

# CESSNA SAFETY ENHANCEMENT PROGRAM

## SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB92-28

### TITLE

SEAT BELT AND SHOULDER HARNESS INSTALLATION

### EFFECTIVITY

Airplanes not equipped with seat belt and shoulder harness assemblies that have metal-to-metal buckle latching mechanisms at the pilot, co-pilot and all passenger seat locations.

| MODEL SERIES | YEAR           | SERIAL NUMBERS |                 |
|--------------|----------------|----------------|-----------------|
| 120          | 1946 thru 1949 | 8000           | thru 15075      |
| 140          | 1946 thru 1951 | 8000           | thru 15724      |
| 150          | 1959 thru 1960 | 17001          | thru 17999      |
| 150          | 1960           | 59001          | thru 59018      |
| 150          | 1961 thru 1970 | 15059019       | thru 15072003   |
| A150         | 1970           | A1500001       | thru A1500226   |
| F150         | 1966 thru 1969 | F150-0001      | thru F150-0529  |
| F150         | 1970           | F15000530      | thru F15000658  |
| FA150        | 1970           | FA1500001      | thru FA1500081  |
| 170          | 1948 thru 1956 | 18000          | thru 27169      |
| 172          | 1956 thru 1960 | 28000          | thru 47746      |
| 172          | 1961 thru 1983 | 17247747       | thru 17276079   |
| 172RG        | 1980 thru 1983 | 172RG0001      | thru 172RG1144  |
| F172         | 1963 thru 1969 | F172-0001      | thru F172-0654  |
| F172         | 1970 thru 1983 | F17200655      | thru F17202216  |
| R172         | 1977 thru 1981 | R1722000       | thru R1723454   |
| FR172        | 1968 thru 1981 | FR17200001     | thru FR17200675 |
| P172         | 1963           | P17257120      | thru P17257188  |
| FP172        | 1963           | FP172-0001     | thru FP172-0003 |
| 175          | 1958 thru 1960 | 55001          | thru 56777      |
| 175          | 1961 thru 1962 | 17556778       | thru 17557119   |
| 177          | 1968 thru 1978 | 17700001       | thru 17702752   |
| 177RG        | 1971 thru 1978 | 177RG0001      | thru 177RG1366  |
| F177RG       | 1971 thru 1977 | F177RG0001     | thru F177RG0177 |
| 180          | 1953 thru 1960 | 30000          | thru 50911      |
| 180          | 1961 thru 1981 | 18050912       | thru 18053203   |
| 182          | 1956 thru 1960 | 33000          | thru 53007      |
| 182          | 1961 thru 1983 | 18253008       | thru 18268368   |
| F182         | 1976 thru 1980 | F18200001      | thru F18200169  |
| R182         | 1978 thru 1983 | R18200001      | thru R18201973  |
| FR182        | 1978 thru 1980 | FR18200001     | thru FR18200070 |
| 185          | 1961 thru 1969 | 185-0001       | thru 185-1599   |
| 185          | 1970 thru 1983 | 18501600       | thru 18504415   |
| 190          | 1948 thru 1953 | 7001           | thru 16183      |

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



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**MODEL SERIES****YEAR****SERIAL NUMBERS**

|            |                |                          |
|------------|----------------|--------------------------|
| 195        | 1948 thru 1953 | 7001 thru 15183          |
| 205        | 1963 thru 1964 | 205-0001 thru 205-0577   |
| 206        | 1964           | 206-0001 thru 206-0275   |
| P206/TP206 | 1965 thru 1969 | P206-0001 thru P206-0603 |
| P206/TP206 | 1970           | P20600604 thru P20600647 |
| U206/TU206 | 1965 thru 1969 | U206-0276 thru U206-1444 |
| U206/TU206 | 1970 thru 1983 | U20601445 thru U20606788 |
| 207/T207   | 1969 thru 1983 | 20700001 thru 20700767   |
| 210        | 1960           | 57001 thru 57575         |
| 210/T210   | 1961 thru 1983 | 21057576 thru 21064822   |
| P210       | 1978 thru 1983 | P21000001 thru P21000834 |
| T210       | 1966 thru 1969 | T210-0001 thru T210-0454 |

**PURPOSE**

To provide metal connection type seat belt shoulder harness assemblies for all seat locations. The assemblies utilize a metal-to-metal seat belt buckle and a metal-to-metal mechanism to latch the shoulder harness to the seat belt.

Beginning with the 1971 model year, seat belts and shoulder harness assemblies incorporating the metal-to-metal connectors were provided as standard equipment for front seats and optional equipment for all other passenger seats.

Seat belt and shoulder harness assemblies with metal parts as described above are listed in the Material Section of this Service Bulletin and must be installed in all seat locations.

**WARNING:** FAILURE TO INSTALL AND PROPERLY UTILIZE SEAT BELTS AND SHOULDER HARNESSES COULD RESULT IN SERIOUS OR FATAL INJURY IN THE EVENT OF AN ACCIDENT.

**COMPLIANCE**

Mandatory; shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

This Service Bulletin supersedes:

Service Newsletter SNL85-18 and SNL85-18 Revision 1: Shoulder Harness Kit Availability for single engine airplanes.

**APPROVAL**

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

**MAN-HOURS**

Estimated 0.5 to 1.5 man-hours per seat belt/shoulder harness assembly. Installation time will vary depending on airplane model, serial number, seat location and interior configuration.

## MATERIAL

The following parts are available from the Cessna Supply Division thru an appropriate Cessna Service Station for the suggested list price shown.

**NOTE:** Refer to the attached Shoulder Harness Service Kit Applicability Table to determine the appropriate part number and quantities required.

| PART NUMBER | DESCRIPTION                                     | PRICE               |
|-------------|-------------------------------------------------|---------------------|
| SK150-61-1  | Seat Belt and Shoulder Harness Installation Kit | * \$ 141.00 (X) ea. |
| SK150-61-2  | Seat Belt and Shoulder Harness Installation Kit | * \$ 137.00 (X) ea. |
| SK170-12-1  | Seat Belt and Shoulder Harness Installation Kit | * \$ 112.00 (X) ea. |
| SK172-12-2  | Seat Belt and Shoulder Harness Installation Kit | * \$ 111.00 (X) ea. |
| SK172-136-1 | Seat Belt and Shoulder Harness Installation Kit | * \$ 125.00 (X) ea. |
| SK172-136-2 | Seat Belt and Shoulder Harness Installation Kit | * \$ 124.00 (X) ea. |
| SK172-136-3 | Seat Belt and Shoulder Harness Installation Kit | * \$ 134.00 (X) ea. |
| SK172-136-4 | Seat Belt and Shoulder Harness Installation Kit | * \$ 133.00 (X) ea. |
| SK177-48    | Seat Belt and Shoulder Harness Installation Kit | * \$ 111.00 (X) ea. |
| SK177-49    | Seat Belt and Shoulder Harness Installation Kit | * \$ 103.00 (X) ea. |
| SK182-101-1 | Seat Belt and Shoulder Harness Installation Kit | * \$ 133.00 (X) ea. |
| SK182-101-2 | Seat Belt and Shoulder Harness Installation Kit | * \$ 133.00 (X) ea. |
| SK182-101-3 | Seat Belt and Shoulder Harness Installation Kit | * \$ 136.00 (X) ea. |
| SK182-101-4 | Seat Belt and Shoulder Harness Installation Kit | * \$ 133.00 (X) ea. |
| SK185-52-1  | Seat Belt and Shoulder Harness Installation Kit | * \$ 132.00 (X) ea. |
| SK185-52-2  | Seat Belt and Shoulder Harness Installation Kit | * \$ 154.00 (X) ea. |
| SK185-52-3  | Seat Belt and Shoulder Harness Installation Kit | * \$ 108.00 (X) ea. |
| SK185-52-4  | Seat Belt and Shoulder Harness Installation Kit | * \$ 113.00 (X) ea. |
| SK185-52-5  | Seat Belt and Shoulder Harness Installation Kit | * \$ 98.00 (X) ea.  |
| SK195-10-1  | Seat Belt and Shoulder Harness Installation Kit | * \$ 147.00 (X) ea. |

| PART NUMBER | DESCRIPTION                                        | PRICE               |
|-------------|----------------------------------------------------|---------------------|
| SK195-10-2  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 198.00 (X) ea. |
| SK206-44-1  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 132.00 (X) ea. |
| SK206-44-2  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 122.00 (X) ea. |
| SK206-44-3  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 167.00 (X) ea. |
| SK206-44-4  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 121.00 (X) ea. |
| SK206-44-5  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 111.00 (X) ea. |
| SK206-44-6  | Seat Belt and Shoulder<br>Harness Installation Kit | * \$ 121.00 (X) ea. |
| SK207-18-1  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 70.10 (X) ea.  |
| SK207-18-2  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 67.90 (X) ea.  |
| SK207-18-3  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 126.00 (X) ea. |
| SK207-18-4  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 68.00 (X) ea.  |
| SK207-18-5  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 68.00 (X) ea.  |
| SK207-18-6  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 69.00 (X) ea.  |
| SK207-18-7  | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 67.00 (X) ea.  |
| SK210-141-1 | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 131.00 (X) ea. |
| SK210-141-2 | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 125.00 (X) ea. |
| SK210-141-3 | Seat Belt And Shoulder<br>Harness Installation Kit | * \$ 101.00 (X) ea. |
| EC1300LP    | Adhesive<br>(As Required)                          | * \$ 17.60 (X) pt.  |
| RTV102      | Sealant<br>(As Required)                           | * \$ 13.00 (X) ea.  |
| RTV157      | Sealant<br>(As Required)                           | * \$ 19.40 (X) ea.  |

\* The special below-cost price shown will remain in effect thru December 31, 1993. Thereafter, prices may increase to reflect cost increases to Cessna, but will remain specially priced to provide no profit to Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

## **ACCOMPLISHMENT INSTRUCTIONS**

Instructions for the Seat Belt and Shoulder Harness Assembly Installation Kits are included in each Service Kit. A copy of the installation instructions for Service Kits SK170-12 and SK172-136 are attached for information purposes to show a representative sample of the seat belt and shoulder harness assembly installation.

## **CREDIT**

Not Applicable

## **OWNER NOTIFICATION**

On September 11, 1992 a copy of this Service Bulletin less Shoulder Harness Service Kit Applicability Table and Service Kits installation instructions will be sent to applicable owners of record.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

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# CESSNA SAFETY ENHANCEMENT PROGRAM

## SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB92-24

### TITLE

FUEL SYSTEM QUICK DRAIN VALVE INSTALLATION

### EFFECTIVITY

Normally aspirated and turbocharged airplanes within the serial ranges listed below.

#### MODEL SERIES

#### YEAR

#### SERIAL NUMBERS

|        |                |            |      |            |
|--------|----------------|------------|------|------------|
| 120    | 1946 thru 1949 | 8000       | thru | 15075      |
| 140    | 1946 thru 1951 | 8000       | thru | 15724      |
| 150    | 1959 thru 1960 | 17001      | thru | 17999      |
| 150    | 1960           | 59001      | thru | 59018      |
| 150    | 1961 thru 1974 | 15059019   | thru | 15075781   |
| A150   | 1970 thru 1974 | A1500001   | thru | A1500523   |
| F150   | 1966 thru 1969 | F150-0001  | thru | F150-0529  |
| F150   | 1970 thru 1974 | F15000530  | thru | F15001143  |
| FA150  | 1970 thru 1971 | FA1500001  | thru | FA1500120  |
| FRA150 | 1972 thru 1974 | FRA1500121 | thru | FRA1500261 |
| 170    | 1948 thru 1956 | 18000      | thru | 27169      |
| 172    | 1956 thru 1960 | 28000      | thru | 47746      |
| 172    | 1961 thru 1974 | 17247747   | thru | 17263458   |
| F172   | 1963 thru 1969 | F172-0001  | thru | F172-0654  |
| F172   | 1970 thru 1974 | F17200655  | thru | F17201234  |
| FR172  | 1968 thru 1974 | FR17200001 | thru | FR17200530 |
| P172   | 1963           | P17257120  | thru | P17257188  |
| FP172  | 1963           | FP172-0001 | thru | FP172-0003 |
| 175    | 1958 thru 1960 | 55001      | thru | 56777      |
| 175    | 1961 thru 1962 | 17556778   | thru | 17557119   |
| 177    | 1968 thru 1974 | 17700001   | thru | 17702123   |
| 177RG  | 1971 thru 1974 | 177RG0001  | thru | F177RG0592 |
| F177RG | 1971 thru 1974 | F177RG0001 | thru | F177RG0122 |
| 180    | 1953 thru 1960 | 30000      | thru | 50911      |
| 180    | 1961 thru 1974 | 18050912   | thru | 18052500   |
| 182    | 1956 thru 1960 | 33000      | thru | 53007      |
| 182    | 1961 thru 1974 | 18253008   | thru | 18263475   |

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



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**MODEL SERIES****YEAR****SERIAL NUMBERS**

|            |                |           |      |           |
|------------|----------------|-----------|------|-----------|
| A182       | 1966 thru 1976 | A182-0001 | thru | A182-0148 |
| 185        | 1961 thru 1969 | 185-0001  | thru | 185-1599  |
| 185        | 1970 thru 1974 | 18501600  | thru | 18502565  |
| 190        | 1948 thru 1953 | 7001      | thru | 16183     |
| 195        | 1948 thru 1953 | 7001      | thru | 16183     |
| 205        | 1963 thru 1964 | 205-0001  | thru | 205-0577  |
| 206        | 1964           | 206-0001  | thru | 206-0275  |
| P206/TP206 | 1965 thru 1969 | P206-0001 | thru | P206-0603 |
| P206/TP206 | 1970           | P20600604 | thru | P20600647 |
| U206/TU206 | 1965 thru 1969 | U206-0276 | thru | U206-1444 |
| U206/TU206 | 1970 thru 1974 | U20601445 | thru | U20602579 |
| 207/T207   | 1969 thru 1974 | 20700001  | thru | 20700267  |
| 210        | 1960           | 57001     | thru | 57575     |
| 210        | 1961 thru 1966 | 21057576  | thru | 21058818  |
| 210/T210   | 1969 thru 1974 | 21059062  | thru | 21060539  |
| T210       | 1966           | T210-0001 | thru | T210-0197 |
| T210       | 1969           | T210-0393 | thru | T210-0454 |

**PURPOSE**

To provide a modification for installing fuel tank quick drain valves in place of the existing drain plugs. These drains will assist in the detection and removal of water and/or other fuel contaminants in the wing fuel tanks.

With the airplane on a level surface, fuel samples from each fuel drain shall be taken during each preflight inspection to verify that the airplane has been serviced with the correct aviation fuel and that no water or other contaminants are present. Water, contaminants and/or unidentifiable fuel shall be removed from the fuel system before flight.

Failure to verify that the airplane has been serviced with the proper type/grade of aviation fuel and to remove all fuel contaminants before flight may result in loss of engine power or engine stoppage in flight.

**COMPLIANCE**

Mandatory; shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

**NOTE:** This Service Bulletin supersedes Cessna Single Engine Service Information Letter SE79-45; Fuel Quick Drains for single engine airplanes. If SE79-45 or FAA AD86-19-11 has previously been accomplished by installing AK150-82, AK177-23, AK177-37, AK180-77, AK206-61 or AK210-89 (or later revision), compliance with this Service Bulletin is not required.

**APPROVAL**

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

**MAN-HOURS**

Estimated 0.3 man-hour per valve.

## MATERIAL

The following parts are available from the Cessna Supply Division thru an appropriate Cessna Service Station for the suggested list price shown.

| PART NUMBER | DESCRIPTION                                                    | QTY./AIRPLANE | PRICE              |
|-------------|----------------------------------------------------------------|---------------|--------------------|
| SK150-60    | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 29.40 (X) ea. |
| SK177-50    | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 28.90 (X) ea. |
| SK177-51    | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 31.30 (X) ea. |
| SK185-51    | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 26.60 (X) ea. |
| SK206-43    | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 44.90 (X) ea. |
| SK210-140   | Fuel Sampler Cup and Drain Valve Installation Kit (See Note 1) | 1             | * \$ 47.10 (X) ea. |

**NOTE 1:** Refer to the attached Fuel Sampler Cup and Drain Valve Installation instructions for applicable airplane model and serials.

\* The special below-cost price shown will remain in effect thru December 31, 1993. Thereafter, prices may increase to reflect cost increases to Cessna, but will remain specially priced to provide no profit to Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

## ACCOMPLISHMENT INSTRUCTIONS

Service Kits, SK150-60, SK177-50, SK177-51, SK185-51, SK206-43 and SK210-140 Fuel Sampler Cup and Drain Valve Installation instructions are attached.

# CREDIT

Not Applicable

## OWNER NOTIFICATION

On September 11, 1992 a copy of this Service Bulletin less the Service Kits installation instructions will be sent to applicable owners of record.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

\* \* \* \* \*

|           |                                                                       |   |           |        |
|-----------|-----------------------------------------------------------------------|---|-----------|--------|
| SK177-41  | Fuel Governor Cup and<br>Drain Valve Installation<br>Kit (See Note 1) | 1 | * 2 27.00 | 01 kit |
| SK182-41  | Fuel Governor Cup and<br>Drain Valve Installation<br>Kit (See Note 1) | 1 | * 3 30.00 | 02 kit |
| SK200-43  | Fuel Governor Cup and<br>Drain Valve Installation<br>Kit (See Note 1) | 1 | * 3 43.00 | 03 kit |
| SK210-140 | Fuel Governor Cup and<br>Drain Valve Installation<br>Kit (See Note 1) | 1 | * 3 47.10 | 04 kit |

NOTE 1: Refer to the attached Fuel Governor Cup and Drain Valve Installation instructions for applicable engine models and serials.  
\* The special below-cost price shown will remain in effect thru December 31, 1992. Thereafter, prices may increase to reflect cost increases in Cessna, but will remain specially priced as shown to date in Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

ACCOMPLISHMENT INSTRUCTIONS  
Service Kits SK182-41, SK177-41, SK200-43 and SK210-140 Fuel Governor Cup and Drain Valve Installation instructions are attached.

# CESSNA SAFETY ENHANCEMENT PROGRAM

## SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB92-27

### TITLE

REDUCED DIAMETER VENTED FUEL CAP INSTALLATION AND TURBO PLACARD REMOVAL

### EFFECTIVITY

Normally aspirated and turbocharged airplanes within the serial ranges listed below.

| MODEL SERIES | YEAR           | SERIAL NUMBERS             |
|--------------|----------------|----------------------------|
| 140          | 1949 thru 1951 | 15200 thru 15724           |
| 150          | 1959 thru 1960 | 17001 thru 17999           |
| 150          | 1960           | 59001 thru 59018           |
| 150          | 1961 thru 1975 | 15059019 thru 15077005     |
| A150         | 1970 thru 1975 | A1500001 thru A1500609     |
| F150         | 1966 thru 1969 | F150-0001 thru F150-0529   |
| F150         | 1970 thru 1975 | F15000530 thru F15001248   |
| FA150        | 1970 thru 1971 | FA1500001 thru FA1500120   |
| FRA150       | 1972 thru 1975 | FRA1500121 thru FRA1500281 |
| 170          | 1949 thru 1956 | 18730 thru 27169           |
| 172          | 1956 thru 1960 | 28000 thru 47746           |
| 172          | 1961 thru 1975 | 17247747 thru 17265684     |
| F172         | 1963 thru 1969 | F172-0001 thru F172-0654   |
| F172         | 1970 thru 1975 | F17200655 thru F17201384   |
| FR172        | 1968 thru 1975 | FR17200001 thru FR17200559 |
| P172         | 1963           | P17257120 thru P17257188   |
| FP172        | 1963           | FP172-0001 thru FP172-0003 |
| 175          | 1958 thru 1960 | 55001 thru 56777           |
| 175          | 1961 thru 1962 | 17556778 thru 17557119     |
| 177          | 1968 thru 1978 | 17700001 thru 17702752     |
| 177RG        | 1971 thru 1978 | 177RG0001 thru 177RG1366   |
| F177RG       | 1971 thru 1977 | F177RG0001 thru F177RG0177 |
| 180          | 1953 thru 1960 | 30000 thru 50911           |
| 180          | 1961 thru 1981 | 18050912 thru 18053203     |
| 182          | 1956 thru 1960 | 33000 thru 53007           |
| 182          | 1961 thru 1984 | 18253008 thru 18268434     |
| A182         | 1966 thru 1974 | A182-0001 thru A182-0146   |
| F182         | 1976 thru 1980 | F18200001 thru F18200169   |
| R182         | 1978 thru 1984 | R18200001 thru R18201999   |
| FR182        | 1978 thru 1980 | FR18200001 thru FR18200070 |
| 185          | 1961 thru 1969 | 185-0001 thru 185-1599     |
| 185          | 1970 thru 1984 | 18501600 thru 18504424     |
| 188          | 1968 thru 1969 | 188-0446 thru 188-0572     |
| 188          | 1970 thru 1978 | 18800573 thru 18803296     |

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To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



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| MODEL SERIES | YEAR           | SERIAL NUMBERS           |
|--------------|----------------|--------------------------|
| 188          | 1972 thru 1978 | 18800967T thru 18803296T |
| 205          | 1963 thru 1964 | 205-0001 thru 205-0577   |
| 206          | 1964           | 206-0001 thru 206-0275   |
| P206/TP206   | 1965 thru 1969 | P206-0001 thru P206-0603 |
| P206/TP206   | 1970           | P20600604 thru P20600647 |
| U206/TU206   | 1965 thru 1969 | U206-0276 thru U206-1444 |
| U206/TU206   | 1970 thru 1984 | U20601445 thru U20606846 |
| 207/T207     | 1969 thru 1984 | 20700001 thru 20700788   |
| 210          | 1960           | 57001 thru 57575         |
| 210          | 1961 thru 1966 | 21057576 thru 21058818   |
| T210         | 1966           | T210-0001 thru T210-0197 |

## PURPOSE

To provide a modification for replacing flush and/or non-vented type fuel caps with new raised reduced diameter vented style fuel caps. The new cap is designed to assist in preventing water from entering into the fuel tank through the fuel filler ports and to provide secondary venting capabilities for each tank. The new cap and fuel filler port adapters are of the reduced diameter type to assist in preventing the airplane from being misfueled with turbine/jet fuel.

Airplanes that are equipped with a turbocharger and have external placards that identify the airplane as turbocharger equipped ("Turbo System" or "Turbo Centurion", etc.) shall have these placards removed to assist in preventing these airplanes from being misfueled with turbine/jet fuel.

Careful preflight inspection of the primary fuel vent(s) is required to assure a properly functioning vent system. Any indication of fuel vent system blockage shall be investigated and the cause corrected before next flight. Some symptoms of vent system blockage are: inability of air to pass through the vent line, fuel tank "oil-canning" in flight or immediately after flight, sudden in-rush of air when the fuel cap is removed or loss of fuel tank capacity.

With the airplane on a level surface, fuel samples from each fuel drain shall be taken during each preflight inspection to verify that the airplane has been serviced with the correct aviation fuel and that no water or other contaminants are present. Water, contaminants and/or unidentifiable fuel shall be removed from the fuel system before flight.

Failure to verify that the airplane has been serviced with the proper type/grade of aviation fuel, and that fuel tank vent(s) are not obstructed, and failure to remove all fuel contaminants before flight may result in loss of engine power or engine stoppage in flight.

## COMPLIANCE

Mandatory; shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

This Service Bulletin supersedes:

Single Engine Service Letter SE77-6 and SE77-6 Revision 1: Vented Fuel Caps.

Single Engine Service Information Letter SE84-16 and SE84-16 Revision 1: Fuel Filler Diameter Modification And External Turbo Placard Removal.

1. If SE77-6, SE77-6 Revision 1 or FAA AD79-10-14R1 has previously been accomplished by installing C156003-0101 vented fuel caps, compliance with this Service Bulletin is not required for the following airplanes:

All serial numbers listed in the Effectivity section of this Service Bulletin for models 140, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, FR172, 175 and 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825.

2. If SE84-16 or SE84-16 Revision 1 has previously been accomplished by installing the appropriate Service Kit, SK177-39, SK177-40, SK182-85, SK182-86 (or later revision) and all external placards identifying the airplane as turbocharged have been removed, compliance with this Service Bulletin is not required for the following airplanes:

All serial numbers listed in the Effectivity section of this Service Bulletin for models A182, F182, FR182, 185, 188, 205, 206, P206, U206, 207, 210, T210 and 180 serials 50449 thru 18053203, 182 serials 51826 thru 18268434.

## APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

## MAN-HOURS

Approximately 1.5 to 2.6 man-hours per fuel filler port for Service Kit installation.

Approximately 0.2 man-hours per fuel cap for airplanes requiring cap replacement only.

## MATERIAL

The following parts are available from the Cessna Supply Division thru an appropriate Cessna Service Station for the suggested list price shown.

| PART NUMBER                                                      | DESCRIPTION                                         | QTY./<br>AIRPLANE | PRICE               |
|------------------------------------------------------------------|-----------------------------------------------------|-------------------|---------------------|
| SK177-39D<br>(See Note 1)                                        | Fuel Cap Modification<br>Kit - Standard Range Tanks | 1                 | * \$ 115.00 (X) ea. |
| SK177-40D<br>(See Note 1)                                        | Fuel Cap Modification<br>Kit - Long Range Tanks     | 1                 | * \$ 112.00 (X) ea. |
| SK182-85B<br>(See Note 1&2)                                      | Fuel Cap Modification<br>Kit - Bladder Fuel Cells   | 1                 | * \$ 144.00 (X) ea. |
| SK182-86C<br>(See Note 1)                                        | Fuel Cap Modification<br>Kit - Integral Fuel Cells  | 1                 | * \$ 95.80 (X) ea.  |
| C156003-0101<br>(See Note 3&5)                                   | Fuel Cap                                            | 2                 | * \$ 25.90 (X) ea.  |
| 0709115-2<br>(See Note 4)                                        | Fuel Cap Cover Door                                 | 2                 | * \$ 25.50 (X) ea.  |
| 000001<br>(See Note 3)                                           | Avgas Placard - GAMA<br>(80, 100LL, 100)            | 2                 | \$ 2.30 (PS) ea.    |
| S2608-1<br>(See Note 5)                                          | Avgas Placard - GAMA<br>(100LL, 100)                | 2                 | \$ 1.50 (PS) ea.    |
| CMNP022CLASSB1/2<br>(Alternate PR1403G-B1/2)<br>(See Note 1)     | Sealant<br>(6 Oz. SemKit)                           | 1                 | * \$ 27.30 (X) ea.  |
| CMNP021CLASSB1/2<br>(Alternate MILS8802IIB1/2)<br>(See Note 3&5) | Sealant<br>(2.5 Oz. SemKit)                         | 1                 | * \$ 20.90 (X) ea.  |

**NOTE 1:** Refer to the attached Fuel Cap Modification Service Kits installation instructions for applicable airplane model and serials.

**NOTE 2:** Airplanes with optional Auxiliary Refueling (4 fuel filler caps) will require 2 ea. per airplane.

**NOTE 3:** For all serials of models 140A, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, 175 and 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825.

**NOTE 4:** Required only for initial installation of vented fuel caps, model 180 serials 30000 thru 50448 and model 182 serials 33000 thru 51825.

**NOTE 5:** For all serials of models R172 and FR172 airplanes.

\* The special below-cost price shown will remain in effect thru December 31, 1993. Thereafter, prices may increase to reflect cost increases to Cessna, but will remain specially priced to provide no profit to Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

### ACCOMPLISHMENT INSTRUCTIONS

1. For models 140A, 150, A150, F150, FA150, FRA150, 170 172, F172, P172, FP172, FR172, 175, 180 serials 30000 thru 50448 and 182 serials 33000 thru 51825:
  - A. Remove existing fuel caps from airplane and replace with new C156003-0101 vented fuel caps.
  - B. For vented fuel cap installations on models 140A, 150, A150, F150, FA150, FRA150, 170, 172, F172, P172, FP172, FR172 and 175, manufactured prior to 1972.
    1. If desired, the fuel filler neck may be rotated (tightened or loosened, as required) to align the fuel cap handles with the slipstream.
    2. After the fuel filler neck has been realigned, fillet seal the filler neck to fuel tank adapter plate joint with CMNP021CLASSB1/2 sealant or equivalent.
  - C. For model 180 serials 30000 thru 50448 and model 182 serials 33000 thru 51825; remove existing fuel cap cover door and install new 0709115-2 cover door on initial installation of vented fuel caps.
  - D. Install the appropriate fuel grade GAMA placard next to each fuel filler port.
  - E. Make an appropriate entry in the airplane logbook stating this Service Bulletin has been complied with and method of compliance.
2. For models 177, 177RG, F177RG, 180 serials 50449 and On, 182 serials 51826 and On, R182, FR182, 185, 188, 205, 206, P206, U206, 207, 210 and T210.
  - A. Service Kits SK177-39D, SK177-40D, SK182-85B and SK182-86C Fuel Cap Modification installation instructions are attached.

### CREDIT

Not Applicable

### OWNER NOTIFICATION

On September 11, 1992 a copy of this Service Bulletin less Service Kits installation instructions will be sent to applicable owners of record.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

\* \* \* \* \*

## Revision Transmittal

September 4, 1992

TO: CESSNA DISTRIBUTORS AND SINGLE ENGINE SERVICE STATIONS

SUBJECT: Service Bulletin SEB89-2 Revision 2, Pilot Seat Secondary Stop Installation

### REASON FOR REVISION

To revise the Credit section to extend the credit ending date.

To revise the Compliance section to change the compliance from Recommended to Mandatory.

To revise other sections as required to accommodate the additional information and changes.

### REQUIRED ACTION

Please replace your copy of SEB89-2 Revision 1 with the attached copy of SEB89-2 Revision 2 which is printed in its entirety.

- NOTE:**
- A. For airplanes that have been modified per the original issue, or revisions A or B to the following Service Kits; SK180-37, SK185-30, SK185-32, SK185-36, SK185-38, SK185-40, SK185-42 or SK185-44. Compliance with Revision 2 is required by accomplishing an inspection to determine the maximum amount of seat travel.
  - B. For all other airplanes on which SEB89-2 or SEB89-2 Revision 1 has previously been accomplished, compliance with SEB89-2 Revision 2 is not required.

### LOG OF EFFECTIVE PAGES

| Page No. | Date              |
|----------|-------------------|
| 1        | September 4, 1992 |
| 2        | September 4, 1992 |
| 3        | September 4, 1992 |
| 4        | September 4, 1992 |
| 5        | September 4, 1992 |

\* \* \* \* \*

# CESSNA SAFETY ENHANCEMENT PROGRAM

## SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB89-2  
Revision 2

### TITLE

PILOT SEAT SECONDARY STOP INSTALLATION

### EFFECTIVITY

All Model 170 thru 185 and 205 thru P210 Series Single Engine Piston Airplanes, Normally Aspirated and Turbocharged Models. Refer to the Compliance section for affected airplanes and serial numbers.

### PURPOSE

To provide a modification for installing a secondary seat stop on the pilot seat.

The secondary seat stop is designed to assist in providing an additional margin of safety by limiting the aft travel of the seat in the event the primary latch pin is not properly engaged in the seat rail/track. Seat slippage could result in the pilot not being able to reach all the controls and subsequently losing control of the airplane.

### COMPLIANCE

Mandatory: shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

- NOTE:**
- A. For airplanes that have been modified per the original issue, or revisions A or B to the following Service Kits: SK180-37, SK185-30, SK185-32, SK185-36, SK185-38, SK185-40, SK185-42 or SK185-44. Compliance with Revision 2 is required by accomplishing an inspection to determine the maximum amount of seat travel.
  - B. For all other airplanes on which SEB89-2 or SEB89-2 Revision 1 has previously been accomplished, compliance with SEB89-2 Revision 2 is not required.

### Affected Airplanes and Serial Numbers

| SERIAL NUMBERS |      | MODEL YEAR |                |
|----------------|------|------------|----------------|
| 170-18000      | thru | 170B-27169 | 1948 thru 1956 |
| 172-28000      | thru | 17276673   | 1956 thru 1986 |
| F172-0001      | thru | F17202254  | 1963 thru 1986 |
| FP172-0001     | thru | FP172-0003 | 1963 Only      |
| FR17200001     | thru | FR17200675 | 1968 thru 1981 |
| P17257120      | thru | P17257188  | 1963 Only      |
| R172-0001      | thru | R1723454   | 1967 thru 1981 |
| 172RG0001      | thru | 172RG1191  | 1980 thru 1985 |
| 175-55001      | thru | 17557119   | 1958 thru 1962 |

Revision 1 Issue: October 26, 1990

Original Issue: April 14, 1989

Page 1 of 5

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



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| SERIAL NUMBERS |      |            | MODEL YEAR |      |      |
|----------------|------|------------|------------|------|------|
| 17700001       | thru | 17702752   | 1968       | thru | 1978 |
| 177RG0001      | thru | 177RG1366  | 1971       | thru | 1978 |
| F177RG0001     | thru | F177RG0177 | 1971       | thru | 1977 |
| 180-30000      | thru | 18053203   | 1953       | thru | 1981 |
| 182-33000      | thru | 18268615   | 1956       | thru | 1986 |
| A182-0001      | thru | A182-0148  | 1966       | thru | 1976 |
| F18200001      | thru | F18200169  | 1976       | thru | 1980 |
| R18200001      | thru | R18202041  | 1978       | thru | 1986 |
| FR18200001     | thru | FR18200070 | 1978       | thru | 1980 |
| 185-0001       | thru | 18504448   | 1961       | thru | 1985 |
| 205-0001       | thru | 205-0577   | 1963       | and  | 1964 |
| 206-0001       | thru | U20607020  | 1964       | thru | 1986 |
| P206-0001      | thru | P20600647  | 1965       | thru | 1970 |
| 20700001       | thru | 20700788   | 1969       | thru | 1984 |
| 210-57001      | thru | 21065009   | 1960       | thru | 1986 |
| T210-0001      | thru | T210-0454  | 1966       | thru | 1969 |
| P21000001      | thru | P21000150  | 1978       | only |      |

## APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

## MAN-HOURS

Approximately 3.0 man-hours per airplane for initial service kit installation. Time will vary depending on airplane model, serial number and type of seat.

## MATERIAL

Required parts are available from the Cessna Supply Division thru a Cessna Single Engine Service Station for the suggested list price shown.

**NOTE:** Before ordering, refer to the attached Secondary Seat Stop Order Criteria to determine specific SERVICE KIT and PARTS KIT applicability for the seat rail height, distance between fore and aft seat rollers and airplane serial number. Place an order for BOTH the appropriate PARTS KIT and SERVICE KIT INSTRUCTIONS.

For information purposes, copies of the Parts Kit listing sheets for SEATKIT1E and SEATKIT2D are attached.

| PART NUMBER | DESCRIPTION        | QTY./AIRPLANE | PRICE             |
|-------------|--------------------|---------------|-------------------|
| SEATKIT1E   | Parts-Hardware Kit | 1 ea.         | \$ 325.00 (A) ea. |
| SEATKIT2D   | Parts-Hardware Kit | 1 ea.         | \$ 196.00 (A) ea. |

| PART NUMBER | DESCRIPTION                 | QTY./AIRPLANE | PRICE           |
|-------------|-----------------------------|---------------|-----------------|
| SK172-92C   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK172-94D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK172-96C   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK172-100C  | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK172-102C  | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK172-104C  | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK177-42C   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK180-37D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-30D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-32D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-34C   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK186-36D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-38D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-40D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-42D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK185-44D   | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |
| SK210-120C  | Secondary Seat Stop - Pilot | 1 ea.         | \$ 5.00 (N) ea. |

The following parts are applicable to airplanes that have been inspected per this Service Bulletin and found to have a pilot seat that will travel more than 4 inches before contacting the secondary seat stop.

| PART NUMBER                  | DESCRIPTION | QTY./AIRPLANE          | PRICE            |
|------------------------------|-------------|------------------------|------------------|
| 0513560-13<br>(See Note 1&2) | Stop Plate  | 1 ea.<br>(If Required) | \$ 73.20 (S) ea. |
| 0513560-14<br>(See Note 1&3) | Stop Plate  | 1 ea.<br>(If Required) | \$ 52.20 (S) ea. |

| PART NUMBER                    | DESCRIPTION | QTY./AIRPLANE          | PRICE            |
|--------------------------------|-------------|------------------------|------------------|
| 0513560-15<br>(See Note 1&4)   | Stop Plate  | 1 ea.<br>(If Required) | \$ 37.70 (S) ea. |
| 0513560-16<br>(See Note 1&5)   | Stop Plate  | 1 ea.<br>(If Required) | \$ 51.60 (S) ea. |
| 0513560-17<br>(See Note 1&6)   | Stop Plate  | 1 ea.<br>(If Required) | \$ 62.70 (S) ea. |
| MS20470AD5-7<br>(See Note 1&3) | Rivet       | 4 ea.<br>(If Required) | \$ 0.01 (PS) ea. |

**NOTE 1:** Required only if the pilot's seat is found to have more than 4 inches of travel per Part B. of the Accomplishment Instructions.

**NOTE 2:** Required if Service Kit SK180-37, SK180-37A or SK187-37B has previously been installed.

**NOTE 3:** Required if Service Kit SK185-30, SK185-30A, SK185-30B, SK185-32, SK185-32A or SK185-32B has previously been installed.

**NOTE 4:** Required if Service Kit SK185-40, SK185-40A, SK185-40B, SK185-44, SK185-44A or SK185-44B has previously been installed.

**NOTE 5:** Required if Service Kit SK185-42, SK185-42A or SK185-42B has previously been installed.

**NOTE 6:** Required if Service Kit SK185-36, SK185-36A, SK185-36B, SK185-38, SK185-38A or SK185-38B has previously been installed.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

#### ACCOMPLISHMENT INSTRUCTIONS

**A.** For airplanes that have not complied with Service Bulletin SEB89-2 or SEB89-2 Revision 1.

Instructions for installing the secondary seat stop are included in each Service Kit. Parts for installing the secondary seat stop are included in the Parts Kit. Both kits must be ordered as described in the Material section. A copy of the installation instructions for Service Kits SK172-94D and SK180-37D are attached for information purposes to show a representative sample of the various installations.

ALL SERVICE KITS ARE NOT ATTACHED TO THIS BULLETIN. If copies of Service Kit instructions are desired, they may be ordered from the Cessna Supply Division as shown in the Material section.

**B.** For airplanes that have been modified per the original issue or revisions A or B to the following Service Kits: SK180-37, SK185-30, SK185-32, SK185-36, SK185-38, SK185-40, SK185-42 or SK185-44.

Perform the following inspection:

1. Refer to the appropriate service manual and ensure that the original seat stop(s) are installed and correctly located in the seat rail(s).
2. Move the pilot's seat to the maximum forward position.
3. Measure the distance the seat will travel from the maximum forward position to the point the stop plate contacts the secondary seat stop.
  - (a) If the distance is 4 inches or less, proceed to Step 4.

- (b) If the distance is greater than 4 inches, install the appropriate stop plate per the "D" or later revision of the applicable Service Kit instructions.
4. Make an entry in the airplane logbook stating compliance with this Service Bulletin and method of compliance.

#### CREDIT

- A. For airplanes that have not complied with Service Bulletin SEB89-2 or SEB89-2 Revision 1.

A parts credit only will be provided for installing the pilot seat secondary seat stop on affected airplanes. To obtain credit, the work must be accomplished and a Quick Claim submitted by a Cessna Single Engine Service Station prior to:

September 7, 1993

- B. For airplanes that have been modified per the original issue or revision A or B to the following Service Kits: SK180-37, SK185-30, SK185-32, SK185-36, SK185-38, SK185-40, SK185-42 or SK185-44.

If required, a parts credit plus the following labor allowance credit will be provided to install the appropriate seat stop plate.

0.5 man-hour to install 0513560-13, 0513560-15, 0513560-16 or 0513560-17 (bolt on) stop plate.

0.7 man-hour to install 0513560-14 (riveted) stop plate.

To receive credit, the work must be completed and a Quick Claim submitted by a Cessna Single Engine Service Station before the following dates.

**NOTE:** A photocopy of the airplane logbook entry showing the original installation of the applicable Service Kit must be included with the claim.

|                     |               |
|---------------------|---------------|
| Domestic .....      | March 4, 1993 |
| International ..... | May 4, 1993   |

#### OWNER NOTIFICATION

- A. On April 28, 1989, the following Owner Advisory message was sent to affected owners of record in SEB89-2A.

Dear Cessna Owner,

A secondary seat stop should be installed on the pilot seat of your airplane to assist in providing an additional margin of safety by limiting the aft travel of the seat in the event the primary seat latch pin is not engaged.

Compliance is recommended, should be accomplished within the next 300 hours but no later than the next annual inspection or an equivalent inspection for airplanes using the Cessna Progressive Care Inspection Program.

Parts will be provided at no charge (excluding freight, duties, taxes etc.) if the work is completed by a Cessna Single Engine Service Station before April 13, 1990.

- B. On September 11, 1992, a copy of this Service Bulletin will be sent to applicable owners of record less Secondary Seat Stop Order Criteria Table, Parts Kit Listing sheet for SEATKIT1E and SEATKIT2D, and Service Kits installation instructions.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

\* \* \* \* \*

# CESSNA SAFETY ENHANCEMENT PROGRAM

## SINGLE ENGINE SERVICE BULLETIN

September 4, 1992

SEB92-25

### TITLE

ADDITIONAL FUEL TANK DRAIN VALVES INSTALLATION

### EFFECTIVITY

Normally aspirated and turbocharged airplanes within the serial ranges listed below that are equipped with integral wing fuel tanks.

| MODEL SERIES | YEAR           | SERIAL NUMBERS |      |            |
|--------------|----------------|----------------|------|------------|
| 172          | 1981 thru 1986 | 17274010       | thru | 17276673   |
| R172         | 1979 thru 1981 | R1722930       | thru | R1723454   |
| F172         | 1981 thru 1986 | F17202040      | thru | F17202254  |
| FR172        | 1979 thru 1981 | FR1720631      | thru | FR1720675  |
| 172RG        | 1980 thru 1985 | 172RG0001      | thru | 172RG1191  |
| 177          | 1968 thru 1978 | 17700001       | thru | 17702752   |
| 177RG        | 1971 thru 1978 | 177RG0001      | thru | 177RG1366  |
| F177RG       | 1971 thru 1977 | F177RG0001     | thru | F177RG0177 |
| 180          | 1979 thru 1981 | 18053001       | thru | 18053203   |
| 182          | 1979 thru 1986 | 18266591       | thru | 18268615   |
| F182         | 1979 thru 1980 | F18200095      | thru | F18200169  |
| R182         | 1979 thru 1986 | R18200584      | thru | R18202041  |
| FR182        | 1979 thru 1980 | FR18200021     | thru | FR18200070 |
| 185          | 1979 thru 1985 | 18503684       | thru | 18504448   |
| U206/TU206   | 1979 thru 1986 | U20604650      | thru | U20607020  |
| 210/T210     | 1967 thru 1986 | 21058819       | thru | 21065009   |
| P210         | 1978 thru 1986 | P21000001      | thru | P21000874  |
| T210         | 1967 thru 1969 | T210-0198      | thru | T210-0454  |

**NOTE:** For airplanes that are equipped with metal removable fuel tanks, refer to SEB92-26 (or later revision) for information concerning the installation of additional fuel tank drain valves.

### PURPOSE

To provide a modification for installing additional fuel quick drains in the wing integral fuel tanks. This modification is designed to assist in the detection and removal of water and/or other fuel contaminants in the wing fuel tanks.

With the airplane on a level surface, fuel samples from each fuel drain shall be taken during each preflight inspection to verify that the airplane has been serviced with the correct aviation fuel and that no water or other contaminants are present. Water, contaminants and/or unidentifiable fuel shall be removed from the fuel system before flight.

Page 1 of 3

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.



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Failure to verify that the airplane has been serviced with the proper type/grade of aviation fuel and to remove all fuel contaminants before flight may result in loss of engine power or engine stoppage in flight.

#### COMPLIANCE

Mandatory; shall be accomplished within the next 400 hours of operation or 12 months, whichever occurs first.

#### APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes; DGAC approval has been obtained on technical data in this publication that affects airplane type design.

#### MAN-HOURS

Approximately 8.0 man-hours to install SK177-46 or SK210-138.

Approximately 12.0 man-hours to install SK182-100-1.

Approximately 10.0 man-hours to install SK182-100-2.

#### MATERIAL

The following parts are available from the Cessna Supply Division thru an appropriate Cessna Service Station for the suggested list price shown.

| PART NUMBER                                       | DESCRIPTION                          | QTY./AIRPLANE | PRICE               |
|---------------------------------------------------|--------------------------------------|---------------|---------------------|
| SK177-46<br>(See Note 1)                          | Fuel Drain Valve<br>Installation Kit | 1             | * \$ 60.00 (X) ea.  |
| SK182-100-1<br>(See Note 1)                       | Fuel Drain Valve<br>Installation Kit | 1             | * \$ 212.00 (X) ea. |
| SK182-100-2<br>(See Note 1)                       | Fuel Drain Valve<br>Installation Kit | 1             | * \$ 111.00 (X) ea. |
| SK210-138<br>(See Note 1)                         | Fuel Drain Valve<br>Installation Kit | 1             | * \$ 60.00 (X) ea.  |
| CMNP022CLASSB1/2<br>(Alternate PR1403G-B1/2)      | Sealant<br>(6 Oz. SemiKit)           | 1             | * \$ 27.30 (X) ea.  |
| CMNP021CLASSB1/2<br>(Alternate<br>MILS8802IIB1/2) | Sealant<br>(2.5 Oz. SemiKit)         | 1             | * \$ 20.90 (X) ea.  |

**NOTE:** Refer to the attached Fuel Drain Valve Installation Service Kits instructions for applicable airplane models and serials.

\* The special below-cost price shown will remain in effect thru December 31, 1993. Thereafter, prices may increase to reflect cost increases to Cessna, but will remain specially priced to provide no profit to Cessna.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

# CESSNA SAFETY ENHANCEMENT PROGRAM

## ACCOMPLISHMENT INSTRUCTIONS

Service Kits, SK177-46, SK182-100, and SK210-138 Fuel Drain Valve installation instructions are attached.

## CREDIT

Not Applicable

## OWNER NOTIFICATION

On September 11, 1992 a copy of this Service Bulletin less Service Kits installation instructions will be sent to applicable owners of record.

Please contact a Cessna Single Engine Service Station for detailed information regarding specific parts requirements and the accomplishment of this Service Bulletin on your airplane.

\* \* \* \* \*

MODEL NUMBER

YEAR

QUANTITY

|      |                |         |         |
|------|----------------|---------|---------|
| 172  | 1981 thru 1982 | 1000000 | 1000000 |
| 172B | 1983 thru 1987 | 1000000 | 1000000 |
| 172C | 1988 thru 1990 | 1000000 | 1000000 |
| 172D | 1991 thru 1992 | 1000000 | 1000000 |
| 172E | 1993 thru 1994 | 1000000 | 1000000 |
| 172F | 1995 thru 1996 | 1000000 | 1000000 |
| 172G | 1997 thru 1998 | 1000000 | 1000000 |
| 172H | 1999 thru 2000 | 1000000 | 1000000 |
| 172J | 2001 thru 2002 | 1000000 | 1000000 |
| 172K | 2003 thru 2004 | 1000000 | 1000000 |
| 172L | 2005 thru 2006 | 1000000 | 1000000 |
| 172M | 2007 thru 2008 | 1000000 | 1000000 |
| 172N | 2009 thru 2010 | 1000000 | 1000000 |
| 172P | 2011 thru 2012 | 1000000 | 1000000 |
| 172Q | 2013 thru 2014 | 1000000 | 1000000 |
| 172R | 2015 thru 2016 | 1000000 | 1000000 |
| 172S | 2017 thru 2018 | 1000000 | 1000000 |
| 172T | 2019 thru 2020 | 1000000 | 1000000 |
| 172U | 2021 thru 2022 | 1000000 | 1000000 |
| 172V | 2023 thru 2024 | 1000000 | 1000000 |
| 172W | 2025 thru 2026 | 1000000 | 1000000 |
| 172X | 2027 thru 2028 | 1000000 | 1000000 |
| 172Y | 2029 thru 2030 | 1000000 | 1000000 |
| 172Z | 2031 thru 2032 | 1000000 | 1000000 |
| 173  | 1981 thru 1982 | 1000000 | 1000000 |
| 173B | 1983 thru 1987 | 1000000 | 1000000 |
| 173C | 1988 thru 1990 | 1000000 | 1000000 |
| 173D | 1991 thru 1992 | 1000000 | 1000000 |
| 173E | 1993 thru 1994 | 1000000 | 1000000 |
| 173F | 1995 thru 1996 | 1000000 | 1000000 |
| 173G | 1997 thru 1998 | 1000000 | 1000000 |
| 173H | 1999 thru 2000 | 1000000 | 1000000 |
| 173I | 2001 thru 2002 | 1000000 | 1000000 |
| 173J | 2003 thru 2004 | 1000000 | 1000000 |
| 173K | 2005 thru 2006 | 1000000 | 1000000 |
| 173L | 2007 thru 2008 | 1000000 | 1000000 |
| 173M | 2009 thru 2010 | 1000000 | 1000000 |
| 173N | 2011 thru 2012 | 1000000 | 1000000 |
| 173P | 2013 thru 2014 | 1000000 | 1000000 |
| 173Q | 2015 thru 2016 | 1000000 | 1000000 |
| 173R | 2017 thru 2018 | 1000000 | 1000000 |
| 173S | 2019 thru 2020 | 1000000 | 1000000 |
| 173T | 2021 thru 2022 | 1000000 | 1000000 |
| 173U | 2023 thru 2024 | 1000000 | 1000000 |
| 173V | 2025 thru 2026 | 1000000 | 1000000 |
| 173W | 2027 thru 2028 | 1000000 | 1000000 |
| 173X | 2029 thru 2030 | 1000000 | 1000000 |
| 173Y | 2031 thru 2032 | 1000000 | 1000000 |
| 173Z | 2033 thru 2034 | 1000000 | 1000000 |
| 174  | 1981 thru 1982 | 1000000 | 1000000 |
| 174B | 1983 thru 1987 | 1000000 | 1000000 |
| 174C | 1988 thru 1990 | 1000000 | 1000000 |
| 174D | 1991 thru 1992 | 1000000 | 1000000 |
| 174E | 1993 thru 1994 | 1000000 | 1000000 |
| 174F | 1995 thru 1996 | 1000000 | 1000000 |
| 174G | 1997 thru 1998 | 1000000 | 1000000 |
| 174H | 1999 thru 2000 | 1000000 | 1000000 |
| 174I | 2001 thru 2002 | 1000000 | 1000000 |
| 174J | 2003 thru 2004 | 1000000 | 1000000 |
| 174K | 2005 thru 2006 | 1000000 | 1000000 |
| 174L | 2007 thru 2008 | 1000000 | 1000000 |
| 174M | 2009 thru 2010 | 1000000 | 1000000 |
| 174N | 2011 thru 2012 | 1000000 | 1000000 |
| 174P | 2013 thru 2014 | 1000000 | 1000000 |
| 174Q | 2015 thru 2016 | 1000000 | 1000000 |
| 174R | 2017 thru 2018 | 1000000 | 1000000 |
| 174S | 2019 thru 2020 | 1000000 | 1000000 |
| 174T | 2021 thru 2022 | 1000000 | 1000000 |
| 174U | 2023 thru 2024 | 1000000 | 1000000 |
| 174V | 2025 thru 2026 | 1000000 | 1000000 |
| 174W | 2027 thru 2028 | 1000000 | 1000000 |
| 174X | 2029 thru 2030 | 1000000 | 1000000 |
| 174Y | 2031 thru 2032 | 1000000 | 1000000 |
| 174Z | 2033 thru 2034 | 1000000 | 1000000 |

# EMERGENCY AIRWORTHINESS DIRECTIVE

OFFICE OF AVIATION SYSTEM STANDARDS  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department  
of Transportation  
Federal Aviation  
Administration

September 14, 1992  
92-20-07

This priority letter Airworthiness Directive (AD) is prompted by a report of an aircraft accident caused by an obstructed fuel pump. The FAA investigation revealed that certain AC, Textron Lycoming, and Rajay/Rotomaster-modified diaphragm fuel pumps overhauled by Aero Accessories, Inc., may have a rubber washer manufactured from improperly cured material. The material can absorb fuel and expand, causing the washer to dislodge from its position and block off the outlet valve of the pump. Aero Accessories, Inc. is recalling fuel pumps overhauled between November 1991 and August 20, 1992, that may incorporate the suspect washer. Thus far, this recall has revealed three additional fuel pumps with the washer dislodged. This condition, if not corrected, could result in disruption of fuel flow to the engine, which can result in a loss of engine power.

Since an unsafe condition has been identified that is likely to exist or develop on other fuel pumps of this same type design, this AD requires the removal and replacement, prior to further flight, of all affected fuel pumps.

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter AD 92-20-07, applicable to AC, Textron Lycoming, and Rajay/Rotomaster-modified diaphragm fuel pumps; models 40174, 40295, 40296, 40595, 41234, 41270, 41271, 41272, 41452, 41617, 41812, 75246, 75247, LW14282, LW15399, LW15472, LW15473, LW16335, LW16775, LW16947, 103396-01, 103586-01, RJ4033, R00253-2, R00253-501, and R00253-502; overhauled by Aero Accessories, Inc. between November 1991 and August 20, 1992; having serial numbers (S/Ns) 91K 073 through 91K 125, and all S/Ns beginning with prefixes 91L, 92A, 92B, 92C, 92D, 92E, 92F, 92G, and 92H 001 through 92H 146; installed on but not limited to Textron Lycoming model O-235, O-290, O-320, IO-320, LIO-320, O-360, IO-360, LO-360, LIO-360, LTO-360, O-540, IO-540, TIO-540, and LTIO-540 piston engines; installed on but not limited to piston engine powered aircraft manufactured by Beechcraft, Cessna, Mooney, and Piper; is issued and is effective immediately upon receipt.

**92-20-07 AC, Textron Lycoming, and Rajay/Rotomaster:** Priority Letter issued on September 14, 1992. Docket No. 92-ANE-43.

**Applicability:** AC, Textron Lycoming, and Rajay/Rotomaster-modified diaphragm fuel pumps; models 40174, 40295, 40296, 40595, 41234, 41270, 41271, 41272, 41452, 41617, 41812, 75246, 75247, LW14282, LW15399, LW15472, LW15473, LW16335, LW16775, LW16947, 103396-01, 103586-01, RJ4033, R00253-2, R00253-501, and R00253-502; overhauled by Aero Accessories, Inc. between November 1991 and August 20, 1992; having S/Ns 91K 073 through 91K 125, and all S/Ns beginning with prefixes 91L, 92A, 92B, 92C, 92D, 92E, 92F, 92G, and 92H 001 through 92H 146; installed on but not limited to Textron Lycoming model O-235, O-290, O-320, IO-320, LIO-320, O-360, IO-360, LO-360, LIO-360, LTO-360, O-540, IO-540, TIO-540, and LTIO-540 piston engines. These engines are installed on but not limited to piston engine powered aircraft manufactured by Beechcraft, Cessna, Mooney, and Piper.

**Compliance:** Required prior to further flight, unless accomplished previously.

To prevent disruption of fuel flow to the engine, which can result in a loss of engine power, accomplish the following:

## EMERGENCY AIRWORTHINESS DIRECTIVE

(a) Remove from service fuel pumps overhauled by Aero Accessories, Inc. between November 1991 and August 20, 1992; and having S/Ns 91K 073 through 91K 125, and all S/Ns beginning with prefixes 91L, 92A, 92B, 92C, 92D, 92E, 92F, 92G, and 92H 001 through 92H 146, and replace with a serviceable pump.

NOTES:

1. An "S" stamped on the flange above the inlet port of the fuel pump indicates previous compliance with this AD.
2. The model number is located on the edge of the mounting flange.
3. The S/N is located on the "housing backbone" between the mounting flange and the round spring housing.
4. For further information, see Aero Accessories, Inc. Mandatory Service Bulletin No. 001, dated August 21, 1992. Copies of this service bulletin may be obtained from Aero Accessories, Inc., 1240 Springwood Church Road, Gibsonville, North Carolina 27249, telephone (919) 449-5054.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO). The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

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

(c) Priority Letter AD 92-20-07, issued September 14, 1992, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT:

Jerry Robinette, Propulsion Branch, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349; telephone (404) 991-3810; fax (404) 991-3606.

## CHANGE OF ADDRESS NOTICE

### Signature requirements:

- Individual owner must sign.
- Partnership, a general partner must sign.
- Co-owner, each co-owner must sign, continuing as necessary on an attached sheet.
- Government, any authorized person may sign.

Airworthiness Directives (AD) for a particular make and model aircraft are mailed to the owners using the permanent mailing address on file with the FAA Registry. This address is the same as the one shown on the aircraft Certificate of Registration. Federal Aviation Regulation (FAR) Part 47.45 requires owners of U.S. registered aircraft to notify the registry within 30 days after any change in this address. A revised Certificate of Aircraft Registration is then issued without charge.

### MAIL TO:

FAA Aircraft Registry, AVN-450  
Mike Monroney Aeronautical Center  
P.O. Box 25504  
Oklahoma City, Oklahoma 73125-0504

|                              |            |
|------------------------------|------------|
| AIRCRAFT REGISTRATION NUMBER | SERIAL NO. |
| MAKE                         | MODEL      |

|                                                                                  |       |         |
|----------------------------------------------------------------------------------|-------|---------|
| <b>ADDRESS CHANGE REQUESTED</b><br><b>NAME AND ADDRESS OF CERTIFICATE HOLDER</b> |       |         |
| STREET                                                                           |       |         |
| CITY                                                                             |       |         |
| STATE                                                                            | ZIP   | COUNTRY |
| SIGNATURE (In Ink)                                                               | TITLE | DATE    |

|                                                                                                           |       |      |
|-----------------------------------------------------------------------------------------------------------|-------|------|
| <b>CANCELLATION OF REGISTRATION REQUESTED:</b><br><small>(check applicable block, sign, and date)</small> |       |      |
| <input type="checkbox"/> 1. Aircraft sold to: (Purchaser's name and address)                              |       |      |
| <input type="checkbox"/> 2. Aircraft destroyed/scrapped                                                   |       |      |
| <input type="checkbox"/> 3. Aircraft exported to                                                          |       |      |
| <input type="checkbox"/> 4. Other, specify                                                                |       |      |
| I (we) request cancellation of registration for the above reason.                                         |       |      |
| SIGNATURE (In Ink)                                                                                        | TITLE | DATE |

U.S. Department  
of Transportation

Federal Aviation  
Administration

Mike Monroney Aeronautical Center  
P.O. Box 26460  
Oklahoma City, OK 73125-0460  
AVN-113

**Emergency  
Airworthiness Directive**

Official Business  
Penalty for Private Use \$300

FIRST-CLASS MAIL  
POSTAGE & FEES PAID  
FAA  
PERMIT NO. G44

N3212T 17700512 2073704  
92-20-07  
CHURCH HAROLD G  
102 ROSEWOOD TERRACE  
LEXINGTON PARK MD 20653

FLIGHT INFORMATION  
**CRITICAL TO  
FLYING SAFETY**

URGENT  
FORWARD TO AIRCRAFT  
OPERATOR

DISTRIBUTION: ZAC:343

# EMERGENCY AIRWORTHINESS DIRECTIVE

OFFICE OF AVIATION SYSTEM STANDARDS  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460



U.S. Department  
of Transportation  
Federal Aviation  
Administration

July 9, 1992  
92-15-16

This priority letter Airworthiness Directive (AD) is prompted by reports of engine power loss incidents and service difficulties on Precision Airmotive (formerly Facet Aerospace Products (formerly Marvel Schebler)) carburetors fitted with floats that were manufactured by Consolidated Fuel Systems, Incorporated (CFS). Facet Aerospace Products acquired the Marvel-Schebler carburetor product line, and subsequently Precision Airmotive acquired the product line from Facet Aerospace Products. Investigation of these incidents revealed that engine power losses may occur due to cracks in certain CFS produced carburetor floats. In October 1991, CFS manufactured metal carburetor floats, Part Number (P/N) CF30-766, with thin walled pontoons which may crack at or near the pontoon kidney half solder joint. These defective CFS carburetor floats can be identified by the date "10 91" stamped on the float lever arm. All Precision Airmotive carburetor floats P/N 30-766 with any date stamped on the float lever arm, and CFS carburetor floats P/N CF30-766 with any date stamped other than "10 91" are not affected by this AD. This condition, if not corrected, can result in a disruption of fuel flow to the engine, resulting in engine power loss, engine failure and damage to the aircraft.

The FAA has reviewed and approved the technical contents of CFS Mandatory Service Bulletin Number CF 1-92, Revision 1, dated July 6, 1992, that identifies the affected carburetors and floats.

Since an unsafe condition has been identified that is likely to exist or develop on other carburetors of this same type design, this AD requires, prior to further flight, inspection of those carburetors for CFS P/N CF 30-766 floats with the date stamp "10 91," and removal and replacement of these floats with a serviceable float. The actions are required to be accomplished in accordance with the service bulletin described previously.

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter AD 92-15-16, applicable to Precision Airmotive (formerly Facet Aerospace Products (formerly Marvel-Schebler)) Model MA3, MA3A, MA3PA, MA3SPA, and MA4SPA series carburetors, is issued and is effective immediately upon receipt.

92-15-16 Precision Airmotive (formerly Facet Aerospace Products (formerly Marvel-Schebler)): Priority Letter issued on July 9, 1992. Docket No. 92-ANE-31.

Applicability: Precision Airmotive (formerly Facet Aerospace Products (formerly Marvel-Schebler)) Model MA3, MA3A, MA3PA, MA3SPA, and MA4SPA carburetors installed on but not limited to Textron Lycoming Model O-235, O-290, and O-320 series engines, and Teledyne Continental A-65, A-75, C-75, C-85, C-90, C-115, C-125, C-145, O-200, and O-300 series engines installed on but not limited to normally aspirated piston engine powered aircraft manufactured by Cessna, Piper, Beechcraft, and Mooney.

Compliance: Required as indicated, unless accomplished previously.

## EMERGENCY AIRWORTHINESS DIRECTIVE

To prevent a disruption of fuel flow to the engine, resulting in engine power loss, engine failure, and damage to the aircraft, accomplish the following:

(a) Prior to further flight, for carburetors repaired or rebuilt from November 1, 1991, through July 15, 1992, or for carburetors with code numbers or serial numbers listed in Consolidated Fuel Systems, Incorporated (CFS) Mandatory Service Bulletin CF-1-92, Revision 1, dated July 6, 1992, accomplish the following:

(1) Visually inspect the float for CFS P/N CF30-766 and remove the float if the date "10 91" is stamped on the top of the float lever arm, and replace with a serviceable float.

**NOTE:** Guidance on replacing floats is contained in either Precision Airmotive (Facet) Aircraft Carburetor Service Manual, dated September 1984, or CFS Carburetor Float Kit Installation Instructions, CF 666-915.

(2) Floats identified with Precision Airmotive P/N 30-766 with any date stamped on the float lever arm, or CFS P/N CF30-766 with dates 8 89, 12 89, 1 90, 2 90, 8 90, 10 90, 1 91, 2 91, 4 91, 4 92, or 7 92 stamped on the float lever arm do not need to be removed.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

**NOTE:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(d) Copies of the applicable service information may be obtained from Consolidated Fuel Systems, Incorporated, 1400 East South Blvd., Montgomery, Alabama 36116. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, Massachusetts.

(e) Priority Letter AD 92-15-16, issued July 9, 1992, becomes effective upon receipt.

**FOR FURTHER INFORMATION CONTACT:**

Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803-5299; telephone (617) 273-7082; fax (617) 270-2412.

## CHANGE OF ADDRESS NOTICE

### Signature requirements:

- Individual owner must sign.
- Partnership, a general partner must sign.
- Co-owner, each co-owner must sign, continuing as necessary on an attached sheet.
- Government, any authorized person may sign.

Airworthiness Directives (AD) for a particular make and model aircraft are mailed to the owners using the permanent mailing address on file with the FAA Registry. This address is the same as the one shown on the aircraft Certificate of Registration. Federal Aviation Regulation (FAR) Part 47.45 requires owners of U.S. registered aircraft to notify the registry within 30 days after any change in this address. A revised Certificate of Aircraft Registration is then issued without charge.

### MAIL TO:

FAA Aircraft Registry, AVN-450  
Mike Monroney Aeronautical Center  
P.O. Box 25504  
Oklahoma City, Oklahoma 73125-0504

|                              |            |
|------------------------------|------------|
| AIRCRAFT REGISTRATION NUMBER | SERIAL NO. |
| MAKE                         | MODEL      |

### ADDRESS CHANGE REQUESTED NAME AND ADDRESS OF CERTIFICATE HOLDER

STREET \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_ COUNTRY \_\_\_\_\_

SIGNATURE (In Ink) \_\_\_\_\_ TITLE \_\_\_\_\_ DATE \_\_\_\_\_

### CANCELLATION OF REGISTRATION REQUESTED: (check applicable block, sign, and date)

- ☐ 1. Aircraft sold to: (Purchaser's name and address)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

- ☐ 2. Aircraft destroyed/scrapped

- ☐ 3. Aircraft exported to \_\_\_\_\_

- ☐ 4. Other, specify \_\_\_\_\_

I (we) request cancellation of registration for the above reason.

SIGNATURE (In Ink) \_\_\_\_\_ TITLE \_\_\_\_\_ DATE \_\_\_\_\_

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Mike Monroney Aeronautical Center  
P.O. Box 26460  
Oklahoma City, OK 73125-0460  
AVN-113

**Emergency  
Airworthiness Directive**

Official Business  
Penalty for Private Use \$300

FLIGHT INFORMATION  
**CRITICAL TO  
FLYING SAFETY**

DISTRIBUTION: ZAC:343

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POSTAGE & FEES PAID  
FAA  
PERMIT NO. G44

N3212T 17700512 2073704  
92-15-16  
CHURCH HAROLD G  
172 ROSEWOOD TERRACE  
LEXINGTON PARK MD 20653

URGENT  
FORWARD TO AIRCRAFT  
OPERATOR

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## Service Bulletin

October 9, 1992

SEB92-29

### TITLE

IGNITION SWITCH INSPECTION

### EFFECTIVITY

The following Cessna and Reims Aviation airplanes equipped with Bendix/Teledyne Continental Motors key type ignition switches affected by Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636 (or later revision).

| <u>Models</u>  | <u>Year</u>    | <u>Serial Numbers</u> |
|----------------|----------------|-----------------------|
| All 100 Series | 1947 thru 1986 | All Serial Numbers    |
| All 200 Series | 1960 thru 1986 | All Serial Numbers    |

### PURPOSE

To transmit Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636, Bendix/TCM Ignition Switch Inspection. Mandatory Service Bulletin No. 636 requires an immediate inspection prior to the next flight of all key type ignition switches and all applicable keys for proper operation. According to TCM; "Field reports indicate that it is possible that some switches might allow removal of the key between the "R" and "OFF" position in such a manner that the Right Magneto is not grounded when the key is removed. This can cause a hazardous "Hot Magneto" condition."

### COMPLIANCE

Mandatory, as specified in Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636 (or later revision).

NOTE: TCM has communicated to Cessna that compliance with Detailed Instructions Parts 1. and 3. of Mandatory Service Bulletin No. 636 may be performed by the holder of at least a Private Pilot certificate issued under FAR Part 61 on airplanes owned or operated by that person.

## **APPROVAL**

Refer to the attached Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636 (or later revision).

## **MAN-HOURS**

Not Determined.

## **MATERIAL**

New replacement ignition switches can be obtained from the Cessna Supply Division through an appropriate Cessna Service Station.

Refer to the applicable airplane Illustrated Parts Catalog for replacement part information.

## **ACCOMPLISHMENT INSTRUCTIONS**

Refer to the attached Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636 (or later revision) for Bendix/TCM ignition switch inspection procedures.

**NOTE:** Positive identification of a Bendix/TCM ignition switch is to be made by visually checking the switch nameplate. If the switch cannot be identified, inspect the switch per Teledyne Continental Ignition Systems Mandatory Service Bulletin No. 636 (or later revision).

**NOTE:** TCM has communicated to Cessna that compliance with Detailed Instructions Parts 1. and 3. of Mandatory Service Bulletin No. 636 may be performed by the holder of at least a Private Pilot certificate issued under FAR Part 61 on airplanes owned or operated by that person.

## **CREDIT**

Refer to the attached Teledyne Continental Ignition System Mandatory Service Bulletin No. 636 (or later revision). Note; credit is applicable only if the installed switch is under warranty.

## **OWNER NOTIFICATION**

On October 9, 1992 a copy of this Service Bulletin will be sent to applicable owners of record.

\* \* \* \* \*

TELEDYNE CONTINENTAL® IGNITION SYSTEMS

# MANDATORY

## service bulletin

No. 636

Technical Portions Are  
FAA Approved

August 1992

**SUBJECT:** Bendix/TCM Ignition Switch Inspection

**REASON FOR BULLETIN:** To provide inspection procedures and to promote continual switch integrity

**EQUIPMENT AFFECTED:** All Key Type Ignition Switches and Spare Keys

**Compliance:**

1. Immediate - At pre-flight run up **PRIOR TO THE NEXT FLIGHT** after receipt of this service bulletin for all affected equipment.
2. As an additional safety measure, it is recommended that the switch be tested as described in this bulletin at all subsequent pre-flight or pre-maintenance engine run-ups for all affected equipment.

**General Information:**

Field reports indicate that it is possible that some switches might allow removal of the key between the "R" and "Off" detent positions in such a manner that the Right Magneto is not grounded when the key is removed. This can cause a hazardous "Hot Magneto" condition.

**NOTE 1**

If this condition is discovered, immediate switch replacement is recommended. Until switch can be replaced, magneto grounding circuit may be secured following engine shut down by insuring that the switch is in the full counterclockwise "Off" position detent before removing the key.

**NOTE 2**

Test must be repeated for each existing spare key and for all field-duplicated keys.

**Detailed Instructions:**

1. With engine running at idle, slowly rotate ignition switch counterclockwise from "R" position while gently pulling outward on the key. If the key can be removed and the engine continues to run, the switch should immediately be replaced.
2. Optional test with switch removed or disconnected from the magnetos: Connect a continuity lamp or ohmmeter across terminals marked "R" and "GND" on switch support. Slowly rotate ignition switch from "R" position counterclockwise while gently pulling outward on the key. If the key can be removed without continuity between "R" terminal and "GND" terminal, switch should immediately be replaced.
3. Upon compliance with this immediate inspection requirement, make an Airframe Logbook entry indicating compliance method and inspection results.

**Warranty:**

Up to 1.0 hour labor will be allowed for each installed switch replaced under warranty.

---

## Owner Advisory

October 9, 1992

SEB92-30A

Dear Cessna Owner,

The following applies to your airplane if the engine is equipped with Slick 4000 or 4100 series magnetos. Slick has issued Service Bulletin SB2-80C, Magneto Maintenance And Overhaul Schedules. Service Bulletin SB2-80C requires the replacement of all 4000 and 4100 series magnetos that have accumulated 800 or more hours total time in service (TTIS). Failure to remove 4000 and 4100 Series magnetos from service after 800 hours TTIS may result in engine stoppage in flight.

Compliance is mandatory; Magnetos that have accumulated 800 or more hours TTIS shall be replaced within the next 100 hours of operation or at the next annual inspection.

Please contact a Cessna Single Engine Service Station for detailed information regarding the accomplishment of this Service Bulletin on your airplane.

\* \* \* \* \*



The Cessna Aircraft Company  
Owner Advisory Mailings, Dept. 751  
P. O. Box 1521  
Wichita, Kansas 67201  
U.S.A.

First Class  
U. S. Postage  
**Paid**  
Permit No. 842  
Wichita, Kansas

## Important Cessna Owner Advisory

Air Mail

To

CHURCH HAROLD G  
102 ROSEWOOD TERRACE  
LEXINGTON PARK  
20653

MD

### Owner Advisory



The Cessna Aircraft Company  
Owner Advisory Mailings, Dept. 751  
P. O. Box 1521  
Wichita, Kansas 67201  
U.S.A.

DEAR CESSNA OWNER...

AN INSPECTION OF THE ALUMINUM STABILATOR BALANCE WEIGHT ARM BRACKETS SHOULD BE ACCOMPLISHED ON YOUR AIRPLANE TO ASSIST IN PREVENTING LOSS OF THE CONTROL SURFACE BALANCE WEIGHT.

COMPLIANCE IS RECOMMENDED. SHOULD BE ACCOMPLISHED UPON REACHING 2000 HOURS TIME IN SERVICE ON THE BRACKETS AND EACH 200 HOURS OR ANNUALLY THEREAFTER UNTIL THE ALUMINUM BRACKETS ARE REPLACED WITH BRACKETS MADE FROM STEEL.

NOTE COMPLIANCE WITH SERVICE BULLETIN SEB89-1 REVISION 1 IS REQUIRED FOR ALL AIRPLANES.

PLEASE CONTACT YOUR CESSNA SINGLE ENGINE SERVICE STATION FOR DETAILS AND ARRANGE TO HAVE THIS INSPECTION ACCOMPLISHED ON YOUR AIRPLANE.

SEB89-1A1 ..... OCTOBER 26, 1990

177-000512 32121

SEB89-1A1

To

CHURCH HAROLD G  
102 ROSEWOOD TERRACE  
LEXINGTON PARK  
20653

MD

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company Executive Flight Services  
Manufacturer CESSNA AIRCRAFT CORP.  
Model 177  
Tail # N3212T  
Serial # 1770512  
Current Time 2105.43  
Total Time 2105.43  
A/C Cert. Date

|                      |                                                   |                                               |
|----------------------|---------------------------------------------------|-----------------------------------------------|
| <b>*71-24-04</b>     | 11/23/71                                          | FLEXIBLE HOSES IN ENGINE COMPARTMENT/         |
| Method of Compliance | TSO C51a type c hoses installed.                  |                                               |
| SB #                 | Date 09/20/05 2105.43                             | Next Due                                      |
| Signature            |                                                   | Cert. # 49788064 AP/IA                        |
| <i>Kyle Bork</i>     |                                                   |                                               |
| <b>*72-03-03 R3</b>  | 10/15/84                                          | WING FLAP JACK SCREW/                         |
| Method of Compliance | CW by inspection and lubrication.                 |                                               |
| SB #                 | Date 09/20/05 2105.43                             | Next Due 09/20/06 2205.43                     |
| Signature            |                                                   | Cert. # 49788064 AP/IA                        |
| <i>Kyle Bork</i>     |                                                   |                                               |
| <b>*87-20-03 R2</b>  | 09/24/90                                          | SEAT TRACKS/                                  |
| Method of Compliance | CW by inspection of seat tracks and locking pins. |                                               |
| SB #                 | Date 09/20/05 2105.43                             | Next Due 09/05/06 2205.43                     |
| Signature            |                                                   | Cert. # 49788064 AP/IA                        |
| <i>Kyle Bork</i>     |                                                   |                                               |
| <b>04-19-01</b>      | 11/01/04                                          | PILOT AND CO-PILOT SHOULDER HARNESS ADJUSTER/ |
| Method of Compliance | NA shoulder harness not installed in aircraft.    |                                               |
| SB #                 | Date 09/20/05 2105.43                             | Next Due                                      |
| Signature            |                                                   | Cert. # 49788064 AP/IA                        |
| <i>Kyle Bork</i>     |                                                   |                                               |

Prepared by *Kyle Bork*

Date *9/20/05*

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company Executive Flight Services  
Manufacturer TEXTRON LYCOMING  
Model O-320-E2D  
Location Front  
Serial # L-20623-27A  
TSMOH 43.93  
Total Time 2105.43

**\*98-02-08** 03/30/98 CORROSION PITS IN I.D. OF CRANKSHAFT/  
Method of Compliance NA engine is rated for 150 hp.  
SB # Date 09/20/05 2105.43 Next Due  
Signature *[Signature]* Cert. # 49788064 AP/IA

**\*04-10-14 C1** 06/25/04 CRANKSHAFT GEAR AND GEAR RETAINING BOLT/  
Method of Compliance Due at Overhaul or Propstrike as defined by the body of this AD  
SB # Date 09/20/05 2105.43 Next Due  
Signature Cert. #

Prepared by *[Signature]*

Date *9/20/05*

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

propeller

Company Executive Flight Services  
Manufacturer MCCAULEY INDUSTRIAL CORP.  
Model 1C172/TM7653  
Location  
Tail # N3212T  
Serial # E8651  
Blade  
TSMOH unknown  
Total Time unknown

03-13-17 07/18/03 MAINTENANCE REPAIR BY T AND W PROPELLERS, INC./

Method of Compliance NA no work by T&W propeller

SB # Date 09/20/05 2105.43

Next Due

Signature

Cert. # 49788064 AP/IA

*Kyle Bork*

05-14-11 08/17/05 MAINTENANCE AND REPAIR BY SOUTHERN CALIFORNIA

PROPELLER SERVICE/

Method of Compliance NA no work by Southern California propeller Service.

SB # Date 09/20/05 2105.43

Next Due

Signature

Cert. # 49788064 AP/IA

*Kyle Bork*

Prepared by *Kyle Bork*

Date *9/20/05*

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

appliances

Company Executive Flight Services  
Tail # N3212T

|                                                                                                                                |                       |                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------------------------------------------------------------|
| *76-07-12                                                                                                                      | 08/30/77              | BENDIX<br>SWITCHES                                                                  |
| MANY MODELS - SEE AD TEXT/<br>Method of Compliance CW by function check of switch.                                             |                       |                                                                                     |
| SB #                                                                                                                           | Date 09/20/05 2105.43 | Next Due 2205.43                                                                    |
| Signature <i>Kyle Borch</i>                                                                                                    |                       | Cert. # 49788064 AP/IA                                                              |
| *98-01-06                                                                                                                      | 02/13/98              | PRECISION AIRMOTIVE (FORMERLY FACET, MARVEL<br>SCHEBLER)<br>MA-4 SERIES CARBURETORS |
| CARBURETOR 2 PIECE VENTURI/<br>Method of Compliance Single piece ventury installed. function check of engine ok during run up. |                       |                                                                                     |
| SB #                                                                                                                           | Date 09/20/05 2105.43 | Next Due 09/20/06 2205.43                                                           |
| Signature <i>Kyle Borch</i>                                                                                                    |                       | Cert. # 49788064 AP/IA                                                              |
| *05-12-06                                                                                                                      | 07/19/05              | BENDIX<br>S-20, S-1200, D-2000, D-3000                                              |
| RIVETED OR SNAP-RING IMPULSE COUPLINGS/<br>Method of Compliance NA by engine model listed in applicability statement.          |                       |                                                                                     |
| SB #                                                                                                                           | Date 09/20/05 2105.43 | Next Due                                                                            |
| Signature <i>Kyle Borch</i>                                                                                                    |                       | Cert. # 49788064 AP/IA                                                              |

Prepared by *Kyle Borch*

Date *9/20/05*

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

engine

Company Executive Flight Services  
 Manufacturer TEXTRON LYCOMING  
 Model O-320-E2D  
 Location Single  
 Serial # L-20623-27A  
 TSMOH 35.5  
 Total Time 2097.00

|                      |                                |                   |          |
|----------------------|--------------------------------|-------------------|----------|
| <b>*91-14-22</b>     | 08/19/91                       | PROPELLER STRIKE/ |          |
| Method of Compliance | Due at overhaul or prop strike |                   |          |
| SB #                 | Date                           | 08/02/04 2097.00  | Next Due |
| Signature            |                                |                   | Cert. #  |

|                      |                                                                               |                                |                        |
|----------------------|-------------------------------------------------------------------------------|--------------------------------|------------------------|
| <b>04-10-14</b>      | 06/25/04                                                                      | CORRECTED BY AD 2004-10-14 C1/ |                        |
| Method of Compliance | due at overhaul or prop strike per definition provided in the body of this AD |                                |                        |
| SB #                 | Date                                                                          | 08/02/04 2097.00               | Next Due               |
| Signature            |                                                                               |                                | Cert. # 49788064 AP IA |

|                      |                                                                               |                                          |                        |
|----------------------|-------------------------------------------------------------------------------|------------------------------------------|------------------------|
| <b>*04-10-14 C1</b>  | 06/25/04                                                                      | CRANKSHAFT GEAR AND GEAR RETAINING BOLT/ |                        |
| Method of Compliance | due at overhaul or prop strike per definition provided in the body of this AD |                                          |                        |
| SB #                 | Date                                                                          | 08/02/04 2097.00                         | Next Due               |
| Signature            |                                                                               |                                          | Cert. # 49788064 AP IA |

Prepared by Hyle Bork

Date: 8/12/04

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company Executive Flight Services  
Manufacturer CESSNA AIRCRAFT CORP.  
Model 177  
Tail # N3212T  
Serial # 17700512  
Current Time 2097.00  
Total Time 2097.00  
A/C Cert. Date

**\*72-03-03 R3** 10/15/84 WING FLAP JACK SCREW/

Method of Compliance CW by inspection and lubrication.

SB # Date 08/02/04 2097.00

Next Due 08/02/05 2197.00

Signature

Cert. # 49788064 AP IA

*Hyd Bork*

**\*86-19-11** 10/04/86 CONTAMINATED FUEL/

Method of Compliance By samples from all fuel system drains.

SB # Date 2086.93 07/25/03

Next Due Prior to flight.

Signature

Cert. # 49788064 AP IA

*Hyd Bork*

**\*87-20-03 R2** 09/24/90 SEAT TRACKS/

Method of Compliance CW by inspection of rails and pin engagement.

SB # Date 08/02/04 2097.00

Next Due 08/02/05 2197.00

Signature

Cert. # 49788064 AP IA

*Hyd Bork*

Prepared by *Hyd Bork*

Date *8/2/04*

# Airworthiness Directive Compliance Record

AIRCRAFT RECORDS - DO NOT DESTROY

airframe

Company Executive Flight Services  
Manufacturer CESSNA AIRCRAFT CORP.  
Model 177  
Tail # N3212T  
Serial # 17700512  
Current Time 2086.93  
Total Time 2086.93  
A/C Cert. Date

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**\*72-03-03 R3** 10/15/84 WING FLAP JACK SCREW/

Method of Compliance CW by inspection and lubrication.

SB # Date 07/25/03 2086.93

Signature

Next Due 07/25/04 2186.93

Cert. # 49788064 AP IA

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**\*86-19-11** 10/04/86 CONTAMINATED FUEL/

Method of Compliance By samples from all fuel system drains.

SB # Date 2086.93 07/25/03

Signature

Next Due Prior to flight.

Cert. # 49788064 AP IA

---

**\*87-20-03 R2** 09/24/90 SEAT TRACKS/

Method of Compliance CW by inspection of rails and pin engagement.

SB # Date 07/25/03 2086.93

Signature

Next Due 07/25/04 2186.93

Cert. # 49788064 AP IA

Prepared by \_\_\_\_\_

Date \_\_\_\_\_