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September 9th, 1946

McInnes Products Corporation,
Waterways, Alberta.

Attention: Mr. T. McLaughlin,
Engineer.

Dear Sirs:

We wish to acknowledge receipt of your letter of August 28th, in which you advised us that a damaged cylinder which you removed from your R-1839 engine Serial No. 42-108483 was being returned to us for inspection and reconditioning.

This cylinder has been received here and has been reconditioned. It will, therefore, be returned to you in the very near future.

This is the first time a failure of this nature has been brought to our attention, but we believe that the failure was due to a leak at the intake port caused by the intake pipe packing nut not being sufficiently tight or it may be that the packing nut was not properly fitted at the time that a top overhaul or cylinder replacement was carried out. If this leaking condition existed, it is possible that a weak mixture resulted at idling, and backfiring started a fire in the intake pipe which subsequently lead to the failure in the intake port and associated parts.

In connection with your request for Service Bulletins, we would be pleased to include you on our regular mailing list for all publications pertaining to our equipment that is being operated by yourselves. To assist us in this regard, we would like to be advised of the following: -