

Rockwell service letter

International No. SL-AG-11

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20 June, 1961

ENGINE MOUNT PREVENTIVE MAINTENANCE

APPLICABILITY: All S-2B Aircraft through S/N 1089B

Service Letter #5 informed you to the necessity of checking the engine mount for fatigue failure and the availability of a new mount of 1 ½ x .083 tubing. A solution for the problem has been worked out and approved by the FAA.

The failure in all recorded cases has occurred at the edge of the reinforcing gusset plates extending between the mount legs. This plate has caused a stress concentration at its edges. Due to the rigidity of the mount, vibration and loads can cause a crack to form in this area. Presently all S-2B engine mounts are being produced without gusset plates. You can duplicate this on your present mount by cutting through the gusset plates located on your mount.

Four of these plates are located between the legs next to the mount ring. The other four are between the legs at the rear of the mount. To get at those in front, it will be necessary to remove the shroud, dishpan, and stacks from the exhaust and the carburetor heat box from the intake. When this is done, the gussets can simply be cut through or ground out. If they are ground, leave the welded area intact to preserve the structural integrity of the tube.

Engineering Department