

May 2, 2002

TO ALL EXEC, EXEC 90, AND EXEC 162F OWNERS

ADVISORY BULLETIN A-38

History: Over the past years several improvements have been made to the secondary assembly. All of the changes were made in an attempt to decrease the possibility of failure. The last change made was to the diameter of the shaft from 30mm to 35mm. Although the engineers stated that the 30mm shaft would work for the application, we wanted to see an improvement in the safety factor. Several engineers concluded that "the bigger the better" idea would work well with the many variables that can lead and have led to failure. The larger secondary shaft was supplied with new aircraft and as an upgrade to existing aircraft over a year ago. As of this date the flight school aircraft have accumulated a total of 2000 hours on the larger shaft with one secondary unit having 675 hours on it.

Action: Although the smaller secondary shaft has a good history of service and has been determined by qualified engineers to be suited for the application, there continues to be failures. Based on the number of flight hours accumulated in our flight school aircraft and the number of installations completed in the field with the 35mm secondary shaft, it is the suggestion of RotorWay International that all RotorWay owners consider upgrading to the 35mm secondary shaft.

At present the turn around time to complete the upgrade is 1 to 2 weeks. The upgrade includes all the items necessary to reinstall the secondary into the airframe, including a video describing the proper secondary unit installation.

Please contact RotorWay parts department for the upgrade cost and the return procedures when considering the upgrade.