

From: [REDACTED]
To: [REDACTED]
Subject: N4769K
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N4769K

To whom it concern:

CHARGING SYSTEM

Upon initial inspection the alternator main circuit breaker had been tripped (fig 1) (100ampere). After re-setting breaker voltage was observed at the field terminal of the alternator with master on and field switch on.

Alternator belt appeared to be tight and in serviceable condition.

Engine was run and normal rate of charge was observed on ammeter. In aircraft voltmeter read 28.5 to 28.8 VDC with all lights and avionics on at 1,400 rpm.(fig 2-4)

No shorts to ground or defects noted on A+ lead to breaker. Could not duplicate tripping of breaker.

EMERGENCY HANDLE

The emergency gear extension pump handle (fig 5) would not extend due to a screw that attaches the retaining clip (fig 6) for the inner handle.

The screw being too long penetrates the outer handle and presses against the inner handle much like a set screw preventing its extension and preventing the use of the emergency gear extension pump.

Loosening the screw allowed extension of the handle. (Fig 7)

The rest of the photographs depict damage sustained by the aircraft.

















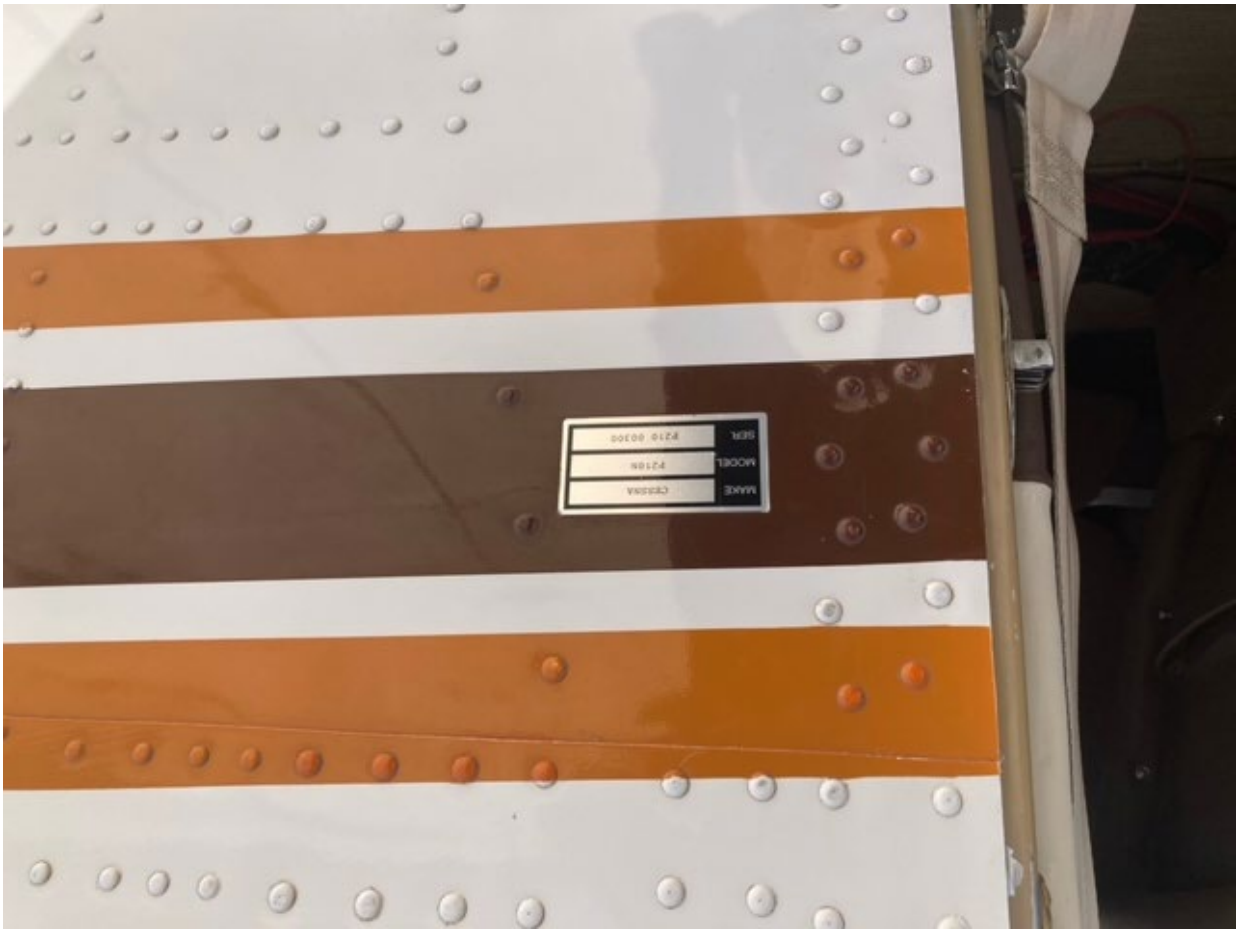














Any Question please feel free to contact our office at [REDACTED]

Mid Field Aviation