

Rockwell 695A, Steering Actuator Bolt Failure, ATA 3251

Another repair station submission advised, “that during a landing gear extension (while on approach) the *gear in transit* light remained on and the nose landing gear did not indicate *down and locked*. Initial fly-bys indicated the nose landing gear was only partially extended. After recycling the gear several times, the pilot heard a “clunk” and the nose landing gear extended.

Inspection revealed the four AN3 bolts (used to secure the hydraulic steering actuator to the nose landing gear oleo strut) sheared, resulting in the steering actuator hanging only by its hydraulic lines. The unsecured steering actuator had possibly jammed between the nose landing gear strut and the Radome, preventing full extension of the nose landing gear. Some Radome damage was evident, though we did not find any other damage.

“The four broken AN3H11A bolts can be damaged by exceeding the nose landing gear turn limits during towing. It is suspected the bolts were weakened by excessive turning (while towing) sometime in the past, and failed during this flight.”

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SECTION II LANDING GEAR

GULFSTREAM COMMANDER PARTS CATALOG MODELS 690C (EIGHT FORTY) 695 (NINE EIGHTY) 690D (NINE HUNDRED) 695A (ONE THOUSAND) AND 690B

B

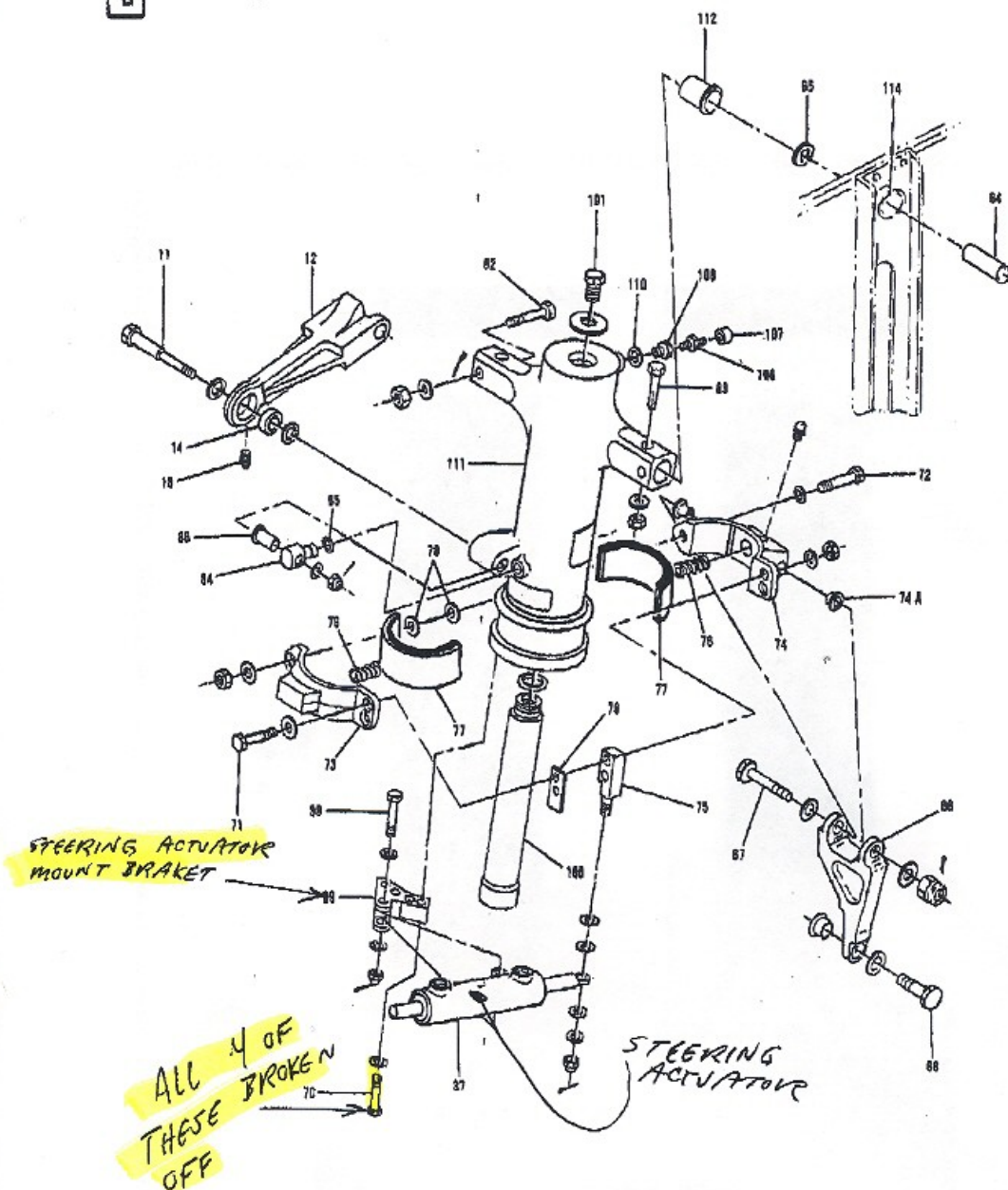


Figure 2-18. Nose Landing Gear Installation (Sheet 2 of 5)

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Part Total Time: (3,934.0 Hours).