PT. SMART CAKRAWALA AVIATION

WORK ORDER

Form: SCA/MTC/030

Subject : **100 Hours Engine Inspection**	No.	WO/041-SNH/V/2023
	Date	9 May 2023
	A/C Reg.	PK-SNH C208B-5587
Reference : MP C208B ISSUED 01	Prepared By	TS
	Checked By	CI
	Approved By	TM

To : Engineer In Charge

Description :

1. Perform 100 Hours Engine Inspection
2. Make an entry in Maintenance Log.
3. Return the Completed Work Order and Form to PPC.

#If any finding, please close the routine card, and transferred to inspection card.

Additional Work :

– NIL –

Compliance Statement	Sign & Date	Signature
CARRIED OUT	Company Lic. No.: SCA 021 15/05/2023 Rahal - G (Engineer In Charge)	(Technical Manager)

AIRCRAFT CHECK WORK SUMMARY
(Form: SCA/MTC/051)

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED
9 May 2023	WO/041-SNH/V/2023	100 Hours Engine Inspection	15-05-2023

A/C Type	Mfg. Serial Number	A/C Registration
C208B	C208B-5587	PK-SNH

AIRCRAFT DATA

Subject	Pos #	Serial Number (SN)	TTSN/TCSN
Engine	#1	PCE-VA0662	3498:06 / 5241
	#2	-	
Propeller/Rotor	#1	190837	3498:06 / 5241
	#2	-	
Landing Gear	NLG		3498:06 / 5241
	LH MLG		3498:06 / 5241
	RH MLG		3498:06 / 5241

PACKAGE COVERED

No	Subject	Qty	Remark
1	Non-Routine Card	-	
2	Inspection Card	1	✓
3	Work Order	1	✓
4	Summary Inspection List	1	✓
5	Material and Tool List	-	
6	Escalation form	-	
7	CRS (SMI / Unscheduled Maintenance)	1	

INSPECTION CARD (IC) LIST (Finding during maintenance)

No	Taskcard Ref	Subject	Status		Name/ Sign & Stamp
			Open	Close	
IC-001					
IC-002					
IC-003					
IC-004					
IC-005					
IC-006					

IC-007					
IC-008					
IC-009					
IC-010					
IC-011					
IC-012					
IC-013					
IC-014					
IC-015					

Prepared by :	Checked by :	Verified by :	Approved by :
Technical Support	Chief Maintenance	Chief Inspector	Technical Manager
Dwi M	Dodit	Yanuar	Istiono

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SUMMARY INSPECTION ITEMS
(Form: SCA/MTC/050)

WO Ref: WO/041-SNH/V/2023

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	B08	PT6A-140 ENGINE GROUND RUN PERFORMANCE	15/05/2023		RIDZALG	
2	APPENDIX D08	ENGINE PT6A-140 100 HOUR / MINOR INSPECTION	15/05/2023		RIDZALG	
3	SCA/MTC/023	EMERGENCY EQUIPMENT CHECK	15/05/2023		RIDZALG	

PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION
(CRS-SMI)

A/C TYPE	: CESSNA 208B	TTSN	: 3498:08
A/C REG	: PK-SNH	TCSN	: 5741
MSN	: C208B-5587	DATE	: 15-05-2023

TYPE OF INSPECTION : 100 HOURS ENGINE INSPECTION
DUE AT : 3500 TFH
REFF : MP C208B ISSUED 01

EXCEPTION

- NO EXCEPTION

AUTHORIZED PERSON

I hereby certify that this aircraft has been maintained accordance with CASR and Maintenance Program. Aircraft safe and airworthy for flight

NAME	CAT	AMEL/OTR NO	SIGN&STAMP	DATE
RIDZAL GHAZALI	AIRFRAME & POWER PLANT	9694 SCA 021		17/05/2023
/	EIRA	/	/	

THE NEXT DUE TYPE OF INSPECTION : 400 HOURS

DUE AT : 3600 HOURS

Form: SCA/MTC/049

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1. CARD #	2. JO/WO #	3. ORIGINATOR	4. CARD REF	5. DATE
6. A/C REG/MSN	7. A/C TYPE	8. TRADE	12. VENDOR ORDER #	
	C208B			
9. ZONE	10. STA	11. MTC TYPE		

13. DESCRIPTION/DEFECT-IF FINDING OF CPCP INSPECTION, PLEASE COMPLETE SET. 20	14 PPC/ENG	15 DATE

16. CORRECTIVE ACTION	17 MECH	18 ENG. LIC	19 DATE
Performed at A/C TT : ..... A/C TC /LDG :			

20. CORROSION INFORMATION		
LOCATION	CAUSE OF DAMAGE	
	☐ Environment	
	☐ Internal Leakage	
CORROSION ☐ Isolated ☐ Widespread	☐ Chemical Spill	
CORROSION LVL ☐ 1 ☐ 2 ☐ 3	☐ LAV/Galley Spill	
PROPOSED ACTION ☐ Doublers	☐ Blocked Drain	
☐ Others	☐ Wet Insulation Blanket	
.....	☐ Other	

21. If the defect is RII, Please Sign this card finally by RII Inspector	INSP	DATE
NOTICE OF INSPECTOR		

22. PARTS REQUIRED

PART DESCRIPTION	PART NO	QTY	SERIAL NO		STATUS	
			ON	OFF	CLOSE	OPEN

23. TOOLS REQUIRED

DESCRIPTION	PART NO. / MODEL	NEXT CALIBRATION DATE	STATUS

Reg. Mark : PK - SNH
MSN : 208B-5587
TSN / CSN : 3498:06 / 52[illegible]

Date : 19/05/2023
Station : MERAUKE
WO No. : WO/041-SNH/V/2023

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F710001	130	Do a check of the FCU manual override system for static operation. For the engines installed with a manual override system only.		
F710003	130	Do a compressor performance recovery wash		
F720000	130	Do a visual inspection of the Control Linkages and wiring.		
F720001	130	Do a visual inspection of the engine exhaust duct welds.		
F720002	130	Do a visual inspection of the engine exhaust duct for cracks.		
F720003	130	Do a visual inspection of the gas generator case and the center fireseal.		
F720004	130	Do a visual inspection of the rear fireseal mounting ring.		
F722001	130	Do a visual inspection of the air inlet screen.		
F723000	130	Do a visual inspection with a mirror or a borescope inspection of the First-stage Compressor Rotor and the inlet case for corrosion		
F725005	130	Do a detailed inspection of the turbine exhaust duct.		
F731002	130	Do a check for the fuel pump installation and leaks.		
F731003	130	Do a check of the oil-to- fuel heater installation		

ITEM CODE NO.	ZONE	TASK	SIGNATURE	
			ENGINEER SIGN&STAMP	RII SIGN&STAMP
F731035	130	Do a visual Inspection of the Fuel - Oil Heat Exchanger Fuel Filter Element **(CLEANING / REPLACEMENT)** P/N OFF: AN6235-3A P/N ON: AN6235-3A		
F731006	130	Do a check of the drain valve for installation and leaks		
		NOTE: There is no need to remove the drain valve if there is no leaks.		
F731007	130	Do a check of the flow divider for installation and leaks.		
F731008	130	Do a visual inspection of the P3 filter and drain valve.		
F731015	130	Do a visual inspection of Fuel Pump outlet filter. **(CLEANING / REPLACEMENT)** P/N OFF: AN6235-3A P/N ON: AN6235-3A		
F731018	130	Clean or replace the P3 filter based on condition, service experience or environment. **Note:** If corrosions are found, replace filter.		
F732001	130	Do a check of the FCU for installation, linkages and pneumatic tubes.		
F792000	130	Inspect and clean oil filter for debris.		
*** End of Engine PT6A-140 100 Hours/Minor Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER
RIDZAL. O	ENGINEER		9694
BASRI	MECHANIC		

RETURN TO SERVICE

The work recorded above has been carried out in accordance with the requirements of the Civil Aviation Safety Regulation for the time being in force and in that respect the aircraft is consider fit for Release to Service.

Name : RIDAL.G Place/Date : MKQ, 15-05-2023

Sign & Stamp :

Appendix B08 – PT6A-140 Engine Run Performance Sheet

Reg. Mark : PK - SNH WO/FML No. : WO/041-SNH/V/2023

PRE – INSPECTION	
Location	
Date	
Cycle	
Filed Barometric	
OAT	
Altitude	

POST – INSPECTION	
Location	MERAUKE
Date	15-05-2023
Cycle	
Filed Barometric	29,74 IN
OAT	33°C
Altitude	30 FT

PRE – INSPECTION		
	Target	Actual
Tq		
Np		
ITT	°C	°C
Ng	%	%
Wf		
Oil Press		°C
Oil Temp		°C
Start Temp		°C

POST– INSPECTION		
	Target	Actual
Tq		2397
Np		1890
ITT	°C	839 °C
Ng	%	99.8 %
Wf		543
Oil Press		95 °C
Oil Temp		63 °C
Start Temp		684 °C

Engine Run Up Checks						
Inertial ☑	EPL ☑	OVG ☑	Stby Alt ☑	BOV ☑	Brake ☑	Randown ☑

NOTE:

1. Brake system at Torque 2000 ft-lbs.
2. Inertial Separator at Torque 400 ft-lbs.
3. EPL check can't exceed 4% Ng per second.
4. Standby Alt at 80% Ng.
5. Low idle at 55.5 - 57% 40Amps.
6. High idle at 64 - 66% Ng 40Amps

Engine Performance Target Table (Cessna C208B EX)

OAT (°C)	27	28	29	30	31	32	(33)	34	35	36	37	38	39	40	41
Tq (ft.lbs)	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397	2397
Np	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
ITT (°C)	835	837	839	841	841	841	841	841	841	842	843	844	846	846	846
Ng (%)	102.7	102.7	102.7	102.7	102.7	102.7	102.7	102.6	102.6	102.6	102.6	102.6	102.6	102.6	102.5
WF (PPH)	578	578	578	578	578	578	578	570	565	565	560	560	555	548	548

Note:

1. Make sure that inertial separator in normal condition, no bleed air extracted from the engine and air condition OFF.
2. This table only applies to altitude 0-500 feet MSL. For higher altitude, refer to EMM 72-00-00.
3. Max fuel flow is 580 lb/hr fuel flow is not more than 15 lbs/hr higher than the value shown in table.
4. If parameters are outside the target performance table to EMM chapter 71-00-00.

REMARKS:

-ALL ENGINE PARAMETER WITHIN LIMIT-

PERFORMED BY			
Name	Sign & Stamp	Date	Location
RIZAL.G		15/05/2023	MERAUKE

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DATE : 14/05/2023	**A/C REG : PK-SNH**
A/C TYPE : C208B EX	**CHECKER :** RIZAL. G **SIGN:**

No.	Description	P/N	S/N	Next Insp.	Remarks
1	Pilot Life Vest	P01202-201	19092030093	JAN 2029	GOOD
2	Co-Pilot Life Vest	P01202-201	19080030081	JAN 2029	GOOD
3	Pax Life Vest				
4	Pax Life Vest				
5	Pax Life Vest				
6	Pax Life Vest				
7	Pax Life Vest				
8	Pax Life Vest				
9	Pax Life Vest				
10	Pax Life Vest				
11	Pax Life Vest				
12	Pax Life Vest				
13	Firt Aid Kit	FL220	1249-1450	AUG 2023	GOOD
14	Crash Axe Installed	NPN	NSN	O/C	GOOD
15	Fire Extinguisher	C352	F9536618	NOV 2023	GOOD
16	Life Raft (If Installed)				
17	Survival Kit (If Installed				
	OTHERS				
18.	FLASH LIGHT	NPN	NSN	O/C	GOOD

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Additional Work Sheet
Inspection 100 Hours Engine

Aircraft Registration: **PK-SNH**

WO# Nr: **WO/041/ SNH/V/2023**

Parts Used Sheet

Part Used

Date	Part Nr.	Serial Nr.	Description	Quantity	Engineer
14-05-2023	140		100 HRS KIT	1 KIT	

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Additional Work Sheet
Inspection 100 Hrs Engine

Aircraft Registration: **PK-SNH**

Parts Used Sheet

WO# Nr: **WO/041-SNH/V/2023**

Special Tool Used

No.	Description	Due Date	Engineer
1.	TORQUE WRENCH	2023	Ridwan L.G

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NON ROUTINE CARD
(Form: SCA/MTC/047)

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
STE: 002/PK-SNH/STE/SCAV/2023	15-05-2023	INSPECTION	PK-SNH/5587
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#001	61	INSPECTION	MERAUKE
9. ZONE	10. PANEL	-	
STARTING			

11. DESCRIPTION

PERFORM PROPELLER FUNCTIONAL CHECK
AND BLADE FOR CONDITION
MCCAULEY 4HFR34C778

REFERENCE	☒ AMM Ch.61	☐	☐ OTHER
RII (*)	☐ Y	☐ N	MHR :

12. RESULT

PERFORMED PROPELLER FUNCTIONAL CHECK AND BLADE FOR CONDITION FOUND ALL BLADE WITHIN LIMITS AND NO LEAK IAW C208B AMM CHAPTER 61-11-00-720

Performed at A/C TT : 3 18:06 A/C TC /LDG : 5241

MECH	ENG	INSP (*)

FINDING	☐ Y	☑ N	ACT MHR :	DATE/TIME (DD/MM/YY)
INSPECTION CARD (IC) #				15 05 2023

13. PARTS REQUIRED

DESCRIPTION	PART NO	QTY	REMARK	
			STOCK	STATUS

14. TOOLS REQUIRED

DESCRIPTION	PART NO / MODEL	NEXT CALIBRATION DATE	STATUS

PROPELLER (McCAULEY) - INSPECTION/CHECK

1. General

A. This section has the inspections and checks necessary to keep the McCauley propeller in a serviceable condition.

NOTE: For different views of the propeller and the spinner installation that are not included in this section, refer to Figure 201, in Propeller (McCauley) - Maintenance Practices.

TASK 61-11-00-720

2. McCauley Propeller Functional Check

A. General

(1) This task gives the information needed to do the functional check of the McCauley propeller.

B. Special Tools

(1) Mild Soap and Water.

(2) Stoddard Solvent or equivalent.

(3) Isopropyl Alcohol.

C. Access

(1) Remove the nose cap to get access to the propeller governor. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

(2) Remove the upper left cowling door to get access to the overspeed governor. Refer to Chapter 71, Engine Cowling and Nose Cap - Maintenance Practices.

D. Do a McCauley Propeller Detailed Inspection.

(1) Examine the propeller blades for any damage before you wash the blades.

CAUTION: Do not let the soap solution come into contact with the hub. The soap solution can contaminate the O-ring that is installed in the hub.

(2) Wash the propeller blades and the boots with mild soap and water before you start the inspection.

NOTE: The propeller spinner is removed after the propeller is washed for the inspection.

(3) Put a mark on the spinner and the bulkhead to record the alignment for the next installation.

(a) Do not use a lead pencil.

(4) Remove the propeller spinner. Refer to Propeller (McCauley) - Maintenance Practices.

(a) Make sure that you keep the front spinner support spacers for the next installation of the spinner.

(5) Be careful to not remove the spinner index mark when you clean the spinner and the bulkhead.

(a) Clean the spinner and the bulkhead with Stoddard solvent to remove all oil and grease before you start the inspection.

(6) If installed, clean the de-ice slip ring assembly and the de-ice brush block with isopropyl alcohol, Stoddard solvent, or equivalent.

E. Examine the Spinner and Bulkhead

(1) Examine the accessible surface of the bulkhead and the inner and outer spinner surface for condition, cracks, corrosion, and fractures.

(2) Examine the spinner bulkhead, spinner bulkhead support, spinner attach screws, and spinner attach nutplates for condition, corrosion, and wear.

(3) Examine the attach holes in the spinner for cracks and hole elongation.

(4) Examine the spinner fillets for condition, cracks, corrosion, and security.

(5) Examine the balance weights for condition, corrosion, security, and correct installation. Refer to Final Weight Installation found in Dynamic Balancing (McCauley) - Adjustment/Test.

(6) Visually examine the spinner dome surface and the bulkhead for burned spots, pits, or other signs of a lightning strike.

(a) If there are signs of a lightning strike, refer to Chapter 5, Unscheduled Maintenance Checks, Lightning Strike.

(7) If installed, examine the deice leads for condition, chafing, and security.

(8) For airplanes with TKS ,examine the feed shoes, slinger ring, propeller feed nozzle, propeller nozzle bracket, fitting, and propeller hose assembly for condition, corrosion, security, and correct installation. Refer to Chapter 30, TKS Anti-Ice

Propeller (McCauley) - Maintenance Practices.

(a) Make sure that the feed nozzle is extended into the slinger ring channel with an edge distance of 0.10 to 0.15 inches (2.54 to 3.81 mm) from the slinger ring. If necessary adjust. Refer to Chapter 30, TKS Anti-Ice Propeller (McCauley) - Maintenance Practices.

(b) Turn the propeller slowly by hand and make sure that the distance between the slinger ring and the feeder tube stays in an alignment tolerance of 0.10 to 0.15 inches (2.54 to 3.81 mm). Refer to Chapter 30, TKS Anti-Ice Propeller (McCauley) - Maintenance Practices.

(c) Make sure that the propeller feeder nozzle has a 0.250 inch, +0.020 or - 0.020 inch (6.350 mm, +0.508 or - 0.508 mm) clearance from the propeller boot with the propeller in feather. Check for security of attachment.

F. Examine the Blades.

(1) Examine all blades and blade surfaces for condition, gouges, scratches, corrosion, erosion, cracks, nicks, evidence of lightning strikes, and security.

(a) If a propeller blade is found to have damage, refer to the McCauley MPC26 Owner/Operator Information Manual for repair procedures (refer to List of Vendor Publications).

(b) If there are signs of a lightning strike, refer to Chapter 5, Unscheduled Maintenance Checks, Lightning Strike.

(2) Examine all blade attachment points for oil leaks.

CAUTION: **Oil leaks from the propeller or the engine can get on the wing, wing struts, and/or the horizontal stabilizer deice boots and cause damage.**

(3) Examine the cylinder attachment point for oil leaks.

(a) If oil is coming from the area of the beta spring housing, the piston seal is possibly leaking. Remove the propeller from service and return it to a McCauley authorized repair facility. Refer to Propeller (McCauley) - Maintenance Practices.

(4) Examine the area around the beta rod (3 each) bushings for oil leaks.

NOTE: **The propeller hub is filled with turbine oil of the same type that is used in the engine. There are NO grease fittings on this propeller.**

NOTE: **Oil leaks found around the propeller mounting flange can or can not come from the flange. Other items such as the governor beta valve, or prop shaft seal can cause the oil leaks.**

(5) Examine the propeller mounting area for oil leaks.

(6) Examine the viewable area of the engine propeller shaft seal just aft of the spinner bulkhead.

(7) If installed, examine the anti-ice boots for abrasions, exposed heating elements, cuts, nicks, and security of attachment.

(a) Examine the wiring from the boots to the terminal strips on the spinner bulkhead for condition, chafing, correct routing, and security of attachment at all clamps.

(b) Examine the connector between the boot and the wire harness for security of attachment.

(c) Examine the wire harness connectors at the terminal strips for condition and security of attachment.

(d) Examine the boot edge dressing for condition.

1 If necessary, touch-up damaged or exposed areas.

(8) Examine the terminal strips for condition and security of attachment to spinner bulkhead.

(9) For airplanes with TKS, examine the feeder boots for abrasions, cuts, nicks, and security of attachment.

G. Examine the Hub (Refer to Figure 601).

(1) Examine the exposed area for condition, cracks, corrosion, and security of the components to the hub.

(2) Examine the hub for oil leaks at the blade butts and the mount flange.

(3) Examine the feathering spring housing for condition, cracks, corrosion, and security.

(4) Examine the cylinder for condition, oil leaks at mount flange, and security of attachment.

(5) Visually examine the propeller for security of installation.

(6) Examine the attach nuts for condition and that each stud has a spacer under the elastic attach nut.

(7) Visually examine the nuts for security.

NOTE: **The nut installation is correct if the torque putty on the nuts is not broken.**