

**SUBJECT:** FUSELAGE - INSPECTION OF THE SHOULDER HARNESS ATTACH BRACKET

**SYNOPSIS OF CHANGE:**

Extended the EFFECTIVITY, changed the shoulder harness attach bracket part number and rewrote the ACCOMPLISHMENT INSTRUCTIONS.

**EFFECTIVITY:** BEECHCRAFT Skipper 77, serials WA-3 through WA-235, WA-237, WA-238, WA-240 through WA-254, WA-256, WA-258, WA-261 through WA-264, WA-266, WA-267 and WA-269.

**REASON:** To inspect the structural integrity of the shoulder harness attach bracket and replace the bracket if necessary.

**COMPLIANCE:** Beech Aircraft Corporation considers this to be a mandatory inspection/modification and it should be accomplished as soon as possible after receipt of these Service Instructions, but no later than the next 50 service hours.

**NOTE**

Airplanes which have complied with the original issue of these Service Instructions, found the proper edge distance and reinstalled the P/N 108-440000-31 shoulder harness attach bracket using the three screws and four rivets specified in the original issue of these Service Instructions, do not need to accomplish Rev. I.

**APPROVAL:** FAA Approved.

**MANPOWER:** The following information is for planning purposes only:

Estimated man-hours: 10 hours.  
Suggested number of men: 1 man.

**MATERIAL:** The following parts, if required, may be ordered through BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers.

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
108-440000-31 U	Shoulder Harness Attach Bracket	1
*.050 X 2 X 12	.050 in. 2024T3 Aluminum Alclad Sheet (2 in. X 12 in.)	1
**AN525-832R8	Screw	2
*AN960-8	Washer	7

No BECP

381 I

R681 I

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:

- (a) BEECHCRAFT Aero or Aviation Centers and International Distributors and Dealers
- (b) 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.



**Service Instructions No. 1173, Rev. I**

PART NUMBER	DESCRIPTION	QUANTITY PER AIRPLANE
***130909N28	Nut	7
*MS20470AD5-4	Rivet	14
*AN525-832R9	Screw	5

\*May be obtained from local sources.

\*\*If the shim specified in step 8 of the ACCOMPLISHMENT INSTRUCTIONS is required, longer screws may be required. AN525-832R screws of the appropriate length may be obtained from local sources.

\*\*\*May be obtained from local sources under P/N MS21042L08.

**WARRANTY:** Warranty credit for parts and labor to the extent noted under MATERIAL and MANPOWER will be allowed on all claims submitted prior to November 1, 1981.

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:

1. Attach a tail stand to the tail tie down fitting to support the aft fuselage of the airplane.

2. Remove the shoulder harness inertia reel cover and the shoulder harness inertia reels from the aft baggage compartment bulkhead and retain the parts and attaching hardware.

3. Remove the eight screws in the aft center headliner panel, the two aft screws in the speaker cover, the cabin door overhead latch handle, and the screws in the baggage compartment aft bulkhead. Remove the aft center headliner panel and aft baggage compartment bulkhead cover. Retain the panels and attaching hardware.

4. Drill out the five rivets aft of the baggage compartment bulkhead attaching the P/N 108-440000-31 shoulder harness attach bracket to the "J" stringer and the P/N 108-440011-7 angle (see Figure 1). If three rivets are installed through the bracket and the "T" extrusion forward of the bulkhead, drill these out also.

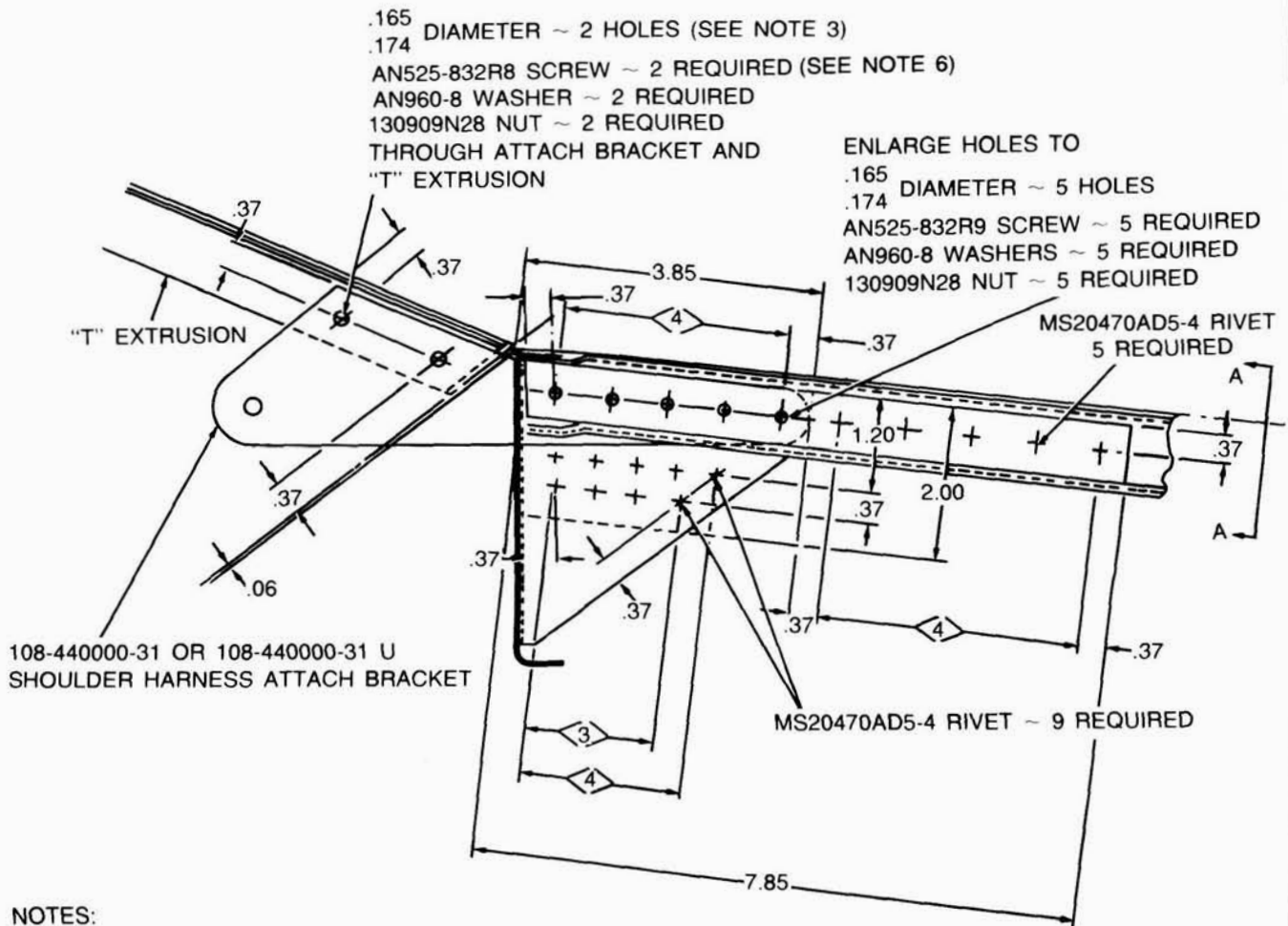
**NOTE**

Use care not to elongate or enlarge the rivet holes.

5. Remove the P/N 108-440000-31 shoulder harness attach bracket and inspect for proper edge distance as shown in the illustrations. Also inspect for elongated and/or double drilled holes in the bracket, "J" stringer and angle aft of the bulkhead. If proper edge distances exist on the P/N 108-440000-31 bracket and the holes are satisfactory, refer to Figure 1 for hole sizes and hardware for reinstallation of the bracket. Also refer to Notes 1, 2 and 3.

6. In the event elongated holes, double drilled holes or insufficient edge distances are encountered, refer to Figure 1 for fabrication of doublers, installation of the two doublers and installation of a new P/N 108-440000-31 U shoulder harness attach bracket. Refer to Notes 1 through 6 as they relate to various areas of the illustration.

7. If necessary to obtain the proper edge distance on the new P/N 108-440000-31 U shoulder harness attach bracket, the triangle cutout in the aft fuselage frame may be reworked as shown in Figure 2. The cutout in the baggage compartment aft bulkhead may also be reworked if necessary.



1. SMOOTH ALL ROUGH EDGES AND REMOVE BURRS FROM ALL REWORKED AREAS. APPLY ZINC CHROMATE PRIMER TO ALL BARE METAL, INCLUDING HOLES, PRIOR TO ASSEMBLY.
2. ALL DIMENSIONS ARE IN INCHES
3. IF THREE RIVETS WERE ORIGINALLY INSTALLED IN THE SHOULDER HARNESS ATTACH BRACKET FORWARD OF THE BULKHEAD, USE THE FORE AND AFT HOLES FOR THE SCREWS
4. MAKE BOTH DOUBLERS (IF REQUIRED) FROM THE .050 x 2 x 12 2024T3 ALUMINUM ALCLAD SHEET SPECIFIED IN THE MATERIAL SECTION. TRIM THE FORWARD AND TOP EDGES OF BOTH DOUBLERS AS REQUIRED TO ASSURE PROPER FIT.
5.  $\diamond$  DENOTES APPROX. EQUAL SPACES (WITHIN  $\pm .06$ )  
 X DENOTES NO. OF SPACES
6. IF THE SHIM SPECIFIED IN STEP 8 IS REQUIRED, LONGER AN525-832R SCREWS MAY ALSO BE REQUIRED.

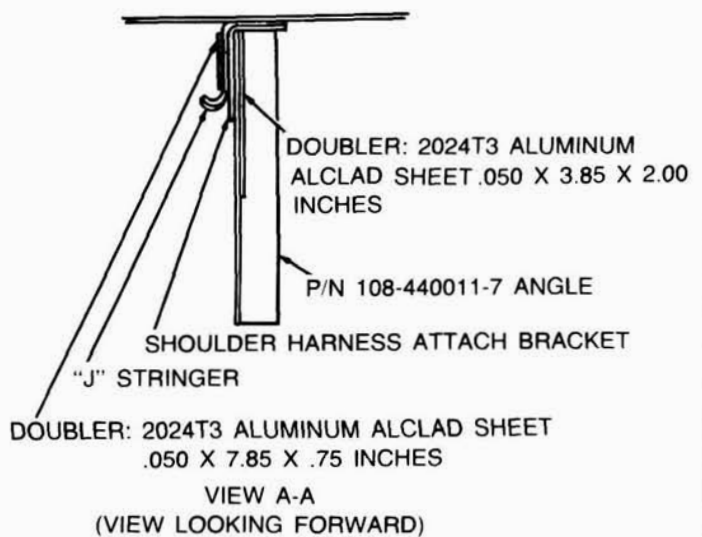
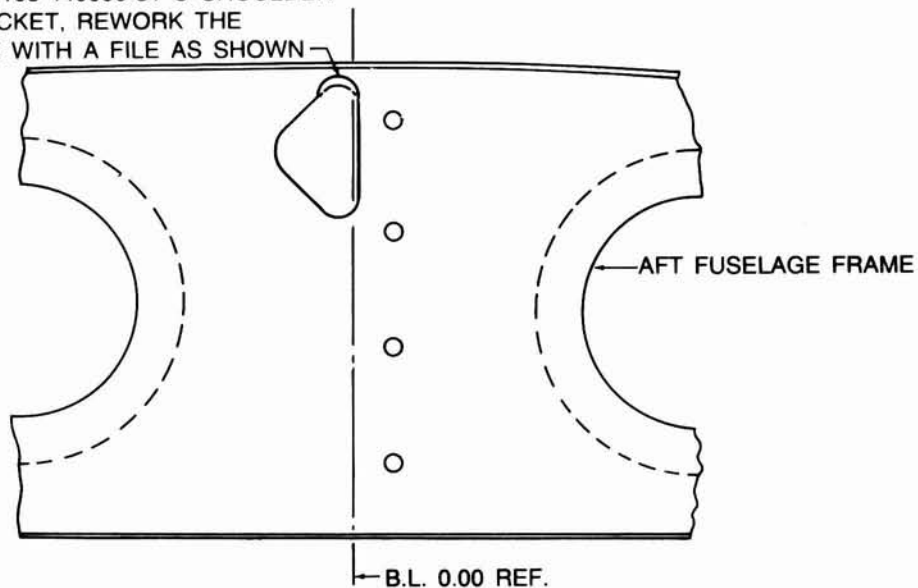


Figure 1

IF NECESSARY TO OBTAIN THE PROPER EDGE DISTANCE ON THE P/N 108-440000-31 U SHOULDER HARNESS ATTACH BRACKET, REWORK THE CUTOUT IN THE FRAME WITH A FILE AS SHOWN



**Figure 2**  
**View - Looking Forward**

**CAUTION**

Care should be taken to avoid damaging the static air line.

8. In the event the P/N 108-440000-31 or P/N 108-440000-31 U shoulder harness attach bracket does not fit against the vertical member of the "T" extrusion forward of the slanted bulkhead, fabricate a shim of 2024T3 aluminum alclad sheet of the appropriate dimension to fill the area (obtain shim material locally).

9. Reinstall the baggage compartment aft bulkhead cover.

**NOTE**

The aft fuselage should be carefully inspected to assure that all tools and repair equipment have been removed and the static air lines are positioned properly and not damaged.

10. Reinstall the aft center headliner panel, speaker cover and cabin door overhead latch handle. Use the hardware which was removed in step 3.

11. Reinstall the shoulder harness inertia reels and the inertia reel cover assembly using the hardware which was removed in step 2.

12. Check the inertia reel assemblies for proper operation and remove the tail stand from the airplane.

**RECORD**

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