



4141 W. CHANDLER BOULEVARD • CHANDLER, AZ 85226 • USA
PHONE (602) 961-1001 FAX (602) 961-1514

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**TO ALL EXEC OWNERS and ANY OWNERS WHO ARE UTILIZING
ASYMMETRICAL ROTOR BLADES MANUFACTURED PRIOR TO 9/90**

ASYMMETRICAL ROTOR BLADE ADVISORY BULLETIN A-19
(blades manufactured prior to 9/90)

FACT: Asymmetrical rotor blades manufactured prior to 9/90 were manufactured by RotorWay Aircraft who ceased doing business 6/90. In the interest of aviation safety, RotorWay International is advising you with this bulletin of an incident that happened because of the similar design of RotorWay Aircraft and RotorWay International asymmetrical main rotor blades.

History: An incident involving possible asymmetrical 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. These blades were manufactured by RotorWay International.

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 SHOULD BE GROUNDED PENDING THE OUTCOME OF THIS 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: Our records indicate that you own asymmetrical rotor blades manufactured prior to 9/90 by RotorWay Aircraft, Inc. If this is not the case and you have purchased Asymmetrical rotor blades after 9/90, please advise us of our record error and we will provide you a copy of the MANDATORY BULLETIN M-09. RotorWay International manufactured blades have an RI before the serial number on the main spar, i.e. RI1432. This MANDATORY BULLETIN M-09 has been sent to owners of Asymmetrical Rotor Blades manufactured after 9/90 by RotorWay International and grounds all aircraft while the investigation is in progress. A similar manufacturing process is used on both manufacturer's blades with the major difference being in the 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. The 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 if the same incident were to occur.