

# MAULE M-5-210C Model Guide

MAULE M-5-210C is a single-engine piston aircraft from Maule. The supplied documents give no variant-specific performance, weights or seat count. They cover a wing lift strut airworthiness directive and a sunvisor kit. The M-5 family is listed at up to 4 passengers, up to 500 nm range, up to 150 kt cruise and up to 20000 ft ceiling.

## KEY TAKEAWAYS

- Wing lift struts are the main inspection item: the AD covers the M-5-210C, all serial numbers, with strut P/N 2079E or 2080E fitted.
- Strut inspections repeat at intervals not to exceed 24 calendar months, unless sealed struts P/N 2200E and 2201E are fitted with no holes drilled.
- No variant-specific specs, weights or seat count were supplied. Verify these against the aircraft's own documents.
- A Rosen sunvisor kit under STC SA01251SE lists the M-5-210C as an applicable aircraft.

## WING LIFT STRUT AD

Czech AD CAA-AD-3-062R1/98 reissues FAA AD 98-15-18, effective 9 September 1998. It aims to prevent corrosion failure of the struts, which could let the wing separate. Struts are removed and inspected per Maule SB No. 11 of October 30, 1995. A dent or external corrosion means installing airworthy inspected struts or new sealed struts.

## WHAT TO CHECK WHEN BUYING

Ask for the logbook entry of the strut inspection, which the AD requires. Confirm the strut part numbers. Sealed struts P/N 2200E and 2201E show two raised weld spots on the upper end, below the serial number plate. The upper cuff must be removed to see them. Holes drilled for cuffs or door clips bring back the 24-month inspections.

## SUNVISOR KIT OPTION

The Rosen Tube Mount NSA Sunvisor System (kit R1710000, STC SA01251SE) lists the M-5-210C as an applicable aircraft. Installation takes approximately 1/2 to 1 hour. The manual lists no airworthiness limitations. Attaching hardware should be checked for security at least at each annual inspection.

## SAFETY NOTES

- Corrosion of the wing lift struts could eventually result in the wing separating from the airplane, according to the AD.
- An ultrasonic strut reading of 0.024 inch or less requires strut replacement before further flight.
- The AD applies even if the airplane has been modified, altered or repaired. An affected owner must request approval of an alternative method of compliance.