circuit breaker — Out; if restored — In.

BOOST or HYDRAULIC ...tch — ON; OFF if power is .

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...ding at 12 to 17 MPH (10 to ...s recommended. Maintain ...ove translational lift speed ...trol at touchdown.

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To	Brannan Mayer	From	Jack Smith
Co.	NTSB	Co.	Bell
Dept.		Phone #	[redacted]
Fax #	[redacted]	Fax #	

(Cont)

CAUTION LIGHT	FAULT AND REMEDY
TRANS OIL PRESS	Main transmission pressure is below minimum, check gage. Land as soon as possible.
TRANS OIL TEMP	Main transmission oil temperature is at or above red line, check gage. Reducing power will help alleviate the condition. Check transmission oil pressure. Land as soon as possible.
BATTERY TEMP	Battery case temperature has reached 130°F (54.5°C) or higher. Turn BAT switch OFF until battery cools (light extinguishes), then BAT switch ON.

NOTE

Frequent and repetitive BATTERY TEMP indications may be indicative of a marginal battery condition. It is recommended that if this occurs the battery should be removed and inspected in accordance with manufacturer's recommendation at the first convenient opportunity.

CAUTION LIGHT	FAULT AND REMEDY
ENGINE CHIP	Metallic particles in engine oil. Land as soon as possible.
TRANS CHIP	Metallic particles in transmission oil. Land as soon as possible.

CAUTION LIGHT	FAULT AND REMEDY
T/R CHIP	Metallic particles in tail rotor gearbox oil. Land as soon as possible.
GEN FAIL (If installed)	Generator has failed. GEN switch — RESET, then ON. If GEN FAIL light remains illuminated, GEN switch — OFF. Land as soon as practical.
BAGGAGE DOOR (If installed)	Baggage compartment door open. Land as soon as practical.
FUEL FILTER (If installed)	Engine fuel filter clogged. Land as soon as practical. Clean before next flight.
AF FUEL FILTER (If installed)	Airframe fuel filter clogged. Land as soon as practical. Clean before next flight.

WARNING

OPERATION WITH BOTH FUEL BOOST PUMPS INOPERATIVE IS NOT AUTHORIZED. DUE TO POSSIBLE FUEL SLOSHING IN UNUSUAL ATTITUDES OR OUT OF TRIM CONDITIONS AND ONE OR BOTH FUEL BOOST PUMPS INOPERATIVE, THE UNUSABLE FUEL IS TEN GALLONS.

CAUTION LIGHT	FAULT AND REMEDY
FUEL PUMP	One or both fuel boost pumps is inoperative. Descend to below 6000 feet pressure altitude if flight permits. Land as soon as practical.

NOTE

The engine will operate without boost pump pressure under 6000 feet pressure altitude and one boost pump will supply sufficient fuel for normal engine operations under all conditions of power and altitude. Both fuel boost pumps shall be ON for all normal operations.

CAUTION LIGHT	FAULT AND REMEDY
FUEL LOW (if installed)	Plan landing. Effective helicopter S/N 4110 and prior, approximately 20 gallons of fuel remaining. Effective helicopter S/N 4111 and subsequent, approximately 17 gallons of fuel remaining.

ELECTRICAL POWER FAILURE

Electrical power for flight is furnished by the starter which is utilized as a generator after the start has been accomplished. Evidence of main generator failure will be provided by observing loadmeter load. There is no provision for standby operation in the event of generator failure. Necessary power can be furnished by the battery for short periods of time, in case of generator failure:

GEN FAIL light (If installed)— Illuminated.

GEN switch — RESET then ON. If power is not restored:

GEN switch — OFF.

All electrical equipment — OFF (to conserve battery).

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HYDRAULIC SYSTEM switches. On helicopters prior to this, switches are placarded ENGINE DE-ICING and CONTROL BOOST, respectively.

Flight controls — Release friction; check freedom of movement and adjust to (cyclic) neutral/(collective) flat pitch position and pedals neutral.

Throttle — Check freedom of full travel and flight idle stop operation. Check copilot throttle if installed. Return to closed position.

LDG LTS switch — OFF.

ENGINE DE-ICING or ENGINE ANTI-ICING switch — OFF.

CONTROL BOOST or HYDRAULIC SYSTEM switch — ON.

FUEL VALVE switch — ON, guard closed.

Altimeter — Set to field elevation.

Instruments/Gages — Static position at zero.

Overhead switches — OFF.

NOTE

Effective helicopter S/N 4128 and prior: for daylight operations, ensure INST LT switch (rheostat) is OFF. If the INST LT switch is on, the caution lights can be dimmed and may not be visible.

Effective helicopter S/N 4129 and subsequent: With the INST LT switch (rheostat) on and caution light selector positioned to DIM, the caution lights are dimmed to a fixed intensity and can not be adjusted by the INST LT switch.

GEN switch — OFF.

Circuit breakers — In (as required).

BAT switch — On for battery start; On for GPU start; OFF for battery cart start. Observe TRANS OIL PRESS, ENG OUT, and ROTOR LOW RPM caution/warning light segments illuminated and applicable audio signal(s) operative.

WRN HORN MUTE button (if installed) — Press to mute.

NOTE

Engine out audio may be deactivated.

CAUTION LT TEST button — Press to test illumination of each segment utilized.

Turbine outlet temperature (TOT LT TEST) button (if installed) — Press, check TOT light illuminates.

ROTOR LOW RPM system — Check as follows: (If WRN HORN MUTE button is installed, the following does not apply.)

Collective pitch — Increase; check ROTOR LOW RPM light and audio On.

Collective pitch — Full down; check ROTOR LOW RPM light On and audio Off.

Flight controls — Neutral/flat pitch position, apply friction (if needed).

FUEL BOOST AFT and FWD circuit breakers — In; check fuel pressure within limits and FUEL PUMP caution light off.

ANTI COLL LT switch — On (if required).

ENGINE STARTING

Collective pitch — Full down.

Throttle — Full closed.

Rotors — Clear.

Starter — Engage (observe Engine Starter Limitations, Section 1).

Engine oil pressure — Indication of increase.

Throttle — Open to flight idle at 15% gas producer RPM with Turbine Outlet Temperature (TOT) at or below 150°C.

CAUTION

A START SHOULD NOT BE ATTEMPTED AT N1 SPEEDS BELOW 12%.

Use the following guide for desired N1 starting speed versus outside air temperature:

N1 RPM	TEMP °C (°F)
15%	Above 7° (45°)
13%	-18 to +7° (0 to 45°)
12%	Below -18° (0°)

CAUTION

DURING THE FIRST FEW SECONDS OF THE START THE TOT WILL ACCELERATE AT A FAIRLY RAPID RATE AND SHALL BE CLOSELY MONITORED.

Turbine outlet temperature (TOT) — Monitor to avoid hot start. Abort start if either the 927°C maximum or the 810 to 927°C MAXIMUM 10 SECONDS transient limitation is about to be exceeded by depressing the engine IDLE REL button, CLOSE THROTTLE and continue to motor the starter until TOT decreases to less than 810°C. Some helicopters are equipped with a red warning light on the TOT gage. If limits are exceeded or light illuminates, consult Allison Engine Operation and Maintenance Manual.