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TO HOLDERS OF PC-6 AIRCRAFT MAINTENANCE MANUAL

PC-6 AIRCRAFT MAINTENANCE MANUAL

DOCUMENT NUMBER 01975

REVISION NO. 12

DATED MAY 14/10

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
Introduction			
CONT	1 and 2	1 and 2	Reference to Chapter 23 deleted.
Chapter 04- Airworthiness Limitations			
04-LEP	1 and 2	1 and 2	Updated.
04-00-00	1 thru 6	1 thru 6	To correct the maintenance interval for the aileron, rudder, elevator and flap bellcranks and levers. And: To add a time limit for the flap actuator (electrical system) P/N 978.73.14.103.
Chapter 05 - Time Limits/Maintenance Checks			
05-LEP	1 and 2	1 and 2	Updated.
05-TOC	1 and 2	1 and 2	New procedure 05-51-13 added.
05-10-10	1 thru 4 and TR 05-13	1 thru 4	TR 05-13 incorporated and maintenance of fire extinguisher amended.
05-10-20	1 thru 4	1 thru 4	Maintenance of fire extinguishers amended.
05-50-00	1	1 and 2	Volcanic ash inspections listed.
05-51-13	-	1 and 2	New procedure for flight through volcanic ash.

PUBLICATION TRANSMITTAL LETTER

	Remove	Insert	Reason for Change
Chapter 07 - Lifting and Shoring			
07-LEP	1	1 and 2	Updated
07-10-00	201 thru 207	201 thru 208	Tools and equipment revised and new lifting procedures added.
Chapter 20 - Standard Practices			
20-LEP	1 and 2	1 and 2	Updated.
20-31-00	1 thru 18	1 thru 18	Consumable materials list updated.
Chapter 24 - Electrical Power			
24-LEP	1 and 2	1 and 2	Updated.
24-TOC	1 and 2	1 and 2	Unused page number deleted.
Chapter 27 - Flight Controls			
27-LEP	1 and 2	1 and 2	Page dates of 27-20-00/501 corrected.
Chapter 28 - Fuel			
28-LEP	1 and 2	1 and 2	Updated.
28-TOC	1 thru 4	1 thru 4	28-20-03 moved to correct the sequence.
Chapter 34 - Navigation			
34-LEP	1 and 2	1 and 2	Updated.
34-21-00	501 thru 508	501 thru 508	Missing information added to Fig 502. Correction to installation of pitot covers.
Chapter 57 - Wings			
57-LEP	1 and 2	1 and 2	Page dates of Table of Contents corrected.
Chapter 79 - Oil			
79-LEP	1	1 and 2	Updated.
79-TOC	1	1 and 2	New procedure added.
79-31-13	-	401 thru 404	New procedure for the removal/installation of the oil temperature sensor.
Record of Revisions Sheet	Record incorporation of this revision and date of incorporation		
Record of Temporary Revisions Sheet	Record the removal and removal date of TR 05-13.		

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CHAPTER 04 - AIRWORTHINESS LIMITATIONS
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AIRWORTHINESS LIMITATIONS

1. General

The Airworthiness Limitations section is EASA approved and variations must also be approved.

The Airworthiness Limitations section is also FAA approved for US registered aircraft in accordance with FAR 21.29.

The Airworthiness Limitations section is FAA approved and specifies maintenance required under 14 CFR 43.16 and 91.403 unless an alternate program has been FAA approved.

On any PC-6, do not install the following parts:

Mechanical stabilizer trim system:
Connecting pieces 6232.0026.XX manufactured by Fairchild. The Fairchild part has a rivet in the center that is not on the Pilatus part (refer also to SB 53-001, Rev. 1).

Electrical stabilizer trim system:
Fitting 116.40.06.033 without index after part number (refer also to SB 53-001, Rev. 1).

2. Mandatory Structural Inspections

Item	Maintenance Requirement	Interval
Chapter 27 - Flight Controls		
Aileron, Rudder, Elevator and Flap Bellcranks and Levers	Examine (Fluorescent Dye Penetrant Inspection)	7000 flying hours or 14 years (whichever comes first)
Aileron Trim Screw-Actuator (Mechanical System)	Check for backlash. The maximum permitted backlash is 0,3 mm (0.012 in.)	3500 flying hours or 7 years (whichever comes first)
Chapter 53 - Fuselage		
Stabilizer Trim Attachment Components, FR12A	Examine (Ref. 53-30-00. Page Block 601)	3500 flying hours or 7 years (whichever comes first) See NOTE C below
FR12A	Examine (Ref. 53-30-00. Page Block 601)	3500 flying hours or 7 years (whichever comes first) See NOTE C below
Fuselage - Wing-Strut Attachment-Brackets	Examine (Fluorescent Dye Penetrant Inspection)	3500 flying hours or 7 years (whichever comes first)
Chapter 55 - Stabilizers		
Trim Actuator Attachment	Examine (Ref. 55-11-11, Page Block 601)	3500 flying hours or 7 years (whichever comes first) See NOTE C below

Item	Maintenance Requirement	Interval
Chapter 57 - Wings		
Left and Right Wing-Strut Fitting (All P/Ns)	Examine (Ref. 57-00-02, Page Block 601 - Check 1 - Visual Inspection)	Aircraft registered in the USA: 3 months All other aircraft (not operating in the USA): 3 months (See NOTE 1) 6 months (See NOTE 2) 12 months (See NOTE 3) **NOTE 1:** For aircraft that operate in a severe Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) **NOTE 2:** For aircraft that operate in a moderate Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) **NOTE 3:** For aircraft that operate in a mild Corrosion Severity Zone (Ref. AMM, 20-40-00, Page Block 1) See NOTE D below
Left Wing-Strut Fitting (P/N 6102.0041.00, 111.35.06.055, 111.35.06.184 or 111.35.06.185)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection)	1100 flying hours or 12 months (whichever comes first) See NOTE D below
Right Wing-Strut Fitting (P/N 6102.0041.00, 111.35.06.056, 111.35.06.184 or 111.35.06.186)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection)	1100 flying hours or 12 months (whichever comes first) See NOTE D below
Left Wing-Strut Fitting (P/N 111.35.06.193 or 111.35.06.195)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection)	12 months See NOTE D below
Right Wing-Strut Fitting (P/N 111.35.06.194 or 111.35.06.195)	Examine (Ref. 57-00-02, Page Block 601 - Check 2 - Eddy Current Inspection)	12 months See NOTE D below
Wing - Fuselage Attachments	Examine (Fluorescent Dye Penetrant Inspection)	7000 flying hours or 14 years (whichever comes first)

Item	Maintenance Requirement	Interval
Aileron/Flap Support-Brackets	Examine (Fluorescent Dye Penetrant Inspection)	7000 flying hours or 14 years (whichever comes first)

3. Life Limited Items

Item	Maintenance Requirement	Interval
Chapter 27 - Flight Controls		
Flight Control Chains (Mechanical Trim and Flaps)	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Aileron Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Elevator Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Rudder Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Flap Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Horizontal-Stabilizer Attachment-Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Stabilizer Trim Actuator (Mechanical Trim)	Overhaul	3500 flying hours
Stabilizer Trim Actuator (Electrical Trim)	Overhaul	3500 flying hours
Flap Actuator (Electrical System) (Electro-Metal Type 55.1-1100, P/N 978.73.14.101)	Overhaul	3000 landings
Flap Actuator (Electrical System) (Electro-Metal Type 55.1-1100, Amdt. 2 P/N 978.73.14.103)	Overhaul	5000 landings or 7 years (whichever comes first)
Flap Actuator Jacks (Mechanical System)	Overhaul	3500 flying hours
Chapter 32 - Landing Gear		
Main-Gear Shock-Strut Attachment-Bolts	Replace (discard)	10000 landings or 7 years (whichever comes first)
Tail-Gear Attachment-Bolts	Replace (discard)	10000 landings or 7 years (whichever comes first)

Item	Maintenance Requirement	Interval
Chapter 35 - Oxygen		
Oxygen Cylinder (if installed)	Overhaul and send to an authorized facility for hydrostatic test	5 years
Chapter 57 - Wings		
Wing Attachment Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Wing-Strut Attachment-Bolts	Replace (discard)	7000 flying hours or 14 years (whichever comes first)
Chapter 77 - Engine Indicating		
Low Pitch Warning-Switch	Replace (discard)	3500 flying hours

NOTE A: Refer to the appropriate engine and propeller maintenance manuals for the applicable airworthiness limitations.

NOTE B: If any of the above maintenance tasks were accomplished in accordance with an earlier revision of this AMM, the relevant interval starts from that date, except for items with NOTES C or D.

NOTE C: If the maintenance requirement of this task was accomplished as part of SB 53-001 or superordinate ADs, the interval starts from that date.

NOTE D: If the maintenance requirement of this task was accomplished as part of SB 57-005 or superordinate ADs, the interval starts from that date.

NOTE E: Any maintenance task listed above for which NOTES B, C or D do not apply must be accomplished within 12 months from the effective date of this revision.

Approved by: Hamid Hampai

FEDERAL OFFICE OF CIVIL AVIATION (FOCA), SWITZERLAND
EASA Project No: 0010004781-001
Approval Signature: Signed original held on file by Pilatus Aircraft Ltd, Stans
Approval Date: May 14th 2010

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CHAPTER 05 - TIME LIMITS / MAINTENANCE CHECKS
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CHAPTER 05 - TIME LIMITS / MAINTENANCE CHECKS
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OVERHAUL AND REPLACEMENT SCHEDULE

Component	Maximum Life	Overhaul Interval
Chapter 24 - Electrical Power		
Starter-generator		1000 flying hours
Chapter 25 - Equipment and Furnishings		
Safety harnesses	10 years	
ELT battery (if installed)	After a total of one hour of ELT use or as shown on the battery label	
First aid kit (if installed)		1 year
Powder fire extinguisher P/N 959.08.01.352 (if installed)	3 years	
Chapter 27 - Flight Controls		
Rudder bearing	3500 flying hours or 7 years	
Control column aileron/pitch trim switch	3500 flying hours or 10 years	
Aileron trim actuator (electrical system)		3500 flying hours
Rudder trim actuator (electrical trim)		3500 flying hours
Chapter 28 - Fuel		
Flexible hoses (P/N 115.55.06.135, 115.55.06.136, 6538.0043.00)	10 years	
Fuel filter element (Airmaze) - cleanable type	600 flying hours	
Fuel filter element (Zenith) - disposable type	100 flying hours	
Transfer pumps - underwing tanks (if installed)	7000 flying hours	
Engine driven pump		3500 flying hours
Auxiliary pump		1200 flying hours or 7 years
Chapter 32 - Landing Gear		
Flexible hoses	10 years	
Main landing gear assembly		7000 flying hours or 14 years

Component	Maximum Life	Overhaul Interval
Main gear shock struts		10000 landings or 7 years
Tail shock strut		10000 landings or 7 years
Tail landing gear assembly		3500 flying hours or 7 years
Brake master cylinder		3500 flying hours or 7 years
Deleted		
Deleted		
Brake unit		3500 flying hours or 7 years
Chapter 37 - Vacuum		
Vacuum system air filter (D9-18-1)	500 flying hours or 1 year, whichever comes first	
Chapter 61- Propeller		
Propeller (with attachment bolts)		3000 flying hours or 5 years (Ref. Hartzel SL 61, latest revision)
Propeller overspeed governor		Engine TBO + 500 hours
Chapter 71 - Power Plant		
Engine		3600 flying hours (Ref. P&WC SB 1803)
Engine accessories		(Ref. P&WC SB 1803)
Engine rotor components	Refer to P&WC SB 1002	
Engine hot section (HSI)		1800 flying hours (Ref. P&WC SB 1803)
Engine shockmounts		3600 flying hours
Chapter 73 - Engine Fuel and Control		
FCU drivebody inspection/bearing replacement (Ref. P&W EMM 72-00-00, Page Block 601 / Pilatus SL 076)		2000 flying hours or 6 years

Component	Maximum Life	Overhaul Interval
P3 air filter Pt No. 3029268 (cleanable type)		1000 flying hours maximum (Ref. P&WC EMM 72-00-00, Page Block 601)
P3 air filter Pt No. 3031781 (disposable type)	1000 flying hours (Ref. P&WC EMM 72-00-00, Page Block 601)	
HP fuel pump outlet filter Pt No. 3033355	600 flying hours (Ref. P&WC EMM 73-10-02)	
Chapter 77 - Engine Indicating		
Flexible hose (P/N 6501.0131.00)	10 years	
Chapter 79 - Oil		
Engine oil filter (permanent type) (Post P&WC SB 1118 and Pre SB 1215)		1500 flying hours (Ref. P&WC EMM 72-00-00, Page Block 601)
Engine oil filter (disposable type) (Post P&WC SB 1215 and SB 1282)	1000 flying hours (Ref. P&WC EMM 72-00-00, Page Block 601)	
Oil cooler		3500 flying hours
Oil cooler shockmounts	3500 flying hours, 7 years, or when the cooler is removed	
Flexible hoses (P/N 115.60.06.054, 115.60.06.045, 6543.0111.00)	10 years	

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TIME LIMITED MAINTENANCE REQUIREMENTS

Item	Maintenance Requirement	Interval
Chapter 24 - Electrical Power		
Hawker NiCad Battery (if installed)	Remove and service (Ref. 24-32-11, Page Block 401 and Battery CMM)	300 flying hours or 3 months
Marathon NiCad Battery (if installed)	Remove and service (Ref. 24-32-11, Page Block 401 and Battery CMM)	100 flying hours or 3 months
Hawker Lead Acid Battery (if installed)	Remove and capacity test (Ref. 24-32-11, Page Block 401 and Battery CMM)	Initial test: 4500 flying hours or 18 months, then: - If the capacity is more than 90% of the new capacity do the subsequent test at 1500 flying hours or 6 months - If the capacity is between 81% and 90% of the new capacity do the subsequent test at 750 flying hours or 3 months.
Concorde Lead Acid Battery (if installed)	Remove and capacity test (Ref. 24-32-11, Page Block 401 and Battery CMM)	Initial test: 600 flying hours or 12 months Subsequent tests at 200 flying hours or 4 months
Emergency Battery (if installed)	Remove and service (Capacity test, Ref. CMM) Operational test	1 year 3 months
Starter **/** Generator Brushes	Check for wear (Ref. 24-31-11)	200 flying hours
Chapter 25 - Equipment and Furnishings		
Halon Fire Extinguisher P/N 959.08.06.211 (if installed)	Examine Check contents	1 year
Powder Fire Extinguisher P/N 959.08.01.352 (if installed)	Examine and weigh Max permitted weight loss is 10 grams (0.35 oz) Check pressure	1 year
Halon Fire Extinguisher P/N 959.08.06.211 (if installed)	Hydrostatic test	12 years
ELT (if installed)	Operational Test (Ref. 25-63-00, Page Block 501)	1 year

Item	Maintenance Requirement	Interval
Chapter 27 - Flight Controls		
Aileron Control Cables and Pulleys	Examine (Ref. 27-00-00, Page Block 601)	3500 flying hours or 7 years
Rudder Control Cables and Pulleys	Examine (Ref. 27-00-00, Page Block 601)	3500 flying hours or 7 years
Elevator Control Cables and Pulleys	Examine (Ref. 27-00-00, Page Block 601)	3500 flying hours or 7 years
Trim Control Cables (if installed)	Examine (Ref. 27-00-00, Page 601)	3500 flying hours or 7 years
Chapter 28 - Fuel		
Fuel Filter Element (Airmaze Pt. No. OW1702-231)	Clean (Ref. 28-21-12, Page Block 701)	50 flying hours
Fuel Filter Element (Airmaze Pt. No. OW2440-231)	Clean (Ref. 28-21-12, Page Block 701)	100 flying hours
Engine Driven Fuel Pump	Check pump drive shaft for backlash (Ref. 28-20-03, Page Block 601)	400 flying hours
Chapter 32 - Landing Gear		
Main and Tailwheels	Crack detect the wheel halves as given in the latest revision of ABSC CMM AP 440 Magnetic particle inspect the tie bolts	At each tire replacement
Chapter 34 - Navigation		
Pitot-Static System	Leak check Drain	2 years or 600 flying hours 2 years
Standby Magnetic Compass	Check swing	2 year
Encoding Altimeter System (if installed)	Functional test	IFR flight operations: 2 years VFR flight operations: On condition

Item	Maintenance Requirement	Interval
Altimeter	Functional test	IFR flight operations: 2 years VFR flight operations: On condition
Transponder System (If installed)	Functional test	2 years
Chapter 35 - Oxygen		
Regulator Panels (if installed)	Bench test	5 years
Chapter 51 - Structures		
Complete Structure - Internal and External	Look for corrosion	1 year
Chapter 53 - Fuselage		
Fuselage, Seat Attachments and Surrounding Structure	Examine	2 years
Chapter 56 - Windows		
Emergency Windows (Aircraft without pilot/co-pilot doors)	Check operation Lubricate seals (Material No. P04-018)	300 flying hours or 1 year
Chapter 61 - Propeller		
Propeller	Lubricate	100 flying hours or 1 year,
Propeller Overspeed Governor	Check operation (Ref. 71-00-00, Page 501)	200 flying hours
Chapter 71 - Powerplant		
Compressor	Performance Recovery Wash All operations (Ref. 71-00-00, Page 701)	100 to 200 flying hours (Ref. P&WC EMM 71-00-00, Page 701)
	Desalination Wash Salt laden environment (Ref. 71-00-00, Page 701)	Daily to weekly depending on operating conditions (Ref. P&WC EMM 71-00-00, Page 701)
	Examine for corrosion and erosion (Ref. P&WC EMM 72-30-05, Page Block 201)	400 flying hours or when FOD damage is suspected

Item	Maintenance Requirement	Interval
Turbine	Wash (Ref. 71-00-00, Page 701)	Ref. P&WC EMM 71-00-00, Page 701
Sand Filters (if installed)	Clean (Ref. 71-12-00, Page 701)	25 flying hours
Hot Section	Examine with boroscope (Ref. P&WC EMM 72-00-00, Page Block 601)	Ref. P&WC EMM 72-00-00, Table 601
Chapter 73 - Engine Fuel and Control		
HP Fuel Pump Inlet Screen	Clean Examine (Ref. P&WC EMM 73-10-02)	600 flying hours
HP Fuel Pump Coupling Shaft (If Sundstrand Fuel Pump installed)	Examine drive splines for fretting corrosion (Ref. P&WC EMM 73-10-02)	600 flying hours
Fuel Manifold Adapter and Nozzle Assemblies	Examine (Ref. P&WC EMM 73-10-05)	Ref. P&WC EMM 72-00-00, Table 601
Chapter 74 - Ignition		
Spark Ignitors or Glowplugs	Examine (Ref. P&WC EMM 74-20-04 and 74-20-02)	200 flying hours
Chapter 79 - Oil		
Chip Detector (Aircraft without CHIP caption on CAWS)	Examine (Ref. P&WC EMM 72-00-00, Page Block 601)	100 flying hours
Chip Detector (All aircraft)	Examine (Ref. P&WC EMM 72-00-00, Page Block 601)	600 flying hours or 1 year
Oil Separator (if installed)	Drain	50 flying hours

UNSCHEDULED MAINTENANCE CHECKS

1. General

Unscheduled maintenance checks are necessary if unusual incidents occur.

These checks must be done before the next flight following the incident.

Depending on the severity of an incident, it may be advisable to remove the wings, horizontal stabilizer, elevator, rudder and landing gear to allow a more comprehensive inspection to be done.

If necessary contact Pilatus Aircraft Limited for further advice.

2. Unscheduled Maintenance Checks - Airframe

These checks must be done after the following incidents occur:

- High g-loads 05-51-01
- Hard or overweight landing 05-51-02
- Tail down landing 05-51-03
- Overspeed, more than V_{NE} 05-51-04
- Overspeed with flaps extended (V_{FE}) 05-51-05
- Engine overtorque 05-51-08
- Sudden propeller stoppage or impact 05-51-09
- Lightning strike 05-51-12
- Flight through volcanic ash or smoke 05-51-13

3. Unscheduled Maintenance Checks - Engine

These checks must be done after the following incidents occur (Ref. P&WC EMM 72-00-00, Page Block 601):

- Engine overspeed
  (Gas generator or propeller)
- Overtorque
- Sudden propeller stoppage
  (Overhaul propeller overspeed governor, in addition to P&WC EMM prescribed actions)
- Lightning strike
- Loss of oil pressure
- Contamination by fire extinguisher agents
- Flight through volcanic ash or smoke

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FLIGHT THROUGH VOLCANIC ASH OR SMOKE - UNSCHEDULED MAINTENANCE CHECKS

1. General

Do this check before the next flight if the aircraft was flown (or you suspect it was flown) through volcanic ash or volcanic smoke. The purpose of the check is to find:

- Abrasion or erosion of surfaces
- Damage to the aircraft and/or engine
- Deterioration of the aircraft systems
- Quantities of collected volcanic ash

2. Procedure

A. Aircraft Exterior

(1) Do a visual examination of the areas that follow for contamination, abrasion and damage:

- The exterior surfaces of the fuselage
- All parts of the aircraft that extend into the airflow
- Stabilizers
- Wings
- Flight control surfaces
- Antennas
- Windshield, side and cabin windows
- Landing gear
- All exterior lights

B. Fuselage Interior

(1) Do a visual examination of all the aircraft compartments which have access panels or doors.

(2) Do a visual examination of all the aircraft compartments which have vents and/or NACA inlets.

C. Engine Area

(1) If the emergency shut-off valves for the air-conditioning were closed during the flight, reset the valves.

(2) Clean the air-inlet screens and filters for the air conditioning system.

(3) If the aircraft is equipped with a cabin ventilation system, remove and clean the filter.

(4) Clean the engine-compressor inlet-screen.

(5) If the aircraft is equipped with a sand filter installation, remove and clean the sand filters (Ref. 71-12-00, Page Block 701).

(6) Examine the engine oil cooler for contamination. If necessary, clean the heat exchanger matrix with a soft bristle brush and/or low pressure air.

(7) Examine the propeller for contamination, abrasion and damage.

D. Pitot/Static System

(1) Disconnect the pitot/static air pipes from the:

- Vertical speed indicator
- Altimeter(s)
- Airspeed indicator

(2) Remove the pitot/static drain traps.

(3) Blow clean, dry, low pressure air through the pitot/static air pipes from the pitot head and static ports.

(4) Install the pitot/static drain traps.

(5) Connect the pitot/static air pipes to the:

- Vertical speed indicator
- Altimeter(s)
- Airspeed indicator

(6) Do a pitot/static system leak check (Ref. 34-11-00, Page Block 501).

E. Aircraft Cleaning

(1) Do a wash of the aircraft (Ref. 12-20-01, Page Block 701). When you do this, do a rinse of the engine air intake.

F. Detailed Examination/Tests

(1) Do an operational test of the flight controls to make sure that the movement is full, free and smooth.

(2) If the aircraft has, or is suspected to have, been struck by a coronal discharge (St. Elmo's Fire), do the inspection for lightning strike (Ref. 05-51-12, Page Block 1).

(3) Examine the engine (Ref. P&WC EMM 72-00-00, Page Block 601 - Aircraft Flown through Volcanic Ash or Smoke).

CHAPTER 07 - LIFTING AND SHORING
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	205	May 14/10
	206	May 14/10
	207	May 14/10
	208	May 14/10
07-20-00	201	Jun 14/91

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JACKING - MAINTENANCE PRACTICES

1. General

This section gives the following lifting procedures:

- Lifting and lowering the aircraft with jacks
- Lifting and lowering the aircraft on main jacks and a tail stand
- Lifting and lowering a main wheel
- Lifting the aircraft with a sling

2. Lifting and Lowering the Aircraft with Jacks

A. General (Ref. Fig. 201)

Lifting the aircraft should be done on firm and level ground. The lifting site should be protected from wind or, if possible, the aircraft should be lifted inside a hanger.

Jack pads are installed on the fuselage to lift the complete aircraft. Three jack pads are found at the following locations:

- One near each fuselage wing strut end fitting
- One at the aft end of the fuselage

B. Tools and Equipment

Part No.	Description	Remarks
6690.0036.01	Wheel Chocks	Or equivalent
or		
990.00.00.909	Wheel Chocks	Or equivalent
110.85.06.006	Main Jack	Or equivalent
or		
968.85.81.210	Main Jack	Or equivalent
or		
968.85.81.213	Main Jack	Or equivalent
968.85.81.215	Adapter, Main Jack	For use with 968.85.81.213
-	Tail Jack	Minimum lifting capacity: 200 kg (450 lb) Minimum height : 45 cm (18 in.) Minimum lifting height: 35 cm (14 in.)
-	Ballast	70 kg (150 lb)
-	Ballast suspension bar	

C. Lifting the aircraft (Ref. Fig. 201)

WARNING: DO NOT LIFT THE REAR OF THE AIRCRAFT UNTIL BALLAST WEIGHTS HAVE BEEN INSTALLED.

(1) Put the aircraft on to level and firm ground.

(2) Make sure that there are no obstructions around or above the aircraft.

(3) Put the wheel chocks in position.

(4) Put the main jacks below the forward fuselage jack pads.

(5) Put the tail jack below the tail jack pad.

(6) Install the ballast suspension bar through the rear fuselage and install ballast.

(7) Operate the jacks slowly and evenly until the main wheels and tail wheel are clear of the ground.

D. Lowering the aircraft (Ref. Fig. 201)

(1) Make sure there are no obstructions around or below the aircraft.

(2) Operate the jacks to lower the aircraft until the main wheels and tail wheel touch the ground.

(3) Put the wheel chocks in position.

(4) Remove the jacks from the aircraft.

(5) Remove the tail ballast and the ballast suspension bar.

(6) Make sure that the work area is clean and clear of tools and other items.

3. Lifting and Lowering the Aircraft on Main Jacks and a Tail Stand

A. General (Ref. Fig. 201)

Lifting the aircraft should be done on firm and level ground. The lifting site should be protected from wind or, if possible, the aircraft should be lifted inside a hanger.

Jack pads are installed on the fuselage to lift the complete aircraft. Three jack pads are found at the following locations:

- One near each fuselage wing strut end fitting
- One at the aft end of the fuselage

B. Tools and Equipment

Part No.	Description	Remarks
6690.0036.01	Wheel Chocks	Or equivalent
or		
990.00.00.909	Wheel Chocks	Or equivalent
110.85.06.006	Main Jack	Or equivalent
or		
968.85.81.210	Main Jack	Or equivalent
or		
968.85.81.213	Main Jack	Or equivalent
968.85.81.215	Adapter, Main Jack	For use with 968.85.81.213
110.85.06.007	Tail Stand	Or equivalent
-	Ballast	70 kg (150 lb)
-	Ballast suspension bar	

C. Lifting the aircraft (Ref. Fig. 201)

(1) Lift the aircraft with a sling (Ref. Para. 5).

(2) Put the main jacks below the forward fuselage jack pads.

(3) Put the tail stand below the tail jack pad.

(4) Lower the aircraft on to the jacks and tail stand.

(5) Adjust the jacks and tail stand as necessary until the aircraft is level.

(6) Make sure that the tail stand lock device locks around the tail jack pad and that the stand legs are firmly in contact with the ground.

(7) Install the ballast suspension bar through the rear fuselage and install the ballast.

(8) Remove the sling and the ropes.

D. Lowering the aircraft

(1) Prepare to lift the aircraft with a sling (Ref. Para. 5).

(2) Remove the tail ballast and the ballast suspension bar.

(3) Lift the aircraft off the jacks and tail stand with the sling (Ref. Para. 5).

(4) Remove the jacks and the tail stand from the aircraft.

(5) Make sure there are no obstructions around or below the aircraft.

(6) Lower the aircraft to the ground.

(7) Put the wheel chocks in position.

(8) Remove the sling and the ropes.

(9) If necessary, remove the control-surface gust-locks.

(10) Make sure that the work area is clean and clear of tools and other items.

4. Lifting and Lowering a Main Wheel

A. General (Ref. Fig. 201)

The aircraft main wheels can be lifted at the ski attachment brackets with a suitable round metal bar installed through the holes in the bracket and a hydraulic bottle jack used to lift the aircraft.

The lifted wheel should be lifted no more than is necessary to obtain ground clearance.

B. Tools and Equipment

Part No.	Description	Remarks
6690.0036.01	Wheel chocks	
-	Bottle jack	
-	Metal bar (round)	

C. Lifting a Main Wheel (Ref. Fig. 201)

WARNING: BEFORE LIFTING, THE WHEEL CHOCKS MUST BE INSTALLED TO STOP ACCIDENTAL MOVEMENT OF THE AIRCRAFT.

(1) Put the aircraft on to level and firm ground.

(2) Make sure that there are no obstructions around or above the aircraft.

(3) Apply the park brake.

(4) Put the wheel chocks in position.

(5) Install the round metal bar through the holes in the ski attachment bracket.

(6) Put the jack below the jack point to be lifted.

(7) Operate the jack until the wheel is clear of the ground.

D. Lowering a Main Wheel

(1) Make sure that there are no obstructions around or below the wheel to be lowered.

(2) Operate the jack to lower the aircraft until the main wheel touches the ground.

(3) Remove the round metal bar from the ski attachment bracket and the jack from the aircraft.

(4) Make sure that the work area is clean and clear of tools and other items.

5. Lifting the Aircraft with a Sling

A. General (Ref. Fig. 202)

Two tapped holes are located on the top of the fuselage adjacent to the wing attachment fittings. A sling with lifting lugs is then installed to lift the aircraft.

The complete aircraft can be lifted with a lifting sling and a hoist or a mobile crane. The total weight of the aircraft must not be more than 1500 kg (3300 lb).

When the aircraft is lifted it must remain in a level attitude. Ropes attached to the wing attachment points and the fuselage tail permit the aircraft to be maneuvered in a stable attitude.

B. Tools and Equipment

Part No.	Description	Remarks
6690.0018.00	Sling	
-	Rope	
-	Lifting equipment	Minimum capacity 2250 kg (5000 lb)

C. Procedure (Ref. Fig. 202)

(1) Make sure that there are no obstructions around or above the aircraft.

(2) Put the wheel chocks in position.

(3) Defuel the aircraft (Ref. 12-11-28, Page block 301).

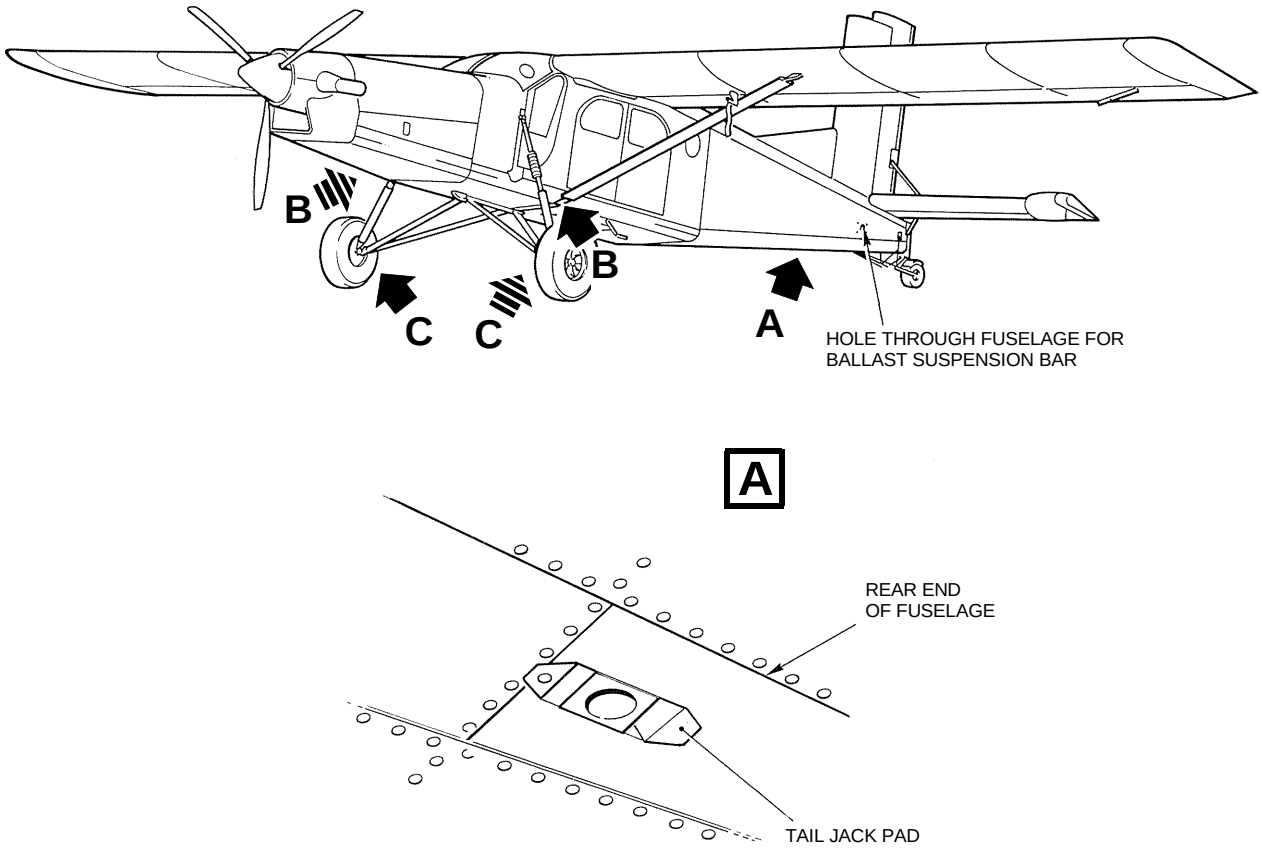
(4) If necessary, install the control-surface gust-locks (Ref. 10-10-00, Page block 201).

(5) Make sure that all the doors are closed and that no equipment will become loose when lifting the aircraft.

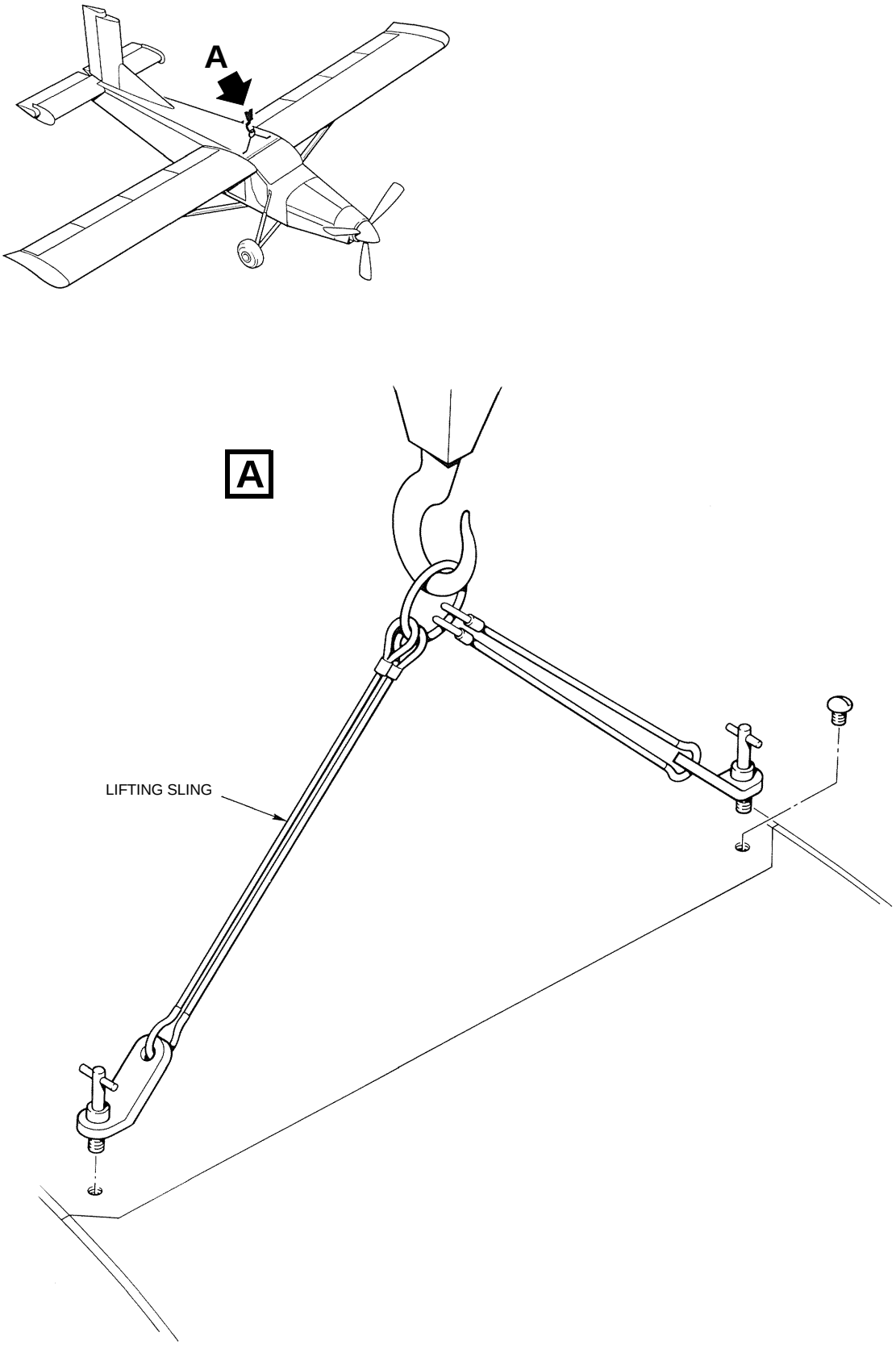
(6) Install the sling to the attachment points at the top of the fuselage. Make sure that the attachment screws are fully screwed down.

(7) Attach ropes to the wing and to the tail tie down attachment points.

(8) With personnel positioned at each rope and a supervisor co-ordinating the lifting operation, slowly lift the aircraft off the ground. Make sure the aircraft is kept in a level attitude when the aircraft is lifted.



Aircraft Jack Points
Figure 201



Aircraft Lifting with a Sling
Figure 202

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CHAPTER 20 - STANDARD PRACTICES
LIST OF EFFECTIVE PAGES

Chapter Section Subject	Pages	Date
List of Effective Pages	1	May 14/10
	2	May 14/10
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	2	Feb 28/10
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	202	Mar 14/98
	203	Mar 14/98
	204	Mar 14/98
	205	Mar 14/98
20-10-01	201	Mar 14/98
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	7	Nov 30/03
	8	Nov 30/03
	9	Nov 30/03
	10	Nov 30/03
	11	Nov 30/03
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	203	Nov 30/03
	204	Nov 30/03
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	802	Mar 30/08
20-40-10	201	Sep 30/07
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20-50-01	201	Sep 30/07
	202	Sep 30/07
	203	Sep 30/07
	204	Sep 30/07

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CONSUMABLE MATERIALS LIST

1. General

This section gives the data for the consumable materials which are recommended for the maintenance of all Pilatus aircraft types.

The materials are put into groups to show the type of material. The groups used in this section are:

P01 - Processing and Cleaning	P07 - Paints, Varnishes and Thinners
P02 - Processing Sundries	P08 - Bonding, Adhesives, Fillers and Sealers
P03 - Welding and Metal	P09 - General Stores
P04 - Jointing Compounds and Greases	P10 - Oils and Fluids
P05 - Polishing	P11 - Fuels
P06 - Inspecting	P12 - Packing

Each material is also given an item number which comes after the group number.

The groups of materials are shown in tables, each table has these columns:

- Material No.
- Material Name
- Notes
- Pilatus Part No.
- Alternative Product **/** Specification.

The Material No., Material Name, Notes and Pilatus Part No. columns give the products recommended by Pilatus.

The Alternative Product / Specification column is to show alternative products or the specifications for alternative products, when known.

The section gives the consumable materials necessary for each procedure for this aircraft.

You can use alternative materials, but if no alternative products are given in the tables then you must only use the recommended product.

Material Safety Data Sheets (MSDS) contain data about the trade name, safety hazards, reactions, spill and leak procedures, special protection data, special precautions, transport and labels are available from the manufacturer of the products. Before you use any consumable materials, read all MSDS.

Changes to items in the tables are shown by revision bars. The Page Date will identify the latest issue.

2. Consumable Materials List

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P01 - Processing and Cleaning				
P01-001	Alkaline cleaner, Turco 5884		910.21.31.008	MIL-PRF-85704 Almon AL-333 Ardrox 624 B & B 3100 Carbitol CLIX Magnus 1214 Rivenaes R-MCS Rivenaes R-MC G21 Turco 5884
P01-002	Triethanolamine			
P01-003	Emulsifier, Witco HC-59B or P10-59B			
P01-004		Superseded by P01-015		
P01-005	Soap solution, Aero-Klene No. 299		910.21.21.120	
P01-006	Cleaner	Refer to P05-003		
P01-007	Non leaded gasoline, Petroleum		908.62.11.101	MIL-G-5572F, ASTM-D910
P01-008	White spirit, EXXSOL D40		908.63.81.101	
P01-009	Solvent, Methanol (Methyl- alcohol)		908.44.52.003	AMS 3004, O-M-232K, PWC011-010
P01-010	Solvent, Methyl-Ethyl-Ketone (MEK)		910.21.61.015	ASTM D740, MIL-M-13999, O-C-265
P01-011	Solvent alcohol, Isopropyl (Isoproponol)		908.44.52.005	TT-I-735 GRADE A, PWC011-014
P01-012	Liquid detergent, Teepol			MIL-D-16791
P01-013	Solvent, Toluene		910.33.90.270	TT-T-548
P01-014	Cleaner, detergent, Turboclean 2			MIL-PRF-85704
P01-015	Ethanol (Ethyl alcohol)		908.44.52.006	AMS3002, MIL-A-6091, O-E-760 type III,PWC011-009
P01-016	Acetone		910.21.21.001	O-A-51, ASTM D329-95
P01-017	Electrical contact protector, Progold G5S-6		908.24.32.024	
P01-018		Superseded by P01-020		
P01-019	Cleaning fluid, Kontakt 60		908.18.12.094	
P01-020	Electrical contact enhancer, Stabilant 22		908.24.32.026	
P01-021	Corrosion remover	Phos-Klene 1 Super	908.40.32.155	
P01-022	Corrosion remover	Turco 4409	908.40.32.154	
P01-023	Paint remover	Turco 6776 LO WOD	910.10.00.003	
P01-024	Heavy duty cleaner Ardrox 1900C	Do not use on canopies	-	
P01-025	Heavy duty cleaner Zip-Chem Calla 800	Do not use on canopies	-	MIL-PRF-87937D Type II
P01-026	Disinfectant Virkon S, Antec International		-	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P02 - Processing Sundries				
P02-001	Lockwire (standard), diameter 0,8 mm (0.032 in.)		919.01.11.104	NASM20995 (was MS20995C-32)
P02-002	Aluminum wool		904.48.83.103	
P02-003	Cleaning cloth	Superseded by P02-031	904.49.73.004	
P02-004	Chamois leather		904.49.74.204	
P02-005	Sponge		904.49.75.303	
P02-006	Lockwire (heat resistant), diameter 0,6 mm (0.025 in.)		919.01.11.203	MS 9226-03
P02-007	Lockwire (standard), diameter 0,6 mm (0.025 in.)		919.01.11.103	NASM20995 (was MS20995C-25)
P02-008	Lockwire (heat resistant), diameter 1,0 mm (0.04 in.)		919.01.11.107	MS 9226-05
P02-009	Abrasive cloth, Grade 120	1913 Siawat FC	904.47.22.210	
P02-010	Abrasive cloth, Grade 180	1913 Siawat FC	904.47.22.213	
P02-011	Abrasive cloth, Grade 240	1913 Siawat FC	904.47.22.216	
P02-012	Abrasive cloth, Grade 280	1913 Siawat FC	904.47.22.218	
P02-013	Abrasive cloth, Grade 320	1913 Siawat FC	904.47.22.220	
P02-014	Abrasive cloth, Grade 400	1913 Siawat FC	904.47.22.222	
P02-015	Lockwire (heat resistant), diameter 0,8 mm (0.032 in.)		919.01.11.105	MS 9226-04
P02-016	Scotch-Brite, Very fine grade		904.48.85.107	
P02-017	Lockwire (standard), diameter 1,0 mm (0.04 in.)		919.01.11.106	NASM20995 (was MS20995C-41)
P02-018	Abrasive cloth, Grade 80		904.47.23.176	
P02-019	Cloth, cotton		904.49.71.203	
P02-020	Scotch-Brite, Regular Grade			
P02-021	Lockwire (brass), diameter 0,5 mm (0.02 in.)		919.01.11.117	
P02-022	Lockwire (special), diameter 0,4 mm (0.016 in.)		919.01.11.101	MS 9226-01
P02-023		Superseded by P02-024		
P02-024	Abrasive cloth, Grade 600	1913 Siawat FC	904.47.22.223	
P02-025	Cotton wadding	Pure cotton wool	904.49.73.006	
P02-026	Abrasive cloth, Grade 1500		907.71.22.703	
P02-027	Abrasive cloth, Grade 1800		907.71.22.704	
P02-028	Abrasive cloth, Grade 2400		907.71.22.705	
P02-029	Abrasive cloth, Grade 3200		907.71.22.706	
P02-030	Abrasive cloth, Grade 4000		907.71.22.707	
P02-031	Absorbent paper		904.49.73.004	
P02-032	Abrasive paper	3M Trizact P3000 D32 MM	907.71.22.791	
P02-033	Lamb wool pad	Polishing pad	904.49.76.362	
P02-034	Polish pad	Mirror polish - black	904.49.76.341	
P02-035	Polish pad small	Finesse it Buff pad	904.49.76.321	
P02-036	Polish hood	Off Polish Hood of Micro Fiber white	904.49.76.361	
P02-037	Micro Fiber cloth	Micro Power Cloth - Terrycloth	904.49.76.381	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P02-038	Cleaning Modelling Material	Magic Smooth and Clean, yellow	904.49.76.121	
P02-039	All Purpose Cleaner	All Purpose Cleaner PLUS Concentrate D-12	904.49.76.141	
P02-040	Lockwire (heat resistant), diameter 0,5 mm (0.02 in.)	Inconel	919.01.11.102	MS9226-02

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P03 - Welding and Metal				
P03-001	Welding Rod, Filler rod 347	Diameter 0,8 mm (0.032 in.) Diameter 1,0 mm (0.039 in.) Diameter 1,14 mm (0.045 in.) Diameter 1,6 mm (0.064 in.)	907.83.32.501 907.83.32.502 907.83.32.503 907.83.32.505	AMS 5680
P03-002	Welding Rod, Filler rod (1.7734.2)	Diameter 1,5 mm (0.06 in.) Diameter 2,0 mm (0.08 in.)	907.83.31.911 907.83.31.912	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P04 - Jointing Compounds and Greases				
P04-001	Grease, Aeroshell Grease 5	Do not use Superseded by P04-031	908.21.52.003	MIL-PRF-81322F, G-395, DOD-G-24508
P04-002	Grease, Aeroshell Grease 7		908.20.02.063	MIL-PRF-23827 Type II
P04-003	Grease, Aeroshell Grease 22		908.20.02.064	MIL-PRF-81322F G-395, DOD-G-24508
P04-004	Grease, Plastilube 3		908.25.71.501	PWC04-004
P04-005		Superseded by P04-030		
P04-006	Grease, Aeroshell Grease 17	Superseded by P04-037	908.25.71.803	MIL-G-21164, G-353
P04-007		Superseded by P04-030		
P04-008	Wellseal	Superseded by P04-017	907.13.11.923	
P04-009	Anti-seize compound		908.25.71.802	MIL-PRF-83483
P04-010	Anti-seize compound, Aeroshell Compound 08		908.20.02.102	SAE-AMS2518, Def Stan 80-80 grade ZX-1
P04-011	Spray lubricant, Molyslip ADF301		908.10.09.002	
P04-012	Corrosion preventative, Mastinox 6856H		910.31.20.040	MIL-PRF-8116 Mastinox 6856K
P04-013		Superseded by P04-003		
P04-014	Heat conducting paste, V5004		907.13.11.998	
P04-015	Anti-seize compound, Molykote 1000		908.24.02.004	
P04-016	Grease, Aeroshell Grease 6		908.25.71.111	MIL-G-24139, G-382, G-450
P04-017	Jointing compound, Hylomar SQ 32M	Purchased as Hylomar M	907.13.11.903	
P04-018	Silicon grease, MS4		908.20.02.093	SAE AS8660, S-736 (was MIL-S-8660)
P04-019		Not used now		
P04-020		Superseded by P04-004		
P04-021		Superseded by P04-029		
P04-022	Grease, Molykote G Rapid Plus			Nato-No.9150-0-200-0097
P04-023	Propeller grease, Gulfflex 2		908.25.71.101	
P04-024	Grease, MolySlip liquid grease		908.10.09.013	
P04-025	Compound, anti-seize, Never Seez			PWC06-009
P04-026	Compound, anti-seize, Silver Goop			PWC06-023
P04-027	Grease, Mobil Special		908.21.42.110	
P04-028	Grease, Aeroshell Grease 33		908.20.02.065	MIL-PRF-23827 Type I Def Stan 91-53 Nato G-354 Mobil Grease 27
P04-029	Paste, installation, Duotempi PMY45	60 g tube 600 g tin	908.24.02.001 908.24.02.002	
P04-030	Grease, Vaselinum, 26-7500-1		908.20.02.101	VV-236A, Def Stan 91-38, Grade PX-7, MIL-C-11796
P04-031	Grease, MAG SHC 100		908.20.02.066	
P04-032	Grease, Isoflex Topas NCA 51		908.21.42.115	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P04-033	Oxygen paste, Oxygenoex FF250	Superseded by P04-038	908.25.71.700 908.25.71.701	MIL-T-5542
P04-034	Lubricant ULTRA-PLUS EXTRA		908.40.01.002	
P04-035	Anti-seize compound, Molykote P-37		908.24.02.003	
P04-036	Heat conducting paste, Dow Corning 340	Supersedes P04-014	907.13.11.997	
P04-037	Grease, Aeroshell Grease 33MS	Supersedes P04-006	908.25.71.804	MIL-G-21164, G-353
P04-038	Grease, Krytox 240AC	Supersedes P04-033	908.25.71.702	MIL-PRF-27617

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P05 - Polishing				
P05-001	Not used now	See Note		
P05-002	Plastic **/** Acrylic Cleaner (paste) MGH No. 17		908.64.22.203	
P05-003	Plastic **/** Acrylic Cleaner (liquid), Aero-Klene Plastic **/** Acrylic Cleaner (liquid), MGH No. 18		910.21.21.120 908.64.22.202	MIL-D-16791 Type I Novus No. 1
P05-004	Plastic **/** Acrylic Polish (fine), Altuglas No. 2		907.71.22.702	
P05-005	Plastic **/** Acrylic Polish (heavy), Altuglas No. 1		907.71.22.701	Novus No. 3
P05-006	Plastic **/** Acrylic Polish (Medium), MGH No. 10		908.64.22.201	Novus No. 2
P05-007	Grinding polish	Diamant Grinding polish M-85	904.49.76.261	
P05-008	Polish Cleaner	Cleaning and Mirror Polish M-83	904.49.76.241	
P05-009	Sealing	Polymer Sealing M-20	904.49.76.221	
P05-010	Fine Cleaner	Last Touch Detailing D-155	904.49.76.165	
NOTE: The procedure that used the P05-001 is deleted.				

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P06 - Inspecting				
P06-001	Penetrant	Aerosol	908.68.12.105	AMS-2644, ASTM-E1417, MIL-STD-2132, ASTM-E-165
P06-002	Remover	Aerosol	908.68.12.106	AMS-2644, ASTM-E1417, MIL-STD-2132, ASTM-E-165
P06-003	Developer	Aerosol	908.68.12.107	AMS-2644, ASTM-E1417, MIL-STD-2132, ASTM-E-165
P06-004	Leak detector spray		907.12.11.004	MIL-PRF-25567

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P07 - Paints, Varnishes and Thinners				
P07-001	Alodine 1200S	CCC Solution	908.40.32.251	
P07-002	Zinc chromate primer	Superseded by P07-003		
P07-003	Epoxy primer	Superseded by P07-007		
P07-004	Primer	8010-0-100-012P		
P07-005	Thinner	8010-0-100-0143		
P07-006	Paint, cockpit, grey	8010-0-100-0144		
P07-007	Epoxy primer, yellow, Akzo-Nobel	Primer	910.02.05.031	
		Hardener	910.02.05.032	
		Thinners	910.09.00.101	
P07-008	Paint, marking, red, Enictol 234183-125	Enictol	910.33.82.150	
P07-009	Paint, anti-erosion, Celoflex 95	Paint	910.04.04.504	
		Hardener	910.04.04.505	
		Thinners	910.09.00.057	
P07-010	Paint, black		910.07.05.102	
	Paint, white		910.07.05.103	
	Paint, red		910.07.05.104	
		Paint, hardener	910.07.05.101	
		Paint, thinners	910.09.00.508	
		Paint, retarder	910.09.00.904	
P07-011	Deleted	Refer to P07-010	910.07.05.102	
P07-012	Deleted	Refer to P07-010	910.07.05.103	
P07-013	Deleted	Refer to P07-010	910.07.05.104	
P07-014	Deleted	Refer to P07-010	910.09.00.508	
P07-015	Deleted	Refer to P07-010	910.09.00.904	
P07-016	Primer, barrier white 37045	Primer	910.02.05.030	
		Hardener	910.04.04.316	
P07-017	Paint, white Aviox finish 90075	Paint	910.04.04.515	
		Hardener	910.04.04.502	
P07-018	Paint, snow-white anti-chafe, Celogliss 5456 **/** 1238	Paint	910.07.09.012	
	Paint, grey anti-chafe, Celogliss 5456 **/** 1238	Paint	910.07.09.015	
		Hardener for Celogliss 5456	910.07.09.014	
		Thinners for Celogliss 5456	910.07.09.013	
P07-019	Paint, top coat, Nuvovern ACR Enamel, Aluminum	Paint	910.04.04.022	
		PUR Hardener	910.04.04.050	
		Thinners	910.09.00.005	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P07-020	Paint, white	Aerodur finish, C21/100 UVR	910.04.04.320	
	Paint, black	Aerodur finish, C21/100 UVR	910.04.04.416	
	Paint, red	Aerodur finish, C21/100 UVR	910.04.04.317	
		Paint, hardener	910.04.04.316	
		Paint, thinners or	910.09.00.101	
		Paint, thinners	910.09.00.102	
P07-021	Alodine 1132	Touch-N-Prep Pen	908.40.32.252	
P07-022	Snow white, ECL-G-1678	Eclipse HS PUR topcoat paint	910.04.04.517	Snow white 702112
	Light grey, ECL-G-11018	Eclipse HS PUR topcoat paint	910.04.04.521	RAL 7035
	Gray, ECL-G-11017	Eclipse HS PUR topcoat paint	910.04.04.522	RAL 7040
	Black, ECL-G-92	Eclipse HS PUR topcoat paint	910.04.04.523	RAL 9005
	Blue, ECL-G-2843	Eclipse HS PUR topcoat paint	910.04.04.524	RAL 5017
	White, ECL-G-1681	Eclipse HS PUR topcoat paint	910.04.04.525	RAL 9003
	Traffic red, ECL-G-3637	Eclipse HS PUR topcoat paint	910.04.04.531	RAL 3020
	White, ECL-G-1670	Eclipse HS PUR topcoat paint	910.04.04.532	RAL 9010
	White, ECL-G-10 BAC 7067	Eclipse HS PUR topcoat paint	910.04.04.534	FSB 17925
	Red 715045, ECL-G-3701	Eclipse HS PUR topcoat paint	910.04.04.535	FSB 11350
	UK, ECL-G-3818	Eclipse HS PUR topcoat paint	910.04.04.538	CM410A5, orange
	ECL-G-6663	Eclipse HS PUR topcoat paint	910.04.04.540	RAL 2009, orange 71740
		Hardener	910.04.04.536	
		Activator	910.04.04.529	
P07-023	ECL-G-7	Eclipse HS PUR clearcoat paint	910.04.04.537	
		Hardener	910.04.04.536	
		Activator	910.04.04.529	
P07-024	Varnish, RD 1177 Blue	8010-0-100-0143	910.42.72.701.	
P07-025	Spray Filler (AKZO Autocryl Multi-use HS)			
		Base	910.08.06.010	
		Hardener (Autocryl P25)	910.08.06.013	
		Thinner (Sikkens Plus Reducer Fast)	917.00.40.019	
P07-026	Wash Primer (ANAC Metaflex FCR)			
		Base	910.02.09.005	
		Hardener (Metaflex FCR)	910.02.09.006	
		Thinner (C25/90S)	910.09.00.101	
P07-027	Conductive Coating (Pyroflex 7 D 713.			
		Base	910.04.04.334	
		Hardener (0651)	910.04.04.335	
		Thinner (C25/90S)	910.09.00.101	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P08 - Bonding, Adhesives, Fillers and Sealers				
P08-001	Caulking Putty	3M body caulking	907.13.13.092	
P08-002	Silicon Sealant, Loctite 5368		910.42.12.126	
P08-003	Sealant	Superseded by P08-018		
P08-004	Sealant	Superseded by P08-020		
P08-005	Sealant, Pro-seal 890 A2		907.13.13.022	
P08-006	Coating, Laminar X-500	Superseded by P08-024		
P08-007	Coating, PR 1560	Superseded by P08-024		
P08-008	Adhesive BALCO-ME		910.42.22.372	
P08-009	Adhesive 3M Fastbond 10		910.42.22.037	MIL-A-21366, A-A-1936
P08-010	Thinners 3M Fastbond 10		910.42.22.038	
P08-011	Contact adhesive	Superseded by P08-009		
P08-012	Thinner	Superseded by P08-010		
P08-013	Sealant	Superseded by P08-018		
P08-014	Sealant	Superseded by P08-056		
P08-015	Adhesive, Acrylic, Tensol No.6		910.42.22.393	
P08-016	Edge sealer	Superseded by P08-041		
P08-017	Adhesive, Loctite Grade 241 Adhesive, Loctite Grade 243	Adhesive, Loctite Grade 641 moved to P08-065	910.42.12.123 910.42.12.128	
P08-018	Sealant, PR 1422B-2	1,0 liter	907.10.11.232	DMS 2082
P08-019	Sealant, RTV 123		907.13.11.931	
P08-020	Sealant, PR 1422A-2	1,5 liters	907.10.11.222	
P08-021	Loctite, Grade 542		910.42.12.121	
P08-022	Sealant, Permatex, Form-a-Gasket No. 1		907.12.11.203	MIL-S-45180D
P08-023	Adhesive	Superseded by P08-059		
P08-024	Coating, PR 1005-L		907.10.02.001	AMS-S-4383
P08-025	Thinner, BALCO ME		910.42.22.375	
P08-026	Adhesive, Bostik M890		910.42.72.111	
P08-027	Coating, Age Master No. 1		908.41.01.001	
P08-028	Fuel Protective Coating, BFG A-851-B		907.13.13.041	
P08-029	Adhesive, Scotchgrip 1300L		910.42.22.051	MIL-A-21366, A-A-1936
P08-030	Filler, Scotchseal EC-801			
P08-031	Conductive sealant, BFG A-56-B		910.07.19.012	
P08-032	Sealant	Superseded by P08-057		
P08-033	Sealant	Superseded by P08-058		
P08-034	Adhesive, Araldite rapid		910.42.62.002	
P08-035	Plastic sealant, Loctite AVX		957.30.00.049	
P08-036	Resin, epoxy, Dexter Hysol AE 9396	2 part	910.42.72.170	
P08-037	Glass microspheres, Cap-o-Sil		910.82.20.910	
P08-038	Adhesive, epoxy , Araldite	2 component, 50 g	910.42.62.000	
P08-039	Sealant, Loctite Grade 307	8010-0-000-0021		

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P08-040	Sealant	Superseded by P08-056		
P08-041	Clear sealer, 3M 08551	Not available now Superseded by P08-056	907.13.13.093	
P08-042	Sealant, Sikaflex-221		907.13.13.201	
P08-043	Loctite, Grade 243, blue	$50cm^3$	910.42.12.128	
P08-044	Resin, epoxy, Dexter Hysol AE 9395	2 part	910.42.72.169	
P08-045	Sealant, silicon, translucent, RTV		907.13.13.102	MIL-A-46106
P08-046	Sealant, electrically conductive, PR 1764 Class B		907.10.11.271	
P08-047		Superseded by P04-029		
P08-048	Resin, epoxy, Hysol 9394 A/B	2 part	907.10.11.272	MMM-A-132
P08-049	Honeycomb core, Nomex 3.2-80	Thickness 14 mm (0.55 in.)	917.00.25.210	
P08-050	Honeycomb core, Nomex 3.2-48	Thickness 12 mm (0.50 in.)	917.00.25.227	
P08-051	Foam core, PMI Rohazell 51WF	Thickness 35 mm (1.37 in.)	917.33.14.146	
P08-052	Adhesive, epoxy, 3M DP490		910.42.72.205	
P08-053	Filler, spray, Filler 2K UP		910.08.06.004	
P08-054	Resin, epoxy, Araldite 5052		917.00.40.001	
P08-055	Ceramic adhesive, Resbond 907GF		907.10.11.273	MMS3500-11
P08-056	Sealant, PR 1829, B1/2 Sealant, PR 1829, B2, Black	Pot life 30 minutes Pot life 120 minutes	907.10.11.262 907.10.11.263	
P08-057	Sealant, PS 892 C12		907.10.11.244	
P08-058	Sealant, PS 892 C24		907.10.11.243	
P08-059	Adhesive, epoxy, SW9323		910.42.72.204	
P08-060	Adhesive, epoxy, EC1614B/A	Superseded by P08-059	910.42.72.203	
P08-061	Adhesive, epoxy, DP-100FR	2 part	910.42.62.003	
P08-062	Insulkleber 1000		910.42.22.351	
P08-063	Adhesive, Acrylic, Tensol No.70		910.42.72.112	
P08-064	Adhesive, epoxy, Raychem S1005		910.42.72.206	
P08-065	Adhesive, Loctite Grade 641		910.42.12.120	
P08-066	Honeycomb core	ECA 3.2-48-3mm thick	917.00.25.220	
P08-067	Honeycomb core	ECA 3.2-48 6mm thick	917.00.25.223	
P08-068	Honeycomb core	ECA 3.2-80 9.5mm thick	917.00.25.206	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P09 - General Stores				
P09-001	Tape, PTFE 01.1040.1212		917.47.71.103	
P09-002	French chalk, Talcum powder		908.44.12.203	
P09-003	Fabric strip	50 mm (2.0 in.) wide	918.71.62.032	
P09-004	Koroseal binding			
P09-005	Cable ties	119 x 3,6 mm (4.69 x 0.14 in.)	971.32.51.105	MS3367-5-9, PA66, SAE-AS3367I
P09-006	Thread, red indicating		918.71.03.121	
P09-007	Glass fiber tape, 3M-386	25 mm (1.0 in.) wide	917.40.80.006	FAR 25.853(a)
P09-008	Cable ties	69 x 2,5 mm (2.72 x 0.10 in.)	971.32.51.104	MS3367-4-9, PA66, SAE-AS33671
P09-009		Superseded by P09-024		
P09-010	Rubber band	178 x 16 mm (7.00 x 0.63 in.)	944.85.82.112	
P09-011	Lead seal	8,0 x 5,0 mm (0.32 x 0.20 in.)	911.21.91.005	
P09-012	Tape Aluminum, Scotch 425	50 mm (2.0 in.) wide	917.40.91.005	FAR25.853(a), L-T-80, MIL-T-23397, TO 1-1-8
P09-013	Tape, Armaflex Band	50 mm (2.0 in.) wide	957.30.00.046	
P09-014	Cable ties	160 x 4,8 mm (6.30 x 0.20 in.)	971.32.51.101	MS3397-1-9, PA66, SAE-AS3367I
P09-015	Protective tape	BAS185-GS3-0.6 in	946.33.21.296	
P09-016		Superseded by P09-046		
P09-017	Cable tie, heat-resistant	180 x 6,0 mm (7.10 x 0.24 in.)	971.32.51.206	
P09-018	Soldering Sleeve, D142-50		971.19.26.104	NAS1745-14
P09-019	Soldering Sleeve, D142-51		971.19.26.105	NAS1745-15
P09-020	Glass fiber tape, 3M-361	19 mm (0.75 in.) wide	917.40.80.004	FAR25.853(a)
P09-021		Superseded by P09-045		
P09-022	Thread		917.54.16.203	
P09-023	Lead seal	5,5 x 3,5 mm (0.22 x 0.14 in.)	911.21.91.002	
P09-024	Rope, polyester, white	3,0 mm (0.12 in.) diameter	917.54.26.520	
P09-025	Polyethylene foil, 3M-5423	19 (0.75) wide x 1000 mm (39.40 in.) long	917.40.69.019	
P09-026	Tape adhesive, 3M-8561	0,35 x 20 mm (0.014 x 0.80 in.)	917.40.68.001	
P09-027		Superseded by P09-044		
P09-028	Ident sleeve	20 mm (0.80 in.) wide	942.94.51.106	
P09-029	String		918.71.03.071	MIL-T-43435B, A-A-52080B, A-A-52081B, A-A-52082B, A-A-52083B, A-A-52084B
P09-030	Heat shrink sleeve	3/16 inch diameter	917.99.88.605	
P09-031	Glass fiber fabric	163 g/m^2	917.00.11.002	WL8.4548.60
P09-032	Carbon fiber fabric	Not used now		
P09-033		Not used now		
P09-034	Copper wire mesh	Lightning strike protection 72 g/m^2	919.02.30.111	
P09-035		Not used now		
P09-036	Tape adhesive	0,64 x 19 mm (0.025 x 0.75 in.)	917.40.67.312	
P09-037	Spiralwrap		917.99.90.002	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P09-038		Superseded by P09-043		
P09-039	Masking Paper	Masking paper, 300 mm (11.80 in.) width	905.20.10.003	Permafix 045
P09-040	Masking Paper	Masking paper, 600 mm (23.60 in.) width	905.20.10.006	Permafix 045
P09-041	Masking Paper	Masking paper, 900 mm (35.43 in.) width		
P09-042	Masking Paper	Masking paper, 1500 mm (59.10 in.) width	905.20.10.015	Permafix 045
P09-043	Tape adhesive, transparency	0,35 x 40 mm (0.014 x 1.575 in.)	917.40.20.703	
P09-044	Heat shrink sleeve	3/8 in. diameter	917.99.88.607	
P09-045	Heat shrink sleeve	1/4 in. diameter	917.99.88.606	
P09-046	Heat shrink sleeve	25,4 mm (1.0 in.) diameter	917.99.88.610	
P09-047	Tape, adhesive	25,4 mm (1.0 in) width	917.40.61.108	
P09-048	Tape, adhesive	76,2 mm (3.0 in) width	917.40.61.113	
P09-049	Tape, Adhesive	0.36*305 3M-8673	917.40.69.152	
P09-050	Tape, Lead	12 mm	917.40.91.011	
P09-051	Tape, Lead	12 mm	917.40.91.012	
P09-052	Tape Aluminum, Scotch 425	25 mm (1.0 in.) wide	917.40.91.003	
P09-053	Glass fiber fabric	280g/m2	917.00.11.003	
P09-054	Carbon fiber fabric	200g/m2	917.00.12.123	
P09-055	Peel ply	51789 Natural	-	

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P10 - Oils and Fluids				
P10-001	CPC-temporary (Supersedes P10-001B & C)	Lear Chemical ACF-50 Lear Chemical ACF-50, aerosol	908.18.12.087 908.18.12.088	MIL-C-81309 Type III
P10-002		Superseded by P10-005		
P10-003	Hydraulic Fluid	Castrol Aero 585B Replaced by P10-017	908.14.12.015	MIL-H-5606
P10-004	Engine oil	Refer to the applicable P&WC SB: 1001, 13001, 14001		
P10-005	CPC-light (Supersedes P10-001A, P10-002 and P10-005A & B)	Ardrox / Dinitrol AV 8 Ardrox / Dinitrol AV 8, aerosol	908.18.12.081 908.18.12.083	MIL-PRF-16173 Grade 1 & 4
P10-006	Hydraulic fluid	Aeroshell Fluid 31	908.14.12.016	MIL-PRF-83282 (was MIL-H-83282)
P10-007	Compressor oil, BVM 100N Tamoil Tamfrost 100	Supersedes P10-007A, B, C & D	908.12.22.101 957.30.00.050	
P10-008	Refrigerant	R12, Freon, Fresan	957.30.00.058	
P10-009	Cold air unit oil	Esso ETO 2380,	908.11.02.105	MIL-PRF-23699 (was MIL-L-23699)
P10-010	Refrigerant	R134A	957.30.00.063	
P10-011	Compressor oil, Castrol Icematic SW32	Supersedes P10-011A, B & C	957.30.00.051	
P10-012	Oil, Hellerine	248 ml	908.20.02.047	
P10-013	CPC-Ardrox AV 40	Ardrox / Dinitrol AV 40	908.18.12.086	
P10-014	CPC Remover	Ardrox / Dinitrol AV 980, aerosol	908.18.12.089	
P10-015	CPC-Ardrox AV 30 (Supersedes P10-005C)	Ardrox / Dinitrol AV 30, 20 liter Ardrox / Dinitrol AV 30, aerosol	908.18.12.080 908.18.12.085	MIL-PRF-16173 Grade 1 & 4 AMS 3077
P10-016	CPC-Ardrox AV 25 (Supersedes P10-005D)	Ardrox / Dinitrol AV 25, aerosol	908.18.12.084	MIL-PRF-16173 Grade 3 AMS 3066
P10-017	Hydraulic fluid	Aeroshell Fluid 41 (20 liters) Aeroshell Fluid 41 (5 liters) Replaces P10-003	908.14.12.017 908.14.12.018	MIL-PRF-5606 (was MIL-H-5606)
P10-018	CPC-Ardrox AV 15	Ardrox / Dinitrol AV 15		

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P11 - Fuels				
P11-001	Fuel			For fuel specifications refer to P&WC EMM

Material No.	Material Name	Notes	Pilatus Part No.	Alternative Product / Specification
P12 - Packing				
There are no Pilatus Recommended Materials in this section.				

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	509	Mar 14/95
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	803	Mar 14/95
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	404	Jun 30/09
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28-23-11	401	Mar 14/98
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28-23-12	401	Sep 30/07
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28-23-13	401	Mar 14/98
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	403	Mar 14/98
28-25-11	401	Nov 30/08
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28-40-00	501	Sep 30/07
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	502	Feb 28/10
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STANDBY MAGNETIC COMPASS - ADJUSTMENT/TEST

1. General

A compass swing must be done when:

- the standby magnetic compass is replaced
- the deviation recorded on a previous compass swing is not the same on a check swing
- every two years (VFR operation)
- every year (IFR operation)

A check swing must be done when:

- a modification, repair or major replacement of magnetic material is done
- the aircraft has been struck by lightning
- the aircraft has been subject to magnetic crack detection examination
- an important change is made to the electrical or avionics installation circuits near the compass
- the aircraft has been in long term storage
- you think the system is not accurate

The procedure must be done on an approved compass calibration area using either a compass rose or datum compass to give the aircraft heading.

The datum compass must be approximately 25 meters (75 feet) from the aircraft and aligned with the aircraft's longitudinal axis at each heading. The compass reading is then compared with the datum compass reading.

When you use a datum compass it is not necessary for the aircraft to be exactly on the applicable swing heading. Sightings taken within ± 2° of the heading are acceptable.

NOTE: When you use a datum compass you must remember to make allowance for the direction you are facing when you calculate the datum heading. Depending on the type of datum compass in use it may indicate 180° if you are facing the nose of the aircraft when it is positioned on a heading of 000°.

NOTE: A worked example of how to complete a compass swing data sheet and calculate the coefficients is given at Fig. 502.

2. Compass Swing

A. Tools and Equipment

Part No.	Description	Remarks
E2/84/02	Corrector key	or equivalent non-magnetic screwdriver
-	Compass rose or	
-	Datum compass	

B. Procedure

(1) Put the aircraft in position on the compass calibration area.

(2) Remove the pitot tube cover.

(3) In the cockpit:

(a) Make sure the ANTI ICE switch is set to off.

(b) Make a note of the standby compass heading.

(c) Place a metallic object, e.g. a screwdriver, close to the standby compass and make the heading shown deflect by 30°.

(d) Wait 30 seconds and remove the metallic object.

(e) Wait until the standby compass has settled and make sure the heading shown is within ± 3° of the heading previously noted.

(4) Do this procedure again, deflecting the compass in the opposite direction.

(5) If the compass does not return to its original heading ± 3° it must be replaced.

(6) Start the engine (Ref. 71-00-00, Page Block 201).

(7) Set these systems to on:

- generator
- inverter (if installed)
- communications and navigation systems
- navigation lights and strobe or anti-collision beacons

CAUTION: DO NOT SET THE ANTI-ICE SWITCH TO ON FOR MORE THAN 30 SECONDS. LET THE COMPONENTS GET COLD BEFORE YOU REPEAT THE OPERATION.

(8) Position the aircraft on magnetic heading 000°, wait 10 seconds then:

(a) Set the ANTI ICE switch to on.

(b) Make a note of the heading shown on the compass and the datum heading.

(c) Set the ANTI ICE switch to off.

(d) Set the INSTR LIGHTS switch to on.

(e) Turn the INSTR LIGHTS through its full range and make sure the compass does not deflect. Set the INSTR LIGHTS switch to off.

(f) Do this procedure again on magnetic headings 090° and 180°.

(9) Calculate these values:

- the deviation on heading 000° (North)(compass heading minus datum heading)
- the deviation on heading 180° (South)(compass heading minus datum heading)
- the coefficient ‘C’ (deviation North minus deviation South divided by 2, sign changed, e.g. plus becomes minus)
- the ‘Corrected Compass Heading’ (compass heading South plus coefficient ‘C’)

(10) If the calculated coefficient is more than 2°:

(a) Adjust the ‘C’ corrector with the corrector key (or equivalent non-magnetic screwdriver) until the compass shows the ‘Make Compass Read’ value’.

(11) Position the aircraft on magnetic heading 270°, wait 10 seconds then:

(a) Set the ANTI ICE switch to on.

(b) Make a note of the heading shown on the compass and the datum heading.

(c) Set the ANTI ICE switch to off.

(d) Set the INSTR LIGHTS switch to on.

(e) Turn the INSTR LIGHTS through its full range and make sure the compass does not deflect. Set the INSTR LIGHTS switch to off.

(12) Calculate these values:

- the compass deviation on heading 090° (East)(compass heading minus datum heading)
- the compass deviation on heading 270° (West)(compass heading minus datum heading)
- the coefficient ‘B’ (deviation East minus deviation West divided by 2, sign changed)
- the ‘Corrected Compass Heading’ value (compass heading West plus coefficient ‘B’)

(13) If the calculated coefficient is more than 2°:

(a) Adjust the ‘B’ corrector with the corrector key (or equivalent non-magnetic screwdriver) until the compass shows the Corrected Compass Heading value.

(14) Do a calibration swing as follows:

(a) Position the aircraft on each of the following headings, 000° (N), 090° (E), 180° (S), 270° (W) and at each heading wait 10 seconds then:

(i) Set the ANTI ICE switch to on.

(ii) Make a note of the heading shown on the compass and the datum heading.

(iii) Set the ANTI ICE switch to off.

(b) Calculate the coefficient ‘A’ (deviation North + South + East + West divided by 4). If the error is more than 3° do the following procedure:

(i) Loosen the standby compass securing screws.

(ii) Slowly turn the compass to cancel the average error.

NOTE: If the average error is sign plus, rotate the unit to move the vertical lubber line right. If the average error is sign minus, rotate the unit to move the vertical lubber line left.

(iii) Tighten the compass securing screws.

(15) Repeat the procedure and make sure that the coefficient ‘A’ is less than 3°. If the coefficient ‘A’ cannot be made less than 3°, the compass must be replaced.

(16) Position the aircraft on magnetic heading 000°, wait 10 seconds then:

(a) Set the ANTI ICE switch to on.

(b) Make a note of the heading shown on the compass in the 'Steer' column of the deviation card (Ref. Fig. 501).

(c) Set the ANTI ICE switch to off.

(d) Do this procedure again on these headings:

- 030°, 060°, 090°, 120°, 150°, 180°, 210°, 240°, 270°, 300° and 330°.

(17) Shut down the engine (Ref. 71-00-00, Page Block 201).

(18) Remove the aircraft from the compass calibration area.

(19) Record the compass swing data in the aircraft log book.

CAUTION: LET THE PITOT TUBE BECOME COOL BEFORE YOU INSTALLTHE PROTECTIVE COVER.

(20) Install the pitot tube cover.

3. Check Swing

A. General

A check swing consists of placing the aircraft on four headings 90° apart and comparing the deviations with those recorded on the deviation card. If there is any difference between these deviations a full compass swing must be done.

B. Tools and Equipment

Part No.	Description	Remarks
-	Compass rose or	
-	Datum compass	

C. Procedure

(1) Put the aircraft in position on the compass calibration area.

(2) Remove the pitot tube cover.

(3) In the cockpit, make sure the ANTI ICE switch is off.

(4) Start the engine (Ref. 71-00-00, Page Block 201).

(5) Set normal flight conditions with exception of the ANTI ICE switch:

- generator on-line
- inverter on (if installed)
- communications and navigation systems on
- navigation lights and strobe or anti-collision beacons on

CAUTION: DO NOT SET THE ANTI ICE SWITCH TO ON FOR LONGER THAN 30 SECONDS. LET THE COMPONENTS GET COLD BEFORE YOU REPEAT THE OPERATION.

(6) Position the aircraft on magnetic heading 000° (N), wait 10 seconds then:

(a) Set the ANTI ICE switch to on.

(b) Make a note of the heading shown on the compass.

(c) Set the ANTI ICE switch to off.

(d) Do this procedure again on these headings 090° (E), 180° (S) and 270° (W).

(7) Compare the compass headings with the 'Steer' figure on the existing deviation card. If there is more than ± 3° difference on any heading a full compass swing must be done.

(8) Switch off the inverter, communications and navigation systems.

(9) Shut down the engine (Ref. 71-00-00, Page Block 201).

(10) Remove the aircraft from the compass calibration area.

WARNING: LET THE PITOT TUBE BECOME COOL BEFORE YOU INSTALL THE PROTECTIVE COVER.

(11) Install the pitot tube cover.

COMPASS SWING DATA SHEET	
A/C TYPE	DATE .....
SERIAL No.	PLACE .....
STANDBY COMPASS SERIAL No	
TRADESMAN	

CORRECTION SWING (COEFFICIENTS C AND B)

APPROX. HEADING	DATUM HEADING (a)	COMPASS HEADING (b)	DEVIATION + OR - (a) - (b)	TOTAL DEVIATION	COEFFICIENT= TOTAL DEVIATION ÷ 2	CORRECTED COMPASS HEADING
000 N					**C =**	
180 S						
090 E					**B =**	
270 W						

CALIBRATION SWING (COEFFICIENT A)

APPROX. HEADING	DATUM HEADING (d)	COMPASS HEADING (e)	DEVIATION + OR - (d) - (e)	TOTAL DEVIATION	COEFFICIENT= TOTAL DEVIATION ÷ 4	CORRECTED HEADING
000 N						
090 E					**A =**	
180 S						
270 W						

For	N	30	60	E	120	150
Steer						
For	S	210	240	W	300	330
Steer						
DATE						

Compass Swing Data Sheet and Deviation Card
Figure 501

COMPASS SWING DATA SHEET

A/C TYPE .....PC-6.....

SERIAL No. .....HB-ABC.....

DATE .....14 March 95.....

PLACE .....Stans.....

STANDBY COMPASS SERIAL No. SC - 123

TRADESMAN I Wood

CORRECTION SWING (COEFFICIENTS C AND B)

APPROX. HEADING	DATUM HEADING (a)	COMPASS HEADING (b)	DEVIATION + OR - (a) - (b)	TOTAL DEVIATION	COEFFICIENT= TOTAL DEVIATION ÷ 2	CORRECTED COMPASS HEADING
000 N	001	359	+ 2	4	C = 2	176
180 S	176	178	- 2			
090 E	091	092	- 1	3	B = 1.5	271.5
270 W	272	270	+ 2			

CALIBRATION SWING (COEFFICIENT A)

APPROX. HEADING	DATUM HEADING (d)	COMPASS HEADING (e)	DEVIATION + OR - (d) - (e)	TOTAL DEVIATION	COEFFICIENT= TOTAL DEVIATION ÷ 4	CORRECTED HEADING
000 N	0	359	+ 1	0	A = 0	359
090 E	090	091	- 1			091
180 S	178	179	- 1			179
270 W	272	271	+ 1			271

Compass Swing Data Sheet - Worked Example
Figure 502

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CHAPTER 79 - OIL
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	403	Mar 14/98
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	702	Dec 14/91
79-31-11	401	Mar 14/98
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OIL TEMPERATURE SENSOR - REMOVAL/INSTALLATION

1. Job Set Up Information

A. Tools and Equipment

Part No.	Description	Remarks
110.88.07.065	Safety clip	Circuit breaker hold open

B. Expendable Parts

IPC Ref.	Description	Remarks
79-31-09, Fig. 01	O-ring	Qty 1

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

Material No.	Description	Remarks
P02-006	Lockwire	Heat resistant
P10-004	Engine oil	

2. Procedures

A. Preparation

(1) Open and install a safety clip to the circuit breaker:

START GEN (Battery Bus CB panel)

(2) Drain the oil from the engine (Ref. 79-00-00, Page Block 301).

(3) Open the engine cowl PR1 (Ref. 71-10-00, Page Block 201).

B. Removal (Ref. Fig. 401)

(1) Disconnect the electrical plug (3) from the oil temperature sensor.

(2) Cut and remove the lockwire from the oil temperature sensor (2).

(3) Remove the oil temperature sensor (2).

(4) Remove and discard the O-ring (1).

(5) Install a blank to the opening.

C. Installation (Ref. Fig. 401)

(1) Remove the blank from the opening.

(2) Lubricate the new O-ring with clean engine oil (Material No. P10-004).

(3) Install the new O-ring (1) to the oil temperature sensor.

(4) Install the oil temperature sensor (2).

(5) Safety the oil temperature sensor (2) to the adjacent support bracket with lockwire (Material No. P02-006).

(6) Connect the electrical plug (3) to the oil temperature sensor (2).

D. Close-Up

(1) Fill the engine with oil to the correct level (Ref. 79-00-00, Page Block 301).

(2) Remove the safety clip and close the circuit breaker:

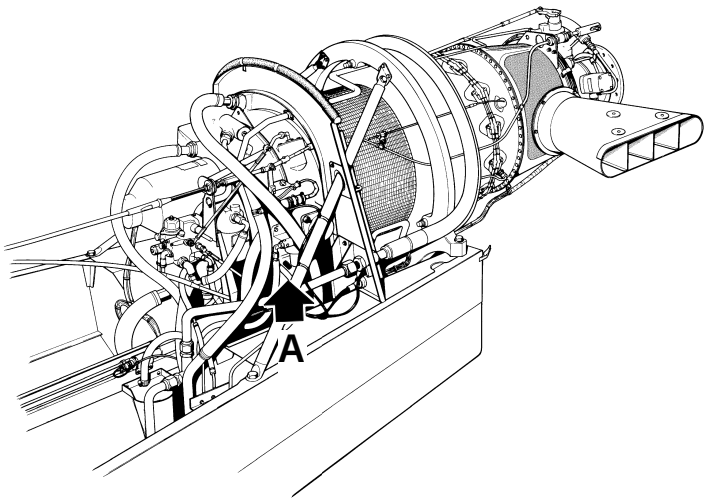
START GEN (Battery Bus CB panel)

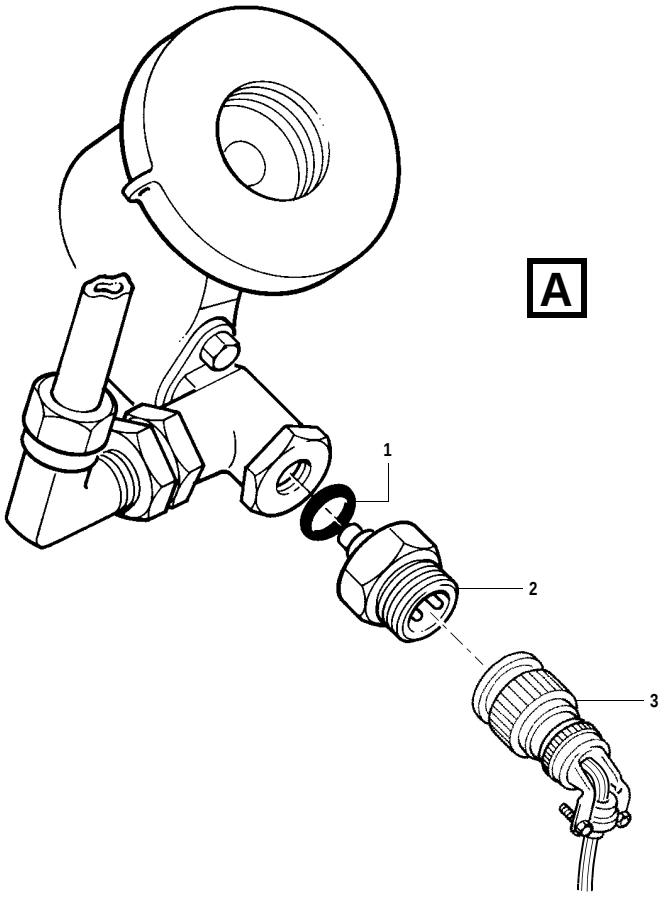
(3) Make sure that the work area is clean and clear of tools and other items.

(4) Close the engine cowl PR1 (Ref. 71-10-00, Page Block 201).

(5) Do an engine ground run and make sure the engine oil temperature indicator operates (Ref. 71-00-00, Page Block 201).

(6) Make sure there are no oil leaks from the oil temperature sensor (2).





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Oil Temperature Sensor - Removal/Installation
Figure 401

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