

### BEFORE STARTING ENGINE

- METEO / NOTAM / KOSIF
- Mass & Balance
- Fuelcap
- Cabin / Pax / Baggage
- Seatbelts
- Aft doors unlocked

### STARTING ENGINE

- Primer: down and locked
- Rotorblades: level

### Departure Briefing

Check LMP, MCP, Vne, HOGE

- Fuel shut-off valve On
- Controls Full travel free -> Frictions On
- Circuit breakers In
- Throttle Full travel free/coll. down
- Governor / HYD On
- Avionics / All switches Off
- Clutch Disengaged
- Altimeter / Gyro Set
- Rotor brake & Map light Off
- Master switch/Strobe light On
- Throttle Closed
- Area (left + right) Clear
- Mixture Rich
- Ignition 5 / 3 / 1 sec Prime, then both
- Mixture Lean
- Starter Engage
- Engine firing Mixture slowly rich
- Mixture guard installed
- Starter-On light Out
- Set idle speed 55% / Oil pressure >25 psi
- Clutch / Alternator On / Alt light Off
- Blades turning Less than 5 sec
- Headsets, Avionics On & Set / Check Vol. COM
- Wait for clutch light: Out -> Warm-up RPM 60 to 70%

### ENGINE RUN UP

- T's & P's, warnings/cautions Green, No warnings/cautions
- Mag drop @ 75% RPM max 7% in 2 sec
- Sprag clutch check @ 75% Needles split / idle ok
- Doors (fwd & aft)/seatbelts Closed and latched
- Frictions Off
- HYD Checked / On
- Increase RPM manually -> 100%
- Low RPM Horn & Light checked @ 97%

### SHUTDOWN

- Coll. down, cyclic/pedals Neutral
- reduce RPM for cooling 75% (within 3 min 30 sec)
- Frictions On
- Throttle Closed
- Clutch Switch Disengage
- Avionics 121.50 checked / Off
- Wait 30 sec Pull idle cut-off, guard back
- Wait 1 min Apply rotorbrake if required
- All switches Off