

**IRISH AVIATION AUTHORITY**

**Letter to Owners and Operators**

**Subject:** Cessna 150 Series Aircraft.

**Purpose:** To inform Owners/Operators on the possibility of a **Flap Control Switch Malfunction**.

**Responsibility:** The Owner/Operator is responsible for the accomplishment of the maintenance prescribed in the Approved Aircraft Maintenance Schedule (LAMS and the Manufacturers Special Inspection Items). To satisfy this requirement all mandatory maintenance should be entered in the appropriate aircraft log books and the work signed off by the approved Licensed Aircraft Maintenance Engineer/Licensed Pilot.

The Licensed Pilot should carry out the Maintenance “Check A” prior to the first flight of the day i.a.w. LAMS Section 7 pages 7/1 & 7/2, and the approved aircraft Flight Manual. Special attention should be given to LAMS. Tasks No, A5 Fuel System & A9 Flaps System.

**Flap System:**

**It is important that the operation of the Flap Control Switch is checked for correct positioning when selected “UP/DOWN”.** This is of special importance due to the configuration of the system. Earlier model aircraft up to Serial Numbers 15072629/F15000738/ A15000277 & FA15000132 not modified to SK150-41 were only fitted with an “UP” flap travel limit switch. Aircraft that were manufactured later with serial numbers post the above have both “UP” & “DOWN” travel limit switches fitted. The approved flight manual page 2-6 states that after the flaps reach maximum extension or retraction, limit switches will automatically shut off the flap motor. This is only correct for the modified system. On the unmodified system the flap control switch when selected down must be held down until the required flap travel is attained, and the switch must then be released to the “UP” position at which point the “up limit switch “will automatically shut off the flap motor. On the unmodified system a problem may arise when the flap selector switch is selected down and when released does not automatically return to the up position, with the flap switch in the down position, and no down limit switch fitted, the flap motor will continue to run and flap motor burn out may occur.

**Fuel System:**

Visually check that the fuel tank quantities are compatible with the correct indicator readings.