

# EAGLE TECHNICAL BULLETIN

REF. TCCA STC: SH14-47  
REF. FAA STC: SR03496NY

**Eagle Technical Bulletin Number: TB-E407-789-20**

**Purpose:** To prevent contact between the main driveshaft and the engine firewall closeouts.

**Eligible Serial Numbers:** ALL

**Compliance:** During the next 150 hour inspection, performed after receipt of this TB.

**Description:** It has come to Eagle's attention that, in one instance on one aircraft, the engine to transmission driveshaft has come in contact with the aircraft engine firewall closeouts. The intent of this Technical Bulletin (TB) is to provide information regarding inspection for correct clearance between the driveshaft and closeouts and to provide instruction for modifying the closeouts, if needed, to prevent future occurrences.

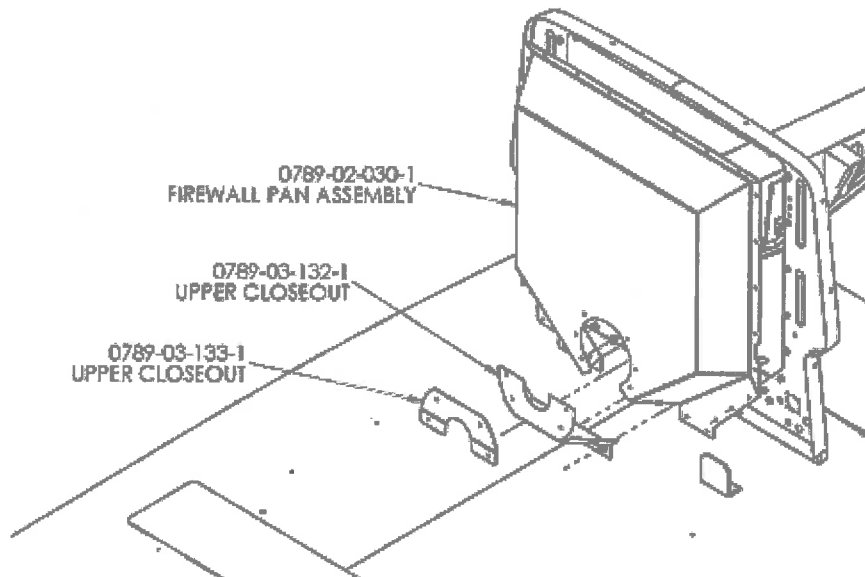


Figure 1: Firewall Pan Installation

**Parts List:** No new parts are required to complete this modification.

**Weight and Balance:** The incorporation of this TB has a negligible effect on the aircraft weight and balance.

CANADA  
DEPARTMENT OF TRANSPORT  
AIRCRAFT CERTIFICATION  
BRANCH  
DAO # 01-O-01

**APPROVED**

BY: *D. Shepherd*  
D. SHEPHERD (DE # 02)

DATE: 19.08.07  
CERT. NO.: SH14-47  
ISSUE NO.: 1

**APPROVED**

A	NEW ISSUE	WK	19.08.07
REV.	DESCRIPTION	BY	DATE
DESIGN	WK	<b>EAGLE COPTERS LTD</b> CALGARY, ALBERTA, CANADA	
DRAWN	WK	DRAWING NO. <b>TB-E407-789-20</b>	
CHECKED	KB	REV. A	
MFG. APPR.	JD	SHEET 1 OF 3	
APPROVED	KTB	TITLE	
DE APPR.	DS	<b>DRIVESHAFT CLOSEOUTS</b>	
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**Procedure:**

**PART I: INSPECTION**

1. Gain access to the 0789-02-030-1 Firewall Pan Assembly IAW Chapter 63 of the Instructions for Continued Airworthiness ICA-E407-789. See Figure 1.
2. Measure the clearance between the engine to transmission driveshaft and the Upper (P/N 0789-03-133-1) and Lower (0789-03-132-1) closeout panels, as shown in Figure 2. Confirm spacing is within the tolerances shown in Figure 2. If the closeout opening is not within the tolerances, adjust the hole size per **PART II** of this TB.

Note: It is recommended that the closeout opening hole size be made as large as possible, given the allowable tolerances, shown in Figure 2.

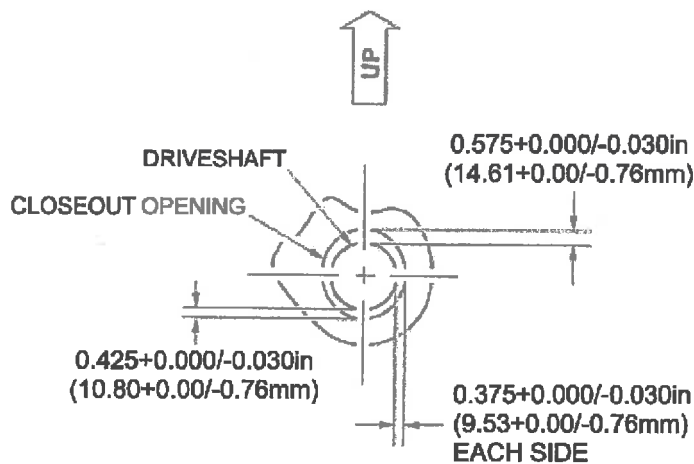


Figure 2: Engine to Transmission Driveshaft Firewall Closeout Clearances

**PART II: UPPER AND LOWER CLOSEOUT MODIFICATION**

Note: Exercise care not to damage the engine to transmission driveshaft.

1. Mark the Upper (P/N 0789-03-133-1) and Lower (0789-03-132-1) closeout panels to the largest allowable hole size, given the allowable tolerances, shown in Figure 2.
2. Remove the Upper and Lower closeout panels from the Firewall Pan Assembly.
3. Trim the Upper and Lower closeout panels to the marks obtained in Step 1. Break all sharp edges.
4. Re-install the Upper and Lower closeout panels IAW ICA-E407-789.
5. Perform the aircraft closeout IAW Bell 407 Aircraft Maintenance Manual, BHT-407-MM and ICA-E407-789.
6. Complete and return Sheet 3 of this TB to Eagle Copters to indicate compliance.

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DRAWN	WK	
CHECKED	KB	DRAWING NO. <span style="float: right;">REV. A</span>
MFG. APPR.	JD	TB-E407-789-20 <span style="float: right;">SHEET 2 OF 3</span>
APPROVED	KTB	TITLE
DE APPR.	DS	<b>DRIVESHAFT CLOSEOUTS</b>
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NOTIFY EAGLE COPTERS THAT THE TB-E407-789-20 HAS BEEN INCORPORATED INTO THE AIRCRAFT LISTED BELOW.

AIRCRAFT SERIAL NUMBER: \_\_\_\_\_

AIRCRAFT OWNER: \_\_\_\_\_

DATE TB-E407-789-20 WAS INCORPORATED ON THE ABOVE AIRCRAFT:  
\_\_\_\_\_

SIGNATURE OF PERSON RESPONSIBLE FOR ENTRY INTO AIRCRAFT TECHNICAL RECORD:  
\_\_\_\_\_

PRINT NAME OF PERSON RESPONSIBLE FOR ENTRY INTO AIRCRAFT TECHNICAL RECORD:  
\_\_\_\_\_

EMAIL THIS PAGE TO: [JDJORG@EAGLECOPTERS.COM](mailto:JDJORG@EAGLECOPTERS.COM)

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