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**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, DC 20590**

**AVIATION MAINTENANCE ALERTS**

The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain civil aeronautical products pertaining to significant events or items of interest. At the time we prepared this document, we have not fully evaluated the material. As we identify additional facts such as cause and corrective action, we may publish additional data in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported to the FAA Service Difficulty Reporting System (SDRS). We welcome your participation, comments, and suggestions for improvement. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

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*(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)*

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**AIRPLANES**

**Cessna: 172S; Failed Ignition Switch; ATA 7430**

A submitter states, "The ACS/Gerdes ignition switch (*on this aircraft*) has never been inspected in accordance with Cessna SEB91-5R1 (*bulletin*) to comply with Airworthiness Directive 93-05-06. Upon disassembly of the switch, the circuit board plate was found to be severely worn, and one contact point was burned. (*This*) contact cup was burned completely through, creating a hole in the contact point. The screw heads holding the body of the switch to the terminal board assembly were painted red—as required by SEB91-5R1 and as described by identification of a factory new switch. However, there was no visible grease on the cups or the circuit board. Discussions with other mechanics and inspectors (*causes*) me to believe this AD is overlooked due in part to mechanics assuming no AD exists for switches manufactured after 1993. The text of the Airworthiness Directive as well as the text in SEB91-5R1 and ACS Service Bulletin SB92-01 do not support this assumption. I have three other aircraft of the same vintage (Cessna 172S) due for inspections in this shop with no documentation of Compliance with this recurring AD."



