

AIRFORMS ENGINEERING – SERVICE ANNOUNCEMENT INFORMATION SHEET*Aircraft:*

Viking Aircraft Ltd. (Viking) DHC-2 Mk. I and Mk III

Customer:

Any owner/operator, private or commercial, who maintains a US registered Viking Aircraft Ltd. DHC-2 Mk. I or Mk. III aircraft.

Service description:

Airforms engineering has completed design and testing to support major alterations with approved data in accordance with 14 CFR Part 43 for modification of crew seats in DHC-2 “Beaver” aircraft. The data apply to both the pilot and copilot seat locations.

The crew seat modification consists of cutting the back from an upper one-piece composite “military” style seat, then fabricating aluminum sheet metal brackets and reinforcements that are riveted to the trimmed composite to form the modified seat pan. A folding passenger “military” style tube and canvas seat back is then affixed to the modified pan. The modified pan and back assembly is then mounted to the existing adjustable tube base assembly. Installation of the seat in the aircraft is unchanged for aircraft equipped with the “military” style floor attachments.

The modified crew seat allows better forward visibility for passengers seated behind the crew. The modified seat also allows someone in a crew seat to more easily egress towards the rear of the aircraft, as the seat back folds forward and increases personal maneuvering space.

This engineering project originated due to customer requests related to in-service aircraft seats that had been previously modified without FAA or DER approved data, and that might not conform to the type design. The FAA FSDO alerted owner/operators to this potentially discrepant condition, in a letter dated 24-Jul-14. The approved data may be used (1) to inspect an existing installation, or (2) execute a new modification, or (3) support approval of a modified seat configuration that may not be addressed by existing data – i.e. the approved test plan may be used again for new modification designs that have not yet been tested.

Data description:

The data available to support modification of the crew seats are (1) Airforms drawing 53-510-53-01 specifying modification of the crew seat, and installation of the modified seat in the aircraft equipped with a military style floor structure, and (2) an accompanying FAA form 8110-3 for each aircraft in which the modified seat(s) will be installed.

The data require that the aircraft be equipped with an FAA approved shoulder harness installation at all locations where the modified crew seat will be installed. The shoulder harness installation data and approval is *not* included with the seat modification data.

This data is supported by a proprietary FAA approved test plan and DER approved test report.

Date available:

Data is available after 13-Apr-15

Cost:

USD 500.00 *per crew seat* as installed in one each airframe

Important notes:

Cost above is for a configuration that matches the existing available approved design data, or for a seat that has yet to be modified to the approved configuration.

Limitations and related service:

Modifications or previous repairs to seat backs are not included in this approval.

This approval applies only to aircraft with the military style floor. Aircraft with the civilian style “wedjit” floor fittings must be modified to a condition matching that specified by the military IPC. The data approval does not apply to any floor structure modifications. This would be at additional cost, should it be desired by the customer.

It is expected that differing types of seat modifications will be located in field.

1. Some may be reworked to a conforming condition, no additional engineering charge
2. Some may be analyzed to disposition a differing design. Each project would be quoted individually, or at hourly engineering charge. An analysis and revised drawing would be generated and DER approved.
3. An additional test may be performed on the modified seat using the approved test plan. In this event, a charge of \$2500 would address complete retesting. A test report and new modification drawing would be generated and DER approved. Airforms has an FAA approved test plan specifically for this purpose.

Required reference information:

The owner/operator must have access to the IPC for the civilian and military configurations of the aircraft in order to interpret the drawing. The terms military and civilian are used to describe aircraft imported as former military aircraft models L-20A/YL-20/U-6A, or originally type certified under TCDS A-806, respectively.

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For more information:

For more information on performing an aircraft major repair or alteration with DER approved data in accordance with 14 CFR Part 43, see the news section of our website at www.airforms.biz.

For additional assistance with your seat modification question, or with any questions related to how DER approved data can be used to support your aircraft operation, please do not hesitate to call or e mail.

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