mainair sports

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NOTICE TO OPERATORS AND SERVICE BULLETIN NO. 22

Airworthiness Bulletins

1) We are up-dating our records and re-filing on a new computer system. We know that at least 30% of the records are invalid owing to incorrect owners or aircraft no longer in existence or use. We do not intend to transfer all records to the new system and will only transfer:

a) all microlights or trikes made by us after January 1st, 1984
b) any other microlight or trike made by us prior to this date

provided the owner registers with us and sends written details which include: serial number (on seat channel or in manual)
type of trike and wing
registration letters
name and address of owner and previous owner

Any change of ownership or registration received after 1st January 1987 will be filed and a bulletin issued but we will charge a filing fee to cover the changes and future bulletins for that owner.

If in doubt, send your details on the slip provided.

2) Fuji Robin 440 Engines

Bulletins No. 14, 15 and 18 refer to a problem with the aluminium 48 tooth pulleys on these engines. Because of the type of failure, we think that in 1983 a batch of castings somehow missed heat treatment and are suspect. The failure seems to occur after 15 hours and before 60 hours. It shows as a radial crack around the back of the propeller hub flange which eventually causes its complete separation leading to loss of the propeller. We recommend that all suspect pulleys be replaced before further flight. Over 450 pulleys are out in use and the problem seems to be restricted to a batch supplied to us around November/December 1983. At the first sign of problems we identified our current production on the flange and face with '25 TF'. If this is on your pulley it is very likely problem free, but check it anyway now and prior to every flight. If yours does not have this stamp on it and you have done less than 60 hours, it is suspect and we recommend its replacement.

3) Flash - Flash 2 and Scorcher Base Bars

Investigations into the Gloucester and Yorkshire accident are all but complete. The final conclusions will be made by the CAA and BMAA, but one thing is evident. If a flex-wing becomes inverted and a trike unit falls onto the wing or back into the front strut, the base bar can be broken and after that there is nothing holding the wings together. We do not design the aircraft to get into these attitudes, but they are getting there. Since this leads to an unhealthy situation, we consider it prudent to offer a back-up to the base bar just as we do for the trike connection.

We have a spring steel safety rod which will fit into the base bar and is picked up when the corner connection is made. These are available at cost, and if you want one posting to you, please fill in the form attached. If fitted, please record details in your aircraft manual.

4) Front Stubs - Gemini Trikes

A training school reported a front stub which failed by fracturing through the tube and around both ends of the welded bush. We can find no reason for this failure and suspect material embrittlement. Over 500 units have been made and thecomponent does suffer from wear and tear of rough-field operation, but this leads to stretching and bending of the component and not outright failure. Keep a close eye on this component, particularly if you use the aircraft for training or from rough fields or with long taxi procedures.

5) Rotax Carburettors
We received a report of grass seeds being sucked into the carburettor bowl through the plastic vent pipe. This was put down to pressure differences between the pipe at the front and the one at the rear. Although an unusual occurrence, simply bending the pipe rearwards and round the back of the bowl will not only prevent a pressure difference but should also stop the carb bowl from emptying as you fold the machine down.

6) Upright Engine Covers
A pilot of an early model reported that the fibreglass cover was chafing at the rear seat straps. We think this is an isolated cover which may not have been filed away sufficiently. Check yours and dress clear if it is causing wear.

7) Ignition Switch (older models)
The ignition switches wear out and can become faulty. We recommend replacement after 100 hours. Please check yours. Our latest switches are a very high quality and slightly larger than the original ones, but they can be fitted if the plastic straps are filed slightly.

8) Fuel Taps
Section 'S' makes fitting a fuel tap mandatory in case of fire or switch failure. However, we do not recommend that the fuel is turned on and off since there have been countless accidents owing to take off with fuel switched off. We have had reports of tap seals failing and causing blockages - see Flightline Watchdog. IS NO To check yours, uncrew the nipples and inspect the hole inside the tap. There o problem with the 3-way valve and this note refers only to the silver on/off taps.

9) Flash/Scorcher Nose Wires. During a pre-flight an operator noticed the split ring missing from the nose shackle pin. It probably got distorted and came out during rigging. Make sure you carefully check all components like this during rigging and de-rigging.

I request you register my details and continue to send me bulletins.

Name.....

Address.....

Tel No.....

Aircraft Type.....

Registration.....

Serial No..... Note: Without this we cannot file your details - It's on the seat channel or in your manual.

Name and address of last known owner.....

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Please send me a back-up rod and instruction for my control frame base bar

Aircraft Serial No.....

Name.....

Address.....

Enclosed is a cheque for £5 OR

Please deduct my Visa ☐ Access ☐

My Credit Card No. is.....