LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

Flygplan
Cessna
LVD Nr 1951A
Upphäver LVD 1951

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Modifiering av bränsletanksdränering / kontroll av bränsletanksinstallation**

GÄLLER: Modeller och S/N angivna i bifogad kopia av FAA AD 84-10-01 R1.

ÅTGÄRD: Utför åtgärder angivna i FAA AD 84-10-01 R1.

TID FÖR ÅTGÄRD: Inom 50 flygtimmar och 12 månader och därefter i intervall av 12 månader enligt paragraf (d) i FAA AD 84-10-01 R1.

UNDERLAG: FAA AD 84-10-01 R1.
Cessna Service Letter SE 79-45 daterad 10 september 1979 och SE 84-8 daterad 16 mars 1984.
Cessna Service Letter SE 84-9 daterad 23 mars 1984.
Cessna Service Letter SE-82-34 daterad 23 juli 1982.

REFERENS: FAA AD 84-10-01 R1.

UTGIVNINGS-DATUM: 1992-10-08

LFS: 1992:32

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

L 1563-1

Postadress	Gatuadress	Telefon nr	Telegram	Telex
		Nat 011 - 19 20 00	Civilair	
601 79 NORRKÖPING	Vikboplan 11	Int +46 11 - 19 20 00	Norrköping	64250

1) Visually inspect the attach holes in the pilots and co-pilots windshield in accordance with applicable Cessna Service Information Letters ME83-33 dated September 30, 1983, and ME83-33 Revision 1 dated December 2, 1983, or PJ83-18 dated September 30, 1983, and PJ83-18 Revision 1 dated November 23, 1983.

2) Replace or repair unacceptable windshields in accordance with the criteria and instruction in the applicable Cessna Service Information Letters and Revisions.

3) Remove the temporary placard installed per paragraph a).

c) Airplanes may be flown depressurized in accordance with FAR 21.197 to a location where this AD may be accomplished.

d) The placard required by paragraph a) of this AD may be installed by the holder of at least an FAA private pilot certificate on any airplane he or she owns or operates. This person must make the prescribed entry in the aircraft maintenance records indicating compliance with paragraph a) of this AD.

e) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, Room 238, Terminal Building 2299, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 269-7000.

This amendment becomes effective on February 16, 1984.

84-10-01 R1 CESSNA: Amendment 39-4863 is further amended by Amendment 39-5940. Applies to the following series and serial numbered airplanes certificated in any category:

SERIES	SERIAL NUMBERS
180	30000 thru 50911; 18050912 thru 18053000 (1953 thru 1978) 18053001 thru 18053203 (1979 thru 1981) (optional tanks only)
182	33000 thru 53007; 18253008 thru 18266590 (1956 thru 1978)
R182	R18200001 thru R18200583 (1978)
185	185-0001 thru 18503683 (1961 thru 1978) 18503684 thru 18504414 (1979 thru 1983) (optional tanks only)
188	188-0446 thru 18803856 (1972 thru 1981) (wing tanks only) 18800967T thru 18803966T (1972 thru 1983)
T188	T18803307T thru T18803966T (1979 thru 1983)
190/195	7001 thru 7999; 16000 thru 16183
210-5 (205)	205-0001 thru 205-0577 (1963 and 1964)
206, U206, TU206	206-0001 thru U20604649 (1964 thru 1978)
P206, TP206	P206-0001 thru P20600647 (1965 thru 1970)
207, T207	20700001 thru 20700771 (1969 thru 1984)
210	57001 thru 57575; 21057576 thru 21058818 (1960 thru 1966)
T210	T210-0001 thru T210-0197 (1966)
A182	A182-0001 thru A182-0146 (1966 thru 1974)
F182	F18200001 thru F18200094 (1976 thru 1978)
FR182	FR18200001 thru FR18200020 (1978)

Compliance: Required as indicated, unless already accomplished:

To prevent power loss or engine stoppage due to water contamination of fuel system, accomplish the following:

(a) Within the next 50 hours time-in-service after the effective date of this AD, on all applicable airplanes, install quick drains in the fuel tank sumps and fuel tank reservoirs where applicable, in accordance with the kits specified by Cessna Service Letters SE79-45 dated September 10, 1979, and SE84-8 dated March 16, 1984, or using equivalent aircraft standard hardware.

(b) Within the next 50 hours time-in-service after the effective date of this AD, inspect the fuel tank filler area for proper sealing in accordance with the following:

(1) On all applicable airplanes:

(i) Visually inspect the wing aft of the fuel filler for indications of inflight fuel leakage.

(ii) Visually inspect the fuel cap locking mechanism and seals for cracking, distortion, and any condition which might prevent sealing.

(iii) Remove the fuel filler caps and inspect the adapter sealing face for distortion, scratches, corrosion or any condition which may prevent the cap from sealing.

(2) In addition, on all applicable airplanes except models 190 and 195 airplanes:

(i) Visually check the sealing and security of the attachment of the adapter flange to the adapter plate paying particular attention to the adhesive (if present) between the parts.

(ii) Check the fuel cap seal by actuating the locking tab and noting that force is maintained between the cap, seal, and adapter when the tab is in the overcenter locked position or conduct a fuel cap seal test in accordance with Cessna Single Engine Service Information Letter SE82-34 dated July 23, 1982.

(3) Correct any deficiencies disclosed by the above inspections by parts replacement or adjustment, as required, before returning the airplane to service.

(c) Within the next 50 hours time-in-service after the effective date of this AD, on all applicable airplanes, except models 190 and 195, conduct an inspection for fuel tank wrinkles in accordance with the following:

(1) Drain the wing fuel tanks.

(2) Note any wrinkles which retain fluid after draining. Remove diagonal wrinkles across the inboard rear corner in the vicinity of the fuel tank drain by installation of Cessna drain kit described in Service Letter SE84-9 dated March 23, 1984, or by replacement of the fuel bladder. Verify that no wrinkles exist in the tank sump drain area before returning the airplane to service.

NOTE: The manufacturer has identified some new bladder cells which may require installation with a special adapter to prevent the formation of the above described wrinkles and has included this part with these bladder cells. Use of this part, or the drain kit, may be necessary to eliminate these wrinkles.

(3) If wrinkles are found in the tank bottom at a location other than diagonally across the inboard rear corner, determine the amount of fluid which is trapped by these wrinkles in accordance with the following:

(i) Place the airplane in the normal ground (water) attitude.

(ii) Service tank(s) with enough fuel to completely cover bottom of tank surface. Drain tank and note any wrinkles which retain fuel.

(iii) Direct all trapped fluid to the tank drain area, using a non-absorbent squeegee or other tool compatible with the fuel bladder, and drain and measure the fluid retained in both tanks.

(iv) If this total does not exceed three ounces, no further action is required.

(v) If the total quantity drained exceeds three ounces, check the snaps and fasteners for security. If necessary, blend and smooth the tank bottom to remove wrinkles. Blending may include replacement of the protective tape on the corners or edges to maintain a tank surface which will not trap excess fluid. Caution: Excessive blending or smoothing may cause leaks to develop in the tank.

(vi) If the tanks trap fluid in excess of three ounces after compliance with paragraph (v) above accomplish either paragraph (A) or paragraph (B) as follows:

(A) Fabricate using letters at least .10 inches in height, and install a placard in full view of the pilot which states as follows:

"Prior to flight following exposure to rain, sleet, snow, or after fueling from an unfiltered fuel source:

1. Drain and catch the contents of the fuel gascolator, wing, and (if equipped) reservoir tank sumps and check for water contamination.

2. Place the airplane on a level surface and lower the tail to within 5 inches of the ground (on nose gear airplanes).

3. Rock the wings 10 inches up and 10 inches down at least 12 times.

4. Drain and catch the contents of the fuel gascolator, wing, and (if equipped) reservoir tank sumps and check for water contamination.

5. If water is found in step 4 above, repeat steps 3 and 4 until no additional water is detected, or drain the entire airplane fuel system.

(B) Install reduced diameter (raised filler neck) fuel caps on all fuel filler openings in accordance with Cessna Service Kit SK182-85 dated September 10, 1984. If SK182-85 is accomplished, paragraph (d) below no longer applies.

(d) Within 12 months after initial compliance with this AD, and each 12 months thereafter, reinspect the fuel filler installation of airplanes that require the placard per paragraph (c)(3)(vi) in accordance with paragraph (b) of this AD.

(e) The placard required by paragraph (c)(3)(vi) may be fabricated and installed by the airplane owner, or operator, providing that this person possesses at least a private pilot license.

(f) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished if it is determined that no water is present in the tank from which fuel will be used.

(g) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. Fuel cells and quick drain valves that are approved for the applicable airplanes are approved as an equivalent means of compliance in replacement of corresponding parts required to be installed by this AD.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201; or may examine the document(s) referred to herein at the Federal Aviation Administration, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment revises AD 84-10-01, Amendment 39-4863 (49 FR 21507, May 22, 1984), effective May 22, 1984.

This amendment, 39-5940, becomes effective on July 5, 1988.