

SERVICE BULLETIN

STINSON DIVISION
CONSOLIDATED VULTEE AIRCRAFT CORPORATION
WAYNE, MICHIGAN

TITLE: Inspection of Stabilizer Leading Edge
Attachment

BULLETIN NO. 254

MODELS AFFECTED: 108 (Voyager and Flying Station
Wagon). Serial 108-1 through 108-
3500, Inclusive

PAGE 1 OF 2

DATE: September 5, 1947

Gentlemen:

To determine whether or not fatigue cracks have developed in the fitting that attaches the horizontal stabilizer to the fin, it is recommended that all airplanes in the above category be inspected at this point. It is further recommended that this inspection be made after each 100 hours of operation.

This fitting can easily be inspected by removing the plate attached to the fuselage with screws, located directly under the stabilizer. We also recommend the removal of the four nuts used on the stabilizer-to-fin attachment bolts. The use of a flashlight is suggested.

If fatigue cracks have developed, the following corrective action should be performed:

1. Remove the horizontal stabilizer forward attaching bolts and drop the leading edge to insure accessibility.
2. Drill a 1/16" stop-hole at each end of the crack to prevent spreading.
3. Fabricate and attach reinforcing channel to the stabilizer fitting as shown in the following sketch.

PARTS REQUIRED:

1 Piece 24ST Aluminum Sheet - .040 - 2" x 3"
7 - AN442-AD5 Rivets

We will allow labor claims in the amount of 2.0 hours per airplane in those cases where it becomes necessary to perform this reinforcement.

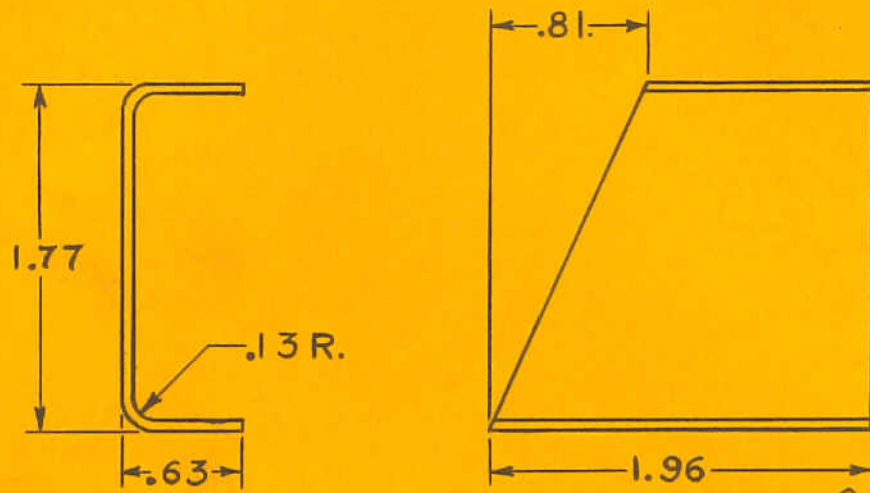
NOTE: If cracks are found in both fittings, it will be necessary to fabricate and install two reinforcement plates and in those instances we will make a labor allowance of 3.0 hours.

Yours very truly,

STINSON DIVISION
Consolidated Vultee Aircraft Corporation

George Martin
George Martin
Service Manager

GM:LJA
FORM 97- 3 100 2-47



Locate two rivets
through web to clear
crack

