

## Chapter 7: Shore-Based Procedures

1. Prior to starting the engine, a \_\_\_\_\_ be stationed near the engine and remain in readiness with a \_\_\_\_\_ until the engine is operating.
2. The two major steps to be taken prior to the acceptance of the helicopter are a \_\_\_\_\_ of the recent helicopter \_\_\_\_\_ and a \_\_\_\_\_.
3. IF STBY BAT voltage is \_\_\_\_\_ Vdc, the aircraft is down for flight in \_\_\_\_\_.
4. Preflight tail rotor oil level = \_\_\_\_\_
5. Forcing the rotation of the main rotor blades may damage the \_\_\_\_\_.
6. In temps below \_\_\_\_\_ degrees C, twist grip may be opened at \_\_\_\_\_% Ng.
7. Engine oil pressure fluctuations of \_\_\_\_\_ psi at idle are \_\_\_\_\_; however fluctuations must remain within \_\_\_\_\_ operational range.
8. Steps marked by a \_\_\_\_\_ need not completed on \_\_\_\_\_ starts by the \_\_\_\_\_ crew.
9. The \_\_\_\_\_ function should not be left \_\_\_\_\_ during prolonged periods while the aircraft is on deck. This may cause the \_\_\_\_\_ to overheat.
10. After encountering translational lift, \_\_\_\_\_ power is required because of a \_\_\_\_\_ in \_\_\_\_\_ and an \_\_\_\_\_ in \_\_\_\_\_ efficiency as airspeed is increased.
11. During steep approaches at \_\_\_\_\_ than \_\_\_\_\_ KIAS, avoid descent rates above \_\_\_\_\_ fpm to preclude \_\_\_\_\_.
12. Securing the engine with the \_\_\_\_\_ valve may prevent engine light off on \_\_\_\_\_ start.