BELL MODEL 206B JET RANGER II FLIGHT MANUAL SUPPLEMENT FOR

206-706-305

STABILITY AND CONTROL AUGMENTATION SYSTEM (SCAS)

FAA APPROVED
JULY 30, 1971

This supplement shall be attached to the Flight Manual, when the 206-706-305 Stability and Control Augmentation System (SCAS) 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.

Bell Helicopter TEXTRON
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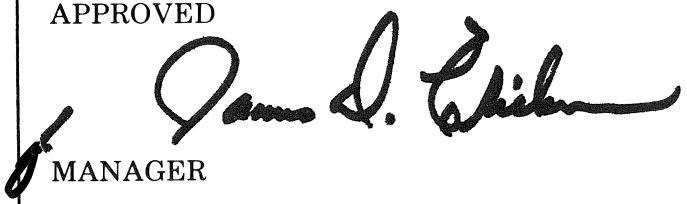

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NOTE: Revised text is indicated by a black vertical line. Insert latest revision pages; dispose of superseded pages.

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INTRODUCTION

The Bell Stability and Control Augmentation System Kit No. 206-706-305, consists of a sensor-amplifier unit, servo cylinders, transducer assembly, control head and panel, electrical cables, circuit breaker switches, and the required hardware.

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Section 1
OPERATING LIMITATIONS

CENTER OF GRAVITY LIMITS

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

Section 2
OPERATING PROCEDURES

NORMAL PROCEDURES

BEFORE TAKE-OFF

SAS INVerter circuit breaker - IN.
SAS CONTrol circuit breaker - IN.
POWER switch - PUSH IN (YELLOW light - ON).
Warm up until RED light goes OUT.
CYCLIC switch - PUSH IN (GREEN light - ON).
YAW switch - PUSH IN (GREEN light - ON).

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PRE-FLIGHT CHECK

SAS DISengage button switch on cyclic stick - PRESS & RELEASE. (CYCLIC and YAW lights should extinguish - NO GO lights above cyclic and yaw switches should be steady or flashing RED.)

CYCLIC and YAW switches - PUSH IN (GREEN lights - ON).

IN-FLIGHT OPERATION

SAS can be manually overridden or disengaged during any phase of flight.

To disengage SAS during flight, depress SAS DISengage button.

To reactivate SAS during flight, push CYCLIC and YAW switches IN.

NOTE

If system is to be disengaged for an extended period during flight, push SAS POWER switch IN.

EMERGENCY PROCEDURES

IN-FLIGHT OPERATION

1. ERRATIC, PITCH, ROLL or YAW OSCILLATIONS.

   DISengage SAS. If condition still exists, land as soon as practicable.

2. HYDRAULIC ACTUATOR FAILURE (lost motion in control).

   DISengage SAS. Land as soon as practicable (touch down with slow forward speed).

ENGINE SHUTDOWN

Place all SAS switches in the OFF position prior to engine shutdown.

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Section 3
PERFORMANCE DATA

No change from basic Flight Manual.