ACE-99-05
November 17, 1998

Introduction:

The purpose of this Special Airworthiness Information Bulletin (SAIB) is to advise registered owners of certain Cessna twin engine models of the need to determine if there is adequate alternate crankcase breather provisions.

This SAIB is being sent to registered owners of: Cessna 300 and 400 Series Model airplanes except for the 303, 336 and 337 series airplanes.

Background:

The Federal Aviation Administration (FAA) has received service difficulty reports concerning oil loss on certain Cessna twin engine airplanes. This oil loss was due to the forward crankcase oil seal being dislodged by abnormally high crankcase breather pressure. The abnormally high crankcase breather pressure was caused by icing of the crankcase breather vents. These airplanes either did not have, or had inadequate alternate crankcase venting provisions which are intended to ventilate the crankcase in the case of the icing of the primary vent. This condition may have occurred due to inadequacies in the original design or the unintentional deletion of the alternate venting provisions by field repair and/or modification. The original venting provisions were in many cases the installation of a hose section in the breather line that had a elongated hole in it.

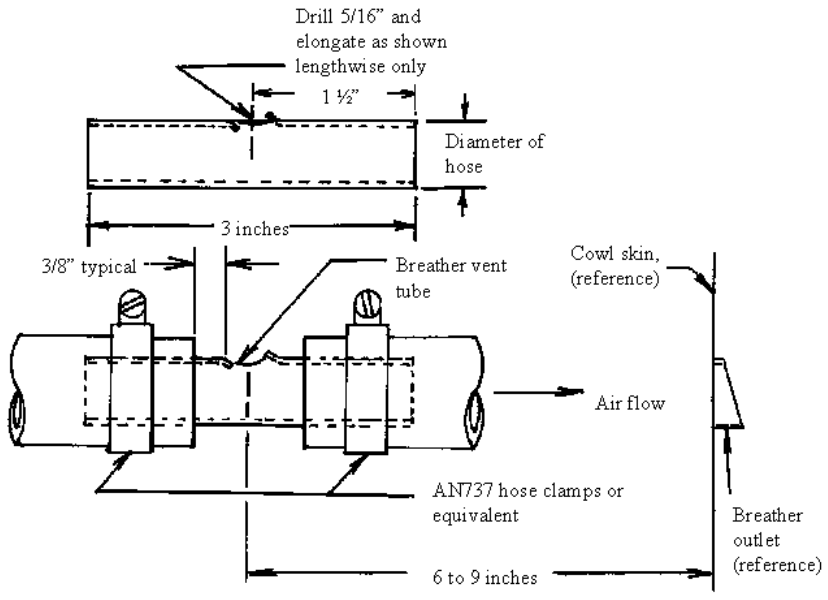
Even though Cessna has released service information concerning this problem, the FAA has not concurred with the Cessna provisions as alleviating the condition.

The FAA has not mandated this modification but is strongly recommending that owners/operators of the affected airplanes examine the crankcase venting provisions installed on their airplanes for the existence of adequate alternate

venting provisions, which should be a slit or hole (at least approximately one inch by .25 inches) in the breather line within a minimum of six inches inside the cowling.

If these provisions do not exist, is it recommended that alternate crankcase venting provisions be incorporated per the below figure.

NOTE: The FAA is considering several options, including rulemaking action, to mandate these recommendations.



NOTE: The FAA is considering several options, including rulemaking action, to mandate these recommendations. The FAA is aware that the disassembly and inspection of the Stainless Steel components will increase the cost of operation approximately $1,500 dollars every 100 operating hours. Because of this burden, the FAA is also considering possible alternative action when the following acceptable systems have been developed and approved:

a) Continuous loop fire detector systems.

b) Modifications that provide the pilot with the ability to stop the fuel flow in the crossfeed lines immediately behind the firewall, or replacement of these lines with stainless steel.

c) Improved inspection access panels.

For Further Information Contact:

Federal Aviation Administration, Wichita Aircraft Certification Office, Attention: Mr. Paul Pendleton, 1801 Airport Road, Mid-Continent Airport, Wichita, KS 67209; or, Federal Aviation Administration, Project Support Office, ACE-112, Attn: Mr. Karl SchletzbaumMike Kiesov, 1201 Walnut; Suite 900, Kansas City, Missouri 64106, telephone (816) 426-69342, fax (816) 426-2169.