

RUDDER GUST LOCK - INSPECTION/CHECK

1. General

- A. This section has the inspections and checks necessary for Airplanes 20800237 and On and 208B0382 and On to keep the rudder gust lock system in a serviceable condition.

TASK 27-70-01-221

2. Rudder Gust Lock Detailed Inspection

- A. Get access to the Rudder Gust Lock.
- (1) Remove the screws attaching the stinger to tailcone and remove the stinger.
- B. Do a detailed inspection of the Rudder Gust Lock.
- (1) Closely inspect the entire system for cracks, loose rivets, corrosion, and general condition.
 - (a) If any cracks are found, repair or replace the damaged parts.
 - (b) Loose rivets can be replaced following standard practices, refer to the Model 208 Structural Repair Manual, Chapter 51, Fasteners.
 - (c) Light surface corrosion can be removed and the affected area refinished, refer to Model 208 Structural Repair Manual, Chapter 51, Corrosion.
 - (d) Replace any corroded hardware.
 - (2) Check the release rod stop, P/N AT-RL-1007, for wear (Refer to Figure 601).
 - (a) If any part of the stop is worn to 0.30 inch (7.62 mm) or less thickness (from the original thickness of 0.40 inch (10.16 mm), remove the release rod stop and install a new one as follows:
 - 1 Position the elevator in the full down position to move the release rod fully aft for best access.
 - 2 Drill out the two rivets that secure the stop.
 - 3 Install a new rod stop using two MS20470AD4-6 rivets.
 - 4 Do the Rudder Gust Lock Rigging. Refer to Rudder Gust Lock - Maintenance Practices.
- C. Do a General Operational Check of the Rudder Gust Lock.
- (1) Check operation by first securing the elevator with the control yoke lock, then engaging the rudder lock.
 - (2) With the rudder lock assembly engaged, the rudder should only move about .50 inch (12.70 mm) at its trailing edge.
 - (3) Remove the elevator control yoke lock and pull back on the yoke. The rudder lock should disengage.
 - (4) With the lock free, the rudder should move freely with at least .125 inch (3.175 mm) minimum clearance between the top of the rudder lock body and the bottom of the strike plate on the rudder.
 - (5) Apply Corrosion-X™ (or equivalent), to the rudder gust lock linkage and the entire lock body.
- D. Restore Access
- (1) Install the stinger to tailcone with the attaching screws.

END OF TASK

Figure 601 : Sheet 1 : Release Rod Stop

