

Control Cable Problems

Just because you buy a new plane, don't think that everything will be perfect.

Read one person's problems with a new C-182

One of our readers who is fortunate enough to buy a new Cessna would seem to prove the point that even when you can pay well north of \$500K for a new plane, there is no guarantee that quality control is going to be perfect (as much as the makers would like to see perfection, particularly with repeat customers).

In this case the problem is one of control cable rigging in a brand, spanking new plane, the topic of which we cover on page 5 of this issue, but with the orientation toward the effects of the sands of time. It would seem in this case, the sands of storage were the causal factors here.

Read our submitter's problem and the persistence needed to finally get a satisfactory outcome. Sometimes you just have to keep climbing the food chain to get to a high enough management level to make things happen.

He writes: *In December 2003 I placed an order for a new C-T182T with the G1000 cockpit. The expected delivery date was April 2004. However, delays were incurred by Cessna in obtaining the type Certificate with the G1000.*

I finally took delivery of my new plane in early August, 2004. In the interim, Cessna continued to manufacture aircraft, but they had to store those that had been made earlier in the year while they awaited blessings of the FAA certifying the plane with the G1000 panel. My plane was one of the ones stored by removing the wings so more aircraft could be stored in a given hanger. When the time for delivery arrived the wings were reattached and the plane was delivered.

From day one, the plane had a heavy right wing and required a significant amount of nose down trim. When brought to Cessna's attention during the warranty period they declined to address the problem as long as the plane attained "book speed" published in the POH.

In September 2008, I decided I had enough and made arrangements to go to Ft. Worth, TX and have John Efinger of www.cessnarigging.com solve my problem. It took 2.5 days of John's time and effort to correct my plane, Here is a list of the things he found wrong with my factory new plane:

- 1. The left flap was not totally nestled into the wing in the up position. It was one degree lower than the right flap.*
- 2. The left elevator was two degrees lower than the right elevator.*
- 3. The eccentric cams at the trailing edge of the wings were severely out of the normal factory settings, causing the left wing to have maximum angle of attack and the right wing to have minimal.*
- 4. The ailerons had a not been set correctly causing more lift on the left wing.*

In addition Efinger said the tail feathers of my plane were from a C-210 Centurion. He is correct. I have compared mine with "pre-restart" 182s and C-210s and my horizontal stab and elevator is very similar (if not exactly the same) to a C-210.

I made contact with Cessna about my rigging trip to Texas and immediately (with no argument at all) was asked to send them a copy of my bill for John Efinger's services. I faxed the bill and I week later I had a check for the full amount. I have interpreted this unusually quick response by Cessna as acknowledgement of the problem.

I emphasize this is my interpretation; Cessna indicated they wanted to make sure I was happy. Purchasing two new planes in six years may have influenced their prompt response.

Editor: So we have anecdotal evidence that even a new plane is not immune from rigging issues, although these were of an unusual cause. If you have a problem with rigging, old or new, the folks at www.cessnarigging.com, ph (817) 439-0971, may well be able to help you out. Whether old or new don't settle for a poorly flying airplane—it simply takes all the joy out of flying and may be dangerous to boot.