



## HIGH PLANES MODELS

# PILATUS PC-6 TURBO PORTER


## KIT NO 72009

### Construction Notes.

This kit is a limited run item and therefore requires a little bit of skill. However, careful preparation and construction will result in a replica to equal those from the major manufacturers. At some stage all parts should be washed in a mild soapy water to remove mould release agent. Parts should be removed from the sprues and the mating faces cleaned up if necessary using a broad flat file or similar. Test fitting of all parts is recommended prior to glueing. White metal and resin parts can be glued with either Super Glue or Araldite,, canopies with either these two glues or Krystal Klear.

**Step one.** The fuselage halves have been moulded with the doors and windows in situ. You may decide to remove just the clear sections and insert the windows, or remove the entire doors and use the provided transparencies. The windscreen should fit onto the small ledges around the framing area, but close trimming will be required.. Drill out the two circular rear windows and make transparencies to fit. The sliding door on the starboard side should fit between the two horizontal rails, and stands proud of the fuselage sides.

The cockpit assembly consists of a floor, two forward seats, control column for the port pilots position and instrument panel. Interior colouring is primarily light grey, with olive seat cushions. Additional seats can be added into the rear compartment if desired, although these aircraft are often flown as transports without rear seats. A rear bulkhead can also be added behind the two circular windows. The undernose intake should be opened up at this stage, and the ducting continued inward for a better visual impression. Once the fuselage sides are joined, the nose where the spinner fits can be hollowed out as the rear of the spinner sits inside the nose contours a little.

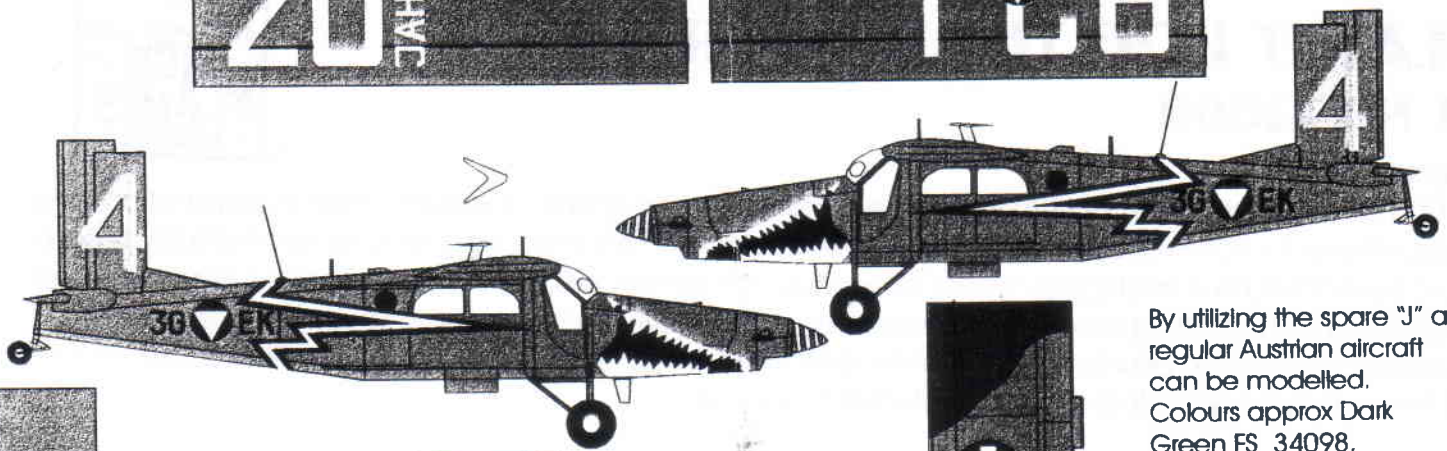
**Step two.** Clean up the wing mating surfaces and glue top to bottoms. It may be necessary to set them up between flat guides, such as strips of balsa wood, to ensure they dry without a bend, or alternatively, if they have a slight bend already, realign them under hot water before gluing. Fit the flat end plates and smooth them in to the wing contours. Alternative wing tips are included for later versions but these are not applicable with the Swiss or Austrian options, ditto the dorsal fin extension.. Clean up the wing struts and test fit to ensure a dihedral angle of around 1.5 degrees can be achieved. Glue the wings to the fuselage and then add the struts from the fuselage to inner underwing attachment points. (The outer bumps are ordnance attachment points) Horizontal tail surfaces can be glued into position, flat side up and allowed to dry. Small tailplane end plates can be cut from thin card and fitted, as shown 

**Step three.** Final details include fitting the vertical tail, tail wheel, main undercarriage legs and shock struts (thinner section to top), resin exhausts which protrude 4.5mm - noting that the starboard one should be horizontal on top and sloping up on the bottom and the port one horizontal on the bottom and sloping down on the top - main wheels, and then the spinner and prop blades, noting that the blades should be in a feathered position when the engine is not running. Aerial fitment seems to be quite varied between aircraft, so refer to references if modelling other types.

HIGH PLANES MODELS would like to receive feedback from modellers who buy our kits, as to your thoughts on our product. We want to know if they are accurate enough, comprehensive enough, easy enough to build, decals give enough options, if the boxing is good enough ( bearing in mind that full colour printing would add about \$2.00 per kit), or anything else which you feel like saying. Ideas on future subjects would also be welcomed. Thanks in advance. Greg.

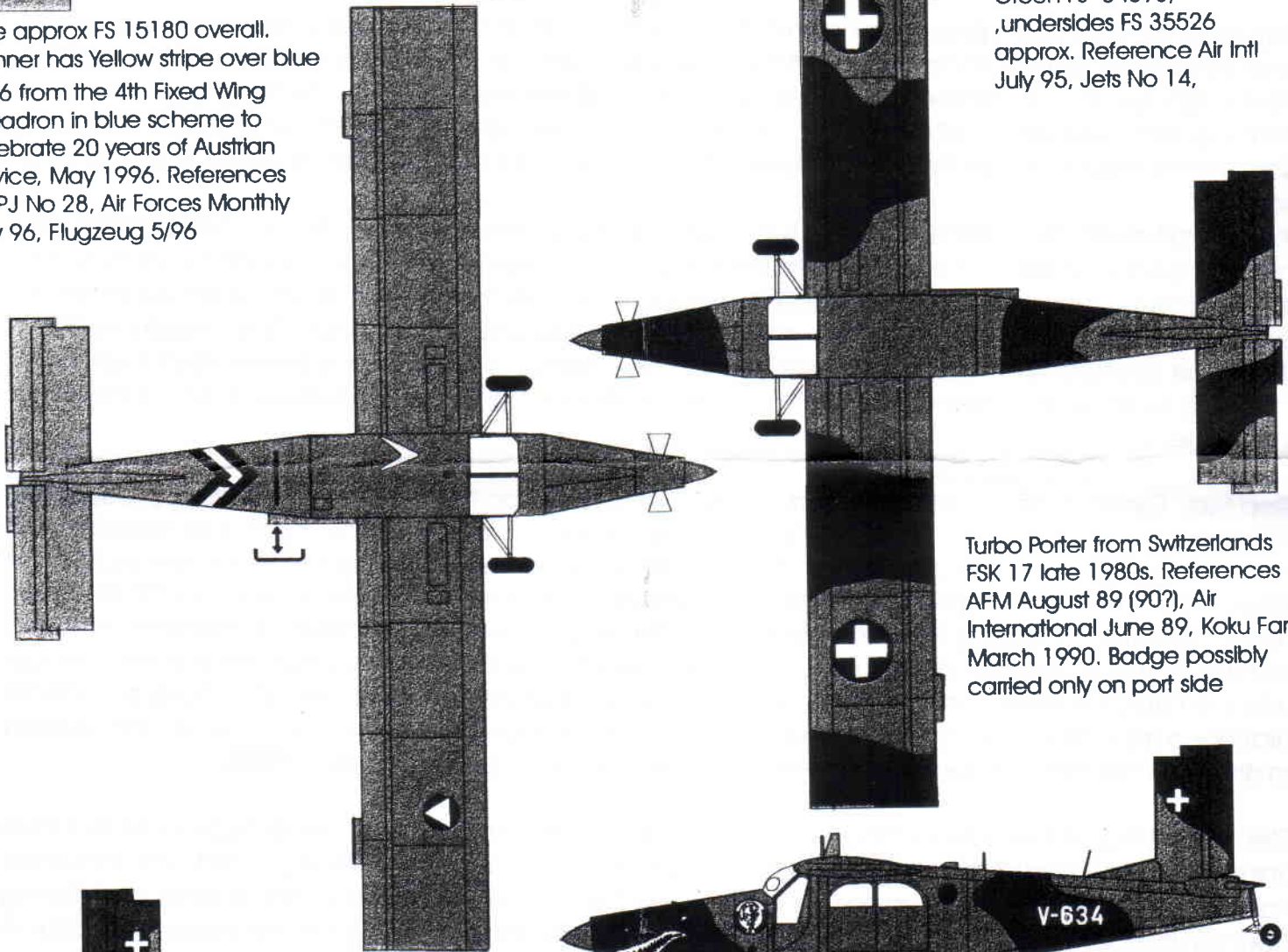
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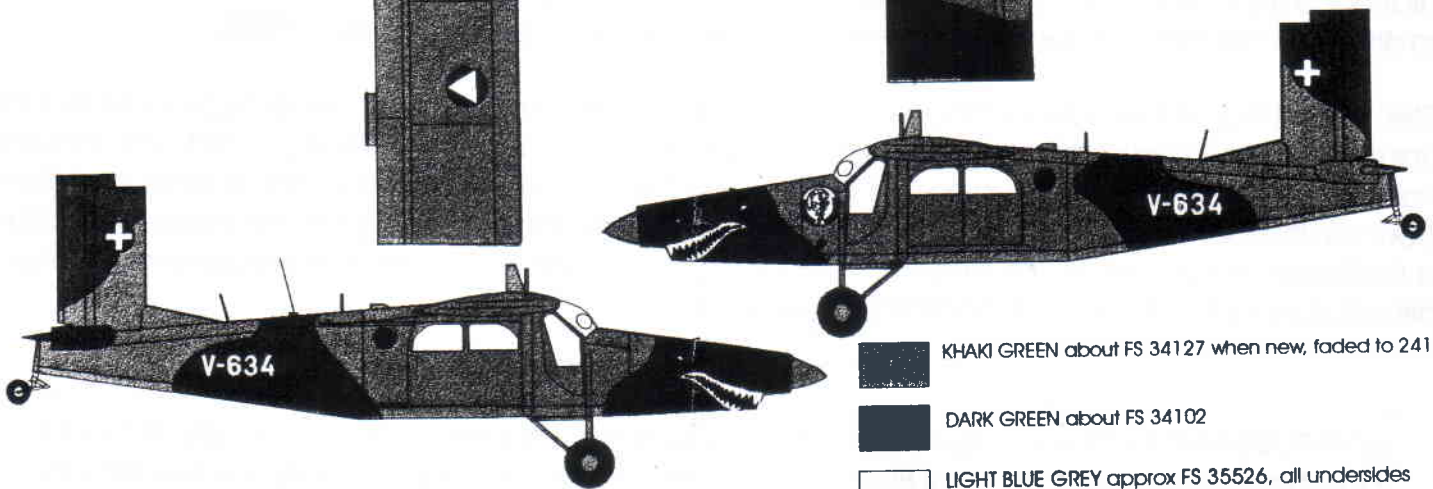





By utilizing the spare "J" a regular Austrian aircraft can be modelled. Colours approx Dark Green FS 34098, ,undersides FS 35526 approx. Reference Air Intl July 95, Jets No 14,

Blue approx FS 15180 overall. Spinner has Yellow stripe over blue PC-6 from the 4th Fixed Wing Squadron in blue scheme to celebrate 20 years of Austrian service, May 1996. References WAPJ No 28, Air Forces Monthly July 96, Flugzeug 5/96



Turbo Porter from Switzerland's FSK 17 late 1980s. References AFM August 89 (90?), Air International June 89, Koku Fan March 1990. Badge possibly carried only on port side



-  KHAKI GREEN about FS 34127 when new, faded to 24172
-  DARK GREEN about FS 34102
-  LIGHT BLUE GREY approx FS 35526, all undersides

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