

ERA24LA170

INVESTIGATION PHOTOGRAPHS



Photo 1: View of the lower rudder damage (Photo Courtesy of FAA)



Photo 2: Nose gear actuator hydraulic fitting (Photo Courtesy of FAA)

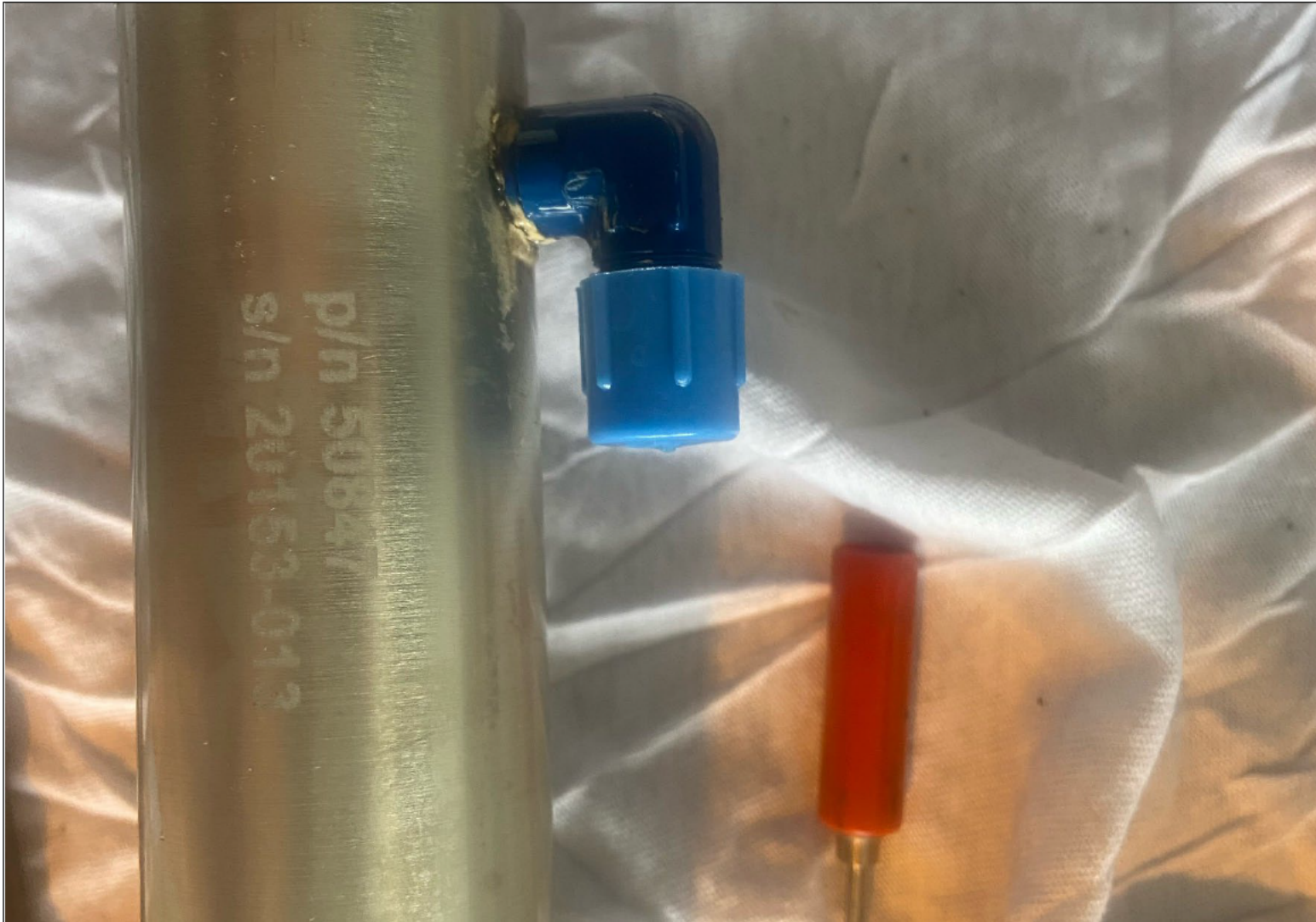


Photo 3: Exemplar nose gear actuator with hydraulic fitting installed and capped Preaccident (Photo Courtesy of Operator)

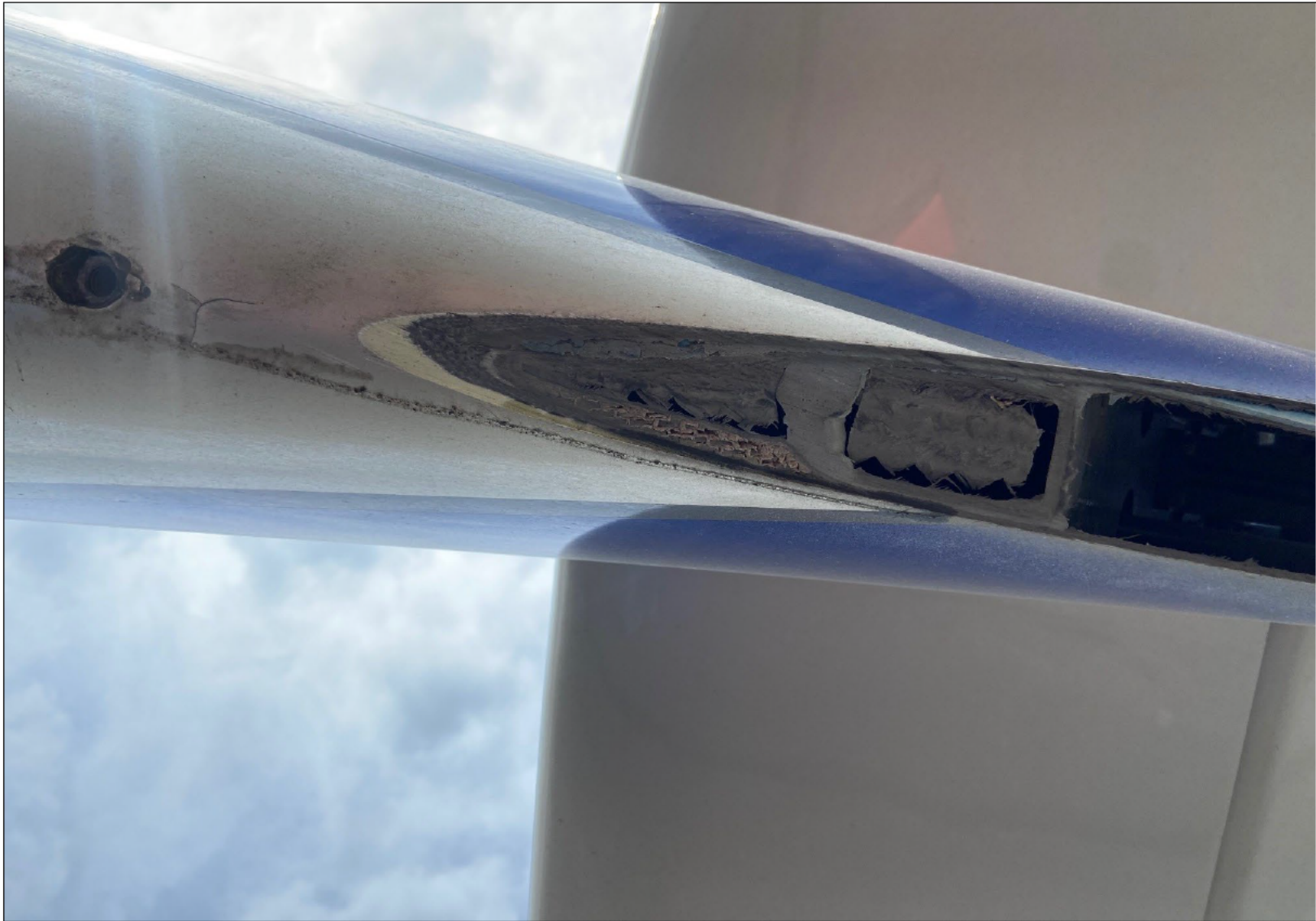


Photo 4: Empennage and rudder damage (Photo Courtesy of FAA)



Photo 5: Additional view of the nose gear actuator hydraulic fitting (Photo Courtesy of Operator)



Photo 6: Additional view of the nose gear actuator hydraulic fitting (Photo Courtesy of Operator)

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
I certify that this aircraft (N222MA) has been inspected in accordance with the scope and detail of appendix D to part 43, and was found to be in a condition for safe operation. All 12 spark plugs were replaced with Tempest URHB32E. Replaced fuel filter in right wing root. Filter looked almost new on inspection. Compression tests: 70, 72, 70, 72, 74, 76, 75. Inspected nose & mains brake linings, repacked bearing in nose & mains gear, verified operation of emergency gear extension, verified operation of normal gear extension and retraction, replaced de-ice cables with larger gauge, replaced alternator #1 cable with larger gauge, and replaced left de-ice relay with White Rogers 586-314111. Replaced original up hydraulic pressure switch with 1,200-psi Whitman Controls J705L-4. Replaced gascolator filter with Andair FIA500 screen for GAS500 gascolator. Replaced nose gear actuator due to suspected internal leak. Total airframe = 381-hrs Charles A (Andy) Whitehead Repairman Experimental Aircraft Builder Date <u>March 7, 2024</u> Certificate Number [REDACTED]				

Photo 7: Conditional inspection maintenance record (Photo Courtesy of Operator)