



R44 SERVICE LETTER SL-92A
(supersedes R44 SL-92)

R66 SERVICE LETTER SL-51A
(supersedes R66 SL-51)

DATE: 27 June 2025

REV A: 27 June 2025

TO: R44-series & R66 Owners, Operators, and Maintenance Personnel

SUBJECT: Main Rotor Flight Controls Inspections

BACKGROUND: Recent crash investigations indicate non-compliance with Maintenance Manual (MM) procedures. Serious injuries and fatalities have occurred.

COMPLIANCE PROCEDURE:

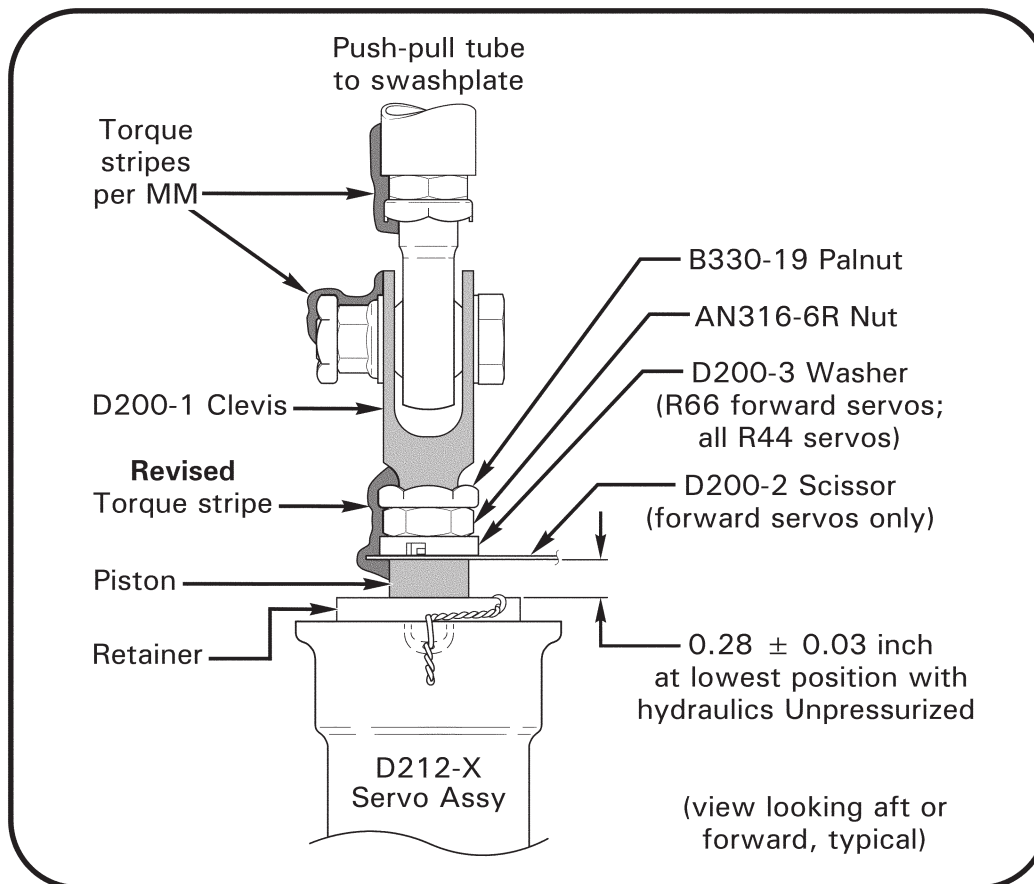
During pre-inspection cleaning, prior to removing any residue, note and identify both residue & source for follow-up examination. Residue may be fuel, oil, grease, paint, plastic, magnetic-metal, non-magnetic-metal, etc, including combinations; metal residue may indicate structural damage and requires careful attention. Residue may be visible on adjacent structure (such as splatter on mast fairing interior) and not on the source part itself.

When encountering broken or missing torque stripe, comply with R44 MM § 2.140 or R66 MM § 5-36, as applicable. If joint disassembly is specified, and inspection reveals any thread deformation where parts were previously joined, replace both parts.

The flight control connections between MR blades and hydraulic servos are highly loaded and deserve close attention during scheduled inspections. See following page for revised, servo clevis torque-stripe procedure.

(OVER)

When applying torque stripe to the D200-1 clevis-to-hydraulic servo connection, the stripe must extend from the clevis, across all hardware, to the piston. Ensure torque stripe does not contact retainer when piston is in lowest position.



HYDRAULIC SERVO CLEVIS