BELL HELICOPTERS
MODEL 206L3
250-C30P ENGINE

FLIGHT MANUAL SUPPLEMENT
FOR
CABIN HEATING SYSTEM

206H-203

### FAA APPROVED

The information contained in this document is FAA approved material, which must be carried in the basic Flight Manual, after the rotorcraft has been modified by installation of the Cabin Heater system in accordance with Air Comm Corporation STC No. SH3887NM.

The information in this document supplements or supersedes the basic manual only in the items contained herein. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Flight Manual.

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#### MODEL 206L3 FLIGHT MANUAL

## CABIN HEATING SYSTEM

APPROVAL DATE: JAN 3 1992 APPROVED:  Richard Jennings, Supervisor Denver Aircraft Certification Field Office Denver, Colorado	1-32	Pages	Original .
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MODEL 206L3

# FLIGHT MANUAL CABIN HEATING SYSTEM

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MODEL 206L3 FLIGHT MANUAL

## CABIN HEATING SYSTEM

## INTRODUCTION

The cabin heating system is a bleed air type which consists of bleed air plumbing, a firewall shut-off valve, a heater control valve, and four heater ejectors.

The bleed air flows from the engine compressor through the bleed lines to the ejectors, where it is mixed with cabin air and exhausted to both the front and rear passengers. The ejectors are located under the seats. The warm air is ducted forward and aft through swivel outlets which are located in the seat box structure. The outlet flow can be individually adjusted by rotation of the swivel outlet. (two fwd outlets).

The firewall-mounted shut-off valve is electrically activated. The ON-OFF switch is mounted in the overhead console. The valve will automatically close if there is a loss of electrical power to the valve.

Temperature sensors are installed as a part of the heater system. In the case of an over-temperature condition, the sensors will close, resulting in illumination of an amber "heater over-temp" light, and automatic closure of the firewall shut-off valve. The heater ON/OFF switch must be set to OFF in order to reset the firewall shut-off valve and the heater over-temp light. The heater control is located on the front of the seat box.

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#### MODEL 206L3 FLIGHT MANUAL

CABIN HEATING SYSTEM

INTRODUCTION (cont'd)

The system features an optional defroster system. This system consists of an ON-OFF valve located in the center console and ejectors located in each defroster diffuser. The ejectors pump warm air across the windshield. The original defroster blowers are not required but may remain installed at the option of the operator. The defroster and heater may be used simultaneously.

A drain valve is also incorporated as a part of the heater system. This valve is used to drain cleaning solution overboard when washing the internal parts of the engine.

The valve, which is located inside the LH engine access door, is automatic (closed by engine pressure).

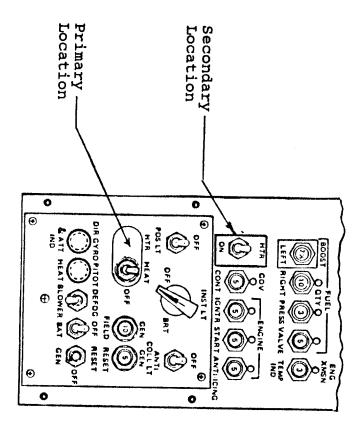
FLIGHT MANUAL MODEL 206L3

CABIN HEATING SYSTEM

SECTION 1

OPERATING LIMITATIONS

PLACARDS AND MARKINGS



console. Heater ON-OFF Switch location in overhead

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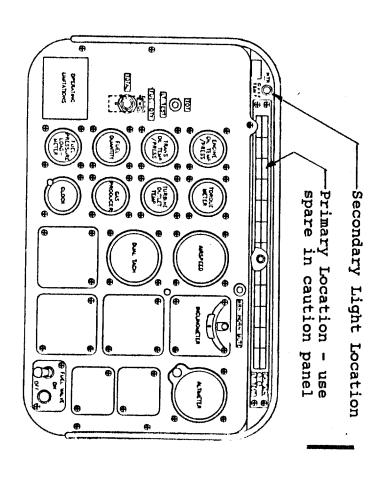
MODEL

CABIN HEATING SYSTEM

SECTION 1 (cont'd)

OPERATING LIMITATIONS

PLACARDS AND MARKINGS (cont'd)



Heater "over-temp" light location on instrument panel.

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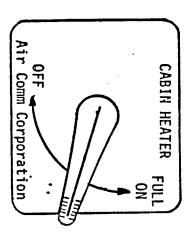
#### MODEL 206L3 FLIGHT MANUAL

CABIN HEATING SYSTEM

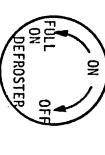
SECTION 1 (cont'd) C

OPERATING LIMITATIONS

PLACARDS AND MARKINGS (cont'd)



Located on front side of RH seat support box.



(optional)

Located on the Defroster Control Knob, which is located in the center console.

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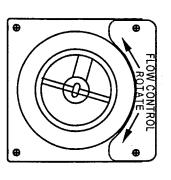
CABIN HEATING SYSTEM

SECTION 1 (cont'd)

OPERATING LIMITATIONS

PLACARDS AND MARKINGS (cont'd)

Located on the Defroster Control Knob.



Located adjacent to two forward air outlets. (Optional flow control feature)

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CABIN HEATING SYSTEM

SECTION 2

NORMAL PROCEDURES

ENGINE PRESTART CHECK
Heater ON-OFF switch - OFF
Heater Control - OFF

BEFORE TAKEOFF
Heater and Defroster Control - as desired.

Note For maximum heater performance all air outlets must be rotated to the full on position.

IN FLIGHT OPERATIONS

Note: TOT increases with bleed air heater operations. Observe turbine outlet temperature limitation. Heater Control - as desired.

DESCENT AND LANDING
Heater and Defroster Control - as desired

SECTION 3

Operate cabin heater ON-OFF Switch to OFF for any of the following emergencies:
Heater "over-temp" light illuminated Engine Failure
Engine Over-temperature
Fuel Control and/or Governor Failure

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Insufficient Power

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CABIN HEATING SYSTEM

SECTION 3 (cont'd) EMERGENCY PROCEDURES

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Illumination of the heater "overtemp" warning light may be an indication of an overheat condition.
The heater ON-OFF switch should be
placed in the OFF position. Do not
attempt to use the heater until
the cause of the "over-temp"
indication has been determined.

SECTION 4

MALFUNCTION PROCEDURES

No change.

SECTION 5

PERFORMANCE DATA

With the heater or defroster on, performance will be reduced as shown in the following charts.

Hover Ceiling

EMERGENCY PROCEDURES

Hover ceiling performance with bleed air heater installed is shown in the following charts. These charts should be used in the same manner and in place of hover ceiling charts in the basic Flight Manual when operations are planned with bleed air heater on.

Hover Ceiling - Particle Separator and Snow Deflector Installed

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CABIN HEATING SYSTEM

SECTION 5 (cont'd)

PERFORMANCE DATA

Particle Sep Prg switch off, use the hover ceiling chart in this section titled With Snow Deflector. To determine hover ceiling performance with

Rate of Climb

when bleed air heater is on. or appropriate Flight Manual Supplement climb charts in the basic Flight Manual used in conjunction with the rate of decrease charts. These charts are to be shown in the following rate of climb Reduction in rate of climb performance is

Rate of Climb - Particle Separator and Snow Deflector Installed

ment for snow deflector (BHT-206L3-FMS-7). with Particle Sep Prg switch off, use the rate of climb charts in the supplerate of climb chart in this section and To determine rate of climb performance

chart in this section in conjunction with Particle Sep Prg switch on or not with rate of climb chart in this section To determine rate of climb performance installed, use the performance variation

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CABIN HEATING SYSTEM

SECTION 5 (cont'd)

PERFORMANCE

supplement for snow deflector and the rate of climb charts in the (BHT-206L3-FMS-7).

Performance Variation Chart

minute less than that determined with the chart), hover gross weight will be 90 pounds (40.8 kg) less than the weight deflector rate of climb charts. rate of climb decrease chart and snow used and rate of climb will be 170 feet/ determined on the hover ceiling chart being curve (example B, 9000 feet and 20° on chart), there is no additional performance curve (example A, 4000 feet and -30° on OAT and move vertically until intersecting the pressure altitude line. If the point of intersection is above the appropriate power loss from the charts used. If the point of horizontally; then enter at the appropriate at the appropriate pressure altitude and move intersection is below the appropriate power To use the performance variation chart, enter

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Section 5 Performance Data Applicable to aircraft with C-30P (206L3) engine:

HOVER CEILING
IN GROUND EFFECT
WITH STANDARD INLET
WITH STANDARD INLET
WITH STANDARD SKID LANDING GEAR

TAKEOFF POWER
ENGINE RPM 100%
GENERATOR 17.5%
WITH ANTI-ICE OFF
WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS
(BELOW 12,000 FT., NO CORRECTION IS NECESSARY)

30-20-10 0 10 20 ~(00) PRESCIPE ALL OAT - °C -15,000 FT. DEN. ALT. LIMIT-30 28 30 32 34 36 38 12 13 14 15 16 17 18 MAXIMUM INTERNAL -GROSS WEIGHT LIMIT-4150 LB, (1882 kg)-GROSS WEIGHT AREA A 0 40 42 OAT - °C 10 19 44 LB X 100 kg X 100

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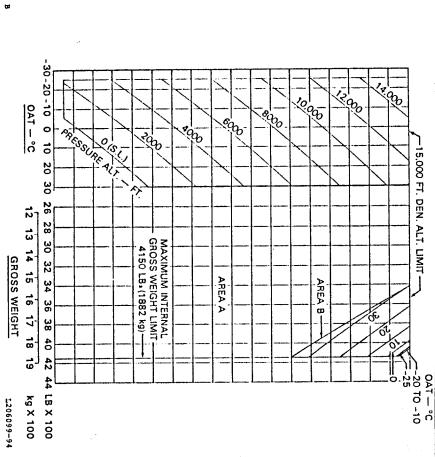
Bleed Air Cabin Heater

Applicable to aircraft with C-30P (206L3) engine: Section 5 Performance Data

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH STANDARD INLET
WITH HIGH SKID OR EMERGENCY FLOTATION LANDING GEAR HOVER CEILING
IN GROUND EFFECT

SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF
HEATER ON

WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY)



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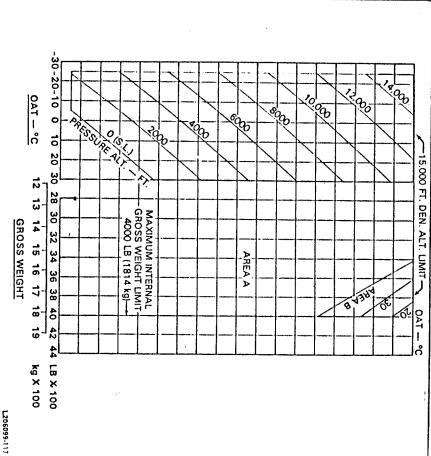
Section 5 Applicable to aircraft with C-30P (206L3) engine: Performance Data

WITH STANDARD INLET
WITH STANDARD FLOAT LANDING GEAR IN GROUND EFFECT HOVER CEILING

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

FLOAT HEIGHT 3.5 FT. (1.1 METERS)
ANTI-ICE OFF
HEATER ON

WITH ANTI-ICE ON ABOVE 12.000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12.000 FT., NO CORRECTION IS NECESSARY)



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Applicable Section 5 to aircraft with C-30P (206L3) engine: Performance Data

WITH STANDARD INLET WITH ANY SKID OR FLOAT LANDING GEAR HOVER CEILING

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 120 LB (54 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY) SKID HEIGHT 40 FT. (12.2 METERS)
ANTI-ICE OFF
HEATER ON

8000 09 Oh 02 15,000 FT. DEN. ALT. LIMIT-AREA A GROSS WEIGHT LIMIT GROSS WEIGHT LIMIT MAXIMUM EXTERNAL GROSS HEIGHT - KG X 100 MAXIMUM INTERNAL GROSS WEIGHT-LBS X 100 4150 LB (1882 kg) 4250 LB (1928 kg) i OAT ~ °C LIMIT

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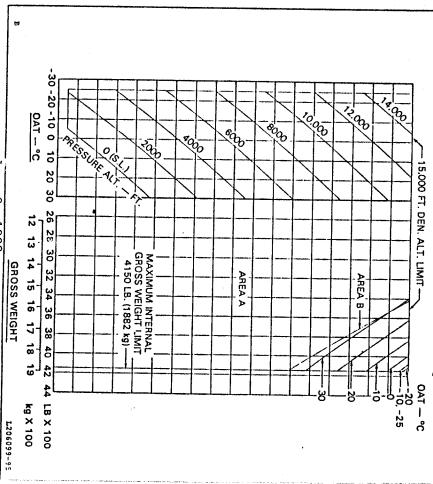
Applicable Section 5 to aircraft with C-30P Performance Data (206L3) engine:

WITH SNOW DEFLECTOR
WITH STANDARD SKID LANDING GEAR HOVER CEILING IN GROUND EFFECT

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF

WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12,000 FT., NO CORRECTION IS NECESSARY)



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FLIGHT MANUAL MODEL 206L3

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Applicable to aircraft with C-30P (206L3) engine: Section 5 Performance Data

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH SOW DEFLECTOR WITH SHIP OR EMERGENCY FLOTATION LANDING GEAR HOVER CEILING IN GROUND EFFECT

SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF
HEATER ON

WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 160 LB (73 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY) (4.00) ٠<u>٠</u> 15,000 FT. DEN. ALT. LIMIT -AREA B 6 ၊ ဂိ

30-20-10 0 10 20 OAT - °C Ö SCREAL ST 30 26 28 30 32 34 36 12 13 MAXIMUM INTERNAL GROSS WEIGHT LIMIT 4150 LB. (1882 kg)— 14 15 16 17 18 GROSS WEIGHT AREA A 38 40 42 19 44 LB X 100 kg X 100 L206099-97

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FLIGHT MANUAL MODEL 206L3

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Applicable Section 5 ţ aircraft with C-30P (206L3) engine: Performance Data

WITH SNOW DEFLECTOR
WITH STANDARD FLOAT LANDING GEAR IN GROUND EFFECT HOVER CEILING

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

FLOAT HEIGHT 3.5 FT. (1.1 METERS)
ANTI-ICE OFF
HEATER ON

WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12,000 FT., NO CORRECTION IS NECESSARY)

30 - 20 - 10 0 10 4 10,00 OAT - °C PRESURE ALL -- 15,000 FT. DEN. ALT. LIMIT -20 30 26 28 30 32 34 36 38 40 42 7 13 14 15 16 17 18 MAXIMUM INTERNAL GROSS WEIGHT LIMIT 4000 LB (1814 kg)-GROSS WEIGHT AREA A AREA B-L OAT - °C 5 **LB X 100** kg × 100 L206099-116

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Applicable Section 5 to aircraft with C-30P (206L3) engine: Performance Data

WITH SNOW DEFLECTOR
WITH ANY SKID OR FLOAT LANDING GEAR HOVER CEILING OUT OF GROUND EFFECT

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 130 LB (59 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY) SKID HEIGHT 40 FT. (12.2 METERS)
ANTI-ICE OFF
HEATER ON

; -15.000 FT. DEN. ALT. LIMIT -1 : -; -----AREA B .; į į ÷ Æ σī 0AT - °C LIMIT :

8000 4000 3-1B 60 AREA A GROSS WEIGHT LIMIT MAXIMUM EXTERNAL GROSS WEIGHT LIMIT GACSS HEIGHT - KG X 100 MAXIMUM INTERNAL GROSS WEIGHT-LBS X 100 4250 LB (1928 kg) 4150 LB (1882 kg) : :

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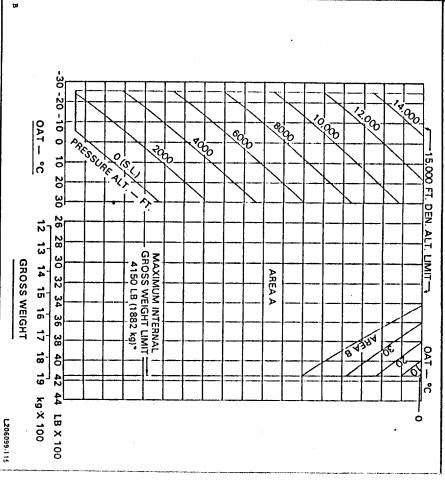
Bleed Air Cabin Heater

Section 5 Applicable to aircraft with C-30P (206L3) Performance engine: Data

IN GROUND EFFECT HOVER CEILING

WITH PARTICLE SEPARATOR
WITH STANDARD SKID LANDING GEAR

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12,000 FT., NO CORRECTION IS NECESSARY SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF HEATER ON PARTICLE SEP. PURGE OFF



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Applicable to aircraft with C-30P (206L3) engine: Section 5 Performance Data

WITH PARTICLE SEPARATOR
WITH STANDARD SKID LANDING GEAR IN GROUND EFFECT HOVER CEILING

SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF
HEATER ON
PARTICLE SEP. PURGE ON

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12,000 FT., NO CORRECTION IS NECESSARY

30-20-10 0 - L <del>(</del>2 190 OAT - °C 95 0/2/ <u></u> ALY. -15,000 FT. DEN. ALT. LIMIT -20 မ 26 12 28 MAXIMUM INTERNAL GROSS WEIGHT LIMIT 4150 LB. (1882 kg)— 13 မ 14 15 16 17 18 19 GROSS WEIGHT 32 AREA A 18 A 1904 38 œ 6 OAT - °C LB X 100 kg X 100

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Applicable Section 5 to aircraft with C-30P (206L3) engine: Performance Data

IN GROUND EFFECT HOVER CEILING

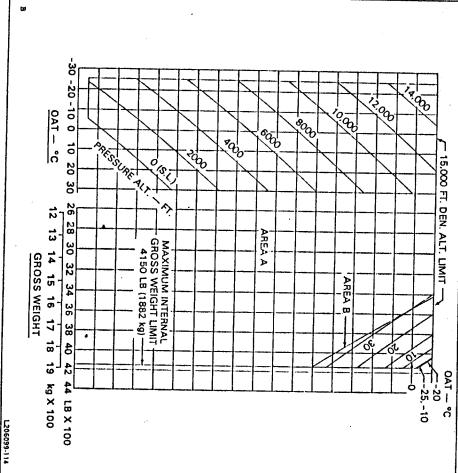
WITH PARTICLE SEPARATOR
WITH HIGH SKID OR EMERGENCY FLOTATION LANDING GEAR

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

WITH ANTI-ICE ON ABOVE 12.000 FT., NO CORRECTION IS NECESSARY

(BELOW 12.000 FT., NO CORRECTION IS NECESSARY

SKID HEIGHT 2.5 FT. (0.7 METER)
ANTI-ICE OFF
ANTI-ICE OFF
HEATER ON
PARTICLE SEP. PURGE OFF
WITH ANTI-ICE ON ABOVE 12.000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS



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Section 5 Applicable to aircraft with C-30P (206L3) engine: Performance Data

IN GROUND EFFECT HOVER CEILING

WITH PARTICLE SEPARATOR
WITH HIGH SKID OR EMERGENCY FLOTATION LANDING GEAR

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% OFF POWER

OFF POWER

ANTI-ICE OFF

RATOR 17.5%

RATOR 17.5%

PARTICLE SEP. PURGE ON

WITH ANTI-ICE ON ABOVE 10.000 FT. PRESS. ALT., G.W. IS 160 LB (73 kg) LESS

(BELOW 10.000 FT., NO CORRECTION IS NECESSARY)

-30-20-10 0 **\** OAT - °C 9 30 5 -15.000 FT. DEN. ALT. LIMIT-20 30 26 2 28 ដ 30 MAXIMUM INTERNAL GROSS WEIGHT LIMIT 4150 LB. (1882 kg)-14 15 16 17 18 GROSS WEIGHT 32 34 AREA A 36 38 139 40 42 44 LB X 100 19 II-20 kg X 100 റ് L206099-100A

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FLIGHT MANUAL MODEL 206L3

Section 5 Applicable to aircraft with C-30P (206L3) engine: Performance Data

IN GROUND EFFECT HOVER CEILING

WITH PARTICLE SEPARATOR WITH STANDARD FLOAT LANDING GEAR

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH ANTI-ICE ON ABOVE 12,000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS (BELOW 12,000 FT., NO CORRECTION IS NECESSARY FLOAT HEIGHT 3.5 FT (1.1 METERS)
ANTI-ICE OFF PARTICLE SEP. PURGE OFF HEATER ON

-12-000 OAT - °C <u>'a</u> 0 ₹ (SZ) AL) 15,000 FT. DEN. ALT. LIMIT 20 မ 26 12 13 14 15 16 17 GROSS WEIGHT MAXIMUM INTERNAL GROSS WEIGHT LIMIT မ 4000 LB (1814 kg)-32 34 36 38 AREA A HA3PA **1**8 40 42 OAT - °C 19 LB X 100 kg X 100 1206099-113

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Bleed Air Cabin Heater

Section 5 Applicable to aircraft with C-30P (206L3) engine: Performance Data

IN GROUND EFFECT HOVER CEILING

WITH PARTICLE SEPARATOR
WITH STANDARD FLOAT LANDING GEAR

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

FLOAT HEIGHT 3.5 FT (1.1 METERS)
ANTI-ICE OFF
ERATOR 17.5%
ERATOR 17.5%
ERATOR 17.5%
PARTICLE SEP, PURGE ON
WITH ANTI-ICE ON ABOVE 12.000 FT. PRESS. ALT., G.W. IS 150 LB (68 kg) LESS
(BELOW 12.000 FT., NO CORRECTION IS NECESSARY)

30-20-10 0 Telap .Q5 OAT - °C 9 (ag. Þ 0/2/ À, 20 -15.000 FT. DEN. ALT. LIMIT မ 26 28 30 32 34 36 12 MAXIMUM INTERNAL
GROSS WEIGHT LIMIT
4000 LB (1814 kg) 13 14 15 16 17 GROSS WEIGHT AREA A 8 43 HA OF <del>~</del> 6 OAT - °C 19 42 LB X 100 kg X 100 L206099-112

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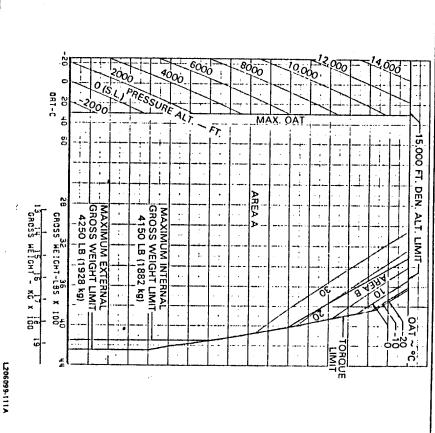
Applicable Section 5 to aircraft with C-30P (206L3) engine: Performance Data

WITH PARTICLE SEPARATOR WITH ANY SKID OR FLOAT LANDING GEAR **OUT OF GROUND EFFECT** HOVER CEILING

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5%

SKID HEIGHT 40 FT. (12.2 METERS)
ANTI-ICE OFF
HEATER ON
PARTICLE SEP. PURGE OFF

WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 130 LB (59 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY)



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Applicable to aircraft with C-30P (206L3) engine: Section 5 Performance Data

TAKEOFF POWER ENGINE RPM 100% GENERATOR 17.5% WITH PARTICLE SEPARATOR WITH ANY SKID OR FLOAT LANDING GEAR **OUT OF GROUND EFFECT** HOVER CEILING

WITH ANTI-ICE ON ABOVE 10,000 FT. PRESS. ALT., G.W. IS 130 IB (59 kg) LESS (BELOW 10,000 FT., NO CORRECTION IS NECESSARY) SKID HEIGHT 40 FT. (12.2 METERS)
ANTI-ICE OFF
HEATER ON
PARLTICLE SEP. PURGE ON

f 60 -15,000 FT. DEN. ALT. LIMIT----٠, GROSS WEIGHT LIMIT AREA A GROSS WEIGHT LIMIT MAXIMUM INTERNAL GROSS KEIGHT-LBS X 100 4250 LB (1928 kg) 4150 LB (1882 kg) AREA B + + . . i., OAI ~ °C\_ TORQUE 3

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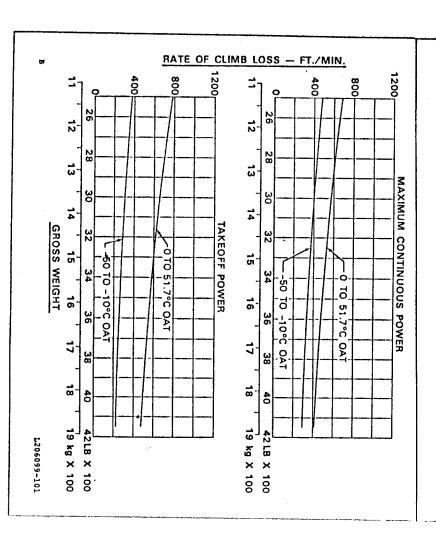
Bleed Air Cabin Heater

Applicable Section 5 to aircraft with C-30P (206L3) engine: Performance Data

RATE OF CLIMB DECREASE
DUE TO BLEED AIR HEATER OPERATION
WITH ANY INLET
WITH ANY SKID OR FLOAT LANDING GEAR

POWER - SEE BELOW ENGINE RPM 100% GENERATOR 17.5%

ANTI-ICE OFF OR ON HEATER ON



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GROSS WEIGHT - KG X 100

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