

1.) Carefully step into the helicopter and make sure you are comfortable in the seats. Please, do not put your full weight on the carpet, because the carpet peels off. Then check the Fuel Shut-off Valve.

2.) The next couple of things on the check list is telling you to check the controls. If you follow the check list you can only check the controls one-by-one. We actually, want to check if ALL the controls move without interference. In the beginning you can check each control one-by-one. As you get used to the movements of the controls you can check the controls all at the same time. The instructor will show you how. note1: Put the throttle into "detent" when you raise the collective during the flight control checks. note2: All controls have some sort of lock called, "FRICTION." Release the frictions before you move them. After checking, put them on right away.

BEFORE STARTING ENGINE

| | |
|---------------------------------|------------------------|
| Seat belts..... | Fastened |
| Fuel shut-off valve..... | On |
| Cyclic/collective friction..... | Off |
| Cyclic,collective,pedals..... | Full travel free |
| Throttle..... | Full travel free |
| Collective..... | Full down, friction on |
| Cyclic neutral..... | Friction on |
| Pedals..... | Neutral |
| Landing light..... | Off |
| Governor..... | On |
| Circuit breakers..... | In |
| Carb heat..... | Off |
| Mixture..... | Full rich |
| Mixture guard..... | Installed |
| All switches/avionics..... | Off |
| Clutch..... | Disengaged |
| Altimeter..... | Set |
| Rotor break..... | Disengaged |

STARTING ENGINE AND RUN-UP

| | |
|---|-----------------------|
| Throttle twist for priming..... | As required |
| Throttle..... | Closed (double check) |
| Master switch..... | On |
| Area..... | Clear |
| Strobe light..... | On |
| Ignition switch..... | Start, then Both |
| Starter-On light..... | Out |
| Set engine RPM..... | 50 to 60% |
| Clutch switch..... | Engaged |
| Blades turning..... | Less than 5 seconds |
| Alternator switch..... | On |
| Oil Pressure in 30 sec..... | 25 psi minimum |
| Avionics(radio), headsets..... | On |
| Wait for clutch light..... | Out |
| Warm-up RPM..... | 70 to 75% |
| Check Engine gages..... | Green |
| Mag drop at 75% RPM..... | 7% max in 2 sec |
| Carb heat check..... | CAT rise/drop |
| Sprag clutch check from 75% RPM..... | Needles split |
| Doors..... | Closed and latched |
| Limit MAP Chart (back of check list)..... | Check |
| Cyclic/collective friction..... | Off |
| Confirm Governor ON,increase throttle.... | RPM 102-104% |
| Warning lights..... | Out |
| Lift collective slightly, reduce RPM..... | Horn/light at 97% |
| Area..... | Clear |

SHUT DOWN

| | |
|--|-----------------------------------|
| Collective down, RPM 70-75%..... | Friction on |
| Cyclic and pedals neutral..... | Friction on (take check list out) |
| Cylinder Head Temperature(CHT) drop... | Throttle closed |
| Clutch switch..... | Disengage |
| Wait 30 seconds..... | Pull idle cut-off |
| Mixture guard..... | Back on mixture |
| Wait 30 seconds..... | Apply rotor brake |
| Clutch light off..... | Ignition and master switches off |

4.) You are almost ready to start the engine. The instructor will teach you what "as required" means. THE MOST IMPORTANT THING!!! MAKE SURE THAT THE THROTTLE IS CLOSED. DOUBLE CHECK THE THROTTLE CLOSE!!! THIS IS THE ONLY TIME THE HELICOPTER WILL GET "DAMAGED" TRIPLE CHECK THROTTLE CLOSED!!!

6.) Transponder goes to SBY.(stand by) Turn it to ALT(altitude) upon takeoff.

7.) If you have been taught to do engine checks at 100%, please, understand that Robinson Helicopter Company has officially changed the POH (Pilot's Operating Handbook). We now check everything except for the Low Rpm Warning System at 75%. The needle will not split as dramatically as it used to. Don't worry. That's normal.

8.) Governor is active, only when the engine RPM is above 80% RPM

3.) Landing light switch may be located on the cyclic or the above the radio equipments. Governor is a small toggle switch that you can flick on/off with your left thumb, located at the tip of the collective. Once, you check those two, you can check the other stuff. Very easy. Starting from the Circuit Breakers, just "PUSH DOWN" anything you see that's sticking UP and anything that is turned ON; just turn them OFF.

5.) THIS SECTION MUST BE MEMORIZED BY HEART. Because what is happening is much faster than what you are reading from the check list. note1: LISTEN to the noise and FEEL the vibration. note2: Always keep your hand on the THROTTLE on start-up. note3: Make sure you release the key once the engine starts. note4: If engine does not start within THREE attempts, ask for assistance.

SHUT DOWN
When do I take the check list out?

Once you are on the ground with full down collective, set the engine and rotor RPM to 70-75%. Put the Friction ON for the Collective and the Cyclic. THEN, you can relax a little to Pull the check list out and use the check list to confirm if you have done everything you needed to.