	BULLETIN TITLE: SEAT ATTACHMENT	
	CLASSIFICATION: SAFETY DIRECTIVE/SAFETY ALERT	
Letecká 255 686 04 Kunovice Czech Republic	Tel.:+420 773 984 338 info@brmaero.com www.brmaero.com	BULLETIN NUMBER: ALL-SA-0-0-0-ALL-0002-2021 Date of issue: 11.11.2021 Date of effect: 11.11.2021
		Revision no.: New issue Date of rev.: - Page: 1 Pages: 8

0 RECORD OF REVISIONS	Rev.No.	Affected pages	Reason	Date

1 GENERAL INFORMATION

1.1 Affected aircraft

- 1.1.1 Type: BRISTELL
- 1.1.2 Model: All UL and LSA models
(UL=Ultra Light Aircraft, LSA=Light Sport Aircraft)
- 1.1.3 S/N: All BRISTELL airplanes with the original design of the bracket for seat attachment, see Figure 1.
Notes:
The original design was used until approx. May 2019.
Since May 2019, the new design is in use, see Figure 2.
- 1.1.4 Countries: All countries where Bristell aircraft operate.

1.2 Reason

When operating Bristell aircraft with the original design of the seat attachment (see Figure 1), it has been found, that the seat can move up and forward, which may cause reduction of elevator fully aft deflection (see Figure 6).
This situation can occur for example, with an unoccupied seat when flying in turbulence or through a gust, when the seat is incorrectly fitted or when the pilot is settling into the seat.

1.3 Required action

Check of both seats attachment.
Replacement of the seat brackets (4 pcs/per 1 aircraft) with new design.

1.4 Compliance time

Before the next take-off check the seat attachment (see Figure 3).
Before each take-off, the pilot should always check the possibility of full deflections of the control surfaces, including elevator in the fully aft direction.
At the next periodic inspection, but no later than 1 year from the date of issue of this bulletin, replace the original seat brackets with the new design.

1.5 Mass data

Not affected

1.6 Electrical load data


Not affected

2 DOCUMENTS

- 2.1 Superseded documents: NONE
- 2.2 Revised documents: NONE
- 2.3 Affected documents: NONE

3 MATERIAL INFORMATION

- 3.1 Required material: 4 pcs. of seat brackets (new design) per acft.

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3.2 Required tools

Nut wrench size 8 (5/16") to release/tighten the self-locking nuts of seat bracket attachment bolts.

3.3 Costs covered by

Hand drill + drill bit 5 mm (7/32") to re-drill new bracket holes.

BRM Aero will provide on request free of charge seat brackets of the new design.

BRM Aero will replace the seat brackets in case of aircraft service withing BRM Aero.

BRM Aero does not reimburse labor or any other costs.

4 ACCOMPLISHMENT INSTRUCTIONS

4.1 Type of maintenance

Line

4.2 Authorization to perform

Replacing the brackets with the new design is simple and can be done by a sufficiently technically competent person.

LSA mechanic, A&P mechanic if required.

4.3 Manpower

Estimated time for changing brackets is about 1 hour.

4.4 Work procedure

1. Check the attachment of the seat of your aeroplane, see Figure 3.

If the seat can be lifted up easily, it is the original design with the straight brackets, see Figure 1.

If the seat cannot be lifted up easily, it is a new design (Figure 2) which holds the seat sufficiently. In this case the brackets do not need to be changed and record the compliance with the bulletin in the Aircraft LogBook.

2. If the brackets need to be replaced, request the a new bracket design from BRM (4 pcs. per aircraft).

3. Replacement of the brackets see in Annex 2.

4.5 Work inspection

After replacing the brackets, put the seats back in the aeroplane and check (by pulling the front of the seat up) that they are firm enough to stay in place. If necessary, the brackets can be slightly bent.

4.6 Bulletin compliance record

Record the bulletin execution in the Aircraft Log Book.

4.7 Feedback

In case of need, please contact BRM Aero at: info@brmaero.com

5 BULLETIN APPROVAL

5.1 Elaborated by:

Petr Javorský, BRM Aero, Certification manager

5.2 Date of elaboration:

11.11.2021

5.3 Approved by:

Milan Bříšťěla, BRM Aero, CEO

5.4 Date of approval:

11.11.2021

6 ANNEXES

Annex 1 Seat attachment – photos

Annex 2 Procedure to replace seat attachment brackets

Form no: BRM-FORM-BUL-001	Form date of issue: 11.11.2015	Rev.: -	Rev.date of issue:
File name: Bulletin_Seat_attachment			© BRM Aero s.r.o.

Annex 1

Seat attachment - photos

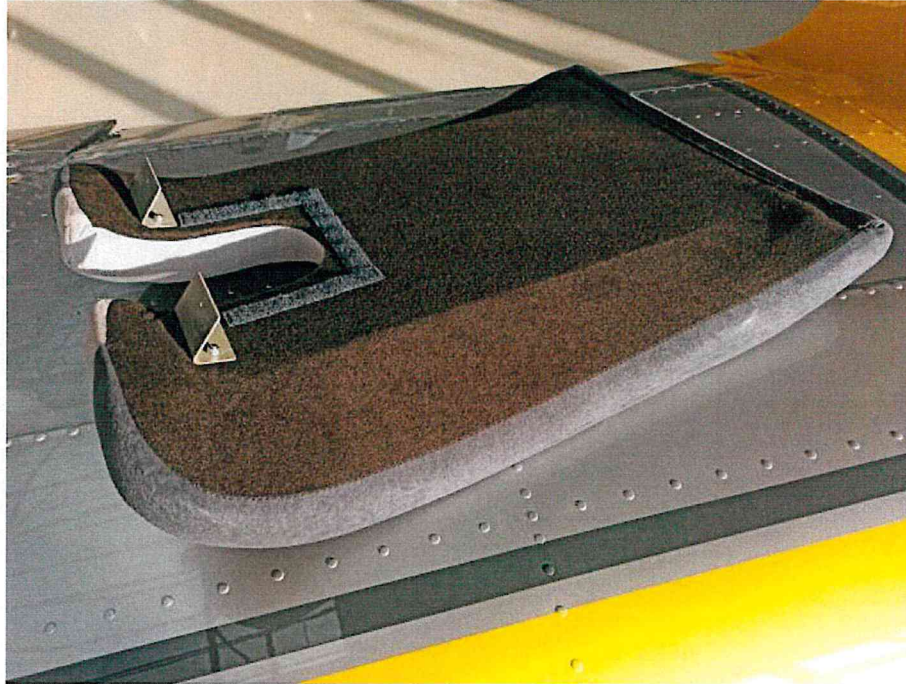


Figure 1 Seat with original straight bracket



Figure 2 New bracket design for seat attachment



Figure 3 If the seat cushion can be lifted up quite easily, then it is the original design of the seat attachment with straight brackets.



Figure 4 Detail view, arrow points to straight console



Figure 5 Control stick fully aft deflection if the seat is correctly fitted (brackets behind the main spar).



Figure 6 Control stick fully aft limited deflection if the seat jumps up and forward (the console gets in front of the main spar, see arrow).

Annex 2
Procedure to replace seat attachment brackets



Remove seats from the fuselage



Remove seats from the fuselage



Unscrew the nuts of the original brackets using nut wrench size 8 (5/16")



Remove the brackets.



Redrill holes through the new brackets using 5mm drill bit.



Set the new brackets on the seat.



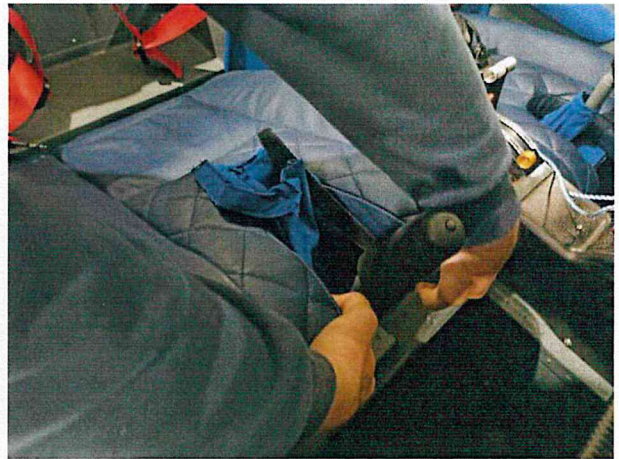
Screw and gently tight the nuts.



Do the same for the other brackets.



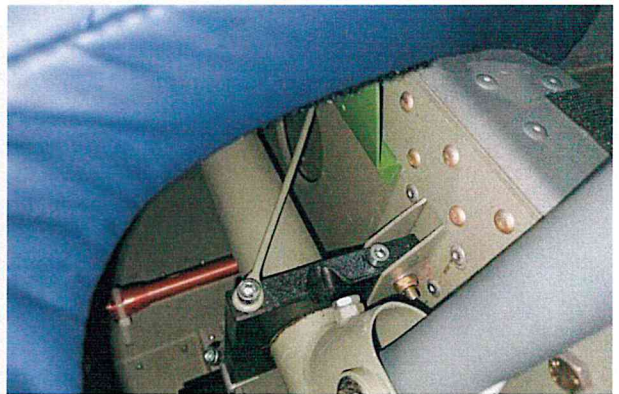
Install the control stick sleeve on the seat velcros.



Re-install the seat back into the fuselage and check seat attachment firmness. If the seat is hardly to insert, push the bracket ends slightly rearward.



If needed to adjust firmness of the seat attachment in the fuselage, bent slightly the brackets (rearward to reduce attachment force and seat easier insertion into the fuselage), forward in-flight direction to increase seat firmness.



The brackets shall lock under the center spar upper flange. The seat may not be possible to easily lift up, it must hold in the fuselage.

IMPORTANT! Check there are no collisions of the new brackets with the surrounding construction, control system or installations in the fuselage.



Set the control stick sleeve.



Check the control sticks full deflections.