REVISION TRANSMITTAL

This sheet transmits Revision 1 to SEL-55-01, which:

A. Adds additional serial numbers for the Model 180 in the SERIAL EFFECTIVITY section.

NOTE: This revision replaces the original issue of SEL-55-01 in its entirety.

REVISION COMPLIANCE

NO EFFECT. Airplanes previously modified by this service letter are not affected by this revision.

LOG OF REVISIONS

| Original Issue | December 07, 2017 |
| Revision 1     | May 21, 2018      |
**TITLE**  
STABILIZERS - TAILCONE AND HORIZONTAL STABILIZER INSPECTION  

**EFFECTIVITY**  
This service document applies to all models and serial numbers listed that have more than 3000 total hours or 10 years in service.

<table>
<thead>
<tr>
<th>MODEL</th>
<th>SERIAL NUMBERS</th>
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<tbody>
<tr>
<td>180</td>
<td>604, 614, 30000 thru 32661</td>
</tr>
<tr>
<td>180A</td>
<td>32662 thru 32999, 50001 thru 50355</td>
</tr>
<tr>
<td>180B</td>
<td>50356 thru 50661</td>
</tr>
<tr>
<td>180C</td>
<td>624, 50662 thru 50911</td>
</tr>
<tr>
<td>180D</td>
<td>18050912 thru 18051063</td>
</tr>
<tr>
<td>180E</td>
<td>18051064 thru 18051183</td>
</tr>
<tr>
<td>180F</td>
<td>18051184 thru 18051312</td>
</tr>
<tr>
<td>180G</td>
<td>18051313 thru 18051445</td>
</tr>
<tr>
<td>180H</td>
<td>645, 18051446 thru 18051875, 18051879 thru 18052284</td>
</tr>
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<td>180J</td>
<td>18052285 thru 18052489, 18052491 thru 18052770</td>
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<tr>
<td>180K</td>
<td>18052490, 18052771 thru 18053203</td>
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<tr>
<td>182</td>
<td>613, 33000 thru 33842</td>
</tr>
<tr>
<td>182A</td>
<td>33843 thru 34753, 34755 thru 34999, 51001 thru 51556</td>
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<tr>
<td>182B</td>
<td>34754, 51557 thru 51622, 51624 thru 52358</td>
</tr>
<tr>
<td>182C</td>
<td>631, 52359 thru 53007</td>
</tr>
<tr>
<td>182D</td>
<td>51623, 18253008 thru 18253598</td>
</tr>
<tr>
<td>185</td>
<td>632, 185-0001 thru 185-0237</td>
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<tr>
<td>185A</td>
<td>185-0238 thru 185-0512</td>
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<tr>
<td>185B</td>
<td>185-0513 thru 185-0653</td>
</tr>
<tr>
<td>185C</td>
<td>185-0654 thru 185-0776</td>
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<tr>
<td>185D</td>
<td>185-0777 thru 185-0967</td>
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<tr>
<td>A185E</td>
<td>185-0968 thru 18502090</td>
</tr>
<tr>
<td>A185F</td>
<td>652, 18502091 thru 18502301, 18502311 thru 18504448</td>
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</table>

Original Issue - December 7, 2017  
Revision 1 - May 21, 2018  

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REASON
Reports have been received of cracks in the tailcone reinforcement angle, stabilizer hinge bracket and stabilizer. Noncompliance with this service letter may allow crack(s) to go undetected. Undetected cracks may cause structural failure of the horizontal stabilizer and could result in the loss of control in flight.

DESCRIPTION
This service document provides instructions to inspect the tailcone and horizontal stabilizer.

COMPLIANCE
MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection, whichever occurs later.

NOTE: After the initial inspection, this service letter inspection must be completed every 500 hours or 5 years, whichever occurs first.

A service document published by Textron Aviation may be recorded as completed in an aircraft log only when the following requirements are satisfied:

1) The mechanic must complete all of the instructions in the service document, including the intent therein.
2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the Effectivity section of the document.
5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL
No specialized consumable materials are required to complete this service document.

TOOLING

<table>
<thead>
<tr>
<th>NAME</th>
<th>NUMBER</th>
<th>MANUFACTURER</th>
<th>USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>10X Magnifying</td>
<td></td>
<td>Commercially Available</td>
<td>To perform visual inspection.</td>
</tr>
<tr>
<td>Glass</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boroscope</td>
<td></td>
<td>Commercially Available</td>
<td>To perform visual inspection.</td>
</tr>
</tbody>
</table>

REFERENCES

NOTE: To make sure all publications used are complete and current. Refer to www.txtavsupport.com.
PUBLICACTIONS AFFECTED

None

ACCOMPLISHMENT INSTRUCTIONS

1. Prepare the airplane for maintenance.
   A. Make sure that the airplane is electrically grounded.
   B. Make sure that all switches are in the OFF/NORM position.
   C. Disconnect electrical power from the airplane.
      (1) Disconnect the airplane battery.
      (2) Disconnect external electrical power.
   D. Attach maintenance warning tags to the battery and external power receptacle that have “DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS” written on them.

2. Remove all fin and horizontal stabilizer tail fairings as needed.

3. (Airplanes with tailwheel steering.) Disconnect the tailwheel steering cables from the tailwheel bellcrank.
   • For Models 180 and 185 (1953-1968) refer to Section 5, Landing Gear - Tail Gear.
   • For Models 180 and 185 (1969-1985) refer to Section 9, Rudder and Rudder Trim Control Systems - Cables and Pulleys - Removal and Installation - Tailwheel Steering Cables.

4. Remove the stinger from the tail section.

5. Disconnect the rudder control cables at the rudder bellcrank.
   • For Model 180, 182 and 185 (1953-1962) refer to Section 10, Rudder Control System - Removal of Rudder Cables.
   • For Models 180 and 185 (1963-1968) refer to Section 10, Rudder and Rudder Trim Control Systems - Removal and Installation of Rudder Cables.
   • For Models 180/185 (1969-1985) refer to Section 9, Rudder and Rudder Trim Control Systems - Cables and Pulleys - Removal and Installation - Aft Cables.

6. Disconnect the bellcrank tube from the elevator pylon.
   • For Model 180, 182 and 185 (1953-1962) refer to Section 8, Elevator Control System - Aft Bellcrank.
   • For Models 180 and 185 (1963-1968) refer to Section 8, Elevator Control System - Rear Bellcrank.
   • For Models 180/185 (1969-1985) refer to Section 8, Elevator Control System - Bellcranks.

7. (Refer to Figure 1 Detail A and Figure 2 Detail B.) Remove attaching hardware at the stabilizer hinge assemblies and stabilizer hinge brackets.
   • For Models 180, 182 and 185 (1953-1968) refer to Section 4, Airframe - Horizontal Stabilizer.
   • For Models 180/185 (1969-1985) refer to Section 10, Stabilizer Trim Control System - Stabilizer.

8. Lift the horizontal stabilizer from the empennage and place a wooden or padded support between the two pieces.

9. (Refer to Figures 1 and 2.) Clean the following areas to be inspected (Refer to Section 2, Ground Handling, Servicing, Cleaning, Lubrication and Inspection - Cleaning in the applicable model maintenance manual.):
   • Stabilizer hinge brackets
   • Tailcone reinforcement angles
   • Corner reinforcements
   • Stabilizer hinge reinforcement channel
   • Stabilizer hinge assemblies
   • Stabilizer aft spar reinforcement

Figures

Cleaning

Lubrication

Power

Electrical

Power

Electrical

External

Power

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

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Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

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Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.

Aft Bellcrank.

Rear Bellcrank.

Bellcranks.

Model

Removal

Installation

Removal

Installation

Installation

Figure

Installation

Cleaning

Lubrication

System

Power

Electrical

External

Power

System

Rudder

Systems

Fins

Horizontal

Support

Bellcrank.
• Lower half of the stabilizer aft spar from STA 16 on the left side of the stabilizer aft spar to STA 16 on the right side

**NOTE:** If the inspection area cannot be cleaned adequately, removal of the horizontal stabilizer and the fin may be necessary.
- For Models 180, 182 and 185 (1953-1968) refer to Section 4, Airframe - Horizontal Stabilizer and Section 4, Airframe - Fin.
- For Models 180/185 (1969-1985) refer to Section 10, Stabilizer Trim Control System - Stabilizer and Section 4, Wings and Empennage - Fin.

10. If any corrosion is found, it must be removed before refinishing. (Refer to Section 2A, *Supplemental Inspection Documents - Corrosion* (for corrosion removal) and Section 2A, *Supplemental Inspection Documents - Nondestructive Inspection Methods and Requirements* (for measurement of part thickness) in the applicable model maintenance manual.)

11. (Refer to Figures 1 and 2.) Do a detailed inspection of the following areas (Refer to Section 2A, *Supplemental Inspection Documents - Nondestructive Inspection Methods and Requirements - Visual Inspections* in the applicable model maintenance manual.):
- Stabilizer hinge brackets
- Tailcone reinforcement angles
- Corner reinforcements
- Stabilizer hinge reinforcement channel
- Stabilizer hinge assemblies
- Stabilizer aft spar reinforcement
- Lower half of the stabilizer aft spar from STA 16 on the left side of the stabilizer aft spar to STA 16 on the right side

**WARNING:** If any cracks are found, no further flight is permitted. The part must be replaced before further flight.

**NOTE:** If the inspection area cannot be viewed adequately, removal of the horizontal stabilizer and the fin may be necessary.
- For Models 180, 182 and 185 (1953-1968) refer to Section 4, Airframe - Horizontal Stabilizer and Section 4, Airframe - Fin.
- For Models 180/185 (1969-1985) refer to Section 10, Stabilizer Trim Control System - Stabilizer and Section 4, Wings and Empennage - Fin.

12. Record the inspection findings on the attached *Visual Inspection Results Form*.

13. If any cracks are found during the inspection, the part must be replaced before further flight.

14. Remove the wooden support between the horizontal stabilizer and the empennage.

15. (Refer to Figure 1 Detail A and Figure 2 Detail B.) Install attaching hardware at the stabilizer hinge assemblies and stabilizer hinge brackets.
- For Models 180, 182 and 185 (1953-1968) refer to Section 4, Airframe - Horizontal Stabilizer.

16. Connect the bellcrank tube to the elevator pylon.
- For Models 180, 182 and 185 (1953-1962) refer to Section 8, Elevator Control System - Aft Bellcrank.
- For Models 180 and 185 (1963-1968) refer to Section 8, Elevator Control System - Rear Bellcrank.
- For Models 180/185 (1969-1985) refer to Section 8, Elevator Control System - Bellcranks.

17. Connect the rudder control cables at the rudder bellcrank.
- For Model 180, 182 and 185 (1953-1962) refer to Section 10, Rudder Control System - Installation of Rudder Cables.
- For Models 180 and 185 (1963-1968) refer to Section 10, Rudder and Rudder Trim Control Systems - Removal and Installation of Rudder Cables.
- For Models 180/185 (1969-1985) refer to Section 9, Rudder and Rudder Trim Control Systems - Cables and Pulleys - Removal and Installation - Aft Cables.

18. (Airplanes with tailwheel steering.) Connect the tailwheel steering cables to the tailwheel bellcrank.
- For Models 180 and 185 (1953-1968) refer to Section 5, Landing Gear - Tail Gear.
• For Models 180 and 185 (1969-1985) refer to Section 9, Rudder and Rudder Trim Control Systems - Cables and Pulleys - Removal and Installation - Tailwheel Steering Cables.

19. Install the stinger onto the tail section.

20. Install all fin and horizontal stabilizer tail fairings.

21. Remove the maintenance warning tags and connect the airplane battery.

22. Send completed form/attachments to Cessna Structures at csstructures@txtav.com

23. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.
Figure 1. Tailcone Inspection (Sheet 1)

**DETAIL A**
- Stabilizer Hinge Bracket
- Tailcone Reinforcement Angle

**DETAIL B**
- Looking Down, Inboard
- Right Side Shown, Left Side Opposite

**DETAIL C**
- Looking Down, Outboard
- Right Side Shown, Left Side Opposite
Figure 1. Tailcone Inspection (Sheet 2)
Figure 2. Horizontal Stabilizer Inspection (Sheet 1)
Figure 2. Horizontal Stabilizer Inspection (Sheet 2)
VISUAL INSPECTION RESULTS FORM

In the table that follows please provide detailed and dimensioned descriptions of any crack(s) or other deterioration found. Attach pictures to this form as necessary.

<table>
<thead>
<tr>
<th>Inspection Area</th>
<th>Inspection Results</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Were any cracks or corrosion found? (If yes, provide details.)</td>
</tr>
<tr>
<td>Stabilizer Hinge Bracket (Left)</td>
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</tr>
<tr>
<td>Stabilizer Hinge Bracket (Right)</td>
<td></td>
</tr>
<tr>
<td>Tailcone Reinforcement Angle</td>
<td></td>
</tr>
<tr>
<td>(Near F. S. 228.62) (Left)</td>
<td></td>
</tr>
<tr>
<td>Tailcone Reinforcement Angle</td>
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<tr>
<td>(Near F. S. 228.62) (Right)</td>
<td></td>
</tr>
<tr>
<td>Corner Reinforcement (Left)</td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>--</td>
</tr>
<tr>
<td>Corner Reinforcement (Right)</td>
<td></td>
</tr>
<tr>
<td>Stabilizer Hinge Reinforcement Channel (Left)</td>
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</tr>
<tr>
<td>Stabilizer Hinge Reinforcement Channel (Right)</td>
<td></td>
</tr>
<tr>
<td>Lower Half of the Stabilizer Aft Spar (Between STA 16 Left and STA 16 Right)</td>
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</tr>
<tr>
<td>Stabilizer Hinge Assembly (Left)</td>
<td></td>
</tr>
<tr>
<td>Stabilizer Hinge Assembly (Right)</td>
<td></td>
</tr>
<tr>
<td>Stabilizer Aft Spar Reinforcement (Left of Centerline)</td>
<td></td>
</tr>
<tr>
<td>Stabilizer Aft Spar Reinforcement (Right of Centerline)</td>
<td></td>
</tr>
</tbody>
</table>

Send completed form/attachments to Cessna Structures at csstructures@txtav.com
TITLE
STABILIZERS - TAILCONE AND HORIZONTAL STABILIZER INSPECTION

TO:

REASON
Reports have been received of cracks in the tailcone reinforcement angle, stabilizer hinge bracket and stabilizer. Noncompliance with this service letter may allow crack(s) to go undetected. Undetected cracks may cause structural failure of the horizontal stabilizer and could result in the loss of control in flight.

COMPLIANCE
MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection, whichever occurs later.

NOTE: After the initial inspection, this service letter inspection must be completed every 500 hours or 5 years, whichever occurs first.

LABOR HOURS

<table>
<thead>
<tr>
<th>WORK PHASE</th>
<th>LABOR-HOURS</th>
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<tbody>
<tr>
<td>Inspection</td>
<td>As Required</td>
</tr>
</tbody>
</table>

MATERIAL AVAILABILITY
No parts are required to complete this service document.

WARRANTY
None

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at www.txtavsupport.com to register.