

MANDATORY

SEL-21-02

TITLE

AIR CONDITIONING - TRANSMITTAL OF KELLY AEROSPACE SERVICE BULLETIN KATS-SB-19-001
RUDDER CABLE CLEARANCE ON CESSNA T206H EQUIPPED WITH KELLY AEROSPACE THERMAL
SYSTEMS AIR CONDITIONING PER STC SA03302CH

EFFECTIVITY

Airplanes that follow with Kelly Aerospace Thermal Systems Air Conditioning STC SA03302CH installed.

MODEL	SERIAL NUMBERS
T206H	T20609123, T20609131, T20609132, T20609140, T20609144, T20609147, T20609148, T20609150, T20609151, T20609161, T20609162, T20609165, T20609167, T20609170, T20609174, T20609175, T20609176, T20609178, T20609183, T20609190, T20609203, T20609204, T20609207, T20609213, T20609215, T20609217, T20609219, T20609220, T20609221, T20609223, T20609225, T20609227, T20609228, T20609230, T20609231, T20609234, T20609238, T20609239, T20609241, T20609242, T20609244, T20609245, T20609246, T20609247, T20609249, T20609251, T20609252, T20609255, T20609504, T20609505, T20609506, T20609507, T20609510, T20609512, T20609514, T20609515, T20609517, T20609518, T20609519, T20609521, T20609523, T20609526, T20609529, T20609530, T20609531, T20609532, T20609534, T20609535, T20609539, T20609540, T20609542, T20609544, T20609547, T20609550, T20609551, T20609554, T20609557, T20609561

NOTE: This service document only applies to airplanes that have Kelly Aerospace Thermal Systems Air Conditioning STC SA03302CH installed.

REASON

Kelly Aerospace has received reports that the rudder control cable can be caught on the air conditioning (AC) circuit board when the AC inlet assembly is installed or re-installed incorrectly. If a rudder control cable is caught on the circuit board, there is a possibility for the cable to cause arching when it contacts the terminals on the AC circuit panel. A rudder control cable that contacts the terminals on the AC circuit panel can arc with sufficient energy that the rudder control cable can be severed causing loss of rudder control and subsequently loss of control of the airplane.

January 31, 2019

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Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

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MANDATORY**SEL-21-02****DESCRIPTION**

This service letter transmits Kelly Aerospace service bulletin KATS-SB-19-001 and provides instructions to do a general visual inspection of the rudder control cable and AC circuit panel prior to next flight by a licensed pilot or airframe mechanic. This service document also provides instructions to complete a detailed visual inspection if the rudder control cable is caught on the AC circuit panel and within 10 flight hours if the general visual inspection finds the rudder control cable is not caught on the AC circuit panel.

COMPLIANCE

MANDATORY. The initial general visual inspection of the rudder control cable and AC circuit panel must be accomplished in accordance with Step 1 before further flight. A detailed visual inspection of the rudder control cable and AC circuit panel must be accomplished in accordance with Step 2 within 10 flight hours of receipt of this service document or if the general visual inspection finds that the rudder control cable is caught on the AC circuit panel.

WARNING: If the rudder control cable has incorrect routing and is caught on the AC circuit panel, do not move the rudder, rudder pedals or move the nose wheel. The rudder control cable can cause an electrical arc on the terminals and damage the rudder control cable, AC circuit panel. The battery must be disconnected immediately and before the rudder control cable routing can be corrected.

This service document must be accomplished immediately after the installation of the inlet assembly if the inlet assembly is removed and then installed.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

- 1) The pilot and/or mechanic must complete all of the instructions in the service document, including the intent therein.
- 2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
- 3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
- 4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
- 5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

TOOLING

No specialized tooling is required to complete this service document.

REFERENCES

Cessna Model 206H/T206H Maintenance Manual

Kelly Aerospace, Thermal Systems. Service Bulletin KATS-SB-19-001, Dated January 23, 2019 or later

NOTE: To make sure all publications used are complete and current. Refer to www.txtavsupport.com.

MANDATORY**SEL-21-02****PUBLICATIONS AFFECTED**

None

ACCOMPLISHMENT INSTRUCTIONS

NOTE: This service document only applies to airplanes that have Kelly Aerospace Thermal Systems Air Conditioning STC SA03302CH installed.

1. Do an initial general visual inspection prior to next flight as follows:

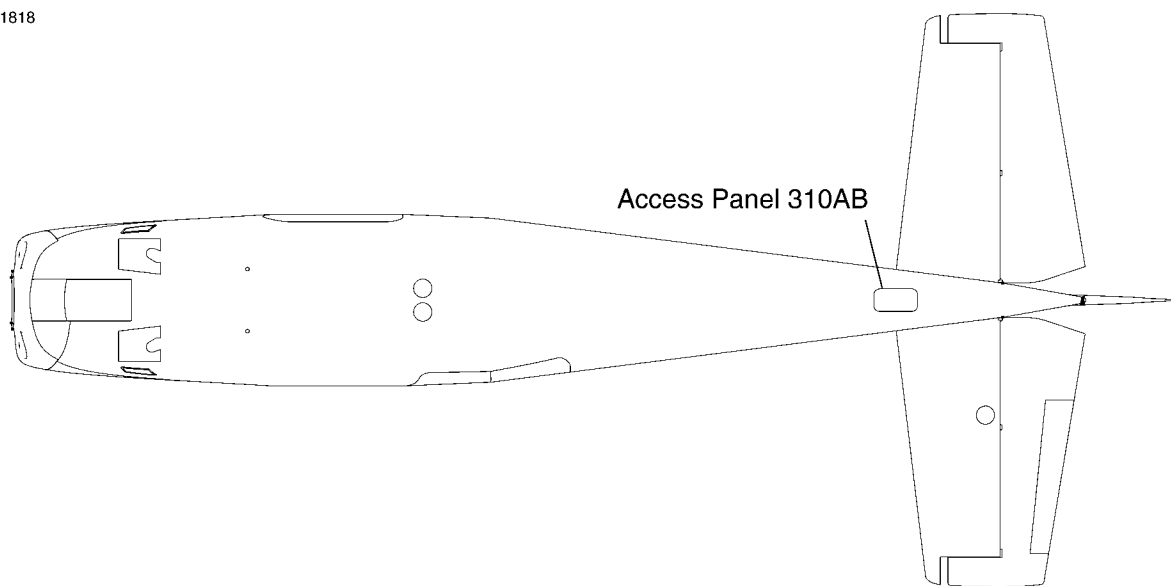
NOTE: This general visual inspection can be completed by a licensed pilot or a licensed airframe mechanic.

NOTE: Prior to the next flight, it is acceptable for a licensed pilot to do the initial general visual inspection for correct routing of the rudder control cable. If the rudder control cable is found to have incorrect routing the licensed pilot must immediately notify a licensed airframe mechanic who must do a detailed visual inspection.

- A. Remove and keep the 12 AN515-8R6 Screws and 1212439-1 Access Panel (310AB) located on the bottom of the tailcone, just in front of the horizontal stabilizer. (Refer to the 206H/T206H Maintenance Manual, Chapter 6, Access/Inspection Plates - Description and Operation, Figure 2.)

NOTE: The alternate P/N for the screws is MS35206-243.

B21818



View Looking Up at
Bottom of Airplane

1210T1005

- B. Use a flashlight, or other sufficient light source, and look forward through the access panel opening and do general visual inspection of the rudder control cable and AC circuit panel. (Refer to the Kelly Aerospace, Thermal Systems. Service Bulletin KATS-SB-19-001, Dated January 23, 2019 or later.)
 - Make sure the routing of the rudder control cable is correct in accordance with Figure 2 in KATS-SB-19-001.

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WARNING: If the rudder control cable has incorrect routing and is caught on the AC circuit panel, do not move the rudder, rudder pedals or move the nose wheel . The rudder control cable can cause an electrical arc on the terminals and damage the rudder control cable, AC circuit panel. The battery must be disconnected immediately and/or before the rudder control cable routing can be corrected.

- C. If the rudder control cable has incorrect routing, or the rudder control cable and/ AC circuit panel have indication of damage a detailed visual inspection must be completed by a licensed airframe mechanic before next flight in accordance with Step 2.

CAUTION: The airplane must not be flown and the rudder control cable must not be moved until a licensed airframe mechanic can correct the rudder control cable routing away from the AC circuit panel and complete a detailed visual inspection of the rudder control cable and AC circuit board. Movement of the rudder control cable when in contact with the AC circuit panel can cause damage to the rudder control cable, AC circuit panel, electrical wiring and electrical arcing if the AC system is turned on.

- (1) Make a log book entry that states the following:

Airplane is grounded due to (rudder control cable interference with AC circuit panel) or (rudder control cable is damaged) or (AC circuit panel is damage).

- (2) Go to Step 2.

- D. If the routing of the rudder control cable is correct and there is no visual damage to the rudder control cable or AC circuit panel, a subsequent one-time detailed visual inspection of the rudder control cable and AC circuit panel for damage must be completed by a licensed airframe mechanic within 10 flight hours in accordance with Step 2 of this service document.

NOTE: It is possible that the rudder control cable could have been caught on the AC circuit panel and subsequently freed itself. The detailed visual inspection within 10 flight hours is to make sure the rudder control cable and AC circuit panel do not have damage.

- (1) Make a log book entry that states the following:

A general visual inspection of the rudder control cables and AC circuit panel was completed and the rudder cable was found to have correct routing and no visual damage to the rudder cable or AC circuit panel IAW SEL-21-02, Step 1.

- (2) Make a log book entry that states the following:

A detailed visual inspection must be accomplished in accordance with SEL-21-02, Step 2 within 10 flight hours from (enter the airplanes current flight hours.)

- (3) Go to Step 3.

2. (Within 10 flight hours or immediately if the rudder control cable is caught on the AC circuit panel.) Do an detailed visual inspection of the rudder control cable and AC circuit panel as follows:

NOTE: This detailed visual inspection must be completed by a licensed airframe mechanic.

- A. Make sure the airplane electrical and battery are disconnected.
- B. (If not already removed from the general visual inspection.) Remove Access Panel (310AB) located on the bottom of the tailcone, just in front of the horizontal stabilizer. (Refer to the 206H/T206H Maintenance Manual, Chapter 6, Access/Inspection Plates - Description and Operation, Figure 2.)
- C. Remove the air conditioning inlet assembly. (Refer to the Kelly Aerospace instructions for continued airworthiness for the air conditioning system.)

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- D. Do a detailed visual inspection of the portion of the rudder control cable that can contact the AC circuit panel when the rudder is moved throughout its full travel.
- NOTE:** Additional information on control cable inspection and criteria can be found in the 206H/T206H Maintenance Manual, Chapter 5, Time Limits/Maintenance Checks, Expanded Maintenance.)
- (1) If the rudder cables are damaged, replace the rudder cables. (Refer to the Model 206H/T206H Maintenance Manual, Chapter 27, Rudder Control System - Maintenance Practices.)
- E. Do a detailed visual inspection of the AC circuit panel for evidence of rudder cable contact such as abrasions, arching, rubbing.
- (1) If the AC circuit panel is damaged, replace the AC circuit panel. (Refer to the Kelly Aerospace instructions for continued airworthiness for the air conditioning system.)
- F. Install the air conditioning inlet assembly. (Refer to the Kelly Aerospace instructions for continued airworthiness for the air conditioning system.)
- G. Use a flashlight, or other sufficient light source, and look forward through the access panel opening and make sure the rudder control cable has correct routing and does not touch the AC circuit panel as shown in Figure 1 in KATS-SB-19-001. (Refer to the Kelly Aerospace, Thermal Systems. Service Bulletin KATS-SB-19-001, Dated January 23, 2019 or later.)
3. Install the 1212439-1 Access Panel, (310AB) with the kept screws. (Refer to the 206H/T206H Maintenance Manual, Chapter 6, Access/Inspection Plates - Description and Operation, Figure 2.)
4. Make an entry in the airplane logbook that states the following:
- Kelly Aerospace AC-01995 Cover must be installed on the AC circuit panel at the next scheduled maintenance event or next scheduled inspection not to exceed the next Annual Inspection.
- NOTE:** Textron Aviation will be issuing SEL-21-03 that will provide instructions for ordering and installing the Kelly Aerospace AC-01995 Cover.
5. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

MATERIAL INFORMATION

No parts are required to complete this service document.

TITLE

AIR CONDITIONING - TRANSMITTAL OF KELLY AEROSPACE SERVICE BULLETIN KATS-SB-19-001
RUDDER CABLE CLEARANCE ON CESSNA T206H EQUIPPED WITH KELLY AEROSPACE THERMAL
SYSTEMS AIR CONDITIONING PER STC SA03302CH

TO:

Cessna Model T206H Aircraft Owner with airplanes that have Kelly Aerospace Thermal Systems Air
Conditioning STC SA0332CH installed.

REASON

Kelly Aerospace has received reports that the rudder control cable can be caught on the air conditioning (AC) circuit board when the AC inlet assembly is installed or re-installed incorrectly. If a rudder control cable is caught on the circuit board, there is a possibility for the cable to cause arching when it contacts the terminals on the AC circuit panel. A rudder control cable that contacts the terminals on the AC circuit panel can arc with sufficient energy that the rudder control cable can be severed causing loss of rudder control and subsequently loss of control of the airplane.

COMPLIANCE

MANDATORY. The initial general visual inspection of the rudder control cable and AC circuit panel must be accomplished in accordance with Step 1 before further flight. A detailed visual inspection of the rudder control cable and AC circuit panel must be accomplished in accordance with Step 2 within 10 flight hours of receipt of this service document or if the general visual inspection finds that the rudder control cable is caught on the AC circuit panel.

WARNING: If the rudder control cable has incorrect routing and is caught on the AC circuit panel, do not move the rudder, rudder pedals or move the nose wheel. The rudder control cable can cause an electrical arc on the terminals and damage the rudder control cable, AC circuit panel. The battery must be disconnected immediately and before the rudder control cable routing can be corrected.

LABOR HOURS

For planning purposes only:

WORK PHASE	LABOR-HOURS
General Visual Inspection	0.5
Cable Routing Correction/Detailed Visual Inspection of Rudder Cable and AC Circuit Panel	1.0

MATERIAL AVAILABILITY

No part are required to complete this service document.

WARRANTY

This service document is *mandatory*. Eligible airplanes may qualify for parts and labor coverage to the extent noted in the *Labor Hours* and *Material Availability* sections of this document.

Eligibility: All Airplanes identified within the serial number effectivity of this service document.

Parts Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities, operators, or other maintenance facilities may submit a claim for the parts required to accomplish this service document as defined in the *Material Availability* section of this document.

Labor Coverage: Textron Aviation-owned and Textron Aviation-authorized Service Facilities rated to perform maintenance on the specific model of Cessna Aircraft may submit a claim for the labor necessary to accomplish this service document as defined in the *Labor Hours* section of this document.

Credit Application: After this service document has been accomplished, a claim must be submitted to Textron Aviation within 30 days of the service document completion. Claims for compliance of this service document are to be filed as a W4 type claim.

Please submit your claim form online at ww2.txtav.com/Parts or email the completed Textron Aviation Claim Form to warranty@txtav.com. If submitted on-line a Return Authorization will be provided. If a paper claim is submitted your claim will be entered into the system and a Return Authorization will be sent to you.

The Return Authorization must accompany any required return parts (see *Material Availability*), to the point of purchase.

Parts to be returned to Textron Aviation Parts Distribution should be forwarded to:

Textron Aviation Parts Distribution
Warranty Administration
285 South Greenwich Road
Bldg B89, Docks 1-4
Wichita, KS 67206
USA

Expiration: January 31, 2020 (after this date the owner/operator assumes the responsibility for compliance costs)

Textron Aviation reserves the right to void continued airplane warranty coverage for the parts affected by this service document until the service document is accomplished.

NOTE: As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at www.txtavsupport.com to register.



1625 Lost Nation Road, Willoughby, Ohio 44094
440.951.4744 Voice 440.951.4725 Fax

Service Bulletin

SUBJECT:

Rudder cable clearance on Cessna 206H, T206H equipped with Kelly Aerospace Thermal Systems Air Conditioning per STC SA03302CH.

Introduction:

This service bulletin is being issued to notify owner/operators of Textron Aviation models 206H & T206H aircraft modified with the installation of the Kelly Aerospace Thermal Systems Air Conditioning of the possibility of rudder cable interference with the air conditioning control board. If the air conditioning inlet assembly is removed and then re-installed incorrectly the rudder cable can become caught between the AC control board and its mounting bracket which could lead to an eventual electrical short and damage to the rudder cable.

Compliance:

This service bulletin should be complied with before further flight. Inspection can be performed by a licensed pilot or licensed airframe mechanic.

Effectivity:

All Textron Aviation 206H, T206H with SA03302CH air conditioning installed.

Procedure:

1. Remove access panel number 310AB (P/N: 1212439-1) from bottom of tailcone.
2. Inspect rudder cable routing in tailcone to verify that rudder cable is routed properly, see figure 1 for example of improper routing, see figure 2 for example of proper routing.
3. If the cable is found to be routed incorrectly, the cable routing must be corrected and the cable inspected for damage by a licensed airframe mechanic before further flight.
4. A cover for the control board has been designed to prevent the cable from being caught between the board and bracket and is available upon request from Kelly Aerospace Thermal Systems.
5. This service bulletin is recurring until AC-01995 cover has been installed, inspect per steps 1 & 2 of this procedure each time the air conditioning inlet is removed and reinstalled.

Material Required:

AC-01995 cover and installation instructions are available upon request from Kelly Aerospace Thermal Systems, LLC.

CONTACT INFORMATION:

If you have any questions concerning the instructions in this service bulletin, please contact Kelly Aerospace Thermal Systems, LLC at 440-951-4744.



Figure 1
Improper Routing of Rudder Cable
Rudder cable is caught between mounting bracket and power stud on circuit board.

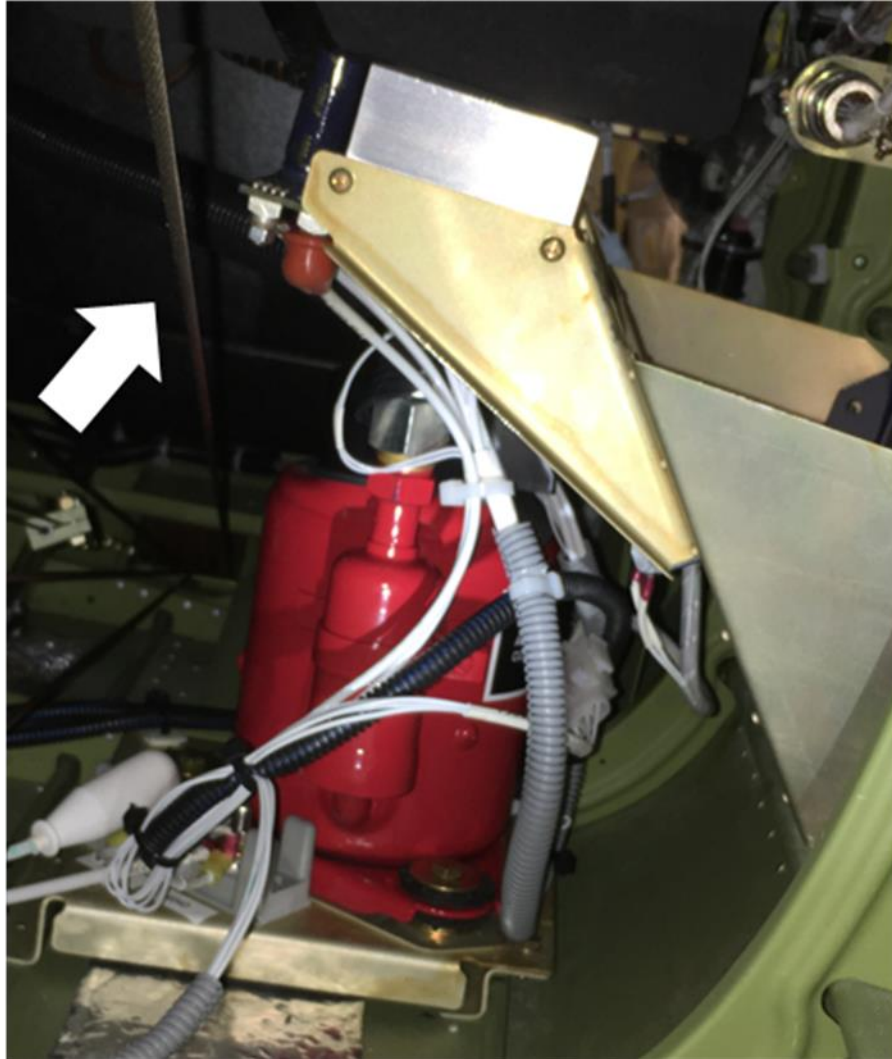


Figure 2
Proper Routing of Rudder Cable
Rudder cable is clear of bracket and circuit board.
AC-01995 cover not shown.

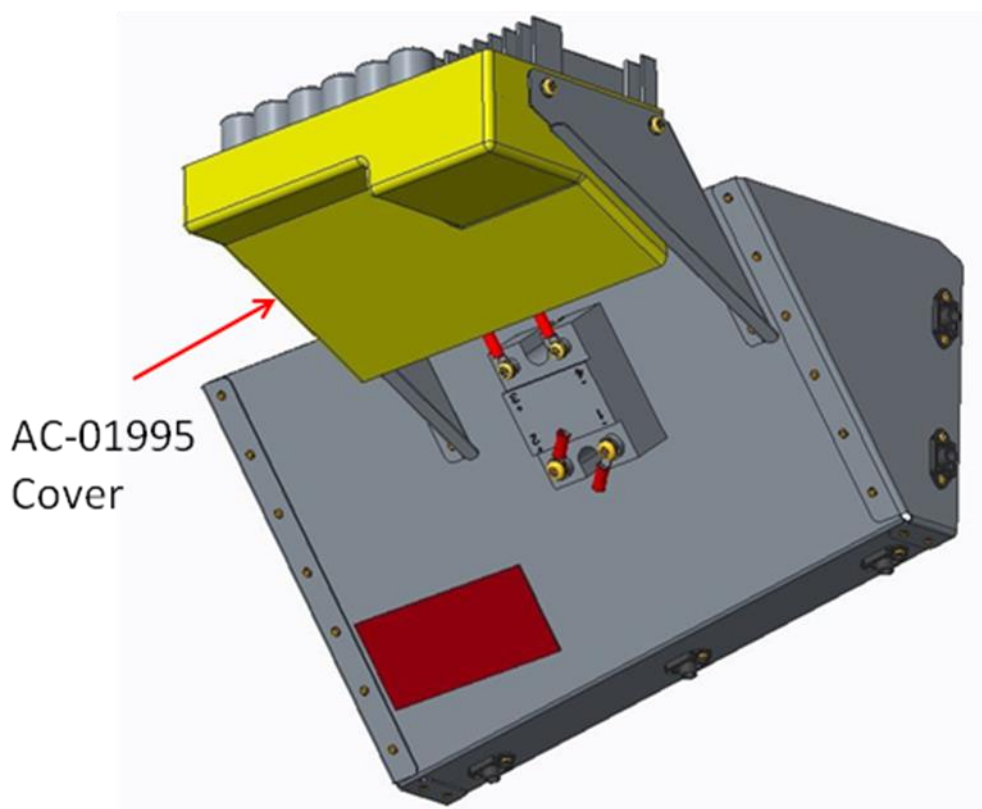


Figure 3
AC-01995 cover installed