

From: [Stuntzner, Mark](#)
To: [Daniel Baker](#)
Cc: [REDACTED] [Harvey, Beverley](#); [LaRou, Jeff](#)
Subject: RE: WPR22LA333 (N687AM, Mt Baldy, CA) - Bell 407 POH
Date: Tuesday, February 13, 2024 8:03:35 AM
Attachments: [image001.png](#)
[image002.png](#)

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Hello Dan,

1. You can directly access Bell Pubs online if you like. Contact Jeff Larou at Bell Publications (copied to this email) and he can set you up. Or go to MyBell.com to setup your account.
2. Here are the excerpts from the Bell 407 RFM that discuss throttle use at Before Takeoff and Descent and Landing checks. Applicable parts about the throttle are highlighted in Yellow.

a. **2-7. BEFORE TAKEOFF**

1. ENG ANTI ICE switch - As required.
2. PITOT HEATER switch - As required.
3. Light switches - As required.
4. INSTR LT rheostat - As desired.

NOTE

For night flight, it is recommended to point the map light at the flight instruments and set to a low intensity. Sufficient night lighting will be provided in the event of an instrument lighting failure.

5. Radio(s) - Check as required.
6. Flight controls - Position and adjust frictions for takeoff.

CAUTION

FAILURE TO POSITION AND MAINTAIN THROTTLE IN FLY DETENT POSITION PRIOR TO TAKEOFF AND DURING NORMAL FLIGHT OPERATIONS CAN LIMIT AVAILABLE ENGINE POWER.

7. Throttle - Open to FLY detent position. Check 99 to 100% NR/NP.
8. Engine, transmission, and electrical instruments - Within limits.
9. Flight and navigation instruments - Check.
10. FUEL QTY - Note indication.
11. FUEL QTY FWD TANK button - Press, note fuel remaining in forward cell.

b. **2-10. DESCENT AND LANDING**

NOTE

Large reductions in collective pitch at heavy GW may permit NR to increase independent of NP (needles split). Main rotor may be reengaged with a smooth increase in collective pitch.

1. Rear facing seat headrests - Adjusted to proper position.
2. Flight controls - Adjust friction as desired.
3. **Throttle - Fly detent position. Check 99 to 100% NR/NP.**
4. Flight path - As required for type of approach.
5. ENG ANTI ICE - As required.
6. LDG LTS switch - As desired.

NOTE

During run-on or slope landings, disregard CYCLIC CENTERING light and position cyclic as required. After landing is completed and collective is full down, reposition cyclic so that CYCLIC CENTERING light is extinguished.

7. PEDAL STOP PTT switch - Check ENGAGED annunciator extinguished below 50 $\pm$ 5 KIAS.

Hope this helps.

Best Regards,



Mark Stuntzner
Air Safety Investigator | Bell Flight Safety



From: Daniel Baker [REDACTED] >
Sent: Monday, February 12, 2024 11:49 AM
To: Stuntzner, Mark [REDACTED]
Subject: WPR22LA333 (N687AM, Mt Baldy, CA) - Bell 407 POH

Mark,

Could you send me a copy of the POH for this aircraft, or at least the portions that discuss the use of the throttle for takeoffs and landings?

Dan Baker

Senior Air Safety Investigator
Office of Aviation Safety
[REDACTED]