



MODIFICATION BULLETIN

AIRPL
MODEL
91

91.1/5

Safir

PAGE 1 OF 2

Fuselage. Application of sealings against carbon monoxide

URGENCY: III

EFFECT ON WEIGHT DISTRIBUTION:

TIME OF DELIVERY
FOR NECESSARY PARTS: 13th March 1948

WEIGHT CHANGE
LBS.

STATION
IN.

MOMENT CHANGE
LBSIN.

Saab/c

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MARKING: None

Drawings: Not essential

Parts required for each airplane:

1 Sealing strip 550687ur L-1000

The following material, which very well may be procured by the customer, should be applied.

Pegamoid.

Aircraft fabric or equal quality.

Clear lacquer.

Sealing compound, Pro-Seal No.367-2 or equal quality.

Insulating tape.

Aircraft concerned:

91102 - 91125

(Number of aircraft: 24)

Spare parts not involved.

Carbon monoxide may penetrate into the cabin in certain attitudes of flight. Since the percentage of carbon monoxide in a few cases has been too high, sealing should be applied over tool holes and passages in the fuselage in accordance with the items below, which refer to fig. 4.

1. All tool holes through which the outside air may enter into the cabin. Aircraft fabric should be pasted over the holes and then coated with clear lacquer.
2. All drainage openings in the nose. Proceed as above.
3. The railing passage through the main spar should be sealed by pasting aircraft fabric.
4. The passage of the two center bottom stringers through the main spar should be sealed with Pro-Seal.
5. The corners and joints of the wheel housing should be checked and sealed if necessary. Paste aircraft fabric where it is possible, otherwise seal with Pro-Seal.
6. The passages of the main spar fittings through the covering should be sealed with Pro-Seal.

SAAB SERVICE DEPT:

Larsson

SAAB DESIGN DEPT:

O. Esping

ROYAL SWEDISH AERONAUTICS BOARD:

Högström

7. Aircraft fabric should be pasted over the footrecess and the corners of the fire extinguisher shelf.
8. The frame passages through the rear floor support on the right side should be pasted over with aircraft fabric.

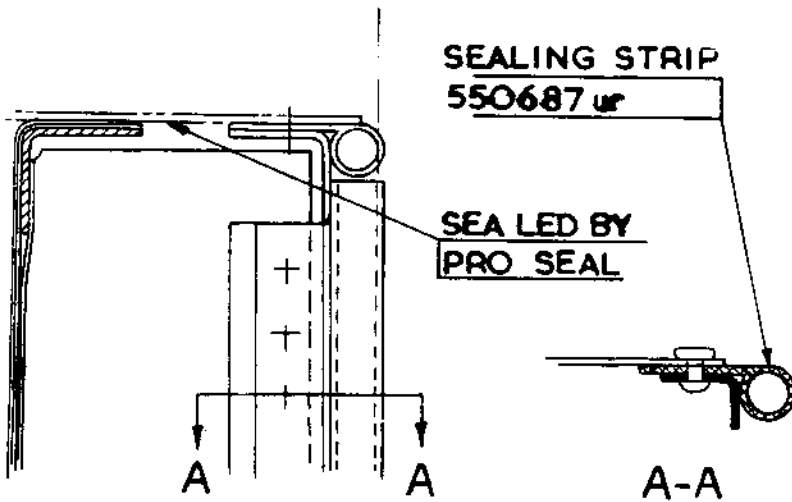


FIG. 1

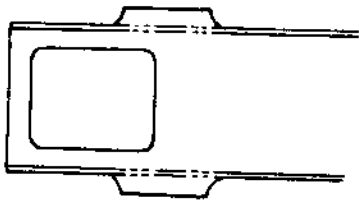


FIG. 2



FIG. 3

9. The passages for stringer and railing in frame 3800 on the right side above the floor and above the luggage rack should be sealed with Pro-Seal.
10. The corners of the luggage rack should be sealed with Pro-Seal.
11. The upper flange of the rear spar should be sealed at the passage through the covering on the right side.
12. The lower end of the support column underneath the luggage rack should be sealed with Pro-Seal.
13. The vertical leather seal between wing and fuselage should be replaced by a rubber strip in accordance with fig. 1.

The flanges on the sheet metal plating at the pitot tubing passage through the fuselage covering should be hammered down in front of the sealing in accordance with fig. 2. Seal with Pro-Seal at the pitot tube connection.

Note. if the sealing strip should cross the opening in the sheet metal profile, the rubber strip should be placed so in a curve backwards that efficient sealing will be obtained.

14. The rubber strips, intended to seal the cabin at the windshield and at the rear edge of the left entrance door, should be moved according to fig. 3.
15. The canvas bags for the wingflap and landing gear push-pull rods should be secured to the rods by strong thread at the passages through the main spar. In doing so the flaps must be down.
16. In aircraft where the lining at frame 3800 consists of aircraft fabric this should be replaced by pegamoid.
See that most efficient sealing is obtained at the following points.
17. The joint between wing and fuselage forward of the mainspar at the rubber strip in the covering and the bakelite sealing in the wing nose.
18. Passages through the firewall.



- 19. Passage for the fuel gauge lines through the main spar.
- 20. Passage for the fuel lines through the main spar.
- 21. The wire passages through the nose wheel well and the main spar.
- 22. Rear floor and tank cover.

