

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

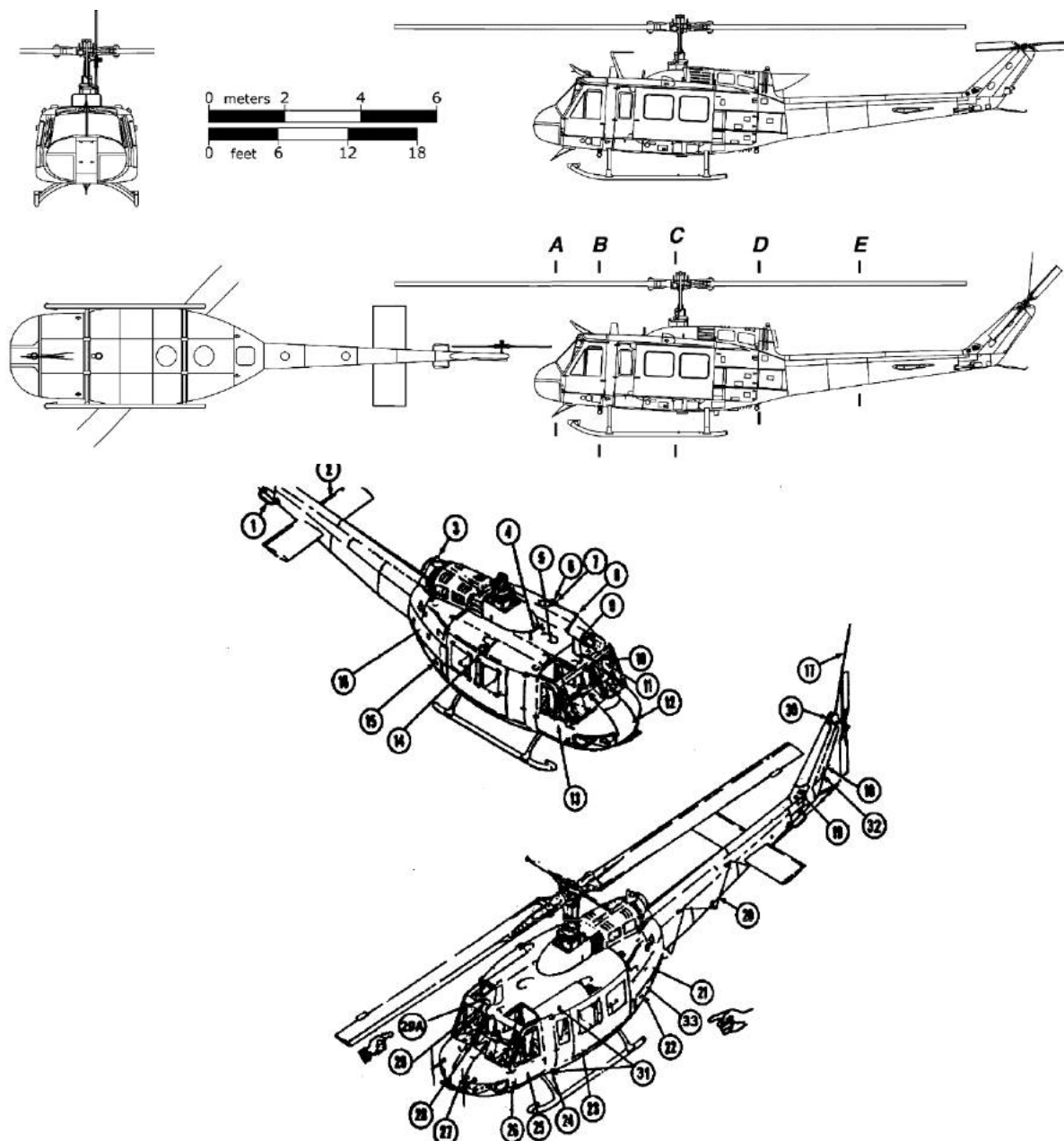
Despite being introduced over half a century ago, the UH-1H remains in service with many operators. Its enduring legacy is a testament to its exceptional design and versatility, with modernized versions continuing to operate worldwide.

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 access door | 29 | WSPS Upper Cutter |
| 13 | Pilot door | 29A | AN/ASN-175 antenna |
| 14 | Position lights (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.

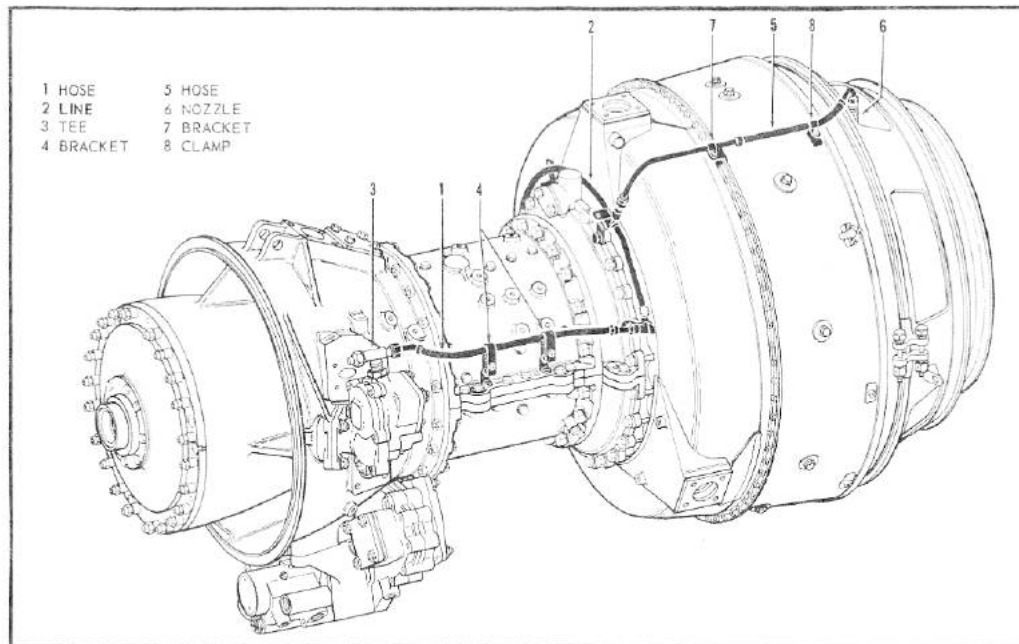
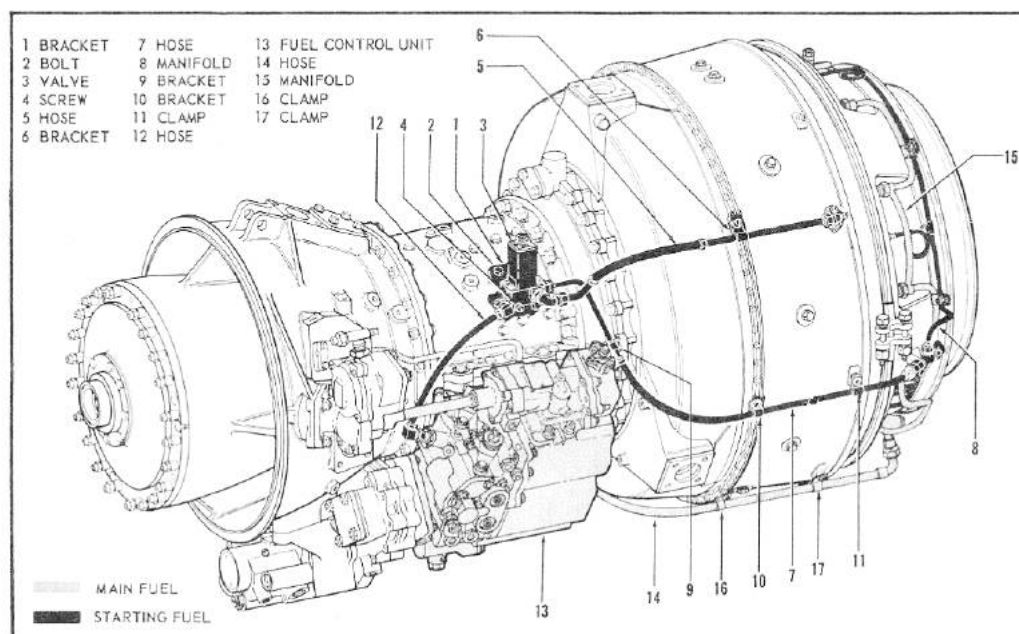


Figure 5-24. Left Side View of External Oil Lines System



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

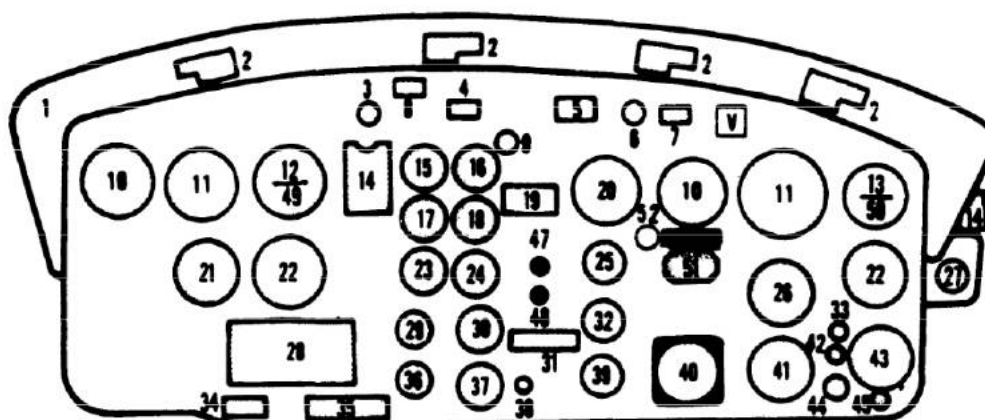
- Aerobatics are prohibited.
- IFR (IMC) flight is prohibited.
- Flying in icing conditions is prohibited.
- Prolonged rearward flight is prohibited.
- Starting or stopping the rotor in high winds is prohibited.

5. Cockpit Familiarization

5.1. Cockpit



5.2. Main Instrument Panel



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



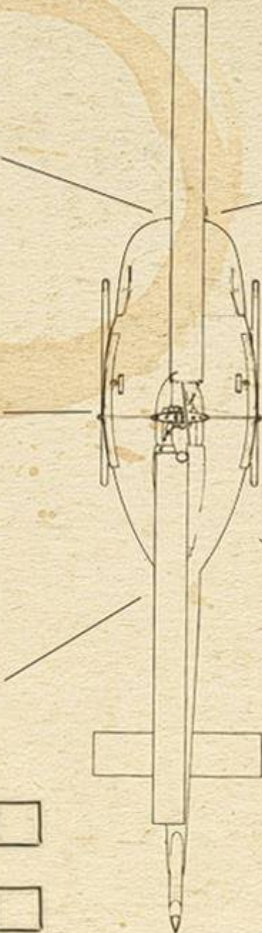
8. User Options

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

Show crew inside ☐

Disable VRS ☐

Transport troops
in cabin ☐

Tablet GPS ☐

Medical Cabin ☐

Mordern Panel
avionics ☐

Show the crewchief ☐

Cabin decorations ☒

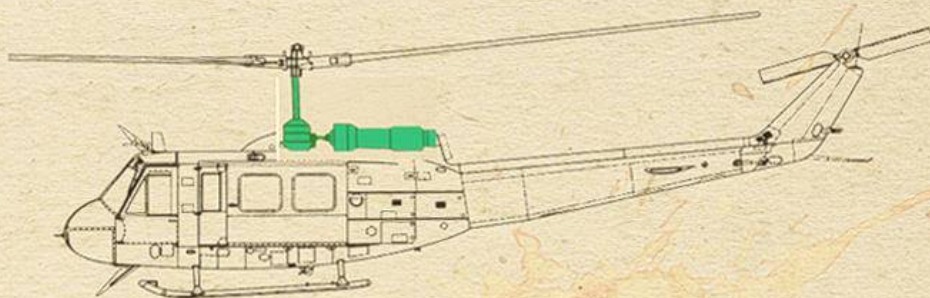
Remove seat amored
plates ☒



MAINTENANCE * NOTE 2

Repair Aircraft
damages ☐

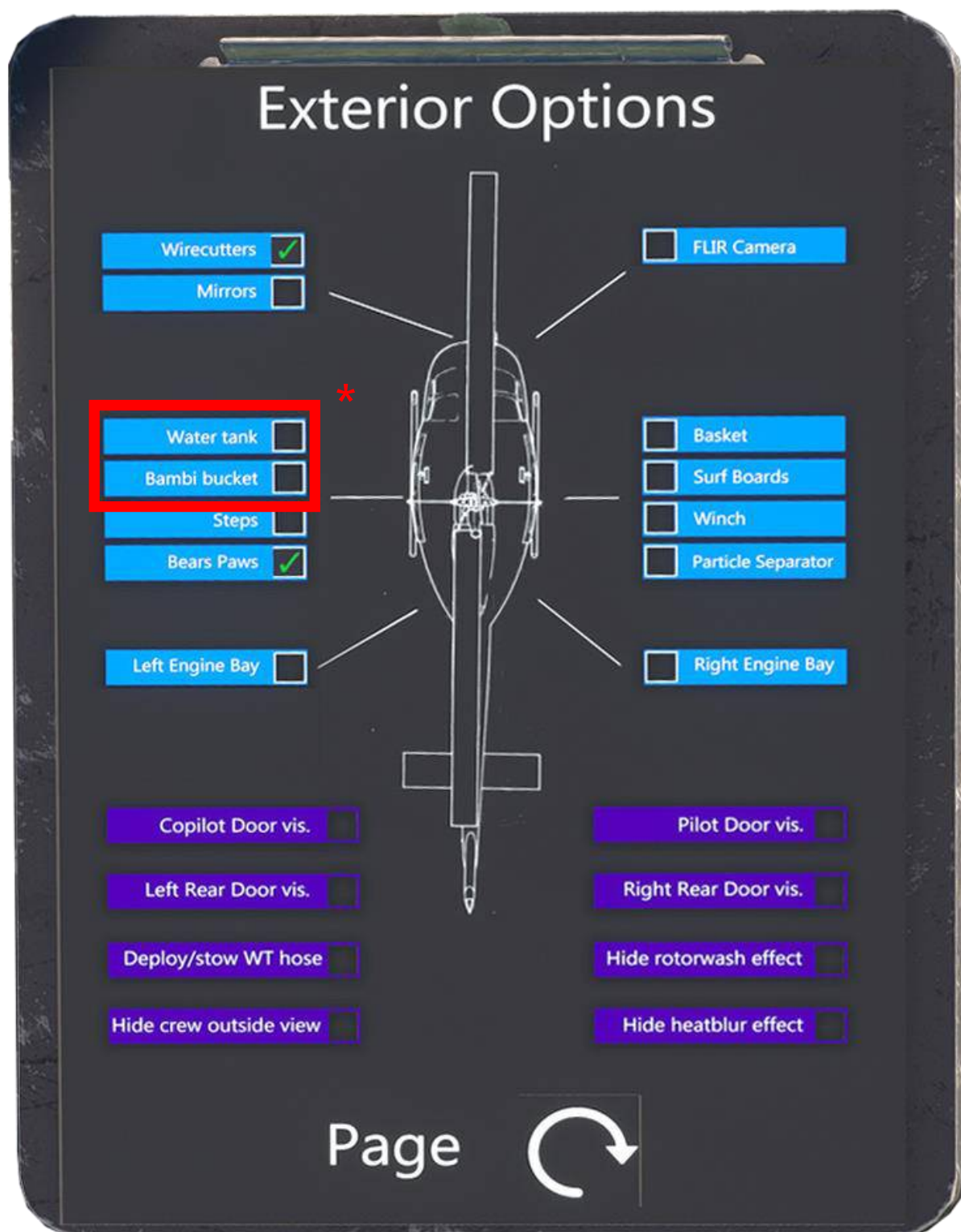
Turn off damage
simulation ☐



PAGE



8.2. B205A-1



* for detailed instructions:

**READ ANNEX
BEFORE FLIGHT**

Interior Options

Enable shaking effect ☒

* NOTE 1

Disable Vortex Simulation ☐

Medical Cabin ☐

Tablet GPS ☐

Show crew inside ☐

Modern Avionics ☐

Cabin Decoration ☒

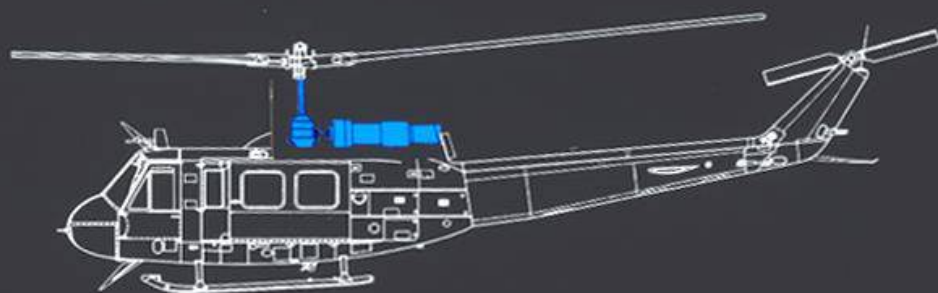


Maintenance

* NOTE 2

Repair damages ☐

Turn off damage sim ☐



Page



*** 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

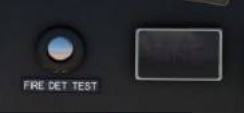
12.1. Extended Checklists

12.2. FLOWS

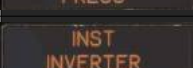
Taog's Hangar B205A-1 & UH-1H Extended Checklists with Explanations

Before Starting Engine

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	DC circuit breakers <i>[not simulated]</i>	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. <i>[not simulated]</i>	
7	CARGO REL switch	check OFF	OH Panel Co-Pilot's side			
8	WIPERS switch <i>[WIPER SEL not simulated]</i>	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 <i>[no failures simulated]</i>	
12	INVT 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 <i>[no failures simulated]</i>	
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 <i>[no failures simulated]</i>	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 <i>[AUX fuel tanks not simulated]</i>	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 <i>[not simulated, as most joysticks/game controllers do not have HYD support]</i>	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 <i>[not simulated, as most joysticks/game controllers do not have FFB trim support]</i>	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 <i>[failures not simulated]</i>	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 <i>[no failures simulated]</i>	
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			

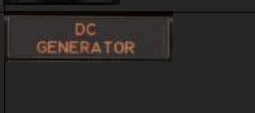
Starting Engine

No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	Fireguard	posted if available	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-torquing) 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			

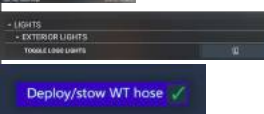
Engine Shutdown

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 PITOT 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 OFF	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

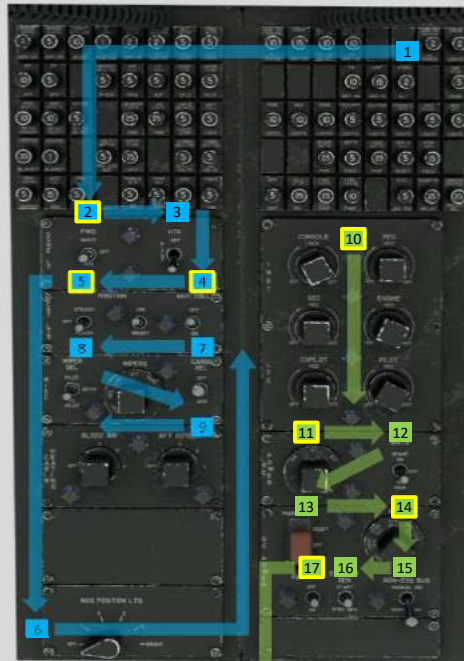
No.	Checklist Item	Action	Where To Find	Illustration	Explanation	Illustration
1	Bambi Bucket	select on Attachment Options Tablet	between the Co-Pilot's seat and the Center Pedestal			
2	Adjust Weight (FUEL)	reduce FUEL to max 75 % in order not to exceed max take off weight (MTOW) of 10500 lbs, when Bambi 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 trs)	
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 completely 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 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

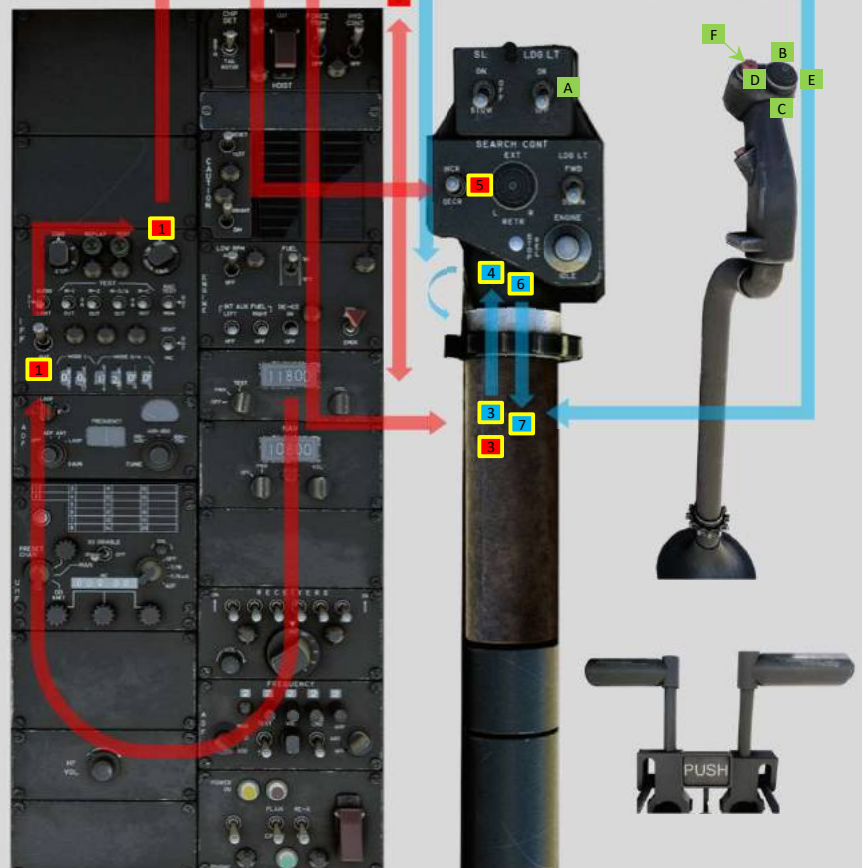


	MSFS CONTROL BINDING
3	PITOT HEAT ON/OFF TOGGLE PITOT HEAT
4	BEACON LIGHTS ON/OFF TOGGLE BEACON LIGHTS
5	NAV LIGHTS ON/OFF TOGGLE NAV LIGHTS
17	MASTER BATTERY ON/OFF TOGGLE MASTER BATTERY
23	SET ENGINE 1 ANTI ICE TOGGLE ENGINE 1 ANTI ICE
24	TOGGLE ENGINE 1 FUEL VALVE
30a	COLLECTIVE AXIS
30b	SET CYCLIC 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

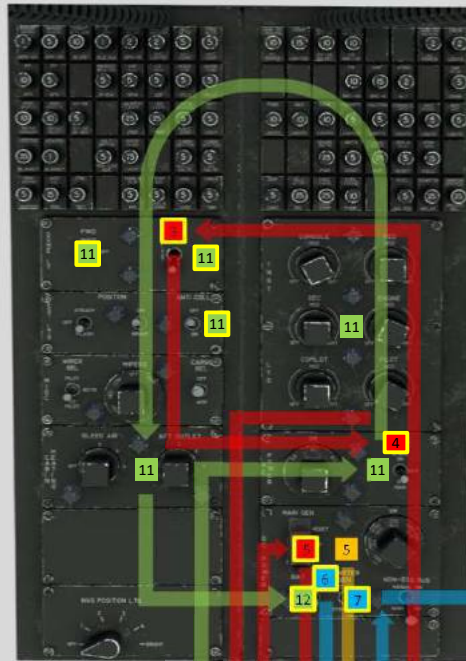


	MSFS CONTROL BINDING
4	SET STARTER 1 [ON PRESS] SET STARTER 1 [ON RELEASE]
5	HELICOPTER ENGINES BEEP TRIM INCREASE/DECREASE
A	LANDING LIGHTS ON/OFF TOGGLE LANDING LIGHTS
B	DECREASE ROTOR LONGITUDINAL TRIM
C	INCREASE ROTOR LONGITUDINAL TRIM
D	DECREASE ROTOR LATERAL TRIM
E	INCREASE ROTOR LATERAL TRIM
F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