



THE ENSTROM HELICOPTER CORPORATION

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SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0139

Revision 1

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DATE: October 14, 2008

1. SUBJECT: Inspection of Rotor Tachometer Drive Belts
2. MODEL: F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX
3. EFFECTIVITY: All Serial Numbers
4. BACKGROUND:

There has been at least one accident that may have been the result of broken, stretched or faulty rotor tachometer drive belts. Although a faulty tachometer should be detected through the normal preflight run-up procedures, the possibility of split or erratic needles confusing the operator can exist.

5. COMPLIANCE:

In order to preclude the possibility of any additional occurrences in the field, Enstrom is requesting operators to conduct the following inspections.

- 5.1 On all preflight inspections the indicator should be observed for proper operation. (Note: See applicable maintenance manual for acceptable tolerances.) Any indicator that is erratic (i.e., needles do not marry up at rated RPM or if rotor needle lags), should be inspected for cause prior to take-off as follows.
 - 5.1.1 Check rotor tach drive O-ring belts for proper elasticity, checking for swelling. Any drive belts found with these conditions should be replaced in pairs prior to the next flight.
 - 5.1.2 Check the drive cables for proper operation and freedom of rotation. Suspect drive cables should be replaced prior to the next flight.

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5.1.3 If the tachometer drive cables and O-ring drive belts meet the criteria of 5.1.1 and 5.1.2, the indicator should be replaced prior to the next flight.

NOTE: Rotor tachometer indicator needle lagging or splitting from engine indicator needle under power can also be the result of main drive belt slippage or a defective overrunning clutch.

6. CONTINUING INSPECTIONS:

6.1 The inspection and observation defined in paragraph 5.1 should be part of every preflight run-up.

6.2 The inspections defined in paragraph 5.1.1, 5.1.2, and 5.1.3 should be accomplished if the requirements of paragraph 5.1 are not met, or at the next 50 hour and all subsequent 100 hour inspections thereafter.

7. MAN HOURS REQUIRED:

NOTE: Only applicable if inspector reveals problem, .25 hour on 100 hour inspection.

8. WARRANTY/SPECIAL PRICING: Standard warranty only.

9. WEIGHT CHANGE: Not applicable.

10. LOG BOOK ENTRY: Not applicable.

11. REPETITIVE INSPECTIONS: As noted in paragraph 6, additionally.

NOTE: A retirement life of either "unairworthy condition", or five years from date of installation or package opening, or 8 years from date of manufacture, whichever comes first, has been established for the tachometer "O" rings.