



FLIGHT MANUAL

AS 350 B2

SUPPLEMENT

INSTRUCTIONS FOR OPERATION IN COLD WEATHER

IMPORTANT NOTE

The information contained herein supplements or supersedes the information given in the basic flight manual and/or applicable flight manual supplements. The effectivity of the supplement at the latest revision is specified on the List of Effective Pages.

This supplement supports the helicopters delivered by both AEROSPATIALE and EUROCOPTER FRANCE.
Revisions to this supplement are made by EUROCOPTER FRANCE using the same procedures as AEROSPATIALE.



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1 GENERAL

This supplement details all the procedures to be followed when the aircraft is used in particular climatic conditions, such as cold weather and snow. Aircraft servicing does not require any special tools or systematic replacement.

2 GENERAL RECOMMENDATIONS

For rational operation of the aircraft in cold weather and snow, it is recommended to carry out the following basic operations :

- Remove ice or snow deposits from the whole of the aircraft, particularly at hinges and movement transmitting items (main rotor, rotor mast, tail drive and tail rotor, flight controls, engine controls).
- When the aircraft has been subjected to very low temperatures, it is recommended that:
 - . either regular ground runs be carried out every two hours for temperatures of about -20°C and every hour for lower temperatures.
 - . or preheating of the engine, transmission assemblies and cabin be effected before take-off (although the helicopter is capable of carrying out engine start up and rotor spinning at temperatures down to -40°C).

During the preheating operation, carefully wipe out the deicing water to avoid all water accretion on the aircraft and water re-icing as soon as preheating is over, particularly on the AIR INTAKES and components located above the air intakes.

PRACTICAL ADVICES

- For the preheating and deicing operations, use appropriate heaters in good condition only. Do not refuel the aircraft while the heaters are functioning.
- During the preheating operation, do not leave the aircraft unwatched. Keep an extinguisher available at hand.
- Avoid directing hot air towards the following part of the aircraft; tanks and fuel, oil and hydraulic fluid lines.

5 PREPARATION FOR FLIGHT

Independently of the inspections prescribed in the basic Flight Manual, perform the following operations and inspections :

Power plant

- Remove the air intake cover and the exhaust nozzle blank after removing snow from the aircraft surface.
- Remove snow and ice accretion in the vicinity of the air intake, on either side of the screen and inside the engine air intake duct (remove the air intake screen if necessary).

- It is imperative that the air intake be clean

Manually and visually check for snow and ice inside the air intake duct up to the first stage of the compressor :

In case of icing :

- . remove ice using a wooden or plastic scraper,
- . carefully wipe the surface using a cloth soaked with isopropyl alcohol
- . inspect drains, unblanked scuppers; check for snow and ice on vent and static ports.

9 CHECK AFTER LAST FLIGHT OF THE DAY

The operations described in the Basic Normal are to be completed by the following actions :

- Observe the general recommendations mentioned above.
- When the rotor stops rotating, place the cyclic pitch stick close to the neutral position and the collective pitch lever secured at full low pitch, with tail rotor blades in the horizontal position.
- Inspection of the engine magnetic plugs should be performed within 30 mn after the rotor has stopped rotating, in order to avoid seal damaging.
- Care must be taken not to leave doors open.
- Install the air intake cover and exhaust nozzle blank.
- When the aircraft is parked in an unsheltered area it is recommended to apply anti-icing materials and to carry out the aircraft parking and mooring.

NOTE : ANTI-ICING MATERIALS

- Anti-icing fluid - isopropyl alcohol as per AIR 3660 or deicing as per AIR 3565 (MIL-A-6091).
- Anti-icing sealing compound B.437.
- Anti-icing compound E.57.
- Anti-rain material S.P.R. G7.
- Anti-icing material to be applied on blades: Kilfrost ABC or Kilfrost DF.

CAUTION : - REFER TO GENERAL INSTRUCTIONS FOR THE USE OF ANTI-ICING MATERIALS.

- ANTI-ICING MATERIALS CAN DAMAGE THE HELICOPTER COMPONENTS.
- USE RECOMMENDED AND APPROVED ANTI-ICING MATERIALS ONLY.