

SERVICE BULLETIN 33

SUBJECT: GLASAIR III ENGINE MOUNT AND FIREWALL TEMPLATE.

APPLICATION: Glasair III kits; S/N 3015 thru 3026

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 confirms that the Revision A engine mounts sent to kit serial numbers 3015 through 3026 will not fit inside the cowling flanges located on the front of the fuselage without interference with the flange and the engine mount base plate.

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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On the Revision A style engine mounts, the lower outboard engine mount points will require grinding of the base plates. The fiberglass cowl flanges must be locally trimmed back flush with the firewall or slotted to provide clearance for the baseplate. See FIGURE (1).

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.

NOTE: Grinding the base plates and trimming or slotting the fiberglass flanges are both structurally permissible and will not have any cosmetic effect pm the finished product.



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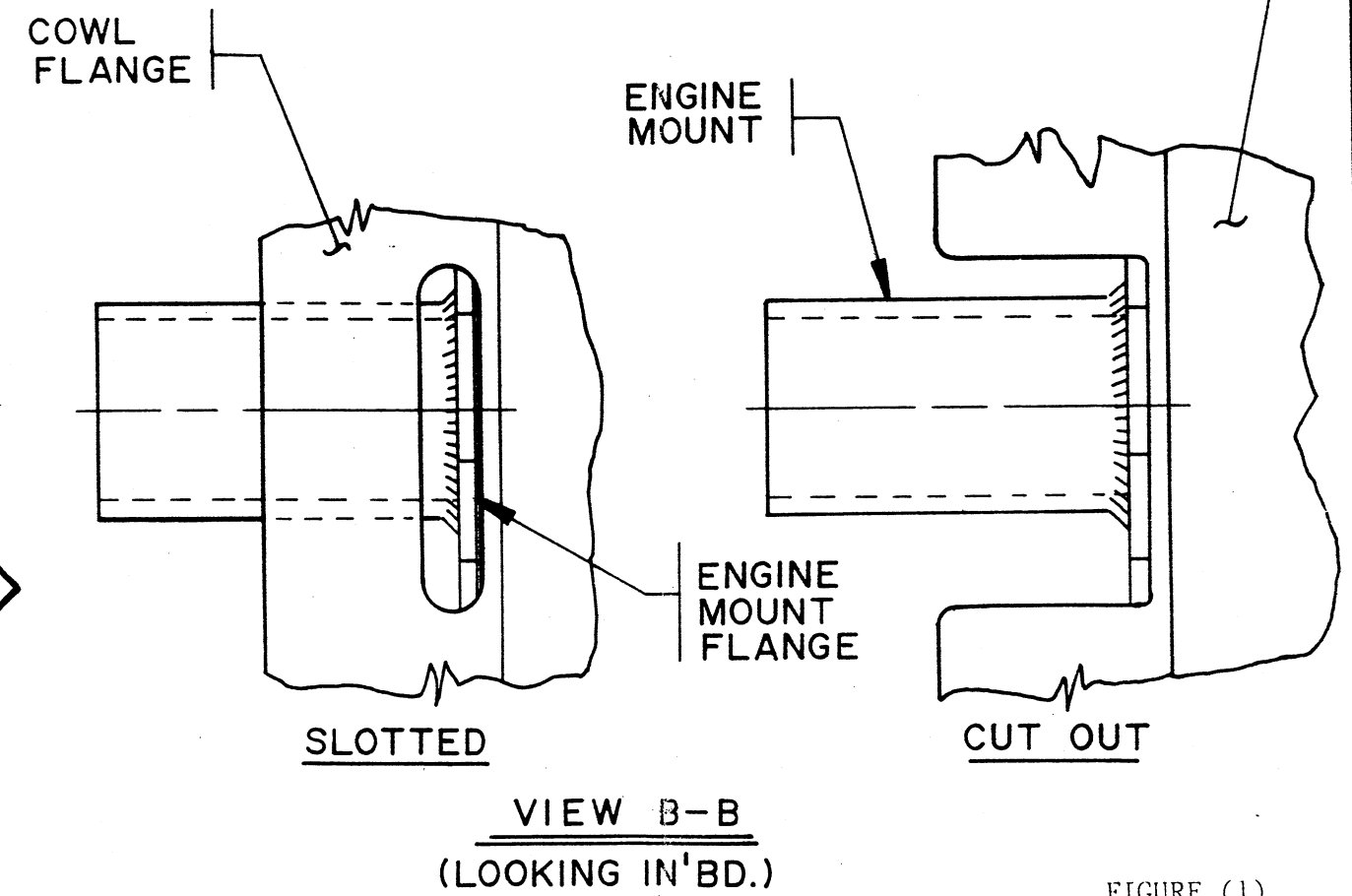
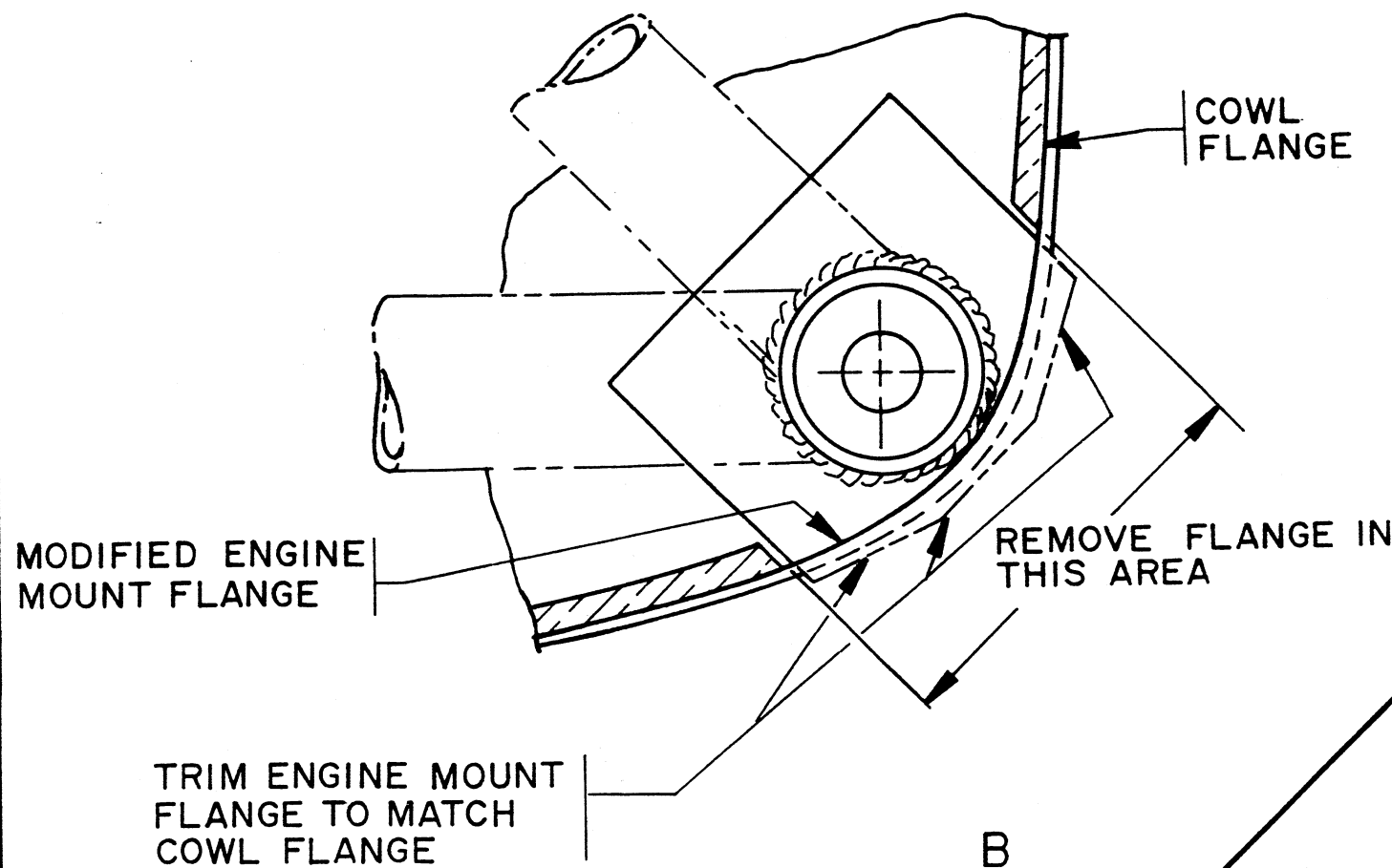
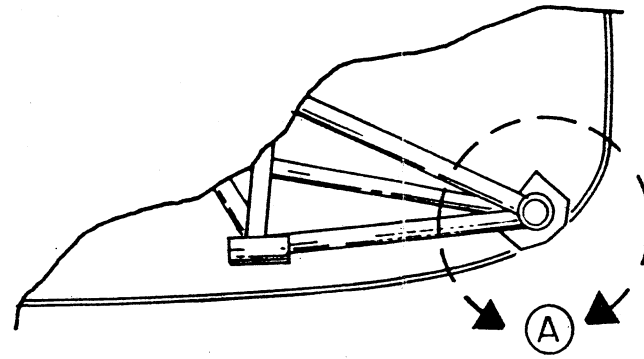


FIGURE (1)



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