

# **Bell Helicopter** **TEXTRON**

A Subsidiary of Textron, Inc.

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**INFORMATION LETTER** 212-01-45  
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**TO: All Owners/Operators of Bell 212/412 Series Helicopters**

**SUBJECT: ENGINE MANUAL FUEL CONTROL OPERATION**

Bell Helicopter Textron has received several reports of engine damage caused by mishandling of the auto/manual governor switch. This Information Letter emphasizes the importance of the switch selection.

For safe operation of the PT6T series engine installation, the following procedures must be observed.

1. On changeover between automatic and manual modes (either direction) the twist grip must be in the idle position. Changeover with the twist grip in a position other than idle could result in N1 and/or N2 over speed, compressor stall or over temping the power section.
2. Before changeover from automatic to manual mode, carefully identify the engine that you wish to operate in manual mode and the correct switch for that engine.
3. When operating with one engine in automatic mode and the other in manual mode, keep the manual engine torque approximately 4% below the automatic engine torque. This will reduce chances of over speeding, over temping or over torquing. To prevent compressor stall, avoid rapid rotation of the twist grip.
4. Precautions should be taken to prevent accidental switching from automatic to the manual mode. Accidental switching can occur through carelessness during switch selection, entanglement of loose clothing, or improper practice of leaving items on the pedestal.