



SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO: 0035

REVISION A

Page 1 of 2

DATE: July 9, 1990

SUBJECT: Upper Swashplate Bearing

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

EFFECTIVITY: All Helicopters

COMPLIANCE: As Noted In Text

NOTE: Those Enstrom Models Noted Above That Have Complied With Enstrom Service Information Letter # 0110 Revision A, Are Exempt From This Service Directive Bulletin.

We have had three reports of failure of the upper swashplate bearing. These failures occurred between 205 and 586 hours of operation. In two instances, the probable cause was determined to be corrosion of the balls and race after loss of lubricant. This starts a spalling interaction between the balls and race, resulting in failure.

An immediate inspection of the upper swashplate bearing is required. This inspection can be accomplished as follows (see Figures 10A and 10B):

1. Lower swashplate to lowest position with collective stick.
2. Lift out plastic bearing seal with blunt scribe.
3. With an inspection mirror, visually inspect bearing for adequate grease lubricant and evidence of corrosion. The bearing and housing should be rotated during inspection to reposition balls and race. If, by inspection, the bearing is found acceptable, it should be repacked with Exxon ANDOK-B grease or an equivalent MIL-G-18709A grease.
4. If the bearing is found defective, it should be replaced per instructions in Enstrom Maintenance Manual, pages MM 11-14 thru MM 11-19 with bearing Part Number is Z993L13XR3B or alternate bearing Part Number 6013-RS.

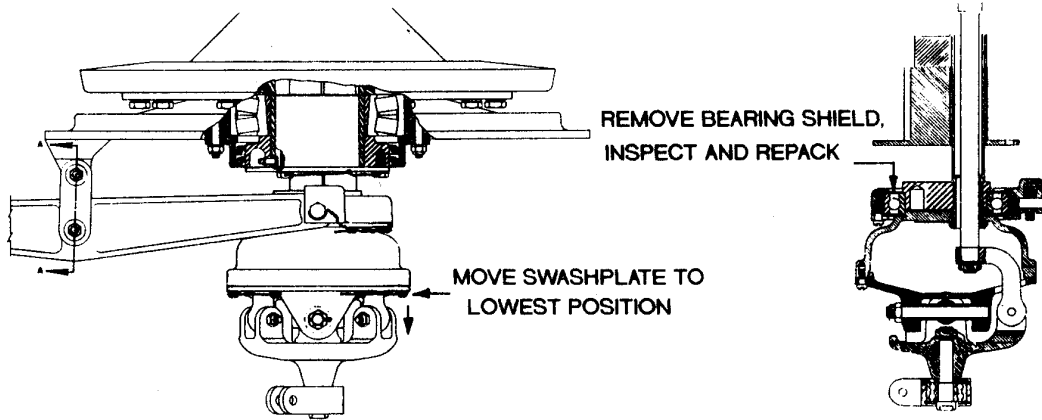


Figure 10A.
Swashplate to Rotor Controls - Exterior

Figure 10B.
Swashplate to Rotor Controls - Cross Section

This inspection and repacking of the upper swashplate bearing should be repeated at 100-hour inspections thereafter. It should also be noted that on normal visual inspection of the swashplate bell housing, signs of grease leakage indicate water emulsification with the lubricant in which case the bearing should be inspected and repacked.