

# R22 PILOT'S OPERATING HANDBOOK

## AND FAA APPROVED ROTORCRAFT FLIGHT MANUAL

RTR 061

FAA APPROVED IN NORMAL CATEGORY BASED ON FAR 27 AND FAR 21. THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY FAR 27 AND FAR 21 AND MUST BE CARRIED IN THE HELICOPTER AT ALL TIMES.

HELICOPTER SERIAL NO. \_\_\_\_\_

HELICOPTER REGISTRATION NO. \_\_\_\_\_

SECTIONS 2, 3, 4 AND 5  
FAA APPROVED BY:

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FEDERAL AVIATION ADMINISTRATION, WESTERN REGION

DATE: Mar. 16, 1979

**ROBINSON HELICOPTER CO.**  
TORRANCE, CALIFORNIA

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CLASS A  
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*March 5, 2015*

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**SECTION 1**

**GENERAL**

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## **SECTION 1**

### **GENERAL**

#### **INTRODUCTION**

This Pilot's Operating Handbook is designed as an operating guide for the pilot. It includes the material required to be furnished to the pilot by 14 CFR parts 21 and 27. It also contains supplemental data supplied by the helicopter manufacturer.

This handbook is not designed as a substitute for adequate and competent flight instruction or for knowledge of current airworthiness directives, applicable federal aviation regulations, and advisory circulars. Nor is it intended to be a guide for basic flight instruction or a training manual. It should not be used for operational purposes unless kept in a current status.

Assuring that the helicopter is in airworthy condition is the responsibility of the owner. The pilot in command is responsible for determining that the helicopter is safe for flight. The pilot is also responsible for remaining within the operating limitations as outlined by instrument markings, placards, and this handbook.

Since it is very difficult to refer to a handbook while flying a helicopter, the pilot should study the entire handbook and become very familiar with the limitations, performance, procedures, and operational handling characteristics of the helicopter before flight.

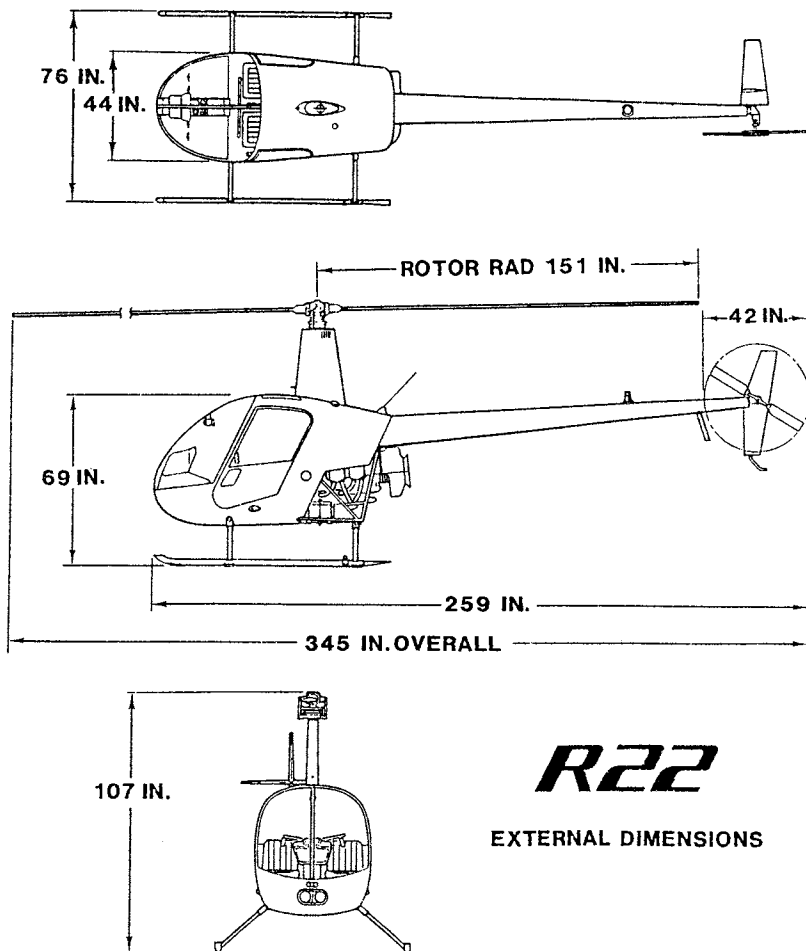
This handbook has been divided into ten numbered sections. Limitations and emergency procedures have been placed ahead of normal procedures, performance, and other sections to provide easier access to that information. Provisions for expansion of the handbook have been made by deliberate omission of certain paragraph numbers, figure numbers, item numbers, and pages noted as being intentionally blank.

**CAUTIONS AND NOTES**

Cautions and Notes emphasize important information and are used as follows:

***CAUTION*** Equipment damage, injury, or death can result if procedure or instruction is not followed.

***NOTE*** Provides emphasis or supplementary information.



THREE-VIEW OF R22 HELICOPTER

**DESCRIPTIVE DATA**

**MAIN ROTOR**

Articulation	Free to teeter and cone, rigid inplane
Number of Blades	2
Diameter	25 feet 2 inches
Blade Chord	7.2 inches (constant)
Blade Twist	-8 degrees
Tip Speed @ 100% RPM	672 FPS

**TAIL ROTOR**

Articulation	Free to teeter, rigid inplane
Number of Blades	2
Diameter	3 feet 6 inches
Blade Chord	4 inches (constant)
Blade Twist	0 degrees
Precone Angle	1 degree 11 minutes
Tip Speed @ 100% RPM	599 FPS

**DRIVE SYSTEM**

Engine to Upper Sheave:	Two double Vee-belts with .8536:1 speed reducing ratio
Upper Sheave to Drive Line:	Sprag type overrunning clutch
Drive Line to Main Rotor:	Spiral-bevel gears with 11:47 speed reducing ratio
Drive Line to Tail Rotor:	Spiral-bevel gears with 3:2 speed increasing ratio

**DESCRIPTIVE DATA (cont'd)**

**POWERPLANT**

Model: Lycoming O-320 or O-360

Type: Four cylinder, horizontally opposed, direct drive  
air cooled, carbureted, normally aspirated

Displacement: 319.8 (O-320) or 361.0 (O-360) cubic inches

Normal rating:

O-320-A2B or A2C	150 BHP @ 2700 RPM (Standard R22)
O-320-B2C	160 BHP @ 2700 RPM (R22 HP, Alpha, and Beta)
O-360-J2A	145 BHP (derated) @ 2700 RPM (R22 Beta II)

Maximum continuous rating in R22: 124 BHP at 2652 RPM  
(104% on tachometer)

5 minute takeoff rating for Beta and  
Beta II only: 131 BHP at 2652 RPM

Cooling system: Direct drive squirrel-cage blower

**FUEL**

Approved fuel grades and capacity: See Section 2. |

**OIL**

Approved oil grades and capacity: See Section 8. |

**PERFORMANCE DEFINITIONS**

IAS	Knots Indicated Airspeed is speed shown on the airspeed indicator.
KCAS	Knots Calibrated Airspeed is speed shown on the airspeed indicator corrected for instrument and position error. (See page 5-2 for position error correction.)
KTAS	Knots True Airspeed is airspeed relative to undisturbed air. It is KCAS corrected for pressure altitude and temperature.
$V_{ne}$	Never-Exceed Airspeed.
$V_y$	Speed for best rate of climb.
MSL Altitude	Altitude above sea level, in feet, indicated by the altimeter (corrected for position and instrument error) when the barometric subscale is set to the atmospheric pressure existing at sea level.
Pressure Altitude	Altitude, in feet, indicated by the altimeter (corrected for position and instrument error) when the barometric subscale is set to 29.92 inches of mercury (1013.2 mb).
Density Altitude	Altitude, in feet, in ISA conditions at which the air would have the same density (it is pressure altitude corrected for OAT).
ISA	International Standard Atmosphere exists when pressure is 29.92 inches of mercury at sea level, temperature is 15°C at sea level, and temperature decreases 1.98°C per 1000 feet of altitude.
BHP	Brake Horsepower is actual power output of the engine.
MAP	Manifold Pressure is the absolute pressure, in inches of mercury, in the engine intake manifold.
RPM	Revolutions Per Minute or speed of engine or main rotor. (Shown by tachometer as percentage of 2550 engine RPM or 510 main rotor RPM).
MCP	Maximum Continuous Power.
TOP	Takeoff Power (usually for a maximum of 5 minutes).
Critical Altitude	Altitude at which full throttle produces maximum allowable power (MCP or TOP).
TOGW	Takeoff Gross Weight.

**PERFORMANCE DEFINITIONS (cont'd)**

OAT	Outside Air Temperature
CAT	Carburetor Air Temperature
CHT	Cylinder Head Temperature
GPH	Gallons Per Hour
AGL	Above Ground Level
IGE	In Ground Effect
OGI	Out of Ground Effect
ALT	Alternator

**WEIGHT AND BALANCE DEFINITIONS**

Reference Datum	A vertical plane from which horizontal distances are measured for balance purposes. The longitudinal reference datum is 100 inches forward of the main rotor shaft centerline for the R22.
Station	Fore-and-aft location along the helicopter fuselage given in terms of distance in inches from the longitudinal reference datum.
Arm	Horizontal distance from a reference datum to the center of gravity (CG) of an item.
Moment	The weight of an item multiplied by its arm.
Center of Gravity (CG)	Location along the fuselage (usually expressed in inches from the reference datum) at which the helicopter would balance. CG is calculated by dividing the total helicopter moment by total helicopter weight.
CG Limits	Extreme CG locations within which the helicopter must be operated at a given weight.
Usable Fuel	Fuel available for flight planning.
Unusable Fuel	Fuel remaining in the tank that cannot reliably provide uninterrupted fuel flow in the critical flight attitude.
Standard Empty Weight	Weight of standard helicopter including unusable fuel, full operating fluids, and full engine oil.
Basic Empty Weight	Standard empty weight plus weight of installed optional equipment.
Payload	Weight of occupants, cargo, and baggage.
Useful Load	Difference between maximum gross weight and basic empty weight.

**CONVERSION TABLES**

**METRIC TO ENGLISH**

<u>Multiply</u>	<u>By</u>	<u>To Obtain</u>
centimeters (cm)	0.3937	inches (in)
kilograms (kg)	2.2046	pounds (lb)
kilometers (km)	0.5400	nautical miles (nm)
kilometers (km)	0.6214	statute miles (mi)
liters (l)	0.2642	gallons, U.S. (gal)
liters (l)	1.0567	quarts (qt)
meters (m)	3.2808	feet (ft)
millibars (mb)	0.0295	inches mercury (in. Hg)

**ENGLISH TO METRIC**

<u>Multiply</u>	<u>By</u>	<u>To Obtain</u>
feet (ft)	0.3048	meters (m)
gallons, U.S. (gal)	3.7854	liters (l)
inches (in)	2.5400	centimeters (cm)
inches (in)	25.4000	millimeters (mm)
inches mercury (in. Hg)	33.8638	millibars (mb)
nautical miles (nm)	1.8520	kilometers (km)
pounds (lb)	0.4536	kilograms (kg)
quarts (qt)	0.9464	liters (l)
statute miles (mi)	1.6093	kilometers (km)

1 nautical mile = 1.1508 statute miles

1 statute mile = 0.8690 nautical mile

**TEMPERATURE**

$$^{\circ}\text{F} = 9/5 (^{\circ}\text{C}) + 32$$

$$^{\circ}\text{C} = 5/9 (^{\circ}\text{F} - 32)$$



**SECTION 2  
LIMITATIONS  
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**SECTION 2  
LIMITATIONS**

**GENERAL**

This section includes operating limitations, instrument markings, and basic placards required for safe operation of the helicopter, its engine, and other standard systems. The helicopter is approved as a normal category rotorcraft under FAA Type Certificate No. H10WE as Models R22, R22 Alpha, R22 Beta, and R22 Mariner.

**COLOR CODE FOR INSTRUMENT MARKINGS**

- Red      Operating limit. Edge of red line indicates limit. Pointer should not enter red during normal operation.
- Yellow    Precautionary or special operating procedure range.
- Green     Normal operating range.

**AIRSPEED LIMITS**

**NEVER-EXCEED AIRSPEED ( $V_{NE}$ )**

Up to 3000 feet density altitude: 102 KIAS

Above 3000 feet density altitude, see placards on page 2-11.

**ROTOR SPEED LIMITS**

	<b>TACHOMETER READING</b>	<b>ACTUAL RPM</b>
Power On		
Maximum	104%	530
Minimum, O-360 engine	101%	515
Minimum, O-320 engine	97%*	495
Power Off		
Maximum	110%	561
Minimum	90%	459

\*Tachometers with green arc from 97% to 104% RPM were originally installed in R22s with O-320 engines. Tachometers which show green arc from 101% to 104% RPM are permitted as replacements. Regulations require that limitations indicated by installed tachometer are not exceeded.

**POWERPLANT LIMITATIONS**

**ENGINE**

One Lycoming Model O-320 or O-360

**OPERATING LIMITATIONS**

Engine Maximum Speed                   2652 RPM (104%)

Cylinder Head Max Temperature       500°F (260°C)

Oil Maximum Temperature               245°F (118°C)

**Oil Pressure\*\***

    Minimum during idle                 25 psi

    Minimum during flight               55 psi

    Maximum during flight               95 psi

    Maximum during start & warm-up   115 psi

Oil Quantity, minimum for takeoff     4 qt

Manifold Pressure: See placards on pages 2-10 and 2-11 for MAP schedules.

\*\*These limitations apply to all engines. Earlier oil pressure gages show green arc from 60 to 90 psi and red line at 100 psi. Regulations require that limits indicated by installed gage are not exceeded.

**WEIGHT LIMITS**

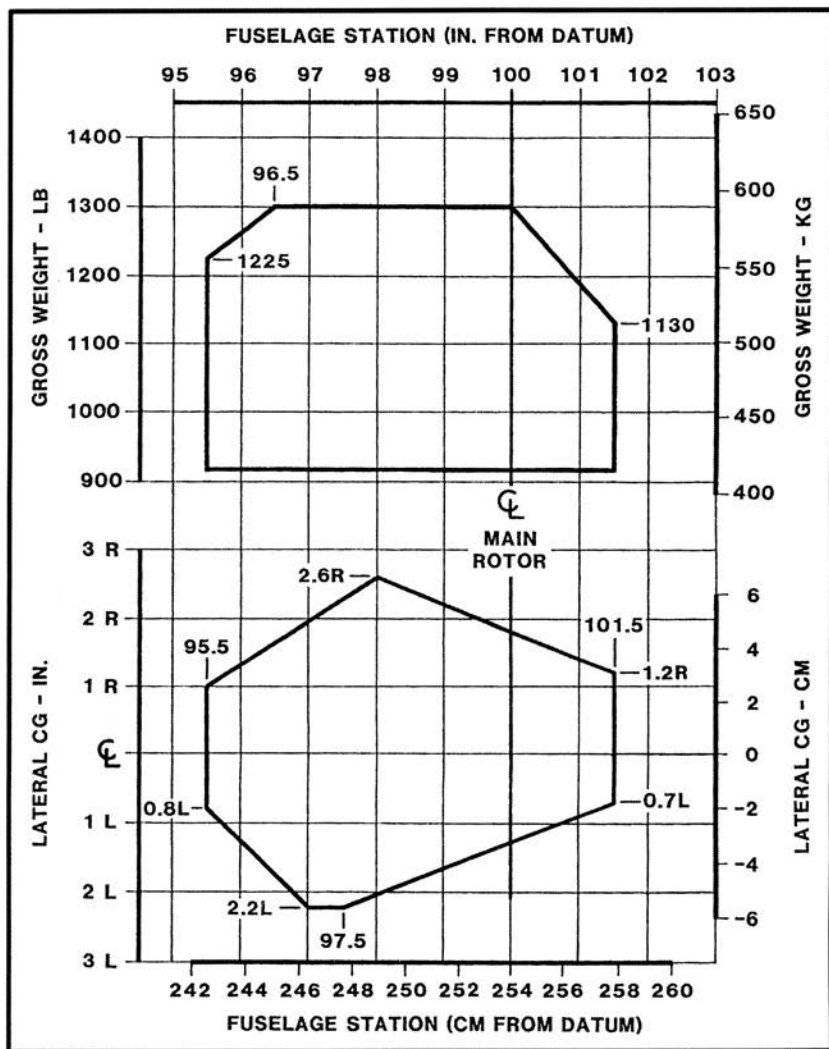
Maximum gross weight – Standard & HP	1300 lb (590 kg)
Maximum gross weight – Alpha, Beta, and Beta II	1370 lb (622 kg)
Minimum gross weight	920 lb (417 kg)
Maximum per seat including baggage compartment	240 lb (109 kg)
Maximum in either baggage compartment	50 lb (23 kg)

**CENTER OF GRAVITY LIMITS**

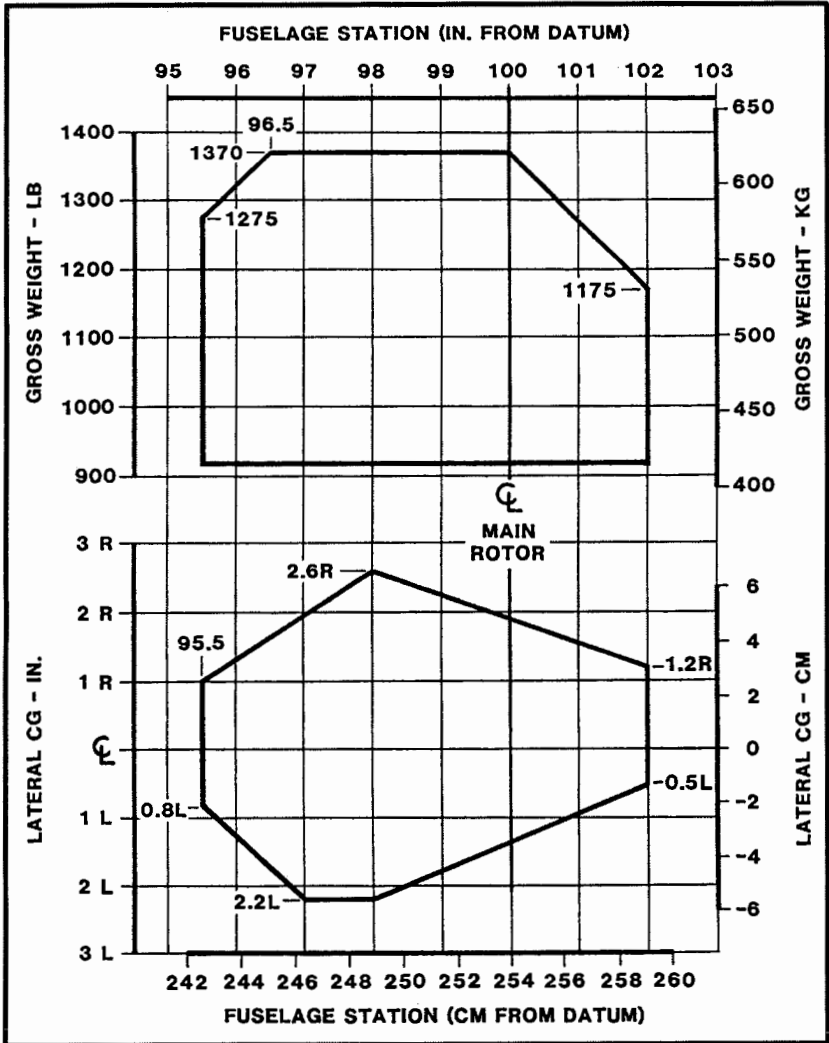
See figures on pages 2-4 and 2-5. Reference datum is 100 inches forward of main rotor shaft centerline.

***NOTE***

With both doors installed, a solo pilot plus baggage weight of 135 lb (61 kg) or greater will ensure CG within limits. For lower weight, compute weight and balance; removable ballast may be required to obtain CG at or forward of aft limit. (See Loading Instructions in Section 6.)



R22 STANDARD AND HP  
CENTER OF GRAVITY LIMITS



R22 ALPHA, BETA, AND BETA II  
CENTER OF GRAVITY LIMITS

## **FLIGHT AND MANEUVER LIMITATIONS**

Aerobatic flight prohibited.

### ***CAUTION***

Abrupt control inputs may produce high fatigue stresses and cause catastrophic failure of a critical component.

Low-G cyclic pushovers prohibited.

### ***CAUTION***

A pushover (forward cyclic maneuver) performed from level flight or following a pull-up causes a low-G (near weightless) condition which can result in catastrophic loss of lateral control. To eliminate a low-G condition, immediately apply gentle aft cyclic. Should a right roll commence during a low-G condition, apply gentle aft cyclic to reload rotor before applying lateral cyclic to stop the roll.

Flight prohibited with governor selected off, with exceptions for in-flight system malfunction or emergency procedures training.

Flight in known icing conditions prohibited.

Maximum operating density altitude 14,000 feet.

Alternator, RPM governor, low rotor RPM warning system, and OAT gage must be operational for dispatch.

Minimum crew is one pilot. Solo flight from right seat only.

Left seat belt must be buckled.

Operation approved with either or both cabin doors removed. Loose items in cabin must be properly secured during doors-off flight.



**KINDS OF OPERATION LIMITATIONS**

VFR day is approved.

VFR operation at night is permitted only when landing, navigation, instrument, and anti-collision lights are operational. Orientation during night flight must be maintained by visual reference to ground objects illuminated solely by lights on the ground or adequate celestial illumination.

***NOTE***

There may be additional requirements in countries outside the United States.

**FUEL LIMITATIONS**

**APPROVED FUEL GRADES**

80/87 grade aviation fuel

O-320-A2B and -A2C engines only (Standard R22)

91/96 grade aviation fuel

All engines

100LL grade aviation fuel

All engines

100/130 grade aviation fuel

O-320-B2C and O-360-J2A engines (HP, Alpha, Beta, and Beta II)

**FUEL CAPACITY**

	Total Capacity US gallons (liters)	Usable Capacity US gallons (liters)
Tanks with bladders:		
Main tank	18.3 (69)	16.9 (64)
Auxiliary tank	9.7 (37)	9.4 (36)
Combined capacity	28.0 (106)	26.3 (100)
Tanks without bladders:		
Main tank	19.8 (75)	19.2 (73)
Auxiliary tank	10.9 (41)	10.5 (40)
Combined capacity	30.7 (116)	29.7 (112)

**INSTRUMENT MARKINGS**

AIRSPEED INDICATOR

Green arc	50 to 102 KIAS
Red line	102 KIAS

ROTOR TACHOMETER

Upper red line	110%
Yellow arc	104 to 110%
Green arc, O-360 engine	101 to 104%
Green arc, O-320 engine	97 to 104% *
Yellow arc, O-360 engine	90 to 101%
Yellow arc, O-320 engine	90 to 97% *
Lower red line	90%
Yellow arc	60 to 70%

ENGINE TACHOMETER

Upper red arc	104 to 110%
Green arc, O-360 engine	101 to 104%
Green arc, O-320 engine	97 to 104% *
Lower red arc, O-360 engine	90 to 101%
Lower red arc, O-320 engine	90 to 97% *
Yellow arc	60 to 70%

\*Tachometers which show green arc from 101% to 104% RPM may be installed.

**INSTRUMENT MARKINGS (cont'd)**

**OIL PRESSURE\***

Lower red line	25 psi
Lower yellow arc	25 to 55 psi
Green arc	55 to 95 psi
Upper yellow arc	95 to 115 psi
Upper red line	115 psi

\*Earlier gages show green arc from 60 to 90 psi and upper red line at 100 psi.

**OIL TEMPERATURE**

Green arc	75 to 245°F (24 to 118°C)
Red line	245°F (118°C)

**CYLINDER HEAD TEMPERATURE**

Green arc	200 to 500°F (93 to 260°C)
Red line	500°F (260°C)

**MANIFOLD PRESSURE**

Yellow arcs denote variable MAP limits.  
See placards on pages 2-10 and 2-11.

**Standard R22 (O-320-A2B or -A2C Engine)**

Yellow arc	23.2 to 25.9 in. Hg
Red line	25.9 in. Hg

**HP and Alpha (O-320-B2C Engine)**

Yellow arc	21.0 to 24.1 in. Hg
Red line	24.1 in. Hg

**Beta (O-320-B2C Engine)**

Yellow arc	21.0 to 25.2 in. Hg
Red line	25.2 in. Hg

**Beta II (O-360-J2A Engine)**

Yellow arc	19.6 to 24.1 in. Hg
Red line	24.1 in. Hg

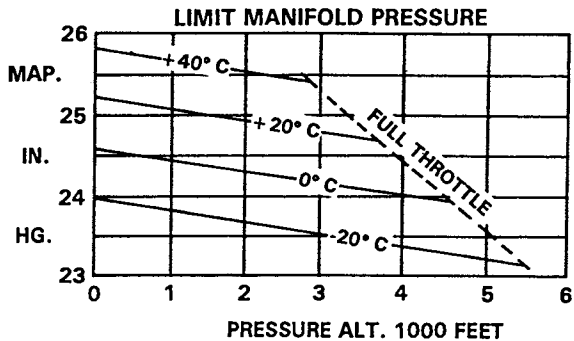
**CARBURETOR AIR TEMPERATURE**

Yellow arc	-15 to 5°C
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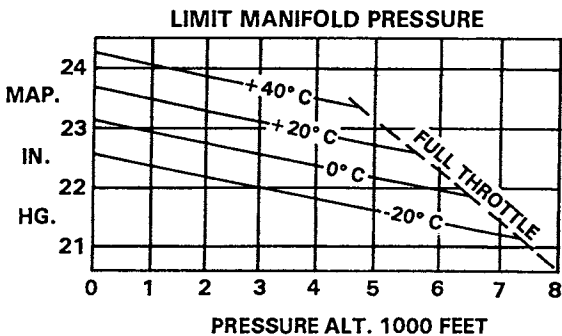
**PLACARDS**

In clear view and readable by pilot in flight:

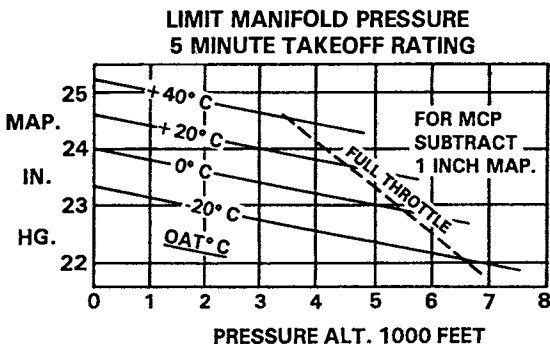
Standard R22  
O-320-A2B or  
A2C Engine



R22 HP and Alpha  
O-320-B2C Engine



R22 Beta  
O-320-B2C Engine



**PLACARDS (cont'd)**

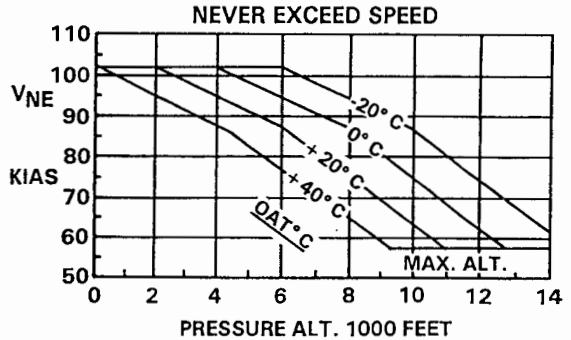
R22 Beta II  
O-360-J2A Engine

**LIMIT MANIFOLD PRESSURE - IN. HG  
MAXIMUM CONTINUOUS POWER**

PRESS ALT-FT	OAT - °C						
	-20	-10	0	10	20	30	40
SL	21.5	21.8	22.1	22.3	22.6	22.9	23.2
2000	21.1	21.4	21.6	21.9	22.2	22.5	22.8
4000	20.7	21.0	21.2	21.5	21.8	22.0	22.3
6000	20.3	20.6	20.8	21.1	21.3	21.6	21.9
8000	19.9	20.2	20.4	20.7	20.9	FULL THROTTLE	

FOR MAX TAKEOFF POWER (5 MIN), ADD 0.9 IN. HG

All R22s  
except Beta II



R22 Beta II

**NEVER EXCEED SPEED - KIAS**

PRESS ALT-FT	OAT - °C							
	-20	-10	0	10	20	30	40	
SL								
2000	102					99	96	
4000				98	94	91	87	
6000			98	94	90	87	82	77
8000	94	90	86	80	75	69	64	
10000	86	80	74	68	62	57		
12000	74	67	61	NO FLIGHT				
14000	61							

**PLACARDS (cont'd)**

Near main fuel tank filler cap:

Standard R22 (O-320-A2B or -A2C Engine)

FUEL  
80/87 MIN GRADE AVIATION GASOLINE

All other R22s (O-320-B2C or O-360-J2A Engine)

FUEL  
100 OCT MIN GRADE AVIATION GASOLINE

or

FUEL  
91/96 MIN GRADE AVIATION GASOLINE

Near aux fuel tank filler cap:

AUX FUEL  
100 OCT MIN GRADE AVIATION GASOLINE

or

AUX FUEL  
91/96 MIN GRADE AVIATION GASOLINE

**PLACARDS (cont'd)**

Near shut-off valve:

FUEL  
ON OFF

Near main tank fuel gage:

For bladder-style tank

16.9 US GAL

For aluminum (non-bladder) tank

19.2 US GAL

Near aux tank fuel gage:

For bladder-style tank

AUX 9.4 US GAL

For aluminum (non-bladder) tank

AUX 10.5 US GAL

In clear view of both occupants:

NO SMOKING

In clear view of pilot (Alpha, Beta, and Beta II with aft battery installations):

MINIMUM SOLO PILOT WEIGHT 130 LB  
(135 LB WITH FULL AUX FUEL)

In clear view of pilot:

THIS ROTORCRAFT APPROVED FOR  
DAY AND NIGHT VFR OPERATIONS

**PLACARDS (cont'd)**

On left-hand cyclic:

**SOLO FROM RIGHT SEAT ONLY**

In clear view of pilot:

**LOW-G PUSHOVERS PROHIBITED**

Inside each baggage compartment:

***CAUTION***

DO NOT EXCEED ANY OF THE FOLLOWING:

- COMPARTMENT CAPACITY: 50 LB MAX
- COMBINED SEAT PLUS COMPARTMENT: 240 LB MAX
- ROTORCRAFT GROSS WEIGHT LIMIT

SEE ROTORCRAFT FLIGHT MANUAL FOR ADDITIONAL INSTRUCTIONS

On carburetor air temperature gage:

***CAUTION***

**BELOW 18 IN. MP, IGNORE GAGE  
& APPLY FULL CARB HEAT**

Near heater push-pull control when heater is installed:

**IN CASE OF ENGINE FIRE  
PUSH HEATER CONTROL TO OFF**



**INFORMATION PER FAA AD 95-26-04**

The following limitations (1-3) are to be observed unless the pilot manipulating the controls has logged 200 or more flight hours in helicopters, at least 50 of which must be in the RHC Model R22 helicopter, and has completed the awareness training specified in Special Federal Aviation Regulation (SFAR) No. 73, issued February 27, 1995.

1. Flight when surface winds exceed 25 knots, including gusts, is prohibited.
2. Flight when surface wind gust spreads exceed 15 knots is prohibited.
3. Continued flight in moderate, severe, or extreme turbulence is prohibited.

Adjust forward airspeed to between 60 knots indicated airspeed (KIAS) and  $0.7 V_{ne}$  but no lower than 57 KIAS, upon inadvertently encountering moderate, severe, or extreme turbulence.

Note: Moderate turbulence is turbulence that causes: (1) changes in altitude or attitude; (2) variations in indicated airspeed; and (3) aircraft occupants to feel definite strains against seat belts.

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**SECTION 3  
EMERGENCY PROCEDURES**

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### SECTION 3

#### EMERGENCY PROCEDURES

##### DEFINITIONS

Land Immediately - Land on the nearest clear area where a safe normal landing can be performed. Be prepared to enter autorotation during approach, if required.

Land as soon as practical - Landing site is at pilot's discretion based on nature of problem and available landing areas. Flight beyond nearest airport is not recommended.

##### POWER FAILURE - GENERAL

A power failure may be caused by either an engine or drive system failure and will usually be indicated by the low RPM horn. An engine failure may be indicated by a change in noise level, nose left yaw, an oil pressure light, or decreasing engine RPM. A drive system failure may be indicated by an unusual noise or vibration, nose right or left yaw, or decreasing rotor RPM while engine RPM is increasing.

In case of power failure, immediately lower collective to enter autorotation.

##### ***CAUTION***

Aft cyclic is required when collective is lowered at high speed.

##### ***CAUTION***

Do not apply aft cyclic during touchdown or ground slide to prevent possible blade strike to tailcone.

**POWER FAILURE ABOVE 500 FEET AGL**

1. Lower collective immediately to maintain rotor RPM.
2. Establish a steady glide at approximately 65 KIAS. (For maximum glide distance, see page 3-3.)
3. Adjust collective to keep RPM between 97 and 110% or apply full down collective if light weight prevents attaining above 97%.
4. Select landing spot and, if altitude permits, maneuver so landing will be into wind.
5. A restart may be attempted at pilot's discretion if sufficient time is available (See "Air Restart Procedure", page 3-3).
6. If unable to restart, turn unnecessary switches and fuel valve off.
7. At about 40 feet AGL, begin cyclic flare to reduce rate of descent and forward speed.
8. At about 8 feet AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude with nose straight ahead.

**POWER FAILURE BETWEEN 8 FEET AND 500 FEET AGL**

1. Lower collective immediately to maintain rotor RPM.
2. Adjust collective to keep RPM between 97 and 110% or apply full down collective if light weight prevents attaining above 97%.
3. Maintain airspeed until ground is approached, then begin cyclic flare to reduce rate of descent and forward speed.
4. At about 8 feet AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude and nose straight ahead.

**POWER FAILURE BELOW 8 FEET AGL**

1. Apply right pedal as required to prevent yawing.
2. Allow aircraft to settle.
3. Raise collective just before touchdown to cushion landing.

**MAXIMUM GLIDE DISTANCE CONFIGURATION**

1. Airspeed approximately 75 KIAS.
2. Rotor RPM approximately 90%.
3. Best glide ratio is about 4:1 or one nautical mile per 1500 feet AGL.

**CAUTION**

Increase rotor RPM to 97% minimum when autorotating below 500 feet AGL.

**AIR RESTART PROCEDURE**

1. Mixture - full rich.
2. Primer (if installed) - down and locked.
3. Throttle - closed, then cracked slightly.
4. Actuate starter with left hand.

**CAUTION**

Do not attempt restart if engine malfunction is suspected or before safe autorotation is established.

**EMERGENCY WATER LANDING – POWER OFF**

1. Follow same procedures as for power failure over land until contacting water. If time permits, unlatch doors prior to water contact.
2. Apply lateral cyclic when aircraft contacts water to stop rotors.
3. Release seat belt and quickly clear aircraft when rotors stop.

**EMERGENCY WATER LANDING – POWER ON**

1. Descend to hover above water.
2. Unlatch doors.
3. Passenger exit aircraft.
4. Fly to safe distance from passenger to avoid possible injury by rotors.
5. Switch battery and alternator OFF.
6. Roll throttle off into overtravel spring.
7. Keep aircraft level and apply full collective as aircraft contacts water.
8. Apply lateral cyclic to stop rotors.
9. Release seat belt and quickly clear aircraft when rotors stop.



**LOSS OF TAIL ROTOR THRUST DURING FORWARD  
FLIGHT**

1. Failure is usually indicated by nose right yaw which cannot be corrected by applying left pedal.
2. Immediately enter autorotation.
3. Maintain at least 70 KIAS airspeed if practical.
4. Select landing site, roll throttle off into overtravel spring and perform autorotation landing.

**NOTE**

When a suitable landing site is not available, the vertical fin may permit limited controlled flight at very low power settings and airspeeds above 70 KIAS; however, prior to reducing airspeed, re-enter full autorotation.

**LOSS OF TAIL ROTOR THRUST DURING HOVER**

1. Failure is usually indicated by nose right yaw which cannot be stopped by applying left pedal.
2. Immediately roll throttle off into overtravel spring and allow aircraft to settle.
3. Raise collective just before touchdown to cushion landing.

**ENGINE FIRE DURING START ON GROUND**

1. Cranking - Continue and attempt to start which would suck flames and excess fuel through carburetor into engine.
2. If engine starts, run at 50-60% RPM for a short time, shut down, and inspect for damage.
3. If engine fails to start, shut off fuel and master battery switch.
4. Extinguish fire with fire extinguisher, wool blanket, or dirt.
5. Inspect for damage.

**FIRE IN FLIGHT**

1. Enter autorotation.
2. Master battery switch - Off (if time permits).
3. Cabin heat - Off (if installed and time permits).
4. Cabin vent - On (if time permits).
5. If engine is running, perform normal landing and immediately shut off fuel valve.
6. If engine stops running, shut off fuel valve and execute autorotation landing as described on pages 3-1 and 3-2.

**ELECTRICAL FIRE IN FLIGHT**

1. Master battery switch - Off.
2. Alt switch - Off.
3. Land immediately.
4. Extinguish fire and inspect for damage.

**CAUTION**

Low RPM warning system and governor are inoperative with master battery and alternator switches both off.

### **TACHOMETER FAILURE**

If rotor or engine tach malfunctions in flight, use remaining tach to monitor RPM. If it is not clear which tach is malfunctioning or if both tachs malfunction, allow governor to control RPM and land as soon as practical.

#### **NOTE**

Each tach, the governor, and the low RPM warning horn are on separate circuits. Either the battery or the alternator can independently supply power to the tachs. A special circuit allows the battery to supply power to the tachs even if the master battery switch is off.

### **GOVERNOR FAILURE**

If the engine RPM governor malfunctions, grip throttle firmly to override the governor, then switch governor off. Complete flight using manual throttle control.

**WARNING/CAUTION LIGHTS**

**NOTE**

If a light causes excessive glare at night, bulb may be unscrewed or circuit breaker pulled to eliminate glare during landing.

- OIL** Indicates loss of engine power or oil pressure. Check engine tach for power loss. Check oil pressure gage and, if pressure loss is confirmed, land immediately. Continued operation without oil pressure will cause serious engine damage and engine failure may occur.
- MR TEMP** Indicates excessive temperature of main rotor gearbox. See note below.
- MR CHIP** Indicates metallic particles in main rotor gearbox. See note below.
- TR CHIP** Indicates metallic particles in tail rotor gearbox. See note below.

**NOTE**

If light is accompanied by any indication of a problem such as noise, vibration, or temperature rise, land immediately. If there is no other indication of a problem, land as soon as practical.

Break-in fuzz will occasionally activate chip lights. If no metal chips or slivers are found on detector plug, clean and reinstall (tail rotor gearbox must be refilled with new oil). Hover for at least 30 minutes. If chip light comes on again, replace gearbox before further flight.

**WARNING/CAUTION LIGHTS (cont'd)**

**LOW FUEL** Indicates approximately one gallon of usable fuel remaining for all-aluminum fuel tanks or 1.5 gallons for bladder-style tanks. The engine will run out of fuel after approximately five minutes at cruise power for aircraft with all-aluminum tanks or ten minutes with bladder-style tanks.

***CAUTION***

Do not use low fuel caution light as a working indication of fuel quantity.

**CLUTCH** Indicates clutch actuator circuit is on, either engaging or disengaging clutch. When switch is in the ENGAGE position, light stays on until belts are properly tensioned. Never take off before light goes out.

***NOTE***

Clutch light may come on momentarily during run-up or during flight to retension belts as they warm-up and stretch slightly. This is normal. If, however, the light flickers or comes on in flight and does not go out within 10 seconds, pull CLUTCH circuit breaker and land as soon as practical. Reduce power and land immediately if there are other indications of drive system failure (be prepared to enter autorotation). Inspect drive system for a possible malfunction.

**ALT** Indicates low voltage and possible alternator failure. Turn off nonessential electrical equipment and switch ALT off and back on after one second to reset overvoltage relay. If light stays on, land as soon as practical. Continued flight without functioning alternator can result in loss of electronic tachometer, producing a hazardous flight condition.

**WARNING/CAUTION LIGHTS (cont'd)**

**BRAKE** Indicates rotor brake is engaged. Release immediately in flight or before starting engine.

**STARTER-ON** Indicates starter motor is engaged. If light does not go out when ignition switch is released from start position, immediately pull mixture off and turn battery switch off. Have starter motor serviced.

**GOV-OFF** Indicates engine RPM throttle governor is off.

**CARBON MONOXIDE (if installed)** Indicates elevated levels of carbon monoxide (CO) in cabin. Shut off heater and open nose and door vents. If hovering, land or transition to forward flight. If symptoms of CO poisoning (headache, drowsiness, dizziness) accompany light, land immediately.

**FULL THROTTLE (if installed)** Indicates engine near full throttle. The governor will be ineffective because it cannot increase throttle to maintain RPM. Lower collective as required to extinguish light.

**LOW RPM HORN & CAUTION LIGHT**

A horn and an illuminated caution light indicate that rotor RPM may be below safe limits. To restore RPM, immediately roll throttle on, lower collective and, in forward flight, apply aft cyclic. The horn and caution light are disabled when collective is full down.

**INFORMATION PER FAA AD 95-26-04**

**1) RIGHT ROLL IN LOW "G" CONDITION**

Gradually apply aft cyclic to restore positive "G" forces and main rotor thrust. Do not apply lateral cyclic until positive "G" forces have been established.

**2) UNCOMMANDED PITCH, ROLL, OR YAW RESULTING FROM FLIGHT IN TURBULENCE.**

Gradually apply controls to maintain rotor RPM, positive "G" forces, and to eliminate sideslip. Minimize cyclic control inputs in turbulence; do not overcontrol.

**3) INADVERTENT ENCOUNTER WITH MODERATE, SEVERE, OR EXTREME TURBULENCE.**

If the area of turbulence is isolated, depart the area; otherwise, land the helicopter as soon as practical.

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**SECTION 4**

**NORMAL PROCEDURES**

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**SECTION 4**

**NORMAL PROCEDURES**

**RECOMMENDED AIRSPEEDS**

Takeoff and Climb	60 KIAS
Maximum Rate of Climb ( $V_Y$ )	53 KIAS
Maximum Range	83 KIAS*
Landing Approach	60 KIAS
Autorotation	65 KIAS*

\* Certain conditions may require lower airspeeds. See placard on page 2-11.

**DAILY OR PREFLIGHT CHECKS**

Remove all covers and tiedowns. Remove even small accumulations of frost, ice, or snow, especially from rotor blades. Check maintenance records to verify aircraft is airworthy.

Check general condition of aircraft and verify no visible damage, fluid leakage, or abnormal wear. Verify no fretting at seams where parts are joined together. Fretting of aluminum parts produces a fine black powder while fretting of steel parts produces a reddish-brown or black residue. Verify Telatemps show no temperature increase that cannot be attributed to a change in operating conditions (mechanics draw a reference line to the right of the highest temperature square which has darkened in operation). Verify torque stripes on critical fasteners are not broken or missing.

**DAILY OR PREFLIGHT CHECKS (cont'd)**

1. Cowl Door

- Battery switch . . . . . ON
- Oil pressure and alternator lights . . . . . ON
- Warning light test switches . . . . . Push to test
- Fuel quantity . . . . . Check gages
- Battery switch . . . . . OFF
- Aux fuel tank quantity . . . . . Check
- Fuel filler cap . . . . . Tight
- Aux fuel tank . . . . . No leaks
- Fuel lines . . . . . No leaks
- Fuel tank sump drain(s) . . . . . Sample
- Gearbox oil . . . . . Full, no leaks
- Rotor brake . . . . . Actuation normal
- Flex coupling . . . . . No cracks, nuts tight
- Yoke flanges . . . . . No cracks
- Gearbox Telatemp . . . . . Normal
- Sprag clutch . . . . . No leaks
- Static source . . . . . Clear
- Control rod ends . . . . . Free without looseness
- Steel tube frame . . . . . No cracks
- All fasteners . . . . . Tight
- Tail rotor control . . . . . No interference
- Cowl door . . . . . Latched

2. Engine Right Side

- Carb air ducts . . . . . Secure
- Carb heat scoop . . . . . Secure
- Engine sheet metal . . . . . No cracks
- Electrical terminals . . . . . Tight
- Fuel line . . . . . No leaks
- Oil cooler door . . . . . Check
- Oil lines . . . . . No leaks or chafing
- Exhaust system . . . . . No cracks
- Engine general condition . . . . . Check
- V-belt condition . . . . . Check
- V-belt slack . . . . . Check
- Sprag clutch . . . . . No leaks
- Upper bearing . . . . . No leaks
- Telatemp - upper bearing . . . . . Normal

**DAILY OR PREFLIGHT CHECKS (cont'd)**

2. Engine Right Side (cont'd)
  - Lower sheave groove wear . . . . Smooth & uniform
  - Flex coupling . . . . . No cracks, nuts tight
  - Yoke flanges . . . . . No cracks
  - Steel tube frame . . . . . No cracks
  - Tail rotor control . . . . . No interference
  
3. Engine Rear
  - Cooling fan nut . . . . . Pin in line with marks
  - Cooling fan . . . . . No cracks
  - Fan scroll . . . . . No cracks
  - Telatemps - lower bearing . . . . . Normal
  - Lower bearing . . . . . No leaks
  
4. Empennage
  - Tail surfaces . . . . . No cracks
  - Fasteners . . . . . Tight
  - Position light . . . . . Check
  
5. Tail Rotor
  - Gearbox Telatemp . . . . . Normal
  - Gearbox . . . . . Oil visible, no leaks
  - Blades . . . . . Clean and no damage/cracks
  - Pitch links . . . . . No looseness
  - Teeter bearings . . . . . Check condition
  - Teeter bearing bolt . . . . . Does not rotate
  - Control bellcrank . . . . . Free without looseness
  
6. Tailcone
  - Rivets . . . . . Tight
  - Skins . . . . . No cracks or dents
  - Strobe light condition . . . . . Check
  - Antenna . . . . . Check
  - Attachment bolts . . . . . Tight

**DAILY OR PREFLIGHT CHECKS (cont'd)**

**7. Engine Left Side**

- Engine oil . . . . . 4-6 qt
- Oil filter (if installed) . . . . . Secure, no leaks
- Fuel lines . . . . . No leaks
- Gascolator drain . . . . . Sample
- Throttle linkage . . . . . Operable
- Battery and relay (if located there) . . . . . Secure
- Alternator belt tension . . . . . Check
- Steel tube frame . . . . . No cracks
- Engine sheet metal . . . . . No cracks
- Exhaust system . . . . . No cracks
- Engine general condition . . . . . Check

**8. Main Fuel Tank**

- Quantity . . . . . Check
- Filler cap . . . . . Tight
- Leakage . . . . . None
- Sump drain (non-bladder tank) . . . . . Sample

**9. Main Rotor**

***CAUTION***

Do not pull rotor blades down as damage may occur. To lower one blade, push opposite blade up.

- Blades . . . . . Clean and no damage/cracks

***CAUTION***

Verify erosion on lower surface of blades has not exposed skin-to-spar bond line. Reference Rotor Systems description in Section 7.

- Pitch change boots . . . . . No leaks
- Main hinge bolts . . . . . Cotter pins installed
- All rod ends . . . . . Free without looseness
- Pitch link jam nuts . . . . . Tight
- Pitch link safety wire . . . . . Secure
- All fasteners . . . . . Tight
- Swashplate scissors . . . . . No excessive looseness

**DAILY OR PREFLIGHT CHECKS (cont'd)**

10. Fuselage Left Side

- Baggage compartment . . . . . Check
- Removable controls . . . . . Secure if installed
- Collective control . . . . . Clear
- Seat Belt . . . . . Check condition and fastened
- Door . . . . . Unlocked and latched
- Door hinge safety pins . . . . . Installed
- Landing gear . . . . . Check
- Ground handling wheel . . . . . Removed
- Position light . . . . . Check

11. Nose Section

- Pitot tube . . . . . Clear
- Windshield condition and cleanliness . . . . . Check
- Fresh air vent . . . . . Clear
- Landing lights . . . . . Check

12. Fuselage Right Side

- Landing gear . . . . . Check
- Ground handling wheel . . . . . Removed
- Position light . . . . . Check
- Door hinge safety pins . . . . . Installed
- Baggage compartment . . . . . Check

13. Cabin Interior

- Loose articles . . . . . Removed or stowed
- Seat belt . . . . . Check condition
- Instruments, switches, and controls . . . . . Check condition
- Clock . . . . . Functioning

**CAUTION**

For helicopters with removable controls, remove left seat controls if person in that seat is not a rated helicopter pilot.

**CAUTION**

Be sure rotor blades are approximately level to avoid possible tailcone strike.

**DAILY OR PREFLIGHT CHECKS (cont'd)**

***CAUTION***

When flying solo, fill left baggage compartment to capacity before using right compartment. Avoid placing objects in compartments which could injure occupant if seat collapses during a hard landing.

***CAUTION***

Shorter pilots may require cushion to obtain full travel of all controls. Verify aft cyclic travel is not restricted.

**BEFORE STARTING ENGINE**

- Seat belts . . . . . Fastened
- Fuel shut-off valve . . . . . ON
- Cyclic/collective friction . . . . . OFF
- Cyclic, collective, pedals . . . . . Full travel free
- Throttle . . . . . Full travel free
- Collective . . . . . Full down, friction ON
- Cyclic . . . . . Neutral, friction ON
- Pedals . . . . . Neutral
- Rotor brake . . . . . Disengaged
- Circuit breakers . . . . . In
- Carb heat . . . . . OFF
- Mixture . . . . . Full rich
- Mixture guard\* . . . . . Installed
- Primer (if installed) . . . . . Down and locked
- Landing lights . . . . . OFF
- Avionics switch (if installed) . . . . . OFF
- Clutch . . . . . Disengaged
- Altimeter . . . . . Set
- Governor switch . . . . . ON

\* Mixture guard is not used on aircraft with vernier mixture control on console face.



**STARTING ENGINE AND RUN-UP**

Throttle twists for priming . . . . . As required  
Throttle . . . . . Closed  
Battery, strobe switches . . . . . ON  
Area . . . . . Clear  
Ignition switch . . . . . Start, then Both  
Starter-On light . . . . . Out  
Set engine RPM . . . . . 50 to 60%  
Clutch switch . . . . . Engaged  
Blades turning . . . . . Less than 5 seconds  
Alternator switch . . . . . ON  
Oil pressure within 30 seconds . . . . . 25 psi minimum  
Avionics, headsets . . . . . ON  
Wait for clutch light out . . . . . Circuit breakers in  
Warm-up RPM . . . . . 70 to 75%  
Engine gages . . . . . Green  
Mag drop at 75% RPM . . . . . 7% max in 2 seconds  
Carb heat . . . . . CAT rise/drop, set as required  
Sprag clutch check . . . . . Needles split  
Doors . . . . . Closed and latched  
Limit MAP chart . . . . . Check  
Cyclic/collective friction . . . . . OFF  
Governor On, increase throttle . . . . . RPM 102-104%  
Warning lights . . . . . Out  
Lift collective slightly, reduce RPM . . . . . Horn/light at 97%

**CAUTION**

Avoid continuous operation at rotor speed of 60 to 70% to minimize tail resonance.

**CAUTION**

On slippery surfaces, be prepared to counter nose-right rotation with left pedal as governor increases RPM.

**STARTING ENGINE AND RUN-UP (Cont'd)**

***NOTE***

Before takeoff, pilot should uncover one ear and listen for any unusual noise which may indicate impending failure of a bearing or other component.

**TAKEOFF PROCEDURE**

1. Verify doors latched, governor ON, and RPM stabilized at 102 to 104%.
2. Clear area. Slowly raise collective until aircraft is light on skids. Reposition cyclic as required for equilibrium, then gently lift aircraft into hover.
3. Check gages in green and adjust carb heat if required. Lower nose and accelerate to climb speed following profile shown by height-velocity diagram in Section 5. If RPM drops below 102%, lower collective.

**CRUISE**

1. Adjust carb heat if required. (See page 4-11.)
2. Verify RPM near top of green arc.
3. Set manifold pressure with collective for desired power.
4. Pull RT TRIM knob.
5. Verify gages in green, warning lights out.

***CAUTION***

Exercise extreme care never to inadvertently pull mixture control as engine stoppage will result.

***CAUTION***

In-flight leaning with engine mixture control is not recommended. Engine stoppage may result as there is no propeller to keep engine turning should overleaning occur.

**DOORS-OFF OPERATION**

Avoid removing left door to protect tail rotor from loose objects. If left door must be removed, warn passenger to secure loose objects and to keep head and arms inside cabin to avoid high velocity airstream.

**PRACTICE AUTOROTATION - POWER RECOVERY**

1. Adjust carb heat if required. (See page 4-11.)
2. Lower collective to down stop and adjust throttle as required for small tachometer needle separation.

***CAUTION***

To avoid inadvertent engine stoppage, do not chop throttle to simulate a power failure. Always roll throttle off smoothly for small visible needle split.

***NOTE***

Governor is inactive below 80% engine RPM regardless of governor switch position.

***NOTE***

When entering autorotation from above 4000 feet, reduce throttle slightly before lowering collective to prevent engine overspeed.

3. Adjust collective to keep rotor RPM in green arc and adjust throttle for small needle separation.
4. Keep airspeed 60 to 70 KIAS.
5. At about 40 feet AGL, begin cyclic flare to reduce rate of descent and forward speed.
6. At about 8 feet AGL, apply forward cyclic to level aircraft and raise collective to control descent. Add throttle if required to keep RPM in green arc.

**PRACTICE AUTOROTATION - POWER RECOVERY (Cont'd)**

***CAUTION***

Simulated engine failures require prompt lowering of collective to avoid dangerously low rotor RPM. Catastrophic rotor stall could occur if the rotor RPM ever drops below 80% plus 1% per 1000 feet of altitude.

**PRACTICE AUTOROTATION - WITH GROUND CONTACT**

If practice autorotations with ground contact are required for demonstration purposes, perform in same manner as power recovery autorotations except:

Prior to cyclic flare, roll throttle off into overtravel spring and hold it against hard stop until autorotation is complete. (This prevents throttle correlator from adding power when collective is raised.)

Always contact ground with skids level and nose straight ahead.

***CAUTION***

The R22 has a light, low-inertia rotor system. Most of the energy required for an autorotation is stored in the forward momentum of the aircraft, not in the rotor. Therefore, a well-timed cyclic flare is required and rotor RPM must be kept in the green until just before ground contact.

***NOTE***

Have landing gear skid shoes inspected frequently when practicing autorotations with ground contact. Rapid wear of skid shoes may occur.

## **USE OF CARBURETOR HEAT**

Carburetor ice can form in a wide range of atmospheric conditions, but is most likely to form when OAT is between -4°C and 30°C (25°F and 86°F) and the difference between OAT and dew point is less than 15C° (27F°). When conditions conducive to carburetor ice are suspected, use carburetor heat as follows:

During Run-up: Use full carburetor heat (it is filtered) during warm-up to preheat induction system.

During Takeoff, Climb, and Cruise: Use carb heat as required to keep CAT gage indication out of yellow arc.

During Descent and Autorotation: At power settings below 18 inches MAP, apply full carb heat regardless of CAT gage indication. CAT gage does not indicate correct carburetor temperature below 18 inches MAP.

### ***CAUTION***

The pilot may be unaware of carburetor ice formation as the governor will automatically increase throttle and maintain constant manifold pressure and RPM. Therefore, the pilot must apply carburetor heat as required whenever icing conditions are suspected.

## **USE OF CARB HEAT ASSIST**

A carburetor heat assist device is installed on R22s with O-360 engines. The carb heat assist correlates application of carburetor heat with changes in collective setting to reduce pilot work load. Lowering collective mechanically adds heat and raising collective reduces heat. A friction clutch allows the pilot to override the system and increase or decrease heat as required.

A latch is provided at the control knob to lock carburetor heat off. The knob should be left unlatched unless it is obvious that conditions are not conducive to carburetor ice. Apply carburetor heat as required if carburetor ice is a possibility. Monitor CAT gage and readjust as necessary following lift to hover or any power change.

**APPROACH AND LANDING**

1. Make final approach into wind at lowest practical rate of descent with initial airspeed of 60 knots. Adjust carb heat as required.
2. Reduce airspeed and altitude smoothly to hover. (Be sure rate of descent is less than 300 FPM before airspeed is reduced below 30 KIAS.)
3. From hover, lower collective gradually until ground contact.
4. After initial ground contact, lower collective to full down position.

***CAUTION***

When landing on a slope, return cyclic control to neutral before final reduction of rotor RPM.

***CAUTION***

Never leave helicopter flight controls unattended while engine is running.

***CAUTION***

Hold throttle closed if passenger is entering or exiting left front seat with engine running and left seat collective installed.

**SHUTDOWN PROCEDURE**

Collective down, RPM 70-75% . . . . . Friction ON  
Cyclic and pedals neutral . . . . . Friction ON  
CHT drop . . . . . Throttle closed  
Clutch switch . . . . . Disengage  
Wait 30 seconds . . . . . Mixture OFF  
Mixture guard . . . . . Back on mixture  
Wait 30 seconds . . . . . Apply rotor brake  
Clutch light . . . . . Extinguishes  
Avionics, alt, battery, and ignition switches . . . . . OFF

***CAUTION***

Do not slow rotor by raising collective during shutdown. Blades may flap and strike tailcone.

***NOTE***

During idle and after engine shutdown, pilot should uncover one ear and listen for unusual noise which may indicate impending failure of a bearing or other component.

**NOISE ABATEMENT**

To improve the quality of our environment and to dissuade overly restrictive ordinances against helicopters, it is imperative that every pilot minimize noise irritation to the public. Following are several techniques which should be employed when possible.

1. Avoid flying over outdoor assemblies of people. When this cannot be avoided, fly as high as practical, preferably over 2000 feet AGL.
2. Avoid blade slap. Blade slap usually occurs during shallow high-speed descents, especially during turns. It can be avoided by using slower, steeper descents. With the right door removed, the pilot can easily determine those flight conditions which produce blade slap and develop piloting techniques to eliminate or reduce it.
3. When departing from or approaching a landing site, avoid prolonged flight over noise-sensitive areas. Always fly above 500 feet AGL and preferably above 1000 feet AGL.
4. Repetitive noise is far more irritating than a single occurrence. If you must fly over the same area more than once, vary your flight path to not overfly the same buildings each time.
5. When overflying populated areas, look ahead and select the least noise-sensitive route.

***NOTE***

Above procedures do not apply where they would conflict with Air Traffic Control clearances or instructions or when, in the pilot's judgment, they would result in an unsafe flight path.



**INFORMATION PER FAA AD 95-26-04**

Until the FAA completes its research into the conditions and aircraft characteristics that lead to main rotor blade/fuselage contact accidents, and corrective type design changes and operating limitations are identified, Model R22 pilots are strongly urged to become familiar with the following information and comply with these recommended procedures:

Main Rotor Stall: Many factors may contribute to main rotor stall and pilots should be familiar with them. Any flight condition that creates excessive angle of attack on the main rotor blades can produce a stall. Low main rotor RPM, aggressive maneuvering, high collective angle (often the result of high-density altitude, over-pitching [exceeding power available] during climb, or high forward airspeed) and slow response to the low main rotor RPM warning horn and light may result in main rotor stall. The effect of these conditions can be amplified in turbulence. Main rotor stall can ultimately result in contact between the main rotor and airframe. Additional information on main rotor stall is provided in the Robinson Helicopter Company Safety Notices SN-10, SN-15, SN-20, SN-24, SN-27, and SN-29.

Mast Bumping: Mast bumping may occur with a teetering rotor system when excessive main rotor flapping results from low "G" (load factor below 1.0) or abrupt control input. A low "G" flight condition can result from an abrupt cyclic pushover in forward flight. High forward airspeed, turbulence, and excessive sideslip can accentuate the adverse effects of these control movements. The excessive flapping results in the main rotor hub assembly striking the main rotor mast with subsequent main rotor system separation from the helicopter.

To avoid these conditions, pilots are strongly urged to follow these recommendations:

- 1) Maintain cruise airspeeds between 60 KIAS and less than  $0.9 V_{NE}$ , but no lower than 57 KIAS.
- 2) Use maximum "power-on" RPM at all times during powered flight.
- 3) Avoid sideslip during flight. Maintain in-trim flight at all times.
- 4) Avoid large, rapid forward cyclic inputs in forward flight, and abrupt control inputs in turbulence.

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PERFORMANCE  
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**SECTION 5  
PERFORMANCE**

**GENERAL**

The information contained in Section 5 is approved by the Federal Aviation Administration.

Hover controllability has been substantiated in 17 knot wind from any direction up to 9,800 feet density altitude. Refer to IGE hover performance data for allowable gross weight.

Indicated airspeed (KIAS) shown on graphs assumes zero instrument error.

**CAUTION**

The performance data presented in this section was obtained under ideal conditions. Performance under other conditions may be substantially less.

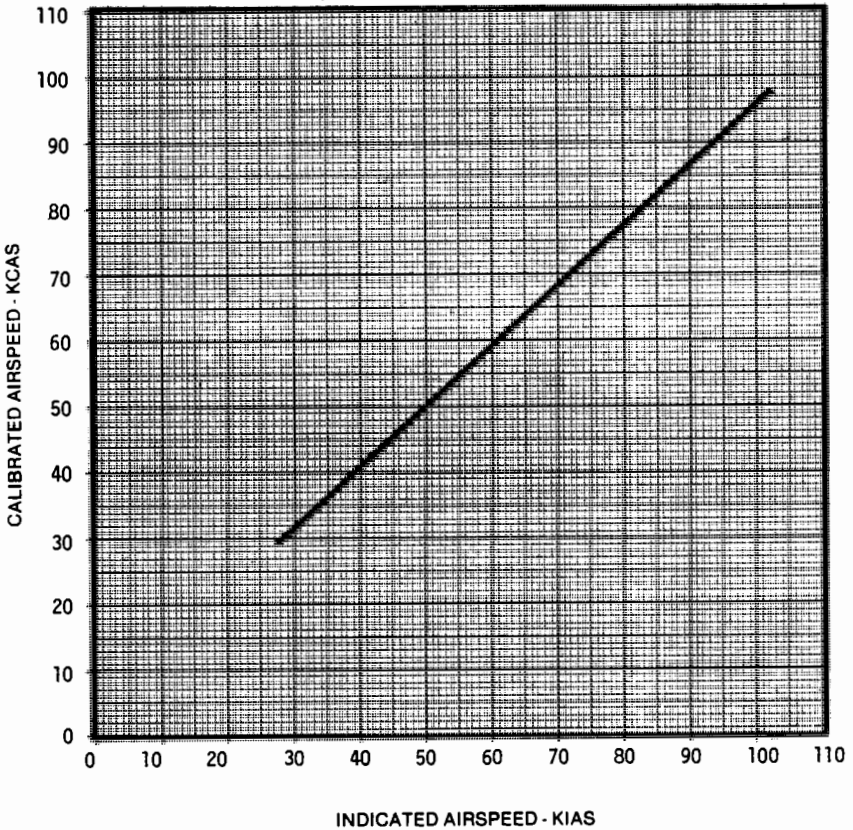
**NOTE**

Hover performance data given is with carburetor heat off. Full carburetor heat reduces hover ceilings by up to 2000 feet.

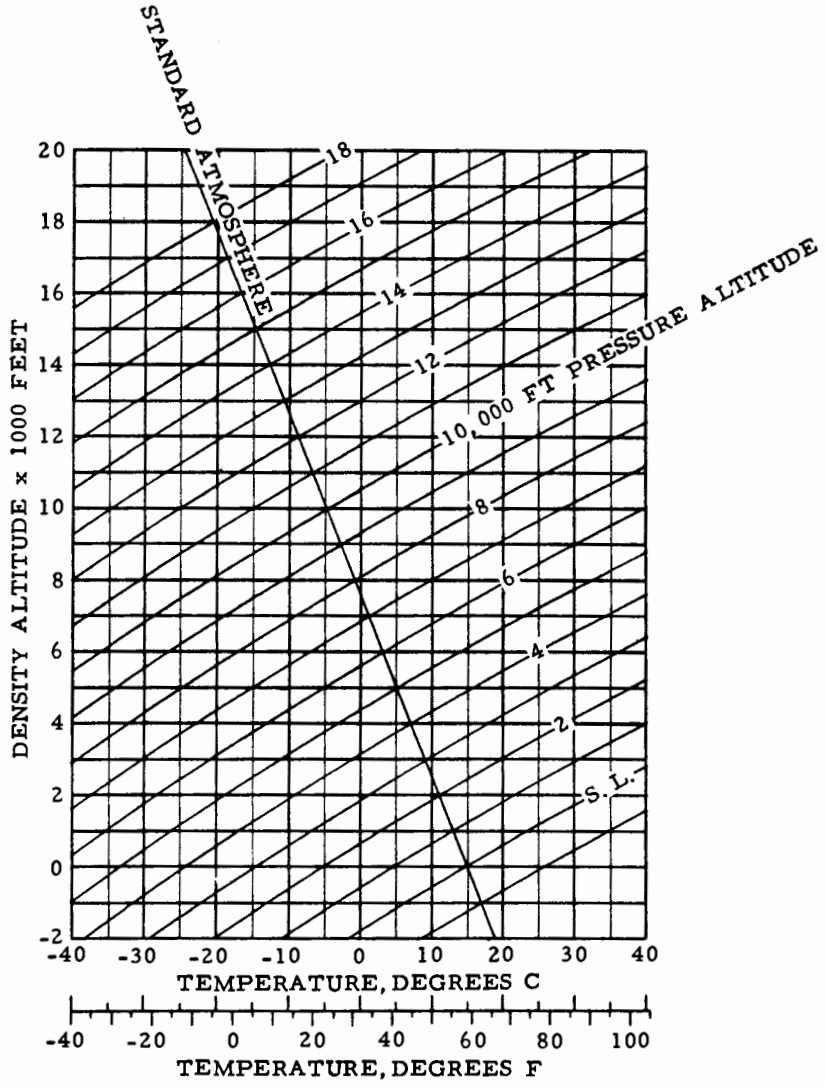
**DEMONSTRATED OPERATING TEMPERATURE**

Satisfactory engine cooling has been demonstrated to an outside air temperature of 38°C (100°F) at sea level or 23°C (41°F) above ISA at altitude.

Note: Indicated airspeed assumes zero instrument error.

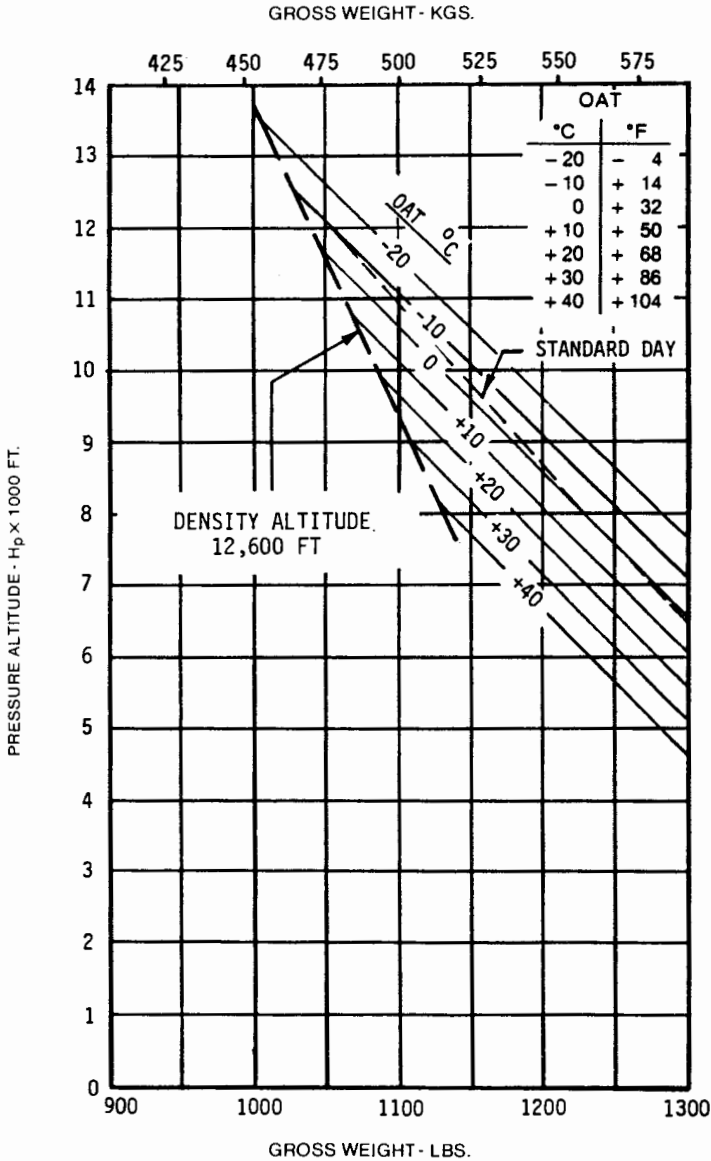


**AIRSPEED CALIBRATION CURVE**



DENSITY ALTITUDE CHART

IN GROUND EFFECT AT 2 FOOT SKID CLEARANCE  
FULL THROTTLE AND 104% RPM

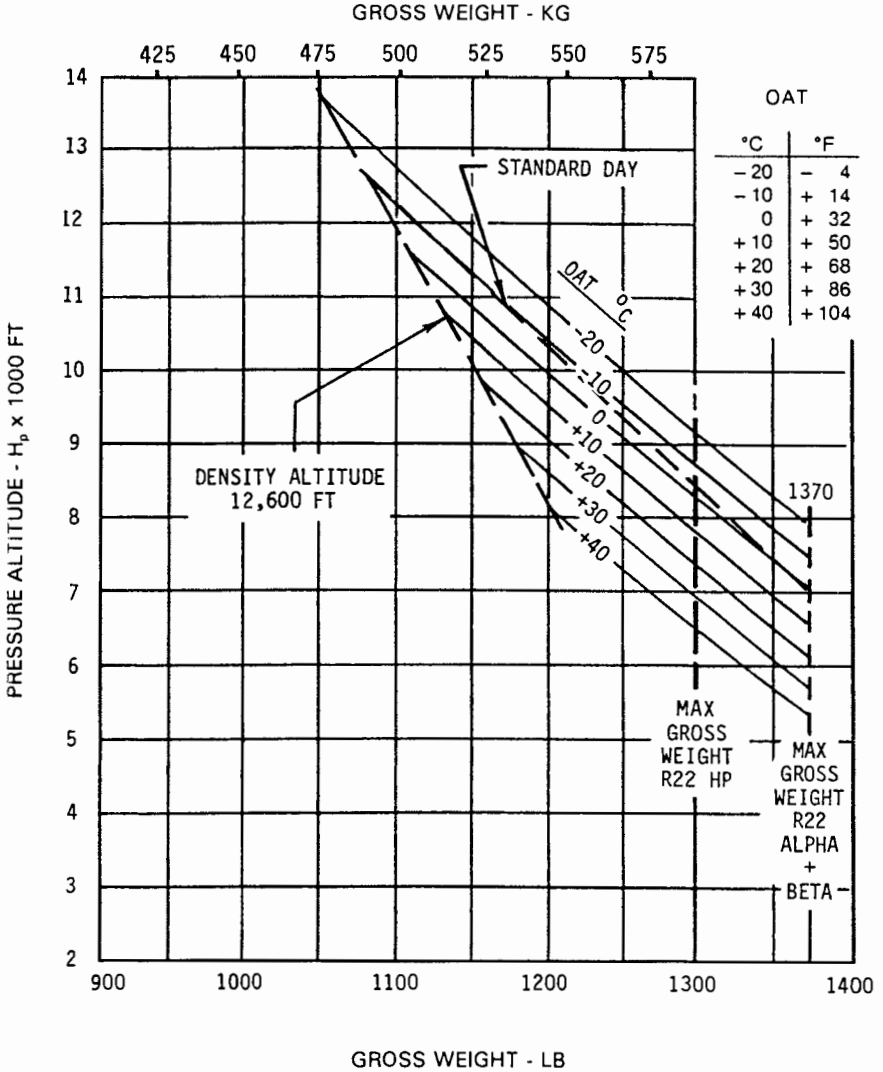


**R22 STANDARD**  
O-320-A2B OR A2C ENGINE

**IGE HOVER CEILING VS. GROSS WEIGHT**



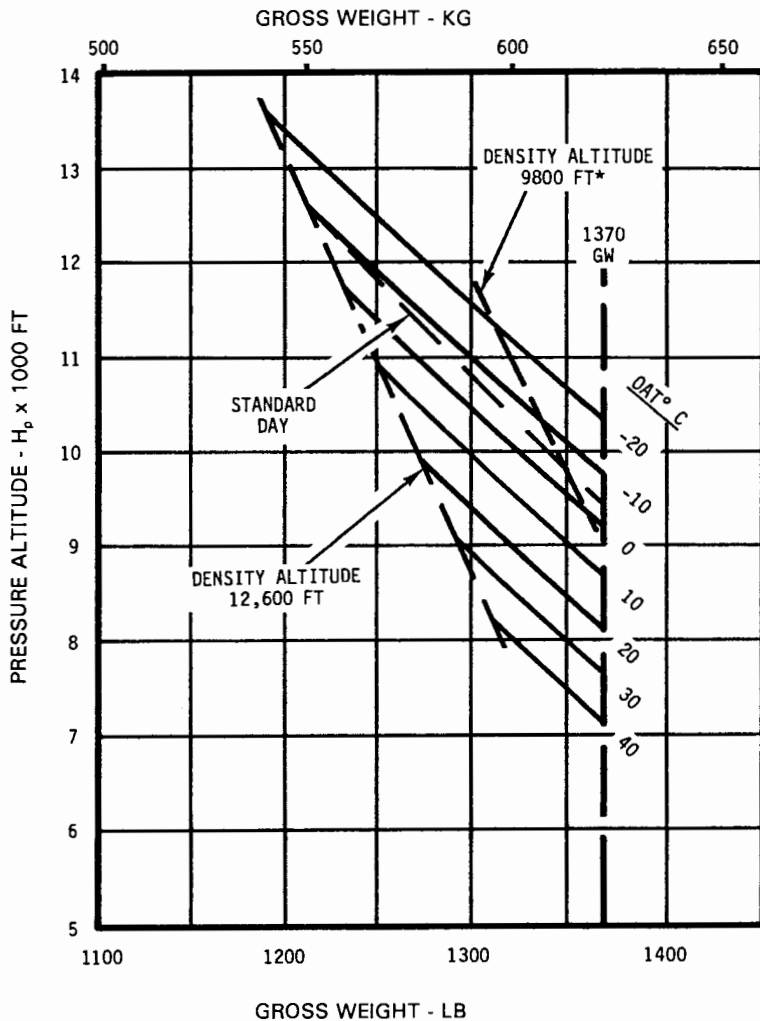
IN GROUND EFFECT AT 2 FOOT SKID CLEARANCE  
FULL THROTTLE  
104% RPM  
ZERO WIND



**R22 HP, ALPHA, & BETA  
O-320-B2C ENGINE**

**IGE HOVER CEILING VS. GROSS WEIGHT**

IN GROUND EFFECT AT 2 FOOT SKID CLEARANCE  
FULL THROTTLE  
103-104% RPM  
ZERO WIND

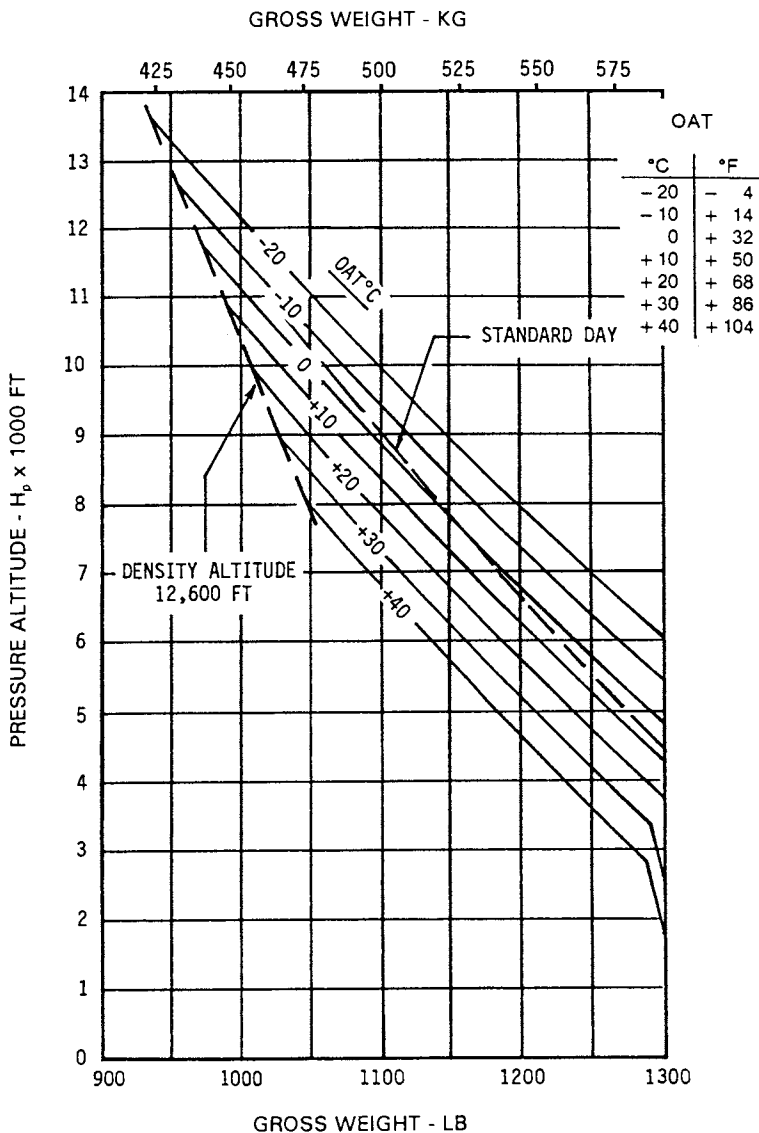


**R22 BETA II  
O-360-J2A ENGINE**

**IGE HOVER CEILING VS. GROSS WEIGHT**

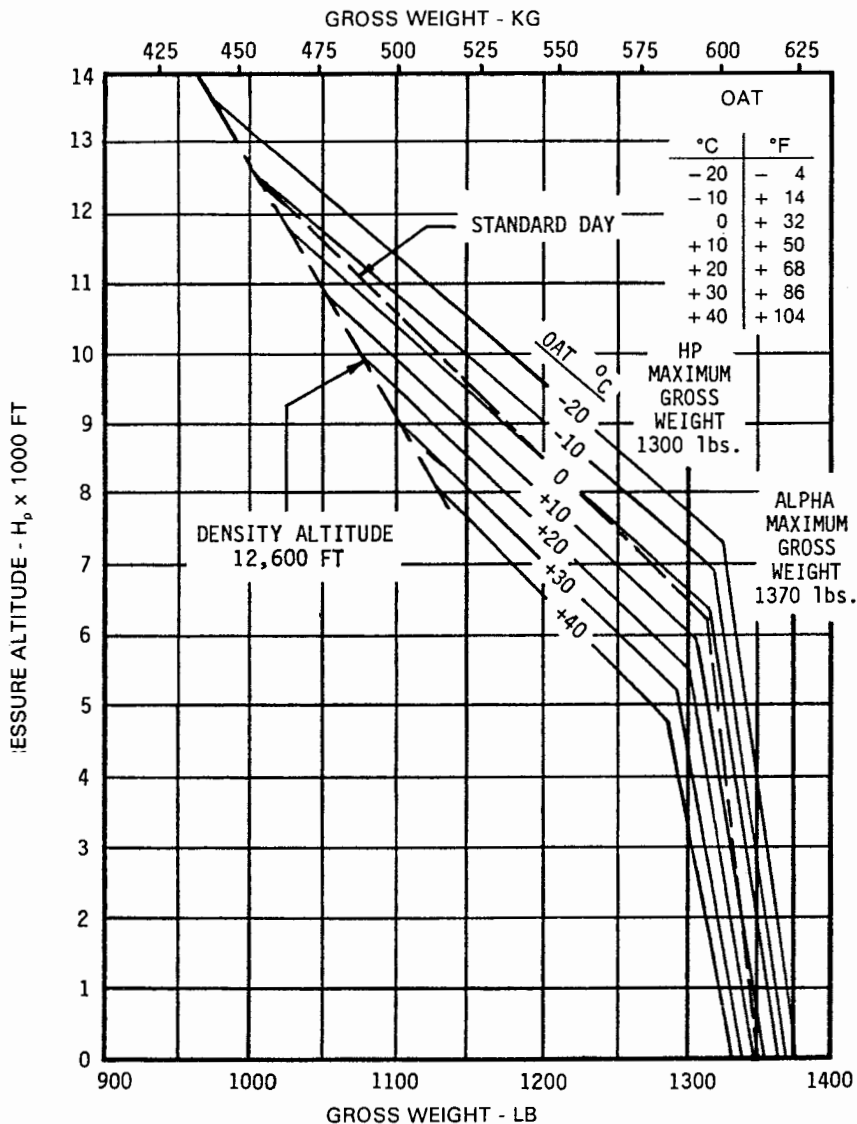
\*Hover controllability with 17 knot wind substantiated up to 9800 feet density altitude.

OUT OF GROUND EFFECT, ZERO WIND  
LIMIT MANIFOLD PRESSURE TO CRITICAL ALTITUDE  
FULL THROTTLE ABOVE CRITICAL ALTITUDE  
104% RPM



**R22 STANDARD**  
**O-320-A2B OR A2C ENGINE**  
**OGE HOVER CEILING VS. GROSS WEIGHT**

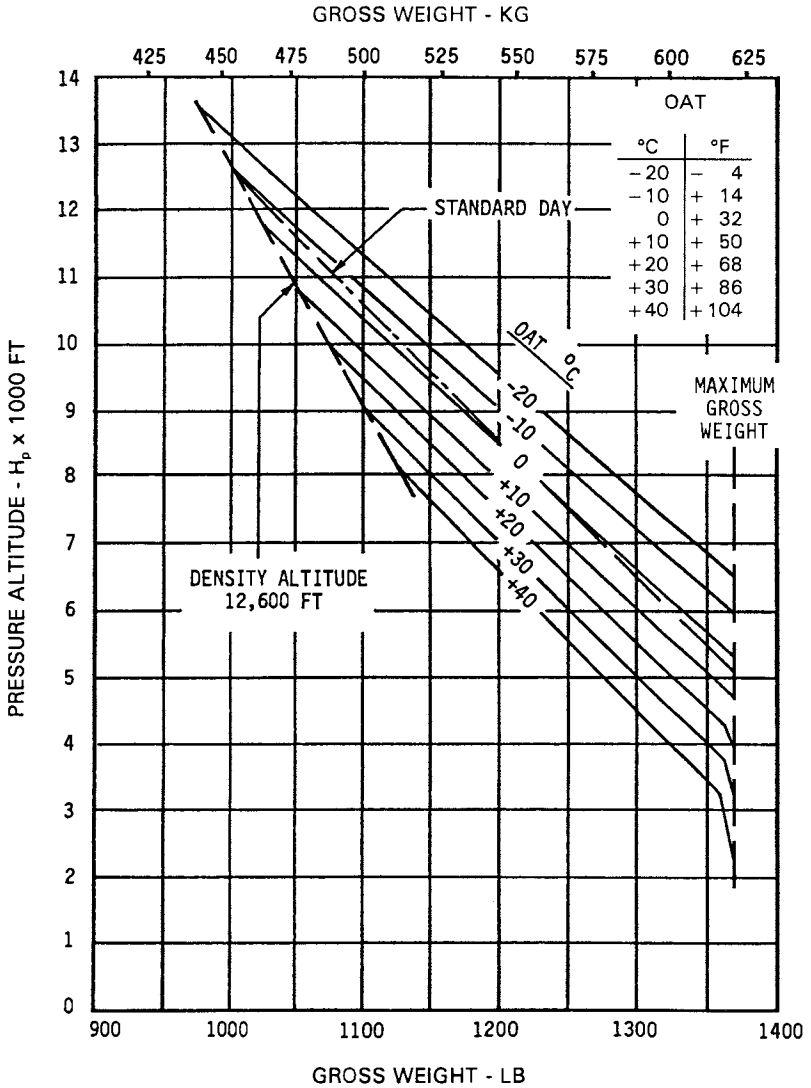
OUT OF GROUND EFFECT, ZERO WIND  
LIMIT MANIFOLD PRESSURE TO CRITICAL ALTITUDE  
FULL THROTTLE ABOVE CRITICAL ALTITUDE  
104% RPM



**R22 HP & ALPHA  
O-320-B2C ENGINE**

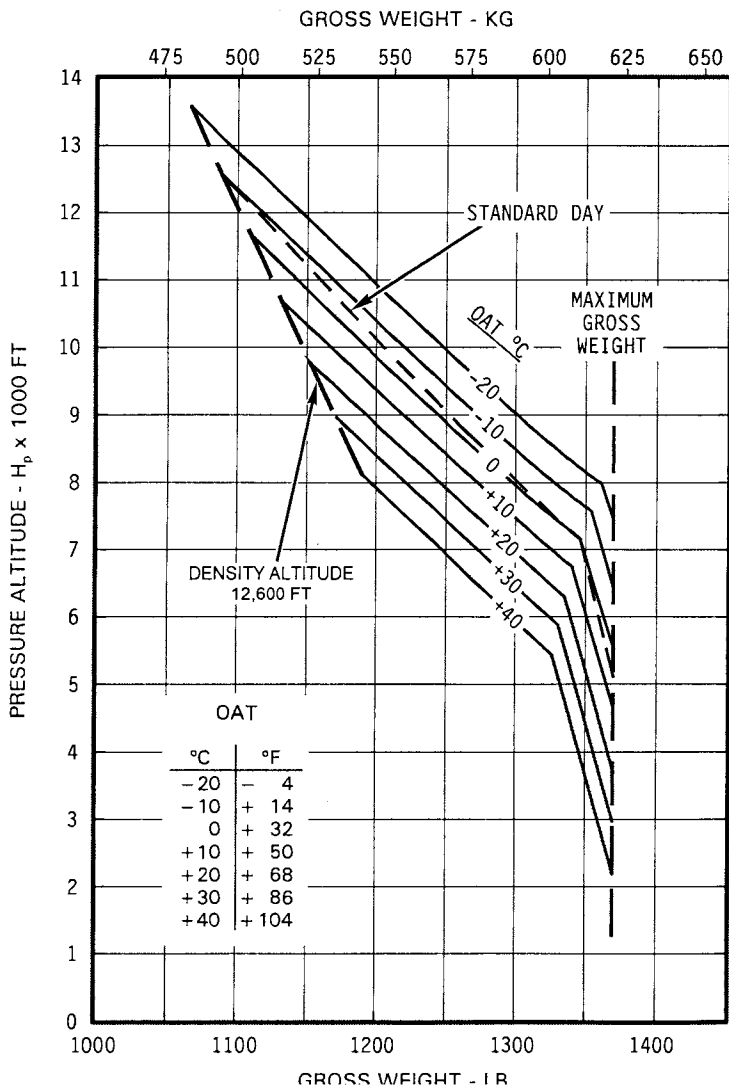
**OGE HOVER CEILING VS. GROSS WEIGHT**

OUT OF GROUND EFFECT, ZERO WIND  
TAKEOFF POWER OR FULL THROTTLE  
104% RPM



**R22 BETA  
O-320-B2C ENGINE  
OGE HOVER CEILING VS. GROSS WEIGHT**

OUT OF GROUND EFFECT, ZERO WIND  
TAKEOFF POWER OR FULL THROTTLE  
104% RPM

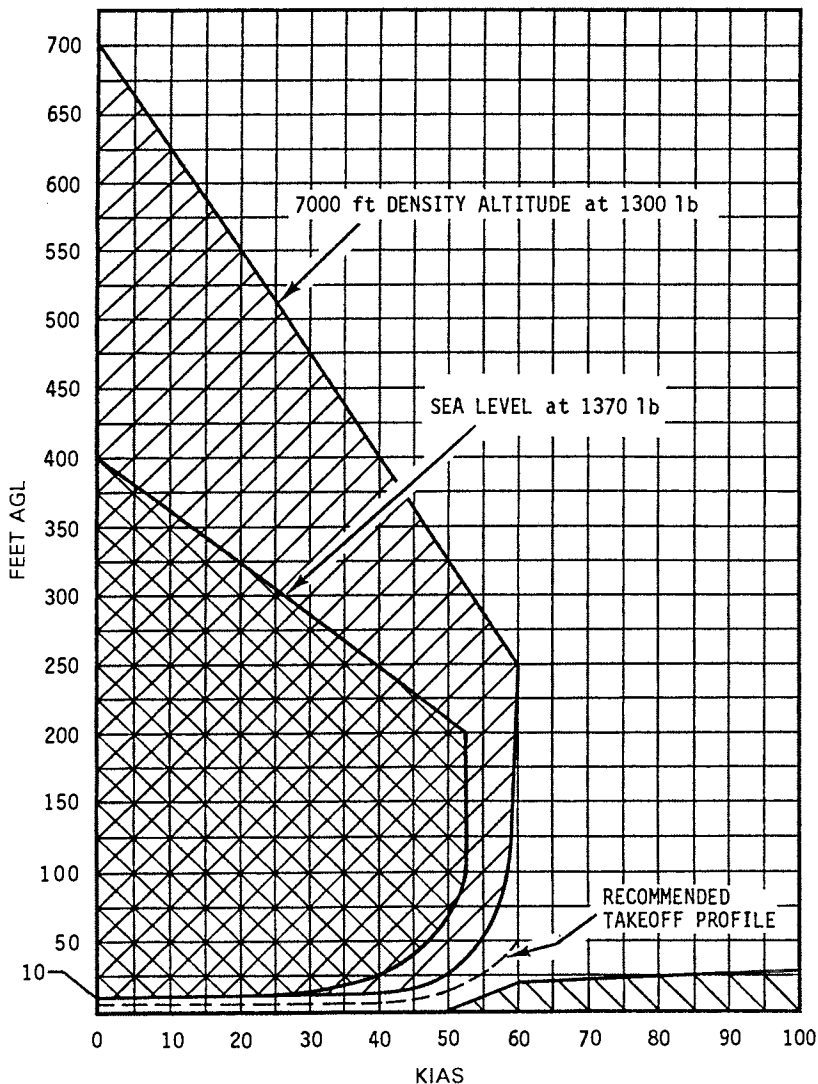


**R22 BETA II  
O-360-J2A ENGINE**

**OGE HOVER CEILING VS. GROSS WEIGHT**

DEMONSTRATED CONDITIONS:  
SMOOTH HARD SURFACE  
WIND CALM  
103-104% RPM

AVOID OPERATION IN SHADED AREAS



HEIGHT - VELOCITY DIAGRAM

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**SECTION 6**

**WEIGHT AND BALANCE**

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**SECTION 6**

**WEIGHT AND BALANCE**

**GENERAL**

The helicopter must be flown only within weight and balance limits specified in Section 2. Loadings outside these limits can result in insufficient control travel for safe operation.

The center of gravity may be adjusted by adding removable ballast (any appropriate item of mass) to an under-seat baggage compartment. Recalculate weight and balance after adding ballast, and verify ballast meets baggage compartment limits given in Section 2.

Loaded helicopter weight and balance can be determined using the method given under **LOADING INSTRUCTIONS**.

In accordance with FAA procedures, the detail weight and balance data of this section are not subject to FAA approval. The loading instructions of this section, however, have been approved by the FAA as satisfying all requirements for instructions on loading of the rotorcraft within approved limits of weight and center of gravity and on maintaining the loading within such limits.

***CAUTION***

Fuel burn causes CG to move forward during flight. Always determine safe loading with empty fuel as well as with takeoff fuel. Payload may be limited by forward CG as fuel is burned.

**WEIGHT AND BALANCE RECORD**

The following form should be used to maintain a continuous record of your helicopter's weight and balance. Each time an item of equipment is removed or installed, an entry must be made and the new empty CG determined. The original factory weight and balance and an equipment list is supplied with each helicopter on a form which is inserted at the end of this section. This weight and balance provides the first entry in the Weight and Balance Record form.

***NOTE***

Calculated CG with full fuel and 135 lb pilot (130 lb pilot without auxiliary fuel tank) must be within CG limits. Following modification, adjustment to fixed nose ballast may be required. See R22 Maintenance Manual.



**LOADING INSTRUCTIONS**

The following table may be used when calculating loaded helicopter weight and CG position.

COMMON ITEM WEIGHT & CG

Item	Weight (lb)	Longitudinal arm (in.)	Lateral arm (in.) (+ = right side)
Pilot and baggage under right seat		78.0*	+ 10.7
Passenger and baggage under left seat		78.0*	-9.3
Main fuel**		108.6	- 11.0
Aux fuel**		103.8	+ 11.2
Doors	5.2 each	77.5	± 21.0
Removable cyclic	0.8	68.0	-8.0
Removable collective	1.0	80.7	- 19.5
Removable pedals (both pedals)	0.8	46.5	-9.5

\* Use 79.0 in. for aircraft prior to S/N 0256 with early-style seats. If additional backrest cushion is used, subtract thickness of compressed cushion.

\*\* A longitudinal arm of 106.9 in. may be used for combined main and aux fuel.

**LOADING INSTRUCTIONS (cont'd)**

The following sample calculation demonstrates how to determine loaded helicopter weight and center of gravity. A worksheet is provided on the page following the sample calculation for a weight and balance calculation for your helicopter. These may be compared with the CG limits given in Section 2 to determine safe loading. Both takeoff and empty fuel conditions must be within limits.

Lateral CG usually falls well within limits for conventional loadings. If an unusual lateral installation or loading occurs, lateral CG should be checked against the CG limits given in Section 2. The lateral reference datum is the aircraft centerline with items to the right positive and items to the left negative.

**LOADING INSTRUCTIONS (cont'd)**

**SAMPLE LOADING CALCULATION**

Item	Weight (lb)	Location		Moment	
		Long. Arm (in.)	Lat. Arm (in.) + = Right Side	Long. (in.-lb)	Lat. (in.-lb)
Basic empty weight	880	104.0	-0.1	91,520	-88
Remove right door	-5.2	77.5	21.0	-403	-109
Remove left door		77.5	-21.0		
Remove cyclic		68.0	-8.0		
Remove collective		80.7	-19.5		
Remove pedals (both)		46.5	-9.5		
Right seat pilot and baggage	170	78.0	10.7	13,260	1819
Left seat passenger and baggage	160	78.0	-9.3	12,480	-1488
<b>Zero usable fuel weight and CG*</b>	<b>1204.8</b>	<b>97.0</b>	<b>0.1</b>	<b>116,857</b>	<b>134</b>
Usable main fuel at 6 lb/gal.	101.4	108.6	-11.0	11,012	-1115
Usable aux fuel at 6 lb/gal.	56.4	103.8	11.2	5854	632
<b>Takeoff Gross Weight and CG*</b>	<b>1362.6</b>	<b>98.1</b>	<b>-0.3</b>	<b>133,723</b>	<b>-349</b>

\* CG location (arm) for loaded helicopter is determined by dividing total moment by total weight.



**LOADING INSTRUCTIONS (cont'd)**

LOADING CALCULATION WORKSHEET

Item	Weight (lb)	Location		Moment	
		Long. Arm (in.)	Lat. Arm (in.) + = Right Side	Long. (in.-lb)	Lat. (in.-lb)
Basic empty weight					
Remove right door		77.5	21.0		
Remove left door		77.5	-21.0		
Remove cyclic		68.0	-8.0		
Remove collective		80.7	-19.5		
Remove pedals (both)		46.5	-9.5		
Right seat pilot and baggage		78.0	10.7		
Left seat passenger and baggage		78.0	-9.3		
<b>Zero usable fuel weight and CG*</b>					
Usable main fuel at 6 lb/gal.		108.6**	-11.0		
Usable aux fuel at 6 lb/gal.		103.8**	11.2		
<b>Takeoff Gross Weight and CG*</b>					

\* CG location (arm) for loaded helicopter is determined by dividing total moment by total weight.

\*\* A longitudinal arm of 106.9 in. may be used for combined main and aux fuel. Do not use combined main and aux fuel if calculating lateral arm.

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**SECTION 7**

**SYSTEMS DESCRIPTION**

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**SECTION 7**

**SYSTEMS DESCRIPTION**

**GENERAL**

The R22 is a two-place, single main rotor, single engine helicopter constructed primarily of metal and equipped with skid-type landing gear.

The primary fuselage structure is welded steel tubing and riveted aluminum sheet. The tailcone is a monocoque structure in which aluminum skins carry primary loads. Fiberglass and thermoplastics are used in the secondary cabin structure, engine cooling shrouds, and various other ducts and fairings. The cabin doors are also constructed of fiberglass and thermoplastics.

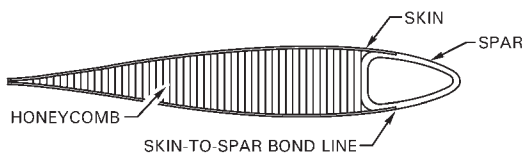
A right-side cowl door provides access to the main gearbox and drive system. Additional access to controls and other components for maintenance is provided by removable panels and cowlings.

Stainless steel firewalls are located forward of and above the engine.

Both cabin doors are removable. Refer to Section 8 for removal and installation procedures.

## **ROTOR SYSTEMS**

The main rotor has two all-metal blades mounted to the hub by coning hinges. The hub is mounted to the shaft by a teeter hinge. The coning and teeter hinges use self-lubricated bearings. Droop stops for the main rotor blades provide a teeter hinge friction restraint which normally prevents the rotor from teetering while stopping or starting. Pitch change bearings for each blade are enclosed in a housing at the blade root. The housing is filled with oil and sealed with an elastomeric boot. Each blade has a thick stainless steel spar at the leading edge which is resistant to corrosion and erosion. The skins are bonded to the spar approximately one inch aft of the leading edge. Blades must be refinished if the paint erodes to bare metal at the skin-to-spar bond line. Bond may be damaged if bond line is exposed.



**MAIN ROTOR BLADE CONSTRUCTION**

The tail rotor has two all-metal blades and a teetering hub with a fixed coning angle. The pitch change bearings have self-lubricated liners. The teeter hinge bearings are elastomeric or have self-lubricated liners. The tail rotor blades are constructed with aluminum skins and root fittings. Maintaining the paint finish will reduce corrosion and erosion.

## **DRIVE SYSTEM**

A vee-belt sheave is bolted directly to the engine output shaft. Vee-belts transmit power to the upper sheave which has an overrunning clutch contained in its hub. The inner shaft of the clutch transmits power forward to the main rotor and aft to the tail rotor. Flexible couplings are located at the main gearbox input and at each end of the long tail rotor drive shaft.

The main gearbox contains a single-stage spiral-bevel gear set which is splash lubricated. A cooling duct under the box is connected to the top of the engine shroud. The main gearbox is supported by four rubber mounts.

The long tail rotor drive shaft has no support bearings but has a lightly-loaded damper bearing. The tail gearbox contains a single 90° splash-lubricated spiral-bevel gear set.

## **POWERPLANT**

One Lycoming four-cylinder, horizontally-opposed, overhead-valve, air-cooled, carbureted engine with a wet sump oil system powers the helicopter. The engine is equipped with a starter, alternator, shielded ignition, two magnetos, muffler, oil cooler, and induction air filter. See Sections 1 and 2 for powerplant specifications and limitations.

A direct-drive, squirrel-cage fan mounted to the engine output shaft supplies cooling air to the cylinders and oil cooler via a fiberglass and aluminum shroud.

Induction air enters through an inlet on the right side of the fuselage and passes through a flexible duct to the carburetor air box. A hot air scoop supplies heated air to the air box. A sliding valve controlled by the pilot allows either cool or warm air to flow into the box, through the air filter, and up into the carburetor.

The pilot should read and adhere to procedures recommended in the Lycoming Operator's Manual to obtain maximum engine life and efficiency.

## **FLIGHT CONTROLS**

Dual controls are standard equipment and all primary controls are actuated through push-pull tubes and bellcranks. Bearings used throughout the control system are either sealed ball bearings which do not require lubrication or have self-lubricated liners.

Flight control operation is conventional. The cyclic is center mounted with the left and right control grips mounted to a cross tube which pivots on the center cyclic post. On later aircraft, the pilot's cyclic grip angle can be adjusted fore and aft relative to the cross tube by a mechanic to achieve the most comfortable hand position. The most forward position provides the most control clearance at aft cyclic for larger pilots. Pilots should always verify the ability to apply full control travel prior to flight.

Collective operation is conventional. The engine throttle is correlated to collective inputs through a mechanical linkage. When the collective is raised, the throttle is opened and when the collective is lowered, the throttle is closed. The collective stick also incorporates a twist grip throttle control which is described in the Engine Controls section.

### ***CAUTION***

Above 4000 feet, throttle-collective correlation and governor are less effective. Therefore, power changes should be slow and smooth.

### ***CAUTION***

At high power settings above 4000 feet, the throttle is frequently wide open and RPM must be controlled with collective.



## **REMOVABLE FLIGHT CONTROLS**

Left seat pilot controls may be removed and installed by maintenance personnel or pilots as follows:

1. To remove cyclic grip, remove quick-release pin by depressing button and pulling, then pull outward on left grip while supporting cyclic center post. To install removable cyclic grip, use reverse procedure.

### ***NOTE***

Later aircraft have a knurled ring next to the quick-release pin which may be hand tightened to eliminate freeplay. The ring must be loose (rotate counterclockwise looking inboard) to remove pin.

### ***CAUTION***

After removing cyclic grip, place plastic cap on exposed cyclic cross tube to prevent possible injury to left seat passenger.

2. To remove collective, push boot aft to expose locking pins. Depress locking pins and pull forward on stick. To install, use reverse procedure. It may be necessary to rotate stick slightly to allow pins to snap into place.

### ***CAUTION***

When collective is installed, ensure that both locking pins are fully engaged through holes on each side.

3. To remove tail rotor pedals, depress locking pin while twisting pedal counterclockwise, then pull up. To install, use reverse procedure.

## **RPM GOVERNOR**

The governor maintains engine RPM by sensing changes and applying corrective throttle inputs through a friction clutch which can be easily overridden by the pilot. The governor is active only above 80% engine RPM and can be switched on or off using the toggle switch on the end of the right seat collective.

The governor is designed to assist in controlling RPM under normal conditions. It may not prevent over- or under-speed conditions generated by aggressive flight maneuvers.

### ***CAUTION***

When operating at high density altitudes, governor response rate may be too slow to prevent overspeed during gusts, pull-ups, or when lowering collective.

## **CONTROL TRIM AND FRICTION**

Balancing trim springs are incorporated in the cyclic and collective controls. The collective-up spring balances the rotor loads, allowing the pilot to remove his left hand from the collective during most flight regimes. The longitudinal cyclic has a fixed bungee spring which cancels most longitudinal stick forces during cruise flight.

The lateral cyclic is equipped with an on-off trim spring to cancel the left stick force which occurs during high speed flight. The spring is actuated by a push-pull knob located just forward of the cyclic stick. For S/N 550 and subsequent, fine adjustment of the trim force is controlled by the knob located on the left side of the console.

### ***CAUTION***

If mixture control is inadvertently pulled in flight, engine stoppage will result. To avoid pulling wrong control, always reach around left side of cyclic center post to actuate lateral trim.

Cyclic and collective controls are equipped with adjustable friction devices. A toggle type lever is located near the aft end of the pilot's collective stick. It is actuated aft to increase friction and forward to release it.

The cyclic friction knob is located left of the cyclic center post. Turning the knob clockwise applies friction to both longitudinal and lateral cyclic. Cyclic friction is normally applied only on the ground.

The pedals actuate push-pull controls connected directly to the tail rotor pitch control and do not incorporate any trim spring or friction devices.

### ***CAUTION***

Control friction must be used with caution if applied during flight to avoid inadvertent locking of a control.

## **ENGINE CONTROLS**

A twist-grip throttle control is located on each collective stick. The controls are interconnected and actuate the throttle valve through a mechanical linkage. The engine throttle is also correlated to collective inputs through a mechanical linkage. When the collective is raised, the throttle is opened and when the collective is lowered, the throttle is closed.

The electronic engine governor makes minor throttle adjustments by rotating the twist grip to maintain RPM within power-on limits. Manual manipulation of the twist grip is not typically required except during start up, shut down, autorotation practice, and emergencies.

An overtravel spring located in the throttle linkage allows the pilot to roll throttle off beyond the idle stop prior to a ground contact (run-on) autorotation landing. This prevents the throttle from opening when the collective is raised.

Correct throttle linkage adjustment may be verified during preflight by rolling the twist-grip through the overtravel spring and holding against the hard idle stop. The carburetor throttle arm should just barely start to move when the collective is raised full up.

Other engine controls include a mixture control located forward and to the right of the cyclic center post and a carburetor heat control located to the right and aft of the cyclic. R22s with O-360 engines are equipped with Carb Heat Assist which is described in Section 4.

### ***CAUTION***

In-flight leaning with mixture control is not recommended. If mixture is leaned on the ground at high altitude, be sure it is pushed back in before descending to lower altitude. Otherwise, engine may quit.

### ***NOTE***

On some aircraft, the mixture control is located on the console face. The mixture guard is not used with this mixture control.

## **CLUTCH ACTUATOR**

After the engine is started, it is coupled to the rotor drive system through vee-belts which are tensioned by raising the upper drive sheave. An electric actuator, located between the drive sheaves, raises the upper sheave when the pilot engages the clutch switch. The actuator senses compressive load (belt tension) and switches off when the vee-belts are properly tensioned. The clutch caution light illuminates whenever the actuator circuit is energized, either engaging, disengaging, or retensioning the belts. The light stays on until the belts are properly tensioned or completely disengaged.

Belt slack during engine start should be adjusted such that blades begin turning within five seconds of clutch engagement. Excessive slack may cause belts to jump out of sheave grooves during start. Periodic readjustment by a mechanic may be required as belts wear in service.

A fuse located on or near the test switch panel prevents an actuator motor overload from tripping the circuit breaker and turning off the caution light prematurely.

### ***CAUTION***

Never take off while clutch caution light is on.

## **FUEL SYSTEM**

The fuel system is gravity-flow (no fuel pumps) and includes a main tank, an optional auxiliary tank, a shutoff valve control located behind the left seat, and a strainer (gascolator). Fuel tanks on later aircraft have flexible bladders in aluminum enclosures while earlier aircraft use all-aluminum tanks. Fuel tank air vents are located inside the mast fairing.

Plunger-style drain valves are provided for the gascolator and for each fuel tank sump. The gascolator is located on the lower left side of the firewall. The drain valves for the auxiliary tank and bladder-style main tank are located inside the cowl door below the auxiliary tank. Plastic tubes attached to the valves allow fuel to be drained overboard. Fuel samples are taken by pushing on the plunger(s). For all-aluminum main tanks, the drain is located on the left side of the fuselage and is opened by pushing in on the plastic tube. Fuel should be sampled from all three locations prior to the first flight of the day and after refueling to verify no contamination and correct grade.

The fuel gages are electrically operated by float-type transmitters in the tanks. When the gages read E the tanks are empty except for a small quantity of unusable fuel. The low fuel caution light is actuated by a separate electric sender located on the bottom of the main tank.

The auxiliary tank is interconnected with the main tank and is located somewhat higher so it will become empty first while fuel still remains in the main tank. The fuel shutoff valve controls flow from both tanks to the engine.

## **ELECTRICAL SYSTEM**

A 14-volt DC electrical system which includes an alternator and a sealed lead-acid battery is standard. The battery is located either in the engine compartment or beneath the instrument console.

The circuit breaker panel is on the ledge just forward of the left seat. Breakers are marked to indicate function and amperage and are of the push-to-reset type.

The battery switch controls the battery relay which disconnects the battery from the electrical system. A wire protected by a fuse near the battery bypasses the battery relay to allow both tachometers and the clock to continue to receive battery power with the battery switch off.

The alternator control unit protects the electrical system from overvoltage conditions. The ammeter indicates current to the battery ("—" indicates discharge). An ALT caution light or ammeter discharge indication in flight indicates low voltage and possible alternator failure. Turn off nonessential electrical equipment and switch alternator off then back on after one second to reset alternator control unit. If ALT light stays on or ammeter still indicates discharge, land as soon as practical.

### ***CAUTION***

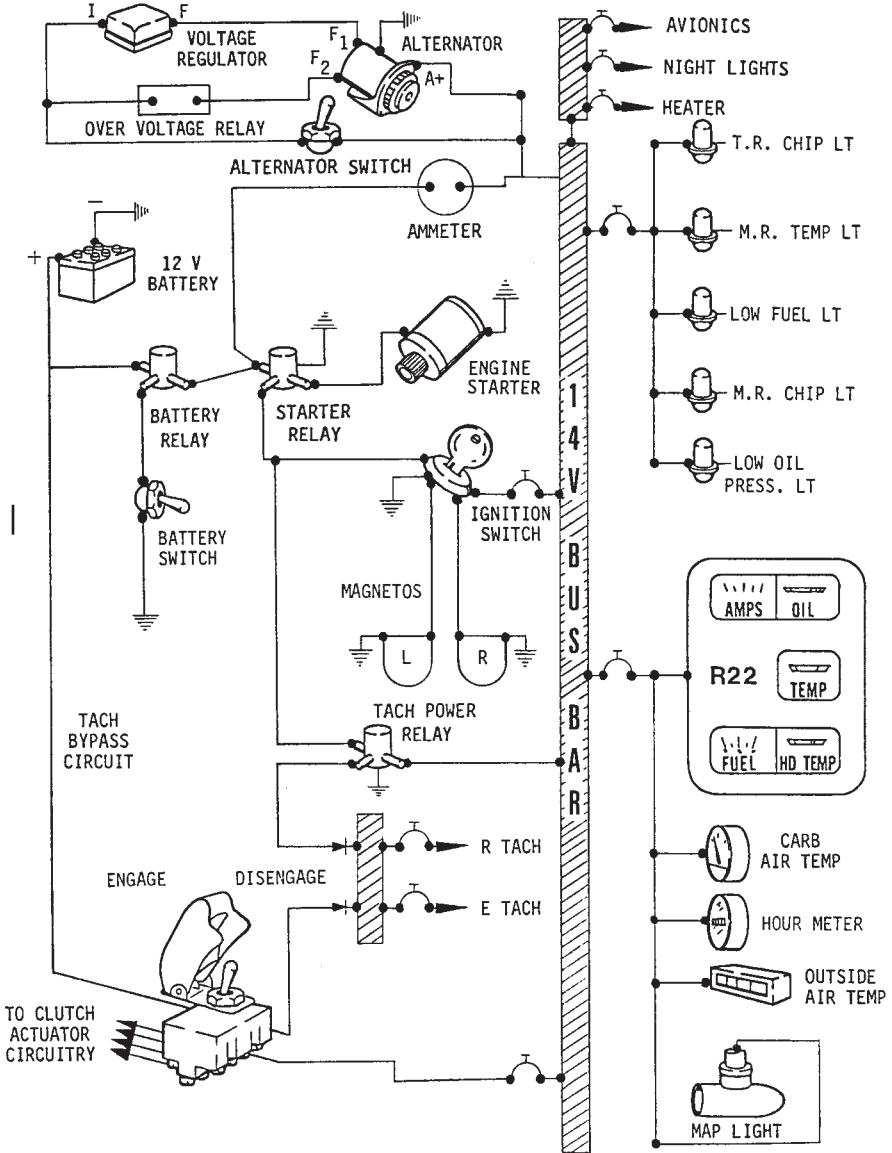
Continued flight without functioning alternator can result in loss of power to tachometers, producing a hazardous flight condition.

### ***NOTE***

Except for emergency procedures, do not operate alternator with battery switched off. The battery helps protect electrical equipment from voltage spikes.

Later aircraft have an avionics master switch which controls power to the avionics bus. This allows all avionics to be switched on and off by a single switch.

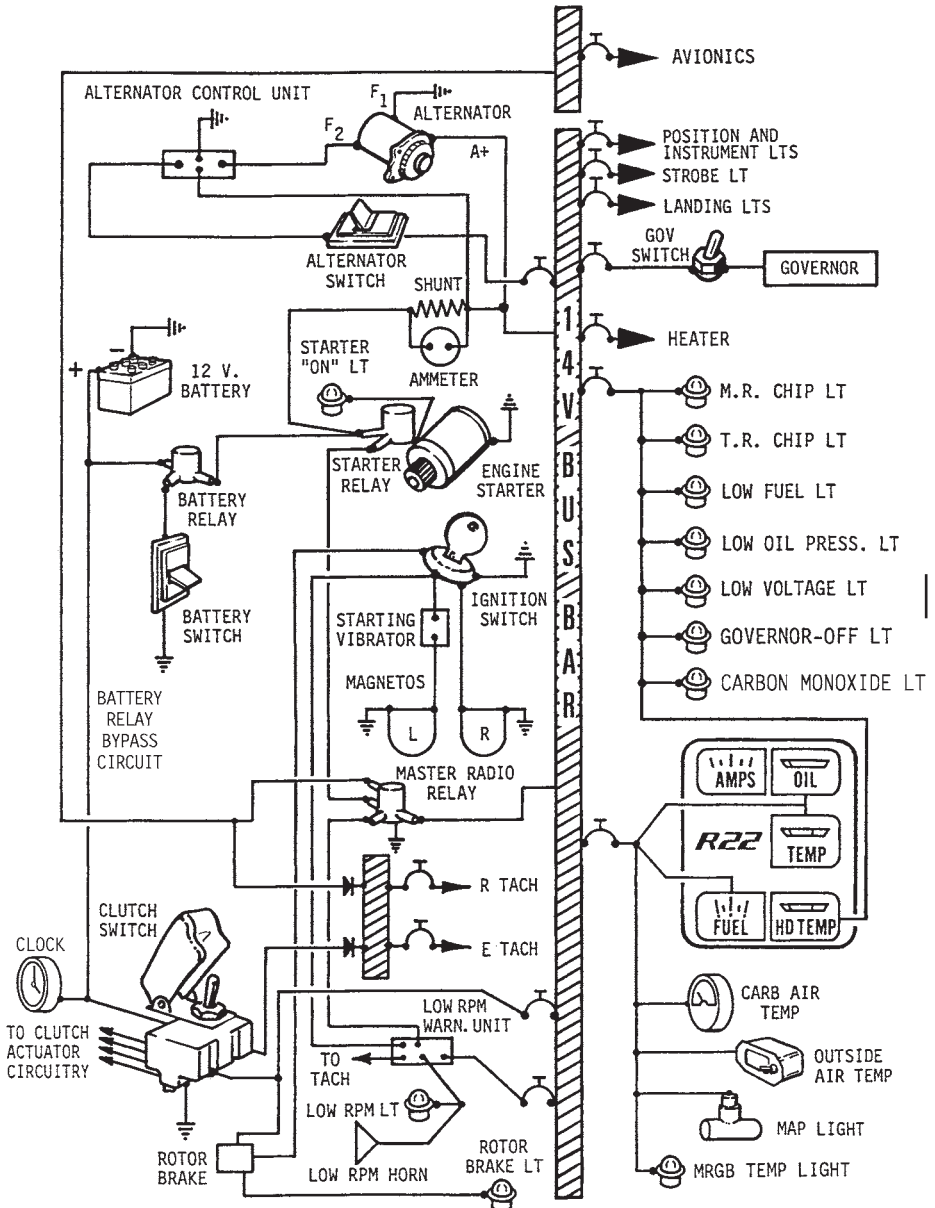
**ELECTRICAL SYSTEM (cont'd)**



**ELECTRICAL SYSTEM  
R22 STANDARD & HP**

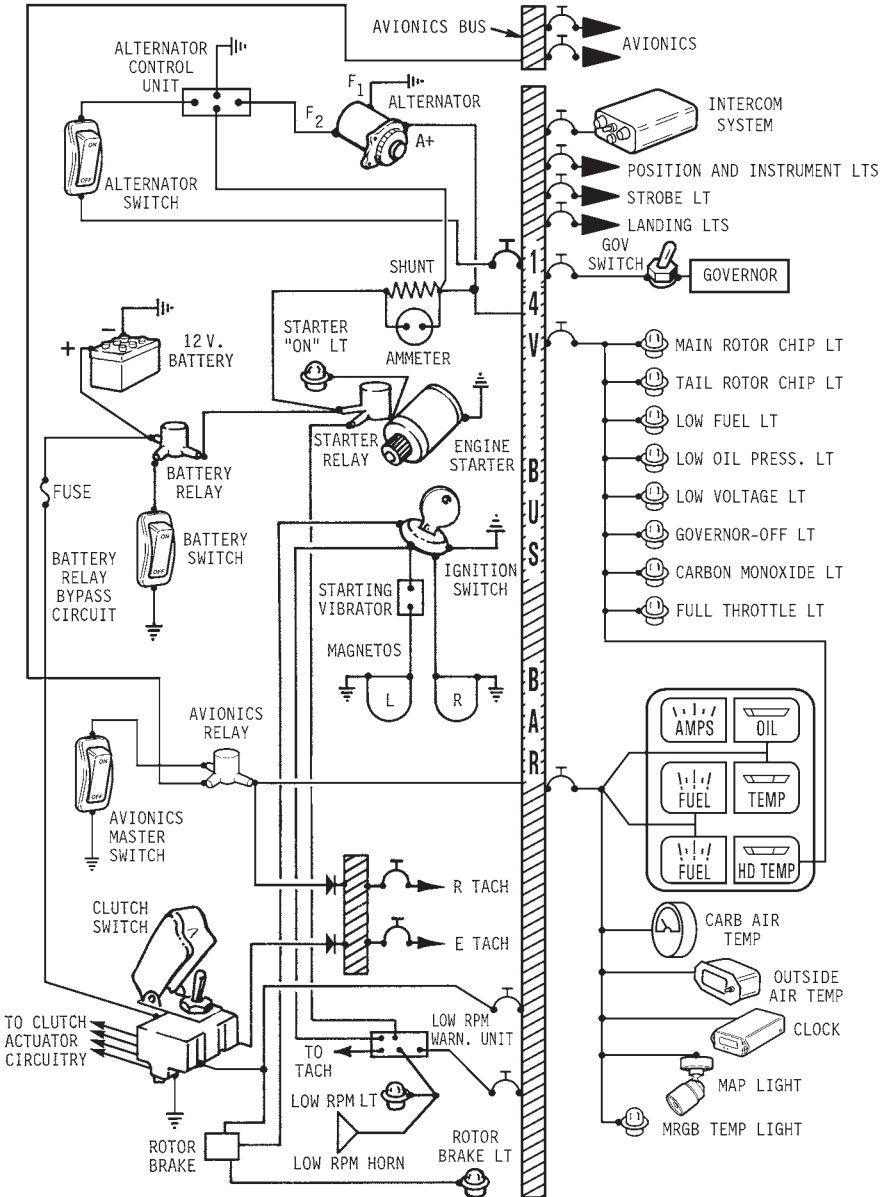


**ELECTRICAL SYSTEM (cont'd)**



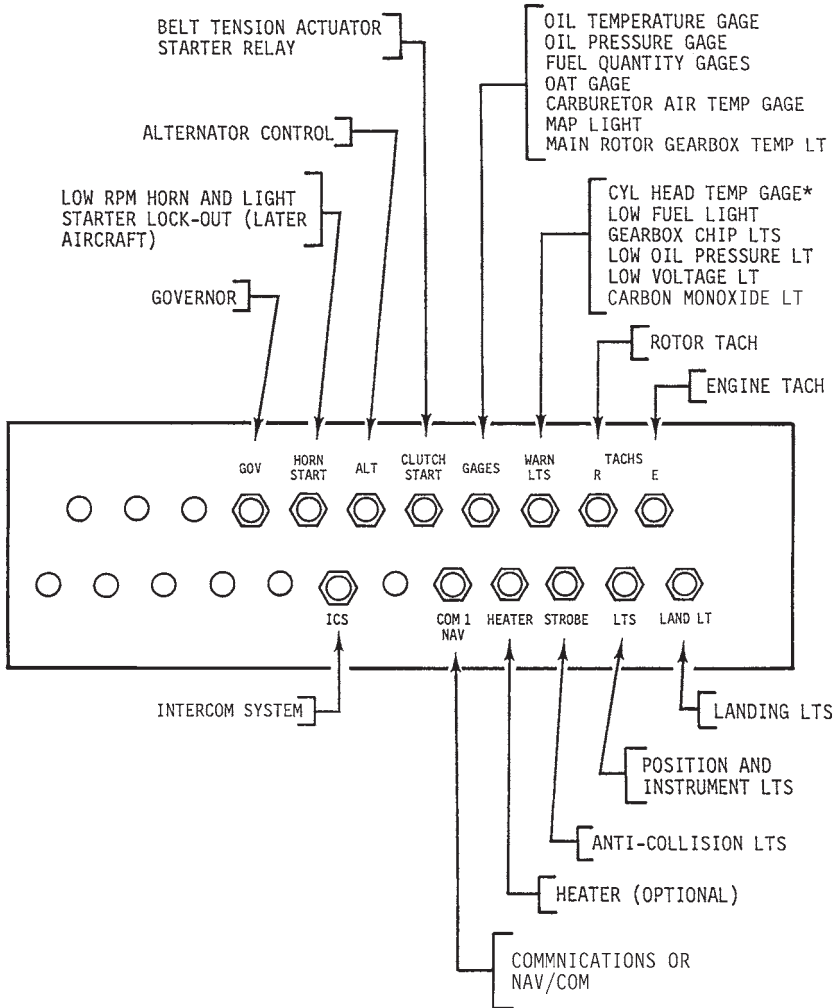
**ELECTRICAL SYSTEM  
ALPHA, BETA, & EARLIER BETA II**

**ELECTRICAL SYSTEM (cont'd)**



**ELECTRICAL SYSTEM  
LATER BETA II**

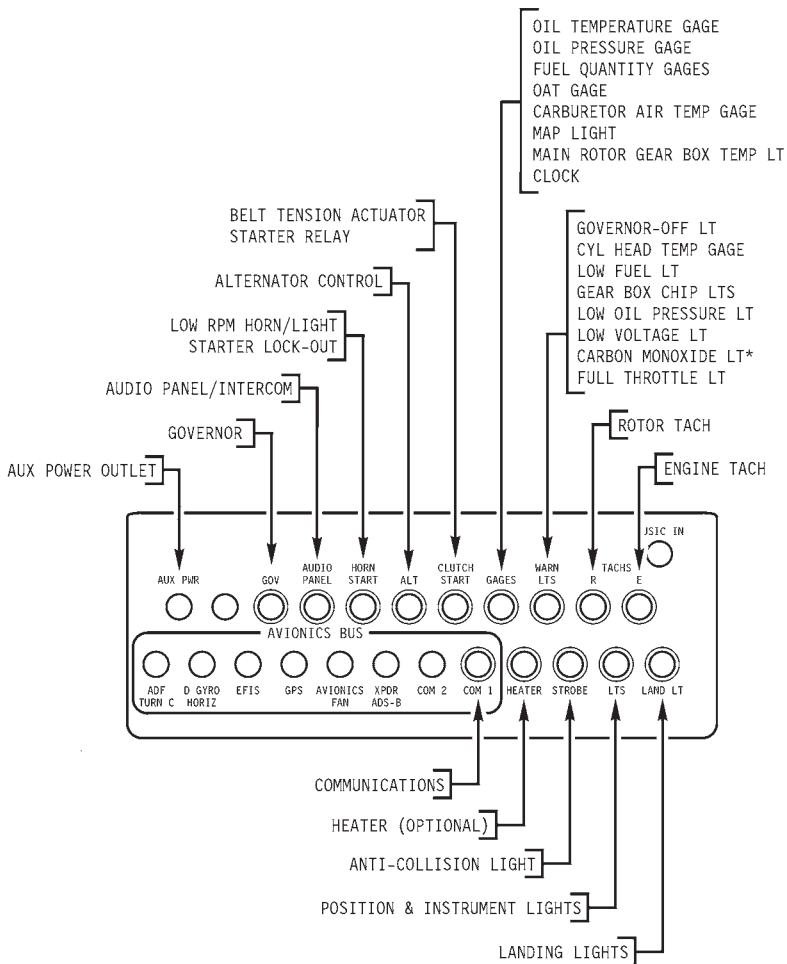
**ELECTRICAL SYSTEM (cont'd)**



\*ON GAGES CIRCUIT BREAKER PRIOR TO SHIP S/N 656.

**CIRCUIT BREAKER PANEL – TYPICAL (EARLIER AIRCRAFT)**

**ELECTRICAL SYSTEM (cont'd)**



**CIRCUIT BREAKER PANEL – TYPICAL (LATER AIRCRAFT)**

## **LIGHTING SYSTEM**

A red anti-collision light is installed on the tailcone and is controlled by the strobe switch. Position lights are installed on each side of the cabin and in the tail and are controlled by the nav lights switch. Post and internal lights (earlier aircraft) or a light at the top of the windshield (later aircraft) illuminate the instruments. Instrument lighting is active when the nav lights switch is on and lighting is dimmed via the knob above the nav lights switch. An overhead map light mounted on a swivel is controlled by an adjacent switch. The map light may be used for emergency lighting of the instrument panel.

Two landing lights are installed in the nose at different vertical angles to increase the lighted area. One landing light switch controls both lights and is located on the cyclic center post.

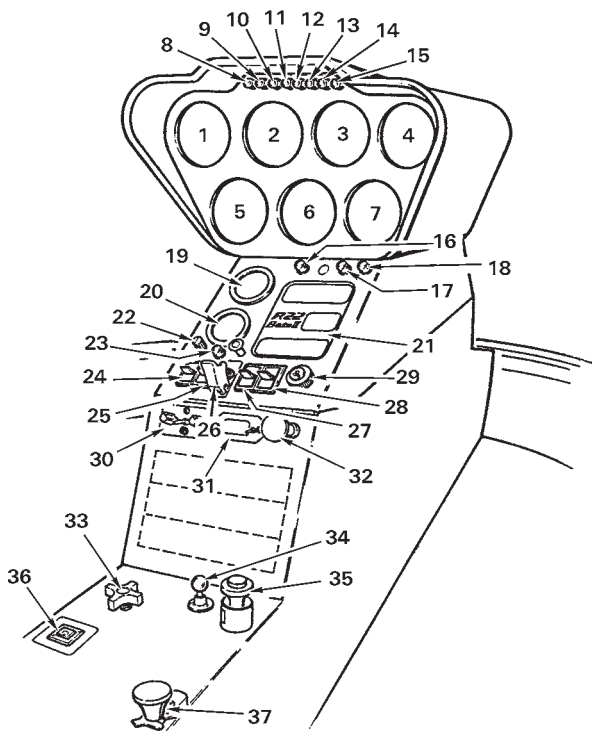
### ***NOTE***

Landing lights operate only when clutch actuator switch is in the engage position.

## **INSTRUMENT PANEL**

Standard primary instruments include an airspeed indicator, engine and rotor dual tachometer, altimeter, manifold pressure gage, and magnetic compass. Engine gages include an ammeter, oil pressure, oil temperature, cylinder head temperature, and fuel quantity for main and aux (if installed) tanks. Also standard are a clock, a carburetor air temperature gage, and a digital outside air temperature gage. An hourmeter actuated by engine oil pressure is located on the ledge just forward of the pilot's seat.

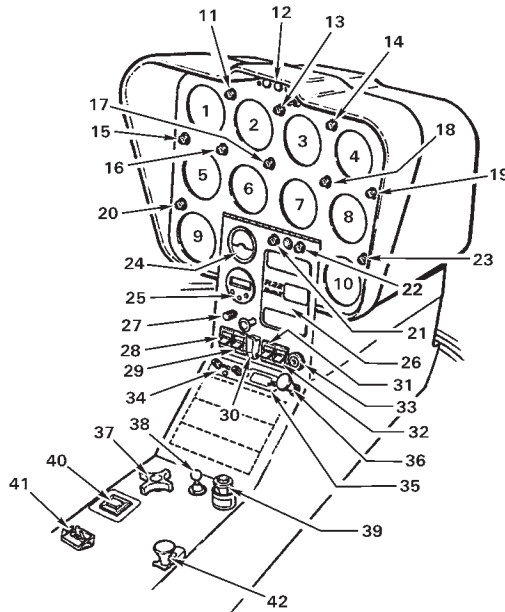
Views of typical instrument panels are given on the previous pages. Pilots should familiarize themselves with panel layout and equipment installations for each specific aircraft that they fly.



- |                             |                                |
|-----------------------------|--------------------------------|
| 1. VERTICAL SPEED INDICATOR | 20. CARB AIR TEMP OR CLOCK     |
| 2. OPTIONAL INSTRUMENT      | 21. ENGINE INSTRUMENTS         |
| 3. AIRSPEED INDICATOR       | 22. PANEL LIGHTS DIMMER        |
| 4. ENGINE AND ROTOR TACHS   | 23. ROTOR BRAKE LIGHT          |
| 5. ALTIMETER                | 24. NAVIGATION LIGHTS SWITCH   |
| 6. OPTIONAL INSTRUMENT      | 25. STROBE LIGHT SWITCH        |
| 7. MANIFOLD PRESSURE GAGE   | 26. CLUTCH ACTUATOR SWITCH     |
| 8. CLUTCH ACTUATOR LIGHT    | 27. ALTERNATOR SWITCH          |
| 9. M.R. GEARBOX TEMP LIGHT  | 28. BATTERY SWITCH             |
| 10. M.R. GEARBOX CHIP LIGHT | 29. IGNITION SWITCH            |
| 11. CARBON MONOXIDE LIGHT   | 30. INTERCOM                   |
| 12. STARTER-ON LIGHT        | 31. OUTSIDE AIR TEMP/VOLTMETER |
| 13. T.R. GEARBOX CHIP LIGHT | 32. CABIN AIR                  |
| 14. LOW FUEL LIGHT          | 33. CYCLIC FRICTION            |
| 15. LOW RPM LIGHT           | 34. CYCLIC RIGHT TRIM          |
| 16. ALT LOW VOLTAGE LIGHT   | 35. MIXTURE CONTROL            |
| 17. OIL PRESSURE LIGHT      | 36. ELT SWITCH (OPTIONAL)      |
| 18. GOVERNOR-OFF LIGHT      | 37. CARBURETOR HEAT            |
| 19. CLOCK OR CARB AIR TEMP  |                                |

**INSTRUMENT PANEL – TYPICAL (EARLIER AIRCRAFT)**

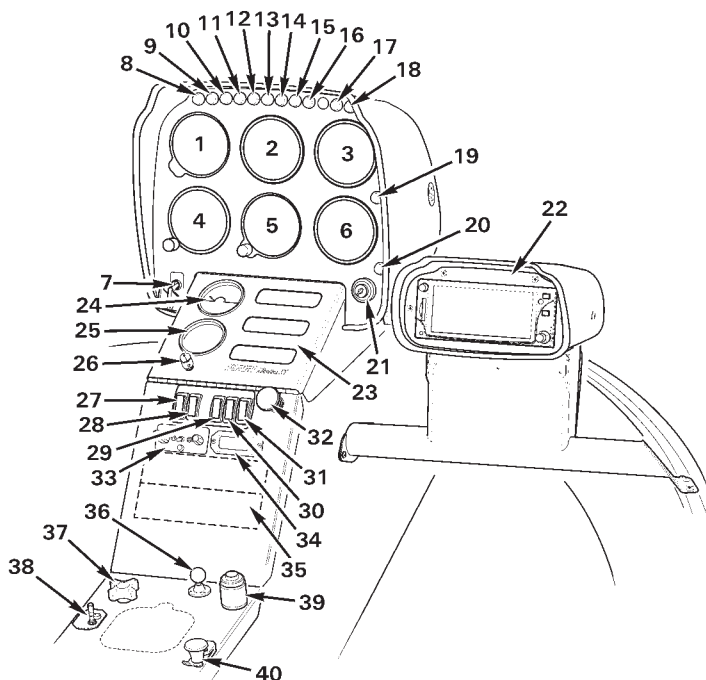
(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)



- |                             |                              |
|-----------------------------|------------------------------|
| 1. ENGINE AND ROTOR TACHS   | 22. OIL PRESSURE LIGHT       |
| 2. AIRSPEED INDICATOR       | 23. ROTOR BRAKE LIGHT        |
| 3. ARTIFICIAL HORIZON       | 24. CARBURETOR AIR TEMP      |
| 4. ALTIMETER                | 25. CLOCK                    |
| 5. MANIFOLD PRESSURE GAGE   | 26. ENGINE INSTRUMENTS       |
| 6. TURN COORDINATOR         | 27. PANEL LIGHTS DIMMER      |
| 7. HSI                      | 28. NAVIGATION LIGHTS SWITCH |
| 8. VERTICAL SPEED INDICATOR | 29. STROBE LIGHT SWITCH      |
| 9. OPTIONAL INSTRUMENT      | 30. CLUTCH ACTUATOR SWITCH   |
| 10. OPTIONAL INSTRUMENT     | 31. ALTERNATOR SWITCH        |
| 11. M.R. GEARBOX TEMP LIGHT | 32. BATTERY SWITCH           |
| 12. MARKER BEACON           | 33. IGNITION SWITCH          |
| 13. T.R. GEARBOX CHIP LIGHT | 34. INTERCOM                 |
| 14. M.R. GEARBOX CHIP LIGHT | 35. OUTSIDE AIR TEMP         |
| 15. STARTER-ON LIGHT        | 36. CABIN AIR                |
| 16. LOW RPM LIGHT           | 37. CYCLIC FRICTION          |
| 17. LOW FUEL LIGHT          | 38. CYCLIC RIGHT TRIM        |
| 18. CARBON MONOXIDE LIGHT   | 39. MIXTURE CONTROL          |
| 19. CLUTCH ACTUATOR LIGHT   | 40. ELT SWITCH (OPTIONAL)    |
| 20. GOVERNOR-OFF LIGHT      | 41. HSI SLAVE CONTROL        |
| 21. ALT LOW VOLTAGE LIGHT   | 42. CARBURETOR HEAT          |

**OPTIONAL INSTRUMENT PANEL (EARLIER AIRCRAFT)**

(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)



- |                             |                                  |
|-----------------------------|----------------------------------|
| 1. VERTICAL SPEED INDICATOR | 21. IGNITION SWITCH              |
| 2. AIRSPEED INDICATOR       | 22. PILOT'S SIDE CONSOLE (OPT'L) |
| 3. ENGINE AND ROTOR TACHS   | 23. ENGINE INSTRUMENTS           |
| 4. OPTIONAL INSTRUMENT      | 24. CARBURETOR AIR TEMP          |
| 5. ALTIMETER                | 25. CLOCK                        |
| 6. MANIFOLD PRESSURE GAGE   | 26. PANEL LIGHTS DIMMER          |
| 7. CLUTCH ACTUATOR SWITCH   | 27. NAVIGATION LIGHTS SWITCH     |
| 8. CLUTCH ACTUATOR LIGHT    | 28. ANTI-COLLISION LIGHT SWITCH  |
| 9. M.R. GEARBOX TEMP LIGHT  | 29. AVIONICS MASTER SWITCH       |
| 10. M.R. GEARBOX CHIP LIGHT | 30. ALTERNATOR SWITCH            |
| 11. CARBON MONOXIDE LIGHT   | 31. BATTERY SWITCH               |
| 12. STARTER-ON LIGHT        | 32. CABIN AIR                    |
| 13. T.R. GEARBOX CHIP LIGHT | 33. INTERCOM                     |
| 14. LOW FUEL LIGHT          | 34. OUTSIDE AIR TEMP/VOLTMETER   |
| 15. LOW RPM LIGHT           | 35. AVIONICS STACK               |
| 16. ALT LOW VOLTAGE LIGHT   | 36. CYCLIC RIGHT TRIM            |
| 17. OIL PRESSURE LIGHT      | 37. CYCLIC FRICTION              |
| 18. GOVERNOR-OFF LIGHT      | 38. ELT SWITCH (OPTIONAL)        |
| 19. FULL THROTTLE LIGHT     | 39. MIXTURE CONTROL              |
| 20. ROTOR BRAKE LIGHT       | 40. CARBURETOR HEAT              |

**INSTRUMENT PANEL – TYPICAL (LATER AIRCRAFT)**

(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)



## **AUDIO SYSTEM**

A voice-activated intercom/audio system is standard and is controlled by a small control panel above the avionics stack. The ICS volume knob controls intercom volume but does not affect radio volume. The VOX squelch knob is used to set the threshold volume at which the intercom is activated. When the VOX knob is turned fully clockwise, keying is required to activate the intercom. Later intercom systems include a music input jack located on the circuit breaker panel. This input is muted when the intercom is active, when transmitting, and during reception of radio signals.

Headset jacks are located in the ceiling near each seat. The cyclic grips are equipped with either transmit and intercom buttons or trigger-style intercom/transmit switches. For the trigger-style switch, the first detent activates the intercom and the second detent transmits. An additional foot-activated intercom button is located on the left-hand floor.

Earlier R22s are equipped with an intercom system that operates in either push-to-talk (PTT) or hot mic modes. A toggle switch to the left of the cyclic center post is used to change modes. In PTT mode, the intercom is activated using the intercom buttons.

Audio control panels from several manufacturers are offered as options in place of the standard intercom system. Pilots should consult the manufacturer's operating instructions if an audio panel is installed.

## **OPTIONAL AVIONICS**

A wide range of optional avionics are available for the R22. It is not practical to provide a description of all equipment in this manual. All aircraft are delivered with the manufacturers' operating manuals for each piece of installed equipment. Pilots are referred to the manufacturers' manuals for detailed operating instructions. Good practice dictates becoming familiar with installed equipment before operating an aircraft.

## **PITOT-STATIC SYSTEM**

The pitot-static system supplies air pressure to operate the airspeed indicator, altimeter, and vertical speed indicator. The pitot tube is located on the front edge of the mast fairing. The static source is located inside the aft cowling inboard of the cowl door hinge.

Water can be drained from pitot-static lines by removing the plastic drain plugs which are accessible through the inspection panel on the underside of the cabin. Draining lines should only be required if the airspeed indicator or altimeter appears erratic.

Pitot and static sources should be inspected frequently for bugs or other obstructions.

## **| DUAL TACHOMETER**

An electronic engine and rotor dual tachometer is standard. Engine tachometer signal is provided by magneto breaker points. Rotor tachometer signal is provided by two magnetic senders at the main gearbox drive yoke. Each tachometer is on a separate circuit with its own circuit breaker. With battery and alternator switches off, the tachometers continue to receive power from the battery through a bypass circuit as long as the clutch actuator switch is in the engage position.

## **WARNING AND CAUTION LIGHTS**

Warning and caution lights include clutch, main gearbox over-temperature, main and tail gearbox chip, starter on (later aircraft), low fuel, low RPM, alternator, low oil pressure, rotor brake, carbon monoxide (aircraft with cabin heater), and full throttle (later aircraft). The clutch light indicates that the clutch actuator is operating. The low RPM light and horn indicate rotor RPM at 97% or below. The low oil pressure and low fuel lights are actuated by sensors in those systems and are independent of the gage indicators. The alternator light warns of a possible alternator failure. The governor-off light indicates the governor is switched off.

The main and tail gearbox chip detectors are magnetic devices located in the drain plug of each gearbox. When metallic particles are drawn to the magnets they close an electrical circuit, illuminating the caution light. Metal particles may be caused by a failing bearing or gear, thus giving warning of impending gearbox failure. The main gearbox over-temp light is actuated by a temperature switch located near the input pinion.

The carbon monoxide light is actuated by a sensor above the pilot's heater outlet and indicates elevated cabin carbon monoxide levels.

The full throttle light is activated by a switch in the throttle linkage and indicates that the engine is near full throttle.

## **CABIN HEATING AND VENTILATION**

Fresh air vents are located in each door and in the nose. Door vents are opened and closed using the knob near the vent door hinge. On earlier aircraft, pushing in on the knob will seal and lock the door vents closed. On later aircraft, a rotating knob is provided to lock the vents. For maximum ventilation, open door vents wide during hover but only one inch or less during cruise. The rotating knob can be used to hold vents partially open.

The fresh air inlet in the nose is opened by pulling the cabin air knob on the console face. Air from the nose inlet is directed along inside surface of the windshield for defogging as well as for ventilation.

A cabin heater is optional. It consists of an electric blower on the left side of the engine compartment, a muffler heat shroud, a control valve at the firewall, an outlet grille forward of the pilot's seat or forward of the tail rotor pedals, and interconnecting ducting. The blower switch and valve control are located on the ledge forward of the pilot's seat. The switch turns the blower on and the push-pull control actuates the valve which directs heat either into the cabin or out an overboard discharge on the cabin underside.

### ***NOTE***

To prolong muffler life, have the heater shroud removed during warm seasons when heater will not be used.

### ***CAUTION***

In case of an in-flight engine fire, heater control should be pushed off to seal cabin area from engine compartment.

## **SEATS, BELTS, AND BAGGAGE**

The seats are not adjustable but each helicopter is supplied with a cushion which can be placed behind the pilot to position him farther forward. This allows shorter pilots to reach the pedals, the cyclic grip in its most forward position, and controls on the center console.

Each seat is equipped with a combined lap belt and inertia reel shoulder strap. The inertia reel is normally free but will lock if there is sudden movement as would occur in an accident.

A baggage compartment is located under each seat. Seat cushions hinge forward for access.

## **LANDING GEAR**

A skid-type landing gear is used. Most hard landings will be absorbed elastically. However, in an extremely hard landing, the struts will hinge up and outward as the crosstube yields (becomes permanently bent) to absorb the impact. Slight crosstube yielding is acceptable. However, yielding which allows the tail skid to be within 34 inches (24 inches for R22 Standard or HP) of the ground when the helicopter is sitting empty on level pavement requires crosstube replacement.

Abrasion-resistant wear shoes are mounted on the bottom of the skids. These shoes should be inspected periodically, particularly if autorotation landings with ground contact have been performed. Have skid shoes replaced whenever the thinnest point in the wear area is less than 0.06 inches (1.5 mm).

## **ROTOR BRAKE**

If installed, the rotor brake is mounted on the aft end of the main gearbox and is actuated by a cable connected to a pull handle located above and behind the pilot's left shoulder. To stop the rotor, use the following procedure:

1. After pulling mixture off, wait at least 30 seconds.
2. Pull brake handle forward and down using moderate force (approximately 10 lb).
3. After rotor stops, it is recommended to use the rotor brake as a parking brake by hooking bead chain in slot in bracket.

The brake must be released before starting the engine. When the brake is engaged, the starter is disabled.

### ***CAUTION***

Applying rotor brake without waiting at least 30 seconds after engine stops or using a force which stops rotor in less than 20 seconds may damage brake shoes.

## **ENGINE PRIMER SYSTEM (OPTIONAL)**

The primer is used to improve engine cold starting. The primer pump is located in front of the right seat near the hourmeter. Engine priming is performed as follows:

1. Unlock pump handle and pump as required for priming (normally two to three strokes). Pull handle up slowly to allow time for fuel to fill pump.
2. After priming, push handle full down and lock.

## **CARBON MONOXIDE DETECTOR**

The carbon monoxide (CO) detector, if installed, indicates elevated cabin CO levels. CO is an odorless, toxic gas present in engine exhaust which causes headaches, drowsiness, and possible loss of consciousness. CO levels may become elevated due to an exhaust leak or exhaust recirculation during prolonged hovering.

The CO detector system consists of a sensor above the pilot's heater outlet and a caution light. A system check (light flashes twice) is performed each time power is switched on. A sensor malfunction is indicated by a continuing flash every four seconds.

If the caution light illuminates, shut off heater and open nose and door vents as required to ventilate the cabin. If hovering, land or transition to forward flight. If symptoms of CO poisoning (headache, drowsiness, dizziness) accompany caution light, land immediately. Have exhaust system inspected before next flight.

Many chemicals can damage the CO sensor. Avoid use of solvents, detergents, or aerosol sprays near the sensor. Temporarily tape off openings in top and bottom of sensor housing when cleaning cabin interior.

## EMERGENCY LOCATOR TRANSMITTER (OPTIONAL)

The Emergency Locator Transmitter (ELT) installation consists of a transmitter with internal battery pack, an external antenna, and a remote switch/annunciator. The transmitter is mounted to the upper steel tube frame and is accessible through the aft, upper cowl door. The remote switch/annunciator is located left of the cyclic stick.

The ELT is operated by a switch on the transmitter and a remote switch in the cockpit. The transmitter switch has been secured in the AUTO or ARM position at installation and should always be in this position for flight. The remote switch/annunciator is a three position switch with indicator light. This switch should also be in the AUTO or ARMED (middle) position for flight. With both switches set to AUTO/ARM, the ELT will begin transmitting when subjected to a high "G" load. When the unit is transmitting, the red indicator light illuminates.

Moving the remote switch to ON activates the transmitter. Use the ON position if an emergency landing is imminent and time permits.

If the ELT is inadvertently activated, use the RESET position of the remote switch to stop transmission and reset the unit. The red indicator will extinguish when unit is reset.

### ***NOTE***

Earlier aircraft may have ELT installations without remote switch.

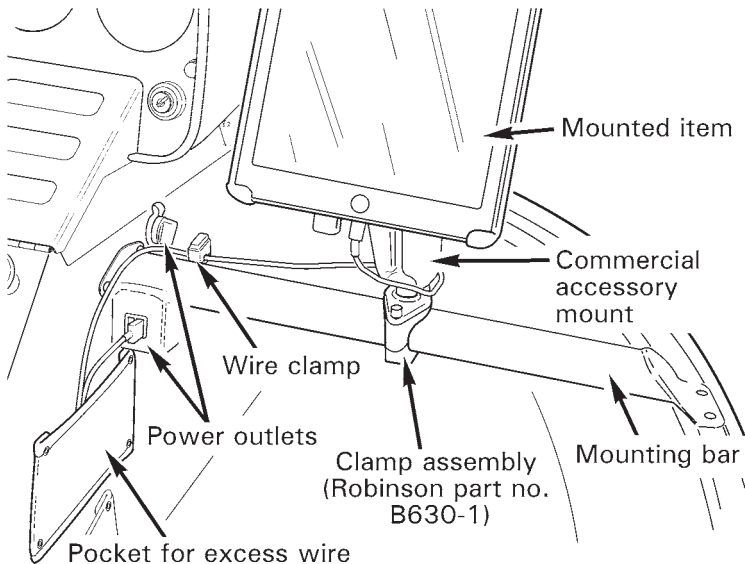
For more detailed instructions on ELT operation, maintenance, and required tests, refer to manufacturer's instructions supplied with the unit.



**OPTIONAL ACCESSORY MOUNTS**

Provisions for mounting small, portable items are an option. The provisions use mounting bars located forward of the pilot's seat, the copilot's seat, or both. The bars are fitted with one or more clamp assemblies which are compatible with a variety of commercially available accessory mounts. There is a 10 lb total weight limit for items attached to each bar. USB and cigarette-lighter-style power outlets are installed near the inboard end of the mounting bars. The power outlets are protected by the Aux Power circuit breaker and in-line fuses and are placarded with voltage/current ratings. Wire clamps and a pocket for securing excess wire are also provided.

The accessory mounts are intended to provide a safe means of mounting small items such as portable electronic devices. The mounting bar, clamp assembly, and power outlets are approved as part of the aircraft type design, but any items attached are the responsibility of the pilot in command under appropriate operating rules. Ensure that any items attached are secure and do not interfere with flight controls or primary field of view. Route any wires through the wire clamps or secure them to the bar with cable ties or tape.



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HANDLING AND MAINTENANCE  
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## **SECTION 8**

### **HANDLING AND MAINTENANCE**

#### **GENERAL**

This section outlines procedures recommended for handling, servicing, and maintaining the R22 helicopter. Every owner should stay in close contact with a Robinson Service Center to obtain the latest service and maintenance information. Owners should also be registered with the factory to receive service bulletins, changes to this handbook, and other helpful information as it becomes available.

Federal Regulations place responsibility for maintenance of a helicopter on the owner and operator. The owner/operator must insure that all maintenance is performed by qualified mechanics and in accordance with the R22 Maintenance Manual (Instructions for Continued Airworthiness), Service Bulletins/Service Letters, and FAA Airworthiness Directives.

All limits, procedures, safety practices, time limits, servicing, and maintenance requirements contained in this handbook are considered mandatory.

Authorized Robinson Service Centers will have recommended modification, service, and operating procedures issued by the FAA and by Robinson Helicopter Company. This information will be useful in obtaining maximum utility and safety with the helicopter.

#### **REQUIRED DOCUMENTS**

The Airworthiness Certificate (FAA Form 8100-2) must be displayed in the aircraft at all times. The following additional documents must be carried in the aircraft:

1. Registration Certificate (FAA Form 8050-3)
2. Pilot's Operating Handbook
3. Current Weight and Balance

**REQUIRED DOCUMENTS (cont'd)**

The following documents should not be carried in the aircraft, but must be available for use by any mechanic or pilot servicing the aircraft:

1. Aircraft Logbook
2. Engine Logbook

***NOTE***

Required documents may vary in countries other than the United States.

**REQUIRED INSPECTIONS**

Federal Regulations require most civil aircraft of U.S. registry to undergo a complete inspection every twelve months. This annual inspection must be signed off by a mechanic with Inspection Authorization (IA). In addition to the annual inspection, the R22 Maintenance Manual requires a complete inspection after every 100 hours of operation.

The helicopter incorporates a number of fatigue life-limited components which must be retired at specified time intervals. A list of these components is contained in the Airworthiness Limitations section of the R22 Maintenance Manual and Instructions for Continued Airworthiness.

The R22 helicopter includes many unique features. Without special training, Airframe and Powerplant (A&P) mechanics are not qualified to perform the above inspections. These inspections must be performed only by properly rated personnel who have successfully completed a factory-approved maintenance course of instruction on the R22 helicopter.

**REQUIRED INSPECTIONS (cont'd)**

The factory occasionally publishes Service Bulletins and the Federal Aviation Administration (FAA) occasionally publishes Airworthiness Directives (ADs) that apply to specific groups of aircraft. They are mandatory changes or inspections which must be complied with within the time limit specified. Owners should periodically check with Robinson Service Centers to be sure that the latest Service Bulletins and ADs issued have been complied with.

**PREVENTIVE MAINTENANCE BY THE PILOT**

Part 43 of the Federal Aviation Regulations (FAR) allows a certified pilot who owns or operates an aircraft to obtain a maintenance manual and perform certain limited maintenance functions. These functions are defined in the above regulations, and, as they apply to the R22 helicopter, generally include the following:

1. Replace defective safety wire or cotter pins.
2. Replace bulbs, reflectors, and lenses of position and landing lights.
3. Replace, clean, or gap spark plugs.
4. Replace engine air filter.
5. Clean or refinish exterior of aircraft.
6. Replace wear shoes on landing gear skids.
7. Service or replace battery.
8. Change engine oil and filter.
9. Inspect chip detectors and add oil to tail rotor gearbox.
10. Remove or replace any cowling or inspection panels.
11. Remove and replace gascolator bowl.

Although the above work is allowed by law, it should only be performed by pilots confident that they are qualified to reliably complete the work. All work must be done in accordance with the maintenance manual.

**PREVENTIVE MAINTENANCE BY THE PILOT (cont'd)**

After completing the work, when required, the pilot must enter the following in the appropriate logbook:

1. Date work accomplished.
2. Description of work.
3. Total hours on aircraft.
4. Pilot certificate number.
5. Signature of pilot.

**ALTERATIONS TO AIRCRAFT**

The compactness and many unique design features of the R22 helicopter make any modification inadvisable. The dynamic characteristics and susceptibility to fatigue of the rotor, drive, and control systems make any modification to these systems extremely hazardous.

Also hazardous is installation of any electronic equipment or avionics not factory-approved and supplied. The compactness of the console and tunnel containing the controls and wire bundles makes installation of any additional wires likely to interfere with free control movement. The electronic tachometers and governor are affected by other electrical devices, and their reliability and accuracy are essential for safe operation of the helicopter. Installation of an electrical device not tested and approved by the factory could easily result in a hazardous condition.

Because of these potential hazards, Robinson Helicopter Company does not approve any modification or alteration other than those which are factory-supplied and installed by factory-trained personnel.



## **GROUND HANDLING**

For leveling, hoisting, or jacking, see appropriate sections of the maintenance manual.

The helicopter may be maneuvered on the ground using ground handling wheels. Recommended tire pressure is 60 psi (4 bar). Wheels must be removed for flight.

To attach wheels:

1. Hold handle and wheel with protruding spindle in its lowest position.
2. Insert spindle into support mounted on skid. Make sure spindle is all the way in.
3. Pull handle over center to raise helicopter and lock wheel in position.

### ***CAUTION***

When lowering helicopter, handle has a tendency to snap over.

Move the helicopter by holding the tail rotor gearbox and aft tailcone section. If additional help is needed, a second person may push on one of the aft vertical frame tubes or on the nose.

### ***CAUTION***

Do not move helicopter by gripping vertical fins, outboard part of horizontal stabilizer, tail rotor, tail skid, or tail rotor controls.

## **PARKING**

1. Place cyclic control in neutral and apply friction.
2. Put collective full down and apply friction.
3. Align rotor blades approximately fore and aft. Apply rotor brake. Use blade tie-downs in windy conditions.

### ***CAUTION***

If using rotor blade tie-downs, do not overtighten tie-down straps (5 lb max tension). Do not pull down on blades to teeter rotor. To lower a blade, push up on opposite blade.

4. During storm conditions, helicopter should be hangared or moved to a safe area.
5. If helicopter is hangared, turn fuel shutoff valve off.

## **CABIN DOORS**

Both cabin doors may be removed and installed by maintenance personnel or pilots. To remove a door, remove cotter pins in upper and lower hinges, then open and lift door off. To install doors, use reverse procedure. Adjust weight and balance as required when removing and installing doors.

## **ENGINE OIL**

Recommended maximum oil quantity is six quarts and minimum quantity for takeoff is four quarts as indicated on the oil dipstick.

The oil and filter should be changed at least every 50 hours or four months, whichever occurs first. If no oil filter is installed, change oil every 25 hours.

To change oil:

1. Ground run or fly helicopter to obtain normal operating temperature.
2. Remove left side skirts. If heater is installed, disconnect heater hose and blower motor ground wire and remove bolt securing blower motor to frame. Open quick drain on bottom of sump to drain oil into suitable container.
3. Cut safety wire from oil suction-screen cap located near centerline at accessory (magneto) end of sump. (Located on bottom of sump for O-320 engines.)
4. Remove, inspect, clean, and reinstall oil suction screen. Re-safety cap.
5. Cut safety wire (if installed) from oil filter and break loose using wrench or loosen pressure-screen housing bolts.
6. Place suitable container below and inboard of magneto to catch oil retained in filter or screen housing and remove filter or screen housing slowly to allow oil to drain into container. Do not allow oil to drain on magneto housing.
7. Cut filter open to inspect, or inspect and clean pressure screen.

**ENGINE OIL (cont'd)**

8. Install new filter per instructions printed on filter. Use only Champion CH48108, CH48108-1, Tempest AA48112, or Robinson B123-1 or -2 filter. Safety wire is not required on filter. Re-install pressure screen and housing. Torque pressure-screen housing bolts to 96 in.-lb.
9. Close quick drain and fill sump with 6 quarts of appropriate grade oil as recommended below.
10. Start helicopter. Verify oil pressure within 30 seconds. Ground run for a few minutes, shut down, and verify no leaks.
11. Check oil level on dipstick.
12. Reinstall side skirts. Reinstall heater blower motor and heater hose if helicopter has heater.
13. Make appropriate maintenance record entries.

The following grades of oil are recommended:

Average Ambient Air Temperature	Mineral Grades MIL-L-6082 or SAEJ1966 (Use first 50 hours)	Ashless Dispersant Grades MIL-L-22851 or SAEJ1899 (Use after first 50 hours)
All Temperatures	—	SAE15W50 or SAE20W50
Above 80°F	SAE60	SAE60
Above 60°F	SAE50	SAE40 or SAE50
30°F to 90°F	SAE40	SAE40
0°F to 70°F	SAE30	SAE30, SAE40, or SAE20W40
0°F to 90°F	SAE20W50	SAE20W50 or SAE15W50
Below 10°F	SEA20	SAE30 or SAE20W30

### **TAIL ROTOR GEARBOX OIL**

If oil is not visible in the sight gage with helicopter sitting level, oil must be added.

To add oil:

1. Cut safety wire (if installed) and remove filler/vent cap located on top of gearbox.
2. Use only Robinson part number A257-2 oil.
3. Fill very slowly to center of sight gage. **DO NOT** overfill. (Less than a teaspoon of oil is usually required.)
4. Reinstall filler/vent cap. Be sure metal gasket or rubber o-ring is in place. Torque to 100 in.-lb.
5. Safety wire as before. (Safety wire not required if cap is sealed with an o-ring.) Be sure safety wire applies tension in direction which would tighten cap.

### **FUEL**

Approved fuel grades and fuel capacity are given in Section 2.

A small quantity of fuel should be drained from the gascolator and from each tank using the quick drains prior to the first flight each day. Drain enough fuel to remove any water or dirt and check for approved fuel color. If fuel contamination is suspected, continue to drain fuel from gascolator and tank drains until all contamination is eliminated.

## **BATTERY**

The battery is located either in the engine compartment or beneath the instrument console. The battery is sealed and does not require fluid level checks.

A discharged battery is NOT AIRWORTHY because it will not have the reserve capacity to operate the electrical system should the charging system fail in flight.

Often, a 10 or 15 minute charge will improve battery condition enough to start the engine. If battery is located in the engine compartment, first connect positive charger cable to positive (battery side) battery relay terminal. Then, connect negative charger cable to battery ground strap or engine. If battery is located beneath the instrument console, remove console hold down screws (one each side), lift console, remove battery box cover, and connect charger cables directly to battery posts (connect positive cable first). Use extreme caution not to short to console sheet metal.

After charging, disconnect cables (disconnect negative cable first), secure console if opened, and attempt a normal start. If battery still has insufficient charge to start engine, service or replace battery before further flight.

## **CLEANING HELICOPTER**

### **CLEANING EXTERIOR SURFACES**

The helicopter should be washed with mild soap and water. Harsh abrasives, alkaline soaps, or detergents could scratch painted or plastic surfaces or could cause corrosion of metal. Cover areas where cleaning solution could cause damage. Use the following procedure:

1. Rinse away loose dirt with water.
2. Apply cleaning solution with a soft cloth, sponge, or soft bristle brush.
3. To remove stubborn oil and grease, use a cloth dampened with aliphatic naphtha.
4. Rinse all surfaces thoroughly.
5. Any good automotive wax may be used to preserve painted surfaces. Soft cleaning cloths or a chamois should be used to prevent scratches when cleaning or polishing.

### ***CAUTION***

Never use high-pressure spray to clean helicopter. Never blow compressed air into main or tail rotor blade tip drain holes.

### **CLEANING WINDSHIELD AND WINDOWS**

1. Remove dirt, mud, and other loose particles from exterior surfaces with clean water.
2. Wash with mild soap and warm water or with aircraft plastic cleaner. Use a soft cloth or sponge in a straight back and forth motion. Do not rub harshly.
3. Remove oil and grease with a cloth moistened with isopropyl alcohol (rubbing alcohol) or aliphatic naphtha.

## **CLEANING HELICOPTER (cont'd)**

### **CLEANING WINDSHIELD AND WINDOWS (cont'd)**

#### ***CAUTION***

Do not use gasoline, other alcohols, benzene, carbon tetrachloride, thinner, acetone, or window (glass) cleaning sprays.

4. After cleaning plastic surfaces, apply a thin coat of hard polishing wax. Rub lightly with a soft cloth. Do not use a circular motion.
5. Scratches can be removed by rubbing with jeweler's rouge followed by hand polishing with commercial plastic polish. Use a figure eight motion when polishing.

### **CLEANING UPHOLSTERY AND SEATS**

1. Vacuum and brush, then wipe with damp cloth. Dry immediately.
2. Soiled upholstery, except leather, may be cleaned with a good upholstery cleaner suitable for the material. Follow manufacturer's instructions. Avoid soaking or harsh rubbing.

#### ***CAUTION***

If CO detector is installed, avoid use of solvents, detergents, or aerosol sprays near sensor. Tape off openings in top and bottom of sensor housing when cleaning cabin interior.

3. Leather should be cleaned with saddle soap or a mild hard soap and water.

### **CLEANING CARPETS**

Remove loose dirt with a whisk broom or vacuum. For soiled spots and stains, use nonflammable dry cleaning liquid.



**SECTION 9  
SUPPLEMENTS**

**OPTIONAL EQUIPMENT SUPPLEMENTS**

Information contained in the following supplements applies only when the related equipment is installed.

**CONTENTS**

	<b>Page</b>
Police Version . . . . .	9-3.1
Mariner/Mariner II . . . . .	9-4.1
ADS-B Equipment . . . . .	9-9.1

Supplements 1, 2, 5, 6, 7, and 8 are obsolete.

**NON-U.S. SUPPLEMENTS**

The following supplements contain additional information required by certain countries:

- Brazilian Supplement
- CIS Supplement
- Ukrainian Supplement

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FAA APPROVED  
R22 PILOT'S OPERATING HANDBOOK  
SUPPLEMENT 3  
TO  
ROBINSON MODEL R22

This supplement must be attached to the FAA Approved Robinson R22 Pilot's Operating Handbook when the helicopter is configured with optional police version equipment.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this Supplement. For limitations, procedures, and performance information not contained in this Supplement, consult the basic R22 Pilot's Operating Handbook.

FAA APPROVED *James M. Bugbee*  
Supervisor, Flight Test Section  
FAA, Western Aircraft Certification Field Office  
Northwest Mountain Region

DATE *March 27, 1984*

LOG OF REVISIONS	
Page No.	Approval Date
9-3.1	04 Nov 1994
9-3.2	18 Dec 1987
9-3.3	04 Nov 1994
9-3.4	04 Nov 1994
9-3.5	04 Nov 1994
9-3.6	04 Nov 1994

REVISIONS  
APPROVED BY *Donald Armstrong*  
Manager, Flight Test Branch ANM-160L  
Federal Aviation Administration, LAACO  
Transport Airplane Directorate

DATE *Nov. 4, 1994*

SECTION 9  
R22

POLICE VERSION

INTRODUCTION

This supplement contains the changes and additional data applicable when the R22 helicopter is equipped with Police Version options.

SECTION 2: Limitations

VFR operation at night is permitted with either landing lights or searchlight operable. Instrument and anti-collision lights must be installed and operable.

SECTION 3: Emergency Procedures

No change.

SECTION 4: Normal Procedures

Additions to preflight check.

Add to number 10, fuselage left side.

PA Speaker . . . . . secure

Searchlight . . . . . secure

SECTION 5: Performance

No change.

SECTION 6: Weight & Balance

No change.

SECTION 7: Systems Description

The following optional equipment may be installed:

Airframe

Cabin doors with bubble windows to enhance downward and rearward visibility replace the standard doors.

Electrical System

A 14-volt, 70-ampere alternator replaces the standard 60-ampere unit.

Searchlight Installation

The searchlight installation consists of two lamps suspended below the cabin chin on a post which extends through the left hand side of the chin and cabin floor. The searchlight is controlled by means of a grip and switch(es) mounted on the post allowing operation by the passenger or pilot. Power is supplied to the searchlight through its own 20 amp circuit breaker and power relay. The searchlight will operate only when the landing lights are off. A friction control is located on the post just above the floor.

Two searchlight installations are available: one manufactured by Collins Dynamics and the other by Peak Beam Systems. The Collins Dynamics unit uses incandescent quartz halogen lamps controlled by a single on-off toggle switch on the grip. The Peak Beam Systems unit uses xenon arc lamps controlled by four momentary toggle switches on the grip. These switches control on-off, strobe (rapidly flashing) mode, and beam spread from 1° spot to 40° flood.

**CAUTION**

When operating the searchlight with the left seat cyclic installed, caution should be exercised to prevent interference with the cyclic control.

SECTION 7: Systems Description (Cont'd)

PA System

A 100-watt Whelen PA speaker and siren is located on the aft, left landing gear strut. The PA system control panel is located on the instrument panel. It allows the pilot or observer to select either PA, radio, yelp, or siren for broadcast through the PA speaker.

Remote Radio Transmit Switch

A hand-held remote radio transmit switch plugs into the receptacle on the front of the left seat. This switch allows the left seat occupant to transmit when the left cyclic is removed.

Circuit Breaker Panel

The circuit breaker panel is shown in Figure 1.

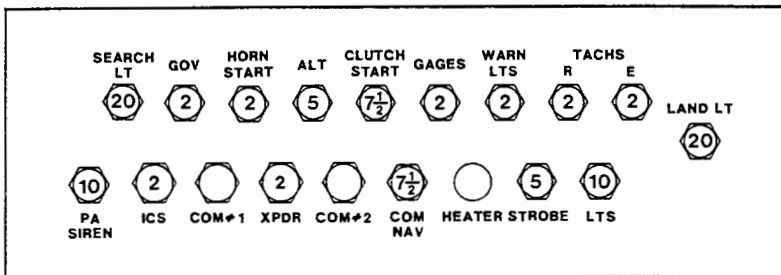


FIGURE 1

CIRCUIT BREAKER PANEL

**SECTION 8: Handling and Maintenance**

**Searchlight Installation**

To remove the searchlight from the helicopter, use the following procedure:

1. Loosen but do not remove two 1/4 in. diameter bolts in clamp on bottom end of post.
2. Remove clevis pin connecting lower end of tube through center of post to arms between lamps.
3. Disconnect wires from lamps at connectors on lamp housings.
4. Pull ring on spring loaded pin in post clamp and slide clamp with lamps off post.
5. Remove four screws holding post flange to cabin floor. Pull post up a few inches and disconnect wires at post connector. Before releasing, o-ring around the connector must be moved clear of retaining hooks. Pull post up and out of floor.
6. Cover connector under floor with tape and install sheet metal cover provided over hole in floor.

Installation is the reverse except:

1. Be sure to position o-ring on post wire connector under retaining hooks.
2. The letters "FWD" on post flange must face forward.
3. Be sure spring loaded pin in post clamp pops into place and torque 1/4 in. diameter bolts to 90 in.-lb (includes nut self-locking torque).

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FAA APPROVED  
R22 PILOT'S OPERATING HANDBOOK

SUPPLEMENT 4  
R22 MARINER/MARINER II

This supplement must be attached to the FAA Approved Robinson R22 Pilot's Operating Handbook when the helicopter is configured in the Mariner or Mariner II version.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this Supplement. For limitations, procedures, and performance information not contained in this Supplement, consult the basic R22 Pilot's Operating Handbook.

FAA APPROVED Frank J. Hoerman  
Supervisor, Flight Test Section  
FAA, Western Aircraft Certification Office  
Northwest Mountain Region

DATE Sept 7, 1985

LOG OF REVISIONS

Page No.	Date	Page No.	Date
9-4.1	13 Oct 00	9-4.8	13 Oct 00
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9-4.5	13 Oct 00	9-4-12	13 Oct 00
9-4.6	13 Oct 00	9-4.13	13 Oct 00
9-4.7	13 Oct 00		

REVISIONS  
APPROVED BY Donald C. ...  
Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration, LAACO  
Transport Airplane Directorate

DATE Oct-13, 2000

**SECTION 1: GENERAL**

**INTRODUCTION**

This supplement contains the changes and additional data applicable for R22 Mariner and Mariner II helicopters. R22 Mariner/Mariner II helicopters are equipped with either float or standard landing gear, additional corrosion protection, and a modified horizontal stabilizer angle of incidence. Except as noted in this supplement, information in the basic manual pertaining to the R22 Beta is applicable to the R22 Mariner and information pertaining to the Beta II is applicable to the Mariner II.

Float landing gear consists of inflated floats attached to the skid tubes, and skid extensions to support the aft portion of the float tubes. When float landing gear is installed, an additional stabilizer is installed at the bottom of the lower vertical stabilizer for improved controllability. Configuration changes between float and standard landing gear are permitted.

**SECTION 2: LIMITATIONS**

**AIRSPPEED LIMITATIONS**

**NEVER EXCEED AIRSPEED ( $V_{ne}$ ) WITH FLOATS**

Power-On: 95 KIAS up to 3000 ft density altitude.

Power-Off: 80 KIAS up to 7500 ft density altitude.

Above these density altitudes, see placard on page 9-4.4.

**CENTER OF GRAVITY (CG) LIMITS**

See figure on page 9-4.3. Datum line is 100 inches forward of main rotor shaft centerline.

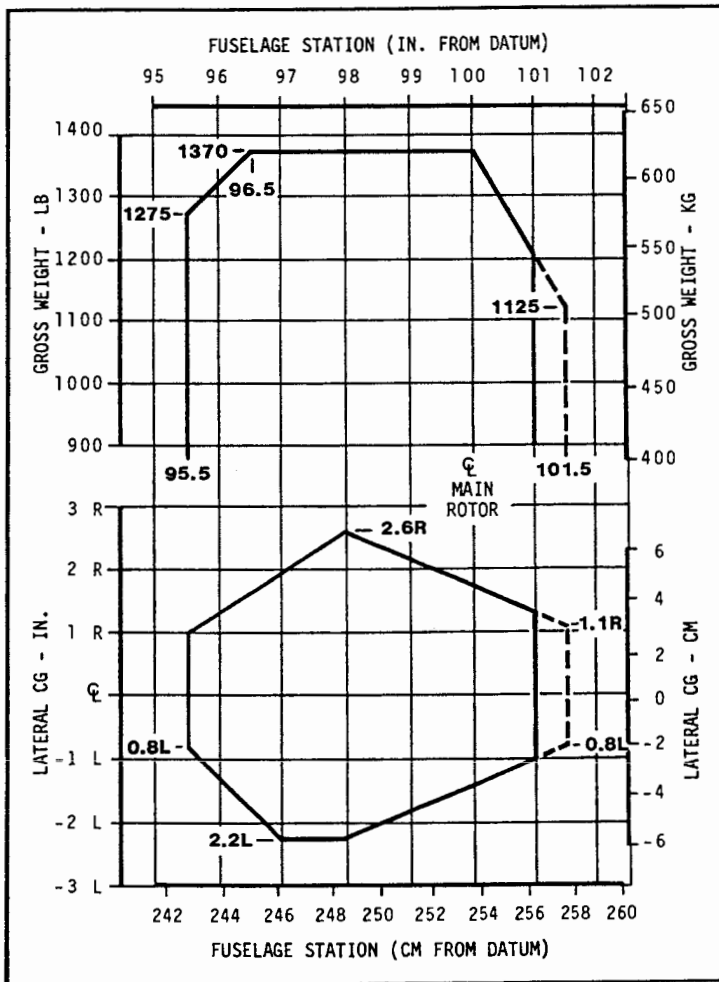
**KINDS OF OPERATION LIMITATIONS**

Only VFR day is approved when floats are installed.

SECTION 2: LIMITATIONS (cont'd)

WITH FLOATS \_\_\_\_\_

WITHOUT FLOATS - - - - -



R22 MARINER/MARINER II  
 CENTER OF GRAVITY LIMITS

**SECTION 2: LIMITATIONS (cont'd)**

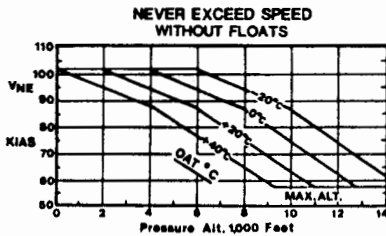
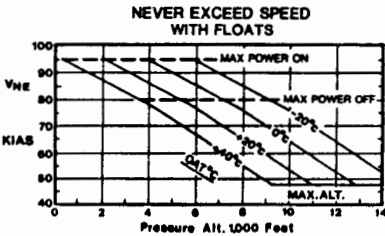
**PLACARDS**

In clear view of pilot:

THIS ROTORCRAFT IS APPROVED FOR  
DAY AND NIGHT VFR OPERATIONS  
WITHOUT FLOATS INSTALLED  
OR  
DAY VFR OPERATIONS ONLY  
WITH FLOATS INSTALLED

In clear view of pilot in flight:

**R22 Mariner**



**R22 Mariner II**

**NEVER EXCEED SPEED - KIAS  
WITH FLOATS**

PRESS	OAT - °C						
ALT-FT	-20	-10	0	10	20	30	40
SL							
2000	95				94	91	88
4000			94	90	86	83	79
6000		90	86	82	78	74	69
8000	86	82	77	72	67	62	57
10000	77	72	66	61	56	51	
12000	66	60	55	NO FLIGHT			
14000	54	NO FLIGHT					

FOR AUTOROTATION, USE 80 KIAS ABOVE HEAVY LINE

**NEVER EXCEED SPEED - KIAS  
WITHOUT FLOATS**

PRESS	OAT - °C						
ALT-FT	-20	-10	0	10	20	30	40
SL							
2000	102				99	96	
4000			102	98	94	91	87
6000		98	94	90	87	82	77
8000	94	90	86	80	75	69	64
10000	86	80	74	68	62	57	
12000	74	67	61	NO FLIGHT			
14000	61	NO FLIGHT					

Located on floats:

SEE PILOT'S HANDBOOK FOR  
PROPER INFLATION PRESSURE

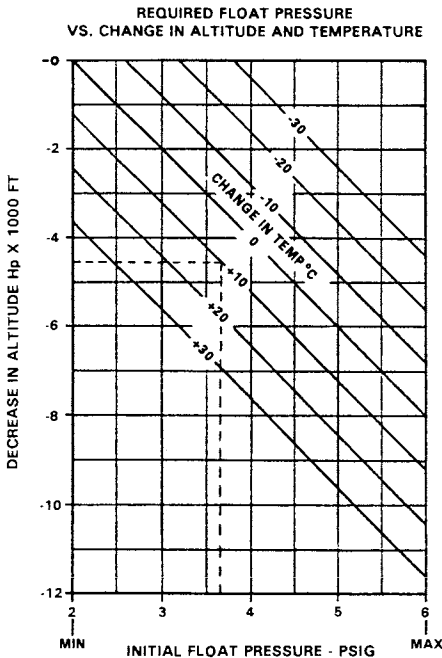
SECTION 2: LIMITATIONS (cont'd)

FLOAT PRESSURE LIMITS

Minimum Float Pressure: 2 psig (psi gage)

Maximum Float Pressure: 6 psig

The following graph shows minimum float pressure required for a decrease in altitude or temperature. An increase in either altitude or temperature can be ignored as pressure relief valves will limit pressure to 6 psig.



**CAUTION**

Failure to maintain required pressure can result in inadequate buoyancy or in-flight instability.

SAMPLE CALCULATION:

	Pressure	Altitude	Temp
Conditions at destination:	1000 ft	15°C	
Initial Conditions:	5500 ft	5°C	
Subtract to obtain expected change in altitude and temp:	-4500 ft	+10°C	

Using graph, locate -4500 ft line, read across to +10°C line, then down for minimum initial float pressure required, approximately 3.7 psig.

### SECTION 3: EMERGENCY PROCEDURES

#### GENERAL

Without floats, emergency procedures in the basic manual apply. The following procedures are applicable when floats are installed.

#### POWER FAILURE ABOVE 500 FEET AGL

Autorotation to Land: Same as non-float R22.

Autorotation to Water: Steps 1-7 same as non-float R22.

8. At about 8 feet AGL, apply forward cyclic to level helicopter and raise collective just before touchdown to cushion landing. Touchdown in slight nose high attitude with nose straight ahead.
9. Maintain cyclic in touchdown position and hold collective up until forward motion has stopped. See caution below.

#### POWER FAILURE BETWEEN 8 AND 500 FEET AGL

Autorotation to Land: Same as non-float R22.

Autorotation to Water: Steps 1-4 same as non-float R22.

5. At about 8 feet AGL, apply forward cyclic to level helicopter and raise collective just before touchdown to cushion landing. Touchdown in slight nose high attitude with nose straight ahead.
6. Maintain cyclic in touchdown position and hold collective up until forward motion has stopped.

#### CAUTION

Lowering collective or applying forward cyclic while helicopter is moving forward on water can cause floats to submerge and helicopter to nose over.

#### DITCHING

Not applicable when floats are installed.

**SECTION 4: NORMAL PROCEDURES**

**DAILY OR PREFLIGHT CHECKS**

14. Inflatable Floats

- Float Pressure . . . . . Check (See Section 2)
- Float Condition . . . . . Check

**CAUTION**

Helicopters equipped with inflated floats have an adverse roll characteristic; when sideslipping nose left or right the helicopter will tend to roll in the opposite direction. To avoid adverse roll, keep helicopter trimmed with zero sideslip and exercise extreme caution when performing simulated power failures.

**OPERATION ON WATER**

Maximum recommended water taxi speed is 5 knots. Some application of collective is required.

**CAUTION**

If starting or stopping rotor on water, ensure area is clear as helicopter can rotate one complete turn while tail rotor RPM is low.

**CAUTION**

To avoid contacting rotor teeter stops, do not apply full cyclic control during water taxi.

**NOTE**

Safe operation on water has been demonstrated in waves up to 12 inches (trough to crest).

**SECTION 4: NORMAL PROCEDURES (cont'd)**

**PRACTICE AUTOROTATION - WITH GROUND CONTACT**

Same as non-float R22 except rear of floats may be scuffed on pavement during touchdown. Protective tape should be applied to bottom of floats and inspected for wear after touchdowns.

**PRACTICE AUTOROTATION - WITH WATER CONTACT**

Same as practice autorotation with ground contact in basic manual except touch down in slight nose high attitude with nose straight ahead. Maintain cyclic in touchdown position and collective up until forward motion has stopped.

**CAUTION**

Lowering collective or applying forward cyclic while helicopter is moving forward on water can cause floats to submerge and helicopter to nose over.

**SECTION 5: PERFORMANCE**

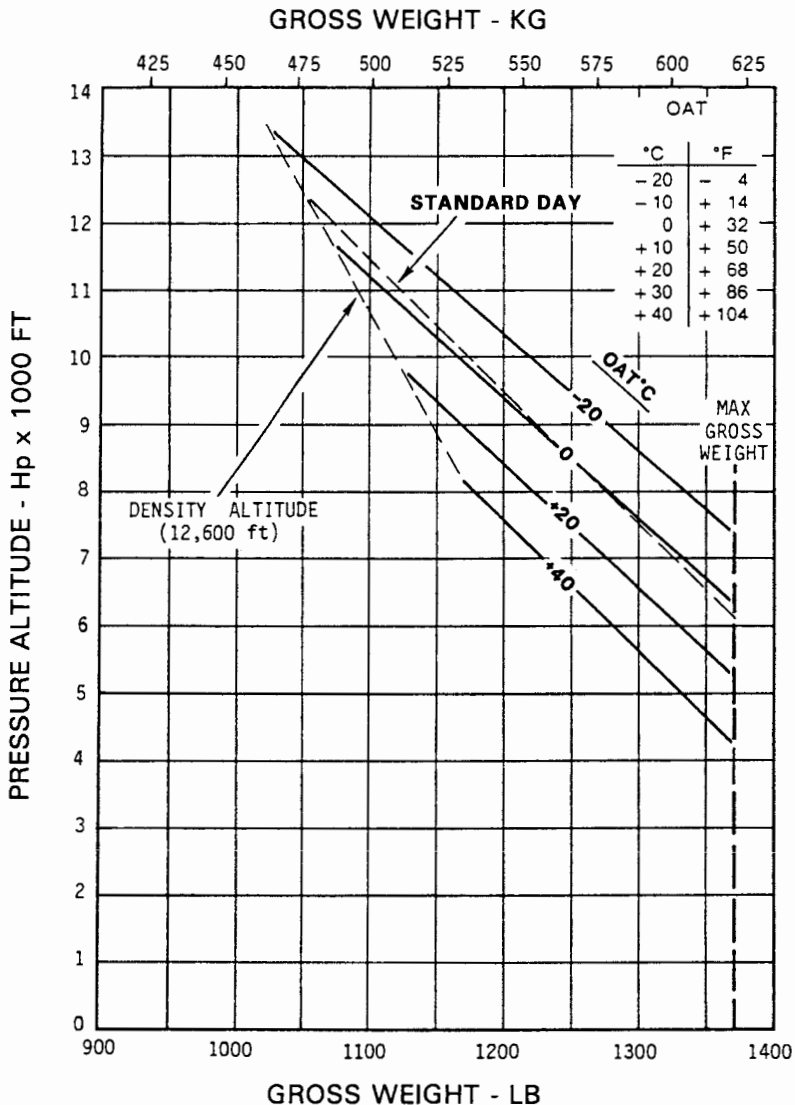
**HOVER PERFORMANCE**

In-ground-effect (IGE) and out-of-ground-effect (OGE) hover performance charts for the R22 Mariner are on pages 9-4.9 and 9-4.10.

R22 Mariner II hover performance is equivalent to R22 Beta II hover performance.

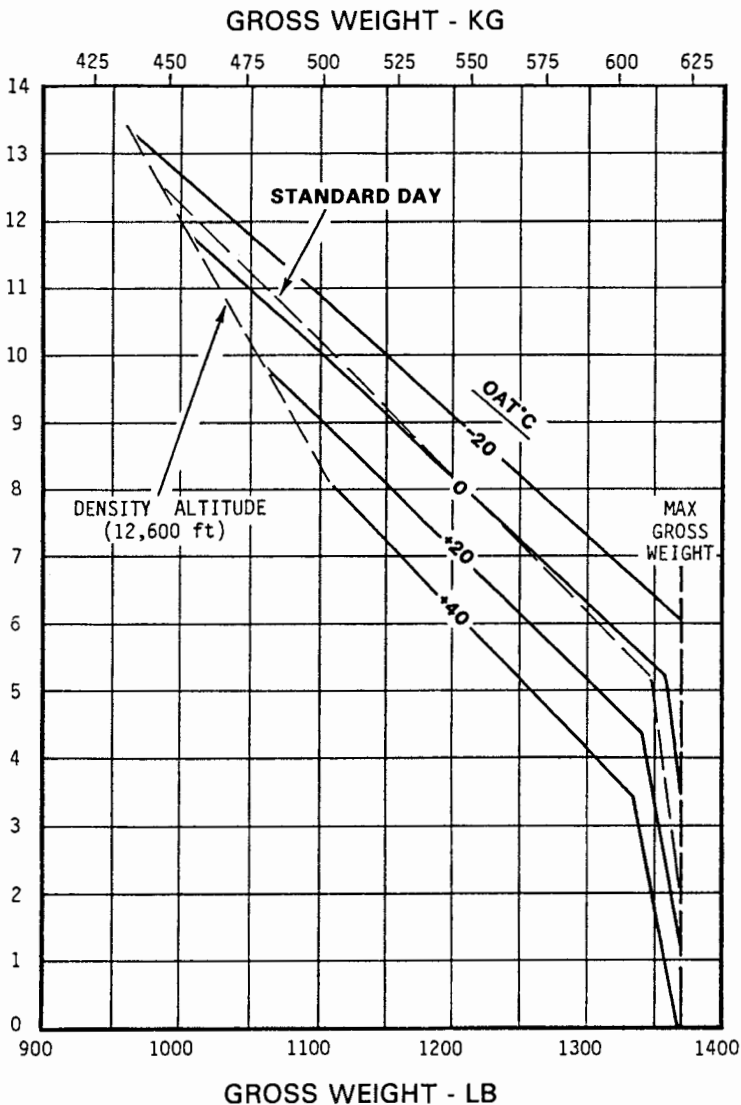


**IN GROUND EFFECT AT 2 FOOT SKID CLEARANCE  
FULL THROTTLE AND 104% RPM**



**R22 MARINER  
O-320-B2C Engine  
IGE HOVER CEILING VS. GROSS WEIGHT**

OUT OF GROUND EFFECT  
 TAKEOFF POWER OR FULL THROTTLE AT 104% RPM



R22 MARINER  
 O-320-B2C Engine  
 5 Minute Takeoff Rating  
 OGE HOVER CEILING VS. GROSS WEIGHT

**SECTION 6: WEIGHT AND BALANCE**

**CAUTION**

When changing from float-equipped to non-float configuration or vice versa, weight and balance for basic helicopter must be revised and autorotation RPM readjusted per R22 Maintenance Manual.

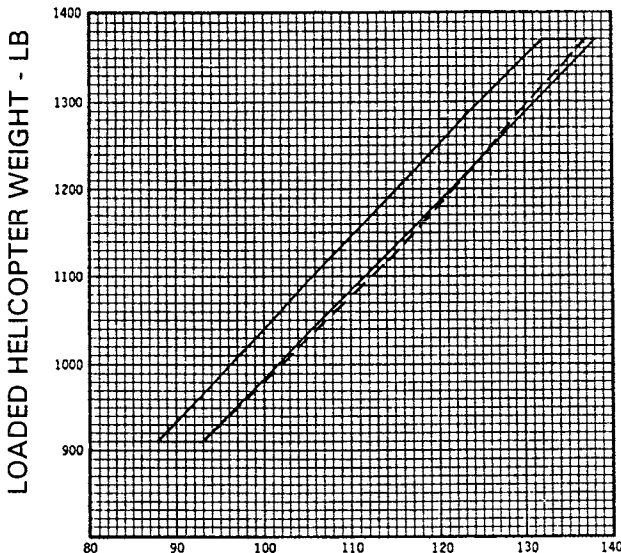
**WEIGHT AND BALANCE RECORD**

Basic empty weight and CG in float and non-float configurations is included in the Weight and Balance Data provided with the helicopter. Modifications are to be recorded on page 6-5 of the basic manual.

**LOADING INSTRUCTIONS**

Determine loaded helicopter weights and moments per page 6-7. These values must fall within the Weight and Moment envelope shown below.

**WITHOUT FLOATS**      **WITH FLOATS**



**LOADED HELICOPTER MOMENT - 1000 inch-lbs.**

**R22 MARINER/MARINER II  
Allowable CG Moment vs. Gross Weight Envelope**

**SECTION 7: SYSTEMS DESCRIPTION**

No change.

**SECTION 8: HANDLING, SERVICING AND MAINTENANCE**

**GROUND HANDLING**

When floats are installed, special ground handling wheels are required. Refer to the R22 Maintenance Manual for wheel installation and removal procedures.

**FLOAT TUBES**

To promote long float tube life:

1. Do not inflate floats to a higher pressure than required in the Limitations section.
2. Do not arbitrarily inflate floats to the relief valve pressure.
- 3 Reduce pressure in floats if solar heating is causing an excessive pressure buildup.
4. Do not allow floats to sit uninflated for long periods of time, always maintain some pressure to keep shape when not in use.

**CAUTION**

When inflating chambers individually (without the use of a manifold), increase pressure in each chamber in 0.5 psig increments.

**SECTION 10: SAFETY TIPS**

Flight characteristics and handling qualities of a helicopter with inflated floats are more critical than those for helicopters with conventional landing gear. For instance, helicopters with floats installed have an adverse roll characteristic, i.e. when sideslipping nose right or left, the helicopter will tend to roll in the opposite direction out of the turn. This could be extremely dangerous if a student or instructor failed to put in right pedal or put in the wrong pedal during a simulated power failure. Also, aerodynamic lift produced by the floats makes both RPM and longitudinal attitude control more difficult during autorotation entries. Helicopters with floats installed are also more gust sensitive and therefore more difficult to fly in turbulence.


For these reasons, it is strongly recommended that floats be removed and standard gear installed when the helicopter is being used for primary flight instruction. When floats are installed, pilots must keep the helicopter trimmed with zero sideslip and exercise extreme caution when performing simulated power failures.

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**FAA APPROVED  
R22 PILOT'S OPERATING HANDBOOK  
ADS-B EQUIPMENT SUPPLEMENT**

This supplement must be included in the FAA-approved Pilot's Operating Handbook when ADS-B equipment is installed.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot's Operating Handbook.

APPROVED BY:   
Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration, LAACO  
Transport Airplane Directorate

DATE: February 21, 2014

**LOG OF PAGES**

Page No.	Date	Page No.	Date
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9-9.2*	21 Feb 14	9-9.4*	21 Feb 14

\*Manufacturer's data, not FAA approved.

## **SECTION 1: GENERAL**

### **INTRODUCTION**

This supplement contains the changes and additional data applicable when Automatic Dependent Surveillance-Broadcast (ADS-B) equipment is installed.

ADS-B is divided into two categories – ADS-B “Out” and ADS-B “In”.

ADS-B Out equipment transmits information to air traffic control to supplement radar/transponder information. The supplemental information allows optimization of flight plan routes and aircraft spacing.

ADS-B Out equipment may be required for operation in certain airspace. The R22 ADS-B Out installation has been shown to meet the requirements of 14 CFR § 91.227.

### ***NOTE***

The R22 ADS-B Out system operates on frequency 1090 MHz. This frequency is also accepted for ADS-B Out equipment in most countries outside the United States.

The ADS-B Out equipment consists of a GPS receiver connected to the transponder. The transponder has ADS-B broadcast capability and broadcasts GPS position as well as additional pre-programmed information such as aircraft identification and size to air traffic control.

ADS-B In equipment receives traffic and weather information and displays the information for the pilot to aid situational awareness. ADS-B In equipment is not required for general aviation operations in the United States.

Only ADS-B Out is available on the R22.



**SECTION 2: LIMITATIONS**

**PLACARDS**

On transponder when ADS-B Out equipment is installed:

ADS-B OUT INSTALLED

**SECTION 3: EMERGENCY PROCEDURES**                      No change.

**SECTION 4: NORMAL PROCEDURES**

**ADS-B SYSTEM OPERATION**

ADS-B system operation is mostly automatic and requires little pilot action. The GPS and transponder must be powered and in normal operating modes for proper system function.

The R22 ADS-B Out system is a single point of entry system. Mode 3/A codes, IDENT commands, and emergency codes are set on the transponder and are automatically incorporated in ADS-B Out broadcasts. The transponder should transition to ALT mode after takeoff for proper ADS-B Out broadcasts.

ADS-B Out broadcasts may be selected off by using menus associated with the transponder FUNC key.

***NOTE***

ADS-B Out may be required in certain airspace. Do not turn off ADS-B Out unless directed by air traffic control.

Malfunctions in the ADS-B Out system are annunciated by various messages on the GPS screen (refer to GPS manufacturer’s documentation) and by a “no ADS-B” indication on the transponder screen.

**SECTION 5: PERFORMANCE**                                      No change.

**SECTION 6: WEIGHT AND BALANCE**

No change.

**SECTION 7: SYSTEM DESCRIPTION**

**ADS-B SYSTEM**

The ADS-B Out system consists of a GPS receiver connected to the transponder which broadcasts the aircraft's position, identification, and certain other parameters to air traffic control. ADS-B data is broadcast via the Extended Squitter (ES) feature of the transponder on a frequency of 1090 MHz. Note that change of aircraft registration may require update of pre-programmed parameters by qualified maintenance personnel.

Most of the data required for ADS-B broadcast such as aircraft type, ICAO address, and call sign are pre-programmed at installation. Flight-specific data such as Mode 3/A code and IDENT are entered using the transponder controls. The transponder uses these codes simultaneously for standard transponder as well as ADS-B broadcasts. There is no need to make a second code entry or to enter a code more than once. This is known as a "single point of entry" ADS-B system.

**SECTION 8: HANDLING, SERVICING AND MAINTENANCE**

No change.

**SECTION 10**

**SAFETY TIPS AND NOTICES**

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**SECTION 10  
SAFETY TIPS**

**GENERAL**

This section provides miscellaneous suggestions to help the pilot operate the helicopter more safely.

**SAFETY TIPS**

1. Never push the cyclic forward to descend or to terminate a pull-up (as you would in an airplane). This may produce a low-G (near weightless) condition which can result in a main rotor blade striking the cabin. Always use the collective to initiate a descent.
2. Never intentionally allow the fuel quantity to become so low in flight that the low warning light comes on.
3. Never leave the helicopter unprotected where curious onlookers may inadvertently damage critical parts, such as the tail rotor blades.
4. Turn the strobe light on before engaging the drive system and leave it on until the rotors stop turning. The strobe light is located near the tail rotor and provides a warning to ground personnel. Leaving it on in flight is also advisable since the helicopter may be difficult for other aircraft to see.
5. Never carry an external load except when using an approved hook, nor attach anything to the outside of the helicopter. Also be sure no loose articles are in the cabin, particularly when flying with any of the doors removed. Even a small object or piece of cloth or paper could damage the tail rotor if it comes loose in flight.
6. Avoid abrupt control inputs or accelerated maneuvers, particularly at high speed. These produce high fatigue loads in the dynamic components and could cause a premature and catastrophic failure of a critical component.

**SAFETY TIPS (cont'd)**

7. A change in the sound or vibration of the helicopter may indicate an impending failure of a critical component. Make a safe landing and thoroughly inspect aircraft before flight is resumed. A good practice is to hover the helicopter close to the ground for a prolonged period and reinspect before resuming free flight.
8. Be sure ground personnel or onlookers don't walk into the tail rotor. The main blades can also be dangerous, particularly on a sloped surface where the bystander may be on higher ground than the helicopter.
9. Never allow rotor RPM to become dangerously low. Most hard landings will be survivable as long as the rotor keeps turning and is not allowed to stall.
10. Never make takeoffs or landings downwind, especially at high altitude. The resulting loss of translational lift can cause the aircraft to settle into ground obstacles.
11. A vertical descent or steep approach downwind can result in "settling with power." This happens when the rotor is settling in its own downwash and additional power won't stop the descent. Should this occur, reduce collective and lower the nose to increase airspeed. This can be very dangerous near the ground as the recovery results in a substantial loss of altitude.
12. The helicopter is stable on its landing gear as long as ground contact is made vertically or with the aircraft moving forward. Should ground contact be made with the helicopter moving rearward, tail damage and possibly a rollover could occur. Low time pilots and students should practice landings and hovering with the aircraft slowly moving forward.

**SAFETY TIPS (cont'd)**

13. When operating at higher altitudes (above 3000 or 4000 feet), the throttle is frequently wide open and RPM must be controlled with the collective. Throttle/collective correlation is not effective under these conditions and governor response rate is fairly slow, so extreme care must be taken to roll throttle off as collective is lowered to prevent an overspeed.
14. Do not use collective pitch to slow the rotor during shutdown. Collective pitch produces lift on the blades which can disengage the teeter hinge friction and allow the blades to strike the tailcone. Also, do not slow or stop the rotors by grabbing the tail rotor. Stopping the tail rotor by hand can damage the tail rotor drive.
15. Never land in tall dry grass. The exhaust is low to the ground and very hot; a grass fire may be ignited.
16. Always check an area for wires or other obstructions before practicing autorotations.
17. Never attempt a magneto check while in flight. If one magneto is malfunctioning and the pilot grounds the other one, the engine may stop completely. If a magneto malfunction is suspected, leave the key in the BOTH position and land as soon as practical.

**SAFETY NOTICES**

The following Safety Notices have been issued by Robinson Helicopter Company as a result of various accidents and incidents. Studying the mistakes made by other pilots will help you avoid making the same errors. Safety Notices are available on the RHC website: [www.robinsonheli.com](http://www.robinsonheli.com).

**SAFETY  
NOTICE**

**TITLE**

- SN-1 Inadvertent Actuation of Mixture Control in Flight
- SN-9 Many Accidents Involve Dynamic Rollover
- SN-10 Fatal Accidents Caused by Low RPM Rotor Stall
- SN-11 Low-G Pushovers - Extremely Dangerous
- SN-13 Do Not Attach Items to the Skids
- SN-15 Fuel Exhaustion Can Be Fatal
- SN-16 Power Lines Are Deadly
- SN-17 Never Exit Helicopter with Engine Running  
Hold Controls When Boarding Passengers  
Never Land in Tall Dry Grass
- SN-18 Loss of Visibility Can Be Fatal  
Overconfidence Prevails in Accidents
- SN-19 Flying Low Over Water is Very Hazardous
- SN-20 Beware of Demonstration or Initial Training Flights
- SN-22 Always Reduce Rate-of-Descent Before Reducing Airspeed
- SN-23 Walking into Tail Rotor Can Be Fatal
- SN-24 Low RPM Rotor Stall Can Be Fatal
- SN-25 Carburetor Ice
- SN-26 Night Flight Plus Bad Weather Can Be Deadly
- SN-27 Surprise Throttle Chops Can Be Deadly
- SN-28 Listen for Impending Bearing Failure  
Clutch Light Warning
- SN-29 Airplane Pilots High Risk When Flying Helicopters
- SN-30 Loose Objects Can Be Fatal
- SN-31 Governor Can Mask Carb Ice
- SN-32 High Winds or Turbulence
- SN-33 Drive Belt Slack
- SN-34 Aerial Survey and Photo Flights - Very High Risk
- SN-35 Flying Near Broadcast Towers
- SN-36 Overspeeds During Liftoff
- SN-37 Exceeding Approved Limitations Can Be Fatal
- SN-38 Practice Autorotations Cause Many Training Accidents
- SN-39 Unusual Vibration Can Indicate a Main Rotor Blade Crack
- SN-40 Post-Crash Fires
- SN-41 Pilot Distractions
- SN-42 Unanticipated Yaw
- SN-43 Use Extra Caution During Post-Maintenance Flights



## **Safety Notice SN-1**

Issued: Jan 81 Rev: Feb 89; Jun 94

### **INADVERTENT ACTUATION OF MIXTURE CONTROL IN FLIGHT**

Cases have been reported where a pilot inadvertently pulled the mixture control instead of the carb heat or other control, resulting in sudden and complete engine stoppage. The knobs are shaped differently and the mixture control has a guard which must be removed and a push-button lock which must be depressed before actuating. These differences should be stressed when checking out new pilots. Also, in the R22, it is a good practice to always reach around the left side of the cyclic control when actuating the lateral trim. This will lessen the chance of pulling the mixture control by mistake. Always use the small plastic guard which is placed on the mixture control prior to starting the engine and is not removed until the end of the flight when the idle cut-off is pulled. Replace the guard on the mixture control so it will be in place for the next flight.

If the mixture control is inadvertently pulled, lower the collective and enter autorotation. If there is sufficient altitude, push the mixture control in and restart the engine using the left hand. DO NOT disengage the clutch.

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Safety Notices SN-2 thru SN-8 have been superseded or deleted.

## Safety Notice SN-9

Issued: Jul 82 Rev: Jun 94

### MANY ACCIDENTS INVOLVE DYNAMIC ROLLOVER

A dynamic rollover can occur whenever the landing gear contacts a fixed object, forcing the aircraft to pivot about the object instead of about its own center of gravity. The fixed object can be any obstacle or surface which prevents the skid from moving sideways. Once started, dynamic rollover cannot be stopped by application of opposite cyclic alone. For example, assume the right skid contacts an object and becomes the pivot point while the helicopter starts rolling to the right. Even with full left cyclic applied, the main rotor thrust vector will still pass on the left side of the pivot point and produce a rolling moment to the right instead of to the left. The thrust vector and its moment will follow the aircraft as it continues rolling to the right. Quickly applying down collective is the most effective way to stop a dynamic rollover.

To avoid a dynamic rollover:

- 1) Always practice hovering autorotations into the wind and never when the wind is gusty or over 10 knots.
- 2) Never hover close to fences, sprinklers, bushes, runway lights or other obstacles a skid could catch on.
- 3) Always use a two-step liftoff. Pull in just enough collective to be light on the skids and feel for equilibrium, then gently lift the helicopter into the air.
- 4) Do not practice hovering maneuvers close to the ground. Keep the skids at least five feet above the ground when practicing sideward or rearward flight.

## **Safety Notice SN-10**

Issued: Oct 82 Rev: Feb 89; Jun 94

### FATAL ACCIDENTS CAUSED BY LOW RPM ROTOR STALL

A primary cause of fatal accidents in light helicopters is failure to maintain rotor RPM. To avoid this, every pilot must have his reflexes conditioned so he will instantly add throttle and lower collective to maintain RPM in any emergency.

The R22 and R44 have demonstrated excellent crashworthiness as long as the pilot flies the aircraft all the way to the ground and executes a flare at the bottom to reduce his airspeed and rate of descent. Even when going down into rough terrain, trees, wires or water, he must force himself to lower the collective to maintain RPM until just before impact. The ship may roll over and be severely damaged, but the occupants have an excellent chance of walking away from it without injury.

Power available from the engine is directly proportional to RPM. If the RPM drops 10%, there is 10% less power. With less power, the helicopter will start to settle, and if the collective is raised to stop it from settling, the RPM will be pulled down even lower, causing the ship to settle even faster. If the pilot not only fails to lower collective, but instead pulls up on the collective to keep the ship from going down, the rotor will stall almost immediately. When it stalls, the blades will either "blow back" and cut off the tailcone or it will just stop flying, allowing the helicopter to fall at an extreme rate. In either case, the resulting crash is likely to be fatal.

No matter what causes the low rotor RPM, the pilot must first roll on throttle and lower the collective simultaneously to recover RPM before investigating the problem. It must be a conditioned reflex. In forward flight, applying aft cyclic to bleed off airspeed will also help recover lost RPM.

## **Safety Notice SN-11**

Issued: Oct 82 Rev: Nov 00

### LOW-G PUSHOVERS - EXTREMELY DANGEROUS

Pushing the cyclic forward following a pull-up or rapid climb, or even from level flight, produces a low-G (weightless) flight condition. If the helicopter is still pitching forward when the pilot applies aft cyclic to reload the rotor, the rotor disc may tilt aft relative to the fuselage before it is reloaded. The main rotor torque reaction will then combine with tail rotor thrust to produce a powerful right rolling moment on the fuselage. With no lift from the rotor, there is no lateral control to stop the rapid right roll and mast bumping can occur. Severe in-flight mast bumping usually results in main rotor shaft separation and/or rotor blade contact with the fuselage.

The rotor must be reloaded before lateral cyclic can stop the right roll. To reload the rotor, apply an immediate gentle aft cyclic, but avoid any large aft cyclic inputs. (The low-G which occurs during a rapid autorotation entry is not a problem because lowering collective reduces both rotor lift and rotor torque at the same time.)

Never attempt to demonstrate or experiment with low-G maneuvers, regardless of your skill or experience level. Even highly experienced test pilots have been killed investigating the low-G flight condition. Always use great care to avoid any maneuver which could result in a low-G condition. Low-G mast bumping accidents are almost always fatal.

**NEVER PERFORM A LOW-G PUSHOVER!!**

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Safety Notice SN-12 has been superseded by SN-24  
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## **Safety Notice SN-13**

Issued: Jan 83 Rev: Jun 94

### DO NOT ATTACH ITEMS TO THE SKIDS

The landing gear strut elbows have cracked on several helicopters when the pilot attempted to carry an external load strapped to the landing gear skids. The landing gear is optimized to take high "up" loads. Consequently, it has very low strength in the opposite or "down" direction. Also, even a small weight attached to the landing gear may change the natural frequency enough to cause high loads due to inflight vibration. Do not attempt to carry any external load or object attached to the landing gear.

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Safety Notice SN-14 has been superseded by SN-17, SN-27 and SN-28

## Safety Notice SN-15

Issued: Aug 83 Rev: Jun 94

### FUEL EXHAUSTION CAN BE FATAL

Many pilots underestimate the seriousness of fuel exhaustion. Running out of fuel is the same as a sudden total engine or drive system failure. When that occurs, the pilot must immediately enter autorotation and prepare for a forced landing. Refer to Section 3 of the Pilot's Operating Handbook under Power Failure. If autorotation is not entered immediately, the RPM will rapidly decay, the rotor will stall, and the results will likely be fatal. Serious or fatal accidents have occurred as a result of fuel exhaustion.

To insure this does not happen to you, observe the following precautions:

- 1) Never rely solely on the fuel gage or the low fuel warning light. These electromechanical devices have questionable reliability in any airplane or helicopter. Always record the hourmeter reading each time the fuel tanks are filled.
- 2) During your preflight:
  - a) Check the fuel level in the tanks visually.
  - b) Be sure the fuel caps are tight.
  - c) Drain a small quantity of fuel from each tank and the gascolator to check for water or other contamination.
- 3) Before takeoff:
  - a) Insure that the fuel valve is full on.
  - b) Be sure guard is placed on mixture control.
  - c) Plan your next fuel stop so you will have at least 20 minutes of fuel remaining.
- 4) In flight:
  - a) Continually check both hourmeter and fuel gages. If either indicates low fuel, LAND.
  - b) Always land to refuel before the main tank fuel gage reads less than 1/4 full.
  - c) NEVER allow the fuel quantity to become so low in flight that the low fuel warning light comes on.

## **Safety Notice SN-16**

Issued: Apr 84 Rev: Jun 94

### POWER LINES ARE DEADLY

Flying into wires, cables, and other objects is by far the number one cause of fatal accidents in helicopters. Pilots must constantly be on the alert for this very real hazard.

- \* Watch for the towers; you will not see the wires in time.
- \* Fly directly over the towers when crossing power lines.
- \* Allow for the smaller, usually invisible, grounding wire(s) which are well above the larger more visible wires.
- \* Constantly scan the higher terrain on either side of your flight path for towers.
- \* Always maintain at least 500 feet AGL except during take-off and landing. By always flying above 500 feet AGL, you can virtually eliminate the primary cause of fatal accidents.

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## **Safety Notice SN-17**

Issued: Nov 84 Rev: Feb 89; Jun 94

### NEVER EXIT HELICOPTER WITH ENGINE RUNNING

Several accidents have occurred when pilots momentarily left their helicopters unattended with the engine running and rotors turning. The collective can creep up, increasing both pitch and throttle, allowing the helicopter to lift off or roll out of control.

### HOLD CONTROLS WHEN BOARDING PASSENGERS

It is important to firmly grip both cyclic and throttle while loading or unloading passengers with the engine running in case they inadvertently bump the controls or slide across the throttle, rolling it open.

### NEVER LAND IN TALL DRY GRASS

The engine exhaust is very hot and can easily ignite tall grass or brush. One R22 was completely destroyed by fire after a normal landing in tall grass.

## Safety Notice SN-18

Issued: Jan 85 Rev: Feb 89; Jun 94

### LOSS OF VISIBILITY CAN BE FATAL

Flying a helicopter in obscured visibility due to fog, snow, low ceiling, or even a dark night can be fatal. Helicopters have less inherent stability and much faster roll and pitch rates than airplanes. Loss of the pilot's outside visual references, even for a moment, can result in disorientation, wrong control inputs, and an uncontrolled crash. This type of situation is likely to occur when a pilot attempts to fly through a partially obscured area and realizes too late that he is losing visibility. He loses control of the helicopter when he attempts a turn to regain visibility but is unable to complete the turn without visual references.

You must take corrective action before visibility is lost! Remember, unlike the airplane, the unique capability of the helicopter allows you to land and use alternate transportation during bad weather, provided you have the good judgement and necessary willpower to make the correct decision.

### OVERCONFIDENCE PREVAILS IN ACCIDENTS

A personal trait most often found in pilots having serious accidents is overconfidence. High-time fixed-wing pilots transitioning into helicopters and private owners are particularly susceptible. Airplane pilots feel confident and relaxed in the air, but have not yet developed the control feel, coordination, and sensitivity demanded by a helicopter. Private owners are their own boss and can fly without discipline, enforced rules, or periodic flight checks and critique by a chief pilot. A private owner must depend on self-discipline, which is sometimes forgotten.

When flown properly and conservatively, helicopters are potentially the safest aircraft built. But helicopters are also probably the least forgiving. They must always be flown defensively. The pilot should allow himself a greater safety margin than he thinks will be necessary, just in case.

## Safety Notice SN-19

Issued: Jul 85 Rev: Jun 94

### FLYING LOW OVER WATER IS VERY HAZARDOUS

Many helicopter accidents have occurred while maneuvering low over water. Many pilots do not realize their loss of depth perception when flying over water. Flying over calm glassy water is particularly dangerous, but even choppy water, with its constantly varying surface, interferes with normal depth perception and may cause a pilot to misjudge his height above the water.

**MAINTAIN 500 FEET AGL WHENEVER POSSIBLE AND AVOID MANEUVERS OVER WATER BELOW 200 FEET AGL.**

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## Safety Notice SN-20

Issued: Sep 85 Rev: Jun 94

### BEWARE OF DEMONSTRATION OR INITIAL TRAINING FLIGHTS

A disproportionate number of fatal and non-fatal accidents occur during demonstration or initial training flights. The accidents occur because individuals other than the pilot are allowed to manipulate the controls without being properly prepared or indoctrinated.

If a student begins to lose control of the aircraft, an experienced flight instructor can easily regain control provided the student does not make any large or abrupt control movements. If, however, the student becomes momentarily confused and makes a sudden large control input in the wrong direction, even the most experienced instructor may not be able to recover control. Instructors are usually prepared to handle the situation where the student loses control and does nothing, but they are seldom prepared for the student who loses control and does the wrong thing.

Before allowing someone to touch the controls of the aircraft, they must be thoroughly indoctrinated concerning the extreme sensitivity of the controls in a light helicopter. They must be firmly instructed to never make a large or sudden movement with the controls. And, the pilot-in-command must be prepared to instantly grip the controls should the student start to make a wrong move.

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Safety Notice SN-21 has been deleted.



## Safety Notice SN-22

Issued: Jul 86 Rev: Jun 94

### ALWAYS REDUCE RATE-OF-DESCENT BEFORE REDUCING AIRSPEED

Many helicopter accidents have been caused by the pilot reducing his airspeed to near zero during an approach before reducing his rate-of-descent. As the pilot then raises the collective and flares to stop his rate-of-descent, he flares into his own downwash, greatly increasing the power and collective pitch required. The aircraft begins to enter the vortex ring state (settling-with-power) and a hard landing occurs, often followed by a rollover. This can occur during a steep approach either power-on or power-off.

This can be avoided by always reducing your rate-of-descent before reducing your airspeed. A good rule to follow is never allow your airspeed to be less than 30 knots until your rate-of-descent is less than 300 feet per minute.

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## Safety Notice SN-23

Issued: Jul 86 Rev: Jun 94

### WALKING INTO TAIL ROTOR CAN BE FATAL

Non-pilot passengers have been killed by inadvertently walking into a rotating tail rotor. Every possible precaution must be taken by the pilot to prevent this tragic type of accident. The following rules should always be observed:

- 1) Never allow anyone to approach the helicopter unless they are escorted or have been properly instructed. If necessary, shut down and stop rotors before boarding passengers.
- 2) Always have strobe light flashing when rotors are turning.
- 3) Instruct passengers to establish and maintain eye contact with pilot when approaching helicopter. (This will force them to approach only from the nose or side, never the tail).
- 4) Instruct passengers to leave the helicopter in full view of the pilot and walk only around the nose, never the tail.
- 5) Be especially careful when landing off airports as unseen children or adults might approach the helicopter from the rear.

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## Safety Notice SN-24

Issued: Sep 86 Rev: Jun 94

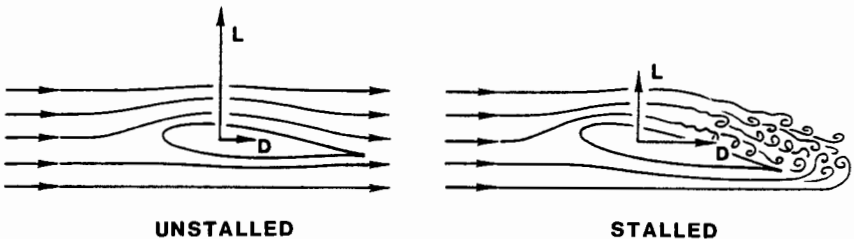
### LOW RPM ROTOR STALL CAN BE FATAL

Rotor stall due to low RPM causes a very high percentage of helicopter accidents, both fatal and non-fatal. Frequently misunderstood, rotor stall is not to be confused with retreating tip stall which occurs only at high forward speeds when stall occurs over a small portion of the retreating blade tip. Retreating tip stall causes vibration and control problems, but the rotor is still very capable of providing sufficient lift to support the weight of the helicopter.

Rotor stall, on the other hand, can occur at any airspeed and when it does, the rotor stops producing the lift required to support the helicopter and the aircraft literally falls out of the sky. Fortunately, rotor stall accidents most often occur close to the ground during takeoff or landing and the helicopter falls only four or five feet. The helicopter is wrecked but the occupants survive. However, rotor stall also occurs at higher altitudes and when it happens at heights above 40 or 50 feet AGL it is most likely to be fatal.

Rotor stall is very similar to the stall of an airplane wing at low airspeeds. As the airspeed of an airplane gets lower, the nose-up angle, or angle-of-attack, of the wing must be higher for the wing to produce the lift required to support the weight of the airplane. At a critical angle (about 15 degrees), the airflow over the wing will separate and stall, causing a sudden loss of lift and a very large increase in drag. The airplane pilot recovers by lowering the nose of the airplane to reduce the wing angle-of-attack below stall and adds power to recover the lost airspeed.

The same thing happens during rotor stall with a helicopter except it occurs due to low rotor RPM instead of low airspeed. As the RPM of the rotor gets lower, the angle-of-attack of the rotor blades must be higher to generate the lift required to support the weight of the helicopter. Even if the collective is not raised by the pilot to provide the higher blade angle, the helicopter will start to descend until the



Wing or rotor blade unstalled and stalled.

Safety Notice SN-24 (continued)

upward movement of air to the rotor provides the necessary increase in blade angle-of-attack. As with the airplane wing, the blade airfoil will stall at a critical angle, resulting in a sudden loss of lift and a large increase in drag. The increased drag on the blades acts like a huge rotor brake causing the rotor RPM to rapidly decrease, further increasing the rotor stall. As the helicopter begins to fall, the upward rushing air continues to increase the angle-of-attack on the slowly rotating blades, making recovery virtually impossible, even with full down collective.

When the rotor stalls, it does not do so symmetrically because any forward airspeed of the helicopter will produce a higher airflow on the advancing blade than on the retreating blade. This causes the retreating blade to stall first, allowing it to dive as it goes aft while the advancing blade is still climbing as it goes forward. The resulting low aft blade and high forward blade become a rapid aft tilting of the rotor disc sometimes referred to as "rotor blow-back". Also, as the helicopter begins to fall, the upward flow of air under the tail surfaces tends to pitch the aircraft nose-down. These two effects, combined with aft cyclic by the pilot attempting to keep the nose from dropping, will frequently allow the rotor blades to blow back and chop off the tailboom as the stalled helicopter falls. Due to the magnitude of the forces involved and the flexibility of rotor blades, rotor teeter stops will not prevent the boom chop. The resulting boom chop, however, is academic, as the aircraft and its occupants are already doomed by the stalled rotor before the chop occurs.

## **Safety Notice SN-25**

Issued: Dec 1986    Rev: Jul 2012

### CARBURETOR ICE

Avoidable accidents have been attributed to engine stoppage due to carburetor ice. When used properly, the carburetor heat and carb heat assist systems on the R22 and R44 will prevent carburetor ice.

Pressure drops and fuel evaporation inside the carburetor cause significant cooling. Therefore, carburetor ice can occur at OATs as high as 30°C (86°F). Even in generally dry air, local conditions such as a nearby body of water can be conducive to carburetor ice. **When in doubt, assume conditions are conducive to carburetor ice and apply carb heat as required.**

For the R22 and R44, carburetor heat may be necessary during takeoff. Unlike airplanes which take off at full throttle, helicopters take off using power as required, making them vulnerable to carburetor ice. Also use full carb heat during run-up to preheat the induction system.

On aircraft equipped with the carb heat assist system, the control knob should be left unlatched unless it is obvious that conditions are not conducive to carburetor ice.

Carburetor heat reduces engine power output for a given manifold pressure. Approximately 1.5 in. Hg additional MAP is required to generate maximum continuous power (MCP) or takeoff power (TOP) with full heat applied. The additional MAP with carb heat does not overstress the engine or helicopter because power limits are still being observed. Since the engine is derated, it will produce TOP at lower altitudes even with full heat. However, avoid using more heat than required at high altitudes as the engine may reach full throttle at less than MCP or TOP.

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## **Safety Notice SN-26**

Issued: Jan 87    Rev: Jun 94

### NIGHT FLIGHT PLUS BAD WEATHER CAN BE DEADLY

Many fatal accidents have occurred at night when the pilot attempted to fly in marginal weather after dark. The fatal accident rate during night flight is many times higher than during daylight hours.

When it is dark, the pilot cannot see wires or the bottom of clouds, nor low hanging scud or fog. Even when he does see it, he is unable to judge its altitude because there is no horizon for reference. He doesn't realize it is there until he has actually flown into it and suddenly loses his outside visual references and his ability to control the attitude of the helicopter. As helicopters are not inherently stable and have very high roll rates, the aircraft will quickly go out of control, resulting in a high velocity crash which is usually fatal.

Be sure you NEVER fly at night unless you have clear weather with unlimited or very high ceilings and plenty of celestial or ground lights for reference.

## Safety Notice SN-27

Issued: Dec 87 Rev: Jun 94

### SURPRISE THROTTLE CHOPS CAN BE DEADLY

Many flight instructors do not know how to give a student a simulated power failure safely. They may have learned how to respond to a throttle chop themselves, but they haven't learned how to prepare a student for a simulated power failure or how to handle a situation where the student's reactions are unexpected. The student may freeze on the controls, push the wrong pedal, raise instead of lower the collective, or just do nothing. The instructor must be prepared to handle any unexpected student reaction.

Before giving a simulated power failure, carefully prepare your student and be sure you have flown together enough to establish that critical understanding and communication between instructor and student. Go through the exercise together a number of times until the student's reactions are both correct and predictable. Never truly surprise the student. Tell him you are going to give him a simulated power failure a few minutes before, and when you roll off the throttle, loudly announce "power failure". The manifold pressure should be less than 21 inches and the throttle should be rolled off smoothly, never "chopped". Follow through on all controls and tighten the muscles in your right leg to prevent the student from pushing the wrong pedal if he becomes confused. And always assume that you will be required to complete the autorotation entry yourself. Never wait to see what the student does. Plan to initiate the recovery within one second, regardless of the student's reaction.

There have been instances when the engine has quit during simulated engine failures. As a precaution, always perform the simulated engine failure within glide distance of a smooth open area where you are certain you could complete a safe touch-down autorotation should it become necessary. Also, never practice simulated power failures until the engine is thoroughly warmed up. Wait until you have been flying for at least 15 to 20 minutes.

## **Safety Notice SN-28**

Issued: Jul 1988      Rev: Jul 2012

### LISTEN FOR IMPENDING BEARING FAILURE

An impending ball or roller bearing failure is usually preceded by a noticeable increase in noise. The noise will typically start several hours before the bearing actually fails or before there is any increase in bearing temperature. To detect pending failure of a drive system bearing, the pilot should uncover one ear and listen to the sound of the drive system during start-up and shutdown. After the pilot becomes familiar with the normal sound of the drive system, he should be able to detect the noise made by a failing bearing. The failing bearing will produce a loud whine, rumble, growl, or siren sound. Upon hearing an unusual noise, the pilot must immediately ground the aircraft and have the bearings thoroughly inspected by a qualified mechanic. Failure of a bearing in flight could result in a serious accident.

Do not rely on Telatemps to indicate impending bearing failure. A failing bearing may not run hot enough to black out the Telatemps until it actually starts to disintegrate. This may occur only seconds before complete failure.

### CLUTCH LIGHT WARNING

It is normal for the clutch light to come on occasionally in flight for a short time (approximately 3 to 6 seconds) to re-tension the drive belts. If the clutch light flickers or does not go out within 10 seconds, it can indicate a belt or bearing failure. If abnormal clutch light indication occurs, pull clutch circuit breaker and reduce power. Select a safe landing site and make a precautionary landing to check drive system. If additional symptoms of drive system failure (smell of hot rubber, noise, or vibration) are present, land immediately. If tachometer needle split occurs, enter autorotation.

After landing, shut down and check the drive belts to insure that the belts are in their grooves and not damaged. Check the upper and lower actuator bearings for seal damage. Also check the Telatemp indicator readings. If drive system problems are found, have the aircraft inspected by a mechanic before further flight.

## Safety Notice SN-29

Issued: Mar 93 Rev: Jun 94

### AIRPLANE PILOTS HIGH RISK WHEN FLYING HELICOPTERS

There have been a number of fatal accidents involving experienced pilots who have many hours in airplanes but with only limited experience flying helicopters.

The ingrained reactions of an experienced airplane pilot can be deadly when flying a helicopter. The airplane pilot may fly the helicopter well when doing normal maneuvers under ordinary conditions when there is time to think about the proper control response. But when required to react suddenly under unexpected circumstances, he may revert to his airplane reactions and commit a fatal error. Under those conditions, his hands and feet move purely by reaction without conscious thought. Those reactions may well be based on his greater experience, i.e., the reactions developed flying airplanes.

For example, in an airplane his reaction to a warning horn (stall) would be to immediately go forward with the stick and add power. In a helicopter, application of forward stick when the pilot hears a horn (low RPM) would drive the RPM even lower and could result in rotor stall, especially if he also "adds power" (up collective). In less than one second the pilot could stall his rotor, causing the helicopter to fall out of the sky.

Another example is the reaction necessary to make the aircraft go down. If the helicopter pilot must suddenly descend to avoid a bird or another aircraft, he rapidly lowers the collective with very little movement of the cyclic stick. In the same situation, the airplane pilot would push the stick forward to dive. A rapid forward movement of the helicopter cyclic stick under these conditions would result in a low "G" condition which could cause mast bumping, resulting in separation of the rotor shaft or one blade striking the fuselage. A similar situation exists when terminating a climb after a pull-up. The airplane pilot does it with forward stick. The helicopter pilot must use his collective or a very gradual, gentle application of forward cyclic.

To stay alive in the helicopter, the experienced airplane pilot must devote considerable time and effort to developing safe helicopter reactions. The helicopter reactions must be stronger and take precedence over the pilot's airplane reactions because everything happens faster in a helicopter. The pilot does not have time to realize he made the wrong move, think about it, and then correct it. It's too late; the rotor has already stalled or a blade has already struck the airframe and there is no chance of recovery. To develop safe helicopter reactions, the airplane pilot must practice each procedure over and over again with a competent instructor until his hands and feet will always make the right move without requiring conscious thought. **AND, ABOVE ALL, HE MUST NEVER ABRUPTLY PUSH THE CYCLIC STICK FORWARD.**

Also see Safety Notices SN-11 and SN-24.



## **Safety Notice SN-30**

Issued: Jun 94    Rev: Apr 2009

### LOOSE OBJECTS CAN BE FATAL

Fatal accidents have occurred due to loose objects flying out of the cabin and striking the tail rotor. Any object striking the tail rotor can cause failure of a tail rotor blade. Loss of or damage to a tail rotor blade may cause a severe out-of-balance condition which can separate the tail rotor gearbox or entire tail assembly from the tailcone, resulting in a catastrophic accident. Accidents have also been caused by fuel caps, birds, and other objects striking the tail rotor. Before each flight perform the following:

- 1) Walk completely around the aircraft checking fuel cap security and tail rotor condition. Ensure no loose objects or debris in helicopter vicinity. Verify cotter rings or pins are installed in all door hinge pins.
- 2) Stow or secure all loose objects in the cabin. Even with doors on, items such as charts can be sucked out of a vent door.
- 3) Instruct passengers regarding the dangers of objects striking the tail rotor. Warn them never to throw anything from the helicopter or place items near vent doors where they could get sucked out.
- 4) Firmly latch all doors.
- 5) Never fly with a left door removed. (Remove only the right door for ventilation.)

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## **Safety Notice SN-31**

Issued: Dec 96

### GOVERNOR CAN MASK CARB ICE

With throttle governor on, carb ice will not become apparent as a loss of either RPM or manifold pressure. The governor will automatically adjust throttle to maintain constant RPM which will also result in constant manifold pressure. When in doubt, apply carb heat as required to keep CAT out of yellow arc during hover, climb, or cruise, and apply full carb heat when manifold pressure is below 18 inches.

Also remember, if carb heat assist is used it will reduce carb heat when you lift off to a hover and the control may require readjustment in flight.

## **Safety Notice SN-32**

Issued: March 1998      Revised: May 2013

### HIGH WINDS OR TURBULENCE

A pilot's improper application of control inputs in response to high winds or turbulence can increase the likelihood of a mast bumping accident. The following procedures are recommended:

1. If turbulence is expected, reduce power and use a slower than normal cruise speed. Mast bumping is less likely at lower airspeeds.
2. If significant turbulence is encountered, reduce airspeed to 60 - 70 knots.
3. Tighten seat belt and firmly rest right forearm on right leg to prevent unintentional control inputs.
4. Do not overcontrol. Allow aircraft to go with the turbulence, then restore level flight with smooth, gentle control inputs. Momentary airspeed, heading, altitude, and RPM excursions are to be expected.
5. Avoid flying on the downwind side of hills, ridges, or tall buildings where the turbulence will likely be most severe.

The helicopter is more susceptible to turbulence at light weight. Use caution when flying solo or lightly loaded.

## **Safety Notice SN-33**

Issued: March 1998      Revised: July 2013

### DRIVE BELT SLACK

R22 and R44 drive belts must have the proper slack prior to engine start. Belts which are too loose may jump out of their sheave grooves during engine start while clutch is engaging.

1. During preflight, with clutch disengaged, press in on belts with fingers just above fan scroll. Verify belts deflect approximately 1 ½ inches (4 cm). If belts are significantly looser than this, have actuator adjusted prior to engine start.
2. After engine start, engage clutch and verify rotor turns within 5 seconds. If rotor does not turn within 5 seconds, shut down and have actuator adjusted prior to flight.

New drive belts may be tight and cause the rotor to turn during engine start. This places unnecessary strain on the starter and drive system. If necessary, stretch new belts as follows:

1. During shutdown, do not disengage clutch.
2. After battery switch is off, put clutch switch in DISENGAGE position. If the clutch switch is left in ENGAGE position, the tachometers still draw power and can drain the battery.
3. Switch battery on and allow clutch to disengage during next preflight.

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## **Safety Notice SN-34**

Issued: Mar 99 Rev: Apr 2009

### **AERIAL SURVEY AND PHOTO FLIGHTS - VERY HIGH RISK**

There is a misconception that aerial survey and photo flights can be flown safely by low time pilots. Not true. There have been numerous fatal accidents during aerial survey and photo flights, including several involving Robinson helicopters.

Often, to please the observer or photographer, an inexperienced pilot will slow the helicopter to less than 30 KIAS and then attempt to maneuver for the best viewing angle. While maneuvering, the pilot may lose track of airspeed and wind conditions. The helicopter can rapidly lose translational lift and begin to settle. An inexperienced pilot may raise the collective to stop the descent. This can reduce RPM thereby reducing power available and causing an even greater descent rate and further loss of RPM. Rolling on throttle will increase rotor torque but not power available due to the low RPM. Because tail rotor thrust is proportional to the square of RPM, if the RPM drops below 80% nearly one-half of the tail rotor thrust is lost and the helicopter will rotate nose right. Suddenly the decreasing RPM also causes the main rotor to stall and the helicopter falls rapidly while continuing to rotate. The resulting impact is usually fatal.

Aerial survey and photo flights should only be conducted by well trained, experienced pilots who:

- 1) Have at least 500 hours pilot-in-command in helicopters and over 100 hours in the model flown;
- 2) Have extensive training in both low RPM and settling-with-power recovery techniques;
- 3) Are willing to say no to the observer or photographer and only fly the aircraft at speeds, altitudes, and wind angles that are safe and allow good escape routes.

**Also see Safety Notice SN-24.**

## **Safety Notice SN-35**

Issued: Apr 99

### FLYING NEAR BROADCAST TOWERS

Electrical system malfunctions have occurred in aircraft, including R22 and R44 helicopters, when flying near high intensity broadcast towers. While transmission tower location and height are marked on aeronautical charts, transmitter power is not.

Early indications of a high power radio field include strong interference in the intercom system and aircraft radio receivers. Increasing field strength may cause random illumination of warning lights and erratic governor and tachometer operation. If the pilot has removed his hand from the collective to adjust the radio due to the interference, initial erratic operation of the governor may go unnoticed. Under these conditions, the governor may roll the throttle to idle or open it rapidly, overspeeding the engine and rotor.

The following precautions should be taken to reduce the risk from high power radio transmitters:

- 1) Do not fly near broadcast towers.
- 2) Do not become distracted trying to adjust the radio or intercom to reduce interference. Keep one hand on the collective and throttle, and be prepared to switch off the governor and assume manual throttle control.
- 3) Although permanent damage is unlikely, check electrical system thoroughly following a flight through a high power radio field.

## **Safety Notice SN-36**

Issued: Nov 00

### OVERSPEEDS DURING LIFTOFF

Helicopters have been severely damaged by RPM overspeeds during liftoff. The overspeeds caused a tail rotor drive shaft vibration which led to immediate failure of shaft and tailcone. Throughout the normal RPM range, tail rotor shaft vibration is controlled by damper bearing. However, damper is not effective above 120% RPM.

Mechanical correlation can cause overspeed during liftoff if RPM is increased to normal flight settings and collective raised before governor is switched on. Overspeeds can also occur if throttle is gripped too firmly during liftoff causing governor to be overridden. Inexperienced pilots, who are most likely to be nervous or distracted, are particularly susceptible to this type of overspeed.

To avoid overspeeds during liftoff:

1. Always confirm governor on before increasing RPM above 80%.
2. Verify governor stabilizes engine RPM near top of green arc.
3. Maintain relaxed grip on throttle allowing governor to control RPM.

## **Safety Notice SN-37**

Issued: Dec 01

### **EXCEEDING APPROVED LIMITATIONS CAN BE FATAL**

Many pilots do not understand metal fatigue. Each time a metal component is loaded to a stress level above its fatigue limit, hidden damage occurs within the metal. There is no inspection method which can detect this invisible fatigue damage. The first indication will be a tiny microscopic crack in the metal, often hidden from view. The crack will grow with each repetition of the critical stress until the part suddenly breaks. Crack growth will occur quite rapidly in drive system parts from the high frequency torsional loads. It will also occur rapidly in rotor system components due to the high centrifugal force on the blades and hub. Damaging fatigue cycles occur with every revolution of an overloaded drive shaft or rotor blade.

If a pilot exceeds the power or airspeed limits on a few occasions without failure, he may be misled into believing he can safely operate at those high loads. Not true. Every second the limitations are exceeded, more stress cycles occur and additional fatigue damage can accumulate within the metal. Eventually, a fatigue crack will begin and grow until a sudden failure occurs. If the pilot is lucky, the part will have reached its approved service life and be replaced before failure. If not, there will likely be a serious or fatal accident.

### **WARNING**

- 1) Always operate the aircraft well below its approved Vne (never exceed speed), especially in turbulent wind conditions.
- 2) Do not operate the engine above its placarded manifold pressure limits.
- 3) Do not load the aircraft above its approved gross weight limit.
- 4) **The most damaging conditions occur when flying or maneuvering at high airspeeds combined with high power settings.**



## **Safety Notice SN-38**

Issued: Jul 2003

Rev: Oct 2004

### PRACTICE AUTOROTATIONS CAUSE MANY TRAINING ACCIDENTS

Each year many helicopters are destroyed practicing for the engine failure that very rarely occurs.

Many practice autorotation accidents occur when the helicopter descends below 100 feet AGL without all the proper conditions having been met. As the aircraft descends through 100 feet AGL, make an immediate power recovery unless all of the following conditions exist:

- 1) Rotor RPM in middle of green arc
- 2) Airspeed stabilized between 60 and 70 KIAS
- 3) A normal rate of descent, usually less than 1500 ft/min
- 4) Turns (if any) completed

Instructors may find it helpful to call out "RPM, airspeed, rate of descent" prior to passing through 100 feet. At density altitudes above 4000 feet, increase the decision point to 200 feet AGL or higher.

A high percentage of training accidents occur after many consecutive autorotations. To maintain instructor focus and minimize student fatigue, limit practice to no more than 3 or 4 consecutive autorotations.

There have been instances when the engine has quit during practice autorotation. To avoid inadvertent engine stoppage, do not roll throttle to full idle. Reduce throttle smoothly for a small visible needle split, then hold throttle firmly to override governor. Recover immediately if engine is rough or engine RPM continues to drop.

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## **Safety Notice SN-39**

Issued: Jul 2003

### UNUSUAL VIBRATION CAN INDICATE A MAIN ROTOR BLADE CRACK

A catastrophic rotor blade fatigue failure can be averted if pilots and mechanics are alert to early indications of a fatigue crack. Although a crack may be internal to blade structure and not visible, it will likely cause a significant increase in rotor vibration prior to final failure. If a rotor is smooth after balancing but then goes out of balance again within a few flights, it should be considered suspect. Have the rotor system thoroughly examined by a qualified mechanic before further flight.

If main rotor vibration rapidly increases or becomes severe during flight, make an immediate safe landing. Do not attempt to continue flight to a convenient destination.

## **Safety Notice SN-40**

Issued: July 2006 Rev: May 2013

### POST-CRASH FIRES

There have been a number of cases where helicopter or light plane occupants were severely burned by fire following an accident. Fire-retardant Nomex flight apparel reduces the likelihood of severe burns. Military, law-enforcement, medical, and other organizations often require Nomex apparel for every flight. Pilots should consider the benefits of fire-retardant clothing and brief or equip all occupants accordingly.

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## **Safety Notice SN-41**

Issued: May 2013

### PILOT DISTRACTIONS

Distractions in the cabin have caused pilots to lose control of the helicopter. Reading charts, programming avionics, or attending to passengers are some common distractions. During flight, it is important to keep eyes focused outside and minimize distractions to avoid an accident. Any avionics programming that takes more than a few seconds should be done while on the ground.

When hovering, keep both hands on the controls. If tuning a radio or other task is required, first land and reduce collective pitch. When dealing with distractions in forward flight, reduce power, slow down, and frequently look outside to verify straight and level flight.

Occasionally, pilots neglect to latch a door before taking off. Never attempt to latch a door while hovering or in flight. It is safer to land before closing a door.

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## **Safety Notice SN-42**

Issued: May 2013

### UNANTICIPATED YAW

A pilot's failure to apply proper pedal inputs in response to strong or gusty winds during hover or low-speed flight may result in an unanticipated yaw. Some pilots mistakenly attribute this yaw to loss of tail rotor effectiveness (LTE), implying that the tail rotor stalled or was unable to provide adequate thrust. Tail rotors on Robinson helicopters are designed to have more authority than many other helicopters and are unlikely to experience LTE.

To avoid unanticipated yaw, pilots should be aware of conditions (a left crosswind, for example) that may require large or rapid pedal inputs. Practicing slow, steady-rate hovering pedal turns will help maintain proficiency in controlling yaw. Hover training with a qualified instructor in varying wind conditions may also be helpful.

## **Safety Notice SN-43**

Issued: January 2015

### USE EXTRA CAUTION DURING POST-MAINTENANCE FLIGHTS

A number of fatal accidents have occurred during flights immediately following maintenance. In several cases, the cause was incorrect or incomplete reassembly of the helicopter, and the error would have been detectable during a careful preflight inspection.

Even the best maintenance personnel can become distracted and make a mistake. Pilots should conduct an especially thorough preflight inspection after maintenance has been performed. If possible, speak to the technicians who performed the work, find out exactly what was done, and pay special attention to those areas. Professional maintenance personnel will appreciate the pilot's commitment to safety and will welcome an additional check of their work.

Any work done on the flight control system deserves special attention because a flight control disconnect is almost always catastrophic. During track and balance work, always climb up to the rotor head for a close inspection of the pitch link and control tube fasteners after each adjustment. Never rush or skip preflight steps.

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