

Cessna FAQ

**** FOR REFERENCE ONLY ****

PLEASE CONTACT CURRENT MANUFACTURER OR AIRCRAFT OWNER FOR LATEST REVISED DATAT

FAQ's - Frequently asked questions

1. Maximum allowable flap track wear is .6035 inch. This is the slot that the rollers ride in.
2. The approval to fly overgross on a ferry permit (up to 10% over) is found in AC 21.4B and (10 to 30% over) in the FAA inspectors handbook.
3. The approval to use structural screws in place of rivets in seat rail attachment is found in AC43 16 Special Airworthiness Alerts dated 1-16-91.
4. The general rule of thumb is 10% of new part nominal thickness of structure is maximum allowable damage or wear before a repair is required. Reference SNL93-3.
5. The general rule of thumb is that acrylic window/windshields can be polished down to 90% of new part nominal thickness before replacement is due.
6. Not all twin Cessna's with de-ice equipment are certified for "Flight into known icing" conditions. See ME81-23 for requirements and s/n applicability for those eligible.
400 series - 1975 and newer
300 series - 1977 and newer
337 model - never certified for "Flight into known icing."
See MEB97-4 for models and s/n's not eligible for "Flight into known icing"
7. Interior flammability requirements are outlined in AC23.7 and burn test requirements in FAR 23.853 appendix F.
8. Requirement for metal to metal seat belt latches are found in FAR 91.205 b12.
9. FAR 45.29 paragraph (F), is the approval to use smaller than standard 12 inch registration numbers on the tail boom of a 337 Skymaster.
10. Twin aircraft over 6,000 lbs. gross wt are required to have an FAA approved flight manual. This would be all the Cessna 400 series aircraft.
11. FAR 91.205 b13 requires that all children over 2 years old must have their own seatbelt.
12. FAA AC105.2C appendix 2, gives the approval to fly single engine Cessna's with the cabin door removed.
13. All single engine Cessna's 1978 and newer are 28 volt systems and have an avionics master switch.
14. On seat belt to shoulder harness attachment. The nylon bushing is p/n S2237-3.
Reference SEB96-2, MEB96-4, CQB96-1.
15. The nylon chaff buttons on top of flap control surface is p/n S1093-1.
16. If aircraft is pre-plumbed from factory for surface de-ice, it will be noted on the equipment list.
17. Maximum speed of aircraft when extending retractable landing light is 180 knots.
Reference SNL88-8 and also POH revision.
18. General rule of thumb is that pitot tube is installed parallel to water line.
19. Oxygen altitude compensator was not available on single engine aircraft.

20. Scott Aviation recommends 10 year replacement life on oxygen generators on model P210 and P337.
21. Model 206 aircraft were available with factory float kit. Model 207 were not.
22. Camera installations for various models can be found in the Parts Catalog.
23. General rule - don't chrome parts. There are exceptions.
24. General rule - you can go one size "oversize" on fasteners but must maintain minimum 1 and 1/2 E.D.
25. General rule - you can weld aluminum parts if originally welded.
26. General rule - you can weld steel parts as long as not heat treated to begin with.
27. Tubular engine mounts can be welded i.a.w. AC43.13
28. General rule- metal lines for fluid in Cessna's are made from 5052-0 dead soft and are .035" wall thickness.
29. All Cessna models- the maximum floor loading is 200 lbs./ sq. ft.
30. Maximum acceptable engine control cable "play" is .050 inch before replacement.
31. Single Engine position cant as installed in airframe:
Model 120-172.....level
Hawk XP, Cardinal.... 3 degrees down
Model 180 and on.....3 and 1/2 degrees down
Left and Right offset ...none for all models
32. CHT probe location found in section 1 of maintenance manual or T.C. data sheets notes.
33. Rule of thumb - if you can't find the information you need in the applicable maintenance manual, look in the manual of a newer model for guidance.
34. Cessna 402C maintenance manual has much information on structures and structural repair that can be applicable to other model Cessna's.
35. The POH's of 1976 and newer aircraft have excellent descriptions of system operation.
36. The wiring diagrams are a good source to find p/n's of electrical components.
37. The 335 model wiring diagram manual, arranged by ATA code, is a good source to find component locations on the 310 and 340 model aircraft.
38. New restart aircraft have their own wiring diagram manuals.