

**AIR COMM CORPORATION
Boulder Municipal Airport
3300 Airport Road
Boulder, CO 80301**

Report 206H-203M

**BELL 206L SERIES CABIN HEATER SYSTEM
INSTALLATION INSTRUCTIONS**

November 2, 1988

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Introduction

This document presents a step-by-step procedure for installation of the ACC 206H-202 Cabin Heater System in the Bell 206 L Series Helicopter. The instructions contained herein are intended to supplement the information contained on the installation drawings.

This manual provides additional information which is required for operation and maintenance of the aircraft. This data is contained in sections V, VI, and VII. After completion of this installation, the applicable sections are to be removed from this document, and placed with the appropriate existing documents.

References

1. ACC Drawing 206H-202; Bell 206 L Series Cabin Heater Installation.
2. ACC Drawing 206H-507; 206 L Bleed Air Plumbing Installation.
3. ACC Drawing 206H-509; 206 L1/L3/L4 Bleed Air Plumbing Installation.
4. ACC Drawing 206H-907; Bell 206 L Series Heater Ejector Installation.
5. ACC Drawing 206H-910; Bell 206 L Series Heater Ejector Installation (Opt forward outlet flow control).
6. ACC Drawing 206H-982; Windshield Defroster Installation (optional).
7. AC43.13.1A; Acceptable Practices, Aircraft Alteration and Repair.

Installation Instructions - Basic Heater System

1. Review the system installation drawings and read completely through the Installation Instructions. BE SURE TO READ THE NOTES ON ALL DRAWINGS.
2. Open up the aircraft.
 - a. Remove the upper fairing.
 - b. Open engine cowling.
 - c. Remove both forward seat panels and the panel under the collective stick.
 - d. Remove the cover between the center row of seat.
3. Drill tubing penetration hole in Firewall as shown on the Plumbing Installation drawing.
4. Locate and drill ejector adapter mounting holes as shown on the Ejector Installation drawing.
5. Mount heater ejectors.
6. Install heater valve as shown by Dwg 206H-202.
7. Install and clamp heater plumbing. Insert tube in "Broom closet" from inside helicopter.
8. Review and check-off all details shown on system installation drawing.
9. Leak check system in accordance with heater plumbing drawing. Torque Seal all plumbing fittings.

Installation Instructions - Defroster System

1. Review Dwg 206H-982.
2. Install Defroster Valve and connect the S-9218EC-1 Hose Assy as shown on Dwg 206H-982.
3. Remove defroster eyebrows and install ejectors per Dwg 206H-982.

Note:

- a. Make sure that ejectors are installed with outlet slot oriented aft toward the eyebrow.
 - b. The existing defroster blowers may be retained or deleted. The blowers do not significantly affect the airflow of the ejector system when the blower is installed but not operating.
4. Connect the Defroster system plumbing, as shown on sht 5, Dwg 206H-982.
 5. Review all notes on sht 1, Dwg 206-982. Check all fittings and fasteners for security.

206L 206H-202 Cabin Heater Weight and Balance Data

Correct the aircraft licensed empty weight and center of gravity data as indicated below:

	Wt (lbs)	X (in)	Wx (in-lb)
<u>Basic 206H-202 Heater System</u>	15.04	102.5	1541
<u>Additional amount if 206H-982 Defroster System is Installed</u>	2.30	50.9	117

Add .75 lbs @ sta 155 if Partical seperator hose and restrictor are installed.

Adjust weight as follows if Defroster Blowers are removed.

	Wt (lbs)	X (in)	Wx (in-lb)
Remove Defroster Blowers	-1.60	18.6	-30

FLIGHT MANUAL SUPPLEMENT

206L, 206L-1, 206L3, and 206L-4

AIR COMM CORPORATION
3300 AIRPORT ROAD
BOULDER, COLORADO 80301

BELL HELICOPTERS

MODELS 206L, 206L1, 206L3 & 206L4
250-C20B, 250-C20R, 250-C28B, 250-C30P
ENGINES

FLIGHT MANUAL SUPPLEMENT

FOR

BLEED AIR CABIN HEATER

206H-202

FAA APPROVED

The information contained in this document is FAA approved material, which must be carried in the basic Flight Manual, after the rotorcraft has been modified by installation of the cabin heater system in accordance with Air Comm Corporation STC No. SH3887NM.

The information in this document supplements or supercedes the basic manual only in the items contained herein. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Flight Manual.

FAA APPROVAL 12/24/87
REVISED 12/18/89

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JAN 4 1993

Log of Pages

FAA APPROVED
SUPPLEMENT

MODEL 206L, 206L1, 206L3, 206L4
FLIGHT MANUAL

BLEED AIR CABIN HEATER

LOG OF PAGES			
Original 0			
Pages	Rev. No.	Pages	Rev. No.
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Approved: Dave T. Grossman Dave Grossman, Supervisor Denver Aircraft Certification Office Northwest Mountain Region, Aurora, CO			

FAA APPROVAL
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12/24/87

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Log of Revisions

FAA APPROVED
SUPPLEMENT

MODEL 206L, 206L1, 206L3, 206L4

FLIGHT MANUAL

BLEED AIR CABIN HEATER

LOG OF REVISIONS			
No.	Rev Date	Pgs Revised	FAA App'l
0		Original Issue	
1	1-28-88	Pgs 4 & 6	
2	12-5-88	3, 4, 5 & 6	
3	7-12-89	5, 6, 7 8 & 9	
4	12-18-89	1 & 5	
5	9-5-91	4, 5, 6 & 7	
6		All pages	
			MR. Smith MR. Smith mark to sub R. E. Jones JAN 4 1993
Note: Revisions are indicated by a black vertical line.			

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REVISED

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07/07/89
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09/05/91
JAN 4 1993

FAA APPROVED
SUPPLEMENT

MODEL 206L, 206L1, 206L3, 206L4

FLIGHT MANUAL

BLEED AIR CABIN HEATER

INTRODUCTION

The cabin heating system is a bleed air type which consists of bleed air plumbing, a bleed air valve, and four heater ejectors.

The bleed air flows from the engine compressor through the bleed lines to the ejectors, where it is mixed with cabin air and exhausted to both the front and rear passengers. The ejectors are located under the front seats. The warm air is ducted forward and aft through swivel outlets, which are located in the seat box structure. The outlet flow can be individually adjusted by rotation of the swivel outlets (opt-fwd outlets).

The heater control valve is mounted under the pilot's seat, and the heater control is located on the front of the seat box.

The system features an optional defroster system. The system consists of an ON-OFF valve, located in the center console, and ejectors, located in each defroster eyebrow. The ejectors pump warm air across the windshield. The original defroster blowers are not required but may remain installed at the option of the operator. The defroster and heater may be used simultaneously.

An drain valve is also incorporated as a part of the heater system. This valve is used to drain cleaning solution overboard when washing the internal parts of the engine.

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09/05/91

MODEL 206L, 206L1, 206L3, 206L4
FLIGHT MANUAL

BLEED AIR CABIN HEATER

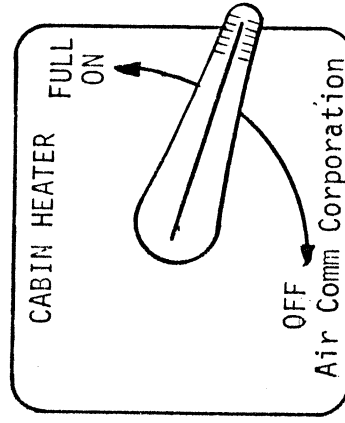
The valve, which is located inside the RH engine access door, is automatic (closed by engine pressure). Both the "heater" and "defroster" valves are infinitely adjustable from OFF to FULL ON, and may be set at the discretion of the operator.

SECTION 1 OPERATING LIMITATIONS

Applicable to aircraft with C-20B and C-20R/2 (206L) engine:

Flight with heater operating is prohibited during takeoff, hover, and/or landing.

PLACARDS
AND
MARKINGS



Applicable to 206L, 206L1, 206L3. Located on front side of RH seat support box.

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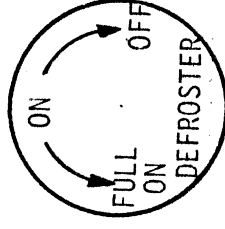
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MODEL 206L, 206L1, 206L3, 206L4
FLIGHT MANUAL

BLEED AIR CABIN HEATER

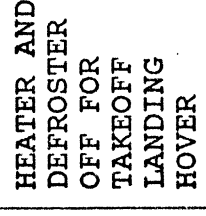
SECTION 1 (cont'd) OPERATING LIMITATIONS

PLACARDS
AND
MARKINGS



(optional)

Applicable to 206L, 206L1, and 206L3.
Located on the Defroster Control Knob.



Applicable aircraft with C-20B and C-20R/2 (206L) engine. Locate on instrument panel.

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Bleed Air Cabin Heater

Section 2

Normal Procedures

Engine Prestart Check

Heater Control - OFF

Before Takeoff

Aircraft with C-20B and C-20R/2 (206L)
engine; Heater and Defroster Control - OFF.
Aircraft with C-28B or C-30P engines;
Heater and Defroster Control - as desired.

In Flight Operations

Heater and Defroster Control - as desired.

Note: TOT increases with bleed air heater
operation. Observe turbine outlet
temperature limitation.

Descent and Landing

Aircraft with C-20B and C-20R/2 (206L1)
engine; Heater and Defroster Control - OFF.
Aircraft with C-28B (206L1), C-30P (206L3)
engine; Heater and Defroster Control - as
desired.

WARNING

Flight with heater or defroster operating
is prohibited during takeoff, hover, and
landing for aircraft equipped with C-20B
and C-20R/2 (206L) engine.

Bleed Air Cabin Heater

Section 3

Emergency Procedures

Operate Cabin Heater or Defroster Control to -
OFF, for any of the following emergencies:

Engine Failure
Engine Overtemperature
Fuel Control and/or Governor Failure
Insufficient Power

Section 4

Malfunction Procedures

No change

Section 5

Performance Data

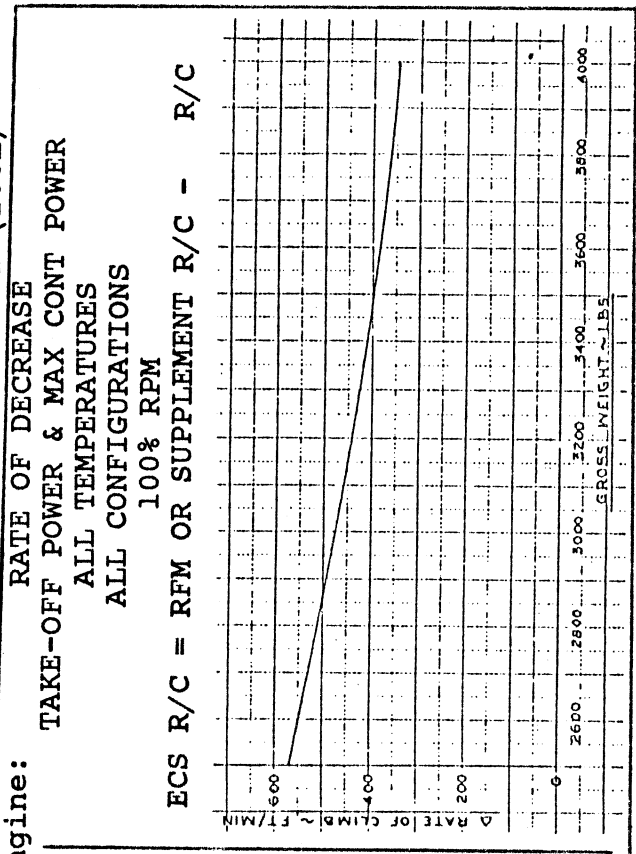
Applicable to aircraft with C-20B and C-20R/2
(206L) engine:

No change in performance with heater off.
Basic Flight Manual performance cannot be
achieved with heater or defroster on.

Bleed Air Cabin Heater

Section 5 Performance Data

Applicable to aircraft with C-20B (206L)
engine:



Example R/C Chart

Determine rate of climb for desired altitude temperature and gross weight from Flight Manual or appropriate Supplement Chart.
Enter chart at gross weight and proceed vertically to intersect curve, then more left to obtain R/C decrement. Subtract R/C decrement from Flight Manual R/C Chart to obtain R/C with ECS operating.

Bleed Air Cabin Heater

Section 5 Performance Data

Applicable to aircraft with C-28B (206L1)
engine:

Reduce the performance data in basic flight manual or optional equipment supplement in accordance with the following charts when the bleed air heater or defroster is operating.

EXAMPLE

What gross weight loss in hover performance could be expected under the following conditions:

Standard skid gear. Outside air temp = +5°C
IGE hover Press. Alt = 12,000 ft
Anti-ice off

Using the appropriate IGE chart, enter at OAT (+5°C), move vertically to intersect pressure altitude curve (or outermost curve, whichever comes first), then proceed horizontally to obtain the gross weight loss (450 pounds). Apply this weight loss to the weight obtained from appropriate hover performance chart in basic flight manual or supplement.

There is no loss in hover performance when the outside air temperature is to the left of the pressure altitude curve. It can be seen in the above example that at +5°C there is no loss in IGE hover performance from sea level to 10,000 feet.

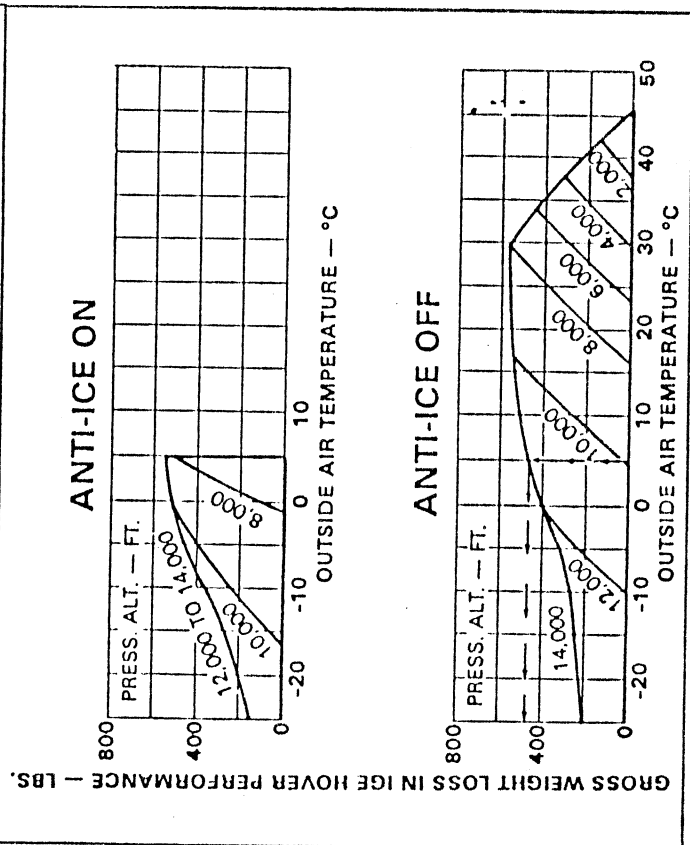
Bleed Air Cabin Heater

Section 5

Performance Data

Applicable to aircraft with C-28B (206L1)
engine:

HOVER CEILING DECREASE
DUE TO BLEED AIR HEATER OPERATION
WITH STANDARD SKID LANDING GEAR
IN GROUND EFFECT
TAKEOFF POWER
-25° TO 46°C
ANTI-ICE — SEE BELOW
GENERATOR 28.2 AMPS
PART SEP PRG — ON OR OFF
SKID HEIGHT 2.5 FT. (0.7 METERS)
ENGINE RPM 100%



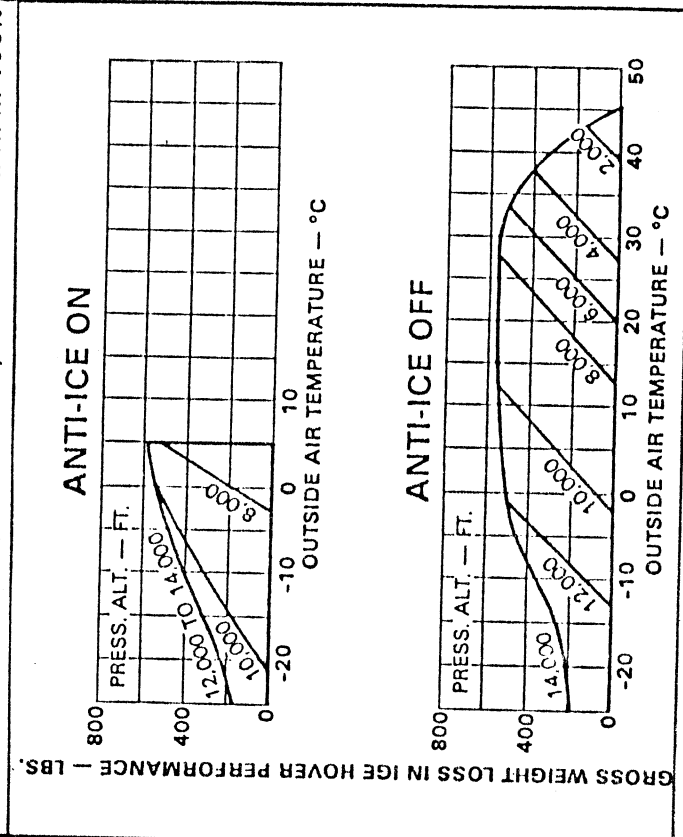
Bleed Air Cabin Heater

Section 5

Performance Data

Applicable to aircraft with C-28B(206L1)
engine:

HOVER CEILING DECREASE
DUE TO BLEED AIR HEATER OPERATION
WITH HIGH SKID OR EMER. FLOTATION LANDING GEAR
IN GROUND EFFECT
TAKEOFF POWER
-25° TO 46°C
ANTI-ICE — SEE BELOW
GENERATOR 28.2 AMPS
PART SEP PRG — ON OR OFF
SKID HEIGHT 2.5 FT (0.7 METERS)
ENGINE RPM 100%

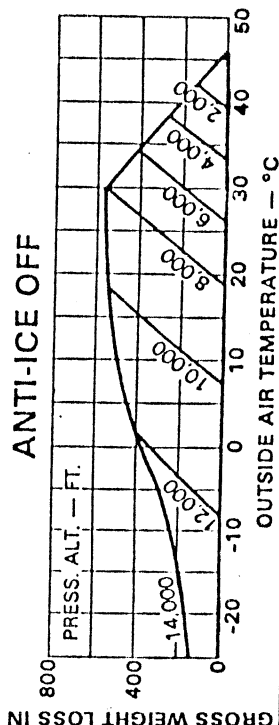
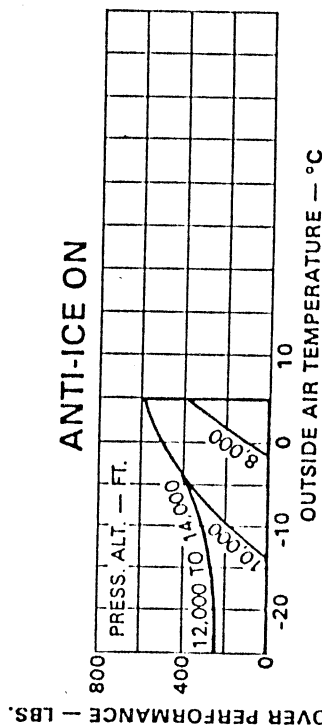


Bleed Air Cabin Heater

Section 5 Performance Data

Applicable to aircraft with C-28B (206L1)
engines:

HOVER CEILING DECREASE
DUE TO BLEED AIR HEATER OPERATION
WITH STANDARD FLOAT LANDING GEAR
IN GROUND EFFECT
-25° TO 46°C
ANTI-ICE — SEE BELOW
GENERATOR 28.2 AMPS PART SEP PRG — ON OR OFF
FLOAT HEIGHT 3.5 FT. (1.1 METERS) ENGINE RPM 100%

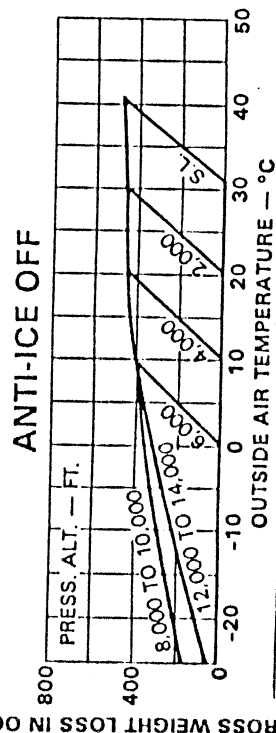
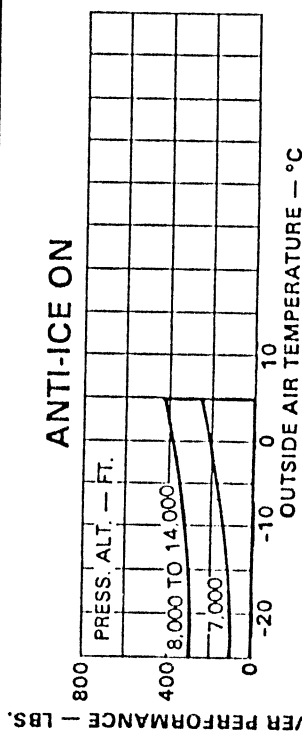


Bleed Air Cabin Heater

Section 5 Performance Data

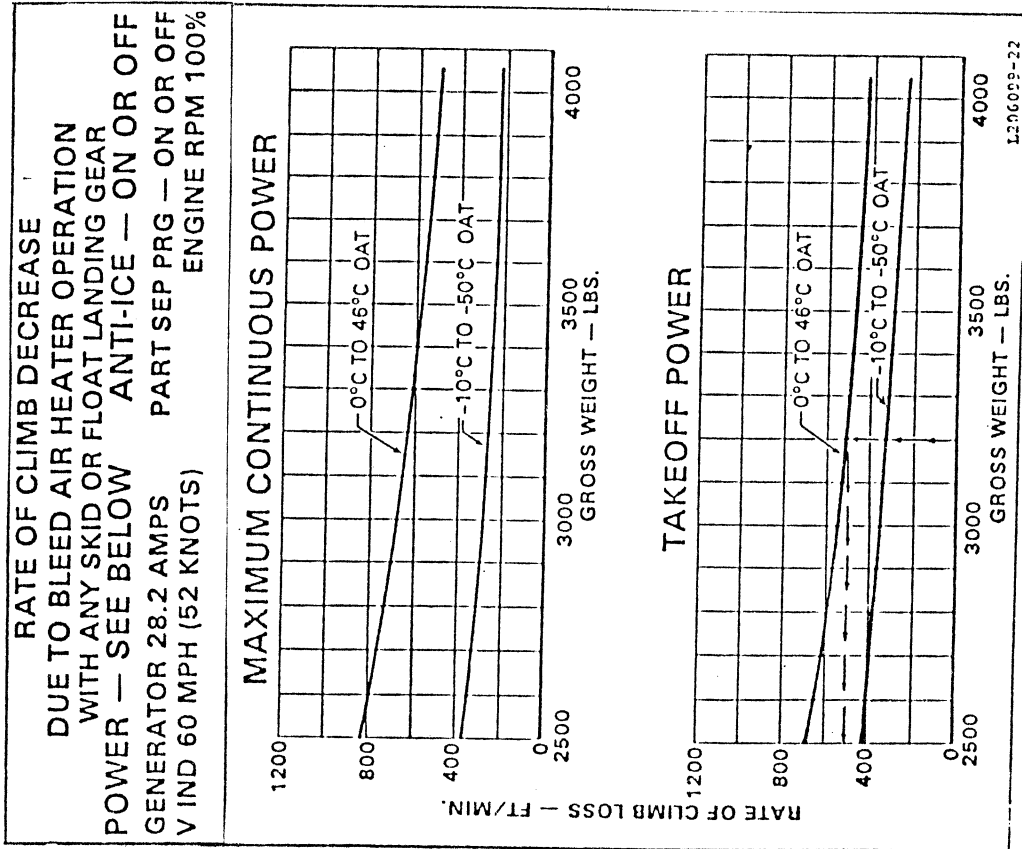
Applicable to aircraft with C-28B (206L1)
engine:

HOVER CEILING DECREASE
DUE TO BLEED AIR HEATER OPERATION
WITH ANY SKID OR FLOAT LANDING GEAR
OUT OF GROUND EFFECT
-25° TO 46°C
ANTI-ICE — SEE BELOW
GENERATOR 28.2 AMPS PART SEP PRG — ON OR OFF
SKID HEIGHT 40 FT. (12.2 METERS) ENGINE RPM 100%



Bleed Air Cabin Heater

Applicable to aircraft with C-28B (206L1)
engine:



Bleed Air Cabin Heater

Applicable to aircraft with C-30P (206L3/L4)
engine:

INTRODUCTION

With the bleed air heater kit installed, there is no loss in helicopter performance when heater or defroster is turned off. With heater or defroster on, performance will be reduced as shown in the following charts.

HOVER CEILING

Hover ceiling performance with bleed air heater installed is shown in the following charts. These charts should be used in the same manner and in place of hover ceiling charts in the basic Flight Manual when operations are planned with bleed air heater on.

HOVER CEILING - PARTICLE SEPARATOR AND SNOW DEFLECTOR INSTALLED

To determine hover ceiling performance with Particle Sep Prg switch off, use the hover ceiling chart in this section titled With Snow Deflector.

RATE OF CLIMB

Reduction in rate of climb performance is shown in the following rate of climb decrease charts. These charts are to be used in conjunction with the rate of climb charts in the basic Flight Manual or appropriate Flight Manual Supplement when bleed air heater is on.

RATE OF CLIMB - Particle Separator and Snow Deflector Installed

To determine rate of climb performance with Particle Sep Prg switch off, use rate of climb chart in this section and the rate of climb

Bleed Air Cabin Heater

Section 5

Performance Data

Applicable to aircraft with C-30P (206L3/L4)
engine: (Continued from page 16)

charts in the supplement for snow deflector
(BHT-206L-3-FMS-7).

To determine rate of climb performance with
Particle Sep Prg switch on or not installed use
the performance variation chart in this section
in conjunction with rate of climb chart in this
section and the rate of climb charts in the
supplement for snow deflector
(BHT-206L-3-FMS-7).

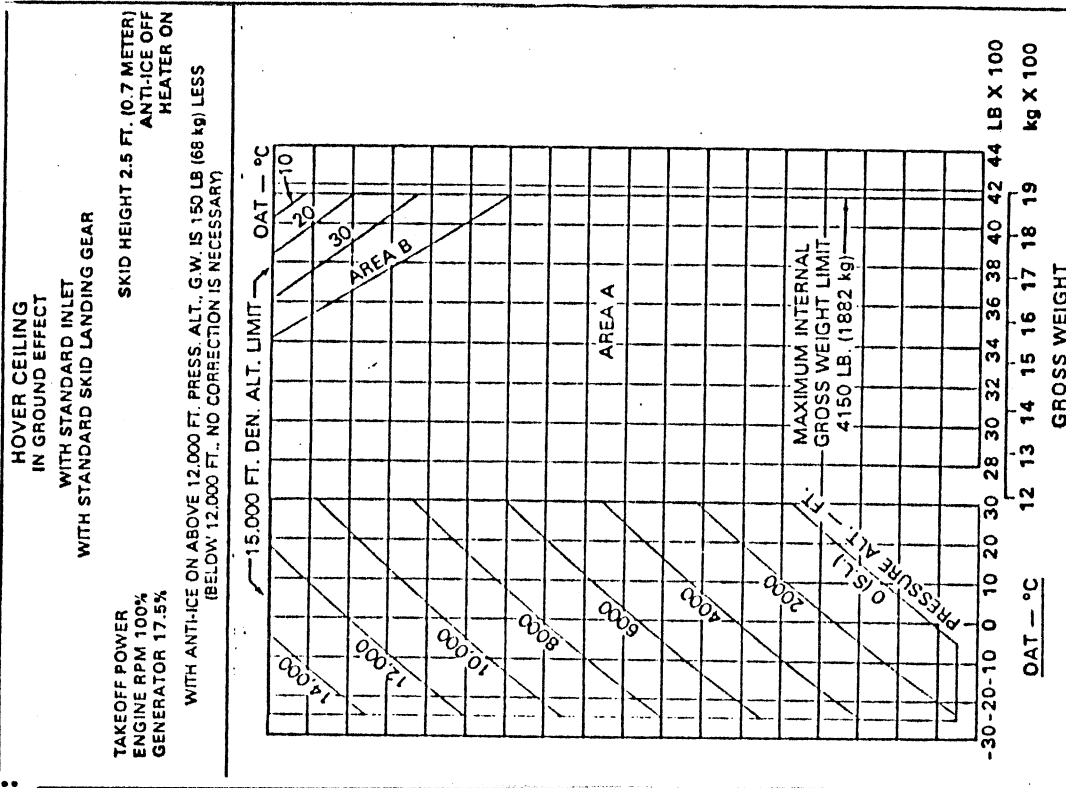
PERFORMANCE VARIATION CHART

To use the performance variation chart, enter
at the appropriate pressure altitude and move
horizontally; then enter at the appropriate OAT
and move vertically until intersecting the
pressure altitude line. If the point of
intersection is below the appropriate power
curve (example A, 4000 feet and -30 on chart),
there is no additional performance loss from
the charts used. If the point of intersection
is above the appropriate power curve (example
B, 9000 feet and 20 on chart), hover gross
weight will be 90 pounds (40.8kg) less than the
weight determined on the hover ceiling chart
being used and rate of climb will be 170
feet/minute less than that determined with the
rate of climb decrease chart and snow deflector
rate of climb charts.

Bleed Air Cabin Heater

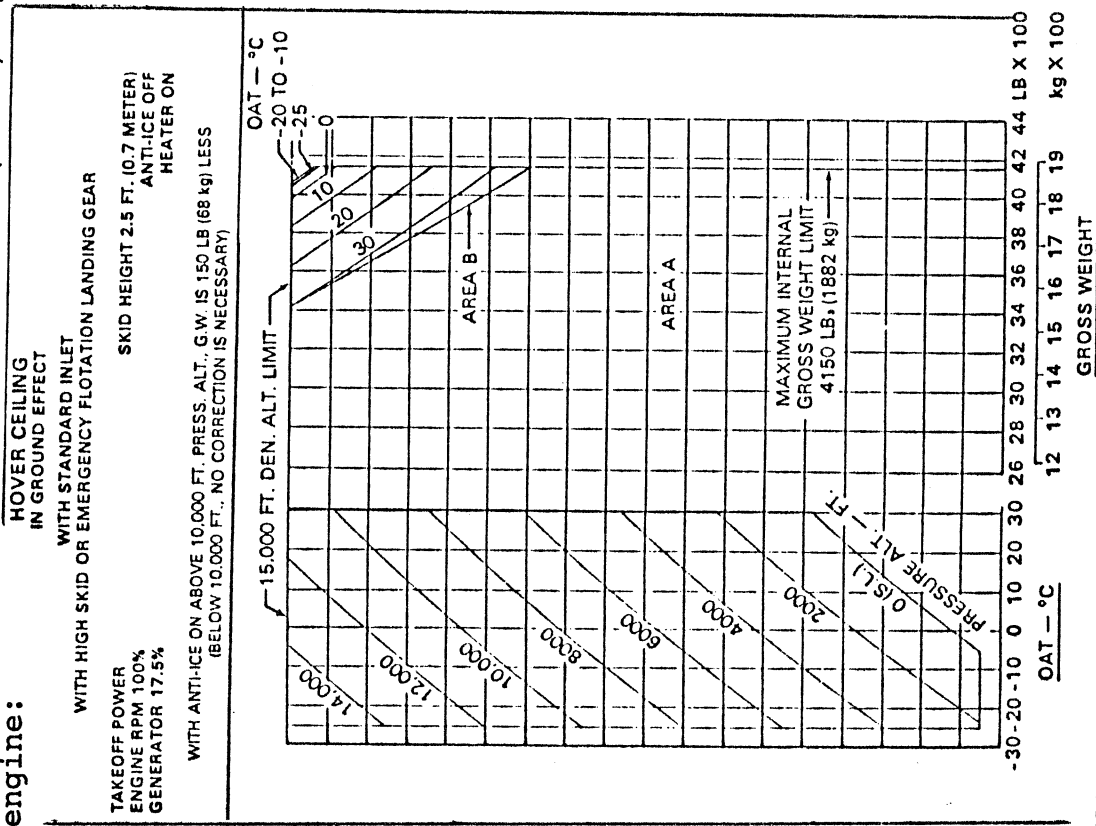
Section 5

Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



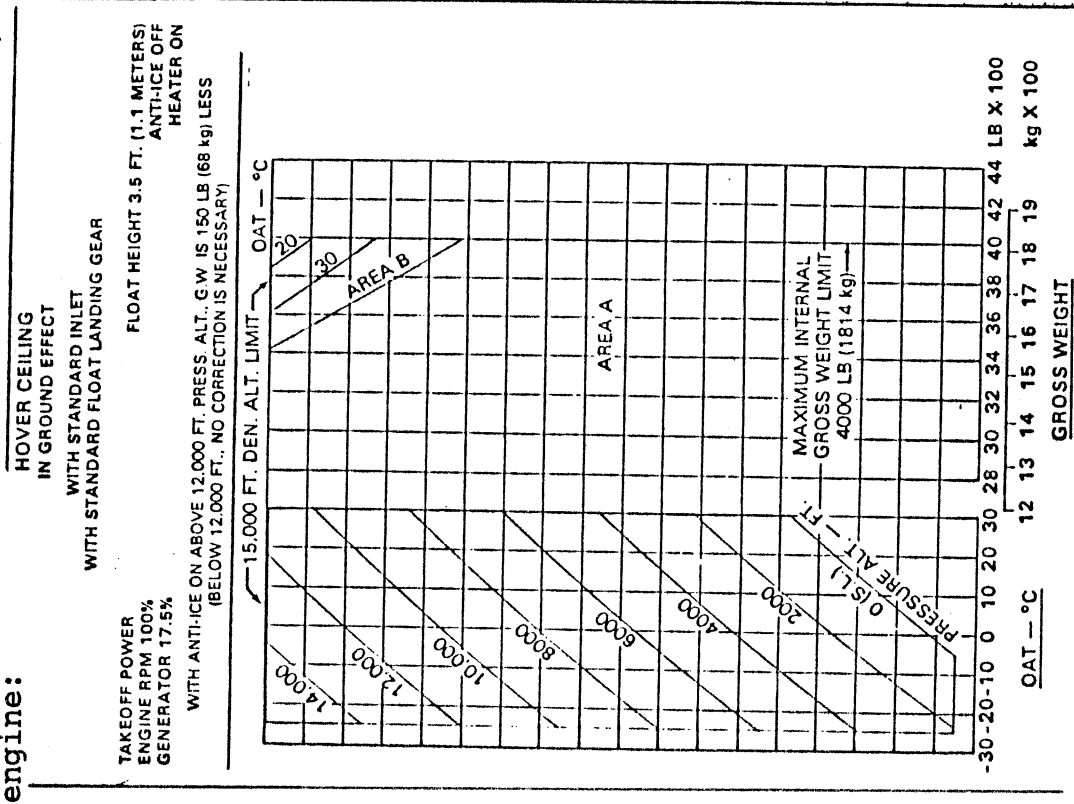
Bleed Air Cabin Heater

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Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



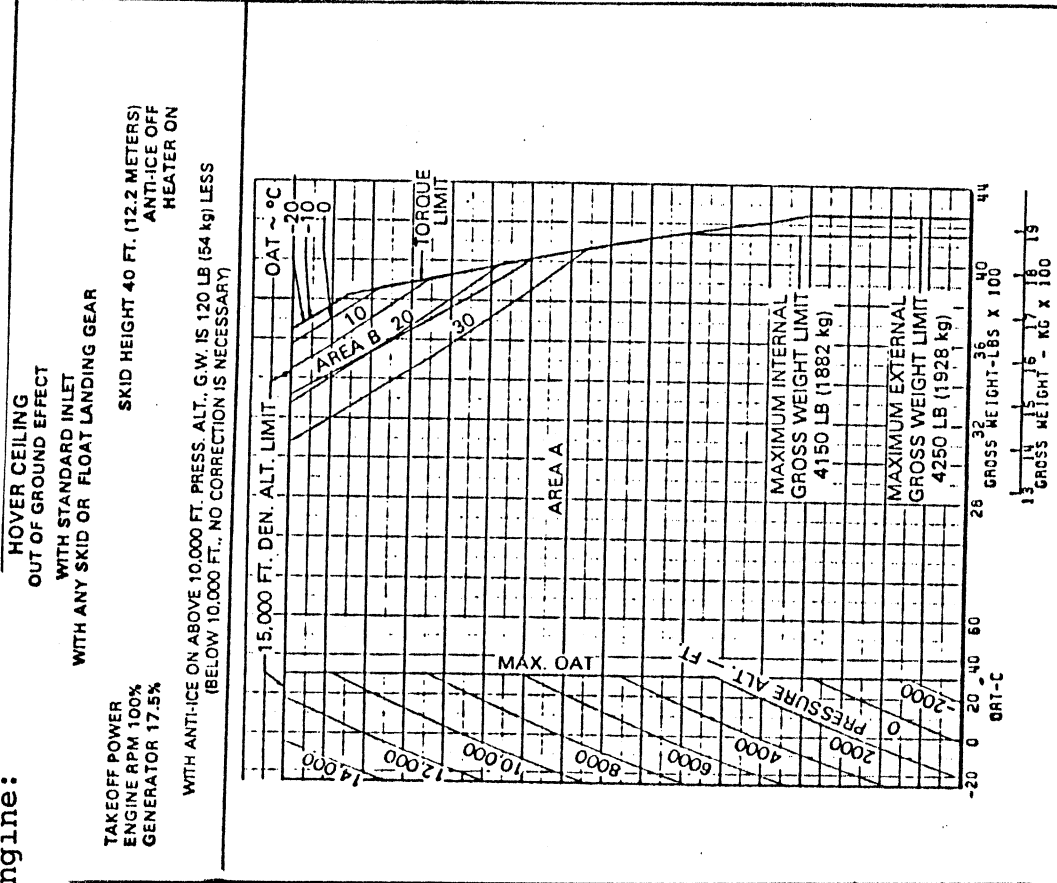
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Section 5
Performance Data
Applicable to aircraft with C-30: (206L3/L4)
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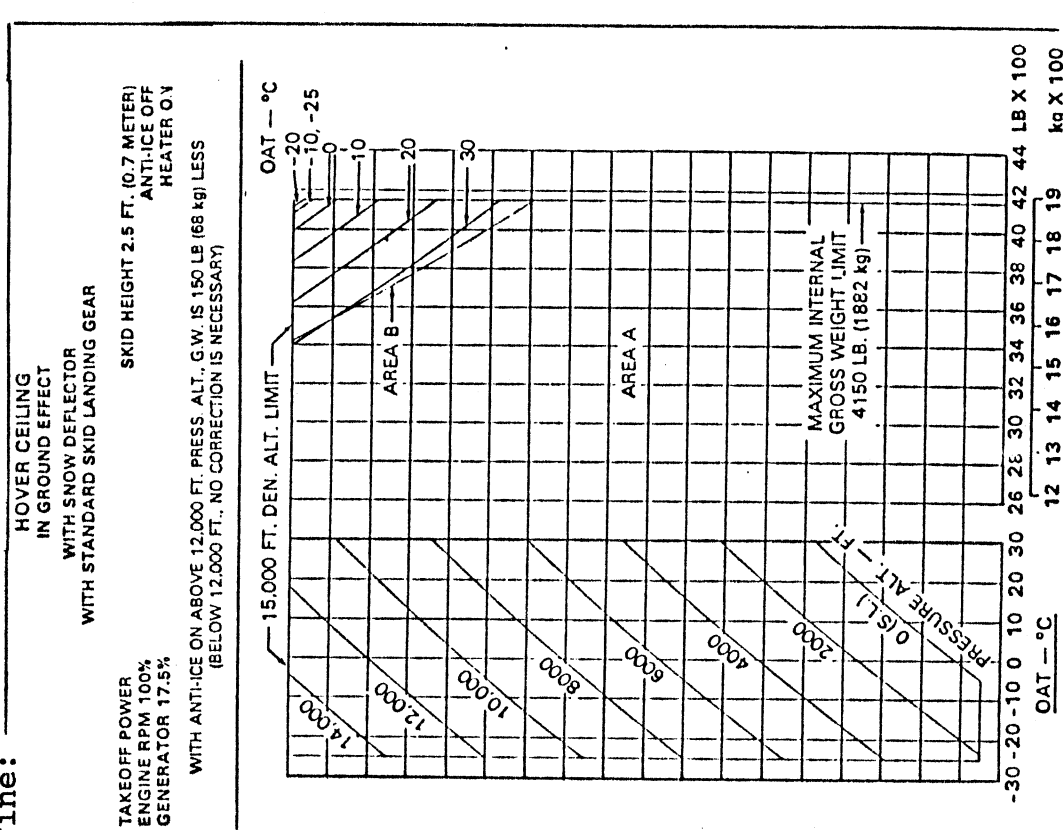
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Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



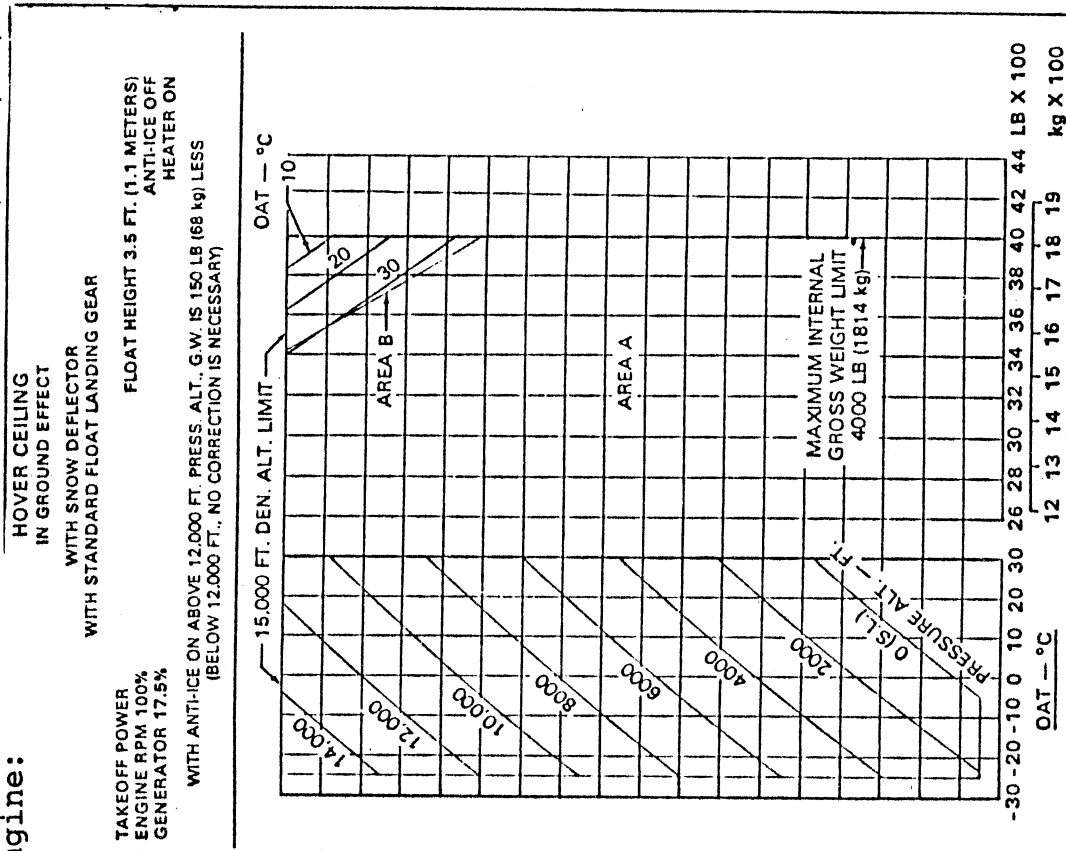
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



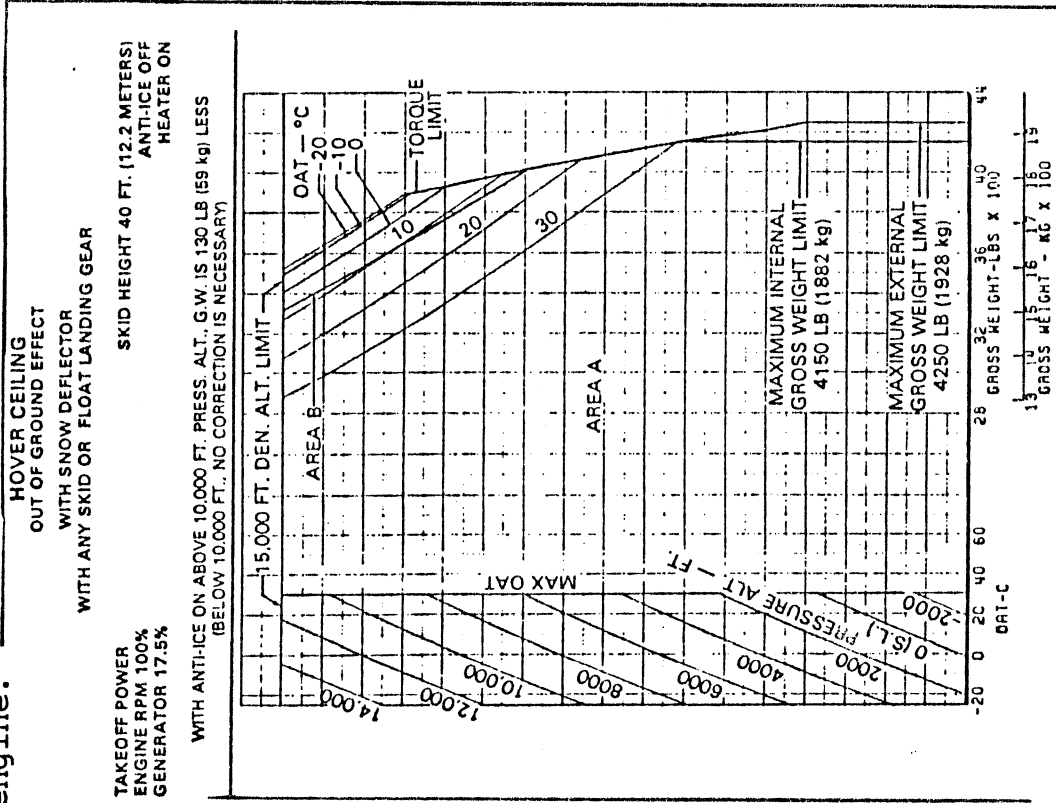
Bleed Air Cabin Heater

Section 5
Applicable to aircraft with C-30P (206L3/L4)
engine: HOVER CEILING Performance Data



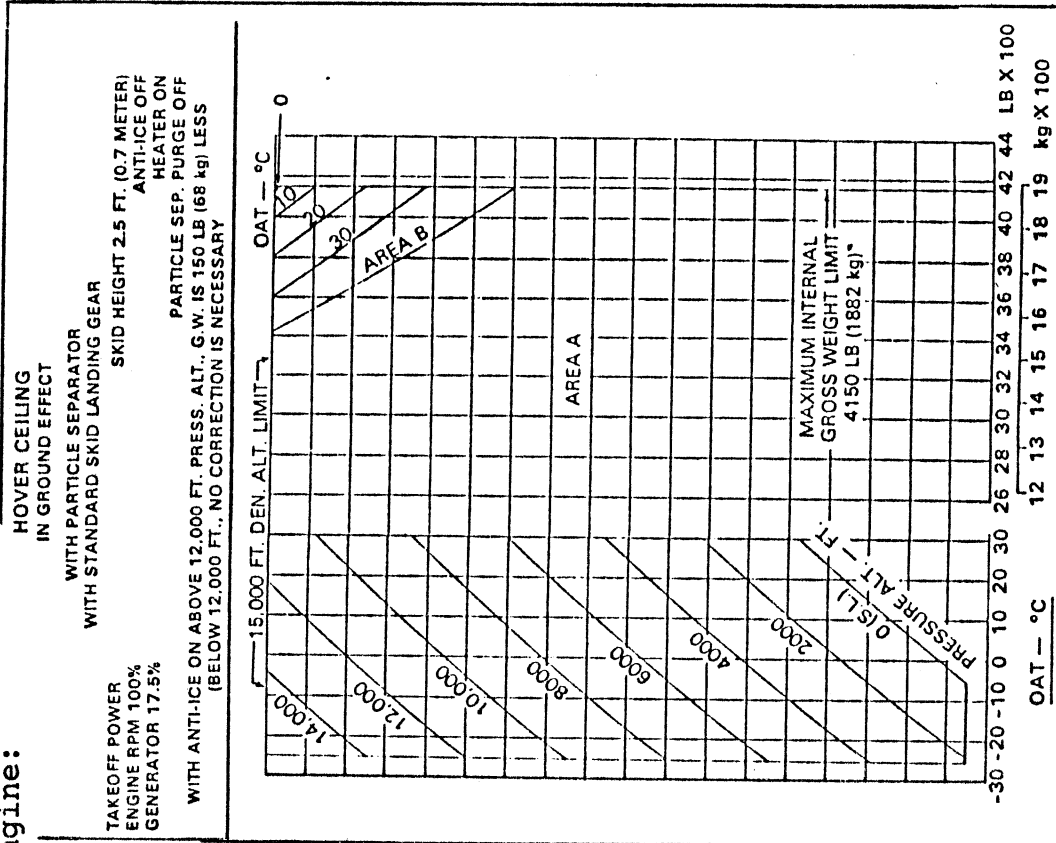
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



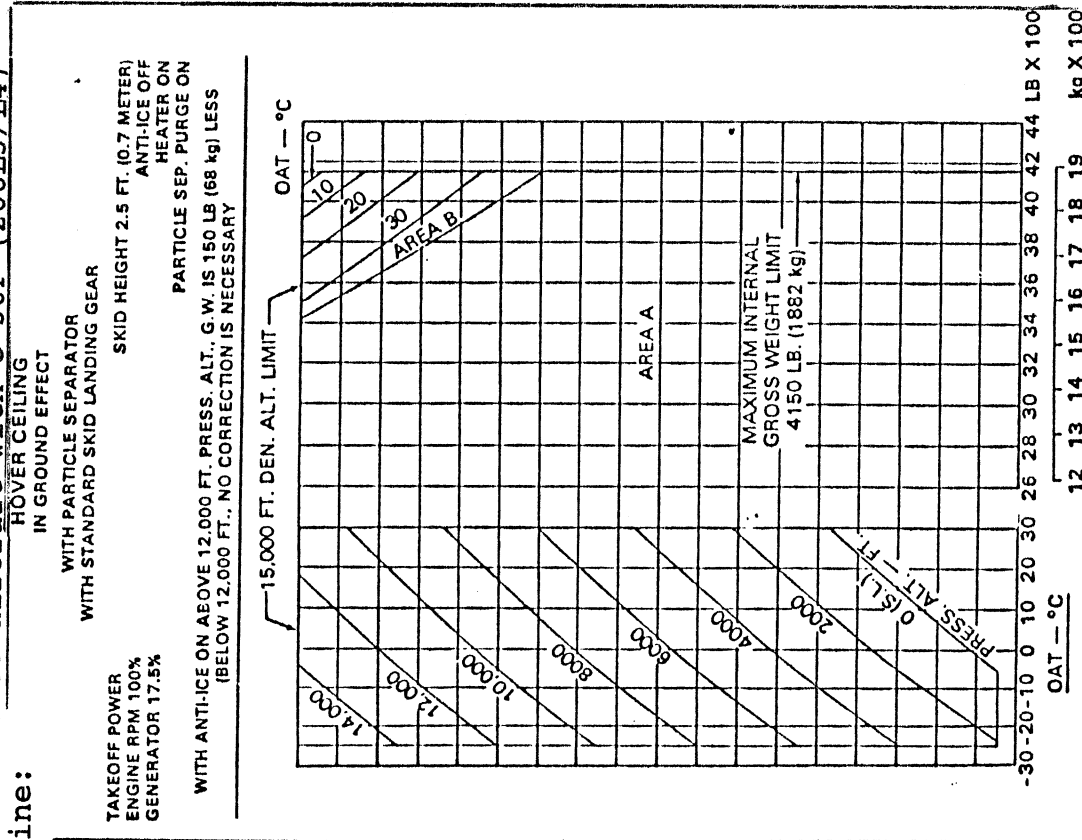
Bleed Air Cabin Heater

Section 5
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Applicable to aircraft with C-30P (206L3/L4)
engine:



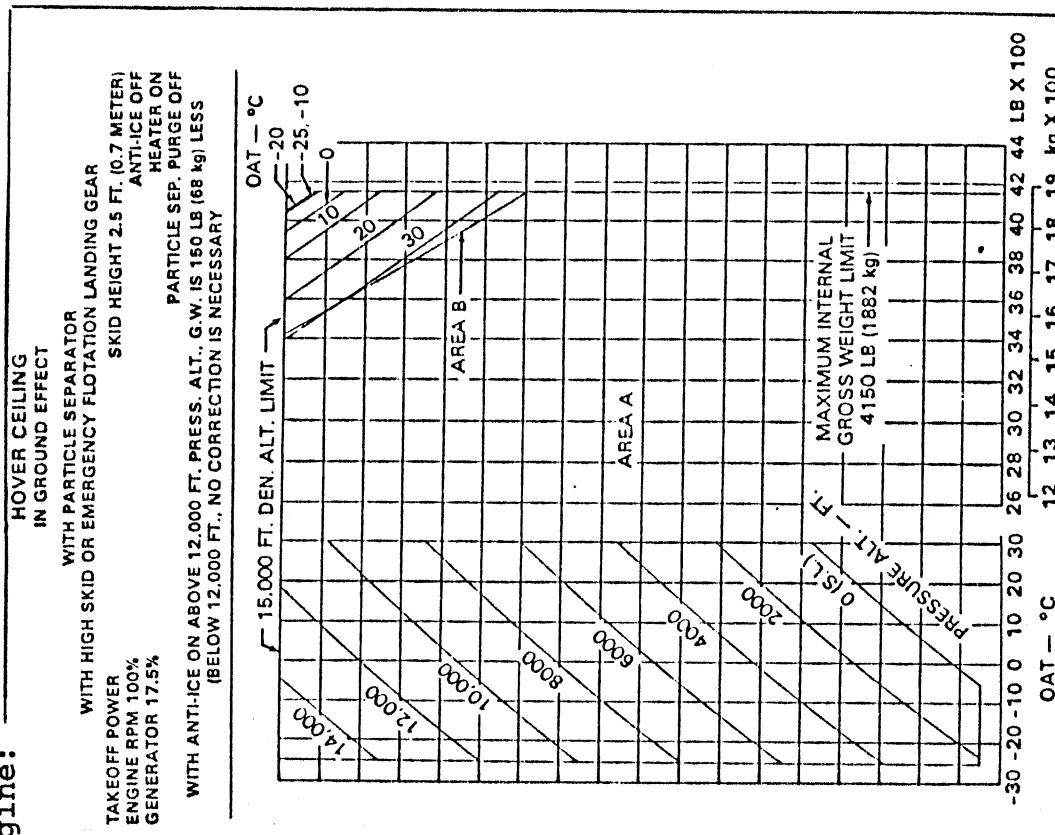
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with c-30P (206L3/L4)
engine:



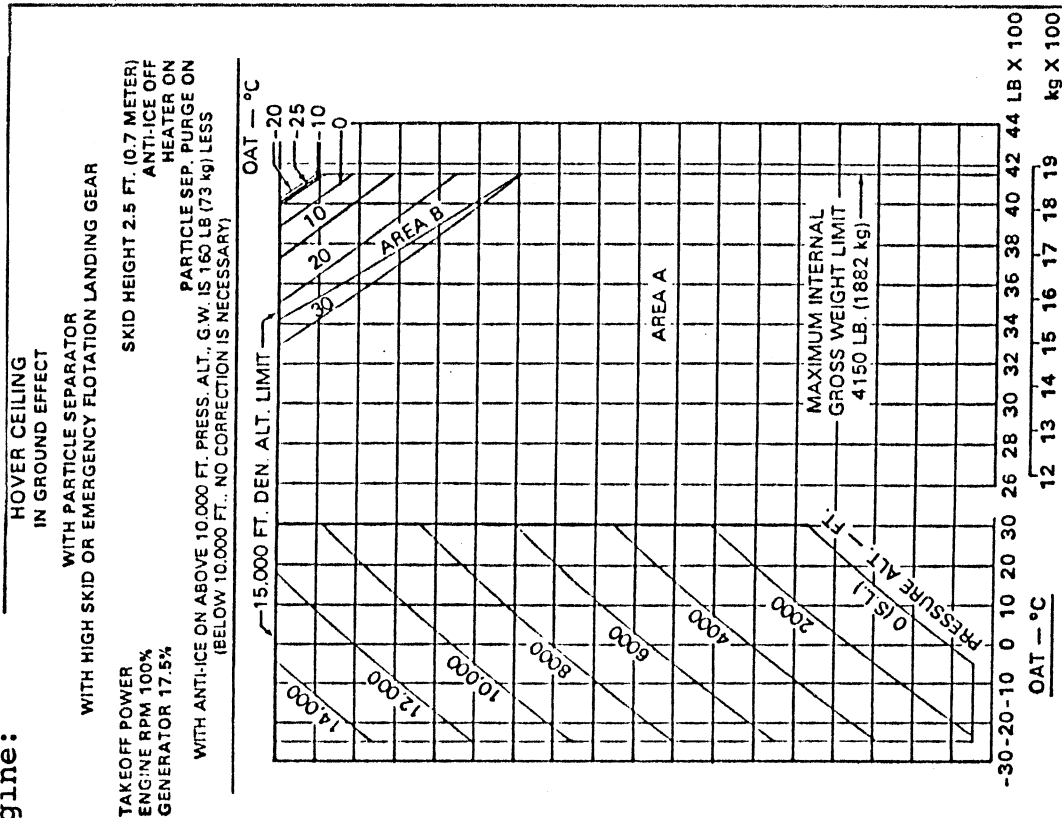
Bleed Air Cabin Heater

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Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



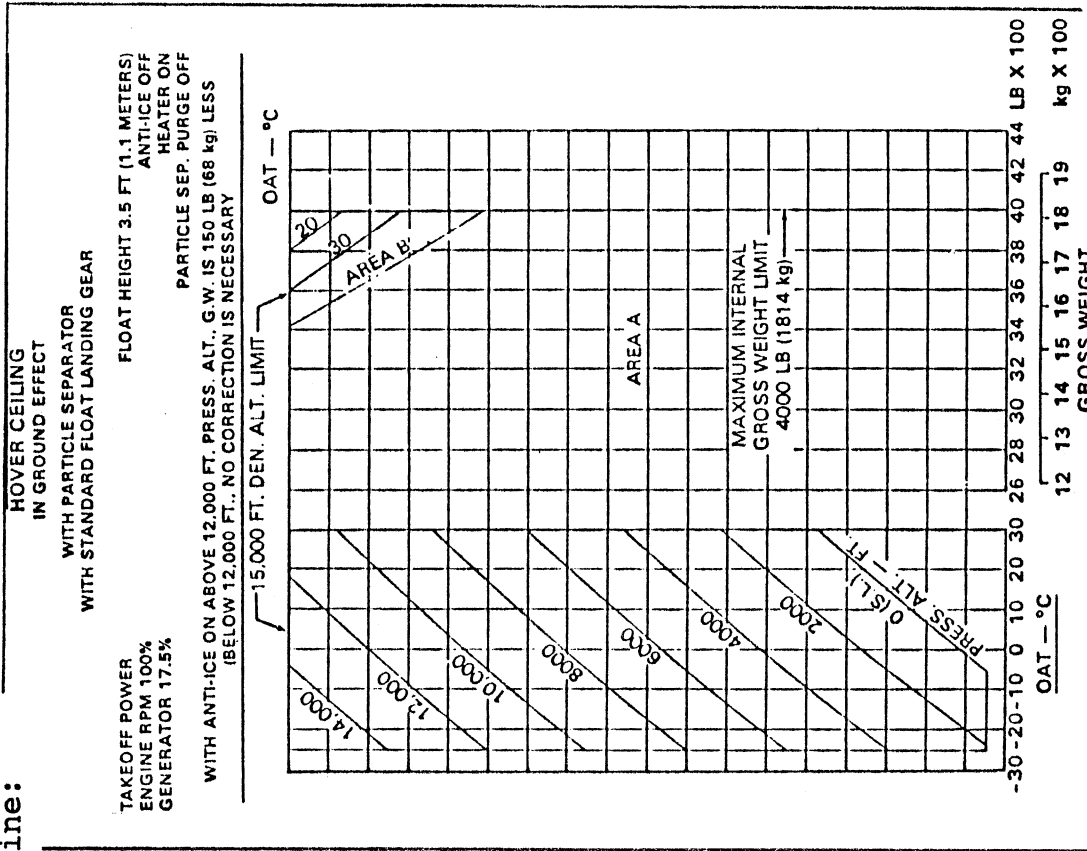
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



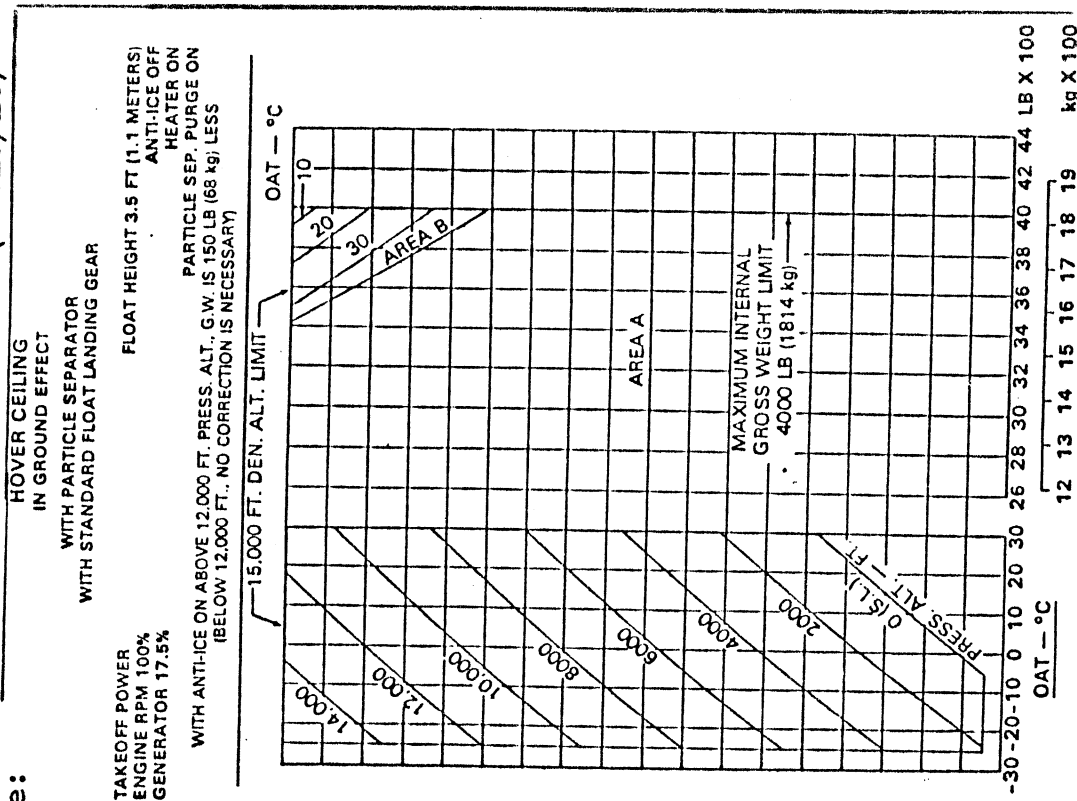
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
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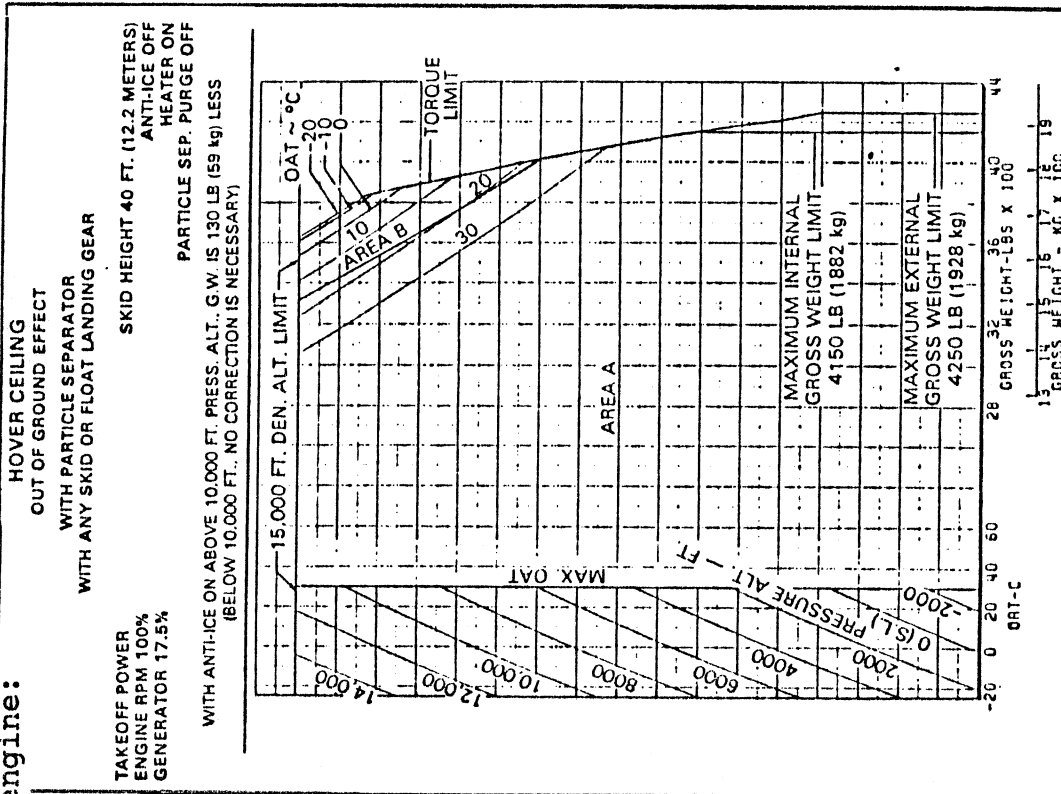
Bleed Air Cabin Heater

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Performance Data
Applicable to aircraft with C-30P (206L3/L4)
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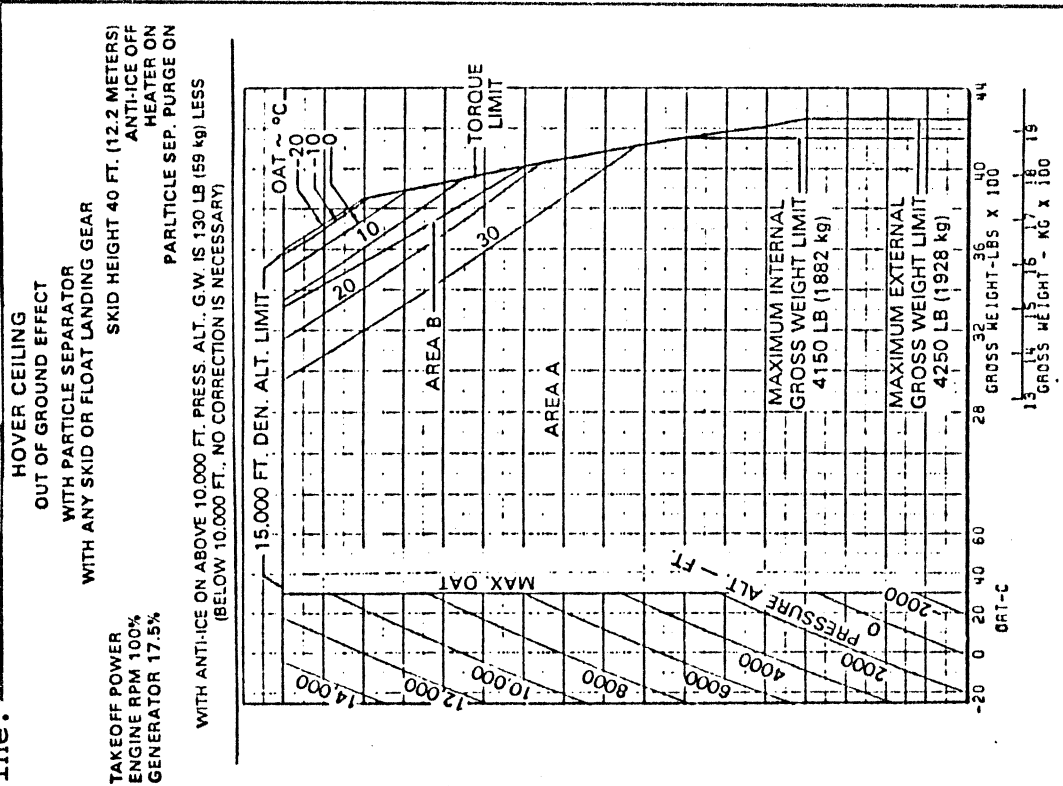
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
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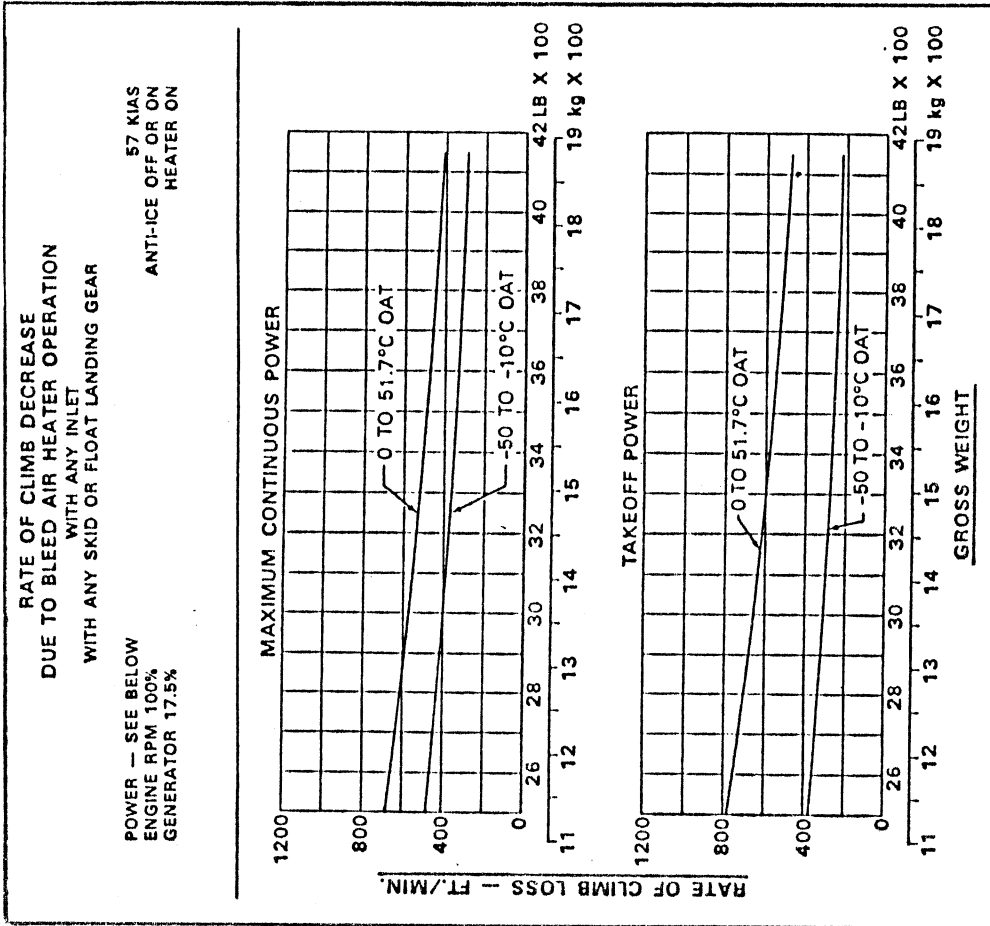
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



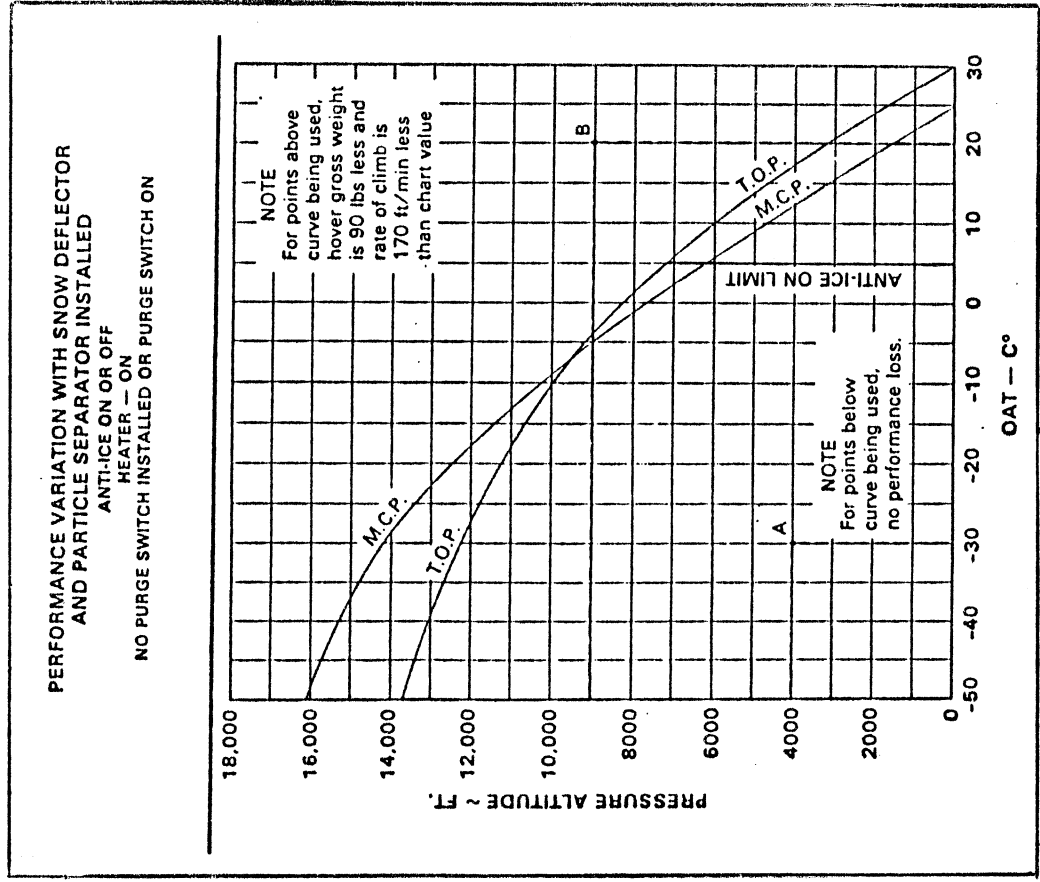
Bleed Air Cabin Heater

Section 5
Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



Bleed Air Cabin Heater

Section 5 Performance Data
Applicable to aircraft with C-30P (206L3/L4)
engine:



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Rev A

STC CERTIFICATE

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number SH3887NM

This certificate, issued to Air Comm Corporation

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 6 of the Civil Air Regulations.

Original Product — Type Certificate Number: H2SW

Make: Bell Helicopter Textron

Model: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4

Description of Type Design Change:

Installation of bleed air cabin heating system and/or windshield defroster system in accordance with Air Comm Corp. Drawing List DL-206H, Revision N, dated February 9, 1994, or later FAA approved revision.

Limitations and Conditions:

1. FAA approved Flight Manual Supplement for the 206H-200 bleed air cabin heater in Bell Helicopter Models 206A and 206B dated December 24, 1987, or later FAA approved revision is required.
2. FAA approved Flight Manual Supplement for the 206H-202 bleed air cabin heater in Bell Helicopter Models 206L, 206L-1, 206L-3, and 206L-4 dated December 24, 1987, or later FAA approved revision is required.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration. (See continuation sheet, page 3 of 3)

Date of application: October 12, 1987

Date issued:

Date of issuance: December 24, 1987

Date amended: 7/19/89, 11/2/90, 12/3/92
1/4/93; February 15, 1994

By direction of the Administrator



Richard E. Jennings
RICHARD E. JENNINGS (Signature) Manager
Denver Aircraft Certification Field Office
Northwest Mountain Region, Denver, Colorado
(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

United States of America
Department of Transportation—Federal Aviation Administration
Supplemental Type Certificate
(Continuation Sheet)

Number SH3887NM

3. FAA approved Flight Manual Supplement for the 206H-990 windshield defroster system ("defroster only" system for rotorcraft with a non Air Comm Corp. bleed air cabin heater installation) in Bell Helicopter Models 206A, and 206B dated November 2, 1990, or later FAA approved revision is required.
4. FAA approved Flight Manual Supplement for the 206H-992/-994 windshield defroster system ("defroster only" system for rotorcraft with a non Air Comm Corp. bleed air cabin heater installation) in Bell Helicopter Models 206L, 206L-1 and 206L-3 dated November 2, 1990, or later FAA approved revision is required.
5. FAA approved Flight Manual Supplement for the 206H-201 bleed air cabin heater in Bell Helicopter Model 206B dated January 3, 1992, or later FAA approved revision is required.
6. FAA approved Flight Manual Supplement for the 206H-203 bleed air cabin heater in Bell Helicopter Model 206L-3 dated January 3, 1992, or later FAA approved revision is required.
7. FAA approved Flight Manual Supplement for the 206H-204 bleed air cabin heater in Bell Helicopter Model 206L-4 dated January 4, 1993, or later FAA approved revision is required.
8. FAA Approved Flight Manual Supplement for the 206H-204 Bleed Air Cabin Heater in Bell Helicopter Model 206L-4 with Tridair STC SR00036SE (Twin Engine), dated February 15, 1994 or later FAA approved revision is required.
9. This STC also applies to Bell Model 206L-4 with Twin Engines installed in accordance with STC SR00036SE.
10. This STC also applies to Bell Models 206A/B, and 206L helicopters with Allison 250-C20R/2 engine installed in accordance with STC SH4179NM and SH4169NM, respectively.
11. Approval of this change in type design applies to the above model aircraft only. This approval should not be extended to aircraft of this model on which other previously approved modifications are incorporated unless it is determined that the interrelationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, Continuation Sheet, and FAA Approved Flight Manual Supplement or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

-----E N D-----

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

Remove the following section
and retain with the
aircraft documents.

Air Comm Corporation
Longmont, CO 80301

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

for

BELL 206L/L1/L3/L4 CABIN HEATER, 206H-202

INTRODUCTION

This document provides maintenance and service information for the ACC 206H-202 cabin heater installation in the Bell 206L/L1/L3/L4 aircraft.

REFERENCE DOCUMENTS

1. Basic Bell Service Instructions.
2. AC43.13.1A, Acceptable Practices, Aircraft Alternation and Repair.
3. ACC Drawings:
 - 206H-202; Heater Installation.
 - 206H-507; Bleed Air Plumbing Installation - 206L.
 - 206H-509; Bleed Air Plumbing Installation - 206L1/L3/L4.
 - 206H-907; Heater Ejector Installation.
 - 206H-910; Heater Ejector Installation (opt fwd outlet flow control).
 - 206H-982; Windshield Defroster Installation (optional).

SYSTEM DESCRIPTION AND OPERATION

The cabin heating system is a bleed air type which consists of bleed air plumbing, a bleed air valve, and four heater ejectors.

The bleed air flows from the engine compressor through the bleed lines to the ejectors, where it is mixed with cabin air and exhausted to both the front and rear passengers. The ejectors are located under the front seats and between the two center seats. The warm air is ducted forward and aft through swivel outlets, which are located in the seat box structure.

The heater control valve is mounted under the pilot's seat, and the heater control is located on the front of the seat box.

The warm air flow can be individually controlled at each outlet by rotation of the swivel outlets. This action controls the flow of bleed air from full ON to OFF.

The system features an optional defroster system. The system consists of an ON-OFF valve, located in the center console, and ejectors, located in each defroster eyebrow. The ejectors pump warm air across the windshield. The original defroster blowers are not required but may remain installed at the option of the operator. The defroster and heater may be used simultaneously.

System Description and Operation (cont'd)

A bleed line drain valve is available as a part of the heater system. This valve is used to drain cleaning solution overboard when washing the internal parts of the engine.

Both the "heater" and "defroster" valves are infinitely adjustable from OFF to FULL ON, and may be set at the discretion of the operator. The drain valve is spring loaded open when the engine is not running and is closed due to engine pressure when the engine is operating.

MAINTENANCE INSTRUCTIONS

Conduct the following inspection functions at each annual inspection.

1. Inspect bleed air hose and tube assemblies for evidence of damage or deterioration. Replace if any of the above exists.
2. Inspect valve for mounting security.
3. Inspect valve for freedom of operation. This valve must be replaced if excessive friction exists.
4. Inspect bleed plumbing for insulation and security.
5. Verify security of control knobs and placards (see FMS for location).
6. Check the function of the automatic drain valve to insure that the valve is closed when the engine is operating. The valve should be checked with the heater "full ON." Slight leakage is permitted.
7. Remove heater ejectors. Inspect nozzles for evidence of deterioration. Check flow control valve for freedom of operation.

Maintenance Instructions (cont'd)

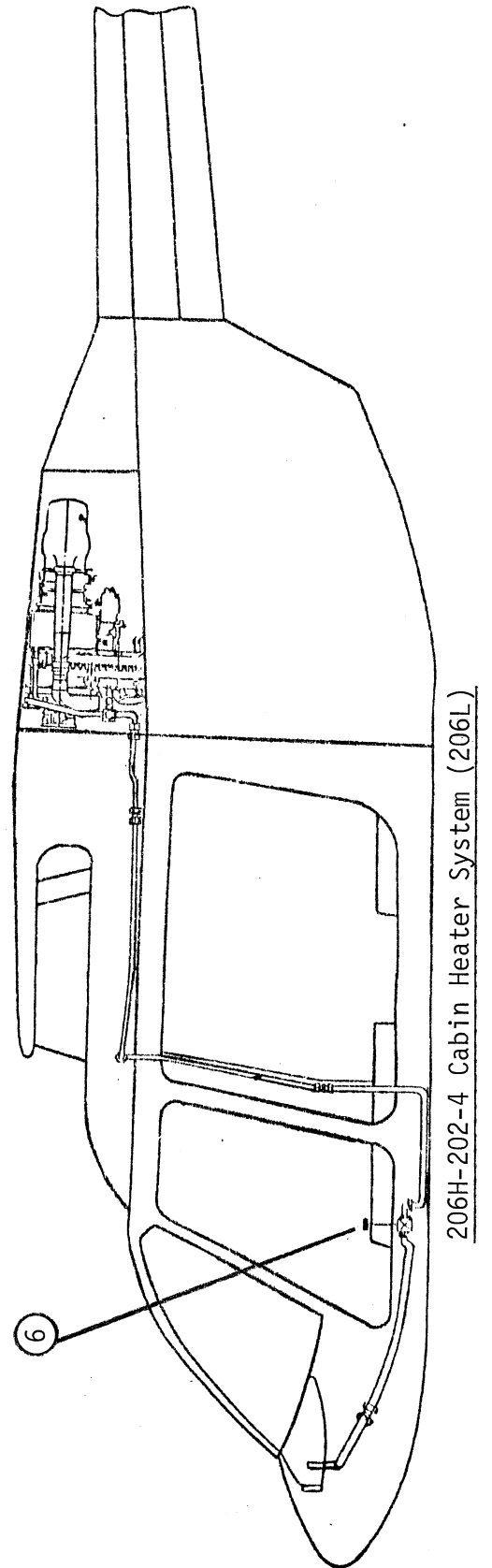
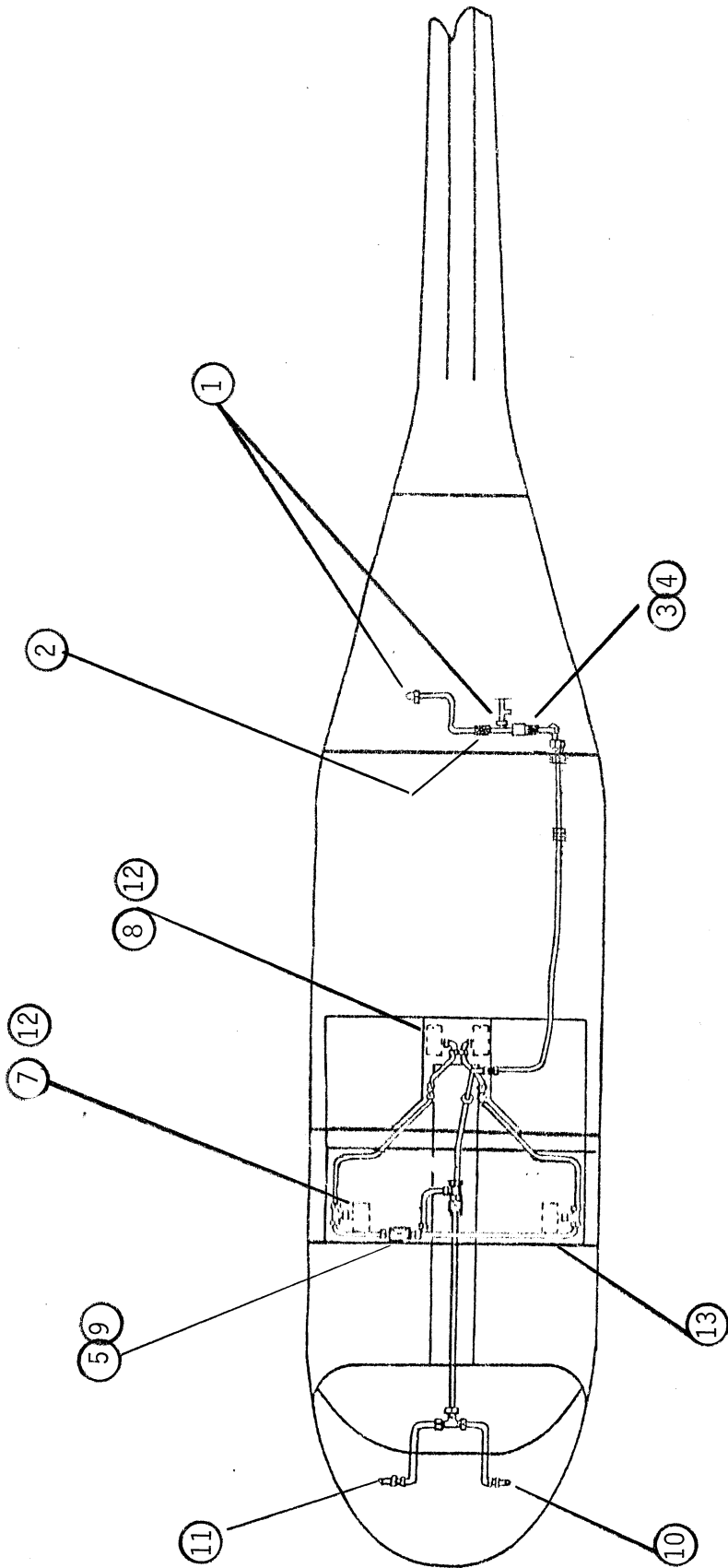
Spares List 206H-202-4 (206L):

Item No.	Description	P/N	Qty/System
1	Restrictor (206L)	S-9216EC-1	2
2	Hose - SS	S-9213EC-1	1
3	Y-Fitting	S-9266EC-1	1
4	Drain Valve	S-9230EC-1	1
5	Valve Assy - Heater	S-9202EC-1	1
6	Valve - Defroster (opt)	S-9209EC-3	1
7	* Ejector Assy - Heater (Fwd)	S-6424EC-1	2
8	Ejector Assy - Heater (Aft)	S-6224EC-4	2
9	Placard - Heater	S-9701EC-21	1
10	Ejector - Defroster (LH)	S-9224EC-3	1
11	Ejector - Defroster (RH)	S-9224EC-4	1
12	Ejector Adapter	S-9704EC-1	1
13	Label - Heater outlet (opt)	S-9722EC-1	2

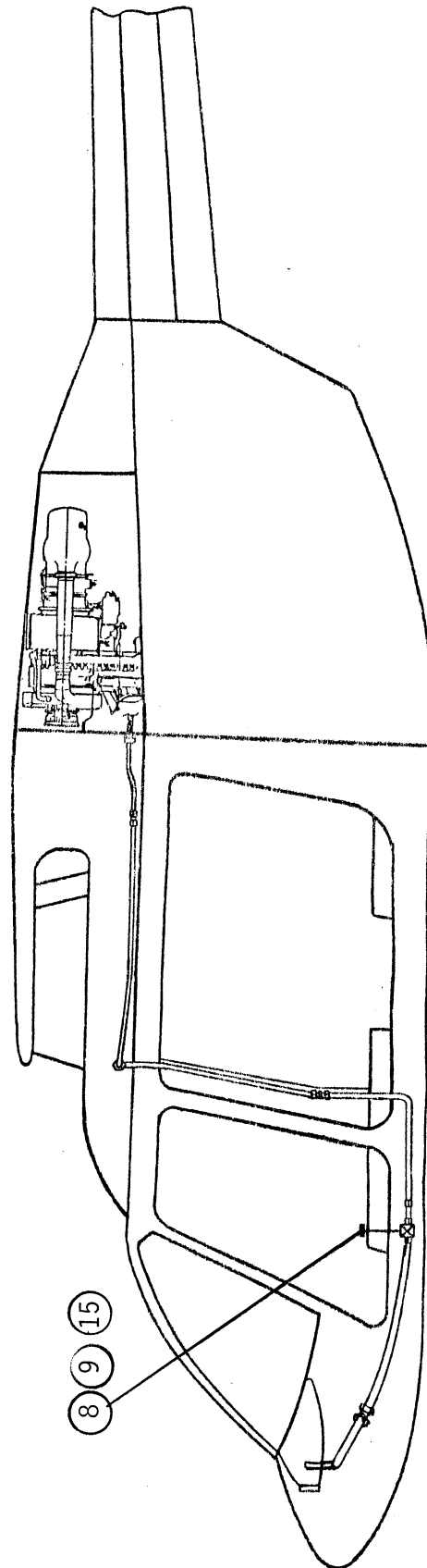
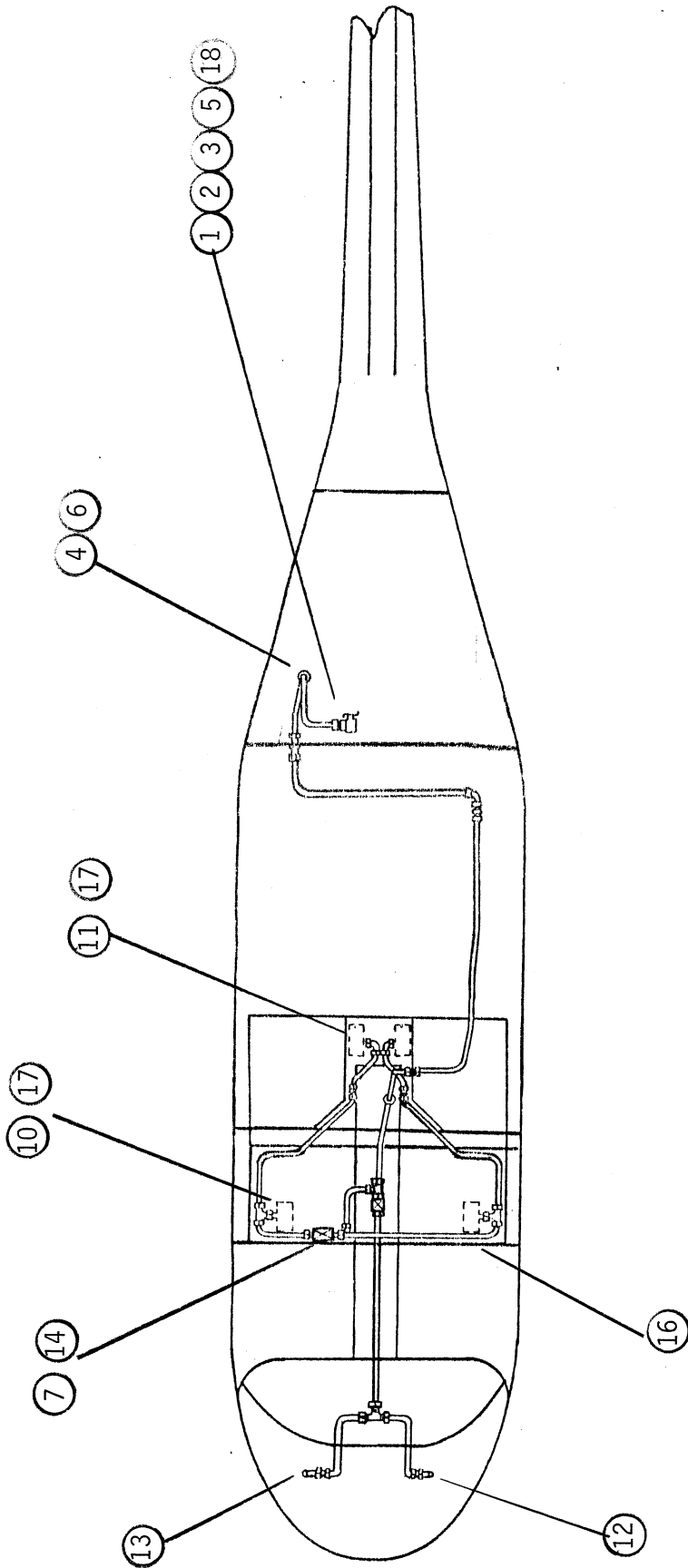
Spares List 206H-202-5 & -6 (206L1/L3/L4):

Item No.	Description	P/N	Qty/System
1	Restrictor (206L1)	S-9216EC-2	1
2	Restrictor (206L3/L4)	S-9216EC-3	1
3	Restrictor (206L3/L4 optional particle separator)	S-9216EC-4	1
4	Hose Assy (206L1/L3/L4)	S-9212EC-8	1
5	Hose Assy (206L3/L4 optional particle separator)	S-9212EC-4	1
6	Valve Assy-Drain optional particle separator)	S-9230EC-1	1
7	Valve Assy-Heater	S-9209EC-1	1
8	Valve Assy-Opt Defroster	S-9209EC-3	1
9	Knob	ES39300-1	1
10	* Ejector Assy-Heater (fwd)	S-6424EC-1	2
11	Ejector Assy-Heater (aft)	S-6424EC-4	2
12	Ejector Assy-Defroster (LH)	S-9224EC-3	1
13	Ejector Assy-Defroster (RH)	S-9224EC-4	1
14	Heater Placard	S-9701EC-21	1
15	Placard	S-9868-2	1
16	Label	S-9722EC-1	2
17	Ejector Adapter	S-9704EC-1	4
18	Gasket	S-9702EC-1	1

* S-6450EC-1 Option fwd outlet flow control.

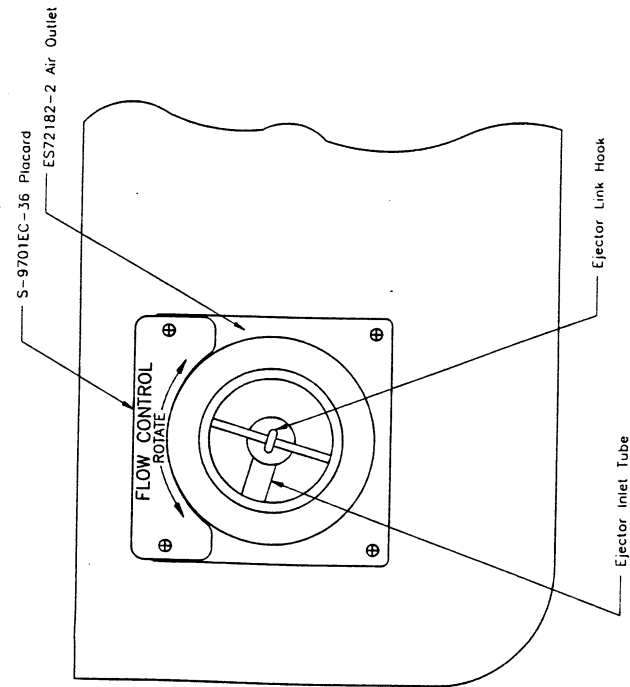
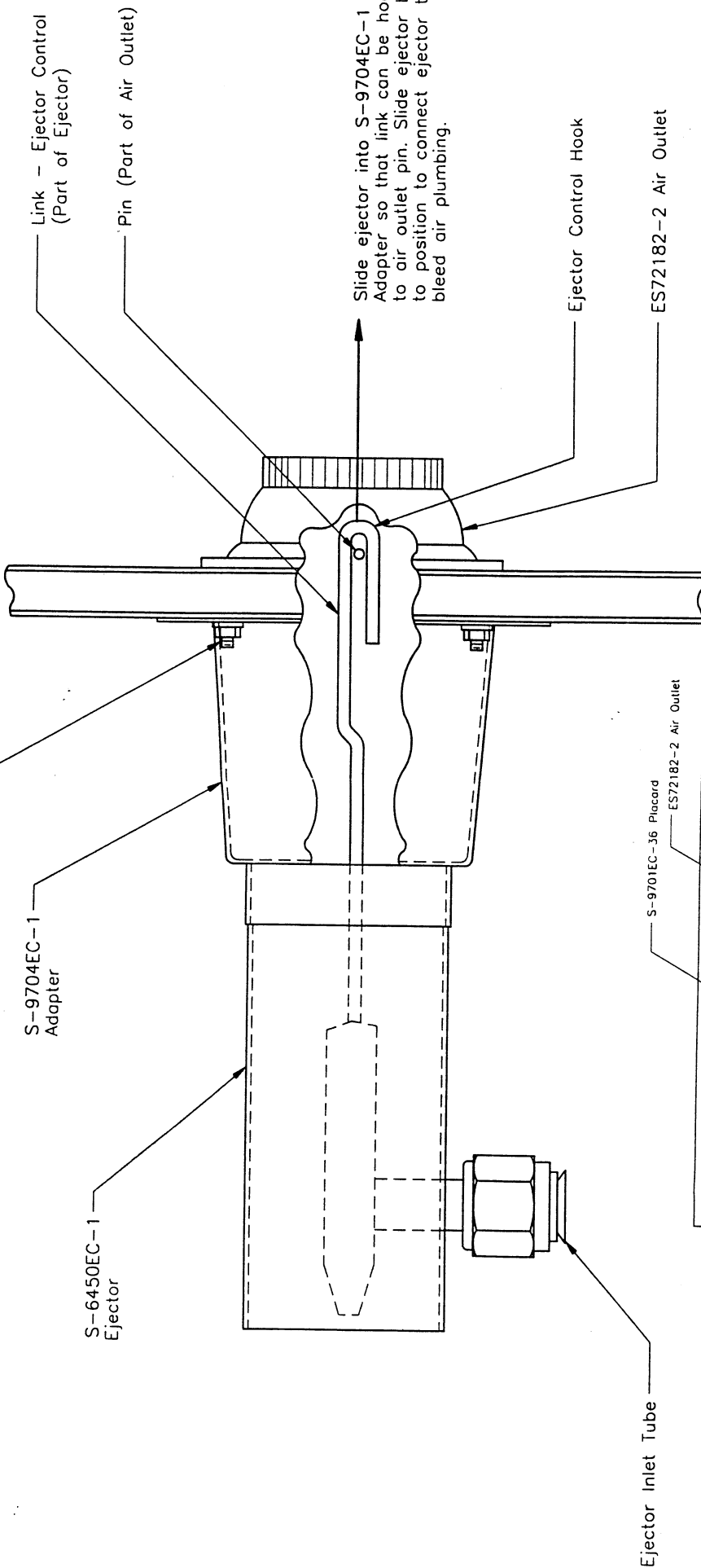


206H-202-4 Cabin Heater System (206L)



206H-202-5-6 Cabin HEATER System (206L1/L3/L4)

TIGHTEN NUTS UNTIL SNUG
DO NOT TORQUE



Heater Ejector Flow Control Indexing Procedures

WARRANTY

AIR COMM CORPORATION **Cabin Heating & Air Conditioning Systems**

Warranty Terms

Air Comm Corporation (hereafter referred to by ACC) warrants that products manufactured by ACC shall be free of defects in materials and workmanship for a period of one year from the date of installation and / or 1000 hours of flying time, which ever occurs first.

Limitations and Exclusions

Installation, maintenance and operation of the product must be in accordance with the specifications and instructions provided by ACC. The warranty registration must be returned to ACC within ten days of the date of installation.

This warranty shall not apply to any product repaired or altered by parties other than ACC unless express prior authorization is granted; nor shall this warranty apply to any product subjected to misuse or accident unless proof is submitted to the satisfaction of ACC that such misuse or accident was not a cause for the claimed defect.

The sole responsibility and liability of ACC and your exclusive remedy under any claim arising out of, connected with, or resulting from, this sale or the performance of breach of any condition of warranty thereunder, or from the manufacture, delivery, or use of the product shall be the repair or replacement of defective parts. Labor costs shall not be covered under any circumstances.

In no event, whether as a result of a breach of contract, warranty, tort (including negligence) or otherwise, shall ACC be liable for any special, consequential, incidental or penal damages or expenses including but not limited to loss of profit, goodwill, or revenues, loss of use of the equipment or any associated equipment, damage to associated equipment, cost of capital, cost of substitute products, facilities or services, down time, or cost or claims of third parties for such damages or expenses.

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OR REMEDIES WHETHER WRITTEN, ORAL, IMPLIED OR STATUTORY. ANY AND ALL IMPLIED WARRANTIES OR MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, COURSE OF DEALING OR USAGE OF TRADE ARE HEREBY EXPRESSLY DISCLAIMED AND EXCLUDED.

Acceptance of the product by you shall constitute your acknowledgment and acceptance of the terms, provisions, limitations and exclusions set forth herein. Such terms, provisions, limitations and exclusions shall not be modified, deleted or supplemented except by an express written acknowledgment of ACC.

WARRANTEE PERFORMANCE: All claims under this warranty shall be made to ACC. All returned parts must be shipped prepaid for evaluation. Full details of the symptoms of the malfunction should be included to assist in the evaluation. Warranty credit or replacement will be extended only after ACC has determined that all conditions of this warranty have been met.

Air Comm Corporation
3300 Airport Road
Boulder, CO. 80301
Phone 303-440-4075
Fax 303-440-6355

Air Comm Corporation Malfunction Report

Submitted To:

Air Comm Corporation
3300 Airport Road
Boulder, CO. 80301
Attn: Service Manager
Phone No. 303-440-4075
Fax No. 303-440-6355

Date Reported or Claim Filled _____/_____/_____
Date Discrepancy Occurred _____/_____/_____

Submitted By: (Company Name, Address, Phone No.)

Phone Number _____

Fax Number _____

Person to contact _____

Submitted For: (Company Name, Address, Phone No.)

Phone Number _____

Fax Number _____

Person to contact _____

All warranty parts claims must be accompanied by the following information, failure to do so may delay the ability of ACC to determine the validity of the claim.

Aircraft Data: (Please complete all sections)

Model No.	Registration No.	Serial No.	Delivery Date	Total Hrs. at Delivery	Hrs. at Occurrence

Part Data: (Please complete all sections)

Quantity	Part Number	Part Name	Serial No. (if available)	Hrs. at Occurrence

Is this original equipment Yes No (if no, please complete these two blocks) ►	Date Installed	Total A/C Hrs. when installed

Describe (in detail) of how the part failed, or reason for its return, (Please give any information that may be helpful in the evaluation of this part). _____

Warranty: Approved Disapproved
--

WARRANTY REGISTRATION

AIRCRAFT MODEL #

S/N

INSTALLER'S NAME

AIRCRAFT REGISTRATION NUMBER

STREET

PRODUCT P/N

CITY

ST

ZIP

DESCRIPTION

OWNER'S NAME

DELIVERY DATE

STREET

INSTALLATION DATE

CITY

ST

ZIP

TOTAL AIRCRAFT TIME

OWNER'S SIGNATURE

TITLE (IF APPLICABLE)

DATE