

Proposed Airworthiness Directive Schedule Format

Aeroplanes

Cessna 120 (Example of AD Schedule dated 1 August 2012)

'XX October 2012'

- Notes**
1. This AD schedule is applicable to Cessna 120 aircraft manufactured under Federal Aviation Administration (FAA) Type Certificate No. A-768.
 2. State of Design Airworthiness Directives issued by the FAA are applicable to these aircraft.
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *

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State of Design ADs:	From 1 October 2012 an operator of Cessna 120 series aircraft must comply with every State of Design AD applicable to the aircraft. State of Design ADs can be obtained directly from the NAA website. The links to State of Design NAA is available on the CAA website. If an unsafe condition exists in an aircraft or aeronautical product the CAA can issue a NZ AD in accordance with section 72I(3A) of the CAA Act.	3
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DCA/CESS120/1 Forward Doorposts – Replacement

Applicability: Model 120 aircraft, S/N 8001 though to 8799.

Requirement: To prevent failure of the forward doorposts due to possible cracks accomplish the following:

Inspect the forward doorposts for cracks, paying particular attention to the flange section leading from the post to the instrument panel at the base of the windshield and inspect the top of the post below the rivet cluster.

Remove the inside fairing attached to the post all the way to the floor to permit a thorough inspection.

Cracks in the post flange which are not more than 3/4 inch in length may be repaired by stop-drilling. If longer cracks are found in the flange, or if any cracks are found in the doorpost structure, replace the doorpost with the later post type Cessna P/N 0411867-2 and 0411867-3 per the installation instructions supplied by Cessna.

Note: Cessna Service Letter No. 20 dated 8 October 1946 pertains to the subject of this AD. (FAA AD 1999-06-11 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until the later door post type are fitted.

Effective Date: 30 February 1999

DCA/CESS120/2 Rudder Control Cable Horns – Modification

Applicability: Model 120 aircraft, S/N 8001 though to 12349.

Requirement: To prevent failure of the rudder control cable horns due to possible bending caused by excessive foot pressure with park brake application or release which could result in reduction of rudder travel, accomplish the following:

Remove the forward part of the tunnel fairing on the cockpit floor and inspect the control cable horns on the rudder bar for signs of bending.

If bent parts are found which can be straightened without introducing cracks, reinforced the rudder bar horns by fitting Cessna P/N 0411303 or an approved equivalent repair.

If parts are found cracked, replaced with Cessna P/N 0310168 made of 0.080-inch steel.

Note: Cessna SL No. 43 dated 7 July 1947 pertains to the subject of this AD. (FAA AD 2001-43-04 refers)

Compliance: Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until the rudder control cable horns are reinforced.

Effective Date: 30 November 2001

DCA/CESS120/3 Elevator Spar Web – Repair

Applicability: Model 120 aircraft, S/N 8001 though to 13780.

Requirement: To prevent failure of the elevator spar web due to possible cracks which could start either at the rivets or at an edge of the fitting and progress around the fitting which could result in the elevator breaking loose, accomplish the following:

Inspect the elevator spar web at the hinges for fatigue cracks.

If the cracks found are less than 1/2 inch in length, fit a reinforcing channel Cessna P/N 0434151 at the outboard hinge, or fit P/N 0434152 at the inboard hinge. Fit the channel on the aft side of the spar with the flanges riveted between the spar flanges and the skin with two AN 455AD3 rivets per flange. Four AN 442AD4 rivets should be used to attach each fitting to the spar web and the reinforcing channel.

If any cracks longer than 1/2 inch are found, replace the spar and fit the reinforcing channels.

- Note:** Cessna Service Letter No. 46 dated 31 July 1947 pertains to the subject of this AD. (FAA AD 2011-27-05 refers)
- Compliance:** Within the next 100 hours TIS unless previously accomplished and thereafter at intervals not to exceed 100 hours TIS until reinforcement channels are fitted to all the hinge fittings.
- Effective Date:** 30 June 2011

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- * **2012-40-01 Engine Mountings – Replacement**
Effective Date: XX October 2012
- * **2012-41-02 Fuselage Bulkhead – Modification**
Effective Date: XX October 2012
- * **2012-42-03 Horizontal Stabilizer Bolts – Rework**
Effective Date: XX October 2012