LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

Flygplan
Cessna
LVD NR 2555

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Kalibrering av indikeringssystem för bränslemängd**

GÄLLER:

Modell	S/N
210G t o m 210R och T210G t o m T210R	21058819 t o m 21065009 och T210-0198 t o m T210-0454
P210N och P210R	P21000001 t o m P21000874

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 94-12-08.

TID FÖR ÅTGÄRD: Inom 12 månader räknat från detta LVD's utgivningsdatum.

UNDERLAG: FAA AD 94-12-08.

REFERENS: FAA AD 94-12-08.

UTGIVNINGS-DATUM: 1994-07-14

LFS: 1994:27

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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L 1563-1

AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
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U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

94-12-08 CESSNA AIRCRAFT COMPANY: Amendment 39-8936; Docket No. 93-CE-33-AD. Supersedes AD 92-26-04, Amendment 39-8431.

Applicability: The following model and serial number airplanes, certificated in any category.

Model	**Serial Numbers**
210G through 210R, and	21058819 through 21065009, and
T210G through T210R	T210-0198 through T210-0454
P210N, and P210R	P21000001 through P21000874

Compliance: Required within the next 12 calendar months after the effective date of this AD, unless already accomplished.

To prevent loss of engine power caused by inadvertent fuel loss or inadequate fuel servicing, accomplish the following:

(a) Incorporate the PILOT OPERATING PROCEDURES -PREFLIGHT FUEL SYSTEM QUANTITY CHECK that is Figure 1 of this AD into the airplane flight manual or airplane records.

(b) The incorporation of Figure 1 of this AD into the airplane flight manual or airplane records as required by paragraph (a) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.11 of the Federal Aviation Regulations (14 CFR 43.11).

(c) Calibrate the fuel quantity indicating system at the unusable (empty) fuel gauge indication by accomplishing either (c)(1) or (c)(2) of this AD as follows:

(1) Checking (one-time) the fuel gauge calibration by:

(i) Draining the wing fuel tank sumps (defuel the airplane).

(ii) Turning the master switch on, ensuring that the fuel gauges indicate empty ("E"); and

(iii) Adjusting or replacing the transmitter or gauge, as required to obtain proper "empty" indication with empty wing fuel tanks; or

(2) Fabricate a 1/8-inch wide (1/4-inch long minimum) red "Empty" radial line and center on the gauge glass where the gauge pointer indicates when the tank is empty; and fabricate and install adjacent to the fuel gauges a placard (using letters at least 1/8-inch in height) with the following words:

FUEL GAUGES NOT CALIBRATED, BASE ALL FUEL CALCULATIONS ON VISUAL INSPECTION, TIME AND CONSUMPTION FIGURES. WITH FULL TANKS, MAXIMUM ENDURANCE IS 4 HOURS FOR FLIGHT PLANNING.

(d) Accomplish either (d)(1) or (d)(2) of this AD as follows:

(1) Install raised fuel caps in accordance with the instructions to Cessna Service Kit SK210-136, which is referenced by Cessna Service Bulletin SEB91-10, dated October 25, 1991; or Supplemental Type Certificate SA2456CE (owned by Mr. William J. Barton) for Monarch Air & Development, Inc., Assembly No. WW-100-2 fuel caps (only); or

(2) Fabricate two placards with the following words on each using letters at least 1/8-inch in height and install a placard on each wing fuel filler opening: "TO ASSURE FULL CAPACITY WHILE FILLING, FILL SLOWLY DURING LAST 5 GALLONS. RECHECK FOR FULL AFTER 2 MINUTES."

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(g) The replacement required by this AD shall be done in accordance with Cessna Service Kit SK210-136, which is referenced by Cessna Service Bulletin SEB91-10, dated October 25, 1991. This incorporation by reference was previously approved by the Director of the Federal Register as of January 23, 1993, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Cessna Aircraft Company, P.O. Box 7704, Wichita, Kansas 67277. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-8936) supersedes AD 92-26-04, Amendment 39-8431.

(i) This amendment becomes effective on July 22, 1994.

FOR FURTHER INFORMATION CONTACT:
Mr. Paul O. Pendleton, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone (316) 946-4143; facsimile (316) 946-4407.

FIGURE 1

PILOT OPERATING PROCEDURES - PREFLIGHT FUEL SYSTEM QUANTITY CHECK

The following procedures are to be used on certain Cessna 210, P210, and T210 Series airplanes whenever more than 75 gallons of fuel are needed for range and reserve.

1. Verify that the airplane is level laterally and is approximately 4.5 degrees nose up (normal nose strut on a level surface).

NOTE: The airplane turn and bank instrument may be used to check lateral leveling.

2. Visually inspect each fuel tank for fuel level with the upper wing surface when full fuel capacity is intended to be in each tank.

3. Check each fuel cap and seal for security and wing surface for a lack of fuel stains aft of each fuel cap.

NOTE: It is highly recommended that the wing tips and flap trailing edges are checked during flight for evidence of fuel siphoning.