
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av huvudrotorväxels koppling

GÄLLER: Enstrom F-28, F-28A, F-28C, F-28C-2, F-28F, 280, 280C, 280F och 280FX med installerad kopplingsenhet P/N 28-13401-1.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 96-06-03.

TID FÖR ÅTGÄRD: Inom tider och intervaller angivna i FAA AD 96-06-03 efter utgivningsdatum av detta LVD.

UNDERLAG: FAA AD 96-06-03 och där angivet underlag.

REFERENS: FAA AD 96-06-03.

BESLUTS DATUM: 1996-05-09

LFS: 1996:33

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
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U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

96-06-03 THE ENSTROM HELICOPTER CORPORATION: Amendment 39-9540. Docket No. 93-SW-27-AD. Supersedes AD 89-04-09, Amendment 39-6138.

Applicability: Model F-28, F-28A, F-28C, F-28C-2, F-28F, 280, 280C, 280F, and 280FX helicopters, certificated in any category.

NOTE 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the main rotor transmission clutch assembly (clutch assembly), loss of control of the main rotor system, and subsequent loss of control of the helicopter accomplish the following:

(a) For Model F-28, F-28A, F-28C, F-28C-2, 280, and 280C helicopters, with clutch assembly part number (P/N) 28-13401-1 (Formsprag CL 40526-1 through -7) installed, perform the following:

(1) Before the first flight of each day, before takeoff, gently close the throttle, splitting the tachometer needles to verify proper operation of the clutch assembly. If the tachometer needles do not split, before further flight, inspect the clutch assembly in accordance with paragraph (a)(4).

(2) At the conclusion of the last flight of each day, after engine shutdown, while the main rotor is still running down, listen for any abnormal noise (such as a clicking or ratcheting sound) from the area of the upper pulley that houses the clutch assembly. If any abnormal noise is heard from the clutch assembly, inspect the clutch assembly in accordance with paragraph (a)(4).

(3) The operational checks required by paragraphs (a)(1) and (a)(2) may be performed by an owner/operator holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with paragraphs (a)(1) and (a)(2) of this AD in accordance with 14 CFR 43.11 and 91.417(a)(2)(v).

(4) If any irregularities are noted while performing the procedures required by paragraph (1) or (2), inspect the clutch assembly to determine if it is locked-up, or if the upper pulley will rotate. Rotate it in both directions while feeling for any bearing roughness and listening for any bearing noise. The upper pulley should free-wheel if rotated in a clockwise direction and engage if rotated in a counterclockwise direction.

(5) Within the next 25 hours time-in-service (TIS) after the effective date of this airworthiness directive (AD), make an entry in the aircraft log book documenting the clutch assembly part number, the number of hours TIS, and the date.

(6) Within the next 25 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS, inspect the clutch assembly for proper oil level in accordance with the appropriate maintenance manual. If there has been less than a complete loss of oil, replenish the oil and service the clutch assembly in accordance with the applicable maintenance manual.

NOTE 2: The Enstrom Helicopter Corporation (Enstrom) Service Information Letter No. 0079A, dated February 14, 1980, provides specific information regarding clutch lubrication.

(7) If there has been a complete oil loss, or lock-up, noise, or roughness are detected from the clutch assembly as a result of the inspections required by paragraphs (a) (4) or (a) (6) of this AD, before further flight, replace the clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7), with an airworthy clutch assembly, P/N 28-13401-2 (Formsprag CL 40526-8) or P/N 28-13401-4 (Formsprag CL 40526-10).

(8) For a clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7), that has 1,175 or more hours TIS on the effective date of this AD, within the next 25 hours TIS, replace the clutch assembly with an airworthy clutch assembly, P/N 28-13401-2 (Formsprag CL 40526-8) or P/N 28-13401-4 (Formsprag CL 40526-10).

(9) For a clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7), that has less than 1,175 hours TIS on the effective date of this AD, replace the clutch assembly with an airworthy clutch assembly, P/N 28-13401-2 (Formsprag CL 40526-8) or P/N 28-13401-4 (Formsprag CL 40526-10), prior to the clutch assembly accumulating 1,200 hours TIS.

NOTE 3: The clutch service information published in The Enstrom Helicopter Corporation (Enstrom) Service Note No. 0027, dated December 9, 1975; Enstrom Service Information Letter No. 0084, dated December 19, 1978; Enstrom Service Information Letter No. 0079A, dated February 14, 1980; Enstrom Service Information Letter No. 0088, Revision A, dated August 6, 1980, Enstrom Service Directive Bulletin No. 0068, Revision A, dated July 9, 1990; and Enstrom Service Directive Bulletin No. 0069, Revision A, dated July 9, 1990; pertains to this AD.

(b) For Model F-28F, 280F, and 280FX helicopters, accomplish the following:

(1) Within the next 25 hours TIS after the effective date of this AD, determine the part number of the clutch assembly.

(2) If a clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7), is found, before further flight, replace it with an airworthy clutch assembly, P/N 28-13401-2 (Formsprag CL 40526-8) or P/N 28-13401-4 (Formsprag CL 40526-10). The clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7), is not approved for use on Enstrom Model F-28F, 280F, or 280FX helicopters.

(c) Installation of a clutch assembly, P/N 28-13401-2 (Formsprag CL 40526-8) or P/N 28-13401-4 (Formsprag CL 40526-10), on Model F-28, F-28A, F-28C, F-28C-2, F-28F, 280, 280C, 280F, and 280FX helicopters constitutes a terminating action for the requirements of this AD.

(d) This AD establishes a retirement life of 1,200 hours TIS for the clutch assembly, P/N 28-13401-1 (Formsprag CL 40526-1 through -7). However, for clutch assemblies with 1,175 or more hours TIS on the effective date of this AD, those clutch assemblies need not be retired until on or before the accumulation of an additional 25 hours TIS.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Chicago Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Chicago Aircraft Certification Office.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

(g) This amendment becomes effective on April 23, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Joe McGarvey, Aerospace Engineer, Chicago Aircraft Certification Office, Airframe Branch, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018, telephone (847) 294-7136, fax (847) 294-7834.