



August 6, 2010

RE: Navion Nose Gear Fork Service Bulletin

Dear Owner/Operators and Maintenance providers,

I am sending this letter to notify all about a recent document released by the Type Club, the American Navion Society Ltd., regarding altering the nose gear fork p/n 145-34117 on all Navions. The document titled Mandatory Service Bulletin 1003 instructs owners to add a ¼ inch thick plate to the Nose gear fork and modify the mud scraper flange p/n 145-34153.

This procedure and part are not approved for the Navion and under FAR part 43 appendix A, would be a major alteration to the airframe type design, which could affect airworthiness and insurance coverage on your aircraft. Installing this plate could also cover up a future flaw or cause corrosion issues between the faying surfaces.

I attempted to contact the ANS Club president to ask him not to distribute this mandatory service information against the type design Navion and to let him know that as the TCDS holder SHA is here to work with him to quickly and correctly deal with these types of issues. As of the date of this letter I have not been contacted.

To date our research does not show a systemic or wide spread issue with the Navion nose fork and only two instances were noted to have occurred. SHA's experience with the assembly has shown failure mostly due to overload and some assemblies were scrapped due to varying levels of corrosion. Therefore at this time SHA does not feel this issue rises to the level of a mandatory service bulletin. However, in the coming weeks SHA will issue a Service Letter recommending a NDT procedure using fluorescent dye (FPI) to detect any flaws that may be present in the fork assembly itself. It is a procedure that most engine and prop shops can perform quickly at a relatively low cost, without posing an undue burden upon the owner/operator. SHA, employs this NDT procedure on the fork assemblies during seal changes, nose gear rework, during landing incident inspections and when exfoliation corrosion is discovered during general inspection.

If anyone has any experience regarding nose fork problems they would like to share, please feel free to contact SHA or the FAA through the Service difficulty reporting program.

Safe Flying

Chris Gardner