

M 1059/81

6.11.1981

M-määräyksen noudattaminen on ilma-aluksen jatkuvan lentokelpoisuuden edellytyksenä. Määräyksen mukaisen toimenpiteen saa tehdä ja kuitata, ellei määräyksessä toisin mainita, ilmailuvälinekorjaamo tai lupakirjamekaanikko kelpuutuksensa mukaisesti, purjelentokoneiden ja harrasteilma-alusten osalta huollosta vastaava henkilö. Tehty toimenpide on merkittävä ilma-aluksen teknilliseen päiväkirjaan tai purjelentokoneen matkapäiväkirjaan.

1059. Bendix. Käynnistinvibraattorin korjaus

Koskee: Bendix Engine Products Divisionin valmistamia käynnistinvibraattoreita, joiden osanumero on 10-176485-121, -122, -241, -242; 10-382780-12 ja -24. Näitä on asennettu ainakin seuraaviin mäntämootorein varustettuihin helikoptereihin.

Bell (Textron)	47
Brantley (Hynes)	B2
Enstrom	F28, F28A, F28F, 280, 280F; Avco Lycoming H10-360-E1BD-mootorein varustetut helikopterit F28C ja 280C
Hughes (Summa Corp.)	269
Hiller (Fairchild Industries)	UH12
Robinson	R-22


Viite: FAA AD 81-17-01.

Voimaantulo: 10.12.1981.

Syy: Käynnistinvibraattorin molempien "P" (Ensiö)-johtojen maadoittuminen voi aiheuttaa sytytyksen häviämisen.

Toimenpiteet: Korjaa käynnistinvibraattori 25 lentotunnin kuluessa Bendix Engine Products Division Service Bulletinin No. 614 mukaisesti. Merkitse vibraattori tämän jälkeen maalaamalla punainen täplä noin 5 mm valmistuspäivän oikealle puolelle.

Toimistopäällikkö

  
Jorma Jalkanen

LIITE

LJV/KLS

**AIRCRAFT**

**SUBJECT :** Repair of certain starting vibrators utilizing "5" contact bushing (connector).

**REASON :** To alert users of a possible loss of ignition and provide a procedure for corrective action.

**EQUIPMENT AFFECTED :** All starting vibrators with part numbers indicated below and having a date mfg. of 901 through 101, or 8010 through 8101 (see examples below) permanently stamped on the vibrator.

**Vibrator Part Numbers :**

- |               |               |
|---------------|---------------|
| 10-176485-121 | 10-176485-242 |
| 10-176485-122 | 10-382780-12  |
| 10-176485-241 | 10-382780-24  |

**Example of Date Mfg. :**

- a) 901 : 9 is year of manufacture = 1979; 01 is work week of manufacture = week of January 1.
- b) 021 : 0 is year of manufacture = 1980; 21 is work week of manufacture = week of May 18.
- c) 101 : 1 is year of manufacture = 1981; 01 is work week of manufacture = week of January 1.
- d) 8010 : 80 is year of manufacture = 1980; 10 is work week of manufacture = week of March 2.

**Compliance :**

Procedures in this bulletin must be completed within the next 25 hours of operation.

**General Information :**

Bushing (connector), P/N 10-382943, may become loose in the vibrator plate and cause the grounding of both magnetos with possible loss of ignition. See figure 1 (defect).

**Detailed Instructions :**

**WARNING**

Master switch must be in the off position while performing any procedures on the engine.

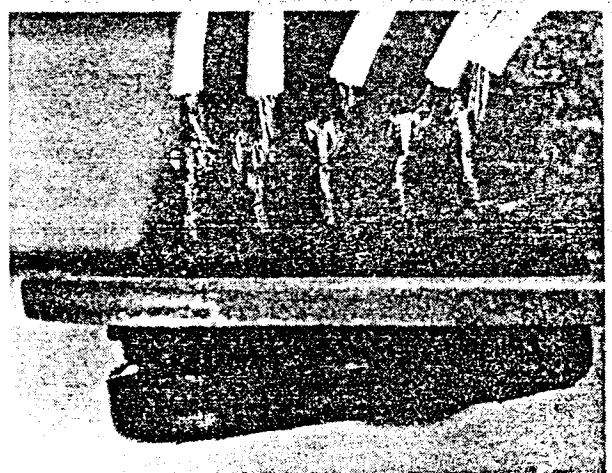


Figure 1 Defect

1. Remove starting vibrator from the airframe.
2. Remove cover to expose the internal surface of the terminal bushing (connector).
3. The surface around the terminal bushing must be clean, dry, free of oil, dirt and grease.
4. Reseat the terminal bushing in the mounting plate to its full extent.

osk HTH



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5. Use RTV (Silicone rubber sealant, or equivalent, Dow Corning Corp., Midland, Mich. 48640) to seal terminal bushing to the mounting plate. Apply a small bead completely around the bottom of bushing to secure the bushing to the plate as shown in figure 2 (repaired). If RTV is not available, use either Hysol, Epoxi-Patch Kit (general purpose), Hysol Corp., Olean, NY or Conap, Easyoxy Kit (K20 general purpose) 1405 Buffalo St., Olean, NY, or equivalent.



Figure 2 Repaired

6. Allow a curing time of 24 hours at room temperature of 77°F (or follow manufacturer's recommended curing instructions on the adhesive) before reinstalling the starting vibrator.

- 7. After proper curing, reinstall the starting vibrator cover and reinstall the vibrator in the airframe.
- 8. When the vibrator repair has been completed as per the instructions in this bulletin, the vibrator must be permanently identified as follows: Approximately 1/4 inch to the right of the manufacture date apply a 1/16 inch dot of red dykem, or equivalent.
- 9. Make an appropriate entry in the airframe log book to indicate compliance with this bulletin.
- 10. Compensation for the work involved in complying with this Service Bulletin for those vibrators under warranty will be made upon the submission of a Warranty Claim submitted through a currently Authorized Bendix Engine Products Division Distributor. Compensation will be made in accordance with established Bendix Warranty procedures, with 1/2 hour labor authorized for this bulletin procedure.

**Special Tools Required :**

None

**Man Hours Required :**

1/2 (.5) hour

**Weight Change :**

N/A