

# SERVICE BULLETIN

## STINSON DIVISION

CONSOLIDATED VULTEE AIRCRAFT CORPORATION

WAYNE, MICHIGAN

TITLE Wing Drag Wires - Periodic Inspection

BULLETIN NO. 243

MODELS AFFECTED: 108 (Voyager 150) 108-1 through  
108-969, 108-971 through 108-975

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DATE November 1, 1946

On Stinson Voyager 150 airplanes in the above category it will be necessary to check the drag wires for tautness at each 100 hour inspection. Any wires found loose must be tightened and the threads staked against the outer face of the nuts. The most vulnerable spot for a loose drag wire condition will be between the lift strut and the wing tip. It is, therefore, recommended that this inspection be started from the wing tip inboard. The following procedure is recommended for inspection and correction of drag wire tension:

1. Remove inspection covers on the bottom surface of the wing panels between the spars. Cut out centers of inspection rings where necessary to reach all drag wires. Inspect each drag wire for tension.
2. If, after inspection, it is found that a loose drag wire condition exists, establish location points for access holes in the wing cover to permit tightening.
3. After determining proposed location of access holes (next to, but not over, the spar and rib members) reinforcement rings #37 should be doped to the fabric cover. Allow fifteen minutes for dope to dry before cutting center from ring.
4. The small-1"-holes in the wing leading edge do not require reinforcement rings. These holes should not exceed 1" in diameter. The small hole at the wing tip, of necessity, will extend through the metal leading edge skin as well as the fabric. A key hole saw or small tin snips are recommended for this operation.
5. Hold forward nut on wire with a wrench through small hole in wing leading edge. Tighten aft nut on wire through large inspection hole in wing trailing edge. To avoid possible misalignment of aileron or flap hinges, do not tighten nut excessively.
6. Stake the threads at each nut using a small chisel or center punch. Stake should be about .05 inches deep and as close to nut as possible.
7. Cover inspection holes with #52 covers. Small 1" holes

should be covered with a fabric patch at least 5" square. Apply three coats of clear dope to patch followed by pigmented dope to match wing panel.

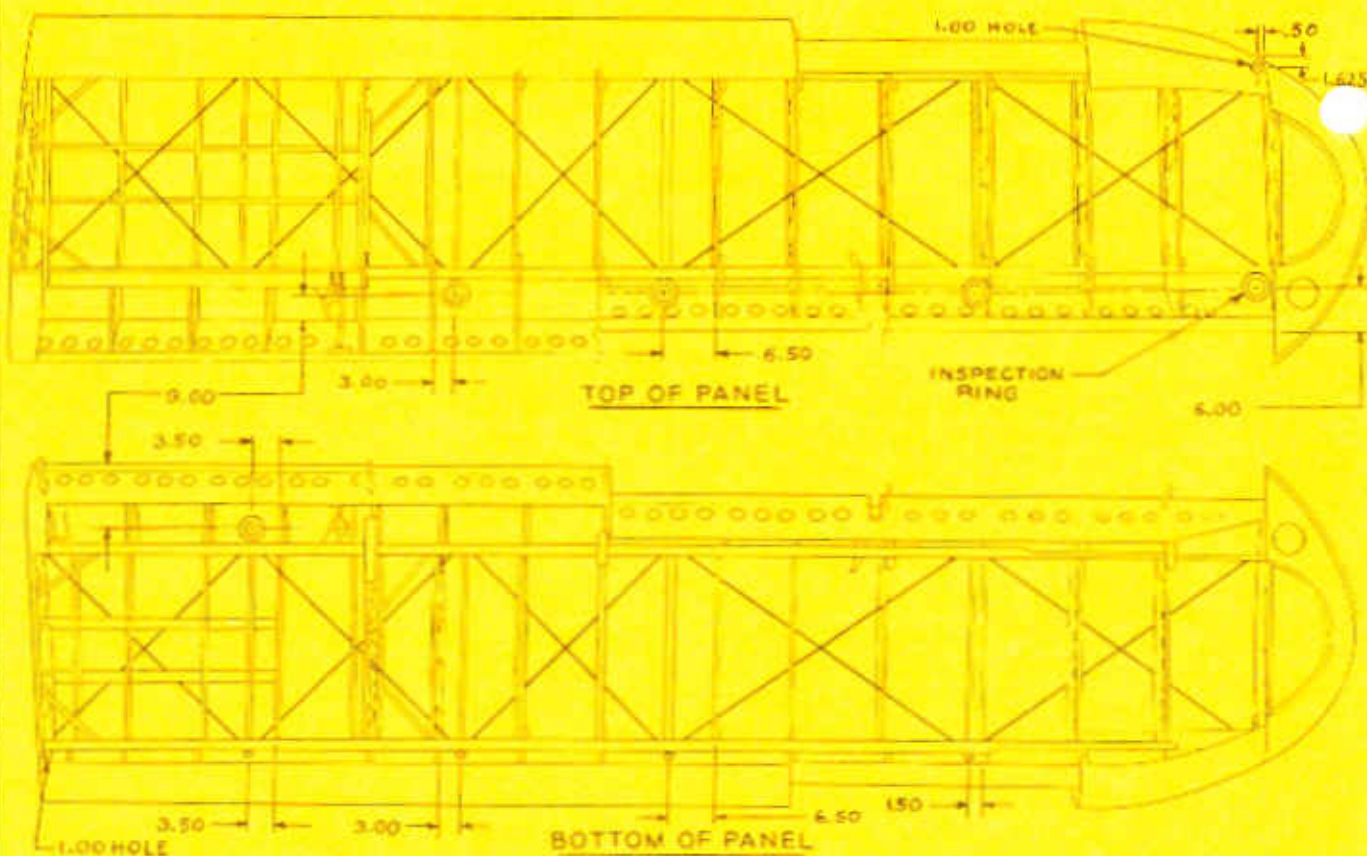
For compliance with this bulletin, where necessary, we have developed the following reimbursement schedule:

- 2½ Manhours for first wing bay - either or both wing panels
- 1½ Manhours for each adjacent bay
- .80 Material allowance for first bay
- .40 Material allowance for each adjacent bay

Claims for reimbursement resulting from performance of this bulletin will be honored only when submitted on warranty claim form 19-P-30.

**Material required:**

- #37 Reinforcement rings as required
- #52 Inspection covers as required
- Clear Dope as required
- Pigmented Dope as required
- Fabric as required



*George Martin*

George Martin  
Parts and Service Department