

SECTION 3

EMERGENCY PROCEDURES

GENERAL

The information contained in Section 3, Emergency Procedures, is approved by the Federal Aviation Administration.

DEFINITIONS

Land Immediately - Land on the nearest clear area where a safe normal landing can be performed. Be prepared to enter autorotation during the approach, if required.

Land as soon as practical - Land at the nearest airport or other facility where emergency maintenance may be performed.

POWER FAILURE - GENERAL

1. A power failure may be caused by either an engine or drive system failure and will usually be indicated by the low RPM horn.
2. An engine failure may be indicated by a change in noise level, nose left yaw, oil pressure light, or decreasing engine RPM.
3. A drive system failure may be indicated by an unusual noise or vibration, nose right or left yaw, or decreasing rotor RPM while engine RPM is increasing.

CAUTION

Aft cyclic is required when collective is lowered at high speed and forward CG.

CAUTION

Avoid using aft cyclic during touchdown or during ground slide to prevent possible blade strike to tailcone.

POWER FAILURE ABOVE 500 FEET AGL

1. Lower collective immediately to maintain RPM and enter normal autorotation.
2. Establish a steady glide at approximately 65 KIAS (See "Maximum Glide Distance Configuration", page 3-3).
3. Adjust collective to keep RPM in green arc 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 off unnecessary switches and shut off fuel.
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.

NOTE

If power failure occurs at night, do not turn on landing lights above 1000 feet AGL to preserve battery power.

POWER FAILURE BETWEEN 8 FEET AND 500 FEET AGL

1. Takeoff operation should be conducted per the Height-Velocity Diagram in Section 5.
2. If power failure occurs, lower collective immediately to maintain rotor RPM.
3. Adjust collective to keep RPM in green arc or apply full down collective if light weight prevents attaining above 97%.
4. Maintain airspeed until ground is approached, then begin cyclic flare to reduce rate of descent and forward speed.
5. At about 8 feet AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down with skids level and nose straight ahead.