

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 200, approved by FAA has been produced to enhance the reliability factor in flying your Aero Commander 200.

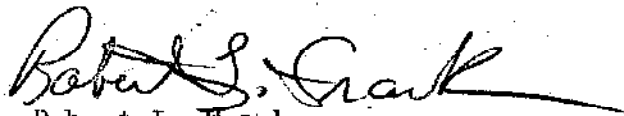
It is requested that the enclosed procedures be accomplished as soon as possible but not later than March 15, 1967, and that the enclosed compliance card be returned to the factory not later than March 31st.

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 continuous 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
Parts and Service Manager.

Inclosure:

COMMANDER

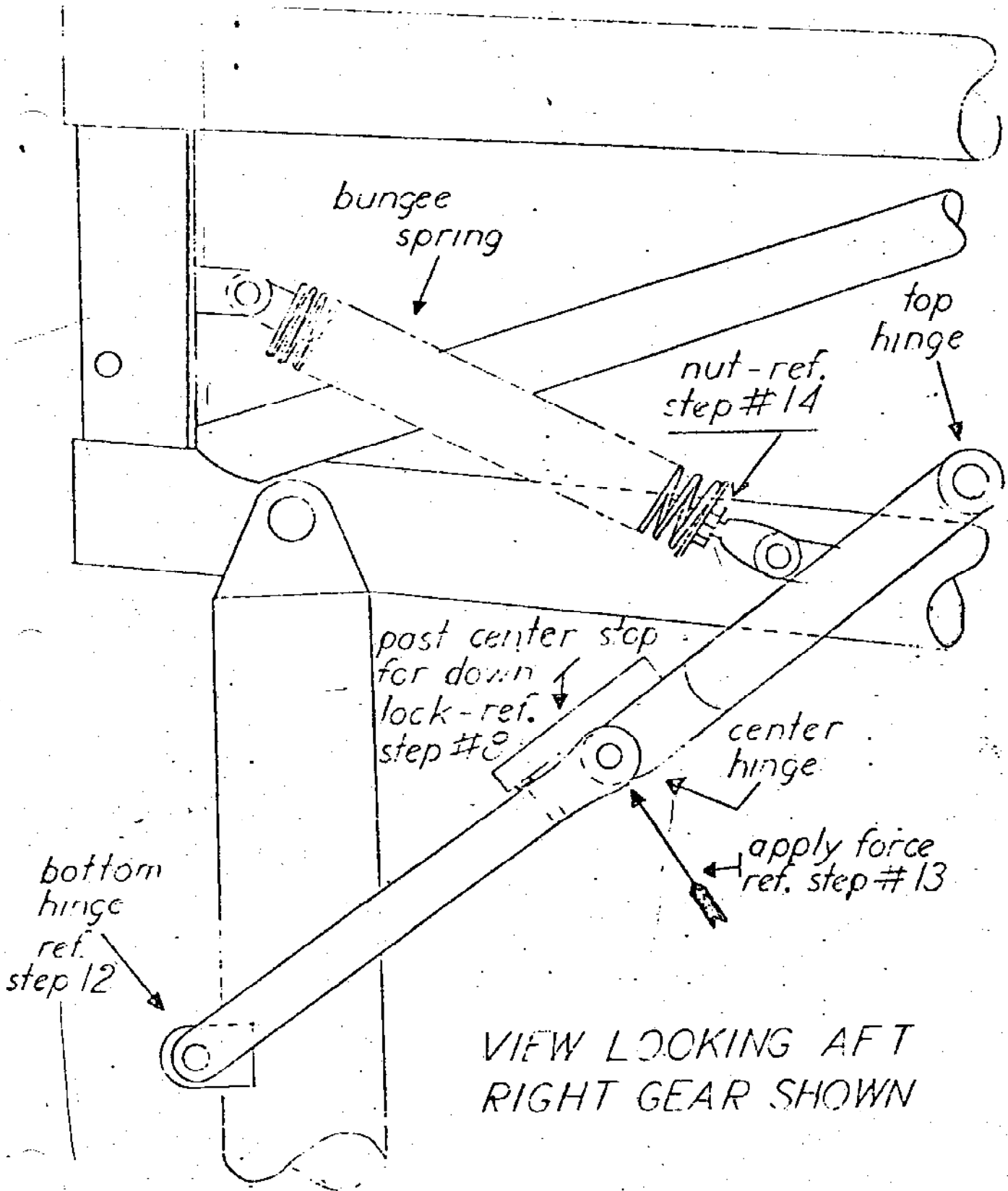


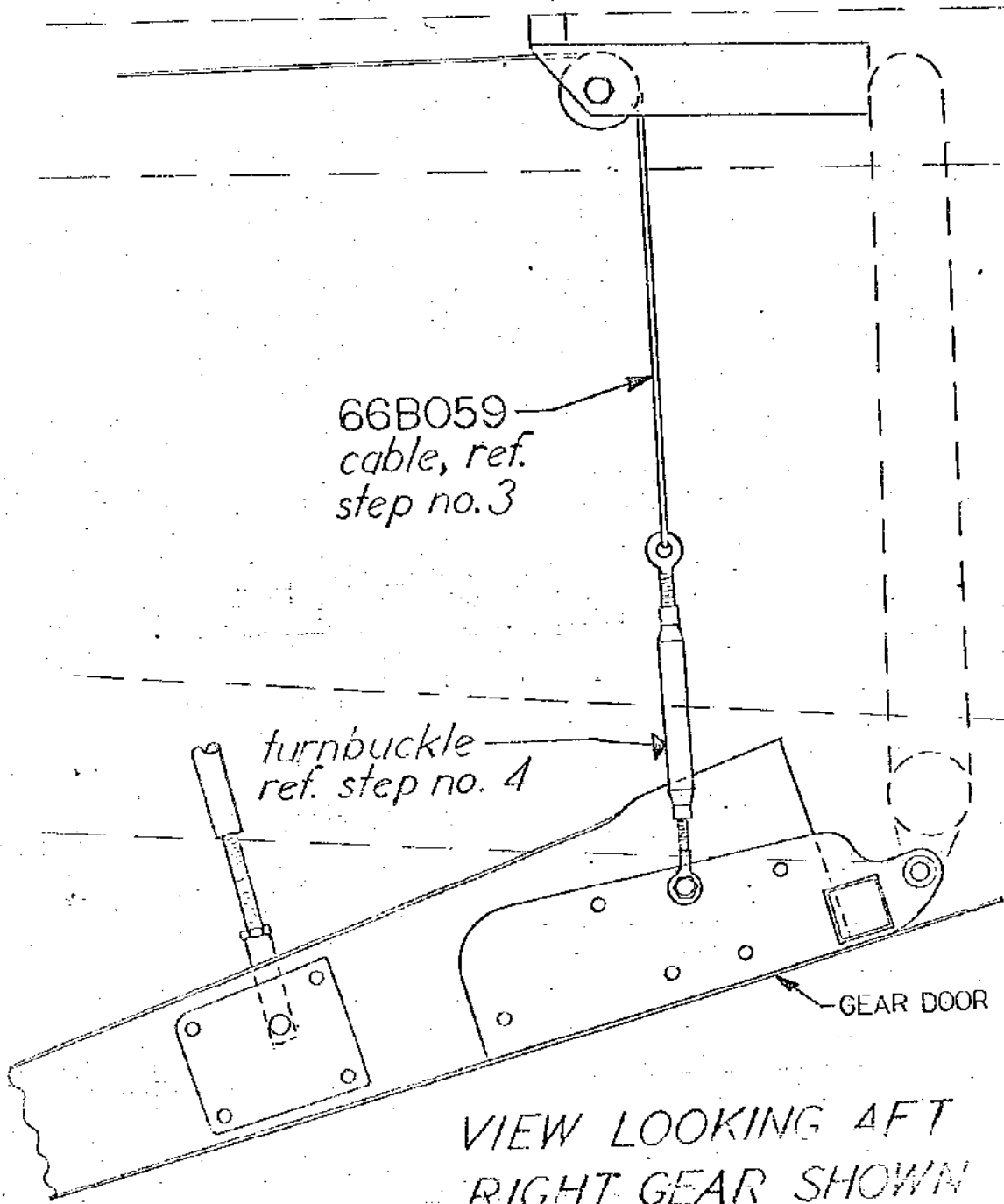
SERVICE BULLETIN 2004 DATE 2-10-67 REVISION None

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.





66B059
cable, ref.
step no. 3

turnbuckle
ref. step no. 4

GEAR DOOR

VIEW LOOKING AFT
RIGHT GEAR SHOWN

ALRO COMMANDER ALBANY DIVISION
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