

**R22 SERVICE LETTER SL-83**

**R44 SERVICE LETTER SL-70**

**R66 SERVICE LETTER SL-30**

**DATE:** 29 July 2019

**TO:** R22-series, R44-series, & R66 Owners, Operators, and Maintenance Personnel

**SUBJECT:** Main Rotor Blade Tip Maintenance

**BACKGROUND:** Applicable Maintenance Manual (MM) 100-hour/annual inspection checklists include guidance for maintaining blade tip area. The supplemental maintenance below is recommended to ensure maximum blade longevity and will be added to the MMs during an upcoming revision.

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**COMPLIANCE PROCEDURE:**

During 100-hour and annual inspections, after removing rounded tip covers, use 10X magnification when visually inspecting blade tip to verify no loose or blistered paint, white-powder corrosion products, or pitting of skins aft of skin-to-spar bond lines (upper & lower). If bare metal or corrosion is detected, proceed as follows:

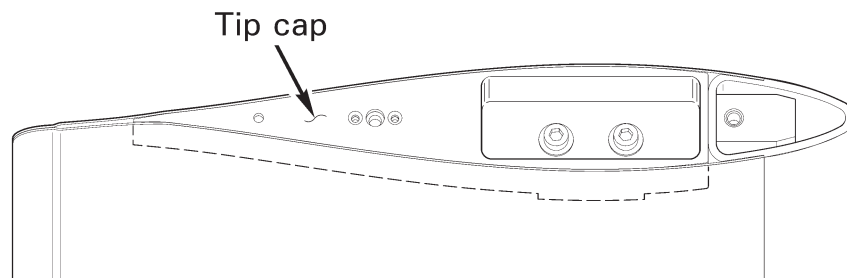
**CAUTION**

When working in proximity to hazardous materials, refer to Safety Data Sheets (SDS) and observe precautions.

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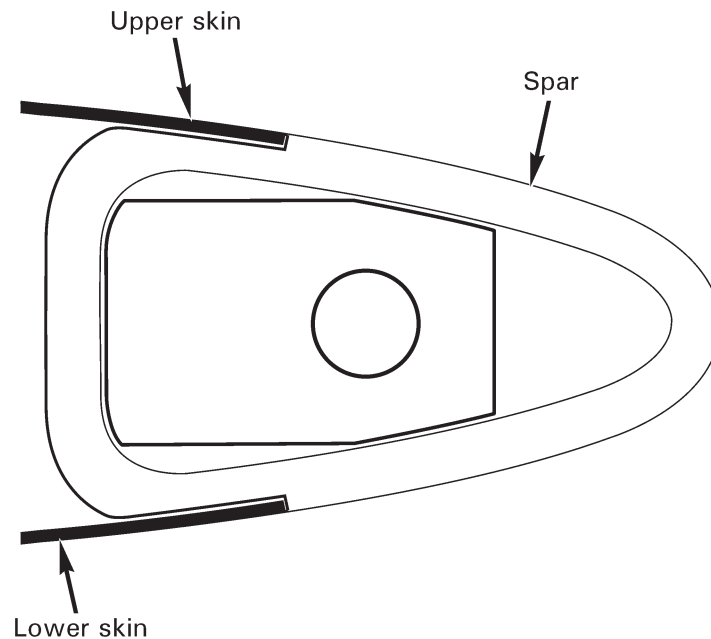
Do NOT use power tools or chemical paint strippers to remove blade paint.

1. Remove any corrosion and loose paint on tip cap and outboard edges of blade skins by hand-sanding vertical surface in a chordwise direction; use a hard, flat block with 220-grit aluminum-oxide abrasive paper, then finish sand with 320-grit aluminum-oxide abrasive paper. Remove only material necessary to eliminate corrosion.



(OVER)

2. Remove any corrosion and loose paint from skins on upper or lower surface of blade, aft of skin-to-spar bond joint, by hand-sanding in a spanwise direction using 220-grit aluminum-oxide abrasive paper and minimum 0.1 inch blend radius; finish sand with 320-grit aluminum-oxide abrasive paper. Remove only material necessary to eliminate corrosion.



3. Clean bare metal area with lint-free cloth dampened with acetone and allow to dry.
4. Seal exposed bond joints, including bond joints on vertical surfaces, with smooth layer of B270-1 sealant (poly-sulfide, ref MM approved sealants) and allow to cure.
5. Prime remaining exposed metal with two coats of epoxy primer (chromated epoxy preferred).
6. Apply yellow paint topcoat within 2–48 hours of primer application. For best performance, allow paint to cure 48 hours before flight.