

HELICOPTER ENSTROM 480

(HB-XJQ)

PREPARATION OF HELICOPTER

1. Outside Check..... COMPLETED
2. Flight Log..... CHECKED
3. Flight Plan FILLED OUT

BEFORE STARTING ENGINE

1. Belts/PAX/Doors SECURE
2. Headsets CHECKED
3. Circuit Breakers..... ALL IN
4. All Switches OFF
5. Bleed Airs.....OFF
6. FUEL SHUT-OFF..... PUSH OPEN
7. BATT Switch ON
8. Fuel Quantity RECHECK
9. **Departure Briefing**..... COMPLETED
10. APU (if available) IN
11. Flight Instruments..... CHECK and SET
12. Warning Lights and Caution Panel TEST and CHECK
13. Collective Friction..... RELEASE
14. ROTOR RPM and ENGINE OUT.....TEST- AUDIO
15. Collective Friction.....LOCK
16. Flight Controls and Cyclic Trim CHECK
17. Throttle..... OPEN, then OFF (closed)
18. Rotor Blades CLEAR
19. Strobe Lights ON
18. TOTabove 150°C→see **ENGINE COOL DOWN**
below 150°C→see **NORMAL ENGINE START**

ENGINE COOL DOWN

1. IGN EXCITE CB..... PULL
2. Starter Switch..... PRESS and HOLD until TOT
below 150°
3. IGN EXCITE CB..... PUSH, IN

NOTE

Please check starter times

NORMALE ENGINE START

1. OAT +7°C and above..... N1 required: 15%
+7°C to -18°C N1 required: 13%
-18°C and below N1 required: 12%
2. Starter Switch..... PRESS and HOLD
3. Check N1 required, when reached Throttle IDLE
4. TOT Limits..... MONITOR
5. Main Rotor..... CHECK TURNING at 30% N1
6. Starter Switch..... RELEASE at 58% - 60% N1

NOTE
HOT START / EMERGENCY SHUT DOWN

1. Throttle CLOSE immediately
2. Starter Switch HOLD until TOT in green rang
3. Fuel Shut off PULL, CLOSED

NOTE

Once Starter Switch is depressed, hold until either Engine Start or Emergency Shut-Down is completed.

7. Engine Oil Pressure CHECK
8. Gas Producer SET 60%-65% N1
9. N2 CHECK stabilized
10. Engine STABILISE 1 minute
11. APU DISCONNECT
12. GEN Switch ON, Light OFF
13. Volt- and Ampèremeter CHECK Normal Loading

NOTE

if N1 decreases and TOT increases

- MAIN GEN Switch OFF**
N1 SET 65% - 70%
MAIN GEN Switch ON

ENGINE RUN UP

1. NAV Lights ON as required
2. Avionics/Headsets ON, SET and CHECK
3. Flight Instruments RECHECK
4. ANTI-ICE as required CHECK Rise in TOT
5. DEFROST / HEAT as required CHECK Rise in TOT
6. ELT / Transponder CHECKED
7. Throttle FULL OPEN, max torque 30 PSI
8. GOV INCR / DECR SET 98% - 100% N2
9. Collective Friction RELEASE

AFTER LANDING

1. Collective Pitch FULL DOWN
2. Collective Friction LOCK
3. Throttle IDLE (for 2 minutes)
4. All Switches OFF except BATT Switch and Strobe Lights.
5. Throttle OFF (after 2 minutes)
6. TOT MONITOR
7. Strobe Lights OFF
8. BATT Switch OFF

ENSTROM 480 BRIEFINGS

Departure briefing

Performance	Checked
Departure	Procedure
Emergency	Direction
First limit	Torque TOT
Briefing	Completed

Check before departure

Throttle	100% RPM
Torque	<20 PSI
Engine instr.	All green
Fuel	Endurance
Warning lights	No warnings
Landing lights	As required
Bleed air	OFF
Check	Completed

Hover check

Throttle	102% RPM
Torque	Checked
Wind	Direction
Take off axis	Clear
Check	Completed

Climb check

Throttle	102% RPM
Torque	<68 PSI
Airspeed	60 KTS
Check	Completed

Cruise check

Throttle	102%
Bleed Air	As required
Engine instr.	All green
Fuel	Endurance
Warning lights	No warnings
Landing lights	As required
Transponder	A/C 7000
Check	Completed

Approach briefing

Wind	Direction
Approach	Direction/Slope
Hindernisse	Checked
Beleuchtung	Checked
Umgebung	Checked
Performance	Checked
Approach speed	Define
Briefing	Completed

Check for approach

Throttle	102% RPM
Appr speed/Alt.	Checked
Engine instr.	All green
Fuel	Endurance
Warning lights	No warnings
Landing lights	As required
Bleed air	OFF
Check	Completed

Final check

Speed	30 KTS
ROD	<500 ft
Decision to land	Yes or Go around
Power pedal	Left
Check	Completed

CAUTION LIGHTS / ACTION

MAIN XMSN CHIP

TAIL CHIP

Sofortige Landung mit reduzierter Leistung.

MAIN XMSN HOT

- Wenn gleichzeitig **MAIN XMSN CHIP** auftritt, sofortige Landung mit reduzierter Leistung. Sonst vom Schweben in den Reiseflug übergehen.
- Wenn **MAIN XMSN HOT** nach 10 Min nicht löscht, sofortige Landung mit reduzierter Leistung.

ENG CHIP

ENG OIL TEMP

ENG OIL PRESS

DRIVE BRG HOT

Landung mit reduzierter Leistung auf dem nächstmöglichen Landeplatz.
Vorbereitet auf kompletten Triebwerk- oder Leistungsausfall sein.

FUEL LOW

Sofort zum nächstmöglichen Landeplatz fliegen.

ENG INLET AIR

SCAV AIR ziehen. Mit reduzierter Leistung landen.

FUEL FILTER

Mit reduzierter Leistung landen.

EMERGENCY LIGHTS / IMMEDIATE ACTION

LOW RPM

Kollektiv reduzieren. Im Sinkflug Drehzahl aufbauen.

ENG OUT

Sinkflug mit Leistung. Vorbereitung auf Autorotation.

FIRE im Flug

Autorotation einleiten

Throttle idle

nach 15 Sekunden:

FIRE aus = sofortige Landung mit reduzierter Leistung

FIRE an = Autorotation weiterführen

FIRE am Boden

Throttle Closed

Starter Switch halten bis TOT im Normalbereich ist

Fuel Valve OFF

BATT Switch OFF

Helikopter verlassen

Feuerlöscher, wenn möglich