

RH

CA Form 16

9 J-MES

R/H ENGINE



REPUBLIC OF ZAMBIA

ENGINE LOC-BOOK

↑
New Doc

Imbhs N706 7/71

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.
 - (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shall be preserved until a date two years after the engine to which it relates has been destroyed or permanently withdrawn from service.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 Peatt & Whitney

Series PL6A-52

Maker's Name PRATT & WHITNEY

Maker's Number PCE-PX0170

Date of Construction

OWNER:

Name

Name

Address

Address

.....

.....

Modification Number (1)	Description of Modification (2)	Classification (3)	Date Embodied (4)	Certified as in Note* Below (5)


Modification
Number
(1)

Description of Modification
(2)

Classification
(3)

Date Embodied
(4)

Certified as in Note*
Below
(5)



STC5009464A REMOVED PT6A-42 AND FITTED

087

8/06/2009



52C108245C PT6A-52 Engine (Blackhawk Modification)

ENE S/N FITE R0170

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.

Modification
Number
(1)

• 4076 •

ENGINE INSTALLED IN AIRCRAFT

TYPE 108T & WHIMED REG-RX0170
 NAT. AND REGN. MARKS P 93-MED

DETAILS OF REPAIRS

(1)		(2)		(3)		(4)		DETAILS OF REPAIRS
Year	Month	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.	
2009		Brought Forward						
08	06	8501	5	0	00	0	00	cycles NEW ENGINE INSTALLED ON LH POSITION @ AIRFRAME HOURS 8501.5hrs
06	08	-	50	-	50	-	50	1
21	08	2	30	3	20	3	20	2
Carried Forward								
Carried Forward								
				3	20	3	20	3

checked for Cap A removal

Spaced 09.03



W. H. H.



Phase 3 at
 Manual C
 Nov 01/0
 as per list
 held unde
 Defects:

Date:

pres

TPSC

TURBO PROP SERVICE CENTRE cc

Z/AMO/65/2008

P.O.Box 348, Lanseria, 1748

Reg No: CK92/02393/23

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 (2)	PRATT & WHITNEY	PT6A-52	PCE-RX 0170
Comp, T.T	T.S.O.H	C.S.O.H	Aircraft Hrs
0.0	N/A	ENGINE NEW	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.
- ***** (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



CERTIFIED
Below

tees, all

NATIONAL AIRWAYS CORPORATION LANSERIA **AMO 4**

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



Certificate Relating to Maintenance of an Aircraft.

Job Card No:
LAN39629

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

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	9J-MED	BB-1046	PT6A-52	PCE-RX 0169 PCE-RX 0170	Hartzell	FY-2101 FY-2100

RIGHT HAND ENGINE

Total Airframe Hours: 8498.58

Total Airframe Cycles: 9672

LH Engine: 0.0

RH Engine: 0.0 Pratt & Whitney engine PT6A S/N: PCE-RX 0170 fitted to RH 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.

- o Starter/Gen - TBO 1000 HRS
- o Tach/Gen
- o Overspeed Gov
- o 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 cowlings fitted in accordance with butterflyfield industries installation manual P/N: BI 1003 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. 



ENGINE INSTALLED
IN AIRCRAFT

TYPE - **P76A-52**
NAT. AND REGN. MARKS - **95-MED**

PCE-RX0170

(1)		FLIGHT TIME		TIME SINCE COM- PLETE OVERHAUL		TOTAL TIME RUN		CYCLES
YEAR	MONTH	Hrs.	Mins.	Hrs.	Mins.	Hrs.	Mins.	
2009		(2)		(3)		(4)		
Day	Month	Brought Forward						
2	9	1	05	00	00	3	20	3
4	9	1	10	00	00	4	25	4
7	9	1	05	00	00	5	35	5
11	9	3	50	00	00	10	30	7
Carried Forward								

DETAILS OF REPAIRS, OVERHAULS, ETC.
(5)

*NOTE.-A Signature (the date and the conditions and