



U.S. Department
of Transportation

Federal
Aviation
Administration

Airworthiness Concern Sheet

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<p>Reply to: Name: Eduardo Orozco Title: Aviation Safety Engineer Office: AIR-772 Street Address: 3960 Paramount Blvd, Suite 100 City, State, ZIP: Lakewood, CA 90712 Telephone: 562-627-5264 Electronic Mail: Eduardo.Orozco-Duran@faa.gov</p>	<p>Make: Robinson Helicopter Company Model / Series: R44/R44 II/R66 Serial Numbers: All Reason for Airworthiness Concern: Separated Push-Pull Tube</p>
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Federal Aviation Administration (FAA) Description of Airworthiness Concern

On March 23, 2026, a Robinson Helicopter R44 rotorcraft (N478AT) impacted the roof of a warehouse facility in Boynton Beach, Florida. During the NTSB’s on-site examination of the main rotor flight controls, the upper right push-pull tube was found separated from the lower rod end (part number D173-2), which remained attached to the upper hydraulic servo piston shaft at the clevis (part number D200-1).

The palnut and jam nut that secure the upper right push-pull tube to the rod end could not be rotated by hand on the rod end threads. The upper right push-pull tube was observed to be elongated at the threaded end (see figure 1). Remnants of torque stripe paint were present on the push-pull tube, palnut, and jam nut. The palnuts and jam nuts on the left and aft lower rod ends and below the hydraulic servo clevis were found to be finger tight. Reference NTSB preliminary report ANC26FA021 for more information.

The FAA’s airworthiness concern is whether loose hardware near the hydraulic servo-to-swashplate push-pull tube interface is being found on R44 and R66 model helicopters.

Request for Information

The FAA is interested in receiving information of abnormal damage around the hydraulic servo-to-swashplate push-pull tube connection (see figure 2), including but not limited to:

- loosening hardware
- broken, missing, or inadequate torque striping
- palnut or jam nut damage
- corrosion
- fretting dust or damage to the internal threads of the servo clevis or push-pull tube

Please provide any or all the following information for past or current issues:

- Aircraft details and associated flight hours
- Component(s) found discrepant or damaged
- Component flight hours or time, if available
- Method of discovering discrepant components (preflight or annual inspection, component overhaul, etc.)
- Corrective action taken
- Date of finding

We recommend operators perform Robinson R44 Service Bulletin SB-119 and R66 Service Bulletin SB-45 dated May 11, 2026 or later revisions. If completed, please provide the information requested in Step 12 of the bulletin to the FAA.

Please provide any other information you feel may be helpful for us to consider as part of our evaluation.

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (SAIB), or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type club comments.

<p>Attachments:</p> <p><input type="checkbox"/> Service Difficulty Report</p> <p><input type="checkbox"/> Accident/Incident Data System</p> <p><input checked="" type="checkbox"/> Service Letter / Bulletin</p> <p><input type="checkbox"/> Special Airworthiness Information Bulletin</p> <p><input type="checkbox"/> Federal Aviation Administration or National Transportation Safety Board Safety Recommendation</p> <p><input type="checkbox"/> Airworthiness Directive</p> <p><input type="checkbox"/> Alternate Means of Compliance</p> <p><input type="checkbox"/> Risk Analysis</p>	<p>Transmittal:</p> <p><input checked="" type="checkbox"/> Federal Aviation Administration</p> <p><input checked="" type="checkbox"/> Airplane Owners and Pilots Association</p> <p><input type="checkbox"/> Experimental Aircraft Association</p> <p><input type="checkbox"/> Type Club</p> <p><input checked="" type="checkbox"/> Type Certificate Holder</p> <p><input checked="" type="checkbox"/> Other:</p> <p>Vertical Aviation International</p> <p>Air Medical Operators Association</p> <p>Airborne Public Safety Association</p> <p>National Agricultural Aviation Association</p>	<p>Response Requested By:</p> <p><input type="checkbox"/> Emergency (10 days)</p> <p><input checked="" type="checkbox"/> Alert (30 days)</p> <p><input type="checkbox"/> Information (90 days)</p>
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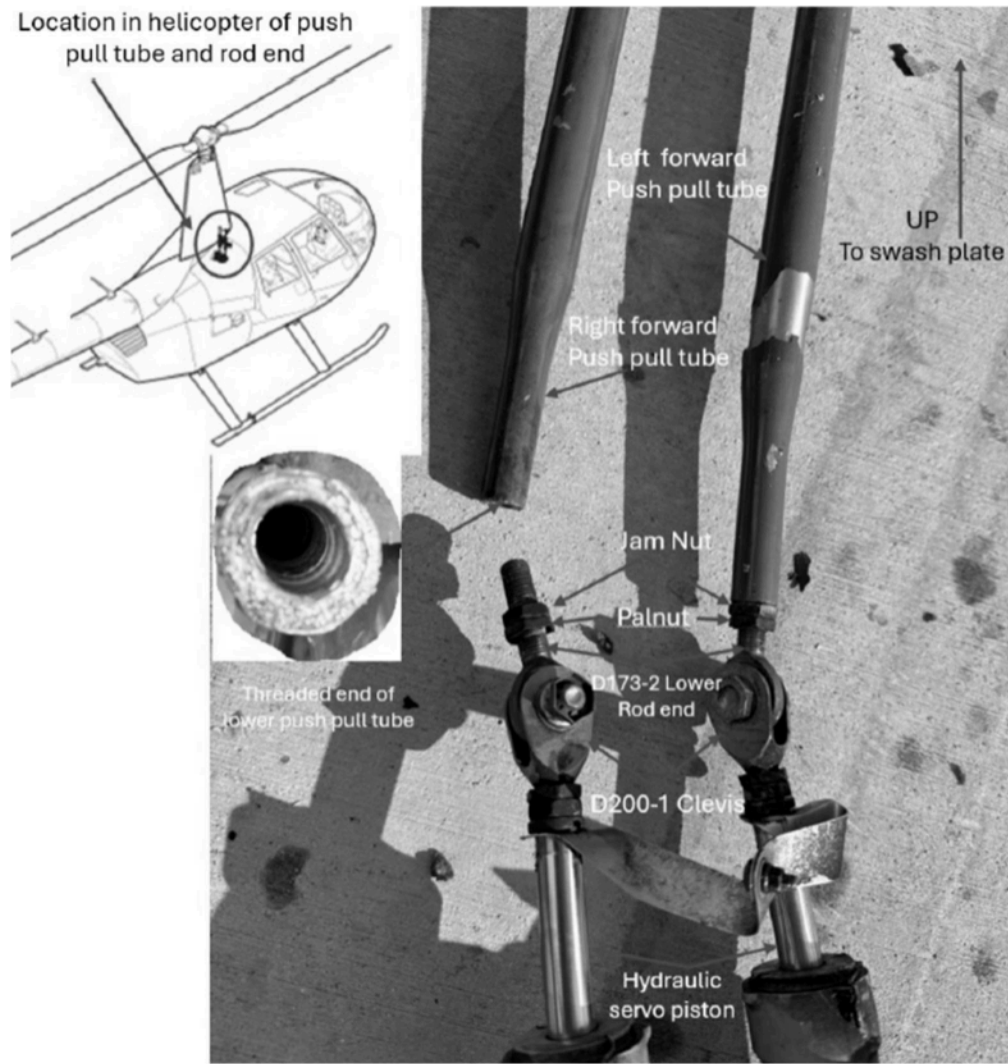


Figure 1. Upper Right and Left Push-Pull Tubes and Rod Ends.

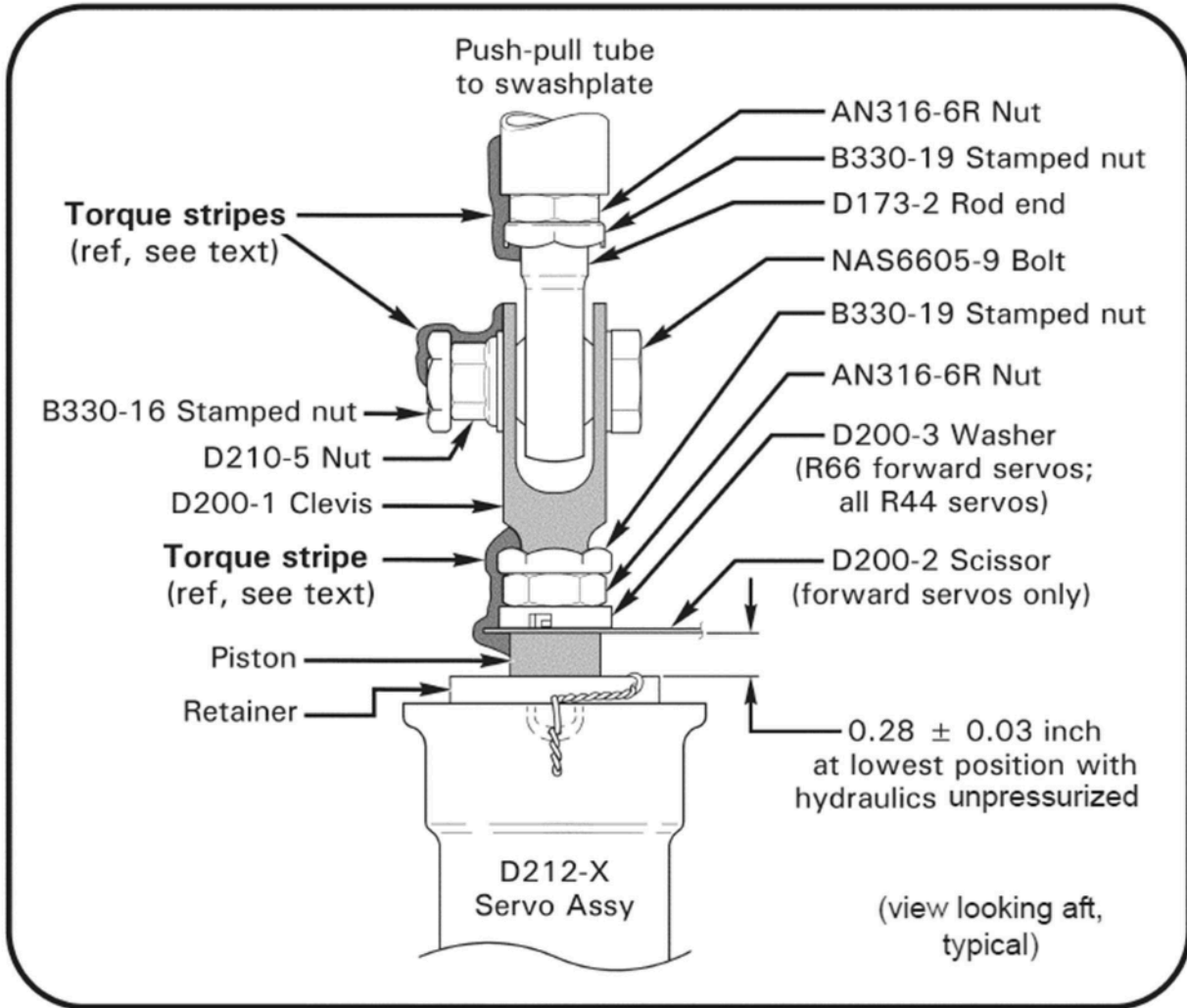


Figure 2. Hydraulic Servo-to-Swashplate Push-Pull Connection (3 Places).