

SA315B - EMERGENCY PROCEDURES

AUTOROTATION

1. Collective full down
2. Establish an approach speed of 50 to 60 kt (90 – 100 km/h)
3. Flare to stop descent and touch ground in level attitude
4. Caution: do not move the cyclic fore and aft during ground run

TAIL ROTOR FAILURE IN FLIGHT

1. Tail rotor failure is indicated by a sudden yaw to the left
2. Enter autorotation and control yaw with speed and collective adjustments
3. Shut down engine with fuel shut-off at the end of approach to landing
4. Complete autorotation

TAIL ROTOR FAILURE CLOSE TO GROUND

1. Apply full low collective
2. If possible, close fuel shut-off before touching the ground

ENGINE FIRE DURING START

1. Close fuel shut off
2. Engine selector switch - ventilate

ENGINE FIRE IN FLIGHT

1. Close fuel shut off
2. Engine selector switch - ventilate
3. Enter autorotation

HYDRAULIC FAILURE

1. Hydraulic switch OFF
2. Reduce airspeed to 65 kt (120 km/h)
3. Make a shallow approach with no hover landing

ABNORMAL ENGINE OIL TEMPERATURE AND PRESSURE

1. Land as soon as possible
2. If the temperature is high after a longer period of hovering, land or transition to forward flight. If it is still on after 3 min. of forward flight – land as soon as possible
3. In case of low oil pressure and high oil temperature – land as soon as possible
4. Be prepared for autorotational landing

SA315B - EMERGENCY PROCEDURES

DITCHING WITHOUT FLOATS OF EMERGENCY FLOTATION GEAR

1. Warn the passengers as soon as possible
2. Jettison the cabin doors
3. Check safety belts are buckled
4. Order passengers to assume the following attitudes
front pax: fore-arms braced on knees
rear pax: fore arms on top of back rest of front seat, forehead resting on fore-arms
5. Begin flare-out high enough to produce forward speed to zero on touch-down. Hold the helicopter in level attitude on touch-down. Dampen force of impact by applying collective pitch as for autorotative landing
6. After touch-down, do not reduce collective-pitch; use cyclic control to hold the helicopter in level attitude as long as possible
7. Close the fuel shut off cock
8. Apply rotor brake as soon as the helicopter begins to sink
9. Release safety belts. Give order to abandon the aircraft. Passengers and crew must swiss away from the helicopter, remaining under water for about ten seconds before breaking the surface

WARNING LIGHTS

Land as soon as possible

MGB OIL PRESS

Land as soon as possible

MGB OIL TEMP

Land as soon as possible

If it comes on after a longer period of hovering, land or transition to forward flight. If it is still on after 3 min. of forward flight – land as soon as possible.

LOW FUEL PRESSURE

With Jet A, B, or A-1, flight may be completed up to an Altitude of 3'000 m (9'800 ft) AMSL.

ALARM LIGHT

Check that fuel flow control lever is in forward position
If light remains on, micro switch must be repaired

FUEL LOW

60 litres (15,85 USG) remaining in tank. Avoid abrupt Manoeuvres and limit flight time to 10 minutes.

TANK EMPTY

40 litres remaining in tank. Land immediately

BATTERY TEMP

1. Set battery switch to OFF
2. Land as soon as possible

GENERATOR FAIL

1. Check generator switch setting
if power is not restored
2. All unnecessary equipment off