



## **SAFETY ALERT 02/2015**

**Issued: 29 January 2015**

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**SUBJECT:**

Cessna 172 Series Main Landing Gear Failure

**REFERENCE PUBLICATION:**

Cessna Model 172 Maintenance Manual Chapter 5-13-00

**CATEGORY:**

Attention

**APPLICABILITY:**

All Cessna Series operators and approved maintenance organisations performing maintenance on the Cessna series aircraft

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### **INTRODUCTION**

It has come to the attention of the GCAA that a Cessna 172 was involved in an incident resulting in the detachment of the RH main landing gear strut during landing. The preliminary incident investigation revealed that the strut tube had traces of internal corrosion that could have led to a hidden crack remaining undetected resulting in separation of the strut tube upon hard landing. It was also found that the strut attachment bush inner rubber lining had migrated out of the bushing causing metal contact between the strut and the bushing which could have accelerated the crack propagation.

### **PURPOSE**

This Safety Alert is to draw the attention of all Cessna series operators and approved maintenance organisations performing maintenance on the Cessna series aircraft to refer to AMM chapter 5-13-00 para (2) " If the average flight length is less than 30 minutes, then you are reminded to use the SEVERE inspection time limits. For airplanes with an average flight length greater than thirty minutes, you should find the severity of the operating environment"

All Cessna 172 series operators are reminded to follow the requirements of CAR M 302 to improve the effectiveness of the maintenance programme. As per CAR M 302 (e) "maintenance programmes shall



include specific tasks linked to the type and the specificity of the operations”; in this case, it is operation in humid and corrosive operating environment.

Any changes to the maintenance programme shall be approved by the GCAA as per CAR M 302 (b).

### **Contacts**

Principal Airworthiness Inspector of each organisation.