

CESSNA AIRCRAFT COMPANY
MODEL 208
 MAINTENANCE MANUAL

INSPECTION OPERATION 29

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

1. Description

- A. Operation 29 consists of items to be inspected every two years if the airplane is operated in a mild corrosion environment and does not have the TKS anti-ice system installed. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation for definition of corrosion severity zones. NOTE: The Repeat Interval (RI) can be adjusted according to the inspection findings. Refer to Section 5-30-06, Appendix C, Typical Actions That Follow the Determination of the Corrosion Level, for actions required between future successive inspections.
- B. Inspection items are given in the order of the zone in which the inspection is to be completed. A general description of the inspection required and the item code number for cross-reference to section 5-10-01 is shown. Frequently, tasks give more information about each required inspection. These tasks are printed 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. A copy of these pages can be used as a checklist when these inspections are completed.

2. General Inspection Criteria

- A. While each of the specified inspection tasks in this section are done, more general inspections of the adjacent areas must be done while access is available. These general inspections are used to find apparent conditions which can need more maintenance.
- B. If a component or system is changed after a required task has been completed, then that specified task must be done again to make sure it is correct before the system or component is returned to service.
- C. Do a preflight inspection after these inspections are completed to make sure all the required items are correctly serviced. Refer to the Approved Airplane Flight Manual.

ITEM CODE NUMBER	TASK	ZONE	MECH	INSP	REMARKS
321008	Main Gear Spring and Center Spring. Remove the main landing gear fairings. Disassemble the outer spring from the center spring. If corrosion is present, the gear puller may be required to disassemble the springs. Refer to Chapter 32, Main Landing Gear - Maintenance Practices. Remove the corrosion and shot peen. If corrosion cannot be removed within the defined repair limits, install new gear components. Reassemble the gear with wet corrosion resistant epoxy primer. Apply touch-up paint as required, and add fillet seal. Refer to Chapter 32, Main Landing Gear - Cleaning/Painting. Failure to adhere to the scheduled requirements could result in gear failure if corrosion is not detected and repaired.	721, 722			

*** End of Operation 29 Inspection Items ***

CESSNA AIRCRAFT COMPANY
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INSPECTION OPERATION 30

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

1. Description

- A. Operation 30 consists of items to be inspected every one year if the airplane is operated in a moderate or severe corrosion environment, or if the airplane has the TKS anti-ice system installed. Refer to Chapter 51, Corrosion Severity Maps - Description and Operation for definition of corrosion severity zones. NOTE: The Repeat Interval (RI) can be adjusted according to the inspection findings. Refer to Section 5-30-05, Appendix C, Typical Actions That Follow the Determination of the Corrosion Level, for actions required between future successive inspections.
- B. Inspection items are given in the order of the zone in which the inspection is to be completed. A general description of the inspection required and the item code number for cross-reference to section 5-10-01 is shown. Frequently, tasks give more information about each required inspection. These tasks are printed 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. A copy of these pages can be used as a checklist when these inspections are completed.

2. General Inspection Criteria

- A. While each of the specified inspection tasks in this section are done, more general inspections of the adjacent areas must be done while access is available. These general inspections are used to find apparent conditions which can need more maintenance.
- B. If a component or system is changed after a required task has been completed, then that specified task must be done again to make sure it is correct before the system or component is returned to service.
- C. Do a preflight inspection after these inspections are completed to make sure all the required items are correctly serviced. Refer to the Approved Airplane Flight Manual.

ITEM CODE NUMBER	TASK	ZONE	MECH	INSP	REMARKS
321009	Main Gear Spring and Center Spring. Remove the main landing gear fairings. Disassemble the main gear spring from the center spring. If corrosion is present, the gear puller may be required to disassemble the springs. Refer to Chapter 32, Main Landing Gear - Maintenance Practices. Remove the corrosion and shot peen. If corrosion cannot be removed within the defined repair limits, install new gear components. Reassemble the gear with wet corrosion resistant epoxy primer. Apply touch-up paint as required, and add fillet seal. Refer to Chapter 32, Main Landing Gear - Cleaning/Painting. Failure to adhere to the scheduled requirements could result in gear failure if corrosion is not detected and repaired.	721, 722			

*** End of Operation 30 Inspection Items ***