

**CHAPTER 20**

**PARKING AND STORAGE**

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## CHAPTER 20

## PARKING AND STORAGE

20-10 Parking

1. Place cyclic control in neutral and apply friction.
2. Put collective full down and apply friction.
3. Align rotor blades approximately fore and aft. Apply rotor brake. Install main rotor blade tie-down(s) in windy conditions per § 20-12.

**CAUTION**

Do not pull down on blades to teeter rotor. To lower a blade, push up on opposite blade.

4. During storm conditions, helicopter should be hangared or moved to a safe area (refer to § 20-11).

20-11 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 the direction of prevailing wind or turbulent air.
2. Park helicopter per § 20-10. Position rotor blades slightly offset from fore and aft to prevent aft blade from flapping into tailcone, and apply rotor brake.
3. If helicopter is hangared, turn fuel shutoff valve off.

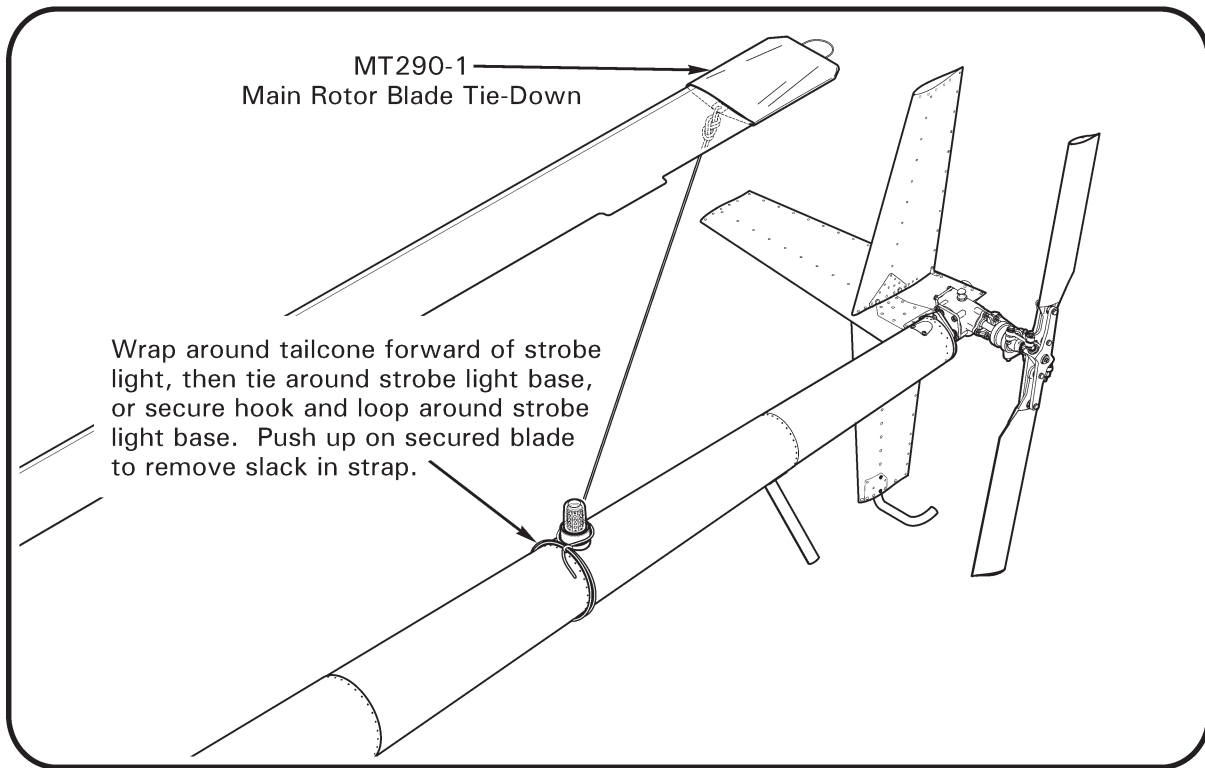
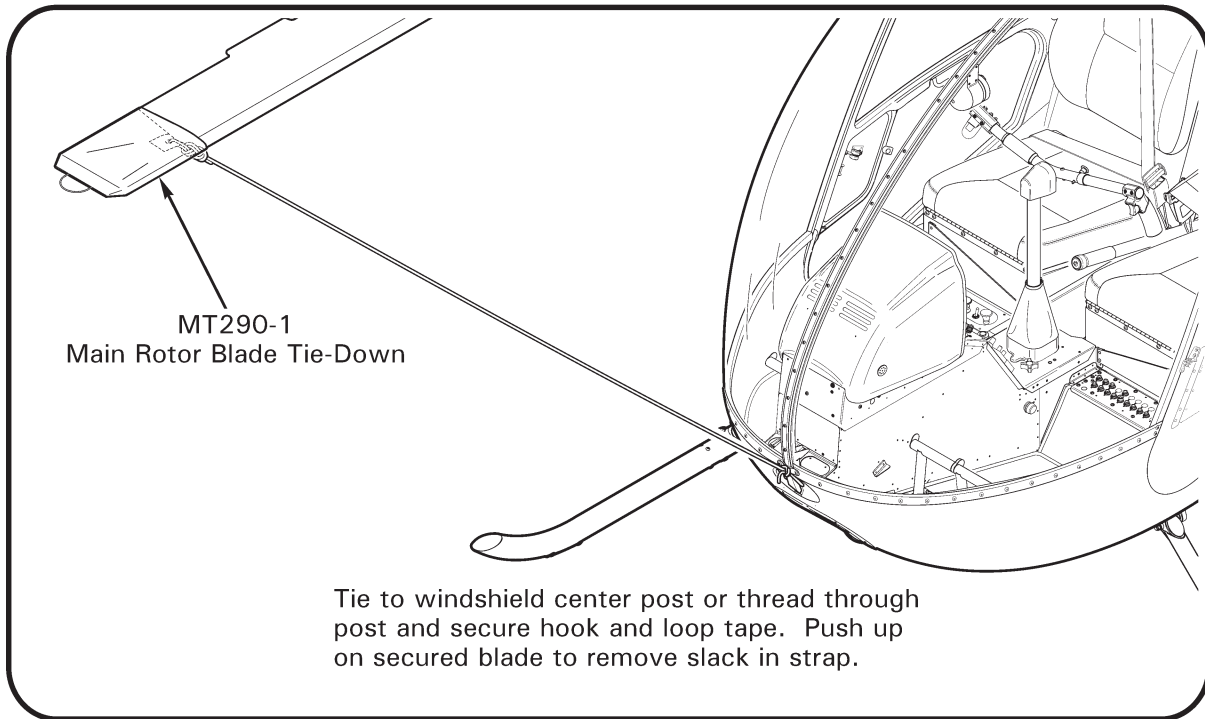


FIGURE 20-1 MAIN ROTOR BLADE TIE-DOWNS

20-11 Parking in High Wind or Turbulent Air (continued)**B. Extreme Conditions**

In extreme conditions, at the operator's discretion:

1. Remove main rotor blades per § 26-10. Remove tail rotor assembly per § 9.210. Store main rotor blades and tail rotor assembly in hangar or safe area.
2. Remove main rotor pitch links per steps below, or temporarily secure links together using ty-rap(s) or safety wire:
  - a. Mark an "X" on one pitch link lower rod end and corresponding swashplate ear using a colored grease pencil. Mark an "O" on opposite link and corresponding swashplate ear.
  - b. Remove hardware securing pitch links to swashplate assembly.
3. Remove tail rotor pitch links per steps below:
  - a. Refer to Figure 9-11. Tag each pitch link with corresponding blade serial number. Disconnect pitch links from tail rotor blades; keep associate balancing hardware with each link.
  - b. Remove hardware securing pitch links to tail rotor pitch control assembly.

20-12 Main Rotor Blade Tie-Downs**CAUTION**

Overtightening tie-down straps can damage main rotor blades. Maximum tie-down tension is 5 lb.

1. Park helicopter per § 20-10.
2. Refer to Figure 20-1. Slide MT290-1 tie-down jacket over forward (lowered) main rotor blade tip, white lettering facing down. Tie strap to windshield center post or thread strap through post and secure hook and loop tape. Push up on secured blade to remove slack in tie-down strap.
3. As required, install MT290-1 tie-down on aft main rotor blade. Slide jacket over blade tip, 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.

20-13 Main Rotor Blade Supports

Reserved.

20-20 Storage (Greater than 30 days)

1. Record the date helicopter is prepared and placed in storage.

**CAUTION**

To minimize risk of electrical discharge: when disconnecting battery, disconnect negative (ground) cable from battery first, then the positive cable. When connecting battery, connect positive cable to battery first, then the negative (ground) cable.

2. Turn battery off. Remove cotter rings and wing nuts securing battery box cover to box and remove cover. Remove hardware securing cables to battery. Remove battery. Inspect and service battery according to battery manufacturer's instructions.
3. Preserve engine for storage per Lycoming Service Letter no. L180 (current revision).
4. Fill main and tail gearboxes to center of sight glass with A257-2 oil.
5. Fuel helicopter per R22 Pilot's Operating Handbook (POH) Section 8.

**NOTE**

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

6. Clean aircraft per POH Section 8. Verify helicopter is completely dry.
7. Refinish main rotor blades per § 26-10. Refinish tail rotor blades per § 9.220. If blade painting is not feasible, wax blades.
8. Position helicopter in a hangar or protected environment.
9. Apply suitable non-drying corrosion preventive compound to A166 clutch shaft adjacent to seals (where shaft enters and exits upper sheave).
10. Open door vents or remove doors to ventilate cabin as required.
11. Close and latch access doors.

**NOTE**

During storage, periodically inspect helicopter for corrosion; helicopters stored in humid environments will require more frequent inspection.