

## MEB 10-3 Wing Spar Inspection

**(NOTE: For legal reasons, we cannot reprint the actual service bulletin. They must be obtained from Cessna at [www.cessnasupport.com](http://www.cessnasupport.com) )**

**Dear Twin Cessna Flyer:**

You may have recently received a letter from Cessna Aircraft regarding MEB 10-3. The letter describes a "mandatory" wing aux spar inspection for certain aircraft (electro-mechanical gear) that have 3,000 hours. What follows is Tony's take on this document:

### **MEB 10-3 Wing Aux Spars Inspections.**

Compliance: This bulletin is marked by Cessna as "Mandatory" but as we have stated over and over in the US this is not a requirement for any owner or operator. At this point there is NO connection with this and any current AD note, so no action would legally be required.

I'm not sure why Cessna has recently sent advisory letters owners in the last few weeks because this service bulletin has been out since Aug 17, 2010.

Applicability: The bulletin applies to:

- 310 all models, s/n
- 340/340A all models, s/n
- 320 all models, s/n
- 335 all serial numbers
- 411 all models, s/n
- 414 all s/n (tip tank models only)
- 421 all models, s/n (tip tank models only)

It applies to any aircraft with 3000 hours or more and initially within 10 hr. of the release date. This would make sense to schedule the inspection at next annual inspection.

If no cracks are found then no additional inspection is required. If cracks are evident then, dependent upon the length and location, they must be re-inspected (time is dependent on crack length) or parts replacement.

Man-hours: The inspection if done during a normal gear service work or annual inspection should take no longer the 3 or 4 hr. If repairs are required man-hours could be significant dependent upon the amount of damage.

Where to look: The service bulletin gives detailed areas of inspection but this primarily the rear(aft) and forward outboard wall of the main landing gear well with focus on the landing gear trunnion attach bearing block area.

Type Inspection: Visual with light and mirror.

History: I have seen sporadic problems in these areas for years and it is more likely to find problems in an aircraft with heavy usage or a history of damage. In the past parts to affect repairs were not available but one good thing about this bulletin is that, while not cheap, Cessna has again made most of the parts in stock.

We hope this information is helpful. Feel free to contact us with any follow-up questions.

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