

# The National FAA Safety Team Presents

## Service Bulletins and the Aircraft Owner

Presented to: WAFC and Friends  
By: Stephen Bateman, CFI  
Date: September 13th, 2021

Produced by AFS-850  
The FAA Safety Team (FAASteam)



Federal Aviation  
Administration

CONTINENTAL AEROSPACE TECHNOLOGIES™

### SERVICE BULLETIN

CATEGORY 3  
SB20-01

Contains Useful Information Pertaining To Your Aircraft Engine

**SUBJECT:** Fuel Screen Assembly, Scheduled Maintenance

**PURPOSE:** Augment current scheduled maintenance instructions

**COMPLIANCE:** During the 100-Hour/Annual Inspection

SB-912-073UL / SB-914-055UL



### SERVICE BULLETIN

TELEDYNE CONTINENTAL® AIRCRAFT ENGINE

Category 1

**MANDATORY SERVICE BULLETIN**

**MSB94-8D**

**LYCOMING**

652 Oliver Street  
Williamsport, PA 17701 U.S.A.  
Tel. 570-323-6181  
Fax. 570-327-7101  
www.lycoming.com

**MANDATORY**

**SERVICE BULLETIN**

SB-912 I-009 / SB-912-071  
SB-914-053



### SERVICE BULLETIN

#### Replacement of oil filter for ROTAX® Engine Type 912 i, 912 and 914 (Series)

ATA System: 79-00-00 Lubrication system

**MANDATORY**

#### 1) Planning information

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods in accordance with prevailing legal regulations.  
BRP-Rotax GmbH & Co KG cannot accept any responsibility for the quality of work performed in accomplishing the requirements of this publication.

#### 1.1) Applicability

All engines of Series 912 iSc Sport, 912 A, 912 F, 912 S, and 914 F are affected, if at least one of the following criteria applies:

# Welcome

- **Steve Bateman, AOPA Director of Flying Clubs**
  - CFI, AOPA Check Pilot; Light Sport Repairman - Maintenance
  - Treasurer, maintenance and safety officer – Westminster Aerobats Flying Club
  - FAASTeam lead representative, Baltimore FSDO
- **Sponsor Acknowledgment – WAFC, AOPA, FAASTeam, Baltimore FSDO**
- **Please - MUTE your microphone.**
- **WINGS Credit: Yes...but give me a day or two...**
- **In-and-out...no time for questions, but send email:**
  - **steve.bateman@aopa.org**

FAA Safety Team | Safer Skies Through Education  
FAASTeam



# Important!

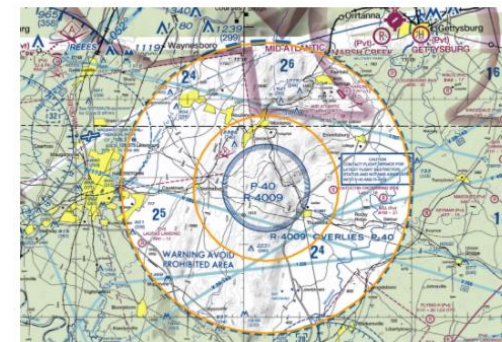
- **Wilmington Delaware TFRs**
- **Extended P-40 TFRs**
- **Will be popping up like daisies...**
- **Check NOTAMs**
- **Subscribe to NOTAM notifications**
- **Call flight service when in flight**



VIP TFR OVER WILIMINGTON, DE BEGINNING  
TODAY SATURDAY, MARCH 6, 2021



VIP TFR OVER HAGERSTOWN/THURMONT, MD  
BEGINNING FRIDAY, APRIL 2, 2021  
(((CHANGE IN DEPARTURE TIME)))



# Overview

- **Maintenance Advisories:**
  - Airworthiness Directives
    - Issued by FAA
    - Mandatory within stated period
    - May be one-off or recurring
  - Service Bulletins
    - Affect airworthiness?
    - Mandatory?
- **Service Alerts and Bulletins – LSA:**
  - Issued by manufacturers
    - For example, Flight Design, Vans, Rotax, etc.



# Are Service Bulletins Mandatory?

**Maybe yes...Maybe no**

**As is our lot in aviation...It depends...  
(Type of operation, aircraft type, more...)**

**Part 91...probably no**

**Part 121, 135...likely yes**



# Are Service Bulletins Mandatory?

Not necessarily mandatory by law, not even if it is worded as: **“MANDATORY SERVICE BULLETIN”**

But perhaps by sound judgement and common sense

(Which doesn't seem to be that common these days)

You should at least **READ** them to see what might kill you!



# Are Service Bulletins Mandatory?

**If an SB is supported by an FAA issued Airworthiness Directive, you bet it is mandatory!**





# Cessna T337



**Fuel exhaustion.**

**NTSB: “Inadequate preflight briefing. Failure to verify fuel quantity. Operator’s failure to comply with ‘mandatory’ service bulletin addressing inaccuracies in fuel indication system”.**

**(Note: the SB was issued 18-years before the accident. When purchasing a plane, check for ADs *and* SBs).**





# Piper PA28



**Stuck valve.**

**NTSB: “Partial loss of power due to stuck exhaust valve. Distracted pilot exceeded the critical angle of attack. Failure to comply with Lycoming Service Instruction #1425A, regarding inspections and maintenance to reduce possibility of valve sticking”.**



# Availability of Guidance

The image displays three overlapping screenshots of aviation industry websites, illustrating the availability of guidance documents.

- Continental Air Parts:** The top screenshot shows the Continental Air Parts website with a navigation menu including ENGINES, PARTS, MRO, SERVICES, SUPPORT, NEWS & EVENTS, and COMPANY. A search bar is visible in the top right.
- Lycoming:** The middle screenshot shows the Lycoming website with a navigation menu including PRODUCTS and COMPANY. A search bar is visible in the top right. A "Did You Know?" section is present on the left, and a large "TECHNICAL PUBLICATIONS" banner is in the center.
- Superior Air Parts:** The bottom screenshot shows the Superior Air Parts website with a navigation menu including HOME, XP5000, and various support options. A search bar is visible in the top right. The page features a "Service Bulletins" section with a table of documents and a "Document Retrieval System" with search options.

**Service Bulletin Index - CRJ2**

Bulletin #	Date Issued	Subject
2010-01-12	2010-01-12	PROPPELLER
2010-01-12	2010-01-12	PROPPELLER

**Service Bulletins**

Keywords:  
Document Number:  
Title:

100 Documents Found:

File	Document Number	Revision
	801-01	A

**Rotax**  
Alert Service Bulletin  
Service Instructions  
Service Letters

**Document Retrieval System**  
Recently Released Service Documents

Select Search Option

Simple | By Engine Model  
By Date | Key Word Search  
By Engine Serial# | By Part Number

Simple Search:  
All Alert Service Bulletins  
All 2 Stroke Alert Service Bulletins  
All 4 Stroke Alert Service Bulletins

Alert Service Bulletins:  
Alert Service Bulletins contain service requirements and instructions that are very important to flight safety and must be addressed, completed with, or accomplished before continuing flight operations. Alert Service Bulletins will always be accompanied by a Service Bulletin.

Service Bulletins:  
Service Bulletins provide service requirements and instructions that must be addressed, completed with, or accomplished in order to

Safety First  
This is a safety-related document. Please read this document carefully before you subscribe to this document.

ROTORAX OWNER

Recent Forum Posts



# Continental

CONTINENTAL AEROSPACE TECHNOLOGIES™

## SERVICE BULLETIN

Contains Useful Information Pertaining To Your Aircraft Engine

**SUBJECT:** Fuel Screen Assembly, Scheduled Maintenance

**PURPOSE:** Augment current scheduled maintenance instructions

**COMPLIANCE:** During the 100-Hour/Annual

**MODELS**

**AFFECTED:** All Continental Aerospace (AvGas) engines equipped Table 1).

**CATEGORY 3**  
**SB20-01**

CONTINENTAL MOTORS® AIRCRAFT ENGINE  
**CRITICAL SERVICE BULLETIN**  
Compliance Necessary to Maintain Safety

**CATEGORY 2**

**CSB97-10B**

TECHNICAL PORTIONS  
FAA APPROVED

**SUBJECT:** PISTON PIN PLUG WEAR

**PURPOSE:** To notify owners, operators and maintenance facilities of the potential wear to the aluminum piston pin plug when installed in certain cylinders.

**COMPLIANCE:** Within the next ten (10) hours of operation from the date of issue inspect each affected IO-240, IO-360, TSIO-360, LTSIO-360, LTSIO-520, GTSIO-520, IO-550, TSIO-550 and TSIO-L-550 cylinder in accordance with PART 1 of this bulletin. If elected, a compliance may be performed in accordance with PART 2 of this

TELEDYNE CONTINENTAL® AIRCRAFT ENGINE  
**MANDATORY SERVICE BULLETIN**

The Subject Matter Of This Service Bulletin Is Incorporated In Whole Or In Part In An FAA Issued Airworthiness Directive

**SUBJECT:** MAGNETO TO ENGINE TIMING

**PURPOSE:** To provide magneto to engine timing procedures for all TCM engines.

The importance of establishing and maintaining correct magneto to engine timing cannot be over-emphasized. Incorrect timing, in addition to producing a rough running engine, can lead to detonation, pre-ignition and internal engine damage or failure.

**COMPLIANCE:** At every 100 hour inspection, annual inspection, progressive inspection, whenever magneto maintenance is performed or whenever magnetos are removed or replaced. Magneto maintenance and internal magneto timing must be conducted in accordance with magneto manufacturers instructions.

**MODELS AFFECTED:** ALL Magneto Equipped Engines

Category 1

**MSB94-8D**

SUPERSEDES MSB94-8,  
8A, 8B, 8C  
Technical Portions FAA  
Approved

<http://www.continental.aero/support/service-bulletins.aspx>



Federal Aviation  
Administration

# Lycoming

**LYCOMING**

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Williamsport, PA 17701 U.S.A.  
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## MANDATORY SERVICE BULLETIN

DATE: October 5, 2015 Service Bulletin No. 621B  
(Supersedes all versions of Service Bulletin No. 621B)  
Engineer

SUBJECT: Diaphragm-Type Fuel Pump Replacement

MODELS AFFECTED: IO-320, -360, -390, -540, -580; AEIO-320, -360, -390, -540  
O-320-B2D, -D1D; (L)O-360-A1H6, -A1N6, -A1G6D; HIC  
O-360-A1H, -A2G, -A4G, -A4J, -A4K, -A1G6, -C1F, -C4F;  
and TO-360-C1A6D

TIME OF COMPLIANCE: 50 hours from the issue date of this Service Bulletin or the scheduled maintenance event (whichever occurs first)

REASON FOR REVISION: Added new affected engine models

**NOTICE:** Incomplete review of all the information in this document can cause errors. Read the entire Service Bulletin to make sure you have a complete understanding of the requirements.

This Service Bulletin is notification of a requirement to replace specific diaphragm-type fuel pumps identified herein as a corrective action in response to a confirmed non-conforming fuel pump. Continued operation of a non-conforming fuel pump can cause fuel leakage out of the aircraft.

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www.lycoming.com

## MANDATORY SERVICE BULLETIN

DATE: February 23, 2012 Service Bulletin No. 240W  
(Supersedes Service Bulletin No. 240V)  
Engineering Aspects are  
FAA Approved

SUBJECT: Mandatory Parts Replacement at Overhaul and During Repair or Maintenance

MODELS AFFECTED: All Lycoming reciprocating aircraft engines

TIME OF COMPLIANCE: As specified below

### NOTE

Incomplete review of all the information in this document can cause errors. Read the entire Service Bulletin to make sure you have a complete understanding of the requirements.

### AT OVERHAUL OR UPON REMOVAL:

Any time the following parts are removed from any Lycoming reciprocating engine, it is mandatory that the following parts be replaced regardless of their apparent condition:

- All circlips, lockplates, retaining rings and laminated shims

<https://www.lycoming.com/contact/knowledge-base/publications>



Federal Aviation  
Administration

SB-912-073UL / SB-914-055UL

**ROTAX**  
AIRCRAFT ENGINES

**SERVICE BULLETIN**

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**Replacement of circlip (carburetor) for ROTAX® Engine Type 912 and 914 (UL Series)**

ATA System: 73-00-00 Fuel system

**MANDATORY**

**1) Planning information**

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods in accordance with prevailing legal regulations.

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**1.1) Applicability**

All versions of ROTAX® engine types 912 UL, 912 ULS and 914 UL are affected if the following criteria applies:

SB-912 I-009 / SB-912-071  
SB-914-053

**ROTAX**  
AIRCRAFT ENGINES

**SERVICE BULLETIN**

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**Replacement of oil filter for ROTAX® Engine Type 912 i, 912 and 914 (Series)**

ATA System: 79-00-00 Lubrication system

**MANDATORY**

**1) Planning information**

To obtain satisfactory results, procedures specified in this publication must be accomplished with accepted methods in accordance with prevailing legal regulations.

BRP-Rotax GmbH & Co KG cannot accept any responsibility for the quality of work performed in accomplishing the requirements of this publication.

**1.1) Applicability**

All engines of Series 912 iSc Sport, 912 A, 912 F, 912 S, and 914 F are affected, if at least one of the following criteria applies:

<https://www.rotax-owner.com/en/support-topmenu/service-bulletins>





# What About LSA?

- LSAs are built to conform to industry technical consensus standards acceptable to the FAA
- S-LSAs are factory built to the standards
- E-LSAs are built from kits that conform to the standards
- Issued a Special airworthiness certificate in the light sport category
- Results in lower cost of certification, compared with Standard Airworthiness aircraft
- *“The design holder is responsible for the continued operational safety oversight of this design under industry consensus standards”.*





# What About LSA?

- Manufacturers (airframe, engine, accessories) issue Service Alerts, Service Bulletins, Service Letters...
- “There must be continued airworthiness support provided by the manufacturer or other viable entity for the owner/operator to fulfill the required responsibility detailed in the FAA regulations and the applicable industry consensus standard”. (Ref. 14 CFR § 91.327)



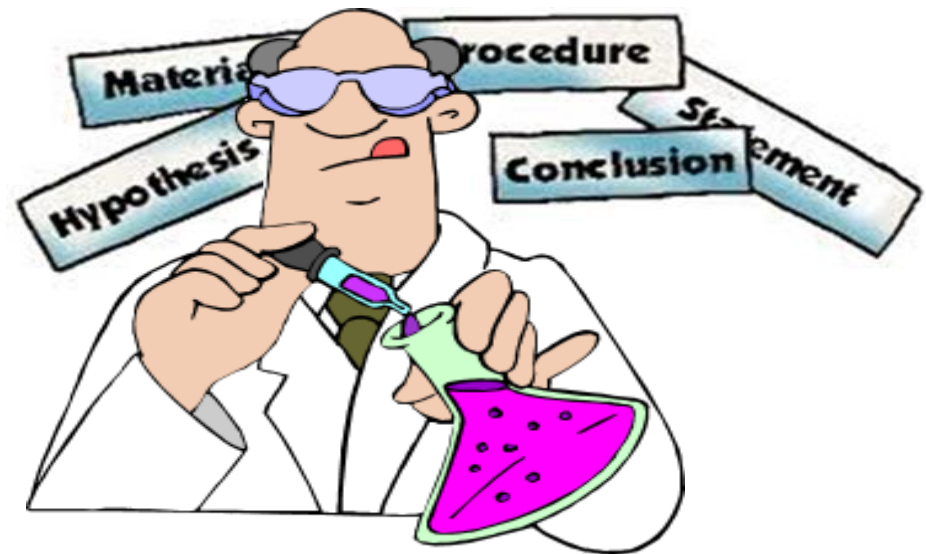
# What About LSA?

- Manufacturers (airframe, engine, accessories) issue Service Alerts, Service Bulletins, Service Letters...
- Do I have to comply with a manufacturer's Safety Directive on SLSA?
  - SLSA manufacturers issue Safety Alerts and Directives to correct unsafe conditions on their aircraft. To keep the SLSA airworthiness certificate valid, owners/operators must comply with all Safety Directives applicable to their aircraft as required by 14 CFR § 91.327(b)(4).
- **Treat all LSA SAs, SBs, etc. as though there are ADs**



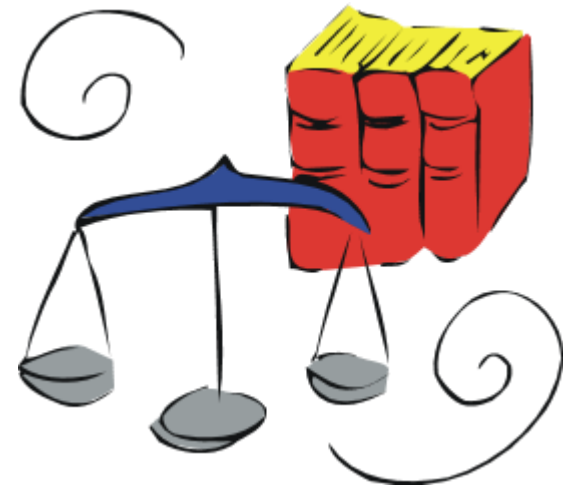
# How Does This Affect Me?

- Manufacturers constantly research the best information possible

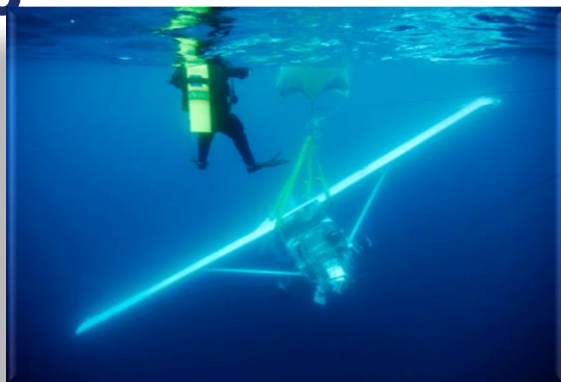


# How Does This Affect Me?

- The manufacturers constantly research...
- The manufacturers are trying to protect their customers and themselves



# Cessna U206



**This accident resulted in the issuance of a SB  
Engine failure over water.**

**NTSB: “Total loss of engine power due to fuel starvation, as a result of accumulated debris in the fuel system. Also causal was an inadequate annual inspection that did not include inspection of the fuel strainer inlet screen”**

**(This is part of the annual checklist, but an SB was issued to drive home its importance)**



# Cessna U206

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**COMPLIANCE:** During the 100-Hour/Annual Inspection

**MODELS**

**AFFECTED:** All Continental Aerospace Technologies new and rebuilt aviation gasoline (AvGas) engines equipped with throttle and control assemblies (reference Table 1).





# How Does This Affect Me?

- The manufacturers constantly research the best information possible
- The manufacturers are trying to protect their customers and themselves
- **Manufacturers are trying to get our attention!**

**Mandatory**

*THE END  
IS NIGH!*



# How Does This Affect Me?

- The manufacturers constantly research the best information possible
- The manufacturers are trying to protect their customers and themselves
- Manufacturers are trying to get our attention!
- This all adds up to hazard mitigation for everyone!

**Service Bulletin=Hazard Mitigation**



# How Does This Affect Me?

- **Change the mindset:**
- **FROM:** “SBs are an expensive pain, and I don’t have to comply”
- **TO:** “SBs are issued for a reason, and I need to understand the underlying issues and make an educated choice”



# Add Recurrent ADs & SBs to Your Club Tool

## Aircraft

Aircraft Reminders Squawks Service Tracking

Export

Search

+ New Reminder

Tail No.	Aircraft	Reminder	Remaining ^	Hours	Days
N761GG	N761GG	40 Hour Inspection	11.3 hrs	11.3 hrs	
N761GG	N761GG	ELT Battery	259 days		259 days
N761GG	N761GG	Annual	140 days		140 days
N761GG	N761GG	GPS Subscription Renewal	169 days		169 days
N761GG	N761GG	AD 2011-10-09 Seat Pins	51.7 hrs	51.7 hrs	
N761GG	N761GG	100-Hour Inspection	51.7 hrs	51.7 hrs	
N761GG	N761GG	Sales Tax Due	109 days		109 days
N761GG	N761GG	Transponder Inspection	564		564 days
N761GG	N761GG	Pitot Static Inspection	564		564 days
N761GG	N761GG	Registration Renewal	1052		1052 days

Heads up! [You can populate common maintenance reminders.](#)



# More In September *Club Connector*

- **September 2021 Club Connector Newsletter**
  - QoM Article: What Should Club Members Know About Their Aircraft?
  - Safety Article: This ToM presentation

🏠 > Flying Clubs > Club Connector Newsletter

## FLYING CLUB CONNECTOR NEWSLETTER

Your source for the latest news on flying clubs all over the country. AOPA's research has shown us that flying club leaders are hungry to learn more about the practical experiences of other clubs. So, we have created this monthly e-newsletter.

[SUBSCRIBE](#)

### ARTICLES BY TOPIC

<a href="#">NEWS FROM HQ</a>	<a href="#">QUESTION OF THE MONTH</a>	<a href="#">CLUB SPOTLIGHT</a>
<a href="#">AIRCRAFT SPOTLIGHT</a>	<a href="#">SAFETY</a>	<a href="#">EVENT SPOTLIGHT</a>

### CLUB CONNECTOR ARTICLES

[NARROW RESULTS](#) ▾

• <https://youcanfly.aopa.org/flying-clubs/flying-club-newsletter>



# Thank you for attending!

## You are vital members of the GA safety community!





# Next Month's ToM

