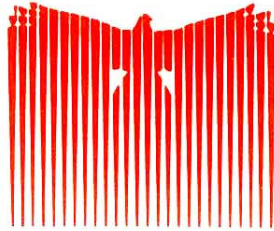


mainair sports



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

Date: 27th August, 1984

Our Ref:

Your Ref:

TRIKE BULLETIN No. 12 - II NOT ISSUED ON GENERAL RELEASE

If you no longer own your Mainair trike, please pass this bulletin to the new owner and contact us immediately so we can alter our records.

440 UPRIGHT ENGINES

Over the summer there have been reports of vibration failure of the reduction drive mounting hardware. This seems to be confined to the front support angle and bolts and the 'C' brackets. We have tried a number of modifications but have been unable to solve the problem 100%. It is a nebulous problem appearing on some engines within 20/30 hours and not appearing on others after 100 hours plus.

We have long been aware of the higher vibration frequency of upright engines as opposed to inverted ones and are now finding consumer resistance to upright mounted engines. We are therefore reverting to inverted engine mounting on all 440cc Gemini and Tri-flyer units until further research has eliminated the failures.

Mandatory action for all owners of 440cc engines.

Before further flight carefully inspect the whole reduction drive assembly and pay particular attention to the following:

- 'C' brackets between top plate and cylinder head;
- Front angle behind 'coffin' front plate;
- Front angle fixing bolts between angle and 'coffin' plate;
- Front angle fixing bolts into engine block;
- Top and bottom mounting plates;
- Bearing hub fixing bolts.

If there are any broken bolts or components, the aircraft must not be flown before rectification. We will supply, free of charge, any failed items on receipt of full details and trike serial number.

If you have suffered from failure of the reduction drive and would prefer to have your engine inverted, it would be necessary to return the trike to the factory. The work takes about one day and is charged at basic cost, which is £70.

330cc UPRIGHT ENGINES

The problem does not seem to exist with 330cc engines owing to smoother running. If you have noticed similar problems, please contact us.

C.A.A. PERMIT TO FLY

January 1st, 1984 is the date upon which all microlights must have a Permit to Fly. Before this can be issued, an inspection and flight test must be made by a BMAA inspector. We are able to carry out this procedure and at the same time rectify any faults or carry out any modifications or changes which may be required. If you wish your aircraft to be checked, please telephone us to fix a date, and remember that November/December are frequently unflyable. Don't wait until there is a long queue.

JA.HUDSON (DIRECTOR)