

## TH-67 OPERATOR'S SUPPLEMENT

HEADQUARTERS  
110<sup>TH</sup> AVIATION BRIGADE  
FT. RUCKER, AL 36362  
26 SEPTEMBER 2008

### CHANGE NO. 2

TH-67 Operator's Supplement, dated 1 October 2006, is changed as follows:

1. Make pen and ink changes as listed below:
  - a. Page no. 5-2, Paragraph 5-6, **NOTE**, Delete: 62 to 64% Add: 60 to 62%
  - b. Page no. 5-4, Paragraph 5-11, **GAS PRODUCER GAUGE**, Delete: 62 Add: 60
  - c. Page no. 8-4 Paragraph 8-9, f. (2), Add: (2a) Check status of IntelliStart switch/fault lamp.
  - d. Page no. 8-11 Paragraph 8-16, h. (8), Add: (c) Hot Start.
  - e. Page 8-14, Paragraph m, Add: (1) Check status of IntelliStart switch/fault lamp.
  - f. Page 8-14, Paragraph 8-18, d. Add:

#### CAUTION

Ensure IntelliStart switch/fault lamp is extinguished prior to attempting start. A solid lamp indicates a fault condition has been detected that **WILL** affect its ability to function as an exceedence monitor. In fault mode start control **WILL NOT** be available.

- g. Page no. 8-16, Paragraph 8-18, d. (9), Delete: 62 to 64% Add: 60 to 62 %
- h. Page no. 8-16, Delete: Paragraph 8-18, d. (10) Main Rotor RPM - Check for 60% or greater.
- i. Page no. 8-16, Paragraph 8-18, e. **NOTE**, Delete: 62 to 64% Add: 60 to 62%
- j. Page 9-21 Add: Paragraph 9-40a,

#### 9.40a UN-COMMANDED FLIGHT CONTROL INPUT MALFUNCTION

Un-commanded flight control input malfunctions may be indicated through un-commanded lateral or longitudinal cyclic movements. The magnitude of the event may range from mild to severe. The duration of the event may range from one to several seconds. These conditions should not be mistaken for hydraulic power failure. In the event of an un-commanded flight control input malfunction: