

MANDATORY SERVICE BULLETIN
REVISION RECORD

REV	DATE	PAGE	CHANGE DESCRIPTION
00	10/29/2019	ALL	Initial release.

SUBJECT

Crew Seat Aft Wheels Upgrade and Resolution of *Quest Safety Communiqué QSC-008 (QSC)*.

EFFECTIVITY

Original Effective Date: 11/26/2019

Serial Range: 100-0001 through 100-0278

SUMMARY

This Service Bulletin (SB) provides resolution related to the **QSC** and associated crew seat locking rear foot assembly upgrade from Type “A” (flat style) rear wheels to Type “B” (flange style) rear wheels. The **QSC** was published to advise the field of a potential safety-of-flight issue regarding the locking mechanism of the crew seats. Two instances were reported from the field of the pilot’s crew seat shifting aft in the seat tracks during takeoff operations. Quest worked in close cooperation with the National Transportation Safety Board (NTSB) and the Federal Aviation Administration to investigate the matter. Initial observations indicated that damage to the crew seat rear foot locking mechanism (as illustrated in the **QSC**) through improper storage and handling could cause failure of the locking mechanism.

The NTSB and Quest’s subsequent research and evaluation has found no known instances of crew seat rear foot locking pin or associated mechanism failure due to damage of the locking mechanism as described in the **QCS**. Instead, it was determined that when the locking mechanism has been properly engaged in the seat track, it creates the intended condition of securely locking the seat in the seat track. In at least one of the two incidents, lack of confirmation that the crew seat locking mechanism has properly engaged the seat track is the believed cause of the unintended crew seat movement. Lateral movement of the crew seat within the seat track can make it difficult to verify if the lock is engaged.

The original Type “A” (flat-style) crew seat locking rear foot assembly makes it possible for lateral movement of the crew seat, allowing the crew seat to be moved into a position within the seat track without the locking mechanism engaging. In some instances, it is also possible for the interface between the Type “A” (flat-style) crew seat locking rear foot assembly and the seat track to create excessive contact and friction between these components.



WARNING: *One or both of the conditions described in the summary can cause failure of the crew seat to have been locked into position. Failure to lock the crew seat into position may cause loss of control of the aircraft, which could result in property damage, serious injury, or death.*

MANDATORY SERVICE BULLETIN

Quest now offers a Type “B” (flange-style) crew seat locking rear foot assembly that reduces lateral movement, reduces excessive interference between the rear foot assembly and seat track, and is made from an improved material which should increase the service life. This improved roller design creates smoother crew seat position movement within the seat track and reduces wear to the seat tracks.

The below table defines those documents containing the technical instructions and service kit parts information associated with the upgrade of the crew seat rear foot assembly.

DOCUMENT NUMBER	TITLE	REVISION
<i>FSI-169</i>	<i>Crew Seat Rear Foot Assembly Upgrade</i>	00 or Later
<i>AM901.0</i>	<i>KODIAK® 100 Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual</i>	22 or Later
<i>AM902.0</i>	<i>KODIAK® 100 Airplane Maintenance Manual</i>	27 or Later

COMPLIANCE

This SB must be complied with on or before the next scheduled annual inspection or within 100 flight hours from the effective date of this SB.

Replacing the Type “A” (flat-style) crew seat locking rear foot assembly with the Type “B” (flange-style) crew seat locking rear foot assembly is the terminating action of this SB.

SPECIAL INSTRUCTIONS

Rework the Type “A” (flat-style) crew seat locking rear foot assembly on the two (2) crew seats into the Type “B” (flange-style) crew seat locking rear foot assembly using Quest Kit QK100-0106 in accordance with (IAW) the instructions contained in *FSI-169*. Continued maintenance to the crew seat must be performed IAW the *AM902.0 KODIAK® 100 Airplane Maintenance Manual*, Revision 27 or later. Crew seats are to be installed IAW the *AM901.0 KODIAK® 100 Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual*, Revision 22 or later. After modification and installation of the crew seats, ensure proper seat function, including full engagement of the seat stops into the seat tracks.

MANDATORY SERVICE BULLETIN**CREDIT AND WARRANTY INFORMATION**

Quest will provide at no cost to the owner of each KODIAK[®] 100 airplane listed in the serial range specified within this SB, one (1) **FSI-169**, which upgrades two (2) crew seats. For airplanes currently under warranty, Quest will reimburse up to four (4) hours of labor to implement **FSI-169**.

Quest's provision of **FSI-169** is not an acknowledgement that the original design is defective or a breach of any Quest Aircraft warranties (expressed or implied), nor does it warrant any claims for consequential or incidental damages, including, but not limited to any claims for personal injury or property damage related to the crew seat rear foot weldment and associated assembly.

Contact KODIAKCARE to order **FSI-169**. Refer to Quest's technical publications portal at <http://customercare.questaircraft.com> for warranty claim reimbursement instructions.

Quest Aircraft Company
1200 Turbine Drive
Sandpoint, Idaho 83864

KODIAKCARE
Toll Free: 1 (866) 263-1112
Email: kodiakcare@questaircraft.com