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BASIC DIGITAL FLIGHT INSTRUMENT, KIT FLIGHT MANUAL SUPPLEMENT MODELS: BELL 205A-1

Sections 1, 2, 3, 4 & 5 of this document comprise the Approved Flight Manual Supplement. Compliance with Section 1, Limitations is mandatory. Section 6 is Unapproved and is provided for information only.

The information within this document supplements or supersedes the approved Basic Flight Manual for the Bell 205A-1 Helicopter in the areas specified herein. For limitations, procedures and performance not contained in this document refer to the Approved Flight Manual and other applicable Approved Flight Manual Supplements.

This document shall be attached to the approved Basic Flight Manual with subject design change incorporated in accordance with Alpine Aerotech LP Master Data List AAL-280-044-001, Revision G or later approved revisions.

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GENERAL

The AAL Basic Digital Flight Instrument, Kit allows for the replacement of the OEM manufacturer's attitude and heading instruments with standalone digital instruments.

Notes

1. If changes to this document are required, Alpine Aerotech LP shall revise all pages and reissue the entire document.
2. Alpine Aerotech LP shall make any subsequent revisions of this document available upon request.

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SECTION 1 **OPERATING LIMITATIONS****Types of Operation**

1. Limited to day and night VFR use.

SECTION 2 **NORMAL PROCEDURES**

1. No change to the approved Basic Flight Manual.

CAUTION

Do not press and hold both “DIM” buttons simultaneously for 10 seconds as this will put the Heading Indicator into Magnetic Calibration Mode. Reference Section 5.

SECTION 3 **EMERGENCY PROCEDURES**

1. In a complete power loss situation, the Attitude Indicators will display a “POWER LOSS” indication and automatically switch to battery mode. The onboard back-up batteries will provide approximately 1 hour of service.

SECTION 4 **MALFUNCTION PROCEDURES**

1. If any of the instruments displays a prominent red “X” across the screen for any reason and it does not re-set itself within 3 minutes then consider the instrument unserviceable.
2. In a low voltage situation, the instruments will display a “Low Voltage” warning notice near the bottom of the display. This warning will appear when voltage drops below 11 volts. At 8.5 volts a red “X” will appear across the screen indicating that the instrument is unreliable.

SECTION 5 **PERFORMANCE DATA**

1. No change to the approved Basic Flight Manual.

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SECTION 6 SYSTEM INFORMATION

Heading Indicator

1. START UP

On power-up, heading indicator will display a blue self-test, screen followed by a prominent red “X” across the face of the display. Once the “X” has disappeared the instrument has completed its startup procedure. The red “X” should not be displayed for more than three minutes.

2. DIMMER

The heading indicator has brightness adjustments that can be adjusted in flight. On start-up, the instrument defaults to maximum brightness. The brightness controls are located at the top of the instrument and have an “up” (▲) arrow next to the button that increases brightness and a “down” (▼) arrow next to the button that reduces brightness. Reference Figure 1. Quickly pressing both buttons simultaneously will return the display to its maximum brightness.

CAUTION

Pressing and holding both “DIM” buttons simultaneously for 10 seconds will put the Heading Indicator into Magnetic Calibration Mode. Reference paragraph 4, “Magnetic Calibration”.

3. MAG MODE / NO GPS MODE

On the heading instrument, the “MAG MODE” and “NO GPS MODE” indicators will be lit on start-up. The “MAG MODE” indicator signifies that the instrument does not have a GPS signal and is operating as a stabilized magnetic heading indicator. The “MAG MODE” indicator will stay lit until the instrument is able to acquire a GPS signal and/or the aircraft reaches a speed exceeding ten knots at which time the GPS input will become active. In the event the heading indicator loses GPS signal in flight, the “NO GPS” indicator will illuminate. The instrument will continue to work as a magnetic heading instrument and no special intervention is required on the part of the flight crew. When operating in “MAG MODE” the instrument will display magnetic heading based on the direction the aircraft is pointing, not the direction of travel.

When operating in GPS mode, the heading indicator will display magnetic ground track (direction of travel). Additionally, when GPS mode is activated, the heading indicator will determine the GPS coordinates of the aircraft and automatically apply the correct magnetic declination for that position. As such, the indicator will always be in reference to magnetic north. The magnetic declination information is provided by an onboard digital copy of the World Magnetic Model.

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Attitude Indicator

1. START UP

On power-up, the attitude indicator will display a blue self-test, screen followed by a prominent red "X" across the face of the display. Once the "X" has disappeared the instrument has completed its startup procedure. The red "X" should not be displayed for more than three minutes.

2. DIMMER

The attitude indicator has brightness adjustments that can be adjusted in flight. On start-up, the instrument defaults to maximum brightness. The brightness controls are located at the top of the instrument and have an "up" (▲) arrow next to the button that increases brightness and a "down" (▼) arrow next to the button that reduces brightness. Reference Figure 2. Pressing both buttons simultaneously will return the display to its maximum brightness.

3. BATTERY BACK-UP

The attitude indicator is equipped with an emergency battery back-up. In the event of a complete power loss the battery will allow the instrument to function for approximately 1 hour. The Attitude Indicator will display battery charge level in the lower right-hand area of the indicator face. Reference Figure 2. During a power loss incident, the Attitude Indicator will display an "POWER LOSS" indication and will switch to battery mode without intervention by the flight crew.

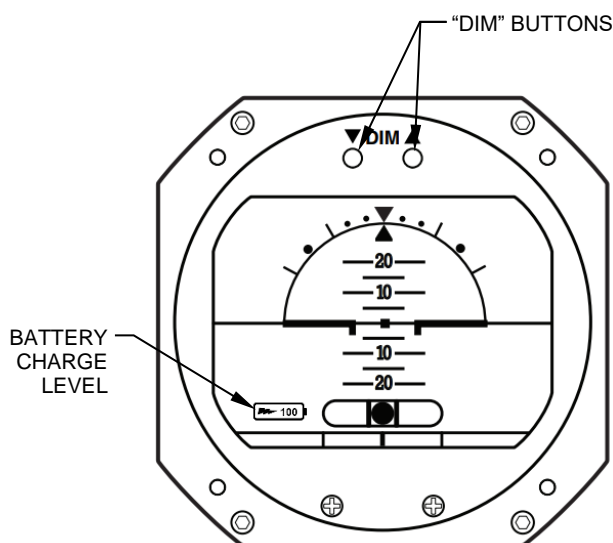


Figure 2

Attitude Indicator shown

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