

INSPECTION DOCUMENT 11

Date: _____
 Registration Number: _____
 Serial Number: _____
 Total Time: _____

1. Description

- A. Inspection Document 11 gives a list of item(s), which are completed at every 1600 Hours or 24 calendar months, whichever occurs first.
- B. Inspection items are given in the sequence of the zone in which the inspection is completed. A description of the inspection, as well as the Item Code Number are supplied for cross-reference to section 5-10-01. Frequently, tasks give more information about each inspection. These tasks are found in the individual chapters of this manual.
- C. The right portion of each page gives space for the mechanic's and inspector's initials and remarks. You can use copies of these pages as a checklist while you complete the tasks in this Inspection Document.

2. General Inspection Criteria

- A. As you complete each of the inspection tasks in this Inspection Document, examine the adjacent area while access is available to find conditions that need more maintenance.
- B. If it is necessary to replace a component or to make a change to a system while you complete a task, do the task again before the system or component is returned to service.
- C. Inspection Kits are available for some Inspection Documents. They supply consumable materials used to complete the inspection item(s) given for the interval. Refer to the Model 208 Illustrated Parts Catalog, Introduction, Service Kit List to find applicable part numbers.

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
B271003	Aileron System Functional Check Task 27-10-00-721	211 212 217 218 233 234 253 254 251 252 503 525 603 625			
B272001	Rudder System Functional Check (Standard Rudder Installation) Task 27-20-00-720	211 212 213 214 217 218 233 234 253 254 257 258 311 312 320 341			

ITEM CODE NUMBER	TASK	ZONE	MECH	IN-SP	REMARKS
C272001	Rudder Bar Bearings and Rudder Pedals Lubrication Task 27-20-00-640	211 212 213 214			
B273001	Elevator System Functional Check Task 27-30-00-720	211 212 213 214 217 218 233 234 253 254 257 258 311 312 320 373 374 375 376			
B275001	Flap System Functional Check Task 27-50-00-720	'251 252 511 611 525 625			
*** End of Inspection Document 11 Inspection Items ***					

Task 27-10-00-721

3. Aileron System Functional Check

A. General

- (1) This task gives the procedures to do a functional check of the aileron system.

B. Special Tools

- (1) Inclinator
- (2) Cable Tensiometer
- (3) Spring scale measuring from 0 to 20 pounds

C. Access

- (1) Remove panels 212FR, 226B, 231BL, 231CL, 251CL, 251DL, 252BR, 252FR, 501BB, 501CB, 501DB, 501EB, 503AB, 503BB, 503CB, 503DB, 503EB, 601BB, 601CB, 601DB, 601EB, 603AB, 603BB, 603CB, 603DB, 603EB, and 651AB to get access to the aileron components. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
- (2) Open (unzip) the fabric headliner (passenger) or remove the hard shelled headliner (cargo) to get access to the aileron components. Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.

D. Do a Functional Check of the Aileron System.

- (1) Examine the aileron control and the aileron trim tab system cable movement for binding and full travel.
- (2) Examine the aileron skins for corrosion, cracks, and loose rivets.
- (3) Examine the aileron trim tab skins for corrosion, cracks, and loose rivets.
- (4) Examine the aileron trim tab stop blocks (right wing) for corrosion, condition, and security of installation.
- (5) Examine the aileron trim tab control and indicator for corrosion, condition, and security of installation.
- (6) Examine the balance weights for looseness and the supporting structure for corrosion, cracks, and failed fasteners.
- (7) Examine the aileron hinges, hinge bolts, hinge bearings, attach fittings, horn, and bonding jumper for corrosion, cracks, signs of damage, wear, failed fasteners, security, and correct safetying.
- (8) Examine the bellcracks in both wings and above headliner and the bearings, push rods, stop bolts, and brackets, for corrosion, cracks, signs of damage, failed fasteners, security of installation, and correct safetying.
- (9) Examine the aileron and aileron trim cable runs for correct routing, fraying, and twisting.
 - (a) Make sure there is no interference with the adjacent structure, equipment, wiring, plumbing, and other controls.
- (10) Move a cloth along the full length of the cables to examine for broken wires.
 - (a) If snags are found or you think that there are broken wires, refer to Chapter 20, Control Cable Wire Breakage and Corrosion Limitations - Maintenance Practices.
- (11) Examine the turnbuckles for correct thread exposure.
 - (a) Make sure that the turnbuckle locking clips are installed correctly. Refer to Chapter 20, Safetying - Maintenance Practices.
- (12) Examine the swage fittings reference marks for an indication of cable slippage inside of the fitting.
 - (a) Examine the fittings for corrosion, distortion, cracks, and broken wires at the fittings.
- (13) Examine the pulleys, attach brackets, and guard pins for condition, wear, corrosion, and security.
 - (a) You must turn the pulleys to make sure there freedom of movement and to make sure there is even wear of the pulleys.
 - (b) If discrepancies are found with the brackets, examine the structure where the brackets are attached for hidden damage.
- (14) Examine the aileron trim tab actuators for corrosion, damage, and security.
- (15) Examine the aileron trim tab actuator mounting structures for corrosion, damage, cracks, and security of installation.

- (16) Examine the aileron trim tab actuator pushrods and attaching hardware for corrosion, condition, damage, wear, and security of installation.
 - (17) Examine the chains for corrosion, tension, and correct alignment.
 - (18) Examine the aileron trim control wheel bearings for wear.
 - (19) Examine the control wheel for condition and security of installation.
 - (20) Examine the control column for corrosion, signs of damage, failed fasteners, and security of installation.
 - (21) Examine all welds in the column tube and the torque tube for corrosion and cracks.
 - (22) Examine both torque tube support arms for corrosion, condition, and security of the attach bearings.
 - (23) Examine the support arm attach structure for corrosion, condition, cracks, and correct safety of the attach bolts.
 - (24) Examine the cable guards for corrosion, condition, and security on both column quadrants.
 - (25) Examine for sufficient clearance of all components and structure at the full aft and the full forward positions.
 - (26) Make sure that the chain is correctly centered and aligned on the sprocket.
 - (a) The chain guard posts must be correctly installed and attached with safety wire.
 - (27) Make sure that the chain is correctly attached to the cable assembly and turnbuckle terminal with the chain connecting links.
- E. Examine the Cable Travel and Tensions.**
- (1) Set the control wheels to put the ailerons in the neutral position.
 - (a) Make sure that the ailerons are streamlined with the inboard trailing edge of the aileron aligned with the outboard trailing edge of the flap.
 - (2) Attach an inclinometer on the left aileron and set it to zero degrees.
 - (3) Examine the cable tensions and adjust if necessary.
 - (a) For the aileron control cables, refer to Ailerons and Control Column - Maintenance Practices.
 - (b) For the aileron trim cables, refer to Aileron Trim System - Maintenance Practices.
 - (c) For airplanes equipped with 400B and 400B IFCS autopilot type AF-550A and IF-550A, refer to Aileron and Spoiler System - Adjustment/Test.
 - (4) Operate the system through its full range of travel.
 - (a) Make sure that all of the components that move do not hit, touch, or catch on structural components or other system components.
 - (5) Turn the control wheel so that the stop bolt touches the right bellcrank.
 - (a) Make sure that the inclinometer shows 25 +4 or -0 degrees up travel on the left aileron.
 - (6) Turn the control wheel so that the stop bolt touches the left bellcrank.
 - (a) Make sure that the inclinometer shows 16 +1 or -0 degrees down travel on the left aileron.
 - (7) Remove the inclinometer from the left aileron.
 - (8) Put the right aileron trim tab in the streamline position.
 - (a) Refer to Aileron Trim System - Maintenance Practices if rigging is necessary.
 - (9) Install an inclinometer on the right aileron trim tab and set it to zero degrees.
 - (10) Put the right aileron trim tab in the full up position.
 - (a) Make sure that the inclinometer shows 15 +2 or -2 degrees.
 - (11) Put right aileron trim tab in the full down position.
 - (a) Make sure that the inclinometer shows 15 +2 or -2 degrees.
 - (12) Remove the inclinometer from right aileron trim tab.
 - (13) Do a friction band check. Refer to Ailerons and Control Column - Maintenance Practices.
- F. Restore Access**
- (1) Install panels 212FR, 226B, 231BL, 231CL, 251CL, 251DL, 252BR, 252FR, 501BB, 501CB, 501DB, 501EB, 503AB, 503BB, 503CB, 503DB, 503EB, 601BB, 601CB, 601DB, 601EB, 603AB, 603BB, 603CB, 603DB, 603EB, and 651AB. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
 - (2) Close (zip) the fabric headliner (passenger) or install the hard shelled headliner (cargo). Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.

End Task

Task 27-20-00-640

4. Rudder Bar Bearings and Rudder Pedals Lubrication

- A. General
 - (1) This task gives the procedures to do a lubrication of the rudder bar bearings and rudder pedals.
- B. Special Tools
 - (1) MIL-L-7870 or equivalent
- C. Access.
 - (1) Remove or loosen top bearing blocks one at a time to get sufficient access to friction surface.
- D. Do a Lubrication of the Rudder Bar Attach Bearings and Rudder Pedals.
 - (1) Clean and lubricate rudder bar attach bearings and all accessible component pivot points on the rudder bar.
- E. Restore Access.
 - (1) Install or tighten the bearing blocks.

End Task

Task 27-20-00-720

2. Rudder System Functional Check (Standard Rudder Installation)

A. General

- (1) This task gives the procedures to do a functional check of the rudder system.

B. Special Tools

- (1) Cable Tensiometer
- (2) Rudder Travel Protractor
- (3) Nose Wheel Turning Bar

C. Access

- (1) Remove the applicable floor panels to get access to the rudder control system. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
- (2) Remove the tail stinger from the airplane to get access to the rudder stop bolts. Refer to Tail Stinger - Maintenance Practices.

D. Do a Functional Check of the Rudder System (Standard Rudder Installation).

- (1) Examine all cable runs for correct routing, fraying, and twisting.
 - (a) Look for interference with the adjacent structure, equipment, wiring, plumbing, and other controls.
- (2) Examine the cable movement for binding and full range of travel.
- (3) Examine the swage fitting reference marks for signs of cable slippage inside of the fitting.
 - (a) Examine the fitting for corrosion, distortion, cracks, and broken wires at the fitting.
- (4) Examine the turnbuckles for correct thread engagement.
 - (a) Make sure that the turnbuckle locking clips are installed. Refer to Chapter 20, Safetying - Maintenance Practices.
- (5) Move a cloth along the full length of the cable to examine for broken wires.
 - (a) If snags are found or you think that there are broken wires, Refer to Chapter 20, Control Cable and Corrosion Limitations - Maintenance Practices.
- (6) Examine the cable attach holes in the rudder torque tube arm for excessive wear.
- (7) Examine the rudder torque tube, bellcrank, and lower hinge area for corrosion and condition.
- (8) Examine the rudder stop bolts for condition, corrosion, and security.
- (9) Examine the rudder hinge, hinge bearing, rudder pedals, and bonding jumper, for correct installation, corrosion, signs of damage, and unserviceable fasteners.
- (10) Examine the rudder skins for cracks, loose rivets, and corrosion.
- (11) Examine the balance weight for looseness and the supporting structure for damage.

E. Examine the Travel and Cable Tensions.

- (1) Examine the cable tension in the tailcone area.

NOTE: Cable tensions must be measured at least one foot from any pulley or cable turnbuckle.

- (a) The tension must be 30 pounds + 5 or -5 pounds (133.45 N + 22.24 or - 22.24 N).
- (2) If necessary, do the Rudder System Rigging. Refer to Rudder - Maintenance Practices.
- (3) Install the rudder travel protector.
- (4) Put the rudder trim system in the neutral position.
- (5) Operate the system through its full range of travel.
 - (a) Make sure that all of the components that move do not hit, touch, or catch on structural components or other system components.
- (6) With the nose wheel turning bar, turn the nose wheel left until the rudder stop block contacts the bolt.
 - (a) The rudder travel on the protractor must be 25 +2 or -2 degrees.
- (7) With the nose wheel turning bar, turn the nose wheel right until the rudder stop block contacts the bolt.
 - (a) The rudder travel on the protractor must be 25 +2 or -2 degrees.
- (8) Turn the nose wheel to center and make sure that the rudder pedals and the rudder are centered.

(a) If the rudder pedals and the rudder are not centered, make sure that the nose gear steering rigging is correct. Refer to Chapter 32, Nose Gear Steering - Maintenance Practices.

(9) Remove the rudder travel protractor.

F. Restore access.

(1) Install the tail stinger. Refer to Tail Stinger - Maintenance Practices.

(2) Install the floor panels. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

End Task

Task 27-30-00-720

2. Elevator System Functional Check

A. General

- (1) This task gives the procedures to do a functional check of the elevator system.

B. Special Tools

- (1) Inclinator
- (2) Cable Tensiometer
- (3) Elevator Neutral Rigging Tool
- (4) Elevator Rigging Protractor
- (5) Spring Scale (0 to 20 Pounds)
- (6) External Electrical Power Unit

C. Access

- (1) Remove the applicable floor panels to get access to the elevator control system. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
- (2) Remove vertical stabilizer panel 320A to get access to the elevator control system. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

D. Do a Functional Check of the Elevator System.

- (1) Do a check of the cable movement for binding and full travel.
- (2) Examine the elevator skins for cracks and loose rivets.
- (3) Examine the elevator hinges, hinge bolts, hinge bearings, torque tube, horn, attach fittings, and bonding jumper for corrosion, cracks, signs of damage, wear, unserviceable fasteners, security, and correct safetying.
- (4) Examine the balance weights and the support structure for corrosion, looseness, cracks, and damage.
- (5) Examine the outboard tips for cracks in the rib flange.
- (6) Examine the bellcranks, bearings, push rods, stop bolts, and brackets, for corrosion, cracks, signs of damage, failed fasteners, security of installation, and correct safetying.
- (7) Examine the elevator and elevator trim cable runs for correct routing, fraying, and twists.
 - (a) Make sure there is no interference with the adjacent structure, equipment, wiring, plumbing, and other controls.
- (8) Move a cloth along the full length of the cables to examine for broken wires.
 - (a) If snags are found or you think that there are broken wires, refer to Chapter 20, Control Cable Wire Breakage and Corrosion Limitations - Maintenance Practices.
- (9) Examine the turnbuckles for correct thread exposure.
 - (a) Make sure that the turnbuckle locking clips are installed correctly. Refer to Chapter 20, Safetying - Maintenance Practices.
- (10) Examine the swage fittings reference marks for an indication of cable slippage inside of the fitting.
 - (a) Examine the fittings for corrosion, distortion, cracks, and broken wires at the fittings.
- (11) Examine the pulleys, attach brackets, and guard pins for condition, wear, corrosion, and security.
 - (a) You must turn the pulleys to make sure there freedom of movement and to make sure there is even wear of the pulleys.
 - (b) If discrepancies are found with the brackets, examine the structure where the brackets are attached for hidden damage.
- (12) Examine the elevator trim tab actuators for corrosion, damage, and security.
- (13) Examine the elevator trim tab actuator mounting structure for corrosion, damage, cracks, and security of installation at the horizontal stabilizer rear spar.
- (14) Examine the elevator trim tab actuator pushrods and attaching hardware for corrosion, condition, damage, wear and security of installation.
- (15) Examine the elevator trim actuator motor for corrosion, security of installation, and signs of overheating.
- (16) Examine the chain for corrosion, tension, and correct alignment

- (17) Examine the control column for corrosion, signs of damage, unserviceable fasteners, and security of installation.
- (18) Examine the column lock for correct operation.
- (19) Examine all welds in the column tube and the torque tube for corrosion and cracks.
- (20) Examine both torque tube support arms for corrosion, condition, and security of the attach bearings.
- (21) Examine the support arm attach structure for condition, cracks, and correct safety of the attach bolts.
- (22) Examine the cable guards for corrosion, condition, and security on both column quadrants.
- (23) Examine for sufficient clearance of all components and structure at the full aft and full forward positions.
- (24) Make sure that the elevator, elevator actuator, and elevator mount are correctly attached together with four bolts and washers.
- (25) Make sure that the actuator mount is correctly attached to the mounting bracket with four bolts.
- (26) Make sure that the lower cable assembly is correctly attached to the aft part of the bellcrank assembly attach bracket with one bolt, nut, washers, and cotter pin.
- (27) Make sure the chain is correctly centered and aligned on the sprocket.
 - (a) The chain guard posts must be correctly installed and attached with safety wire.
- (28) Make sure that the chain is correctly attached to the cable assembly and the turnbuckle terminal with the chain connecting links.

E. Examine the Cable Travel and Tensions.

- (1) Set the control wheels to put the elevators in the neutral position.
- (2) Make sure that the left elevator is at the streamlined position
- (3) Attach an inclinometer on the left elevator's trailing edge and set it to zero degrees.

CAUTION: Do not attempt to align the horn (balance weight portion) on the elevator to the stabilizer.

CAUTION: Make sure that the support stand is under the tail to prevent the tail cone from dropping while working in the tail cone.

- (4) Examine the cable tensions and adjust if necessary.
 - (a) For the elevator control cables, refer to Elevator - Maintenance Practices.
 - (b) For the elevator trim cables, refer to Elevator Trim System - Maintenance Practices .
 - (c) For airplanes equipped with 400B and 400B IFCS autopilot type AF-550A and IF-550A, refer to Elevator - Adjustment/Test.
- (5) Operate the system through its full range of travel.
 - (a) Make sure that all of the components that move do not hit, touch, or catch on structural components or other system components.
- (6) Move the elevator to contact the down stop bolt.
 - (a) Make sure that the inclinometer shows 20 +2 or -2 degrees.
- (7) Move the elevator to contact the up stop bolt.
 - (a) Make sure that the inclinometer shows 25 +2 or -2 degrees.
- (8) Remove the inclinometer from the left elevator trailing edge.
- (9) Do an electric elevator trim clutch torque system check, (Refer to Electric Elevator Trim - Adjustment/Test).

F. Do an Electric Elevator Trim System Operational Check

- (1) Connect external electrical power to the airplane.
- (2) Set the External Power Switch to BUS.
- (3) Set the Battery switch to ON.
- (4) Do a check to make sure that the left and the right elevator trim switch halves operate correctly.
 - (a) Move the right switch half forward to the DN position momentarily, then release it to the center position.
 - 1 Make sure that the elevator trim wheel does not move.
 - (b) Move the right switch half aft to the UP position momentarily, then release it to the center position.
 - 1 Make sure that the elevator trim wheel does not move.

- (c) Move the left switch half forward to the DN position momentarily, then release it to the center position.
 - 1 Make sure that the elevator trim wheel does not move.
- (d) Move the left switch half aft to the UP position momentarily, then release it to the center position.
 - 1 Make sure that the elevator trim wheel does not move.
- (e) Move and hold the left and the right switch halves forward to the DN position and do the following before the elevators reach the full down position.
 - 1 Make sure that the elevator travel direction is correct.
 - 2 Push and release the A/P Trim Disconnect push button.
 - a Make sure that the elevator trim wheel stops does not move after the A/P Trim Disconnect push button is pushed and released.
- (f) Move and hold the left and the right switch halves aft to the UP position and do the following before the elevators reach the full up position.
 - 1 Make sure that the elevator travel direction is correct.
 - 2 Push and release the A/P Trim Disconnect push button.
 - a Make sure that the elevator trim wheel stops does not move after the A/P Trim Disconnect push button is pushed and released.
- (g) Release the left and the right switch halves to the center OFF position.
- (h) Operate the system through the full range of travel and examine for binding, jerking movements, and sluggish operation.
- (i) Examine the operating time for the full range of motion.
 - 1 Airplanes equipped with King KFC-150 or -250 autopilot must complete the full range of travel from 26 to 38 seconds.
 - 2 Airplanes equipped with King KFC-225 autopilot must complete the full range of travel from 16 to 24 seconds.
- (5) Set the Battery switch to OFF.
- (6) Set the External Power Switch to OFF.
- (7) Disconnect the external electrical power unit from the airplane.

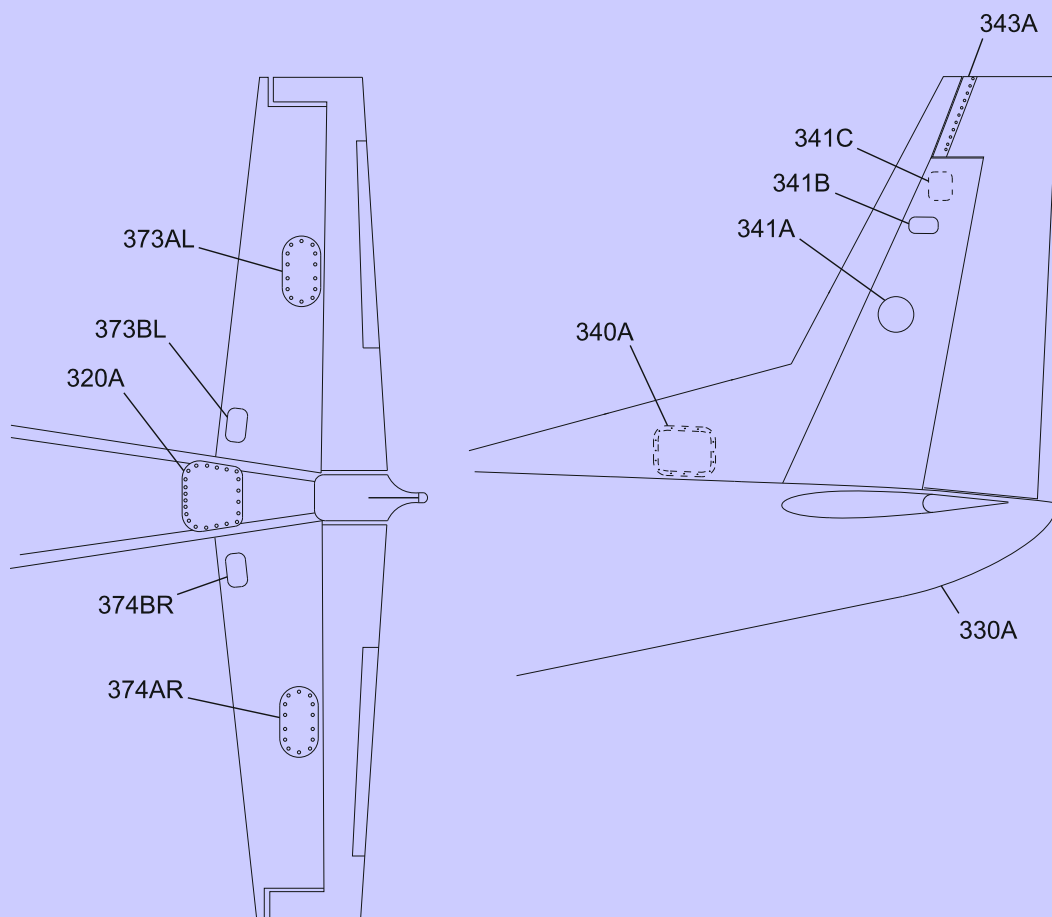
G. Restore Access

- (1) Install vertical stabilizer panel 320A. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.
- (2) Install the applicable floor panels that were removed to get access to the elevator control system. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

End Task

Figure 9. Aft Fuselage, Horizontal and Vertical Stabilizer Panels

A22967



VIEW LOOKING UP AT TAILCONE

Task 27-50-00-720

4. Flap System Functional Check

A. General

- (1) This task gives the procedures to do a functional check of the flap system.

B. Special Tools

- (1) Cable Tensiometer
- (2) Inclinometer
- (3) External Electrical Power Unit
- (4) Torque Wrench

C. Access

- (1) Remove the necessary panels and covers to get access to the flap components on both wings. Refer to Flap Rigging Guide - Adjustment/Test, Figure 501.
- (2) Open (unzip) the fabric headliner (passenger) or remove the hard shelled headliner (cargo) to get access to the flap actuator and the wing-to-wing interconnect rod. Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.

D. Complete a Functional Check of the Flap System.

- (1) Examine the flap control lever and pointer for security of installation, travel, and signs of damage.
- (2) Examine the flaps for loose rivets, cracks, condition, and security of installation.
- (3) Examine the flap cable runs for interference with the structure, correct routing, frozen pulleys, fraying, twisting, and corrosion.
 - (a) Look for interference with the adjacent structure, equipment, wiring, plumbing, and other controls.
- (4) Move a cloth along the full length of the flap cables to examine for broken wires.
 - (a) If snags are found or you think that there are broken wires, Refer to Chapter 20, Control Cable and Corrosion Limitations - Maintenance Practices.
- (5) Examine the pulleys, attach brackets, and guard pins for condition, wear, corrosion, and security.
- (6) Turn the pulleys with your hand to make sure that there is freedom of movement, and to keep even wear on the pulleys.
- (7) Examine the cable attachment brackets on each flap for condition, corrosion, security, and correct attachment of the cable to the bracket.
- (8) Examine the motors and the transmission for condition, wear, corrosion, and security.
- (9) Do the Flap Component Inspection. Refer to Flap Rigging Guide - Adjustment/Test.

E. Do a Travel and Cable Tension Check.

- (1) To examine the flap travel and cable tensions, do the Operational Check of the flaps. Refer to Flap Rigging Guide - Adjustment/Test.

F. Do a Standby Flap Motor Operational Check (Refer to Figure 601).

CAUTION: You must set the NORMAL/STBY switch to STBY before you operate the standby UP/DOWN switch. Since the standby flap system bypasses the limit function of the flap switch actuator, you must stop the operation of the standby UP/DOWN switch before the flaps reach their limits. This will help prevent overloading and damage to the flap system.

- (1) For Airplanes 20800224 and On and 208B0327 and On, and airplanes that incorporate SK208-119A, break the frangible copper wire on the UP/DOWN switch guard and the NORMAL/STBY switch guard.
- (2) Set the battery switch to ON.

WARNING: Before you move the flaps, make sure that the area around the flaps is clear. This will prevent injuries to personnel and damage to the equipment and the flaps.

- (3) Use the flap control lever in the control pedestal to move the flaps to the 10 degree position.
- (4) Open the NORMAL/STBY switch guard.
- (5) Set the NORMAL STBY switch to STBY.
- (6) Move the flaps to the 20 degree position with the standby UP/DOWN switch.
- (7) Move the flaps to the 10 degree position with the standby UP/DOWN switch.
- (8) Close the NORMAL/STBY switch guard to set the NORMAL/STBY switch to NORMAL.
- (9) Move the flaps to the UP position with the flap control lever.
- (10) Set the battery switch to OFF.
- (11) For Airplanes 20800224 and On and 208B0327 and On, and airplanes that incorporate SK208-119A, use frangible copper wire to safety the NORMAL/STBY switch guard and the UP/DOWN switch guard in the closed position.
- (12) Make sure that all rod end inspection holes are covered.
- (13) Make sure that the rod ends are positioned so maximum rotational freedom is available to each rod (so rod housings are perpendicular to attaching bolts).
- (14) Remove the inclinometers from left and the right flaps.
- (15) Make sure that the necessary flap system components are secure, torqued, and safety wired.
- (16) Put the External Power Switch to OFF.
- (17) Remove external electrical power from the airplane.

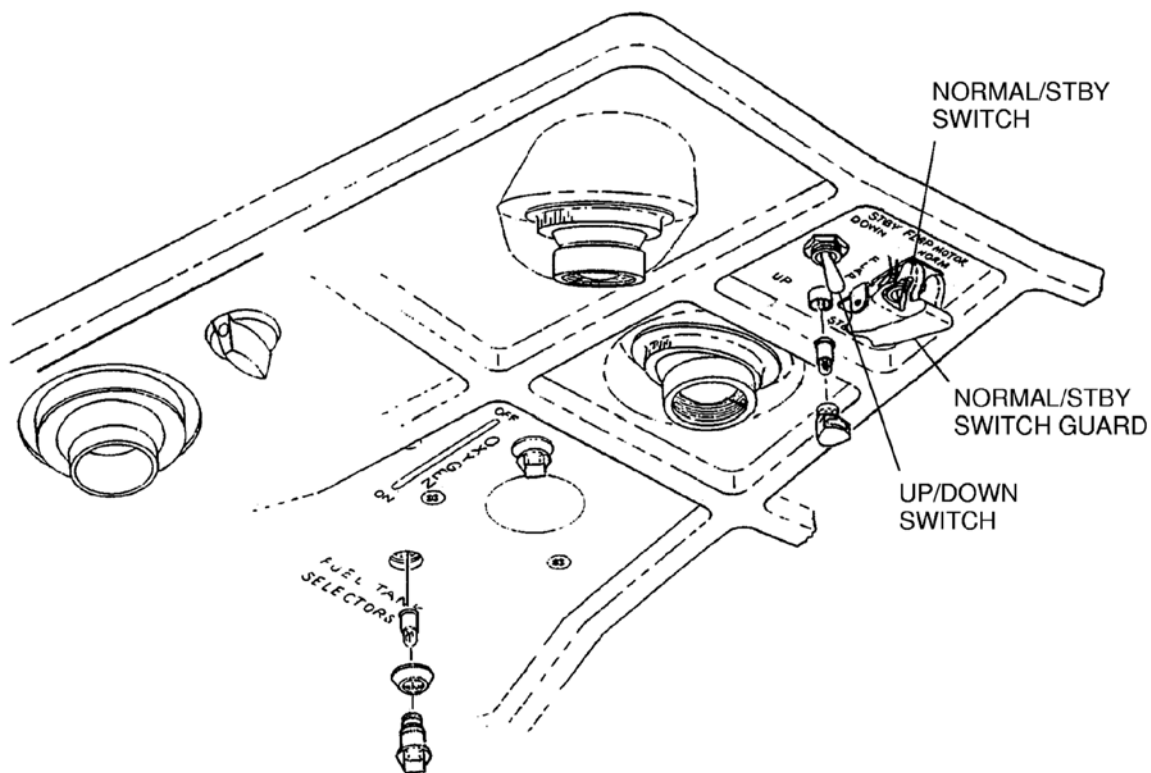
G. Restore Access.

- (1) Close (zip) the fabric headliner (passenger) or install the hard shelled headliner (cargo). Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.
- (2) Install the applicable panels and covers that were removed to get access to the flap components on both wings. Refer to Flap Rigging Guide - Adjustment/Test, Figure 501.

End Task

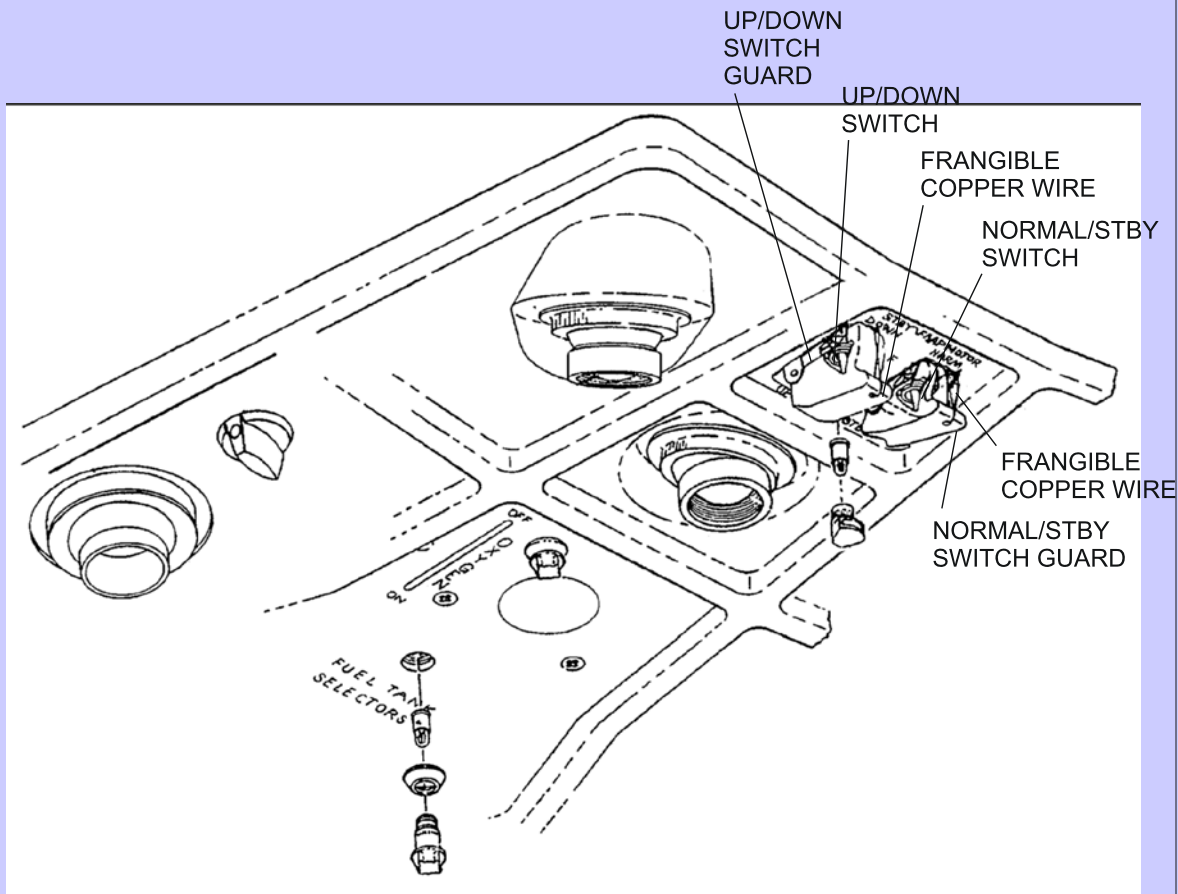
Figure 601. Standby Flap Motor Switches

A183



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A184



AIRPLANES 20800224 AND ON AND
AIRPLANES 208B0327 AND ON AND
AIRPLANES 20800001 THRU 20800223 AND
AIRPLANES 208B0001 THRU 208B0326
INCORPORATING SK208-119

2618R3003A

Sheet 2 of 2