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FAA APPROVED

**ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT**

**Bell Models
206L, 206L-1, 206L-3, 206L-4, 407**

R/N _____ S/N _____

FAA Approved: 
 Manager, Seattle Aircraft Certification Office

Date: 11 DEC 14

Revised:



Rotorcraft Flight
Manual Supplement
Bell 206L/407 Cargo Hook Kit

Document Number
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Rev. 1

INTRODUCTION

This supplement must be attached to the appropriate Bell Helicopter FAA approved Rotorcraft Flight Manual when an Onboard Systems Cargo Hook Kit P/N 200-260-01 is installed in accordance with Supplemental Type Certificate (STC) NO. SR00850SE. 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 the Rotorcraft Flight Manual Supplement for the Cargo Hook issued by Bell.

Cargo Hook Kit P/N 200-260-01 is a replacement cargo hook kit which interfaces with the rotorcraft's existing cargo hook provisions including the beam assembly on the belly. It includes the cargo hook and the external manual release cable.

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1. LIMITATIONS

1-3. Types of Operation

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

With a load attached to the cargo hook, operation shall be conducted in accordance with the respective national operational requirements. For US operators 14 CFR part 133 is applicable.

The cargo hook kit configuration (as installed in accordance with this STC SR00850SE) does not meet the 14 CFR part 27 certification requirements for Human External Cargo (HEC).

NOTICE

The cargo hook equipment certification approval does not constitute operational approval; operational approval for external load operations must be granted by the local Aviation Authority.

1-6 Weight and Center of Gravity

Consult the Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell for Weight and Center of Gravity Limitations.

The maximum weight to be carried on the cargo hook is the lesser of that specified by the Flight Manual Supplement – Cargo Hook issued by Bell for your particular model or 3600 lbs (1633 kg).



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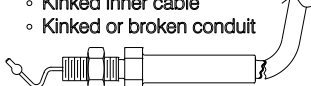
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1. LIMITATIONS

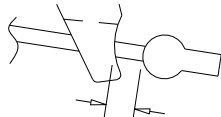
1-20 Placards

The following placards are applicable to the 200-260-01 kit.

- Located on the manual release cable near the cargo hook:

<p>! WARNING</p> <ul style="list-style-type: none">• Route to avoid strain• Rig with proper free play• Replace as condition requires (See reverse)• See manual for complete instructions	<p>! WARNING</p> <p>Causes for replacement:</p> <ul style="list-style-type: none">• Kinked inner cable• Kinked or broken conduit 
One Side	Opposite Side

- Located on the bottom of the cargo hook:

<p>! WARNING</p> <p>Inadvertent loss of load can result from improper cable adjustment. See manual for complete instructions.</p>	 <p>.13 in / 3.2 mm min</p>
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2. NORMAL PROCEDURES

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

2-3 Pre-flight Check

Before 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) Check all cargo hook fasteners to ensure that they are tight.
- 2) Check the cargo hook case and covers for cracks and damage.
- 3) Check the cargo hook load beam for gouges and cracks.
- 4) Check the electrical connector for damage and security.
- 5) Move the cargo hook and the beam assembly throughout their full ranges of motion and verify that the manual release cable and electrical harnesses have enough slack. The cable or electrical harnesses must not be the stops that prevent the cargo hook or beam assembly from moving freely in all directions.



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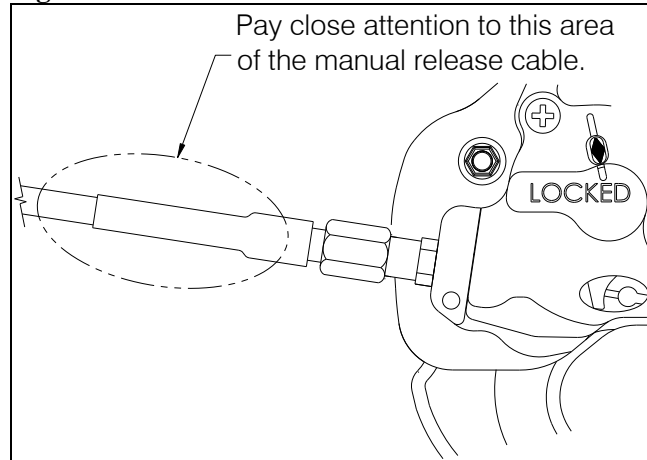
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2. **NORMAL PROCEDURES** continued

2-3 **Pre-flight Check** continued

- 6) Check the manual release cable for damage, paying close attention to the flexible section at the area of transition to the end fitting (see below). In this area, check for splitting of the heat shrink and kinked or broken conduit underneath and any sign of separation from the steel end fitting.

Figure 1 Manual Release Cable Check



Manual release cables are wearable items and must be replaced as condition requires.

2. **NORMAL PROCEDURES** continued

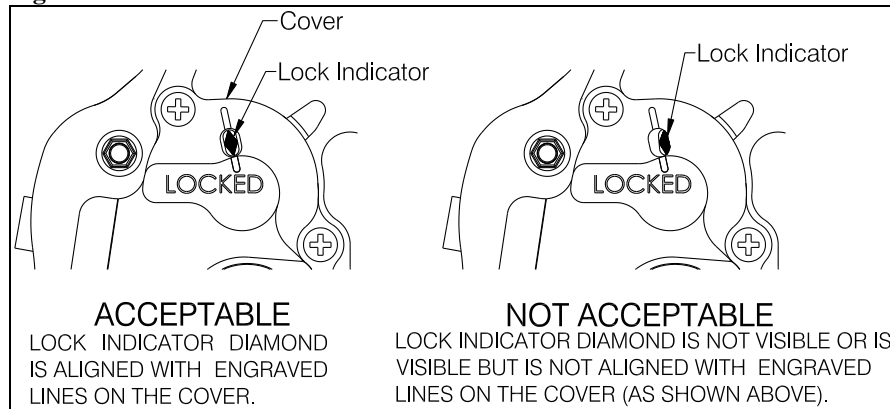
2-3 **Pre-flight Check** continued

- 7) Cycle the electrical release mechanism to ensure proper operation. Pressing CARGO RELEASE switch on cyclic should cause hook to open. Hook may be returned to the locked position by manually pushing up on the load beam. The hook should snap shut. Verify that the hook lock indicator on the side of the hook returns to the fully locked position.



In the fully locked position the hook lock indicator must align with the lines on the manual release cover (see Figure 2).

Figure 2 Hook Lock Indicator

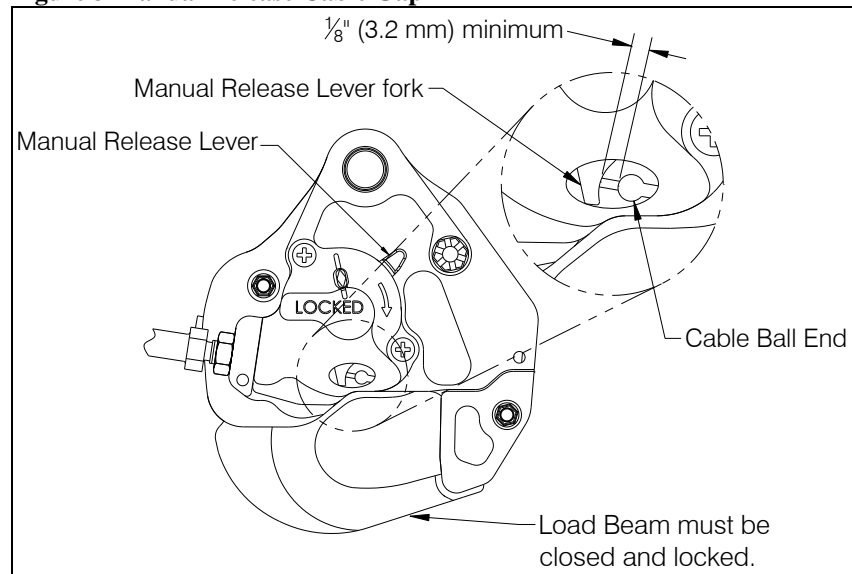


2. NORMAL PROCEDURES continued

2-3 Pre-flight Check continued

- 8) Check the manual release cable rigging through the window in the cargo hook manual release cover. With the cargo hook load beam closed and locked, rotate the manual release lever clockwise to remove the free play (the free play is taken up when the hook lock indicator begins to move, this is also readily felt as the lever rotates relatively easily for several degrees as the free play is taken up) and hold it in this position while checking the gap between the release lever fork and the cable ball end as shown below. Visually check that there is approximately a minimum gap of 1/8" (3.2 mm) as shown in Figure 3.

Figure 3 Manual Release Cable Gap



2. **NORMAL PROCEDURES** continued

Cargo Hook Rigging

Extreme care must be exercised in rigging a load to the Cargo Hook. The following illustration shows the recommended rigging configuration and rigging configurations to avoid.



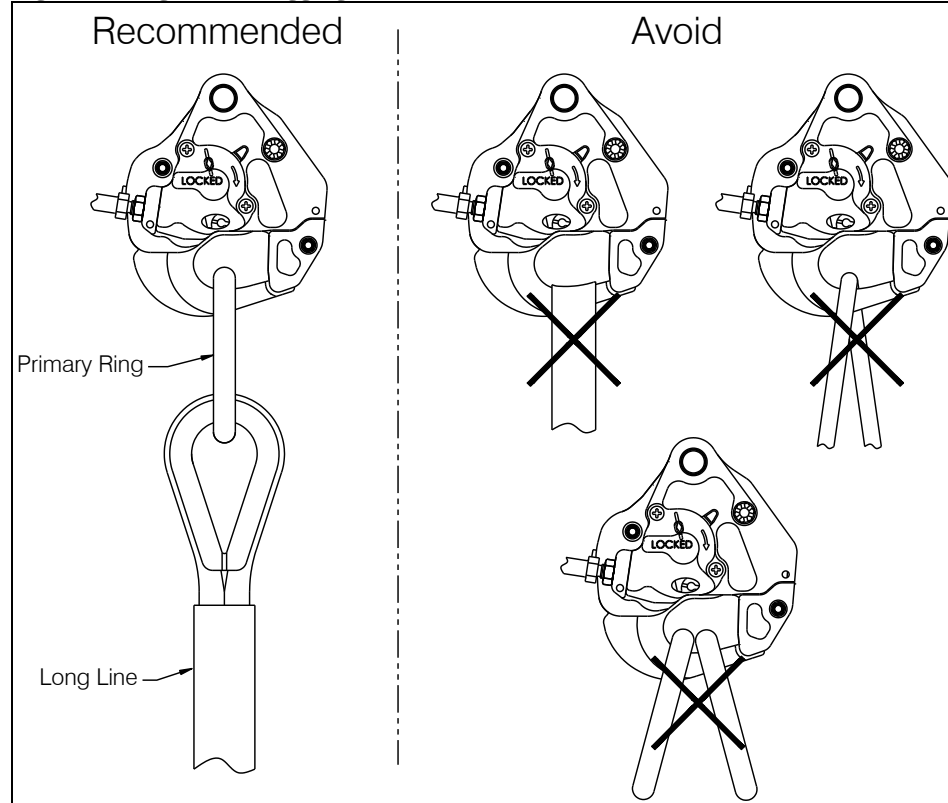
The examples shown are not intended to represent all possibilities. It is the responsibility of the operator to assure the hook will function properly with the rigging.



Nylon type straps (or similar material) or rope must not be used directly on the cargo hook load beam. If nylon straps or rope must be used they should be first attached to a steel primary ring. Verify that the ring will freely slide off the load beam when it is opened. Only the primary ring should be in contact with the cargo hook load beam. See Figure 4.

2. NORMAL PROCEDURES continued

Figure 4 Cargo Hook Rigging



3. EMERGENCY PROCEDURES

The Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell remains applicable.

4. PERFORMANCE

The Rotorcraft Flight Manual Supplement – Cargo Hook issued by Bell remains applicable.



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