

SERVICE LETTER

STINSON DIVISION
Consolidated Vultee Aircraft Corporation
Wayne, Michigan

To: Distributors, Direct Factory Dealers
and Distributor's Dealers

Title: Compass Deviation

Letter No. 40

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Date: Jan. 30, 1947

Gentlemen:

We have received several reports of compass deviation on the Voyager ranging as high as 20°. After thorough investigation we found no fault in the way the compass was compensated here at the factory before delivery.

Our conclusion is that something has been done to the ship after it left here that energized the compass, or, that the compass card is not being interpreted correctly.

The compass card states:

THIS COMPASS COMPENSATED WITH RADIO OFF

When the radio is in operation there is a possibility of a 20° differential, and deviation should be figured accordingly. Stinson has always compensated compasses with radio off, as this apparatus is not in constant use.

It has been suggested to us that the electro-plage on the control wheel shafts might have a tendency to magnetize the shaft thereby causing compass error.

We would like to make the following recommendations as to the status of the airplane when compensating the compass.

1. Place the elevator and aileron controls in neutral position. (for elevator see Service Bulletin No. 239). Ailerons should be in line with the flaps when the latter are in their "UP" position.
2. Engine RPM's should be sufficient to indicate maximum generator charge.
3. After compensation, check several points of the compass with position and instrument lights ON.

If it is found that the compass reading is affected more than 20° over the full travel range of the control wheels, it is recommended that the control wheels and shafts be removed from the airplane and demagnetized.

Yours very truly,
STINSON DIVISION
Consolidated Vultee Aircraft Corporation

George Martin, Parts and Service Manager

GM:LJA