

BELL 206B Model Guide

BELL 206B is a Bell 206-family helicopter. The family includes the 206, 206A, 206A-1, 206B and 206B-1. The supplied sources are not a flight manual. They cover two aftermarket items for the BELL 206B: Van Horn composite main rotor blades and a Kamatics KAflex rotor brake kit. No variant-specific performance or weight data is available.

KEY TAKEAWAYS

- Registry data covers the whole 206 family (up to 6 passengers). This pack has no 206B-specific payload, weight or speed figures.
- Van Horn composite blades 20635000-501 are eligible for the 206B. Inspect at 300 hours and annually, with a deeper check at 2,400 hours.
- The KAflex rotor brake needs a KAflex driveshaft installed first under an STC. It is incompatible with BHT Service Instruction 206-30 or 206-63.
- The library record lists a piston engine but the registry family is turboshaft. Confirm the actual engine from the aircraft records.

SAFETY NOTES

- Lightning strike: scrap the Van Horn blades and return them to Van Horn Aviation for testing.
- Main rotor overspeed above 114%: inspect the blades and check the attachment bushing for elongation over .0015 inch.
- Overtorque above 120 percent: inspect the blades at the time and again after 25 hours of operation.

VAN HORN COMPOSITE MAIN ROTOR BLADES

The blade is carbon/epoxy with stainless steel and nickel abrasion strips. The 300-hour and annual checks cover dents, cracks, blisters and trailing edge delamination. At 2,400 hours the grip plates come off for crack and tap-test checks. After hail, up to five voids of 1.0 inch diameter or less are acceptable on the upper surface. Sharp dents and punctures in the abrasion strips are not permitted.

KAFLEX ROTOR BRAKE CHECKS

Inspect the disk, cup and spacer. Twice a year, check that the disk is not thinner than .260 inch and its faces are parallel within .002 inch. The gap to the four caliper pucks should be consistent within .020 inch. Master cylinder output is set to 119 ± 8 psi. The retrofit is reported on FAA Form 337.

RECORDS TO ASK FOR

Ask for each blade's historical record (log card), which records the blade weight. Ask for the KAflex Historical Service Record, Certificate of Conformance and Flight Manual Supplement. Confirm FAA Form 337 for the rotor brake and the blade track-and-balance history.