

National Transportation Safety Board

Office of the Chairwoman

Washington, DC 20594



September 23, 2025

The Honorable Bryan Bedford
Administrator
Federal Aviation Administration
Washington, DC 20591

Dear Administrator Bedford:

This letter provides information about the National Transportation Safety Board's (NTSB) September 18, 2025, report *Address Fatigue Cracking in Hydraulic Landing Gear Actuators on Cessna 210 and 210B Airplanes*, AIR-25-06. The details of relevant accident investigations and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issue:

- The hydraulic actuator in Cessna model 210 and 210B airplanes is prone to fatigue cracking leading to failure upon landing.

Accordingly, the NTSB makes the following safety recommendation to the FAA:

- Issue an airworthiness directive to require the Textron Aviation service bulletin developed in response to Safety Recommendation A-25-37. (A-25-36)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendations A-25-36). We encourage you to submit your response to ExecutiveSecretariat@nts.gov. If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for

instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

Attachment

National Transportation Safety Board

Office of the Chairwoman
Washington, DC 20594



September 23, 2025

Mr. Ron Draper
President and Chief Executive Officer
Textron, Inc.
40 Westminster St.
Providence, RI 02903

Dear Mr. Draper:

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in the other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

We are providing the following information to urge Textron Aviation to act on the safety recommendation in this letter because we believe your organization can help reduce the risk of future accidents.

This letter also includes information about our September 18, 2025, report *Address Fatigue Cracking in Hydraulic Landing Gear Actuators on Cessna 210 and 210B Airplanes*, AIR-25-06. The details of this accident investigation and the resulting safety recommendations may be found in the attached report, which can also be accessed at <http://www.nts.gov>.

As a result of this investigation, we identified the following safety issue:

- The hydraulic actuator in Cessna model 210 and 210B airplanes is prone to fatigue cracking leading to failure upon landing.

Accordingly, the NTSB makes the following safety recommendation to Textron Aviation. Additional information regarding this recommendation can be found in the noted sections of the report.

- Develop inspection criteria and an overhaul interval for Cessna part number 1280501 1/-2 or Electrol part number EA1614-1/-2 hydraulic actuators, develop a life-limit for when these actuators should be replaced, and issue a service bulletin with this information to detect defects before they progress to fatigue failure. (A-25-37)

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate a response within 90 days of the date of this letter, detailing the actions you have taken or intend to take to implement this recommendation. When replying, please refer to the safety recommendation by number (Safety Recommendation A-25-37). We encourage you to submit your response to ExecutiveSecretariat@ntsb.gov. For your convenience, please refer to additional [guidance on responding to our safety recommendations](#) on our website.

If your reply, including attachments, exceeds 20 megabytes, please e-mail us at the same address for instructions on how to send larger documents. Please do not submit both an electronic copy and a hard copy of the same response.

All communications regarding safety recommendations are stored by the NTSB and viewable by the public. Please do not send privileged or confidential communications in response to this/these recommendation(s). Responses marked as confidential or privileged (or similar designations) will be considered nonresponsive. In the likely event that your company uses auto-generated and/or preformatted confidentiality statements on letterhead or outgoing e-mails, please include a statement in your letter indicating that the information can be publicly released. If you have concerns about this protocol, please contact us at ExecutiveSecretariat@ntsb.gov.

Sincerely,

[Original Signed]

Jennifer L. Homendy
Chairwoman
On behalf of the entire Board

cc: Mr. Henry Soderlund
Manager, Air Safety Investigations
Textron Aviation

Mr. Rob Ramey
Continued Operational Safety
Textron Aviation

Attachment