



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. T-017

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DATE: September 5, 2002

1. SUBJECT: Electrical System Pylon Grounds
2. MODEL: TH-28, 480, and 480B
3. EFFECTIVITY: All serial numbers
4. BACKGROUND:

Enstrom received a report of an anomaly in the electrical system which was traced to a bad ground. Investigation revealed that touch-up paint, used to protect the exposed surface of the pylon ground tab after installation of the ground wires, had penetrated between the wire terminals and the ground tab. The touch-up paint prevented the terminals from maintaining proper contact with the ground tab.

This Service Information Letter provides recommended instructions for inspecting the pylon ground tabs for paint or corrosion contamination, removing the contamination, and protecting the ground tabs from corrosion.

5. COMPLIANCE:
 - a. At or before the next 100 hour/annual inspection, inspect the aircraft electrical system grounds at the pylon ground tabs in accordance with the procedures in paragraph 5.1.
- 5.1. MAINTENANCE:
 - a. Open the right side engine access panel to gain access to the ground tabs on the right side of the pylon, remove the bottom aft cowling to gain access to the ground tab located on the left side of the pylon, and remove the oil cooler air inlet access panel to gain access to the pylon tab for the ground jack bonding strap. (See Figures 1 and 2).
 - b. Disconnect the battery.

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- c. Remove the battery if it is located in the right side of the engine compartment to gain access to the forward battery ground tab.
- d. Remove the hardware securing the wire and bond strap terminals to the ground tabs.
- e. Inspect the ground tabs and wire and bond strap terminals for paint contamination or corrosion. The ground tabs should have a 0.5 inch/13mm unpainted "dot" located where the wire terminals attach.
- f. If the ground tabs and wire and bond strap terminals are not contaminated or corroded, reinstall the wire and bond strap terminals on ground tabs, torque the hardware to standard torque, and proceed to subparagraph h. If the ground tabs and wire and bond strap terminals are contaminated or corroded, proceed to the next subparagraph.
- g. Using Scotch-Brite[®], steel wool, or other suitable abrasive, remove the paint contamination or corrosion from the ground tabs and wire and bond strap terminals. Reinstall the wire and bond strap terminals on the ground tabs and torque the hardware to standard torque.
- h. Apply a corrosion inhibitor conforming to MIL-C-81309, Type III, Class 1 or 2 (Refer to Table 1), to the ground tabs and wire and bond strap terminals.

NOTE

Follow the manufacturer's instructions when applying the corrosion inhibitor.

- i. Install and connect the battery as required.
- j. Install the oil cooler air inlet access panel, bottom aft cowling, and close the engine access panels.

5.2. PARTS: N/A

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5.3. CONSUMABLE MATERIALS:

The following table provides a partial list of commercially available products conforming to MIL-C-81309E, Type III, Class 1 or 2.

Table 1

Product Name	Manufacturer
Aviation 3-36 [®]	CRC Industries, Inc.
Nox-Rust [®] 211	Daubert Chemical Company, Inc.
ACF 50 [®]	Lear Chemical Research Corporation
So Sure 12, Type III, Class 2, Grade 134	LHB Industries
LPS [®] 2	LPS Laboratories

6. SPECIAL TOOLS: N/A
7. MAN-HOURS: .5 Man-hours if performed during the 100 hour/annual inspection.
8. WARRANTY: Per Enstrom Warranty Policy
9. WEIGHT CHANGE: N/A
10. LOG BOOK ENTRY: As required for maintenance actions.
11. REPETITIVE INSPECTION:

Visually inspect the pylon ground tabs for evidence of corrosion during the 100 hour/annual inspections. Remove any corrosion using the procedures in paragraph 5.1.

NOTE

Depending on the aircraft operating environment, the corrosion inhibitor may need to be reapplied annually or more frequently. Refer to the manufacturer's instructions.

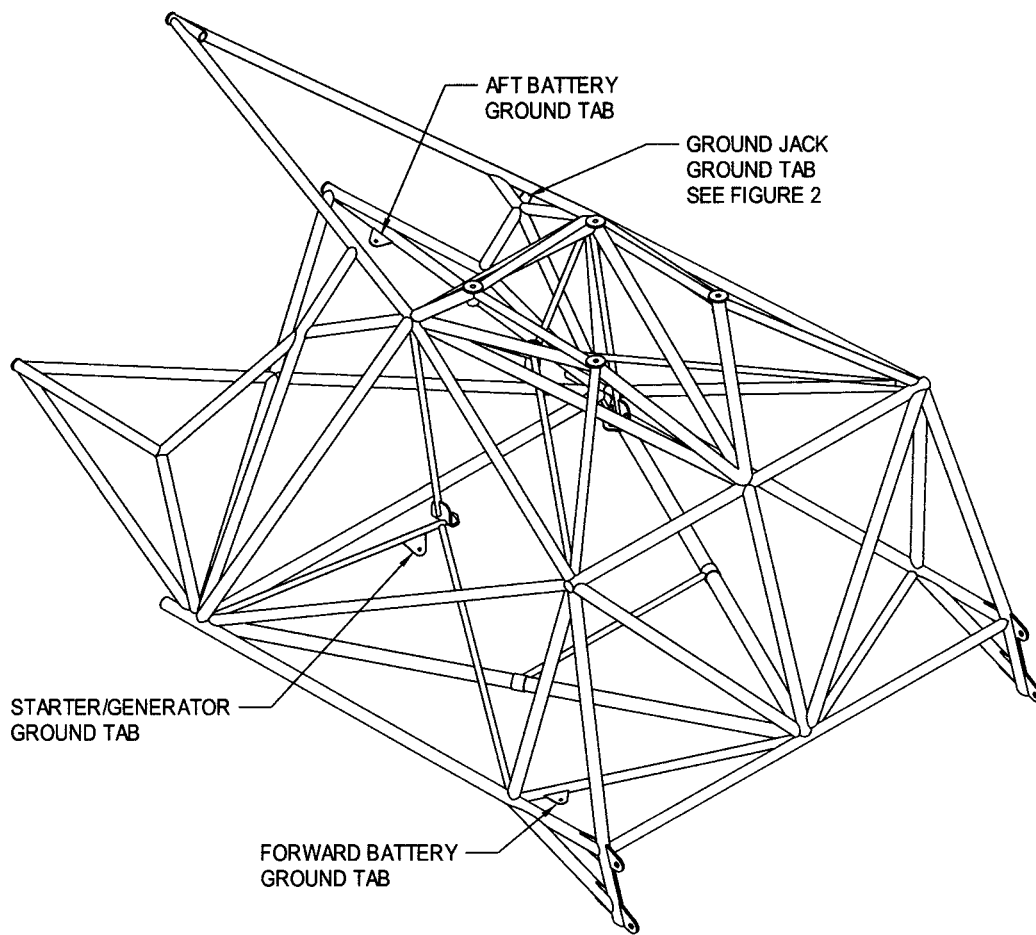


Figure 1. Ground Tab Locations

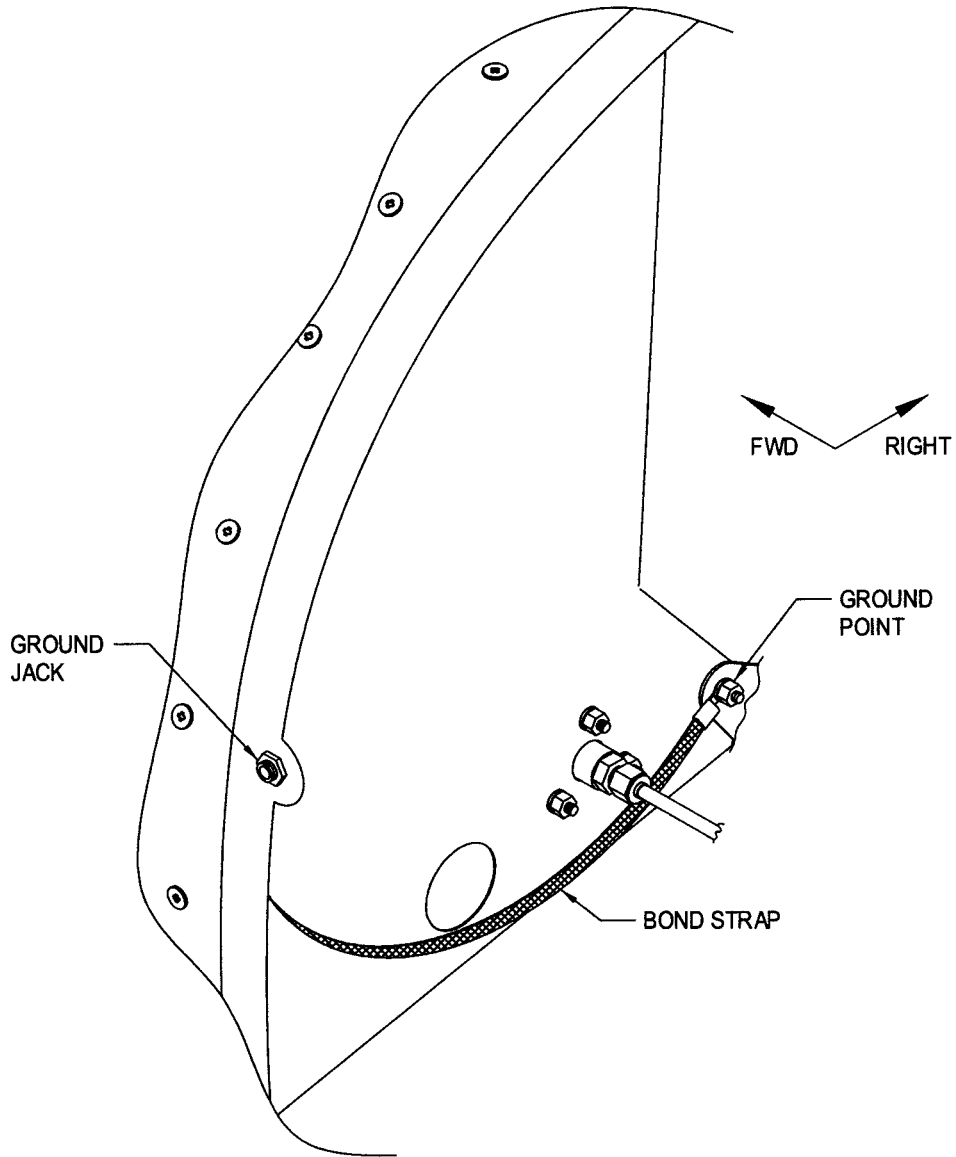


Figure 2. Ground Jack Installation