


South African Civil Aviation Authority (SACAA)	EMERGENCY AIRWORTHINESS DIRECTIVE	
	RSA AD No: 2019-001 Issue Date: 26 August 2019 The unsafe condition requires the immediate adoption of this Airworthiness Directive (AD). The Director of Civil Aviation (DCA) found that good cause exists for issuance of this AD, effective in 10 days from date of issue:	
This AD is issued in accordance with SACAR Part 24 and continued airworthiness of an aircraft shall be ensured by accomplishing any applicable AD's. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with an exemption issued by the Director of Civil Aviation (DCA) in terms of SACAR Part 11.		
Design Approval Holder Name: Cessna Aircraft Company /Textron Aviation inc FAA TYPE CERTIFICATE DATA SHEET(TCDS) No: FAA 3A21, A20CE, A13 CE FAA Foreign AD: Not Applicable Supersedure: None <i>(Please note: If there is any AD that is similar to this AD, the most restrictive AD shall be implemented)</i>	Type/Model Designation (s): Cessna 177 & Cessna 210	
ATA 53 – WING SPAR EDDY RECURRENT INSPECTION TO PREVENT CORROSION		
Manufacturer (s):	CESSNA AIRCRAFT COMPANY	
Applicability:	This AD applies to Cessna aircraft stipulated Type Certificate Data Sheet(TCDS): 3A21, A20CE, A13 CE and all the aircraft that are outlined in Textron Service Letter SEL-57-06 and SEL-57-07.	
Reason / Unsafe Condition:	On 26 May 2019, a Cessna Model 210 M airplane suffered an inflight separation of the right-wing, resulting in a fatal accident, the preliminary investigation of the accident indicated that the wing fractured due to fatigue cracking inboard of the wing attachment lugs. It is suspected that the fatigue was due to corrosion on the wing attachments. Current details regarding the Australian Transportation Safety Bureau's investigation into the accident can be found online:	

	<p>https://www.atsb.gov.au/publications/investigation_reports/2019/aair/ao-2019-026/</p> <p>The Australian Civil Aviation Authority also issued an Airworthiness Bulletin (AWB 53-011 Issue 1-12 July 2019).</p> <p>In the Service Letter SEL-57-06 and SEL-57-07, it is stipulated that: "The carry-thru spar can develop corrosion and cracks. Corrosion can propagate and lead to crack development. A crack in the carry-thru spar can develop to a point that the carry-thru spar can have structural failure that can result in subsequent loss of airplane control and/or wing separation."</p>
Required Interim Action (s) and Compliance Time (s):	<p>The actions required by this AD are interim actions and the Director may take further actions in the future, hence compliance is required as indicated, unless accomplished previously:</p> <p>Repetitive Inspections, Required Actions and Compliance Times:</p> <p>An eddy current inspection on the wing spar should be carried out as per Textron Service Letter SEL-57-06 and SEL-57-07. The information for the affected serial numbers will also be found on the service letters ,however the Models affected are the 177 series and the 210 series.</p>
Related Information and remarks:	<p>Owners and or Operators are responsible for having actions required by this AD performed within the compliance time of the effective date unless they have been granted an exemption by the Director.</p> <p>This AD is a final rule that involves requirements affecting flight safety and the Director invites you to submit any written relevant data, views, or arguments regarding this AD.</p> <p>Enquiries or for more information regarding this AD should be referred to the Air Safety Operation Department (ASO), Consistency and Standardisation Department (CSD), SACAA at contact details:</p> <p>Email: sdr@caa.co.za www.caa.co.za</p>
Attachments:	Textron Service Letter SEL -57-06 and SEL-57-07
Date:	Signature By Director of Civil Aviation: 