

BELL 407 Model Guide

BELL 407 is a Bell helicopter that the registry lists as turboshaft-powered. The registry figures cover the whole 407 family, so treat them as upper bounds: up to 7 passengers, 2500 kg MTOW, 115 kt cruise, 310 nm range and an 18500 ft ceiling. The supplied documents cover a cyclic stick alert bulletin and the Garmin G500H avionics upgrade.

KEY TAKEAWAYS

- Confirm compliance with ASB 407-23-130RA (cracked pilot cyclic stick) on any listed serial number before you buy.
- Registry figures are family maxima: up to 7 passengers and 310 nm range. Verify your aircraft's own limits in its flight manual.
- A BELL 407 with the Garmin G500H is restricted to VFR only and carries a MAX RATE OF CLIMB 2000 FPM placard.
- Check the logbook for the bulletin Part I to IV entries and the G500H inspection records.

CYCLIC STICK BULLETIN (ASB 407-23-130RA)

A pilot cyclic stick was found fractured near the lower base. Part I is a 10X magnifying glass inspection of the lower four inches of the stick tube, due within 100 flight hours or 90 days of release. A cracked tube may be stop-drilled only within set limits, then re-inspected every 300 flight hours or 6 months. The repaired tube must be replaced within 24 months.

GARMIN G500H AVIONICS UPGRADE

The STC adds a GDU 620 display with AHRS, air data computer and magnetometer units. Aircraft with it are VFR only (day/night). A new weight and balance is required after installation. The units get a visual inspection every 12 calendar months and a bonding test every 2000 flight hours or ten years, whichever is first.

PERFORMANCE

Family Max Range Nm	310
Family Max Cruise Speed Kt	115
Family Max Service Ceiling Ft	18500

SAFETY NOTES

- Cyclic cracking may come from excessive force when checking the CYCLIC CENTERING light. The revised prestart check limits stick movement to about 1 inch.
- A cracked cyclic tube must be reported to Bell Product Support. A tube whose crack is longer than 0.791 inch is unserviceable and must be replaced before the next flight.