

CULVER AIRCRAFT CORPORATION
WICHITA, KANSAS

SERVICE MEMORANDUM

NO. 10

SUBJECT: Clearance Between Bottom of Rudder and Tab Cable Channel
Over Stabilizer.

TO: Owners of Models LCA & LFA, Serials 102 to 325.

1. The tab channel on airplanes between the above serial numbers was fastened to the stabilizer by means of screws into the plywood upper surface. These screws have been known to work loose in service allowing the tab cable channel to raise up and possibly interfere with the rudder action.
2. The screws should be replaced by two machine screws, with self-locking nuts extending completely thru the stabilizer in the locations given in the accompanying diagram.
3. There should be at least 1/8 inch clearance between the bottom of the rudder and the tab channel or center elevator hinge bracket. The head of the machine screw may have to be filed down in one or two cases to get this minimum clearance.
4. If there is less than the minimum clearance, the lower panel of the rudder will have to be uncovered and the trailing edge of the bottom rib moved up to give ample clearance (preferably 1/4 inch to 3/8 inch).
5. Appropriate entry of compliance with this memorandum is to be made in the aircraft log book by the mechanic doing the work.
6. If there are already machine screws thru the stabilizer of your airplane you do not have to add more.

ENGINEERING DEPARTMENT

C. M. Jamieson

C. M. JAMIESON,
Assistant Chief Engineer

Approved, October 14, 1941.

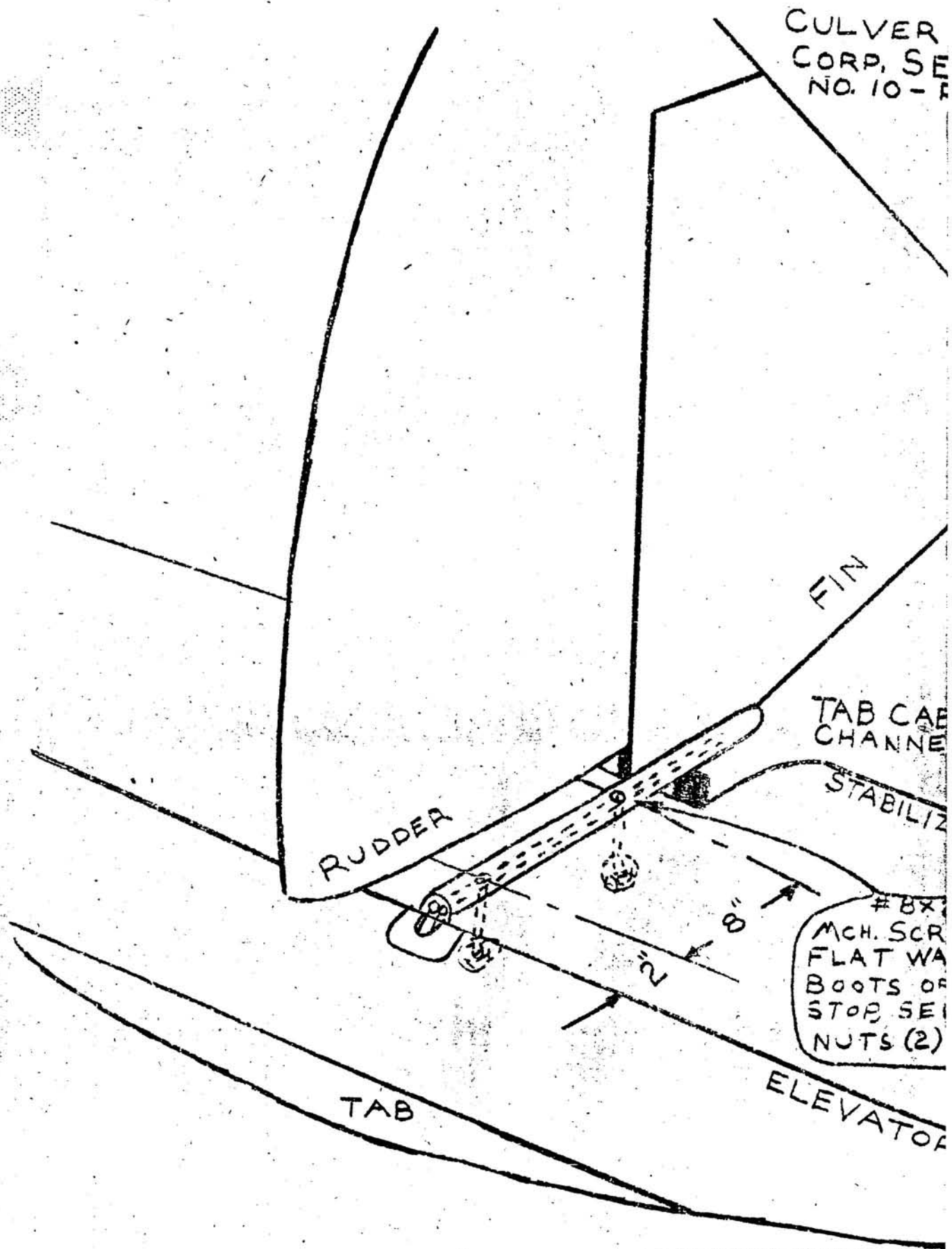


FIGURE 1