



Operational Safety Notice OSN2019-004

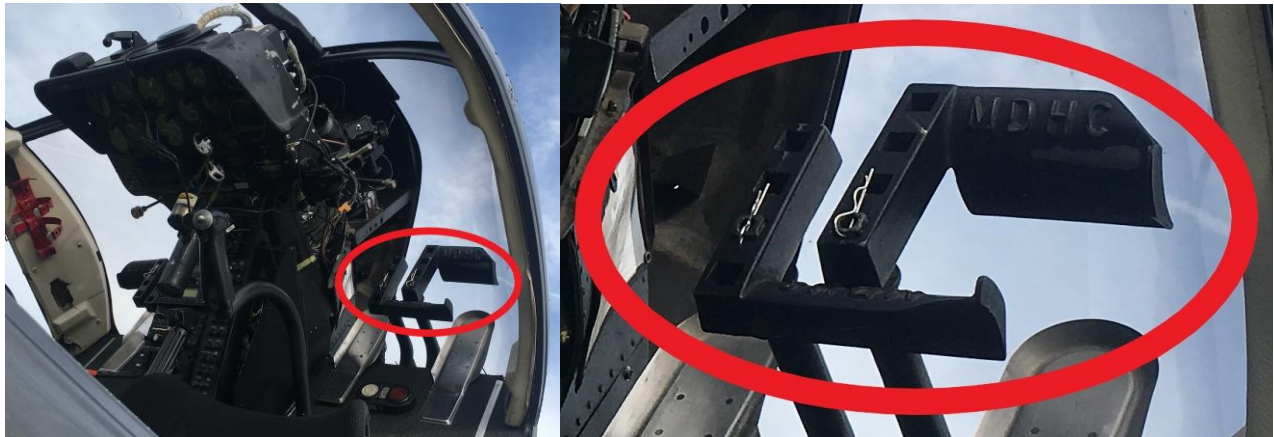
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What **NOT** to do with Anti-torque Pedals

Following an uneventful flight, an MDHI 369E helicopter returned to the airport and landed. The pilot, seated in the front left seat, remained at the controls with the engine running, while the co-pilot, seated in the front right seat, exited the helicopter to go request fuel service. The co-pilot returned to the aircraft and asked the pilot to reposition the aircraft to the fuel pumps because the fuel truck was not available.

As the pilot lifted off, control of the aircraft was lost, the tail rotor and main rotor blades hit the ground, and the aircraft was substantially damaged. Thankfully, the pilot was not injured. The pilot was unaware the co-pilot had “locked” the anti-torque pedals on the right side of the cockpit.

As the co-pilot exited the aircraft, he had removed his left-hand anti-torque pedal and reinstalled it 180 degrees from its original position, effectively blocking the travel of both anti-torque pedal assemblies.



Original photo courtesy of the FAA

Locking the anti-torque pedals in this manner is not an MDHI-approved procedure, and may result in substantial damage to the aircraft and potential injury to those in and around the aircraft. Before takeoff, always check that all flight controls are free and correct.

Fly safe!

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