

# Cessna's Secondary Seat Stop Program

By John Frank



If you have been flying in Cessna single engine aircraft or Cessna 337 Skymasters for any length of time, you surely have experienced or witnessed a seat slippage. As a flight instructor many years ago there was more than one occasion I saw my student headed for the baggage compartment. Whether due to wear of components or inattention on the pilot/passenger's part, seat slippage on single engine Cessnas happens with some frequency and has caused accidents.

In March of 1983 Cessna issued service letter SE83-6. This letter applied to all single engine models using extruded beam type seat rails. It gave inspection guide lines and seat rail replacement recommendations for seat rails that are found cracked during routine inspection.

In October of 1985 Pilot Safety and Warning Supplements D5099-13 is issued by Cessna Aircraft Company. This booklet is sent by Cessna to every owner of record of Cessna piston powered aircraft. A statement in this booklet reads:

"The careful pilot will visually check his seat for security on the seat tracks. Nothing could be more dangerous or disconcerting than to have the pilot controlling the airplane slide aft unannounced during a critical phase of flight, such as the initial climb segment. Complete loss of control could result. As insurance that the seat is locked in position, check for positive locking pin engagement or physically attempting to move the seat fore and aft to verify the seat is secured in position."

## AD-87-20-03 Airworthiness Directive issued by the FAA

This airworthiness directive gives detailed instructions for inspecting the seat latching system for wear, pin engagement and cracks. The FAA mandates these inspections every annual or 100 hours. This AD will be superseded in 2011 by AD 2011-10-09.

April, 1989

## SEB-89-2 Cessna Safety Enhancement Program Single Engine Service Bulletin Pilot Secondary Stop Installation

Cessna designed a secondary seat stop latching system. This system, which is a ratcheting assembly on the right side of the seat, catches the seat as it starts to slide aft in the event that seat pin(s) became disengaged and the seat starts to move. While the kit had an original list price of several hundred dollars, for the first four years after the kit was introduced Cessna would supply the kit free of charge provided the owner had it installed at a Cessna Service Center and paid for the labor. Installation time was approximately 3 man-hours. Despite promotion of this program by both Cessna and the Cessna Pilots Association, participation in the program at the end of the four year free kit period was less than twenty percent of the fleet eligible.

May 2007

## Cessna issues SEB-7-5 and MEB07-1 which call out for a new secondary seat stop system that is totally passive.

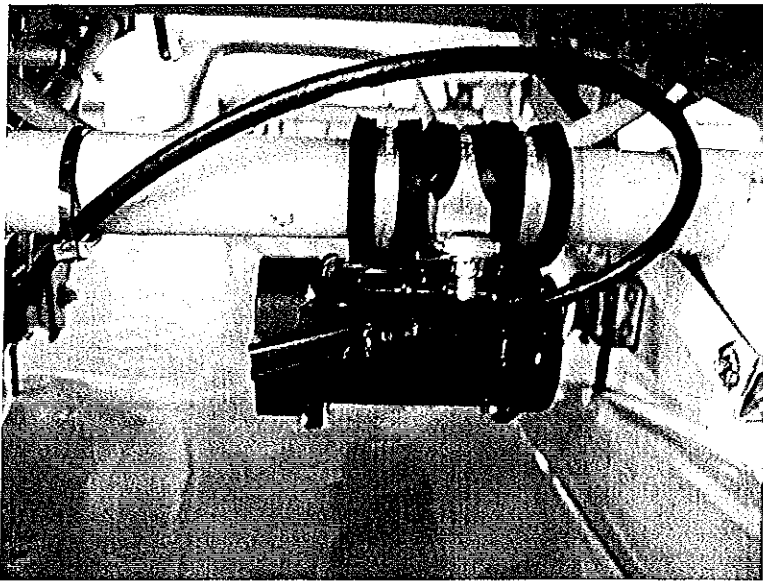
A locking reel similar to a shoulder harness reel is installed on the seat with the end of the strap bolted to the floor. When the seat adjusting handle is pulled up the reel is unlocked and the seat can be moved back and forth. When the seat adjusting handle is released the reel is locked and the seat cannot move aft. This requires no additional action from the pilot besides the normal action of adjusting the seat position.

More on this secondary seat stop system in just a bit.

June 17, 2011

## The FAA issues AD 2011-10-09 which supersedes AD 87-20-03 mentioned above.

This is basically a re-write of the first AD



*Reel Mount*



*Floor Mount*

giving more detailed information and dimensions to inspect the seat latching system. This inspection is required every 100 hours or 12 months which ever occurs first.

Now back to the Secondary Seat Stop called out by Cessna in SEB07-5. Cessna was so determined to have this safety enhancement installed that **THEY OFFERED IT FREE OF CHARGE, PARTS AND LABOR, ON THE PILOTS SEAT.** The initial free of charge offer was for two years through May of 2009. However, Cessna kept extending the deadline and the last revision of the service bulletin, SEB07-5 revision 4 issued March 15, 2012, extended the deadline to December 31st, 2013.

There have been some misconceptions about

the warranty aspect of the secondary seat stop system. Originally some Cessna dealers interpreted the bulletin to read that the pilot's seat was free of charge but the owner had to have the co-pilot's seat done at the owner's expense, which would be \$500-\$1000. Cessna cleared this up quickly; the co-pilot seat does not have to be done to have the secondary seat stop installed on the pilot's seat, free of charge.

Then it was assumed that the Secondary Seat Stop System had to be installed by a Cessna Service Center. While Cessna would prefer that it be done at a Cessna Service Center, the work can be done elsewhere provided a Cessna Service Center submits the warranty claim. Several Cessna Service Centers that we are aware of have programs to work with independent shops to do the installation and be reimbursed by the Cessna Service Center once the Cessna factory pays the warranty claim. The ones we know that have such programs are Tennessee Aircraft Services in Jackson, TN phone 731-424-7227, Yingling Aviation in Wichita, KS phone 316-943-3246 and Van Bortel Aircraft in Arlington, Texas, phone 817-468-7788. There certainly are other Cessna Service Centers that are cooperating with independent shops. If you want your independent shop to do the installation then have them get in touch with the Cessna Service Center they normally get parts through to see if they have a program going.

Here is the sad thing. This Free of Charge Program has been going on for over 6 years, since May of 2007, and as this issue is going to press Cessna tells us that compliance among single engine aircraft is around 17 percent of the eligible fleet and multi-engine is around 3 percent of the eligible fleet. Less than 1 in 5 owners will have a safety item installed when it is **FREE OF CHARGE.** I simply do not understand this. It is **FREE, FREE, FREE.**

Somebody explain to me why you won't put on a safety item that is free.

## What CPA is doing:

The Free of Charge installation expires at the end of this year, just a few months away. CPA is asking Cessna to extend the program one more year. Don't know yet what the answer will be.

CPA is contacting the FAA to see if with the

Secondary Seat Stop System installed some relief from AD 2011-10-09.

If the above are granted CPA will continue to highlight the Secondary Seat Stop System in our magazine and in press releases.

What you can and should do right now. Get with your shop or a Cessna Service Center and get your pilot's seat secondary seat stop system on order. Unless the Cessna Service Center that the order is placed through is very familiar with your aircraft they will probably want pictures of your seat to determine the correct kit. There are several. Kits ordered before the end of the year will almost certainly be honored under warranty even if they arrive and are installed after the end of the year.

**GET WITH IT. IT'S FREE. BUT ONLY UNTIL THE END OF 2013.**

SEB07-5R4 can be viewed at:  
<http://cessna.org/tech-info/service-bulletins/tech-info/112-sebs>

MEB07-1R4 can be viewed at:  
<http://cessna.org/tech-info/service-bulletins/tech-info/73-cessna-multi-engine-service-bulletins>

AD2011-10-09 can be viewed at:  
<http://cessna.org/tech-info/airworthiness-directives>



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