PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **Inspection Document 06 and Insp. MG (SID)**	No.	WO/013-SNI/VI/2022
	Date	19 June 2022
	A/C Reg.	PK-SNI C208B-5068
Reference : MP C208B REV. 10	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform Inspection Doc. 06 and Inspection MG (SID)
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
19 June 2022	WO/013-SNI/VI/2022	Inspection 06 and MG	

A/C Type	Mfg. Serial Number	A/C Registration
C208B	C208B-5068	PK-SNI

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-VA0073	
	#2	-	
Propeller/Rotor	#1	200707	
	#2	-	
Landing Gear	NLG		
	LH MLG		
	RH MLG		

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	-	
2	Inspection Card	1	
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/013-SNI/VI/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	CHAP 12	INSPECTION DOCUMENT 06				
2	CHAP 38	INSPECTION DOCUMENT 38 – MG INSP. (SID)				
3	CHAP 51	ENGINE MINOR INSPECTION				
4	CHAP 52	ENGINE 200 HRS INSP.				
5	CHAP 53	ENGINE 200 HRS/6 MTHS INSP.				
6	APPENDIX	EMERGENCY EQUIPMENT LIST				
7	B03	PT6A-140 GROUND RUN SHEET				

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: CESSNA 208B	TTSN	:
A/C REG	: PK-SNI	TCSN	:
MSN	: C208B-5068	DATE	:

TYPE OF INSPECTION : INSPECTION DOC. 06 AND INSPECTION MG (SID)
DUE AT : 70176.00 HOURS
REFF : MP C208B REV.10

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

Appendix B03 – PT6A-140 Engine Run Performance Sheet

Reg. Mark : PK - SNI WO/FML No. : WO/013-SNI/VI/2022

PRE – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

POST – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

PRE – INSPECTION	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

POST– INSPECTION	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

Engine Run Up Checks
Inertial ☐ **EPL** ☐ **OVG** ☐ **Stby Alt** ☐ **BOV** ☐ **Brake** ☐ **Randown** ☐

NOTE:

1. Brake system at Torque 2000 ft-lbs.
2. Inertial Separator at Torque 400 ft-lbs.
3. EPL check can't exceed 4% Ng per second.
4. Standby Alt at 80% Ng.
5. Low idle at 55.5 - 57% 40Amps.
6. High idle at 64 - 66% Ng 40Amps

Engine Performance Target Table (Cessna C208B EX)

OAT (°C)	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41
Tq (ft.lbs)	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397
Np	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ITT (°C)	835	837	839	841	841	841	841	841	841	842	843	844	846	846	846
Ng (%)	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.6	102.6	102.6	102.6	102.6	102.6	102.6	102.5
WF (PPH)	578	578	578	578	578	578	578	570	565	565	560	560	555	548	548

Note:

1. Make sure that inertial separator in normal condition, no bleed air extracted from the engine and air condition OFF.
2. This table only applies to altitude 0-500 feet MSL. For higher altitude, refer to EMM 72-00-00.
3. Max fuel flow is 580 lb/hr fuel flow is not more than 15 lbs/hr higher than the value shown in table.
4. If parameters are outside the target performance table to EMM chapter 71-00-00.

REMARKS:

PERFORMED BY			
Name	Sign & Stamp	Date	Location

Reg. Mark	:	PK - SNI	Date	:	
MSN	:	208B-5068	Station	:	
TSN / CSN	:		WO No.	:	WO/013-SNI/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
A110001	ALL	Interior and Exterior Placard and Decal Detailed Inspection Task 11-00-00-220		
D121001	121	Brake System Servicing Task 12-10-01-610		
D121003	710	Shimmy Damper Servicing Task 12-10-01-611		
C122101	700	Landing Gear Lubrication Task 12-21-03-640		
B236001	343 375 376 571 671	Static Discharge System Functional Check Task 23-60-00-720		
A255101	251 252 255 256 257 258	Cargo Nets Detailed Inspection Task 25-51-00-220		
C270001	215 216 226 373 374 503 525 603 625	Flight Controls Lubrication Task 27-00-00-640		
B273101	211 212 503	Stall Warning System Operational Check Task 27-31-00-710		
C275001	525 527 625 627	Flap Tracks and Rollers Lubrication Task 27-50-00-640		
B281001	575 675	Fuel Vent Line Float Valve Operational Check Task 28-10-03-710		
A281001	521 621	Fuel Filler Assembly Detailed Inspection Task 28-10-01-220		
B301003	122 AUX	Bleed Air Pressure Regulator Functional Check (without TKS and not incorporating CAB93-2) Task 30-10-00-720		
B322001	710	Shimmy Damper Functional Check Task 32-20-02-720		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
B341101	AUX	Pitot Tube Heaters Operational Check Task 34-11-00-710		
A353001	256	Oxygen Mask Detailed Inspection Task 35-30-00-220		
B761003	AUX	Emergency Power Lever Annunciator Light (EPL) Operational Check Task 76-10-01-710		
*** End of Inspection Document 06 Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

Reg. Mark : PK - SNI Date :

MSN : 208B-5068 Station :

TSN / CSN : WO No. : WO/013-SNI/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
A531006	251 252 253 254	Fuselage to Strut Attach Fitting Lugs (Nominal Standard Bolt Size) (Severe Inspection Compliance) Special Detailed Inspection (SID 53-20-07) Task 53-20-07-251		
*** End of Inspection Document MG Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

FUSELAGE TO STRUT ATTACH FITTING LUGS - INSPECTION/CHECK

1. General

A. This section has the inspections and checks necessary to keep the fuselage to strut attach fitting lugs in a serviceable condition. General

TASK 53-20-07-251

3. Fuselage to Strut Attach Fitting Lugs Special Detailed Inspection (Nominal Standard Bolt Size) (Severe Inspection Compliance)

A. General

(1) This task includes the Supplemental Inspection Document (SID) requirements necessary to do a special detailed inspection of the fuselage to strut attach fitting lugs.

B. Special Tools

(1) None

C. Access

(1) Remove the wing strut-to-wing fairings. Refer to Chapter 57, Wings - Removal/Installation.

(2) Remove the struts. Refer to Chapter 57, Wings - Removal/Installation.

D. Do a Special Detailed Inspection of the Fuselage to Strut Attach Fitting Lugs.

NOTE: The Model 208/208A airplanes have the fuselage to strut attach fitting lugs installed between FS 166.00 and FS 168.00.

NOTE: The Model 208B airplane has the fuselage to strut attach fitting lugs installed between FS 186.00 and FS 188.00.

(1) Do a nondestructive testing (NDT) inspection for cracks in the fuselage attach fittings. Refer to the Model 208 Nondestructive testing Manual, Part 6, Eddy Current, Fuselage to Strut Attach Fitting Lugs - Description And Operation.

(2) If no cracks are found, restore access.

(3) If cracks are found, replace the strut attach fitting lug. Refer to Chapter 57, Wings - Removal/Installation.

E. Restore Access

(1) Install the struts. Refer to Chapter 57, Wings - Removal/Installation.

(2) Install the wing strut-to-wing fairings. Refer to Chapter 57, Wings - Removal/Installation.

END OF TASK

WINGS - REMOVAL/INSTALLATION

1. General

A. The wing assembly consists of all metal left and right removable panels, each braced by a lift strut and attached to fuselage on each side with bolts through holes in attach fittings in both fuselage and inboard ends of wing spars. The structure of each wing panel is of conventional, semi-monocoque design employing a front and rear spar, ribs, stringers, and skins. Each wing panel also incorporates a sealed, integral fuel bay, a flap, a balanced aileron, and a slot-lip spoiler. Access holes in lower wing skins between ribs provide access to fuel bay, flight controls, electrical components, deice system plumbing, and ventilation system components. Wing tips of sheet metal construction attach to each wing panel with screws. The wing tips contain navigation lights and provisions for strobe lights. The airplane landing and taxi lights are located in leading edge of each wing panel, between Wing Stations 185.30 and 201.75. A stall warning detector and a pitot static probe are incorporated into leading edge of the left wing panel.

B. The wing panel main frame structure consists of a front and rear spar assembly, center ribs, and upper and lower skins. The spars are of bonded and riveted construction and stringers between spars are bonded to interior wing skins. Spar caps are extruded angles riveted and bonded to sheet metal webs. The front spar incorporates a special forged fitting and formed channel assembly for lift strut attachment. Access openings with covers are provided between ribs to allow access to fuel bay and flight control system.

C. The wings are attached to the fuselage with attach fittings on the forward and aft spar on each side of the fuselage. The forward spar also has fittings for the attachment of the lift strut. The wing trailing edge structure contains fittings for flap and aileron attachments. Wing spar fittings and fuselage fittings are shown in Figure 401.

D. Sheet metal wing tips attach to the wing structure with screws, and contain navigation lights plus provisions for strobe lights.

2. Wing Removal/Installation

A. Preparation for Removal of Wing (Refer to Figure 401).

(1) Turn off all electrical power, and ground the airplane structure.

(2) Defuel the airplane in accordance with Chapter 28, Fuel System - Maintenance Practices.

(3) Remove the attach screws from the lower wing root access covers (1) and (2) and remove the covers.

(4) On the 208, Remove the attach screws (18), and if installed (18B) from the strap fairing assembly (17) and the fairing assembly (16) and remove the fairings, refer to Figure 401 Sheet 1.

(5) On 208B, remove the attach screws (18) from the fairing assembly (17A) and strap fairing assembly (17B) and remove the fairings, refer to Figure 401 Sheet 1.

(6) Remove the attach screws from the air inlet cover (5) and the upper lift strut fairing (6) and remove the cover and the fairing.

(7) Remove the attach screws from the lower lift strut fairing (3) and remove the fairing.

(8) Disconnect the lift strut deice system plumbing (if installed) at connections inside the wing at the upper lift strut attachment location.

(9) Disconnect the wing deice system plumbing (if installed) in the wing root area.

(10) Loosen and remove the forward and aft hose connections of fuel bay supply lines in the wing root area. Drain the residual fuel.

(11) Remove the hose connection from fuel vent system crossover (right wing) or disconnect the three hoses of the fuel vent system (left wing) at the vent system cross inside the inboard wing bay.

(12) Loosen and separate the electrical wiring connector in the wing root leading edge.

(13) Disconnect the flap motor and crossover pushrods at the inboard flap bell cranks.

(14) Disconnect the pitot/static lines at the connections in the leading edge root area (left wing only). Cap the lines to prevent contamination.

(15) Remove the headliner and cut the safety wire and disconnect turnbuckles to relieve tension on the aileron control system carry-thru cables.

(16) If the right wing is to be removed, disconnect the aileron trim cables at the quick-disconnects located in the inboard leading edge wing bay. Refer to Chapter 27, Aileron Trim System - Maintenance Practices.

(17) Disconnect the wiring, the shutoff valve linkage, and the inlet duct from the cabin air blower system in wing root area. Refer to Chapter 21, Fresh Air Distribution - Maintenance Practices.

(18) Disconnect the fuel tank shutoff valve control at the clevis on the aft valve lever arm that is located in the wing root area. Remove the clevis attaches the interconnect link to the forward valve lever arm and remove the safety wire that attaches the control to mounting bracket.

B. Remove the Wing

CAUTION: The wing must be separated from the fuselage at as near normal a dihedral angle as possible. Any motion up or down at the wing tip greater than +1.00 or -1.00 inch as the fittings are separated will damage attach fittings.

CAUTION: Support of the wing during the spar attach bolt and the strut support bolt removal is critical. If the bolts are loaded, it is impossible to remove them without damaging the fitting.

(1) Remove the wing struts (4).

NOTE: Use a wing jack or a hoist to raise or lower the wing tip.

(a) Make sure that all the load is removed from the strut-to-wing attach bolt.

(b) Remove the nuts from the upper and lower strut fittings.

(c) Apply a wrench to the head of the upper and lower strut attach bolts (30, 40) and attempt to rotate the bolts in the fittings.

(d) Raise or lower the wing tip in very small increments until the force required to rotate the bolts is at a minimum.

NOTE: A torque wrench can be useful to determine the minimum rotational force.

(e) If the bolts will not rotate, there may be corrosion between the bolts and the fittings.

1 Apply penetrating oil such as Kroil or Mouse Milk to the area and allow it to penetrate and dissolve the corrosion.

(f) When the bolts rotate with minimum force, the wing is in the proper position for removal of the attach bolts.

(g) Make sure the inboard and outboard areas of the wings are supported.

(h) Remove the upper strut-to-wing attach bolt (40).

NOTE: If you cannot remove the bolts with your fingers, a "bullet" can be fabricated to help drive the bolt out. Refer to Bullet Fabrication and Use.

(i) Support the wing struts and remove the lower fuselage-to-strut bolts and then remove the struts.

(2) Remove the wings from the fuselage attach fittings.

(a) Mark the location of the incidence setting of the index marker (arrow) on the head of the rear attach bolt (24) to the face of fitting (29) so the incidence setting is kept when wing is reinstalled.

(b) Remove the forward and then the aft wing spar attach bolts (18) and (24).

NOTE: If you cannot remove the bolts with your fingers, a "bullet" can be fabricated to help drive the bolt out. Refer to Bullet Fabrication and Use.

CAUTION: The wing must be separated from the fuselage at as near normal a dihedral angle as possible. Any motion up or down at the wing tip greater than +1.00 or -1.00 inch as the fittings are separated will damage attach fittings.

(c) Carefully move the wing outboard until the lugs on the wings and fuselage are separated.

(d) Place the removed wing on padded support.

(e) Remove the eccentrics (26, 27) from the lugs if necessary.

C. Install the Wing (Refer to Figure 401).

(1) Install the eccentrics in the aft spar wing/fuselage attachment fittings.

NOTE: The aft spar/fuselage attachment incorporates eccentrics to allow the wing incidence adjustments to trim out the wing heaviness.

NOTE: Correct positioning of eccentrics in the fittings is critical.

(a) Assemble the aft attach fittings incidence eccentrics (26) into the fuselage attach fittings (29), with the keyway slot of the eccentrics approximately 90 degrees clockwise from the marked location of the bolt arrow and the thick side of the eccentric inboard. Refer to Figure 401.

(b) Assemble the incidence eccentrics (27) into the aft wing attach fittings (28), with the keyway slot of the eccentrics aligned with those in the fuselage fittings and the thick side of the eccentrics outboard. Refer to Figure 401.

(2) Install the wings to the fuselage .

(a) Apply MIL-G-21164 grease to each fitting lug face and bore.

CAUTION: Wing must be mated to fuselage at as near normal a dihedral angle as possible. Motion up or down at wing tip as or after fittings are mated must be limited to 1.00 inch up or down to avoid damage to attach fittings.

CAUTION: Support of the wing during the spar attach bolt and the strut support bolt installation is critical. If the bolts are loaded, it is impossible to install them without damage to the fitting.

(b) Carefully position the wings to mate the spar attach fittings (23) and (28) to the fuselage attach fittings (20) and (29).

(3) Install the forward spar wing/fuselage attach fittings.

(a) Install forward attach fitting bolt (18).

NOTE: It is important that the wing fittings are not spread out or bent in by the process of bolt installation.

(b) Install the nut (21A). Tighten the nut until it is snug, then loosen until the washer under the nut is free to turn, and the cotter pin can be installed.

(4) Install the aft spar wing/fuselage attach fittings.

(a) Apply MIL-G-21164 grease to the bolt shank before you insert it.

1 Put a keyway washer (29B) on the bolt (24).

2 Install the rear spar attach bolt (24) so that the index arrow is pointed as it was marked in the removal procedure. This will make sure wing incidence rigging is not disturbed. This bolt is installed with the head aft.

NOTE: The bullet used for disassembly should be inserted first to precisely align the fittings so the bolt threads do not damage the fittings.

3 Install five washers (25) and nut (21B), or the lifting hinge (29C) with one washer (25), which ever configuration applies.

WARNING: This nut tightening procedure is for the aft wing attach fittings only.

4 Tighten the nut until it is snug and the washer (25) is no longer free to rotate. Then tighten the nut not more than one more full turn and line up the cotter pin hole. Install the cotter pin (22).

(5) Install the wing struts.

(a) Put the lift strut (4) lower fitting into the fuselage strut fitting.

NOTE: Apply MIL-G-21164 grease to the bolt (30) shank and faces of fittings before you insert it.

(b) Install the bolt (30), washers (31), and nut (33) into the lower end of the strut and fuselage fitting.

NOTE: The larger of the two washers is installed underneath the nut; the smaller washer is installed underneath the bolt.

(c) Tighten the nut until it is snug, then loosen until the washer under the nut is free to turn, and the cotter pin hole is lined up with the nut holes.

(d) Install the cotter pin.

(e) With the outboard section of the wing supported at a normal dihedral angle, raise the lift strut (4) to align the upper attach fitting holes (38) with the strut wing fitting (39).

(f) With the strut held against one face of the wing fitting, measure the gap between the strut fitting and the wing fitting.

1 If the gap is 0.025 to 0.070 inch, it will be necessary to install a single 2622246-X shim. Refer to the Illustrated Parts Catalog for dash number and thickness of shim.

a Choose the shim that will provide a minimum gap of 0.005 inch.

b Apply a fay seal of Type 1 Class C sealant to one face only of the shim. Refer to Chapter 20, Fuel, Weather, and High Temperature Sealing.

c Adhere the sealant to the wing attach fitting.

2 If the gap is less than 0.025 inch, proceed to the next step.

(g) Install the spacer (37) and carefully tap lift strut-to-wing attach bolt (40) into place.

NOTE: Apply MIL-G-21164 grease to the bolt (30) shank and faces of fittings before you insert it.

NOTE: The bullet used for disassembly should be inserted first to precisely align the fittings so the bolt threads do not damage the fittings.

(h) Install the bolt (40), spacer (37), washers (42), and nut (33). Tighten the nut until it is snug, then loosen until the washer under the nut is free to turn, and the cotter pin (34) can be installed.

NOTE: It is important that the wing fittings are not spread out or bent in by the process of bolt installation.

(i) At the fuselage strut fitting tighten the nut until it is snug, then loosen until the washer under the nut is free to turn, and the cotter pin can be installed.

(6) Reconnect wiring, shutoff valve linkage, and inlet duct from cabin air blower system. Refer to Chapter 21, Fresh Air Distribution System - Maintenance Practices.

(7) Connect aileron control system cables at turnbuckles in overhead cabin area. If right wing is being installed, connect aileron trim tab cables at quick-disconnects in right inboard leading edge bay. Adjust cable tensions and rig aileron and aileron trim systems in accordance with Chapter 27, Aileron Trim System - Maintenance Practices.

(8) Connect pitot/static system lines at connections in wing leading edge root area (left wing only).

(9) Connect flap motor and crossover pushrods at inboard flap bell cranks. Rig flaps in accordance with Chapter 27.

(10) Connect electrical wiring connector in wing root leading edge.

(11) In left wing, connect fuel vent system crossover hose, or in right wing, connect three vent hoses to vent system cross inside inboard wing bay.

(12) Connect fuel system forward and aft supply lines in wing root area. Wire fuel tank shutoff valve control to mounting bracket. Attach interconnect link to forward valve lever arm and connect control to aft valve lever arm. Insert cotter pin to clevis pins of both lever arm. Fuel airplane and check for leaks.

(13) Connect wing deice system plumbing (if installed) in wing root area.

(14) Connect lift strut deice boot plumbing at connections inside lift strut upper attachment location.

(15) Install lift strut-to-fuselage fairing (3).

(16) On 208, install strap fairing screws (18), and (18B) if installed, in the strap fairing assembly (17) and fairing assembly (16), refer to Figure 401 Sheet 1:

(a) If installed, make sure to fillet seal the upper leading edge strap fairing screw (18B) with Type I, Class B sealant. Refer to Chapter 20, Fuel, Weather and High-Temperature Sealing - Maintenance Practices, sealant cure times and fillet sealing procedure.

NOTE: Make note of cure time.

(17) On 208B, install strap fairing screws (18) in the fairing assembly (17A) and strap fairing assembly (17B).

(18) Install lower wing root access covers (1) and (2).

(19) Install lift strut-to-wing fairing (6) and air inlet cover (5).

(20) Remove the electrical ground and apply power to airplane electrical system.

(a) Examine the landing/taxi lights, stall warning system, pitot/static system heaters, navigation lights, fuel quantity indicating system, air conditioning or vent blowers, and deice system (if installed) for correct operation.

(21) Complete the Pitot System Inspection and Leak Test and the Pitot/Static System Functional Check. Refer to Chapter 34, Pitot/Static System - Inspection/Check.

3. Incidence Adjustment

A. General

(1) The Incidence of the wing can be adjusted to reduce a "wing heavy" condition by adjustment of the aft fuselage-to-wing attach bolt

(a) This procedure is normally done after a flight test. It should not be required unless major wing damage to a wing has occurred.

(b) If adjustment is required, make the adjustment to both wings in opposite directions.

(2) Incidence Adjustment

(a) Increase incidence is by rotating bolt head so that arrow points down. To decrease incidence, rotate bolt head so that arrow points up.

NOTE: Lettering on bolt head of the left wing will be upside down when arrow points outboard.

(b) Do not rotate the arrow past vertical in either direction.

4. Wing Tip Removal/Installation

A. Remove Wing Tip (Refer to Figure 401).

(1) Turn off all electrical power.

(2) Remove attach screws and slide wing tip outboard slightly to gain access to electrical plug of tip navigation light.

(3) Disconnect electrical plug(s) and remove wing tip.

(4) Remove navigation light from wing tip.

B. Install Wing Tip (Refer to Figure 401).

(1) Install navigation light in wing tip assembly.

(2) Connect navigation light electrical plug and install wing tip assembly with attach screws.

(3) Restore electrical power and check navigation light operation.

5. Bullet Fabrication and Use

A. Fabricate a Bullet (Refer to Figure 402).

(1) Get a NAS464P14-76 and NAS464P12-37 bolt.

(2) Grind to remove the threads and head of the bolts as shown.

(3) Make sure there are no burrs or sharp edges at the transition to the full bolt diameter.

B. Use the Bullet.

(1) When you drive an existing bolt out of the fittings, the blunt end must be against the threaded end of the bolt so the threaded part of the bolt does not cause gouges in the fittings.

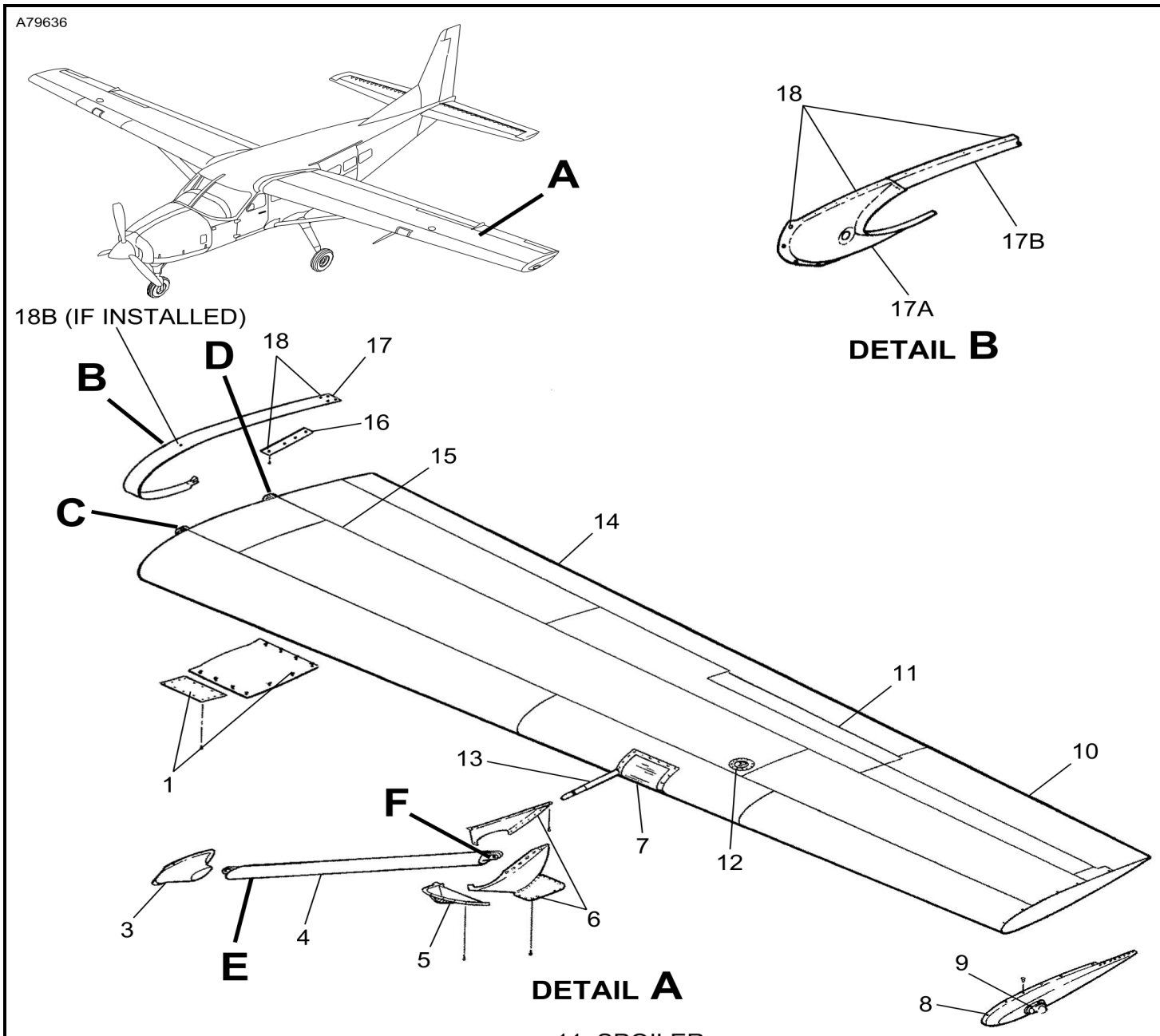
NOTE: It is possible that shifting of the fittings can occur as the bolt is removed if the bullet is not used.

(a) Always lubricate the shank of the bullet before you use it.

(b) After its use it is necessary to drive the bullet out of the fitting with a drift punch.

(2) When you use a bullet to align the fittings for the installation of a bolt, put the more tapered end into the lug holes from the direction the bolt is to be installed. The bolt will then drive the bullet out of the lugs as it is forced into place.

Figure 401 : Sheet 1 : Wing Installation

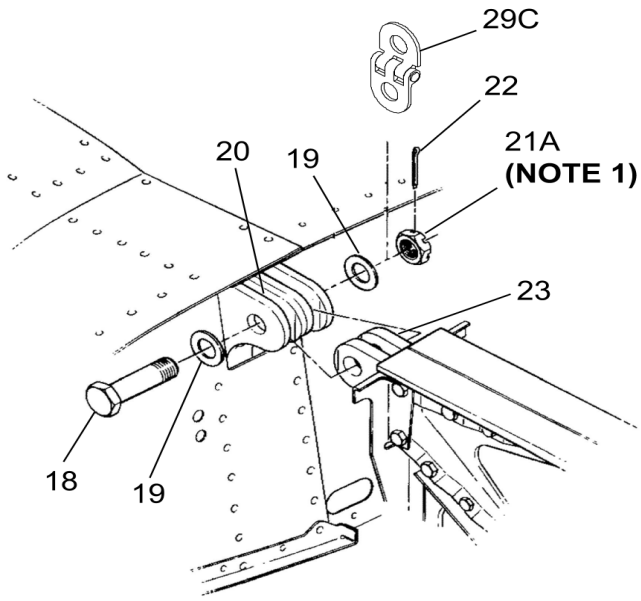


1. ACCESS COVER
2. ACCESS COVER
3. LIFT STRUT-TO-FUSELAGE FAIRING
4. LIFT STRUT
5. AIR INLET COVER
6. LIFT STRUT-TO-WING FAIRING
7. TAXI/LANDING LIGHTS
8. WING TIP
9. NAVIGATION LIGHT
10. AILERON
11. SPOILER
12. FUEL FILLER CAP
13. PITOT/STATIC TUBE
14. FLAP
15. FUEL BAY COVER
16. FAIRING ASSEMBLY (208)
17. STRAP FAIRING ASSEMBLY (208)
17A. FAIRING ASSEMBLY (208B)
17B. STRAP FAIRING ASSEMBLY (208B)
18. STRAP FAIRING SCREWS
18B. STRAP FAIRING SCREWS (208)

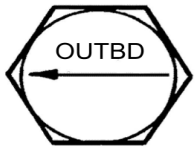
2610T7002
A2622R2005
B2622R1006

Figure 401 : Sheet 2 : Wing Installation

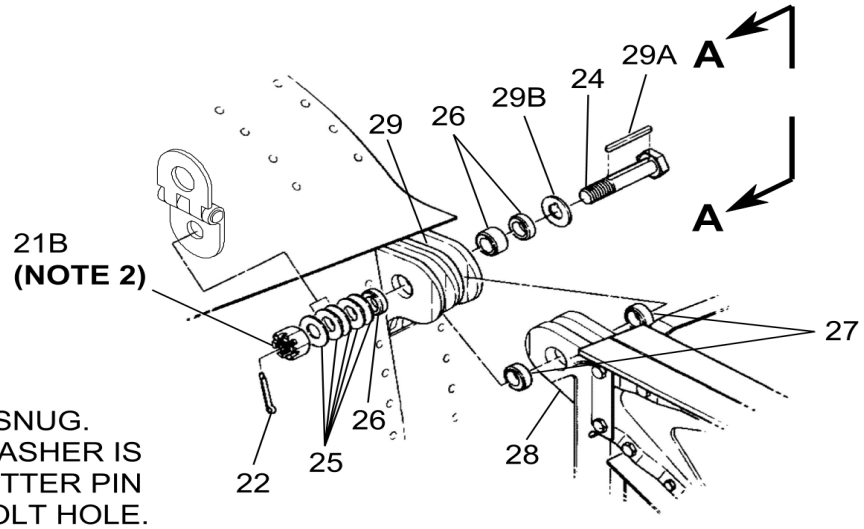
A79637



DETAIL C



VIEW A–A



DETAIL D

NOTE 1: TIGHTEN THE NUT UNTIL IT IS SNUG. THEN LOOSEN IT UNTIL THE WASHER IS FREE TO ROTATE AND THE COTTER PIN HOLE IS ALIGNED WITH THE BOLT HOLE.

NOTE 2: TIGHTEN THE NUT UNTIL IT IS SNUG AND THE WASHER IS NO LONGER FREE TO ROTATE. THEN TIGHTEN THE NUT NOT MORE THAN ONE MORE FULL TURN AND ALIGN THE COTTER PIN HOLE WITH THE BOLT HOLE.

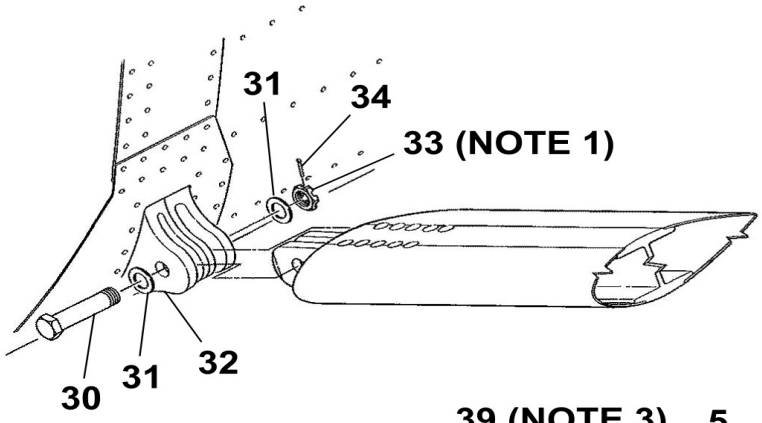
18. FRONT SPAR ATTACH BOLT
19. WASHER
20. FUSELAGE FRONT SPAR ATTACH FITTING
21A. NUT **(NOTE 1)**
21B. NUT **(NOTE 2)**
22. COTTER PIN
23. WING FRONT SPAR ATTACH FITTING
24. REAR SPAR ATTACH BOLT
25. WASHER
26. INCIDENCE ADJUSTMENT ECCENTRICS (FUSELAGE FITTING)
27. INCIDENCE ADJUSTMENT ECCENTRICS (SPAR FITTING)
28. WING REAR SPAR ATTACH FITTING
29. FUSELAGE REAR SPAR ATTACH FITTING
29A. KEYWAY
29B. KEYED WASHER
29C. LIFTING HINGE

C2622R2003
D2622R2022
AA2622R2002

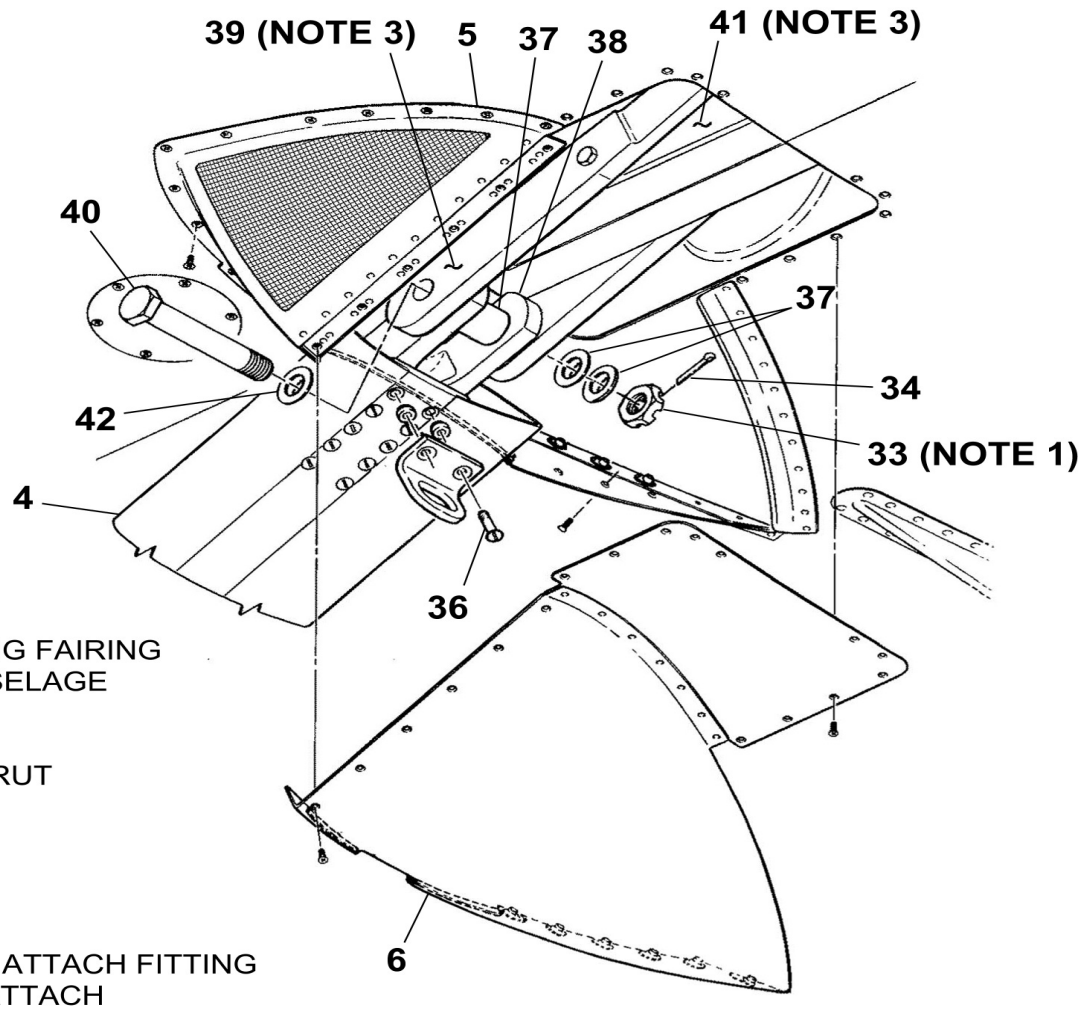
Figure 401 : Sheet 3 : Wing Installation

A79638

NOTE 3: ON AIRPLANES 20800011 AND ON AND 208B0001 AND ON, THE WING LIFT STRUT ATTACH FITTING AND THE STRUT SUPPORT BECOME A ONE-PIECE ATTACH FITTING FORGING.



DETAIL E



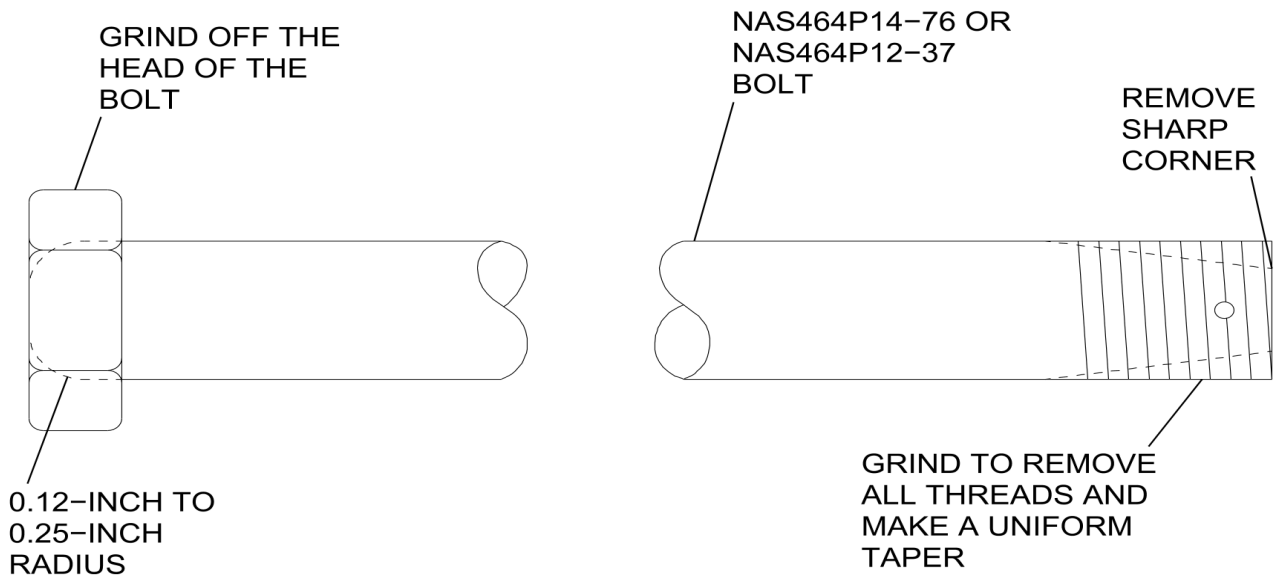
DETAIL F

4. LIFT STRUT
5. AIR INLET COVER
6. LIFT STRUT-TO-WING FAIRING
30. LIFT STRUT-TO-FUSELAGE ATTACH BOLT
31. WASHER
32. FUSELAGE LIFT STRUT ATTACH FITTING
33. NUT **(NOTE 1)**
34. COTTER PIN
36. TIE-DOWN FITTING
37. SPACER
38. LIFT STRUT UPPER ATTACH FITTING
39. WING LIFT STRUT ATTACH FITTING **(NOTE 3)**
40. LIFT STRUT-TO-WING ATTACH BOLT
41. STRUT SUPPORT **(NOTE 3)**
42. WASHER

E2620R3004
F2620R3001

Figure 402 : Sheet 1 : Bullet Fabrication

A61392



NOTE: A LONGER OR SLIGHTLY SHORTER BOLT MAY BE USED TO MAKE THE BULLET. THE DIAMETER IS CRITICAL.

2680T1054

Reg. Mark : PK - SNI
Date :
MSN : 208B-5068
Station :
TSN / CSN :
WO No. : WO/013-SNI/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
F710001	130	Do a check of the FCU manual override system for static operation. For the engines installed with a manual override system only.		
F710003	130	Do a compressor performance recovery wash		
F720000	130	Do a visual inspection of the Control Linkages and wiring.		
F720001	130	Do a visual inspection of the engine exhaust duct welds.		
F720002	130	Do a visual inspection of the engine exhaust duct for cracks.		
F720003	130	Do a visual inspection of the gas generator case and the center fireseal.		
F720004	130	Do a visual inspection of the rear fireseal mounting ring.		
F722001	130	Do a visual inspection of the air inlet screen.		
F723000	130	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion		
F725005	130	Do a detailed inspection of the turbine exhaust duct.		
F731002	130	Do a check for the fuel pump installation and leaks.		
F731003	130	Do a check of the oil-to- fuel heater installation		
F731035	130	Do a visual Inspection of the Fuel - Oil Heat Exchanger Fuel Filter Element **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
F731006	130	Do a check of the drain valve for installation and leaks		
F731007	130	Do a check of the flow divider for installation and leaks.		
F731008	130	Do a visual inspection of the P3 filter and drain valve.		
F731015	130	Do a visual inspection of Fuel Pump outlet filter. **(CLEANING / REPLACEMENT)** P/N OFF: _____ P/N ON: _____		
F731018	130	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.		
F732001	130	Do a check of the FCU for installation, linkages and pneumatic tubes.		
F792000	130	Inspect and clean oil filter for debris.		
*** End of Engine PT6A-140 100 Hours Inspection Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

Reg. Mark : PK - SNI Date :

MSN : 208B-5068 Station :

TSN / CSN : WO No. : WO/013-SNI/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
F793001	130	Do a visual inspection of the chip detector for debris.		
*** End of Engine PT6A-140 200 Hours Inspection Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

Reg. Mark : PK - SNI Date :

MSN : 208B-5068 Station :

TSN / CSN : WO No. : WO/013-SNI/VI/2022

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
F793000	130	Do a visual inspection of the AGB internal scavenge oil pump inlet screen		
*** End of Engine PT6A- 140 200 Hours or 6 Months Inspection Items ***				

PERSONNEL PRTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : _____ Stamp : _____

Signature : _____ Place/Date : _____

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

DATE :	**A/C REG : PK-SNI**
A/C TYPE : C208B Grand Caravan EX	**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					

smartaviation

Additional Work Sheet
Inspection Doc. 06 and MG

Aircraft Registration: **PK-SNI**

WO# Nr: **WO/013-SNI/VI/2022**

Parts Used Sheet

Special Tool Used

No.	Description	Due Date	Engineer

Additional Work Sheet
Inspection Doc. 06 and MG

Aircraft Registration: **PK-SNI**

WO# Nr: **WO/013-SNI/VI/2022**

Parts Used Sheet

Part Used

Date	Part Nr.	Serial Nr.	Description	Quantity	Engineer