

Enstrom F-28F Flight Checklist

BEFORE STARTING ENGINE

1. Adjust Pedals
2. Seat Belts and Doors Latched
3. Check Controls for Full Travel, Center Cyclic & Pedals
4. Throttle (OFF)
5. Collective Full Down and Locked
6. Fuel Valve ON (Pushed In)
7. Heater as desired (IN for OFF)
8. Rotor Clutch Disengaged
9. Mixture Control OUT (Idle Cutoff)
10. Check Magnetic Compass
11. Altimeter set for Field Elevation
12. All Switches OFF and Circuit Breakers Set

STARTING ENGINE

1. Collective full down and locked
2. First 4 Switches ON (Master, Alternator, Starter, Trim)
*Alternator OFF for APU Start
3. Throttle Open (FULL)
4. Mixture Control full rich (Pushed IN)
5. Boost Pump switched ON (1-8 seconds)
6. Boost Pump (OFF)
7. Mixture Control OUT (Idle Cutoff)
8. **Throttle Closed then Rotate to Start Index (Rivet UP)**
9. Ignition Switch ON to Both
10. Engage Starter (When engine fires, release Starter Button and push mixture control IN (FULL RICH))

Note

If engine fails to start in 2-3 seconds, release starter button, prime using steps 3-8

11. Turn Boost Pump ON
12. Engine Oil pressure should be off 0 mark in 30 seconds
13. Disconnect APU, Alternator ON
14. Engine Idle should be 1450-1500 RPM
15. Turn Avionics ON
16. When engine is running smoothly and oil pressure above 25 PSI move on to Rotor Engagement

ROTOR ENGAGEMENT

1. Check Collective down and locked
2. Pedals Neutral
3. Cyclic Centered with trim motors
4. Check Area for personnel and obstructions
5. Maintain engine at Idle (1450-1500 RPM)
SLOWLY Engage Clutch, Minimum RPM 1100
6. At 100 *Rotor* RPM fully engage clutch
7. Place Clutch handle in stowed position

OPERATIONAL CHECKS

1. Advance throttle to 1800 RPM until CHT is 200°F
2. Advance throttle to 2300 RPM until oil temp is 80°F
3. Advance throttle to 3050 RPM
4. Check Fuel Flow 65-70 lb/hr cold, 50-65 lb/hr warm
5. Adjust mixture to attain 50-70 lb/hr as req'd
6. Check Manifold Pressure 16-18 inches
7. Magneto Check Left & Right -Max 125 RPM drop in 5 sec, 100°F EGT rise. Ignition switch to BOTH

Note

Engine should not run rough on Single Magneto

8. Boost Pump OFF - Should be no change in engine operation (Light on), Boost Pump ON (Light off)
9. **Gently** close Throttle to split tach needles to check overrunning clutch. When needles rejoin, RPM 2300
10. Test Warning Panel lights
11. Check all gauges for correct operating parameters
12. **Unlock Collective**

SHUTDOWN AFTER LANDING

1. Collective Down and Locked
2. Landing Light OFF
3. Mixture Control IN (FULL RICH)
4. Reduce Throttle to 2,000 RPM, 1 minute
5. Throttle to IDLE (1500 RPM)
6. Clutch disengaged
7. Idle engine 2 minutes or until CHT cools below 300°F
8. Boost Pump OFF
9. Mixture Control OUT (Idle Cutoff)
10. Ignition Switch OFF
11. Avionics & switches OFF, Blades stop, Master OFF