Tail Rotor Control Rigging

Rigging Type (✓)

Full		Check	

Sheet No: _____

Aircraft Details

Serial Number	Mark	Date	Unit	Location	A/F Hours	SNOW

Rigging Plate Confirmation Check (✓)

All 4 TRH Rigging Plates are aligned correctly using TRH setting tool ASTE 1254 (Held within ASTE 1261) or ASTE 1257.

Found Correct [ ]   **Setting/Correction Required** [ ]   **SNOW of Setting/Correction** [ ][ ][ ][ ]

Supervisor's Details	
Rate/Rank & Name	
Service/ Employee Number	

Tail Rotor - Basic Blade Pitch (BBP) Check using ASTE 1255 Clinometer Board (held within ASTE 1261)

| Tail Rotor Blade	Found Angle (Allowed Range 0.2 - 0.4)	Pitch Change Rod Angle Adjustment Required (+/- 0.0)	Pitch Change Rod Actual Adjustment (Measured in +/- Flats)	Post Adjustment Angle (Range 0.2 - 0.4) (Aim for 0.3)	Check the BBP Alignment Mark is Within the Rigging Sight? (Y/N) (Example over page)
Red					
Blue					
Yellow					
White					

Record of Basic Blade Pitch (BBP)

It is possible the BBP alignment marking may not agree with the new clinometer rigged position, in all cases it is imperative you record an accurate visual representation of alignment markings post rigging. The charts below will then act as a valuable reference to achieve a successful rig when embarked.

Example	Red	Blue	Yellow	White
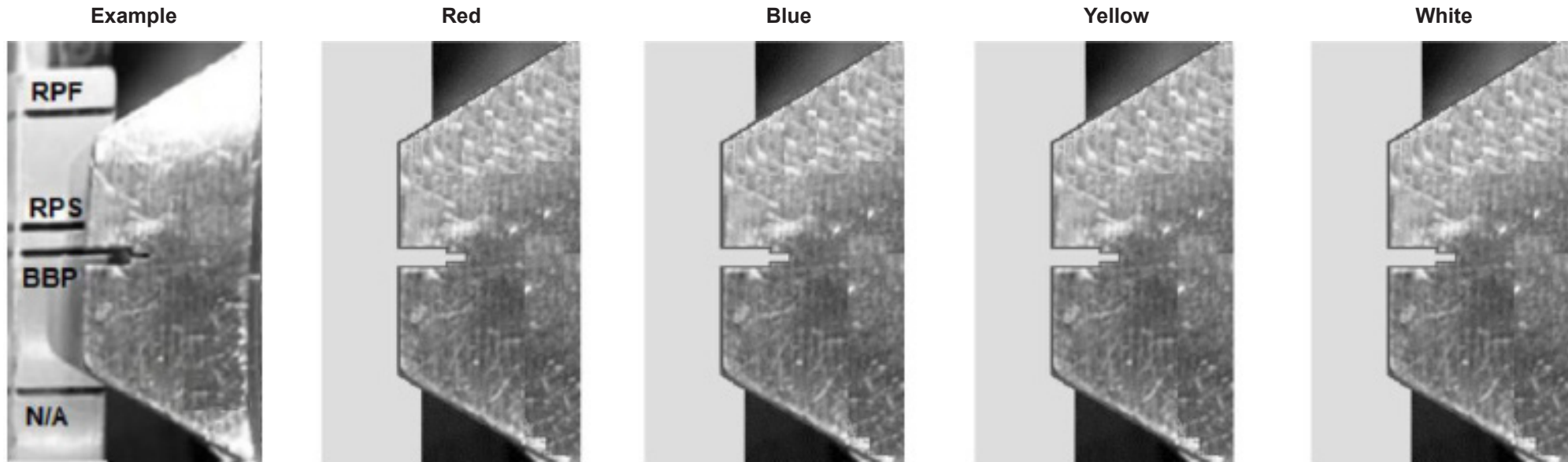
Tail Rotor - Yaw Pylon/Pedal Stops Check using ASTE 1255 Clinometer Board (held within ASTE 1261)

Collective Lever Position	Yaw Pedal Position	Allowable Range	Found Angle (+/- 0.0)	Final Angle Post Adjustment (+/- 0.0)	Confirm the Stop Screw Touches the Sop Pad at Correct Pylon/Pedal Stop	Relevant Alignment Mark	Check the Relevant Alignment Mark is Within the Rigging Sight (Y/N)
MIn	RP Full Fwd	-8.5 and -9.5				RPF	
Max	RP Full Fwd	-0.9 and -1.9				RPS	
Min	LP Full Fwd	+16.7 and +17.7				LPS	
Max	LP Full Fwd	+27.0 and +28.0				RS	

Instructions for Use

Tail Rotor Control Rigging – MOD Form 728(TRH)(Wildcat)

1. **General.** Tail Rotor Control Rigging – MOD Form 728(TRH)(Wildcat) shall be used to record tail rotor control full and check rigging procedures.

Note: A 'Full Rig' is required post the adjustment of a component or if an adjustable item has been replaced. A 'Check Rig' is a check of a correctly rigged Aircraft that does not require any adjustment to the flying control system.

2. **Insertion and Removal.** MOD Form 728(TRH)(Wildcat) shall be inserted and removed iaw the instructions for non-controlled forms on MOD Form 799/1.

3. **Compilation.** A MOD Form 728(TRH)(Wildcat) is to be raised by the Rigging Supervisor, completing:

   a. Type of Rig.

   b. Aircraft details.

   c. Rigging details.

   d. The next Sheet Number in sequence.

Note: The form is to be completed iaw the relevant CIETP Ch 67 Rotors Flight Control, Tail Rotor Controls data modules.

4. **Retention and Disposal.** When completed:

   a. A new 'Full Rig' form is to be inserted in **Section 7** of the MOD Form 700C and the existing 'Full Rig' and 'Check Rig' forms removed. The removed 'Full Rig' form is to be inserted in the MOD Form 700A (Maintenance Form Record) replacing the stored 'Full Rig' forms, which can now be destroyed.

   b. 'Check Rig' form is to be inserted in **Section 7** of the MOD Form 700C. Any previous 'Check Rig' form is to be removed and inserted in the MOD Form 700A.