

# HELI LAUSANNE



## HB-ZOQ

**Cabri G2 CHECKLIST  
EMERGENCY CHECKLIST  
LIMITATIONS  
PERFORMANCES  
PREFLIGHT CHECKLIST  
ALERT CHECKLISTE  
SECURITY AROUND**

The pilot is responsible for correct operation of the helicopter according AFM. This summary is provided only as additional material for preflight preparation. Heli-Lausanne declines all responsibility in case of non respect of official manufacturer limitations(AFM).

**ALLWAYS REFER TO AFM FOR MANUFACTURER PROCEDURES**

## General Limitations

Minimum crew : 1 pilot on right seat

Aerobatic flights prohibited

Voluntary in-flight shutdown is prohibited

Day VFR only (*NVFR permitted according to onboard flight instruments*)

Icing conditions : flight prohibited

### Snow :

- Flight under snow is allowed in non icing conditions and visibility more 1500 m
- Significant snow on windshield: land or acceleration (no hover flight)

### Doors off or open :

- Operations approved with 1 or 2 doors off, unlocked or partially open (vent)
- No loose object in cabin
- Speed limitations : same as doors on and closed

Maximum operating altitude : 13'000 ft PA

VNE Power ON : 130 kts IAS - 2 kts / 1'000 ft PA

VNE Power OFF : 110 kts IAS - 2 kts / 1'000 ft PA

### Color code for instrument markings

|                 |                                                                                     |                                                                                                                  |
|-----------------|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Red             |  | Indicates operating limits. The pointer should not enter red zones or exceed red limits during normal operation. |
| Red cross-hatch |  | Indicates power-off V <sub>NE</sub>                                                                              |
| Yellow or amber |  | Precautionary or special operating procedure range                                                               |
| Green           |  | Normal operating range                                                                                           |
| White or Blue   |  | Other indications                                                                                                |

On the EPM, related numerical values are marked with the same color code.

**UNSUALE FUEL : 1,5 litres**

**Do not rely on fuel quantity when **LOW FUEL** Caution light or EPM warning is active : land as soon as possible!**

## NORMAL PROCEDURES / CHECKLISTS

### Cockpit Preparation

#### Before starting engine

Harnesses ..... Both fastened  
 Cockpit ..... All objects correctly secured  
 Pedals ..... Full travel free  
 Collective ..... Friction released, full travel free  
 Cyclic ..... Full travel free  
 Breakers ..... In  
 Hourmeter ..... Checked  
 Fuel shut-off valve ..... Checked ON  
 Collective ..... Down, friction on  
 Altimeter ..... Set  
 All switches ..... OFF  
 Carburetor heating switch ..... Auto  
 MASTER switch ..... ON  
 NR switch ..... Backup  
 NR green light ..... Checked ON  
 Lights and NR horn automatic check ..... Monitored, all working  
 ..... except STARTER

#### EPM starts

##### Watch flight log

Push #2 key to enter configuration page.  
 Set configuration as desired ..... refer to page 7-13  
 Push #1 key to freeze flight log page, push again to carry on.

##### Watch self-test

If a parameter is failed, the page stays until acknowledged.  
 Refer to page 2-10 for no-go parameters.

##### Watch flight screen

No alarm except : **OIL P - FUEL P - OIL T - CARB T** (if OAT corresponds)  
 If engine is cold ..... Cross-check OAT - CHT - OIL T - CARB T  
 Fuel quantity ..... Check

Governor ..... OFF, check GOV OFF light ON  
 Mixture ..... Forward, full rich

**Note 1 :** Before starting, NR green light, GOV OFF, OIL P, ALT. lights are on. CLUTCH light may also be ON.

**Note 2 :** The EPM has preflight functions described page 7-11 and following pages.

**Note 3 :** When the helicopter is soaked at very low temperature, (less than -17°C / 0°F) the EPM display may not start at once. Switch MASTER OFF and wait a few minutes in the cabin before switching it back ON.

**Warning :**

- **The clutch may have stayed engaged, or engage unexpectedly, allowing the rotor to turn at starter engagement.**
- **The blades can be very dangerous particularly at low speed, and with gusts or wind. They are very heavy and flexible.**
  - ➔ **Never engage the starter** while the area is not completely clear of people and foreign objects in a 6 meter (20 foot) radius. The blades may turn unexpectedly.
  - ➔ **The pilot must not leave the cockpit** as long as the engine or the rotor turns. He must wait complete stop.
  - ➔ **Strictly forbid all people presence** in the rotor area – 6 meter (20 foot) radius, while the engine is running or the rotor is turning, unless controlled by the pilot in command as follows :
  - ➔ **To allow a person enter or exit the cabin or rotor area – 6 meter (20 foot) radius, the pilot must :**
    1. **Make sure the wind is less than 20 kt,**
    2. **Hold the collective down,**
    3. **Hold the cyclic slightly aft,**
    4. **Maintain the RPM steady in the yellow – green arc,**
    5. **Watch the person in lateral sector and allow by a head sign.**  
**Do not move the cyclic while the person has started moving towards the helicopter.**

It is the pilot's responsibility to make sure that take-off and landing area is clear from all people that could be endangered, and that all people approaching the helicopter are well aware of above warnings, and briefed to :

1. **Stay clear 6 meters (20 feet) of the helicopter,**
2. **Watch the pilot and wait his sign before moving into the rotor area,**
3. **Bend forward and keep hands, cloths and objects low,**
4. **Move in the lateral area, in pilot's sight.**

## ENGINE START

### Starting the engine

|                                    |                                                        |
|------------------------------------|--------------------------------------------------------|
| Headset.....                       | ON                                                     |
| Radio.....                         | ON if needed                                           |
| Altimeter setting .....            | Correlated with ATC information                        |
| Compass heading indication .....   | Verified                                               |
| Strobe .....                       | ON                                                     |
| Fuel pump.....                     | ON, check Fuel pressure increase                       |
| Manual fuel injections.....        | As needed                                              |
| Throttle.....                      | Monitor on MLI : START as required between 0% and 15 % |
| Rotor brake .....                  | Apply - check the light - lock forward                 |
| Mixture .....                      | Full rich forward                                      |
| Ignitions, Magneto and Plasma..... | ON, check beeper                                       |
| Area .....                         | Clear                                                  |
| <u>Radio clearance if needed</u>   |                                                        |
| Starter .....                      | Activate                                               |
| STARTER light.....                 | checked ON and back OFF when switch is released        |
| After engine starts, Throttle..... | Idle, 0% START on MLI                                  |
| Alternator .....                   | ON, check ALT goes off                                 |
| Check oil pressure light.....      | OFF within 30 seconds of starting                      |
|                                    | <i>If not, shutdown the engine by mixture off</i>      |
| Set engine speed to .....          | Warm engine : idle                                     |
|                                    | Cold engine : 1000 RPM                                 |
| CLUTCH .....                       | Engage and lock switch – check light is ON             |
| Rotor and Engine indicators.....   | Synchronized                                           |
| CLUTCH light.....                  | Wait for OFF                                           |

**Note 1 :** Depending on belt condition and temperature, the rotor may slightly engage from engine start. In this case, engage clutch to avoid prolonged belt slippage.

**Note 2 :** As the rotor begins to spin, a cyclic stick rotation may occur. Center the stick smoothly.

**Note 3 :** ALT light may flicker at idle. Check ALT lights goes off above 1500 RPM.

**Note 4 :** When starting an engine soaked at very cold temperature (around -20°C / -4°F), apply not less than 5 fuel injection s and avoid high throttle settings.

**Ignition test :**

Set engine speed to.....2000 RPM (upper purple radial mark)

Plasma OFF 5 sec. – maximum drop ..... 300 RPM (lower radial mark)

Magneto OFF 5 sec. – maximum drop ..... 100 RPM

Set rotor speed .....NR < 450 RPM

Wait for Oil temperature increase as needed.

**Fuel Pump** ..... **OFF** check pressure then **ON** again

Set rotor speed to .....530 RPM

Check BARC backup green light lights ON

CARB. HEAT ..... HOT

Wait for an additional Carb brick to pop

Check that NR drops

CARB. HEAT ..... COLD

Wait for the additional Carb brick to disappear

Check that NR increases

CARB. HEAT ..... AUTO

Roll-off throttle to idle..... Check needles desynchronization

Check lower BARC light blinks when NR in yellow arc

Check warning horn when NR approaches lower red limit

Switch BARC to mute warning horn. This will also switch to normal mode

Check idle stabilization

Governor ON, Roll-in throttle ..... check governor engages from NR = 400 RPM

Check rotor speed in green arc

**Before take-off**

Oil temperature..... 30°C (86°F) minimum recommended

60°C (140°F) minimum for max power

Doors ..... Closed or secured with strap

Harnesses ..... Both fastened

Pressures and temperatures ..... Green arcs

Warning and caution lights .....OFF

Performance calculation ..... first limit checked on MLI

Landing light and NAV. light .....As needed

Radio .....As needed

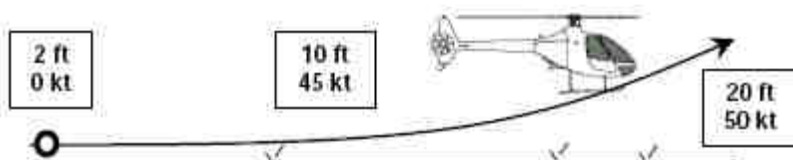
Collective friction .....Released

**LANDING LIGHT ..... ON**  
(for in-flight collision avoidance, keep light ON all flight duration)

## Take-off procedure

### On clear flat area

1. Apply collective pitch progressively to stabilize hover at 2 feet skid height.
2. Adjust cyclic trim.
3. Check engine parameters in green arcs and warning / caution lights OFF.
4. Apply slight forward cyclic to accelerate at a constant height.
5. At 45 kt IAS, rotate to reach and maintain 50 kt IAS.
6. Once climb is stabilized, adjust power as needed. Rate of climb should not exceed 500 ft/min below 100 feet in order to ease piloting in case of an engine failure.
7. Follow take-off profile shown on Height-Velocity diagram shown page 5-3 :



**Note 1 :** Take-off is possible without increasing power in case of a very slow acceleration on hard surface.

**Note 2 :** Take-off run may be shortened, by raising slightly the collective to compensate for height loss, if power margin enables it.

### On other surface (confined area or surrounded by obstacles)

Refer to HOG performance page 5-4.

Adapt acceleration procedure to environment by keeping rotor disk above horizon and avoiding as far as possible Height / Velocity limiting area (refer to page 5-3).

## **CHECKS**

### **Check before Departure**

1. Warning lights..... all out
2. Gauges ..... all green arc
3. Fuel quantity ..... checked
4. ERPM..... green

### **Hover Check**

1. Power limitation .....within max limitations EPM
2. ERPM..... green
3. Warning lights..... all out
4. Take off axis/ Wind..... checked

### **Climb check**

1. Speed..... adjusted -> 50 kts
2. Vertical speed ..... positive
3. Power ..... ..within max limitations EPM
4. ERPM..... green

### **Cruise check**

1. ERPM / EPM ..... ..within max limitation
2. Warning lights.....all out
3. Gauges .....all green arc
4. Fuel quantity .....checked

*Economy cruise : 90 % on MLI*

*Faste cruise : 100 % on MLI*

*Max endurance : 50 kts IAS*

*Best Range : 80 kts*

### **Check for Approach**

1. Engine gauges..... green
2. Fuel quantity ..... checked
3. ERPM..... green
4. All warning lights ..... off

### **Final Check**

1. Speed..... 30 kt.
2. Vertical speed ..... <500ft/Min.
3. Decision ..... land/go around



## Engine Shut Down

### Engine / Rotor shutdown

|                                     |                                       |
|-------------------------------------|---------------------------------------|
| Collective .....                    | Down, friction on                     |
| Governor .....                      | OFF                                   |
| Engine cooling .....                | 420 < Nr < 450 RPM until CHT ≤ 180°C  |
| Idle .....                          | Stable                                |
| CLUTCH .....                        | Switch to disengage                   |
|                                     | Wait 10 seconds – check light is ON   |
| Mixture .....                       | Pull OFF to shut-down                 |
| Ignition switches .....             | OFF                                   |
| Landing light and NAV. light .....  | OFF                                   |
| Alternator .....                    | OFF                                   |
| Fuel pump .....                     | OFF                                   |
| Rotor brake .....                   | On request under 150 RPM (white mark) |
| Rotor .....                         | Stopped                               |
| Strobe .....                        | OFF                                   |
| Radio .....                         | Cleared and OFF                       |
| Hourmeter and EPM flight time ..... | Noted                                 |
| MASTER .....                        | OFF                                   |

**Note :** The CLUTCH switch is active only if the MASTER switch is left ON during a few seconds.

### Disengagement with engine OFF

If the engine was shut-down or has stalled while it was clutched, switch CLUTCH to disengage.

The MASTER switch can then be switched OFF after a few seconds.

Engine disengaged, the complete declutching can take a few minutes.

## **EMERGENCY PROCEDURES**

### **Aural warnings:**

Continuous : low speed rotor

Intermittent : high speed rotor

short tone: LOW fuel

### **Beep warnings:**

oil pressure lost / plasm ign ON and OIL P red

Engine ignition is HOT at startup

prevent leaving Plasma ON when leaving heli

### **POWER FAILURE**

- Engine failure                      Yaw, desynchronisation, Oil P, Low NR  
                                                  --> autorotation
- Carburetor icing                    Power decay, while FLO 100%  
                                                  -> Governor overtakes -> Car heat check
- Primary transmission failure (clutch/desynchronisation)  
                                                  -> Roll off twist grip and enter AR

### **ENGINE FAILURE**

- Enter autorotation immediately, maintain 50 kts

### **DITCHING – POWER OFF**

- Enter autorotation, airspeed 50 knots
- Open doors, head between wave direction
- Keep collective up and apply sideward cyclic after water contact

### **AIR - RESTART**

- Stabilize Autorotation
- Choose landing spot.
- If sufficient time available -> air restart attempt:
- Boost pump ON, fuel valve OPEN
- Mixture full rich / forward
- Ignition switches ON
- Apply 50 % twist grip
- Press starter button

### **TAIL ROTOR FAILURE**

*Nose to the right : engine failure*

*Nose to the left : tail rotor failure*

- Hover
  - Close throttle, hover autorotation
- In flight (complete loss of thrust – yaw to the left)
  - Switch governor OFF
  - Adjust power to maintain airspeed between 70 to 80 kts
  - Enter autorotation and prepare for power-off landing

## YAW CONTROL FAILURE - fixed pitch

- Hover
  - Land immediately, lower collective slowly down , roll of twist grip landing
- In flight ( fixed pitch)
  - Adjust IAS 70 to 80 kts and adjust power to minimize slideslip
  - Proceed with shallow approach
  - Establish ground contact with forward speed
  - Control yaw with throttle if nesscessary

## GOVERNOR FAILURE

- Hold twist grip
- Switch governor OFF
- Regulate Rotor/Engine speed manually (green arc)

## ENGINE / CELL FIRE ON GROUND

- Cabin heater OFF
- Fuel valve OFF
- All switches OFF
- Rotor brake
- When rotor stopped -> Exit aircraft with fire extinguisher, fight fire

## ENGINE FIRE IN FLIGHT

- Cabin heater OFF
- Lower collective to perform a full autorotation
- Fuel valve OFF
- Fuel pump OFF
- above 8000 ft increas airspeed to 90 kt to accelerate descend

### Upon landing :

- Rotor brake
- When rotor stopped -> Exit aircraft with fire extinguisher, fight fire

## ELECTRICAL FIRE DURING FLIGHT

- Alternator OFF
- Master switch OFF
- Open vents
- Close cabin heater
- *Caution : EPM and NR lights no longer powered + no governor !*
- Move NR switch to "Backup" position
- Use NR lights ("backup") to monitor rotor speed

if fire source identified, switch other systems ON

if electric fire continues , **LAND IMMEDIATELY**



**EPM parameters Out of Limitations**

|                          |                                                                                                                                                                        |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CARB T</b>            | <b>Carb heat switch HOT</b><br>Continue flight<br>If light stays, <b>land as soon as possible</b><br>Avoid low power setting                                           |
| <b>CHT</b>               | Reduce power<br><b>Land as soon as possible</b>                                                                                                                        |
| <b>Oil T</b>             | <b>Yellow</b> : Warm up engine<br><b>Red</b> : Reduce power , <b>land as soon as possible</b>                                                                          |
| <b>Oil P - in flight</b> | <b>Yellow</b> : reduce power<br><b>Red</b> : <b>land as soon as possible</b><br><b>If OIL P Warning light ON -&gt; Land immediately</b>                                |
| <b>Oil P - ground</b>    | Allow to warm up or reduce power                                                                                                                                       |
| <b>Fuel P</b>            | <b>&lt; min</b> :<br>Fuel boost ON<br>Reduce power ,<br>Vy 50 kts<br>Land as soon as possible<br><b>&gt; max</b> :<br>Fuel boost OFF , <b>land as soon as possible</b> |
| <b>Low Fuel</b>          | Check low fuel warning light.<br><b>If LOW FUEL Warning light ON -&gt; Land immediately</b>                                                                            |
| <b>BATT</b>              | Check ALTERNAOR is ON<br>Turn all unsueful equip off<br><b>land as soon as possible</b>                                                                                |

## EPM Alarms

|                                      |                                                                                                           |
|--------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>CO</b>                            | Cabin heater off, open vents<br><b>Land immediately</b>                                                   |
| <b>MGB/TGB chips</b>                 | <b>Land immediately</b>                                                                                   |
| <b>Fire</b>                          | <b>Land immediately, cut off - &gt; AR</b>                                                                |
| <b>Starter</b>                       | Release starter<br>If stays, switch engine off                                                            |
| <b>GOV</b>                           | Flashing : governor inop - > desengage<br>Steady : governor desengaged<br>Regulate E/RPM with twist grip  |
| <b>BRAKE</b>                         | Desengage and lock                                                                                        |
| <b>OIL P</b>                         | <b>Land immediately</b>                                                                                   |
| <b>MGB T</b>                         | Accelerate to Vy<br>Reduce power .<br><b>Land as soon as possible</b>                                     |
| <b>LOW FUEL</b><br><b>Short tone</b> | <i>12 liters remaining -&gt; land as soon as possible</i><br><b>If EPM &lt; 10 lts : Land immediately</b> |
| <b>ALT</b>                           | Check ON and voltage<br>Turn all unsueful equip off<br><b>land as soon as possible</b>                    |
| <b>CLUTCH</b>                        | Pressure is low<br>Reduce power to 50 kts<br><b>Land immediately</b><br><b>Be prepared to AR</b>          |
| <b>NR - intermittent tone</b>        | NR too high<br>Raise collective or reduce throttle                                                        |
| <b>NR - cointinuuous tone</b>        | NR too low<br>Lower collective or increase throttle                                                       |

**Sensors failures**

When the MASTER is switched on, the EPM carries out a self-test and displays a test page (refer to page 7-13).

Only one flight should be performed after one of following parameters are displayed "Failed", with following restrictions :

| Failed parameter   | Flight restriction                                                              |
|--------------------|---------------------------------------------------------------------------------|
| OAT                | Use Section 5 to compute available performance<br>Apply a margin on temperature |
| Pressure           | Limit MLI to 95% PWR and 100% FLO (the smallest)                                |
| T. induction       | Carb. heat test : control through NR drop                                       |
| CHT                | Avoid long hover.                                                               |
| Carb. T            | Control carb. heat manually<br>Use carb. heat below 80% MLI                     |
| ManP               | Use Section 5 to compute available performance                                  |
| Throttle           | Use Section 5 to compute available performance                                  |
| Oil T              | Avoid prolonged hover. Monitor CHT                                              |
| Oil P              | Monitor CLUTCH and OIL P. lights                                                |
| Fuel Q             | Perform an accurate fuel planning                                               |
| MGB/TGB Chips      | Hand-check corresponding plug at take-off                                       |
| Battery charge     | Minimize electrical loads                                                       |
| CO                 | Keep cabin heat closed                                                          |
| Carb. heat control | Control carb. heat manually<br>Use carb. heat below 80% MLI                     |

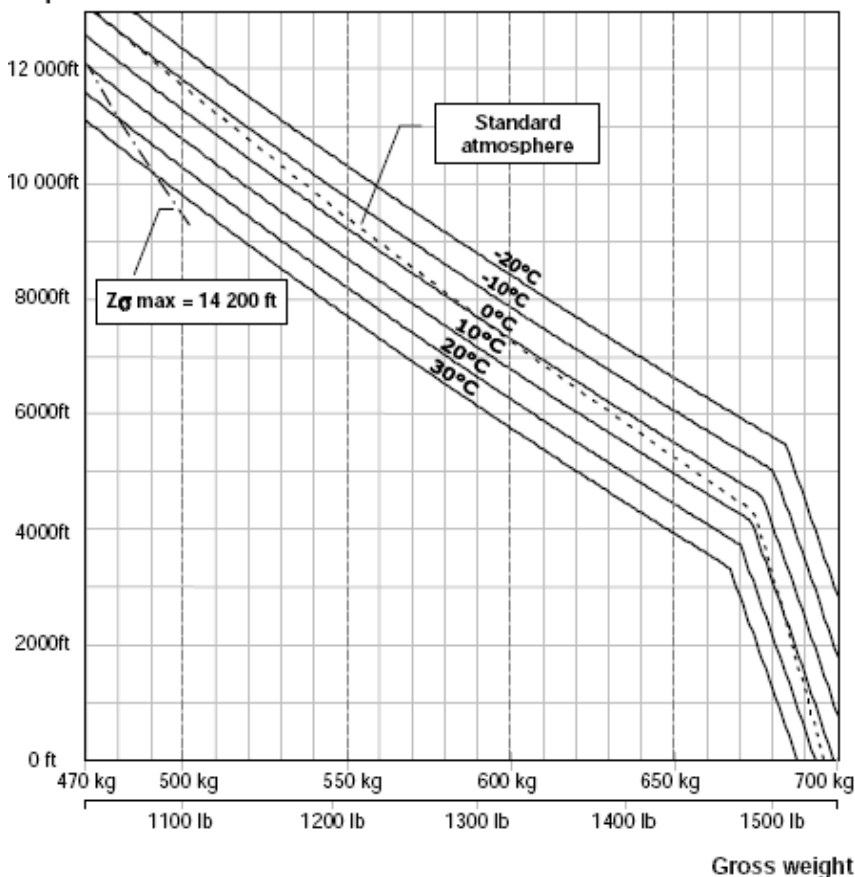
**PERFORMANCES OGE**

**Hélicoptères Guimbal  
CABRI G2**

**SECTION 5  
PERFORMANCE**

**Hover Out of Ground Effect**

**Zp**



**OGE hover performance**

- 20°C ≤ OAT ≤ ISA+30°C

No wind

Engine speed = 2650 RPM

Max. Continuous Power



## **NORMAL PROCEDURES – PREFLIGHT CHECK**

### **Daily or Pre-flight checks**

The following check must be carried out before each flight.

However, if the helicopter is operated by a single pilot, or in an organization where checks are done by a qualified mechanic, this check may be carried-out daily, before the first flight of the day.

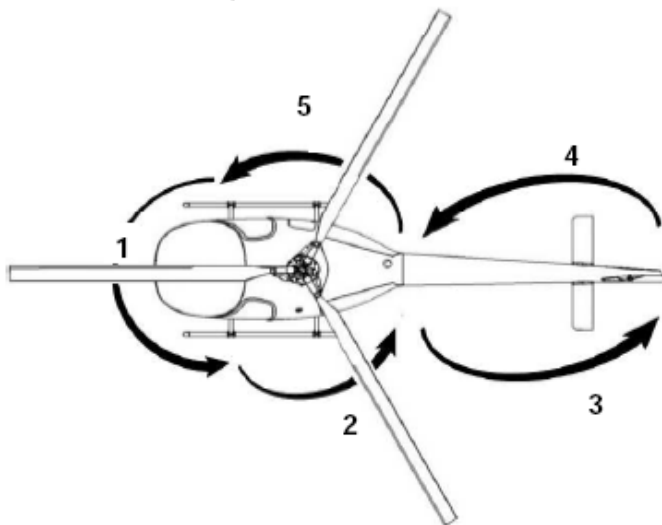
In this case, an inter-flight check should be done between each flight (refer to page 4-7).

#### **Preliminaries**

- Remove airframe covers, pitot and static plugs, blade tie downs and exhaust plug.
- In cold weather, remove all frost, ice or snow.
- Purpose of the following inspection is to :
  - Visually check the helicopter general condition,
  - Detect leakage indications,
  - Detect aluminum fretting marks : dark powder marks,
  - Detect steel fretting marks : black or brown marks/residues,
  - Detect overheating marks (color changing),
  - Detect damages (impacts, scratches, cracks, frictions, corrosion...).

**Note** : All castellated nut must be locked by cotter pin.  
Lockwire must be tight.  
Torque-seal marks must be intact.

#### **Definition of Cabri G2 inspection stations**



**Station 1**

*Main rotor blades (each 3) :*

Clean, particularly at leading-edge

Leading edge ..... hand-check for damage or debonding

Tips bolts ..... Check lockwiring

Right door hinges ..... Check

Door hinge safety pins ..... Installed

Windshield condition and cleanliness ..... Check

Sideslip string indicator ..... Check

Lower windows condition and cleanliness ..... Check

Landing light ..... Check

Pitot tube ..... Cover removed, check

Static pressure port ..... Plug removed, check

Front gear bow attachment ..... Check

Left door hinges ..... Check

Door hinge safety pin ..... Installed

**Station 2 :**

|                                             |         |
|---------------------------------------------|---------|
| Fuel cap .....                              | Locked  |
| Navigation lights .....                     | Check   |
| Front and main gear bow condition .....     | Check   |
| Landing gear pants and skid condition ..... | Check   |
| Skid shoes .....                            | Check   |
| Fuel manifold .....                         | No leak |
| Drain valve .....                           | Sample  |
| Cowling hinge .....                         | Check   |

**Open the left engine cowling**

|                                              |                                 |
|----------------------------------------------|---------------------------------|
| Battery strap .....                          | Check                           |
| Battery terminals .....                      | Tightened                       |
| Breakers .....                               | All set                         |
| MAP lines .....                              | Check                           |
| Transmission belt .....                      | Check                           |
| Belt slack .....                             | Check                           |
| Electronic ignition coils attachment .....   | Check                           |
| Ignition wires .....                         | Check                           |
| Engine and baffling general condition .....  | Check                           |
| Engine skirts condition and attachment ..... | Check                           |
| Exhaust pipes .....                          | Check                           |
| Heat muff and hose condition .....           | No cracks                       |
| Mixture control .....                        | Check                           |
| Throttle control .....                       | Check                           |
| Air box attachment .....                     | Check                           |
| Auto carburetor heat .....                   | Check cold                      |
| Engine connector .....                       | Locked                          |
| Engine mount condition .....                 | Inspect for cracks or corrosion |
| Engine rubber mounts .....                   | Check                           |
| Magneto connection .....                     | Check                           |
| Fuel pump and hose .....                     | No leak                         |
| Oil cooler air hose .....                    | Check                           |
| Flexible push-pull control .....             | Check                           |
| Left tail boom attachments .....             | No crack                        |
| Cotter pins .....                            | Installed                       |
| Cowling .....                                | Close and lock front latch      |

**Station 3 :**

|                                             |                   |
|---------------------------------------------|-------------------|
| Left tail boom side general condition ..... | No damage         |
| Horizontal stabilizer .....                 | Shake and inspect |
| Strobe light .....                          | Check             |
| Rotor duct .....                            | Clean             |
| Tail rotor blades condition .....           | Clean, no impact  |
| Tail rotor blades slack .....               | Check all 7       |
| Tail skid and attachment .....              | Check             |

**Station 4 :**

Tripod attachments ..... Check  
Tail gearbox oil level ..... Check – Minimum is mid-sight gage  
Chip detector ..... Locked  
Pitch lever and rod end ..... Check free-play  
Horizontal stabilizer ..... Check  
Rear transmission tube ..... Check while turning main rotor  
Right tail boom side general condition ..... No damage  
Transmission bearings bolts and plugs ..... Check tight

**Station 5 :**

Muffler exhaust ..... Check and shake  
Right cowling hinge ..... Check

**Open the right engine cowling**

Right tail boom attachments ..... No crack  
Cotter pins ..... Installed  
Muffler ..... No crack or interference with engine frame  
Oil filter ..... Locked, no leak  
Engine oil dipstick ..... Check 4 to 6 Qt and tighten  
Engine mount condition ..... Inspect for cracks or corrosion  
Fuel line condition ..... Check  
Clutch distributor and attachment ..... Tight, no leak  
Oil cooler pipes ..... No leak  
VHF antenna ..... Check  
Engine cooling intake screen ..... Inspect and clean  
Ignition wires ..... Check  
Engine and baffling general condition ..... Check  
Rotor brake ..... Check pads and clearance  
Flex coupling and bolts ..... Tight – no crack  
Upper pulley ..... Check  
Clutch actuator ..... Retracted  
Main gearbox oil level ..... Check – Minimum is mid-sight gage  
Chip detector ..... Locked  
Inspection door ..... Closed  
Engine skirts condition and attachment ..... Check  
Exhaust pipes ..... Check  
Carburetor heating hose ..... Check  
Air intake duct and hose ..... Check  
Gascolator drain ..... Sample  
Fuel flow sender ..... Check  
Aft landing gear attachment ..... Check  
Cowling ..... Close and lock both latches  
Front and main gear bow condition ..... Check  
Landing gear pants and skid condition ..... Check  
Skid shoes ..... Check

Navigation lights ..... Check

Open the luggage door, step for main rotor examination :

Blade bolts ..... Check

Elastomeric thrust bearings ..... Check elastomer condition

Main rotor hub ..... Check nicks or corrosion

Lead-lag dampers :

- Elastomer condition ..... No crack

- Rod ends ..... Free without looseness

All control rod-ends ..... Free without looseness

Droop stop ring ..... Visual check

Rotating and non-rotating scissors ..... Free with moderate looseness

Swashplate ..... Check no free-play

Main gearbox upper fitting ..... Check

Air intake and MGB compartment ..... No foreign object

Engine air intake screen ..... Inspect and clean

Blades leading edge ..... No debonding

Step down and slam luggage door

**Inside the cockpit**

Striking seats :

- Upper slide ..... Aligned

- Attachment ..... Check

Harnesses ..... Check

Main controls condition ..... Check

Pedals condition ..... Check

Objects inside ..... Stowed

Removable controls (if installed) ..... Check

Instruments and switches ..... Check

All breakers ..... In

*intentionnaly left blank*

**ERP**

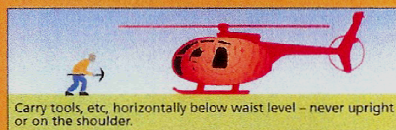
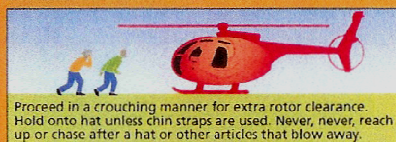
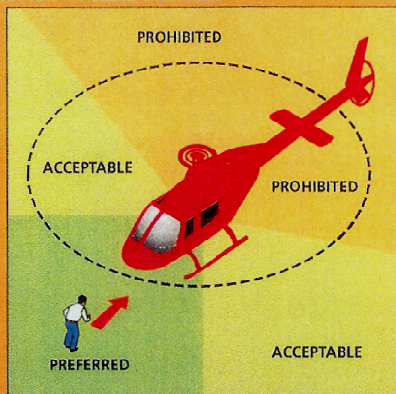
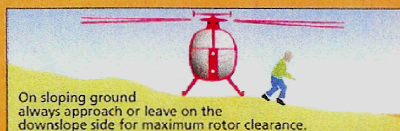
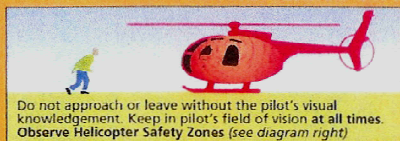
| <b>QUI QUAND QUOI COMMENT CONTACT</b> |                       |                    |                                                                                                                         |                                                                           |
|---------------------------------------|-----------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <b>EQUIPAGE</b>                       | <b>Immédiat<br/>1</b> | <b>Alerte</b>      | <b>REGA</b><br>- Ambulance<br>- Police<br>- Pompiers                                                                    | <b>1414</b><br><b>canal K/R</b><br><b>144</b><br><b>117</b><br><b>118</b> |
|                                       | <b>Immédiat<br/>2</b> | <b>Secours</b>     | - sécuriser le site de l'accident<br>- actions pour sauver les vies<br>- information aux sauveteurs                     |                                                                           |
|                                       | <b>Immédiat<br/>3</b> | <b>Information</b> | Communication externe <b>EXCLUSIVEMENT</b> par le management de la COMPAGNIE.<br>Aucune information aux médias ou tiers |                                                                           |
|                                       |                       |                    | - Management compagnie<br>- Responsable des opérations<br>- Management technique                                        |                                                                           |
|                                       |                       | <b>Protocole</b>   | - noter tous les appels et messages                                                                                     |                                                                           |

**Les principes les plus importants lors de l'alerte**

|                    |                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Alerte</b>      | Que s'est-il passé<br>Où cela s'est-il passé (lieu, rue, montagne, altitude, coordonnées, etc.)<br>Quand cela s'est-il passé<br>Qui est concerné (nombres personnes, blessés, décès, etc.)<br>Hélicoptère et immatriculation<br>Quelles mesures ont été prises<br>Tous les appels, messages et mesures prises ont été enregistrées jusqu'à ce que le management prenne le relais |
| <b>Proches</b>     | Les proches sont informées exclusivement par le management ou une personne autorisée par le management                                                                                                                                                                                                                                                                           |
| <b>Information</b> | L'information à des tiers et aux médias est effectuée exclusivement par le management ou une personne autorisée par le management                                                                                                                                                                                                                                                |

# SAFETY AROUND HELICOPTERS

## APPROACHING OR LEAVING A HELICOPTER



## LANDING, TAKE-OFF AND LOADING OPERATIONS

