

19, 23, 24, 76

No. 2202
ATA Code 25-00

SUBJECT: **EQUIPMENT/FURNISHINGS - INSPECTION AND/OR REBONDING OF CREW CHAIR SEAT SLINGS**

**OPERATIONAL
BENEFITS:**

Beech Aircraft Corporation is issuing this Service Bulletin to inspect for possible seat cushion support deterioration. The crashworthiness of the seat is reduced if cushion supports are not properly maintained. Inspection and repair information is provided below.

EFFECTIVITY:

BEECHCRAFT B19 Sport 150, serials MB-521 through MB-905;

A23, A23A, B23 and C23, serials M-555 through M-1361;

C23 Sundowner 180, serials M-1362 through M-2392;

A23-24 and A24, serials MA-1 through MA-368;

A24R, serials MC-2 through MC-95;

A24R, B24R and C24R Sierra 200, serials MC-96 through MC-795;

Duchess 76, serials ME-1 through ME-437.

COMPLIANCE:

Beech Aircraft Corporation considers this to be a mandatory modification and it should be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next 100 service hours.

APPROVAL:

Engineering data contained in this Service Bulletin is FAA approved.

MANPOWER:

The following information is for planning purposes only:

Estimated man-hours for inspection: 1 hour.

Estimated man-hours for modification: 1 hour per chair.

Suggested number of men: 1 man.

The above is an estimate based on experienced, properly equipped personnel complying with this Service Bulletin. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. Mandatory (Red Border) Service Bulletins are changes, inspections and modifications that could affect safety. The factory considers compliance with these Service Bulletins mandatory. OPTIONAL (No Border) Service Bulletins cover changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance at the time of issuance, unless so stated in the publication. Due to the wide range of information covered by the OPTIONAL Service Bulletin, each owner/operator is responsible for conducting a thorough review of each Optional Service Bulletin and determine if compliance is required based on the applicability of the OPTIONAL Service Bulletin to his particular set of operating conditions. Both classes are mailed to:

(a) BEECHCRAFT Authorized Outlets.

(b) Owners of record on the FAA Aircraft Registration Branch List and the BEECHCRAFT International Owner Notification Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Authorized Outlet. As Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the Beech Aircraft Corporation Warranty Policy.

Unless otherwise designated, Beech Aircraft Corporation Service Bulletins as well as BEECHCRAFT kits are approved for installation on BEECHCRAFT airplanes in original or BEECHCRAFT modified configurations only. BEECHCRAFT Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than BEECHCRAFT Approved kits.

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MANDATORY

Service Bulletin No. 2202

MATERIAL: The P/N 1300L adhesive, if required for this modification may be ordered through a BEECHCRAFT Authorized Outlet or may be obtained from local sources. The value of the part required to incorporate this Service Bulletin on one airplane is to be advised. Price, when issued, will be subject to change without notice.

WARRANTY: None.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

**PUBLICATIONS
AFFECTED:** None.

**ACCOMPLISHMENT
INSTRUCTIONS:** This Service Bulletin may be accomplished as follows:

1. Unsnap the chair upholstery around the periphery of the chair frame and note if the sling material is adhered securely to the frame.
2. If no separation of the sling is detected, no further action is necessary.
3. If the sling has separated from the chair frame, reattach as follows:
 - a. Wipe both the sling and frame with methyl ethyl ketone and allow to dry.
 - b. Apply one coat of P/N 1300L adhesive on both surfaces. Allow the adhesive to cure for 30 minutes.
 - c. Reactivate the adhesive with a light coating of methyl ethyl ketone prior to reattachment.
4. Reinstall the chair upholstery.

RECORD COMPLIANCE: Upon completion of this Service Bulletin, make an appropriate maintenance record entry.

NOTE

If you are no longer in possession of this airplane, please forward this information to the present owner.