



SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0187
Revision 1

DATE: April 2, 2024

1. SUBJECT: Universal Block: P/N 28-14117-11
2. MODEL: F-28A, F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R, 280, 280C, 280F, and 280FX
3. EFFECTIVITY: All S/N having received or are scheduled for T-T strap modification via STC SR03465CH; Excludes F-28F S/N 832 and subsequent and 280FX S/N 2147 and subsequent.
4. BACKGROUND:

This Service Information Letter (SIL) provides information for inspection and rework, if required, of the universal block (U-block) (P/N 28-14117-11) of the main rotor hub assembly to allow clearance between the universal block and the retention assembly (P/N 28-14234-9). In some cases, the P/N 28-14234-9 retention assembly may contact the P/N 28-14117-11 U-block. If there is contact after conversion to P/N AA-ECD-084-280 T-T straps, the U-blocks should be reworked in accordance with this SIL. Reworking per this SIL, either before or during conversion, should prevent contact.

Revision 1 of this SIL introduces a modified U-block rework design. (Enstrom had received a report of an instance that contact was still evident after installing a U-block that was reworked to the previous revision of this SIL.) This design matches the current production configuration.

Aspects of the SIL are performed in conjunction with modification of the retention assembly via STC SR03465CH (Installation of P/N AA-ECD-084-280).

5. COMPLIANCE:

For a helicopter incorporating STC SR03435CH, inspection of the universal block and rework, if required, shall be performed in accordance with paragraph 6.

NOTE

Perform all related system maintenance IAW the applicable Enstrom F-28/280 Maintenance Manual (MM). Paragraph references are noted where applicable.

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6. INSTRUCTIONS:

NOTE

If the P/N AA-ECD-084-280 T-T strap assemblies have been installed and there is no contact between the retention assembly and the U-block, no action is required.

6.1 Remove the main rotor retention assembly parts as instructed in Installation Instructions Document, AA-ECD-084-280/-480.

6.2 Universal block inspection

6.2.1 Measure the cross-section distance from the flapping pin bore surface to the outside surface of the universal block (Figure 1). (An alternate measurement location, flapping pin bore centerline to outside surface, is also acceptable for determining if rework is necessary. See Figure 1.)

6.2.2 If the width is less than or equal to (\leq) 0.440, no further action is required.

6.2.3 Proceed with Installation Instructions Document, AA-ECD-084-280/-480.

6.3 If the width is greater than 0.440, the universal block surface must be reworked per the parameters depicted in Figure 1.

6.3.1 Mill the flats and chamfer the outboard top and bottom edges as shown in Figure 1 (63 maximum surface finish).

6.3.2 Epoxy prime the reworked surface. (Epoxy primer may be procured from a local source.)

6.3.3 Proceed with Installation Instructions Document, AA-ECD-084-280/-480.

7. PARTS: None

8. SPECIAL TOOLS OR EQUIPMENT: None

9. MAN-HOURS: 15 minutes (inspection)

10. WARRANTY: N/A

11. WEIGHT CHANGE: N/A

12. LOG BOOK ENTRY:

Record the universal block serial number and note "Reworked in accordance with SIL0187 Revision 1" and as required for maintenance actions.

13. REPETITIVE INSPECTIONS: None

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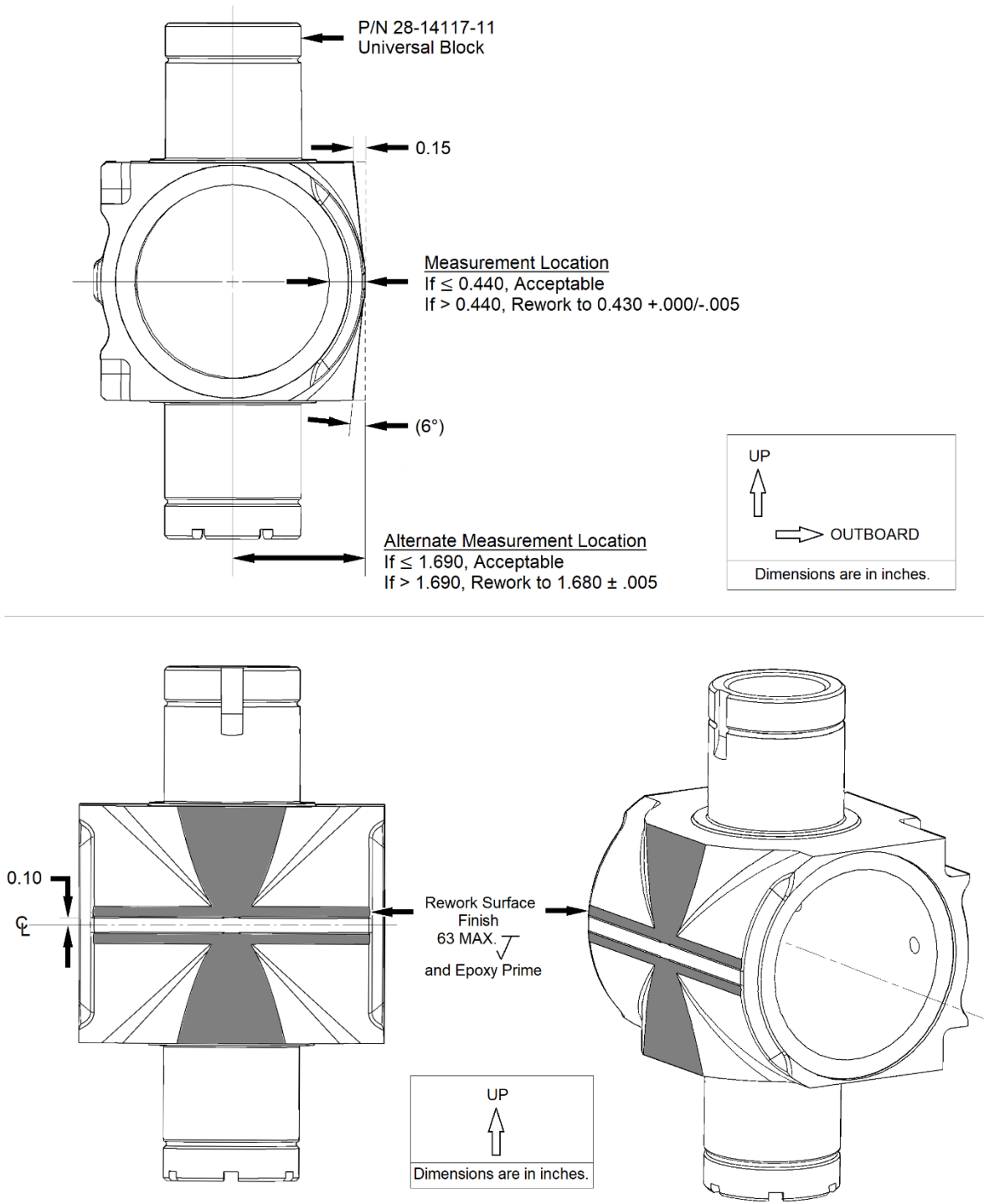


Figure 1. Universal Block Inspection and Rework Criteria