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FAA APPROVED

**ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT**

**Onboard Systems
12V Cargo Hook Suspension System
with Keeperless Cargo Hook**

Robinson R44 Series

R/N _____ S/N _____

FAA Approved: 
for Manager, Seattle Aircraft Certification Office

Date:

Revised: 22 FEB 2011



RFM Supplement

Document Number
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Robinson R44

Page
1 of 12

Rev. 3

INTRODUCTION

This supplement must be attached to the appropriate FAA approved Rotorcraft Flight Manual when an Onboard Systems 200-265-00 Cargo Hook Kit is installed in accordance with Supplemental Type Certificate (STC) NO. SR01064SE. 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.

I. LIMITATIONS

I.1 Airspeed Limits

Vne= 85 KIAS, or less with external load. Do not exceed Vne of basic helicopter.
(Vne determined from maximum demonstrated airspeed with dense cargo.)



Maximum operational air speed with external loads is dependent upon the load configuration and sling length. It is the operator's responsibility to establish the maximum operational speed for each specific configuration.

	RFM Supplement	Document Number 121-007-00	Revision 3
	Robinson R44	Page 2 of 12	FAA Approved FEB 22 2011

I.2 Type of Operation

The basic Flight Manual remains 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.

This cargo hook kit is approved for non-human cargo, class B rotorcraft load combinations only.

The helicopter may also be operated with the fixed provisions portion of the kit installed only. This includes the hardpoint, stowed manual and electric release cables and all Cargo Hook related equipment in the cockpit.



RFM Supplement

Document Number

121-007-00

Revision 3

Robinson R44

Page
3 of 12

FAA Approved

FEB 22 2011

I.2 Weight and CG

The maximum weight and CG of the combined helicopter and external load remains the same as the basic manual.

Table I.2-1 Weight and CG data

DESCRIPTION	WEIGHT lbs (kg)	FUSELAGE STATION inches (mm)	LATERAL STATION inches (mm)
Complete Cargo Hook Kit	4.8 (2.2)	93.9 (2385)	-4.1 (-104)
Provisions Kit (no hook)	1.8 (0.8)	93.9 (2385)	-4.1 (-104)

Center of gravity limits must be checked with and without the external load to verify that the rotorcraft is within the approved weight and center of gravity limits.



RFM Supplement

Document Number
121-007-00

Revision 3

Robinson R44

Page
4 of 12

FAA Approved
FEB 22 2011

I.3 Cargo Hook Load

Maximum Cargo Hook loading is 800 lbs (363 kgs).

I.4 Placards

EXTERNAL LOAD LIMIT = 800 LBS (363 KGS)

Mounted on the belly of the aircraft adjacent to the cargo hook attachment point in clear view of the ground support personnel.

WITH EXTERNAL LOADS, APPROVED FOR
CLASS B ROTORCRAFT – LOAD OPERATIONS
DAY – VFR ONLY

Mounted on the instrument panel in clear view of the pilot.

FOR FAR PART 133.35(A) OPERATIONS:
NO PERSON MAY BE CARRIED UNLESS HE IS:
(1) A FLIGHT CREW MEMBER OR TRAINEE;
(2) PERFORMS AN ESSENTIAL FUNCTION IN CONNECTION
WITH THE EXTERNAL LOAD OPERATION; OR
(3) IS NECESSARY TO ACCOMPLISH THE WORK ACTIVITY
DIRECTLY ASSOCIATED WITH THAT OPERATION.

Mounted on the instrument panel in clear view of the pilot.



RFM Supplement

Document Number
121-007-00

Revision 3

Robinson R44

Page
5 of 12

FAA Approved
FEB 22 2011

I.4 Placards, continued

PLACARD	LOCATION
<div style="border: 1px solid black; padding: 5px; text-align: center;">CARGO RELEASE</div>	Mounted adjacent to the cyclic release switch in clear view of the pilot.
<div style="border: 1px solid black; padding: 5px; text-align: center;">CARGO RELEASE</div>	Mounted adjacent to the copilot's release switch.
<div style="border: 1px solid black; padding: 5px; text-align: center;">CARGO RELEASE</div>	Mounted adjacent to the mechanical release in clear view of the pilot.
<div style="border: 1px solid black; padding: 5px; text-align: center;">PULL</div>	Mounted adjacent to the mechanical release in clear view of the pilot.
<div style="border: 1px solid black; padding: 5px; text-align: center;">CARGO</div>	Mounted adjacent to the Cargo Hook circuit breaker in clear view of the pilot.



RFM Supplement

Document Number
121-007-00

Revision 3

Robinson R44

Page
6 of 12

FAA Approved
FEB 22 2011

II. NORMAL PROCEDURES

II.1 STATIC DISCHARGE

Instruct the ground crew to ensure that the helicopter has been electrically grounded prior to attaching cargo to discharge static electricity. If possible, maintain ground contact until hook up is completed.

II.2 PRE-FLIGHT CHECK

Before 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.

II.2.1 EXTERIOR CHECK

1. Visually check all mounting fasteners to ensure that they are tight.
2. Visually check the electrical connector for loose or damaged pins and sockets.
3. Swing the hook to its full extremes to verify that it does not reach the limit of the mechanical release cable range of motion and actuate the mechanical release mechanism.
4. Visually check the case and covers for cracks and damage.
5. Visually check the load beam for gouges and cracks.



RFM Supplement

Document Number

121-007-00

Revision 3

Robinson R44

Page
7 of 12

FAA Approved

FEB 22 2011

II.2.2 INTERIOR CHECK

1. Cycle the manual release handle to ensure proper operation.
2. Cycle the electrical release system to ensure proper operation.

II.3 CARGO HOOK RIGGING

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



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.

Some combinations of small primary rings and large secondary rings could cause fouling during release.



RFM Supplement

Document Number
121-007-00

Revision 3

Robinson R44

Page
8 of 12

FAA Approved
FEB 22 2011

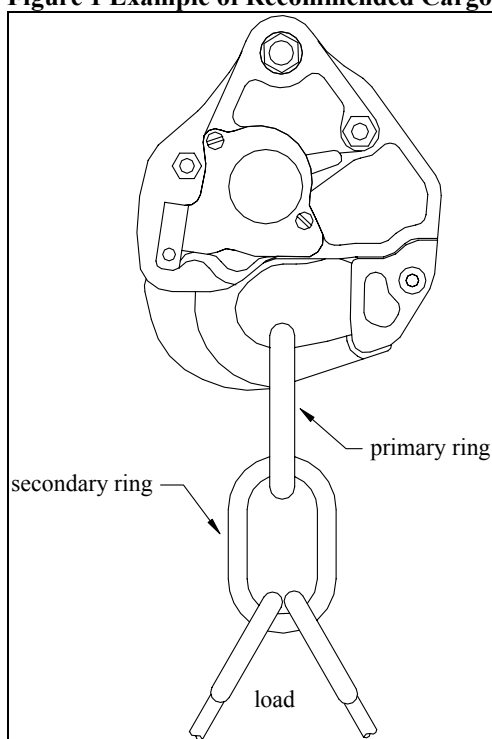
II.3 CARGO HOOK RIGGING, continued

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 1.

Figure 1 Example of Recommended Cargo Hook Rigging



RFM Supplement

Document Number

121-007-00

Revision 3

Robinson R44

Page
9 of 12

FAA Approved
FEB 22 2011

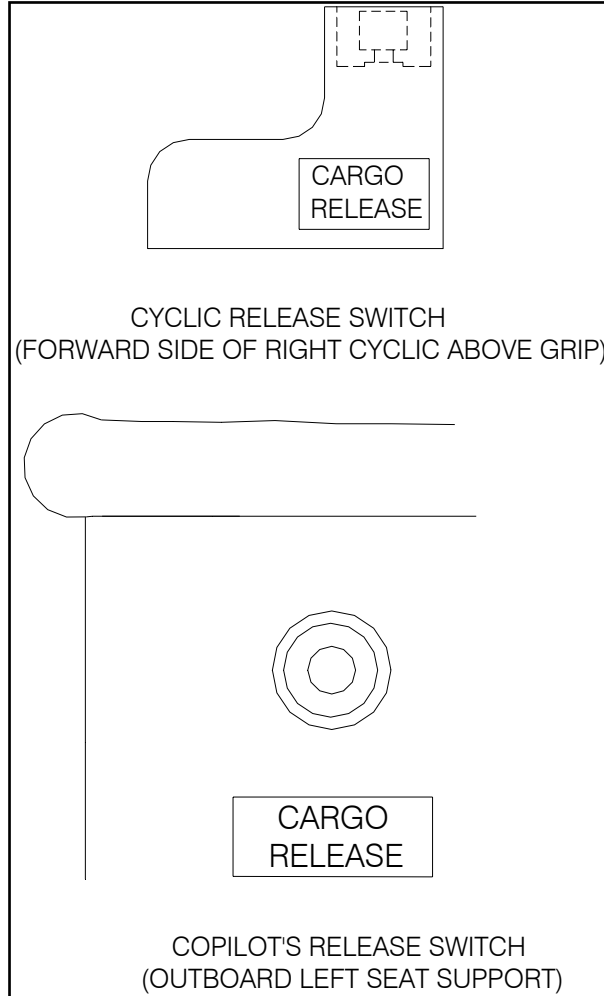
II.4 IN-FLIGHT OPERATION

Note

Control movement should be made smoothly and kept to a minimum to prevent oscillation of the load

Actuate either electrical release switch to release the external load.

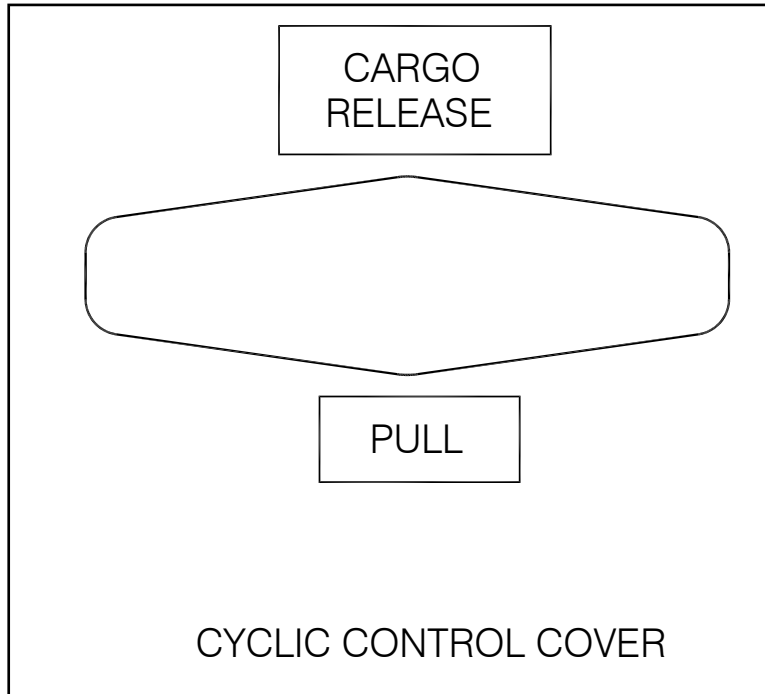
Figure 2 Electrical Release Switches



II.4 IN-FLIGHT OPERATION, continued

The mechanical release handle may be used to release the external load in normal circumstances

Figure 3 Mechanical Release Handle



It is the responsibility of the operator to establish safe operational limits for each specific configuration.

III. EMERGENCY PROCEDURES

III.1 CARGO FAILS TO RELEASE ELECTRICALLY

In the event that the Cargo Hook will not release the external load electrically, proceed as follows:

1. Maintain tension on the sling.
2. Pull the mechanical release handle to release the external load.

IV. PERFORMANCE

The basic Flight Manual issued by Robinson Helicopter Company remains applicable.

There is no change from basic flight performance with no load attached to the Cargo Hook. Performance will be reduced depending on the size, weight and shape of the external load.

	RFM Supplement	Document Number 121-007-00	Revision 3
	Robinson R44	Page 12 of 12	FAA Approved FEB 22 2011