

L17, 603.6

N24DR CV440 SN 393

START DATE 10/17/18

FINISH DATE 10/30/2018

INSP: B2

ENG 1: 952.4

ENG 2: 245.9

3.3. Master Record Card.

CHECK <u>B2</u>	MAINTENANCE CHECK	DATE <u>10/30/2018</u>
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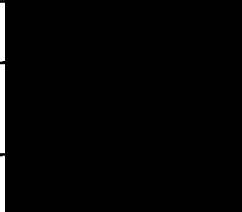
STATION 220 START DATE 10/17/2018 N. 240RLOG BOOK TIMES TAT 47,603.6 LEFT ENG. 952.4 RIGHT ENG. 245.9

SPECIAL ITEMS CARDS						
MODIFICATION NO.'S						
TOTAL NUMBER OF NON-ROUTINE MAINTENANCE ITEMS	<u>9</u>	TOTAL NUMBER OF DEFERRED NON-ROUTINE MAINTENANCE ITEMS.				

COMPONENT CHANGES

SER. NO. OFF	SER. NO. ON	PART NO. & NAME
	<u>40366X10</u>	<u>327626 + 5 CYL</u>
<u>99787V</u>	<u>1584190C</u>	<u>3A02100 02B0522</u>

1. REVIEW AIRCRAFT LOG		
2. POWER PLANT ITEMS		
3. INTERIOR ITEMS		
4. EXTERIOR ITEMS		
RECORD TIRE PRESSURES AFTER SERVICING		
Service To:		
<u>72 72</u> (71-73 PSI)	<u>60 60</u> (58-60 PSI)	<u>72 72</u> (71-73 PSI)

5. SERVICING ITEMS	
6. COMPLETE AIRCRAFT LOG ENTRIES INFORM MAINTENANCE OFFICE OF ALL OPEN MEL'S	
7. AND DEFERRED ITEMS	

COMPLETION DATE: 10/30/2018 MECHANIC SIGNATURE: A & P NUMBER: 

2.3

Master SIGN-OFF Sheet

CV-440

N 2402Station L20Date 10/30/2018

CHECK (Circle)

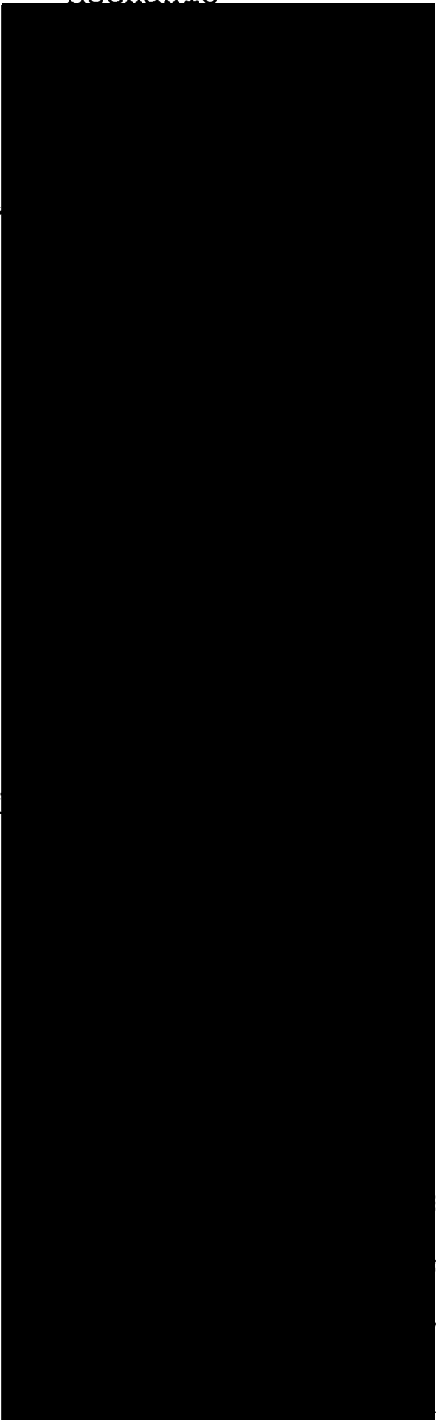
(A)

(B1)

B2

B3

B4

CARD No.	Date Completed	Mechanic
23. 50	10/30/18	
24. 51	10/30/18	
25. 52	10/30/18	
26. 53	10/30/18	
27. 54	10/30/18	
28. 57	10/30/18	
29. 60	10/17/18	
30. 61	10/22/18	
31. 62	10/25/18	
32. 63	10/25/18	
33. 64	10/25/18	
34. 90	10/22/18	
35. 91	10/29/18	
36. 92	10/29/18	
37. 94	10/24/18	
38. 95	10/24/18	
39. 97	10/30/18	
40. 110	10/30/18	
41. 111	10/30/18	
42. 112	10/30/18	
43. 113	10/30/18	
44. 931	10/22/18	

2.3

Master SIGN-OFF Sheet

CV-440

N 2402

Station LND

Date 10/30/2018

CHECK (Circle)

(A)

B1

(B2)

B3

B4

CARD No.

Date Completed

Mechanic

1. 934

10/30/18

2. 981

10/17/18

3. 982

10/17/18

4. _____

5. _____

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7. _____

8. _____

9. _____

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16. _____

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20. _____

21. _____

22. _____

Note: If necessary, continue on next page.

Revision: Original

"A" Check.

"A" CHECK
CARD NO. CV-50
PAGE 1 OF 1

CHECK # B2

CV-440

STATION LND DATE 10/30/15 N 24PT

LOGBOOK

MECHANIC

1. Review logbook and enter on non-routine maintenance items record, each open pilot report.
2. Enter action taken on all pilot reports, component changes, modifications and type maintenance check performed. Sign-off by A&P Mechanic.
3. Inform Maintenance Office of deferred items. Sign off by A&P Mechanic.

CHECK # B2 Check Completed 10/30/15
MECHANIC SIGNATURE _____
A & P NUMBER _____

Revision: Original

DATE 10/30/18 N 240R
 CHECK B2 STATION L2D

"A" CHECK
 CARD NO. CV-51
 PAGE 1 OF 1

POWERPLANT Inspection

L MECHANIC R

1. Open exterior cowl and remove inner cowl side panels and dishpan.
2. Check engine for oil leaks and isolate source. Pay particular attention to rocker boxes, pushrod housings, plumbing and accessories. See Note and following page.
3. Check propellers for oil leaks, blades and engine nose section-mounted components and hardware for condition and security. Visually inspect area of prop blade shank and hub junction for evidence of corrosion.
4. Check all cylinders for cracks at spark plug boss (spark plugs installed).
5. Check for evidence of loose or leaking intake pipe.
6. Check exhaust stacks and clamps for integrity and attachment to cylinders.
7. Clean engines and cowls with Varsol spray. Check cowl assemblies for damage, defects, and security.
8. Check general QEC integrity with flashlight and mirror; particularly throttle linkage, oil cooler and cowl flap linkages, and fire detector elements. Check mixture control rod attachment bolt and nut for security and cotter pin. Change bolt if found to be loose.
9. Check carburetor adaptor to upper cowl for evidence of proper mating when cowl is closed.
10. Install inner cowl side panels and dishpan assuring a good seal with no gaps all around gill plates. Remove carburetor cover and secure "orange peel" cowl.

Note: If broken or loose cylinder flange attachment stud is found, refer to requirements of AD 56-06-02 for corrective action.

MECHANIC SIGNATURE _____

PA & P NUMBER _____

INSPECTOR SIGNATURE _____

A & P NUMBER _____

Revision: Original

AD 56-06-02 PRATT & WHITNEY: Applies to all models engines.

Compliance required as indicated.

As a result of engine fire reported due to cylinder failure as a result of stud failures, the following must be accomplished to reduce cylinder and stud failures:

- A. If a cylinder flange attaching stud fails during engine operations, the adjacent studs may be subjected to severe overstress. The same is true if an attaching nut becomes loosened to the extent that there is clearance between the nut and the cylinder flange. If more than two adjacent studs have broken, or the nuts have become loose, there is a probability that the cylinder flange has been over-stressed.
- B. If, during line inspection or at engine tear-down prior to overhaul, a nut is found to be loose or there has been failure of a stud, replace that stud and the two adjacent studs.
- C. If more than two adjacent studs have failed or if more than two adjacent nuts are known to have been loose during engine operation, the cylinder should be scraped or rebarreled and all the studs on the cylinder mounting pad replaced.
- D. If only two adjacent studs have failed or two adjacent nuts have been found loose, the cylinder should be replaced, but it need not be scrapped provided that the nuts adjacent to the failed studs or loose nuts are found to be at least to minimum torque and that the cylinder flange has not become distorted more than 0.003 inch; also, that the flange and area above the flange are magnafluxed and show no crack indicators. If the bottom of the cylinder flange is not perfectly flat, but is not distorted more than 0.003 inch, it should be lapped flat before reinstallation. Before a replacement cylinder is installed, the crankcase studs immediately adjacent to the two broken or loose ones should be replaced.
- E. During cylinder installation, securely tighten the cylinder flange attaching nuts.

(P&W Service Bulletin No. 1000 describes approved methods and torques. This subject is also covered in P&W Alert Bulletin No. 42 entitled "Cylinder Attachment Inspection and Maintenance".)

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"A" CHECK
CARD NO. CV-52
PAGE 1 OF 1

CHECK # B2

CV-440

STATION LAP

DATE 10/30/78 N2411

AIRCRAFT EXTERIOR Inspection

MECHANIC

1. Perform visual exterior checks from ground to include control surfaces, fuel tank areas, nacelles, wings and fuselage for obvious damage and/or defects. Assure SRE covers are intact.
2. Check fuselage drain holes on bottom of fuselage.
3. Visually check tires, wheels, brakes, struts, gear doors, rods, pins and sliding actuator mechanism, including landing gear latch for open position.
4. Check C.B. containers (2) for proper pressure (gauge in green band). Containers located in LH wing fillet.
5. Check tire pressure and enter pressures on Master Sign-off Card. Service to:
Main: 71-73 psi Nose: 58-60 psi
6. Check brake wear: pins not to be more than 1/4" below adjusting nut face.

MECHANIC SIGNATURE
A & P NUMBER

Revision: Original

"A" CHECK
CARD NO. CV-53
PAGE 1 OF 4

CHECK # 132

CV-440

STATION LAD

DATE 12/30/18
N24102

AIRCRAFT INTERIOR INSPECTION

MECHANIC

1. Check air brake pressure in cockpit. (1800 psi min.)
2. Check crew emergency oxygen bottle pressure and security. Press: 1200 psi min. Bottle installed aft of F/O seat.
3. Check portable fire extinguishers - Cabin and Cockpit seals intact and mounting secure, and content.
4. Check spare bulbs and fuse kit, and Operations Manual on board.
5. Check cabin general, cockpit and cabin seatbelts, windows, doors, emergency exits and lavatory for condition and cleanliness.
6. Check first aid kit for condition and security.
7. Deleted
8. Deleted
9. Check forward coat compartment for spare seat belt and seat belt extension.
10. Check fire warning push-to-test, exterior lights, instrument lights, "Fasten Seat Belt" signs, and "No Smoking" signs.
11. Check equipment placards for security and legibility.

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"A" CHECK
CARD NO. CV-53
PAGE 2 OF 4

CHECK # Bz

CV-440

STATION LHODATE 10/30/18N 240R

AIRCRAFT INTERIOR - UNPRESSURIZED CARGO CABIN (N24DR)

MECHANIC I

1. Check air brake pressure in cockpit. (1800 psi min.)
2. Check crew emergency oxygen bottle pressure and security. Press: 1200 psi min. Bottle installed aft of F/O seat.
3. Check portable fire extinguishers - Cabin and Cockpit seals intact and mounting secure, and content.
4. Check spare bulbs and fuse kit, and Operations Manual on board.
5. Check main cabin cargo compartment for general condition, cleanliness and security (includes bulkheads, flooring, lines, windows, doors, cargo security attachments, load/station, cargo limitations markings, tie down kit).
6. Check condition of floor fitting and fuselage frame side attachment fittings. Inspect condition of cargo straps for fraying, cuts or other defects. Check minimum number of cargo straps on board (20) rated at 5000 lbs. capacity.
7. Check the main cargo door hinges, door frame and fuselage frame for cracks, damage and security.
8. Check emergency exits, release mechanisms and seals for condition and security.
9. Check first aid kit for condition and security.
10. Check life vests for presence and security. One behind Captain's seat and two behind F/O's seat. Check date and replace if fewer than 30 days remain before expiration.

REVISION: 5

DATE: 06-26-2015

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"A" CHECK
CARD NO. CV-53
PAGE 3 OF 4

CHECK # B2

CV-440

STATION LADDATE 12/30/19N 24107

AIRCRAFT INTERIOR - UNPRESSURIZED CARGO CABIN (N24DR).

MECHANIC 1

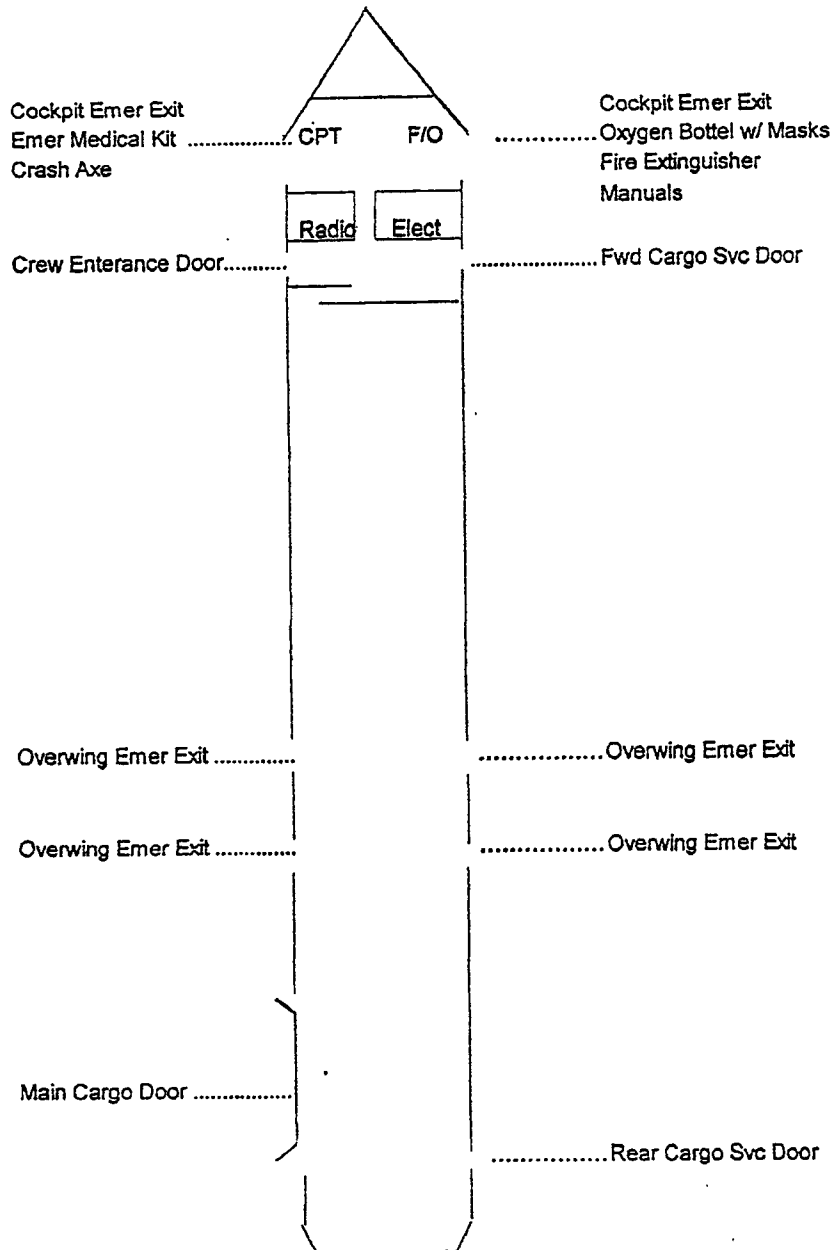
11. Check fire warning push-to-test, instrument lights,
cabin interior light operation and exterior lights.

12. Check crew entry (telescoping) ladder installation for
general condition and security of mounting with em-
phasis's on the two upper and the two lower attach-
ments.

REVISION: 5

DATE: 06-26-2015

Plan View - Cargo Configuration
CONVAIR 340/440N24DR



Mechanics

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"A" CHECK
CARD NO. CV-54
PAGE 1 OF 1

CHECK # B2

CV-440

STATION Lao

DATE 10/30/18

N 24172

SERVICING

MECHANIC

1. Service ADI Tank - CAP SECURE. (Fill to FULL)
Located at gravity fill door, RH wing fillet
2. SERVICE ENGINE OIL TANKS - CAPTS SECURE. Enter quarts
added: #1 10 #2 10. Aero Shell W120-SAE 60
or equivalent.
3. Check and service turbo-compressor - CAP SECURE.
Located in RH nacelle. Oil Spec. Texamatic 9226.
4. Check and service hydraulic reservoir - CAP SECURE.
Located in cockpit behind Captain. Use MIL-H-5606
oil.
5. Drain fuel sumps and strainers. (Before Refueling)
Sump drains located in each nacelle - wing fairing
behind door. Strainer drains in each wheel well.
6. Wipe exposed landing gear shock strut surfaces with
MIL-H-5606 hydraulic fluid.
7. Check level of oil in nose gear axel bearing.
Replenish as necessary with MIL-L7870.
8. Check/replenish battery water level as required.

MECHANIC SIGNATURE
A & P NUMBER

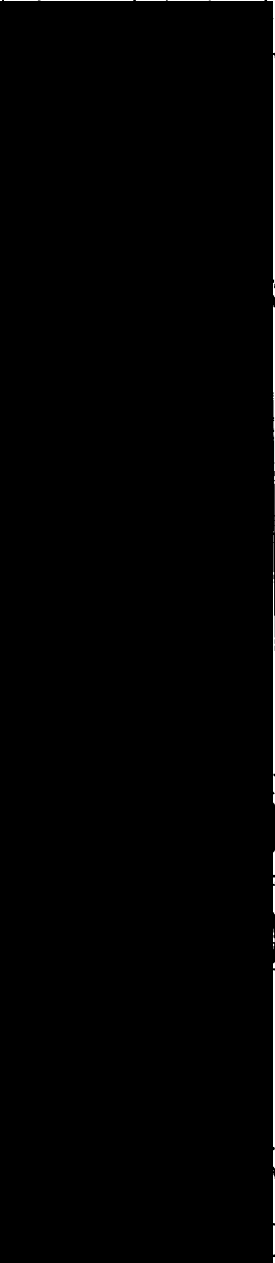
Revision: Original

"A" CHECK

CV-440 ONLY

CARD No. CV-57

Page: 1 of 2

STATION: <u>120</u> DATE: <u>10/30/18</u> N. <u>2400</u>			
MECHANIC			
FUEL INTEGRITY CHECK		L	R
1. Ensure external DC power supply is connected and on with 28 V.D.C. on Ship's Buss.			
2. Select #1 instrument & inverter switch -- ON, & 2 instrument inverter switch positioned to #1 inverter position with 115 V.A.C. $\pm$ 5 V. on A.C. Buss.			
3. Ensure: The following Controls/Switch positions/Conditions, are met. a. Mixture controls - IDLE CUT OFF b. Fuel tank shut off valves (L & R) - OPEN c. Fuel tank crossfeed valves - CLOSED			
4. a. Fuel booster pump (L H side) - ON, Observe 21-23 P.S.I. fuel pressure. b. Fuel tank shut off (L H side) - CLOSED c. Fuel booster pump (L H side) - OFF d. Fuel pressure - should stabilize at 15 P.S.I. <u>MINIMUM</u> e. Fuel pressure - should not drop more than 2 P.S.I. in 60 seconds from 15 P.S.I. f. Mixture control (L H) - AUTO RICH g. Fuel Pressure - should drop to 9-11 P.S.I. (fuel feed valve spring valve cracking pressure) h. Mixture control (L H) - Returned to IDLE-CUT OFF. i. Fuel tank shut off (L H) - Returned to OPEN j. Fuel pressure - should drop to 0 P.S. I. indicating valve opening.			
5. Perform (R H) side check using same exact procedures as followed in steps 4a thru 4j.			
6. If either side fails any step in a through g, perform the following steps: a. Fuel tank shut off - OPEN b. Fuel booster pump - ON c. Mixture control - AUTO RICH d. Throttle - exercised from IDLE to OPEN e. Fuel flow should go up to approximately 250 P.P.H. with throttling up, & down to approximately 50 P.P.H. with throttling down. f. Mixture control - Briskly to IDLE CUT OFF.			

CARD No. CV-57
Page: 2 of 2

"A" CHECK CV-440 ONLY

STATION: <u>L-23</u> DATE: <u>10/30/18</u> N <u>2-10h</u>		
MECHANIC		
FUEL INTEGRITY CHECK		
7. Crossfeed system check a. (L H) fuel booster pump ON 21-23 P.S.I. b. Crossfeed valve switch - OPEN c. (R H) side fuel pressure - should go to 21-23 P.S.I. d. (R H) fuel selector - CLOSED e. Crossfeed valve switch - CLOSED f. (L H) fuel booster pump - OFF g. (R H) fuel pressure - should stabilize at 15 P.S.I. just the same as an integrity check. h. Crossfeed valve switch - OPEN i. (R H) fuel pressure - should drop to zero with crossfeed valve openings. j. Return (R H) fuel tank shut off to - OPEN and crossfeed valve switch to CLOSED. k. Repeat steps a through j using (R H) fuel booster pump checking (L H) side.	L	R
8. Return #2 instrument and inverter switch to OFF		
9. Return #1 instrument and inverter switch to OFF		
10. Turn D. C. External power switch - OFF		
11. Visually inspect ALL fuel shut off valves for proper positioning.		
12. Visually inspect ALL tank crossfeed valves for proper positioning.		

NOTE: If either side continues to fail:
a. Substitute FIRE WALL SHUT OFF for fuel tank shut off in step b.

NOTE: If either side continues to fail using the fire wall shut off, fuel system integrity has failed in the accessory section. Record failure.

Mechanic Signature

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CARD NO. CV-60
PAGE 1 OF 1

CHECK # B2

CV-440

STATION L-10

DATE 10/17/18

N 2-110

LOGBOOK

MECHANIC

1. Review logbook and enter on non-routine maintenance items record, each open pilot report.
2. Enter action taken on all pilot reports, component changes, modifications and type maintenance checks performed. Sign off by A & P mechanic.
3. Inform maintenance office of all open deferred items. Check sign off by A & P mechanic.

CHECK # B2

CHECK COMPLETED 10/30/18

MECHANIC SIGNATURE
A & P NUMBER

CARD NO. CV-61

Revision: Original

CHECK # B2

CV-440

STATION L.ODATE 10/22/18N 241R

POWERPLANT SERVICE

MECHANIC

LH

RH

1. Perform cylinder compression check per subsequent pages of this card (Record on Special Items Card 931)

2. Reinstall spark plugs and torque to 300-360 inch/lbs. Install leads - torque to 180 inch/lbs.

NOTE: On all B--- checks, replace with re-conditioned plugs.

3. Turn on fuel boost pumps and pressure check for leaks and all visible parting surfaces and lines for fuel stains and leaks.

4. Inspect carburetor derichment valve cover for fuel leakage with boost pump on.

a. If leakage exists, re-torque cover screws one time only to 20-30 inch/lbs. If leakage is not corrected, change derichment valve. Record torqueing on card for follow-up scheduling of derichment valve change

b. If derichment valve diaphragm leaks a second time, replace derichment valve (AD 56-03-02).

CARD NO. CV-61

Page: 2 of 3

CHECK # B2

CV-440

STATION 240DATE: 12/22/15 N 240

POWERPLANT SERVICE

MECHANIC

LH

RH

5. Remove, inspect, clean and reinstall water injection regulator screen. Check condition of strainer screen. Reinstall using new seals. Tighten and safety cover retaining bolts.
6. Check all accessible nuts and bolts for tightness using appropriate hand tools. Avoid over-tightening gland nuts.
7. Check freedom of firewall shut-off valves and controls.
8. Remove, inspect, clean and install main oil screen and scavenge oil screens.
9. Perform engine and propellers ground power run per Card 933 and record on Card 934. Make any special checks necessary to verify integrity of systems disturbed during check. Visually check for fluid leakage at all disturbed connections.

CARD NO. CV-61 Page:

3 of 3

CHECK # 132

CV-440

STATION Lm DATE: 10/22/9 NZ-102

CYLINDER COMPRESSION CHECKING PROCEDURE (Record on Card 931).

- a. Remove the front sparkplug from all 18 cylinders.
- b. Turn the propeller of the engines being checked in the normal direction of rotation (clockwise as viewed from the rear) until the No. 1 cylinder is on the compression stroke. This can be determined by feeling pressure against the thumb when the thumb is held over the sparkplug hole on the cylinder while the engine is rotated. Back propeller off (opposite direction of rotation) a short distance so that intake valve is open.
- c. Using a differential type compression tester, such as a Compare Compression Tester Model D3 or Motorstat Compression Tester, set the regulator to apply 80 PSI air pressure to the Tester and insert in No. 1 cylinder through the front spark plug hole.

DO NOT STAND IN LINE WITH THE PROPELLER. THE AIR PRESSURE IN THE CYLINDER TENDS TO CAUSE ROTATION OF THE PROPELLER WHEN NOT ON TDC. IF PROPELLER ROTATION OCCURS, WAIT UNTIL MOVEMENT STOPS AND AIR CAN BE HEARD PASSING THROUGH THE INTAKE VALVE.

- d. Very slowly turn the propeller in the direction of normal rotation. The closing of intake valve of the No. 1 cylinder (IC Col. On form) will be indicated by an abrupt pressure rise on the gauge of the compression tester. The valve closing can also be felt by the mechanic turning the propeller as the air pressure will increase the resistance to turning. Immediately stop rotating the propeller when the tester indicates maximum pressure and hold the propeller.
- e. Note amount of compression loss (differential pressure as read on the Compare gauge) and record on the cylinder compression form, Card No. CV-931.

NOTE: Compression is to be taken only when checking the intake valve closing sequence.

- f. After compression loss has been noted, remove compression tester from cylinder. Do not allow propeller to rotate. Insert tester in next cylinder as indicated in the intake valve column. The intake valve should be open, but use caution that the propeller does not rotate.
- g. Repeat the process in order of the listed cylinder positions.
- h. The maximum allowable pressure loss is 35% (28 psi) or a pressure reading of 52 psi. Any greater pressure loss will require the cylinder to be changed. Normal pressure readings will be 60 - 70 psi.

Mechanic [REDACTED] # [REDACTED]

CARD NO. CV-62

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CHECK # B2

CV-440

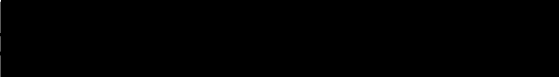
STATION L20DATE: 12/25/18 N 2-1011

INTERIOR ITEMS

MECHANIC

1. Check for cleanliness between windshield panels and clean as required.
2. Check temporary placards for legibility and removed those not applicable
3. Check operation and condition of emergency exits.
4. Check magnetic compass mounting, check for air bubbles and check calibration.
(Due Date 2 years.)
5. Clean instrument panel glasses.
6. Check condition of microphones, cords plugs.
7. Check condition of headsets, caps, bands, cords, plugs
8. Check condition of cabin handset unit, cord and plugs.
9. Establish two-way communications with ground station and check volume controls, speaker muting, audio legibility, squelch.
10. Life Vests. If not installed mark N/A. Check:
 - a. Proper number of vests is on board;
 - b. Life vest card for overhaul due date;
 - c. Vest is sealed in clear plastic bag;
 - d. Inspection card is packed inside plastic bag with vest and is visible and readable.

NOTE: Remove from service if the time remaining does not extend to next B Check.

Mechanic 

CARD NO. CV-63
Page: 1 of 1

CHECK # B2

CV-440

STATION L-7

DATE: 10/25/14 N 270R

ELECTRICAL/INSTRUMENT/EXTERIOR ITEMS

MECHANIC

1. Check operations of position lights and rot. beacon.

2. Check and drain pitot drain system in nose wheel well.

3. Check bus voltage in cockpit. With emergency load on, battery voltage

4. Lights.

(1) Check operation of cabin general lights.

(2) Check operation of emergency exit lights.

5. Check batteries - add water if required, clean batteries, check specific

6. Visually inspect all cockpit and cabin windows
(AD-80-08-03). Inspect windows for vinyl separation, cracks, rock chips,
corrosion, and scratches.
REF: S.B. 640 (34OD) 53-5B.

7. Perform walk-around inspection of external antennas.

Mechanic

Signature

CHECK # B2

CV-440

STATION LNDDATE: 10/25/18 N 211 r

SERVICING ITEMS - WING

MECHANIC

1. Clean ADI Pump Screen (in plug on ADI pump)

NOTE: Assure "Water Injection" switch and circuit breakers are "OFF" and tagged.

- a. Drain ADI tank into a container which is bonded to the airplane.
- b. Remove screen plug assembly from the ADI pump.
- c. Clean the screen and check condition. Replace if required (V51663-RB8575-1) Gasket P/N RA8523
- d. Install screen plug in pump. Tighten and safety
- e. Reinstate "Water Injection" circuit breakers.

2. Fill ADI tank and visually check plug for leaks.

3. Clean main fuel strainer: (Gasket: P/N V75361-RA8523)

- a. Close main fuel valve
- b. Drain fuel strainer into a container bonded to the aircraft.
- c. Cut safety wire, loosen wing nut and remove screen from the
- d. Wash screen in clean fuel and dry. Check screen for damage and that all sediment is removed from the inside.
- e. Replace gasket on the bottom cover of strainer.
- f. Install screen in strainer and secure wing nut.
Safety using .040 inch monel wire.
- g. Open main fuel valve; operate boost pump and check the strainer for leaks.

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CARD NO. CV-64
PAGE 2 OF 3

CHECK # 82

CV-440

STATION L O

DATE 10/25/79

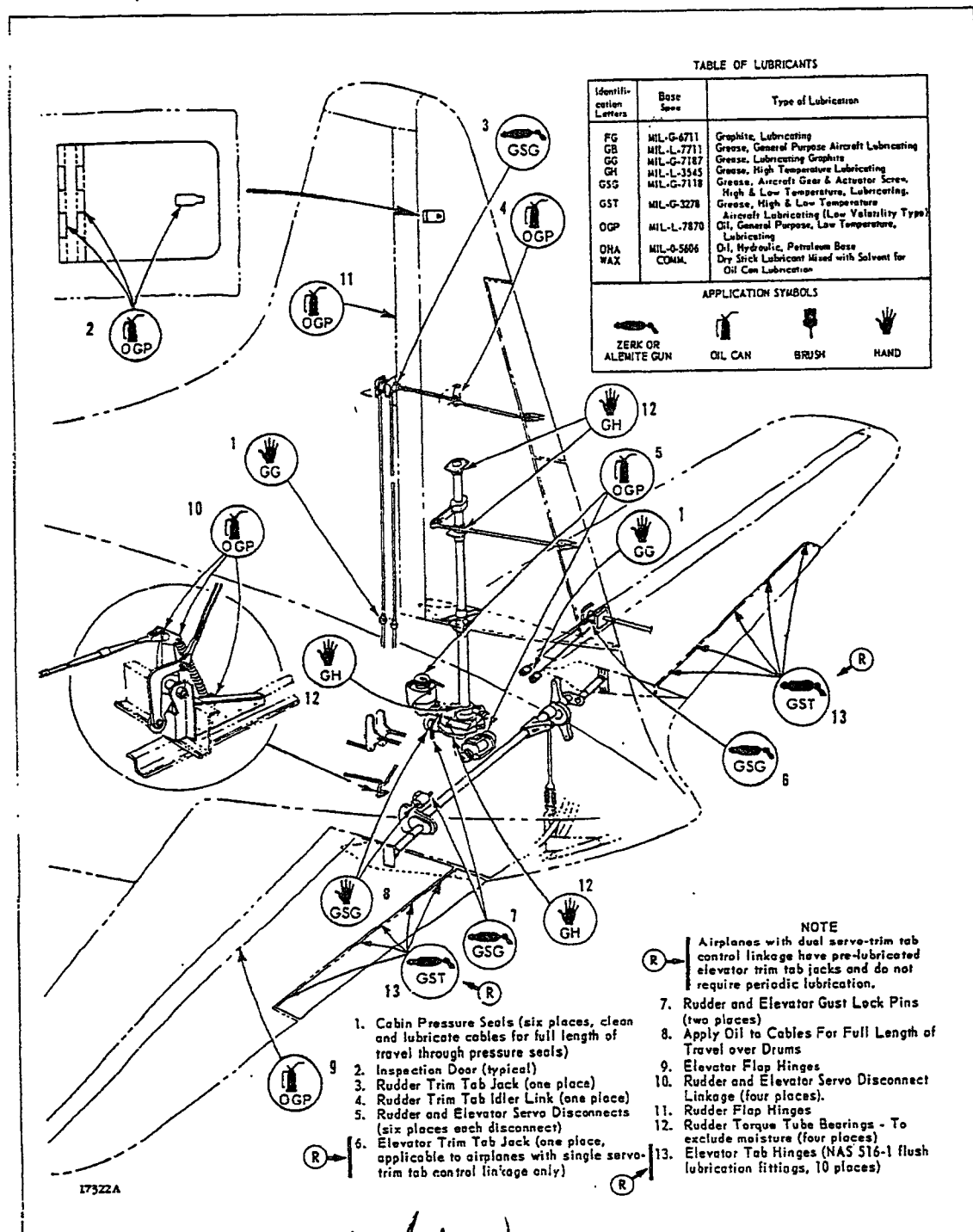
N 2707

FUSELAGE SERVICING ITEMS

MECHANIC

1. Clean Air Conditioning system air filter screen.
(if installed)
 - a. Remove screen assembly from duct box adjacent to primary heat exchanger.
 - b. Clean screen of lint, dirt build-up.
 - c. Examine screen and O-ring seal for damage. Replace if required (Screen P/N 340-3390613, O-ring P/N AN6227-73 or MS28775-446).
 - d. Reinstall screen in duct box and secure in place.
2. Check expansion turbine oil level. Add Texamatic 9226 oil if required. (if installed)
3. Check ground blower oil level. Add Texamatic 9226 oil if required. (if installed)
4. Check hydraulic accumulator for security and proper air charge (1000 psi).
5. Check operation and condition of Emergency Exit doors and latches.
6. Lubricate main and nose landing gear in accordance with CV-106 pages 2, 3, and 4.
7. Lubricate flap rollers in accordance with CV-104 pages 2 and 3.
8. Lubricate empennage section per Figure 1.

Revision: Original



CARD NO. CV-90
PAGE 1 OF 2

CHECK # B2

CV-440

STATION LAD

DATE 11/22/77 N 2400

POWERPLANT INSPECTION

MECHANIC

LH	RH
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Each area shall be visually inspected completely, including visible structures, systems, electrical, plumbing, components, and attachments for condition, damage, security, wear, evidence of fluid leaks cracks, corrosion, loose or missing fasteners, and proper installation, with emphasis on items listed.

1. Power Section:

a. Cylinders for security of base attachments. If any oil leaks noted the baffles must be removed and cause determined. Check all cylinder fins for cracks, corrosion, and condition. Examine cylinders for condition, security and cracks with emphasis on cracks located in area of sparkplug boss. Cylinder baffles for corrosion cracks, distortion. Blast tubes must be intact and attachments secure. Note 1 below.

b. Ignition coils for leaks. Any cracked coils must be replaced.

c. Rocker boxes and push-rod housing for wear, chafing, leaks.

d. Intake pipes for leaks, attachment of heat deflector, cracks in the deflector, safety and condition.

NOTE: Fuel stains in area of intake pipes indicate a leak. Explore for source.

e. Hoses, lines, conduits, and thermo-couple leads for leaks, chafing, routing, and support.

f. Engine case for cracks, damage, security of through bolts and oil leaks.

g. Engine dynafocal housing, tubes and baffles. Where possible, examine the rubber section of the dynafocal for bonding separation, and condition.

NOTE: If broken or loose cylinder flange attachment stud is found, refer to requirements of AD 56-6-2 for corrective action.

SEE CARD CV-51

CARD NO. CV-90
PAGE 2 Of 2

CHECK # 132

CV-440

STATION 2-10

DATE 10/22/18 N 2400h

EXHAUST SYSTEM

MECHANIC

LH

RH

2. Pipe sections, clamps, brackets, flanges extensions, slip joints and attachments for indication of exhaust leakage. Pay particular attention to attachments at cylinders. sections of exhaust pipes are routed close together must have at least 1/4 inch clearance between the pipes.

- a. Figure 8 clamps. Use a fiber mallet to tap the clamps. The clamps are properly tightened provided they move slightly along the length of the pipe. Clamps must be located properly between the locating dowels.

NOTE: Exhaust pipe sections must be checked closely in areas that may have been subjected to wear by loose or broken figure 8 clamps.

- b. Heat shields, baffles and deflectors relative to the exhaust system.

- c. Forward end of the augmentor tubes and bell mouths. Watch closely for cracks. Cracks that show exhaust leakage through the augmentor must be corrected by replacing the tube assembly.
Examine the forward interior area of the augmentor tubes for damage and security of bell mouth attach screws. Check the augmentor bell mouth attaching clamps for security, condition and safety. Test the augmentor tube forward end for looseness; any movement indicates attachment failure.

- d. The firewall around augmentor tubes and fire detectors in the area is to be checked for condition, cracks, security.

Mechanic

CARD NO. CV-91
PAGE 1 Of 1

CHECK #

B2

CV-440

STATION

20

DATE

10/29/18

N

2700

TAIL SECTION

MECHANIC

1. Remove torque tube drain plug and check for water. If present, spray tube internally with LPS to prevent corrosion. Reference AD 92-06-06 per SID Report ZS-340-1000.

Mechanic

[Redacted Signature]

CARD NO. CV-92
PAGE 1 Of 1CHECK # B2

CV-440

STATION LNO DATE 12/29/19 N 2400

TAIL INSPECTION

MECHANIC

The area shall be visually inspected completely, including visible structure, system, electrical, components and attachments for condition, damage, security, wear, cracks, corrosion, loose or missing fasteners, area appearance and proper installation, with emphasis on items listed.

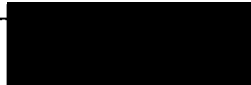
1. Horizontal stabilizers exterior skin with emphasis around stabilizer attach fittings. Shroud door for security and evidence of honeycomb bonding failure. Visible portion of elevator hinge fittings. If shroud doors are open, inspect rear structure, hinge fittings, and tab operating linkage. (Ref. S.B. 55-3 and 55-4A)

2. Elevator exterior skin, trailing edge for weakness, splits, lightening burns. Structure in recesses for hinge cracks. Hinges for wear, route bearings and broken bonding. Elevator-to-torque tube attachment. Elevator tab hinges and operating linkage.

3. Vertical stabilizer exterior skin with emphasis around attach fittings and hinge fittings. Shroud doors for security and evidence of honeycomb bonding failure. Visible portions of rudder hinge fittings. If shroud doors are open, inspect rear spar structure hinge fittings and tab operating mechanism. Dorsal and fillet. Fiberglass tip for splits and erosions.

4. Rudder exterior skin, trailing edge for splits, lightening burns. Hinges for wear and roughness. Rudder to torque tube attachment. Rudder tab hinges and operating linkage.

5. Tail cone exterior skin.

Mechanic  

CARD NO. CV-94

PAGE 1 Of 6

CHECK # B2

CV-440

STATION 2ND DATE 10/24/18 N 2402

FUSELAGE AND TAIL - SERVICE ITEMS

MECHANIC

1. Lubricate rear service door per Figure 1.
2. Lubricate lower cargo door per Figure 2.
3. Lubricate forward and rear cargo doors per Figure 3.
4. Lubricate main entrance door per Figure 4.
5. Lubricate emergency escape hatches per Figure 5.
6. Check operation of LH and RH generator circuit breaker manual reset handles and lubricate ends of Teleflex cables with MIL-L-7711 grease.

NOTE: After "Tee" handles have been returned to their normal position, manually reset the generator circuit breakers.

Mechani
Includes

FERRETERIA E IMPLEMENTOS SAN FRANCISCO

CV-240,340,440

MAINTENANCE INSPECTION MANUAL

DATE:

555

Page: 555

REVISION: 5

06-26-2015

CARD No. CV-95

PAGE 1 of 1

CHECK # B2

CV-440

STATION Ln D DATE 10/24/18 N 2400

INSTRUMENT & ELECTRICAL - SERVICE ITEMS

MECHANIC

1. Check fuel gauges for calibration per Convair 440 Maintenance Manual, Section 10-1.

TRUCK

Mechanic

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DATE:	06-26-2015

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PAGE 1 of 1

CHECK # B2

CV-440

STATION L R D

DATE 12/30/18 N 24102

INTERIOR INSPECTION

1. Visually inspect, using a 8X glass, all visible areas, areas of the cockpit DV window casting paying particular attention to the lower left and right corners of the casting (AD-68-07-01).

If crack is found, enter on the non-routine maintenance items record and forward to Chief Inspector for repair disposition as per AD.

MECH		

Mechanic

Signature

CV-240,340,440

MAINTENANCE INSPECTION MANUAL

DATE:

CARD No. CV-110

PAGE 1 of 1

CHECK # 132

CV-440

STATION LND DATE 10/30/18 N 2400n

POWERPLANT - FINAL ITEMS

1. Check installation of any units replace.
2. Check controls for proper safeties.
3. Repair items completed, and signed for.
4. Pilot items completed, and signed for.
5. Final inspection items completed.
6. Final inspection of cowling for security after closing,

MECHANIC

LH

RH

Mechanic 

CV-240,340,440

MAINTENANCE INSPECTION MANUAL

DATE:

"B" CHECK
CARD No. CV-111
PAGE 1 of 1

CHECK # B~

CV-410

STATION 270DATE 10/30/15N 240~

FUSELAGE, TAIL - CLOSE-UP ALL PHASES

MECHANIC

1. Install Roylyn caps on toilet dump, water fill, and service nipple.
Position valve to "Close door on bottom of fuselage.
2. Check that panels, "J" box covers, and interior doors are closed
before closing the nose tunnel, cargo, heater hydraulic, tail
compartment doors.
3. Check that all access doors are closed on tail surfaces.

Mechan

Ferreteria E. Implementos SAN FRANCISCO

CARD NO. CV-112
PAGE 1 OF 1

CHECK # B2

CV-440

STATION 2nd

DATE 10/30/18 N 2477n

AIRCRAFT CLOSE-UP

ALL PHASES

INSPECTOR

This inspection is intended as a walk-around visual safety check to assure all access covers, inspection covers, doors, panels, floorboards, and "J" box covers are installed, that tools, rags, loose hardware, etc., have been removed from cabin, cockpit, cargo compartments and wheel wells; that equipment and furnishings have been secured and also as a check for cleanliness.

1. Tail
2. Fuselage, nose gear well and nose gear. Ceiling pressure door latched.
3. LH wing, nacelle and LH main gear.
4. RH wing, nacelle and RH main gear.
5. Cargo compartment - forward upper, lower aft.
6. Cockpit area, entry, COB and coat compartment.
7. Cabin - inspect for cleanliness and general appearance
8. Check each propeller blade for paint overspray or smudge. All paint must be removed.
9. Review pilot complaints and assure all have been answered and corrective action taken.
10. Review all scheduled check cards to assure that no cards are missing and that each item contains the necessary signatures. Check that all repair items are processed.
11. Final inspection items, if any, completed.
12. Review all non-routine maintenance item sheets to assure none are missing and each item has the required signatures.

MECHANIC SIGNATURE
A & P NUMBER

Revision: Original

Ferreteria E. Implementos SAN FRANCISCO

PAGE: 588

CARD NO. CV-113
PAGE 1 OF 1CHECK # B2

CV-440

STATION L20DATE 10/30/19 N 7402UNPRESSURIZED CARGO CONFIG. INSPECTION (N24DR)

MECHANIC

The Cabin Cargo Compartment shall be visually inspected completely, including visible structures, systems, electrical, plumbing, components, and attachments for condition, damage, security, wear, evidence of fluid leaks, cracks, corrosion, loose or missing fasteners, and proper installation, with emphasis on items listed.

1. Check unpressurized cargo door operation through full open-close cycle. Door should operate freely with no binding. Check operation of door warning light.
2. Check cargo door system for leaks: actuation cylinder, selector valve, associated fittings and lines.
3. Check cargo door hinges, door frame, and fuselage frame for cracks, damage and security.
4. Inspect main Cabin Cargo Compartment for general condition, cleanliness and security (includes bulkheads, flooring, lines, windows, doors, cargo security attachments, load/station, cargo limitation markings, tie-down kit).
5. Check Cargo tie-down and restraining net.
6. Check walls, ceiling and floor for punctures, tears, and security. Remove temporary patches and accomplish permanent repair.
7. Check Cabin Cargo Compartment smoke detector units for operations condition and security.
8. Check Cabin Compartment lights operation.

MECHANIC: A&P: 

Revision: Original

Check #: B2
CV-440

CYLINDER COMPRESSION
R-2800

A/C #: 2402

Sta: L n D

Date 10/12/18

Engine No. 1

Cyl No.	Compression Reading
1	70
12	70
5	70
16	79
9	78
2	79
13	75
6	70
17	76
10	80
3	70
14	75
7	70
18	76
11	80
4	66
15	75
8	73

Cold

Changed

Engine No. 2

Cyl No.	Compression Reading
1	70
12	80
5	55 72
16	80
9	80
2	68
13	78
6	79
17	76
10	80
3	75
14	74
7	80
18	79
11	74
4	72
15	74
8	75

NOTE: See page 506, Card No. CV-61, for compression checking procedure.

Mechanic



Ferreteria E. Implementos SAN FRANCISCO

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CARD NO. CV-934

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CHECK # 132

CV-440

STATION LAD

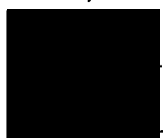
DATE 10/30/18 N 240

CV-440 ENGINE GROUND RUN-UP CHECK

(Refer to Eng. Start, Grnd. Check, and Stopping Proced. on Card 933)

COCKPIT CHECK

PREPARE FOR START-UP



LH

RH

START-UP

OIL PRESSURE

95

100

FUEL PRESSURE

23

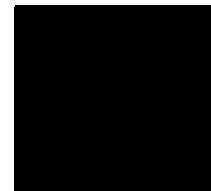
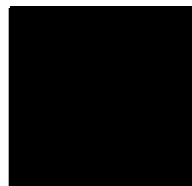
23

HYDRAULIC PRESSURE

3000

WARM-UP (1100 PPM - AUTO RICH)

CHECK MAG CUT-OFF



CHECK CARB HEAT

CHECK COWL FLAPS

GENERATOR

NO LOAD VOLTAGE

28

28

LOADMETER

11

101

CHECK PARALLELING



CV-240,340,440

MAINTENANCE INSPECTION MANUAL

DATE:

CARD NO. CV-934

PAGE 2 OF 3

CHECK # B2

CV-440

STATION L2 DATE 10/10/14 N 2411V

CV-440 ENGINE GROUND RUN-UP CHECK

ENGINE & PROP CHECK - 40 C MIN. OIL TEMPERATURE

PROPELLER CHECK (1700 RPM)

LH

RH

PROP REVERSE CHECK
(RECORD READING)12-812-0

MAP REF 30	RPM	BMEP	PRESSURE		TEMPERATURE			LH	MAG. DROP		RH	FUEL FLOW
			OIL	FUEL	OIL	CYL.	CARB.	BMEP	RPM	BMEP	RPM	
01.	2200	110	90	23	70	180	23	8	10	8	10	600
02.	2200	108	90	23	72	188	23	7	10	8	10	610

AUTO-FEATHER CHECK

ADI

On B Check and higher Pre-Check run, if necessary for troubleshooting, accomplish ignition analyzer check per Bendix Ignition Analyzer Manual.

List all special engine run checks accomplished on this check:

Card No. or
Check ItemAccomplished By
LH RH

1. _____

2. _____

3. _____

SPECIAL INSPECTION WORK FORM
FOR ALL CONVAIR A.D. INSPECTIONSA/C Number: 124102 Ser. Number: 393 Date: 10/22/2018A/C Total Time: 47,603.6 A/C Type: CV-440Inspection Due: AD 56-03-02Work Performed: INSP L & R CARB OVERHAULLAZERS FOR LEAKS - NONE NOTEDMechanic: [REDACTED] Cert. Number: [REDACTED]Inspector: 1 Cert. Number: [REDACTED]MATERIAL INFORMATIONPART OFF

Part Desc.: _____ Part Number: _____

Part S/N: _____ Mechanics Initials: _____

PART ON

Part Desc.: _____ Part Number: _____

Part S/N: _____ Mechanics Initials: _____

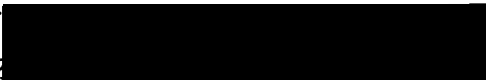
RECORDS DEPARTMENT USE ONLYDate/Hours Next Due: 47,803.6 SDR Required: _____A/C Records Updated By: [REDACTED] Date: 10/22/18

Revision: Original

SPECIAL INSPECTION WORK FORM
FOR ALL CONVAIR A.D. INSPECTIONS

A/C Number: N240R Ser. Number: 393 Date: 10/30/2018
A/C Total Time: 47,603.6 A/C Type: CU 440
Inspection Due: AD 92-25-13 CID ITEM:

Work Performed: 53-50: CLEANED + REPLACED LOOSE NUTS
55-10: OPENED AS NEEDED, CLEANED - NO DEFECTS NOTED.
55-20: ADJUST SCISS - CLEANED + INSP. - NO DEFECTS
55-30: VISUAL - NO DEFECTS
55-40: INSP. - NO PLUG INSTALLED

Mechanic: Cert. Number: 

Inspector: _____

Cert. Number: _____

MATERIAL INFORMATIONPART OFF

Part Desc.: _____ Part Number: _____

Part S/N: _____ Mechanics Initials: _____

PART ON

Part Desc.: _____ Part Number: _____

Part S/N: _____ Mechanics Initials: _____

RECORDS DEPARTMENT USE ONLYDate/Hours Next Due: 10/30/18 SDR Required: _____A/C Records Updated By:  Date: 10/30/18

Revision: Original

FERRETERI E IMPLEMENTOS
Volume 2 Maintenance

Universal Report Form

(Use for making Reports or Listing Non -Routine Maintenance Items)

Name: N24DR

Subject: TCAS Insp.

Date : 10/30/2018 TAT: 47,603.6

Inspected TCAS installation in accordance with ICS document dated 3/15/2005,
Item 5, par 2.

No defects noted.

Mech: 

BARKER AEROMOTIVE, INC.

STATION _____ DATE _____ A.C. NO. N240R T.A.T. _____ CARD NO. _____
DISCREPANCY WORK SHEET

Item #	Discrepancy	Date	Corrective Action	Date
✓	AD 92-25-13	CID 53-50	found little Corrosion Cleaned, Treated, Sealed	
	CLCK PIT		Install New Rivets	
			Old PN	Old SN
			New PN	New SN
10			Corrected By: [REDACTED]	
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
✓		CID 55-10	Remove panels Inspected in and	
	ELEVATOR		Outside none found	
	SURF & Inter.		Old PN	Old SN
			New PN	New SN
10			Corrected By: [REDACTED]	
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
✓		CID 55-20	Open Tail section Inspected found OK	
	HORIZ STAB		Old PN	Old SN
	SKINS & spar caps		New PN	New SN
	TAIL CAPS & SPAR Area		Corrected By: [REDACTED]	Inspected By:
10			Discovered by:	

Item #	Discrepancy	Date	Corrective Action	Date
✓		CID 55-30	CID at the Time of Inspection	
	RUDDER		Old PN	Old SN
	Bottom of Torque Tube		New PN	New SN
10			Corrected By: [REDACTED]	
Discovered by:				

BARKER AEROMOTIVE, INC.

STATION _____ DATE _____ A/C NO. N2402 T.A.T. _____ CARD NO. _____
DISCREPANCY WORK SHEET

M-22

Item #	Discrepancy	Date	Corrective Action	Date
	<u>CID 55-100³⁰</u>		<u>Used snooked w/ft</u>	
	<u>run on</u>		<u>inspected found</u>	
	<u>5 King</u>		<u>Satisfactory</u>	
			Old PN	Old SN
			New PN	New SN
<u>10</u>			Corrected By: 	
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	<u>Cargo Door Hatch</u>		<u>Removed & Repaired</u>	
			<u>Deinstall works</u>	
			<u>fine</u>	
			Old PN	Old SN
			New PN	New SN
			Corrected By: 	
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	<u>WIM label missing</u>		<u>Reinstall label</u>	
			Old PN	Old SN
			New PN	New SN
			Corrected By: 	By:
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	<u>Emerg Exit seals</u>		<u>Install new seals</u>	
	<u>missing</u>			
			Old PN	Old SN
			New PN	New SN
			Corrected By: 	
Discovered by:				

SPECIAL INSPECTION WORK FORM
FOR ALL CONVAIR A.D. INSPECTIONSA/C Number: N240R Ser. Number: 393 Date: 10/30/2018A/C Total Time: 47,603.6 A/C Type: CV-440Inspection Due: AD 68-07-01

Work Performed: INSPECTED - VISUAL WITH GLASS
VISIBLE AREA OF L & R OV WINDOW
FRAMES - NO DEFECT NOTED

Mechanic: [REDACTED] Cert. Number: [REDACTED]Inspector: [REDACTED] Cert. Number: [REDACTED]MATERIAL INFORMATIONPART OFFPart Desc.: [REDACTED] Part Number: [REDACTED]Part S/N: [REDACTED] Mechanics Initials: [REDACTED]PART ONPart Desc.: [REDACTED] Part Number: [REDACTED]Part S/N: [REDACTED] Mechanics Initials: [REDACTED]RECORDS DEPARTMENT USE ONLYDate/Hours Next Due: 250 H SDR Required: [REDACTED]A/C Records Updated By: [REDACTED] Date: 10/30/18

Revision: Original