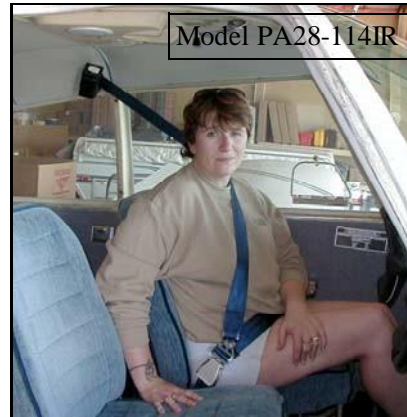


PIPER PA28 / 32 AIRCRAFT

Three Point Torso Restraint System Installations

Installation Overview

FAA/STC SA02015CH



Product Description

STC SA02015CH authorizes the installation of a vendor supplied, FAA approved, TSO-C114 restraint system, at each pilot position. The restraint system incorporates a traditional pelvic restraint strap (lap belt) provided with the provision to attach, as needed, a single diagonal upper torso (shoulder) restraint strap. The upper end of the shoulder strap is hard mounted to the airframe at a location aft and above the pilot position. The free end of the shoulder strap is attached to the pelvic restraint strap at the buckle location and adjusted, as necessary, by use of the cinch strap or inertial reel.

The attachment of the fixed end of the shoulder strap is accomplished by the installation of an aluminum mount centered at fuselage station 111.35, as called out in the drawing package.

Weight and Balance

Model PA28-114FS has a location of station 111.35 and a net weight change of 1.75 pounds per installation; two pilot positions.

Model PA28-114IR has a location of station 111.35 and a net weight change of 3.50 pounds per installation; two pilot positions.

Installation

Note - The right and left side upper attach point installations are identical.

The rear passenger window trim is removed as necessary, on each side.

The headliner is carefully loosened from the window channel and using clamps, positioned to provide access to the cabin structure. Note The use of a heat gun or hair dryer to aid the release of the headliner adhesive can reduce the risk of damage to the headliner material.

On the bench, the left and right mounts are drilled up and riveted together.

The left and right mount assemblies are positioned in the aircraft and riveted in place. With the exception of seven rivets through the cabin skin; all rivets are concealed above the headliner.

The headliner is reinstalled and a .250-inch mounting hole is opened through the headliner fabric.

The upper end of the shoulder strap or inertial reel is installed using the hardware provided.

New lap belts are installed.

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