Single Engine

Service Bulletin

January 22, 2001

SB01-27-01

TITLE
ELEVATOR TRIM TAB CONTROL CABLE STOP BLOCK INSPECTION

EFFECTIVITY

The following airplanes equipped with a dual axis autopilot.

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
</tr>
</thead>
</table>

REASON

It has been determined that some elevator trim tab control cable stop blocks may have been positioned too close to the control cable turnbuckle.

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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DESCRIPTION

The elevator trim tab control cable stop block positioning shall be inspected, and if required, repositioned as specified in this service bulletin. Non-compliance with this service bulletin may allow sharp bending of the elevator trim tab control cable when actuating the elevator trim system. This condition, if not corrected could result in accelerated wear and/or failure of the elevator trim tab control cable and possible subsequent loss of elevator trim control.

COMPLIANCE

Mandatory, shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

MANPOWER

2.5 man-hours per airplane for inspection and repositioning of the elevator trim tab control cable stop blocks.

If required, add 2.5 man-hours per airplane to replace the elevator trim tab control cable.

If required, add 1.0 man-hour to rig the elevator trim servo.

REFERENCES


NOTE: Ensure all publications used are complete and current.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer’s Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R And Model 172S Illustrated Parts Catalog

NOTE: Ensure all publications used are complete and current.

MATERIAL PRICE AND AVAILABILITY

The following are available from Cessna Parts Distribution through an appropriate Cessna Service Station for the suggested list price shown.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Qty/Airplane</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>0501154-5</td>
<td>Chain And Cable</td>
<td>1 (if required)</td>
<td>$184.00 (SE) ea.</td>
</tr>
<tr>
<td></td>
<td>Assembly</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MS21256-2</td>
<td>Turnbuckle Clip</td>
<td>2 (if required)</td>
<td>$0.34 (PS) ea.</td>
</tr>
</tbody>
</table>

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE
CREDIT INFORMATION

A labor allowance credit of 2.5 man-hours per airplane will be provided for inspection and repositioning of the elevator trim tab control cable stop blocks. If required, applicable parts credit and a labor allowance credit of 2.5 man-hours per airplane will be provided to replace the elevator trim tab control cable. If required, add 1.0 man-hour to rig the elevator trim servo.

To receive credit, the work must be completed and a Quick Claim submitted by a Cessna Single Engine Service Station before the dates shown below. Removed cable(s) must be returned with the Quick Claim.

Domestic .......................... January 22, 2002
International ........................ January 22, 2002

ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

MODEL ................................. 172S
WEIGHT CHANGE ..................... Negligible

Material Information

The following parts may be required:

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
</tr>
</thead>
<tbody>
<tr>
<td>0501154-5</td>
<td>1 (if required)</td>
<td>Chain and Cable Assembly</td>
<td>Same</td>
<td>Return to Cessna</td>
</tr>
<tr>
<td>MS21256-2</td>
<td>2 (if required)</td>
<td>Turnbuckle Clip</td>
<td>Same</td>
<td>Discard</td>
</tr>
</tbody>
</table>

Instructions

1. Electrically ground the airplane. Ensure that all switches are in the "OFF" position and disconnect electrical power from the airplane by disconnecting the battery and external electrical power. Attach maintenance warning tags to the battery and external power receptacle stating: **DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS**

**CAUTION:** POSITION A SUPPORT STAND UNDER THE AIRPLANE TAIL TIE-DOWN RING TO PREVENT THE TAILCONE FROM DROPPING WHILE MAINTENANCE PERSONNEL ARE WORKING INSIDE.

2. Remove baggage compartment aft wall for access to elevator trim control cable stop blocks. (Refer to the Model 172 Series 1996 And On Maintenance Manual, Chapter 25, Interior Upholstery - Maintenance Practices.)


4. (Refer to Figure 1, Sheet 1.) Positioning of elevator trim tab stop blocks (configuration with dual axis autopilot):

   A. With elevators in neutral, set trim tab to neutral (streamlined).
      (1) Loosen the stop bocok and slide it forward on the cable.

   B. Inspect the 0501154-5 Chain and Cable Assembly for kinks or broken wire stands. If the inspection reveals kinks or broken wire stands, replace the cable before continuing. (Refer to Model 172 Series Maintenance Manual, Chapter 27, Flight Controls and Chapter 22, Autopilot - Maintenance Practices.)

   C. Position stop block (3) approximately 1.0 inch forward of turnbuckle, and secure to cable A.
D. Place an inclinometer on the trim tab and run tab to UP TRAVEL limit of 22 degrees. +1 degree or -0 degree (trailing edge up).

E. Position stop block (2) against stop block (3) and secure to cable B.

F. Run the trim tab to DOWN TRAVEL limit of 19 degrees. +1 degree or -0 degree (trailing edge down). Place stop block (1) against stop block (2) and secure to cable A.


**NOTE:** Position observer at the right side access opening in tailcone.

A. (Refer to Figure 1, Sheet 2, View C-C.) Chain and cable assembly swaged ball adjustment, if necessary.

6. Reinstall the baggage compartment floorboard (step up) and the baggage compartment aft wall. (Refer to the Model 172 Series 1996 And On Maintenance Manual, Chapter 25, Interior Upholstery - Maintenance Practices.)

7. Remove the support stand from under the airplane tail tie-down ring.

8. Remove maintenance warning tags and reconnect battery cable.


10. Make an entry in the airplane logbook stating compliance and method of compliance with this Service Bulletin.
Figure 1. Elevator Trim Tab Control Cable Stop Block Inspection (Sheet 1)
NOTE: CABLES MUST NOT CONTACT CABLE GUARD LEGS.

Figure 1. Elevator Trim Tab Control Cable Stop Block Inspection (Sheet 2)
OWNER NOTIFICATION

On January 22, 2001 the following Owner Advisory message will be sent to applicable owners of record in SB01-27-01A.

Dear Cessna Owner:

This letter is to advise you that if your airplane is equipped with a dual axis autopilot, an inspection of the elevator trim tab control cable stop blocks is required.

It has been determined that some elevator trim tab control cable stop blocks may have been positioned too close to the control cable turnbuckle. The elevator trim tab control cable stop block positioning shall be inspected, and if required, repositioned as specified in Service Bulletin SB01-27-01. Non-compliance with SB01-27-01 may allow sharp bending of the elevator trim tab control cable when actuating the elevator trim system. This condition, if not corrected could result in accelerated wear and/or failure of the elevator trim tab control cable and possible subsequent loss of elevator trim control.

Compliance is mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer’s Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

A labor allowance credit of 2.5 man-hours per airplane will be provided for inspection and repositioning of the elevator trim tab control cable stop blocks. If required, applicable parts credit and a labor allowance credit of 2.5 man-hours per airplane will be provided to replace the elevator trim tab control cable. If required, add 1.0 man-hour to rig the elevator trim servo.

To receive credit, the work must be completed and a Quick Claim submitted by a Cessna Single Engine Service Station before the dates shown below.

Domestic .......................... January 22, 2002
International ........................ January 22, 2002

Please contact a Cessna Single Engine Service Station for detailed information and make arrangements to have Service Bulletin SB01-27-01 accomplished on your airplane.