MOONEY AIRCRAFT CORPORATION

SERVICE BULLETIN

NUMBER: M20-223

BOX 72 • KERRVILLE, TEXAS 78028

THIS BULLETIN IS FAA APPROVED

DATE: 5-27-80

SUBJECT: SEAT BELT LATCHING MECHANISMS, INSPECTION AND MODIFICATION

MODELS/ SERIAL NUMBERS AFFECTED:

Mooney M20J S/N 24-0985, 24-0986, 24-0988 thru 24-0994, 24-0998 and 24-1000

Mooney M20K S/N 25-0361 thru 25-0363, 25-0366, 25-0368, 25-0370, 25-0371, 25-0374 thru 25-0379, 25-0383, and 25-0385 thru 25-0388

TIME OF COMPLIANCE: MANDATORY compliance within 90 days of notification.

INTRODUCTION: It has been determined that some seat belts may not properly engage the latching mechanism when the steel fitting is inserted into the buckle. Suspect seat belts may have been installed on some of the above model aircraft. (The F.A.A. strength requirements are met when only one latch is engaged.)

INSTRUCTIONS: The attached Service Bulletin from Davis Aircraft Products describes the inspection procedure to determine if modification to installed seat belts are required.

1. Inspect the seat belts per the attached Service Bulletin and modify the buckle frame as needed to ensure both latching lugs are fully engaged.
2. When inspection and/or modification has been accomplished an entry in the Aircraft Log Book should be made and the compliance card returned to Mooney Aircraft Corporation.

REFERENCE DATA: Davis Aircraft Products Co., Inc. Service Bulletin dated June 5, 1980.

PARTS LIST: Not applicable.

FIGURES/ TABLES: See attached Service Bulletin.

DAVIS AIRCRAFT PRODUCTS CO., INC.
EXECUTIVE OFFICE & PLANT
SCUDDER & WOODBINE AVES., NORTHPORT, L. I., N. Y. 11768, PHONE: AREA CODE 516-261-1000

SERVICE BULLETIN

SUBJECT: Possible Improper Latching of Seat Belt Assemblies FDC-5900-160-4 and FDC-5900-160-6

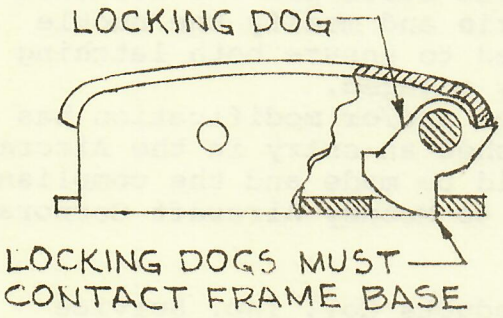
This bulletin concerns only those seat belts which use the special steel fitting FDA-5486M10-1. It does not affect seat belt assemblies using our standard aluminum release fitting FD-5486.

We have found that the release fitting may latch improperly when inserted into the buckle. Improper latching exists if both locking dogs are not engaged with the release fitting. (Note: FAA strength requirements are met even if only one locking dog is engaged.)

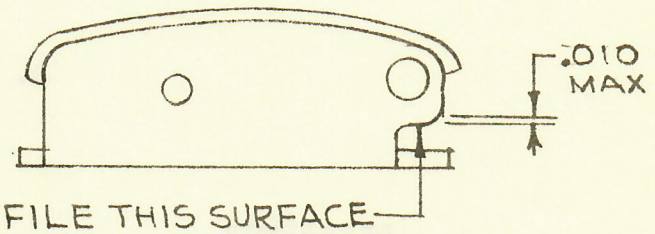
To inspect for improper latching, insert the release fitting into the buckle and observe the locking dogs through the rectangular slots in the base of the buckle. If properly engaged, the locking dogs will make contact with the buckle frame base. (Sketch A)

Improper latching may be easily corrected by filing that area of the buckle frame which receives and limits the movement of the release fitting. (Sketch B) The amount of material removed should not exceed .010 inch.

Sketch A



Sketch B



NOTE
Applicable only to subject assemblies having a TSO mfg. date between January and April 1980, inclusive.

W. Henderson
Director of Quality Control

June 5, 1980