



SERVICE DIRECTIVE BULLETIN

Number 0055

Rev. A

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Date: April 2, 1982

Subject: Clutch Control System Rigging and Heat Protection

Models: F-28A, 280, F-28C, F-28C-2, 280C, F-28F and 280F

Effectivity: As Noted in Text

Compliance: As Noted in Text

If the clutch operating cable is difficult to move due to lack of lubrication or misrigging of the belt-tightening system, the possibility exists that the belt tension linkage may not go fully over center when it is engaged. Should the actuating bellcrank reach dead center only, or short of it, belt tension may not be maintained in flight with resultant loss of power to the rotor system and probable overspeed of the engine.

To insure proper engagement of the clutch, preflight inspection procedures should be modified to include a functional check of the clutch system to verify that the spring capsule (P/N 28-1 3259) has reached the stop in the over-center position when the clutch is fully engaged. This can be checked visually through the access door at the belt-tightening system.

It is also necessary that lubrication procedures for the clutch actuating cable be followed as recommended in the Maintenance Manual. There are lubrication fittings on both ends of the flex cable and both must be serviced with Aero Shell 14 at 100-hour intervals. In unusually hot climates, it may be desirable to lubricate the cable more frequently. The functional check of the system will reveal if this is necessary.

Aircraft experiencing binding of the clutch actuating cable, although properly rigged and lubricated, may have lubricant hardened in the cable assembly due to exposure to engine heat. Any cable found that binds, preventing full engagement, must be replaced immediately with suitable airworthy parts.



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It is required that a clutch control heat shield, P/N 2 8-16542, be installed within the next 25 hours of operation to protect the clutch actuator cable from the radiant heat emission from the exhaust system (ref. Fig. 1). The heat shield and installation drawing 28-16500 can be acquired from Enstrom Customer Service.

Summary

The following action, as detailed previously, is required on the models specified.

1. Include preflight functional check to verify full clutch engagement - F-28A, 280, F-28C, F-28C-2, F-28F and 280F.
2. Lubricate clutch actuating cable with Aero Shell 14 every 100 hours (maximum) - F-28A, 280, F-28C, F-28C-2, 280C, F-28F and 280F, except those equipped with electric clutch.
3. Replace, immediately, any clutch actuating cables experiencing binding due to hardened lubricant - F-28A, 280, F-28C, F-28C-2, 280G, F-28F and 280F.
4. Install clutch control heat shield within the next 25 hours of operation - F-28A, 280, F-28C, F-28C-2, 280C, F-28F and 280F, except those equipped with electric clutch or configured for right-hand primary control per Enstrom drawings 28-01002 and 28-01012.

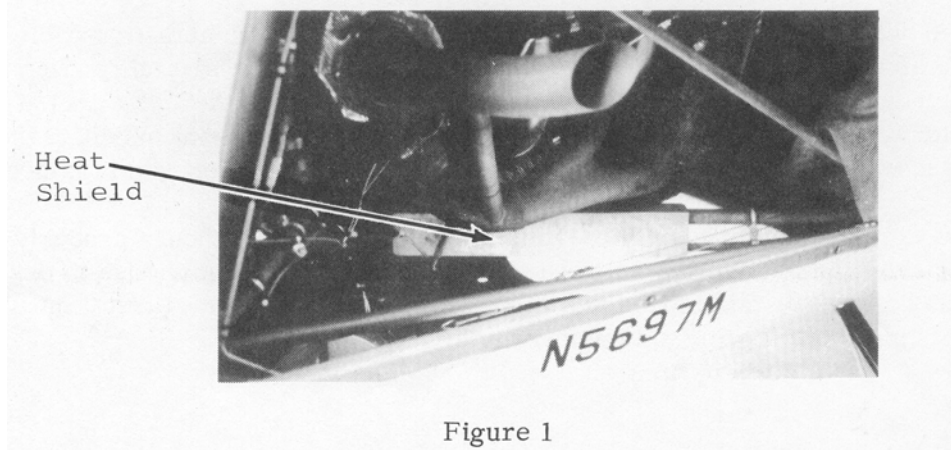


Figure 1