

Cessna 206 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/CESSNA 206/53 Horizontal Stabiliser Attachment Brackets 7/2001 DM

Applicability: Model Serial Numbers

206H 20608001 through 20608053, 20608055 through 20608086,
20608088 and 20608089

T206H T20608001 through T20608093, T20608095 through T20608145,
T20608147, T20608149, T20608150, T20608152, T20608156,
T20608157, and T20608160.

Requirement: Visually inspect the left and right horizontal stabiliser attachment reinforcement brackets, part number 1232624-1, for the existence of seam welds along both the lower inboard and outboard wall/flange; in accordance with the Accomplishment Instructions in Cessna Service Bulletin SB00-55-03, dated 28 August 2000, and the applicable maintenance manual.

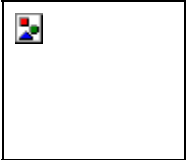
If no seam welds are found during inspection of left and right brackets, replace deficient bracket(s) with a new or serviceable part number 1232624-1 attachment reinforcement bracket that complies with the requirement of this Directive.

Note: FAA AD 2001-09-06 Amdt 39-12211 refers.

Compliance: Within 20 hours time in service after 23 May 2001, unless already accomplished.

This Airworthiness Directive becomes effective on 23 May 2001.

Background: The FAA received a report that horizontal stabiliser attachment reinforcement brackets were manufactured without seam welds. Continued use of structurally deficient horizontal stabiliser attachment brackets could result in structural failure of the horizontal stabiliser with reduced or complete loss of control of the aircraft.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

16 May 2001