

PARKING AND MOORING

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PARKING AND MOORING

10-1. COVERS AND TIEDOWNS.

Protective covers and tiedowns are furnished as loose equipment and are used for the parking or mooring of the helicopter. Additional equipment such as ropes, clevises and ramp tiedowns will be required during mooring.

Table 10-1. SPECIAL TOOLS REQUIRED

NUMBER	NOMENCLATURE
1018419	Mooring Clevis
J. Hook (Local Manufacturer)	Main Rotor Tiedown
206-070-438-007	Pitot Tube Cover
206-070-469-001	Tail Rotor Strap
206-070-467-001	Engine Exhaust Strap
206-070-955-001/-002	Engine Inlet Plugs (2)

10-2. CLEVIS TIE-DOWN INSTALLATION AND REMOVAL.

1. The TH57 helicopter is equipped with the J D Manufacturing 206BIII mooring system, Part number 206-263M. This mooring system requires the permanent installation of a clevis, PN 1018419, at each tie-down point on the airframe.
2. At the forward left and right tie-down points position a clevis, with the threaded side of the clevis to the inside of the tie-down point, over the airframe tie-down point. Shim the gaps between the clevis and the airframe tie-down point with AN960PD716 washers to provide a snug fit.
3. Install the clevis pin through the clevis, washers and airframe tie-down fixture and tighten snugly.
4. Safety wire the clevis pin to the clevis body by employing standard safety wire practices. Route the safety wire from the hole in the head of the clevis pin to the body of the clevis itself.
5. At the aft aircraft tie-down point, position the clevis over the tie-down with the threaded leg to the left side of the aircraft. Shim the gaps between the clevis and the airframe fixture with AN960PD716 washers to provide a snug fit.
6. Install the clevis pin through the clevis, washers and airframe tie-down point and tighten snugly.

7. Safety wire the clevis pin to the clevis body by employing standard safety wire practices. Route the safety wire from the hole in the head of the clevis pin to the body of the clevis itself.

10-3. COVERS - ENGINE INLET AND PITOT TUBE.

Engine inlet plug assembly and pitot tube cover assembly are red in color and flame resistant. Each cover has a red streamer stenciled in white letters, REMOVE BEFORE FLIGHT. Install engine inlet plug in each engine air inlet so that surface marked TOP is up. Cover pitot tube and tie cord to secure.

10-4. COVER - ENGINE EXHAUST.

Engine exhaust covers are yellow in color, flame resistant, and include a red streamer stenciled in white letters, REMOVE BEFORE FLIGHT. Install engine exhaust cover on each exhaust.

10-5. TAIL ROTOR TIEDOWN.



DO NOT TIE DOWN ROTOR TO THE EXTENT THAT TAIL ROTOR BLADE BECOMES FLEXED.

1. Secure strap to vertical fin.
2. Position tail rotor in horizontal position and secure strap to lower position of tail rotor blade.

10-6. MAIN ROTOR TIEDOWN.



DO NOT TIE DOWN ROTOR TO THE EXTENT THAT MAIN ROTOR BLADE BECOMES FLEXED.

1. Secure hook to eyelet on tip of main rotor blade.
2. Loop hook strap around tail boom and hook strap ends together. Adjust tension of the strap to secure the blades.

**10-7. PARKING - NORMAL AND
TURBULENT CONDITIONS
(WINDS UP TO 50 KNOTS).**

Park helicopter for normal and turbulent conditions with winds up to 50 knots in accordance with procedures described in this paragraph. For conditions with winds above 50 knots, moor helicopter (paragraph 10-8).

1. Position helicopter in desired parking area by hover/taxiing or towing. Allow helicopter to rest on landing gear skid tubes.
2. Secure main and tail rotor blades if helicopter is parked in an area subject to turbulence created by jet, prop or rotor blast from other aircraft (paragraphs 10-5 and 10-6).



**MAXIMUM ALLOWABLE LOAD AT
MAIN ROTOR BLADE TIPS IS 100
POUNDS (45 KG).**

3. Install engine inlet plug assemblies, pitot tube cover, and engine exhaust covers (paragraphs 10-3 and 10-4).
4. Tighten friction locks on flight controls, check that all switches are in the OFF position, and disconnect battery.
5. Close and secure all doors, windows and access panels.
6. If helicopter is parked outside in a heavy dew environment, purge lubricate all exposed control bearings every seven days to ensure no voids exist that could trap moisture (Chapter 12).

**10-8. MOORING
(WINDS ABOVE 50 KNOTS).**

If helicopter must be parked in the open during period of high wind forecast, comply with the following precautionary measures:



**STRUCTURAL DAMAGE CAN
OCCUR FROM FLYING OBJECTS
DURING HIGH WIND CONDITIONS.
HELICOPTER SHOULD BE
HANGARED OR EVACUATED TO A
SAFE WEATHER AREA WHEN WIND
CONDITIONS ABOVE 75 KNOTS ARE
EXPECTED.**

1. If a paved ramp with suitable tie down rings is available, position helicopter with nose headed in direction from which highest forecast winds are expected. Secure helicopter to ramp tiedowns. Use cable, rope or manufactured tiedowns at helicopter jacking tiedown fittings. Use of a mooring clevis at each of the three tiedown fittings will permit use of larger diameter rope.
2. If suitable tiedown rings are not available, park helicopter on an unpaved parking area with nose headed in the direction from which highest forecast winds are expected and retract ground handling wheels. Use dead man tiedowns.
3. Secure main and tail rotor blades (paragraphs 10-5 and 10-6). If storage space and time are available, remove main rotor blades (BHT-206 A/B - Series MM-1), and store in a secure building. Secure main rotor hub to mast to prevent movement on flapping axis.



**MAXIMUM ALLOWABLE LOAD AT
MAIN ROTOR BLADE TIPS IS 100
POUNDS (45 KG).**

4. Install engine inlet plug assemblies and pitot tube cover assembly. Secure red streamers inside nearest access doors to prevent flapping.

5. Tighten friction locks on flight controls, check that all switches are in OFF position. Disconnect battery.
6. Close and secure all doors, windows, and access panels.
7. Fill fuel tank to maximum capacity with prescribed fuel (Chapter 12).
8. Secure all ground handling equipment and other objects which might be blown by high winds.
9. After winds subside, inspect helicopter carefully for damage which may have been inflicted by flying objects.

10-9. STORAGE.

Preparation procedures to place the helicopter in storage and depreservation procedures to activate the helicopter after storage are found in BHT-ALL-SPM.

Storage of helicopter includes corrosion control which consists primarily of preventing moisture from contacting exposed material surfaces by the use of preservatives. Refer to CSSD-PSE-87-001 Corrosion Control Guide.

Prior to returning helicopter to service, perform After Storage Inspection (Chapter 5).