

Hill Millicent

Subject: FW: N4657S

From: Luke Giroux [REDACTED]
Sent: Friday, August 11, 2017 1:55 PM
To: Hill Millicent [REDACTED]
Subject: RE: N4657S

Hi Millicent,
I apologize for not getting back to you; it fell off my radar.

The issues I found relating to the gear operation were the inoperative warning horn and a sticking solenoid that controls the hydraulic power pack. The horn turned out to be a bad dual action cabin speaker, so it also meant the stall horn was inop. Replacing the speaker corrected the problems.

The gear solenoid would intermittently stick closed, making the power pack motor run without cutting off. I suspect this could have happened during the incident flight and caused the circuit breaker to pop. I think the nose gear might have locked down due to the slipstream, but the mains were left dangling. Replacement of the solenoid corrected the problem.

Let me know if you need anything further. Have a good weekend,

Luke

Giroux Aeronautical Co. LLC
[REDACTED]

On Fri, Aug 11, 2017 at 2:27 PM, Hill Millicent
[REDACTED] wrote:

Hi Luke,

I wanted to check in and see if you were able to complete the inspection on this airplane and anything you might have found.

Thanks,

Millicent

From: [REDACTED]
Sent: Thursday, February 9, 2017 8:47 PM