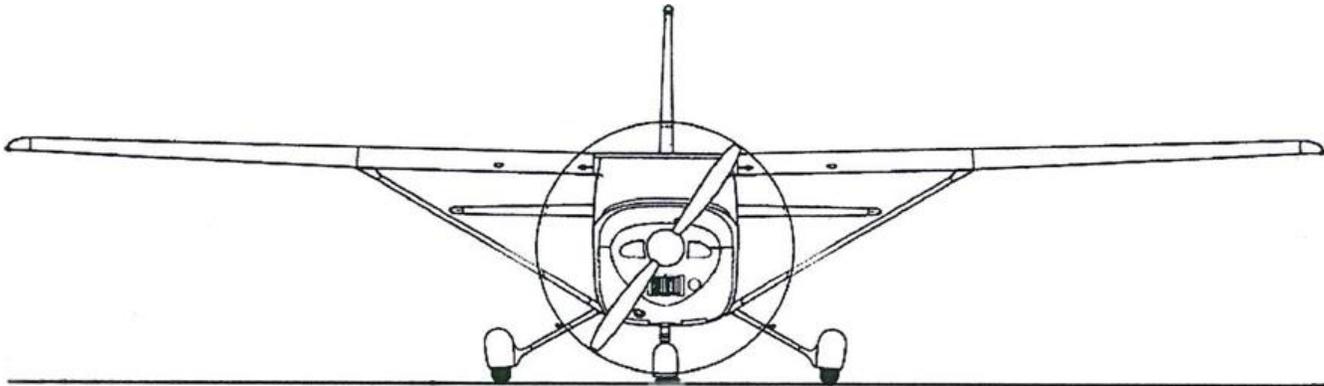




UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

VOL 1 OF 2 - SCHEDULED MAINTENANCE CHECKS

VOL 2 OF 2 - SCHEDULED STRUCTURAL CHECKS

Includes Aircraft: 180 Series (All Models)
182,S,T
T182
TR182,T
185 Series (All Models)

NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.



UNITED STATES

DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

**VOL 1 OF 2
SCHEDULED MAINTENANCE CHECKS**

**VOL 2 OF 2
SCHEDULED STRUCTURAL CHECKS**



UNITED STATES

DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

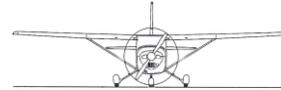
**VOL 1 OF 2
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UNITED STATES

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CESSNA 180 SERIES

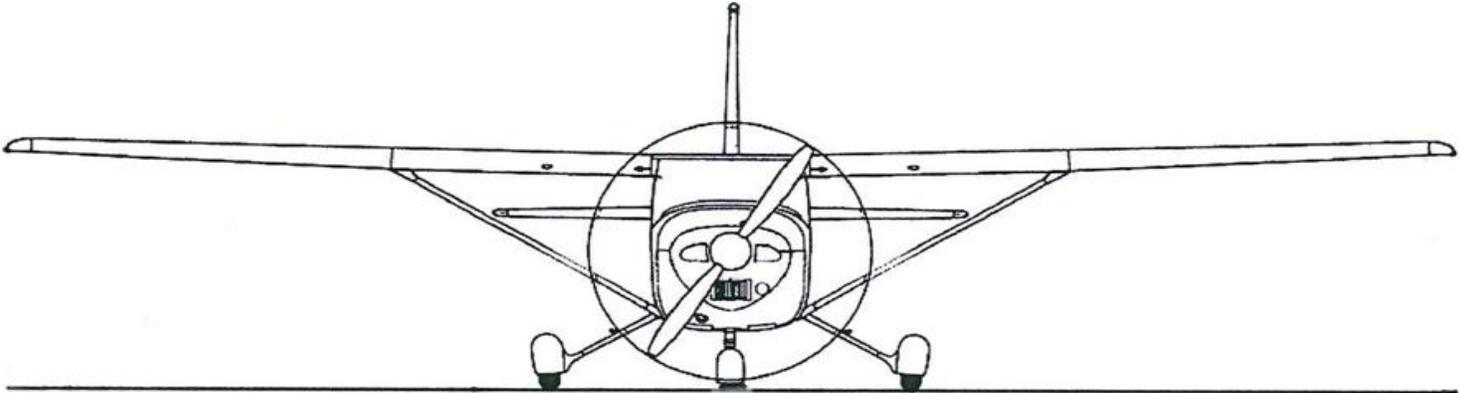
**VOL 1 OF 2
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INSPECTION MANUAL ORIGINAL



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

5-00-00

SCHEDULED MAINTENANCE CHECKS

VOL 1 OF 2

Includes Aircraft: 180 Series (All Models)
182,S,T
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NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

This Cessna 180 series inspection program document has been compiled to meet or exceed the requirements of the Department of the Interior - Departmental Manual (Aviation Policy) and Code of Federal Regulations, Title 14, Chapter 1, Subchapter C, Part 43 Appendix D. - 'Scope and detail of items (as applicable to the particular aircraft) to be included in Annual and 100 Hour Inspections'. FAR Part 43.15 (c) provides the authority for Dept. of the Interior as owner/operator to issue a checklist of its own design to comply with or exceed the contents of FAR Part 43 Appendix D. Dept. of the interior has incorporated and/or condensed all line items from the relevant Cessna 180 series Maintenance Manuals to include inspections based on hours, annual, and multi-year based structural inspections. Compilation of this document was carried out by Turbo Air Inc. of 4000 S. Orchard St. Boise Idaho 83705 for the Department of the Interior (Office of Aviation Services) 300 E Mallard Drive. Ste 200 Boise, Idaho 83705. Under the guidance of Part 91.403, 405, 409, 415 and Part 43.15(a) (1) & (c) FAA approval is not required (or offered) for issue of this document. This is a controlled document and amendment status shall be updated on the record of revisions page.

Personnel carrying out maintenance on Dept. of the Interior aircraft and using this inspection program must ensure that by signing for the listed tasks, they have complied with the latest revision of CFR Part 43 Appendix D.

This is to certify that the contents of this inspection program have been condensed from the relevant Cessna 180 series Inspection programs and meets or exceeds the requirements of CFR Part 43 Appendix D at the time of writing.



General Manager, Turbo Air Inc.

Date 5 / 1 / 2015



Fleet Manager, U.S. Dept. of the Interior (Office of Aviation Services)

Date 5 / 1 / 2015

UNITED STATES DEPARTMENT OF THE INTERIOR
CESSNA 180 SERIES
SCHEDULED MAINTENANCE
TEMPORARY REVISIONS

TEMPORARY REVISION DOITR-180-SMC-01

REASON FOR ISSUE:

This Temporary Revision removed SID references and added IAW acronym and definition.

FILING INSTRUCTION:

Ensure that all previous revisions have been incorporated.

Remove and destroy

TITLE	PAGE NUMBER	REVISION	DATE
Schedule Maintenance Instructions	2	Rev. 00	5/4/2016
Schedule Maintenance 50 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance 100 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance 100 Hr.	2	Rev. 00	5/4/2016
Schedule Maintenance 100 Hr.	5	Rev. 00	5/4/2016
Schedule Maintenance 200 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance Annual	1	Rev. 00	5/4/2016
Schedule Maintenance Annual	2	Rev. 00	5/4/2016
Schedule Maintenance Annual	5	Rev. 00	5/4/2016
Schedule Maintenance 500 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance 1000 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance 2000 Hr.	1	Rev. 00	5/4/2016
Schedule Maintenance 2 Yr.	1	Rev. 00	5/4/2016
Schedule Maintenance 3 Yr.	1	Rev. 00	5/4/2016
Schedule Maintenance 5 Yr.	1	Rev. 00	5/4/2016
Schedule Maintenance 6 Yr.	1	Rev. 00	5/4/2016
Schedule Maintenance 12 Yr.	1	Rev. 00	5/4/2016

Insert attached new

TITLE	PAGE NUMBER	REVISION	DATE
Schedule Maintenance Instructions	2	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 50 Hr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 100 Hr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 100 Hr.	2	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 100 Hr.	5	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 200 Hr.	1	DOITR-180-SMC-01	5/4/2016

**UNITED STATES DEPARTMENT OF THE INTERIOR
CESSNA 180 SERIES**

TITLE	PAGE NUMBER	REVISION	DATE
Schedule Maintenance Annual	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance Annual	2	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance Annual	5	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 500 Hr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 1000 Hr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 2000 Hr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 2 Yr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 3 Yr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 5 Yr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 6 Yr.	1	DOITR-180-SMC-01	5/4/2016
Schedule Maintenance 12 Yr.	1	DOITR-180-SMC-01	5/4/2016

NOTE: Record the incorporation of this Temporary Revision on the RECORD OF TEMPORARY REVISIONS sheet at the front of the Manual.

This temporary revision/amendment complies with the USDOJ Department of Interior Inspection Program requirements.

ISSUED BY: USDOT - Office of Aviation Services
Fleet Manager
300 E. Mallard Dr. Suite 200
Boise, Idaho 83706-3991

Signed: 
Date: 6/27/2016

INSTRUCTIONS



DOI – CESSNA 180 SERIES – SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Explanation of Terms

Hourly Inspections

50Hr Inspection	Every 50Hrs		
100Hr Inspection	Every 100 Hrs.	Includes	50 Hr. Inspection
200 Hr. Inspection	Every 200 Hrs.	Includes	400 Hr. Inspections
Annual Inspection	Every 12 Months	Includes	50 Hr., 100 Hr. & 200 Hr. Inspection
500 Hr. Inspection	Every 500 Hrs.	Includes	600 Hr. Inspections
1000 Hr. Inspection	Every 1000 Hrs.		
2000 Hr. Inspection	Every 2000 Hrs.		
2 Year Inspection	Every 2 Years		
3 year Inspection	Every 3 Years		
5 year Inspection	Every 5 Years		
6 Year Inspection	Every 6 Years	Includes	10 Yr. Inspection
12 Year Inspection	Every 12 Years		

DOI – CESSNA 180 SERIES – SCHEDULED MAINTENANCE CHECKS

Inspection Intervals

Hourly: All required inspections may be completed up to +10% percent of their due time (i.e.: A 50 hour inspection may be completed between 50 and 55 hours time in service). Flight beyond the due time must be approved by the administrator. Flight beyond the 10 % limit is not permitted for any reason.

All inspections shall be done at the next standard interval (i.e.: 50hrs) from when the previous inspection was due provided that inspection was completed within the +10% time due. The 50 hr. check is due at 50 hrs. and the next is due at 100hrs. All inspections will be handled as described above. The +10% is to be used primarily for ferry flights to where maintenance can be performed.

Calendar: All required inspections may be completed up to their calendar due time. Flight beyond the calendar time is not permitted for any reason.

Note: Selected items that are normally controlled separately (on computer) (i.e.: overhauls, component function checks, etc.) have been omitted from this inspection work package and must be controlled separately. See computerized maintenance program for "Controlled Items".

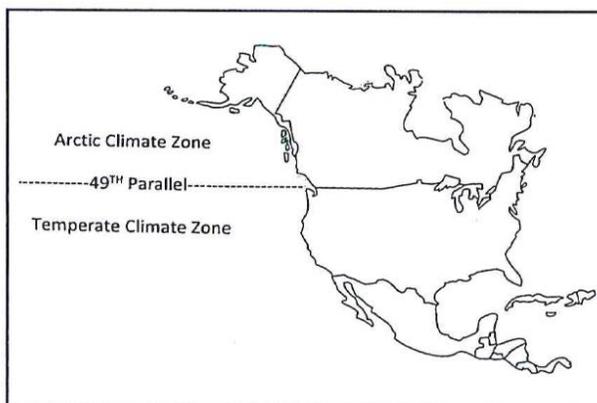
Note: This inspection package must be updated as new revisions to the maintenance program are issued.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.



Dept. of the Interior Climate Zone Map

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D on next page)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

50 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

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Other than All designated by specific model call out:

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Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

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Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 50 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE	50 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	1 Engine and Engine Oil - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed. Drain oil sump and oil cooler. Check for metal particles or foreign material in filter/screens, on sump drain plug, and on engine suction screen. Replace filter or clean and inspect screens, and refill with recommended grade aviation oil. (First 25 Hrs.: Refill with straight grade mineral oil and use until a total of 50 Hrs. have accumulated, or oil consumption has stabilized. Change oil, replace filter, and refill sump with recommended grade of ash less dispersant oil. Change oil and replace filter at least every six (6) months, regardless of accumulated hours.)		
ALL	2 Engine Metal Lines, Hoses, Clamps, and Fittings - Check for leaks, condition, and security. Check for proper routing and support.		
R182, TR182	3 Exhaust system - Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Air leak check exhaust system.		
Turbo Charged Engines ONLY	4 Turbocharger (if applicable) - Inspect turbocharger mounting brackets, ducting, linkage, and attaching parts for general condition, leakage or damage, and security of attachment, and evidence of wear. Check waste gate return spring for condition and security. Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Check waste gate, actuator, controller, oil and vent lines, over boost relief valve and compressor housing for leakage, apparent damage, security of attachment and evidence of wear. Check waste gate return spring for condition and security.		
ALL	5 Oil cooler - Check for obstructions, leaks, and security of attachment.		
ALL	6 Engine Controls and Linkage - Examine the general condition and freedom of movement through the full range. Complete a check for the proper travel, security of attachment, and for evidence of wear. Complete a check of the friction lock and Vernier adjustment for proper operation. Complete a check to make sure the throttle, fuel mixture, and propeller governor arms operate through their full arc of travel. The maximum linear free play is 0.050 inch.		
ALL	7 Engine Cowling and Cowl Flaps - Inspect for cracks, dents, other damage and security of cowl fasteners. Check cowl flaps for condition, security, and operation. Check cowl flap controls for freedom of movement through full travel.		
ALL	8 Induction System - Check security of clamps, tubes, and ducting. Remove and clean air filter. Inspect for damage and service. Inspect for evidence of leakage.		
ALL	9 Spinner - Check general condition and attachment.		
ALL	10 Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
ALL	11 Tires - Check tread wear and general condition. Check for proper inflation. Check break for wear.		
R182, TR182	12 Fuel Tank or Bladder Drains - Drain water and sediment.		
ALL	13 Main Battery, Battery Box and Cables - Examine the general condition and security. Complete a check of the level of electrolyte. Clean and remove any corrosion. Examine the cables for routing, support, and security of the connections.		
ALL	14 Navigation, Beacon, Strobe, and Landing Lights - Check operation, condition of lens, and security of attachment.		
ALL	15 Aileron, Rudder, Elevator Trim Tab and Hinges - Check condition, security, freedom of movement through full range, and operation.		
ALL	16 Restraint System, front and rear - Check belts for thinning, fraying, cutting, broken stitches, or ultra-violet deterioration. Check system hardware for security of installation.		

DOI - CESSNA 180 SERIES - 50 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 50 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	17	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	18	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	19	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		20			
ARCTIC		21			
ARCTIC		22			
ARCTIC		23			
ARCTIC		24			
ARCTIC		25			
ARCTIC		26			
ARCTIC		27			
ARCTIC		28			
ARCTIC		29			
ARCTIC		30			
ARCTIC		31			
ARCTIC		32			
ARCTIC		33			
TEMPERATE	ALL	34	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	35	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	36	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		37			
TEMPERATE		38			
TEMPERATE		39			
TEMPERATE		40			
TEMPERATE		41			
TEMPERATE		42			
TEMPERATE		43			
TEMPERATE		44			
TEMPERATE		45			
TEMPERATE		46			
TEMPERATE		47			
	ALL	48	All panels opened for the inspection are closed and secure.		
	ALL	49	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

100 HOUR SCHEDULED MAINTENANCE CHECKS

100 HOUR INSPECTION INCLUDES 50 HOUR INSPECTION

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

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Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

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Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

100 HOUR INSPECTION INCLUDES 50 HOUR INSPECTION

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Inspect aircraft records to verify that all applicable Cessna Service Information Letters, Cessna Service Bulletins and Supplier Service Bulletins are complied with.		
ALL	2	Inspect aircraft records to verify that all applicable ICAs are complied with.		
ALL	3	Inspect aircraft records to verify that all applicable Airworthiness Directives and Federal Aviation regulations are complied with.		
ALL	4	Inspect aircraft records to verify that all logbook entries required by the Federal Aviation regulations are complied with.		
ALL	5	Interior Placards, Exterior Placards, Decals, Markings and Identification Plates- Inspect for security of installation and legibility.		
ALL	6	Cold and Hot Air Hoses - Check condition, routing, and security.		
ALL	7	Heater Components, Inlets, and Outlets - Inspect all lines, connections, ducts, clamps, seals, and gaskets for condition, restriction, and security.		
ALL	8	Microphone Push-To-Talk Switch - Clean the pilot's and copilot's microphone switches.		
ALL	9	Seats - Examine the seats to make sure they are serviceable and installed correctly. Make sure the seat stops and adjustment mechanism operate correctly. Examine the seat recline control and attaching hardware to make sure the hardware and lock are not damaged and are correctly installed. Lubricate the threads of the Seat Crank Handle Assembly with MIL-PRF-81322 general purpose grease.		
ALL	10	Emergency Locator Transmitter - Inspect for security of attachment and check operation by verifying transmitter output. Check cumulative time and useful life of batteries.		
ALL	11	Portable Hand Fire Extinguisher - Inspect for proper operating pressure, condition, security of installation, and servicing date		
ALL	12	Pilot's and Copilot's Inertia Reels - Inspect for security of installation, proper operation, and evidence of damage.		
ALL	13	Reel Type Secondary Seat Stops - Make sure the Manual lock operates correctly.		
ALL	14	Main Battery, Battery Box and Cables - Examine the general condition and security. Complete a check of the level of electrolyte. Clean and remove any corrosion. Examine the cables for routing, support, and security of the connections.		
ALL	15	Navigation, Beacon, Strobe, and Landing Lights - Check operation, condition of lens, and security of attachment.		
ALL	16	Restraint System, front and rear - Check belts for thinning, fraying, cutting, broken stitches, or ultra-violet deterioration. Check system hardware for security of installation.		
ALL	17	Power Junction Box - Check operation and condition. Check availability and condition of spare fuse (if applicable).		
ALL	18	Starter, Starter Solenoid and electrical Connections - Check for condition of starter brushes, brush leads and commutator.		
R182, TR182	19	Circuit Breaker and Fuses - Check operation and condition. Check for required number of spare fuses.		
ALL	20	Ignition Switch and Electrical Harness - Inspect for damage, condition, and security.		
ALL	21	Starter, Solenoid and Electrical Connections - Check security and condition of starter, electrical connection, and cable.		
ALL	22	Aileron Controls - Check freedom of movement and proper operation through full travel with and without flaps extended.		
ALL	23	Aileron Structure, Control Rods, Hinges, Balance Weights, Bell cranks, Linkage, Bolts, Pulleys, and Pulley Brackets - Check condition, operation, and security of attachment.		
ALL	24	Ailerons and Hinges - Check condition, security, and operation.		
ALL	25	Elevator Control - Check freedom of movement and proper operation through full travel with and without flaps extended.		
ALL	26	Elevator Control System - Inspect pulleys, cables, sprockets, bearings, chains, and turnbuckles for condition, security, and operation. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety.		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	27	Elevator, Hinges, Stops, and Cable Attachment - Check condition, security, and operation.		
ALL	28	Elevator Trim System - Check cables, push-pull rods, bell cranks, pulleys, turnbuckles, fairleads, rub strips, etc. for proper routing, condition, and security.		
182S/T, T182T	29	Elevator Trim Tab Actuator - Examine the free play limits. If the Free play is more than the permitted limits, lubricate the actuator and examine the free play limits again. If the free play is more than the permitted limits, replace the actuator.		
R182, TR182, 182S/T, T182T	30	Flap Actuator Threads - Clean and lubricate.		
ALL	31	Rudder -Inspect the rudder skins for cracks and loose rivets, rudder hinges for condition, cracks and security; hinge bolts, hinge bearings, hinge attach fittings, and bonding jumper for evidence of damage and wear, failed fasteners, and security. Inspect balance weight for looseness and the supporting structure for damages.		
ALL	32	Rudder, Tips, Hinges, Stops, Clips and Cable Attachment - Check condition, security and operation.		
ALL	33	Rudder Control - Check freedom of movement and proper operation through full travel. Check rudder stops for damage and security.		
ALL	34	Elevator/Rudder Down Spring - Check structure, bolts, linkage, bell crank and push-pull tube for condition, operation and security. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travels if cables require tension adjustment or if stops are damaged.		
ALL	35	Fuel System - Inspect plumbing and components for mounting and security.		
R182, TR182, 182S/T, T182T	36	Fuel Tank Vent Lines and Vent Valves - Check vents for obstruction and proper positioning. Check valves for operation.		
182S/T, T182T	37	Integral Fuel Bays - Check for evidence of leakage and condition of fuel caps, adapters, and placards. Using quick drains, ensure no contamination exists. Check quick drains for proper shut off.		
182S/T, T182T	38	Fuel Selector - Using quick drain, ensure no contamination exists.		
R182, TR182, 182S/T, T182T	39	Auxiliary (Electric) Fuel Pump - Check pump and fittings for condition, operation, security. Remove and clean filter (as applicable).		
ALL	40	Fuel Line and Selector Valve Drain(s) - Remove plug and drain.		
ALL	41	Engine primer - Check for leakage, operation and security.		
R182, TR182	42	Integral Fuel Tanks - Check for evidence of leakage and condition of fuel caps, adapters and placards.		
R182, TR182	43	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	44	Primary Flight Display (PFD) Fan, Multi-Function Display (MFD) Fan, Deck Skin Fan, and Remote Avionics Cooling Fan-Operational Check.		
ALL	45	Fuel line (Stainless steel tube assembly) and support clamp inspection and installation.		
ALL	46	Tires - Check tread wear and general condition. Check for proper inflation. Check break for wear.		
182S/T, T182T	47	Main Landing Gear Wheel Fairings and Brake Fairings - Check for cracks, dents, condition of paint, and correct scraper clearance.		
ALL	48	Main Gear Spring Assemblies - Examine for cracks, dents, corrosion, condition of paint or other damage. Examine for chips, scratches, or other damage that lets corrosion get to the steel spring. Examine the axles for condition and security.		
ALL	49	Main Landing Gear Attachment Structure - Check for damage, cracks, loose rivets, bolts and nuts and security of attachment.		
R182, TR182, 182S/T, T182T	50	Nose Gear - Inspect torque links, steering rods, and boots for condition and security of attachment. Check strut for evidence of leakage and proper extension. Check strut barrel for corrosion, pitting, and cleanliness. Check shimmy damper and/or bungees for operation, leakage, and attach points for wear and security.		
182S/T, T182T	51	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.		
R182, TR182, 182S/T, T182T	52	Nose Gear Attachment Structure - Inspect for cracks, corrosion, or other damage and security of attachment.		
ALL	53	Brakes - Test toe brakes and parking brake for proper operation.		
ALL	54	Brakes, Master Cylinders, and Parking Brake - Check master cylinders and parking brake mechanism for condition and security. Check fluid level and test operation of toe and parking brake.		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

ACFT TYPE		100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	55	Wheels, Brake Discs, and Linings - Inspect for wear, cracks, warps, dents, or other damage. Check wheel through-bolts and nuts for looseness.		
ALL	56	Wheel Bearings - Clean, inspect and lube.		
182, T182, R182, TR182	57	Main Gear Tubular Struts - Inspect for cracks, dents, corrosion, condition of paint or other damage. Check for condition and security.		
R182, TR182	58	Main Landing Gear Strut-to-Pivot Attachment - Check for damage, cracks, loose rivets, bolts and nuts and security of attachment.		
R182, TR182	59	Landing Gear - Perform five (5) fault-free cycles.		
R182, TR182	60	Main Landing Gear - Check down lock engagement.		
R182, TR182	61	Landing Gear System - Check adjustment of main and nose gear up and down switches and operation of gear position indicator.		
R182, TR182	62	Nose Gear Doors and linkage - Check for .25 inch minimum clearance throughout up and down cycles, and proper fit when closed. Check linkage for wear, damaged bearings, distortion and superficial damage.		
R182, TR182	63	Hydraulic System - Check all components for leaks and external damage to components or mounting structure.		
R182, TR182	64	Power pack - Clean self-relieving check valve filter.		
R182, TR182	65	Power pack - Perform hydraulic pressure checks of primary relief valve, thermal relief valve and pressure switch.		
180 & 185 Series, R182, TR182	66	Vacuum System Air Filter - Inspect for damage, deterioration and contamination. Clean or replace, if required. NOTE: Smoking will cause premature filter clogging. (Replace every 500Hrs)		
ALL	67	Vacuum System - Inspect for condition and security.		
ALL	68	Vacuum Pumps - Check for condition and security. Check Vacuum system breather line for obstructions, condition, and security.		
ALL	69	Vacuum System Hoses - Inspect for hardness, deterioration, looseness, or collapsed hoses.		
ALL	70	Gyro Filter - Inspect for damage, deterioration and contamination. Clean or replace if required.		
R182, TR182	67	Vacuum System Relief Valve - Inspect for condition and security. (Replace filter each 100Hrs)		
ALL	68	Horizontal Stabilizer and Tail cone Structure - Inspect Bulkheads, spars, ribs, and skins, for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect horizontal stabilizer attach bolts for looseness. Torque as necessary. Check security of inspection covers, fairings, and tips.		
ALL	69	Horizontal Stabilizer and Tips - Inspect externally for skin damage and condition of paint.		
ALL	70	Vertical Stabilizer Fin - Inspect bulkheads, spars, ribs, and skins for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect vertical stabilizer attach bolts for looseness. Torque as necessary. Check security of inspection covers, fairings, and tip.		
ALL	71	Vertical Stabilizer Fin and Tail cone - Inspect externally for skin damage and condition of paint.		
ALL	72	Wing Surfaces and Tips - Inspect for skin damage, loose rivets, and condition of paint.		
ALL	73	Wing Struts and Strut Fairings - Check for dents, cracks, loose screws and rivets, and condition of paint.		
180 & 185 Series	74	Inspect vertical stabilizer rear spar as instructed below.		

TITLE: Vertical Stabilizer Rear Spar Inspection

EFFECTIVITY	180 S/N	185 S/N
	18051994 thru 18053203	185-1448 thru 18504448

PURPOSE: To inspect vertical stabilizer rear spar for signs of damage, cracks or deterioration.

INSPECTION INSTRUCTIONS	MECH	INSP
A. Examine the aircraft records to determine if SK180-43 has been installed. If it has been installed, this inspection is compete. NOTE: If there is any doubt about SK180-43, examine the vertical tail rear spar adjacent to the elevator torque tube for stub spar (P/N 0790004-2) installed within the fuselage contour. Refer to the figure below, View A-A.		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

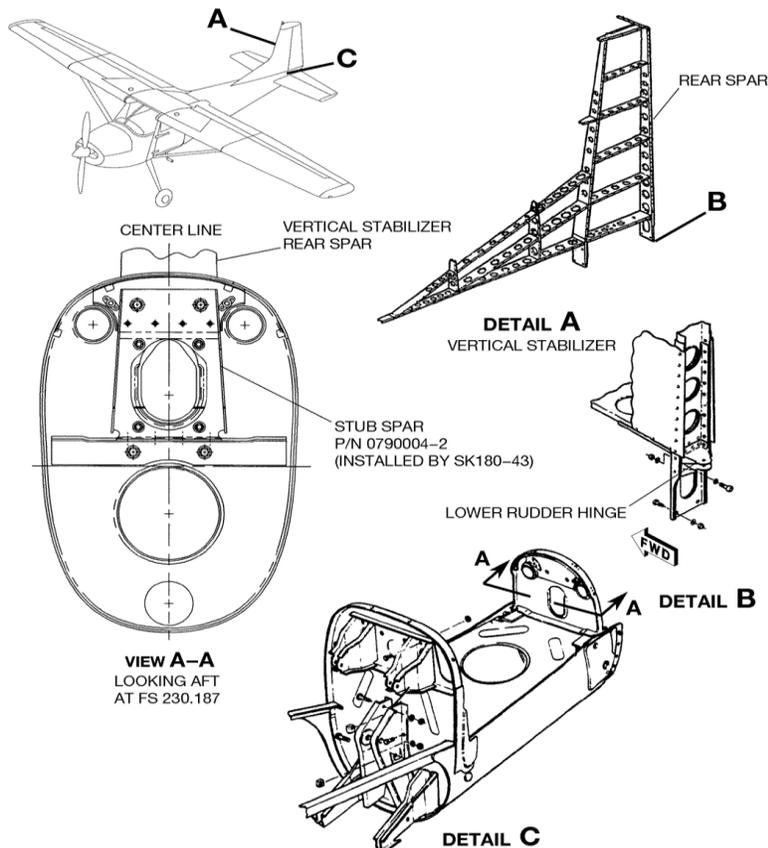
	MECH	INSP
B. Confirm that the elevator travel specified in Section 1 of the applicable Service Manual is attainable.		
NOTE: The remainder of the inspection cannot be completed until the elevator control system is operating properly. If the elevator travel is less than specified, adjust, repair or replace worn parts until the specified travel is attainable.		
C. Confirm that full upward travel does not produce contact between the vertical tail rear spar and the elevator torque tube.		
D. Inspect the vertical stabilizer rear spar for cracks and gouges. Pay particular attention to inspect the flanges and web of the rear spar below the lower rudder hinge. Refer to the figure below.		
<u>Deleted TR-01</u>		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Vertical Stabilizer Rear	Not Allowed

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION	Replace cracked spars. Gouges may be smoothed and faired in accordance with Section 17 (Structural Repair) of the applicable Service Manual. Any repair not available in Section 17 should be coordinated with Cessna Customer Service prior to beginning the repair.	

COMMENTS	Installation of SK180-43, Vertical Stabilizer Rear Spar and Tail cone Aft Bulkhead Reinforcement Installation is a terminating action for this inspection.
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ACFT TYPE	100 HOUR INSPECTION REQUIREMENTS		MECH	INSP
180 & 185 Series	75	Inspect wing main spar and rear spar as instructed below.		
TITLE:		Wing Spar Inspection		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

EFFECTIVITY	180 S/N	185 S/N
	604, 614, 624, 645	632
	30000 thru 32999	185-0001 thru 185-1149
	50001 thru 50911	185-0968 thru 18504448
	18050912 thru 18053203	

PURPOSE	To ensure structural integrity of the wing structure.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Open all access panels and remove wing strut upper fairings.		
	B. Visually inspect the wing main spar for damaged, corroded or cracked parts. Use a bore scope or magnifying glass where required.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Visually inspect the corners of skin cutouts through which the lift strut fork passes.		
	(3) Visually inspect the main spar lower flange, front and rear faces in the region of the lift strut attachment. Pay particular attention to the areas around the spar to skin rivets.		
	C. Using at least a 4X magnifying glass and a bright light, inspect the rear spar web for fatigue cracks in the root area, especially along the radius which is located under the attachment fittings.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Access the flap bay inner inspection panel to inspect the upper flange of the rear spar channel at the outer end of the attachment fitting.		
	E. Visually inspect the rear spar for cracks at the trailing edge where the root end fits closely to the spar. If doubt exists, the trailing edge root end rib can be removed for more detailed inspection.		
	(1) Clean area before inspecting if grime or debris is present.		
F. Install previously removed access panels and wing strut upper fairings.			

ACCESS AND DETECTABLE CRACK SIZE		
ACCESS/LOCATION	DETECTABLE CRACK SIZE	
Wings	Not Allowed	

INSPECTION METHOD	Visual, Bore scope, Magnifying Glass
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		MECH	INSP
REPAIR/MODIFICATION	Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

ACFT TYPE	100 HOUR INSPECTION REQUIREMENTS		MECH	INSP
182	76	Inspect vertical stabilizer Attachment bolts, forward and aft vertical stabilizer structures and stabilizer attach bulkheads as instructed below.		
TITLE		Vertical Stabilizer Attachment Inspection		

EFFECTIVITY	182 S/N	
	634, 675	F18200001 thru F18200169
	18253599 thru 18268586	FR18200001 thru FR18200070
	A182-0001 thru A182-0148	

PURPOSE	To inspect the aft fuselage bulkhead for cracks.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Check aircraft records to determine if SEB99-12 has been complied with, or SK210-161 has been installed. If SEB99-12 has been complied with, this inspection is complete.		
	NOTE: If there is any doubt about the installation of SK210-161, look at the vertical spar rear spar attachment to the bulkhead. If there are three fasteners through the bulkhead, SK210-161 has not been installed. If there are four fasteners, SK210-161 has been installed.		
	B. Vertical stabilizer attachment inspection.		
	(1) Remove the stinger and fairings between the vertical and the horizontal stabilizers.		
	(2) Visually inspect the attachment bolts for indications of looseness (i.e., cracked inspection putty or signs of working). If signs of looseness are found, remove the attach bolts one at a time and:		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

	MECH	INSP
(a) Check the hole diameter. The lower two holes are "V" (0.377) inch diameter and the upper hole is 5/16 (0.312) inch diameter.		
(b) Conduct a bolt hole eddy current inspection of the hole. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(3) Visually inspect the forward and aft vertical stabilizer structures. The most important areas are shaded in the figure below.		
(4) Conduct a surface eddy current inspection of the front vertical stabilizer attachment bulkhead around the edges of the holes for the rudder cable. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(5) If cracks are found in the front vertical stabilizer attachment bulkhead:		
(a) Remove the attach bolts that pass through the front vertical stabilizer attachment bulkhead one at a time.		
(b) Conduct a bolt hole eddy current inspection of each vertical stabilizer attachment hole. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(6) Conduct a surface eddy current inspection of the aft vertical stabilizer attachment bulkhead:		
(a) around the edges of the holes for the rudder cable. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(b) along the forward edge and the bend radii. Inspect the area between the edge of the tail cone horizontal bulkhead assembly and three inches above. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(7) If cracks are found in the aft vertical stabilizer attachment bulkhead:		
(a) Remove the vertical stabilizer.		
(b) Conduct a surface eddy current inspection of the front spar fitting of the vertical stabilizer. Pay particular attention to areas around the attach holes and along the edges of the part. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(8) Install the removed parts, including the stinger and fairings.		

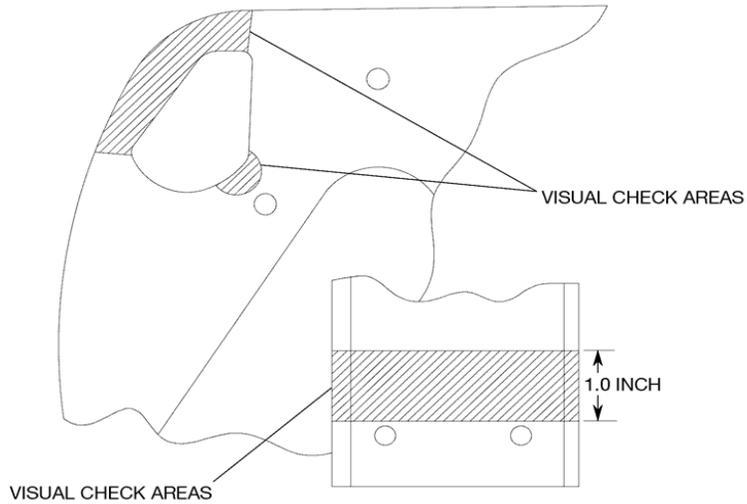
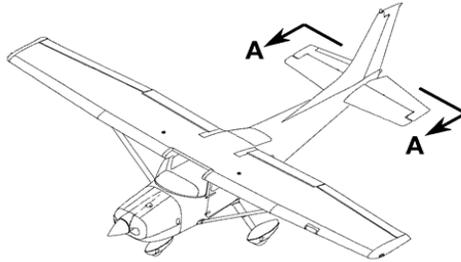
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Eddy Current.
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	MECH	INSP
REPAIR/MODIFICATION		
A. If any cracks are found in the aft vertical stabilizer attach bulkhead, replace the aft vertical stabilizer attach bulkhead.		
B. If any cracks are found in the front vertical stabilizer spar fitting, replace the front vertical stabilizer spar attach fitting.		
C. If the lower holes are larger than 0.383 inch or the upper hole is larger than 0.321 inch, ream the lower holes oversize (0.437 to 0.442 inches) and install AN-7 bolts, torqued to 500-840 in-lb., or the upper hole (0.375 to 0.379 inches) and install an AN-6 bolt, torqued to 190-390 in-lb.		
D. Alternatively, the rear spar bulkhead and fittings can be replaced as described in SEB99-12, Revision 1 or as listed below. Installation of this service kit is a terminating action for AD 72-07-09 and this inspection.		
(1) Obtain Cessna Service Kit SK210-161-1.		
(2) Install the service kit in accordance with the included instructions.		
(3) Retain a copy of the "FAA letter" included as an attachment to SEB99-12, Revision 1 and attach it to the airplane records.		

COMMENTS	Refer to SE72-03, and SEB99-12, Revision 1 and associated FAA letter.
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DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS



VIEW A-A
VIEW OF AFT BULKHEAD AND
FRONT FIN SPAR
LOOKING FORWARD

ACFT TYPE	100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	77 Engine and Engine Oil - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed. Drain oil sump and oil cooler. Check for metal particles or foreign material in filter/screens, on sump drain plug, and on engine suction screen. Replace filter or clean and inspect screens, and refill with recommended grade aviation oil. (First 25 Hrs.: Refill with straight grade mineral oil and use until a total of 50 Hrs. have accumulated, or oil consumption has stabilized. Change oil, replace filter, and refill sump with recommended grade of ash less dispersant oil. Change oil and replace filter at least every six (6) months, regardless of accumulated hours.)		
ALL	78 Engine Metal Lines, Hoses, Clamps, and Fittings - Check for leaks, condition, and security. Check for proper routing and support.		
R182, TR182	79 Exhaust system - Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Air leak check exhaust system.		
Turbo Charged Engines ONLY	80 Turbocharger (if applicable) - Inspect turbocharger mounting brackets, ducting, linkage, and attaching parts for general condition, leakage or damage, and security of attachment, and evidence of wear. Check waste gate return spring for condition and security. Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Check waste gate, actuator, controller, oil and vent lines, over boost relief valve and compressor housing for leakage, apparent damage, security of attachment and evidence of wear. Check waste gate return spring for condition and security.		
ALL	81 Oil cooler - Check for obstructions, leaks, and security of attachment.		
ALL	82 Engine Controls and Linkage - Examine the general condition and freedom of movement through the full range. Complete a check for the proper travel, security of attachment, and for evidence of wear. Complete a check of the friction lock and Vernier adjustment for proper operation. Complete a check to make sure the throttle, fuel mixture, and propeller governor arms operate through their full arc of travel. The maximum linear free play is 0.050 inch.		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

ACFT TYPE	100 HOUR INSPECTION REQUIREMENTS	MECH	INSP
ALL	83 Engine Cowling and Cowl Flaps - Inspect for cracks, dents, other damage and security of cowl fasteners. Check cowl flaps for condition, security, and operation. Check cowl flap controls for freedom of movement through full travel.		
ALL	84 Induction System - Check security of clamps, tubes, and ducting. Remove and clean air filter. Inspect for damage and service. Inspect for evidence of leakage.		
ALL	85 Spinner - Check general condition and attachment.		
ALL	86 Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
ALL	87 Spinner and Spinner Bulkhead - Remove spinner, wash, and inspect for cracks and fractures.		
ALL	88 Induction Air box, Valves, Doors, and Controls - Remove air filter and inspect hinges, doors, seals, and attaching parts for wear and security. Check operation.		
ALL	89 Crankcase, Oil Sump, Accessory Section and Front Crankshaft Seal - Inspect for cracks and evidence of oil leakage. Check bolts and nuts for looseness and torque as necessary. Check crankcase breather lines for obstructions, security, and general condition.		
ALL	90 Engine Cylinders, Rocker Box Covers, and Pushrod Housings - Check for fin damage, cracks, oil leakage, security of attachment, and general condition.		
ALL	91 Cylinder Compression - Complete a differential compression test.		
R182, TR182, 182S/T, T182T	92 Engine-Driven Fuel Pump - Check for evidence of leakage, security of attachment, and general condition.		
ALL	93 Fuel Injection System - Check System for security and condition. Clean fuel inlet screen, check and clean injection nozzles and screens (if evidence of contamination is found), and lubricate air throttle shaft.		
ALL	94 Idle and Mixture - Run the airplane engine to determine satisfactory performance. If required, adjust the idle rpm and fuel mixture.		
ALL	95 Magnetos - Examine the external condition for correct installation and condition of the electrical leads. Complete a check of the engine timing (external timing).		
ALL	96 Ignition Harness and Insulators - Check for proper routing, deterioration, and condition of terminals.		
ALL	97 Spark Plugs - Remove, clean, analyze, test, gap, and rotate top plugs to bottom and bottom plugs to top.		
ALL	98 Magnetos - Check external condition, security and electrical leads for condition. Check timing to engine and internal timing if engine timing requires adjustment. Compliance with Bendix Service Bulletin 599D is required.		
ALL	99 Carburetor - Drain and flush carburetor bowl, clean inlet strainer and drain plug. Check general condition and security.		
ALL	100 Aileron, Rudder, Elevator Trim Tab and Hinges - Check condition, security, freedom of movement through full range with and without flaps extended, and operation. Check electric trim controls for operation (as applicable).		
ALL	101 Aileron, Elevator, and Rudder Stops - Check for damage and security. Compliance with Cessna Service Letter SE80-65 is required.		

DOI - CESSNA 180 SERIES - 100 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 100 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	102	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	103	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	104	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		105			
ARCTIC		106			
ARCTIC		107			
ARCTIC		108			
ARCTIC		109			
ARCTIC		110			
ARCTIC		111			
ARCTIC		112			
ARCTIC		113			
ARCTIC		114			
ARCTIC		115			
TEMPERATE	ALL	116	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	117	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	118	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		119			
TEMPERATE		120			
TEMPERATE		121			
TEMPERATE		122			
TEMPERATE		123			
TEMPERATE		124			
TEMPERATE		125			
TEMPERATE		126			
TEMPERATE		127			
TEMPERATE		128			
TEMPERATE		129			
TEMPERATE		130			
	ALL	131	All panels opened for the inspection are closed and secure.		
	ALL	132	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

200 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.
Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 200 HOUR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		200 HOUR INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Communication Antennas and Cables - Inspect for security of attachment, connection, and condition.		
ALL	2	Microphones, Headsets, and Jacks - inspect for cleanliness, security, and evidence of damage.		
ALL	3	General Airplane and System Wiring - Inspect for proper routing, chafing, broken or loose terminals, general condition, broken or inadequate clamps, and sharp bends in wiring.		
ALL	4	External Power Receptacle and Power Cables - Inspect for condition and security.		
ALL	5	Ailerons and Cables - Check operation and security of stops. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety. Check travel if cable tension requires adjustment or if stops are damaged. Check fairleads and rub strips for condition.		
182, T182, R182, TR182 182S/T, T182T	6	Control Wheel Lock - Check general condition and operation.		
ALL	7	Control Linkage - Inspect pulleys, cables, bearings, and turnbuckles for condition and security.		
ALL	8	Rudder - Check Internal surfaces for corrosion, condition of fasteners, and balance weight attachment.		
ALL	9	Rudder Pedals and Linkage - Check for general condition, proper rigging, and operation. Check for security of attachment		
ALL	10	Elevator Trim Tab Stop Blocks - Inspect for damage and security.		
ALL	11	Wing Flap Control - Check operation through full travel and observe Flap Position indicator for proper indication.		
ALL	12	Flap Structure, Linkage, Bell cranks, Pulleys, and Pulley Brackets - Check for condition, operation and security.		
ALL	13	Flaps and Cables - Check cables for proper tension, routing, fraying, corrosion, and turnbuckle safety. Check travel if cable tension requires adjustment.		
ALL	14	Flap Motor, Actuator, and Limit Switches (electric flaps) - Check wiring and terminals for condition and security. Check actuator for condition and security.		
ALL	15	Instrument Lines, Fittings, Ducting, and Instrument Panel Wiring - Check for proper routing, support, and security of attachment		
182, R182, TR182, 182S/T, T182T	16	Nose Gear Fork - Inspect for cracks, general condition, and security of attachment.		
182, R182, TR182, 182S/T, T182T	17	Nose Gear Steering Mechanism - Check for wear, security, and proper rigging.		
ALL	18	Static System - Inspect for security of installation, cleanliness, and evidence of damage.		
ALL	19	Magnetic Compass - Inspect for security of installation, cleanliness, and evidence of damage.		
ALL	20	Instrument Panel Mounted Avionics Units (including Audio Panel, VHF Nav/Com(s), ADF, GPS, Transponder, Compass System, Multi-function Display, and Primary Flight Display) and Remote Mounted Avionics Components. Inspect for deterioration, cracks, and security of instrument panel mounts. Inspect for security of electrical connections, conditions, and security of wire routing.		
ALL	21	Navigation Indicators, Controls, and Components - Inspect for condition and security.		
ALL	22	Navigation Antennas and Cables - Inspect for security of attachment, connection, and condition.		
ALL	23	Firewall Structure - Inspect for wrinkles, damage, cracks, sheared rivets, etc. Check cowl shock mounts for condition and security.		
ALL	24	Internal Fuselage Structure - Inspect bulkheads, doorposts, stringers, doublers, and skins for corrosion, cracks, buckles, and loose rivets, bolts and nuts.		
ALL	25	Wing Access Plates - Check for damage and security of installation.		
ALL	26	Wing Spar and Wing Strut Fittings - Check for evidence of wear. Check attach bolts for indications of looseness and torque as required.		
ALL	27	Wing Structure - Inspect spars, ribs, skins, and stringers for cracks, wrinkles, loose rivets, corrosion, or other damage.		
ALL	28	Propeller Hub - Check general condition.		
ALL	29	Propeller Mounting Bolts - Inspect mounting bolts and safety wire for signs of looseness. Torque mounting bolts as required.		

DOI - CESSNA 180 SERIES - 200 HOUR INSPECTIONS

ACFT TYPE		200 HOUR INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	30	Propeller Governor and Control - Check for security and operation of controls. Maximum linear free play is 0.050 inch.		
Turbo Charged Engines ONLY	31	Turbocharger (if applicable) - Examine the turbocharger for burned areas, bulges, or cracks. Use a flashlight and mirror in the tailpipe to examine the turbine for coking, carbonization, oil deposits, and turbine impellers for damage.		
ALL	32	Engine Shock Mounts, Engine Mount Structure, and Ground Straps - Check condition, security, and alignment.		
ALL	33	Instrument Panel Shock Mounts, Ground Straps, Covers, Decals and Labeling - Inspect for deterioration, cracks, and security of attachment.		
ALL	34	Fuselage Mounted Equipment - Check for general condition and security of attachment, connection, and condition.		
182, T182, R182, TR182	35	Control Column - Inspect pulleys, cables, sprockets, bearings, chains, bungees, and turnbuckles for condition and security.		
R182, TR182	36	Throttle-Operated Gear Warning System - Check condition of wiring and security of components. Perform rigging check.		
R182, TR182	37	Emergency Hand Pump - Check operation, check lines and components for damage and leaks.		
R182, TR182	38	Throttle-Operated Flap Warning System - Check condition of wiring and security of components. Perform rigging check.		
R182, TR182	39	Trim Controls and Indicators - Check freedom of movement and proper operation through full travel. Check pulleys, cables, sprockets, bearings, chains, bungees and turnbuckles for condition and security. Check electric trim controls for operation as applicable.		
R182, TR182	40	Elevator Trim Tab Actuator - Free-Play limits inspection.		
R182, TR182	41	Heated Windshield Panel - Check operation, security of installation, electrical wiring and condition of storage bag.		
R182, TR182	42	Alternator Control Unit - Inspect wiring, mounting, condition and wire routing.		
ALL	43	Switches - Check operation, terminals, wiring and mounting for conditions, security and interference.		
ALL	44	Instrument Panel and Control Pedestal - Inspect wiring, mounting and terminals for condition and security. Check resistance between stationary panel and instrument panel for proper ground.		
ALL	45	Ventilation System - Inspect clamps, hoses, and valves for condition and security.		
ALL	46	Upholstery, Headliner, Trim, and Carpeting - Check condition and security.		
ALL	47	Brake Lines, Wheel Cylinders, Hoses, Clamps, and Fittings - Check for leaks, condition, and security and hoses for bulges and deterioration. Check brake lines and hoses for proper routing and support.		
182S/T, T182T	48	Autopilot Servo Capstan Assemblies. Check slip-clutch torque settings.		
182S/T, T182T	49	Autopilot Servo Actuators. Inspect for evidence of corrosion and or buildup of dirt or other particulate matter which may interfere with servo operation.		
ALL	50	Inspect dry vacuum pump brush wear.		

DOI - CESSNA 180 SERIES - 200 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 200 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	51	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	52	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	53	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		54			
ARCTIC		55			
ARCTIC		56			
ARCTIC		57			
ARCTIC		58			
ARCTIC		59			
ARCTIC		60			
ARCTIC		61			
ARCTIC		62			
ARCTIC		63			
ARCTIC		64			
ARCTIC		65			
TEMPERATE	ALL	66	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	67	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	68	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		69			
TEMPERATE		70			
TEMPERATE		71			
TEMPERATE		72			
TEMPERATE		73			
TEMPERATE		74			
TEMPERATE		75			
TEMPERATE		76			
TEMPERATE		77			
TEMPERATE		78			
TEMPERATE		79			
TEMPERATE		80			
	ALL	81	All panels opened for the inspection are closed and secure.		
	ALL	82	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

ANNUAL SCHEDULED MAINTENANCE CHECKS

ANNUAL INCLUDES ALL 12 MONTH, 200 HOUR, 100 HOUR AND 50 HOUR INSPECTIONS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ANNUAL INCLUDES ALL 12 MONTH, 200 HOUR, 100 HOUR AND 50 HOUR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE	ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1 Inspect aircraft records to verify that all applicable Cessna Service Information Letters, Cessna Service Bulletins and Supplier Service Bulletins are complied with.		
ALL	2 Inspect aircraft records to verify that all applicable ICAs are complied with.		
ALL	3 Inspect aircraft records to verify that all applicable Airworthiness Directives and Federal Aviation regulations are complied with.		
ALL	4 Inspect aircraft records to verify that all logbook entries required by the Federal Aviation regulations are complied with.		
ALL	5 Interior Placards, Exterior Placards, Decals, Markings and Identification Plates- Inspect for security of installation and legibility.		
ALL	6 Inspect Aircraft Records to verify FAR 91:411 Altimeter, Pressure Reporting (Automatic) and Static Systems Test, and 91:413 ATC Transponder Test and Inspection are current.		
ALL	7 Generally - Inspect for uncleanliness and loose equipment that might foul the controls.		
ALL	8 Seats and safety belts - Inspect for poor condition and apparent defects.		
ALL	9 Windows and Windshield - Inspect for deterioration and breakage.		
ALL	10 Instruments - Inspect for poor condition, mounting, marking and (where applicable) improper operation.		
ALL	11 Batteries - Inspect for improper installation and improper charge.		
ALL	12 Cold and Hot Air Hoses - Check condition, routing, and security.		
ALL	13 Heater Components, Inlets, and Outlets - Inspect all lines, connections, ducts, clamps, seals, and gaskets for condition, restriction, and security.		
ALL	14 Microphone Push-To-Talk Switch - Clean the pilot's and copilot's microphone switches.		
ALL	15 Radio and electronic equipment - Inspect for improper installation and insecure mounting.		
ALL	16 Wiring and conduits - Inspect for improper routing, insecure mounting, and obvious defects.		
ALL	17 Bonding and shielding - Inspect for improper installation and peer condition.		
ALL	18 Antenna - Inspect for poor condition, insecure mounting, and improper operation.		
ALL	19 Seats - Examine the seats to make sure they are serviceable and installed correctly. Make sure the seat stops and adjustment mechanism operate correctly. Examine the seat recline control and attaching hardware to make sure the hardware and lock are not damaged and are correctly installed. Lubricate the threads of the Seat Crank Handle Assembly with MIL-PRF-81322 general purpose grease.		
ALL	20 Emergency Locator Transmitter - Inspect for security of attachment and check operation by verifying transmitter output. Check cumulative time and useful life of batteries.		
ALL	21 Portable Hand Fire Extinguisher - Inspect for proper operating pressure, condition, security of installation, and servicing date		
ALL	22 Pilot's and Copilot's Inertia Reels - Inspect for security of installation, proper operation, and evidence of damage.		
ALL	23 Reel Type Secondary Seat Stops - Make sure the Manual lock operates correctly.		
ALL	24 Main Battery, Battery Box and Cables - Examine the general condition and security. Complete a check of the level of electrolyte. Clean and remove any corrosion. Examine the cables for routing, support, and security of the connections.		
ALL	25 Navigation, Beacon, Strobe, and Landing Lights - Check operation, condition of lens, and security of attachment.		
ALL	26 Restraint System, front and rear - Check belts for thinning, fraying, cutting, broken stitches, or ultra-violet deterioration. Check system hardware for security of installation.		
ALL	27 Power Junction Box - Check operation and condition. Check availability and condition of spare fuse (if applicable).		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	28	Starter, Starter Solenoid and electrical Connections - Check for condition of starter brushes, brush leads and commutator.		
R182, TR182	29	Circuit Breaker and Fuses - Check operation and condition. Check for required number of spare fuses.		
ALL	30	Ignition Switch and Electrical Harness - Inspect for damage, condition, and security.		
ALL	31	Starter, Solenoid and Electrical Connections - Check security and condition of starter, electrical connection, and cable.		
ALL	32	Aileron Controls - Check freedom of movement and proper operation through full travel with and without flaps extended.		
ALL	33	Aileron Structure, Control Rods, Hinges, Balance Weights, Bell cranks, Linkage, Bolts, Pulleys, and Pulley Brackets - Check condition, operation, and security of attachment.		
ALL	34	Ailerons and Hinges - Check condition, security, and operation.		
ALL	35	Elevator Control - Check freedom of movement and proper operation through full travel with and without flaps extended.		
ALL	36	Elevator Control System - Inspect pulleys, cables, sprockets, bearings, chains, and turnbuckles for condition, security, and operation. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety.		
ALL	37	Elevator, Hinges, Stops, and Cable Attachment - Check condition, security, and operation.		
ALL	38	Elevator Trim System - Check cables, push-pull rods, bell cranks, pulleys, turnbuckles, fairleads, rub strips, etc. for proper routing, condition, and security.		
182S/T, T182T	39	Elevator Trim Tab Actuator - Examine the free play limits. If the Free play is more than the permitted limits, lubricate the actuator and examine the free play limits again. If the free play is more than the permitted limits, replace the actuator.		
ALL	40	Flaps - Check cables, push-pull rods, bell cranks, pulleys, turnbuckles, fairleads, rub strips, etc. for proper routing, condition, and security.		
R182, TR182, 182S/T, T182T	41	Flap Actuator Threads - Clean and lubricate threads.		
ALL	42	Rudder -Inspect the rudder skins for cracks and loose rivets, rudder hinges for condition, cracks and security; hinge bolts, hinge bearings, hinge attach fittings, and bonding jumper for evidence of damage and wear, failed fasteners, and security. Inspect balance weight for looseness and the supporting structure for damages.		
ALL	43	Rudder, Tips, Hinges, Stops, Clips and Cable Attachment - Check condition, security and operation.		
ALL	44	Rudder Control - Check freedom of movement and proper operation through full travel. Check rudder stops for damage and security.		
ALL	45	Elevator/Rudder Down Spring - Check structure, bolts, linkage, bell crank and push-pull tube for condition, operation and security. Check cables for tension, routing, fraying, corrosion and turnbuckle safety. Check travels if cables require tension adjustment or if stops are damaged.		
ALL	46	Fuel System - Inspect plumbing and components for mounting and security.		
R182, TR182, 182S/T, T182T	47	Fuel Tank Vent Lines and Vent Valves - Check vents for obstruction and proper positioning. Check valves for operation.		
182S/T, T182T	48	Integral Fuel Bays - Check for evidence of leakage and condition of fuel caps, adapters, and placards. Using quick drains, ensure no contamination exists. Check quick drains for proper shut off.		
182S/T, T182T	49	Fuel Selector - Using quick drain, ensure no contamination exists.		
R182, TR182, 182S/T, T182T	50	Auxiliary (Electric) Fuel Pump - Check pump and fittings for condition, operation, security. Remove and clean filter (as applicable).		
ALL	51	Fuel Line and Selector Valve Drain(s) - Remove plug and drain.		
ALL	52	Engine primer - Check for leakage, operation and security.		
R182, TR182	53	Integral Fuel Tanks - Check for evidence of leakage and condition of fuel caps, adapters and placards.		
R182, TR182	54	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	55	Primary Flight Display (PFD) Fan, Multi-Function Display (MFD) Fan, Deck Skin Fan, and Remote Avionics Cooling Fan-Operational Check.		
ALL	56	Fuel line (Stainless steel tube assembly) and support clamp inspection and installation.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	57	Tires - Check trend wear and general condition. Check for proper inflation. Check break for wear.		
182S/T, T182T	58	Main Landing Gear Wheel Fairings and Brake Fairings - Check for cracks, dents, condition of paint, and correct scraper clearance.		
ALL	59	Main Gear Spring Assemblies - Examine for cracks, dents, corrosion, condition of paint or other damage. Examine for chips, scratches, or other damage that lets corrosion get to the steel spring. Examine the axles for condition and security.		
ALL	60	Main Landing Gear Attachment Structure - Check for damage, cracks, loose rivets, bolts and nuts and security of attachment.		
R182, TR182, 182S/T, T182T	61	Nose Gear - Inspect torque links, steering rods, and boots for condition and security of attachment. Check strut for evidence of leakage and proper extension. Check strut barrel for corrosion, pitting, and cleanliness. Check shimmy damper and/or bungees for operation, leakage, and attach points for wear and security.		
182S/T, T182T	62	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.		
R182, TR182, 182S/T, T182T	63	Nose Gear Attachment Structure - Inspect for cracks, corrosion, or other damage and security of attachment.		
ALL	64	Brakes - Test toe brakes and parking brake for proper operation.		
ALL	65	Brakes, Master Cylinders, and Parking Brake - Check master cylinders and parking brake mechanism for condition and security. Check fluid level and test operation of toe and parking brake.		
ALL	66	Wheels, Brake Discs, and Linings - Inspect for wear, cracks, warps, dents, or other damage. Check wheel through-bolts and nuts for looseness. Check condition of bearings.		
ALL	67	Wheel Bearings - Clean, inspect and lube.		
182, T182, R182, TR182	68	Main Gear Tubular Struts - Inspect for cracks, dents, corrosion, condition of paint or other damage. Check for condition and security.		
R182, TR182	69	Main Landing Gear Strut-to-Pivot Attachment - Check for damage, cracks, loose rivets, bolts and nuts and security of attachment.		
R182, TR182	70	Landing Gear - Perform five (5) fault-free cycles.		
R182, TR182	71	Main Landing Gear - Check down lock engagement.		
R182, TR182	72	Landing Gear System - Check adjustment of main and nose gear up and down switches and operation of gear position indicator.		
R182, TR182	73	Nose Gear Doors and linkage - Check for .25 inch minimum clearance throughout up and down cycles, and proper fit when closed. Check linkage for wear, damaged bearings, distortion and superficial damage.		
R182, TR182	74	Hydraulic System - Check all components for leaks and external damage to components or mounting structure.		
R182, TR182	75	Power pack - Clean self-relieving check valve filter.		
R182, TR182	76	Power pack - Perform hydraulic pressure checks of primary relief valve, thermal relief valve and pressure switch.		
180 & 185 Series, R182, TR182	77	Vacuum System Air Filter - Inspect for damage, deterioration and contamination. Clean or replace, if required. NOTE: Smoking will cause premature filter clogging. (Replace every 500Hrs)		
ALL	78	Vacuum System - Inspect for condition and security.		
ALL	79	Vacuum Pumps - Check for condition and security. Check Vacuum system breather line for obstructions, condition, and security.		
ALL	80	Vacuum System Hoses - Inspect for hardness, deterioration, looseness, or collapsed hoses.		
ALL	81	Gyro Filter - Inspect for damage, deterioration and contamination. Clean or replace if required.		
R182, TR182	78	Vacuum System Relief Valve - Inspect for condition and security. (Replace filter each 100Hrs)		
ALL	79	Horizontal Stabilizer and Tail cone Structure - Inspect Bulkheads, spars, ribs, and skins, for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect horizontal stabilizer attach bolts for looseness. Torque as necessary. Check security of inspection covers, fairings, and tips.		
ALL	80	Horizontal Stabilizer and Tips - Inspect externally for skin damage and condition of paint.		
ALL	81	Vertical Stabilizer Fin - Inspect bulkheads, spars, ribs, and skins for cracks, wrinkles, loose rivets, corrosion, or other damage. Inspect vertical stabilizer attach bolts for looseness. Torque as necessary. Check security of inspection covers, fairings, and tip.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	82	Vertical Stabilizer Fin and Tail cone - Inspect externally for skin damage and condition of paint.		
ALL	83	Wing Surfaces and Tips - Inspect for skin damage, loose rivets, and condition of paint.		
ALL	84	Wing Struts and Strut Fairings - Check for dents, cracks, loose screws and rivets, and condition of paint.		
180 & 185 Series	85	Inspect vertical stabilizer rear spar as instructed below.		
TITLE:		Vertical Stabilizer Rear Spar Inspection		

EFFECTIVITY	180 S/N	185 S/N
	18051994 thru 18053203	185-1448 thru 18504448

PURPOSE	To inspect vertical stabilizer rear spar for signs of damage, cracks or deterioration.
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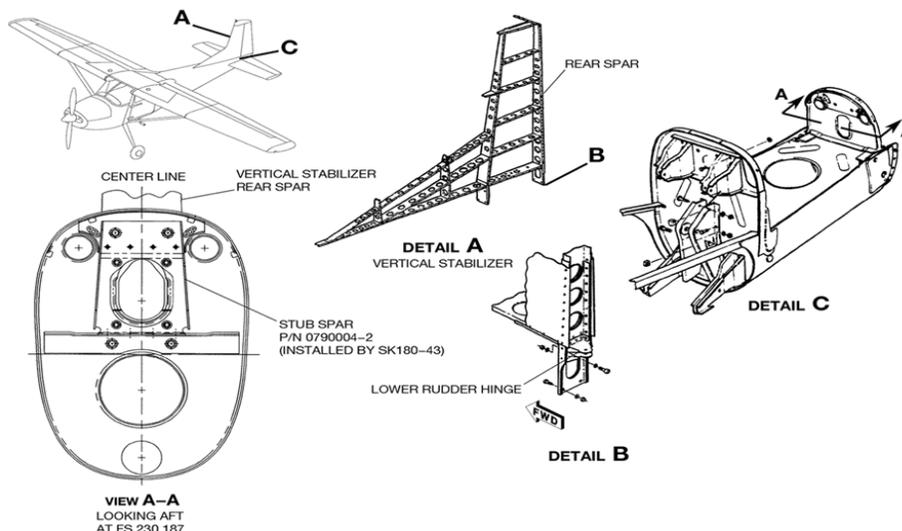
		MECH	INSP
INSPECTION INSTRUCTIONS	<p>A. Examine the aircraft records to determine if SK180-43 has been installed. If it has been installed, this inspection is complete.</p> <p>NOTE: If there is any doubt about SK180-43, examine the vertical tail rear spar adjacent to the elevator torque tube for stub spar (P/N 0790004-2) installed within the fuselage contour. Refer to the figure below, View A-A.</p> <p>B. Confirm that the elevator travel specified in Section 1 of the applicable Service Manual is attainable.</p> <p>NOTE: The remainder of the inspection cannot be completed until the elevator control system is operating properly. If the elevator travel is less than specified, adjust, repair or replace worn parts until the specified travel is attainable.</p> <p>C. Confirm that full upward travel does not produce contact between the vertical tail rear spar and the elevator torque tube.</p> <p>D. Inspect the vertical stabilizer rear spar for cracks and gouges. Pay particular attention to inspect the flanges and web of the rear spar below the lower rudder hinge. Refer to the figure below.</p>		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Vertical Stabilizer Rear	Not Allowed

INSPECTION METHOD	Visual
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		MECH	INSP
REPAIR/MODIFICATION	Replace cracked spars. Gouges may be smoothed and faired in accordance with Section 17 (Structural Repair) of the applicable Service Manual. Any repair not available in Section 17 should be coordinated with Cessna Customer Service prior to beginning the repair.		

COMMENTS	Installation of SK180-43, Vertical Stabilizer Rear Spar and Tail cone Aft Bulkhead Reinforcement Installation is a terminating action for this inspection.
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DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
180 & 185 Series	86	Inspect wing main spar and rear spar as instructed below.		
TITLE:		Wing Spar Inspection		

EFFECTIVITY	180 S/N		185 S/N	
		604, 614, 624, 645		632
		30000 thru 32999		185-0001 thru 185-1149
		50001 thru 50911		185-0968 thru 18504448
		18050912 thru 18053203		

PURPOSE	To ensure structural integrity of the wing structure.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Open all access panels and remove wing strut upper fairings.		
	B. Visually inspect the wing main spar for damaged, corroded or cracked parts. Use a bore scope or magnifying glass where required.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Visually inspect the corners of skin cutouts through which the lift strut fork passes.		
	(3) Visually inspect the main spar lower flange, front and rear faces in the region of the lift strut attachment. Pay particular attention to the areas around the spar to skin rivets.		
	C. Using at least a 4X magnifying glass and a bright light, inspect the rear spar web for fatigue cracks in the root area, especially along the radius which is located under the attachment fittings.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Access the flap bay inner inspection panel to inspect the upper flange of the rear spar channel at the outer end of the attachment fitting.		
	E. Visually inspect the rear spar for cracks at the trailing edge where the root end fits closely to the spar. If doubt exists, the trailing edge root end rib can be removed for more detailed inspection.		
	(1) Clean area before inspecting if grime or debris is present.		
F. Install previously removed access panels and wing strut upper fairings.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wings	Not Allowed

INSPECTION METHOD	Visual, Bore scope, Magnifying Glass
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		MECH	INSP
REPAIR/MODIFICATION	Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
182	87	Inspect vertical stabilizer Attachment bolts, forward and aft vertical stabilizer structures and stabilizer attach bulkheads as instructed below.		
TITLE		Vertical Stabilizer Attachment Inspection		

EFFECTIVITY	182 S/N			
		634, 675		F18200001 thru F18200169
		18253599 thru 18268586		FR18200001 thru FR18200070
		A182-0001 thru A182-0148		

PURPOSE	To inspect the aft fuselage bulkhead for cracks.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Check aircraft records to determine if SEB99-12 has been complied with, or SK210-161 has been installed. If SEB99-12 has been complied with, this inspection is complete.		
	NOTE: If there is any doubt about the installation of SK210-161, look at the vertical spar rear spar attachment to the bulkhead. If there are three fasteners through the bulkhead, SK210-161 has not been installed. If there are four fasteners, SK210-161 has been installed.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

	MECH	INSP
B. Vertical stabilizer attachment inspection.		
(1) Remove the stinger and fairings between the vertical and the horizontal stabilizers.		
(2) Visually inspect the attachment bolts for indications of looseness (i.e., cracked inspection putty or signs of working). If signs of looseness are found, remove the attach bolts one at a time and:		
(a) Check the hole diameter. The lower two holes are "V" (0.377) inch diameter and the upper hole is 5/16 (0.312) inch diameter.		
(b) Conduct a bolt hole eddy current inspection of the hole. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(3) Visually inspect the forward and aft vertical stabilizer structures. The most important areas are shaded in the figure below.		
(4) Conduct a surface eddy current inspection of the front vertical stabilizer attachment bulkhead around the edges of the holes for the rudder cable. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(5) If cracks are found in the front vertical stabilizer attachment bulkhead:		
(a) Remove the attach bolts that pass through the front vertical stabilizer attachment bulkhead one at a time.		
(b) Conduct a bolt hole eddy current inspection of each vertical stabilizer attachment hole. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(6) Conduct a surface eddy current inspection of the aft vertical stabilizer attachment bulkhead:		
(a) around the edges of the holes for the rudder cable. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(b) along the forward edge and the bend radii. Inspect the area between the edge of the tail cone horizontal bulkhead assembly and three inches above. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(7) If cracks are found in the aft vertical stabilizer attachment bulkhead:		
(a) Remove the vertical stabilizer.		
(b) Conduct a surface eddy current inspection of the front spar fitting of the vertical stabilizer. Pay particular attention to areas around the attach holes and along the edges of the part. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
(8) Install the removed parts, including the stinger and fairings.		

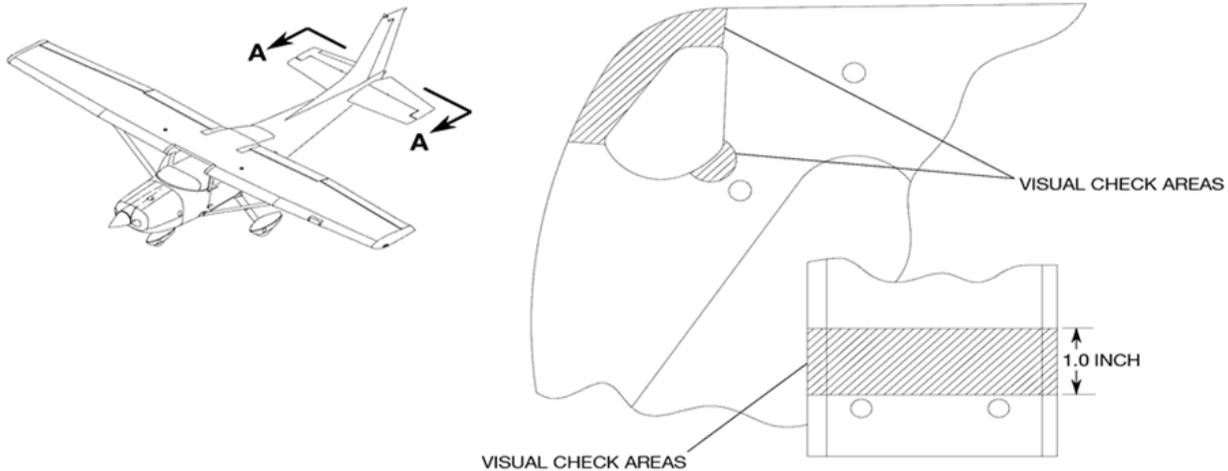
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Eddy Current.
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	MECH	INSP
REPAIR/MODIFICATION		
A. If any cracks are found in the aft vertical stabilizer attach bulkhead, replace the aft vertical stabilizer attach bulkhead.		
B. If any cracks are found in the front vertical stabilizer spar fitting, replace the front vertical stabilizer spar attach fitting.		
C. If the lower holes are larger than 0.383 inch or the upper hole is larger than 0.321 inch, ream the lower holes oversize (0.437 to 0.442 inches) and install AN-7 bolts, torqued to 500-840 in-lb., or the upper hole (0.375 to 0.379 inches) and install an AN-6 bolt, torqued to 190-390 in-lb.		
D. Alternatively, the rear spar bulkhead and fittings can be replaced as described in SEB99-12, Revision 1 or as listed below. Installation of this service kit is a terminating action for AD 72-07-09 and this inspection.		
(1) Obtain Cessna Service Kit SK210-161-1.		
(2) Install the service kit in accordance with the included instructions.		
(3) Retain a copy of the "FAA letter" included as an attachment to SEB99-12, Revision 1 and attach it to the airplane records.		

COMMENTS	Refer to SE72-03, and SEB99-12, Revision 1 and associated FAA letter.
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DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS



VIEW A-A
VIEW OF AFT BULKHEAD AND
FRONT FIN SPAR
LOOKING FORWARD

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	88	Engine and Engine Oil - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed. Drain oil sump and oil cooler. Check for metal particles or foreign material in filter/screens, on sump drain plug, and on engine suction screen. Replace filter or clean and inspect screens, and refill with recommended grade aviation oil. (First 25 Hrs.: Refill with straight grade mineral oil and use until a total of 50 Hrs. have accumulated, or oil consumption has stabilized. Change oil, replace filter, and refill sump with recommended grade of ash less dispersant oil. Change oil and replace filter at least every six (6) months, regardless of accumulated hours.)		
ALL	89	Engine Metal Lines, Hoses, Clamps, and Fittings - Check for leaks, condition, and security. Check for proper routing and support.		
R182, TR182	90	Exhaust system - Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Air leak check exhaust system.		
Turbo Charged Engines ONLY	91	Turbocharger (if applicable) - Inspect turbocharger mounting brackets, ducting, linkage, and attaching parts for general condition, leakage or damage, and security of attachment, and evidence of wear. Check waste gate return spring for condition and security. Inspect couplings, seals, clamps, and expansion joints for cracks. Special check in area of heat exchanger. Check waste gate, actuator, controller, oil and vent lines, over boost relief valve and compressor housing for leakage, apparent damage, security of attachment and evidence of wear. Check waste gate return spring for condition and security.		
ALL	92	Oil cooler - Check for obstructions, leaks, and security of attachment.		
ALL	93	Engine Controls and Linkage - Examine the general condition and freedom of movement through the full range. Complete a check for the proper travel, security of attachment, and for evidence of wear. Complete a check of the friction lock and Vernier adjustment for proper operation. Complete a check to make sure the throttle, fuel mixture, and propeller governor arms operate through their full arc of travel. The maximum linear free play is 0.050 inch.		
ALL	94	Engine Cowling and Cowl Flaps - Inspect for cracks, dents, other damage and security of cowl fasteners. Check cowl flaps for condition, security, and operation. Check cowl flap controls for freedom of movement through full travel.		
ALL	95	Induction System - Check security of clamps, tubes, and ducting. Remove and clean air filter. Inspect for damage and service. Inspect for evidence of leakage.		
ALL	96	Spinner - Check general condition and attachment.		
ALL	97	Propeller Blades - Inspect for cracks, dents, nicks, scratches, erosion, corrosion, or other damage.		
ALL	98	Propeller Bolts - Inspect for improper torquing and lack of safetying.		
ALL	99	Spinner and Spinner Bulkhead - Remove spinner, wash, and inspect for cracks and fractures.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	100	Induction Air box, Valves, Doors, and Controls - Remove air filter and inspect hinges, doors, seals, and attaching parts for wear and security. Check operation.		
ALL	101	Crankcase, Oil Sump, Accessory Section and Front Crankshaft Seal - Inspect for cracks and evidence of oil leakage. Check bolts and nuts for looseness and retorque as necessary. Check crankcase breather lines for obstructions, security, and general condition.		
ALL	102	Engine Cylinders, Rocker Box Covers, and Pushrod Housings - Check for fin damage, cracks, oil leakage, security of attachment, and general condition.		
ALL	103	Cylinder Compression - Complete a differential compression test.		
R182, TR182, 182S/T, T182T	104	Engine-Driven Fuel Pump - Check for evidence of leakage, security of attachment, and general condition.		
ALL	105	Fuel Injection System - Check System for security and condition. Clean fuel inlet screen, check and clean injection nozzles and screens (if evidence of contamination is found), and lubricate air throttle shaft.		
ALL	106	Idle and Mixture - Run the airplane engine to determine satisfactory performance. If required, adjust the idle rpm and fuel mixture.		
ALL	107	Magnetos - Examine the external condition for correct installation and condition of the electrical leads. Complete a check of the engine timing (external timing).		
ALL	108	Ignition Harness and Insulators - Check for proper routing, deterioration, and condition of terminals.		
ALL	109	Spark Plugs - Remove, clean, analyze, test, gap, and rotate top plugs to bottom and bottom plugs to top.		
ALL	110	Magnetos - Check external condition, security and electrical leads for condition. Check timing to engine and internal timing if engine timing requires adjustment. Compliance with Bendix Service Bulletin 599D is required.		
ALL	111	Carburetor - Drain and flush carburetor bowl, clean inlet strainer and drain plug. Check general condition and security.		
ALL	112	Aileron, Rudder, Elevator Trim Tab and Hinges - Check condition, security, freedom of movement through full range with and without flaps extended, and operation. Check electric trim controls for operation (as applicable).		
ALL	113	Aileron, Elevator, and Rudder Stops - Check for damage and security. Compliance with Cessna Service Letter SE80-65 is required.		
ALL	114	Standby Battery - Complete the Standby Battery Capacity Test.		
182S/T, T182T	115	Essential and Cross feed bus Diodes - Check for proper operation. Complete the Essential and Cross feed Bus Diode Inspection.		
182S/T, T182T	116	AMSAFE Aviation Inflatable Restraint (AAIR) - Examine the restraint for dirt, frayed edges, unserviceable stitching, loose connections, and other wear. Replace per manufacturers requirements.		
182S/T, T182T	117	Vacuum Manifold Check Valve - Complete a check for proper operation. (Only airplanes with dual vacuum pumps and Airborne manifolds).		
ALL	118	Cockpit Mounted Halon Type Fire Extinguisher - Weigh bottle. Bottle must be serviced by qualified individual if more than 2 ounces is lost.		
ALL	119	Fuel Quantity Indicators - Check for damage and security of installation.		
ALL	120	Fuel quantity indicating system operational test is required every 12 months.		
ALL	121	Ventilation System - Inspect clamps, hoses, and valves for condition and security.		
ALL	122	Upholstery, Headliner, Trim, and Carpeting - Check condition and security.		
ALL	123	Brake Lines, Wheel Cylinders, Hoses, Clamps, and Fittings - Check for leaks, condition, and security and hoses for bulges and deterioration. Check brake lines and hoses for proper routing and support.		
182S/T, T182T	124	Autopilot Servo Capstan Assemblies. Check slip-clutch torque settings.		
182S/T, T182T	125	Autopilot Servo Actuators. Inspect for evidence of corrosion and or buildup of dirt or other particulate matter which may interfere with servo operation.		
ALL	126	Communication Antennas and Cables - Inspect for security of attachment, connection, and condition.		
ALL	127	Microphones, Headsets, and Jacks - inspect for cleanliness, security, and evidence of damage.		
ALL	128	General Airplane and System Wiring - Inspect for proper routing, chafing, broken or loose terminals, general condition, broken or inadequate clamps, and sharp bends in wiring.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	129	External Power Receptacle and Power Cables - Inspect for condition and security.		
ALL	130	Ailerons and Cables - Check operation and security of stops. Check cables for tension, routing, fraying, corrosion, and turnbuckle safety. Check travel if cable tension requires adjustment or if stops are damaged. Check fairleads and rub strips for condition.		
182, T182, R182, TR182 182S/T, T182T	131	Control Wheel Lock - Check general condition and operation.		
ALL	132	Control Linkage - Inspect pulleys, cables, bearings, and turnbuckles for condition and security.		
ALL	133	Rudder - Check Internal surfaces for corrosion, condition of fasteners, and balance weight attachment.		
ALL	134	Rudder Pedals and Linkage - Check for general condition, proper rigging, and operation. Check for security of attachment		
ALL	135	Elevator Trim Tab Stop Blocks - Inspect for damage and security.		
ALL	136	Wing Flap Control - Check operation through full travel and observe Flap Position indicator for proper indication.		
ALL	137	Flap Structure, Linkage, Bell cranks, Pulleys, and Pulley Brackets - Check for condition, operation and security.		
ALL	138	Flap Motor, Actuator, and Limit Switches (electric flaps) - Check wiring and terminals for condition and security. Check actuator for condition and security.		
ALL	139	Instrument Lines, Fittings, Ducting, and Instrument Panel Wiring - Check for proper routing, support, and security of attachment		
182, R182, TR182, 182S/T, T182T	140	Nose Gear Fork - Inspect for cracks, general condition, and security of attachment.		
182, R182, TR182, 182S/T, T182T	141	Nose Gear Steering Mechanism - Check for wear, security, and proper rigging.		
ALL	142	Static System - Inspect for security of installation, cleanliness, and evidence of damage.		
ALL	143	Magnetic Compass - Inspect for security of installation, cleanliness, and evidence of damage.		
ALL	144	Instrument Panel Mounted Avionics Units (including Audio Panel, VHF Nav/Com(s), ADF, GPS, Transponder, Compass System, Multi-function Display, and Primary Flight Display) and Remote Mounted Avionics Components. Inspect for deterioration, cracks, and security of instrument panel mounts. Inspect for security of electrical connections, conditions, and security of wire routing.		
ALL	145	Navigation Antennas and Cables - Inspect for security of attachment, connection, and condition.		
ALL	146	Firewall Structure - Inspect for wrinkles, damage, cracks, sheared rivets, etc. Check cowl shock mounts for condition and security.		
ALL	147	Internal Fuselage Structure - Inspect bulkheads, doorposts, stringers, doublers, and skins for corrosion, cracks, buckles, and loose rivets, bolts and nuts.		
ALL	148	Wing Access Plates - Check for damage and security of installation.		
ALL	149	Wing Spar and Wing Strut Fittings - Check for evidence of wear. Check attach bolts for indications of looseness and torque as required.		
ALL	150	Wing Structure - Inspect spars, ribs, skins, and stringers for cracks, wrinkles, loose rivets, corrosion, or other damage.		
ALL	151	Propeller Hub - Check general condition.		
Turbo Charged Engines ONLY	152	Turbocharger (if applicable) - Examine the turbocharger for burned areas, bulges, or cracks. Use a flashlight and mirror in the tailpipe to examine the turbine for coking, carbonization, oil deposits, and turbine impellers for damage.		
ALL	153	Engine Shock Mounts, Engine Mount Structure, and Ground Straps - Check condition, security, and alignment.		
ALL	154	Instrument Panel Shock Mounts, Ground Straps, Covers, Decals and Labeling - Inspect for deterioration, cracks, and security of attachment.		
ALL	155	Fuselage Mounted Equipment - Check for general condition and security of attachment, connection, and condition.		
182, T182, R182, TR182	156	Control Column - Inspect pulleys, cables, sprockets, bearings, chains, bungees, and turnbuckles for condition and security.		
R182, TR182	157	Throttle-Operated Gear Warning System - Check condition of wiring and security of components. Perform rigging check.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE		ANNUAL INSPECTIONS REQUIREMENTS	MECH	INSP
R182, TR182	158	Emergency Hand Pump - Check operation, check lines and components for damage and leaks.		
R182, TR182	159	Throttle-Operated Flap Warning System - Check condition of wiring and security of components. Perform rigging check.		
R182, TR182	160	Heated Windshield Panel - Check operation, security of installation, electrical wiring and condition of storage bag.		
R182, TR182	161	Alternator Control Unit - Inspect wiring, mounting, condition and wire routing.		
ALL	162	Switches - Check operation, terminals, wiring and mounting for conditions, security and interference.		
ALL	163	Instrument Panel and Control Pedestal - Inspect wiring, mounting and terminals for condition and security. Check resistance between stationary panel and instrument panel for proper ground.		
ALL	164	Brake Lines, Wheel Cylinders, Hoses, Clamps, and Fittings - Check for leaks, condition, and security and hoses for bulges and deterioration. Check brake lines and hoses for proper routing and support.		
ALL	165	Inspect dry vacuum pump brush wear.		

ACFT TYPE		ANNUAL CORROSION PREVENTION AND CONTROL INSPECTIONS REQUIREMENTS	MECH	INSP
R182, TR182, 182S/T, T182T	166	Autopilot Rigging - Refer to Autopilot - Maintenance Practices.		
ALL	167	Aileron. 1. Check aileron travel and cable tension. 2. Check aileron cable system, control cables and pulleys.		
ALL	168	Rudder. 1. Check rudder travel and cable tension. 2. Check rudder cable system, control cables and pulleys.		
ALL	169	Elevator. 1. Check elevator travel and cable tension. 2. Check elevator cable system, control cables and pulleys.		
ALL	170	Elevator Trim. 1. Check elevator trim travel and cable tension. 2. Check elevator trim cable system, control cables and pulleys.		
ALL	171	Flaps. 1. Check flap travel cable tension and travel time. 2. Check flap cable system, control cables and pulleys.		
ALL	172	Stabilizer Trim. 1. Check elevator travel and cable tension. 2. Check stabilizer trim cable system, control cables, and pulleys.		
ALL	173	Wing Structure internal. Make sure you inspect these areas: 1. Main spar upper and lower carry-thru fittings. 2. Main spar upper and lower caps. 3. Main spar web.		
ALL	174	Engine support structure. Make sure you inspect these areas: 1. Engine truss. Pay particular attention to vicinity of the welds.		
ALL	175	Rudder structure. Make sure you inspect these areas: 1. Skin. 2. Forward and aft spars at hinge locations.		
ALL	176	Elevator trim system. Make sure you inspect these areas: 1. Elevator trim brackets. 2. Actuator support brackets and bearings. 3. Pulleys and attaching structure. NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.		
ALL	177	Rudder attachments. Make sure you inspect these areas: 1. Hinge brackets. 2. Hinge bolts. 3. Hinge bearings. NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.		
ALL	178	Aileron attachments. Make sure you inspect these areas: 1. Aileron hinges. 2. Hinge bolts. 3. Hinge bearings. 4. Hinge and pushrod support structure. NOTE: Do not apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ACFT TYPE	ANNUAL CORROSION PREVENTION AND CONTROL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	179 Stabilizer trim system. Make sure you inspect these areas: 1. Stabilizer trim brackets. 2. Actuator support brackets and bearings. 3. Pulleys and attaching structure. NOTE: Do NOT apply LPS-3 Heavy Duty Rust Inhibitor on hinge bearing.		
ALL	180 Control Yoke. Make sure you inspect these areas: 1. Center section of control yoke.		

DOI - CESSNA 180 SERIES - ANNUAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL ANNUAL INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	181	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	182	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	183	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		184			
ARCTIC		185			
ARCTIC		186			
ARCTIC		187			
ARCTIC		188			
ARCTIC		189			
ARCTIC		190			
ARCTIC		191			
ARCTIC		192			
ARCTIC		193			
ARCTIC		194			
TEMPERATE	ALL	195	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	196	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	197	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		198			
TEMPERATE		199			
TEMPERATE		200			
TEMPERATE		201			
TEMPERATE		202			
TEMPERATE		203			
TEMPERATE		204			
TEMPERATE		205			
TEMPERATE		206			
TEMPERATE		207			
TEMPERATE		208			
TEMPERATE		209			
TEMPERATE		210			
	ALL	211	All panels opened for the inspection are closed and secure.		
	ALL	212	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

500 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 500 HOUR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		500 HOUR INSPECTIONS REQUIREMENTS	MECH	INSP
R182, TR182, 182S/T, T182T	1	Autopilot Rigging.		
182S/T, T182T	2	Do an inspection of the wear indicator ports on the vacuum pumps described in Tempest Service Letter 004.		
ALL	3	Aileron. 1. Check aileron travel and cable tension. 2. Check aileron cable system, control cables and pulleys.		
ALL	4	Rudder. 1. Check rudder travel and cable tension. 2. Check rudder cable system, control cables and pulleys.		
ALL	5	Elevator. 1. Check elevator travel and cable tension. 2. Check elevator cable system, control cables and pulleys.		
ALL	6	Elevator Trim. 1. Check elevator trim travel and cable tension. 2. Check elevator trim cable system, control cables and pulleys.		
ALL	7	Flaps. 1. Check flap travel cable tension and travel time. 2. Check flap cable system, control cables and pulleys.		
ALL	8	Stabilizer Trim. 1. Check elevator travel and cable tension. 2. Check stabilizer trim cable system, control cables, and pulleys.		
ALL	9	Magnetos - Clean, examine, and adjust as necessary.		
ALL	10	Alternator - Check brushes, leads, commutator, or slip ring for wear.		
R182, TR182	11	Inspect main Landing gear retraction system.		
ALL	12	Replace gyro air filter.		

DOI - CESSNA 180 SERIES - 500 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 500 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	12	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	13	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	14	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
ARCTIC		22			
ARCTIC		23			
ARCTIC		24			
TEMPERATE	ALL	25	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	26	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	27	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
TEMPERATE		36			
TEMPERATE		37			
	ALL	38	All panels opened for the inspection are closed and secure.		
	ALL	39	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

1000 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.
Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 1000 HOUR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		1000 HOUR INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Visually inspect control wheel for cracks.		
180-185 Series, R182, TR182, 182S/T, T182T	2	Integral Fuel Bays - Drain the fuel and purge tanks. Complete an inspection of the tank interior and outlet screens and remove any foreign object debris. Complete an inspection of the tank interior surfaces for sealant deterioration and corrosion (especially in the sump areas).		
ALL	3	Elevator Trim Tab Actuator - Remove, clean, examine, and lubricate the actuator.		
ALL	4	Fuel Quantity Indication System Check (Airplanes without Garmin G1000) - Examine for damage and correct installation. Complete a Fuel Quantity Calibration and Check.		
ALL	5	Fuel Quantity Indication System Check (Airplanes without Garmin G1000) - Examine for damage and correct installation. Complete a Fuel Quantity System Check.		

DOI - CESSNA 180 SERIES - 1000 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 1000 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	6	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	7	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	8	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
TEMPERATE	ALL	19	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	20	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	21	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
	ALL	33	All panels opened for the inspection are closed and secure.		
	ALL	34	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

2000 HOUR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.
Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 2000 HOUR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2000 HOUR INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	1	Propeller Control Cable - Non-repairable item and must be replaced at every interval or whenever maximum linear movement exceeds 0.050 inch.		
182S/T, T182T	2	Inspect and Lubricate ACS Brand ignition switch.		

DOI - CESSNA 180 SERIES - 2000 HOUR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 2000 HOUR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	3	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	4	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	5	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
TEMPERATE	ALL	18	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	20	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
	ALL	32	All panels opened for the inspection are closed and secure.		
	ALL	33	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

2 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only - Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 2 YEAR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2 YEAR INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	1	Alternator Control Unit - Complete the Over-voltage Protection Circuit Test.		
R182, TR182	2	Airspeed Indicator, Vertical Speed Indicator and Magnetic compass - Calibrate.		

DOI - CESSNA 180 SERIES - 2 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 2 YEAR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	3	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	4	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	5	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
TEMPERATE	ALL	17	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	18	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
	ALL	32	All panels opened for the inspection are closed and secure.		
	ALL	33	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

3 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE	3 YEAR INSPECTIONS REQUIREMENTS	MECH	INSP
182, R182, TR182, 182S/T, T182T	1 Elevator Trim Tab Actuator - Remove, clean, examine, and lubricate the actuator.		
182S/T, T182T	2 Fuel Quantity Indication System Check (Airplanes without Garmin G1000) - Examine for damage and correct installation. Complete a Fuel Quantity Calibration and Check.		
182S/T, T182T	3 Fuel Quantity Indication System Check (Airplanes without Garmin G1000) - Examine for damage and correct installation. Complete a Fuel Quantity System Check.		

DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 3 YEAR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	4	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	5	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	6	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
TEMPERATE	ALL	17	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	18	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
	ALL	33	All panels opened for the inspection are closed and secure.		
	ALL	34	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

5 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 5 YEAR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		5 YEAR INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Oxygen Cylinder (if applicable) - Inspect for condition, check hydrostatic test date and perform hydrostatic test, if due.		

DOI - CESSNA 180 SERIES - 5 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 5 YEAR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	2	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	3	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	4	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
TEMPERATE		13			
TEMPERATE		14			
TEMPERATE		15			
TEMPERATE		16			
TEMPERATE	ALL	17	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	18	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
	ALL	32	All panels opened for the inspection are closed and secure.		
	ALL	33	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

6 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 6 YEAR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		6 YEAR INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	1	Cockpit Mounted Halon Type Fire Extinguisher - Empty, inspect for damage, and recharge.		

DOI - CESSNA 180 SERIES - 6 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 6 YEAR INSPECTION REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	2	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	3	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	4	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
TEMPERATE	ALL	16	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	17	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	18	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		19			
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
	ALL	31	All panels opened for the inspection are closed and secure.		
	ALL	32	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

12 YEAR SCHEDULED MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initiated by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 12 YEAR INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____

TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

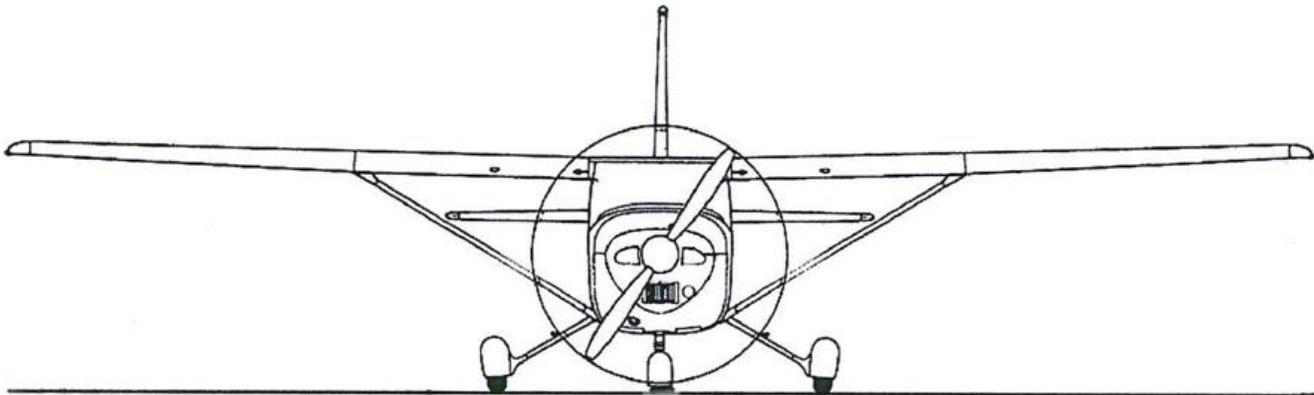
ACFT TYPE		12 YEAR INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	1	Cockpit Mounted Halon Type Fire Extinguisher - Perform hydrostatic test. The hydrostatic test shall be at twelve-year intervals based on initial servicing or date of last hydrostatic test.		

DOI - CESSNA 180 SERIES - 12 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 12 YEAR INSPECTION REQUIREMENTS DOE CLIMATE ZONES	MECH	INSP
ARCTIC	ALL	2	Floats - Inspect as required by OEM ICAs.		
ARCTIC	ALL	3	Skis - Inspect as required by OEM ICAs.		
ARCTIC	ALL	4	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
TEMPERATE	ALL	18	Floats - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	19	Skis - Inspect as required by OEM ICAs.		
TEMPERATE	ALL	20	De-ice/Anti-ice System - Inspect as required by OEM ICAs.		
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
	ALL	35	All panels opened for the inspection are closed and secure.		
	ALL	36	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

5-14-00

VOL 2 OF 2

SCHEDULED STRUCTURAL CHECKS

Includes Aircraft: 180 Series (All Models)
182,S,T
T182
TR182,T
185 Series (All Models)

NOTE: THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

UNITED STATES DEPARTMENT OF THE INTERIOR
CESSNA 180 SERIES
STRUCTURAL INSPECTIONS
TEMPORARY REVISIONS

TEMPORARY REVISION DOITR-180-SIM-01

REASON FOR ISSUE:

This Temporary Revision removed SID references and added IAW acronym and definition.

FILING INSTRUCTION:

Ensure that all previous revisions have been incorporated.

Remove and destroy

TITLE	PAGE NUMBER	REVISION	DATE
Structural Maintenance Instructions	2	Rev. 00	5/4/2016
Structural Maintenance Instructions	3	Rev. 00	5/4/2016
Structural Maintenance 2 Yr.	1	Rev. 00	5/4/2016
Structural Maintenance 3 Yr.	1	Rev. 00	5/4/2016
Structural Maintenance 5 Yr.	1	Rev. 00	5/4/2016
Structural Maintenance 500 Hr.	1	Rev. 00	5/4/2016
Structural Maintenance 1000 Hr.	1	Rev. 00	5/4/2016
Structural Maintenance 2000 Hr.	1	Rev. 00	5/4/2016
Structural Maintenance 2000 Hr.	6	Rev. 00	5/4/2016
Structural Maintenance 3000 Hr.	1	Rev. 00	5/4/2016

Insert attached new

TITLE	PAGE NUMBER	REVISION	DATE
Structural Maintenance Instructions	2	DOITR-180-SIM-01	5/4/2016
Structural Maintenance Instructions	3	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 2 Yr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 3 Yr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 5 Yr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 500 Hr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 1000 Hr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 2000 Hr.	1	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 2000 Hr.	6	DOITR-180-SIM-01	5/4/2016
Structural Maintenance 3000 Hr.	1	DOITR-180-SIM-01	5/4/2016

NOTE: Record the incorporation of this Temporary Revision on the RECORD OF TEMPORARY REVISIONS sheet at the front of the Manual.

This temporary revision/amendment complies with the USDOJ Department of Interior Inspection Program requirements.

UNITED STATES DEPARTMENT OF THE INTERIOR
CESSNA 180 SERIES

ISSUED BY: USDOT - Office of Aviation Services
Fleet Manager
300 E. Mallard Dr. Suite 200
Boise, Idaho 83706-3991

Signed: Brian Green
Date: 6/27/2016

INSTRUCTIONS



DOI – CESSNA 180 SERIES – SCHEDULED STRUCTURAL CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE
'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Explanation of Terms

Scheduled Structural Checks

2 Year Inspection	Every 2 Years		
3 Year Inspection	Every 3 Years		
5 Year Inspection	Every 5 Years	Includes	Inspections > 5 Years
500 Hr. Inspection	Every 500 Hrs.		
1000 Hr. Inspection	Every 1000 Hrs.		
2000 Hr. Inspection	Every 2000 Hrs.		
3000 Hr. Inspection	Every 3000 Hrs.	Includes	Inspections > 3,000 Hrs

DOI – CESSNA 180 SERIES – SCHEDULED STRUCTURAL CHECKS

Inspection Intervals

Hourly: All required inspections may be completed up to +10% percent of their due time (i.e.: A 50 hour inspection may be completed between 50 and 55 hours time in service). Flight beyond the due time must be approved by the administrator. Flight beyond the 10 % limit is not permitted for any reason.

All inspections shall be done at the next standard interval (i.e.: 50hrs) from when the previous inspection was due provided that inspection was completed within the +10% time due. The 50 hr. check is due at 50 hrs. and the next is due at 100hrs. All inspections will be handled as described above. The +10% is to be used primarily for ferry flights to where maintenance can be performed.

Calendar: All required inspections may be completed up to their calendar due time. Flight beyond the calendar time is not permitted for any reason.

Note: Selected items that are normally controlled separately (on computer) (i.e.: overhauls, component function checks, etc.) have been omitted from this inspection work package and must be controlled separately. See computerized maintenance program for "Controlled Items".

Note: This inspection package must be updated as new revisions to the maintenance program are issued.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D on next page)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).
Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.
 Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

2 YEAR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 2 YEAR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Inspect fuel lines.		
TITLE		Hose - Fuel Line Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

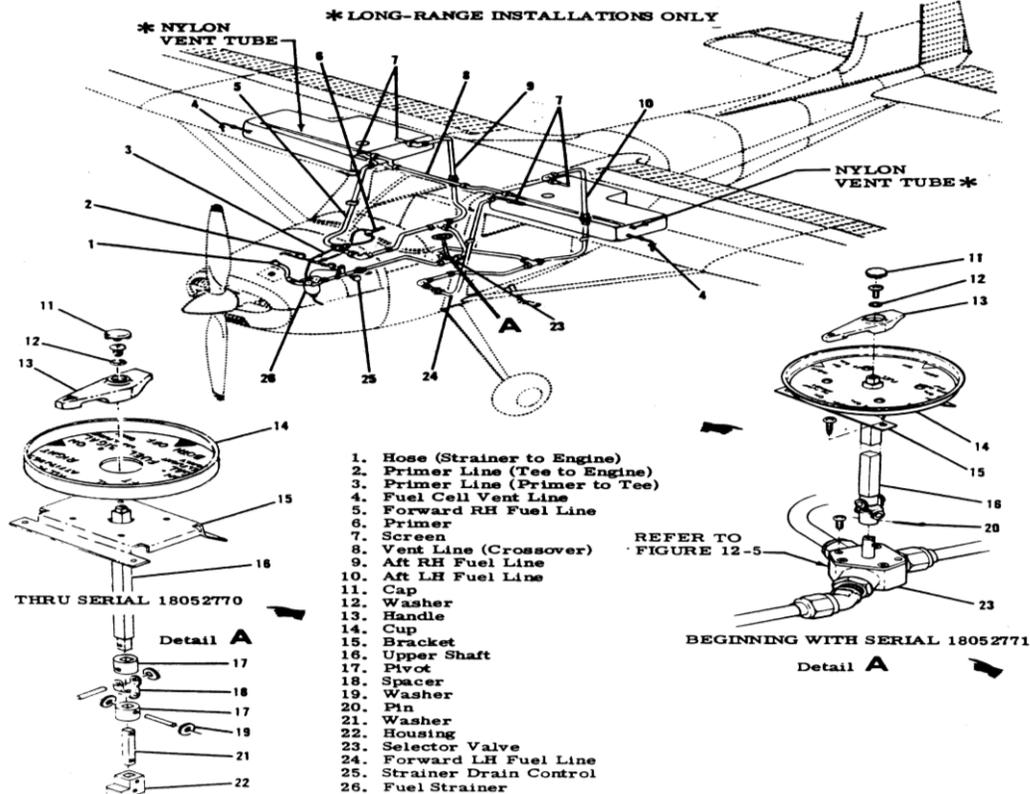
PURPOSE To ensure hose integrity.

INSPECTION INSTRUCTIONS	MECH	INSP
(1) Inside cabin, open up the headliner upholstery just forward of rear door post.		
(2) Inside wing, remove access cover next to cabin on bottom side.		
(3) Check hose on each side for cracks, weeping and deterioration.		
(4) Replace hose as necessary. When replacing hoses, use new clamps.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin Area	Not Allowed

INSPECTION METHOD Visual

REPAIR/MODIFICATION	MECH	INSP
Replace hose as required.		



DOI - CESSNA 180 SERIES - 2 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		2 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect baggage compartment for corrosion.		
TITLE		Baggage Compartment Corrosion		

EFFECTIVITY	182 S/N	
	613, 631, 634, 675	F18200001 thru F18200169
	33000 thru 18268586	FR18200001 thru FR18200070
	A182-0001 thru A182-0148	R18200001 thru R18202039

PURPOSE	To inspect baggage compartment panels for corrosion.
----------------	--

		MECH	INSP
INSPECTION INSTRUCTIONS	(1) Remove carpet as required to gain access to panel.		
	(2) Visually inspect panel and structure for corrosion.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Tailcone	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR/MODIFICATION	Remove corrosion using standard corrosion removal procedures.		

ACFT TYPE		2 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	3	Inspect cowl flap hinge pin.		
TITLE		Cowl Flap Hinge Pin Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

PURPOSE	To inspect cowl flap for security and wear.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	(1) Inspect cowl flap hinges for security and wear.		
	(2) Check hinge pin for wear and fit in hinge.		
	(3) Ensure hinge pin is safety wired in position.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Bottom of Nacelle	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR/MODIFICATION	Repair and replace hinge and hinge pin.		

ACFT TYPE		2 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Inspect fuel reservoir and fuel tanks quick drain valves.		
TITLE		Quick Drain Valves - Fuel Reservoir and fuel Tanks Inspection		

DOI - CESSNA 180 SERIES - 2 YEAR STRUCTURAL INSPECTIONS

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	632, 652 185-0001 thru 18504448
	A182-0001 thru A182-0148		
	F18200001 thru F18200169		
	FR18200001 thru FR18200070		
	R18200001 thru R18202039		

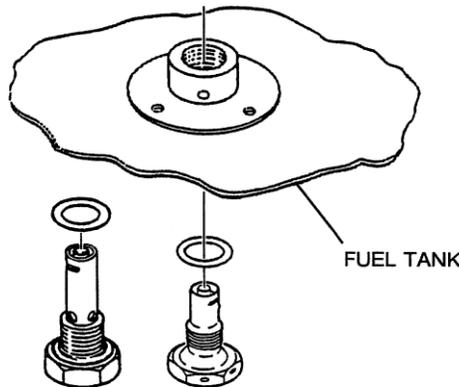
PURPOSE	To check for possible corrosion.
----------------	----------------------------------

INSPECTION INSTRUCTIONS		MECH	INSP
		(1) Remove fuel reservoir/fuel tank quick drain valve and inspect for corrosion. If corrosion exists the valve must be replaced.	
(2) Inspect fuel reservoir for internal corrosion.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Under side of wing.	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

REPAIR/MODIFICATION	Replace as required	MECH	INSP



FUEL DRAIN VALVE

ACFT TYPE	2 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
ALL	5	Inspect fuel vent hose.		
TITLE		Hose Inspection - Fuel Vent		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru R18202041	632, 652 185-0001 thru 18504448
	A182-0001 thru A182-0148		
	F18200001 thru F18200169		
	FR18200001 thru FR18200070		

PURPOSE	To ensure hose integrity.
----------------	---------------------------

INSPECTION INSTRUCTIONS		MECH	INSP
		(1) Check hose on each side for cracks, weeping and deterioration.	
(2) Replace hose as necessary. When replacing hoses, use new clamps.			

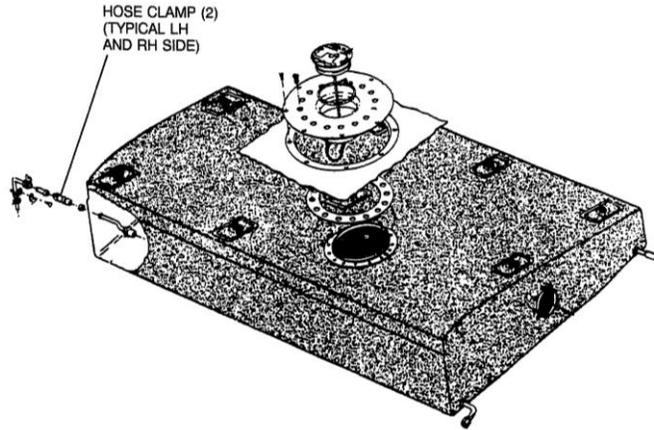
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Access plate just outboard of fuel tank on bottom side of wing.	Not Allowed

DOI - CESSNA 180 SERIES - 2 YEAR STRUCTURAL INSPECTIONS

INSPECTION METHOD	Visual
--------------------------	--------

MECH	INSP
-------------	-------------

REPAIR/MODIFICATION	Replace hose as required.
----------------------------	---------------------------



ZONE	ACFT TYPE		SUPPLEMENTAL 2 YEAR STRUCTURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
TEMPERATE		14			
TEMPERATE		15			
TEMPERATE		16			
TEMPERATE		17			
TEMPERATE		18			
TEMPERATE		19			
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
	ALL	25	All panels opened for the inspection are closed and secure.		
	ALL	26	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

3 YEAR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.
Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model), 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Inspect hydraulic hoses and components.		
TITLE		Hydraulic Hose Replacement and Hydraulic component Replacement		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

PURPOSE	To ensure that the hydraulic hose and components installed on the airplane are inspected at the proper interval.		
INSPECTION INSTRUCTIONS	Refer to Comments below.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
As required	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

COMMENTS

Ref: SNL85-54.

The "on condition" interval applies to -- *

- * Brake and landing gear hydraulic system hoses of the later synthetic material (S2178-XXX part numbers).
- * Landing gear hydraulic system power packs used on 1979 and later models (9881124-XX).
- * All other components except earlier power packs and hoses of rubber material.

Landing gear power packs used prior to 1979 models still require overhaul every 5 years to replace rubber components. All brake and landing gear hydraulic system hoses used prior to the S2178-XXX part numbers still require replacement every 5 years to replace the rubber hose material.

NOTE

Although part number identification is the positive method to determine hose material, the synthetic hydraulic system hoses generally have a smooth, somewhat shiny surface texture and are generally a blue or reddish color. Rubber hoses are generally black and have a dull, rougher surface texture.

The new overhaul/replacement requirements will be incorporated in future revisions to the applicable airplane Parts Catalogs and Service Manuals.

The revised requirements in no way preclude the importance of accomplishing thorough hydraulic system inspections, as detailed in the applicable airplane Service Manual. Routine inspections are of the utmost importance to ensure continued airworthiness, durability and reliability.

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect main landing springs outboard support.		
TITLE		Main Landing Springs Outboard Support Inspection		

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

EFFECTIVITY	180 S/N	185 S/N
	604, 614, 624, 645	632, 652
	30000 thru 18053203	185-0001 thru 18504448

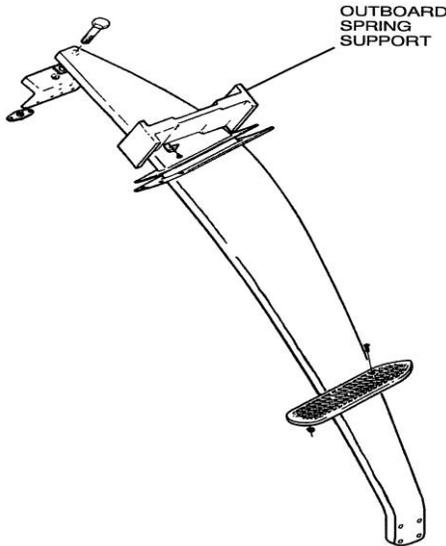
PURPOSE	To inspect main landing gear spring outboard support for corrosion.
----------------	---

INSPECTION INSTRUCTIONS	(1) Remove main landing gear springs from airplane.	MECH	INSP
	(2) Visually inspect outboard spring support for corrosion.	MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

REPAIR/MODIFICATION	If corrosion is found, contact Cessna Aircraft Company and describe condition.	MECH	INSP
		MECH	INSP



ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	3	Inspect rudder stop clip.	MECH	INSP
TITLE		Rudder Stop Clip Inspection		

EFFECTIVITY	182 S/N	
	18266591 thru 18267715	F18200026 thru F18200169

PURPOSE	To inspect rudder stop clips for corrosion
----------------	--

INSPECTION INSTRUCTIONS	Using an inspection mirror, inspect lower surface of rudder stop clip for corrosion.	MECH	INSP
		MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Elevator torque tube skin slit.	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

REPAIR/MODIFICATION	Replace rudder stop clip.	MECH	INSP
		MECH	INSP

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Inspect engine mounts for corrosion.		
TITLE		Inspect Engine Mount for Corrosion.		

EFFECTIVITY	180 S/N	182 S/N	
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586 A182-0001 thru A182-0148	F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039

PURPOSE	To inspect engine mounts for Corrosion.
----------------	---

		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
INSPECTION INSTRUCTIONS		Visually inspect engine mount for corrosion.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Engine Nacelle	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
REPAIR/MODIFICATION		Remove corrosion using standard corrosion removal procedures, if corrosion is greater than 10% of the wall thickness replace engine mount.		

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	5	Inspect fuel gaging system.		
TITLE		Fuel Gaging System Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586 A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039	632, 652 185-0001 thru 18504448

PURPOSE	To ensure that fuel gage is reading properly.
----------------	---

		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
INSPECTION INSTRUCTIONS		(1) Defuel airplane. (2) Turn master switch On; ensure that fuel gage reads "0" empty when tank has only unusable fuel remaining.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing tank filler port.	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	6	Inspect oil cooler.		
TITLE		Oil Cooler Inspection		

EFFECTIVITY	182 S/N	
	613, 631, 634, 675 33000 thru 18268586 A182-0001 thru A182-0148	F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039

PURPOSE	To inspect oil cooler for internal corrosion.
----------------	---

		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
INSPECTION INSTRUCTIONS		Inspect oil cooler for corrosion.		

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Engine Nacelle	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Repair in accordance with SE80-96	MECH	INSP
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ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	7	Inspect main landing gear spring axle attach bolt holes as instructed below.		
TITLE:		Main Landing Gear Spring Axle Attach Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18265175	
		A182-0001 thru A182-0146	
		F18200001 thru F18200025	

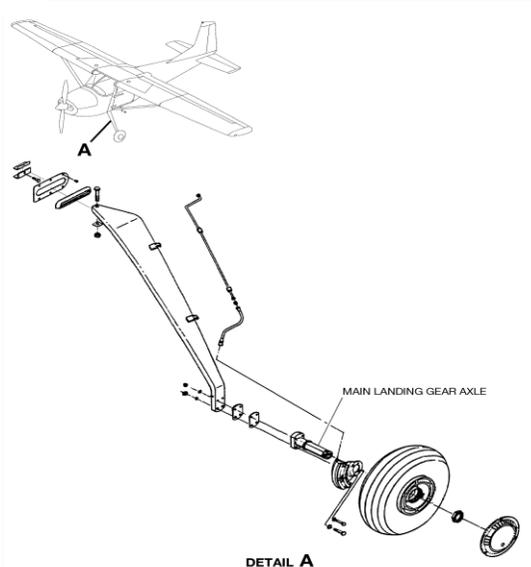
PURPOSE	To ensure corrosion does not develop in main landing gear axle attachment holes.
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INSPECTION INSTRUCTIONS	A. Inspect the four axle attach bolt holes for any indication of rusting or rust pits. Refer to the figure below.	MECH	INSP
	NOTE: Main landing gear springs of airplanes can fail from fatigue cracks, initiated by corrosion pits, as small as 0.003 inches to 0.010 inches. Corrosion pits must not be allowed to develop inside the axle attach holes. To minimize the potential for corrosion, always install dry bolts in dry holes.		
	B. Inspect the axle for cracks and corrosion. Pay particular attention to inspect the flange radius for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Spring	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	A. Refer to the applicable Service Manual for detailed instructions of corrosion removal on the landing gear axle attachment holes.	MECH	INSP
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DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	8	Replace flat leaf main landing gear U-bolts.		
TITLE:		U-Bolt Replacement		

EFFECTIVITY	182 S/N	
	613, 631	51001 thru 53007
	33000 thru 34999	18253008 thru 18265175

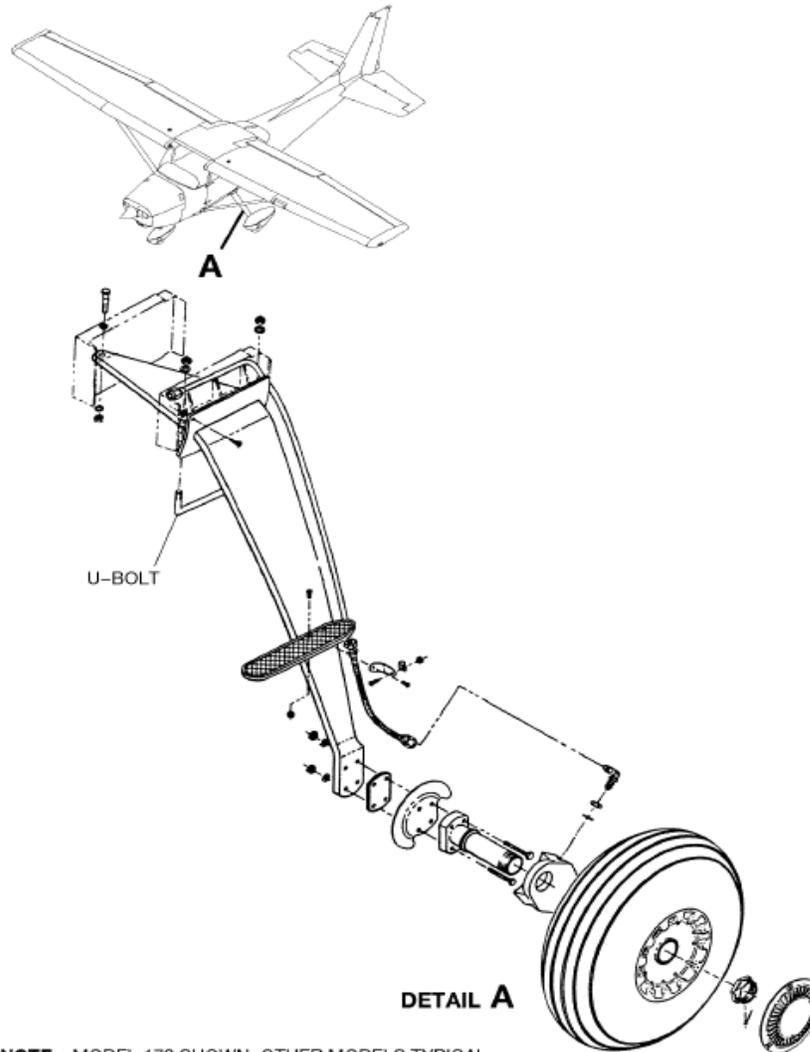
PURPOSE	To secure the flat leaf main landing gear assembly
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INSPECTION INSTRUCTIONS	A. Replace the U-bolts every 1,000 hours. Refer to the figure below.	MECH	INSP
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage, Main Landing Gear	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Replace the U-bolts every 1,000 hours.	MECH	INSP
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NOTE: MODEL 172 SHOWN, OTHER MODELS TYPICAL.
U-BOLT REPLACEMENT - MODELS 172, 175 AND 182

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	9	Inspect main landing gear axle as instructed below.		
TITLE:		Main Landing Gear Axle Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-0512
	50000 thru 50911	51001 thru 53007	185-0513 thru 185-1149
	18050912 thru 18051993	18253008 thru 18259305	185-0968 thru 185-1447
		A182-0001 thru A182-0116	

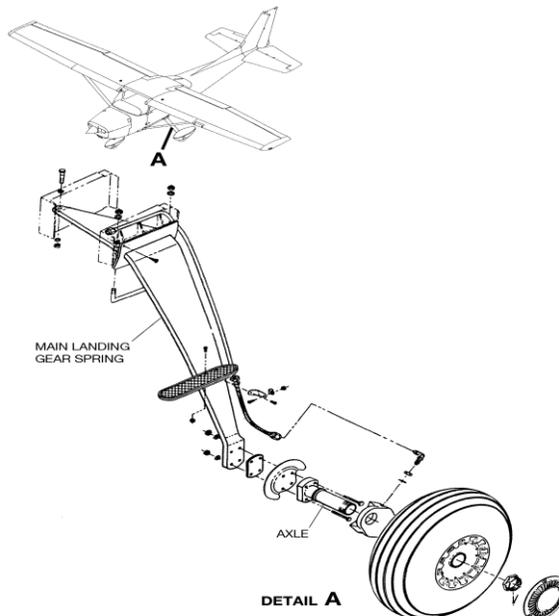
PURPOSE	To ensure integrity of main landing gear axles.		
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INSPECTION INSTRUCTIONS		MECH	INSP
	A. Jack the airplane in accordance with the Service Manual.		
	B. Remove the wheel.		
	C. Inspect the axle for cracks and corrosion. Refer to the figure below. Pay particular attention to the flange radius for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Confirm suspected cracks with eddy current inspection.		
	D. Install the wheel and remove the airplane from jacks.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual with Eddy Current if required for confirmation.		
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REPAIR/MODIFICATION		MECH	INSP
	A. If corrosion has developed on the landing gear axle, it must be removed before refinishing.		
	B. Use 180 or finer grit abrasive cloth to produce a diameter-to-depth ratio of about 10:1. To determine the depth, use a straight edge and feeler gages. If the corrosion pit is deeper than 0.005 in., contact Cessna Customer Service for repair/replacement instructions.		
	C. Clean and apply corrosion protection.		
	D. Replace cracked axles.		



DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		3 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182, 182S/T, T182T, 182, T182, R182, TR182	10	Nose gear trunnion, steering assembly, torque link assembly, nose gear fork and axle. Make sure you inspect these areas: 1. Nose gear trunnion surface. 2. Steering collar and steering collar attach bolt. 3. Torque link, torque link attach pin and attach bolt. 4. Nose gear fork. 5. Nose gear axle. NOTE: Corrosion Prevention and Control Inspection Item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
182, 182S/T, T182T, 182, T182, R182, TR182	11	Nose gear trunnion, torque link assembly and nose gear fork. Make sure you inspect these areas: 1. Nose gear trunnion upper and lower inner bore surface and bearing. 2. Torque link bolt and attach pin inner bore surface. 3. Nose gear fork lug inner bore surface. NOTE: Corrosion Prevention and Control Inspection Item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
182, 182S/T, T182T, 182, T182, R182, TR182	12	Nose landing gear outer barrel assembly. Make sure you inspect these areas: 1. Outer barrel assembly. 2. Upper strut end and lower collar assembly. NOTE: Corrosion Prevention and Control Inspection Item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision). NOTE: Do not apply LPS-3 Heavy-Duty Rust Inhibitor to the sliding surfaces of the oleo strut.		
ALL	13	Main landing gear axle assembly. Make sure you inspect these areas: 1. Main gear axle and attach bolts. 2. Wheel halves. NOTE: Corrosion Prevention and Control Program Inspection Item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision). NOTE: Do not apply LPS-3 Heavy-Duty Rust Inhibitor to the bearing. NOTE: Coordinate with tire change.		
ALL	14	Horizontal stabilizer screw-jack actuator. Make sure you inspect these areas: 1. Horizontal screw-jack actuator threads. 2. Actuator hinge assemblies. NOTE: Corrosion Prevention and Control Program Inspection item (base line interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
ALL	15	Inspect wing root rib as instructed below.		
TITLE:		Wing Root Rib Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure structural integrity of the root rib structure.			MECH	INSP	
INSPECTION INSTRUCTIONS	A. Remove the wing to fuselage fairing.					
	B. Visually inspect inboard side of root ribs at WS 23.62 for corrosion.					
	(1) Clean area before inspecting if grime or debris is present.					
	C. Remove the inspection cover if fitted, outboard of WS 23.62.					
	D. Visually inspect outboard side of root ribs at WS 23.62 for corrosion.					
	(1) Clean area before inspecting if grime or debris is present.					

DOI - CESSNA 180 SERIES - 3 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
E. Repair any corroded areas in accordance with Repair/Modification Section below.		
F. Install the wing to fuselage fairing and inspection cover.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Root Rib	Not Allowed

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION	A. If corroded, sand corroded area lightly to remove corrosion. If corrosion is found on the outboard side of the rib, it may be necessary to provide additional access in the leading edge skin. Contact Cessna Customer Service for instructions for cut and repair.	
	B. Clean area thoroughly to assess remaining thickness.	
	C. If more than 20% of the thickness has been removed in any area, replace the rib. Up to 20% is acceptable if confined to an area of 2 inches or less in length and less than one square inch in area.	
	D. Brush coat sanded areas with alodine.	

ACFT TYPE		3 YEAR/CORROSION PREVENTION AND CONTROL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	16	Passenger/Crew door retention system. Make sure you inspect these areas: 1. Bell cranks. 2. Pushrods. 3. Handle. 4. Pin retention. 5. Pins. 6. Lock plates and guides. 7. Hinges. 8. Internal door framing. NOTE: Corrosion Prevention and Control Program Inspection Item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision). NOTE: Remove interior panels for access.		
ALL	17	Areas of the cabin structure for the passenger/crew door. Make sure you inspect these areas: 1. Door Frames. 2. Door Hinges. NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
182	18	Inspect the carry-thru spar area, door post bulkhead attach fittings and spar channel as instructed below.		
TITLE:		Carry-Thru Structure Corrosion Inspection		

EFFECTIVITY	182 S/N	
	613, 631	A182-0001 thru A182-0146
	33000 thru 34999	F18200001 thru F18200169
	51001 thru 53007	FR1820000 1thru FR18200070
	18253008 thru 18268615	R18200001 thru R18202032
	18280001 and On	T18208001 and On

PURPOSE	To ensure structural integrity of the carry-thru spar structure
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	MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove headliner and interior items necessary to gain access to the front and rear carry-thru structure.	
	B. Refer to figure below, do a visual inspection of the front spar carry-thru area for loose or missing rivets or corrosion, especially between the spar channel and reinforcement, between the spar channel and upholstery retainer and between door post bulkhead attachment fittings and the spar channel. (1) Clean area before inspection if grime or debris is present.	
	C. Visually inspect rear spar carry-thru area for loose or missing rivets or corrosion, especially between the door post bulkhead attachment fittings and the spar channel.	

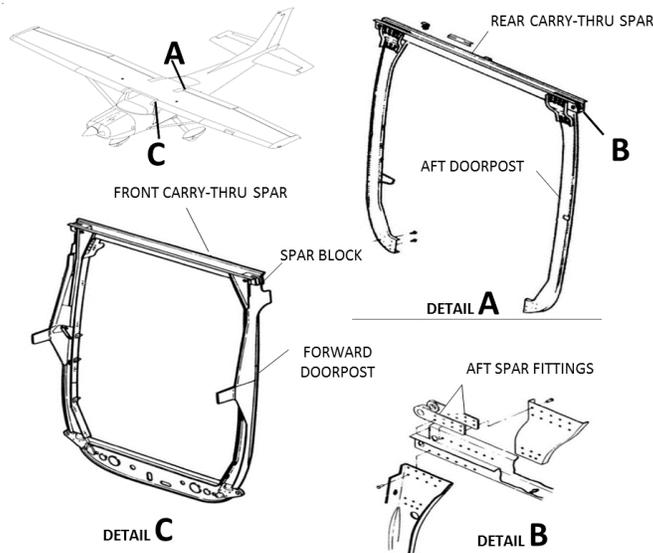
DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

	MECH	INSP
(1) Clean area before inspection if grime or debris is present.		
D. Inspect for corrosion at the wing attachment fittings, lugs, and spar blocks.		
(1) Clean area before inspection if grime or debris is present.		
E. Install the items that were removed to accomplish this inspection.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Cabin Interior Section	Not Allowed

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION		
A. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.		
B. Sand with 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1.		
(1) To determine the depth of repaired area after removing the corrosion, use ultrasonic inspection methods to determine the thickness of the material after removing the corrosion. If the thickness of the material is less than 90% of the uncorroded/original material, contact Cessna Customer Service for repair/replacement instructions.		
C. Apply corrosion protection		



ACFT TYPE		3 YEAR/CORROSION PREVENTION AND CONTROL INSPECTIONS REQUIREMENTS	MECH	INSP
180-185 Series	19	Inspect carry-thru spar area, wing attach fittings, spar channel and lugs as instructed below.		
TITLE:		Carry-Thru Structure Corrosion Inspection		

EFFECTIVITY	180 S/N	185 S/N
	604, 614, 624, 645	632
	30000 thru 32999	185-0001 thru 185-1149
	50001 thru 50911	185-0968 thru 18504448
	18050912 thru 18053203	

PURPOSE	To ensure corrosion protection of the carry-thru spar structure.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
A. Remove headliner and interior items necessary to gain access to the front and rear carry-thru structure. Refer to the applicable Service Manual.		

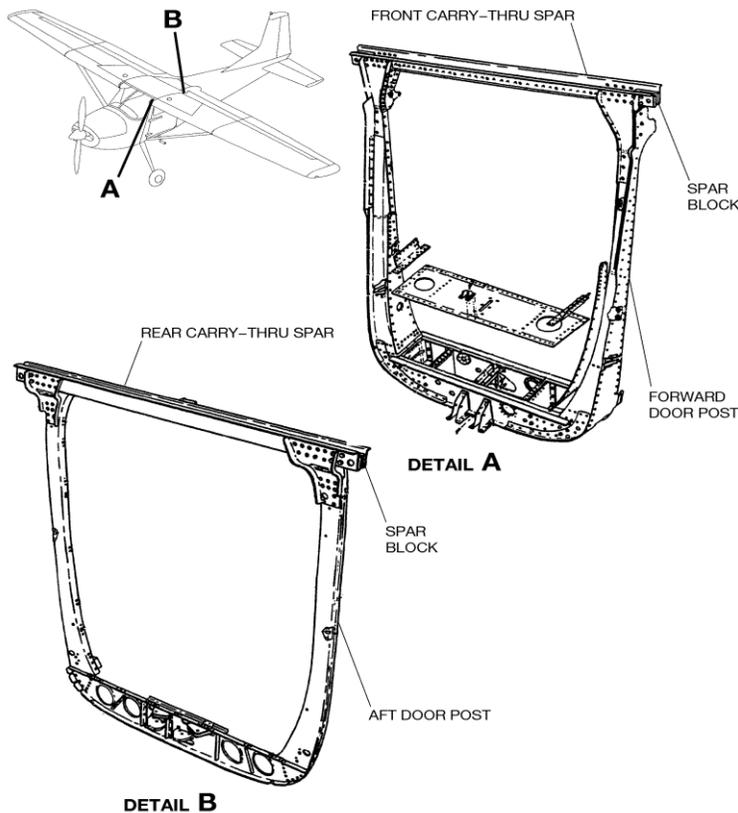
DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

	MECH	INSP
B. Visually inspect front spar carry-thru area for loose or missing rivets or corrosion, especially between the spar channel and reinforcement, between the spar channel and upholstery retainer and between the door post bulkhead attachment fittings and the spar channel. Refer to the figure below.		
(1) Clean area before inspecting if grime or debris is present.		
C. Visually inspect rear spar carry-thru area for loose or missing rivets or corrosion, especially between the door post bulkhead attachment fittings and the spar channel.		
(1) Clean area before inspecting if grime or debris is present.		
D. Inspect for corrosion at the wing attachment fittings, lugs and spar blocks.		
(1) Clean area before inspecting if grime or debris is present.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE
Cabin Interior Section	Not Allowed

INSPECTION METHOD	Visual, Ultrasonic Thickness Test
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	MECH	INSP
REPAIR/MODIFICATION		
A. Remove any corrosion products. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.		
B. Use 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1. Use ultrasonic methods to determine thickness after removing corrosion. Repairs are required if thickness is less than 90% of uncorroded material.		
C. Apply corrosion protection.		



ACFT TYPE		3 YEAR/CORROSION PREVENTION AND CONTROL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	20	Inspect forward doorpost and surrounding structure as instructed below.		
TITLE:		Fuselage Forward Doorpost Inspection		

DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18051993	18253008 thru 18268586	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify the integrity of the fuselage lower forward doorpost.
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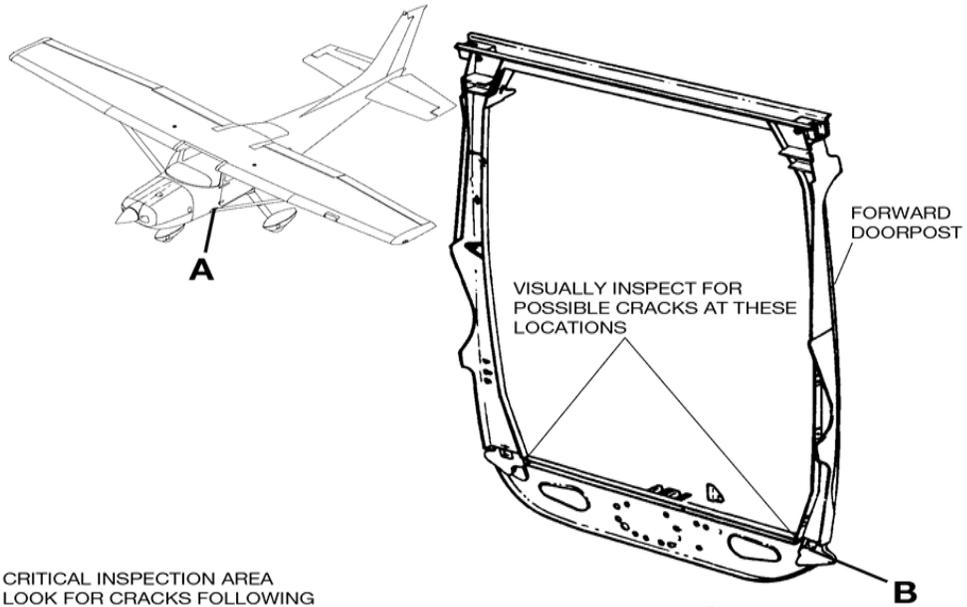
INSPECTION INSTRUCTIONS		MECH	INSP
		A. For airplanes 18280001 thru 18281424 and T18208001 thru T18208309, check the airplane maintenance records to verify that SB04-53-03 has been complied with. If not, compliance with SB04-53-03 is required with this inspection.	
B. Remove the interior of the airplane as required to get access to the lower end of the left and right forward doorpost bulkheads, refer to the applicable sections of this manual.			
C. Remove floorboard inspection covers in areas fore and aft of the doorposts. The critical inspection area must be fully exposed.			
D. Using a flashlight and inspection mirror, visually inspect the area at the intersection of the doorpost and the forward doorpost bulkhead. Look for cracks that follow the bottom contour of the wing strut support fitting. Refer to the figure below.			
(1) Clean area before inspecting if grime or debris is present			
E. Visually inspect the door post area for cracks where the cabin door lower hinges attach to the door posts.			
(1) Clean area before inspecting if grime or debris is present.			
F. Visually inspect the strut fitting area for evidence of corrosion.			
(1) Clean area before inspecting if grime or debris is present.			
G. If the airplane has been equipped with a fuel step, then visually inspect the fuselage skin under the fuel step for cracks.			
H. If evidence of corrosion is found, cracks are suspected or the compliance time limit of this inspection has been exceeded, then conduct a surface eddy current inspection of the bulkhead around the strut attach fitting. Refer to Cessna NDI Methods and Requirements Manual of latest revision.			
I. Install the items that were removed to accomplish this inspection.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Cabin	Not Applicable

INSPECTION METHOD	Visual with Eddy Current if needed.
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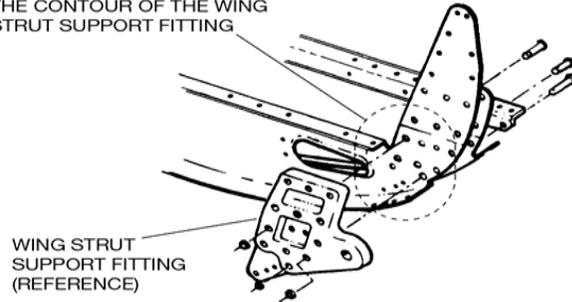
REPAIR/MODIFICATION		MECH	INSP
		A. If corrosion is found, remove the corrosion by lightly sanding the corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in the fitting or bulkhead.	
B. Buff out the sanding marks.			
C. Measure the remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.			
D. Clean and prime sanded areas.			
E. Damaged bulkheads may be repaired. Coordinate any repair needed with Cessna Customer Service prior to beginning the repair.			
F. Replace any strut support fitting that has a crack indication.			

DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS



CRITICAL INSPECTION AREA
LOOK FOR CRACKS FOLLOWING
THE CONTOUR OF THE WING
STRUT SUPPORT FITTING

DETAIL A



DETAIL B
(LEFT SHOWN, RIGHT TYPICAL)

DOI - CESSNA 180 SERIES - 3 YEAR INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 3 YEAR STRUCTURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		21			
ARCTIC		22			
ARCTIC		23			
ARCTIC		24			
ARCTIC		25			
ARCTIC		26			
ARCTIC		27			
ARCTIC		28			
ARCTIC		29			
ARCTIC		30			
ARCTIC		31			
ARCTIC		32			
ARCTIC		33			
ARCTIC		34			
ARCTIC		35			
TEMPERATE		36			
TEMPERATE		37			
TEMPERATE		38			
TEMPERATE		39			
TEMPERATE		40			
TEMPERATE		41			
TEMPERATE		42			
TEMPERATE		43			
TEMPERATE		44			
TEMPERATE		45			
TEMPERATE		46			
TEMPERATE		47			
TEMPERATE		48			
TEMPERATE		49			
	ALL	50	All panels opened for the inspection are closed and secure.		
	ALL	51	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

5 YEAR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	1	Inspect firewall structure as instructed below.		
TITLE:		Firewall Inspection		

EFFECTIVITY	180 S/N	
	18280001 and On	T18208001 and On

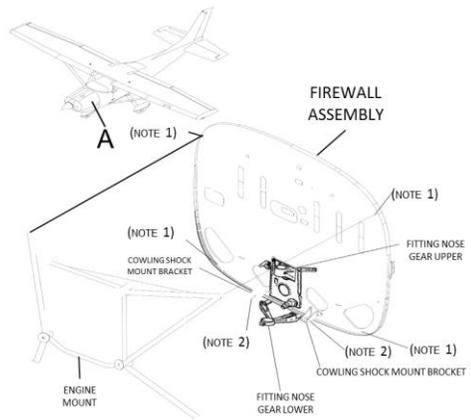
PURPOSE	To ensure structural integrity of the firewall
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. For applicable airplane serial numbers, check the airplane maintenance records to verify that SB99-53-01 has been accomplished. If not, comply with SB99-53-01 concurrent with this inspection.		
	NOTE: Airplanes affected by SB99-53-01 will be within the following airplane serial number range: 18280001 thru 18280463, but not all airplanes within this range will be affected by SB99-53-01.		
	B. Disconnect all electrical power from the airplane.		
	C. Remove the upper and lower cowlings from the airplane.		
	D. Refer to figure below. Visually inspect around each engine cowling shock mount bracket (2 places) for cracking on forward and aft side of the firewall.		
	(1) Clean area before inspecting if grime or debris is present.		
	E. Visually inspect around each engine mount attach bracket for cracking on the forward side of the firewall.		
	(1) Clean area before inspecting if grime or debris is present.		
	F. Visually inspect for missing or loose fasteners in the structure, especially around the engine mount attach brackets and attachment of lower forward cabin skin to the firewall.		
	G. Inspect firewall for wrinkles, cracks, sheared rivets or other signs of damage or wear.		
H. Install the items that were removed to accomplish this inspection and connect the electrical power.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Under Cowl	Not Allowed

INSPECTION METHOD	Visual
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		MECH	INSP
REPAIR/MODIFICATION	If a crack is found in the firewall, the firewall shall be repaired or replaced, as required prior to flight. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



NOTE 1: DO AN INSPECTION FOR CRACKS AT EACH ENGINE MOUNT TO FIREWALL ATTACH AREA.
NOTE 2: DO AN INSPECTION FOR CRACKS ON THE FORWARD AND AFT SIDES OF THE FIREWALL IN THE AREA OF THE COWLING SHOCK MOUNT BRACKETS.

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect rudder pedal torque tube and cable attachment arms as instructed below.		
TITLE:		Rudder Pedal Torque Tube Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 54423	185-0968 thru 18504448
	50912 thru 51183	18254424 thru 18268615	
	18051184 thru 18053203	182800001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

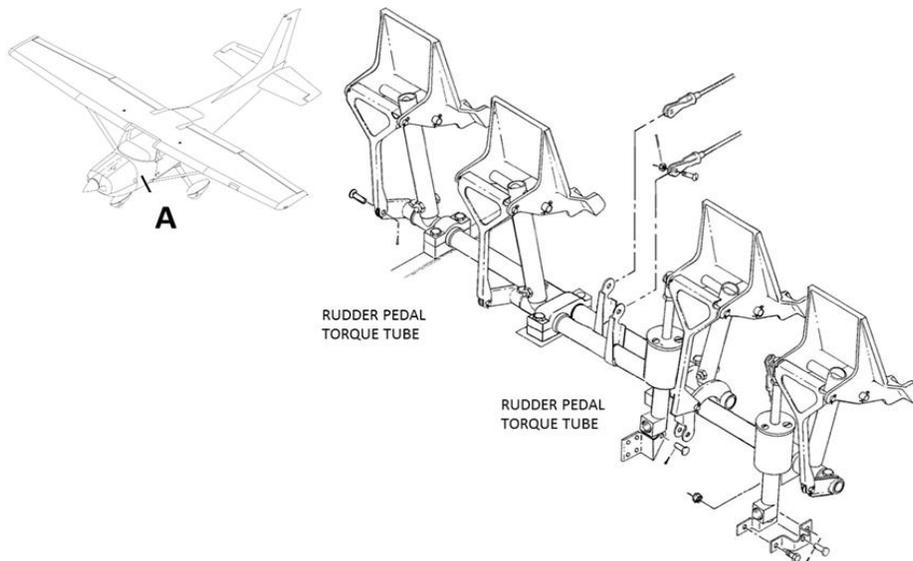
PURPOSE	To verify integrity of the rudder pedal torque tube assembly.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Inspect rudder pedal torque tubes for corrosion or cracking and cable and pedal attachment arms for wear, cracks or weld failures. Refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	B. Inspect the rudder bar support brackets for cracks at the bend radii in the mounting flange. Pay particular attention to inspect the rudder bar return spring and its lever arm assembly for the signs of damage or deterioration.		
	C. Inspect the rudder pedal shafts for wear, particularly where the retaining pins pass through the shafts.		
	(1) Clean area before inspecting if grime or debris is present.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage, Near Forward Firewall	Not Allowed

INSPECTION PROCEDURE	Visual
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		MECH	INSP
REPAIR/MODIFICATION	Typical failures occur at or close to welds in the rudder bar. Since the rudder bar is not heat treated after welding, it can be rewelded and used without subsequent heat treatment. Examine the rewelded area after welding for any new or additional cracking. Make other repairs by replacing damaged or missing parts. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	3	Inspect wing splice joint at strut attach as instructed below.		
TITLE		Wing Splice Joint at Strut Attach Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

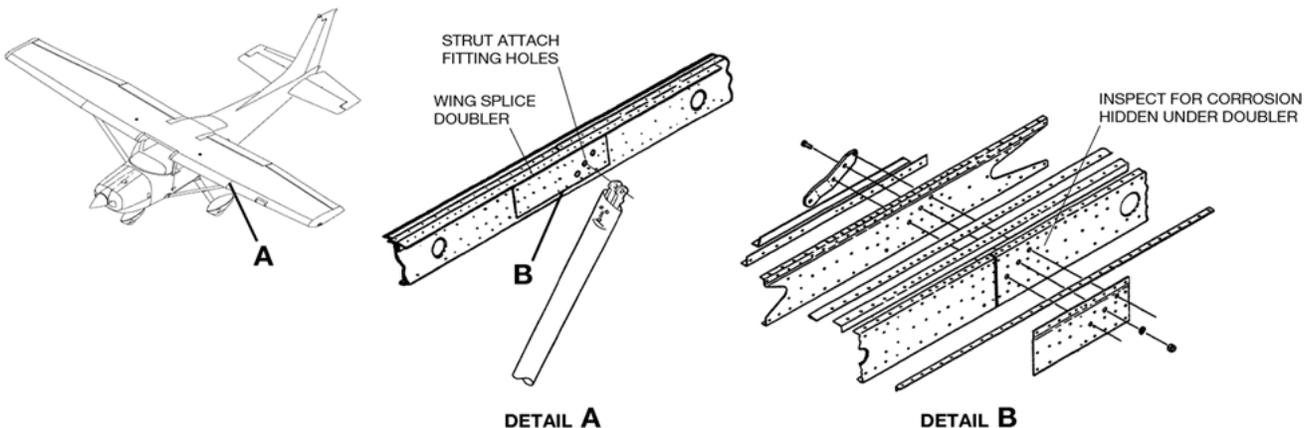
PURPOSE	To ensure structural integrity of the wing splice joint at strut attach location.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the four access panels inboard and outboard of the wing strut attach fitting to gain access to the forward and aft side of the wing strut attachment, refer to the applicable sections of this manual.		
	B. Do a visual inspection for corrosion at the edge of the upper and lower spar caps and the edge of the splice doublers. Refer to figure below. In addition, confirm the spar splice does not have bulging, resulting from corrosion, and does not have missing or loose fasteners.		
	C. If any of these conditions are confirmed, conduct an Ultrasonic Thickness Test on the area to determine if the doubler and/or spar thickness has been reduced in thickness from corrosion. Refer to Cessna NDI Methods and Requirements Manual of latest revision. If testing indicates the thickness varies by more than 0.004 inch in any area, contact Cessna Customer Service for additional instructions.		
	D. If corrosion is not found, install the removed access panels.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Forward Spar	Not Allowed

INSPECTION METHOD	Visual/Ultrasonic Thickness
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		MECH	INSP
REPAIR/MODIFICATION	Replace any cracked parts. If corroded, sand area lightly to remove corrosion. If more than 10% of the thickness has been removed in any one area, replace the part.		



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	1. Inspect inboard wing structure for damage and working rivets. 2. Inspect flap actuator support structure. Complete inspection as instructed below.		
TITLE:		Wing Structure Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure structural integrity of the wing structure.		
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		MECH	INSP
INSPECTION INSTRUCTIONS	Open all access panels and remove all fairings and the wing tips from the wings.		

		MECH	INSP
Visual Inspection	(1) Clean area before inspecting if grime or debris is present.		
	(2) Visually inspect the wing structure for damage, corroded or cracked parts. Use a bore scope or magnifying glass where required.		
	(a) Using at least a 4X magnifying glass and a bright light, inspect the rear spar web for fatigue cracks in the root area, especially along the radius which is located under the attachment fittings.		
	(b) Access the flap bay inner inspection panel to inspect the upper flange of the rear spar channel at the outer end of the attachment fitting.		
	(c) Visually inspect inside the left and right wings, aft of the spar, closest to where the strut connects to the wing, for an angle stiffener along the lower spar cap between W.S. 90 and W.S. 110.		
	(d) Pay particular attention to the wing attach area. Visually inspect both the fuselage and wing where the wing attaches to the carry-thru spar in the fuselage.		
	(e) Visually inspect for working rivets at the inboard portion of the main wing spar.		
	NOTE: Working rivets will have a trail of black dust downwind from the fastener. The dust is oxidized aluminum produced by the fastener moving in the hole.		
	(f) Visually inspect for working Hi-Shear rivets at the inboard spar fittings on the main wing spar.		
	(g) Pay particular attention to the trailing edge ribs and the span wise segments supporting the flap actuator or flap bell cranks.		
(3) If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detailed Inspection below.			
(4) If crack(s) or corrosion is found at the wing attach fittings, proceed to the Detailed Inspection below.			
(5) If no crack(s) or corrosion is found and the aircraft flight hours are below the inspection compliance hours (above), install access panels, fairings and wing tips. Inspection is complete.			

		MECH	INSP
Detailed Inspection	(1) Support the wing outboard of the strut while removing attach bolts.		
	(2) Remove the wing front spar attach bolts. Visually inspect the holes on the wing and fuselage sides of the fittings and surrounding area for corrosion.		
	(a) Pay particular attention to potential corrosion in the fitting inside the fuselage front carry thru spar.		
	(b) Conduct a bolt hole eddy current inspection of the front spar attach fittings. The hole size is 0.50 inches in diameter.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
NOTE: With the front spar in position, there are three segments through the hole. There is a fabrication joint in the center segment (wing side), so expect a crack-like indication at about 2:00 and 10:00 o'clock positions. Indications caused by the fabrication joint are not a cause for rejection.		
(c) Install the front spar attach bolt.		
(3) Remove the wing rear spar attach bolts. Mark the location of the indexing slot in the heads of both eccentric bushings. Remove the bushings. Visually inspect the holes on the wing and fuselage sides of the fittings and surrounding area for corrosion.		
(a) Pay particular attention to potential corrosion in the fitting inside the rear carry-thru spar.		
(b) Conduct a bolt hole eddy current inspection of the rear spar attach fittings. Refer to Cessna NDI Methods and Requirements Manual of latest revision. The bolt hole diameter on the fitting-wing attachment is 0.4378 inches, while the bolt hole diameter on both forward and aft fuselage fittings is 0.687 inches.		
(c) Install the bushings in the spar in the same orientation as they were when removed.		
(d) Install the rear spar attach bolt.		
(4) Install previously removed access panels, fairings and wing tips.		

ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Attach Points	Not Allowed

INSPECTION METHOD Visual, Eddy Current, Bore scope, Magnifying Glass

	MECH	INSP
REPAIR/MODIFICATION Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

COMMENTS Coordinate this inspection with Strut and Strut Wing Attachment Inspection.

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	5	Inspect wing strut and strut tube as instructed below.		
TITLE:		Strut and Strut Wing Attachment Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE To verify the integrity of the strut and strut attachment fitting to the wing.

	MECH	INSP
INSPECTION INSTRUCTIONS A. Remove the wing strut upper and lower fairings.		
B. If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detailed Attach Fitting Inspection below.		
(1) Visually inspect the strut attachment fittings for cracks or corrosion. Refer to the figure below.		
(a) Clean area before inspecting if grime or debris is present.		
(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection below.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
(2) Visually inspect the strut tube for cracks or corrosion.		
(a) Clean area before inspecting if grime or debris is present.		
(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection below.		
(3) If no crack(s) or corrosion is found, install fairings. The inspection is complete.		

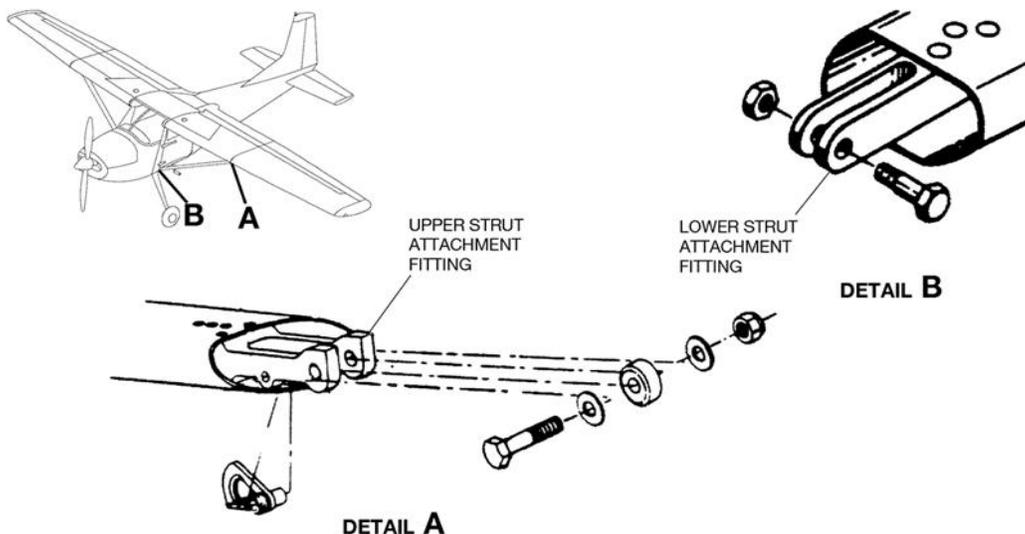
	MECH	INSP
Detailed Attach Fitting Inspection		
(1) Support the wing to minimize the load on the strut to wing attach bolt.		
(2) Remove the upper attach bolt and lower the strut to a support.		
(3) Remove the lower attach bolt and remove the strut.		
(4) Visually examine the strut tube for cracks or corrosion.		
(5) Visually inspect the strut attachment fittings for corrosion.		
(6) Visually inspect for cracks in web on the outboard end of the landing gear bulkhead, and inboard of the strut attach area.		
(7) Inspect using Eddy Current for cracks radiating from the wing and fuselage attach holes in the wing strut attach fittings.		
(8) Replace the strut by installing the lower attachment, then the upper attachment.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Strut	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
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	MECH	INSP
REPAIR/MODIFICATION		
A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion.		
B. Buff out sanding marks.		
C. Corrosion or damage to attachment holes will require specialized rework. Contact Cessna Field Service for rework of corroded or damaged attachment holes.		
D. Clean and prime sanded areas.		

COMMENTS	This inspection replaces Continued Airworthiness Program 57-10-02, Wing Strut and End Fittings.
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DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE	5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
ALL	6	Inspect aileron hinges, hinge bolts, hinge bearings and hinge and pushrod attach fittings as instructed below.		
TITLE:		Aileron Support Structure Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	

PURPOSE	To ensure structural integrity of the Aileron Support Structure.
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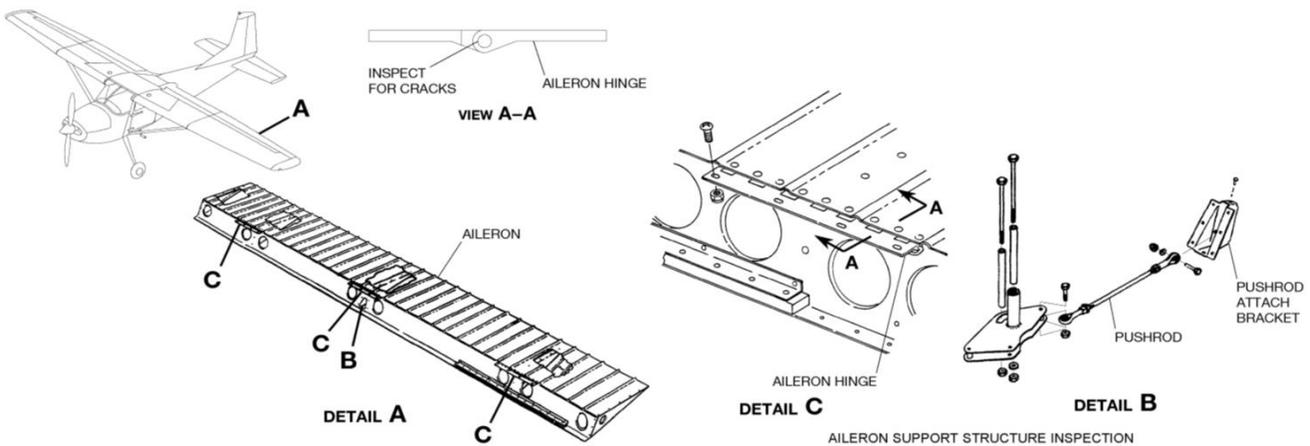
		MECH	INSP
INSPECTION INSTRUCTIONS	A. Check airplane records to verify that SEB87-04 has been complied with. If not, complete SEB87-04 with this inspection.		
	B. Remove the ailerons.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Visually inspect the aileron hinges for condition, cracks and security. Pay particular attention to the hinge pin segment "knuckle" area as shown in the figure below.		
	D. Visually inspect the pushrod attach fittings for evidence of damage, wear, failed fasteners and security.		
E. Install the ailerons.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wings	Not Allowed

INSPECTION METHOD	Visual
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		MECH	INSP
REPAIR/MODIFICATION	Refer to SE84-22, Aileron Hinge Assembly Improvement, to install new style hinge if old style is still on airplane. Replace any damaged or cracked hinges. Replace damaged or worn hinge pins.		

NOTE: The old style aileron hinge pin uses a cotter pin to secure the hinge pin in position, whereas the new style uses a screw.



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	7	Inspect wing strut fitting and adjacent bulkhead as instructed below.		
TITLE:		Strut Attach Fitting Inspection		

EFFECTIVITY	182 S/N	
	18259306 thru 18268615	FR18200001 thru FR18200070
	A182-0117 thru A182-0146	R18200001 thru R18202032
	F18200001 thru F18200169	

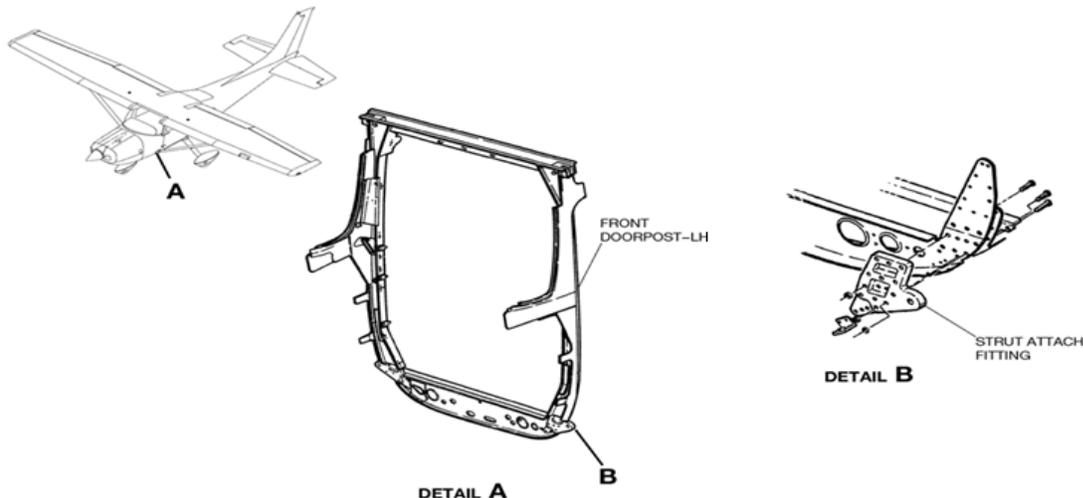
PURPOSE	To verify the integrity of the strut fitting and adjacent bulkhead.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
(1) Remove a portion of the interior to gain access to the lower end of the front doorpost bulkhead.		
(2) Visually inspect the fitting for evidence of corrosion. Refer to the figure below.		
(a) Clean area before inspecting if grime or debris is present.		
(3) Visually inspect the attachment of the fitting to the bulkhead. Pay particular attention to the bulkhead where the flange ends in a bend relief.		
(4) If evidence of corrosion is found, cracks are suspected, or compliance time limit exceeded, then conduct a surface eddy current inspection around each of the eight HI Shear steel fasteners through the fuselage wing strut attach fitting.		
NOTE: If removal of any of the HI Shear fasteners is necessary, they may be replaced with HiLok fasteners.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
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	MECH	INSP
REPAIR/MODIFICATION		
A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in fitting or bulkhead.		
B. Buff out sanding marks.		
C. Assess remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.		
D. Clean and prime sanded areas.		
E. Damaged bulkheads may be repaired in accordance with Service Bulletin SEB95-19. Coordinate any repair not available in Service Bulletin SEB95-19 with Cessna Customer Service prior to beginning repair.		
F. Replace strut attach forgings that have crack indications.		



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	8	Conduct Strainer Drain Control Inspection as specified below.		
TITLE:		Strainer Drain Control Inspection		

EFFECTIVITY	180	182	185
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	330000 thru 18268586	185-0001 thru 18524448
		R18200001 thru R18202039	
		A182-0001 thru A182-0148	
		F182-00001 thru F18200169	
		FR18200001 thru FR18200070	

PURPOSE	If fuel strainer drain valve does not close fully when control is released, it can cause continuous loss of fuel.	MECH	INSP
INSPECTION INSTRUCTIONS	(1) Ensure that control is rigged properly.		
	(2) Accomplish preflight check; pull control to drain strainer, then manually push control forward after actuation. Visually check that valve is closed.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Lower instrument panel/lower firewall.	Not Applicable

INSPECTION METHOD	Visual	MECH	INSP
REPAIR/MODIFICATION	Replace control/return spring.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	9	Inspect nose landing gear torque links, bolts, bushings and nose landing gear fork as instructed below.		
TITLE:		Nose Gear Torque Link and Fork Inspection		

EFFECTIVITY	182 S/N	
	613, 631	A182-0001 thru A182-0146
	33000 thru 34999	F18200001 thru F18200169
	51001 thru 53007	FR18200001 thru FR18200070
	18253008 thru 18268615	R18200001 thru R18202032
	18280001 and On	T18208001 and On

PURPOSE	To ensure structural integrity of the nose gear torque links and nose gear fork.	MECH	INSP
INSPECTION INSTRUCTIONS	A. Deflate the strut.		
	B. Remove torque link bolts one at a time in accordance with the applicable Service Manual.		
	C. Inspect for bent bolts or worn bolts. Refer to the figure below. Install serviceable bolts after inspection.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Inspect the torque link for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention around the bolt attach holes and forged ribs for cracks.		
	(3) Confirm any suspected cracks with surface eddy current. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
	E. Inspect center torque link bushings for excessive wear or deformation. Maximum new clearance between the NAS bushings in the mid joint upper torque link lug (ID = 0.1900 to 0.1915 in.) and the bolt (OD = 0.1885 to 0.1894 in.) is 0.0030 in. A clearance of 0.006 in. is the maximum wear limit.		
	(1) Clean area before inspecting if grime or debris is present.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

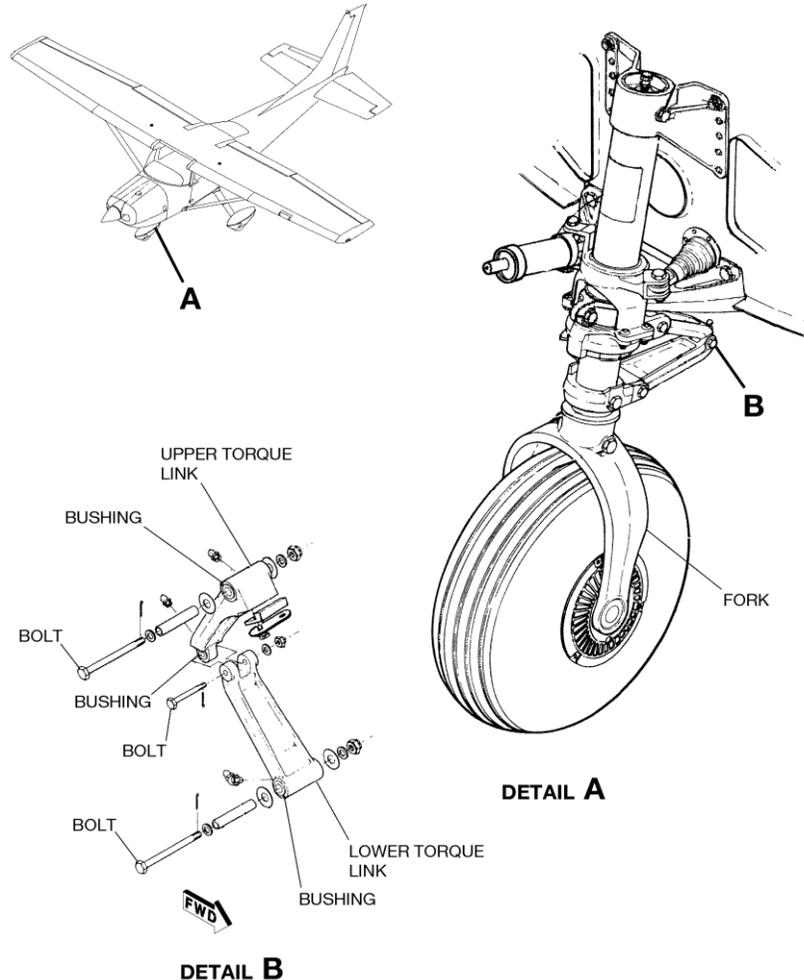
	MECH	INSP
F. Inspect upper and lower joint torque link bushings for excessive wear or deformation. As the bolt clamps up on the spacer, the wear is to be measured between the NAS bushing and the spacer. Maximum new clearance between the NAS bushings in the torque link (ID = 0.3750 to 0.3765 in.) and the spacer (OD = 0.3744 to 0.3750 in.) is 0.0021 in. A clearance of 0.006 in. is the maximum wear limit.		
(1) Clean area before inspecting if grime or debris is present.		
G. Inspect the fork for cracking along the forging parting line.		
(1) Clean area before inspecting if grime or debris is present.		
H. Install the bolts.		
I. Charge the nose strut.		

ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Nose Gear Section	Not Allowed

INSPECTION METHOD	Visual and Surface Eddy Current to confirm any suspected cracks.
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	MECH	INSP
REPAIR/MODIFICATION		
Replace bent bolts or worn bolts or bushings with new parts if wear limits are exceeded. A cracked fork or torque link is not repairable and must be replaced. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	10	Inspect main landing gear fittings.		
TITLE:		Main Landing Gear Fittings Inspection		

EFFECTIVITY	180	182	185
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 18504448
	50000 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18053203	18280001 and On	
		18253008 thru 18268615	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure structural integrity of the main landing gear fittings.
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		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove the seats, carpet and inspection panels as required to get access to the main landing gear bulkhead fittings, refer to the applicable sections of this manual.		
	B. Inspect the outboard main landing gear fittings for cracking. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads. (1) Clean the area before inspecting if grime or debris is present.		
	C. Inspect the inboard main landing gear fittings for cracking. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads. (1) Clean area before inspecting if grime or debris is present.		
	D. Install the items that were removed to accomplish this inspection, refer to the applicable sections of this manual.		

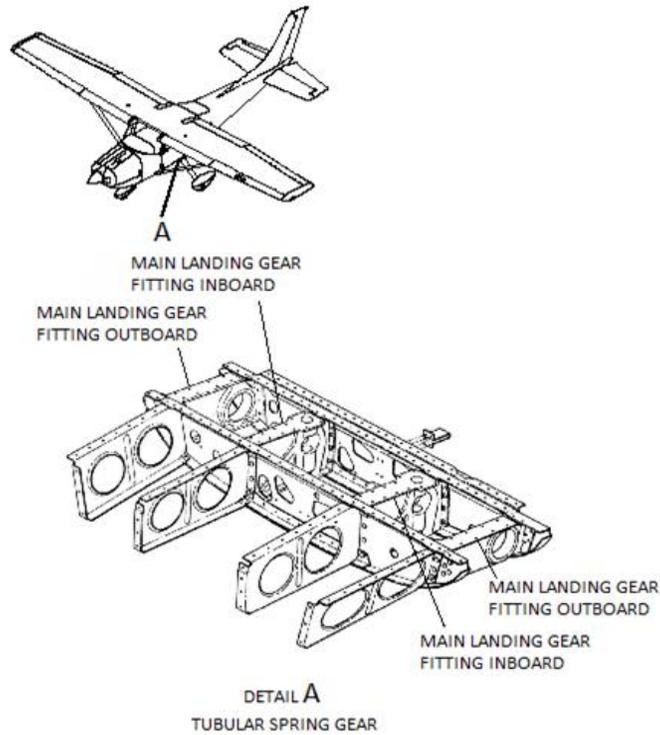
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Support	Not Allowed

INSPECTION METHOD	Visual
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		MECH	INSP
REPAIR/MODIFICATION	A. Refer to the figure below. Main landing gear fittings are contained between two wrap-around bulkheads which physically contain the bulkheads even after the attach fasteners are removed. A recommended method to replace main landing gear fittings is to support the airplane to maintain alignment during rework, remove the floorboard just forward of the forward main gear bulkhead, remove the four longerons forward of the forward main landing gear bulkhead and then slide the forward main landing gear bulkhead forward to disengage it from the fittings. Since the attach holes will be reused to reinstall the parts, remove rivets carefully to avoid excessively enlarging rivet holes. After the fittings are installed, reinstall the removed parts in reverse order. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

Main Landing Gear Fittings Inspection



ACFT TYPE	5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
182, 182S/T, T182T, 182, T182, R182, TR182	11	<p>Nose gear axle assembly. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Nose gear axle and attach bolt. 2. Wheel halves. <p>NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).</p> <p>NOTE: Disassemble the nose gear strut to get access.</p> <p>NOTE: Do not apply LPS-3 Heavy-Duty Rust Inhibitor to the sliding surfaces of the oleo strut.</p> <p>NOTE: Coordinate with tire change.</p>		
ALL	12	<p>Fuselage lower internal structure beneath the floor panels. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Cabin structure under floorboards. <p>NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).</p>		
ALL	13	<p>Fuselage internal structure in upper fuselage. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Cabin bulkhead corners. 2. Fuselage skin. <p>NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).</p>		
ALL	14	<p>Areas of the cabin structure. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Firewall. 2. Firewall attachments. <p>NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).</p>		
ALL	15	<p>Areas of the cabin structure. Make sure you inspect these areas:</p> <ol style="list-style-type: none"> 1. Cabin door forward and aft frames. 2. Window frames with emphasis at stringers and channel assemblies from aft of door frame to aft bulkhead. 3. Seat attachment structure. 4. Aft Cabin Bulkhead <p>NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).</p>		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	16	Horizontal stabilizer structure. Make sure you inspect these areas: 1. Stabilizer attachment to the tail cone bulkhead. 2. Front and rear spars. NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
ALL	17	Vertical stabilizer structure. Make sure you inspect these areas: 1. Forward spar attachment to tail cone bulkhead. 2. Aft spar attachment to lower stabilizer spar. 3. Front and rear spars. 4. Rear spar rudder hinges. NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
ALL	18	Wing structure internal. Make sure you inspect these areas: 1. Wing front spar and lower spar caps. 2. Upper and lower wing attach spar fittings. 3. Wing lower skins. NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
ALL	19	Wing structure external. Make sure you inspect these areas: 1. Skin with emphasis at skin overlaps and under access panels. 2. Rear spar upper and lower caps. 3. Rear spar web. NOTE: Corrosion Prevention and Control Program Inspection item (baseline interval, refer to Cessna Corrosion Prevention and Control Inspection Manual of latest revision).		
ALL	20	Inspect seat rails for corrosion as instructed below.		
TITLE		Seat Rails and Seat Rail Structure Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify the integrity of the seat rails.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
A. Verify accomplishment of AD 2011-10-09 for inspection of seat rails for cracks.		
B. Remove seats, and carpet or mat, as necessary to gain access to inspect seat rails and seat rail base.		
C. Visually inspect seat rails for corrosion.		
(1) If adhesive, grime or debris is present, clean area to inspect around base.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin Interior	N/A

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION		
A. If corrosion is found, repair in accordance with the following:		
(1) Clean and lightly sand corroded area to remove surface damage and pits.		
(2) Buff out scratch marks.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
(3) Reinspect area and assess amount of material removed.		
(a) If thickness of flange has been reduced by 10% or more, rail must be replaced.		
(b) A local flange reduction of 20% of thickness is acceptable where confined to one side of extrusion, provided that the reduced area does not coincide with both seat pin hole and fastener hole.		
(c) If thickness of web is reduced by 10% or more, rail must be replaced.		
(d) If local web reduction of 20% exceeds 1" in length, rail must be replaced.		
(e) If bulb is reduced in thickness at seat pin hole by 5% or more, rail must be replaced.		
(f) If bulb is reduced by more than 10% at areas between holes, rail must be replaced.		
(4) Brush coat sanded areas with alodine.		
B. Reinstall seat and check for proper operation. If removed material on bulb interferes with proper operation of seat, replace rail.		
C. For extensive damage or conditions not addressed, contact Cessna Customer Service prior to beginning the repair.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
R182, TR182	21	Inspect main landing gear spring for rust or damage to finish as instructed below.		
TITLE:		Landing Gear Spring Corrosion Inspection		

EFFECTIVITY	182 S/N	
	FR18200001 thru FR18200070	R18200001 thru R18202032

PURPOSE	To ensure corrosion protection of main landing gear springs.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
NOTE: The main landing gear springs are made from high strength steel that is shot peened inside and out on the full circumference and length to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur.		
A. Remove landing gear fairings.		
B. Inspect the spring and area around the entry step attachment for worn or chipped paint. Refer to the figure below. If rust has developed, rework the gear in accordance with the repair/modification section.		
(1) Clean area before inspecting if grime or debris is present.		
C. If the finish is worn or chipped, refinish the landing gear springs.		
D. Inspect the axle attachment holes for evidence of corrosion.		
E. Install landing gear fairings.		

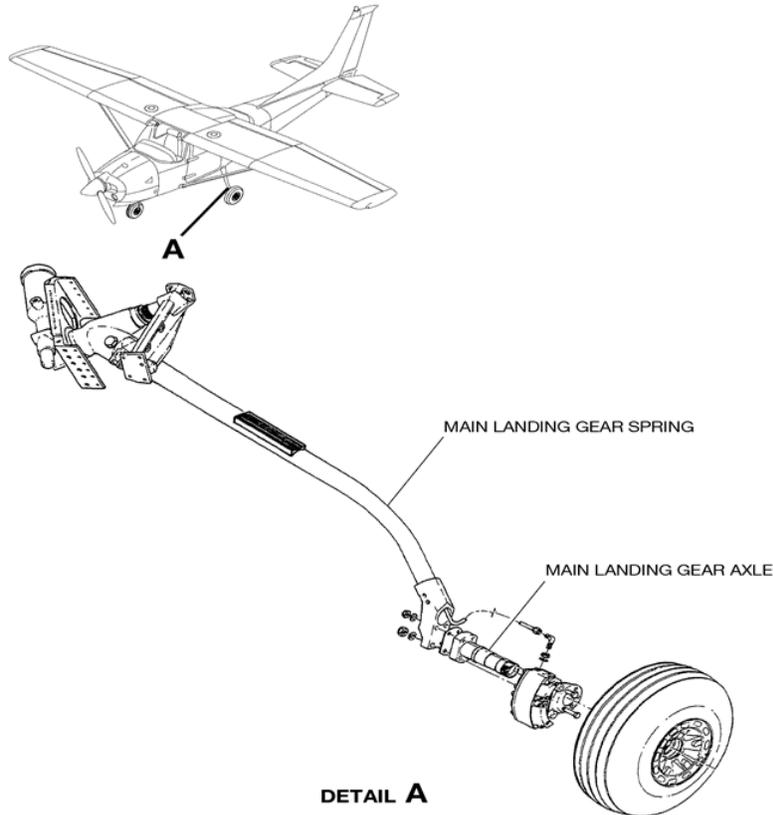
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION		
A. If rust has developed on the landing gear spring, it must be removed before refinishing. The recommended procedure to remove rust is by hand sanding, using a fine grained sandpaper.		
B. Use 180 or finer grit abrasive cloth to produce a diameter-to-depth ratio of about 10:1. To determine the depth, use a straight edge and feeler gages. If the corrosion pit is deeper than 0.008 inches, contact Cessna Customer Service for repair/replacement instructions.		
C. Refinish sanded areas.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
(1) Solvent Wipe.		
(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.		
(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.		
(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.		
(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.		
(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.		
(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.		
(c) Allow to air dry for two to four hours.		
(d) Apply topcoat within 24 hours.		
(3) Apply Polyurethane Enamel Topcoat.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.		
(c) Allow to air dry per the manufacturer's instruction.		



DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE	5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
182 Series	22	Inspect main landing gear tubular spring for rust or damage to finish as instructed below.		

TITLE: Main Landing Gear Tubular Spring Corrosion Inspection

EFFECTIVITY	182 S/N	
	18260826 thru 18268615	F18200001 thru F18200169
	18280001 and On	T18208001 and On

PURPOSE To ensure corrosion protection of main landing gear tubular spring.

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove landing gear fairing.		
	B. Inspect the main landing gear tubular spring for worn or chipped paint. Refer to the figure below. If rust has developed, rework the gear in accordance with the Repair/Modification Section below.		
	NOTE: The main landing gear springs are made from high strength steel that is shot peened the full circumference and full length along the outlet diameter to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. If the finish is worn or chipped, refinish the landing gear springs.		
	D. Inspect the area under and around the entry step attachment for corrosion.		
	E. Inspect the axle attach holes for corrosion.		
(1) Clean area before inspecting if grime or debris is present.			

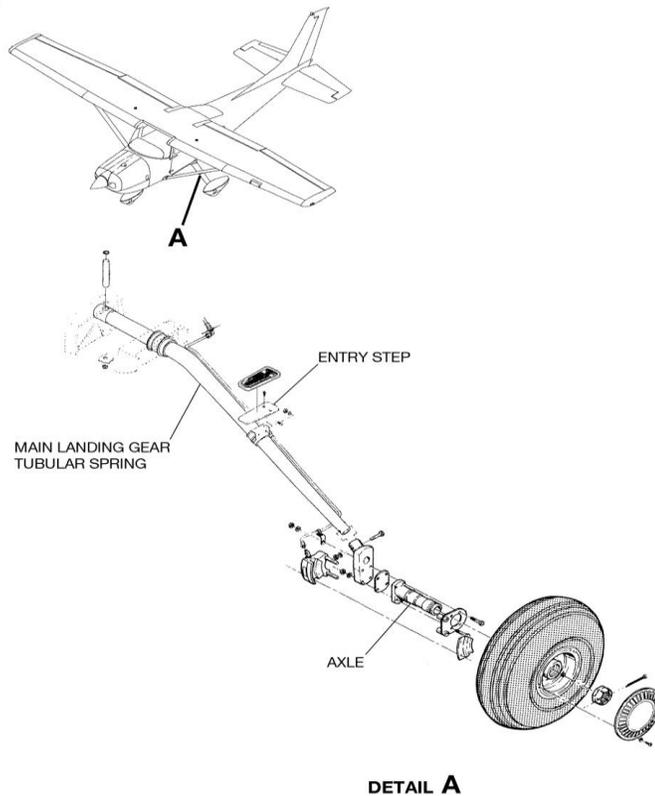
ACCESS AND DETECTABLE CRACK SIZE	ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
	Main Gear Section	Not Allowed

INSPECTION METHOD Visual and Ultrasonic Thickness Test

		MECH	INSP
REPAIR/MODIFICATION	A. If corrosion has developed on the tubular spring landing gear, it must be removed before refinishing. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.		
	B. Use 180 or finer grit abrasive cloth, to produce a diameter-to-depth ratio of about 10:1.		
	(1) Landing gear spring: Use a straight edge and feeler gages to determine thickness after removing corrosion. If the corrosion pit or wear is deeper than 0.008 inches, contact Cessna Customer Service for repair/replacement instructions.		
	C. Refinish sanded areas.		
	(1) Solvent Wipe.		
	(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.		
	(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.		
	(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.		
	(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.		
	(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.		
(2) Apply corrosion primer in accordance with Corrosion-Resistant PrimerMIL-PRF-23377G or later.			
(a) Mix and apply in accordance with manufacturer's instructions.			

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.		
(c) Allow to air dry for two to four hours.		
(d) Apply topcoat within 24 hours.		
(3) Apply Polyurethane Enamel Topcoat to landing gear tubular spring.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.		
(c) Allow to air dry per the manufacturer's instruction.		



ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	23	Inspect main landing gear flat spring and attach fittings for corrosion as instructed below.		
TITLE:		Main Landing Gear Flat Spring and Attach Fittings Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18051993	18253008 thru 18259305	
		A182-0001 thru A182-0116	

PURPOSE	To ensure corrosion protection of main landing gear flat springs
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		MECH	INSP
INSPECTION INSTRUCTIONS	NOTE: The main landing gear flat springs are made from high strength steel that is shot peened on the lower surface to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

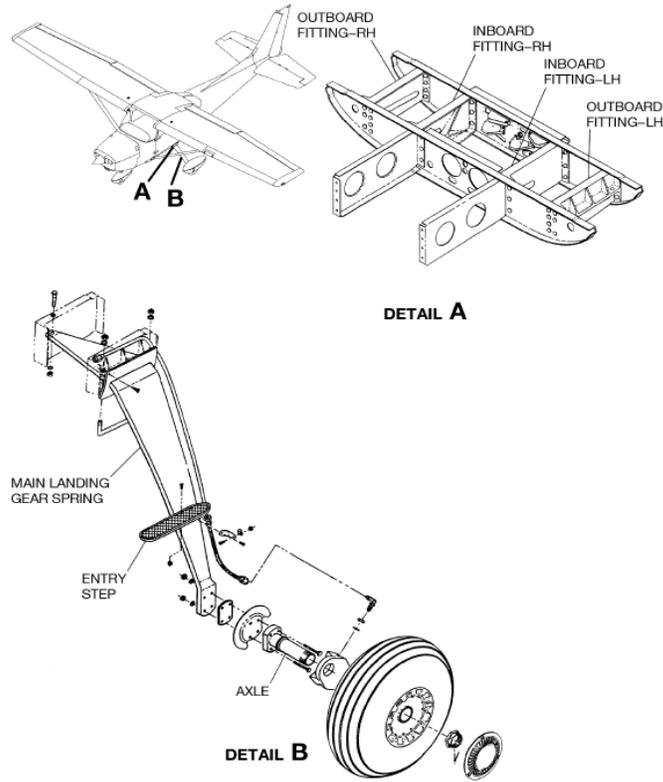
	MECH	INSP
A. Inspect the main landing gear springs for worn or chipped paint. Refer to the figure below. If rust has developed, rework the gears in accordance with the Repair/Modification section below.		
(1) Clean area before inspecting if grime or debris is present.		
B. Inspect the area under and around the entry step attachment for corrosion.		
C. If the finish is worn or chipped, refinish the landing gear springs.		
D. Inspect the outboard main landing gear fittings for corrosion. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads.		
(1) Clean area before inspecting if grime or debris is present.		
E. Inspect the inboard main landing gear fittings for corrosion. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads.		
(1) Clean area before inspecting if grime or debris is present.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual
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	MECH	INSP
REPAIR/MODIFICATION	A. If rust has developed on the flat spring landing gears, it must be removed before refinishing. The recommended procedure to remove rust is by hand sanding, using a fine grained sandpaper.	
	B. Refer to Section 5-5A (CORROSION CONTROL ON LANDING GEAR SPRINGS) of the Model 100 Series Service Manual.	
	C. Refinish sanded areas.	
	(1) Solvent Wipe.	
	(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.	
	(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.	
	(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.	
	(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.	
	(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.	
	(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.	
	(a) Mix and apply in accordance with manufacturer's instructions.	
	(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.	
	(c) Allow to air dry for two to four hours.	
	(d) Apply topcoat within 24 hours.	
	(3) Apply Polyurethane Enamel Topcoat.	
	(a) Mix and apply in accordance with manufacturer's instructions.	
	(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.	
	(c) Allow to air dry per the manufacturer's instruction.	

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS



NOTE: MODEL 172 SHOWN, OTHER MODELS TYPICAL.
 MAIN LANDING GEAR FLAT SPRING AND ATTACH FITTINGS CORROSION INSPECTION - ALL MODELS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
180 & 185 SERIES	24	Inspect main landing gear spring and attach fittings for rust or damage to finish. Inspect entry step attachment as instructed below.		
TITLE:		Main Landing Gear Spring and Attach Fittings Corrosion Inspection		

EFFECTIVITY	180 S/N	185 S/N
	18051994 thru 18053203	185-1448 thru 18504448

PURPOSE		MECH	INSP
	To ensure corrosion protection of main landing gear springs and attachments and attach structure.		

INSPECTION INSTRUCTIONS		MECH	INSP
	A. Remove landing gear fairing.		
	B. Inspect the main landing gear spring for worn or chipped paint. Refer to the figure below. If rust has developed, rework the gear in accordance with the repair/modification section below. NOTE: The main landing gear flat springs are made from high strength steel that is shot peened to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur. (1) Clean area before inspecting if grime or debris is present.		
	C. If the finish is worn or chipped, refinish the landing gear springs in accordance with the repair/modification section.		
	D. Inspect the outboard main landing gear fittings for corrosion. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads. (1) Clean area before inspecting if grime or debris is present.		
	E. Inspect the inboard main landing gear fittings for corrosion. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads. (1) Clean area before inspecting if grime or debris is present. (1) Clean area before inspecting if grime or debris is present.		

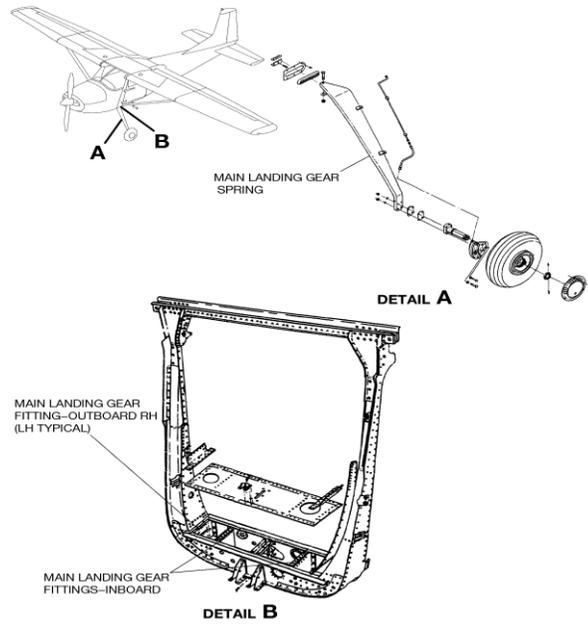
DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual and Ultrasonic Thickness Test
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REPAIR/MODIFICATION	MECH	INSP
<p>A. If corrosion has developed on the landing gear spring, it must be removed before refinishing. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.</p> <p style="margin-left: 20px;">CAUTION: Do not use chemical paint strippers. Some chemical strippers are acidic and can produce hydrogen. The springs are high heat treated steel, which is subject to hydrogen embrittlement if exposed to hydrogen. Hydrogen embrittlement can cause delayed failure.</p>		
<p>B. Refer to the applicable Service Manual for detailed instructions of corrosion removal on the gear springs and axle.</p>		
<p>C. On landing gear fittings and bulkheads, use 180 or finer grit abrasive cloth to produce a diameter-to-depth ratio of about 10:1. Use ultrasonic inspection methods to determine thickness after removing corrosion. Repairs are required if thickness is less than 90% of uncorroded material.</p>		
<p>D. Refinish sanded areas.</p>		
<p>(1) Solvent Wipe.</p>		
<p style="margin-left: 20px;">(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.</p>		
<p style="margin-left: 20px;">(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.</p>		
<p style="margin-left: 20px;">(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.</p>		
<p style="margin-left: 20px;">(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.</p>		
<p style="margin-left: 20px;">(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.</p>		
<p>(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.</p>		
<p style="margin-left: 20px;">(a) Mix and apply in accordance with manufacturer's instructions.</p>		
<p style="margin-left: 20px;">(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.</p>		
<p style="margin-left: 20px;">(c) Allow to air dry for two to four hours.</p>		
<p style="margin-left: 20px;">(d) Apply topcoat within 24 hours.</p>		
<p>(3) Apply Polyurethane Enamel Topcoat to landing gear spring.</p>		
<p style="margin-left: 20px;">(a) Mix and apply in accordance with manufacturer's instructions.</p>		
<p style="margin-left: 20px;">(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.</p>		
<p style="margin-left: 20px;">(c) Allow to air dry per the manufacturer's instruction.</p>		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS



ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP	
ALL	25	Inspect flap tracks for corrosion as instructed below.				
TITLE		Flap Tracks Corrosion Inspection				

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149	
50001 thru 50911	51001 thru 53007	185-0968 thru 18504448	
18050912 thru 18053203	18253008 thru 18268615		
	18280001 and On		
	A182-0001 thru A182-0146		
	F18200001 thru F18200169		
	FR18200001 thru FR18200070		
	R18200001 thru R18202032		
	T18208001 and On		

PURPOSE	To ensure the integrity of the flap tracks.
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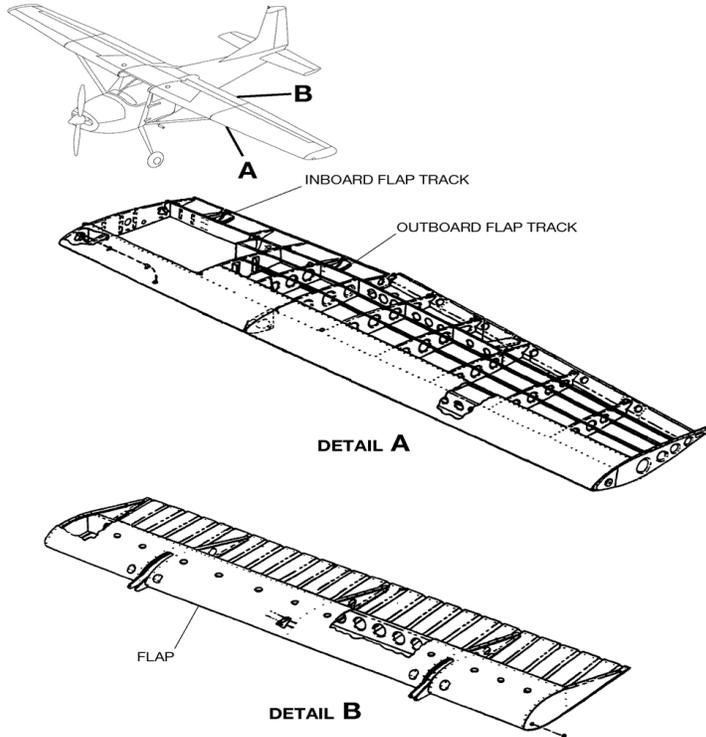
		MECH	INSP
INSPECTION INSTRUCTIONS	A. Check airplane records to verify that SEB95-03 has been incorporated. If not, complete SEB95-03 with this inspection.		
	B. Visually inspect the inboard and outboard flap tracks for exfoliation corrosion, particularly along exterior edges and edges of roller tracks. Refer to the figure below. (1) Clean area before inspection if grime or debris is present.		
	C. Visually inspect the flap track rib assembly, attachment brackets and angles for condition, cracks, loose rivets and security.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Flap Tracks	Not Allowed

INSPECTION METHOD	Visual
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		MECH	INSP
REPAIR/MODIFICATION	Replace damaged flap tracks or attachments. Replace damaged or loose rivets.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS



ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	26	Inspect flap tracks and attachments.		
TITLE		Flap Tracks and Attachments Inspection		

EFFECTIVITY	182 S/N	
	18259306 thru 18265175	FR18200001 thru FR18200070
	18280001 and On	R18200001 thru R18202032
	A182-0117 thru A182-0146	T18208001 and On
	F18200001 thru F18200025	

PURPOSE	To ensure the integrity of the flap tracks.
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INSPECTION INSTRUCTIONS		MECH	INSP
	A. Do a visual inspection of the inboard and outboard flap tracks for exfoliation corrosion, particularly along exterior edges and edges of roller tracks, refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	B. Visually inspect the flap track rib assembly, attachment brackets and angles for condition, cracks, loose rivets and security.		

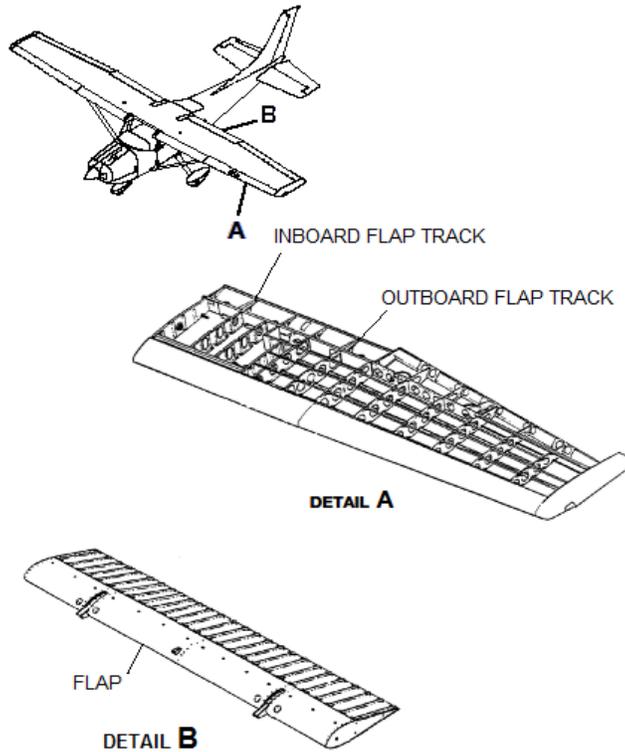
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Flap Tracks	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION		MECH	INSP
	Replace damaged or loose rivets. Replace damaged flap tracks or attachments.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

Figure 1. Flap Tracks and Attachments Inspection



ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	27	Inspect main landing gear flat spring for rust or damage to finish as instructed below.		
TITLE:		Main Landing Gear Flat Spring Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18051183	18253008 thru 18260825	
	18051184 thru 18051993	A182-0001 thru A182-0146	

PURPOSE	To ensure corrosion protection of main landing gear flat springs, attachments and attach structure.		MECH	INSP
INSPECTION INSTRUCTIONS	A. Inspect the main landing gear spring for worn or chipped paint. Refer to the figure below. If rust has developed, rework the gear in accordance with Repair/Modification Section below.			
	NOTE: The main landing gear flat springs are made from high strength steel that is shot peened on the lower surface to increase the fatigue life of the part. If the protective layer of paint is chipped or worn away, corrosion (rust) is likely to occur.			
	(1) Clean area before inspecting if grime or debris is present.			
	B. If the finish is worn or chipped, refinish the landing gear springs in accordance with the repair/modification section.			
	C. Inspect the main landing gear axle attachment holes for evidence of corrosion.			
	(1) Clean area before inspecting if grime or debris is present.			
	D. Inspect the area under and around the entry step attachment for corrosion.			

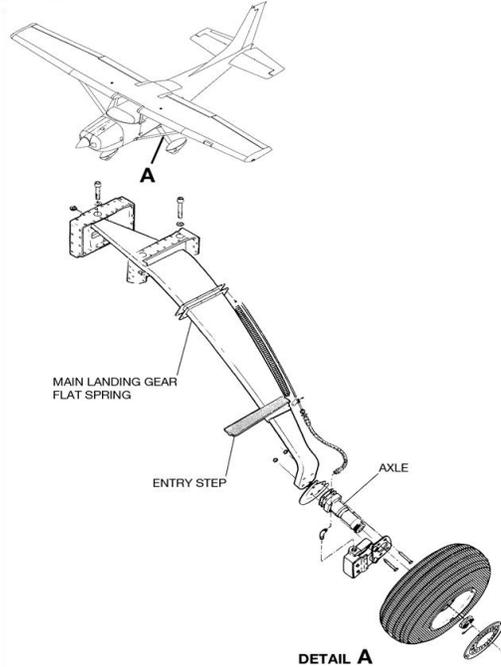
DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION		MECH	INSP
A. If corrosion has developed on the flat spring landing gear, it must be removed before refinishing. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.			
CAUTION: Do not use chemical paint strippers. Some chemical strippers are acidic and can produce hydrogen. The springs are high heat treated steel, which is subject to hydrogen embrittlement if exposed to hydrogen. Hydrogen embrittlement can cause delayed failure.			
B. Refer to the applicable Service Manual for detailed instructions on corrosion removal on the gear springs and axle.			
C. Refinish sanded areas.			
(1) Solvent Wipe.			
(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.			
(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.			
(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.			
(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.			
(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.			
(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.			
(a) Mix and apply in accordance with manufacturer's instructions.			
(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.			
(c) Allow to air dry for two to four hours.			
(d) Apply topcoat within 24 hours.			
(3) Apply Polyurethane Enamel Topcoat to landing gear flat spring.			
(a) Mix and apply in accordance with manufacturer's instructions.			
(b) Apply mixture with a wet cross coat to produce a dry film thickness of 1.5-2.0 mils.			
(c) Allow to air dry per the manufacturer's instruction.			

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS



ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	28	Inspect the cabin interior skin panels, frames and stringers as instructed below.		
TITLE		Fuselage Interior Skin Panels Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify the integrity of the cabin skins, stringers and frames under and around sound deadening material.	MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove interior of airplane to gain access to inside skins, stringers and frames. Remove sound dampening material.		
	B. Visually inspect skin panels for corrosion. Particular attention should be given to inspection of panels below windows, belly and other areas where moisture could enter or accumulate.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Inspect interior of door skins and structure for corrosion.		
	D. Inspect frames and stringers for corrosion.		
	E. Inspect cabin windows for integrity of seal to preclude entry of water into cabin.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage Interior	Not Applicable

INSPECTION METHOD	Visual, Ultrasonic Thickness Test
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DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

		MECH	INSP
REPAIR/MODIFICATION	A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in skin.		
	B. Buff out sanding marks.		
	C. Assess remaining skin, stringer or frame thickness to determine maximum material removed. An ultrasonic thickness test can be used for this.		
	(1) If more than 0.004 inch of skin material has been removed from the local area, the area must be repaired or replaced.		
	(2) If more than 10% of stringer or frame material has been removed from the local area, the area must be repaired or replaced.		
	D. Clean and prime sanded areas.		
E. Sound deadening material is for acoustic attenuation and may be replaced or omitted at owner's option.			

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	29	Inspect wing for corrosion and missing or loose fasteners as instructed below.		
TITLE:		Wing Structure Corrosion Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-1448 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	185-0968 thru 185-1447
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure corrosion protection of the wing structure.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	A. Open all access panels and remove all fairings and the wing tips from the wings.		
	(1) Clean area before inspecting if grime or debris is present.		
	B. Visually inspect throughout the wing sections for corrosion or traces of corrosion products through the access panels and wing tips.		
	C. Visually inspect for open fastener holes or loose rivets in the structure. Open fastener holes are an indication that a rivet has corroded and departed the airplane.		
	D. Use a bore scope to inspect inaccessible areas.		
	(1) Some additional areas can be reached by threading the bore scope probe through lightning holes in the trailing edge ahead of the flap and aileron. (2) During the bore scope inspection, pay particular attention to rivet butts and flanges containing rivets.		
E. Install previously removed access panels, fairings and wing tips.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Wing	Not Allowed

INSPECTION METHOD	Visual, Bore scope, Ultrasonic Thickness Test
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		MECH	INSP
REPAIR/MODIFICATION	A. If corrosion is present, it must be removed before refinishing. The recommended procedure to remove corrosion is by hand sanding, using a fine grained sandpaper.		
	NOTE: Particularly if corrosion is detected using a bore scope, significant disassembly may be required to remove corrosion and to refinish and repair surfaces. Contact Cessna Customer Services for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

	MECH	INSP
B. Use 180 or finer abrasive cloth to produce a diameter-to-depth ratio of about 10:1. Use ultrasonic methods to determine thickness after removing corrosion. Repairs are required if thickness is less than 90% of uncorroded material.		
C. Refinish sanded areas.		
(1) Solvent Wipe.		
(a) Wipe off excess oil, grease or dirt from the surface to be cleaned.		
(b) Apply solvent to a clean cloth, preferably by pouring solvent onto cloth from a safety can or other approved, labeled container. The cloth must be well saturated, but not dripping.		
(c) Wipe surface with the moistened cloth as necessary to dissolve or loosen soil. Work a small enough area so the surface being cleaned remains wet.		
(d) Immediately wipe the surface with a clean, dry cloth, while the solvent is still wet. Do not allow the surface to evaporate dry.		
(e) Do steps (b) through (d) again until there is no discoloration on the drying cloth.		
(2) Apply corrosion primer in accordance with Corrosion-Resistant Primer MIL-PRF-23377G or later.		
(a) Mix and apply in accordance with manufacturer's instructions.		
(b) Apply mixture with a wet cross coat to yield a dry film thickness of 0.6 to 0.8 mils.		
(c) Allow to air dry for two to four hours.		

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	30	Inspect horizontal stabilizer and elevator, including spars, ribs, hinge bolts, hinge bearings, attach fittings and torque tube as instructed below.		
TITLE:		Horizontal Stabilizer, Elevators and Attachments Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE		MECH	INSP
	To inspect horizontal stabilizer, elevator and attachments for signs of damage, fatigue or deterioration.		
INSPECTION INSTRUCTIONS	A. Open all stabilizer and elevator access panels, including the stinger and vertical stabilizer to horizontal tail fairings.		
	B. Visually inspect stabilizer and elevator for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security. Refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Visually inspect horizontal stabilizer hinge reinforcement for cracks or corrosion along the aft edge to a fastener hole at the inboard lower tabs. Pay particular attention to the lower reinforcement at the flange bend radius.		
	(3) If cracks or frozen bearings are found, conduct a surface eddy current inspection. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
	C. Visually inspect the elevator torque tube for corrosion and rivet security. Pay particular attention to the flange riveted onto the torque tube near the airplane centerline for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

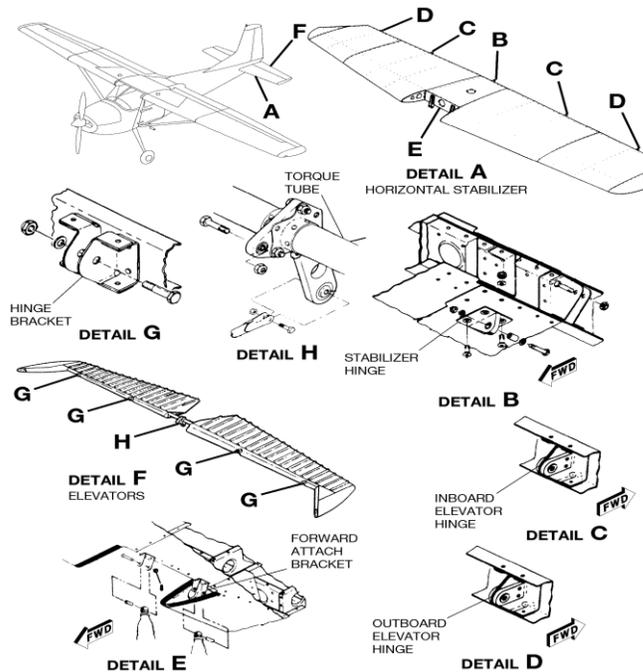
	MECH	INSP
D. Using a bore scope inspect forward and aft stabilizer and elevator spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, signs of fatigue and deterioration.		
(1) Clean area before inspecting if grime or debris is present.		
(2) Pay particular attention to the skins at the location where stringers pass through ribs and at the leading edge skin close to the fuselage. Apply finger pressure at the stringer intersection or the rib to spar juncture to check for free play indicating a broken rib.		
(3) Visually inspect the forward stabilizer attachment bulkhead for loose rivets and cracks.		
(4) Visually inspect the forward side of the front spar.		
E. Visually inspect the horizontal stabilizer aft attach points for cracks or corrosion.		
(1) Clean area before inspecting if grime or debris is present.		
(2) Pay particular attention to inspect the internal reinforcement triangle bracket around the washers of attach hardware and in the radius of the angle.		
F. Visually inspect the trailing edge portion of the elevator for indications of cracks, corrosion and deterioration.		
G. Install all previously removed access panels. Refer to the applicable Service Manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Horizontal Tail	Not Allowed

INSPECTION METHOD	Visual and Eddy Current
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	MECH	INSP
REPAIR/MODIFICATION		
Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are prepacked with grease, which will eventually oxidize and harden after years of service. Several applications of penetrating oil will help free up a stiff bearing. It is the owner/operator option to replace stiff bearings. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		

COMMENTS	Coordinate this inspection with Vertical Stabilizer, Rudder and Attachments Inspection.
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DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ACFT TYPE		5 YEAR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	31	Inspect vertical stabilizer and rudder, including spars, ribs, hinge bolts, hinge bearings and attach fittings as instructed below.		
TITLE:		Vertical Stabilizer, Rudder and Attachments Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18051183	18253008 thru 18268615	
	18051184 thru 18053203	18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru 18202032	
		T18208001 and On	

PURPOSE	To inspect vertical stabilizer, rudder and attachments for signs of damage, cracks or deterioration.	MECH	INSP
INSPECTION INSTRUCTIONS	A. Remove rudder from airplane and open all vertical stabilizer access panels.		
	B. Visually inspect vertical stabilizer and rudder for condition, cracks and security; rudder hinges and bell crank for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security. Refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Using a bore scope, inspect forward and aft vertical stabilizer spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes and signs of damage or deterioration.		
	(1) Visually inspect the forward and aft stabilizer attach fittings for loose fittings and cracks.		
	(2) Visually inspect the rudder and elevator bell crank brackets at FS 209.00 bulkhead for cracks.		
	(3) Clean area before inspecting if grime or debris is present.		
	D. Inspect rudder for deterioration resulting from fatigue, wear, overload, wind damage and corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	E. Inspect skins, spars and ribs for cracks, corrosion and working fasteners. Pay particular attention to the skins at the location where stringers pass through ribs. Apply finger pressure at the intersection to check for free play indicating a broken rib.		
	F. If corrosion or a frozen bearing is found in B. above, replace the rudder hinge or conduct a surface eddy current inspection for cracks of each rudder hinge attach fitting. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
	G. Install rudder and install all previously removed access panels.		

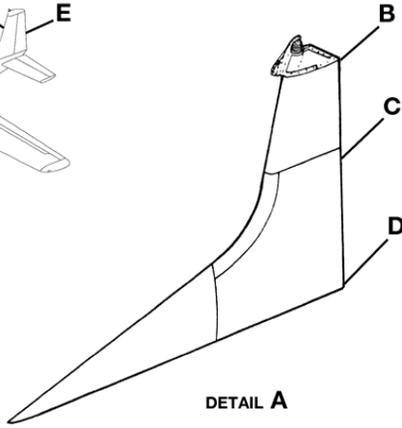
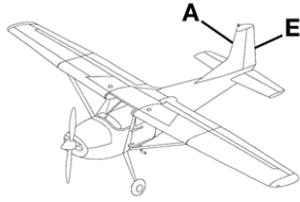
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Vertical Stabilizer, Rudder and Vertical Stabilizer Attachment	Not Allowed

INSPECTION METHOD	Visual, Bore Scope and Eddy Current if needed.
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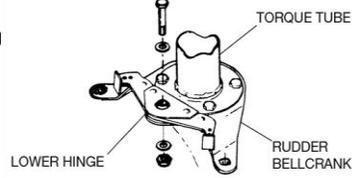
		MECH	INSP
REPAIR/MODIFICATION	Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are prepacked with grease, which will eventually oxidize and harden after years of service. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		

COMMENTS	Coordinate this inspection with Horizontal Stabilizer, Elevators and Attachments Inspection.
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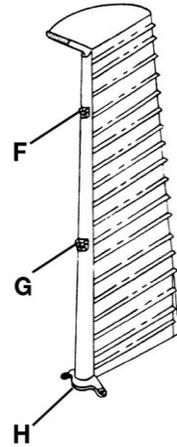
DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS



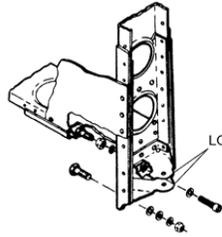
DETAIL A



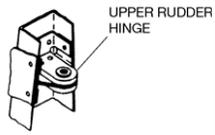
DETAIL H



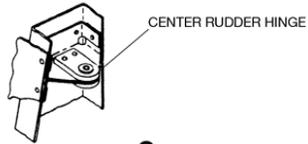
DETAIL E



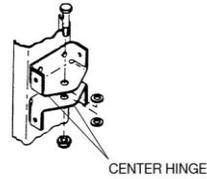
DETAIL D



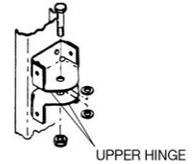
DETAIL B



DETAIL C



DETAIL G



DETAIL F

DOI - CESSNA 180 SERIES - 5 YEAR STRUCTURAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 5 YEAR STRUCURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		32			
ARCTIC		33			
ARCTIC		34			
ARCTIC		35			
ARCTIC		36			
ARCTIC		37			
ARCTIC		38			
ARCTIC		39			
ARCTIC		40			
ARCTIC		41			
ARCTIC		42			
ARCTIC		43			
ARCTIC		44			
ARCTIC		45			
ARCTIC		46			
ARCTIC		47			
TEMPERATE		48			
TEMPERATE		49			
TEMPERATE		50			
TEMPERATE		51			
TEMPERATE		52			
TEMPERATE		53			
TEMPERATE		54			
TEMPERATE		55			
TEMPERATE		56			
TEMPERATE		57			
TEMPERATE		58			
TEMPERATE		59			
TEMPERATE		60			
TEMPERATE		61			
	ALL	62	All panels opened for the inspection are closed and secure.		
	ALL	63	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

500 HOUR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 500 HOUR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		500 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
R182, TR182	1	Inspect main landing gear retraction system.		
TITLE:		Main Landing Gear Retraction System Inspection		

EFFECTIVITY	182 S/N
	FR18200001 thru FR18200070 R18200001 thru R18202032

PURPOSE	To ensure structural integrity of the main landing gear retraction system.

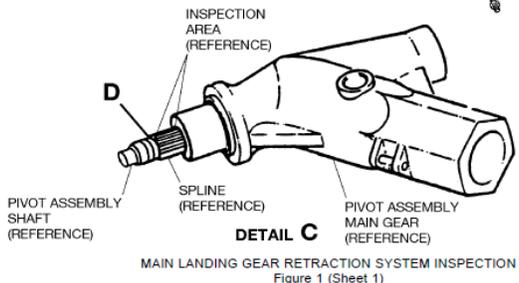
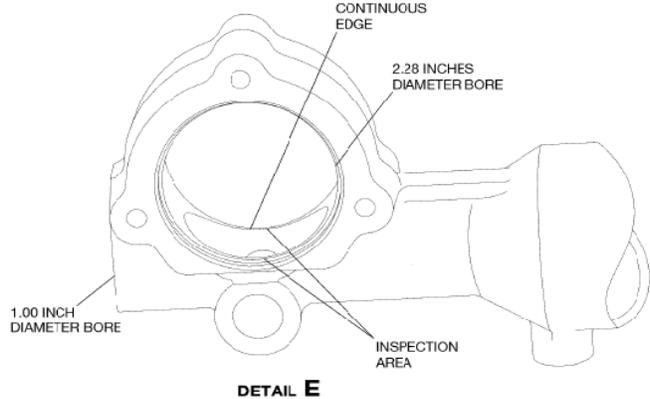
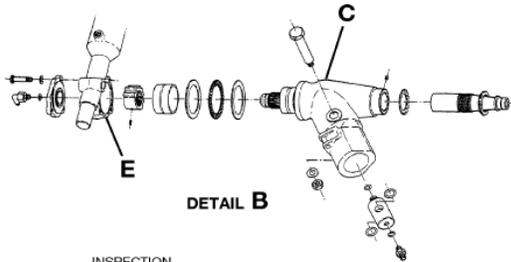
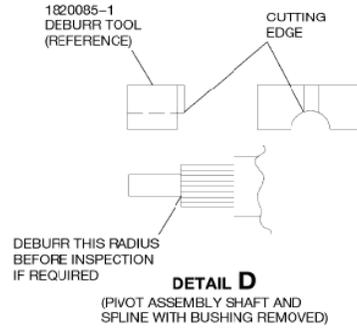
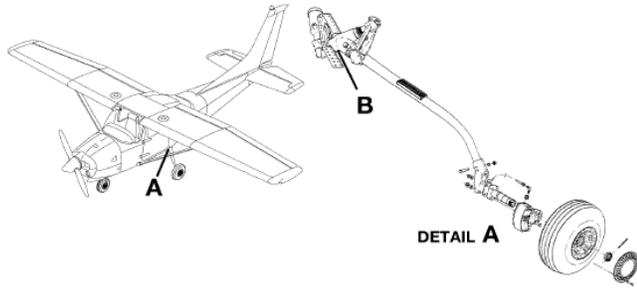
INSPECTION INSTRUCTIONS		MECH	INSP
	A. Check airplane records to verify that the latest revision of SEB90-1 has been accomplished. If not, complete the latest revision of SEB90-1 with this inspection.		
	B. Check airplane records to verify that SEB01-2 has been accomplished. If not, complete SEB01-2 with this inspection.		
	C. Remove seats and carpeting as required to gain access to the plate above the actuator.		
	D. Inspect the actuator, the actuator support assembly and the rod end bearings for cracks and corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Conduct a surface eddy current inspection for cracks in the location indicated by the figure below, Detail E on both sides of the main landing gear actuator body. Refer to appropriate manual for additional instructions.		
	E. Inspect the actuator pins, gears and sectors for cracks and wear.		
	F. Refer to the figure below, Details B, C, and D below. Inspect the main landing gear pivot fittings for cracks and corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	G. Inspect the downlock support assembly for cracks or corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	H. Install parts removed for access.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Landing Gear	Not Allowed

INSPECTION METHOD	Visual and Eddy Current

REPAIR/MODIFICATION		MECH	INSP
	A. If cracks are detected, the actuator or actuator body must be replaced.		
	B. If no cracks are detected, rework in accordance with SEB01-2 Rev. 2 or latest revision.		

DOI - CESSNA 180 SERIES - 500 HOUR STRUCTURAL INSPECTIONS

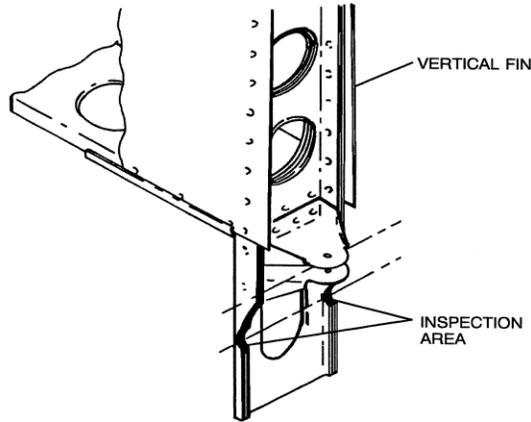


NOTE: INSPECT CONTINUOUS EDGE OF SADDLE-SHAPED HOLE AND CIRCUMFERENCE OF 2.28 INCHES DIAMETER BORE AND STEP.

MAIN LANDING GEAR RETRACTION SYSTEM INSPECTION
Figure 1 (Sheet 2)

ACFT TYPE	500 HR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
ALL	2	Inspect vertical fin rear spar.		
TITLE	Vertical Fin Rear Spar Inspection			
EFFECTIVITY	180 S/N	185 S/N		
	18052385 thru 18053147	18502311 thru 1850470		
PURPOSE	To inspect vertical fin rear spar for cracks.			
INSPECTION INSTRUCTIONS	Visually inspect vertical fin rear spar flange for cracks.			
ACCESS AND DETECTABLE CRACK SIZE				
	ACCESS/LOCATION	DETECTABLE CRACK SIZE		
	Elevator torque tube cut outs in tailcone stringer	Not Allowed		
INSPECTION METHOD	Visual			
REPAIR/MODIFICATION	Replace vertical fin rear spar assembly.			

DOI - CESSNA 180 SERIES - 500 HOUR STRUCTURAL INSPECTIONS



ACFT TYPE		500 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	3	Inspect flap support bracket, flap track, and roller.		
TITLE		Flap Support Bracket, Flap Track, and Roller Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

PURPOSE	To ensure flap support bracket flap track and roller integrity.
----------------	---

		MECH	INSP
INSPECTION INSTRUCTIONS	(1) Visually inspect flap support bracket for cracks.		
	(2) Visually inspect flap track, rollers and bushings for damage and excessive wear.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Lower wing flap area.	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR/MODIFICATION	Replace flap support bracket, flap track, rollers and bushings as required.		

ACFT TYPE		500 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Inspect aileron hinges, hinge bolts, hinge bearings and hinge and pushrod attach fittings as instructed below.		
TITLE:		Aileron Support Structure Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		R18200001 thru R18202032	
		FR18200001 thru FR18200070	

PURPOSE	To ensure structural integrity of the Aileron Support Structure.
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DOI - CESSNA 180 SERIES - 500 HOUR STRUCTURAL INSPECTIONS

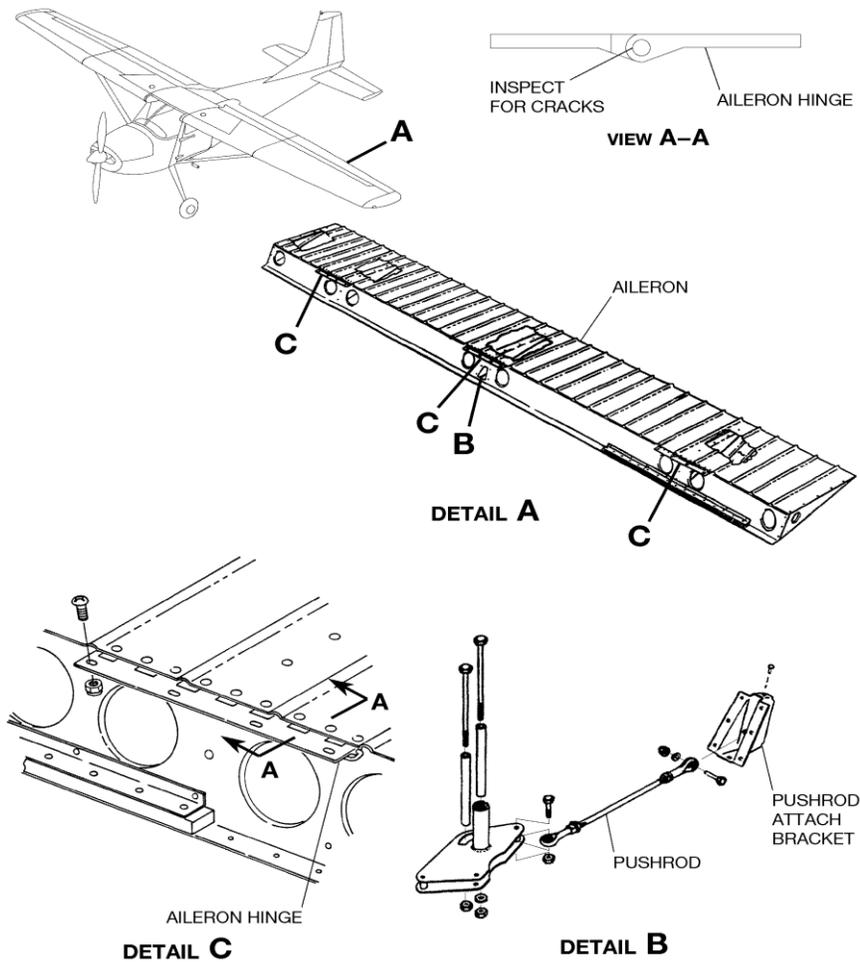
		MECH	INSP
INSPECTION INSTRUCTIONS	A. Check airplane records to verify that SEB87-04 has been complied with. If not, complete SEB87-04 with this inspection.		
	B. Remove the ailerons.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Visually inspect the aileron hinges for condition, cracks and security. Pay particular attention to the hinge pin segment "knuckle" area as shown in the figure below.		
	D. Visually inspect the pushrod attach fittings for evidence of damage, wear, failed fasteners and security.		
E. Install the ailerons.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wings	Not Allowed

INSPECTION METHOD	Visual
--------------------------	--------

		MECH	INSP
REPAIR/MODIFICATION	Refer to SE84-22, Aileron Hinge Assembly Improvement, to install new style hinge if old style is still on airplane. Replace any damaged or cracked hinges. Replace damaged or worn hinge pins.		

NOTE: The old style aileron hinge pin uses a cotter pin to secure the hinge pin in position, whereas the new style uses a screw.



DOI - CESSNA 180 SERIES - 500 HOUR STRUCTURAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 500 HR STRUCTURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		5			
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
TEMPERATE		19			
TEMPERATE		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
	ALL	35	All panels opened for the inspection are closed and secure.		
	ALL	36	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

1000 HOUR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182),

182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Inspect control wheel.		
TITLE		Control Wheel Inspection		

EFFECTIVITY	180 S/N	182 S/N	
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586 R1820001 thru 18202039	A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070

PURPOSE	To inspect control wheel for cracks.		
INSPECTION INSTRUCTIONS	Visually inspect control wheel for cracks.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Control Column	Not Allowed

INSPECTION METHOD	Visual		
REPAIR/MODIFICATION	Replace control wheel.		

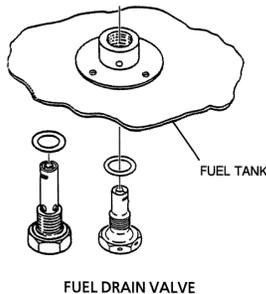
ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect fuel reservoir and fuel tanks quick drain valves.		
TITLE		Quick Drain Valves - Fuel Reservoir and Fuel Tanks Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586 A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039	632, 652 185-0001 thru 18504448

PURPOSE	To check for possible corrosion.		
INSPECTION INSTRUCTIONS	(1) Remove fuel reservoir/fuel tank quick drain valve and inspect for corrosion. If corrosion exists the valve must be replaced. (2) Inspect fuel reservoir for internal corrosion.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Under side of wing.	Not Allowed

INSPECTION METHOD	Visual		
REPAIR/MODIFICATION	Replace as required.		



DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	3	Inspect fuel gaging system.		
TITLE		Fuel Gaging System Inspection.		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

PURPOSE	To ensure that fuel gage is reading properly.		
INSPECTION INSTRUCTIONS	(1) Defuel airplane.		
	(2) Turn master switch On; ensure that fuel gage reads "0" empty when tank has only unusable fuel remaining.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing tank filler port	Not Allowed

INSPECTION METHOD	Visual		
REPAIR/MODIFICATION	Adjust/replace transmitter and/or gage as required.		

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Replacement of hydraulic hose and hydraulic components.		
TITLE		Hydraulic Hose Replacement and Hydraulic Component Replacement		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202039	

PURPOSE	To ensure that the hydraulic hose and components installed on the airplane are inspected at the proper interval.		
INSPECTION INSTRUCTIONS	Refer to comments below.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
As required	Not Allowed

INSPECTION METHOD	Visual
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

COMMENTS

Ref: SNL85-54.

The "on condition" interval applies to -- *

- * Brake and landing gear hydraulic system hoses of the later synthetic material (S2178-XXX part numbers).
- * Landing gear hydraulic system power packs used on 1979 and later models (9881124-XX).
- * All other components except earlier power packs and hoses of rubber material.

Landing gear power packs used prior to 1979 models still require overhaul every 5 years to replace rubber components. All brake and landing gear hydraulic system hoses used prior to the S2178-XXX part numbers still require replacement every 5 years to replace the rubber hose material.

NOTE

Although part number identification is the positive method to determine hose material, the synthetic hydraulic system hoses generally have a smooth, somewhat shiny surface texture and are generally a blue or reddish color. Rubber hoses are generally black and have a dull, rougher surface texture.

The new overhaul/replacement requirements will be incorporated in future revisions to the applicable airplane Parts Catalogs and Service Manuals.

The revised requirements in no way preclude the importance of accomplishing thorough hydraulic system inspections, as detailed in the applicable airplane Service Manual. Routine inspections are of the utmost importance to ensure continued airworthiness, durability and reliability.

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	5	Inspect main landing gear spring axle attach bolt holes as instructed below.		
TITLE:		Main Landing Gear Spring Axle Attach Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18265175	
		A182-0001 thru A182-0146	
		F18200001 thru F18200025	

PURPOSE	To ensure corrosion does not develop in main landing gear axle attachment holes.
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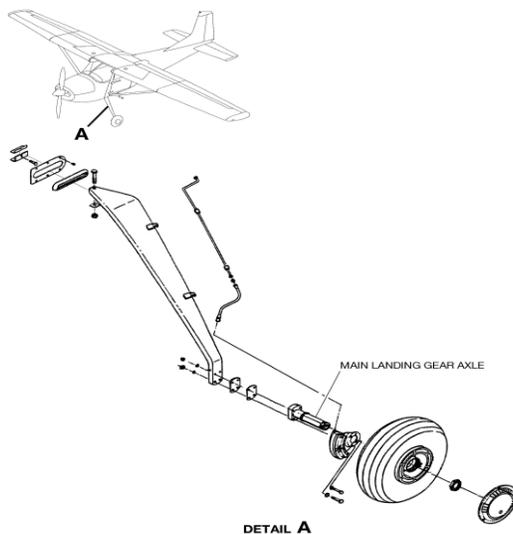
INSPECTION INSTRUCTIONS		MECH	INSP
	A. Inspect the four axle attach bolt holes for any indication of rusting or rust pits. Refer to the figure below.		
	NOTE: Main landing gear springs of airplanes can fail from fatigue cracks, initiated by corrosion pits, as small as 0.003 inches to 0.010 inches. Corrosion pits must not be allowed to develop inside the axle attach holes. To minimize the potential for corrosion, always install dry bolts in dry holes.		
	B. Inspect the axle for cracks and corrosion. Pay particular attention to inspect the flange radius for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Spring	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION		MECH	INSP
	A. Refer to the applicable Service Manual for detailed instructions of corrosion removal on the landing gear axle attachment holes.		

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS



ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	6	Inspect main landing springs outboard support.		
TITLE		Main Landing Spring Outboard Support Inspection		

EFFECTIVITY	180 S/N	185 S/N
	604, 614, 624, 645	632, 652
	30000 thru 18053203	185-0001 thru 18504448

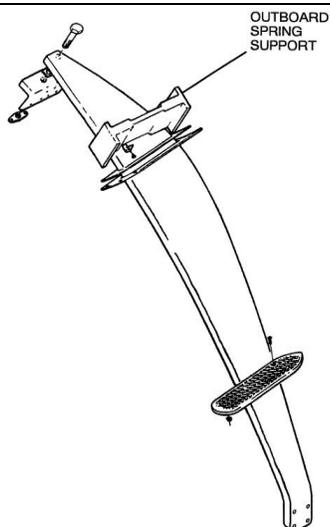
PURPOSE To inspect main landing gear spring outboard support for corrosion.

INSPECTION INSTRUCTIONS		MECH	INSP
	(1) Remove main landing gear springs from airplane.		
	(2) Visually inspect outboard spring support for corrosion.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage	Not Allowed

INSPECTION METHOD Visual

REPAIR/MODIFICATION		MECH	INSP
	If corrosion is found, contact Cessna Aircraft Company and describe condition.		



DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	7	Inspect main landing gear actuator mounting bolts.		
TITLE		Main Landing Gear Actuator Mounting Bolts		

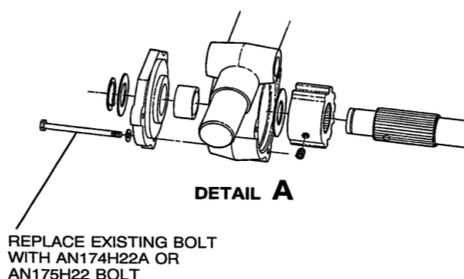
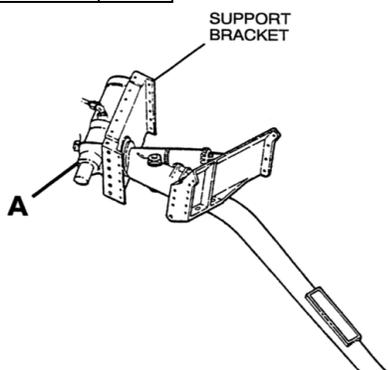
EFFECTIVITY	182 S/N	
	FR18200001 thru FR18200070	R18200001 thru R18202039

PURPOSE	Bolts without safety wire provisions have been found loose during routine inspections.
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INSPECTION INSTRUCTIONS	Remove actuator bolts without safety wire provisions and replace with AN174H22A or AN175H22A bolts and secure with safety wire	MECH	
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Remove center access panel on top of main landing gear bulkheads.	Not Allowed

INSPECTION METHOD	Visual
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ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	8	Inspect baggage compartment for corrosion.		
TITLE		Baggage Compartment Corrosion		

EFFECTIVITY	182 S/N	
	613, 631, 634, 675	F18200001 thru F18200169
	33000 thru 18268586	FR18200001 thru FR18200070
	A182-0001 thru A182-0148	R18200001 thru R18202039

PURPOSE	To inspect baggage compartment panels for corrosion.
----------------	--

INSPECTION INSTRUCTIONS	(1) Remove carpet as required to gain access to panel.	MECH	
	(2) Visually inspect panel and structure for corrosion.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Tailcone	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Remove corrosion using standard corrosion removal procedures.	MECH	
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	9	Replace flat leaf main landing gear U-bolts.		
TITLE:		U-Bolt Replacement		

EFFECTIVITY	182 S/N	
	613, 631	51001 thru 53007
	33000 thru 34999	18253008 thru 18265175

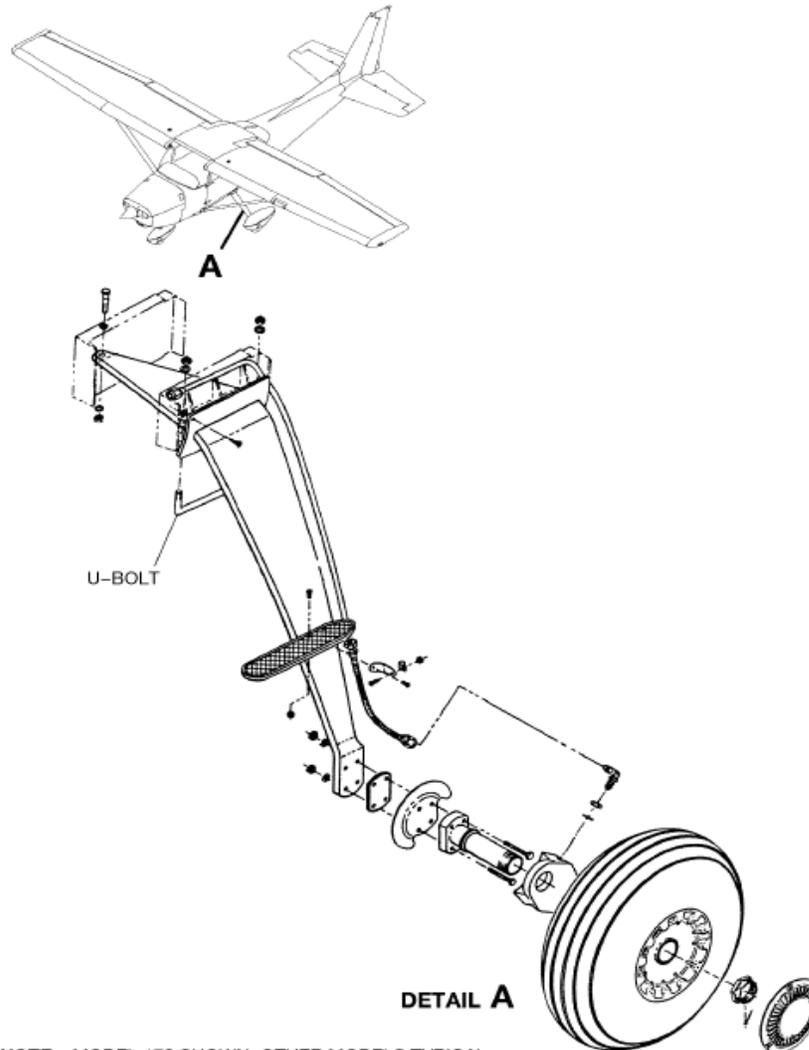
PURPOSE	To secure the flat leaf main landing gear assembly
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INSPECTION INSTRUCTIONS	A. Replace the U-bolts every 1,000 hours. Refer to the figure below.	MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage, Main Landing Gear	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Replace the U-bolts every 1,000 hours.	MECH	INSP



NOTE: MODEL 172 SHOWN, OTHER MODELS TYPICAL.
U-BOLT REPLACEMENT - MODELS 172, 175 AND 182

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	10	Inspect main landing gear fittings.		
TITLE:		Main Landing Gear Fittings Inspection		

EFFECTIVITY	180	182	185
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 18504448
	50000 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18053203	18280001 and On	
		18253008 thru 18268615	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

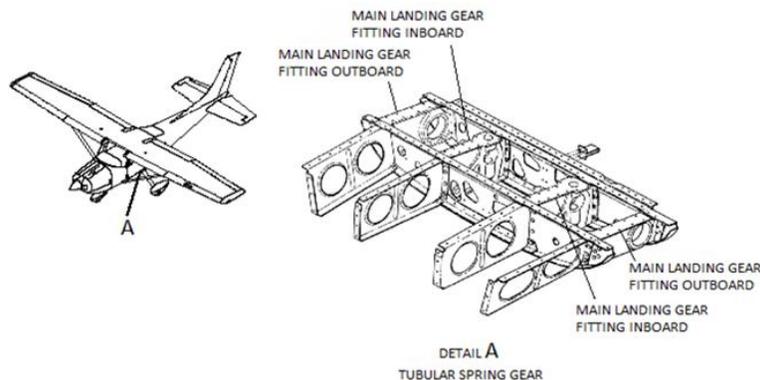
PURPOSE	To ensure structural integrity of the main landing gear fittings.
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INSPECTION INSTRUCTIONS		MECH	INSP
A.	Remove the seats, carpet and inspection panels as required to get access to the main landing gear bulkhead fittings, refer to the applicable sections of this manual.		
B.	Inspect the outboard main landing gear fittings for cracking. Pay particular attention to the area directly above the forward and aft edges of the landing gear spring and the attachment of the fittings to the bulkheads. (1) Clean the area before inspecting if grime or debris is present.		
C.	Inspect the inboard main landing gear fittings for cracking. Pay particular attention to the area directly below the landing gear spring attachment and the attachment of the fittings to the bulkheads. (1) Clean area before inspecting if grime or debris is present.		
D.	Install the items that were removed to accomplish this inspection, refer to the applicable sections of this manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Main Gear Support	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION		MECH	INSP
	A. Refer to the figure below. Main landing gear fittings are contained between two wrap-around bulkheads which physically contain the bulkheads even after the attach fasteners are removed. A recommended method to replace main landing gear fittings is to support the airplane to maintain alignment during rework, remove the floorboard just forward of the forward main gear bulkhead, remove the four longerons forward of the forward main landing gear bulkhead and then slide the forward main landing gear bulkhead forward to disengage it from the fittings. Since the attach holes will be reused to reinstall the parts, remove rivets carefully to avoid excessively enlarging rivet holes. After the fittings are installed, reinstall the removed parts in reverse order. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	11	Inspect main landing gear axle as instructed below.		
TITLE:		Main Landing Gear Axle Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-0512
	50000 thru 50911	51001 thru 53007	185-0513 thru 185-1149
	18050912 thru 18051993	18253008 thru 18259305	185-0968 thru 185-1447
		A182-0001 thru A182-0116	

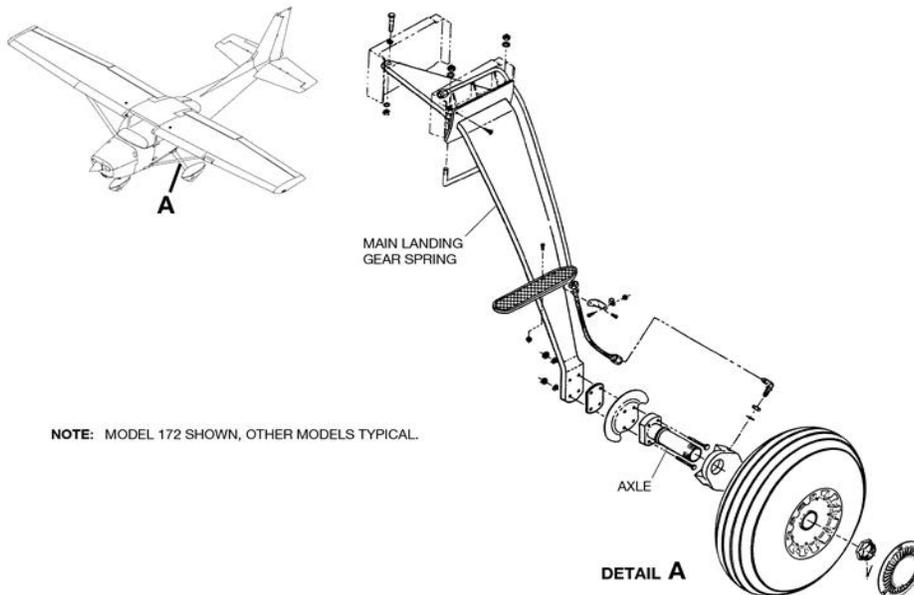
PURPOSE	To ensure integrity of main landing gear axles.	MECH	INSP
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INSPECTION INSTRUCTIONS		MECH	INSP
	A. Jack the airplane in accordance with the Service Manual.		
	B. Remove the wheel.		
	C. Inspect the axle for cracks and corrosion. Refer to the figure below. Pay particular attention to the flange radius for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Confirm suspected cracks with eddy current inspection.		
	D. Install the wheel and remove the airplane from jacks.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Main Gear Section	Not Allowed

INSPECTION METHOD	Visual with Eddy Current if required for confirmation.	MECH	INSP
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REPAIR/MODIFICATION		MECH	INSP
	A. If corrosion has developed on the landing gear axle, it must be removed before refinishing.		
	B. Use 180 or finer grit abrasive cloth to produce a diameter-to-depth ratio of about 10:1. To determine the depth, use a straight edge and feeler gages. If the corrosion pit is deeper than 0.005 in., contact Cessna Customer Service for repair/replacement instructions.		
	C. Clean and apply corrosion protection.		
	D. Replace cracked axles.		



DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	12	1. Inspect inboard wing structure for damage and working rivets. 2. Inspect flap actuator support structure. Complete inspection as instructed below.		
TITLE:		Wing Structure Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure structural integrity of the wing structure.		
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INSPECTION INSTRUCTIONS	Open all access panels and remove all fairings and the wing tips from the wings.		
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Visual Inspection	<p>(1) Clean area before inspecting if grime or debris is present.</p> <p>(2) Visually inspect the wing structure for damage, corroded or cracked parts. Use a bore scope or magnifying glass where required.</p> <p style="margin-left: 20px;">(a) Using at least a 4X magnifying glass and a bright light, inspect the rear spar web for fatigue cracks in the root area, especially along the radius which is located under the attachment fittings.</p> <p style="margin-left: 20px;">(b) Access the flap bay inner inspection panel to inspect the upper flange of the rear spar channel at the outer end of the attachment fitting.</p> <p style="margin-left: 20px;">(c) Visually inspect inside the left and right wings, aft of the spar, closest to where the strut connects to the wing, for an angle stiffener along the lower spar cap between W.S. 90 and W.S. 110.</p> <p style="margin-left: 20px;">(d) Pay particular attention to the wing attach area. Visually inspect both the fuselage and wing where the wing attaches to the carry-thru spar in the fuselage.</p> <p style="margin-left: 20px;">(e) Visually inspect for working rivets at the inboard portion of the main wing spar.</p> <p style="margin-left: 20px;">NOTE: Working rivets will have a trail of black dust downwind from the fastener. The dust is oxidized aluminum produced by the fastener moving in the hole.</p> <p style="margin-left: 20px;">(f) Visually inspect for working Hi-Shear rivets at the inboard spar fittings on the main wing spar.</p> <p style="margin-left: 20px;">(g) Pay particular attention to the trailing edge ribs and the span wise segments supporting the flap actuator or flap bell cranks.</p> <p>(3) If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detailed Inspection below.</p> <p>(4) If crack(s) or corrosion is found at the wing attach fittings, proceed to the Detailed Inspection below.</p> <p>(5) If no crack(s) or corrosion is found and the aircraft flight hours are below the inspection compliance hours (above), install access panels, fairings and wing tips. Inspection is complete.</p>		
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Detailed Inspection	<p>(1) Support the wing outboard of the strut while removing attach bolts.</p> <p>(2) Remove the wing front spar attach bolts. Visually inspect the holes on the wing and fuselage sides of the fittings and surrounding area for corrosion.</p> <p style="margin-left: 20px;">(a) Pay particular attention to potential corrosion in the fitting inside the fuselage front carry thru spar.</p> <p style="margin-left: 20px;">(b) Conduct a bolt hole eddy current inspection of the front spar attach fittings. The hole size is 0.50 inches in diameter.</p>		
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

	MECH	INSP
NOTE: With the front spar in position, there are three segments through the hole. There is a fabrication joint in the center segment (wing side), so expect a crack-like indication at about 2:00 and 10:00 o'clock positions. Indications caused by the fabrication joint are not a cause for rejection.		
(c) Install the front spar attach bolt.		
(3) Remove the wing rear spar attach bolts. Mark the location of the indexing slot in the heads of both eccentric bushings. Remove the bushings. Visually inspect the holes on the wing and fuselage sides of the fittings and surrounding area for corrosion.		
(a) Pay particular attention to potential corrosion in the fitting inside the rear carry-thru spar.		
(b) Conduct a bolt hole eddy current inspection of the rear spar attach fittings. Refer to Cessna NDI Methods and Requirements Manual of latest revision. The bolt hole diameter on the fitting-wing attachment is 0.4378 inches, while the bolt hole diameter on both forward and aft fuselage fittings is 0.687 inches.		
(c) Install the bushings in the spar in the same orientation as they were when removed.		
(d) Install the rear spar attach bolt.		
(4) Install previously removed access panels, fairings and wing tips.		

ACCESS AND DETECTABLE CRACK SIZE

ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Attach Points	Not Allowed

INSPECTION METHOD Visual, Eddy Current, Bore scope, Magnifying Glass

	MECH	INSP
REPAIR/MODIFICATION		
Replace cracked or excessively corroded parts. If corrosion is present, it must be removed before refinishing. Contact Customer Service for assistance prior to beginning the repair if the disassembly exceeds the repair facilities experience or capability.		

COMMENTS Coordinate this inspection with Strut and Strut Wing Attachment Inspection.

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	13	Inspect wing strut and strut tube as instructed below.		
TITLE:		Strut and Strut Wing Attachment Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149	
50001 thru 50911	51001 thru 53007	185-0968 thru 18504448	
18050912 thru 18053203	18253008 thru 18268615		
	18280001 and On		
	A182-0001 thru A182-0146		
	F18200001 thru F18200169		
	FR18200001 thru FR18200070		
	R18200001 thru R18202032		
	T18208001 and On		

PURPOSE To verify the integrity of the strut and strut attachment fitting to the wing.

	MECH	INSP
INSPECTION INSTRUCTIONS		
A. Remove the wing strut upper and lower fairings.		
B. If the flight hours meet or exceed the inspection compliance hours (above), proceed to Detailed Attach Fitting Inspection below.		
(1) Visually inspect the strut attachment fittings for cracks or corrosion. Refer to the figure below.		
(a) Clean area before inspecting if grime or debris is present.		
(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection below.		

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

	MECH	INSP
(2) Visually inspect the strut tube for cracks or corrosion.		
(a) Clean area before inspecting if grime or debris is present.		
(b) If crack(s) or corrosion is found, proceed to Detailed Attach Fitting Inspection below.		
(3) If no crack(s) or corrosion is found, install fairings. The inspection is complete.		

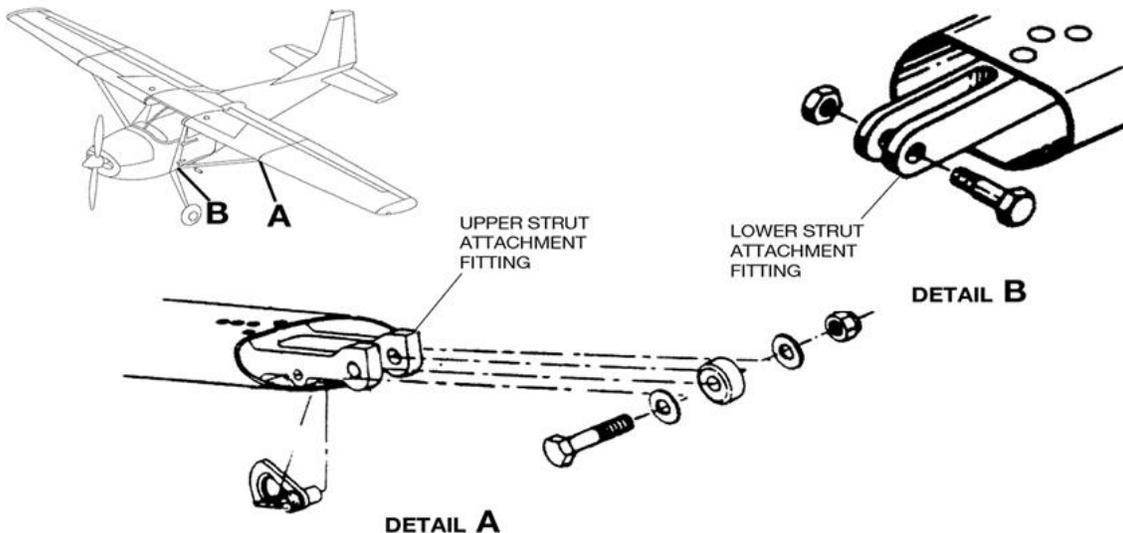
	MECH	INSP
Detailed Attach Fitting Inspection		
(1) Support the wing to minimize the load on the strut to wing attach bolt.		
(2) Remove the upper attach bolt and lower the strut to a support.		
(3) Remove the lower attach bolt and remove the strut.		
(4) Visually examine the strut tube for cracks or corrosion.		
(5) Visually inspect the strut attachment fittings for corrosion.		
(6) Visually inspect for cracks in web on the outboard end of the landing gear bulkhead, and inboard of the strut attach area.		
(7) Inspect using Eddy Current for cracks radiating from the wing and fuselage attach holes in the wing strut attach fittings.		
(8) Replace the strut by installing the lower attachment, then the upper attachment.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Wing Strut	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
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	MECH	INSP
REPAIR/MODIFICATION		
A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion.		
B. Buff out sanding marks.		
C. Corrosion or damage to attachment holes will require specialized rework. Contact Cessna Field Service for rework of corroded or damaged attachment holes.		
D. Clean and prime sanded areas.		

COMMENTS	This inspection replaces Wing Strut and End Fittings.
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	14	Inspect rudder stop clip.		
TITLE		Rudder Stop Clip Inspection		

EFFECTIVITY	182 S/N	
	18266591 thru 18267715	F18200001 thru F18200169

PURPOSE	To inspect rudder stop clips for corrosion.
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INSPECTION INSTRUCTIONS	Using an inspection mirror, inspect lower surface of rudder stop clip for corrosion.	MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Elevator torque tube skin slit.	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Replace rudder stop clip.	MECH	INSP

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	15	Inspect cowl flap hinge pin.		
TITLE		Cowl Flap Hinge Pin Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	632, 652 185-0001 thru 18504448
		A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039	

PURPOSE	To inspect cowl flap for security and wear.
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INSPECTION INSTRUCTIONS	(1) Inspect cowl flap hinges for security and wear.	MECH	INSP
	(2) Check hinge pin for wear and fit in hinge.		
	(3) Ensure hinge pin is safety wired in position.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Bottom of Nacelle	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Repair and replace hinge and hinge pin.	MECH	INSP

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	16	Inspect oil cooler.		
TITLE		Oil Cooler Inspection		

EFFECTIVITY	182 S/N	
	613, 631, 634, 675 33000 thru 18268586 A182-0001 thru A182-0148	F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039

PURPOSE	To inspect oil cooler for internal corrosion.
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

INSPECTION INSTRUCTIONS	Inspect oil cooler for corrosion.	MECH	INSP
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Engine Nacelle	Not Allowed

INSPECTION METHOD	Visual	MECH	INSP
REPAIR/MODIFICATION	Repair in accordance with SE80-96		

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	17	Inspect forward doorpost and surrounding structure as instructed below.		
TITLE:		Fuselage Forward Doorpost Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 185-1447
	18050912 thru 18051993	18253008 thru 18268586	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify the integrity of the fuselage lower forward doorpost.	MECH	INSP
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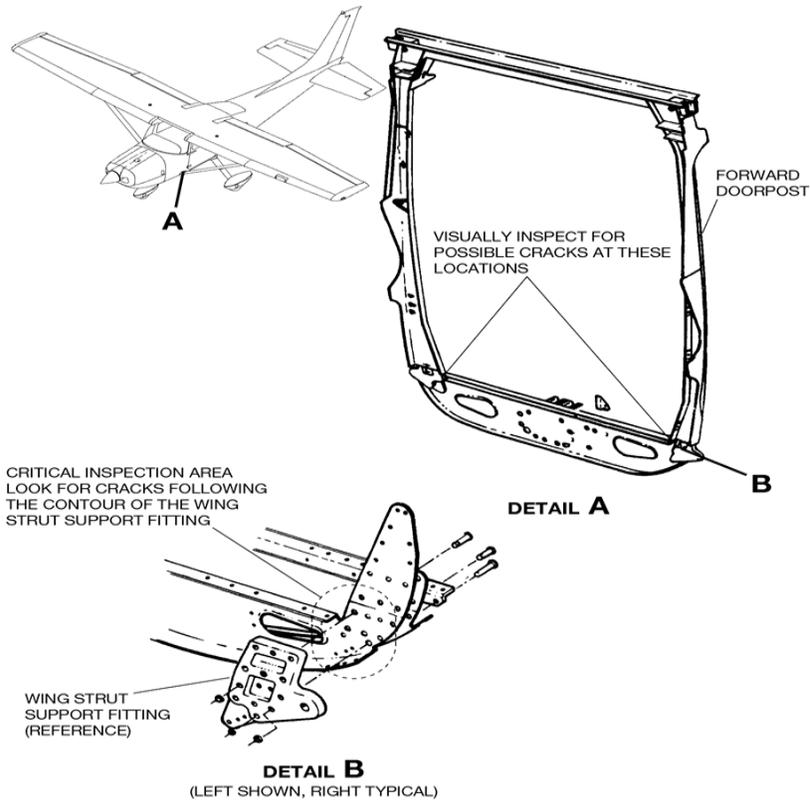
INSPECTION INSTRUCTIONS	<p>A. For airplanes 18280001 thru 18281424 and T18208001 thru T18208309, check the airplane maintenance records to verify that SB04-53-03 has been complied with. If not, compliance with SB04-53-03 is required with this inspection.</p> <p>B. Remove the interior of the airplane as required to get access to the lower end of the left and right forward doorpost bulkheads, refer to the applicable sections of this manual.</p> <p>C. Remove floorboard inspection covers in areas fore and aft of the doorposts. The critical inspection area must be fully exposed.</p> <p>D. Using a flashlight and inspection mirror, visually inspect the area at the intersection of the doorpost and the forward doorpost bulkhead. Look for cracks that follow the bottom contour of the wing strut support fitting. Refer to the figure below.</p> <p style="margin-left: 20px;">(1) Clean area before inspecting if grime or debris is present</p> <p>E. Visually inspect the door post area for cracks where the cabin door lower hinges attach to the door posts.</p> <p style="margin-left: 20px;">(1) Clean area before inspecting if grime or debris is present.</p> <p>F. Visually inspect the strut fitting area for evidence of corrosion.</p> <p style="margin-left: 20px;">(1) Clean area before inspecting if grime or debris is present.</p> <p>G. If the airplane has been equipped with a fuel step, then visually inspect the fuselage skin under the fuel step for cracks.</p> <p>H. If evidence of corrosion is found, cracks are suspected or the compliance time limit of this inspection has been exceeded, then conduct a surface eddy current inspection of the bulkhead around the strut attach fitting. Refer to Cessna NDI Methods and Requirements Manual of latest revision.</p> <p>I. Install the items that were removed to accomplish this inspection.</p>	MECH	INSP
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION/ZONE	DETECTABLE CRACK SIZE
Cabin	Not Applicable

INSPECTION METHOD	Visual with Eddy Current if needed.
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

	MECH	INSP
REPAIR/MODIFICATION		
A. If corrosion is found, remove the corrosion by lightly sanding the corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in the fitting or bulkhead.		
B. Buff out the sanding marks.		
C. Measure the remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.		
D. Clean and prime sanded areas.		
E. Damaged bulkheads may be repaired. Coordinate any repair needed with Cessna Customer Service prior to beginning the repair.		
F. Replace any strut support fitting that has a crack indication.		



ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	18	Inspect wing strut fitting and adjacent bulkhead as instructed below.		
TITLE:		Strut Attach Fitting Inspection		

EFFECTIVITY	182 S/N	
	18259306 thru 18268615	FR18200001 thru FR18200070
	A182-0117 thru A182-0146	R18200001 thru R18202032
	F18200001 thru F18200169	

PURPOSE	To verify the integrity of the strut fitting and adjacent bulkhead.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
(1) Remove a portion of the interior to gain access to the lower end of the front doorpost bulkhead.		
(2) Visually inspect the fitting for evidence of corrosion. Refer to the figure below.		
(a) Clean area before inspecting if grime or debris is present.		

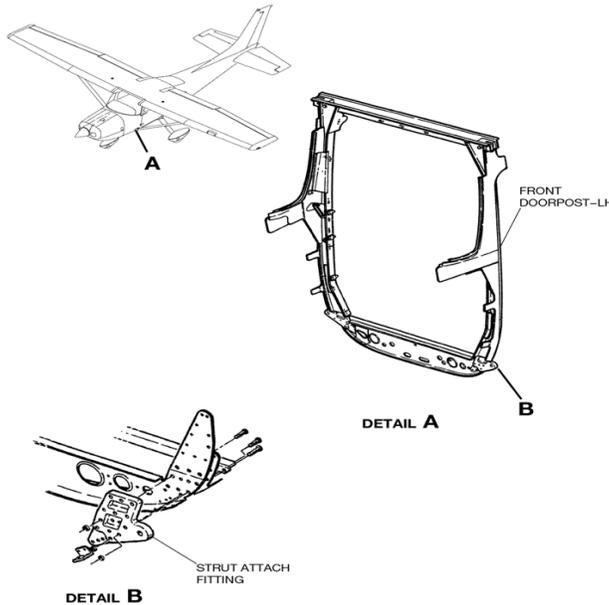
DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

(3) Visually inspect the attachment of the fitting to the bulkhead. Pay particular attention to the bulkhead where the flange ends in a bend relief.	MECH	INSP
(4) If evidence of corrosion is found, cracks are suspected, or compliance time limit exceeded, then conduct a surface eddy current inspection around each of the eight HI Shear steel fasteners through the fuselage wing strut attach fitting.		
NOTE: If removal of any of the HI Shear fasteners is necessary, they may be replaced with HiLok fasteners.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Cabin	Not Applicable

INSPECTION METHOD	Visual and Eddy Current
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	MECH	INSP
REPAIR/MODIFICATION	A. If corrosion is found, remove corrosion by lightly sanding corroded area, taking care to remove as little material as necessary to completely remove corrosion and remaining pits in fitting or bulkhead.	
	B. Buff out sanding marks.	
	C. Assess remaining bulkhead thickness. If more than 10% of bulkhead material has been removed from the local area, the area must be repaired or replaced.	
	D. Clean and prime sanded areas.	
	E. Damaged bulkheads may be repaired in accordance with Service Bulletin SEB95-19. Coordinate any repair not available in Service Bulletin SEB95-19 with Cessna Customer Service prior to beginning repair.	
	F. Replace strut attach forgings that have crack indications.	



ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	19	Inspect wing strut and end fitting.		
TITLE		Wing Strut and End Fitting		

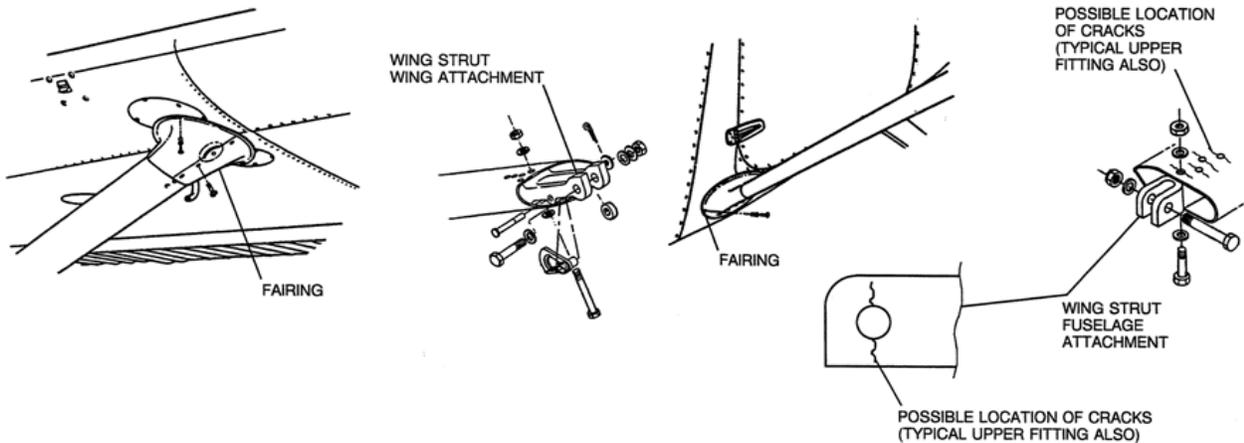
EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	632, 652 185-0001 thru 18504448
		A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039	

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

PURPOSE	To check for cracks in wing strut and end fittings.		
INSPECTION INSTRUCTIONS	(1) Visually inspect strut tube for cracks.	MECH	INSP
	(2) Eddy Current Inspect for cracks radiating from the wing and fuselage attach holes in the wing strut end fittings.	MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Loosen strut cuff fairing attachments. Support wing and remove strut.	Not Allowed

INSPECTION METHOD	Visual		
REPAIR/MODIFICATION	Replace wing strut. Report wing strut cracks to Cessna Aircraft Company.	MECH	INSP



ACFT TYPE	1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS			
182 Series	20	Elevator trim system. 1. Inspect elevator trim brackets and actuator support brackets. 2. Inspect pulleys, attaching structure and fasteners. Complete inspection as instructed below.	MECH	INSP
TITLE:		Elevator Trim Pulley Bracket and Actuator Bracket Structure Inspection		

EFFECTIVITY	182 S/N	
	18253599 thru 18268615	FR18200001 thru FR18200070
	18280001 and On	R18200001 thru R18202032
	A182-0001 thru A182-0146	T18208001 and On
	F18200001 thru F18200169	

PURPOSE	To verify the integrity of the elevator trim pulley brackets and the actuator support brackets.		
INSPECTION INSTRUCTIONS	A. Remove the trim tab door to get access to the actuator support hardware. Refer to the applicable Service Manual.	MECH	INSP
	B. Remove seats, floor covering and floor inspection panels as necessary to inspect elevator trim pulley brackets and actuator support brackets for cracks, corrosion and bent flanges. Straighten bent flanges and check for any cracking, using at least a 4X power magnifying glass and a bright light. Refer to the figure below. (1) Clean area before inspecting if grime or debris is present.	MECH	INSP
	C. Inspect the actuator sprocket and groove pins for integrity.	MECH	INSP
	D. Inspect all pulleys for wear, flat spots and freedom of rotation.	MECH	INSP

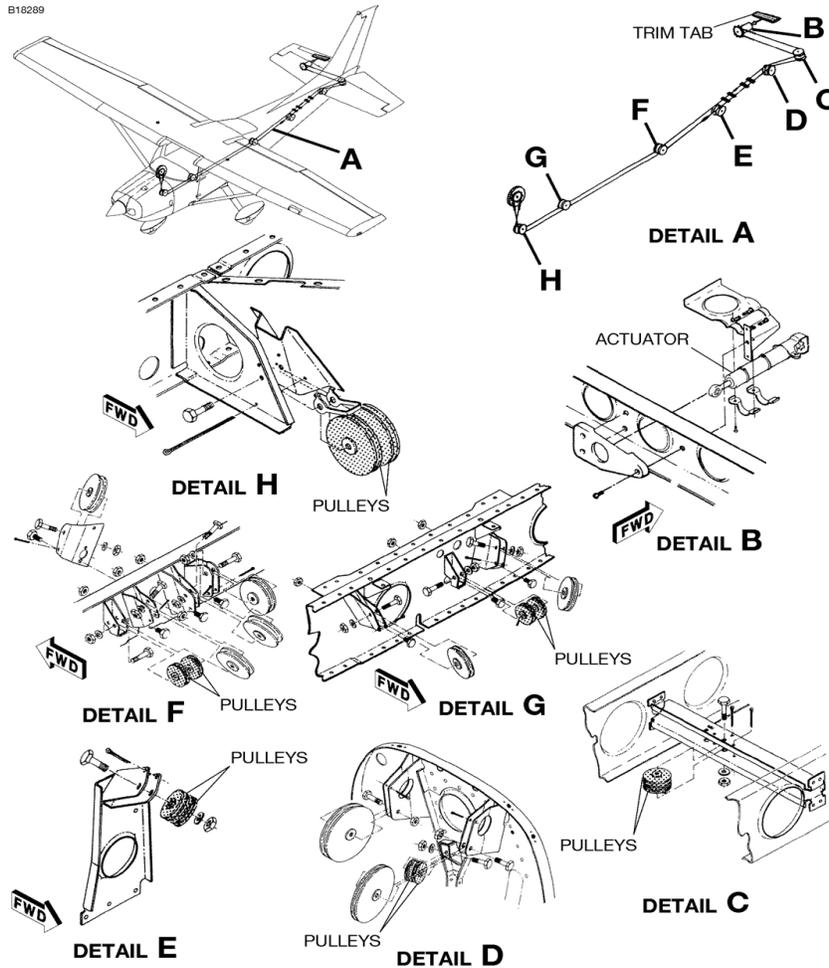
DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

E. Inspect all fasteners and attaching structure for integrity.	MECH	INSP
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	MECH	INSP
Replace any cracked or excessively corroded (10% or more of the material thickness is missing in the corroded section) brackets. Replace excessively worn, flat spotted or stiff pulleys. Straighten bent pulley brackets and actuator brackets with finger pressure and recheck for cracking. Replace any loose or sheared fasteners/pins. Repairs may be made in accordance with Section 18 (Structural Repair) of the applicable Service Manual. Coordinate any repair not available in Section 18 with Cessna Customer Service prior to beginning the repair.		



ACFT TYPE	1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
ALL	21	Elevator trim system. 1. Inspect elevator trim brackets and actuator support brackets. 2. Inspect pulleys, attaching structure and fasteners. Complete inspection as instructed below.		
TITLE:		Elevator Trim Pulley Bracket and Screw-Jack Structure Inspection		

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-0512
	50000 thru 50911	51001 thru 53007	
	18050912 thru 18051183	18253008 thru 18268615	
		18265176 thru	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify the integrity of the elevator trim pulley brackets and screwjack structure inspection.
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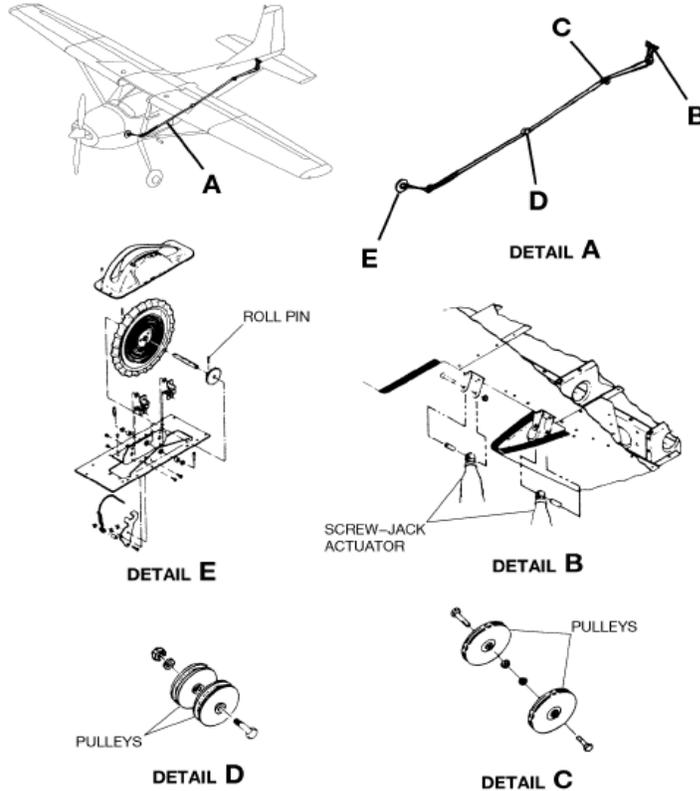
		MECH	INSP
INSPECTION INSTRUCTIONS	A. Measure the free play between the stabilizer and the fuselage.		
	(1) Set the trim wheel to the takeoff position.		
	(2) Lift up on the leading edge of the stabilizer and measure and record the freeplay between the stabilizer and the fuselage.		
	NOTE: Use a dial indicator clamped to the fuselage with the probe contacting the stabilizer.		
	(3) Repeat the test on the opposite side of the fuselage.		
	(4) Deflection limits are 0.019 inches free play and 0.010 difference between sides. Refer to Repair/Modification section below, if the limits are exceeded.		
	B. Remove seats, floor covering and floor inspection panels as necessary to inspect elevator trim pulley brackets and screw-jack actuator support brackets for cracks, corrosion and bent flanges. Straighten bent flanges and check for any cracking, using at least a 4X power magnifying glass and a bright light. Refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	C. Inspect the elevator trim system for wear.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention to inspect the roll pin which secures the elevator trim shaft to the chain sprocket for signs of damage or deterioration. Refer to Figure 1, Detail E.		
	NOTE: The location of the roll pin makes proper inspection difficult; however, rocking the trim control wheel back and forth should give an indication of roll pin looseness or shaft wear.		
	D. Inspect the actuator sprocket and groove pins for integrity.		
	E. Inspect all pulleys for wear, flat spots and freedom of rotation.		
F. Inspect all fasteners and attaching structure for integrity.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Magnifying Glass
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		MECH	INSP
REPAIR/MODIFICATION	Replace any cracked or excessively corroded (10% or more of the material thickness is missing in the corroded section) brackets. Replace excessively worn, flat spotted or stiff pulleys. Replace any loose or sheared fasteners. Make repairs in accordance with appropriate Cessna Manual. Coordinate any repair not available in the Cessna Manual with Cessna Customer Service prior to beginning the repair.		
	If the freeplay limits measured in 4.A. are exceeded then: Remove the horizontal stabilizer and the actuators. Examine the freeplay of the actuators, If the freeplay exceeds limits, repair the actuators. If the freeplay of the actuators is within limits, examine the attach brackets and hardware, and replace or repair the brackets and hardware. Reinstall the horizontal stabilizer and confirm the rigging according to the appropriate Service Manual.		

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS



NOTE: MODEL 180 SHOWN, OTHER MODELS TYPICAL
ELEVATOR TRIM PULLEY BRACKET AND SCREW-JACK STRUCTURE INSPECTION

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
180 & 185 Series	22	Stabilizer trim system. 1. Inspect stabilizer trim brackets and actuator support brackets 2. Inspect pulleys, attaching structure and fasteners. Complete inspection as instructed below.		

TITLE: Stabilizer Trim Pulley Bracket and Screw-Jack Structure Inspection

EFFECTIVITY	180 S/N	185 S/N
	18051994 thru 18053203	185-1448 thru 18504448

PURPOSE To verify the integrity of the elevator trim pulley brackets and the actuator support brackets.

INSPECTION INSTRUCTIONS		MECH	INSP
A. Measure the free play between the stabilizer and the fuselage.			
	(1) Set the trim wheel to the takeoff position.		
	(2) Lift up on the leading edge of the stabilizer and measure and record the free play between the stabilizer and the fuselage.		
	NOTE: Use a dial indicator clamped to the fuselage with the probe contacting the stabilizer.		
	(3) Repeat the test on the opposite side of the fuselage.		
	(4) Deflection limits are 0.019 inches free play and 0.010 inches difference between sides. Refer to Repair/Modification section below, if the limits are exceeded.		
B. Remove seats, floor covering and floor inspection panels as necessary to inspect elevator trim pulley brackets and screw-jack actuator support brackets for cracks, corrosion and bent flanges. Straighten bent flanges and check for any cracking, using at least a 4X power magnifying glass and a bright light. Refer to the figure below.			
	(1) Clean area before inspecting if grime or debris is present.		

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

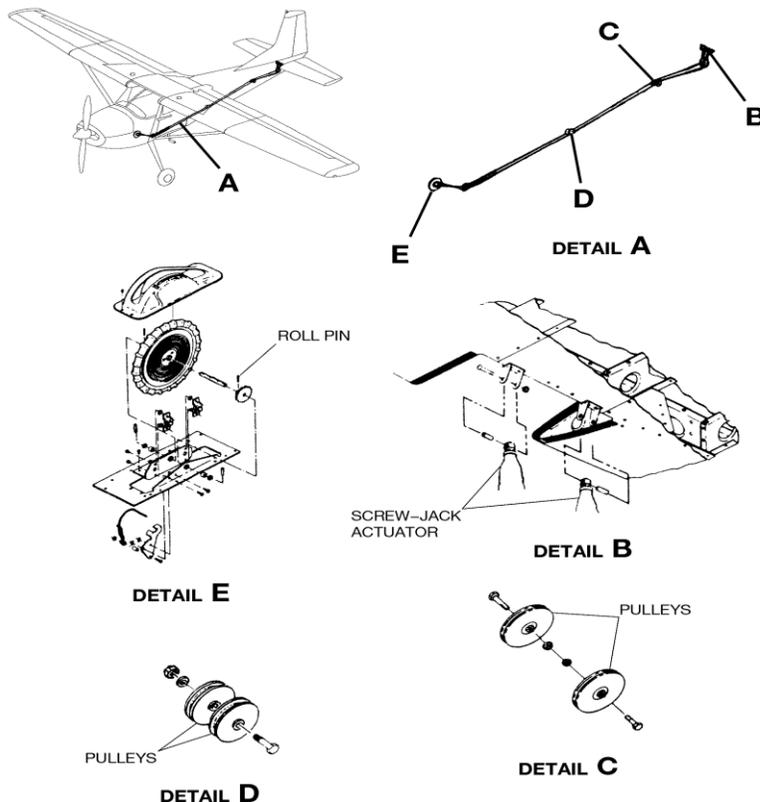
	MECH	INSP
C. Inspect the elevator trim system for wear.		
(1) Clean area before inspecting if grime or debris is present.		
(2) Pay particular attention to inspect the roll pin which secures the elevator trim shaft to the chain sprocket for signs of damage or deterioration. Refer to the figure below, Detail E.		
NOTE: The location of the roll pin makes proper inspection difficult; however, rocking the trim control wheel back and forth should give an indication of roll pin looseness or shaft wear.		
D. Inspect all pulleys for wear, flat spots and freedom of rotation.		
E. Inspect all fasteners and attaching structure for integrity.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual, Magnifying Glass
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	MECH	INSP
REPAIR/MODIFICATION		
A. Replace any cracked or excessively corroded (10% or more of the material thickness is missing in the corroded section) brackets. Replace excessively worn, flat spotted or stiff pulleys. Replace any loose or sheared fasteners. Make repairs in accordance with Section 17 (Structural Repair) of the applicable Service Manual. Coordinate any repair not available in Section 17 with Cessna Customer Service prior to beginning the repair.		
B. If the free play limits measured in the Inspection Instructions (A4) are exceeded then:		
(1) Remove the horizontal tail and the actuators. Examine the free play of the actuators, If the free play exceeds limits, repair the actuators. If the free play of the actuators is within limits, examine the attach brackets and hardware, and replace or repair the brackets and hardware. Reinstall the Horizontal tail and confirm the rigging.		

COMMENTS	A. Coordinate this inspection with Horizontal Stabilizer Screw-Jack Actuator Inspection.
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DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		1000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	23	Inspect trim screw barrels and stabilizer screw-jack actuator threads as instructed below.		
TITLE:		Horizontal Stabilizer Screw-Jack Actuator Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50000 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18253958	

PURPOSE	To inspect the horizontal stabilizer trim screw-jack actuator for wear or corrosion.	MECH	INSP
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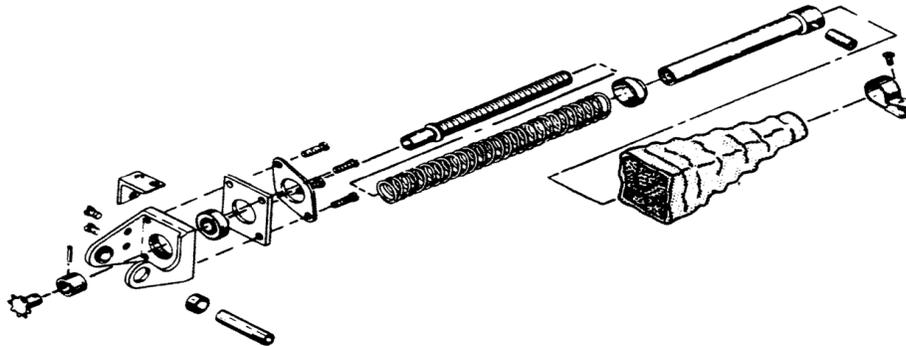
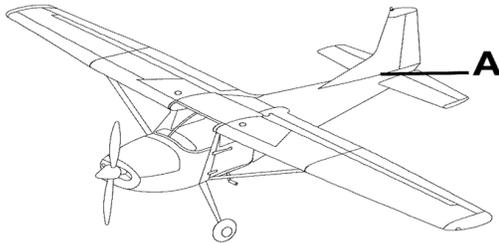
INSPECTION INSTRUCTIONS		MECH	INSP
	A. Inspect the horizontal stabilizer screw-jack actuators for signs of damage or deterioration.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Inspect the trim screw barrels in the tail for wear or corrosion. Pay particular attention to inspect the stabilizer screw-jack actuator threads for wear. Refer to the figure below.		
	B. Inspect fasteners and attaching structure for integrity.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Stabilizer	Not Allowed

INSPECTION METHOD	Visual	MECH	INSP
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REPAIR/MODIFICATION	Refer to the applicable Service Manual for detailed instructions of repair/modification.	MECH	INSP
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COMMENTS	A. Coordinate this inspection with Stabilizer Trim Pulley Bracket and Screw-Jack Structure Inspection.
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DETAIL A
(SCREW-JACK ACTUATOR)

DOI - CESSNA 180 SERIES - 1000 HOUR STRUCTURAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 1000 HR STRUCURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		24			
ARCTIC		25			
ARCTIC		26			
ARCTIC		27			
ARCTIC		28			
ARCTIC		29			
ARCTIC		30			
ARCTIC		31			
ARCTIC		32			
ARCTIC		33			
ARCTIC		34			
ARCTIC		35			
ARCTIC		36			
ARCTIC		37			
ARCTIC		38			
TEMPERATE		39			
TEMPERATE		40			
TEMPERATE		41			
TEMPERATE		42			
TEMPERATE		43			
TEMPERATE		44			
TEMPERATE		45			
TEMPERATE		46			
TEMPERATE		47			
TEMPERATE		48			
TEMPERATE		49			
TEMPERATE		50			
TEMPERATE		51			
TEMPERATE		52			
TEMPERATE		53			
	ALL	54	All panels opened for the inspection are closed and secure.		
	ALL	55	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

2000 HOUR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182), 182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable) - should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ MODEL: _____ AIRCRAFT S/N: _____
 TACH HOURS: _____ AIRCRAFT TOTAL TIME: _____ ENG. SMOH: _____ PROP SMOH: _____

ACFT TYPE		2000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	1	Inspect tubular engine mount as instructed below.		
TITLE:		Engine Mount Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	18051994 thru 18253203	613, 631	632
	604, 614, 624	33000 thru 34999	185-0001 thru 185-0512
	30000 thru 32999	51001 thru 53007	185-1448 thru 18504448
	50001 thru 50911	18253008 thru 18268615	
	18050912 thru 18051183	18280001 and On	
		A182-0117 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To ensure structural integrity of the engine mount.
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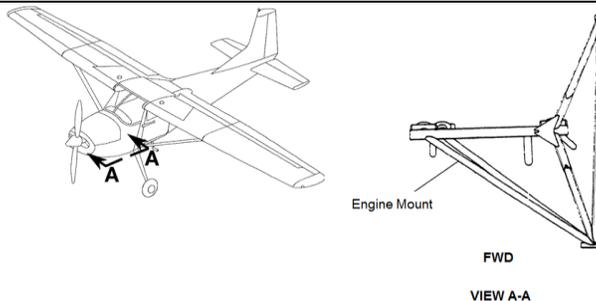
INSPECTION INSTRUCTIONS		MECH	INSP
A. Remove engine cowling, engine and sufficient accessories to allow removal of the tubular engine mount. Refer to the applicable Service Manual. B. Remove the tubular engine mount. (1) Clean area before inspecting if grime or debris is present. C. Conduct a visual inspection for cracks in the welds of the tubular engine mount and within three inches on either side of the welds. Refer to Figure 1. Use a bright light and magnifier of 7X or greater to aid in inspection. Pay particular attention to the rear engine bearers and rear cross tube. D. If rust is found, cracks are suspected or if airplane has exceeded the compliance time listed above, remove the tubular engine mount. Conduct a magnetic particle inspection for these areas. E. Install the tubular engine mount, engine, previously removed accessories and the cowling.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Under Cowl	Not Allowed

INSPECTION METHOD	Visual, Magnetic Particle, Magnifying Glass
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REPAIR/MODIFICATION		MECH	INSP
	Repair any cracks by rewelding. Prior to welding, locate either a drive pin or a hole welded shut in the tube to be welded. Open the hole prior to welding. After welding, while the welded area is still hot, introduce 3cc of unboiled Linseed oil or 6cc of corrosion preventative compound conforming to MIL-PRF-81309, through the hole and reseal it using the same method as was used in the original fabrication. The engine mount is not heat treated after fabrication, so no processing after welding is required. Repairs may be made in accordance with the applicable Service Manual. Any repair not available in the Service Manual should be coordinated with Cessna Customer Service prior to beginning the repair.		

COMMENTS	This is a complex and involved inspection. It is recommended that the inspection be coordinated with an engine overhaul, even if the time does not exactly agree with inspection hours. Recurring inspections will be satisfied by inspections at engine overhaul. The initial inspection must be completed by June 30, 2015.
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DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		2000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect fuselage strut attach area.		
TITLE	Fuselage Strut Attach Area			

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
	FR18200001 thru FR18200070		
	R18200001 thru R18202039		

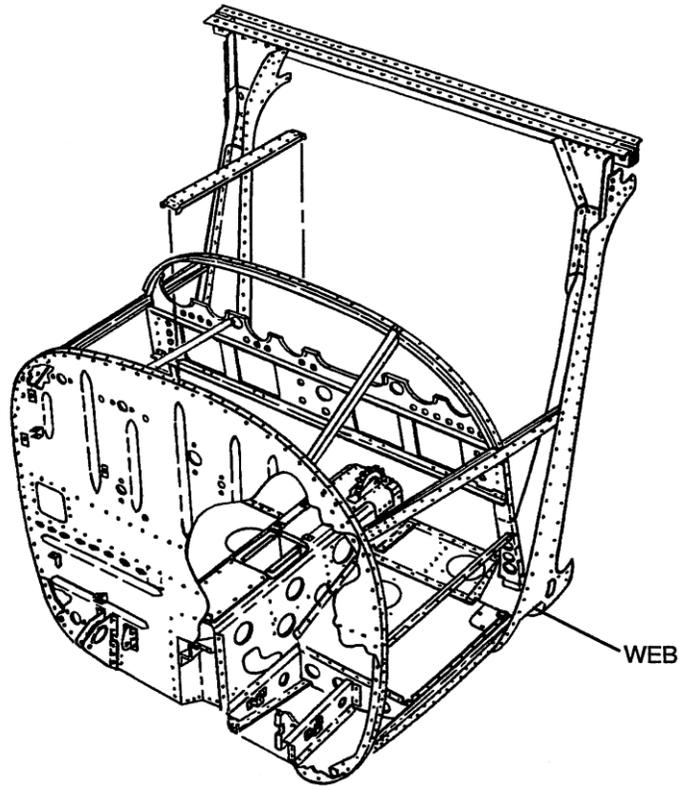
PURPOSE	To inspect fuselage strut attach area web for cracks.	MECH	INSP
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INSPECTION INSTRUCTIONS	Visually inspect for cracks in web on the outboard end of bulkhead, inboard of strut attach area.	MECH	INSP
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Inside fuselage, under floor panel.	Not Allowed

INSPECTION METHOD	Visual	MECH	INSP
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REPAIR/MODIFICATION	If cracks are found, contact Cessna Aircraft Company and describe condition.	MECH	INSP
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DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		2000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182S/T, T182T	3	Inspect firewall structure as instructed below.		
TITLE:	Firewall Inspection			

EFFECTIVITY	182 S/N	
	18280001 and On	T18208001 and On

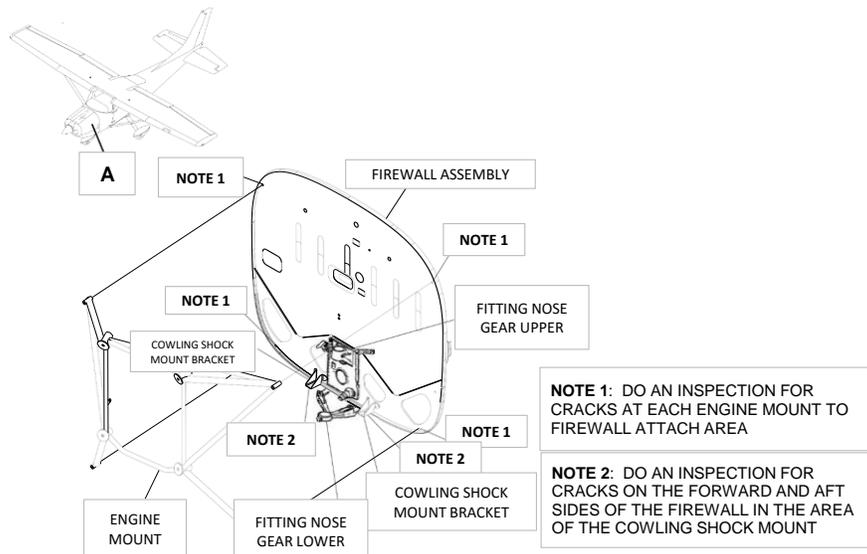
PURPOSE	To ensure structural integrity of the firewall.
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			MECH	INSP
INSPECTION INSTRUCTIONS	A. For applicable airplane serial numbers, check the airplane maintenance records to verify that SB99-53-01 has been accomplished. If not, comply with SB99-53-01 concurrent with this inspection.			
	NOTE: Airplanes affected by SB99-53-01 will be within the following airplane serial number range: 18280001 thru 18280463, but not all airplanes within this range will be affected by SB99-53-01.			
	B. Disconnect all electrical power from the airplane.			
	C. Remove the upper and lower cowlings from the airplane.			
	D. Refer the figure below. Visually inspect around each engine cowling shock mount bracket (2 places) for cracking on forward and aft side of the firewall.			
	(1) Clean the area before inspecting if grime or debris is present.			
	E. Visually inspect around each engine mount attach bracket for cracking on the forward side of the firewall.			
	(1) Clean the area before inspecting if grime or debris is present.			
	F. Visually inspect for missing or loose fasteners in the structure, especially around the engine mount attach brackets and attachment of lower forward cabin skin to the firewall.			
	G. Inspect firewall for wrinkles, cracks, sheared rivets or other signs of damage or wear.			
H. Install the items that were removed to accomplish this inspection and connect the electrical power, refer to the applicable sections of this manual.				

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Under Cowl	Not Allowed

INSPECTION METHOD	Visual
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			MECH	INSP
REPAIR/MODIFICATION		If a crack is found in the firewall, the firewall shall be repaired or replaced, as required prior to flight. Make repairs in accordance with applicable Chapter(s) of the Single Engine Structural Repair Manual. Coordinate any repair not available in Single Engine Structural Repair Manual with Cessna Customer Service prior to beginning the repair.		



DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		2000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Inspect horizontal stabilizer and elevator, including spars, ribs, hinge bolts, hinge bearings, attach fittings and torque tube as instructed below.		
TITLE:		Horizontal Stabilizer, Elevators and Attachments Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18053203	18253008 thru 18268615	
		18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To inspect horizontal stabilizer, elevator and attachments for signs of damage, fatigue or deterioration.	MECH	INSP

INSPECTION INSTRUCTIONS	A. Open all stabilizer and elevator access panels, including the stinger and vertical stabilizer to horizontal tail fairings.	MECH	INSP
	B. Visually inspect stabilizer and elevator for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security. Refer to the figure below.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Visually inspect horizontal stabilizer hinge reinforcement for cracks or corrosion along the aft edge to a fastener hole at the inboard lower tabs. Pay particular attention to the lower reinforcement at the flange bend radius.		
	(3) If cracks or frozen bearings are found, conduct a surface eddy current inspection. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
	C. Visually inspect the elevator torque tube for corrosion and rivet security. Pay particular attention to the flange riveted onto the torque tube near the airplane centerline for corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Using a bore scope inspect forward and aft stabilizer and elevator spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes, signs of fatigue and deterioration.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention to the skins at the location where stringers pass through ribs and at the leading edge skin close to the fuselage. Apply finger pressure at the stringer intersection or the rib to spar juncture to check for free play indicating a broken rib.		
	(3) Visually inspect the forward stabilizer attachment bulkhead for loose rivets and cracks.		
	(4) Visually inspect the forward side of the front spar.		
	E. Visually inspect the horizontal stabilizer aft attach points for cracks or corrosion.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention to inspect the internal reinforcement triangle bracket around the washers of attach hardware and in the radius of the angle.		
	F. Visually inspect the trailing edge portion of the elevator for indications of cracks, corrosion and deterioration.		
	G. Install all previously removed access panels. Refer to the applicable Service Manual.		

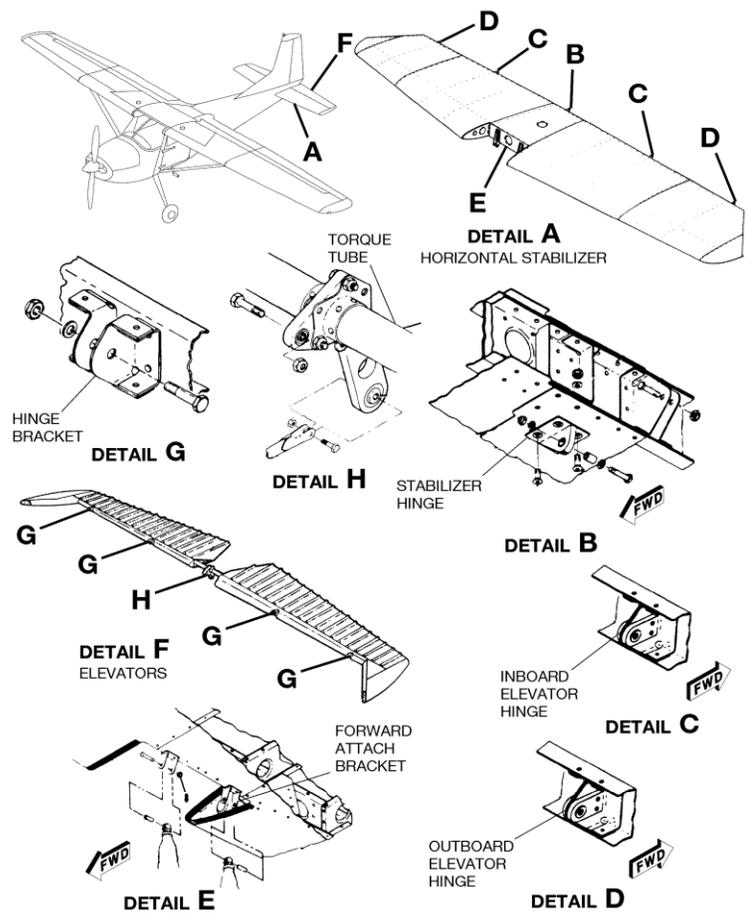
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Horizontal Tail	Not Allowed

INSPECTION METHOD	Visual and Eddy Current

DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

MECH	INSP

REPAIR/MODIFICATION	Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are repacked with grease, which will eventually oxidize and harden after years of service. Several applications of penetrating oil will help free up a stiff bearing. It is the owner/operator option to replace stiff bearings. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.
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ACFT TYPE		2000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	5	Inspect vertical stabilizer and rudder, including spars, ribs, hinge bolts, hinge bearings and attach fittings as instructed below.		
TITLE:		Vertical Stabilizer, Rudder and Attachments Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 53007	185-0968 thru 18504448
	18050912 thru 18051183	18253008 thru 18268615	
	18051184 thru 18053203	18280001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru 18202032	
		T18208001 and On	

PURPOSE	To inspect vertical stabilizer, rudder and attachments for signs of damage, cracks or deterioration.
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DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

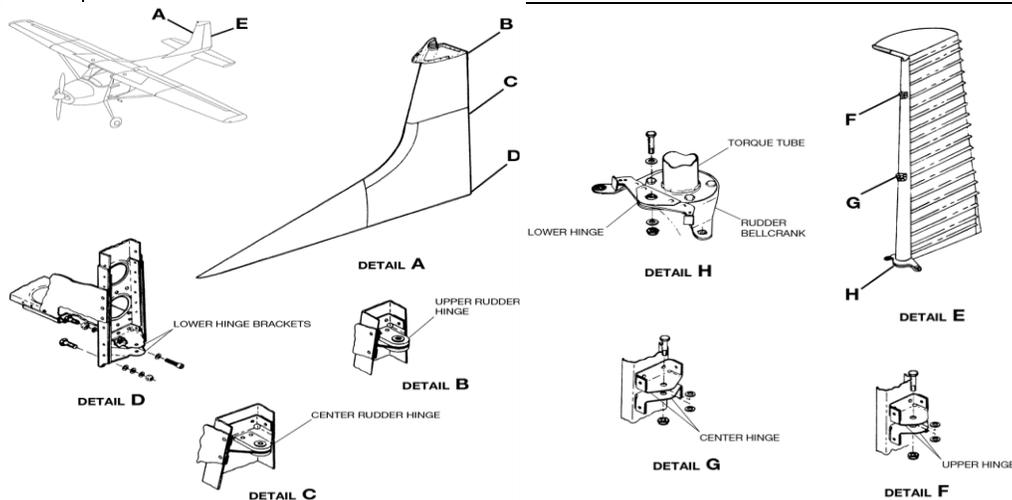
	MECH	INSP
INSPECTION INSTRUCTIONS		
A. Remove rudder from airplane and open all vertical stabilizer access panels.		
B. Visually inspect vertical stabilizer and rudder for condition, cracks and security; rudder hinges and bell crank for condition, cracks and security; hinge bolts, hinge bearings for condition and security; bearings for freedom of rotation; attach fittings for evidence of damage, wear, failed fasteners and security. Refer to the figure below.		
(1) Clean area before inspecting if grime or debris is present.		
C. Using a bore scope, inspect forward and aft vertical stabilizer spars, ribs and attach fittings for cracks, corrosion, loose fasteners, elongated fastener attach holes and signs of damage or deterioration.		
(1) Visually inspect the forward and aft stabilizer attach fittings for loose fittings and cracks.		
(2) Visually inspect the rudder and elevator bell crank brackets at FS 209.00 bulkhead for cracks.		
(3) Clean area before inspecting if grime or debris is present.		
D. Inspect rudder for deterioration resulting from fatigue, wear, overload, wind damage and corrosion.		
(1) Clean area before inspecting if grime or debris is present.		
E. Inspect skins, spars and ribs for cracks, corrosion and working fasteners. Pay particular attention to the skins at the location where stringers pass through ribs. Apply finger pressure at the intersection to check for free play indicating a broken rib.		
F. If corrosion or a frozen bearing is found in B. above, replace the rudder hinge or conduct a surface eddy current inspection for cracks of each rudder hinge attach fitting. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
G. Install rudder and install all previously removed access panels.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Vertical Stabilizer, Rudder and Vertical Stabilizer Attachment	Not Allowed

INSPECTION METHOD	Visual, Bore Scope and Eddy Current if needed.
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	MECH	INSP
REPAIR/MODIFICATION		
Replace damaged bolts and nuts. Replace damaged fittings and small parts. Replace damaged or loose rivets. Hinge bearings are prepacked with grease, which will eventually oxidize and harden after years of service. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		

COMMENTS	Coordinate this inspection with Horizontal Stabilizer, Elevators and Attachments Inspection.
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DOI - CESSNA 180 SERIES - 2000 HOUR STRUCTURAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 2000 HR STRUCURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		6			
ARCTIC		7			
ARCTIC		8			
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
TEMPERATE		21			
TEMPERATE		22			
TEMPERATE		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
	ALL	36	All panels opened for the inspection are closed and secure.		
	ALL	37	Run aircraft engine and leak check.		



UNITED STATES DEPARTMENT OF THE INTERIOR



CESSNA 180 SERIES

3000 HOUR STRUCTURAL MAINTENANCE CHECKS

THE INSPECTION WORK SHEETS / PACKAGES IN THIS DOCUMENT ARE FOR THE 'UNITED STATES DEPARTMENT OF THE INTERIOR' AIRCRAFT ONLY.

Inspection Sheet - Block Explanation

Example

ACFT TYPE		EXAMPLE INSPECTION REQUIREMENTS	MECH	INSP
ALL	1	Engine - Inspect for evidence of oil and fuel leaks. Wash engine/engine compartment if needed.		
R182, TR182	2	Fuel Tank or Bladder Drains - Drain water and sediment.		
182S/T, T182T	3	Nose Landing Gear Wheel Fairings - Check for cracks, dents, and condition of paint.	N/A	
A	B	C	D	E

Block A All - All Cessna aircraft in the 180/182/185 series (all models).

Other than All designated by specific model call out:

Turbo Charged Engines Only – Only Cessna aircraft in the 182 series with a 'T' (Turbo) prefix in the model designation.

Model Explanation: 182- (Standard 182), R182- (Retractable gear 182), TR182- (Turbo Charged, Retractable gear 182),

182S/T- (182 'S' & 'T' Models), T182T- (Turbo Charged 182 'T' Model). 180 & 185 Series- (All 180 & 185 models).

Block B Each inspection and task is given a line item number in the 2nd column.

Block C Describes inspection tasks.

Block D Mechanic sign-off block. N/A (Not Applicable)- should be used if the inspection cannot or should not be carried out due to (but not limited to) - 1. Serial number range. 2. Unit or option not installed on aircraft. 3. Previously complied with. 4. Climate zone applicability. A note beside the N/A to indicate the reason for it is recommended.

Block E The (white) INSP block should be initialed by an inspector who witnessed the task carried out by the mechanic and completed a final inspection and/or functional check in accordance with the line item requirements and relevant technical publications. The inspector shall not initial the INSP block until after the mechanic has initialed the MECH block. In a block that requires a Maintenance Inspector, he shall initial the white INSP block whenever N/A has been entered in the MECH block.

Climate Zone Supplemental Inspections and Servicing

Before commencing inspection and servicing, it must be confirmed which climate zone the subject aircraft is operated in. If the aircraft is above the 49th parallel it is in the Arctic Zone. If the aircraft is below the 49th parallel it is in the Temperate zone. The extra line items listed for the appropriate climate zone shall be added to the servicing, the not applicable climate zone line items shall be noted as N/A in the sign-off block.

Inspections: To be completed in accordance with this manual.

Repairs: To be completed in accordance with the appropriate Cessna Maintenance Manual.

Acronyms in use

IAW - In Accordance With

STC - Supplemental Type Certificate

CPCP - Corrosion Prevention and Control Program

PSE - Principle Structural Element

NDI - Non Destructive Inspection

N/A - Not Applicable (see MECH Block D above)

ICA - Inspection for Continued Airworthiness

OEM - Original Equipment Manufacturer

DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

'N' NUMBER: _____ **MODEL:** _____ **AIRCRAFT S/N:** _____
TACH HOURS: _____ **AIRCRAFT TOTAL TIME:** _____ **ENG. SMOH:** _____ **PROP SMOH:** _____

ACFT TYPE	1	3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	1	Inspect nose landing gear torque links, bolts, bushings and nose landing gear fork as instructed below.		
TITLE:		Nose Gear Torque Link Bolt and Fork Inspection		

EFFECTIVITY	182 S/N	
	613, 631	A182-0001 thru A182-0146
	33000 thru 34999	F18200001 thru F18200169
	51001 thru 53007	FR18200001 thru FR18200070
	18253008 thru 18265175	R18200001 thru R18202032
	18265176 thru 18268615	T18208001 and On
	182800001 and On	

PURPOSE	To ensure structural integrity of the nose gear torque links and nose gear fork.
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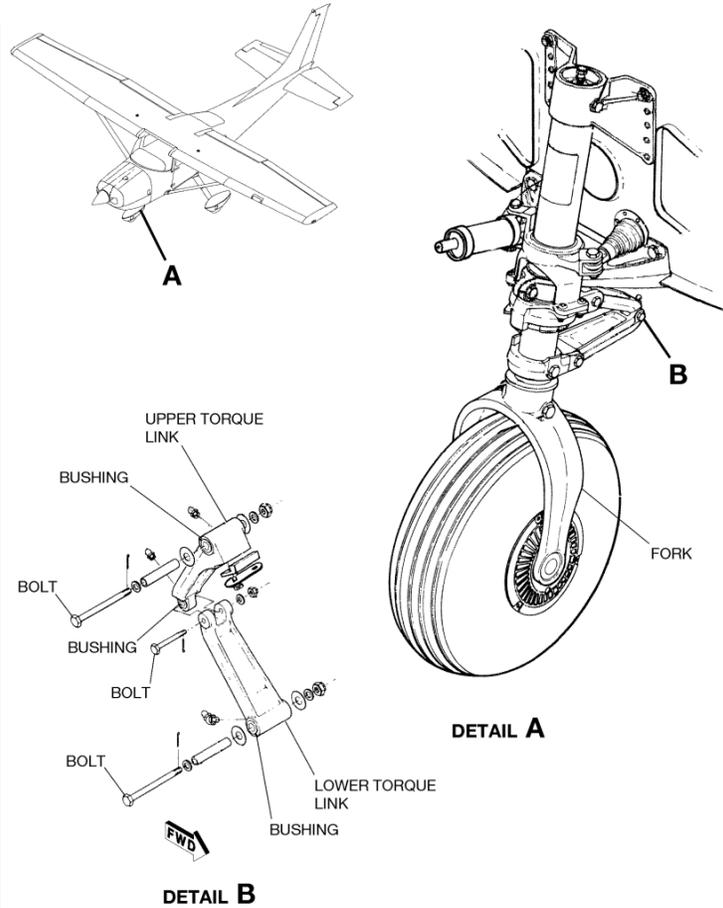
INSPECTION INSTRUCTIONS		MECH	INSP
A. Deflate the strut.			
B. Remove torque link bolts one at a time in accordance with the applicable Service Manual.			
C. Inspect for bent bolts or worn bolts. Refer to the figure below. Install serviceable bolts after inspection.			
(1) Clean area before inspecting if grime or debris is present.			
D. Inspect the torque link for cracks.			
(1) Clean area before inspecting if grime or debris is present.			
(2) Pay particular attention around the bolt attach holes and forged ribs for cracks.			
(3) Confirm any suspected cracks with surface eddy current. Refer to Cessna NDI Methods and Requirements Manual of latest revision.			
E. Inspect center torque link bushings for excessive wear or deformation. Maximum new clearance between the NAS bushings in the mid joint upper torque link lug (ID = 0.1900 to 0.1915 in.) and the bolt (OD = 0.1885 to 0.1894 in.) is 0.0030 in. A clearance of 0.006 in. is the maximum wear limit.			
(1) Clean area before inspecting if grime or debris is present.			
F. Inspect upper and lower joint torque link bushings for excessive wear or deformation. As the bolt clamps up on the spacer, the wear is to be measured between the NAS bushing and the spacer. Maximum new clearance between the NAS bushings in the torque link (ID = 0.3750 to 0.3765 in.) and the spacer (OD = 0.3744 to 0.3750 in.) is 0.0021 in. A clearance of 0.006 in. is the maximum wear limit.			
(1) Clean area before inspecting if grime or debris is present.			
G. Inspect the fork for cracking along the forging parting line.			
(1) Clean area before inspecting if grime or debris is present.			
H. Install the bolts.			
I. Charge the nose strut.			

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Nose Gear Section	Not Allowed

INSPECTION METHOD	Visual and Surface Eddy Current to confirm any suspected cracks.
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REPAIR/MODIFICATION		MECH	INSP
	Replace bent bolts or worn bolts or bushings with new parts if wear limits are exceeded. A cracked fork or torque link is not repairable and must be replaced. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.		

DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS



ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	2	Inspect rudder pedal torque tube and cable attachment arms as instructed below.		
TITLE:		Rudder Pedal Torque Tube Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631	632
	30000 thru 32999	33000 thru 34999	185-0001 thru 185-1149
	50001 thru 50911	51001 thru 54423	185-0968 thru 18504448
	50912 thru 51183	18254424 thru 18268615	
	18051184 thru 18053203	182800001 and On	
		A182-0001 thru A182-0146	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
		R18200001 thru R18202032	
		T18208001 and On	

PURPOSE	To verify integrity of the rudder pedal torque tube assembly.
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	MECH	INSP
INSPECTION INSTRUCTIONS		
A. Inspect rudder pedal torque tubes for corrosion or cracking and cable and pedal attachment arms for wear, cracks or weld failures. Refer to the figure below.		
(1) Clean area before inspecting if grime or debris is present.		
B. Inspect the rudder bar support brackets for cracks at the bend radii in the mounting flange. Pay particular attention to inspect the rudder bar return spring and its lever arm assembly for the signs of damage or deterioration.		
C. Inspect the rudder pedal shafts for wear, particularly where the retaining pins pass through the shafts.		

DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

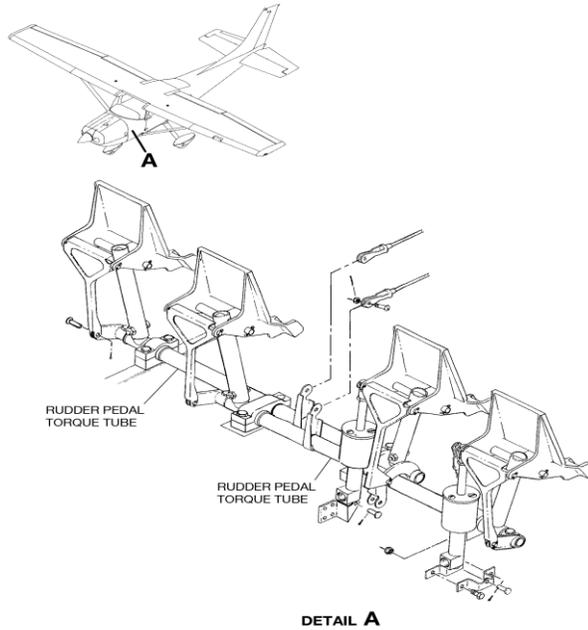
(1) Clean area before inspecting if grime or debris is present.

MECH	INSP

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Fuselage, Near Forward Firewall	Not Allowed

INSPECTION PROCEDURE	Visual
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REPAIR/MODIFICATION	Typical failures occur at or close to welds in the rudder bar. Since the rudder bar is not heat treated after welding, it can be rewelded and used without subsequent heat treatment. Examine the rewelded area after welding for any new or additional cracking. Make other repairs by replacing damaged or missing parts. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.	MECH	INSP



ACFT TYPE	3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS		MECH	INSP
ALL	3	Inspect vertical fin attachments		
TITLE		Vertical Fin Attachments		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	632, 652 185-0001 thru 18504448
		A182-0001 thru A182-0148 F18200001 thru F18200169 FR18200001 thru FR18200070 R18200001 thru R18202039	

PURPOSE	Structural Testing
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INSPECTION INSTRUCTIONS	(1) Visual inspect forward and aft bulkheads in area of vertical fin attachment.	MECH	INSP
	(2) Dye Penetrant inspect rudder cable cutouts in forward and aft bulkheads.		
	(3) Dye Penetrant inspect the upper corners of aft bulkheads at horizontal stabilizer attachments.		

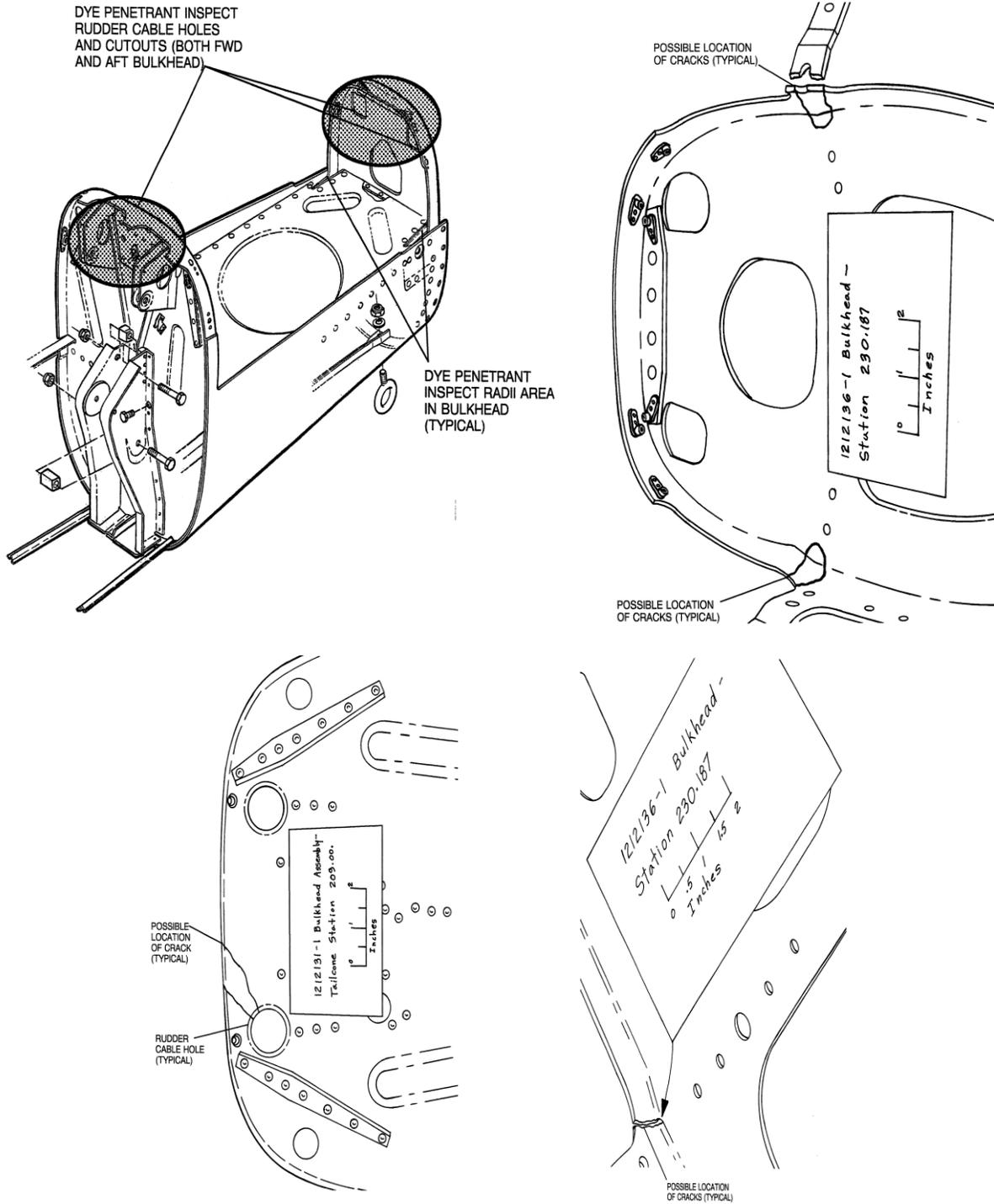
DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Remove stinger and fin to horizontal tail fairings.	0.06 inch

INSPECTION METHOD	Visual and Dye Penetrant
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	MECH	INSP
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REPAIR/MODIFICATION	If any damage is found, contact Cessna Aircraft Company.
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DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	4	Inspect wing fuselage attach fittings.		
TITLE		Wing Fuselage Attach Fittings Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	632, 652 185-0001 thru 18504448
	A182-0001 thru A182-0148		
	F18200001 thru F18200169		
	FR18200001 thru FR18200070		
	R18200001 thru R18202039		

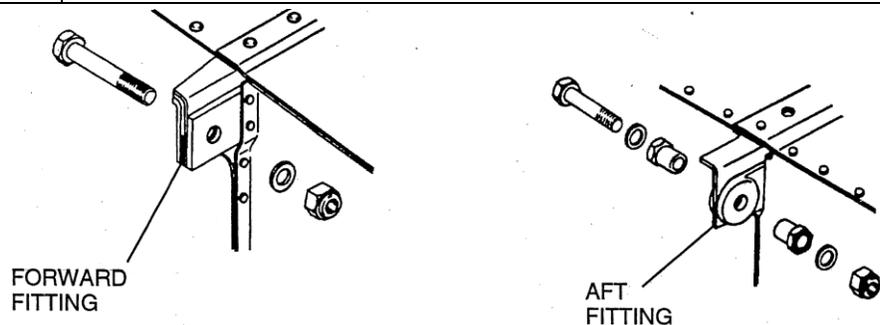
PURPOSE	To eddy current inspect primary load path of forward and aft spar fitting.		
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INSPECTION INSTRUCTIONS		MECH	INSP
	(1) Inspect for possible cracking from wing attachment holes outward.		
	(2) Possible galling of deformation of wing attachment holes.		
	(3) Check wing attach bolts for looseness, if bolts are loose, remove wing attach bolts and inspect for cracks.		
	(4) Eddy Current Inspection.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Remove wing-to-fuselage fairing strips.	N/A

INSPECTION METHOD	Eddy Current		
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REPAIR/MODIFICATION	Replace cracked parts. Contact Cessna Aircraft Company for instructions if oversize holes are found.		
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ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	5	Inspect engine mount welded joint.		
TITLE		Engine Mount Welded Joint Inspection		

EFFECTIVITY	180 S/N	182 S/N	
	604, 614, 624, 645 30000 thru 18053203	613, 631, 634, 675 33000 thru 18268586	F18200001 thru F18200169
	A182-0001 thru A182-0148	R18200001 thru R18202039	

PURPOSE	To inspect welded joints on the engine mounts for cracks.		
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INSPECTION INSTRUCTIONS		MECH	INSP
	Dye Penetrant inspect all welded joints on the engine mounts.		

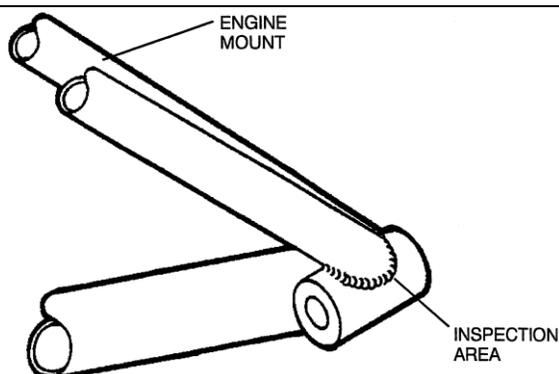
ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Engine Nacelle	N/A

DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

INSPECTION METHOD	Visual and Dye Penetrant
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MECH	INSP
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REPAIR/MODIFICATION	If cracks are found, contact Cessna Aircraft Company and describe condition.		
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ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	6	Inspect engine mount for corrosion.		
TITLE		Inspect Engine Mount For Corrosion.		

EFFECTIVITY	180 S/N	182 S/N		
	604, 614, 624, 645	613, 631, 634, 675	F18200001 thru F18200169	
	30000 thru 18053203	33000 thru 18268586	FR18200001 thru FR18200070	
		A182-0001 thru A182-0148	R18200001 thru R18202039	

PURPOSE	To inspect engine mounts for Corrosion.
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MECH	INSP
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INSPECTION INSTRUCTIONS	Visually inspect engine mount for corrosion.		
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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Engine Nacelle	N/A

INSPECTION METHOD	Visual
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MECH	INSP
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REPAIR/MODIFICATION	Remove corrosion using standard corrosion removal procedures, if corrosion is greater than 10% of the wall thickness replace engine mount.		
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ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
ALL	7	Inspect aileron balance weight.		
TITLE		Aileron Balance Weight Inspection		

EFFECTIVITY	180 S/N	182 S/N	185 S/N
	604, 614, 624, 645	613, 631, 634, 675	632, 652
	30000 thru 18053203	33000 thru 18268586	185-0001 thru 18504448
		A182-0001 thru A182-0148	
		F18200001 thru F18200169	
		FR18200001 thru FR18200070	
	R18200001 thru R18202039		

PURPOSE	To inspect aileron balance weight for corrosion and loosen rivets.
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MECH	INSP
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INSPECTION INSTRUCTIONS	(1) Remove aileron in accordance with the applicable Service Manual.		
	(2) Visual inspect aileron balance weight for corrosion and loose attach rivet.		
	(3) reinstall aileron in accordance with applicable Service Manual.		

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ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Aileron	N/A

INSPECTION METHOD	Visual
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REPAIR/MODIFICATION	Repair corrosion using standard corrosion removal procedures and replace rivets as required. Replace loose rivets with MS204700A5 Rivets.	MECH	INSP
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ACFT TYPE		3000 HR STRUCTURAL INSPECTIONS REQUIREMENTS	MECH	INSP
182 Series	8	Inspect nose landing gear torque links, bolts, bushings and nose landing gear fork as instructed below.		
TITLE:	Nose Gear Torque Link and Fork Inspection			

EFFECTIVITY	182 S/N	
	613, 631	A182-0001 thru A182-0146
33000 thru 34999	F18200001 thru F18200169	
51001 thru 53007	FR18200001 thru FR18200070	
18253008 thru 18268615	R18200001 thru R18202032	
18280001 and On	T18208001 and On	

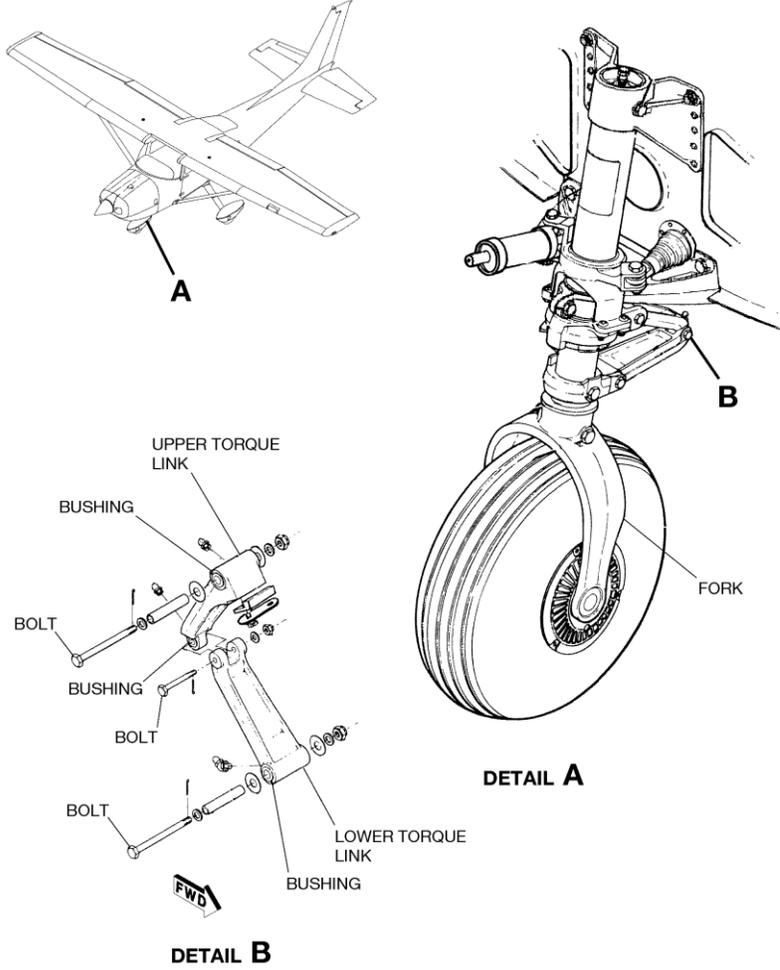
PURPOSE	To ensure structural integrity of the nose gear torque links and nose gear fork.
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INSPECTION INSTRUCTIONS	A. Deflate the strut. Refer to the applicable Service Manual.	MECH	INSP
	B. Remove torque link bolts one at a time in accordance with the applicable Service Manual.		
	C. Inspect for bent bolts or worn bolts. Refer to the figure below. Install serviceable bolts after inspection.		
	(1) Clean area before inspecting if grime or debris is present.		
	D. Inspect the torque link for cracks.		
	(1) Clean area before inspecting if grime or debris is present.		
	(2) Pay particular attention around the bolt attach holes and forged ribs for cracks.		
	(3) Confirm any suspected cracks with surface eddy current. Refer to Cessna NDI Methods and Requirements Manual of latest revision.		
	E. Inspect center torque link bushings for excessive wear or deformation. Maximum new clearance between the NAS bushings in the mid joint upper torque link lug (ID = 0.1900 to 0.1915 in.) and the bolt (OD = 0.1885 to 0.1894 in.) is 0.0030 in. A clearance of 0.006 in. is the maximum wear limit.		
	(1) Clean area before inspecting if grime or debris is present.		
	F. Inspect upper and lower joint torque link bushings for excessive wear or deformation. As the bolt clamps up on the spacer, the wear is to be measured between the NAS bushing and the spacer. Maximum new clearance between the NAS bushings in the torque link (ID = 0.3750 to 0.3765 in.) and the spacer (OD = 0.3744 to 0.3750 in.) is 0.0021 in. A clearance of 0.006 in. is the maximum wear limit.		
	(1) Clean area before inspecting if grime or debris is present.		
	G. Inspect the fork for cracking along the forging parting line.		
	(1) Clean area before inspecting if grime or debris is present.		
	H. Install the bolts.		
	I. Charge the nose strut. Refer to the applicable Service Manual.		

ACCESS AND DETECTABLE CRACK SIZE	
ACCESS/LOCATION	DETECTABLE CRACK SIZE
Nose Gear Section	Not Allowed

DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

INSPECTION METHOD	Visual and Surface Eddy Current to confirm any suspected cracks.		
REPAIR/MODIFICATION	Replace bent bolts or worn bolts or bushings with new parts if wear limits are exceeded. A cracked fork or torque link is not repairable and must be replaced. Make repairs in accordance with the applicable Service Manual. Coordinate any repair not available with Cessna Customer Service prior to beginning the repair.	MECH	INSP



DOI - CESSNA 180 SERIES - 3000 HOUR STRUCTURAL INSPECTIONS

ZONE	ACFT TYPE		SUPPLEMENTAL 3000 HR STRUCURAL INSP. REQUIREMENTS FOR CLIMATE ZONES	MECH	INSP
ARCTIC		9			
ARCTIC		10			
ARCTIC		11			
ARCTIC		12			
ARCTIC		13			
ARCTIC		14			
ARCTIC		15			
ARCTIC		16			
ARCTIC		17			
ARCTIC		18			
ARCTIC		19			
ARCTIC		20			
ARCTIC		21			
ARCTIC		22			
ARCTIC		23			
TEMPERATE		24			
TEMPERATE		25			
TEMPERATE		26			
TEMPERATE		27			
TEMPERATE		28			
TEMPERATE		29			
TEMPERATE		30			
TEMPERATE		31			
TEMPERATE		32			
TEMPERATE		33			
TEMPERATE		34			
TEMPERATE		35			
TEMPERATE		36			
TEMPERATE		37			
TEMPERATE		38			
	ALL	39	All panels opened for the inspection are closed and secure.		
	ALL	40	Run aircraft engine and leak check.		

