



Wipaire Worldwide
Anywhere, Anytime

SERVICE LETTER: #19

SUBJECT: Proper engagement of the seat locking mechanism.

EFFECTIVITY: Seat installations per Wipaire STC SA711GL.

PURPOSE: To assure proper engagement of seat locking mechanisms and to preclude inadvertent seat slippage, accomplish the following on each pilot and co-pilot seat and associated seat rails.

(a) In accordance with the appropriate compliance time, accomplish the following:

(1) Measure each hole in the seat track(s) for excessive wear. When checking these holes for wear, an allowance of 0.020 inches below the edge of the normal surface is permitted for the required measurement.

(i) If the wear dimension across any hole exceeds 0.36 inches but does not exceed 0.42 inches, continue to measure each hole every 100 hours time-in-service for excessive wear.

(ii) If the wear dimension across any hole exceeds 0.42 inches, prior to further flight, replace the seat track.

(2) Visually inspect the seat rail holes for dirt and any debris which may preclude engagement of the seat pin(s). Prior to further flight, remove any such material.

(3) Lift up on the forward edge of each seat to eliminate all vertical play. In this position, measure the depth of engagement of each seat pin. If the engagement of any pin is less than 0.15 inches (see Figure 1b), prior to further flight, replace or repair necessary components to achieve a seat pin engagement of 0.15 inches or greater. If the track is worn, this dimension is measured from the worn surface, not the manufactured surface.

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(4) Visually inspect seat rollers for flat spots. Assure all rollers and washers, meant to rotate, turn freely on their axle bolts (or bushings if installed). Prior to further flight, replace rollers having flat spots and any worn washers. If there is any binding between the bores of the rollers, washers, and axle bolts (or the bushings if installed), prior to further flight, remove, clean, and reinstall these parts.

NOTE: Do not lubricate rollers, washers, axle bolts or bushings as the lubricant will attract dust and other particles which can cause binding.

(5) Measure the wall thickness of the roller housing and the tang. If the tang thickness has worn to less than 1/2 the housing thickness, prior to further flight, replace the roller housing.

(6) Check the spring(s) that keep the lock pin(s) in position in the track holes for positive engagement action. Prior to further flight, replace any spring which does not provide positive engagement.

(7) Visually inspect the seat tracks for cracks, replace cracked tracks.

COMPLIANCE: Annual and/or 100 hour inspections.

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