



Autorotation procedure	-collective down, aft cyclic to get nose up (97–110 RRPM / 65 KIAS) -max glide: 90% RRPM / 75 KIAS
Air restart	-normal AR procedure ->2000ft AGL -mixture full rich -throttle closed -starter engage
GOV failure	-grip throttle firmly to override the GOV -GOV switch - OFF -manual control of RPM
Electrical fire in flight	-master battery switch – OFF -alternator switch – OFF -land immediately -extinguish fire
Fire in flight	-enter AR -master battery switch – OFF -cabin heat – OFF -cabin ventilation – ON -if engine is running – normal landing -if engine stops running – AR
Engine fire during start	-cranking -if engine starts, run 50-60% RPM short time -if engine fails to start, shut off fuel and master battery switch -extinguish fire -inspect for damage
Loss of TR thrust in flight	-indicated by nose right yaw, cannot be stopped by left pedal -enter AR with 70 KIAS -select landing site, roll throttle off into detent spring -perform AR landing, preferably on hard surface -if not possible, continue forward flight towards suitable terrain
Loss of TR thrust in hover	-immediately roll off throttle off into detent spring -raise collective just before touchdown to cushion landing
Tachometer failure	-use remaining tach to monitor RPM -allow GOV to control RPM



OIL	<ul style="list-style-type: none">-loss of engine power or oil pressure-check oil pressure gauge-if pressure loss, land immediately
MR TEMP*	<ul style="list-style-type: none">-excessive temp of MRGB
MR CHIP*	<ul style="list-style-type: none">-indicates metallic particles in MRBG
TR CHIP*	<ul style="list-style-type: none">-indicates metallic particles in TRGB
CLUTCH*	<ul style="list-style-type: none">-clutch actuator circuit is on-max 10 sec, then pull CLUTCH circuit breaker-reduce power-prepare to enter AR
LOW FUEL	<ul style="list-style-type: none">-indicates approx 1 USG Fuel-engine will run out of fuel after 5 min MCP
ALT	<ul style="list-style-type: none">-low voltage / ALT failure-switch off nonessential electrical equipment-ALT off, after 1 sec on-if light stays on, land as soon as practical
BRAKE	<ul style="list-style-type: none">-rotor brake is engaged-release immediately in flight or before starting engine
STARTER ON	<ul style="list-style-type: none">-indicates starter motor is on-if light does not go out when starter button is released, immediately pull mixture to idle cut off and switch master battery OFF
GOV OFF	<ul style="list-style-type: none">-indicates engine RPM throttle governor is OFF
CARBON MONOXIDE	<ul style="list-style-type: none">-elevated levels of CO in cabin-shut off heater-open vents-if hovering, transition to forward flight-if symptoms of CO poisoning (headache, drowsiness, dizziness) land immediately-light blinking indicates self test
LOW RPM (and Horn)	<ul style="list-style-type: none">-rotor RPM is below safe limits, roll throttle on, lower collective-in forward flight, apply aft cyclic

*** If light is accompanied by any indication of a problem, such as noise, vibration or temperature rise, land immediately. If there is no other indication of a problem, land as soon as practical.**