

LUSCOMBE AIRPLANE CORPORATION

GARLAND, TEXAS

January 22, 1951

SERVICE BULLETIN NO. 1-51

SUBJECT: Control Cables-Fatigue of
TO: All Silvaire Distributors, Dealers, and Owners
AIRCRAFT AFFECTED: Model 8 Series

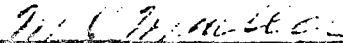
Several cases of control cable fraying have been reported, and the purpose of this service bulletin is to instruct owners in the proper care of their airplane control system.


This difficulty occurs most often on the rudder control cables, and both Luscombe Airplane Corporation and the local Civil Aeronautics Regional Office contribute the fraying to fatigue. It appears that too many owners are leaving their ships tied down in the open with no control locks, which inflicts undo punishment on the control system. The rudder control system of an airplane tied down in gusty wind without a rudder lock inflicts more wear and tear on the system in one week than does hundreds of hours of normal flying. Therefore it is emphasized that all owners use control locks (particulary rudder locks) on all unprotected aircraft. Although Luscombe does not market a control lock, a very effective and simple external control surface lock can be constructed from two boards and a couple of bolts.

The control system of the Model 8 series when adequately protected with control locks and rigged in accordance with the following instructions should give the owner hundreds of hours of uninterrupted service:

- (1) RUDDER. The rudder cable tension is controlled by the rudder pedal springs and cable tension adjustment is unnecessary.
- (2) ELEVATOR and AILERON. The elevator and aileron control cables should be adjusted until they are just "snug"-- that is, until there is no sag and no back lash when the controls are moved abruptly.

LUSCOMBE AIRPLANE CORPORATION


C. Mueller
Supervisor of Engineering


O. W. Hoernig
Service Manager