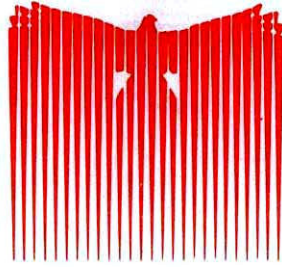


mainair sports



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Date: 21 July 1989

SERVICE BULLETIN NO 33

Issue No 1

Subject: Flight Limitations

Models Affected: Flash, Flash 2, Flash 2 Alpha

Classification: The content of this Service Bulletin has been classified by the C.A.A. as Mandatory.

Compliance Compliance is required with effect from receipt of this Bulletin.

Purpose

Since 1985 there have been five accidents to microlights employing the Mainair Flash series of wings (Flash, Flash 2, Flash 2 Alpha, Pegasus/Mainair Flash 2), which have involved loss of control in flight with resultant catastrophic structural failure. In two of these accidents the microlight was seen by one or more witnesses to be in turning flight at the moment that loss of control occurred.

Of the remaining three accidents: there were no witnesses to two of them at the moment of catastrophe; in the third the microlight was seen to have been climbing steeply, wings level, when the engine stopped and a tumble and structural failure ensued.

It appears probable that some of these accidents may have been the result of the aeroplane being flown beyond the permitted limit of 60° bank angle, either inadvertently or deliberately. This is the limit to which microlight aeroplanes are required to be tested for certification. Mainair consider that a bank angle of 45° will give a safe margin to prevent 60° being exceeded accidentally.

The maximum angle of bank is now limited to 45 degrees.

The existing Mainair limit of 30 degrees maximum angle of pitch above or below the horizontal is retained.

It is emphasised that aerobatic manoeuvres on all types of microlight are



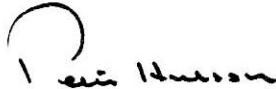
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prohibited. This includes: whipstalls, wingovers, tailslides, loops, rolls and spins.

Turns up to a maximum angle of bank of 45 degrees are permitted, but aggressive handling of the controls particularly during reversal from bank in one direction to the other must be avoided, as this can induce rapid rates of roll with a high risk of the bank angle limit being exceeded.

The aircraft must be flown such as to maintain positive normal acceleration (positive 'g') at all times.

Details of installation of a placard and insertion of amended pages in the Flash Microlight Manual will be given in issue No 2 of Service Bulletin No 33, which will be issued shortly.



Peter Hudson
Chief Executive