REPUBLIC

(*See Downer*)

RYAN

(See Also Navion)

46–6–1 Ryan (Was Service Note 5 of AD–749–1.) Applies Only to Model ST–3KR Aircraft Serial Numbers 1001 to 2249, Inclusive.

At each periodic inspection examine the front fin spar at its attachment to the fuselage for cracks. If no cracks are found and if spar has been reinforced at the critical section by means of a wood plug pressed into the end of the spar, no further action is mandatory. If cracks are found, the spar should be repaired by cutting the spar member approximately 3¼ inches above the lower bend and splicing on, by means of 3/16-inch bolts, a 1⅛ by 0.058 inch X–4130 spar replacement section.

(Ryan Service Bulletin No. 1044 covers the installation of the wood plug and Ryan drawing SK–1879 covers the splice repair.)

46–6–2 *See* Gladden Engines.

46–6–3 *See* Gladden Engines.

51–28–3 Ryan Applies to All Model ST–3KR (Military PT–22) Aircraft.

To be accomplished by February 1, 1952, or next 100-hour inspection, whichever is first.

The fuel selector valve handles for these aircraft are usually placarded "Always take off with fuel feeding from Reserve". However, there have been fatal accidents which resulted from failure to observe this procedure, or from failure to return to the Reserve position when landing with a low fuel supply. Therefore, the following placard must be installed, or the existing placard revised to read: "Always take off and land with fuel feeding from RESERVE".