

**ALERT SERVICE BULLETIN  
REVISION NOTICE**



DATE MAR 30, 2009

**TO: All Owners/Operators of Bell 427 Helicopters**

**SUBJECT: REVISION "A" TO ALERT SERVICE BULLETIN 427-09-24:  
ANTI-DRIVE LINK ASSEMBLY P/N 406-010-432-101, ONE TIME  
INSPECTION OF**

Revision "A" to this bulletin is issued to correct the P/N for the anti-drive link assembly in the description section which should have read 406-010-432-101.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT  
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

**ALERT SERVICE BULLETIN**



A Textron Company

NO. 427-09-24

DATE MAR 27, 2009

PAGE 1 of 3

DATE	MAR 30, 2009
REV	A

**MODEL AFFECTED:** 427

**SUBJECT:** ANTI-DRIVE LINK ASSEMBLY P/N 406-010-432-101, ONE TIME INSPECTION OF

**HELICOPTERS AFFECTED:** Model 427 helicopters serial number 56001 through 56074, 58001 and 58002

Model 427 helicopters serial numbers 56075 and subsequent will have the intent of this bulletin accomplished prior to delivery.

**COMPLIANCE:** Before next flight, inspect all spare and installed anti-drive link assemblies with a serial number prefix TI or TIFS

**DESCRIPTION:**

Bell Helicopter has received a report of a bearing P/N 406-310-403-101 incorrectly installed in the anti-drive link assembly P/N 406-010-432-101. Investigation revealed that, although the inspection witness marks were applied on the part, the bearing had not been staked correctly during manufacture.

This bulletin requires a one time inspection of all anti-drive link assembly P/N 406-010-432-101 with a serial number prefix TI or TIFS in spare or installed on the aircraft.

A

**APPROVAL:**

The engineering design aspects of this bulletin are Transport Canada Civil Aviation (TCCA) approved.

**MANPOWER:**

Approximately 1.0 man-hour is required to complete this bulletin. Man-hours are based on hands-on time, and may vary with personnel and facilities available.

**WARRANTY:**

Owners / Operators of Bell Helicopters who comply with the instructions in this Bulletin will be eligible to receive a credit towards the replacement link assembly 406-010-432-101.

To receive this credit:

- Comply with the instructions contained in this Bulletin no later than the applicable hours in the “compliance section” of this ASB, or before April 30, 2009
- Purchase a replacement part from a Bell approved source.
- Submit an MMIR to the Bell Warranty Department referencing this ASB.

Customers who fail to comply with the instructions in this Bulletin after the April 30, 2009 are not eligible for the special warranty credit listed above. There is no labor associated with this bulletin.

**MATERIAL:**

**Required Material:**

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

None required

**Consumable Material:**

The following material is required to accomplish this bulletin, but may not require ordering, depending on the operator’s consumable material stock levels. This material may be obtained through your Bell Helicopter Textron Supply Center.

None required

**SPECIAL TOOLS:**

None required

**WEIGHT AND BALANCE:**

Not affected

**ELECTRICAL LOAD DATA:**

Not affected

**REFERENCES:**

BHT-427-IPB  
BHT-427-MM  
BHT-ALL-SPM

**PUBLICATIONS AFFECTED:**

None affected

**ACCOMPLISHMENT INSTRUCTIONS:**

1. Gain access to to the swashplate assembly located on the roof above the main transmission.
2. Using a 10X magnifying glass, inspect anti-drive link assembly P/N 406-010-432-101 to ensure that bearing P/N 406-310-403-101 is correctly and securely installed and staked in the link assembly. Refer to BHT-427-CR&O for correct bearing installation/inspection procedure. If in doubt, disconnect and remove anti-drive link assembly 406-010-432-101 and inspect the bearing for correct staking. Refer to BHT-ALL-SPM. Replace the bearing if required.
3. Should you find a link assembly with a loose bearing, please advise Product Support Engineering.
4. Reinstall previously removed cowlings.
- 5 Annotate aircraft records to reflect compliance with this bulletin.