



THE ENSTROM HELICOPTER CORPORATION
TWIN COUNTY AIRPORT, P.O. BOX 490, MENOMINEE, MICHIGAN 49858

SERVICE INFORMATION LETTER

SERVICE LETTER NO. 0032

Date: June 4, 1973
Subject: Field Phasing of Main Rotor Controls by Field Mechanics
Model: F-28A&280
Serial No: All

A few instances have been reported in which difficulty has been encountered when reassembling the main rotor controls after the main rotor transmission has been serviced at the factory.

The following phasing procedure pertains to vehicles in the field that require disassembly of the main rotor controls when the main rotor transmission must be returned to the factory for servicing.

After the main rotor transmission has been rebuilt at the plant, the correct spline on the main rotor shaft will be punch marked and the entire spline marked with black ink for proper reassembly by the field mechanic.

The hub assembly is installed with the single punch marked spline on the shaft between the two punch marks on the 28-14224 adapter.

If the 28-16143 dog legs have been removed from the 28-16253 push-pull rods in the shaft, the following procedure should be followed.

Enstrom tool No. T-0054 is mounted to the swash plate upper housing 28-16112. The 28-16253 control rods are inserted into the main rotor shaft and fastened to the three 28-14207 bellcranks on the hub assembly. The three 28-16143 dog legs are inserted on the tapered rods and are fixed in the proper location by Enstrom tool T-0054. The tapered connection to the control rods are now torqued to 130 to 150 inch pounds and the cotter pins installed. Care should be taken not to twist the control rod on the tapered surface. If this situation occurs, the phasing will be altered. The above procedure is repeated for each dog leg control attachment. The lower swash plate is now assembled to the 28-16112 housing and the control phasing is completed.

The illustration below describes Tool No. T-0054 and this tool is available through the Enstrom Customer Service Department.

If the swash plate assembly is returned assembled with the main rotor transmission, this phasing procedure will be completed at the plant. It will be returned to the customer ready to be installed on the airframe.

Enstrom suggests that this is done to ensure proper phasing of the main rotor controls.

