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# Revision Transmittal

■ January 18, 2011

TO: Cessna Caravan Authorized Service Facilities and Applicable Owners Of Record  
SUBJECT: Service Newsletter SNL08-14 Revision 1: Main Landing Gear Inspection Interval Audit

## REASON FOR REVISION

To revise the 208 Main Landing Gear Separation Data Form to request data necessary for engineering to determine if the separation/inspection interval can be extended.

Miscellaneous changes as required.

## REQUIRED ACTION

Please replace any copy of SNL08-14 with the attached copy of SNL08-14 Revision 1 which is printed in its entirety.

## LOG OF EFFECTIVE PAGES

Page No.	Date
1	January 18, 2011
ATTACHMENT	January 18, 2011

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# Service Newsletter

January 18, 2011

SNL08-14  
Revision 1

## TITLE

MAIN LANDING GEAR INSPECTION INTERVAL AUDIT

## TO

Cessna Caravan Authorized Service Facilities and Applicable Owners Of Record

## MODELS AFFECTED

All 208 and 208B model airplanes

## DISCUSSION

Cessna Propeller Aircraft Customer Service is conducting an audit to gather data for our on-going review with the inspection intervals associated for the main landing gear components.

Currently, Chapter 5 Inspection Operation 29 or Inspection Operation 30 of the Model 208 Series Maintenance Manual requires the main landing gear to be separated and inspected on an annual or biennial interval.

Substantiation data is needed in order to determine if the separation/inspection interval can be extended. It is requested that you please complete the attached 208 Main Landing Gear Separation Data form and return it to Cessna after accomplishing the main landing gear separation and inspection. This form may be copied for multiple 208 operations.

Please fax or mail all completed forms to the address provided on the form.

Your input is very important. Data from the forms will be provided to our engineering department for review and consideration for potentially increasing the main landing gear separation and inspection intervals.

Thank you for your participation in this matter. Cessna values customer feedback as a means of enhancing serviceability and reliability of our products.

## OWNER NOTIFICATION

On July 14, 2008 a copy of this Service Newsletter was sent to applicable Owners of Record.

On January 18, 2011 a copy of this Service Newsletter Revision 1 will be sent to applicable Owners of Record.

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Original Issue: July 14, 2008

Page 1 of 1

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Customer Service, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 517-7271  
www.cessnasupport.com



# ATTACHMENT



SNL08-14 Revision 1

**Model 208(B) MLG Separation Inspection**

Page:1 of \_\_\_\_\_ Date: \_\_\_\_\_

**TO:**

Cessna Aircraft Company  
 Dept. 764 Propeller Aircraft Customer Service  
 2121 S. Hoover Rd. Wichita, KS 67209  
 EMAIL: customercare@cessna.textron.com  
 Phone: 316-517-5800, FAX: 316-517-7271 ATTN: Dept. 764

Irrespective of the inspection results, the following information should be filled out in its entirety and returned to Cessna in every instance where the Model 208 Maintenance Manual Operation 29 or 30 is performed.

<b>Operator Information</b>				
Fax:		Maintenance Contact Name:		
ASF or Operator Address:				
E-mail:		Phone:		
<b>Aircraft Information</b>				
Aircraft Serial Number:		Registration Number:		
Aircraft Total Time in Service (hours):		Aircraft Total Landings / Cycles:		
Current Base of Operation and Duration:				
Previous Base of Operation:				
Normally Stored in Hangar?		Yes	No	Unknown
Exterior Clean:	Power Wash	Steam	Hand Wash	Other
Clean Frequency:	Daily / Weekly	Monthly	Infrequently	Unknown
<b>Inspection Data</b>				
MLG Corrosion Inspection Performed:		Operation 29	Operation 30	Unscheduled
Gear Separation Event:	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	Other
Hours, Cycles and Date of Last Separation:	Hours:	Cycles:	Date:	N/A
Labor Hours to Complete Inspection:				
Condition of MLG Interface Fillet Seal:		Good	Damaged, Disbonded, Cracked, or Dried Out	Visible Corrosion Before Disassembly
Gear Leg Interface Corrosion Found?		Yes	No	
If Yes, Please Classify the Corrosion*:		Repairable	Not Repairable	
Description of Corrosion and Corrective Action Taken: (attach photo or sketch)				
MLG Spring Measurement (if measured):		(Enter on tables on next page)		
What (if any) deviations from the MM were necessary on removal and installation?				
*For maximum repair depth criteria refer to Section 32-10-00, Table 602.				

# ATTACHMENT



Cessna  
A Textron Company

SNL08-14 Revision 1

Left Gear Measurements								
	Degrees:							
Location (in inches)	0	45	90	135	180	225	270	315
1.20								
2.40								
3.60								
4.80								
6.00								

Right Gear Measurements								
	Degrees:							
Location (in inches)	0	45	90	135	180	225	270	315
1.20								
2.40								
3.60								
4.80								
6.00								

Left Center Gear Measurements								
	Degrees:							
Location (in inches)	0	45	90	135	180	225	270	315
1.20								
2.40								
3.60								
4.80								
6.00								

Right Center Gear Measurements								
	Degrees:							
Location (in inches)	0	45	90	135	180	225	270	315
1.20								
2.40								
3.60								
4.80								
6.00								

Additional Comments: