FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

Load Weigh System
for
Bell Helicopter Models
206L Series & 407

R/N _____ **S/N** _____

FAA Approved: _____
For Manager, Seattle Aircraft Certification Office

Date: 19 SEPT. 2007

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INTRODUCTION

This supplement must be attached to the appropriate FAA approved Bell Rotorcraft Flight Manual when an Onboard Systems 200-040-00, 200-040-01, 200-040-02, 200-040-03, or 200-040-04 Load Weigh System is installed in accordance with Supplemental Type Certificate (STC) NO. SH4935NM.

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.

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 primary components: the cockpit mounted load indicator, the internal electrical harness and the load cell. The load cell is installed between the cargo hook suspension assembly 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 Bell 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 120-019-00.

1-6. Weight and Center of Gravity

The Load Weigh System is rated for a maximum load of 2,650 pounds (1202 kg).

The external load limit is the lesser of that specified by the Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell for your particular rotorcraft model or 2,650 lbs (1202 kg).

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

2-3. Pre-Flight Check

Prior to a flight involving external load operations 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 and load cell electrical harness for damage.
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. Power on the hook 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 until the symbol "0 in" is displayed, then press the right button. Remove any weight that is not to be zeroed out and press either button to complete the procedure.

3. Emergency Procedures

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

4. Performance

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