



RIGHT ON!
YOU...

**GO
FORWARD,
YOUNG
MAN!**

ROTATING
BLADES BACK-
WARDS IS A
REAL NO-NO
THAT CAN
CAUSE
SERIOUS
ENGINE
DAMAGE!

...ALSO, IMPROVED
SEALS ARE INCLUDED TO
HELP PREVENT CARBON
BUILD-UP, WHICH
WAS ANOTHER
CAUSE OF STUCK
TURBINES!

The way to rotate your Kiowa and Cayuse main rotor blades on a pre-flight is forward, hot pilots.

That 90-degree, left-to-right action will prevent any attempted start with the blades tied down. Flight and maintenance types can also hear any unusual noises in the power train, without rotating the engine.

What about N2 hang-ups? If a turbine is stuck due to temperature changes between the turbine and support, let the engine cool several minutes after shut-down—that'll free 'er.

Rotating the blades backwards will free the turbine, but you could damage engine parts because of the tremendous force being applied thru blade leverage. It's not worth the risk.

Your check for an N2 hang-up is in the operator's manual. If the main rotor is not turning by 30% gas producer speed, abort the start and eyeball the engine.

N2 hang-ups are fading out of the picture. Overhauled engines now have redesigned components which increase cooling.