



14218 Aetna St.
Van Nuys, CA. 91401
Document Number CR-RFM-001

**FAA APPROVED
ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT
FOR THE
EUROCOPTER MODEL
AS-350 B, BA, B1, B2, B3, C, D AND D1
AS-355 E, F, F1, F2, AND H
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 AS 350 or 355 Rotorcraft Flight Manual when the airplane has been modified by the installation of Tyler Camera Systems ASC-001 Cargo Racks in accordance with:

STC # SR 01449 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.

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Los Angeles Aircraft Certification Office
Transport Airplane Directorate

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LOG OF PAGES

Rev No.	Pg No	Date	Description of Change	FAA Approved
Reissue	1-7	6 Aug 2004	Added AS-355 Series Helicopters. Changed header all pages. Changed the limitation to include "crewmembers" IAW 133 on the racks.	<u>Patrick Power</u> Mgr, Flight Test Branch ANM-160L, FAA, Los Angeles ACO, Transport Airplane Directorate DATE: <u>August 6, 2004</u>



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1. SECTION 1 – GENERAL

The Tyler Camera Systems ASC-001 Cargo Rack consists of the steel tubular frame members and four aluminum-mounting brackets per rack. The mount is attached to the landing gear by four clamps, two per gear and can be easily installed by two people in less than 5 minutes. PIP pins provide additional security to the mount clamp bolts.



Figure 1 Left Front View of Installed Racks with FLIR & Night Sun



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Figure 2 Right Front View of the Test Configuration

The rack without cargo can be stowed in a vertical configuration when not in use.

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 of Right Rack Only

CAUTION

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



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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} 20 KIAS with the cargo racks installed and **NO** cargo.

Reduce the published Power – On V_{NE} 54 KIAS with the cargo racks installed and **ANY** cargo attached to the racks.

2.3 MOUNT LIMITS

Maximum Weight per Rack: 500 pounds

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

5.1 HOVER PERFORMANCE

No Change

5.2 CLIMB PERFORMANCE

Reduce climb performance by:
20 ft/min with the racks deployed no cargo.
100 ft/min with cargo on the rack.

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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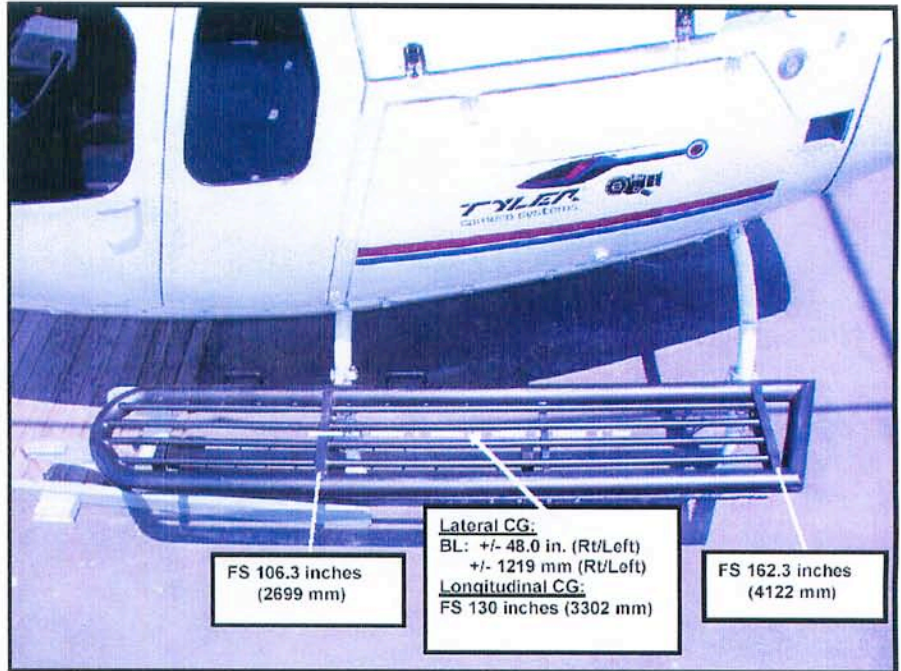


Figure 4 Station Locations for the Cargo Rack