



SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0100

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DATE: April 28, 2006

1. SUBJECT: Inspect Swashplate Rod End (Dog Leg) Assembly, P/N 28-16143-1, for excessive play/wear.
2. MODEL: All F-28/280 Series Models
3. EFFECTIVITY: All Serial Numbers
4. BACKGROUND:

Enstrom received a report from the field of two swashplate rod end (dog leg) assemblies, P/N 28-16134-1, with excessive play/wear in the uni-ball bearings. Initial photographs showed that on one of the dog leg assemblies the outer race of the uni-ball bearing was worn through at the bottom and the rod end assembly was approximately 60% worn through the bottom. The bolts securing the dog legs to the lower swashplate assembly and the lower swashplate assembly were also damaged from the excess play/wear. The dog legs were installed in a 280FX with approximately 500 hours time since new.

This Service Directive Bulletin provides instructions for inspecting the swashplate rod end (dog leg) assembly bearing installation.

5. COMPLIANCE:

At or before the next 5 hours time in service, inspect the swashplate rod end (dog leg) assemblies, P/N 28-16143-1, for excessive bearing play/wear in accordance with (IAW) paragraph 5.1.

- 5.1. INSPECTION:

NOTE

Perform all maintenance in accordance with the applicable maintenance manual for the model aircraft.

- A. Remove the right and left side access panels from between the fuel tanks and the engine access panels.

- B. Inspect the swashplate rod end (dog leg) assemblies for excessive bearing play/wear using the following procedure (Refer to Figure 1):
1. Using a suitable light source and inspection mirror, as required, visually inspect each of the dog leg assemblies for condition and/or excessive radial play/wear between the bearing uni-ball and the uni-ball bearing race (Refer to Figure 2). To accomplish this inspection, a second person should slightly rotate, in the pitch axis, the main rotor blade corresponding to the dog leg assembly being inspected.
 2. If the visual inspection of the dog leg assemblies indicates obvious uni-ball play exceeding approximately .025"/.635 mm, remove the lower swashplate assembly from the aircraft and remove the dog leg assemblies from the aircraft. Inspect and replace the dog leg assemblies with airworthy components as required.
 3. If the lower swashplate assembly has been removed, inspect the corresponding mounting lugs of the lower swashplate assembly for excessive wear/damage (Refer to Figure 1). Repair or replace the lower swashplate as applicable.
 4. If the lower swashplate assembly has been removed, inspect the Bolts, P/N 28-16129-2, and Spacers, P/N 28-16124-1, for excessive wear/damage (Refer to Figure 1). Replace the bolts and/or spacers as required.
- C. Reinstall the right and left side access panels when completed with the inspection/repair of the aircraft.
- 5.2. PARTS: Refer to the F-28/280 Series Illustrated Parts Catalog.
- 5.3. CONTACT INFORMATION
- Enstrom Product Support
Tel: 906-863-1200
Fax: 906-863-6244
email: customerservice@enstromhelicopter.com
6. SPECIAL TOOLS: None required for the visual inspection.
7. ESTIMATED MAN-HOURS:
- .5 Man-hours to inspect the swashplate rod end (dog leg) assemblies IAW paragraph 5.1.B.1.

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8. WARRANTY: Per Enstrom's warranty policy

9. WEIGHT CHANGE: None

10. LOG BOOK ENTRY:

Enter compliance with this Service Directive Bulletin in the aircraft maintenance records.

11. REPETITIVE INSPECTIONS:

Repeat the inspection procedure in paragraph 5.1 at each 100 hour/annual inspection.

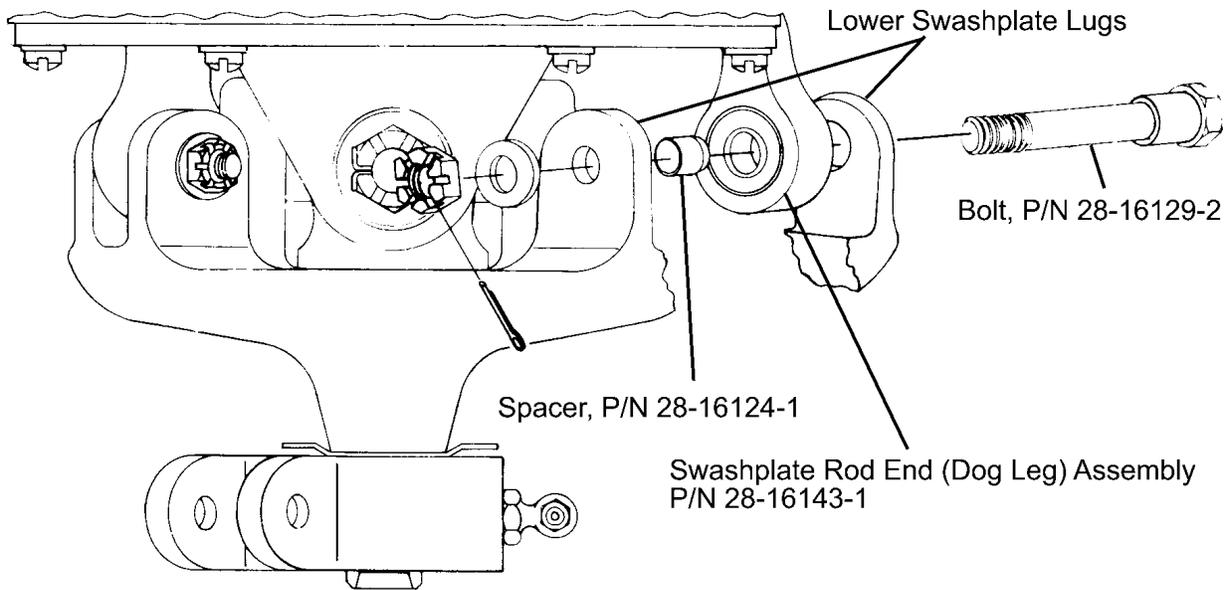


Figure 1. Swashplate Rod End (Dog Leg) Assembly Location

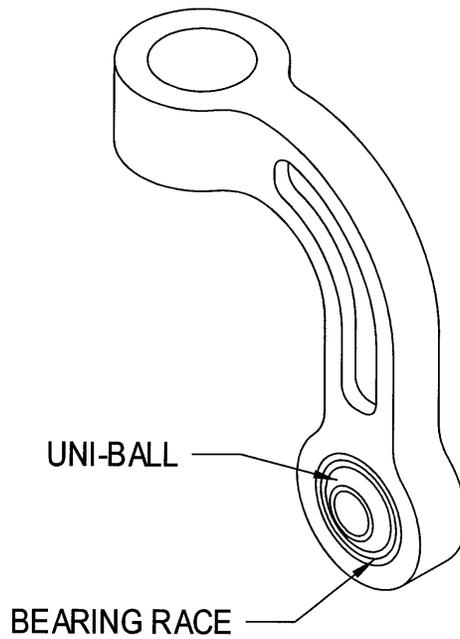


Figure 2. Uni-Ball Bearing Location