

**FAA APPROVED
ROTORCRAFT FLIGHT MANUAL
SUPPLEMENT**

for operation of the

*Mechanical Specialties LLC
Model UH606 Cargo Hook and
Suspension Assembly*

When installed on

*Bell Models 204B, 205A-1, 212, 412, 412EP / Northwest Rotorcraft LLC
Model UH-1H / Rotorcraft Development Corp. Model UH-1H / Arrow
Falcon Exporters, Inc. Model UH-1H / Overseas Aircraft Support, Inc.
Model UH-1H*

R/N _____ S/N _____

FAA Approved Shm Rippe
Manager, Seattle Aircraft Certification Office
For

Date: MARCH 30, 2012

Revision: _____

Cargo Hook and Suspension
System Model UH606



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Page 1 of 7

Rev. IR

INTRODUCTION

This Supplement must be attached to the corresponding Rotorcraft Flight Manual when Mechanical Specialties LLC Model UH606 Cargo Hook and Suspension System is installed in accordance with Supplemental Type Certificate SR02126SE or SR01946SE. Specific information to each Supplemental Type Certificate is listed below.

INFORMATION SPECIFIC TO STC SR02126SE FOR BELL MODEL 204B, 205A-1, 212, 412 and 412EP.

The information contained herein supplements or supersedes the information contained in the Rotorcraft Flight Manual and the Rotorcraft Flight Manual Supplement for Cargo hook installations issued by the OEM. For limitations, procedures, and performance data not contained in this supplement, refer to the FAA Approved basic Rotorcraft Flight Manual and Rotorcraft Flight Manual Supplement for Cargo hook installations issued by the OEM.

INFORMATION SPECIFIC TO STC SR01946SE FOR NORTHWEST ROTORCRAFT LLC MODEL UH-1H, ROTORCRAFT DEVELOPMENT CORP. MODEL UH-1H, ARROW FALCON EXPORTERS, INC. MODEL UH-1H, AND OVERSEAS AIRCRAFT SUPPORT, INC. MODEL UH-1H.

The information contained herein supplements or supersedes the information contained in the FAA Approved Rotorcraft Flight Manual TM55-1520-210-10, as applicable to its corresponding Type Certificate Data sheet. For limitations, procedures, and performance data not contained in this supplement, refer to the FAA approved basic Rotorcraft Flight Manual TM55-1520-210-10.

ATTENTION

All pilots and operations personnel must familiarize themselves with the data contained in this supplement before operating any model rotorcraft equipped with Mechanical Specialties LLC Cargo Hook and Suspension System Model UH606.

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Page 2 of 7

Rev. IR

Section 1 - OPERATING LIMITATIONS

In conjunction with this Rotorcraft Flight Manual Supplement, the basic FAA approved Rotorcraft Flight Manual and Flight Manual Supplement provided by the OEM for cargo hook operations, remain applicable.

There are no additional restrictions with the installation of the UH606 Cargo Hook and Suspension System. The UH606 has been tested and approved for 6000 pounds. However, the maximum external cargo load limits set forth in the Basic Rotorcraft Flight Manual and OEM Supplement must not be exceeded.

Section 2 - NORMAL PROCEDURES

CAUTION

If either the manual or electrical release system fail to properly operate during testing, or any condition is noted when performing the daily inspections listed in paragraph 1 through 4 below which may indicate a non-airworthy condition; correct the condition, and repeat the sequence in paragraph 1 through 6 prior to external load operations.

The following procedures shall be accomplished daily, prior to the first flight.

1. Swing Cargo hook and suspension assembly through its full range of movement to assure no interference exists, and the cargo hook manual release rigging does not cause the cargo hook to release inadvertently.
2. Visually inspect the cargo hook attaching hardware for security and damage.
3. Visually inspect the electrical connections for security and damage.
4. Visually inspect the cargo hook for security, damage or cracking of cases, load beam and bumper ring.

NOTE: The cargo hook manual and electrical release system interface with the OEM manual and electrical release systems. Refer to the rotorcraft Flight Manual and OEM Flight Manual Supplement for operation of these systems. To perform the following test, position one person at the cargo hook applying light downward pressure on the cargo hook load beam and one person located at the pilot's position.

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Page 3 of 7

Rev. IR

Section 2 - NORMAL PROCEDURES cont'd

- 5. Perform a test of the manual cargo release system. Depress the emergency release pedal located between the directional control pedals; cargo hook shall open before the release pedal reaches its stop. Reset the pedal and cargo hook.
- 6. Perform a test of the electrical release system (refer to the rotorcraft flight manual or flight manual supplement for OEM cargo hook operations). Energize the aircraft electrical system, and arm the cargo hook system; ensure the cargo hook armed light is illuminated. Depress the CARGO RELEASE button, cargo hook shall open; release button and reset hook. Disarm the cargo hook and de-energize the electrical system.

CARGO HOOK RIGGING

Correct rigging of loads attached to the cargo hook is essential for proper function; steel load rings are recommended to ensure a proper release function; do not attach nylon straps directly to the load beam. The following illustrations note acceptable rigging methods, however, is not intended to depict the only acceptable methods; it is the responsibility of the operator to assure the cargo hook will function properly when an external load is attached.



It is essential that trained personnel and proper equipment are utilized to perform safe external load operations. If loads are rigged incorrectly or improper primary and secondary ring sizes are utilized, conditions exist where the load attached may not fully release when commanded or may release without command; either condition may result in damage to equipment and property, injury or loss of life.

Figure 1 on page 5 depicts one acceptable rigging technique and denotes the minimum and maximum ring sizes acceptable for use with the UH606.

Figure 2- 2A and 3-3A on page 6, depict examples of improper rigging techniques and their potential release failures.

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Page 4 of 7

Rev. IR

EXAMPLE OF ACCEPTABLE RIGGING FOR MODEL UH606

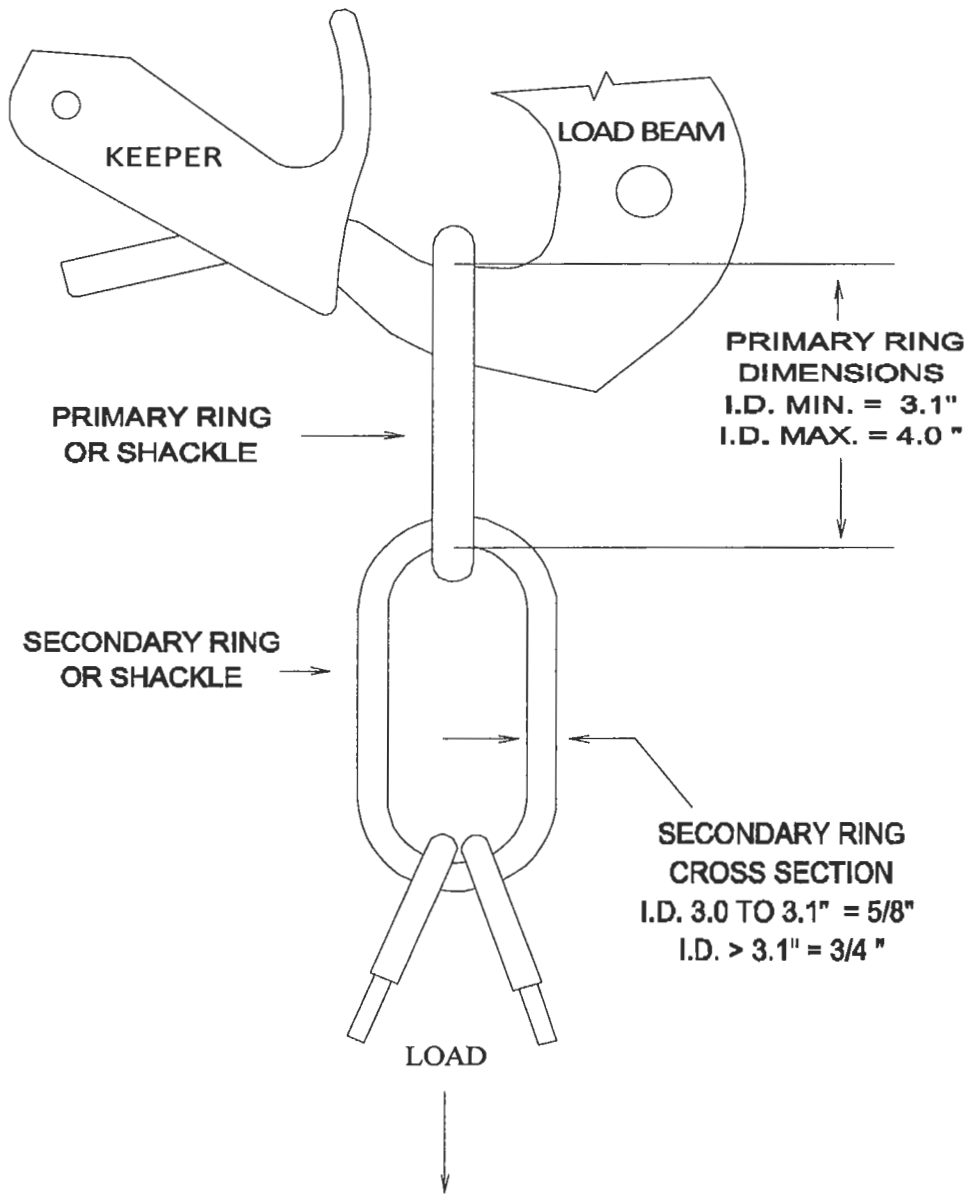


FIGURE 1

Cargo Hook and Suspension
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MSI-FMS-UH606-01

Page 5 of 7

Rev. IR

**INCORRECT RIGGING
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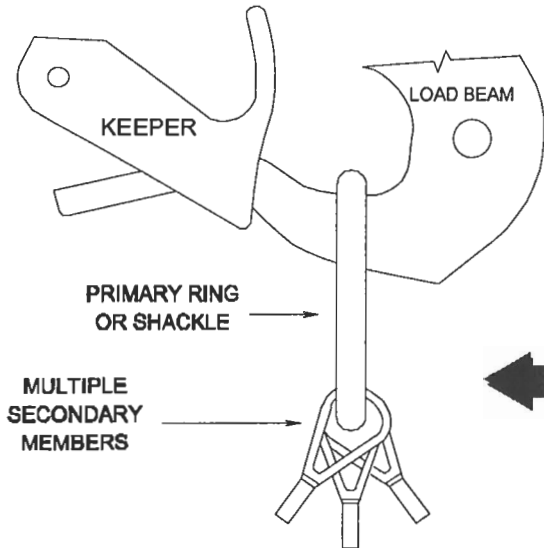


FIGURE 2

RELEASE FAILURE DUE TO INCORRECT RIGGING (UNDERSIZED RING)

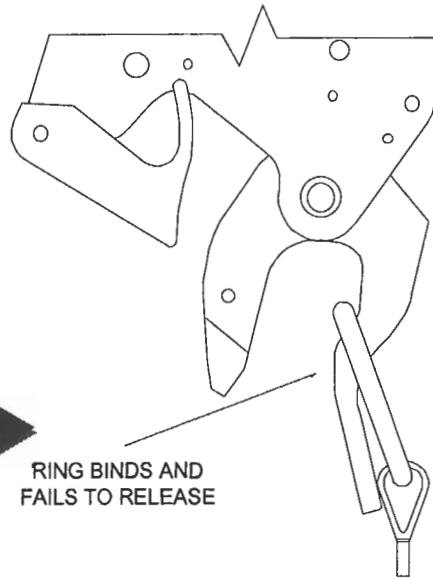


FIGURE 2 A

**INCORRECT RIGGING
MODEL UH606**

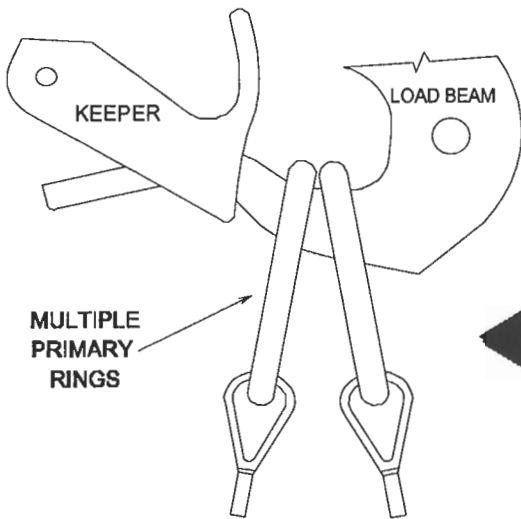


FIGURE 3

RELEASE FAILURE DUE TO INCORRECT RIGGING (MULTIPLE PRIMARY RINGS)

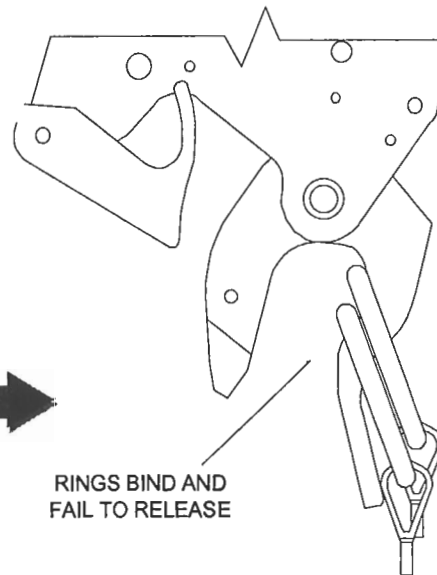


FIGURE 3 A

**Cargo Hook and Suspension
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Page 6 of 7

Rev. IR

Section 3 - EMERGENCY PROCEDURES

Refer to the Rotorcraft Flight Manual and the OEM Flight Manual Supplement/Cargo Hook operations for all emergency procedures during external load operations.

Section 4 – PERFORMANCE DATA

Refer to the Rotorcraft Flight Manual and the OEM Flight Manual Supplement/Cargo Hook operations for performance data related to external load operations.

Section 5 - WEIGHT AND BALANCE

Refer to the Rotorcraft Flight Manual and the OEM Flight Manual Supplement/Cargo Hook operations for weight and balance data and calculations utilized during external load operations.

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Page 7 of 7

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