



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

SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0059

Date: February 15, 1977
Subject: Inspection and Packing of Sealed Bearings
Models: All F-28A, F-28C, 280, and 280C Models
Effectivity: As Noted Below

Reports have been received of premature failures of prepacked sealed bearings. Inspection of these bearing elements reveals the primary cause of failure as lack of lubrication; the secondary cause being corrosion. To reduce the possibility of premature bearing failures, the following preventative maintenance is recommended.

At the owner's convenience or at the next 100-hour inspection and all 100-hour inspections thereafter, the following bearings should be inspected and hand packed with the required grease as indicated. ,

1. Upper Jack Strut Bearing #99608X3B
Hand pack with EXXON ANDOK-B or MIL-G-18709A grease.
2. Idler Pulley Bearings #202SZZ
Hand pack with EXXON ANDOK-B or MIL-G-18709A grease.
3. Tail Rotor Teeter Bearings #KP8A (ball only)
Hand pack with Shell #14 or MIL-G-25537A grease.
4. Lower Swash Plate Bearing #5201SBK22-ABEC
Hand pack with EXXON ANDOK-B or MIL-G-18709A grease.

CAUTION: Bearing external surface should be thoroughly cleaned prior to seal or shield removal to prevent the possibility of internal dirt contamination.

SPECIAL NOTE

Aircraft that operate under unusual conditions (such as flown less than 100 hours per year, engaged in agricultural operations, or cleaned by high pressure water or solvent methods) should be inspected at 50-hour intervals per this instruction in accordance with good maintenance procedures.