



A Textron Company

ALERT SERVICE BULLETIN

214ST-18-93

PSL# 70000254

4 April 2018

Revision A, Date 17 April 2019

MODEL AFFECTED: 214ST

SUBJECT: SPINDLE TO YOKE BOLT P/N 214-010-262-103, SERIAL NUMBERS, INSPECTION OF.

HELICOPTERS AFFECTED: All 214ST Aircraft.

COMPLIANCE:

Part I: Upon receipt of this ASB, inspect all 214-010-262-103 spindle to yoke bolts and or spares for suspect serial numbers (refer to Table 1).

Part II: Inspect for presence and security of nut 206-011-119-005 prior to every flight. Check torque of serial number specific bolts, recurring every 25 hours for the next 500 flight hours or until bolt is replaced. Impose penalty of 2000 flight hours on suspect serial number bolts.

DESCRIPTION:

Bell has been made aware that a number of 214-010-262-103 bolts made by an outside supplier (now removed as a source of supply) may have non-conforming external thread root radii. **Part I** is an immediate inspection to locate the suspect bolts by serial number. **Part II** is a recurring inspection of presence and security of nut prior to every flight. **Part II** also includes a recurring torque check and incorporation of a flight hour penalty. Applicability of this bulletin to any spare part shall be determined prior to its installation on an affected aircraft.

Revision A: **Compliance Part II** added imposed penalty of 2000 flight hours on suspect serial number bolts. **Required Material** added part number, nomenclature and quantity. In **Accomplishment Instructions Part II** added para 5a torque check every 25 hours and 5b if torque checks are below minimum requirements, the following will be required.

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Approved for public release.

APPROVAL:

The engineering design aspects of this bulletin are FAA approved.

CONTACT INFO:

For any questions regarding this bulletin, please contact:

Bell Product Support Engineering - Medium Helicopters
Tel: 817-280-3548 / mts-medium@bellflight.com

MANPOWER:

Approximately 0.5 man-hour are required for **Part I** of this bulletin.

WARRANTY:

Owners / Operators of Bell Helicopters who comply with the instructions in this Bulletin will be eligible to receive non-prorated replacement part, and labor as applicable, listed in the bulletin. Bell Helicopter has recently introduced enhancements to the VISTA Portal which allocates specific warranty entitlement for an aircraft by serial number. The Product Service Letter (PSL) number which will be listed below the bulletin number on the introduction page is going to be a required field when submitting a claim for replacement parts, labor, and/or freight. If you receive an ASB or TB that does not have a PSL number, then there is no warranty entitlement for that bulletin.

Labor entitlement: **PART II** Only: \$510.00 USD

To receive parts, labor, under warranty:

- Comply with the instructions contained in this Bulletin no later than the applicable date in the “compliance section”.
- If there is a PSL number identified in the bulletin, you will be required to enter this PSL number which will validate warranty entitlement for the selected aircraft. Please ensure that you use the Bulletin tab on the warranty section in VISTA to file your claim.

NOTE: Customers who fail to comply with the instructions in this Bulletin before the 2 April 2019 will not be eligible for the special warranty listed above.

MATERIAL:

Required Material:

The following material is required for the accomplishment of this bulletin and may be obtained through your Bell Helicopter Textron Supply Center.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>
214-010-262-103	Bolt Assy,Yoke To Spindle, Main Rotor	4

CONSUMABLE MATERIAL:

The following material is required to accomplish this bulletin, but 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.

<u>Part Number</u>	<u>Nomenclature</u>	<u>Qty (Note)</u>	<u>Reference*</u>
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None required.

SPECIAL TOOLS:

None required.

WEIGHT AND BALANCE:

Not affected.

ELECTRICAL LOAD DATA:

Not affected.

REFERENCES:

BHT-214ST-IPB Illustrated Parts Breakdown
BHT-214ST-MM Maintenance Manual
BHT-214ST-CR&O-Component Repair and Overhaul Manual
BHT-ALL-SPM

PUBLICATIONS AFFECTED:

None affected.

ACCOMPLISHMENT INSTRUCTIONS:

PART I:

1. Use the helicopter historical service records and or spares to determine serial numbers on spindle to yoke bolts identified in Table 1.
 - a. If spindle to yoke bolt serial number is not listed in Table 1, no further action required, proceed to step 2.
 - b. If spindle to yoke bolts serial numbers are listed in Table 1, go to **Part II**.
2. Make an entry in the helicopter logbook and historical service records indicating **Part I** compliance with this Alert Service Bulletin.

PART II:

1. Prepare helicopter for maintenance.
2. Gain access to spindle yoke bolts, total of four. (Refer to Figure 1)
3. Inspect all four spindle to yoke bolts P/N: 214-010-262-103 for physical verification of serial numbers listed in Table 1. (Refer to Figure 2)
4. For all suspect serial number bolts found on aircraft, and until bolt is replaced; prior to every flight, inspect for presence and security of nut P/N: 206-011-119-005.
5. For all suspected serial number bolts found on aircraft and until bolt is replaced:
 - a. Recurring every 25 hours, conduct a torque check. (Refer to BHT-ALL-SPM Page 7, para 8).
 - b. If torque check finds values below minimum requirements, the following will be required. Bolt to be removed and either replaced with an airworthy part or suspect threads inspected to confirm root radii are not less than 0.0125 inches. Suspect bolts removed for any reason shall not be re-installed unless minimum root radii are confirmed to be no less than 0.0125 inches.
6. Verify the accumulated time in service for the serial number of the suspected bolts. As a penalty, add 2000 hours to the current accumulated total time. The 2500 hour spindle to yoke bolt retirement life is not changed.
7. Make an entry in the helicopter logbook indicating an inspection for presence and security of nut prior to every flight until suspected bolt is removed and replaced.

8. Make an entry in the helicopter logbook indicating a 25 hr. recurring torque check of serial number specific bolts, until suspected bolt is removed and replaced. (Refer to BHT-ALL-SPM, Page 7, Para 8).
9. Contact Bell Product Support Engineering and provide bolt serial number, aircraft registration number and aircraft hours.

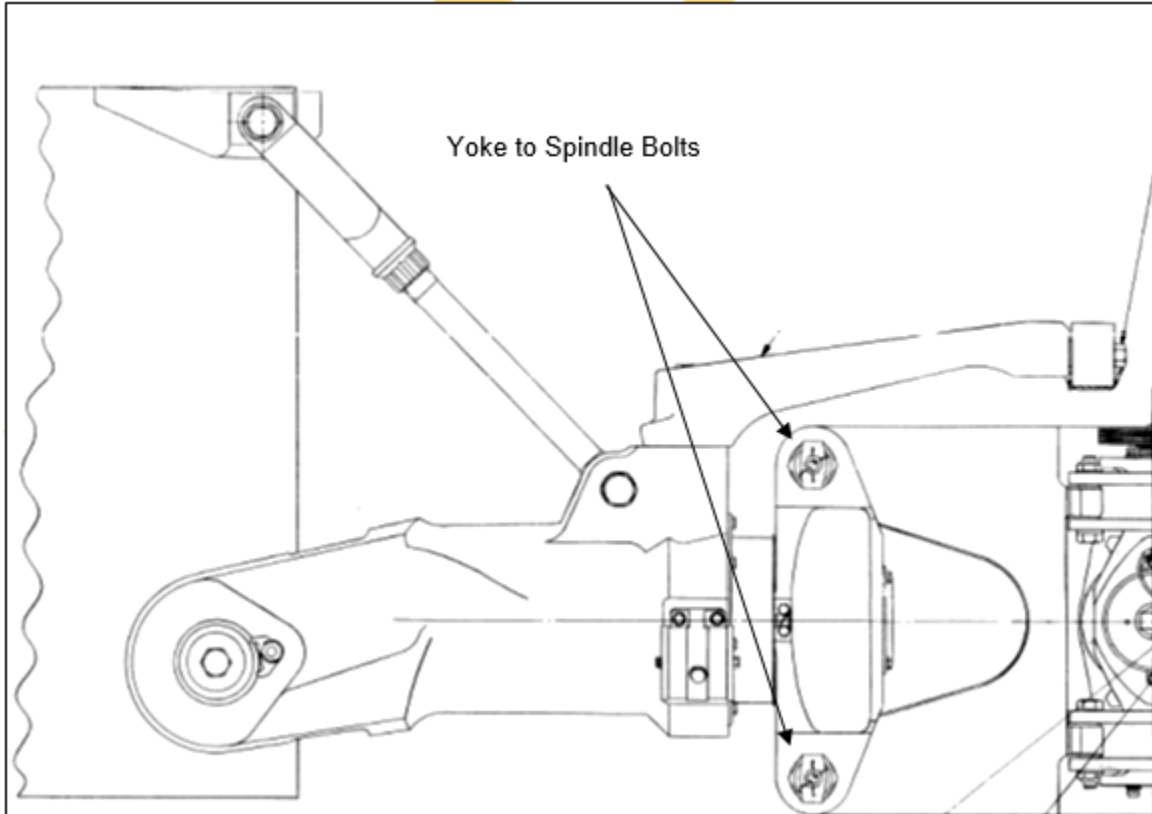


FIGURE 1 - Main Rotor Head - Bolt Locations
Two locations, on both ends of yoke. Four bolts total per aircraft.

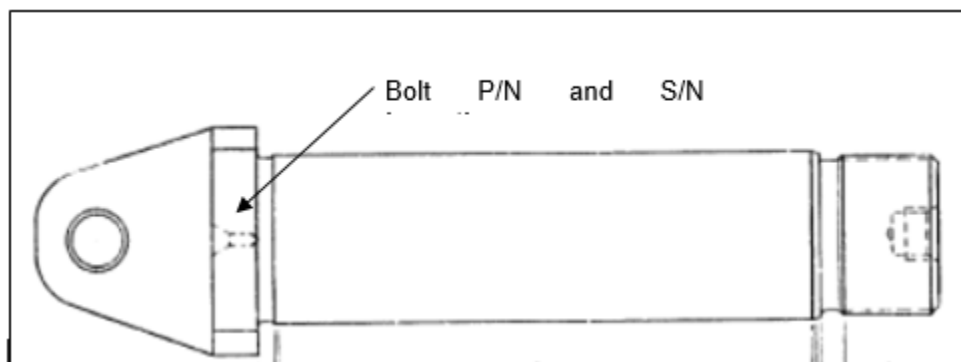


FIGURE 2 - ID Location

BH179163
BH179164
BH179169
BH179170
BH179171
BH179175
BH179176
BH179178
BH224783
BH224751
BH224756
BH224764
BH224765
BH383851
BH383853
BH383855
BH383856
BH383857
BH383858
BH383860
BH383861
BH383862
BH383864
BH383865
BH383868
BH383872
BH383873
BH383878
BH383879

TABLE 1 - Suspect Serial Numbers