BHT-206B-FMS-7

BELL MODEL 206B JET RANGER II FLIGHT MANUAL SUPPLEMENT FOR

206-706-106

CABIN HEATER

FAA APPROVED JULY 30, 1971

This supplement shall be attached to the Flight Manual, when the 206-706-106 Cabin Heater Kit has been installed.

The information contained herein supplements the information of the basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Flight Manual.



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Log of Revisions

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LOG OF REVISIONS REVISION REVISION DATE DATE NO. NO. Original 30 Jul 71 APPROVED MANAGER AIRCRAFT CERTIFICATION DIVISION FEDERAL AVIATION ADMINISTRATION DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION, FORT WORTH, TEXAS NOTE: Revised text is indicated by a black vertical line. Insert latest revision pages; dispose of superseded pages.

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INTRODUCTION

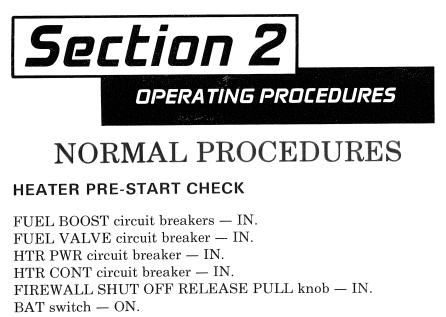
The Bell Cabin Heater Kit, No. 206-706-106, consists of a combustion heater, blower, ducts, fuel system, electrical system, adjustable valves, and heater controls. The heater has a rated capacity of 30000 BTU output, and is designed to operate while the helicopter is on the ground or airborne.

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CENTER OF GRAVITY LIMITS

Actual weight change shall be determined after kit is installed and ballast readjusted, if necessary, to return empty weight CG within allowable limits.



FUEL VALVE switch — ON. HEATER FAIL light. (Light is press-to-test type.) BHT-206B-FMS-7

HEATER START AND OPERATION

HEAT-VENT switch — HEAT. (Combustion air blowers should operate and HEATER FAIL light should be ON.)

NOTE

Heater ignition difficulty may be experienced at -20°F (-29°C) and below when using ASTM Type A or A-1 (JP-5) fuel.

HTR START button switch — PRESS and HOLD. (Ignition should occur within 5 seconds and not more than 10 seconds.)

NOTE

HEATER FAIL light should go OUT when heater ignites.

Regulate TEMP CONT knob for desired temperature.

Place HEAT-VENT switch in OFF position, to shut down heater.

NOTE

With HEAT-VENT switch in OFF position, the combustion air blower will continue to operate, cooling and purging the heater, and cutting off automatically when the heater has cooled. If accelerated cooling and purging is desired place switch in VENT position, then return switch to OFF. FAA APPROVED SUPPLEMENT

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HEATER MALFUNCTION

A malfunction in the heater or heater unit controls will cause the heater to become inoperative and result in illumination of the HEATER FAIL light. If the malfunction occurs, proceed as follows:

FIREWALL SHUT OFF RELEASE PULL knob — OUT. HEAT-VENT switch — OFF. HTR PWR circuit breaker — OUT. HTR CONT circuit breaker — OUT.



No change from basic Flight Manual.