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RotorWay International
December 21, 2010

**To all Talon owners and
Exec owners with Talon landing gear conversions
Advisory Bulletin A-45**

History: Recently an incident occurred to a RotorWay with a Talon landing gear conversion. An investigation shows that the rear gear collapsed while ground handling the aircraft.

Action:

- A visual inspection of the landing gear must be done and added to the 25-hour inspection.
- Check for cracks and/or dimpling around the mounting area of the gear.
- The distance between the rear gear must be monitored. If the rear gear spreads more than 79" inches measuring from inside to inside of landing gear shoes, replacement of the gear is necessary. The measurement of new rear landing gear from the factory measures 73".
- A thicker wall tubing (.095) for the landing gear began production in September of 2010. The new gear can be identified by a 360-degree weld around the circumference of the landing gear brackets. If this new rear gear spreads more than 79" inches measuring from inside to inside of landing gear shoes, replacement of the gear is necessary.



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