

PILATUS PC-6 SAFETY INFORMATION LETTER

14. June 2002



Please help prevent this from happening again!

It is of greatest concern to PILATUS that in the last two years four PC-6's were involved in take-off accidents, two of them actually happened in the last week. Unfortunately, one person was killed.

All four accidents are attributed to confirmed or strongly suspected wrong stabilizer trim-settings (full nose-up) during take-off.

The correct trim setting procedures were always contained in the AFM. Nevertheless, in 1999, Pilatus issued the AFM Temp. Rev. TR-TRIM 1 to emphasize the importance of a correct trim setting before take-off.

**PILATUS urges all pilots to adhere to the procedures given in the AFM.
Special attention must be paid to correct trim settings prior to take-off.**

In 2000 PILATUS went one step further and developed a Trim Warning System, which is offered thru Service Bulletin 180. This system will warn the pilot already on the ground about a dangerous out of trim situation.

The installation of a trim warning system such as SB 180 was mandated by FOCA, DGAC and ENAC and PILATUS strongly urges **all** operators to install the trim warning system as offered thru SB 180.

In addition, Pilatus has prepared the enclosed new placard (P/N 110.71.06.611) with the following text:

! WARNING: SET CORRECT TRIM BEFORE TAKE OFF !

PILATUS strongly recommends that this placard be installed immediately at the location shown on the photograph below.

Note: The installation of this placard or a self-made placard with the same text will be mandated by FOCA very shortly.

Installation of the placard P/N 110.71.06.611

The placard shall be installed on the heating tube above the instrument panel on the left side of the Stand-By Compass in clear view of the pilot.



In no event shall PILATUS be liable to the purchaser, operator and/or user for damages arising out of any incidents and/or accidents including without limitation, death, injury, loss of profits, loss of business and/or loss of aircraft use resulting from any use of the aircraft which is not strictly in accordance with the PILATUS approved AFM.

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