For Microsoft Flight Simulator

UH-1H

205A-1

FLIGHT MANUAL

BY TAOG'S HANGAR

UH-1H/B205A-1 Addon Manual for Microsoft Flight Simulator

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1. Aircraft History and Information

1.1. Introduction

The UH-1H, commonly known as the "Huey," is a utility military helicopter renowned for its versatility and reliability. Developed in the 1950s, it became an iconic aircraft, especially noted for its extensive use during the Vietnam War.

1.2. Origins and Development

The UH-1H is a development of the earlier UH-1 Iroquois series. Developed to meet the US Army's need for a versatile, reliable utility helicopter. Production began in the early 1960s, and the UH-1H quickly became known for its adaptability and performance in a wide range of conditions.

1.3. First Flight and Certification

The prototype UH-1H first flew in 1966, featuring an improved engine and transmission system over its predecessors. It received certification shortly thereafter, with the US military adopting it for widespread use.

1.4. Versatility in Operations

The UH-1H has proven to be highly adaptable, serving in roles such as troop transport, medical evacuation, and cargo transport. Its robust design and ease of maintenance have made it a valuable asset in both military and civilian operations.

1.5. Global Deployment

The UH-1H has been deployed by numerous countries around the world. Its capability to perform in various terrains and conditions has led to its adoption by military forces, law enforcement, and civilian operators in many regions.

1.6. Legacy and Continued Service

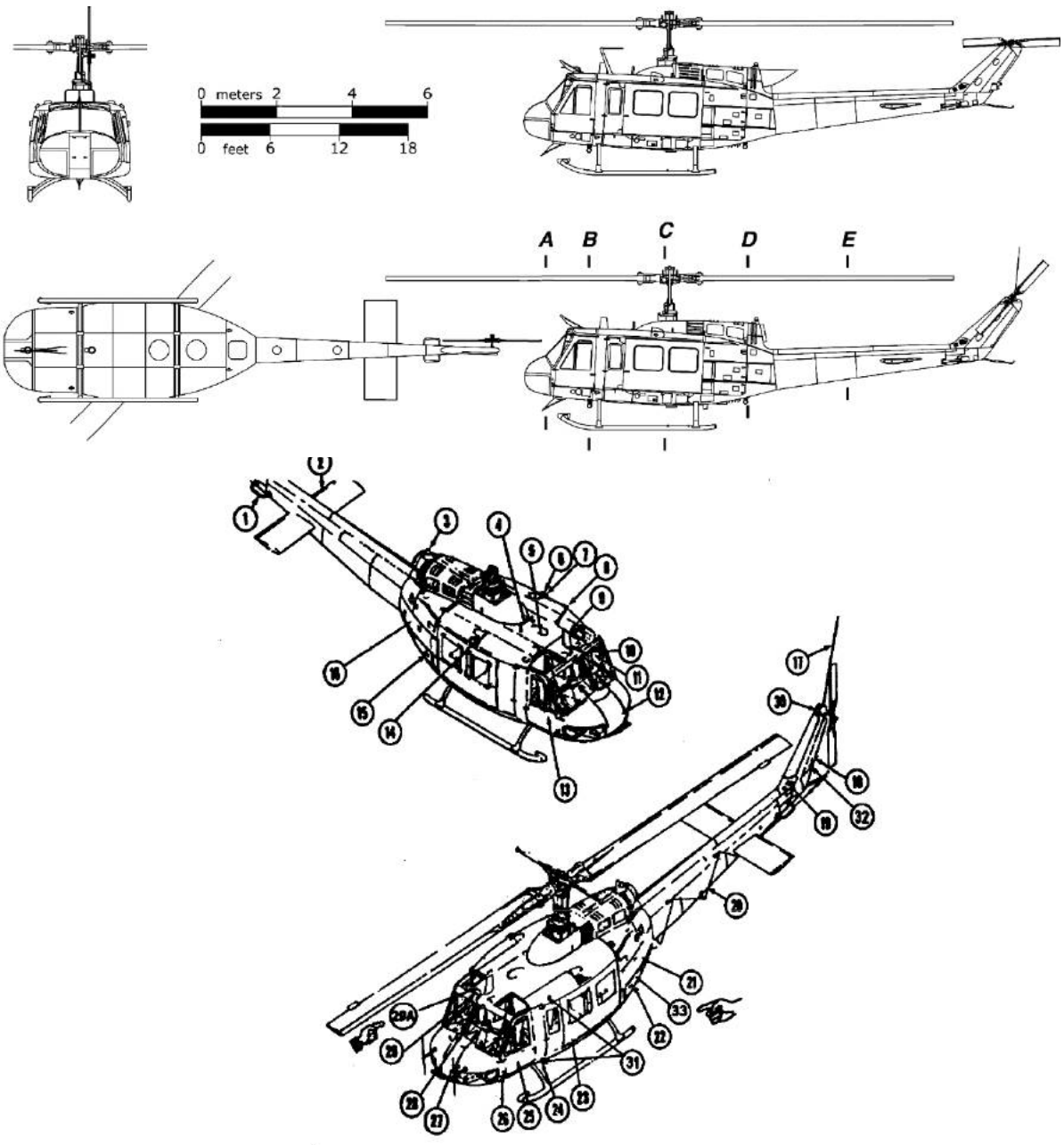
Despite being introduced over half a century ago, the UH-1H remains in service with many operators. Its enduring legacy is a testament to its exceptional design and versatility, with modernized versions continuing to operate worldwide.

2. Aircraft Specifications

Specification	Value
Crew Capacity	1-4 (depending on configuration)
Length	17.62 meters (57 feet 10 inches)
Main Rotor Diameter	14.63 meters (48 feet)
Height	4.39 meters (14 feet 5 inches)
Empty Weight	2,414 kilograms (5,323 lbs)
Maximum Takeoff Weight	4,309 kilograms (9,500 lbs)
MTOW with external load	4,763 kilograms (10,500 lbs)
Engine	Lycoming T53-L-13
Powerplant Output	1,400 shaft horsepower
Fuel Capacity	813 liters (215 gallons)
Maximum Speed	Approximately 125 knots (232 km/h)
Cruising Speed	115 knots (213 km/h)
Service Ceiling	5,910 meters (19,390 feet)
Range	Approximately 315 nautical miles (583 km)

3. Aircraft Characteristics

3.1. Aircraft Diagram



1	VHF navigation (Omni) antenna	18	Aft position light (White)
2	Synchronized elevator	19	42 degree gearbox
3	Anti-collision light	20	HF long wire antenna
4	FM homing antenna No.1	21	Electrical compartment access door
5	Loop (ADF) antenna (Removed W/MWO 1-1620-210-50-30)	22	Aft radio compartment access doors
6	Position light (White)	23	Cabin door
7	Position light (Red)	24	Position Light (Red)
8	FM communications antenna No.2	25	Copilot door
9	VHF/UHF antenna	26	Static port
10	Pitot tube	27	Pitot tube
11	WSPA Windshield Wiper Deflector	28	WSPS Windshield Deflector
12	Radio compartment and fwd battery location assess door	29	WSPS Upper Cutter
13	Pilot door	29A	AN/ASN-175 antenna
14	Position fights (Green upper and lower)	30	90 degree gearbox
15	Heater compartment access door	31	Position Light (NVG)
16	Oil cook fan access door	32	Aft position light (NVG)
17	FM communications antenna No. 1	33	KY - 100 Processor

3.2. Engine

The UH-1H is powered by the Lycoming T53-L-13 turboshaft engine, providing 1,400 shaft horsepower. This engine is known for its reliability and performance, making the UH-1H a versatile and robust helicopter.

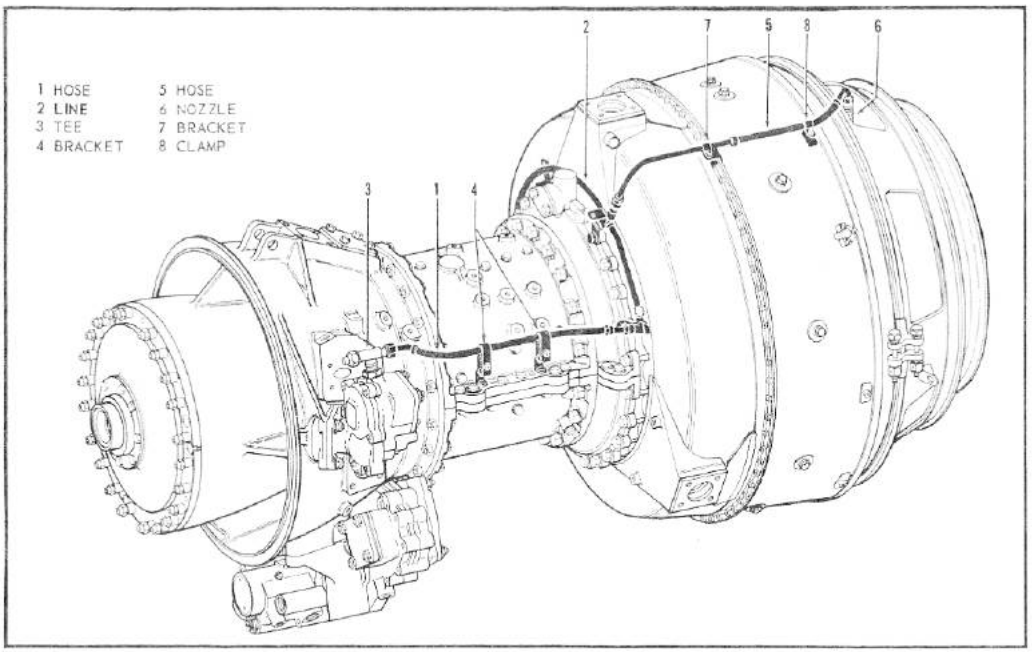
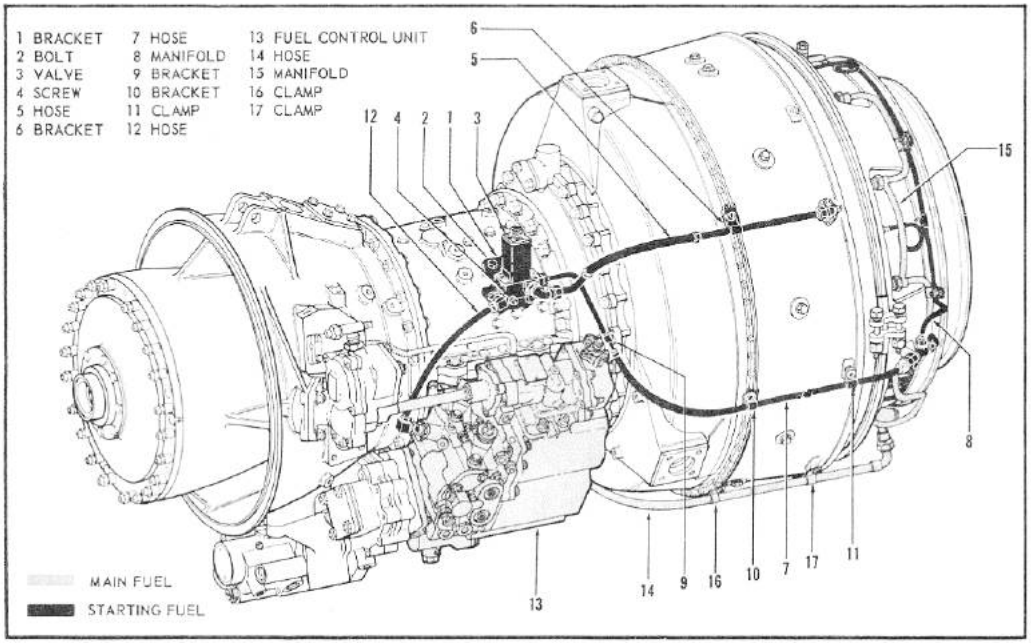


Figure 5-24. Left Side View of External Oil Lines System



4. Flight Characteristics

4.1. Airspeed Limitations

- Maximum speed: 125 knots
- Cruising speed: 115 knots

4.2. Flight Envelope

- Maximum operating altitude: 5,910 meters (19,390 feet)
- Temperature range: -40°C to +55°C

4.3. Minimum Crew

- One pilot (on R.H. side)

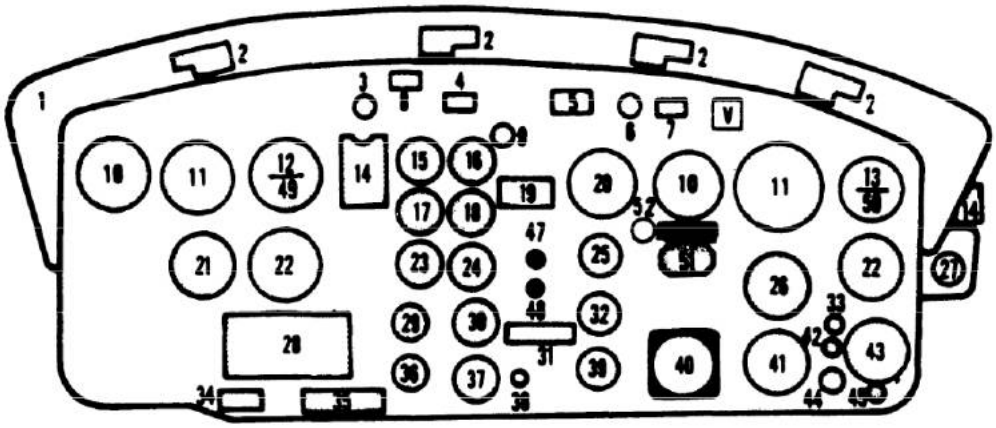
4.4. Restrictions

- Aerobatics are prohibited.
- IFR (IMC) flight is prohibited.
- Flying in icing conditions is prohibited.
- Prolonged rearward flight is prohibited.
- Starting or stopping the rotor in high winds is prohibited.

5. Cockpit Familiarization

5.1. Cockpit

5.2. Main Instrument Panel



1. Glareshield
2. Secondary Lights
3. Engine INlet Filter Clogged Warning Light
4. Master Caution
5. RPM Warning Light
6. Fire Detector Test Switch
7. Fire Warning Indicator Light
8. Radio Call Designator
9. Fuel Gage Test Switch
10. Airspeed Indicator
11. Attitude Indicator
12. Altimeter Indicator (AAU-32/A)
13. Altimeter Indicator (AAU-31/A)
14. Compass Correction Card Holder
15. Fuel Pressure Indicator
16. Fuel Quantity Indicator
17. Engine Oil Pressure Indicator
18. Engine Oil Temperature Indicator
19. Cargo Caution Decal
20. Dual Tachometer
21. Radio Compass Indicator
22. Vertical Velocity Indicator
23. Transmission Oil Pressure Indicator
24. Transmission Oil Temperature Indicator
25. Torquemeter Indicator
26. Radio Compass Indicator
27. Magnetic Compass
28. Operating Limits Decal
29. Main Generator Loadmeter
30. DC Voltmeter
31. Engine Caution Decal
32. Gas Producer Tachometer Indicator
33. Marker Beacon Light
34. Engine Installation Decal
35. Transmitter Selector Decal
36. Standby Generator Loadmeter
37. AC Voltmeter
38. Compass Slaving Switch
39. Exhaust Gas Temperature Indicator
40. Turn and Slip Indicator
41. Course Deviation Indicator
42. Marker Beacon Sensing Switch
43. Clock
44. Marker Beacon Volume Control
45. Cargo Release Armed Light
47. IFF Code Hold Light
48. IFF Code Hold Switch
49. [V] Receiver-Transmitter, Height Indicator
50. [V] Height Indicator Remote
51. [V] DME Indicator
52. [V] DME Hold Light

5.3. Overhead Panel

5.4. Center Pedestal

(some switches are inop.)

6. Procedures

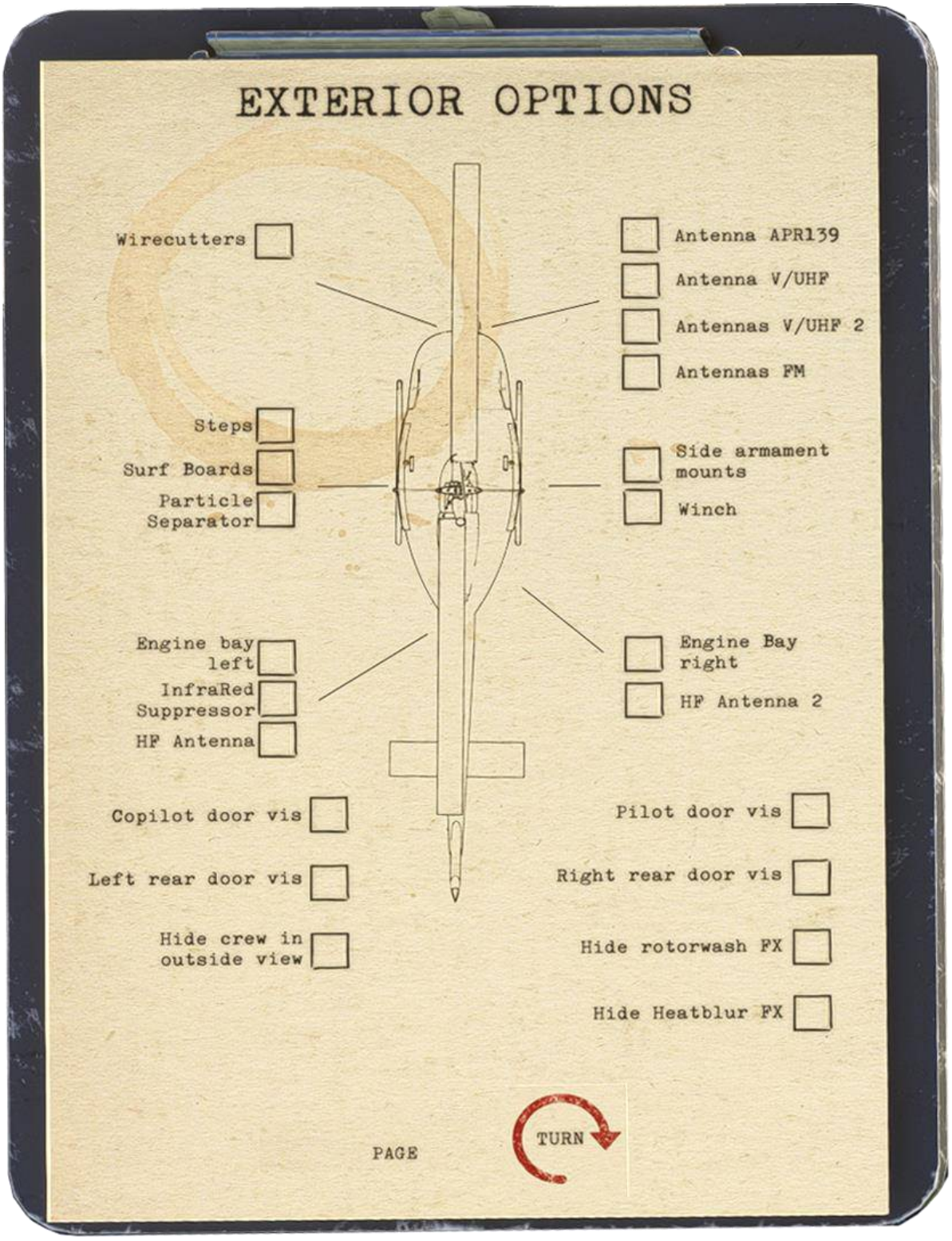
7. Key Bindings

You can find a list of all available MSFS Key Bindings in the **FLOW documents** attached at the end of this manual!

8. User Options

Use the option tablet to access the exterior, interior and maintenance options, option tablet is located on the bottom left side of the pedestal, **click on the metal handle to unstow it.**

8.1. UH-1H


EXTERIOR OPTIONS
Wirecutters
Steps
Surf Boards
Particle Separator
Engine bay left
InfraRed Suppressor
HF Antenna
Copilot door vis
Left rear door vis
Hide crew in outside view
Antenna APR139
Antenna V/UHF
Antennas V/UHF 2
Antennas FM
Side armament mounts
Winch
Engine Bay right
HF Antenna 2
Pilot door vis
Right rear door vis
Hide rotorwash FX
Hide Heatblur FX
PAGE
TURN

INTERIOR OPTIONS

Enable Shaking ☑ *NOTE 1

Disable VRS ☐

Tablet GPS ☐

Mordern Panel avionics ☐

Cabin decorations ☑

Show crew inside ☐

Transport troops in cabin ☐

Medical Cabin ☐

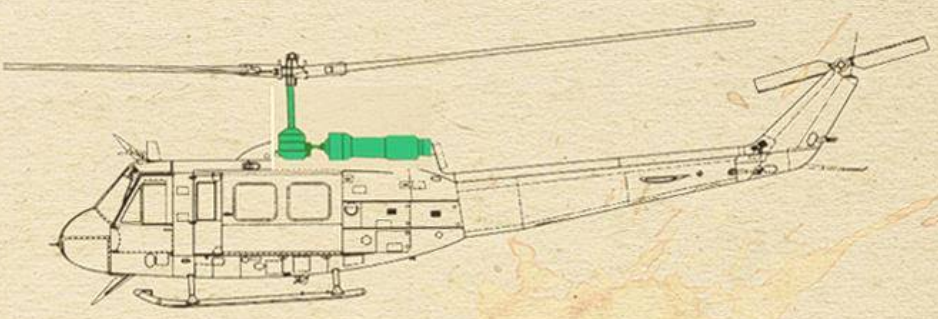
Show the crewchief ☐

Remove seat amored plates ☑

MAINTENANCE *NOTE 2

Repair Aircraft damages ⚙

Turn off damage simulation ☐



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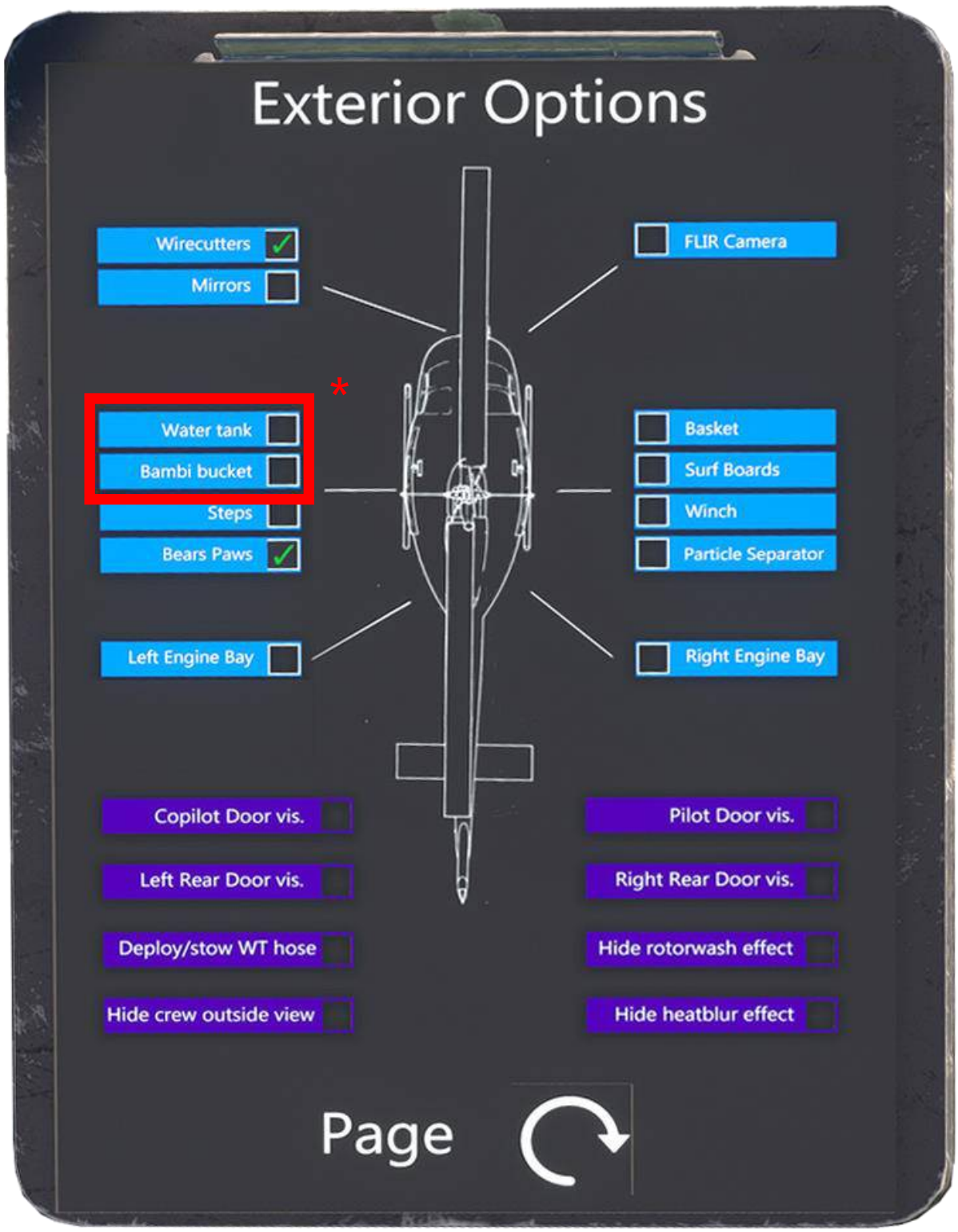
TURN

8.2. B205A-1



* for detailed instructions:

Interior Options

Enable shaking effect ✓ *NOTE 1

Disable Vortex Simulation

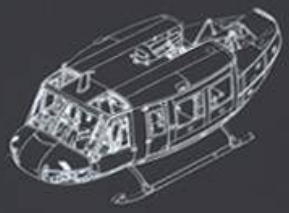
Tablet GPS

Modern Avionics

Cabin Decoration ✓

Medical Cabin

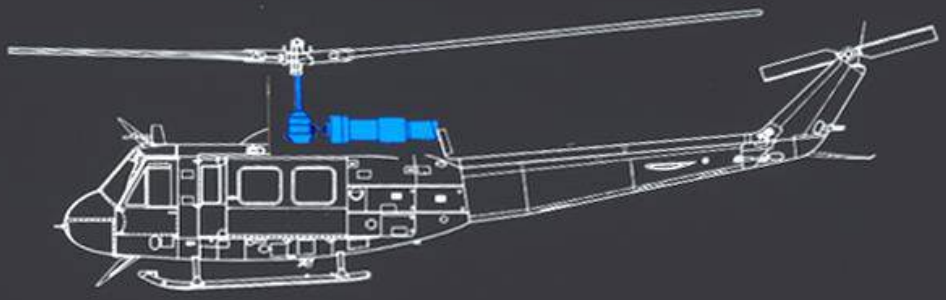
Show crew inside



Maintenance *NOTE 2

Repair damages

Turn off damage sim



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* NOTE 1:

You can either completely enable or disable the instrument panel shaking effects with this option or you can adjust the intensity with the adjusting rotary knob on the floor behind the pilot's cyclic (we're convinced, that most of you will crank it up to 100%, though 😉):

* NOTE 2:

You can choose to have the Main Gear Box (MGB) damage simulation ON or OFF. **By default, the damage simulation is ON.** You can damage the MGB by over torquing the engine. If the torque limit is surpassed more than 6 seconds, the state of the MGB will deteriorate for the next minutes until it breaks.

The caution light "CHIP DETECTOR" will light up.

When broken, the rotor and engine RPM will drop, and emergency procedures will have to be applied.

If you want to fix the MGB, simply use the tablet option "Repair damages" on the second page.

You can also turn off the damage simulation by toggling "Turn off damage simulation" on the second page of the tablet.

9. PMS50 Integration

If you want to use the **PMS50 GTN750** (toolbar panel version) and/or the **PMS50 GTN650** (available with 'modern avionics' option), you need to follow these steps:

1. Download the **GTN750** from the PMS50 homepage: https://pms50.com/msfs/

2. Unzip the file into your **community folder**
3. Unzip the in this package included **WTT compatibility module** into your **community folder**

taog-uh1h-huey_PMS50_WTT_compatibility_module_v1_0_5

4. **NOTE**: the option 'Tablet GPS' (area) will then not be usable anymore, as this GPS is not compatible with the Working Title Technology (WTT)

10. Known Issues

When spawning in flight or on the runway with engine running, you might have to quickly change the throttle input to trigger the governor and bring the RPM down. (When spawning in the air or on the runway, **damage is turned off by default** to avoid unwanted damage. You can turn it back on by toggling it twice on the tablet)

P.S: *You will enjoy this aircraft more by spawning cold and dark* 😉

11. Change Log

Patch 1.0.5

3D model:

- **modified**: increased wiper sweep
- **added**: rain clearing on screen when using wipers
- **fixed**: shape of VHF/UHF antenna
- **added**: XPDR for B205A-1 and B205A-1 High Skids
- **modified**: rotor blade length

Flight model:

- **tuned**: performance according 'flight manual performance charts'
- **tuned**: hover to forward flight stability improved
- **fixed**: crosswind and tailwind limits as per 'flight manual'
- **fixed**: G3X rotor rpm and engine rpm aligned 319/6500 and 324/6600
- **tuned**: minor CoG tweaks
- **fixed**: N1 idle speed reduced to 68-72% as per 'flight manual'

Behavior:

- **fixed**: incorrect empty weight value, thus allowing higher fuel loads for Bambi bucket and Water tank operations
- **added**: ignition sound during starter cycle
- **modified**: ignition, battery, fuel pump and inverter sounds now adjustable in MSFS audio settings
- **fixed**: missing click spot for small right rear door
- **added**: optional WTT compatibility package for pms50 GTN750 (toolbar panel) and GTN650 (installed when using modern avionics option)
- **fixed**: multiplayer sound
- **fixed**: starter GEN condition could be bypassed with MSFS key binding
- **added**: MSFS keybindings for search light control (see documentation)
- **fixed**: MASTER CAUTION light on, when battery is off

12. ANNEX

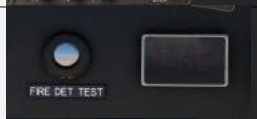
12.1. Extended Checklists

12.2. FLOWS

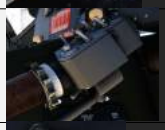
Taog's Hangar B205A-1 & UH-1H Extended Checklists with Explanations

Before Starting Engine

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	**DC circuit breakers** [*not simulated*]	in, except for armament and special equipment	OH Panel			
2	**DOME LT switch**	set as required	OH Panel Co-Pilot's side		The DOME LTS consist of several (FWD and AFT) ceiling lamps embedded in the ceiling padding. There are two options, either WHITE or RED (replaced by GREEN for better NVG compatibility in later serial numbers)	
3	**PITOT HTR** switch	check **OFF**	OH Panel Co-Pilot's side	see 2		
4	**ANTI COLL** switch	switch **ON**	OH Panel Co-Pilot's side			
5	**POSITION** lights switches	as required: **STEADY** or **FLASH** for night; **OFF** for day	OH Panel Co-Pilot's side	see 4		
6	**NVG POSITION** lights switch	as required: **1** to **BRT** visible **POSITION** lights must be in the **OFF** position when the NVG lights are used. The NVG lights should be in the **OFF** position when not being used with NVG			These lights are invisible to the unaided eye. They are designed to provide observed aircraft position, attitude, and distance during covert formation NVG flight and other covert multi-aircraft NVG operations. [*not simulated*]	
7	**CARGO REL** switch	check **OFF**	OH Panel Co-Pilot's side			
8	**WIPERS** switch [*WIPER SEL not simulated*]	check **OFF**	OH Panel Co-Pilot's side	see 6		
9	**CABIN HEATING** switches	check **OFF**	OH Panel Co-Pilot's side			
10	**INST LTG** switches	set as required	OH Panel Pilot's side			
11	**AC POWER VOLTMETER** PHASE selector switch	set **AC**	OH Panel Pilot's side		selects one of the three 115V AC phases, which can be monitored on the AC Voltmeter at the bottom of the main instrument panel: the voltage indicated on any of the three selected positions should be 112V to 118V AC [*no failures simulated*]	
12	**INVTR** switch	check **OFF**	OH Panel Pilot's side	see 10		
13	**MAIN GEN** switch	check **ON**, cover closed	OH Panel Pilot's side			
14	**DC POWER VOLTMETER** selector switch	select **ESS BUS**	OH Panel Pilot's side	see 13	selects one of the five 28V DC buses, which can be monitored on the DC Voltmeter at the bottom of the main instrument panel: the voltage indicated should be 27V to 28,5V DC depending on the average ambient temperature [*no failures simulated*]	
15	**NON-ESS BUS** switch	check **NORMAL ON**	OH Panel Pilot's side	see 13	in case of a failure of the MAIN GEN, power is supplied by the STBY GEN, however the 28V DC NON-ESS BUS will be without power supply. To manually supply the NON-ESS BUS with power, switch to MANUAL ON. You can test functionality with DC POWER VOLTMETER	
16	**STARTER GEN** switch	check **START**	OH Panel Pilot's side	see 13	needs to be switched to START in order to supply the STARTER IGNITION switch trigger on the lower side of the collective with power	
17	**BAT** switch	**ON**	OH Panel Pilot's side	see 13		

18	**LOW RPM AUDIO** switch	switch to **OFF** once (spring loaded) to mute warning horn	Center Pedestal			
19	**FIRE** warning indicator light	press **FIRE DET TEST** to test function	Main Instrument Panel			
20	**FUEL GAGE TEST**	press to test function of fuel gage	Main Instrument Panel		Pressing the switch will cause the indicator pointer to move from the actual reading to a lesser reading. Releasing the switch will cause the pointer to return to the actual reading.	
21	Systems Instruments [*no failures simulated*]	check engine and transmission systems for static indications, slippage marks, and ranges	Main Instrument Panel			
22	**GOV** switch	check **AUTO**	Center Pedestal	see 18	The **EMER** position permits the pilot or copilot to manually control the RPM. Because automatic acceleration, deceleration, and overspeed control are not provided with the **GOV** switch in the **EMER** position, control movements must be smooth to prevent compressor stall, overspeed, over-temperature, or engine failure.	
23	**DE-ICE** switch	check **OFF**	Center Pedestal	see 18		
24	**MAIN FUEL** switch	switch **ON**	Center Pedestal	see 18	caution lights LEFT FUEL BOOST and RIGHT FUEL BOOST will extinguish	
25	**AUX FUEL** switches [*AUX fuel tanks not simulated*]	check **OFF**	Center Pedestal	see 18		
26	**CAUTION** panel lights	switch **TEST** (spring loaded) to test function of all warning lights on the CAUTION panel, on the Main Instrument Panel and on the Center Pedestal. switch **RESET** (spring loaded) to acknowledge and extinguish MASTER CAUTION Light	Center Pedestal		caution lights on the CAUTION Panel will stay illuminated until the reason for the warning is solved. MASTER CAUTION will light up again to catch the crew's attention, when a new warning is displayed on the Caution Panel	
27	**HYD CONT** switch [*not simulated, as most joysticks/game controllers do not have HYD support*]	check **ON**	Center Pedestal		The hydraulic system is used to minimize the force required by the pilot to move the cyclic, collective and pedal controls	
28	**FORCE TRIM** switch [*not simulated, as most joysticks/game controllers do not have FFB trim support*]	check **ON**	Center Pedestal	see 27	Force centering devices are incorporated in the cyclic controls and directional pedal controls. These devices are installed between the cyclic stick and the hydraulic servo cylinders, and between the anti-torque pedals and the hydraulic servo cylinder. The devices furnish a force gradient or "feel" to the cyclic control stick and anti-torque pedals. These forces can be reduced to zero by pressing and holding the force trim push-button switch on the cyclic stick grip or moving the force trim switch to **OFF**	
29	**CHIP DET** switch [*failures not simulated*]	check **BOTH** (spring loaded)	Center Pedestal	see 27	When the CHIP DETECTOR segment in the CAUTION panel lights up, position the switch to XMSN, then TAIL ROTOR to determine the trouble area. CHIP DET caution light will remain on when a contaminated component is selected. The light will go out if the noncontaminated component is selected [*no failures simulated*]	
30	Flight Controls	Check freedom of movement through full travel: - center cyclic - pedals - collective pitch full down				
31	Altimeters	set QNH value to read field elevation	Main Instrument Panel			

Starting Engine

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	Fireguard	posted if avaliable	Outside Aircraft			
2	Rotor blades	check clear and untied	Outside Aircraft			
3	**Throttle**	set for Start: position the throttle as near as possible (on decrease side) to the engine idle stop	Collective			
4	**Starter** switch	Press and Hold	Collective			
5	Main rotor	check that the main rotor is turning as **N1** reaches **15 percent**. If the rotor is not turning, abort the start	Main Instrument Panel			
6	**Starter** switch	release at **40 percent N1** or after **40 seconds**, whichever occurs first	Collective	see 4		
7	**Throttle**	Slowly advance past the engine idle stop to the **engine idle position**. Manually check the engine idle stop by attempting to close the throttle. **N1** at idle is **68** to **72 percent**	Collective	see 3	caution lights ENGINE OIL PRESS and XSMN OIL PRESS will extinguish as the turbine spools up	
8	**INVTR** switch	switch **MAIN ON**	OH Panel Pilot's side		Alternating current (AC) is supplied by two inverters. Either the **MAIN** or **SPARE** inverter (at the pilots option) will supply the necessary 115V AC to the distribution system. The inverters also supply 115V AC to the 28V AC transformer which in turn supplies 28V AC to the necessary equipment. Caution light **INST INVERTER** will extinguish.	
9	Engine and Transmission **Oil Pressures**	check	Main Instrument Panel			

Engine Runup

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	Avionics	switch **ON IFF POWER** **IFF MASTER** as required (UH-1H military only)	Center Pedestal		caution light **IFF** will extinguish	
2	**STARTER GEN** switch	switch **STBY GEN**	OH Panel Pilot's side			
3	**Throttle**	Slowly (to avoid over-torqueing) advance to **full open position**. **N1** at **100 percent**	Collective			
4	Systems	check as follows: - **FUEL** - **Engine** - **Transmission** - **AC:** 112 to 118 volts - **DC**: 27 to 28,5 volts - **RPM**: beep trim 6600	Main Instrument Panel			

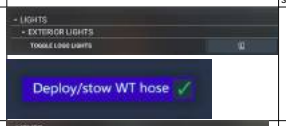
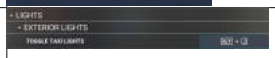
Engine Shutdown

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	**Throttle**	engine **IDLE** for 2 minutes	Collective			
2	**FORCE TRIM** switch	check **ON**	Center Pedestal			
3	**PITOT HTR** switch	Check. Place the **PTOT HTR** switch in the **ON** position. Note loadmeter increase then **OFF**	OH Panel Co-Pilot's side		Steps **3** through **8** are to be completed after the last flight of the day if the system operation was not verified during the mission.	
4	**INVTR** switch	switch **OFF -** Check for **INST INVERTER** caution light illumination. Switch to **SPARE** check caution light **OFF** **AC VM** check **112** to **118** volts	OH Panel Pilot's side & Center Pedestal			
5	**MAIN GEN** switch	switch **OFF -** The **DC GENERATOR** caution light should illuminate and the **standby generator loadmeter** should indicate a load	OH Panel Pilot's side & Center Pedestal			
6	**MAIN GEN** switch	switch **ON**, close guard - The **DC GENERATOR** caution light should be out and the **main generator loadmeter** should indicate a load	OH Panel Pilot's side & Center Pedestal	see 5	see 5	
7	**STARTER GEN** switch	switch **START**	OH Panel Pilot's side	see 5		
8	**Throttle**	**close** - Fuel cutoff		see 1		
9	**MAIN FUEL** switch	switch **O**FF	Center Pedestal			
10	Avionics	switch **OFF** IFF MASTER **OFF** IFF POWER **OFF** (UH-1H military only)	Center Pedestal			
11	Overhead switches	switch **OFF**: - **INVTR** - **PITOT HTR** - **LTS** - **MISC** - **CABIN HEATING** - **INST LTG**	OH Panel			
12	**BAT** switch	**OFF**	OH Panel Pilot's side	see 5		

Bambi Bucket

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	**Bambi Bucket**	select on on **Attachment Options Tablet**	between the Co-Pilot's seat and the Center Pedestal			
2	**Adjust Weight (FUEL)**	reduce **FUEL** to **max 75 %** in order not to exceed max take off weight (MTOW) of 10500 lbs, when Bambi bucket is full. At higher altitudes this fuel value is less due to degrading performance!			The empty Bambi bucket weighs 167 lbs and has a capacity of 3500 lbs (1587 ltrs)	
3	**Map key** for 'WATER RELEASE"	bind **TAXI LIGHTS ON [on PRESS]** and **TAXI LIGHTS OFF [on RELEASE]** to the joystick button of your choice, e.g. the trigger or any other button or switch	MSFS Control Options			
4	**Fill** Bambi Bucket	hover over water and below 20 FT RADAR height to fill the bucket			Gently increase collective. You'll feel the additional weight at 25 FT and above, when the full bucket is pulled completely out of the water	
5	**Release** water	when above the target area, **press the button** you have mapped to TAXI LIGHTS ON **to release the water**			The water takes about 5 seconds to completey drop out of the bucket. Be prepared to adjust your collective as the helicopter will become significantly lighter.	

Water tank

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	**Water tank**	select on on **Attachment Options Tablet**	between the Co-Pilot's seat and the Center Pedestal			
2	**Adjust Weight (FUEL)**	reduce **FUEL** to **max 85 %** in order not to exceed max take off weight (MTOW) of 10500 lbs, when the water tank is full. If you want to fly with more fuel, you have to stop pumping water early enough.			The empty water tank weighs 395 lbs and has a capacity of 3100 lbs (1400 ltrs). The pump is able to pump 25 ltrs (55 lbs) per second, so it takes about 56 seconds to fully load the water tank. You can always monitor the activation of the pump (green LED) and the fill status on this gauge ->	
3	**Map key** for 'DEPLOY HOSE"	bind **TOGGLE LOGO LIGHTS** to the joystick button or switch of your choice (deploy only). Alternatively, you can deploy **or** stow the hose on the **Attachment Options Tablet**	MSFS Control Options			
4	**Map key** for 'WATER RELEASE"	bind **TAXI LIGHTS ON [on PRESS]** and **TAXI LIGHTS OFF [on RELEASE]** to the joystick button of your choice, e.g. the trigger or any other button or switch	MSFS Control Options			
5	**Fill** Water tank	**deploy the hose** (see 3), then hover over water and below 15 FT RADAR height to activate the pump			In this example, the pump is active (green LED illuminates, when the pump is dipped into the water and activates itself automatically). The tank is filled 75% here. You'll feel the additional weight constantly increasing. When you've pumped the desired amount of water, just climb and pull the pump out of the water to stop pumping.	
6	**Release** water	when above the target area, **press and hold the button** you have mapped to TAXI LIGHTS ON **to release the water.** You can interrupt the drop by releasing the button (partial drop)			You have to fill the water tank at **least 25%** to be able to drop water. The time necessary for emptying the tank depends of the amount of the loaded water, max 4 seconds, when the tank is 100% full. **Note**: the water FX is limited to one relatively thin gush of water to not impact performance on lower end PC systems.	

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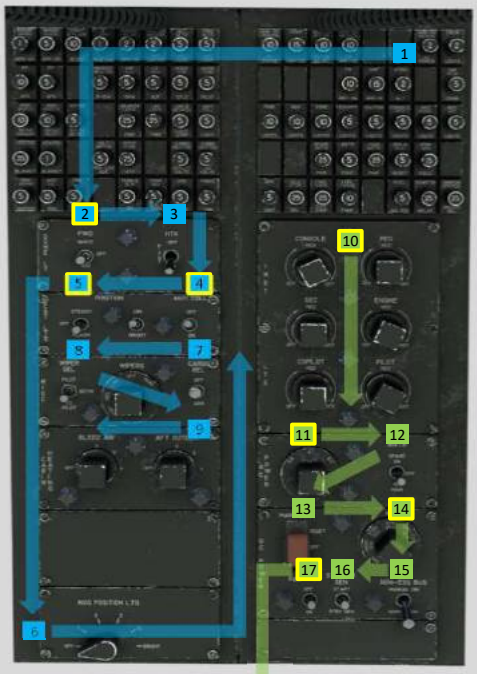
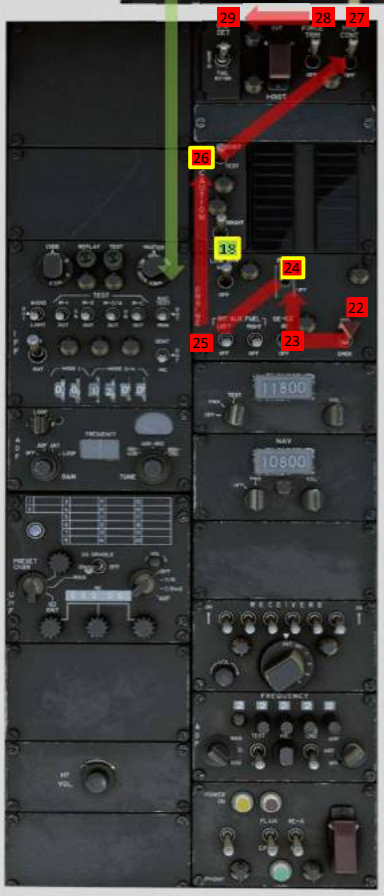
Before Engine Start Flow





	MSFS CONTROL BINDING
3	PITOT HEAT ON/OFF TOGGLE PITOT HEAT
4	BEACON LIGHTS ON/OFF TOGGLE BEAON LIGHTS
5	NAV LIGHTS ON/OFF TOGGLE NAV LIGHTS
17	MASTER BATTERY ON/OFF TOGGLE MASTER BATTERY
23	SET ENGINE 1 ANTI ICE TOGGLE ENGINE 1 ANTI ICE
24	TOGGLE ENGINE 1 FUEL VALVE
30a	COLLECTIVE AXIS
30b	SET CYCLIC LATERAL AXIS
30c	SET CYCLIC LONGITUDINAL AXIS
30d	TAIL ROTOR AXIS
30e	SET HELICOPTER THROTTLE 1 AXIS
31	INCREASE/DECREASE ALTIMETER SET ALTIMETER

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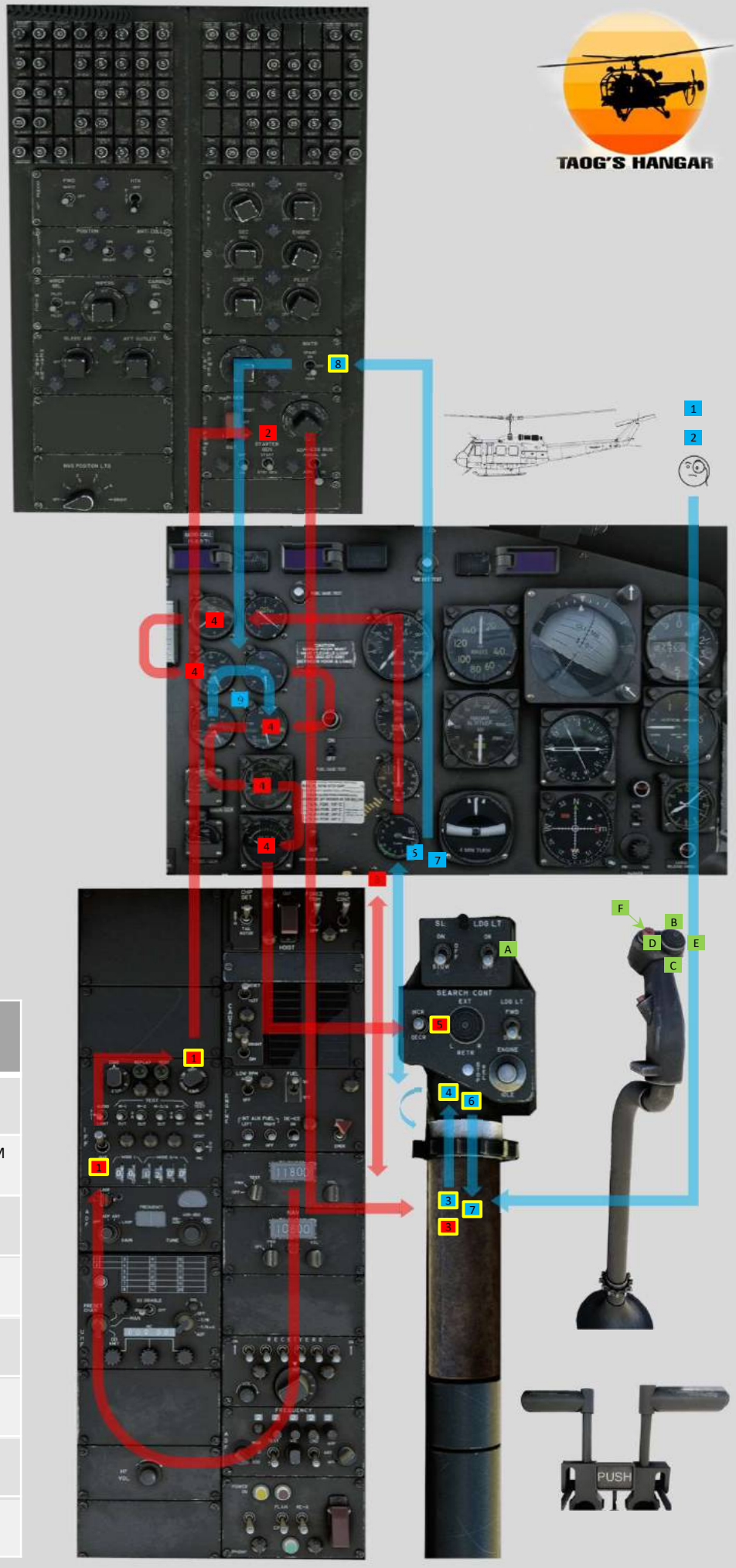
Starting Engine/ Engine Runup Flow



	MSFS CONTROL BINDING
4	SET STARTER 1 [ON PRESS] SET STARTER 1 [ON RELEASE]
5	HELICOPTER ENGINES BEEP TRIM INCREASE/DECREASE
A	LANDING LIGHTS ON/OFF TOGGLE LANDING LIGHTS
B	DECREASE ROTOR LONGITUDINAL TRIM
C	INCREASE ROTOR LONGITUDINAL TRIM
D	DECREASE ROTOR LATERAL TRIM
E	INCREASE ROTOR LATERAL TRIM
F	ROTOR TRIM RESET

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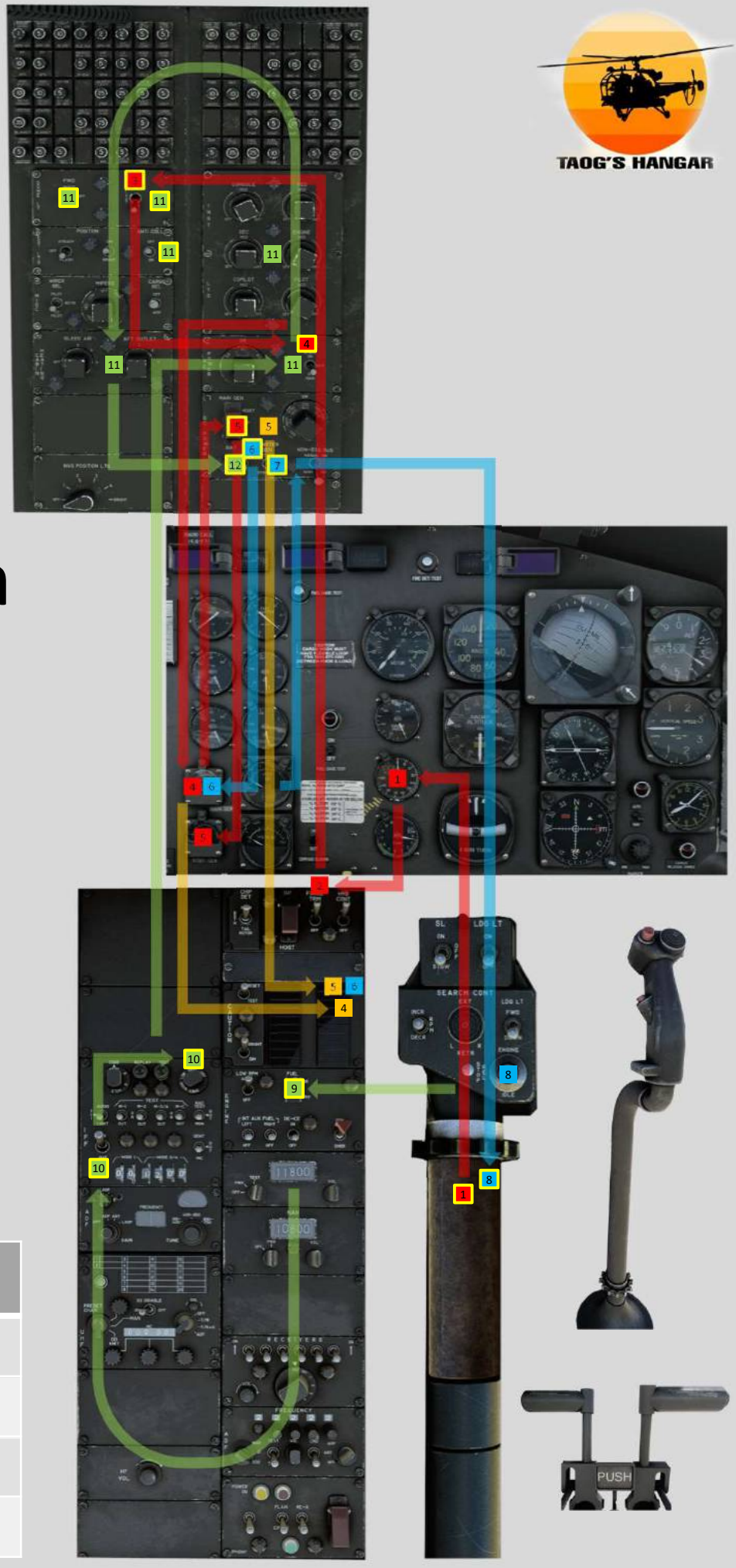
Engine Shutdown Flow



	MSFS CONTROL BINDING
Search light **'left'**	DECREASE FLAPS
Search light **'right'**	INCREASE FLAPS
Search light **'up'**	INCREMENT SPOILERS
Search light **'down'**	DECREMENT SPOILERS