



SAIB: CE-12-41

Date: August 9, 2012

**SUBJ:** Flight Controls – Loose Glide Screw

*This is information only. Recommendations aren't mandatory.*

## Introduction

This Special Airworthiness Information Bulletin (SAIB) advises owners, operators, and maintenance personnel of an airworthiness concern, specifically the possibility of a loose glide screw in the control column(s) on **Cessna Models 177, 177A, 177B, 177RG, F177RG, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, T182, F182P, F182Q, FR182, R182, TR182, T182T, 210-5 (205), 210-5A (205A), 206, U206, U206A, TU206A, TU206B, U206C, TU206C, U206D, TU206D, U206E, TU206E, U206F, TU206F, U206G, TU206G, P206, P206A, TP206A, P206B, TP206B, P206C, TP206C, P206D, TP206D, P206E, TP206E, 206H, T206H, 207, T207, 207A, T207A, 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210R, T210R, P210N, P210R, T303, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, 337H, T337H, F337E, FT337E, F337F, FT337F, F337G, F337H, T337H-SP, P337H, M337B, FT337GP, and FT337HP** airplanes.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

## Background

The FAA received a report through the Safety Difficulty Reporting (SDR) system of a jammed elevator control system on a Cessna Model 182S airplane. The jam occurred in flight in the neutral elevator position, and the pilot was able to land the airplane safely using elevator pitch trim control. A mechanic removed the control wheel assembly and discovered the screw (part number (P/N) NAS220-14), which secures the plug (P/N 0760681-1) and glide (P/N 0760651-2), had completely backed out and jammed the elevator control.

A screw that completely backs out could jam the elevator in any position encountered during normal operation. There have been seven other reports of this screw being found with no or low torque. This design, or one similar to it, has been used on the Cessna airplanes listed above.

## Recommendations

The FAA recommends complying with Cessna service bulletins SEB-27-01 (original, R1, or R2) or MEB-27-01 (original or R1). These service bulletins specify replacing the screw (P/N NAS220-14 or P/N MS27039-0814) that can back out with a screw that will be lock-wired in place, and therefore can not back out.

NOTE: Although SB98-27-04 deals with a similar issue, this service bulletin does not address this issue, and we do not recommend following this service bulletin. Please use one of the service bulletins listed above.

**For Further Information Contact**

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**For Related Service Information Contact**

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