

BELL 47G-3B-1 Model Guide

BELL 47G-3B-1 is a single-engine piston helicopter in the Bell 47 family. The registry has no variant-specific specs or performance for it, so this guide relies on the service documents. Across the whole family, variants carry up to 4 passengers at up to 2700 kg max takeoff weight. Those are family maximums, not figures for this variant.

KEY TAKEAWAYS

- The BELL 47G-3B-1 airworthiness life limits are in Table 6 of Information Letter 47-00-7 (shared with the 47G-3B).
- Main rotor blades, pitch horn, steel yoke, collective sleeve and scissors assembly are listed at 5000 hrs.
- Fan belts are 600 hrs (900 hrs or 5-year shelf life for the -9 set). Main rotor grips are 1200 or 300 hrs.
- Check the throttle linkage-to-carburetor joint and its safety wire; separation has caused accidents.

LIFE-LIMITED PARTS (TABLE 6)

Listed lives for the 47G-3B-1: main rotor blades 5000 hrs, drag brace 2500 hrs, pitch horn 5000 hrs, gimbal ring -23 4800 hrs, steel yoke 5000 hrs, collective sleeve 5000 hrs, scissors assembly 5000 hrs, engine mount 2500 hrs, shear screw -485-9 1200 hrs. Ask for logbook proof of each part's time in service.

WEAR ITEMS TO PRICE IN

Main rotor grips 47-120-252-1, -7 and -11 are listed at 1200 hrs; grip -252-5 is 300 hrs. Tail rotor yoke -126-5 and blades -117-1 and -105 are 2500 hrs. Fan belts 47-661-041-1 through -7 are 600 hrs; the -9 belt is 900 hrs with a 5-year shelf life. Several parts are listed only as on condition or with footnotes, so check each footnote.

THROTTLE LINKAGE SERVICE BULLETIN

ASB 47-15-27 applies to Scott's Bell 47 helicopters with listed Marvel Schebler carburetors. It follows seven incident/accidents over forty two years from the throttle linkage separating from the carburetor stop arm. It calls for a check of the linkage, clamp screws and 0.032 inch safety wire, then a ground run and flight test after any rework. Confirm in the records that Parts I and II were done.

SAFETY NOTES

- Without correct safety wire, the throttle linkage can separate from the serrated shaft and cause loss of throttle control (47G-3 M&O TR 47-16-3).
- If anti-sabotage lacquer on the throttle joint is found fractured, find the cause and correct it before further flight.
- The throttle joint splines must be assembled with no lubricant or anti-seize.