

Continuing Airworthiness Notice – 27-002



Cessna 180 and 185 Series Aircraft Rudder Pedal Assemblies

8 April 2009

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91. CAN numbering is by ATA Chapter and a serial number for the next CAN in that ATA Chapter.

The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.

Applicability:

All Cessna 180 and 185 series aircraft fitted with rudder pedal assembly P/N 0411306.

Note: An improved rudder pedal assembly P/N 0760032 was introduced by Cessna in 1978. Rudder pedal assembly P/N 0411306 is no longer available from the manufacturer as a new part.

Purpose:

This CAN advises operators/maintainers of Cessna 180 and 185 series aircraft to comply with the rudder pedal assembly and linkage inspection requirements and inspection intervals specified by the manufacturer.

Background:

This CAN is prompted by three reports of rudder pedal torque tube failure on Cessna 185 series aircraft due to cracks which resulted in partial loss of pedal input authority. An inspection of the rudder pedal assembly and linkage is required every 200 hours TIS per the inspection guide in section 2 of Cessna 180 & 185 series Service Manual. The Cessna Continuous Airworthiness Programme (CAP) has not been revised to include any additional rudder pedal inspections nor has a subsequent SB been issued to expand the present rudder pedal assembly inspection requirements.

Recommendation:

The CAA strongly recommends all operators/maintainers of Cessna 180 and 185 series aircraft accomplish a detailed inspection of the rudder pedal assemblies per the inspection requirements, guidelines and intervals specified in section 2 of Cessna 180 & 185 series Service Manual to ensure the continued airworthiness of the aircraft.

For the purpose of this CAN, a detailed inspection is: 'An intensive examination of a specific item, installation, or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses etc. may be necessary. Surface cleaning and elaborate procedures may be required.'

If uncertain whether the rudder assembly is cracked the CAA recommends a dye penetrant inspection.

Enquiries:

Enquiries with regard to the content of this Continued Airworthiness Notice should be sent to:

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