

<b>Autorotation procedure</b>	<ul style="list-style-type: none"> <li>-collective down, aft cyclic to get nose up (97–108 RRPM / 70 KIAS)</li> <li>-max glide: 90% RRPM / 90 KIAS</li> <li>-min ROD: 90% RRPM / 55 KIAS</li> </ul>
<b>Air restart</b>	<ul style="list-style-type: none"> <li>-normal AR procedure</li> <li>-&gt;2000ft AGL</li> <li>-mixture OFF</li> <li>-throttle closed</li> <li>-starter engage</li> <li>-mixture slowly rich</li> </ul>
<b>GOV failure</b>	<ul style="list-style-type: none"> <li>-grip throttle firmly to override the GOV</li> <li>-GOV switch - OFF</li> <li>-manual control of RPM</li> </ul>
<b>Electrical fire in flight</b>	<ul style="list-style-type: none"> <li>-master battery switch – OFF</li> <li>-alternator switch – OFF</li> <li>-land immediately</li> <li>-extinguish fire</li> </ul>
<b>Fire in flight</b>	<ul style="list-style-type: none"> <li>-enter AR</li> <li>-master battery switch – OFF</li> <li>-cabin heat – OFF</li> <li>-cabin ventilation – ON</li> <li>-if engine is running – normal landing</li> <li>-if engine stops running – AR</li> </ul>
<b>Engine fire during start</b>	<ul style="list-style-type: none"> <li>-cranking</li> <li>-if engine starts, run 60-70% RPM short time</li> <li>-if engine fails to start, shut off fuel and master battery switch</li> <li>-extinguish fire</li> <li>-inspect for damage</li> </ul>
<b>Loss of TR thrust in flight</b>	<ul style="list-style-type: none"> <li>-indicated by nose right yaw, cannot be stopped by left pedal</li> <li>-enter AR with 70 KIAS</li> <li>-select landing site, roll throttle off into detent spring</li> <li>-perform AR landing, preferably on hard surface</li> <li>-if not possible, continue forward flight towards suitable terrain</li> </ul>
<b>Loss of TR thrust in hover</b>	<ul style="list-style-type: none"> <li>-immediately roll off throttle into detent spring</li> <li>-raise collective just before touchdown to cushion landing</li> </ul>
<b>HYD system failure</b>	<ul style="list-style-type: none"> <li>-adjust airspeed for comfortable control</li> <li>-HYD switch – verify ON</li> <li>-if HYD not restored, HYD switch OFF</li> <li>-land as soon as practical</li> </ul>
<b>Tachometer failure</b>	<ul style="list-style-type: none"> <li>-use remaining tach to monitor RPM</li> <li>-allow GOV to control RPM</li> </ul>

<b>OIL</b>	<ul style="list-style-type: none"> <li>-loss of engine power or oil pressure</li> <li>-check oil pressure gauge</li> <li>-if pressure loss, land immediately</li> </ul>
<b>ENG FIRE</b>	-indicates fire in engine compartment → procedure
<b>MR TEMP*</b>	-excessive temp of MRGB
<b>MR CHIP*</b>	-indicates metallic particles in MRBG
<b>TR CHIP*</b>	-indicates metallic particles in TRGB
<b>LOW FUEL</b>	<ul style="list-style-type: none"> <li>-indicates approx 3 USG Fuel</li> <li>-engine will run out of fuel after 10 min MCP</li> </ul>
<b>AUX FUEL PUMP*</b>	<ul style="list-style-type: none"> <li>-low aux fuel pump pressure</li> <li>-if no other indication of a problem, land as soon as practical</li> <li>-if accompanied by erratic engine operation, land immediately</li> </ul>
<b>FUEL FILTER*</b>	<ul style="list-style-type: none"> <li>-indicates fuel strainer contamination</li> <li>-land as soon as practical</li> <li>-if accompanied by AUX FUEL PUMP warning or erratic engine operation, land immediately</li> </ul>
<b>CLUTCH*</b>	<ul style="list-style-type: none"> <li>-clutch actuator circuit is on</li> <li>-max 10 sec, then pull CLUTCH circuit breaker</li> <li>-reduce power</li> <li>-prepare to enter AR</li> </ul>
<b>ALT</b>	<ul style="list-style-type: none"> <li>-low voltage / ALT failure</li> <li>-switch off nonessential electrical equipment</li> <li>-ALT off, after 1 sec on</li> <li>-if light stays on, land as soon as practical</li> </ul>
<b>BRAKE</b>	<ul style="list-style-type: none"> <li>-rotor brake is engaged</li> <li>-release immediately in flight or before starting engine</li> </ul>
<b>STARTER ON</b>	<ul style="list-style-type: none"> <li>-indicates starter motor is on</li> <li>-if light does not go out when starter button is released, immediately pull mixture to idle cut off and switch master battery OFF</li> </ul>
<b>GOV OFF</b>	-indicates engine RPM throttle governor is OFF
<b>CARBON MONOXIDE</b>	<ul style="list-style-type: none"> <li>-elevated levels of CO in cabin</li> <li>-shut off heater</li> <li>-open vents</li> <li>-if hovering, transition to forward flight</li> <li>-if symptoms of CO poisoning (headache, drowsiness, dizziness) land immediately</li> <li>-light blinking indicates self test</li> </ul>
<b>LOW RPM (and Horn)</b>	<ul style="list-style-type: none"> <li>-rotor RPM is below safe limits, roll throttle on, lower collective</li> <li>-in forward flight, apply aft cyclic</li> </ul>

\* 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.