

Folkerts Michael

From: [REDACTED]
Sent: Thursday, August 15, 2013 11:30 AM
To: Folkerts Michael
Subject: N112EM Gear Checks
Attachments: IMG_1502.JPG

Mike,

Good Morning! Phil and John met us at the aircraft today to perform functional tests and examine adjustment criteria called out in the IAI Westwing M/M that you sent. The aircraft was on jacks and the gear was cycled three times. The clearance was checked between the piston plunger end of the landing gear unlock cylinder and unlock tang on back of the upper jury brace. (ref M/M 32-10-02 step 21 on page 503). This measurement was right at 1/8" and it ensured that the piston travel was correct.

The gear operated normal. The over center links popped in to place. We didn't find anything wrong with the gear. One would think, if a side load was put on it with that much force to collapse the gear, that something would show signs of a collapse (some kind of permanent damage).

Pictured is the measurement taken.

Not sure what else we can do Mike.

Thanks,

David J. Melleby
Aviation Safety Inspector (AC/AW)
CVG FSDO
[REDACTED]