

R22

SERVICE BULLETIN #72

**DATE:** 29 March 1993

**TO:** R22 Owners and Operators

**SUBJECT:** Inspection of Main Rotor Blades for Corrosion

**ROTORCRAFT AFFECTED:** R22 Helicopters with A016-2 Main Rotor Blades thru S/N 7569 (all suffixes) which have been in service over one year or over 500 flight hours.

**TIME OF COMPLIANCE:** Within 25 flight hours after receiving this bulletin or by 15 May 1993, whichever occurs first and every four months thereafter, or before further flight after the onset of any unusual vibration.

**BACKGROUND:** Two Main Rotor Blades have been found with chordwise skin cracks starting at the trailing edge due to corrosion of the blade skin. These cracks extended several inches toward the blade spar. If undetected, these cracks could lead to a catastrophic failure. Note: Inspection for blade corrosion is already required by the R22 Maintenance Manual at each 100 hour and annual inspection which is in addition to the requirements of this bulletin.

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**COMPLIANCE PROCEDURE:**

These checks may be performed by the Pilot in Command.

Visually check the main rotor blade skins for corrosion or cracks. Pay particular attention to the area of the trailing edge near and within 20 inches outboard of the trailing edge rivet (located 56.15 inches from the center of the hub). Corrosion is evidenced by small blisters or flaking in the paint on the trailing edge aft surface which can usually be detected by sliding fingers along the trailing edge bond line.

If a crack is found, immediately remove the blade from service and report the condition to RHC. If corrosion is found, repair the blade per section 9.130 of the R22 Maintenance Manual. Minor corrosion damage, indicated by paint blisters or flaking of the sealer or paint on the extreme trailing edge, can lead to skin cracking and must be repaired promptly.