AERO COMMANDER, INC.
SUBSIDIARY OF ROCKWELL-STANDARD CORPORATION
1 ROCKWELL AVENUE P. O. BOX 810.
ALBANY, GEORGIA 31702

November 15, 1966

SERVICE LETTER 2002

TO: Owners of Meyers S/N 251 (and over), and Aero Commander Model 200 S/N 301 - 335 and S/N 339.

SUBJECT: Trim Tab Control Placard.

Enclosed is a placard which is to be attached to the instrument panel in full view of the pilot. It is imperative that this be accomplished upon receipt and before the next flight.

The purpose of this placard is to prevent takeoff with excessive elevator trim set.

We further recommend that before each flight the pilot set the elevator trim to neutral as indicated on the cockpit indicator and visually check the elevator trim surface for zero deflection.

This placard and information is forwarded to you as a result of our continuing research and evaluation. We have found that it is possible to take off with an out of trim condition, thereby experiencing heavy control pressure.

Robert L. Frank
Manager
Parts & Service Operations
Albany Division

RLF:lj

Enclosure

Aero Commander

Service change

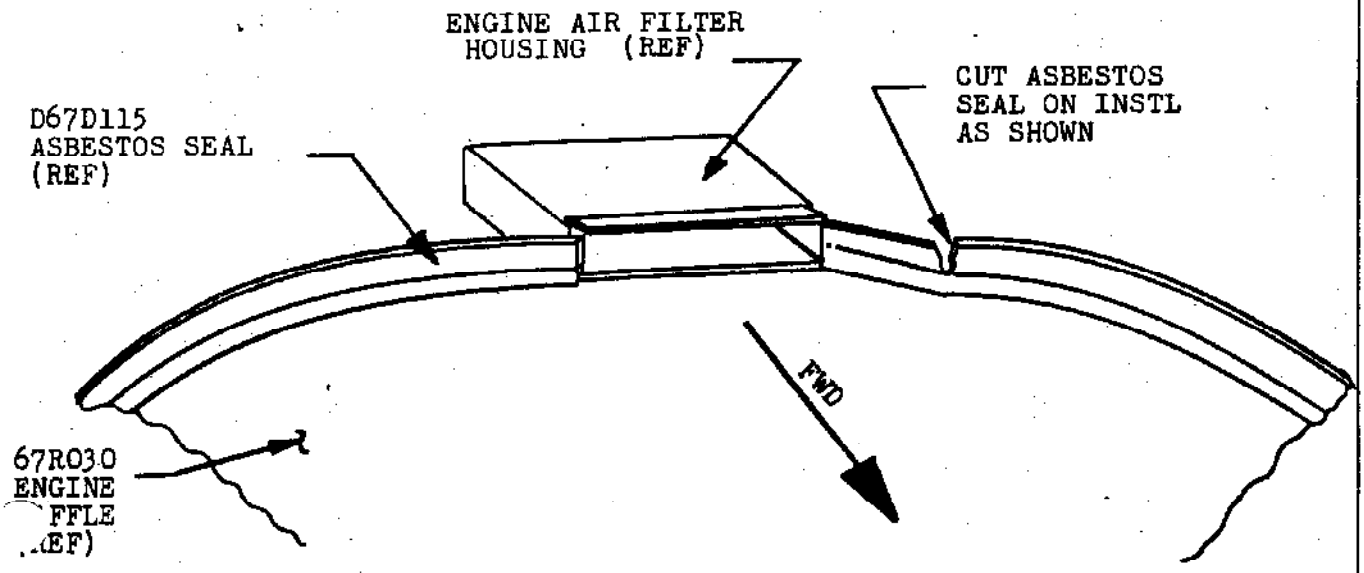
SERVICE CHANGE 2001 (Formerly Service Letter 2001) October 10, 1966

TO: Owners Aero Commander Model 200 -- S/N 301 through 320, 322 through 327, 329 through 335

SUBJECT: Engine Air Intake Sealing

It has come to our attention that it's possible for the asbestos sealing on the engine baffle to be bent in a rearward position in removing and replacing the top engine cowl. This asbestos seal should be bent forward so that the ram air will force it closed and thereby improve engine cooling. To facilitate the forward bend of this asbestos seal, a cut should be made in the seal as per sketch below.

This change should be performed before the next flight. As a precautionary measure, this seal should be checked as part of the pilot pre-flight inspection. This can be easily done by opening the oil dip stick panel and reaching in to feel the seal or by looking through the ram air intake at the front of the airplane and visually noticing the position of the seal.



Aero Commander

Service change

SERVICE CHANGE 2003 August 9, 1967

TO: Owners of Myers Model 200, Serial #251-298 and
Aero Commander Model 200, Serial #301-383

SUBJECT: Wheel Bail on the Inboard Gear Doors

The wheel bail on the inboard gear door if not adjusted properly can be bent by the continued cycling of the landing gear. This bending can eventually result in the bail snapping at the threaded end and thereby cause a possible malfunction in either retraction or extension of the gear.

It is recommended that the following inspection and or adjustment be accomplished as soon as possible, but not later than the next periodic inspection. This inspection should take approximately one hour.

PROCEDURE FOR CHECKING THE WHEEL BAIL ON THE INBOARD GEAR DOORS.

1. Lift the aircraft on wing jacks.

2. Disconnect the small 1/16" cable from each main gear strut and allow the inboard gear doors to drop open.

3. Check the following items on the wheel bails on both inboard gear doors.

   A. Push the inboard door closed by hand and see that the bail moves freely into the wheel well area.

   B. Inspect the Universal Rod ends (both fore and aft) for any bent or damaged condition.
      NOTE: If the screw portion on the wheel bail is bent, the wheel bail must be replaced.

   C. Inspect the wheel bail to see that it will swivel freely through its full travel limits.

   D. Insure that the jam nuts on the Universal Rod ends are tight and that the lightening hole in the rod end is not open.

4. Push the inboard gear doors closed by hand. The doors should fit flush at all points in the indented wing skin area <u>with only a moderate amount of pressure</u>.
   NOTE: In the event that the door does not fit flush, it has been sprung. The doors can easily be sprung back into the proper configurations to secure a smooth flush fit.

5. Start retracting the landing gear using the hydraulic hand pump. While the gear is retracting watch the wheels move into the wheel bails on the inboard gear doors and start its upward travel.

   NOTE: Inspect this action to see that the wheel does not exert an unusual force (binding or twisting condition) on the wheel bail.

6. Fully retract the landing gear to the uplocked position. While this action is occurring, watch the inboard gear doors to see that they fit flush against the wing skin with only a moderate amount of pressure.

7. If the retracted position and action is normal, drop the landing gear. Reconnect the small 1/16" cable to each gear strut and return the aircraft to service.

8. If the inboard gear door appears to exert too much pressure in the closed position, or if it does not fit flush, drop the landing gear to the down position.

   A. If the door fits too tight remove the Universal Rod ends from the inboard gear door. Loosen the jam nut on the rod end and back the Universal Rod end off the proper number of turns to obtain a moderate pressure fit when the door closes. (One or two turns should be sufficient). Check the lightening hole in the Universal Rod ends to insure that it is not open. When the proper fit is obtained tighten the jam nut on each Universal Rod end.

   B. In the event that the door does not close tight enough at all points the Universal Rod ends should be screwed in to secure the proper fit. However, insure that only a moderate amount of pressure is exerted between the door skin and the wing skin when in the closed position. When the proper fit is obtained, check the lightening hole in each Universal rod end to insure that it is not open and tighten the jam nut on each rod end.

9. When the preceeding steps have been satisfied, reattach the 1/16" cable to each main gear strut and return the aircraft to service.

Aero Commander

Service change

SERVICE CHANGE 2004 August 11, 1967

TO: Owners of Aero Commander Model 200, Serial #301-383

SUBJECT: Change in Magneto to Engine Timing Specifications

REFERENCE: Continental Motors Corporation Service Bulletin M67-10. FAA-DER Approved.

PROCEDURE

It has been determined that advancing the magneto timing from 20° B.T.C. to 22° B.T.C., ±1°, on the IO-520-A engine minimizes the possibility of engine roughness. It is therefore recommended that engines in service be retimed to the new timing specification at the next periodic inspection. The new timing specification should then be overstamped on the engine nameplate and a logbook entry made.

Aero Commander

Service change

SERVICE CHANGE 2006 DATE: September 8, 1967

TO: Owners of Aero Commander Model 200, Serial #251-383

SUBJECT: Visual inspection of nose gear bellcrank, part #64C140

The nose gear steering bellcrank part #64C140 which is attached to the nose gear strut and to which the nose gear steering cables attach, should be visually inspected for possible cracks in the welds at the base, and for cracks radiating from the hole through which the attaching bolt passes.

In the event cracks or other damage is detected in this bellcrank, it must be repaired before the next flight.

We further recommend that this inspection be incorporated into the 100-hour and annual inspection procedures.

Robert L. Frank
Manager
Parts & Service Operations

Aero Commander

Service change

SERVICE BULLETIN 2001 DATE 8-23-66 REVISIONS None

APPROVAL FAA DER SO-156

I. SUBJECT: Trim Tab Indicator Replacement at Instrument Panel

II. PURPOSE: To replace present aluminum tirm tab indicator with steel trim tab indicator for increased rigidity.

III. AIRPLANE EFFECTIVITY: Meyers S/N 292, 295 and up
Aero Commander S/N 301 through 319

IV. COMPLIANCE: Prior to next flight, or not later than 3 September 1966.

V. REFERENCE DATA:

A. Drawing SB-2001 dated 23 August 1966
Trim Tab Indicator
(Drawing on file at Albany Plant)

VI. PROCEDURES:

The procedures are outlined on Drawing SB-2001.

Aero Commander Service change

SERVICE BULLETIN 2003 DATE 3-1-67 REVISIONS None

APPROVAL DER

I. SUBJECT: Landing Gear Improvement

II. PURPOSE: To provide a positive stop for the nose gear strut. This procedure is to prevent possible internal damage should a hard landing be made with the nose gear strut deflated.

III. AIRCRAFT EFFECTIVITY: Meyers S/N 251 and up
Aero Commander S/N 301 through 385

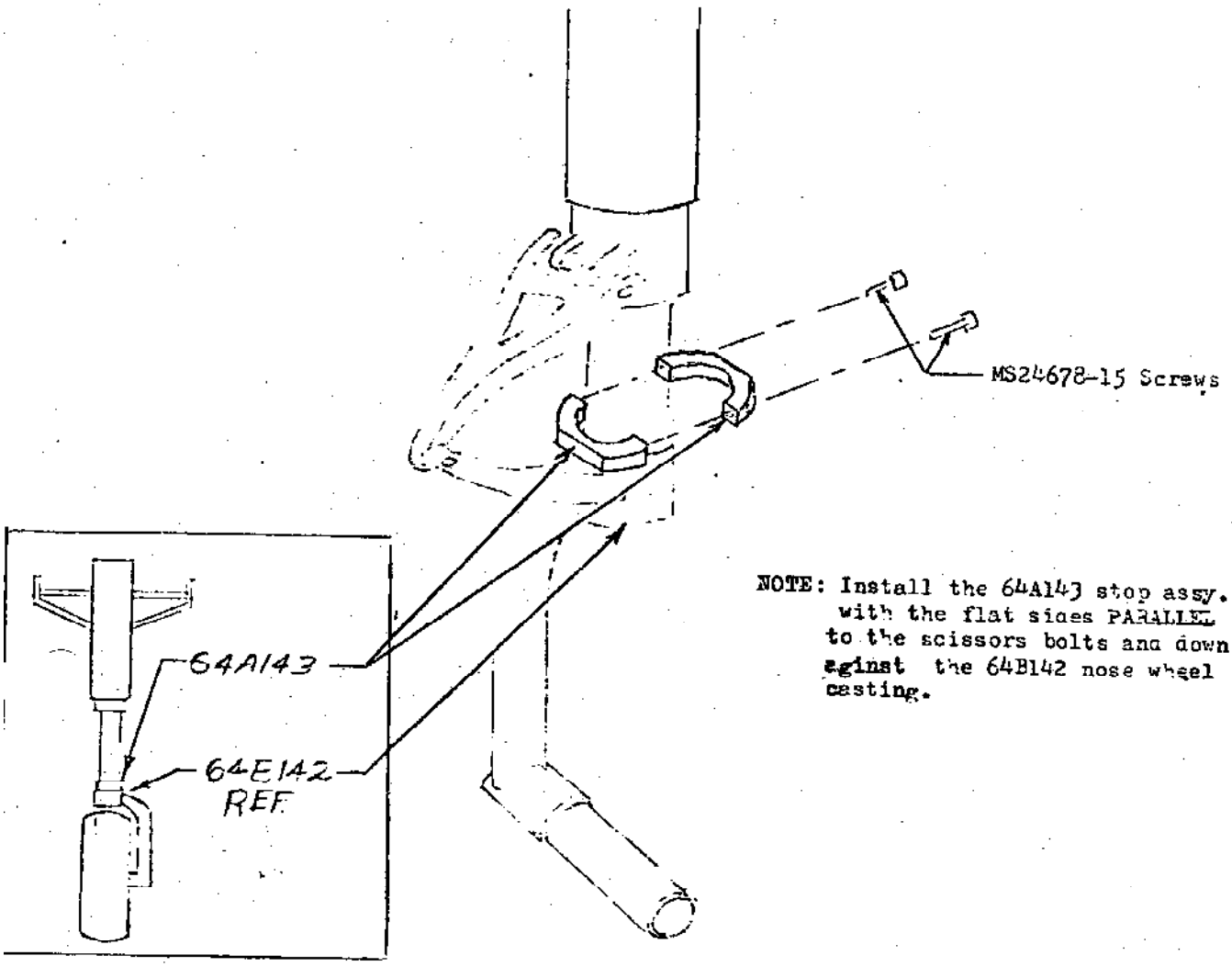
IV. COMPLIANCE: Before next flight.

V. REFERENCE DATA: Aero Commander Sketch No. SB2003-1

VI. PROCEDURE: Fit 64A143 stop on the piston rod as shown on Sketch No. SB2003-1.

CAUTION

To prevent the possibility of interference with the nose gear up lock, be sure the 64A143 stop assembly is installed with the flat sides parallel to the nose gear scissors bolts. When screws are tight, safety with lock wire in holes provided.



NOTE: Install the 64A143 stop assy. with the flat sides PARALLEL to the scissors bolts and down against the 64B142 nose wheel casting.

AERO COMMANDER ALBANY DIVISION
ROCKWELL-STANDARD CORPORATION
ALBANY, GEORGIA

February 17, 1967

RE: Aircraft Serial No. 274

John E. Mahaffex & Associates, Inc.
113 Northeast Avenue
Fayetteville, Arkansas

Dear Sir:

The enclosed Service Bulletin 200A approved by FAA has been produced to enhance the reliability factor in flying your Aero Commander 200.

It is requested that the enclosed procedures be accomplished as soon as possible but not later than March 15, 1967, and that the enclosed compliance card be returned to the factory not later than March 31st.

The owners manual states "in case of complete hydraulic failure (loss of hydraulic fluid) free fall gear by placing the gear handle in the down position and yawing the airplane to lock it down."

The enclosed procedures are to assure the gear down lock and increase the reliability factor.

It is possible through continous use that the gear rigging could come out of adjustment. Therefore, we strongly recommend that these procedures be followed now and be included as part of each annual and/or 100 hour inspection.

Very truly yours,

Robert L. Frank

Robert L. Frank
Parts and Service Manager.

Inclosure:

Aero Commander

Service change

SERVICE BULLETIN 2004 DATE 2-10-67 REVISION None

APPROVAL FAA APPROVED

I. SUBJECT: Free fall extension of main landing gear.

II. PURPOSE: To insure that gear will free fall to a positive down and locked position in event of complete hydraulic system failure.

III. AIRPLANE EFFECTIVITY: Myers 251 and up
Aero Commander 301 to 365, inclusive.

IV. COMPLIANCE: As soon as possible, but not later than March 15, 1967.

V. REFERENCE DATA: Aero Commander Sketches SB2004-1 and SB2004-2.

VI. PROCEDURES:

1. Place aircraft on jacks.
2. Lubricate all landing gear hinge fittings.
3. Check tension on cable number 66B059. (This is the 1/16" cable attached to each main gear that pulls the inside wheel well door closed when the gear is extended.) NOTE: Maximum allowable tension is 60 lbs.
4. If tension on cable 66B059 exceeds 60 lbs., cut safety on turnbuckle and adjust resafety turnbuckle.
5. Fully retract gear to the up and locked position using the emergency hand pump.
6. Place gear selector in the down position and allow the gear to free fall without aid of hydraulic pressure.
7. Check the nose gear to determine that it is positively in the down and locked position.
8. Using a force gauge or suitable substitute smoothly apply force on each main gear axle (one at a time) in the outboard direction. Insure that less than 5 pounds are required to force each main gear into the locked position. The locked condition is evidenced by a definite over-center condition of the stiff-knee and the inability to push the gear back toward the retracted condition with any amount of force applied in the inboard direction at the wheel axle.

9. If the landing gear is within these tolerances, no further action is required. Fill out compliance card. Make the proper entry in the aircraft log book and return aircraft to service.

10. If more than 5 pounds of force are required to lock the gear into down position, the following procedures must be taken.

11. Disconnect the 66B059 cable from the landing gear and allow the inboard door to come open.

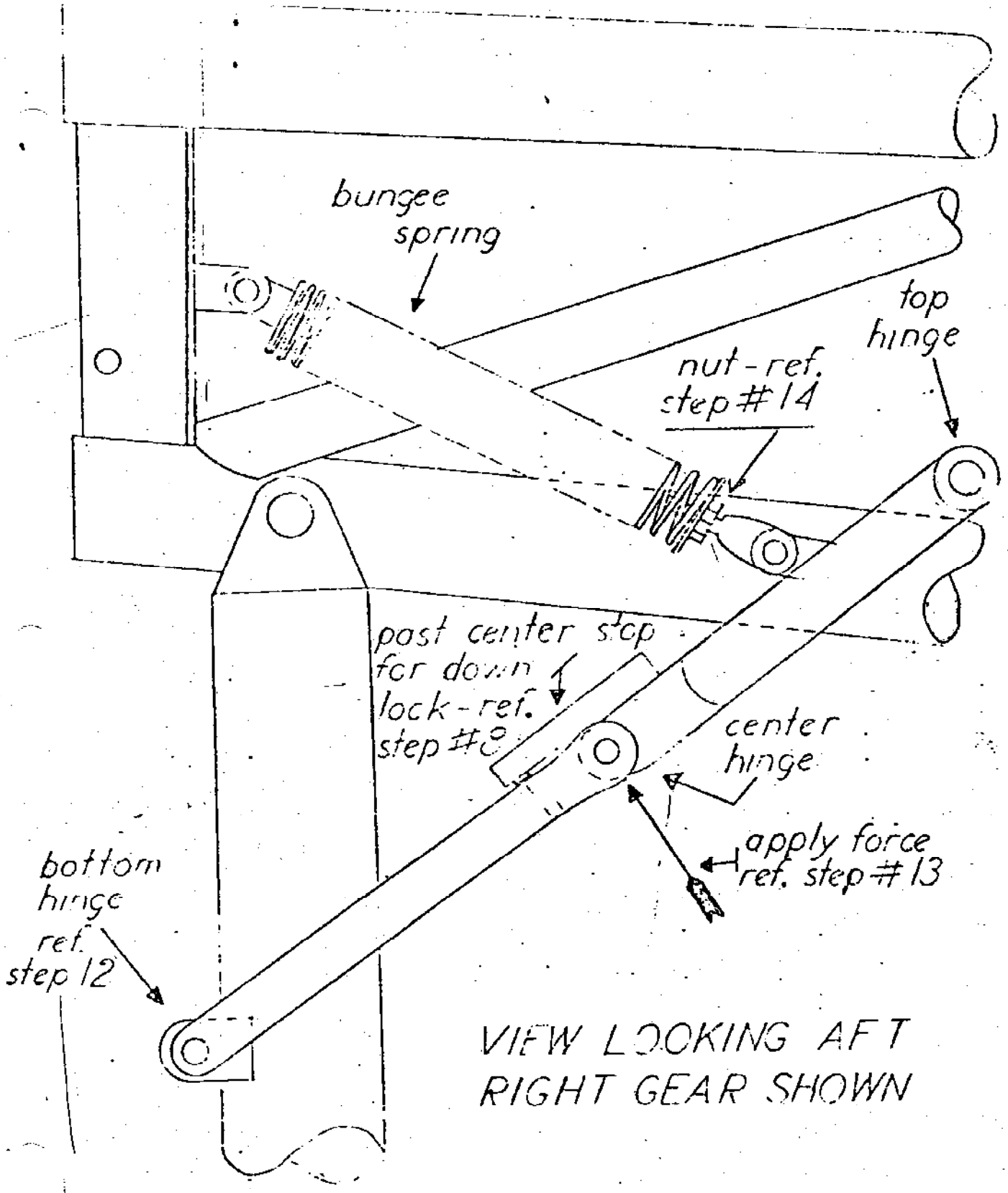
12. Determine that the bolts in the top, bottom and center hinges of the stiff knee have not been over torqued and bind the hinge action at these points. If properly torqued, they should turn with slight effort, using a 9/16 box wrench. Adjust and resafety as required.

13. When it is certain none of the hinge points are binding, place the gear in the down lock position. (The stiff-knee over center). By use of a force gauge, or a suitable substitute, determine the number of pounds of pressure required to start the stiff knee moving to the unlock position. This force must be applied perpendicular to the C/L of the center hinge of the stiff-knee. The required pressure is 50 ± #5 pounds.

14. If the required pressure is not within the specified limits, it can be adjusted by changing the tension on the bungee spring located in the outboard rear section of the wheel well. A 1/2 inch wrench can be used to tighten or loosen the nut on the bottom end of the bungee spring rod.

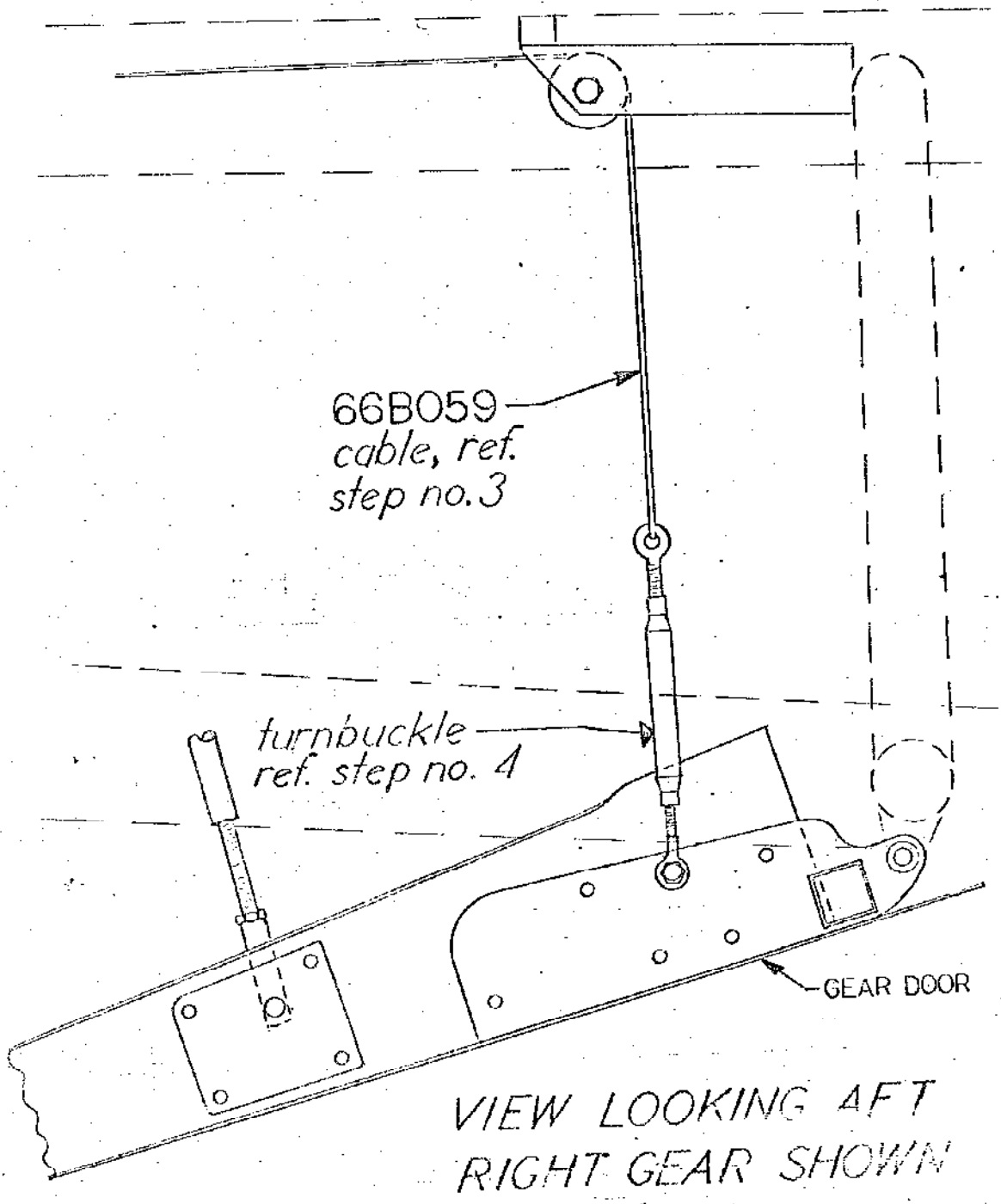
15. When the proper tension has been attained (step 13) reconnect cable 66B059, place the gear in the down lock position and recheck the cable tension (60 pound maximum).

16. After final adjustment, recheck all safetys, free fall the gear again as outlined in Steps 5 through 8, and return to service as per Step 9.



AERO COMMANDER ALBANY DIVISION
Rockwell-Standard Corporation
ALBANY, GA 31702

SKETCH SB 2004-1



VIEW LOOKING AFT
RIGHT GEAR SHOWN

AERO COMMANDER, ALBANY DIVISION
Rockwell-Standard Corporation
P.O. BOX 810 — ALBANY, GA. 31702

NUMBER
SERIES SB 2004-2

Aero Commander

Service change

SERVICE BULLETIN 2005 DATE 8/1/67 REVISIONS None

APPROVAL: DER

I. SUBJECT: Main Gear Inboard Door Spring

II. PURPOSE: To increase the service life of the door opening spring.

III. EFFECTIVITY: Meyers Model 200, Serial #251 to 298, inclusive. Aero Commander Model 200, Serial #301 to 383, inclusive.

IV. COMPLIANCE: As soon as possible, but not later than next periodic.

V. REFERENCE DATA: Aero Commander Drawing SB 2005-1

VI. PROCEDURE: Install Service Kit SB 2005

1. Place aircraft on jacks.
2. Retract gear sufficiently to allow the inboard main gear doors to come fully open.
3. Remove present springs and all attaching hardware.
4. Install new springs and attaching hardware as per drawing SB 2005-1.

   NOTE: On some earlier aircraft, the hole in the wing may have to be enlarged (#10 drill) to accept the screw attaching the O/B link (61C183-3) to the structure.

5. After installation check freefall extension of gear as outlined in Aero Commander Service Bulletin SB 2004.
6. Make log book entry, noting compliance with Aero Commander Service Bulletin SB 2005.
7. Fill our compliance card and return to Aero Commander, Albany Division.

8. This kit is furnished free of charge, and should be ordered from:

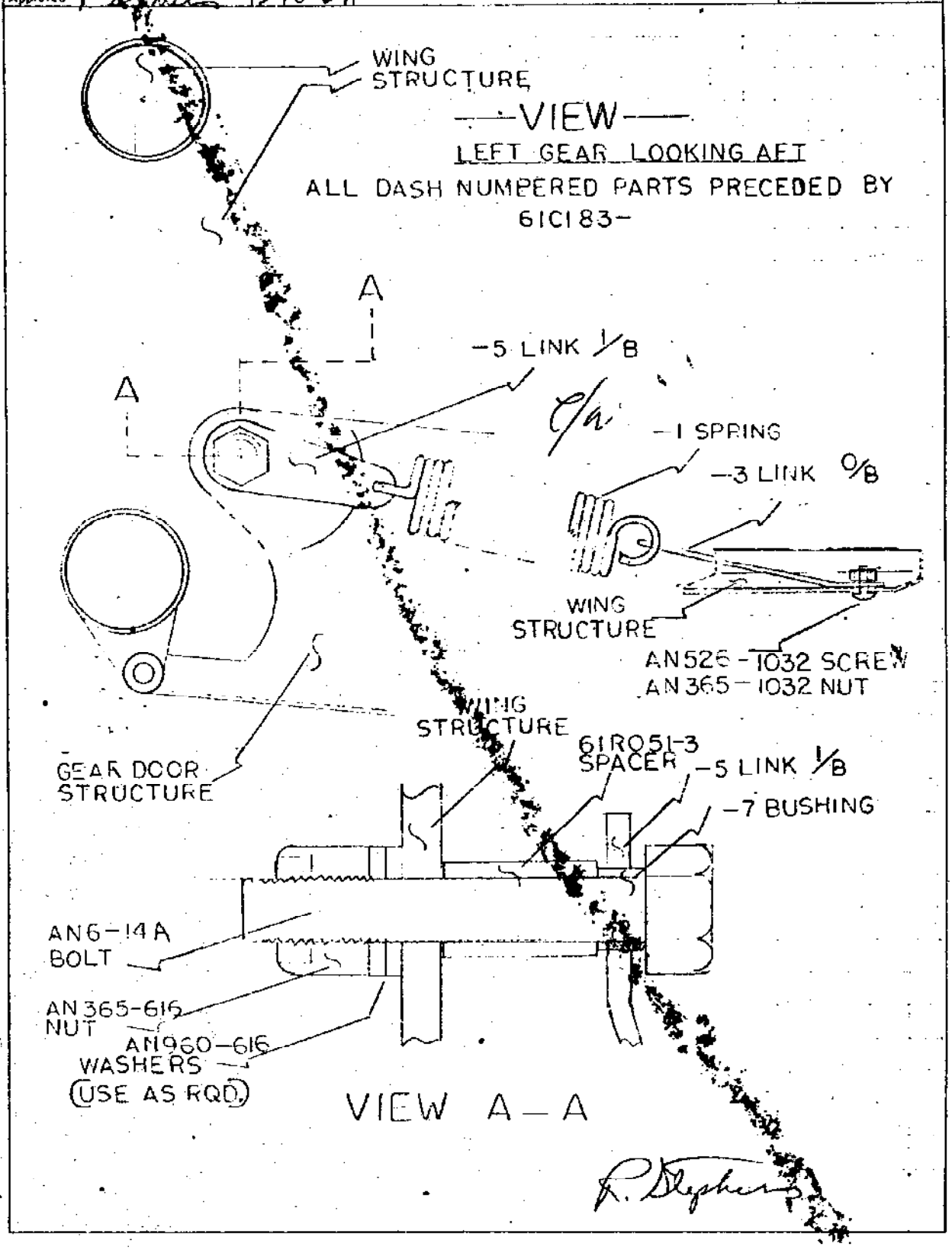
Aero Commander, Inc.
Albany Division
P. O. Box 288
Albany, Georgia 31702
Attn: Service Parts Department

The following information must be included with the order:

1. Owner's Name and Address
2. Aircraft Serial Number
3. Address where parts are to be shipped
4. Request Service Kit SB 2005.

Robert L. Frank
Manager
Parts & Service Operations

Prepared	NAME	DATE	AERO COMMANDER INC. ALBANY, GEORGIA	Page	TEMP.	PERM.
Checked			TITLE SB 2005-1	Model 200		
Approved		2-18-67		Report No.		



Aero Commander

Service change

SERVICE BULLETIN 2006 DATE April 5, 1967 REVISIONS None

APPROVAL FAA

I. SUBJECT: Corrosion Proofing of Steel Tubular Open Ended Structures

II. PURPOSE: To Provide Corrosion Proofing of open end steel tubular structures which have not been corrosion proofed on the inside.

III. AIRPLANE EFFECTIVITY: Aero Commander Model 200D, 301-383 inclusive.

IV. COMPLIANCE: October 15, 1967, or next annual - whichever is sooner.

V. REFERENCE DATA:
62C012 - Rudder Bellcrank
63R001-7 - Cabin Sect. Tube
64A015 - Main Gear Axle
64A079 - Nose Landing Gear
67R029-6 - Cowl Flap Tube
67B083-5 - Cowl Flap Arm
66B143-2 & 3 - Control Wheel Tube
69C200 - Pitot Bracket
66D037 - Rudder Bell Crank - Engine Mount
66C152 - Bell Crank Flap Actuating
64A039-2 - Gear Attach Pin-top
61R002 - Center Wing Section -2-3-10-11 Tubes
62A003 - Front Attach Fitting - Horizontal Stabilizer

VI. PROCEDURES: The following steps are to be taken to insure adequate protection of the above listed open ended steel parts as referenced in Drawing #60B003.

Step 1. The interiors of the above listed parts are to be coated or sprayed with a film of commercial grade, pure, boiled linseed oil - Sherwin Williams Company or equivalent is recommended.

Step 2. Seal each open end of the steel tubular assemblies with 3M Body Caulking Compound #8547, Federal Specification #4-616-4.

Step 3. Upon the completion of the above procedures make the proper entry in the A/C log book, fill out the compliance card, mail card to the manufacturer, and return the aircraft to service.