

COCKPIT CONTROL HANDLES

1. PLANNING INFORMATION

- A. EFFECTIVITY PAL 750XL aircraft up to and including S/N 0215.

- B. REASON During a ground inspection, it has been observed that it was possible for the Control Column to snag on the Cockpit Control Tee handles which are mounted below the Switch Panels adjacent to the Centre Console. Snagging might occur with the Control Column in the full forward and inboard position. Depending on the specific configuration of the aircraft, this could affect the Heater, Ventilation or Engine Air Filter Bypass Tee handles.

Note: The location where the snagging might occur lies outside the normal range of Control Column movement during normal flight operations.

- C. DESCRIPTION Inspect the Ventilation, Heater and Air Filter Bypass Control Tee Handles (as applicable) for snagging of the Control Column.

Reorient Control Tee Handles which are found to snag the Control Column.

- D. COMPLIANCE At next 150 hour check:
 - Inspect the Ventilation, Heater and Air Filter Bypass Control Tee Handles (as applicable) for snagging of the Control Column.
 - Reorient the Control Tee Handles as appropriate.

- E. APPROVAL By delegated authority.

- F. TOOLING N/A

- G. WEIGHT AND BALANCE No change

- H. REFERENCE 750XL Maintenance Manual

- I. HOURS REQUIRED 2 Hours

- J. WARRANTY COVER Normal Warranty conditions apply

2. ACCOMPLISHMENT INSTRUCTIONS

With the aircraft on the ground and with all flying control locks removed:

- 1) Pull the Cockpit Heater and Ventilation controls out (towards the Pilot).
- 2) For each Control Column (Port & Stbd), move the Control Column fully forward and towards the Centre Console.
- 3) Observe whether the Control Column passes behind (snags) the adjacent Heater or Ventilation Control Tee Handle.
- 4) If the Control Column snags the adjacent Heater, Ventilation or Engine Air Filter Bypass Control Tee Handle, reorient the affected Tee Handle as detailed in Figure 1 before further flight.

NOTE: The Ventilation and Heater Control Handle locations can be different according to the specific configuration of the aircraft and that snagging may occur on one side of the Centre Control Console and not the other.

When an Engine Air Filter is fitted (PAC/XL/0130), snagging will only occur when the bypass door is opened.

3. ACCOMPLISHMENT INSTRUCTIONS

(Refer to Figure 1)

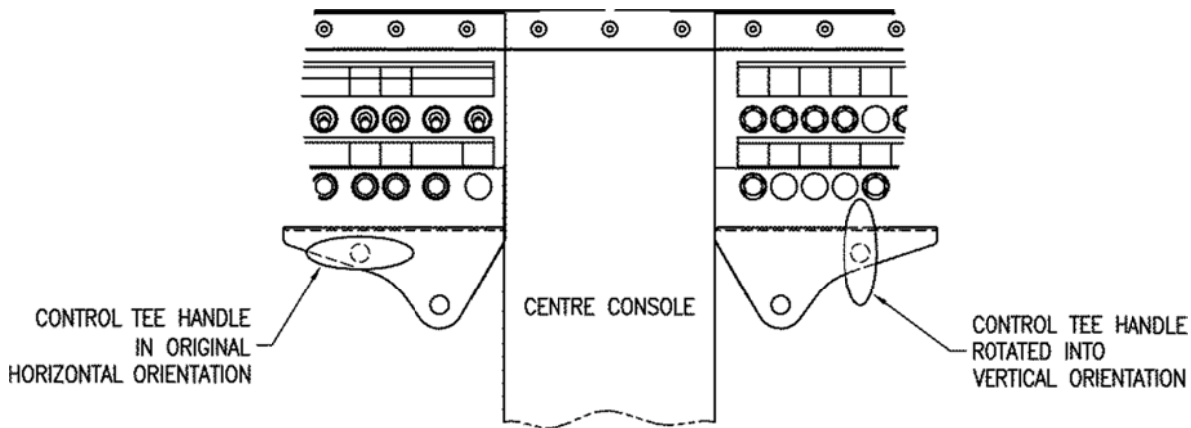


FIGURE 1 CONTROL TEE HANDLE REORIENTATION

- 1) Rotate the Control Handle into a vertical orientation as applicable (Figure 1).
- 2) If there is sufficient thread allowance on the Control Cable Shaft, rotate the Tee Handle 90° clockwise into a vertical orientation by tightening the Handle further onto the shaft.
- 3) If there is not enough thread travel to rotate the Control Handle 90° clockwise, remove the handle by rotating anticlockwise. Depending upon the condition of the thread in the Tee Handle:
 - a) Install a Check Nut P/N AN315-4R onto the Control Cable Shaft or;
 - b) Apply Threadlocker (Loctite 243) to the thread.
- 4) Reinstall the Control Handle so it is oriented vertically (Figure 1). Ensure the handle does not rotate freely on its thread.
- 5) Repeat for the Control Handles on both sides of the Centre Control Console as appropriate.

- 6) Confirm that there is full travel of the Control Columns.

NOTE: If the Control Column still contacts the Tee handle(s), contact Pacific Aerospace Limited for details of an alternative repair scheme.

- 7) When an Engine Air Filter is fitted, the Air Filter Bypass is to be rigged in a closed position in accordance with Maintenance Manual Supplement PAC/XL/0130.

4. CERTIFICATION

Record compliance with this Service Bulletin in the Aircraft Log Book.

5. MATERIAL REQUIRED:

<u>Description</u>	<u>Part Number</u>	<u>Qty Required</u>
Thread Locker – Medium Strength	Loctite 243	A/R
Check Nut	AN315-4R	A/R

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