

FIELD SERVICE BULLETIN NO. 14
MAY 1, 1951

TO: ALL NAVION OWNERS

SUBJECT: MODIFICATION REQUIRED IN CONNECTION WITH BAGGAGE
COMPARTMENT AUXILIARY FUEL TANK INSTALLATION

EFFECTIVITY: ALL NAVIONS EQUIPPED WITH BAGGAGE COMPARTMENT
AUXILIARY FUEL TANKS

To eliminate the possibility of overflow fuel or vapor from the baggage compartment fuel tank vent line outlet being drawn into the small drain holes in the bottom surface of the fuselage tail section, it is necessary to install the simple louvres shown in Figure 1 of this bulletin. One of these louvres is to be installed over each of the four rearmost fuselage drain holes with the open end of the louver facing aft. Also, on some airplanes a small tooling hole may be found in the skin just forward of the third drain hole from the rear. This hole should be plugged with a rivet.

The louvres described above will be furnished without charge to the owners of all Navions equipped with baggage compartment tanks of Ryan manufacture. The Postal Card attached hereto is for your convenience in placing an order with the factory for a set of louvres if needed for your plane.

Several cases of leakage around the auxiliary tank fuel gauge transmitter have been reported. Therefore, this unit should be inspected at this time and if any signs of leakage are noted, remove transmitter and reinstall it using a new gasket (thicker than original if necessary). The use of a gasoline insoluble sealing compound will also assist in eliminating any leakage at this unit.

NOTE

Figure 2 of this bulletin shows a simple optional siphon break, which can be fabricated locally and installed in the auxiliary tank vent line to limit siphoning and minimize fuel overflow out the vent line if tank is filled to top of filler neck. Fuel expansion or changes in plane attitude may cause some overflow; therefore, it is recommended that the tank be filled only to approximately 1/2 inch below the bottom of the filler neck as a general practice. Flight tests have proven that a positive or up-stream pressure exists in the vent tube during flight, with the siphon break installed, which further reduces the possibility of any excessive quantities of fuel or vapor being exhausted overboard.