

April 21, 1998

TO ALL EXEC 90 AND EXEC 162F OWNERS

MANDATORY COMPLIANCE BULLETIN M-17**THIS BULLETIN IS MANDATORY AND MUST BE COMPLIED WITH**

History: The Dual Throttle Shaft Weldment (part number E15-9021) consists of a short sleeve attached to the throttle shaft by means of a rosette weld. (This type of weld is made by drilling through the outer sleeve, then welding in the hole to join the two pieces.) Slight misalignment could cause the weld to fatigue and break, resulting in loss of throttle control in the passenger (dual) collective stick.

Action: Do not fly the helicopter using the passenger (dual) collective control until the following inspection and modification has been completed. The modification may be done by the builder/owner, or the Dual Throttle Shaft Weldment can be sent back to the factory for replacement.

Remove and disassemble the passenger (dual) collective stick. Inspect the welds that attach the sleeve to the shaft. If there is a weld completely around the end of the sleeve (as shown in Figure 1 below), no further action is necessary. This is most likely to be the case in non-Quick Kit Exec 90 models.

If the sleeve is attached with only a rosette weld, find the mid-point between the top of the sleeve and the end of the shaft. Drill a hole all the way through, 90 degrees to the original rosette weld, using a 1/8 inch drill bit. (See Figure 2 below.)

After drilling the hole, make one of the following modifications:

- A. Rosette weld two places, making sure that the weld penetrates the inner shaft before filling the hole. (See Figure 3 below.)
- B. An acceptable alternative to re-welding the shaft is to install a 1/8 X 3/4 Roll Pin, part number E00-5101. Do not trim off the protruding ends of the pin. (See Figure 4 below.)

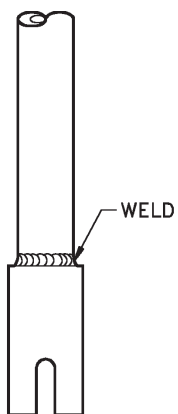


FIGURE 1

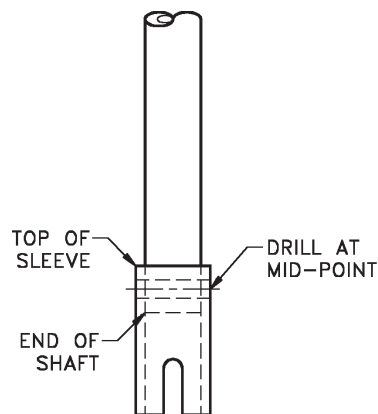


FIGURE 2

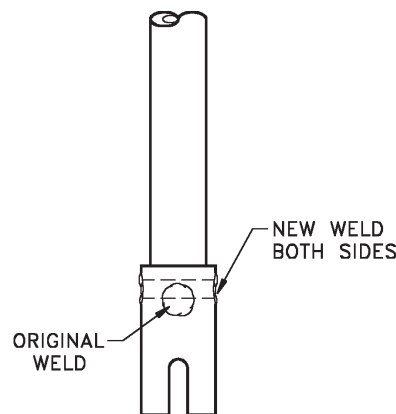


FIGURE 3

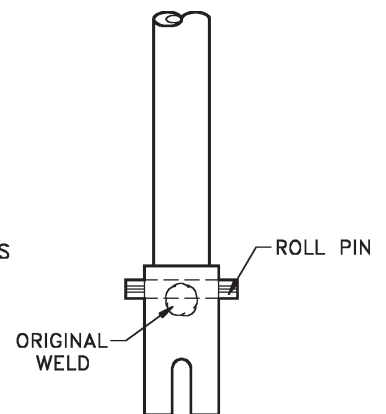


FIGURE 4