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AERONAUTICAL INFORMATION CIRCULAR

Subject: Elevator Trim Tab Actuator As Fitted On:
CESSNA 172 SERIES
CESSNA 182 SERIES
CESSNA 206 SERIES

History

In a recent accident involving a Cessna U206 F, it was discovered that the primary cause of the vibration and violent pitching motion of the aircraft immediately proceeding the precautionary landing (in which the aircraft was destroyed) was a failure of the elevator trim tab actuator jack to move freely within its housing.

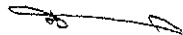
Excessive quantities of grease were leaking from assembly six months prior to the accident. It is known that loose-ness of the circlip in its seat will disturb the O ring grease seal, resulting in excessive grease loss in service.

Recommended Action No 1

It is recommended that all operators of the types shown above should include in their preflight inspection, a close inspection of the area around the circular access plate to the elevator trim tab actuator assembly, which is located on the lower surface of the RH horizontal stabilizer. Any evidence of grease emerging from around the access plate should require an examination of the trim tab actuator assembly by an appropriately licenced aircraft engineer (LAE) before flight.

Recommended Action No 2

All operators should ensure that the elevator trim tab actuator is removed and inspected for serviceability in workshop conditions by an AMO at the next scheduled inspection.


A.K Marawa
DIRECTOR OF CIVIL AVIATION