

Maule Aircraft Corporation

6780 BROOKLYN ROAD

JACKSON, MICHIGAN - 49201

PHONE KE 6-8642
AREA CODE 517

November 8, 1965

Service Letter # 9
Models effected: Bee Dee M-4, M-4 and M-4-210
Mandatory on Serial Numbers:
Bee Dee M-4, 3 thru 14
M-4, 15 thru 94
M-4-210, 1001 thru 1050
FAA Approved

Dear Customer:

Field Experience has shown a need for a change in our elevator trim control.

We are forwarding with this letter a new control which is to be retro-fitted to your aircraft.

Instruction for this change are attached. Please return the enclosed card to show that this change has been completed.

This change should be made at your earliest opportunity.

Very truly yours,
MAULE AIRCRAFT CORPORATION
Daniel Yother
Daniel L. Yother
Project Engineer

DLY/jh

Instruction SheetService Letter # 9

STEP I:

1. Remove front seats.
2. Remove control cable cover under front seat just to the rear of the center section.
3. Disconnect trim control cable turnbuckles from the control handle.
4. Remove the following parts:
 - A. Elevator trim control handle.
 - B. Friction washers and adjustment screw.
 - C. Dampener cylinder assembly.
 - D. Placard stand attached to floor board.

NOTE: The above parts are not to be used with the new elevator trim control.

STEP II:

1. Install the new control assembly to the old mounting bracket as shown in Fig. 1, by installing the 1/4" bolt and locating the control 6 inches off the floor and drill 3/16" hole thru the mounting bracket, using the predrilled hole in mounting bar as a locator.
2. Install the 3/16" bolt using the hole drilled in Step 1.
3. Remove the fork ends from the turnbuckles and install the turnbuckle eye ends supplied.
4. Connect the turnbuckles to the new control chains as shown in Fig. 2 using the connector links supplied.
5. Turn the control wheel to full nose up position against control stop, adjust the chain on the control sprocket and the turnbuckles for a trim tab angle of $25^{\circ} \pm 1^{\circ}$ tab down.
6. Tension control cables to 15 to 25 lbs. and re-check control position (full nose up) and tab position ($25^{\circ} \pm 1^{\circ}$ down).
7. Turn the control wheel to full nose down position and check to see if the trim tab is within 8° and 14° tab up position.
8. Install the tab position indicator as shown on Fig. 2 and check for full travel nose up to nose down stops.
9. Turn control wheel to 0° tab angle and install placard supplied so that the take-off marking is opposite the indicator marker.
10. Check safety of all bolts and turnbuckles.
11. Reinstall items 1 and 2 of Step I.
12. Make an operation check: With the trim control in the full nose down position the elevator tab should be in the full up position.

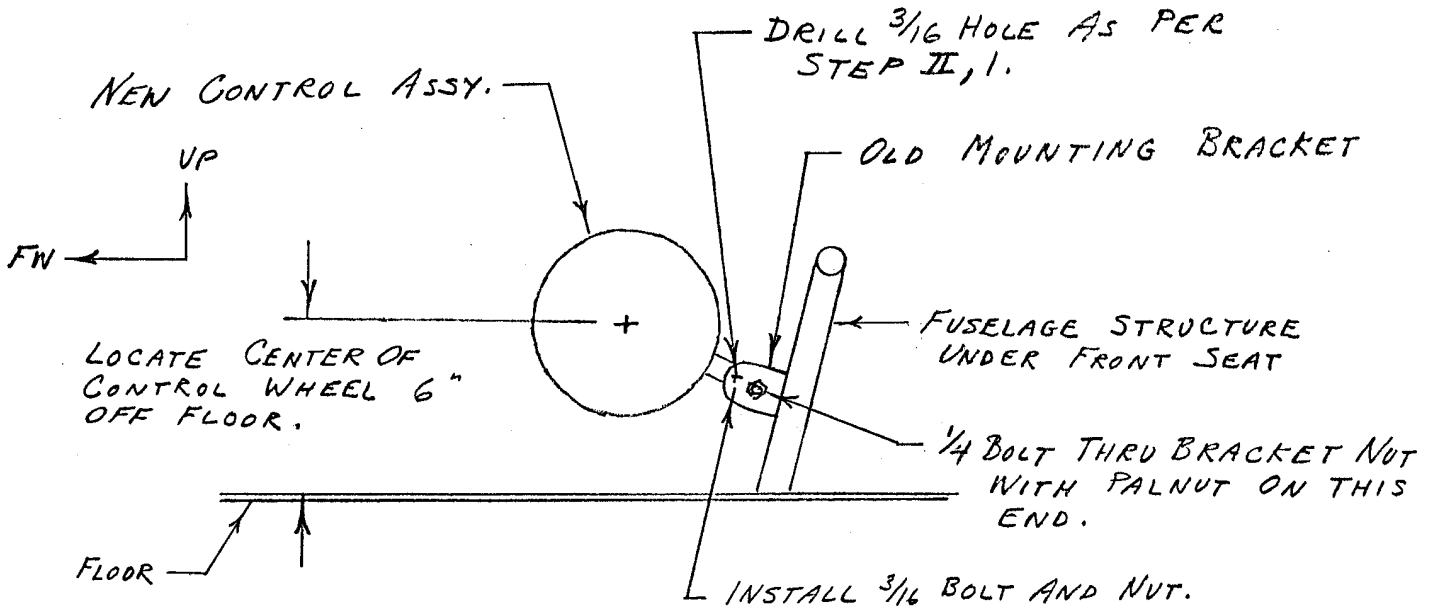
Instruction SheetService Letter # 9LIST OF REQUIRED PARTS

ITEM	DESCRIPTION	REQ'D
1.	New Control Assembly	1
2.	AN3-10 bolt	1
3.	AN4-10 bolt	1
4.	AN365-1032 nut	1
5.	AN356-428 palnut	1
*6.	AN170-8RS Turnbuckle end	2
*7.	AN170-8LS Turnbuckle end	2
8.	Placard for control	1
9.	Compliance card #9	1

*Use right or left hand threaded ends as needed to connect.

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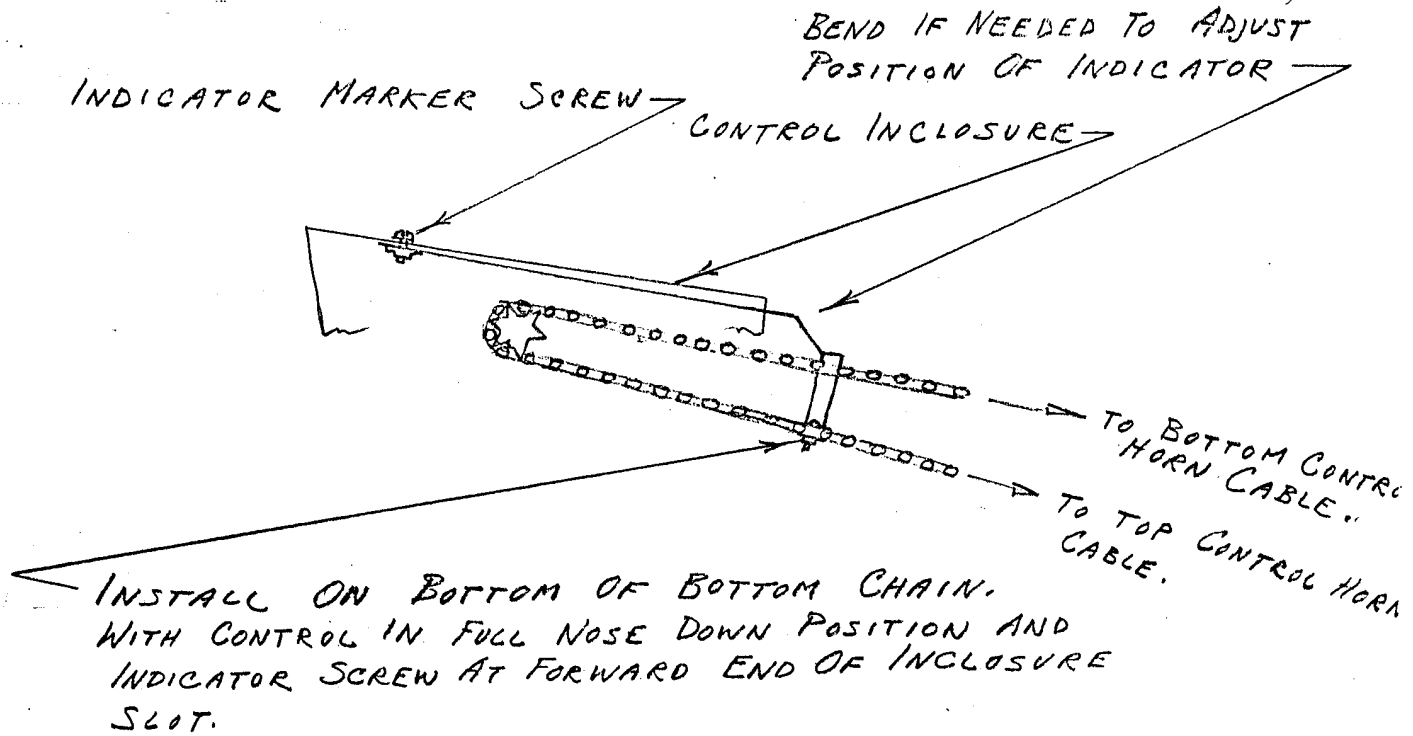
FIG. 1
CONTROL INSTALLATION



VIEW FROM LEFT SIDE

FIG. 2

INDICATOR INSTALLATION



MAULE AEROSPACE TECHNOLOGY, INC.

SERVICE LETTER # 9 - COMPLIANCE RECORD

Airplane Serial Number _____

Airplane Registration Number _____

The following action was taken with respect to this Service Letter:



Service Letter #9 completed

Certified by _____

(Signature)

(Printed name)

Title _____

(Owner, A&P, IA, etc.)

Date performed _____

In an effort to keep our mailing list current for sending Service Letters, Service Bulletins, etc., please fill in the following:

Owner's name _____

Owner's address _____

Mail this Compliance Record to: Maule Aerospace Technology, Inc.
Engineering Records
Spence Field
Moultrie, GA 31768