

CHAPTER 10
PARKING AND STORAGE

| <u>Section</u> | <u>Title</u> | <u>Page</u> |
|----------------|---|-------------|
| 10-10 | Parking | 10.1 |
| 10-11 | Parking in High Wind or Turbulent Air | 10.1 |
| 10-12 | Main Rotor Blade Tie-Downs | 10.3 |
| 10-13 | Main Rotor Blade Supports | 10.5 |
| 10-20 | Storage (Greater than 30 days) | 10.6 |

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CHAPTER 10

PARKING AND STORAGE

10-10 Parking

1. Place cyclic stick in vertical position and apply cyclic friction.
2. Place collective stick full down and apply collective friction.

CAUTION

If using rotor blade tie-downs, do not overtighten tie-down straps (5 lb max tension). Do not pull down on blades to teeter rotor. To lower blade, push up on opposite blade.

3. Open three left-side fuselage access doors, observe placards, and climb steps to access main rotor. Teeter blades by pushing up on one blade until opposite blade contacts teeter stop. Rotate low blade forward. Position rotor blades approximately fore and aft and apply rotor brake.
4. Install main rotor blade tie-downs per § 10-12. Install engine exhaust cover.
5. Close and latch all access doors. Close and latch baggage compartment door.
6. Verify BATTERY switch is OFF, buckle seat harnesses, and close & latch cabin doors (if installed).

10-11 Parking in High Wind or Turbulent Air**A. High Wind or Turbulent Air**

Helicopter should be hangared or moved to a safe area during storm conditions or when storm conditions are forecasted. When parking helicopter in high winds, or when aircraft is exposed to prop/rotor wash or jet blast:

1. Position helicopter with nose pointed in direction of prevailing wind or turbulent air.
2. Park helicopter per § 10-10. Position rotor blades slightly offset from fore and aft to prevent aft blade from flapping into tailcone, and apply rotor brake.

B. Extreme Conditions

In extreme conditions, at the operator's discretion:

1. Remove main rotor blades per § 62-10. Remove tail rotor assembly per § 64-10. Store main rotor blades and tail rotor assembly in hangar or safe area.
2. Mark each pitch link & associated swashplate ear with unique identifiers, remove hardware securing pitch links to swashplate and remove pitch links (preferred). Alternately, temporarily secure main rotor pitch links together using ty-raps or safety wire.
3. Remove hardware securing tail rotor pitch links to pitch control assembly & remove pitch links.

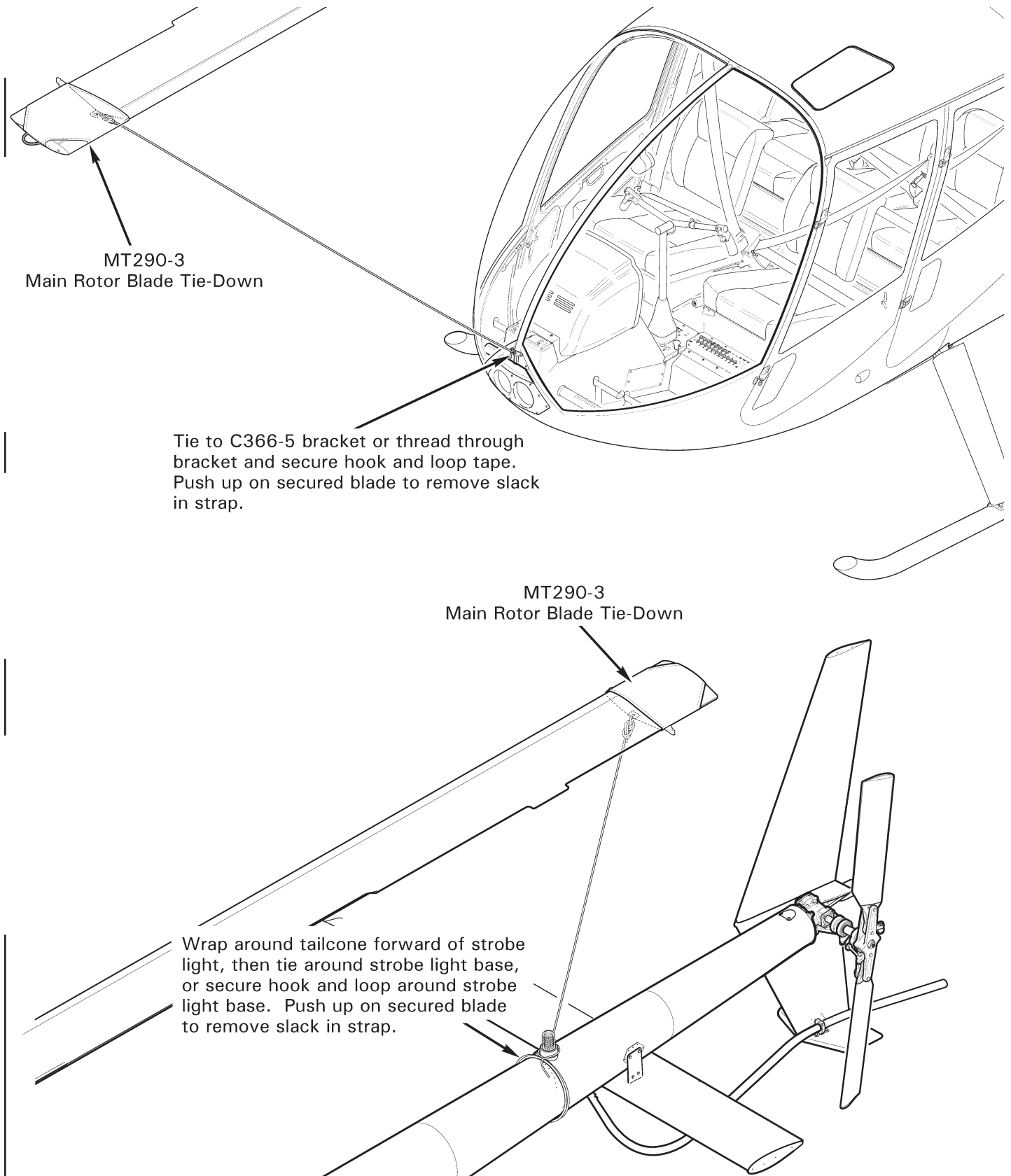


FIGURE 10-1 MAIN ROTOR BLADE TIE-DOWNS

10-12 Main Rotor Blade Tie-Downs**CAUTION**

If using rotor blade tie-downs, do not overtighten tie-down straps (5 lb max tension). Do not pull down on blades to teeter rotor. To lower blade, push up on opposite blade.

1. Park helicopter and position blades per §§ 10-10 or 10-11.
2. Refer to Figure 10-1. Slide MT290-3 tie-down jacket over forward (lowered) main rotor blade tip, with white lettering facing down. Tie strap to C366-5 bracket or thread strap through bracket and secure tie-down hook and loop tape. Push up on secured blade to remove slack in tie-down strap.
3. As required, install MT290-3 tie-down on aft main rotor blade. Slide jacket over blade tip, with white lettering facing down. Wrap strap around tailcone forward of strobe light, then tie around strobe light base or secure hook and loop tape around strobe light base. Push up on secured blade to remove slack in tie-down strap.

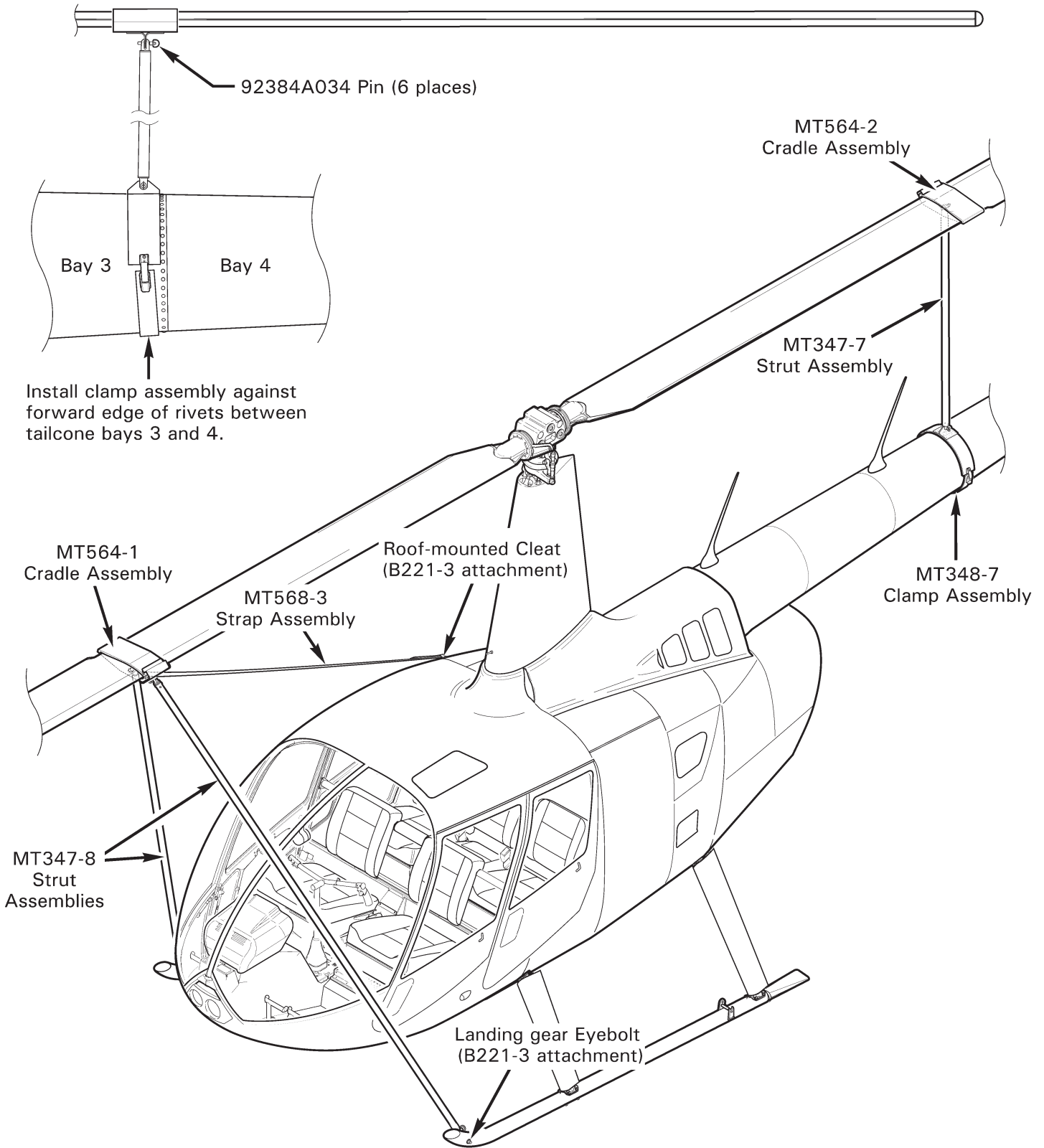


FIGURE 10-2 MAIN ROTOR BLADE SUPPORTS

10-13 Main Rotor Blade Supports

Refer to R66 Illustrated Parts Catalog (IPC) Figure 10-7.

CAUTION

Do not allow strut assemblies to hang from cradle assemblies installed on main rotor blades. Support strut assemblies during strut removal or installation.

A. Removal

1. Refer to Figure 10-2. Remove 92384A034 retaining pins securing MT347-7 strut assembly to MT564-2 cradle assembly and MT348-7 clamp assembly; remove strut assembly. Remove cradle and clamp assemblies.
2. Remove retaining pin securing one MT347-8 strut assembly to landing gear eyebolt, then remove pin securing same strut to MT564-1 cradle assembly. Repeat step to remove second strut assembly.
3. Detach MT568-3 strap assembly hook and loop tape near roof-mounted cleat and unthread strap from cleat. Remove cradle assembly.

B. Installation

NOTE

B221-3 attachment installation (landing gear eyebolts and roof-mounted cleat) is required for mounting blade supports.

1. Refer to Figure 10-2. Position main rotor blades approximately fore and aft.
2. Install MT564-1 cradle assembly inboard of forward blade extended tab, with MT568-3 strap assembly attached. Thread opposite end of strap assembly through roof-mounted cleat and secure strap hook and loop tape.
3. Secure one MT347-8 strut assembly to cradle assembly, then to landing gear eyebolt, using 92384A034 retaining pins. Repeat step to secure second strut assembly.
4. Install MT564-2 cradle assembly inboard of aft blade extended tab. Install MT348-7 clamp assembly against forward edge of rivets between tailcone bays 3 and 4.
5. Secure MT347-7 strut assembly to cradle and clamp assemblies using retaining pins. Verify strut is approximately vertical.
6. Engage rotor brake. If desired, mark cradle assembly location on blade using felt-tip marker, to facilitate future installation.

10-20 Storage (Greater than 30 days)**NOTE**

Helicopter should be hangared or moved to a safe area during storage.

NOTE

Periodically inspect aircraft for corrosion and correct as required. Aircraft stored in humid environments are subject to aggressive corrosive reaction and require more frequent inspection.

1. Record the date helicopter is prepared and placed in storage.
2. Preserve engine for aircraft storage per RR300 Series Operation and Maintenance Manual (OMM).
3. Refinish main rotor blades per Section 62-52. Refinish tail rotor blades per Section 64-36.
4. Open applicable circuit breakers.
5. Remove battery per Chapter 96. Inspect & service battery according to battery manufacturer's instructions.
6. Service engine oil, hydraulic fluid, and main & tail rotor gearboxes per Chapter 12.
7. Fuel helicopter per Section 12-41.

NOTE

Fuel lubricates bladder inner liner and keeps it from drying out or cracking. Refuel helicopter after run-ups during storage per Section 12-41.

8. Clean aircraft per Section 20-10. Ensure helicopter is clean and dry prior to storing. Open door vents and doors to ventilate cabin and baggage compartment as required.
9. Close and latch all access doors. Install engine exhaust cover.