

REVISION TRANSMITTAL

TO: Cessna Distributors, Single Engine Authorized Service Facilities, and CPC's

SUBJECT: Cessna Service Letter SEL-57-01 Revision 1: Lower Main Spar Cap Inspection

REASON

To add model T210 serials T210-0198 thru T210-0454 to the Effectivity Section.

To add model 210 serial 21058140 to the Effectivity Section.

To list the P210 serials correctly in the Effectivity Section.

To show the aft side of the inspection area.

To reference the service manual for cleaning the areas to be inspected.

Miscellaneous changes as necessary.

Please replace any copy of SEL-57-01 with the attached copy of SEL-57-01 Revision 1 which is printed in its entirety.

NOTE: Compliance with SEL-57-01 Revision 1 is not required for airplanes that were able to comply with the Original Issue.

LOG OF REVISIONS

Page No.	Date
1	May 9, 2012
2	May 9, 2012
3	May 9, 2012
4	May 9, 2012
5	May 9, 2012

Original Issue - April 27, 2012
Revision 1 - May 9, 2012

SEL-57-01
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TITLE

WINGS - LOWER MAIN SPAR CAP INSPECTION

EFFECTIVITY

MODEL	SERIAL NUMBERS
210 / T210	21058140, 21058819 thru 21065009
T210	T210-0198 thru T210-0454
P210	P21000001 thru P21000874

REASON

Reports have been received of cracks found in the wing spar caps. This service letter provides instructions to accomplish a visual inspection of the lower main spar caps in the right and in the left wings.

Non-compliance with this service letter may result in undetected crack(s) in the spar cap, which could result in structural failure of the wing.

DESCRIPTION

This service letter provides instructions to do a visual inspection of the left and right wing lower main spar caps for cracks.

COMPLIANCE

Mandatory:

For airplanes/wings with 10,000 hours or more total time in service:

An external inspection must be performed before next flight.

If cracks are found during external inspection, an internal inspection must be performed before next flight.

If no cracks are found during external inspection, an internal inspection must be performed within 5 hours of operation.

If no cracks are found during internal inspection, a recurring internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever occurs first, until spar cap, spar, or wing replacement.

For airplanes/wings with more than 5,000 hours but less than 10,000 hours total time in service:

An initial internal inspection must be performed within 25 hours of operation.

If no cracks are found, a recurring internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever occurs first, until spar cap, spar, or wing replacement.

For airplanes/wings with less than 5,000 hours total time in service:

An initial internal inspection must be performed at or before 5,000 hours.

If no cracks are found, a recurring internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever occurs first, until spar cap, spar, or wing replacement.

REFERENCES

Refer to applicable service manuals and illustrated parts catalogs

ACCOMPLISHMENT INSTRUCTIONS

WARNING: You must do the visual inspection for cracks within the hours of operation specified in this service letter. Cracks in the wing spar cap can cause damage to the airplane and danger to passengers during flight.

1. Do an external visual inspection on the left and on the right wings as follows:
 - A. Carefully clean the skin underneath the main spar cap fitting between WS 25.25 and WS 45.00 where you will do the external inspection. No access panel removal is required for this external inspection. (Refer to applicable sections of the applicable service manual.)
 - B. Do an external visual inspection for cracks of the outer skin underneath the main spar cap fitting between WS 25.25 and WS 45.00.
 - (1) If you find no cracks, you must do an internal inspection within 5 hours of operation. Go to Step 2.
 - (2) If you find one or more cracks, you must do an internal inspection before further flight. Go to Step 2.
2. (Refer to Figure 1.) Do an internal visual inspection on the left and on the right wings as follows:
 - A. Prepare the airplane for maintenance.
 - (1) Make sure that the airplane is electrically grounded.
 - (2) Make sure that all switches are in the OFF/NORM position.
 - (3) Disconnect electrical power from the airplane.
 - (a) Disconnect the airplane battery.
 - (b) Disconnect external electrical power.
 - (4) Attach maintenance warning tags to the battery and external power receptacle that have "**DO NOT CONNECT ELECTRICAL POWER - MAINTENANCE IN PROGRESS**" written on them.
 - B. Get access to the lower main spar cap between WS 25.25 and WS 45.00. (Refer to the applicable section of the service manual.)
 - C. Carefully clean the area of the lower main spar caps between WS 25.25 and WS 45.00 where you will do the inspection. (Refer to applicable sections of the applicable service manual.)
 - D. Do an internal visual inspection for cracks on the lower main spar caps between WS 25.25 and WS 45.00. You must use a flashlight and a mirror or a flexible borescope for this inspection.

NOTE: On aircraft equipped with deice boots or avionics bays, you must use a flexible borescope to see the inspection area.

 - (1) If you find no cracks, do as follows:
 - (a) A recurring internal inspection must be performed every 100 hours of operation or 12 months thereafter, whichever comes first, until spar cap, spar, or wing replacement.
 - (b) Install the fairings and access panels that you removed for access to do the inspection.
 - (c) Remove the maintenance warning tags and connect the airplane battery.
 - (d) Go to Step 2.D.(3).
 - (2) If you find one or more cracks, **no** further flight is permitted. You must replace the spar cap, wing spar or wing before further flight.

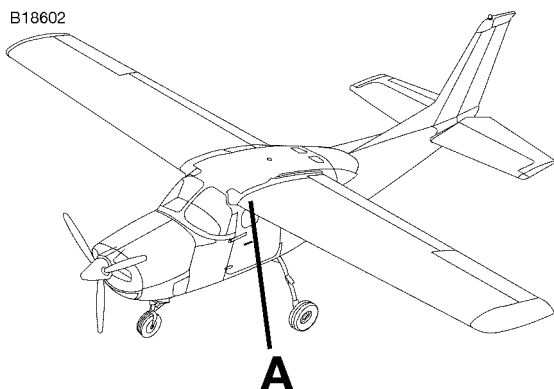
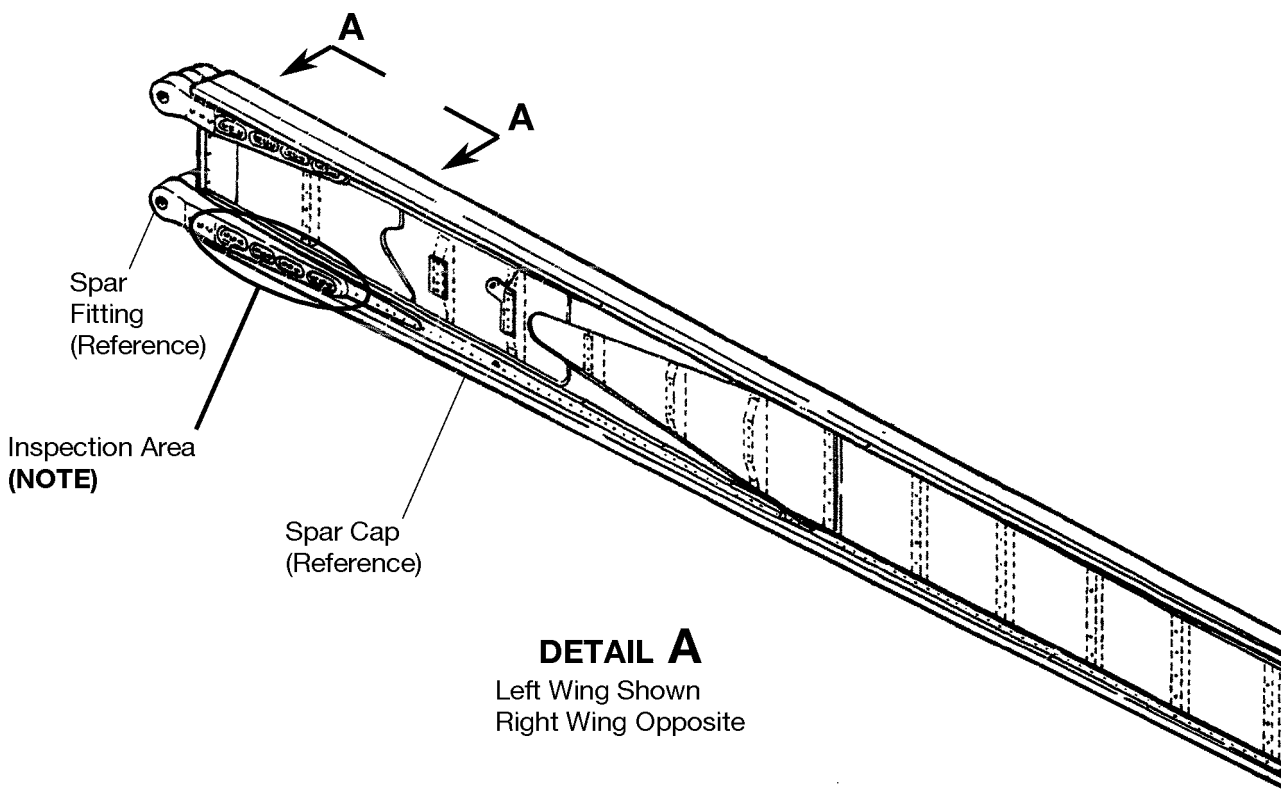
NOTE: If you are not sure if what you see is a crack, do an eddy current inspection. (Refer to the applicable service manual, Section 2A-13-01, Supplemental Inspection Documents, Nondestructive Methods and Requirements.)

- (3) Provide the results of the initial and any subsequent internal inspections to Cessna Customer Care. Use the Wing Lower Main Spar Cap Inspection Report form and pictures as applicable. Telephone and fax numbers are provided on the form.

NOTE: The Wing Lower Main Spar Cap Inspection Report form must be sent to Cessna Customer Care to report both conditions - cracked or not cracked.

- 3. Make an entry in the airplane logbook that states compliance and method of compliance with this service letter.

B18602

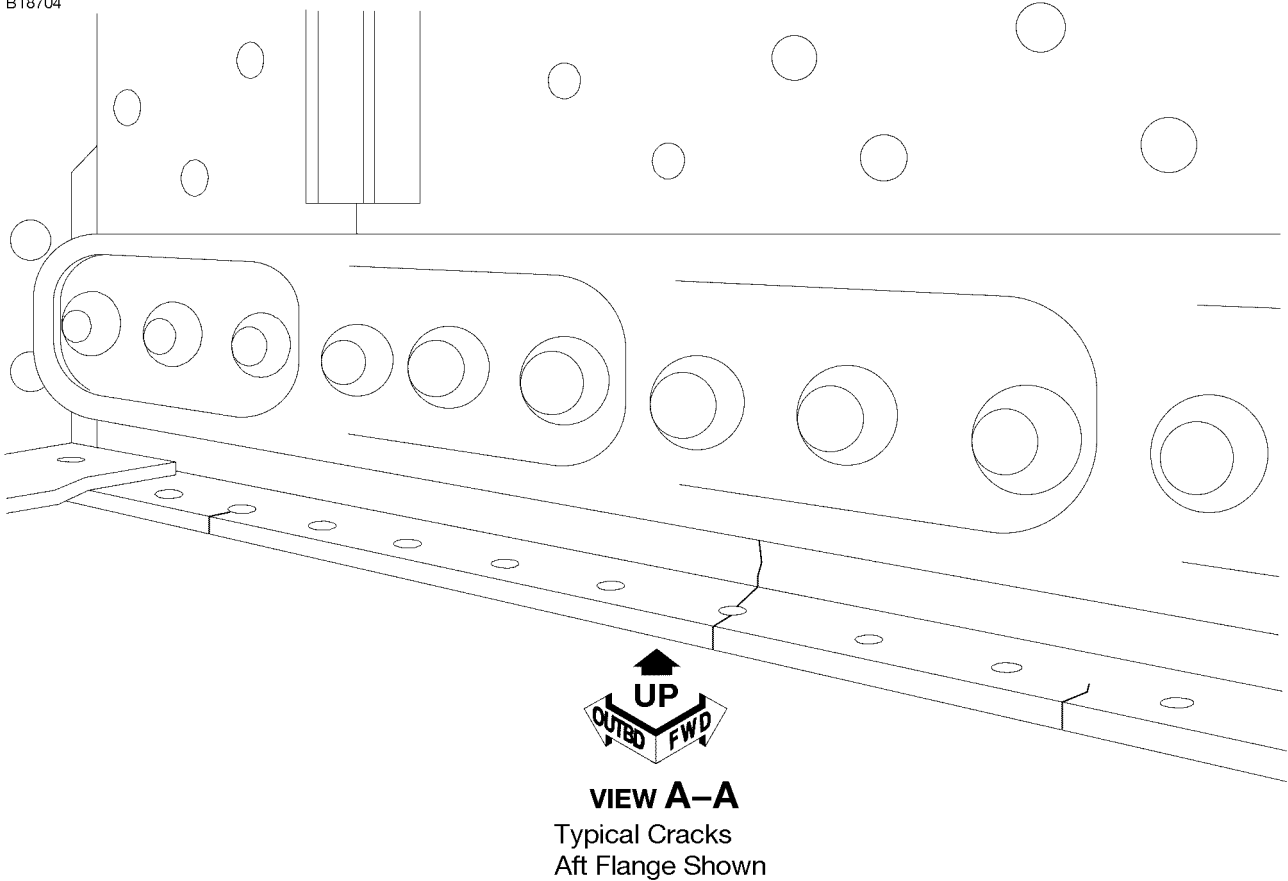


NOTE: Inspect the forward and aft flange of the lower spar cap in this area.
The forward flange is shown.
Cracks may also be found in the vertical stem of the lower spar cap.
Cracks can occur anywhere along the full length of the spar fitting.

1210T1036

Figure 1. Lower Main Spar Cap Inspection (Sheet 1)

B18704



1210T1036

Figure 1. Lower Main Spar Cap Inspection (Sheet 2)

WING LOWER MAIN SPAR CAP INSPECTION REPORT

To:

Cessna Aircraft Company

Customer Care

P.O.Box 7706

Wichita, Kansas 67277-7706

Phone Number: 316-517-5800

Fax Number: 316-517-7271

email: customercare@cessna.textron.com

Page: 1 of ____ Pages

Includes this cover sheet

From:

Registration No.:

Date:

Total Time in Service (Hrs.):

Airplane Serial Number:

Owner's Name:

Facility Name:

Owner's Address:

Facility Address:

Owner's Phone Number:

Phone Number of Facility:

Owner's Fax Number:

Fax Number of Facility:

Please provide detailed and dimensioned descriptions of any crack(s). Attach pictures to this form which indicate for left or right wing.

Comments/Notes:

Cracks: Yes No (Please Circle One)

TITLE

WINGS - WING LOWER MAIN SPAR CAP INSPECTION

TO:

Cessna 210, T210, P210 Owner

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WARRANTY

Not Applicable

Please contact a Cessna Single Engine Authorized Service Facility for detailed information and arrange to have Cessna Service Letter SEL-57-01 Revision 1 accomplished on your airplane.

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the "Customer Access" link at www.cessnasupport.com to register.

