

Just over a year ago I was on the taxiway crossing an inactive runway at about 20 mph when the nose started to bounce. I saw the gear handle start to move back and forth. I grabbed the handle, but it was too late! The gear had already moved over-center. I stopped at almost center runway resting on the rubber pad, and I had a stripped Boston gear in the retraction system. I had already increased the side loading on that gear twice in the life of my LongEze. I saw one Eze gear so loose that the gear came down when the nose was picked up. This is an invitation to disaster!

Below is a simple solution to these problems. I used locking hardware in all places. The teflon washers between A1 and A2 cause a light drag on A1 when properly set. The corners of A1 were rounded to help center into the slot of A3. This will lock the gear either up or down. I have been using this system for about a year now and I feel very secure with it.

Safe flying,  
Ron White N38AR

