



Van Horn Aviation, L.L.C.
1510 W. Drake Drive
Tempe, Arizona 85283

FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

For

VHA 2042200-101 TAIL ROTOR BLADES

Installed On

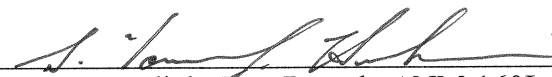
**ROTORCRAFT DEVELOPMENT CORPORATION
(GARLICK) UH-1F, TH-1F, UH-1P HELICOPTERS**

REGISTRATION No. _____

SERIAL No. _____

This supplement must be attached to the T.O. 1H-1(U)F-1, TH-1F, UH-1F and UH-1P Flight Manual when the Van Horn Aviation **VHA 2042200-101 Tail Rotor Blades** are installed in accordance with STC No. SR02051LA

The information contained herein supplements or supersedes the information in the Flight Manual only in those areas listed herein. For limitations, procedures, and performance data not contained in this supplement, consult the Flight Manual and applicable Flight Manual Supplements.

FAA Approved: 
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

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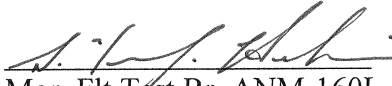


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RFM Supplement to the
Rotorcraft Development Corporation
UH-1F, TH-1F, UH-1P Flight Manual,
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STC No. SR02051LA

LOG OF PAGES

Rev. No.	Page No.	Page Rev.	Description	FAA Approval
0	1 2 3 4 5 6	0 0 0 0 0 0	Original issue of complete supplement.	<u>/s/ Seyed-Youssef Hashemi</u> Mgr, Flt Test Br, ANM-160L FAA, Los Angeles ACO Transport Airplane Directorate Date: <u>4/17/2008</u>
1	1* 2* 3* 4* 5* 6*	1 1 1 1 1 1	Revised supplement to incorporate Van Horn Aviation's new address and new Type Certificate Holder.	 Mgr, Flt Test Br, ANM-160L FAA, Los Angeles ACO Transport Airplane Directorate Date: <u>7-2-2012</u>

Revised pages marked with "*" symbol.

NOTE

Revised text is indicated by a black vertical line.
Insert latest revision pages; dispose of superceded pages.



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TABLE OF CONTENTS

<u>TITLE</u>	<u>PAGE NO.</u>
Section I, Description.....	4
Section II, Normal Procedures.....	4
Section III, Emergency Procedures.....	5
Section IV, Auxiliary Equipment.....	5
Section V, Operating Limitations.....	5
Section VI, Flight Characteristics.....	5
Section VII, Systems Operation.....	5
Section VIII, Crew Duties.....	6
Section IX, All Weather Operation.....	6
Appendix I, Performance Data.....	6



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SECTION I DESCRIPTION

TAIL ROTOR

The tail rotor is a two-bladed, semi-rigid, delta hinged type employing preconing and underslinging. Each blade is connected to a common yoke by a grip and pitch change bearings. The blade and yoke assembly is mounted on the tail rotor shaft by a delta-hinge trunnion to minimize rotor flapping. Blade pitch is altered by movement of the tail rotor control pedals to control or maintain heading. This blade pitch change provides anti-torque control. Power to drive the tail rotor is supplied from a take-off on the lower aft section of the main rotor transmission.

TAIL ROTOR BLADES

The VHA 2042200-101 tail rotor blade is an all composite blade employing an advanced high efficient airfoil. The blade length is the same as the existing production blade, but the chord has been increased by .80 inches. Erosion protection is provided by a full span stainless steel abrasion strip adhesively bonded to the leading edge. Stainless steel bushings are pressed into the inboard end, which react to the attachment bolt loads. The blade is constructed primarily of carbon/epoxy unidirectional tape. The grip plates, tip closure and root closure are fabricated from fiberglass/epoxy fabric. The blades are statically balanced at the factory using a brass balance weight threaded into the tip closure. The interior of the blade is filled with closed cell rigid foam.

SECTION II NORMAL PROCEDURES

ENGINE RUNUP

4.(a.)(4) Tail Rotor Controls – CHECK (Move pedals slowly to verify that Tail Rotor Pitch change can be make, “BOOST OFF”, and moves smoothly without vibration.

NOTE

Without hydraulic boost and with the VHA 2042200-101 tail rotor blades installed, a significantly higher force will be required to move the left pedal forward than to move the right pedal forward. However, little or no pedal force is required to maintain pedal position.



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SECTION III EMERGENCY PROCEDURES

HYDRAULIC POWER SYSTEM FAILURE

NOTE

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SECTION IV AUXILIARY EQUIPMENT

No change.

SECTION V OPERATING LIMITATIONS

No change.

SECTION VI FLIGHT CHARACTERISTICS

BOOST OFF CHARACTERISTICS

NOTE

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SECTION VII SYSTEMS OPERATION

No change.



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SECTION VIII CREW DUTIES

No change.

SECTION IX ALL WEATHER OPERATION

BOOST-OFF OPERATIONS

NOTE

Without hydraulic boost and with the VHA 2042200-101 tail rotor blades installed, a significantly higher force will be required to move the left pedal forward than to move the right pedal forward. However, little or no pedal force is required to maintain pedal position.

APPENDIX I PERFORMANCE DATA

No change.