

LUSCOMBE AIRPLANE CORPORATION
P.O. Box 2128, Dallas 1, Texas

November 26, 1947

SERVICE BULLETIN NO. 3-47

SUBJECT: Inspection of Fin, Rear Spar Attachment Fitting

Model 8 Series

Serial Number effected: 4448 to 5839

Upon receipt of this Service Bulletin an inspection should be made of the rear fin (vertical stabilizer) attachment fitting for evidence of cracks in the flange of the fitting adjacent to the 3/8" bushing welded across the web between the flanges.

Three welding methods have been employed on this assembly. Two of these methods have proved to be completely satisfactory and are easily identified. One method incorporates a weld completely around the bushing or tube where it is welded to each flange of the channel fittings; the other method provides a tab added around the bushing to give added width to the flanges of the channel fitting in this area. The third method provided a marginal condition in the flanges and requires immediate examination.

If an inspection does or does not reveal a crack or fracture in the areas as indicated per the attached sketch the fitting should be reworked immediately in accordance with the rework instructions. If the cracks are found to have progressed further than indicated on the sketch the fitting should be replaced.

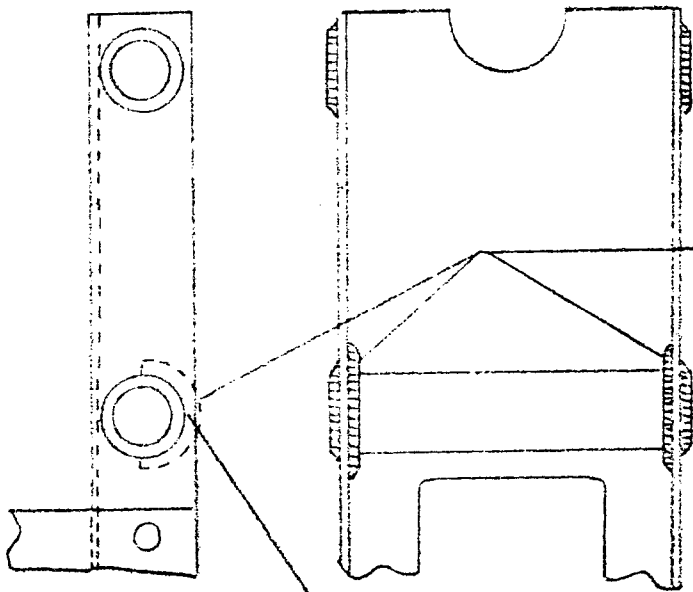
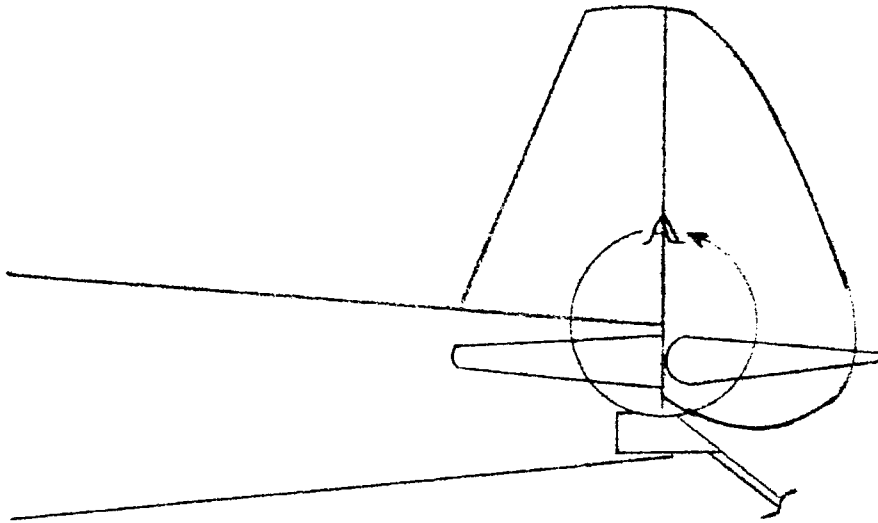
The following operations are necessary in order to comply with replacement or rework of fittings:

1. Remove Rudder and Fin from Airplane.
2. Remove Fitting from rear Spar and remove paint.
3. Weld half of AN960-616 Washer, or equivalent as shown in sketch.
4. Prime and repaint Fitting.
5. Reassemble to Spar
6. Reinstall Fin and Rudder.
7. Indicate compliance with this Bulletin by suitable entry in Aircraft Log Book.

Approved: Engineering Department

Service Department.

Retyped March 2, 1960
SILVAIRE AIRCRAFT CO.
P.O. BOX 719, FORT COLLINS, COLORADO



ONE HALF AN 960-616
WASHER WELDED TO
18419 FITTING

LOCATION OF POSSIBLE CRACK

VIEW A FULL SIZE