

R22

Page 1 of 2

SERVICE BULLETIN SB-78A

DATE: 26 April 1995 REV A: 27 May 2004

TO: All R22 Owners, Operators, and Service Centers

SUBJECT: Main Rotor Droop Stops and Teeter Stops

ROTORCRAFT AFFECTED: R22 helicopters S/N 0002 thru 2519.

TIME OF COMPLIANCE: By 31 July 2004

BACKGROUND: Investigation following a recent accident revealed that both main rotor teeter stop brackets had failed. The accident aircraft had not complied with Service Bulletin SB-78 issued in April 1995 which requires installation of strengthened teeter stop brackets. Failure of the brackets could allow excessive teetering of the main rotor.

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COMPLIANCE PROCEDURE:

Determine if SB-78 was complied with. See sketches on page 2 to identify older and newer parts. If SB-78 was not complied with, proceed with SB-78 reprinted below.

Service Bulletin SB-78

1. For each R22 to be modified, reference aircraft serial number and order the following:
  - 2 each A150-1 Rev F or later droop stop
  - 2 each B151-3 teeter stop
  - 2 each B226-2 bracket
  - 2 each NAS1149F0516P washer
2. Cone blades up until spindle tusks move off droop stops and support blades near outboard ends on padded surface or with rope.
3. Note location of droop stops, teeter stop brackets, and hardware. Remove NAS1305-46 bolt.
4. Replace droop stops, teeter stops, teeter stop brackets, and washers with parts procured in step 1.
5. Reinstall NAS1305-46 bolt and torque nut to 240 in.-lb (includes nut self-locking torque). Torque palnut to 40 in.-lb and apply torque stripe.
6. Gently lower blades back onto droop stops.

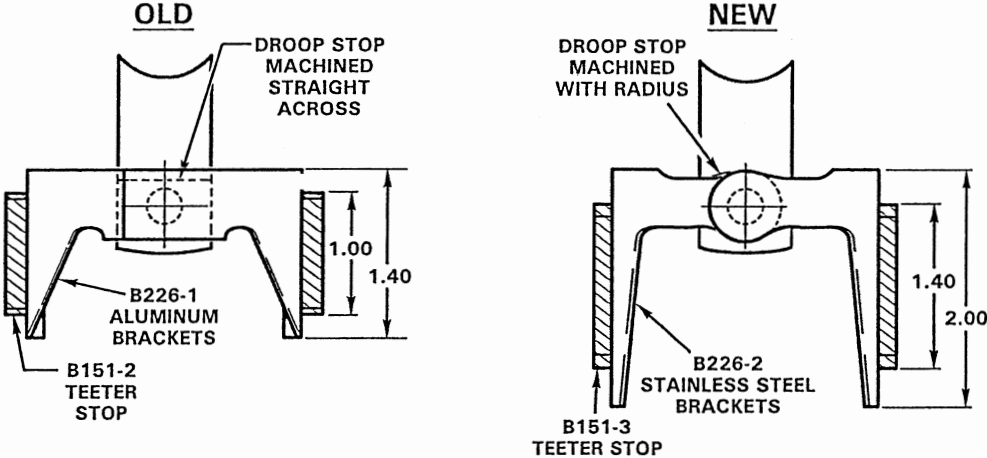
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**Approximate Cost:**

Parts: List price 130.00.  
Discount price \$65.00 if ordered by 30 June 2004.

Labor: 0.1 man-hour if SB-78 already complied with;  
1.0 man-hour if SB-78 not complied with.

**DROOP STOPS AND BRACKETS**



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