



INVOICE

EL PASO AERO, INC.
AVIONICS ASSOCIATES



SOLD TO: NTSB
Attn: Michael Folkerts



SHIPPED TO:

DATE	DATE SHIPPED	SHIPPED VIA	YOUR ORDER NO.	F.O.B.	TERMS	INVOICE NO.
11/05/21	11/05/21	N4614K(P210N)	WO#72164	El Paso	Net 10	135598
Item#1	Put aircraft on jacks					
Item#2	Pump gear down – minimum 20 strokes – to verify pressure					
Item#3	Check green lights – with handle down & power on – activate switches					
Item#4	See why gear pump does not run					
1.	Aircraft on trailer. Relocated aircraft to hanger, jacked aircraft and removed trailer. Assisted FAA representative Ray Romero as requested.					
2.	Placed gear handle in down position, pumped handle and confirmed system built pressure after approximately seven pumps. Reported findings to Ray Romero at the FAA.					
3.	Placed handle in down position. Nose gear down lock switch locked in down position, right main down lock switch stuck in contacted position and left main gear switch bent and broken, but still operable. Contacted left main switch and confirmed green light ops ok. Pulled throttle back and confirmed gear horn ok. Reset landing gear circuit breaker, checked for power at power pack and no power at pack. Checked power pack contactor and power goes to contactor, but no power out. Notified Ray Romero at FAA.					
4.	Aircraft was previously placed on jacks, nose gear was down and locked, left and right main gear were lodged in the wheel well. Freed gear and fell freely once out of wheel well. Checked and electric motor for gear will not run. Hand pumped gear and works normally. Checked gear down light by manually actuating the left main down lock switch, light worked. The nose gear was already down and locked and the right main gear down lock switch was damaged and stuck in the down lock position. Checked power to gear power pack motor and no power to motor on GA2, power ok on GE10, no power to contactor coil on GD29. Checked power to pressure switch ok at GA38, no output at GD39, should have output below 1000PSI system pressure. Suspect faulty pressure switch. Jumped wires GD38 to GD39 and pump operates normally, gear operated however could not fully retract or extend due to belly damage.					
4A.	Sent a picture of pressure switch. NOTE: The green tape on the pressure switch was pre-existing – not something we placed on the switch.					
Item#1-4A Labor						

Thank You!

* Parts installed may not be genuine OEM parts *