

No. 65-18

SUBJECT: Inspection of Landing Gear Shock Absorber Rod at Compressor Plate.

AIRCRAFT AFFECTED: Model 23 Airplanes, M-2 through M-554.
Model A23 Airplanes, M-555 through M-807.

REASON FOR CHANGE: To insure proper edge distance of the roll-pin hole in the Shock Absorber Rod.

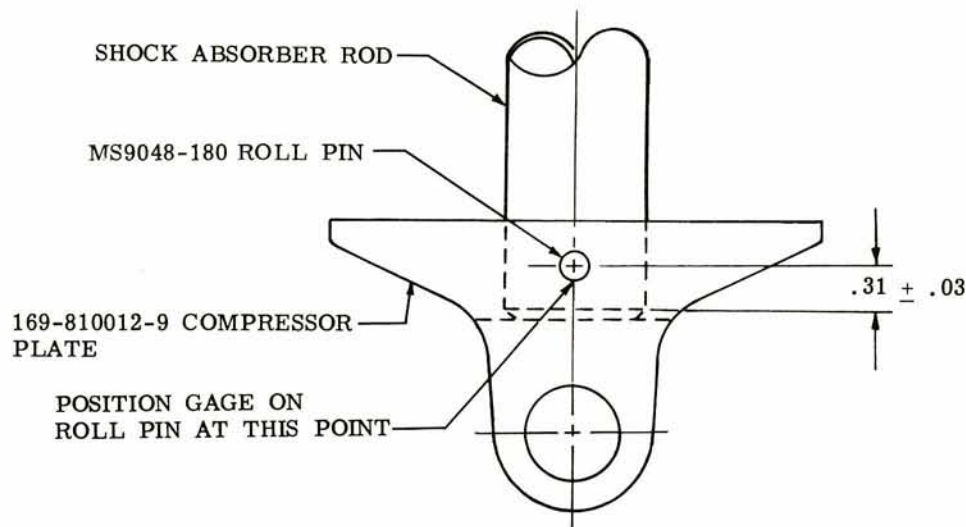
ACCOMPLISHMENT: At the next 100 hour inspection.

DESCRIPTION: This bulletin provides instructions for inspecting the edge distance of the roll-pin in the Shock Absorber Rod of the nose gear and main gears.

In order to simplify this inspection, it is necessary to locally manufacture a special tool as shown in the attached schematic. The special tool which is used as a go-no-go gauge, can be made in less than an hour. The two small ears that extend .08 of an inch measure the edge distance of the roll-pin hole in the Shock Absorber Rod. The gauge face is bent 110° so that it may be positioned on the roll pin.

Inspection requirements using the special tool are as follows:

1. From a position behind the landing gear, insert the gage inside the shock absorber rod until the gage contacts the roll pin (P/N MS9048-180) that secures the shock absorber rod to the compressor plate (P/N 169-810012-9). Move the gage sideways across the roll pin until adjacent to the inside edge of the shock absorber rod. If the ears of the gauge then contact the inside edge of the shock absorber rod, you are assured of the required roll pin edge distance indicated in the illustration below.

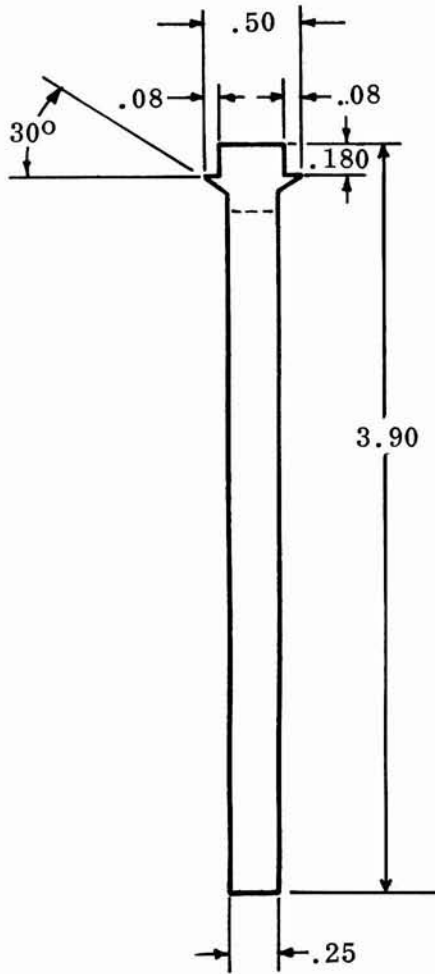


NOTE

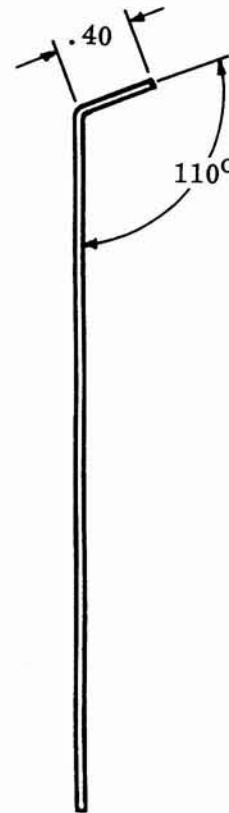
The part number for the shock absorber rod is 169-810000-17 for both the main and nose landing gears of airplanes prior to M-199. This same part is used only on the nose gear of all later Musketeers, and a 169-810000-61 rod assembly is required for the main landing gear of all aircraft with serials later than M-198.

2. Insufficient roll pin edge distance is determined when the ears of the gauge do not contact the inside edge of the shock absorber rod. It is then necessary to remove the landing gear and install a new shock absorber rod and a new compressor plate.

Upon completion of the inspection and/or repair, enter a compliance note in the Aircraft Log Book.



FLAT PATTERN



MAKE FROM .032 2024-T3

FULL SCALE