



**ENSTROM HELICOPTER CORPORATION**

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## SERVICE DIRECTIVE BULLETIN

SERVICE NOTE NO. 0024  
FAA APPROVED

Date: December 17, 1974  
Subject: Main Rotor Blade Inspection  
Model: F-28A and 280 Helicopters  
Compliance: As Noted Below

It has been reported that field inspections have found several instances of partial bond separation on the main rotor blade trailing edges. All instances that have been detected show a slow propagation originating at the outer edge of the bond line. These separations have been found inboard of the blade trim tab location and are easily detected by visual inspection of the trailing edge bond line.

All bond separations were found on blades manufactured prior to September 1972 and were detected on helicopters used (or that had been used) in coastal regions. It is also suspect that a possibility exists that one or more of these blades has been subjected to paint stripping chemicals or high temperature steam cleaning. Enstrom is proceeding with laboratory analysis of bond separation specimens to determine the probable cause at which time this service note will be amended to reflect these findings.

it is recommended that an immediate visual inspection of all main rotor blade trailing edge bond lines be performed. The normal trailing edge bond line can be described by two very fine adjacent lines--suspect bond areas will show up as a widening of the line in a local area. Suspect areas should be checked with either paper or plastic shim stock.

Note: Scribes, pocket knife or metal feeler gauges should not be used to pick or pry at the bond lines as severe damage to the bond may result.

This visual inspection of the main rotor blades is noted on Page MM-3-1, Item 23, of the normal preflight inspection call-out in the Maintenance Manual, and on Page FM-0-10, Item 23, of the Flight Manual.