



14218 Aetna St.
Van Nuys, CA. 91401
Document Number CR-RFM-002

**FAA APPROVED
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR THE
MD HELICOPTERS MODEL
MD-500D, 500E, 530FF, & 520N
WHEN EQUIPPED WITH THE
TYLER CARGO RACK**

REGISTRATION #: _____ SERIAL #: _____

The information in this supplement is FAA approved material and must be attached to the FAA Approved MD-500 series Rotorcraft Flight Manual when the aircraft has been modified by the installation of Tyler Camera Systems MD-5 Cargo Rack System in accordance with:

STC # SR 01682 LA

The information contained herein supplements or supersedes the information in the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, Procedures and Performance information not contained in this Supplement, consult the basic Rotorcraft Flight Manual.

FAA APPROVED: _____

Petruch Pawen

Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

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Initial Issue	1-9	17 Nov 2004	Initial Issue	<p><i>Patrick Power</i></p> <hr/> <p>Mgr, Flight Test Branch ANM-160L, FAA, Los Angeles ACO, Transport Airplane Directorate</p> <p>DATE: <u>November 17, 2004</u></p>



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1. SECTION 1 – GENERAL

The Tyler Camera Systems MD-5 Cargo Rack consists of the steel tubular frame members that attach to the lip of the aft flooring and are positioned by an attachment at the jack points. The system can be easily installed by two people in less than 5 minutes.



Figure 1 Right Front View of Installed Racks with Load



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Figure 2 Left Side View of the Installed Racks with Load

The aircraft has been demonstrated with a load having a flat plate area of 3.2 square feet.



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Figure 3 Front View with Right Rack Loaded



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Figure 4 Rear View of the Wide Bench with Load

CAUTION

Lateral CG can be easily exceeded with heavy weights on the racks.
See Limitation Section.



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2. SECTION 2 – LIMITATIONS

2.1 TYPES OF OPERATIONS

No passengers may be carried external to the aircraft on the cargo racks. Crewmembers or other persons necessary for the conduct of the external load operations may only be carried in accordance with 14 CFR section 133.35.

2.2 AIRSPEED

Reduce the published Power – On V_{NE} 30 KIAS with the cargo racks installed and **NO** cargo.

Reduce the published Power – On V_{NE} 50 KIAS with the cargo racks installed and **ANY** cargo attached to the racks, but not lower than the published autorotational minimum speed.

Power-Off V_{NE} ..see the placards

When the lateral CG is between ± 2.0 and ± 5.0 inches

Forward airspeed V_{NE} 70 KIAS

Rearward/sideward airspeed V_{NE} 20 KIAS

2.3 WEIGHT LIMITS

Maximum Weight per Rack: 500 pounds

2.4 LATERAL CG LIMITS

The lateral center of gravity limit is ± 5.0 inches with airspeed limits published above.



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3. SECTION 3 – EMERGENCY PROCEDURES

No change to the basic flight manual

4. SECTION 4 – NORMAL PROCEDURES

Secure crew members or cargo prior to take-off.

Consider possible loss of any items or material from the right side cargo rack that could impinge on the tail rotor.

5. SECTION 5 - PERFORMANCE

No Change

6. SECTION 6 – WEIGHT AND BALANCE

The weight and balance data must be considered for each flight.

Distribution of the load on the rack must be considered. Concentrated loads should be placed between the two attach points if possible.

CAUTION

Lateral CG can be easily exceeded with heavy weights on the racks. Compute the aircraft weight and balance before flight with loads on the racks.



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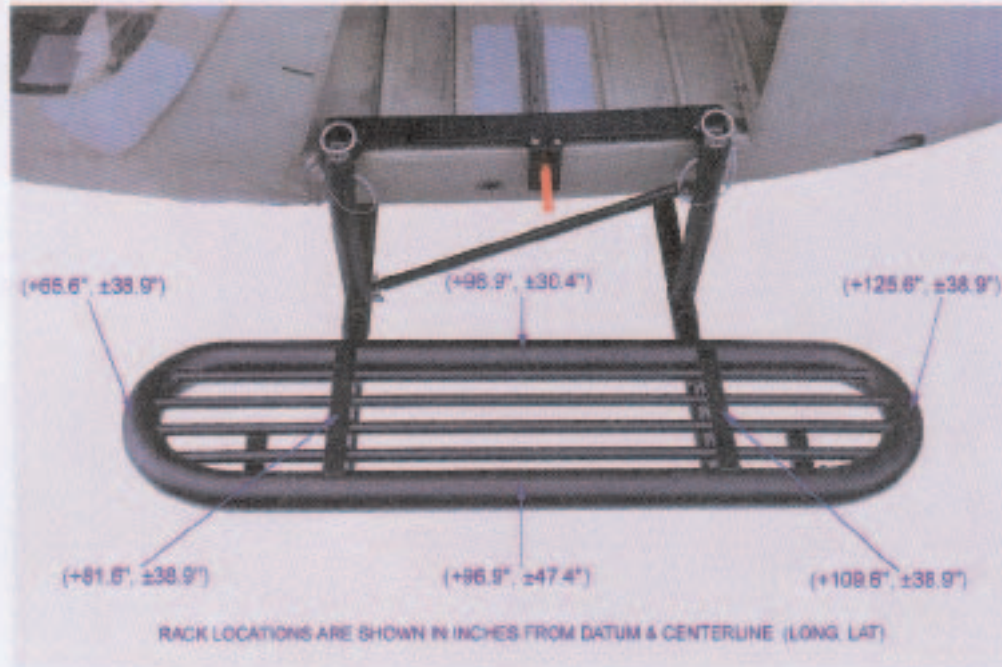


Figure 5 Station Locations for the Narrow Bench Cargo Rack



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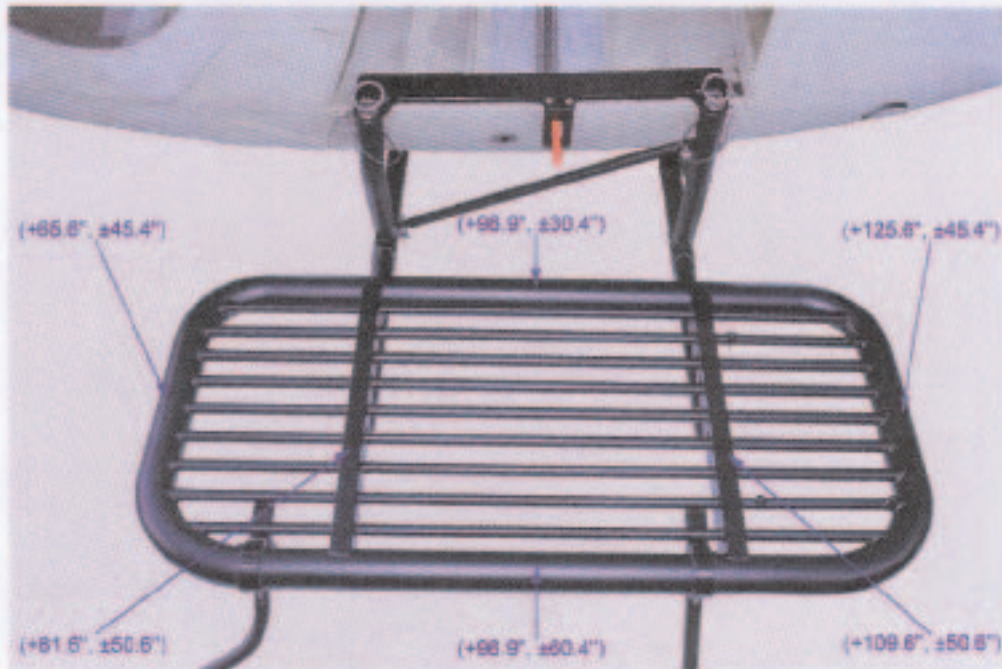


Figure 6 Station Locations for the Wide Bench Cargo Rack