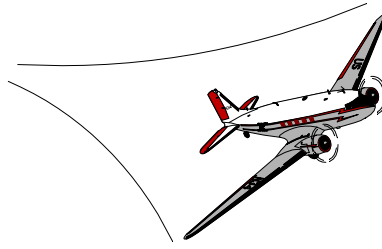


SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC



U.S. Department
of Transportation

**Federal Aviation
Administration**

No. CE-04-03
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We post SAIBs on the internet at www.airweb.faa.gov

This is information only. Recommendations are not mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) informs you, a registered owner or operator of certain **Cessna Aircraft Company and Reims Aviation (Cessna) 172, 180, and 185** series airplanes (listed below), of the potential for failure of the control yoke assembly. This failure could cause loss of pitch and potential loss of aileron control of the airplane.

Cessna Aircraft Company				
172E	172K	172Q	R172J	180K
172F	172L	R172E (T41)	R172K	185D
172G	172M	R172F (T41)	172RG	185E
172H	172N	R172G (T41)	180H	A185E
172I	172P	R172H (T41)	180J	A185F

Reims Aviation S.A.				
Cessna F172E	Cessna F172H	Cessna F172M	Cessna FR172E	Cessna FR172H
Cessna F172F	Cessna F172K	Cessna F172N	Cessna FR172F	Cessna FR172J
Cessna F172G	Cessna F172L	Cessna F172P	Cessna FR172G	Cessna FR172K

Background

We have received reports that certain Cessna 172, 180, and 185 airplanes experienced a failure in the control yoke assembly caused by corrosion due to moisture ingress. This failure could cause loss of primary pitch control, and if the failure is above the pivot point, potential loss of aileron control. The corroded yoke is then susceptible to failure under normal pilot loads. The design of the yoke leaves a closed tube section below the pivot point. This closed area can collect moisture in some circumstances that can lead to corrosion and potential failure of the unit. The control yoke has been redesigned in production to eliminate the potential for moisture collection.

As a result of these failures, Cessna has issued service bulletin (SB) SEB01-3, Control Yoke Inspection, which provides instructions for removing the control yoke assembly, inspecting the base of the yoke, and performing corrosion treatment of the assembly. This SB contains a detailed listing of the applicable airplanes and actions to remove the yoke and inspect the base of the assembly by drilling an access hole. Any interior corrosion beyond a thin film calls for an ultrasonic inspection from three inches above the pivot point to the swaged end. Any reading of less than 0.037 inches in thickness is cause for rejection, and replacement of the yoke assembly. Following completion of the SB, they recommend you perform an annual external visual inspection of the yoke.

Recommendation

The FAA **strongly recommends** that you incorporate **SB SEB01-3**, and treat the control yoke with corrosion preventative at the earliest opportunity. At this point we have not made a determination that these procedures should be mandatory. However, we highly recommend these procedures and urge you to give them serious consideration.

For Further Information Contact

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