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**ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT**

**Cargo Hook Kit for
MD Helicopter Models
369D, 369E, 369F, 369FF, 369HE,
369HS, 369HM, 500N, 600N**

R/N _____ S/N _____

FAA Approved:  _____
for Manager, Seattle Aircraft Certification Office

Date: 20 May 2014

Revised:



Rotorcraft Flight
Manual Supplement
Cargo Hook Kit

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I. INTRODUCTION

This supplement must be attached to the appropriate MD Helicopter's Rotorcraft Flight Manual when an Onboard Systems 200-264-01 or 200-264-02 Cargo Hook Kit is installed in accordance with Supplemental Type Certificate (STC) NO. SR00892SE. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement consult the basic Rotorcraft Flight Manual and the "Cargo Hook Kit" Rotorcraft Flight Manual Supplement issued by MD Helicopters, Inc.

The Onboard Systems 200-264-01 and 200-264-02 Cargo Hook Kits include the cargo hook, external electrical release harness, and manual release cable. The electrical release harness and manual release cable interface with the rotorcraft's internal electrical wiring and manual release lever on the cyclic as supplied by MD Helicopters.

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II. LIMITATIONS

The basic Flight Manual and the “Cargo Hook Kit” Rotorcraft Flight Manual Supplement issued by MD Helicopters, Inc. remain applicable.

With a load attached to the cargo hook, operation shall be conducted in accordance with the respective national operational requirements. For U.S. operators FAR Part 133 is applicable.

The cargo hook kits are approved for non-human external cargo (NHEC).

NOTICE

The external load equipment certification approval does not constitute operational approval; operational approval for external load operations must be granted by the local Aviation Authority.



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III. EMERGENCY PROCEDURES

The basic Flight Manual and the “Cargo Hook Kit” Rotorcraft Flight Manual Supplement issued by MD Helicopters, Inc. remain applicable.

IV. NORMAL PROCEDURES

Prior to a flight involving external load operations perform the following procedures. If the procedures are not successful do not use the equipment until the problem has been corrected.

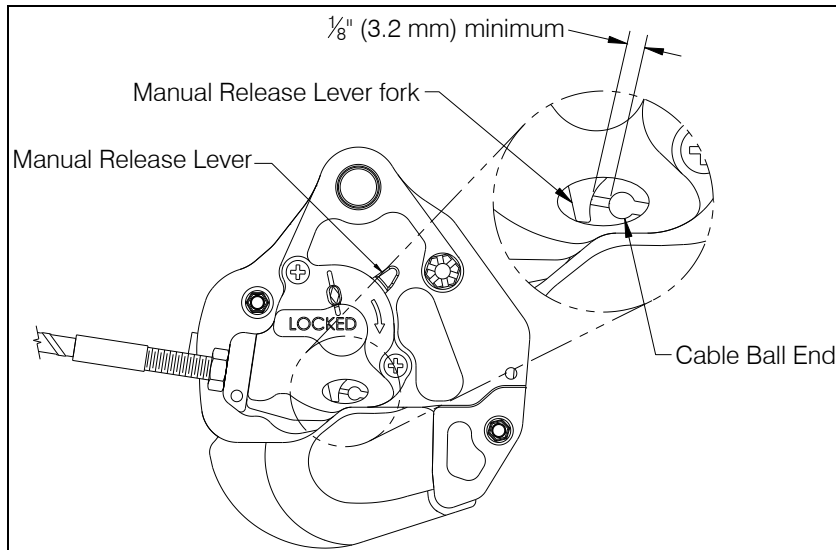
1. Visually check all mounting fasteners to ensure that they are secure.
2. Visually check the electrical harness and connectors for damage and security.
3. Visually check the manual release cable and its connection at the cargo hook for damage and security.
4. Visually check the cargo hook case and covers for cracks and damage.
5. Visually check the cargo hook load beam for gouges and cracks.

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IV. NORMAL PROCEDURES continued

6. Check the manual release cable rigging through the window in the cargo hook manual release cover. Rotate the manual release lever clockwise to remove the free play (the free play is taken up when the hook lock indicator begins to move, this is also readily felt as the lever rotates relatively easily for several degrees as the free play is taken up) and hold it in this position while checking the gap between the release lever fork and the cable ball end as shown below. Visually check that there is approximately a minimum gap of 1/8" (3.2 mm) as shown in Figure 1.

Figure 1 Manual Release Cable Rigging

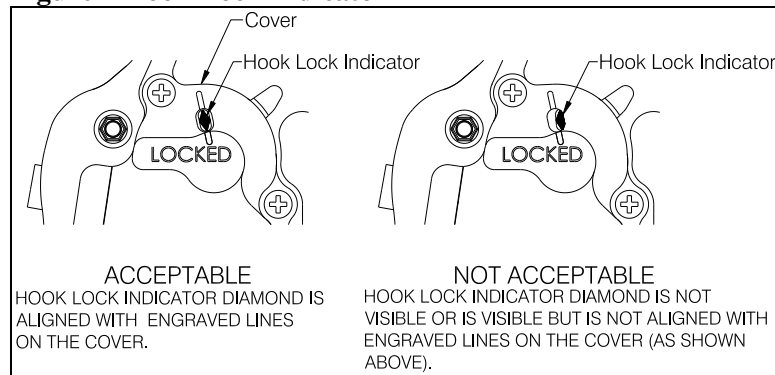


IV. NORMAL PROCEDURES continued

7. Cycle the manual release mechanism to ensure proper operation. Pulling the release lever located on the cyclic should cause the cargo hook load beam to open. The cargo hook may be returned to the locked position by manually pushing up on the load beam. The load beam should snap shut.

Verify that the hook lock indicator on the side of the hook returns to the fully locked position. In the fully locked position the hook lock indicator should align with the lines on the cover (see Figure 2).

Figure 2 Hook Lock Indicator



8. Cycle the electrical release mechanism to ensure proper operation. Pressing CARGO RELEASE switch on cyclic should cause the cargo hook to open. The cargo hook may be returned to the locked position by manually pushing up on the load beam. The load beam should snap shut. The hook may be flown in the open position to facilitate loading by a ground crew.

IV. NORMAL PROCEDURES continued

Cargo Hook Rigging

Extreme care must be exercised in rigging a load to the Cargo Hook. The following illustration shows the recommended rigging configuration and rigging configurations to avoid.



The example shown is not intended to represent all possibilities. It is the responsibility of the operator to assure the hook will function properly with the rigging.

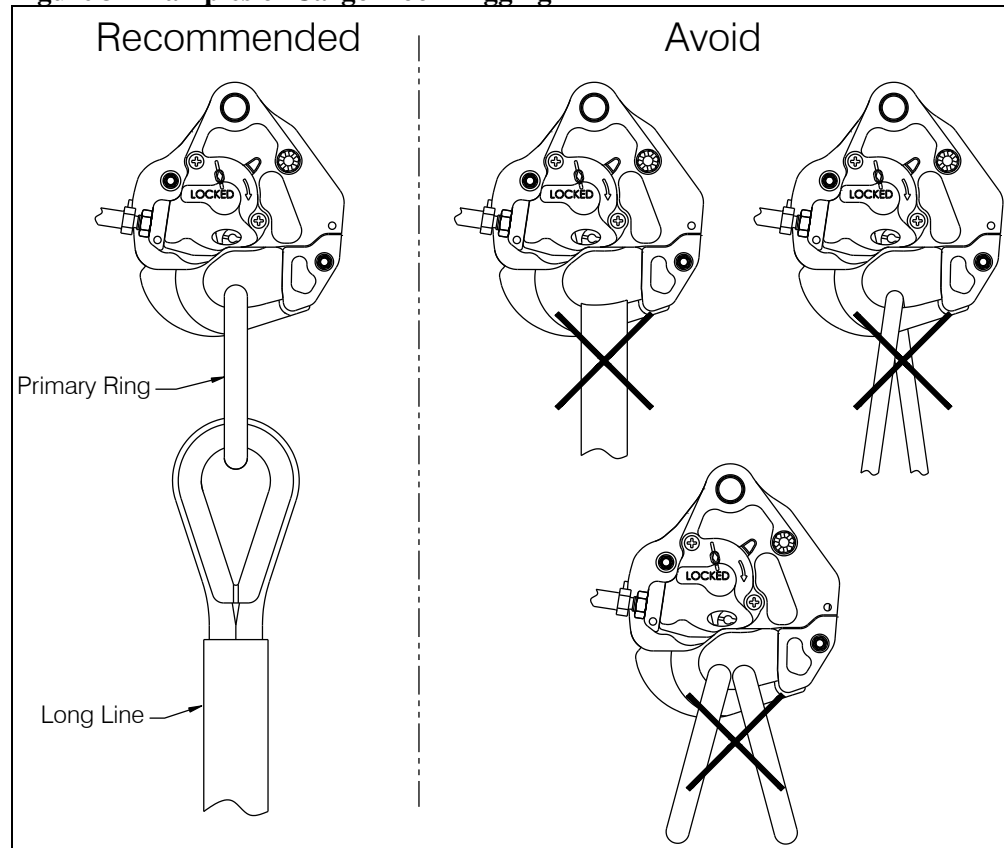
Nylon Type Straps or Rope



Nylon type straps (or similar material) or rope must not be used directly on the cargo hook load beam. If nylon straps or rope must be used they should be first attached to a steel primary ring. Verify that the ring will freely slide off the load beam when it is opened. Only the primary ring should be in contact with the cargo hook load beam. See Figure 3.

IV. NORMAL PROCEDURES continued

Figure 3 Examples of Cargo Hook Rigging



V. PERFORMANCE

The basic Flight Manual and the “Cargo Hook Kit” Rotorcraft Flight Manual Supplement issued by MD Helicopters, Inc. remain applicable.

VI. WEIGHT AND BALANCE DATA

The “Cargo Hook Kit” Rotorcraft Flight Manual Supplement issued by MD Helicopters, Inc. remains applicable.



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