

**"THIS BULLETIN FAA APPROVED"**

**FIELD SERVICE BULLETIN NO. 34  
DECEMBER 17, 1958**

**TO: OWNERS OF ALL NAVIONS**

**SUBJECT: LANDING GEAR RETRACT LINK INSPECTION**

**EFFECTIVITY: NAV-4-2 AND SUBSEQUENT**

A recent review of the factory's Navion service records has shown that during the period since 1950 breakage of the late type reinforced welded 143-33165-10 Brace Assembly - Main Landing Gear Upper (Ref. Navion Field Service Bulletin No. 13 dated April 15, 1951) occurred on several Navions of various models. Examination of the damaged brace assemblies 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. It is apparent that the fishmouth weld assembly in Fig. 2 of Service Bulletin No. 13 was insufficient to entirely correct this same condition on the earlier link assemblies. Therefore, it is necessary to immediately inspect the brace assemblies on all Navions to positively determine that no cracks exist in or near the end fitting welds. The area around the small drive-screws used as hold 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 (Assembly Part No. 143-33165-20) having the longer lap-welded center section.

This Bulletin supersedes and cancels Field Service Bulletin No. 13 dated April 15, 1951.