



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

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### **PROPELLER CONTROL CABLE LUBRICATION AND ADJUSTMENT**

A number of instances have been recorded where malfunctioning of the propeller has occurred as a result of the bending or breaking of the Propeller Control wire inside the flexible cable. According to reports, these failures usually occur at a point where the wire enters the most forward hollow threaded bolt of the two used in the installation.

This condition can result from either lack of lubrication causing the flexible cable to bind or by excessive pinch between the Lever and the Low Pitch Stop Bolt when the control is in the high rpm position. Any unnecessary pressure between the arm and the stop will cause the cable to bend and for that reason the instructions contained in Service News No. 8, which states that the Servo Valve Arm should just touch the Low Pitch (high RPM) Stop Bolt, should be followed and that adjustment maintained.

Attention is drawn to the fact that both the 25 and 50 hour inspection procedures for the eabee call for oiling and checking the engine controls and that binding of any controls should be discovered when going through the required warm-up routine as outlined in the Seabee Owner's Manual. One never-failing method of keeping the propeller Pitch Control adequately oiled is to "wipe" the oil dip stick across the cable every time the engine oil is checked.

IT IS IMPOSSIBLE TO ITEMIZE EVERY MOVABLE PART OR SURFACE WHICH AT SOME TIME MIGHT REQUIRE THE APPLICATION OF OIL OR GREASE. OPERATORS MUST REALIZE THAT THE PERFORMANCE OF THEIR PALNE DEPENDS TO A GREAT EXTNT ON THEIR PERSONAL RECOGNITION OF THE NEED FOR LUBRICATION AND MUST USE IT AS REQUIRED.

W. H. Ehmann  
Service Manager

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