



Autorotation procedure	-collective down, aft cyclic to get nose up (97–108 RRPM / 70 KIAS) -max glide: 90% RRPM / 90 KIAS -min ROD: 90% RRPM / 55 KIAS
Air restart	-normal AR procedure ->2000ft AGL -mixture OFF -throttle closed -starter engage -mixture slowly rich
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 60-70% 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 into detent spring -raise collective just before touchdown to cushion landing
HYD system failure	-adjust airspeed for comfortable control -HYD switch – verify ON -if HYD not restored, HYD switch OFF -land as soon as practical
Tachometer failure	-use remaining tach to monitor RPM -allow GOV to control RPM



OIL	-loss of engine power or oil pressure -check oil pressure gauge -if pressure loss, land immediately
ENG FIRE	-indicates fire in engine compartment → procedure
MR TEMP*	-excessive temp of MRGB
MR CHIP*	-indicates metallic particles in MRBG
TR CHIP*	-indicates metallic particles in TRGB
LOW FUEL	-indicates approx 3 USG Fuel -engine will run out of fuel after 10 min MCP
AUX FUEL PUMP*	-low aux fuel pump pressure -if no other indication of a problem, land as soon as practical -if accompanied by erratic engine operation, land immediately
FUEL FILTER*	-indicates fuel strainer contamination -land as soon as practical -if accompanied by AUX FUEL PUMP warning or erratic engine operation, land immediately
CLUTCH*	-clutch actuator circuit is on -max 10 sec, then pull CLUTCH circuit breaker -reduce power -prepare to enter AR
ALT	-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	-rotor brake is engaged -release immediately in flight or before starting engine
STARTER ON	-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	-indicates engine RPM throttle governor is OFF
CARBON MONOXIDE	-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)	-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.**