

**ROBINSON
HELICOPTER COMPANY**

2901 Airport Drive, Torrance, California 90505

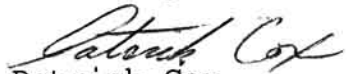
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TUE 10 DEC 2002

ACES SYSTEMS
10737 Lexington Drive
Knoxville, TN 37932
Fax: 1-865-675-1241

The ACES 2020 System is acceptable for fanwheel, tail rotor, and main rotor dynamic balancing and in-flight main rotor tracking.

Sincerely,



Patrick Cox
Technical Support
ext 212

10.140 Tail Rotor Rigging (cont'd)

- 3) To decrease the total travel, shorten the C121-9 push-pull tube for right pedal travel and increase the length of C343-3 push-pull tube for left pedal travel.

NOTE

Changes should be made in 1/2 turn increments of push-pull tube rod ends.

- 4) Recheck the tail rotor blade angles per steps e through h above.
- j) Ensure all rod ends are installed properly by checking the push-pull tube witness holes. Tighten all rod end palnuts and jam nuts. Torque stripe all nuts.
- k) Balance tail rotor per Section 10.240.

10.150 Throttle Correlation Rigging (see Figure 10-8)

For in-service check and adjustment, perform the following:

1. Verify idle rpm is correct with engine warm, clutch fully engaged, and throttle closed. The O-540 should idle at 53-57%, while the IO-540 should idle at 58-62%.
2. With helicopter shut down, rotate throttle in "off" direction through overtravel spring pressure to positive stop.
3. Holding throttle tight against stop, raise collective to full up-stop while observing throttle arm on carburetor or fuel control, as applicable. Throttle arm should just barely move (0.010-0.030 inch at idle stop screw) when collective up-stop is reached.
4. If necessary, adjust length of throttle push-pull tube at carburetor or fuel control, as applicable.
5. Tighten jam nut(s) per Section 1.320, check witness holes, and torque stripe.

10.160 Actuator Rigging

No field adjustment of actuator-engaged belt tension is permitted. Adjust actuator's down-limit stop screw so there is a delay of less than 5 seconds before rotor starts turning when actuator is engaged at start up.

10.200 TRACK AND BALANCE

Chadwick-Helmuth Vibrex, ACES, or equivalent equipment is required to perform dynamic rotor balancing and in-flight tracking checks.