

Most complaints about gear retraction, or lack of, come from lack of understanding of the landing system rather than a problem. The main struts must be filled per the place card located on the upper part of the strut. The main gear struts must have no less than 60 pounds air pressure no more than 70 pounds pressure when the plane is resting on the gear. There must be enough down pressure, 60 pounds, on retraction for the squat switch on the right main gear to make contact or the gear will not retract. More than 70 pounds pressure and the gear will not enter the wheel well properly. An often over looked check is the fluid level in the gear power pack. Allow the co-pilot seat to go back, you will see a flap in front of the co-pilot seat, under that flap is a dipstick to show the power pack fluid level. It does not take much below the dipstick full mark to have your unit start to act up. You may notice a blip of red light during flight at your gear position indicators. The factory says one blip in an hour is acceptable. Each time the light blips the gear motor has activated to hold the gear up. All attachment point for the main gear should be re-torque no later than each annual. Some owners complain about ground handling or sensitivity of the rudders on landing. For the most part this comes because of loose connecting points on the main gear, possibly worn bushings, alignment of the main gear to factory specifications, no more or no less than what you would expect if your motor vehicle were out of alignment or had worn steering parts, With your plane secured on jacks try to move the main tires from side to side. See if you get toe in and toe out play in the system. If yes it is an indication of loose or worn bushings in the system. Have someone with a strong light try to isolate where the movement is coming from as you or your mechanic wiggle the tire from side to side. Torque the loose joint to factory specifications. Sometimes if you turn a bolt without holding the nut you may feel the bolt either free up or get tighter, that is a good indication that the bolt should be removed and inspected for worn spots and replaced **WITH APPROVED BOLTS. UNDER NO CIRCUMSTANCES PULL OR PUSH ON ANY OF THE GEAR RETRACTION ASSEMBLY!** Check to see if the emergency extension lever located on the center console just below the fuel selector is in the up position. It is easy to move the extension lever accidentally. Lube all zerts.