



SERVICE DIRECTIVE BULLETIN

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DATE: October 18, 1989

1. SUBJECT: Landing Gear Leg Cracks, Enstrom P/N 28-17132-1 thru -4
2. MODELS: F-28A, 280, F-28C, 280C, F-28F, 280F, and 280FX
3. EFFECTIVITY: Prior To The Next Flight And As Noted Under Compliance Section
4. BACKGROUND:

Several instances of landing gear legs (P/N 28-17132) have been found with cracks opposite the lower oleo fitting and adjacent to the upper portion of the bottom gusset. In some instances the gear leg failed at this point during around handling of the helicopter.

In reviewing the failed landing gear legs, it appears that internal corrosion is probably the major contributing factor to these failures. The investigation also indicated that ships that are trailered frequently, utilized in training, utilized on floats at one time or another, or which are not hangared, may be at high risk for this condition. The following mandatory inspection is required by all owner operators.

5. COMPLIANCE:

Prior to the next flight and as a daily preflight thereafter, a close visual inspection of each landing gear leg in the area as noted in figure 1 must be made. Additionally, this inspection must be repeated at 100 hours intervals utilizing a tapping procedure in any area that may exhibit surface blisters or roughness. Any components found with indicated cracks or heavy corrosion must be replaced by an airworthy landing gear leg assembly prior to the next flight

6. MATERIAL: No special tools required.
7. MAN HOURS: 15 minutes.
8. WARRANTY: Standard Enstrom Warranty.
9. WEIGHT CHANGE: None
10. LOG BOOK ENTRY: Log initial inspection and all 100 hour inspections thereafter, per Maintenance Manual requirements.
11. REPETITIVE INSPECTIONS: As noted in section (5).

