



September 15, 2009

**INFORMATION LETTER 214-09-11  
214ST-09-22**

**TO: All Owners/Operators of Bell 214 Series Helicopters**

**SUBJECT: Tailboom Assembly Intermediate Gearbox Support Fitting  
Replacement and Tailrotor Driveshaft Alignment**

214ST helicopters, and those 214B helicopters modified by Technical Bulletin (TB) 214-81-37, do not use shims at the intermediate gearbox mounting locations on the tailboom assembly.

In the case of the 214ST, the intermediate gearbox support fittings have integral mounting bosses which are machined into plane as part of the initial alignment procedure following fitting installation/replacement. The 214B, after complying with TB 214-81-37, has a similar arrangement using bonded-in-place spacers.

Replacement of the tailboom intermediate gearbox support fittings requires use of a Bell Helicopter approved repair fixture. However the repair fixture only locates the three intermediate gearbox mount points accurately in the boom-station and butt-line planes. Location in the water-line plane is only approximate and must be finalized with a special milling tool which is not part of the repair fixture.

Attempting to obtain proper tailrotor driveshaft alignment without this final machining step is problematical at best and is not recommended by BHT.

TB 214-81-37 provides the procedure and tool information for the 214B. At present, the 214B tool is not approved for use on the 214ST. The 214ST uses a

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similar, but different tool.

Those operators and/or BHT Customer Service Facilities (CSF) who have a requirement for aligning the 214ST tailrotor drive system following replacement of the intermediate gearbox support fittings should contact BHT Product Support Engineering for information and assistance.