

10/23/00:Removed and discarded the original pilot & co-pilot lap belts
(*non-complying due to NON metal-metal buckles*).

Installed a set of airworthy lap belts and shoulder
belts/inertia-retract reel assemblies removed from a 1979
Piper, Model PA28-161, s/n 28-8016168 as follows:

Installed the above referenced **two(2)** sets of pilot & co-
pilot lap belts:

AMERICAN SAFETY - metal-metal buckle

Hardware nos: 440785 & 500950

Attachment

Hardware nos: CS 1050-1

Re-Webbed by: Aircraft Belts, Inc., Kemah, Texas on
2-94, MFG. No. 9600-22,

using the original attachment hardware.

Installed **one(1)** rear seat lap belt of the above referenced
set at the rear seat:

AMERICAN SAFETY - metal-metal buckle

Hardware nos: 440785 & 500950

Attachment

Hardware nos: CS 1050-1 & 1050-1

Re-Webbed by: Aircraft Belts, Inc., Kemah, Texas on
2-94, MFG. No. 9600-22,

using the original attachment hardware.

Fabricated **two(2)** clamping-type attachment fixtures from
1" X 0.125" - 1025 steel straps for attachment of
shoulder belts/inertia-retract reel assemblies.

Fabricated two(2) "anti-chafe" liners for these fixtures
from 1/16" thick sheet Teflon material.

Installed the above referenced **two(2)** shoulder belts with
inertia/retract reel assemblies:

PACIFIC SCIENTIFIC - Retract Assembly

Hardware nos: 1107447-13,

(Code Ident 45402),

and clamped the fixtures to the fuselage tubular structure
cluster at the upper/outer/aft cabin corner tubular cluster
at fuselage station 52.5" (aft of wing leading edge) using
AN6-18 bolts, and AN365-624A elastic stop nuts. Calculated
the MINIMUM yield strength of the entire attaching fixtures
assemblies at 4000#.

**All of this referenced seat/shoulder belt installation was done
in accordance with Federal Aviation Administration Policy
Statement Number ACE-00-23.561.01, issued September 19, 2000 as a
minor change per paragraph 3 under methods of approval for
retrofit shoulder harness installations and by consulting the AC
43.13-2A, Chapter 9 for information on restraint systems,
effective restraint angles, attachment methods, and other details
of installation.**

This entire lap/shoulder belt installation was accomplished without any
welding or drilling of the airframe.

Dated: _____

Alvin L. Sowers

A. & P. No. 1514515