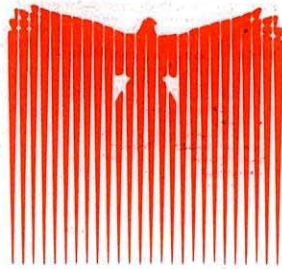


mainair sports



Mainair Sports Ltd.
Unit 2, Alma Industrial Estate, Regent Street
Rochdale, Lancs. OL12 0HQ England.
Telephone: Rochdale (0706) 85134
Telex: 635091 Albion G-Attention/Mainair
Fax: 0706 31561

17th July, 1991

SERVICE BULLETIN No. 36

Subject: New Type Throttle Lever Warning

Aircraft fitted with the new 'T' type throttle lever should be modified so that the wing control base bar whiz pin is fitted onto the right-hand end of the base bar. The reason for this is that it has been found possible to catch the new type throttle lever with the nylon whiz pin retaining cord when fitted to the left-hand end of the base bar. This interference can only occur when the base bar is fully back and hard over to the right-hand side, and only if the whiz pin is fitted with the nylon cord hanging loose below the base bar. This extreme attitude is not considered possible in flight. However, there is a danger during a pre-flight full-and-free-movement check that the cord could hook round the throttle lever and open it.

To carry out the modification, remove the whiz pin from one end of the base bar and the nut and bolt from the other end; refit the nut and bolt on the left-hand side of the 'A' frame and the whiz pin on the right-hand side of the 'A' frame.

Rear Fuel Tank Pip Pin

We have recently introduced into production a stainless steel pin retaining washer for the rear fuel tank pip pin. This reduces the likelihood of the pip pin lock balls wearing the aluminium ear brackets. If you require one of these, please send details of your aircraft to Mainair Sports, where the washer assembly is available at £2.40 including VAT and postage.

Front Seat Tank Vent Pipe

An engine failure occurred on an Alpha when the pilot was operating using the front seat tank. It was found that some baggage had been stowed underneath the seat and had in fact kinked and trapped the vent pipe. Check to make sure that all vent pipes are clear. One symptom of a fuel supply from a tank with a blocked vent is a tendency for the primer bulb to be sucked flat.

cont/2



Incorrect Wing Assembly

Two cases have recently come to Mainair's attention of wings which have been incorrectly rebuilt by owners. In both cases the incorrect assembly adversely affected the operation of the roll tips and indexer units on a Flash I and Alpha wing. In one case the left and right-hand rear sections of the wing leading edges had been transposed and in the second case the roll tip assembly had been fitted upside down. Owners and inspectors should be aware that wing repairs should only be carried out by an authorised person. Please check that the neutral position should be the next to the top hole on the index button adjuster. Also check on Flash I wings fitted with roll tips that the trailing edge of the wing is able to move upwards away from the pre-set position when the wing is de-tensioned. If the roll tip is fitted upside down the effect will be that the trailing edge can only be moved downwards and not upwards away from the pre-set position.

Alpha Wheel Bearings

Alpha main wheel bearings fitted to aircraft after serial number 800 (the first three digits on the serial number stamped on the seat top channel), and identified by the words "Made in Yugoslavia", have been found to be prone to damage from a heavy landing. As part of your pre-flight check, lift the wheel assembly off the floor and check for bearing play.

Now that Alpha main wheels are fitted with sealed bearing units, this does not mean to say that they can be neglected as part of the routine service. Replacement bearings are available ex stock from Mainair Sports Limited.

