FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

Bell Helicopter Models 206A & 206B

R/N _____ S/N _____

FAA Approved: _____
for Manager, Seattle Aircraft Certification Office

Date:

Revised: 27 Sept 07

INTRODUCTION

This supplement must be attached to the appropriate Bell FAA approved Rotorcraft Flight Manual when an Onboard Systems 200-268-00, 200-269-00 or 200-269-02 Suspension System is installed in accordance with Supplemental Type Certificate (STC) NO. SR00895SE. The information contained herein supplements or supersedes the basic manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic Rotorcraft Flight Manual and Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell Helicopter.

The Onboard Systems cargo hook suspension kits utilize the rotorcraft's existing cargo hook fixed provisions including the manual release lever, internal manual release cable, and the electrical release switch and internal electrical wiring.

1. LIMITATIONS

The basic Flight Manual and Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell Helicopter remain applicable.

With a load attached to the cargo hook, operation shall be conducted in accordance with the respective national operational requirements. For US operators FAR Part 133 is applicable.

The cargo hook is approved for non-human cargo, class B rotorcraft load combinations only.

1. LIMITATIONS continued

The following placards are included with the cargo hook suspension kits.

- Mounted on suspension frame:

LOAD LIMIT 1500 LB (680 KG)

The following placards pertain to the load weigh system and are included with kit part numbers 200-269-00 and 200-269-02 only.

- Mounted adjacent to the Onboard Systems digital/analog indicator in full view of the pilot and co-pilot.

TURN THE WEIGHING SYSTEM OFF WHEN NAVIGATION EQUIPMENT IS IN USE. NO AIRCRAFT OPERATION SHOULD BE PREDICATED ON THE READING OF THE ONBOARD WEIGHING SYSTEM

- Mounted adjacent to both the power switch and the circuit breaker in full view of the pilot and co-pilot:

ELECTRONIC WEIGHING SYSTEM

2. NORMAL PROCEDURES

Before each Suspension System use perform the following procedures. If the procedures are not successful, do not use the equipment until the problem has been corrected.

Visually inspect all mounting fasteners to ensure that they are tight.

Visually inspect the electrical connector for damage and security.

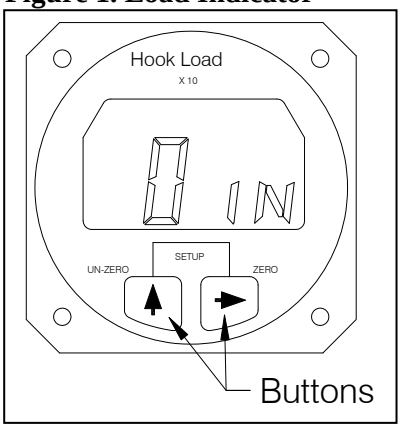
3. Visually inspect the cargo hook case and covers for cracks and damage.
4. Visually inspect the cargo hook load beam for gouges and cracks.
5. Move the cargo hook and load cell (if installed) throughout their full ranges of motion and verify that the electrical harnesses and manual release cable do not limit their motion.
6. Cycle the manual release mechanism to ensure proper operation. Pulling the manual release handle in the cockpit will cause hook to open. Hook may be returned to the locked position by manually pushing up on the load beam. The hook should snap shut. The hook may be flown in the open position to facilitate loading by a ground crew.
7. Cycle the electrical release mechanism to ensure proper operation. Pressing CARGO RELEASE switch on cyclic will cause hook to open. Hook may be returned to the locked position by manually pushing up on the load beam. The hook should snap shut. The hook may be flown in the open position to facilitate loading by a ground crew.

2. NORMAL PROCEDURES continued

Step 8 only applies if the load weigh system is installed.

8. To initialize the Load Indicator, perform the following:
   Power on the Load Indicator and allow it to warm up for 5 minutes (with no load on the hook). Press both Indicator buttons at the same time to go to the setup mode. Scroll through the menu, using the left button, until "0 in" (see Figure 1) is displayed, then press the right button. Remove any weight from the cargo hook that is not to be zeroed out and press either button to complete the procedure.

Figure 1. Load Indicator



Cargo Hook Rigging

Extreme care must be exercised in rigging a load to the Cargo Hook. The following illustration shows the recommended rigging configuration.

⚠ CAUTION

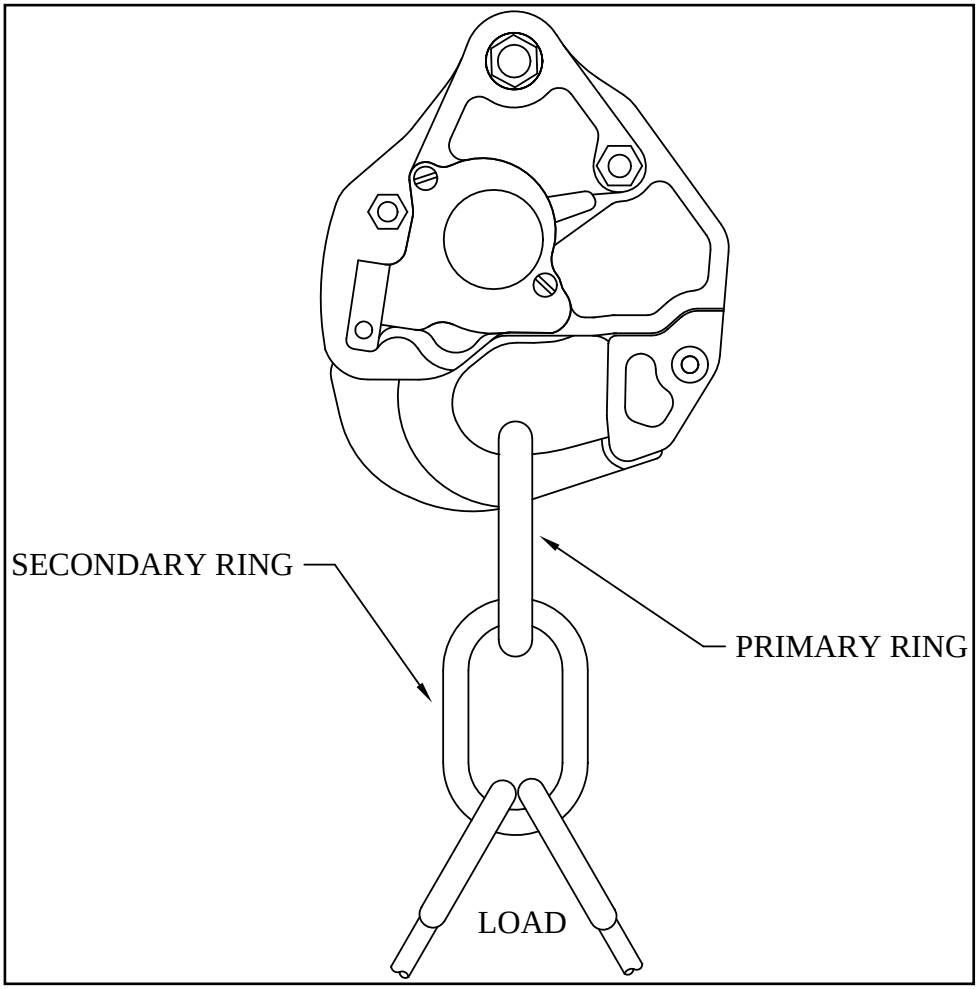
The example shown is not intended to represent all possibilities. It is the responsibility of the operator to assure the hook will function properly with the rigging. Some combinations of small primary rings and large secondary rings could cause fouling during release.

Nylon Type Straps or Rope

⚠ CAUTION

Nylon type straps (or similar material) or rope must not be used directly on the cargo hook load beam. If nylon straps or rope must be used they should be first attached to a steel primary ring. Verify that the ring will freely slide off the load beam when it is opened. Only the primary ring should be in contact with the cargo hook load beam. See Figure 2.

Figure 2. Example of Recommended Cargo Hook Rigging



3. EMERGENCY PROCEDURES

The basic Flight Manual and Rotorcraft Flight Manual Supplement-Cargo Hook issued by Bell Helicopters remain applicable.

4. PERFORMANCE

The basic Flight Manual and Rotorcraft Flight Manual Supplement-Cargo Hook issued by Bell Helicopters remain applicable.

When an Onboard Systems 200-268-00, 200-269-00 or 200-269-02 Suspension System with Load Weigh is installed the following applies. The Load Weigh System is designed and installed as a means of MONITORING the load (weight) suspended from the cargo hook. Functional and performance characteristics have not been determined on the basis of the load cell indication or display. Therefore, this instrument shall NOT be used as a primary indication of performance and flight operation must NOT be predicated on its use.