

mainair sports

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MICROLIGHT BULLETIN NO. 14

13-3-85

ALL OWNERS

1) Propeller Hub Failure

After making over 430 one-piece main top pulley/propeller hubs, we have had two casting failures reported where the casting has broken through the boss immediately behind the propeller flange. Both show signs of casting flaws and the problem is under investigation. The failure is progressive, and detailed inspection should reveal a crack if your unit has a problem.

MANDATORY ACTION BEFORE FLIGHT

Remove propeller. On hub type units remove the centre location tube. Use a powerful torch or hand lamp and carefully inspect all around the outside of the hub in the area immediately behind the flange. Look for small cracks, oil stains, lines, or anything else indicative of a crack. A chemical crack detection spray should be used to satisfy yourself that the hub is sound. On hub type units inspect inside the bore 10/12mm down the hub. If the unit is suspect, contact us immediately.

2) Plastic Fuel Tanks Behind Seat

In Bulletin No. 13 we drew attention to the potential for fuel line kinks between the fuel tap and filter and the fuel filter and primer bulb. We suggested a support tie to ease the problem. This is not a guaranteed solution, nor is the heat shrink oversleeve fitted to post January '85 models. We now have special spring sleeves which fit over the tube and seem to eliminate the problem completely.

MANDATORY ACTION BEFORE FURTHER FLIGHT

There is no charge for these oversprings. Send in a large s.a.e. and the serial number of your aircraft and we will post a set to you along with fitting instructions. You must include your trike serial number. Failure to give either a s.a.e. or your serial number will result in your request being ignored. We will not accept orders for these parts by telephone.

3) Propeller Bolt Failure

There have been four cases of propeller bolt failure on 440 machines. We've pinned the problem down to elongation of the holes in the aluminium propeller flange caused by wear or bad fitting techniques. It is also possible that shrinkage of the propeller wood may loosen the bolts, bolts may be fitted too tightly and become nut bound, or the propeller may be out of balance and causing fatigue.

MANDATORY ACTION BEFORE FURTHER FLIGHT

Remove your propeller and inspect the bolt holes. Check for elongation. The holes are a clearance fit for the bolts, but any serious elongation or wear should be obvious. Your propeller should be marked to show which way it is fitted. If you do suspect a problem or have had a bolt fail, please contact the factory.

4) Throttle Cable Ends

We now fit as standard, throttle cable end sockets which will locate in the hand and choke lever guides and support the cable where it passes through. We have not had any problems in this area, but these are an improvement and should be fitted to all machines. It is necessary to remove and resolder a new nipple which is an awkward job without time and a good soldering iron. Your dealer, or any bicycle/motorcycle repair shop, should be able to undertake this work quickly and easily. The nipples and sockets are available at cost. Send £1 plus an s.a.e. Remember your serial number.

5) Wheel Spats - Dual-seater

We now offer high quality wheel spats complete with fitting kits, axle and grease nipple extenders. The spats clean up the wheels, improve the looks enormously and, more importantly, reduce water splash and stone chips in the prop area. The spats are £86.25 including VAT a pair complete. You can order via the dealer who sold you your aircraft or the factory.

6) Front Wheel Hole - Dual-seater

We shall shortly have a very neat fibreglass moulding to close in the hole in the Gemini cockpits. It seals all around the wheel leaving the brake, steering etc. unaffected. No price details yet, but it's a big improvement and will be well worth the cost. Available in about three weeks.

7) Front Suspension - All Models

We have developed a front suspension system for our trikes which is based on our very successful rubber telescopic on the dual machines. Trials and CAA approval are currently underway and we expect to release the modification in about six weeks. The same forks and stubs are used but the pivot bearings are replaced and a suspension plug and centre tube fitted. The work will take about 1½ hours and the kit will cost £35 including VAT. Order from your dealer or from the factory. Remember your serial number.



John Hudson
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IF YOU NO LONGER
OWN A MAINAIR TRIKE
PLEASE INFORM US
OR PASS THIS TO THE
NEW OWNER