Seabee Service News

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

January 29, 1948 No. 54

LANDING GEAR CLEVIS FITTING INSPECTION AND ADJUSTMENT

Attention is directed to the fact that landings which are made when the main landing gear is not in a completely down and locked position might result in a partial failure of the adjustable clevis fitting connecting the main landing gear actuating cylinder piston to the torque arm.

It is recommended that at the next 25-hour and subsequent 100-hour inspections, this fitting be inspected and if found cracked, elongated or otherwise defective, should be replaced. (Refer to Service News No. 25.)

It is further recommended that as a precautionary measure, the plane be jacked up and the operation of the gear be checked to be sure that the green position light does not come on until the gear is in a down and locked position. If it is not operating correctly, the clevis mentioned above should be adjusted to give the proper throw.

A check should also be made of the hydraulic piston travel adjustment in order to prevent the possibility of the piston bottoming in the cylinder and thereby restricting further motion of the gear toward a full uplocked or downlocked position. This can be accomplished by actuating the gear, while the airplane is on jacks, until it is determined that the gear is in the fully locked position desired and the pump handle is solid. Measure the length of the exposed piston shaft. Remove the clevis pin and measure shaft length when completely bottomed. An overtravel of one or two threads on the shaft end is sufficient. Check both up and down positions as above.

Notwithstanding the above, it is always a good idea to give the pump a few extra strokes to be positive!

PROPELLER – FLAP OPERATION

"Pouring the coal" to the engine, while the propeller is in reverse pitch, in order to brake the speed, should be confined to such times as the flaps are on the retracted (UP) position. The use of reverse and full flaps results in overstressing the flap hinge-to-wing attachment points and subsequent cracking of the rear spar flange. Three cases of the above have been reported to date.

The above spar failure is not to be confused with the buckling of that detail which occurs when the wing panel is overloaded, such as colliding with an obstacle or dragging a float.

A hard and fast rule to adopt is to retract the flaps immediately after "touch-down" and leave them there until the ship is at the end of the strip prior to the next take-off.