



SAIB: SW-09-30
Date: May 27, 2009

SUBJ: Cracked Pylons

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin alerts you, owners and operators of Enstrom Helicopter Corporation (Enstrom) Models F28F, 280F, and 280FX helicopters, of an airworthiness concern with the engine pylon in the area adjacent to the belt tensioning assembly mounting bracket.

Background

On May 31, 2001, Enstrom issued Service Information Letter (SIL) No. 0152, after receiving a report of a broken pylon in the area adjacent to the belt tensioning assembly mounting bracket. At that time, Enstrom's records indicated three other failures in a ten year time period. Also, the failures were considered not a chronic problem, resulting from either a rough belt or improperly adjusted belt tension and idler pulley. The SIL recommended an inspection of the pylon adjacent to the belt tensioning assembly mounting bracket and maintenance procedures for adjusting the belt tension assembly, "snubber roller", and idler pulley.

Recently, Enstrom received reports of three cracked pylons in the same area addressed by SIL No. 0152. One occurred in flight and the pilot noted a high vibration and loud noise. The pilot made an emergency landing and found a cracked tube in the pylon. The crack was in the area adjacent to the belt tensioning assembly mounting bracket. During their 50 hour periodic inspection, two other helicopters were found to have cracks in this same area. As a result of these reports, Enstrom issued Service Directive Bulletin No. 0108, dated April 16, 2009.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39. Even though the cracked pylon tube may cause an increase in pilot workload, the FAA and Enstrom do not believe that this would overstress the structure and would not result in the loss of the aircraft.

Recommendations

We recommend you review Enstrom SIL No. 0512, dated May 31, 2001, and conduct the inspections called out in Enstrom Service Directive Bulletin No. 0108, dated April 16, 2009. If damage is found, contact Enstrom Customer Service for repair instructions.

For Further Information Contact

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