

3.3 Master Record Card.

CHECK <u>A</u>	MAINTENANCE CHECK	DATE <u>9/6/2018</u>
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STATION LRO START DATE 9/3/2018 N. 2402

LOG BOOK TIMES TAT 47,555.6 LEFT ENG. 844.4 RIGHT ENG. 197.9

SPECIAL ITEMS CARDS						
MODIFICATION NO.'S						
TOTAL NUMBER OF NON-ROUTINE MAINTENANCE ITEMS	<u>5</u>	TOTAL NUMBER OF DEFERRED NON-ROUTINE MAINTENANCE ITEMS.				

COMPONENT CHANGES

SER. NO. OFF	SER. NO. ON	PART NO. & NAME

1. REVIEW AIRCRAFT LOG		
2. POWER PLANT ITEMS		
3. INTERIOR ITEMS		
4. EXTERIOR ITEMS		
RECORD TIRE PRESSURES AFTER SERVICING		
Service To:		
<u>71</u> <u>71</u> (71-73 PSI)	<u>60</u> <u>60</u> (58-60 PSI)	<u>71</u> <u>71</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: 9/6/2018 MECHANIC SIGNATURE: [REDACTED]

A & P NUMBER: [REDACTED]

Ferreteria E. Implementos SAN FRANCISCO

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"A" Check.

"A" CHECK

CARD NO. CV-50
PAGE 1 OF 1

CHECK # A

CV-440

STATION LND

DATE 9/6/18

N 24012

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 # A

Check Completed 9/6/18

MECHANIC SIGNATURE

A & P NUMBER

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Page:

DATE 9/5/19 N 2402

"A" CHECK
CARD NO. CV-51

CHECK A STATION LRO

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

A & P NUMBER

INSPECTOR SIGNATURE

A & P NUMBER

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
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CHECK # A

CV-440

STATION LAD

DATE 9/7/18

N 2400

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

"A" CHECK

CARD NO. CV-53

PAGE 1 OF 4

CHECK #

A

CV-440

STATION L20DATE 9/4/18N 240R

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

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CHECK # A

CV-440

STATION L20DATE 9/17/18N 24012

AIRCRAFT INTERIOR - UNPRESSURIZED CARGO CABIN (N24DR)

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 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.

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"A" CHECK
CARD NO. CV-53
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CHECK # A

CV-440

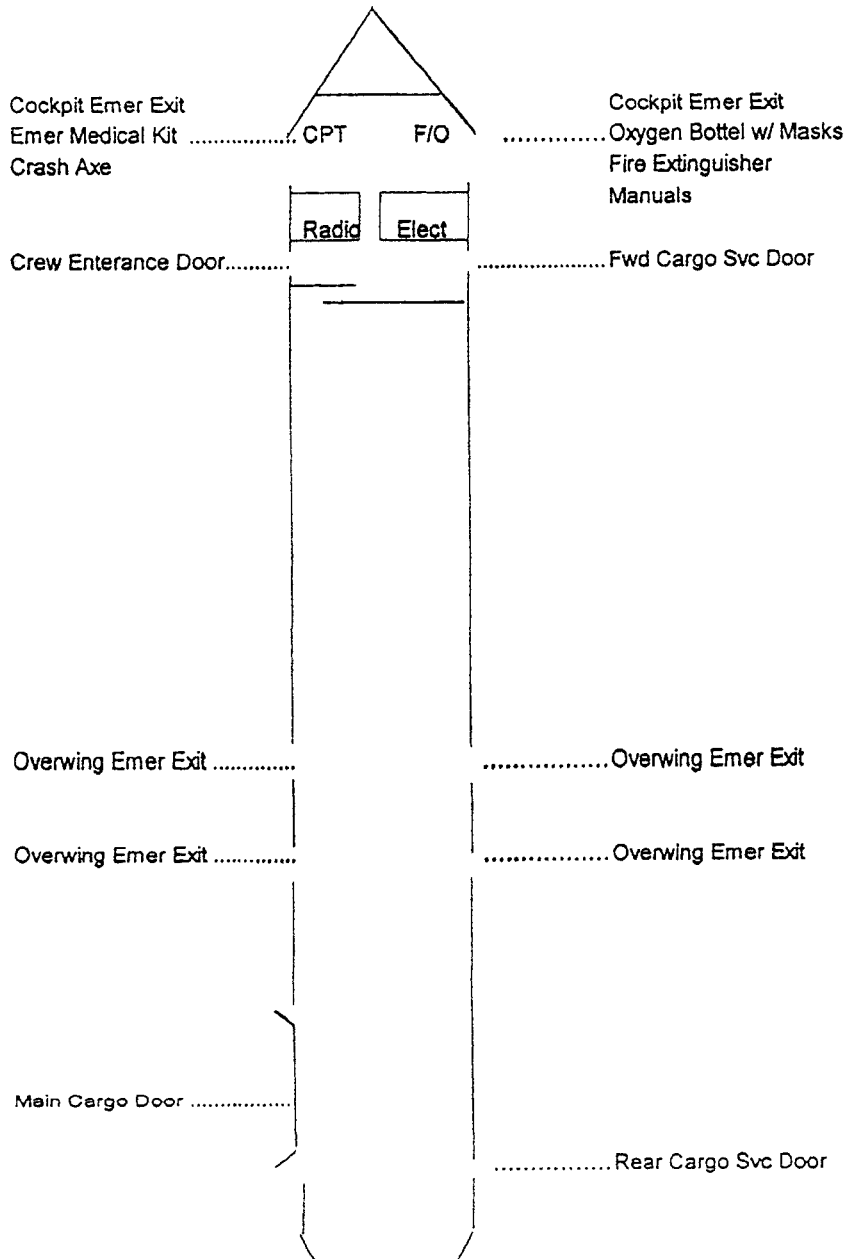
STATION L2DDATE 9/4/19N 2402

AIRCRAFT INTERIOR - UNPRESSURIZED CARGO CABIN (N24DR).

MECHANIC

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 emphasis's on the two upper and the two lower attachments.

Plan View - Cargo Configuration
CONVAIR 340/440N24DR



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"A" CHECK
CARD NO. CV-54

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CHECK # A

CV-440

STATION L2D

DATE 9/5/18 N 2400

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 15. 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

"A" CHECK

CV-440 ONLY

CARD No. CV-57

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STATION: LND DATE: 9/5/18 N 2402

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. MINIMUM
 - 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

"A" CHECK

CV 440 ONLY

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STATION: L 20 DATE: 9/5/18 N 240 B

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

SPECIAL INSPECTION WORK FORM
FOR ALL CONVAIR A.D. INSPECTIONSA/C Number: N240R Ser. Number: 893 Date: 9/5/2018A/C Total Time: 47,555.0 A/C Type: RV-440Inspection Due: AD 73-07-01WING FRONT SPAR LOW. R CAPWork Performed: COMPL'D WITH PAR (2)of AD BY VISUAL INSPECTION. NO DEFECTSNOTEDMechanic: [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: 600 HR SDR Required: [REDACTED]A/C Records Updated By: [REDACTED] Date: 9/6/18

Revision: Original

BARKER AEROMOTIVE, INC.

STATION L-0 DATE 9/5/18 AC NO 7-10 T.A.T. 47555.6 CARD NO.
DISCREPANCY WORK SHEET

M-22 Item #	Discrepancy	Date	Corrective Action	Date
#1	H2O PRESS		CLEAN & BLEED	
	2-00006		PART ON ST-00000-1	
			Old PN	Old SN
			New PN	New SN
			Corrected By	Inspected By:
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	H2O LOW		SERVICED TANKS	
			Old PN	Old SN
			New PN	New SN
			Corrected By	Inspected By:
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	ALLOCATION ITEM		INSPECTED	
	S.F.F		EXHAUSTION SYSTEM	
			Old PN	Old SN
			New PN	New SN
			Corrected By	Inspected By:
Discovered by:				

Item #	Discrepancy	Date	Corrective Action	Date
	AD 75-02-01		PERFORM P603	
			Old PN	Old SN
			New PN	New SN
			Corrected By	Inspected By:
Discovered by:				

BARKER AEROMOTIVE, INC.

STATION 420 DATE 9/5/8 AC NO. 22-102 T.A.T. 47555.6 CARD NO.
DISCREPANCY WORK SHEET

Item =	Discrepancy	Date	Corrective Action	Date
A1	vac #9	CHT	Replaced and from CVL TO FIRE WALL	
			Old PN	Old SN
			New PN	New SN
			Corrected By:	Inspected By:
Discovered by:				

Item =	Discrepancy	Date	Corrective Action	Date
			Old PN	Old SN
			New PN	New SN
			Corrected By:	Inspected By:
Discovered by:				

Item =	Discrepancy	Date	Corrective Action	Date
			Old PN	Old SN
			New PN	New SN
			Corrected By:	Inspected By:
Discovered by:				

Item =	Discrepancy	Date	Corrective Action	Date
			Old PN	Old SN
			New PN	New SN
			Corrected By:	Inspected By:
Discovered by:				

73-07-01 GENERAL DYNAMICS: Amdt. 39-1608. Applies to Model 340, 440 and C-131E and all such model airplanes converted to turbopropeller power in accordance with STC SA1096WE and SA4-1100 known as Model 640 and Model 580, respectively, certificated in all categories.

Compliance as indicated required on all airplanes with 30,000 hours or more total time in service unless already accomplished.

To detect cracks in the wing front spar lower caps, accomplish the following:

(1) As soon as practicable, but not to exceed 10 hours' time in service following the effective date of this AD, if the airplane is to be flown, visually inspect, on a daily basis, from the exterior of the wing, both left and right wing front spar lower caps in areas adjacent to each side of main landing gear drag strut attachment fittings for cracks until inspection in (2) below is accomplished.

(2) Within the next 100 hours' time in service after the effective date of this A.D., unless already accomplished within the last 500 hours' time in service, and thereafter at intervals not to exceed 600 hours' time in service from the last inspection, accomplish the following:

(a) Gain access to the wing interior in the area described in (1) above by removal of lower wing skin access cover.

(b) Perform inspection described in (1) above from the interior of the wing.

(3) If cracks are found as the result of the inspections described in (1) or (2) above, repair before further flight in a manner approved by the Chief, Aircraft Engineering Division FAA Western Region.

This amendment becomes effective March 26, 1973.

