

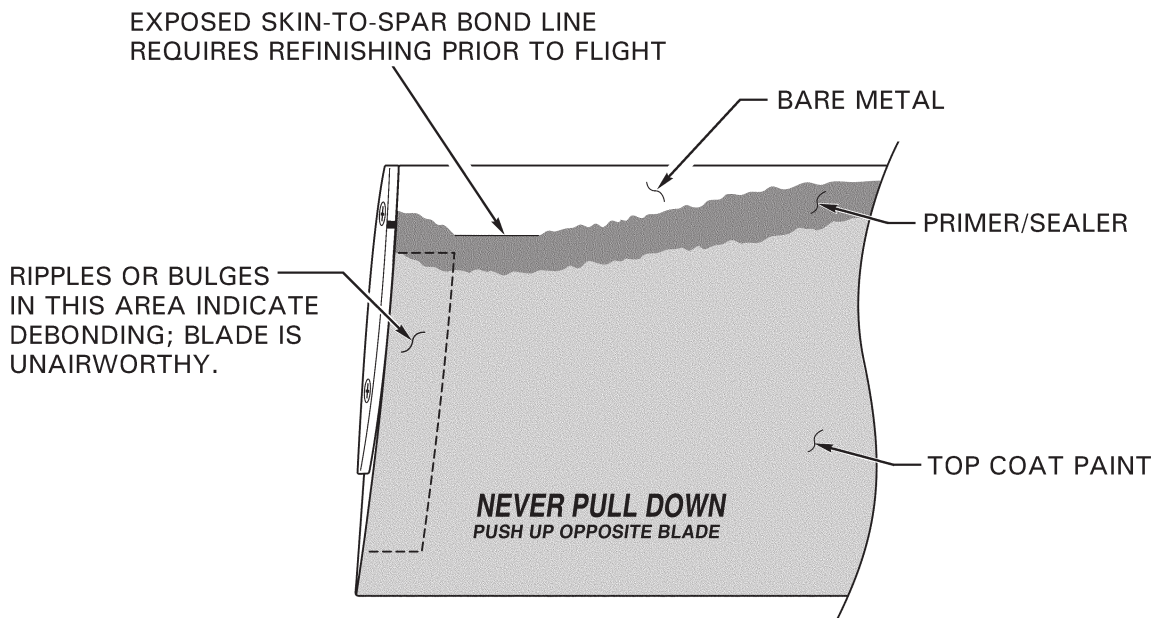
R22 & R44 SAFETY ALERT

Issued: 23 February 2018

A016-4, C016-2, & C016-5 MAIN ROTOR BLADES

RHC has received additional reports of improper inspection or poor maintenance resulting in skin debonding on earlier-design main rotor blades with stainless steel skins. Debonding can occur when the bond line at the spar is exposed due to erosion of the blade finish, or when corrosion occurs on the internal aluminum tip cap. R22 Service Bulletin SB-103A and R44 Service Bulletin SB-72A require the blades to be inspected by a mechanic at least every four months. FAA AD 2014-23-16 requires the pilot, before the first flight of each day, to visually check for any exposed (bare metal) skin-to-spar joint area on the lower surface of each blade. Pilots should also check for ripples or bulges on the outboard end of the blade skin, which would indicate corrosion damage and debonding between the skin and tip cap (see figure below). Failure to inspect and maintain the blades properly, particularly in harsh or corrosive environments, can allow erosion or corrosion to develop to the point that skin debonding occurs, potentially leading to a fatal accident. Do not fly with damaged blades!

AD 2014-23-16 also requires that all A016-4, C016-2, and C016-5 main rotor blades be taken out of service by 9 January 2020. RHC will offer a special discounted price for A016-6 and C016-7 blades to operators who choose to replace their blades earlier. Contact RHC Customer Support for additional information.



MAIN ROTOR BLADE LOWER SURFACE