



SERVICE DIRECTIVE BULLETIN

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DATE: July 9, 1990

SUBJECT: Life Limit - Overrunning Clutch, PN 28-13401-1
(Mfg. P/N CL40526-1 thru -7)

MODELS: F-28A, 280, F-28C, and 280C

COMPLIANCE: As Noted in the Text

A service life limit of 1200 hrs. has been established for Enstrom main rotor gearbox overrunning clutch P/N 28-13401-1, Formsprag P/N CL40526-1 thru -7. Clutches presently in service with over 1200 hrs. of service must be replaced within the next 25 hours with a serviceable 28-13401-2 or -4 clutch, Formsprag PN CL40526-8 or -10. The 28-13401-1 is not rebuildable and will not be returned to service. In addition to the mandatory retirement life the following inspection procedures are instituted on all 28-13401-1 clutches:

- (A) Prior to each flight the operator must follow the prescribed procedures in the applicable Flight Manual under normal operating conditions for rotor engagement, engine warm up and ground checks. Before takeoff the operator must gently close throttle splitting the tachometer needles to check proper operation of the overrunning clutch.
- (B) At the termination of each flight the operator must follow the prescribed procedures in the applicable flight manual for normal engine cool down and shut-down procedures. After engine is shut down and main rotor is running down, the operator should listen for any abnormal noises from the area of the upper pulley which houses the overrunning clutch.
- (C) If any irregularities are noted in items (A) or (B) the pilot or mechanic should by hand, rotate the upper pulley to feel for any bearing roughness, noise or lock up. Rotate CW for free wheeling and CCW for engagement.

NOTE: If any abnormalities are detected from the aforementioned checks the clutch P/N 28-13401-1 must be replaced with airworthy P/N 28-13401-2 or -4 clutch assembly, prior to any further flight.

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The overrunning clutch service requirements as previously published in Service Directive Bulletin Number 0027 entitled, "Overrunning Clutch Assembly.", Service Information Letter 0079A entitled "Overrunning Clutch Lubrication", and Service Information Letter 0088A entitled "Special Inspections for Sudden Stoppage - Main and Tail Rotor Blade Strikes" remain applicable.