



BELL HELICOPTER 407 AND 206 SERIES POLYCARBONATE WINDSHIELD

You asked. We answered.

INTRODUCING THE BELL 407 AND 206 POLYCARBONATE WINDSHIELD



In keeping with Aeronautical Accessories' tradition of designing products to meet our customers' needs, a new, patent-pending windshield has been added to the brand's product portfolio.

This revolutionary design features improved impact resistance. Through the combination of unique materials and construction, the windshield performance is superior to traditional acrylics.

DESIGN FEATURES

- Monolithic polycarbonate windshield
- Impact resistant windshield and edging kit
- Developed in response of voice of the customer
- Exclusive mounting system of composite edging, adhesives, seals and fasteners provides increased flexing
- Superior in impact performance to standard OEM and replacement acrylic windshields
- Ideal as a replacement kit
- Independent corner support design improves impact resistance



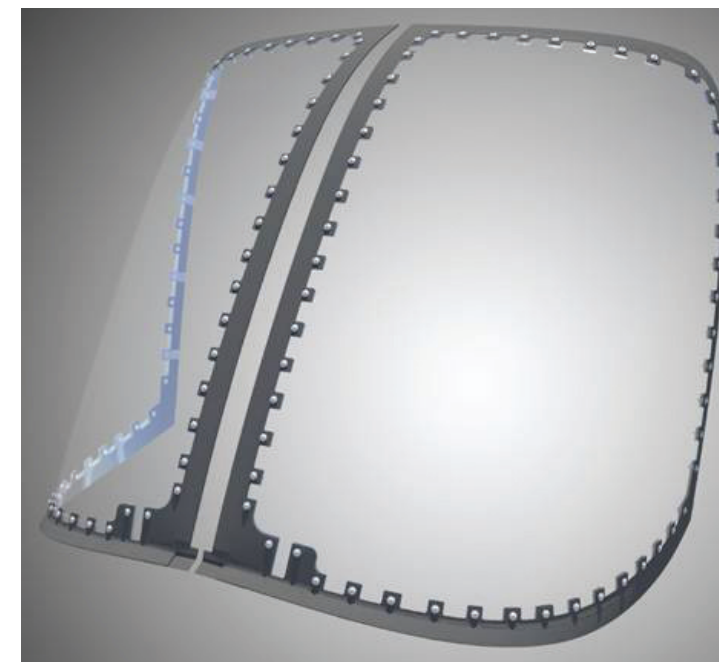
POLYCARBONATE WINDSHIELD FEATURES FOR THE BELL 407 AND BELL 206 SERIES



- **INDEPENDENT CORNER SUPPORTS**
(polycarbonate only)
- **.177" THICK POLYCARBONATE WITH HARDCOAT**
(.100" thick acrylic windshield)
- **SEAL ALL AROUND**
(polycarbonate only)
- **INBOARD & OUTBOARD REINFORCED EDGING**
 - Install corner supports to airframe. Use seven existing rivet locations. Remainder match-drilled in airframe
 - Mount windshield assembly edging drilled with airframe. (No drilling of polycarbonate)
 - Additional items to install: center post doubler, close-outs, and seals for windshield
 - Net weight impact: ~20 lbs/set to OEM acrylic windshields
 - Both windshields seal all around and can be painted to match appearance

SPECIFIC FEATURES FOR THE BELL 206 POLYCARBONATE WINDSHIELD

- Kits available with polycarbonate windshield for one side only if desired (acrylic used for other side)
- Acrylic and polycarbonate windshields have matching form
- Windshields are installed using screws around the perimeter to ease removal and replacement.





The 407 Impact Resistant windshields were impact tested at an ASTM/MIL spec capable facility using equipment and facilities certified and calibrated for aircraft bird strike testing. These tests were completed per ASTM F330-10 protocol, conduct and specifications on a 407 airframe, using the FAR part 29.631 requirements of a 2.2 lb bird traveling at VNE as the test requirement. 206 Impact Resistant windshields were tested in a non-certified lab on a 206 airframe using gelatin projectiles designed as equivalent to actual chickens and at the same mass and velocity, adjusted for a 206. This laboratory test was calibrated to ASTM testing through a series of impacts performed on the same 407 design as before and determined to be an equivalent test.

It should be noted that both aircraft are part 27 rotorcraft, which do not have bird strike requirements as defined in part 29 and therefore could not be found compliant to bird impact requirements.



A Bell Helicopter Brand

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For more information on the new, FAA STC approved Bell 407 and 206 Polycarbonate Windshield, contact your Aeronautical Accessories sales representative.