

Corrosion and Cracking of Main Landing  
Gear Assemblies on CESSNA Aircraft

**AWB** 51-006 **Issue :** 1  
**Date :** 30 April 2008

## 1. Applicability

This AWB is applicable to all CESSNA aircraft which have Flat Steel Spring Undercarriage Struts.

## 2. Purpose

The purpose of this AWB is to bring to the attention of all Registered Operators and Maintainers of CESSNA aircraft which have Flat Steel Spring Undercarriage Struts that there is a possibility of corrosion, damage and cracks in the Main Landing Gear Stiffener Assemblies.

## 3. Background

Several reports have been received on a number of different model CESSNA aircraft which have the early flat spring steel undercarriage struts fitted indicating the main landing gear stiffener assemblies have been found corroded and cracked. The majority of these aircraft were manufactured prior to 1970 when the round strut was introduced. In addition, a large percentage of the affected aircraft have been operated or stored in a corrosive environment.

## 4. Recommendation

It is recommended that all Registered Operators of CESSNA aircraft which have Flat Steel Spring Undercarriage Struts:

- Inspect the area of the main landing gear stiffener assemblies for corrosion, cracking, defects or damage as soon as practical.
- Repeat the inspection at each periodic inspection.
- Determine the extent of any damage and replace all corroded, cracked, defective or damaged stiffener assemblies which are beyond the manufacturer's limits.
- For aircraft where the damage is within manufacturer's limits, use approved corrosion prevention methods to make appropriate repairs.
- Report all defective components to CASA through the normal SDR system.



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## 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](mailto:AirworthinessBulletin@casa.gov.au)

Or in writing, to:

Airworthiness Engineering Branch  
Civil Aviation Safety Authority  
GPO Box 2005, Canberra, ACT, 2601