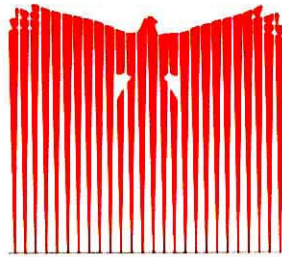


mainair sports



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Bad News for Heavies.

We have had a report of a pilot of 13+ stone making a landing described as "not too bad" but during which the propeller contacted the keel extension. We have also had pilots bounce their Tri-flyer as much as 3 ft in the air without ill effect.

However, split propellers cannot be ignored, and even if you are currently having no problems, the following actions are recommended:

To prevent the engine from 'bouncing' down too far, fit the enclosed washers between the bolt and engine mounting on the underside of the main engine mounting. We have also shortened the keel on the works Tri-flyer by 90 mm, and at the same time fitted the release catch on the top side. This means two new shorter lengths of rigging, but it is far easier to operate, and if you do bounce it in the prop will miss the keel end.

The keel extension will still offer protection for frontal impact - but, don't reverse into anything.

John Hudson
Mainair Sports