

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

2H1
Revision 14
Scotts – Bell 47
47J
47K
47J-2
47J-2A
June 3 2010

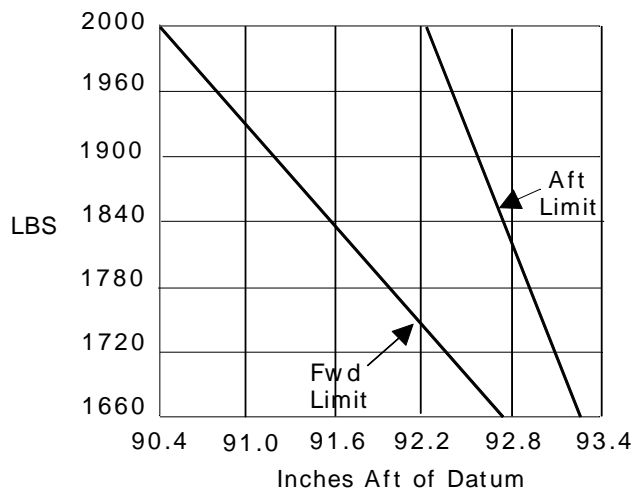
HELICOPTER SPECIFICATION NO. 2H1

This data sheet which is a part of Type Certificate No. 2H1 prescribes conditions and limitations under which the product for which this type certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder	Scotts-Bell 47 Inc. 780 S Elmwood Ave Le Sueur, Minnesota 56058-2169
Type Certificate Holder Record	Bell Helicopter Textron Inc. transferred TC 2H1 to Scotts-Bell 47 Inc on June 3, 2010.

I – Model 47J, 4 PCLH, Approved August 23, 1956

Engine	Lycoming VO-435-A1B, -A1D, or -A1E						
Fuel	80/87 minimum grade aviation gasoline						
Engine limits	Maximum r.p.m. 3200 (220 hp.) (See item 602 for 240 hp)						
Carburetor & carburetor settings	Marvel-Schebler MA4-5, Setting 10-3856 or 10-3856-1 or Marvel-Schebler MA4-5AA, Setting 10-4025-1						
Rotor limits & operational engine speeds	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Power On (Engine Tach.)</td> <td style="width: 50%;">Power Off (Rotor Tach.)</td> </tr> <tr> <td>Maximum 3200</td> <td>Maximum 370</td> </tr> <tr> <td>Minimum 3000</td> <td>Minimum 333</td> </tr> </table>	Power On (Engine Tach.)	Power Off (Rotor Tach.)	Maximum 3200	Maximum 370	Minimum 3000	Minimum 333
Power On (Engine Tach.)	Power Off (Rotor Tach.)						
Maximum 3200	Maximum 370						
Minimum 3000	Minimum 333						
Airspeed limits	Never exceed 105 m.p.h. (91.5 knots) True Ind.						
C.G. range	(+81.4) to (+89.0)						
Empty weight C.G. range	See Figure						



Maximum weight	2565 lbs. (See items 6 and 602 for 2800 lbs. and 2850 lbs.)
No. of seats	4. Pilot (+32) to (+35), 3 passengers (+63).
Maximum baggage	250 lbs. (+140)
Fuel capacity	35 gals. (+93) (Usable 34.6 gals.) See NOTE 1 for unusable fuel

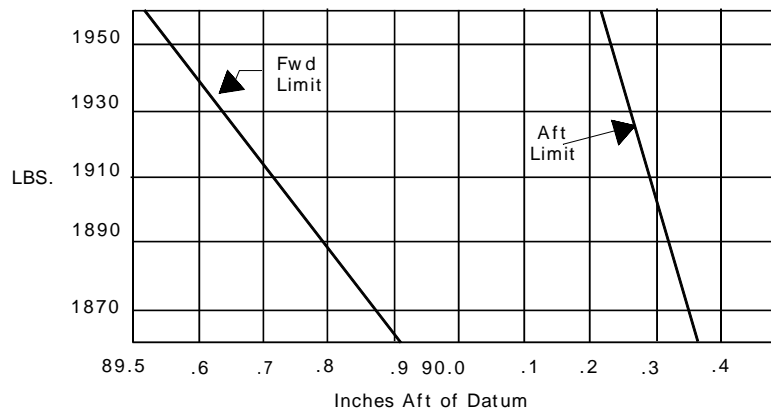
I – Model Model 47J (cont'd)

Oil capacity	2.9 gals. (+156) (Usable 1.6 gals.) See NOTE 1 for undrainable oil
Rotor blade & control movements	For rigging information refer to the applicable Bell Maintenance Manual
Serial Nos. eligible	1420 thru 1443, 1559 thru 1581; 1712 thru 1872
Required equipment	In addition to the pertinent required basic equipment specified in CAR 6, the following items of equipment must be installed (see section titled "DATA PERTINENT TO ALL MODELS" following section IV): 1, 2, 3, 4, 5, 101, 102(a), 103, 104(a), 105, 201(a), 301(a), 302(a) or (b), 401(a), 402, 601(a), (b) or (c)

II - Model 47K (Navy HTL-7 - See NOTE 4), 2 PCLH, Approved March 30, 1959

Model 47K is similar to the 47J except for cabin, open engine compartment, oil system, lights, and other miscellaneous items in accordance with Bell Report No. 47-947-067. Military Model HTL-7 is similar to Model 47K except for blind flying instruments. See NOTE 4 for modification required for conversion of Navy HTL-7 to Model 47K.

Engine	Lycoming VO-435-6A or VO-435-A1D	
Fuel	80/87 minimum grade aviation gasoline	
Engine limits	Maximum continuous, (Sea level) 24.6 in.Hg., 3200 rpm (220 hp.) (4300 ft.) 23.3 in.Hg., 3200 rpm (220 hp.) (Straight line manifold pressure variation with altitude) Takeoff (2 minutes) 26.5 in.Hg., 3200 rpm (240 hp.)	
Carburetor & carburetor setting	Marvel-Schebler MA4-5AA, Setting 10-4025-1	
Rotor limits & operational engine limits	Power On (Engine Tach.) Maximum 3200 Minimum 3000	Power Off (Rotor Tach.) Maximum 370 Minimum 333
Airspeed limits	Never exceed 105 m.p.h. (91.5 knots) True Ind. from S.L. to 7000 ft. Above 7000 ft. decrease Vne 4 knots per 1000 ft.	
C.G. range	(+82.0) to (88.5)	
Empty weight C.G. range	See Figure	

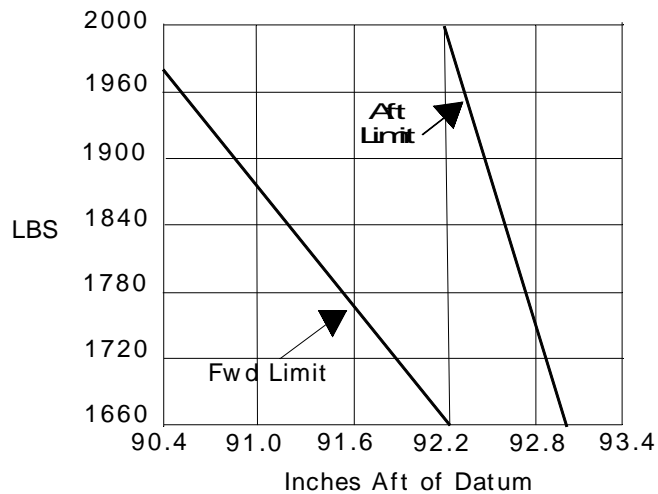


Maximum weight	2565 lbs.
No. of seats	2 (+51.6)
Maximum baggage	For baggage loading refer to the applicable Flight Manual
Fuel capacity	35 gals. (+93) (Usable 34.6 gals.) See NOTE 1 for unusable fuel
Oil capacity	2.7 gals. (+121) (Usable 1.5 gals.) See NOTE 1 for undrainable oil
Rotor blade & control movements	For rigging information refer to applicable Bell Service Manual
Serial Nos. eligible	2114 thru 2131
Required equipment	In addition to the pertinent required basic equipment specified in CAR 6, the following items of equipment must be installed (see section titled "DATA PERTINENT TO ALL MODELS" following section IV): 1, 2, 3, 4, 5, 101, 102(a), 103, 104(a), 105, 201(a), 301(b), 302(a) or (b), 401(b)

III - Model 47J-2, 4 PCLH, Approved January 14, 1960

Model 47J-2 is similar to the 47J except the basic helicopter incorporates metal main rotor blades, fixed stabilizer, VO-540 engine, blue tinted bubble and windows, and miscellaneous minor improvements. (See Note 7 for conversion of 47J to 47J-2.)

Engine	Lycoming VO-540-B1B or -B1B3 (See Item 610 for 260 hp.)		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	Maximum continuous, (Sea level) 20.5 in.Hg., 3200 rpm (220 hp.) (9,500 ft.) 19.3 in.Hg., 3200 rpm (220 hp.) (Straight line manifold pressure variation with altitude) Takeoff (2 minutes) 22.0 in.Hg., 3200 rpm (240 hp.)		
Carburetor & carburetor settings	Marvel-Schebler MA-6AA, Setting No. 10-4218		
Rotor limits & operational engine limits	Power On (Engine Tach.)	Power Off (Rotor Tach.)	
	Maximum 3200	Maximum	370
	Minimum 3000	Minimum	333
Airspeed limits	Never exceed 105 m.p.h. (91.5 knots) True Ind.		
C.G. range	(+81.4) to (+89.0)		
Empty weight C.G. range	See Figure		

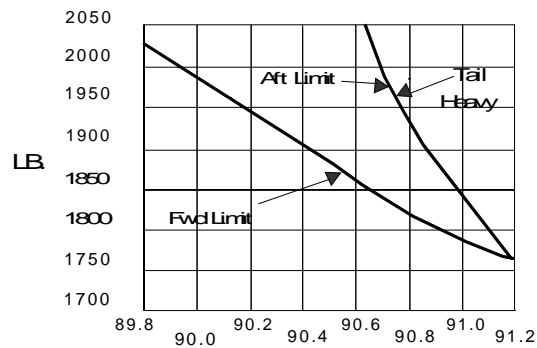


Maximum weight	2850 lbs.
No. of seats	4. Pilot (+32) to (+35), 3 passengers (+63).
Maximum baggage	250 lbs. (+140)
Fuel capacity	48 gals. (+93) (Usable 47.5 gals.) See NOTE 1 for unusable fuel
Oil capacity	4.3 gals. (+114.5) (Usable 2.5 gals.) See NOTE 1 for undrainable oil
Rotor blade & control movements	For rigging information refer to the applicable Bell Maintenance Manual
Serial Nos. eligible	1804 and up and Model 47J converted per Note 7.
Required equipment	In addition to the pertinent required basic equipment specified in CAR 6, the following items of equipment must be installed (see section titled "DATA PERTINENT TO ALL MODELS" following section IV): 2, 3, 4, 5, 6(a), 101, 102(b), 103, 104(b), 105, 106, 201(a), 301(a), 302(b), 401(c)

IV - Model 47J-2A, 4 PCLH, Approved March 4, 1964

Model 47J-2A is similar to the 47J-2 except for increased weight, the installation of collective boost system, addition of main rotor tip weights, a change in the C.G. limits, and miscellaneous minor improvements.

Engine	Lycoming VO-540-B1B3		
Fuel	80/87 minimum grade aviation gasoline		
Engine limits	Maximum continuous, (Sea level) 20.5 in.Hg., 3200 rpm (220 hp.) (9,500 ft.) 19.3 in.Hg., 3200 rpm (220 hp.) (Straight line manifold pressure variation with altitude) Takeoff (2 minutes) 23.6 in.Hg., 3200 rpm (260 hp.) Marvel-Schebler MA-6AA, Setting No. 10-4218		
Carburetor & carburetor settings			
Rotor limits & operational engine limits	Power On (Engine Tach.)	Power Off (Rotor Tach.)	
	Maximum 3200	Maximum	370
	Minimum 3000	Minimum	322
Airspeed limits	S.L. to 3000 ft. Vne = 105 mph (91.5K) Above 3000 ft. decrease Vne 4 mph per 1000 ft.		
C.G. range	(+81.0) to (+87.7)		
Empty weight C.G. range	See Figure, or see page 1-30 of Maintenance Manual		



Maximum weight	2950 lbs.
No. of seats	4. Pilot (+32) to (+35), 3 passengers (+63).
Maximum baggage	250 lbs. (+140)
Fuel capacity	48 gals. (+93) (Usable 47.5 gals.) See NOTE 1 for unusable fuel
Oil capacity	4.3 gals. (+114.5) (Usable 2.5 gals.) See NOTE 1 for undrainable oil
Rotor blade & control movements	For rigging information refer to the applicable Bell Service Manual
Serial Nos. eligible	3108 and up
Required equipment	In addition to the pertinent required basic equipment specified in CAR 6, the following items of equipment must be installed (see section titled "DATA PERTINENT TO ALL MODELS" following section IV): 2(b), 3, 4, 5, 6(c), 101, 102(b), 103, 104(b), 105(b), 106, 201(a) or 210(e), 301(c), 401(d)

DATA PERTINENT TO ALL MODELS

Datum	Station 0 (87 in. forward of centerline of mast.)
Leveling means	Leveling lugs lower left hand longeron aft of mast and adjacent cross tube
Certification basis	Type Certificate No. 2H1 (CAR effective January 15, 1951, Amendments 6-1, 6-2, 6-3, 6-4, 6-5, and 6-6) (Structural loading cond. skid landing gear dated 11-12-74)
Production basis	None. See Note 8 for serial numbers produced under Bell Helicopter Textron Inc. Production Certificate No. 100

Equipment: A plus (+) or minus (-) sign preceding the weight of an item indicates the net weight change when that item is installed.
 "- " indicates "same as preceding model"
 " _ " indicates "does not apply"

Rotors and Rotor Equipment	47J	47K	47J-2	47J-2A
1. Wood rotor blades, Bell 47-110-401 See NOTE 5.	eligible	eligible	—	—
2. Tail rotor, metal, Bell 47-641-074	eligible	- -	- -	- -
3. 2 Stabilizer Bar Dampers, Houde Eng. Div. A13965	4 lbs. (+87)	- -	- -	- -
4. Main rotor counterweights, Bell 47-110-239 and 61-103-120	use actual wt. (+87)	- -	- -	- -
5. Main rotor hub, Bell 47-120-184	91 lbs (+87)	- -	- -	- -
6. (a) Main rotor metal blades, Bell 47-110-250-11 or -21	see Item 6(b)	—	STD	—
(b) Main rotor metal blades kit, Bell 47-706-618, installed in accordance with Service Instruction 316SI. Bell 47-706-618-1	+28 lbs (+83)	—	—	—
or -5 (includes Item 602). When Item 602 is installed on helicopter, Bell 47-706-618-3 or -7 is eligible. When this Item (6(b)) is installed, maximum weight is 2850 lbs.	+25 lbs (+83)	—	—	—
Flight Manual Supplement dated June 18, 1958 required.				
(c) Main rotor metal blades, Bell 47-110-250-23	—	—	—	—
7. Tail rotor blades 47-641-117 SI428	—	—	use act wt. chg.	STD wt. chg.

Engine and Engine Accessories -
Fuel and Oil System

101. Starter, Eclipse - Pioneer 756-22c	19 lbs (+87)	- -	- -	- -
102. (a) Oil cooler, Bell 47-671-025 (Oil cooler valve included with this cooler)	6 lbs (+80)	- -	—	—
(b) Oil cooler, Harrison D-65705	—	—	7 lbs (+80)	- -
103. 2 Fan belts, Bell 47-661-041	1 lb. (+68)	- -	- -	- -
104. (a) Carburetor Air Filter, Purolator 51845	1 lb. (+100)	- -	—	—
(b) Carburetor Air Filter, Fram X-4079	—	—	2 lbs (+100)	- -
105. (a) Hydraulic pump, N.Y. Air Brake 67B025	2 lbs (+89)	- -	- -	—
(b) Hydraulic pump, Weldon 6010	—	—	—	2 lbs (+90)
106. Long range fuel tank, Bell 47-706-613, installed in accordance with Service Instruction 324SI. Flight Manual Supplement dated May 21, 1959 required.	+8 lbs (+100)	- -	STD	- -
107. Breather Heater Kit, Bell 47-706-658	—	—	—	1 lb (+55)
108. Primer Kit, Bell 47-606-669	—	—	—	5 lbs (+114)

	47J	47K	47J-2	47J-2A
Landing Gear				
201. (a) 2 Skids, Bell 47-500-022	50 lbs (+74)	--	--	--
(b) Float landing gear (2565 lbs. max. wt.), Bell 47-706-533-1, -3, -5, & -7, installed in accordance with Service Instruction 241SI. Flight Manual Supplement dated March 14, 1957 required.	use act. wt.	—	—	—
(c) Float landing gear (2850 lbs. max. wt.), Bell 47-706-533-9 & 11 installed in accordance with Service Instruction 248SI. Flight Manual Supplement dated March 14, 1957 required.	117 lbs (+76)	—	--	—
(d) High skid gear (2850 lbs. max. wt.), Bell 47-706-628-1 installed in accordance with Service Instruction 340SI (Eligible only when Item 6 is installed). Flight Manual Supplement dated May 8, 1959 required.	+10 lbs. (+79)	—	—	—
(e) Float landing gear (2950 lbs. max. wt.), Bell 47-706-533-11 installed in accordance with Service Instruction 248SI. Flight Manual dated March 4, 1964 required.	—	—	—	117 lbs. (+76)
Electrical and Radio Equipment				
301. (a) Generator, Leece Neville 2591G-12	20 lbs (+87)	—	20 lbs (+87)	—
(b) Generator, Bendix Model 30E16-11C	—	40 lbs (+87)	—	—
(c) Generator, Leece Neville G-001-2591GA	—	—	—	20 lbs (+87)
302. (a) Battery, Yardley 14XHR15V	14 lbs (+76)	--	--	--
(b) Battery, AN3154	28 lbs (+76)	28 lbs (+76)	STD	STD
303. Radio Installation				
(a) AN/ARN-41A (ADF)	— 32 lbs (+69)	—	—	—
(b) ARC-12 UHF (Command)	—	39 lbs (+150)	—	—
304. Radio, Lear LTR-6 & LTRA-6, installed in accordance with Service Instruction 290SI Bell 47-706-563-1	22 lbs (+90.5)	—	22 lbs (+90.5)	—
Bell 47-706-563-3	25 lbs (+83.0)	—	25 lbs (+83.0)	—
305. Radio Dare, Bell 47-706-599, installed in accordance with Service instruction 284SI.	27 lbs (+104)	—	27 lbs (+104)	—
306. Radio, King KY-95, Bell 47-706-670	—	—	—	+12.5 lbs (+45)
307. Radio, Narco Mark XII, Bell 47-706-622	—	—	—	+14.7 lbs (+42)
Interior Equipment				
401. (a) "Bell Helicopter Model 47J Appv'd Flight Man." dated Aug. 17, 1956.				
(b) Bell Helicopter Model 47K Appv'd Flight Man." dated Mar. 26, 1959.				
(c) "Bell Helicopter Model 47J-2 Appv'd Flight Man." dated Jan. 13, 1960.				
(d) "Bell Helicopter Model 47J-2A Appv'd Flight Man." dated Mar. 4, 1964.				
402. Anti-fogging fan, Bell 47-733-063	3 lbs (+11)	—	3 lbs (+11)	--

	<u>47J</u>	<u>47K</u>	<u>47J-2</u>	<u>47J-2A</u>
403. (a) Cabin heater, Bell 47-706-556, installed in accordance with Service Instruction 298SI. Flight Manual Supplement dated March 14, 1957 required.	+22 lbs (+92)	—	+22 lbs (+92)	- -
(b) Heater installation, Bell 47-706-632	—	—	—	7 lbs (+70.2)
404. (a) Fire Extinguisher, Bell 47-706-549 installed in accordance with Service Instruction 294SI.	6 lbs (+23)	—	6 lbs (+23)	—
(b) Fire Extinguisher, Bell 47-706-651	—	—	—	6 lbs (+23)
405. Safety belt, seat, Bell 47-706-604, installed in accordance with Service Instruction 305SI.	negligible	—	negligible	—
Miscellaneous Equipment				
601. Fixed ballast (total weight to be determined for each helicopter)				
(a) Bell 47-260-015	(+270)	- -	- -	- -
(b) Bell 47-300-005	(+8.5)	—	(+8.5)	—
(c) Bell 47-260-018	(+304)	- -	- -	- -
(d) Bell 47-314-034	—	(+8)	—	—
602. 2800 lbs. gross weight and 240 hp. kit, Bell 47-706-605, installed in accordance with Service Instruction 278SI Flight Manual dated June 7, 1957 required.	+3 lbs (+42)	—	—	—
Engine limits				
Maximum continuous,				
(Sea level) 24.6 in.Hg., 3200 rpm (220 hp.)				
(4300 ft.) 23.3 in.Hg., 3200 rpm (220 hp.)				
(Straight line manifold pressure variation with altitude)				
Takeoff (2 minutes),				
26.3 in.Hg., 3200 rpm (240 hp.)				
603. Night Flying installation, Bell 47-706-515, installed in accordance with Service Instruction 297SI. Flight Manual Supplement dated December 28, 1956 required.	10 lbs (+60.5)	—	10 lbs (+60.5)	- -
604. (a) Rotor brake installation (Manual operation), Bell 47-706-538, installed in accordance with Service Instruction 289SI. Flight Manual Supplement dated February 1, 1957 required.	7 lbs (+76)	—	7 lbs (+76)	- -
(b) Rotor brake installation (Power operation), Bell 47-706-587, installed in accordance with Service Instruction 255SI. Flight Manual Supplement dated July 30, 1958, required.	9 lbs (+78)	—	9 lbs (+78)	—
605. Litter installation, Bell 47-706-517, installation in accordance with Service Instruction 239SI. Flight Manual Supplement dated February 1, 1957 required.				
Including litter	+59 lbs (+58)	—	+59 lbs (+58)	- -
Less litter	+22 lbs (+55)	—	+22 lbs (+55)	- -
606. Deleted				

	47J	47K	47J-2	47J-2A
607. Hoist installation (Eligible only when helicopter is certified under CAR 8. Hoist must be rendered inoperative when helicopter is used under standard certificate), Bell 47-706-513, installed in accordance with Service Instruction 292SI. Flight Manual Supplement dated March 14, 1957, required.	+64 lbs (+65)	—	+64 lbs (+65)	- -
608. Cargo deck, Bell 47-706-554, installed in accordance with Service Instruction 296SI.	27 lbs (+56)	—	27 lbs (+56)	—
609. Cabin step, Bell 47-369-029, installed in accordance with Service Instruction 327SI.	negligible	—	negligible	—
610. 260 takeoff horsepower kit. Bell Kit No. 47-1603-1 installed in accordance with Service Instruction 386SI. Bell Helicopter Model 47J-2 Approved Flight Manual dated January 13, 1960 (Item 401c), revised March 21, 1961 required. Engine, Lycoming VO-540-B1B3 Engine limits Maximum continuous, (sea level) 20.5 in.Hg., 3200 rpm (220 hp.) (9500 ft.) 19.3 in.Hg., 3200 rpm (220 hp.) (Straight line manifold pressure variation with altitude) Takeoff (2 minutes), 23.6 in.Hg., 3200 rpm (260 hp.) Transmission Bell, P/N 47-620-600-25, required with this rating. (Included in kit)	—	—	+15 lbs (+87)	—
611. Door ejection, Bell 47-706-748 installed in accordance with Service Instruction 317SI.	1 lb (+28)	—	1 lb (+28)	- -
612. Beacon Installation, Bell 47-706-624 instld. in accordance with Serv. Inst. 351SI.	5 lbs (+43.5)	—	5 lbs (+43.5)	- -

NOTE 1. Current weight and balance report, including list of equipment included in certificated weight empty and loading instructions, when necessary, must be in each helicopter at the time of original certification and at all times thereafter. In order to obtain the most consistent weight and balance results, all model helicopters should be weighed on hjackpoints rather than on skids or floats. The applicable Bell Maintenance and Overhaul Instructions contain complete information on this subject.

The certified weight empty and corresponding center of gravity location must include the following:

Model 47J -	Unusable fuel (Included in fuel capacity)	2 lbs. (+100)
	Undrainable oil (Included in oil capacity)	2 lbs. (+100)
Model 47K -	Unusable fuel (Included in fuel capacity)	2 lbs. (+100)
	Undrainable oil (Included in oil capacity)	2 lbs. (+100)
Model 47J-2 -	Unusable fuel (Included in fuel capacity)	2 lbs. (+100)
	Undrainable oil (Included in oil capacity)	2 lbs. (+100)
Model 47J-2A -	Unusable fuel (Included in fuel capacity)	2 lbs. (+100)
	Undrainable oil (Included in oil capacity)	2 lbs. (+100)

NOTE 2. This helicopter shall be operated in compliance with the operating limitations specified in the FAA Approved Helicopter Flight Manual.

NOTE 3. The Tables below address life-limited parts for the various model 47 helicopters.

TABLE 1 contains the life limits for models 47J and 47K.

TABLE 2 contains the life limits for model 47J-2 and 47J-2A.

COMMENT: The retirement times of critical parts are listed in the following tables (TABLE 1 and TABLE 2). These limitations may not be increased without FAA engineering approval. The list of Airworthiness Directives (ADs) referenced with the following replacement or service lives may not be all-inclusive. Additional ADs may also be applicable.

MAIN ROTOR SYSTEM

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Main Rotor Blade	47-110-401-(ALL)	Not Eligible (REF. Note 5 in TCDS)
Main Rotor Blade	47-110-250-11	5000 hrs
Main Rotor Blade	47-110-250-21	5000 hrs
Main Rotor Pitch Horn	47-120-126-5	5000 hrs
Main Rotor Drag Brace	47-110-301-1	2500 hrs
Main Rotor Drag Brace	47-110-372-1	2500 hrs
Main Rotor Gimbal Ring	47-120-014-5, /-6 /-11 /-13 /-15 /-17	1200 hrs
Main Rotor Gimbal Ring	47-120-014-23	4800 hrs
Main Rotor Grip	47-120-252-1, /-7 /-11 /-115	1200 hrs (REF. AD 2001-17-17)
Main Rotor Grip	47-120-252-5	300 hrs
Main Rotor Yoke (Steel)	47-120-177-1	5000 hrs
		3600 hrs if ever used w/ wood blades on all other models except 47G-3, 47G-3B, 47J, 47J-2 or 47J-2A
		2500 hrs if ever used w/ wood blades on any model 47G-3, 47G-3B, 47J, 47J-2 or 47J-2A
Main Rotor Counterweight Bracket	47-110-287-9	200 hrs (REF. AD 58-17-01)

FLIGHT CONTROLS

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Collective Pitch Link Rod End Bearing	RE4F7/RE4FL7/47-140-241-3	REF. AD 61-22-01
Cyclic Bellcrank, Longitudinal	47-724-097-7, /-9	5000 hrs
Cyclic Bellcrank, Longitudinal	47-724-097-7, /-9	2500 hrs if ever used w/ wood blades
Torque Tube, Lateral	47-725-852-1	1200 hrs
Collective Sleeve	47-150-117-5, /-13 /-21	5000 hrs
Scissors Assembly	47-150-249-1, /-5	5000 hrs
Tail Rotor Pitch Change Shaft Bearing	47-640-069-1, /-3	600 hrs (REF. AD 80-10-04 R1)
Tail Rotor Pitch Change Shaft Bearing	S3K or S3S	600 hrs (REF. AD 80-10-04 R1)

TABLE 1: Life Limits for Models 47J & 47K.

TAIL ROTOR SYSTEM

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Tail Rotor Yoke	47-641-104-5	Not Eligible (REF. AD 80-10-04 R1)
Tail Rotor Yoke	47-641-126-5	2500 hrs
Tail Rotor Blade	47-642-102-(ALL)	Not Eligible REF. AD 70-10-08 and AD 80-10-04 R1
Tail Rotor Blade	47-642-117-1, /-105	2500 hrs
Tail Rotor Drive Shaft	47-644-172-3	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-180-1, /-5	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-186-1	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-187-1, /-5 /-11	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-214-1	Not Eligible (REF. AD 70-08-02)
Tail Rotor Extension Tube	47-640-055-3	600 hrs

POWERPLANT

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Engine Mount*	47-612-135-147	2500 hrs at 2565 lb max gross weight
Engine Mount*	47-612-135-147	600 hrs at 2800 to 2850 lb max gross weight
Engine Mount	47-612-171-(ALL)	2500 hrs
Fan Belt (Matched Sets)	47-661-041-1 through /-7	600 hrs
Fan Belt (Matched Sets)	47-661-041-9	600 hrs - 5 year shelf life
Fan Drive Bearing	47-620-605-1	REF. AD 81-04-03

TRANSMISSION

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Shear Screws	47-620-485-1	600 hrs
Shear Screws	47-620-485-9	1200 hrs

TABLE 1 (cont'd): Life Limits for Models 47J & 47K.

* The 47-612-135-147 engine mount which as been operated at 2565 pounds maximum gross weight for less than 900 hours can continue in service, after installation of 2850 pounds gross weight kit, for not more than 600 additional hours, provided total service time does not exceed 900 hours.

MAIN ROTOR SYSTEM

NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Main Rotor Blade	47-110-250-21	5000 hrs
Main Rotor Blade	47-110-250-23	5000 hrs
Main Rotor Pitch Horn	47-120-126-5	5000 hrs
Main Rotor Drag Brace	47-110-372-1	2500 hrs
Main Rotor Gimbal Ring	47-120-014-5, /-6 /-11 /-13 /-15 /-17	1200 hrs
Main Rotor Gimbal Ring	47-120-014-23	4800 hrs
Main Rotor Grip	47-120-252-1, /-7 /-11 /-115	1200 hrs (REF. AD 2001-17-17)
Main Rotor Grip	47-120-252-5	300 hrs
Main Rotor Yoke (Steel)	47-120-177-1	5000 hrs
		3600 hrs if ever used w/ wood blades on all other models except 47G-3, 47G-3B, 47J, 47J-2 or 47J-2A
		2500 hrs if ever used w/ wood blades on any model 47G-3, 47G-3B, 47J, 47J-2 or 47J-2A

TABLE 2: Life Limits for Models 47J-2 & 47J-2A

FLIGHT CONTROLS		
NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Collective Sleeve	47-150-117-13, /-21	5000 hrs
Scissors Assembly	47-150-249-1, /-5	5000 hrs
Cyclic Bellcrank Longitudinal	47-724-097-9	2500 hrs
Tail Rotor Pitch Change Shaft Bearing	47-640-069-1, /-3	600 hrs (REF. AD 80-10-04 R1)
Tail Rotor Pitch Change Shaft Bearing	S3K or S3S	600 hrs (REF. AD 80-10-04 R1)

TAIL ROTOR SYSTEM		
NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Tail Rotor Yoke	47-641-104-5	Not Eligible (REF. AD 80-10-04 R1)
Tail Rotor Yoke	47-641-126-5	2500 hrs
Tail Rotor Blade	47-642-102-(ALL)	Not Eligible REF. AD 70-10-08 and AD 80-10-04 R1
Tail Rotor Blade	47-642-117-1, /-105	2500 hrs
Tail Rotor Drive Shaft	47-644-172-3	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-180-1, /-5	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-186-1	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-187-1, /-5 /-11	Not Eligible (REF. AD 70-08-02)
Tail Rotor Drive Shaft	47-644-214-1	Not Eligible (REF. AD 70-08-02)

POWERPLANT		
NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Engine Mount	47-612-171-(ALL)	2500 hrs
Fan Belt (Matched Sets)	47-661-041-1 through /-7	600 hrs
Fan Belt (Matched Sets)	47-661-041-9	600 hrs - 5 year shelf life

TRANSMISSION		
NOMENCLATURE	PART NUMBER	AIRWORTHINESS LIFE
Shear Screw	47-620-485-9	1200 hrs

TABLE 2 (cont'd): Life Limits for Models 47J-2 & 47J-2A

NOTE 4. To meet the basic eligibility requirements for a U.S. airworthiness certificate, U.S. Navy Model HTL-7 helicopters must be modified in accordance with Scotts-Bell 47 Inc. Report No. SB4701-10, Rev. IR, dtd. April 1, 2010. This report supersedes Bell Helicopter Report No. 47-099-013 in its entirety and is required to convert a U.S. Navy HTL-7 helicopter, as delivered to the U.S. Navy, to a civil configuration Model 47K helicopter. Scotts-Bell 47 Inc. Report No. SB4701-10, Rev. IR, dtd. April 1, 2010, comprises the type design data that was developed during the original type certification of the U.S. Navy Model HTL-7 helicopter. The previous Bell Helicopter Report No. 47-099-013 is no longer available from Bell Helicopter.

NOTE 5. Wooden main rotor blades 47-110-401-13 are not eligible for use. See Bell Service Bulletin No. 47-04-1-74-1.

NOTE 6. Section 1 of the pertinent Model Maintenance and Overhaul Information Manual includes the following information. These replacement or service life may be superseded by AD's. See equipment listing for eligibility of certain items on the models.

NOTE 7. Bell Model 47J helicopters may be converted to Model 47J-2 in accordance with Service Instruction No. 350 S.I.

NOTE 8. Model 47J S/N 1420-1443, 1559-1581, 1712-1872; Model 47J-2 S/N 2621-2631, 2832-2856; Model 47J-2A S/N 3108-3132, 3301-3325, 3701-3725; and Model 47K S/N 2114-2131 were produced under FAA Production Certificate No. 100 by Bell Helicopter Textron Inc., Fort Worth, Texas.

NOTE 9. Any changes to the type design of this helicopter by means of a amended type certificate (TC), supplemental type certificate (STC), or amended STC, requiring instructions for continued airworthiness (ICA's) must be submitted thru the project certification office for review and acceptance by the Fort Worth -Aircraft Evaluation Group (FTW-AEG) Flight Standards District Office (FSDO) prior to the aircraft delivery, or upon issuance of the first standard airworthiness certificate for the affected aircraft, whichever occurs later as prescribed by Title 14 CFR 21.50. Type design changes by means of a field approval that require ICA's must have those ICA's reviewed by the field approving FSDO.

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