

**OPERATIONS SAFETY NOTICE**

March 26, 2007

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**OSN 204-07-28**  
**OSN 205-07-42**  
**OSN 205B-07-14**  
**OSN 212-07-46**  
**OSN 412-07-29**  
**OSN 412CF-07-08**  
**OSN 412RSAF-07-02**

**TO: All Owners/Operators of Bell 204 / 205 / 205B / 212 / 412 / 412CF / 412RSAF Helicopters**

**SUBJECT: FAA UNAPPROVED PARTS NOTIFICATION 2006-00097**

Bell Helicopter is aware of the issuance of UPN (Unapproved Parts Notification) 2006-00097 by the FAA and believes the content of this UPN to be in error which may lead to misunderstanding by affected operators/maintainers. Bell Helicopter has requested the issuing authority to reissue the UPN with corrected information provided by Bell. However, as a reissue may take some time, this OSN is issued to provide the intent of what a corrected UPN should state. It pertains to BHT tail rotor hanger bearings P/N 204-040-623-003 and P/N 204-040-623-005.

Hill Industries, Inc. and /or Hill Aerospace & Defense, has distributed certain tail rotor driveshaft hanger bearings, allegedly manufactured by Timken, for Bell helicopters. They have either marked these parts with Bell part numbers or changed the Bell part numbers appearing on them. Specifically, Hill has distributed in excess of 180 bearings carrying Bell part no. 204-040-623-005 ("-5 bearings") in response to an order for those part numbered bearings. Apparently, when the customer received those bearings it was obvious that they had been previously marked with Bell part no. 204-040-623-003 ("-3 bearings") and had been changed to the -5 bearing number.

By a document titled, "Verification," dated November 11, 2003, Hill Industries admitted that it had remarked the bearings because they had "inadvertently [been] marked with a -3 in lieu of a -5". The verification document then proceeds to ostensibly describe the differences between the -3 bearings and the -5 bearings and suggests that they are interchangeable. They are NOT interchangeable due to dimensional differences. Bell does not know the source of the bearings but doubts that they were inadvertently miss-marked as the "verification" document describes.

Bell Helicopter Textron continues to encourage Owners / Operators of our helicopters to ensure that the parts installed on them are procured from an approved source.