EUROPEAN ROTORS | THE VTOL SHOW AND SAFETY CONFERENCE

Cologne, Germany
17–20 Nov 2025
Exhibits Open 18–20 Nov
europeanrotors.eu

R44 PREFLIGHT TIPS & HINTS

JONATHAN GREENALL, CHIEF PILOT, BALEARIC HELICOPTERS

organised by EHA European Helicopter Association · EASA European Union Aviation Safety Agency
produced by VERTICAL AVIATION INTERNATIONAL
supported by AIRBUS · BELL · LEONARDO · SAFRAN

“PRE-PRE-FLIGHT”

CHECK POH SECTION 4 FOR LATEST AMENDMENTS

- GIVE PLENTY OF TIME TO COMPLETE
- USE THE TIME TO GET YOUR HEAD INTO “AVIATION MODE”
- DISTRACTION: IF DISTRACTED FOR ANY REASON (E.G. – PHONE CALL) RESTART THAT SECTION OF THE CHECKLIST AGAIN
- USE A TORCH
- USE A PHONE CAMERA

“CHECKLISTS ARE WRITTEN IN BLOOD”

- THE REASON THE MANUFACTURER WANTS YOU TO CHECK SOMETHING IS DUE TO A PREVIOUS ACCIDENT / INCIDENT THAT COULD HAVE BEEN AVOIDED IF IT HAD BEEN CHECKED PRIOR TO FLIGHT

RHC PRE-FLIGHT CHECK

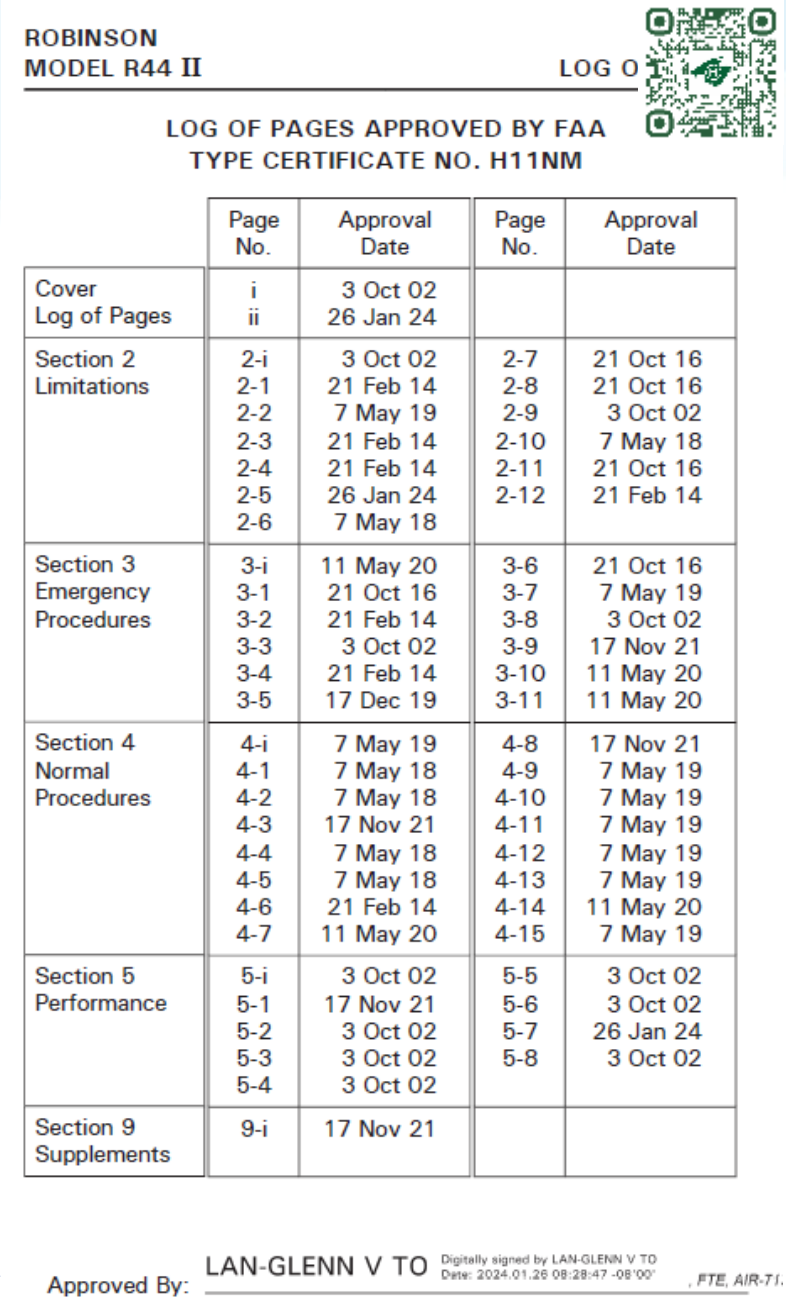
YOU ARE NOT AN ENGINEER

- THERE ARE NO “CHECK B” / QUICK PRE-FLIGHT CHECKLISTS. IT IS ALWAYS THE FULL CHECKLIST
- JUST BECAUSE IT WAS OK LAST TIME DOES NOT MEAN THAT IT IS OK THIS TIME
- OPTION IS EITHER “GO/NO GO”, THERE IS NO “POSSIBLE/MAYBE….”
- ASSUME YOU ARE GOING TO FIND A FAULT, OR SOMETHING WRONG, WITH THE HELICOPTER….

R44 CHECKLIST / POH

WHICH CHECKLIST?

- USE THE CURRENT CHECKLIST / POH
- CHECK THE RHC WEBSITE FOR LATEST UPDATES
- 26 JAN 2024



ROBINSON
MODEL R44 II LOG O

LOG OF PAGES APPROVED BY FAA
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Approved By: LAN-GLENN V TO Digitally signed by LAN-GLENN V TO Date: 2024.01.26 08:28:47 -08'00' , FTE, AIR-71.
Manager, Flight Test & Human Factors Branch, AIR-710
Federal Aviation Administration

Date of Approval: 26 JAN 2024

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RHC PRE-FLIGHT CHECKLISTS

- RHC NOW OFFER DOWNLOADABLE CHECKLISTS FOR EACH AIRCRAFT
- AVAILABLE ON WEBSITE UNDER THE SPECIFIC TYPE
- NOTE: THEY ARE GENERIC SO MAY NEED TO BE ADAPTED TO YOUR AIRCRAFT

ROBINSON HELICOPTER COMPA

MODEL R44 II

DAILY OR PREFLIGHT CHECKS

Visit www.robinsonheli.com to verify this checklist is current.

GENERAL PROCEDURES

- Remove ground handling wheels and all covers and tie-downs.
- Remove even small accumulations of frost, ice, or snow, especially from rotor blades.
- Check maintenance records to verify aircraft is airworthy.

An 8-foot step ladder is recommended for preflight inspection of the main rotor; however, main rotor hub may be reached by first opening right rear seat and stepping on seat support and then stepping on deck below the aux fuel tank.

- Check general condition of aircraft and verify no visible damage, fluid leakage, or abnormal wear.
- Verify no fretting at rivets and seams where parts are joined together. Fretting of aluminum parts produces a fine black powder while fretting of steel parts produces a reddish-brown or black residue.
- Verify Telatemps show no temperature increase that cannot be attributed to a change in operating conditions (mechanics draw a reference line to the right of the highest temperature square which has darkened in operation).
- Verify torque stripes on critical fasteners are not broken or missing.

REV: 17 NOV 2021

Page 1 of 6

RHC POH SECTION 4

- NORMAL PROCEDURES FOR THE STANDARD PRE-FLIGHT CHECKLIST
- SECTION 4-1
- IF YOUR COMPANY / SCHOOL USES AN “IN-HOUSE” VERSION YOU MUST ENSURE THAT IT IS UP TO DATE WITH THE POH

SECTION 4

NORMAL PROCEDURES

RECOMMENDED AIRSPEEDS

Takeoff and Climb	60 KIAS
Maximum Rate of Climb (V_Y)	55 KIAS
Maximum Range	100 KIAS*
Maximum Cruise (Do not exceed except in smooth air, and then only with caution)	110 KIAS*
Significant Turbulence	60 to 70 KIAS
Landing Approach	60 KIAS
Autorotation	60 to 70 KIAS*

* Certain conditions may require lower airspeed. See V_{ne} placard in Section 2.

DAILY OR PREFLIGHT CHECKS

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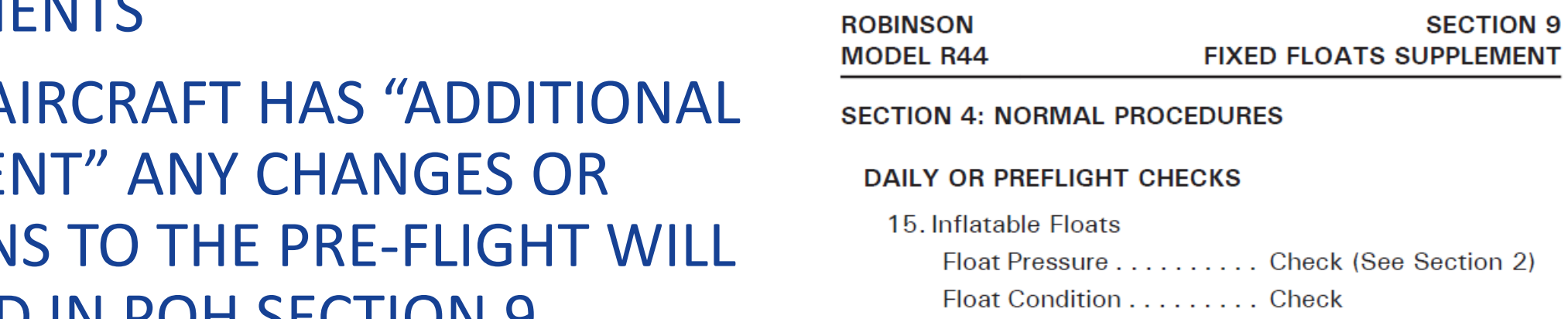
RHC POH SECTION 9

- SUPPLEMENTS
- IF YOUR AIRCRAFT HAS “ADDITIONAL EQUIPMENT” ANY CHANGES OR ADDITIONS TO THE PRE-FLIGHT WILL BE FOUND IN POH SECTION 9
- FIXED FLOATS?



ROBINSON MODEL R44 — SECTION 9 FIXED FLOATS SUPPLEMENT

SECTION 4: NORMAL PROCEDURES

DAILY OR PREFLIGHT CHECKS

15. Inflatable Floats

Float Pressure . . . . . Check (See Section 2)

Float Condition . . . . . Check

RHC SAFETY ALERTS

LATEST

- RHC SAFETY ALERT
- 03 JUNE 2022
- ALL ROBINSON HELICOPTERS
- “CORROSION AT TAIL ROTOR BLADE TIPS”

ROBINSON
HELICOPTER COMPANY
2901 Airport Drive, Torrance, California 90505 Phone (310) 539-0508 Fax (31

SAFETY ALERT

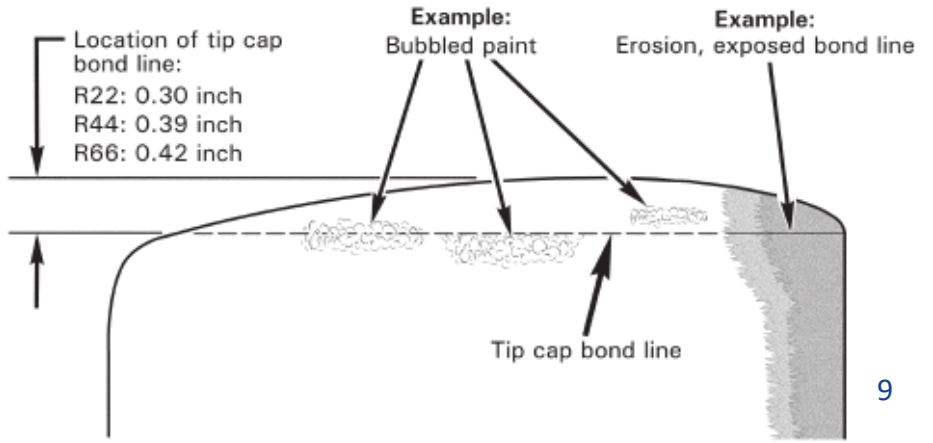
Issued: 3 June 2022

CORROSION AT TAIL ROTOR BLADE TIPS

The aerodynamic tips of the tail rotor blades are bonded in place. Any corrosion in the bond area can damage the bond. If allowed to progress, corrosion can weaken the bond enough to cause a tip to come loose and be ejected. The most corrosive environment is salt air. Helicopters conducting oceangoing shipboard operations or operating near saltwater coastlines are particularly susceptible to corrosion, especially if stored outdoors. An ejected tip can cause enough vibration to result in failure of the tail rotor gearbox housing.

For all R22, R44, and R66 series helicopters:

- Refer to figure below. Use extra attention during preflight inspection of tail rotor tip area.
  - Bubbled paint can be an indication of underlying corrosion. If bubbled paint is observed at or adjacent to tip cap bond line, do not fly helicopter. Have maintenance personnel comply with latest revision R22 SL-93/R44 SL-82/ R66 SL-40 prior to further flight.
  - If any portion of tip cap bond line is exposed, do not fly helicopter. Have maintenance personnel comply with latest revision R22 SL-93/R44 SL-82/ R66 SL-40 prior to further flight.



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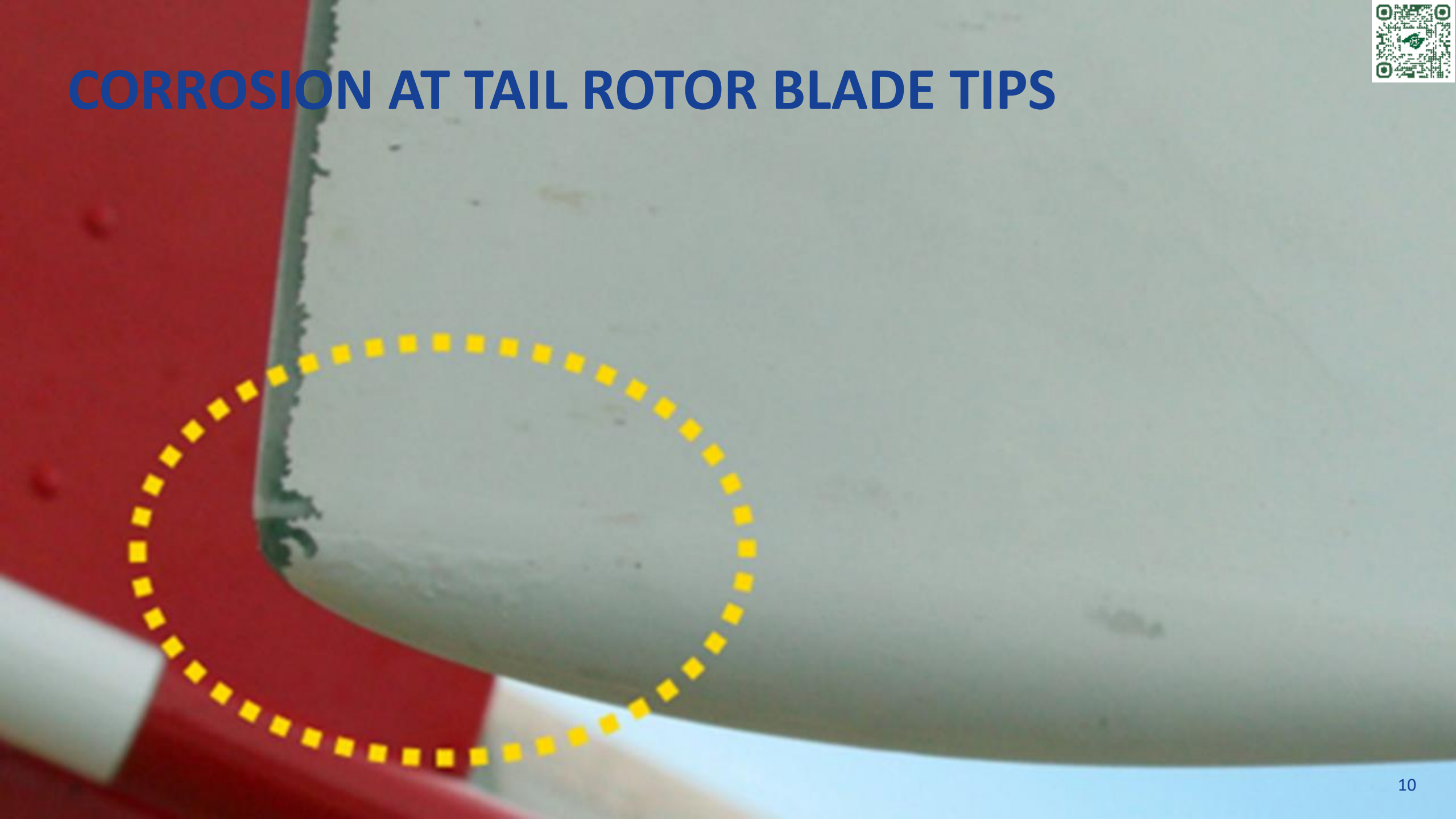
CORROSION AT TAIL ROTOR BLADE TIPS



RHC SAFETY NOTICES

LATEST UPDATE – JULY 2025

- SN-41
- PILOT DISTRACTIONS
- SN-32
- HIGH WINDS OR TURBULENCE
- SN-11
- LOW G PUSHOVERS

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ROBINSON
HELICOPTER COMPANY
2901 Airport Drive, Torrance, California 90505 Phone (310) 539-0508 Fax (31

Safety Notice SN-41

Issued: May 2013 Revised: Jul 2021; Jul 2025

PILOT DISTRACTIONS

Pilot distractions have caused or contributed to numerous fatal accidents. Examples of distractions include the use of mobile phones and portable electronic devices, unexpected events, consuming food or beverage, and attending to passengers.

Distractions may be visual, physical, or mental as each of these divert the pilot's attention from the primary duty of flying the helicopter. Numerous studies have shown that distractions while driving a motor vehicle are the equivalent of driving while impaired, leading to laws prohibiting this behavior. Operation of an aircraft while distracted is similarly affected and equally dangerous.

It is your responsibility as the pilot to maintain focus on the operation of the helicopter by not engaging in activities that unnecessarily distract from this responsibility.

Use of an autopilot never frees a pilot from the responsibility to closely monitor and control the aircraft. Do not fall prey to complacency while the autopilot is engaged or regard its use as an opportunity to engage in non-essential activities.

The following guidelines will help ensure your safety and the safety of your passengers:

- Keep your hands available to assume control of the aircraft at all times.
- Postpone lower priority activities until it is safe to do so or until after landing.
- Always maintain your visual scan outside the aircraft and of the flight instruments.
- Maintain situational awareness and mental engagement with the operation of the helicopter.
- Any avionics programming that takes more than a few seconds should be done while on the ground.
- If a door opens in flight, always land before attempting to close it.
- When hovering, keep both hands on the controls. If tuning a radio or other task is required, first land and reduce collective pitch.

THE PAPERWORK….

PART CAT, SPO, NCO, ATO REQUIREMENTS

- AIRCRAFT DOCUMENTS?
- LAST MAINTENANCE & MAINTENANCE FORECAST, DEFERRED DEFECTS (& LIMITATIONS) C OF A, C OF R, RADIO LICENCE, INSURANCE, WEIGHT & BALANCE…
- CARRIED ON BOARD?
- EQUIPMENT ON BOARD CORRECT FOR FLIGHT?
- PART CAT / PART NCO / ATO REQUIREMENTS / NATIONAL REQUIREMENTS….

THE PILOT…..

PART CAT, SPO, NCO, ATO REQUIREMENTS

- PILOTS DOCUMENTS?
- LICENCE, RATING, MEDICAL, PHOTO ID, RECENCY?
- IMSAFE
- PERSONAL WEATHER LIMITATIONS

APPROACHING THE HELICOPTER

- WIND STRENGTH & DIRECTION
- LOCAL AREA & OBSTACLES
- FOD
- SKIDS – STUCK IN GROUND?
- LEAKS
- SLOPE
- COVERS REMOVED
- TIE DOWNS REMOVED

GROUND HANDLING WHEELS REMOVED…..

PRE-FLIGHT “GOTCHAS”……

PILOT PEDALS

- ARE THE ADJUSTED TO THE CORRECT POSITION?
- MAKE SURE THEY ARE!
- IF FOUND AFTER START UP…
- SHUT DOWN AND ADJUST
- DO NOT ATTEMPT TO ADJUST ROTORS RUNNING

PRE-FLIGHT “GOTCHAS”……

INSTRUCTOR / LEFT SEAT PEDALS

- REMOVE DUALS FOR A NON RATED PILOT
- ARE THE PEDALS ADJUSTED TO THE CORRECT POSITION?
- MAKE SURE THEY ARE!

PRE-FLIGHT “GOTCHAS”……

LEFT SIDE DUALS REMOVED

- DO YOU KNOW HOW TO REMOVE?
- NO NON-RATED HELICOPTER PILOT SHOULD BE SEATED IN FRONT OF DUAL CONTROLS
- STOW CYCLIC PIN WITH REMOVED CYCLIC
- DO NOT PLACE PIN BACK INTO CYCLIC

PRE-FLIGHT “GOTCHAS”……

COCKPIT LIGHTS

- **MASTER ON**
- **OIL LOW PRESSURE LIGHT**
- **ALT LIGHT**
- **R44 II – AUX FUEL LIGHT**
- **CO DETECTOR**

✓SELF TESTS WITH INITIAL POWER ON

✓2 FLASHES & OUT – WORKING NORMALLY

✓4 FLASHES - MALFUNCTION

PRE-FLIGHT “GOTCHAS”……

FIRST FLIGHT OF THE DAY: R44 I / CADET

- **MASTER ON**
- **NOTE CARB AIR TEMPERATURE GUAGE**
- **NOTE OUTSIDE AIR TEMPERATURE GUAGE**
- CARB AIR TEMPERATURE SHOULD APPROXIMATELY MATCH THE OUTSIDE AIR TEMPERATURE
- IF IT DOESN’T MAY INDICATE CAT SENSOR FAILURE

PRE-FLIGHT “GOTCHAS”……

WARNING LIGHTS TEST

- ALL ILLUMINATE IMMEDIATELY UPON PUSH EXCEPT:
- LOW FUEL LIGHT
- MUST BE A DELAY BETWEEN PRESSING SWITCH AND LIGHT ILLUMINATING

PRE-FLIGHT “GOTCHAS”……

CLUTCH SYSTEM

- CHECK FUSE FOR GOOD CONDITION
- SPARE FUSE IN HOLDER??

PRE-FLIGHT “GOTCHAS”……

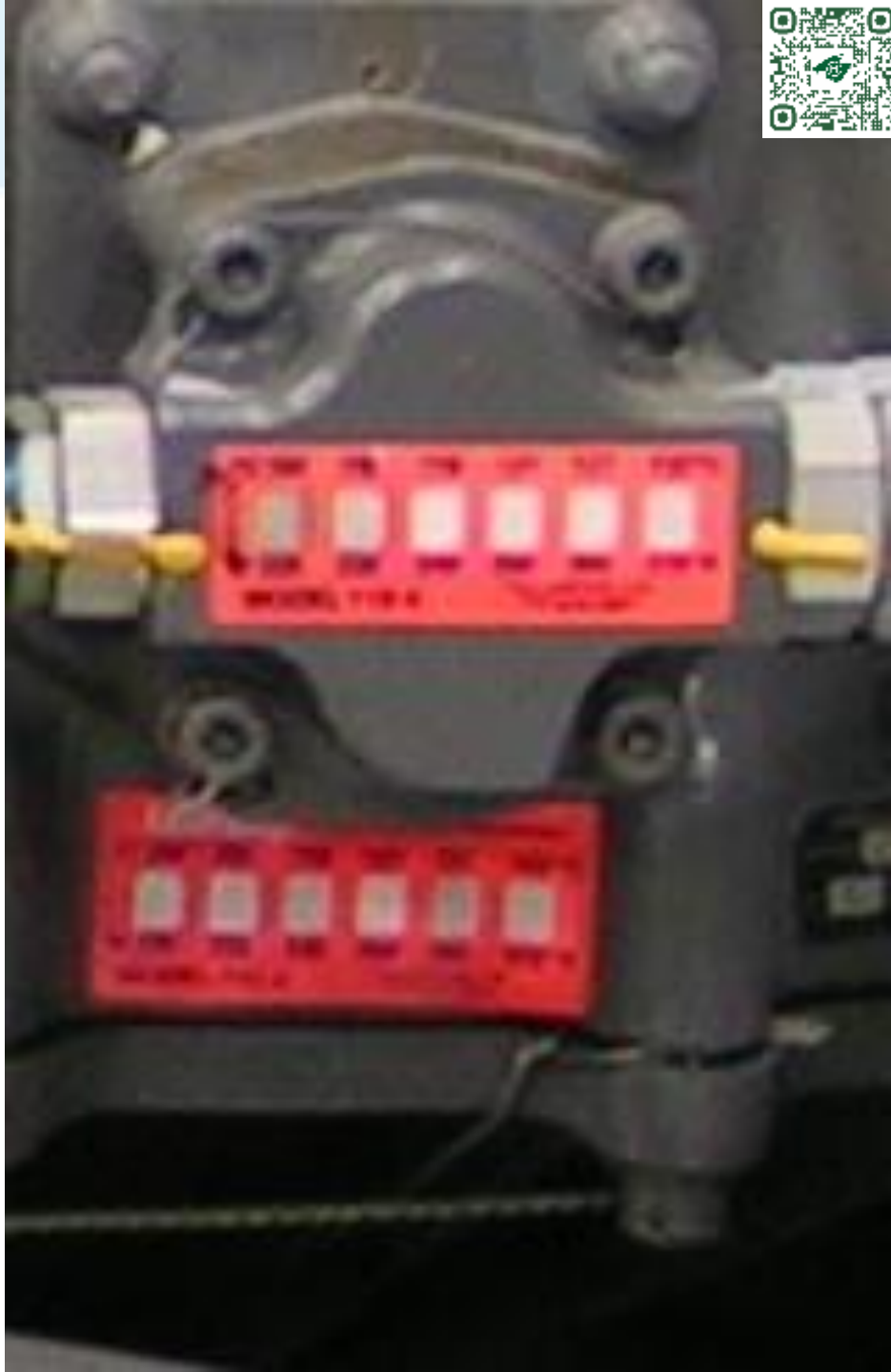
OIL CHECKS AND LEVELS

- NO LEAKS
- AMOUNT – IS THE AIRCRAFT ON LEVEL GROUND?
- CLEAN OILS!!
- NO METALLIC PARTICLES
- NO WATER (WHITISH COLOUR)

PRE-FLIGHT “GOTCHAS”……

TELATEMPS

- IF EXCESSIVE HEATING WILL BE BLACK – NOT GREY, BROWN OR OTHER COLOUR
- IF IT IS FITTED TO A GREASED BEARING LOOK FOR LEAKING GREASE!
- R44 – THE HYDRAULIC PUMP TELATEMP MUST NOT DIFFER THE MAIN ROTOR GEARBOX TELETEMP



PRE-FLIGHT “GOTCHAS”……

TELATEMPS & BEARINGS

PRE-FLIGHT “GOTCHAS”……

ROTOR OVERSPEED

- MAYBE NO EVIDENCE!
- RELIES ON THE PREVIOUS PILOT BEING HONEST!
- IF REPORTED = INSURED
- IF FOUND DURING MAINTENANCE = MAY NOT BE INSURED

PRE-FLIGHT “GOTCHAS”……

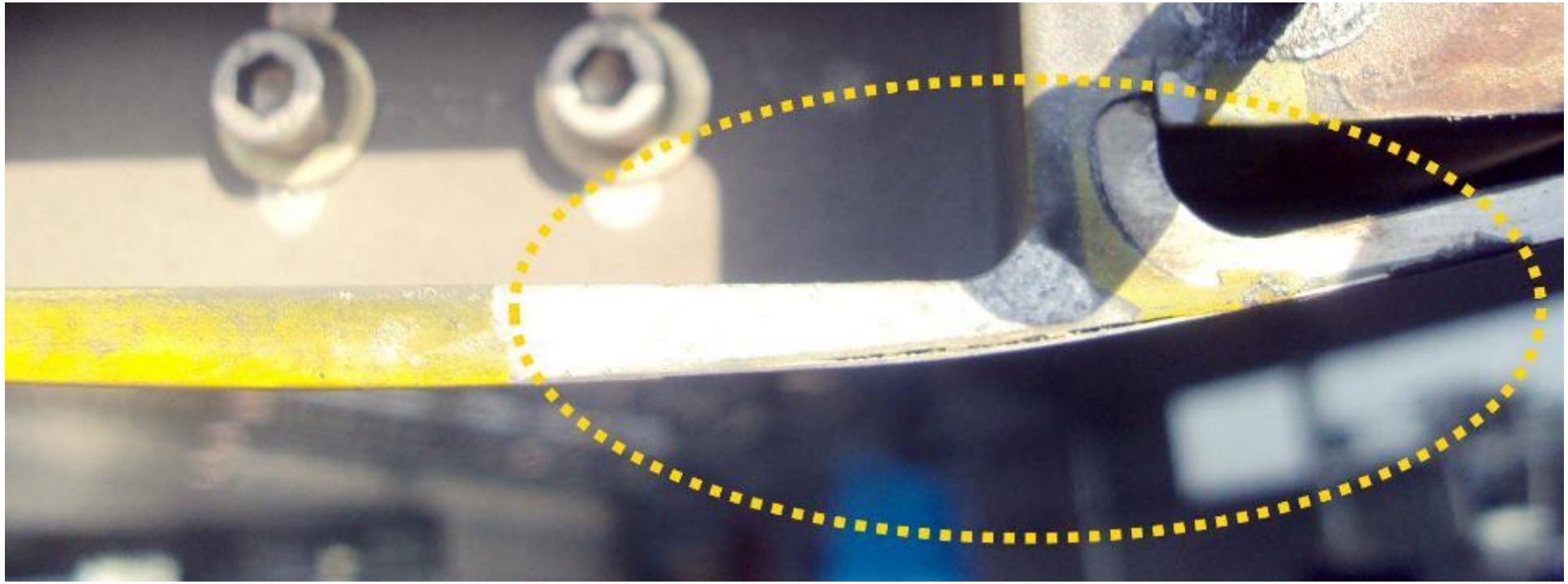
MAIN ROTOR BOOTS

- NO LEAKS (RED FLUID)
- OCCASIONALLY CAUSED BY TEMPERATURE CHANGES OF RUBBER AND METAL CLIPS
- LACK OF OIL CAN CAUSE BURRING AND DAMAGE TO THE MAIN ROTOR BEARINGS AND BLADES
- **DO NOT FLY**

PRE-FLIGHT “GOTCHAS”……

MAIN ROTOR TIP CORROSION

- ENSURE NO CORROSION ON TIPS



PRE-FLIGHT “GOTCHAS”……

MAIN ROTOR BOND LINE

- SUBJECT TO PREVIOUS AD, AND SUBSEQUENT BLADE CHANGE ON ALL R44’S
- HOWEVER – STILL, THE BOND LINE MUST NOT BE EXPOSED

PRE-FLIGHT “GOTCHAS”……

MAIN ROTOR BLADES

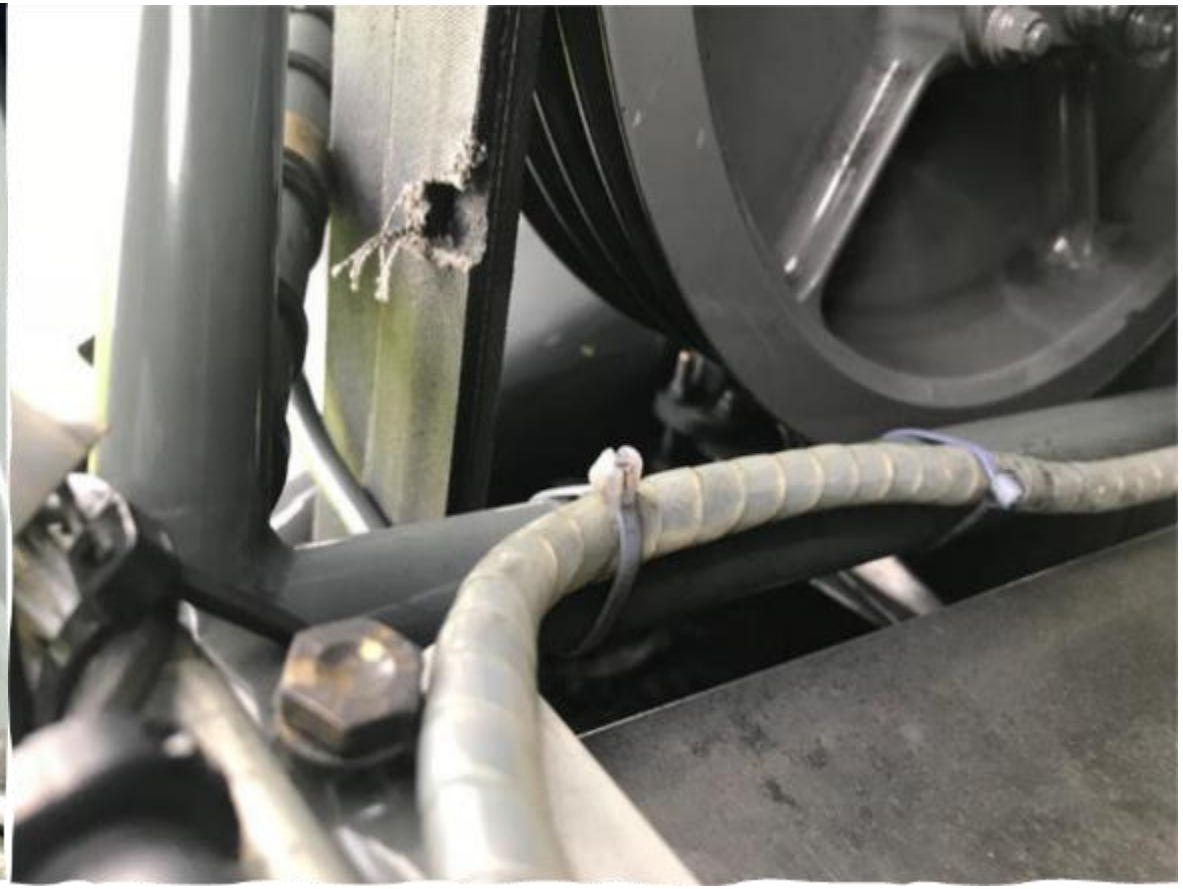
PRE-FLIGHT “GOTCHAS”……

V-BELTS

- NOW A MEASURED AMOUNT OF SLACK!
- 1.5 INCHES / 4 CM MAXIMUM
- CHECK V BELT CONDITION
- CHECK LOWER BEARING WEAR

PRE-FLIGHT “GOTCHAS”……

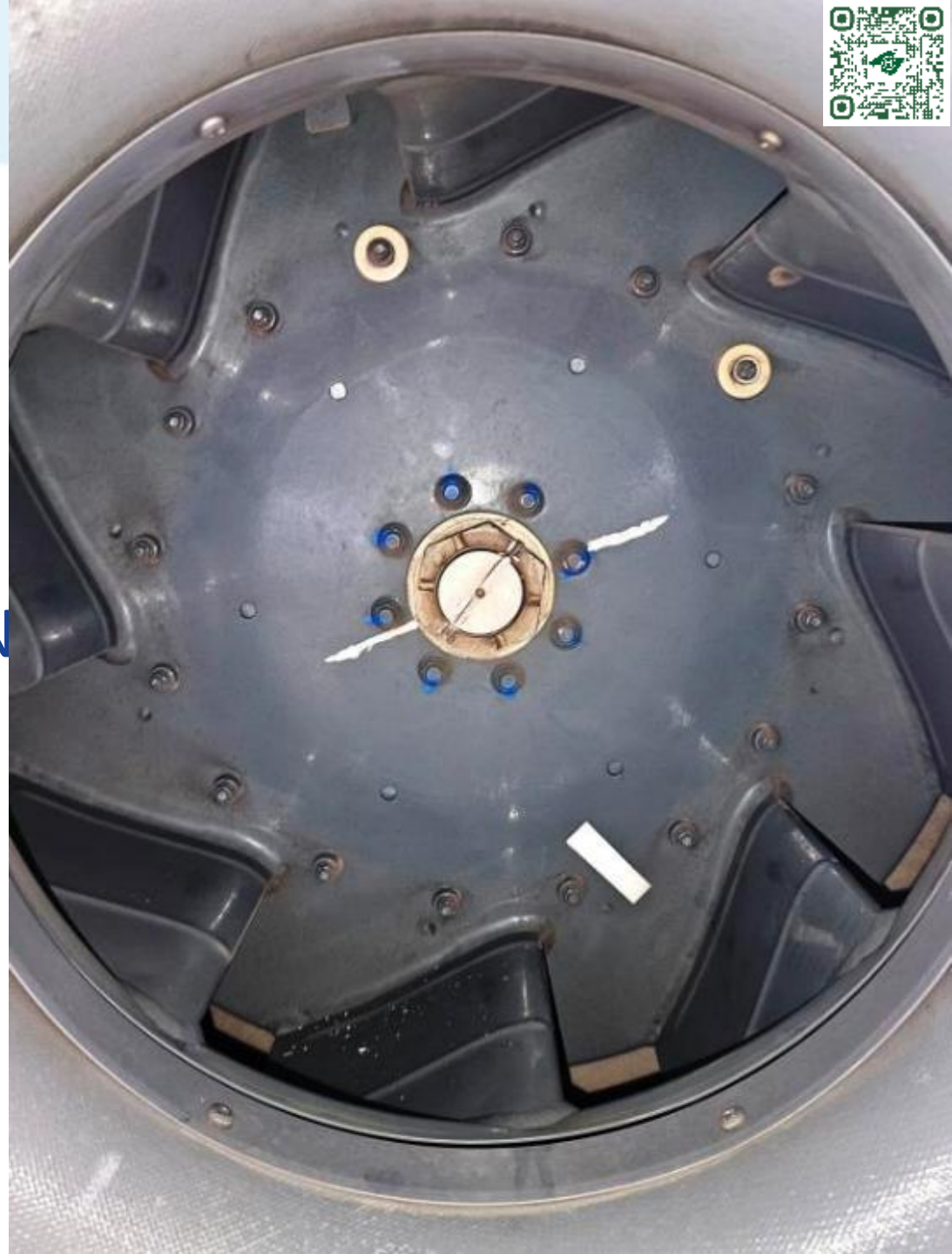
VEE BELT DAMAGE



PRE-FLIGHT “GOTCHAS”……

ENGINE OVERSPEED

- WITNESS LINES ON FAN SCROLL MISALIGNED
- ENGINE OVERSPEED ON START UP ON PREVIOUS FLIGHT
- IF WITNESS LINE IS MISSING OR NOT IN-LINE
- **DO NOT FLY**



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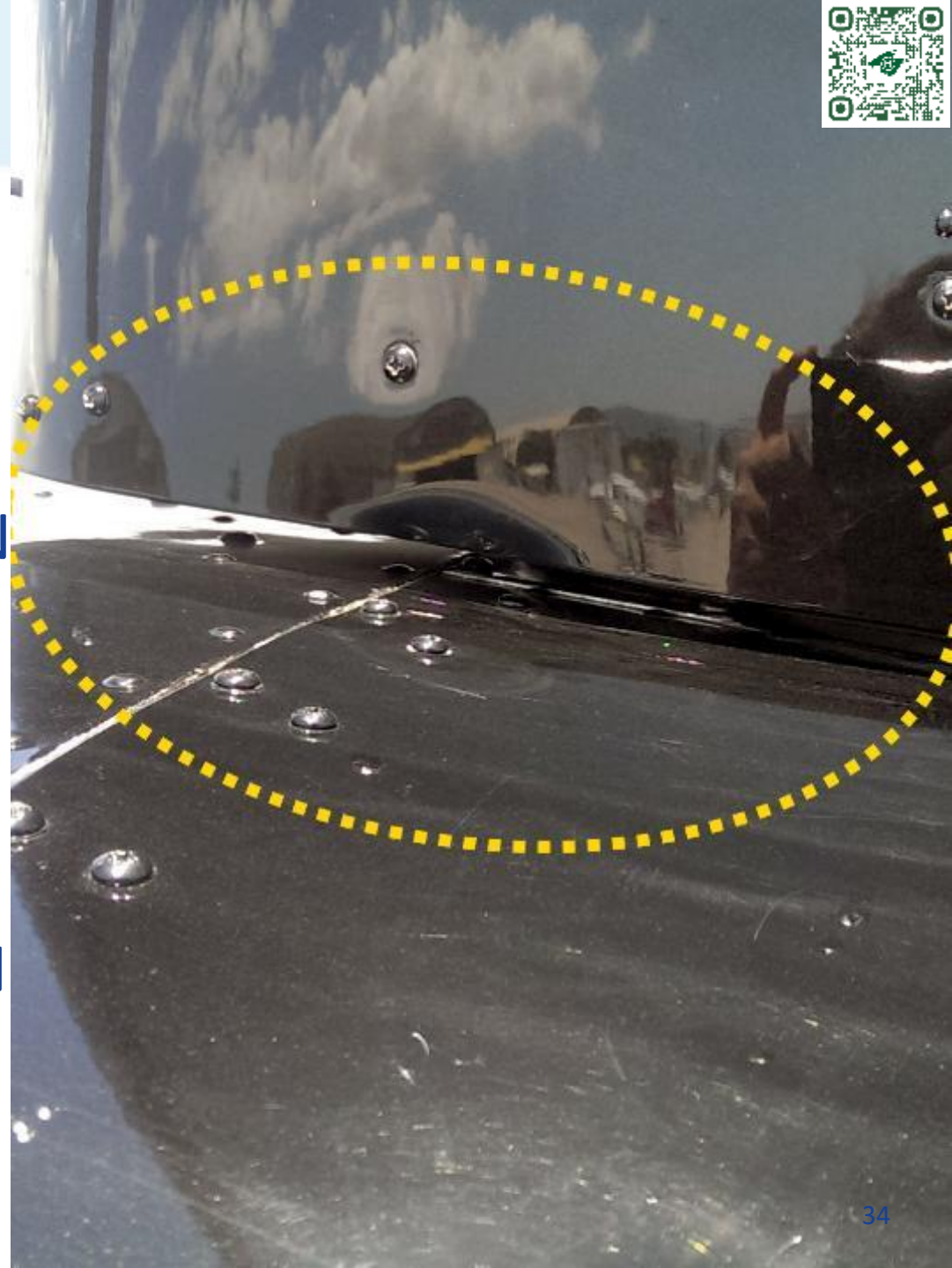
PRE-FLIGHT “GOTCHAS”……

MAST / GEARBOX ROCKING

- MAST FAIRING CONTACTS FUSELAGE
- USUALLY CAUSED BY HARD LANDING ON ONE SKID
- FULL TOUCH DOWN AUTOROTATION
- ENGINE FAILURE IN HOVER
- HEAVY LANDING
- NEWER R44’S ENLARGED GAP BETWEEN FAIRING AND FUSELAGE



PRE-FLIGHT “GOTCHAS”……

TAIL BOOM – BLADE SAILING

PRE-FLIGHT “GOTCHAS”……

HARD LANDING

- BE FAMILIAR WITH THE R44 STANCE
- DISTANCE OF TAIL SKID TO GROUND (LESS THAN 30 INCHES CROSS TUBE(S) MUST BE REPLACED
- DEFORMATION OF CROSSTUBE(S)
- DEFORMATION OF SIDE PANELS
- DO NOT FLY

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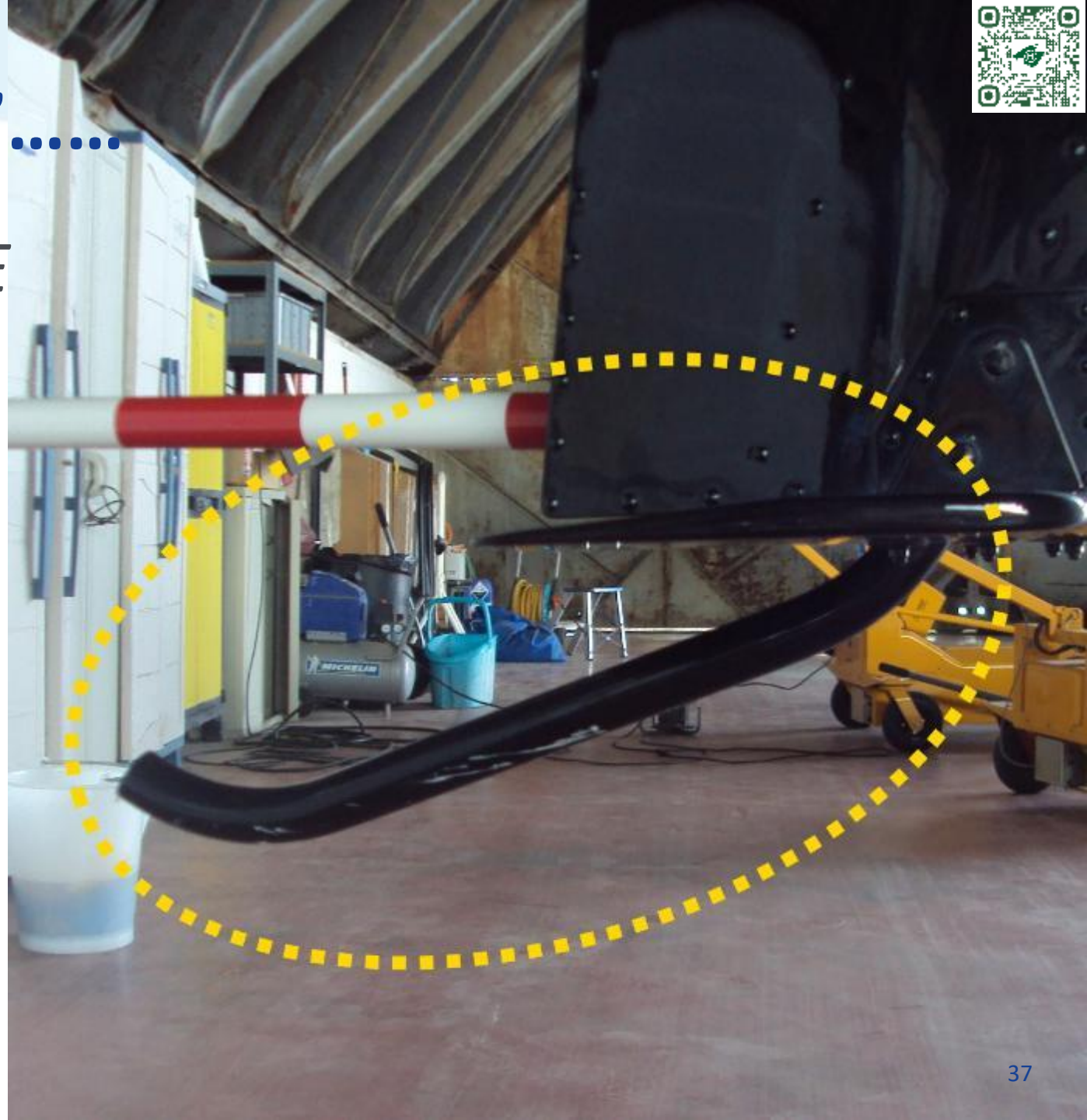
PRE-FLIGHT “GOTCHAS”……

TAIL ROTOR GUARD STRIKE

- SCUFFING
- SCRATCHING
- DENTING
- DEFORMATION
- POTENTIAL STABILISER FAILURE AT CASTING POINT



PRE-FLIGHT “GOTCHAS”……

“HANGAR RASH”

- CORNERS OF:
- HORIZONTAL STABILISER
- VERTICAL STABILISERS
- POTENTIAL STABILISER FAILURE AT CASTING

PRE-FLIGHT “GOTCHAS”……

STABILISER DAMAGE

PRE-FLIGHT “GOTCHAS”……

DOORS OFF FLIGHT

- ALL LOOSE ITEMS REMOVED OR STOWED
- SEAT BELTS FASTENED, ESPECIALLY ON EMPTY SEATS – THE SEAT WILL OPEN AND SUCK OUT THINGS FROM UNDER THE SEAT!
- PASSENGERS WITH CAMERAS – ATTACHED TO THE PASSENGER. NOT “SELFIE STICKS” OUTSIDE THE CABIN!

PRE-FLIGHT “GOTCHAS”……

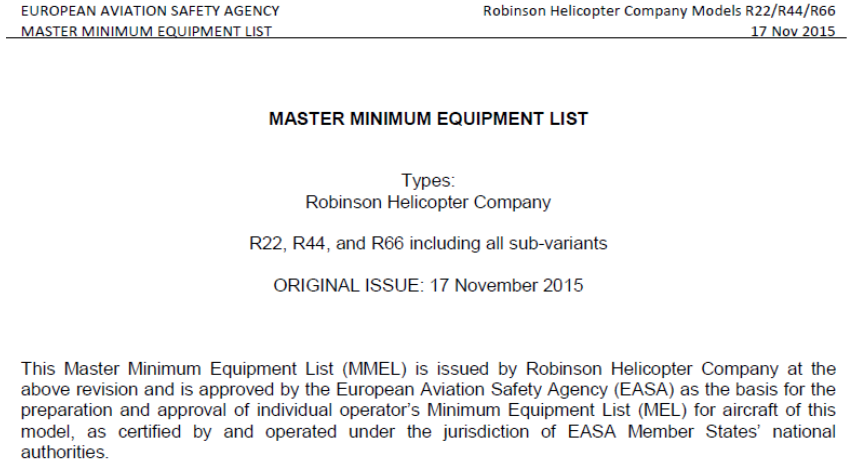
IF DAMAGE FOUND = FAILED PREFLIGHT CHECK

- DO NOT FLY
- REPORT TO MAINTENANCE
- IF PREVIOUSLY RECTIFIED IT WILL BE IN THE MAINTENANCE RECORDS AND SIGNED OFF

PRE-FLIGHT "GOTCHAS"……

MINIMUM EQUIPMENT LIST

- SOMETIMES CERTAIN ITEMS CAN BE INOPERABLE AND THE AIRCRAFT STILL BE DISPATCHED FOR FLIGHT
- IT MAY HAVE OPERATING LIMITS
- IT MAY HAVE TIME CONSTRAINTS
- YOUR COMPANY MAY HAVE THEIR OWN MEL
- RHC HAS AN EASA R44 MEL
- FREE DOWNLOAD ON RHC WEBSITE



EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST

Robinson Helicopter Company Models R22/R44/R66
17 Nov 2015

MASTER MINIMUM EQUIPMENT LIST

Types:
Robinson Helicopter Company

R22, R44, and R66 including all sub-variants

ORIGINAL ISSUE: 17 November 2015

This Master Minimum Equipment List (MMEL) is issued by Robinson Helicopter Company at the above revision and is approved by the European Aviation Safety Agency (EASA) as the basis for the preparation and approval of individual operator's Minimum Equipment List (MEL) for aircraft of this model, as certified by and operated under the jurisdiction of EASA Member States' national authorities.

LIABILITY (PILOTS NOTE!!!)

- IF YOU ACCEPT THE AIRCRAFT, OR SIGN THE TECHLOG, WITH ANY DAMAGE THEN YOU WILL BE LIABLE FOR ANY REPAIRS NEEDED!!!
- IF YOU ARE NOT SURE DO NOT ACCEPT THE HELICOPTER

ONCE PRE-FLIGHT CHECK COMPLETED

IDIOT CHECK

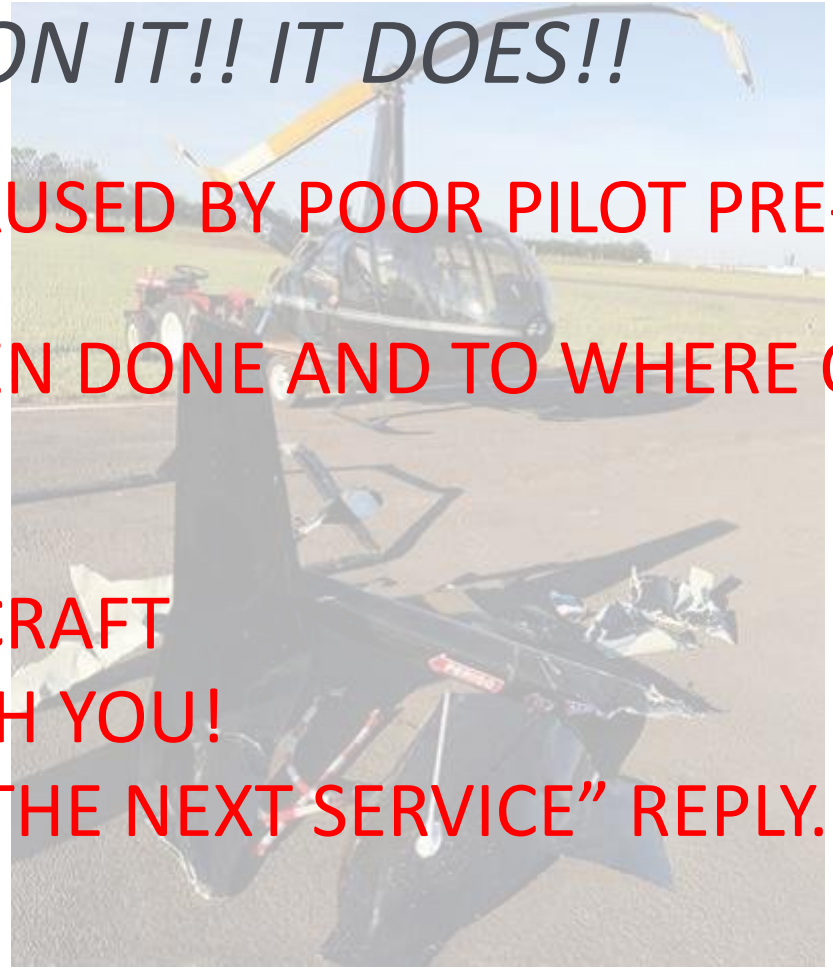
- SIGN TECHLOG
- PASSENGER BRIEFING COMPLETED
- **IDIOT CHECK!!**

1. **FUEL CAPS ON – PHYSICAL CHECK!**
2. **ALL COWL DOORS CLOSED**
3. **PASSENGER DOORS CLOSED**

POST MAINTENANCE PRE-FLIGHT

CHECK AS IF YOUR LIFE DEPENDS ON IT!! IT DOES!!

- MANY FATAL ACCIDENTS HAVE BEEN CAUSED BY POOR PILOT PRE-FLIGHT AFTER MAINTENANCE
- CHECK RECORDS TO SEE WHAT HAS BEEN DONE AND TO WHERE ON THE AIRCRAFT
- LOOK FOR ANYTHING NOT SECURE
- LOOK FOR ANY TOOLS LEFT IN THE AIRCRAFT
- FIRST FLIGHT – TAKE AN ENGINEER WITH YOU!
- DO NOT ACCEPT THE “WE’LL FIX IT ON THE NEXT SERVICE” REPLY..
- READ RHC SAFETY NOTICE 43



RHC SAFETY NOTICIES

- SN 43 – USE EXTRA CAUTION DURING POST MAINTENANCE FLIGHTS
- SN 33 – DRIVE BELT SLACK
- SN 30 – LOOSE OBJECTS CAN BE FATAL
- SN 13 – DO NOT ATTACH ITEMS TO SKIDS

R44 NEW MODELS

HORIZONTAL STABILISER

- MOVED LOCATION
- IMPROVES ROLL STABILITY AT HIGH SPEED
- REDUCES RIGHT ROLL IN LOW-G SITUATIONS
- RETRO FIT KIT: KI-285-2

NEW R44 MODELS

ADDITIONAL ITEMS

- ANNUNCIATOR PANEL
- NO MORE WARNING LIGHTS ALL OVER THE COCKPIT!
- NEW LIGHT – HYD (IF TURNED OFF!)
- EMU
- PUSH TO TEST BUTTON

NEW R44 MODELS

EMU – ENGINE MONITORING UNIT

- MEASURES: ENGINE SPEED, ROTOR SPEED, OIL TEMPERATURE, CYLINDER HEAD TEMPERATURE, MANIFOLD PRESSURE, AMBIENT PRESSURE, OUTSIDE AIR TEMPERATURE
- POWER ON 10 SECONDS TO SELF TEST (NO LIGHT)
- AFTER 10 SECONDS – PUSH TO TEST
- STEADY ON – ALL IS NORMAL, FAST FLASHES (4 X PER SEC)– EXCEEDANCE, SLOW FLASHES (1 EVERY 2 SECS, OR NO LIGHT) – EMU FAILURE
- CAN CONNECT BLUETOOTH TO RHC APP TO CHECK EXCEEDANCE
- CAN ONLY BE RESET BY ENGINEER WITH SPECIAL SOFTWARE
- NOTE: IT IS A PASSIVE SYSTEM – THE LIGHT DOES NOT COME ON ITSELF IF THERE IS A FAULT OF EXCEEDANCE – THE PILOT MUST PUSH THE TEST BUTTON TO CHECK

NEW R44 MODELS

AUDIO ALERTS

- THROUGH THE INTERCOM / HEADSETS
- THEREFORE, MUST HAVE A FUNCTIONING HEADSET TO FLY!!
- LOW RRPM WARNING 97% RRPM
- HIGH RRPM WARNING 108% RRPM (HIGH/LOW WARBLE)

POST FLIGHT CHECK

DON'T FORGET TO CHECK THE AIRCRAFT AFTER LANDING!

- ANY MAIN ROTOR DAMAGE
- ANY FUSELAGE DAMAGE
- ANY TAIL ROTOR DAMAGE
- TAIL ROTOR SKID DAMAGE
- ANY LEAKS?

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FOR A COPY OF THIS PRESENTATION PLEASE EMAIL: INFO@BALEARIC-HELICOPTERS.COM