

SERVICE BULLETIN NO. SB-114-36

DATE JULY 3, 2017

INSPECTION OF MAIN LANDING GEAR BRAKE TORQUE PLATE ASSEMBLY BOLT INSTALLATION

MODELS AFFECTED: Model 114, S/N 14000 thru 14442; Model 114A, S/N 14500 thru 14540;
Model 114B, S/N 14541 thru 14666; Model 114TC, S/N 20001 thru 20038

REASON FOR PUBLICATION: To inspect for incorrect installation of bolts attaching the brake torque plate assembly to the main landing gear yoke

COMPLIANCE: PART I: Within the next 50 hours time in service or the next regularly scheduled maintenance (whichever comes first).

PART II: Within the next 50 hours time in service or the next regularly scheduled maintenance (whichever comes first).

BY WHOM WORK WILL BE ACCOMPLISHED: Airframe Mechanic or equivalent

APPROVAL: Engineering design aspects are FAA approved.

ESTIMATED MAN HOURS: PART I: 20 Minutes per side

PART II: 40 Minutes per side

PART DATA:

PART I:

QTY PER GEAR	PART NUMBER	DESCRIPTION
4	AN5-24A	BOLT
4	AN960-516L	WASHER
4	MS20364-524	NUT

PART II:

QTY PER GEAR	PART NUMBER	DESCRIPTION
4	AN5-25A	BOLT
4	AN960-516L	WASHER
4	MS20364-524	NUT
1	9102-Q	BUMPER
1	MS21047-L3	NUTPLATE
1	MS35207-265	SCREW
2	MS20426AD-3	RIVET
1	-----	COMPLIANCE CARD

SPECIAL TOOLS REQUIRED: None

ACCOMPLISHMENT INSTRUCTIONS:

PART I: INSPECTION OF MAIN LANDING GEAR BRAKE TORQUE PLATE ASSY ATTACHMENT BOLTS AND NUTS

1. Inspect the four bolts which attach the main landing gear brake torque plate assembly to the main landing gear yoke.

Determine that the AN5-24A bolts(4) are installed with the bolt heads on the inboard side of the Main Landing Gear yoke, common to the 42308-3 Plate(Refer to figure 1). Using an inspection mirror, determine

SERVICE BULLETIN NO. SB-114-36

that AN960-516L washers and MS20364-524 nuts are installed with a minimum of 1 thread through the nut. If minimum thread protrusion is showing, no further change is required.

2.If minimum thread protrusion is not showing, proceed to Part II.

Part II. BOLT LENGTH EXCHANGE AND OR REVERSAL

1. Jack airplane as outlined in the Model 114B/114TC Maintenance Manual, Section 2
2. Remove main landing gear wheel as outlined in Model 114B/114TC Maintenance Manual, Section 6 MAIN WHEEL REMOVAL AND DISASSEMBLY, Page 6-23.
3. If required, replace the 9102-Q Bumper. To ease replacement of the 9102-Q Bumper, or equivalent 65+/-5 SDH Neoprene rubber bumper, it is recommended that the 42308-3 Plate be modified to 42308-501 Plate Assembly by installing a MS21047-L3 nutplate (Refer to figure 2). The 42308-501 Plate Assembly is common to late production Model 114B/114TC aircraft and is allowable for all spares.
4. If minimum thread protrusion is not showing, replace the bolt(s) with AN5-25A bolts.
5. If bolt ends and nuts are showing on the inboard side of the Main Landing Gear yoke, the bolts must be reversed in order to provide required clearance between the Main Landing Gear and wing structure. Possibility of interference between bolt(s) with excess thread protrusion and structure must also be avoided.

Bolt thread protrusion through the nut on the now reversed bolts must be a minimum of 1 thread through the nut. For assembles without minimum thread protrusion, replace bolts using AN5-25A bolts.

Torque all bolts per the Model 114B/114TC Maintenance Manual (60-85 IN-LBS above running torque).

6. Manually retract the gear, to check for any interference between the main landing gear and the wing structure. Report any interference for correction.
7. Install main landing wheel assembly as outlined in Model 114B/114TC Maintenance Manual, Section 6, MAIN WHEEL REASSEMBLY AND INSTALLATION, Page 6-24.
8. Perform a Landing Gear operational check per Model 114B/114TC Maintenance Manual Section 6.
9. Remove the airplane from the jacks per the Model 114B/114TC Maintenance Manual Section 2.

ELECTRICAL LOAD: No change

WEIGHT AND BALANCE: No change

PUBLICATIONS AFFECTED: No Change

RECORD COMPLIANCE: Make appropriate entry in airplane maintenance records as follows: Service Bulletin No. SB-114-35, Dated July 3, 2017, entitled "Inspection of Main Landing Gear Brake Torque Plate Assembly Bolt Installation", Part I accomplished____(date)____, Part II accomplished____(date)____. Fill out and return Compliance Card.

SERVICE BULLETIN NO. SB-114-36

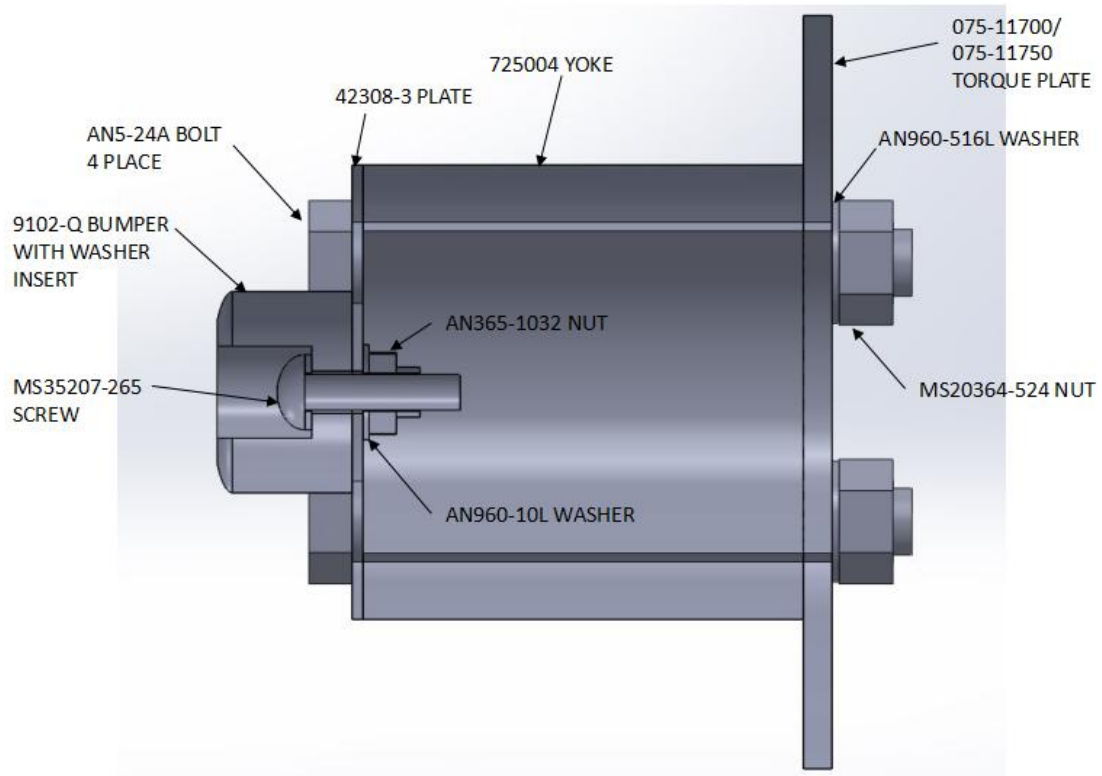


Figure 1

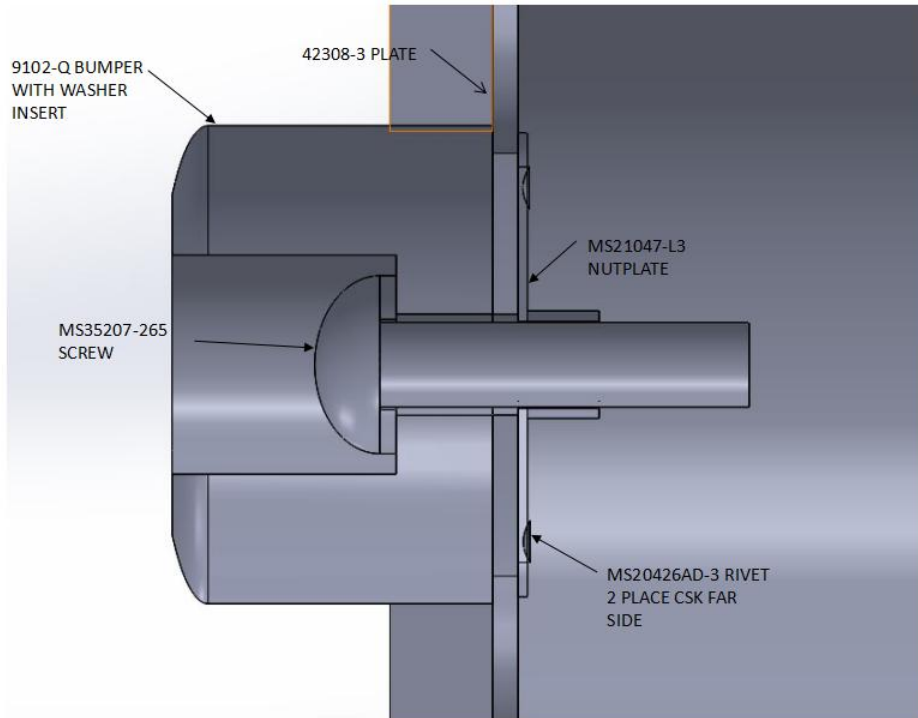


Figure 2

Please complete this form and email to
Commander Aircraft Corporation
info@commanderair.com



1600 Westheimer Dr.
Norman, OK 73069

SB-114-36 COMPLIANCE FORM
INSPECTION OF MAIN LANDING GEAR BRAKE TORQUE PLATE ASSEMBLY BOLT
INSTALLATION
INSPECTION RESULTS

Owner's Name: _____

Address: _____

City: _____ State/Province: _____ County: _____

Phone Number: _____ Email: _____

Aircraft Registration Number: _____ Aircraft Serial Number: _____

Name of Person(s) Performing inspection and/or work: _____

Phone number: _____ Email: _____

PART I:

If the AN5-24A bolts(4) were installed with the bolt heads on the inboard side of the Main Landing Gear yoke with a minimum of 1 thread through the MS20364-524 nuts.

Check the box to the right

PART II:

If the AN5-24A bolts(4) were installed with the bolt heads on the inboard side of the Main Landing Gear yoke without a minimum of 1 thread through the MS20364-524 nuts. The bolts have been changed to AN5-25A bolts(4).

Check the box to the right

If the AN5-24A bolts(4) were not installed with the bolt heads on the inboard side of the Main Landing Gear yoke, the bolts have been reinstalled with the bolt heads on the inboard side of the Main Landing Gear yoke using AN5-25A bolts(4)

Check the box to the right

If any interference is found, report for correction

Check the box to the right