

Service Bulletin No: 71-001

Ref No: 210

Modification No: EC-11-0450

ATA Chapter: 71

**POWER PLANT - ENGINE DRAINS INSTALLATION
INSTALLATION OF A DRAIN TANK FOR THE ENGINE DRAINS****1. Planning Information****A. Effectivity**

PC-6 aircraft MSN 825 thru 1999.

This modification is most important for aircraft with a camera installation in the fuselage floor.

B. Concurrent Requirements

None.

NOTE: Pilatus recommend that operators also accomplish PC-6 SB 176 which extends the engine breather pipe aft of the camera installation to prevent contamination.

C. Reason**(1) Problem**

Oil from the engine drains can contaminate the underside of the fuselage and, if a camera is installed, the camera lens. Oil contamination of the fuselage underside makes frequent cleaning necessary and, in the case of a camera, results in reduced quality photography.

(2) Cause

The engine-drains outlet-pipe is below the bottom of the engine compartment. Oil mist or droplets from the outlet pipe can be blown rearward onto the underside of the fuselage and/or camera.

(3) Solution

Install a drain tank in the engine drains system to collect waste oil. The Pre-Flight Inspection will be amended to include a step to empty the drain tank.

D. Description

This Service Bulletin gives the data and instructions to install support brackets, cut a fuselage access hole for the drain valve and install a drain tank.

E. Compliance

Optional.

Recommended for aircraft with a camera installation.

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 Authorities for any changes, local regulations or sanctions that may affect the embodiment of this Service Bulletin.

G. Copyright

© Pilatus Aircraft Ltd. This document contains proprietary information that is protected by copyright. All rights are reserved. No part of this document may be copied, reproduced or translated to other languages without the prior written consent of Pilatus Aircraft Ltd.

H. Manpower

| | Total Aircraft |
|-------------------------|-------------------|
| Preparation | 0.5 |
| Removal | 0.5 |
| Structural Modification | 6.0 |
| Installation | 2.0 |
| Close up | 1.0 |
| TOTAL MAN-HOURS | 10.0 |

NOTE: Man-hours figures do not include the time required to cure sealants and paints.

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

+ 0,282 kg

(2) Moment Change

+ 0,435 kg m

J. Electrical Load Data

Not changed.

K. Software

Not changed.

L. References

Aircraft Maintenance Manual (AMM): 06-40-00, 20-31-00,

M. Publications Affected

Airplane Flight Manual (AFM): Pre-Flight Inspection.

Illustrated Parts Catalog (IPC): 71-71-01.

N. Interchangeability of Parts

Not applicable.

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

No Modification Kit is required for this Service Bulletin.

Operators should send orders for parts to their Customer Liaison Manager at Pilatus Aircraft Ltd., 6371 Stans, Switzerland.

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