

OPERATION SAFETY NOTICE

407-17-21
28 June 2017

TO: All owners and operators of Model 407 Helicopters

SUBJECT: TAIL ROTOR BLADE PREFLIGHT CHECK

Following a recent event on a model 407 where a tail rotor tip block departed the tail rotor blade assembly in flight, Bell Helicopter is publishing this Operation Safety Notice (OSN) to emphasize the importance of the PREFLIGHT CHECK requirements contained in the BHT-407-FM-1 and BHT-407-FM-2 Flight Manuals, specifically the Section 2 for FUSELAGE – FULL AFT, and the tail rotor blades. For clarification, “tip block seal integrity” referenced in this procedure is explained as any anomalies (i.e. cracks, dents, damage, etc...), that might indicate degradation of the tip block bond.

If any cracks are suspected in the bond lines, or anywhere else, on the tail rotor blade assembly it should be investigated further prior to flight. If a crack exists in any location, the blade is not acceptable and must be removed from service. Detailed tail rotor blade assembly inspection criteria can be found in the BHT-407-MM Maintenance Manual in Chapter 5 and 64. Refer to the Figure 1 below and the Figure 64-10 (extracted from the BHT-407-MM-7) of this OSN, to identify the areas to pay particular attention.

Please note that wiping dirt and soot from the blade tip will increase visibility of cracks and other conditions in the area.

For any questions regarding this letter, please contact:

Bell Helicopter Product Support Engineering - Light Helicopters
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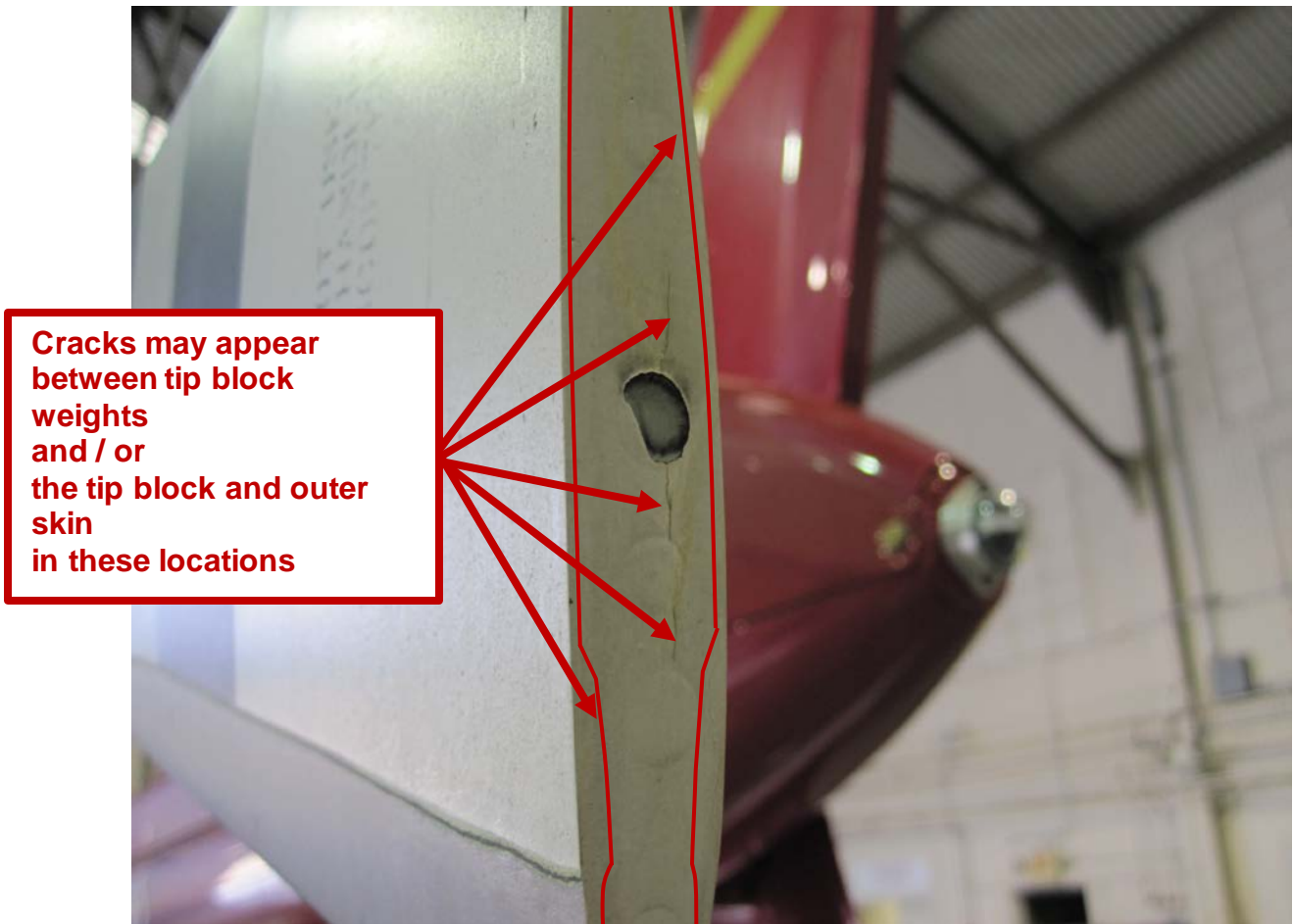
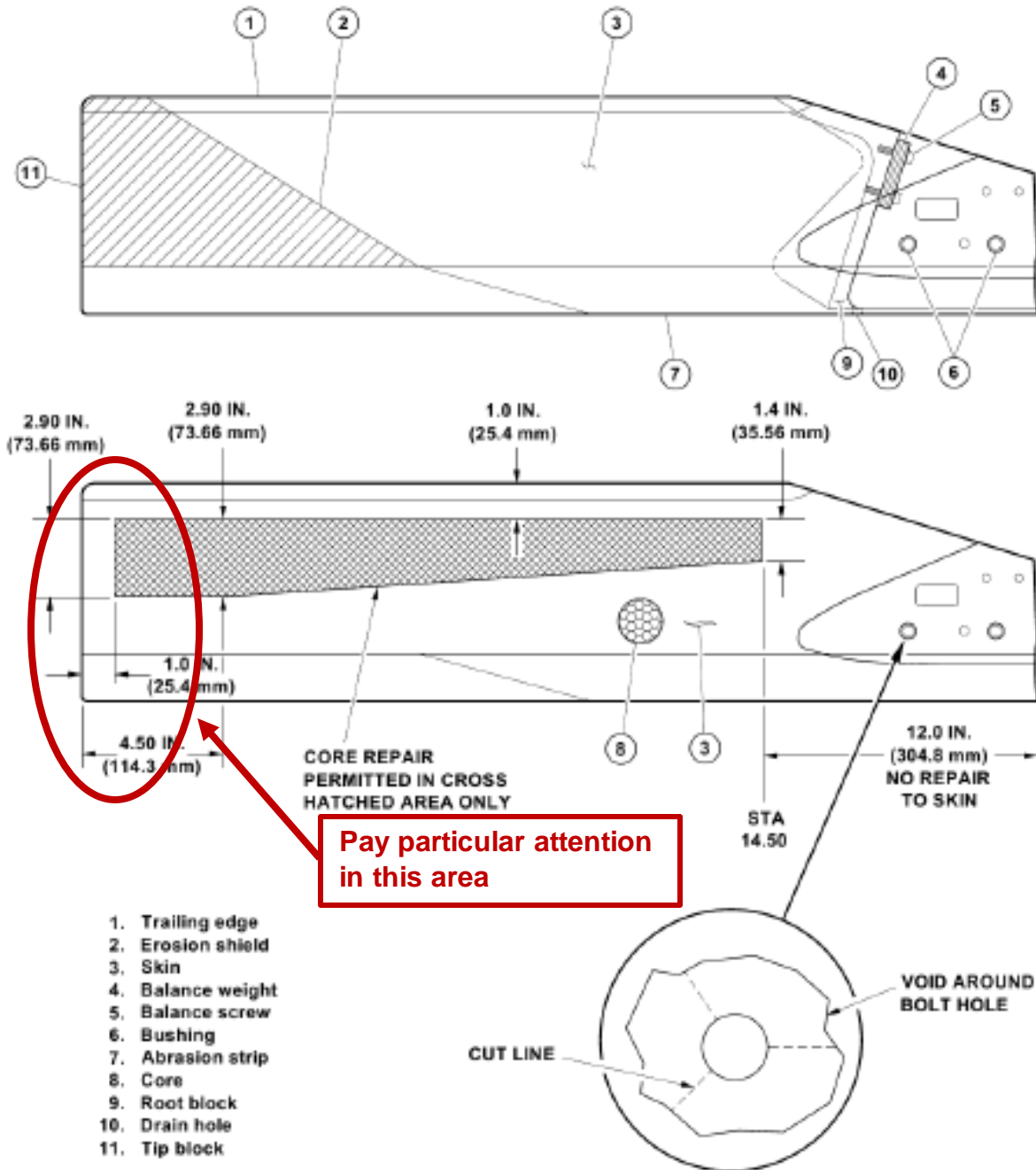


Figure 1 – Tail Rotor Blade Type Block Area



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Figure 64-10. Blade Damage — Inspection