

FAA APPROVED
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
FOR THE
BELL 206, A, B, B1
ARROW FALCON OH58A,A+,C
GARLICK OH58A, A+, C

REG. NO. _____
SERIAL NO. _____

This supplement must be attached to the FAA Approved Rotorcraft Flight Manual appropriate to the specific model (or later FAA approved revisions) when the Model 1206 Engine Filter System is installed in accordance with STC SR00180SE:

- Model 206A: dated October 20, 1966, reissued May 15 1970;
- Model 206A (Serial No. 503 only) dated October 20, 1966, reissued August 19, 1968;
- Model 206A dated April 2, 1971, for 250-C20 Engine;
- Model 206B, dated July 30, 1971, reissued December 20, 1972 and Model 206B, Serial No. 2212 (and subsequent), dated July 1, 1977;
- Model 206B, Serial No. 5101 through 5257, dated 5 October, 1993;
- OH58 models: Operators Manual AF55-1520-228-10/REV 3/dated 27 January 1997, FAA Approved 18 June 1998 or later revision [Arrow Falcon OH58A+,C],
- GH-OH58FMSA dated 15 August 1996 [Garlick OH58A),
- GH-OH58FMSAP dated 15 August 1996 [Garlick OH58A+),
- GH-OH58FMSC dated 15 August 1996 [Garlick OH58C),

The information contained herein supplements information of the basic Flight Manual. For limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Flight Manual.

FAA APPROVED: 
Manager, Seattle Aircraft Certification Office

DATE: May 11, 1999

GENERAL INFORMATION

This supplement provides the changes in the normal operating procedures unique to the Bell 206A, 206B, AF OH58A,A+,C, and GH OH58A, A+, C rotorcraft with the Model 1206 Engine Filter System installed. The Engine Filter System consists of a filter element, duct, alternate air door, low inlet pressure warning system, and hardware required to complete the installation.

Applicable Bell Rotorcraft Flight Manual Supplements:

- Particle Separator Engine Air Induction System (appropriate to the specific configuration).
- Engine Air Induction Deflector Kit (appropriate to the specific configuration).

SECTION 1 - LIMITATIONS

TYPE OF OPERATION

The Engine Air Induction System Deflector Kit shall be installed in conjunction with the Engine Filter System when conducting flight operations in **falling and/or blowing snow**. Refer to Deflector Kit RFMS for specific limitations when installed.

TAKEOFF

Takeoff with LOW INLET PRESSURE annunciator light illuminated **PROHIBITED**

SECTION 2 - NORMAL PROCEDURES

EXTERIOR CHECK

Thoroughly check the air plenum chamber and filter system through the inlet. The area must be free of accumulated debris, snow, ice, slush, etc., before each flight.

ENGINE PRESTART CHECK

Engine Alternate Air switch in the **CLOSE** position.

SECTION 3 - EMERGENCY & MALFUNCTION PROCEDURES

CAUTION LIGHT (AMBER)

LOW INLET PRESSURE annunciator **ON**

FAULT: FILTER DIRTY/BLOCKED

ACTION: ENGINE ALTERNATE AIR SWITCH - **OPEN**

- a. If caution light remains **ON**, land as soon as possible.
- b. If caution light goes out, land as soon as practical. Although this condition requires timely attention, it does not require a mission abort. Related engine parameters should be monitored frequently until rotorcraft is landed. Service filter prior to next flight.

SECTION 4 - PERFORMANCE

1. For models 206A and 206B: No change from applicable Bell Particle Separator Flight Manual Supplement.
2. For models AF OH58A, A+, C; GH OH58A, A+, C: No change for Operators Manual TM55-1520-228-10 or later FAA approved revision.