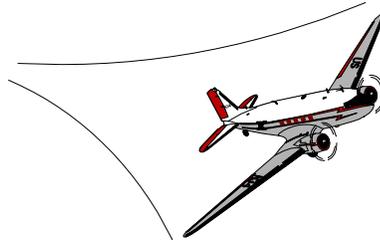


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department
of Transportation

**Federal Aviation
Administration**

NE-04-58
March 24, 2004

Aircraft Certification Service
Washington, DC

www.faa.gov/certification/aircraft

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin advises owners, operators, and repair stations of recently issued service information regarding the **EXTEX Ltd. compressor splined adapter coupling**, part numbers E23039791, E23039791-1, -2, -3, EH23039791, EH23039791-1, -2, -3, and A23039791, produced under FAA **Parts Manufacturer Approval (PMA)** as replacement parts for certain (see below) **Rolls-Royce Corporation (RRC) [formerly Allison Engine Company] Model 250 series engines**.

Manufacturer	Model(s)
Rolls-Royce Corporation (RRC)	250-C20 and 250-B17 series engines
Installed on, but not limited to:	
Augusta	A109, A109A and A109A II
B-N Group Ltd.	BN-2T
Bell	206A, 206B and 206L
Enstrom	TH-28, 480 and 480B
MDHI	369D, 369E, 369H, 369HM, 369HS and 369HE
Eurocopter Deutschland	BO-105C and BO-105S
Eurocopter France	AS355E, AS355F, AS355F1 and AS355F2
Schweizer	269D

Background

We have received reports of the failure of two EXTEX compressor splined adapter couplings. The most recent failure of the EXTEX coupling was due to fatigue originating from fretting on the outer diameter of the coupling where it mates with the compressor impeller. The compressor splined adapter coupling is part of the shafting system between the gas generator turbine and the compressor. **Failure of this part results in immediate and total loss of power from the engine.**

EXTEX has issued the following service documents:

- Service Bulletin T-081, dated March 15, 2004, which recommends removal of the EXTEX compressor splined adapter coupling any time the compressor assembly has been separated from the gearbox, or the engine has been removed from the aircraft.

- Customer Information Letter T-080, dated August 20, 2003, which recommends inspection for fretting of the outer diameter of the compressor splined adapter coupling any time the compressor assembly has been separated from the gearbox or the engine has been removed from the aircraft.
- Inspection Limits and Repair T-010, Revision C, dated August 21, 2003, for the EXTEX compressor splined adapter coupling.

Analysis is continuing and the FAA is considering a number of alternatives, including mandatory action related to the above service documents.

For Further Information Contact

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