(O) 3. Heater Compartment – Check.
4. Oil Reservoir – Check.
5. Hydraulic Fluid – Check Level.
6. Transmission Oil – Check.
7. Access Doors – Secure.

FUSELAGE – CABIN RIGHT SIDE

1. Navigation Lights – Condition/Security.
2. Entrance Doors – Condition/Operation.
3. Landing Gear – Condition.
4. Pitot-Static Port – Unobstructed.

CABIN TOP

1. Main Rotor System – Condition, Security; Fluid Levels.
2. Transmission Filler Cap – Secure.
3. Short Shaft – Condition/Security.
4. Engine Air Intake – Unobstructed.
5. Antennas – Condition/Security.
6. Anti-Collision Light – Condition/ Security.
7. Engine and Transmission Cowling – Secured.
8. Cabin Top Ventilators – Unobstructed.

INTERIOR CHECK – CARGO COMPARTMENT

(N) 1. Battery Switch – ON.
(N) 2. DOME LT – As required.
3. Fire Extinguisher – Check.
4. Cargo – Secure.
5. Passenger Seats – Secure.

6. First Aid Kits – Condition/Security.
7. Electrical Outlets – Condition.
8. Crewmember Radio Panel – Check.
9. Loose Equipment – Secure.

(N) 10. DOME LT – OFF.

(N) 11. Battery Switch – OFF.

BEFORE STARTING ENGINE

1. Entrance Doors – Secured.
2. Seat and Pedals – Adjust.
3. Seat Belt and Shoulder Harness – Fastened/Adjust.
4. Shoulder Harness Lock – Check.
5. Cyclic, Collective and Throttle Friction – OFF.
6. Cyclic, Collective Pitch, and Pedals – Check/Position.
7. Landing/Searchlight – OFF.
8. AC Circuit Breakers – IN.
9. Radios – OFF/Set.
10. Governor – AUTO.
11. DE-ICE/HOT AIR – OFF.
12. TRANS PUMP – OFF.

(O) 13. LOW RPM AUDIO – OFF.

14. MAIN FUEL – OFF.

(O) 15. START FUEL – OFF.

16. OIL VALVE – OPEN.
17. Hydraulic Control Switch – ON.
18. FORCE TRIM – ON.
19. Compass Slaving – IN.
20. Instruments – Static Indications/ Markings.
21. Turn and Slip Indicator – Check.

22. Marker Beacon – OFF.
23. Clock – Wound/Running.
24. Magnetic Compass, Deviation Card – Check.
25. VSI's – Note Indication.
26. Heading Indicators – ADF Position/ Calibration Card Posted.
27. Altimeters – Set.
28. Airspeed Indicators – Note Indication.
29. Free-Air Temp Gage – Note Indication.
30. STARTER GEN Switch – START.
31. NONESS BUS – NORMAL ON.
32. VM Selector Switch – BATT (MAIN GEN if APU Start).
33. MAIN Generator Switch – ON.
34. AC PHASE Selector – AC.
35. INVTR Switch – OFF.
36. Instrument Lights – As required.
37. DC Circuit Breakers – IN.
38. PITOT HTR – OFF.
39. DOME LT – OFF (As required).
40. EXT LTS – As required.
41. ANTI-COLL Light – OFF.
42. WIPERS – OFF.
43. CARGO REL Switch – OFF.
44. CABIN HEATING Switches – OFF.

STARTING ENGINE

1. Battery Switch – OFF (ON for battery start).
2. Copilot's Attitude Indicator – Cage (APU Start Only).
3. INVTR Switch – SPARE (OFF for Battery Start).

4. FIRE DETECTOR LIGHT – TEST.
5. RPM Warning Light – ON.
(O) 6. Cargo Release Light – Test.
7. Fuel Gage Test Switch – Test (APU Start).
8. Caution Panel Warning Lights – TEST/ RESET.
9. MAIN FUEL – ON (Check Fuel Pressure for APU Start).
(O) 10. START FUEL – ON.
11. Governor RPM INC-DEC Switch – DEC for 10 seconds.
12. Throttle – Check Full Travel/Flight Idle Stop.
(N) 13. DOME LT – OFF.
14. Fireguard – Posted.
15. Rotor Blades – Clear.
16. Starter Switch – Press (40 second maximum).
17. Start Fuel – Off at 400°C EGT.
18. Starter Switch – Release at 40% rpm.
19. Copilot's Attitude Indicator (Battery Start) – Cage.
20. INVTR Switch (Battery Start) – SPARE.
21. Throttle – Flight Idle.
22. Gas Producer – 56 - 58% rpm.
23. Engine Oil Pressure – Normal.
24. Transmission Oil Pressure – Normal.
(N) 25. Interior Lights – As desired.
26. APU – Disconnect.
27. Battery Switch (APU Start) – ON.
28. Fuel Gage Test Switch (Battery Start) – TEST.

ENGINE RUNUP

1. FORCE TRIM – Check.
2. Hydraulic System – Check.
3. ICS and Radios – ON, as desired.
4. Helmet – ON.
5. DE-ICE/HOT AIR – Check.
6. FUEL BOOST PUMPS – Check.

(I) 7. PITOT HTR Switch – Check.

8. AC PHASE Selector – Check (Leave in BC Phase).
9. INVTR Switch – OFF then MAIN.
10. AC PHASE SELECTOR – Check (Leave in AC Phase).
11. Voltmeter Selector Switch – Check (Leave in NONESS BUS Position).
12. MAIN GEN – OFF.
13. STARTER GEN – STBY GEN.
14. NONESS BUS – Check.
15. VM (Selector Switch) – Check remaining positions (Leave in MAIN GEN position).
16. MAIN GENERATOR – ON.
17s Throttle – Slowly increase to full open 6000 ±50 rpm.
18. Engine/Transmission Instruments – Normal.

(O) 19. LOW RPM Switch – AUDIO.

20. Governor RPM INC-DEC Switch – Slowly actuate to FULL INC – 6700 ±50 rpm. Set rpm at 6600.
21. Communication and Navigation Radios – As desired.

22. Weather and Hover-Taxi Instruction – Contact Tower or Ground Control as applicable.
23. Clock – Set.
24. Heading Indicator – Check.
25. MAG Compass – Check.
26. Altimeter – K-factor.
(I) 27. Attitude Indicator – Set.
28. ANTI-COLL Light – As desired.
29. FORCE TRIM – As desired.
30. Collective Pitch Friction – Check; Set as desired.

HOVER TO TAKE-OFF

(I) 1. Turn Needle, Heading Indicator, and Magnetic Compass – Indicates a Turn to Right-Left.
(I) 2. VSI, Altimeter – Indicates Climb, Descent.
(I) 3. Attitude Indicator – Indicates Nose High, Nose Low, Bank Left-Right.
(I) 4. Airspeed Indicator – Note Indication.
(I) 5. Slip Indicator – Ball Free in Race.
(I) 6. Engine and Transmission Instruments – Normal.
(I) 7. Engine RPM – As desired.
(I) 8. Torque – Note psi for hover.

PRIOR TO TAKE-OFF (INSTRUMENT)

(I) 1. Attitude Indicators – Recheck.
(I) 2. Index Over Take-off Heading – Set Heading.

(I) 3. Outside Air Temp – Recheck.
(I) 4. PITOT HEAT – As required.

BEFORE TAKE-OFF/LANDING

1. RPM – 6600.
2. Fuel Quantity – Check.
3. Instruments – Normal.
4. Caution Lights – Check.
(O) 5. Low RPM Audio Warning Switch – AUDIO.

ENGINE SHUTDOWN

1. Collective Pitch – FULL DOWN.
2. Governor RPM – DEC.
3. Throttle – Flight Idle.
(O) 4. Low RPM Audio – OFF.
5. FORCE TRIM – ON.
6. STARTER-GEN Switch – START.
7. ANTI-COLL Light – OFF.
(N) 8. External LTS – FLASH.
9. Exhaust Gas Temp – Stabilize minimum of 1 minute.
10. Throttle – OFF.
11. MAIN FUEL – OFF.
12. START FUEL – OFF.
13. Radios and ICS – OFF.
14. Electrical Switches – OFF Except main Generator and battery.
(N) 15. External LTS – OFF after rotor stops.
16. Battery – OFF.
17. Main Rotor Blades – Secure.
18. Walk-Around Inspection – Complete.
19. DA Forms 2408 – Complete.

ENGINE FAILURE

ENGINE FAILURE DURING TAKE-OFF AND WHILE HOVERING BELOW 10 FEET

1. Collective – Maintain position.
2. Cyclic – Apply as required to maintain position over ground.
3. Directional Control – Maintain.
4. Collective Pitch – Apply to cushion landing.
5. Battery Switch – OFF.
6. MAIN FUEL – OFF.

ENGINE FAILURE LOW ALTITUDE

1. Collective – Reduce to maintain rotor rpm.
2. Directional CONTROL – Maintain.
3. Select landing area.
4. If altitude permits – Obtain forward airspeed, turn off switches and fuel.
5. Cyclic – Decelerate.
6. Collective – Cushion landing.
7. Battery Switch – OFF.
8. MAIN FUEL – OFF.

ENGINE FAILURE DURING FLIGHT

1. Collective – Maintain rotor rpm within limits.
2. Autorotational Glide – Establish.
3. Select forced landing area.
4. If time permits – Make radio call, turn battery switch and MAIN FUEL – OFF.
5. Shoulder Harness – Lock.
6. Cyclic – Decelerating attitude.
7. Collective – Cushion landing.

ENGINE RESTART DURING FLIGHT

1. Establish autorotational glide.
2. Select forced landing area.
3. GOV Switch – EMERGENCY.
4. Attempt start.
5. Throttle – As necessary to maintain operating rpm.

LOSS OF TRANSMISSION/ENGINE OIL PRESSURE – HIGH OIL TEMP

Accomplish a normal landing at the nearest available safe landing area (open field, etc.).

COMPRESSOR STALL

1. Collective – Reduce.
2. De-Ice Switch – OFF.
3. Land – Normal landing at the nearest available safe landing area (open field, etc.).

EMERGENCY STARTING PROCEDURE

1. Throttle closed.
2. Engine Fuel Control/Governor Switch – Emergency.
3. Energize starter, start clock (start-fuel flow and ignition occur simultaneously).
4. When nl speed passes through 8%, open throttle slowly and advance to FLIGHT IDLE position as start progresses.
5. Release starter switch at 40% nl, or 400°C EGT, whichever occurs first.
6. When nl speed is stabilized with the throttle in FLIGHT IDLE position, advance throttle if necessary to obtain a minimum nl speed of 50%.
7. Engine Fuel Control/Governor Switch – Automatic.

TAIL ROTOR FAILURE

DURING TAKE-OFF OR HOVERING

1. Throttle – Close immediately.
2. Autorotational landing – Accomplish.

DURING FLIGHT OR LANDING

1. If altitude permits – Adjust collective pitch and/or roll off throttle to regain control. (Maintain 50-knot airspeed minimum.)
2. Establish Autorotational Glide.
3. If altitude and terrain are adverse for immediate landing, consider further powered flight to an area for an autorotational running landing.

FIRE

ENGINE FIRE DURING STARTING – INTERNAL

1. Starter Switch – Continue to press.
2. Throttle – Close.
3. MAIN FUEL – OFF.
4. As EGT decreases to normal – Complete shutdown and record limit and duration of hot start on DA Form 2408-13.

ENGINE FIRE DURING STARTING – EXTERNAL

1. Close throttle.
2. Complete shutdown.
3. Exit the aircraft.
4. Use fire extinguisher.

ENGINE FIRE DURING FLIGHT

1. Throttle – Close.
2. Autorotational Glide – Establish.
3. MAIN FUEL – OFF.
4. Battery Switch – OFF.
5. Generator Switch – OFF, except when power is required to operate lights or avionic equipment.
6. Shoulder Harness – Lock.
7. Autorotational Landing – Accomplish.

FUSELAGE FIRE

1. Airspeed – Reduce to minimum.
2. Battery Switch – OFF.
3. Generator Switch – OFF (ON if lighting or avionic equipment is to be used).
4. Landing – Accomplish at the nearest available safe landing area (open field, etc.).

ELECTRICAL FIRE

1. Instruments – Check.
2. Battery and Generator Switch – OFF.
3. Circuit Breakers – Out.
4. Landing – Accomplish at nearest available safe landing area.

SMOKE AND FUME ELIMINATION

1. Pilot's and Copilot's Windows – Open.
2. Cabin Ventilators – Open.
3. Cargo Doors – Open.
4. Aircraft Controls – Side slip, if practical.

FUEL SYSTEM FAILURE

FUEL BOOST PUMP FAILURE

1. Descend — Descend below 4600 feet if possible.
2. MAIN FUEL — ON.
3. Main Fuel and Fuel Boost Pump Circuit Breakers — IN.

FAILURE OF ENGINE FUEL PUMP

Land at the nearest available safe landing area (open field, etc.).

ENGINE FUEL CONTROL SYSTEM MALFUNCTIONS

OVERSPEEDING nII GOVERNOR (HIGH RPM).

1. Simultaneously increase collective, rolling off twist grip throttle.
2. Land at nearest available safe landing area.

LOSS OF ENGINE (nII) RPM.

1. Collective — Down to maintain rotor rpm.
2. Throttle — Retard.
3. Governor Switch — Emergency position.
4. Throttle — Advance slowly and firmly to obtain engine operating rpm.

ELECTRICAL SYSTEM FAILURE

NOT APPLICABLE

HYDRAULIC FAILURE

HYDRAULIC SYSTEM FAILURE

1. Airspeed – Adjust to comfortable level.
2. Hydraulic Control Circuit Breaker – OUT, check for electrical failure of hydraulic control switch.
3. Hydraulic Control Circuit Breaker – IN, if electrical failure of hydraulic control switch has been eliminated and actual hydraulic failure has been confirmed.
4. Hydraulic Control Switch – ON (OFF if power is not restored). Reset Master Caution Light.
5. Landing – Accomplish landing at nearest available safe landing area (open field, etc.).

LANDING AND DITCHING

LANDING IN TREES

1. Enter normal autorotation (from altitude or low level).
2. Decelerate – Sufficient to attain zero ground speed at tree-top level.
3. Prior to main blade contact – Apply collective pitch sufficient to attain minimum rate of descent.
4. As helicopter settles – Increase collective pitch to maximum.

DITCHING – POWER ON

1. Descent and Pre-landing – Execute.
2. Passengers – Alerted.
3. Helicopter Position – RADIO position.
4. Pilot's and Copilot's Doors – Jettison while hovering a few feet above water; both cargo doors full open; slide cargo doors full open.
5. Instruct passengers to exit helicopter.
6. Fly a Safe Distance – Avoid passenger injury.
7. Battery Switch – OFF.
8. Main Fuel – OFF. Close throttle – Allow aircraft to settle in a level attitude, apply full collective. When aircraft begins to roll, apply full cyclic in the same direction.
9. Shoulder Harness and Safety Belt – Release and clear helicopter when main rotor has stopped.

FLIGHT CONTROL SYSTEM FAILURE

NOT APPLICABLE

BAIL-OUT/EJECTION

BAIL-OUT

1. Passengers — Alerted.
2. Helicopter Position — RADIO position.
3. Doors — Open cargo doors as required.
4. Controls — Set to establish CRUISE forward speed with flight attitude slightly nose down.
5. When Ready — Bail out through nearest exit.

ARMAMENT

NOT APPLICABLE

ARMAMENT
M3 ARMAMENT SUBSYSTEM

EXTERIOR INSPECTION

1. Armament subsystem components – INSTALLED
2. Armament subsystem electrical connectors – CONNECTED
3. Ammunition – CHECK

ON ENTERING THE HELICOPTER BEFORE TAKE-OFF (POWER ON)

1. Rocket jettison circuit breaker – CLOSED
2. JETTISON POWER ON and ZERO indicators – ON
3. Arm switch – SAFE
4. SYSTEM POWER ON and SAFE, indicators – OUT
5. POWER switch – OFF
6. JETTISON switch – OFF: COPPER BREAK WIRE IN PLACE
7. JETTISON COMPLETE indicator – OUT

IN-FLIGHT, AFTER TAKE-OFF (BEFORE FIRING)

1. Rocket jettison circuit breaker – CLOSED
2. Power switch – ON
3. ARM switch – SAFE

IN-FLIGHT AFTER TAKE-OFF (BEFORE FIRING) (CONT)

4. SAFE, ZERO, SYSTEM POWER ON, and JETTISON POWER ON indicators – ON
5. Sight illumination circuit breaker – CLOSED

FIRING

1. Selector switch on intervalometer – SET
2. Arm switch – SET TO ARMED
3. SAFE indicator – OUT
4. ARMED indicator – ON
5. Sight – HOLD TARGET IN RETICLE
6. Firing switch – PRESS TO FIRE
7. ZERO indicator – OUT

AFTER FIRING

1. Firing switch – RELEASE
2. Arm switch – SET TO SAFE
3. ARMED indicator – OUT
4. SAFE indicator–ON

BEFORE LEAVING THE HELICOPTER

1. POWER switch – OFF
2. ZERO indicator – ON
3. Sight illumination circuit breaker – PULL OUT

BEFORE LEAVING THE HELICOPTER (CONT)

4. Rocket jettison circuit breaker – PULL OUT
5. All indicators – OUT

M6 ARMAMENT SUBSYSTEM
OPERATOR'S CHECKLIST

TERIOR INSPECTION

1. Armament subsystem components – INSTALLED
2. Armament subsystem electrical connectors – CONNECTED
3. Armament subsystem hydraulic connectors – CONNECTED
4. Charger cylinder assembly – CHARGER PISTON in OUT OF BATTERY position

ON ENTERING HELICOPTER

1. SAFE and ARMED indicator lights – PRESS TO TEST
2. OFF-SAFE-ARMED switch – SAFE
3. Dead Man switch – PRESS
4. Grip assembly – OPERATE
5. Reticle lamp switch – TEST

IN-FLIGHT FIRING

1. OFF-SAFE-ARMED switch – ARMED
2. Gun selector switch – SELECT
3. Sighting station – POSITION ON TARGET
4. Reticle lamp switch – ON
5. Dead Man switch – PRESS

FIRING (CONT)

6. Grip assembly – OPERATE AS REQUIRED
7. Trigger switch – PRESS

AFTER FIRING

1. Trigger switch – RELEASE
2. Dead Man switch – RELEASE
3. Grip assembly – STOW position
4. Reticle lamp switch – OFF
5. OFF-SAFE-ARMED switch – SAFE

BEFORE LEAVING THE HELICOPTER

1. OFF-SAFE-ARMED switch – OFF
2. Bolts – In OUT OF BATTERY position

M5 ARMAMENT SUBSYSTEM OPERATOR'S CHECKLIST

EXTERIOR INSPECTION

1. Turret Assembly – SECURED
2. Top Enclosure Assembly – FASTENED
3. Forward Enclosure Assembly – FASTENED
4. Boot Assembly – FASTENED

ON ENTERING THE HELICOPTER

1. GUN POWER Toggle Switch Guard – DOWN
2. MAIN POWER Toggle Switch – OFF
3. Armament AC and DC Circuit Breakers – IN
4. Sight Assembly – STOWED
5. Ammunition – LOADED

IN-FLIGHT FIRING

(Using Sight Assembly)

1. MAIN POWER Toggle Switch – ON
2. GUN POWER Toggle Switch – HOT (FIRE)
3. ROUNDS REMAINING indicator – CHECK
4. Sight Assembly – Released from STOWED position
5. Turret Control Switch – PRESSED
6. Firing Switch – PRESS TO FIRE

IN-FLIGHT FIRING

(Sight Assembly Stowed)

1. MAIN POWER Toggle Switch – ON
2. GUN POWER Toggle Switch – HOT (FIRE)
3. ROUNDS REMAINING indicator – CHECK
4. FIRING SWITCH (Cyclic STICK) – PRESS TO FIRE

AFTER FIRING

(Using Sight Assembly)

1. Sight Assembly – STOW
2. GUN POWER Toggle Switch – SAFE
3. MAIN POWER Toggle Switch – OFF

(With Sight Assembly Stowed)

1. GUN POWER Toggle Switch – SAFE
2. MAIN POWER Toggle Switch – OFF

BEFORE LEAVING HELICOPTER

1. MAIN POWER Toggle Switch – OFF
2. GUN POWER Toggle Switch – SAFE
3. AC and DC ARM circuit breaker – OUT
4. Sight Assembly – STOWED

M16 ARMAMENT SUBSYSTEM OPERATOR'S CHECK&IST

Note

Refer to M6 Armament subsystem machine gun and machine gun mount.

EXTERIOR INSPECTION

1. Armament subsystem components – INSTALLED.
2. Armament subsystem electrical connectors – CONNECTED.
3. Inspection doors – SECURED.
4. Rocket tubes – CLEAR.

ON ENTERING HELICOPTER

1. Jettison switch cover – DOWN.
2. Rocket Pair Selector – 0.

IN-FLIGHT FIRING

1. Rockets/Guns switch – SELECT.
2. Rocket Pair Selector switch – SELECT.
3. Reticle lamp switch – ON.
4. Firing switch – PRESS.

AFTER FIRING

1. Rocket Pair Selector switch – 0.
2. M6 OFF-SAFE-ARMED switch – SAFE.
3. Reticle lamp switch – OFF.

BEFORE LEAVING HELICOPTER

Refer to M6 Armament Subsystem.

M21 ARMAMENT SUBSYSTEM OPERATOR'S CHECKLIST

EXTERIOR INSPECTION

1. Guns ..... SECURE
2. Ammunition boxes .... LOADED
3. Rocket launchers ..... SECURE
4. Rockets ..... LOADED
5. Firing switch (rack) .... RESET
6. Subsystem electrical connectors ..... CONNECTED
7. Subsystem hydraulic connectors ..... CONNECTED

ON ENTERING HELICOPTER

Control Panel:

1. Gun selector switch .... ALL
2. OFF-SAFE-ARMED switch ..... OFF

Intervalometer:

1. Armament selector switch ..... 7.62 or 2.75
2. Rocket pair selector switch 0
3. Launcher jettison switch ..... Guard down
4. Manual jettison handle ..... Forward

ON ENTERING HELICOPTER (CONT)

5. Sighting station ..... Stowed
6. Reflex sight XM60 ..... Stowed

IN-FLIGHT FIRING GUNS

Control panel:

1. Gun selector switch ..... Select
2. OFF-SAFE-ARMED switch ..... ARMED

Intervalometer:

3. Armament selector switch 7.62

Sighting station:

4. Sighting station ..... On target
5. Reticle lamp switch ..... ON
6. Resistor knob (dimmer switch) ..... Adjust
7. Actuator bar (deadman switch) ..... Press
8. Gun trigger ..... Press

AFTER FIRING GUNS

Sighting station:

1. Gun trigger ..... Release
2. Actuator bar (deadman switch) ..... Release
3. Reticle lamp switch .... OFF
4. Sighting station ..... Stowed

Intervalometer:

1. Armament selector switch 2.75

Control panel:

2. OFF-SAFE-ARMED switch ..... SAFE

IN-FLIGHT FIRING ROCKETS

Control panel:

1. OFF-SAFE-ARMED switch ..... ARMED

Intervalometer:

2. Armament selector switch 2.75
3. Rocket pair selector switch ..... Set

FIRING ROCKETS (CONT)

Reflex sight XM60:

4. Sight ..... On target
5. Reticle lamp switch ..... ON
6. Rheostat knob ..... Adjust
7. Elevation/Depression knob ..... Adjust
8. Cyclic stick firing switch ..... Press

AFTER FIRING ROCKETS

1. Cyclic stick firing switch ..... Release

Reflex sight XM60:

2. Reticle lamp switch .... OFF
3. Sight ..... Stowed

Control panel:

4. OFF-SAFE-ARMED switch ..... SAFE

Intervalometer:

5. Rocket circuit reset switch ..... Press
6. Armament selector switch 7.62

JETTISONING ROCKET LAUNCHERS

Intervalometer:

1. Launcher jettison switch ..... Raise guard, flip switch up
2. If launchers do not jettison ..... Pull manual jettison handle rearward

BEFORE LEAVING HELICOPTER

Control panel:

1. OFF-SAFE-ARMED switch ..... OFF

Intervalometer:

2. Launcher jettison switch ..... Guard down

Warning

All helicopters having intervalometer Part No. 11010500 (Serial No. 1 through 210) to assure safe condition, selector must be placed on SAFE. If selector is on M5 position M16 is armed. Helicopters having intervalometer Part No. 116999559 M16 system is not armed when selector is on M5 position, SAFE position is recommended.

MULTIARMAMENT MOUNT XM 156
OPERATOR'S CHECKLIST

EXTERIOR INSPECTION

1. Mount cable assembly ..... Connected
2. Rack assembly firing switch ..... Reset
3. Rockets ..... Loaded
4. Rocket ..... Secure

ON ENTERING HELICOPTER

1. OFF-SAFE-ARMED switch ..... OFF

Intervalometer:

2. Armament selector switch 2.75
3. Rocket pair selector switch 0
4. Launcher jettison switch ..... Guard down
5. Manual jettison handle ..... Forward
6. Reflex sight XM60 ..... Stowed

IN-FLIGHT FIRING

1. OFF-SAFE-ARMED switch ..... ARMED

IN-FLIGHT FIRING (CONT)

Intervalometer:

2.	Armament selector	2.75
3.	Rocket pair selector switch	Set

Reflex sight XM60:

4.	Sight	On target
5.	Reticle lamp switch	On
6.	Rheostat knob	Adjust
7.	Elevation/depression knob	Adjust

AFTER FIRING

1.	Gun trigger	Release
2.	Reticle lamp switch	OFF
3.	OFF-SAFE-ARMED switch	SAFE

Intervalometer:

4.	Rocket circuit reset switch	Press
5.	Launcher jettison switch	Raise guard flip switch up
6.	If launchers do not jettison	Pull manual jettison handle rearward

BEFORE LEAVING HELICOPTER

1. OFF-SAFE-ARMED switch ..... OFF

Intervalometer:

2. Launcher jettison switch ..... Guard down

RESCUE HOIST

HOIST OPERATOR

1. Necessary steps – to actuate boom outboard, lower cable, retract cable and return boom to stowed position.

2. Check with pilot that hoist cable cutter, hoist control and hoist power circuit breakers are IN.

3. After pilot has established zero airspeed over desired location, move boom toggle switch to OUT position to swing hoist boom outboard.

4. Move variable speed control (labeled DOWN/UP) on hoist control pendant to DOWN to lower the hoist cable.

Note

The further the DOWN/UP speed control is moved from its springloaded neutral position, the faster the hoist will run. The hoist should normally be operated at full speed, as slow speed operation will cause motor to heat excessively. Hoist cable is painted at each end to provide visual indication of cable footage that is extended.

HOIST OPERATOR (CONT)

5. Move DOWN/UP speed control to UP to raise the load. Speed control must be moved to the left then aft.

Note

In case the extended portion of the hoist cable has to be jettisoned, a CABLE CUT switch is provided on the control box.

6. Move boom toggle switch to IN position to swing hoist boom inboard.

7. Bring hoist load into cabin and swing hoist boom to stowed position (fully inboard).

TAKE-OFF DATA CARD

CONDITIONS

Gross Weight	Lb
Field Length	Ft
Density Altitude	Ft
Effective Wind	Kts

TAKE-OFF

Take-Off Over 50 ft Obstacle	Ft
Obstacle Clearance Speed	Kts IAS

LANDING IMMEDIATELY AFTER TAKE-OFF WITH POWER OFF CONDITION

Approach Speed	Kts IAS
Landing Distance Over 50 ft Obstacle	Ft

LANDING DATA CARD

CONDITIONS

Field Length	Ft
Gross Weight	Lb
Density Altitude	Ft
Effective Wind	Kts

LANDING

Landing Distance Over 50 ft Obstacle	Ft
Approach Speed Over 50 ft Obstacle	Kts IAS

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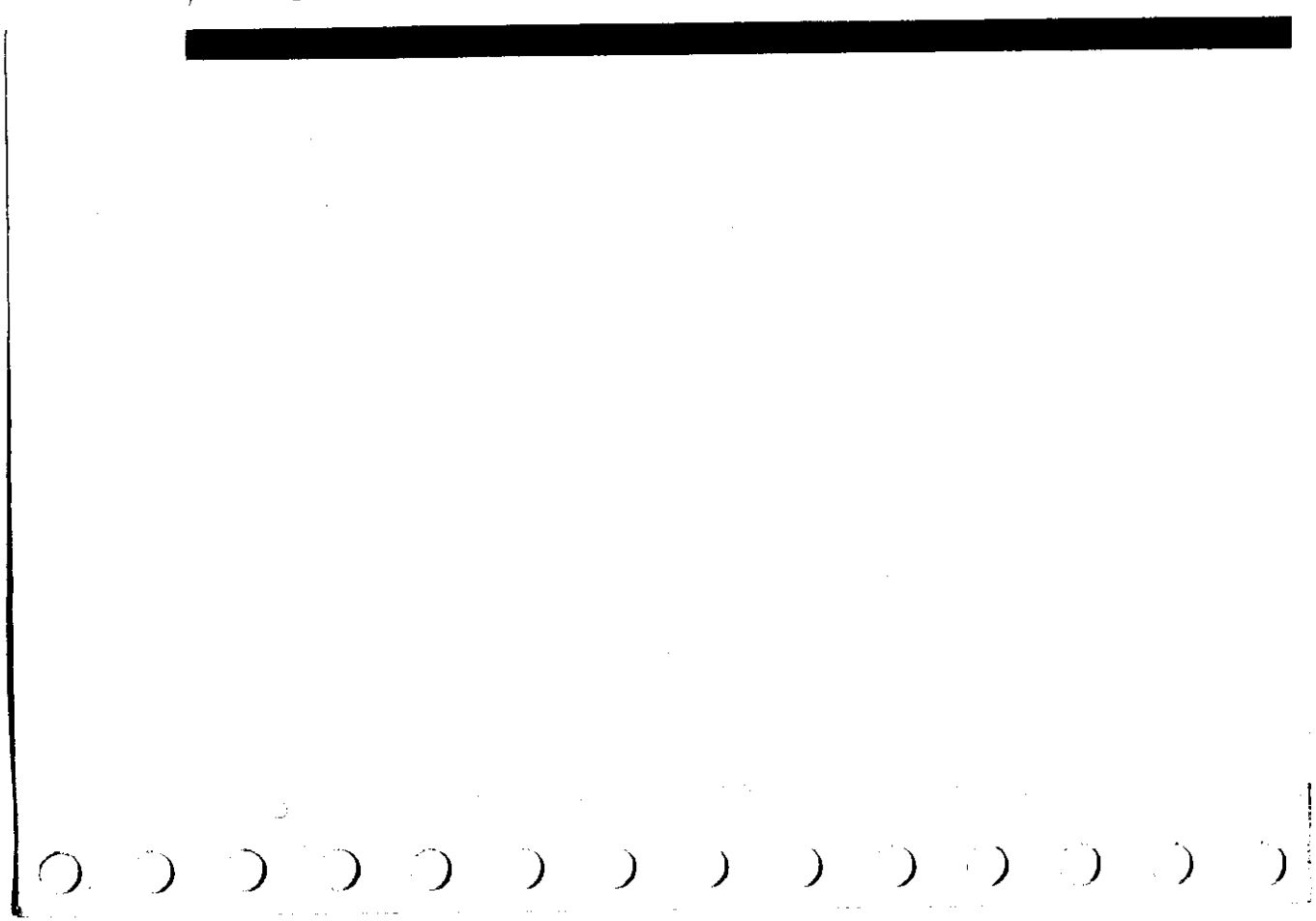

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