

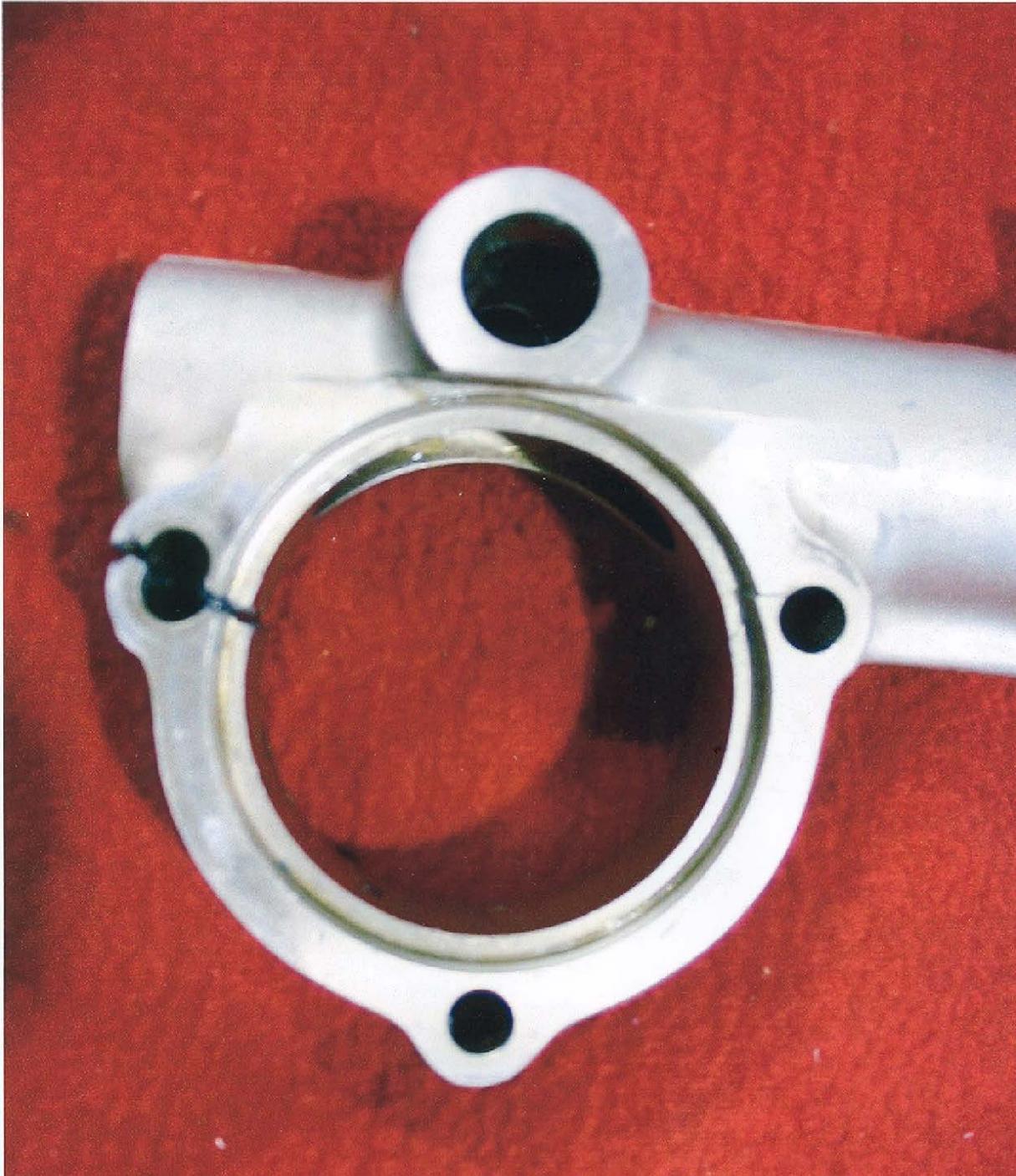
Cessna 172RG, Cracked Left Hand Landing Gear Actuator, ATA 3233

Two technicians from a repair station co-authored this discrepancy. “During flight, the L/H main landing gear failed to extend, but trailed—seemingly disconnected from the hydraulic system. The pilot was able to rock (*this L/H gear*) into the down and locked position and make a safe landing. Upon inspection it was determined that the (P/N 1281001-3) actuator body had cracked clear through the forward attach hole and half-way through the aft attach hole. (*This*) caused the actuator to separate when hydraulic pressure was applied, separating the piston gear shaft (P/N 9882004-1) from the sector gear (P/N 9882002-2) mounted to the pivot. The actuator’s attach bolts were found tight and their safety wire undisturbed. The technicians replaced the actuator body with a new part (P/N 1281001-6). The actuator was resealed, reassembled, reinstalled, and torqued per the 172RG Service Manual.

The technicians performed a hydraulic pressure switch check (*same ref.*) and found the pressure to be within limits. “Damage to the actuator body is unrelated to the condition addressed in Cessna (*bulletin*) SEB01-2. They suspected the failure of the actuator body may be attributed to shear stress on (its) attach bolt holes due to the high number of gear cycles over the life of the aircraft. Inspection of the R/H gear actuator body yielded no cracks or defects.”

(This actuator assembly, P/N 9882015-2, is located under the floor beneath the cabin’s back seat. A search of the FAA Service Difficulty Reporting System data base reflects 20 entries for this same part number since 1995.)

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Part Total Time: (7,005.9 hours).