



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 with only a moderate amount of pressure.

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.

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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 unlocked 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.