



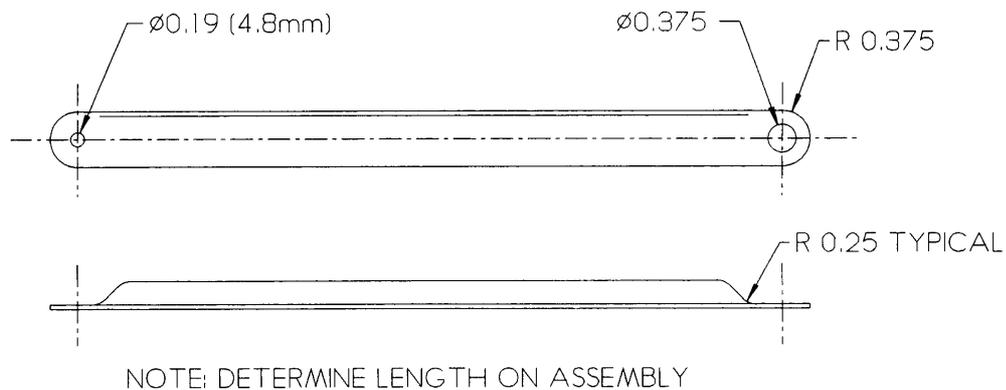
Landing Gear Retraction Lever Strut

Classification	Optional
Applicability	All Mono-Wheel Europas
Compliance	N/A

Introduction

The joint between the landing gear retraction arm LG08P, and the retraction lever LG12 is made by three AN4 bolts. If the holes are slightly oversize play will exist between the two parts which tightening of the bolts will not overcome. If play exists and is bad enough there is a danger that the LG08 arms will be allowed to move sufficiently far, even with the retraction lever in its down and locked position, to result in the landing gear to retract on the ground.

To ensure a more rigid assembly, even with oversize holes being present, a simple strut can be installed which joins the bottom of the retraction arm to the elbow of the retraction lever. The strut is made from aluminium angle, see figure 1.



Action

Make the end of the strut, which fixes to the bottom of LG08P according to figure 2, leaving the other end unfinished for now. Attach the strut to the bottom of LG08P using the clevis pin. The strut will substitute the EUR021 washer on one side. Having established how much of the LG12 lever remains below the centre tunnel when in the gear retracted position, swing the strut up to an appropriate position next to the retraction lever and mark a line on it for reference as to how much of the flange will need removing. Remove the flange at the upper end of the strut and then reposition it, clamping it in place on LG12.



The strut will not be absolutely straight but its sideways flexibility will allow for this. Either drill through both the end of the strut and the lever in place using an angle drill and 4.8 mm drill bit or remove the lever with the strut still clamped to it for the drilling to be done off the aircraft.

Fasten the strut to LG12 using an AN3-4 bolt, installed through the strut first, then through the lever LG12 securing it with an MS21042-3 nut. Attach the bottom of the strut with the standard clevis pin to LG08P.

The bolt securing the top of the shock absorber dampers will pass quite close to the strut during gear retraction. It may be necessary, if the nut end of this bolt is on the same side as the strut, to install the bolt from this end instead and so gain clearance. Carry out the first ground retraction check slowly with an assistant watching the mechanism to avoid damage.

