

February 23, 2000

TO ALL EXEC 162F OWNERS
with
SECONDARY SHAFT SERIAL NUMBERS 5739 TO 5763
ADVISORY BULLETIN A-34

History: Failures of the shaft in the secondary assembly has caused us to reevaluate other possible reasons for failure. In past years several changes have been made to eliminate the possibilities of failure along with a couple of bulletins issued to inform RotorWay owners of the importance of installation of the unit into the airframe and monitoring the temperature of the upper bearing mount. Recently a new self aligning bearing was introduced to replace the previous two bearing upper secondary mount. As with most changes that RotorWay makes this design was evaluated by a team of engineers and tested for many hours before being made available for production. In the recent failure the fatigue point originated from galling sites. The galling on the shaft resulted from the upper bearing assembly being improperly positioned onto the shaft. The examination found no fault in either the shaft or bearing materials.

Action: The secondary assembly that you have received was produced/ assembled in the same period of time as the failed unit. There is no obvious reason for us to believe that the secondary assembly that you have received will not work properly but if you are concerned we ask that you return unit to us for inspection. If you need any assistance on shipping please contact our parts department. We have inspected a few of the assemblies as of this date and have found no discrepancies. It should also be noted that higher than normal temperature of upper bearing assembly has occurred before failure of bearings or shaft.

It is very important not to ignore the temperature indicator during the first hours which may indicate an early sign of a problem and after each flight as part of the post-flight inspection.