



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

SERVICE INFORMATION LETTER

SERVICE INFORMATION LETTER NO. 0092

Date: February 14, 1980
Subject: Monitoring EGT System
Models: F-28C, 280C
Effectivity: As Noted Below

Due to the narrow margin of temperature error allowed while operating at or near 1650° EGT, it is recommended that at each 100-hour inspection, or at any time an error is suspected, that the EGT system be tested for proper calibration.

Caution: Do not operate above 1600° EGT nor with a fuel flow setting less than 80 pounds per hour at 75% power (28.0 inches MP) until a calibration check has been completed after the EGT system or any part thereof has been replaced.

Instructions for testing and calibrating of the EGT system may be found in the Alca EGT Operating Instruction Manual AR70-155. It is recommended that a log book entry be made during the next flight of the fuel flow reading with the power set at 28.0 inches manifold pressure, RPM at 2900, and mixture leaned to 1650° EGT. A normal fuel flow Indication would be 83 pounds per hour plus or minus 3 pounds per hour. A variation exceeding this range would indicate that the EGT is reading either high or low respectively.

Example: Mixture normally leaned to 1650° EGT, fuel flow in excess of 86 pounds per hour - actual EGT temperature is lower than indicated.

This Information, if monitored, will give operators sufficient warning if there is a problem developing in either the engine or the EGT system. An EGT reading that varies from normal and is engine related will be apparent by other symptoms.

Example: Partially restricted injector nozzle - high fuel flow, low EGT with rough running engine.