

R44 I/R44 Cadet SAFETY ALERT

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ENGINE INTAKE VALVES

RHC has received recent reports of burned intake valves on O-540-F1B5 engines installed in R44 Raven I and R44 Cadet helicopters. A burned valve can result in partial or complete loss of power.

For some reports, the pilot noticed engine roughness or a sudden momentary left yaw during flight, and a mechanic was able to diagnose the burned valve using a compression check prior to more significant symptoms.

All reported burned intake valves occurred on engines with serial numbers ending in "40E", and almost all had less than 500 hours time-in-service.

Pilots should observe the following precautions:

1. Perform a complete run up and stabilized hover check prior to every flight. Do not initiate flight if there is any indication of engine roughness or sudden yaw.
2. If engine roughness or a sudden yaw occurs in flight, land as soon as practical and be prepared to land immediately.
3. Following any engine roughness or a sudden yaw, have a mechanic check valve condition before further flight. The mechanic should listen for sound of leakage at each intake valve while performing a compression check. Any intake valve with audible leakage requires repair prior to further flight. Check may be done with engine hot or cold.