



"TAKE YOUR CESSNA HOME FOR SERVICE AT THE SIGN OF THE CESSNA SHIELD"

# multi-engine SERVICE LETTER

MARKETING DIVISION • CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS 67201 • CABLE ADDRESS / CESSCO WICHITA

February 13, 1978

ME78-2

SUBJECT: FRONT AND REAR WING SPAR INSPECTION

AIRCRAFT APPLICABILITY: Early Model 336 and 337 Skymaster and Pressurized Skymaster series aircraft with more than 3000 hours time-in-service on the airframe and the following serial numbers.

SPAR CAP (Front and Rear Spar)

336 . . . . .	336-0001 thru 336-0195
337, T337 . . . . .	33700001 thru 33701548
T337G . . . . .	P3370001 thru P3370138
F337, FT337 . . . . .	F337-0001 thru F337-0063
FT337GP . . . . .	FP337-0001 thru FP337-0008

SPAR WEB (Front Spar Only)

336 . . . . .	336-0001 thru 336-0195
337 . . . . .	33700001 thru 33701863
T337G . . . . .	P3370001 thru P3370313
F337, FT337 . . . . .	F337-0001 thru F337-0097
FT337GP . . . . .	FP337-0001 thru FP337-0028

Multi-Engine Service Letters ME72-26, ME72-26 (Supplement #1), ME76-3, and ME76-3 (Supplement #1) announced a special front and rear wing Spar Cap inspection program on early Skymaster series aircraft.

As a result of recent field experience, an inspection of the radius in the web of the front spar just below the attach fitting needs to be added to this total program. This inspection applies to all of the airplanes included in the previous inspection plus additional ones as indicated above under AIRCRAFT APPLICABILITY, Front Spar Web. This inspection is relatively simple, consisting of a visual inspection of the wing spar attachment web and web doubler.

Attached is a complete, up-to-date inspection program which incorporates the inspection procedures for both the Spar caps and Spar web.

continued . . . . .

COPYRIGHT © 1978  
CESSNA AIRCRAFT COMPANY

THERE ARE MORE CESSNAS FLYING THAN ANY OTHER MAKE

ACTION REQUIRED:

A. Front and Rear Spar Caps

The front and rear Spar Caps shall continue to be inspected using the same procedures and intervals as previously specified in ME72-26, ME72-26 (Supplement #1), ME76-3, ME76-3 (Supplement #1). These inspection intervals are restated below.

1. If flown predominately below 1500 feet AGL, inspect at 3000 hours and each 300 hours thereafter.
2. If flown predominately above 1500 feet AGL, inspect at 5000 hours (10,000 hours for Pressurized Skymasters) and each 500 hours thereafter.
3. If past aircraft history is unknown, inspect at 3000 hours and each 300 hours thereafter.

In the event that cracks are found in either the front or rear spar caps, the respective spar caps in both the left and right wing must be replaced.

B. Front Spar Web

On aircraft with 3000 hours time in service, the front Spar Web is to be inspected within the next 25 hours of operation using the attached inspection procedures (page 4). After the initial (25 hour) inspection, additional inspections are to be conducted using the same inspection intervals as outlined above for the front and rear Spar caps.

If cracks are found in the spar web and web doubler, these parts must be replaced.

REMARKS:

This Service Letter (ME78-2) supersedes ME72-26, ME72-26 (Supplement #1), ME76-3, ME76-3 (Supplement #1), since the attached inspection procedure completely covers all requirements previously issued.

The Model 337 front wing spar web and web doubler were redesigned to provide a larger radius to lessen the likelihood of cracks initiating in this area. These improvements were incorporated on production aircraft in 1977 at the following serial numbers.

33701864 and on  
P3370314 and on  
F337-0098 and on  
FP337-0029 and on

Aircraft incorporating the redesigned spar web and doubler are exempt from the inspection requirements established for the front spar web in this Service Letter.

\* \* \* \* \*

(Owner Notification System - No. 2)

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

CESSNA AIRCRAFT COMPANY