

## SERVICE INFORMATION LETTER

FROM: JetProp LLC

3 May 2010

SUBJECT: S-TEC Autopilot Computer Upgrade

TO: JetProp Owners With S-TEC Autopilots

**Background.** While most of the S-TEC Autopilots have been working fine on the JetProp, there have been a few with pitch oscillation problems. Because of these problems JetProp LLC worked directly with S-TEC to conduct a research and development program to refine the gains in the S-TEC autopilot computer and to improve the autopilot performance. New autopilot gain settings and pitch servo settings were found that improved the performance of the autopilot. An FAA flight test of the new autopilot gains has been satisfactorily completed and the new gains are approved for use on the JetProp Conversions.

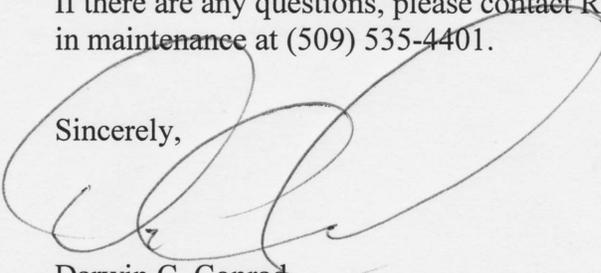
**Actions Required.** If your S-TEC Autopilot (PN: 01192-27-67T) is performing satisfactorily, no action is required. However, if you are experiencing pitch oscillations and/or would like to get the upgrade with the new gains which is designated Autopilot PN: 01192-39-73T, the following actions are required.

1. Select a time when the aircraft can be down for at least a week. Have qualified personnel remove the autopilot computer and the pitch servo.
2. Have an S-TEC authorized dealer obtain an RMA number from S-TEC and send the autopilot and pitch servo in for upgrade. The instructions should state to change the autopilot computer to PN: 01192-39-73T and to set the pitch servo trim switch setting at 7 in-lb which is the maximum recommended. S-TEC has agreed to a 40% discount for this upgrade if accomplished in 2010. The approximate total cost for the upgrade after the S-TEC discount is \$1155 as long as there are no other failures with the computer or servo.
3. When the autopilot and pitch servo are returned from S-TEC, verify the autopilot PN: 01192-39-73T and have qualified personnel install the autopilot computer and pitch servo.
4. Make a log book entry indicating the autopilot PN: 01192-39-73T was installed in accordance with Service Information Letter 10-560-01 and the pitch servo was installed with the trim switch set at 7 in-lb.

5. The autopilot upgrade requires the JetProp Flight Manual Supplement be complete through Change 22 which reflects the limitations with the S-TEC Autopilot.
6. Perform your normal preflight functional test of the autopilot prior to flight.

If there are any questions, please contact Rich Runyon in Engineering or Steve Nitchman in maintenance at (509) 535-4401.

Sincerely,



Darwin C. Conrad  
President  
JetPROP, LLC