



ENGINE PRESTART CHECK

- | | |
|----------------------------------|--|
| - Seats and control pedals | ADJUSTED |
| - Seat belts | FASTENED |
| 1 Rotor brake | RELEASED (fully fwd) |
| 2 Fuel shut-off lever | FORWARD (plastic guard) |
| 3 Twist grip | IDLE detent |
| 4 EMER SW | ON, LOCK-WIRED |
| 5 Starting selector | OFF |
| 6 SCU TEST | COMPLETE |
| 7 BAT / EPU | ON |
| DCT BAT | ON |
| GEN | ON |
| 8 AVIONIC | ON |
| 9 Lighting circuits 1 and 2 test | COMPLETE (<i>night flight</i>) |
| 10 Electrical mirror | SET (<i>to avoid dazzling during night flight</i>) |
| 11 W/LT TEST | COMPLETE |
| 12 FIRE TEST | COMPLETE |
| 13 SERVO TEST | SERVO when depressed |
| 14 CWP lights | CHECK : |

- * With BATT power

GENE	PITOT	ENG P
FUEL P	HORN	MGB P
SERVO	HYDR	TWT GRP
- * With EPU power same as above +

BATT

- | | |
|-------------------|------------------------------|
| 15 VEMD | 3-data page DISPLAYED |
| | Vehicle page DISPLAYED |
| | Battery voltage > 22 V |
| | Bleed valve open DISPLAYED |
| 16 Control pedals | Freedom travel, then NEUTRAL |

for informational use only! AFM is always mandatory!

- 17 Cyclic pitch
- 18 Collective pitch
- 19 Heating, demisting, A/C
- 20 ICS
- 21 NAV/COM 1
- 22 Headphones

CENTER, friction = AP !
 LOCKED
 OFF
 Set crew/all/ISO
 ON, check ATIS & TWR
 ANR ON, volume CK

ENGINE STARTING

- 1 A/COL LT
- 2 CWP
- 3 FUEL P
after 30sec...
- 4 Starting selector
- 5 Engine parameters

ON (should remain ON)
 CHECK **GOV**
 ON

ON
 CHECK

- **NG** increases
- **T4** below limits
- **Rotor** turning **Ng 25 %**
- **Eng oil** pressure increases
- **FLI** activates

When Ng 60 %
When Ng 67 %

- 6 CWP

CHECK :

ENG P **MGB P** **HYDR**
SERVO

- 7 PITOT
- 8 FUEL P
- 9 SERVO TEST

ON **PITOT**
 OFF **FUEL P**
SERVO when depressed

- 10 Starting selector guard

SET

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11 All necessary systems

ON – TESTED

- SFD
- TAS
- AUTO TRIM
- MT
- MIRROR

12 EPU if connected

DISCONNECT, check door closed and locked

13 CWP

CHECK **GENE** , **BATT**

RUN-UP CHECK

1 Twist grip
when NR > 340 rpm

FLIGHT detent

2 HORN

ON

3 NR

Lower green range

4 CHECK

All lights **green**, no **warning**

Voltage and current

Engine oil pressure

5 AP

PITCH ON

ROLL ON

6 AUTO-TRIM

ON

6 Sand Filter

ON / OFF test functionality

7 G500

Synthetic vision ON

Altitude warning inhibit

CRANKING

See end of CHECK LIST

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TAKEOFF

BEFORE TAKEOFF CHECK

- | | |
|-----------------------------------|--------------------------|
| 1 Doors | CLOSED or
OPEN LOCKED |
| 2 Cyclic and collective frictions | AS REQUIRED |
| 3 Landing light | AS REQUIRED |
| 4 Temperatures and pressures | NORMAL RANGE |
| 5 Warning panel | All lights OFF |
| 6 Fuel quantity | CHECK |
| 6 Collective pitch | UNLOCKED |

BEFORE TAKEOFF BRIEFING

- | | |
|-----------------------------|---------------------|
| 1 Available power | IGE / OGE (W&B) |
| 2 In case of engine failure | Procedure / Heading |
| 3 Taxi procedure to | FATO or Rwy |

HOVER CHECK

- 1 All green, No warning
- 2 Check needed power IGE

CLIMB CHECK

- | | |
|------------------------|--------------------------|
| 1 Max Continuous Power | Max green (MCP) |
| 2 Vy above 100ft/gnd | 70 kt (-1 kt per 1000ft) |
| 3 Engine parameters | CHECK |
| | Noise sensitive areas |
| | Anti-noise procedure |

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CRUISE CHECK

Fast cruise	95 % / reaching limit green-yellow <u>Beware of LIMIT if alone !</u>
Eco cruise	80 % best or 10 % below MCP 10'000ft/ASL for best fuel consum...
Turbulences	Reduce IAS
FUEL	CHECK Consumption FUEL quantity
Engine parameters	CHECK

APPROACH BRIEFING

1 Destination	Airfield or In the field (FATO?)
2 Power request	IGE or OGE
3 DZ	Details Airport VAC chart Details for field landing, reco
4 Approach	Choose and recap Procedure
5 Who does what	PIC / SPIC or additional CM
6 Passenger	Briefing

APPROACH CHECK

1 Fuel	Quantity
2 Engine parameters	CHECK
3 Warning lights	All green, no warning
4 Landing light	ON
5 Sand filter	ON <u>request</u> (Airco OFF)

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DECISION

According **weather** situation / available **power**
According a **GA** possibility ...or not

Land or Go Around

FINAL CHECK

- 1 Speed
- 2 100ft/gnd
- 3 Power

Vy reducing
Reduce speed to IGE
CHECK IGE value

LANDING

- 1 AP

gentle touch-down
(beware winter ops !)

Pitch OFF
Roll OFF

ENGINE AND ROTOR SHUTDOWN

- 1 Cyclic stick
- 2 Collective pitch
- 3 Twist grip
- 4 Engine oil cooling
- 5 Pitot, Horn, Landing light
- 6 Non required systems
- 7 Starting selector
- 8 GEN

NEUTRAL (slightly fwd
against strong wind)

LOCKED
GND Idle / HW Flight Idle
30sec
OFF
OFF
OFF position
OFF

- 9 Rotor brake

APPLY

- NR <140 normal
- NR 170max (strong wind)

- 10 Anti-collision light

Should remain ON

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- **BEFORE LEAVING THE HELICOPTER**

11 VEMD *send TECH_LOG to info@ben-air.ch* Flight number
Ng >60 % till Ng <50 %
Advisory messages...

12 DCT BAT/BAT EPU OFF

13 Pitot, Air-Intake and Exhaust covers, blade socks as required.
See Extreme Weather Conditions here after...

CRANKING

After an aborted start or for check or maintenance purposes only.

1 Start selector	OFF
2 Emergency fuel shut-off lever	FORWARD
3 Ng	check < 10 %
4 FUEL P	ON
5 CRANK	PRESSED 20sec max
6 CRANK	OFF
7 FUEL P	OFF

AP CHECK

Remember...

AUTO TRIM	ON (always) = coupled
SAS mode	TRIM REL depressed

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TRIM FAIL TEST

GYRO Light	OUT
CYCLIC Friction	Fully released
TRIM REL	OFF (out)
AUTO TRIM ON	ON (depressed)
PITCH axis	ON
ROLL axis	OFF
TRIM TEST	Press and hold. TRIM illuminates after 7sec Cyclic moves slowly fwd
PITCH axis	OFF
ROLL axis	ON
TRIM TEST	Press and hold. TRIM illuminates after 7sec Cyclic moves slowly left
PITCH axis	ON

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