

Bundesamt für Zivilluftfahrt (BAZL) Office fédéral de l'aviation civile (OFAC) Ufficio federale dell'aviazione civile (UFAC) Federal Office for Civil Aviation (FOCA)

3003 Bern/Berne/Berna

Lufttüchtigkeitsanweisung Consigne de navigabilité Prescrizione di aeronavigabilità Airworthiness directive

HB 89-301

Inkraftsetzung Date en vigueur Entrata in vigore Effective Date

6.12.1989

Betroffene Muster - Types concernés - Applicabilità - Models affected

Pilatus PC-6 Turbo Porter up to S/N 824 fitted with welded steel rudder pedal supports, rudder torque tube P/N 6232.0196.00

Anlass/Massnahmen - Objet/Mesures - Oggetto/Provvedimenti - Subject/Action

Rudder pedal supports - Initial and subsequent inspections for fatigue cracks - Repair by welding cracked supports - Replacement if necessary

Fristen - Délais - Scadenza - Compliance

See attached Alert SB; the effective date on this page is applicable

Herkunft - Provenance - Provenienza - Origin

Bezugnahme - Référence - Riferimento - Reference

Pilatus PC-6 Alert Service Bulletin No. A-162

Bemerkungen - Observations - Osservazioni - Remarks

TC no.

see

Rechtsmittelbelehrung siehe TM Nr.

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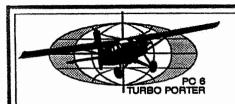
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ALERT

EPILATUS

PILATUS AIRCRAFT LTD STANS/SWITZERLAND

DATE:

Nov 10/89

NO:

A-162

SERVICE BULLETI

TITLE: FLIGHT CONTROLS - RUDDER PEDAL SUPPORTS P/N 6232.0196.00 - FATIGUE CRACKS

1. PLANNING INFORMATION

A. EFFECTIVITY

1) AIRCRAFT AFFECTED

All PC-6 Turbo Porter aircraft up to and including MSN 824. Only aircraft fitted with welded steel rudder pedal supports, rudder torque tube P/N 6232.0196.00 are affected.

NOTE: Aircraft equipped with cast-aluminium rudder pedal supports, rudder torque tube P/N 116.35.06.104 are not affected.

2) SPARES AFFECTED

Rudder torque tube (P/N 6232.0196.00) held in Operators stores should be replaced with Rudder torque tube (P/N 116.35.06.104).

B. REASON

During servicing inspection, fatigue cracks have been discovered on the rudder torque tube, P/N 6232.0196.00

NOTE: These reported cases occurred on high time aircraft, operated under severe conditions. However, PILATUS must insist that a mandatory inspection of all aircraft equipped with welded steel rudder pedal supports is carried out within the time limits given below.

C. DESCRIPTION

This Alert Service Bulletin calls for two inspections:

- (1) An initial inspection to be carried out before the next flight.
- (2) Subsequent inspections to be carried out every 100 flying hours (maximum).

D. COMPLIANCE

MANDATORY

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E. APPROVAL

This Service Bulletin has been approved as an AIRWORTHINESS DIRECTIVE by the Federal Office for Civil Aviation (FOCA) of Switzerland.

F. MANPOWER

Approximately 2 manhours will be required to complete the inspection described in this Service Bulletin.

G. MATERIAL, COST, AVAILABILITY

1) MATERIAL

Requests for replacement rudder torque tubes, if required, should be telexed, telefaxed, cabled or telephoned to:

PILATUS AIRCRAFT LTD., Product Support Department, CH 6370 Stans, SWITZERLAND.

Telex 866202
Telefax 041-61 33 51
Cable PILATUSAIR STANS
Telephone 041-63 61 11

2) COST

Cost will be advised on request.

3) AVAILABILITY

Replacement rudder torque tubes will be despatched from Pilatus, after receipt of application.

H. TOOLING - PRICE AND AVAILABILITY

None

I. WEIGHT AND BALANCE

Not affected

J. ELECTRICAL LOAD DATA

Not affected

K. REFERENCE TO OTHER PUBLICATIONS

Service / Maintenance Manual Illustrated Parts catalog

L. PUBLICATIONS AFFECTED

Illustrated Parts catalog.

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2. ACCOMPLISHMENT INSTRUCTIONS

A. INITIAL INSPECTION

To be carried out before the next flight.

- (1) Remove rudder pedal installation from rudder pedal support/rudder torque tube by releasing the hand wheel and removing the retaining clevis pin.
- (2) Visually inspect rudder pedal support for cracks using a magnifying glass and good light source. Special attention must be given to the area underneath the clamping device and also, the welding at the torque tube.
- (3) If any cracks are detected, they must be repaired by welding to the approved standards or the rudder pedal support must be replaced before the next flight.

 Proceed as follows: (Refer PC-6 SB 65)
 - (a) Remove external access panel.
 - (b) Disconnect springs from aileron/rudder control.
 - (c) Slacken control cable attached to operating lever by loosening a turnbuckle.
 - (d) Remove three taper pins from operating lever.
 - (e) Remove the operating lever together with the connecting rod.
 - (f) Remove the rudder pedal support.
 - (g) Remove paint completely (eg paint remover epoxy strip).

CAUTION: DO NOT USE NAKED FLAME TO REMOVE PAINT

- (h) Repair detected cracks using medium-alloyed welding rod, approx 0.1% C. Material is to be SAE 4130 type. Where facilities allow, repaired parts are to be stress-relieved at 550 ± 50°C for between 1 to 2 hours.
- (i) Clean weld and surrounding area thoroughly
- (j) Restore finish using primer and two coats of aluminium pigmented enamel.
- (k) Re-install all disturbed parts.

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B. SUBSEQUENT INSPECTIONS

Inspection for cracking of the rudder pedal support must be carried out after every 100 flying hours (maximum).

3. REPORTING

A report shall be made and returned to : PSS, PILATUS AIRCRAFT LTD. indicating the result of \underline{all} inspections (including NO cracks detected).

Please indicate: Aircraft MSN.

Registration No. Flight hours. Landings.

Operational roles.

Number of cracks detected and location.