



THE ENSTROM HELICOPTER CORPORATION
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SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0106

Date: November 13, 1980
Subject: Cockpit Mixture Control Friction Adjustment
Model: F-28C and 280C
Effectivity: Prior to S/N 495 and 1201

There have been reports that a decrease in friction on the mixture control shaft may occur with time. With reduced friction, normal ship vibration might cause the mixture control to rotate, changing the mixture setting. If unobserved, cylinder head temperatures and exhaust gas temperature could exceed limits, causing engine and/or turbocharger damage. Mixture control friction on all "C" model aircraft should be adjusted to provide sufficient "drag" to prevent rotation due to vibration, yet allow normal mixture adjustment without binding.

To provide a cockpit adjustable friction, the current installation must be modified by the addition of another AN 316-12R nut to the configuration shown in Figure 1. It is recommended that this change be made at the owner's earliest convenience, or at the next 100 hour inspection.

Remove the console cover to gain access to the AN 316-12R nut to loosen the #57-3255- 2113 vernier mixture control on the back side of the console. Loosen the AN 316-12R nut to allow movement of the mixture control outward or into the cabin for approximately 1/4 inch. Remove the screw from the button on the mixture control handle. Remove the button, spring and knob. Remove the large hex nut and packing from the control shaft and adjust it on the threaded portion as shown in Figure 1. Reassemble the large hex nut and packing, knob, spring, button and screw.

NOTE: If there is not a screw in the red button, the head is not removable. These control units will have to be removed to make this modification.

Readjust the position of the control by loosening the AN 316-12R nut inside the console and readjusting the AN 316-12R nut on the face of the console to allow clearance for rotation of the large hex nut and packing. With the friction adjusted properly, the AN 316-12R nut on the face of the console should be located to allow .120 inch of thread between it and the large hex nut as shown in Figure 1. Future friction adjustments can be made by varying the torque on the large hex nut by finger pressure without disturbing the mounting position of the control.

