



OPERATIONS SAFETY NOTICE

REV. "A"
May 2, 2003

April 4, 2003

OSN 407-03-14

TO: All Owners/Operators of Bell 407 Helicopters

SUBJECT: BELL 407 TAIL ROTOR DRIVESHAFT SEGMENT ASSEMBLIES

This Operations Safety Notice is issued to owners/operators of the Model 407 to emphasize the importance of strictly adhering to BHT published torque requirements when assembling tail rotor driveshaft segments. Refer to BHT-407-MM-7, paragraph 65-52, Revision 12.

The nut P/N MS21042L4 that retains tail rotor hanger bearing on shaft segment must be tightened to 30-50 inch-pounds plus tare torque. BHT reiterates the following standard practices that must be followed when applying torque to a fastener:

- Torque values posted apply to clean, undamaged and dry threads.
- The torque value being measured should be between the 30 to 80 % points of the torque wrench range. For example, a 0-100 inch-pounds torque wrench should be used to apply a torque of 30-50 inch-pounds.
- The torque wrench used must be currently calibrated.
- The tare torque should be recorded with a dial indicator type after all nut threads are engaged.
- The fastener combination must have a minimum tare torque as specified in the BHT-ALL-SPM. Otherwise the nut must be discarded and replaced.
- The tare torque should be recorded for each individual nut or fastener of the same type. Variations in wear, tolerances and finish will impact tare values of fasteners of the same size and type.

Care should be given to inspect the condition of the hanger bearings and the color and condition of the grease of the hanger bearings – refer to Alert Service Bulletin ASB 407-01-47 Rev A dated 19 July, 2002. Check for:

- Roughness of the Bearing
- Tears in grease seal
- Metal particles in grease
- Grease color

BHT encourages all maintainers to become familiar with the detailed requirements of the Standard Practice Manual, BHT-ALL-SPM. Bell Helicopter prescribed standard practices may differ from the standard practices of the aviation industry.

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