

or left, depending upon the wind direction. If the pilot allows a right yaw rate to develop and the tail of the helicopter moves into this region, the yaw rate can accelerate rapidly. In order to avoid the onset of LTE in this downwind condition, it is imperative to maintain positive control of the yaw rate and devote full attention to flying the helicopter.

### ***Tail Rotor Vortex Ring State (210–330°)***

Winds within this region cause a tail rotor vortex ring state to develop. [Figure 11-11] The result is a nonuniform, unsteady flow into the tail rotor. The vortex ring state causes tail rotor thrust variations, which result in yaw deviations. The net effect of the unsteady flow is an oscillation of tail rotor thrust. Rapid and continuous pedal movements are necessary to compensate for the rapid changes in tail rotor thrust when hovering in a left crosswind. Maintaining a precise heading in this region is difficult, but this characteristic presents no significant problem unless corrective action is delayed. However, high pedal workload, lack of concentration, and overcontrolling can lead to LTE.

When the tail rotor thrust being generated is less than the thrust required, the helicopter yaws to the right. When hovering in left crosswinds, concentrate on smooth pedal coordination and do not allow an uncommanded right yaw to develop. If a right yaw rate is allowed to build, the helicopter can rotate into the wind azimuth region where weathercock stability then accelerates the right turn rate. Pilot workload during a tail rotor vortex ring state is high. Do not allow a right yaw rate to increase.

### ***LTE at Altitude***

At higher altitudes where the air is thinner, tail rotor thrust and efficiency are reduced. Because of the high-density altitude, powerplants may be much slower to respond to power changes. When operating at high altitudes and high gross weights, especially while hovering, the tail rotor thrust may not be sufficient to maintain directional control, and LTE can occur. In this case, the hovering ceiling is limited by tail rotor thrust and not necessarily power available. In these conditions, gross weights need to be reduced and/or operations need to be limited to lower density altitudes. This may not be noted as criteria on the performance charts.

### ***Reducing the Onset of LTE***

To help reduce the onset of LTE, follow these steps:

1. Maintain maximum power-on rotor rpm. If the main rotor rpm is allowed to decrease, the antitorque thrust available is decreased proportionally.
2. Avoid tailwinds below airspeeds of 30 knots. If loss of translational lift occurs, it results in an increased

power demand and additional antitorque pressures.

3. Avoid OGE operations and high-power demand situations below airspeeds of 30 knots at low altitudes.
4. Be especially aware of wind direction and velocity when hovering in winds of about 8–12 knots. A loss of translational lift results in an unexpected high power demand and an increased antitorque requirement.
5. Be aware that if a considerable amount of left pedal is being maintained, a sufficient amount of left pedal may not be available to counteract an unanticipated right yaw.
6. Be alert to changing wind conditions, which may be experienced when flying along ridge lines and around buildings.
7. Execute right turns slowly. This limits the effects of rotating inertia, and decreases loading on the tailrotor to control yawing.

### ***Recovery Technique (Uncontrolled Right Yaw)***

If a sudden unanticipated right yaw occurs, the following recovery technique should be performed. Apply full left pedal. Simultaneously, apply forward cyclic control to increase speed. If altitude permits, reduce power. As recovery is affected, adjust controls for normal forward flight. A recovery path must always be planned, especially when terminating to an OGE hover and executed immediately if an uncommanded yaw is evident.

Collective pitch reduction aids in arresting the yaw rate but may cause an excessive rate of descent. Any large, rapid increase in collective to prevent ground or obstacle contact may further increase the yaw rate and decrease rotor rpm. The decision to reduce collective must be based on the pilot's assessment of the altitude available for recovery.

If the rotation cannot be stopped and ground contact is imminent, an autorotation may be the best course of action. Maintain full left pedal until the rotation stops, then adjust to maintain heading. For more information on LTE, see Advisory Circular (AC) 90-95, Unanticipated Right Yaw in Helicopters.

### ***Main Drive Shaft or Clutch Failure***

The main drive shaft, located between the engine and the main rotor transmission, provides engine power to the main rotor transmission. In some helicopters, particularly those with piston engines, a drive belt is used instead of a drive shaft. A failure of the drive shaft clutch or belt has the same effect as an engine failure because power is no longer provided to the main rotor and an autorotation must be initiated. There are a few differences, however, that need to be taken into