FUSELAGE - INSPECTION/CHECK

1. General

A. This section has the inspections and checks necessary to keep the fuselage in a serviceable condition.

TASK 53-10-00-210

2. External Fuselage Zonal Inspection

A. General

(1) The Zonal Inspection Program (ZIP) includes a series of General Visual Inspection (GVI) tasks. This section gives ZIP procedures for an external zonal inspection of the fuselage.

NOTE: An external zonal GVI is a general visual examination of an exterior area, and/or an open installation or assembly to find damage, failure or defects. This level of inspection is made during typical lighting conditions such as daylight, hangar light or flashlight by approximately an arm-length distance to the inspection object. Unless it is specified, it is not necessary to remove or open access panels or doors to do an external GVI. You can use an inspection mirror to help with visual access to all opened surfaces in the inspection area. You can use maintenance stands, ladders, or platforms to get near the inspection area.

B. Special Tools

(1) None

C. Access

(1) None

D. Do the External Fuselage Zonal Inspection.

NOTE: This inspection is from the forward tip of the nose spinner to the aft tip of the tailcone.

(1) Examine the external fuselage for damage, failure, and signs of overheating. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, External Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(2) Examine all of the systems and structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(3) Examine all tubing, hose and fluid fittings for evidence of leaks, damage and chafing, and correct clamp installation.

(4) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(5) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

E. Restore Access

(1) None

END OF TASK

TASK 53-10-00-211

3. Internal Cockpit Zonal Inspection

A. General

(1) The Zonal Inspection Program (ZIP) includes a series of General Visual Inspection (GVI) tasks. This section gives ZIP procedures for an internal zonal inspection of the complete cockpit above and below the floorline.

NOTE: An internal zonal GVI is a general visual examination that includes all of the systems and the structural components of an interior area, installation, or assembly. This includes a check for signs of corrosion, cracks, chafing of tubing, loose duct support, wiring damage, cable and pulley wear, fluid leaks, drainage that is not sufficient, and other conditions that can cause corrosion or damage. This level of inspection is made during typical lighting conditions such as daylight, hangar light, flood light, or flashlight by approximately an arm-length distance to the inspection object. It can be necessary to remove and/or open access panels or doors to complete an internal GVI. You can use an inspection mirror to help with visual access to all opened surfaces in the inspection area. You can use maintenance stands, ladders, or

platforms to get near the inspection area.

B. Special Tools

(1) None

C. Access

NOTE: The removal of the Primary Flight Displays (PFDs),and the Muti-Function Flight Display (MFD) from the instrument panels is not necessary, but it will help get access to the areas of this inspection.

(1) Remove the flight crew seats. Refer to Chapter 25, Flight Compartment - Maintenance Practices.

(2) Remove the carpet in the cockpit to get access to the necessary floorboard panels.

(3) Remove center pedestal panels 226A, 226B, 226C, and 226D. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(4) Remove cockpit floorboard panels 211EL, 212FR, 231BL, 231DL, 232AC, 232BC, 232BR, and 232DR. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

D. Do the Internal Cockpit Zonal Inspection.

NOTE: This inspection is for the cockpit, and starts at and includes the aft side of the forward bulkhead (FS 100.00) to the aft end of the seat tracks (FS 166.45) above and below the floorline.

(1) Examine all of the wire bundle assemblies and the electrical components for signs of overheating, correct installation, frayed or chafed wiring insulation, electrical bonding, damage, and corrosion. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, Internal Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(2) Examine all of the systems and structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(a) Make sure that you examine the areas that follow between FS 100.00 to FS 118.00. The left and right fuselage skin areas, the left and right side longerons at BL 8.00 and BL 19.00 and outboard longerons. the channels and stiffeners common to the BL 8.00 longeron, the bottom bulkhead segment at FS 118.00, and the firewall support structures, brackets stiffeners, and doublers.

(b) Make sure that you examine the areas that follow between FS 118.00 to FS 128.00. The left and right fuselage skin areas, the left and right side longerons at BL 8.00 and BL 19.00 and outboard longerons. the bulkhead segment at FS 128.00, the left and right side inboard control column support and pulley support structures.

(c) Make sure that you examine the areas that follow between FS 128.00 to FS 166.45. The top right and left fuselage side skin surface, the bottom forward skin surface, the center right side and center left side skin surface, the left and right side longerons at BL 8.00 and BL 19.00 and outboard longerons, the bulkhead segments at FS 143.00 and FS 158.00, the elevator bellcrank support assembly, the left and right side crew door sill assembly, the elevator trim and aileron and rudder pulley brackets.

(3) Examine all tubing, hose and fluid fittings for evidence of leaks, damage and chafing, and correct clamp installation.

(4) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(5) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

E. Restore Access

(1) Install cockpit floorboard panels 211EL, 212FR, 231BL, 231DL, 232AC, 232BC, 232BR, and 232DR. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

(2) Install the carpet.

(3) Install center pedestal panels 226A, 226B, 226C, and 226D. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(4) Install the flight crew seats. Refer to Chapter 25, Flight Compartment - Maintenance Practices.

END OF TASK

TASK 53-10-00-212

4. Internal Cabin Zonal Inspection

A. General

(1) The Zonal Inspection Program (ZIP) includes a series of General Visual Inspection (GVI) tasks. This section gives ZIP procedures for an internal zonal inspection of the cabin.

NOTE: An internal zonal GVI is a general visual examination that includes all of the systems and the structural components of an interior area, installation, or assembly. This includes a check for signs of corrosion, cracks, chafing of tubing, loose duct support, wiring damage, cable and pulley wear, fluid leaks, drainage that is not sufficient, and other conditions that can cause corrosion or damage. This level of inspection is made during typical lighting conditions such as daylight, hangar light, flood light, or flashlight by approximately an arm-length distance to the inspection object. It can be necessary to remove and/or open access panels or doors to complete an internal GVI. You can use an inspection mirror to help with visual access to all opened surfaces in the inspection area. You can use maintenance stands, ladders, or platforms to get near the inspection area.

B. Special Tools

(1) None

C. Access

(1) Remove the cabin seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

(2) Remove the aft bulkhead cabin partition. Refer to Chapter 25, Rear Compartment Wall - Maintenance Practices.

(3) Open (unzip) the fabric headliner (passenger) or remove the hard shelled headliner (cargo) to get access to the areas of this inspection. Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.

(4) Remove the carpet in the cabin to get access to the necessary floorboard panels.

(5) Remove the cabin floorboard panels. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(a) For the Models 208, and 208 Cargomaster, remove panels 251FL, 252AR, 252CR, 252FR, 255AL, 255DL, 255GL, 255JL, 255LL, 255NL, 255QL, 255SL, 256BR, 256ER, 256HR, 256KR, 256MR, 256PR, 256RR, 256TR.

(b) For the models 208B, 208B Super Cargomaster, and 208B Passenger, remove panels 251BL, 251EL, 251ML, 255AL, 255DL, 255GL, 255KL, 255NL, 255RL, 255TL, 255VL, 255XL, 255ZL, 255ACL, 252BR, 252ER, 252GR, 252JR, 252MR, 256BR, 256ER, 256HR, 256LR, 256PR, 256SR, 256UR, 256WR, 256YR, 256AAR, 256ACR.

D. Do the Internal Cabin Zonal Inspection.

NOTE: This inspection is for the cabin, and starts at the forward side of (F.S. 166.45) to and including the forward side of the aft bulkhead (F.S.308.00 for the 208 or F.S. 356.00 for the 208B) above and below the floorline.

(1) Examine all of the wire bundle assemblies and the electrical components for signs of overheating, correct installation, frayed or chafed wiring insulation, electrical bonding, damage, and corrosion. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, Internal Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(2) Examine all of the systems and structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(a) Make sure that you examine the areas that follow between FS 166.45 to FS 208.00 for the Model 208 and FS 166.45 to FS 228.00 for the Model 208B. The fuselage left and right side skin surface, the upper forward left and right skin surface.

(b) Make sure that you examine the areas that follow between FS 168.70 to FS 194.40 for the Model 208 and FS 188.70 to FS 214.40 for the Model 208B. The lower fuselage internal structure, the left and right side longerons at BL 9.00, BL 14.00 and BL 23.47. The lower carry-thru bulkhead segment and lower main landing gear bulkhead segment. The lower left and right side attach angle and stiffener. The center stiffener assembly and fuel reservoir support assembly. The belly skin internal surface between the forward carry-thru bulkhead structure and main landing gear bulkhead structure.

(c) Make sure that you examine the areas that follow between FS 194.40 to FS 208.00 for the Model 208 and FS

214.40 to FS 228.00 for the Model 208B. The lower fuselage internal structure, the longitudinal bulkheads at BL 0.00, BL 13.97 and BL 23.50. The lower forward and aft main landing gear bulkhead segments. The sealing skin internal surface between the forward and aft main landing gear bulkhead.

(d) Make sure that you examine the areas that follow between FS 166.45 to FS 186.45 for the Model 208 Only. The lower fuselage internal structure, the longitudinal bulkheads at BL 0.00, BL 13.97 and BL 23.50. The lower skin internal surface between the bulkhead at FS 166.45 and the forward carry-thru bulkhead at FS 186.45 and the seat tracks.

(e) Make sure that you examine the areas that follow between FS 166.45 to FS 208.00 for the Model 208 and FS 166.45 to FS 228.00 for the Model 208B. The lower fuselage left and right side forward skin surface. The fuselage left and right lower center skin surface. The fuselage lower forward skin and lower center skin surface. The fuselage left and right side doublers. The left and right main landing gear bay stiffener.

(f) Make sure that you examine the areas that follow between FS 208.00 to FS 322.80 for the Model 208 and FS 228.00 to FS 365.00 for the Model 208B. The fuselage upper aft skin surface. The fuselage left and right side aft skin surface.

(g) Make sure that you examine the areas that follow between FS 208.00 to FS 284.00 for the Model 208 and FS 228.00 to FS 332.00 for the Model 208B. The lower fuselage internal structure, the longerons at BL 0.00, BL 13.97 and BL 23.47. The lower left and right side stiffener. The lower bulkhead segments between the aft main landing gear bulkhead and aft cargo/passenger door jamb bulkhead. The doublers at the longeron to door jamb bulkhead attachment. The lower skin internal surface between the aft main landing gear bulkhead and aft cargo/passenger door jamb bulkhead and the seat tracks.

(h) Make sure that you examine the areas that follow between FS 284.00 to FS 308.00 for the Model 208 and FS 332.00 to FS 356.00 for the Model 208B. The lower fuselage internal structure, the outboard, inboard and center longerons. The lower bulkhead segments between the aft cargo/passenger door jamb bulkhead and curtain attach bulkhead. The lower skin internal surface between the aft cargo/passenger door jamb bulkhead and the curtain attach bulkhead.

(i) Make sure that you examine the areas that follow between FS 284.00 to FS 308.00 for the Model 208 and FS 332.00 to FS 365.00 for the Model 208B. The fuselage lower-center aft-skin surface. The fuselage lower aft-skin surface.

(3) Examine all tubing, hose and fluid fittings for evidence of leaks, damage and chafing, and correct clamp installation.

(4) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(5) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

E. Restore Access

(1) Install the cabin floorboard panels. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(a) For the Models 208, and 208 Cargomaster, install panels 251FL, 252AR, 252CR, 252FR, 255AL, 255DL, 255GL, 255JL, 255LL, 255NL, 255QL, 255SL, 256BR, 256ER, 256HR, 256KR, 256MR, 256PR, 256RR, 256TR.

(b) For the models 208B, 208B Super Cargomaster, and 208B Passenger, install panels 251BL, 251EL, 251ML, 255AL, 255DL, 255GL, 255KL, 255NL, 255RL, 255TL, 255VL, 255XL, 255ZL, 255ACL, 252BR, 252ER, 252GR, 252JR, 252MR, 256BR, 256ER, 256HR, 256LR, 256PR, 256SR, 256UR, 256WR, 256YR, 256AAR, 256ACR.

(2) Install the carpet in the cabin.

(3) Close (zip) the fabric headliner (passenger) or install the hard shelled headliner (cargo). Refer to Chapter 25, Cabin Upholstery - Maintenance Practices.

(4) Install the aft bulkhead cabin partition. Refer to Chapter 25, Rear Compartment Wall - Maintenance Practices.

(5) Install the cabin seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

END OF TASK
TASK 53-10-00-213

5. Internal Tail Cone Zonal Inspection

A. General

(1) The Zonal Inspection Program (ZIP) includes a series of General Visual Inspection (GVI) tasks. This section gives ZIP procedures for an internal zonal inspection of the tail section.

NOTE: An internal zonal GVI is a general visual examination that includes all of the systems and the structural components of an interior area, installation, or assembly. This includes a check for signs of corrosion, cracks, chafing of tubing, loose duct support, wiring damage, cable and pulley wear, fluid leaks, drainage that is not sufficient, and other conditions that can cause corrosion or damage. This level of inspection is made during typical lighting conditions such as daylight, hangar light, flood light, or flashlight by approximately an arm-length distance to the inspection object. It can be necessary to remove and/or open access panels or doors to complete an internal GVI. You can use an inspection mirror to help with visual access to all opened surfaces in the inspection area. You can use maintenance stands, ladders, or platforms to get near the inspection area.

B. Special Tools

(1) None

C. Access

(1) Remove the aft bulkhead cabin partition. Refer to Chapter 25, Rear Compartment Wall - Maintenance Practices.

(2) Remove tailcone panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

D. Do the Internal Tail Cone Zonal Inspection.

NOTE: This inspection is starts and includes the aft side of the aft cabin bulkhead (F.S. 308.00 for the 208 and F.S. 356.00 for the 208B) and goes to the tip of the tailcone.

(1) Examine all of the wire bundle assemblies and the electrical components for signs of overheating, correct installation, frayed or chafed wiring insulation, electrical bonding, damage, and corrosion. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, Internal Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(2) Examine all of the systems and structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(a) Make sure that you examine the areas that follow between FS 322.00 to FS 388.68 for the Model 208 and FS 365.00 to FS 436.68 for the Model 208B. The tailcone upper and lower skin surface. The tailcone left and right side skin surface. The tailcone dorsal skin surface.

(b) Make sure that you examine the areas that follow, FS 388.68 for the Model 208 and FS 436.68 for the Model 208B. The upper and lower tailcone canted bulkhead, The elevator bellcrank bracket assembly including the bracket, angles, doublers and stiffeners. The left and right stabilizer attach fittings.

(c) Make sure that you examine the areas that follow between FS 388.68 to FS 427.88 for the Model 208 and FS 436.68 to FS 475.88 for the Model 208B. The left and right side aft tailcone skin surface. The lower aft tailcone skin surface.

(3) Examine all tubing, hose and fluid fittings for evidence of leaks, damage and chafing, and correct clamp installation.

(4) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(5) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

E. Restore Access

(1) Install tailcone panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

(2) Install the aft bulkhead cabin partition. Refer to Chapter 25, Rear Compartment Wall - Maintenance Practices.

END OF TASK
TASK 53-10-00-214

6. Empennage and Horizontal Stabilizer Zonal Inspection

A. General

(1) The Zonal Inspection Program (ZIP) includes a series of General Visual Inspection (GVI) tasks. This section gives ZIP procedures for an external zonal inspection of the empennage and horizontal stabilizer.

NOTE: An external zonal GVI is a general visual examination of an exterior area, and/or, an open installation or assembly to find damage, failure or defects. This level of inspection is made during typical lighting conditions such as daylight, hangar light or flashlight by approximately an arm-length distance to the inspection object. Unless it is specified, it is not necessary to remove or open access panels or doors to do an external GVI. You can use an inspection mirror to help with visual access to all opened surfaces in the inspection area. You can use maintenance stands, ladders, or platforms to get near the inspection area.

B. Special Tools

(1) None

C. Access

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

(2) Remove the horizontal stabilizer fairings and inspection access panels. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

(3) Remove vertical access panels 340A, 341A, 341B, 341C, and rudder access panel 343A. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(4) Remove Horizontal panels 373AL, 373BL, 374AR, 374BR, and tail cone access panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

D. Do the External Zonal Inspection of the Empennage and Horizontal Stabilizer.

NOTE: This inspection is external from the forward tip of the vertical stabilizer forward fin to the aft tip of the tailcone, and from the upper tip to the bottom surface of the horizontal stabilizers.

(1) Examine the external horizontal stabilizer, vertical stabilizer, and empennage for damage and signs of overheating. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, External Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(2) Examine all of the systems and structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(3) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(4) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

E. Do the Internal Zonal Inspection of the Empennage and Horizontal Stabilizer.

NOTE: This inspection is internal from the forward tip of the vertical stabilizer forward fin to the aft tip of the tailcone, and from the upper tip to the bottom surface of the vertical stabilizer to include attach points accessible through the tail cone.

(1) Examine all horizontal and vertical stabilizer attach points, attach fasteners, bolts, hardware, and related attach fitting structures for damage, corrosion, cracks, loose fasteners, loose or unsafetied hardware, and correct installation.

(2) Examine all of the wire bundle assemblies and the electrical components for signs of overheating, correct installation, frayed, or chafed wiring insulation, electrical bonding, damage, and corrosion. Refer to Chapter 20, High Intensity Radiated Fields (HIRF) - Inspection/Check, Internal Zonal Visual Inspection of Lightning and High Intensity Radiated Fields.

(3) Examine all of the systems and related structural components for damage, corrosion, cracks, loose fasteners, loose/misalignment of linkage, and correct installation.

(a) Make sure that you examine the areas that follow, FS 427.88 for the Model 208 and FS 475.88 for the Model 208B. The tailcone aft canted bulkhead. The left and right side doublers. The support bracket and stiffeners. The forward and aft stabilizer attach fittings.

(4) Examine all tubing, hose, and fluid fittings for signs of leaks, damage, chafing, and correct clamp installation.

(5) Examine all placards and markings for security of installation, legibility, and correct location. For the correct placards and placard locations, refer to the Model 208 Illustrated Parts Catalog or the Pilot's Operating Handbook.

(6) Examine for contamination and look carefully for quantities of combustible material.

(a) Remove all of the combustible material that has collected.

NOTE: Combustible material can be fuel vapor, engine oil, and/or dust or lint that has collected.

F. Restore Access

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

(2) Install the horizontal stabilizer fairings and inspection access panels. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

(3) Install vertical access panels 340A, 341A, 341B, 341C, and rudder access panel 343A. Refer to Chapter 6, Access Plates and Panels Identification - Description and Operation.

(4) Install Horizontal panels 373AL, 373BL, 374AR, 374BR, and tail cone access panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

END OF TASK

TASK 53-10-00-220

7. Carry-Through Root Rib Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the carry-through root rib in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the wing from the airplane. Refer to Chapter 57, Wings - Removal/Installation.

D. Do a Carry-Through Root Rib Detailed Inspection.

(1) Do a visual inspection of the root rib for cracks.

(2) If no cracks are found, install the wing on the airplane. Refer to Chapter 57, Wings - Removal/Installation.

(3) If cracks are found, repair or replace the root rib. Refer to Chapter 57, Wings - Removal/Installation or the Model 208 Structural Repair Manual.

E. Restore Access

(1) Install the wing on the airplane. Refer to Chapter 57, Wings - Removal/Installation.

END OF TASK

TASK 53-10-00-221

8. Crew Door Frames Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the crew door frames in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the left and the right crew door upper and lower interior panels. Refer to Crew Door - Maintenance Practices.

D. Do a visual inspection of the crew door frames for cracks. Refer to Chapter 52, Crew Doors - Maintenance Practices.

(1) With the crew doors open, examine the corners and around the jamb assembly and the area around the hinges for cracks, corrosion or damage.

(a) Replace the jamb assembly if cracks or damage are found. Refer to Chapter 52, Crew Doors - Maintenance Practices.

(b) If corrosion is found, refer to Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

(2) Examine all exposed frame areas for cracks.

(3) If cracks are found, repair or replace the damaged part(s). Refer to Chapter 52, Crew Doors - Maintenance Practices.

E. Restore Access

(1) Install the left and the right crew door upper and lower interior panels. Refer to Crew Door - Maintenance Practices.

END OF TASK

TASK 53-10-00-222

9. Passenger and Cargo Door Frames Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the passenger and cargo door frames in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Open the passenger and cargo doors.

D. Examine the Passenger and Cargo Door Frames.

(1) Do a visual inspection of the passenger door frames for cracks.

(a) If cracks are found, repair or replace the part(s). Refer to Chapter 52, Passenger Doors - Maintenance Practices.

(b) Examine the corners and around the jamb assembly for cracks or damage.

(c) Replace the jamb assembly if it is cracked or damaged. Refer to Chapter 52, Passenger Doors - Maintenance Practices.

(2) Do a visual inspection of the cargo door frames for cracks.

(a) If cracks are found, repair or replace the part(s). Refer to Chapter 52, Cargo Doors - Maintenance Practices.

(b) Examine the corners and hinge areas around the jamb assembly for cracks, corrosion or damage.

(c) Replace the jamb assembly if it is cracked or damaged. Refer to Chapter 52, Cargo Doors - Maintenance Practices.

(d) If corrosion is found, refer to Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

E. Restore Access

(1) Close the passenger and cargo doors.

END OF TASK

TASK 53-10-00-223

10. Firewall Brace and Doubler Assemblies Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the firewall brace and doubler assemblies in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the engine cowling to get access to the firewall engine mount assemblies. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

D. Examine the Firewall Brace and Doubler Assemblies.

(1) Do a visual inspection of the doubler and supports for cracks on the forward and the aft sides of the firewall.

(a) If cracks are found, repair or replace the part(s). Refer to Chapter 71, Engine Mount - Maintenance Practices

and the Model 208 Structural Repair Manual.

(2) Do a visual inspection of the firewall brace and the adjacent web for cracks that come from the fastener holes on the forward and the aft sides of the firewall.

(a) If cracks are found, repair or replace the part(s). Refer to Chapter 71, Engine Mount - Maintenance Practices and the Model 208 Structural Repair Manual.

E. Restore Access

(1) Install the engine cowling. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

END OF TASK

TASK 53-10-00-224

11. Stringers at Intersections with Forward and Aft Carry - Thru Bulkheads Detailed Inspection

NOTE: Models 208/208A have the stringers installed between FS 168.00 and FS 195.00.

NOTE: The Model 208B has the stringers installed between FS 188.00 and FS 215.00.

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the stringers at intersections with forward and aft carry - thru bulkheads in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

(2) Remove the upholstery and floorboard panels below the passenger seat locations. Refer to Chapter 53, Floorboards and Access Plates - Maintenance Practices.

D. Examine the stringers, stiffeners and channels at Intersections with Forward and Aft Carry - Thru Bulkheads. Refer to Figure 601 Sheet 1 or Figure 601 Sheet 2.

(1) Do a visual inspection of the stringers, stiffeners and channels for cracks.

(a) Do a visual inspection of the corners around the attach fittings for cracks.

1 Do a visual inspection of the intersections with the forward and aft carry-thru bulkheads.

(2) If cracks are found in the stringer(s), stiffener(s) and channel(s) repair or replace the stringer(s), stiffener(s) and channel(s). Refer to the Model 208 Structural Repair Manual, Chapter 53 Stringer And Channel Repair.

(3) If no cracks are found, restore access.

E. Restore Access

(1) Install the upholstery and floorboard panels below the passenger seat locations. Refer to Chapter 53, Floorboards and Access Plates - Maintenance Practices.

(2) Install the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

END OF TASK

TASK 53-10-00-225

12. Fuselage Skin Doubler at Main Landing Gear Cutout Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the fuselage skin doubler at the main landing gear cutout in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the main landing gear fairing. Refer to Chapter 32, Main Landing Gear - Maintenance Practices.

D. Examine the Fuselage Skin Doubler at the Main Landing Gear Cutout.

(1) Do a visual inspection for cracks and gouges in the doubler.

(a) Do a visual inspection of the area where the main landing gear fairing attaches.

(2) If cracks or gouges are found, repair the cracks or gouges with the instructions given in Service Bulletin CAB03-6.

(3) If no cracks or gouges are found, restore access.

E. Restore Access

(1) Install the main landing gear fairing. Refer to Chapter 32, Main Landing Gear - Maintenance Practices.

END OF TASK

TASK 53-10-00-226

13. Horizontal and Vertical Stabilizer Attach Bolts Detailed Inspection and Lubrication

A. General

(1) This procedure give instructions on the removal, inspection, lubrication and installation of the horizontal and vertical stabilizer attach bolts.

B. Special Tools

(1) None

C. Access

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

(2) Remove the horizontal stabilizer inspection access panels. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

(3) Remove tail cone access panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

D. Complete the Horizontal and Vertical Stabilizer Attach Bolts Detailed Inspection and Lubrication

(1) Remove the forward horizontal stabilizer attach bolts, nuts and washers one at a time and inspect for corrosion.

(2) Remove any grease and clean the bolt, nut and washers.

(3) Apply Type X Corrosion Inhibiting Compound (CIC) to the bolt shank. Refer to Table 4 in Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

(4) Install the forward horizontal stabilizer attach bolts, nuts and washers and torque the nuts to 480 to 690 inch-pounds.

(5) Remove the aft horizontal stabilizer attach bolts, nuts and washers one at a time and inspect for corrosion.

(6) Remove any grease and clean the bolt, nut and washers.

(7) Apply Type X Corrosion Inhibiting Compound (CIC) to the bolt shank. Refer to Table 4 in Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

(8) Install the aft horizontal stabilizer attach bolts, nuts and washers and torque the nuts to exactly 70 inch-pounds.

(9) Coat the bolt heads and nuts with Type IV CIC. Refer to Table 4 in Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

(10) Remove the forward and aft vertical stabilizer attach bolts, nuts and washers one at a time and inspect for corrosion.

(11) Remove any grease and clean the bolt, nut and washers.

(12) Apply Type X Corrosion Inhibiting Compound (CIC) to the bolt shank. Refer to Table 4 in Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

(13) Install the forward and aft vertical stabilizer attach bolts, nuts and washers and torque the nuts in accordance with Chapter 20, Torque Data - Maintenance Practices.

(14) Coat the bolt heads and nuts with Type IV CIC. Refer to Table 4 in Chapter 51, Corrosion Prevention and Control Program - Description and Operation.

E. Restore Access

(1) Install tail cone access panel 320A. Refer to Chapter 6, Access Plates And Panels Identification - Description and Operation.

(2) Install the horizontal stabilizer inspection access panels. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

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

END OF TASK

TASK 53-10-00-250

14. Fuselage Engine Mount Fittings Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the fuselage engine mount fittings in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the engine cowling. Refer to Engine Cowling and Nose Cap - Maintenance Practices.

D. Do a Special Detailed Inspection of the Fuselage Engine Mount Fittings.

(1) Do a nondestructive testing (NDT) inspection of the four truss assembly attachment points. Refer to the Model 208 Nondestructive Testing Manual, Part 6, Eddy Current, Fuselage Engine Mount Fittings.

(2) Do a visual inspection of the gusset for cracks around the engine truss assembly attachment points.

(3) Do a visual inspection of the flange rings for cracks.

(4) Do an NDT inspection of the upper engine mount attachment. Refer to the Model 208 Nondestructive Testing Manual, Part 6, Eddy Current, Fuselage Engine Mount Fittings.

(5) If no cracks are found, restore access.

(6) If cracks are found, repair or replace the damaged part(s). Refer to Chapter 71, Engine Mount - Maintenance Practices or the Model 208 Structural Repair Manual.

E. Restore Access

(1) Install the engine cowling. Refer to Engine Cowling and Nose Cap - Maintenance Practices.

END OF TASK

TASK 53-10-00-251

15. Cargo and Passenger Door Doublers Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the cargo and passenger door doublers in a serviceable condition.

B. Special Tools

(1) None

C. Do a Special Detailed Inspection of the Cargo and Passenger Door Doublers.

(1) Do a nondestructive testing (NDT) inspection of the upper passenger frame doublers and corners for cracks. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Cargo and Passenger Door Doublers.

(2) Do an NDT inspection of the upper cargo frame doublers and corners for cracks. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Cargo and Passenger Door Doublers.

(3) If no cracks are found, restore access.

(4) If cracks are found, repair or replace the damaged part(s).

(a) For the cargo doors, refer to Chapter 52, Cargo Doors - Maintenance Practices or the Model 208 Structural Repair Manual.

END OF TASK

TASK 53-10-00-252

16. Fuselage to Wing Attach Fitting Lugs Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the fuselage to wing attach fitting lugs in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the wing. Refer to Chapter 57, Wings - Removal/Installation.

D. Do a Special Detailed Inspection of the Fuselage to Wing Attach Fitting Lugs.

(1) Do a nondestructive testing (NDT) inspection of the bolt holes in the attach fittings lugs. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Fuselage to Wing Attach Fitting Lugs.

(2) If no cracks are found, restore access.

(3) If cracks are found, replace the fittings.

E. Restore Access

(1) Install the wing. Refer to Chapter 57, Wings - Removal/Installation.

END OF TASK

TASK 53-10-00-253

17. Lower Forward Carry-Thru Bulkhead Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the lower forward carry-thru bulkhead in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

(2) Remove the upholstery and floorboard panels below the passenger seat locations. Refer to Floorboards and Access Plates - Maintenance Practices.

D. Do a Special Detailed Inspection of the Lower Forward Carry-Thru Bulkhead.

NOTE: The lower forward carry-thru bulkhead on Models 208/208A are installed at FS 166.00 and FS 168.00.

NOTE: The lower forward carry-thru bulkhead on Model 208B are installed at FS 186.00 and FS 188.00.

(1) Do a visual inspection of the bulkhead and the frames for cracks.

(2) Do a visual inspection of the corners of the frames around the strut attach fittings.

(3) Do a nondestructive testing (NDT) inspection of the lower forward carry-thru bulkhead. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Lower Forward Carry-Thru Bulkhead.

(4) If no cracks are found, restore access.

(5) If cracks are found in the attach fitting(s), replace the attach fitting(s).

E. Restore Access

(1) Install the upholstery and floorboard panels below the passenger seat locations. Refer to Floorboards and Access Plates - Maintenance Practices.

(2) Install the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

END OF TASK

TASK 53-10-00-254

18. Main Landing Gear Fitting Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the main landing gear fitting in a serviceable condition.

B. Special Tools

(1) Airplane Jacks

(2) Tail Stand

C. Access

(1) Remove the main landing gear fairing. Refer to Chapter 32, Main Landing Gear - Maintenance Practices, Main Gear Fairing Removal/Installation.

NOTE: The main landing gear needs to be removed from the aircraft to perform this task. Refer to Chapter 32, Main Landing Gear - Maintenance Practices.

D. Do a Special Detailed Inspection of the Main Landing Gear Fitting.

(1) Use jacks to lift the airplane. Refer to Chapter 7, Jacking - Maintenance Practices.

(2) Do a nondestructive testing (NDT) inspection of the main landing gear fitting attachment holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Main Landing Gear Fitting.

(3) If no cracks are found, do the steps that follow:

(a) Lower the airplane and remove the jacks. Refer to Chapter 7, Jacking - Maintenance Practices.

(b) Restore access.

(4) If cracks are found in the attach fitting(s), do the steps that follow:

(a) Replace the main landing gear attach fitting. Refer to Chapter 32, Main Landing Gear - Maintenance Practices.

(b) Lower the airplane and remove the jacks. Refer to Chapter 7, Jacking - Maintenance Practices.

(c) Restore access.

E. Restore Access

(1) Install the main landing gear fairing. Refer to Chapter 32, Main Landing Gear - Maintenance Practices, Main Gear Fairing Removal/Installation.

END OF TASK

TASK 53-10-00-255

19. Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the main landing gear attach fittings and aft carry-thru bulkhead in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

(2) Remove the upholstery and floorboard panels below the passenger seat locations. Refer to Floorboards and Access Plates - Maintenance Practices.

D. Do a Special Detailed Inspection of the Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead.

NOTE: The main landing gear attach fittings and aft carry-thru bulkhead on Models 208/208A are installed at FS 194.40 and FS 208.00.

NOTE: The main landing gear attach fittings and aft carry-thru bulkheads on Airplanes Model 208B are installed at FS 214.40 and FS 228.00.

(1) Do a visual inspection of the corners around the attach fittings for cracks.

(2) Do a visual inspection of the corners of the frames around the strut attach fittings.

(3) Do a nondestructive testing (NDT) inspection of the main landing gear attach fittings and lower aft carry-thru bulkhead. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Main Landing Gear Attach Fittings and Aft Carry-Thru Bulkhead.

(4) If no cracks are found, restore access.

(5) If cracks are found in the lower aft carry-thru bulkhead, repair the bulkhead. Refer to the Model 208 Structural Repair Manual.

(6) If cracks are found in the attach fitting(s), replace the attach fitting(s).

E. Restore Access

(1) Install the upholstery and floorboard panels below the passenger seat locations. Refer to Floorboards and Access Plates - Maintenance Practices.

(2) Install the passenger seats. Refer to Chapter 25, Passenger Seats - Maintenance Practices.

END OF TASK

TASK 53-10-00-256

20. Fuselage to Wing Carry-Thru Attach Fitting and Bulkhead Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the fuselage to wing carry-thru attach fitting and bulkhead in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the upholstery and floorboard panels to get access to the fuselage to wing carry-thru bulkhead. Refer to Floorboards and Access Plates - Maintenance Practices.

D. Do a Special Detailed Inspection of the Fuselage to Wing Carry-Thru Attach Fitting and Bulkhead.

(1) Do a visual inspection of the corners around the attach fittings for cracks.

(2) Do a nondestructive testing (NDT) inspection of the fuselage to wing carry-thru attach fitting. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Fuselage to Wing Carry-Thru Attach Fitting.

(3) If no cracks are found, restore access.

(4) If cracks are found in the fuselage to wing carry-thru bulkhead, repair the bulkhead. Refer to the Model 208 Structural Repair Manual.

(5) If cracks are found in the wing carry-thru attach fitting, replace the attach fitting.

E. Restore Access

(1) Install the upholstery and floorboard panels. Refer to Floorboards and Access Plates - Maintenance Practices.

END OF TASK

TASK 53-10-00-257

21. Fuselage to Horizontal Stabilizer Attach Fittings Special Detailed Inspection

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the fuselage to horizontal stabilizer attach fittings in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the horizontal stabilizer. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

D. Do a Special Detailed Inspection of the Fuselage to Horizontal Stabilizer Attach Fittings.

(1) Do a visual inspection for cracks in the forward side of the horizontal stabilizer forward attach fitting.

(2) Do a nondestructive testing (NDT) inspection for cracks at the horizontal stabilizer forward attach fitting holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Fuselage to Horizontal Stabilizer Attach Fittings.

(3) Do a visual inspection for cracks in the fuselage side of the horizontal stabilizer aft attach fitting.

(4) Do a NDT inspection for cracks at the horizontal stabilizer aft attach fitting holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Fuselage to Horizontal Stabilizer Attach Fittings.

(5) If no cracks are found, restore access.

(6) If cracks are found, replace the damaged parts. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

E. Restore Access

(1) Install the horizontal stabilizer. Refer to Chapter 55, Horizontal Stabilizer - Removal/Installation.

END OF TASK

TASK 53-10-00-258

22. Vertical Stabilizer Attach Points Special Detailed Inspection (Typical Inspection Compliance)

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the vertical stabilizer attach points in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the vertical stabilizer. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

D. Do a Special Detailed Inspection of the Vertical Stabilizer Attach Points.

(1) Do a visual inspection for cracks in the fuselage side of the vertical stabilizer forward attach point.

(2) Do a nondestructive testing (NDT) inspection for cracks at the vertical stabilizer forward attach point holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Vertical Stabilizer Attach Points.

(3) Do a visual inspection for cracks in the fuselage side of the vertical stabilizer aft attach point.

(4) Do a NDT inspection for cracks at the vertical stabilizer aft attach point holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Vertical Stabilizer Attach Points.

(5) If no cracks are found, restore access.

(6) If cracks are found, replace the damaged parts or contact Cessna Propeller Aircraft Product Support for repair procedures. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

E. Restore Access

(1) Install the vertical stabilizer. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

END OF TASK

TASK 53-10-00-259

23. Vertical Stabilizer Attach Points Special Detailed Inspection (Severe Inspection Compliance)

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to keep the vertical stabilizer attach points in a serviceable condition.

B. Special Tools

(1) None

C. Access

(1) Remove the vertical stabilizer. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

D. Do a Special Detailed Inspection of the Vertical Stabilizer Attach Points.

(1) Do a visual inspection for cracks in the fuselage side of the vertical stabilizer forward attach point.

(2) Do a nondestructive testing (NDT) inspection for cracks at the vertical stabilizer forward attach point holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Vertical Stabilizer Attach Points.

(3) Do a visual inspection for cracks in the fuselage side of the vertical stabilizer aft attach point.

(4) Do a NDT inspection for cracks at the vertical stabilizer aft attach point holes. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current Inspection, Vertical Stabilizer Attach Points.

(5) If no cracks are found, restore access.

(6) If cracks are found, replace the damaged parts or contact Cessna Propeller Aircraft Product Support for repair procedures. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

E. Restore Access

(1) Install the vertical stabilizer. Refer to Chapter 55, Vertical Stabilizer - Removal/Installation.

END OF TASK

Figure 601 : Sheet 1 :

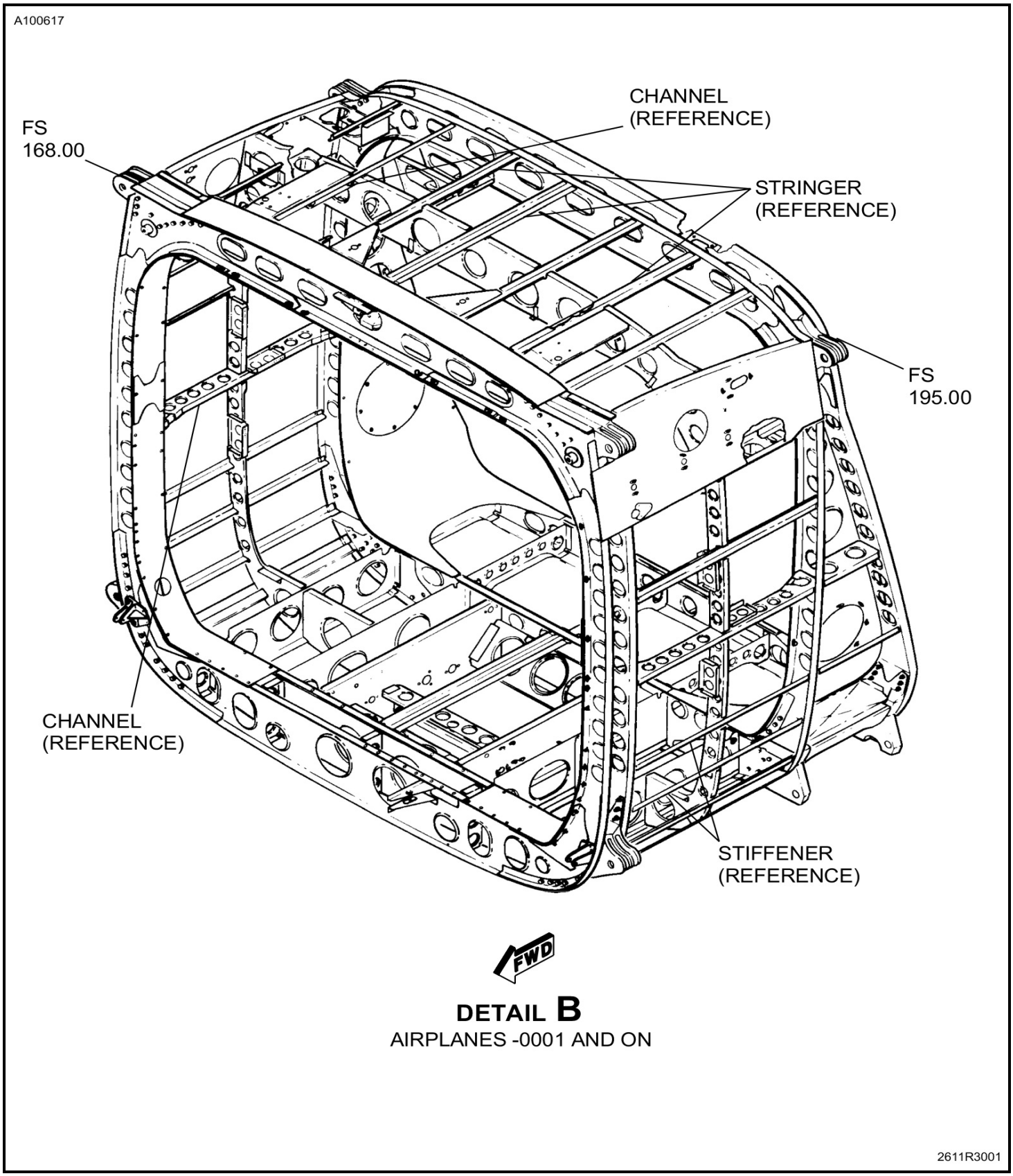

Figure 601 : Sheet 2 :

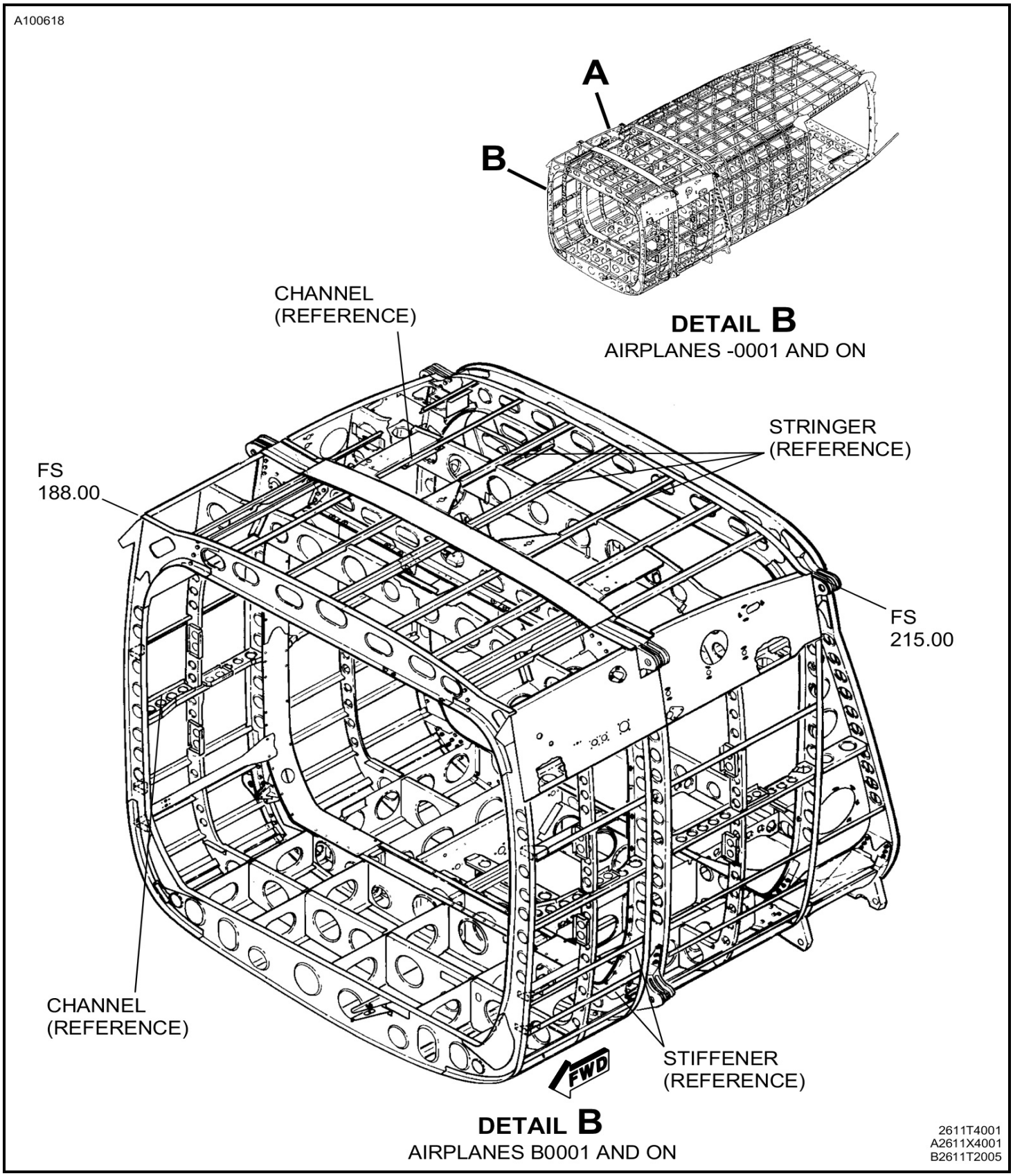

Figure 6 : Sheet 1 : Panels

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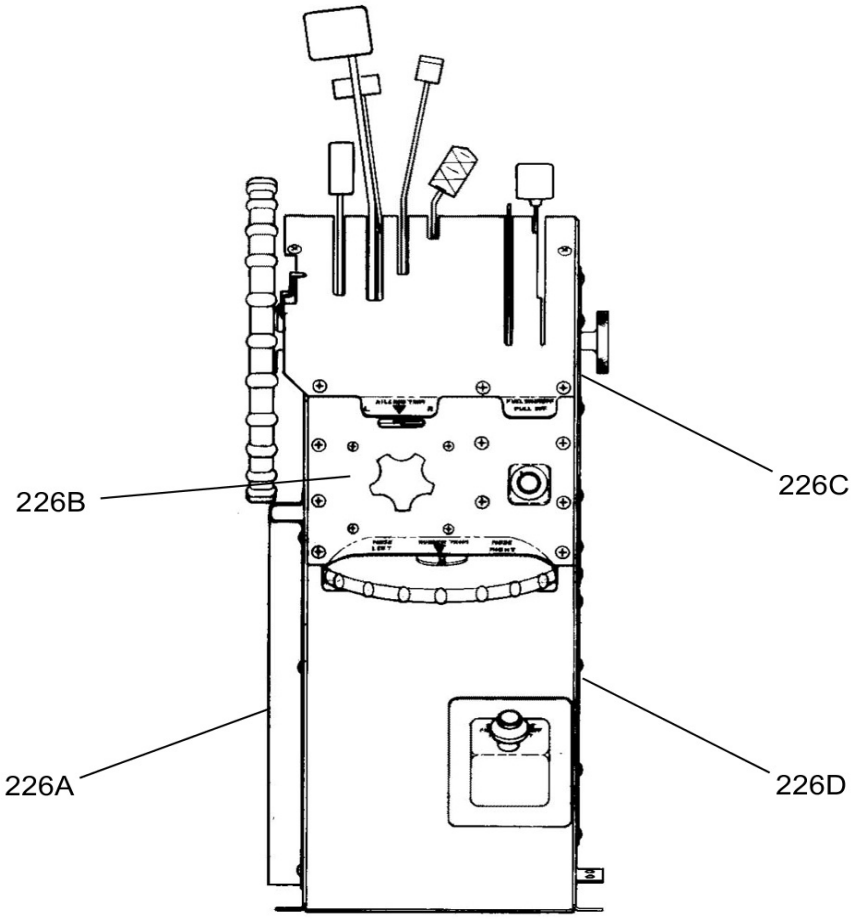

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Figure 2 : Sheet 1 : Model 208 Floorboard Access Plates/Panels Identification

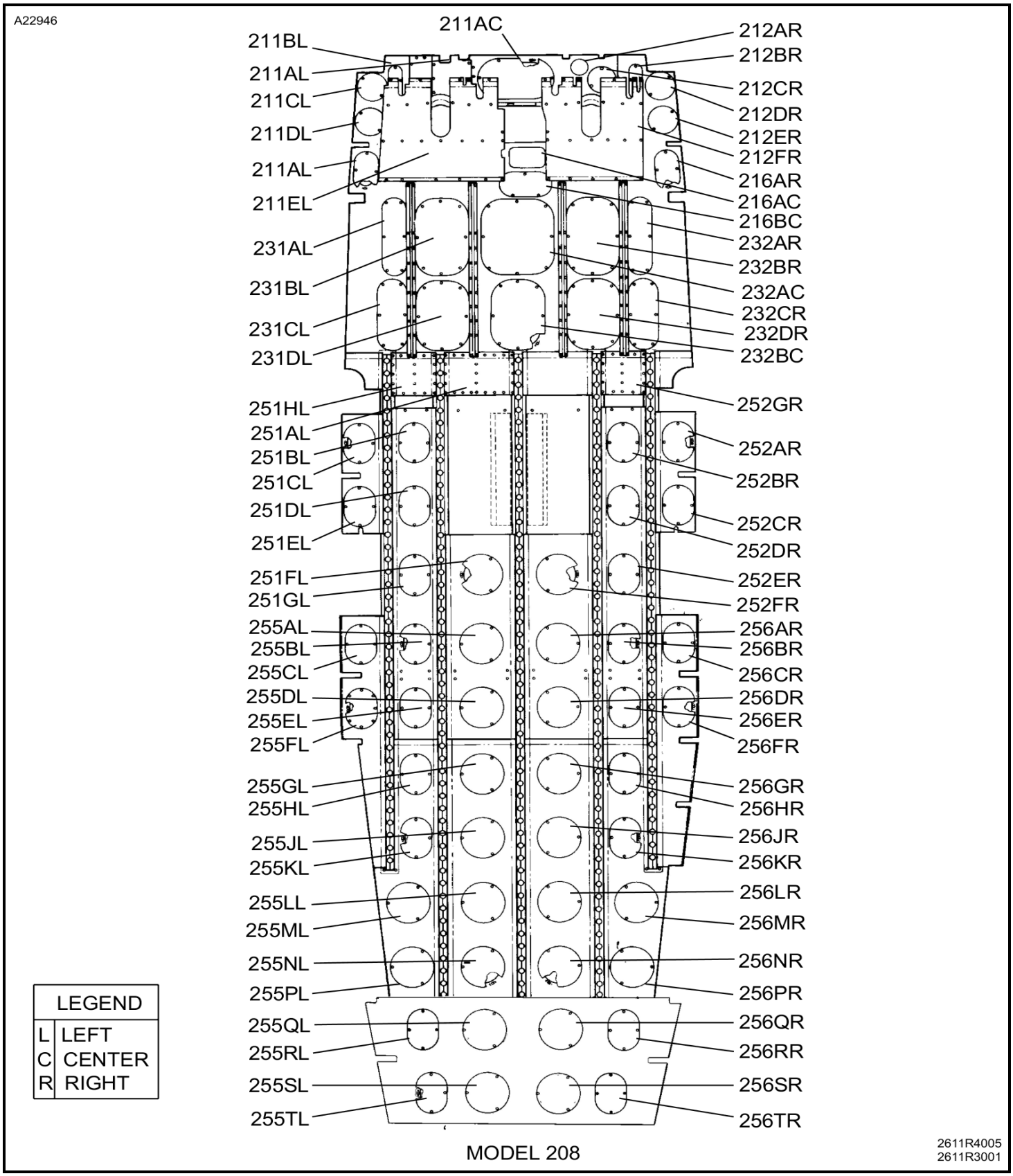

Figure 9 : Sheet 1 : Aft Fuselage, Horizontal and Vertical Stabilizer Panels