



ENSTROM HELICOPTER CORPORATION

CASE NUMBER (SN/ Hours) _____

Trouble Shooting Information Form (Piston Engine)

Please fill out all relevant fields provided in this document. This will help our product support staff trouble shoot your aircrafts problems more effectively. These records will kept on file at Enstrom Helicopter Corp. *Please note that a helicopter should NEVER be operated under unsafe conditions!*

CUSTOMER INFORMATION:

1. Point of Contact _____ Date _____

2. Company _____

Address:

3. Email _____

4. Phone _____

AIRCRAFT HISTORY:

Aircraft Serial Number _____ Registration _____ Helicopter Total Time _____

Time since Overhaul _____ Engine Time _____ Engine S/N _____

Is the Aircraft Equipped with EDM 700: YES NO

PROBLEM DESCRIPTION:

ENVIRONMENTAL INFORMATION

OAT at time of test _____ Pressure Altitude _____ Field Elevation _____

Does the (Fuel truck, Bowser, etc.) have a filter: YES NO

How old is the fuel _____ Fuel Quantity _____ EST Gross Weight _____



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OPERATIONAL INFORMATION:

1. Full Rich Idle (Ground Idle): ENG RPM SET AT: **1500** ENG RPM RISE **b.** _____

TIT **a.** _____ FUEL FLOW **a.** _____

CHT: EGT:

MANIFOLD PRESSURE **a.** _____ OIL TEMP **a.** _____ OIL PRES **a.** _____ #1 _____ #1 _____

OBSERVATION NOTES:

#2 _____ #2 _____

#3 _____ #3 _____

#4 _____ #4 _____

a.

Step a. At normal operating temps, Record TIT, Fuel Flow, MP, CHT, EGT, and Oil P & T.

Step b. Lean Mixture to idle cutoff and record engine RPM rise. NOTE: Leaning Mixture to idle cutoff is done by; slowly pulling the mixture knob out until a slight rise in engine RPM's is noticed. The rise should happen just before the engine begins to shut off.



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2. Flight idle:

1. Blades engaged.
2. Mixture full rich.
3. Advance engine RPM to **3050**

CHT:	EGT:
#1 _____	#1 _____
#2 _____	#2 _____
#3 _____	#3 _____
#4 _____	#4 _____

ENG RPM SET AT: **3050** TIT a. _____ b. _____ FUEL FLOW a. _____ b. _____

MANIFOLD PRESSURE a. _____ b. _____ OIL TEMP a. _____ b. _____

OIL PRES a. _____ b. _____

MAGNETO CHECK AT 3050 ENGINE RPM, in accordance with the RFM:

LEFT MAG RPM DROP a. _____ b. _____ TIT RISE a. _____ b. _____

RIGHT MAG RPM DROP a. _____ b. _____ TIT RISE a. _____ b. _____

OBSERVATION NOTES:

CHT:	EGT:
#1 _____	#1 _____
#2 _____	#2 _____
#3 _____	#3 _____
#4 _____	#4 _____

a.

Step a. stabilized at flight idle, record all parameters.

Step b. Lean Fuel flow to 65 pounds per hour, and record all parameters again.



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3. Light on the Skids:

Leaned in accordance with previous procedure step b.

NOTE: TIT should be between 1450 and 1500

ENG RPM SET AT: **3050** TIT _____ FUEL FLOW _____

MANIFOLD PRESSURE _____ OIL TEMP _____ OIL PRES _____

CHT:	EGT:
#1 _____	#1 _____
#2 _____	#2 _____
#3 _____	#3 _____
#4 _____	#4 _____

OBSERVATION NOTES:

CAUTION

***DO NOT FLY THE HELICOPTER IF CONSIDERED TO
BE IN A UN AIRWORTHY CONDITION!***



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4. Hover:

NOTE: TIT should be between 1450 and 1500

ENG RPM _____ TIT _____ FUEL FLOW _____

MANIFOLD PRESSURE _____ OIL TEMP _____ OIL PRES _____

CHT:	EGT:
#1 _____	#1 _____
#2 _____	#2 _____
#3 _____	#3 _____
#4 _____	#4 _____

OBSERVATION NOTES:



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5. Forward Flight:

NOTE: TIT should be between 1450 and 1500

Air speed _____

ENG RPM _____ TIT _____ FUEL FLOW _____

MANIFOLD PRESSURE _____ OIL TEMP _____ OIL PRES _____

CHT:	EGT:
#1 _____	#1 _____
#2 _____	#2 _____
#3 _____	#3 _____
#4 _____	#4 _____

OBSERVATION NOTES: