

FIELD SERVICE BULLETIN

Navion



RYAN AERONAUTICAL COMPANY, LINDBERGH FIELD, SAN DIEGO 12, CALIFORNIA

FIELD SERVICE BULLETIN NO. 19
FEBRUARY 16, 1953

MANDATORY

TO: ALL NAVION DISTRIBUTORS, DEALERS AND OWNERS

SUBJECT: INSPECTION, STABILIZER FRONT ATTACHMENT FITTING

EFFECTIVITY: ALL NAVION AIRCRAFT

Inspect both 145-21404-1 and -2 front fittings on the horizontal stabilizer for proper rivet edge distance as soon as possible or not later than the next 100 hour inspection period. Perform inspection by the method illustrated in the sketch on the back of this sheet.

If outboard edge of steel fitting extends past outboard edge of butt rib as seen with inspection mirror, no further action is required. On the other hand, if edge of fitting disappears behind rib it will be necessary to remove several rivets and fold back the leading edge skin as shown in the sketch for the purpose of making a more detailed inspection.

With skin folded back measure distance between rivets and outboard edge of steel fitting plate. If $1/16$ inch of fitting material extends beyond edge of rivet hole, fitting installation may be considered satisfactory. If less than $1/16$ inch rivet edge distance exists, a new fitting should be installed with proper rivet edge distance.

Rivets removed from the leading edge skin to facilitate inspection may be replaced with Cherry Rivets instead of the $1/8$ inch diameter A17ST Rivets used by factory.

A record of the performance of this inspection should be made in the aircraft log book as it is anticipated the CAA will issue an Airworthiness Directive requiring the inspection described above.

NOTE: Since both the 145-21404-1 and -2 fittings are replaced when either a Palo Alto Airport or Symons Engineering Company horizontal stabilizer modification kit is installed, the above inspection will not be required on Navions that have been so modified.