

FIELD SERVICE BULLETIN NO. 25
5 DECEMBER 1955

MANDATORY

TO: ALL NAVION DISTRIBUTORS, DEALERS, AND OWNERS

SUBJECT: INSPECTION AND/OR REPAIR OF NOSE GEAR DRAG LINKS

EFFECTIVITY: ALL AIRCRAFT MANUFACTURED PRIOR TO AUGUST 1949

ACCOMPLISH: IMMEDIATE INSPECTION AND REPAIR ON OR BEFORE 1 FEBRUARY 1956

Recent incidents of failure of the nose gear drag brace on older Navion aircraft leads to the belief that a number of owners may have failed to incorporate Ryan Service Bulletin No. 4 dated August 5, 1949. This Service Bulletin required that all nose gear drag braces, Part No. 145-34106, that are "butt" welded be replaced by a new part utilizing "fish-mouth" type welding. At the time of issuance of Service Bulletin No. 4 an exchange offer was made. Inasmuch as a very limited supply of parts is available, the exchange offer can no longer be made. In view of this, the following mandatory action is required.

1. Inspect the nose gear drag brace, Part No. 145-34106, to establish its design. ("Butt" or "fish-mouth" welded).
2. If the part is "fish-mouth" welded, no further service action is required.
3. If the part is "butt" welded, the following action is required:
 - a. Remove the drag brace and magnetically inspect (magniflux) the part for indications of cracks in the vicinity of or in the "butt" weld.
 - b. If no cracks are evident, the part may be re-installed on the airplane. If re-installed, the part must be re-examined at each 100 hour inspection as outlined in 3a above.
 - c. If the magnetic inspection shows evidence of a crack in the part, the part must be replaced or repaired.

A suggested method of repair which may be utilized in the event that replacement drag links can not be obtained is as follows:

WARNING: Extreme caution shall be utilized in accomplishing the welding operation and it shall be done only by qualified aircraft welders using approved arc welding techniques. The Ryan Aeronautical Company assumes no responsibility for the integrity of parts so repaired in the field.