
SUMMARY OF INSPECTIONS

In January 1977, Cessna issued Service Bulletin 76-04-01 to address the modification of main gear rotary actuator assemblies on various airplanes. This service bulletin aimed to reduce the risk of main gear extension failure by requiring the installation of Cessna Kit 1209005-1 R/L.

In October 1975, Cessna issued Service Letter SE75-21, which provided instructions related to the modification of landing gear actuator assemblies, referenced in Service Bulletin 76-04-01, specifically for the installation of Kits 1209005-1 R/L for main gear extension improvements.

In February 2001, Cessna issued Service Bulletin SEB01-2, which mandated the inspection of main landing gear actuators for cracks. If cracks were found, the actuators and actuator bodies needed to be replaced. If no cracks were detected, specific actuator parts required modification and subsequent reinspections. The bulletin required initial inspections within 100 hours for actuators exceeding 3,000 hours of operation, with subsequent inspections every 500 hours thereafter.

In September 2001, Cessna issued Service Bulletin SEB01-2 Revision 1, which clarified the initial inspection requirements and addressed additional actuator assemblies, specifying that actuators not requiring modification would still need subsequent inspections.

In June 4, 2007, Cessna released Service Bulletin SEB01-2 Revision 2, which updated the Effectivity section by removing certain airplane serial numbers and added new actuator part numbers to the material section. This revision also clarified that compliance with the initial inspection of Revision 2 was not necessary if the initial inspection of Revision 1 had already been completed.

In June 2017, the FAA issued a Special Airworthiness Bulletin (SAIB), CE-17-16 that included Textron (Cessna) Models 172RG, R182, TR182, FR182, and all variants of 210/T210/P210-series airplanes with the exception of the Models 210 and 210A airplanes (actuator assemblies utilize base part number 1298100, 1281000, 1281006, 9882000, and 9882015). It recommended performing inspections in SID 32-10-01 incorporating a combination of visual, fluorescent penetrant, and eddy current depending on the airplane model. Initial inspection of the actuator is recommended at 3,000 hours time-in-service (TIS) or 10 years of age, whichever occurs first, for all models except the 210/T210 series airplanes produced from 1962 to 1968. Repetitive inspections are recommended every 500 hours (TIS) or 5 years, whichever occurs first. Initial inspection of the actuator is recommended at 6,000 hours (TIS) or 10 years of age, whichever occurs first, for 210/T210 series airplanes produced from 1962 to 1968 with repetitive inspections at 1,000 hours TIS or 3 years, whichever occurs first.