



PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

| | | |
|------------------------------------------------------|-------------|---------------------|
| Subject : Calendar Inspection | No. | WO/020-SNE/III/2023 |
| | Date | 10 March 2023 |
| | 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 Calendar
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 | | |
| 10 Mar 2023 | WO/020-SNE/III/2023 | Calendar Inspection | | | |
| 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 | | 8 | | |
| 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 | |
| <u>IC-001</u> | | | | | |
| <u>IC-002</u> | | | | | |
| <u>IC-003</u> | | | | | |
| <u>IC-004</u> | | | | | |
| <u>IC-005</u> | | | | | |
| <u>IC-006</u> | | | | | |

| | | | | | |
|---------------|--|--|--|--|--|
| <u>IC-007</u> | | | | | |
| <u>IC-008</u> | | | | | |
| <u>IC-009</u> | | | | | |
| <u>IC-010</u> | | | | | |
| <u>IC-011</u> | | | | | |
| <u>IC-012</u> | | | | | |
| <u>IC-013</u> | | | | | |
| <u>IC-014</u> | | | | | |
| <u>IC-015</u> | | | | | |

Prepared by :
Technical Support



.....
Dwi M.

Checked by :
Chief Maintenance



.....
Dodit

Verified by :
Chief Inspector



.....
Yanuar

Approved by :
Technical Manager



.....
Istiono



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

WO Ref: WO/020-PK-SNE/III/2023

| NO. | TASK CARD NO. | DESCRIPTION | DATE | EST MHR | NAME | STAMP |
|-----|---------------|--------------------------------------------------------------------------------------------------|------|---------|------|-------|
| 1 | APPENDIX | ENGINE GROUND RUN CHECK SHEET | | | | |
| 2 | APPENDIX | 1 YEARS - CAPACITY TEST EMERGENCY BATTERY - CAPACITY TEST | | | | |
| 3 | NRC001 | 1 YEARS - CORROSION CHECK COMPLETE STRUCTURE - INTERNAL & EXTERNAL | | | | |
| 4 | NRC002 | 1100 HOURS / 12 MONTHS – EXAMINE LEFT & RIGHT WING STRUT FITTING - EDDY CURRENT INSPECTION | | | | |
| 5 | NRC003 | 1100 HRS / 12 MONTHS – EXAMINE STABILIZER TRIM ATTACHMENT COMPONENTS, FR12A | | | | |
| 6 | NRC004 | 1100 HRS / 12 MONTHS – EXAMINE TRIM ACTUATOR ATTACHMENT | | | | |
| 7 | NRC005 | 3 MONTHS - OPERATIONAL TETS EMERGENCY BATTERY - OPERATIONAL TEST | | | | |
| 8 | NRC006 | 500 HOURS/ 6 MONTHS – INSPECTION AGB INLET SCREEN INSPECTION | | | | |
| 9 | NRC007 | 6 MONTHS - VISUAL INSPECTION LEFT & RIGHT WING STRUT FITTING | | | | |
| 10 | NRC008 | ELT INSPECTION - 12 MONTHS ELT FUNCTIONAL CHECK INSPECTION | | | | |
| 11 | 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 | : INSPECTION CALENDAR | | | | |
| DUE AT | : MARCH 2023 | | | | |
| REF | : 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 : | | | | | |

| | | | | | | | | |
|------------------------------------------------------------------------------------------------|-------------------------------------------------------|------------------|-------------------------------------------------|-----------------------|-------------------------|---------------|----------------|------------|
|  | 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 # | | | | | |
| PK-SNE / 1017 | PILATUS PC6 | | | | | | | |
| 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 | | | | | |
| | | | <input type="checkbox"/> Environment | | | | | |
| | | | <input type="checkbox"/> Internal Leakage | | | | | |
| CORROSION <input type="checkbox"/> Isolated <input type="checkbox"/> Widespread | | | <input type="checkbox"/> Chemical Spill | | | | | |
| CORROSION LVL <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 | | | <input type="checkbox"/> LAV/Galley Spill | | | | | |
| PROPOSED ACTION <input type="checkbox"/> Doublers | | | <input type="checkbox"/> Blocked Drain | | | | | |
| <input type="checkbox"/> Others | | | <input type="checkbox"/> Wet Insulation Blanket | | | | | |
| <input type="checkbox"/> Other | | | <input type="checkbox"/> 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 | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |



MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – Engine Ground Run Check Sheet

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

| | | |
|-----------------------|---------------------|---------------------------------|
| WORK ORDER NO. | WO/016-SNE/XII/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) |
| 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 of the 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 | | | | | | | | | | | | | | | |
| Compressor Bleed Valve | | | | | | X | X | | | | | | | | |
| Engine Controls | X | | X | X | | | | X | X | | | | | | |
| Low Pitch Warning Switch | | | X | | | | | | | | | | | | |
| Suction Components | | | | | | | | | | | | | | | X |



MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – Engine Ground Run Check Sheet

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 |
| | 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) (Trim stop deployed) | 97.1 % Ng | % Ng |



MAINTENANCE PROGRAM PILATUS PORTER PC6

Appendix – Engine Ground Run Check Sheet

| NO. | CHECK | TARGET | ACTUAL |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|
| 7 | Engine Performance Target Torque Pressure Fuel flow (Actual minus 23 lb / hr or 3.4 gal / hr) Target Ng Maximum ITT | Ref: AMM 71-00-00 psi lb / hr % Ng 0C | psi lb / hr % Ng 0C |
| 8 | Reverse Power Setting Np Torque | 1880 - 1925 rpm (85.5 - 87.5 %) psi | rpm psi |
| 9 | Propeller Overspeed Governor Test Lever Selected to: TEST NORMAL | 1880 - 1920 rpm (85.5 - 87.3 %) 1980 - 2000 rpm (90.0 - 90.9 %) | rpm rpm |
| 10 | Acceleration 64 % – 90 % Ng Deceleration 85% to 60% Ng or low idle speed(Whichever comes first) | 2.5 – 4 secs Maximum 6-12 sec (Dependent upon altitude) | secs secs altitude (kFt) |
| | Manual Override (MOR) (Aircraft with SB 164) Use Toggle Switch In Small Increment (REF. to WARNINGS and CAUTIONS in Check 11) | Increase to 15% above Idle (Max Increase less than 4 % per Second) Decrease To Idle (Max Decrease less Than 4% per Second) | OK? OK? |
| 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? |



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

| | | | |
|------------------------|-------------|---------------------|--------------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | VISUAL CHECK | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 001 | 51 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

1 YEARS - CORROSION CHECK COMPLETE STRUCTURES - INTERNAL & EXTERNAL

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| | | | | | | |
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|--------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | EDDY CURRENT | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 002 | 57 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

1100 Hours / 12 Month – Examine Left & Right Wing Strut Fitting - Eddy Current Inspection

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| | | | | | | |
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|-------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | EXAMINE | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 003 | 53 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

1100 HRS / 12 MONTHS – EXAMINE STABILIZER TRIM ATTACHMENT COMPONENTS, FR12A

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-----------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : | A/C TC /LDG : | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|-------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | EXAMINE | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 004 | 55 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

1100 HRS / 12 MONTHS – EXAMINE TRIM ACTUATOR ATTACHMENT

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|------------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | OPERATIONAL TEST | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 005 | 24 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

3 MONTHS – OPERATIONAL TEST EMERGENCY BATTERY - OPERATIONAL TEST

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|-------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | INSPECTION | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 006 | 72 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

500 HOURS/ 6 MONTHS – INSPECTION AGB INLET SCREEN INSPECTION

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|-------------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | VISUAL INSPECTION | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 007 | 57 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

6 MONTHS - VISUAL INSPECTION LEFT & RIGHT WING STRUT FITTING

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |



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

| | | | |
|------------------------|-------------|-------------|----------------|
| 1. JO/WO # | 2. DATE | 3. MTC TYPE | 4. A/C REG/MSN |
| WO/020-PK-SNE/III/2023 | | INSPECTION | PK-SNE/1017 |
| 5. CARD # | 6. ATA SPEC | 7. TRADE | 8. STA |
| 008 | 25 | | |
| 9. ZONE | 10. PANEL | - | |

11. DESCRIPTION

ELT INSPECTION - 12 MONTHS ELT FUNCTIONAL CHECK INSPECTION

| | | | |
|-----------|----------------------------------------------------|--------------------------------------------------------|--------------------------------|
| REFERENCE | <input type="checkbox"/> Engine Maintenance Manual | <input checked="" type="checkbox"/> Maintenance Manual | <input type="checkbox"/> OTHER |
| RII (*) | <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | MHR : |

| 12. RESULT | | | | MECH | ENG | INSP (*) |
|-------------------------------------------------|----------------------------|----------------------------|-----------|-------------------------|-----|----------|
| Performed at A/C TT : A/C TC /LDG : | | | | | | |
| FINDING | <input type="checkbox"/> Y | <input type="checkbox"/> 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 |
|-------------|-----------------|-----------------------|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

PILATUS
PC-6
MAINTENANCE MANUAL

FUSELAGE - WING STRUT FITTING - INSPECTION / CHECK

1. General

This procedure is referenced from the AMM Airworthiness Limitations (Ref. 04-00-00, Page Block 1).

The procedure gives the data for a visual, dye penetrant and eddy current inspection of the wing strut fittings located on the left and right sides of the center fuselage.

If a wing strut fitting is found to be damaged you must repair the damage (Ref. SRM 53-20-00, Page Block 1) or replace the wing strut fitting before the next flight. Contact Pilatus Aircraft Ltd for replacement instructions.

2. Job Set Up Information

A. Tools and Equipment

| Part No. | Description | Remarks |
|-----------------|------------------------------|--------------------------------------|
| - | Magnifying glass (x10) | Local Supply |
| - | Bright light source | Local Supply |
| - | Hot air blower or heat lamps | Local Supply. If required for curing |

B. Expendable Parts

| IPC Ref. | Description | Remarks |
|-------------------|--------------------|----------------|
| 53-28-01, Fig. 01 | Bush | Qty 2 |

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, very fine grade | |
| P07-001 | CCC solution | |
| P07-007 | Epoxy primer | |
| P08-059 | Adhesive | P08-052 is a suitable alternative for P08-059 for this application |

EFFECTIVITY: All

53-28-00

Page 601
Nov 21/18

PILATUS
PC-6
MAINTENANCE MANUAL

3. Procedure

WARNING: YOU MUST WEAR THE CORRECT PROTECTIVE EQUIPMENT (GLOVES, FILTER MASKS AND FACE-SHIELDS/SAFETY-GLASSES/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. 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: DO THIS PROCEDURE IN A ROOM WITH GOOD LIGHT AND GOOD VENTILATION WITH A DUST FILTER IN ACCORDANCE WITH YOUR LOCAL REGULATIONS.

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

A. Job Set Up

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

B. Remove the Bushes from the Left and Right Wing Strut Fittings (Ref. Fig. 601)

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

(1) Use a hot air blower to apply heat to loosen the adhesive between the bush (2) and the wing strut fitting (1).

CAUTION: DO NOT USE TOO MUCH FORCE TO REMOVE THE BUSH (2). YOU CAN DAMAGE THE WING STRUT FITTING (1) IF YOU USE TOO MUCH FORCE.

(2) Use a press or an applicable diameter drift to remove the bush (2) from the hole in the wing strut fitting (1).

(3) Discard the bush (2).

(4) Use the solvent (Material No. P01-010) to remove the unwanted adhesive from the hole in the wing strut fitting (1).

(5) Use the Scotch-Brite (Material No. P02-016) to polish the hole in the wing strut fitting (1).

(6) Remove the unwanted particles from the work area.

C. Inspection (Ref. Fig. 601)

(1) Remove loose paint if necessary (Ref. SRM 51-70-15, Page Block 1), then use absorbent paper (Material No. P02-031) and the solvent (Material No. P01-010) to fully clean the left and right wing strut fittings (1).

EFFECTIVITY: All

53-28-00

Page 602
Nov 21/18

PILATUS
PC-6
MAINTENANCE MANUAL

(2) Visually examine the left and right wing strut fittings (1) for signs of corrosion. Do this with a magnifying glass (x10) and a bright light source.

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

Minor surface corrosion is permitted (Ref. SRM 51-00-05, Page Block 1). All other corrosion is not permitted and you must repair the damage (Ref. SRM 53-20-00, Page Block 1) or replace the damaged wing strut fitting (1).

(3) Remove minor surface corrosion (Ref. SRM 51-00-05, Page Block 1) from the wing strut fittings (1). This step is only applicable if you have found permitted corrosion.

CAUTION: ONLY PERSONNEL THAT ARE QUALIFIED AND CERTIFIED TO PT LEVEL II (OR HIGHER) NATIONAL AEROSPACE STANDARD (NAS) 410 OR EUROPEAN STANDARD EN 4179 OR MIL-STD-410E OR EQUIVALENT AEROSPACE STANDARD ARE PERMITTED TO DO THE PENETRANT INSPECTION. THE MINIMUM REQUIREMENTS FOR FLUORESCENT PENETRANT INSPECTIONS ARE DETAILED IN THE ASTM-E-1417 STANDARD PENETRANT INSPECTION METHODS, EQUIPMENT AND QUALITY CONTROL REQUIREMENTS.

(4) Do the dye penetrant inspection to make sure that all the corrosion is removed (Ref. SRM 51-00-09, Page Block 1). If remaining corrosion is found, do Step 3.C.(3) and 3.C.(4) again if necessary.

(5) Visually examine the left and right wing strut fittings (1) for signs of cracks. Do this with a magnifying glass (x10) and a bright light source. No cracks are permitted. If you find a crack, you must repair the damage (Ref. SRM 53-20-00, Page Block 1) or replace the wing strut fitting (1).

(6) Measure the diameter of the holes in the left and right wing strut fittings (1). Do this at several positions to make sure the holes are not oval. The maximum permitted diameter is 28,067 mm (1.105 in.). If the diameter of each hole is more than the maximum permitted diameter at any position, you must repair the damage (Ref. SRM 53-20-00, Page Block 1) or replace the wing strut fitting (1).

CAUTION: ONLY PERSONS QUALIFIED AND CERTIFIED TO ET LEVEL II (OR HIGHER) NATIONAL AEROSPACE STANDARD NAS410 OR EUROPEAN STANDARD EN 4179 OR MIL-STD-410E OR EQUIVALENT AEROSPACE STANDARD ARE PERMITTED TO DO THE EDDY CURRENT INSPECTION.

(7) Do the eddy current inspection as follows:

CAUTION: THE WING STRUT FITTING (1) IS MADE UP OF FOUR STRAPS. MAKE SURE YOU INSPECT THE EDGES OF ALL FOUR STRAPS ON THE OUTSIDE OF THE WING STRUT FITTING (1) AND INSIDE THE HOLE.

(a) Do the eddy current inspection (Ref. SRM 51-00-09, Page Block 1) on the left and right wing strut fittings (1) in the shaded areas shown.

(b) If you find a crack, you must repair the damage (Ref. SRM 53-20-00, Page Block 1) or replace the wing strut fitting (1).

(c) Apply CCC solution (Material No. P07-001) on all bare aluminum surfaces (Ref. 20-40-10, Page Block 201).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

(d) Apply primer (Material No. P07-007) and the applicable paint to the bare metal surfaces of the wing strut fitting (1). Do not apply the primer or paint to the surface of the hole where you will install the new bush (2).

D. Install the New Bushes in the Left and Right Wing Strut Fittings (Ref. Fig 601)

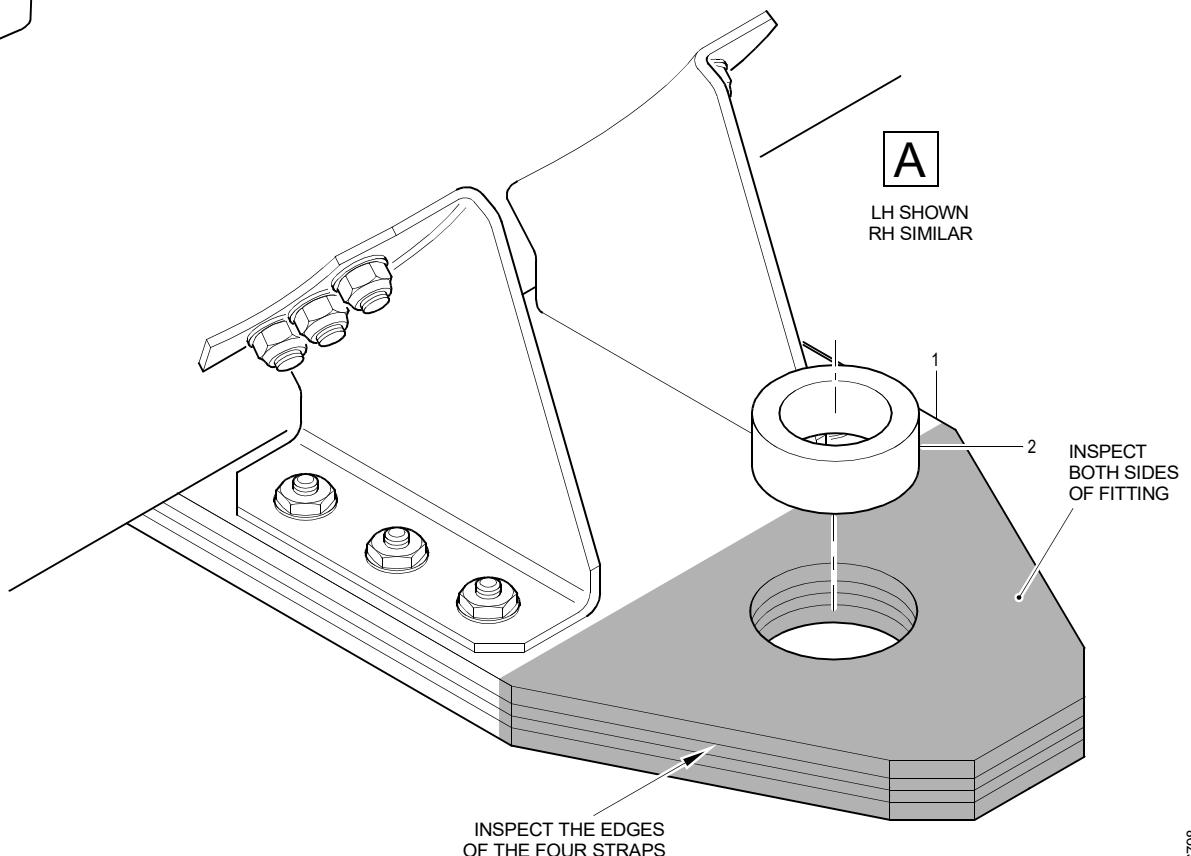
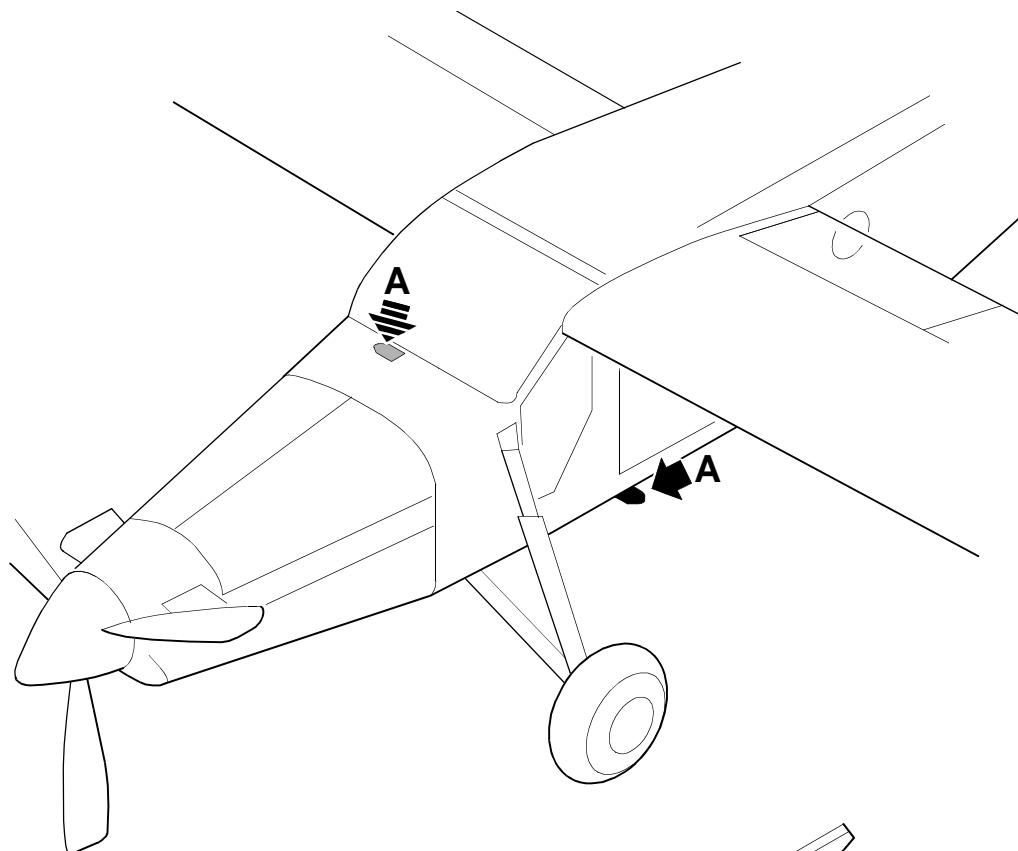
- (1) Use the Scotch-Brite (Material No. P02-016) to lightly roughen the bonding surfaces of the new bush (2) and the hole.
- (2) Use absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) and clean the bonding surface of the new bush (2) and the hole.
- (3) Put the bush (2) in position in the hole to make sure it can be installed easily, then remove the bush (2).
- (4) Mix the two parts of the adhesive (Material No. P08-059) in accordance with the manufacturer's instructions.
- (5) Apply a layer of the adhesive (Material No. P08-059) to the bonding surface of the bush (2) and the hole. Make sure there is sufficient adhesive to get a full bond when the bush (2) is installed.
- (6) Put the bush (2) in position in the hole and make sure the bush (2) is in the correct position before the adhesive starts to cure.
- (7) Use absorbent paper (Material No. P02-031) made moist with the solvent (Material No. P01-010) to remove the unwanted adhesive.
- (8) Let the adhesive (Material No. P08-059) cure in accordance with the manufacturer's instructions.

NOTE: The typical cure time is five to seven days at room temperature or two hours at between 60 and 70°C (128 and 144°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).

PILATUS
PC-6
MAINTENANCE MANUAL



Fuselage - Wing Strut Fitting - Inspection / Check
 Figure 601

6798

EFFECTIVITY: All

53-28-00

Page 605
 Nov 21/18

PILATUS
PC-6
MAINTENANCE MANUAL

INTENTIONALLY BLANK

EFFECTIVITY: All

53-28-00

Page 606
Nov 21/18

PILATUS
PC-6
MAINTENANCE MANUAL

**HORIZONTAL TRIM-ACTUATOR SUPPORT-BRACKET AND FRAME 12A
INSPECTION / CHECK**

1. General

This procedure is referenced from the AMM Airworthiness Limitations page-block 04-00-00.

This procedure gives the data and instructions necessary to do an inspection of the horizontal trim-actuator support-bracket and auxiliary frame 12A.

The inspection is applicable to aircraft with electrical trim (CONFIG 1) or mechanical trim (CONFIG 2).

This inspection must be done at the same time as the inspection of the Horizontal Trim-Actuator Bearing-Fork or Bearing Support Assemblies (Ref. 55-11-11, Page Block 601).

2. Job Set Up Information

A. Operator Supplied Parts

| Part No. | Description | Qty. | Remarks |
|---------------|------------------|------|-----------------------------------------------------|
| 112.35.06.081 | Washer, oversize | 4 | Oversize washer if required (Ref. Fig 601, Item 11) |
| 932.35.14.105 | Bolt (NAS6604-5) | 1 | Oversize bolt if required (Ref. Fig 601, Item 9) |
| 932.35.14.109 | Bolt (NAS6604-9) | 1 | Oversize bolt if required (Ref. Fig 601, Item 10) |
| 938.07.68.305 | Nut (MS21045-4E) | 2 | Oversize nut if required (Ref. Fig 601, Item 12) |

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

| Material No. | Description | Remarks |
|--------------|------------------------|---------------|
| P01-008 | White Spirit | |
| P02-020 | Abrasive Pads | Regular grade |
| P02-031 | Absorbent Paper | |
| P04-039 | Corrosion Preventative | |
| P07-001 | CCC Solution | |
| P07-007 | Primer | |

EFFECTIVITY: All

53-30-00

Page 601
Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL

3. Procedures

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURER'S HEALTH AND SAFETY INSTRUCTIONS.

NOTE: In the procedures that follow:

- CONFIG 1 refers to aircraft with electrical trim
- CONFIG 2 refers to aircraft with mechanical trim and:
 - CONFIG 2A has 6 mm bolts installed
 - CONFIG 2B has 6,35 mm bolts installed.

A. Job Set Up

CONFIG 1:

- (1) Remove the horizontal stabilizer actuator (Ref. AMM 27-45-11, Page Block 401, CONFIG 1).

CONFIG 2:

- (2) Remove the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 2). During this procedure use clamps (or equivalent) to make sure the cables stay in position on spools of the mechanical actuator and operating mechanism.
- (3) Use applicable supports to hold the horizontal stabilizer in a position which gives access to the bottom surface.

B. Removal (Ref. Fig. 601)

CONFIG 1:

- (1) Remove the nuts (4), the washers (2) and the bolts (1), and remove the fitting (3) from FR 12A.
- (2) Make a record of the part number marking of the fitting (3).
- (3) Discard the fitting if it has incomplete or missing part number marking, unless you can confirm the service history of the fitting from its documentation.

CONFIG 2:

- (4) CONFIG 2A:
 - (a) Remove the nuts (7), the washers (6) and the bolts (5), and remove the connecting piece (8) from FR12A. Record the quantity of washers (6) installed under the lower nut (7).
 - (b) Make a record of the part number marking of the connecting piece (8).
 - (c) Discard the connecting piece if it has incomplete or missing part number marking, unless you can confirm the service history of the connecting piece from its documentation.

EFFECTIVITY: All

53-30-00

Page 602
Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL

(5) CONFIG 2B:

- (a) Remove the nuts (12), the washers (11), the bolts (9) and (10), and remove the connecting piece (8) from FR12A.
- (b) Make a record of the part number marking of the connecting piece (8).
- (c) Discard the connecting piece if it has incomplete or missing part number marking, unless you can confirm the service history of the connecting piece from its documentation.

C. Inspection (Ref. Fig. 601)

(1) Do a visual inspection:

- (a) Remove loose paint if necessary, then use absorbent paper (Material No. P02-031) and the white spirit (Material No. P01-008) to clean:
 - All surfaces of the fitting (3) or connecting piece (8).
 - The location on the surface of FR12A where the fitting (3) or connecting piece (8) was installed.
- (b) Use a 10x magnifier and bright light to visually examine the parts that follow for damage, cracks and signs of uneven wear. No damage, cracks or uneven wear is permitted:
 - The fitting (3) or connecting piece (8).

If you find uneven wear, contact Pilatus Aircraft Ltd.

- (c) Use a 10x magnifier and bright light to visually examine the surface of FR12A where the fitting (3) or connecting piece (8) was installed for damage, cracks and corrosion. No damage or cracks are permitted. Remove surface corrosion if found (Ref. ROM Chap 2 or SRM 51-00-05). Discard the part if less than 90% of the original material thickness remains after removal of the corrosion.

(2) Do a check of the attachment hole diameters:

CONFIG 1:

- (a) Use internal vernier callipers (or equivalent) to do a check of the actuator attachment hole diameter in the fitting (3).
- (b) A hole diameter of more than 9,555 mm (0.3762 in) in the fitting (3) is not permitted. Replace if necessary (Ref. Table 601 - Component Replacement Data).
- (c) Use internal vernier callipers (or equivalent) to do a check of the diameters of the attachment bolt holes in the fitting (3) and FR12A. Hole diameters of more than 4,85 mm (0.191 in) are not permitted. Replace the component if defective. If necessary, also replace FR12A, if the applicable holes for the fitting are out of limits (Ref. Table 601 - Component Replacement Data).

NOTE: If the oversize bush (P/N 116.40.06.111) is installed Post-SB-147, contact Pilatus Aircraft Ltd for more information.

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

CONFIG 2:

- (d) Use internal vernier callipers (or equivalent) to do a check of the actuator attachment hole diameter in the connecting piece (8).
- (e) A hole diameter of more than 16.036 mm (0.631 in) in the connecting piece (8) is not permitted. Replace if necessary (Ref. Table 601 - Component Replacement Data).
- (f) Use internal vernier callipers (or equivalent) to do a check of the diameters of the attachment bolt holes in the connecting piece (8) and FR12A.

If all of the hole diameters are 6,024 mm (0.23717 in) or less, continue the procedure from Step 3.D.(2).

If one or more of the holes is more than 6,024 mm (0.237 in) but less than 6,35 mm (0.25 in):

- (i) Use a 6,35 mm (0.25 in) (H7) reamer to increase the diameters of all of the bolt holes in the connecting piece (8) and FR12A. Deburr the holes.
- (g) If one or more holes is 6,374 mm (0.251 in) or more, replace the connecting piece (8) and/or FR12A (Ref. Table 601 - Component Replacement Data).

| Component | Part No. | Replacement |
|--------------------------------|----------------------------|--------------------------------------|
| FR12A (Assembly) | 112.35.06.197 6201.0134 | Ref. ROM, Chap 2 or SRM, 51-00-03 |
| Fitting (CONFIG 1) | 116.40.06.033 | Ref. Step 3.D.(1)(b), Pre-drilled |
| Fitting (CONFIG 1) | 116.40.06.112 | Ref. Step 3.D.(1), Final Diameter |
| Connecting Piece (CONFIG 2) | 6232.0026 | Ref. Step 3.D.(2), Pre-drilled |

Table 601 - Component Replacement Data

- (3) Do a Non-Destructive Inspection (NDI):

NOTE: As an alternative to the dye-penetrant inspection you can do an eddy current inspection, which does not require removal of the surface finish. A right-angled shaft surface-probe with minimal drop is required to inspect in the gap between the lugs of the components:

- CONFIG 1 aircraft - smallest gap is 12,7 mm (0.5 in).
- CONFIG 2 aircraft - smallest gap is 6 mm (0.24 in).

NOTE: Step 3.C.(3)(a) is only necessary if you will do a dye-penetrant NDI. The eddy current NDI does not require the removal of surface treatment.

- (a) Obey the manufacturers instructions and use the white spirit (Material No. P01-008), abrasive pads (Material No P02-020) and/or non-metal scrapers to remove the layers of paint and protection from:

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

- All surfaces of the fitting (3) or connecting piece (8)
- The location on the surface of FR12A where the fitting (6) or connecting piece (8) was installed.

CAUTION: ONLY PERSONNEL QUALIFIED AND CERTIFIED TO THE APPLICABLE LEVEL II (OR HIGHER) OF NATIONAL AEROSPACE STANDARD NAS 410, EUROPEAN STANDARD EN 4179 OR MIL-STD-410E, OR EQUIVALENT AEROSPACE STANDARD, ARE PERMITTED TO DO THE NDI.

(b) Do a dye-penetrant NDI, or the alternative eddy current NDI, as follows:

NOTE: Refer to Airworthiness Limitations Doc. 02334, Appendix J, or SRM 51-00-09 as applicable for the related inspection procedures.

(i) Do the NDI for cracks in all surfaces of the:

- Fitting (3) or connecting piece (8). Make sure you do a thorough inspection of the critical areas (Ref. Fig. 603)
- Applicable area of FR12A.

(ii) No crack damage is permitted. You must replace:

- Cracked components (Ref. Table 601 - Component Replacement Data)
- FR12A if cracks are found.

D. Installation (Ref. Fig. 601)

CONFIG 1:

(1) Install the fitting (3):

NOTE: Steps 3.D.(1)(a) and (b) are not necessary when you install a new fitting P/N 116.40.06.112.

(a) Preparation of removed and inspected fitting:

- Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the applicable components and inspection areas (Ref. ROM Chap 12 or SRM 51-00-06).
- Obey the manufacturers instructions and apply layers of primer (Material No. P07-007) and paint as necessary to the applicable components and inspection areas (Ref. ROM Chap 12 or SRM 51-00-06).
- Use a permanent marker pen to re-apply the part markings as recorded during the removal procedure.

(b) Preparation of new fitting P/N 116.40.06.033:

- Use a suitable drill and reamer to increase the diameter of the three attachment holes to between 4,820 and 4,832 mm.
- Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the reamed holes (Ref. ROM Chap 12 or SRM 51-00-06).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

- (c) Obey the manufacturers instructions and apply layers of corrosion preventative (Material No. P04-039) on the faying surfaces of FR12A and the fitting (3), nuts (4), washers (2) and bolts (1).
- (d) Put the fitting (3) in position on FR12A and install the bolts (1), washers (2) and nuts (4).
- (e) Obey the manufacturers instructions and use the white spirit (Material No. P01-008) to remove unwanted corrosion preventative.

CONFIG 2:

- (2) Install the connecting piece (8):

NOTE: Step 3.D.(2)(a) is only necessary for installation of a new connecting piece P/N 6232.0026.01.

- (a) Preparation of a new connecting piece P/N 6232.0026.01:
 - (i) Use a suitable drill and reamer to increase the diameter of the two attachment holes to between 6,000 and 6,012 mm.
 - (ii) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the reamed holes (Ref. ROM Chap 12 or SRM 51-00-06).
- (b) Do the subsequent steps if all of the hole diameters are 6,024 mm (0.23717 in) or less:
 - NOTE:** Steps 3.D.(2)(b)(i) thru (iii) are necessary only when you install a connecting piece that has been removed and inspected.
 - (i) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the applicable components and inspection areas (Ref. ROM Chap 12 or SRM 51-00-06).
 - (ii) Obey the manufacturers instructions and apply layers of primer (Material No. P07-007) and paint as necessary to the applicable components and inspection areas (Ref. ROM Chap 12 or SRM 51-00-06).
 - (iii) Use a permanent marker pen to re-apply the part markings as recorded during the removal procedure.
 - (iv) Obey the manufacturers instructions and apply layers of corrosion preventative (Material No. P04-039) on the faying surfaces of FR12A and the connecting piece (8), bolts (5), washers (6) and nuts (7).
 - (v) Put the connecting piece (8) in position on FR12A and install the bolts (5), washers (6) and nuts (7).
 - (vi) Obey the manufacturers instructions and use the white spirit (Material No. P01-008) to remove unwanted corrosion preventative.

NOTE: Steps 3.D.(2)(c) thru 3.D.(2)(c)(vii) changes CONFIG 2A to CONFIG 2B.

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

(c) Do the subsequent steps if one or more of the holes are more than 6,024 mm (0.237 in) but less than 6,35 mm (0.25 in).

NOTE: Step 3.D.(2)(c)(i) is not necessary for holes of diameter between 6.35 and 6.374 mm.

- (i) Use a 6,35 mm (0.25 in) (H7) reamer to increase the diameters of the bolt holes. Make sure there are no sharp edges.
- (ii) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the applicable components and inspection areas and the surfaces of the bolt holes (Ref. ROM Chap 12 or SRM 51-00-06).
- (iii) Obey the manufacturers instructions and apply layers of primer (Material No. P07-007) and paint as necessary to the applicable components and inspection areas (Ref. ROM Chap 12 or SRM 51-00-06).
- (iv) Use a permanent marker pen to re-apply the part number markings as recorded during the removal procedure.
- (v) Obey the manufacturers instructions and apply layers of corrosion preventative (Material No. P04-039) on the faying surfaces of FR12A and the connecting piece (8), bolts (9) and (10), washers (11) and nuts (12).
- (vi) Put the connecting piece (8) in position on FR12A and install the longer bolt (9) in the top hole and the shorter bolt (10) in the lower hole. For each bolt (8) and (10) install one washer (11) under the head of the bolt and one washer (11) under the nut (12).
- (vii) Obey the manufacturers instructions and use the white spirit (Material No. P01-008) to remove unwanted corrosion preventative.

E. Close up

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

CONFIG 1:

(2) Install the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 1).

CONFIG 2:

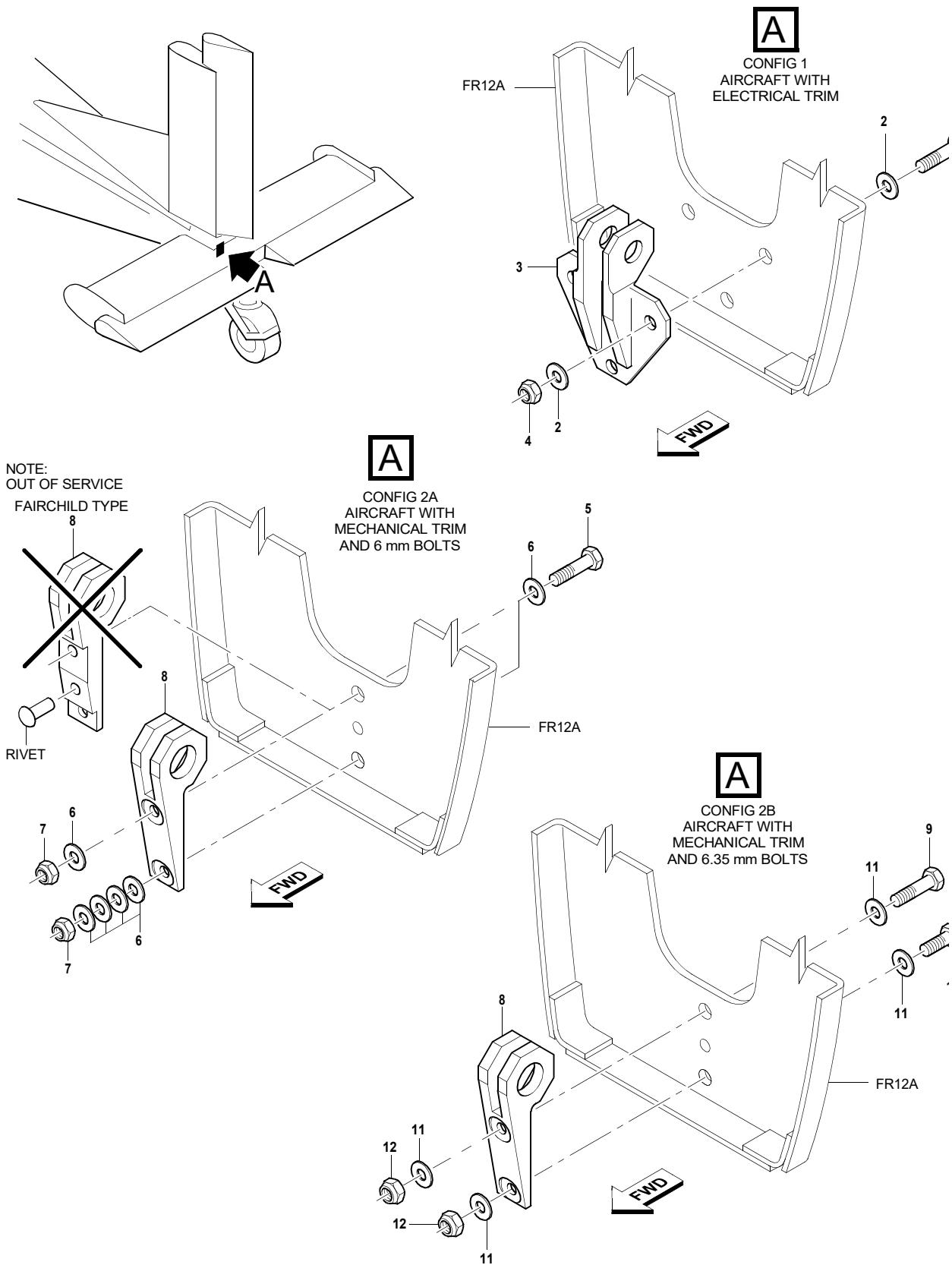
(3) Install the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 2).

EFFECTIVITY: All

53-30-00

Page 607
Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL



Horizontal Trim-Actuator Support-Bracket and FR12A - Inspection/Check and Replacement
 (Riveted Fairchild Type was Removed by SB-53-001 Rev. 1)

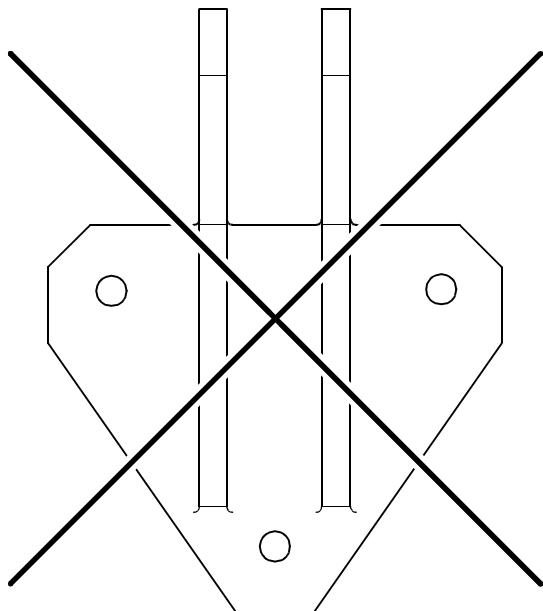
Figure 601

EFFECTIVITY: All

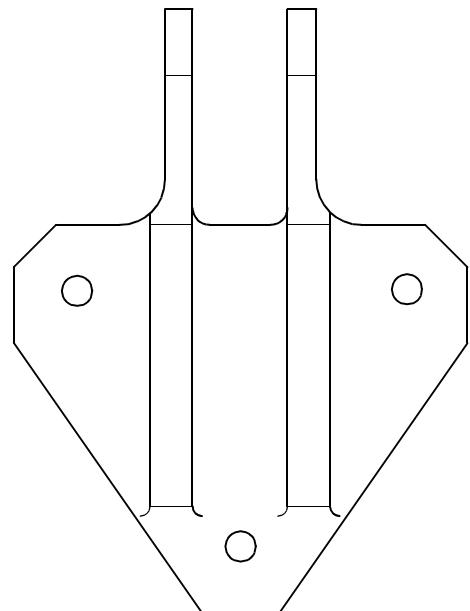
53-30-00

Page 608
 Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL



WITHOUT INDEX AFTER
PART NUMBER



WITH INDEX AFTER
PART NUMBER

NOTE: OUT OF SERVICE

1479

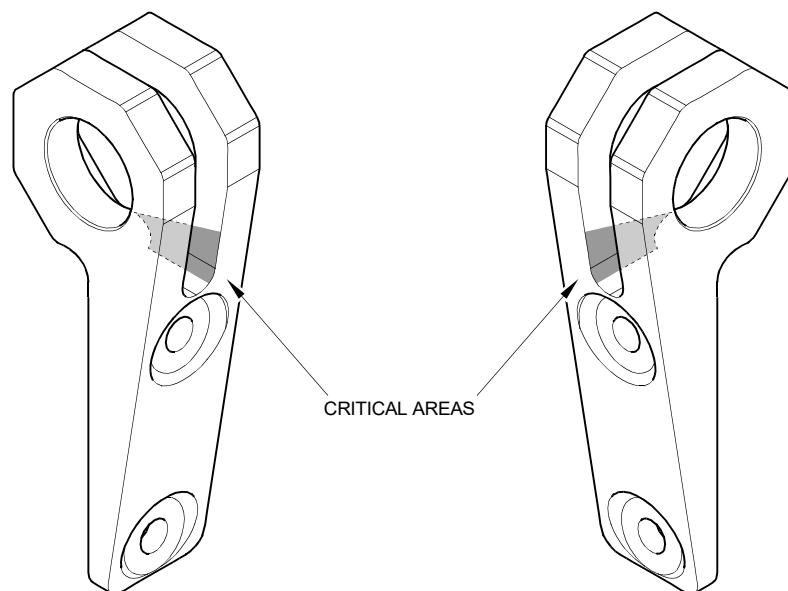
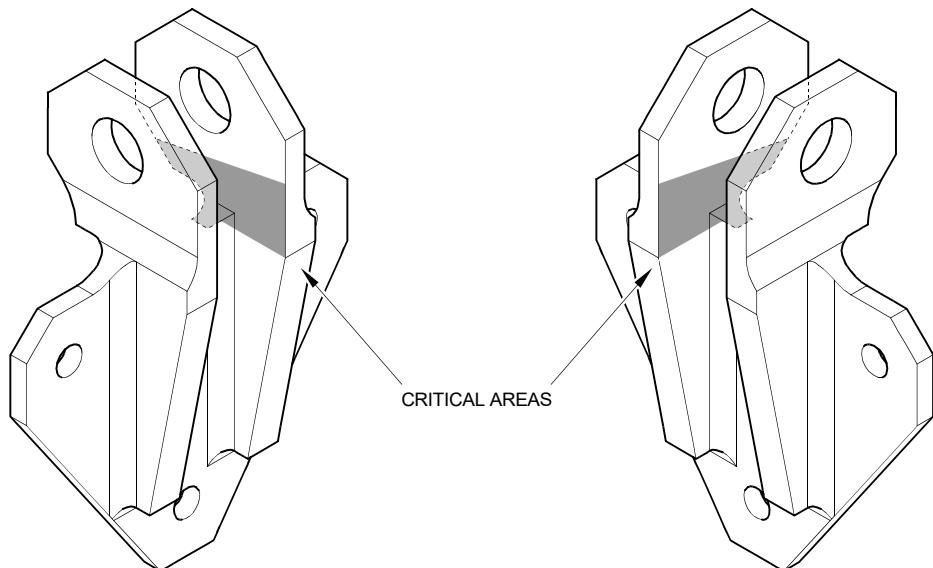
Difference Between Fittings 116.40.06.033
(Fitting Without Index was Removed by SB 53-001 Rev. 1)
Figure 602

EFFECTIVITY: All

53-30-00

Page 609
Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL



SB2886

Critical Inspection Areas
Figure 603

EFFECTIVITY: All

53-30-00

Page 610
Oct 30/20

PILATUS
PC-6
MAINTENANCE MANUAL

**HORIZONTAL TRIM-ACTUATOR BEARING-FORK OR BEARING SUPPORT ASSEMBLIES
INSPECTION / CHECK**

1. General

This procedure is referenced from the AMM Airworthiness Limitations page-block 04-00-00.

This procedure gives the data and instructions necessary to do an inspection of the horizontal trim-actuator bearing-fork, or bearing support assemblies, installed in the horizontal stabilizer.

This inspection is applicable to:

- Aircraft with electrical trim with a bearing fork (CONFIG 1)
- Aircraft with mechanical trim with bearing support assemblies (CONFIG 2)
- Aircraft with mechanical trim with a bearing fork (CONFIG 3).

This inspection must be done at the same time as the inspection of the Horizontal Trim-Actuator Support-Bracket and Frame 12A (Ref. 53-30-00, Page Block 601).

2. Job Set Up Information

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

| Material No. | Description | Remarks |
|--------------|------------------------|---------------|
| P01-008 | Solvent | |
| P02-020 | Scotch-Brite | Regular grade |
| P02-031 | Absorbent Paper | |
| P04-039 | Corrosion Preventative | CA1000 |
| P07-001 | CCC Solution | Alodine 1200S |
| P07-007 | Primer (Epoxy) | |

3. Procedures

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURER'S HEALTH AND SAFETY INSTRUCTIONS.

NOTE: In the procedures that follow:

- CONFIG 1 refers to aircraft with electrical trim with a bearing fork
- CONFIG 2 refers to aircraft with mechanical trim with bearing support assemblies
- CONFIG 3 refers to aircraft with mechanical trim with a bearing fork.

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

A. Preparation (Ref. Fig. 601)

CONFIG 1:

- (1) Remove the horizontal stabilizer actuator (Ref. AMM 27-45-11, Page Block 401, CONFIG 1).
- (2) Use applicable supports to hold the horizontal stabilizer in a position which gives access to the bottom surface.
- (3) Make a record of the part number markings of the bearing fork (4).

CONFIG 2:

- (4) Remove the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 2). During this procedure use clamps (or equivalent) to make sure the cables stay in position on spools of the mechanical actuator and operating mechanism.
- (5) Use applicable supports to hold the horizontal stabilizer in a position which gives access to the bottom surface.
- (6) Make a record of the part number markings of the bearing supports (6) and (7).

CONFIG 3:

- (7) Remove the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 3). During this procedure use clamps (or equivalent) to make sure the cables stay in position on spools of the mechanical actuator and operating mechanism.
- (8) Use applicable supports to hold the horizontal stabilizer in a position which gives access to the bottom surface.
- (9) Make a record of the part number markings of the bearing fork (4).

B. Inspection (Ref. Fig. 601)

- (1) Do a visual inspection:
 - (a) Remove loose paint if necessary, then use absorbent paper (Material No. P02-031) and the solvent (Material No. P01-008) to clean:
 - The surfaces of the bearing fork (4) or bearing supports (6) and (7) to which you have access.
 - (b) Use a 10x magnifier and bright light to visually examine the following parts for damage, cracks and signs of uneven wear. No damage, cracks or uneven wear is permitted:
 - The bearing fork (4) or bearing supports (6) and (7) to which you have access.

If you find uneven wear, contact Pilatus Aircraft Ltd.

PILATUS
PC-6
MAINTENANCE MANUAL

(2) Do a Non-Destructive Inspection (NDI):

NOTE: As an alternative to the dye-penetrant inspection you can do an eddy current inspection, which does not require removal of the surface finish. A right-angled shaft surface-probe with minimal drop is required to inspect in the gap between the lugs of the components:

- CONFIG 1 and 3 aircraft - smallest gap is 12,7 mm (0.5 in).
- CONFIG 2 aircraft - smallest gap is 7,5 mm (0.30 in).

NOTE: Step 3.B.(2)(a) is only necessary if you will do a dye-penetrant NDI. The eddy current NDI does not require the removal of surface treatment.

(a) Obey the manufacturers instructions and use the solvent (Material No. P01-008), Scotch-Brite (Material No P02-020) and/or non-metal scrapers to remove the layers of paint and protection from:

- The surfaces of the bearing fork (4) or bearing supports (6) and (7) to which you have access.

CAUTION: ONLY PERSONNEL QUALIFIED AND CERTIFIED TO THE APPLICABLE LEVEL II (OR HIGHER) OF NATIONAL AEROSPACE STANDARD NAS 410, EUROPEAN STANDARD EN 4179 OR MIL-STD-410E, OR EQUIVALENT AEROSPACE STANDARD, ARE PERMITTED TO DO THE NDI.

(b) Do a dye-penetrant NDI, or the alternative eddy current NDI, as follows:

NOTE: Refer to Airworthiness Limitations Doc. 02334, Appendix J, or SRM 51-00-09 as applicable for the related inspection procedures.

(i) Do the NDI for cracks in all surfaces of the:

- Bearing fork (4) or bearing supports (6) and (7).

(ii) No crack damage is permitted. You must replace:

- Cracked components (Ref. Table 601 - Component Replacement Data)
- The two bearing supports (6) and (7) if only one is found cracked.

| Component | Part No. | Replacement |
|---------------------------------------|---------------|---------------------------------------------------------------|
| Bearing Fork (CONFIG 1 and 3) | 116.40.06.034 | Ref. Para C |
| Bearing Support (Left) (CONFIG 2) | 6304.0023.01 | Ref. Repair and Overhaul Manual (ROM), Chap 2 or SRM 51-00-03 |
| Bearing Support (Right) (CONFIG 2) | 6304.0023.02 | Ref. Repair and Overhaul Manual (ROM), Chap 2 or SRM 51-00-03 |

Table 601 - Component Replacement Data

(3) If you find no crack damage:

(a) Obey the manufacturers instructions and apply a layer of CCC Solution (Material No. P07-001) to all bare metal areas.

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

- (b) Obey the manufacturers instructions and apply layers of primer (Material No. P07-007) and paint as necessary to the applicable components (Ref. ROM, Chap 12).
- (c) Use a permanent marker pen to re-apply the part number markings as recorded during the preparation procedure.

C. Replacement (Ref. Fig. 601)

- (1) Remove the horizontal stabilizer (Ref. AMM 55-11-11, Page Block 401).

CONFIG 1 AND 3:

- (2) Remove the bearing fork (4):
- (3) Use a suitable drill to remove the rivets that attach the access panel (1) to the bottom skin of the horizontal stabilizer. (Ref. ROM Chap 2 or SRM 51-00-03).

NOTE: Some horizontal stabilizers have two access panels (1).

- (a) Remove the nuts (5) and (10), washers (3) and (9), the bolts (2) and the screw (8) then remove the bearing fork (4). Discard the bearing fork (4) only after you have used it as a template in Step 3.C.(4)(a) and (b).
- (b) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary in the rivet holes and on all bare metal surfaces.
- (4) Preparation of a new bearing fork (4):
 - (a) Use a suitable drill to match drill the top two holes in the bearing fork (4) to the holes in the structure. Use the removed bearing fork (4) as a template. Ream the holes to final size diameter 4,82 +0,012/-0 mm.
 - (b) Use a suitable drill and reamer to match drill the third hole in the bearing fork (4) to the existing 3,2 mm hole in the stringer. Use the removed bearing fork (4) as a template.
 - (c) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) as necessary to the reamed hole (Ref. ROM Chap 12 or SRM 51-00-06).
- (5) Install the new bearing fork (4):
 - (a) Obey the manufacturers instructions and apply layers of corrosion preventative (Material No. P07-039) on the faying surfaces of the bearing fork (4) and the adjacent structure. Also do this on the applicable surfaces of the nuts (5) and (10), washers (3) and (9), the bolts (2) and the screw (8).
 - (b) Put the bearing fork (4) in position and install the bolts (2), the screw (8), the washers (3) and (9) and the nuts (5) and (10).
 - (c) Obey the manufacturers instructions and use the solvent (Material No. P01-008) to remove unwanted corrosion preventative.

CONFIG 2:

- (d) Replace the bearing supports (6) and (7) (Ref. ROM Chap 2 or SRM 51-00-03).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

CONFIGS 1, 2 AND 3:

- (6) Obey the manufacturers instructions and apply layers of CCC solution (Material No. P07-001) on the faying surfaces of the access panel (1) and adjacent skin.
- (7) Put the access panel (1) in position and install rivets (CR3223-4-2) (Ref. ROM Chap 2 or SRM 51-00-03).
- (8) Install the horizontal stabilizer (Ref. AMM 55-11-11, Page Block 401).

D. Close up

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

CONFIG 1:

- (2) Install the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 1).

CONFIG 2:

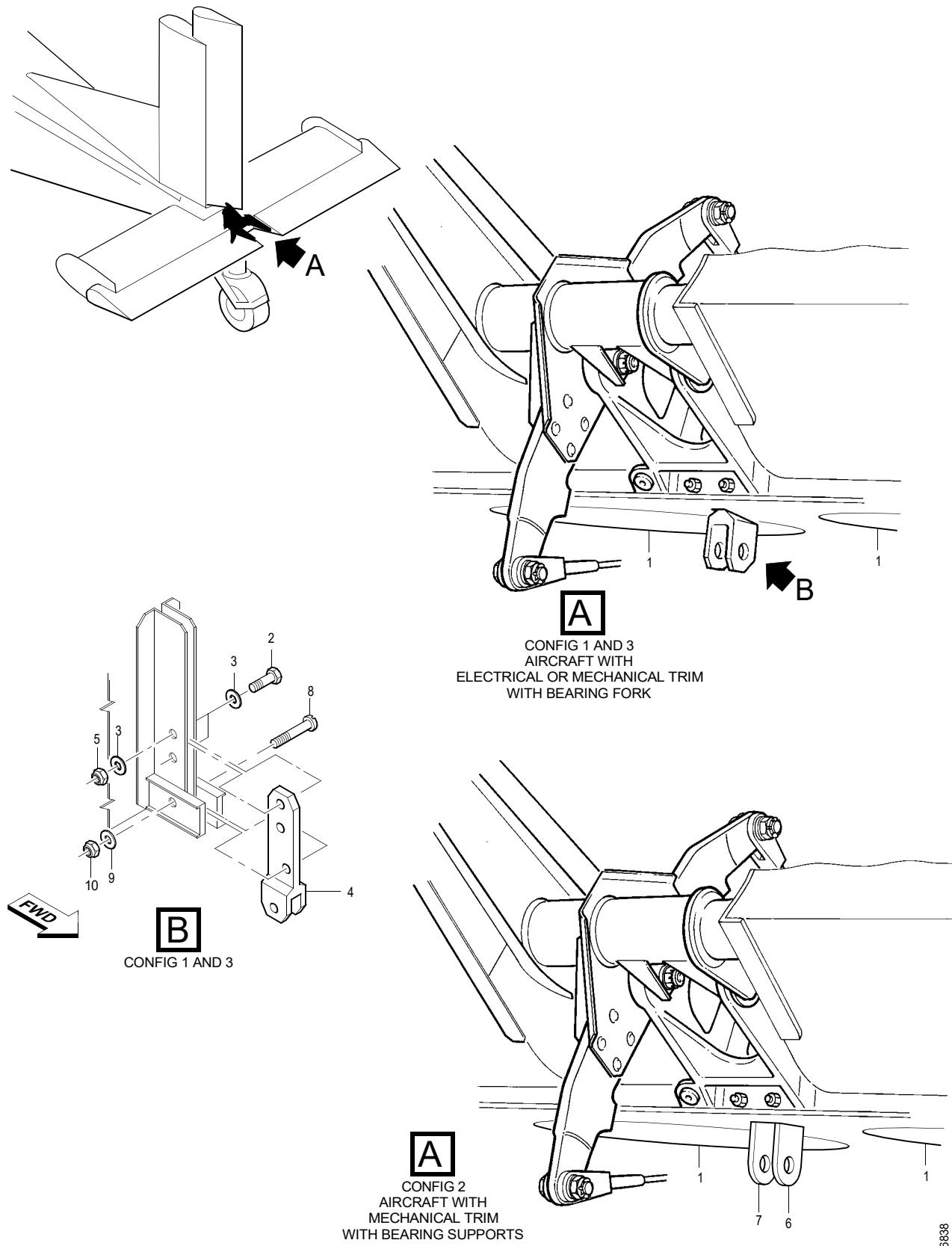
- (3) Install the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 2).

CONFIG 3:

- (4) Install the horizontal stabilizer actuator (Ref. AMM, 27-45-11, Page Block 401, CONFIG 3).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL



Horizontal Trim-Actuator Bearing-Fork or Bearing Support Assembly - Inspection/Check
 Figure 601

6838

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

CHECK 2 - EDDY CURRENT INSPECTION

1. General

This procedure gives the data for the Eddy Current Inspection (Check 2) of the Wing Strut Fittings and is applicable to both 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 |
| - | Eddy Current NDT Equipment | NORTEC 2000 Eddy Current Instrument or equivalent |
| - | Shielded Probe and Lead Combination | 3 mm Diameter, 500 KHz, 90-degree |
| - | Calibration Standard | 7075 Aluminum, 2124 Aluminum or 2024 Aluminum with an EDM slot 0.5 mm deep |

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 | |

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

| Material No. | Description | Remarks |
|--------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------|
| P07-007 | Epoxy Primer | |
| P07-020 | Paint, White | |
| P08-018 | Sealant | If required, for strut fittings 111.35.06.193, 111.35.06.194, 111.35.06.195, 111.35.06.216, 111.35.06.217, 111.35.06.218 |
| 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. 602)

- (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).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

- (3) Remove minor surface corrosion (Ref. ROM. Chap. 2 and 4) from the given fittings (1). This step is 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 (Ref. Para. 3.B.(6)).

CAUTION: ONLY PERSONNEL THAT ARE TRAINED AND APPROVED (BY THE LOCAL AIRWORTHINESS AUTHORITIES) CAN DO THIS PROCEDURE.

- (6) Do the non destructive inspection (Eddy Current).

- (a) For strut fittings 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 check of the sealant bead (Ref. Fig. 602, Sheet 2):

1 The sealant bead does not require removal for the inspection if:

- The sealant bead between the bush and the fitting is flat and coated (or was coated) with white paint. If the white paint was loose or flaking, it should have been removed in Step 3.B.(1)
and
• The sealant bead is in good condition

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

2 The sealant bead does require removal for the inspection if:

- There is a thick, raised, bead of sealant between the bush and the fitting
- The sealant bead is loose or damaged

(b) If necessary, remove the sealant bead as follows:

- 1 Use a non-metallic scraper to remove the sealant.
- 2 Use the absorbent paper (Mat. No. P02-031) and the solvent (Mat. No. P01-010) to clean the area where the sealant was applied.

(c) Calibrate the Eddy Current Instrument as follows:

- Frequency 300 - 500 KHz
- Probe selection Absolute
- Refer to the manufacturer's handbook and calibrate the instrument for an 80% upscale deflection from the 0.5 mm EDM slot of the calibration standard.

(d) Inspection of the fittings

NOTE 1: Use a non-metallic object to guide the probe as close as possible to all the edges.

NOTE 2: Specially inspect the areas shown on Figure 602, Detail B.

- 1 Do the procedure as given in the manufacturer's handbook.
- 2 Put the probe on the lower face of the left fitting.
- 3 Move the probe across the lower face. Make sure you get as close as possible to the outer edges of the fitting and as close as possible to the edges of the bearing (Ref. Detail B).
- 4 Put the probe on the upper face of the left fitting.
- 5 Move the probe across the upper face. Make sure you get as close as possible to the outer edges of the fitting and as close as possible to the edges of the bearing (Ref. Detail B).
- 6 Put the probe on the face of the edge of the left fitting.
- 7 Move the probe across the face of the edge. Make sure you get as close as possible to the outer edges (Ref. Detail C).
- 8 If the bearing is removed:
 - Put the probe on the inner face of the bearing hole of the left fitting
 - Move the probe across the face and around the hole. Make sure you get as close as possible to the outer edges of the hole.
- 9 Do Para. 3.B.(6)(b) thru 8 again for the right fitting.

PILATUS
PC-6
MAINTENANCE MANUAL

10 If you find a crack, you must replace the fitting (Ref. 57-00-02, Page Block 401) before next flight.

(e) 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.

(f) For strut fittings 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, apply sealant and /or paint as required (Ref. Fig. 602, Sheet 2):

- 1 If you removed the sealant, use absorbent paper (Mat. No. P02-031) and solvent (Mat. No. P01-010) to clean the area between the bush and the fitting.
- 2 Apply a thin, flat, bead of sealant (Mat. No. P08-018) between the bush and the fitting and let the sealant dry.
- 3 Apply white paint (Mat. No. P07-020) over the sealant bead.

(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. 602)

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.

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

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. 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.

(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. 602)

(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).

PILATUS
PC-6
MAINTENANCE MANUAL

- (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.

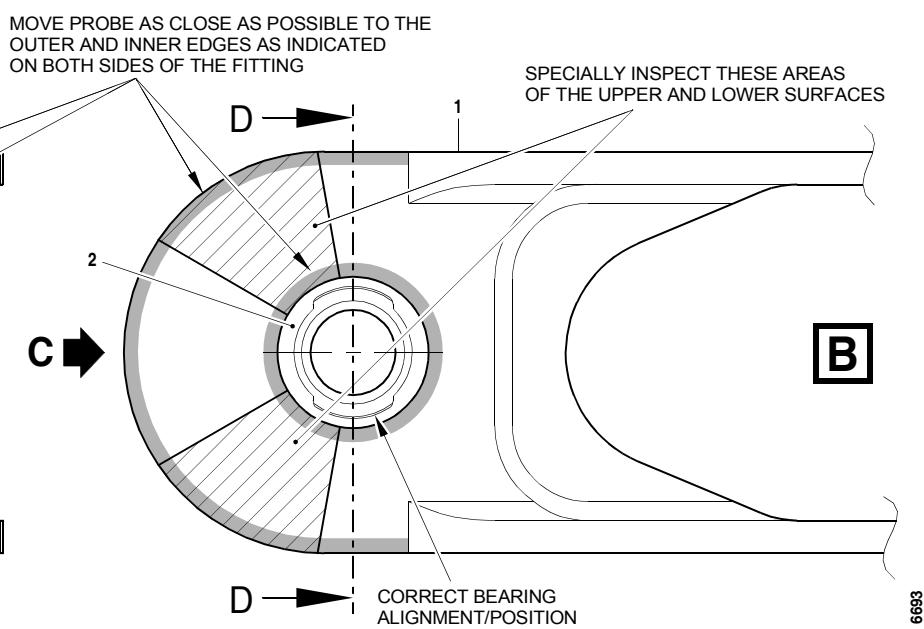
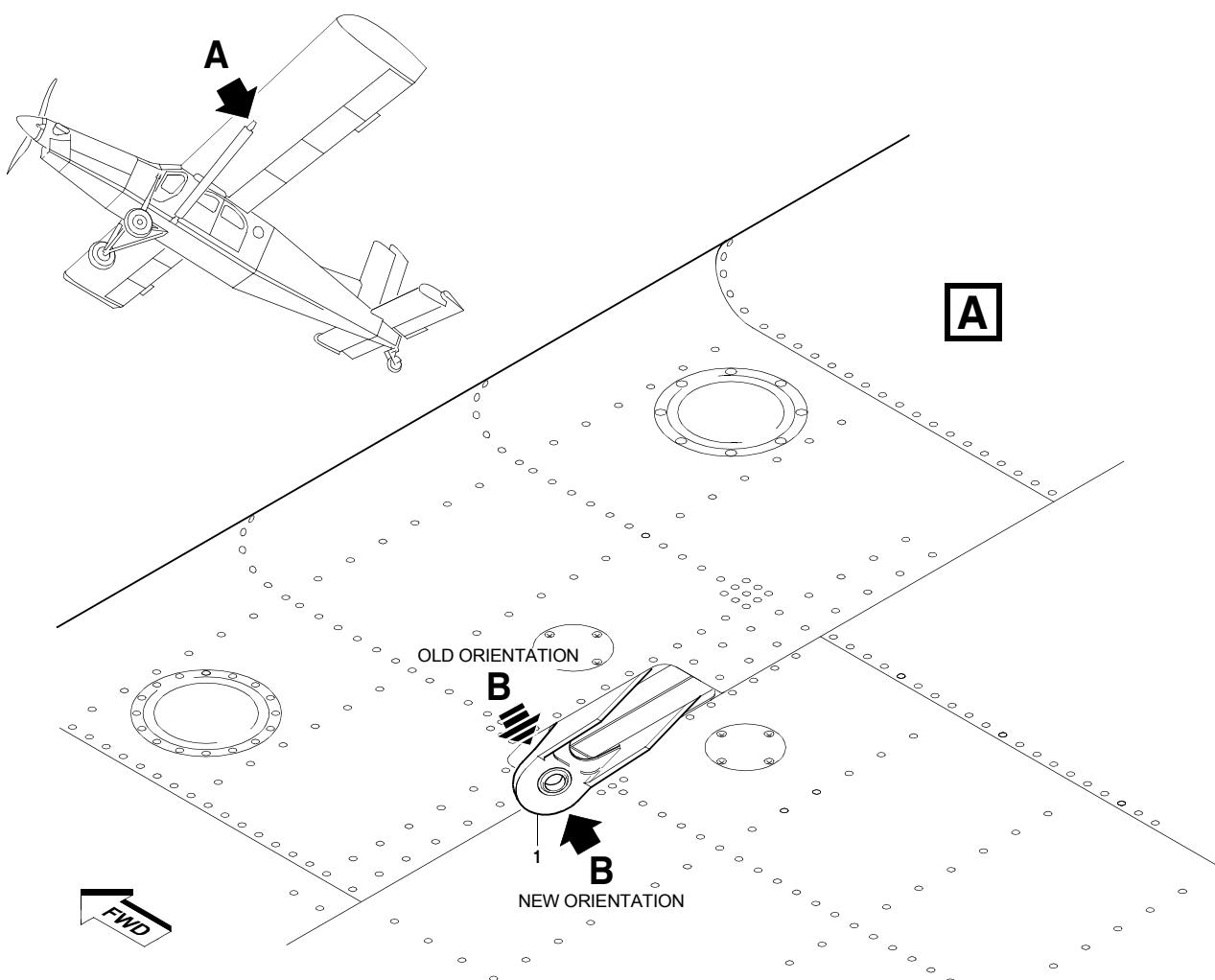
- (9) Let the adhesive (Mat. No. P08-059) cure for 5 to 7 days at room temperature or 2 hours at $65 \pm 5^\circ\text{C}$ ($136 \pm 8^\circ\text{F}$).

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).

EFFECTIVITY: All

PILATUS
PC-6
MAINTENANCE MANUAL

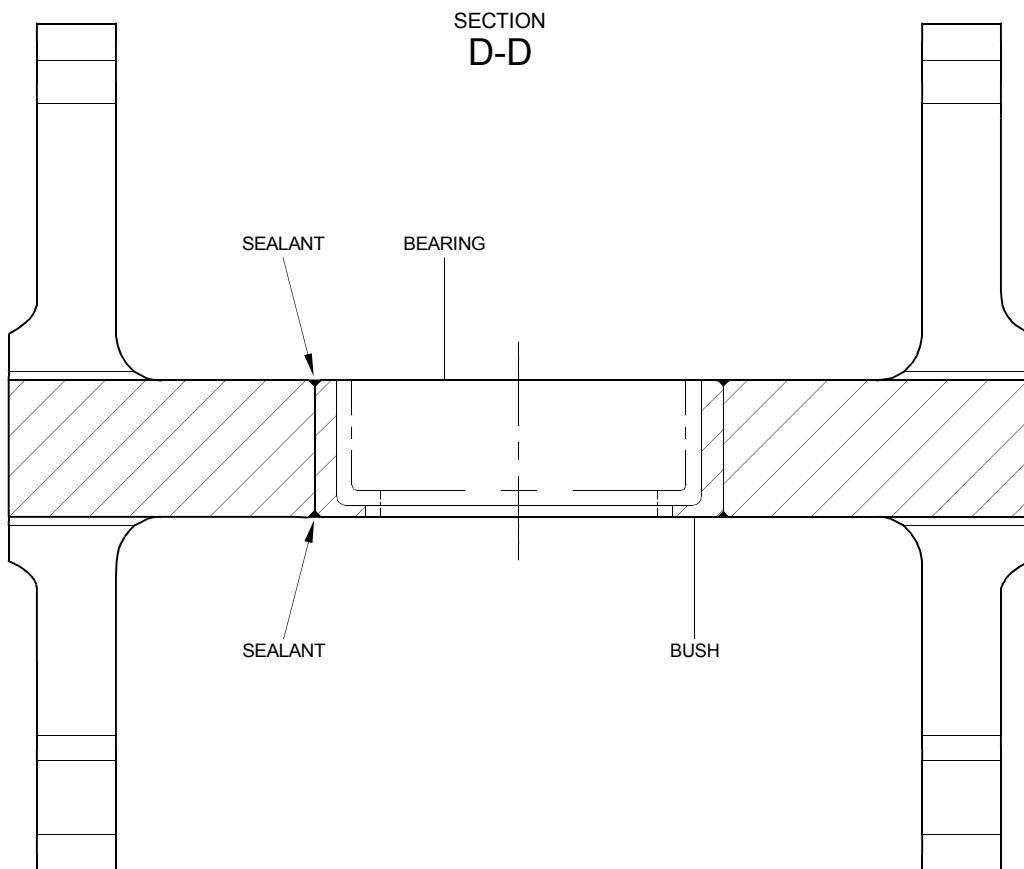


EFFECTIVITY: All

57-00-02

Page 614
Jan 30/18

PILATUS
PC-6
MAINTENANCE MANUAL



6694

Wing Strut Fitting - Inspection
Figure 602 (Sheet 2 of 2)

EFFECTIVITY: All

57-00-02

Page 615
Jan 30/18

PILATUS
PC-6
MAINTENANCE MANUAL

INTENTIONALLY BLANK

EFFECTIVITY: All

57-00-02

Page 616
Jan 30/18

Engine Model(s): PT6A
72-60-00

ACCESSORY GEARBOX ASSEMBLY - MAINTENANCE PRACTICES

1. General

- A. Maintenance personnel should make reference to the INTRODUCTION section and Chapter 70-00-00 STANDARD PRACTICES of this manual to familiarize themselves with general procedures.
- B. Install suitable protective caps/covers over all disconnected tubes/lines and component openings.
- C. Lockwire shall comply with specification AMS 5687, heat and corrosion resistant steel wire MS9226-03, which is 0.025 inch diameter, and will not be specified in instructions.

2. Consumable Materials

The consumable materials listed below are used in the following procedures.

| Item No. | Name |
|-----------------|-------------------------------|
| PWC03-001 | Oil, Engine Lubricating |
| PWC05-037 | Enamel, Epoxy |
| PWC05-061 | Cloth, Abrasive Coated Crocus |
| PWC05-101 | Cloth, Abrasive |
| PWC11-014 | Alcohol, Isopropyl |
| PWC13-001 | Primer, Epoxy |

3. Special Tools

The special tools listed below are used in the following procedures.

| Tool No. | Name | Application |
|-----------------|-------------|--------------------|
| PWC30046-52 | Puller | |
| PWC30046-54 | Puller | Post-SB1386 |
| PWC30046-57 | Puller | |
| PWC30051-01 | Base | |
| PWC30051-02 | Drift | |
| PWC30052 | Puller | |
| PWC30054 | Drift | Pre-SB1386 |

| Tool No. | Name | Application |
|--------------|-------------------------------------------|-------------------------------|
| PWC30075 | Drift | |
| PWC30128-04 | Puller | |
| PWC30274 | Base | |
| PWC30373 | Puller/Pusher | |
| PWC30415 | Compressor | |
| PWC30499-50 | Gage, spline wear | |
| PWC30675 | Drift | Post-SB1386 |
| PWC30854 | Adapter | |
| PWC32275 | Plate, Impeller | |
| PWC32396-400 | Jackscrews | Replaces PWC42034 (No. 10-32) |
| PWC37088-001 | Drift, Seal | |
| PWC37088-002 | Drift, Seal | |
| PWC37088-003 | Drift, Seal | |
| PWC42034 | Jackscrews | Replaced by PWC32396-400 |
| PWC50502 | Compressor, AGB Centrifugal Impeller Ring | |
| PWC70838 | Puller | |
| PWC70869 | Drift | |

4. Fixtures, Equipment and Supplier Tools

Not Applicable

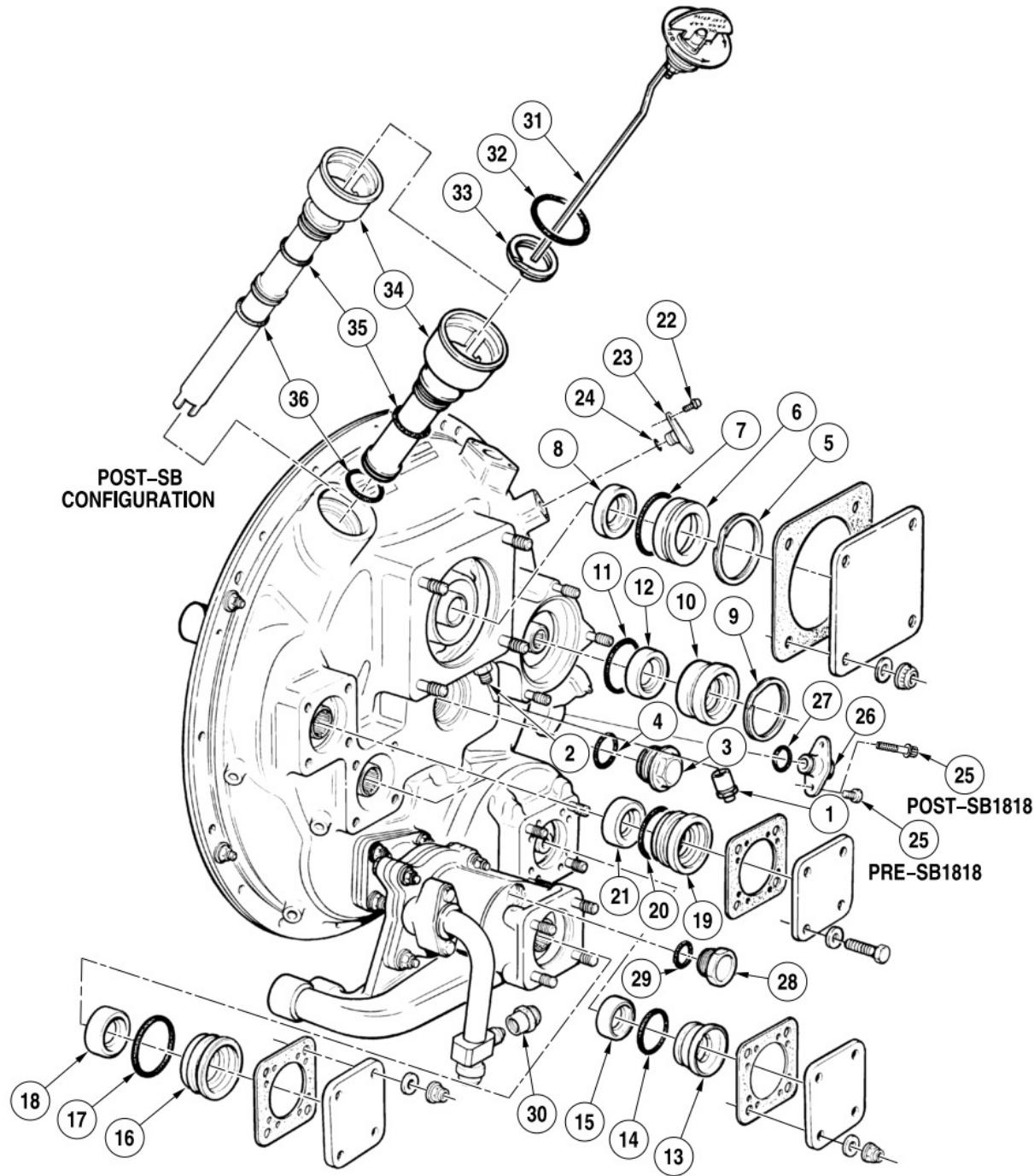
5. Removal/Installation

NOTE: Replacement of externally mounted driveshaft seals, oil pressure relief valve, oil filler cap/dipstick/gage assembly and oil filler tube is accomplished as a Line Maintenance Practice and detailed under Removal/Installation. Replacement of internally mounted driveshaft seals, centrifugal breather carbon seal and starter-generator gearshaft are done as a Heavy Maintenance Practice and detailed under Approved Repairs.

A. Removal of Accessory Drive Seals (Ref. Fig. 201)

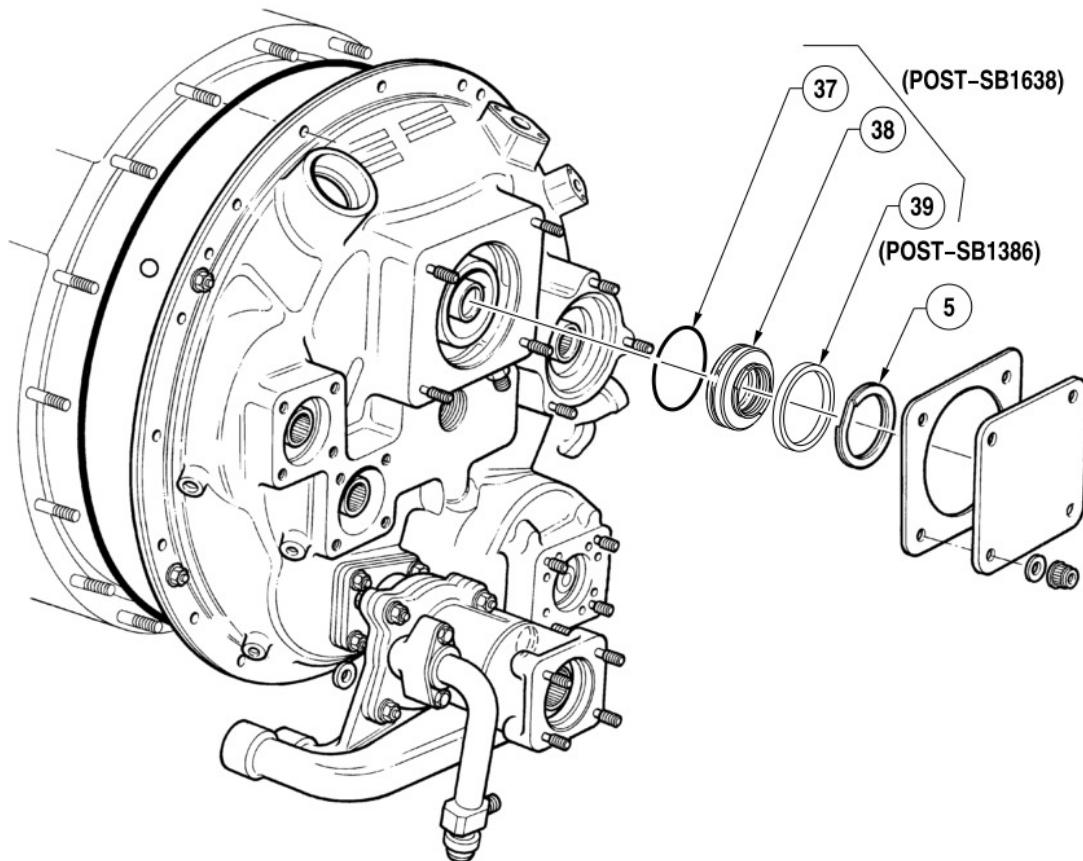
Figure 201 Removal of Oil Seal and Oil Seal Carrier (Typical)

(SHEET 1 OF 2)



icn-00198-g000103821-001-01

(SHEET 2 OF 2)



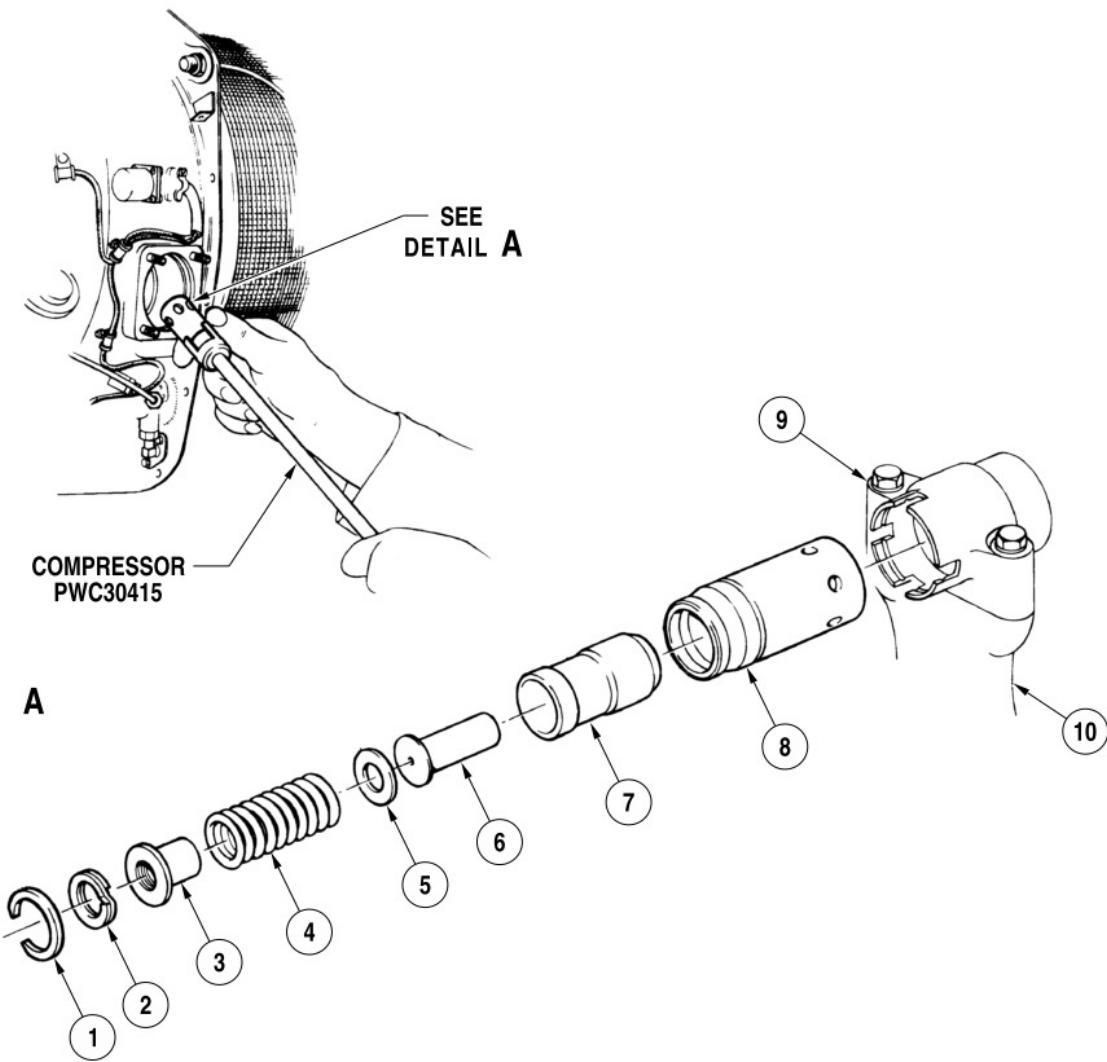
c110780

1. Cap
2. Drain Adapter
3. Plug
4. Preformed Packing
5. Retaining Ring
6. Oil Seal Carrier (Pre-SB1638)
7. Preformed Packing (Pre-SB1638)
8. Seal (Pre-SB1638)
9. Retaining Ring
10. Oil Seal Carrier
11. Preformed Packing
12. Seal
13. Oil Seal Carrier
14. Preformed Packing
15. Seal
16. Oil Seal Retainer
17. Preformed Packing
18. Seal
19. Oil Seal Carrier
20. Preformed Packing
21. Seal
22. Bolt
23. Cover
24. Preformed Packing
25. Hex Bolt (**Pre-SB1818**) or Double Hex Bolt (**Post-SB1818 (PT6A-21)**)
26. Oil Temperature Bulb Adapter
27. Preformed Packing
28. Drain Plug
29. Preformed Packing
30. Cap
31. Filler Cap and Dipstick Assembly
32. Preformed Packing
33. Retaining Ring
34. Filler Tube (Pre-SB1451 or Post-SB1451)
35. Preformed Packing
36. Preformed Packing
37. Packing (Post-SB1638)
38. Lip Seal (Post-SB1638)
39. Spacer (Post-SB1386/Post-SB1638 engines only)

- (1) Remove retaining ring (9, Fig. 201) from fuel pump mounting pads. Extract the oil seal carrier (10) using puller (PWC30046-54). Remove and discard the seal (12) and the preformed packing (11).
- (2) Extract tachometer-drive seal carrier (13) from gearbox mount pad using puller (PWC30046-57). Remove and discard the preformed packing (14) and the seal (15).
- (3) Remove the oil seal retainer (16) from the scavenge pump housing with the puller (PWC30046-52). Remove and discard the preformed packing (17), seal (18) from the oil seal retainer.
- (4) Remove starter generator oil seal carrier (Pre-SB1638) as follows:
 - (a) Remove retaining ring (5, Fig. 201) from the starter generator mounting pad. Extract seal carrier (6) from gearbox pad using puller (PWC30046-54).
 - (b) Remove and discard the preformed packing (7) and Seal (8).
- (5) Remove starter generator lip-seal (Post-SB1638) as follows:
 - (a) Remove retaining ring (5, Fig. 201) from the starter generator mounting pad. Remove the spacer (39) from the lip seal (38) (For Post-SB1386 Engines only).
 - (b) Extract the lip seal (38) from the starter-generator mounting pad using puller (PWC70838).
 - (c) Remove and discard the packing (37) and the lip seal (38).
- (6) Remove two optional drive oil seal carriers (19) using puller (PWC30046-52). Remove and discard preformed packings (20) and seals (21).

B. Removal of Oil Pressure Relief Valve (Ref. Fig. 202)

Figure 202 Removal/Installation of Oil Pressure Relief Valve



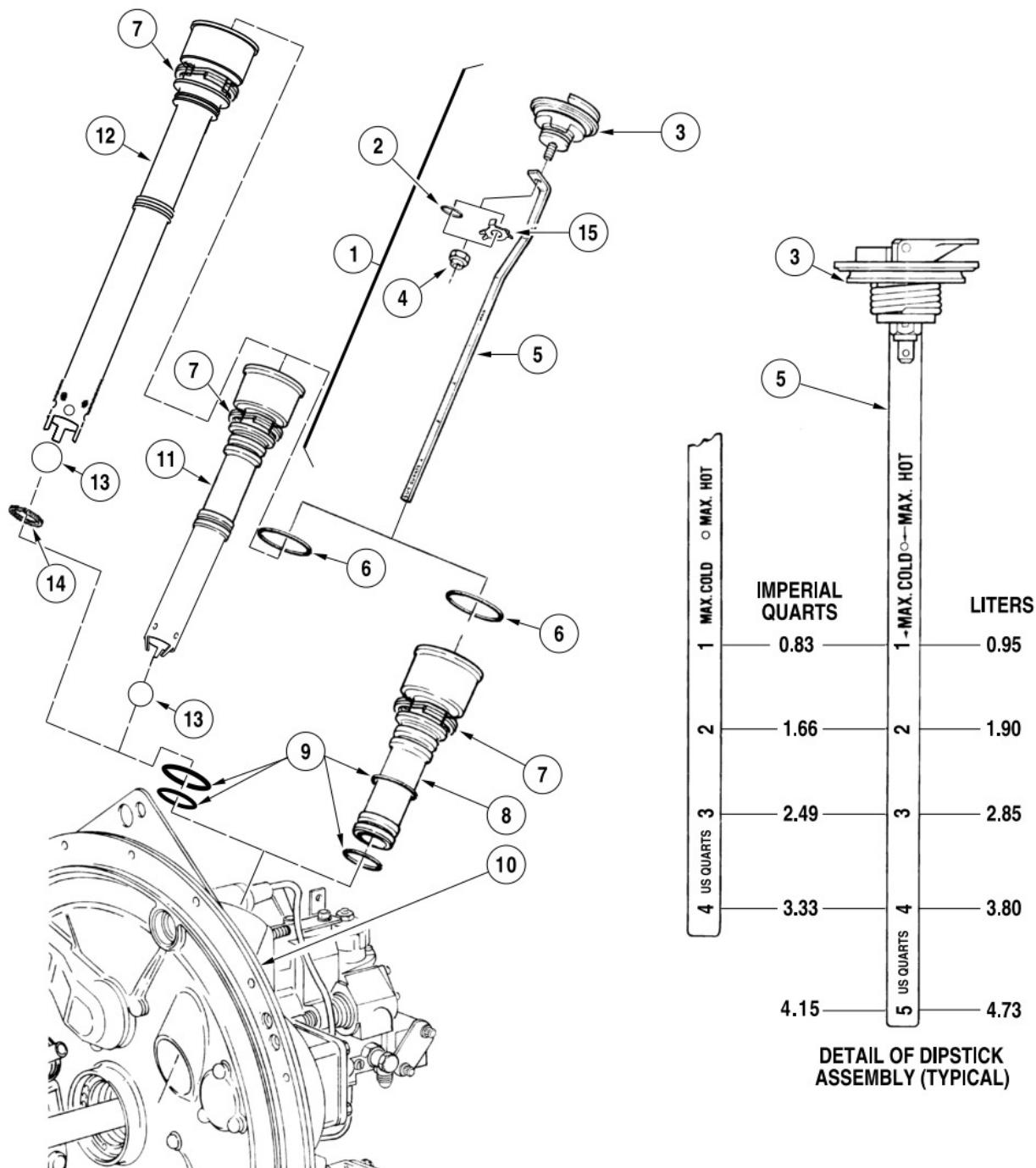
c1248b

1. Retaining Ring
2. Retaining Ring
3. Spring Seat
4. Spring
5. Spacer(s)(6 max.)
6. Guide
7. Relief Valve Piston
8. Sleeve
9. Relief Valve Housing
10. Oil Pump Body

- (1) Remove the oil filter element and housing (Ref. 79-20-02).
- (2) Insert the oil relief valve compressor (PWC30415) through the oil filter housing port to collapse the retaining ring (1) securing the relief valve in the internal bore of the relief valve housing (9).
- (3) Screw the shaft of the compressor into the spring seat (3) to compress the retaining ring (1). When the compressor shaft bottoms, pull on the shaft to extract the relief valve cartridge from the housing.
- (4) Remove the retaining ring (2) from the sleeve (8). Extract the spring seat (3), spring (4), spacer(s)(5), guide (6) and relief valve piston (7) from the sleeve (8).

C. Removal of Oil Filler Cap Dipstick/Gage Assembly and Oil Filler Tube (Ref. Fig. 203)

Figure 203 Removal/Installation of Oil Filler Cap, Dipstick/Gage Assembly and Oil Filler Tube



icn-00198-g000040209-001-01

1. Oil Filler Cap and Gage Assembly
2. Washer (Pre-SB1657)
3. Oil Filler Cap Spindle
4. Locknut
5. Dipstick
6. Preformed Packing
7. Retaining Ring
8. Filler Tube Assembly (Pre-SB1506/Pre-SB1744)
9. Preformed Packings
10. Accessory Gearbox Housing
11. Filler Tube Assembly (Post-SB1506/Pre-SB1659/Post-SB1744)
12. Filler Tube Assembly (Post-SB1659)
13. Plastic Ball (Post-SB1506/Post-SB1659/Post-SB1744)
14. Retaining Ring (Post-SB1659)
15. Keywasher (Post-SB1657)

- (1) Unlock and remove the oil filler cap and gage assembly (1) from the oil filler tube (8, 11 or 12). Remove the preformed packing (6).
- (2) Disengage the retaining ring (7) attaching the oil filler tube (8, 11 or 12) to the accessory gearbox housing (10).
- (3) Remove the oil filler tube (8, 11 or 12) from the accessory gearbox housing (10). Remove and discard the preformed packings (9). If the retaining ring (7) is unserviceable, remove it from the oil filler tube (8, 11 or 12).
- (4) For Post-SB1659 Engines: Remove the retaining ring (14) and the plastic ball (13) from the oil filler tube (12).
- (5) For **Post-SB1506/Post-SB1744** Engines: Remove the plastic ball (13) from the oil filler tube (11).
- (6) When the dipstick requires replacement:
 - (a) Remove the locknut (4) and Pre-SB1657 washer (2) or Post-SB1657 keywasher that attaches the dipstick (5) to the underside of the oil filler cap body and remove the dipstick.
 - (b) Fit a new dipstick (5) on the oil filler cap spindle (3) and attach with Pre-SB1657 washer (2) or Post-SB1657 keywasher (15) and the locknut (4).
- (7) Tighten the locknut 6 to 11 lb.in.
- (8) For Post-SB1657 Engines: Lock the keywasher (15).

NOTE: The oil filler cap and gage assembly (1) are not repairable and should be returned to an approved overhaul facility.

D. Installation of Accessory Drive Seals (Ref. Fig. 201)

WARNING: PUT ON PROTECTIVE GLOVES WHEN YOU HANDLE HOT PARTS TO PREVENT PERSONAL INJURY.

- (1) Put the oil seal carriers (10, 13, 16 and 19) in the oven at 141°C (285°F).
- (2) Lubricate the oil seals (12, 15, 18 and 21) with engine oil (PWC03-001).
- (3) Remove the oil seal carriers from the oven.
- (4) Install each oil seal in their oil seal carrier using the drift (PWC37088-001), (PWC37088-002) or (PWC37088-003).
- (5) Lubricate the preformed packing (11) with engine oil (PWC03-001), then install the preformed packing on the outer diameter of oil seal carrier (10).
- (6) Lubricate the preformed packing (14) with engine oil (PWC03-001), then install the preformed packing on the outer diameter of oil seal carrier (13).
- (7) Lubricate the preformed packing (17) with engine oil (PWC03-001), then install the preformed packing on the outer diameter of oil seal carrier (16).
- (8) Lubricate the preformed packing (20) with engine oil (PWC03-001), then install the

preformed packing on the outer diameter of oil seal carrier (19).

- (9) Put the oil seal carriers in their boss. Carefully install each oil seal carrier into their boss with the drift (PWC30075).
- (10) Secure the fuel control drive carrier assembly with retaining ring (9).
- (11) Install gaskets and covers on respective bosses on gearbox housing with washers, self-locking nuts or bolts, as applicable. Torque nuts or bolts 65 to 85 lb. in.
- (12) Install the starter generator oil seal carrier (Pre-SB1638) as follows:
 - (a) Heat the oil seal carrier (6) to 141°C (285°F) in an oven.
 - (b) Make the oil seal (8) moist with engine oil (PWC03-001).
 - (c) Remove the oil seal carrier from the oven.
 - (d) Install oil seal in its oil seal carrier using the drift (PWC37088-001), (PWC37088-002) or (PWC37088-003).
 - (e) Make the preformed packing (7) moist with engine oil (PWC03-001). Assemble preformed packing on the outside diameter of each oil seal carrier.
 - (f) Put the oil seal carrier in its boss. Carefully install each oil seal carrier into their boss with the drift (PWC30075).
 - (g) Secure starter-generator carrier assembly with retaining ring (5).
 - (h) Install gaskets and covers on respective bosses on gearbox housing with washers, self-locking nuts or bolts, as applicable. Torque nuts or bolts 65 to 85 lb.in.
- (13) Install the starter generator lip seal (Post-SB1638) as follows:

NOTE: The lip seal (38) is supplied with a mandrel for installation. Do not remove the mandrel from the lip seal prior to installation.

 - (a) Apply engine oil (PWC03-001) to packing (37).
 - (b) Install the packing on the lip seal (38).
 - (c) Align the mandrel, of the lip seal, against the shaft in the boss of the gearbox housing.
 - (d) Push the lip seal into the shaft with drift (PWC70869).
 - (e) Discard the mandrel.
 - (f) For Post-SB1386 Engines, install the spacer (39) on the lip seal.
 - (g) Install the retaining ring (5) in the boss to secure the lip seal.
- (14) Check for oil leakage (Ref. Chapter 71-00-00, ADJUSTMENT/TEST).
- (15) Check for oil leakage after 5 to 10 hours of operation (Ref. Chapter 71-00-00, ADJUSTMENT/TEST, Post-Shutdown Check).

E. Installation of Oil Pressure Relief Valve (Ref. Fig. 202)

- (1) Slide the relief valve piston (7) into the sleeve (8) followed by the guide (6), spacer(s)(5), spring (4) and spring seat (3). Secure the spring seat in the sleeve (8) with the retaining ring

(2).

NOTE: A maximum of six spacers (5) may be used to establish the desired oil pressure. Each additional spacer will increase the oil pressure by three to five psi. Lapping of the valve is not recommended.

- (2) Fit the retaining ring (1) into the exterior groove on the sleeve (8).
- (3) Install the oil relief valve compressor into the threaded spring seat (3).

CAUTION: WHEN INSTALLING THE COMPRESSOR ON THE VALVE, MAKE SURE THAT THE GAP IN THE RETAINING RING IS SITUATED MIDWAY BETWEEN ANY TWO COMPRESSOR FINGERS. FAILURE TO DO SO WILL MAKE SUBSEQUENT VALVE REMOVAL DIFFICULT.

- (4) Insert the relief valve, mounted on the valve compressor (Ref. Fig. 202, Detail A), through the filter housing port into the relief valve housing (9); be sure the valve is fully inserted.
- (5) Slide the compressor body outward to release the retaining ring (1). Pull the shaft of the compressor outward until the retaining ring snaps into place. Unscrew the compressor shaft from the spring seat (3) and remove the compressor.
- (6) Install the filter housing and filter element (Ref. 79-20-02).

F. Installation of Oil Filler Cap Dipstick/Gage Assembly, and Oil Filler Tube (Ref. Fig. 203)

- (1) For Post-SB1659 Engines: Install the plastic ball (13) and the retaining ring (14) in the oil filler tube (12).
- (2) For **Post-SB1506/Post-SB1744** Engines: Install the plastic ball (13) in the oil filler tube (11).
- (3) Install the retaining ring (7) and the new lubricated preformed packings (9) on the oil filler tube (8, 11 or 12).
- (4) Insert the oil filler tube (8, 11 or 12) into the accessory gearbox housing (10) aligning the notch in the flange of the tube with the dowel pin in the boss of the housing. Attach the oil tube (8, 11 or 12) with the retaining ring (7).
- (5) Install the new preformed packing (6) on the oil filler cap and gage assembly (1) and insert into the oil filler tube (8, 11 or 12). With the oil filler cap correctly positioned and locked, no movement is allowed.

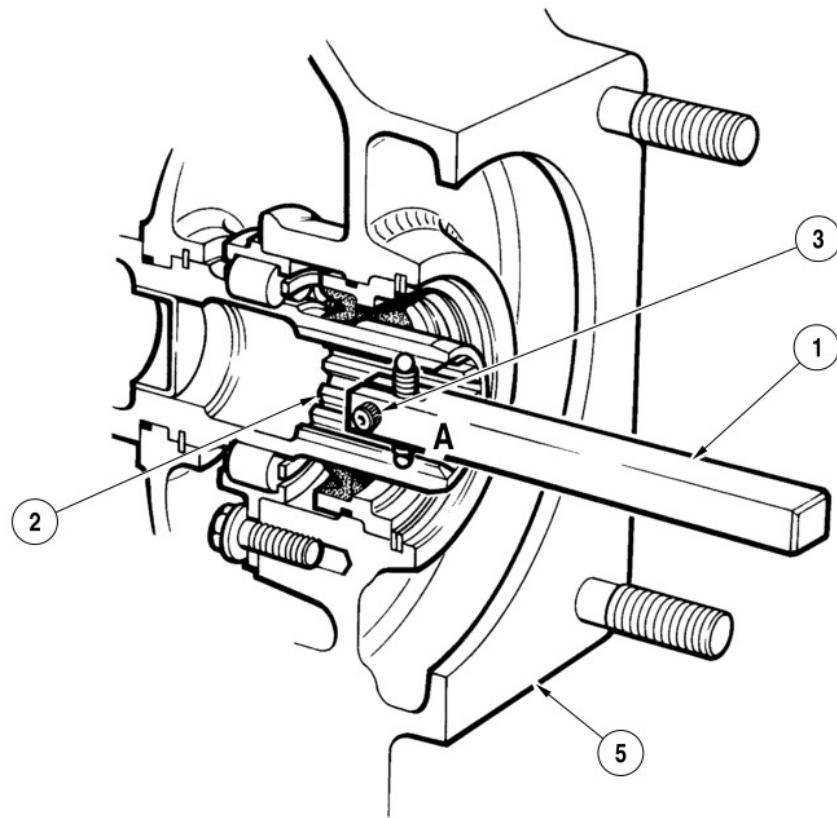
NOTE: For **Post-SB1506/Post-SB1744** Engines: When you install the oil filler tube assembly (11) have the ball type check valve, the applicable filler cap and gage assembly (1) must be installed.

- (6) If the installed cap and gage assembly does show movement, remove and tighten the self-locking nut 6 to 11 lb.in. This should bottom out the nut. If the cap still shows movement when inserted and locked in the filler tube, replace with a new filler cap and gage assembly.
- (7) If the required force to depress the lock tab by hand is excessive, remove the oil filler cap and back off the self-locking nut in increments of $1/4$ turn at a time. Do not exceed $1/2$ turn adjustment.

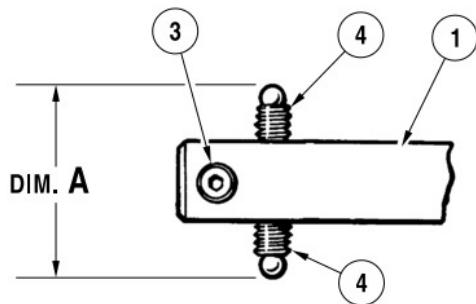
6. Inspection/Check

A. Accessory Gearshaft Spline Wear Check (Ref. Fig. 204)

Figure 204 Accessory Gearshaft Spline Check



ALLOW GAGE TO SUPPORT ITSELF



DETAIL A

c1539b

1. Gearshaft Spline Wear Gage (PWC30499-50)
2. Gearshaft Splines
3. Gage Clamp Screw
4. Ball and Screw Assemblies
5. Starter-generator Mount Pad

NOTE: The accessory gearshaft must be checked for spline wear at related component removal/installation (Ref. Aircraft Maintenance Manual).

- (1) Release the clamp screw (3) of the gage (PWC30499-50)(1). Adjust the screw assemblies (4), then measure the Dim.A on the ball ends. The dimension must be 0.660 in. Tighten the clamp screws, then measure the Dim.A again.
- (2) Tilt the gage (PWC30499-50)(1), then make sure that the outer end is up. Put the gage (PWC30499-50) into the shaft centerbore until the ball ends are approximately in middle from vertically opposite splines.
- (3) Gradually release the gage, then make sure that the gage stays in position in the shaft. If the gage stays in the horizontal position, then the gearshaft is serviceable. If the gage extension falls below the horizontal position, then replace the gearshaft in the next 50 flight hours (Ref. Para. 8.D.).

B. Oil Filler Cap, Dipstick/Gage Assembly and Oil Filler Tube (Ref. Fig. 203)

- (1) Examine the filler cap and level indicator assembly, and the oil filler tube for corrosion and signs of damage.
- (2) For **Post-SB1506/Post-SB1744** Engines: Make sure that the ball moves freely in the check valve of the filler tube.
- (3) Check the spring-loaded locking feature of the cap for serviceability. If the force required to depress/lift the handle is outside the limit (8 to 11 lbs.), remove the cap and tighten/loosen the self-locking nut to meet the required limit.

NOTE: Ensure the self-locking nut is securely fastened (refer to SB1637 - Inspection of Oil Tank Filler Cap).

- (4) Check the gage blade for security and visible damage.
- (5) When the cap is locked, there should be no movement. If movement is found, replace the cap.

C. Inspection of Scavenge Pump Inlet Screen

- (1) Remove oil drain plug located on the AGB housing (Ref. Fig. 205).

NOTE: For engine equipped with an AGB chip detector, remove the chip detector.

- (2) Collect drained oil in a clean container and check for any debris (Ref. Chap. 79-20-02, MAINTENANCE PRACTICES).
- (3) Use a mirror and suitable light source (or borescope) and inspect the scavenge oil pump inlet screen for carbon or debris (Ref. Chap. 79-20-02, MAINTENANCE PRACTICES).

NOTE: Any foreign material found blocking the screen or contained in the oil should be identified. Look especially for paint flakes approximately 1/8 inch to 1/2 inch in diameter (Ref. Chap. 79-20-02, MAINTENANCE PRACTICES).

- (4) If carbon or debris is present, clean the inlet screen (Ref. Cleaning/Painting, Fig. 205).
- (5) Install the drain plug on the AGB housing (Ref. Chapter 72-00-00, SERVICING).

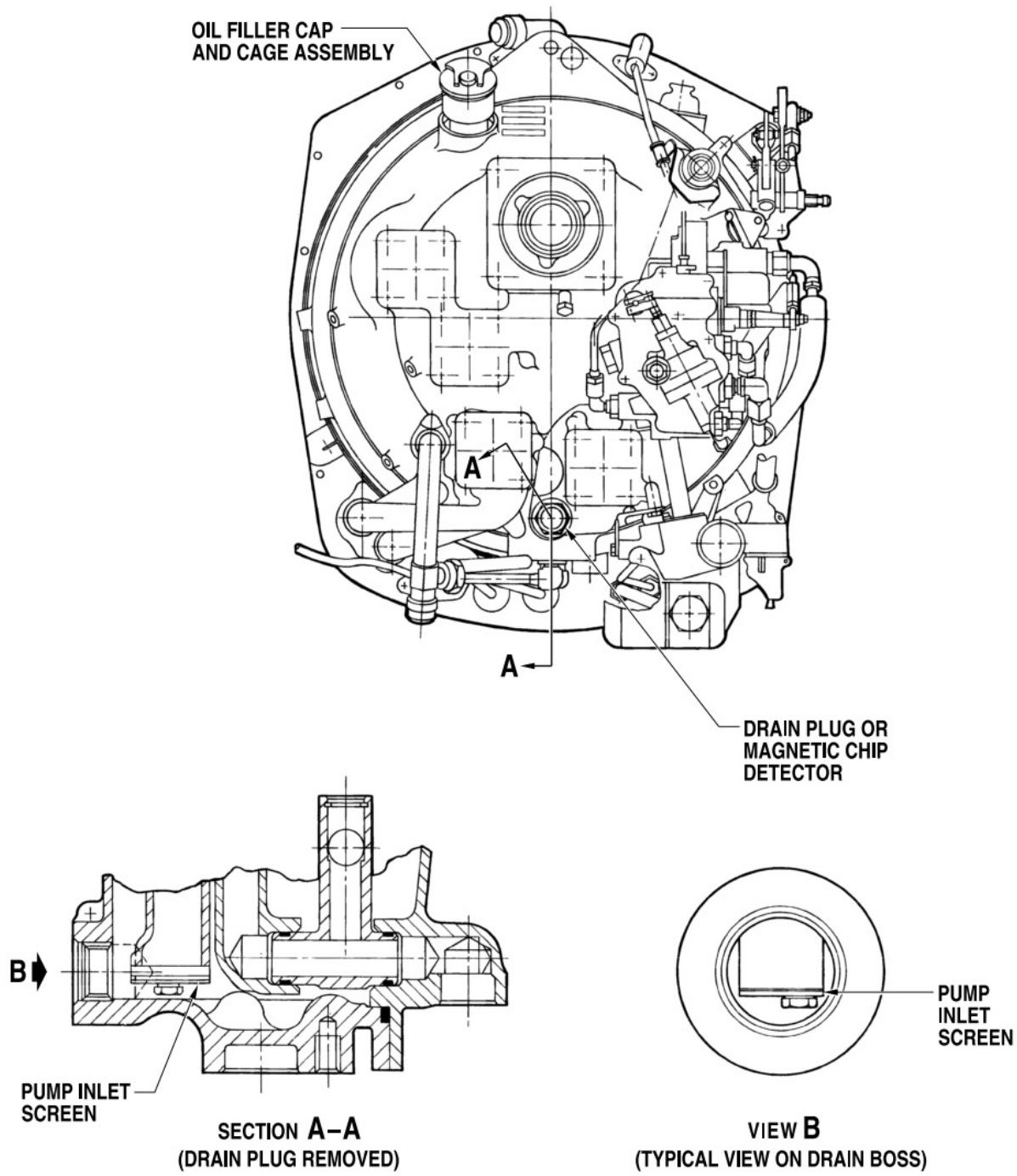
NOTE: For engine equipped with an AGB chip detector, install the chip detector.

- (6) Replenish the drained oil (if not contaminated by foreign material) in oil tank (Ref. Chapter 72-00-00, SERVICING).

7. Cleaning/Painting

- A. Cleaning of Scavenge Oil Pump Inlet Screen (Ref. Fig. 205)

Figure 205 Scavenge Pump Inlet Screen Inspection



c41801

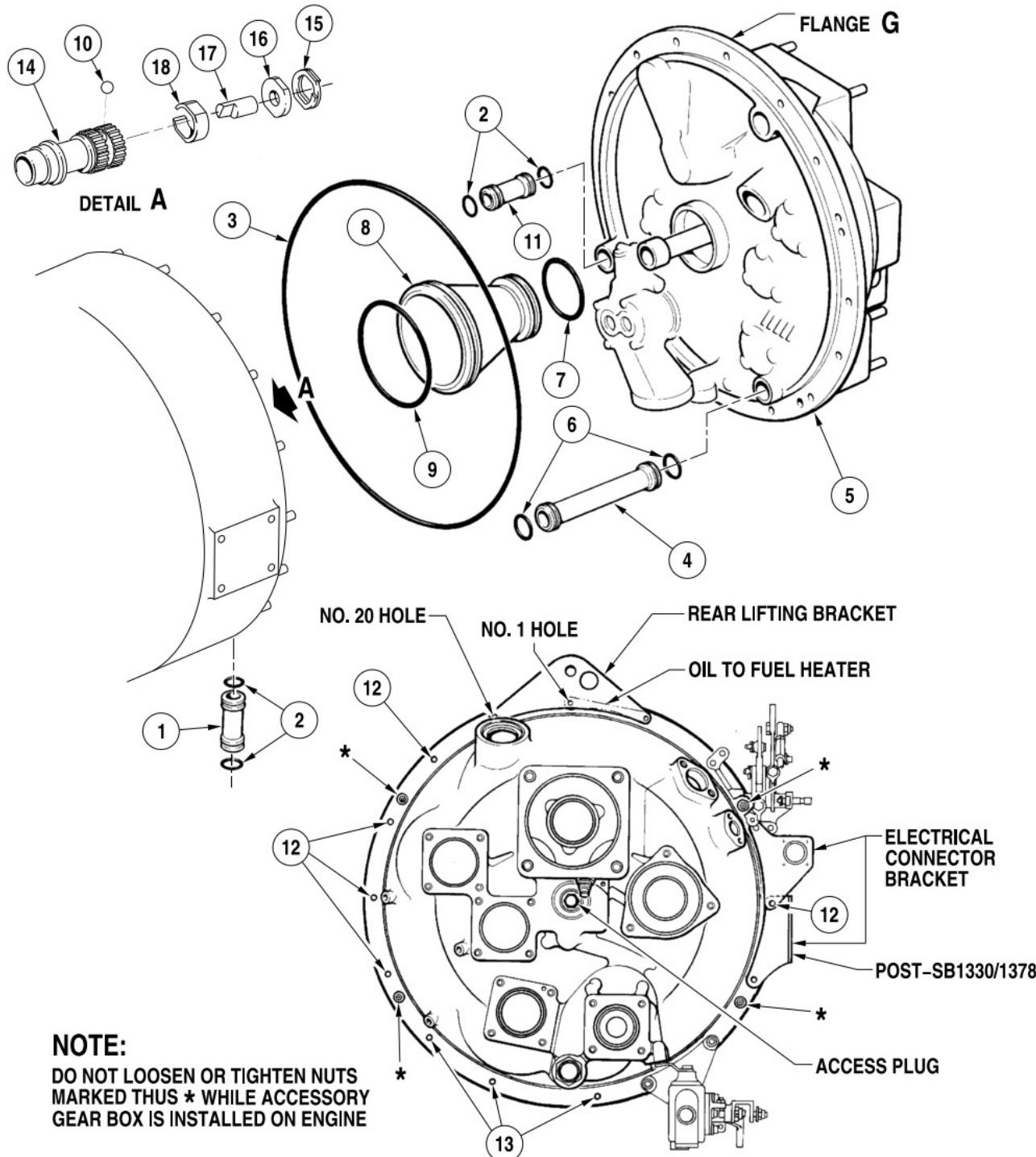
- (1) If carbon is present on the screen mesh, loosen with a suitable small plastic scraper or similar nonmetallic scraper. Do not deform the screen mesh.
- (2) Flush any carbon residue from the AGB as follows:
 - (a) Remove the oil filler cap (Ref. Removal/Installation).
 - (b) Remove the retaining ring and the oil filler tube (Ref. Removal/Installation)
 - (c) Place a suitable container under the AGB drain, and pour approximately 34 fluid ounces (one liter) of new engine oil (PWC03-001) heated to 122°F (50°C), into the AGB filler tube opening. Make sure oil does not enter oil tank.
 - (d) Let oil drain. Examine inlet screen and surrounding area to make sure carbon residue is removed. If not, repeat flushing procedure above.
- (3) Install oil filler tube (Ref. Removal/Installation).
- (4) Refill oil tank (Ref. Chapter 72-00-00, SERVICING)

8. Approved Repairs

- A. Removal of Accessory Gearbox from Compressor Inlet Case (Ref. Figs. 206 and 207)

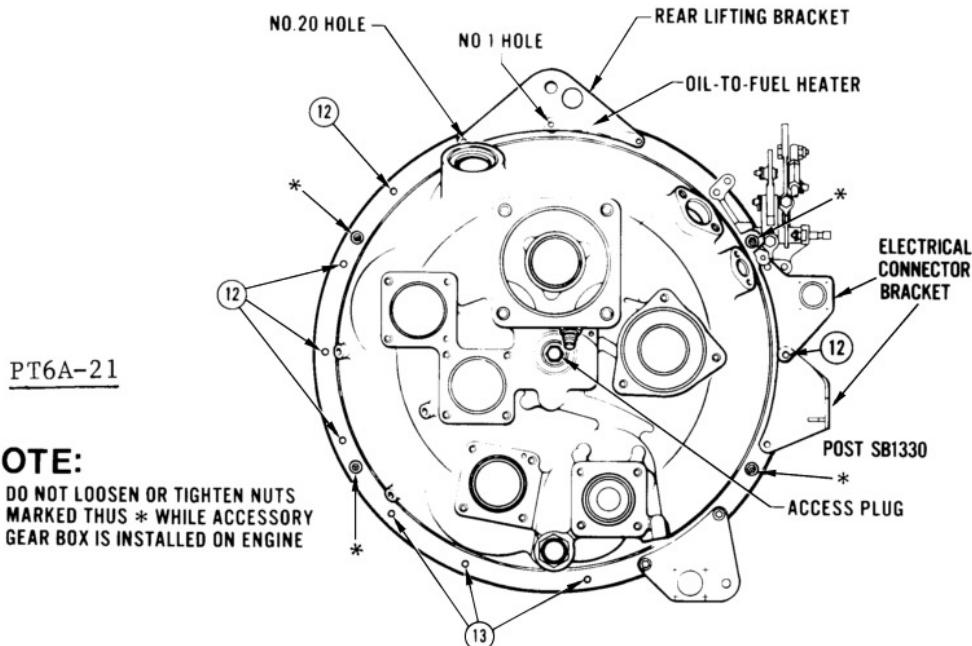
Figure 206 Removal/Installation of Accessory Gearbox

(SHEET 1 OF 2)



c38690

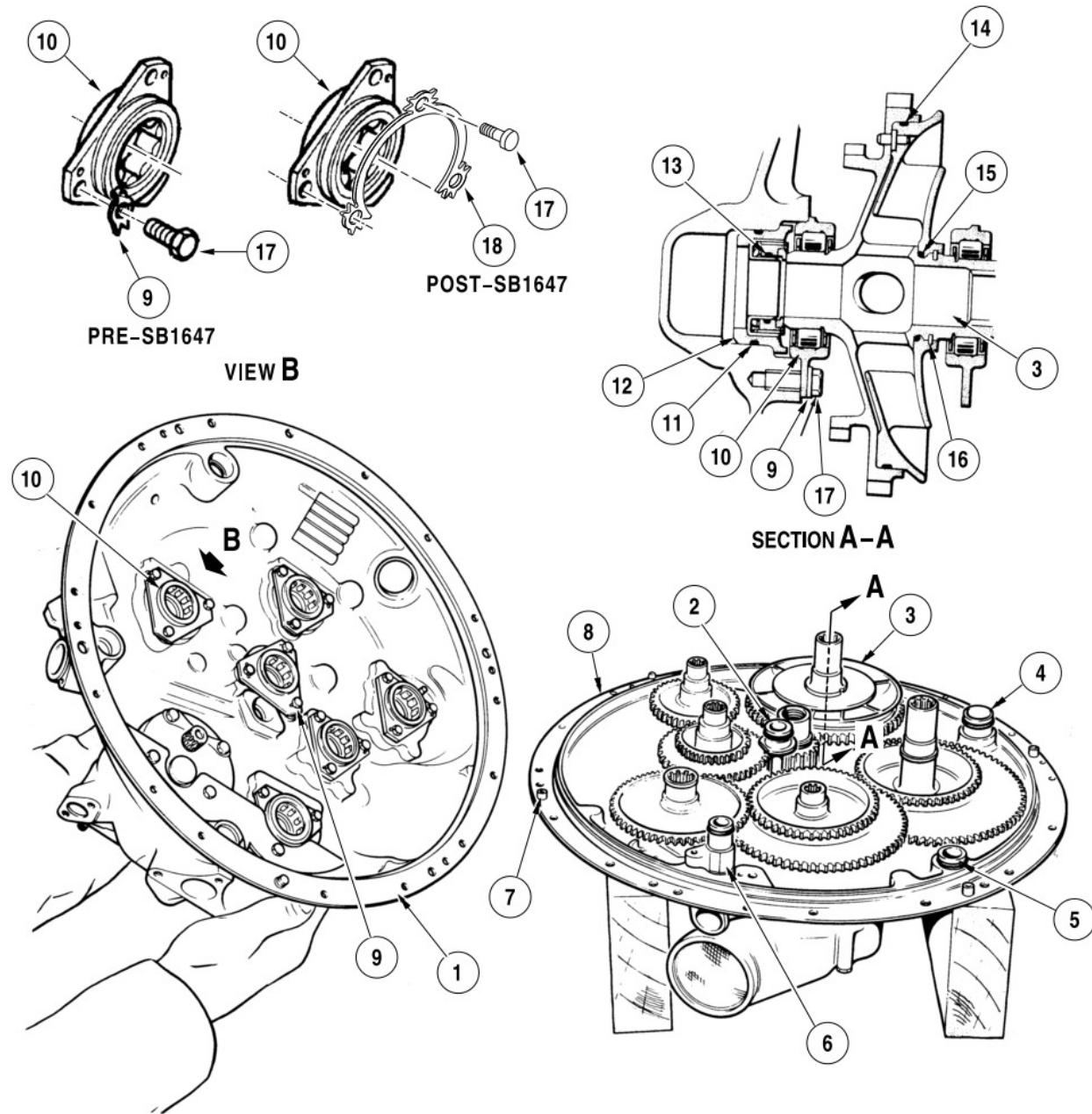
(SHEET 2 OF 2)



c3864a

1. No. 3 Bearing Internal Oil Transfer Tube
2. Preformed Packing
3. Preformed Packing
4. No. 1 Bearing Oil Transfer Tube
5. Accessory Gearbox Assembly
6. Preformed Packing
7. Center Tube Preformed Packing
8. Oil Tank Center Tube
9. Center Tube Preformed Packing
10. Lock Ball (Pre-SB1650)
11. No. 1 Bearing Oil Pressure Transfer Tube
12. Spacers Required
13. Washers Required
14. Compressor Rear Hub Coupling
15. Retaining Ring
16. Washer
17. Key
18. Expander Spring

Figure 207 Removal/Installation of Accessory Gearbox Diaphragm



c145682

1. Accessory Gearbox Housing
2. Center Flanged Transfer Tube and Oil Jet
3. Starter-generator Gearshaft and Centrifugal Impeller
4. Transfer Tube and Preformed Packing
5. Transfer Tube and Preformed Packing
6. No. 2 Scavenge Tube and Relief Valve Housing
7. Locating Dowels
8. Accessory Gearbox Diaphragm
9. Keywashers (Typical)(Pre-SB1647)
10. Flanged Roller Bearing (Typical)
11. Preformed Packing
12. Seal Carrier
13. Carbon Seal and Carrier
14. Preformed Packing
15. Preformed Packing
16. Retaining Ring
17. Bolt
18. Triple Keywashers (Typical)(Post-SB1647)

- (1) Drain the oil tank (Ref. 72-00-00, SERVICING).
- (2) Remove the accessory gearbox drain plug and allow the residual oil to drain into a suitable container.
- (3) If the engine is installed in the airframe, disconnect the following and remove as necessary:
 - (a) Connection(s) to the heated pneumatic tube electrical receptacle at Flange G.
 - (b) Connection to the overboard breather line.
 - (c) Connections to the oil pressure and temperature sensors and the Ng tachometer-generator.
 - (d) Connection to the starter-generator seal cavity drain.
 - (e) Connections to the fuel input at the oil-to-fuel heater, the FCU and the fuel pump.
 - (f) Connections and linkage to starting flow control (PT6A-27/-28 engines).
 - (g) Mechanical linkage connections to the FCU and reversing linkage.
 - (h) Starter-generator and such accessories as may be installed on the optional power takeoff mount pads.
 - (i) Connections to the airframe oil cooler.
- (4) Remove the oil-to-fuel heater (Ref. 73-10-01).
- (5) Remove the FCU and fuel pump as a complete assembly (Ref. 73-20-00 and 73-10-02).

NOTE: It is not necessary to separate the FCU from the fuel pump mating face.
- (6) Remove starting flow control (PT6A-27/-28 engines) (Ref. 73-10-04).
- (7) Disconnect the propeller reversing rear linkage mechanism at Flange G (Ref. 76-10-00), rear lifting bracket and electrical connector bracket.
- (8) Disconnect and remove the propeller governor Py pneumatic line at the rear of the center fireseal bulkhead coupling (Ref. 73-10-08).
- (9) Disconnect and remove the fuel pressure line(s) (Ref. 73-10-03).
- (10) Remove the No. 2 bearing scavenge oil tube (Ref. 79-20-01) and remove the short oil transfer tube from the accessory gearbox diaphragm using the puller (PWC30128-04).
- (11) Remove the oil dipstick and filler assembly and remove the oil filler tube from the accessory gearbox housing (Ref. Para. 5.C.).
- (12) Remove the oil filter and filter housing from the compressor inlet case (Ref. 79-20-02).
- (13) Remove the self-locking nuts securing the accessory gearbox housing and diaphragm assemblies to the compressor inlet case at Flange G.

NOTE: The accessory gearbox diaphragm is secured to the accessory gearbox housing by four countersunk screws and self-locking nuts. Assuming the nut at the 12 o'clock position to be No. 1, these nuts are 4th, 8th, 14th and 18th in a clockwise rotation and must not be removed at this stage.

- (14) Remove the starter-generator seal cavity drain plug from the accessory gearbox housing.
- (15) Remove the access plug from the center boss adapter on the accessory gearbox housing, then remove the preformed packing from the plug.
- (16) For Pre-SB1650 Engines: Find the location of the lock ball (10, Fig. 206) at the compressor rear hub coupling by viewing through the hole in the center boss. Turn the compressor until the notch on the washer at the rear hub is at the 3 o'clock position. This will make sure that the ball in the locking configuration is at the 12 o'clock position on the splined end of the rear hub.
- (17) For Pre-SB1650 Engines: Put the accessory gearbox coupling shaft puller/pusher tool (PWC30373) through the center boss in the face of the accessory gearbox and screw into the center bore of the coupling shaft. Turn the knurled body into the center boss. Do not turn the puller/pusher T-handle when the tool is attached on the T-handle until the lock ball (10) is fully disengaged. Tighten the hexagon nut on the puller/pusher tool to remove any tension along the coupling shaft with hand.
- (18) Install the accessory gearbox jackscrews (PWC42034) or (PWC32396-400) in the relevant locations on Flange G and carefully separate the accessory gearbox and diaphragm assembly from the studs on the compressor inlet case. Remove the preformed packing (3) from the diaphragm/inlet case flange. Remove the oil tank center tube (8) and preformed packings (7 and 9).

NOTE: For Pre-SB1650 Engines: If the lock ball (10) has dropped out of the locking arrangement during the removal of the accessory gearbox, retrieve the ball from the No. 1 bearing housing area or the oil scavenge passage in the compressor inlet case.

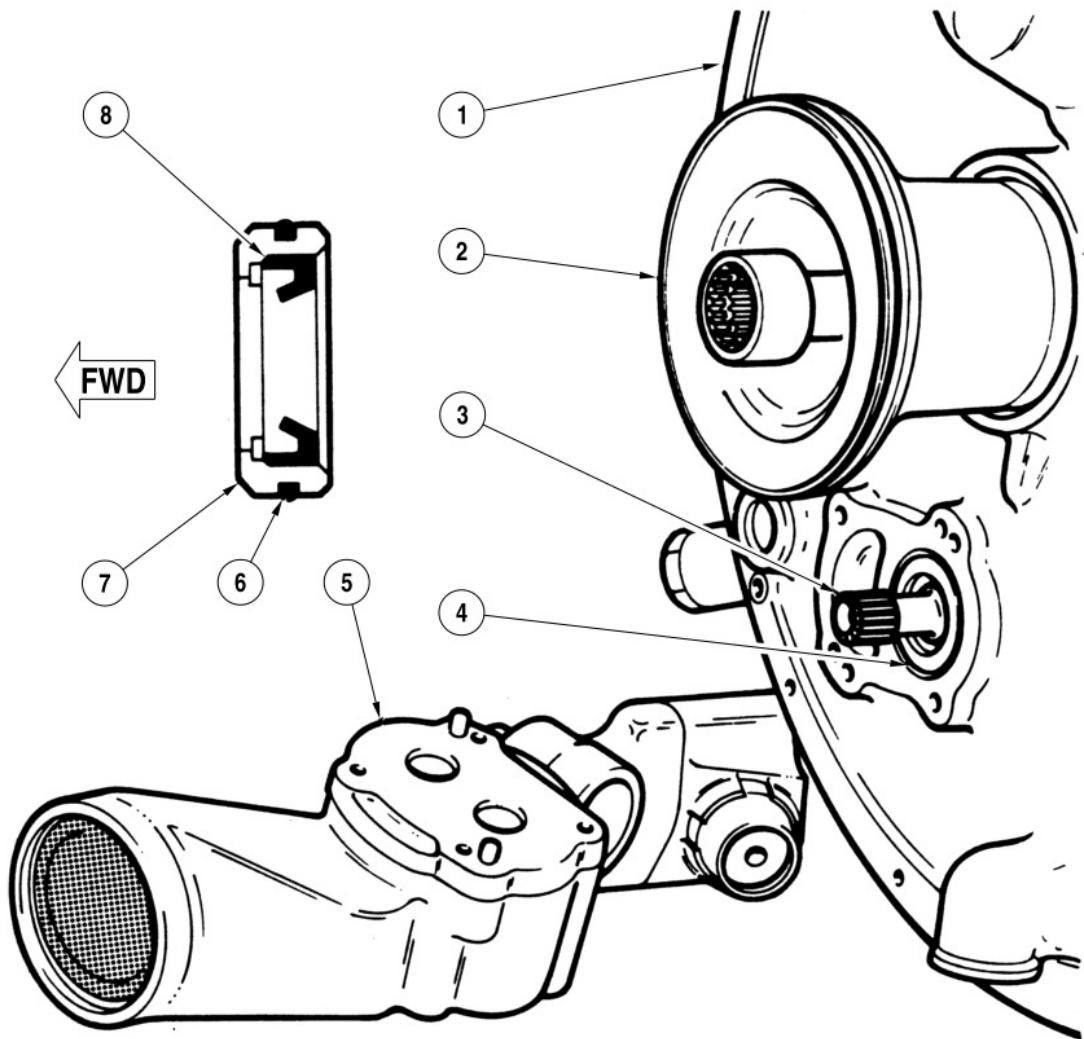
- (19) For Pre-SB1650 Engines: Remove the lock ball (10) from the locking configuration on the top of the compressor rotor hub coupling (14), and the retaining ring (15), washer (16), key (17) and expander spring (18) from the inside of the hub. Discard the lock ball and expander spring.

NOTE: If the lock ball has dropped out of the locking configuration during the removal of the accessory gearbox, retrieve the ball from the No. 1 bearing housing area or the oil scavenge passage in the compressor inlet case.

- (20) Support the accessory gearbox housing (1, Fig. 207) and diaphragm assembly (8) on suitable wooden blocks with diaphragm face down on the work bench.
- (21) Remove the puller/pusher tool. Remove the self-locking nuts, washers and screws fastening the gearbox housing to the diaphragm. Lift the housing from the diaphragm; use a soft-faced hammer to separate, if necessary. Remove the preformed packing.
- (22) Remove the transfer tubes (2, 4 and 5) and remove the preformed packings from the tubes. Remove the preformed packing(s), as applicable, from the No. 2 bearing scavenge tube and relief valve housing assembly (6).

B. Replacement of Oil Pump Seal (Ref. Fig. 208)

Figure 208 Removal/Installation of Oil Pump Drive Seal



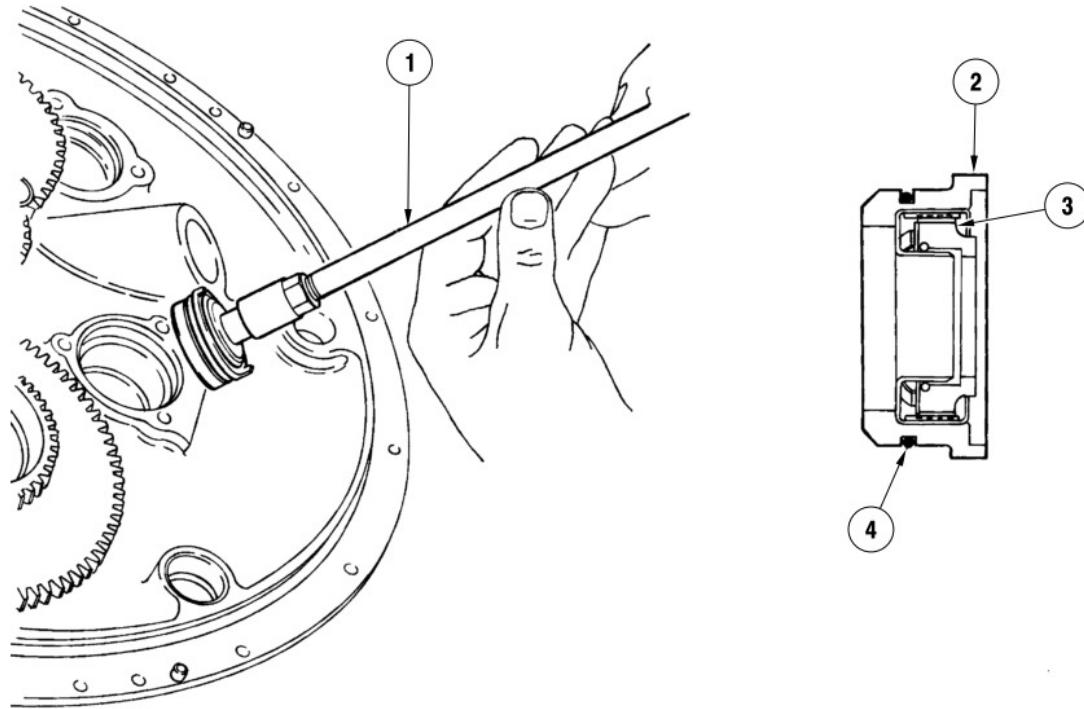
c1873

1. Accessory Gearbox Diaphragm
2. Oil Tank Center Tube
3. Oil Pump Driveshaft
4. Oil Seal and Carrier
5. Oil Pump
6. Preformed Packing
7. Oil Seal Carrier
8. Oil Seal

- (1) Remove the accessory gearbox housing and diaphragm assembly from the engine (Ref. Removal/Installation).
- (2) Remove oil pump (5).
- (3) Remove and install the replacement oil pump oil seal (Ref. Paras. 5.A. and 5.D.).
NOTE: The oil seal is fitted from the non-pressure side.
- (4) After the installation of the oil pump (5) on the gearbox diaphragm, tighten the four attachment bolts 32 to 36 lb.in. and fasten with lockwire.

C. Replacement of Starter-generator Centrifugal Breather Gearshaft Carbon Seal (Ref. Figs. 207 and 209)

Figure 209 Replacement of Starter-generator Centrifugal Breather Gearshaft Carbon Seal



c1874

1. Carbon Seal Carrier Puller (PWC30046-57)
2. Carbon Seal Carrier
3. Carbon Seal and Casing
4. Preformed Packing

- (1) Remove the accessory gearbox housing and diaphragm assembly from the engine and remove the housing from the diaphragm (Ref. Para. 8.A.).
- (2) Remove the starter-generator/centrifugal breather gearshaft (3, Fig. 207) from the gearbox housing (1).
- (3) For Pre-SB1647 Engines: Remove the bolts (17) and the key washers (9) that attach the flanged bearing (10) to the diaphragm. Remove the bearing.
- (4) For Post-SB1647 Engines: Remove the bolts (17) and the triple key washers (18) that attach the flanged bearing (10) to the diaphragm. Remove the bearing.
- (5) Remove the seal and seal carrier (2, Fig. 209) using the carbon seal carrier puller (1, PWC30052). Remove and discard the preformed packing (4).
- (6) Remove the carbon seal and casing (3) from the carrier (2) using the carbon seal base (PWC30051-01) and drift (PWC30051-02).
- (7) Immerse the new carbon seal in engine oil (PWC03-001) and move the seal in and out within the seal casing to make sure there is freedom of movement.

WARNING: PUT ON PROTECTIVE GLOVES WHEN HANDLING THE HOT PARTS TO PREVENT PERSONAL INJURY.

- (8) Put the seal carrier in an oven at 141 °C (285 °F) for 15 minutes minimum.

WARNING: PUT ON PROTECTIVE GLOVES WHEN HANDLING THE HOT PARTS TO PREVENT PERSONAL INJURY.

- (9) For **Pre-SB1386** Engines: Remove the carrier from the oven. Position the replacement carbon seal in the carrier (Ref. Fig. 209), then use drift (PWC30054) to fully install the seal in the carrier.

WARNING: PUT ON PROTECTIVE GLOVES WHEN HANDLING THE HOT PARTS TO PREVENT PERSONAL INJURY.

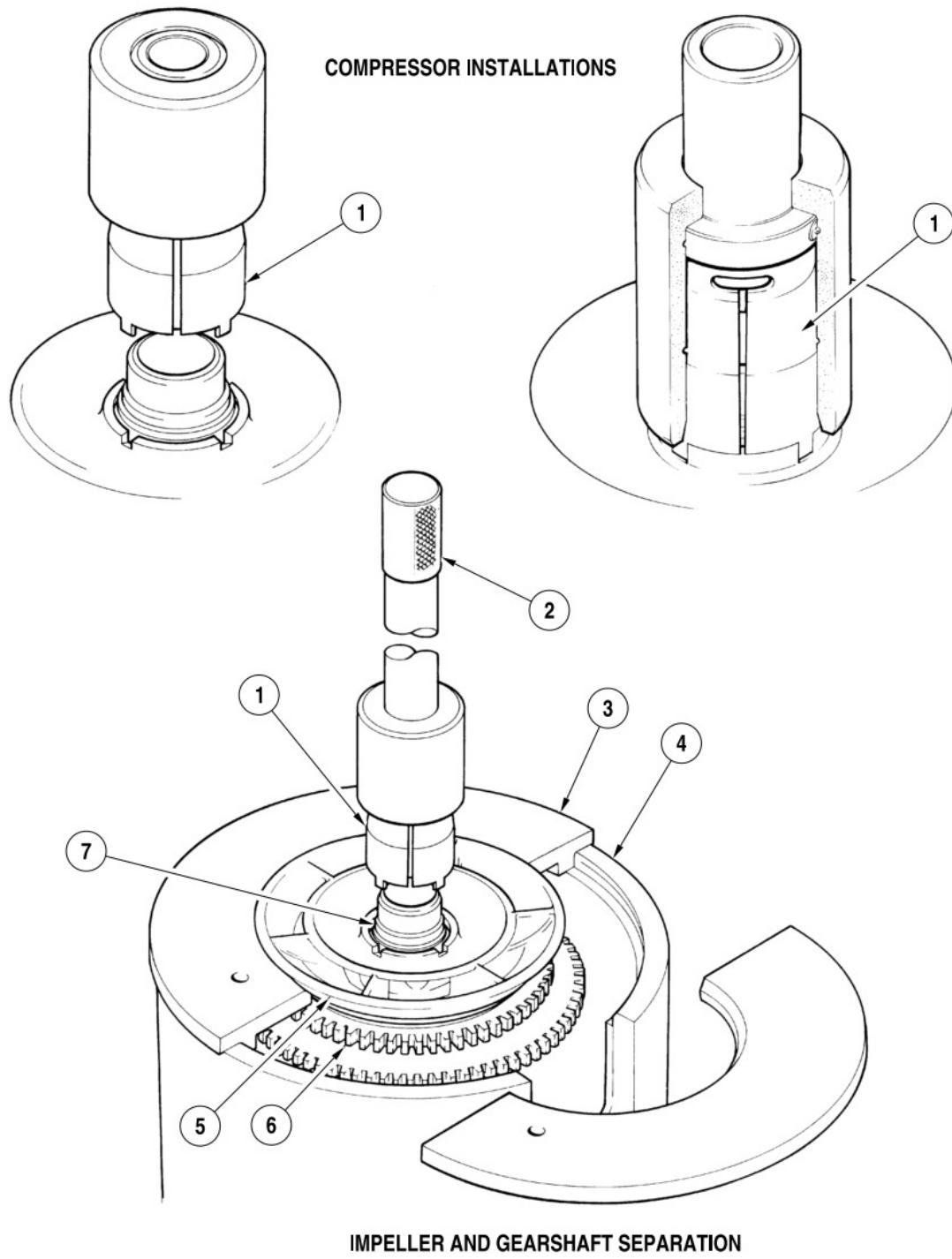
- (10) For **Post-SB1386** Engines: Remove the carrier from the oven. Position the replacement carbon seal in the carrier (Ref. Fig. 209), then use drift (PWC30675) to fully install the seal in the carrier.
- (11) Install a new lubricated preformed packing (4) on the seal carrier and press the carrier into the boss on the diaphragm.
- (12) For Pre-SB1647 Engines: Install the flanged bearing (10, Fig. 207) on the boss and attach with three bolts (17) and keywashers (9). Tighten the bolts 36 to 40 lb.in., and lock the keywashers.
- (13) For Post-SB1647 Engines: Install the flanged bearing (10, Fig. 207) on the boss and attach with three bolts (17) and triple keywashers (18). Tighten the bolts 36 to 40 lb.in., and lock the keywashers.
- (14) Install the starter-generator/centrifugal breather gearshaft (3) in the gearbox housing.

CAUTION: IF, FOR ANY REASON, OTHER ACCESSORY DRIVES WERE REMOVED DURING THE PROCEDURE, EXERCISE CARE NOT TO INTERCHANGE THE EXTERNAL SCAVENGE PUMP GEARSHAFT (NO. 4) WITH THE HYDRAULIC PUMP GEARSHAFT (NO. 6). THESE GEARSHAFTS ARE SIMILAR IN APPEARANCE AND MUST BE IDENTIFIED BY PART NUMBER.

- (15) Install the accessory gearbox housing on the diaphragm.
- (16) Install the accessory gearbox assembly on the engine (Ref. Para. 5.E.).

D. Replacement of Starter-generator Gearshaft

Figure 210 Replacement of Starter-generator Gearshaft



c3614

1. Compressor (PWC50502)
2. Drift (PWC30854)
3. Split Plate (PWC32275)
4. Base (PWC30274)
5. Centrifugal Impeller
6. Starter-generator Gearshaft
7. Retaining Ring

- (1) Disassembly (Ref. Figs. 207 and 210):
 - (a) Remove the accessory gearbox housing and diaphragm assembly from the engine, and remove the housing from the diaphragm (Ref. Para. 5.A.).
 - (b) Remove the starter-generator/centrifugal breather gearshaft (3, Fig. 207) from the gearbox diaphragm (8).
 - (c) Locate the split plate (3, Fig. 210) as shown, between the centrifugal impeller (5) and the starter-generator gearshaft (6).
 - (d) Position the assembly on the base (4).
 - (e) Install the compressor (1) on the impeller (5) and mate the lugs of the compressor with the slots in the impeller.

CAUTION: SEPARATION OF THE GEARSHAFT AND IMPELLER SHOULD NOT REQUIRE EXCESSIVE FORCE. IF DIFFICULTY IS EXPERIENCED, CHECK THAT THE RETAINING RING IS COMPLETELY CLEAR OF THE GROOVE IN THE IMPELLER.

- (f) Using the drift (2) inserted in the compressor, separate the assembly.
- (g) Remove the split plate from the impeller and the gearshaft from the bottom of the base.
- (h) Remove the retaining ring (16, Fig. 207) and preformed packing (15) from the gearshaft.
- (i) Remove the preformed packing (14) from the impeller.

(2) Assembly (Ref. Fig. 207):

- (a) Install the preformed packing (14) on the impeller.
- (b) Install the preformed packing (15) on the gearshaft.
- (c) Install the retaining ring (16) in the groove in the gearshaft.

NOTE: Check for the security of the shoulder pins before mating the parts.

- (d) Position the impeller on the gearshaft; align the shoulder pins in the impeller with the holes in the gearshaft and press the parts firmly together by hand to engage the retaining ring. Check that the parts are locked together.
- (e) Install the starter-generator/centrifugal breather gearshaft on the diaphragm (8) by mating with the related gearshafts.
- (f) Assemble the accessory gearbox housing on the diaphragm and install the assembly on the engine (Ref. Para. 8.E.).

E. Installation of Accessory Gearbox on Compressor Inlet Case (Ref. Figs. 206 and 207)

- (1) Install new preformed packings on the three transfer tubes (2, 4 and 5, Fig. 207) and insert the tubes into the respective bosses on the accessory gearbox diaphragm (8).
- (2) Install new preformed packing(s), as applicable, on the No. 2 bearing scavenge tube and relief valve housing assembly (6).

CAUTION: FOR Post-SB1638 ENGINES, IF THE AGB HOUSING IS SEPARATED FROM THE DIAPHRAGM WITHOUT REMOVING THE LIP SEAL ON THE STARTER-GENERATOR MOUNTING PAD, THE LIP SEAL MUST BE REMOVED AND DISCARDED BEFORE INSTALLING THE HOUSING ON THE DIAPHRAGM. IT IS NOT POSSIBLE TO RE-MATE THE AGB WITH THE LIP SEAL INSTALLED. FOR INSTALLATION OF NEW LIP SEAL, REFER PARA. 5.D..

(3) Install a new preformed packing on the rear flange of the accessory gearbox diaphragm (8) and position the housing (1) over the diaphragm. The lead-in chamfer on the gearshafts permits easy entry of the shafts into the respective bearings and oil seals.

NOTE: Make sure that the flanged transfer tube (2) is fully installed in the center boss of the diaphragm (8), with the flat aligned with the center bearing flange before positioning the housing (1).

(4) Seat the housing (1) on the diaphragm (8), making sure of the proper engagement of the locating dowels (7), without using force.

(5) Locate the four countersunk screws, washers and self-locking nuts in the relevant locations on Flange G. Screws are located at the 4th, 8th, 14th and 18th positions from the top center in a clockwise direction. Tighten the nuts 32 to 36 lb.in.

(6) Install new expander spring (18), key (17), and washer (16) into compressor rear hub coupling (14), and secure with retaining ring (15).

(7) Before raising the gearbox to the normal position, install the accessory gearbox driveshaft puller/pusher (PWC30373) through the center boss of the housing to engage the thread of the driveshaft. Screw the body of the pusher into the housing.

(8) Install a new preformed packing (3) on the front flange of the diaphragm and install the oil tank center tube (8) with new preformed packings (7 and 9) into the boss at the center bore of the diaphragm.

(9) For Pre-SB1650 Engines: Slowly turn the compressor until the hole in the splined end of the compressor rear hub coupling is at the 12 o'clock position. For Pre-SB1104/Post-SB1134 PT6A-27/-28 engines and all PT6A-21 Engines: Layer the lock ball (10) with engine oil (PWC03-001). Install the lock ball in the hole.

NOTE: For Post-SB1650 Engines: The AGB drive gearshaft is replaced with a new one that has a double shouldered feature which eliminates the necessity for a bearing-ball locking system.

(10) Position the accessory gearbox housing and diaphragm assembly on the studs of the compressor inlet case aligning the driveshaft with the compressor rear hub coupling.

NOTE: Make sure all tubes mate with the corresponding bosses in the inlet case, and that the external oil tubes mate with the scavenge pump elbows.

(11) For Pre-SB1650 Engines: Make sure that the lock ball (10) is seated in the hole in the compressor rear hub and then apply hand pressure on the puller/pusher to engage the ball.

NOTE: The correct engagement of the lock ball will be indicated by the end-float along the driveshaft being reduced to a small fore and aft movement.

(12) Remove the driveshaft puller/pusher from the engine. Install a new preformed packing on the access plug and screw the plug into the adapter on the gearbox housing. Tighten the plug 150 to 160 lb.in. and fasten with lockwire.

CAUTION: DO NOT OVER-TIGHTEN THE ADAPTER. THE TAPERED PIPE THREADED END ENTERS THE HOUSING CASTING AND OVERTIGHTENING MAY STRIP THE THREADS.

(13) Install the starter-generator seal cavity drain adapter and plug on the drain adapter boss at the bottom of the starter-generator mounting pad. Tighten the adapter and plug 30 to 40 lb.in. Fasten the adapter, plug and center plug to the locking eye on the gearbox housing with lockwire.

(14) Install the washers (13) over the short studs, and spacers (12) over the long studs, at Flange G and install self-locking nuts. Tighten the nuts 32 to 36 lb.in.

NOTE: Washers are not required at the rear lifting bracket.

(15) Install the oil filter housing and filter (Ref. 79-20-02, OIL FILTER, HOUSING AND CHECK VALVE - MAINTENANCE PRACTICES).

(16) Install the oil dipstick/gage assembly and oil filler tube in the accessory gearbox housing (Ref. Para. 5.F.).

(17) Fit new preformed packings (2) on the short oil transfer tube (1). Install the tube in the compressor inlet case and connect the No. 2 bearing scavenge oil tube to the boss on the case (Ref. 79-20-02).

(18) Secure loop clamps, installed on ignition leads to similar loop clamp on No. 2 bearing scavenge oil tube with bolt and self-locking nut. Tighten nuts and torque 32 to 36 lb.in.

(19) Connect the power turbine governor Py pneumatic line to the rear of the bulkhead coupling at the center fireseal (Ref. 73-10-08).

(20) Install the rear section(s) of the compressor discharge pressure pneumatic line (Ref. 73-10-07), and connect the electrical leads as necessary to the electrical receptacle on the bracket on Flange G.

(21) Reconnect the rear section of the propeller reversing linkage mechanism at Flange G (Ref. 76-10-00).

(22) Install the FCU and fuel pump as a complete assembly on the FCU mount pad (Ref. 73-20-00 and 73-10-02).

(23) Install starting flow control unit (PT6A-27/-28)(Ref. 73-10-04).

(24) Install the oil-to-fuel heater (Ref. 73-10-01).

(25) Connect the fuel pressure line(s)(Ref. 73-10-03).

(26) Install the accessory gearbox drain plug at the 6 o'clock position on the gearbox housing. Tighten the plug 215 to 240 lb.in. and fasten with lockwire.

(27) Fill the oil tank (Ref. 72-00-00, SERVICING).

(28) Pressure test the pneumatic system (Ref. 73-10-07).

(29) Install and connect the following, as necessary (Ref. Aircraft Maintenance Manual):

- (a) Connections to the airframe oil cooler.
- (b) Starter-generator and accessories on the optional power takeoff mount pads.
- (c) Mechanical linkage connections to the FCU and reversing linkage.
- (d) Connections to the starting control, if applicable.
- (e) Connections to the fuel input at the oil-to-fuel heater, the FCU and the fuel pump.
- (f) Connections to the starter-generator seal cavity drain.
- (g) Connections to the oil pressure and temperature sensors and the Ng tachometer.
- (h) Connection to the overboard breather line.
- (i) Connection to the heated pneumatic tube electrical receptacle at Flange G.

(30) Test the engine (Ref. 71-00-00).

F. Repair of Corrosion - Accessory Gearbox Housing

NOTE: Corrosion must not be deeper than 0.010 in. and must not cover an area greater than 10 percent of the total surface of the AGB housing.

- (1) Apply a suitable covering material over the accessories, linkages, compressor section and around the area to be repaired.
- (2) Clean the surface of the area to be repaired with a swab soaked in isopropyl alcohol (PWC11-014) and crocus cloth (PWC05-061).
- (3) Remove all traces of corrosion (magnesium oxide) using a suitable steel brush, crocus cloth (PWC05-061), abrasive cloth (PWC05-101), file or grit paper. Remove all traces of debris using a vacuum cleaner.
- (4) Flush the area with clean water at room temperature.
- (5) Dry the area with clean compressed air at 29 psig.

WARNING: REFER TO THE MATERIAL SAFETY DATA SHEETS BEFORE YOU USE THESE MATERIALS FOR INFORMATION SUCH AS HAZARDOUS INGREDIENTS, PHYSICAL/CHEMICAL CHARACTERISTICS, FIRE, EXPLOSION, REACTIVITY, HEALTH HAZARD DATA, PRECAUTIONS FOR SAFE HANDLING, USE AND CONTROL MEASURES. SOME OF THESE MATERIALS CAN BE DANGEROUS. YOU CAN GET THE DATA SHEETS FROM THE MANUFACTURERS OR THE SUPPLIERS OF THESE MATERIALS.

- (6) Prepare a chrome pickle solution (Ref. Chap. 70-00-00, MAINTENANCE PRACTICES, Touch-Up Solution).
- (7) Using a swab or brush, apply the chrome pickle solution, at a temperature of 17° to 29°C (55° to 85°F), to the prepared surface for 30 to 45 seconds.

NOTE: Repeat the application frequently to make sure that the affected surface is continually wet with the solution.

- (8) Swab the area with clean water until successive swabs are no longer stained yellow.
- (9) Dry the area with local heating (air dry or a heat gun at a low setting).
- (10) Clean the affected area with a rag soaked in clean water.
- (11) Dry the area with clean, compressed air at 29 psig.
- (12) Apply two coats of primer (PWC13-001).

NOTE: The primer can be diluted with 10% solvent.

- (13) Allow the primer to air dry for eight hours before applying enamel paint. Use compressed air at 29 psig to accelerate the drying time.
- (14) Apply three to four coats of enamel (PWC05-037) to the primed surface. Allow the surface of the enamel to become tacky (approximately 15 minutes) between each coat. The final coat of enamel must dry for 24 hours before returning the engine to service.

NOTE: Drying time for the primer and paint can be reduced with the use of a heat gun at a low setting. Refer to the manufacturers instructions.



**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 | | | | | |
| | | | | | |
| | | | | | |



Aircraft Registration: **PK-SNE**



WO# Nr: WO/020-SNE/III/2023

Additional Work Sheet Calendar Inspection

Parts Used Sheet

Special Tool Used



Additional Work Sheet Calendar Inspection

Aircraft Registration: **PK-SNE**

WO# Nr: WO/020-SNE/III/2023

Parts Used Sheet

Part Used