



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

SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0069

Revision A

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DATE: July 9, 1990

SUBJECT: Established TBO on Overrunning Clutch P/N 28-13401-2 or -4
(Mfr. P/N CL-40526-8 and above)

MODEL: All F-28F, 280F, and 280FX Helicopters and any F-28C, 280C, F28A, and 280 Helicopters that may have been Retrofitted with P/N 28-13401-2 or -4 Clutch Assemblies.

COMPLIANCE: As Noted in Text

This Service Directive Bulletin has been issued to establish a TBO of 2400 hours of service on the overrunning clutch P/N 28-13401-2 or -4.

This TBO is a multiple of the main rotor and tail rotor gear box TBO's as not to create an unreasonable burden to owners or operators.

CAUTION: When clutches (P/N 28-13401-2 or -4) are removed from main rotor gear boxes which have reached their TBO of 1200 hours, the clutch assemblies must be inspected for inner race face damage. Both the forward and aft clutch faces must be smooth and parallel (i.e., 32 surface finish or better, no sign of fretting, surfaces must be parallel within .0005 inches). Upon reassembly and after torquing pinion nut, pinion shaft runout on the aft flange of the driven pulley must be less than .009 inches.

The requirements of the 1985 Maintenance Manual for F-28F and 280F, Pages MM-11-26 through MM-11-35, and Service Information Letter Numbers 0079A, 0084 and 0088A all apply to the above mentioned F-models, and/or retrofits, and must be performed as required for continued airworthiness.