

NAVION FIELD SERVICE BULLETIN NO. 3 - MANDATORY

JULY 11, 1949

TO: OWNERS OF 1949 NAVIONS, ALL NAVION DISTRIBUTORS AND DEALERS

SUBJECT: END FITTING - HYDRAULIC POWER AND CONTROL UNIT SHAFT - LANDING GEAR SELECTOR VALVE.

EFFECTIVITY: NAV-4-1790 THROUGH 1899; 1901 THROUGH 1910; 1912 THROUGH 1916; 1918; 1921 THROUGH 1927; 1931 THROUGH 1936; 1941, 1942 and 1947 AND ALL EARLIER AIRPLANES EQUIPPED WITH RYAN LANDING GEAR FAIRING KITS AND THREE POSITION FLAP SELECTOR VALVES.

The installation of the landing gear fairings on the 1949 model Navion has increased the load on the landing gear control lever when moved from the "up" to the "down" position. The increase in force necessary to operate the control has, in a few instances, caused the threaded end fitting (item No. 3109) on the gear selector control rod to bend. Manufacturing procedures made it possible to obtain a hardness reading on certain areas that met specifications; other areas, including the threaded portion, in some instances, were found to be soft. A replacement rod end, thoroughly checked for hardness in all areas, which has been identified by a dark gray-black color over the plating, is now being used and must be installed as soon as possible on the airplanes listed in the effectivity above. Rigging of up-lock cable system must also be checked as follows:

SECTION 1.

Inspect rigging of the landing gear up-lock system as follows:

1. With landing gear control handle in the "up" position, adjust cable (between control valve and torque tube on pilot's floor) so there is 3-3/8 inches vertical distance between center of cable attachment point (on torque tube arm) and cabin floor.
2. Set adjustment bolt on torque tube arm so there is .005 to .010 inch clearance between bolt and hook when gear is up and hook fully engaged.
3. Adjust cable between forward torque tube and main gear lock torque tube, so that cable just starts to pull against spring tension on torque tube.
4. Adjust rods between torque tube and hooks so there is 1/32 to 3/32 inch clearance between back face of hook and roller on gear, when gear is up and locked.

NOTE: Refer to page 47 of the 1949 model Navion Service Manual for illustrated instructions.