



MODIFICATION BULLETIN

AIRPL
MODEL
91
Safir

91.3/1
91.3400/1

PAGE 1 OF 2

Elevator, Replacement of coupling plate

URGENCY: III

EFFECT ON WEIGHT DISTRIBUTION:

TIME OF DELIVERY
FOR NECESSARY PARTS: 5th June 1948

WEIGHT CHANGE
LBS.

STATION
IN.

MOMENT CHANGE
LBSIN.

Saab/C

-

-

-

MARKING: Modification digit 1 on the designation plate for 91.3400, should be crossed out.

Drawings: Not essential

507059 Assembly. Tail section

507001 Stabilizer half

Parts required on each plane:

Items Included in fig.

01 1 Coupling plate 562738

02 2 Washers 8.1 AS 215102
Aluminium 3526-38

The following equipment, which may be supplied by the Buyer, should be used for eventual repair of the rib.

07 1 Reinforcement plate 100x82x0.8

08 8 Rivets 3.2x7 AS 211502
Aluminium 3514-3

Aircraft concerned

91102-91127, 91129, 91134, 91136-
91142 91144-91147

(Number of aircraft 39)

Spare parts are not involved

At certain RPM the elevator will vibrate violently sideways. This has in one case resulted in that the stabilizer rib at the outboard elevator bearing has cracked in the bend and that the inner rivets have been pulled out.

Owing to this fact the coupling plate between the two elevator halves should be replaced by a new one, which fixes the right elevator half axially to the center elevator bearing.

At the same time the rivets attaching the right elevator bearing to the rib should be checked as well as the rib itself in regard to eventual cracks in the bend.

Working procedure

Dismount the tail cone.

Remove the right elevator half.

Unfasten the nuts, items 03 and 04 and remove the coupling plate, item 01 according to fig. 1.

Install the new coupling plate 562738, item 01, using a required quantity of washers, item 02, in accordance with fig.1 so that the coupling plate will be secured axially by the center bolt.

Drill two inspection holes 1,8 in. (ϕ 30 mm) in the panel, item 06 and enlarge the opening adjacent to the rib by filing.

Thereupon check that the rivets, item 05, are not loose and that no cracks exist in the bend of the rib.

SAAB SERVICE DEPT:

C. Larsson

SAAB DESIGN DEPT:

O. Esping

ROYAL SWEDISH AERONAUTICS BOARD:

Royak...

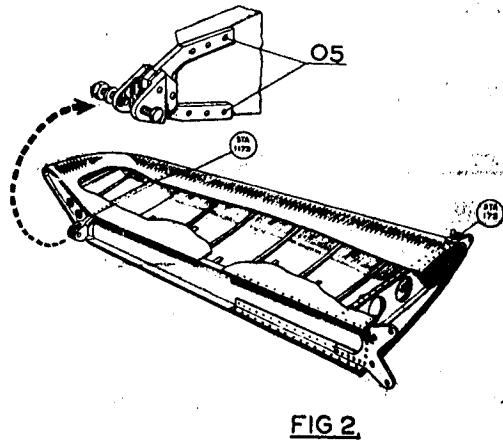
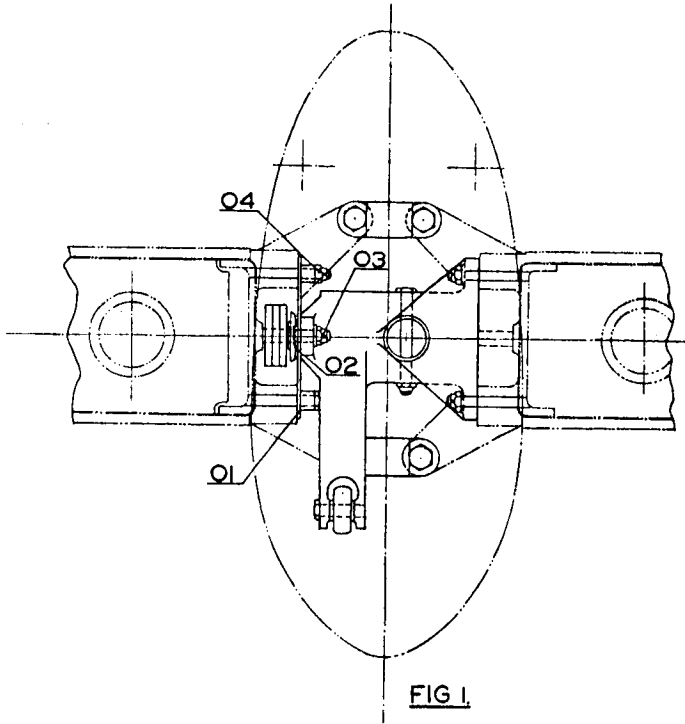
Note: Any loose rivet must be replaced.

Stop holes should be drilled for any eventual cracks which do not extend farther than to the outboard rivets.

If larger cracks have developed, the rib should be repaired in accordance with fig. 4.

Paste aircraft fabric over the inspection holes.

Install the elevator and the tail cone.



THESE CUT-OUTS SHOULD BE ENLARGED BY FILING IN ORDER TO FACILITATE THE INSPECTION OF EVENTUAL CRACKS.

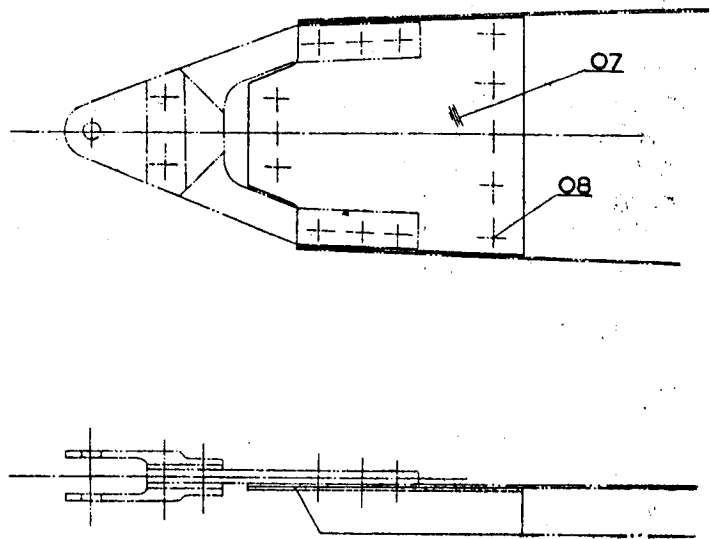
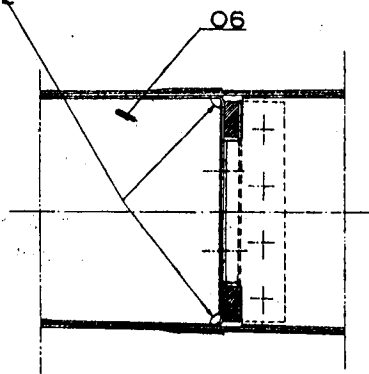


FIG 4.

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