
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 CASR 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.

Cessna 208 Series Aeroplanes

**AD/CESSNA 208/15 Wing Struts Upper Attachment Bolts 7/2004
DM**

Applicability: Model 208 aircraft, serial numbers 20800370 and 20800371.

Model 208B aircraft, serial numbers 208B1034 through 208B1043, 208B1045, 208B1046, and 208B1048.

- Requirement:
1. Check that part number MS24665-360 cotter pin is installed on each part number MS 17826-14 nut on the upper wing strut attach fittings, and that part number MS24665-357 cotter pin is installed on each part number MS17826-12 nut on the lower wing strut attach fittings; in accordance with Cessna Special Service Project No. SSP04-2, dated 5 April 2004. The applicable aircraft maintenance manual also addresses the issue.
 2. If any part number MS24665-360 or part number MS24665-357 cotter pin is not installed, refer to SSP04-2, and:
 - a. Tighten the corresponding nut, part number MS17826-14 or part number MS17826-12, align nut castellations and cotter pin hole; and,
 - b. Install the corresponding part number MS24665-360 or part number MS24665-357 cotter pin.

Note: FAA AD 2004-08-17 Amdt 39-13587 refers.

- Compliance:
1. Within 10 hours time in service after 12 May 2004, unless already accomplished.
 2. Before further flight after the Requirement 1 inspection.

This Airworthiness Directive becomes effective on 12 May 2004.

Cessna 208 Series Aeroplanes

AD/CESSNA 208/15 (continued)

Background: The FAA received a report of a Model 208 aircraft having loose or improperly locked nuts on the wing struts upper attachment bolts. Loss of attachment nut(s) could lead to failure of the wing structure with consequent loss of control of the aircraft.



David Villiers
Delegate of the Civil Aviation Safety Authority

5 May 2004