CHAPTER 10 — PARKING AND MOORING

CONTENTS — MAINTENANCE PROCEDURES

PARKING AND MOORING

10-1. PARKING AND MOORING.

10-2. NORMAL CONDITIONS.

NOTE

This procedure to be used when forecast wind velocity is less than 20 knots.

1. Park helicopter on a level surface so load will be balanced.

2. Retract or remove ground handling wheels (Chapter 9) to allow helicopter to rest on skid landing gear.

3. Align main rotor blades fore and aft, and tail rotor blades parallel to vertical fin.

4. Tie down main rotor (paragraph 10-5).

5. Tie down tail rotor (paragraph 10-7).

6. Disconnect battery.

7. Tighten friction locks on flight controls.

8. Place all switches to OFF position. Remove external power, if applied.

9. Close all doors, windows, and install all access covers.

10-3. TURBULENT CONDITIONS.

NOTE

This procedure to be used when winds are 20 to 45 knots.

1. Head helicopter into direction of highest forecast winds.

2. Accomplish paragraph 10-2 .

10-4. MOORING.

NOTE

The helicopter shall be moored if wind is expected to exceed 45 knots. If possible, the helicopter should be evacuated to a safe area when wind condition above 75 knots is expected.

1. If a paved ramp with suitably spaced tie-down rings is available, park helicopter on skid landing gear headed in direction from which highest forecast winds are expected.

2. Secure helicopter to ramp tie-downs. Use cable, rope or manufactured tie-downs at helicopter jacking tie-down fittings. A clevis used at each of the four tie-down fittings (3 and 4, figure 10-1) will permit use of larger diameter rope.

3. If suitably spaced ramp tie-downs are not available, park helicopter on an unpaved parking area headed in direction from which highest forecast winds are expected and retract ground handling wheels. Use mooring anchor or make “dead man” anchors. Moor helicopter as described in step 1.

4. Secure main and tail rotor with tie-down straps. If storage space and time is available, remove main rotor blades and store. Secure main rotor hub to mast to prevent movement on flapping axis.

5. Install covers on pitot tube and engine exhausts. Install inlet covers on engine induction fairing.

6. Tighten friction on cyclic and collective controls.

7. Close all windows, doors and access panels.

8. Fill fuel tank to capacity with prescribed fuel (Chapter 12).

9. Secure all ground handling equipment and other objects which might be blown by high winds.

NOTE

After winds subside, inspect helicopter carefully for damage which may have been inflicted by flying objects.

10-5. ROTOR BLADE TIEDOWN PROCEDURES.

10-6. Main rotor.

1. Engage hook of main rotor tie-down strap (1, figure 10-1) in hole of fitting on end of rotor blade above tailboom. If necessary, the weighted end of tie-down strap can be tossed over blade to bring it down into reach.

2. Secure rotor by firmly cross-tying strap of tie-down around tailboom.

10-7. Tail rotor.

CAUTION

DO NOT EXCEED LOAD AND/OR DEFLECTION LIMITS DURING TIE DOWN PROCEDURES FOR TAIL ROTOR. MAXIMUM LOAD ALLOWABLE AT BLADE TIP IS 50 LBS.

NOTE

BHT recommends that tail rotor blades be secured when exposed to wind gusts in excess of 45 knots and evacuated to a safe area in wind conditions above 65 knots.

Attach web tie-down strap (2, figure 10-1) to tail rotor and secure to loop provided on side of vertical fin.

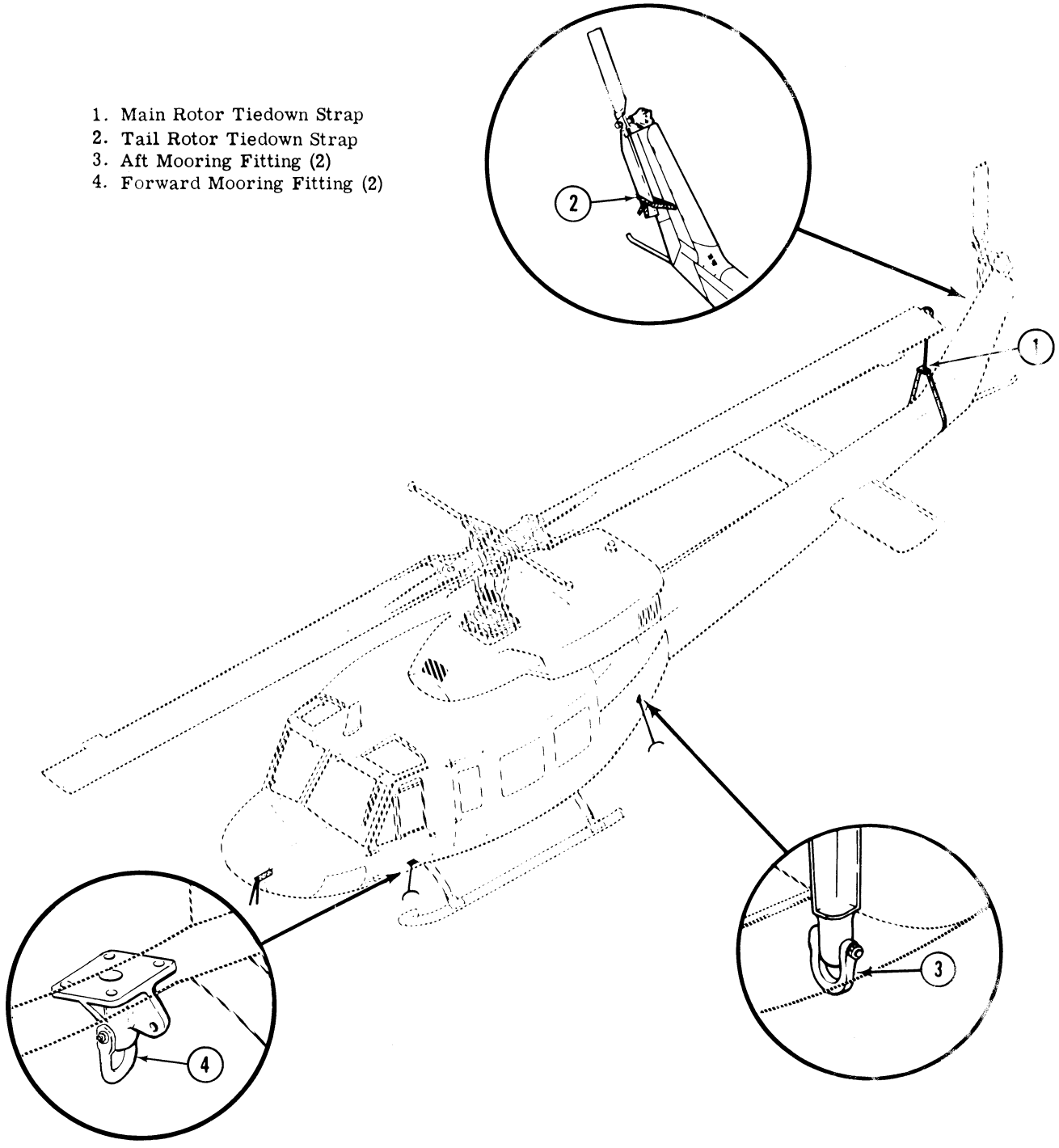

Figure 10-1. Parking and mooring

STORAGE

10-8. STORAGE..

Refer to BHT-ALL-SPM for storage instructions.