

Revision Transmittal

May 29, 2019

TO: Cessna Distributors and Single Engine Authorized Service Facilities and CPC's

SUBJECT: Single Engine Service Bulletin SEB93-5 Revision 2, Lower Forward Doorpost and Strut Fitting Inspection and Modification.

REASON FOR REVISION

To add additional serial numbers for the Model 206.

REQUIRED ACTION

- Please replace any copy of SEB93-5 with the attached copy of SEB93-5 Revision 2 in its entirety.
- Model 210-5 (205), 206, P206/TP206, U206/TU206 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C, compliance with SEB93-5 Revision 2 is not required.
- Model 207/T207 airplanes that have been modified by the installation of SK207-19 (or latest revision), compliance with SEB93-5 Revision 2 is not required.
- Model 207/T207 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C must comply with SEB93-5 Revision 2 and the applicable steps outlined in the Accomplishment Instructions of SK207-19A or later revision.

LOG OF EFFECTIVE PAGES

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Service Bulletin

May 29, 2019

SEB93-5
Revision 2

TITLE

LOWER FORWARD DOORPOST AND STRUT FITTING INSPECTION AND MODIFICATION

EFFECTIVITY

<u>Model</u>	<u>Serial Numbers</u>
210-5 (205)	205-0551, 205-0556 thru 205-0577
206	206-0001 thru 206-0275
P206/TP206	P206-0001 thru P206-0603, P20600604 thru P2060647
U206/TU206	676, U206-0276 thru U206-1444, U20601445 thru U20607020
207/T207	20700001 thru 20700788

PURPOSE

Service Experience indicates the possibility of cracks developing in the lower area of the forward cabin doorpost. An inspection for cracks in this area must be conducted. If a crack is found, the doorpost shall be modified by installing a service kit. Non-compliance with this Service Bulletin may result in failure of a lower cabin doorpost and may compromise the structural integrity of the airplane.

COMPLIANCE

MANDATORY. This service document must be accomplished as follows:

A. Initial Inspection:

1. Airplanes with 4,000 hours or more total time in service shall be inspected within the next 200 hours of operation or 12 months, whichever occurs first.
2. Airplanes with less than 4,000 hours total time in service shall be inspected upon reaching 4,000 hours total time in service or within the next 200 hours of operation, whichever occurs later.

Original Issue: March 26, 1993
Revision 1: September 8, 1995
Revision 2: May 29, 2019

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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.

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www.cessnasupport.com

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NOTE: For model 210-5 (205), 206, P206/TP206, U206/TU206 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C, compliance with SEB93-5 Revision 2 is not required.

NOTE: For model 207/T207 airplanes that have been modified by the installation of SK207-19 or later revision, compliance with SEB93-5 Revision 2 is not required.

NOTE: Model 207/T207 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C must comply with SEB93-5 Revision 2 and the applicable steps outlined in the Accomplishment Instructions of SK207-19A or later revision.

B. Repetitive Inspections:

1. For model 210-5 (205), 206, P206/TP206, U206/TU206 airplanes, accomplish every 1,000 hours of operation after the initial inspection until installation of SK206-42 (or latest revision).
2. For 207/T207 model airplanes (including aircraft that have been modified by the installation of SK206-42, SK206-42A, SK206-42B, or SK206-42C), accomplish every 1,000 hours of operation after the initial inspection until installation of SK207-19 or applicable steps outlined in the Accomplishment Instructions of SK207-19A or later revision.

APPROVAL

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

LABOR-HOURS

Approximately 1.5 labor-hours to inspect doorposts.

Approximately 36.0 labor-hours per airplane to install SK206-42 or SK207-19.

MATERIAL

Please contact a Textron Aviation Authorized Service Facility for current cost and availability of parts listed in this service document.

<u>Part Number</u>	<u>Description</u>	<u>Qty/Airplane</u>
SK206-42D	Lower Forward Doorpost Bulkhead And Wing Strut Fitting Reinforcement Kit	1
SK207-19A	Lower Forward Doorpost Bulkhead And Wing Strut Fitting Reinforcement Kit	1
U000701 (See Note 1)	Type I, Class B Adhesive (EA9309.3NA 25 Grams)	1

Note 1: Required for the installation of SK206-42D and SK207-19A, or later revision.

ACCOMPLISHMENT INSTRUCTIONS

Lower Forward Doorpost Bulkhead And Wing Strut Fitting Inspection Accomplishment Instructions, and Service Kits SK206-42D and SK207-19A; Lower Forward Doorpost Bulkhead And Wing Strut Fitting Reinforcement instructions are attached.

DESCRIPTION

The following procedures provide instructions to inspect the lower area of the forward cabin doorpost for cracks.

APPROVAL

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

REFERENCE

SK206-42D - Lower Forward Doorpost Bulkhead And Wing Strut Fitting Reinforcement (Revision D or later revision)

SK207-19A - Lower Forward Doorpost Bulkhead And Wing Strut Fitting Reinforcement (Revision A or later revision)

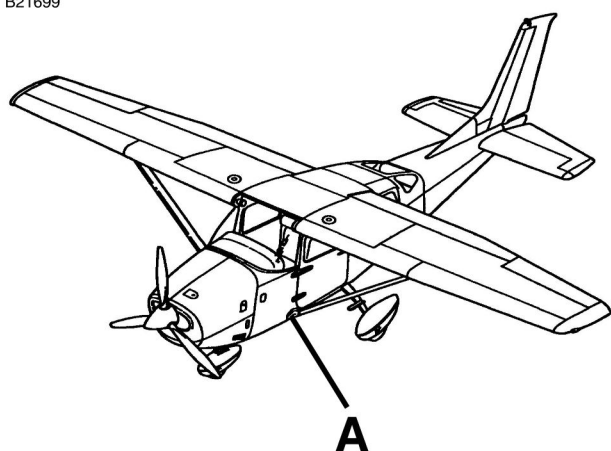
Change In Weight And Balance

Model	210-5 (205), 206, P206/TP206, U206/TU206, 207/T207
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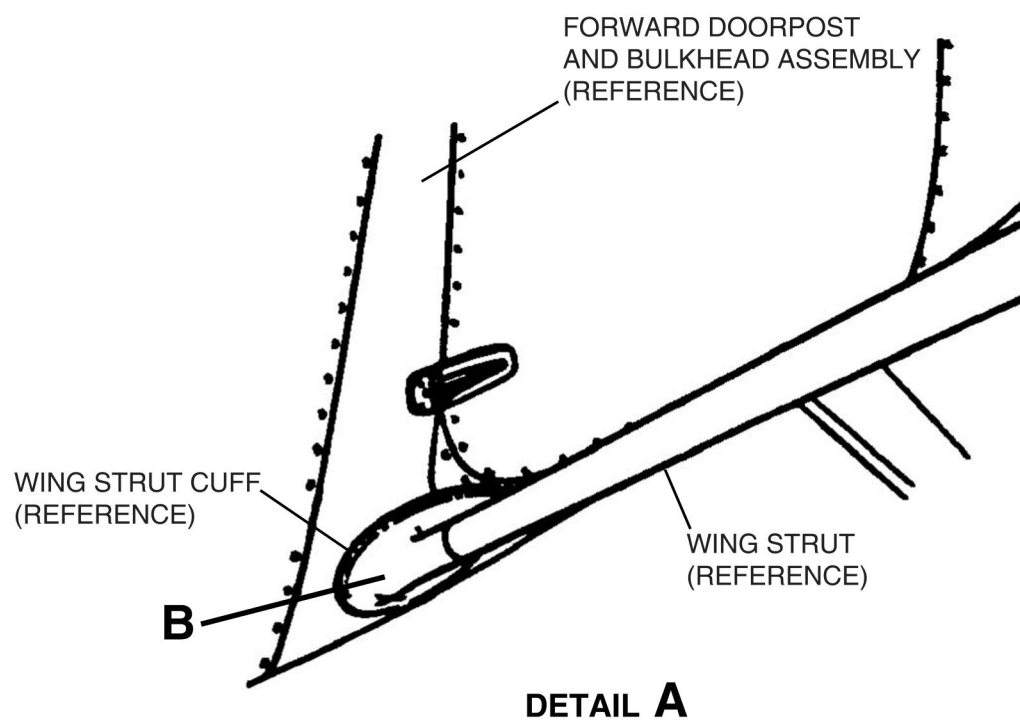
Weight Change	No Change
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ACCOMPLISHMENT INSTRUCTIONS

1. Doorpost Bulkhead Inspection:
 - A. Pull back the upholstery covering the left and right floorboards at the intersection of the forward doorpost and floor. Remove and retain the upholstery and heater ducts on both sides at the bottom of the forward left and right doorpost. The critical inspection area must be fully exposed.
 - B. (Refer to Figure 1, Sheet 2, Details B and C.) Visually inspect areas shown for cracks. If there are cracks present, they should be visible at the intersection of the doorpost and the forward doorpost bulkhead. Look for cracks that follow the contour of the wing strut support fitting.
 - C. If cracks are present:
 - (1) For 210-5 (205), 206, P206/TP206, U206/TU206 model airplanes, install SK206-42D (or later revision) prior to further flight.
 - (2) For 207/T207 model airplanes, install SK207-19A (or later revision) prior to further flight.
 - D. If cracks are not present, repetitive inspections of the critical area shall be accomplished per the compliance section of SEB93-5, or later revision.
2. Make an entry in the airplane logbook that states compliance and method of compliance with this Service Bulletin and if applicable, when the next inspection is due.

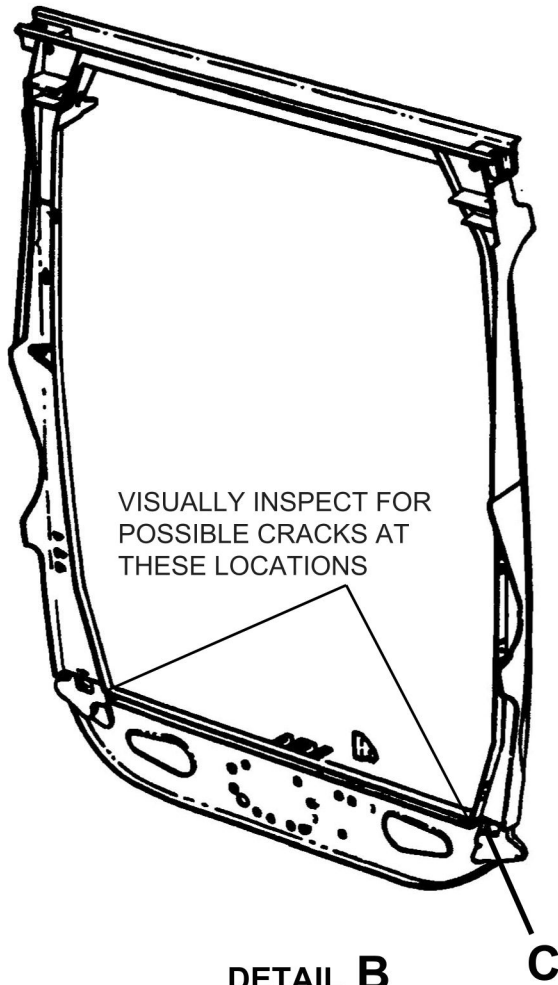


U206/TU206 SHOWN
(207/T207 TYPICAL)

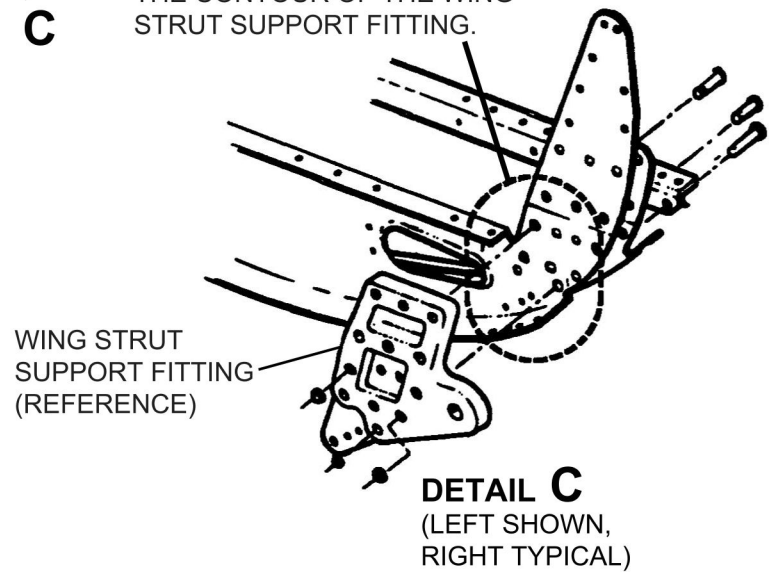


SEB93-5R1

Figure 1. Lower Doorpost Bulkhead and Wing Strut Fitting Inspection (Sheet 1)



CRITICAL INSPECTION AREA
LOOK FOR CRACKS FOLLOWING
THE CONTOUR OF THE WING
STRUT SUPPORT FITTING.



SEB93-5R1

Figure 1. Lower Doorpost Bulkhead and Wing Strut Fitting Inspection (Sheet 2)

CREDIT

Not applicable

OWNER NOTIFICATION

Dear Cessna Owner:

Service Experience indicates the possibility of cracks developing in the lower area of the forward cabin doorpost. An inspection for cracks in this area must be conducted. If a crack is found, the doorpost shall be modified by installing a service kit. Non-compliance with this Service Bulletin may result in failure of a lower cabin doorpost and may compromise the structural integrity of the airplane.

Please contact a Textron Aviation Authorized Service Facility for detailed information regarding the accomplishment of this service bulletin on your airplane.

Compliance is MANDATORY. This service document must be accomplished as follows:

A. Initial Inspection:

1. Airplanes with 4,000 hours or more total time in service shall be inspected within the next 200 hours of operation or 12 months, whichever occurs first.
2. Airplanes with less than 4,000 hours total time in service shall be inspected upon reaching 4,000 hours total time in service or within the next 200 hours of operation, whichever occurs later.

NOTE: For model 210-5 (205), 206, P206/TP206, U206/TU206 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C, compliance with SEB93-5 Revision 2 is not required.

NOTE: For model 207/T207 airplanes that have been modified by the installation of SK207-19 or later revision, compliance with SEB93-5 Revision 2 is not required.

NOTE: Model 207/T207 airplanes that have been modified by the installation of SK206-42, SK206-42A, SK206-42B or SK206-42C must comply with SEB93-5 Revision 2 and the applicable steps outlined in the Accomplishment Instructions of SK207-19A or later revision.

B. Repetitive Inspections:

1. For model 210-5 (205), 206, P206/TP206, U206/TU206 airplanes, accomplish every 1,000 hours of operation after the initial inspection until installation of SK206-42 (or latest revision).
2. For 207/T207 model airplanes (including aircraft that have been modified by the installation of SK206-42, SK206-42A, SK206-42B, or SK206-42C), accomplish every 1,000 hours of operation after the initial inspection until installation of SK207-19 or applicable steps outlined in the Accomplishment Instructions of SK207-19A or later revision.

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