



**UH1-H**

**ENGINE COMPRESSOR STALL**

Engine compressor stall ( surge ) is characterized by a **sharp rumble or loud sharp** reports, severe **engine vibration** and a **rapid rise in exhaust gas** temperature ( GET ) depending on the severity of the surge. Maneuvers requiring rapid or maximum power applications should be avoided. Should this occur:

- 1. **Collective ..... Reduce.**
- 2. **DE- ice and BLEED AIR Switch ..... OFF**

**LAND AS SOON AS POSSIBLE**



**FIRE FLIGHT**

If the fire light illuminates and/ or fire is observed during flight, prevailing circumstances ( **such as VFR, IMC, night , altitude , and landing areas available**) must be considered in order to determine whether to execute a power – on ,or a power – off landing.

**a. power-on.**

- 1. **LAND AS SOON AS POSSIBLE**
- 2. **EMER SHUTDOWN .....AFTER LANDING**

**b. power-off**

- 1. **Autorotate.**
- 2. **EMER SHUTDOWN.**

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**FUEL BOOST PUMP FAILURE**

If both **FUEL BOOST** caution lights illuminate

- 1. Check fuel pressure.

If fuel pressure is zero:

- 2. Descend to a pressure altitude of 4600 feet or less if possible.
- 3. LAND AS SOON AS PRACTICABLE

No attempt should be made to troubleshoot the system while in flight.



**TRANSMISSIONS, AND DRIVE SYSTEMS**

**XMSN OIL HOT**      **OR**      **XMSN OIL PRESS**

If the xmsn oil temperature XMSN OIL HOT caution light illuminates, or limits on the xmsn oil temperature gage are exceeded :  
xmsn oil press caution light illuminates, or limits on the xmsn oil pressure gage are exceeded ( low or high ) -

**LAND AS SOON AS POSSIBLE**

**EMER SHUTDOWN .....AFTER LANDING**

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## CONTROL STIFFNESS

A failure within the **hydraulic irreversible valve** may cause stiffness in the flight control to the extent that controls are extremely hard to move. Should control stiffness occur:

### **1. HYD CONT Switch – OFF than ON.**

Check for restoration of normal flight control movements.

Repeat as necessary.

If control response is not restored:

### **2. HYD CONT Switch – OFF.**

If normal operation is not restored.

### **3. LAND AS SOON AS PRACTICABLE**

At an area that will permit a run-on landing with power. Maintain airspeed at or above effective translational lift until touchdown.

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## EMER SHUTDOWN

The term **EMER SHUTDOWN** is defined as engine stoppage without delay.

1. Throttle – off.
2. FUEL switch – off.
3. BAT switch – off.

## EMER GOV OPNS

The term **EMER GOV OPNS** is defined as manual control of the engine RPM with the **GOV AUTO / EMER** switch in the **EMER** position. Because automatic acceleration, deceleration, and overspeed control are not provided with the **GOV** switch in the **EMER** position , throttle and collective coordinated control movements must be smooth to prevent compressor stall, overspeed , overtemperature , or engine failure.

1. **GOV** switch – **EMER** .
2. Throttle- Adjust as necessary to control RPM .
3. **LAND AS SOON AS POSSIBLE**

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## Hydraulic Power Failure

Hydraulic power failure be evident when the force required for control movement increases; a moderate feedback in controls when moved is felt , and the HDY PRESSURE caution light illuminates. Control movements will result in normal helicopter response in every respect. In the event of hydraulic power failure;

1. Airspeed – Adjust as necessary to attain the most comfortable level of control movemets.

2. HYD CONT circuit breaker – out.

If hydraulic power is not restored

3. HYD CONT circuit breaker – in.

4. HYD CONT switch – off.

5. Land as soon as practicable at an area that will permit a run – on landing with power. Maintain airspeed at or above effective translation lift until touchdown.

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## Engine Overspeed

Engine Overspeed will be indicated by a rapid increase in both rotor and engine rpm, rpm warning light illuminated, and an increase in engine noise. An engine overspeed may be caused by a malfunctioning n2 governor or fuel control. Although the initial indications of high n2 rpm and rotor rpm are the same in each case actions that must be taken to control rpm are distinctly different. If the n2 governor malfunctioning throttle reduction will result in a corresponding decrease in n2 rpm. In the event of a fuel control malfunction, throttle reduction will have no effect on n2 rpm. If an overspeed is experienced;

1. collective - increase to load the rotor in an attempt to maintain rpm below the maximum operating limit.
2. Throttle – Reduce unit normal operating rpm is attained. Continue with manual throttle control.

If reduction of throttle does not reduce rpm as required;

3. EMER GOV OPNS.