

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

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INFORMATION LETTER 206-00-80

TO: All Owners/Operators of Bell 206 Helicopters.

SUBJECT: Flight Operations in Falling or Blowing Snow

In 1988, Bell Helicopter Textron revised all 206 series Flight Manuals to define the approved engine inlet configuration applicable to each 206 helicopter for flight in falling or blowing snow.

Since issuing these Flight Manual revisions, Bell Helicopter has learned of certain incidents where engine flameouts occurred shortly after takeoff during operations where the operator failed to clear snow/ice from the engine inlet following a snowfall or after extended ground idling in conditions of falling and blowing snow. After consultation with the engine manufacturer, Rolls-Royce Allison, we have decided to add the engine automatic re-ignition kit to the approved winterization kit to configure the helicopters for operations in winter conditions.

This Information Letter is issued to advise operators of 206A and 206B helicopters that Flight Manuals are being revised to add the engine re-ignition kit to the mandatory configuration for flight in falling or blowing snow.

This configuration change is applicable to the 206A and 206B only. The 206L Flight Manual-defined configuration for flight in falling or blowing snow includes the engine re-ignition kit in conjunction with the snow deflector kit.

The currently approved configuration as defined in the Flight Manual for the 206L-1, 206L-3 and 206L-4 remains unchanged for flight in falling or blowing snow.

In the interim, as Flight Manuals are being revised, operators of 206A or 206B helicopters are encouraged to include engine re-ignition as part of the operational configuration for flight in falling or blowing snow. The engine re-ignition kit is available from Bell Helicopter as kit 207-706-038. Please review Service Instruction (SI) 206-91 or 206-92 for applicability to the 206A or 206B.