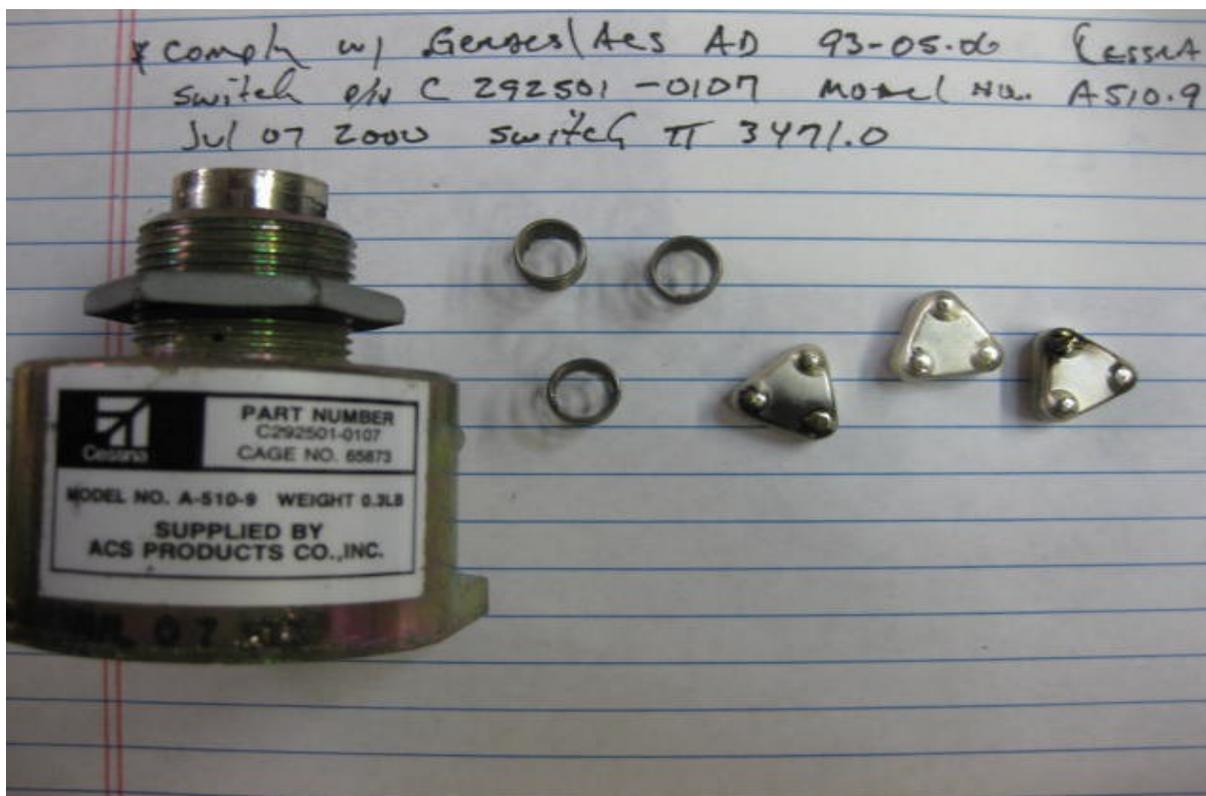


### Cessna 172S, Failed Ignition Switch, ATA 7430

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."



Cessna 172S, Failed Ignition Switch, ATA 7430



**Cessna 172S, Failed Ignition Switch, ATA 7430**



Part Total Time 3,471 Hours