PILATUS
PC12
PILATUS AIRCRAFT LTD. CH-6371 STANS, SWITZERLAND

FOR PLANNING PURPOSES

SERVICE BULLETIN

SERVICE BULLETIN NO: 27-010 REF NO: 111

MODIFICATION NO: 990092 ATA CHAPTER: 27

FLIGHT CONTROLS - AILERON SYSTEM
MODIFICATION OF THE AILERON CONTROL INSTALLATION

1. Planning Information

A. Effectivity

(1) All PC-12 and PC-12/45 aircraft up to and including MSN 260.

This Service Bulletin will be incorporated prior to delivery on aircraft MSN 261 and subsequent.

(2) All aileron cable segments held as spare.

B. Concurrent Requirements

None

C. Reason

(1) Problem

It is possible for the cable which connects the flaps to the aileron/rudder interconnection system to become disconnected at the clamp adjacent to the turnbuckle. If this occurs there will be no aileron/rudder interconnection when the flaps are extended. The pilot will know when cable disconnection has occurred because there will be a change in the aircraft handling conditions. This change has no effect on aircraft safety.

Also, damaged segments have been found in the aileron autopilot control-cables of some aircraft. The damage causes unwanted stresses, although the risk of a broken cable in these conditions is very low. If, in the worst conditions, the cable does break, the aileron autopilot control function would be lost.

(2) Cause:

- Vibration can cause the screw of the cable clamp to become loose
- The damage to the aileron cable segments was caused during assembly

(3) Solution:

- Replace cable clamp with swaging wire sleeve
- Do an inspection of the aileron cable segment and replace it if necessary

D. Description

This Service Bulletin contains the procedure to replace the cable clamp with a swaging wire sleeve and to carry out a visual inspection of the aileron cable segment to see if a damaged component is installed. Instructions on the replacement of a damaged aileron cable segment are also given.

E. Compliance

Mandatory.

Required within the next three calendar months after the effective date of this Service Bulletin, unless already accomplished.

F. Approval

The technical aspects of this Service Bulletin have been approved by the Federal Office for Civil Aviation (FOCA) of Switzerland.

NOTE: 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

	Total (Executive Passenger Interior)	Total (Standard Passenger Interior)
Preparation	1.0	0.5
Modification of the cable connection	2.0	2.0
Operational test of the aileron/rudder interconnection system	1.0	1.0
Close up	1.5	1.0
TOTAL MAN-HOURS	**5.5**	**4.5**

NOTE: Man-hours figures do not include the time required to replace a damaged aileron segment.

H. Weight and Balance

(1) Weight Change

Not affected.

(2) Moment Change

Not affected.

I. Electrical Load Data

Not changed.

J. Software

Not changed.

K. References

Aircraft Maintenance Manual (AMM), 22-10-00, 24-00-00, 25-22-04 and 27-10-00.

Illustrated Parts Catalog (IPC), 27-10-00.

L. Publications Affected

IPC, 27-10-00.

M. Interchangeability of Parts

Not applicable.

2. Material Information

A. Material - Price and Availability

Operators should send orders for Service Bulletin modification kits, to their Authorized Pilatus Service Center, or to:

PILATUS AIRCRAFT LTD.,
CUSTOMER LIAISON MANAGER,
CH 6371 STANS,
SWITZERLAND.

Tel : + 41 41 619 6319 (General aviation)
Tel : + 41 41 619 6509 (Government)
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or

PILATUS BUSINESS AIRCRAFT LTD.,
PRODUCT SUPPORT DEPARTMENT,
11755 AIRPORT WAY,
BROOMFIELD, CO 80021.
USA

Tel : 303 465 9099
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NOTE: Operators are requested to advise Pilatus Aircraft Ltd, using the Service Bulletin Evaluation Sheet, of the Manufacturer's Serial Number (MSN) and the flying hours of aircraft which are allocated for this Service Bulletin.