

	XtremeAir GmbH, Harzstr.2, D-39444 Hecklingen Tel: +49 39267 60999 0, Fax: +49 39267 60999 20 www.xtremeair.de info@xtremeair.de	Document No. SB-XA42-2018-006
		Issue: A.00
DOA-Nr.: EASA.21J.360	Service Bulletin	Date: 2 MAR 2018

MANDATORY

Subject:	Engine Mount Inspection
Aircraft models affected:	XA42 & XA41
Applicability:	Manufacturers serial numbers (MSN) 01 to 07 and 101 to 149 equipped with engine mount P/N XA42-7120-151
Compliance:	Mandatory
Time of Compliance:	1.) Initial visual inspection within the first 50 hours of operation of the engine mount or before the next flight 2.) Repetitive visual inspections after each 10 aerobatic flights*
Purpose:	To detect a potentially unsafe condition.
Background:	A crack was detected on an engine mount frame diagonal strut during a scheduled maintenance inspection. If not detected, the crack could grow and subsequent partial or complete failure of the structural joint possibly result in in-flight detachment of the engine and consequent loss of control of the aeroplane.
Manpower:	Approximately ten (10) minutes are required to perform each inspection
Materials:	An inspection mirror and a flashlight are required to perform the inspection without removal of the cowling.
Accomplishment Instructions:	Prior to the next flight and after each ten (10) aerobatic flights* thereafter, visually inspect the area of the junction of the L/H diagonal struts of the engine mount, forward of the oil cooler, for cracks. * each flight during which a load factor of 6 g is exceeded



XtremeAir GmbH, Harzstr.2, D-39444 Hecklingen

Tel: +49 39267 60999 0, Fax: +49 39267 60999 20
www.xtremeair.de info@xtremeair.de

Document No.

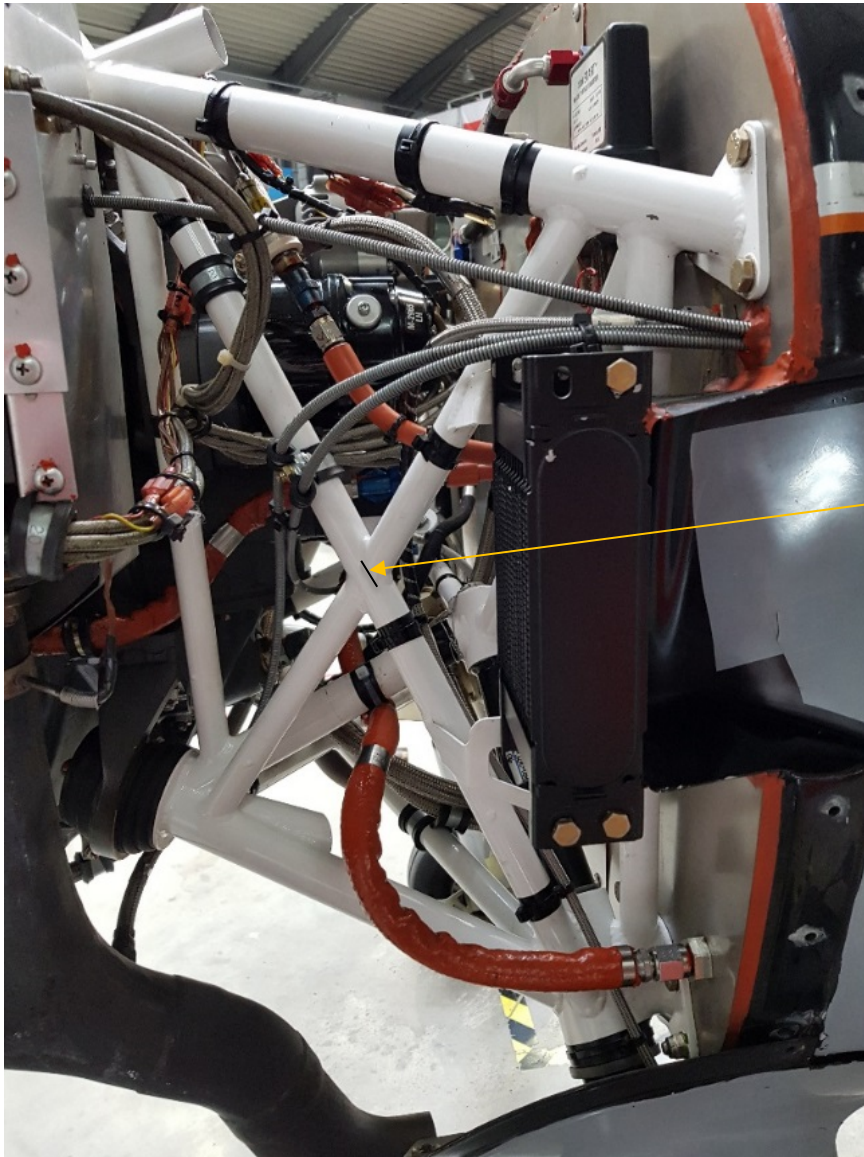
SB-XA42-2018-006

Issue: A.00

DOA-Nr.: EASA.21J.360

Service Bulletin

Date: 2 MAR 2018



LOOK FOR
CRACK HERE

	XtremeAir GmbH, Harzstr.2, D-39444 Hecklingen Tel: +49 39267 60999 0, Fax: +49 39267 60999 20 www.xtremeair.de info@xtremeair.de	Document No. SB-XA42-2018-006
		Issue: A.00
DOA-Nr.: EASA.21J.360	Service Bulletin	Date: 2 MAR 2018



If a crack exists, remove and replace the engine mount.

Record execution of the inspection in the aircraft/airframe logbook.

Approval:

The technical content of this document is approved under the authority of DOA ref. EASA. 21J.360.