Section I General Information

V. HANDLING OF CUSTOMERS ORDERS.

1. All orders for parts will be filled in the shortest possible time, with orders of any emergency nature given special attention. Items not in stock will be placed on back order and the customer notified as to date shipment will be made. Parts are shipped on open account to all customers having an approved credit rating with Bell Helicopter Textron. All other orders are shipped C.O.D. Method of transportation on shipments will be as designated by the customer. When no such designation is made, method of transportation of Bell Helicopter Textron. When shipping charges are prepaid, as on parcel post, the amount of the charges will be added to the customers invoice.

VI. INSTRUCTIONS FOR ORDERING.

1. ORDER PARTS BY PART NUMBER AND NOMENCLATURE AS SHOWN IN THIS CATALOG. DO NOT ORDER BY NOMENCLATURE ALONE. In ordering parts not manufactured by Bell Helicopter Textron give the name of the manufacturer and any other information appearing on the old part.

2. Bell Helicopter Textron reserves the right to supply substitute parts interchangeable with the part ordered wherein design changes, later specifications, conditions of supply, or product improvement make said substitution necessary. 3. SPECIFY THE MODEL AND SERIAL NUMBER OF THE HELICOPTER ON THE ORDER TO INSURE SHIPMENT OF THE CORRECT PART. State clearly the shipping address and any other pertinent information.

4. Orders for spare parts, unless otherwise directed by Bell Helicopter Textron, should be addressed:

BELL HELICOPTER TEXTRON POST OFFICE BOX 482 FORT WORTH, TEXAS, U.S.A., 76101 ATTN: ...SPAPE PARTS DEPARTMENT



Some parts are installed as original equipment on both military and commercial helicopters and may have a lower retirement life and/or (T.B.O.) time between overhaul when used on a military helicopter than when used on a commercial helicopter. In addition, circumstances surrounding their use may call for operation of the military helicopter outside of the approved military flight envelope. Consequently, parts that have been used on military helicopters should not be used on commercial helicopters.

FAA APPROVED
March 29, 1963
Reissue 4-26-65

204B FLIGHT MANUAL

Section I

BHT-204B-FM-1

EXAMPLE:

FACTORS: Weight empty 4825 lbs., fuel load 500 lbs., number of personnel aboard.

HOIST LOAD ALLOWABLE VS PERSONNEL ABOARD:

Pilot, copilot and crewmember	600 lbs.
Pilot and crewmember	516 lbs.
Pilot only	600 lbs.

HEIGHT-VELOCITY LIMITATIONS.

The height-velocity limitations are critical in the event of engine failure during takeoff, landing, or other operation near the surface.

The limiting heights and airspeeds are illustrated by the curve as shown on the HEIGHT-VELOCITY DIAGRAM for the applicable operating configuration. The clear area represents the flight path, operational heights, and airspeeds from which safe landings can be accomplished, in the event of a sudden power failure, on smooth firm land surfaces, or on land or water when operating with amphibious landing gear.

FLIGHT CREW LIMITATIONS.

The minimum flight crew consists of one pilot who shall operate the helicopter from the right crew seat.

The left crew seat may be used for an additional pilot when the approved dual controls and copilot instrument kits are installed.

INTERNAL CARGO OPERATION.

A second crewmember is required if the cargo consists of flammable materials. The second crewmember shall have access throughout the cabin to perform the duties of fire fighting and ventilating the cabin to remove smoke and toxic fumes in the event of an emergency. Approved protective breathing equipment is required for each crewmember when transporting flammable cargo in the cabin.

Rev. 15 1-17

Left seat limitation







Diagram illustrating where continuous aerologging operations occur - successful autorotation Revised March 28, 1969 unlikely (def.)

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