

LH

CA Form 16

9 J-MEJ

2/1/11 Examine



REPUBLIC OF ZAMBIA

DESIGNED BY THE ZAMBIA GOVERNMENT

ENGINE LOG-BOOK

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New Doc

Imbks N706 7/

ENGINE LOG-BOOK

INSTRUCTIONS FOR USE

1. The entries in this log-book shall be made and signed in accordance with the provisions of the Air Navigation Regulations for the time being in force under the Aviation Act, 1954, or any Act amending or replacing the same.
2. All entries are to be made in ink or indelible pencil as soon as is practicable after completion.
3. The following requirements in connection with the completion of column 5 (Details of Repairs, etc.) should be noted:
 - (a) MAJOR COMPONENTS: When removal, renewal or major repair is involved part numbers and serial numbers must be quoted.
 - (b) OTHER COMPONENTS: The part number must be quoted, or, if this cannot be ascertained an adequate description should be entered for easy reference.
 - (c) MODIFICATIONS: The serial number, together with a brief title should be entered in the 'Modification Summary' on the front pages of this log-book.
Airworthiness Directives,
Service Bulletins.
 - (d) TESTS: The complete designation of any tests undergone by the engine and its accessories must be stated.
 - (e) RELEASE NOTES: Release notes or other certificates relating to the overhaul/repair of components and ancillary equipment fitted must be quoted.
 - (f) LOOSE CERTIFICATES: Loose log certificates are to be attached to the log-book by gluing only.
4. This log-book should be kept in safe custody since its loss may involve the owner in a long delay in bringing the engine into operation, in addition to possible extensive physical examination to the engine before a duplicate log-book is issued.
5. This log-book must not be carried in the aircraft in which the engine to which it relates is installed.
6. This log-book shall be produced, on demand, for the inspection of any authorised person.
7. This log-book shall be preserved until a date two years after the engine to which it relates has been destroyed or permanently withdrawn from service.
8. If the engine is transferred to another aircraft, a new page of the log-book shall be started, the hours being brought forward.

ENGINE:

Type Peat & Whimsey

Series PT6A-52

Maker's Name PEAT & WHIMSEY

Maker's Number PCE-2X0169

Date of Construction

OWNER:

Name

Name


Address

Address

.....

.....

SUMMARY OF MODIFICATIONS EMBODIED SINCE MANUFACTURE

Modification Number (1)	Description of Modification (2)	Classification (3)	Date Embodied (4)	Certified as in Note* Below (5)
STC 5701946A	REMOVED PT 6A-42 AND FITTED PT 6A-52	QPT	8/26/2009	
STC 109245C	ENGINES (BIRCHMAN ENGINE MODIFICATION) ENGINE SUITTED RX0169			
1				
2				
3				
4				
5				
6				
7				
8				

*NOTE—A Signature (the date of which must be added) in this column will be taken as a certificate that, in carrying out the modification to which it relates, all the conditions and requirements of the Air Navigation Regulations for the time being in force applicable thereto have been complied with.



ENGINE INSTALLED IN AIRCRAFT


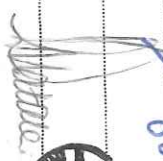
TYPE Part 2 Volume 1 PC2-KX0169
NAT. AND REG. MARKS Q-med


DETAILS OF REPAIR

(1)		(2)		(3)		(4)		DETAILS OF REPAIR		
YEAR	Day	Month	Hrs.	Mins.	Hrs.	Mins.	Hrs.		Mins.	
2009	08	06	Brought Forward (850/50)		0	00	0	00	NEW ENGINE INSTALLED ON LH POSITION @ AIRFRAME HOURS 850,5hrs	
		08	1	50	0	50	0	50		1
		08	2	30	3	20	3	20		2
Carried Forward										

checked for CGA renewal

Feasible 22.09.09





NATIONAL AIRWAYS CORPORATION LANSERIA

AMO 4

Reg No. 05/19919/07
Division of National Airways Corporation (Pty) Ltd



Lanseria Airport
P O Box 293
Lanseria 1748
South Africa
Fax +27 11 267-5329
Tel +27 11 267-5000

Certificate Relating to Maintenance of an Aircraft.

Job Card No:
LAN39629

LOGBOOK INSERT.

This constitutes an official log book entry and must be affixed in the appropriate logbook.

Aircraft type.	Aircraft Registration.	Aircraft Serial no.	Engine Type.	Engine Serial No.	Propeller Type.	Propeller Serial No.
Beechcraft King Air 200	91-MED	BB-1046	PT6A-52	PCE-RX 0169 PCE-RX 0170	Hartzell	FY-2101 FY-2100

LEFT HAND ENGINE

Total Airframe Hours: 8498.58

LH Engine: 0.0

RH Engine: 0.0

Total Airframe Cycles: 9672

- Pratt & Whitney engine PT6A S/N: PCE-RX 0169 fitted to LH side of King Air 200 9J-MED in accordance with Blackhawk aircraft enhancement performance kit STC SA 108245C-2, STC SA 01946LA and King Air AMM 200 manual P/N: 101-590010-19. Rev 34 dated Feb 2009. The following airframe components fitted to new engine that was removed from old engines, no status available at this time.
 - Starter/Gen - TBO 1000 HRS
 - Tach/Gen
 - Overspeed Gov
 - Low fuel press pump

These components to be checked for serviceability and certified by operator/owner.

- New flexible fluid carrying hoses fitted.
- Oil cooler ultrasonic cleaned and pressure checked.
- New engine mounts fitted.
- Engine replenished with mobile Jet II oil.
- Engine controls rigged as per Blackhawk STC instructions and secured.
- Frakes exhaust and butterfly flow through anti-ice system on engine and engine cowings fitted in accordance with butterfly field industries installation manual P/N: BI 1000 rev F dated 11 August 2006.

Work done by:

Dual inspection carried out on engine installation and controls by:

- Ground runs carried out and all engine parameters within limits as per Blackhawk STC.

The details relating to the above work are kept on record at NAC Lanseria under Works Authorisation 49390.

Certificate of Maintenance of an Aircraft

This certifies that in carrying out the maintenance above, all the requirements in the Civil Aviation Regulation, 1997 as amended which are applicable there to, have been complied with.

Date: 08/06/2009

Signature:

Licence or Approval No.:



NATIONAL AIRWAYS CORPORATION LANSERIA

AMO 4

Reg No. 05/19919/07
Division of National Airways Corporation (Pty) Ltd



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Beechcraft King Air 200	91-MED	BB-1046	PT6A-52	PCE-RX 0169 PCE-RX 0170	Hartzell	FY-2101 FY-2100

CERTIFICATE RELATING TO THE MAINTENANCE OF AN AIRCRAFT*This constitutes an official Log Book entry and must be affixed to the appropriate Log Book*

Aircraft Type	Registration	Cycles	Job Card Number
KING AIR B200	9J-MED	0	5709
Component	Manufacturer	Part Number	Serial Number
ENG (1)	PRATT & WHITNEY	PT6A-52	PCE-RX 0169
Comp, T.T	T.S.O.H	C.S.O.H	Aircraft Hrs
0.00	N/A	NEW ENGINE	8 501.50

Phase 3 and Continuous Corrosion Inspection was carried out as per the Beechcraft Maintenance Manual Chapter 5-20-03 Revision 01/07 Pages 201 - 222 and 5-29-00 Pages 201 to 207 Revision Nov 01/07 and QC43-252/01A Page 1 to 5 by Turbo Prop Service Centre cc. AD's were carried out as per list. All defects are recorded and signed for on Turbo Prop Service Centre cc Defect Sheets, held under Job No: 5709

Defects:

*******(1)** Phase 3 Inspection and Continuous Corrosion Inspection due
Carried out as per Maintenance Manual

*******(12)** Overspeed governors to be replaced on LH & RH
Overspeed governors SN's: (LH) 2165936 & (RH) 32320 removed and overhauled
LH SN: 2482821F & RH SN: 2240134F fitted

*******(13)** Fuel boost pumps to be replaced engine driven booster pump
LH & RH fuel boost pumps SN's: B-5124 & B-5116 removed and new pumps SN's:
(LH) B-4713 & (RH) B-9714 fitted.

*******(21)** LH engine auto feather plug loose on manifold switch
Plug reconnected and wire locked

*******(27)** Both LH & RH engine cowling oil filler doors need repair
Oil filler doors repaired LH & RH cowlings

I Hereby certify that in carrying out the foregoing specified maintenance, all the requirements prescribed in the Civil Aviation Regulations, 1997, that are applicable thereto have been complied with

Date: 29 July 2009**Signature:****Amo Stamp**

ENGINE INSTALLED IN AIRCRAFT

TYPE
NAT. AND REGN. MARKS

P76A-5'2

PCX 0169

(1)		(2)		(3)		(4)	
YEAR	Month	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.
Day		Brought Forward					
2	9	1	05	00	00	3	20
4	9	1	10	00	00	4	25
7	9	1	05	00	00	5	35
11	9	3	50	00	00	6	40
						10	30

Carried Forward

DETAILS OF REQUISITEMENTS, OVERHAULS, ETC.
(5)

radio & m

1X A 220

X A 300

Radio Xmitter

VXA 220 R 3360.00 + 1/47

VXA 300 R 3875.00 + 1/47