

AIRWORTHINESS DIRECTIVES FINAL RULES: 72-03-03 R3

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AMENDMENT: 39-4930

AD NUMBER: 72-03-03 R3

SUBJECT HEADING: Airworthiness Directives; CESSNA Models 150F, G, H, J, K, L, F150F, G, H, J, K, L, A150K, L, FA150K, L, 172F, G, H, I, K, L, F172F, G, H, K, R172E, F, G, H, FR172E, F, G, H, 177, 177A, B, 177RG, F177RG, 182E, F, G, H, J, K, L, M, N, A182J, K, L, M, N, 205, 205A, 206, P206, P206A, B, C, D, E, and , TP206A, B, C, D, E, U206, U206A, B, C, D, E, and , TU206A, B, C, D, E, 207 and T207, 210D, E, F, G, H, J, K, T210F, G, H, J Airplanes

ACTION:

SUMMARY:

DATES: Effective October 15, 1984.

ADDRESSES:

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

REGULATORY TEXT:

72-03-03 R3 CESSNA: Amendment 39-1385 as amended by Amendments 39-1431 and 39-1468 is further amended by Amendment 39-4930. Applies to the following airplanes:

MODELS	SERIAL NUMBERS
150F, G, H, J, K, L	15061533 thru 15072629
F150F, G, H, J, K, L	F15000001 thru F15000738
A150K, L	A1500001 thru A1500277
FA150K, L	FA1500001 thru FA1500161
172F, G, H, I, K, L	17251823 thru 17259904
F172F, G, H, K	F17200086 thru F17200804
R172E, F, G, H	R1720001 thru R1720494
FR172E, F, G, H	FR17200001 thru FR17200305
177, 177A, B	17700001 thru 17701633
177RG	177RG0001 thru 177RG0212
F177RG	F177RG0001 thru F177RG0042
182E, F, G, H, J, K, L, M, N	18253599 thru 18260698
A182J, K, L, M, N	A18200001 thru A18200136
205, 205A	205-0001 thru 205-0577
206	2060001 thru 2060275

P206, P206A, B, C, D, E, and TP206A, B, C, D, E	P206-0001 thru P206-0647
U206, U206A, B, C, D, E, and TU206A, B, C, D, E	U206-0276 thru U20601673
207 and T207	20700001 thru 20700205
210D, E, F, G, H, J, K	21058221 thru 21059470
T210F, G, H, J	T210-0001 thru T210-0454

Compliance: Required as indicated, unless already accomplished.

To prevent inadvertent retraction of wing flap and to insure positive operation of the electrical wing flap actuators, accomplish the following:

A) On all aircraft with more than 100 hours time in service, within the next 25 hours time in service after the effective date of this AD, unless already accomplished within the previous 75 hours time in service, and thereafter at intervals not to exceed 100 hours time in service, visually inspect the actuator jack screw for condition of lubricant and presence of contamination and scale in accordance with the procedure described in Cessna Service Letter SE70-16, Supplement 1, dated July 10, 1970, or later FAA-approved revision. If any of the conditions prescribed in the inspection criteria are noted, prior to further flight, remove, clean and relubricate the actuator jack screw in accordance with Cessna Service Letter SE70-16, dated June 12, 1970, or later FAA-approved revision, or any equivalent procedure approved by Manager, Wichita Aircraft Certification Office, FAA, Central Region.

B) On all aircraft with more than 500 hours time in service, within the next 25 hours time in service after the effective date of this AD, unless already accomplished within the previous 75 hours time in service, remove, clean and relubricate the actuator jack screw in accordance with the procedure described in Cessna Service Letter SE70-16, dated June 12, 1970, or later FAA-approved revision, or any equivalent procedure approved by Manager, Wichita Aircraft Certification Office, FAA, Central Region.

C) In addition, on all aircraft at each annual inspection, or at intervals not to exceed 12 months, whichever occurs first, remove, clean and relubricate the actuator jack screw in accordance with the procedure described in Cessna Service Letter SE70-16, dated June 12, 1970, or later FAA-approved revision or any equivalent procedure approved by Manager, Wichita Aircraft Certification Office, FAA, Central Region.

1) NOTE: Compliance with paragraphs A, B, and C commenced on all applicable airplanes, except the Models A150K, and A150L, on July 28, 1970, and commenced on Models A150K and A150L, airplanes on November 10, 1970.

2) NOTE: Cessna Service Letter SE70-16, Supplement 2, dated August 28, 1970, specified some brand names of Molybdenum Disulfide Grease.

D) On or before January 1, 1973, modify the applicable aircraft in accordance with Cessna Service Letter SE72-2 dated January 21, 1972, and Cessna Service Letter SE72-2, Supplement 1, dated March 24, 1972, or alternatively Cessna Service Letter SE72-17 (Revision 1) dated January 12, 1973.

NOTE: The snubbers installed on certain airplanes per Cessna Service Letter SE72-2, Supplement 1, are not required with actuators specified by Cessna Service Letter SE72-17 (Revision 1).

E) Upon compliance with Paragraph D, the requirements of Paragraphs A, B, and C are no longer applicable.

F) An equivalent method of compliance with the AD may be used if approved by Manager, Wichita Aircraft Certification Office, Room 100, 1801 Airport Road, Wichita, Kansas 67209, telephone (316) 946-4400.

NOTE: The FAA recommends that the procedure for maintaining the flap system as specified in applicable Cessna Service Manuals be followed.

Amendment 39-1385 supersedes AD 70-15-16 (Amendments 39-1050 and 39-1104).

Amendment 39-1385 became effective February 1, 1972.

Amendment 39-1431 became effective April 13, 1972.

Amendment 39-1468 became effective June 27, 1972.

This Amendment 39-4930 becomes effective October 15, 1984.

FOOTER: