



300 South 25th Ave. Phoenix, Arizona 85009 / 602-278-8899
FAX 602-278-7657

September 8, 1992

TO ALL EXEC 90/EXEC BUILDERS

EXEC 90/EXEC ADVISORY BULLETIN A-15

History: RotorWay Internationals customer service personnel, through phone conversations and by observation at air shows and fly-ins, sometimes encounter builders that neglect routine checks of their main rotor blades. The importance of the blades should not be underrated - they are the "wings" of the helicopter.

Action: The following checks will help find potential problems in the main rotor blades that, left undetected, could lead to serious conditions:

1. **Droop Check:** Visually check blades for droop. Any change from one observance to the next could indicate fatigue of the blades.
2. **Root End Check:** Check around retention straps and bolts for bending or cracks. Check blade skins and doublers for any sign of wrinkles, cracks or delamination.
3. **Tip Check:** Check to make sure tip end plugs, tip weights, and any fine adjustment screws and washers are secure.
4. **Coin Tap Test:** Using a small coin (such as a nickel), lightly tap along the bonding seam (the area where skins are riveted and bonded to the spars). Changes in the sound during the tap test could indicate delamination of the seam. As a result, the suspected area should be more thoroughly examined.
5. **Paint Check:** Check paint for erosion or peeling. Any areas in which bondo or the seam is exposed must be re-painted before continued operation.

Refer to your Maintenance manual Section 13 for detailed explanations regarding procedures listed above.

It should be noted that it is impossible to establish a standard time interval for performing these checks. Any improper operation of the aircraft or any violent weather condition that the aircraft is flown in could cause damage to the main rotor blades, making the aircraft unsafe for continued operation. This is the reason that these main rotor system checks are included in the Flight Manual under every pre-flight inspection. However, it is recommended that at a standard interval of 25 hours, or a minimum of every three months, these checks must be performed.