

Service Bulletin No: 31-001

Ref No: 221

Modification No: EC-17-0202

ATA Chapter: 31

**INDICATING / RECORDING SYSTEMS - HORIZONTAL-STABILIZER TRIM WARNING-SYSTEM
INSTALLATION OF ADJUSTABLE CONTACT PLATES****1. Planning Information****A. Effectivity**

All PC-6 aircraft equipped with a horizontal-stabilizer trim warning system.

B. Concurrent Requirements

None.

C. Reason**(1) Problem**

When a horizontal-stabilizer is removed from one aircraft and installed on another aircraft:

- The contact plate and the proximity switch of the horizontal-stabilizer trim warning system are not always in alignment.

This problem particularly affects aircraft with a digital pitch-trim indication system installed.

(2) Cause

The contact plate is installed on the horizontal-stabilizer with rivets. Adjustment of the contact plate position and thus the warning trigger thresholds is not possible. This is because the contact plate position is matched against the proximity switch during production. When a horizontal stabilizer is installed on another aircraft during maintenance, the contact plate is not always in alignment with the proximity switch.

(3) Solution

The contact plate is removed and a new two piece contact plate assembly is installed that is fully adjustable.

D. Description

This Service Bulletin gives the data and instructions to do the removal, installation work as follows:

- Remove the horizontal-stabilizer
- Remove the old contact plate
- Temporarily install the new contact plates
- Temporarily install the horizontal-stabilizer
- Adjust the pitch trim warning system
- Remove the horizontal-stabilizer
- Install the new contact plates
- Install the horizontal-stabilizer

Revision No. 1 of this Service Bulletin is issued to:

- Give an additional tolerance in the test procedure (Ref. Step 3.C.) for aircraft with a digital-pitch trim indicator with numerical digital read-out installed.

No additional work is necessary for Revision No. 1 of this Service Bulletin if the Operator has embodied the Service Bulletin at the initial issue.

E. Compliance

Optional.

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.

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H. Manpower

	Total
Preparation	1.0
Modification	9.0
Close Up	1.0
TOTAL MAN-HOURS	11.0

NOTE: Man-hours figures do not include the time required to cure sealants, paints and adhesives.

I. Weight and Balance**(1) Weight Change**

Not affected.

(2) Moment Change

Not affected.

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

Aircraft Maintenance Manual (AMM): 20-10-01, 20-40-10, 27-31-11, 55-11-11, 55-21-11.

Structural Repair Manual (SRM): 51-00-03, 51-00-07.

M. Publications Affected

Aircraft Maintenance Manual (AMM): 27-40-00, 31-57-00, 55-10-00.

Illustrated Parts Catalogue (IPC): 55-11-00.

N. Interchangeability of Parts

Pre and Post-Service Bulletin 31-001 items are not interchangeable.

2. Material Information**A. Material - Price and Availability**

Operators that require additional information and/or Service Bulletin Material should contact their authorized Pilatus Service Center, or Pilatus Customer Support on www.pilatus-aircraft.com → contact us.

NOTE: Part Numbers given in this Service Bulletin are correct at the time of approval. Pilatus Aircraft Ltd. reserves the right to change the part numbers as necessary. Part Numbers of items delivered with the kit are correct when the kit is dispatched. This could lead to differences between those Part Numbers quoted in this Service Bulletin and the kit if parts are superseded. Operators are requested to check the IPD for delivered parts which differ from those listed in the Service Bulletin Materials Kit List.

Modification Kit Number	Price	Availability
100.50.06.007	Contact as above	Contact as above

B. Warranty

Not applicable.

C. Material Necessary for Each Aircraft