



GRYPHON AIRCRAFT SERVICES LLC
FAA CRS [REDACTED]

[REDACTED]
Murrieta, CA. 92563
[REDACTED]
[REDACTED]

December 20, 2015

Patrick Gates
Riverside—FSDO

Re; Cessna Cardinal N2112Q

Patrick,

In regards to the landing gear accident for N2112Q, we have concluded the following;

Landing gear system was found empty of fluid. We serviced the hydraulic fluid and the landing gear would retain pressure and gear would stay down and locked. After jacking the aircraft and performing landing gear retraction/extension tests we found a severe leak at the nose gear actuator p/n 2043025-12. The leak actually being caused by the complete failure of the shaft seal p/n MS28775-111.

Several gear swings were completed and we found that there was enough fluid in the system to retract the gear but that the gear system would exhaust the supply of fluid before the gear could complete the extension process. The emergency pump which accesses additional fluid would allow the nose gear to go down and locked but not the mains as the additional supply would be exhausted due to the leak at the nose gear actuator.

Examination of log book records revealed the actuator had no previous service or repair/replacement. The unit had a total of 3289.2 hrs since new in 3/14/74

[REDACTED]
Glen Kratz
[REDACTED]

FAA Repair Station # [REDACTED]
Owner