

AIR COMM CORPORATION  
3300 AIRPORT ROAD  
BOULDER, COLORADO 80301

BELL HELICOPTERS  
MODEL 206A, 206B

FLIGHT MANUAL SUPPLEMENT  
FOR  
WINDSHIELD DEFROSTER SYSTEM

206H-990

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 windshield defroster system in accordance with Air Comm Corporation STC No. SH3887NM.

The information in this document supplements or supercedes 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 206A, 206B  
FLIGHT MANUAL

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WINDSHIELD DEFROSTER SYSTEM

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FAA APPROVAL DATE: NOV 2 1990  
APPROVED: Mike Borlitz, Supervisor  
Denver Aircraft Certification  
Field Office  
Denver, Colorado

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WINDSHIELD DEFROSTER SYSTEM

WINDSHIELD DEFROSTER SYSTEM

INTRODUCTION

The windshield defroster system is a bleed air type which consists of bleed air plumbing, a bleed air valve, a defroster ejector located in each defroster diffuser.

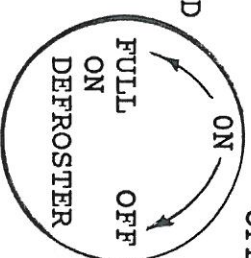
The bleed air flows from the engine compressor through the bleed lines to the ejectors, where it is mixed with cabin air and exhausted to the windshield.

The defroster control valve is mounted in the center console between the pilot-copilot seats.

The defroster system may be installed independently or in combination with the factory bleed air heater. Both systems may be operated simultaneously or independently of each other.

SECTION I OPERATING LIMITATIONS

PLACARDS AND MARKINGS



Applicable to 206A and 206B. Located on the top surface of the console between pilot and co-pilot seats.

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| 0   | NOV 2 1990 | Original Issue |
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MODEL 206A, 206B  
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WINDSHIELD DEFROSTER SYSTEM

WINDSHIELD DEFROSTER SYSTEM

SECTION 1 (cont'd) OPERATING LIMITATIONS

SECTION 2 (cont'd)

HEATER AND  
DEFROSTER  
OFF FOR  
TAKEOFF  
LANDING  
HOVER

IN FLIGHT OPERATIONS

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

DESCENT AND LANDING

Applicable aircraft with C-20 engine.  
Locate on instrument panel.

Aircraft with C-20 engine:  
Defroster Control - OFF.  
Aircraft with C-20B, C-20J or C-20R/2 engine: Defroster Control - as desired.

WARNING

Flight with defroster operating is prohibited during take-off, hover and landing for aircraft equipped with C-20 engine.

SECTION 2 NORMAL PROCEDURES

ENGINE PRESTART CHECK

Defroster Control - OFF.

SECTION 3 EMERGENCY PROCEDURES

BEFORE TAKEOFF

Aircraft with C-20 engine: Defroster control  
- OFF. Aircraft with C-20B, C-20J or  
C-20R/2 engines: Defroster Control - as  
desired.

Operate defroster control to - OFF, for any  
of the following emergencies:

Engine Failure  
Engine Overtemperature  
Fuel Control and/or Governor Failure  
Insufficient Power

SECTION 4 MALFUNCTION PROCEDURES

No change.

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MODEL 206A, 206B

FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

SECTION 5

PERFORMANCE DATA

NOTICE

The performance data presented in this section is applicable when using the ACC Defroster System independently or in combination with the factory installed bleed air heater.

Applicable to aircraft with C-20 engine:

Rate of Climb

Enter chart at gross weight and proceed vertically to intersect curve, then move left to obtain R/C decrement.

Subtract  $\Delta$ R/C decrement from Flight Manual or Supplement R/C chart to obtain R/C with heater operating.

Hover Ceiling

Flight operations with the defroster being operated results in a hover ceiling decrement of 4500 feet.

EXAMPLE:

If pressure altitude is 2000 feet plus the decrement of 4500 feet equals 6500 feet to be used as the chart entry pressure altitude. The chart is then used the same as previously, to determine Gross Weight and Hovering Ceiling for the current condition.

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FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

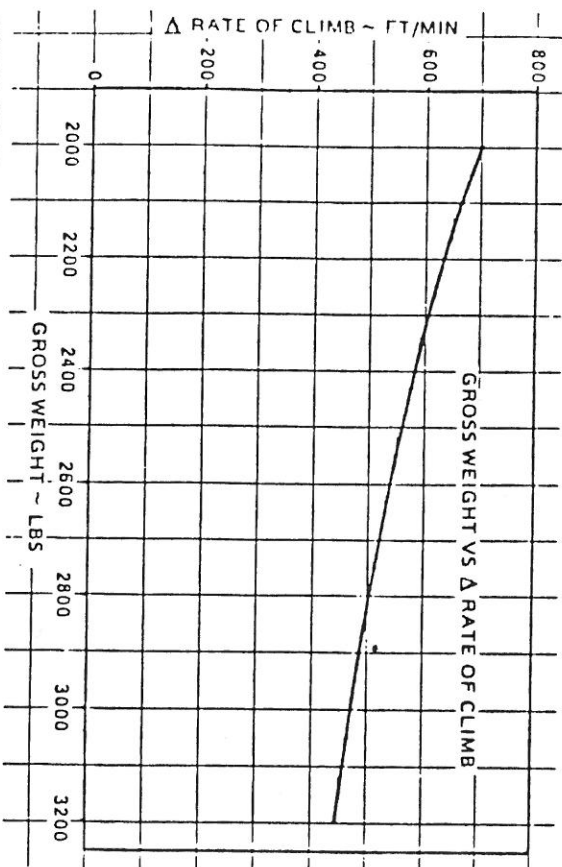
SECTION 5 (cont'd)

PERFORMANCE DATA

Applicable to aircraft with C-20 engine:

RATE OF CLIMB  
TAKE-OFF POWER & MAX CONT POWER  
ALL TEMPERATURES  
ALL CONFIGURATIONS  
100% RPM

ECS R/C = FM OR SUPPLEMENT R/C -  $\Delta$ R/C



EXAMPLE:  $\Delta$  R/C CHART

Determine rate of climb for desired altitude, temperature and gross weight from Flight Manual or appropriate Supplement chart. Enter chart at gross weight and proceed vertically to intersect curve, then move left to obtain  $\Delta$ R/C decrement. Subtract  $\Delta$ R/C decrement from Flight Manual or Supplement R/C chart to obtain R/C with ECS operating.

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SECTION 5 (cont'd) PERFORMANCE DATA

FAA APPROVED  
SUPPLEMENT

MODEL 206A, 206B  
FLIGHT MANUAL  
WINDSHIELD DEFROSTER SYSTEM  
SECTION 5 (cont'd) PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J or C-20R/2 engines:

Reduce the performance data in basic flight manual or optional equipment supplement in accordance with the following data and/or charts when the defroster is operating. Performance decrements are shown for the standard engine air inlet and for the particle separator induction system.

Complete hover performance is presented herein for the snow deflector, which includes losses due to the particle separator. EXAMPLE: What gross weight loss in hover performance could be expected under the following conditions:

- Standard engine inlet
- Standard skid gear
- IGE Hover
- Takeoff power
- Outside air temp =  $-15^{\circ}$
- Anti-ice off
- Pressure altitude = 14,000 feet

Using the appropriate IGE chart, enter OAT ( $-15^{\circ}\text{C}$ ), move vertically to intersect pressure altitude curve (or outermost curve, whichever comes first), then proceed horizontally to obtain the gross weight loss to the weight obtained from appropriate hover performance chart in basic flight manual supplement.

There is no loss in hover performance when the outside air temperature is to the left of the pressure altitude curve. It can be seen on the chart covering the above conditions that at  $-15^{\circ}\text{C}$  there is no loss in IGE hover performance from sea level to 12,000 feet.

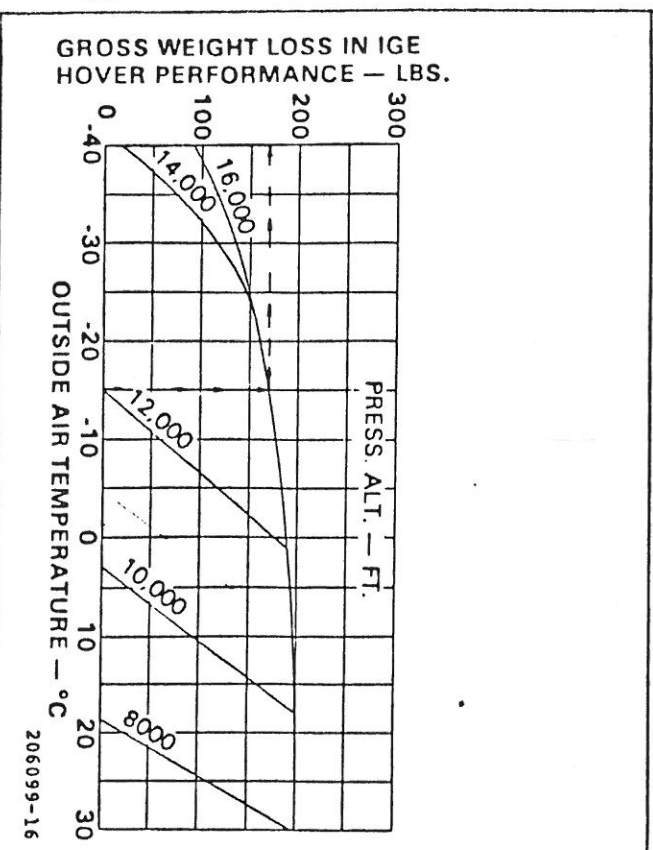
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MODEL 206A, 206B  
FLIGHT MANUAL  
WINDSHIELD DEFROSTER SYSTEM  
SECTION 5 (cont'd) PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J or C-20R/2 engines:

HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH STANDARD SKID GEAR  
IN GROUND EFFECT TAKEOFF POWER  
-40° TO 30°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT  
ANTI-ICE OFF  
ENGINE RPM 100%



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SECTION 5 PERFORMANCE DATA

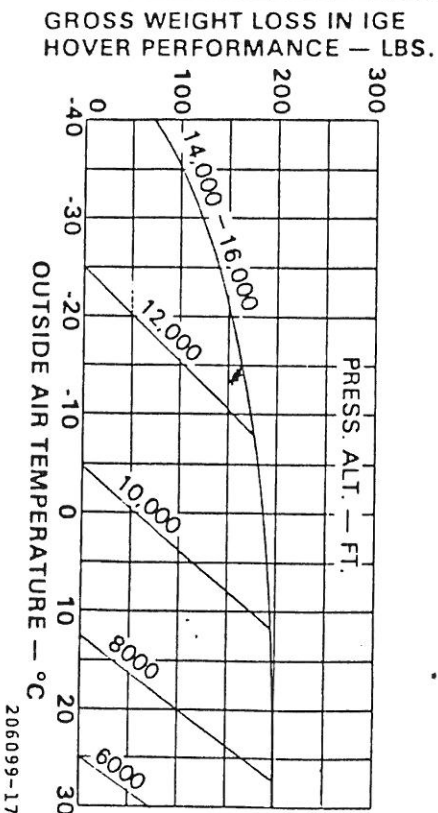
Applicable to aircraft with C-20B, C-207J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 3.0 FT. (0.9 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
APPROPRIATE SUPPLEMENT

-40° TO 30°C

ANTI-ICE OFF  
ENGINE RPM 100%



MODEL 206A, 206B  
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WINDSHIELD DEFROSTER SYSTEM

SECTION 5 PERFORMANCE DATA

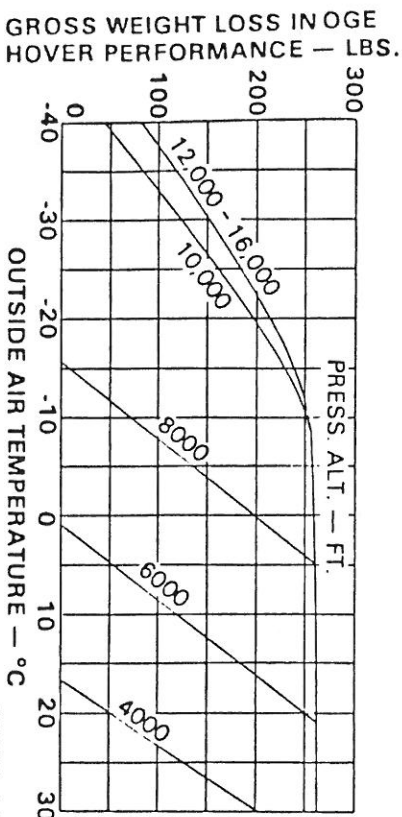
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT

-40° TO 30°C

ANTI-ICE OFF  
ENGINE RPM 100%



MODEL 206A, 206B,  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

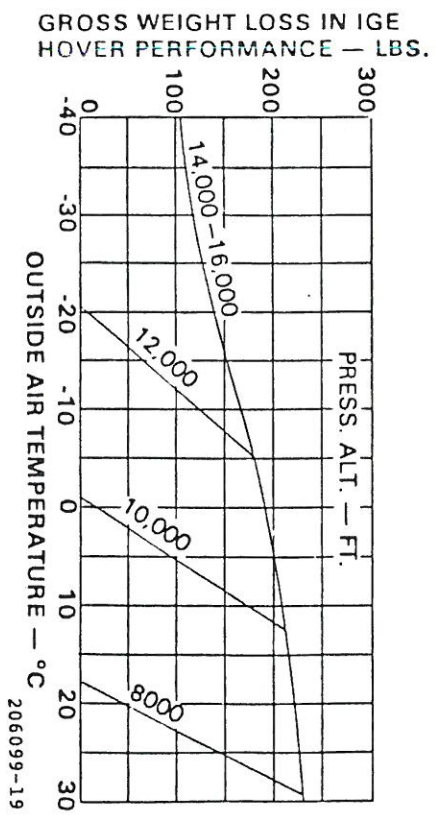
SECTION 5  
PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEPARATOR WITH STANDARD SKID GEAR  
IN GROUND EFFECT**

**TAKEOFF POWER**

GENERATOR 22.3 AMPS  
-40° TO 30°C  
ANTI-ICE OFF  
SKID HEIGHT 2.0 FT. (0.6 METER)  
ENGINE RPM 100%  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT



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WINDSHIELD DEFROSTER SYSTEM

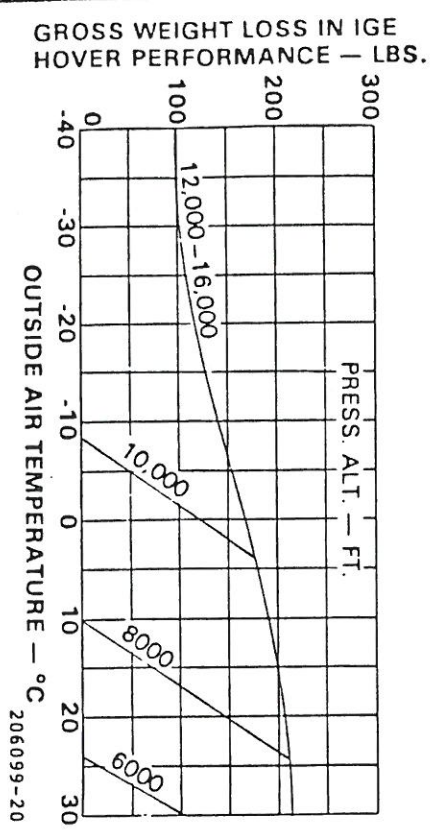
SECTION 5  
PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEP. WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT**

**TAKEOFF POWER**

GENERATOR 22.3 AMPS  
-40° TO 30°C  
ANTI-ICE OFF  
SKID HEIGHT 3.0 FT. (0.9 METER)  
ENGINE RPM 100%  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT



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SECTION 5

PERFORMANCE DATA

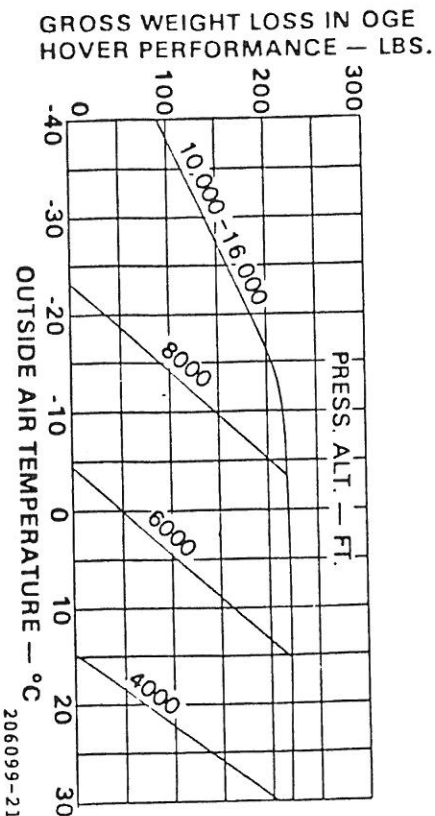
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEPARATOR WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT

-40° TO 30°C

ANTI-ICE OFF  
ENGINE RPM 100%



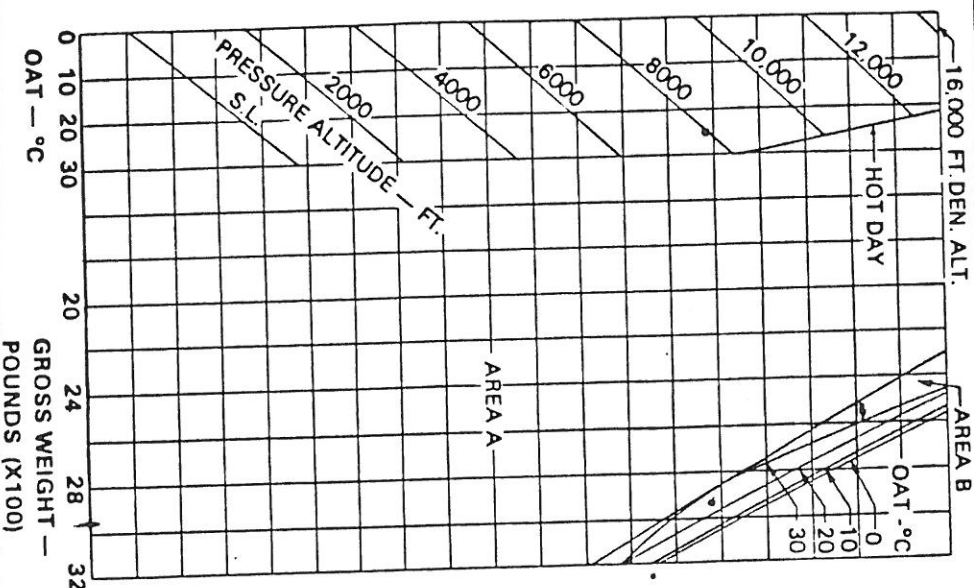
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING  
SNOW DEFLECTOR WITH STANDARD SKID GEAR  
IN GROUND EFFECT TAKEOFF POWER**

0° TO 30°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON GROSS WEIGHT IS 245 LBS (111.1 Kg) LESS

ANTI-ICE OFF  
ENGINE RPM 100%

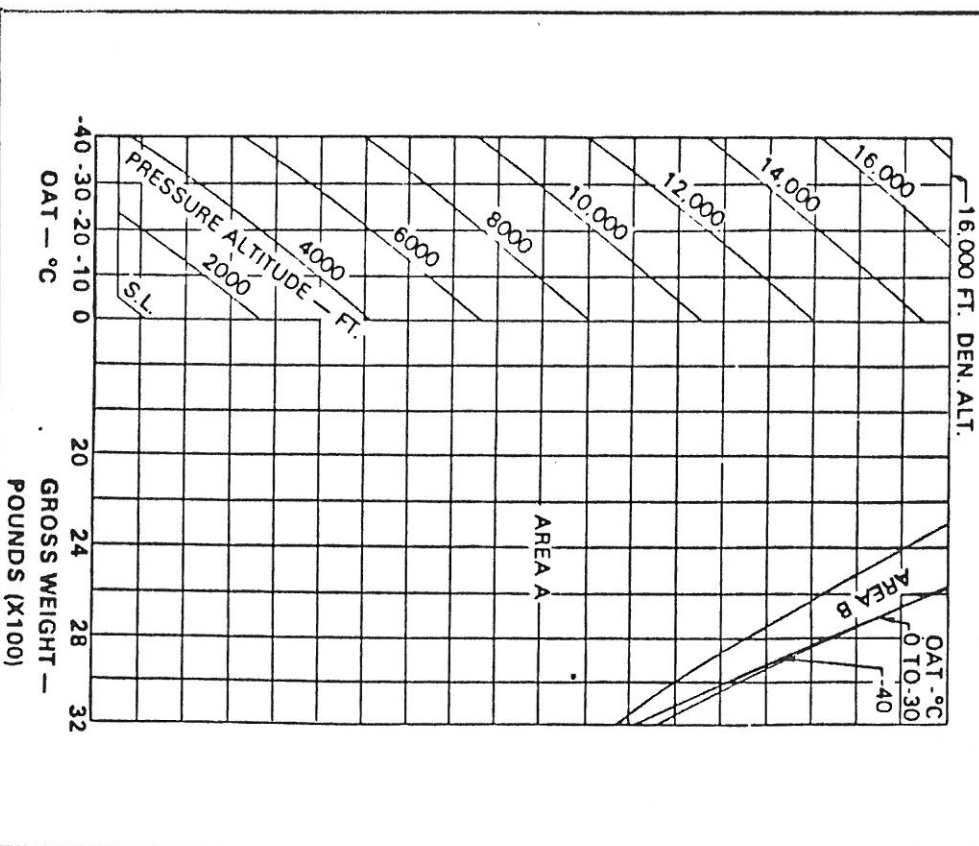




Applicable to aircraft with C-20B, C-20J & C-20R/2 engine.

**HOVER CEILING**  
**SNOW DEFLECTOR WITH STANDARD SKID GEAR**  
**IN GROUND EFFECT**  
**TAKEOFF POWER**

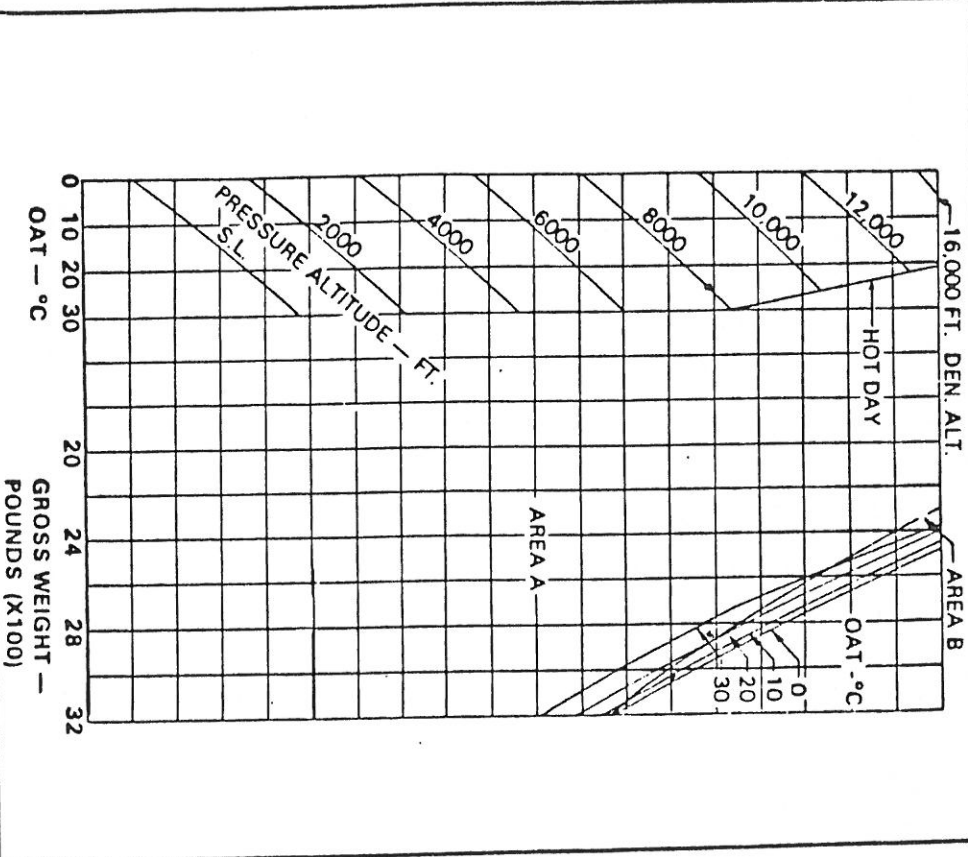
GENERATOR 22.3 AMPS  
0° TO -40°C  
ANTI-ICE OFF  
SKID HEIGHT 2.0 FT. (0.6 METER)  
ENGINE RPM 100%  
WITH ANTI-ICE ON GROSS WEIGHT IS 245 LBS (111.1 Kg) LESS



Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING**  
**SNOW DEFLECTOR WITH HIGH SKID OR ANY FLOAT GEAR**  
**IN GROUND EFFECT**  
**TAKEOFF POWER**

GENERATOR 22.3 AMPS  
0° TO 30°C  
ANTI-ICE OFF  
SKID HEIGHT 3.0 FT. (0.9 METER)  
ENGINE RPM 100%  
WITH ANTI-ICE ON GROSS WEIGHT IS 225 LBS (102.1 Kg) LESS



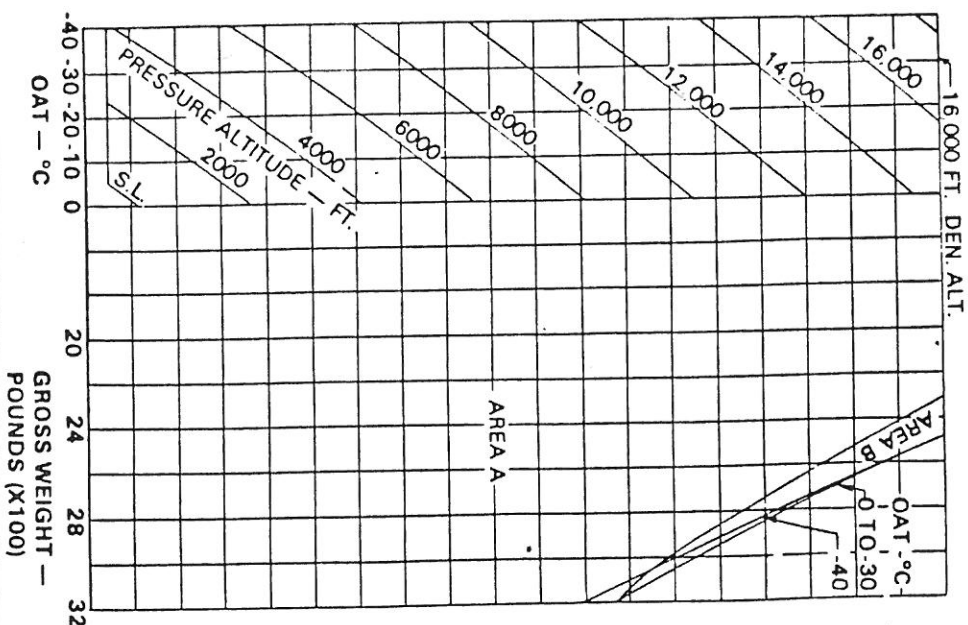


Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

## HOVER CEILING SNOW DEFLECTOR WITH HIGH SKID OR ANY FLOAT GEAR IN GROUND EFFECT TAKEOFF POWER

0° TO -40°C

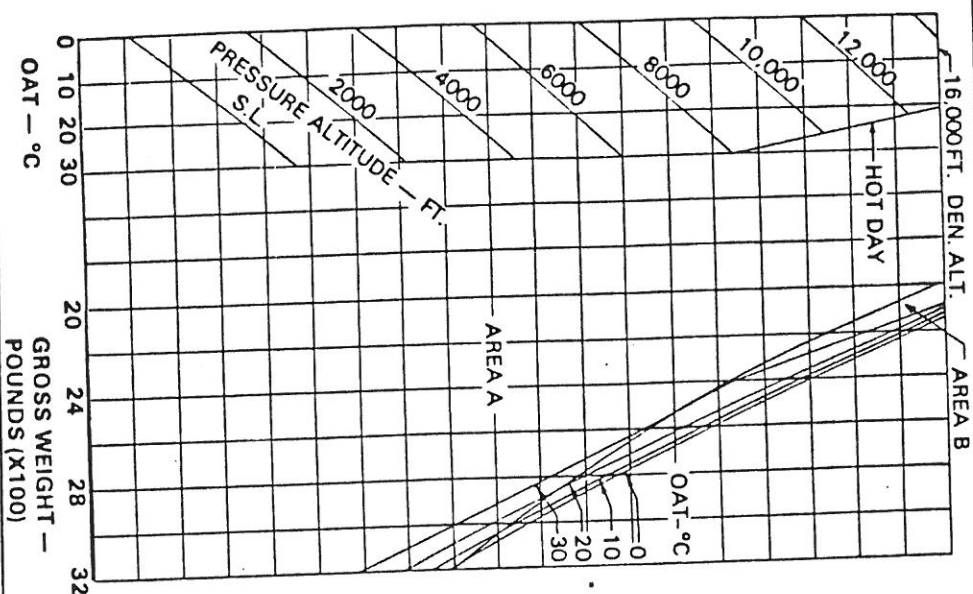
|  |                 |
|--|-----------------|
| GENERATOR 22.3 AMPS                                      | ANTI-ICE OFF    |
| SKID HEIGHT 3.0 FT.(0.9 METER)                           | ENGINE RPM 100% |
| WITH ANTI-ICE ON GROSS WEIGHT IS 225 LBS (102.1 Kg) LESS |                 |



Applicable to aircraft with C-20B, C-20J & C-20R/2 engines:

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

0° TO 30°C  
ANTI-ICE OFF  
GENERATOR 22.3 AMPS  
ENGINE RPM 100%  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON GROSS WEIGHT IS 260 LBS (117.9 KG) LESS



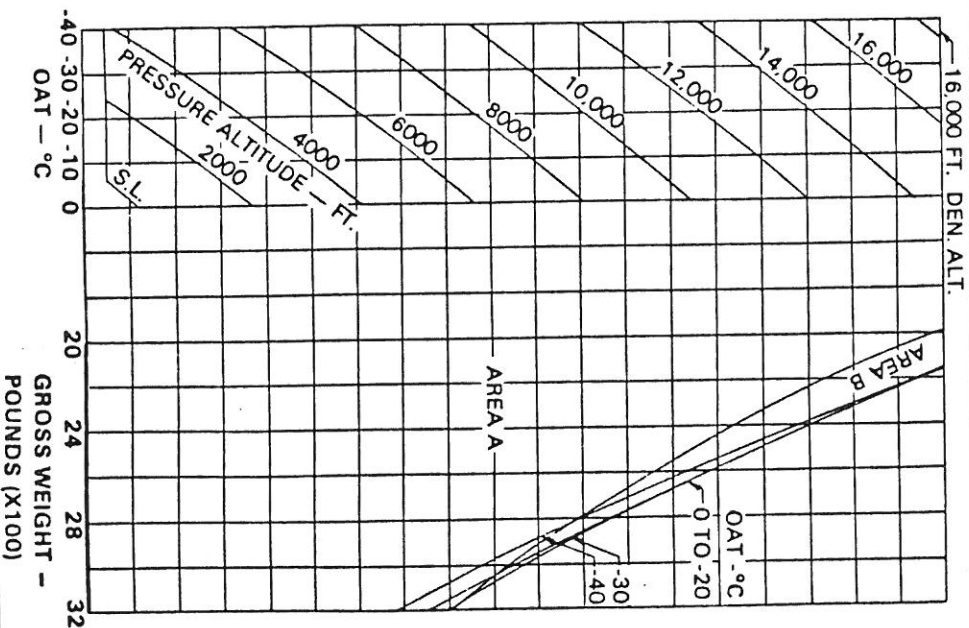
WINDSHIELD DEFROSTER SYSTEM  
SECTION 5  
PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J & C-20R/2 engine

HOVER CEILING

SNOW DEFLECTOR WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER

GENERATOR 22.3 AMPS  
0° TO -40°C  
ANTI-ICE OFF  
SKID HEIGHT 40 FT. (12.2 METERS)  
ENGINE RPM 100%  
WITH ANTI-ICE ON GROSS WEIGHT IS 260 LBS (117.9 Kg) LESS



WINDSHIELD DEFROSTER SYSTEM

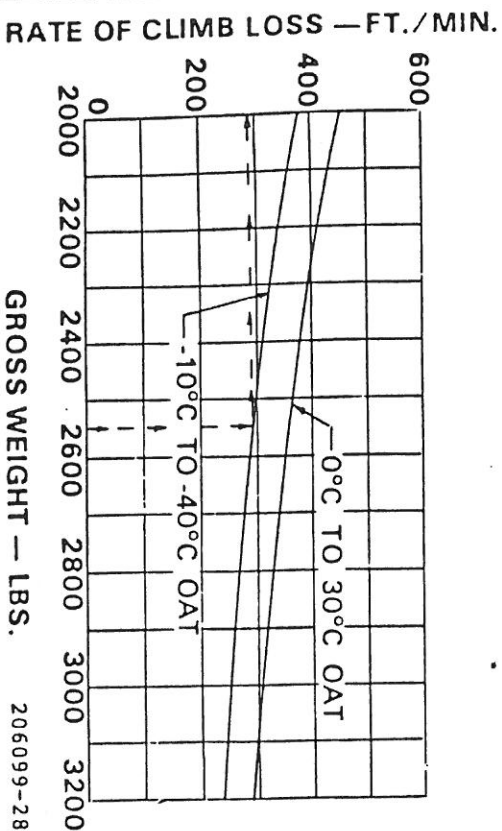
SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

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

GENERATOR 22.3 AMPS  
V IND 60 MPH (52 KNOTS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT.  
TAKEOFF POWER  
ANTI-ICE OFF  
ENGINE RPM 100%



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WINDSHIELD DEFROSTER SYSTEM

SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2

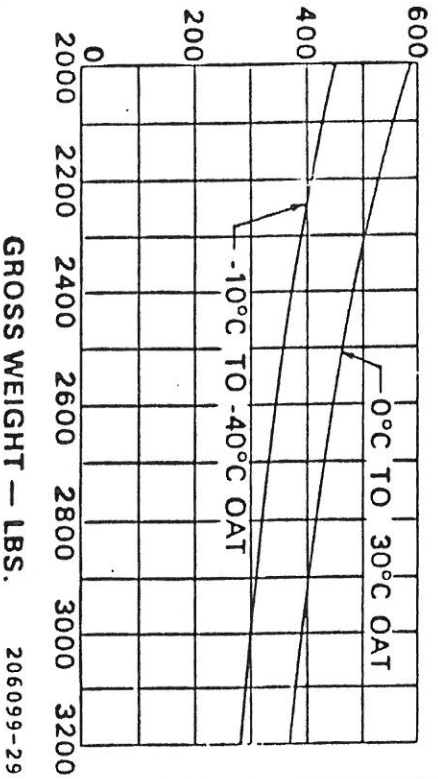
engines:

**RATE OF CLIMB DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
ANY INLET WITH ANY SKID OR FLOAT GEAR  
MAXIMUM CONTINUOUS POWER**

GENERATOR 22.3 AMPS  
V IND 60 MPH (52 KNOTS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT.

ANTI-ICE OFF  
ENGINE RPM 100%

RATE OF CLIMB LOSS — FT./MIN.



GROSS WEIGHT — LBS.

206099-29

AIR COMM CORPORATION  
3300 AIRPORT ROAD  
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BELL HELICOPTERS  
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| FAA APPROVAL DATE: NOV 2 1990<br>APPROVED: Mike Borliva Supervisor<br>Denver Aircraft Certification<br>Field Office<br>Denver, Colorado |           |       |          |

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| FAA Appl  |            |                |

WINDSHIELD DEFROSTER SYSTEM

INTRODUCTION

The windshield defroster system is a bleed air type which consists of bleed air plumbing, a bleed air valve, a defroster ejector located in each defroster diffuser.

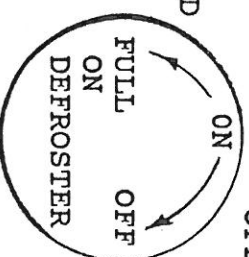
The bleed air flows from the engine compressor through the bleed lines to the ejectors, where it is mixed with cabin air and exhausted to the windshield.

The defroster control valve is mounted in the center console between the pilot-copilot seats.

The defroster system may be installed independently or in combination with the factory bleed air heater. Both systems may be operated simultaneously or independently of each other.

SECTION I OPERATING LIMITATIONS

PLACARDS AND MARKINGS



Applicable to 206A and 206B. Located on the top surface of the console between pilot and co-pilot seats.



## WINDSHIELD DEFROSTER SYSTEM

### SECTION 1 (cont'd) OPERATING LIMITATIONS

HEATER AND  
DEFROSTER  
OFF FOR  
TAKEOFF  
LANDING  
HOVER

Applicable aircraft with C-20 engine.  
Locate on instrument panel.

### SECTION 2

#### NORMAL PROCEDURES

#### ENGINE PRESTART CHECK

Defroster Control - OFF.

#### BEFORE TAKEOFF

Aircraft with C-20 engine: Defroster control

- OFF. Aircraft with C-20B, C-20J or

C-20R/2 engines: Defroster Control - as

desired.

## WINDSHIELD DEFROSTER SYSTEM

### SECTION 2 (cont'd)

#### IN FLIGHT OPERATIONS

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

#### DESCENT AND LANDING

Aircraft with C-20 engine:

Defroster Control - OFF.

Aircraft with C-20B, C-20J or C-20R/2

engine: Defroster Control - as desired.

#### WARNING

Flight with defroster operating is prohibited during take-off, hover and landing for aircraft equipped with C-20 engine.

### SECTION 3

#### EMERGENCY PROCEDURES

Operate defroster control to - OFF, for any of the following emergencies:

Engine Failure

Engine Overtemperature

Fuel Control and/or Governor Failure

Insufficient Power

### SECTION 4

#### MAJFUNCTION PROCEDURES

No change.

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SUPPLEMENT

MODEL 206A, 206B

FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

SECTION 5 PERFORMANCE DATA

NOTICE

The performance data presented in this section is applicable when using the ACC Defroster System independently or in combination with the factory installed bleed air heater.

Applicable to aircraft with C-20 engine:

Rate of Climb

Enter chart at gross weight and proceed vertically to intersect curve, then move left to obtain R/C decrement.

Subtract  $\Delta$ R/C decrement from Flight Manual or Supplement R/C chart to obtain R/C with heater operating.

Hover Ceiling

Flight operations with the defroster being operated results in a hover ceiling decrement of 4500 feet.

EXAMPLE:

If pressure altitude is 2000 feet plus the decrement of 4500 feet equals 6500 feet to be used as the chart entry pressure altitude. The chart is then used the same as previously, to determine Gross Weight and Hovering Ceiling for the current condition.

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FLIGHT MANUAL

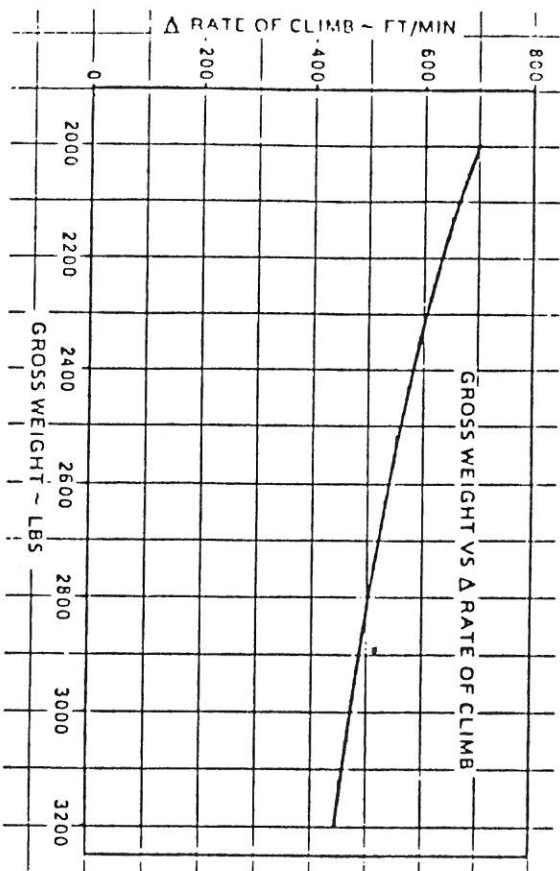
WINDSHIELD DEFROSTER SYSTEM

SECTION 5 (cont'd) PERFORMANCE DATA

Applicable to aircraft with C-20 engine:

**RATE OF CLIMB**  
**TAKE-OFF POWER & MAX CONT POWER**  
**ALL TEMPERATURES**  
**ALL CONFIGURATIONS**  
**100% RPM**

ECS R/C = FM OR SUPPLEMENT R/C -  $\Delta$ R/C



EXAMPLE:  $\Delta$  R/C CHART

Determine rate of climb for desired altitude, temperature and gross weight from Flight Manual or appropriate Supplement chart. Enter chart at gross weight and proceed vertically to intersect curve, then move left to obtain  $\Delta$ R/C decrement. Subtract  $\Delta$ R/C decrement from Flight Manual or Supplement R/C chart to obtain R/C with ECS operating.

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SECTION 5 (cont'd) PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J or C-20R/2 engines:

Reduce the performance data in basic flight manual or optional equipment supplement in accordance with the following data and/or charts when the defroster is operating. Performance decrements are shown for the standard engine air inlet and for the particle separator induction system.

Complete hover performance is presented herein for the snow deflector, which includes losses due to the particle separator. EXAMPLE: What gross weight loss in hover performance could be expected under the following conditions:

- Standard engine inlet      Standard skid gear
- IGE Hover      Takeoff power
- Outside air temp = -15°      Anti-ice off
- Pressure altitude = 14,000 feet

Using the appropriate IGE chart, enter OAT (-15°C), move vertically to intersect pressure altitude curve (or outermost curve, whichever comes first), then proceed horizontally to obtain the gross weight loss to the weight obtained from appropriate hover performance chart in basic flight manual supplement.

There is no loss in hover performance when the outside air temperature is to the left of the pressure altitude curve. It can be seen on the chart covering the above conditions that at -15°C there is no loss in IGE hover performance from sea level to 12,000 feet.

FAA APPROVED  
SUPPLEMENT

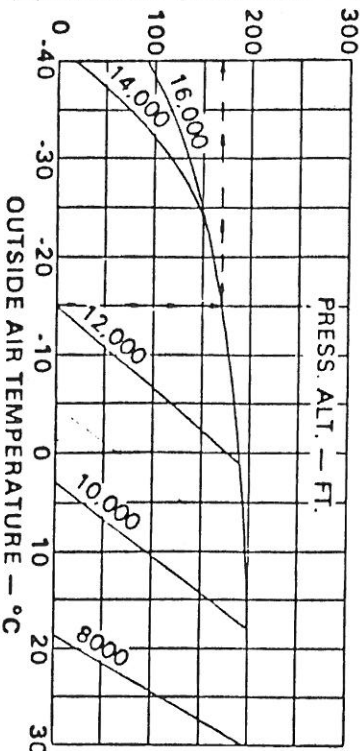
MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM  
SECTION 5 (cont'd) PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J or C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH STANDARD SKID GEAR  
IN GROUND EFFECT      TAKEOFF POWER**  
-40° TO 30°C  
GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT

GROSS WEIGHT LOSS IN IGE  
HOVER PERFORMANCE - LBS.



206099-16

MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

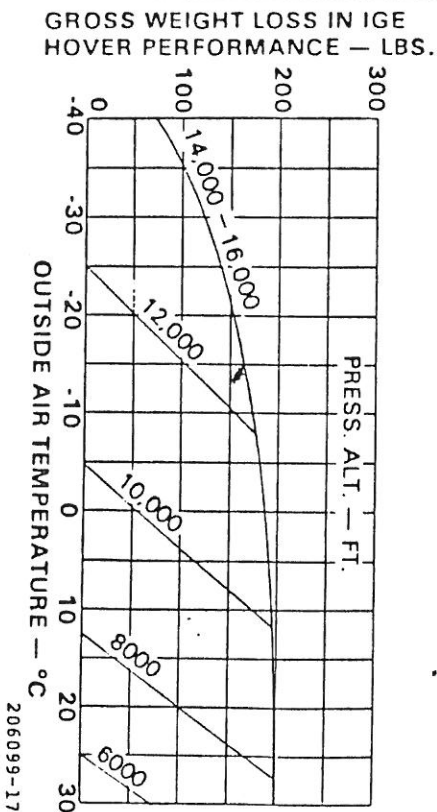
SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-207J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT**

**TAKEOFF POWER**  
GENERATOR 22.3 AMPS  
SKID HEIGHT 3.0 FT. (0.9 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
APPROPRIATE SUPPLEMENT



MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

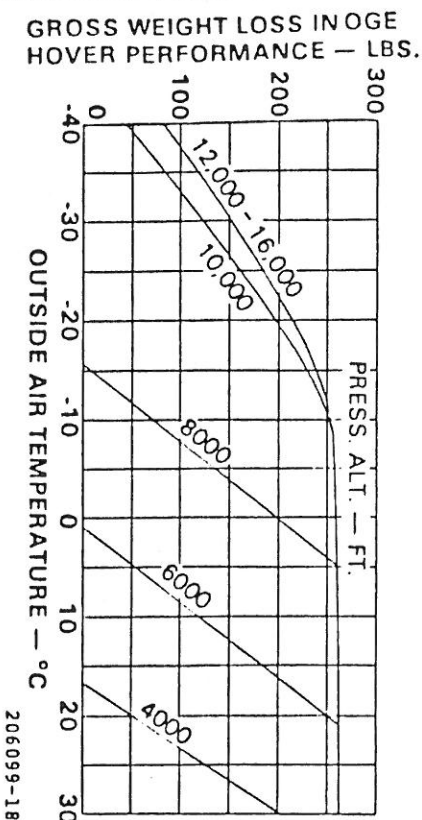
SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
STANDARD INLET WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT**

**TAKEOFF POWER**  
GENERATOR 22.3 AMPS  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT



MODEL 206A, 206B,  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

SECTION 5

PERFORMANCE DATA

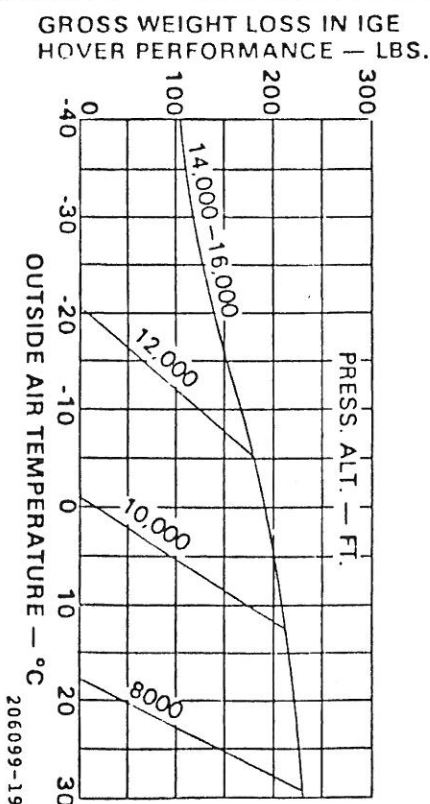
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEPARATOR WITH STANDARD SKID GEAR  
IN GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT

-40° TO 30°C

ANTI-ICE OFF  
ENGINE RPM 100%



MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

SECTION 5

PERFORMANCE DATA

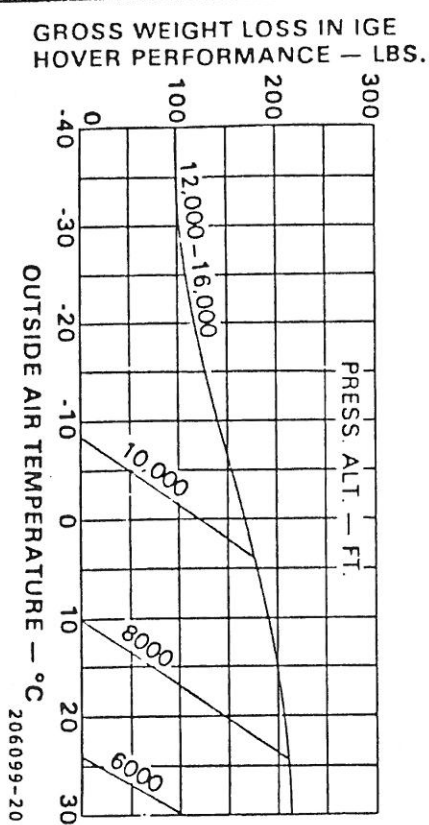
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEP. WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 3.0 FT. (0.9 METER)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT

-40° TO 30°C

ANTI-ICE OFF  
ENGINE RPM 100%





MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

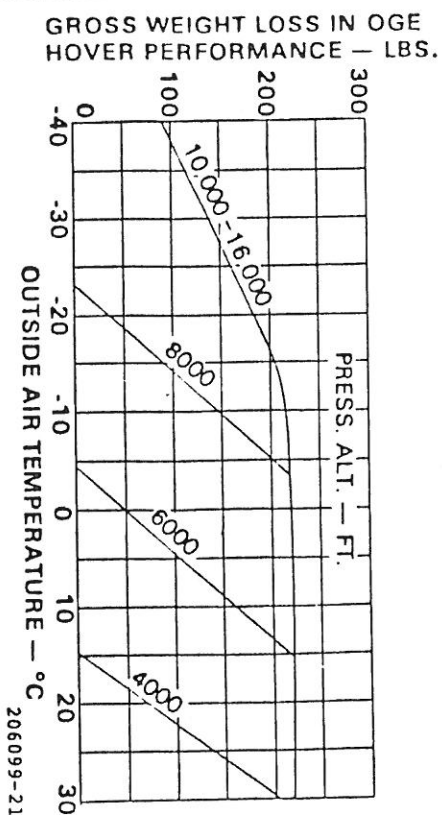
SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
PARTICLE SEPARATOR WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER**

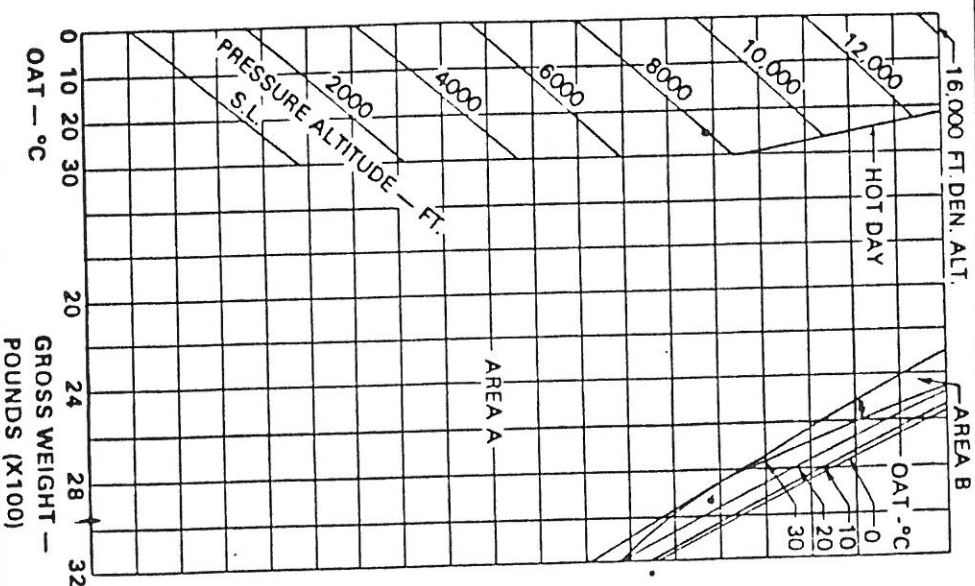
GENERATOR 22.3 AMPS  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
PARTICLE SEPARATOR SUPPLEMENT



Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**HOVER CEILING  
SNOW DEFLECTOR WITH STANDARD SKID GEAR  
IN GROUND EFFECT TAKEOFF POWER**

GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON GROSS WEIGHT IS 245 LBS (111.1 KG) LESS

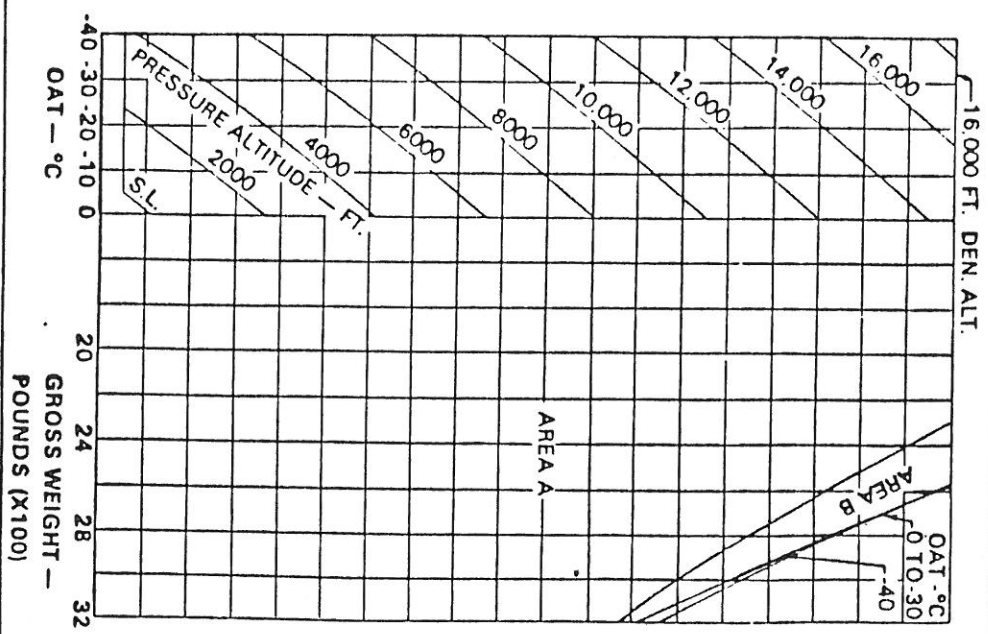


Applicable to aircraft with C-20B, C-20J & C-20R/2 engine

HOVER CEILING

SNOW DEFLECTOR WITH STANDARD SKID GEAR  
IN GROUND EFFECT  
TAKEOFF POWER  
0° TO -40°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 2.0 FT. (0.6 METER)  
WITH ANTI-ICE ON GROSS WEIGHT IS 245 LBS (111.1 kg) LESS  
ANTI-ICE OFF  
ENGINE RPM 100%

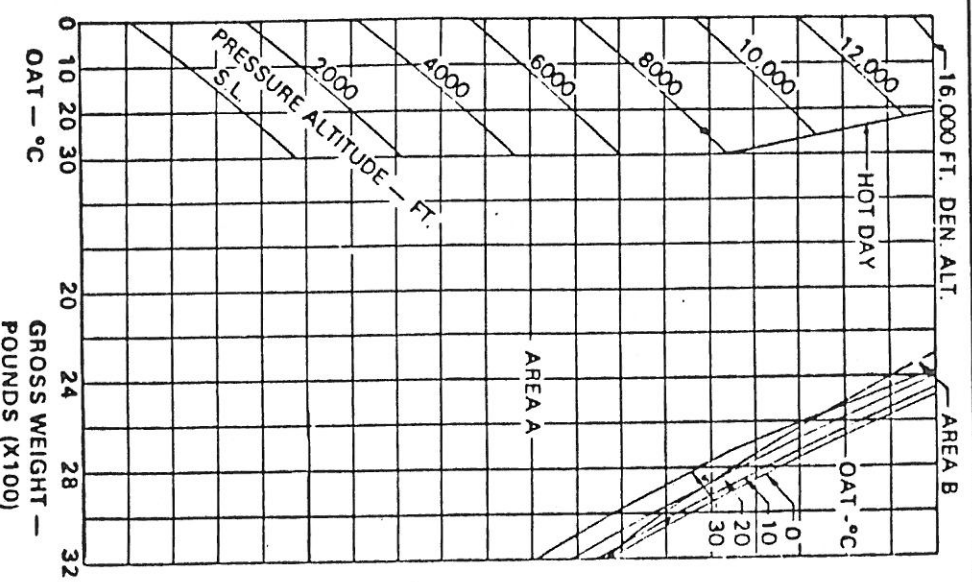


Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

HOVER CEILING

SNOW DEFLECTOR WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT  
TAKEOFF POWER  
0° TO 30°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 3.0 FT. (0.9 METER)  
WITH ANTI-ICE ON GROSS WEIGHT IS 225 LBS (102.1 kg) LESS  
ANTI-ICE OFF  
ENGINE RPM 100%



Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

### HOVER CEILING

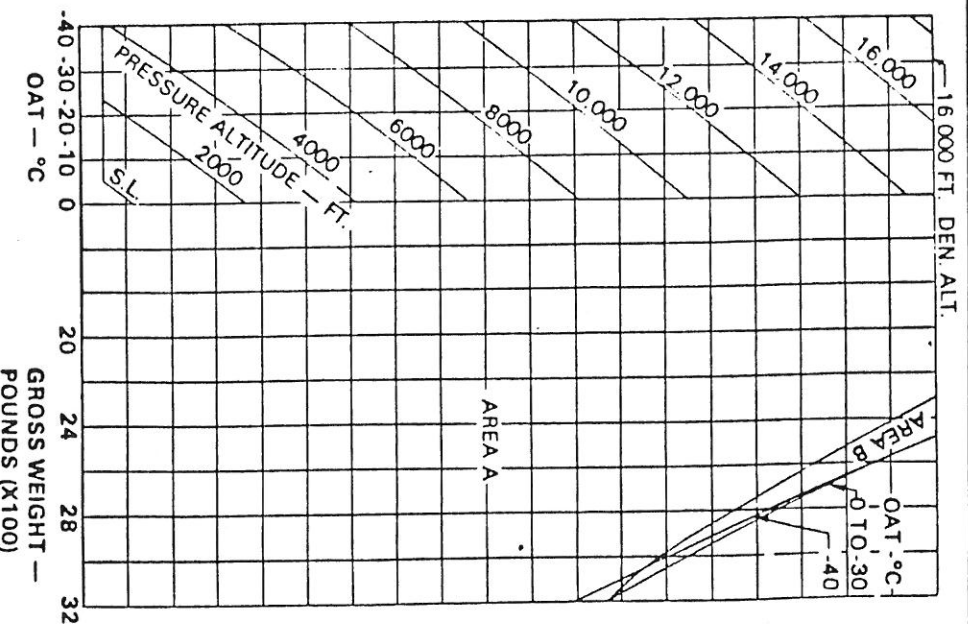
SNOW DEFLECTOR WITH HIGH SKID OR ANY FLOAT GEAR  
IN GROUND EFFECT TAKEOFF POWER

0° TO -40°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 3.0 FT. (0.9 METER)  
WITH ANTI-ICE ON GROSS WEIGHT IS 225 LBS (102.1 Kg) LESS

ANTI-ICE OFF

ENGINE RPM 100%



Applicable to aircraft with C-20B, C-20J & C-20R/2 engines:

### HOVER CEILING

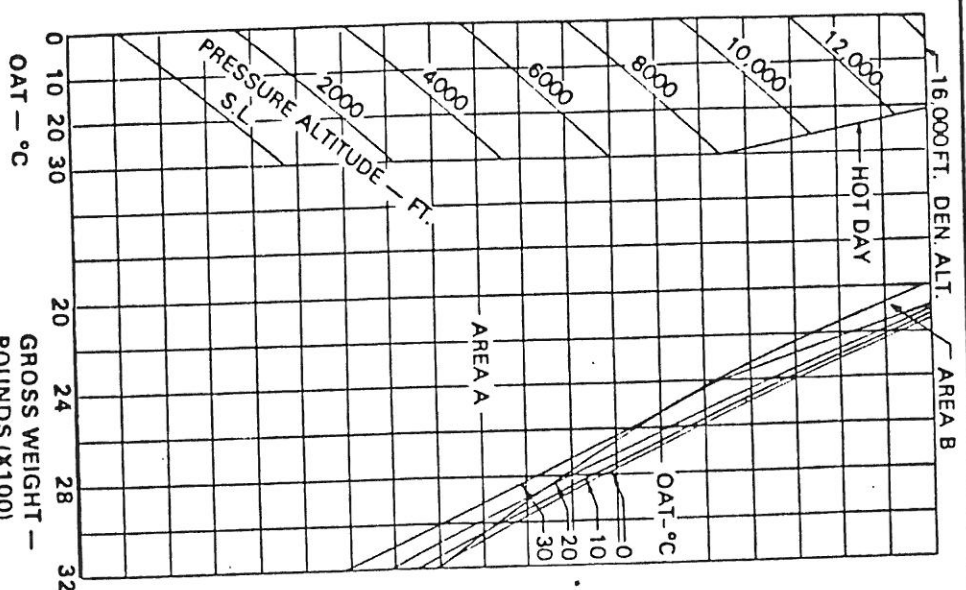
SNOW DEFLECTOR WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER

0° TO 30°C

GENERATOR 22.3 AMPS  
SKID HEIGHT 40 FT. (12.2 METERS)  
WITH ANTI-ICE ON GROSS WEIGHT IS 260 LBS (117.9 Kg) LESS

ANTI-ICE OFF

ENGINE RPM 100%



WINDSHIELD DEFROSTER SYSTEM  
SECTION 5

PERFORMANCE DATA

MODEL 206A, 206B  
FLIGHT MANUAL

SUPPLEMENT

Applicable to aircraft with C-20B, C-20J & C-20R/2 engine

HOVER CEILING

SNOW DEFLECTOR WITH ANY SKID OR FLOAT GEAR  
OUT OF GROUND EFFECT TAKEOFF POWER

0° TO -40°C

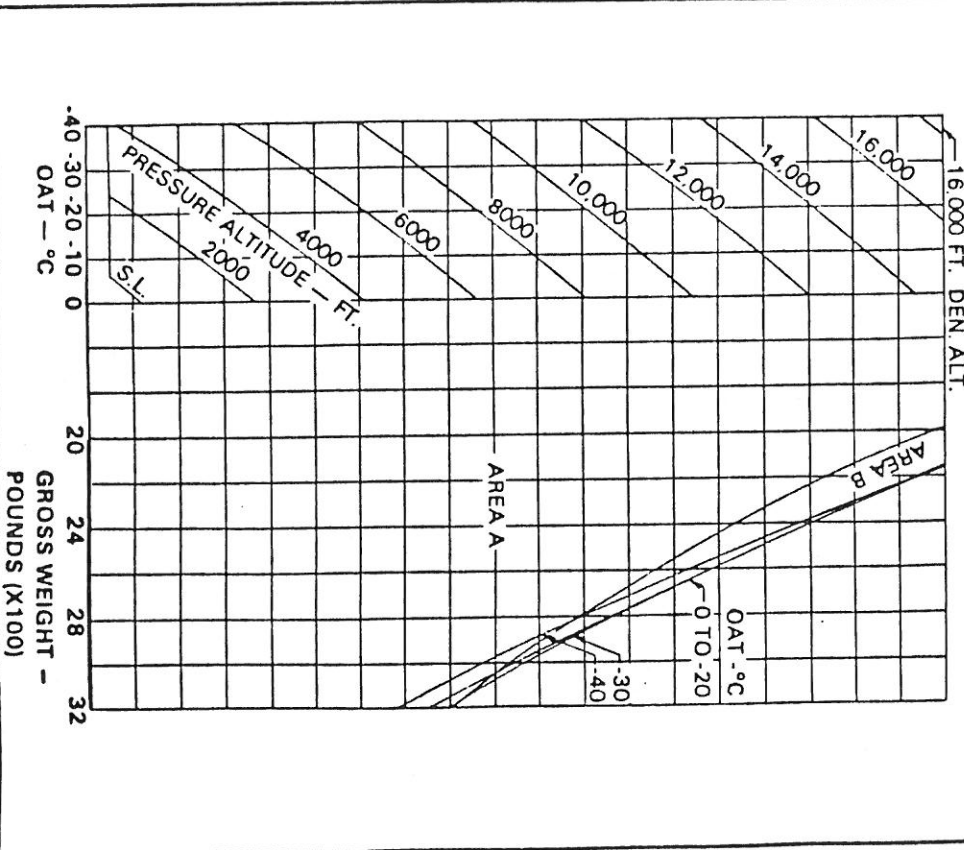
GENERATOR 22.3 AMPS

ANTI-ICE OFF

SKID HEIGHT 40 FT. (12.2 METERS)

ENGINE RPM 100%

WITH ANTI-ICE ON GROSS WEIGHT IS 260 LBS (117.9 Kg) LESS



WINDSHIELD DEFROSTER SYSTEM

SECTION 5

PERFORMANCE DATA

Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

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

TAKEOFF POWER

GENERATOR 22.3 AMPS

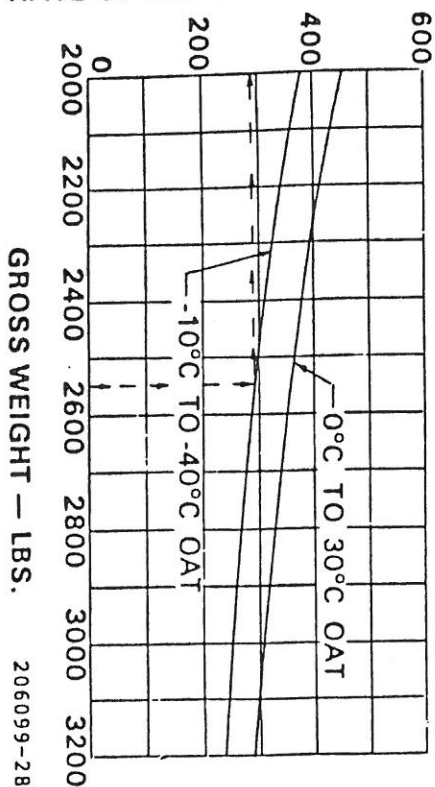
ANTI-ICE OFF

V IND 60 MPH (52 KNOTS)

ENGINE RPM 100%

WITH ANTI-ICE ON APPLY ADDITIONAL DECREMENT FROM  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT.

RATE OF CLIMB LOSS — FT./MIN.



GROSS WEIGHT — LBS.

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MODEL 206A, 206B  
FLIGHT MANUAL

WINDSHIELD DEFROSTER SYSTEM

SECTION 5 PERFORMANCE DATA

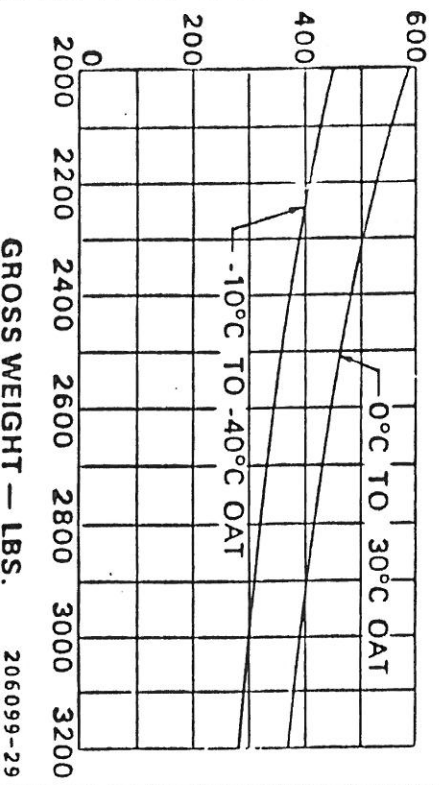
Applicable to aircraft with C-20B, C-20J and C-20R/2 engines:

**RATE OF CLIMB DECREASE  
DUE TO BLEED AIR HEATER OPERATION  
ANY INLET WITH ANY SKID OR FLOAT GEAR  
MAXIMUM CONTINUOUS POWER**

GENERATOR 22.3 AMPS  
VIND 60 MPH (52 KNOTS)  
BASIC MANUAL OR APPROPRIATE SUPPLEMENT.

ANTI-ICE OFF  
ENGINE RPM 100%

RATE OF CLIMB LOSS — FT./MIN.



GROSS WEIGHT — LBS.

206099-29



AIR COMM CORPORATION  
3300 Airport Road  
Boulder, CO 80301

Report CR-206H-102M

Flight Manual Supplement  
Bell 206A/B Windshield Defroster

Norm Steiner  
September 12, 1990

