FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

Bell Helicopter Models
206 A & B

R/N _____ S/N _____

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for Manager, Seattle Aircraft Certification Office

Date: 21 Sept 07

Revised:

INTRODUCTION

This supplement must be attached to the appropriate FAA approved Bell Rotorcraft Flight Manual when an Onboard Systems 200-042-00 or 200-042-01 Load Weigh System is installed in accordance with Supplemental Type Certificate (STC) No. SH4932NM.

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 the Bell Helicopter.

The Load Weigh System is a compliment to the helicopter lifting system. Its purpose is to display the weight of the load carried on the cargo hook. The Load Weigh System consists of three components: the cockpit mounted load indicator, the internal electrical harness and the load cell. The load cell is installed between the rotorcraft cargo hook suspension frame and the cargo hook (not included with this kit).

1. Limitations

1-3. Types of Operation

The basic Rotorcraft Flight Manual and Rotorcraft Flight Manual Supplement – Cargo Hook issued by the 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 U.S. operators FAR Part 133 is applicable.

The load weigh indicator shall be operated in accordance with Section 3 of Owner's Manual 120-020-00.

1-6. Weight and Center of Gravity

The Load Weigh System is rated for 3,000 pounds (1,361 kgs). Consult the Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell Helicopter for weight and center of gravity limitations of the rotorcraft.

1-20. Placards

Mounted adjacent to the Onboard Systems load indicator in full view of the pilot and co-pilot:

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

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

ELECTRONIC WEIGHING SYSTEM

2. Normal Procedures

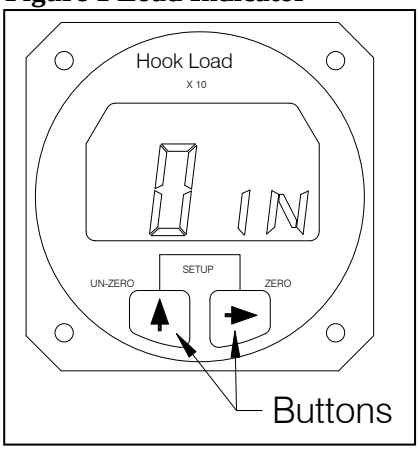
Consult the Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell Helicopter for additional procedures.

2-3. Daily or Pre-Flight Check

Prior to use of the Load Weigh System perform the following procedures. If the procedures are not successful do not use the equipment until the problem has been corrected.

1. Inspect the electrical connector for damage and security.
2. Swing the load cell assembly to its full extremes to verify that it does not reach the limit of its electrical harness range of motion.
3. 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



3. Emergency Procedures

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

4. Performance

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

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.