


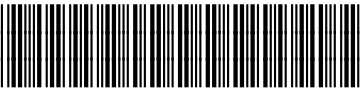
sabena [®] B707	Module: COCKPIT + WINDOW	A/C Reg :	Check :	 81K0000516
	Oper. : RT-MP LC			
	Type : *OPER./FUNC. CHE	Issuer : A59513	Cert.St.: 50516	Page 1 of 3
Spec. : MECHANIC	Release Date: 19.05.2010			

NLG EMER EXT F/C

Execution / Start Date:	
End Date:	

MAINT	RII/INSP

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					MAINT	RII/INSP
Nr.	Hardtime	Task	Spec.	Related Documents		
1.		F1	MEC	MMS-328 323003 00100 rev 15/05/01		
Check: C						
Zones: 131, 221, 222						
Access:						
NRC YES <input type="radio"/> NO <input type="radio"/>		IF YES, NUMBER(S):				

NLG EMERGENCY EXTENSION ACTUATING OPERATIONAL CHECK.

TEST NOSE 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 the system to sit 10 min. before conducting test.

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

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

C. The following test procedure assumes that the nose gear emergency is being tested in conjunction with a main gear test with the entire airplane on jacks. However, an independent test of the nose gear emergency system can be made with only the nose of the airplane jacked.

2. TEST EMERGENCY EXTENSION MECHANISM (PRESSURE ON).

A. With airplane jacked, landing gear retracted, wheel well doors closed and landing gear control handle in "OFF" position, open access door to nose gear emergency crank socket in control cabin floor.

B. Check that index mark on crank socket matches index mark on top of bearing retainer on top of drum housing.

C. Insert crank in socket and turn crank clockwise. Check that force required to open wheel well doors does not exceed 35 pounds. Check that angular movement of crank is between 224 and 252 degrees from the rigged position and that torque required to break nose gear loose does not exceed 60 pounds-feet at crank handle.

NOTE: If torque required exceeds 60 pounds-feet, cycle system 12 to 15 times. If torque still exceeds 60 pound-feet, system must be investigated to find cause of excessive friction.

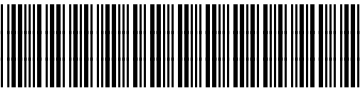
D. When handle has been turned, check that nose gear doors have opened and that gear has fallen to down position before handle reaches stop.

E. Check that gear and door red warning lights are ON.

F. Release handle and check that control system returns to rigged position.

G. Rotate crank counterclockwise to stop.

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H. Check that angular movement of crank is between 80 to 85 degrees from the rigged position.		
I. Check that emergency down lock pin is in locked position and that indicators on lock rod and lock are aligned.		
J. Disengage emergency down lock pin and check that control system return to rigged position and that pawl in control drum is in engaged position.		
K. Check that nose gear down locked green indicator light is ON.		
3. TEST NOSE GEAR EMERGENCY EXTENSION (PRESSURE OFF).		
A. Repeat above tests for nose gear "extension system with pressure OFF". Control handle may be in "OFF" or "DOWN" position.		