United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SH2923NM

This certificate, issued to Croman 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
Model: 206B

Description of Type Design Change: The Pilot-in-Command position to be located in the left seat, in accordance with Croman Coproration Collective Pitch Package, dated June 17, 1985 and five (5) photos same date.

NOTE: This STC requires: Co-pilot instruments, external load release switch on cyclic control.

Collective pitch control includes: Throttle, start button, flight idle stop, and other items.

Limitations and Conditions:

Data pertaining to this modification are considered inadequate for duplication in other aircraft. This approval is limited to Pilot-in-Command operation from the left seat on Bell Model 206B Rotorcraft, Serial Number 2052, only. The modified rotorcraft must be operated in accordance with a FAA approved copy of the Rotorcraft Flight Manual Supplement dated July 8, 1985, or later FAA Approved Revision. A copy of this Certificate and Rotorcraft Flight Manual Supplement must be carried in the rotorcraft at all times.

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.

Date of application: January 14, 1985

Date of issuance: July 8, 1985

Date reissued:

Date amended:

By direction of the Administrator

(Signature)

Acting Manager,
Seattle Aircraft Certification Office
(Title)

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

This certificate may be transferred in accordance with FAR 21.47.

FAA Form 8110-2 (10-68)