Revision Transmittal

May 17, 1996

SUBJECT: Single Engine Service Bulletin SEB91-1 Revision 1, Propeller Oil-Fill Modification Requirement

REASON FOR REVISION

To revise the Effectivity section by providing a more detailed listing of affected airplane models and serial numbers.

Add a note to the Accomplishment Instructions section to refer to SEB91-6 Revision 2 (or latest revision), Requirement To Oil-Fill Propeller Hubs, for additional information.

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

REQUIRED ACTION

Please replace your copy of pages 1 and 2 of SEB91-1 with the attached copy of pages 1 thru 4 of SEB91-1 Revision 1, retain McCauley Service Bulletin 122B.

NOTE: If SEB91-1 has previously been accomplished, compliance with SEB91-1 Revision 1 is not required.

LOG OF EFFECTIVE PAGES

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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.

The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277, U.S.A. (316) 941-7550, Facsimile (316) 942-9006

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Service Bulletin

May 17, 1996

TITLE
PROPELLER OIL-FILL MODIFICATION REQUIREMENT

EFFECTIVITY

The following airplanes equipped with a McCauley model D2A34C58, F2A34C58 or D2A34C98 propeller are included unless the propeller has been modified to the oil-filled configuration.

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NOTE: This Service Bulletin supersedes Single Engine Service Letter SE77-12, Propeller Hub Inspection And Modification.

PURPOSE

To announce the suspension of the periodic disassembly and inspection of affected propellers as an alternative to being modified to an oil-filled configuration. All affected propellers are required to be modified to the oil-filled configuration as described in McCauley Service Bulletin 122B (or latest revision). Noncompliance with this Service Bulletin could allow a crack in the propeller to go undetected which can result in a propeller blade separating from the airplane.

The oil-filled configuration is designed to provide improved lubrication, corrosion protection, and crack detection. New production propellers are being manufactured in only the oil-filled configuration.

COMPLIANCE

Mandatory; as stated in the attached McCauley Service Bulletin 122B (or latest revision).

NOTE: If SEB91-1 has previously been accomplished, compliance with SEB91-1 Revision 1 is not required.

APPROVAL

Refer to McCauley Service Bulletin 122B (or latest revision).

MAN-HOURS

Not applicable.

MATERIAL

Not applicable.

ACCOMPLISHMENT INSTRUCTIONS

Detailed instructions are provided in the attached McCauley Service Bulletin 122B (or latest revision).

CREDIT

Not applicable.

OWNER NOTIFICATION

A. On March 22, 1991 a copy of this Service Bulletin was sent to applicable owners of record.

SEB91-1 Revision 1
May 17, 1996
B. On May 17, 1996, a copy of this Service Bulletin will be sent to the following applicable owners of record in SEB91-1R1A:

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