



SERVICE INFORMATION LETTER

Service Information Letter No. 0037
Revision A
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Date: October 1, 1983

Subject: Inspection of Spindle Nylatron Sleeve

Model: F-28A, 280, F-28C, 280C, F-28F and 280F

Effectivity: Earliest convenience to operator and at 200-hour intervals thereafter

Field reports of damage to spindle journals have been found on blade retention system inspections. The primary cause of this damage is the result of the Lamiflex bearing slipper rings wearing through the Nylatron sleeve on the outboard end of the spindle.

Reference to this area can be found in the F-28A portion of the Maintenance Manual on pages MM-6-6, MM-6-7, MM-6-8 and MM-6-9.

Inspection of the Nylatron sleeve should be performed at the earliest convenience to the operator, and at 200-hour intervals thereafter. If, upon inspection, the Nylatron sleeve is found to be badly worn, it should be removed and replaced. The spindle journal area under the Nylatron sleeve should be closely inspected for scoring or galling by the slipper rings. If damage in this area is found, the spindle should be removed for rework. If it is found that the damage is in excess of .020" depth, the spindle must be rejected. If the damage is less than .020" in depth, the area should be polished out with extra-fine crocus cloth to a mirror-like finish. Note the depth of the groove after rework must not exceed .020".

New sleeves and adhesive can be acquired from Enstrom Helicopter Service. Under normal usage, and to prevent damage to spindle journals, it is recommended that new Nylatron sleeves be installed at the 200-hour interval if heavy wear is evident.