



SERVICE DIRECTIVE BULLETIN

No. 0021C
Supersedes 0021B
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Date: April 2, 1982
Subject: Main Rotor Spindle P/N 28-142 82
Model: F-28A
Effectivity: As Noted

One main rotor spindle, P/N 28-14282, which was sectioned for a heat treat specimen was found to have the internal .75 inch diameter bore to a depth in excess of the required dimension. This spindle had the .75 diameter bore depth .38 inches deeper than the required depth of 8~ 75 inches. This deficiency of material in P/N 2 8-14282 reduces the useful life of this component (with 9.12 bore depth) to 4500 hours and must be retired at this time.

These spindles are identified as shown in Figure 1.

The possibility exists that one or more of these defective spindles may be in service. These suspect spindles are from one manufacturing lot and can be identified by a purchase order number etched on the end of the spindle (see Figure 1). The end of the spindle can be exposed by removal of the rotor blade and Lamiflex dust cover. The suspect spindles will have P.O. 21300 etched on the end. All spindles bearing this identifying purchase order number must be inspected for proper depth of the .75 inch bore.

All suspect spindles (P/N 28-142 82) from P.O. 21300 lot were installed on the following helicopters:

Serial Numbers	116, 117, 160, 177, 178, 179, 184, 185, 187, 188, 189, 190, 192, 193, 194, 195, 196, 197, 198, 201, 204, 217.
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It will be required that all helicopters listed be inspected for limited life spindles (P/N 28-14282) from P.O. 21300 lot at the next 100-hour inspection in accordance with Airworthiness Directive 75-22-01 unless previously accomplished, and a proper log book entry of this inspection be made.

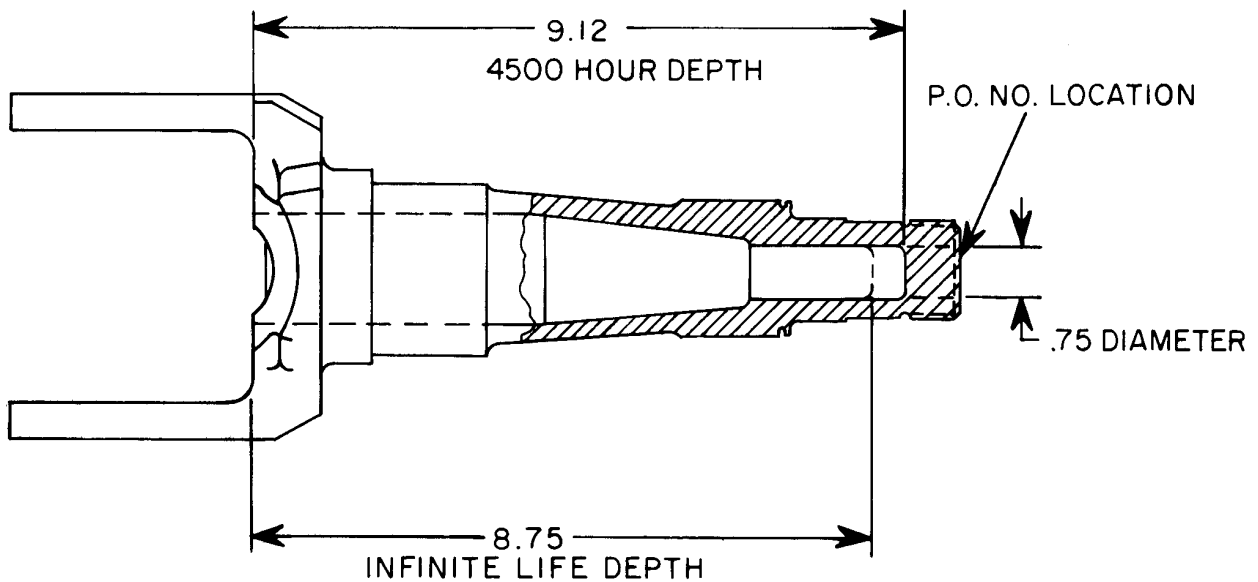


FIG. 1
TOP VIEW OF 28-14282 SPINDLE