



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

July 13, 1950

MANDATORY CHANGE

SERVICE BULLETIN NO. 25
Supplement No. 1

CORRODED FITTINGS

The severe corrosion found on the Right and Left Strut Fittings at Hull Station 103.625 (Part No. 17F11013-1, L/R) which was referred to in Service Bulletin No. 25 has also been noticed on the following fittings.

17W22003-1 L/R, Wing Lift Strut Lower Fitting Assembly
17W22004-1 L/R, Strut & Spar Attachment Fitting Assembly

The first is riveted inside the lower end of the Wing Lift Strut and the latter is riveted to the Front Spar, emerging through the lower surface of the wing skin to form the attachment point for Part No. 17W22002-1 (Wing Lift Strut Upper Fitting Assembly). To date, no case of corrosion of the 17W22002-1 fitting has been reported, but in view of the corrosion reported above, it is recommended that the procedure outlined below be followed with respect to this part as well as the others listed above.

A thorough inspection should be made immediately and every six months or 25 hours, whichever occurs first. This inspection should be made with the aid of a light, a mirror and a sharp pointed instrument in order to determine the condition of the fittings. Visual inspection only is not considered adequate as corrosion may exist under the surface. The section of Part No. 17W22004-1 inside the wing cannot be inspected without removing the wing skin. However, inspection of this part of the fitting is not considered necessary unless indications of corrosion are noticed on the section protruding below the skin. If inspection is necessary, the wing skin should be removed and reinstalled in accordance with the attached sketch.

If corrosion is apparent on any of the above fittings, the instructions outlined in Service Bulletin No. 25 should be followed and, if the airworthiness of the airplane has been affected, the airplane should be grounded awaiting replacement of the corroded fittings.

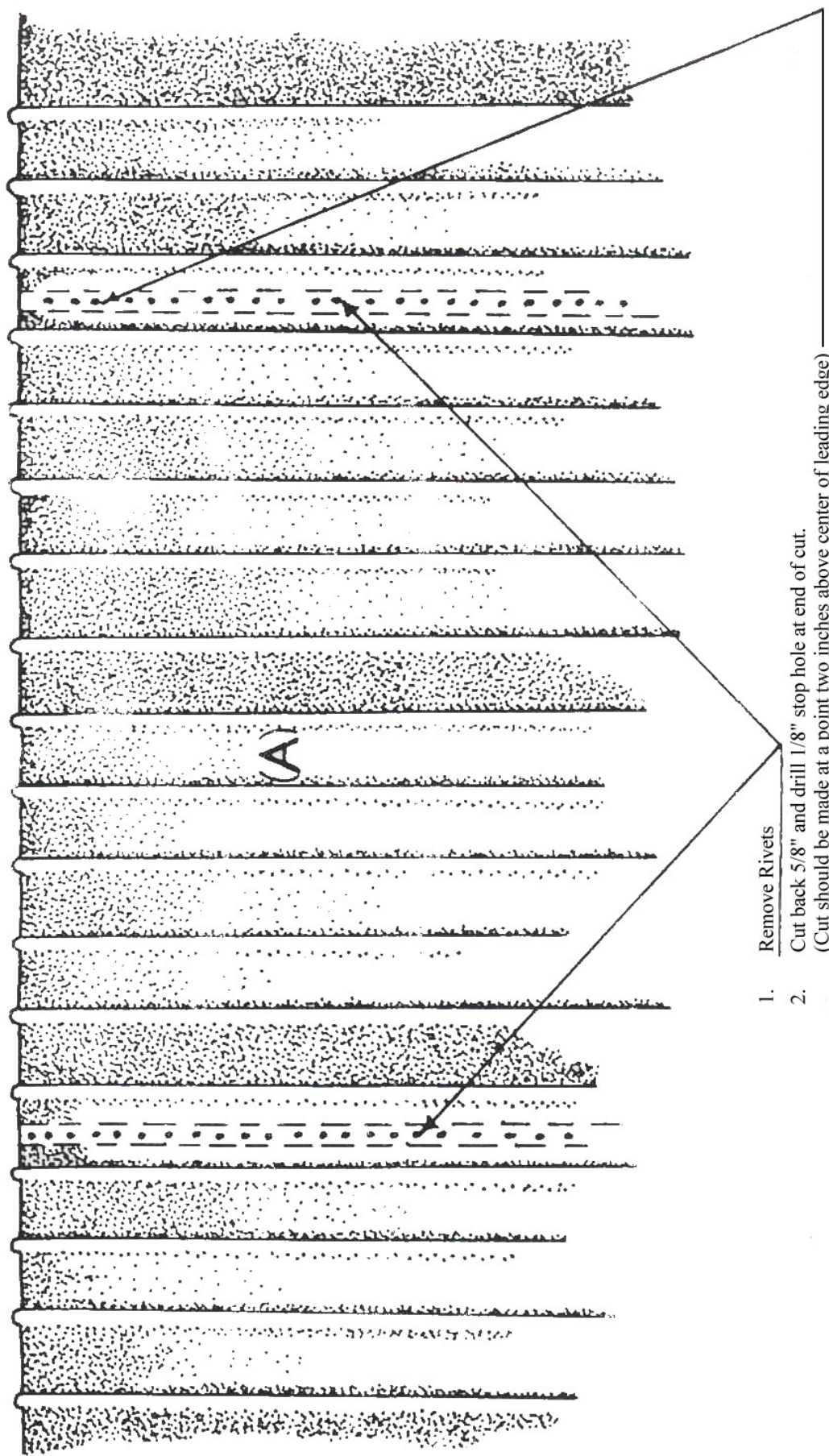
**YOUR SAFETY AND THAT OF YOUR PASSENGERS DEPENDS ENTIRELY ON THE
CONDITION OF THE ABOVE FITTINGS (PART NOS. 17F11013-1, 17W22002-1,
17W22003-1 and 17W22004-1).**

TAKE NOTHING FOR GRANTED – INSPECT THEM AT ONCE AND MAKE SURE THAT THEY ARE AIRWORTHY.

W. H. Ehmann
Service Manager

If you have sold your airplane, please forward this bulletin to the present owner.

DIRECTIONS FOR REMOVAL OF WING SKIN IN CONNECTION WITH
REPLACEMENT OF WING STRUT FITTING



1. Remove Rivets
2. Cut back 5/8" and drill 1/8" stop hole at end of cut.
(Cut should be made at a point two inches above center of leading edge)
3. Bend overlapping section back sufficiently to free skin section (A).
4. Roll back skin (A) until strut fitting is accessible.
5. After fitting is installed, replace lifted skin and return bent portion of adjoining skin to original position.
6. Start riveting at leading edges, bucking underneath through the still open section until the trailing edge is reached, at which point the rivets can be bucked through the lightening holes.