Airbus Helicopters AS350 B3 Model Guide

Airbus Helicopters AS350 B3 belongs to the AS350 family, whose registry variants include AS350B, AS350B2 and AS350D1. These are family-level maximums, not B3 figures: up to 550 nm range, 135 kt cruise, 2500 kg MTOW, 5 passengers and 17000 ft service ceiling. The supplied documents cover a mandatory pitch rod bulletin and a cargo swing kit inspection manual.

KEY TAKEAWAYS

- Alert Service Bulletin AS350-05.01.01 is mandatory and lists the B3. Confirm it is done and recorded in the helicopter documents.
- The bulletin's red paint line check on the pitch rod upper links repeats every 10 flight hours.
- A cargo swing kit, if fitted, needs inspection annually or every 100 hours of external load work, plus a 5-year or 1000-hour overhaul.
- The inputs give no B3-specific weights, speeds or limits. Get them from the helicopter's approved documents.

PITCH ROD UPPER LINK BULLETIN

ASB AS350-05.01.01 (Revision 0, 2021-02-09) applies to AS350 versions including the B3. A screw on a pitch rod lost all its tightening torque, and the pilot noticed rising vibration. Each screw and nut is marked with a red paint line. The operator checks that the lines stay aligned every 10 flight hours. A misaligned line means a torque check.

CARGO SWING RETROFIT KIT

Onboard Systems kits 200-286-02 and 200-286-03 (STC SR01393SE) fit AS350 series helicopters. Inspect annually or every 100 hours of external load operations, with a grace of 1 month or 10 hours. The 5-year or 1000-hour overhaul returns the load cell to the factory. Loads on a spreader bar, such as a fertilizer bucket, add a torsion inspection.

WHAT TO CHECK ON A PURCHASE

Look for the bulletin compliance entry and the red paint lines on the pitch rod links. If a cargo kit is fitted, check the release cable gap (minimum 1/8 in, 3.2 mm), the suspension cables for broken wires, and the inspection records. A C-40 indicator on a B3 with MOD 07-4716 sends the VEMD an N2 datum of 400 rpm at 331 lbs (150 kg) or more.

SAFETY NOTES

- The pitch rod bulletin is mandatory. Loose upper link screws caused rising vibration in flight.
- Do not hold the cargo release button down for more than 20 seconds. The hook solenoid can overheat and be damaged.
- Replace the suspension cable if it has ten broken wires in one rope lay or five in one strand. Kinked or frayed release cables also need immediate replacement.

AI-aggregated guide for the Airbus Helicopters AS350 B3 · sources: ALERT SERVICE BULLETIN (#101221) · Instructions for Continued Airworthiness - Cargo Swing Retrofit Kit (#102758) · generated 2026-11-24 · Reference only, not for flight. Check the original documents before relying on this guide.