



**SAIB:** CE-14-17

**Date:** May 6, 2014

**SUBJ:** Landing Gear; Main Landing Gear (MLG) Actuator

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin is to alert owners, operators, and maintenance technicians of **Cessna Aircraft Company (Cessna) Model 177RG and Reims Model F177RG airplanes** of an airworthiness concern, specifically the need to inspect the MLG actuator rod end bearing to ensure that cracks are not present.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

## **Background**

In August 2012, a German-registered Cessna Model 177RG airplane made an emergency landing in Spain with the main gear not locked in the down position. No injuries were reported, but the airplane was damaged. The MLG actuator rod end bearing, Cessna part number S2049-6FG or S2049M6FG, had fractured at the location of the lubrication hole.

The FAA conducted an in-depth review of the MLG actuator failures as a result of the German incident. Our investigation found that there are approximately 878 Cessna Model 177RG airplanes listed in the FAA N-number registry ranging in age from 35 to 43 years. The result of our investigation and risk analysis show that infrequent failure of the MLG actuator on these model airplanes could result in damage to the underside of the airplane if the MLG does not extend and lock down. The SDRs reflect that adequate service information is available and being used by owners and operators to properly maintain their airplanes. As an example, several SDR reports mentioned the Cessna Service Information Letter SE79-37R1. However, we feel issuance of this SAIB will serve as notice to those owners, operators, and maintenance technicians who may not be aware of the Cessna service information.

## **Recommendations**

The FAA recommends the following:

1. Identify MLG actuator cracks and if cracks are present, replacement should be done to prevent the possibility of an airplane landing with the MLG not extended and locked down.
2. Whether or not cracks are found replace Cessna part numbers S2049-6FG or S2049M6FG with Cessna part number S3469-1 if not previously replaced by S2426-6 per SE79-37R1.
3. Comply with Cessna Service Information Letter SE79-37R1 dated December 15, 1980. Additional information is provided in Supplemental Inspection Number 32-10-01, D991-3-13 Temporary Revision Number 7, dated December 1, 2011, in Section 2A-14-03 of the Cessna Aircraft Company Model 177RG Series (1971-1975) Service Manual.

**For Further Information Contact**

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