



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

October 6, 1953

MANDATORY CHANGE

SERVICE BULLETIN NO. 25
Supplement No. 2

CORRODED FITTINGS

An instance of severe granular corrosion has been reported affecting Part Number 17W22004-1 L/R, Strut and Spar Attachment Assembly which, was referred to in Supplement No. 1 of Service Bulletin No. 25 dated July 15, 1950.

Supplement No. 1 stated that inspection of the section of the fitting inside the wing was not considered necessary unless indications of corrosion were noticed on the section protruding below the wing skin. Since the corrosion on the part referred to above was NOT evident on the section protruding below the skin, a thorough inspection should be made of the part WITHIN each wing, inboard and outboard of the nose rib Station 121, immediately and every six months or 25 hours, whichever occurs first. Access to the part may be gained by means of the accompanying installation sketch or in any manner which will provide adequate inspection facilities installed in accordance with approved C.A.A. practices.

Inspection should be made with the aid of a light (preferably with a goose-neck extension) and a sharp pointed instrument in order to determine the condition of the fittings. Should slight surface corrosion be found which has not, in the opinion of an accredited Inspector, affected its strength the instructions noted in the original issue of Service Bulletin No. 25 covering the treatment of corroded surfaces should be followed. If the corrosion has progressed to the extent of making it unsafe, the airplane should be grounded until new fittings (P/N 17F22004-1 L or R) are procured.

W. H. Ehmann
Service Manager

