

SCHWEIZER AIRCRAFT CORP.

Supplement to the Approved
Rotorcraft Flight Manual

For

Schweizer Model 269D Helicopters

THERMAL IMAGING SYSTEM
(FLIR Systems, Ultra 3000)
Part Number 269D9240-1

OR

(FLIR Systems, Ultra 6000)
Part Number 269D9265-1

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| 1 | 13 Apr 2000 | Reissued to include Ultra 6000 |
| 2 | 06 Oct 2000 | Revised to add new V_{NE} for 269D Config. "A" |

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**SECTION I
General**

This supplement must be carried in the applicable basic FAA approved 330 Model 269D Rotorcraft Flight Manual when the rotorcraft is equipped with either the 269D9240-1 Thermal Imaging System (FLIR Systems Model ULTRA 3000) **or** the 269D9265-1 Thermal Imaging System (FLIR Systems Model ULTRA 6000) . Also the appropriate FLIR Systems Operator's Manual must be available to the system operator during system operation:

Ultra 3000 Operator's Manual 85000740 revision C dated 28 Oct 1996 or later approved revision,

OR

Ultra 6000 Operator's Manual 85000775 revision B dated 17 Aug 1998 or later approved revision

Except as modified by this flight manual supplement, operation in compliance with the basic approved Rotorcraft Flight manual is mandatory.

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SECTION II
Limitations

2-1. LIMITATIONS

- FLIR system installation is limited to aircraft configured with Extended Height Landing Gear (P/N 269D7100).
- FLIR systems operator other than the pilot-in-command required during operation.
- FLIR Systems Ultra 3000 Operator's Manual 85000740 revision C dated 28 Oct 1996 or later approved revision must be available to the system operator during system operation,
OR
- FLIR Systems Ultra 6000 Operator's Manual 85000775 revision B dated 17 Aug 1998 or later approved revision must be available to the system operator during system operation.

2-2. AIRSPEED LIMITS

- Limit V_{NE} to 108 KIAS.

SECTION III
Emergency Procedures

In the event of emergency malfunction of Thermal Imaging System:

- Turn power switch on control box to the OFF position.
- (3000 only) Pull FLIR and VCR/Monitor circuit breaker located on instrument panel.
- (6000 only) Pull FLIR circuit breaker located on instrument panel.

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SECTION IV
Normal Procedures

WARNING

VERIFY FLIR CONTROLLER AND ASSOCIATED CABLES ARE FREE FROM FLIGHT CONTROL INTERFERENCE.

4.1 PREFLIGHT

- a. Verify the FLIR gimbal and mounting frame are secure and verify all associated hardware is properly attached and safety wired.
- b. Verify that all associated cables are tightly connected (externally at Imager, internally at hand controller), show no evidence of cracking or fraying and are properly routed and secured to remain clear of flight controls.
- c. (U6000 only) Verify Monitor/Keyboard tray movement, as limited by lanyard, does not interfere with any controls throughout full adjust range.
- d. Position Monitor at desired viewing orientation. Verify Monitor Gimbal adjustments are tight.
- e. (U3000 only) Verify both circuit breakers (located in the avionics bus on instrument panel) are pushed in:
 - VCR/Monitor circuit breaker at 7.5 amps for monitor and recorder
 - FLIR circuit breaker at 10 amps for thermal imaging and hand held controller
- f. (U6000 only) Verify that the 20 amp FLIR circuit breaker (located in the non-essential bus on instrument panel) is pushed in.

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4.2 ENGINE START-UP

CAUTION

Starting the aircraft engine while the system is turned ON can damage the system power input filters. Always turn system OFF prior to starting aircraft engine.

- a. Before powering up, the system must have all cables connected and the operator must be familiar with the system controls. The system can then be powered up using start-up procedures in the appropriate FLIR Systems Operator's Manual.
- b. (U3000 only) Normal system operation requires up to 9 amps during start, and 4 amps during continuous operation. Check ammeter for appropriate margins prior to start.
- c. (U6000 only) Normal system operation requires up to 14 amps during start, and 7 amps during continuous operation. Check ammeter for appropriate margins prior to start.

4.3 OPERATION

- a. See operations manual.

CAUTION

Prior to landing or shutdown the Turret-Sensor Unit should be returned to stow mode. This protects the entrance windows during landing and while the system is not operating.

4.4 SHUTDOWN

- a. See operations manual.

SECTION V
Performance
Not Affected

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SECTION VI
Weight And Balance

At time of delivery, Schweizer Aircraft Corporation provides each rotorcraft with an original weight and balance report and a list of equipment (equipment both required and optional) installed on the helicopter at the time of licensing. The removal or addition of any equipment can affect the basic empty weight and center of gravity. Any change to the permanently installed equipment or modification which effects weight or moment must be entered in the weight and balance record.

NOTE: Aircraft equipped with the FLIR System Ultra 3000 installation will have a more forward empty weight C.G. than most Model 269D helicopters. The pilot must carefully consider his loaded weight and C.G. to insure that he stays within weight and C.G. limitations in flight. Components of the installation such as the controller, turret, monitor, pedestal stand and VCR may be removed by authorized personnel in order to maintain operation within C.G. envelope as required.

SECTION VII
Aircraft Handling, Servicing and Maintenance

- 7.1 (U3000 only) Reference FLIR Systems Ultra 3000 Operator's Manual for servicing and handling of assembly itself. Refer to FLIR Systems Manual 85000740.
- 7.2 (U6000 only) Reference FLIR Systems Ultra 6000 Operator's Manual for servicing and handling of assembly itself. Refer to FLIR Systems Manual 85000775.

SECTION VIII
Additional Operations and Performance Data

- 8-1 Thermal Imaging System effects on cruise performance have not been determined.

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