SUPPLEMENTAL INSPECTION NUMBER: 32-10-01

1. TITLE:
Main Landing Gear Retraction System Inspection

2. EFFECTIVITY
172RG0001 thru 172RG1191

		INSPECTION COMPLIANCE		
ALL USAGE:	**INITIAL**	3,000 Hours	or	10 Years **(NOTE)**
	REPEAT	500 Hours	or	5 Years **(NOTE)**

NOTE: Refer to Note 1, Section 2A-14-00.

3. PURPOSE
To ensure structural integrity of the main landing gear retraction system.

4. INSPECTION INSTRUCTIONS

A. Check airplane records to verify that Service Kit SK172-151 has been installed. If not, install Service Kit SK172-151 with this inspection.

B. Check airplane records to verify that SEB01-2 has been accomplished. If not, complete SEB01-2 with this inspection.

C. Remove seats and carpeting as required to gain access to the plate above the actuator.

D. Inspect the actuator, the actuator support assembly and the rod end bearings for cracks and corrosion.
(1) Clean area before inspecting if grime or debris is present.
(2) Conduct a surface eddy current inspection for cracks in the location indicated by Figure 1, Detail E on both sides of the main landing gear actuator body. Refer to Section 2A-13-01, Nondestructive Inspection Methods and Requirements, Eddy Current Inspection - Surface Inspection, for additional instructions.

E. Inspect the actuator pins, gears and sectors for cracks and wear.

F. Refer to Figure 1, Details B, C, and D. Inspect the main landing gear pivot assemblies for cracks and corrosion in the areas shown.
(1) Clean area before inspecting if grime or debris is present.

G. Inspect the downlock support assembly for cracks or corrosion.
(1) Clean area before inspecting if grime or debris is present.

H. Install parts removed for access.

5. ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Landing Gear	Not Allowed

6. INSPECTION METHOD
Visual and Eddy Current

7. REPAIR/MODIFICATION

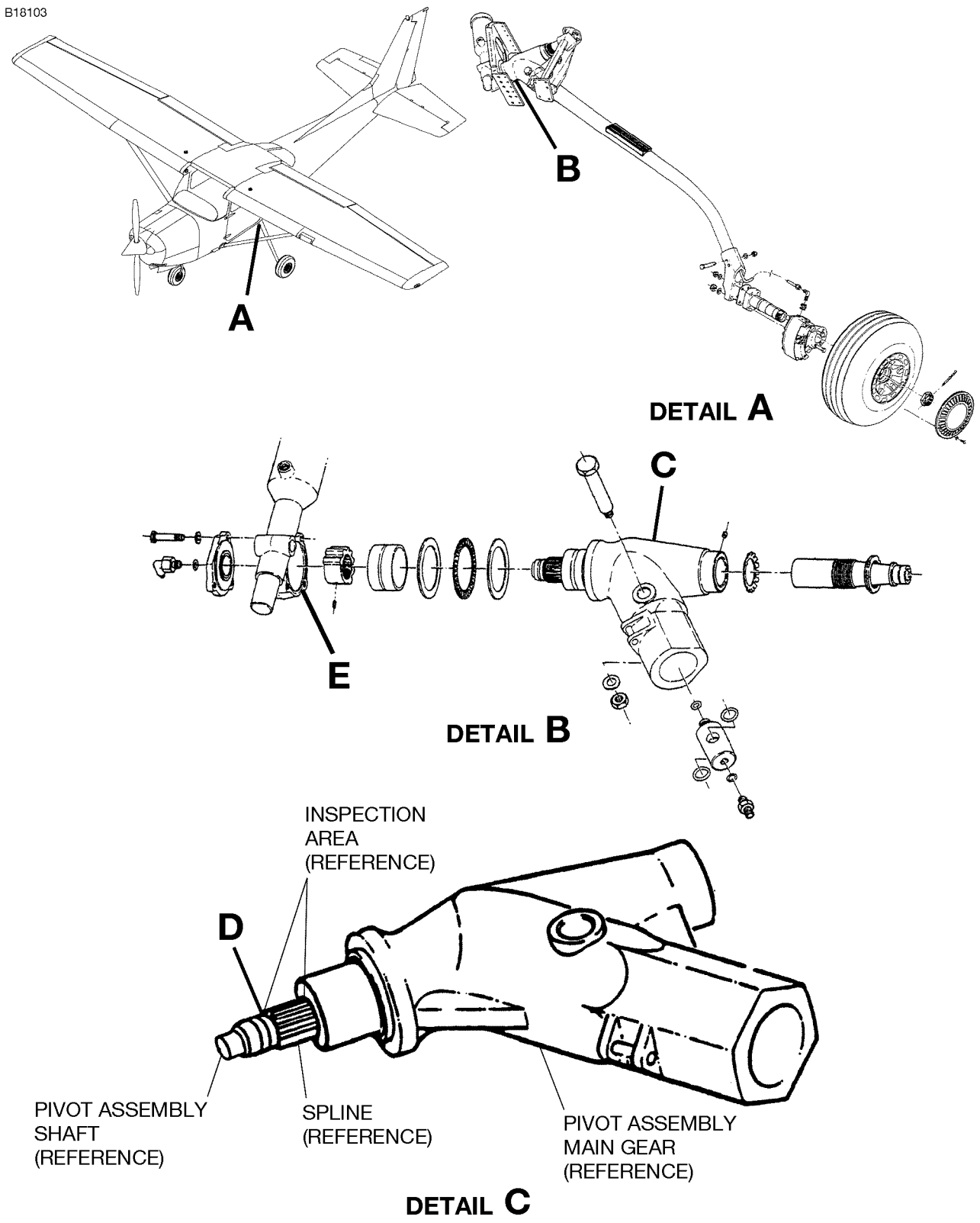
A. If cracks are detected in the actuator, the actuator or actuator body must be replaced.

B. If no cracks are detected in the actuator, rework in accordance with SEB01-2 Rev. 2 or latest revision.

C. If cracks are detected in the pivot assembly, the pivot assembly must be replaced.

D. If no cracks are detected in the pivot assembly, rework in accordance with SEB90-1 Rev. 3, SK172-151.

8. COMMENTS



MAIN LANDING GEAR RETRACTION SYSTEM INSPECTION
Figure 1 (Sheet 1)

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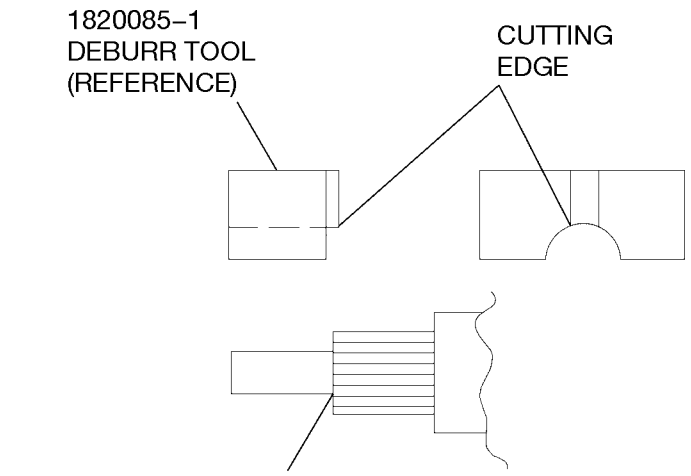
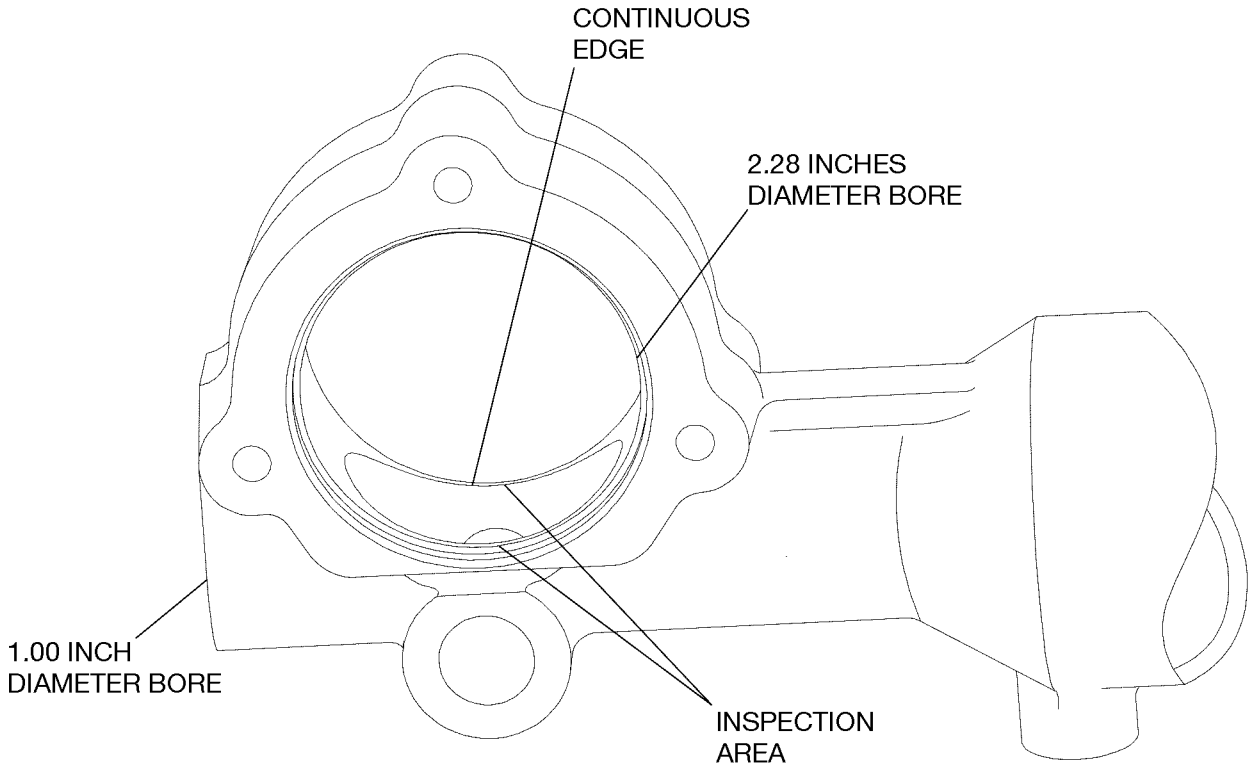


DETAIL D
(PIVOT ASSEMBLY SHAFT AND
SPLINE WITH BUSHING REMOVED)



DETAIL E

NOTE: INSPECT CONTINUOUS EDGE OF SADDLE–SHAPED HOLE AND CIRCUMFERENCE OF 2.28 INCHES DIAMETER BORE AND STEP.

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MAIN LANDING GEAR RETRACTION SYSTEM INSPECTION
Figure 1 (Sheet 2)