

From: [REDACTED]
To: [REDACTED]
Subject: WPR22LA040
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Capped actuator lines for LH gear to prevent retraction of damaged gear.
Check power pack hydraulic fluid level - good.
Tied gear door away from swinging gear.
Engaged maintenance mode gear retraction to swing gear on the ground.
The nose gear and LH main gear swung normally.
Emergency gear extension (bypass valve) functions normally and both nose gear and main gear went into down/locked position solely with gravity.
Found gear door hardware was too long and catching on gear well structure (but not quite enough to duplicate problem).
Found possibility of the aforementioned long bolt being sheared which would have caused the gear door to get stuck and hang down just a couple of inches. Again, the problem was not duplicated, but if this bolt in question was any longer, the door could have gotten stuck.
Evidence of marks verifies this theory.
Existing scrape/dent aligns with incorrect (too long) hardware on the gear door.
RH gear door rod-end bolt matches area of marks found on the perimeter of gear well.
Bagged and shipped gear door hardware.

The airplane was put back together as-was besides hardware previously removed to be mailed out.

Alex