

N803TH Flight and Maintenance log entries for engine chip detector light.

Processing Logbook Page 8 LOG PAGE # 158049

GRANT AVIATION, INC. FLIGHT & MAINTENANCE LOG

Pilot Name: Cabe Rev. 3 Station: DCG Aircraft Model: C208 Duty Start: 800 Release Time: 1700

Right Seat Pilot: _____

FL	From	To	Out	OR	On	In	(M/N) Block Time	LDOS	Seat Count	NOFO WT	T/O WT	C-G	FWD LIMIT	AFT LIMIT	# PAX	Signature & Certificate #
512	DCG	ALW	940	1012	1014	34	1	15	15	602	7040	1922	156.3	204.3	4	_____
-	ALW	DCG	1025	1027	1033	35	1	1	1	6160	1760	133.1	1	1	1	_____
-	DCG	ALW	1120	1122	1125	7	1	1	1	6950	1765	112.9	0	0	0	_____

TOTALS 76 3

Pilot Signature: _____ Certificate Type & #: _____

Today's Cycles	Today's Landings	Ending Tach/Hobbs	Today's FR Hrs
<u>3</u>	<u>3</u>	<u>9753.3</u>	<u>0.9</u>
Prev. Pg. Total Cycles = <u>26120</u>	Prev. Pg. Total Landings = <u>26969</u>	Prev. Pg. Tach Hobbs = <u>9752.4</u>	Prev. Pg. AFTT = <u>17697.3</u>
Total Cycles = <u>26123</u>	Total Landings = <u>26972</u>	Today's FR Hrs = <u>0.9</u>	New AFTT = <u>17698.4</u>

TRND	ABCRMT	TARGET ALT	ALT RANGE	AC	DEFLECTORS	DEICE	GEN(S)	ELEC LOAD	BLEEDS	TORQUE	NP
PARAMETERS	85200	FL 340	FL 200-250	OFF	RETRACTED	OFF	ON	NORM	ON	1400	1700
CIRCLE CONDITION	C000	4.000	2.000-6.000	OFF	BYPASS / NORMAL	OFF/ON	ON	NORM	ON/OFF	1600	1750

==< START ->== STABILIZED CRUISE = 5 MINUTES

Engine	Engine Oil Checked	Engine Oil Added	IOAT °C	Start Temp	IOAT °C	#1 Press ALT	#1 KIAS	ITT	Torque	NP	NG	WF	Oil Temp	Oil Pressure
LEFT	Initial	QTS												
RIGHT	Initial	QTS												

1) Maintenance Discrepancy: chip Detector Light

Corrective Action/description of the work accomplished: Upon inspection of chip detector found one small sliver of magnetic material. removed & installed chip detector AW Cessna 441 Profightray 2/17/22

P/N on: _____ S/N on: _____ P/N off: _____ S/N off: _____

Completion Date 2/6/2017 Signature: _____ Certificate Type & #: _____

2) Maintenance Discrepancy: Maintenance required for finding a sliver of material on A/c gear box chip detector IN 15 flight hours

Corrective Action/description of the work accomplished: AFT at time of chip detector light 17698.4 NEW limiting time will be 17713.4

P/N on: _____ S/N on: _____ P/N off: _____ S/N off: _____

Completion Date 2/6/17 Signature: _____ Certificate Type & #: A&P

Airworthiness Release

The aircraft and/or component identified was repaired and inspected in accordance with current federal aviation regulations and was found airworthy for return to service

Date: 2/6/17 Time: 1641 Mechanic Signature: _____ A&P Certificate # _____

GA INC MX-135 MXFLT LOG REV 06/30/2015 White (Original) / OPS Records Pink / _____

05/02/2017 13:17

GRANT AVIATION, INC. FLIGHT & MAINTENANCE LOG

Pilot Name: Talbot Station: AWW Pilot Name: _____
 Date: 02-08-17 Registration #: N 803TA Aircraft Model: Cessna 441 SIC [] Check Airman [] Flight Instructor []
 Duty Start: 0800 Release Time: 1900 Duty Start: _____ Release Time: _____

FA	From	To	Out	Off	On	In	(MIN) Back Time	LDOS	Seat Conf	MOTO WT	T/O WT	C.G.	FWD LIMIT	AFT LIMIT	# PAX	Signature & Certificate #
3rd	AWW	PCN	1208	1213	1309	1310	6.2	1	14	786.2	80.8	201.8	240.2	244.3	2	
	PCN	MRP	1322	1324	1356	1357	35	1	"	"	80.2	198.7	198.6	"	1	
	MRP	KCL	1410	1412	1429	1429	19	1	"	"	75.7	182.9	179.8	"	1	
	KCL	KCR	1440	1442	1448	1449	09	1	"	"	78.0	190.4	192.7	"	3	
	KCR	KCL	1452	1454	1506	1507	10	1	"	"	65.2	175.8	185.2	"	1	
	KCL	AWW	1522	1524	1619	1621	59	1	"	"	68.1	197.1	187	"	3	
373	AWW	DLG	1649	1647	1716	1718	34	1	"	"	65.4	196	184.2	"	2	
	DLG	AWW	1749	1753	1817	1819	30	1	"	"	68.2	196.7	187.1	"	2	

TOTALS 8 258 8 Pilot Signature: _____

Certificate Type & #: ATP

Today's Cycles	<u>8</u>	Today's Landings	<u>8</u>	Ending Tach/Hobbs	<u>9765.0</u>	Today's Fil Hrs	<u>3.8</u>
Prev. Pg. Total Cycles	<u>26138</u>	Prev. Pg. Total Landings	<u>26987</u>	Prev. Pg. Tach Hobbs	<u>9761.2</u>	Prev. Pg. AFTT	<u>17706.3</u>
Total Cycles	<u>26146</u>	Total Landings	<u>26995</u>	Today's Fil Hrs	<u>3.8</u>	New AFTT	<u>17710.1</u>

TREND PARAMETERS	ENGINE	TARGET ALT	ALT RANGE	AC	DEFLECTORS	DEICE	GEN(S)	ELEC LOAD	BLEEDS
CIRCLE CONDITION	BE200	FL 240	FL 200-260	OFF	RETRACTED	OFF	ON	NORM	ON
	C200	4,000	2,000-6,000	OFF	BYPASS NORM	OFF	ON	NORM	ON

Engine	Engine Oil Checked	Engine Oil Added	IOAT °C	Start Temp	IOAT °C	#1 Press ALT	#1 KIAS	ITT	Torque	NP	NG	WF	Oil Temp	Oil Pressure
LEFT	Initial	QTS	-2	710	-7	4,000	144	600	1600	1750	92.1	345	51	96
RIGHT	Initial	QTS												

1) Maintenance Discrepancy: Chip Detector in the Accessory gear box requires inspection
 Corrective Action/description of the work accomplished: Upon inspection found shims and Fuzz. Requires inspection IN 10 FLY hours AFTT when inspected 17710.1 AFTT when Next inspection due 17720.1 saw PW mm saw 72
 P/N on: _____ S/N on: _____ P/N off: _____ S/N off: _____
 Completion Date 2/8/17 Signature: _____ Certificate Type & # _____

2) Maintenance Discrepancy: CORRECT ALFT TOTAL TIME
 Corrective Action/description of the work accomplished: CORRECTED AFTT BY SUBTRACTING -1.2
 P/N on: _____ S/N on: _____ P/N off: _____ S/N off: _____
 Completion Date 02-08-17 Signature: _____ Certificate Type & # _____

Airworthiness Release
 The aircraft and/or component identified was repaired and inspected in accordance with current federal aviation regulations and was found airworthy for return to service
 Date: 2/8/17 Time: _____ Mechanic Signature: _____
 GA INC MX-135 MX/FLT LOG REV 06/30/2015 White (Original) / OPS Records Pink / Pilot Green / Maint. Records

05/02/2017

Aviation Non-Routine Form Aircraft N803TH

Log Page #: 158964 Page: 1 of 1
Cycles: 26192 Landings: 27041 AFTT: 17737.2 Date: 02-22-17

Number: 1 Maintenance Discrepancy: Take soap sample from engine
Entered by: MXC
Corrective Action: TOOK OIL SAMPLE FROM ENG IAW AVIATION LABORATORIES INSTRUCTIONS NEXT/DUE 17762.2
Part # Off: S/N Off: Mechanic Signature: [Redacted]
Part # On: S/N On: A&P License: [Redacted] Date: 2-22-17

Number: 2 Maintenance Discrepancy: Perform standby vacuum system inspection per aero twin ICA
Entered by: MXC
Corrective Action: C/W STANDBY VAC SYS INSP IAW ASROTWIN ICA WITH NO DEFECTS NOTED TOTAL TIME 8.0
Part # Off: S/N Off: Mechanic Signature: [Redacted]
Part # On: S/N On: A&P License: [Redacted] Date: 02-22-17

Number: 3 Maintenance Discrepancy: Perform Aero Acoustics Aircraft payload Extender III Placard Inspection
Entered by: MXC
Corrective Action: C/W PLACARD INSP IAW ALAT FLT SUP WITH NO DEFECTS NOTED
Part # Off: S/N Off: Mechanic Signature: [Redacted]
Part # On: S/N On: A&P License: [Redacted] Date: 02-22-17

Number: 4 Maintenance Discrepancy: Perform Compressor Desalination Wash
Entered by: [Redacted]
Corrective Action: EXT COMP DESAL TO 17764.0 PER MXC
Part # Off: S/N Off: Mechanic Signature: [Redacted]
Part # On: S/N On: A&P License: [Redacted] Date: 02-22-17

Number: 5 Maintenance Discrepancy:
Entered by:
Corrective Action:
Part # Off: S/N Off: Mechanic Signature:
Part # On: S/N On: A&P License: Date:

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GRANT AVIATION
Attn: MATT FISHER
4451 AIRCRAFT DR

Aircraft: 208B
S/N: 208B0321
Tail No.: N803TH

Date: 3/31/2017
Engine S/N: PCE17278
Engine Model: PT6A-114

ANCHORAGE AK 99502
United States

Values in (parenthesis) below your results are average values from all our analysis data for the same engine model with similar engine hours and oil hours.
See www.avlab.com/explain for detailed explanation of the statistical analysis used with your laboratory results.

CURRENT SAMPLE		Oil appears normal. Filter/Debris analysis is recommended for large particle wear.											
Sample Date: 3/4/2017 Analysis Date: 3/29/2017 Sample Number: 01 Cylinder Type:		*** OIL ANALYSIS RESULTS IN PARTS PER MILLION ***											
		Iron	Copper	Nickel	Chromium	Silver	Magnesium	Aluminum	Lead	Silicon	Titanium	Tin	Moly.
		< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
		*** FILTER ANALYSIS RESULTS ***											
TSN/TSO: unknown Oil Hours: unknown Filter Hours: Oil Added: Filter Wt. (mgs): Flashpoint(deg. F): H2O (ppm): Total Acid No.:		Material: Stainless Steel Carbon Steel Alloy Steel Bearing Alloy Copper Silver Magn. Alum. Grit Misc.											
		Amount:											
		Type:											
		Form:											

Comments: Because Oil Analysis only detects very fine wear, analysis for turbine engines should always include Filter/Debris Analysis to detect any larger particles. For turbine engines, oil and filter/debris analysis together provide the most comprehensive wear metals related data available.

PREVIOUS SAMPLE 1		Oil appears normal. Filter/Debris analysis is recommended for large particle wear.											
Sample Date: 3/8/2017 Analysis Date: 3/9/2017 Sample Number: 16 Cylinder Type:		*** OIL ANALYSIS RESULTS IN PARTS PER MILLION ***											
		Iron	Copper	Nickel	Chromium	Silver	Magnesium	Aluminum	Lead	Silicon	Titanium	Tin	Moly.
		< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
		*** FILTER ANALYSIS RESULTS ***											
TSN/TSO: 2639.3 Oil Hours: unknown Filter Hours: Oil Added: Filter Wt. (mgs): Flashpoint(deg. F): H2O (ppm): Total Acid No.:		Material: Stainless Steel Carbon Steel Alloy Steel Bearing Alloy Copper Silver Magn. Alum. Grit Misc.											
		Amount:											
		Type:											
		Form:											

Comments: Because Oil Analysis only detects very fine wear, analysis for turbine engines should always include Filter/Debris Analysis to detect any larger particles. For turbine engines, oil and filter/debris analysis together provide the most comprehensive wear metals related data available.

PREVIOUS SAMPLE 2		** SEE LAB COMMENTS **											
Sample Date: 2/12/2017 Analysis Date: 2/16/2017 Sample Number: 96 Cylinder Type:		*** OIL ANALYSIS RESULTS IN PARTS PER MILLION ***											
		Iron	Copper	Nickel	Chromium	Silver	Magnesium	Aluminum	Lead	Silicon	Titanium	Tin	Moly.
		*** FILTER ANALYSIS RESULTS ***											
TSN/TSO: 2611.1 Oil Hours: unknown Filter Hours: Oil Added: Filter Wt. (mgs): Flashpoint(deg. F): H2O (ppm): Total Acid No.:		Material: Stainless Steel Carbon Steel Alloy Steel Bearing Alloy Copper Silver Magn. Alum. Grit Misc.											
		Amount:											
		Type:											
		Form:											

Comments: THE CHIPS SENT CONSIST OF ALLOY STEEL FLAKES AND FINES, AMS# 6260/6265, RANGING IN SIZE FROM 1276 X 583 TO 17 X 12 MICRONS. PLEASE CONTACT THE ENGINE MANUFACTURER'S SERVICE REP IF FURTHER ASSISTANCE IS NEEDED.