

Volume #: 1

Opened on: 08 OCT 2005

### ENGINE DETAILS

1. Manufacturer Pratt & Whitney Canada Corp.

2. Type/Model/Series PT6A- 42A B/S: 1192

3. Serial Number PCE- RMO261

THIS ENGINE SERVICED WITH  
EXXON TURBO 2380  
OIL AT THE PIPER FACTORY

CYCLE COUNT AS OF FEB 21 2006

NUMBER OF CYCLES 12

# ENGINE TECHNICAL RECORD

## INSTRUCTIONS FOR USE

### General

This engine logbook is part of the permanent technical record for the engine described on page 1. Only information that is directly applicable to the engine should be entered into this log. Information relating to the airframe, propellers, or other components having their own technical records, should be entered into those records. Entries may be made either by writing directly in the log pages, or by completion of separate typed reports, which are then pasted, or otherwise permanently attached to the applicable sections of the logbook. The regulatory requirements for permanent technical records are contained in Division IV of Subpart 605 of the CARs.

Users may adopt different date formats to conform to local convention. Upon commencing a new page, enter an example of the date format to be used in the space provided at the top of each date column. For example, enter "dd/mm/yy" if date will be entered in the sequence day, month and the last two digits of the year. All date entries on that page must then conform to the format indicated. When an entry takes up more than one row, draw a line through the unused cells of the affected rows to prevent the entry of unrelated information.

Maintenance may be recorded directly in this log, together with the applicable maintenance release, or it may be first recorded and certified in the aircraft journey log, and then transcribed into this log no later than thirty days following the events concerned. Where maintenance is originally certified in the journey log, there is no need for a second maintenance release when the particulars (along with the name and authorization reference<sup>1</sup> of the person who made the original entry) are transcribed into this log, however the name of the person making the transcription must be entered. Persons who transcribe entries are responsible only for the accuracy of the transcription, not for the work described.

When an entry made in this technical record is signed and an authorization reference is entered adjacent to the signature, the entry constitutes the maintenance release required by CAR 605.85, and indicates that the maintenance has been performed in accordance with the applicable airworthiness requirements.

### Engine information (front page)

On bringing this log into use, enter the appropriate volume number, the date, and other applicable information relating to the engine in the spaces provided on page 1. Upon starting a new volume, current information found in Sections 2 thru 5 of the completed log are to be transcribed from the previous volume.

### Section 1: Record of engine maintenance and elementary work

For each item of maintenance or elementary work performed on the engine (including compliance with airworthiness directives and the removal and installation of items that have their own permanent technical records) enter the date, engine total time in service since new (if known), time since engine overhaul (and/or engine cycles, as applicable) and a brief description of the task, in the appropriate cells. Where the information is transcribed from the aircraft journey log, the name of the person transcribing the information should be printed (not signed) in the signature cell, and a line struck through the "AME ACA/AMO SCA/AMO" cell.

<sup>1</sup> e.g. an AME licence number, or an Aircraft Certifying Authority (ACA) or Shop Certifying Authority (SCA) reference, together with the applicable Approved Maintenance Organization (AMO) number.

Where the information is being recorded for the first time, and relates to a task that requires a maintenance release, the person issuing the release must sign in the signature cell, and enter the applicable authorization reference in the "AME ACA/AMO SCA/AMO" cell.

## Section 2: Record of engine installations

For each engine installation, enter the aircraft registration; the date installed, the position, the total time in service since the engine was new (if known), the total time in service since the engine was overhauled, and the aircraft's total time in service at installation. Leave the remainder of the cells empty. Do not strike a line through these cells. When the engine is removed, fill in the rest of the line with the date removed, the aircraft's total time in service at removal, the engine hours accumulated while installed, the engine's time since new, the engine's time since overhaul, the reason for removal and the name (not the signature) of the person making the entry. Where engine time is requested, enter the engine time and/or engine cycles, as applicable.

## Section 3: Record of engine component installations

Make an entry in this section for each installation of any component for which a permanent technical record has been established (e.g. life-limited components). Enter the date, the total time since engine overhaul (and/or engine cycles, as applicable) at the time of the installation, a description of the item (e.g. fuel control unit, high pressure fuel pump, governor, etc.) type/model/series, serial number, and the position in which the item is installed (e.g. left, upper, auxillary, No. 1, etc.). Leave the remaining cells empty. Do not strike a line through these cells.

When a component is subsequently removed, the person making the entry relating to the removal must complete the record of that component's installation by entering, in the appropriate cells, the removal date, the reason for the component removal (e.g. time expired, defective, out of limits, etc.) and the name (not the signature) of the person making the entry. In most cases, this will occur at the same time as the entry for installation of the replacement component.

Do not enter maintenance releases in this section. Every entry in this section will also have a corresponding entry in Section 1, and the maintenance release will be included either there or in the aircraft journey log.

## Section 4: Record of airworthiness directives, airworthiness limitations, and equivalent mandatory requirements applicable to the engine

Make an entry in this section in respect of each airworthiness directive, airworthiness limitation, life limit, or other mandatory requirement that applies to the engine or any installed component that constitutes part of the engine. Do not include information relating to items that are recorded in the component logs. Only make entries in relation to mandatory requirements. Do not make entries in this section relating to optional or merely recommended tasks, such as those recommended in service bulletins that have not been made mandatory by airworthiness directives or equivalent documents.

The entry should include the airworthiness directive/airworthiness limitation/equivalent mandatory requirement reference, the date the mandatory instruction becomes effective; the compliance threshold (hours, cycles, date, etc.) and, in the case of recurring requirements, the interval; a brief description of the item (e.g. inspect engine case for cracks) and the name (not the signature) of the person making the entry.

Note that the date to be entered is that upon which a mandatory instruction becomes effective, not the date upon which the mandated action is performed. In some cases, entries may be required in this section relating to actions that are not required for a considerable time. In the case of airworthiness limitations, the entry must be made upon first bringing the log into use. In the case of an airworthiness directive, the entry should be made as soon as possible, but in no case later than the date upon which the directive comes into effect.

When entering details of the compliance threshold and interval, indicate the applicable units (e.g. 20,000 cycles, 500 hours). Where no threshold is specified, draw a diagonal line through the "Threshold" cell. Where no repetitive action is called for, draw a diagonal line through the "Interval" cell.

Do not record or certify the actual performance of mandatory tasks in this section. These entries should be recorded in Section 1 and, where applicable, in the aircraft journey log.

### Section 5: Record of engine major modifications & repairs, and supplemental Instructions for Continued Airworthiness (ICA)

Use this section to indicate any major repairs or modifications to the engine, regardless of whether they involve supplemental ICA. Also use this section to record any other circumstances such as the use of alternative parts that have been approved through the Parts Design Approval (PDA) process, if the approval refers to supplemental ICA. Supplemental ICA are instructions, additional to those of the original type certificate holder, published by the holders of Supplemental Type Certificates (STC), Repair Design Approvals (RDA) or PDA.

Supplemental ICA may relate to scheduled maintenance requirements, or to non-scheduled requirements (such as installation instructions, change in torque loadings or lubrication instructions, etc.). Information related to supplemental ICA must be entered in the technical record to alert owners, operators and maintenance personnel of the need to take these additional instructions into account.

For each entry, include the date the change was incorporated, the identity of the change (e.g. the STC, RDA or PDA number) and a brief description (e.g. "Repair and modification of compressor outlet interstage case", "Replacement starter-clutch spring", etc.).

In the cell headed "ICA", enter Yes ("Y") or No ("N") as appropriate, to indicate if the approval document for the change includes supplemental ICA.

If the approval document for the change does not include supplemental ICA, then the cell headed "Sched. change" should also have an 'N' entered in it. If the approval document does include supplemental ICA, enter either an 'N' or a 'Y' in this cell as appropriate, to indicate if the ICA include scheduled maintenance requirements.

In the section "Description", briefly describe the nature of the ICA (e.g. installation instructions, 100 hour inspection, etc) and, if possible, a reference to where the full details can be found (e.g. STC holder's publication reference and/or internet web address). Finally, enter the name of the person making the entry.

Do not record or certify the modifications, repairs and/or parts installations in this section. These entries should be recorded in Section 1 and, where applicable, in the aircraft journey log.

Section 1: Record of engine maintenance and elementary work

Date .. / .. / ..	Time since new	Time since overhaul	Total cycles	Details of task
08 OCT 2005	0.0	0.0	0	New engine final acceptance to inhibiting run completed satisfactorily and is in condition for safe operation
<del>15 OCT 2005</del>	<del>0.0</del>	<del>0.0</del>	<del>0</del>	<del>IGNITION EXCITER FAILURE PIN 10-381950-4E SN N1142403752C SN N1142403752C REPAIR PRODUCTION PROCESS OPERATED WITH THE APPLICABLE STAFF</del>
04 APR 06				<p><b>SUN AVIATION, INC.,</b>                      Date: 4/03/06 Eng: _____                      Hobbs: 56.1 Mod: _____                      Eng. TT: 56.1 SN: _____                      ACTT: 56.1</p> <p>Accomplished a First 50 Hour Ins                      Inspection report, as a guide.  <b>MAINTENANCE RELEASE:</b> This a                      was repaired and inspected in acco                      Administration and is approved to re                      aircraft, engine and or appliance ma                      at the repair station office, WO# 2T</p> <p>Signature: <i>[Signature]</i>                      Sun Aviation, Inc. Municipal Airpo</p>

