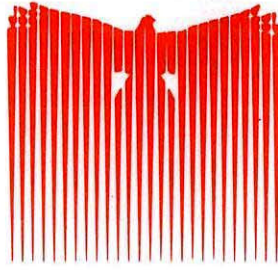


mainair sports



24th September 1991

Mainair Sports Ltd.
Unit 2, Alma Industrial Estate, Regent Street
Rochdale, Lancs. OL12 0HQ England.
Telephone: Rochdale (0706) 55134
Telex: 635091 Albion G-Attention/Mainair
Fax: 0706 31561

SERVICE BULLETIN NO. 37 ISSUE NO. 2

SUBJECT - SEAT BELT INCORRECT ASSEMBLY

The original issue of this service bulletin sent to you recently has caused a great deal of confusion. I hope this new issue clarifies the situation.

Unfortunately the drawing in issue 1 is incorrect for certain aircraft, and should be disregarded.

First, the problem of incorrect belt assembly applies only to aircraft manufactured before the 1st January 1987. Furthermore, these belts, although difficult to adjust, were perfectly safe and in fact have been subjected to the ultimate test requirements to meet Section S.

Please disregard the drawings on issue 1 of Bulletin 37, and carry out checks on your seat belts if the aircraft was manufactured before 1st January 1987 as follows :-

Sit in the pilot seat and strap yourself in. Adjust the belt tension making sure that the slack is taken up by the plastic 3 bar slack adjuster. Pull forward with the weight of your body against the seat belts. The belt should not extend. Next, without altering anything at the "Press to Release" buckle, move the slack adjuster so as to leave a slack loop between the slack adjuster and the "Press to Release" buckle. Again, pull forward with the weight of your body against the seat belt. If the belt is incorrectly assembled, the main length of the belt will extend taking up the slack loop. A correctly assembled belt will remain locked, leaving the loop slack.

To summarise; the main load bearing belt which passes around the keel of the aircraft or round the monopole on the passenger seat, should be the belt which locks in the main buckle when pulled.

Please return any incorrectly assembled seat belts to Mainair Sports Limited, and we will update them free of charge and post them back to you by return.

/cont.....

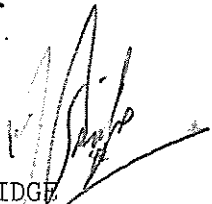


Please ensure that when you fit the seat belts to your aircraft that they are correctly fitted as follows :-

Pilot seat in position. Thread the seat belt through the right hand seat hole, pass around the keel making sure that the belt is restrained from moving forward by the plastic covered wire loop. Pass the belt through the left hand seat fabric hole.

Passenger seat. Pass the belt through the right hand seat fabric hole, around the monopole, below the lower engine mounting plate and back through the left hand seat fabric hole.

Please do not hesitate to contact me if you have any queries on this subject.



JOHN BRIDGE
TECHNICAL MANAGER

MB Record Update

I would be grateful if you would fill in the slip below and return it, for my attention, so that I can update our computer records.
Please let me know if you no longer fly, or own the aircraft.

I request you register my details and continue to send me bulletins.

Name.....

Address.....

Tel No.....

Aircraft type.....

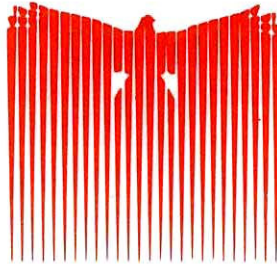
Registration.....

Serial No.....

Note:Without this we cannot file your details - Its on the seat channel or on the front of the manual.

Thanks
Eileen Hudson

mainair sports



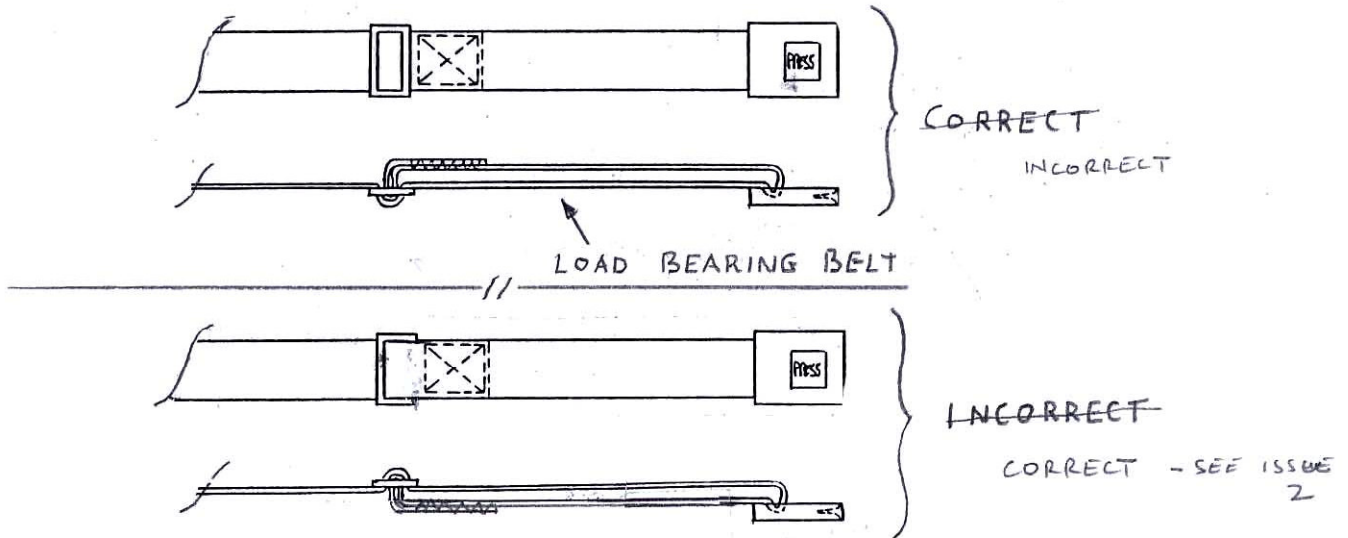
Mainair Sports Ltd.
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6/9/91

SERVICE BULLETIN NO. 37

SUBJECT; - Seat belt - Incorrect assembly.

It has been brought to our attention that a number of seat belts have been incorrectly assembled. Please check the seat belts on your aircraft, before next flight, against these drawings.



If you find the assembly incorrect, please return the belts to MAINAIR at the above address. We will then correct the fault and return it to you promptly, free of charge, provided that you include details of your aircraft including registration and serial number.

JOHN BRIDGE.
(TECHNICAL MANAGER)

