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SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER (SIL) NO. 0162
Revision 1

DATE: November 21, 2023

1. SUBJECT: Tail Rotor Thrust Bearings, P/N ECD002-11

2. MODEL: F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R, 280C, 280F, and 280FX

3. EFFECTIVITY: All Serial Numbers

4. BACKGROUND:

Since January, 2005, a large number of tail rotor thrust bearings, P/N ECD002-11, have been removed from service because of premature wear that exhibits itself as a dead spot/notchiness during tail rotor control inputs. The dead spot/notchiness usually is exhibited during a lower power approach and while attempting to land the aircraft. This premature wear appears to only occur on aircraft manufactured after November/December, 2004; however, it has not been reported on all the aircraft manufactured since that time period. It also has occurred on aircraft that have had the tail rotor bearings, ECD002-11, replaced since November/December, 2004. Again, the premature wear has not been reported in all the aircraft on which the bearings were changed.

This Service Information Letter revision maintains Enstrom's recommendation to rotate and lubricate the tail rotor thrust bearings after approximately every ten flight hours to help prevent the premature wear. This revision clarifies the blade and grip purge lubrication verbiage (Paragraph 5.1.B) and also adds references to the instructions for proper reconnecting of the pitch change links to the tail rotor assembly (Paragraph 5.1.E).

5. COMPLIANCE:

Enstrom recommends rotating and lubricating the tail rotor thrust bearings, P/N ECD002-11, after approximately every ten flight hours in accordance with the maintenance procedure in paragraph 5.1.

NOTE

For aircraft that have not exhibited the dead spot/notchiness in the tail rotor controls, Enstrom maintains the recommendation that the procedures in paragraph 5.1. be performed during the normal 25 hour service interval.

5.1. MAINTENANCE PROCEDURE:

NOTE

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

A. For balancing purposes, note the hardware installation prior to removal. Disconnect the pitch change links from the tail rotor assembly.

B. Purge lubricate the tail rotor blade and grip assemblies.

C. Rotate (one complete rotation on the feathering axis) the tail rotor blade and grip assemblies eleven times.

D. Lubricate the tail rotor blade and grip assemblies again.

E. Reconnect the pitch change links to the tail rotor assembly. Install the hardware as noted prior to disassembly. Refer to SDB 0125 (latest revision) and also SIL 0165 (latest revision) for hardware and reinstallation requirements.

5.2. PARTS:

Description	Part Number	Quantity
Cotter Pin	AN381-2-8 or MS24665-151	2 Each
Nut	F12NE4753-048 or MS17825-4	As required

6. SPECIAL TOOLS: N/A

7. MAN-HOURS: .3 Man-hours.

8. WARRANTY: N/A

9. WEIGHT CHANGE: N/A

10. LOG BOOK ENTRY: As required for maintenance actions.

11. REPETITIVE TREATMENT:

Enstrom recommends repeating the maintenance procedures in Paragraph 5.1. after approximately every ten flight hours.