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TO ALL EXEC 90, EXEC 162F OWNERS
and
EXEC and SCORPION OWNERS WHO PURCHASED
ASYMMETRICAL ROTOR BLADES FROM ROTORWAY INT'L. AFTER 9/90.

ASYMMETRICAL ROTOR BLADE MANDATORY BULLETIN M-09
(blades manufactured after 9/90)

History: An incident involving possible main rotor blade delamination occurred and is currently under investigation. The aircraft was in cruise flight when the blade delamination occurred and the pilot was able to land without injury to either himself or the passenger. The incident happened outside the U.S.A. and therefore is requiring additional time for transportation of the blades back to our facility for examination and analysis.

Action: Due to the seriousness of the potential danger involved with possible loss of the main rotor system during such an incident, ALL AIRCRAFT USING THE ASYMMETRICAL ROTOR BLADES ARE GROUNDED PENDING THE OUTCOME OF THE INVESTIGATION.

It is anticipated that a solution to this problem will be reached within 2 to 4 weeks. At that time you will receive another bulletin advising the corrective action to be taken to allow you continued operation of your aircraft.

NOTE: If you received this bulletin and do not own an EXEC 90 or EXEC 162F it is because our records indicate that you have purchased main rotor blades from RotorWay International after 9/90. If this is not the case, please advise us of our record error. It should be noted that an Advisory bulletin is being sent to owners of Asymmetrical Rotor Blades manufactured prior to 9/90 by RotorWay Aircraft because a similar manufacturing process was used on their blades with a different rivet pattern. RotorWay International utilizes a 2 1/2" rivet pattern on the blade skin attachment to the spar and RotorWay Aircraft used a 5" rivet pattern. It is our opinion that RotorWay International's new rivet pattern that utilizes additional rivets probably provided the additional integrity in the blade allowing the pilot to land the aircraft. If this assumption is true then RotorWay Aircraft manufactured asymmetrical rotor blades should be considered a higher risk should the same incident occur.