

Aero Commander service letter No. SL-AG-8

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15 June, 1961

AILERON SPAR INSPECTION AND HINGE MODIFICATION

APPLICABILITY: All "A" and "B" Models through S/N 1079

If your aircraft has been parked with trailing edges upwind in a 20 mph or greater wind, the ailerons will buffet slightly even with the control stick lock in place. This movement is in part due to the flexure of the aileron spar. This can be prevented by the use of gust locks on the ailerons themselves. It has been found on some older aircraft that this buffeting has caused a fatigue failure in the aileron spar at the aileron hinge bracket location. This appears as a small crack above and below the hinge. As of this date, only the center hinge has been affected.

A standard repair plate to fit the rear side of the aileron spar together with FAA approved installation instructions is available from the factory at normal cost. This repair can be used with the new steel hinges described in Service Letter #9 if desired.

Engineering Department.

INSTRUCTION:

- 1 The ends of the crack should be stop drilled. This repair is for a maximum crack length of three inches.
- 2 The ailerons must be removed from the aircraft.
- 3 To position the plate behind the spar, it is necessary to cut out a 3 ½" diameter inspection hole directly behind the center aileron hinge bracket. This should be centered between the two chordwise rows of rivets and be 3 ¼" aft of the bracket.
- 4 Remove the hinge brackets and drill (No. 30) the leading edge rib rivets out. (This applies only to the adjoining rib on either side).
- 5 The reinforcing plate can now be riveting into the old hole pattern. The new hole pattern then can be drilled and riveted in position.
- 6 Bolt the hinge bracket(s) back into position, insert the inspection plate cover and hang the aileron on the aircraft.

Kit List (Per Aileron)

<u>No. Required</u>	<u>Item</u>
1	Inspection Plate Covers
1	Repair Plate