

CALIFORNIA AERO COMPANY
P. O. BOX 146
Tracy, California

MEMORANDUM

No. 51

SUBJECT: Maintenance of Oleo Shock Landing Gear Struts

TO: All owners of Culver Model LCA and LFA airplanes, all serial numbers.

California Aero Company has established a policy of notifying each Cadet owner of information deemed necessary to the successful operation of Cadet aircraft. From time to time you will receive a "Service Memorandum" pointing out certain items which we consider important enough to warrant your attention.

To assist us in this program, it will be necessary to enlist your aid. As you find or determine points which you consider problems in operation or maintenance, please notify us at the factory so that we mail a "Service Memorandum" to all other Cadet owners, thus making them aware of a need for inspection or corrective action.

California Aero Company has checked several Cadet aircraft and we have found that many owners are not aware that the landing gear springs (Spring - Oleo, part number 534) were not designed to absorb the shock of the aircraft landing. The purpose of these springs is to extend the oleo shock strut as soon as the weight of the aircraft is taken off of the landing gear, while on the ground the taxi load are also taken up by these springs.

It has been found; in a number of cases, that neglect of the landing gear has taken place - allowing the oil to leak out and thus the shock absorbing qualities of this efficient system is no longer available, placing all the duty on the landing gear spring.

California Aero Company is making available a complete kit for rebuilding your present landing gear to bring it back to the high standards originally built into this system.

When you order, please ask for CAC kit 51, priced at \$25.00 for the entire kit, including all items, parts and instructions necessary to bring your landing gear back up to original condition.

The kit contains the following parts; Bolts; AN3-16, AN 3-17,
An 4-11, AN 4-21, AN 5-16
Nuts; AN 310-3, AN 310-4
AN 365-524
Key; AN 380-2-2
Washer; AN 960-10
Bushings; 370-2-1, 373
Bearing; 216-2
Rings; 4750

George E. Cull
Chief Engineer

15 November 1960