

Exercise 8 - Descending

Aim: To learn how to descend at a given speed,

T.E.M.: Lookout, Carb Heat, T's & P's, Direction, Control Handover



Before Descent

80 knots, 21" M.A.P.

Straight & Level

Carb Heat OUT

Lookout Below

DESCENDING

Optimum Descent Speed

60 knots

Minimum Rate of Descent Speed

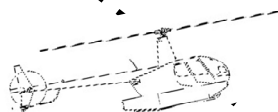
55 knots

Descent

Power – Collective Down 15" M.A.P.

Attitude – Cyclic Aft 60 knots

Trim – Right Pedal to maintain heading



Level Off

Anticipate - 10% Rate of Descent

Power – Collective Up to 21" M.A.P.

Attitude – Cyclic Forward to 80 knots

Trim – Left Pedal to maintain heading

Carb Heat **OUT OF YELLOW AREA**

POWER

ATTITUDE

TRIM

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Instruments





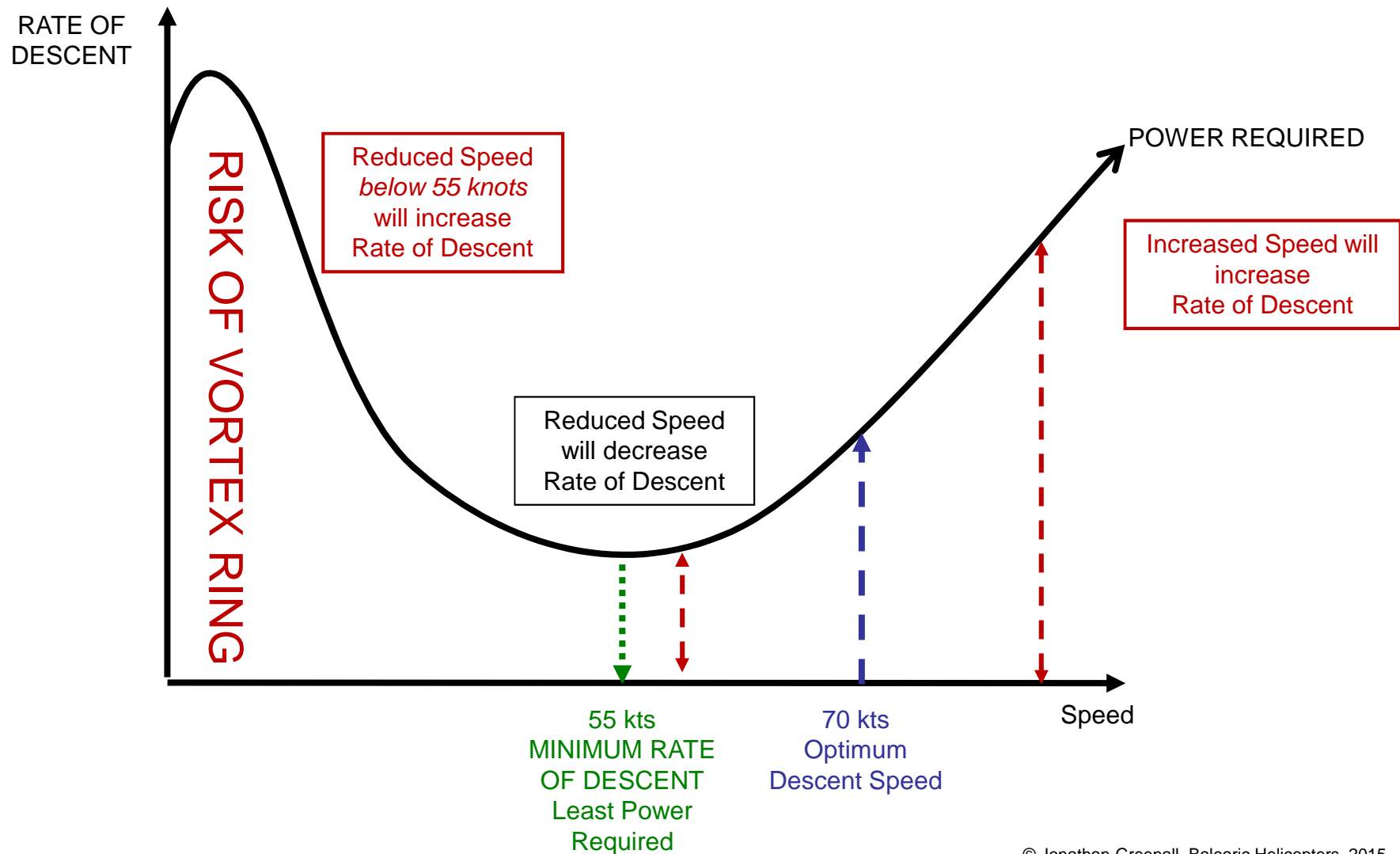
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Changes in Rate of Descent:

Turning whilst descending will increase rate of descent





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PPL (H) Test Tolerances & Standards – Document 19H

PPL (H) TEST TOLERANCES

HEIGHT: +/- 150 ft
HEADING: +/- 10°
SPEED: +/- 15 KTS

SECTION 4:

(b) Climbing and descending turns to specified headings

- * *Establish climb/descent and rate 1 turns onto nominated height and headings*
- * *Control helicopter altitude, and heading using visual attitude flying techniques*
- * *Maintain directional control and balance throughout*
- * *Complete all necessary checks and drills throughout*
- * *Maintain lookout throughout*

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RHC SAFETY NOTICES



ROBINSON
HELICOPTER COMPANY

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.



Descending – Common Errors

- LOOKING INSIDE TOO MUCH – Use the outside horizon and visual clues.
- Chasing the instruments – this happens when you look inside too much!!!
- Balance & Yaw – Slow feet