



ENSTROM PRE-FLIGHT CHECKLIST

**THIS ABBREVIATED CHECKLIST IS TO BE USED AS A GUIDE ONLY AND IS
NO SUBSTITUTE FOR GOOD JUDGEMENT AND COMMON SENSE**

1. Remove all covers (Main rotor hub, Blades and Tie down, Tail rotor blade and Gearbox)
2. Check skids (Not frozen down or anything they can catch on or cause DYNAMIC ROLLOVER)
3. Left hand door security
4. Fire-extinguisher for security and proper charge
5. Left front, windshield, position lens (If installed), general condition
6. Pitot tube and lower front cabin section
7. Landing light security
8. Right front, windshield, position lens (If installed), general condition
9. Right hand door security
10. Drain and check right fuel tank (Color and Quality)
11. Line mark on fuel dipstick up with mark on fuel filler neck to check fuel quantity – Cap on tight
12. Right tank for leaks and pat the bottom of the fuel bag to be sure no fuel is in it, lower panel 4 screws secure and front corner tight to airframe
13. Fasteners in top engine covers all secure
14. Main sump drain (Color and Quality)
15. Right engine compartment (General condition, induction hose clamps on air filter, air filter seal, and fuel injector for security)
16. Air intake scope (Security and Obstructions) - Check for gaps between door cowling and air cleaner, check condition of seal itself
17. Back fire door, alternate air door – on air filter
18. Right struts, gear, skid and cross tubes
19. Right ground handling wheel security and pin installed
20. Drive belt pulley – (Note the amount of space on both sides)
21. Baggage box cargo secure, transmission oil level, door locked
22. Right static port, right side tail boom
23. Underside tail boom tail rotor guard
24. Right and left stabilizer, rear position lights
25. Tail rotor drive shaft (Security and Bearing condition)
26. Tail rotor – Pitch links for binding and looseness

27. Tail rotor – Teeter stop rubber bumpers and oil level
28. Tail rotor – Strike tabs and guard (Security and Damage)
29. Tail rotor blades for security and leading edge for nicks, bonding separation and general condition
30. Cycle Tail rotor blade to full left pedal position, line up blade with Tail rotor cable and push blade against teeter stop – distance between strike tab and cable must be at least 1.1”
31. Left side tail boom, left static port
32. Belt drive (General condition, excessive oil and grease), pylon in the area of the clutch capsule bell crank for cracks
33. Left ground handling wheel security and pin installed
34. Left struts, gear, skids and cross tubes
35. Left engine compartment (General condition, turbo exhaust inlet and outlet clamps, oil leaks, mounting bracket)
36. Exhaust manifold and tail pipe weld for cracks and looseness
37. F-MODEL ONLY turbo, check to make sure break-away function stays latched
38. Engine Oil check – 6 to 8 quarts, lower panel front corner tight to airframe
39. Drain and check left fuel tank (Color and quantity)
40. Check quantity with fuel dipstick – Cap on tight
41. Left tank for leaks and pat the bottom of fuel bag to check for no fuel
42. Turn on Master, Position, Anti-Collision and Landing lights to check all for proper operation – (All switches off except anti-collision lights!)
43. 3 Main blades – Shake end of dampers operation and security
44. Underside of 3 main rotor blades (Bonding, nicks and condition)
45. Topside of 3 main rotor same as bottom inspection
46. Main Rotor pitch links for binding or looseness
47. Walking beams and dampers for security
48. All doors and inspection panels closed and secure
49. **ALL SEAT BELTS FASTENED**
50. Flight manual and check current Weight & Balance
51. Airworthy Certificate
52. Registration
53. **MASTER SWITCH OFF!**
54. Total Fuel on board
55. Medical date, make sure not expired!
56. Hour meter reading (Check out in Flight Schedule PRO)

Anything that does not look right, please get maintenance for second opinion.

REMEMBER YOU CAN'T FIX IT IN THE AIR!