PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Inspection of 6 Months**	No.	WO/009-SNE/IX/2022
	Date	6 September 2022
	A/C Reg.	PK-SNE MSN 1017
Reference : MP PILATUS PC-6 Rev. 04	Prepared By	TS
	Checked By	CI
	Approved By	TM
To : Engineer In Charge		

Description :

1. Perform Inspection of 6 Months
2. Make an entry in Maintenance Log.
3. Return the Completed Work Order and Form to PPC.

#If any finding, please close the routine card, and transferred to inspection card.

Additional Work :

Compliance Statement	Sign & Date Company Lic. No.: (Engineer In Charge)	Signature (Technical Manager)

AIRCRAFT CHECK WORK SUMMARY
(Form: SCA/MTC/051)

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
6 September 2022	WO/009-SNE/IX/2022	Inspection of 6 Months	

A/C Type	Mfg. Serial Number	A/C Registration
PILATUS PORTER PC-6	1017	PK-SNE

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-PG0568	
	#2	-	
Propeller/Rotor	#1	FY5100	
	#2	-	
Landing Gear	NLG		
	LH MLG		
	RH MLG		

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	1	
2	Inspection Card	-	
3	Work Order	1	
4	Summary Inspection List	1	
5	Material and Tool List	-	
6	Escalation form	-	
7	CRS (SMI / Unscheduled Maintenance)	1	

INSPECTION CARD (IC) LIST (Finding during maintenance)

No	Taskcard Ref	Subject	Status		Name/ Sign & Stamp
			Open	Close	
IC-001					
IC-002					
IC-003					
IC-004					
IC-005					
IC-006					

IC-007					
IC-008					
IC-009					
IC-010					
IC-011					
IC-012					
IC-013					
IC-014					
IC-015					

Prepared by :	Checked by :	Verified by :	Approved by :
Technical Support	Chief Maintenance	Chief Inspector	Technical Manager
			
Dwi M.	Dodit	Yanuar	Istiono

SUMMARY INSPECTION ITEMS
(Form: SCA/MTC/050)

WO Ref: WO/009-SNE/IX/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	APPENDIX	ENGINE GROUND RUN CHECK SHEET				
2	APPENDIX	6M WING STRUT FITTING LH/RH				
3	SCA/MTC/023	EMERGENCY EQUIPMENT CHECK				

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: PILATUS PORTER PC-6	TTSN	:
A/C REG	: PK-SNE	TCSN	:
MSN	: 1017	DATE	:

TYPE OF INSPECTION : 6 M INSPECTION
DUE AT : September 2022
REFF : MP PILATUS PC-6 REV. 04

EXCEPTION

AUTHORIZED PERSON

I hereby certify that this aircraft has been maintained accordance with CASR and Maintenance Program. Aircraft safe and airworthy for flight

NAME	CAT	AMEL/OTR NO	SIGN&STAMP	DATE
	AIRFRAME & POWER PLANT			
	EIRA			

THE NEXT DUE TYPE OF INSPECTION :

DUE AT :

Form: SCA/MTC/049

smartaviation	**INSPECTION CARD** **(Form: SCA/MTC/ 048)**	TECHNICAL DEPARTMENT

1. CARD #	2. JO/WO #	3. ORIGINATOR	4. CARD REF	5. DATE
6. A/C REG/MSN	7. A/C TYPE	8. TRADE	12. VENDOR ORDER #	
9. ZONE	10. STA	11. MTC TYPE		

13. DESCRIPTION/DEFECT-IF FINDING OF CPCP INSPECTION, PLEASE COMPLETE SET. 20	14 PPC/ENG	15 DATE

16. CORRECTIVE ACTION		17 MECH	18 ENG. LIC	19 DATE
Performed at A/C TT : ..... A/C TC /LDG :				
20. CORROSION INFORMATION				
LOCATION	CAUSE OF DAMAGE			
	☐ Environment			
	☐ Internal Leakage			
CORROSION ☐ Isolated ☐ Widespread	☐ Chemical Spill			
CORROSION LVL ☐ 1 ☐ 2 ☐ 3	☐ LAV/Galley Spill			
PROPOSED ACTION ☐ Doublers	☐ Blocked Drain			
☐ Others	☐ Wet Insulation Blanket			
.....	☐ Other			
21. If the defect is RII, Please Sign this card finally by RII Inspector			INSP	DATE
NOTICE OF INSPECTOR				

22. PARTS REQUIRED						
PART DESCRIPTION	PART NO	QTY	SERIAL NO		STATUS	
			ON	OFF	CLOSE	OPEN

23. TOOLS REQUIRED			
DESCRIPTION	PART NO. / MODEL	NEXT CALIBRATION DATE	STATUS

NON ROUTINE CARD
(Form: SCA/MTC/047)

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/009-SNE/IX/2022	**6 Sept 2022**	**6 Months Insp.**	**PK-SNE/1017**
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
002	**57**		
9. ZONE	10. PANEL	-	

11. DESCRIPTION

PERFORM 6 MONTHS INSPECTION – LH AND RH WING STRUT FITTING

REFERENCE	☐	☒ Maintenance Manual	☐ OTHER
RII (*)	☐ Y	☒ N	MHR :

12. RESULT				MECH	ENG	INSP (*)
Performed at A/C TT : ..... A/C TC /LDG :						
FINDING	☐ Y	☐ N	ACT MHR :	DATE/TIME (DD/MM/YY)		
INSPECTION CARD (IC) #						

13. PARTS REQUIRED

DESCRIPTION	PART NO	QTY	REMARK	
			STOCK	STATUS

14. TOOLS REQUIRED

DESCRIPTION	PART NO / MODEL	NEXT CALIBRATION DATE	STATUS

WING STRUT FITTING - INSPECTION / CHECK
CHECK 1 - VISUAL INSPECTION

1. General

These procedures are referenced from the AMM Airworthiness Limitations page-block 04-00-00.

The Check 1 procedure gives the data for the Visual Inspection of the LH and RH Wing Strut Fittings.

The Check 2 procedure gives the data for the Eddy Current Inspection of the LH and RH Wing Strut Fittings.

2. Job Set Up Information

A. Tools and Equipment

Part No.	Description	Remarks
-	Torque wrench	0 to 85 Nm (0 to 750 lb. in.)
-	X10 magnifier	Local Supply
-	Source of Bright Light	Local Supply

B. Expendable Parts

IPC Ref.	Description	Remarks
57-21-01, Fig. 01	Cotter pin	
57-26-01, Fig. 01	Bearing	If necessary

C. Consumable Materials (Ref. 20-31-00)

Material No.	Description	Remarks
P01-010	Solvent	Or an Approved Alternative
P02-031	Absorbent Paper	
P02-016	Scotch-Brite	

CAUTION: DO NOT MIX DIFFERENT TYPES OF GREASE. IF THE ORIGINAL GREASE IS TO BE REPLACED WITH A NEW TYPE OF GREASE, MAKE SURE THE BEARINGS ARE COMPLETELY CLEAN BEFORE PACKING WITH THE NEW GREASE.

P04-028	Grease	P04-001, P04-004 and P04-031 are suitable alternatives for P04-028 for this application.
P07-001	Alodine 1200S	
P07-007	Epoxy Primer	

Material No.	Description	Remarks
P08-059	Adhesive	P08-052 or P08-060 are suitable alternatives for P08-059 for this application.

3. Procedures

WARNING: WHEN YOU DRILL, CUT OR ABRADE MATERIALS YOU MUST WEAR THE CORRECT PROTECTIVE EQUIPMENT (GLOVES, FILTER MASKS AND FACE-SHIELDS/ SAFETYGLASSES/GOGGLES). ABRASIVE DUST CAN GET IN YOUR LUNGS OR ON YOUR SKIN AND CAUSE INJURY OR SKIN IRRITATION. DO NOT INHALE DUST. WHEN AUTHORIZED, MAKE THE AREA MOIST BEFORE YOU MANUALLY ABRADE TO PREVENT AIRBORNE DUST PARTICLES. WHEN AUTHORIZED, USE A HAND-HELD ABRASION/GRINDER/SANDER TOOL THAT IS EXPLOSION PROOF WITH A SUCTION SYSTEM TO REMOVE DUST PARTICLES. MAKE SURE THAT THE WORK AREA IS FULLY VENTILATED. OBEY YOUR LOCAL REGULATIONS WHEN YOU DRILL OR ABRADE PAINTS, FILLERS, OR ANY OTHER MATERIALS. OBEY YOUR LOCAL REGULATIONS WHEN YOU COLLECT AND DISCARD THE DUST AND OTHER UNWANTED MATERIALS.

WARNING: OBEY THE MANUFACTURERS HEALTH AND SAFETY INSTRUCTIONS WHEN YOU USE THE CONSUMABLE MATERIALS.

CAUTION: OBEY THE MANUFACTURERS INSTRUCTIONS WHEN YOU APPLY THE CONSUMABLE MATERIALS.

A. Job Set Up

Remove the left and right wing struts (Ref. 57-00-01, Page Block 401).

B. Inspection (Ref. Fig. 601)

(1) Remove loose paint if necessary, then, use absorbent paper (Mat. No. P02-031) and the solvent (Mat. No. P01-010) to clean the left and right wing strut fittings (1).

(2) Visually examine the left and right fittings (1) for signs of corrosion. Do this with a X10 magnifier and a source of bright light.

NOTE: You can also use the straight edge of a ruler which will indicate distortion caused by corrosion.

Minor surface corrosion is permitted (Ref. ROM. Chap. 2 and 4). All other corrosion is not permitted and you must replace the defective fitting (Ref. 57-00-02, Page Block 401).

(3) Remove minor surface corrosion (Ref. ROM. Chap. 2 and 4) from the given fittings (1). This step in only applicable if you have found permitted corrosion (Ref. Step 3.B.(2).

(4) Visually examine the left and right wing strut fittings (1) for signs of cracks. Do this with a X10 magnifier and a source of bright light. No cracks are permitted. If you find a crack, you must replace the fitting (Ref. 57-00-02, Page Block 401) before next flight.

(5) Examine the bearing (2).

Make sure:

- The bearing ball is free to rotate by hand. If necessary, you can use the attachment bolt as a lever.
- The bearing ball and housing are not corroded. Remove superficial corrosion with the absorbent paper (Mat. No. P02-031) and the solvent (Mat. No. P01-010). No remaining corrosion is permitted.
- The bearing housing is not loose in the wing strut fitting (1)
- The bearing housing is aligned (as shown in Detail B)
- The bearing ball and housing are not worn. No measurable gap is permitted.

If necessary:

- Remove the bearing (Ref. Para. 3.C.)
- Examine the bearing and replace if necessary (Ref. Para. 3.C.)
- Install the bearing (Ref. Para. 3.D.).

NOTE: If you must replace the bearing, do not install the new bearing until you have done the Eddy Current Inspection.

(6) Apply layers of Alodine 1200S (Mat. No. P07-001), the primer (Mat. No. P07-007) and the applicable paint on all bare metal surfaces except the bearing housing interfaces.

(7) Lubricate the bearing (2).

(a) Remove the bearing ball:

1 Rotate the bearing ball out of the bearing housing by 90 degrees.

2 Turn it until it aligns with the cut-outs in the bearing housing.

3 Remove the bearing ball.

4 Use absorbent paper (Mat. No. P02-031) and the solvent (Mat. No. P01-010) to clean the bearing and the bearing housing.

5 Apply a layer of the grease (Mat. No. P04-028) to the mating surfaces of the bearing and the bearing housing.

(b) Install the bearing ball:

1 Align the bearing ball with the cut-outs in the bearing housing.

2 Install the bearing ball.

3 Turn the bearing by 90 degrees until it is flush in the bearing housing.

C. Removal of the Bearing (Ref. Fig. 601)

NOTE: This procedure is applicable if loose, damaged, corroded, incorrectly aligned or worn bearings are found.

CAUTION: DO NOT USE TOO MUCH HEAT TO REMOVE THE BEARING. DO NOT EXCEED 120°C (224°F) FOR MORE THAN 15 MINUTES.

(1) Use a hot air blower (for heat shrink sleeves) and apply heat to loosen the adhesive between the bearing and the fitting or the bush.

CAUTION: DO NOT USE TOO MUCH FORCE TO REMOVE THE BEARING. YOU CAN DAMAGE THE WING STRUT FITTING IF YOU USE TOO MUCH FORCE.

(2) Use a press or applicable diameter drift to remove the bearing (2) from the bore in the fitting or the bush. If you cannot remove the bearing (2), replace the fitting (Ref. 57-00-02, Page Block 401).

NOTE: The bearing (2) is removed from the top (wing side) of the wing strut fitting (1).

(3) Use the solvent (Mat. No. P01-010) to remove the unwanted adhesive from the hole in the fitting or the bush.

(4) Use the Scotch-Brite (Mat. No. P02-016) to polish the hole in the fitting or the bush.

(5) Use the absorbent paper (Mat. No. P02-031) made moist with the solvent (Mat. No. P01-010) and clean the hole in the fitting or the bush.

(6) For wing strut-fittings P/N 6102.0041.00, 111.35.06.055, 111.35.06.056, 111.35.06.184, 111.35.06.185 and 111.35.06.186:

(a) Do a visual inspection of the bearing hole in the fitting for wear. No wear is permitted. Replace wing strut fittings that are worn before the next flight (Ref. 57-00-02, Page Block 401).

(b) Apply a layer of alodine (Mat. No. P07-001) to the surface of the hole and facing. Install the replacement bearing (2) in the alodined hole in less than 72 hours.

(7) For wing strut-fittings P/N 111.35.06.193, 111.35.06.194,111.35.06.195, 111.35.06.216, 111.35.06.217 and 111.35.06.218:

Do a visual inspection of the bearing hole in the fitting for wear and corrosion. No corrosion is permitted. Remove all the corrosion and measure the inner diameter of the bush. The maximum permitted diameter is 32.24 mm (1.27 in.). If the inner diameter of the bush is more than the maximum permitted diameter, replace the fitting (Ref. 57-00-02, Page Block 401).

(8) Examine the bearing (2). Make sure:

- The bearing ball is free to rotate by hand. If necessary, you can use the attachment bolt as a lever.
- The bearing ball and housing are not corroded. Remove superficial corrosion with the absorbent paper (Mat. No. P02-031) and the solvent (Mat. No. P01-010). No remaining corrosion is permitted.
- The bearing ball and housing are not worn. No measurable gap is permitted.

(9) If necessary, discard the old bearing and use a new bearing.

D. Installation of the Bearing (Ref. Fig. 601)

(1) Use the absorbent paper (Mat. No. P02-031) made moist with the solvent (Mat. No. P01-010) and clean the bonding face of the bearing (2).

(2) Use the Scotch-Brite (Mat. No. P02-016) to polish the bonding face of the bearing (2).

(3) Use the absorbent paper (Mat. No. P02-031) made moist with the solvent (Mat. No. P01-010) and clean the bonding face of the bearing (2).

(4) Put the bearing (2) in position in the hole. Make sure it can be installed easily. Remove the bearing (2).

NOTE: Put the bearing (2) in the hole as shown in Detail B, NEW ORIENTATION.

(5) Mix the two parts of the adhesive (Mat. No. P08-059).

(6) Apply a layer of the adhesive (Mat. No. P08-059) to the applicable surfaces of the bearing (2) and the hole. Make sure there is sufficient adhesive to give a full bond when the parts are assembled.

(7) Put the bearing (2) in position in the hole. Make sure the bearing (2) is correctly aligned (Ref. Detail B, NEW ORIENTATION) and push the bearing (2) firmly into the hole to make sure it is tightly against the flange face.

(8) Remove the unwanted adhesive (Mat. No. P08-059).

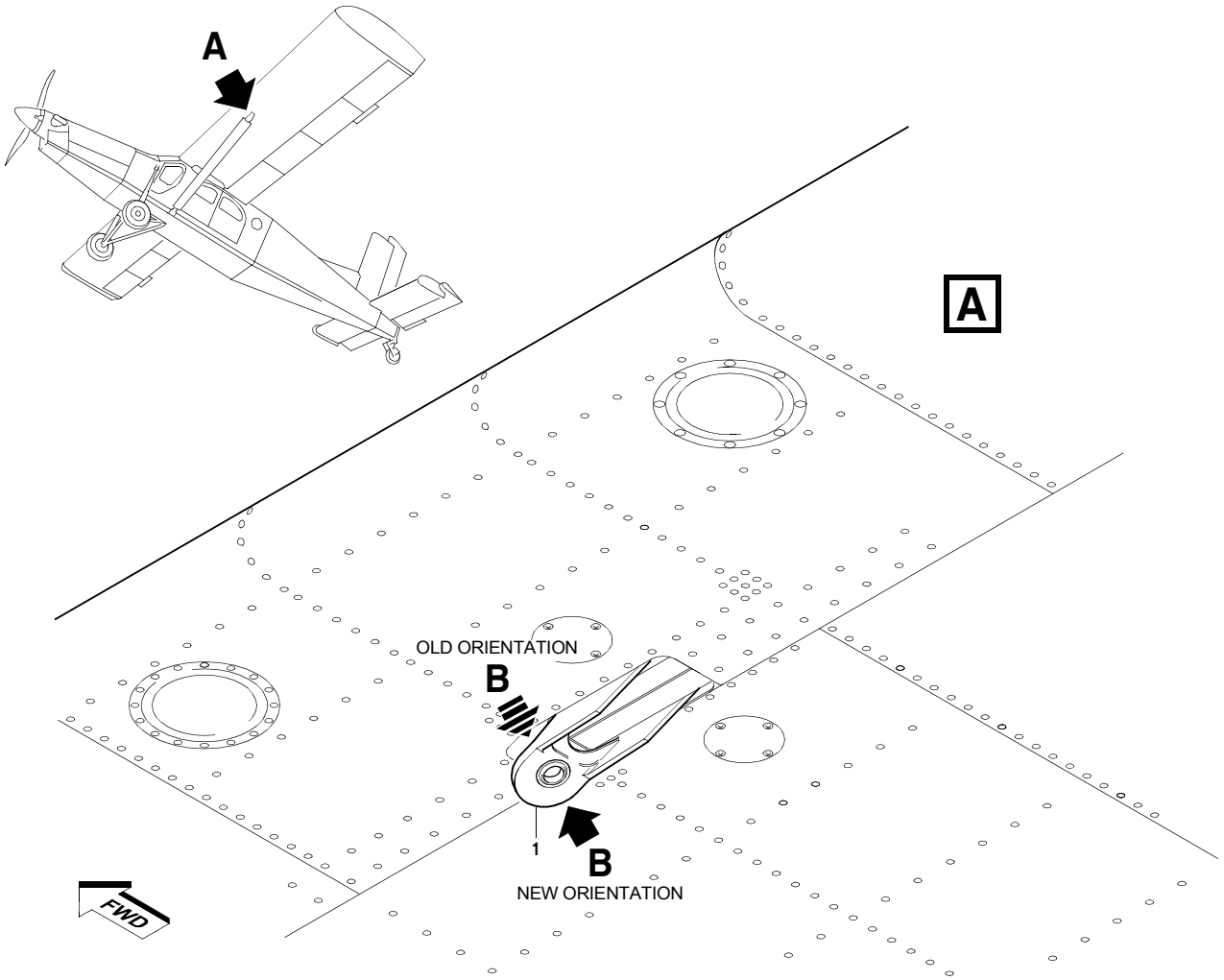
CAUTION: DO NOT USE TOO MUCH HEAT. DO NOT EXCEED 120°C (224°F) FOR MORE THAN 15 MINUTES.

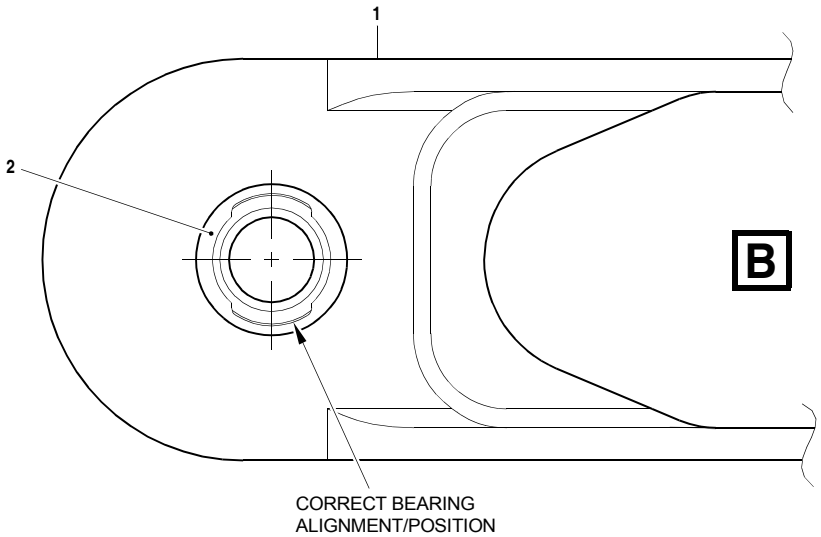
(9) Let the adhesive (Mat. No. P08-059) cure for 5 to 7 days at room temperature or 2 hours at 65 ± 5°C (136 ± 8°F).

E. Close up

(1) Remove all tools and materials. Make sure that the work areas are clean.

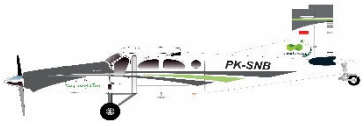
(2) Install the wing struts (Ref. AMM. 57-00-01, Page Block 401).





Wing Strut Fitting - Visual Inspection
Figure 601

ENGINE GROUND RUN CHECK SHEET - PT6A-27 ENGINE WITH FOUR BLADE PROPELLER (HARTZELL STC SA377CH)



PILATUS

HARTZELL

WORK ORDER NO. WO/009-SNE/IX/2022		:	
Aircraft Registration	**PK-SNE**	**Aircraft Total Hours**	
Aircraft Serial No.	**1017**	**Aircraft Total Landings**	
Engine Serial No.	**PCE-PG0568**	**Engine TSN / TSO**	
Propeller Serial No	**FY5100**	**Propeller TSN / TSO**	
Ambient Temp	**°C**	**FBP (Field Barometric Pressure)**	**In.Hg**
Date		**Time**	
Mechanic / Engineer		**Authorized Engineer**	
Reason For Ground Run			

Checks to be carried out. No:	**1 2 4 5 7 8 9 10 11 12 13 14 15**

Engine Ground Run Check Frequency

Check Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Each 100 / Yearly	x	x		x			x	x			x	x	x	x	x
Each 200									x						
Pre-Complete Overhaul	x	x	x	x		x	x	x	x	x	x	x	x	x	x
After Short Term Storage															x
After Long Term Storage	x	x	x	x		x	x	x	x	x	x	x	x	x	x

In additional the following check must be carried out after Installation, Repair and Adjustment of any ofthe following components.

Check Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Engine Installation	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Propeller Installation		x	x	x	x			x							
Fuel Control Unit	x				x	x	x	x		x	x				
HP Fuel Pump						x	x								
Fuel Nozzle						x	x								
Starting Flow Control	x				x		x	x							
Emer Fuel Control Actuator											x				
Prop Governor	x		x	x	x		x	x							
Prop Overspeed Governor									x						
Compressor Bleed Valve						x	x								
Engine Controls	x			x	x			x	x						
Low Pitch Warning Switch				x											
Suction Components														x	

Use this sheet's to record engine run result, use in conjunction with task cards.

NO.	CHECK	TARGET	ACTUAL
	ENGINE START		
	ITT (Troubleshoot If More Than 925□C)	Max. 1090 □C	□C
	Cabin Heat	OFF	OK?
1	Low Idle (Minimum Governing) Speed	51 - 53 % Ng	% Ng
	Fuel Pressure / Boost Pump OFF	Light out or 25 ± 5 psi	OK?
	ITT		□C
	Oil Pressure		psi
	Oil Temperature		□C
2	Propeller Governor		
	Maximum Np	1980 - 2000 rpm (90.0 - 90.9 %)	rpm
	Py Disconnected		% Ng
	Py Connected		% Ng
	Difference	Maximum 0.3% Ng	%
	Airbleed Link at Minimum	1900 - 1950 rpm (86.4 - 88.6 %)	rpm
	Aircraft with SB 161:		
	Propeller Control Lever at Minimum	1880 - 1900 rpm (85.5 - 86.4 %)	rpm
3	Propeller Fine Pitch Setting (High Idle)		
	Target Torque	psi	psi
	Power Lever to Give Np	1694 rpm (77 %)	rpm
	Basic High Idle	68 - 72% Ng	%Ng
4	Propeller Low Pitch Warning		
	PCL from Reverse to Detent	Light OFF	
		1 to 2 mm before Detent	mm
5	Minimum Pitch in Flight		
	Ng	67 - 73 %	% Ng
	Np	1800 - 1950 rpm (81.8 - 88.6 %)	rpm
	Torque	4 - 7 psi	psi
6	FCU Maximum Governing Speed (Ng)	97.1 % Ng	% Ng
	(Trim stop deployed)		

NO.	CHECK	TARGET	ACTUAL
7	Engine Performance	Ref: AMM 71-00-00	
	Target Torque Pressure	psi	psi
	Fuel flow (Actual minus 23 lb / hr or 3.4 gal / hr)	lb / hr	lb / hr
	Target Ng	% Ng	% Ng
	Maximum ITT	^0C	^0C
8	Reverse Power Setting		
	Np	1880 - 1925 rpm (85.5 - 87.5 %)	rpm
	Torque	psi	psi
9	Propeller Overspeed Governor		
	Test Lever Selected to:		
	TEST	1880 - 1920 rpm (85.5 - 87.3 %)	rpm
	NORMAL	1980 - 2000 rpm (90.0 - 90.9 %)	rpm
10	Acceleration		
	64 % – 90 % Ng	2.5 – 4 secs	secs
	Deceleration		
	85% to 60% Ng or low idle speed(Whichever comes first)	Maximum 6-12 sec (Dependent upon altitude)	secs altitude (kFt)
	Manual Override (MOR) (Aircraft with SB 164)		
	Use Toggle Switch In Small Increment	Increase to 15% above Idle	OK?
	(REF. to WARNINGS and CAUTIONS in Check 11)	(Max Increase less than 4 % per Second)	
		Decrease To Idle	OK?
		(Max Decrease less Than 4% per Second)	
12	Oil Pressure	80 -100 psi	psi
13	Generator (Ref. 24-30-00)	Online by 60% Ng	% Ng
14	Suction (High Idle)	4.5 – 5.2 in. Hg	in. Hg
15	Engine Rundown Time After Stop	MIN 30 secs	secs
Additional			
Generator Check (High Idle Under Load)		27.75 – 28.25 VDC	VDC
After Engine Run			
Check Eng. For Signs of Fuel/Oil/Air Leaks		NO LEAKS FOUND	OK?
Safety All Screws, Bolts, Locknuts as Req.			OK?

	EMERGENCY EQUIPMENT LIST INSPECTION & MONITOR	**PT. SMART CAKRAWALA AVIATION** DEPARTMENT TEKNIK Form: **SCA/MTC/023**

DATE :	**A/C REG : PK-SNE**
A/C TYPE : PILATUS PC6	**CHECKER : SIGN:**

No.	Description	P/N	S/N	Next Insp.	Remarks
1	Pilot Life Vest				
2	Co-Pilot Life Vest				
3	Pax Life Vest				
4	Pax Life Vest				
5	Pax Life Vest				
6	Pax Life Vest				
7	Pax Life Vest				
8	Pax Life Vest				
9	Pax Life Vest				
10	Pax Life Vest				
11	Pax Life Vest				
12	Pax Life Vest				
13	Firt Aid Kit				
14	Crash Axe Installed				
15	Fire Extinguisher				
16	Life Raft (If Installed)				
17	Survival Kit (If Installed				
OTHERS					

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Additional Work Sheet

Aircraft Registration: **PK-SNE**

WO# Nr: **WO/009-SNE/IX/2022**

Parts Used Sheet

Special Tool Used

No.	Description	Due Date	Engineer

Additional Work Sheet

Aircraft Registration: **PK-SNE**

WO# Nr: **WO/009-SNE/IX/2022**

Parts Used Sheet

Part Used

Date	Part Nr.	Serial Nr.	Description	Quantity	Engineer