

4. Exercise 2A Autorotation and Emergency Procedures

AIM: To learn the different characteristics when in autorotation with floats

AIRMANSHIP: LOOKOUT, H.A.S.E.L Checks, Verbal Warning, Helicopter Limitations

R44 Clipper - Fixed Floats Limitations:

Power Off RRPM	90% - 108%
Autorotation Vne	100 Knots
Max Glide Configuration	80 Knots - 90%

R44 Clipper - Pop Out Floats **Inflated** Limitations:

Time to full inflation	3 seconds
Power: Off RRPM	90% - 108%
Autorotation Vne	80 Knots
Max Glide Configuration	80 Knots - 90%

VERBAL WARNING "Practice Engine Failure GO"

CAUTION

Uncorrected Yaw during Autorotation entry could produce Adverse Roll and must be prevented by keeping the helicopter in balance at all times.

Aerodynamic lift from the floats can make RPM and PITCH unstable during Autorotation Entry.

Water contact with forward speed could cause floats to submerge and helicopter to nose over.

Lowering Collective Lever during water contact could cause floats to submerge and helicopter to nose over.

**STRAIGHT AND LEVEL
H.A.S.E.L Check**

Autorotation Entry

Collective lever	DOWN
Throttle	OFF
Cyclic	AFT
Pedal	RIGHT
Collective Lever	CHECK UP

200 ft Stable Autorotation

RRPM	100%
Airspeed	70 Knots
Rate of Descent	In Limits

Progressive Flare

Cyclic	AFT
Maintain Heading	PEDALS

8 ft AGL Level

Cyclic	FORWARD
Collective	RAISE
Touch down	SLIGHT NOSE HIGH
Maintain Heading	PEDALS
Cyclic	MAINTAIN POSITION
DO NOT LOWER COLLECTIVE UNTIL FORWARD MOTION HAS STOPPED	

