

R22 SERVICE LETTER SL-82

R44 SERVICE LETTER SL-68

R66 SERVICE LETTER SL-26

DATE: 25 June 2018

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

SUBJECT: Main Rotor Blade Tip Plate Permanent Removal

BACKGROUND: A rework procedure has been developed to permanently remove main rotor blade tip plates which have eroded or debonded.

COMPLIANCE PROCEDURE:

WARNING

Refer to Safety Data Sheets (SDS) and observe precautions when working in proximity to hazardous materials.

CAUTION

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

For each affected main rotor blade:

1. Position main rotor blade to allow tip access and apply rotor brake. Support blade in level (spanwise) position with cushioned stand.
2. Remove tip cover from blade.
3. Using razor blade held parallel with tip plate and mallet, initiate separation of tip plate from blade tip at leading edge. Peel off plate by pulling with pliers.
4. Using a sanding block with 320-grit aluminum-oxide abrasive paper, remove paint from blade tip outboard vertical surface by hand-sanding only in a chordwise direction to expose bare metal; do not remove serial number engraved on blade tip.
5. Clean blade tip with lint-free wipe dampened with acetone.

(OVER)

6. Prime blade tip bare metal with at least two coats of aircraft epoxy chromated primer in accordance with primer manufacturer's instructions. Apply yellow topcoat. Allow to dry.

CAUTION

Do not apply heat to shorten cure times; blade bond can be damaged.

7. If tip plate was removed from only one blade, weigh removed tip plate and add equal amount balance weight to tip. Install tip cover. Special torque screws to 40 in.-lb wet with A257-9 anti-seize. Remove blade support.
8. Make appropriate maintenance record entries.