

RHC SAFETY ALERT

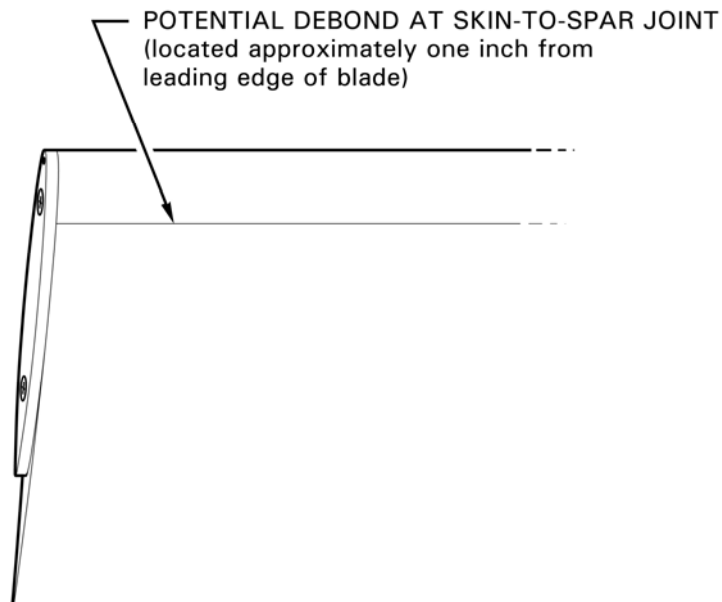
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MAIN ROTOR BLADE SKIN DEBONDING

RHC has received reports of main rotor blade skins beginning to debond (separate) at the skin-to-spar joint on the lower surface near the blade tip (see figure). All RHC main rotor blades (R22, R44, and R44 II) are of similar construction and may be affected. Erosion, corrosion, or other damage may increase probability of debonding. Careful visual inspection of this area during the daily preflight will provide early detection and prevent a catastrophic failure. In flight, unusual noise (whistling or howling) or vibration from the rotor system may provide early indication of a skin debond.

During daily preflight inspection, carefully visually inspect skin-to-spar joint area, particularly within 10 inches of blade tip (a stepladder may be necessary). If any area of skin is not flush with spar, the blade is unairworthy. On blades with paint at skin-to-spar joint, a crack in the paint may indicate a debond. If any indication of debond is detected, ground aircraft pending a more detailed "tap test" inspection by a qualified mechanic.

If unusual rotor system noise or vibration is detected in flight, land immediately and have blades inspected by a qualified mechanic.



MAIN ROTOR BLADE LOWER SURFACE
(Typical view. R44 II blades have
rounded tips.)