



OPERATIONS SAFETY NOTICE

15 May 2014

OSN 47-14-11

TO: All Owners and Operators of Model 47 Helicopters

SUBJECT: Importance of Proper Configuration and Clutch Engagement Procedure

Scott's – Bell 47, Inc. recently assisted the NTSB and FAA in a Model 47 accident investigation which concluded that clutch condition was most likely a contributing factor. This OSN is released to stress the importance of proper clutch configuration, maintenance and operations procedures.

Post-accident examination revealed that the accident aircraft transmission failed to meet the Illustrated Parts Catalog (IPC) configuration defined by the part number on the component data plate. Additionally, the clutch drum exhibited reject-level wear with significant metal transfer to the clutch shoes which also exhibited a seriously glazed condition. The installation of a higher powered engine by STC may have contributed to clutch glazing due to the higher power available during the clutch engagement procedure.

Owners and operators of the Model 47 are reminded that approved transmission configuration, proper clutch engagement and aircraft maintenance are essential to continued helicopter flight safety. Pilots are reminded to follow the approved flight manual procedures during engine start and to pay particular attention to the normal duration of the clutch engagement in order to identify any deterioration in performance and to highlight the potential need for remedial action.

If questions arise from the above recommendations or if discussion is desired, Scott's – Bell 47, Inc. Customer Support and Services remain readily available to assist.