



SERVICE DIRECTIVE BULLETIN

SERVICE DIRECTIVE BULLETIN NO. 0101

Page 1 of 4

DATE: May 23, 2006

1. SUBJECT: Inspect Main Rotor Control Rods, P/N 28-16253-103/105, For Loose Upper Fittings.
2. MODEL: All F-28/280 Series Models
3. EFFECTIVITY: F-28F; S/N 818
280FX; S/N 2111 through 2118, 2120 through 2122
All F-28/280 Series Models that have had new main rotor control rods, P/N 28-16253-103/-105, installed between May 9, 2005, and May 16, 2006.

4. BACKGROUND:

Enstrom received a report from the field of loose upper fittings in the main rotor control rods, P/N 28-16253-103, installed in an older F-28F aircraft. The main rotor control rods were recently installed in compliance with Service Directive Bulletin (SDB) 0096. The 28-16253-105 Main Rotor Control Rods are manufactured using the same process as the 28-16253-103 Main Rotor Control Rods.

This Service Directive Bulletin provides instructions for inspecting the main rotor control rods, P/N 28-16253-103/-105 for loose upper fittings and rivets.

5. COMPLIANCE:

At or before the next 5 hours, inspect the main rotor control rods, P/N 28-16253-103/-105, for loose upper fittings and rivets in accordance with (IAW) paragraph 5.1.

NOTE

A properly certified pilot holding at least a Private Pilot License (PPL) may perform the initial inspection in paragraph 5.1.B.

May 23, 2006

5.1. INSPECTION:

NOTE

Perform all maintenance in accordance with the applicable maintenance manual for the model aircraft.

- A. Gain access to the main rotor hub either by using the steps on the right side of the aircraft or an appropriate maintenance stand/platform.
- B. Visually and by feel inspect each main rotor control rod upper fitting and rivets for looseness by moving the trailing edge of the corresponding main rotor blade up and down at the drag link attachment area (Refer to Figure 1).
- C. If no loose upper fittings or rivets are found, return the aircraft to service.
- D. If looseness is found in any of the upper fittings or rivets, remove and replace the main rotor control rods with airworthy units.
- E. If any loose upper fittings or rivets are found, contact Enstrom Product Support (Refer to para. 5.3) with the aircraft serial number and total since new or total time in service since installation of the control rods, as applicable. Also include the manufacturing work order number for the main rotor control rod if they have been removed from the aircraft.

5.2. PARTS:

Part Number	Description	Quantity
28-16253-103	Push-Pull Rod Assembly	As required
28-16253-105	Push-Pull Rod Assembly	As required
AN320-8	Nut	As required
AN381-3-16	Cotter Pin	3 Ea.

5.3. CONTACT INFORMATION

Enstrom Product Support
 Tel: 906-863-1200
 Fax: 906-863-6244
 email: customerservice@enstromhelicopter.com

6. SPECIAL TOOLS: None required for the visual inspection.

May 23, 2006

7. ESTIMATED MAN-HOURS:

.1 Man-hours to inspect for loose upper fittings and rivets IAW paragraph 5.1.B.

8. WARRANTY: Per Enstrom's warranty policy

9. WEIGHT CHANGE: None

10. LOG BOOK ENTRY:

Enter compliance with this Service Directive Bulletin in the aircraft maintenance records.

11. REPETITIVE INSPECTIONS:

A. For aircraft serial numbers specifically listed in paragraph 3 and aircraft with new main rotor control rods with less than 50 hours total time/time in service, repeat the inspection procedure in paragraph 5.1.B at 50 hours total time/time in service and at 100 hours total time/time in service. Inspection at 100 hours time in service is terminating action.

B. For aircraft serial numbers specifically listed in paragraph 3 and aircraft with new main rotor control rods with more than 50 hours total time/time in service but less than 100 hours total time/time in service, repeat the inspection procedure in paragraph 5.1.B at 100 hours total time/time in service. Inspection at 100 hours time in service is terminating action.



Figure 1.