

SERVICE BULLETIN

SERVICE BULLETIN NO: 27-002

REF NO: 196

MODIFICATION NO: INSPECTION

ATA CHAPTER: 27

FLIGHT CONTROLS - FLAPS INSPECTION OF THE LEAF SPRINGS IN THE FLAP OPERATING MECHANISM FOR CRACKS

1. Planning Information

A. Effectivity

PC-6 aircraft MSN 101 thru 999 and MSN 2001 thru 2092 with mechanically operated flaps and leaf springs P/N 6232.0175.01 installed in the overhead flap-operating mechanism.

All leaf springs P/N 6232.0175.01 held as spare or in stock.

B. Concurrent Requirements

None.

C. Reason

(1) Problem


An Operator reported an un-commanded movement of the flap system. The un-commanded movement was because of cracked leaf springs P/N 6232.0175.01 installed in the overhead flap-operating mechanism of some PC-6 aircraft.

(2) Cause

It is possible that the leaf springs P/N 6232.0175.01 were not manufactured correctly.

(3) Solution

- (a) Before the next flight, do a visual inspection of the leaf springs installed in the overhead flap-operating mechanism for cracks. No cracks are permitted. Replace leaf springs that are cracked before the next flight.
- (b) Every 25 flight hours, do the inspection of the leaf springs installed in the overhead flap-operating mechanism for cracks again. No cracks are permitted. Replace leaf springs that are cracked before the next flight.


PC-6
SERVICE BULLETIN

D. Description

This Service Bulletin gives the data and instructions necessary to:

- Remove the three leaf springs P/N 6232.0175.01 installed in the overhead flap-operating mechanism.
- Do a visual inspection of the leaf springs for cracks.
- Install three serviceable leaf springs in the overhead flap-operating mechanism.

NOTE: PC-6 aircraft with Service Bulletin 27-003 accomplished are not subject to the inspections detailed in this Service Bulletin.

The new leaf springs (P/N 116.45.06.040), which are not affected by this Service Bulletin, have 45 degree chamfers adjacent to the attachment hole.

E. Compliance

Mandatory.

The visual inspection is required before the next flight of the aircraft and then every 25 flight hours. No cracks are permitted. Accomplishment of Service Bulletin 27-003 removes the requirement for the inspection.

NOTE: The new leaf springs (P/N 116.45.06.040), which are not affected by this Service Bulletin, have 45 degree chamfers adjacent to the attachment hole.

F. Approval

The technical content of this Service Bulletin is approved under the authority of DOA No. EASA. 21J. 357.

PILATUS advises Operators/Owners to check with their local Airworthiness Authorities for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Manpower

| | Man-Hours |
|--------------|------------------|
| Preparation | 0.15 |
| Inspection | 0.05 |
| Close-Up | 0.15 |
| TOTAL | 0.35 |

H. Weight and Balance

(1) Weight Change

Not affected.

(2) Moment Change

Not affected.

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PC-6
SERVICE BULLETIN

I. Electrical Load Data

Not changed.

J. Software

Not changed.

K. References


None.

L. Publications Affected

Aircraft Maintenance Manual (AMM). Chapter 5.

M. Interchangeability of Parts

Not applicable.


PC-6
SERVICE BULLETIN

2. Material Information

A. Material Necessary for Each Aircraft

(1) Material to be Purchased

No modification kit is necessary for this Service Bulletin.

Operators should send orders for the Service Bulletin parts to:

PILATUS AIRCRAFT LTD,
CUSTOMER LIAISON MANAGER,
CH 6371 STANS, Tel: +41 41 619 65 80
SWITZERLAND Fax: +41 41 619 65 76
E-mail: ahofer@pilatus-aircraft.com

(2) Operator Supplied Materials

None.

(3) Special Tools

None.

(4) Operator Supplied Tools


| Part No. | Description | Remarks |
|----------|------------------------|---------|
| - | x 10 Magnifying Glass | |
| - | Source of Bright Light | |

B. Material Necessary for Each Spare

Not applicable.

C. Reidentified Parts

Not applicable.


PC-6
SERVICE BULLETIN

3. Accomplishment Instructions - Aircraft

A. Preparation (Ref. Fig. 1)

- (1) Remove the nut (1), the washers (2) and (4) and the screw (5).
- (2) Remove the three leaf springs (3).

B. Inspection (Ref. Fig. 1)

Before the next flight, and thereafter, every 25 flight hours, visually examine the radius of the leaf spring (3) for signs of cracks. Do this with a X10 magnifier and a source of bright light. No cracks are permitted. If you find a crack, you must replace the leaf spring before next flight.

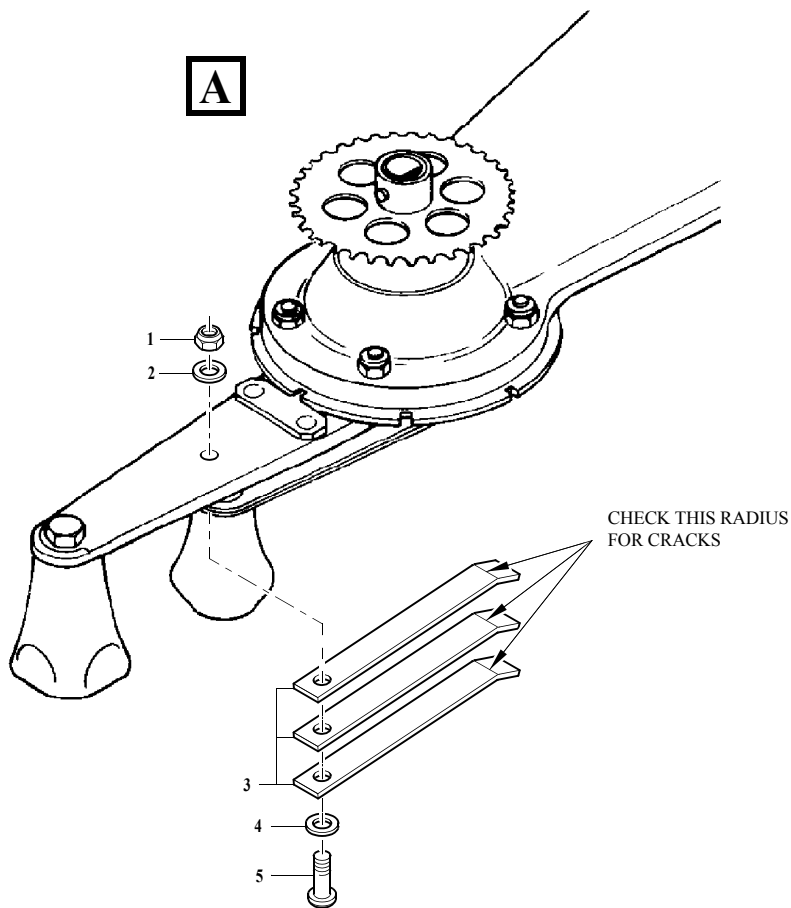
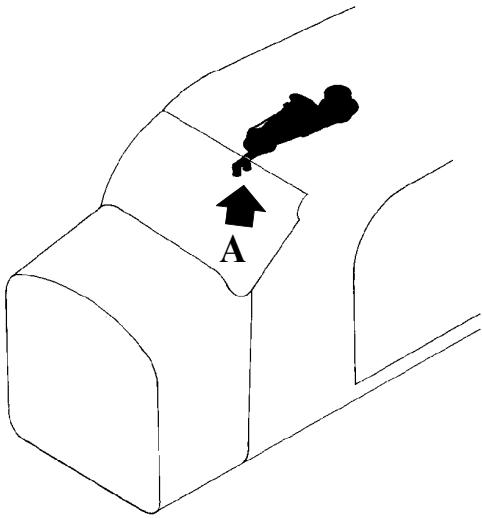
C. Close up

- (1) Put the three leaf springs (3) in position.
- (2) Install the screw (5), the washers (4) and (2) and the nut (1).
- (3) Remove all tools and materials. Make sure that the work areas are clean.

D. Documentation


- (1) Make an entry in the Aircraft Logbook that this Service Bulletin has been incorporated.
- (2) Use the Table 1 (at the end of this Service Bulletin) to report your results and the serial number of the aircraft to PILATUS.
- (3) Return cracked leaf springs to Pilatus.

PILATUS
PC-6
SERVICE BULLETIN



Wing Strut Fittings - Inspection
Figure 1

SBI800


PC-6
SERVICE BULLETIN

4. Accomplishment Instructions - Off Aircraft

A. Inspection (Ref. Fig. 1)

Visually examine the radius of all leaf springs (3) P/N 6232.0175.01 held as spare or in stock for signs of cracks. Do this with a X10 magnifier and a source of bright light. No cracks are permitted. If you find a crack, return the leaf spring to Pilatus for replacement.

B. Documentation

- (1) Make an entry in the equipment label that this Service Bulletin has been accomplished.
- (2) Use the Table 1 (at the end of this Service Bulletin) to report your results and the serial number of the aircraft to PILATUS.
- (3) Return cracked leaf springs to Pilatus.

