

## **Veteran Aerobatic Pilots Say New Lord Mounts Take 'Best Of Show'**

Pulling 6 to 12+ Gs can take its toll on aerobatic planes and pilots. And no component parts take a greater beating than the plane's engine mounts.

So when professional aerobatic pilots like Gene Soucy, Sean D. Tucker, Patty Wagstaff, and competition aerobatic pilots like Dave Swartz say that they have found a new mount that holds up much better than any they've seen, it's not hyperbole, it's fact. And that's precisely what aerobatic pilots and crew chiefs say about Lord Corporation's newest engine mounts.

Veteran aerobatic pilot and air show favorite Patty Wagstaff uses the Lord J-7764-31 mounts and notes that the new mounts perform better than those she'd used before. "That includes competitive mounts, too," says Wagstaff. "I've been very impressed."

Tom Dygert, crew chief for Team Oracle and pilot Sean D. Tucker, agrees and says, "These new Lord mounts have to be the best product that we have tried, EVER! Sean pushed the limit again this season and saw 12 Gs several times. The mounts held up fantastic. We saw very little sag (static) of the engine after close to 500 hours of operation. There's no dish on the metal portion and the compound shows little deformation."

And Gene Soucy, who began professional air show flying in 1968 and has appeared in more than 2,700 air shows, has had similar experiences with his Lord mounts. "The mounts that Lord's Matt Kerr recommended and Paul Snyder provided for our airplanes have performed exceptionally well. In fact, they've performed perfectly. I had noticed some engine movement with my old mounts, but once we installed the new ones, the engines haven't moved since."

The same is true in competition aerobatics according to two-time member of the U.S. Advanced Aerobatic Team, Dave Swartz.

"The mounts that Lord supplied for my Pitts S-2B last March have held up considerably better than any mounts I've used to date," says the Plantation, Florida-based aerobatic pilot. "I now have about 180 hours on these mounts (in 14 months) and can see no apparent sag in the rel-

ative engine position and the donuts still look good."

Paul Snyder, engineering specialist at Lord Corporation's Erie, Pennsylvania, engineering research facility, says that it's actually the pilots and crew chiefs who help Lord create better mounts. "We work directly and indirectly on various aerobatic applications with pilots, crew chiefs and others in the field," says Snyder. "This hands-on, field-tested approach obviously works, as indicated by these experts' positive opinions of their Lord mounts."

Lord Corporation, with headquarters in Cary, North Carolina, is a \$441-MM privately held company that de-

signs, formulates, manufactures and markets adhesives, polyurethane coatings, electronic adhesives and coatings; devices and systems to manage mechanical motion and control noise; and products and systems utilizing magneto-rheological (MR) technology. Lord has three major operating divisions: Chemical Products, Mechanical Products, and Materials Division. With plants in seven states and facilities/operations in 10 countries, including wholly owned manufacturing facilities in Europe and China, Lord Corporation employs more than 2,200 worldwide. Visit [www.lordmpd.com](http://www.lordmpd.com) for more information.