

NAVION AIRCRAFT COMPANY

SERVICE LETTER NO. 85

This Letter is FAA Approved

January 7, 1964

TO: All Owners of Navion Models D, E, F & G

SUBJECT: Loose rivets through wing skin and stringers

EFFECTIVITY: Ser. No. NAV 4-2 & Up; NAV 4-2351 & Up.

Field reports indicate several occurrences of wing skin to stringer rivet loosening in some areas. This loosening may possibly be caused by hard landings with full tip tanks.

The areas indicated on attached Fig. 1 should be visually inspected for working rivets. Loose rivets should be removed and the next larger size rivet installed. If it is impracticable to install the next larger rivet, due to lack of edge distance or interference, the number of rivets should be increased through the affected area, by adding an additional rivet between each loose rivet and the next adjacent rivet. It is recommended that the additional rivets be of the protruding head type.

In addition to the foregoing inspection, the Tip Tank installation should be inspected for obvious deformation or looseness. If tip tank deformation or looseness is found, it is requested that Form 1226 - Malfunction or Defect Report be filed with the nearest FAA GSDO.

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*FIG. NO. 1 - SERVICE LETTER BS*

*NAVION D, E, F & G*  
Model

