



SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. T-018

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DATE: June 16, 2003

1. SUBJECT: H-Strut Inspection
2. MODEL: TH-28, 480, and 480B
3. EFFECTIVITY: All serial numbers
4. BACKGROUND:

Preliminary results of an accident investigation indicate that an undetected cracked weld in the H-Strut, located in the belt drive system, progressed until the H-Strut failed. The H-Strut failure caused the pilot to perform a forced landing.

This Service Directive Bulletin (SDB) requires initial and repetitive visual inspections of the H-strut for cracked welds.

5. COMPLIANCE:

Within 10 hours time in service, inspect the H-Strut for cracked welds in accordance with (IAW) paragraph 5.1.

- 5.1. INSPECTION:

NOTE

**Perform all maintenance IAW the TH-28/480 Series
Maintenance Manual.**

- A. Remove the access panels as required to gain access to the air transfer ducts and the H-Strut.

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- B. Remove the air transfer ducts from the aircraft and install the lower plenum covers.
- C. Clean the H-Strut as required.
- D. Using a 5X or greater magnifying glass, inspect the H-Strut welds for cracks. Refer to Figure 1 for the weld locations.
- E. If a cracked weld is suspected , remove the H-Strut (lower pulley assembly) from the aircraft and perform a dye penetrant inspection on the suspected area.
- F. If the H-Strut is not cracked, reassemble the aircraft and return to service.
- G. If the H-Strut is cracked, replace the H-Strut with an airworthy H-Strut.

5.2. PARTS:

Refer to Figure 7-4 in the TH-28/480 Series Illustrated Parts Catalog, Revision 1, dated November 11, 2002, as required.

6. SPECIAL TOOLS:

None

7. MAN-HOURS:

2 man-hours per visual inspection.

8. WARRANTY:

Per standard Enstrom warranty policy.

9. WEIGHT CHANGE:

None

10. LOG BOOK ENTRY:

Enter compliance with this SDB in the aircraft maintenance records.

11. REPETITIVE INSPECTIONS:

Inspect the H-Strut for cracks IAW paragraph 5.1 every 100 hour/annual inspection.

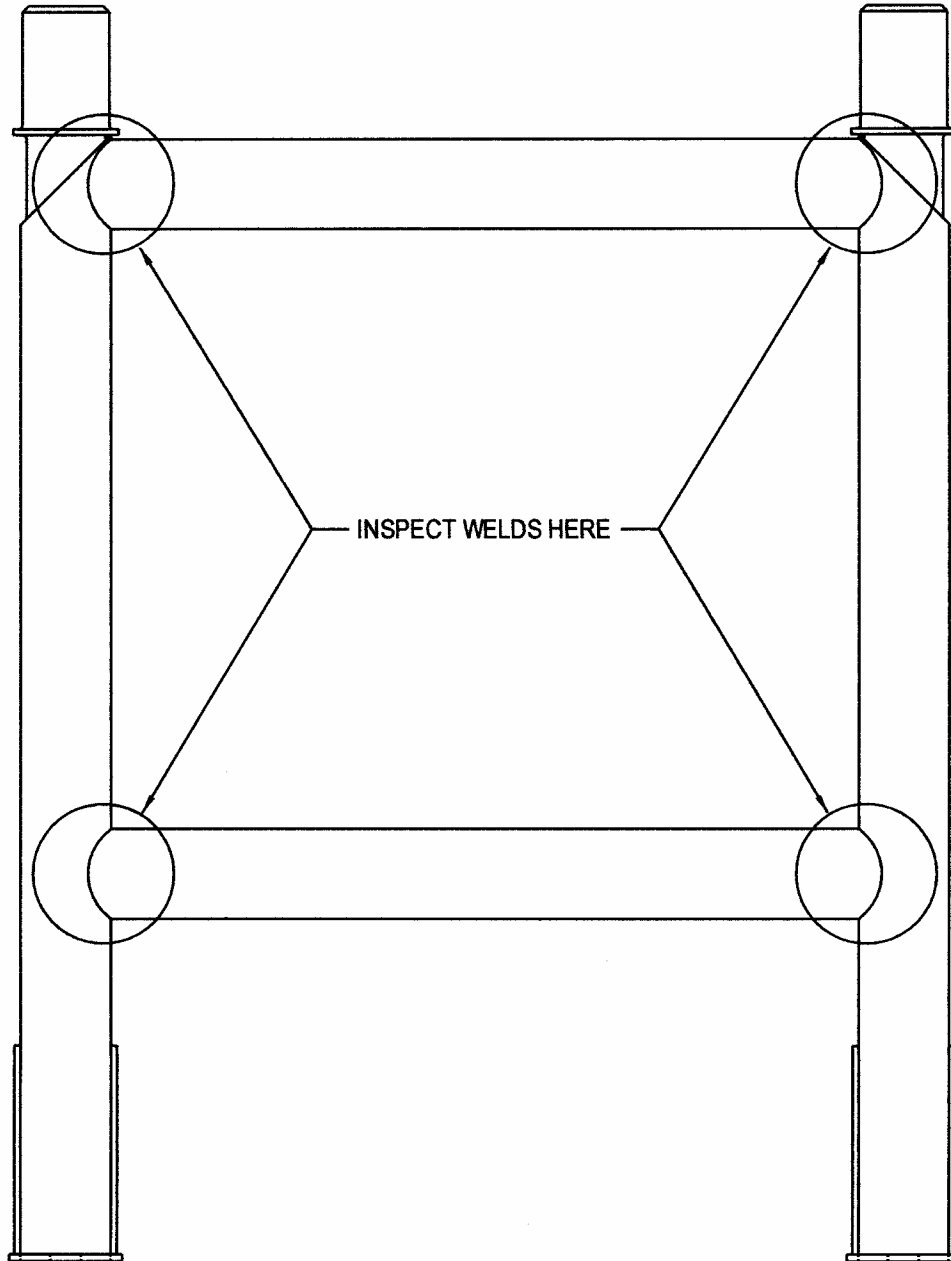


Figure 1. H-Strut