



ENSTROM HELICOPTER CORPORATION

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SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0108

Revision 1

Page 1 of 5

DATE: September 14, 2009

1. SUBJECT: Cracked Pylons
2. MODEL: F-28F, 280F, and 280FX
3. EFFECTIVITY: All Serial Numbers
4. BACKGROUND:

Enstrom recently received reports of 4 cracked pylons. The failures occurred in the area adjacent to the mounting bracket for the belt tension assembly bracket (Refer to Figures 1 and 2). Refer to Enstrom Service Information Letter SIL 0152 for additional information.

Enstrom has determined the cracked pylon tubes were assembled with improperly bent pylon tubes in two places. Figure 3 depicts improperly bent and properly bent tubes for reference. Flattening of the smaller tube is evident in both bends on the tube in the improperly bent configuration.

This Service Directive Bulletin requires inspection of the pylon adjacent to the belt tensioning assembly mounting bracket for cracks and for flattening of the pylon tube in the bend.

5. COMPLIANCE:

Within the next 10 hours time in service, or at the next scheduled inspection, whichever occurs first, inspect the pylon tubes for cracks and inspect the quality of the tube bend in accordance with paragraph 5.1 of this Service Directive Bulletin (SDB). If the pylon was inspected in accordance with the initial release of this SDB, this inspection may be deferred until the next 25-hour inspection.

5.1 INSPECTION:

NOTE

Perform all work in accordance with the F-28F/280F/280FX Series Maintenance Manual.

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- A. Remove the cowling to gain access to the pylon in the area of the belt tension assembly.
- B. Using a 10-power glass, inspect the pylon area adjacent to the belt tensioning assembly mounting bracket and the gusset for cracks and other damage. (Refer to Figures 1 and 2).
 - 1.) If no damage is found, continue to Step C.
 - 2.) If damage is found, contact Enstrom Customer Service for repair instructions and to report the aircraft serial number and time in service, and the serial number, part number, and manufacturer of the drive belt.
- C. Inspect the pylon tube in the area adjacent to the belt tensioning assembly mounting bracket for flattening in the bend (Refer to Figures 3 and 4).
 - 1.) If the width of the tube in the areas shown is greater than the dimensions shown in Figure 4, return the aircraft to service.
 - 2.) If deformation or flattening of the bends in the tube is found, and the resulting tube thickness is less than that shown in Figure 4, contact Enstrom Customer Service to report the aircraft serial number and time in service and conduct 25 hour repetitive inspections as detailed in Paragraph 11.

5.2 PARTS: N/A

6. SPECIAL TOOLS: N/A
7. ESTIMATED MAN-HOURS: 1 Man-Hour
8. WARRANTY: Per Enstrom Warranty Policy
9. WEIGHT CHANGE: N/A
10. LOG BOOK ENTRY: As Required For Maintenance Entries
11. REPETITIVE INSPECTION:
 - A. If no flattening of the bends in the tube was found in Step 5.1(C), inspect the pylon for cracks in accordance with paragraph 5.1.B at each 50-hour (per SIL 152) inspection.
 - B. If flattening of the bends in the tube is present, inspect the pylon for cracks in accordance with paragraph 5.1.B every 25 hours in service.

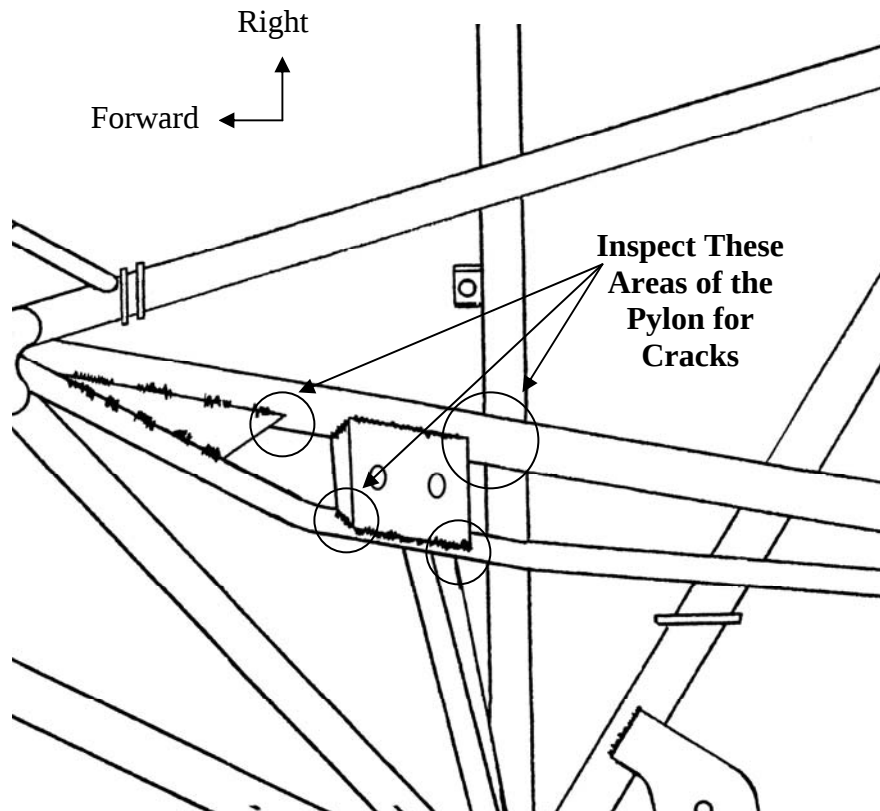


Figure 1. Pylon (Viewed from Top)

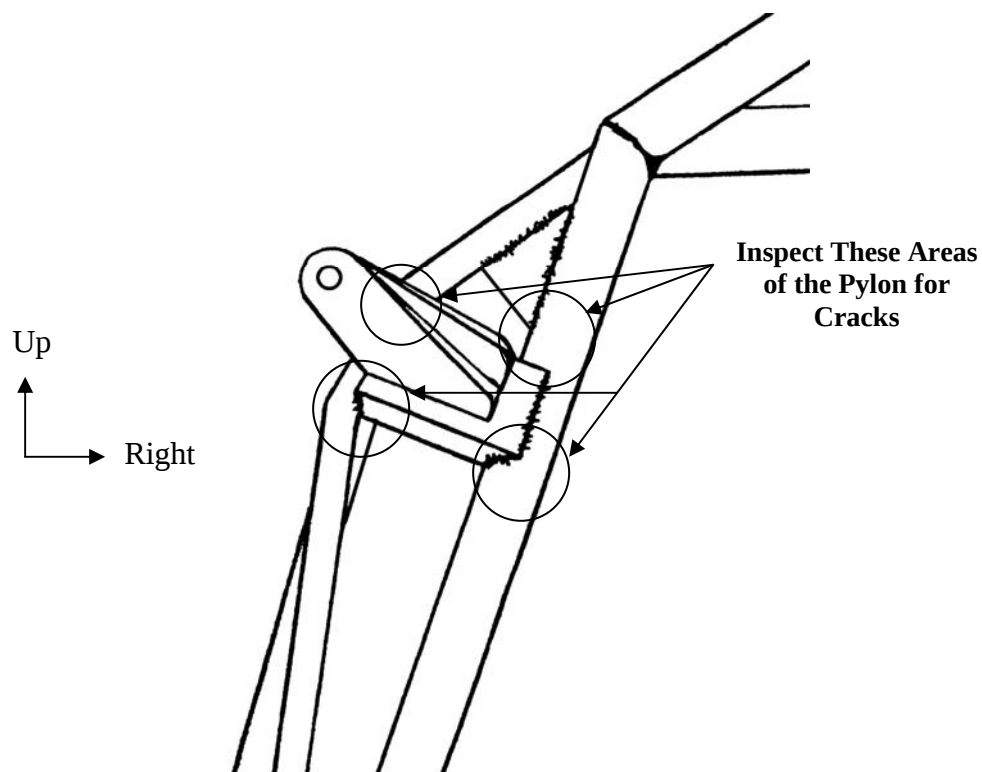


Figure 2. Pylon (Viewed from Back)

September 14, 2009

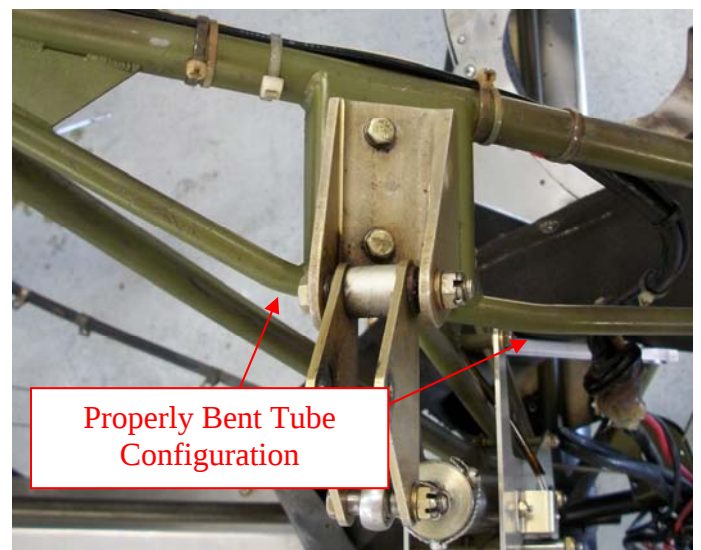
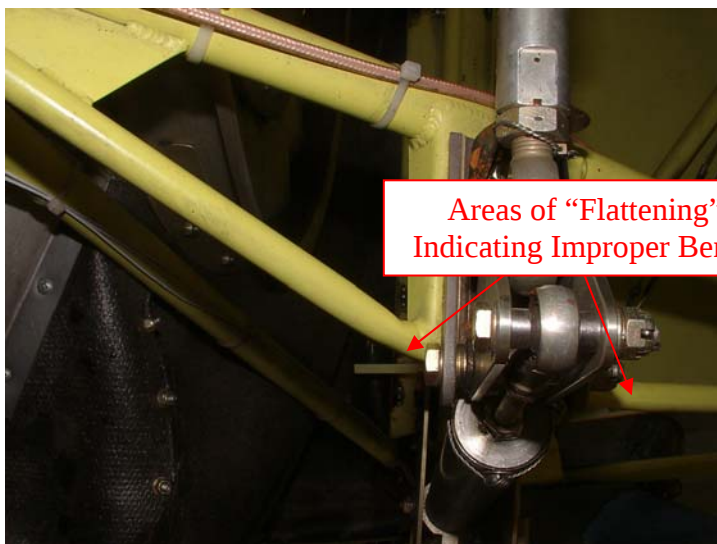
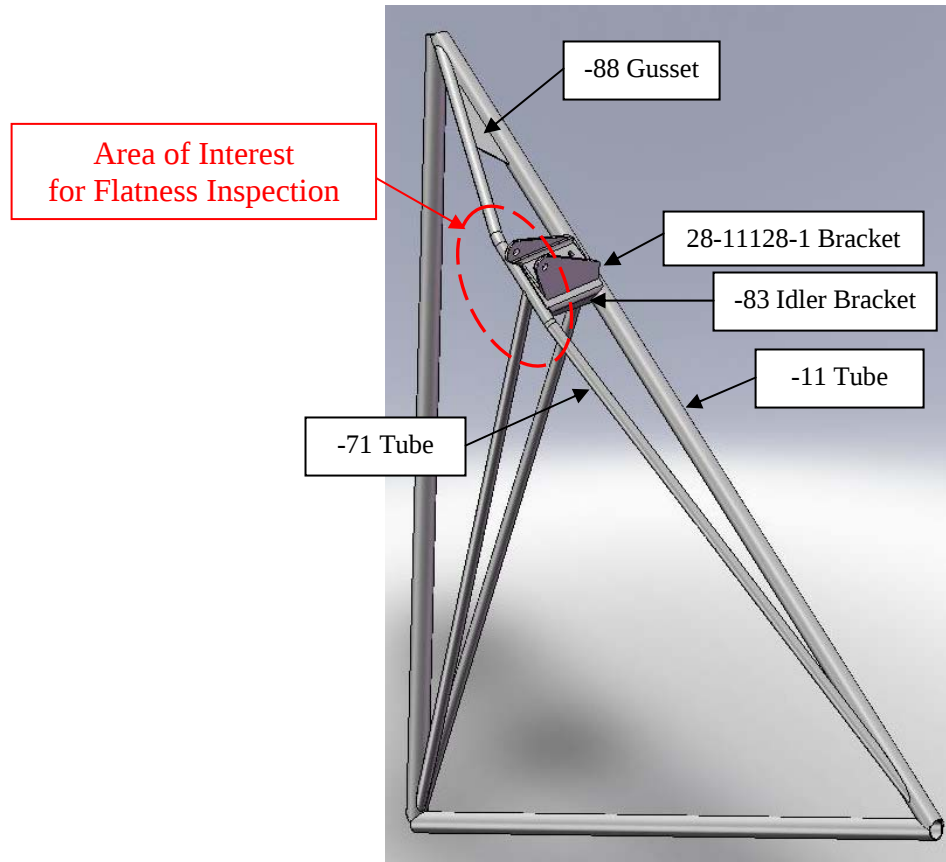


Figure 3. Flatness Inspection Criteria

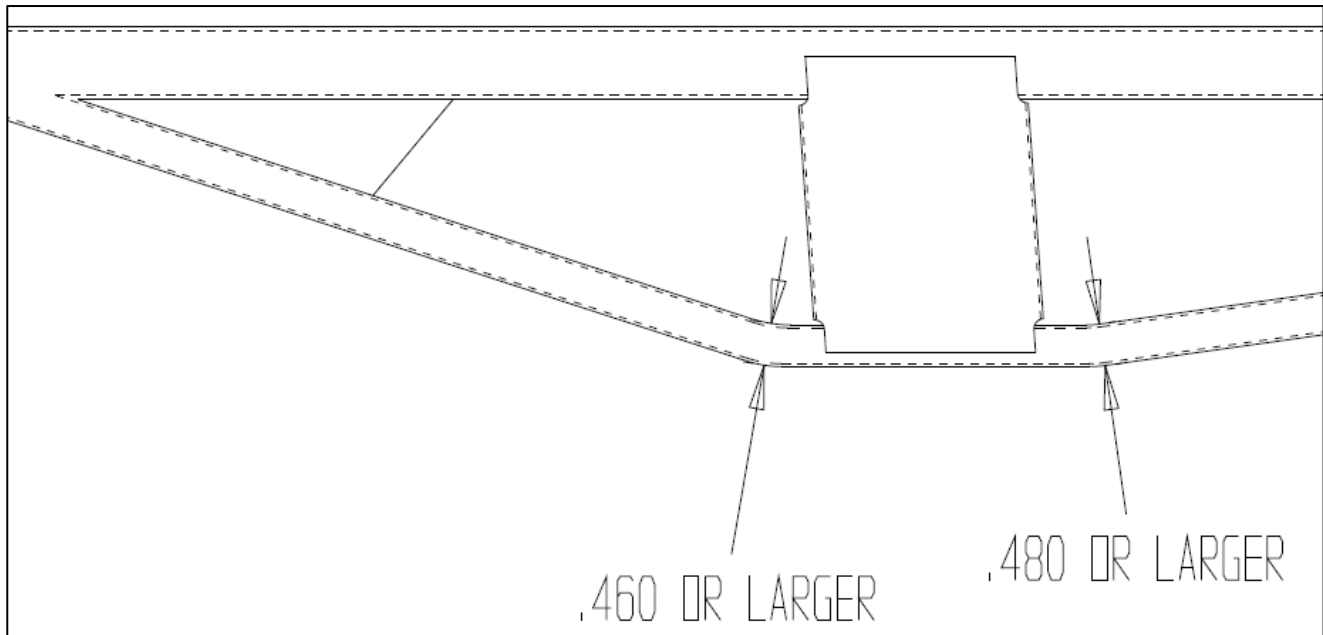


Figure 4. Minimum Dimensions for Tube in the Bend Areas