

BHT-206L1-FM-1

CABIN VENTILATION

Ventilation of the cabin to protect the pilot and cabin occupants from the effects of toxic fumes, smoke, etc., shall be immediately performed as follows:

Cabin VENT — Pull to open.

Open cabin windows for maximum ventilation.

ENGINE FAILURE AND AUTOROTATION**NOTE**

Rotor RPM maintained at the high end of the operating range will provide maximum rotor energy to accomplish the landing.

Collective pitch control — Adjust as required to maintain rotor RPM, 90% to 107%.

CAUTION

Avoid large forward cyclic inputs until collective is full down and rotor decay has ceased.

Cyclic control — Adjust to obtain desired autorotative airspeed for existing conditions. Normal autorotation airspeed is 70 MPH (61 knots) IAS.

AIRSPEED for Minimum Rate of Descent is 60 MPH (52 knots) IAS.

AIRSPEED for Maximum Glide Distance is 80 MPH (69 knots) IAS.

Maximum airspeed for steady autorotation is 115 MPH (100 knots) IAS. Autorotation above this speed results in high rates of descent and low rotor speed. A blue radial is installed on the airspeed indicator as a reminder of this condition.

If ample altitude remains, attempt Engine Air Start.

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ENGINE FAILURE AND AUTOROTATION (Cont)

At low altitude, close throttle and flare to lose excessive airspeed.

Apply collective pitch as flare effect decreases to further reduce forward speed and cushion landing. It is recommended that level touchdown be made prior to passing through 70% rotor RPM. Upon ground contact, collective pitch shall be reduced smoothly while maintaining cyclic in neutral or centered position.

CAUTION

Excessive ground run with collective up, or any tendency to float for long distance prior to ground contact should be avoided.

ENGINE RESTART.

An engine restart may be attempted in flight if time and altitude permit. Successful starts have been accomplished up to and including 20,000 feet pressure altitude.

CAUTION

If the cause of failure is obviously mechanical, as evidenced by abnormal sounds, do not attempt a restart.

Collective pitch control — Adjust as required to maintain rotor RPM, 90 to 107%.

Throttle — Closed.

Adjust airspeed 60 MPH (52 knots) IAS for existing condition.

FUEL VALVE switch — Check ON.

Starter — Engage.

ENGINE RESTART (Cont)A rectangular box with a decorative, dashed border. Inside the box, the word "CAUTION" is written in a bold, sans-serif font.

If start is not initiated before N1 decreases below 30% (approximately 10 seconds after engine failure), throttle modulation during start is required to prevent exceeding TOT limit.

Throttle — Idle position.

TOT — Monitor (maintain 740 to 790°C).

Throttle — Advance smoothly to full open.

If restart is unsuccessful, proceed as follows:

Throttle — Closed.

FUEL VALVE switch — OFF.

Accomplish autorotative landing.

FUEL CONTROL AND/OR GOVERNOR FAILURE

Engine fuel control and/or governor failure will be apparent by a change of power or RPM. There is no manual fuel control on the engine. Control power with throttle if engine overspeeds.

Maintain RPM with collective pitch if engine underspeeds.

Establish autorotative glide if power is low or if engine must be shut down.

Prepare for power-off landing.