

NEW AD2016-17-08

Well here we are again with the elevator trim hardware!

The FAA just release a new AD2016-17-08 effective Sept 12, 2016, that supersedes the original AD2016-07-24 concerning replacement and inspection of the elevator trim attach nuts and bolts.

Don't panic!

What this AD has done is to properly sync the AD note compliance wording and references to the Textron Cessna service bulletin MEB-27-02 REV 1. This change will now negates the need to file for an Alternate Method of Compliance AMOC that was previously needed for proper compliance. Nothing much has changed application and inspection and no additional work is required from the original inception of all of this. It is simply tying up all the loose ends.

Lets step through this.

Applicability:

This stays the same as it always has been with all models/serial number twin Cessna's (except T303, 404, and Skymasters) being affected.

Initial Action:

Initially would need to replace the bolts, washers, nuts, and cotter keys on the elevator trim external drive rod (2 locations) with specified hardware regardless as to what is currently installed.

If this has already been done as a result of the old AD 2016-07-24 then nothing needs to be done and that work meets the initial action requirement. (see para f of AD2016-17-08) If this has NOT been done then it would need to be completed by the new date of 90 days after Sep. 12, 2016 (Dec 11, 2016)

Reoccurring action:

Again nothing much has changed here.

Para (f) (2)

Defines a condition inspection each "110 hours or at the next annual inspection whichever occurs first". This is simply a look-see to verify continued installed condition of the hardware with no removal necessary.

Para (f) (3)

Dictates that if the hardware is removed for any reason it is to be replaced with new each time.

AMOC:

If you had complied with the old AD and completed the Alternate Method of Compliance (AMOC) as I outlined last month in The Twin Cessna Flyer this will no longer be necessary. Nothing needs to be done other than at the next required inspection and any action further simply reference the new AD2016-17-08 as the document used and I would state that the AMOC no longer is required.

I hope this is the last time we need to address this issue.

Whew! A lot of work to simply change and safety a couple of nuts and bolts.

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