

**ENGINEERING BULLETIN No. 23**

**November 6, 1944**

**Subject:** Inspection and alteration of tail bulkhead and fin spar for clearance of elevator horn

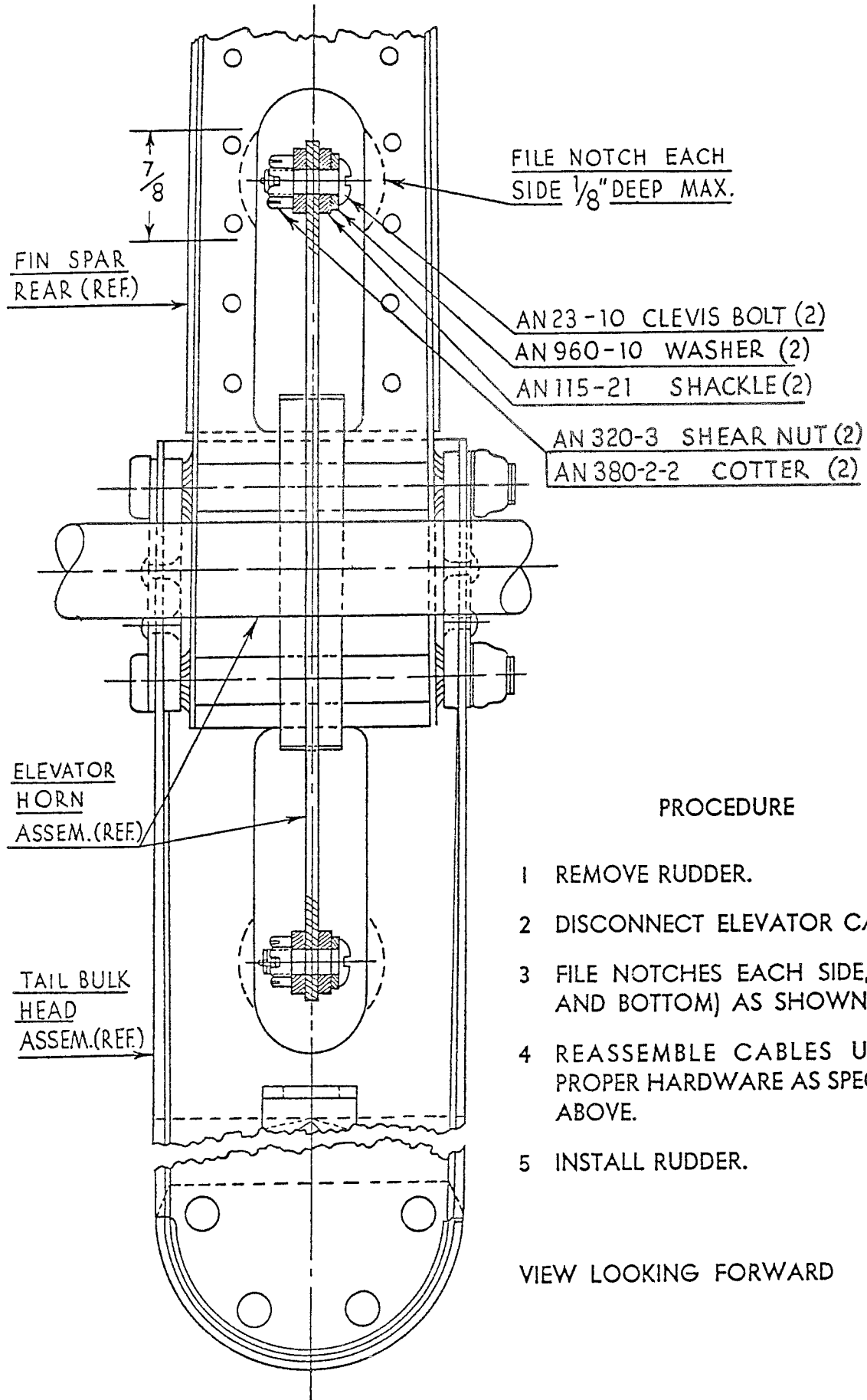
**Aircraft Affected:** All Luscombe Model 8 series aircraft. (8, 8A, 8B, 8C, and 8D) serials 801 and up.

Reports have reached us recently concerning the lack of clearance between the bolts in the elevator cable attachment to the elevator horn and the openings in the fuselage tail bulkhead and rear fin spar, when standard AN hex head bolts are used. Occasionally mechanics in the field have changed elevator cables and replaced the original clevis head bolt with a hex head bolt. Any wear in the elevator hinges which may allow the elevator to shift its position may then cause the elevator horn to jamb the controls.

You are therefore urged to inspect this point immediately to determine that the proper bolt is used as shown in sketch and that there is ample clearance for the elevator horn travel. In order to obtain ample clearance it is suggested that notches be filed in the bulkhead and fin spar not more than  $\frac{1}{8}$  inch deep, as shown in sketch.

A record of this inspection and the corrective measures taken should be entered in the airplane log book.

If you have sold your airplane please forward this bulletin to the new owner.



PROCEDURE

- 1 REMOVE RUDDER.
- 2 DISCONNECT ELEVATOR CABLES.
- 3 FILE NOTCHES EACH SIDE, (TOP AND BOTTOM) AS SHOWN.
- 4 REASSEMBLE CABLES USING PROPER HARDWARE AS SPECIFIED ABOVE.
- 5 INSTALL RUDDER.

VIEW LOOKING FORWARD