



14218 Aetna St.
Van Nuys, CA. 91401
Document Number 407-RFM-001

**FAA APPROVED
ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT
FOR THE
BELL MODEL
206 L1, 206 L3, 206 L4, B 407
WHEN EQUIPPED WITH THE
TYLER BET-001 CARGO RACK**

REGISTRATION #: _____ SERIAL #: _____

The information in this supplement is FAA approved material and must be attached to the FAA Approved Bell Rotorcraft Flight Manual when the airplane has been modified by the installation of Tyler Camera Systems BET-001 Cargo Racks in accordance with:

STC # SR 01826 LA

The information contained herein supplements or supersedes the information in the basic Rotorcraft Flight Manual only in those areas listed herein. For limitations, Procedures and Performance information not contained in this Supplement, consult the basic Rotorcraft Flight Manual.

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Federal Aviation Administration
Los Angeles Aircraft Certification Office
Transport Airplane Directorate

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NC	1-7	6 Sep 2005	Initial Issue	<p><i>Patrick Power</i></p> <hr/> <p>Mgr, Flight Test Branch ANM-160L, FAA, Los Angeles ACO, Transport Airplane Directorate</p> <p>DATE: <u><i>September 6, 2005</i></u></p>



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1. SECTION 1 – GENERAL

The Tyler Camera Systems BET-001 Cargo Rack consists of the aluminum tubular frame members and four aluminum-mounting brackets per rack. The mount is attached to the landing gear by four clamps, two per gear and can be easily installed by two people in less than 5 minutes. PIP pins provide additional security to the mount clamp bolts.



Figure 1 Front View of Installed Racks



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Figure 2 Front View of Installed Racks with Load

The aircraft has been demonstrated with a load having a flat plate area of 3.2 square feet per side.



Figure 3 Front View of Right Rack with Load

CAUTION

Lateral CG can be easily exceeded with heavy weights on the racks.



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2. SECTION 2 – LIMITATIONS

2.1 TYPES OF OPERATIONS

No passengers may be carried external to the aircraft on the cargo racks. Crewmembers or other persons necessary for the conduct of the external load operations may only be carried in accordance with 14 CFR section 133.35.

2.2 AIRSPEED

Reduce the published Power – On V_{NE} 20 KIAS with the cargo racks installed and **NO** cargo.

Reduce the published Power – On V_{NE} 70 KIAS with the cargo racks installed and **ANY** cargo attached to the racks.

2.3 MOUNT LIMITS

Maximum Weight per Rack: 600 pounds on either side, no more than 300lbs over any single attach point, 1200lbs maximum payload

Maximum flat plate area of 3.2 square feet per side

3. SECTION 3 – EMERGENCY PROCEDURES

No change to the basic flight manual



4. SECTION 4 – NORMAL PROCEDURES

Secure crew members or cargo prior to take-off.

Consider possible loss of any items or material from the right side cargo rack that could impinge on the tail rotor.

5. SECTION 5 - PERFORMANCE

5.1 HOVER PERFORMANCE

No Change

5.2 CLIMB PERFORMANCE

Reduce climb performance by:

20 ft/min with the racks deployed no cargo.

100 ft/min with cargo on the rack.

6. SECTION 6 – WEIGHT AND BALANCE

The weight and balance data must be considered for each flight.

Distribution of the load on the rack must be considered. Concentrated loads should be placed between the two attach points if possible.



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CAUTION
Lateral CG can be easily exceeded with heavy weights on the racks. Compute the aircraft weight and balance before flight with loads on the racks.



Fwd Gear 73.0 in Long	Center of Rack 110.0 in Long -42.0 in Left Lat +42.0 in Right Lat Rack Weight 66 lbs	Aft Gear 155.2 in Long
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Figure 4 Station Locations for the Cargo Rack