

Cessna Main Landing Gear Fatigue
Cracking

AWB 32-010 **Issue :** 1
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1. Applicability

All Cessna 120 to 337 series aircraft.

2. Purpose

This AWB is to provide information and recommendations relating to fatigue cracking of the main landing gear spring struts.

3. Background

Recent analysis of SDR's (Service Difficulty Reports) and accident data from the NTSB has shown that there is a risk of fatigue failure of the landing gear spring struts.

4. Recommendation

It is recommended that the spring struts, axles and associated hardware be visually inspected at or before 1400 flight hours, and thereafter at 100 hourly intervals or annual inspection, whichever occurs first.

It is also recommended that the spring struts be inspected using magnetic particle or fluorescent dye-penetrant at or before 1400 flight hours and thereafter at 100 hourly intervals or annual inspection, whichever occurs first.

These inspections target corrosion, pitting and cracking on landing gear springs and associated hardware - particularly on those airplanes having had skis installed or that have a history of operating on rough unimproved runways.

It should be noted that Temporary Revisions to the maintenance manuals for most of the affected types were issued on July 1, 2007. This Airworthiness Bulletin is issued to alert operators that may not be aware of these revisions to the maintenance manual.

5. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address: AirworthinessBulletin@casa.gov.au

Or in writing, to:

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