
Owner Advisory

April 27, 2009

SEB07-11AR1

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SEB07-11 Revision 1: Carburetor Throttle Body Screw Inspection has been issued to transmit Lycoming Mandatory Service Bulletin No. 366B and Precision Mandatory Service Bulletin MSA-14.

SEB07-11 Revision 1 Carburetor Throttle Body Screw Inspection removes airplane models R182, T182, TR182, and FR182 from the Effectivity section.

According to Lycoming, instances have been reported of leakage through the gasket between the bowl assembly and throttle body of the carburetor, evidenced by fuel stains in the area of the leak. Leakage of this type is accompanied by loose screws that attach the bowl and throttle body.

All affected Lycoming engine carburetors shall be inspected as described in Lycoming Mandatory Service Bulletin No. 366B (or latest revision).

Compliance is Mandatory: shall be accomplished within the next 50 hours of engine operation and at each 100 hours of engine operation thereafter, or anytime fuel stains are evident as stated in Lycoming Mandatory Service Bulletin No. 366B (or latest revision) and Precision Mandatory Service Bulletin MSA-14 (or latest revision).

NOTE: Compliance with SEB07-11 Revision 1/Lycoming Mandatory Service Bulletin No. 366B and Precision Mandatory Service Bulletin MSA-14 is required for airplanes/carburetors that are in compliance with SEB07-11/Lycoming Mandatory Service Bulletin No. 366A.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance in accordance with 14 CFR Part 43.13.

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SEB07-11 Revision 1 accomplished on your airplane.

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Owner Advisory

April 27, 2009

SEB08-3AR1

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SEB08-3 Revision 1: Unison Industries/Slick 4200/4300/6200/6300 Magnetos Inspection has been issued to transmit Lycoming Mandatory Bulletin Nos. 583A and 584B: Reprint of Mandatory Unison Service Bulletin Nos. SB2-08A and SB3-08A.

The magnetos on your airplane may be affected as summarized below.

Unison Industries/Slick Mandatory Service Bulletin SB2-08A (Corrected Copy) concerns premature wear of the breaker point cam. Premature cam wear can cause excessive timing drift, causing low magneto output power. SB2-08A (Corrected Copy) affects Unison Industries/Slick 4200/4300/6200/6300 magnetos with serial numbers 0610XXXX through 0804XXXX. Also affected are Unison Industries/Slick 4200/4300/6200/6300 magnetos that have had the cam, or the cam as part of the contact point assembly kit, replaced on October 1, 2006 through May 11, 2008.

Compliance is mandatory: affected magnetos shall be inspected within the next 50 hours of operation. Then, inspect every 100 hours thereafter or annual inspection, whichever comes first, except as noted below.

Note: Service Bulletin ending compliance can be documented after the cam has been replaced by one manufactured May 12, 2008 or later (controlled by manufacturer dated packaging) and an appropriate logbook entry has been made.

Note: For magnetos that have not had the cam replaced, Service Bulletin ending compliance can also be documented if, after 200 hours of magneto operation, there has been no significant engine to magneto timing drift as stated in Unison Industries/Slick Service Bulletin SB2-08A (Corrected Copy). Record an appropriate logbook entry.

Unison Industries/Slick Mandatory Service Bulletin SB3-08A concerns premature wear of the carbon brush. Premature brush wear can lead to failure of the magneto to provide consistent spark and possible loss of engine power. SB3-08A affects Unison Industries/Slick 4200/4300/6200/6300 magnetos with serial numbers 0409XXXX through 08080453. Also affected are magnetos that have had the carbon brush or distributor block replaced between September 1, 2004 and August 14, 2008.

According to Lycoming Mandatory Service Bulletin 584B, compliance is mandatory, and shall be accomplished at the first 25 hours of engine operation, then at 500 hours of engine operation, or at annual inspection; whichever occurs first, until terminating action is accomplished.

Note: Service Bulletin ending compliance can be documented if existing magneto is replaced by new magneto with serial number 0808454 or later, or if the carbon brush and/or distributor block has been replaced by one manufactured after August 14, 2008, or if the magneto has accumulated 500 hours of engine operating time and has passed the Service Bulletin inspection requirements.

Refer to the **latest revision** of the specific Service Bulletins for detailed requirements and information. The documents concerning the magnetos can be viewed at the following Internet website:
<http://www.lycoming.textron.com/support/publications/service-bulletins/index.html>

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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. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

Cessna Aircraft Company, Customer Service, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 517-5800, Facsimile (316) 942-9006

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If applicable, refer to the Warranty Information section of Lycoming Mandatory Bulletin Nos. 583A and 584B and Unison Industries/Slick Mandatory Service Bulletin Nos. SB2-08A (Corrected Copy) and SB3-08A (or later revisions).

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance in accordance with 14 CFR Part 43.13.

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SEB08-3 Revision 1 accomplished on your airplane.

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Owner Advisory

April 27, 2009

SEB09-4A

Dear Cessna Owner:

This Owner Advisory is to inform you that Service Bulletin SEB09-4: Carburetor Float Replacement - Lycoming Engine Airplanes has been issued to transmit Lycoming Service Bulletin No. 582A Reprint of Precision Airmotive MANDATORY Service Bulletin No. MSA-13 and Precision Service Bulletin MSA-13 Replacement of Carburetor Floats with New Foam Floats.

According to Precision, service difficulties have been reported of worn brass and polymer floats with a resultant possibility of fuel leaking into the float cavity which could reduce the buoyancy of the float, and could lead to flooding or poor idle performance.

All affected carburetors shall be inspected and have the floats replaced as described in Lycoming Service Bulletin No. 582A (or latest revision) and Precision Service Bulletin MSA-13 (or latest revision).

Compliance is Mandatory: the carburetor shall be inspected within the next 30 days and at 30 day intervals thereafter until the float is replaced as stated in Lycoming Service Bulletin No. 582A (or latest revision) and Precision Service Bulletin MSA-13 (or latest revision). If the carburetor shows any signs of flooding, the float should be replaced immediately.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Service/Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance in accordance with 14 CFR Part 43.13.

Please contact a Cessna Single Engine Service Station for detailed information and arrange to have Cessna Service Bulletin SEB09-4 accomplished on your airplane.

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