

From: [Jesse Ruiz](#)
To: [Stein Stephen](#)
Subject: RE: N155CT inspection invoice
Date: Monday, October 18, 2021 11:17:07 AM
Attachments: [image001.png](#)

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Stephen,

This is correct, as for the down locks the one thing we have a hard time with is the gear motor would have to have lost pressure for the gear to fold.

Jesse Ruiz
Maintenance Manager



Legend Aviation

KPRC



From: Stein Stephen <[REDACTED]>
Sent: Tuesday, October 12, 2021 10:59 AM
To: Jesse Ruiz <[REDACTED]>
Subject: RE: N155CT inspection invoice

Hi Jesse –

I may be able to use what we have here. I just need a couple of questions clarified.

First, I believe you mentioned this during our telephone conversation, the amount of play caused by the down locks could have caused them to unlatch, correct?

And on the C182, the NLG reaches the fully extended position before the MLG, correct?

Thanks,

Stephen

From: Jesse Ruiz <[REDACTED]>
Sent: Tuesday, September 21, 2021 7:41 AM
To: Stein Stephen <[REDACTED]>
Subject: RE: N155CT inspection invoice

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Stephen,

Sorry about the delay in getting back to you its been crazy busy here. I will attach the sign off that will be in the logs for the gear being out of rig and out corrective action. Let me know if you have any other questions.

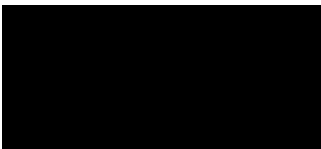
Inspected left and right main landing gear pivot points and found both pivot shafts and lock washer loose. Removed both main gear for inspection, Cleaned, inspected and re assembled both main gear pivots as well as cleaned and inspected both main bulkhead forgings and their bushings. The down locks exceeded the maximum clearance to pivot lock pin of .008-inch gap. Right main gear exceeded its adjustment cam capability and new down stop pads were installed on both left and right sides. Serviced main gear with specified grease and re rigged main landing gear to within limits, Ref. model R182 and TR182 service manual section 5. Also used SAIB CE-17-16 for ref. for actuator cracks, no defects noted at this time. Ground ops check good with five fault free gear swings and two emergency gear extensions.

Thanks,

Jesse Ruiz
Maintenance Manager



Legend Aviation



From: Stein Stephen <[REDACTED]>
Sent: Monday, September 20, 2021 8:34 AM
To: Jesse Ruiz [REDACTED]
Subject: RE: N155CT inspection invoice

Hi Jesse – Just following up from our call to see if I could grab that work order that shows the excessive play and tolerances you found during your inspection of N155CT.

I need this to close it out on my end.

Thanks,

Stephen

From: Jesse Ruiz [REDACTED]
Sent: Wednesday, August 25, 2021 10:55 AM
To: Stein Stephen <[REDACTED]>
Subject: RE: N155CT inspection invoice

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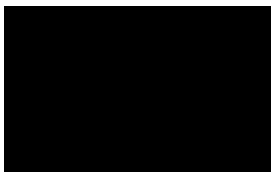
Stephen,

When selecting gear up on the RG typically the main gear uplocks will release first then the nose will brake loose over center and will retract fully first, as pressure builds in the system the mains will follow and again depending on pressure build up one main will fully retract before the other. Hope this makes sense. On another note, we would like to send you a brief account of what we found on the Annual gear inspection for N155CT. We are not saying our findings are the cause for the gear collapse on the aircraft during its incident but we do think it should be looked at and considered.

Thanks,
Jesse Ruiz
Maintenance Manager



Legend Aviation



From: Stein Stephen <[REDACTED]>
Sent: Wednesday, August 25, 2021 5:19 AM
To: Jesse Ruiz <[REDACTED]>
Subject: RE: N155CT inspection invoice

Hi Jesse –

I have a 182 question for you. In your experience does the 182RG NLG retract before the MLG?

Thanks,

Stephen

From: Jesse Ruiz [REDACTED]
Sent: Wednesday, August 4, 2021 7:56 AM
To: Stein Stephen [REDACTED]
Subject: N155CT inspection invoice



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Stephen,

I just realized we never sent the invoice for the gear inspection for N155CT.

Thanks,

Jesse Ruiz

Maintenance Manager



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