

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-3428; **AD 79-08-03**

Airworthiness Directives; CESSNA Models 120, 140, 150, A150, 170, 172, R172, P172, 175, 177, 177RG, 180, 182, 185, 188, 190, 195, 210-5 (205), 210-5A (205A), 206, U206, TU206, P206, TP206, 207, 210, and T210 Series Airplanes
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▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective June 6, 1979.

▼ Regulatory Information

79-08-03 CESSNA: Amendment 39-3428. Applies to the following models and serial numbered airplanes certified in all categories:

MODELS	SERIAL NUMBERS
120, 140	8000 through 15075 and 15200 through 15724

150	15065062 through 15075564
A150	A15000001 through A15000480
170	18000 through 20999 and 25000 through 27169
172	28000 through 29999, 46001 through 47746, 17247747 through 17250572, and 17259224 through 17267584
R172	R1722000 through R1722724
P172	P17257120 through P17257189
175	55001 through 56777 and 17556778 through 17557119
177	17700001 through 17702314
177RG	177RG0001 through 177RG0788
180	30000 through 32999, 50000 through 50355, and 18051608 through 18052770
182	33000 through 34999, 51001 through 51556, and 18254680 through 18265965
185	18500968 through 18503458
188	188-0001 through 188-0572 and 18800573 through 18803046
190, 195	7001 through 7999 and 16000 through 16183
210-5 (205) and 210-5A (205A)	205-0320 through 205-0577
206, U206, TU206, P206, TP206	206-0001 through 206-0275, U206-0276 through U206-1444, U20601445 through U20604074, P206-001 through P206-0603, and P20600604 through P20600647
207	20700001 through 20700414 (except those aircraft with factory installed 24-volt electrical system)
210, T210	21058162 through 21061039 and T210-0001 through T210-0454

COMPLIANCE: At the next appropriate inspection prescribed by Federal Aviation Regulation 91.169 following the effective date of this AD, unless previously accomplished.

To prevent an inflight electrical system failure, smoke in the cockpit, and/or fire in the wire bundle behind the instrument panel, accomplish the following:

A) Disconnect the wire, at the ammeter or at the electrical system bus as applicable, that connects the bus to the cigar lighter receptacle. (The wire is connected to either the bus side or equipment side of a circuit breaker or to the ammeter.) Following the disconnection of this wire either:

- 1) Reconnect the wire to the electrical bus by using an existing or newly installed circuit protection device that is properly rated to protect the wire gauge used for this circuit, or
- 2) Disconnect the wire from the lighter receptacle at the opposite end and remove it from the airplane, or
- 3) Protect the wire by insulating its disconnected end, fold this wire end back against the wire bundle in which it is routed and secure it to that bundle.

NOTE: For those installations reconnected in accordance with paragraph A 1 the proper rated circuit protection device to be used may be determined by consulting FAA Advisory Circular 43.13-1A.

B) Any equivalent method of compliance with this AD must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region.

Amendment 39-3428 became effective May 21, 1979.

This correction becomes effective June 6, 1979.

▼ **Footer Information**

▼ **Comments**

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