

April 9, 1965

65-39

TO: CESSNA SALES AND SERVICE ORGANIZATION

SUBJECT: FUEL SYSTEM PLACARD AND OWNER'S MANUAL STICKER

MODELS AFFECTED: 1960 and 1961 210's

Service Letter 64-28 dated May 22, 1964, provided Owner's Manual stickers covering Emergency Operation of the Model 210 fuel system.

Attached is a copy of a letter that is being sent directly to all owners of 1960 and 1961 210's. The purpose of this letter is to call the fuel system condition to owner's attention once again and provide them with a new instrument panel placard and an extra Owner's Manual sticker.

Dealers are requested to follow-up with all 1960 and 1961 210 owners in their area to make certain this information has been received and that placards and stickers have been installed.

DISTRIBUTOR NOTE:

To compensate for minor discrepancies or omissions in the owner mailing list, 5 extra placards and Owner's Manual stickers have been enclosed with this Service Letter for your Dealers' use. Additional quantities can be obtained from the Customer Services Department by request.

(Owner Notification System - No. 1, as suggested above)

CESSNA AIRCRAFT COMPANY



MARKETING DIVISION COMMERCIAL AIRCRAFT Wichita, Kansas

March 29, 1965

Mr. John Doe 102 Elm Street Anywhere, U.S.A.

Re: 210 Serial Number 00000

Dear Sir:

In the interest of good customer service and follow up, Cessna is taking this opportunity to contact all owners of 1960 and 1961 Model 210's concerning a condition on the fuel system.

Under certain flight attitudes (prolonged sideslips or rates of descent in excess of 1000 fpm with flaps retracted, or 500 fpm with flaps extended), it is possible for loss of fuel flow to occur due to the tank outlet becoming uncovered. We wanted to call this to your attention and to enclose the following for your use.

- Instrument Panel Placard -- This placard is to be installed on the instrument panel of your airplane directly below the fuel gage indicators.
- Owner Manual Sticker -- A sticker has been enclosed in the event one was not already added to your Owner's Manual per Service Letter 64-28. This letter was mailed to all Cessna dealers on May 22, 1964 covering this same procedures change.

Extra Owner's Manuals are available from any Cessna Dealer.

We wish to assure you that this in no way affects the over all performance and reliability of your 210; however, we did want to provide you with this additional information.

In the event you no longer own the above serial 210, we would appreciate your forwarding this letter on to the present owner.

Yours very truly,

THE CESSNA AIRCRAFT COMPANY

L. C. Gartin Service Manager

AVOID LANDING APPROACHES IN RED ARC AND OVER 30 SECOND SLIPS UNDER 1/2 TANK (REF. OWNER'S MANUAL)



SYSTEM EMERGENCY PROCEDURES

FUEL SYSTEM - EMERGENCY OPERATION

A prolonged sideslip in the direction of the fuel tank in use, or a prolonged steep descent can cause engine fuel starvation if the fuel quantity is low since the fuel tank outlet port may be uncovered.

NOTE

When fuel quantity gage is in red arc, do not descend at rates in excess of 1000 fpm with flaps retracted or 500 fpm with flaps extended.

The quickest recovery of fuel flow to the engine can be accomplished in the following manner:

- (1) Level the aircraft.
- (2) Push mixture control to full rich.
- (3) Push throttle full forward.
 (4) Turn auxiliary fuel pump switch to "HIGH."

Engine operation should resume within six seconds if this procedure is executed promptly.

In the event of an engine-driven fuel pump failure, turn the auxiliary fuel pump switch to "HIGH." This will supply sufficient fuel flow for cruising flight; however, the mixture control must be reset. Land as soon as practical if fuel flow indication remains below normal.