

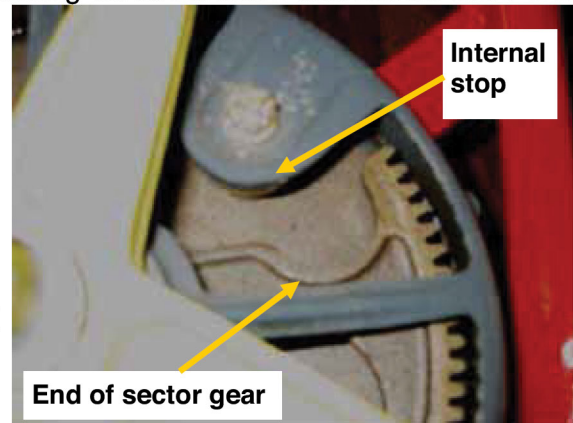
7. Pull the LANDING GEAR MOTOR circuit breaker and use the manual handcrank in the down direction (counterclockwise) to check the sector gear is not bottomed out.

Pull the LANDING GEAR MOTOR circuit breaker.

Turn the manual handcrank in the down direction (counterclockwise) to check that the sector gear is not bottomed out.

There should be 1/8 to 1/4 turn counterclockwise remaining to the stop when you crank the emergency handcrank down, except for the following serial numbers that should have 5/8 to 3/4 turn remaining:

V35B D-10375 and after
F33A CE-968 and after
A36 E-1876 and after
B36TC EA-239 and after
Baron 55 TC-2414, TE-1195 and after
Baron 58 TH-1269, TK-147, TJ-384 and after



Cutaway of a gearbox showing the sector gear approximately six turns of the hand crank from the end of cycle, but not contacting the internal stop.

If the handcrank has less than these turns remaining with the gear down under normal circumstances, the dynamic brake may not be stopping the gear motor in time to prevent the gear box from contacting an internal stop at the end of the extension cycle. This in turn can cause the gearbox's sector gear to bend, crack or fail. If the handcrank turns too far in this condition, the gear motor and/or dynamic brake may be stopping the gear before it is fully locked down. This risks a gear collapse. This condition may also be indicated by an inner main gear door or doors that do not fully close. **STOW THE HANDCRANK.**

Note: If the sector gear hits the stop in either the extended or retracted position, the gearbox and motor should be removed and overhauled. The most common cause of this condition is a gear motor that is overdue for overhaul. If the motor's brushes are worn, springs are weak or the commutator is dirty or worn the motor will not stop instantly and will drive the sector gear into the stop. Do not attempt to replace motor brushes in the field. Brushes need to be run in for good brush contact with the commutator and provide proper dynamic brake operation. Send gear motors to a qualified shop for overhaul.



**Squat switch
disconnect point**

8. Check squat switch(es) to insure they prevent retraction.

Disconnect the squat switch(es) one at a time. Reset the landing gear motor circuit breaker.

(Single squat switch): Move the landing gear switch to the UP position. Turn the master switch ON momentarily. Gear should not retract and the gear warning horn should sound. NOTE: very early aircraft do not have a warning horn.

(Dual squat switches): Check one switch at a time. NOTE: starting in about 1970 the horn will activate off a single switch.

Reconnect the squat switch linkage(s).