

FIELD SERVICE BULLETIN

Navion



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

FIELD SERVICE BULLETIN NO. 9
SEPTEMBER 1, 1950

MANDATORY

TO: ALL NAVION DISTRIBUTORS, DEALERS AND OWNERS OF
NAVIONS AFFECTED

SUBJECT: INSPECTION OF SHAKESPEARE THROTTLE CONTROLS

EFFECTIVITY: ALL NAVIONS, FACTORY SERIAL NO'S. 1789 THROUGH
2019; 2021 THROUGH 2026; 2028 THROUGH 2142;
2144 THROUGH 2169; 2171 THROUGH 2177 AND 2180.

It has recently come to the factory's attention that there is a possibility some Navions, in the group referred to above, may be equipped with Shakespeare throttle controls on which the ferrule at the instrument panel end was swaged onto the cable housing in such a way as to permit cable housing slippage.

SECTION I: INSPECTION

The flexible shaft housing where it enters the control ferrule, just forward of the instrument panel must be IMMEDIATELY inspected for any evidence of slippage in the ferrule. The black, plastic coated, shaft housing will show signs of wrinkling, or chafing, on any controls where slippage has occurred. See sketch. Any control, on which definite indications of control housing slippage is discovered, must be immediately replaced with a new control assembly furnished by Shakespeare through the Ryan Aeronautical Company.

SECTION II: INSTALLATION OF SPECIAL STOP NUT

It has been found that housing slippage may be caused by the inner shaft in the control head striking the end of the housing when the throttle is pushed wide open. This exerts a push on the housing tending to force it out of the ferrule; therefore, a special stop nut to be installed on the throttle shaft in place of the existing throttle knob jam nut is being furnished the owner of each Navion in the affected series. Use the following procedure when installing nut.

1. Remove control knob and existing jam nut.
2. Disconnect throttle control from throttle lever on carburetor.
3. Push throttle control forward as far as possible and screw special stop nut on shaft until it contacts throttle friction control with friction control turned up snug, then turn nut four more complete turns.
4. Install throttle knob and reconnect control to carburetor throttle lever. Rerig throttle as necessary to provide full throttle movement with slight control cushion.

SECTION III: REPLACEMENT OF DAMAGED CONTROLS

Navion owners requiring replacement controls may have them installed by their nearest Navion distributor, or controls may be ordered directly from the factory by writing to the Airplane Field Service Department of the Ryan Aeronautical Company.

Due to the fact, replacement controls are being shipped prepaid without deposit, it is important that all damaged controls be returned immediately to the Ryan Aeronautical Company. Credit for installation labor can only be given for those control changes covered by a properly executed Navion Application for Warranty Adjustment Form, showing the direct cost of labor required to make the control change. Service experience has shown it should not require more than 1.75 man hours to make this control change. A warranty application form will be furnished to any owners ordering controls directly from Ryan's Field Service Department. No labor allowance will be made for the special stop nut installation as the time required to make this simple change is negligible. This free control replacement offer expires on December 1, 1950.

C A U T I O N N O T E

The Shakespeare and Ryan Aeronautical Companies cannot assume any responsibility for controls that are needlessly removed and returned to them; therefore, good judgement must be used in determining whether or not a control is unsatisfactory.

