

FIELD SERVICE BULLETIN NO. 13
APRIL 15, 1951

TO: OWNERS OF ALL NAVIONS BELOW FACTORY SERIAL NO. 1400

SUBJECT: LANDING GEAR RETRACT LINK INSPECTION

EFFECTIVITY: NAV4-2 THROUGH NAV4-1400

A recent review of the factory's Navion service records has shown that during the past four years breakage of the butt welded 143-33165-10 Brace Assembly - Main Landing Gear Upper occurred on a few early model Navions. Examination of the damaged brace assemblies returned to the factory in connection with these reports revealed a condition at the break that indicated a crack probably existed for some time prior to actual breakage in most cases. Therefore, it is necessary to immediately inspect the brace assemblies on all affected Navions to positively determine that no cracks exist in or near the end fitting welds. The area around the small drive-screws used as hole plugs in each end fitting must also be inspected for cracks. This inspection should be performed after any unusually hard landing and at each 100 hour inspection period hereafter.

Any brace assemblies showing signs of cracking should be immediately replaced with the later type link having fish-mouth welds as shown in Figure 2 below.

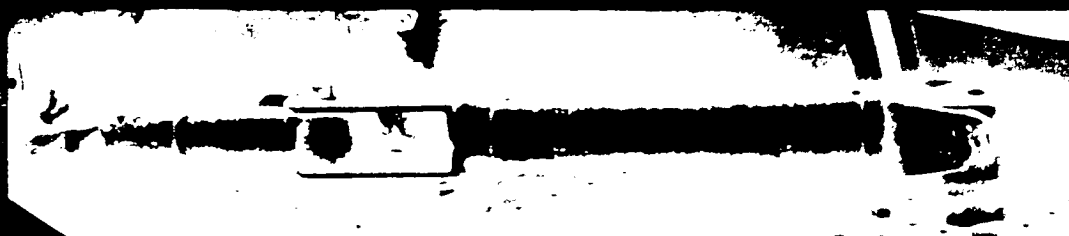


Fig. 1. Early Butt Welded Brace
Used on Navions, Serial No. NAV4-2 thru NAV4-1399
Require Frequent Inspection (see bulletin text)



Fig. 2. Late Type Reinforced Brace
Used on Navions, Serial No. NAV4-1400 and Subsequent
Require Normal Inspection