

Service Bulletin No: 51-001

Ref No: 155

Modification No: Inspection

ATA Chapter: 51

AIRCRAFT STRUCTURE - GENERAL**DO A CHECK OF THE MATERIAL SPECIFICATION USED DURING MANUFACTURE AND, IF NECESSARY, DO A CHECK FOR CRACKS OR REPLACE THE PART****1. Planning Information****A. Effectivity**

- (1) PC-7 aircraft MSN 101 thru MSN 618.
- (2) All of these parts, held as spare or in stock:

ITEM	PARA	PART NUMBER	DESCRIPTION
1	1	116.35.07.272	LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD
2	2	116.35.07.270	ELEVATOR FORWARD CONTROL-ROD
3	2	116.35.07.271 or 116.35.07.345	ELEVATOR CENTER CONTROL-ROD
4	2	116.35.07.269	ELEVATOR REAR CONTROL-ROD
5	2	116.35.07.183	SHACKLE
6	2	116.35.07.092	SHACKLE
7	3	112.35.07.796	CENTER TANK SUPPORT-BRACKET
8	4	112.35.07.009	FRAME 3 PICK-UP BRACKET, LH
9	4	112.35.07.010	FRAME 3 PICK-UP BRACKET, RH
10	5	112.35.07.251	FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS
11	6	555.30.09.039 or 555.30.09.040	RUDDER LOWER-HINGE BEARING-BRACKET or RUDDER LOWER-HINGE BEARING-BRACKET ASSY
12	7	111.34.07.329	FLAP BEARING SUPPORT BRACKET, LH
13	7	111.34.07.330	FLAP BEARING SUPPORT BRACKET, RH

B. Concurrent Requirements

None.

C. Reason**(1) Problem**

Pilatus has highlighted the possibility that some critical parts can crack due to stress corrosion.

(2) Cause

The investigation found that initially the material of the parts was AA2024-T351 which is susceptible to Stress Corrosion Cracking (SCC). The material was subsequently changed to AA2124-T851, a new material with improved mechanical properties. The part number was not always changed when the new material was introduced (Ref. Table 1 - Summary).

(3) Solution

- (a) Do a one time conductivity test of items 6 thru 9 and 11 thru 13 (both on aircraft and those held in stores) listed in Para. 1.A.(2) to check the material of the parts.
- (b) If the parts are made from AA2124-T851, make an entry in the aircraft logbook as required in paragraph 3.D.(3).
- (c) Because it is difficult to inspect for cracks on the elevator center control-rods (P/N 116.35.07.271) (Item 3), these type of control rods will be replaced. The elevator center control-rods (P/N 116.35.07.345) (Item 3), will be inspected.
- (d) Parts (Items 1, 2, 3 (P/N 116.35.07.345), 4, 5 and 10) are made from AA2024-T351. Therefore:
 - Do a one time inspection for cracks of Items 1, 2, 3 (P/N 116.35.07.345), 4 and 10
 - Replace Item 5.
- (e) If the conductivity test shows the parts are made from AA2024-T351:
 - 1 For Items 7 thru 9 and 11 thru 13, do a one time inspection for cracks. If cracks are found, contact Pilatus.

NOTE: Repetitive mandatory inspections will be added to Chapter 5 of the Aircraft Maintenance Manual (AMM). The inspections will give instructions on how to examine the parts for cracks. The inspections will only be applicable to parts made from AA2024-T351.
 - 2 For Item 6, replace the part with a part made from AA2124-T851.

Item	Para	Description	Installed Item P/N before accomplishment of SB	
			AA2024-T351	AA2124-T851
1	1	LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD	116.35.07.272	N/A
2	2	ELEVATOR FORWARD CONTROL-ROD	116.35.07.270	N/A
3	2	ELEVATOR CENTER CONTROL-ROD	116.35.07.271 or 116.35.07.345	N/A
4	2	ELEVATOR REAR CONTROL-ROD	116.35.07.269	N/A
5	2	SHACKLE	116.35.07.183	N/A
6	2	SHACKLE	116.35.07.092	116.35.07.092
7	3	TANK BRACKET	112.35.07.796	112.35.07.796
8	4	FRAME 3 PICK-UP BRACKET, LH	112.35.07.009	112.35.07.009
9	4	FRAME 3 PICK-UP BRACKET, RH	112.35.07.010	112.35.07.010
10	5	FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS	112.35.07.251	N/A
11	6	RUDDER LOWER-HINGE BEARING-BRACKET or RUDDER LOWER-HINGE BEARING-BRACKET ASSY	555.30.09.039 or 555.30.09.040	555.30.09.039 or 555.30.09.040
12	7	FLAP BEARING SUPPORT BRACKET, LH	111.34.07.329	111.34.07.329
13	7	FLAP BEARING SUPPORT BRACKET, RH	111.34.07.330	111.34.07.330

Summary
Table 1

D. Description

This Service Bulletin gives the data and instructions necessary to do the:

- (1) Inspection of the Aileron Outboard Control-Rods.
- (2) Inspection and, if necessary, Replacement of the Suspect Parts Installed in the Elevator Control System
 - (a) Inspection of the Elevator Forward Control-Rod.
 - (b) Inspection and, if Necessary, Replacement of the Elevator Center Control-Rod.
 - (c) Inspection of the Elevator Rear Control-Rod.
 - (d) Replacement of the Forward Shackle on the Elevator Control Cable.
 - (e) Inspection and, if Necessary, Replacement of the Aft Shackle on the Elevator Control Cable.
- (3) Inspection of the Center Tank Support-Bracket.
- (4) Inspection of Frame 3 Pick-Up Brackets.
- (5) Inspection of the Rudder-Pedal Outboard-Bearings.
- (6) Inspection of the Rudder Lower-Hinge Bearing-Bracket.
- (7) Inspection of the Flap Bearing Support-Brackets.

Revision No. 1 is issued to correct paragraphs 1.C.(1) and (2) and paragraph 1.D, to correct the part number of the AA2024 material and to add an inspection and information about the elevator center control-rod P/N 116.35.07.345. It also clarifies which center tank support bracket is covered by this Service Bulletin.

If an Operator has accomplished this Service Bulletin in accordance with the instructions given at the initial issue and identified the elevator center control-rod as P/N 116.35.07.271, which was replaced i.a.w. Service Bulletin 27-017, no further work is necessary.

If an Operator has accomplished this Service Bulletin in accordance with the instructions given at the initial issue and either, identified the elevator center control-rod as P/N 116.35.07.345 or was not instructed to inspect the elevator center control-rod (Aircraft not in the MSN range quoted at the initial issue), additional work is required. To do the additional work, you will need to:

- Get access to the elevator center control-rod (Ref. AMM, 27-30-05, Page Block 401)
- Identify which elevator center control-rod is installed and continue as indicated (Ref. Step 3.B.(2)(b)1)
- Close the access (Ref. AMM, 27-30-05, Page Block 401).

E. Compliance

Mandatory.

Accomplishment required not later than 365 days after the effective date of this Service Bulletin.

F. Approval

The technical content of this Service Bulletin is approved under the authority of Letter of DOA Acceptance ref. FOCA.21J.002.

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

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H. Manpower

	Total	Total	Total
Preparation	5.0		
Inspection	14.0		
Replacement of the Shackle (P/N 116.35.07.183)		2.0	
Replacement of the Shackle (P/N 116.35.07.092)			2.0
Close up	5.0		
TOTAL MAN-HOURS	24.0	2.0	2.0

I. Weight and Balance

(1) Weight Change

None

(2) Moment Change

None

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

Aircraft Maintenance Manual (AMM), 07-10-00, 12-00-00, 20-31-00, 25-10-00, 25-10-05, 27-10-00, 27-20-01, 27-30-00, 27-30-04, 27-30-05, 27-30-06.

Illustrated Parts Catalog (IPC), 25-10-01, 27-30-01, 55-30-01.

Structural Repair Manual (SRM), 53-10-00.

M. Publications Affected

AMM, Chapter 05.

IPC, 27-30-01.

N. Interchangeability of Parts

One way interchangeable. Pre Service Bulletin parts must not be installed on Post Service Bulletin aircraft.

2. Material Information
A. Material - Price and Availability

Operators who require further information on Price and Availability should contact their Customer Liaison Manager at:

Pilatus Aircraft Ltd,
6371 Stans,
Switzerland.

Operators are requested to advise Pilatus Aircraft Ltd. of the Manufacturer's Serial Number (MSN), the flying hours and landings of aircraft which are allocated for this Service Bulletin using the Service Bulletin Evaluation Form.

KIT NUMBER	PRICE	AVAILABILITY
500.50.07.035	Contact address above	Contact address above

B. Material Necessary for Each Aircraft
(1) Material to be Procured

Kit No. 500.50.07.035 has these parts:

New Part No.	Description	Old Part No.	Qty	Disp. Code	Fig	Item
527.30.07.021	SHACKLE	116.35.07.183	1	D	8	14
527.30.09.231	SHACKLE	116.35.07.092	1	D	8	3
940.17.02.512	COTTER PIN	940.17.02.341	2	D	8	7 21

Disposition Codes: D - Discard / R - Return to Stores

NOTE: The shackle P/N 527.30.09.231 is only required if the installed shackle (P/N 116.35.07.092) is made from AA2024-T351.

(2) Operator Supplied Materials (Ref. AMM 20-31-00)

MATERIAL NO.	DESCRIPTION	QTY	REMARKS
P01-010	SOLVENT	A/R	Or equivalent
P02-031	ABSORBENT PAPER	A/R	Or equivalent
P04-011	SPRAY LUBRICANT	A/R	Or equivalent
P04-028	GREASE	A/R	Or equivalent
P04-039	CORROSION PREVENTATIVE	A/R	Or equivalent

C. Material Necessary for Each Spare

Not applicable.

D. Re-identified Parts

If the parts, either installed on the aircraft or held as spare, are made from AA2124-T851, change the part numbers as follows:

DESCRIPTION	INSTALLED ITEM PART NUMBER	RE-IDENTIFIED PART NUMBER (AA2124-T851)
LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD	116.35.07.272	N/A
ELEVATOR FORWARD CONTROL-ROD	116.35.07.270	N/A
ELEVATOR CENTER CONTROL-ROD	116.35.07.271 or 116.35.07.345	N/A
ELEVATOR REAR CONTROL-ROD	116.35.07.269	N/A
SHACKLE	116.35.07.183	N/A
SHACKLE	116.35.07.092	527.30.09.232
CENTER TANK SUPPORT-BRACKET	112.35.07.796	553.10.07.034
FRAME 3 PICK-UP BRACKET, LH	112.35.07.009	553.10.07.015
FRAME 3 PICK-UP BRACKET, RH	112.35.07.010	553.10.07.016
FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS	112.35.07.251	N/A
RUDDER LOWER-HINGE BEARING-BRACKET or RUDDER LOWER-HINGE BEARING-BRACKET ASSY	555.30.09.039 or 555.30.09.040	555.30.09.168
FLAP BEARING SUPPORT BRACKET, LH	111.34.07.329	557.21.09.117
FLAP BEARING SUPPORT BRACKET, RH	111.34.07.330	557.21.09.118

E. Tooling - Cost and Availability

PART No.	DESCRIPTION	QTY	REMARKS
500.60.09.146	REFERENCE PLATES KIT	1	
-	EDDY-CURRENT EQUIPMENT WITH CONDUCTIVITY MEASUREMENT PROBE	1	Local supply
-	OR CONDUCTIVITY MEASUREMENT EQUIPMENT	1	Local supply
-	BORESCOPE	1	Local supply
-	ALUMINIUM OR STEEL TUBE OF APPROXIMATELY 800 MM LENGTH X 10 MM DIAMETER	1	Local supply

NOTE: Because of the difficult access for some parts, Pilatus recommends that the maximum diameter of the measurement probe is 6,25 mm (0.25 in.).

NOTE: Because of the small access in the control rods, Pilatus recommends that the maximum diameter of the borescope is 3,9 mm (0.15 in.) with a length of 2 m (78.80 in.).

NOTE: Kit No. 500.60.09.146 is the kit for the reference pieces used to help identify the material of the suspect parts.

NOTE: Kit No. 500.60.09.146 is the same kit used for the accomplishment of Service Bulletin 53-008. If you have the pieces from that kit, you do not need to procure the kit again.

NOTE: Kit No. 500.60.09.146 has these parts:

PART No.	DESCRIPTION	QTY	REMARKS
513.57.09.149	AA2024-T351 REFERENCE PLATE	1	
513.57.09.150	AA2124-T851 REFERENCE PLATE	1	

3. Accomplishment Instructions

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURERS HEALTH AND SAFETY INSTRUCTIONS.

NOTE: Obey the manufacturer's instructions when you mix and use the consumable materials.

A. Preparation

- (1) Put a warning sign (DO NOT OPERATE THE FLIGHT CONTROLS) in the front and rear cockpits.
- (2) Disengage the flight control lock.
- (3) Install the tail stand and the adapter (Ref. AMM, 07-10-00, Page Block 201).
- (4) Install ballast on the ballast-bar support-tube (Ref. AMM, 07-10-00, Page Block 201).
- (5) Remove the front and rear seats (Ref. AMM, 25-10-00, Page Block 201).
- (6) In the front cockpit, open and install a safety clip to the circuit breaker:

BAT SWITCH (BATTERY BUS CB panel).

NOTE: For the location of the access items, refer to AMM, 12-00-00, Page Block 1.

- (7) Open the battery compartment access-panel F15.
- (8) Disconnect the battery connector.
- (9) Disconnect the battery hot connector (if installed).
- (10) Open the access panel F12.
- (11) Remove the access panels F5, F17, F18, LB2, RB2, LT8 and RT8.
- (12) Remove the side panels and linings from the front cockpit to get access to the left and right frame 3 pick-up brackets (Ref. AMM, 25-10-05, Page Block 401).
- (13) Remove the floor panels from the front cockpit to get access to the left and right frame 3 pick-up brackets (Ref. IPC, 25-10-01).
- (14) Remove the side panels and linings from the front and rear cockpits to get access to the left and right rudder pedals outboard-bearings (Ref. AMM, 25-10-05, Page Block 401).
- (15) Remove the floor panels from the front and rear cockpits to get access to the elevator forward and center control-rods (Ref. IPC, 25-10-01).

B. Inspection

Obey the manufacturer's operating instructions and calibrate the conductivity measurement equipment.

NOTE: The temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) must be approximately the same as the part to be checked.

(1) Inspection of the left and right aileron outboard control-rods

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

NOTE: This Step is applicable to left and right aileron outboard control-rods, P/N 116.35.07.272.

NOTE: All aileron outboard control-rods have the clevis end and the end piece made from AA2024-T351 and are therefore subject to stress corrosion.

NOTE: All aileron inboard control-rods have the clevis end and the end piece made from AA2024-T351 and are therefore subject to stress corrosion and are inspected during scheduled servicings.

(a) Disconnect the left-aileron outboard control-rod (Ref. Fig. 1):

1 Remove the nut (5), the washer (4) and the bolt (1).

2 Disconnect the aileron outboard control-rod (6).

3 Measure, and make a note of, the distance between:

- The center of the hole for the attachment bolt (1)
- The outboard end of the tube on the control rod (6).

4 Loosen the lock nut (3) sufficiently to turn the end fitting (2) on the control rod (6).

5 Hold the lock nut (3) and remove the end fitting (2).

(b) Do an inspection for cracks (Ref. Fig. 1):

1 Put the borescope into the left aileron outboard control-rod (6). Do this through the hole for the end fitting (2).

2 Obey the manufacturer's instructions and use the borescope to examine the eight inspection areas of the left-aileron outboard control-rod (6) for cracks.

(c) Do Step 3.B.(1)(a) and (b) again for the right aileron outboard control-rod.

- (d) If you find cracks:
- 1 You must contact Pilatus Customer Support before next flight. The address is:

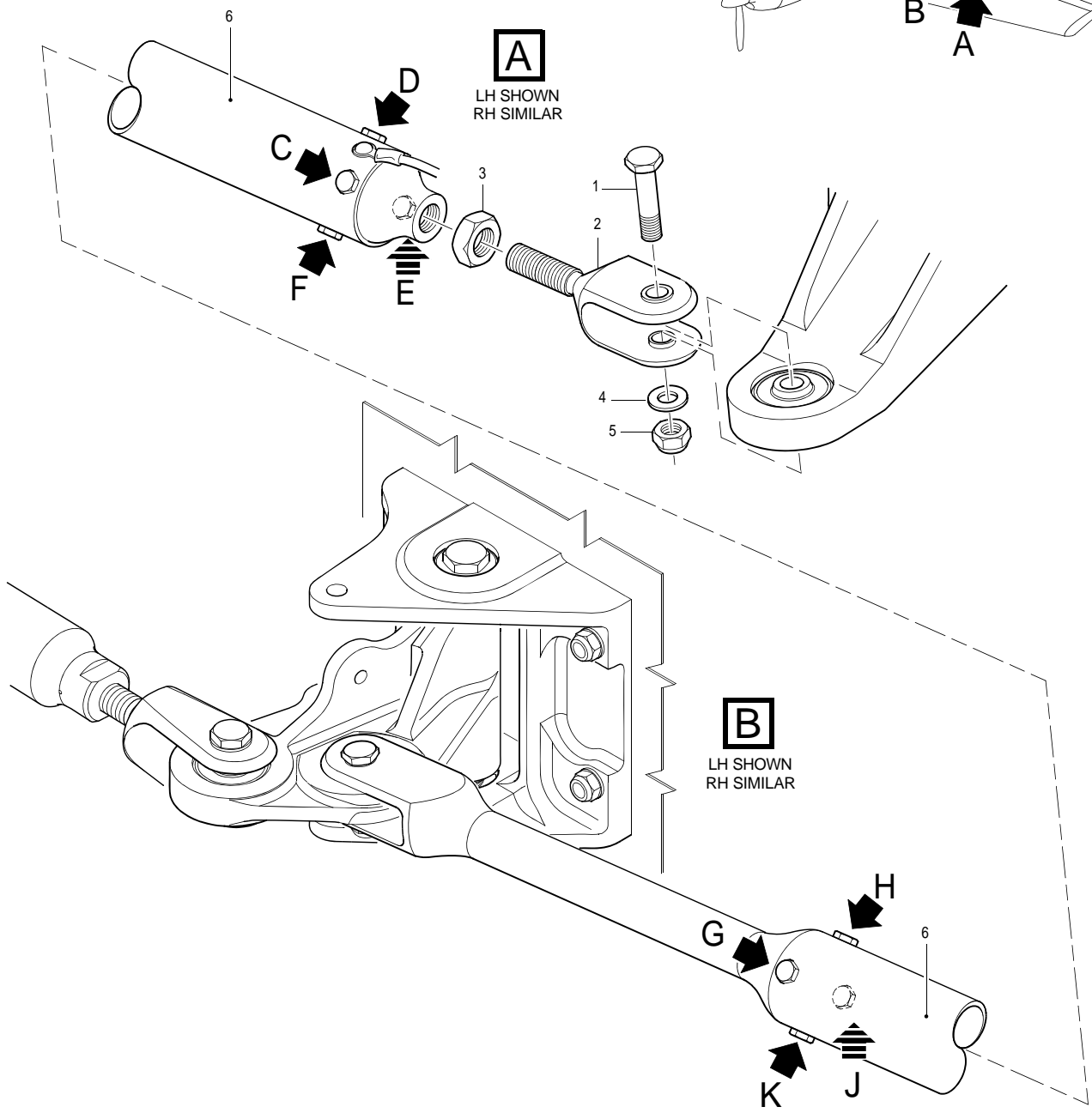
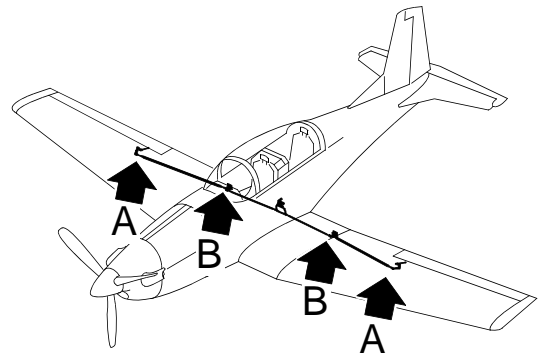
PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.
 - 2 Make a report of the inspection results, refer to Step 3.B.(1)(f).
- (e) If you do not find cracks, make a report of the inspection results, refer Step 3.B.(1)(f).
- (f) Report the Inspection Results
- 1 Make a copy of the Inspection Report Form(s) (Ref. Fig. 2).
 - 2 Complete the Inspection Report Form:
 - Give the date of the inspection.
 - Give the aircraft details.
 - Show the location(s) and dimensions of the crack(s) found (if applicable).
 - Add any necessary comments.
- NOTE:** If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.
- 3 Send or fax the completed form(s) to:

Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

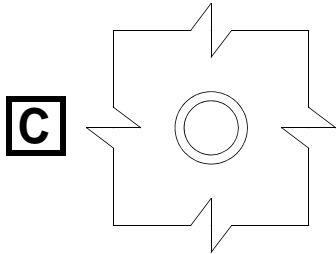
Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.
- (g) Connect the left-aileron outboard control-rod (Ref. Fig. 1):
- 1 Install the end fitting (2).
 - 2 Adjust the end fitting (2) until the distance between:
 - The center of the hole for the attachment bolt (1)
 - The outboard end of the tube on the control rod (6)is the same as noted in Step 3.B.(1)(a)3.
 - 3 Tighten the lock nut (3).

- 4 Put the left-aileron outboard control-rod (6) in position.
 - 5 Install the bolt (1), the washer (4) and the nut (5).
- (h) Do Step 3.B.(1)(g) again for the right aileron outboard control-rod.
- (i) Do the adjustment / test of the aileron controls (Ref. AMM, 27-10-00, Page Block 501).

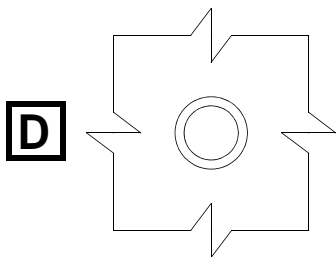


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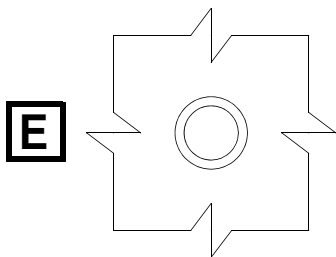
Aileron Outboard Control-Rod - Inspection
Figure 1



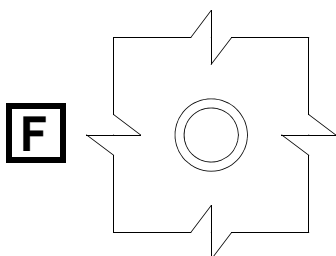
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



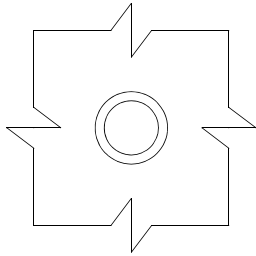
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

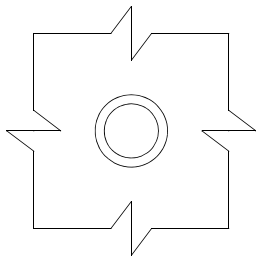
Aileron Outboard Control-Rod - Inspection Form
Figure 2, Sheet 1 of 2

G



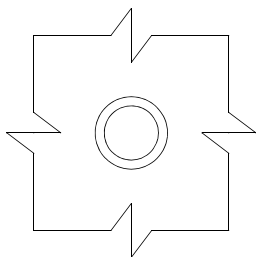
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
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CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

H



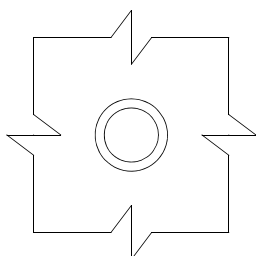
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

J



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

K



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

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Aileron Outboard Control-Rod - Inspection Form
Figure 2, Sheet 2 of 2

(2) Inspection and, if necessary, Replacement of the Suspect Parts Installed in the Elevator Control System**(a) Inspection of the Elevator Forward Control-Rod**

NOTE: All elevator forward control-rods have the forward clevis end made from AA2024- T351 and are therefore subject to stress corrosion.

- 1 Remove the elevator forward control-rod, (Ref. AMM, 27-30-06, Page Block 401).
- 2 Do an inspection for cracks (Ref. Fig. 3):
 - a Put the borescope into the elevator forward control-rod (1). Do this through the holes at the aft end of the elevator forward control-rod (1).
 - b Obey the manufacturer's instructions and use the borescope to examine the four inspection areas of the elevator forward control-rod (1) for cracks.
- 3 If you find cracks:
 - a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.
 - b Make a report of the inspection results, refer to Step 3.B.(2)(a)5.
- 4 If you do not find cracks, make a report of the inspection results, refer to Step 3.B.(2)(a)5.
- 5 Report the Inspection Results
 - a Make a copy of the Inspection Report Form(s) (Ref. Fig. 4).
 - b Complete the Inspection Report Form:
 - Give the date of the inspection.
 - Give the aircraft details.
 - Show the location(s) and dimensions of the crack(s) found (if applicable).
 - Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

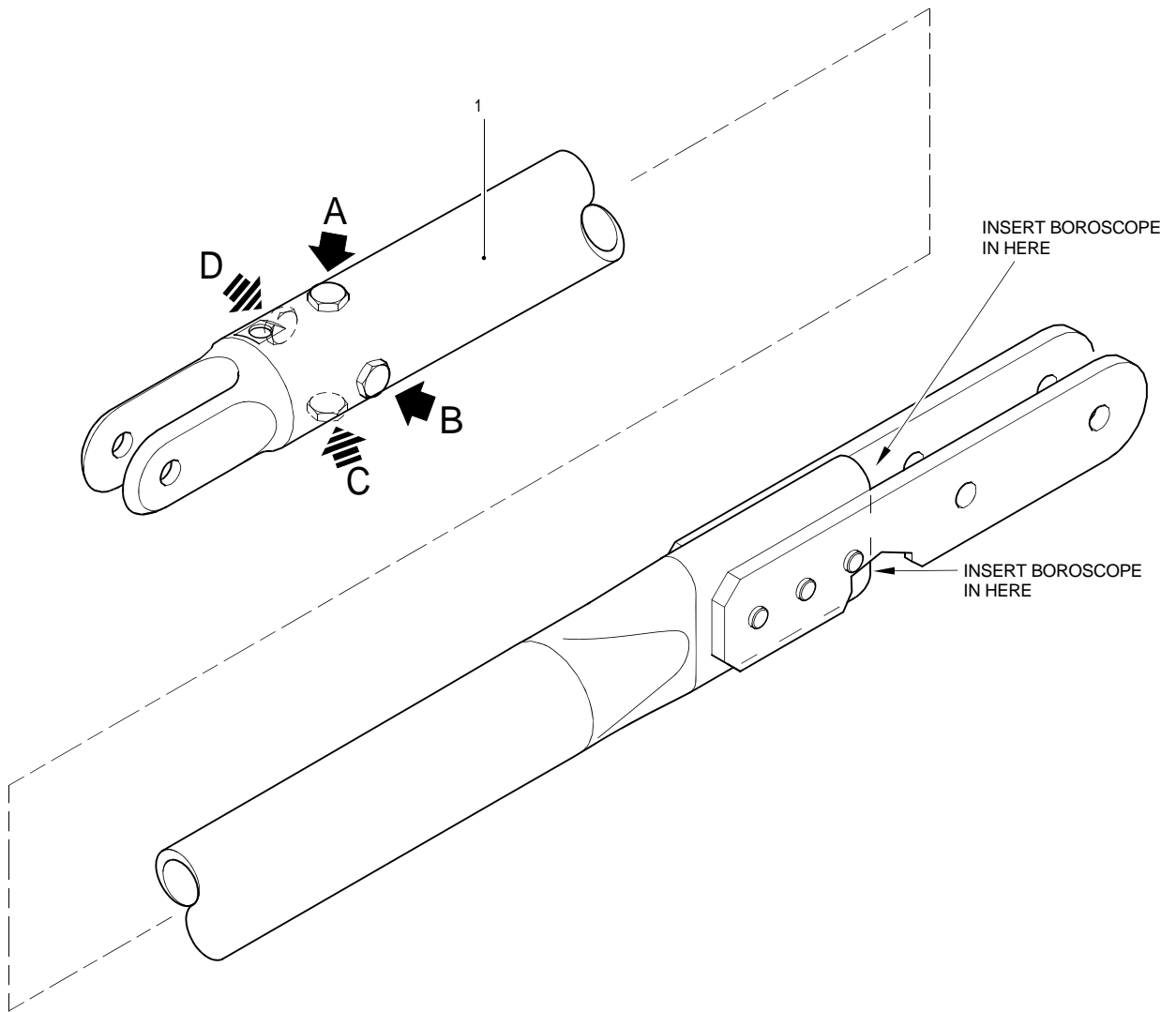
c Send or fax the completed form(s) to:

Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

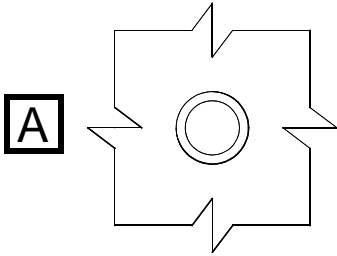
Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.

6 Install the elevator forward control-rod, (Ref. AMM, 27-30-06, Page Block 401).

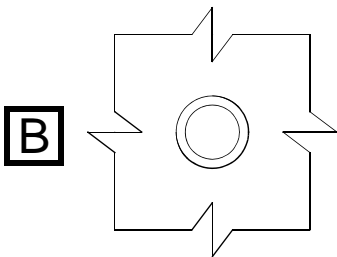
NOTE: The adjustment / test of the elevator control system (Ref. AMM, 27-30-00, Page Block 501) can be done at Step 3.B.(2)(d)5j.



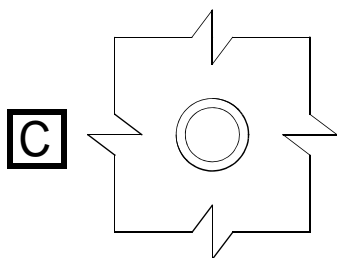
Elevator Forward Control-Rod - Inspection
Figure 3



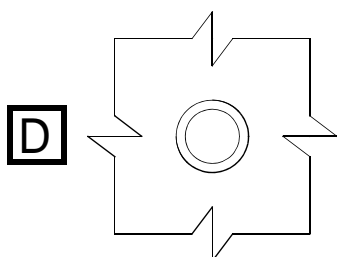
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CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

SB 2451

Elevator Forward Control-Rod - Inspection Form
Figure 4

(b) Inspection and, if Necessary, Replacement of the Elevator Center Control-Rod**1** Identify the Part Number of the Elevator Center Control-Rod

NOTE: All elevator center control-rods (P/N 116.35.07.271) have the clevis end and the rod end made from AA2024-T351 and are therefore subject to stress corrosion. Because there is no access to inspect the internal attachments for the clevis end and the rod end, the control rod will be replaced.

The other type of elevator center control-rods (P/N 116.35.07.345) also have the clevis end and the rod end made from AA2024-T351, but can be easily inspected.

a Look at the elevator center control-rod.

b If the clevis end and the rod end are installed inside the tube (Ref. Fig. 5, Sheet 1), the part number of the elevator center control-rod is 116.35.07.271. Continue this Service Bulletin from Para. 3.B.(2)(b)**2**.

c If the tube is installed inside the clevis end and the rod end (Ref. Fig. 5, Sheet 2), the part number of the elevator center control-rod is 116.35.07.345. Continue this Service Bulletin from Para. 3.B.(2)(b)**3**.

2 Replace the elevator center control-rod, refer to Service Bulletin 27-017.

NOTE: The adjustment / test of the elevator control system (Ref. AMM, 27-30-00, Page Block 501) can be done at Step 3.B.(2)(d)**5**.

3 Do an inspection for cracks (Ref. Fig. 5):

Obey the manufacturer's instructions and use the borescope to examine the eight inspection areas of the elevator center control-rod (Ref. Fig. 5, Sheet 2) for cracks.

4 If you find cracks:

a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

b Make a report of the inspection results, refer to Step 3.B.(2)(b)**6**.

5 If you do not find cracks, make a report of the inspection results, refer Step 3.B.(2)(b)**6**.**6** Report the Inspection Results

a Make a copy of the Inspection Report Form(s) (Ref. Fig. 6).

b Complete the Inspection Report Form:

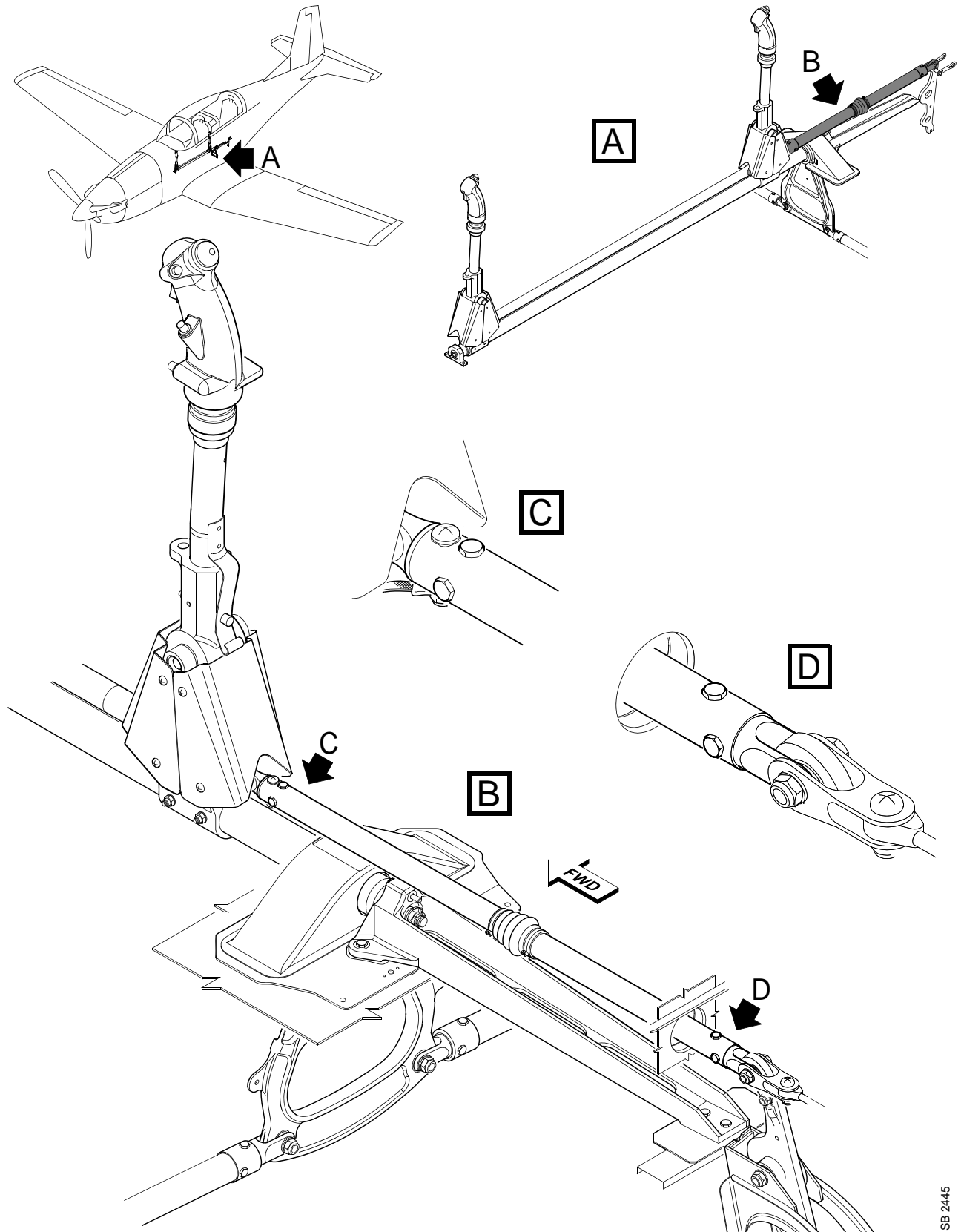
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

c Send or fax the completed form(s) to:

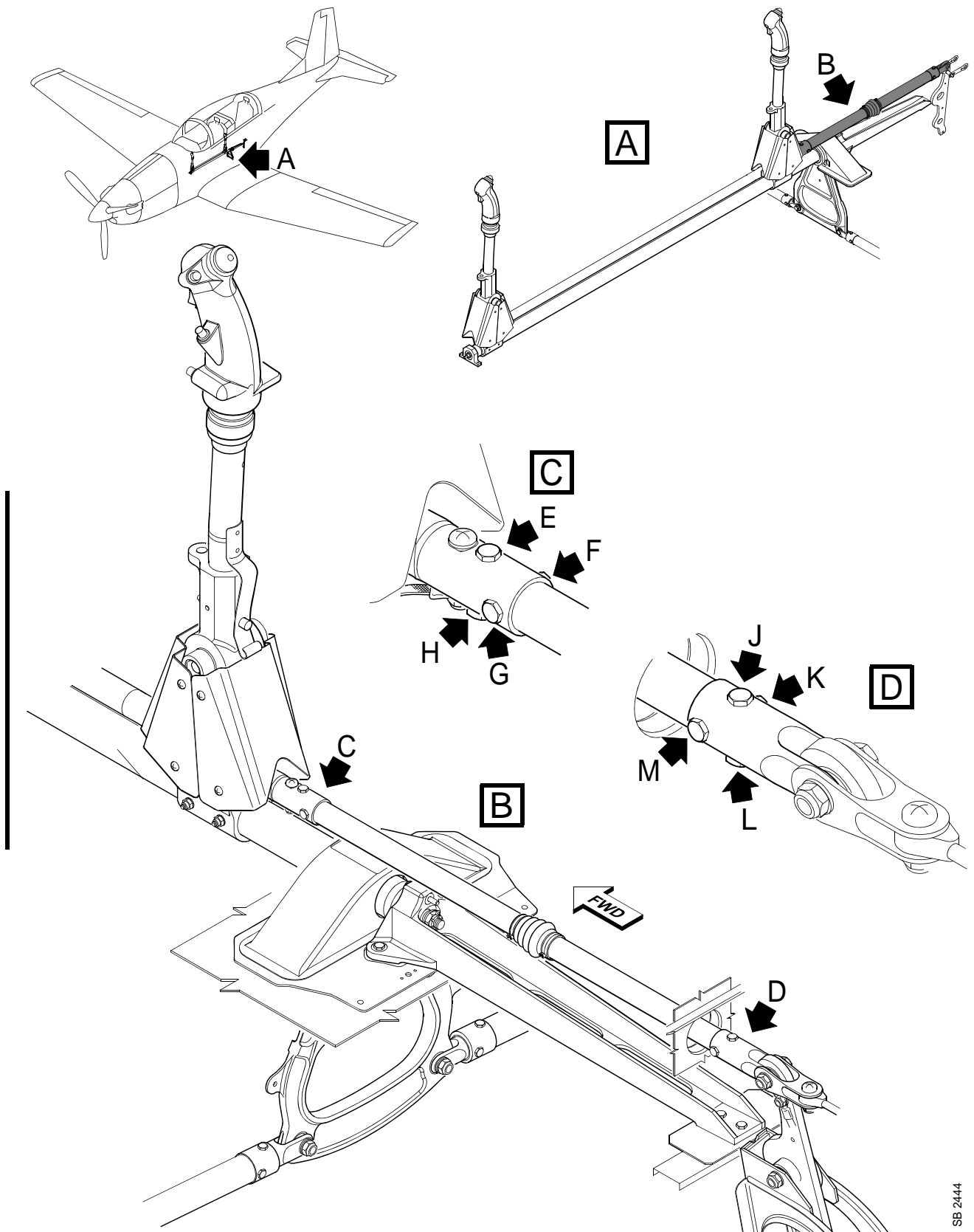
Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



SB 2445

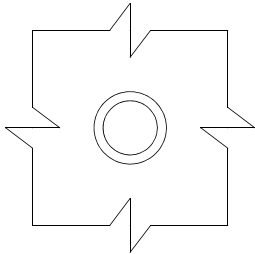
Identification of the Elevator Center Control-Rod
Figure 5, Sheet 1 of 2



SB 2444

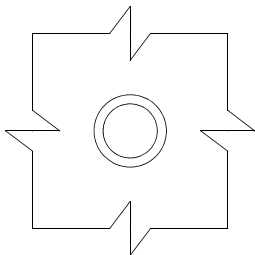
Identification of the Elevator Center Control-Rod
Figure 5, Sheet 2 of 2

E



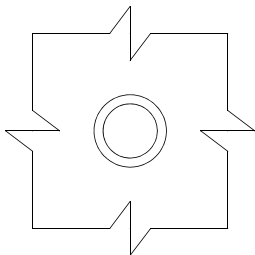
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CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

F



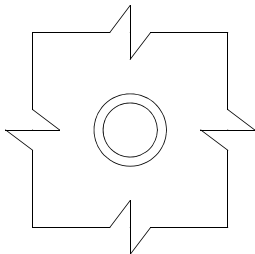
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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

G



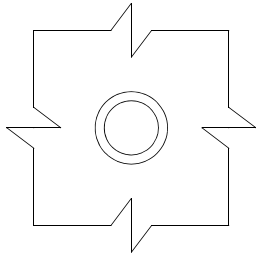
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CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

H

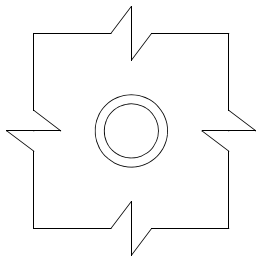


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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

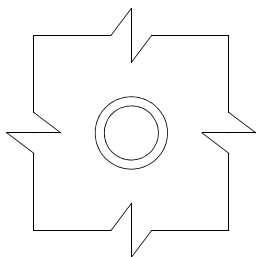
Elevator Center Control-Rod - Inspection Form
Figure 6, Sheet 1 of 2

J


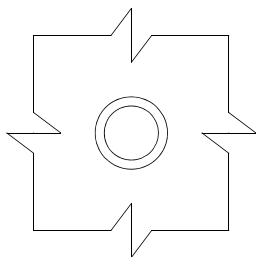
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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

K


DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

L


DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

M


DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

SB 2511

 Elevator Center Control-Rod - Inspection Form
 Figure 6, Sheet 2 of 2

(c) Inspection of the Elevator Rear Control-Rod

NOTE: All elevator rear control-rods have the clevis end and the end piece made from AA2024-T351 and are therefore subject to stress corrosion.

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

- 1 Disconnect the elevator rear control-rod (Ref. Fig. 7):
 - a Remove the nut (2), the washers (3 and 6) and the bolt (7).
 - b Disconnect the elevator rear control-rod (1).
 - c Measure, and make a note of, the distance between:
 - The center of the hole for the attachment bolt (7)
 - The AFT end of the tube on the control rod (1).
 - d Loosen the lock nut (4) sufficiently to turn the end fitting (5).
 - e Hold the lock nut (4) and remove the end fitting (5).
- 2 Do an inspection for cracks (Ref. Fig. 7):
 - a Put the borescope into the elevator rear control-rod (1). Do this through the hole for the end fitting (5).
 - b Obey the manufacturer's instructions and use the borescope to examine the eight inspection areas of the elevator rear control-rod (1) for cracks.
- 3 If you find cracks:
 - a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.
 - b Make a report of the inspection results, refer to Step 3.B.(2)(c)6.
- 4 If you do not find cracks, make a report of the inspection results, refer Step 3.B.(2)(c)6.

5 Connect the elevator rear control-rod (Ref. Fig. 7):

a Install the end fitting (5).

b Adjust the end fitting (5) until the distance between:

- The center of the hole for the attachment bolt (7)
- The AFT end of the tube on the control rod (1)

is the same as noted in Step 3.B.(2)(c)1c.

c Tighten the lock nut (4).

d Put the elevator center control-rod (1) in position.

e Install the bolt (7), the washers (6 and 3) and the nut (2).

NOTE: The adjustment / test of the elevator control system (Ref. AMM, 27-30-00, Page Block 501) can be done at Step 3.B.(2)(d)5j.

6 Report the Inspection Results

a Make a copy of the Inspection Report Form(s) (Ref. Fig. 8).

b Complete the Inspection Report Form:

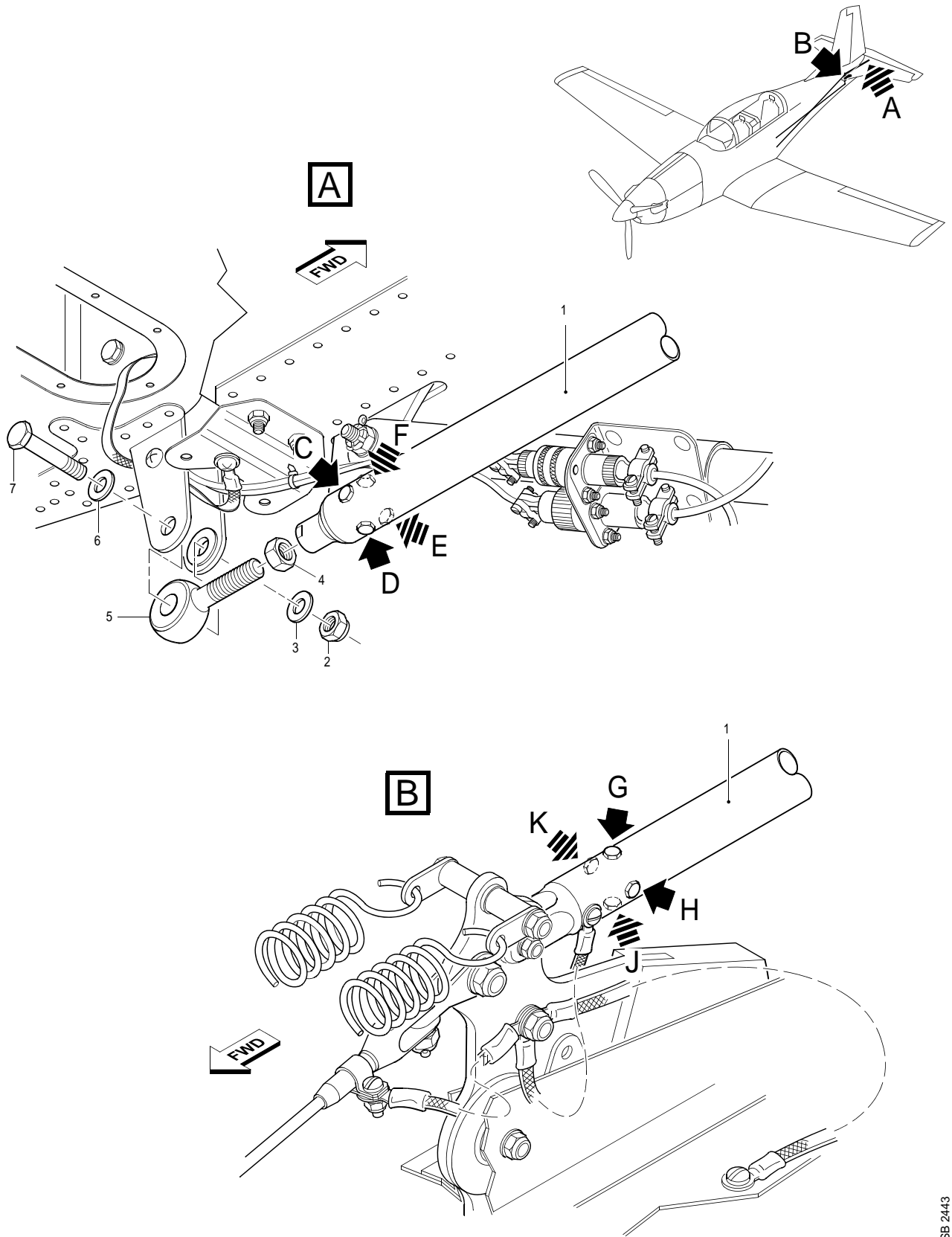
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

c Send or fax the completed form(s) to:

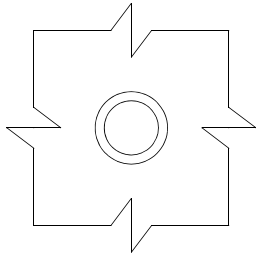
Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



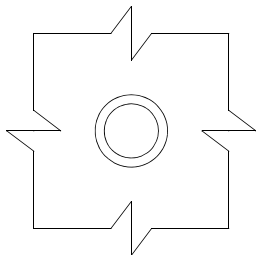
Elevator Rear Control-Rod - Inspection
Figure 7

C



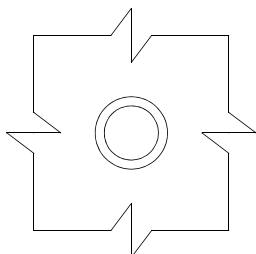
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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

D



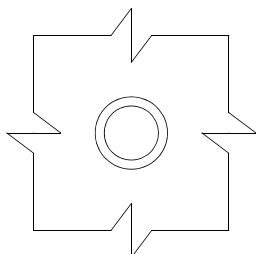
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CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

E



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
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CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

F

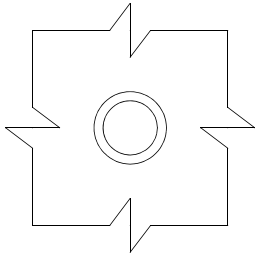


DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
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CRACK 3 LENGTH	mm		
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SB 2287

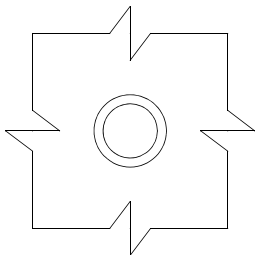
Elevator Rear Control-Rod - Inspection Form
Figure 8, Sheet 1 of 2

G



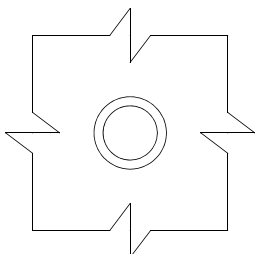
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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

H



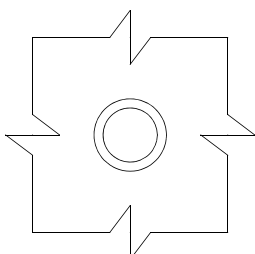
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CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

J



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

K



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

Elevator Rear Control-Rod - Inspection Form
Figure 8, Sheet 2 of 2

(d) Inspection and Replacement of the Shackles on the Elevator Control Cable

NOTE: The shackles (P/N 116.35.07.183 and P/N 116.35.07.092) are installed on the elevator control cable (P/N 116.35.07.093) (Ref. IPC, 27-30-01).

NOTE: All shackles (P/N 116.35.07.183) are made from AA2024-T351 and are therefore subject to stress corrosion. These shackles will therefore be replaced.

NOTE: The shackles (P/N 116.35.07.092) can be made from AA2024-T351 or AA2124-T851. These shackles will therefore be inspected to identify which material they are made from, and, if necessary, replaced.

1 Do the conductivity test to find the material of the shackles, P/N 116.35.07.092 (Ref. IPC, 27-30-01).

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

a Get access to the rear attachment point of the elevator control cable (P/N 116.35.07.093) (Ref. IPC, 27-30-01) (Refer to AMM, 27-30-04 for further information).

b Remove the dirt and grease from the areas (where you will do the test) with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).

NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.

c Do a check of the conductivity of the reference plates:

- Make sure the conductivity measurement equipment has been calibrated (Ref. Step at beginning of Para. 3.B.).
- Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).
- Record the value shown on the test equipment.

NOTE: Make sure the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) is approximately the same as the shackle (P/N 116.35.07.092).

d Put the eddy current probe in position on the AFT shackle (P/N 116.35.07.092).

e Record the value shown on the test equipment.

f Compare the value recorded above with the values recorded in Step 3.B.(2)(d)1c and determine if the shackle is manufactured from AA2024-T351 or AA2124-T851.

g Do Steps 3.B.(2)(d)1d thru f again to make sure the result is the same.

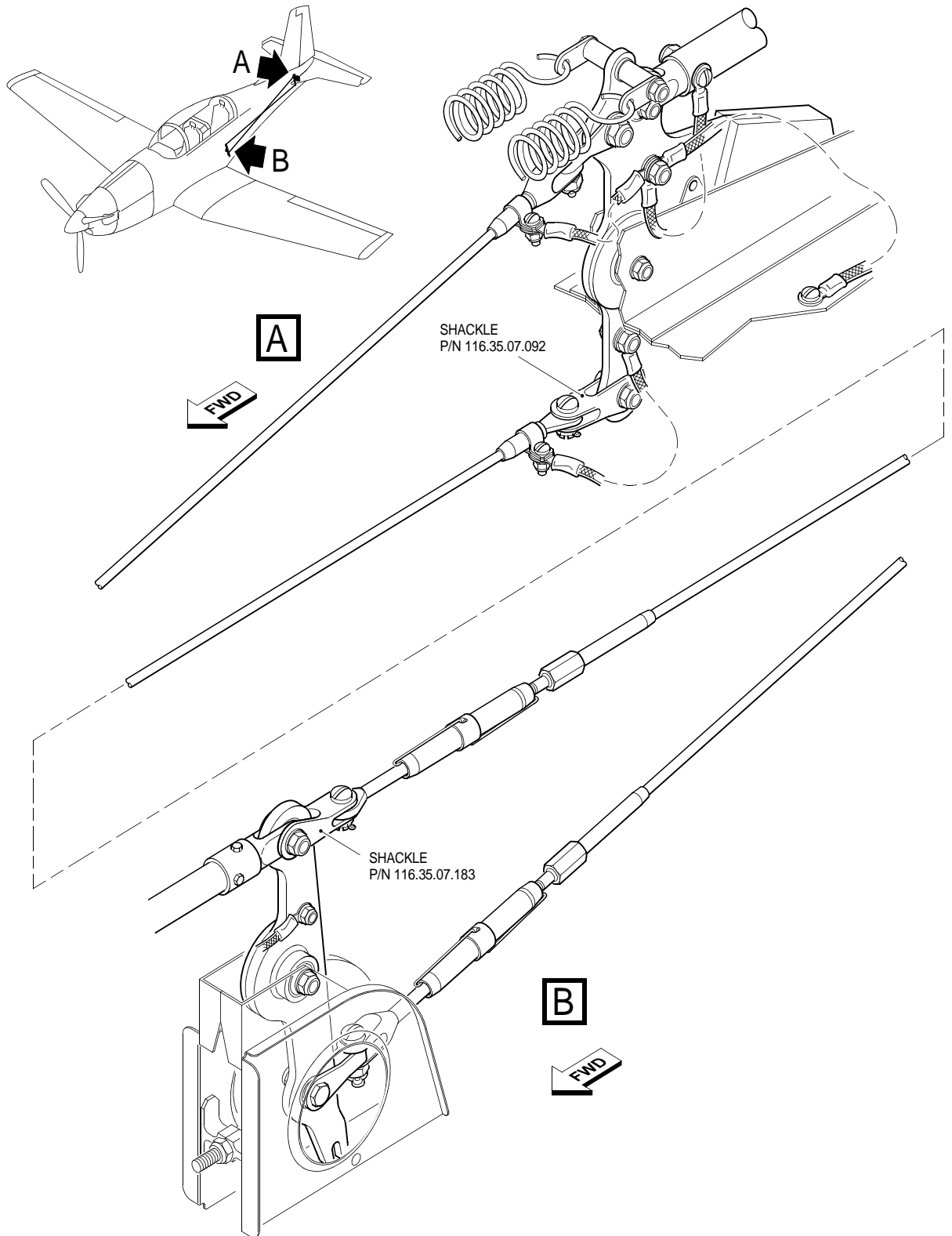
h Write the type of material that the AFT shackle (P/N 116.35.07.092) is made from on the Status of Parts Form (Ref. Fig. 20).

- 2 If you find a shackle (P/N 116.35.07.092) made from AA2024-T351, continue this Service Bulletin from Step 3.B.(2)(d)4.
- 3 If you find a shackle (P/N 116.35.07.092) made from AA2124-T851, re-identify it (Ref. Para. 2.D.) and continue this Service Bulletin from Step 3.B.(2)(d)4.
- 4 Replace the shackle (P/N 116.35.07.183) (Ref. Fig. 9):
 - a Make sure that the elevator is in the neutral position.
 - b Install rigging pins (P/Ns 110.85.07.050) at the front and rear levers (22 and 2).
 - c At the front lever (22), identify the control cable (1) (P/N 116.35.07.093).
 - d Remove and discard the locking clips from the turnbuckles (11) (Refer to AMM, 27-30-04 for further information).
 - e Loosen the turnbuckles (12) to release the tension from the control cable (1).
 - f Remove, and discard, the cotter pin (21).
 - g Remove the nut (20), the washer (19) and the bolt (13) that connect the shackle (14) to the control cable (1).
 - h Remove the nut (18), the washers (17) and the bolt (16) that connect the shackle (14) to the elevator center control-rod (24) and the lever (22).
 - i Carefully disconnect the shackle (14) (P/N 116.35.07.183) from the elevator center control-rod (24) and the lever (22). Catch, and keep, the washers (23) and the spacers (15).
 - j Discard the shackle (14).

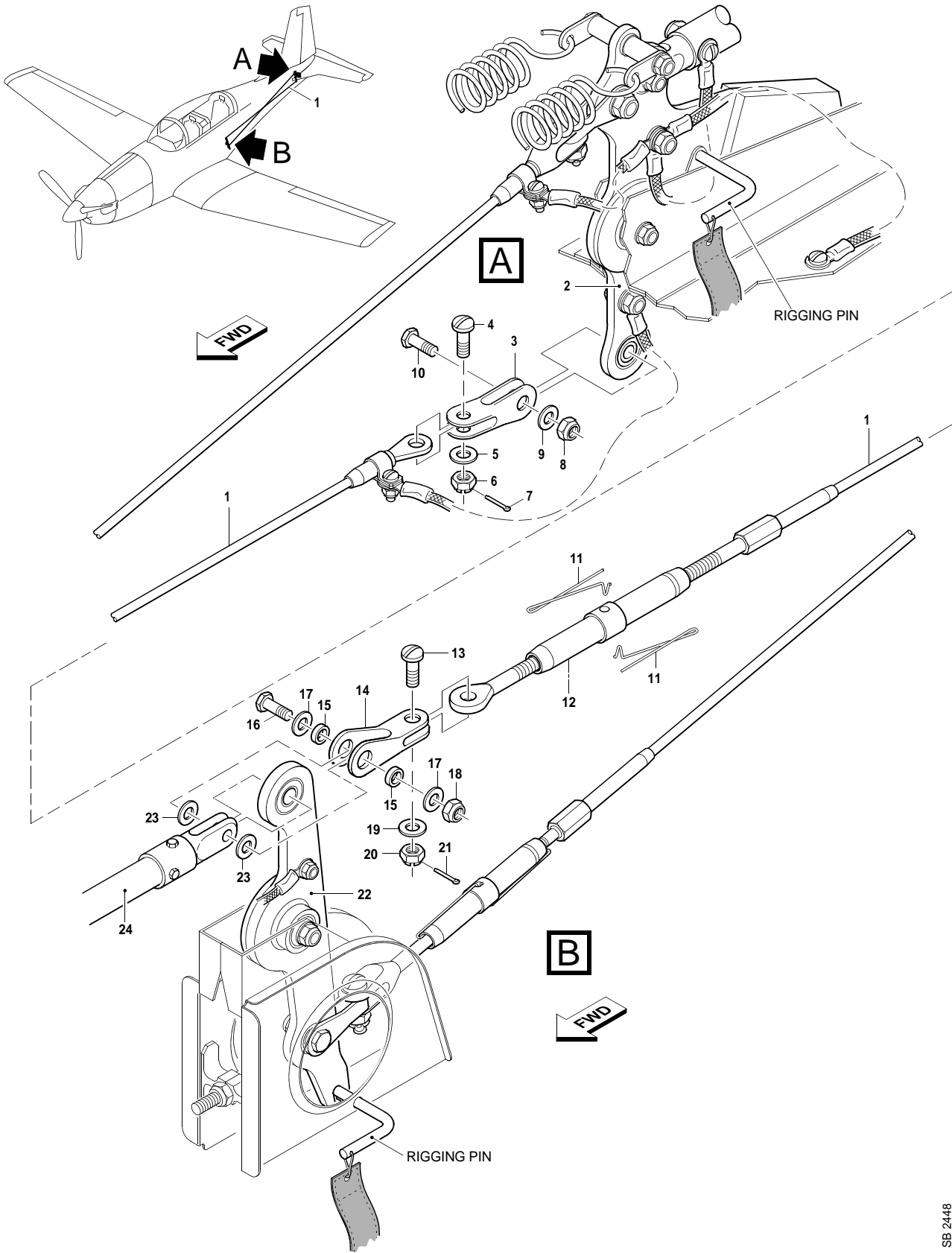
CAUTION: DO NOT LET THE SOLVENT (MATERIAL NO. P01-010) GO INTO THE BEARING IN THE LEVER (22).

 - k Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and clean the attachment points on the center control rod (24) and the cable (1).
 - l Put the spacers (15) in the new shackle (14) (P/N 527.30.07.021).
 - m Put the new shackle (14) (P/N 527.30.07.021) and the washers (23) in position between the center control rod (24) and the cable (1).
 - n Put a layer of the spray lubricant (Material No. P04-011) on the shank of the bolt (13).
 - o Install the bolt (16), the washers (17) and the nut (18) that connect the shackle (14) (P/N 527.30.07.021) to the center control rod (24) and the lever (22).

- p** Install the bolt (13), the washer (19) and the nut (20) that connect the shackle (14) (P/N 527.30.07.021) to the cable (1).
- q** Safety the nut (20) with the new cotter pin (21) (P/N 940.17.02.341).
- r** If the shackle (P/N 116.35.07.092) is made from AA2024-T351, continue this Service Bulletin from Step 3.B.(2)(d)**5**.
- s** If the shackle (P/N 116.35.07.092) is made from AA2124-T851, continue this Service Bulletin from Step 3.B.(2)(d)**5j**.
- 5** Replace the shackle (P/N 116.35.07.092) (Ref. Fig. 9):
- NOTE:** Step 3.B.(2)(d)**5** is only applicable to shackles (P/N 116.35.07.092) made from AA2024-T351.
- a** Remove, and discard, the cotter pin (7).
- b** Remove the nut (6), the washer (5) and the bolt (4) that connect the shackle (3) (P/N P/N 116.35.07.092) to the control cable (1).
- NOTE:** Pull the control cable (1) rearwards to make the removal of bolt (4) easier.
- c** Remove the nut (8), the washer (9) and the bolt (10) that connect the shackle (3) (P/N 116.35.07.092) to the lever (2).
- d** Remove, and discard, the shackle (3) (P/N 116.35.07.092) from the aircraft.
- CAUTION:** DO NOT LET THE SOLVENT (MATERIAL NO. P01-010) GO INTO THE BEARING IN THE LEVER (9).
- e** Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and clean the attachment points on the lever (3) and the cable (1).
- f** Put the new shackle (3) (P/N 527.30.09.231) in position between the lever (2) and the control cable (1).
- g** Install the bolt (4), the washer (5) and the nut (6) that connect the shackle (3) (P/N 527.30.09.231) to the control cable (1).
- h** Safety the nut (6) with the new cotter pin (7) (P/N 940.17.02.341).
- i** Install the bolt (10), the washer (9) and the nut (8) that connect the shackle (3) (P/N 527.30.09.231) to the lever (2).
- j** Do the elevator control system, adjustment / test (Ref. AMM, 27-30-00, Page Block 501).



Inspection and, if necessary, Replacement of the Shackles on the Elevator Control Cable
Figure 9, Sheet 1 of 2



Inspection and, if necessary, Replacement of the Shackles on the Elevator Control Cable
Figure 9, Sheet 2 of 2

(3) Inspection of the Center Tank Support-Bracket

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

- (a) Identify the Part Number of the center tank support-bracket:
- a Look at the center tank support-bracket.
 - b If the web of the center tank support-bracket is welded to the sides, the part number of the center tank support-bracket is 112.35.07.766. This center tank support-bracket is not manufactured from AA2024-T351 and therefore not susceptible to stress corrosion. The subsequent inspections of this center tank support-bracket are called up in Service Bulletin 53-004. Continue this Service Bulletin from Para. 3.B.(3)(f).
 - c If the web of the center tank support-bracket is NOT welded to the sides, the part number of the center tank support-bracket is 112.35.07.796. Continue this Service Bulletin from Para. 3.B.(3)(b).
- (b) Do the conductivity test to find the material of the center tank support-bracket (Ref. Fig. 10).

NOTE: Para. 3.B.(3)(b) is only applicable to center tank support-brackets (P/N 112.35.07.796).

- 1 Remove the dirt and grease from the areas (where you will do the test) with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).

NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.

- 2 Do a check of the conductivity of the reference plates:
- a Make sure the conductivity measurement equipment has been calibrated (Ref. Step at beginning of Para. 3.B.).
 - b Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).
 - c Record the value shown on the test equipment.

NOTE: Make sure the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) is approximately the same as the center tank support-bracket (P/N 112.35.07.796).

- 3 Put the eddy current probe in position on the center tank support-bracket (P/N 112.35.07.796).
- 4 Record the value shown on the test equipment.
- 5 Compare the value recorded above with the values recorded in Step 3.B.(3)(b)2c and determine if the bracket is manufactured from AA2024-T351 or AA2124-T851.

6 Do Steps 3.B.(3)(b)3 thru 5 again to make sure the result is the same.

7 Write the type of material that the center tank support-bracket (P/N 112.35.07.796) is made from on the Status of Parts Form (Ref. Fig. 20).

- (c) If you find a bracket made from AA2024-T351, continue this Service Bulletin from Step 3.B.(3)(e).
- (d) If the brackets are made from AA2124-T851, re-identify them (Ref. Para. 2.D.) and continue this Service Bulletin from Step 3.B.(4).
- (e) Do an inspection for cracks (Ref. Fig. 10):

NOTE: Step 3.B.(3)(e) is only applicable to center tank support-brackets made from AA2024-T351.

1 Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and remove the dirt and grease from the inspection areas of the center tank support-bracket (P/N 112.35.07.796).

NOTE: It is not necessary to remove the layers of surface protection to do the inspection.

2 Obey the manufacturer's instructions and use a borescope to examine the inspection areas of the center tank support-bracket for cracks.

3 If you find cracks:

a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

b Make a report of the inspection results, refer to Step 3.B(3)(f).

4 If you do not find cracks, make a report of the inspection results, refer Step 3.B.(3)(f).

(f) Report the Inspection Results

1 Make a copy of the Inspection Report Form (Ref. Fig. 11).

2 Complete the Inspection Report Form:

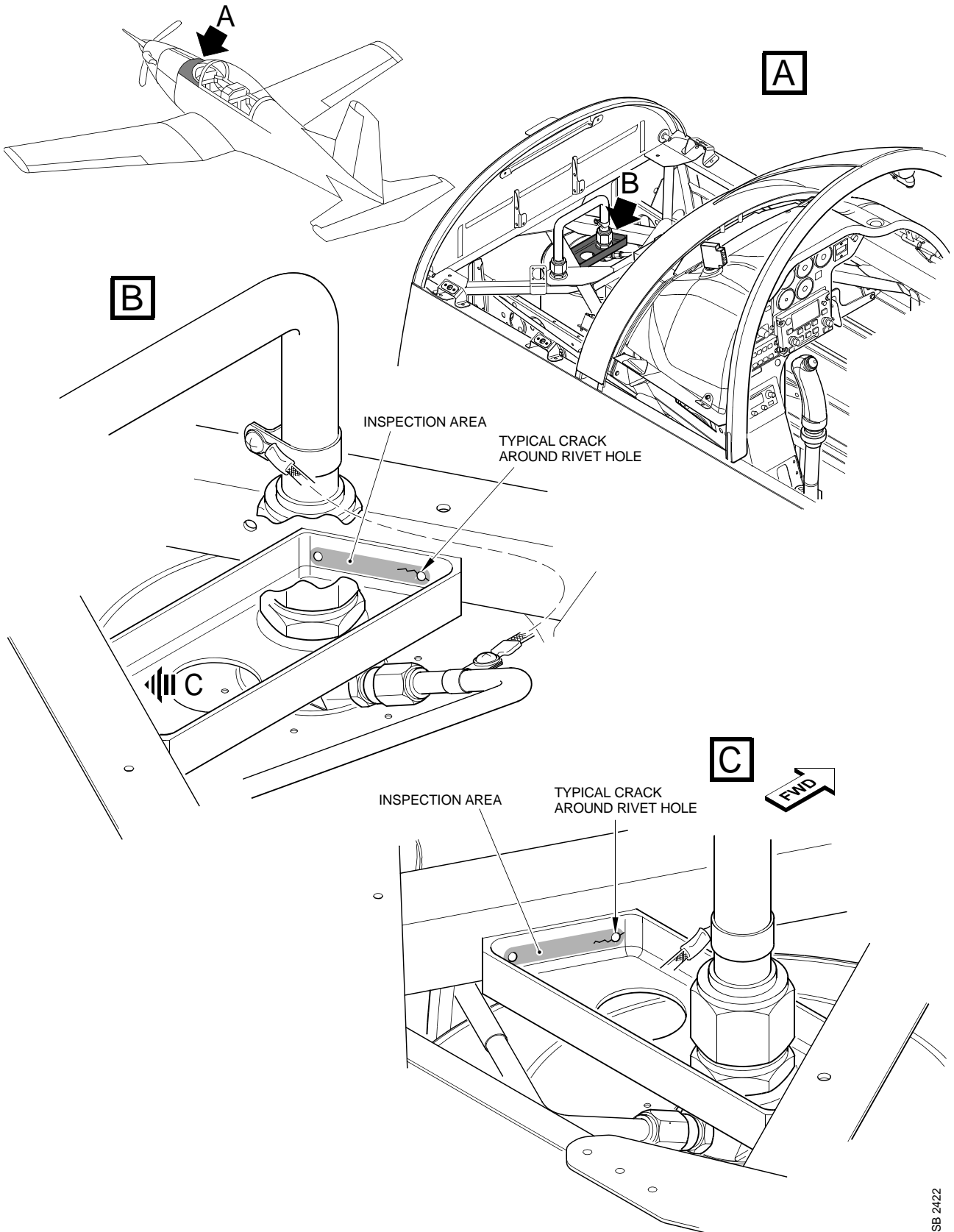
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

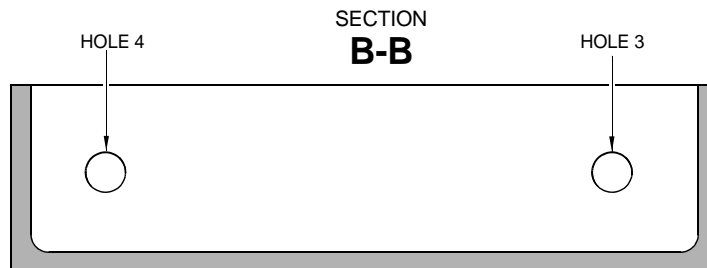
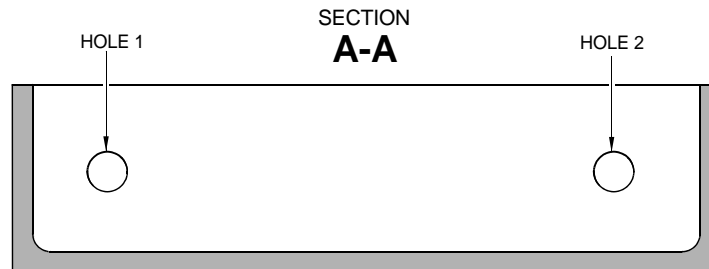
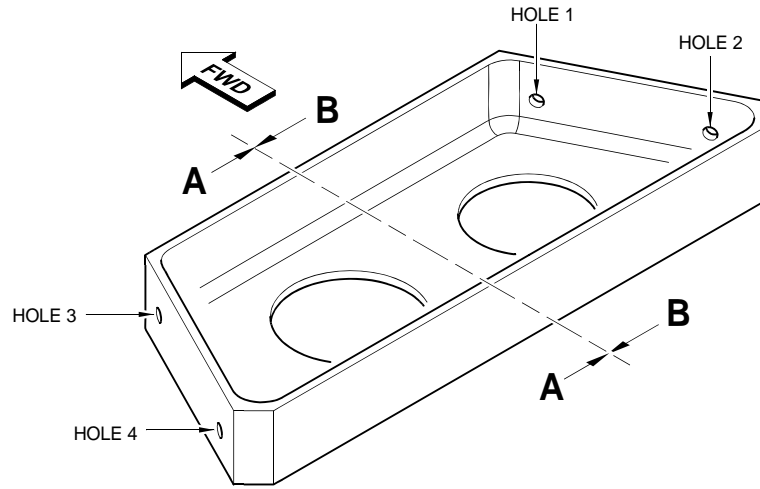
3 Send or fax the completed form(s) to:

Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



Center Tank Support-Bracket - Inspection
Figure 10



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
HOLE 1 CRACK LENGTH	ADDITIONAL COMMENTS		
mm			
HOLE 2 CRACK LENGTH			
mm			
HOLE 3 CRACK LENGTH			
mm			
HOLE 4 CRACK LENGTH			
mm			

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Center Tank Support-Bracket - Inspection Form
Figure 11

(4) Inspection of the Frame 3 Pick-Up Brackets

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

NOTE: This Step is applicable to the left and right frame 3 pick-up brackets.

NOTE: The left and right frame 3 pick-up brackets are referred to as “the brackets”.

(a) Do the conductivity test to find the material of the left bracket (P/N 112.35.07.009) and the right bracket (P/N 112.35.07.010) (Ref. SRM, 53-10-00).

1 Remove the dirt and grease from the areas (where you will do the test) with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).

NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.

2 Do a check of the conductivity of the reference plates:

a Make sure the conductivity measurement equipment has been calibrated (Ref. Step at beginning of Para. 3.B.).

b Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).

c Record the value shown on the test equipment.

NOTE: Make sure the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) is approximately the same as the left bracket (P/N 112.35.07.009) and right bracket (P/N 112.35.07.010).

3 Put the eddy current probe in position on the left bracket (P/N 112.35.07.009).

4 Record the value shown on the test equipment.

5 Compare the value recorded above with the values recorded in Step 3.B.(4)(a)2c and determine if the bracket is manufactured from AA2024-T351 or AA2124-T851.

6 Do Steps 3.B.(4)(a)3 thru 5 again to make sure the result is the same.

7 Write the type of material that the left bracket (P/N 112.35.07.009) is made from on the Status of Parts Form (Ref. Fig. 20).

(b) Do Step 3.B.(4)(a)1 thru 7 again on the right bracket (P/N 112.35.07.010).

(c) If you find a bracket made from AA2024-T351, continue this Service Bulletin from Step 3.B.(4)(e).

(d) If a bracket is made from AA2124-T851, re-identify it (Ref. Para. 2.D.) and continue this Service Bulletin from Step 3.B.(5).

(e) Do an inspection for cracks (Ref. Fig. 12):

NOTE: Step 3.B.(4)(e) is only applicable to brackets made from AA2024-T351.

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

1 Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and remove the dirt and grease from the inspection areas of the left bracket (P/N 112.35.07.009).

NOTE: It is not necessary to remove the layers of surface protection to do the inspection.

2 Obey the manufacturer's instructions and use a borescope to examine the inspection areas of the left bracket for cracks.

3 If you find cracks:

a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

b Make a report of the inspection results, refer to Step 3.B.(4)(f).

4 If you do not find cracks, make a report of the inspection results, refer Step 3.B.(4)(f).

5 Do Step 3.B.(4)(e)1 thru 4 again on the right bracket (P/N 112.35.07.010).

(f) Report the Inspection Results

1 Make a copy of the Inspection Report Form(s) (Ref. Fig. 13).

2 Complete the Inspection Report Form:

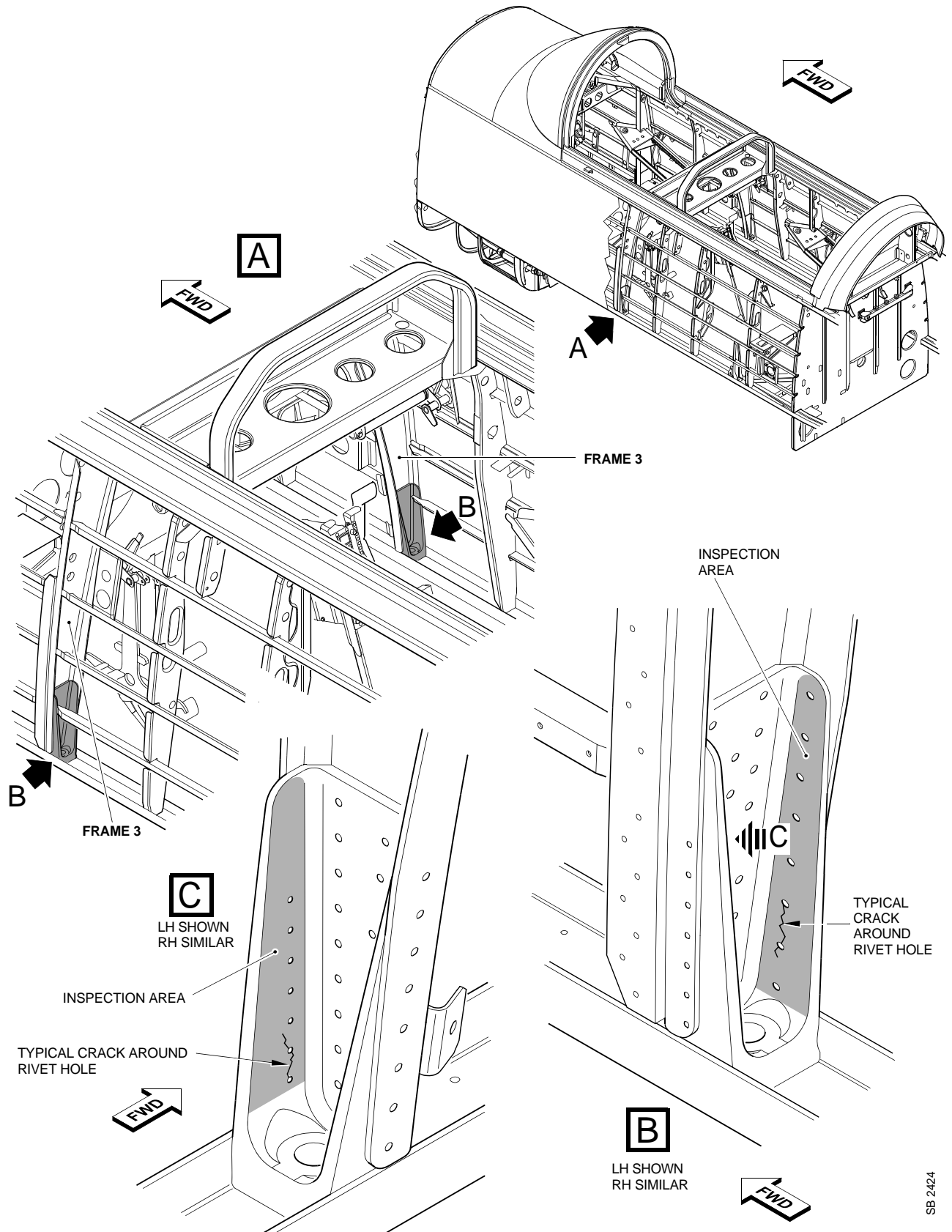
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

3 Send or fax the completed form(s) to:

Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

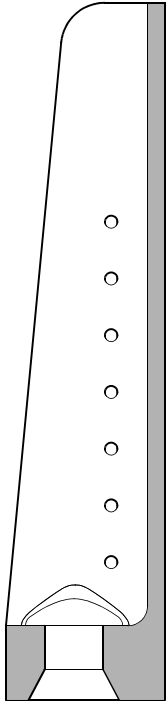
Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



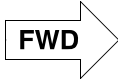
Frame 3 Pick-Up Brackets - Inspection (If Necessary)
Figure 12

LH PICK UP BRACKET

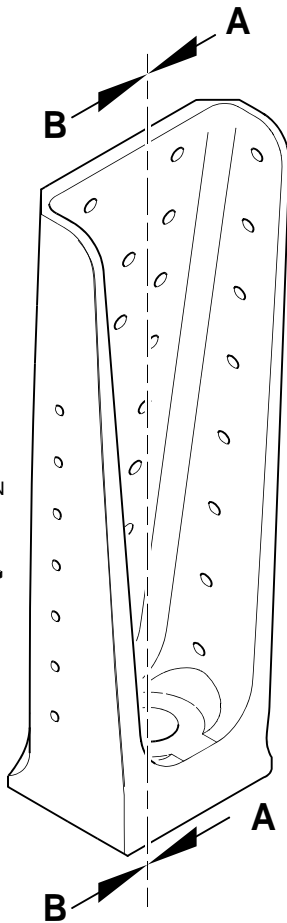
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



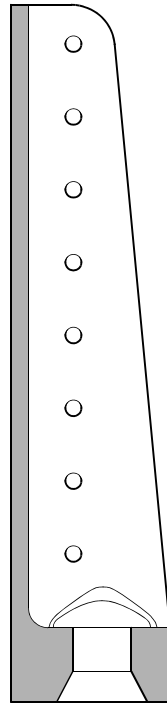
SECTION **A-A**



LH SHOWN



SECTION **B-B**



LH PICK UP BRACKET

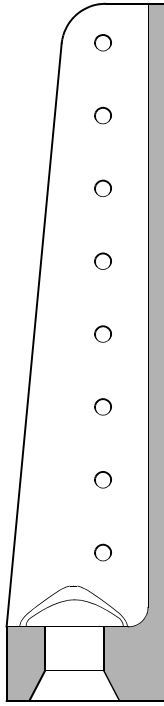
DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

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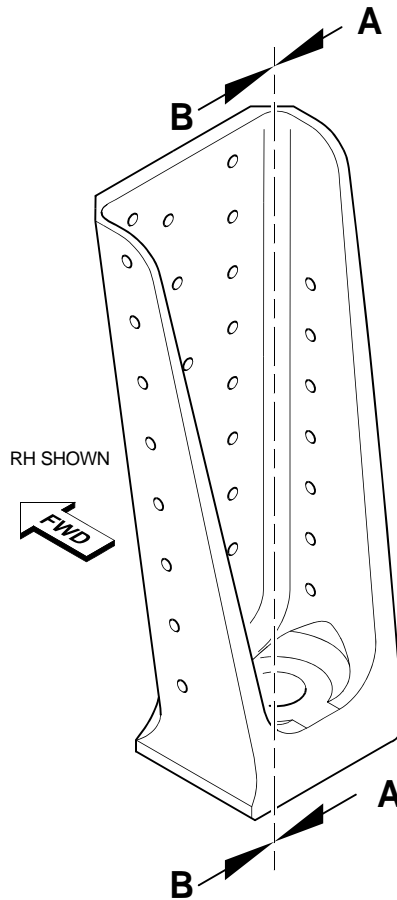
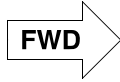
Frame 3 Pick-Up Brackets - Inspection Form
Figure 13, Sheet 1 of 2

RH PICK UP BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

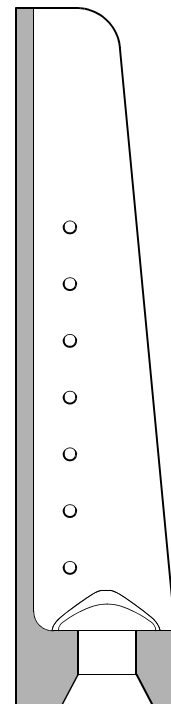


SECTION
A-A



RH SHOWN
FWD

SECTION
B-B



RH PICK UP BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

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Frame 3 Pick-Up Brackets - Inspection Form
Figure 13, Sheet 2 of 2

(5) Inspection of the Rudder-Pedal Outboard-Bearings

NOTE: All front and rear, left and right rudder-pedal outboard-bearings (P/N 112.35.07.251) are made from AA2024-T351.

NOTE: The front and rear, left and right rudder-pedal outboard-bearings are referred to as “the outboard bearings”.

(a) Do an inspection for cracks of the outboard bearings (Ref. Fig. 14):

NOTE: The outboard bearings (P/N 112.35.07.251) are attached to the support plate (P/N 112.35.07.252) (Ref. SRM, 53-10-00).

1 Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and remove the dirt and grease from the inspection areas of the outboard bearings (P/N 112.35.07.251).

NOTE: It is not necessary to remove the layers of surface protection to do the inspection.

2 Obey the manufacturer’s instructions and use a borescope to examine the inspection areas of the outboard bearings (P/N P/N 112.35.07.252) for cracks.

3 If you find cracks:

a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

b Make a report of the inspection results, refer to Step 3.B.(5)(c).

(b) If you do not find cracks, make a report of the inspection results, refer Step 3.B.(5)(c).

(c) Report the Inspection Results

1 Make a copy of the Inspection Report Form(s) (Ref. Fig. 15).

2 Complete the Inspection Report Form:

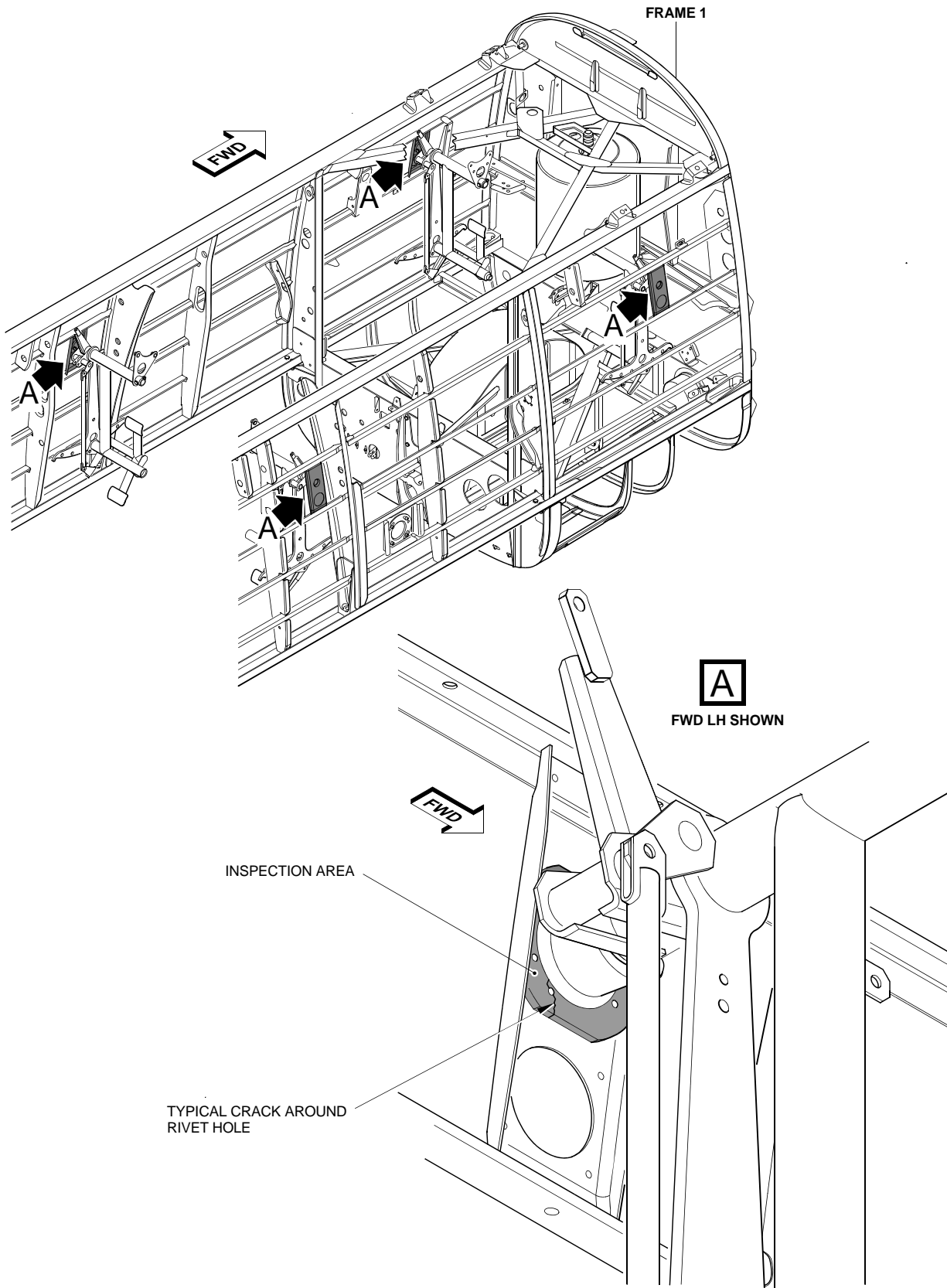
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

3 Send or fax the completed form(s) to:

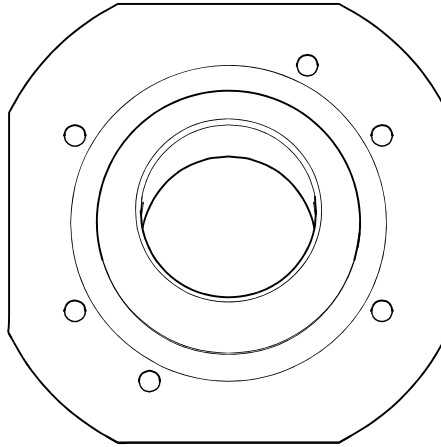
Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



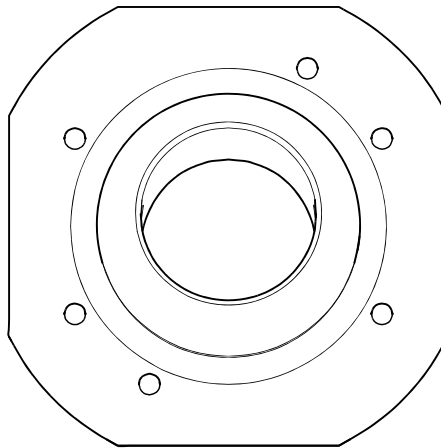
SB 2436

Front and Rear Rudder-Pedal Outboard-Bearings (P/N 112.35.07.251) - Inspection
Figure 14



FWD LH SUPPORT BRACKET

DATE:		AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS		
CRACK 2 LENGTH	mm			
CRACK 3 LENGTH	mm			
CRACK 4 LENGTH	mm			

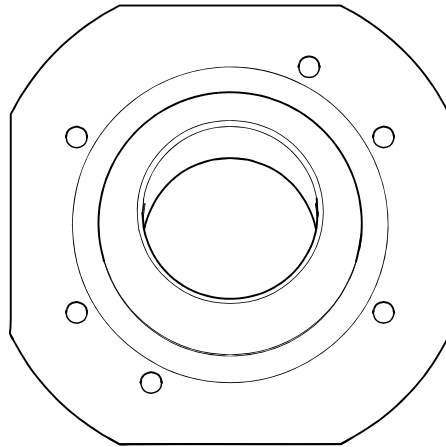


FWD RH SUPPORT BRACKET

DATE:		AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS		
CRACK 2 LENGTH	mm			
CRACK 3 LENGTH	mm			
CRACK 4 LENGTH	mm			

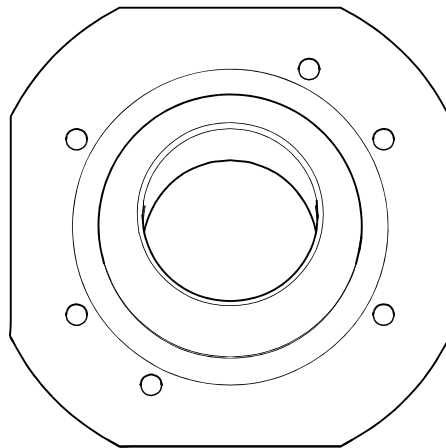
SB 2437

Front and Rear Rudder-Pedal Outboard-Bearings (P/N 112.35.07.251) - Inspection Form
Figure 15, Sheet 1 of 2



REAR LH SUPPORT BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		



REAR RH SUPPORT BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS	
CRACK 2 LENGTH	mm		
CRACK 3 LENGTH	mm		
CRACK 4 LENGTH	mm		

SB 2438

Front and Rear Rudder-Pedal Outboard-Bearings (P/N 112.35.07.251) - Inspection Form
Figure 15, Sheet 2 of 2

(6) Inspection of the Rudder Lower-Hinge Bearing-Bracket

NOTE: The rudder lower-hinge bearing-bracket (P/N 555.30.09.039) is part of the rudder lower-hinge bearing-bracket assembly (P/N 555.30.09.040).

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

- (a) Do the conductivity test to find the material of the rudder lower-hinge bearing-bracket (Ref. IPC, 55-30-01).
- 1 Remove the dirt and grease from the areas (where you will do the test) with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).
NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.
 - 2 Do a check of the conductivity of the reference plates:
 - a Make sure the conductivity measurement equipment has been calibrated (Ref. Step at beginning of Para. 3.B.).
 - b Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).
 - c Record the value shown on the test equipment.**NOTE:** Make sure the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) is approximately the same as the rudder lower-hinge bearing-bracket (P/N 555.30.09.039).
 - 3 Put the eddy current probe in position on the rudder lower-hinge bearing-bracket.
 - 4 Record the value shown on the test equipment.
 - 5 Compare the value recorded above with the values recorded in Step 3.B.(6)(a)2c and determine if the rudder lower-hinge bearing-bracket is manufactured from AA2024-T351 or AA2124-T851.
 - 6 Do Steps 3.B.(6)(a)3 thru 5 again to make sure the result is the same.
 - 7 Write the type of material that the rudder lower-hinge bearing-bracket is made from on the Status of Parts Form (Ref. Fig. 20).
- (b) If you find a rudder lower-hinge bearing-bracket made from AA2024-T351, continue this Service Bulletin from Step 3.B.(6)(d).
- (c) If you find a rudder lower-hinge bearing-bracket made from AA2124-T851, re-identify it (Ref. Para. 2.D.) and continue this Service Bulletin from Step 3.B.(7).

- (d) Do an eddy-current Non-Destructive-Inspection (NDI) for cracks (Ref. Fig. 16):

NOTE: Step 3.B.(6)(d) is only applicable to rudder lower-hinge bearing-brackets made from AA2024-T351.

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

- 1 Remove the rudder assembly (Ref. AMM, 27-20-01, Page Block 401).

CAUTION: DO NOT PUT LOADS ON THE RUDDER LOWER-HINGE-BRACKET (4) WHEN THE BOLTS (1) ARE REMOVED. THIS COULD CAUSE THE RUDDER LOWER-HINGE-BRACKET (4) TO MOVE SLIGHTLY.

- 2 Remove the nuts (3), the washers (2) and the bolts (1) from the four attachment bolt holes of the rudder lower-hinge-bracket (4).

- 3 Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and remove the dirt and grease from the inspection areas of the rudder lower-hinge bearing-bracket.

NOTE: It is not necessary to remove the layers of surface protection to do the inspection.

- 4 Obey the manufacturer's instructions and calibrate the eddy-current NDI equipment.

- 5 Obey the manufacturer's instructions and move the probe of the eddy-current NDI equipment over the inspection areas shown in Fig. 16.

- 6 Apply a layer of the corrosion preventative (Material No. P04-039) to the shank of the bolts (1).

- 7 Install the bolts (1), the washers (2) and nuts (3) in the four attachment bolt holes of the rudder lower-hinge-bracket (4).

- 8 If you find cracks:

- a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

- b Make a report of the inspection results, refer to Step 3.B.(6)(e).

- 9 If you do not find cracks, make a report of the inspection results, refer to Step 3.B.(6)(e).

- 10 Install the rudder assembly (Ref. AMM, 27-20-01, Page Block 401).

(e) Reporting of Inspection Results (Ref. Fig. 17)

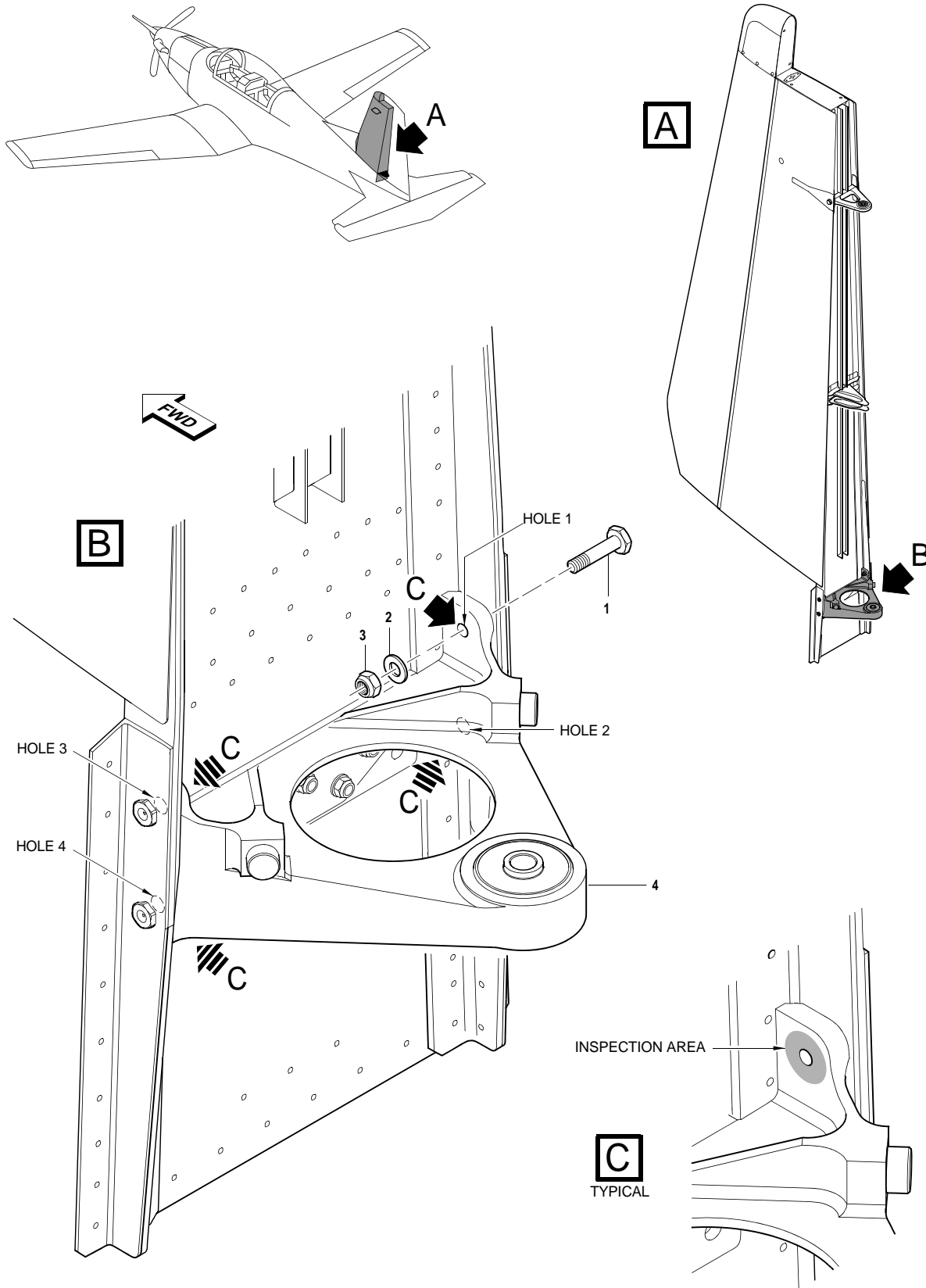
- 1 Make a copy of the Inspection Report Form (Ref. Fig. 17).
- 2 Complete the Inspection Report Form:
 - Give the date of the inspection.
 - Give the aircraft details.
 - Show the location(s) and dimensions of the crack(s) found (if applicable).
 - Add any necessary comments.

NOTE: If there no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

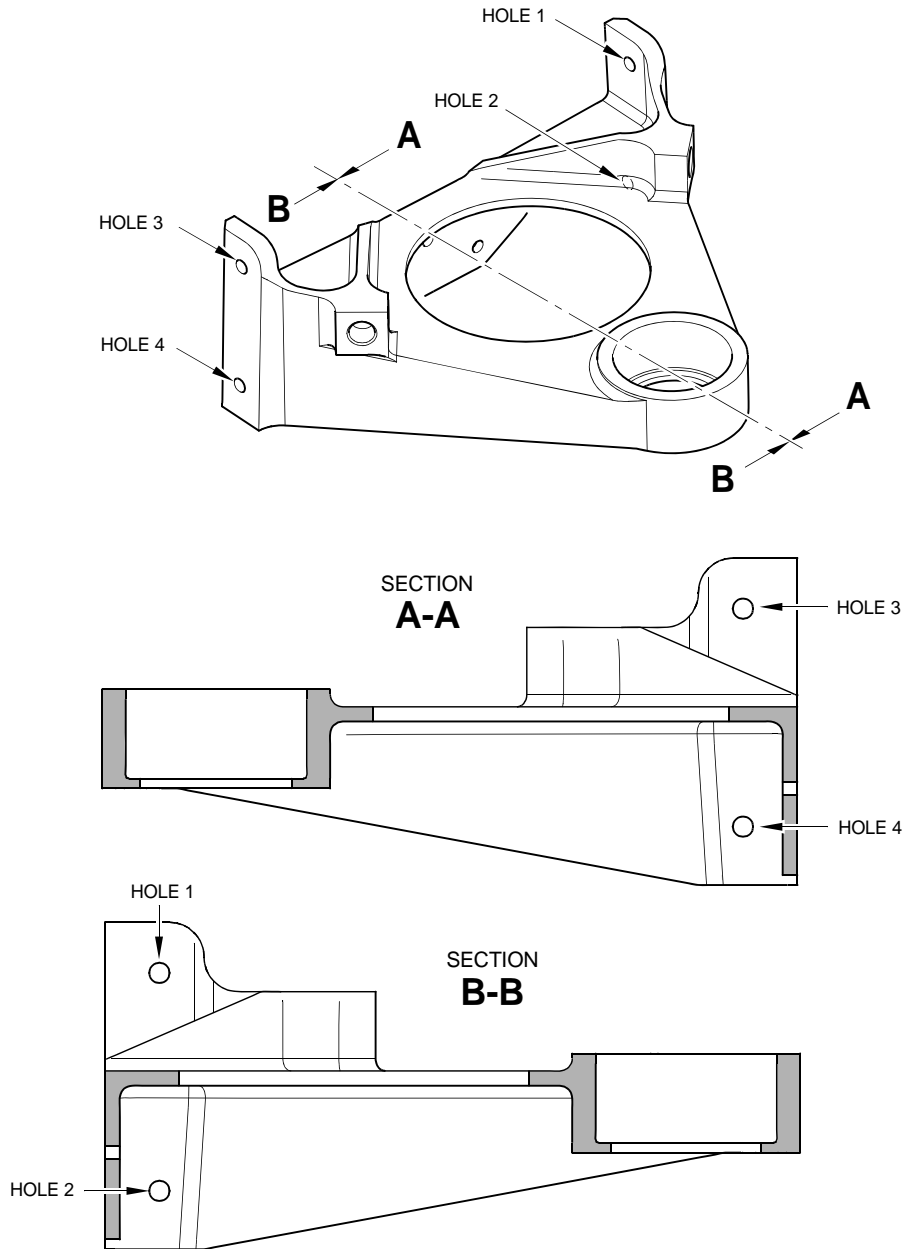
- 3 Send or fax the completed form(s) to:

Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.



Lower Rudder Bracket - Inspection (If Necessary)
Figure 16



DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:
HOLE 1 CRACK LENGTH	ADDITIONAL COMMENTS		
mm			
HOLE 2 CRACK LENGTH			
mm			
HOLE 3 CRACK LENGTH			
mm			
HOLE 4 CRACK LENGTH			
mm			

SB 2258

Lower Rudder Bracket - Inspection Form
Figure 17

(7) Inspection of the Left and Right Flap Bearing Support-Brackets

NOTE: Only personnel that are qualified and authorized by their designated Airworthiness Authorities are allowed to do this test.

- (a) Do the conductivity test to find the material of the left flap bearing support-bracket (P/N 111.34.07.329) and the right flap bearing support-bracket (P/N 111.34.07.330) (Ref. Fig. 18).

- 1 Remove the dirt and grease from the areas (where you will do the test) with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).

NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.

- 2 Do a check of the conductivity of the reference plates:

- a Make sure the conductivity measurement equipment has been calibrated (Ref. Step at beginning of Para. 3.B.).
- b Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).
- c Record the value shown on the test equipment.

NOTE: Make sure the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) is approximately the same as the left flap bearing support-bracket (P/N 111.34.07.329) and the right flap bearing support-bracket (P/N 111.34.07.330).

- 3 Put the eddy current probe in position on the left flap bearing support-bracket.

- 4 Record the value shown on the test equipment.

- 5 Compare the value recorded above with the values recorded in 3.B.(5)(a)2c and determine if the flap bearing support-bracket is manufactured from AA2024-T351 or AA2124-T851.

- 6 Do Steps 3.B.(5)(a)3 thru 5 again to make sure the result is the same.

- 7 Write the type of material that the left flap bearing support-bracket is made from on the Status of Parts Form (Ref. Fig. 20).

- 8 Do Step 3.B.(5)(a)1 thru 7 again on the right flap bearing support-bracket.

- (b) If you find a flap bearing support-bracket made from AA2024-T351, continue this Service Bulletin from Step 3.B.(7)(d).
- (c) If you find a flap bearing support-bracket is made from AA2124-T851, re-identify it (Ref. Para. 2.D.) and continue this Service Bulletin from Step 3.C.

(d) Do an inspection for cracks (Ref. Fig. 18):

NOTE: Step 3.B.(7)(d) is only applicable to flap bearing support-brackets made from AA2024-T351.

1 Use the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and remove the dirt and grease from the inspection areas of the left flap bearing support-bracket.

NOTE: It is not necessary to remove the layers of surface protection to do the inspection.

2 Obey the manufacturer's instructions and use a borescope to examine the inspection areas of the left flap bearing support-bracket for cracks.

3 If you find cracks:

a You must contact Pilatus Customer Support before next flight. The address is:

PILATUS AIRCRAFT LTD.,
Customer Technical Support (MCC),
P.O. Box 992
6371 Stans, Switzerland

Fax: + 41 (0) 41 619 67 73
Email: Techsupport@pilatus-aircraft.com.

b Make a report of the inspection results, refer to Step 3.B.(7)(e).

4 If you do not find cracks, make a report of the inspection results, refer Step 3.B.(7)(e).

5 Do Step 3.B.(7)(d)1 thru 4 again on the right flap bearing support-bracket.

(e) Report the Inspection Results

1 Make a copy of the Inspection Report Form(s) (Ref. Fig. 19).

2 Complete the Inspection Report Form:

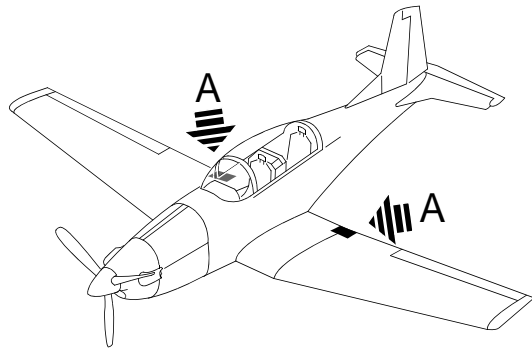
- Give the date of the inspection.
- Give the aircraft details.
- Show the location(s) and dimensions of the crack(s) found (if applicable).
- Add any necessary comments.

NOTE: If there are no crack indications, the Inspection Report Form is used to tell Pilatus Aircraft Ltd. the aircraft details.

3 Send or fax the completed form(s) to:

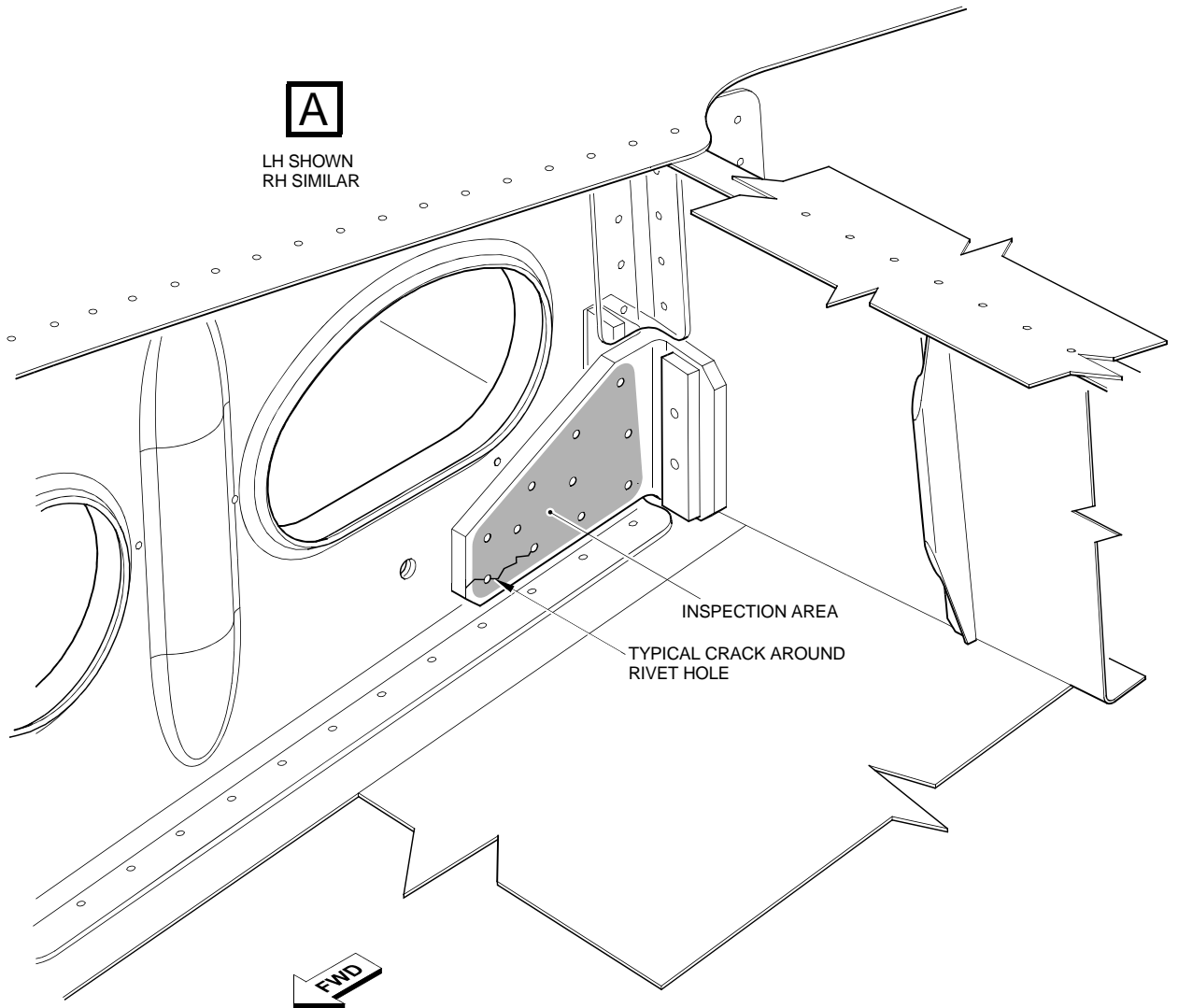
Pilatus Aircraft Ltd.
Customer Technical Support (MCC)
P.O.Box 992
6371 Stans, Switzerland

Fax No. + 41 (0) 41 619 67 73.
Email: Techsupport@pilatus-aircraft.com.

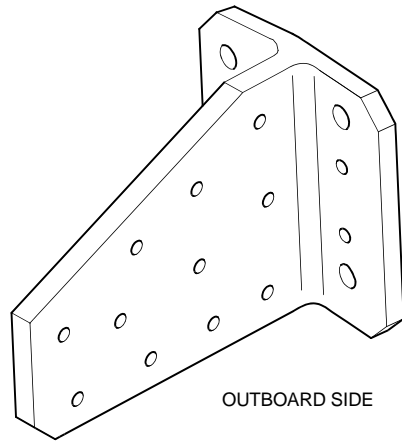


A

LH SHOWN
RH SIMILAR



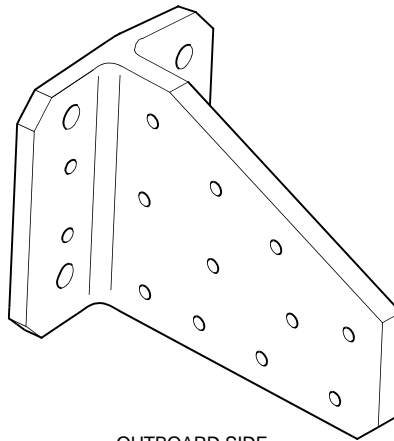
Left and Right Flap Bearing Support-Bracket - Inspection (If Necessary)
Figure 18



OUTBOARD SIDE

LEFT FLAP SUPPORT BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:	WING S/N
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS		
CRACK 2 LENGTH	mm			
CRACK 3 LENGTH	mm			
CRACK 4 LENGTH	mm			



OUTBOARD SIDE

RIGHT FLAP SUPPORT BRACKET

DATE:	AIRCRAFT MSN:	FLYING HOURS:	LANDINGS:	WING S/N
CRACK 1 LENGTH	mm	ADDITIONAL COMMENTS		
CRACK 2 LENGTH	mm			
CRACK 3 LENGTH	mm			
CRACK 4 LENGTH	mm			

Left and Right Flap Bearing Support-Bracket - Inspection Form
Figure 19

SB 2266

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Line No.	Component	Part Number	Material, after accomplishment of this Service Bulletin	Part Number, after accomplishment of this Service Bulletin
1	LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD	116.35.07.272		
2	ELEVATOR FORWARD CONTROL-ROD	116.35.07.270		
3	ELEVATOR CENTER CONTROL-ROD	116.35.07.271 or 116.35.07.345		
4	ELEVATOR REAR CONTROL-ROD	116.35.07.269		
5	SHACKLE	116.35.07.183		
6	SHACKLE	116.35.07.092		
7	TANK BRACKET	112.35.07.796		
8	FRAME 3 PICK-UP BRACKET, LH	112.35.07.009		
9	FRAME 3 PICK-UP BRACKET, RH	112.35.07.010		
10	FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS	112.35.07.251		
11	RUDDER LOWER-HINGE BEARING-BRACKET or RUDDER LOWER-HINGE BEARING-BRACKET ASSY	555.30.09.039 or 555.30.09.040		
12	FLAP BEARING SUPPORT BRACKET, LH	111.34.07.329		
13	FLAP BEARING SUPPORT BRACKET, RH	111.34.07.330		

Aircraft Tail No.

 Status of Parts Form
 Figure 20

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C. Close-Up

- (1) Remove all the equipment, tools and materials from the work area. Make sure that the work area is clean.
- (2) Install the left and right floor panels from the rear cockpit that you removed to get access to the left and right frame 3 pick-up brackets (Ref. IPC, 25-10-01 for more information).
- (3) Install the left and right side panels and linings from the front and rear cockpits that you removed to get access to the left and right rudder pedals outboard support-bearings (Ref. AMM, 25-10-05, Page Block 401).
- (4) Install the left and right side panels and linings from the front cockpit that you removed to get access to the left and right frame 3 pick-up brackets (Ref. AMM, 25-10-05, Page Block 401).
- (5) Connect the battery mating connector.
- (6) If necessary, safety the battery mating connector with the lockwire (Material No. P02-001).
- (7) Connect the battery hot plug P202.
- (8) In the front cockpit, remove the safety clip and close the circuit breaker:

BAT SWITCH (BATTERY BUS CB panel).
- (9) Install the front and rear seats (Ref. AMM, 25-10-00, Page Block 201).
- (10) Remove the ballast from the tail mooring point (Ref. AMM, 07-10-00, Page Block 201).
- (11) Remove the tail jack and the adapter (Ref. AMM, 07-10-00, Page Block 201).
- (12) Engage the flight control lock.
- (13) Remove the warning signs (DO NOT OPERATE THE FLIGHT CONTROLS) from the front and rear cockpits.

NOTE: For the location of the access items, refer to AMM, 12-00-00, Page Block 1.
- (14) Close the access panel F15.
- (15) Install the access panels F5, F17, F18, LB2, RB2, LT8 and RT8.

D. Documentation

- (1) Make an entry in the Aircraft Logbook that this Service Bulletin has been incorporated.
- (2) Use the Service Bulletin Evaluation Sheet and report your results and the serial number(s) of the aircraft to Pilatus.
- (3) Put the Status of Parts Form (Ref. Fig. 20) in the Aircraft Logbook.

NOTE: If any parts are made from AA2024-T351 but have no cracks, you will need to do repetitive mandatory inspections (Ref. AMM, Chapter 05). You will need this Form (Ref. Fig. 20) to tell you which parts require the inspection.

4. Accomplishment Instructions - Equipment Held as Spare or in Stock

NOTE: This procedure is applicable to all of the parts listed below, held as spare or in stock:

PART NUMBER	DESCRIPTION
116.35.07.272	LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD (SEE NOTE)
116.35.07.270	ELEVATOR FORWARD CONTROL-ROD (SEE NOTE)
116.35.07.271 or 116.35.07.345	ELEVATOR CENTER CONTROL-ROD (SEE NOTE)
116.35.07.269	ELEVATOR REAR CONTROL-ROD (SEE NOTE)
116.35.07.183	SHACKLE (SEE NOTE)
116.35.07.092	SHACKLE
112.35.07.796	CENTER TANK SUPPORT-BRACKET
112.35.07.009	FRAME 3 PICK-UP BRACKET, LH
112.35.07.010	FRAME 3 PICK-UP BRACKET, RH
112.35.07.251	FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS (SEE NOTE)
555.30.09.039 or 555.30.09.040	RUDDER LOWER-HINGE BEARING-BRACKET or RUDDER LOWER-HINGE BEARING-BRACKET ASSY
111.34.07.329	FLAP BEARING SUPPORT BRACKET, LH
111.34.07.330	FLAP BEARING SUPPORT BRACKET, RH

NOTE: All these parts are made from AA2024-T351:

116.35.07.272 LEFT AND RIGHT AILERON OUTBOARD CONTROL-ROD

116.35.07.270 ELEVATOR FORWARD CONTROL-ROD

116.35.07.271

or ELEVATOR CENTER CONTROL-ROD

116.35.07.345

116.35.07.269 ELEVATOR REAR CONTROL-ROD

116.35.07.183 SHACKLE

112.35.07.251 FRONT AND REAR RUDDER-PEDALS OUTBOARD-BEARINGS

Send these parts to Pilatus Customer Support. Pilatus will send a replacement part made from AA2124-T851.

A. Preparation

- (1) Obey the manufacturer's operating instructions and calibrate the conductivity measurement equipment.
- (2) Put the eddy current probe in position on the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).
- (3) Record the value shown on the test equipment.
- (4) Make a note of the temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150).

NOTE: The temperature of the reference plates (P/N 513.57.09.149 and P/N 513.57.09.150) must be approximately the same as the part to be checked.

B. Do the conductivity test to find the material

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURER'S HEALTH AND SAFETY INSTRUCTIONS.

NOTE: Only personnel that are qualified and authorized by their delegated Airworthiness Authorities are allowed to do this test.

- (1) If necessary, remove the grease from the areas of the part to be tested with the absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010).

NOTE: It is not necessary to remove the layers of surface protection (including paint) to do the test.

- (2) Put the eddy current probe in position on the part to be tested.
- (3) Record the value shown on the test equipment.
- (4) Compare the value recorded above with the values recorded in Section 4.A.(3) and determine if the part is made from AA2024-T351 or AA2124-T851.

- (5) Do Steps 4.B(1) thru (4) again to make sure the result is the same.
- (6) If the part is made from AA2024-T351, send it to Pilatus Customer Support. Pilatus will send a replacement part made from AA2124-T851.
- (7) If the part is made from AA2124-T851:
 - Re-identify the part (Ref. Para. 2.D.) with a permanent marker pen (or equivalent)
 - Return the part to stores.

C. Documentation

- (1) Make an entry on the serviceable label (attached to the part) that this Service Bulletin has been accomplished.
- (2) Use the Service Bulletin Evaluation Sheet and report your results to Pilatus.

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SERVICE BULLETIN EVALUATION SHEET FOR SB No. 51-001			
Title	Aircraft Structure - General Do a Check of the Material Specification Used During Manufacture and, If Necessary, Do a Check for Cracks or Replace the Part		
Customer			
Service Center			
EMBODIMENT REPORTING			
This SB has been embodied:		<input type="checkbox"/>	On the entire fleet
		<input type="checkbox"/>	Only partially
Provide embodiment details per aircraft (use additional copies of this table, if necessary)			
MSN	Flying Hours	MSN	Flying Hours
Additional embodiment comments/findings			
EDITORIAL COMMENTS			
(procedure, kit quality, suggested improvements, etc.)			
Name	Signature	Date	
Please complete and forward this form to: Pilatus Aircraft LTD, Customer Technical Support (MCC), P.O. BOX 992, 6371 Stans, Switzerland Fax: +41 (0)41 619 6773 Email: Techsupport@pilatus-aircraft.com			

SERVICE BULLETIN EVALUATION SHEET

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