Switlik Aviation Maintenance, Inc
Page Field Airport (FMY)
[redacted]
Fort Myers, FL 33907
[redacted]

9/11/2013

N210WS CESSNA 210J S/N 21059135, TACH 597.1

INSPECTED AND TROUBLESHOOT LANDING GEAR SYSTEM FOR FAA INSPECTOR, FRANK SCHAFER. JACKED AIRCRAFT AND CHECKED RESEVOIR FLUID QUANTITY. SLIGHTLY LOW BUT NORMAL LEVEL. APPROX. 1 PINT. CYCLED LANDING GEAR SEVERAL TIMES AND CHECKED EMERGENCY EXTENSION. FOUND THE FOLLOWING FAULTS.

1) R&L MAIN GEAR DOWN LOCKS DO NOT ENGAGE WITH GEAR IN DOWN POSITION.
2) GEAR DOWN LIGHT "ON" WITH MAIN GEAR UNLOCKED.
3) NOSE GEAR SQUAT SWITCH INOP.
4) HYDRAULIC SYSTEM WILL NOT UNLOAD, GEAR HANDLE BACK TO NEUTRAL @ 1800 psi.
5) GEAR THROTTLE WARNING HORN INOP.
6) GEAR LINKAGE AND MECHANISM VERY DRY. LACK OF LUBRICANT.
7) FUEL PUMP THROTTLE CONTROL SWITCH INOP.
8) EVIDENCE OF FLUID LEAKAGE ON RUDDER TRIM WHEEL FROM HYDRAULIC POWER PAK. THIS IS NOT FRESH FLUID, BUT LEAKAGE FROM PREVIOUS LEAKS. LH MAIN GEAR ACTUATOR SHOWS SIGNS OF SEEPAGE. NOSE GEAR DOOR ACTUATOR HAS LEAKAGE.

THE DAY OF THE INCIDENT, I OBSERVED FROM MY OFFICE WINDOW, THE AIRCRAFT LANDING WITH THE MAIN GEAR TRAILING AND WATCHED IT SLIDE DOWN THE RUNWAY UNTIL IT WENT OFF INTO THE DIRT. AIRCRAFT NOSE GEAR DOWN AND LOCKED AND AFT FUSELAGE BEING CUSHIONED ON THE MAIN GEAR TIRES PARTIALLY RETRACTED.

If we can help you out, give me a call.

Sincerely,

Edward Switlik
President