
 Bristow Academy	TIX Grnd	121.85
	TIX Twr	118.9
	Bristow	121.95
	Helo	123.02
	Orlando	134.95
	ATIS	120.625
	Unicom	122.95
Jun 1 2011	300CBI CHECKLIST	
	IFR	
Unprogrammed landings call 1-800-686-4080		
BEFORE STARTING		
1	Tail rotor pedals	ADJUST AND SECURE
2	Seatbelts & shoulder harness	CHECK
3	Glove box door	CLOSED AND LATCHED
4	Center console	CLEAR
5	Control friction locks	RELEASE
6	Controls, freedom of movement	CHECK
7	Collective	DOWN & FRICTION ON
8	Cyclic centered	CHECK & FRICTION
9	Rotor pedals	NEUTRAL POSITION
10	Altimeter	SET FIELD ELEVATION
11	All switches	OFF
12	All circuit breakers	IN
13	Throttle	CLOSED
14	Throttle friction	ADJUST
15	Mixture	IDLE CUTOFF (PULL)
16	Battery switch	ON
17	Fuel quantity	CHECK
18	Low voltage light	OFF (PRESS -TO-TEST) MAY BE ON
19	Low fuel light	OFF (PRESS -TO-TEST)
20	Xmsn warning light	ON
21	T/R chip light	OFF (PRESS -TO-TEST)
22	Low RPM warning light	ON
23	Low RPM horn	TEST
24	Clutch control switch	RELEASE, GUARD OPEN
25	Clutch warning light	ON
26	Clutch auto engage switch	SLOW
STARTING ENGINE		
CAUTION		
DO NOT EXCEED 1600 RPM WITH ROTOR DISENGAGED.		
DISREGARD OF THIS LIMITATION MAY RESULT IN STRUCTURAL		
DAMAGE TO THE LOWER COUPLING DRIVE SHAFT		
CAUTION		
SHUT DOWN ENGINE IF MINIMUM OIL PRESSURE IS NOT		
REACHED WITHIN 30 SECONDS AFTER ENGINE STARTS		
1	Mixture	IDLE CUTOFF
2	Fuel shutoff valve	ON
3	Throttle	CLOSE, OPEN 1/2 INCH
4	Fuel pump	ON
5	Fuel pressure	CHECK
6	Mixture	FULL RICH 3 SECONDS THEN IDLE CUTOFF
7	Fuel pump	OFF AND THROTTLE CLOSED
8	Magneto switch	BOTH
9	Beacon	ON
10	Visually & verbally clear aircraft	CLEAR
11	Throttle	RECHECK CLOSED
12	Starter	ENGAGE
<i>When engine starts:</i>		
13	Starter	DISENGAGE
14	Mixture	FULL RICH
15	Stabilize engine at approximately 1400 RPM	CHECK
16	Observe oil pressure minimum pressure 25 psig	
17	Alternator switch	ON
18	Observe low voltage light out and ammeter charging	
19	Avionics Master Switch	ON
ROTOR ENGAGEMENT		
CAUTION		
DAMAGE TO THE HELICOPTER CAN RESULT IF THE		
COLLECTIVE STICK IS ALLOWED TO RISE. INADVERTANT		
APPLICATION OF COLLECTIVE PITCH AND THROTTLE WILL		
RESULT. THE COLLECTIVE STICK MUST BE RESTRAINED IN THE		
FULL DOWN POSITION WITH OR WITHOUT		
THE USE OF FRICTION		
CAUTION		
AUTO ENGAGEMENT IN FAST MODE SHOULD ONLY BE USED		
WHEN DRIVE BELTS ARE AT OPERATING TEMPERATURE		
(HELICOPTER HAS RECENTLY BEEN RUNNING)		
CAUTION		
NEVER APPLY POWER UNTIL THE CLUTCH RELEASE LIGHT IS		
OUT. MALFUNCTIONS ARE INDICATED IF ROTOR AND ENGINE		
RPM INDICATOR NEEDLES ARE NOT SUPERIMPOSED		
WHEN ENGINE IS DRIVING ROTOR.		
CAUTION		
THE CLUTCH ACTUATOR WARNING LIGHT		
IN NGV FITTED AIRCRAFT MAY BE DIFFICULT TO SEE		
DURING DAYLIGHT CONDITIONS		
NOTE: Maintain FIXED throttle during rotor engagement		
1	Visually & verbally clear aircraft	CLEAR
2	Engine speed	1500 RPM
3	Set clutch control switch in ENGAGE position, then HOLD/AUTO ENG	
Check auto engagement (green) light ON, monitor clutch		
warning light (red) until needles are superimposed in the green.		
When rotor and engine tachometer needles are superimposed,		
4	set clutch switch in ENGAGE position and close guard.	
5	When clutch light out: Set engine speed	2000 RPM

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ENGINE GROUND CHECK		
1	Engine speed	2000 RPM
2	All warning/caution lights out	OFF
3	Radio and Transponder	ON
4	Engine oil temperature (within green arc)	CHECK
5	Engine oil pressure (within green arc)	CHECK
6	Raise collective pitch stick	15 inches MP at 2000 RPM
7	Magneto check	NO ROUGHNESS-MAX DROP 125 RPM IN 5 SEC
8	Collective	FULL DOWN & FRICTION ON
9	Throttle	CLOSE (check for needle separation)
10	Throttle override (do not raise collective)	CHECK
11	Vne	CHECK
12	INSTRUMENT COCKPIT CHECK	PERFORM
13	CHECK ALL OF THE FOLLOWING:	
a	Warning/caution lights	OUT
b	Fuel quantity	SUFFICIENT
c	Cylinder head temperature	GREEN ARC
d	Fuel pressure	GREEN ARC
e	Engine oil pressure/temperature	GREEN ARC
f	All switches & circuit breakers	CHECK
g	Fuel valve	OPEN (Push)
h	Magnetos to both	CHECK
i	Clutch light	OUT
j	Clutch switch	GUARD CLOSED
k	Mixture	FULL RICH
14	Cyclic friction	RELEASE
15	Cyclic trim	ADJUST
16	Observe tip path plane	
17	Collective friction	RELEASE
BEFORE TAKE OFF		
1	Caution & warning lights	OUT
2	Fuel pump	ON
3	Engine RPM	2700 RPM
4	Fuel quantity	SUFFICIENT
5	Engine gauges	GREEN ARC
AFTER TAKE OFF		
1	RPM	GREEN ARC
2	Manifold pressure	CHECK
3	Control response and vibrations	NORMAL
4	Departure spot	CLEAR
BEFORE LANDING		
1	Landing area	CLEAR
2	Caution & warning lights	OUT
3	Fuel pump	ON
4	Engine RPM	2700 RPM
5	Fuel quantity	SUFFICIENT
6	Engine gauges	GREEN ARC
7	Landing light	ON
AFTER LANDING		
1	Collective down	FRICTION ON
2	Throttle	FRICTION AS DESIRED
3	Start timer	
4	Cyclic neutral	TRIM TO CENTER & FRICTION ON
5	Landing light	OFF
6	Fuel pump	OFF
7	Transponder	OFF
ENGINE SHUT DOWN		
1	Engine RPM	2500 RPM FOR 2 MINUTES
2	Engine RPM	2000 RPM until CHT stabilises below 300° F or 5 minutes, whichever occurs first
3	Garmin 430	OFF
4	Throttle	CLOSE
5	Clutch switch	RELEASE
6	Mixture	IDLE CUTOFF (Pull)
7	Magnetos	OFF AFTER ENGINE STOPS
8	Alternator & Avionics switch	OFF
After rotors stop:		
9	Beacon & navigation lights	OFF
10	Battery switch	OFF
POST FLIGHT INSPECTION		
1	Doors & vents	ON & CLOSED
2	Winds above 15 Kts	TIE DOWNS ON
3	Engine oil level	CHECK
4	Carb Heat Door	CLOSED
5	Tail rotor & stinger	CHECK
6	Tail rotor gearbox oil level	CHECK
7	Drive belts	CHECK
8	Xmsn oil level	CHECK
9	Main rotor	CHECK
10	Struts/crossbeams/skid tubes	CHECK
11	SQUAWKS	RECORD ON BOARD

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