

TITLE ENGINE MOUNT ASSEMBLY LUGS		E.A.L. NO. 13987		ISSUE	FILE CODE 112-51
PART NO. 1839100		PART NAME MOUNT ASS'Y - ENGINE		EFFECTIVE Immediately	
REASON FOR ISSUE		DISPOSITION OF STOCK		DISTRIBUTION: A-ACTION B-INFORMATION	
SALVAGE		CHECK CLASSIFIED AFFECTED	NOT AFFECTED	W/O NO.	TO A B
CONVERSION				CUSTOMER'S ORDER NO.	DESIGN
STOP ORDER/RELEASE					CUSTOMER
NEW DRAWING		PARTS COMPLETED		NCAP	PROD.
REVISED DRAWING		PARTS IN PROCESS		TYPE OR MODEL	RE'T'G'D
VARIATION		TOLERANCE		Expeditor	A/C PLANN'G
DISCRETE NOTICE		RAW MAT'L		AIRCRAFT REGISTRATION NO.	MANUF. "
USE AS SET		INTERCHANGEABILITY APPROVED	STRENGTH APPROVED	All	MATERIAL
		YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	DATE	A/C SUPP.
APPROVALS	<i>W.P. Torrance</i>			Apr. 30/64	SALES/CONT.
	ENGINEERING			DWG. CHANGE	INSPECTION
				YES <input type="checkbox"/> NO <input type="checkbox"/>	R.G.A.P.
					TEST FLIGHT
					ENG. CONTROL

In a few cases, during manufacture of the mount, the 3-247 lugs have not been welded in the proper place and as a result, the hole drilled through the lug broke through the wall of the lug against the 1839100-4 ring leaving a gap between the lug and the ring. In most cases the drill barely touches the -4 tube, but the removal of up to .015" of the .058 thick wall is not considered serious, and these mounts would be serviceable.

To prevent the entrance of dirt and moisture with subsequent corrosion, the gap inside between the lug and the ring should be filled with Waldor #5 resin, and the engine bolt hole reamed to size after the plastic has hardened. Clean the gap thoroughly before filling with resin.

260-263
J.P.B.
3277

JIM DESRAY
JACK FILE