ENSTROM HELICOPTER CORPORATION
2209 22ND STREET, P.O. BOX 490, MENOMINEE, MICHIGAN 49858-0490 USA

SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0050

Date: July 1, 1980

Subject: Special Inspection: Collective Control Bellcrank P/N 28-16189

Models: F-28, F-28A, F-28C, F-28C-2, 280, 280C

Effectivity: All models prior to S/N 465, plus 485 and 488; also, prior to 1172 plus 1182 and 1185

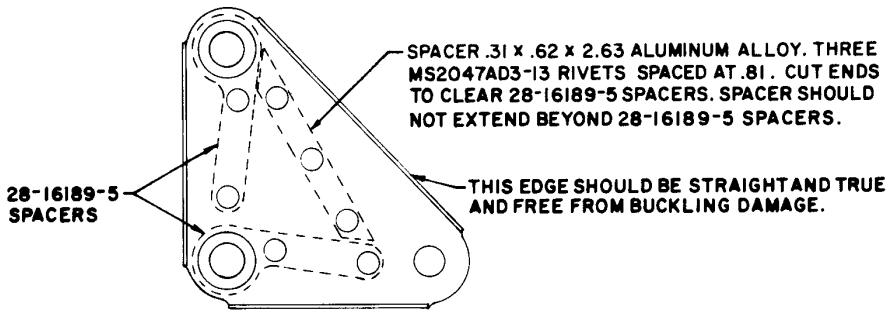
Sudden main rotor blade stoppage transfers loads from the collective yoke through the push-pull tube to the collective control bellcrank and transfer links causing possible damage.

To improve the damage resistance of the bellcrank P/N 28-16189, an aluminum spacer should be riveted in place as shown in the drawing below on or before the next 100 hour inspection. Installation of this spacer must not interfere with the motion of the lower end of the vertical push-pull tube.

Helicopters which have experienced sudden stoppage of the main rotor system and those that have been rebuilt at anytime in their service life must have the Collective Control Bellcrank P/N 28-16189 and transfer links P/N 28-16208 inspected for damage at the earliest convenience or not later than the next 25 hour.

Inspect bellcrank P/N 28-16189 for evidence of buckling as well as for cracks in the sheet metal sides near the pivot bushings. Transfer links P/N 28-16208 should be inspected for elongated bolt holes and bowing or buckling. If damage is detected, remove unairworthy components and replace with airworthy components purchased from an Enstrom distributor or Enstrom Customer Service.

Note further, the inspection information provided by Service Information Letter No. 0088 for procedures following main rotor blade strikes.



COLLECTIVE CONTROL BELLCRANK
PART NUMBER 28-16189