



# SERVICE INFORMATION LETTER

---

---

SERVICE INFORMATION LETTER NO. T-001  
Page 1 of 1

DATE: September 11, 1995

1. SUBJECT: Generator Switch Operation
2. MODELS: TH-28 and 480 Helicopters
3. EFFECTIVITY: All Model TH-28 and Model 480 Helicopters
4. BACKGROUND:

Several field reports of GCU and starter generator failures have been received by the Enstrom Customer Service Department. In some cases it was reported that the starter generator was motoring at engine shut down. Other reports indicated the generator relay was stuck or the GCU was inoperative.

After a thorough review of these problems with Auxilec, the manufacturer of the GCU and starter generator, the following conclusion was reached: The reported failures appeared to be the result of improper cockpit engine shut down procedure (ie, not switching generator switch off prior to cutting the throttle). Repeated deviation from the published flight manual procedure on engine shut down can severely damage and eventually destroy the capability of the GCU and/or the starter generator to perform its intended function.

5. COMPLIANCE:

All operators and/or pilots are cautioned to closely follow the engine shut down sequence as defined in the Enstrom TH-28/480 Flight Manuals. Insure that the generator switch is turned off at idle prior to closing the throttle to shut down the engine.

6. MAN-HOURS REQUIRED: Not Applicable.

7. WARRANTY/SPECIAL PRICING:

Future warranty claims may be rejected if it is found that operators are not following the proper shutdown procedures.

8. WEIGHT CHANGE: Not Applicable

9. LOG BOOK ENTRY: Not Applicable

10. REPETITIVE INSPECTIONS: Not Applicable