

FIELD SERVICE BULLETIN NO. 17  
SEPTEMBER 26, 1952

TO: ALL NAVION DISTRIBUTORS, DEALERS AND OWNERS

SUBJECT: CRACKING OF STABILIZER FORWARD ATTACHING FITTINGS

EFFECTIVITY: ALL NAVION AIRCRAFT

It has again been called to our attention that a number of the front stabilizer fittings on the fuselage have been cracked from improper ground handling of the airplane resulting in a severe pushing load or blow on the leading edge or tip of the stabilizer. An item in "Operating Tips for Better Navion Flying" for April, 1951 pointed out the accepted method of handling the airplane to avoid such damage.

It has also been brought to our attention that some cases of cracks developing in the front false spar webs and root rib have occurred either due to fatigue or again poor ground handling technique.

In view of the above, it is required that an immediate inspection of the area of the stabilizer in the vicinity of the front attachment fitting, particularly that portion of the spar web (gusset) immediately outboard of the root rib, and the fuselage attaching fitting be inspected for cracks.

It is further required that at each 100 hour inspection, and at re-licensing inspection, a careful examination of the area be made.

Cracks or failures in the fuselage attaching fitting Part No. 143-31004-13, Item 1443-15 in the Navion Parts catalog, require that the entire part be replaced. Cracks in the root ribs may be repaired in accordance with accepted methods outlined in Civil Aeronautics Manual #18. Cracks in the spar gussets require installation of a new part. The sketch on the opposite side of this sheet provides adequate information to fabricate a new part. To install the part the stabilizer leading edge must be removed and may be re-installed with the next larger size "cherry" or other acceptable blind rivet.

It is anticipated that a CAA Airworthiness Directive will be issued requiring compliance with this bulletin.

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