

AIR COMM CORPORATION
3300 Airport Road
Boulder, Colorado 80301

SIKORSKY*
MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL SUPPLEMENT
FOR
FLIGHT DECK VENTILATION SYSTEM
S76V-100/-200

FAA APPROVED

The information contained in this document is FAA approved material, which must be carried in the basic Flight Manual, after the rotorcraft has been modified by installation of the Flight Deck Ventilation system in accordance with Air Comm Corporation STC No. SH5224NM

The information in this document supplements or supersedes the basic manual only in the items contained herein. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Flight Manual.

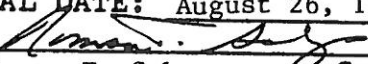
* Includes S-76A modified by installation of Arriel engine (see Sikorsky STC SH68NE).

FAA REVISED MAY 21 1998

FAA APPROVED August 26, 1991

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

LOG OF PAGES			
Original 0			
Pages		Rev. No.	
1-8	N/C		
1-8	1		
FAA APPROVAL DATE: August 26, 1991 APPROVED:  Roman T. Gabrys, Supervisor Denver Aircraft Certification Field Office Denver, Colorado			

FAA REVISED MAY 21 1998FAA APPROVED August 26, 1991

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

LOG OF REVISIONS			
Rev.	Rev. Date	Pgs Revised	FAA Appl
1	MAY 21 1998	1-8	<i>dlg</i>
Note: Revisions are indicated by a black vertical line.			

FAA REVISED

MAY 21 1998

FAA APPROVED

August 26, 1991

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation Kit

Introduction

The S76V-100/-200 Flight Deck Ventilation system consists of NACA flush-type inlets and associated air ducts and is intended to supply outside air to the pilot and co-pilot. Independently operated left and right systems are provided.

The inlets are located in the belly skin and the air outlets are mounted on the sides of the center console as shown by Figure 1.

A push-pull control is installed on each air-box adjacent to the air outlets. This control operates an inlet door to allow fresh air to flow into the cabin.

The S76V-200 system includes "bleed air" type air movers which pump air to the flight deck during ground and hover operations.

For this option a bleed air on-off valve is mounted on the inlet assembly. This valve is coupled to the inlet door and therefore is open whenever the door is open. The main cabin heater ON-OFF valve must be ON to activate the "air mover."

FAA REVISED

MAY 21 1998

FAA APPROVED August 26, 1991

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

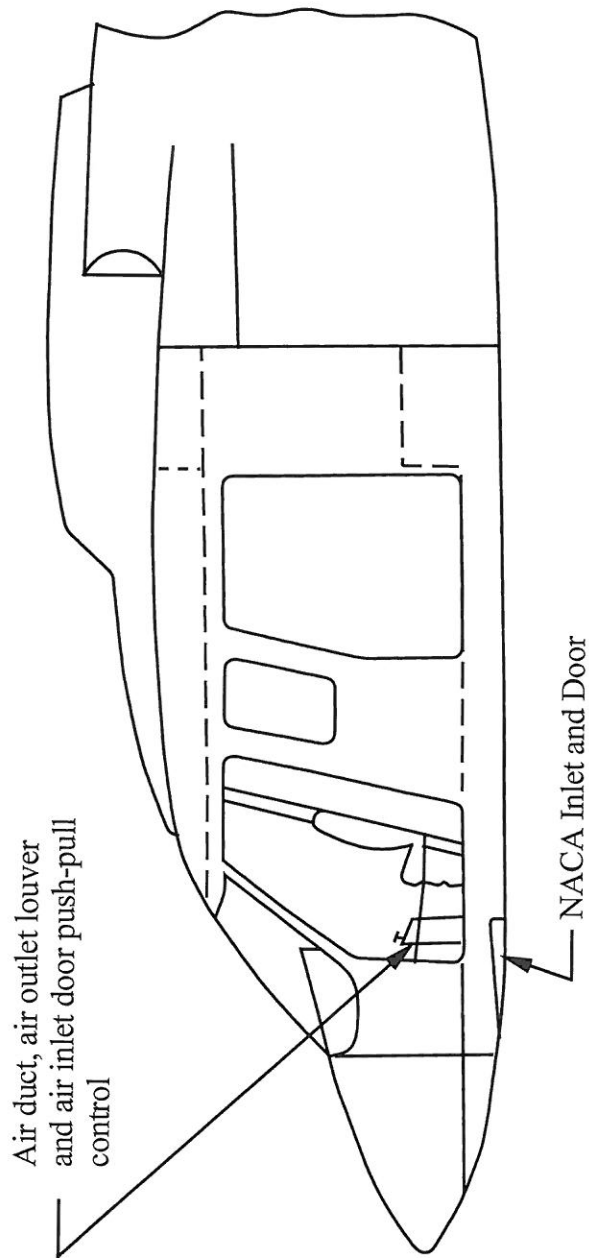


Figure 1, General Arrangement, S-76 Flight Deck Ventilation System

FAA REVISED

MAY 21 1998

FAA APPROVED

August 26, 1991

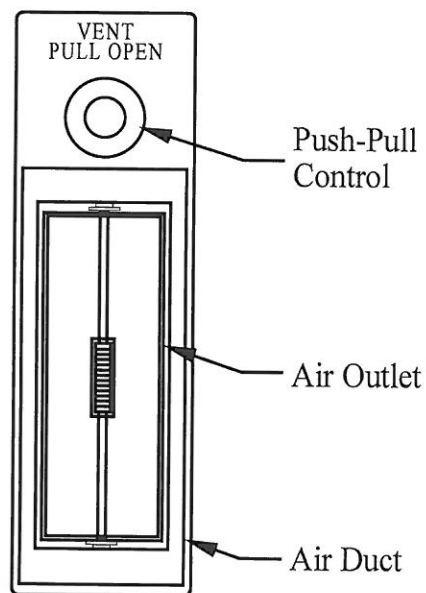
MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

Section I

Operating Limitations

Placards and Markings:



Markings located on top of Air Box as shown (white letters on black).

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

Section II

Normal Procedures

Engine Prestart Check:

Fresh air vent CLOSED

Before take-off

Fresh air vent OPEN or CLOSED as desired.
Bleed air ON-OFF valve ON (if optional Air Mover is installed).

In-flight Operations

Fresh air vent OPEN or CLOSED as desired.
Bleed air ON-OFF valve ON (if optional Air Mover is installed).

NOTE

The Vent Door is coupled to the Air Mover bleed air valve. Therefore, the Air Mover system (if installed) is activated when the Bleed Air Heater ON-OFF valve is on.

Descent and Landing

Fresh air vent OPEN or CLOSED as desired.
Bleed air ON-OFF valve On (if optional Air Mover is installed).

FAA REVISED MAY 21 1998

FAA APPROVED August 26, 1991

MODEL S-76A, S-76B & S-76C
FLIGHT MANUAL

Flight Deck Ventilation System

Section III

Emergency Procedures

Operate the ventilation system controls and the cabin heater ON-OFF valve switch to OFF for any of the following emergencies:

- Engine failure.
- Engine over-temperature.
- Insufficient power.
- Onboard fire.

Section IV

Malfunction Procedures

No change.

Section V

The ventilation system equipped with Air Mover results in a negligible increase in TOT.

Switch the Bleed Air ON-OFF Valve to OFF if required to operate engines within TOT limits.

FAA REVISED

MAY 21 1998

FAA APPROVED

August 26, 1991