

From: [REDACTED]  
To: [REDACTED]  
Subject: Results of N2242N P28 09/27/2023  
Date: Thursday, September 28, 2023 4:37:06 PM

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Aaron

We did three gear swings yesterday that included the emergency release. The mechanic did not have a pitot static test set to test the gear in the normal mode so we tested it in the over ride mode. This is the same configuration the pilot said he flies in and how he trains other pilots that fly the aircraft.

We are reading the AFM specifically Ch 32 and Ch 29. The question is how was this system that is installed on the aircraft check for proper function in the normal position.

We will all read and collaborate next week pending the shutdown. I will be working as I am an essential worker.

V/R

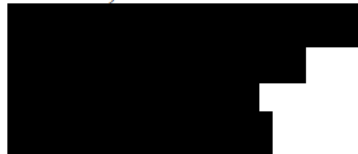
Roby Sisk

Federal Aviation Administration, St. Louis Flight Standards District Office

Principal Operations Inspector, HAA Air Evac

10801 Pear Tree Lane, Suite 200

St. Ann, MO 63074



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**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: N2242N Data File  
**Date:** Thursday, October 12, 2023 8:34:41 AM  
**Attachments:** [image002.png](#)

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When we ran the gear to the down position the Nose locked first , the left gear locked second and the right gear locked third.

Kind Regards,

Louie L. Bettis  
Aviation Safety  
Principal Maintenance Inspector, General Aviation Unit  
St. Louis FSDO, AFG-500-CE03  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, October 12, 2023 8:30 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: N2242N Data File

Aaron,

I don't see anything that would indicate that there is a particular "sequence" to the gear extension/retraction process.