

SERVICE BULLETIN 73

SUBJECT: POSSIBLY INCORRECT ENGINE MOUNT NUTS

APPLICATION: All Glasair aircraft.

DESCRIPTION: Some of the nuts that we have stocked since about 1986 for the engine mount bolts are incorrect. The nuts specified for the engine mount bolts are AN355-6 nuts, which are a tension type nut (about 13/32" long) to carry the tension loads on the engine mount bolts. Instead of the AN355-6 nut, our supplier shipped us a nut that is only about 5/16" long. These incorrect nuts are not as thin as a shear nut (AN320-6, 7/32" thick) which may only be used when the only loads applied to the bolt are perpendicular to the longitudinal axis of the bolt. Since we are unable to identify the nuts per AN, MS, or NAS standards, however, we are unable to determine their rated tension loads.

Two of the incorrect nuts may have been shipped for Glasair III engine mounts (for the lower center engine mount points) and four or six shipped for other engine mounts (four for carbureted mounts, six for injected mounts).

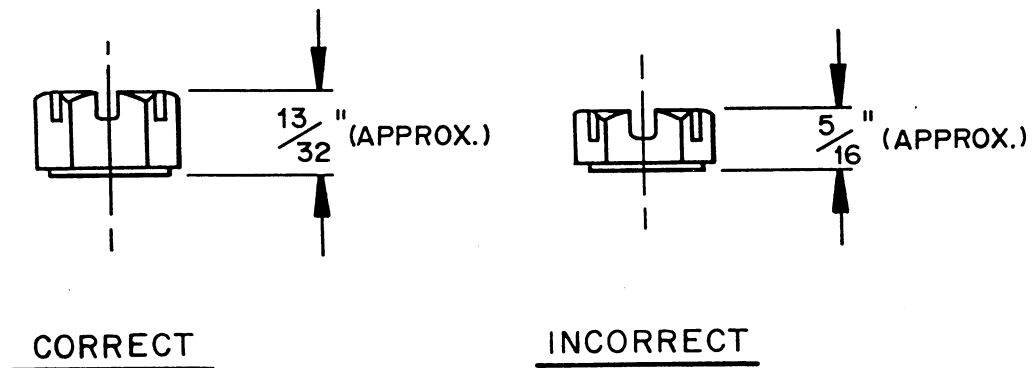


FIGURE (1)

SOLUTION: Measure the length of the nuts (labelled AN355-6) supplied for your engine mount bolts. If the nuts are less than 13/32" long, as shown in FIGURE (1), the nuts are incorrect and must be replaced.

If you have the incorrect nuts, notify Stoddard-Hamilton's shipping department and we will ship replacements. We are asking that you return the incorrect nuts first, as usual, so that we can return them to our supplier for credit.

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STODDARD-HAMILTON
AIRCRAFT, INCORPORATED

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