SERVICE BULLETIN #29

Date: 1 March 1983

To: All Owners and Operators of Robinson R22 Helicopters with Clutch Lock Switches

Subject: Clutch Lock Switch

Rotorcraft Affected: R22 Helicopters S/N 0002 thru S/N 0225

Time for Compliance: Within the next 10 flight hours or prior to March 31, 1983, whichever occurs first.

Background: Early R22 helicopters were equipped with a CLUTCH LOCK switch. The purpose of this switch was to disconnect all electrical power from the clutch circuit in-flight so if there was a failure of the micro switches in the actuator, the actuator would not be turned on and over-tension the vee-belts. Later R22s do not have the CLUTCH LOCK switch and, instead, rely on a low-amperage fuse (1.5 amp) in the circuit to prevent the actuator from over-tensioning the belts, should the micro switches fail.

By allowing the actuator to be active in-flight, it can maintain the proper belt tension, and, provide an important warning of an impending failure of the vee-belts, actuator bearings, or other drive system components. Therefore, all early R22s must replace their present fuses with the low amperage fuse so the clutch lock switch can be left in the OFF position during flight.

Compliance Procedure:

Open the cowl door on the right side of aircraft. Unscrew the fuse holder in the actuator circuit which is ty-wrapped to the frame. Replace the fuse with the enclosed low-amperage (1.5 amp) fuse. Close fuse holder and be sure it is properly secured to the frame.

Delete: "CLUTCH LOCK ... ON" and "CLUTCH LOCK ... OFF" from the pilots check list.

Enclosed: 1.5 amp fuse