



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

SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0118

Date: Aug. 26, 1981

Subject: Engine Lubricating Oil - Recommendations for all Temperature Operation

Model: F28A, 280, F28C, 280C, F28F and 280F

Effectivity: As Noted

Calls from operators who have had difficulty in starting their helicopters in cold weather operation have revealed that an improper grade of engine oil was frequently being used for the ambient operational temperature of that geographic location. All owners and operators are advised that using an improper heavy grade of engine oil causes excessive friction on the internal moving components during the start sequence. This causes excessive starter load on the ship's systems which may result in premature component failure and, of course, weaken the battery faster which contributes to hard starting.

It must not be presumed that using the proper grade of lubrication oil will alleviate all the problems encountered in extremely cold environments. Preheating, battery boost and the ignition changes recommended by Enstrom SIL 0111 will also contribute to improving cold weather starts.

All new helicopters are delivered with the proper grade of MIL-L-6082 mineral oil installed, which is recommended for the engine break-in period. (SAE 40 summer or SAE 30 winter) If oil is to be added during the initial 25 hour break-in or before the engine oil consumption has stabilized, it must be mineral base per the above noted spec.

When a new helicopter's engine's oil consumption has stabilized or when 25 hours of operation has been completed, the engine lubricating oil can be changed to a multi-viscosity MIL-L-22851 ashless dispersant type.

On aircraft with 100 hours or less total engine time, changing from straight mineral oil to ashless dispersant oil should be accomplished by completely draining the mineral oil from the engine and coolers accompanied by changing the oil filter.

NOTE: DO NOT ADD ASHLESS DISPERSANT OIL TO STRAIGHT MINERAL OIL

On aircraft which have been operating on straight mineral oil in excess of 100 hours or are known to be excessively dirty, changing to ashless dispersant oil should be accomplished in accordance with Lycoming Service Instruction No. 1014J which contains proper instructions.