

Checklist

AS 350 B2 SD2 HB-ZKY



Cockpit Preparation

1. Outside check..... completed
2. Helicopter documents checked
3. Seats and pedals adjusted
4. Seat belts fastened
5. Altimeter set
6. Instruments..... static or zero
7. Flight time and cycle counter checked
8. COM / NAV / Transponder off
9. Switches all off
10. Frictions adjusted
11. Collective down and locked
12. Hydraulic switch..... on
13. Fuel shut-off lever forward and secured
14. Fuel flow control aft
15. Rotor brake..... forward released
16. Heating system..... off
17. Battery on, min 26 Volt
18. Boost pump 1 + 2 on
19. Fuel quantity checked
20. Fuel pressure..... checked on each pump separately
21. Warning lights tested
(HYD, GEN, MGB P, PITOT, ENG P remain illuminated)
22. Anti-collision light..... on

23. Position lights as required
24. HYD TEST..... on for 2 sec., center pedal to neutral
25. Hornchecked, then off
26. Instrument lights as required
27. N₁ Limits checked

Starting Engine

1. Start-up clearance (if necessary) received
2. Rotorfree
3. Area..... clear
4. Starter (Note 1).....on
5. When N₁ 10% fuel flow lever forward
6. N₁ increase
7. Control T₄ with fuel flow control (**ca 650°C**)..... checked
8. Rotor starts to turn checked
9. N₁ 40-42% release starter
10. N₁ 70% stabilise
11. Engine oil pressurechecked, warning light out
12. Warning lights..... all out, exc. HORN / PITOT
13. Generatoron
14. Floice / FM / COM / NAV / Transponder on and set
15. Pitot heaton
16. Strobe lighton
17. Stabilizer strobe lighton
18. Inverteron

- 19. Moving terrain (first MT switch, then power sw.)on
- 20. Radar Altimeter.....on
- 21. Trim Release depressed (=force trim off)
- 22. Hyd. accumulator test checked
- 23. Hyd. isolation test checked
- 24. Attitude indicator..... uncage, check no flag
- 25. HSIHDG flag not visible, selector slave position
- 26. Autopilotdo not use without previous instruction
- 27. RRPM.....increase to 100% if oil temp. min. 10°C
- 28. Hornon

Check before Take-off

- 1. Heater.....off
- 2. Fuel flow control forward, in gate
- 3. Frictions.....off
- 4. Rotor RPM.....green arc
- 5. Fuel quantity checked
- 6. Instruments.....green arc
- 7. Warning lights..... all out
- 8. Landing light as required

Hover Check

- 1. Rotor RPM.....green arc
- 2. Torque/T₄/N_g.....within limits
- 3. Wind checked
- 4. Departure sector clear

Climb Check

- 1. Torque/N₁/T₄..... within Limits
- 2. Airspeed 65 kt
- 3. Vertical speed..... positive

Check for Approach

- 1. Heater..... off
- 2. Fuel flow control forward
- 3. Fuel quantity checked
- 4. Rotor RPM.....green arc
- 5. Instruments.....green arc
- 6. Warning lights..... off
- 7. Landing light on

Final Check

- 1. Airspeed 30 kt.
- 2. Rate of descent < 500 ft/min
- 3. Decision..... Land or go around

Engine Shut Down

1. Collectivefull down and locked
2. Trim release..... out (=force trim on)
3. Frictionson
4. Hornoff
5. Landing lightoff
6. Fuel flow control 67% - 70% N_g for 2 minutes
7. Once per day.....perform engine overspeed check (Note 2)
8. Floice / FM / COM / NAV / Transponderoff
9. Attitude Indicator..... cage
10. Position lightsoff
11. Pitot heatoff
12. Strobe lightoff
13. Stabilizer strobe lightoff
14. Inverteroff
15. Moving terrain power switch reset, then off
16. MT switchoff
17. Radar Altimeter.....off
18. Generatoroff
19. Fuel boost pumpsoff
20. Fuel flow control close (aft)
21. If N_g is 0..... crank engine for 10-30 secs.
22. Rotor brake..... apply as required below 140 RRPM
23. Rotor stopped

- 24. Anti collision lightoff
- 25. Instrument lightsoff
- 26. HYD TEST button..... press for 1-2 sec. to center pedals
- 27. Cycle counter....press red reset button and read out cycles
- 28. Hour meter checked
- 29. Batteryoff

Note 1 / Starter Limitations

Do not exceed the following starter duty cycle:

30 seconds ON	-	60 seconds OFF
30 seconds ON	-	60 seconds OFF
30 seconds ON	-	30 minutes OFF

Note 2 / Engine Overspeed System (EOS) Check

(Perform the following check once a day at the end of flight operations)

1. Set N₂ at 85% (N_R 334.5 RPM)
2. Hold the EOS switch in the test position and slowly advance the fuel control lever while monitoring N₂/N_R
3. EOS is functioning normally if N₂ cycles between 88% and 87% when fuel control lever forward movement is continued
4. When the engine begins to cycle, retard the fuel control lever and deactivate the EOS switch. Do not advance the fuel control lever any further than necessary to achieve approximately 88% N₂ (N_R 346.2 RPM)
5. If the engine accelerates to normal flight conditions, the EOS is not functioning normally and must be repaired prior to further flight operations.
6. Continue engine cooling at 67%-70% N_g