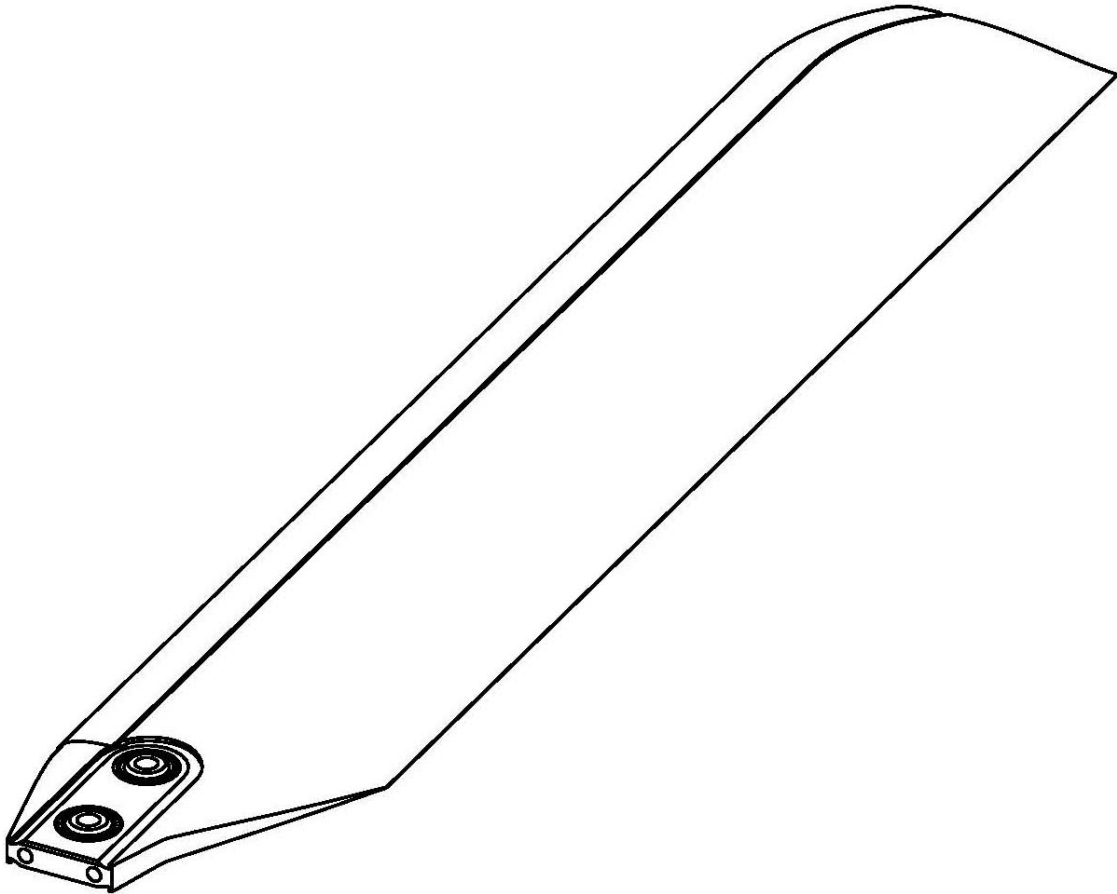




Van Horn Aviation, L.L.C.
1000 E. Vista Del Cerro Dr.
Tempe, Arizona 85281

INSTRUCTIONS FOR CONTINUED AIRWORTHINESS



ICA MANUAL No. VMM-206B3-301

Tail Rotor Blade Assembly 2062200-101
Eligible for Installation on Model 206B3

REVISIONS

REV	DATE	DESCRIPTION	APPROVED
N/C	6/10/09	Initial Release	JVH
A	7/29/09	Added retirement life of 5000 hours to Section 4.1.	JVH

TABLE OF CONTENTS

REVISIONS..... 2
TABLE OF CONTENTS..... 3
CHAPTER 0 - INTRODUCTION..... 4
CHAPTER 4 – AIRWORTHINESS LIMITATIONS..... 5
CHAPTER 5 – INSPECTION REQUIREMENTS..... 6
CHAPTER 11 – PLACARDS AND DECALS..... 8
CHAPTER 62 – TAIL ROTOR BLADE..... 8

CHAPTER O - INTRODUCTION

0.1 SCOPE

This manual contains information, descriptions, and instructions essential for the continued airworthiness of the Van Horn Aviation L.L.C. 2062200-101 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.

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., 1000 East Vista Del Cerro Drive, Tempe, Arizona, 85281 USA. Or call 01-480-483-4202.

0.5 DISTRIBUTION

0.5.1 The ICA will be shipped with the original purchase of a 2062200-101 tail rotor blade assembly.

0.5.2 Revisions to the ICA will be distributed to original purchaser of the rotor blade.

CHAPTER 4 – AIRWORTHINESS LIMITATIONS

4.1. AIRWORTHINESS LIMITATIONS SCHEDULE

Part Number	Part Name	Airworthiness Limitation
2062200-101	Tail Rotor Blade	5000 Hours

FAA Approved: 

Date: 8/4/09

CHAPTER 5 – INSPECTION REQUIREMENTS

5.1. PRIOR TO THE FIRST FLIGHT OF THE DAY

No.	Inspection Requirements	Airworthiness Criteria
1.	Visually check the tail rotor blades for any visible damage such as cracks, blisters, delaminations, or local contour deformation.	No defects permitted.

5.2. 100 HOUR INSPECTION AND ANNUALLY

No.	Inspection Requirements	Airworthiness Criteria
1.	Check the general condition of the rotor blade. Check for skin dents, scratches, or blisters. Check the trailing edge for, nicks, or delaminations.	No defects permitted.
2.	Inspect feathering bearings for excessive axial wear. .015 inches of axial play at the bearing is permitted. The equivalent tip motion is .190 inches.	Have bearing replaced by an authorized service center if limits are exceeded.
3.	Inspect the abrasion strip for wear and edge voids.	Contact Van Horn Aviation if any discrepancies found.

5.3 300 HOUR INSPECTION

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

5.4 SUDDEN STOPPAGE OR ACCELERATION

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

5.4 OVERSPEED – 107 PERCENT OR GREATER

No.	Inspection Requirements	Airworthiness Criteria
1.	Inspect the tail rotor blades for any visible damage such as cracks, blisters, delaminations, or local contour deformation. If any of these conditions exist on only one blade, scrap both blades and the tail rotor hub assembly.	No defects permitted.

5.5 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 the tail rotor blades for any visible damage such as cracks, blisters, delaminations, or local contour deformation. If any of these conditions 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.

5.5 LIGHTNING STRIKE

No.	Inspection Requirements	Airworthiness Criteria
1.	Scrap the blades if there is any evidence of a lightning strike. Return the scraped blades to Van Horn Aviation for testing.	No defects permitted.

CHAPTER 11 – PLACARDS AND DECALS

There are no placards or decals associated with this STC.

CHAPTER 62 – TAIL ROTOR BLADE

62.1 DESCRIPTION

The 2062200-101 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 production tail rotor blade. The blade chord length is the same as the existing 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 sphere, and a Teflon liner. The sphere is chrome plated. The basic blade section is fabricated using unidirectional carbon/epoxy tape with a rigid cell structural foam core. Span balance is accomplished using threaded stainless steel screws in a fiberglass/epoxy high pressure laminate tip cap. An electroformed nickel abrasion strip is added for erosion protection.

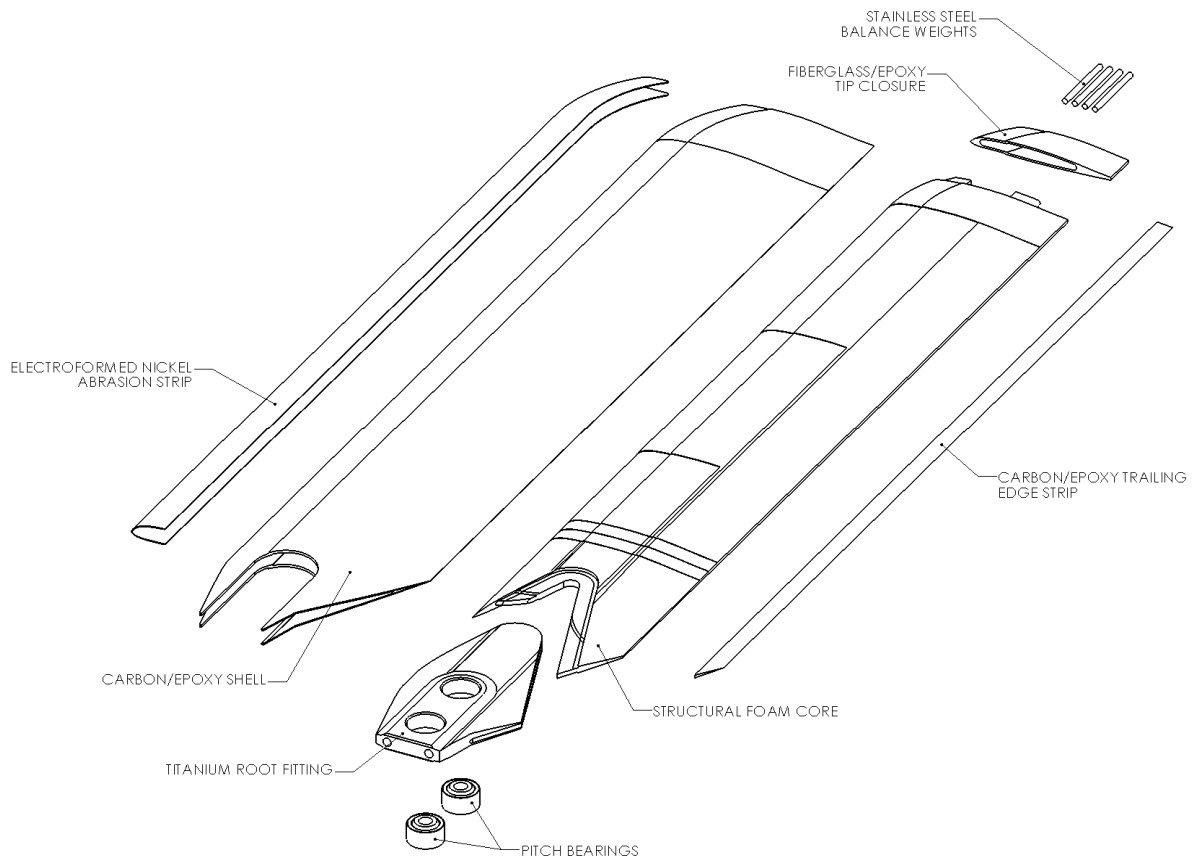


Figure 62.1.1
Tail Rotor Blade Description

62.2 INSTALLATION

Install the 2062200-101 tail rotor blade per the current FAA accepted maintenance manual for existing production tail rotor blade 206-016-201-131 and the instructions below.

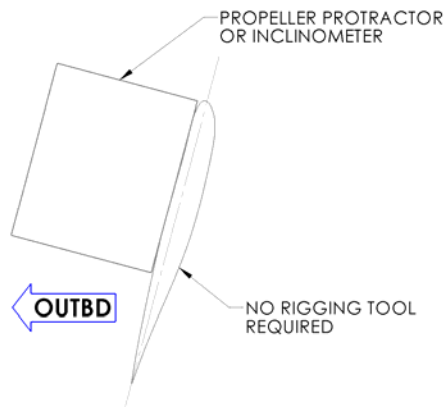
62.2.1 A design feature of the 2062200-101 tail rotor blade is reduced control forces; therefore, the maximum number of AN970-3 washers on the pitch horns is reduced from 40 to 20. Use only one half of the maximum number of all AN970-3 replacement washers listed in the maintenance manual.

62.3 CONTROL RIGGING

Control rigging for the 2062200-101 tail rotor blade is accomplished in exactly the same manner as production tail rotor blade 206-016-201-131 except as follows.

62.3.1 Use only one half of the maximum counterweight washers called out in the FAA accepted maintenance manual.

62.3.2 Blade angles are reduced by 0.5°. Subtract 0.5° degrees from the high and low blade angles in the FAA accepted maintenance manual. For example if the FAA accepted maintenance manual calls for 17.5° to 18°, rig the 2062200-101 blades to 17.0° to 17.5°. Except for the reduced angle, rig the blades per the FAA accepted maintenance manual and the figure below.



62.4 TRACK AND BALANCE

Balance the 2062200-101 tail rotor blades per the FAA accepted maintenance manual.

62.5 WEIGHT AND BALANCE

The 2062200-101 tail rotor blade is approximately 0.1 lbs. lighter than the 206-016-201-131 tail rotor blade. Weigh the blades before installation and enter the data on the aircraft CHART C – BASIC WEIGHT AND BALANCE RECORD.