

**DATE RELEASED**

12-06-22

DATE EFFECTIVE

12-06-22

SUBJECT

Engine Mount Fatigue Cracks

EFFECTIVITY**MODEL-** Ranger R7**SERIAL NO:** ALL AIRCRAFT WITH SERIAL NUMBER LESS THAN 10203**REASON**

Fatigue cracks have been reported on the engine mount lug welds caused by insufficient weld fillets. This issue has been traced back to batch of aircraft with serial number identified above.

REQUIRED ACTION

Inspect the engine mounting weldment for cracks.

TYPE OF MAINTENANCE

Low for inspection. High if replacement required.

MINIMUM LEVEL OF CERTIFICATION

Owner for inspection. A&P if replacement is required.

TIME OF COMPLIANCE

Mandatory before further flight. If no cracks are present the following intervals are valid:

- Inspect at interval of 10hrs flight time since service bulletin effectivity.
- After two 10hrs inspection (20hrs total), inspect every 25hrs of flight time.
- Once two 25hrs inspections (total 70hrs) have been conducted, the inspection interval can be same as annual maintenance period (every 100hrs).

If the engine mount has been replaced in accordance with Appendix B of this Service Bulletin the inspection period can be terminated.

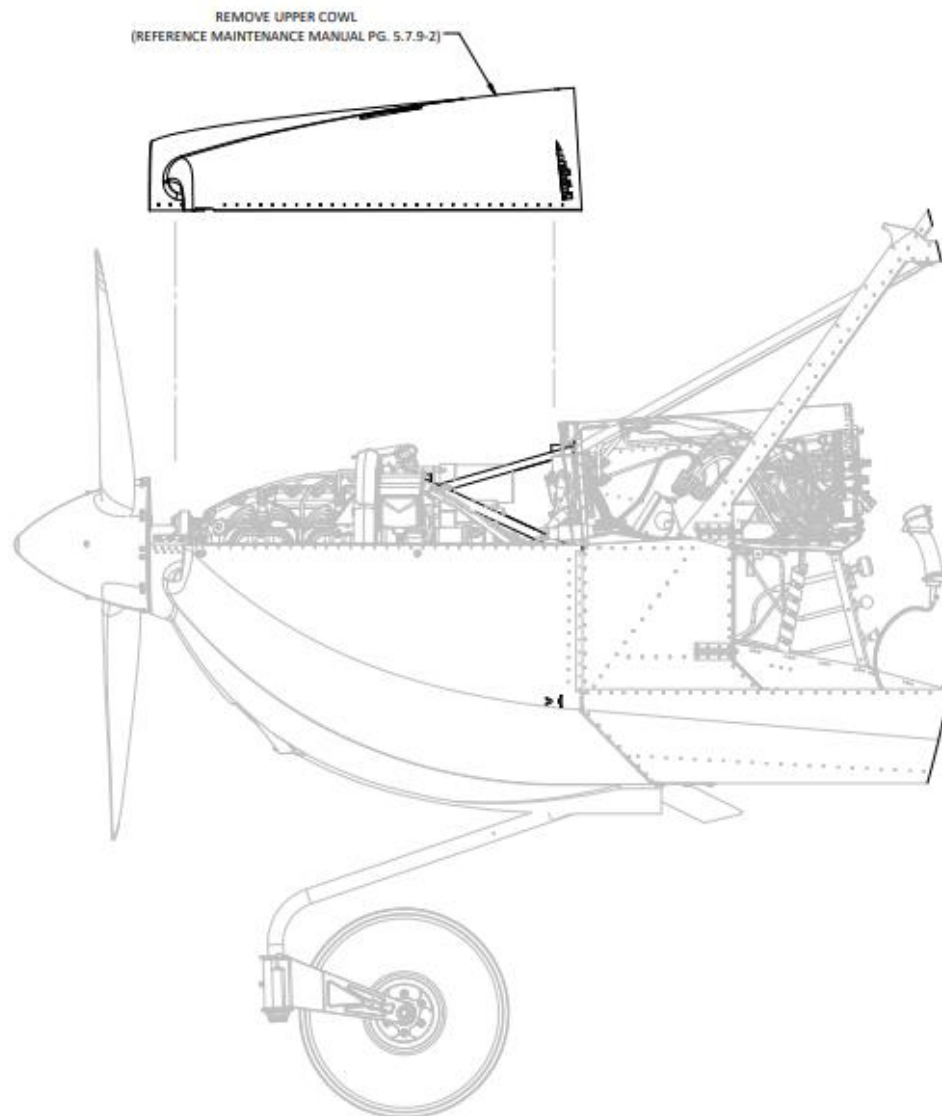
METHOD OF COMPLIANCE

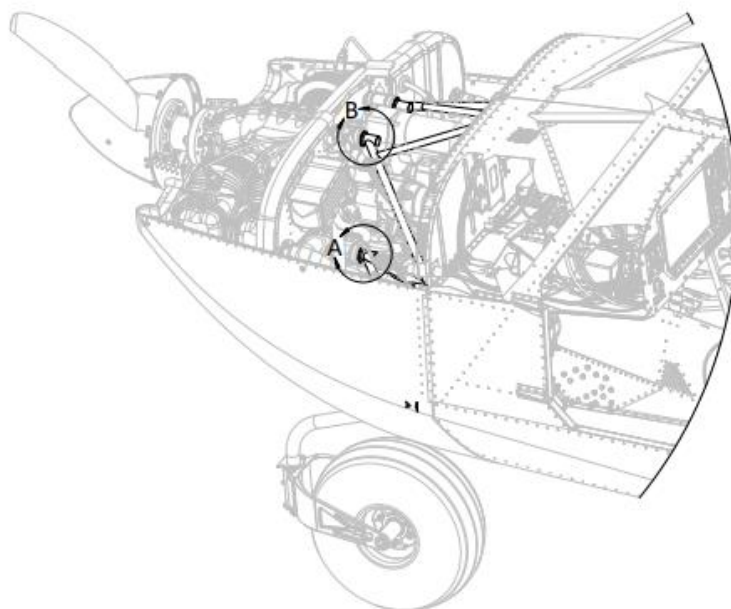
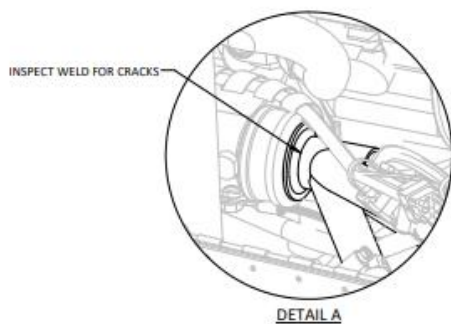
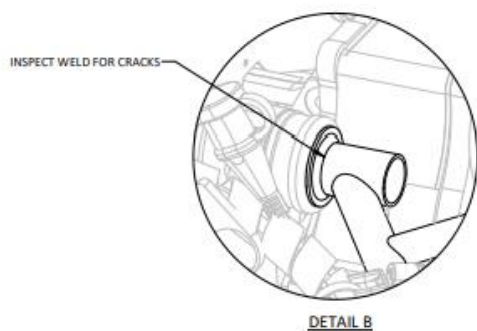
Inspect weldment as shown in Appendix A. If any cracks are present, DO NOT continue to fly – Contact Vashon Aircraft Support for corrective action.

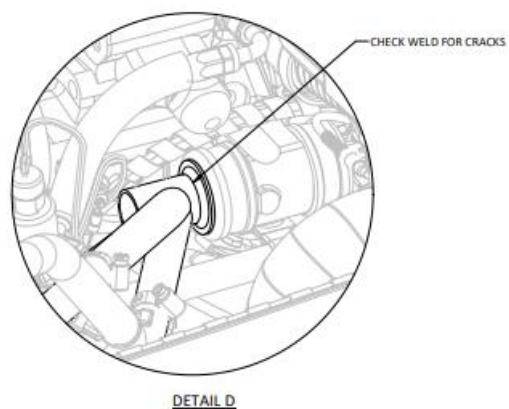
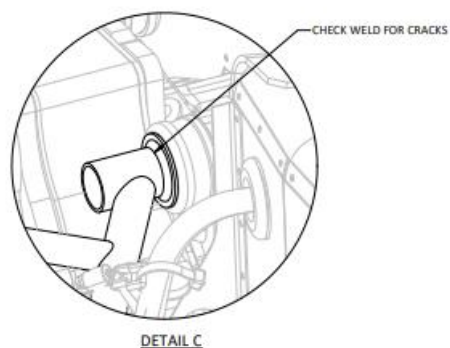
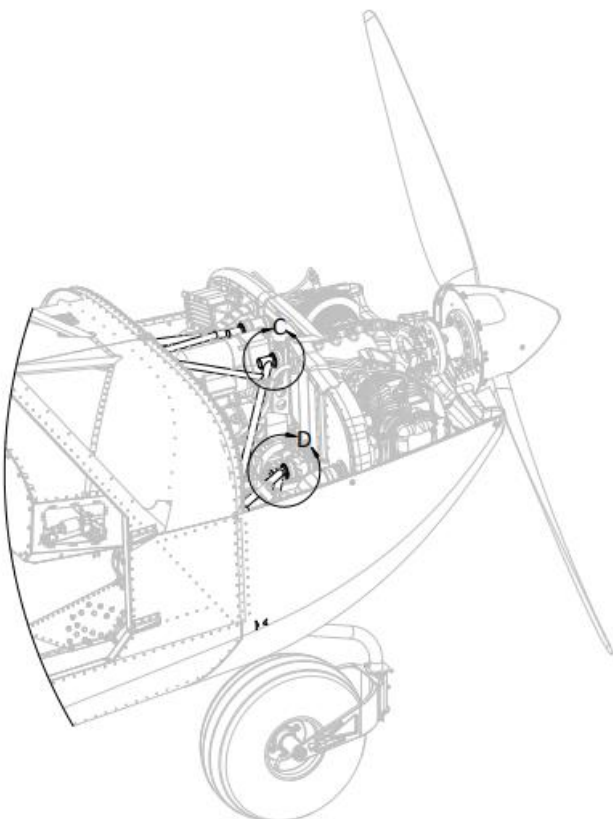
Once parts have been obtained from Vashon Aircraft the engine mount can be replaced in accordance with Appendix B of this Service Bulletin. This will require the work of an A&P with a properly equipped shop.



Appendix A: Inspection Of Engine Mount









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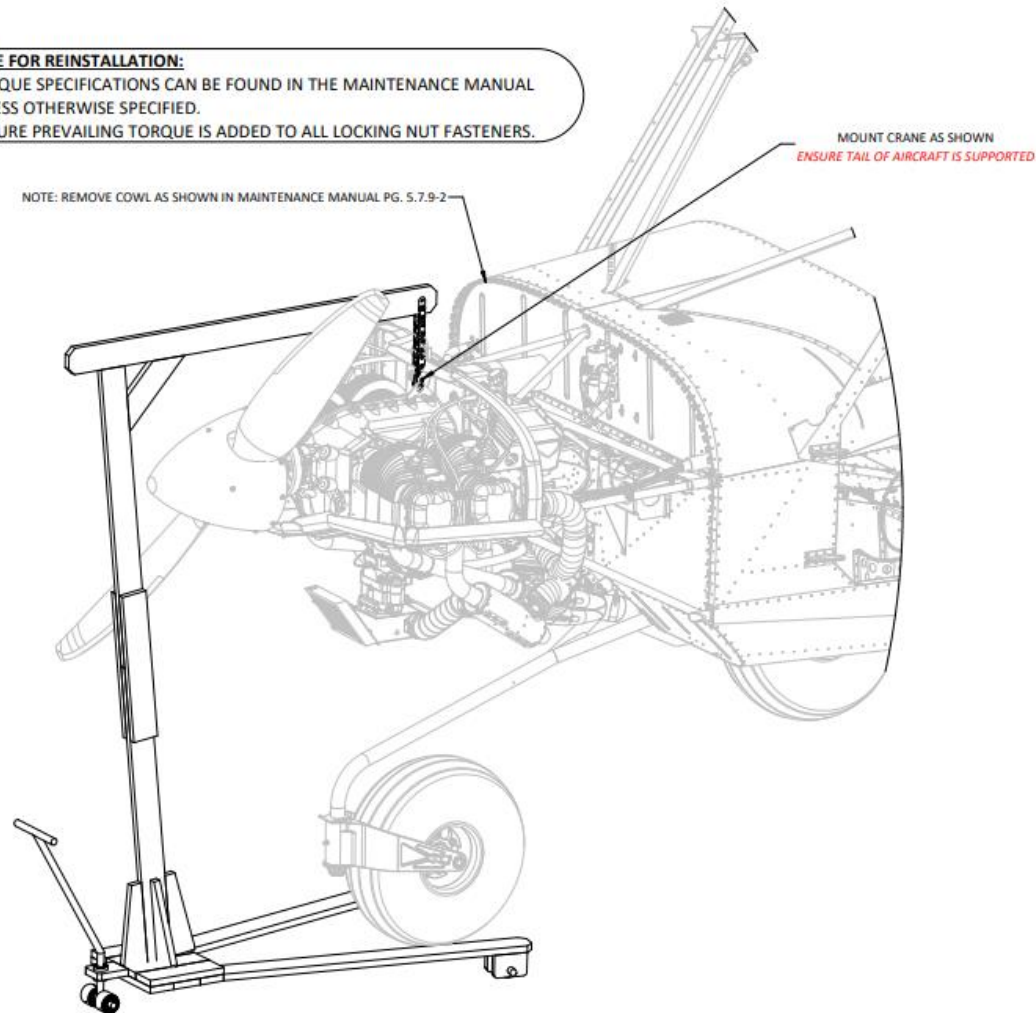


Appendix B: Replacement Of Engine Mount

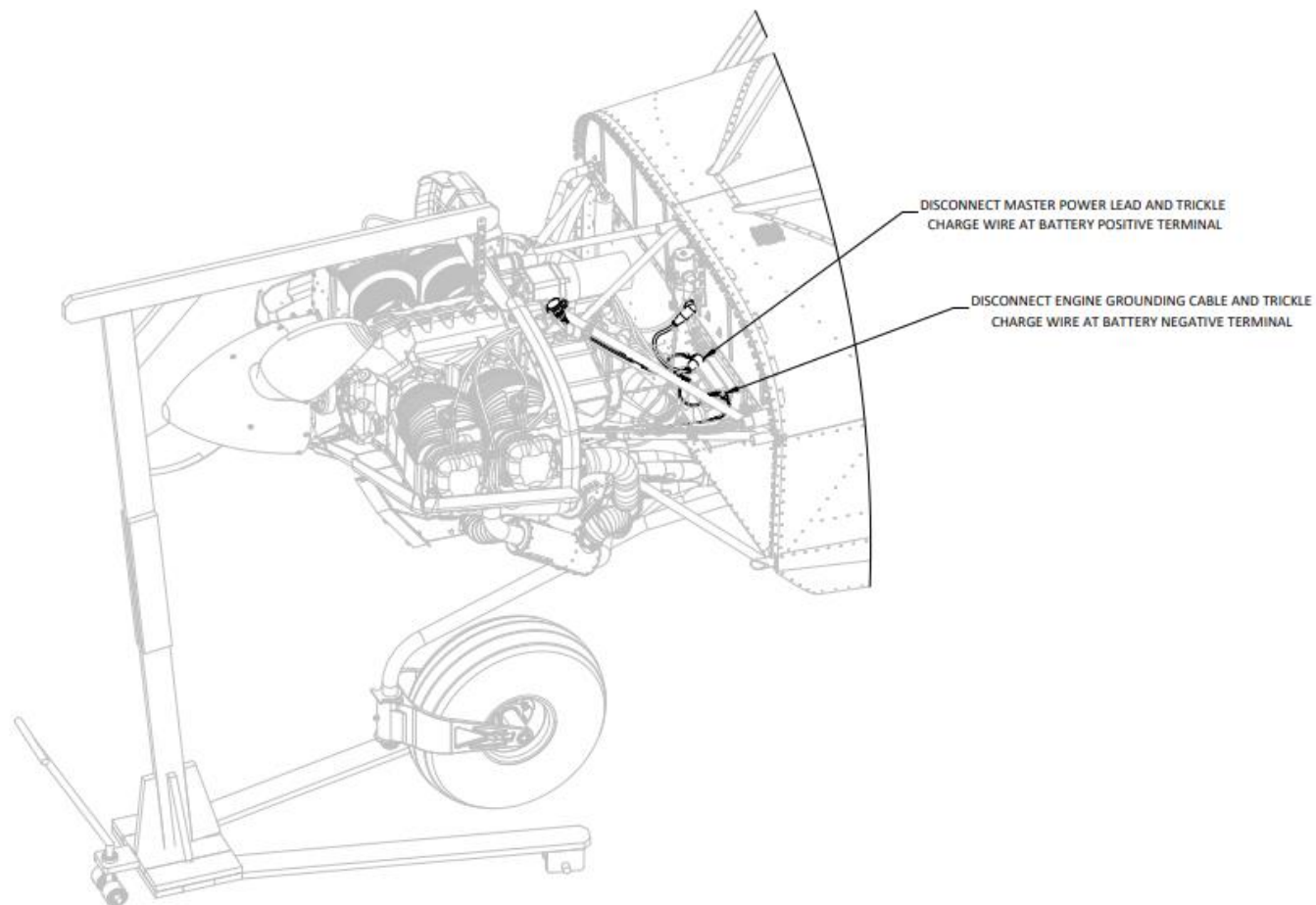
NOTE FOR REINSTALLATION:

- TORQUE SPECIFICATIONS CAN BE FOUND IN THE MAINTENANCE MANUAL UNLESS OTHERWISE SPECIFIED.
- ENSURE PREVAILING TORQUE IS ADDED TO ALL LOCKING NUT FASTENERS.

NOTE: REMOVE COWL AS SHOWN IN MAINTENANCE MANUAL PG. 5.7.9-2

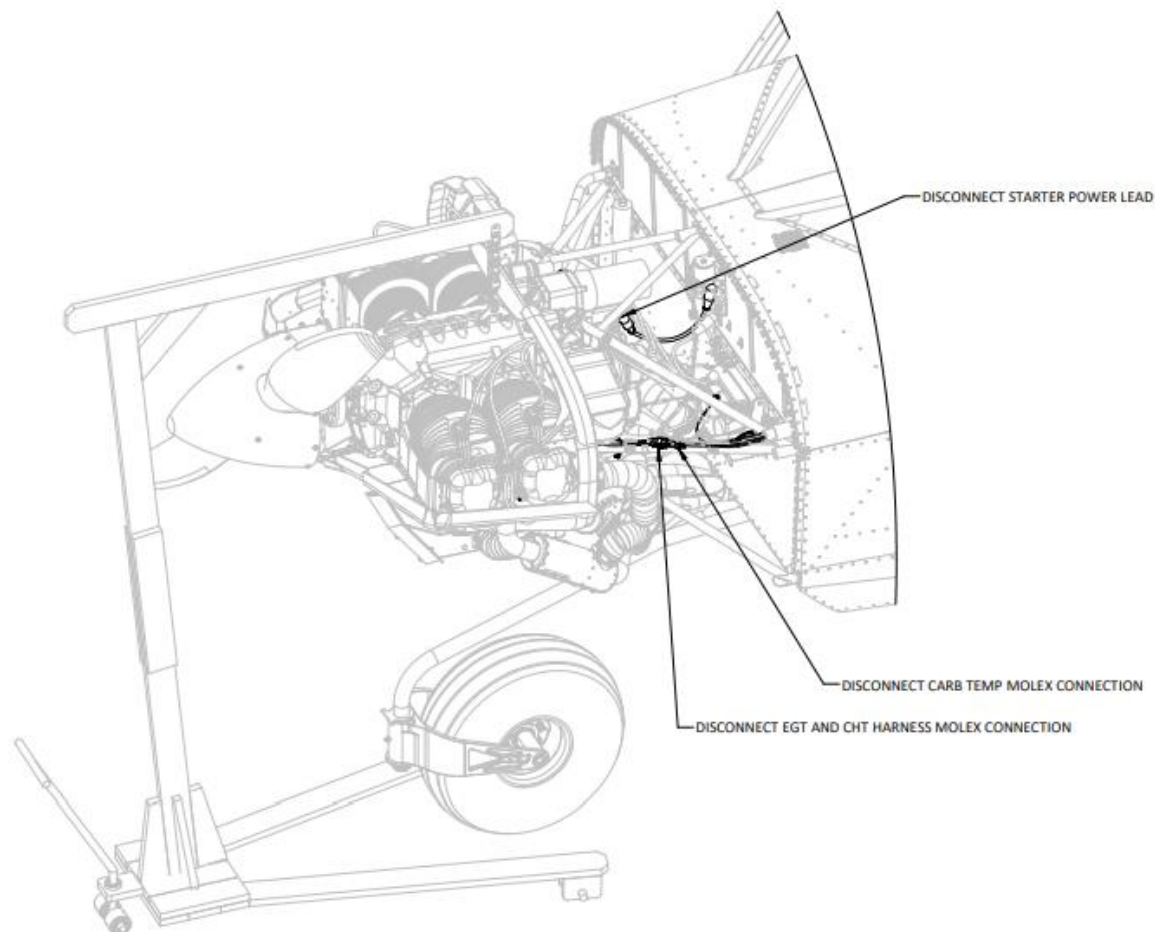


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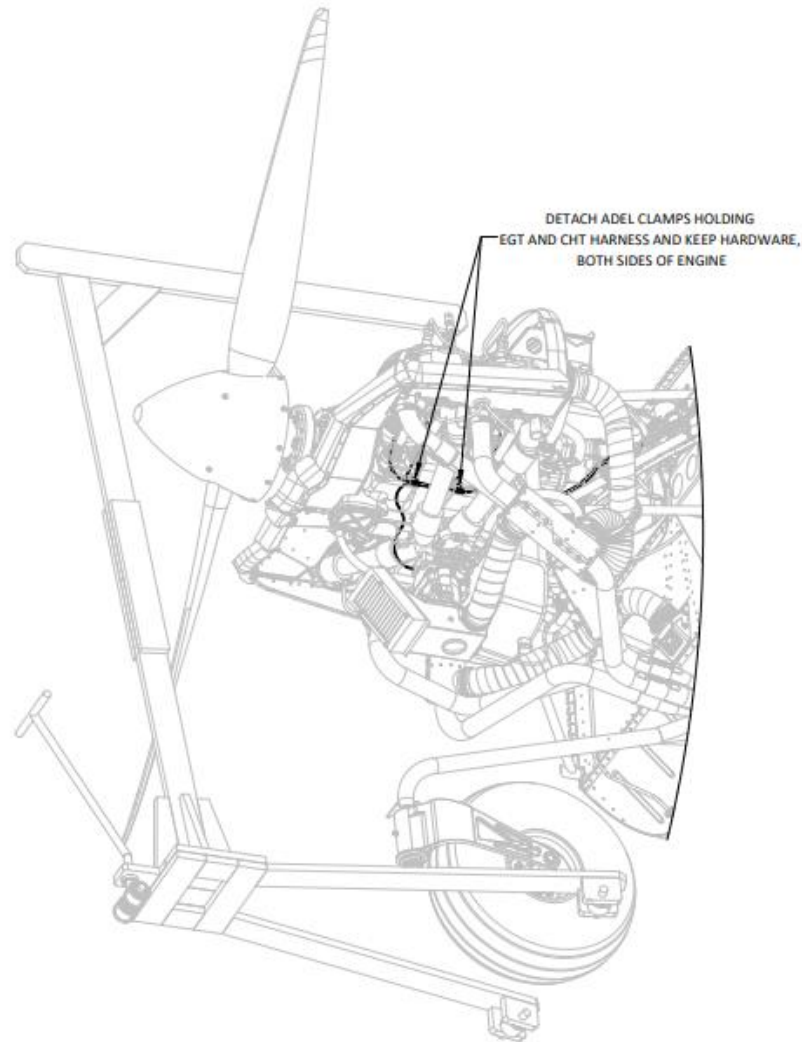
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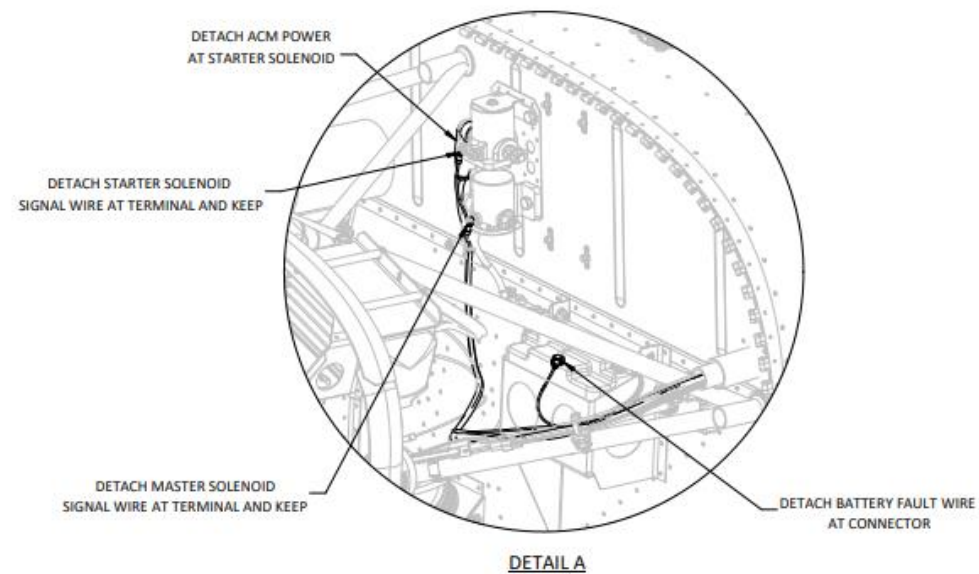
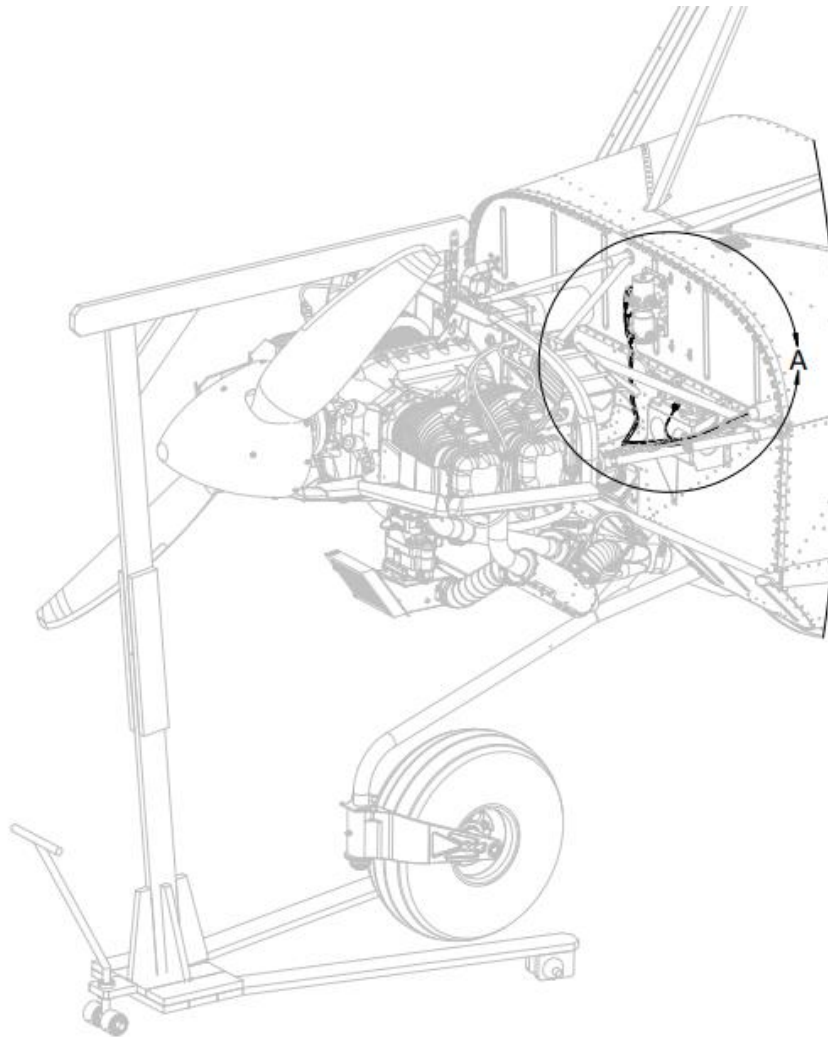
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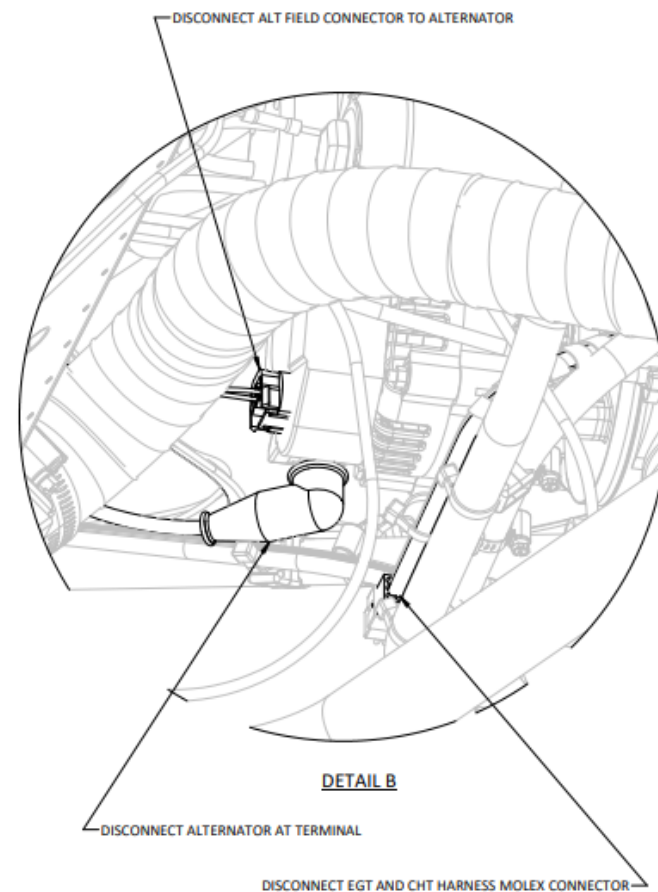
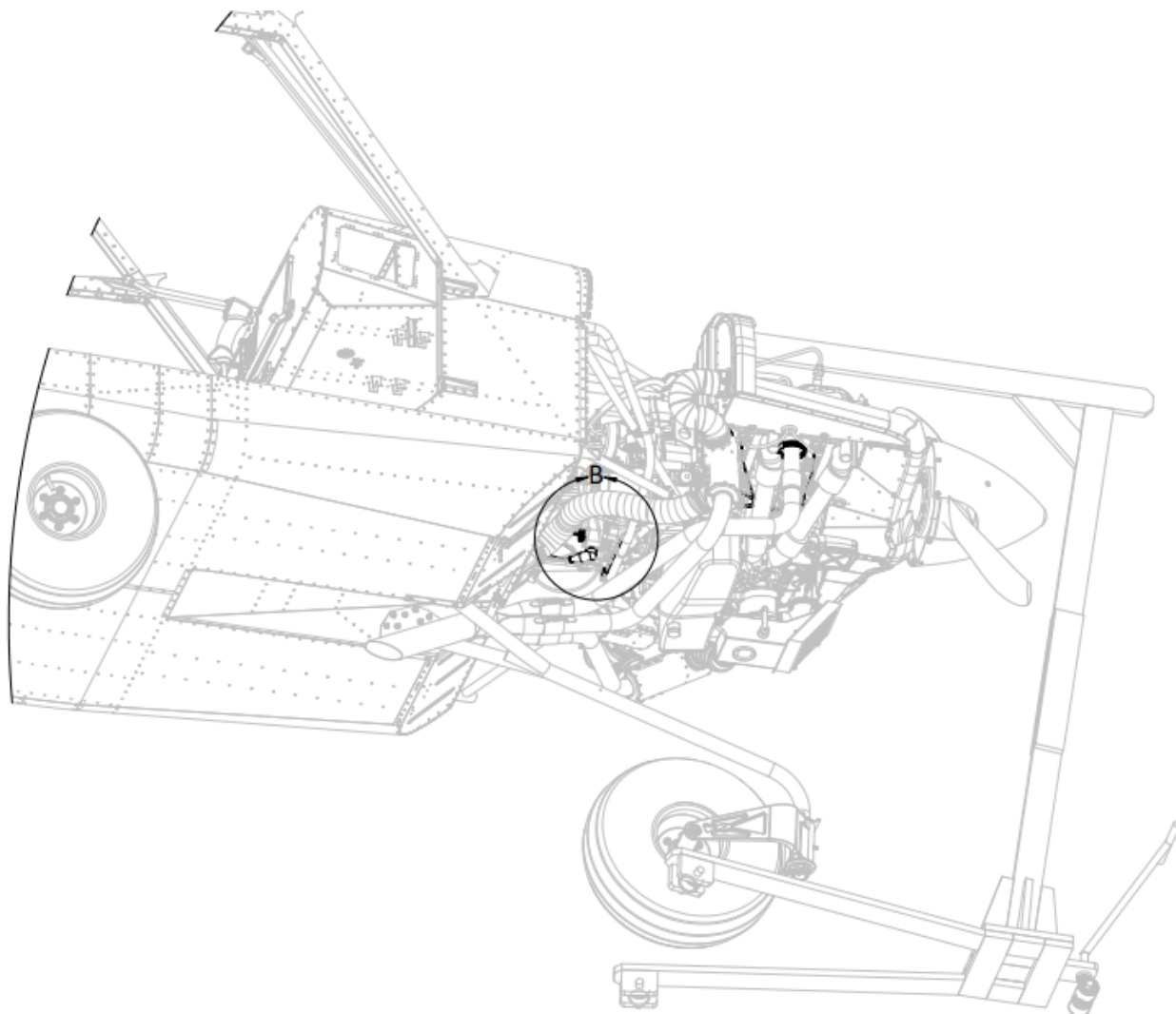


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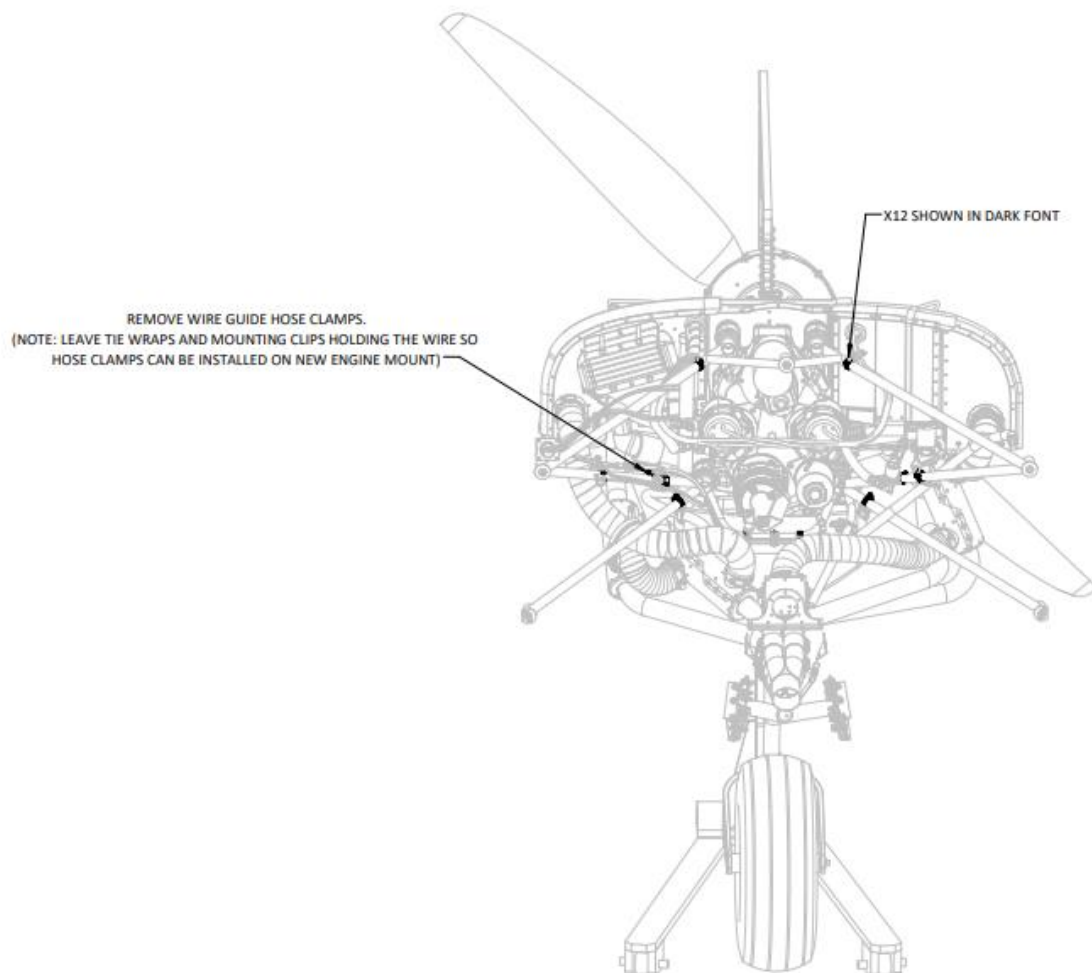
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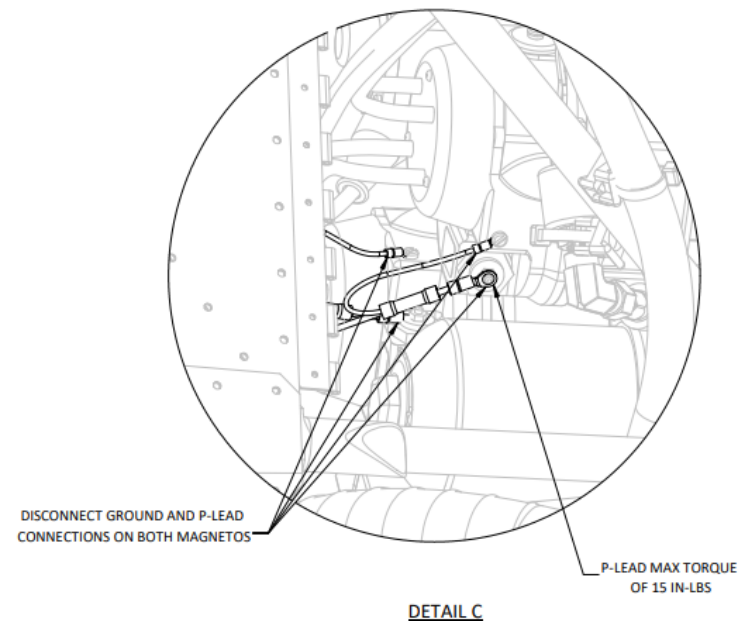
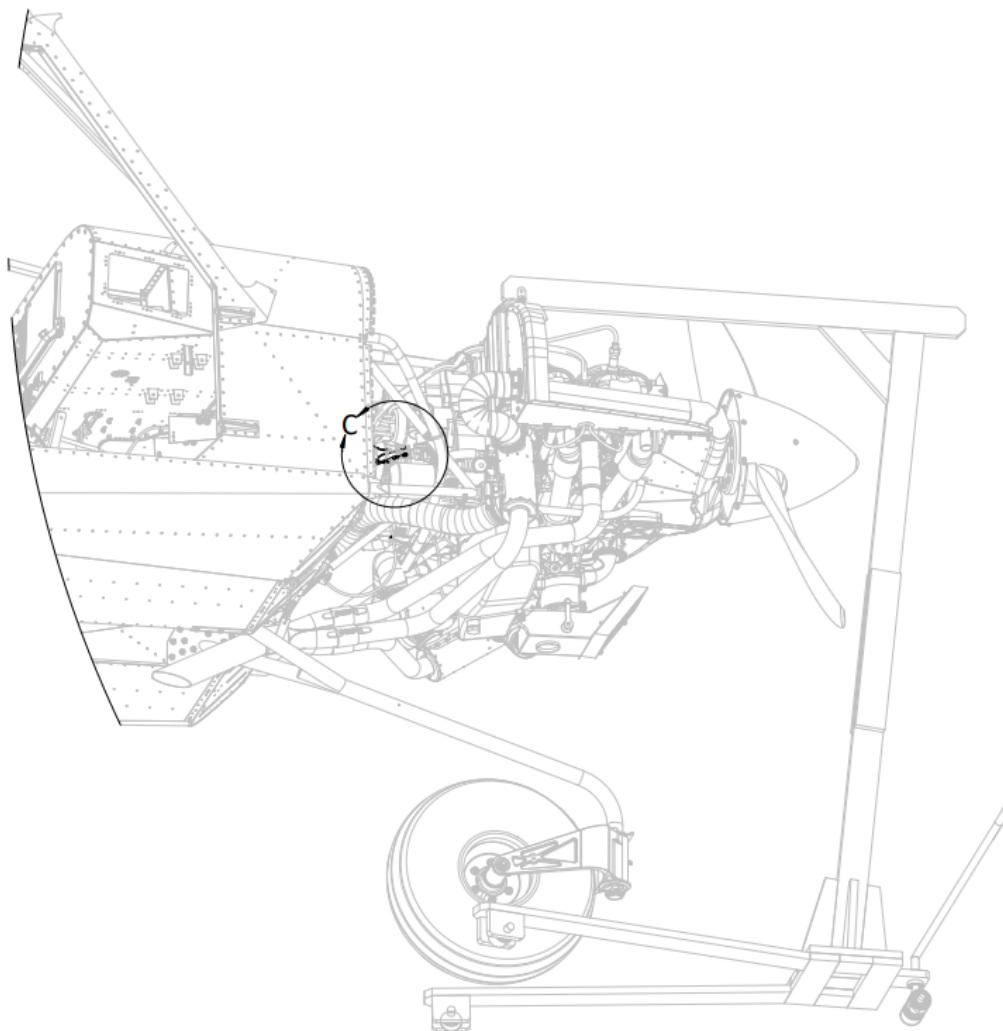
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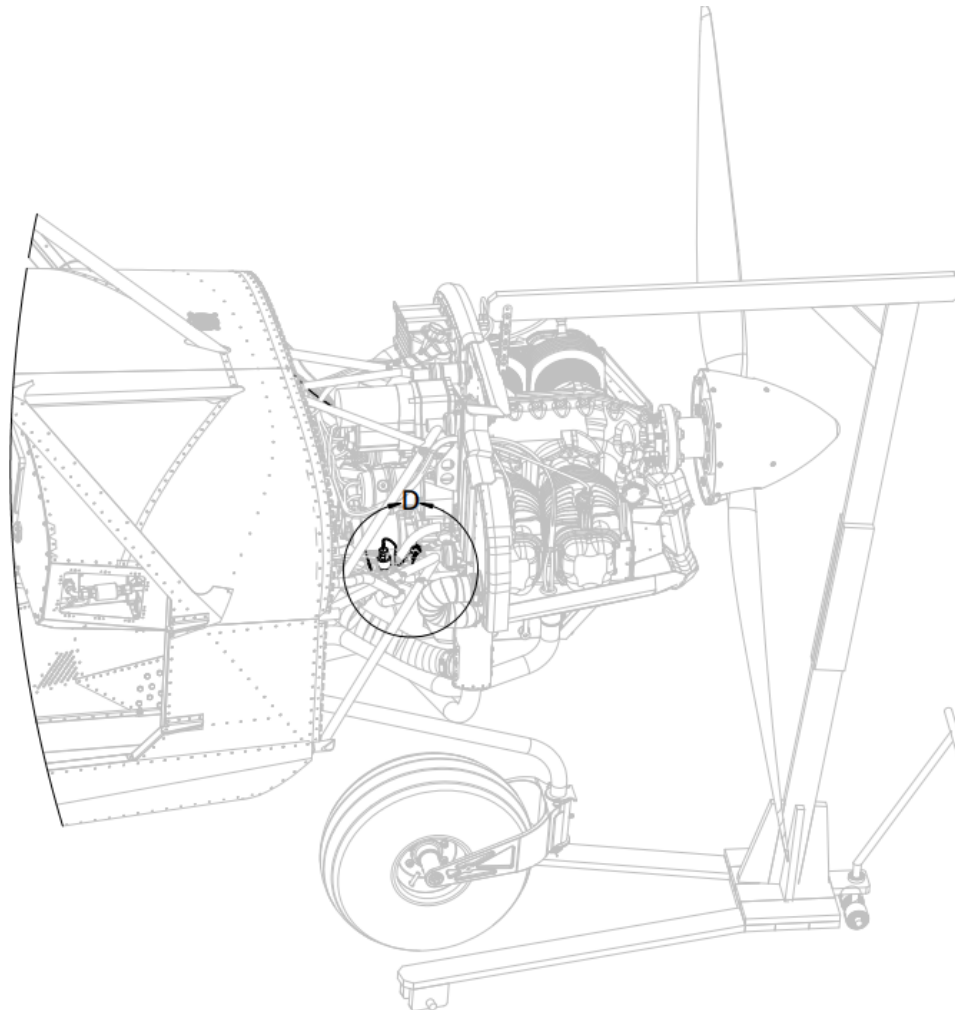


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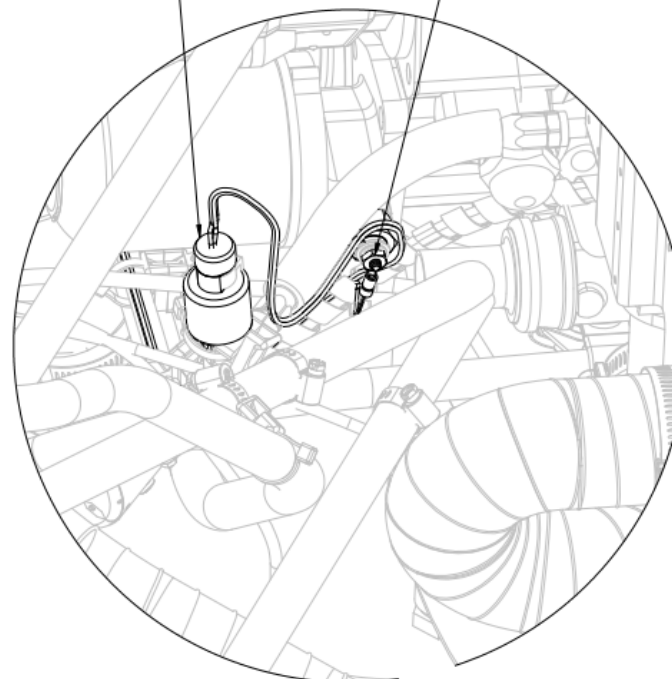
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UNPLUG OIL PRESSURE SENSOR AT CONNECTOR

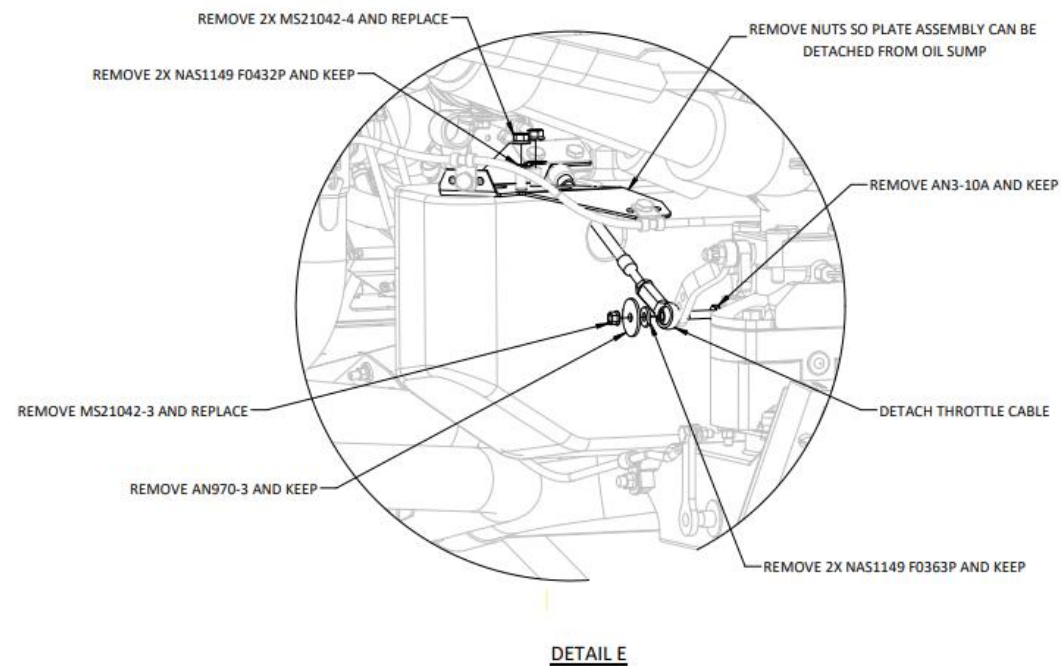
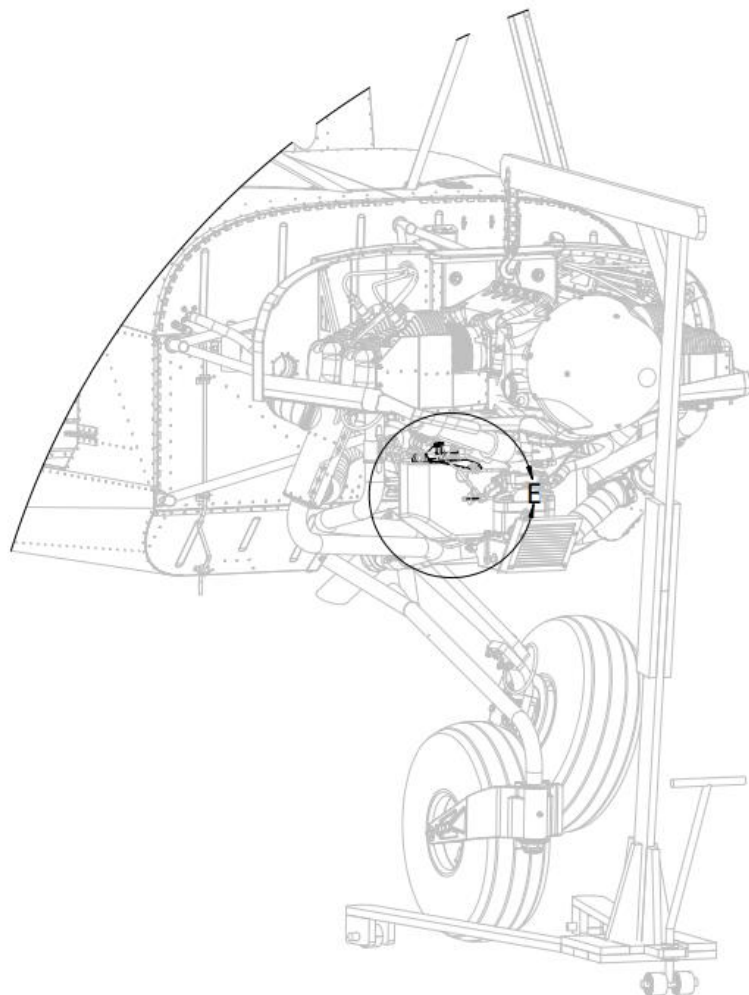
DISCONNECT OIL TEMPERATURE SENSOR AT TERMINAL

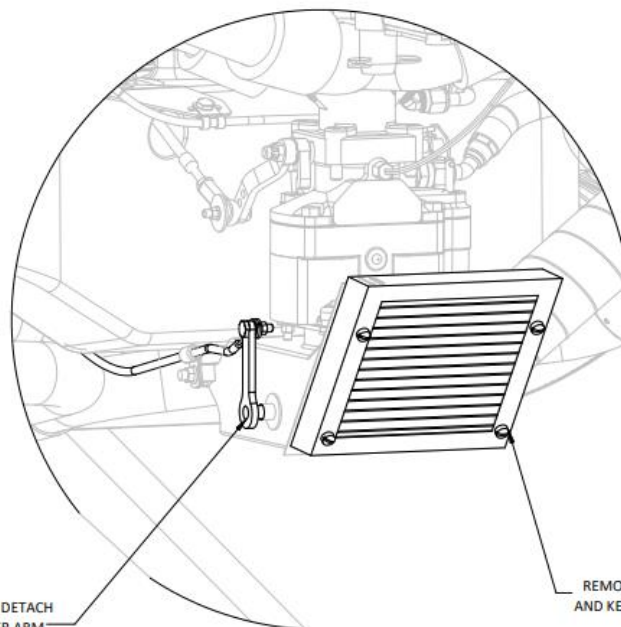
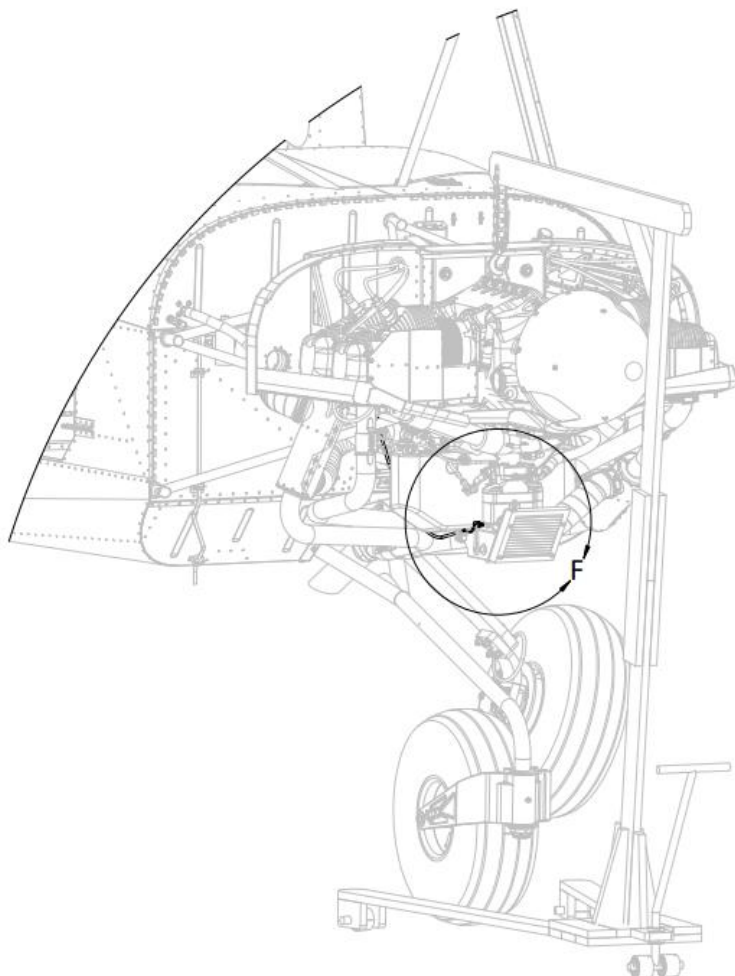


DETAIL D

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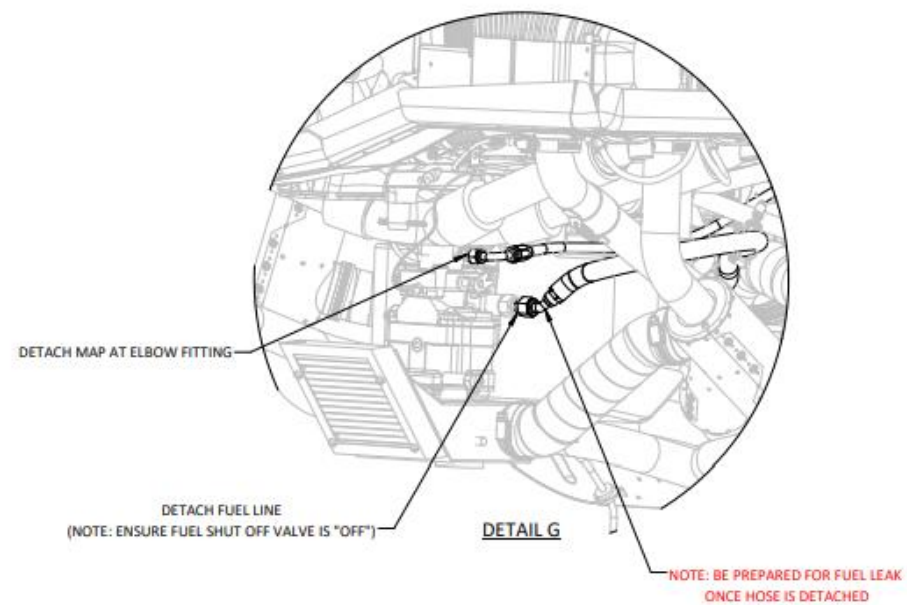
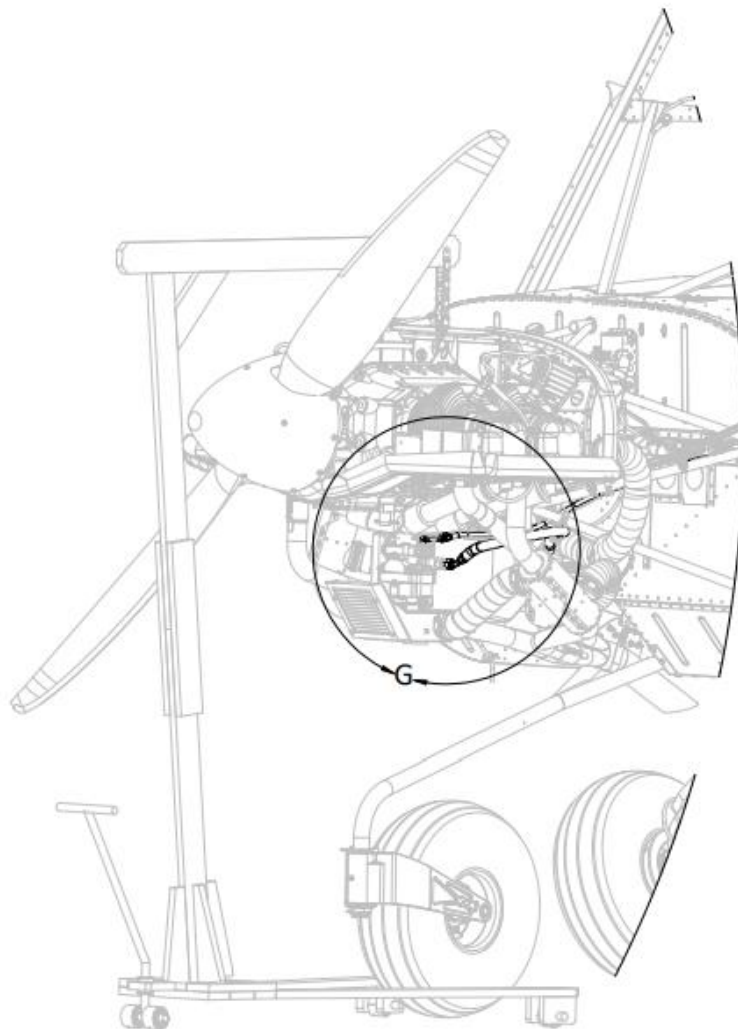
REMOVE BOLT TO DETACH
CARB HEAT LEVER ARM
AND KEEP ALL HARDWARE

REMOVE AIR FILTER
AND KEEP HARDWARE

DETAIL F

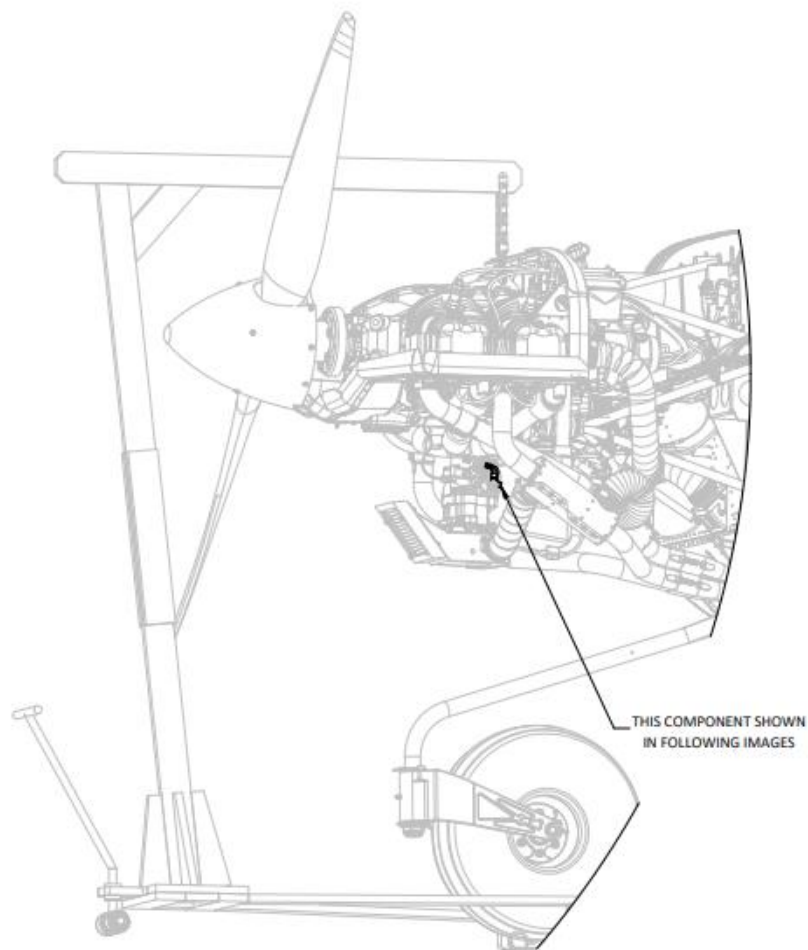
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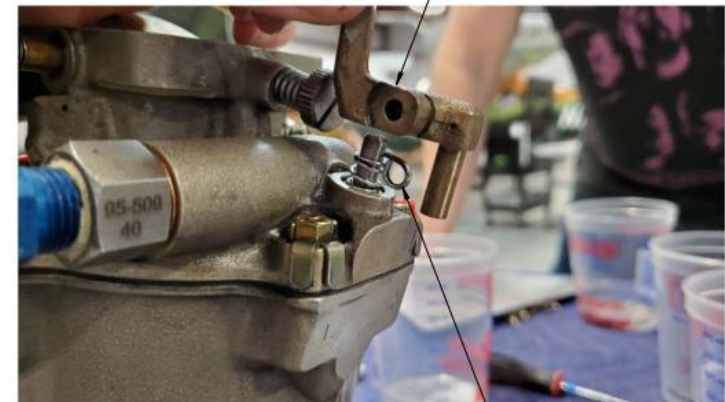


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REMOVE SCREW AND KEEP.
(NOTE: ARM WILL POP UP WHEN SCREW IS REMOVED)



REMOVE CONTROL ARM STILL
ATTACHED TO MIXTURE CABLE

NOTE: DO NOT LOSE SPRING AND KEY

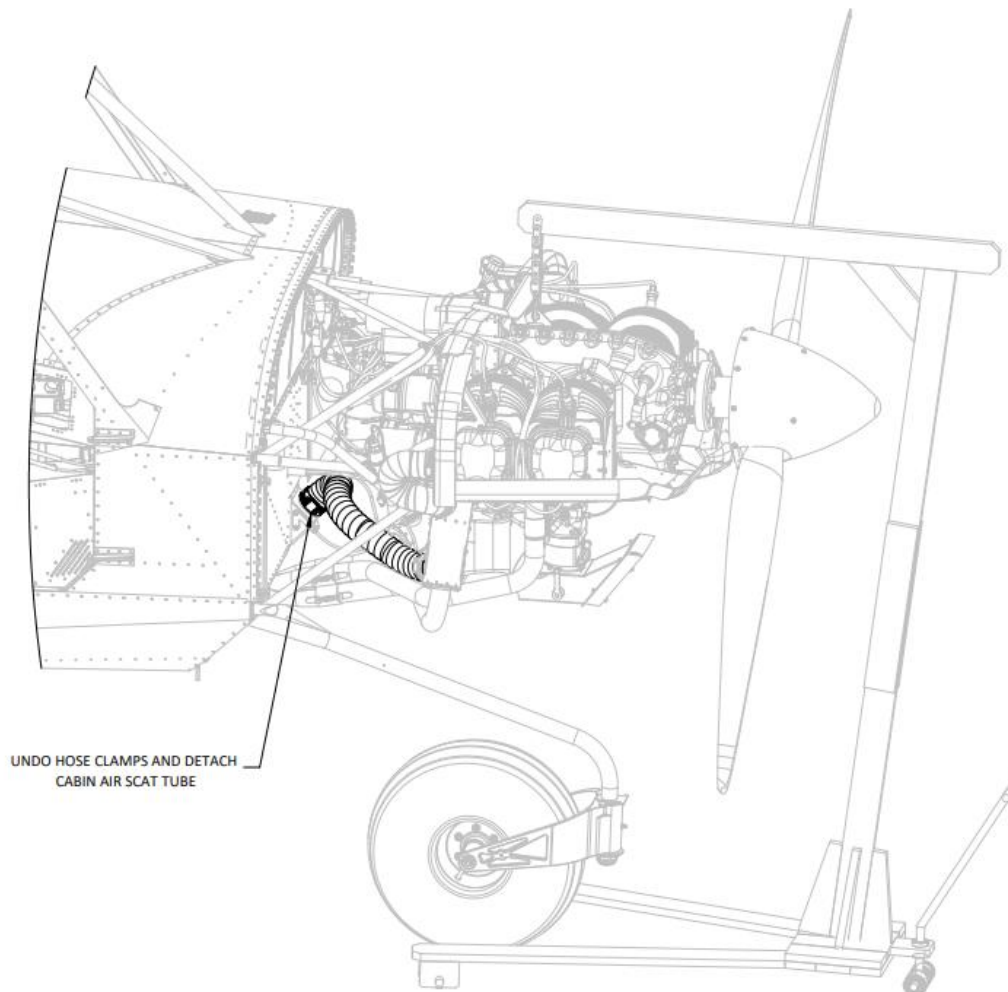


DURING REINSTALLATION; REPLACE AND CLAMP WASHER FLANGES.
MCFARLANE PART NUMBER 78-A109



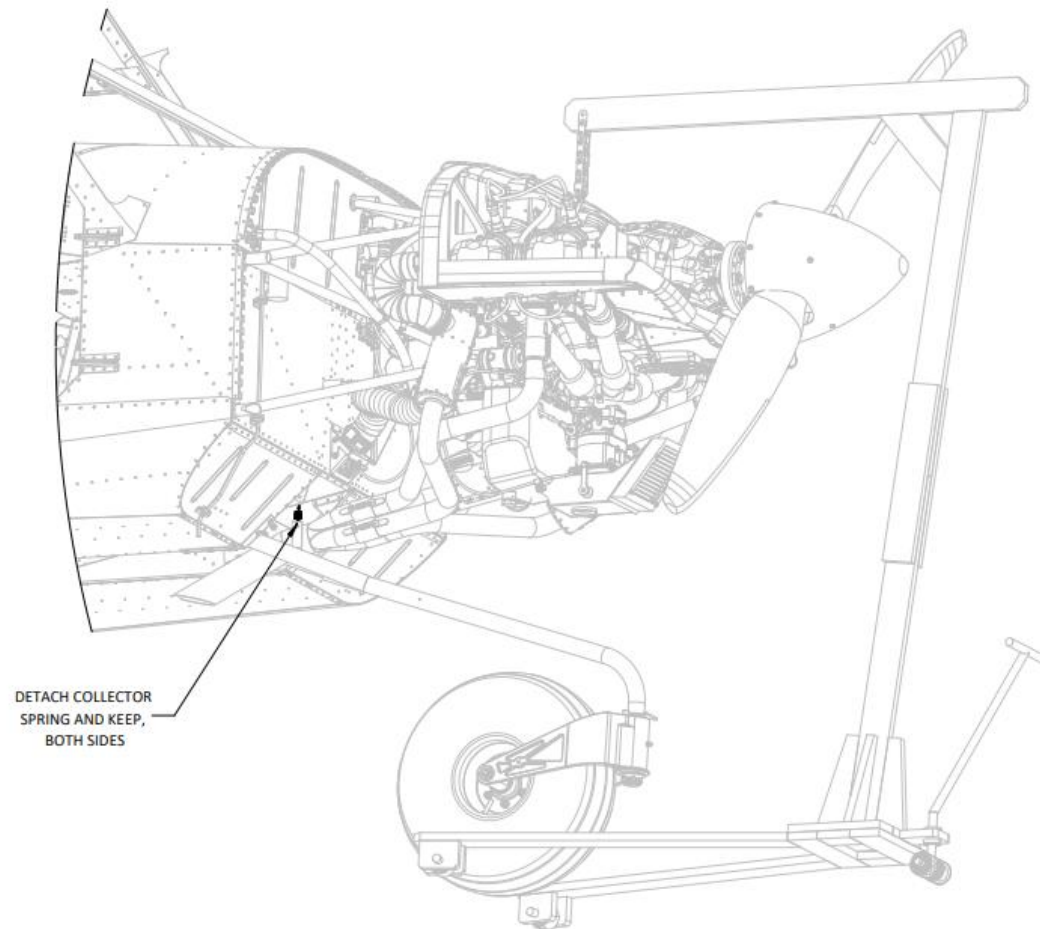
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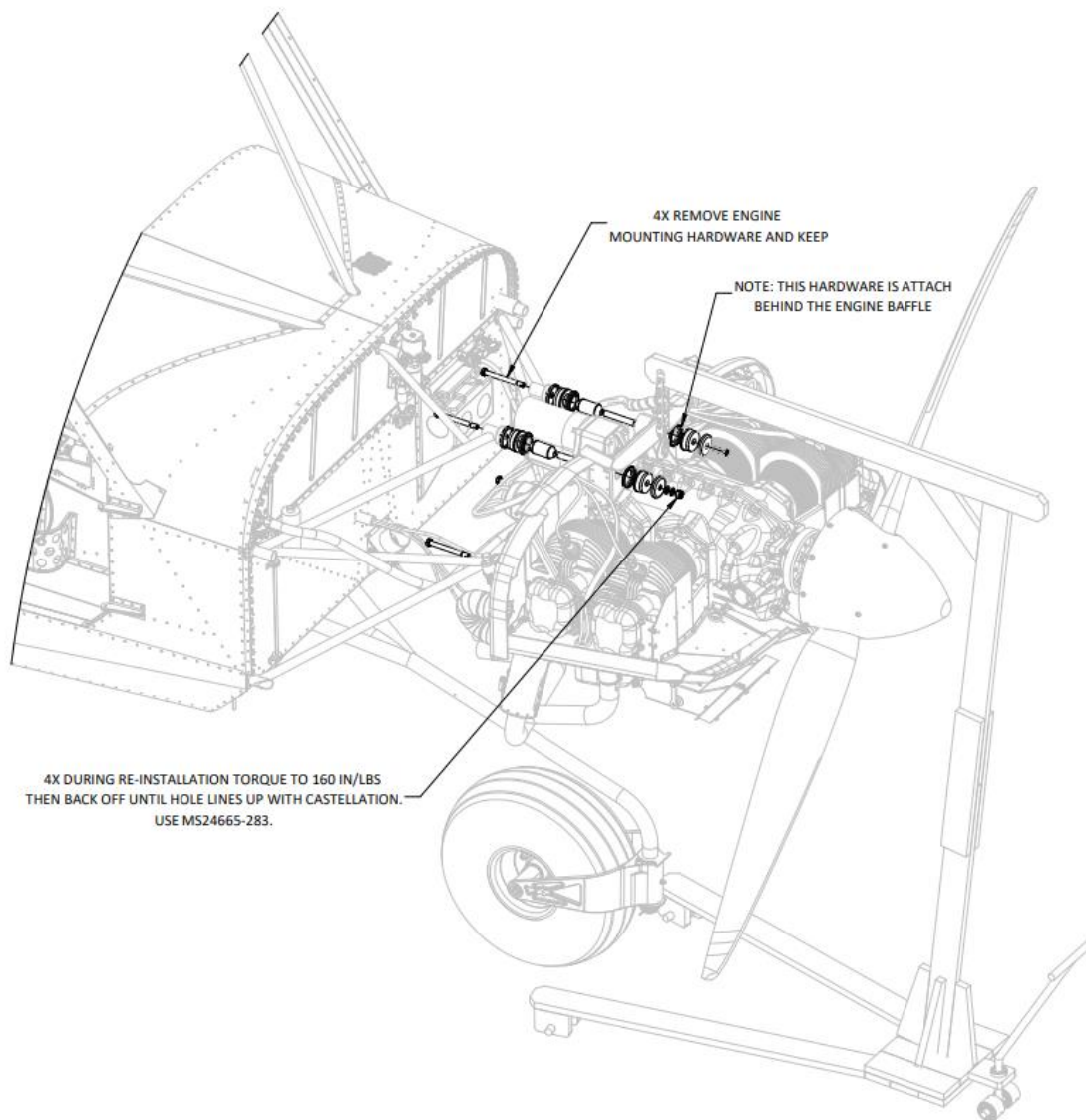
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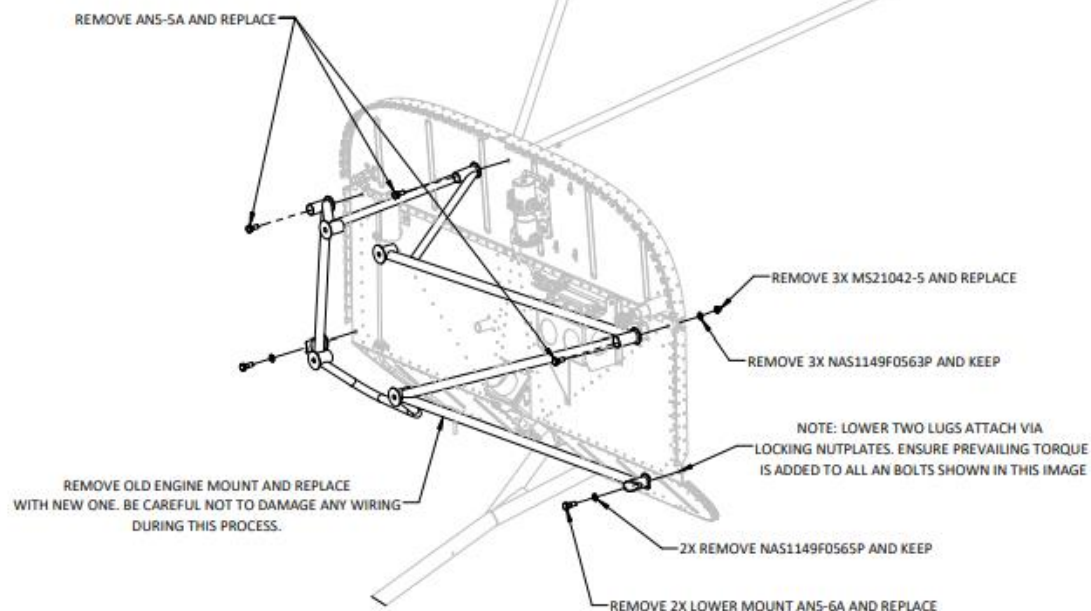
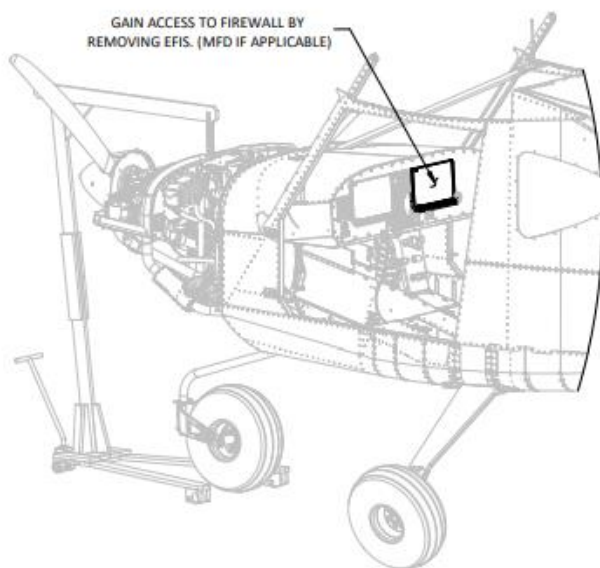


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NOTE: ENGINE WILL STILL BE CONNECTED WITH CABLING AND IS NOT SHOWN IN IMAGE

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ONCE COMPLETE REINSTALL USING STEPS IN REVERSE ORDER