



"TAKE YOUR CESSNA HOME
FOR SERVICE AT THE SIGN
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single-engine **SERVICE LETTER**

MARKETING DIVISION • CESSNA AIRCRAFT COMPANY
WICHITA, KANSAS 67201 • CABLE ADDRESS / CESSCO WICHITA

January 12, 1968

SE68-1

SUBJECT: FLAP ACTUATOR SLIPPAGE

MODELS AFFECTED: 150, 172/Skyhawk, 182/Skylane, Super Skylane, Super Skywagon, 210 Centurion, Turbo-System Super Skylane, Turbo-System Super Skywagon, Turbo-System Centurion

To assure positive operation of wing flap actuators, it is important that the actuator jack screw be serviced with the proper lubricant.

Service experience has shown that actuator slippage has been caused by a breakdown of the lubricant used on some of the actuator jack screws installed on the aircraft models shown above.

Since actuator slippage can result in wing flaps inadvertently retracting in flight, affected actuators must be inspected as soon as possible. Attached is a program showing aircraft affected and describes inspection and lubrication procedures.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CESSNA AIRCRAFT COMPANY

FLAP ACTUATOR INSPECTION AND LUBRICATION PROGRAM

AIRCRAFT AND ACTUATORS AFFECTED:

All flap actuators manufactured during the month of November 1966, which were installed in the models listed on the preceding page, should have the jack screw relubricated. These actuators were installed in aircraft delivered between 11-1-66 and 6-1-67.

NOTE: The delivery date from Cessna is the effective date shown on the original aircraft Airworthiness Certificate.

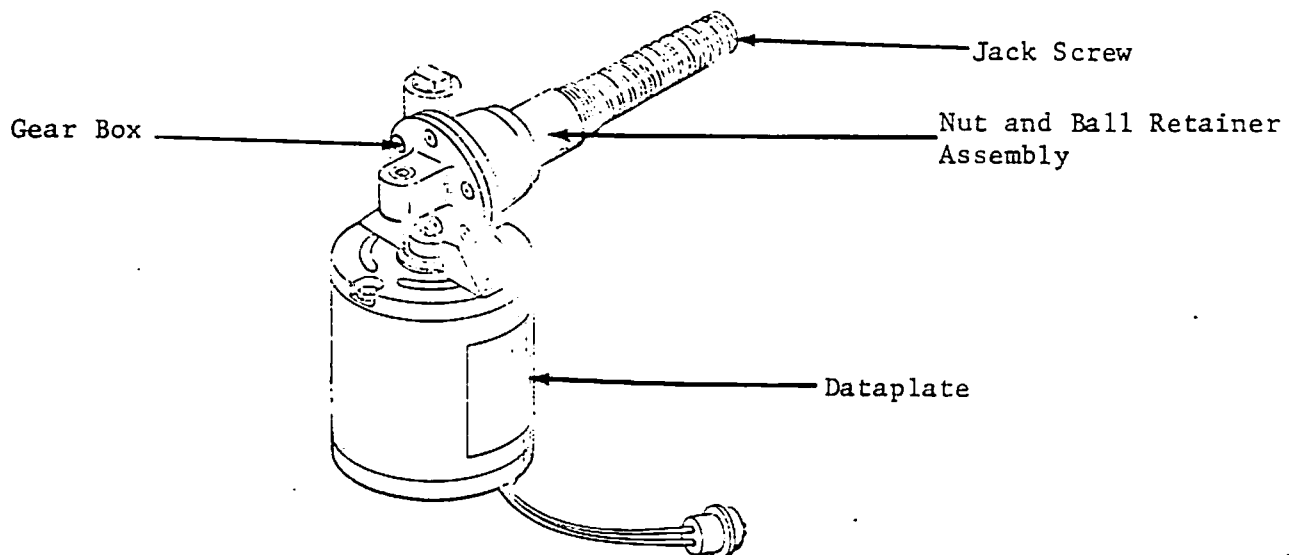
INSPECTION:

Inspect the dataplate on the actuator motor for the presence of a manufacturer's date stamp. If a date stamp of any month other than November 1966 is visible, no further action is required, and the aircraft can be returned to service.

If the dataplate contains a date stamp of November 1966 or if no date stamp is visible, the actuator should be removed and the jack screw relubricated as soon as possible (within the next 50 hours of operation), as shown below.

LUBRICATION:

- 1) Remove actuator from the aircraft in accordance with Service Manual instructions.



- 2) Remove all existing lubricant from the jack screw:
 - a) Run the nut assembly to the end of the jack screw away from the gear box.
 - b) Soak the nut assembly and jack screw in a stoddard solvent.

NOTE: Care must be taken to prevent the solvent from entering the gear box. The gear box lubricant is not affected and should not be disturbed.

- c) After soaking, clean the entire length of the jack screw with a wire brush, rinse with solvent, and dry with compressed air (Do not disassemble the nut and ball retainer assembly).
- 3) Relubricate the jack screw with MIL-G-21164 (Molybdenum Disulfide Grease) as follows:
 - a) Rotate the nut down the screw toward the motor.
 - b) Coat the screw and thread end of the nut with the grease and run the nut to full extension.
 - c) Repeat the process and pack lubricant in the cavity between the nut and ball retainer at the threaded end of the nut.
 - d) Repeat the process and work the nut back and forth several times.
 - e) Remove excess grease.
- 4) Reinstall actuator in aircraft.

PARTS:

The lubricant required is available through the Cessna Dealer Organization --- part number MIL-G-21164, suggested list price \$15.60 (S) per one pound can.

LABOR ALLOWANCE:

A labor allowance will be paid, based on a flat rate of one (1) hour per airplane (at the Dealer's posted shop rate) providing that the work is performed or authorized by a Cessna Dealer. A copy of the service order showing aircraft serial number and describing the work performed must be submitted.

To take advantage of this labor allowance the work must be completed and claims submitted by the following dates.

Domestic and Canada ----- July 1, 1968
Export ----- September 1, 1968