

**QMI, Inc.**  
**18714 Mink Creek**  
**Chugiak, AK 99567**

**Instructions for Continued Airworthiness**

**Manual No. 004**

**Cessna Tail Trim Wheel STC**



## Distribution of Changes

A current copy of this manual will be maintained on the QMI, Inc. Website  
[www.cessnarepairs.com](http://www.cessnarepairs.com)

### Introduction:

The QMI, Inc. Cessna aluminum trim wheel STC is designed to replace the OEM trim wheel.

### Description:

The QMI, Inc. Cessna aluminum trim wheel is a more durable lower maintenance version of the OEM trim wheel. The OEM trim wheel is manufactured from a phenolic-Bakelite material which is known to deteriorate over time. This deterioration has been known to cause failure in the trim wheel assembly. The QMI, Inc. Cessna aluminum trim wheel is a complete riveted assembly consisting of an aluminum trim wheel, sprocket, and shaft. The OEM trim wheel does not include the sprocket and shaft. The OEM trim wheel, sprocket, and shaft are removable via roll pins. Instructions for installation of this kit are detailed in the QMI, Inc. "Trim Wheel Installation Instructions for Cessna 180, early 182, and 185 Aircraft" which can be found on our web site: [www.cessnarepairs.com](http://www.cessnarepairs.com).

### Airworthiness Limitations

"The Airworthiness Limitations section is FAA approved and specifies maintenance required under 14 CRF, Sections 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved." Limitations: None

### Instruction for Continued Airworthiness:

#### Inspection Criteria

#### 100 Hour / Annual

#### (100 hour or Annual inspection interval, whichever comes first)

1. **Inspect** – The STC installed trim wheel assembly sprocket should be inspected for abnormal or excessive wear. Signs of abnormal sprocket wear include: missing teeth, grooves cut into the side of the sprocket, mis shaped sprocket teeth, if abnormal or excessive wear is noticed check chain alignment and tension. Reference the aircraft service manual for proper cable tensioning and alignment. Contact QMI, Inc. immediately for instructions for replacing the sprocket.
2. **Inspect** – The STC installed AN470AD 3-15 rivets for loosening. Rivet loosening can be spotted by aluminum dust around the head or shop end. If rivet loosening is evident replace the rivet(s).
3. **Inspect** – The trim wheel ratchet for proper interference with the Cessna spring plunger. Reference the aircraft service manual for proper adjustment.

4. **Inspect** –The STC installed NAS561P3-8 roll pin for placement. If not in place notify QMI, Inc. immediately and replace the roll pin.
5. **Lubricate** – The STC trim wheel assembly sprocket per the aircraft service manual.

-END-