Revision Transmittal

June 20, 2005

TO: Cessna Distributors, Single Engine Service Stations and CPC's

SUBJECT: Single Engine Service Bulletin SB04-55-01 Revision 1, Horizontal Stabilizer Attach Bolt Holes Inspection.

REASON FOR REVISION

To revise the airplane serial numbers in the Effectivity Section.

Miscellaneous changes as required.

REQUIRED ACTION

Please replace any copy of SB04-55-01 with the attached copy of SB04-55-01 Revision 1 which is printed in its entirety.

NOTE: Compliance with SB04-55-01 Revision 1 is not required if cracks were not found in the 0532001-99 ribs on the SB04-55-01 original inspection or if a cracked 0532001-99 rib has been replaced.

LOG OF EFFECTIVE PAGES

<table>
<thead>
<tr>
<th>Page No.</th>
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<th>Page No.</th>
<th>Date</th>
</tr>
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<tr>
<td>1</td>
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<td>7</td>
<td>June 20, 2005</td>
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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.

Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 942-9006

COPYRIGHT © 2005
TITLE
HORIZONTAL STABILIZER ATTACH BOLT HOLES INSPECTION

EFFECTIVITY

<table>
<thead>
<tr>
<th>Model</th>
<th>Serial Numbers</th>
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<tr>
<td>172R</td>
<td>17280001 thru 17280003, 17280005 thru 17280049, 17280107 thru 17280150, 17280200 thru 17280249, 17280251 thru 17280299, 17280301 thru 17280347, 17280349, 17280351 thru 17280356, 17280357, 17280360 thru 17280375, 17280377 thru 17280379, 17280381 thru 17280384, 17280386 thru 17280399, 17280401 thru 17280449, 17280451 thru 17280499, 17280501 thru 17280549, 17280551 thru 17280599, 17280601 thru 17280699 and 17280701 thru 17281181</td>
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REASON
It has been determined that some airplanes were delivered with a horizontal stabilizer that may have bolt attach holes that are flared.
DESCRIPTION

This condition could result in cracks or uneven or burred mating surfaces and holes where the horizontal stabilizer is attached to the tailcone. The horizontal stabilizer attach bolt holes shall be inspected and if necessary, modified as described in this Service Bulletin. Non-compliance with this Service Bulletin could result in less than designed structural integrity of the horizontal stabilizer attachment.

COMPLIANCE

Mandatory; shall be accomplished within the next 100 hours of operation or annual inspection, whichever occurs first.

NOTE: Compliance with SB04-55-01 Revision 1 is not required if cracks were not found in the 0532001-99 ribs on the SB04-55-01 original inspection or if a cracked 0532001-99 rib has been replaced.

APPROVAL

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

MANPOWER

Refer to the Credit Information section.

REFERENCES


NOTE: Make sure 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 14 CFR Part 43.13.

OTHER PUBLICATIONS AFFECTED

Model 172R and Model 172S Illustrated Parts Catalog


NOTE: Make sure all publications used are complete and current.
# MATERIAL PRICE AND AVAILABILITY

The parts listed below 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>
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<tbody>
<tr>
<td>AN5-6A</td>
<td>Bolt</td>
<td>2 (if required)</td>
<td>$0.68 (PS) ea MQ 25</td>
</tr>
<tr>
<td>AN5-10A</td>
<td>Bolt</td>
<td>2 (if required)</td>
<td>$0.75 (PS) ea MQ 25</td>
</tr>
<tr>
<td>AN5-23A</td>
<td>Bolt</td>
<td>2 (if required)</td>
<td>$1.47 (PS) ea MQ 10</td>
</tr>
<tr>
<td>CR3214-4-02</td>
<td>Rivet</td>
<td>4 (if required)</td>
<td>$1.57 (PS) ea MQ 25</td>
</tr>
<tr>
<td>MS20426AD4-3A5</td>
<td>Rivet</td>
<td>10 (if required)</td>
<td>$30.84 (PS) lb</td>
</tr>
<tr>
<td>MS20426AD4-4A5</td>
<td>Rivet</td>
<td>16 (if required)</td>
<td>$32.46 (PS) lb</td>
</tr>
<tr>
<td>MS20470AD4-3A</td>
<td>Rivet</td>
<td>24 (if required)</td>
<td>$36.18 (PS) lb</td>
</tr>
<tr>
<td>MS20470AD4-5A</td>
<td>Rivet</td>
<td>6 (if required)</td>
<td>$28.30 (PS) lb</td>
</tr>
<tr>
<td>MS21042L4</td>
<td>Nut</td>
<td>4</td>
<td>$0.24 (PS) ea MQ 100</td>
</tr>
<tr>
<td>MS21042L5</td>
<td>Nut</td>
<td>6 (if required)</td>
<td>$0.65 (PS) ea MQ 25</td>
</tr>
<tr>
<td>S2456-4-3</td>
<td>Rivet</td>
<td>8 (if required)</td>
<td>$0.24 (PS) ea MQ 100</td>
</tr>
<tr>
<td>S2457-4-2</td>
<td>Rivet</td>
<td>4 (if required)</td>
<td>$0.81 (PS) ea MQ 25</td>
</tr>
<tr>
<td>NAS1149F0532P</td>
<td>Washer</td>
<td>8 (if required)</td>
<td>$0.03 (PS) ea MQ 100</td>
</tr>
<tr>
<td>NAS1149F0563P</td>
<td>Washer</td>
<td>4 (if required)</td>
<td>$0.04 (PS) ea MQ 100</td>
</tr>
<tr>
<td>0532001-99</td>
<td>Rib</td>
<td>2 (if required)</td>
<td>$66.20 (SE) ea</td>
</tr>
<tr>
<td>K000912</td>
<td>Primer</td>
<td>(as required)</td>
<td>$301.00 (VS) ea</td>
</tr>
</tbody>
</table>

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE
CREDIT INFORMATION

A. Original Issue Credit.

A miscellaneous parts credit of $16.00 and a labor allowance credit of 2.1 man-hours per airplane will be provided to inspect and modify the four horizontal stabilizer attach bolt holes as described in this Service Bulletin.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>October 12, 2004</th>
<th>International</th>
<th>December 12, 2004</th>
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B. Revision 1 Credit.

For model 172R airplane serial numbers: 17280001 thru 17280003, 17280005 thru 17280049, 17280051 thru 17280105, 17280107 thru 17280150, 17280153 thru 17280200, 17280202 thru 17280249, 17280251 thru 17280299, 17280301 thru 17280347, 17280349, 17280351, 17280352, 17280354, 17280356, 17280357, 17280360 thru 17280375, 17280377 thru 17280379, 17280381, 17280384, 17280386 thru 17280399, 17280401 thru 17280449, 17280451 thru 17280499, 17280501 thru 17280549, 17280551 thru 17280599, 17280601 thru 17280699 and 17280701 thru 17280720.


A miscellaneous parts credit of $16.00 and a labor allowance credit of 2.1 man-hours per airplane will be provided to inspect and modify the four horizontal stabilizer attach bolt holes.

If necessary, a labor allowance credit of 1.5 man-hours will be provided per airplane to perform the dye penetrant inspection.

If necessary, applicable parts credit and a labor allowance credit of 18.1 man-hours per airplane will be provided to remove and replace one or both horizontal stabilizer 0532001-99 inboard ribs as described in this Service Bulletin.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below. Any removed rib shall be returned with the Warranty Claim.

<table>
<thead>
<tr>
<th></th>
<th>Domestic</th>
<th>December 20, 2005</th>
<th>International</th>
<th>February 20, 2006</th>
</tr>
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</table>

Special Note to Service Stations:

When you complete the Warranty Claim, the labor allowance claimed shall be itemized for each above action completed.
ACCOMPLISHMENT INSTRUCTIONS

Weight And Balance Information

MODEL ...................... 172R/172S
Weight Change ................ Negligible

Material Information

Use the parts listed below for the inspection:

<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>AN5-6A</td>
<td>2 (if required)</td>
<td>Bolt</td>
<td>Same</td>
<td>Refer to Instructions</td>
</tr>
<tr>
<td>AN5-10A</td>
<td>2 (if required)</td>
<td>Bolt</td>
<td>Same</td>
<td>Refer to Instructions</td>
</tr>
<tr>
<td>AN5-23A</td>
<td>2 (if required)</td>
<td>Bolt</td>
<td>Same</td>
<td>Refer to Instructions</td>
</tr>
<tr>
<td>MS21042L5</td>
<td>6 (if required)</td>
<td>Nut</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>NAS1149F0532P</td>
<td>8 (if required)</td>
<td>Washer</td>
<td>Same</td>
<td></td>
</tr>
<tr>
<td>NAS1149F0563P</td>
<td>4 (if required)</td>
<td>Washer</td>
<td>Same</td>
<td></td>
</tr>
</tbody>
</table>

The parts in the table below will be necessary to replace one or both ribs:

<table>
<thead>
<tr>
<th>NEW P/N</th>
<th>QUANTITY</th>
<th>DESCRIPTION</th>
<th>OLD P/N</th>
<th>DISPOSITION</th>
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<tr>
<td>CR3214-4-2</td>
<td>4</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>MS20426AD4-3.5</td>
<td>10</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
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<tr>
<td>MS20426AD4-4.5</td>
<td>16</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>MS20470AD4-3</td>
<td>24</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>MS20470AD4-5</td>
<td>6</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>S2456-4-3</td>
<td>8</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>S2457-4-2</td>
<td>4</td>
<td>Rivet</td>
<td>Same</td>
<td>Discard</td>
</tr>
<tr>
<td>0532001-99</td>
<td>2 (as necessary)</td>
<td>Rib</td>
<td>Same</td>
<td>Refer to instructions</td>
</tr>
</tbody>
</table>

Use the material listed below, or equivalent, as necessary.

<table>
<thead>
<tr>
<th>NAME</th>
<th>NUMBER</th>
<th>MANUFACTURER</th>
<th>USE</th>
</tr>
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<tr>
<td>Primer</td>
<td>K000912</td>
<td>Cessna Aircraft Company</td>
<td>To put on stabilizer after replacing a rib.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cessna Parts Distribution</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5800 East Pawnee</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>PO Box 1521</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wichita, KS 67218 USA</td>
<td></td>
</tr>
</tbody>
</table>

Use the materials and equipment listed below as necessary for the fluorescent penetrant method of inspection.
### Instructions

1. Electrically ground the airplane and turn all switches to the "OFF" position. Disconnect all external electrical power from the airplane.

2. Disconnect the airplane battery. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 24, Electrical Power.)

3. Attach maintenance warning tags to the battery and external power receptacle with the instruction: **DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS.**

4. (Refer to Figure 1, Detail A.) Remove and keep the upper right 0530010-6 Fairing and the upper left 0530010-5 Fairing and screws.

5. Remove and keep the left 310AL Access Panel and the right 310AR Access Panel that are located just forward of the horizontal stabilizer. Keep the access panel attach screws. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 6, Dimensions and Areas - Maintenance Practices.)

6. Disconnect both the left and the right elevator torque tubes from the elevator control bell crank. This will allow the elevators to travel far enough to give the clearance needed for removal of the aft horizontal stabilizer spar bolts. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 27, Elevator Control Systems- Maintenance Practices and to the Model 172R and Model 172S Illustrated Parts Catalog, Chapter 55, Elevator Installation.)

   **NOTE:** Removal of the elevators is not necessary to remove the horizontal stabilizer aft spar attach bolts.

7. Remove the horizontal stabilizer forward and aft attach spar bolts. Keep the bolts, washers, shims, and discard the nuts.

   A. Make sure the shims do not drop when the stabilizer/spar attach bolts are removed.

   **NOTE:** The two forward bolt locations will be more likely to have shims than the two aft bolt locations.

   **NOTE:** Make a note of which shims go with which bolt holes so when the bolts are installed, the shim(s) are put back where they were originally installed.

8. (Refer to Figure 1, Detail B.) Do a visual inspection for a flared attach bolt hole condition and for burrs on the two forward and two aft spar bolt hole locations. (Refer to the Model 172R and Model 172S Illustrated Parts Catalog, Chapter 55, Stabilizers.)

   A. If the bolt holes are not flared and they do not have burrs, go to Step 9.
B. If any of the spar bolt holes are flared, use a removed AN5-6A Bolt, as many NAS1149F0532P Washers as necessary to provide one washer-stack width beyond the bolt shank, and one of the removed MS21042L5 Nuts to compress and remove the flared hole condition.

**NOTE:** Make sure to hold the bolt with a wrench and tighten the nut.

**NOTE:** Be careful not to cause damage to the 0532001-99 Rib flanges when you do Step 8B.

**NOTE:** Make sure that the bolt and nut used to remove flared spar bolt hole conditions are discarded and not used on the airplane after all flared spar holes are corrected.

C. Remove all burrs adjacent to the spar bolt holes.

9. (Refer to Figure 1, Detail C.) Do a fluorescent dye penetrant inspection for cracks on the right and left 0532001-99 Rib flanges where they attach with a bolt to the aft spar of the horizontal stabilizer. (Refer to the Model 172R and Model 172S Illustrated Parts Catalog, Chapter 55, Stabilizers.)

   A. If the 0532001-99 Rib is cracked, go to Step 10.
   B. If the 0532001-99 Rib is not cracked, go to Step 11.

10. **Remove and replace** the 0532001-99 Rib(s) in the horizontal stabilizer as necessary. (Refer to the Single Engine Models 172, 182, T182, 206 And T206 1996 and On Structural Repair Manual and to the Model 172R and Model 172S Illustrated Parts Catalog, Chapter 55, Stabilizers.)

   A. Remove the vertical fin. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 55, Vertical Stabilizer Fin - Maintenance Practices.)
   B. Remove the horizontal stabilizer. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 55, Horizontal Stabilizer - Maintenance Practices.)
   C. Remove the rivets that attach the 0532001-99 Rib to the 0532001-23 Center Stabilizer Skin of the horizontal stabilizer.
   D. Remove the 0532001-23 Stabilizer Center Skin.
   E. Remove the 0532001-99 Rib.
   F. Remove the rivets that attach the 0532001-21 Pulley Support Brackets to the 0532001-99 Rib.
   G. Remove the 0532001-21 Pulley Support Brackets.
   H. Install the new 0532001-99 Rib(s) to the horizontal stabilizer with temporary fasteners.
   I. Install the 0532001-21 Pulley Support Bracket with S2456-4-3 Rivets.
   J. install the 0532001-99 Rib(s) and the 0532001-23 Center Stabilizer Skin, with MS20470AD4 and MS20426AD4 Rivets of appropriate length.
   K. Apply K000912 Primer, or equivalent, to the horizontal stabilizer as necessary.
   L. Install the horizontal stabilizer. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 55, Horizontal Stabilizer - Maintenance Practices.)
   M. Install the vertical fin. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter 55, Vertical Stabilizer Fin - Maintenance Practices.)
   N. Go to Step 14.

11. Install the aft horizontal stabilizer spar bolts with the washers and shims in the same sequence and locations as they were initially installed. Do not tighten the aft bolts now.

   A. Install a new MS21042L5 Nut on each bolt but do not tighten them at this time.
12. Install the forward horizontal stabilizer spar bolts with the washers and shims in the same sequence and
locations as the initial installation, and install a new MS21042L5 Nut.

   NOTE: (Refer to Figure 1, Sheet 1.) If a removed AN5-6A Bolt, MS21042L5 Nut, and washers were used
to correct the flared condition in the forward spar hole, discard them and use all new hardware for
the installation.

   NOTE: The aft stabilizer spar bolts must be loose so the forward spar bolts can pull the forward horizontal
stabilizer spar tightly against the tailcone when the forward spar bolts are torqued.

   NOTE: Make sure the nuts do not stop on the bolt shank before they are completely tightened on the spar.

   NOTE: You may use a maximum of two additional NAS1149F0532P or NAS1149F0563P Washers as
necessary under each bolt head and/or nut so you can torque the spar assembly as specified.

   A. Torque each forward spar attach bolt nut to 140 inch-pounds.
   B. Torque each aft spar attach bolt nut to 140 inch-pounds.

13. Connect both the left and the right elevator torque tubes to the elevator control bell crank with new
MS21042L4 Nuts. (Refer to Model 172R and Model 172S Illustrated Parts Catalog, Chapter 55, Elevator
Installation.)

14. Install the access panels removed in Step 5 with the kept screws.

15. Install the upper right and upper left fairings removed in Step 4 with the kept screws.

16. Remove the maintenance warning tags from the battery and the external power receptacle.

17. Connect the airplane battery. (Refer to the Model 172 Series 1996 and On Maintenance Manual, Chapter
24, Electrical Power.)

18. Make an entry in the airplane logbook stating compliance with this Service Bulletin.
NOTE 1: TORQUE TO 140 INCH-POUNDS.
NOTE 2: KEEP SHIMS FOR INSTALLATION.

Figure 1. Horizontal Stabilizer Attach Hole Inspection (Sheet 1)
NOTE 3: DO AN INSPECTION OF TWO FORWARD AND TWO AFT BOLT HOLES FOR BURRS AND FLARE CONDITIONS. DEBURR AND REMOVE FLARE CONDITIONS AS NECESSARY.

Figure 1. Horizontal Stabilizer Attach Hole Inspection (Sheet 2)
Figure 1. Horizontal Stabilizer Attach Hole Inspection (Sheet 3)

DETAIL C
SKINS NOT SHOWN FOR CLARITY

DO AN INSPECTION IN THIS AREA FOR CRACKS.

0532001-99 RIB
(REFERENCE)

AFT SPAR
(REFERENCE)

RIB FLANGE BOLT HOLES
(REFERENCE)

0532001-99 RIB
(2 AS NECESSARY)

AFT VIEW A-A
RIB FLANGE LOOKING OUTBOARD

C05321001
A. On April 12, 2004 the following message was sent to applicable owners of record in SB04-55-01A.

Dear Cessna Owner:

This Owner Advisory is to inform you that some airplanes were delivered with a horizontal stabilizer that may have bolt attach holes that are flared.

This condition could result in uneven or burred mating surfaces and holes where the horizontal stabilizer is attached to the tailcone. The horizontal stabilizer attach bolt holes shall be inspected and if necessary, modified as described in Service Bulletin SB04-55-01. Non-compliance with Service Bulletin SB04-55-01 could result in less than designed structural integrity of the horizontal stabilizer attachment.

Compliance is mandatory; shall be accomplished within the next 100 hours of operation or 6 months, whichever occurs first.

The information contained in the referenced Cessna Service Bulletin 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 14 CFR Part 43.13.

A miscellaneous parts credit of $16.00 and a labor allowance credit of 2.1 man-hours per airplane will be provided to inspect and modify the four horizontal stabilizer attach bolt holes as described in this Service Bulletin.

To receive credit, the work must be completed and a Warranty Claim submitted by a Cessna Single Engine Service Station within 30 calendar days of Service Bulletin compliance before the credit expiration dates shown below.

- Domestic ................... October 12, 2004
- International ............... December 12, 2004

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SB04-55-01 accomplished on your airplane.
B. On June 20, 2005 the message below will be sent to the following applicable airplane owners of record in SB04-55-01AR1.

For model 172R airplane serial numbers: 17280001 thru 17280003, 17280005 thru 17280049, 17280051 thru 17280105, 17280107 thru 17280150, 17280153 thru 17280202, 17280204, 17280208 thru 17280249, 17280251 thru 17280299, 17280301 thru 17280347, 17280349, 17280351, 17280352, 17280354, 17280356, 17280357, 17280360 thru 17280375, 17280377 thru 17280379, 17280381, 17280384, 17280386 thru 17280399, 17280401 thru 17280449, 17280451 thru 17280499, 17280501 thru 17280549, 17280551 thru 17280599, 17280601 thru 17280699 and 17280701 thru 17280720.


Dear Cessna Owner:

Service Bulletin SB04-55-01 Revision 1 has been issued to advise you that some airplanes were delivered with a horizontal stabilizer that may have bolt attach holes that are flared.

This condition could result in cracked or uneven or burred mating surfaces and holes where the horizontal stabilizer is attached to the tailcone. The horizontal stabilizer attach bolt holes shall be inspected and if necessary, modified as described in SB04-55-01 Revision 1. Non-compliance with SB04-55-01 Revision 1 could result in less than designed structural integrity of the horizontal stabilizer attachment.

Compliance is mandatory; shall be accomplished within the next 100 hours of operation or 6 months, whichever occurs first.

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If necessary, a labor allowance credit of 1.5 man-hours will be provided per airplane to perform the dye penetrant inspection.

If necessary, applicable parts credit and a labor allowance credit of 18.1 man-hours per airplane will be provided to remove and replace one or both horizontal stabilizer 0532001-99 inboard ribs as described in SB04-55-01 Revision 1.

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<td>February 20, 2006</td>
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Please contact a Cessna Single Engine Service Station for detailed information and if applicable, arrange to have Cessna Service Bulletin SB04-55-01 Revision 1 accomplished on your airplane.