

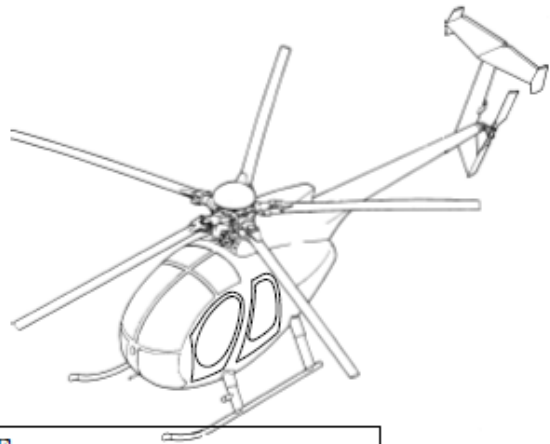
Rotorcraft Flight Manual Excerpts MD369D

CSP-D-1



MD 500D

**FAA APPROVED
ROTORCRAFT
FLIGHT MANUAL**



Type Certificate No. H3WE
Approved By <u><i>S. Tompkins</i></u> Manager, Flight Test Branch, ANM-160L Federal Aviation Administration Los Angeles Aircraft Certification Office Transport Airplane Directorate
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THE FAA APPROVED ROTORCRAFT FLIGHT MANUAL CONSISTS OF THE FOLLOWING SECTIONS.

SECTION II -	LIMITATIONS
SECTION III -	EMERGENCY PROCEDURES
SECTION IV -	NORMAL PROCEDURES
SECTION V -	PERFORMANCE DATA
SECTION IX	OPTIONAL EQUIPMENT

THE HELICOPTER MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS SET FORTH IN SECTION II OF THIS MANUAL AND ANY ADDITIONAL LIMITATIONS FROM SECTION IX AS A RESULT OF AN INSTALLED OPTIONAL EQUIPMENT ITEM.

SECTIONS III, IV, AND V CONTAIN RECOMMENDED PROCEDURES AND DATA AND ARE FAA APPROVED.

THE "AIRWORTHINESS LIMITATIONS" LISTED IN SECTION 04-00-00 OF CSP-HMI-2 SHALL BE COMPLIED WITH.
THIS MANUAL MUST BE KEPT IN THE HELICOPTER AT ALL TIMES.

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Revision 10

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PART III EMERGENCY AND MALFUNCTION PROCEDURES

ENGINE FAILURE:

The presence of an external load may further complicate a failed engine condition. Release of loads attached through the cargo hook should be accomplished as soon as practical; consistent with other safety of flight factors (rotor RPM, altitude, airspeed, ground personnel safety, etc).

EMERGENCY RELEASE:

Actuate mechanical release handle to release cargo in the event of an electrical failure. Operate handle quickly and deliberately (Ref. Figure 9-2).

NOTE: Ground support personnel should manually assure positive reset of the cargo hook after use of mechanical release, prior to further cargo pickups.

Static electricity discharge:

Instruct ground crew to insure that the helicopter has been electrically grounded prior to attaching cargo to drain charges of static electricity that may build up in flight.

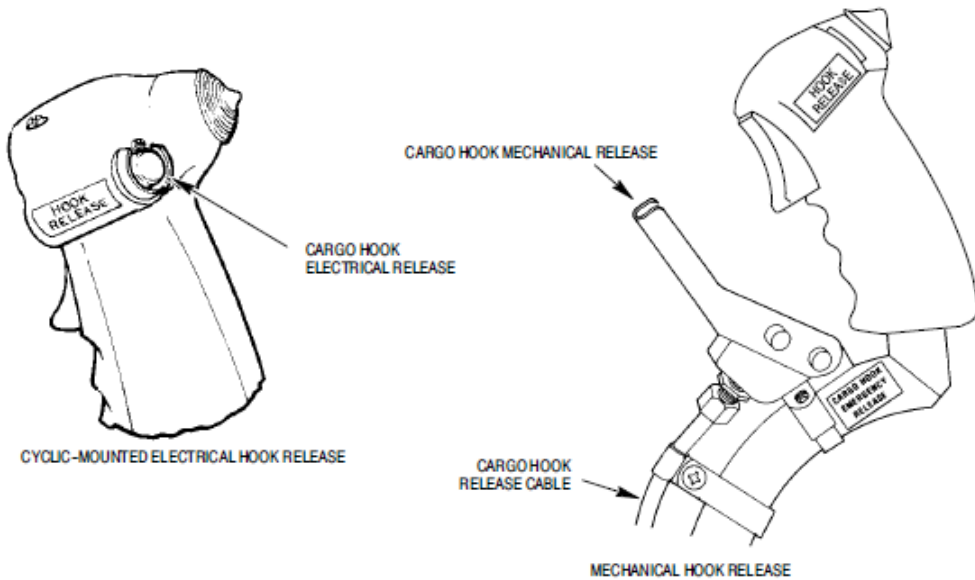


Figure 9-2. Cargo Hook Release - Electrical and Mechanical