



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Wichita Aircraft Certification Office
1801 Airport Road, Room 100
Wichita, Kansas 67209

September 4, 2009

Reply to: L115W-09-791

TO: Docket No. FAA-2007-29240

Subject: Alternative Method of Compliance (AMOC) to AD2008-15-06 paragraph (e)(3)

This letter grants an alternative method of compliance (AMOC) that gives the choice of doing the inspections required in paragraph (e)(3) in AD 2008-15-06 either using the Cessna procedures described in the enclosed Appendix or using the procedures described in Cessna Service Bulletin SEB07-2, Revision 2, dated June 18, 2007.

This AMOC applies to the following Cessna models and serial numbers:

Model 175: s/n 55001 through 55703. (Manufactured in 1958.)
Model 175: s/n 55704 through 56238. (Manufactured in 1959.)
Model 175: s/n 28700A, 626, and 640. (Manufactured in 1958 and 1959.)
Model 175A: s/n 691, and 56239 through 56777. (Manufactured in 1960.)

Instructions for Continued Airworthiness (ICA) are not applicable to this AMOC.

This AMOC is transferable to other owner/operators of these airplanes.

Before using this AMOC, you must notify your appropriate Principal Inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO. Inform your FSDO when: (1) you have been placed on the waiting list with Cessna for the required parts; and (2) the expected date that Cessna will deliver the parts. We suggest that you contact your Cessna Authorized Service Facility and put the parts on order and ask for the expected delivery date.

This approval is subject to the following condition: If in the future the Wichita ACO determines that this AMOC does not provide an acceptable level of safety, the Wichita ACO may revoke or revise the terms of the AMOC following notice to the requester and a seven-day opportunity for the requester to comment on the revocation or proposed revision.

Please contact Mr. Gary Park at 316-946-4123 if you have any questions.

Sincerely,

William C. Schinstock
Associate ACO Manager, Airframe & Services
Wichita Aircraft Certification Office

APPENDIX

TO: Cessna Product Support and Technical Services for Owners, Operators and Maintenance Organizations of Cessna Models 172 and 175.

SUBJECT: Addition of access holes to facilitate inspection called out in **SEB 07-2**, Engine Mount Bracket Inspection

Cessna Single Engine Service Bulletin, **SEB 07-2**, Engine Mount Bracket Inspection, outlines inspection for cracking in the Engine Truss Mounting Brackets installed aft of the Firewall on all versions of the 1956 thru 1979 Cessna 172, F172, P172 and 175 Models. **SEB 07-2** calls for an initial inspection followed by repetitive inspection every 2500 hours of time in service.

To facilitate these inspections, and at the option of the aircraft operator, one 0.5 inch diameter hole may be added on the fuselage skin aft of each of the 4 brackets that are to be inspected. These added holes would facilitate borescope inspection of the bracket and its engine mount attach hole for deformation and cracks and should be installed subject to the following:

1. The added holes should be located midway between the two rivet lines that attach the longitudinal hat section stringer to the fuselage skin and between the 3rd and 4th rivet, in these rivet lines common to the skin lap, aft of the firewall. (see attached photos)
2. Remove any burrs and break all sharp edges after holes are drilled using a fine crocus cloth or equivalent.
3. To preclude corrosion: Apply brush alodine or a suitable epoxy primer to the hole I.D.
4. After inspection is complete, seal the hole to preclude entry of water, air or Carbon monoxide. A suitable plug button can be used if sealed with RTV (or equivalent) to prevent leakage or loss due to vibration. A circular patch of aircraft fabric could also be cemented to the skin to cover the added hole and seal it from any leaks.
5. Apply finish paint as desired.
6. Document the aircraft's maintenance records, calling out the location and purpose of the added holes.

Photo 1: Upper left engine mount stringer

(p/n's under skin panel are 0513132-7 upper left stringer, shown, and 0513132-8 upper right stringer)

Photo 2: Lower left engine mount stringer

(p/n's under skin panel are 0513132-5 lower left stringer and 0513132-6 lower right stringer)

Photo 1: Upper left engine mount stringer

(p/n's under skin panel are 0513132-7 upper left stringer, shown, and 0513132-8 upper right stringer)

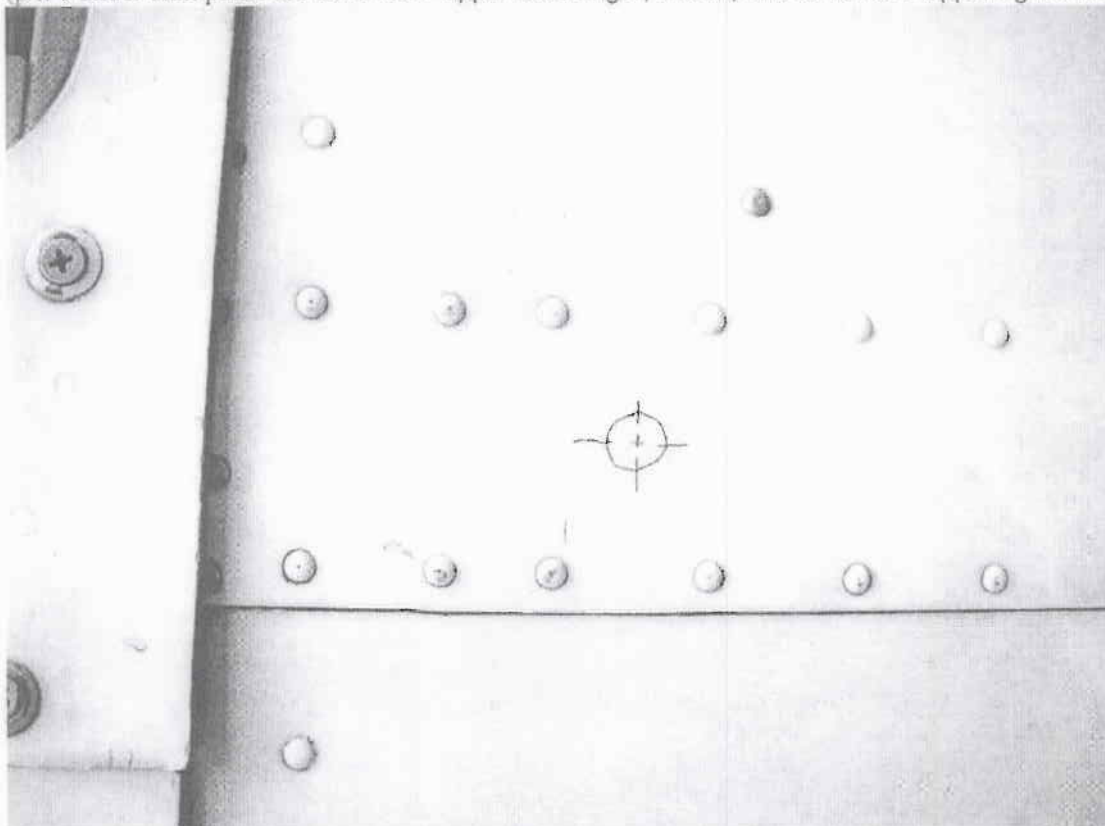


Photo 2: Lower left engine mount stringer

(p/n's under skin panel are 0513132-5 lower left stringer and 0513132-6 lower right stringer)

