

Air Tractor, Inc. Olney, Texas		ENGINEERING REPORT ORDER <table border="1" style="display: inline-table; vertical-align: middle;"> <tr><td> </td></tr> <tr><td>X</td></tr> </table>			X	NUMBER	REVISION
X							
#405							
TITLE SERVICE LETTER #405 Controls Interference on Certain AT-802 Aircraft		BY DDL		MODEL AT-802			
						CHK'D KS	
		DATE 12/29/2023		SERIAL See Below			
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REVISION

Original issue.

SUBJECT

Interference of AT-802 rear cockpit, left rudder pedal with the spray valve control pushrod reduces controllability and could lead to an accident.

APPLICABILITY

This Service Letter is applicable to airplanes with the combined options below:

- Air Tractor AT-802 (Two Seat Cockpit)
- Serial numbers 802-0001 through 802-1099
- Spray valve control handle
- Rear cockpit rudder pedals

BACKGROUND

An accident occurred in which an AT-802, during landing, began to drift to the right. To correct the drift, the pilot, flying from the rear seat, reported to have applied left rudder, then attempted to apply left brake. The left brake pedal movement was reported to have been restricted by the spray valve control pushrod located in the forward cockpit. The airplane continued the turn to the right, impacted a ditch and sustained substantial damage.

An investigation has revealed that interference of the spray valve control pushrod is possible. It is only possible however with the rear seat, left rudder pedal when the rudder pedal is in the forward adjustment position. This interference prevents simultaneous application of full left rudder and left brake (see Figure 1 below) when operated from the rear seat. This restriction in control could lead to a loss of control causing significant injury and aircraft damage.

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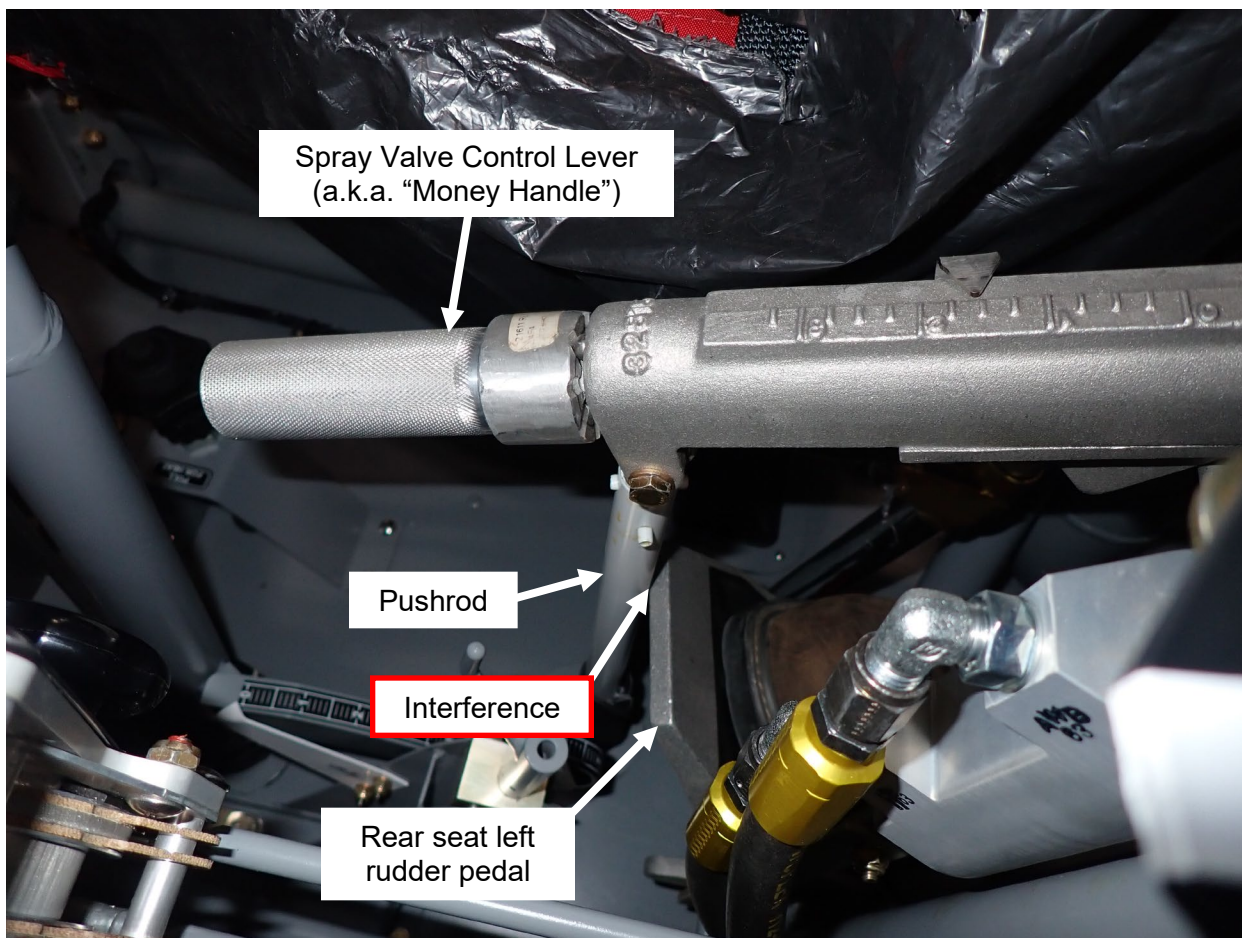


Figure 1 – Rear Rudder Pedal Interference

Due to this interference, do not operate an affected aircraft with a pilot in the rear seat unless the rear pedals are in the rear-most adjustment position. Placement of the rear rudder pedals in the rear adjustment position is a temporary solution that will allow full, simultaneous application of left rudder and left brake. A bolt must be installed in the forward adjustment hole of the rudder pedal attach channel to prevent adjusting the pedal to the forward position.

Air Tractor is currently working on a permanent solution and will issue a service letter when it is available.

ACTION

Verify whether the airplane has both a spray valve control lever and rear cockpit rudder pedals. If the airplane IS NOT equipped with both a spray valve control handle and rear cockpit rudder pedals, no action is required.

If the airplane IS equipped with both a spray valve control handle and rear cockpit rudder pedals, the rear cockpit rudder pedals must be moved to the rear-most adjustment location before operating the airplane.

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An AN5-6A bolt shall be installed in the forward adjustment hole of both rear rudder pedal attach channels as shown in Figure 2 below.

After bolts have been installed, move the pedals and brakes through the full range of motion to ensure there is no interference.

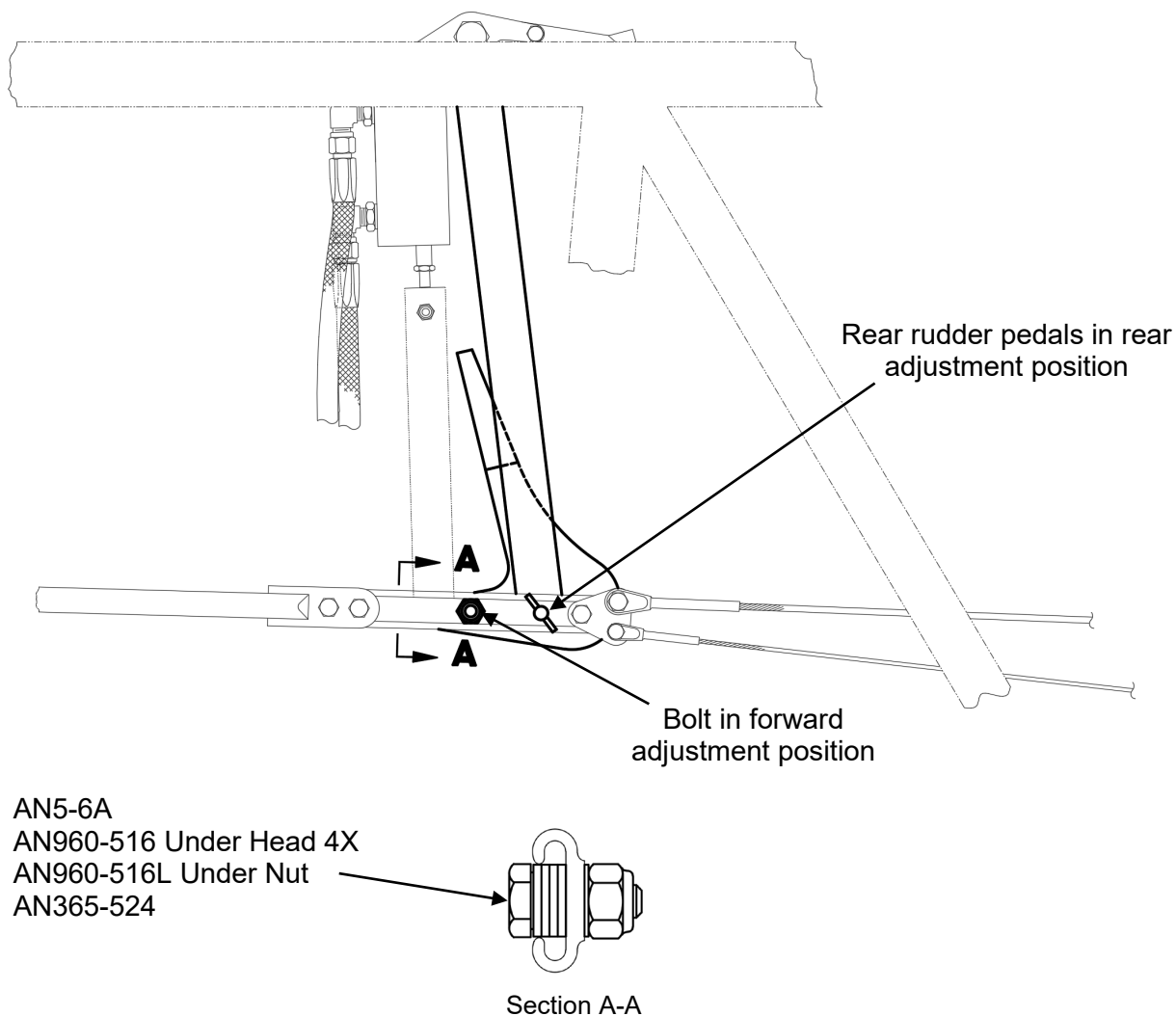


Figure 2 - Rear Pedal Positioning