

Aviation Program Advisory

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REVISED Helicopter Blade Tie-Down Procedure Compliance is Mandatory

In the past improper tie-down procedures and modified tie-down straps have been responsible for damage to rotor blades. Adherence to proper procedures and use of AMU approved tie-down straps will avoid blade damage.

Approved, issued tie-down straps have either an empty tennis ball or small shot bag attached to one end of the strap. When necessary, these may be looped over the blade to assist the pilot in pulling it down.

Using the rotor brake to stop the blade so that the prevailing wind aerodynamically “pushes” the blade down to within reach is the preferred method for a solo pilot to retrieve the blade. The blade can also be rotated manually to achieve the same result.

Once the blades have stopped turning, the approved blade tie-down procedure is:

1. When practical, use wind aerodynamics or a trained crewmember to retrieve the blade to be tied down.
2. If this is not possible, use the weighted strap provided by AMU and carefully toss the weighted end of the strap over the blade, avoiding the trim tab.
3. Do not allow the weight to wrap completely around the blade or to strike the top of the blade. Centrifugal acceleration could cause the weight to strike the blade with enough force to damage it.
4. Carefully insert the blade tie-down rod so as not to damage the upper surface of the blade.
5. Pass the tie-down strap through the “towel rack” antenna and secure it to the “stinger.”

Unauthorized modifications to the tie-down weight are prohibited. AMU staff will provide replacements for any straps in need of repair. The Pilot in Command is responsible to ensure compliance with these procedures. Contact AMU Maintenance for additional information or questions.

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