ALERT SERVICE BULLETIN
REVISION NOTICE

Bell Helicopter
A Textron Company

DATE Apr 14, 2009

TO: **All Owners/Operators of Bell 214B/B-1 Helicopters**

SUBJECT: **REVISION "C" TO ALERT SERVICE BULLETIN 214-08-70: P/N 214-030-606-005 PYLON SUPPORT SPINDLE ASSEMBLY, ESTABLISHMENT OF A RETIREMENT LIFE AND METHOD OF DETERMINATION**

Revision "C" to this bulletin:

1) Increases the Retirement Index Number (RIN) airworthiness limit from 9,000 to 20,000.

2) Increases the warranty compliance time from 31December 2009 to 31 May 2010.

AN APPROPRIATE ENTRY SHOULD BE MADE IN THE AIRCRAFT LOGBOOK UPON ACCOMPLISHMENT
IF OWNERSHIP OF AIRCRAFT HAS CHANGED PLEASE FORWARD TO NEW OWNER

MODEL AFFECTED: 214B/214B-1

SUBJECT: **P/N 214-030-606-005 PYLON SUPPORT SPINDLE ASSEMBLY, ESTABLISHMENT OF A RETIREMENT LIFE AND METHOD OF DETERMINATION**

HELICOPTERS AFFECTED: All Model 214B/B-1 Helicopters

COMPLIANCE: Within the next 150 flight hours after receipt of this bulletin.

DESCRIPTION:

There have been three reported incidents of cracked P/N 214-030-606-005 Pylon Support Spindle Assemblies. All have been the result of fatigue. Evaluation of the cracked spindles reveals that cracks, once started, progress very rapidly. Although the spindles are subject to non-destructive inspection during the transmission assembly overhaul, the speed at which the cracks propagate is such that a more frequent inspection interval is not manageable. Also, further BHT analysis and review of the P/N 214-030-606-005 Pylon Spindle Assembly indicates it is sensitive to power change, or “torque events” and requires assignment of a retirement life (airworthiness limit).

This bulletin establishes 1) a maximum airworthiness limit of 1,250 flight hours or 20,000 RIN (Retirement Index Number), whichever is reached first, 2) a method of determining the airworthiness limit for future operations, and 3) provides a means of calculating the life on currently installed P/N 214-030-606-005 Spindle Assemblies. C

APPROVAL:

The engineering design aspects of this bulletin are FAA approved.

MANPOWER:

Approximately 1.0 man-hour is required to complete the record keeping aspects of this bulletin per helicopter.

Approximately 24.0 man-hours are required to replace both spindle assemblies per helicopter if replacement is accomplished at a time other than at transmission assembly overhaul.

Man-hour estimates are based on hands-on time and may vary with personnel and facilities available.

WARRANTY:

Owners / Operators of Bell Helicopters who comply with the instructions in this Bulletin will be eligible to receive 25% discounted credit on the list price for replacement spindle supports. Warranty credit will only be provided for those spindle supports that are identified in the accomplishment instructions of this bulletin to no longer be serviceable having exceeded the specified accumulated hours or RIN.

In order to receive this special warranty credit, purchase replacement spindle support through a Bell approved source and file a VISTA Warranty claim referencing this bulletin. Only those spindle supports that have been purchased from a Bell approved source and are traceable back to a Bell Helicopter invoice will be covered under this warranty statement.

Customers who fail to comply with the instructions in this Bulletin after 31 May 2010 are not eligible for the special warranty exceptions listed above. No other labor cost will be covered under this Bulletin. C

MATERIAL:

Required Material:
The following material may be required as a result of this bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

Part Number	Nomenclature	Quantity
214-030-606-005	Spindle Assembly	2

Consumable Material:
The following material may be required to accomplish this bulletin, however this material is considered consumable (bench stock) material and may not require ordering depending on the operator's consumable material stock levels. This material may be obtained through your Bell Helicopter Textron Supply Center.

Part Number	Nomenclature	Quantity	Reference
AMS-S-8802 6OZ	Sealant	1	C-308

SPECIAL TOOLS:

Refer to BHT-214B-MM-1 and BHT-214B-CR&O-1 Manuals.

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

BHT-214B-MM-1, Chapters 4, 65, and 66
BHT-214B-IPB, Chapter 63
BHT-214B-CR&O-1, Chapter 66

PUBLICATIONS AFFECTED:

BHT-214B-MM-1, Chapter 4

ACCOMPLISHMENT INSTRUCTIONS:

1. Determine accumulated flight hours or accumulated RIN to date on parts in service.

    a. When actual operating hours or lift events are not known or can not be determined, calculate actual flight hours at a rate of 900 hours per year, or, calculate actual RIN at 30 lift events per flight hour.

b. When actual lift events are known, accumulate RIN by 1 for each lift or takeoff performed during normal operation and by 2 for each lift or takeoff performed during logging operation.

2. For future operation, the airworthiness limit noted in the following paragraph 3. may be determined by either of the two methods below:

   a. Total operating hours accumulated by the Spindle Assembly, or,

   b. Total accumulated RIN as determined in paragraph 1.b. above.

3. Replace all 214-030-606-005 Spindle Assemblies at either 1250 total operating hours, or, at an accumulated RIN of 20,000, which ever occurs first. **C**

4. Remove and replace time expired P/N 214-030-606-005 Spindle Assemblies in accordance with applicable chapters of the 214B Maintenance and Component Repair and Overhaul Manuals.