



# Service Letter No. 66

FAA: Cham  
Rev. B: MAY 18 2006

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Rev. B 5/2/06

**SUBJECT:** Attach bolts for spring gear and trigear models

**AIRPLANES AFFECTED:** MXT-7-180, S/N 14000C-14110C, M-8-235, S/N 15001C-15005C, MXT-7-160, S/N 17001C-17008C, MT-7-235, S/N 18001C-18085C, MXT-7-180A, S/N 21001C-21086C, M-7-235C, S/N 25001C-25096C, MT-7-260, S/N 27001C-27010C, MX-7-180C, S/N 28001C-28019C, M-7-420AC, S/N 29001C-29007C, M-7-260C, S/N 30001C-30034C, MX-7-180AC, S/N 33001C-33010C, MX-7-160C, S/N 34001C

**STATUS:** To provide high strength bolts as a preferred option for the outboard and inboard attachment bolts for spring gears. *NOTE: Revision B provides high strength washers as a preferred option also.*

**BACKGROUND:** An owner in a spring gear airplane reported that he experience a not-so-hot landing and the nut came off the bolt and the threads were sheared at the outboard spring gear attachment. The aircraft also was used for flight training at one time. In January of 2003, some existing hardware was changed to high strength bolts, nuts, and heavy-duty attach straps for the outboard attachment and high strength bolts and nuts for the inboard attachment.

**ACTION TO BE TAKEN AND MATERIAL REQUIRED:**

1) Install the following per **Detail -1:**

- (32) 4 ea. MS-20002-7 Washer - Flat
- (41) 2 ea. NAS6607-27 Bolt, High Strength
- (43) 2 ea. NAS1291-7 Nut, High Strength

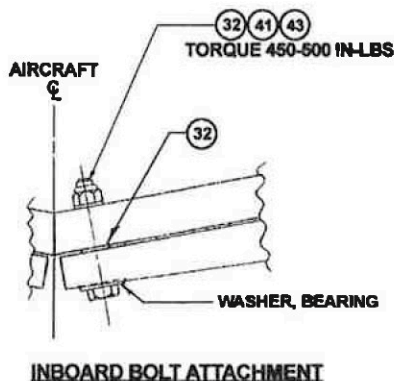
**Note:** Apply LPS 3 (Rust inhibitor, Heavy Duty) liberally during assembly of inboard bolt attachment – to bolt holes and washer surfaces – to bolts, nuts and washers – also applies to outboard attachment and axle assembly attachment.

2) Install the following per **Detail -2:**

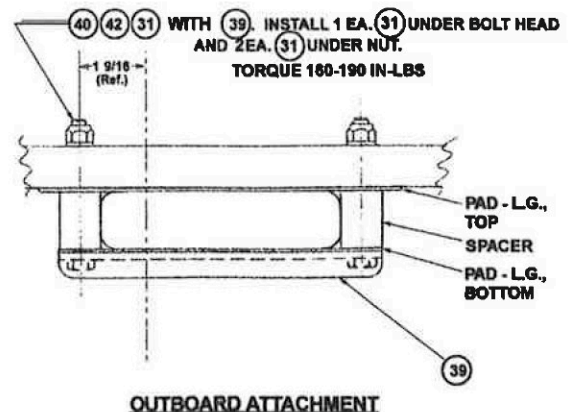
- (39) 2 ea. 4139B-1 Main L.G. Attach Strap, Upgross
- (40) 4 ea. NAS6606-44 Bolt, High Strength
- (42) 4 ea. MS21042-6 Nut, High Strength
- (31) 12 ea. MS-20002-6 Washer

**Note:** Retorque bolts after 25 hours and per Maintenance Manual thereafter.

**Note:** The maximum combined height of washers that should be used is 1/8 inch and should have at least one thread of the bolt protruding through the nut.



**Detail -1**



**Detail -2**

Note compliance with this service letter in aircraft logbook, fill out Compliance Record Sheet (Page 2) and return to Maule Engineering Records.



# Service Letter No. 66

## COMPLIANCE RECORD SHEET

Aircraft Model \_\_\_\_\_

Aircraft Serial No. \_\_\_\_\_

Action taken (*Please Check if Applies*):

**Service Letter #66 completed.**

Owner's Name \_\_\_\_\_

Owner's Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Certified by \_\_\_\_\_ Title \_\_\_\_\_  
Signature Owner, A & P. IA. Etc.

Date performed \_\_\_\_\_

If you no longer own this airplane, please fill in new owner's information and return to factory address below:

New Owner's Name \_\_\_\_\_

New Owner's Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Please mail this Compliance Record to: Maule Air, Inc.  
Atten: Virginia Davis, Engineering Records  
2099 Georgia Highway 133 South  
Moultrie, GA 31788

Or Fax: (229) 890-2402 or (229) 985-2048  
Or email to [Virginia@mauleairinc.com](mailto:Virginia@mauleairinc.com)