

MAINTENANCE RECORD

12

REPAIRS, ADJUSTMENTS, MODIFICATIONS
ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

SIGNATURE

LICENCE
NUMBER

DATE 5-11-2016	TACH/HOBBS 2901.0	ENGINE MODEL: PT6A-27	ENGINE S/N PCE-40336	A/C REG. NO: N7300M
ENG TT 20295.4 A/C TT 10760.8	TSOH ENG 13399.3	TSHOT 1325.5	STARTS 116 FLIGHTS 528	A/C MOD/SN 400-0518

TOTAL TIME LAST YEAR 487
PERFORMED 100 HR INSPECTION. INSPECTED AND LUBED ENGINE I/A/W MANUF. MANUAL. INSPECTED FIREWALL FUEL FILTER. INSPECTED AND REPLACED FCU FILTER, AND CLEANED SCREEN. CHECKED CHIP LIGHT. INSPECTED AND CLEANED RGB SCREEN. INSTALLED BOTH NEW IGNITORS. INSTALLED NEW RT. IGNITOR LEAD. PURGED FUEL LINES. INSPECTED ENGINE MOUNT. REMOVED STARTER GEN BLEW OUT, CHECKED BRUSHES AND INSTALLED NEW SHAFT O-RING. CHECKED ENGINE CONTROLS. INSPECTED PER AT'S OPERATORS MANUAL AND CHECKLIST, AND P&W CHECKLIST.
I/A/W AD 2014-11-05 EFF DATE 8/5/2014 BY INSPECTION ON PT CONTAINMENT RING. DUE 48 MONTHS FROM EFF DATE. DUE 8/31/2018.

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100HR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION
LOWELL MILLER

6/27/2016 Hobbs 2951.5 Installed 100 hr bit, Inspected
FCU Pump Screen, Replaced FCU Fuel Filter, Inspected
Firewall fuel filter, Inspected RGB Screen, Removed
chip light and inspected, checked chip light operation, Blew
out Starter-gen & oil cooler, Removed and inspected
oil filter, (ole), Inspected Air filters, Serviced Bolt,
Block Fuel, Run up, checked for leaks. none Found.
Installed new Hobbs meter at this time, new
meter Reads "0". Eng TT is 20,345.9 hrs.

8-4-16 hobbs 91.1

Inspected HPFP inlet screen, RGB screen, chip detector, oil filter
& Firewall Fuel Filter. Replaced HPFP outlet filter & Bleed Fuel
System, cleaned starter generator splines & Blew out. Blew out
oil cooler. removed pressure switch & Reinstalled no defects noted.
Installed propeller after repairs. Run up & ops test ok

MAXIMUM HOURS BETWEEN OVERHAULS _____ HOURS.

ENGINE SERVICE AND

DATE	TIME RUN		TIME SINCE OVERHAUL		INSTALLATIONS, INSPECTIONS, NOTE: USE BOTH PAGES AND AS MANY LINES AS REQUIRED FOR COMPLETE
	HRS.	MIN.	HRS.	MIN.	
12-21-2016	Hobbs	250.2			ENGTT 20,596.1 EAG TSMOH 13,700 TSHUT 1626.2
					Drain oil, Inspect oil Filter & RGB screen ops test
					& insp chip detector. TASP Firewall Fuel Filter - FGU Filter
					& Replaced FCO (AN) Filter. TEST Ignition, SENT STARTER
					LEVERAGE OUT FOR OIL. Removed Fuel nozzles & Recept.
					by Prime Turbines with Nozzles ARE NOT
					Installed 10 Engine at this time. SPLIT ENG AT "C"
					Flange For Hot Section inspection & noticed CT stator
					starting to corrode, 2 Diffuser tubes cracked. PT stator
					cracking. noticed Both Gas Case Drain Lines
					Replaced. MATED ALL PARTS BACK TO GENTLE & Removed
					Engine For inspection by Covington. Do NOT Re
					Engine AS IS CT disk not Tq'd & CT stator bolts
					NOT Satisfied. Removed Compressor Bleed Valve &
					Sent with Engine.



FAA Approved Repair Station No. CP2R750K EASA Approved
Pratt & Whitney Canada Designated Overhaul Facility

Date: April 10, 2017	Tach/Hobbs: N/A	Engine Model: PT6A-27	Engine S/N: PCE-40336	Acft. Reg. No: N/A
Eng. Total Time: 20596.1	TSO: 13700 H.S.I.: -0-	Eng Total Cycles: Ref S.B 1002R29	Starts 2016: 541 Flights 2016: 101	Acft. Mod/Ser No: N/A

Received engine for cracks in GG case. Removed compressor and repaired GG case. At OS vendor repair the GG case duct was removed and a different support ring and shroud had to be installed. The compressor was check balanced and was not far out of balance. The #1 bearing support and adapter failed the .001" check it was found that the flange was bent and the adapter had damage from a previous repair. The impeller clearance was set at .019" as received it was reset to .025" at assembly. The hot section was ground to provide .013" tip clearance and fuel nozzles were installed that were serviced by Prime Turbines. The exhaust duct was inspected for the heavy D flange and the PT vane was found to have FOD damage and cracks that required overhaul of the vane. The Starter/Generator quad mount was machined .012" out of round and undersized and was likely a cause of vibration. AGB removed and disassembled to machine the housing. The bleed valve was the oldest configuration and was updated to a 310829-03 the orifices were reamed out past limits and new orifices were installed to calibrate the bleed valve. Complied with HSI. Re-assembled engine and sent to test cell. Tested Gas Generator in accordance with manufacturer's specifications with results satisfactory. The engine's corrected performance was as follows: at 680 SHP - 36850 rpm Ng - .608 SFC - 1680 R Tt5 - 1738 R T5D - 61 F average inlet temperature. The performance of the power section was not verified and will require satisfactory ground run and operational checks prior to being returned to service. The following SB's were complied with this visit: 1761, 1705, A1665, 1645, 1506. All work done IAW Pratt and Whitney overhaul manual 3021243R43 or other data acceptable to the administrator.

MAINTENANCE RELEASE: This certifies that the work specified above was carried out in accordance with Federal Aviation Regulations and current manufacturer's specifications. In respect to the work performed, the engine/component is approved for return to service. Pertinent details of the repair are on file at this repair station under Work Order No: 220852
Authorized Signature: [Redacted] Date: April 10, 2017 COVT056 (Rev0 06-99)

TOTAL THIS PAGE

TOTAL FROM PREVIOUS SUMMARY

TOTAL SINCE MFG.

MAINTENANCE RECORD

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ENTRIES. DRAW A DIAGONAL LINE THROUGH ANY UNUSED LINES IN DATE AND TIME COLUMNS.

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FAA Approved Repair Station No. CP2R750K EASA Approved
Pratt & Whitney Canada Designated Overhaul Facility

Date: April 10, 2017	Tach/Hobbs: N/A	Engine Model: PT6A-27	Engine S/N: PCE-40336	Acft. Reg. No: N/A
Eng. Total Time: 20596.1	TSO: 13700 H.S.I.: -0-	Eng Total Cycles: Ref S.B 1002R29	Starts 2016: 541 Flights 2016: 101	Acft. Mod/Ser No: N/A

Verified AD 2014-11-05 eff 8/5/2014 has been previously complied with per SB A1427.

MAINTENANCE RELEASE: This certifies that the work specified above was carried out in accordance with Federal Aviation Regulations and current manufacturer's specifications. In respect to the work performed, the engine/component is approved for return to service. Pertinent details of the repair are on file at this repair station under **Work Order No: 220852**

Authorized Signature:

Date: April 10, 2017

COVT056 (Rev0 06-99)

DATE	TACH/HOBBS	ENGINE MODEL:	ENGINE S/N	A/C REG. NO:
5-25-2017	250.2	PT6A-27	PCE-40336	N7300M
ENG TT 20596.1	TSOH ENG	TSHOT	STARTS 101	A/C MOD/SN
A/C TT 11061.5	13700	0	FLIGHTS 541	400-0518

TOTAL TIME LAST YEAR 300.7

PERFORMED 100 HR INSPECTION. INSPECTED AND LUBED ENGINE I/A/W MANUF. MANUAL. INSPECTED FIREWALL FUEL FILTER. INSPECTED AND REPLACED FCU FILTER, AND CLEANED SCREEN. CHECKED CHIP LIGHT. INSPECTED AND CLEANED RGB SCREEN. TEST IGNITORS. INSTALLED ENGINE BACK ON N7300M AFTER REPAIR BY COVINGTON AIRCRAFT. PURGED FUEL LINES. INSPECTED ENGINE MOUNT. STARTER GENERATOR OVERHAULED BY ARKANSAS AERONAUTICS ACCESSORIES INC P/N 250SG1110-2 S/N 1826 WO# 6973. SERVICED WITH 11 QTS 2380 OIL. CHECKED ENGINE CONTROLS AND ADJUSTED PER AIRTRACTORS RIGGING MANUAL AS NEEDED. INSPECTED PER AT'S OPERATORS MANUAL AND CHECKLIST, AND P&W CHECKLIST.

I/A/W AD 2014-11-05 EFF DATE 8/5/2014 BY INSPECTION ON PT CONTAINMENT RING VERIFIED BY COVINGTON AIRCRAFT PER WO 220852 TO BE PREVIOUSLY C/W

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100HR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION
LOWELL MILLER [REDACTED]

DATE	TACH/HOBBS	ENGINE MODEL:	ENGINE S/N	A/C REG. NO:
5-1-2018	529.5	PT6A-27	PCE-40336	N7300M
ENG TT 20875.4	TSOH ENG	TSHOT	STARTS 151	A/C MOD/SN
A/C TT 11340.8	13979.3	279.3	FLIGHTS 288	400-0518

TOTAL TIME LAST YEAR 279.3

PERFORMED 100 HR INSPECTION. INSPECTED AND LUBED ENGINE I/A/W MANUF. MANUAL. INSPECTED FIREWALL FUEL FILTER. INSPECTED AND REPLACED FCU FILTER, AND CLEANED SCREEN BLEED FUEL SYSTEM. CHECKED CHIP LIGHT. INSPECTED AND CLEANED RGB SCREEN. TEST IGNITORS. BORESCOPE ENGINE & INSPECT 1ST STAGE INLET BLADES. INSPECTED ENGINE MOUNT. INSPECT STARTER GENERATOR BRUSHES AND BLOW OUT. DRAINED OIL AND INSPECTED OIL FILTER AND FOUND OK, SERVICED WITH 8 QTS 2380 OIL. BLOW OUT OIL COOLER. CHECKED ENGINE CONTROLS. INSPECTED PER AT'S OPERATORS MANUAL AND CHECKLIST, AND P&W CHECKLIST. *Fuel Nozzles Heretofore Turbines with RDB-10963*

I CERTIFY THAT THIS ENGINE HAS BEEN INSPECTED IN ACCORDANCE WITH AN 100HR INSPECTION AND WAS DETERMINED TO BE IN AN AIRWORTHY CONDITION
LOWELL MILLER [REDACTED]

ENGINE SERVICE AND

[illegible]