

JUNE 16, 2005

TO ALL EXEC, EXEC 90 AND EXEC 162F OWNERS

SECONDARY SERVICE LETTER

Bulletins M-21 and A-39, issued in 2003, called for an immediate and thorough inspection of the lower end of the secondary shaft, and additional inspections at 100 hour intervals. This was implemented because of a lower secondary shaft failure that occurred on a helicopter, owned by RotorWay International, which had experienced two tail rotor strikes and a rollover.

The inspection involved penetrant testing to test for cracks in the shaft, which required removal of the fan pulley bearing, and replacement with a new bearing upon reassembly.

After more than two years of service and inspection, no sign of failure has been observed in the lower end of secondary shafts serviced by the factory. Because of this, bearing removal and penetration testing of the shaft is no longer required at regular 100 hour intervals. Visual inspection of the lower end of the shaft and the fan bearing is still recommended. Watch for metal flaking and other signs of bearing failure and/or shaft material failure.

When the helicopter is involved in a tail rotor strike, removal of the fan bearing and a thorough lower secondary shaft inspection, including penetrant test, is still required. In the event of a rollover, the entire secondary drive unit must be removed and thoroughly inspected.