



MIDDLETOWN, OHIO

AERONCA AIRCRAFT CORPORATION
MIDDLETOWN, OHIO
July 19, 1948

Service Letter No. 6

TO: ALL AERONCA DISTRIBUTORS AND DEALERS

SUBJECT: Factory approved repair of Landing gear and attaching fittings
on Models 7AC, 7BCM, 7CCM, 7DC, 11AC, 11BC, and 11CC.

This Service Letter is published in response to many requests for approved repair to landing gear and attaching fittings, on those models listed above, which have become worn or elongated due to normal service wear. The following repairs not only will correct for wear but should increase the service life of the joints after modification.

In all cases the largest hole permissible in the individual piece is noted and in all cases the desirable procedure is to install the next size bolt or bushing without using the maximum size permitted. This will allow margin for repeat repairs later on.

UPPER OLEO ATTACHMENT

Maximum hole thru forging $5/8$ " dia.
Maximum hole thru fuselage fitting $1/2$ " dia.

LOWER OLEO ATTACHMENT

Maximum hole thru forging $5/8$ " dia.
Maximum hole thru axle fittings $3/8$ " dia.

If $1/8$ " x $5/8$ " -1130 washers are welded on the outer faces of the fittings (1-2260) and the washers dressed to the contour of the fittings, the holes may be reamed to $7/16$ " dia.

UPPER AXLE STRUT ATTACHMENT

Maximum hole thru axle strut and fuselage fitting $7/16$ " dia.

LANDING GEAR DRAG TUBE FITTING AND REAR FUSELAGE FITTING

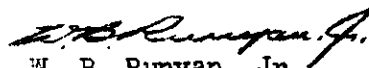
Maximum hole thru landing gear and fuselage fitting $7/16$ " dia.

Bushings may be installed in all landing gear fittings and is desirable when it is not necessary to ream the corresponding fuselage fitting to maximum hole allowed to obtain a good fit. If bushings are installed they should be made slightly longer than the piece thru which they pass ($.030$ ") to permit clamping the fuselage fittings tightly against the ends of the bushing. This insures that any further wear will occur between the bushing and the landing gear fitting.

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Should the attaching bolts shear out the edge of a fuselage fitting, it is permissible to weld up the resulting opening in the fitting, dress flat, and install SAE 4130 steel washers, of the same thickness as the fitting or thicker, on the outer faces of the fittings by welding completely around the periphery of the washer. The fitting can be reamed to the dimension necessary to give proper fit. If this repair is executed following good welding and machining practices, the fitting will be stronger than it was originally.

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