

DRIVE SYSTEM

A vee-belt sheave is bolted directly to the engine output shaft. Vee-belts transmit power to the upper sheave which has an overrunning clutch contained in its hub. The inner shaft of the clutch transmits power forward to the main rotor and aft to the tail rotor. Flexible couplings are located at the main gearbox input and at each end of the long tail rotor drive shaft.

The main gearbox contains a single-stage spiral-bevel gear set which is splash lubricated. A cooling duct under the box is connected to the top of the engine shroud. The main gearbox is supported by four rubber mounts.

The long tail rotor drive shaft has no support bearings | but has a lightly-loaded damper bearing. The tail gearbox contains a single 90° splash-lubricated spiral-bevel gear set. |

POWERPLANT

One Lycoming four-cylinder, horizontally-opposed, overhead-valve, air-cooled, carbureted engine with a wet sump oil system powers the helicopter. The engine is equipped with a starter, alternator, shielded ignition, two magnetos, muffler, oil cooler, and induction air filter. See Sections 1 and 2 for powerplant specifications and limitations.

A direct-drive, squirrel-cage fan mounted to the engine output shaft supplies cooling air to the cylinders and oil cooler via a fiberglass and aluminum shroud. |

Induction air enters through an inlet on the right side of the fuselage and passes through a flexible duct to the | carburetor air box. A hot air scoop supplies heated air to the air box. A sliding valve controlled by the pilot allows either cool or warm air to flow into the box, through the air filter, and up into the carburetor.

The pilot should read and adhere to procedures recommended in the Lycoming Operator's Manual to obtain maximum engine life and efficiency.