Small Aircraft Maintenance Schedule Approval[1]

Operator:	Aircraft type/model:
Langley Flying School, Inc.	Cessna 152

Type of operation:

☒ Flight training operations pursuant to CAR IV ☐ Commercial operations pursuant to CAR VII ☐ Private operation pursuant to CAR VI

Aircraft role: Flight Training

	Min		Max	
	Hours	Cycles	Hours	Cycles
Annual utilization	100	N/A	1200	N/A

This approval is conditional upon the information specified above. In the event an aircraft's actual annual utilization is outside the range specified, or type of operation or aircraft role differs from that stated, the operator must undertake a review of this schedule, identify any amendments necessary to cater for the change in circumstances, and obtain Transport Canada approval to incorporate those amendments

Signature of Operator — 2014-09-16 Date (yyyy - mm - dd)

For Minister of Transport — 2014-12-02 Date (yyyy - mm - dd) — PR-ABB-094 Transport Canada Approval No.

FCR-108 Canada

Revision status (Transport Canada use only)[2]

Pages / Rev / Date[3]	Pages / Rev / Date[3]	Pages / Rev / Date[3]	Pages / Rev / Date[3]
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Pages / Rev / Date[3]	Pages / Rev / Date[3]	Pages / Rev / Date[3]	Pages / Rev / Date[3]

[1] This document conforms with TC Form 24-0055A (Version 1012-06).
[2] Revision section refers to all pages in the approved schedule, including this approval document. Where the same page is referenced in more than one block, the most recent revision indicated supersedes all earlier references.
[3] Please use date format of (yyyy - mm - dd).

General Conditions[4]

- This document, together with the additional pages referenced herein, constitutes the minimum scheduled maintenance to be performed. Nothing contained in, or omitted from the maintenance schedule absolves the operator from the responsibility for ensuring the aircraft are maintained in an airworthy condition.
- Nothing in this document shall be construed as exempting the operator from responsibility for compliance with all applicable component life limits, Airworthiness Limitations, or other mandatory requirements.
- The operator shall ensure that all tasks listed in the currently approved revision of this schedule are completed within the intervals specified.
- The operator shall amend the schedule as and when directed by the Minister, and shall evaluate all recommendations issued in the form of Instructions for Continued Airworthiness (ICAs) and/or publications issued by the Type Certificate (TC) holder (airframe, engine, or propeller). These instructions need to be evaluated for applicability to an air operator's program in accordance with standard 726.07 of the *CARs* titled *Air Operator Maintenance—Evaluation Program.* Where appropriate, the operator shall initiate amendment action.
- Amendments to this schedule must be approved for any change in type of operation or operating role identified overleaf and, where maximum and minimum utilization data are specified, for any variation outside the limits indicated. Approval is also required for any task deletions, increases in intervals, or other significant changes. Transport Canada approval is not required for amendments that involve only the addition of tasks or a reduction of intervals; however the operator shall notify Transport Canada of these changes within 30 days.
- The operator shall ensure that maintenance personnel are provided with such records and other documents as are necessary to enable them to determine to their satisfaction, that the aircraft is in compliance with the airworthiness requirements applicable to the work undertaken. All work required by this schedule shall be released in accordance with *CAR* 571.10.
- The tolerances specified in this schedule shall not apply to any *Airworthiness Limitations* or *Airworthiness Directives.*
- Exceptions or deviations from this maintenance schedule must be submitted into Transport Canada for approval, together with substantiating data.

[4] Copied from Transport Canada's form 24-0055A (0710-04).

SCHEDULED CHECK CYCLE

The aircraft will be inspected in accordance with the check cycle specified in table 1 below. Check intervals may be varied within the tolerances specified. Detailed instructions and procedures for scheduled maintenance are contained in the attached check list (the pages of which are identified in the revision status block) or in maintenance schedule reference _____ Rev #_____

Table 1—Check Cycle

Check	Scheduled Inspection Interval	Tolerance
100-Hour	100 hours	10 hours
200-Hour	200 hours	10 hours
400-Hour	400 hours	10 hours
500-Hour	500 hours	10 hours

Notes:

Inspection intervals can be exceeded as indicated above, but only in accordance with Langley Flying School's *Maintenance Control Manual.*

All maintenance will be conducted in accordance with the applicable *Model 152 Series Service Manual* (Part Number D2064-1-13), most current revision status.

Service Bulletins are not mandatory, but will be assessed by the Approved Maintenance Operator and acted upon as deemed necessary.

Unless otherwise indicated on this Approval, related engine and propeller parts or sub-components listed in the most current *Model 152 Series Service Manual*, that requires overhaul, will be overhauled at the same aircraft time limitations specified for the aircraft engine and propeller.

Modifications and additional equipment installed will be maintained in accordance with the approved *Instructions for Continuing Airworthiness* (ICAs).

The Cessna *Supplemental Inspection Documents* (SIDs) will be evaluated and incorporated into this maintenance schedule as required. Records of the SIDs evaluation for applicability, and justifications for inspections deemed as non-applicable, will be retained by Langley Flying School.

OUT OF PHASE TASKS & EQUIPMENT MAINTENANCE REQUIREMENTS

Engine & propeller overhauls and other maintenance tasks scheduled to occur out of phase with the inspection check cycle, shall be performed as indicated in table 3 below. Where applicable, the tasks may be identified by reference to separate documents, provided the documents are listed in Table 2. Any out of phase tasks not listed shall be performed at the intervals specified in STD 625, Appendix C.

Note: Reference to other documents or to STD 625, Appendix C, does not relieve the owner/operator from the responsibility for determining the applicability of the tasks and intervals concerned, nor from the responsibility for identifying any other applicable maintenance requirements not listed therein.

Table 2—Reference Documents

Item	Document Name	Document Reference #	Revision No.
1	Langley Flying School 100-hour, 200-hour, 400-hour, and 500-hour Inspection Check Sheet for the Cessna 152	N/A	2
2	Modifications and/or applicable installations and *Instructions for Continued Airworthiness* (ICA's) for installed modifications.	As per Supplemental Type Certificates (STCs) or other supporting data.	Latest Revision
3	Cessna 152 Service Manual	D2064-1-13	Latest Revision

Table 3 -- Out of Phase Tasks

Out of phase tasks & equipment maintenance requirements			
Item	**Task**	**Interval**	**Tolerance**
Engine, Avco Lycomming O-235 L2C	Overhaul	2600 Hours	50 Hours
Propeller McCauley 1A103	Inspection	5 Years	30 Days
Life Limited Parts	Remove From Service	As Per Manufacturer	Nil
Starter	Overhauled	Engine TBO	50 Hours
Starter Accessories (As per Note #6 of the LFS AMS)[5]	Inspection	500 Hours	10 Hours
Alternator	Overhauled	Engine TBO	50 Hours
Alternator Accessories (As per Note #6 of the LFS AMS)[6]	Inspection	500 Hours	10 Hours

[5] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 22***), and is described in LFS AMS Note #6)

[6] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 25***), and is described in LFS AMS Note #6)

Out of phase tasks & equipment maintenance requirements			
Item	**Task**	**Interval**	**Tolerance**
Engine Rubber Hoses (As per Note #2 of the LFS AMS)[7]	Replace	5 Years / Engine Overhaul	30 Days / 50 Hours
Engine controls and linkage (As per Note #5 of the LFS AMS)[8]	Replace	Engine Overhaul	50 Hours
Magnetos Inspection (As per Note #23 of the LFS AMS)[9]	Inspection	500 Hours	10 Hours
Exhaust Valves and Guides (As per Note #24 of the LFS AMS)[10]	Inspection	400 Hours	10 Hours
Fuel Tanks (As per LFS AMS Note #4)[11]	Drain and Inspect	1000 Hours / Engine Overhaul	10 Hours / 50 Hours
Fuel Quantity Indicating System Accuracy (As per LFS AMS Note #25)[12]	Test	12 Months	5 days
Landing/Taxi Light Switches (As per LFS AMS Note #26)[13]	Replacement	4 Years	5 days
Elevator Trim Tab Actuator (As per LFS AMS Note #11)[14]	Lubricate	1000 Hours / 3 Years	10 Hours / 30 Days
Gyros Central Air Filter (As per LFS AMS Note #9)[15]	Inspection	500 Hours	10 Hours
Vacuum System Central Air Filter Replacement (As per LFS AMS Note #21)[16]	Replace	500 Hours	10 Hours

[7] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 9***), and is described in LFS AMS Note #2)

[8] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 18***), and is described in LFS AMS Note #6)

[9] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 28***), and is described in LFS AMS Note #23)

[10] This task originates in the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 10A***), and is described in LFS AMS Note #24)

[11] ***Note #4*** requires a fuel tank inspection to occur every 1000 hours, or at engine overhaul, and originates in the AMS Inspection Checksheet (see ***D. Landing Gear Group, Task 6***).

[12] This task originates in the AMS Inspection Checksheet (see ***C. Fuel System Group, Task 11***), and is described in LFS AMS Note #25)

[13] This task originates in the AMS Inspection Checksheet (see ***E. Airframe Group, Task 16***), and is described in LFS AMS Note #26)

[14] This task originates in the AMS Inspection Checksheet (see ***F. Control Systems Group, Task 9***), and is described in LFS AMS Note #11)

[15] ***Note #9*** requires a 200-hour task, and a 500-hour replacement of the Gyro central air filter. This replacement task is tracked in the LFS AMS Out-of-phase listings as ***Gyro Central Air Filter***. The 200-hour Inspection is carried on the 200-hour and 400-hour cycles of the AMS Inspection Checksheet (see ***E. Airframe Group, Task 9***).

[16] ***Note #21*** requires a 200-hour Inspection, and a 500-hour replacement of the Vacuum system central air filter. This replacement task is tracked in the LFS AMS Out-of-phase listings as ***Vacuum System Central Air Filter***. The 200-hour Inspection is carried on the 200-hour and 400-hour cycles of the AMS Inspection Checksheet (see ***B. Engine Compartment Group, Task 34***).

Out of phase tasks & equipment maintenance requirements			
Item	**Task**	**Interval**	**Tolerance**
Vacuum Relief Valve Filter (As per LFS AMS Note #20)[17]	Replace	200 Hours	10 Hours
Brake System Hoses, Packings, and Back-up Rings (As per LFS AMS Note #17)[18]	Inspection	5 Years	30 Days
ELT[19]	Performance Test	12 Months	30 Days
ELT Battery [20]	Replace	As per Manufacturer	Nil
Transponder and Encoder[21]	Performance Test	24 Months	30 Days
Magnetic Compass[22]	Calibrate	12 Months	30 Days
Altimeter & Pitot/Static System(s)[23]	Test/Calibrate	24 Months	30 Days
Survival Equipment[24]	Overhaul	As Per Manufacturer	30 Days
First Aid Kit[25]	Recertify	12 Months	30 Days
Tachometer[26]	Check for Accuracy	12 Months	30 Days
Fire Extinguisher[27]	Bottle Inspection/ Weight Check	12 Months	30 Days
Life Limited parts	Remove From Service	As per Manufacturer	Nil
Additional, Special, and Supplementary Items (modifications, STCs, etc.)	Inspect	As per manufacturer	As per check cycle tolerance (see Table #1, Notes)

[17] ***Note #20*** requires the replacement of the Vacuum Relief Valve Filter every 200 hours. This item is tracked in the LFS AMS Out-of-phase listing as ***Vacuum Relief Valve Filter***.
[18] ***Note #17*** requires a 5-year replacement of all brake system hoses, packings, and back-up rings and originates in the AMS Inspection Checksheet (see ***C. Fuel System Group, Task 5***).
[19] ELTs shall be maintained in accordance with Standard 571, Appendix G.
[20] ELT batteries shall be maintained in accordance with Standard 571, Appendix G. ELT batteries have no tolerance.
[21] Transponders and altitude sensing mechanisms shall be tested in accordance with Standard 571, Appendix F.
[22] Non-stabilized Magnetic Direction Indicators, in accordance with Standard 625, Appendix C, #10.
[23] Altimetry devises operating IFR or VFR in Class B, C, or D airspace, in accordance with Standard 571, Appendix B.
[24] First aid, survival equipment and the fire extinguisher, in accordance with Standard 625, Appendix C, #11, which specifies overhaul at intervals specified by the manufacturer.
[25] First aid kits are recommended to be maintained in accordance with CAS 725.90 (which applies to commercial operators); the content specifications are for Type A kits (aircraft without flight attendant) set out in Part X, Schedule II of the *Aviation Occupational Safety and Health Regulations* (AOSH); the overhaul period is governed by Standard 625, Appendix C, #11, which specifies overhaul at intervals specified by the manufacturer.
[26] Tachometers, in accordance with Standard 625, Appendix C, #8.
[27] First aid, survival equipment and the fire extinguisher, in accordance with Standard 625, Appendix C, #11, which specifies overhaul at intervals specified by the manufacturer.

APPLICATION AND MAINTENANCE SCHEDULE DESCRIPTION[28]

Check one of the following:

☐ As a new operator of this aircraft type, the out of phase maintenance intervals specified in STD 625 Appendix C will be used.

☒ As an experienced operator of this aircraft type, or similar types, the out of phase intervals specified in STD 625 Appendix C have been revised as indicated in table 3 or in the documents referenced in table 2

Check one of the following:

☐ STD 625 Appendix B Part 1

☒ The following manufacturer's recommendations

Aircraft Document: _____ Rev # _____

Engine Document: _____ Rev # _____

Propeller Document: _____ Rev # _____

Other Document: _____ Rev # _____

☒ Another operator's maintenance schedule (attach program)

Other Operator: _____

Approval No.: _____

☒ Other Data (described below)

[28] The data on this page is provided for information purposes only, to facilitate Transport Canada evaluation of the schedule.

Langley Flying School's 50-Hour, 100-Hour, 500-Hour, and 1000-Hour Inspection Sheet for the Cessna 152

Date	Aircraft	Purchase Order	Work Order

Unless otherwise indicated, this Inspection Sheet conforms to the Cessna *Progressive Inspection Charts*—refer to Para. 2-50 of the *Model 152 Series Service Manual*, including all embedded references to this document.

Instructions: When task is completed, place a ***checkmark*** in the circle and ***initial*** as indicated.

	NATURE OF INSPECTION	Inspection Cycle (hours) 100	200	400	500	AMO Initials
	A. Propeller Group					
1.	Spinner	O	O	O	O	
2.	Spinner bulkhead		O	O		
3.	Blades	O	O	O	O	
4.	Bolts and/or nuts		O	O		
5.	Hub		O	O		
	B. Engine Compartment Group Check for evidence of oil and fuel leaks, then clean entire engine compartment, if needed, prior to inspection.					
1.	Engine oil, filler cap, dipstick, drain plug and external filter	O	O	O	O	
2.	Oil cooler	O	O	O	O	
3.	Induction air filter (See Note #1)	O	O	O	O	
4.	Induction airbox, air valves, doors and controls	O	O	O	O	
5.	Cold and hot air hoses		O	O		
6.	Engine baffles	O	O	O	O	
7.	Cylinders, rocker box covers and push rod housings	O	O	O	O	
8.	Crankcase, oil sump, accessory section and front crankshaft seal	O	O	O	O	

NATURE OF INSPECTION		Inspection Cycle (hours)				AMO Initials
		100	200	400	500	
9.	Hoses, metal lines and fittings (See Note #2)[29]	O	O	O	O	
10.	Intake and exhaust systems (See Note #3)	O	O	O	O	
10A.	Exhaust valves and guides (See Note #24)[30]			O		
11.	Ignition harness	O	O	O	O	
12.	Spark plugs	O	O	O	O	
13.	Compression check		O	O		
14.	Crankcase and vacuum system breather lines		O	O		
15.	Electrical wiring	O	O	O	O	
16.	Vacuum pump	O	O	O	O	
17.	Vacuum relief valve filter (See Note #20)[31]	O	O	O	O	
18.	Engine controls and linkage (See Note #5)[32]	O	O	O	O	
19.	Engine shock mounts, mount structure and ground straps		O	O		
20.	Cabin heat valves, doors and controls		O	O		
21.	Starter, solenoid and electrical connections	O	O	O	O	
22.	Starter brushes, brush leads and commutator (See Note #6)[33]				O	
23.	Alternator mounting bracket	O	O	O	O	
24.	Alternator, belt and electrical connections (See Note #15)	O	O	O	O	
25.	Alternator brushes, brush leads, commutator or slip ring (See Note #6)[34]	O	O	O	O	
26.	Voltage regulator mounting and electrical leads	O	O	O	O	
27.	Magnetos (externally) and electrical connections (See Note #18)	O	O	O	O	

[29] ***Note #2*** requires engine compartment rubber hoses to be replaced every 5 years or at engine overhaul. This items in tracked in the LFS AMS Out-of-phase listings as ***Engine Rubber Hoses***.
[30] ***Note #24*** requires a 400-hour Exhaust Valve and Guide inspection. This items in tracked in the LFS AMS Out-of-phase listings as ***Exhaust Valves and Guides***.
[31] ***Note #20*** requires the removal and replacement of the Vacuum relief valve filter every 200 hours. This items in tracked in the LFS AMS Out-of-phase listings as ***Vacuum Relief Valve Filter***.
[32] ***Note #5*** requires the replacement of Engine controls and linkage no later than 1500 hours. This items in tracked in the LFS AMS Out-of-phase listings as ***Engine Controls and Linkage***.
[33] ***Note #6*** (in this case) requires an inspection of the Alternator brushes, brush leads, commutator or slip ring each 500 hours. This items in tracked in the LFS AMS Out-of-phase listings as ***Alternator Accessories***.
[34] ***Note #6*** (in this case) requires an inspection of the Starter brushes, brush leads, commutator or slip ring each 500 hours. This items in tracked in the LFS AMS Out-of-phase listings as ***Starter Accessories***.

	NATURE OF INSPECTION	Inspection Cycle (hours) 100	200	400	500	AMO Initials
28.	Magnetos (internally) (See Note #23)[35]		O	O		
29.	Magneto timing (See Note #7)	O	O	O	O	
30.	Carburetor and drain plug	O	O	O	O	
31.	Firewall		O	O		
32.	Engine cowling	O	O	O	O	
33	Tappet clearance (See Note #14)	Special Out-of-phase Inspection				
34.	Vacuum system central air filter (See Note #21)[36]		O	O		
	C. Fuel System Group					
1.	Fuel strainer, drain valve and control	O	O	O	O	
2.	Fuel strainer screen and bowl	O	O	O	O	
3.	Fuel tank vents, caps and placards	O	O	O	O	
4.	Fuel tanks, sump drains and fuel line drains	O	O	O	O	
5.	Drain fuel and check tank interior, attachment and outlet screens (See Note #4)[37]	Special Out-of-phase Inspection				
6.	Fuel vent valves		O	O		
7.	Fuel vent line drain		O	O		
8.	Fuel shutoff valve and placards	O	O	O	O	
9.	Fuel valve drain plug		O	O		
10.	Engine primer	O	O	O	O	
11.	For airplanes equipped with a *Stewart Warner* manufactured fuel quantity indicating system, perform a fuel indicating system accuracy test. Refer to Cessna Service Bulleting SEB99-18, Fuel Quantity Indicating System Inspection (or latest revision) for detailed accomplishment instruction (see Note #25)[38]	Special Out-of-phase Inspection O				

[35] ***Note #23*** requires a 500-hour Magnetos inspection. This items in tracked in the LFS AMS Out-of-phase listings as ***Magnetos Inspection.***

[36] ***Note #21*** requires a 200-hour Inspection, and a 500-hour replacement of the Vacuum system central air filter. This item is tracked in the LFS AMS Out-of-phase listings as ***Vacuum System Central Air Filter.***

[37] ***Note #4*** requires a fuel tank inspection to occur every 1000 hours, or at engine overhaul. This item is tracked in the LFS AMS Out-of-phase listings as ***Fuel Tanks.***

[38] ***Note #25*** requires a fuel quantity indicating system accuracy test every 12 months. This items in tracked in the LFS AMS Out-of-phase listings as ***Fuel Quantity Indicating System.***

	NATURE OF INSPECTION	Inspection Cycle (hours) 100	200	400	500	AMO Initials
	D. Landing Gear Group					
1.	Main gear wheel and fairings (See Note #13)	O	O	O	O	
2.	Nose gear wheel, torque links, steering rods, boots and fairing (See Note #13)	O	O	O	O	
3.	Wheel Bearings (See Note #8)	O	O	O	O	
4.	Nose gear strut and shimmy dampener	O	O	O	O	
5.	Tires	O	O	O	O	
6.	Brake fluid, lines and hoses, linings, discs, brake assemblies and master cylinders (See Note #17)[39]		O	O		
7.	Parking brake system		O	O		
8.	Main gear springs		O	O		
	E. Airframe Group					
1.	Aircraft exterior	O	O	O	O	
2.	Aircraft structure (See Note #22)[40]		O	O		
3.	Windows, windshield, doors and seals	O	O	O	O	
4.	Seat belts and shoulder harnesses	O	O	O	O	
5.	Seat stops, seat rails, upholstery, structure and mounting (See Note #19)[41]		O	O		
6.	Control 'Y' bearings, sprockets, pulleys, cables, chains, and turnbuckles		O	O		
7.	Control lock, control wheel and control 'Y' mechanism		O	O		
8.	Instruments and markings	O	O	O	O	
9.	Gyros central air filter (See Note #9)[42]		O	O		
10.	Magnetic compass compensation		O	O		
11.	Instrument wiring and plumbing		O	O		

[39] ***Note #17*** requires a 5-year replacement of all brake system hoses, packings, and back-up rings. This items in tracked in the LFS AMS Out-of-phase listings as ***Brake System Hoses, Packings, and Back-up Rings.***

[40] ***Note #22*** refers to the inspection of the vertical fin attachment each 100 hours (although the Cessna's originating AMS inspection task calls for 200-hour Airframe tasks). This item is carried as a recurring 100-hour Airworthiness Directive Task (***AD 80-11-04***, Vertical Fin attach bracket and nutplate inspection).

[41] ***Note #19*** refers to the inspection of the seat rails for cracks every 50 yours (although the Cessna's originating AMS inspection task calls for 200-hour seat rail tasks). This item is carried as a recurring 100-hour Airworthiness Directive Task (***AD 2011-10-09***, which includes a visual inspection for seat rail cracks).

[42] ***Note #9*** requires 200-hour tasks, and a 500-hour replacement of the Gyro central air filter. This replacement task is tracked in the LFS AMS Out-of-phase listings as ***Gyro Central Air Filter.***

NATURE OF INSPECTION		Inspection Cycle (hours)				AMO Initials
		100	200	400	500	
12.	Instrument panel, shockmounts, ground straps, cover, decals and labeling		O	O		
13.	Defrosting, heating and ventilating systems and controls	O	O	O	O	
14.	Cabin upholstery, trim, sunvisors and ash trays		O	O		
15.	Area beneath floor, lines, hoses, wires and control cables		O	O		
16.	Lights, switches, circuit breakers, fuses and spare fuses (See Note #26)[43]	O	O	O	O	
17.	Exterior lights	O	O	O	O	
18.	Pitot and static systems		O	O		
19.	Stall warning system		O	O		
20.	Radios, radio controls, avionics and flight instruments	O	O	O	O	
21.	Antennas and cables		O	O		
22.	Battery, battery box and battery cables	O	O	O	O	
23.	Emergency locator transmitter (See Note #10)	O	O	O	O	
	F. Control Systems Group In addition to the items listed below, always check for correct direction of movement, correct travel and correct cable tension.					
1.	Cables, terminals, pulleys, pulley brackets, cable guards, turnbuckles and fairleads		O	O		
2.	Chains, terminals, sprockets and chain guards		O	O		
3.	Trim control wheels, indicators, actuator and bungee	O	O	O	O	
4.	Travel stops		O	O		
5.	Decals and labeling		O	O		
6.	Flap control switch, flap rollers and tracks, flap indicator	O	O	O	O	
7.	Flap motor, transmission, limit switches, structure, linkage, bellcranks, etc.		O	O		
8.	Elevator and trim tab hinges, tips and control rods	O	O	O	O	
9.	Elevator trim tab actuator lubrication (See Note #11)[44]	Special Out-of-phase Inspection				

[43] ***Note #26*** requires the replacement of the Landing and Taxi Light switches every four years. This task is tracked in the LFS AMS Out-of-phase listings as ***Landing/Taxi Light Switches.***

[44] ***Note #11*** requires the lubrication of the actuator each 1000 hours or 3 years, whichever comes first. This task is tracked in the LFS AMS Out-of-phase listings as ***Elevator Trim Tab Actuator.***

	NATURE OF INSPECTION	Inspection Cycle (hours) 100	200	400	500	AMO Initials
			O			
10.	Elevator trim tab free-play inspection (See Note #12)	O	O	O	O	
11.	Rudder pedal assemblies and linkage		O	O		
12.	Skins (external) of control surfaces and tabs	O	O	O	O	
13.	Internal structure of control surfaces		O	O		
14.	Balance weight attachment		O	O		
15.	Alierons, hinges and push-pull rods		O	O		
16.	Vertical fin attach brackets (See Note #16)		O	O		

G. Notes

1. Clean filter per paragraph 2-22. Replace as required.
2. Replace engine compartment rubber hoses (Cessna installed only) every 5 years or at engine overhaul, whichever occurs first. This does not include drain hoses. Hoses which are beyond these limits and are in a serviceable condition, must be replaced within 120 days after receiving the new hoses(s) from Cessna. Replace drain hoses on condition. Engine flexible hoses (Avco Lycoming installed) (Refer to *Avco Lycoming Engine Maintenance Manual* and *Avco Lycoming Engine Service Bulletins*).
3. Refer to Section 11 for 100 hour inspection procedures.
4. Each 1000 hours, or to coincide with engine overhauls.
5. Each 100 hours for general conditions and freedom of movement. These controls are not repairable. Replace at engine overhaul or whenever maximum linear movement exceeds .050 inch.
6. Inspect each 500 hours.
7. MAGNETO-TO-ENGINE TIMING: Serials Thru 15284027 & A1520914, first 25 hours, first 50 hours, first 100 hours, and thereafter at each 100 hours; Beginning with Serials 15284028
8. First 100 hours and each 500 hours thereafter. More often if operated under prevailing wet or dusty conditions.
9. Replace each 500 hours.
10. Refer to Section 16 of this Manual for inspection procedure.
11. Lubrication of the actuator is required each 1000 hours and 3 years, whichever comes first.
12. Refer to Section 9 of this Manual for free-play limits, inspection, replacement, and/or repair.
13. If aircraft is flown from surfaces with mud, snow, or ice, the speed fairings should be checked that there is no accumulation which could prevent normal wheel rotation.
14. Refer to *Avco Lycoming Service Overhaul Manual* and *Avoco Lycoming Service Instruction No. 1068*, and any applicable Service Bulletins or Service Letters, for further recommendations.
15. Refer to Section 16.
16. Compliance with *Service Letter No. SE78-62, SE79*, and all Supplements thereto is required.

17. Each 5 years, replace all hoses, packings and back-up rings in the brake system.

18. Following 800 hour replacement of original magnetos, refer to Section 11 of the *Model 152 Service Manual* and *Slick 4200/6200 Series Aircraft Magnetos Maintenance and Overhaul Instructions Bulletin*, and all revisions and supplements thereto, for 500 inspection requirements.

19. Inspect seat rails for cracks every 50 hours. Refer to figure 3-10.

20. Remove and replace with new filter every 200 hours.

21. Inspect for damage every 200 hours; replace every 500 hours.

22. Vertical fin attachment each annual or 100 hour inspection. However, it is recommended nutplates used to attach vertical fin be inspection after each 100 operational hours. Refer to paragraph 4-14A for detailed instructions.

23. Each 500 hours. Inspection contact points. Inspect carbon brush, high tension lead, and distributor block. Inspect impulse, coupling, and pawls. Replace as required. Inspect and lubricate bearings and contact point cam. Refer to *Slick 4300/6300 Series Aircraft Maintenance and Overhaul Instructions Bulletin* and all revisions and supplements thereto.

24. Each 400 hours. Refer to *Textron Lycoming Mandatory Service Bulletin No. 388B, Procedure to Determine Exhaust Valve and Guide Condition*, and all revisions and supplements thereto, for 400-hour inspection requirements.

25. Fuel quantity indicating system accuracy test is required every 12 months. Refer to *Cessna Service Bulletin SEB99-18, Fuel Quantity Indicating System Inspection* (or latest revision) for detailed accomplishment instructions.

26. During the next annual Inspection and every four year thereafter, replace the Landing and Taxi Light Switch, or the Landing Light switch as applicable.

    A. Replace the Landing and taxi Light Switch with part number TTGC-TA201TW-B, as applicable.
    B. Replace the Landing Light Switch with part number C906-5, as applicable, for aircraft serials:
        a. 1529406 thru 15285833
        b. G15201449 thru F15201943
        c. A1520735 thru A1521025
        d. FA1520337 thru FA1520387.

27. During the next annual inspection and every four years thereafter, replace the Switch (Beacon Light) with part number TA201TW-B.