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Subject: Bell 407 Product Update

Reference: 407 P006

Dear Bell 407 Customer,

*Continuing with our campaign of announcing noteworthy product improvements of the Bell 407, it is my pleasure to offer this **sixth** issue of our Product Updates. Our Task Force of dedicated individuals, selected from various functional assignments, and charged with improving the Bell 407 has been working diligently and I hope you would agree, quite productively. Bell Helicopter has continued focus on fulfilling customer expectations and invites your feedback on these and any other issues important to the operation of your Bell 407.*

NEW!! Revised Maintenance Plan for FAA-regulated Operators

Effective 21 Jan 2004, with Revision 6 to FAA Supplement to the Bell 407 MM, the scheduled 100-hour inspection as imposed by the FAA supplement, is no longer required. Operators of the Bell 407, who maintain the aircraft under FAA oversight, may now use the maintenance plan predicated upon the 300-hour or annual inspection interval that is part of the basic 407 MM.

NEW!! Engine Inlet Barrier Filter Option

Coordinating closely with Bell Helicopter and Rolls-Royce, Aerospace Filtration Systems (AFS) Inc. has developed an engine Inlet Barrier Filter (IBF) installation for the Bell 407. Based on a successful OH-58D design proven in battlefield desert conditions, the IBF similarly offers improved engine inlet protection over other systems. Operators may contact exclusive distributor, Aeronautical Accessories Inc. 423-538-5111, for price and availability of this kit, FAA- approved for the Bell 407 by STC SR09368RC.

NEW IN PRODUCTION: Product Balanced Main Rotor Blades

Effective at Bell 407 s/n 53565, we have introduced a main rotor blade with provisions for product balancing in the field. These blades are instantly identifiable by the visible weight pockets, one on the upper surface and one on the lower surface near the blade tip. This feature vastly improves the rotor smoothing options to the operator while reducing the need for blades

to be returned to the factory for whirl stand matching to the blade master. Fielded blades may be returned to a Bell-approved facility for modification to the new configuration. A Technical Bulletin (TB) is in the release cycle and will introduce the new rotor smoothing procedures to the field maintainer.

New Flight Control Rod-end Bearings

In an effort to reduce Direct Operating Costs, TB 407-03-42 was released on 28 August, 2003, introducing a new on-condition rod-end bearing, 407-001-404-101, for use on the collective link tube, lateral and longitudinal cyclic tubes to replace rod-end bearing 406-310-404-101. The previous rod-end bearing 406-310-404-101, continues in use on the main rotor pitch links and has an airworthiness life of 5000 hours.

Major revision to the Maintenance Manual

Major revisions to your 407 maintenance manual were released in 2003, Rev 18 in August, and Rev 19 in December. These changes represent our largest annual Bell 407 MM revision ever with 16 chapters improved and approximately 800 pages updated!

Improved Tail Rotor Drive Shaft bearing

In the process of improving the reliability of the tail rotor drive shaft bearing, TB 407-03-43 was issued in Sept 2003 and introduced the latest bearing 407-340-339-107, to replace previous bearings. Bell has been monitoring the bearing reliability and happily reports that on the approximately 70 aircraft in the fleet sampling, almost 150,000 hours of trouble-free operation have been logged. Bell is encouraged by this welcome news and is anticipating this new bearing as the preferred bearing for the entire 407 fleet. Production aircraft s/n 53580 and subsequent use this improved bearing at all six locations.

M/R Mast Improved Corrosion Protection

Some operators have reported corrosion developing on exposed external surfaces of the main rotor mast assembly. Bell has improved corrosion resistance by increased quality control of cadmium plating surface protection, adding paint to exposed external surfaces, and improving moisture resistance by better sealing. These improvements are introduced to production at s/n 53580, and TB 407-03-44 introduces the change to the field.

Color-Matched Passenger & Crew Restraints Available

Bell found it necessary to introduce an improved passenger and crew restraint system by ASB 407-99-29 to address a field condition where the restraints were observed by occupants to become loose in flight. At the time the ASB was released, only back restraint webbing was available. Responding to customer wishes for color-matched restraint webbing, we issued TB 407-03-45 in October 2003, listing the colors available and the identification for ordering the desired color.

Aux Fin Tuning Weight Removed

While Bell conducted extensive flight-testing for various other reasons, the study of the auxiliary fin tuning weights was included. It has now been determined that auxiliary fin tuning weights

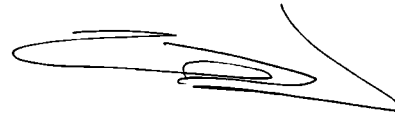
may now be safely removed. Removal of the weights from production aircraft occurred at s/n 53555, and TB 407-03-46 has been released to provide removal procedures to the field.

Optional Removal of M/R Hub FRAHM Assembly

At the request of numerous customers, Bell performed flight testing to determine if the main rotor FRAHM damper could be safely removed for weight saving. Although there is no plan to remove the FRAHM damper from production aircraft, operators who choose to do so may remove their FRAHM damper and fairing assembly. TB 407-03-51 has been released to provide the approval for the optional removal of this installation.

Your response to the first issues of the 407 Product Updates has been excellent. We are delighted to receive many positive comments and suggestions of areas to address in the future. Please continue to provide any feedback, both positive and constructive so that we can continue to meet your needs in the future. As always, your Customer Service Representative, Sales staff, and Product Support Engineers remain at your service 24 hours a day. Or if you prefer, use our website (www.bellhelicopter.textron.com) as we appreciate your comments and feedback. On this website you will not only find great technical data, but also comprehensive information about Bell products and services.

Cordially,

A handwritten signature in black ink, appearing to read 'Carey Bond', with a stylized flourish extending to the right.

*Carey Bond
Vice President
Customer Support & Services*

Ref: JD2004-010