

1. WALK - UP

a. Helicopter Level	Check
b. Gen Condition, Leaks, Puddles	Check
c. Tie-Dwns, Covers	Remove
d. Stinger Clearance	Check
e. Main Fuel Tank	Dip, note quantity, cap tight
f. Aux Fuel Tank	Dip, note quantity, cap tight
g. Rear Cross Tube	Slight smile

2. COCKPIT

a. All switches, instruments	Off
b. AROW+Hobbs Check	Onboard helicopter
c. Master Battery Switch	On
d. Fuel Gauge	Check with measured levels
e. Position, Anti-Collision Lights	On, operation/condition, off
f. Landing Lights(breaker,clutch)	On, operation/condition, off
g.Warning Light Test Switches	Open cowl door, push to test
h. Master Battery Switch	Off
i. Rotor Brake	Actuation normal, condition

3. FUSELAGE RIGHT SIDE

a. Door Hinge Safety Pin	Installed, open end aft
b. Sheet Metal Rivets, Plexiglass	No cracks, dents, or looseness
c. Cross Member Tubes	No fore/aft warping, minimal bow
d. Ground Handling Wheels	Removed
e. Landing Gear	Skid shoes, tube cap, bolts

4. COWL DOOR

a. Aux Fuel Tank/Lines	Secure, no leaks, fuel sample
b. Main Transmission Oil	Full, no leaks, bolts, safety wires
c. Gear Box Telatemp	Normal
d. Transmission Cooling Hose	Condition, security
e. Push Pull Tubes	Rod ends, Tube guides intact
f. Collective Control Servos	If visible. Bearing cond, security
g. Tail Rotor Control Rods	Smooth, firm, torque stripes
h. Static Air Line	Clear obstructions, secure
i. Antenna Cable	Secure
j. Tube Frame Joints	No cracks, rust, or bubbles
k. All Fasteners/Zip Ties	Secure
l. Flex Couplings, Yoke Flanges	No cracks, torque stripes aligned
m. V-Belts (2)	Entire length: cracks, wear, slack
n. Upper Bearing Teleatemp	Normal
o. Sprague Clutch (both sides)	No leaks, spins freely
p. Tail Cone Attachment Bolts	Secure, no fretting or rust
q. Cowl Door	Latched

5. ENGINE RIGHT SIDE

a. Carb Air Ducts	Secure
b. Engine Sheet Metal	No cracks
c. Elec. Terminals/Voltage Reg	Tight, cover installed
d. Oil Lines	No leaks, chafing, or corrosion
f. Exhaust System/Manifold	No cracks, bolts secure
g. Engine General Condition	Spark plugs, mag, hoses, etc.
h. Oil Cooler Door	Check for debris, damage to fins
i. Tube Frame Joints	No cracks, rust, or bubbles
j. 4 rivets, cooling shroud	Secure
k. 2 bolts lower bearing	Secure

6. ENGINE REAR

b. Cooling Fan	No cracks, check impeller welds
c. Fan Scroll, Cooling Shroud	No cracks, all screws secure
d. Telatemps, Lower Bearing (2)	Normal
e. Lower Bearings	No leaks
f. Tube Frame	Symmetrical, not bent

7. TAIL CONE. RIGHT AND LEFT SIDE

a. Rivets, Sheet Metal Skin	Tight, no fretting, cracks or dents
b. Antenna, Fasteners	Condition, security
c. Horizontal/Vertical Stabilizers	Dents, cracks; bolts/rivets secure

8.TAIL ROTOR

a. Aft Flex Coupling	No cracks, nuts tight, pal nuts
b. Gear Box Oil	Full, no leaks
c. Gear Box Safety Wires/Bolts	Secure
d. Gear Box Telatemp	Normal
e. Blades	No dents,cracks,vents clear, balance screws attached
f. Pitch Change Links	Free without looseness
g. Pitch Link Pal Nuts	Torque stripes, Tight
h. Chip detector	Secure
i. Teeter Bearings	Free w/o looseness
j. Control Bellcrank	Free w/o looseness, bolts secure
k. Stinger	Condition/Height

9. ENGINE LEFT SIDE

a. Clutch Actuator Lateral Support	Secure
b. Clutch Actuator Overtravel Switch	Intact
c. Alternator: belt and cooling hose	Tension, condition, secure
e. Engine Sheet Metal	No cracks
f. Exhaust Manifold	No cracks, bolts secure
g. Oil lines, Hoses Primer Lines	No leaks, chafing or corrosion
h. Engine Oil	4-6 Quarts
i. Engine, General Condition	Spark plugs, mag, hoses, etc.
j. Fuel Lines/Intake Manifold	No leaks
k. Main Fuel & Gascolator Drain	Sample, fuel cap secure
l. Main Fuel Tank	No leaks
m. Throttle Linkage	Operable, safety wire Secure
n. Batt., Relay, Oil Sensor, Hobbs	Condition, security
o. Manifold Pressure Line	Condition, security
p. Tube Frame	No cracks, rust, or bubbles
q. Cabin Heat Intake	Condition, security, hoses

10. FUSELAGE LEFT SIDE

a. Door Hinge Safety Pin	Installed, open end aft
b. Sheet Metal Rivets, Plexiglass	No cracks, dents, or looseness
c. Cross Member Tubes	No fore/aft warping, min bow
d. Ground Handling Wheels	Removed
e. Landing Gear	Skid shoes, tube cap, bolts

11. MAIN ROTOR

Never pull rotor blade down! To lower blade, push opposite blade up.

a. Main Rotor Blades	Clean, damage, dents, corrosion
b. Pitch Change Boots	Leaks, secure, boot condition
c. Orange Static Stops	In place
d. Teeter Hinge Bolt	Secure, cotter pin installed
e. Coning Hinge Bolts	Secure, pins, no fretting/rust
f. Pitch Change Links	Free w/o looseness
g. Pitch Link Pal Nut/Safe Wire	Tight, secure
k. Main Rotor Blades	Level

12. NOSE AREA

a. Trim Strings	Intact
b. Pitot Tube	Condition, Security, blockage
c. Canopy – Screws	Condition cleanliness
d. Fresh Air Vent	Clear
e. Outside Air Temp Sensor	Condition, Security
f. Bottom Sheet Metal Skin	No cracks or leaks

13. FINAL WALK-AROUND

a. Cowl latches and fuel caps	Secure, torque stripes lined up
b. Main rotor blades	Level, good general condition

14. CABIN INTERIOR

a. Baggage Compartments	Check. No sharp or hard objects
b. Removable Controls	Secure if installed
c. Collective Controls	Clear
d. Seat Belts	Condition, fastened
e. Loose Articles	Removed or stowed

- Removable controls should be removed if person in left seat is not a rated helicopter pilot.

- When flying solo, fill left baggage compartment before using right.