

R22

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SERVICE BULLETIN SB-96

DATE: 29 March 2007

TO: All R22 Owners, Operators, and Service Centers

SUBJECT: Main Rotor Blade Erosion

ROTORCRAFT AFFECTED: R22 Helicopters S/N 0002 thru 4100.

TIME OF COMPLIANCE: Within next five flight hours or by 30 April 2007, whichever occurs first.

BACKGROUND: RHC has received reports of main rotor blade skins beginning to debond (separate) at the skin-to-spar bond line on the lower surface near the blade tip. Debonding can occur when the bond line is exposed due to excessive erosion of the blade finish. This service bulletin requires one-time blade inspection and localized blade refinishing if erosion has occurred along the bond line.

COMPLIANCE PROCEDURE:

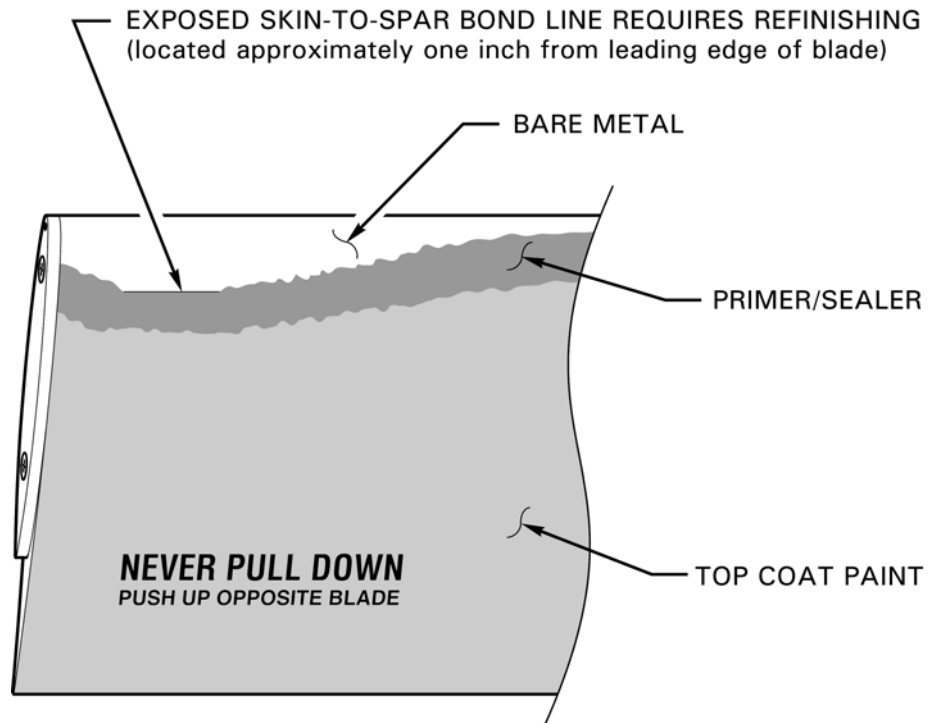
1. Refer to Figure on page 2. Visually inspect lower surface of main rotor blades for excessive erosion. If any portion of bond line is exposed, proceed to step 2. If erosion has not exposed bond line, no further action is required.
2. Using 10x magnification, visually inspect leading edge of any exposed (bare metal) blade skin at the skin-to-spar bond line. Tap test all exposed skin-to-spar bonded areas with a 1965 or later U.S. quarter-dollar coin. If any indications of separation or any voids are detected, blade is unairworthy.
3. If no voids or indications of separation are found, refinish eroded portion of blade(s) per R22 Service Letter SL-56.
4. Notify RHC Technical Support of any unairworthy blades. Make appropriate maintenance record entries.

Approximate Cost:

Parts: None required.

Labor: 1.5 man-hours for refinishing.

(OVER)



MAIN ROTOR BLADE LOWER SURFACE

THE DESIGN ENGINEERING ASPECTS OF THIS BULLETIN HAVE BEEN SHOWN TO COMPLY WITH APPLICABLE FEDERAL AVIATION REGULATIONS AND ARE FAA APPROVED.