

DOORS-OFF OPERATION

Avoid removing left door to protect tail rotor from loose objects. If left door must be removed, warn passenger to secure loose objects and to keep head and arms inside cabin to avoid high velocity airstream.

PRACTICE AUTOROTATION - POWER RECOVERY

1. Adjust carb heat if required. (See page 4-11.)
2. Lower collective to down stop and adjust throttle as required for small tachometer needle separation.

CAUTION

To avoid inadvertent engine stoppage, do not chop throttle to simulate a power failure. Always roll throttle off smoothly for small visible needle split.

NOTE

Governor is inactive below 80% engine RPM regardless of governor switch position.

NOTE

When entering autorotation from above 4000 feet, reduce throttle slightly before lowering collective to prevent engine overspeed.

3. Adjust collective to keep rotor RPM in green arc and adjust throttle for small needle separation.
4. Keep airspeed 60 to 70 KIAS.
5. At about 40 feet AGL, begin cyclic flare to reduce rate of descent and forward speed.
6. At about 8 feet AGL, apply forward cyclic to level aircraft and raise collective to control descent. Add throttle if required to keep RPM in green arc.

POWER FAILURE ABOVE 500 FEET AGL

1. Lower collective immediately to maintain rotor RPM.
2. Establish a steady glide at approximately 65 KIAS. (For maximum glide distance, see page 3-3.)
3. Adjust collective to keep RPM between 97 and 110% or apply full down collective if light weight prevents attaining above 97%.
4. Select landing spot and, if altitude permits, maneuver so landing will be into wind.
5. A restart may be attempted at pilot's discretion if sufficient time is available (See "Air Restart Procedure", page 3-3).
6. If unable to restart, turn unnecessary switches and fuel valve off.
7. At about 40 feet AGL, begin cyclic flare to reduce rate of descent and forward speed.
8. At about 8 feet AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude with nose straight ahead.

POWER FAILURE BETWEEN 8 FEET AND 500 FEET AGL

1. Lower collective immediately to maintain rotor RPM.
2. Adjust collective to keep RPM between 97 and 110% or apply full down collective if light weight prevents attaining above 97%.
3. Maintain airspeed until ground is approached, then begin cyclic flare to reduce rate of descent and forward speed.
4. At about 8 feet AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude and nose straight ahead.

POWER FAILURE BELOW 8 FEET AGL

1. Apply right pedal as required to prevent yawing.
2. Allow aircraft to settle.
3. Raise collective just before touchdown to cushion landing.

MAXIMUM GLIDE DISTANCE CONFIGURATION

1. Airspeed approximately 75 KIAS.
2. Rotor RPM approximately 90%.
3. Best glide ratio is about 4:1 or one nautical mile per 1500 feet AGL.

CAUTION

Increase rotor RPM to 97% minimum
when autorotating below 500 feet AGL.

AIR RESTART PROCEDURE

1. Mixture - full rich.
2. Primer (if installed) - down and locked.
3. Throttle - closed, then cracked slightly.
4. Actuate starter with left hand.

CAUTION

Do not attempt restart if engine
malfunction is suspected or before safe
autorotation is established.

WARNING/CAUTION LIGHTS (cont'd)

BRAKE	Indicates rotor brake is engaged. Release immediately in flight or before starting engine.
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STARTER-ON	Indicates starter motor is engaged. If light does not go out when ignition switch is released from start position, immediately pull mixture off and turn battery switch off. Have starter motor serviced.
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GOV-OFF	Indicates engine RPM throttle governor is off.
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CARBON MONOXIDE (if installed)	Indicates elevated levels of carbon monoxide (CO) in cabin. Shut off heater and open nose and door vents. If hovering, land or transition to forward flight. If symptoms of CO poisoning (headache, drowsiness, dizziness) accompany light, land immediately.
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FULL THROTTLE (if installed)	Indicates engine near full throttle. The governor will be ineffective because it cannot increase throttle to maintain RPM. Lower collective as required to extinguish light.
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LOW RPM HORN & CAUTION LIGHT

A horn and an illuminated caution light indicate that rotor RPM may be below safe limits. To restore RPM, immediately roll throttle on, lower collective and, in forward flight, apply aft cyclic. The horn and caution light are disabled when collective is full down.