

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

April 9, 1999

INFORMATION LETTER 407-99-36

TO: All Owners/Operators of 407 Helicopters.

SUBJECT: UPDATE TO MODEL 407 V_{NE} INCREASE

Bell Helicopter has designed modifications to the model 407 tail rotor installation that yields additional clearance between the tail rotor and tailboom structure. The modification consists of a new crosshead, mast nut, flapping stop, pitch horn assemblies, and pedal stop. Flight testing of this configuration shows acceptable tail rotor-tailboom clearance at 130 knots with full pedal excursions. Transport Canada has flown the 407 with this configuration, and is currently reviewing the technical data. Coordination with the FAA is also proceeding.

While the authorities review the flight test data that substantiates the V_{NE} increase, Bell Helicopter is continuing with remedial action. An optional Technical Bulletin is in preparation, which introduces this new tail rotor configuration. Adequate parts are available for production and spares requirements. The parts needed for this change will be provided to our operators free of charge.

Once Bell Helicopter is informed by the regulatory agencies of their acceptance of a V_{NE} increase, an ASB will be issued to introduce the exact configuration required.

Please be assured that Bell Helicopter remains firmly committed to returning the 407 to the originally certified 140 knot V_{NE} , and this issue remains the top priority within Bell Helicopter.