

ENGINEERING BULLETIN No. 16

**Recommended Repair for Cracks in Rear Fin
Spar at Upper Hinge Bracket**

Aircraft affected: All Luscombe Model 8 Series up to and including Serial No. 1776.

The occurrence of cracks in the rear fin spar at the upper hinge bracket has led to the addition of a reinforcement plate on all fin spars for new aircraft at our factory. The Civil Aeronautics Administration has been informed of these facts, and it will probably recommend or insist that all Luscombe aircraft manufactured before this addition be inspected and that all aircraft having these failures be repaired as outlined below and illustrated on the accompanying page.

The required material (unless spar replacement is necessary) may be obtained for \$.50 net. In ordering please refer to Engineering Bulletin No. 16.

A record of the inspection and/or repair should be entered in the airplane log book.

Repair Procedure

1. Should the reinforcement plate (Luscombe part #18451) be insufficiently large to fully cover all cracks, or should any crack be more than one-half inch long, the spar should be replaced.
2. Providing the spar is repairable, remove enough rivets to allow the fin skin to be peeled back sufficiently to allow room for a dolly, and remove anchor nut (AC 366-F428).
3. Relieve all cracks with a #30 (.1285) drill.
4. Drill spar to match reinforcement plate.
5. Rivet plate in place.
6. Drill plate to match anchor nut.
7. Rivet a new anchor nut in place.
8. Replace removed rivets in skin.

REINFORCEMENT PLATE-
LUSCOMBE PART #18451
MAT'L: .040 17ST ALC.

REAR FIN SPAR
LUSCOMBE PART #38411

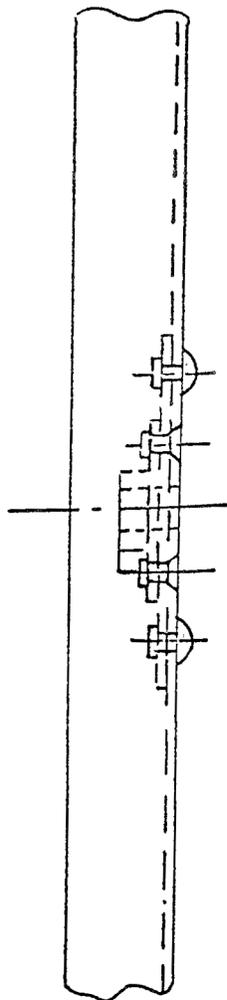


PLATE NUT
AC 366-F428

$\frac{3}{32}$ A17ST C'T'SK
RIVETS (2)
DRILL 'F' (.257)

DRILL #40 (.098) (6)
 $\frac{3}{32}$ A17ST B.H.
RIVETS (4)

