Van Horn Aviation, L.L.C.
1510 W. Drake Drive
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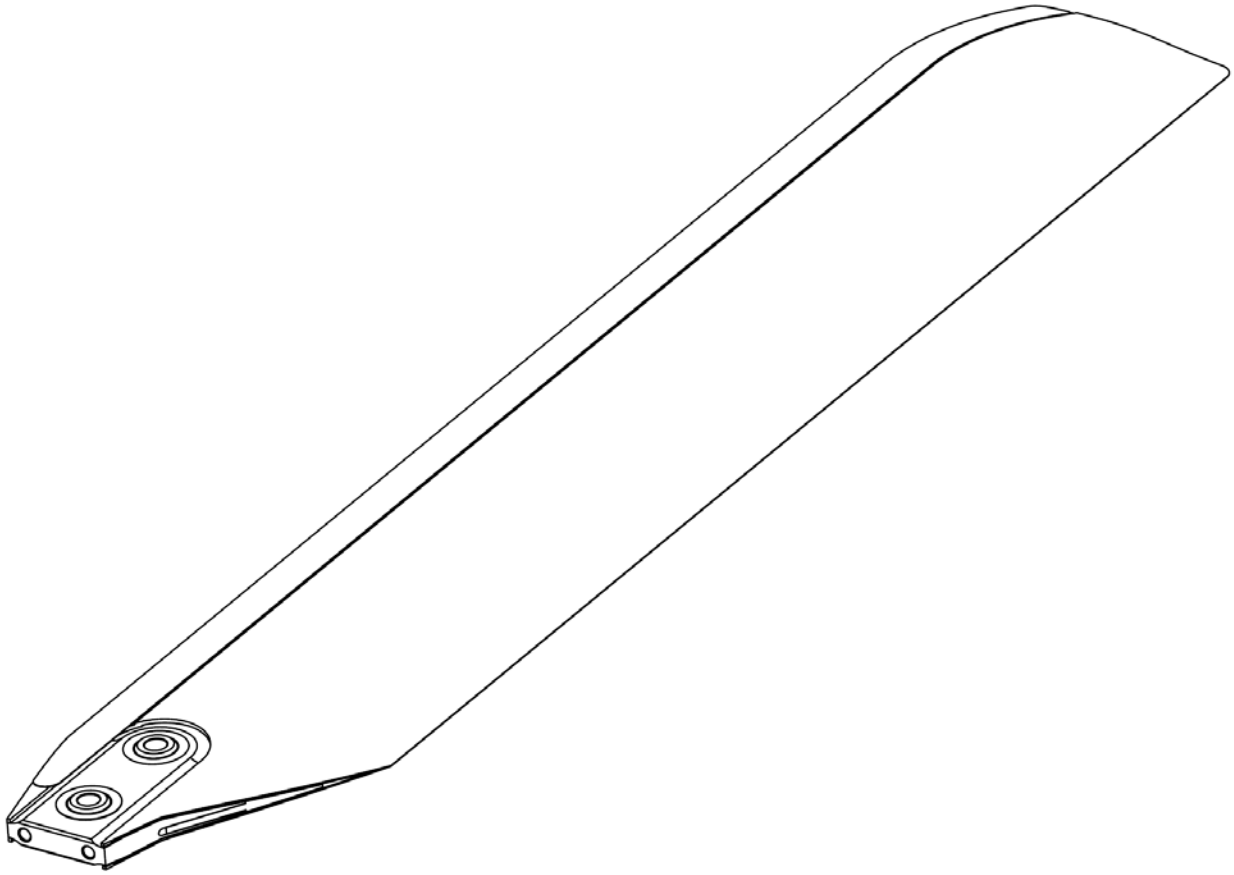
INSTRUCTIONS FOR CONTINUED AIRWORTHINESS



ICA MANUAL No. VMM-206-501

Tail Rotor Blade Assembly 2062200-501
See Approved Model List (AML) SR02249LA for eligible aircraft installation

REVISIONS

REV	DATE	DESCRIPTION	APPROVED
N/C	01/28/2021	Initial Release	DR

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CHAPTER 0 – INTRODUCTION

0.1 SCOPE

This manual contains information, descriptions, and instructions essential for the continued airworthiness of the Van Horn Aviation L.L.C. 2062200-501 Tail Rotor Blade Assembly.

0.2 ARRANGEMENT

This manual follows the Airline Transport Association (ATA) specification 100 numbering system where practical.

0.3 UNITS OF MEASUREMENT

All measurements, tolerances, and other numbers referenced in this manual will be in English units.

Operating time in "hours" refers to time in service (flight time) which must be recorded in the Historical Service Records of the helicopter logs. This is the measured time that starts the moment the helicopter leaves the ground and continues until it touches the ground at the next point of landing. The time when the helicopter is on the ground, with the engine and the rotor turning, is not included.

0.4 CHANGES TO THE ICA

0.4.1 Changes to text and tables, including new material on added pages shall be indicated by a vertical bar in the outer margin extending close to the entire area of the material affected.

0.4.2 Please send any comments or corrections to Van Horn Aviation L.L.C., 1510 West Drake Drive, Tempe, AZ 85283 USA, via email to info@vanhornaviation.com, or call +1 (480) 483-4202.

0.5 DISTRIBUTION

0.5.1 The ICA will be shipped with the original purchase of a 2062200-501 Tail Rotor Blade Assembly.

0.5.2 The ICA can be found on Van Horn Aviation's website: https://vanhornaviation.com/documentation/

CHAPTER 4 – AIRWORTHINESS LIMITATIONS

4.1. AIRWORTHINESS LIMITATIONS SCHEDULE

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §§43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

Part Number	Part Name	Airworthiness Life
2062200-501	Tail Rotor Blade Assembly	5,500 Hours

FAA Approved: MAUREEN A MORELAND Digitally signed by MAUREEN A MORELAND Date: 2021.03.12 11:52:24 -08'00'

Date: 3/12/2021

CHAPTER 5 – INSPECTION/CHECK REQUIREMENTS

5.1. PRE-FLIGHT CHECK

No.	Requirements	Airworthiness Criteria
1.	Visually check the tail rotor blade for any visible damage such as cracks, blisters, delaminations, abrasion strip dents and nicks, missing paint, or local contour deformation.	See 5.10 DAMAGE LIMITS.

5.2. 100 (+/- 10 hour tolerance) HOUR INSPECTION AND ANNUALLY

No.	Inspection Requirements	Airworthiness Criteria
1.	Check the general condition of the rotor blade. Check for skin dents, scratches, cracks, abnormal contours or blisters. Check the trailing edge for nicks, splits, or delaminations. Check data plate for damage.	See 5.10 DAMAGE LIMITS.
2.	Inspect feathering bearings for excessive axial wear. A maximum of .015 inches of axial play at the bearing is permitted.*	Replace bearings if axial play is out of tolerance.*
3.	Inspect the abrasion strip for wear, edge voids, dents, cracks, punctures, edge delamination or other damage.	See 5.10 DAMAGE LIMITS.

5.3. 300 (+/- 30 hour tolerance) HOUR INSPECTION

No.	Inspection Requirements	Airworthiness Criteria
1.	Perform dynamic balance of tail rotor.	Balance to .20 IPS or lower.

*** Note:**
The 2062290-1/-3 bearings are replaceable by the operator using Customer Support Specification CSS-500, Bearing Installation. This specification can be downloaded from VHA's website at https://vanhornaviation.com/documentation/**.** Bearings may be purchased directly from VHA.

5.4. SUDDEN STOPPAGE OR ACCELERATOIN

No.	Inspection Requirements	Airworthiness Criteria
1.	No inspection required.	Remove the rotor blades and return to Van Horn Aviation for evaluation.

5.5. OVERSPEED – 107 PERCENT OR GREATER

No.	Inspection Requirements	Airworthiness Criteria
1.	Inspect the tail rotor blades for any evidence of high centrifugal force (CF) unique damage in addition to 5.10 DAMAGE LIMITS. CF unique damage would be bearings that exceed axial play limits that were acceptable prior to the overspeed, loose tip balance weights, or delamination at the root.	If any damage exists on only one blade, scrap both blades and the tail rotor hub assembly

5.6. OVERTORQUE

No.	Inspection Requirements	Airworthiness Criteria
1.	No inspection is required for overtorques between 100 to 110 percent.	N/A
2.	Overtorques 110 to 120 percent. Inspect tail rotor blade root area for voids and surface cracks. Inspect bearings for axial play. If cracks exist, remove the rotor blades and return to Van Horn Aviation for evaluation.	No defects permitted.
3.	Overtorques above 120 percent require the inspections in 2. (above) at the time of the overtorque and again after 25 hours of operation.	No defects permitted.

5.7. LIGHTNING STRIKE

No.	Inspection Requirements	Airworthiness Criteria
1.	Scrap the blades if there is any evidence of a lightning strike. Return the scrapped blades to Van Horn Aviation for testing.	N/A

5.8. BLADE STRIKE

No.	Inspection Requirements	Airworthiness Criteria
1.	Visually inspect both tail rotor blades for cracks, blisters, delaminations, broken fibers, or local contour deformation. Inspect the abrasion strips for dents, cracks, debonds or deformation. Do a full tap inspection of both blades to look for any debonds/voids greater in size than 1.0 inch diameter.*	Contact Van Horn Aviation if any discrepancies are found that exceed damage limits in 5.10 DAMAGE LIMITS.

5.9. HARD LANDING

No.	Inspection Requirements	Airworthiness Criteria
1.	No inspection required.	Remove the rotor blades and return to Van Horn Aviation for evaluation.

* The internal structure of the blade will cause tone changes during the tap test. Figure 5-1 shows the blade's internal components with their approximate locations and shapes. Tone changes can be expected as the tap test traverses the various blade sections. Tone changes that are not associated with internal component boundaries should be treated as suspected voids. Van Horn Aviation recommends the use of an Abaris Tap Hammer for tap inspections (SKU: ABATH).

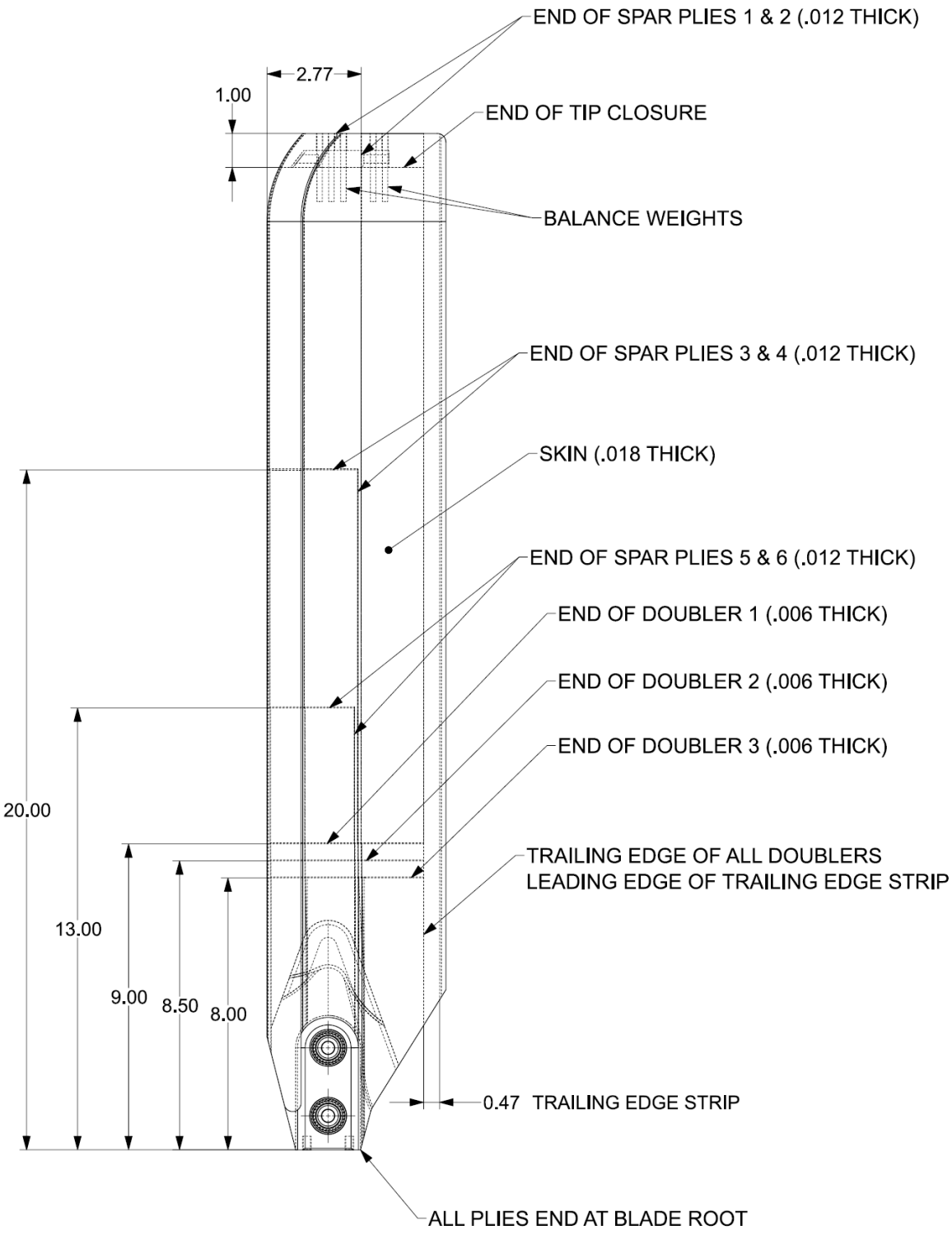

Figure 5-1

Tail Rotor Blade Configuration

5.10. DAMAGE LIMITS

5.10.1. Damage Description

Damage may take the form of cracks, scratches, nicks, dents, debonds, voids, abrasion and erosion. Limits are provided for each of these types of damage. Damage exceeding these limits require evaluation, and if possible, repair at an authorized FAA repair station. Minor damage may be corrected using the instructions provide in this chapter. For all other damage, contact VHA for repair station recommendations.

Carbon/epoxy material strength can be degraded by prolonged exposure to moisture and ultraviolet radiation. This rotor blade is protected from both conditions using epoxy primer, multiple coats of polyurethane topcoat, and a nano hybrid polyurethane matte coat. It is very important to maintain these protective coatings throughout the life of the blade by adhering to the 5.10.7 Spot Refinishing requirements.

To ensure longevity of the paint finish and abrasion strip, operators who fly in extreme environments that result in salt, chemical or corrosives accumulation on the blade are required to wash the blades as frequently as necessary to prevent the buildup of any harmful contaminants. Reference paragraph j.

5.10.2. Abrasion Strip

A single electroformed nickel abrasion strip protects the entire leading edge of the blade. The abrasion strip starts adjacent to the inboard bearing and extends to the edge of the tip closure. During production, the abrasion strip is bonded to the cured sub assembly with film adhesive. If necessary, the abrasion strip can be removed and replaced by a VHA approved repair station.

a. Punctures or cracks are not permitted.

b. Non-sharp dents not exceeding 0.020 inch depth are acceptable at any location.

c. Sharp dents are not permitted.

d. Tap test an area 1.0 inch radius from the center of any abrasion strip dent to search for voids in the underlying composite material. See Figure 5-1 for locations of ply drop-offs. A tonal change may occur at these drop-offs when tapping across them depending on tapping force. If a void is on or near a ply drop-off, it is recommended to tap an undamaged blade in the same area to help distinguish a tonal change from a void.

e. If debonds or voids exist following a tap inspection, there is a possibility of underlying carbon fiber damage; Send blade to an approved FAA repair station for further evaluation. Contact VHA for repair station recommendations.

f. If there are no debonds or voids after any tap inspection around an abrasion strip dent, the blade may be returned to service. Leave the dent exposed as is so that it may be monitored for evidence of degradation or cracking.

g. Visually inspect the trailing edge of the abrasion strip for debonds. A paint crack along any edge of the abrasion strip indicates a possible abrasion strip debond, or

underlying fiber damage. Report all suspected abrasion strip debonds to VHA for evaluation; remove the blade from service. Do not operate a blade if an abrasion strip debond exists or is suspected. Send the blade to an approved FAA repair station for repair. Contact VHA for repair station recommendations.

h. If an abrasion strip is worn though because of erosion, send the blade to an approved FAA repair station for replacement. Contact VHA for repair station recommendations.

i. If the electroformed nickel tip abrasion strip exhibits minor surface defects or blisters that are less than 0.50 inches square, and less than 0.050 inches deep, then the defect may stay as is. Dress the defect with 400 - 1000 grit sandpaper and leave the area exposed for periodic monitoring. Return the blade to service.

j. Wash the blades with clean, unpressurized water, mild soap and non-abrasion cloth to remove any accumulated salt, chemicals or other contaminants. Grease may be removed with acetone, MEK, MPK, or denatured alcohol and a microfiber cloth. Apply a thin, uniform coat of ACF-50 Anti-Corrosion Formula directly to the bare metal of the abrasion strip for protection when operating in extreme conditions. Re-application of ACF-50 may be necessary after cleaning the blades.

5.10.3. Skin

The skin is composed of 3 layers of unidirectional carbon fiber oriented at +45°, 0°,-45°. Impact damage may progress from little evidence of external damage to puncture with surrounding voids, depending on impact force. In all cases of suspected skin damage, a tap test is required to determine the extent of damage.

Figure 5-1 shows the blade internal components including locations of ply drop-offs. Take note of the various thicknesses and ply drop-off locations. A tonal change may occur at these drop-offs when tapping across them depending on tapping force. If suspected damage is on or near a ply drop-off, it is recommended to tap an undamaged blade in the same area to help distinguish a tonal change from a void.

a. Voids are not allowed within 0.50 inch of the trailing edge.

b. Voids not exceeding 1.00 inch diameter are acceptable at any location except for edge voids at the tip of the blade. Voids larger than 1.0 inch diameter must be evaluated for repair by an FAA authorized repair station.

c. Edge voids between the skin and tip closure are not permitted

d. If voids are detected, remove paint in the damaged area to check for broken fibers. Remove paint and primer only. Do not sand into skin plies.

e. Broken fibers are not permitted. If broken fibers are detected, send blade to an authorized FAA repair station for evaluation, and if possible, repair. Contact VHA for repair station recommendations

f. Scratches, nicks, or fiber damage in the extreme trailing edge 0.10 inches deep or less may be blended out using a ratio of 20:1 (maximum length of blend is 2.0 inches each side of the damage). See Figure 5-2.

g. Damage at the tip trailing edge corner may be removed by blending up to a 0.50 inch radius at the tip. See Figure 5-2.

h. Erosion damage of the skin plies occur when the paint layer has been worn away, exposing the skin plies to particle and water abrasion. All erosion damage to the carbon/epoxy skin plies must be repaired at the next maintenance interval. In the interim, protect all exposed fibers by applying epoxy primer to the damage area. Minimize skin erosion damage by maintaining complete paint coverage of the skins.

i. Hail Impact Damage. Tap inspect the blade assembly to locate any voids as a result of hail impact. Reference (a) and (b) for void allowances.

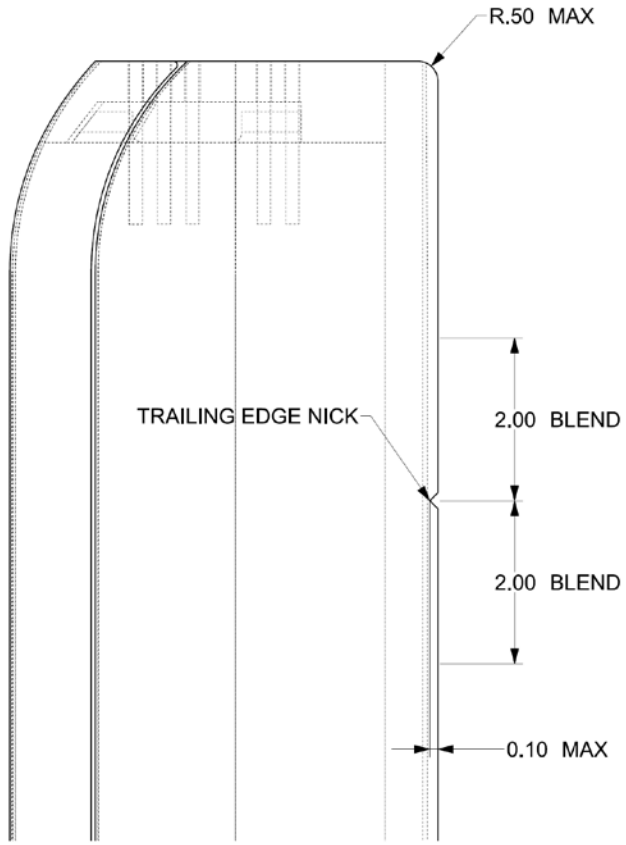

Figure 5-2

Trailing Edge Blend Allowances

5.10.4. Tip Closure

The 2062200-501 tail rotor assembly is closed out at the outboard tip with a 1.0-inch-wide fiberglass block. The fiberglass block has five threaded holes for the installation of stainless steel balance weights.

a. No cracks permitted in the tip closure. A crack in the tip closure might first appear as a crack in the paint. If a crack is suspected, sand to remove the paint finish and epoxy primer with 180 - 320 grit sandpaper to expose the face of the tip closure. Visually inspect the exposed area with a 10x - 40x inspection glass. If no crack is found, touch up the paint per 5.10.7 Spot Refinishing. If a crack is found, contact VHA or a VHA approved repair station for evaluation.

b. Paint scratches, pinholes and paint erosion on the tip closure must be touched up with epoxy primer or polyurethane paint in accordance with 5.10.7 Spot Refinishing.

c. In extreme conditions, surface material erosion may occur around the balance weight holes or directly aft of the abrasion strip; see Figure 5-3. The blade may be operated until the erosion can be addressed at the next maintenance interval. Ensure that all erosion areas are clean and dry prior to filling with Magnobond 6398, 3M DP190, 3M DP460 or 3M DP420. Let adhesive cure to full hardness before sanding. Hand sand the filled areas smooth and flush with 320 – 500 grit sandpaper and touch up the paint per 5.10.7 Spot Refinishing before returning blade to service.

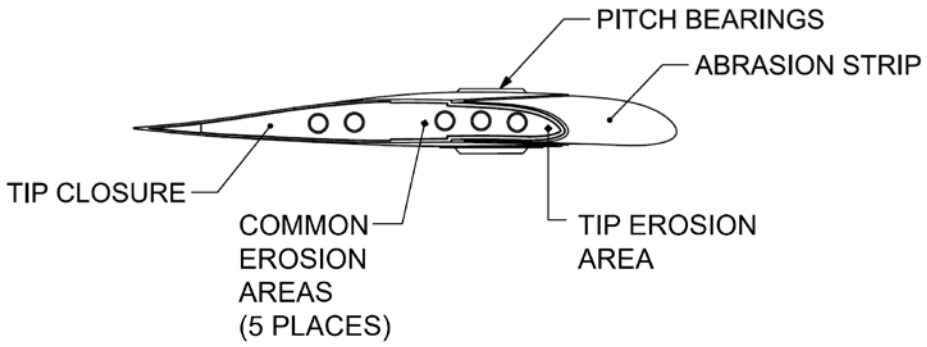

Figure 5-3

Common Erosion Areas on Tip Closure

5.10.5. Tip Weights

Static span and chord balance are achieved by adjusting the tip balance weights. All tip weights are secured at time of production with a retaining compound or an epoxy adhesive. Tip weights are #10-24 cup point socket screws, Grade 18-8 CRES.

a. Check tip weight installation with a hex wrench and normal hand pressure. Do not force tip weight to move. If tip weight turns under hand pressure, remove the tip weight, clean the tip closure threaded hole (b) and reinstall the tip weight back into its original location (c).

b. As required, run a #10-24 UNC H3 thread tap through each tip closure hole to clean out old adhesive.

c. Secure tip weight with Loctite Quickstix 248, Loctite 242 or 3M DP460 epoxy adhesive (preferred). Before the tip weight is fully installed, apply adhesive to the last four threads. Make sure the tip weight is installed flush to the tip closure. Clean up excess adhesive with acetone, MEK, MPK, or denatured alcohol and a lint free cloth.

d. Each tip closure hole must have a balance weight installed.

5.10.6. Data Plate

The data plate provides the part number and serial number of the blade assembly. To provide a more aerodynamic surface, the paint finish is applied over the edges of the data plate.

a. The serial number of the blade assembly, and all other information on the data plate must be legible. Edge and corner damage and fading of the data plate paint is acceptable as is provided that no information is obscured or missing due to the condition of the data plate.

b. Replace the data plate if the serial number or any other data is illegible. A new data plate may be obtained from VHA by request. Data plate part number is 2062260-5. Remove the old data plate and bond a new data plate into the same location with 3M™ DP420 or 3M™ DP460.

5.10.7. Spot Refinishing

The tail rotor blade surfaces are finished with an epoxy surfacing film that is co-cured with the skin. An epoxy primer coating is applied to the cured assembly, followed by a single stage polyurethane topcoat system. A polyurethane matte coating is applied on top of the color coat for added abrasion resistance and erosion protection.

a. When preparing the blade surface for paint touch-up, do not sand into the carbon fiber skin plies.

b. If sanding is necessary, do not sand beyond the primer layer and/or surfacing film layer. The primer layer and surfacing film layers are gray in color. Underneath

the surfacing film is a layer of copper mesh for lightning strike protection and is bonded to the skin. Carbon fiber skin plies are black.

c. Exposed carbon fiber skin not exceeding 0.20 inch aft of abrasion strip trailing edge must be protected by at least one coat of epoxy primer within 25 flight hours of exposure or 60 days, whichever occurs first. See Figure 5-4.

d. Exposed carbon/epoxy skin exceeding 0.50 inch aft of abrasion strip trailing edge must be protected by at least one coat of epoxy primer within 10 flight hours of exposure or 30 days, whichever occurs first.

e. Paint peeling/chipping may occur along the abrasion strip. Feather sand the paint edges using 320 grit or finer sandpaper paper to stop peeling and chipping. Touchup paint required for appearance only if black carbon/epoxy skin is not exposed. Touch up exposed skin with one coat of epoxy primer and then apply topcoat.

f. Small defects such as pinholes, nicks, scratches, bare edges and small chips do not need surface preparation and require touchup paint for appearance only as long as the carbon fiber skin is not exposed. Apply either epoxy primer or polyurethane paint directly to the defect.

g. Paint touch up procedure:

Paint color should be as close as possible to the original color, but an exact match is not necessary. Single stage paint used in production is Axalta™ Imron® Elite (gloss white and gloss black). Primer used is Axalta™ Corlar® 13580S. Any aerospace quality polyurethane paint may be substituted. Use a compatible epoxy primer. Matte topcoat system is Toughguard® TG-NHP-701 base, 28% TG-NHP-702 matte additive and 3% TG-NHP 703 fluoropolymer additive. Paint color scheme is a white blade with three black stripes, see Figure 5-4.

i. Wipe the touchup area clean with acetone MEK, MPK or denatured alcohol and a non-lint cloth to remove all contaminants. Mask around touchup areas with vinyl or general purpose masking tape and masking paper.

ii. Scuff paint finish lightly with 320 or finer grit sandpaper.

iii. Wipe sanded area clean with acetone, MEK, MPK, or denatured alcohol and a lint free cloth. Wipe surface dry with a cloth. Do not allow solvents to flash off.

iv. If applying paint to a bare substrate, first apply epoxy primer to the touchup area. Mix an appropriate amount of primer per manufacturer's instructions and apply primer to touchup area. Allow primer to dry to the touch but not fully cure.

v. Mix an appropriate amount of polyurethane topcoat per manufacturer's instructions. For small touchup areas, add additional accelerator as needed to allow paint to cure to handling hardness faster.

vi. Apply touchup paint so that it flows/blends into the existing paint defect with little or no overlap onto the surrounding paint. Apply touch up clearcoat to

the new paint. Allow coatings to cure completely before putting blade into service.

vii. As required, wet sand the touched-up area with 2000 grit sandpaper to knock down hard edges, or to reduce the height of the cured paint.

viii. Buff out any sanding scratches using standard buffing techniques and automotive or aerospace buffing/polishing products. Mask the data plate with tape as required, prior to any buffing. Remove masking tape when done.

ix. If the touch up paint was applied to a paint feather edge, then re-feather the new paint to match the existing paint using 180 – 220 grit sandpaper and a 3-inch square pneumatic sander.

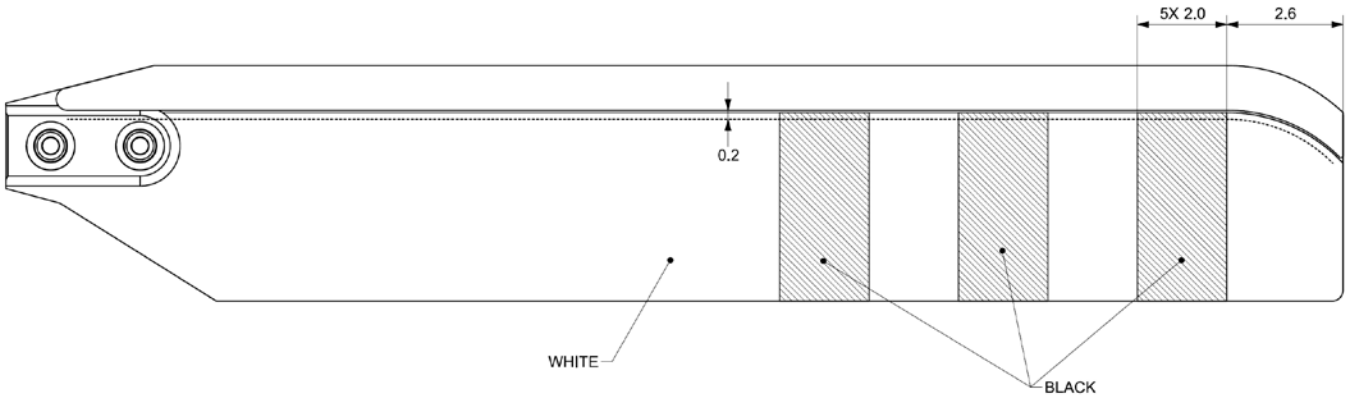

Figure 5-4

Paint Color Scheme

CHAPTER 11 – PLACARDS AND DECALS

There are no placards or decals associated with this STC.

CHAPTER 64 – TAIL ROTOR BLADE

64.1 DESCRIPTION

The 2062200-501 tail rotor blade is a composite and metallic structure incorporating the NASA developed RC(4)-10(10% thick) rotor blade airfoil. This is a highly efficient laminar flow airfoil developed to have near zero pitching moments across a broad range of airspeeds. The blade radius is approximately .10 inches shorter than the existing OEM metal tail rotor blade. The blade chord length is the same as the existing OEM metal blade at 5.25 inches. The tip of the blade is rounded to reduce noise and tip drag. The root fitting is machined from titanium alloy plate.

The pitch bearings incorporate both a stainless steel race and ball, with the ball being chrome plated. One edge of the bearing race is preformed to allow more accurate installations. The bearing race is lined with either Teflon™ or KAron® material. The bearings may be installed from either side of the blade.

The basic blade section is fabricated using unidirectional carbon/epoxy tape with a rigid cell structural foam core. Spar plies -1 and -2 extend to the tip of the blade. The extended spar is an improvement over the VHA 2062200-101/-301 tail rotor blade assemblies and will serve as a mechanical tie between the upper and lower skins, while also strengthening the outboard end of the blade against impact damage. Span balance is accomplished using five threaded stainless steel screws in a fiberglass/epoxy high pressure laminate tip closure. An electroformed nickel abrasion strip is added for erosion protection. The abrasion strip has an improved profile at the inboard end, which will reduce pant cracking issues, and provide more area for electrical bonding. The blade is coated with single stage polyurethane paint, overlaid with a matte coating for added durability. The 2062200-501 tail rotor blade may be installed and balanced with VHA 2062200-101/-301 tail rotor blade assemblies. Figure 64-1 provides an exploded view of the 2062200-501 tail rotor blade assembly.

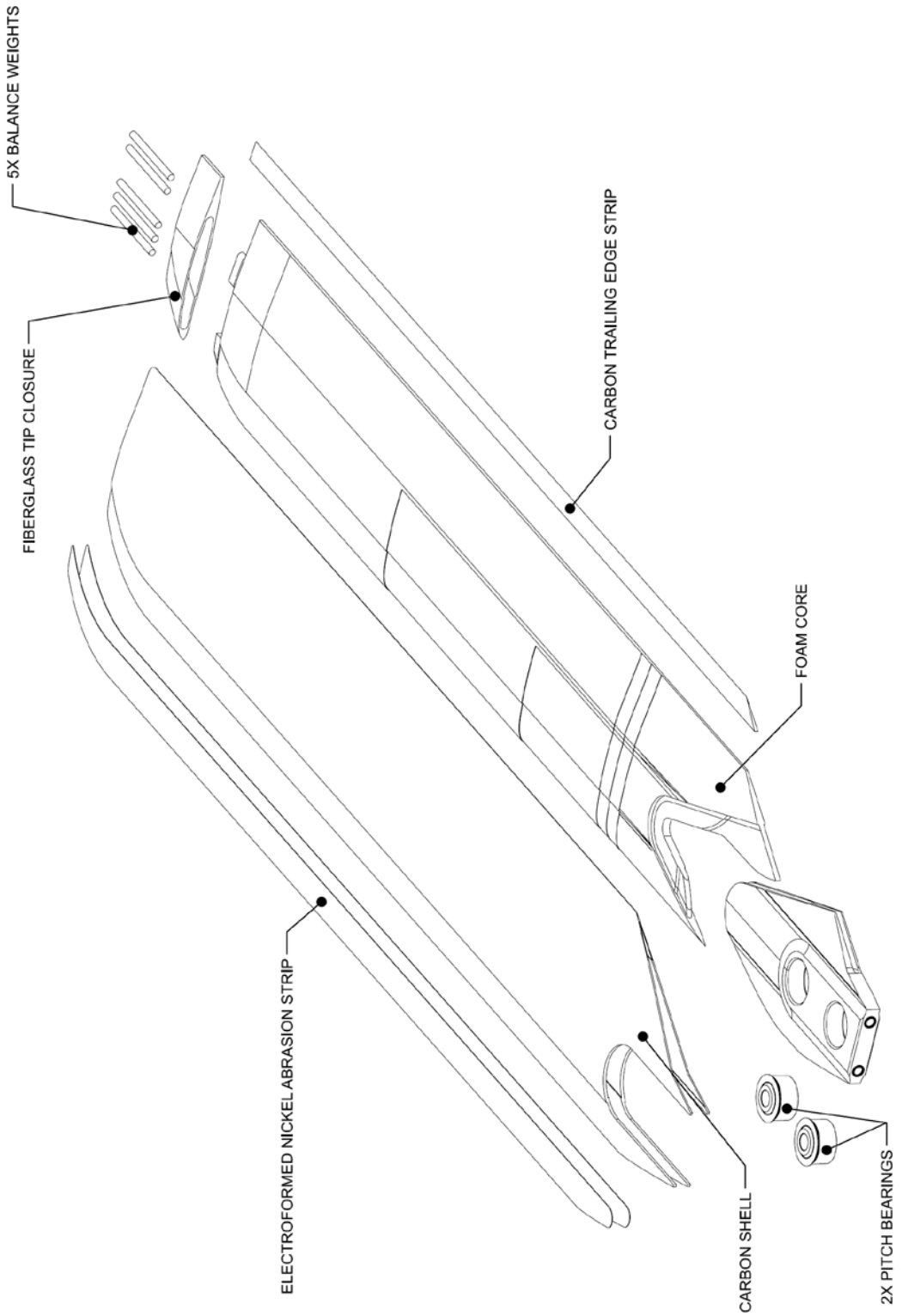

Figure 64-1
Tail Rotor Blade Assembly

64.2 INSTALLATION

The 2062200-501 tail rotor blade is a direct replacement for tail rotor blade assembly 206-016-201-131.

For 206A/B or 206L model helicopters, install the 2062200-501 tail rotor blade per the current FAA accepted maintenance manual and per the instructions below.

For OH-58A+ and OH-58C model helicopters, install the 2062200-501 tail rotor blade per U.S. Army Technical Manual TM55-1520-228-23-2 Aviation Unit and Intermediate Maintenance Manual, Army Model OH-58A and OH-58C Helicopters, and per the instructions below.

64.2.1 A design feature of the 2062200-501 tail rotor blade is reduced control forces. See section 64.3.1 for use of counterweight washers.

64.2.2 There is no pedal force requirement. Pedal friction adjustments are not required to obtain a 3 to 5 pound pedal force after the tail rotor blades are installed. Pedal forces greater than the 5 pound limit established in the FAA approved maintenance manual or TM55-1520-228-23-2 are permitted.

64.2.3 There is no overstaking check required after installation of VHA pitch bearings. The VHA bearings are installed differently than the existing pitch bearings. VHA pitch bearings may have higher static friction than the existing bearings, but the blades have lighter pedal forces in flight.

64.2.4 The 2062200-501 tail rotor blades may be installed with 2062200-101/-301 tail rotor blades.

64.3 CONTROL RIGGING

Control rigging for the 2062200-501 tail rotor blade is accomplished in the same manner as production tail rotor blade 206-016-201-131 except as follows.

64.3.1 Counterweight washers may not be required. Begin rigging by removing all washers and the bolt and nut. If counterweights are required, use only one half of the maximum counterweight washers called out in the FAA accepted maintenance manual.

64.3.2 Requirements for early serial number 206A/B helicopters:

206A/B helicopters S/N 4 through 2211 may be modified to allow installation of 2062200-501 tail rotor blades by one of the following methods:

1. 206A model helicopters S/N 4 through 497:
   a. Comply with Bell Technical Bulletin No. 206-94-146 ANTI-TORQUE CONTROL SYSTEM HYDRAULIC BOOST, REMOVAL OF.
2. 206A/B model helicopters S/N 4 through 2211:
   a. Modify tail rotor gearbox to P/N 206-040-400-013 configuration per Bell Technical Bulletin No. 206-99-168 TAIL ROTOR GEARBOX

ASSEMBLIES 206-040-400-ALL AND 206-040-402-ALL, UPGRADE AND CONFIGURATION OF.

b. Comply with provisions of Bell Service Instruction No. 206-112 Retrofit Kit, Engine Assembly 250-C20B that cover installation and rigging of tail rotor hub and blade assembly. 250-C-20B installation is not required to install 2062200-501 tail rotor blades.

64.3.3 Mean blade angles

1. 206A/B model helicopters
   a. 17.0° to 17.5° for helicopters with long tail rotor blades. S/N 4 through 2211 modified per 64.3.2, and S/N 2212 through 4004.
   b. 22.75° to 23.25° for helicopters S/N 4005 and subsequent.
2. 206L model helicopters
   a. 18.5° to 19.0° for 206L and standard 206L1 helicopters
   b. 22.75° to 23.25° for 206L3, 206L4, 206L1 engine upgrade and 206L1+ internal gross weight upgrade helicopters.
3. OH-58A+ and OH-58C model helicopters
   a. Blade angles are reduced by 0.5°. Subtract 0.5° degrees from the high and low blade angles in Army Technical Manual TM55-1520-228-23-2. For example if Army Technical Manual TM55-1520-228-23-2 calls for 22.0° to 23.0°, rig the 2062200-501 blades to 21.5° to 22.5°. Except for the reduced angle, rig the blades per Army Technical Manual TM55-1520-228-23-2 and Section 64.3.4.

64.3.4 Use protractor as shown in Figure 64-2 below.

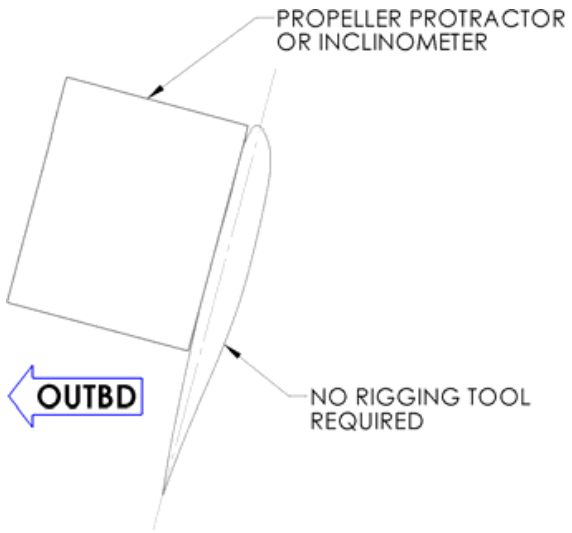

Figure 64-2 Protractor Placement for Blade Angle Measurement

64.4 TRACK AND BALANCE

1. 206A/B and 206L model helicopters
   a. Balance the 2062200-501 tail rotor blades per the FAA accepted maintenance manual.
2. OH-58A+ and OH-58C model helicopters
   a. Balance the 2062200-501 tail rotor blades per Army Technical Manual TM55-1520-228-23-2.

64.5 WEIGHT AND BALANCE

The 2062200-501 tail rotor blade is approximately 0.1 lbs. lighter than the metal 206-016-201-131 tail rotor blade. The 2062200-501 tail rotor blade is slightly heavier (approx. 0.044 lbs.) than the 2062200-101/-301 tail rotor blades. This represents a less than 2% weight increase relative to the -101 and -301 configurations. Therefore, the -501 blades will be able to be adequately balanced with -101 and -301 blades.

Weigh the blades before installation and enter the data on the aircraft CHART C – BASIC WEIGHT AND BALANCE RECORD.

64.6 CLEANING

Wash the blades with clean, unpressurized water, mild soap and non-abrasion cloth to remove any accumulated salt, chemicals or other contaminants. Grease may be removed with acetone, MEK, MPK, or denatured alcohol and a microfiber cloth.