



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

3003 Bern/Berne/Berna

**Lufttüchtigkeitsanweisung  
Consigne de navigabilité  
Prescrizione di aeronavigabilità  
Airworthiness directive**

**HB 89-301**

Inkraftsetzung  
Date en vigueur  
Entrata in vigore  
Effective Date

**6.12.1989**

**Betroffene Muster – Types concernés – Applicabilità – Models affected**

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

**Anlass/Massnahmen – Objet/Mesures – Oggetto/Provvedimenti – Subject/Action**

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

**Fristen – Délais – Scadenza – Compliance**

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

**Herkunft – Provenance – Provenienza – Origin**

**Bezugnahme – Référence – Riferimento – Reference**

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

**Bemerkungen – Observations – Osservazioni – Remarks**

Rechtsmittelbelehrung siehe TM Nr.  
Voies de droit voir CT no. F 80.015-10  
Rimedi giuridici vedi CT no.  
Right to appeal see TC no.

Seite  
Page  
Pagina  
Page

1

von  
de  
di  
of

5

**ALERT****PILATUS**PILATUS AIRCRAFT LTD  
STANS/SWITZERLAND**SERVICE BULLETIN**

DATE: Nov 10/89

NO: A-162

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

**1. PLANNING INFORMATION****A. EFFECTIVITY****1) AIRCRAFT AFFECTED**

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

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

**2) SPARES AFFECTED**

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

**B. REASON**

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

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

**C. DESCRIPTION**

This Alert Service Bulletin calls for two inspections:

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

**D. COMPLIANCE**

**MANDATORY**

DATE: Nov 10/89

SERVICE BULLETIN PC6-A-162  
PAGE 1 of 4

E. APPROVAL

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

F. MANPOWER

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

G. MATERIAL, COST, AVAILABILITY

1) MATERIAL

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

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

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

2) COST

Cost will be advised on request.

3) AVAILABILITY

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

H. TOOLING - PRICE AND AVAILABILITY

None

I. WEIGHT AND BALANCE

Not affected

J. ELECTRICAL LOAD DATA

Not affected

K. REFERENCE TO OTHER PUBLICATIONS

Service / Maintenance Manual  
Illustrated Parts catalog

L. PUBLICATIONS AFFECTED

Illustrated Parts catalog.

PC 6  
TURBO PORTER  
**SERVICE BULLETIN**

2. ACCOMPLISHMENT INSTRUCTIONS

A. INITIAL INSPECTION

To be carried out before the next flight.

- (1) Remove rudder pedal installation from rudder pedal support/rudder torque tube by releasing the hand wheel and removing the retaining clevis pin.
- (2) Visually inspect rudder pedal support for cracks using a magnifying glass and good light source. Special attention must be given to the area underneath the clamping device and also, the welding at the torque tube.
- (3) If any cracks are detected, they must be repaired by welding to the approved standards or the rudder pedal support must be replaced before the next flight. Proceed as follows: (Refer PC-6 SB 65)
  - (a) Remove external access panel.
  - (b) Disconnect springs from aileron/rudder control.
  - (c) Slacken control cable attached to operating lever by loosening a turnbuckle.
  - (d) Remove three taper pins from operating lever.
  - (e) Remove the operating lever together with the connecting rod.
  - (f) Remove the rudder pedal support.
  - (g) Remove paint completely (eg paint remover - epoxy strip).

CAUTION: DO NOT USE NAKED FLAME TO REMOVE PAINT

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

**B. SUBSEQUENT INSPECTIONS**

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

**3. REPORTING**

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

Please indicate :

- Aircraft MSN.
- Registration No.
- Flight hours.
- Landings.
- Operational roles.
- Number of cracks detected and location.