

Global leader in blade repair



ENGINEERED SOLUTIONS FOR

Sikorsky UH-60M

ADVANCED
COMPOSITE STRUCTURES



Sikorsky UH-60M



In addition to routine standard repair processes such as: inspection, SB/AD compliance checks, refinish & balance, we can offer support for Repair Design development using TCCA DAO services/FAA Approved Data which results in continual expansion of repair process capabilities.

Main Rotor Blades

Inspection, Refinish of Main Rotor Blade, Final Assembly and Balance

Repair of: Lightning Mesh, Skin and Core, Adhesive Filler, Adhesive Injection, Skin Patch, I/B Trailing Edge Crack, Trailing Edge Damage, T/E Root Fairing, L/E Fairing, Anedral Bond Line and Anedral Tip Fastener Filler

Resealing of: Cuff Edge and Abrasion Strip Edge Seal

Replacement of: Ni Abrasion Strip, Splice Cap Ni Strip, Tip Cap Nickle Strip, Cuff Decall, Bonded Washer and Cuff Bushings

Removal of: Hontek Coating, Tip Cap Refinish, Excessive Paint Removal, Tip Cap Static Balance, Final Deice Heater Mat Acceptance Test Incoming Weight and Balance Record and Part Marking Record

De-Ice Heater Acceptance Test
4 week standard turnaround

Tail Rotor Blades

Repair of: Pocket Skin Damage, Spar Nylon Wrap, Replacement of both Nickle & Polyurethane L/E, Spar Plug, Pivot Bearings, Spar Boot Support, Fairings, tip cap

4 week standard turnaround



Transport Canada Approved Maintenance Organization (AMO) No. 39-89
Federal Aviation Authority Repair Station (FAA) No. R4TR418N
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