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TO HOLDERS OF:

PC-6 AIRCRAFT MAINTENANCE MANUAL

DOCUMENT NUMBER 01975

REVISION 30

DATED OCT 30/20

HIGHLIGHTS

Pages which have been added or revised are given below together with the highlights of the revision. Remove and insert the affected pages as listed.

	Remove	Insert	Reason for Change
Chapter 04 - Airworthiness Limitations			
04-LEP	1 and 2	1 and 2	Updated.
04-00-00	1 thru 6	1 thru 6	Inspection note added.
Chapter 05 - Time Limits/Maintenance Checks			
05-LEP	1 and 2	1 and 2	Updated.
05-10-10	1 thru 4	1 thru 4	Text updated.
05-23-01	1 thru 12	1 thru 12	Text updated.
Chapter 06 - Dimensions and Areas			
06-LEP	1 and 2	1 and 2	Updated.
06-00-00	1 thru 7	1 thru 8	Text updated.
Chapter 20 - Standard Practices			
20-LEP	1 and 2	1 and 2	Updated.
20-10-01	201 thru 206	201 thru 214	Procedures updated.
20-10-06	201 thru 216	201 thru 220	Procedures updated.
20-31-00	1 thru 38	1 thru 38	Consumables updated.
Chapter 27 - Flight Controls			
27-LEP	1 thru 4	1 thru 4	Updated.
27-00-00	601 thru 604	601 thru 604	Procedure updated.

Chapter 53 - Fuselage

53-LEP	1 and 2	1 and 2	Updated.
53-00-01	601 thru 606	601 thru 608	Procedure updated.
53-30-00	601 thru 610	601 thru 610	Procedure updated.

Chapter 57- Wings

57-LEP	1 and 2	1 and 2	Updated.
57-00-00	401 thru 408	401 thru 408	Procedure updated.
57-00-01	401 thru 403	401 thru 404	Procedure updated.

Record of Revisions Sheet Record incorporation of this revision and date of incorporation.

**Record of Temporary
Revisions Sheet** No changes.

PC-6 **MAINTENANCE MANUAL**

FUSELAGE WING FITTINGS - 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 and eddy current inspection of the fuselage wing fittings located on Frame 3 and Frame 4.

If you find damage you must contact Pilatus Aircraft Ltd for additional repair instructions.

2. Job Set Up Information

A. Tools and Equipment

Part No.	Description	Remarks
-	Magnifying glass (x10)	Local Supply
-	Bright light source	Local Supply
-	Inspection mirrors	Local Supply
-	Hot air blower or heat lamps	Local Supply

B. Expendable Parts

IPC Ref.	Description	Remarks
57-21-01, Fig. 01	Bush	Ref. Fig. 601, Item 2
57-21-01, Fig. 01	Bush	Ref. Fig. 601, Item 3
57-21-01, Fig. 01	Bush	Ref. Fig. 601, Item 4

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

Material No.	Description	Remarks
P01-010	Solvent	Or an approved alternative
P02-031	Absorbent paper	
P02-016	Abrasive pads	Very fine grade
P07-001	CCC solution	
P07-007	Primer	
P08-052	Adhesive	

EFFECTIVITY: All

53-00-01

Page 601
Oct 30/20

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 ABRAD TO PREVENT AIRBORNE DUST PARTICLES. MAKE SURE THAT THE WORK AREA IS FULLY VENTILATED. OBEY YOUR LOCAL REGULATIONS WHEN YOU DRILL OR ABRAD 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. YOU CAN FAIL TO DETECT CRACKS IN POOR LIGHT CONDITIONS. ABRASIVE DUST CAN GET IN YOUR LUNGS OR ON YOUR SKIN AND CAUSE INJURY OR SKIN IRRITATION.

WARNING: BE CAREFUL WHEN YOU USE THE CONSUMABLE MATERIALS. OBEY THE MANUFACTURER'S HEALTH AND SAFETY INSTRUCTIONS AND ALL THE APPLICABLE LOCAL INSTRUCTIONS. CONSUMABLE MATERIALS CAN BE DANGEROUS AND CAN CAUSE DEATH OR INJURY TO PERSONNEL AND/OR DAMAGE TO EQUIPMENT.

A. Job Set Up

- (1) Remove the left and right wings (Ref. 57-00-00, Page Block 401).
- (2) Do this procedure at the same time as the inspection for the wing to fuselage fittings (Ref. 57-00-03, Page Block 601).
- (3) Do this procedure for the left and right sides of the fuselage.

NOTE: The procedure below is for the left side of the fuselage. The right side of the fuselage is similar.

B. Preparation and Bush Removal (Ref. Fig. 601)

NOTE: The bush (1) is removed from Frame 3 during the left and right wing removal (Ref. 57-00-00, Page Block 401).

CAUTION: DO NOT USE TOO MUCH HEAT TO REMOVE THE BUSH:

- THE MAXIMUM TEMPERATURE IS 120 °C (248 °F)
- THE MAXIMUM LENGTH OF TIME YOU CAN APPLY HEAT IS 15 MINUTES.

TOO MUCH HEAT CAN CHANGE THE MATERIAL PROPERTIES OF THE ADJACENT STRUCTURE AND CAUSE DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.

- (1) Use a hot air blower to apply heat to loosen the adhesive between:

- The bush (2) and the surrounding structure of Frame 3
- The bushes (3) and (4) and the surrounding structure of Frame 4.

PILATUS

PC-6

MAINTENANCE MANUAL

CAUTION: DO NOT USE TOO MUCH FORCE TO REMOVE THE BUSH. YOU CAN DAMAGE THE ADJACENT STRUCTURE IF YOU USE TOO MUCH FORCE.

- (2) Use a press or an applicable diameter drift to remove the bushes (Ref. 20-50-01, Page Block 201):
 - The bush (2) from Frame 3
 - The bushes (3) and (4) from Frame 4.
- (3) Discard the bushes (2), (3) and (4).
- (4) Use a non-metallic scraper, abrasive pads (Material No. P02-016) and absorbent paper (Material No. P02-031) made moist with solvent (Material No. P01-010) to remove the remaining unwanted adhesive from the holes in Frame 3 and Frame 4.
- (5) Use a non-metallic scraper to remove any loose paint in the inspection areas.
- (6) Remove the unwanted particles from the work area.
- (7) Use absorbent paper (Material No. P02-031) made moist with solvent (Material No. P01-010) to fully clean the inspection areas and surrounding structure of Frame 3 and Frame 4. Clean the parts until clean absorbent paper made moist with solvent stays clean when applied to the surface.

C. Inspection (Ref. Fig. 601)

(1) Visual Inspection

- (a) Visually examine the parts within the inspection areas of Frame 3 and Frame 4 for signs of cracks, corrosion, security of attachment and any other damage:
 - Do this with a magnifying glass (x10), inspection mirrors and a bright light source
 - Examine all forward and aft surfaces and the holes for the bushes
 - Examine the surrounding structure of Frame 3 and Frame 4
 - Examine all fasteners, attaching parts and rivets
 - Damage must be removed if possible or the part must be replaced. Contact Pilatus Aircraft Ltd for repair instructions.
- (b) Measure the diameter of holes in the Frames for the bushes (1), (2), (3) and (4). Make sure that the holes are:
 - Less than or equal to diameter 30,042 mm (1.1828 in) in Frame 3
 - Less than or equal to diameter 22,061 mm (0.8685 in) in Frame 4.

When the holes are outside of the limits, contact Pilatus Aircraft Ltd for additional repair instructions.

PC-6 MAINTENANCE MANUAL

(2) Non-Destructive Test (NDT) Inspection

- (a) It is a requirement that only approved personnel, qualified and certified to the standards that follow can do the Non-Destructive-Test (NDT) inspection:
 - ET Level II National Aerospace Standard NAS 410 or
 - European standard EN 4179 or
 - MIL-STD-410E.
- (b) Do the eddy current inspection for cracks and corrosion (Ref. SRM 51-00-09, Page Block 1):
 - Examine the holes for the bushes (1), (2), (3) and (4) and an area of surrounding structure 20 mm (0.787 in) from the holes in all forward and aft surfaces of Frame 3 and Frame 4.
 - No crack indications are allowed within these areas. When you find crack indications, the part must be replaced. Contact Pilatus Aircraft Ltd for repair instructions.
 - Corrosion must be removed if possible or the part must be replaced. Contact Pilatus Aircraft Ltd for repair instructions.
- (c) Apply CCC solution (Material No. P07-001) on all bare aluminum surfaces (Ref. 20-40-10, Page Block 201).
- (d) Apply primer (Material No. P07-007) and the applicable paint to the bare metal surfaces of the parts. Do not apply the primer or paint to the surface of the holes where you install the new bushes.

D. Install the New Bushes (Ref. Fig. 601)

NOTE: The bush (1) is installed into Frame 3 during the left and right wing installation (Ref. 57-00-00, Page Block 401).

- (1) Use the abrasive pads (Material No. P02-016) to lightly roughen the bonding surfaces of the new bushes (2), (3) and (4) and the holes.
- (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 bushes (2), (3) and (4) and the holes.
- (3) Put the bushes (2), (3) and (4) in position in the holes to make sure they can be installed easily, then remove the bushes (2), (3) and (4).
- (4) Install the bushes (2), (3) and (4) with adhesive (Material No. P08-052) (Ref. AMM, 20-50-01, Page Block 201).
- (5) Let the adhesive (Material No. P08-052) cure in accordance with the manufacturer's instructions.

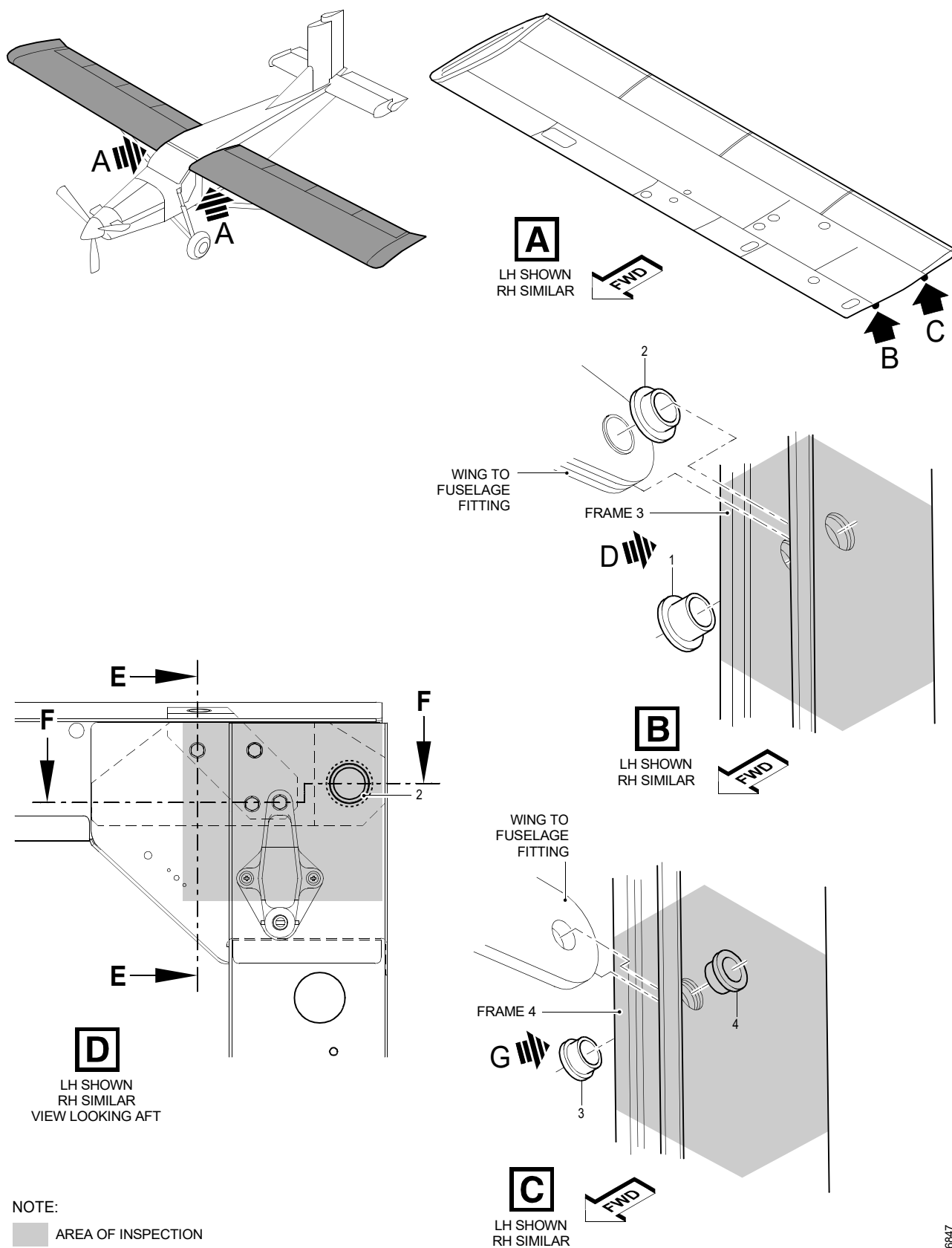
NOTE: The typical cure time is 5 to 7 days at room temperature or 2 hours at 65 ±5 °C (149 ±9 °F).

≡PILATUS≡
PC-6
MAINTENANCE MANUAL

E. Close Up

- (1) Remove all the equipment, tools and materials from the work area. Make sure that the work area is clean.
- (2) Make sure that the inspection for the wing to fuselage fittings is done (Ref. 57-00-03, Page Block 601).
- (3) Install the left and right wings (Ref. 57-00-00, Page Block 401).

PILATUS **PC-6** **MAINTENANCE MANUAL**



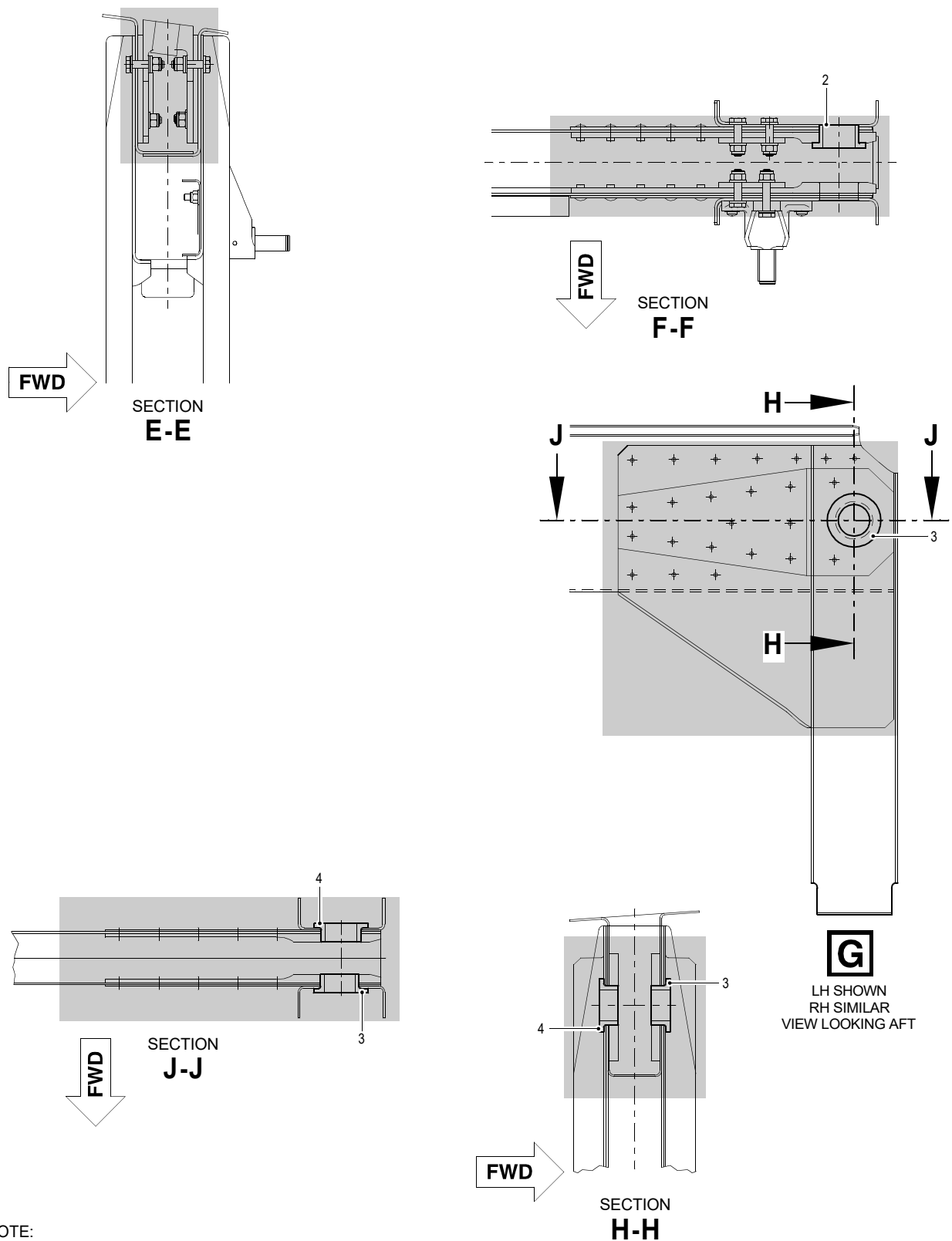
Fuselage Wing Fittings - Inspection / Check
Figure 601 (Sheet 1 of 2)

EFFECTIVITY: All

53-00-01

Page 606
Oct 30/20

PC-6 **MAINTENANCE MANUAL**



Fuselage Wing Fittings - Inspection / Check
 Figure 601 (Sheet 2 of 2)

EFFECTIVITY: All

53-00-01

Page 607
 Oct 30/20

6849

PC-6
MAINTENANCE MANUAL

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