

FORM/VORM T.V. 2/137

AIRCRAFT AIRFRAME LOGBOOK

LUGVAART RAAMLOGBOEK



Departement van Vervoer • Department of Transport

Forumgebou Strubenstraat Private Bag X193 0001 Pretoria Republiek van Suid-Afrika
Forum Buildings Struben Street Private Bag X193 0001 Pretoria Republic of South Africa

Verwysing
Reference

J15/MBN

Navas
Enquires

E C Botma

Telefoon
Telephone

290-2151

The Manager
The Andrea Meneghelli Trust
P.O. Box 501
GERMISTON
1400

1989 -11-21

Sir

BEECHCRAFT 150 HOUR INSPECTION PROGRAM

1. Your request for approval of the 150 hour inspection guide No. 101-590010-31N for Beech R200 aircraft 26-MBN refers.
2. The Commissioner for Civil Aviation herewith approves the use of the above-mentioned inspection guide, for the maintenance of the above-mentioned aircraft, subject to the following requirements:-
 - (a) All references made to the Federal Aviation Agency regulations (FARs) shall be ignored.
 - (b) All the requirements except those detailed in paragraph 7.1.1(c) of the Approved Aircraft Maintenance Schedule No Gen/1 Part 1, are still applicable and shall be complied with.
 - (c) To start the 150 hour inspection program a mandatory periodic inspection (MPI) as prescribed by Aircraft Maintenance Schedule No Gen/1 shall be conducted. The appropriate logbooks shall be endorsed by the person who certifies this MPI to the effect that such a 150 hour inspection program has been started and he should also indicate the date and hours flown at commencement of the 150 hour inspection program. This date shall coincide with the date at which the MPI has been certified.
 - (d) All the 150 hour inspections shall be certified by the holder of an appropriately rated licenced aircraft maintenance organisation (AMO) under categories A and C.
 - (e) A certificate of safety shall be issued immediately upon completion of the MPI which was done to qualify for the program. It shall be valid for a period of not more than 12 months and the flying hours to the next inspection.
 - (f) The flight times between 150 hour inspections may be exceeded by 10 percent, provided the hours by which the inspection was overflown are deducted from the hours to the next inspection due and that the certificate of safety previously issued shall be deemed to be valid for the extended period.

(g) After each 150 hour inspection an inspection reminder form TV2/176 or an approved equivalent thereof shall be affixed in the aircraft as indicated in paragraph 2.4.1.3 of AIC.60.4.

(h) A form TV2/72 shall be completed and submitted to this Department within 48 hours of completion of each 150 hour inspection.

(i) The 150 hour inspection program shall automatically lapse on change of ownership and the previous owner shall ensure that the appropriate logbooks are endorsed as indicated in para. (j) (b) below.

(j) If for any reason the program is discontinued the following inspection procedures shall apply:-

a. An MPI as prescribed in Aircraft Maintenance Schedule No Gen/1 shall be carried out before the aircraft is again flown.

b. The logbooks shall be endorsed to the effect that the 150 hour inspection program has been discontinued. A statement to this effect together with the date and the total flying hours at which the program was discontinued, shall be made in the airframe, engine and propeller logbooks as applicable.

c. After this date the requirements of Aircraft Maintenance Schedule No Gen/1 will be applicable. The succeeding MPI shall be done at the times required by this Schedule.

d. This Department shall be advised in writing of the date at which the 150 hour inspection program was discontinued.

e. This letter or a copy thereof, shall at all times whilst the 150 hour inspection program is in force, be carried in the airframe logbook of the aircraft concerned.

3. The Commissioner for Civil Aviation may at any time amend any or all of the requirements related to this 150 hour inspection program, should circumstances warrant such amendments.

Yours faithfully



for DIRECTOR-GENERAL: TRANSPORT.

The Manager
The Andrea Meneghelli Trust
P.O. Box 501
GERMISTON
1400

1989 -11-21

Sir

BEECHCRAFT 150 HOUR INSPECTION PROGRAM

1. Your request for approval of the 150 hour inspection guide No. 101-590010-21N for Beech B200 aircraft ZS-MEN refers.
2. The Commissioner for Civil Aviation herewith approves the use of the above-mentioned inspection guide, for the maintenance of the above-mentioned aircraft, subject to the following requirements:-
 - (a) All references made to the Federal Aviation Agency regulations (FARs) shall be ignored.
 - (b) All the requirements except those detailed in paragraph 7.1.1(c) of the Approved Aircraft Maintenance Schedule No Gen/1 Part 1, are still applicable and shall be complied with.
 - (c) To start the 150 hour inspection program a mandatory periodic inspection (MPI) as prescribed by Aircraft Maintenance Schedule No Gen/1 shall be conducted. The appropriate logbooks shall be endorsed by the person who certifies this MPI to the effect that such a 150 hour inspection program has been started and he should also indicate the date and hours flown at commencement of the 150 hour inspection program. This date shall coincide with the date at which the MPI has been certified.
 - (d) All the 150 hour inspections shall be certified by the holder of an appropriately rated licenced aircraft maintenance organisation (AMO) under categories A and C.
 - (e) A certificate of safety shall be issued immediately upon completion of the MPI which was done to qualify for the program. It shall be valid for a period of not more than 12 months and the flying hours to the next inspection.
 - (f) The flight times between 150 hour inspections may be exceeded by 10 percent, provided the hours by which the inspection was overflowed are deducted from the hours to the next inspection due and that the certificate of safety previously issued shall be deemed to be valid for the extended period.

AIRFRAME LOGBOOK • LUGRAAM LOGBOEK

Aircraft designation (make and model)

Benaming van lugvaartuig (fabrikaat en model) BEECH KING AIR B200

Aircraft serial number

Reeksnommer van lugvaartuig BB 1046

Aircraft registration marks

Inskrywingskenmerk ZS - MBN

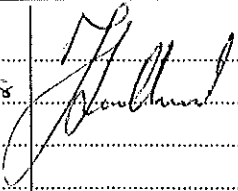
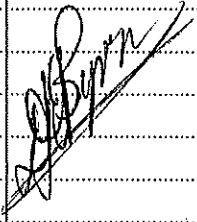
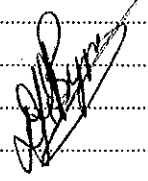
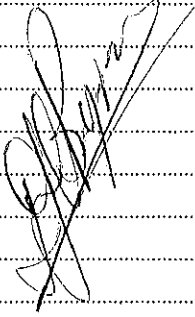
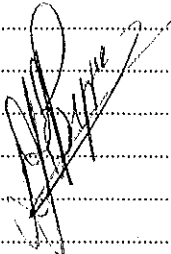
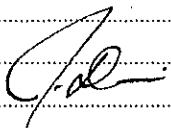
INSTRUCTIONS

1. All entries in this logbook must be made in accordance with the current Air Navigation Regulations.
2. All entries must be legibly made in ink.
3. No page must be removed.
4. No entry made shall be obliterated or erased. An erroneous entry shall be identified as such and must be signed and dated by the person who corrected the error.
5. Owners and operators of the aircraft are responsible for—
 - (a) the safe keeping of this logbook;
 - (b) keeping this logbook up to date;
 - (c) ensuring that this logbook is made available to persons required to examine it and/or certify work carried out on the aircraft to which it relates.
6. All documents which are intended for keeping in the logbook must be suitably pasted to the appropriate pages.
7. All records and information still current must be transferred from previous logbook when a new logbook is opened.

AANWYSINGS

1. Alle inskrywings in hierdie logboek moet volgens die geldende Lugvaartregulasies gedoen word.
2. Alle inskrywings moet leesbaar in ink gedoen word.
3. Geen bladsy mag verwyder word nie.
4. Geen inskrywing mag onleesbaar gemaak of uitgevee word nie. 'n Foutiewe inskrywing moet aldus aangedui word en moet deur die persoon wat die korreksie gedoen het onderteken word.
5. Eienaars en gebruikers van die lugvaartuig is verantwoordelik om toe te sien dat hierdie logboek—
 - (a) veilig bewaar word.
 - (b) gereeld op datum gehou word.
 - (c) beskikbaar is vir persone wat dit moet nagaan en/of werk sertifiseer wat aan die lugvaartuig gedoen is waarop die logboek van toepassing is.
6. Alle dokumente wat bedoel is om in die logboek gehou te word, moet aan die toepaslike bladsye met gom vasgesit word.
7. Alle rekords en inligting wat nog geldig is moet van die vorige logboek oorgedra word wanneer 'n nuwe logboek geopen word.

Record of airworthiness directives, modifications, service bulletins, service letters, etc. complied with.
 Rekord van lugwaardigheidsvoorskrifte, veranderings, diensvoorskrifte, diensbriewe, ens. nagekom.

Reference No. Verwysingsno.	Date complied Datum nagekom	*Signature *Handtekening	Lic. No. Lis. No.	Date Datum	Remarks Opmerkings
0514, 0632, 1134, 1140, 2040, 2044 2102,	9-9-88		ASW AMO 4 CI 1	9-9-88	Beach Rec. " " " "
0514, 0632, 1134 1140, 2040, 2044 2102, 2266 Rev I 2254, 2213, 2212, 2211, 2208, 2028 Rev II 2254	12/9/89		1	12/9/89	Beach Recurring KITNO 90-1102-15 3/11 813
2213, 2212, 2211, 0514, 0632, 1134, 1140, 2208 2102 Rev I 2283 Rev I	30/1/90		1	30/1/90	all recurring S.B.
2312 2283 Rev II 2254 Rev I 2220 2213, 2212, 2211, 2208, 2150 Rev II 2102 Rev III 2101 Rev II 2028 Rev II 2254 Rev I 0632 2280 Rev I, 0514, 1134, 1140	1/12/90		1	1/12/90	No engine drainage. Auto pilot servo covers. Sealing of Horizontal Main gear steering link Beach recurring service bulletins
2035 Rev II 2108 Rev III 2010 Rev II 2028 Rev II 2254 Rev I 0632 2280 Rev I, 0514, 1134, 2213, 2212, 2211,	13/2/91		1	13/2/91	KIT 31470 Landing gear SB Recurring SB
S.I. 1855, SB 2028 Rev I 2040, 2266, 2220, 2208 2211, 2213, 2212	4-9-91			4-9-91	RECURRING BULLETINS. " " " "

* This signature will be taken as certifying that the signatory is certain that the requirement referenced to, has been complied with.

AIRCRAFT MODEL 630R K/A B-200 SIN BB1046

PAGE _____ OF _____

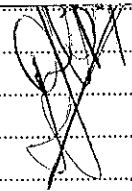
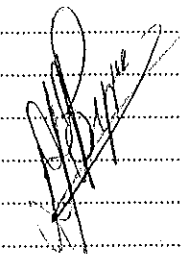
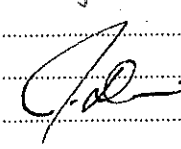
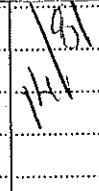
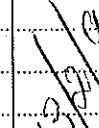
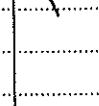
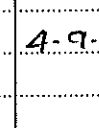
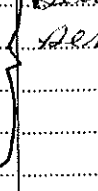
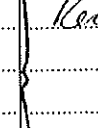
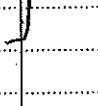
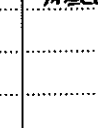
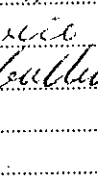
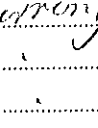
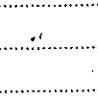
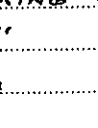
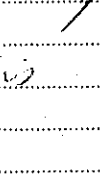
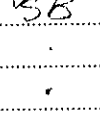
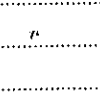
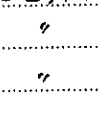
AIRWORTHINESS DIRECTIVE/SERVICE INSTRUCTION LOG

01

114

21

NUMBER	TITLE	RECURRING INSPECT.	DATE/ TIME DUE	DATE/ TIME COMP.	LOG BK. ENTRY
	<u>AIRFRAME</u>				
83-07-14	ONE PLY WINDOW FAILURE	1 TIME	N/ABYS/N		
AM039-4628					
84-24-01	WING FUEL BAY UPPER PANELS	1 TIME	—	10-15-84	PG 119
AM039-4958	SEALED RIVETS PER S/B 2040	10-15-84	948 HRS	948 HRS	AF 46
85-22-05	ATTACHMENT OF OUTER WING PANELS TO CENTER SECTION	1 TIME	N/ABYS/N		
AM039-5146					
87-04-24	ELEVATOR TRIM CABLE MALFUNCTION	1 TIME	—	3-7-87	PG 68
AM039-5599	P.C.W. PER S/A 7028 REV.III. 7090 ACT.	1 TIME	—	2090 HRS	AF 46
75-14-03	AUTO-PILOT		N/ABYS/N		
5/B 2102	NOSE STRUT LOWER SHOCK ASSY INSPECTION	EA 150 HRS	2311 HRS	2461 HRS	
87-17-05	Wing Center section upper skin	EA 300 HRS		3-31-87	
87-22-01	Nose strut lower shock	EA 150	2630	2349	
582208	CABIN WINDOW INSP			12-14-87	
582211	ELEV. RUDDER TRIM TAB FREE PLAY	1 TIME		12-14-87	
582212	FLY CABLE TENSION	1 TIME		12-14-87	
87-22-01	Nose strut	EA 150 HRS	2223	2623	
87-17-05	Fuel Bay skins	6 mo or 300 HRS	10-88	2223	

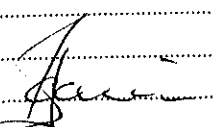
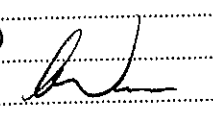
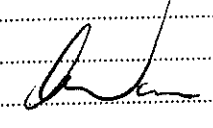
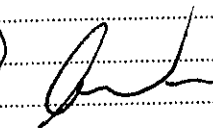
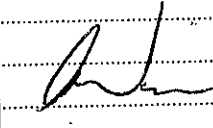
2108 Rev III 2010 Rev II	2028 Rev II 1255 Rev I	0632-280 Rev I, 0511, 1134, 1140	2035 Rev II	2108 Rev III 2010 Rev II	2028 Rev II 1255 Rev I	0632-280 Rev I, 0511, 1134, 2213, 2212, 2211	S.I. 1855, SB 2028 Rev 2040, 2266, 2220, 2208 4-9-91	2011, 2213, 2212
								
								
								
								
								
								
								
								
								
								

RECURRING BULLETINS

Reference No. Verwysingsno.	Date complied Datum nagekom	*Signature *Handtekening	Lic. No. Lis. No.	Date Datum	Remarks Opmerkings
2416	10/1/92	<i>[Signature]</i>	3	10/1/92	Costing Mod. aerial out
SB's: 0514R2, 0632R1, 1255R1, 1235, 2028R4, 2040R3, 2044, 2102R3, 2208R1, 2212, 2213R2, 2312, 2432, AD87-13, AD87-8	4.8.92	<i>[Signature]</i>	2	4/8/92	As per Computer Print Out for Receipt.
0632R1, 1255R1, 2040R3, 2044, 2102R3, 2208, 2212, 2213, 2312, 2432	26/2/93	<i>[Signature]</i>	2	26/2/93	
SB's: 2028R4, 2102R3, 2156, 2208R1, 2212, 2220, 2312, 2472, 2444R1, 2422	3.9.93	<i>[Signature]</i>	2	3.9.93	As per Computer Print Out.
SB's: 0632R1, 1255R1, 2102R3, 2156, 2208R1, 2212, 2213R2, 2254R1, 2283R2, 2312, 2444R1, 2472R1	17.12.93	<i>[Signature]</i>	2	23.12.93	As per Computer print out.
SB's: 0632R1, 1255R1, 2102R3, 2156, 2208R1, 2212, 2213R2, 2254R1, 2312, 2444R1, 2472R1, AD94-1	5.4.94	<i>[Signature]</i>	3	8.4.94	As per Computer print out.
SB's: 0632R1, 1255R1, 2102R3, 2156, 2208R1, 2212, 2213R2, 2254R1, 2312, 2444R1, 2472R1.	10/8/94	<i>[Signature]</i>	2	10.8.94	As per Computer print out.

* This signature will be taken as certifying that the signatory is certain that the requirement referenced to, has been complied with.
* Hierdie handtekening sal geag word as te sertifiseer dat die ondertekenaar seker is dat die vereiste waarna verwys word, nagekom was.

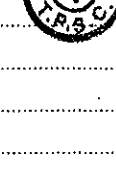
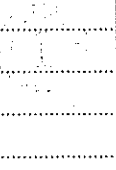
Record of airworthiness directives, modifications, service bulletins, service letters, etc. complied with.
 Rekord van lugwaardigheidsvoorskrifte, veranderings, diensvoorskrifte, diensbriewe, ens. nagekom.

Reference No. Verwysingsno.	Date complied Datum nagekom	*Signature *Handtekening	Lic. No. Lis. No.	Date Datum	Remarks Opmerkings
SB's 2028R4, 2102R3, 2156, 2208R1, 2212, 2213R3, 2220, 2312. 2472R2. AD 94-1	20.1.95		4 ASC	24.1.95	As per Computer print out.
All relevant Recurring S.B. Carried out.	29/95		5 ASC	29/95	As per BECHCRAFT S.B.'s
All relevant Recurring S.B. Carried out.	5/95		5 ASC	5/95	As per BECHCRAFT S.B.'s
All relevant Recurring S.B.'s Carried out.	16/1/96		2 ASC	16/1/96	As per BECHCRAFT S.B.'s
SB's 2102, 2208, 2212, 2213R1, 2220, 2312,	24/5/96		1 ASC	24/5/96	As per BECHCRAFT S.B.'s

* This signature will be taken as certifying that the signatory is certain that the requirement referenced to, has been complied with.
 * Hierdie handtekening sal gene word as te sertifiseer dat die ondertekenaar seker is dat die vereiste waarna verwys word, nagekom

5

Record of overhauls and/or replacements of components and/or parts subjected to periodic overhauls or replacements.
 Rekord van opknappings en/of vervangings van komponente en/of onderdele wat aan periodieke opknapping of vervanging onderworpe is.

Designation Benaming	Part No. Deel No.	Serial No. Reeksno.	*A. F. hours or date *Lugraamure of datum	†Signature †Handtekening	Lic. No. Lis. No.	Date Datum
BATTERY	40576	23246	31057	<i>[Signature]</i>		12-16-89
BLOWER MOTOR	143436 MB	992		<i>[Signature]</i>		27-2-90
DE-ICE CONTROL BOX	100-361296-1	639-0-87	5/9/90	<i>[Signature]</i>		10-9-90
PILOTS WINDSHIELD	101-351025-7	89239-1746	5/9/90	<i>[Signature]</i>		10-9-90
OXYGEN BOTTLE	801293-04	46096x	6.12.91	<i>[Signature]</i>		6-12-91
FLUID CARRYING HOSES, REPLACED	/	/	5.1.93	<i>[Signature]</i>		15/1/93
WING BOLTS REPLACED (INCONEL)	/	/	5.1.93			
FLAP MOTOR 4	27-6	4194	7.1.93			
GEARBOX, O/H/HAUL	/	/	/			
INSTRUMENT 5 YEARLY INSP.	/	/	/			
O/H. U/C MOTOR	115-380002-5	1930	6.1.93	<i>[Signature]</i>		15/1/93
O/H U/C CONTROLLER	MC-815AS-1	CD-64182	6.1.93			
O/H. AFT VENT BLOWER	101-384135-3	74	7.1.93			
O/H AXIAL FLOW FAN	101-384004-1	8146	7.1.93			
O/H (CONDENSER MOTOR)	/	/	/			
O/H. FLAP ACTUATORS	50-521222-3	646-DD-81	7.1.93	<i>[Signature]</i>		15/1/93
	50-521222-4	679-J-81				
	50-521222-4	670-H-81				
	50-521222-3	693-C-81				
4 OFF.	/	/	/			
FWD VENT BLOWER INSPECTION & BRUSH CHANGE	5004-1	0797 ECH	27.6.94	<i>[Signature]</i>		27.6.94
CABIN DOOR LATCH BOLTS (REFINE)	245796	/	5275-6	<i>[Signature]</i>		245796

* Enter total airframe hours or date, as applicable at which item was overhauled or replaced.

* Skryf in totale lugraamure of datum, soos van toepassing toe item opgeknep of vervang was.

† This signature will be taken as certifying that the signatory is certain that the item referred to has been overhauled or replaced as indicated.

† Hierdie handtekening sal geag word as te sertifiseer dat die ondertekenaar seker is dat die item waarna verwys word, opgeknep of vervang was soos aangedui.

Rekord van opknappings en/of vervangings van componenten en/of onderdele wat aan periodieke opknapping of vervanging onderworpe is.

[illegible]

* Enter total airframe hours or date, as applicable at which item was overhauled or replaced.

* Skryf in totale lugraamure of datum, soos van toepassing toe item opgeknep of vervang was.

† This signature will be taken as certifying that the signatory is certain that the item referred to has been overhauled or replaced as indicated.

† Hierdie handtekening sal geag word as te sertifiseer dat die ondertekenaar seker is dat die item waarna verwys word, opgeknap of vervang was soos aangedui.

Record of overhauls and/or replacements of components and/or parts subjected to periodic overhauls or replacements.
Rekord van opknappings en/of vervangings van komponente en/of onderdeel wat aan periodieke opknapping of vervanging onderworpe is.

[illegible]

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[illegible]

* *L.W.*—n Handtekening in hierdie kolom word geag te sertifiseer dat by die uitvoering van die inspeksie, nasien, herstel, verandering, vervanging of verstelling waarop dit betrekking het, alle bepalings en vereistes van die Lugvaartregulasies wat daarop van toepassing is, nagekom is.