

Mr. Mayberry,

It was a pleasure speaking with you today in regards to the Bell 47D1 N93067 that crashed near Pell City, Al. I will be adding some insight into the aircraft and the engine upgrade as well as some supporting documentation with this statement.

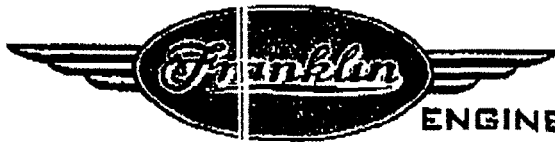
- The engine was upgraded from a Franklin O-335 210 horsepower to a 6V350 engine as per a service instruction. There were no requirements to upgrade any drive train components.
- I filled out 2 copies of a 337 and provided the customer with them and the flight manual supplement in a white letter envelope when he picked up the aircraft. However, according to FAR Appendix A to part 43 this was not considered a major alteration or repair.
- An example of another Bell 47D1 with a 6V350 would be N140B that is owned and operated by Steve Brousseau out of Leominster, Massachusetts.
- This same 6V350 installation can be installed in the 47G models as well. The only difference in the airframes is the dual fuel tanks and synchronized elevator..
- During the engine install and annual inspection I did not disassemble the transmission as there was no requirement within the Bell 47 maintenance manual nor the service instruction to do so.
- Looking through registry information on the 47D1's, there is an array of different engine installations throughout the years.
- As a CFI watching Mr. Milam fly his aircraft both pre and post maintenance, I was very surprised at how hard he would engage the clutch.
- There are only a few parts within the transmission that are meant to fail due to undo stress. One being a set of shear bolts that retain the mast spline adapter and the other, the wear of the clutch shoes.

I hereby attest that the previous statements are true and correct.

[Redacted Signature]

Date: 01-31-14

Christopher Collum [Redacted]



ENGINE COMPANY, INC. SYRACUSE 8, NEW YORK

FRANKLIN SERVICE INSTRUCTIONS NO. 6

DATE: March 1, 1963

SUBJECT: Installation of Model 6V-335-A Engine in
Bell Model 47G Helicopter

REASON: To provide instructions for installation of
Franklin Engine Model 6V-335-A as a replacement
for Engine Model 6V4-200-C32 in Bell Helicopter,
Model 47G in conformity with FAA Supplemental
Type Certificate No. SA1-67, dated July 10,
1957 (July 26, 1961).

DETAILED INSTRUCTIONS:

- A. The 6V-335-A engine is physically identical to Model 6V4-200-C32 in every respect that affects installation. Therefore, no additional instruction beyond those already published in the Helicopter Maintenance Manual for Model 6V4-200-C32 engine installation is required for this installation. Each item of the original installation which is removed or disconnected at the time of engine removal will be reinstalled and adjusted in accordance with those provisions in the Helicopter Maintenance Manual which apply to the Model 6V4-200-C32 engine installation.

INSTRUMENT REMARKING:

Relocate the manifold pressure gage red line to 28.9 inches.



FRANKLIN ENGINE CO., INC, Syracuse, N. Y.

Service Instruction

FAA-DER APPROVED

FRANKLIN SERVICE INSTALLATION
INSTRUCTIONS NO. 15A

DATE: June 14, 1965

SUBJECT: INSTALLATION OF MODEL 6V-350 FRANKLIN ENGINE IN BELL MODEL
47D-1 HELICOPTER.REASON: To provide instructions for installation of Franklin Engine
Model 6V-350-A as a replacement Engine for Franklin Engine
Model 6V-200-C32, and 6V4-178-C32.

DETAILED INSTRUCTIONS:

- A. Install Franklin Engine Model 6V-350-A Engine, using Franklin Service Instructions No. 6 dated March 1, 1963, for the Franklin Model 6V-335-A as guidance. Per Bell M & O Manual on 6V4-200 Engine Installation. Change Shroud & Cooler to C type. Carburetor Model MA5-10-4809 is to be installed.
- B. Remove Cooling Fan No. 47-351-037-9 or 47-661-037-3 and install Cooling Fan No. 47-661-037-5 in accordance with instructions in the applicable maintenance manual.

REMARK POWER PLANT INSTRUMENTS AS FOLLOWS:

- A. Cylinder Head Temperature
Red Radial 198.8C and 100C
Green Arc 100 C to 198.8C
- B. Oil Pressure
Red Radial 25 and 80
Green Arc 35 to 80
- C. Oil Temperature
Red Radial 113C
Green Arc 45 C to 113 C
- D. Manifold Pressure Gage
Red Radial 26.8

PLACARDS:

- A. Apply MAP Placard in accordance with Flight Manual Supplement on Box Beam, directly below Limitations Placard. Letters to be standard type, not smaller than 3/16" high.
- B. Fuel Tanks must be placarded as follows:
"Min. 100/130 Oct."
"Cap. 29 Gals."
Locate placard on Upper Tank Shell, forward of Tie-down Strap.

FLIGHT MANUAL:

A Flight Manual Supplement is required with this installation.

of safety equivalent to that provided by the provisions of this chapter.

(e) Approval requirements.

(1) To return an affected product to service, a person authorized in paragraph (c) of this section must approve (certify) maintenance, preventive maintenance, and alterations performed under this section, except that an Aircraft Maintenance Engineer may not approve a major repair or major alteration.

(2) An AMO whose system of quality control for the maintenance, preventive maintenance, alteration, and inspection of aeronautical products has been approved by Transport Canada Civil Aviation, or an authorized employee performing work for such an AMO, may approve (certify) a major repair or major alteration performed under this section if the work was performed in accordance with technical data approved by the FAA.

(f) No person may operate in air commerce an aircraft, airframe, aircraft engine, propeller, or appliance on which maintenance, preventive maintenance, or alteration has been performed under this section unless it has been approved for return to service by a person authorized in this section.

[Docket No. 1993, 29 FR 5451, April 23, 1964; as amended by Amdt. 43-33, 58 FR 57571, Nov. 12, 1991; Amdt. 43-40, 70 FR 40877, July 14, 2005]

APPENDIX A TO PART 43

MAJOR ALTERATIONS, MAJOR REPAIRS, AND PREVENTIVE MAINTENANCE

(a) Major alterations—

(1) *Airframe major alterations.* Alterations of the following parts and alterations of the following types, when not listed in the aircraft specifications issued by the FAA, are airframe major alterations:

- (i) Wings.
- (ii) Tail surfaces.
- (iii) Fuselage.
- (iv) Engine mounts.
- (v) Control system.
- (vi) Landing gear.
- (vii) Hull or floats.
- (viii) Elements of an airframe including spars, ribs, fittings, shock absorbers, bracing, cowling, fairings, and balance weights.
- (ix) Hydraulic and electrical actuating system of components.
- (x) Rotor blades.
- (xi) Changes to the empty weight or empty balance which result in an increase in the maximum certificated weight or center of gravity limits of the aircraft.
- (xii) Changes to the basic design of the fuel, oil, cooling, heating, cabin pressurization, electrical, hydraulic, de-icing, or exhaust systems.
- (xiii) Changes to the wing or to fixed or movable control surfaces which affect flutter and vibration characteristics.

(2) *Powerplant major alterations.* The following alterations of a powerplant when not listed in the engine specifications issued by the FAA, are powerplant major alterations.

(i) Conversion of an aircraft engine from one approved model to another, involving any changes in compression ratio, propeller reduction gear, impeller gear ratios or the substitution of major engine parts which requires extensive rework and testing of the engine.

(ii) Changes to the engine by replacing aircraft engine structural parts with parts not supplied by the original manufacturer or parts not specifically approved by the Administrator.

(iii) Installation of an accessory which is not approved for the engine.

(iv) Removal of accessories that are listed as required equipment on the aircraft or engine specification.

(v) Installation of structural parts other than the type of parts approved for the installation.

(vi) Conversions of any sort for the purpose of using fuel of a rating or grade other than that listed in the engine specifications.

(3) *Propeller major alterations.* The following alterations of a propeller when not authorized in the propeller specifications issued by the FAA are propeller major alterations:

- (i) Changes in blade design.
- (ii) Changes in hub design.
- (iii) Changes in the governor or control design.
- (iv) Installation of a propeller governor or feathering system.
- (v) Installation of propeller de-icing system.
- (vi) Installation of parts not approved for the propeller.

(4) *Appliance major alterations.* Alterations of the basic design not made in accordance with recommendations of the appliance manufacturer or in accordance with an FAA Airworthiness Directive are appliance major alterations. In addition, changes in the basic design of radio communication and navigation equipment approved under type certification or a Technical Standard Order that have an effect on frequency stability, noise level, sensitivity, selectivity, distortion, spurious radiation, AVC characteristics, or ability to meet environmental test conditions and other changes that have an effect on the performance of the equipment are also major alterations.

(b) Major repairs—

(1) *Airframe major repairs.* Repairs to the following parts of an airframe and repairs of the following types, involving the strengthening, reinforcing, splicing, and manufacturing of primary structural members or their replacement, when replacement is by fabrication such as riveting or welding, are airframe major repairs.

- (i) Box beams.
- (ii) Monocoque or semimonocoque wings or control surfaces.
- (iii) Wing stringers or chord members.
- (iv) Spars.
- (v) Spar flanges.
- (vi) Members of truss-type beams.
- (vii) Thin sheet webs of beams.
- (viii) Keel and chine members of boat hulls or floats.
- (ix) Corrugated sheet compression members which act as flange material of wings or tail surfaces.
- (x) Wing main ribs and compression members.
- (xi) Wing or tail surface brace struts.
- (xii) Engine mounts.
- (xiii) Fuselage longerons.
- (xiv) Members of the side truss, horizontal truss, or bulkheads.
- (xv) Main seat support braces and brackets.
- (xvi) Landing gear brace struts.
- (xvii) Axles.
- (xviii) Wheels.
- (xix) Skis, and ski pedestals.
- (xx) Parts of the control system such as control columns, pedals, shafts, brackets, or horns.
- (xxi) Repairs involving the substitution of material.
- (xxii) The repair of damaged areas in metal or plywood stressed covering exceeding six inches in any direction.
- (xxiii) The repair of portions of skin sheets by making additional seams.
- (xxiv) The splicing of skin sheets.

(xxv) The repair of three or more adjacent wing or control surface ribs or the leading edge of wings and control surfaces, between such adjacent ribs.

(xxvi) Repair of fabric covering involving an area greater than that required to repair two adjacent ribs.

(xxvii) Replacement of fabric on fabric covered parts such as wings, fuselages, stabilizers, and control surfaces.

(xxviii) Repairing, including rebottoming, of removable or integral fuel tanks and oil tanks.

(2) **Powerplant major repairs.** Repairs of the following parts of an engine and repairs of the following types, are powerplant major repairs:

(i) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with an integral supercharger.

(ii) Separation or disassembly of a crankcase or crankshaft of a reciprocating engine equipped with other than spur-type propeller reduction gearing.

(iii) Special repairs to structural engine parts by welding, plating, metallizing, or other methods.

(3) **Propeller major repairs.** Repairs of the following types to a propeller are propeller major repairs:

(i) Any repairs to, or straightening of steel blades.

(ii) Repairing or machining of steel hubs.

(iii) Shortening of blades.

(iv) Retipping of wood propellers.

(v) Replacement of outer laminations on fixed pitch wood propellers.

(vi) Repairing elongated bolt holes in the hub of fixed pitch wood propellers.

(vii) Inlay work on wood blades.

(viii) Repairs to composition blades.

(ix) Replacement of tip fabric.

(x) Replacement of plastic covering.

(xi) Repair of propeller governors.

(xii) Overhaul of controllable pitch propellers.

(xiii) Repairs to deep dents, cuts, scars, nicks, etc., and straightening of aluminum blades.

(xiv) The repair or replacement of internal elements of blades.

(4) **Appliance major repairs.** Repairs of the following types to appliances are appliance major repairs:

(i) Calibration and repair of instruments.

(ii) Calibration of radio equipment.

(iii) Rewinding the field coil of an electrical accessory.

(iv) Complete disassembly of complex hydraulic power valves.

(v) Overhaul of pressure type carburetors, and pressure type fuel, oil and hydraulic pumps.

(c) **Preventive maintenance.** Preventive maintenance is limited to the following work, provided it does not involve complex assembly operations:

(1) Removal, installation, and repair of landing gear tires.

(2) Replacing elastic shock absorber cords on landing gear.

(3) Servicing landing gear shock struts by adding oil, air, or both.

(4) Servicing landing gear wheel bearings, such as cleaning and greasing.

(5) Replacing defective safety wiring or cotter keys.

(6) Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings.

(7) Making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces. In the case of balloons, the making of small fabric repairs to envelopes (as defined in, and in accordance with, the balloon manufacturers' instructions) not requiring load tape repair or replacement.

(8) Replenishing hydraulic fluid in the hydraulic reservoir.

(9) Retinishing decorative coating of fuselage, balloon baskets, wings tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin, or cockpit interior when removal or disassembly of any primary structure or operating system is not required.

(10) Applying preservative or protective material to components where no disassembly of any primary structure or operating system is involved and where such coating is not prohibited or is not contrary to good practices.

(11) Repairing upholstery and decorative furnishings of the cabin, cockpit, or balloon basket interior when the repairing does not require disassembly of any primary structure or operating system or interfere with an operating system or affect the primary structure of the aircraft.

(12) Making small simple repairs to fairings, nonstructural cover plates, cowlings, and small patches and reinforcements not changing the contour so as to interfere with proper air flow.

(13) Replacing side windows where that work does not interfere with the structure or any operating system such as controls, electrical equipment, etc.

(14) Replacing safety belts.

(15) Replacing seats or seat parts with replacement parts approved for the aircraft, not involving disassembly of any primary structure or operating system.

(16) Trouble shooting and repairing broken circuits in landing light wiring circuits.

(17) Replacing bulbs, reflectors, and lenses of position and landing lights.

(18) Replacing wheels and skis where no weight and balance computation is involved.

(19) Replacing any cowling not requiring removal of the propeller or disconnection of flight controls.

(20) Replacing or cleaning spark plugs and setting of spark plug gap clearance.

(21) Replacing any hose connection except hydraulic connections.

(22) Replacing prefabricated fuel lines.

(23) Cleaning or replacing fuel and oil strainers or filter elements.

(24) Replacing and servicing batteries.

(25) Cleaning of balloon burner pilot and main nozzles in accordance with the balloon manufacturer's instructions.

(26) Replacement or adjustment of nonstructural standard fasteners incidental to operations.

(27) The interchange of balloon baskets and burners on envelopes when the basket or burner is designated as interchangeable in the balloon type certificate data and the baskets and burners are specifically designed for quick removal and installation.

(28) The installations of anti-misfueling devices to reduce the diameter of fuel tank filler openings provided the specific device has been made a part of the aircraft type certificate data by the aircraft manufacturer, the aircraft manufacturer has provided FAA-approved instructions for installation of the specific device, and installation does not involve the disassembly of the existing tank filler opening.

(29) Removing, checking, and replacing magnetic chip detectors.

(30) The inspection and maintenance tasks prescribed and specifically identified as preventive maintenance in a primary category aircraft type certificate or supplemental type certificate holder's approved special inspection and preventive maintenance program when accomplished on a primary category aircraft provided:

Selecting the Bell 47 that's right for you

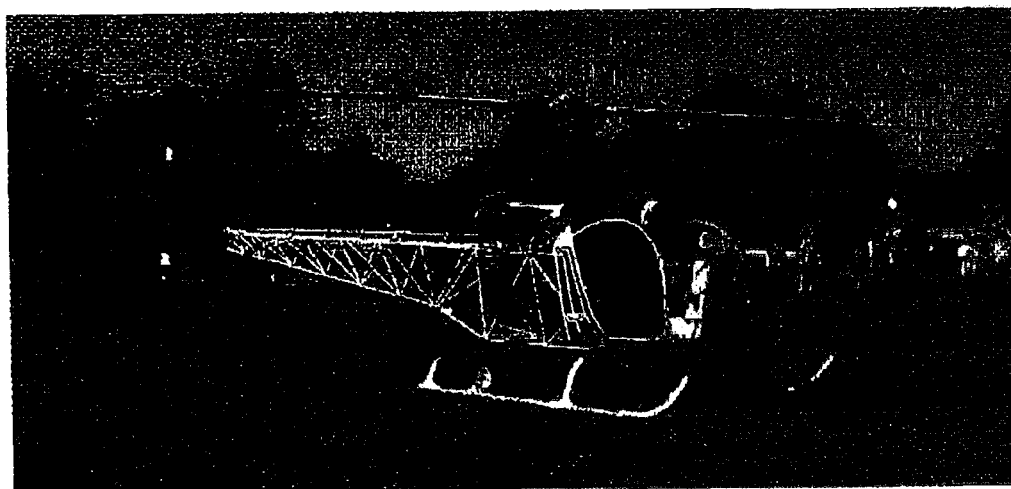
By Steve Brousseau

At Rotorfest 2008, I was approached by a number of people interested in purchasing their own Bell 47 helicopter. The countless number of questions had to do with differences among the D and G models, the various types of power plants, rotor blades, cost of ownership, training, maintenance, spares, insurance, reliability, and so on. Those who have extensive involvement with the Bell 47 (especially those who are fortunate to be owners), can be a wealth of information to anyone wishing to own one of the great helicopters of our time.

So let's start by reviewing the common Bell 47 by model and major characteristics. The engine, power plant, rotor blade specifics and other issues are covered with each model. This paper covers the G-model only, since this is the helicopter of major interest. I have no experience with the "H" and "J" models, or any other variants.

- **Bell 47D-1**

This is the original "MASH helicopter" equipped with the Franklin engine, the most common of which is the 210 HP model. The first D-model started with the 178 HP engine, followed by the 200 and 210 HP, ending with the 235 HP as a power upgrade. It features a 29-gallon cross-saddle gas tank located behind the mast. The cabin is the narrow version supporting one or two passengers (snugly). Under normal flying conditions, this version is quite economical to operate at 11 or 12 gallons of 110LL fuel per hour. It uses the "dash-50" wood blades, which are relative inexpensive to maintain and overhaul compared to Bell 47 models that require the expensive metal -13, -21, or -23 rotor blades. Wood blades have no time limitation and are operated "on condition."



Bell 47D-1 with Franklin 200 HP engine (Rotorfest 2008) *Photo by Steve Brousseau*

Most Bell 47-D1 helicopters are equipped with a mechanical starter solenoid using pedals and cables to engage the engine starter. This system requires the pilot in command to use his left foot to depress a pedal at the rear of the center beam to start the engine. A pedal is also available on the co-pilot side of the cabin, so the helicopter can be started by either the pilot or copilot (instructor) in the event of an engine failure. The major disadvantage of this system is when the pilot is the sole occupant and an engine failure occurs. The pilot will need to take his right foot off of the right anti-torque pedal in an attempt to restart the helicopter. So flight control can be compromised under this condition.

The mechanical starting system can be converted to an electric key-start or push-button system (discussed in a future article), completely eliminating the starting pedals.

Early D1s did not come equipped with a hydraulic system on the cyclic control. Instead, it used "irreversible disks" to limit the feedback from the rotor system to the cyclic. With the introduction of a pressurized hydraulic system using a hydraulic fluid reservoir and complex network of pipes and filters, fore/aft and lateral servos were installed with special components called "irreversible valves." These irreversible valves are designed to hold hydraulic pressure in the system should the hydraulic pump fail. This enables the pilot to maintain most of the cyclic control of the helicopter long enough to ensure a safe landing

Advantages: Lowest initial purchase cost and low cost of ownership per operating hour; configured with dual controls that can easily be removed. This is a great personal helicopter and trainer, fun to fly, and generally reliable. Accepts later G-5-style arched landing gear.

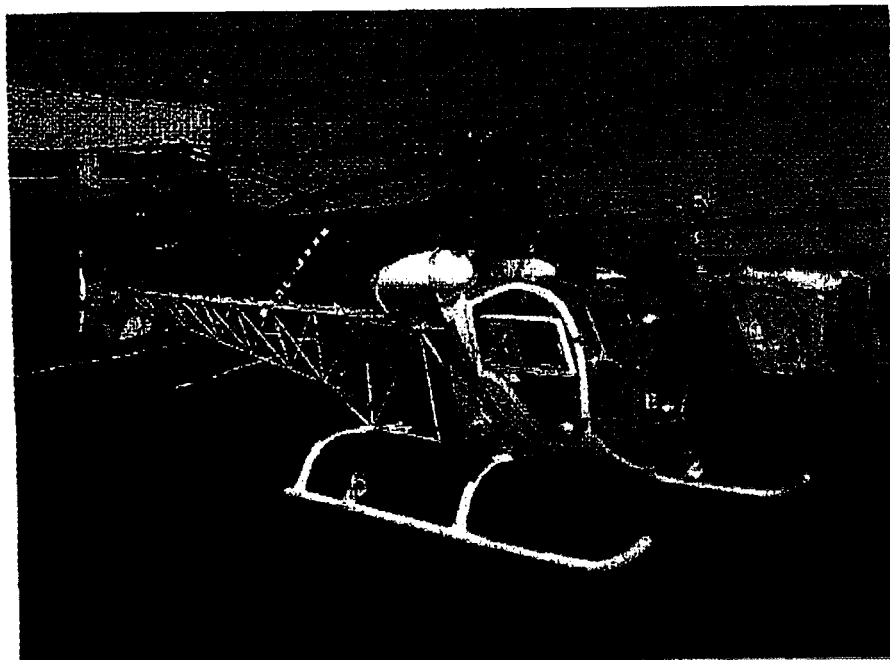
Disadvantages: Can be a tight squeeze (and heavy) with two passengers; low onboard fuel limits flight range. Engine difficult to start in cold weather; requires preheating.

The Bell 47D-1 and variations were manufactured by Bell Helicopter in 1949, with military orders extending into 1952. The Bell 47D-1 can be upgraded to the Bell 47G, covered next.

- **Bell 47G**

This is the upgraded version of the D-1 with increased 42-gallon fuel capacity with its side-saddle peanut-shaped gas tanks. It uses the same power plant and wood rotor blades as the D-1, but with several improvements, including a horizontal stabilizer that operates in conjunction with the fore/aft cyclic, and a Franklin 6V350-B 235 horsepower engine available as an upgrade. When installed in the Bell 47G, the helicopter was commonly referred to as the "Super G". In addition to the increased horsepower, the 6V350-B offered heavier cylinders and piston rods for increased reliability.

Note: The Franklin 210 HP engine could be readily upgraded to the 6V350-B by competent engine overhaul shops. The 6V350 could also be installed in the Bell 47D-1.



Bell 47G with Franklin 210 HP engine

Photo by Steve Brousseau

The Bell 47G uses the same cabin as the D-1, limited to the two-passenger-plus-pilot for that cozy fit.

Over the years, many owners of Bell 47D-1 helicopters have converted their helicopters to the Bell 47G. Bell Helicopter/Textron provides a service instruction (SI) to ensure that all necessary modifications have been applied.

Advantages: Increased onboard fuel capacity over the D-1, offering longer range. Hydraulic system and horizontal stabilizer introduced with initial production. Accepts later G5-style arched landing gear or standard square cross-tubes as found on the D-1. Low cost wood blades.

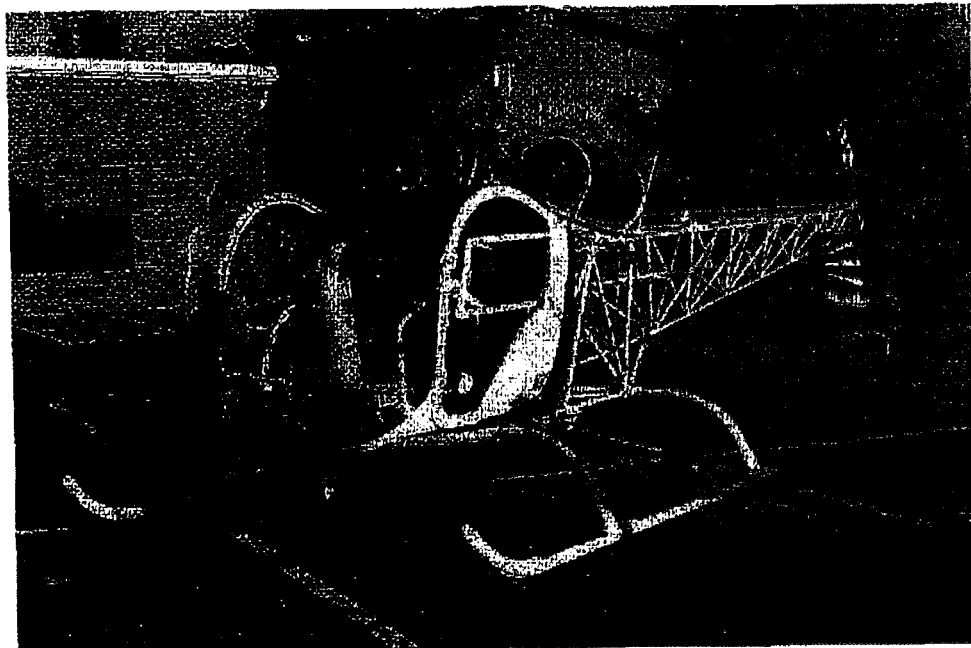
Disadvantages: Typically more expensive than the D-1 due to upgrades. Slightly higher operating cost than the D-1. Mechanical pedal start same as D-1; can be upgraded to electric start. Engine difficult to start in cold weather; requires preheating.

The Bell 47G was manufactured by Bell Helicopter from 1950 to 1956. The Bell 47G can be upgraded to the Bell 47G-2, covered next.

- **Bell 47G-2**

The G2 represents the first major step by Bell Helicopter at delivering the Model 47 with increased power and lifting capacity. The Bell 47G-2 uses the Lycoming VO-435A engine, operating at 260HP. The major difference between the Bell 47G and the G2 is the Lycoming engine. The helicopter center frame and engine basket are newly-designed with the G2, offering a 4-point sprag mounting system. The G2 also went into production with an electric starting system, first introduced on the center console with a turn-key, and then by adding a starter box/light switch combination to the collective control, easily accessed by the pilots left hand.

The G2 is perhaps the most admired helicopter in the Bell 47G series, as it was featured in the 1950s television show, *Whirlybirds*.



Bell 47G-2 with Lycoming engine

Photo by Steve Brousseau

Franklin Engine Company, Inc.
Syracuse, New York

FAA APPROVED

FRANKLIN ENGINE COMPANY, INC.

ROTORCRAFT FLIGHT MANUAL SUPPLEMENT NO. 2

FOR BELL 47G

This Supplement must be attached to the Bell 47G Rotorcraft Flight Manual dated July 1, 1954, when the helicopter is modified in accordance with STC No. SH4795W. The information contained herein supplements the information of the basic rotorcraft flight manual; for limitations, procedures and performance data not contained in this document, consult the manual proper.

I. LIMITATIONS:

Powerplant Limitations - Franklin Model 6V-350-A

1. Fuel, octane -----	100/130
2. Idling, RPM -----	1500 to 1700
3. Operating RPM -----	2900 to 3100
4. Oil pressure -----	55 to 80 psi
5. Cylinder head temperature -----	199°C
6. RHP - SL to 4500 ft. -----	200 HP Max.
7. Maximum Allowable Manifold Pressure:	

CARBURETOR AIR TEMP:

Pres. Alt. ft.	-20°C (-4°F)	-5°C (23°F)	+5°C (41°F)	+15°C (59°F)	+25°C (77°F)	+40°C (104°F)
SL	24.4	25.1	25.5	25.9	26.3	26.8
1000	24.1	24.7	25.2	25.6	26.0	26.6
2000	23.9	24.6	25.0	25.4	25.8	26.4
3000	23.7	24.4	24.8	25.2	25.6	F.T.
4000	23.5	24.1	24.6	25.0	F.T.	F.T.
5000	23.2	23.9	F.T.	F.T.	F.T.	F.T.

Place - Same as Allowable Manifold Pressure Table above, Item 7.

Type of Operation

This engine installation is approved for the Bell 47G with floats or skids only.

Table of Instrument Markings

Manifold Pressure Gage	Red Line	26.8 in.Hg. (Max.)
Oil Temperature Engine	Red Line	113°C (Max.)
	Green Arc	40° - 113°C
Oil Temperature Trans-	Red Line	130°C (Max.)
mission	Green Arc	40° - 130°C

FAA Approved: 2/16/65
Revised: 6/17/65

Page 1 of 2

Rotorcraft Flight Manual Supplement No. 2 - Cont'd.

II. OPERATING PROCEDURES:

(Same as basic Manual)

III. PERFORMANCE:

The performance of the helicopter with this engine installed is equal to or better than that shown in the basic Manual.

FAA APPROVED

H. H. Slaughter
Chief, Engineering and
Manufacturing Branch
Southwest Region
Fort Worth, Texas

DATE: February 16, 1965
REVISED: June 17, 1965



Federal Aviation
Administration

Aircraft Inquiries

N-number
Serial Number
Name
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FAA REGISTRY

N-Number Inquiry Results

N971B Is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description

Serial Number	1309	Status	Valid
Manufacturer Name	BELL	Certificate Issue Date	10/13/2009
Model	47G	Expiration Date	02/11/2015
Type Aircraft	Rotorcraft	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / oct)	93309565
MFR Year	1955	Mode S Code (base 16 / hex)	AD8775
Type Registration	Corporation	Fractional Owner	NO

Registered Owner

Name	JOHNSON LABS INC		
Street	[REDACTED]		
City	TRDY	State	ALABAMA
County	PIKE	Zip Code	36081-0381
Country	UNITED STATES		

Airworthiness

Engine Manufacturer	FRANKLIN	Classification	Standard-Restricted
Engine Model	6V 350 SERIES	Category	Agriculture and Pest Control
		A/W Date	04/28/1987

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone do provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy aircraft record at <http://aircraft.faa.gov/ND/airrecordsND.asp>

Other Owner Names

None

Temporary Certificates

None

Fuel Modifications

None

Data Updated each Federal Working Day at Midnight





Federal Aviation
Administration

Aircraft Inquiries

N-number
Serial Number
Name
Make / Model
Engine Reference
Dealer
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Pending / Expired /
Canceled Registration
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N-Number Renewal
-- Online

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FAA REGISTRY

N-Number Inquiry Results

N1002P is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description

Serial Number	163	Status	Expired
Manufacturer Name	BELL	Certificate Issue Date	05/20/1996
Model	47D1	Expiration Date	09/30/2011
Type Aircraft	Rotorcraft	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / ucl)	30003340
MFR Year	1950	Mode S Code (base 16 / hex)	A00780
Type Registration	Corporation	Fractional Owner	NO

Registered Owner

Name	AERIAL BILLBOARD CORPORATION		
Street	[REDACTED]		
City	LOXAHATCHEE	State	FLORIDA
County	PALM BEACH	Zip Code	33470-4124
Country	UNITED STATES		

Airworthiness

Engine Manufacturer	FRANKLIN	Classification	Standard-Restricted
Engine Model	6V 350 SERIES	Category	Agriculture and Pest Control
		A/W Date	03/29/1987

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone do provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy aircraft record at <http://aircraft.faa.gov/ASD/airrecords/ND.asp>

Other Owner Names

None

Temporary Certificates

None

Fuel Modifications

None

Data Updated each Federal Working Day at Midnight





Federal Aviation
Administration

Aircraft Inquiries

N-Number
Serial Number
Name
Make / Model
Engine Reference
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Territory and Country
Pending / Expired /
Cancelled Registration
Reports
Recent Registration
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Request A Reserved N-Number

- ☐ Online
- ☐ In Writing

Reserved N-Number Renewal

- ☐ Online

Request for Aircraft Records

- ☐ Online
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Registration

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FAA REGISTRY

N-Number Inquiry Results

N140B is Assigned

Data Updated each Federal Working Day at Midnight



Aircraft Description

Serial Number	60	Status	Valid
Manufacturer Name	BELL	Certificate Issue Date	02/15/2007
Model	47D1	Expiration Date	08/31/2016
Type Aircraft	Rotorcraft	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / oct)	60121311
MFR Year	1947	Mode S Code (base 16 / hex)	A0A2C9
Type Registration	Individual	Fractional Owner	NO

Registered Owner

Name	BROUSSEAU STEVEN R.		
Street	[REDACTED]		
City	LEOMINSTER	State	MASSACHUSETTS
County	WORCESTER	Zip Code	01453-6412
Country	UNITED STATES		

Airworthiness

Engine Manufacturer	FRANKLIN	Classification	Standard
Engine Model	6V 350 SERIES	Category	Normal
		AVY Date	08/19/1992

The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone do provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy aircraft record at <http://aircraft.faa.gov/e-conv/AVI/aircongbld.asp>

Other Owner Names

None

Temporary Certificates

None

Fuel Modifications

None

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