FAA APPROVED

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT

Bell Helicopter Models 206A and 206B

R/N _____ S/N _____

FAA Approved: Donald B. Wilson
for Manager, Seattle Aircraft Certification Office

Date: 27 Sept 07

Revised:

INTRODUCTION

This supplement must be attached to the appropriate Bell FAA approved Rotorcraft Flight Manual when an Onboard Systems 200-233-00, 200-234-00, 200-234-01, 200-235-00, 200-236-00, or 200-236-01 Cargo Hook Suspension Kit is installed in accordance with Supplemental Type Certificate (STC) NO. SR00649SE. 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.

These Cargo Hook Suspension Kits replace the existing Bell Helicopter suspension system. They interface with the rotorcraft's internal cargo hook electrical and mechanical release systems.

The following definition applies to warnings used in this manual.

Means that if this information is not observed, serious injury, death or immediate loss of flight safety could occur.

1. LIMITATIONS

TYPES OF OPERATION

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

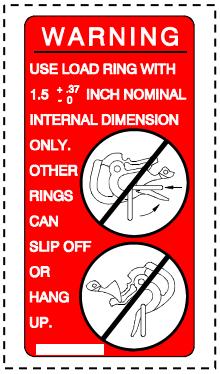
PLACARDS

The following placards apply:

- Mounted on Suspension Frame:

LOAD LIMIT 1500 LB (680 KG)

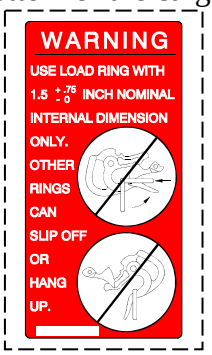
- When cargo hook suspension kits 200-233-00, 200-234-00, or 200-234-01 are installed, the following rigging placard is installed on the bottom of the cargo hook.



1. LIMITATIONS

PLACARDS continued

- When cargo hook suspension kits 200-235-00, 200-236-00, or 200-236-01 are installed, the following rigging placard is installed on the bottom of the cargo hook.



- When a load weigh system is installed, the following placard is to be 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

- When a load weigh system is installed, the following placard is to be 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

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

PRE-FLIGHT CHECK

Before each Cargo Hook use perform the following procedures. If the procedures are not successful do not use the equipment until the problem has been corrected.

Inspect all cargo hook fasteners to ensure that they are tight.

Visually inspect the electrical connector for damage and security.

Operate the cargo hook keeper manually and check that it snaps back to its normal position on the load beam.

Inspect the cargo hook case and covers for cracks and damage.

Inspect the cargo hook load beam for gouges and cracks.

Inspect the suspension frame for cracks, damage and security.

Cycle the manual release system to ensure proper operation.

The cargo hook interfaces with the rotorcraft's internal manual release system as supplied by Bell Helicopter. Consult the Flight Manual Supplement – Cargo Hook issued by Bell for operation of manual release system.

2. NORMAL PROCEDURES continued

PRE-FLIGHT CHECK continued

8. Cycle the electrical release system to ensure proper operation. Press the Cargo Release switch in the cockpit.

   The cargo hook interfaces with the rotorcraft's internal electrical release system as supplied by Bell Helicopter. Consult the Flight Manual Supplement – Cargo Hook issued by Bell for operation of the electrical release system.

9. If Load Weigh System is installed: 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 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.

2. NORMAL PROCEDURES continued

Cargo Hook Rigging

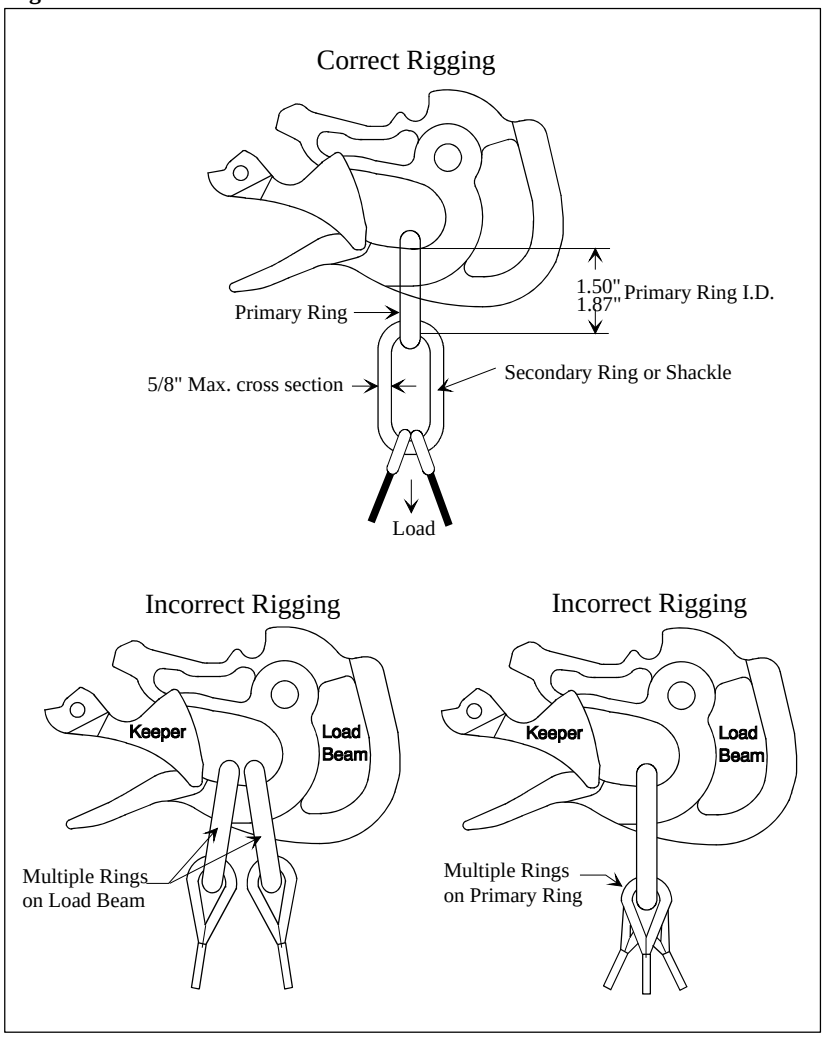
Extreme care must be exercised in rigging a load to the Cargo Hook. If the load ring is too big it may work its way around the end of the load beam and be supported for a time on the keeper and then fall free. If the load ring is too small it may jam itself against the load beam during an attempted release. See placard below and figures on following pages.

The following illustrations show recommended configurations and potential difficulties that must be avoided.

The examples shown on the following pages are not intended to represent all problem possibilities. It is the responsibility of the operator to ensure that the cargo hook will function properly with the rigging.

2. NORMAL PROCEDURES continued

Figure 1



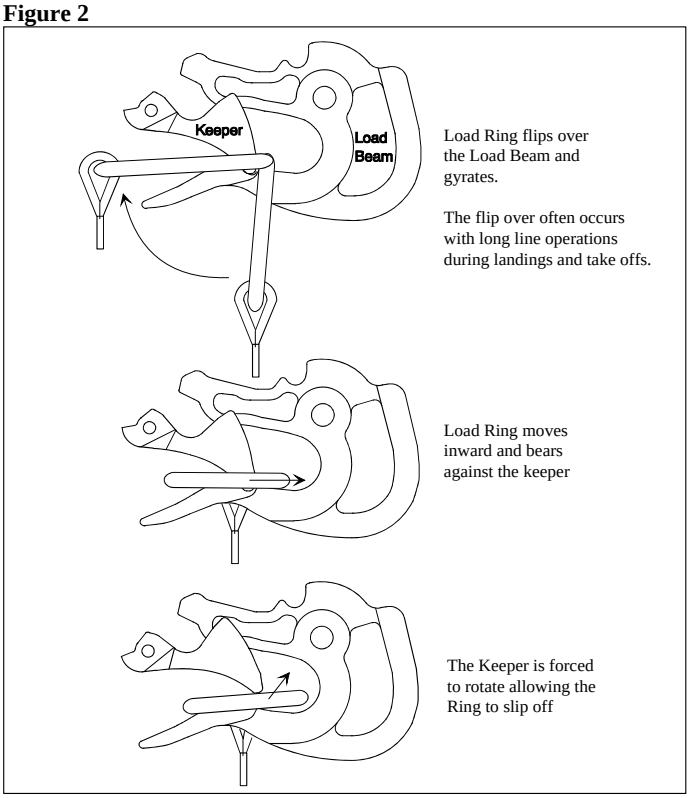
2. NORMAL PROCEDURES continued

Un-Commanded Release Due to Too Large of a Load Ring

WARNING

Load rings that are too large will cause an un-commanded release. The ring will flip over the end of the load beam and flip the keeper up and then fall free. Only correctly sized load rings must be used. See example below.

Figure 2



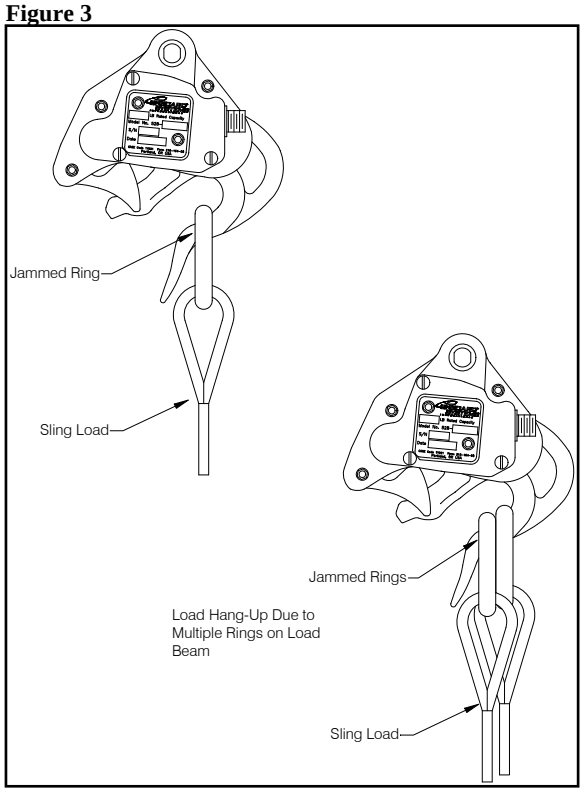
2. NORMAL PROCEDURES, continued

Load Hang-Up Due to Too Small of a Load Ring or Multiple Load Rings

WARNING

Load rings that are too small or multiple load rings will hang on the load beam when the load is released. Only correctly sized load rings must be used. See example below.

Figure 3



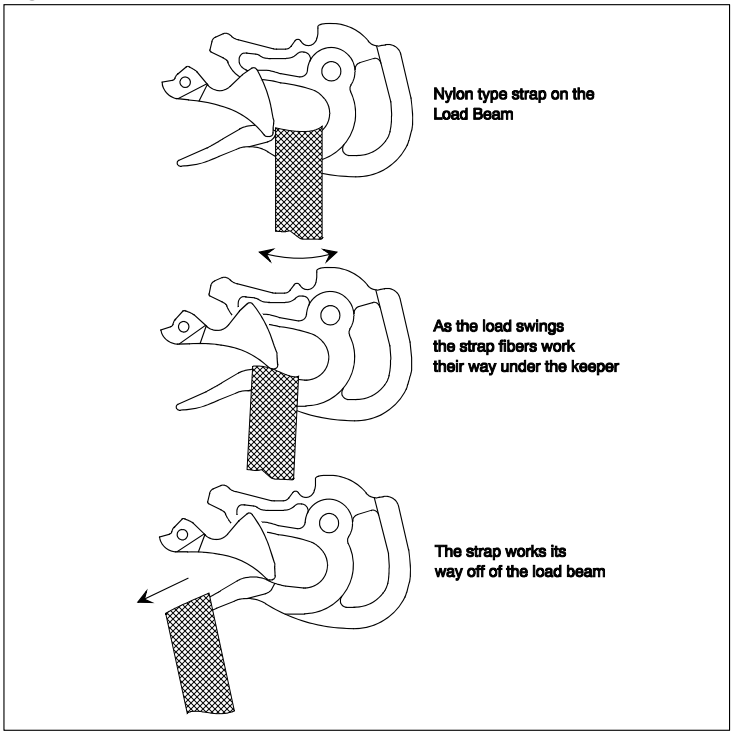
2. NORMAL PROCEDURES, continued

Un-Commanded Release Due to Nylon Type Straps

WARNING

Nylon type straps (or similar material) must not be used directly on the cargo hook load beam as they have a tendency to creep under the keeper and fall free. If nylon straps must be used they should first be attached to a correctly sized primary ring. Only the primary ring should be in contact with the load beam. See example below.

Figure 4



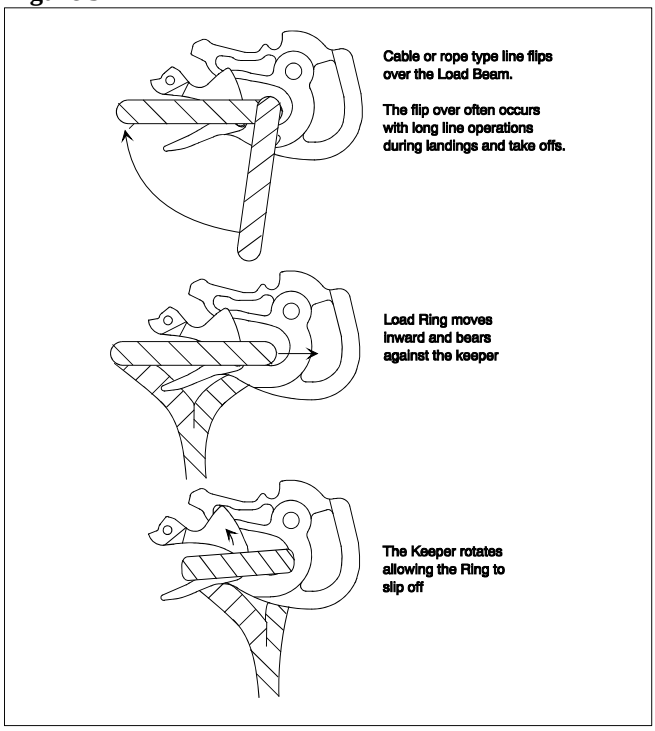
2. NORMAL PROCEDURES, continued

Un-Commanded Release Due to Cable or Rope Type Straps

WARNING

Cable or rope type straps must not be used directly on the cargo hook load beam. Their braided eyes will work around the end of the load beam and fall free. If cable or rope is used they should first be attached to a correctly sized primary ring. Only the primary ring should be in contact with the load beam. See example below.

Figure 5



3. EMERGENCY PROCEDURES

Consult the Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell Helicopter for emergency procedures during external load operations.

4. PERFORMANCE

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

When a 200-234-00, 200-034-01, 200-236-00 or 200-036-01 Cargo Hook 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.