

ATA AIRLINES, INC.

CONTROL CABLES - STRAIGHT RUNS

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CHECK BEING PERFORMED: Custom

ZONES: 117 118 119 120  
A/C NUMBER:  
REV. DATE: 12/13/01  
FREQUENCY: 4C

W/C NUMBER: 214I2004

DATE:  
W/O:  
JAC CODE:

PANELS

119BL

REFERENCES

Figures 1 and 2, AMM 12-21-31/301, AMM 20-10-03, AMM 27-00-01, AMM 32-00-05,  
AMM 76-11-03

MECH INSP

VISUALLY INSPECT PROTECTED STRAIGHT RUN CONTROL CABLES (THRUST CONTROL, IF INSTALLED; ELEVATOR, RUDDER, AILERON, T/E FLAP, STABILIZER; LG EXTENSION/RETRACTION; BRAKES; NOSE GEAR PISTON POSITION) FOR WEAR, BROKEN STRANDS, CORROSION, KINKS, AND BIRD CAGING. CHECK END FITTINGS, TURNBUCKLES, PULLEYS, BRACKETS, FAIRLEADS AND QUADRANTS FOR WEAR, CORROSION, CRACKS AND SECURITY.

1 Inspection of the Control Cable Wire Ropes. (Fig. 1)

A References

- 1 AMM 12-21-31/301, Control Cables
- 2 AMM 20-10-03, Control Cables
- 3 AMM 27-00-01, Flight Control Cables
- 4 AMM 32-00-05, Landing Gear Control Cables
- 5 AMM 76-11-03, Thrust Control Cables

B Procedure

XXXXX 1 Clean the cables, if necessary, for the inspection (Ref 12-21-31).

XXXXX 2 Examine wire ropes.

- a Perform a detailed visual inspection to make sure that the cable does not contact parts other than pulleys, quadrants, cable seals or grommets installed to control the cable routing. The minimum cable clearance from other parts is 0.20 inches except 0.10 inches within 10 inches of a pulley or quadrant. Look

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for evidence of contact with other parts. Condition must be corrected if evidence of contact is found.

b Perform a detailed visual inspection of the cable runs for incorrect routing, kinks in the wire rope, or other damage.

1 Cable assembly must be replaced if:

(a) One cable strand has worn wires where one wire cross section is decreased by more than 40 percent. (Refer to Fig. 1)

(b) A kink is found.

(c) Corrosion is found.

2 Make sure the cable guides and fairleads have no worn or broken parts and that the parts are aligned, clean, and attached correctly.

3 Make sure the deflection angle at each fairlead is not more than 3 degrees.

4 Make sure the cable moves freely through its full travel.

c Perform a detailed visual inspection of the cable. To do a check for broken wires, rub a cloth along the cable. The cloth will identify broken wires by catching on them.

1 7 x 7 cable assembly must be replaced if:

(a) There is two or more broken wires in 12 continuous inches of cable.

(b) There is three or more broken wires anywhere in the total cable assembly.

2 7 X 19 cable assembly must be replaced if:

(a) There is four or more broken wires in 12

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continuous inches of cable.

(b) There is six or more broken wires anywhere in the total cable assembly.

NOTE: A broken wire must not go over a pulley or through a pressure seal or fairlead.

XXXXX 3 Lubricate cables where lubricant is removed. (Ref 12-21-31)

NOTE: Do not apply grease to CRES cables. CRES cables should not be lubricated.

Reference AMM 76-11-03 to determine Engine Thrust Control cable material used.

Reference AMM 27-00-01 to determine Flight Control Cable material used.

Reference AMM 32-00-05 to determine Landing Gear Control Cable material used.

Reference AMM 20-10-03 figure 401 for General cable material information.

2 Inspection of the control cable fittings.

XXXX A Examine the control cable fittings.

1 Perform a detailed visual inspection to make sure that the means of locking the joints are intact, (wire locking, cotter pins, turnbuckle clips, etc.).

a Missing parts must be replaced.

2 Perform a detailed visual inspection of the swaged portions of swaged end fittings for surface cracks or corrosion.

a Cable assembly must be replaced if:

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- | 1 A crack is visible.
- | 2 Corrosion is present.
- | 3 Perform a detailed visual inspection of the unswaged  
| portion of the end-fitting.
- | a Cable assembly must be replaced if:
  - | 1 A crack is visible.
  - | 2 Corrosion is present.
  - | 3 End fitting is bent more than two degrees.
- | 4 Perform a detailed visual inspection of the turnbuckle.
  - | a Turnbuckle must be replaced if:
    - | 1 A crack is visible.
    - | 2 Corrosion is present.
  - | 3 Inspection of the Control Cable Pulleys. (Fig. 2)
    - | XXXX \_\_\_\_\_ A Perform a detailed visual inspection to make sure that  
| pulleys are free to rotate.
    - | 1 Pulley must be replaced if:
      - | a Pulley does not rotate freely.
      - | b Pulley matches the description in Figure 2.
  - | 4 Inspection of the Control Cable Pulley Brackets.
- | XXXXX \_\_\_\_\_ A Examine the brackets and the support structure for cracks  
| or other damage.
  - | 1 Brackets or structure that have damage must be repaired  
| or replaced.

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\*\*\*\*\*END OF WORKCARD\*\*\*\*\*

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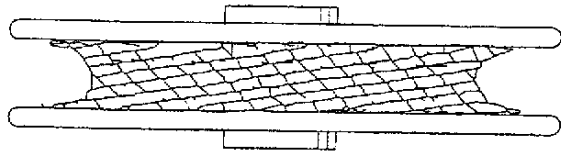
REVISION DATE: 12/13/01

ATA AIRLINES, INC. B757 FLEET

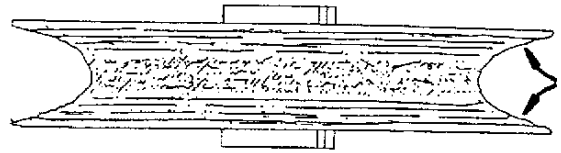
W/C #: 214I2004

DATE WORK CARD COMPLETE \_\_\_/\_\_\_/\_\_\_

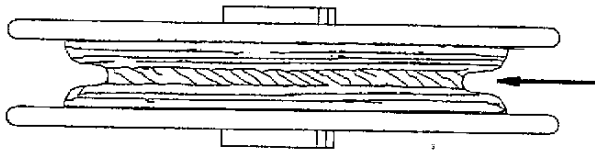




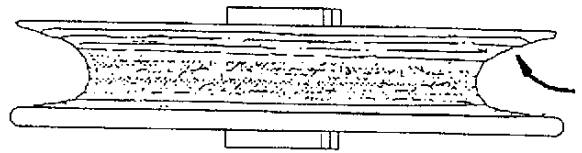
CABLE TENSION TOO HIGH



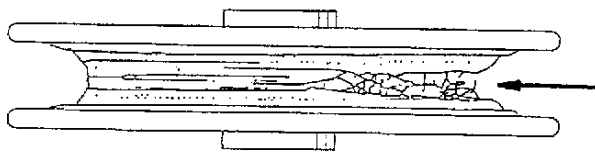
PULLEY NOT ALIGNED CORRECTLY



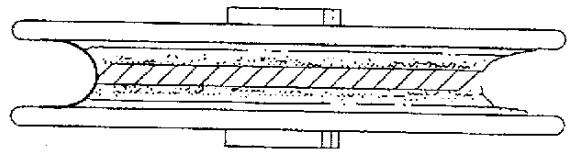
PULLEY GROOVE WITH EXCESSIVE WEAR



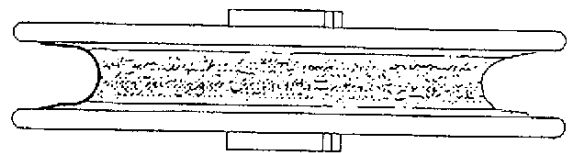
CABLE NOT ALIGNED CORRECTLY



PULLEY WILL NOT TURN



OR



NORMAL CONDITION

Pulley Wear Patterns