



Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-5124; AD 76-14-07 R2

Airworthiness Directives; CESSNA Models 210 thru 210J and Models T210F thru T210J Airplanes
PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective August 28, 1985.

▼ Regulatory Information

76-14-07 R2 CESSNA: Amendment 39-2760 as amended by Amendment 39-2778 is further amended by Amendment 39-5124. Applies to Models 210 thru 210J (Serial Numbers 57001 thru 57575, 21057576 thru 21059199) and Models T210F thru T210J (Serial Numbers T210-0001 thru T210-0454) airplanes.

Compliance: Required as indicated, unless already accomplished.

To decrease the possibility of main landing gear extension failures, accomplish the following:

A. On Model 210 and 210A (Serial Numbers 21057001 thru 21057840) airplanes with 1,000 hours or

more time in service or upon accumulation of 1,025 hours time in service on those aircraft with less than 1,000 hours time in service:

1. Within 25 hours time in service after the effective date of this AD and within each 25 hours time in service thereafter, inspect Part Numbers 1241004-1 and 1241004-2 landing gear saddles for cracks using dye penetrant procedures in accordance with the instructions outlined in Paragraph E. of this AD. Particular attention should be given to the critical areas shown in Figure 1 of this AD. When all modifications specified in Paragraph A.3. have been accomplished, the requirements of this Paragraph A.1. are no longer applicable.

2. Prior to further flight, replace any cracked saddles found during any inspection required by Paragraph A.1.

3. Within 100 hours time in service after August 16, 1976, or prior to April 1, 1977, whichever occurs later, and thereafter at each 1,000 hours time in service replace P/N's 1241004-1 and 1241004-2 main landing gear saddles with new components having the same P/N's in accordance with Cessna Service Letter SE 75-26 dated December 5, 1975, or later approved revisions.

B. On Models 210B thru 210G (Serial Numbers 21057841 thru 21058936) and T210F and T210G (Serial Numbers T210-0001 thru T210-0307) airplanes with 1,000 or more hours time in service or upon accumulation of 1,025 hours time in service on those aircraft with less than 1,000 hours time in service:

1. Within 25 hours time in service after the effective date of this AD and within each 25 hours time in service thereafter, inspect P/N's 1241423-1 and 1241423-2 main landing gear saddles for cracks using dye penetrant procedures in accordance with the instructions outlined in Paragraph E. of this AD. Particular attention should be given to the critical area shown in Figure 2 of this AD. When all modifications specified in Paragraph B.3. have been accomplished, the requirements of this Paragraph B.1. are no longer applicable.

2. Prior to further flight, replace any cracked saddles found during any inspection required by Paragraph B.1.

3. Within 100 hours time in service after August 16, 1976, or prior to April 1, 1977, whichever occurs later, replace P/N's 1241423-1 and 1241423-2 main landing gear saddles with improved saddles of the same part number in accordance with Cessna Service Letter SE 75-26 dated December 5, 1975, or later approved revisions.

NOTE (1): The improved main landing gear saddle for Models 210B thru 210G, T210F and T210G aircraft is identified in Figure 3 accompanying this AD.

C. On those airplanes having improved main landing gear saddles installed per Paragraph B. and on Models 210H and 210J (Serial Numbers 21058937 thru 21059199) and Models T210H and T210J (Serial Numbers T210-0308 thru T210-0454) airplanes, within the next 100 hours time in service after the effective date of this AD, for airplanes with over 1,200 hours time in service or upon accumulation of 1,300 hours time in service for those airplanes with less than 1,200 hours time in service, and at each annual inspection thereafter, inspect the P/N's 1241423-1 and 1241423-2 main landing gear saddles for cracks using dye penetrant procedures in accordance with the instructions outlined in Paragraph E. of this AD. Particular attention should be given to the critical area shown in Figure 2 accompanying this AD. Replace any saddles showing evidence of cracks.

D. On those airplanes on which main landing gear saddles have been replaced, base the compliance time

for Paragraphs A., B., and C. on the new saddles time in service rather than the airplane time in service.

E. Perform the dye penetrant inspections required by Paragraphs A.1., B.1., and C. of this AD as outlined in either procedure 1 or 2 below:

1. Procedure 1: Place the airplane on jacks, disconnect the main landing gear doors, retract the landing gear and perform dye penetrant inspection of the saddle fittings from underneath the airplane, or:

2. Procedure 2: With the airplane in normal ground attitude, remove the inspection cover in the floorboard area of the airplane and perform dye penetrant inspection of the saddle fittings from inside the airplane.

Refer to applicable Cessna Maintenance Manual instructions for disconnecting main landing gear doors and removal of inspection cover in floorboard area.

F. An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4400.

G. Installation of main landing gear saddles part numbers 1294151-1 and 1294151-2 in lieu of part numbers 1241423-1 and 1241423-2 constitutes an equivalent means of compliance for this AD.

NOTE (2): A significant savings of manhours will result if initial compliance with this AD and modifications required by AD 76-04-01 are accomplished at the same time.

NOTE (3): It is imperative that new saddles required to comply with this AD be ordered immediately to assure that a sufficient supply of saddles will be available for modification of all aircraft on or before April 1, 1977. The purpose of this admonishment is to forewarn owners/operators to avoid grounding of their aircraft for failure to comply with this AD by April 1, 1977.

Amendment 39-2760 became effective August 16, 1976.

Amendment 39-2778 became effective December 2, 1976.

This Amendment 39-5124 becomes effective August 28, 1985.