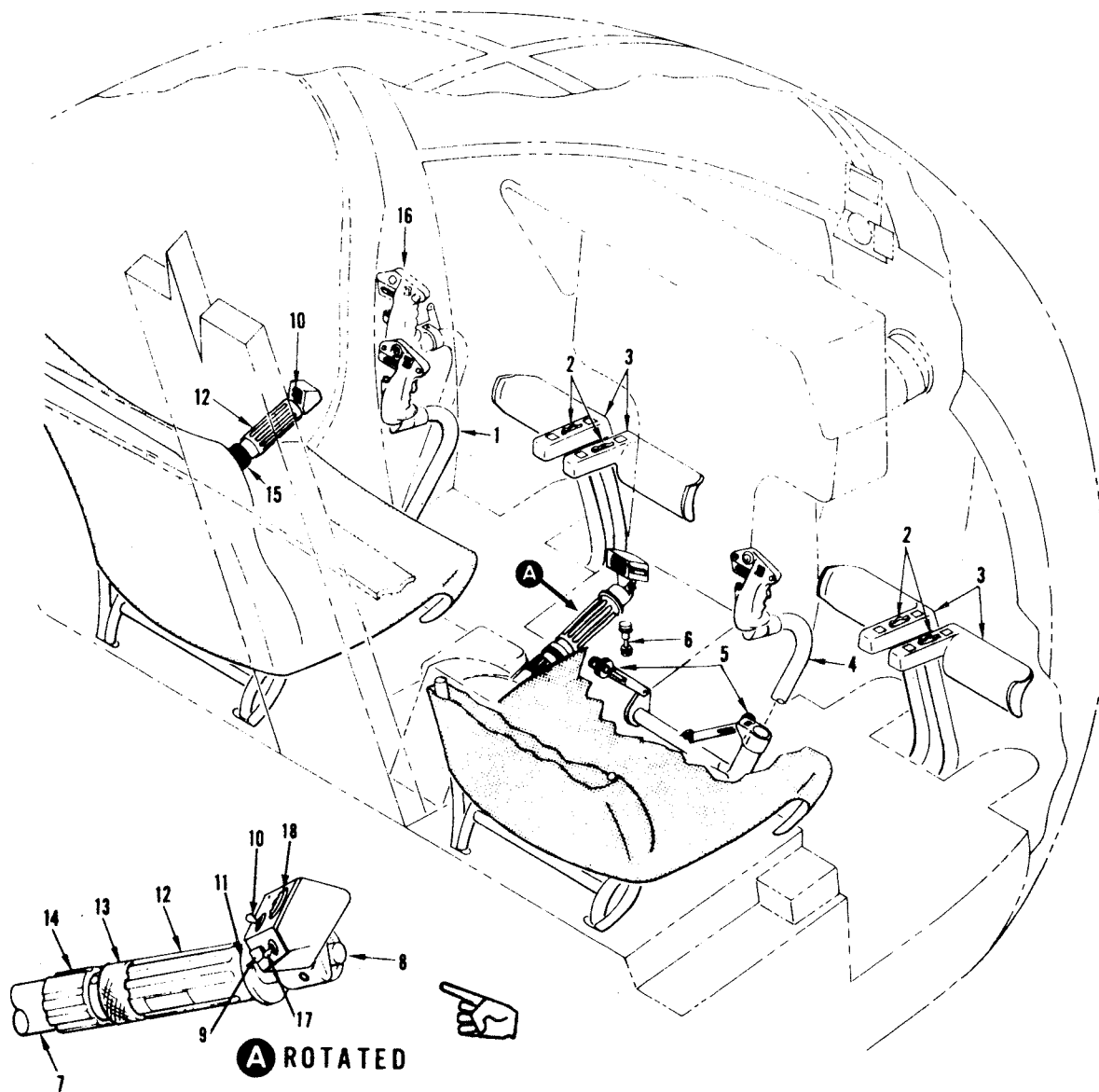
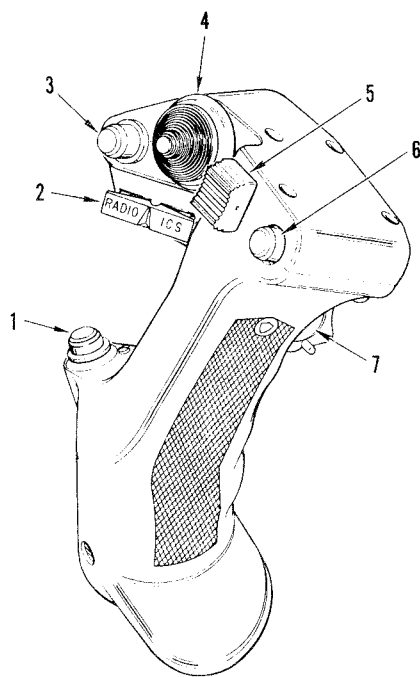




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- | | |
|---|--|
| 1. Copilots cyclic stick | 9. Landing/hover light switch |
| 2. Antitorque pedal adjustment pin | 10. N2 governor switch |
| 3. Antitorque pedals | 11. Idle stop release ring |
| 4. Pilots cyclic stick | 12. Throttle |
| 5. Cyclic stick friction adjustment knobs
(lateral and longitudinal) | 13. Throttle friction adjustment ring |
| 6. Fuel shutoff valve control | 14. Collective stick friction
adjustment ring |
| 7. Pilots collective pitch stick | 15. Copilots collective pitch stick |
| 8. Starter-ignition switch | 16. Copilots cyclic stick stowage |
| | 17. NVG Searchlight Control |
| | 18. NVG Searchlight Rotation Control |

Figure 2-13. Flight Controls.



1. Spare
2. RADIO-ICS switch
3. Spare
4. Cyclic trim switch
5. Armament elevation/depression switch
6. Spare
7. Armament trigger switch

10-100

Figure 2-14. Cyclic Stick Grip Switches.

The knobs can be rotated to adjust the amount of friction in the cyclic control system to a desirable level. Both controls are similar and are adjusted in an identical manner. Turning the knurled knobs applies pressure to a spring and a set of washers that moves against a slide mechanism.

d. Cyclic System One-Way Lock. The cyclic control system incorporates a one-way lock (unilock) that is located in the control linkage within the pilots seat structure. The unilock is a push rod mechanism containing a hydraulically actuated check valve and a relief valve. When longitudinal force (feedback) originated by the main rotor tends to move the unilock (and cyclic stick) in an aft direction the check valve is seated. Seating the check valve prevents unwanted aft movement of the cyclic stick and shunts the feedback force into the aircraft structure. Normally, only very slight aft movement of the cyclic stick is required to unseat the check valve. Should the check valve, or push rod shaft that unseats the valve, gall and freeze in the valve-closed position, a force of approximately 30 pounds is necessary to open the relief valve and bypass the check valve. This force will then be required for each subsequent movement of the cyclic stick, either forward or aft. Conversely, should the check valve spring fail, the unilock will not function to shunt longitudinal feedback forces into the aircraft structure.

2-46. Dual Flight Controls.

The aircraft is equipped with removable flight controls for the copilots seat position. The copilots flight controls are essentially the same as those provided at the pilots location, except that the cyclic and collective

friction adjustments are not duplicated, and certain electrical control switches have been omitted; refer to paragraphs 2-44 and 2-45. The copilots cyclic stick is readily removable and can be stowed in the aircraft when it is not needed. The dual collective stick is not designed for quick-disconnect removal.

2-47. Antitorque (Tail Rotor) Control System.

The tail rotor control system provides directional control of the aircraft by varying the pitch of the tail rotor blades. Depressing either of the antitorque pedals moves a system of bellcranks and pushrods that travels through the tailboom to the tail rotor assembly. Pushrod movement actuates the pitch change mechanism of the tail rotor assembly which provides control of the aircraft heading.

a. Antitorque Pedals. The antitorque control pedals (3, fig. 2-13) are located on the floor directly in front of the pilots and copilots seats. Pushing forward on the left pedal changes the aircraft heading toward the left, and pushing forward on the right pedal changes the aircraft heading toward the right. During flight the pedal position required to maintain a desired heading will vary, depending on main rotor torque variations, altitude, and weather conditions.

b. Antitorque Pedal Adjustment. When the aircraft is on the ground, the pedal-to-seat distance may be increased or decreased to suit the individual pilot by removing the quick-release pins (2, fig. 2-13) located on top of the pedal arms, repositioning the pedals and reinstalling the pins.