
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av styrplattans övre och undre lager

GÄLLER: Modellerna F-28A, F-28C, F-28C-2, 280 och 280C tillverkade före 1 januari 1981.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 96-06-02.

TID FÖR ÅTGÄRD: Inom 10 flygtimmar och därefter i intervall av 100 flygtimmar efter senaste inspektion.

UNDERLAG: FAA AD 96-06-02
Enstrom Helicopter Corporation Service Information Letter
no 0110 Revision B daterad den 18 mars 1993 eller senare utgåva.

REFERENS: FAA AD 96-06-02.

BESLUTS DATUM: 1996-04-19

LFS: 1996:29

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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.



U.S. Department
of Transportation
**Federal Aviation
Administration**

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

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).

96-06-02 THE ENSTROM HELICOPTER CORPORATION: Amendment 39-9539. Docket No. 93-SW-26-AD. Supersedes AD 76-06-11, Amendment 39-2560.

Applicability: Model F-28A, F-28C, F-28C-2, 280, and 280C helicopters, manufactured prior to January 1, 1981, 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 upper and lower swashplate bearings (bearings) and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 10 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS since the last inspection, perform a visual inspection of the upper swashplate bearing, part number (P/N) Z993L13X3B, bearing number SKF 6013-RS, or ECD013-13, and lower swashplate bearing, P/N 5201SBKZZ-ABEC, or ECD009-11, for corrosion as follows:

(1) Lower the swashplate to lowest position with the collective control.

(2) Remove the plastic bearing seals from the upper and lower swashplate bearings using a blunt scribe.

(3) Using an inspection mirror, visually inspect the bearings for grease lubricant and any evidence of corrosion. Rotate the bearings and housing to reposition balls and race for complete inspection. For bearings found free of corrosion or defects, repack them with Exxon ANDOK-B grease or any MIL-G-18709A grease, and reinstall the bearing seals in accordance with the applicable maintenance manual.

(b) Replace any unairworthy bearing with an airworthy bearing in accordance with the applicable maintenance manual.

(c) Before further flight, after the effective date of this AD, remove all upper and lower swashplate bearings having 1,200 hours or more TIS, and replace them with airworthy bearings. For bearings with less than 1,200 hours TIS on the effective date of this AD, replace the bearings on or before attaining 1,200 hours TIS.

(d) Installation of revised upper swashplate bearing housing, P/N 28-16108-2, and lower swashplate bearing housing, P/N 28-16361-1, that are equipped with grease fittings and integral bearing shields as described in The Enstrom Helicopter Corporation Service Information Letter No. 0110, Revision B, dated March 18, 1993, constitutes terminating action for the requirements of this AD.

(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 2: 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) The optional replacement permitted by paragraph (d) shall be done in accordance with The Enstrom Helicopter Corporation Service Information Letter No. 0110, Revision B, dated March 18, 1993. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The Enstrom Helicopter Corporation, Twin County Airport, P.O. Box 490, Menominee, Michigan 49858. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on April 25, 1996.

FOR FURTHER INFORMATION CONTACT: Mr. Joe McGarvey, Aerospace Engineer, Airframe Branch, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 East Devon Avenue, Room 232, Des Plaines, Illinois 60018, telephone (708) 294-7136, fax (708) 294-7834.