

Log 1509

**NATIONAL TRANSPORTATION SAFETY BOARD**  
WASHINGTON, D.C.

ISSUED: December 29, 1982

Forwarded to:

Honorable J. Lynn Helms  
Administrator  
Federal Aviation Administration  
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-82-170

The National Transportation Safety Board has recently investigated an accident and two incidents involving Cessna models 340A and 402 airplanes in which an engine control cable seized due to heat from a nearby exhaust component. Each airplane was equipped with a steel flexible engine control cable housed inside a flexible self-lubricating guide tube constructed of Teflon. Cessna began utilizing this type of cable installation on its new production of 300- and 400-series turbocharged airplanes to reduce friction and provide smoother operation of controls under extreme temperature. Retrofit instructions for earlier production models 300- 400-series airplanes were issued in Cessna Service Letter ME76-9, dated April 19, 1976.

After receiving reports that there was a control seizure problem associated with the new type of installation, Cessna issued Service Information Letter ME80-45, dated September 26, 1980, and Owner Advisory ME80-45A which provided instructions to reroute certain engine cables at least 1/2 inch away from exhaust components. On April 3, 1981, Cessna issued a revision to Service Information Letter ME80-45 which included an additional instruction to apply protective aluminum tape to all engine control cables if they were routed within 3 inches of an exhaust pipe or component.

The engine control cable seizures recently investigated by the Safety Board occurred at least 8 months after the revision letter was issued. Two of the three airplanes had been modified in accordance with the Service Information Letter ME80-45; however, none of the airplanes had been modified in accordance with the April 3, 1981, revision.

Therefore, to alert applicable Cessna operators and owners who may not be aware of Cessna Service Information Letter ME80-45 and its revision of April 3, 1981, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Include in the next monthly issue of the General Aviation Airworthiness Alert (Advisory Circular 43-16) information concerning the engine control cable seizures on Cessna 300 and 400 series airplanes and the availability of Cessna Service Information Letter ME80-45 and its revision which provides information to correct the problem. (Class II, Priority Action) (A-82-170)

BURNETT, Chairman, GOLDMAN, Vice Chairman, and McADAMS, BURSLEY, and ENGEN, Members, concurred in this recommendation.

By: *Patricia P. Goldman*  
Jim Burnett  
Chairman