

18, 19, 23, 24, 33, 35, 36, 55, 56TC, 58, 58P, 58TC,
60, 65, 70, 76, 77, 80, 88, 90, 95, 99, 100, 200

No. 1158
ATA Code 25-00

SUBJECT: EQUIPMENT/FURNISHINGS - INSPECTION AND POSSIBLE REWORK OF LAP BELT AND SHOULDER HARNESS ASSEMBLIES MANUFACTURED BY AMERICAN SAFETY EQUIPMENT CORPORATION

EFFECTIVITY: PART I

Airplanes listed below which may have lap belt assemblies equipped with Model 5000B2, 5000B3 or 6000 buckles and P/N 500950, 500950-401, 500950-403 or 500950-405 connectors manufactured by American Safety Equipment Corporation.

PART II

Airplanes listed below which may have lap belt and shoulder harness assemblies manufactured by American Safety Equipment Corporation or Cummings and Sander and have shoulder harness adapters which slide over the connector as shown in Figure 2 in the ACCOMPLISHMENT INSTRUCTIONS.

PART I and PART II

BEECHCRAFT Super 18 Models E18S, E18S-9700, G18S and H18, serials BA-1 through BA-765;
A23-19, 19A, M19A and B19, serials MB-1 through MB-520;
B19 Sport 150, serials MB-521 through MB-905;
23, A23, A23A, B23 and C23, serials M-1 through M-1361;
C23 Sundowner 180, serials M-1362 through M-2296;
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-744;
Debonair/Bonanza 35-33, 35-A33, 35-B33, 35-C33, E33, F33 and G33, serials CD-1 through CD-1304;
35-C33A, E33A and F33A, serials CE-1 through CE-930;
Bonanza E33C and F33C, CJ-1 through CJ-155;
35, A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35-TC, V35A, V35A-TC, V35B and V35B-TC, serials D-1 through D-10354, D-15001 and D-15002;
36 and A36, serials E-1 through E-1777;
A36TC, serials EA-1 through EA-169;
Baron 95-55, 95-A55, 95-B55 and 95-B55A, serials TC-1 through TC-349 and TC-351 through TC-2354;
95-C55, 95-C55A, D55, D55A, E55 and E55A, serials TC-350 and TE-1 through TE-1184;

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Beech Aircraft Corporation issues service information for the benefit of owners and fixed base operators in the form of three classes of Service Instructions. CLASS I (Red Border) are changes, inspections, and modifications that could affect safety. The factory considers compliance mandatory. CLASS II (Green Border) covers changes, modifications, improvements or inspections the factory feels will benefit the owner and although highly recommended, they are not considered mandatory compliance, unless specified at the time of issuance. Class I and II are mailed to:

- BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.
- Owners of record on the FAA Registration list and the

BEECHCRAFT International Owner Notification Service List.
(c) Those having a publications subscription.

CLASS III (No Border) covers changes which are optional, maintenance aids, product improvement kits and miscellaneous service information. Compliance is at the owner or operator's prerogative. Copies of Class III are distributed per a and c above. Information on Owner Notification Service or Subscriptions can be obtained through any BEECHCRAFT Aero or Aviation Center, International Distributor and Dealer, or the Factory. As Service Instructions are issued, temporary notation in the index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Instructions and in accordance with Beech Warranty Policy.

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Turbo-Baron 56TC and A56TC, serials TG-2 through TG-94;
Baron 58 and 58A, serials TH-1 through TH-1197;
Pressurized Baron 58P and 58PA, serials TJ-3 through TJ-316;
Baron 58TC and 58TCA, serials TK-1 through TK-133;
Duke 60, A60 and B60, serials P-4 through P-556;
Queen Air 65, A65 and A65-8200, serials L-1, L-2, L-6, LF-7, LF-8 and LC-1 through LC-335;
70, serials LB-1 through LB-35;
Duchess 76, serials ME-1 through ME-378;
Skipper 77, Serials WA-1 through WA-203;
Queen Air 65-80, 65-A80, 65-A80-8800 and 65-B80, serials LD-1 through LD-511;
65-88, serials LP-1 through LP-26, LP-28 and LP-30 through LP-47;
King Air 65-90, 65-A90, B90 and C90, serials LJ-1 through LJ-929;
E90, serials LW-1 through LW-342;
F90, serials LA-1 through LA-86;
Travel Air 95, B95, B95A, D95A and E95, serials TD-2 through TD-721;
99, 99A, A99A and B99 Airliners, serials U-1 through U-164;
King Air 100 and A100, serials B-1 through B-247;
B100, serials BE-1 through BE-102;
Super King Air 200, Serials BB-2 through BB-768;
200C, serials BL-1 through BL-15;
200T, serials BT-1 through BT-16.

REASON: PART I

To reduce the possibility of interference between the lap belt connector and buckle by inspecting the buckle guides for proper clearance and reworking the guides if required.

PART II

To reduce the possibility of interference between the lap belt buckle cover and the shoulder harness/crotch strap adapter by inspecting the lap belt buckle cover for proper contour and reworking the cover if required.

COMPLIANCE: Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it should be accomplished within the next 100 service hours but no later than the next scheduled inspection.

APPROVAL: FAA Approved.

MANPOWER: The following information is for planning purposes only:

Estimated man-hours to inspect the lap belt buckle guides and contour: .2 hours per buckle.
Estimated man-hours to rework the lap belt buckle guides: .2 hour per buckle.
Estimated man-hours to rework the lap belt buckle cover contour: .2 hour per buckle.
Suggested number of men: 1 man.

MATERIAL: Refer to the appropriate Figure/Chapter of the applicable Parts Catalog for replacement lap belt assemblies if required.

WARRANTY: BEEHCRAFT warranty on a new airplane is 180 days from delivery or 180 days from the date noted on the Owner Warranty Card. Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on BEEHCRAFTS within warranty at the time these Service Instructions are released.

All warranty reimbursements are handled through franchised BEEHCRAFT Aero or Aviation Centers and International Distributors and Dealers. Owners and operators should arrange with these outlets to perform the work and have them submit the standard Beech Aircraft Corporation warranty claim form through BEEHCRAFT Parts and Equipment Marketing Wholesalers or International Distributors.

SPECIAL TOOLS: None.

WEIGHT AND BALANCE: None.

REFERENCES: None.

PUBLICATIONS AFFECTED: None.

ACCOMPLISHMENT INSTRUCTIONS: These Service Instructions may be accomplished as follows:

NOTE

If possible, PART I and PART II of these Service Instructions should be worked in conjunction with each other.

PART I

1. Inspect all lap belts in the airplane to determine if the buckles and connectors were manufactured by American Safety Equipment Corporation and have one of the part/model numbers shown in Figure 1. American Safety Equipment Corporation buckles have the words "American Safety" and the model number stamped on the back of the buckle.

2. If the lap belt buckles were not manufactured by American Safety Equipment Corporation and do not have one of the model numbers shown in Figure 1, no further action is necessary.

3. If the lap belt buckles were manufactured by American Safety Equipment Corporation and have one of the model numbers shown in Figure 1, proceed as follows:

- a. Remove the connector from the buckle.
- b. Inspect the connector guides on the buckle and determine if the clearance between the guide and the buckle base is $.115 + .010 - .000$ inch as shown in Figure 1, View C-C.
- c. If the connector guides on the buckle have the correct clearance, no further action is necessary.
- d. If the connector guides on the buckle do not have the correct clearance, use a flat punch as shown in Figure 1, View C-C and rework the guides as required to obtain the proper clearance.
- e. Check the lap belt assembly for proper operation as shown in Figure 1, View A-A.

PART II

1. Inspect the lap belt buckles on all seats which have shoulder harness and/or crotch strap adapters that slide over the connector as shown in Figure 2 and determine if the buckles were manufactured by American Safety Equipment Corporation or Cummings and Sander. American Safety Equipment Corporation and Cummings and Sander buckles will have the words "American Safety" or "Cummings and Sander" stamped on the back of the buckle.

2. If the lap belt buckles were not manufactured by American Safety Equipment Corporation or Cummings and Sander, no further action is necessary.

3. If the lap belt buckles were manufactured by American Safety Equipment Corporation or Cummings and Sander, proceed as follows:

- a. Inspect the lap belt buckle cover for proper contour and interference with the shoulder harness and/or crotch strap adapters as shown in Figure 2 and Figure 3. The contour of the cover should follow the curved front edge of the buckle base as shown in Figure 3, View A.
- b. If the buckle cover has the correct contour and does not interfere with the adapters, no further action is necessary.
- c. If the buckle cover does not have the proper contour, set the back edge of the buckle base on a firm support and tap the front edge of the cover with a hammer as shown in Figure 3. Use a wood or plastic buffer between the hammer and the cover to reduce the possibility of damage to the cover as shown in Figure 3.
- d. Check the lap belt and shoulder harness assembly for proper operation and to assure that no interference exists between the cover and the adapters.

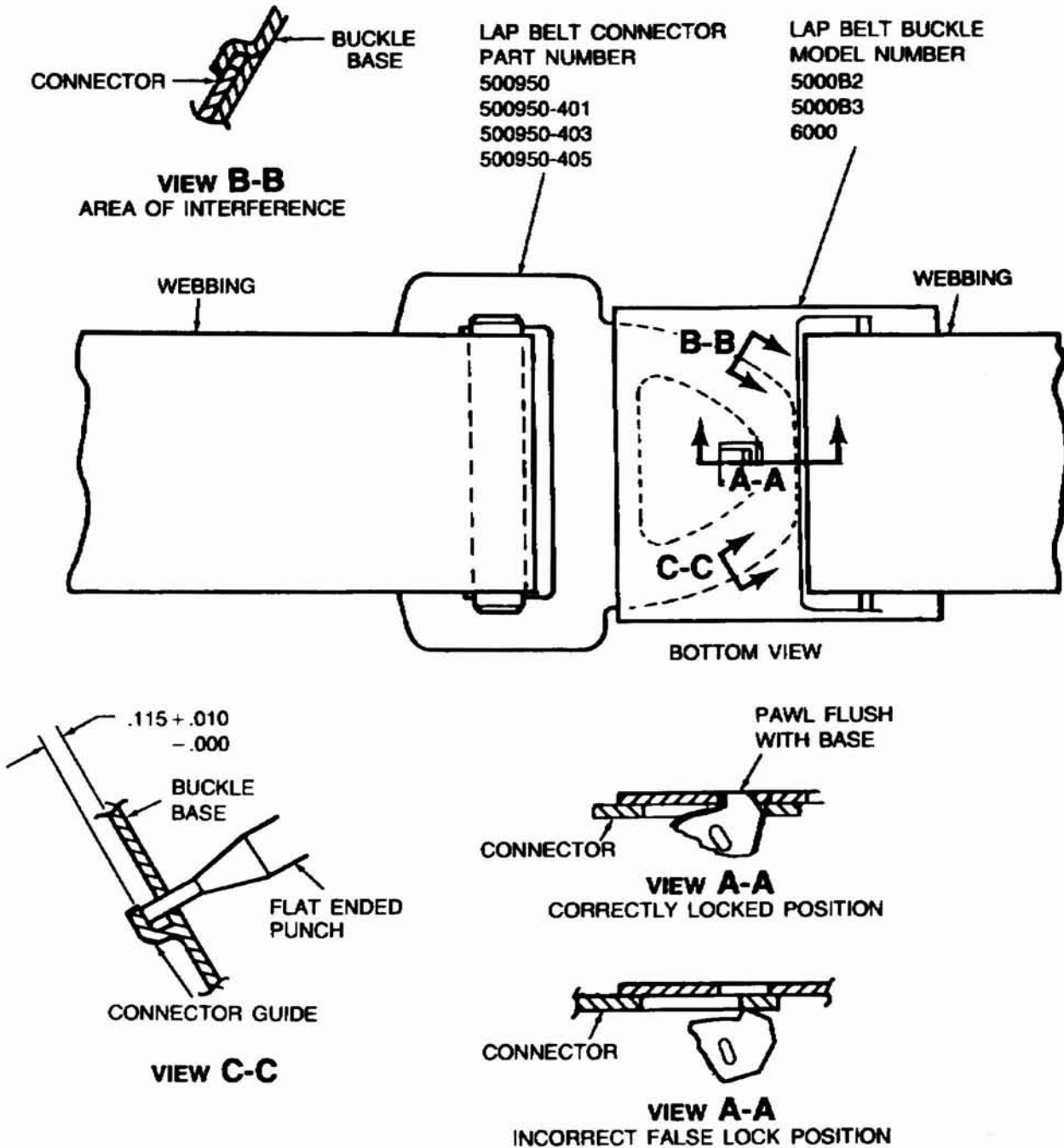


Figure 1

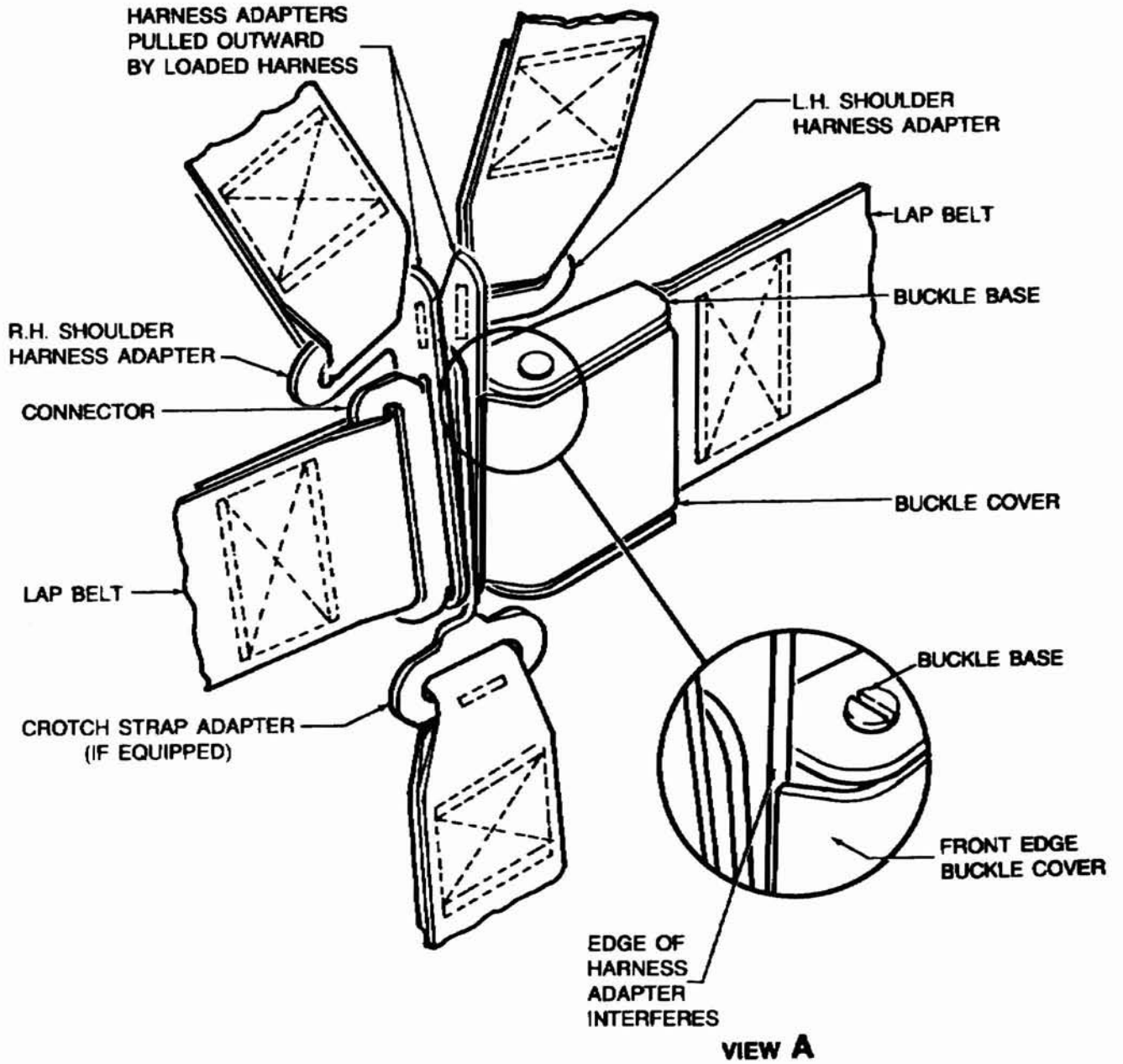


Figure 2

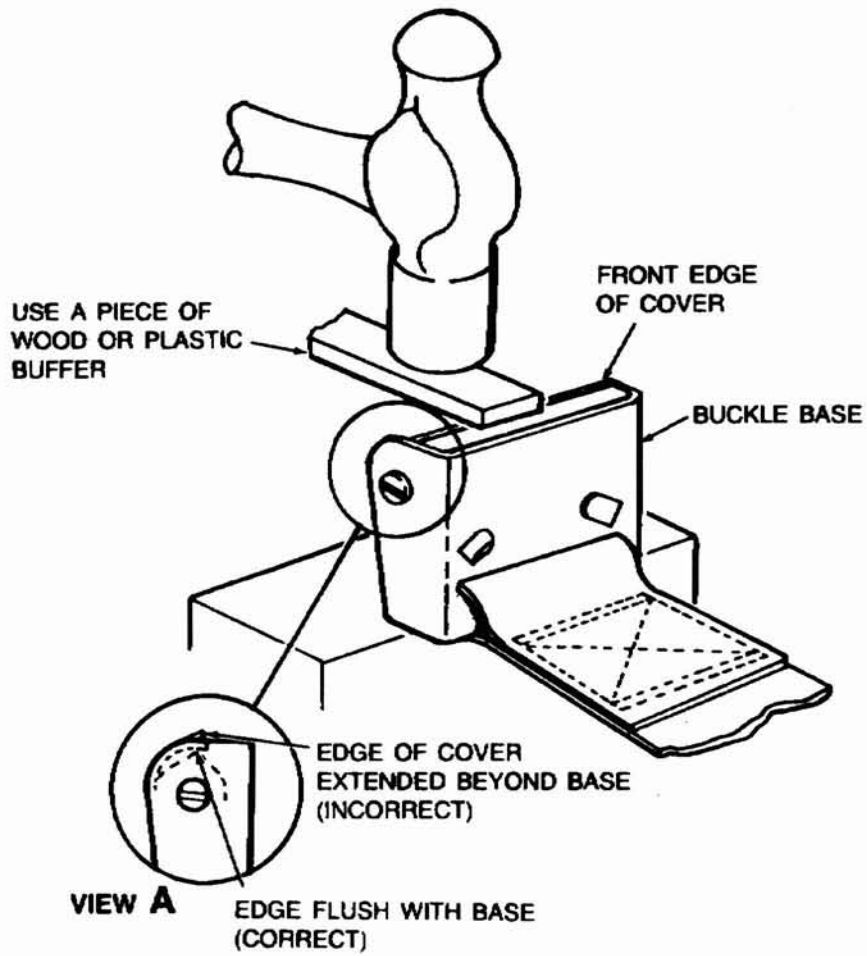


Figure 3

RECORD COMPLIANCE:

Upon completion of these Service Instructions, make an appropriate maintenance record entry.