Service Bulletin

October 9, 1992

TITe

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).

<table>
<thead>
<tr>
<th>Models</th>
<th>Year</th>
<th>Serial Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>All 100 Series</td>
<td>1947 thru 1986</td>
<td>All Serial Numbers</td>
</tr>
<tr>
<td>All 200 Series</td>
<td>1960 thru 1986</td>
<td>All Serial Numbers</td>
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</tbody>
</table>

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.

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TELEDYNE CONTINENTAL® IGNITION SYSTEMS
MANDATORY service bulletin

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.