

Cessna 170, 172, F172, FR172 and 175 Series Aeroplanes

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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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**AD/CESSNA 170/69                      Main Landing Gear Pivot Assembly                      7/2001**

**Applicability:**    Model 172RG aircraft, with serial numbers 691 and 172RG0001 through 172RG1191.

**Requirement:**    Inspect the main landing gear pivot assemblies for cracks in accordance with the Accomplishment Instructions in Cessna Service Bulletin (SB) SEB90-1 Revision 3, dated 15 March 1999, and the Model 172RG Series Service Manual.

If cracks are found, before further flight, replace the affected main landing gear pivot assembly with the part referenced in SB SEB90-1 Revision 3.

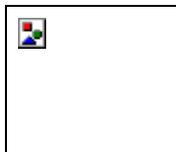
Before further flight after the inspection, install new bushings on both main landing gear pivot assemblies using the applicable kit referenced in SB SEB90-1 Revision 3.

*Note: FAA AD 2001-06-06 Amdt 39-12153 refers.*

**Compliance:**    Within 100 hours time in service after 12 July 2001.

This Airworthiness Directive becomes effective on 12 July 2001.

**Background:**    The FAA received many service difficulty reports of failures of main landing gear pivot assemblies on Model 172RG aircraft. Failure of the pivot assemblies has resulted in gear-up landings or loss of braking. Investigation revealed the end of the pivot experiences overload stress because of improper bushing clearance, and can produce fatigue cracks that spread until the pivot fitting fails, preventing the landing gear from extending.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

22 May 2001