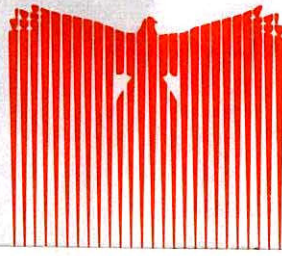


mainair sports



Mo **MAINAIR SPORTS LIMITED** Alma Industrial Estate
Rochdale, Lancashire, England. OL12 0HQ. 6LN
Tel.(0706) 55134 Telex 635091 ALBION G ATTEN.MAIN

Date: 7th December, 1981

Our Ref:

Your Ref:

TRI-FLYER BULLETIN No.5

IMPORTANT - THIS BULLETIN MUST BE ACTED UPON BEFORE FLYING YOUR TRI-FLYER AGAIN.

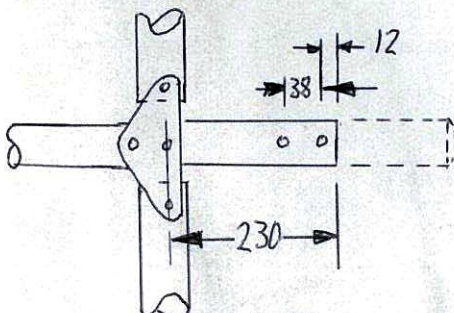
We have had reports of propeller damage caused during heavy landings. We have been unable to load the frames sufficiently to simulate this, but have recently experienced the problem with the Works' Tri-Flyer. The propeller can contact the frame if some or all of the following circumstances happen together.

- 1) A steep descent followed by full throttle near the ground to slow the descent down. This raises the nose wheel and lets the trike land hard on the rear wheels at a bad angle. The sudden opening of the throttle causes the prop to flex forward onto the rear catch nuts.
- 2) An out-of-track prop. Our instructions lack any notes advising you on prop tracking. An out-of-track propeller has one blade running in front or behind the other. Measure from the frame and tighten the propeller bolts so as to pull the blades in line. Rev at full speed and check visually from the side. You may need to shim with a half circle of paper behind the prop mounting boss and propeller to remove any large 'out-of-track'. Good tracking gives smooth running and a blade running forward reduces the tolerance between itself and the rear catch nut.
- 3) No 'penny' washers between the rubber mounts and the bolt heads which allows a surprising amount of flexure between the engine and the frame.

Poor frame geometry. The engine mount struts should be horizontal or slightly up at rear when the trike is on level ground. The engine mount wires control this angle, but it may be necessary to bend the steel engine mounting slightly.

We suggest a modification which should eliminate the problem completely. Cut off the end of the keel by 120mm and make two new wires. Mount the Hiway nose catch on the top of the tube and although this steepens the rear wire angle considerably, it is not a problem unless you are forever reversing the trike around! With the catch on top of the tube, it is far easier to operate. If you do not have any spare wire or parts, send in a large S.A.E. and we will send you two ready-to-fit wires, although we do recommend working from your own trike as dimensions may differ.

ALTHOUGH THERE ARE AROUND 30 TRI-FLYERS CURRENTLY FLYING, WE HAVE ONLY EXPERIENCED THIS PROBLEM WITH A FEW, BUT WE FEEL THAT THIS MODIFICATION IS ESSENTIAL AND ALL SUBSEQUENT MODELS WILL BE RE-DIMENSIONED AS STANDARD. PLEASE DO NOT IGNORE THIS NOTICE.



SUGGESTED KEEL MODIFICATION

John Hudson
John Hudson.
Mainair Sports.