

# Airworthiness Directive Schedule

## Aeroplanes

### Cessna 170 Series

30 June 2011

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- Notes**
1. This AD schedule is applicable to Cessna 170A and 170B series aircraft manufactured under FAA Type Certificate No. A-799.
  2. The date above indicates the amendment date of this schedule.
  3. New or amended ADs are shown with an asterisk \*

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**DCA/CESS170/101 Narco Model 300 Position Light Flasher - Modification**

- Applicability:** Model 170 Series S/N 25373 through 27169 that incorporate a Narco flasher model 300 in the lighting system
- Requirement:** Comply with Cessna SL 180/182-41-1 (FAA AD 59-10-03 refers)
- Compliance:** By 1 September 1959

**DCA/CESS170/102 Cancelled****DCA/CESS170/103 Cancelled****DCA/CESS170/104 Windshield Cracking - Inspection**

- Applicability:** All model 170 Series not fitted with Rural Aviation mod. RA 63 or approved equivalent
- Requirement:** To minimise the possibility of windshield failure the following inspections are required:
1. Examine the rivets attaching the ends of the windshield outer centre strip to the fuselage and cabin top. Ensure there is adequate landing between the rivet holes and the edge of the strip. Defective rivets must be replaced and strips with inadequate landing or cracks must be repaired or replaced.
  2. Examine the edges of the windshield for cracks and signs of chafing. Ensure that all felt rubbing strips are fitted correctly and have not deteriorated, particularly where the windshield is in contact with the wing root fairings.
  3. The windshield is designed with floating edge supports. Inspect these supports for the presence of sealing compounds or deteriorated or badly fitted rubbing strips which may prevent free floating of the windshield. Any such defect must be rectified.
- Compliance:** Every 100 hours TIS
- Effective Date:** 31 August 1958

**DCA/CESS170/105 Mainplane Rear Spar - Inspection**

- Applicability:** All model 170 Series
- Requirement:**
1. Examine each mainplane rear spar for cracks in the area of the root attachment fitting. Cracking originates around the spar web radius below the root end fitting, and may extend to the spar upper flange at the outboard end of the root fitting where the reinforcing angle is joggled.
  2. The rear spar web may be examined after the wing root lower fairings are removed. If a crack is present it may be obscured by the root ribs and the spar root end fittings. Careful inspection should be made of the inboard edge and radius of the spar web visible below the root fittings and inboard of the root ribs. The edge of the rear spar upper flange should be inspected through the inboard inspection hole behind the rear spar. Where doubt exists, the trailing edge root end rib shall be removed to permit a more detailed inspection.
- Compliance:** Every 100 hours TIS and immediately following any case of mainplane damage or groundlooping
- Effective Date:** 31 May 1960

**DCA/CESS170/106 Javelin Auxiliary Fuel System - Modification**

**Applicability:** All model 170 Series equipped with Javelin auxiliary fuel system  
**Requirement:** Comply with Cessna SESL SE 69-24  
(FAA AD 73-17-01 refers)  
**Compliance:** Within the next 100 hours TIS  
**Effective Date:** 30 September 1973

**DCA/CESS170/107 Fuel Cap - Modification**

**Applicability:** Model 170 Series S/N 18729 through 27169  
**Requirement:** Fit vented fuel cap per Cessna SEB 92-27  
(FAA AD 79-10-14R1 refers)  
**Compliance:** Within next 100 hours TIS unless already accomplished  
**Effective Date:** 20 April 1979

**DCA/CESS170/108 Electrical System - Modification**

**Applicability:** Model 170 Series S/N 18000 through 20099  
and 25000 through 27169  
**Requirement:** To prevent inflight electrical system failure, smoke in cockpit and/or fire in wire bundle  
behind instrument panel, accomplish the following:  
  
Disconnect at ammeter or electrical system bus, as applicable, wire which connects  
bus to cigar lighter receptacle (wire is connected to either the bus side, or equipment  
side of a circuit breaker, or to the ammeter) then either:  

1. Reconnect wire to bus using an existing or newly installed circuit protection device  
properly rated for wire gauge used, or
2. disconnect wire from lighter receptacle and remove it from aircraft, or
3. insulate disconnected end of wire and secure it to bundle in which it is routed

  
(FAA AD 79-08-03 refers)  
*Note: FAA AC 43.13-1A contains guidance information on wire gauge/circuit  
protection device ratings*  
**Compliance:** Within next 100 hours TIS  
**Effective Date:** 29 June 1979

**\* DCA/CESS170/109 Cancelled – DCA/CESS170/112 refers**

**Effective Date:** 30 June 2011

**DCA/CESS170/110 Fuel Selector Valve Cam - Replacement**

- Applicability:** Model 170 series equipped with Fuel Selector Valve Cam P/N 0513123, or Fuel Selector Valve P/N 0513120-5, 0513120-6, 0513120-8, 0513120-9, or 0513120-200; that Cessna shipped from December 6, 1998, through May 10, 1999.
- Requirement:** To prevent partial or complete loss of engine power replace any of the affected fuel selector valve cams or fuel selector valves per Cessna Service Bulletin SEB99-7.
- Any of the affected fuel selector valve cams or fuel selector valves held as spares must not be fitted to any aircraft.  
(FAA AD99-27-02 refers)
- Compliance:** By 24 March 2000
- Effective Date:** 24 February 2000

**DCA/CESS170/111 Shoulder Harness – Inspection & Modification**

- Applicability:** All Model 170 S/N 18000 through 18729 and  
170A S/N 18730 through 19400 and 19402 through 20266 and  
170B S/N 20267 through 20999 and 25000 through 27169,  
which have incorporated Cessna Mod Kit AK170-10.
- Requirement:** To prevent slippage of the pilot and copilot shoulder harness, which could result in serious injury to the pilot and copilot, accomplish the following:
1. Inspect the upper shoulder harness adjuster P/N 443030-401 for the presence of a retainer spring, in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1.
  2. If a retainer spring is found during the inspection of the upper shoulder harness adjuster, prior to further flight remove the spring by cutting each side; and stamp out the -401 identification number in accordance with Cessna Single Engine Service Bulletin SEB86-8, Revision 1
  3. If a retainer spring is not found during the inspection of the upper shoulder harness adjuster, make an entry in the airplane log book showing compliance with this AD.
  4. Only incorporate Cessna Accessory Kits that have been inspected and modified in accordance with this AD.  
(FAA AD 2004-19-01 refers)
- Compliance:** Within the next 100 hours TIS
- Effective Date:** 25 November 2004

**\* DCA/CESS170/112      Seat Adjustment Mechanism – Inspection and Replacement**

**Applicability:** Model 170, 170A and 170B aircraft, all S/N.

**Note 1:** This AD supersedes DCA/CESS170/109 to introduce additional inspection requirements, to improve the clarity of the required inspections, and provide improved figures/graphics. The FAA continue to receive reports of inadvertent seat movement. These reports included an incident of a seat separating from the seat track due to wear of the seat roller housing tangs.

**Requirement:** To prevent seat slippage or disengagement of the seat roller housing from the seat rail which could result in the pilot/copilot being unable to reach all the controls and loss of aircraft control, accomplish the following:

Accomplish the inspections and corrective actions in FAA AD 2011-10-09 on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and the lock pin springs.

**Note 2:** A copy of FAA AD 2011-10-09 can be obtained from the FAA website at:  
[http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAD.nsf/MainFrame?OpenFrameSet](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet)

(FAA AD 2011-10-09 refers)

**Compliance:** Within the next 100 hours TIS after the last inspection accomplished per DCA/CESS170/109 (FAA AD 87-20-03 R2 refers) or by 30 June 2012 whichever occurs sooner, and thereafter at intervals not to exceed 100 hours TIS or every 12 months whichever occurs sooner.

**Effective Date:** 30 June 2011