

Service Bulletin No: 71-009

Ref No: 345

Modification No: EC-15-0632

ATA Chapter: 71

**POWER PLANT - ENGINE MOUNTING FRAME
ULTRASONIC INSPECTION OF SWAGED TUBE ENDS****1. Planning Information****A. Effectivity**

All PC-12 engine mounting frame assembly P/N 571.20.12.036 with serial numbers 0001 thru 1200, 1202 thru 1272, 1275 thru 1323, 1325 thru 1328, 1334 thru 1338, 1340, 1342, 1344 thru 1346, 1348, 1349, 1358, 1361 or 1365 installed on PC-12, PC-12/45, PC-12/47 and PC-12/47E and/or held as spares.

The engine mounting frame assembly P/N 571.20.12.036 with the above listed serial numbers were installed on new production PC-12, PC-12/45, PC-12/47 and PC-12/47E with aircraft MSN 101 thru 888 and MSN 1001 thru 1388, 1390 thru 1510, 1512 thru 1514, 1516 thru 1519, 1522 thru 1524, 1526, 1528 thru 1532, 1535, 1539, 1541, 1542, 1552 and 1555 or were delivered as spares.

This Service Bulletin has been incorporated on MSN 1556 onwards and engine mounting frame assemblies P/N 571.20.12.036 with serial numbers 1366 onwards.

MSN 1556 or higher which have replaced the engine mounting frame assembly between aircraft delivery and the effective date of this Service Bulletin may also be affected by using spares.

B. Concurrent Requirements

None.

C. Reason**(1) Problem**

Production induced longitudinal material separation may be present on the internal surface of some swaged engine mounting frame tube ends and may potentially result in cracks.

(2) Cause

The process of swaging the engine mounting tube ends can potentially cause longitudinal material separation on the internal tube surface. Such production induced material separation was detected on a small number of engine mounting frame assemblies installed on new production aircraft. Pilatus is not aware of any fleet findings concerning cracks on engine mounting frame assemblies.

(3) Solution

- (a) At 11,000 flying hours or 13500 landings engine mounting frame service time, whichever comes first:
- Do a one-time ultrasonic inspection of the swaged engine mounting tube ends for the affected engine mounting frame assembly serial numbers installed on aircraft.
 - In case of indications detected during the ultrasonic inspection, perform a visual inspection for cracks in the welding at the indication location.
 - In case of indications detected during the ultrasonic inspection, perform an eddy current inspection at the indication location.
 - In case of cracks detected during the visual inspection of the welding or indications detected during the eddy current inspection, replace the engine mounting frame assembly before next flight.
 - In case of indications detected during the ultrasonic inspection, but neither cracks detected by visual inspection nor indications detected by eddy current inspection, apply (3)(b) until a replacement engine mounting frame assembly is available.

NOTE: Engine mounting frame assemblies with service time above 10,000 flying hours or 12,500 landings shall be inspected within the compliance time of 1000 flying hours, 1000 landings or 6 months, whichever comes first after the release date of Revision 2 of this Service Bulletin.

NOTE: Engine mounting frame assemblies held as spares shall be inspected before installation on an aircraft or within the compliance time of 6 months, whichever comes first after the release date of Revision 2 of this Service Bulletin.

- (b) In case of indications detected during the ultrasonic inspection, but neither cracks detected by visual inspection nor indications detected by eddy current inspection, every 600 flying hours or 12 calendar months, whichever comes first, but not more than two repetitions after the initial inspection:
- Repeat the visual inspection for cracks in the welding at the indication location.
 - Repeat the eddy current inspection at the indication location.
 - In case of cracks detected during the visual inspection of the welding or indications detected during the eddy current inspection, replace the engine mounting frame assembly before next flight.

D. Description

This Service Bulletin gives the data and instructions necessary to do a one-time ultrasonic inspection of the swaged engine mounting tube ends, and in case of indications detected, one-time and repetitive visual and eddy current inspection until a replacement engine mounting frame assembly is available.

Revision 1 to this Service Bulletin updates the effectivity of the affected serial numbers. No further work is required if this Service Bulletin has been incorporated at an earlier revision.

Revision 2 to this Service Bulletin updates the procedure to allow qualified and certified persons to do this task. Figure 3 updated to add shading. Operators who have carried out this SB at initial issue or Revision 1 must repeat the inspection procedure.

E. Compliance

Mandatory. The inspection threshold is 11,000 flying hours or 13,500 landings engine mounting frame assembly service time, whichever comes first.

Engine mounting frame assemblies with service time above 10,000 flying hours or 12,500 landings shall be inspected within the compliance time of 1000 flying hours, 1000 landings or 6 months, whichever comes first after the release date of Revision 2 of this Service Bulletin.

Engine mounting frame assemblies held as spares shall be inspected before installation on an aircraft or within the compliance time of 6 months, whichever comes first after the release date of Revision 2 of this Service Bulletin.

The repeat inspection interval for the visual and eddy current inspections of the engine mounting frame assemblies with ultrasonic indications, but neither cracks detected by visual inspection nor eddy current indications is every 600 flying hours or 12 calendar months, whichever comes first, until the engine mounting frame assemblies with indications are replaced, but not more than two repetitions after the initial inspection.

F. Approval

The technical content of this Service Bulletin is approved under the authority of DOA No. EASA. 21J. 357.

PILATUS advises Operators/Owners to check with their designated Airworthiness Authority for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Copyright and Legal Statement

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H. Manpower

Task	Initial inspection	Repetitive inspection
Preparation	0.5	0.5
Ultrasonic inspection	1.0	-
Visual inspection	0.5	0.5
Eddy current inspection	0.5	0.5
Replacement	-	-
Close up	0.5	0.5
TOTAL MAN-HOURS	3.0	2.0

NOTE: Man-hours do not include the drying time for paints.

NOTE: Man-hours do not include the replacement time for potential engine mounting frame replacement.

I. Weight and Balance**(1) Weight Change**

Not changed.

(2) Moment Change

Not changed.

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

NOTE: Throughout this Service Bulletin AMM/SRM references are given without the model prefix.

For PC-12, PC-12/45 and PC-12/47 aircraft, prefix references with 12-A.

For PC-12/47E aircraft, prefix references with 12-B.

Aircraft Maintenance Manual (AMM)

20-31-00-00A-071A-A

20-50-00-00A-901A-A

24-00-00-00A-901A-A

71-10-00-00A-920A-A

71-00-05-00A-920A-A

Structural Repair Manual

51-00-00-00A-353A-A

54-20-00-00A-250A-A

54-20-00-00A-661A-A

M. Publications Affected

None.

N. Interchangeability of Parts

Not Applicable.

2. Material Information**A. Material - Price and Availability**

Operators that require additional information and/or Service Bulletin materiel, should contact their Authorized Pilatus Service Center, or to:

PILATUS AIRCRAFT LTD
CUSTOMER SUPPORT MANAGER
CH-6371 STANS
SWITZERLAND

General Aviation:
Tel: + 41 41 619 3333
Fax: + 41 41 619 7311
eMail: SupportPC12@pilatus-aircraft.com

PILATUS BUSINESS AIRCRAFT LTD
PRODUCT SUPPORT DEPARTMENT
11755 AIRPORT WAY
BROOMFIELD, CO 80021
UNITED STATES OF AMERICA

Tel: +1 303 465 9099
Fax: +1 303 465 6040
eMail: SupportPC12@PilBal.com

PILATUS AUSTRALIA PTY LTD
17 JAMES SCHOFIELD DRIVE
ADELAIDE AIRPORT SA 5950
AUSTRALIA

Tel: +61 8 8238 1600
Fax: +61 8 8234 4499
Free Call: +61 1800 PILATUS (745 2887)
eMail: SupportPC12@pilatus.com.au

Operators are requested to advise Pilatus Aircraft Ltd, of the Manufacturer's Serial Number (MSN) and the flying hours of aircraft which are affected by this Service Bulletin.

B. Warranty

Credit will be issued for labour for the initial inspection for all affected aircraft on approval of a warranty claim, provided:

- The work is accomplished within +/- 500 flying hours or landings of the inspection threshold (refer to Para 1.E)
- A properly completed inspection report (including nil findings) is provided to Pilatus
- The work is accomplished by an authorised Service Center.

Pilatus customer service needs to be contacted in case:

- An engine mounting frame needs to be replaced
- A repetitive visual and eddy current inspection is required.

Operators who have carried out this Service Bulletin at initial issue or Revision 1 are entitled to file a new warranty claim for the labor required to carry out Revision 2.

C. Material Necessary for Each Aircraft**(1) Material to be Procured**

None.

(2) Operator Supplied Materials, AMM 20-31-00-00A-071A-A

Material No.	Description	Qty	Remarks
P01-010	MEK	A/R	
P02-031	ABSORBENT PAPER	A/R	
P02-016	SCOTCHBRITE	A/R	

D. Re-identified Parts

None.

E. Tooling - Cost and Availability

Part No.	Description	Qty	Remarks
500.50.12.358	Reference piece	1	Ultrasonic Inspection kit supplied by Pilatus on loaner basis
	Reference piece protocol	1	
	Ultrasonic transducer protocol	1	
	Ultrasonic transducer 10 MHz	1	
	Wedge	1	
	Box	1	
Local supply	Ultrasonic testing unit	1	Cable and device expected to be available at the NDT expert (Krautkrämer Branson USD15 or equivalent)
Local supply	Coupling medium	A/R	Ultragel II (silicon free), ultrasonic NDT couplant, or equivalent

NOTE: Inspection device featuring video filters allow easier signal interpretation.

NOTE: 15 ultrasonic inspection kits are available and will be distributed by Pilatus on loaner basis.

NOTE: No dedicated inspection kit is defined for the eddy current inspection, as it is expected to be available at the NDT expert.

3. Accomplishment Instructions - Aircraft - Part 1**A. Preparation**

- (1) Obey the safety precautions given in the AMM 24-00-00-00A-901A-A.
- (2) Remove the upper and lower nose engine cowlings, refer to AMM 71-10-00-00A-920A-A.
- (3) Check the engine mounting frame serial number to find if it is affected by this Service Bulletin. For the placard (label) location, refer to Figure 3.
- (4) If the engine mounting frame is affected by this Service Bulletin, continue with the instructions given in this Service Bulletin.
If the engine mounting frame is not affected, do these steps:
 - (a) Install the upper and lower nose engine cowlings, refer to AMM 71-10-00-00A-920A-A.
 - (b) Make an entry in the aircraft log book and/or the engine mounting frame record that this Service Bulletin is not applicable to the engine mounting frame serial number.
- (5) Open the upper engine cowlings to get access to the inspection areas.
- (6) **MSN 101 - 544, 546 - 888.** Refer to Figure 1.
 - (a) Loosen the clamps (1) and (3) that hold the generator cooling duct (2).
 - (b) Remove the generator cooling duct (2) from the aircraft.
 - (c) Release the firewall insulation blanket from around the engine mounting frame to get access to the inspection area.
- (7) **MSN 545, 1001 and up.** Refer to Figure 2.
 - (a) Loosen the clamps (1) and (3) that hold the generator cooling duct (2).
 - (b) Remove the generator cooling duct (2) from the aircraft.
 - (c) Loosen the clamps (5), (6) and (8) that hold the generator cooling ducts (4) and (7).
 - (d) Remove the generator cooling ducts (4) and (7) from the aircraft.
 - (e) Remove the screw and nut that hold the starter generator power feeder cable P-clamp to the engine mounting frame assembly diagonal strut.
 - (f) Use cable ties or rope to hold the starter generator power feeder cable away from the engine mounting frame assembly diagonal strut to give access to the inspection area.
 - (g) Release the firewall insulation blanket from around the engine mounting frame to get access to the inspection area.
- (8) Refer to Figure 3. Use absorbent paper (Mat. No. P02-031) and MEK (Mat. No. P01-010) to clean and degrease the swaged ends (1) thru (6) of the engine mounting frame assembly struts P/N 571.20.12.073, 571.20.12.074 and 571.20.12.107.

- (9) Make sure that the swaged ends of the struts are clean, dry and free from flaking or exfoliated paint. If there is flaking or exfoliated paint, refer to AMM 20-50-00-00A-901A-A and use ScotchBrite (Mat. No. P02-016) to remove the paint from the inspection areas.

NOTE: It is not necessary to remove the surface finish from the engine mounting frame assembly unless it is damaged.

B. Inspection

(1) Ultrasonic Inspection

NOTE: Only persons qualified and certified to UT 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 ultrasonic inspection.

(a) Equipment Preparation

Refer to Figure 4.

- 1 Apply coupling medium to the inspection transducer contact area.
- 2 Install the inspection transducer (1) on the inspection wedge (2).
- 3 Connect the inspection transducer to the ultrasonic testing cable of the inspection device.
- 4 Record the type of the inspection device.

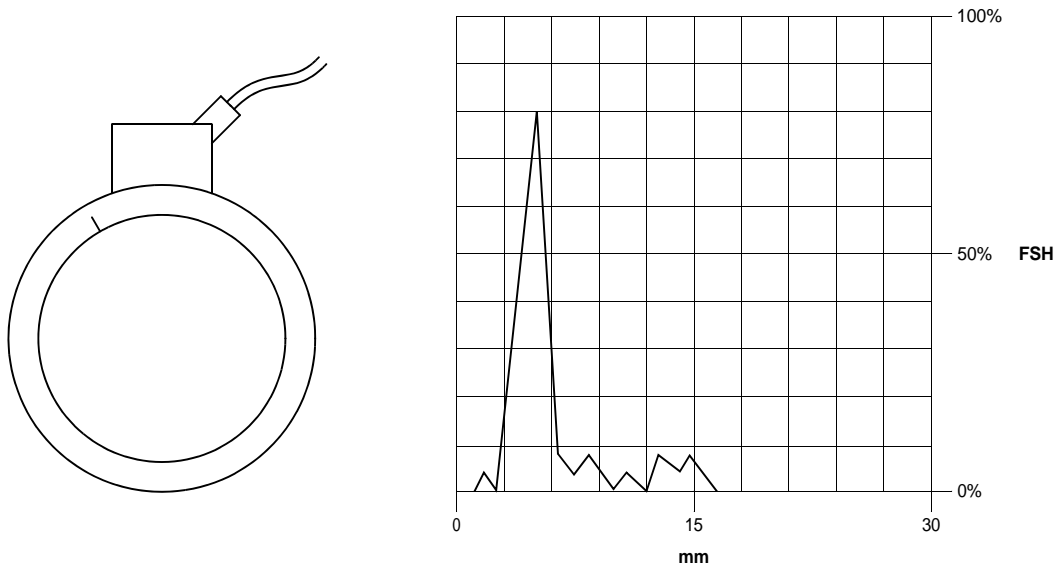
(b) Equipment Calibration Direct Scan

- 1 Apply the coupling medium to the inspection reference piece outer diameter.
- 2 Set the device calibration:
 - Set the inspection range to 0 - 30 mm (0 - 1.18 in.).
 - Set the delay to 3.2 μ sec.
 - Set the sound speed to 3230 m/sec (0.1272 in/ μ sec).
- 3 Place the inspection wedge above the inspection reference location (inspection piece protocol location 1) of the reference piece.

NOTE: The inspection wedge sound index point (see Figure 4) shall be in contact with the inspection reference piece surface to prevent signal loss.

NOTE: The inspection reference pieces can have one or more natural material separations.

- 4 Set the echo of the material separation to 80% full-screen height (FSH).
- 5 Record the device gain (dB).



(c) Additional calibration for Multiple Transverse Scan required in case of limited accessibility:

1 Apply the coupling medium to the inspection reference piece outer diameter.

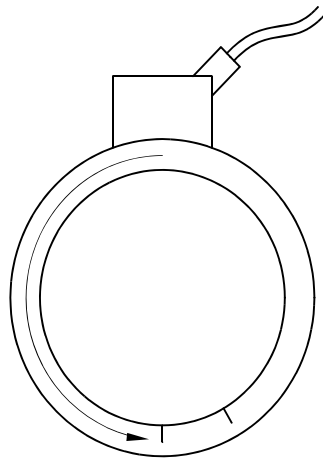
CAUTION: EXCESSIVE COUPLING MEDIUM COULD DISTURB THE SIGNAL. MAKE SURE THE COUPLING MEDIUM IS APPLIED IN THE PHYSICAL SCANNED AREA ONLY.

2 Place the inspection wedge opposite to the inspection reference location (inspection piece protocol location 1) of the reference piece. Make sure the scan direction has no other material separation between the wedge and the inspection reference location.

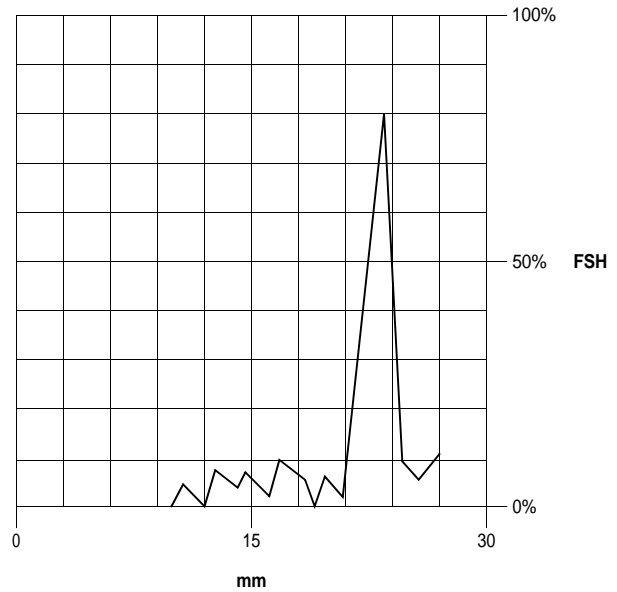
NOTE: The inspection wedge sound index point (see Figure 4) shall be in contact with the inspection reference piece surface to prevent signal loss.

3 Set the echo of the material separation to 80% full-screen height (FSH).

4 Record the device gain (dB).



INSPECTION
EXAMPLE



(d) Inspection

NOTE: This inspection procedure is valid for the six inspection locations on the swaged tube ends of the engine mounting frame assembly, refer to Figure 3.

- 1 Apply the coupling medium to the inspection location surface area (1), refer to Figure 3.
- 2 Do the equipment calibration 3.B.(1)(b).
- 3 Use the Direct Scan and do an ultrasonic inspection of the swaged tube area (1).

NOTE: The inspection wedge sound index point (see Figure 4) shall be in contact with the inspection location surface to prevent signal loss.

- 4 In case of limited accessibility areas:

CAUTION: EXCESSIVE COUPLING MEDIUM COULD DISTURB THE SIGNAL. MAKE SURE THE COUPLING MEDIUM IS APPLIED IN THE PHYSICAL SCANNED AREA ONLY WHEN USING THE MULTIPLE TRANSVERSE TECHNIQUE.

- Do the equipment calibration 3.B.(1)(c).
- Use the Multiple Transverse Scan and do an ultrasonic inspection of the swaged tube area (1).

NOTE: The inspection wedge sound index point (see Figure 4) shall be in contact with the inspection location surface to prevent signal loss.

- 5 Record the tube ultrasonic inspection results.

- 6 Use absorbent paper (Mat. No. P02-031) to remove the unwanted coupling medium as necessary.
- 7 Do Steps (d)1 thru (d)6 again for the remaining five inspection areas (2) thru (6).
- 8 If you have indications similar to those on the reference piece with an echo of 40% or more FSH, do the visual inspection given in Para B. (2) and the eddy current inspection given at Para B.(3).

(2) Visual Inspection

NOTE: This inspection is required only if you find indications in Para B.(1).

- (a) Use a strong light, a magnifying glass and a mirror to do a visual inspection of the welding for cracks at the indication location found in Para B.(1).
- (b) No cracks are permitted as per SRM 54-20-00-00A-661A-A. If a crack is suspected from visual inspection, the engine mounting frame must be replaced before next flight.
- (c) Record the welding visual inspection results.

(3) Eddy Current Inspection

NOTE: This inspection is required only if you find indications in Para B.(1).

NOTE: Only persons qualified and certified to ET 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 an eddy current Non Destructive Test (NDT) Inspection.

NOTE: In general, the eddy current procedure given in SRM 51-00-00-00A-353A-A applies. The inspection frequency range for steel is 1 MHz to 2 MHz. It is not necessary to remove the surface finish for the inspection unless it is damaged. Calibration of the equipment shall be done using the reference piece provided in the inspection kit.

- (a) Equipment Preparation
 - 1 Prepare the equipment as necessary.
- (b) Equipment Calibration
 - 1 Use the procedure given in SRM 51-00-00-00A-353A-A.
 - 2 Set the signal of the material separation indication in the reference piece inner surface on 80% FSH.

(c) Inspection

- 1 Do an eddy current inspection at the inspection locations with indications found in Para B.(1).
- 2 Use the procedure given in SRM 51-00-00-00A-353A-A.
- 3 If you have indications similar to the ones on the reference piece with a signal of 20% or more FSH, the engine mounting frame must be replaced before next flight.
- 4 If you have no indications, do the procedure given in Para (4) Accomplishment Instructions - Aircraft - Part 2.
- 5 Record the tube eddy current inspection results.

C. Close Up

- (1) If necessary, apply the surface finish to the engine mounting frame, refer to SRM 54-20-00-00A-250A-A.
- (2) **MSN 101 - 544, 546 - 888.** Refer to Figure 1.
 - (a) Install the firewall insulation blanket around the engine mounting frame.
 - (b) Make sure that the clamps (1) and (3) are loosely installed on the generator cooling duct (2).
 - (c) Install the generator cooling duct (2) on the aircraft.
 - (d) Tighten the clamps (1) and (3).
- (3) **MSN 545, 1001 and up.** Refer to Figure 2.
 - (a) Install the firewall insulation blanket around the engine mounting frame.
 - (b) Remove the cable ties or rope that hold the starter generator power feeder cable away from the engine mounting frame assembly diagonal strut.
 - (c) Install the screw and nut that hold the starter generator power feeder cable P-clamp to the engine mounting frame assembly diagonal strut.
 - (d) Make sure that the clamps (5), (6) and (8) are loosely installed on the generator cooling ducts (4) and (7).
 - (e) Install the generator cooling ducts (4) and (7) on the aircraft.
 - (f) Make sure that the clamps (1) and (3) are loosely installed on the generator cooling duct (2).
 - (g) Install the generator cooling duct (2) on the aircraft.
 - (h) Tighten the clamps (1), (3), (5), (6) and (8).
- (4) Remove all tools and materials. Make sure the work areas are clean.

- (5) Install the upper and lower nose engine cowlings, refer to AMM 71-10-00-00A-920A-A.
- (6) Close the engine cowlings.

D. Documentation

- (1) Make an entry in the Aircraft Logbook to record the incorporation of this Service Bulletin.
- (2) Send a report to Pilatus Aircraft Ltd. of the inspection (including nil findings). Use the reporting form given in this Service Bulletin.

4. Accomplishment Instructions - Aircraft - Part 2

NOTE: This procedure is required only if indications were found in Para 3.B.(1) - Ultrasonic Inspection, but neither cracks were found in Para 3.B. (2) - Visual Inspection, nor indications were found in Para 3.B.(2) - Eddy Current Inspection.

- A. The inspections performed require the engine mounting frame assembly to be replaced.
- B. If no replacement engine mounting frame assembly is available, do the visual inspection given in Para 3.B.(2) and the eddy current inspection given in Para 3.B.(3) every 600 flying hours or 12 calendar months, whichever comes first, but not more than two repetitions after the initial inspection.
- C. The engine mounting frame assembly shall be replaced at the next scheduled engine overhaul.

D. Close Up

- (1) If necessary, apply the surface finish to the engine mounting frame, refer to SRM 54-20-00-00A-250A-A.

E. Documentation

- (1) Send a report to Pilatus Aircraft Ltd. of the inspection (including nil findings). Use the reporting form given in this Service Bulletin.

5. Accomplishment Instructions - Spares

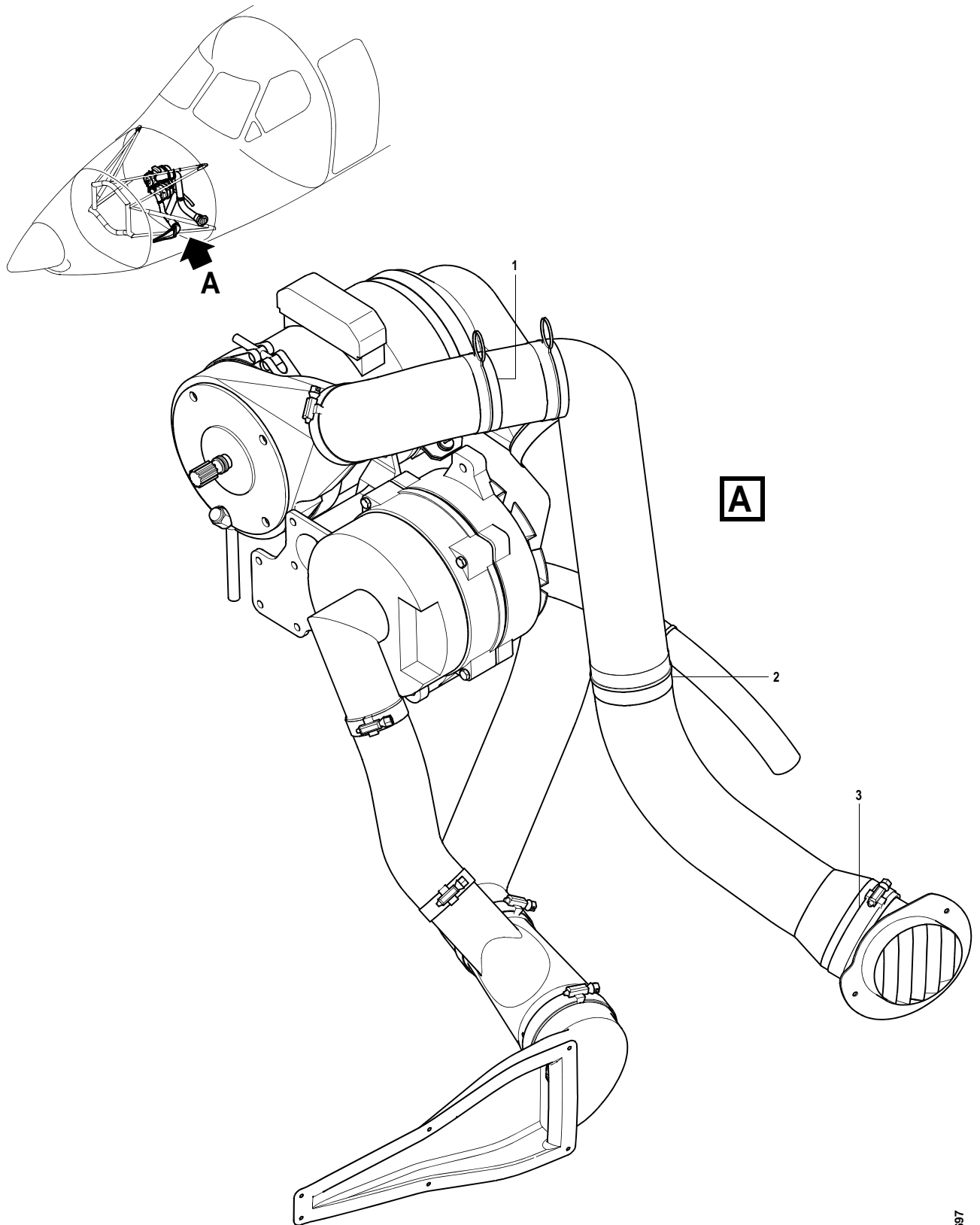
- A. Do the ultrasonic inspection given in Para 3.B.(1).
- B. If you find indications, return the engine mounting frame assembly to Pilatus.

C. Close Up

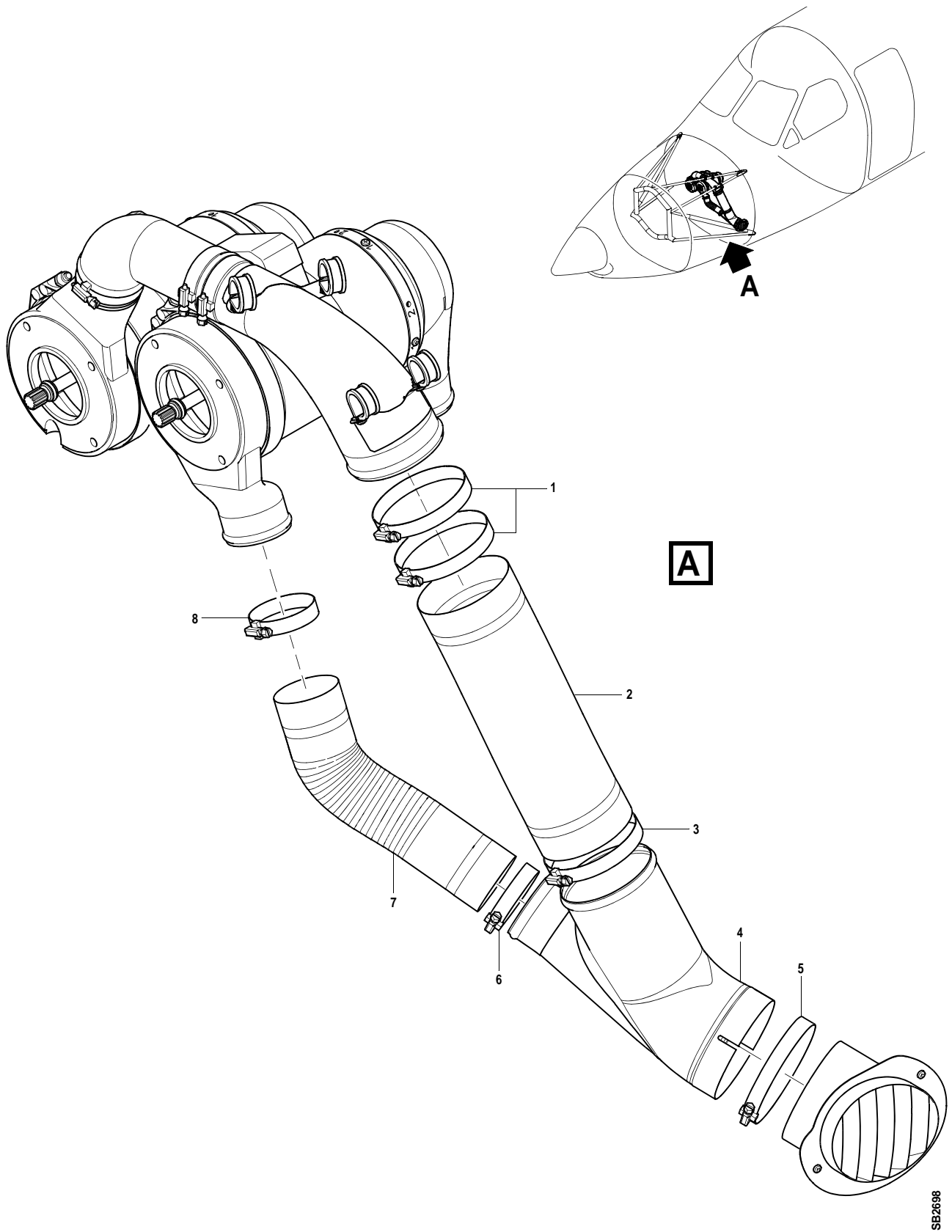
- (1) Use absorbent paper (Mat. No. P02-031) to remove the unwanted coupling medium as necessary.
- (2) If necessary, apply the surface finish to the engine mounting frame, refer to SRM 54-20-00-00A-250A-A.

D. Documentation

- (1) Send a report to Pilatus Aircraft Ltd. of the inspection (including nil findings). Use the reporting form given in this Service Bulletin.

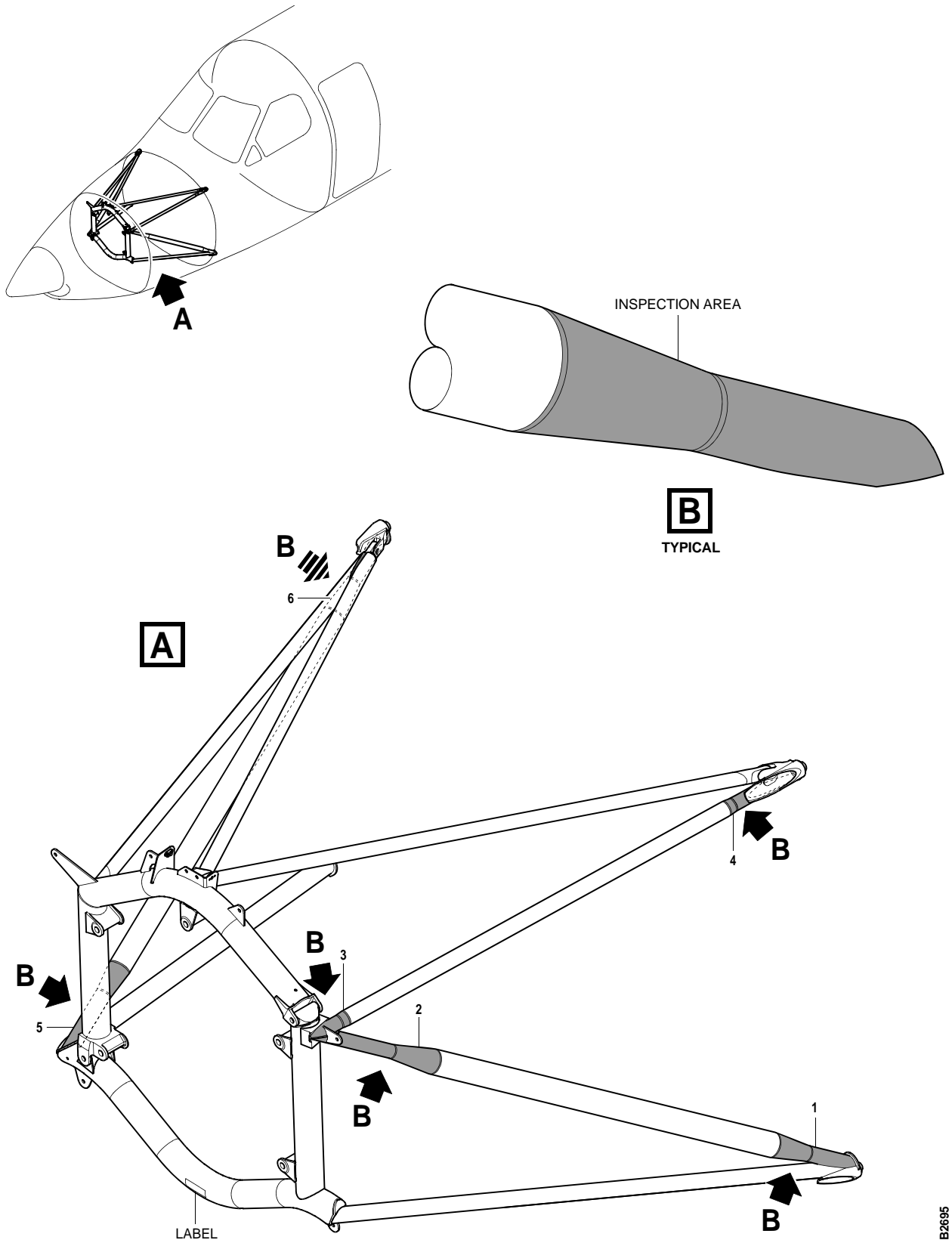


PC-12 MSN 101 - 544, 546 - 888 Generator Cooling Duct Removal/Installation
Figure 1

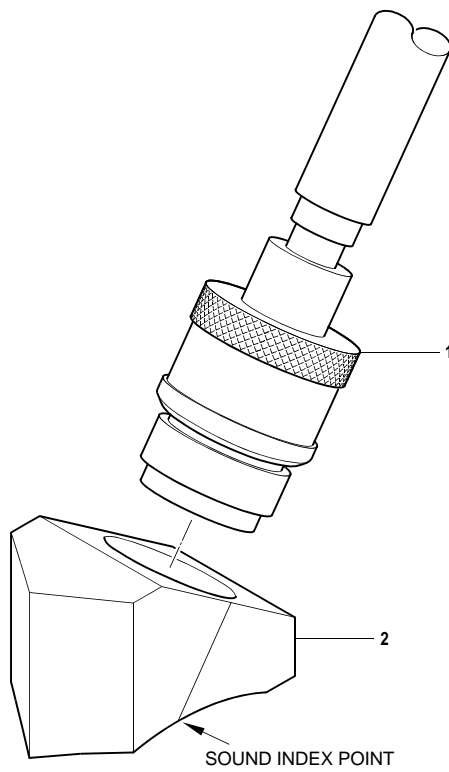


SB2698

PC-12/47E MSN 545, 1001 and Up Generator Cooling Duct Removal/Installation
Figure 2



Engine Mounting Frame Assembly Inspection Areas
Figure 3



SB2696

Inspection Transducer and Wedge
Figure 4

Ultrasonic Inspection

Aircraft	MSN	_____
	Total Flying Hours Since New	_____
	Total Landings Since New	_____
Engine Mounting Frame Assembly	SN	_____
	Total Flying Hours Since New	_____
	Total Landings Since New	_____

Inspection Reference Piece P/N 513.71.12.026 SN _____

Inspection Device _____

Device Gain at Inspection Reference Location **Direct Scan** _____ **dB**

Multipule Transverse Scan _____ **dB**

Inspections

Location	Indications (yes/no)	Amount (#)	*Length (mm/inch)	*Signal FSH (%)	Comment (yes/no)
1					
2					
3					
4					
5					
6					

* In case of several, provide longest/strongest

Comments

Location	Comment
1	
2	
3	
4	
5	
6	

Date _____

Inspector Name _____

Inspector Level _____

Inspector Signature _____

Return Completed Form To:

Pilatus Aircraft Ltd., Customer Support PC-12 (GC),

CH-6371 Stans, Switzerland. Fax: +41 41 619 73 11

Email: supportpc12@pilatus-aircraft.com

Visual Inspection

Initial / Repetitive (delete as needed)

Aircraft	MSN	_____
	Total Flying Hours Since New	_____
	Total Landings Since New	_____
Engine Mounting Frame Assembly	SN	_____
	Total Flying Hours Since New	_____
	Total Landings Since New	_____

Inspections

Location	Cracks (yes/no)	Amount (#)	*Length (mm/inch)	Comment (yes/no)
1				
2				
3				
4				
5				
6				

* In case of several, provide longest

Comments

Location	Comment
1	
2	
3	
4	
5	
6	

Date _____

Inspector Name _____

Inspector Level _____

Inspector Signature _____

Return Completed Form To:
 Pilatus Aircraft Ltd., Customer Support PC-12 (GC),
 CH-6371 Stans, Switzerland. Fax: +41 41 619 73 11
 Email: supportpc12@pilatus-aircraft.com

Eddy Current Inspection
Initial / Repetitive (delete as needed)

Aircraft	MSN	_____
	Total Flying Hours Since New	_____
	Total Landings Since New	_____
Engine Mounting	SN	_____
Frame Assembly	Total Flying Hours Since New	_____
	Total Landings Since New	_____

Inspection Reference Piece P/N 513.71.12.026 SN _____

Inspections

Location	Indications (yes/no)	Amount (#)	*Length (mm/inch)	*Signal FSH (%)	Comment (yes/no)
1					
2					
3					
4					
5					
6					

* In case of several, provide longest/strongest

Comments

Location	Comment
1	
2	
3	
4	
5	
6	

Date _____

Inspector Name _____

Inspector Level _____

Inspector Signature _____

Return Completed Form To:

Pilatus Aircraft Ltd., Customer Support PC-12 (GC),
CH-6371 Stans, Switzerland. Fax: +41 41 619 73 11
Email: supportpc12@pilatus-aircraft.com

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