

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

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INFORMATION LETTER 206-04-89

TO: All Owners/Operators of Bell 206A & B series Helicopters

SUBJECT: INCREASED MAXIMUM TAKE-OFF WEIGHT, INTERNAL LOAD

FAA-approved STC number SR09397RC was amended on 12 July 2004, authorizing the 206 Jet Ranger for maximum take-off weight (MTOW) with internal load increased to 3350 pounds.

This Information Letter is released to announce this performance enhancement and clarify the aircraft configurations that are applicable. This amendment of the STC limits the increased internal gross weight performance enhancement to only those 206B helicopters with the 206B Jet Ranger III tail rotor, which is 65 inches in diameter.

This STC applies to any 206 A or 206B that has been modified in accordance with Bell Helicopter Service Instructions (SI) and is qualified for and configured with the 65 inch diameter tail rotor.

In order to qualify for this increased MTOW 206A s/n 4 thru 660, and 672 thru 715 shall be modified to a model 206B by incorporation of SI 206-80, 250-C20 Engine Airframe Retrofit Kit. If a 206A is being modified by the concurrent incorporation of SI 206-80 and SI 206-112, it is necessary to incorporate only that part of SI 206-80, which is not in conflict with SI 206-112.

In order to qualify for this increased MTOW, any 206B s/n 4 thru 2211 shall be modified by incorporation of SI 206-112, Retrofit Kit, Engine Assembly 250-C20B. Note that 206A aircraft prior to s/n 498, modified to 206B by the incorporation of SI 206-80 are subsequently eligible for modification by SI 206-112, only after incorporating TB 206-94-146, Anti-Torque Control System Hydraulic Boost, Removal of.

206B s/n 2212 and subsequent were delivered with the 65-inch diameter tail rotor and no additional modification is required in order to qualify for the installation of this STC.

In support of this STC, Bell has created Flight Manual Supplements with performance criteria, a Service Instruction for the installation of the kit, and a revision of the 206A/B Maintenance Manual with Instructions for Continued Airworthiness. These technical publications are being circulated through the normal Bell Helicopter publications distribution system.

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The current version of the STC approves 206A helicopters, which have been modified in accordance with Service Instruction BHT-206-SI-80, and 206B helicopters prior to s/n 2212, to apply the STC in conjunction with Flight Manual Supplement, BHT-206B-FMS-30. As helicopters in this configuration, and this FMS address only the 62-inch diameter tail rotor, this approval contradicts the STC requirement for the 65-inch tail rotor. Bell Helicopter is coordinating with the FAA to remedy this situation. The goal is to modify the STC approval to include both the 62 and 65-inch diameter tail rotor. Until this matter is resolved with the FAA, the STC is applicable only to those 206B helicopters authorized to operate with the 65-inch diameter tail rotor. Bell Helicopter will revise the STC and this Information Letter as soon as this issue has been resolved with the FAA. For this reason, only BHT-206B3-FMS-37 is released at this time.

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If there are questions relating to the incorporation of this STC in your 206 Jet Ranger, or relating to this Information Letter, please feel free to contact your Product Support Engineering group for Light Helicopters.