



THE ENSTROM HELICOPTER CORPORATION
TWIN COUNTY AIRPORT, P.O. BOX 490, MENOMINEE, MICHIGAN 49858

SERVICE INFORMATION LETTER

SERVICE LETTER NO. 0045

Date: August 11, 1975
Model: F-28A and 280
Subject: Possible Interference of Blade Grip and Spindle
Effectivity: At next 100-Hour Inspection or at Operator's Discretion

Several cases of rotor roughness in the field have been traced to a rubbing interference between the main rotor blade grip and the spindle. This flight condition can be recognized by a slight cyclic control feedback or n/10 and is not necessarily a continuous condition. This occurs at the point the spindle passes through the grip and can be recognized by evidence of rubbing on both the inside bore surface of the blade grip and also on the spindle. This area is illustrated on Page MM-6-7 of the Enstrom Maintenance Manual. This condition is apt to occur in warm weather when thermal expansion of the blade grip provides increased clearance on the feathering bearings.

The hole in the blade grip is a clearance hole and with tolerance variation some units may have a slight interference in service, if this condition is found, the clearance hole for the blade grip should be reamed 1.5165 to 1.5145 inches on this diameter to allow for proper spindle clearance.