



MANDATORY SERVICE BULLETIN

NUMBER: SB11-15

REVISION: 00

DATE: Sep 9, 2011

SUBJECT: Crew Seat Chain Plate Inspection

EFFECTIVITY:

100-0001 through 100-0054. (All Quest Aircraft Type Certified interior configurations.)

SUMMARY:

It has been found on one aircraft with over 1,000 flight hours that a crack has begun around a nut on the crew seat chain plate (P/N 100-825-1231). Inspect and replace parts as needed in accordance with this Service Bulletin.

ACTION:

Comply with the inspection procedures outlined in the service bulletin attachment, "Crew Seat Chain Plate Inspection Procedures." Contact Quest Customer Service for further details or replacement parts.

COMPLIANCE:

This Mandatory Service Bulletin must be complied with on or before the next 100 hour, Annual Inspection, or next scheduled maintenance, whichever comes first.

ATTACHED DOCUMENTS:

Document #:	Date:	Document Title:
N/A	09/09/2011	Crew Seat Chain Plate Inspection Procedures

INDUSTRY SUPPORT INFORMATION:

N/A

CREDIT AND WARRANTY INFORMATION:

Quest Aircraft Company will reimburse for the cost of this inspection up to \$56.25 for aircraft still under factory warranty. For reimbursement send Quest Aircraft Company a copy of the modification record and serial number of the aircraft on which the modification was completed.

Quest Customer Service

Service Bulletin: SB11-15

Phone: (208)263-1111 Toll Free: 1(866)263-1112

Email: Customercare@questaircraft.com

SPECIAL INSTRUCTIONS:

See attached sheet(s).

Quest Aircraft Company, LLC
© Copyright 2011
All Rights Reserved

No part of this document may be reproduced, copied, transmitted, disseminated, downloaded or stored in any storage medium, for any purpose without the express prior written consent of Quest Aircraft Company, LLC.

MANDATORY SERVICE BULLETIN

MANDATORY SERVICE BULLETIN

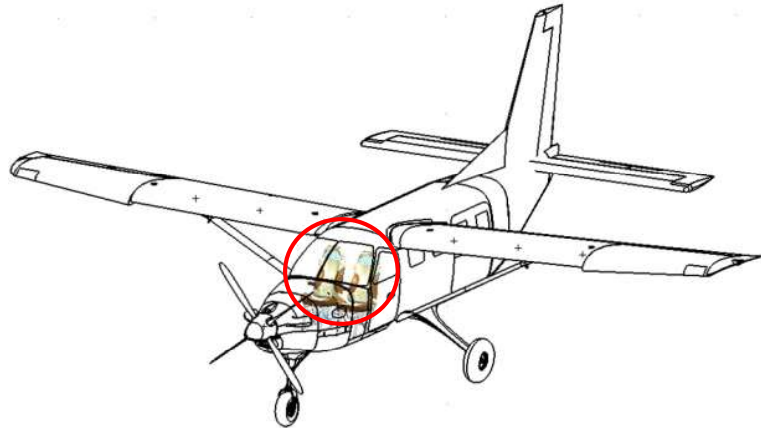




SERVICE BULLETIN ATTACHMENT

TITLE: Crew Seat Chain Plate Inspection Procedures
PARENT DOCUMENT: SB11-15
JASC CODE: 2510

Inspection Area:



Estimated Manhours: 45 Minutes

Overview:

It has been found on one aircraft with over 1,000 flight hours that a crack has started to form around the nut on the crew seat chain plate, as shown on the next page. The damage is caused by users adjusting the seat height beyond its upper limit. (Adjustment arm located on the front of the crew seats between the occupant's legs.) *Quest Aircraft Company* is mandating a one-time inspection of this bracket to bring special attention to mechanics. This inspection does not change or modify the inspection requirements as defined in the *KODIAK 100 Maintenance Manual, Chapter 5 "Time Limits/Maintenance Checks."*

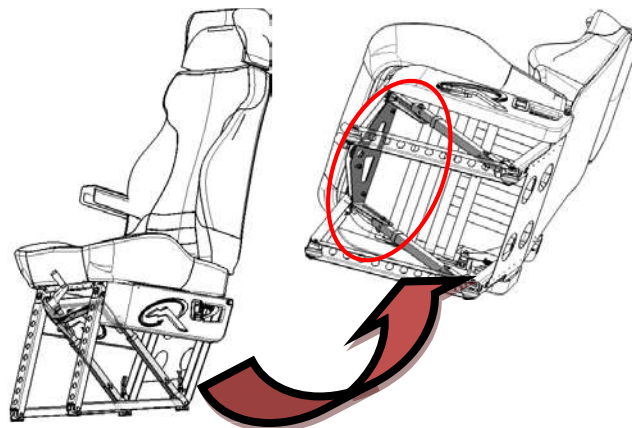
Since becoming aware of this issue, *Quest Aircraft Company* has begun working on a change in design to eliminate the potential of future damage. Upon completion of the design and FAA approval, customers will be notified and parts will be available through *Quest Aircraft Customer Service*.

▲ NOTE ▲

The following service instructions are applicable to all Kodiak 100 interior configurations.

Inspection Instructions:

1. Gain access to the bottom of the crew seat.





SERVICE BULLETIN ATTACHMENT

PAGE:

2 of 2

TITLE:

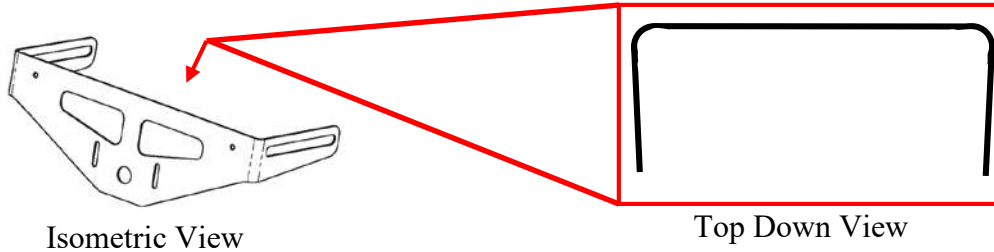
Crew Seat Chain Plate Inspection Procedures

PARENT DOCUMENT:

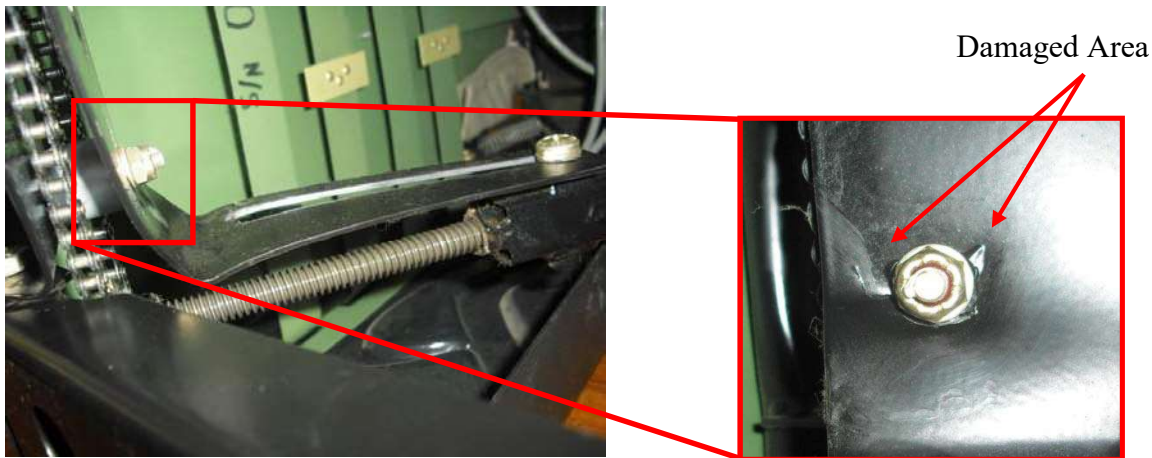
SB11-15

JASC CODE: 2510

2. Inspect the Crew Seat Chain Plate (P/N 100-825-1231) for:
 - 2.1. Correct shape (See image below).



- 2.2. Cracking and other deformation/damage (See images below).



▲ NOTE ▲

Ensure the inspection area is properly lighted, noise levels are maintained at a minimal level, and proper tools are used to assist in the inspection process.

- 2.3. If brackets are incorrectly bent or cracks are found, the part(s) must be replaced. Contact Quest Aircraft Customer Service to order replacement parts.
 - 2.4. If no damage is found, continue to **Step #3**.
3. Repeat inspection procedure on the other crew seat.
4. Upon completion of all work instructions, record work completed in the appropriate *Kodiak 100 Log Books*.

▲ NOTE ▲

Quest Aircraft Company is in the process of a design change to eliminate future problems with the crew seat adjustment assembly, and will make that information available to customers after FAA approval.

---END---