ROBINSON
HELICOPTER COMPANY
2901 Airport Drive, Torrance, California 90505 Phone (310) 539-0508 Fax (310) 539-5198

Safety Notice SN-32

Issued: Mar 1998 Revised: Jun 2020; Jul 2025

HIGH WINDS OR TURBULENCE

Flying in high winds or turbulence should be avoided. A pilot's improper application of control inputs in response to turbulence or high winds can lead to a loss of control and/or create a dangerous low-G condition. The pilot must be aware of conditions that can be associated with turbulence, including convective activity, strong surface winds over terrain of varying elevation, mountain waves, and strong inversions. Avoid flying over terrain where turbulence will likely be severe. If moderate or greater turbulence is expected or encountered, the following procedures are recommended:

- Reduce power and use a slower-than-normal cruise speed (60–70 knots). Low-G mast bumping is significantly less likely at lower airspeeds.
- Tighten seat belt and rest right forearm on right leg to minimize unintentional control inputs. Some pilots may choose to apply a small amount of cyclic friction to further minimize unintentional inputs.
- Disengage autopilot upper modes such as ALT, VS, IAS, HDG, and NAV.
- Do not overcontrol. Allow aircraft to move with the turbulence, then restore aircraft attitude with smooth, gentle control inputs. Momentary airspeed, heading, altitude, and RPM excursions are to be expected.
- If a low-G condition is encountered, reload the rotor with a gentle aft movement of the cyclic prior to correcting any roll deviations.
- If appropriate, adjust course to avoid terrain likely to cause turbulence, such as the downwind side of hills, ridges, or tall buildings.

The helicopter is more susceptible to turbulence at light weight. Reduce speed and use caution when flying solo or lightly loaded.

Do not fly if extreme conditions are anticipated.

Refer to SN-11 for more information about low-G conditions.