

NOTE: Group all inspections by locations so that inspection can be performed on an area-by-area basis. Accomplish inspection of the entire helicopter by starting at the front and working in counterclockwise progression.

Refer to HMI for complete inspection criteria (Appendix B, Tables B1 through B3).

4-2. PILOT'S PREFLIGHT INSPECTION

- Visually check the following items for wear, general condition and obvious damage. Damage is defined as any condition that is not normal or not within limits. Examples of conditions to look for are: inoperable equipment, excessive leakage, discoloration due to heat, dents, cracks, punctures, abrasion, chaffing, galling, nicks and evidence of corrosion. These are the most common types of damage; however, do not limit inspection to the above conditions.
- • Perform further inspection prior to the next flight if discrepancies are noted to determine if the rotorcraft is airworthy.
- • Flight is prohibited when unrepaired damage exists which makes the rotorcraft unairworthy.

WARNING

GROUND RESONANCE MAY RESULT IF HELICOPTER IS OPERATED WHEN THE LANDING GEAR DAMPERS ARE NOT IN GOOD OPERATING CONDITION. IF EXTENSION IS NOT CORRECT, A DETAILED INSPECTION PROCEDURE MUST BE PERFORMED BEFORE FURTHER FLIGHT OPERATIONS. REFER TO PILOT'S FLIGHT MANUAL, SECTION 7.

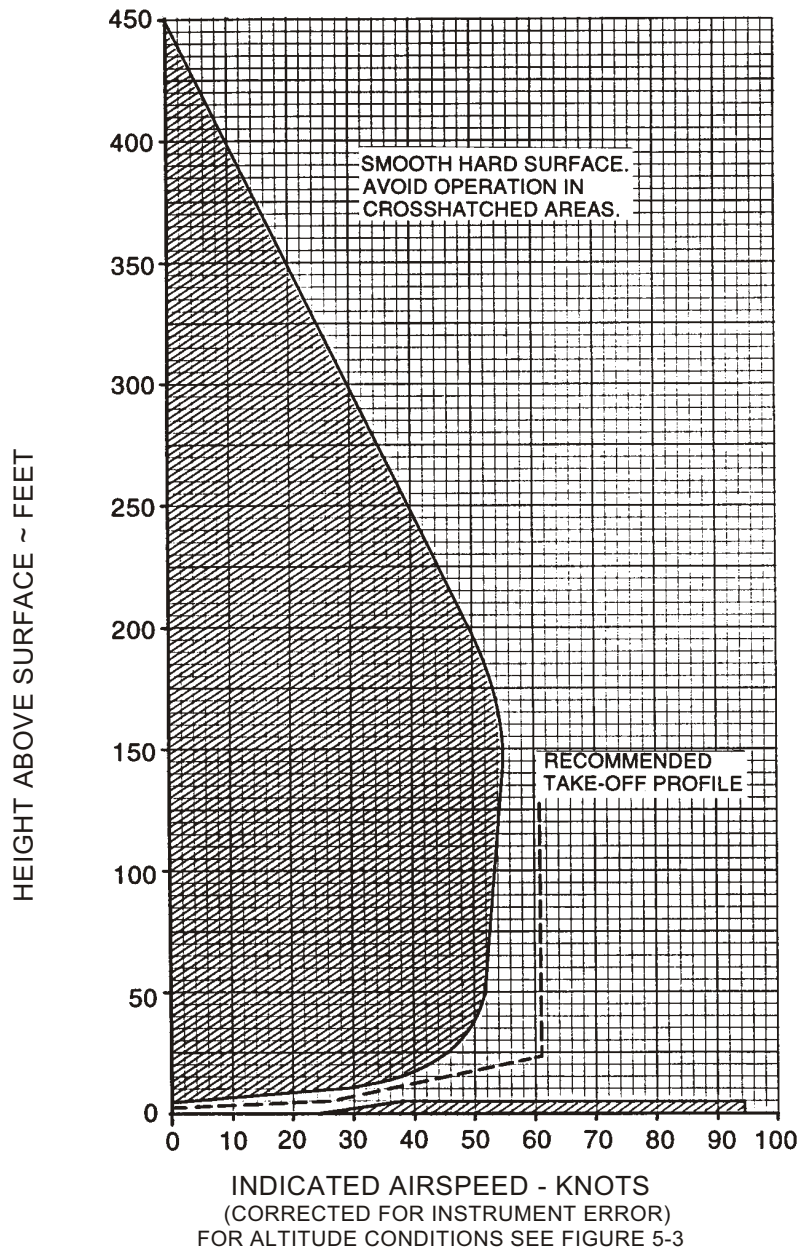


Figure 5-2. Height Velocity Diagram at Sea Level

NOTE: TO MAINTAIN CONDITIONS SHOWN IN
FIGURE 5-2 AT ALTITUDE. RECOMMENDED
GROSS WEIGHTS ARE SHOWN IN FIGURE 5-3.

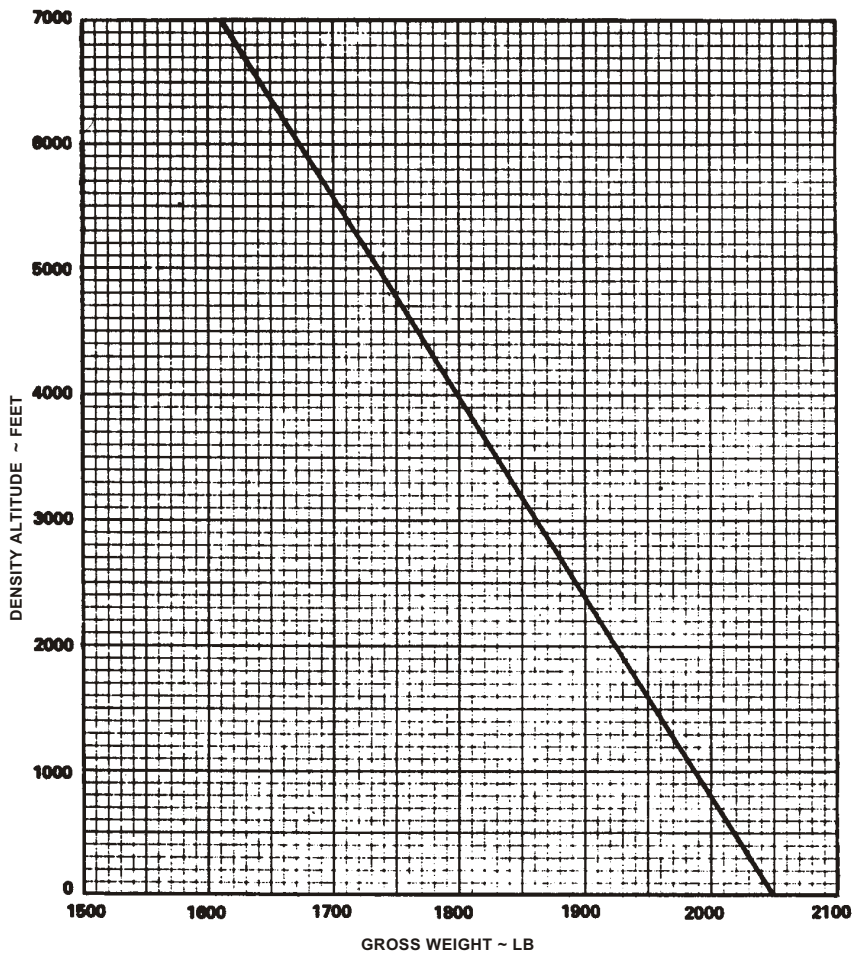


Figure 5-3. Gross Weight Versus Density Altitude at Takeoff