

Service Bulletin No: 27-005

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ATA Chapter: 27

**FLIGHT CONTROLS - FLAPS - FLAP ACTUATOR - PUSHROD ASSY
INSPECTION FOR INCORRECTLY INSTALLED TAPER PINS AND POSSIBLE REWORK****1. Planning Information****A. Effectivity**

All PC-6 aircraft equipped with mechanically operated flaps.

All LH and RH flap actuator assemblies (P/N 6132.0039.51 and 6132.0039.52) and pushrod assemblies (P/N 6132.0040.00) stored as spares.

B. Concurrent Requirements

None.

C. Reason**(1) Problem**

During a recent PC-6 overhaul two new flap actuators were found to have the taper pins incorrectly installed (not swaged). The taper pins were retained by friction but can potentially become loose due to not being swaged (no form-fit locking).

(2) Cause

The taper pins were not correctly swaged in position during manufacture.

(3) Solution

The LH and RH pushrod assemblies must be removed from the aircraft and be inspected for incorrect taper pin installation. Each flap actuator and pushrod assy stored as a spare must also be inspected. Each pushrod assy that fails the inspection must have the taper pins swaged in position in accordance with the accomplishment instructions of this Service Bulletin.

D. Description

This Service Bulletin gives the data and instructions to do the inspection and rework as follows:

- Remove the pushrod assemblies and inspect the taper pins for incorrect installation.
- Swage the tapered pins in position on the pushrod assemblies (if necessary).
- Install the pushrod assemblies.
- Inspect and swage (if necessary) each flap actuator and pushrod assy stored as a spare.

E. Compliance

Mandatory.

Accomplishment of this Service Bulletin is necessary at or before the next scheduled maintenance (100 Hour Inspection or Annual Inspection) and within 12 months from the issue date of this Service Bulletin.

For spare parts in stores, accomplishment of this Service Bulletin is necessary at or before installation on an aircraft and within 12 months from the issue date of this Service Bulletin.

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	10.0
Close Up	1.0
TOTAL MAN-HOURS	12.0

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): 27-50-00, 27-52-11.

Illustrated Parts Catalogue (IPC): 27-52-11.

M. Publications Affected

None.

N. Interchangeability of Parts

Not applicable.

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.

B. Warranty

Not applicable.

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

Not applicable.

(2) Operator Supplied Parts

PART NO.	DESCRIPTION	QTY	REMARKS
940.17.00.343	PIN, COTTER (DIN94/1.6*16)	AR	
940.29.09.411	PIN, TAPER (VSM12770A/VST-5*40)	AR	ONLY FOR DAMAGED/MISSING TAPER PIN REPLACEMENT
940.29.09.379	PIN, TAPER (ALTERNATIVE) (VSM12770A/VST-5*45)	AR	LONGER FOR WHEN OUTSIDE OF PROTRUSION LIMITS

NOTE: Operators are to supply the expendable parts listed in the referenced procedures (Ref. Para. 1.L.) in addition to the parts listed above.