

SERVICE LETTER #6

Date:            September 24, 1980  
To:             All Owners and Operators of Robinson R22 Helicopters  
Subject:        Inspection of A193-2 Flex Plate  
Rotorcraft Affected: R22 Serial #0002 thru 0058  
Time of Compliance: Immediate - Inspection to be completed  
prior to next flight.

NOTE: The flex coupling at the forward end of the long tail rotor drive shaft failed on a new aircraft. It may have been an installation error, but as a precaution, the following inspection must be completed by your factory trained mechanic before your aircraft is flown again.

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INSPECTION PROCEDURE:

1. Mark the A193-2 flex plate and its attaching hardware with a felt tip marker so it can be reassembled exactly like it is.
2. Remove the flex plate and carefully inspect it for cracks or fretting using a 10 power glass and/or dye check. Also, be sure it is not bent, nicked or damaged in any way.
3. Using a straight-edge, check the flanges on the tail rotor shaft and the clutch shaft to be sure they are flat and not bent or twisted.
4. Reinstall flex plate making sure the nickel plated washers are on each side of the flex plate. Torque all four (4) nuts to 100 inch-pounds and install palnuts.
5. With clutch engaged, manually rotate drive and visually check to be sure the flex plate is flat.
6. Check for clearance between actuator motor and steel tube frame. Must be at least .06 inches.
7. Call Duke Pearson or Frank Robinson at (213) 539-0508 to report inspection results.