

# SERVICE BULLETIN



REPUBLIC AVIATION CORPORATION  
FARMINGDALE, LONG ISLAND, NEW YORK  
SERVICE DEPARTMENT

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**MANDATORY CHANGE**

SERVICE BULLETIN NO. 20

## INSPECTION OF TRIM TAB HORN AND ROD ATTACHMENT

Reason for Change: An investigation of several recent reports of excessive vibration or buffeting in flight disclosed a wearing or elongation of the trim tab horn attaching hole which permitted play in the tab and resulted in the unsatisfactory flight characteristics such as elevator chatter.

This condition, in those airplanes investigated, seems related to a matter of insufficient lubrication. Since the rod attachment is a normal item in the pre-flight inspection, it is recommended that the tab hole and clevis pin be liberally and frequently oiled.

The following inspection should be performed immediately and thereafter at each subsequent 25 hour inspection.

Airplanes Affected: All RC-3 Seabee Airplanes

### Description of Inspection:

Hold control rod forward of the attaching clevis fitting and check trim tab for play at the attachment. A maximum of 1/8" play is permissible when measured vertically at the trailing edge of the trim tab.

In the event the hole is found to have worn, permitting excessive play between the control rod and tab, the following repair should be accomplished:

### Installation of Bushing:

NOTE: A sketch of the bushing (see Figure 1) is reproduced to expedite immediate repair. If facilities are not at hand to accomplish this, these bushings will be available to you through your distributor at no charge.

1. Remove the cotter key and pin from the clevis fitting.
2. Enlarge hole in tab to 15/64".
3. Ream to .250 ± .001.
4. Use a pair of parallel pliers or a suitable clamp to press the bushing into the hole.
5. Reassemble and lubricate the attachment,
6. Make suitable notation of compliance in the Aircraft Log Book.

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