



"TAKE YOUR CESSNA HOME
FOR SERVICE AT THE SIGN
OF THE CESSNA SHIELD"

SINGLE ENGINE CUSTOMER CARE SERVICE INFORMATION LETTER

MARKETING DIVISION / CESSNA AIRCRAFT COMPANY / WICHITA, KANSAS 67201 / CABLE ADDRESS - CESSCO WICHITA

October 27, 1980

SE80-87
CPC80-5
AG80-4

SUBJECT: FUEL CONTAMINATION

AIRCRAFT APPLICABILITY: ALL CESSNA SINGLE ENGINE AIRCRAFT

Fuel contamination is usually the result of foreign material present in the fuel system which may consist of water, rust, sand, dirt, microbes or bacterial growth. In addition, additives that are not compatible with fuel or fuel system components can cause the fuel to become contaminated. The following information provides recommended procedures to discover, remove and/or prevent fuel contamination.

Before the first flight of the day and after each refueling, use a clear sampling cup and drain a cupful of fuel from the fuel tank sump quick drain valve to determine if contaminants are present, and that the aircraft has been fueled with the proper grade of fuel (see below). Also, the fuel strainer should be drained by pulling out the strainer knob for at least four seconds.

<u>Grade Aviation Fuel</u>	<u>Color</u>
80/87	Red
100LL	Blue
100 (Formerly 100/130)	Green

If fuel tank drains are not installed, at least one quart of fuel should be drained from the strainer with the fuel selector in a position to assure each tank is draining fuel.

NOTE: Service Information Letter SE79-45 announced the availability of Accessory Kits to install fuel quick drains on aircraft manufactured between 1946 through 1974.

If contamination is detected continue draining from all fuel drain points, including drain plugs, until all contamination has been removed. If the aircraft has been serviced with the improper fuel grade, defuel completely and refuel with the correct grade. Do not fly the aircraft with contaminated or unapproved fuel.

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TO OBTAIN SATISFACTORY RESULTS, PROCEDURES SPECIFIED IN THIS SERVICE INFORMATION LETTER MUST BE ACCOMPLISHED IN ACCORDANCE WITH ACCEPTED METHODS AND PREVAILING GOVERNMENT REGULATIONS. CESSNA AIRCRAFT COMPANY CANNOT BE RESPONSIBLE FOR THE QUALITY OF THE WORK PERFORMED IN ACCOMPLISHING THIS SERVICE INFORMATION LETTER.

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In addition, Owners/Operators who are not acquainted with a particular FBO should be assured that the fuel supply has been checked for contamination and is properly filtered before allowing the aircraft to be serviced. Also, fuel tanks should be kept full between flights, provided weight and balance considerations will permit, to reduce the possibility of water condensing on the walls of partially filled tanks.

To further reduce the possibility of contaminated fuel, routine maintenance of the fuel system should be performed in accordance with the aircraft service manual. Only the proper fuel as recommended in the Owner's Manual or Pilot's Operating Handbook should be used, and fuel additives should not be used unless approved by Cessna and the Federal Aviation Administration.

Attached is a copy of the related Owner Advisory which is being mailed to registered owners.

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(Owner Notification System - No. 1)

CESSNA AIRCRAFT COMPANY