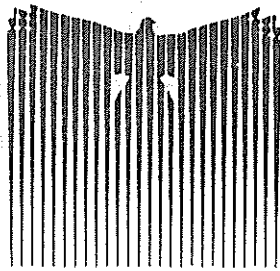


mainair sports



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AIRWORTHINESS BULLETIN NO 17

27th September, 1985

THIS BULLETIN HAS BEEN MADE MANDATORY BY THE CIVIL AVIATION AUTHORITY. ACTION MUST FOLLOW

Important. If you no longer own your Mainair aircraft, please pass this bulletin to the new owner, or return it to us with details.

ALL TRIKE UNITS - BUT SPECIFICALLY DUAL SEATERS

A failure has occurred of a main vertical strut (pylon) on a Gemini trike unit. The pylon fractured during touch-and-go flight training. The pilots reported the aircraft feeling 'funny' after an awkward landing (touch-and-go) and inspection revealed a fatigue failure around the tube emanating from the 1/4" dia hole to which the side struts are attached. The strut has an internal safety wire and additional rear engine support rigging.

- 1) Hours. The aircraft has been operated for 400 hours of flight training.
- 2) 'Life' The strut is 'lifer' in the manual at 500 hours. The investigation into the fracture has not yet been completed but it is almost certain to be fatigue. It is considered that 400 hours of flight training is probably equivalent to 600 hours of normal flight operation.

IMMEDIATE ACTION PRIOR TO FURTHER FLIGHTS OF ANY AIRCRAFT WHICH EITHER:

- a) has logged more than 200 hours
- b) has logged more than 150 hours and been used for pilot training
- c) you are uncertain as to the aircraft's previous history and logged time

INSPECTION

The main seat frame channel and nylon bush must be unbolted and slid clear and the area around the fore and aft and side-to-side bolt holes carefully examined using good light and a magnifying glass to search for cracks or deformation. Any signs of failure or small cracks point to fatigue or impact damage failure and the strut must be replaced.

REPORTING

The attached form must be completed and returned to us immediately in the case of aircraft requiring action now, and as soon as the mandatory inspection has been carried out in all other cases. Further action: **THIS INSPECTION MUST BE REPEATED EVERY 50 HOURS.**

FUEL TANKS

It has been noticed that some owners of Gemini trike units are not tightly fastening the plastic fuel tank in place, relying on the supporting structure to retain. The webbing strap must be fastened around the vertical strut, over the front of the tank, around the keel **ON THE REAR SIDE OF THE TELESCOPIC SEAT STRUT/KEEL JOINT**, buckled and pulled very tightly at the front of the tank. This action pulls the tank firmly onto the keel, tightly into the supporting bracket on the vertical strut, and prevents chafing on the structure and damage to the electrical wiring.

440 FUJI ROBIN THROTTLE CABLES

Fretting has been noticed where the throttle cable passes between the spark plug coil. Cure is achieved by clipping the cable around the rubber boot with a plastic cable tie to prevent it vibrating. Any severe wear of the rubber boot can be repaired with a silicone rubber compound or a shrink sleeve.