

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.