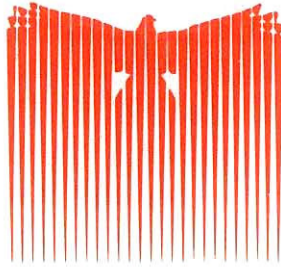


mainair sports



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Our ref: 18

NOTICE TO OPERATORS. File with your aircraft manual.

NOTE : If you no longer own your microlight please pass this bulletin on to the new owner and let us know his/her address.

Flash Microlight Wings.

Cross tube tension. Some permit renewal inspections have revealed chaffing between the cross tube tension wires where they are held together by heat shrink tube at the tang attachment. Operators should remove this shrink tube and attach the wires to each other loosely with a plastic cable tie or nylon cord. They are held together at this point simply to ensure pull back brings both cables to the rear at the same time. Both wires should be inspected for strand damage and suspect wires replaced.

Side wire life. Our manual calls for mandatory replacement of the side wires at 250 hours. We have not had reports of any failures and very few requests for new wires. Please check your log and follow our advise. We would appreciate out of time wire sets for examination and testing.

Side wire attachment. We have received reports of tube marking caused by the plastic protection moving position and a terminal catching the leading edge/crosstube when the wing is de-rigged. Examine the area and if necessary fix the plastic with a strip of tape. Additional protection for the crosstube can be achieved by fitting a section of propeller tape. If you require this, send in a SAE and your serial number and two pieces will be supplied FOC.

non **Circle** cher Wing - Aerobatics. Flex wing microlights are non aerobatic. The limitations are printed in your manual and on the placard. A pilot in Norway was reported to have been attempting a full loop when he stalled, the trike unit fell into the wing breaking the front strut. The aircraft tumbled 2 or 3 times, went into a high speed spin at which stage the pilot activated his BRS parachute. He escaped with internal bleeding and bruising. If you fly outside the envelope and get it wrong you will break the aircraft. Without a parachute you will also die. Flying is about pleasure - observe the limitations.

Gemini Trikes - Upright Rotax Engines - Rear Fuel Tank. The filter fitted to the tank dip pipe is proving to be insufficient to prevent minute particles getting into the carburettor. We have located a fire proof aluminium in line filter which can be fitted into the hose just before the primer bulb. Please send a SAE and serial number and we will send one to you FOC. No serial number, no filter.

Ensure you always re-fuel through a funnel which has an inbuilt filter and if yours does not, stretch a nylon stocking over the funnel neck.

Front strut fatigue. A heavy nose wheel landing can cause a whiplash failure of the front strut 9" from the top at the end of the internal sleeve. After every landing which could be considered " hard " or if you experience very rough ground examine the strut. Microlights used for training are susceptible to this failure which may also result from fatigue. An instructor reported a failure of the strut in flight after circuit and landing practice. Loss of the front strut may result in loss of the aircraft so check carefully. We are currently trialing a back up wire modification.

Contd.2.



Pump mounting bracket - upright Rotax. We are experiencing fatigue failure of the black aluminium tray which supports the air cleaner and fuel pump. Examine yours for small cracks emanating from the corner or fold line. If you discover cracks, contact us and a replacement tray will be sent. We are designing a stronger tray to eliminate the problem.

440 Robin Engines. Bulletin No. 14 of March 1985 and No. 15 of July 1985 drew your attention to the failure of the propeller hub casting just behind the mounting flange. Since then there has been two more failures. Inspect this area very carefully before every flight. The crack is progressive and can be located before flight. Pulleys stamped " 25 TF " are without problem but all others should be considered suspect unless manufactured before November 1984.

Monopoles - all models. Bulletin 17 and 17A drew your attention to fatigue problems with monopoles. The returns - 38 - all report no evidence of fatigue cracking but the strut must be inspected as detailed. Monopoles marked with a number 2 at the very base have additional sleeving and a 6mm internal wire. If your machine does not have a number 2 stamped refer to bulletin 17.

Gemini Trikes - H.T. Leads. A well-known pilot of a 462 Gemini Flash has suffered numerous mis-fires and rough running. After weeks of irritating problems culminating in a forced landing and a 100-mile trailer ride home, he identified HT 'tracking' in the plug cap. Under load the HT spark will take the easiest route, and in this case shorted to earth. Keep HT leads clean and free from damp and oil. Inspect frequently ~~for~~ cracks or scratched plug caps.

GE Gemini Trikes - Throttle Cables. We have designed and are testing a 2:1 throttle mixer box which features independent spring retraction of the hand and foot throttle cables to prevent wire kinking and sticking throttles. In the meantime remember - when changing from hand to foot, close the hand lever first BEFORE opening up with your foot. Operate the hand control with care.

Gemini Trikes - Upright Engines and all other Trike Units. A pilot recently suffered the loss of the hexagon bolt which fixes the exhaust mounting brackets onto the engine block. This broke his propeller and sent pieces of propeller through the sail.

We recommend that all operators should lock wire these bolts before further flight to prevent a similar event occurring. In addition, the studs which fix the exhaust manifold to the engine have also been reported as coming loose. These too should be lock wired. There are numerous bolts and nuts on the engines supplied by Rotax which are not lock wired and in over a year of use have not given any reason to suspect they may become loose. However, Murphy's Law applies, and if something can come loose it seems that it eventually will do.