

SERVICE LETTER



Navion



NAVION DIVISION TUSCO CORPORATION, P. O. BOX 3126, GALVESTON, TEXAS

"THIS LETTER FAA APPROVED"

SERVICE LETTER NO. 81

DATE : MARCH 31, 1961

TO : ALL NAVION OWNERS

SUBJECT : PART NO. 145-58145-3 END FITTING-HYDRAULIC POWER
AND CONTROL SHAFT-LANDING GEAR SELECTOR VALVE

EFFECTIVE : NAV-4-2 AND SUBSEQUENT

An investigation prompted by field reports has revealed that in some instances the heat-treated end fitting (Part No. 145-58145-3) has failed during attempts to extend the landing gear.

Detailed evaluation of the landing gear up-lock system disclosed that loads sufficient to cause failure of this fitting may result from: 1.) Maladjustment of the up-lock cable system; 2.) Excessive friction between the up-lock latches and latch rollers on the gear, which may often be attributed to excessive paint thereon; and 3.) Inadvertently selecting gear-down with hydraulic power "off", wherein excessive pressure is required on the gear selector handle to overcome gear weight hanging on the up-latches.

Consequently, the following inspection should be accomplished at the earliest possible convenience but no later than the next twenty-five hours of operation and each periodic inspection thereafter of your Navion.

- 1.) Inspect Part No. 145-58192 Bellcrank Assy. - Hydraulic Landing Gear Control Handle, Part No. 145-58233 Spacer - Hydraulic Control Valve Handle Linkage, and Part No. 145-58145-3 End - Hydraulic Power & Control Unit Shaft for excessive wear or deformation. Defective parts should be replaced immediately.
- 2.) Inspect the up-lock rollers and hook assemblies on each gear for excessive grime or paint, freedom and smoothness of operation, and excessive wear that may cause binding.
- 3.) Inspect rigging of the landing gear up-lock system in accordance with Section I of Navion Field Service Bulletin No. 8 dated 7-11-49 or the illustrated instructions of Fig. 32 of the Navion Service Manual.