

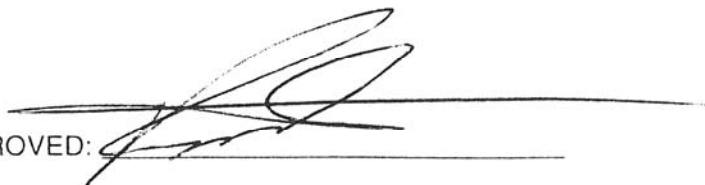
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR THE
Hughes 500/OH-6

REG. NO. _____
SERIAL NO. _____

This supplement must be attached to the Operator Manual TM55-1520-214-10, dated: DEC 1976
or later approved revision when the FDC/aerofilter Engine Inlet Barrier Filter System is installed.

The information contained herein supplements information of the basic Operator Manual. For limitations,
Procedures, and Performance Data not contained in this supplement, consult the basic Operator Manual.

APPROVED: _____



DATE: _____

8/2/97

GENERAL INFORMATION

This supplement provides the changes in the normal operating procedures unique to the OH-6 rotorcraft with the FDC/aerofilter Engine Inlet Barrier Filter System installed. The Engine Inlet Barrier Filter System consists of a filter element, duct, alternate air door, low inlet pressure warning system, and hardware required to complete the installation.

Applicable Flight Manual Supplements:

APPROVED -- DATE: 8/2/97

SECTION 1 - LIMITATIONS**TYPE OF OPERATION**

The Engine Air Induction System Deflector shall be installed in conjunction with the FDC/aerofilter Engine Inlet Barrier Filter System when conducting flight operations in **falling and/or blowing snow**. Refer to Deflector Kit RFMS for specific limitations when installed.

SECTION 2 - NORMAL PROCEDURES**EXTERIOR CHECK**

Thoroughly check the air plenum chamber and filter system through the inlet. The area must be free of accumulated debris, snow, ice, slush, etc., before each flight.

ENGINE PRESTART CHECK

Engine Alternate Air switch in the **CLOSE** position.

TAKEOFF

Takeoff with BY PASS AIR annunciator light illuminated - **NOT APPROVED**

SECTION 3 - EMERGENCY & MALFUNCTION PROCEDURES**CAUTION LIGHT (AMBER)**

BY PASS AIR annunciator **ON**

FAULT: FILTER DIRTY/BLOCKED

ACTION: ENGINE ALTERNATE AIR SWITCH - **OPEN**

- a. If caution light remains **ON**, land as soon as possible.
- b. If caution light goes out, land as soon as practical. Although this condition requires timely attention, it does not require a mission abort. Related engine parameters should be monitored frequently until rotorcraft is landed. Service filter prior to next flight.

SECTION 4 - PERFORMANCE

No change from Flight Manual

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