

have any yaw, but be straight and aligned with the runway. **IN THIS FAILURE, TIMING IS EVERYTHING!** If you raise the collective too soon and especially if you let the Vt/r drop, the helicopter will start to spin to the right and you cannot stop it unless you cut the power and possibly make a hard landing. The proper procedure is to continue your shallow approach all the way to within a few inches (2 or 3 inches) above the runway, completely lined up on the runway, when it is time to pull the collective to reduce the throttle and use the torque of the helicopter to assist you with the directional control.

Upon touch down, the friction will help you to stop the helicopter, but the helicopter may yaw to the right, but again if the runway is smooth and there is nothing to catch the skids as a pivot point and cause Dynamic Rollover and you have maintained a flat and level helicopter, blade disc 90 degrees to the mast, even though you may slide sideward for a few feet, you are OK.

When the helicopter comes to a complete stop, shut it down and let the maintenance crew to have it, you are done.

Common Mistakes

- 1- Approach angles to high.
- 2- Failure to maintain Vt/r all the way to the ground.
- 3- Increasing the collective without reducing the throttle.
- 4- Upon touch down, not maintaining a flat neutral disc, 90 degrees to the mast.
- 5- Rough and jerky on the controls.
- 6- Stop flying the helicopter when things go wrong, remember you can actually make a go around if things do not line up properly.

Stuck Neutral Pedal

The neutral pedal is right in the middle and can happen in long cruise flight without changing any power setting.

Procedure for Stuck Pedals Neutral

The easiest procedure is a shallow approach, just a few inches above the ground. While maintaining Vt/r , gradually reduce the throttle as the collective is raised to a complete stop with no cross wind, head wind will be OK.

Common Mistakes

- 1- Approach greater than shallow.
- 2- Let the speed drop below Vt/r
- 3- Increase the collective without reducing the throttle.
- 4- Not maintaining a flat, neutral disc, 90 degrees to the mast.
- 5- Rough and jerky on the controls. ■

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