

Rotor - Tuning Adjustment Record

Aircraft Type & Mk: _____

Serial No: _____

Reason For Adjustment

Sheet No: _____

Original SNOW: _____

A/F Hours: _____

Main Rotor

Blade No/Colour	Serial No	Blade Weight			Pitch Link						Tab		
					Normal Adjustment			Auto Rev Adjustment					
		B/Fwd	Adjustment	Total	B/Fwd (A)	Adjustment (B)	Total (A+B)	Plus/Minus	Adjustment (C)	Total (A+B+C)	B/Fwd	Adjustment	Total

Tail Rotor

Blade No/Colour	Serial No	Blade Weight		
		B/Fwd	Adjustment	Total

Rank and Name of Operator

Instructions for Use

Rotor-Tuning Adjustment Record - MOD Form 728(H)(Puma)

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1. **General.** MOD Form 728(H)(Puma) is used to record details of a Rotor-Tuning sequence undertaken on an aircraft.

2. **Insertion and Removal.** MOD Forms 728(H)(Puma) are to be inserted and removed from the MOD Form 700C in accordance with the instructions for controlled forms on MOD Form 799/1 and sheet numbers in the series 0001 to 9999 are to be used.

3. **Rotor-Tuning Operator.** The Rotor-Tuning Operator is to raise a new MOD Form 728(H)(Puma) at the completion of a Rotor-Tuning sequence and enter the following details:

a. **Aircraft Type, Mk and Serial No, Original SNOW, Date and Airframe Hours.** The SNOW and Date of the Work Order which originated the requirement of the Rotor-Tuning sequence and the Airframe Hours.

b. **Reason for Adjustment.** The reason for the Rotor-Tuning sequence.

c. **Main Rotor:**

- (1) **Blade No/Colour.** The numbers of all the blades and their colour.
- (2) **Serial No.** The serial number of each blade.
- (3) **Weight (Chordwise and Spanwise).** The chordwise weight cannot be adjusted. The spanwise weight is calculated by manufacturer and/or approved depth facility. This is recorded on the MOD Form 735A Component Record Card and/or GOLDesp.
- (4) **Balance Weight.** The blade balance can be adjusted on blade fitment to the aircraft, by adding or subtracting balance weight to the corresponding blade sleeve spindle assembly balance weight receptacle.
 - (a) **B/Fwd.** The weight settings brought forward from the previous sheet, except where the blade(s) have been replaced and reset to zero at the start of an initial requirement for a Rotor-Tuning sequence.
 - (b) **Adjustment.** The total adjustment made to each blade during the Rotor-Tuning sequence.
 - (c) **Total.** The brought forward total, plus the adjustment figure.

(5) **Pitch Link.**

(a) **Normal Adjustment.**

- (i) **B/Fwd (A).** The settings brought forward from the previous sheet, except where the blades have been set to nominal, when the

nominal setting is to be entered.

- (ii) **Adjustment (B).** The total adjustment made to each blade during the Rotor-Tuning sequence.

- (iii) **Total (A+B).** The brought forward total (A) or nominal plus the adjustment (B) figure.

(b) **Auto Rev Adjustment.**

- (i) **Plus/Minus.** Identify the direction the auto rev adjustment either (-) or (+).

- (ii) **Adjustment (C).** The total adjustment made recorded in notches. **(30 notches = 1 complete revolution).**

- (iii) **Total (A+B+C).** The brought forward total (A) or nominal plus the adjustment (B) figure plus the auto rev adjustment (C).

(6) **Tab.**

- (a) **B/Fwd.** The settings brought forward from the previous sheet, except where the blades have been set to manufacturer's settings, when the manufacturer's settings is to be entered.

- (b) **Adjustment.** The total adjustment made to each blade during the Rotor-Tuning sequence.

- (c) **Total.** The brought forward total plus the adjustment figure.

d. **Tail Rotor.**

- (1) **Blade No/Colour.** The numbers of all the blades and the colours.

- (2) **Serial No.** The serial number of each blade.

- (3) **Weight.** Enter physical weight of each blade.

- (4) **Balance Weight.**

- (a) **B/Fwd.** The settings brought forward from the previous sheet, except where the blades have been set to zero at the start of an initial requirement for a Rotor-Tuning sequence.

- (b) **Adjustment.** The total adjustment made to each blade during the Rotor-Tuning sequence.

- (c) **Total.** The brought forward total plus the adjustment figure.

e. **Rank and Name of Operator.** The rank and name of the operator conducting the adjustment on the aircraft.