

ALERT SERVICE BULLETIN



A Textron Company

NO. 214ST-08-86

DATE 11-11-08

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DATE
REV

MODEL AFFECTED: 214ST

SUBJECT: P/N 214-030-606-103 PYLON SUPPORT SPINDLE ASSEMBLY, REDUCTION OF RETIREMENT LIFE AND ESTABLISHMENT OF AN ALTERNATE RIN LIMIT

HELICOPTERS AFFECTED: All Model 214ST Helicopters

COMPLIANCE: Within the next 25 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 on the 214B. 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. Even though there have been no reported cracks of the 214ST Spindle Assembly, re-evaluation of the effect of power change, or "torque events", on the P/N 214-030-606-103 Spindle Assembly indicates a reduction in retirement life (airworthiness limit) is required.

As a result, this bulletin 1) reduces the current maximum airworthiness limit from 5,000 flight hours to 2,500 flight hours, 2) introduces an alternate 5,000 RIN (Retirement Index Number) airworthiness limit, 3) establishes a method of determining the airworthiness limit for future operations, and 4) provides a means of calculating the life on currently installed P/N 214-030-606-103 Spindle Assemblies.

APPROVAL:

The engineering design aspects of this bulletin are FAA/DER 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 of 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 December 2009 are not eligible for the special warranty exceptions listed above. No other labor cost will be covered under this Bulletin.

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.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Quantity</u>
214-030-606-103	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	<u>Nomenclature</u>	<u>Quantity</u>	<u>Reference</u>
AMS-S-8802 6 OZ	Sealant	1	C-308

SPECIAL TOOLS:

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

WEIGHT AND BALANCE:

Not affected

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:

BHT-214ST-MM-1, Chapters 4, 62, and 63
BHT-214ST-IPB, Chapter 63
BHT-214ST-CR&O, Chapter 63

PUBLICATIONS AFFECTED:

BHT-214ST-MM, Chapter 4

ACCOMPLISHMENT INSTRUCTIONS:

1. Determine accumulated flight hours or accumulated RIN to date on parts in service.
 - a. When actual lift events are not known or can not be determined, 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 P/N 214-030-606-103 Spindle Assemblies at either 2,500 total operating hours, or , at an accumulated RIN of 5,000, which ever occurs first.
4. Remove and replace time expired P/N 214-030-606-103 Spindle Assemblies in accordance with applicable chapters of the 214ST Maintenance and Component Repair and Overhaul Manuals.