



Engine Mount Liability Agreement (continued)

The purchaser by affixing their signature below indicates that they understand and accept the above statements and also ascribes to the following statement:

"I, (please print name) _____

Knowing full well the inherent risks involved in general aviation as well as the increased risks in experimental aircraft, take full responsibility for my selection and choice of parts used in the process of building my aircraft and I am the person solely responsible for determining the conformance to plans, applicability, suitability, and quality of the parts used in my aircraft. I do so to the best of my abilities and I am not taking it on faith in the abilities and judgment of CG Products.

Furthermore I assume all risks for my actions with respect to building and flying this aircraft and wish my heirs, successors and those that survive me to respect and honor this agreement.

Signed by Purchaser _____ date _____

Mailing address _____

Aircraft/model _____

Plans or serial# _____ N-number _____

Telephone Number _____



Engine Mount Liability Agreement

In as much as CG Products has no opportunity to supervise the installation or maintenance of parts supplied by it, nor an opportunity to participate in the design or manufacture of the homebuilt aircraft in which its parts are utilized, nor control over the individual flying the aircraft and the manner in which they do so, the purchaser (being an individual, family unit or group entity buying the product) by placing an order with CG Products, agrees that all materials purchased will be used solely at the purchaser's risk and that the purchaser will indemnify and hold CG Products, its owners, employees and its suppliers free and harmless from all loss, liability or damage resulting from claims brought by reason of alleged failure or defect of any part or parts supplied by CG Products or the aircraft it was used in.

Mounting to the firewall.

Every effort has been made to keep your new engine mount true and aligned while being assembled and welded. It is normal during the welding process to introduce a small but not excessive amount of stress when a weld cools and shrinks. The end result is that when the mount is removed from its fixture there may be a small amount of misalignment. At the same time it is also unlikely your firewall is completely flat. Mark the center of each aluminum mounting point on the firewall and see how your mount aligns with the marks. Follow your plans instructions carefully to attach your mount to your firewall. If any one of the mounting points of the mount stands away from the firewall, put appropriate thickness large area washers under the mounting point to prevent creating any stress on the mount or airframe.

It is necessary to check the engine mount for cracks in the welds and tubes on a regular basis as well as thoroughly checking it during your aircraft's annual. The mount should be thoroughly cleaned and degreased before giving it a light coat of a zinc chromate metal primer prior to a light coat of a light colored paint, preferably white to make inspection easier. Do not paint the mount with powder coat paint as this paint is capable of covering a crack like a shell and preventing early detection. Should a crack or defect of any kind be detected you should ground the aircraft immediately, remove the mount and have it repaired.

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