

ROBINSON HELICOPTER COMPANY

24747 Cassinow Blvd Torrance, California 90505

(213) 539 0908 ■ Telex 18 2554 ■ TWX 910 047 6240 ■ FAX (213) 539 5193

SERVICE BULLETIN #62

DATE: 10 May 1990

TO: All R22 Owners and Service Centers

SUBJECT: Air Duct Chafing Oil Line

ROTORCRAFT AFFECTED: R22 Helicopter S/N 0002 thru 1392

TIME OF COMPLIANCE: Within the next 10 flight hours or by 15 June 1990, whichever occurs first.

BACKGROUND:

There have been two reports of the inlet air duct chafing the outboard oil cooler line causing an inflight loss of oil pressure. Continued operation of the engine without oil pressure will result in engine failure.

COMPLIANCE PROCEDURE: (Refer to figure)

1. Remove A378-2 right hand skirt assembly.
2. Remove 2 ea. MS21919WDG-48 clamps from A785-1 hose assembly.
3. Remove clamps MS21919WDG-12 and MS21919WDG-10 from lower frame tubes.
4. Remove clamps MS21919WDG-12 and MS21919WDG-10 on lower engine breather tube A727-1 and frame.
5. Check and inspect outboard oil line and A785-1 hose for nicks, grooves, scratches, or abrasive wear due to rubbing of A785-1 carburetor air induction hose. Any damage greater than .005 inch deep is cause for rejection of the oil line and hose assembly.
6. Reinstall all hose clamps as shown in Figure 1. Maintain minimum of 1.5" between A723 outboard oil cooler line and A785-1 carburetor air induction hose.
7. Reinstall A378-2 right hand skirt assembly. Recheck gap between oil cooler line and A785-1 carburetor air induction hose. Be sure all clamps are tight and secure.

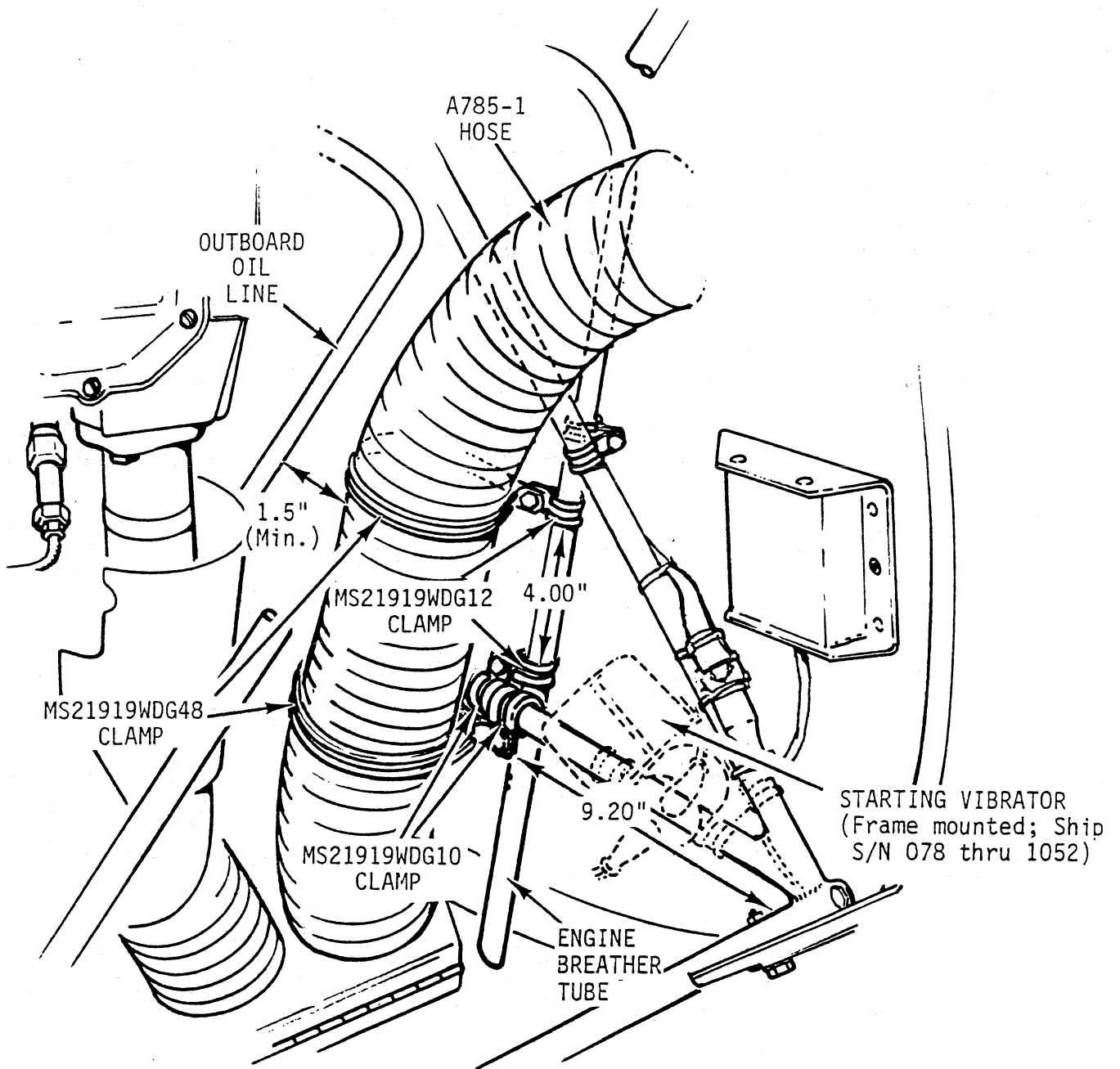


FIGURE 1