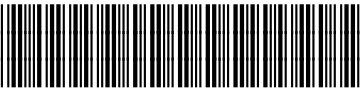


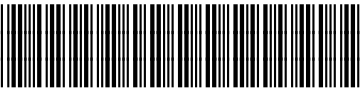
sabena [®] B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 81K0000515
	Oper. : RT-MP LC			
	Type : *OPER./FUNC. CHE	Issuer : A59513	Cert.St.: 50516	
Spec. : MECHANIC	Release Date: 19.05.2010		Page 1 of 3	

MLG EMER EXT F/C

Execution / Start Date:	
End Date:	

MAINT	RII/INSP

MLG EMER EXT F/C

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Spec. : MECHANIC				Page 2 of 3

MLG EMER EXT F/C

					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.		F1	MEC	MMS-328 323002 00100 rev 15/05/01		
Check: C						
Zones: 135, 136, 221, 222						
Access:						
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S):				

MLG EMERGENCY EXTENSION ACTUATING SYSTEM OPERATIONAL CHECK.

TEST MAIN GEAR EMERGENCY EXTENSION MECHANISM:

1. GENERAL:

A. The emergency extension mechanism is first tested with hydraulic system pressurized, then retested with pressure OFF. When pressurized, allow system to sit 10 min. before conducting test.

CAUTION: WHEN TESTED WITH PRESSURE ON, LANDING GEAR CONTROL MUST BE IN "OFF" POSITION.

B. Rigging of landing gear selector valve controls and door ground release mechanism must be correct to prevent back pressuring of the system. Any evidence of back pressure denotes incorrect rigging.

2. TEST EMERGENCY EXTENSION MECHANISM (PRESSURE ON).

A. Airplane jacked.

B. Retract landing gear, and then move the control handle in "OFF" position.

C. Open access door to emergency crank sockets in control cabin floor.

D. Check that index mark on crank sockets matches mark on triangular bearing retainer on top of drum housing.

CAUTION: THE CONTROL MECHANISM MUST BE IN NEUTRAL POSITION WHEN THE BEGINNING THE EMERGENCY EXTENSION AND RETURNED TO NEUTRAL POSITION AFTER COMPLETION OF CRANK ROTATION IN EITHER DIRECTION. CONTROL MECHANISM NOT IN NEUTRAL POSITION BEFORE STARTING CRANK ROTATION, CAN CAUSE GEAR TO NOT EXTEND PROPERLY TO THE DOWN AND LOCKED POSITION.

E. Insert emergency crank in socket and rotate 3 turns clockwise for left gear, counterclockwise for right gear.


F. Check that force required to break main gear loose does not exceed 50 pounds at crank handle.

NOTE: If force required to move handle exceed 50 pounds, cycle system 12 to 15 times. If force still exceed 50 pounds, system must be investigated to find cause of excessive friction.

G. Check to ensure that door opening is sufficient to allow tires to be guided past door by the safety bars.

H. Check for binding or jamming of tires on doors.

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	MAINT	RII/INSP
<p>I. Check that L.G doors have opened and that the gear has fallen to down position by the time 3 full turns of emergency crank have be made.</p> <p>J. Check gear and door red warning lights for ON.</p> <p>K. Push crank handle with a maximum of 10 pounds force against stop after rotating crank to stop. Release handle and check that control mechanism returns to the neutral position.</p> <p>L. With control mechanism in neutral, rotate crank about 3-1/2 to 4 turns to stop. Counterclockwise for left gear, clockwise for right gear.</p> <p>M. Check that downlock engage.</p> <p>N. Repeat step (K) for centering from opposite direction.</p> <p>O. Check that downlocks on each gear are in full engagement.</p> <p>P. Check MLG down locked green indicator lights for ON.</p> <p>3. TEST EMERGENCY EXTENTION MECHANISM (PRESSURE OFF).</p> <p>A. Repeat above tests for main gear extention system with pressure OFF. Control handle may be in OFF or DOWN position.</p>		

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