



**INFORMATION LETTER**

**214ST-16-26**

6 June 2016

**TO: All owners and operators of Model 214ST helicopters**

**SUBJECT: ROTOR BRAKE OPERATION.**

This Information Letter is to achieve complete distribution of the attached vendor GE Aviation; **ALL Operators Wire No. T700-TS-15-11** document, to the current affected model distribution list on record by Bell Helicopter Textron.

For any questions regarding this letter, please contact:

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





GE  
Aviation

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DATE : 9 June 2015

**ALL Operators Wire No. T700-TS-15-11**

To: All international operators of the CT7-6, CT7-6A, CT7-2A, CT7-2D, CT7-2D1, T700/T6A, T700/T6A1, T700-GE-401, T700-GE-401C, T700-GE-401C2, T700-GE-700, T700-GE-701, T700-GE-701A, T700-GE-701A-1, T700-GE-701C, and T700-GE-701D Engines  
cc: All GE-Aviation Field Service Representatives

**SUBJECT : Rotor Brake Operation**

The purpose of this communication is to provide information concerning aircraft configured with a main rotor brake. Inappropriate rotor brake operation can cause PT shaft thermal bow that can result in heavy compressor rubs. In some cases, an In-Flight Shutdown has occurred.

**Rotor Brake Procedure:**

Some operators have a need to utilize the rotor brake during operational missions. GE has determined that operation of the rotor brake without abiding by proper procedures can cause damage to the engine. The following caution is recommended to be followed when using the rotor brake. The following note is recommended to airframers for inclusion in their operator's manuals.

**Caution**

If either engine was started with the rotor brake ON, release the rotor brake and allow both Np's and Nr to attain a stable Np/Nr speed. Remain at this stable Np/Nr speed no less than 1 minute prior to advancing the Power Control Levers to the "Fly" detent.

GE recommends that all T700/CT7 engine operators immediately abide by this caution when using the rotor brake. GE will continue to work with airframers to update the documentation, but recommends compliance with this caution begin prior to formal documentation updates. The caution applies to both two and three engine applications.

**Design Improvements:** In addition to following the rotor brake procedural caution, GE has introduced and recommends that both of the following design improvements for the ODA and C-sump are incorporated.

**ODA Design Improvement:**

The Output drive shaft assembly has been improved by incorporating features that reduce spline friction, improve damping, and improve the housing durability. The improved ODA is identified in Service Bulletins 72-0047 and 72-0048. GE recommends the incorporation of improved ODA part number 3065T21G01. GE is working to make the improved design available on all models.

**C-Sump Design Improvement:**

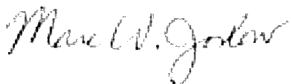
The C-sump has been improved to include an enhanced oil jet configuration and carbon seal. The design provides more effective cooling during rotor brake application. The design has been incorporated into T700-GE-401C engines beginning in 2008 for serial numbers 325610 and above. The improved C-sump configuration is identified in Service Bulletin 72-0056 for the T700-GE-401C engine and SB 72-0062 for T700/T6A and T700/T6A1. GE is presently evaluating whether the design can be made available on other models of the T700 and CT7 engine.

Operators of T700-GE-401C engines, who currently have the C sump design discussed above do not need to abide by the rotor brake caution.

**GE Support:**

Any questions regarding customer implementation of the recommendations listed above should be directed to your local GE Field Service Engineer, your Customer Support Manager, or Ralph Buckley, Product Support Engineer. Mr. Buckley can be reached on (781) 594-2829 or by email at [ralph.buckley@ge.com](mailto:ralph.buckley@ge.com).

Sincerely,



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