
RE: Duke gear swing and cable removal

From Knox, Jeremy D (FAA) <[REDACTED]>

Date Tue 6/4/2024 11:38 AM

To Stephen Stein <[REDACTED]>

Cc Baudoux, Michael R (FAA) <[REDACTED]>; Kim, Benny B (FAA) <[REDACTED]>

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Sorry for the delay, I know I said I'd get this to you yesterday but the logistics were a little more than expected.

The parts are in the mail and should be delivered tomorrow or Thursday via UPS. The tracking number is 1ZA509R80193235014. There are six parts (plus a screw/washer/spacer).

1. LMLG pushrod (1 of 3, item 9-12 from image below)
2. LMLG pushrod (3 of 3, item 9-12 from image below)
3. LMLG pushrod (3 of 3, item 9-12 from image below)
4. LMLG pushrod insert/spring (item 13-17 from image below)
5. Down lock cable from fuselage side
6. Down lock cable from LMLG side with attached torsion spring

Here is a link to Dropbox, where I saved all the pictures/videos that I took. I'm new to Dropbox so let me know if it doesn't work.

<https://www.dropbox.com/scl/fo/j9jz8crskljcxutbkne/AOlyZMgnFg2lOCYtwb5jBmA?rlkey=s3h78s9q9x008o6elxd7rgoiq&dl=0>

Notes from the swing day:

- Apparently the LMLG "buckled" while the aircraft was on the ground. Unsure at what point (taxi, turning, etc.).
- The LMLG down lock cable is severed. The LMLG cannot be locked down. A ratchet was secured to the down lock links with pipe fittings to safe the gear in the down position.
- The LMLG inboard door was forced closed and did not freely open.
- The LMLG pushrod (yes, appears to be the part circled below and is in the mail coming to you) was broken in two places. We removed the entire rod and when lining up you can tell it bent into a "Z" shape and broke at both angles.
- External power was applied to the aircraft and the MLG and NLG (with the exception of the LMLG) was retracted sufficiently.

Jeremy D. Knox
Aviation Safety Inspector - Airworthiness
AWP-RAL-FSDO-21
6961 Flight Road
[REDACTED]

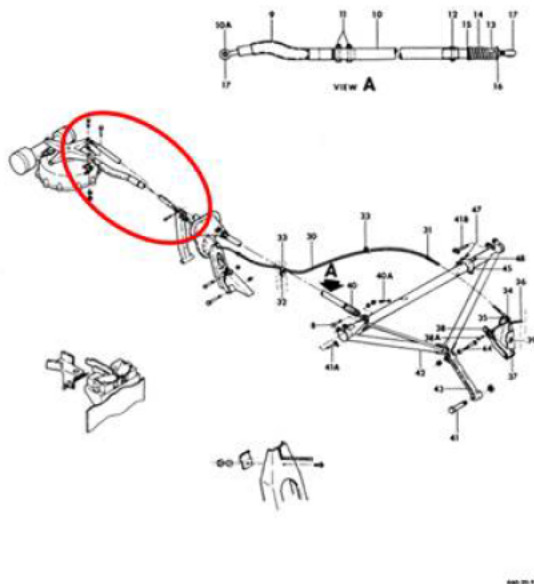
From: Stephen Stein [REDACTED]
Sent: Friday, May 31, 2024 9:06 AM
To: Knox, Jeremy D (FAA) <Jeremy.D.Knox@faa.gov>
Subject: RE: Duke gear swing and cable removal

CAUTION: This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Jeremy – Thanks again for helping me out with this. I've been traveling like a madman and wouldn't have been able to get down there for months.

Attached is the UPS label. If the parts are labeled and G2G then go ahead and ship.

I do need to identify where that push tube is in the IPC. Was that push tube the one circled in red below?



From: Knox, Jeremy D (FAA)
<[REDACTED]>
Sent: Thursday, May 30, 2024 2:16 PM
To: Stephen Stein <[REDACTED]>
Subject: Re: Duke gear swing and cable removal

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Some preliminary pics.

From: Stephen Stein <[REDACTED]>
Sent: Tuesday, May 14, 2024 12:33:49 PM
To: Kim, Benny B (FAA) <[REDACTED]>; Knox, Jeremy D (FAA) <[REDACTED]>
Subject: RE: Duke gear swing and cable removal

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Thanks, Benny

Hi Jeremy – Thanks for helping us out with this. Do you have some time tomorrow to chat? I wanted to talk with you about circumstances and what we are after.

From: Kim, Benny B (FAA) <[REDACTED]>
Sent: Tuesday, May [REDACTED]
To: Stephen Stein <[REDACTED]>
Cc: Knox, Jeremy D (FAA) <[REDACTED]>
Subject: RE: Duke gear swing and cable removal