

SERVICE BULLETIN 71 SUPPLEMENT A REVISION C MANDATORY

SUBJECT: REINFORCEMENT PROCEDURES FOR GLASAIR III ENGINE MOUNTS

APPLICATION: All black powder-coated engine mounts for Glasair III aircraft.

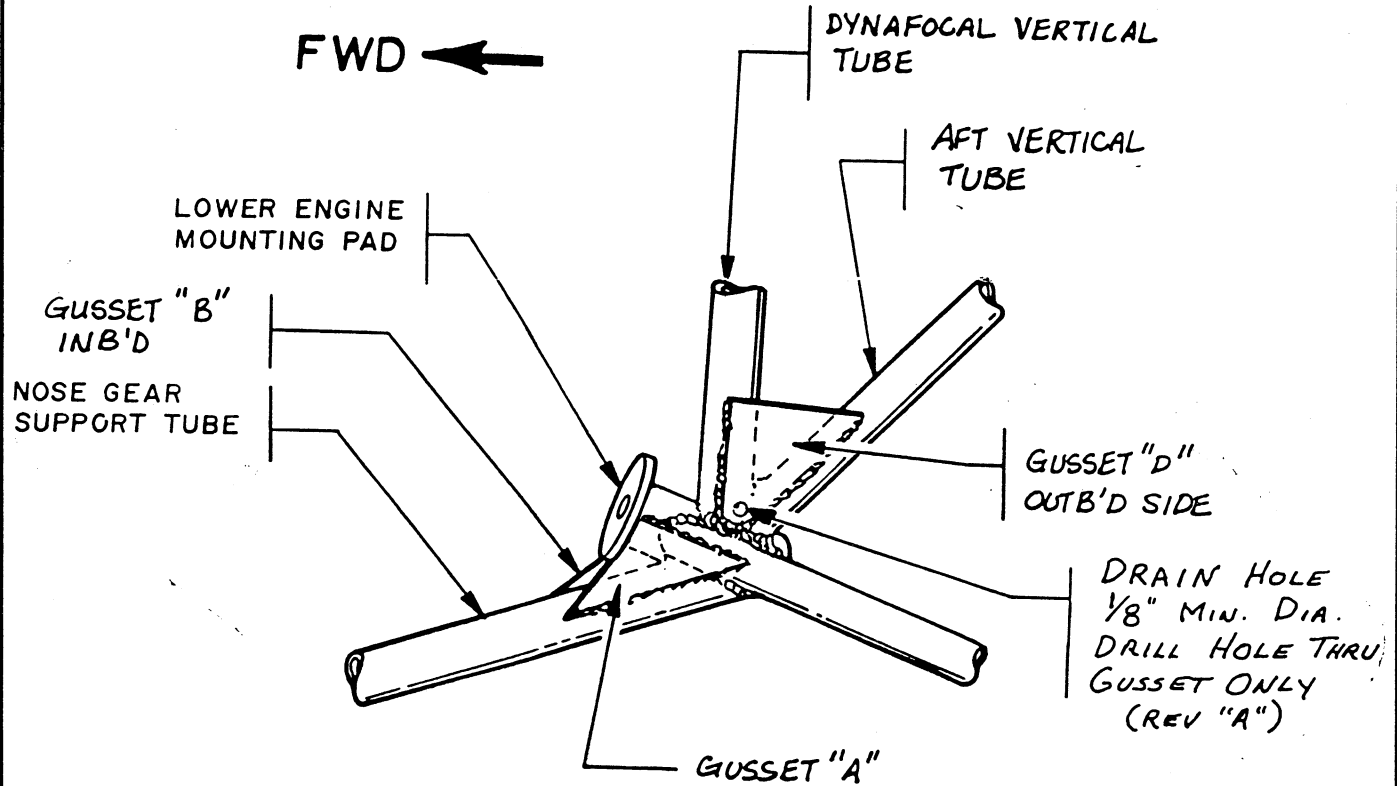



FIGURE (1)

DESCRIPTION: We require that all Glasair III engine mounts shipped prior to 12/11/89 be reinforced per the following instructions, as shown in FIGURE (1), before 200 hours total time in service have accumulated. Gussets A and B are to be welded to the sides of the cluster welds and the engine mount bushing tubes, as shown. Gussets D fit between the outboard sides of the vertical dynafocal tubes and the aft vertical tubes that angle up to the upper firewall attach points.

NOTE: Revision B to Service Bulletin 71, Supplement A, makes the engine mount reinforcement **MANDATORY** before 200 hours total flight time have accumulated on the airframe. If the engine mount has already been modified as described herein, no action is necessary. If you are not the original purchaser of the kit and don't know whether or not the modification has been performed, examine the engine mount in the vicinity of the lower engine mounting pads. If the engine mount has the gussets shown in FIGURE (1), it has already been modified.

 STODDARD-HAMILTON AIRCRAFT, INCORPORATED					
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NOTE: Eight engine mounts shipped before 12/11/89 were reinforced with gussets A and B on each side, as shown in FIGURE (1). These engine mounts need only the additional D gusset on each side.

MANDATORY REINFORCEMENT PROCEDURES:

Fabricate two each of gussets A and B, using .090" thick 4130 steel sheet. Also fabricate two each of gusset D from .060" thick 4130 steel sheet. (Gusset D is thinner because the aft vertical engine mount tube has a thinner wall thickness than the others.)

Remove the engine mount paint locally in the areas to be welded. We recommend using paint remover and a wire brush or particle blasting.

WARNING: Since proper welding techniques must be used to achieve the necessary weld quality and to maintain the integrity of the engine mount, only an experienced welder should attempt this work. We recommend the TIG (tungsten-inert gas) welding process. The entire cluster weld must be stress relieved after welding.

After reinforcement, possible corrosion pockets exist between the D gussets and the engine mount tubes. To drain any liquid that might collect in these pockets, drill 1/8" diameter holes (minimum) through the D gussets at the lowest points of the pockets, as shown in FIGURE (1).

Thoroughly clean the reworked area and prime with an epoxy primer (available from a local auto body supply house). Finish the job with a high temperature flat black enamel.

NOTE: The mounts cannot be powder coated to match the original paint because of the high standards of cleanliness required.

WARNING: Compliance with this Service Bulletin is MANDATORY. The engine mount must be reinforced, as described above, before 200 hours total time in service have accumulated. Until the engine mount has been reinforced, the builder must comply with the mandatory inspection requirements specified in Service Bulletin 71, Revision A.

We recommend that you hire a qualified, local welding shop to reinforce your engine mount. This will save you time, shipping costs, and the trouble of securely packaging the mount for shipping. If a convenient, qualified welding shop does not exist in your area, Stoddard-Hamilton Aircraft can perform the work for you. If you want Stoddard-Hamilton to reinforce your engine mount, return it to us by December 15, 1991. We will reinforce your engine mount, touch up the paint in the reworked areas, and return it to you by February 28, 1992. Engine mounts to be modified must be tagged with the builder's name, kit number, and a signed, dated statement saying, "Modify per Service Bulletin 71." The cost for the engine mount reinforcement is \$175.00 plus shipping and crating.



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