

SERVICE BULLETIN 32

SUBJECT: GLASAIR III ENGINE MOUNT AND FIREWALL TEMPLATE.

APPLICATION: Glasair III kits; S/N 3001 thru 3009
S/N 3011 thru 3014

Description: The early firewall flange template (part # [blank]) was sized from our assembled Glasair III prototype. A change was later made to the tooling to increase the depth of the flange to allow for a better fit of the cowling, but we failed to make an adjustment to the firewall template or engine mounts. This resulted in a mis-match between the firewall template and the existing parts, and a clearance problem resulted with the engine mounts.

Field reports and our subsequent investigation confirm that these original Glasair III engine mounts will not fit inside the cowling flanges located on the front of the fuselage without interference with the flange and engine mount base plates.

Solution: The newest firewall flange template (part # 400-0016-03) has been revised for proper fit to the cowling flanges as well as locating the engine mount bolt holes for the Revision B mounts.

All Glasair III builders should verify the position of Waterline 100 on the firewall. Using the new template (part # 400-0016-03) sent to you, check the cowl flange contour and verify the correct Water Line 100 location. The Water Line 100 can also be checked by measuring down 9" from the outside mold line of the upper fuselage at the firewall. Remark the Water Line 100 on the fuselage sides if necessary, and transfer this line across the firewall. Using this Water Line, level the fuselage laterally. Determine the centerline of the fuselage and mark this line on the firewall.

Locate the center of the two upper engine mount bolt holes 5.25" above Waterline 100. It will be necessary to grind back the steel base plate of the engine mount attach points to allow them to fit. It is permissible to grind the base plate back to the base of the weld. Level the engine mount laterally at the nose gear trunion attach points following the instructions given in Service Bulletin 22.



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With the original style engine mounts, the fiberglass cowl flanges must be locally trimmed back flush with the firewall or slotted to provide clearance, yet even with this modification, it is possible that the engine mount lower corner flange will still interfere with the engine cowling itself.

In addition a slight interference may exist between the lower corner engine mount tube and the lower cowling. The lower cowling slopes upward from the firewall and the engine mount tube extends straight forward. These tubes may also be ground for proper clearance when the lower cowling is fit to the aircraft.

Variations in your firewall shape or size may also influence the fit of the engine mount.

As a result, we will take these original engine mounts back in exchange for Revision B engine mounts which have plenty of clearance.

Please Note: This is not a mandatory Service Bulletin. If the engine mount will fit without engine mount base plate to cowling interference, by grinding the base plates back and trimming the fuselage cowling flanges, it will be both structurally and cosmetically acceptable.

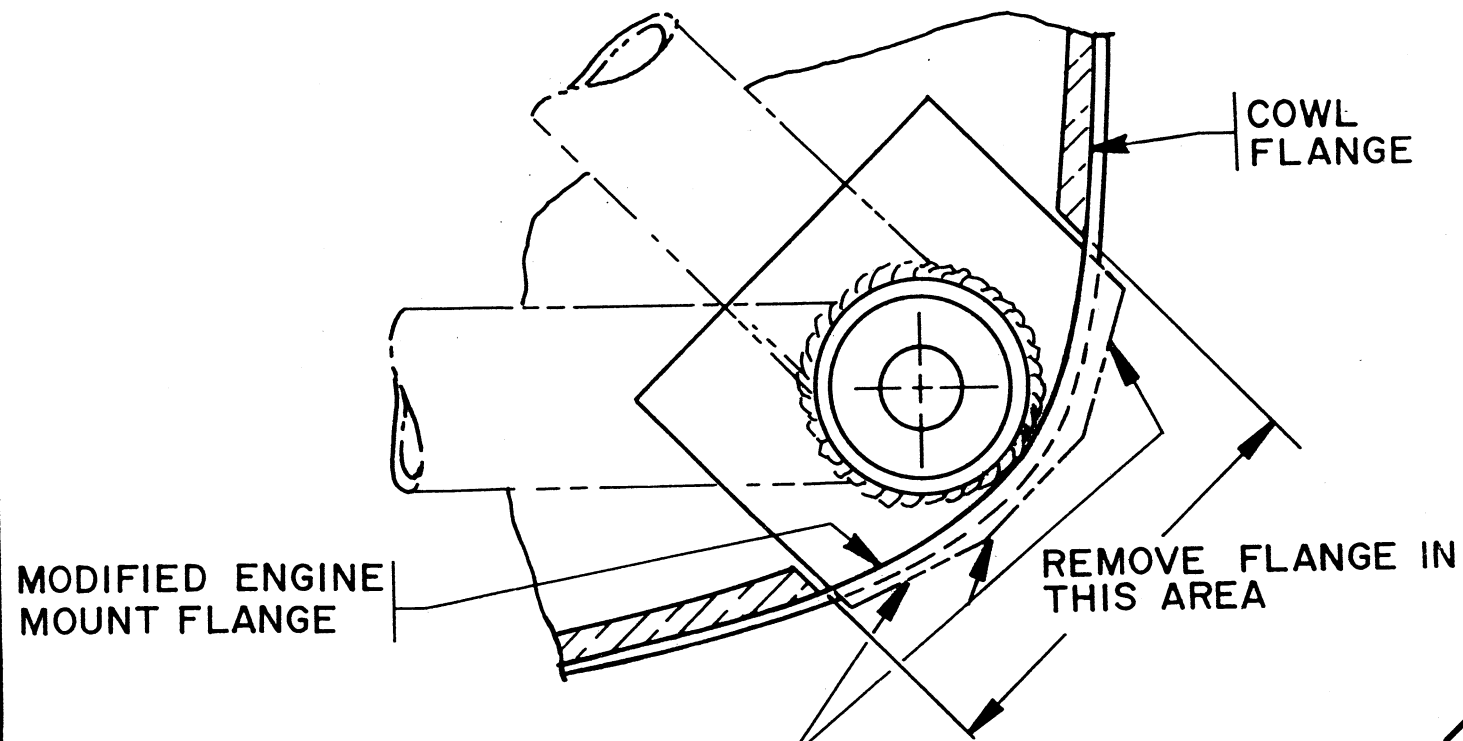
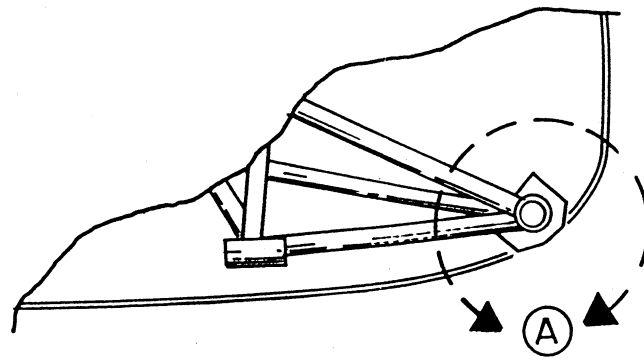
If the engine mount reinforcement laminates on the aft side of the firewall have been completed, there will still be adequate space for the nuts on the aft side of the engine mount bolts. At this point the engine mount holes can be drilled using the mount as a drilling jig as stated in the Instruction Manual.

It is up to each builder to decide if the engine mount needs to be exchanged.

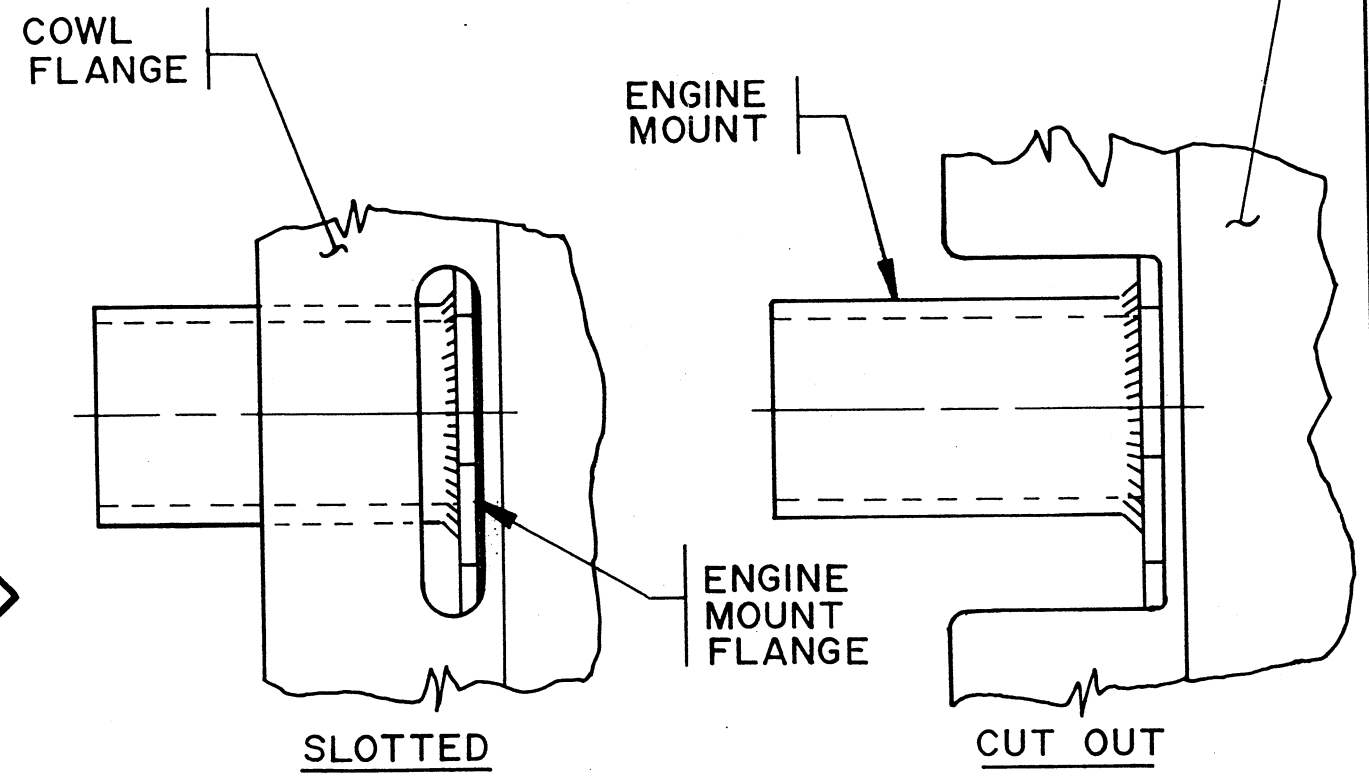
NOTE: Our engine mount production is limited. Please call our builder support department for availability of a Revision B mount if you plan to return your Original engine mount. Take care to adequately box it and protect it from damage. Returns must be sent freight pre-paid. We will not accept freight collect charges. Engine mounts must be returned by 7/31/87.


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TRIM ENGINE MOUNT
FLANGE TO MATCH
COWL FLANGE



VIEW B-B
(LOOKING IN 'BD.)

FIGURE (1)

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