

BHT-206B3-FM-1

Bell
MODEL **206B3**



ROTORCRAFT FLIGHT MANUAL



POST OFFICE BOX 482 • FORT WORTH, TEXAS 76101

Section 2

NORMAL PROCEDURES

WARNING

WITH LOW FUEL QUANTITY (APPROXIMATELY 20 GALLONS OF FUEL REMAINING), AVOID UNCOORDINATED TURNS/ MANEUVERS.

FUEL QUANTITY

On Empty



Section 3

EMERGENCY/MALFUNCTION PROCEDURES

Land as soon as possible

Land without delay at nearest suitable area (i.e. open field) at which a safe approach and landing is reasonably assured.

Land as soon as practical

The landing site and duration of the flight are at the discretion of the pilot. Extended flight beyond the nearest approved landing area is not recommended.

CAUTION LIGHT (AMBER) SEGMENTS

CAUTION LIGHT

FAULT AND REMEDY

FUEL FILTER
(If installed)

Engine fuel filter clogged. Land as soon as practical. Clean before next flight.

AF FUEL FILTER
(if installed)

Airframe fuel filter clogged. Land as soon as practical. Clean before next flight.

FUEL LOW
(if installed)

Approximately 20 gallons of fuel remaining.

Land as soon as practical.

FUEL SYSTEM

Fuel system failures are divided into two types consisting of helicopter fuel system failure and engine fuel system failure. With low fuel quantity (approximately 20 gallons of fuel remaining), land as soon as practical.

CAUTION LIGHT

FUEL PUMP

FAULT AND REMEDY

WARNING

OPERATION WITH BOTH FUEL BOOST PUMPS INOPERATIVE IS NOT AUTHORIZED. DUE TO POSSIBLE FUEL SLOSHING IN UNUSUAL ATTITUDES OR OUT OF TRIM CONDITIONS AND ONE OR BOTH FUEL BOOST PUMPS INOPERATIVE, THE UNUSABLE FUEL IS TEN GALLONS.

One or both fuel boost pumps is inoperative. Descend to below 6000 feet pressure altitude if flight permits. Land as soon as practical.

NOTE

The engine is designed to operate without boost pump pressure under 6000 feet pressure altitude and one boost pump will supply sufficient fuel for normal engine operations under all conditions of power and altitude. Both fuel boost pumps shall be ON for all normal operations.

4-3-A. FUEL SYSTEM SERVICING**CAPACITY**

<u>S/N 2212 – 3566</u>	<u>S/N 3567 and Sub.</u>
77.06 U.S. gallons (292 L)	92.06 U.S. gallons (348.9 L)

WEIGHT

	<u>S/N 2212 – 3566</u>	<u>S/N 3567 and Sub.</u>
JP-4	500.8 pounds (227.1 kg)	598.3 pounds (271.3 kg)
JP-5/ JP-8	524 pounds (237.6 kg)	626 pounds (283.9 kg)

NOTE

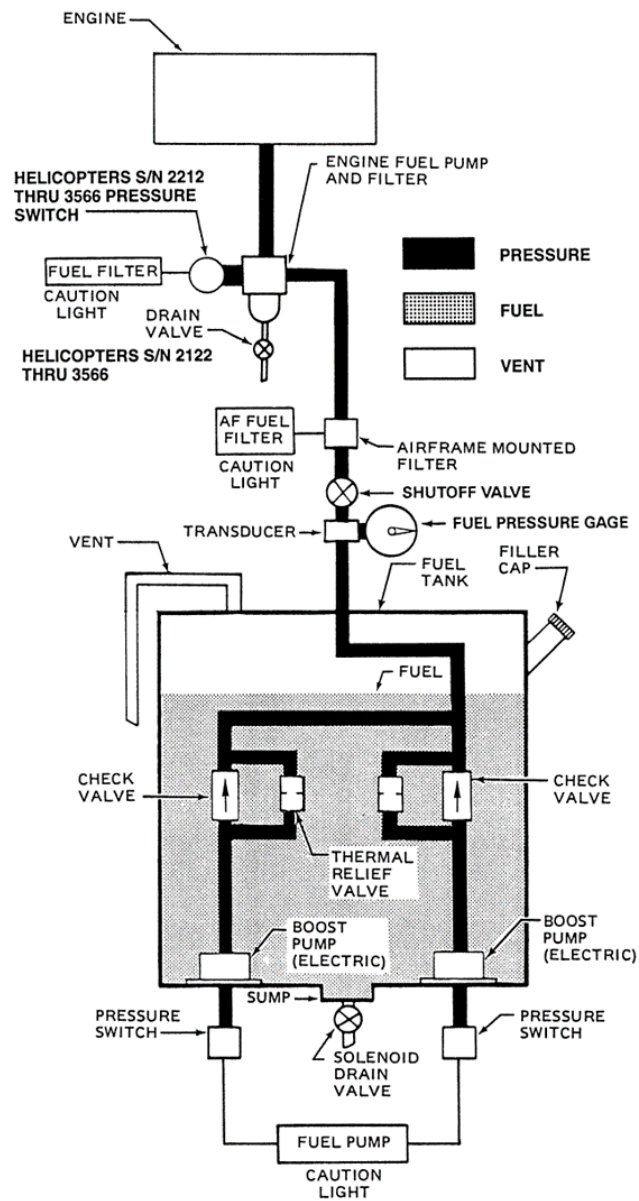
Weights given are nominal weights
at 15°C.

USABLE FUEL

<u>S/N 2212 – 3566</u>	<u>S/N 3567 and Sub.</u>
76.03 U.S. gallons (288.1 L)	91.03 U.S. gallons (348.9 L)

UNSABLE FUEL

1.03 U.S. gallons (4 L)



HELICOPTERS S/N 2212 AND SUBSEQUENT

206A/BS-M-28-3-3

Figure 28-3. Fuel system schematic (Sheet 3)

Bell Helicopter **TEXTRON**

Bell Helicopter Textron
Division of Textron Inc.

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OPERATIONS SAFETY NOTICE

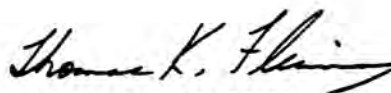
OCTOBER 3, 1977

OSN 206-77-4

TO: ALL MODEL 206A/B/JET RANGER III OPERATORS
SUBJECT: FUEL BOOST PUMPS INOPERATIVE/UNUSABLE FUEL QUANTITY

THIS OPERATIONS SAFETY NOTICE SERVES AS A REMINDER THAT A REVISION HAS BEEN ISSUED TO THE FLIGHT MANUALS RELATIVE TO OPERATING WITH FUEL BOOST PUMPS INOPERATIVE AND THE UNUSABLE FUEL QUANTITY. THE REVISION CONSISTS OF THE FOLLOWING WARNING NOTE IN SECTION II (EMERGENCY PROCEDURES):

"WITH ONE OR BOTH FUEL BOOST PUMPS INOPERATIVE
THE UNUSABLE FUEL IS 10 GALLONS."



THOMAS K. FLEMING
MANAGER
PRODUCT SUPPORT ENGINEERING



BELL 206B
JETRANGER III

CRUISE

PRESSURE ALTITUDE — SEA LEVEL TO 2000 FEET

CLEAN CONFIGURATION 100% RPM JP-4 FUEL

OAT BETWEEN +15°C AND +30°C

