



Landing Gear Care And Feeding

Even if you fly a fixed-gear single, your landing gear deserves some attention during pre-flight and, especially, during scheduled inspections. If you fly a retractable, it might be a good idea to give it some extra TLC from time to time. Under the FARs, a private pilot or better may perform these and other specified preventive maintenance (PM) tasks on an aircraft he or she owns:

PROPER LUBRICATION

Consult the manufacturer's documentation to determine which lubricants are recommended and how to apply them. Rarely will lubing the landing gear involve "disassembly other than removal of non-structural items such as cover plates, cowlings, and fairings," which is fine under the FAA's PM rules.

TIRES

Replacing tires and/or inner tubes can require tools the average airplane owner on a tiedown may not own or have access to, like jacks, shop air and a wheel-bearing packer.

HYDRAULIC RESERVOIRS

Replenishing hydraulic reservoirs for brake, landing gear and other systems requires using a clean container of the specified fluid, which usually must conform to Mil-Spec 5606.