



1. Applicability

Single piston engine 200 series Cessna aircraft over 15 years since date of manufacture.

2. Purpose

A recent incident on a Cessna 210N has prompted a reissue of this AWB to highlight the failure of Cessna 200 series Horizontal Stabilisers. There has been a number of Service Difficult Reports (SDR) regarding spar (and attachment) cracking on Cessna 210 aircraft horizontal stabilisers. Aircraft featured in the reports typically have a TTIS greater than 9,500 hours and covered a range of different 210 models.



Figure 1 - Examples of cracking



3. Background

This subject has been addressed by Cessna via the Cessna Airworthiness Program which details particular inspection requirements at regular intervals. Owners and Operators who choose not to utilise detailed inspection intervals recommended by Cessna may not be finding critical flaws in primary structures of their aircraft.

4. Recommendations

All Cessna 210 Owner Operators review their maintenance schedule to ensure that all manufacturers data is incorporated either in the maintenance schedule or the Log Book Statement.

Maintenance personnel should pay particular attention while inspecting this critical structural area. Some disassembly is required to satisfy the LAME of the integrity of the structure. However, further disassembly should only be attempted if the workshop has the appropriate tooling, jigs and expertise to undertake the task.

All personnel should be educated in the appropriate ground handling techniques utilised for the aircraft.

5. Reporting

Report all defects to CASA as required by CAR 52 on the CASA Service Defect Reporting system.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness & Engineering Branch
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601