

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

DATE OF ISSUED	JO/WO #	TYPE OF MAINTENANCE	DATE OF ACCOMPLISHED		
16 Sept 2022	WO/102-SNP/IX/2022	Starter Generator Replacement			
A/C Type	Mfg. Serial Number	A/C Registration			
C208B	C208B-5495	PK-SNP			
AIRCRAFT DATA					
Subject	Pos #	Serial Number (SN)	TTSN/TCSN		
Engine	#1	PCE-VA0723			
	#2	-			
Propeller/Rotor	#1	181158			
	#2	-			
Landing Gear	NLG				
	LH MLG				
	RH MLG				
PACKAGE COVERED					
No	Subject	Qty	Remark		
1	Non-Routine Card	1	001		
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	
<u>IC-001</u>					
<u>IC-002</u>					
<u>IC-003</u>					
<u>IC-004</u>					
<u>IC-005</u>					
<u>IC-006</u>					

<u>IC-007</u>					
<u>IC-008</u>					
<u>IC-009</u>					
<u>IC-010</u>					
<u>IC-011</u>					
<u>IC-012</u>					
<u>IC-013</u>					
<u>IC-014</u>					
<u>IC-015</u>					

Prepared by :
Technical Support



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Hani

Checked by :
Chief Maintenance



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Dodit

Verified by :
Chief Inspector



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Yanuar

Approved by :
Technical Manager



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

WO Ref: WO/102-SNP/IX/2022

NO.	TASK CARD NO.	DESCRIPTION	DATE	EST MHR	NAME	STAMP
1	NRC-01	STARTER GENERATOR REPLACEMENT REMOVED P/N: 300SGL145Q-1 S/N: S00096				
2	APPENDIX A26	UNSCHEDULE – STARTER GENERATOR REPLACEMENT				



PT. SMART CAKRAWALA AVIATION

CERTIFICATE RETURN TO SERVICE

SCHEDULED MAINTENANCE INSPECTION (CRS-SMI)

A/C TYPE : CESSNA 208B

TTSN :

A/C REG : PK-SNP

TCSN :

MSN : C208B-5495

DATE :

TYPE OF INSPECTION : STARTER GENERATOR REPLACEMENT

DUE AT : 4000 HOURS

REF : MP C208B REV.12

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
	AIRFRAME & POWER PLANT			
	EIRA			

THE NEXT DUE TYPE OF INSPECTION :

DUE AT :

Form: SCA/MTC/049

	INSPECTION CARD (Form: SCA/MTC/ 048)	TECHNICAL DEPARTMENT
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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 #	
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



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

1. JO/WO #	2. DATE	3. MTC TYPE	4. A/C REG/MSN
WO/102-SNP/IX/2022		REPLACEMENT	PK-SNP/208B-5495
5. CARD #	6. ATA SPEC	7. TRADE	8. STA
#01	80		
9. ZONE	10. PANEL		
ENGINE			

11. DESCRIPTION			
PERFORM STARTER GENERATOR REPLACEMENT REMOVED P/N: 300SGL145Q-1 S/N: S00096			
REFERENCE	☒ AMM Ch. 80-10-00	☐ EMM Ch	☐ OTHER
RII (*)	☐ Y	☒ N	MHR :

12. RESULT		MECH		ENG	INSP (*)
Performed at A/C TT : A/C TC /LDG :					
FINDING	☐ Y	☐ N	ACT MHR :	DATE/TIME (DD/MM/YY)	
INSPECTION CARD (IC) #					

13. PARTS REQUIRED					
DESCRIPTION	PART NO	QTY	REMARK		
			STOCK	STATUS	

14. TOOLS REQUIRED			
DESCRIPTION	PART NO / MODEL	NEXT CALIBRATION DATE	STATUS

STARTER/GENERATOR - REMOVAL/INSTALLATION**1. General**

- A. This section gives removal and installation information for all starter/generators used on the airplane.

2. Starter/Generator Removal and Installation

- A. Remove the Starter/Generator (Refer to [Figure 401](#)).

NOTE: Two mechanics are required to properly remove or install the starter/generator.

CAUTION: Make sure the starter/generator drive shaft is aligned with and concentric to the armature shaft. Slight misalignment and/or binding of the starter/generator drive can reduce the unit's service life.

- (1) Remove the left and right upper cowl doors. Refer to Chapter 71, [Engine Cowling and Nose Cap - Maintenance Practices](#).
- (2) Remove all external power from the airplane, make sure the battery switch is in the OFF position, and disconnect the battery from the airplane electrical system.
- (3) Remove the cover from the terminal block.
- (4) Put an identification tag on each of the electrical leads for later identification and remove the terminal nuts.
- (5) Remove the speed sensor circuit connector.

NOTE: Removal of the A/C drive unit is necessary for access to the starter generator on airplanes before 208000505 and 208B002025 that have a 200 AMP starter generator option installed.

- (6) Loosen the clamp that holds the cooling air blast hose on the starter/generator and remove the hose.

NOTE: Two mechanics are required to properly remove or install the starter/generator. One mechanic is to hold the starter/generator in position to keep the mounting surfaces flush with the quick attach/detach (QAD) adapter pad. This keeps the starter/generator aligned while the other mechanic loosens and removes the V-band clamp.

CAUTION: Hold the starter/generator in place to prevent damage to the splined drive shaft before you do the following step.

- (7) Loosen the V-band that holds the starter/generator to the quick attach/detach QAD adapter.
- (8) Carefully remove the starter/generator from the QAD adapter pad so that the starter/generator drive spline is not put into a bind.
- (9) Remove the QAD adapter as necessary.
 - (a) Remove the nuts that hold the QAD adapter to the engine accessory gearbox and remove the adapter.
 - (b) Discard the gasket.
- (10) Use a cloth that is damp with MIL-PRF-680 or an equivalent solvent to clean the starter-generator splines.
- (11) Use a 10X magnifying glass to examine for signs of electrical arcing damage (in the form of pitting).

NOTE: If there are signs of arching on the starter-generator drive splines, refer to Cessna SNL07-16 and P&WC S.I.L NO. Gen-PT6-024 for additional information and inspection requirements.

NOTE: If the Starter-Generator was removed for an electrical fault, refer to the Pratt and Whitney Canada PT6A Maintenance Manual 05.50.00 unscheduled inspection section- Starter-Generator Replacement.

- B. Install the Starter/Generator (Refer to [Figure 401](#)).

- (1) Do the following steps before you install the starter/generator. Make sure:
 - (a) There are no burrs or foreign objects on the starter/generator shaft.
 - (b) The starter/generator guide pins are clean and not bent or damaged.
 - (c) The mounting surfaces of the starter/generator and the QAD adapter pad are clean and do not have any burrs.
 - (d) The QAD adapter is fastened to the engine transfer case correctly.
 - (e) The QAD adapter pad guide pin holes does not have any burrs or foreign objects, and that they are in good condition.

NOTE: For a 300-Amp Starter/Generator installation, the QAD adapter must be located with the internal machined circular recesses on the top.

- (2) Install the QAD adapter onto engine accessory gearbox with a new gasket, and install nuts as necessary.
- (3) Install a new O-ring around the groove on the splined drive shaft.
- (4) With the T-bolt unlatched, put the V-band on the starter/generator between the mounting flange and the terminal block.

NOTE: Two mechanics are required to properly remove or install the starter/generator. One mechanic is to hold the starter/generator in position to keep the mounting surfaces flush with the quick attach/detach QAD adapter pad. This keeps the starter/generator aligned while the other mechanic installs and tightens the V-band clamp.

CAUTION: The spline drive shaft must stay aligned with and concentric to the armature. If the starter/generator is allowed to be installed with the drive shaft out of position, excessive vibration and damage may develop during operation.

- (5) Carefully look at the spline drive shaft and the armature shaft interface plates. If the drive shaft looks to be out of position, lightly tap on the spline drive shaft with a plastic mallet to move it to a full concentric position. [Figure 401](#).
- (6) Carefully engage the spline drive shaft with the engine spline.

CAUTION: Keep the starter/generator flush up against the adapter during installation. Do not let the unit hang loosely without the V-band being latched because too much load on the drive shaft shear section may cause damage.

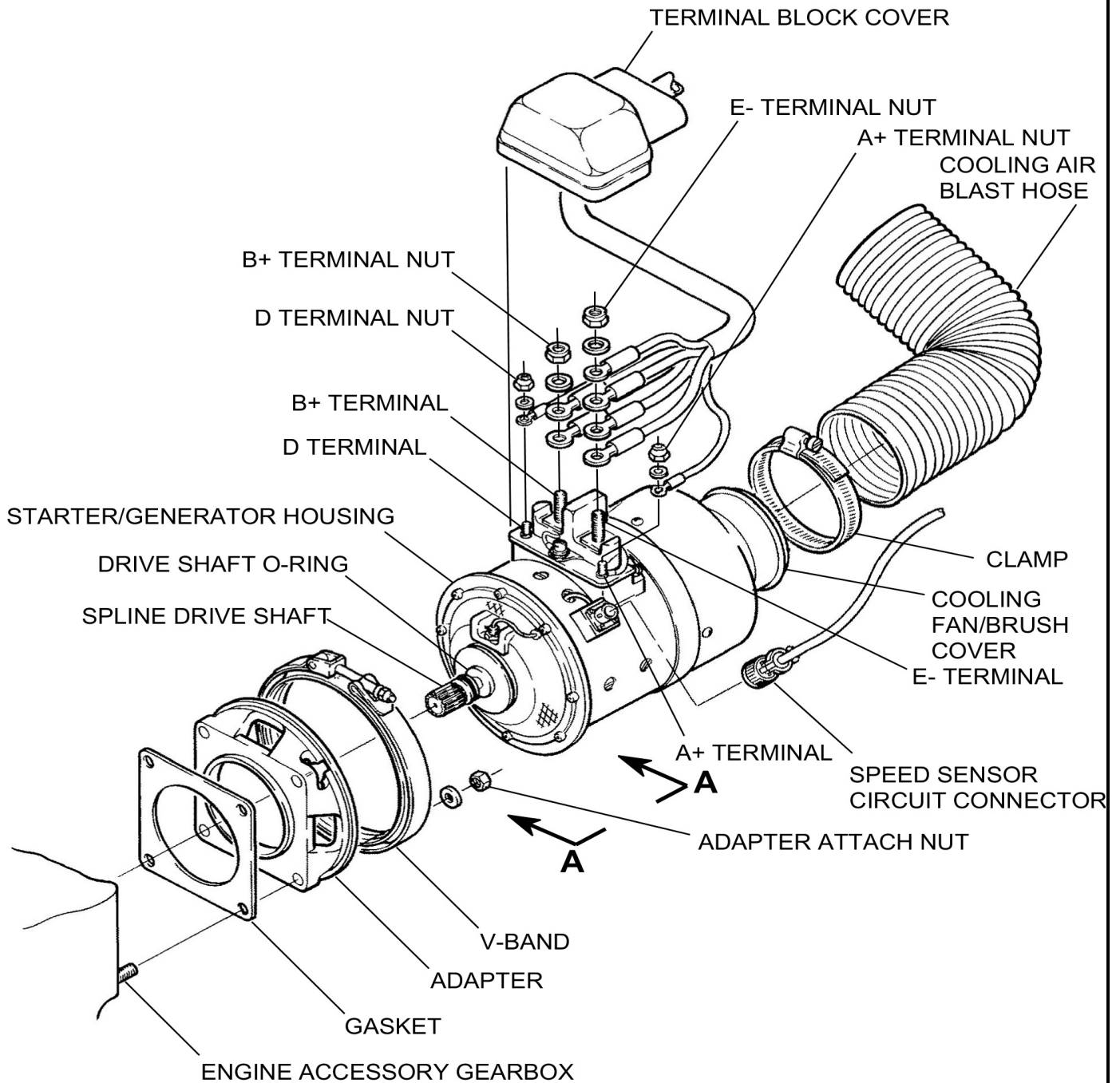
- (7) Make sure the dowel pins are engaged.
- (8) Put the V-band over the mating flanges and latch.
- (9) Tap the V-band at several places with a rubber mallet to make sure that there is correct alignment of the spline drive shaft and the armature shaft, and tighten the T-bolt nut to two-thirds the recommended torque.

NOTE: The correct torque value is stamped on the V-band.

- (10) Tap the V-band repeatedly with the rubber mallet and tighten the T-bolt nut to the recommended torque.
- (11) Install the cooling air blast hose with the clamp on the starter/generator.
- (12) Tighten the cooling air blast hose clamp.
- (13) Connect the speed sensor cable connector to the starter/generator.
- (14) Install the electrical cables in the same relationship to the terminal posts as you tagged them during the removal procedure, and install the nuts.
- (15) Put the cover in place over the terminal block.
- (16) Reconnect the battery to the airplane electrical system.
- (17) Install the left and right upper cowling doors. Refer to Chapter 71, [Engine Cowling and Nose Cap - Maintenance Practices](#).

Figure 401 : Sheet 1 : Starter/Generator Installation

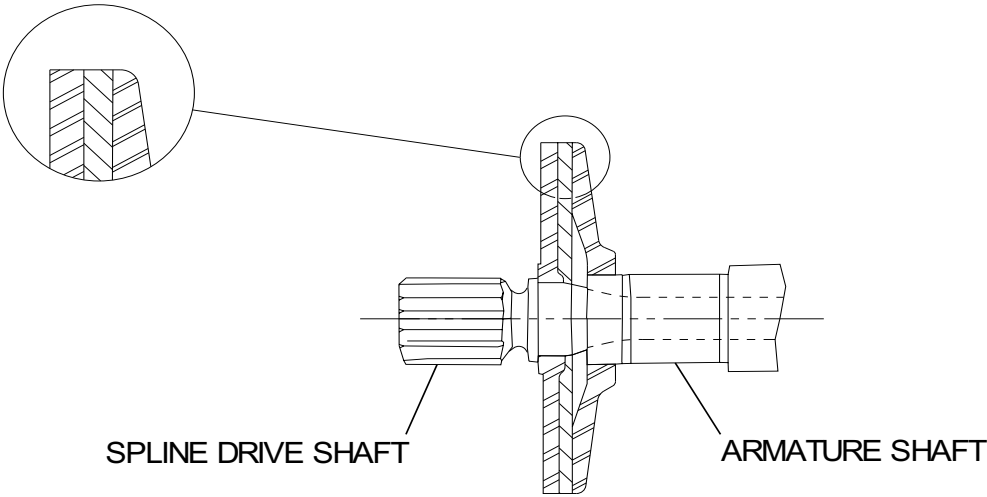
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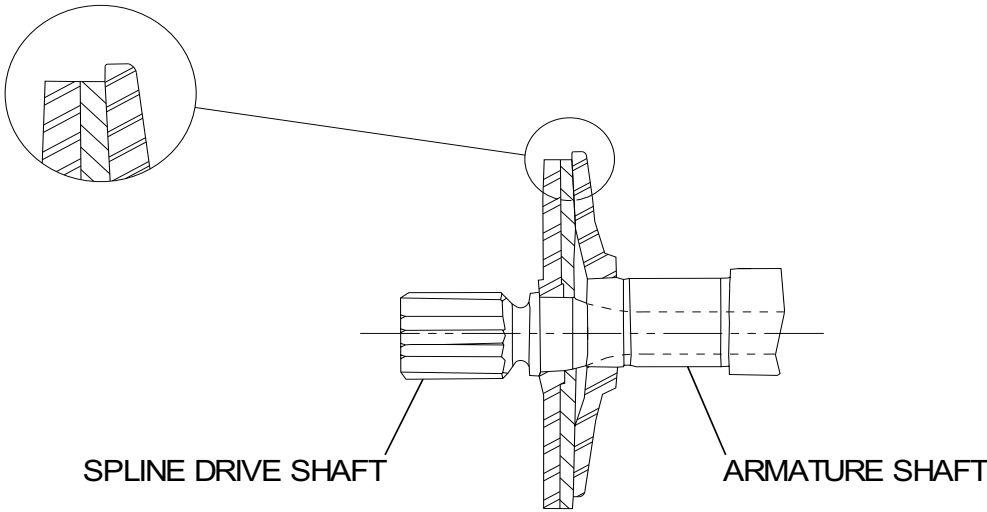
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Figure 401 : Sheet 2 : Starter/Generator Installation

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VIEW A-A
DRIVE SHAFT CONCENTRIC WITH ARMATURE SHAFT



VIEW A-A
DRIVE SHAFT OUT OF POSITION



MAINTENANCE PROGRAM CESSNA C208/C208B

Appendix A26 – Starter-Generator Replacement

Reg. Mark : PK - SNP Date : _____
MSN : C208B-5495 Station : _____
TSN / CSN : _____ WO No. : WO/102-SNP/IX/2022

NO.	ZONE	TASK	SIGNATURE	
			SIGN	STAMP
01	130	For engine PT6A-114A if there is an engine starting fault or an electrical generation defect, inspect the starter generator drive spline and the main oil filter. Refer to EMM Chapter 72-00-00 12Y		
02	130	For engine PT6A-140 if there is an engine starting fault or an electrical generation defect, inspect the starter generator drive spline and the main oil filter. Refer to EMM Task 05-50-00-210-824		
*** End of Starter Generator Replacement Inspection Items ***				

PERSONNEL PARTICIPATING IN THIS INSPECTION			
NAME	POSITION	SIGNATURE	LICENSE NUMBER

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 considered fit for Release to Service.

Name : _____ Stamp : _____
Signature : _____ Place/Date : _____



Additional Work Sheet Starter Generator Replacement

Aircraft Registration: **PK-SNP**

WO# Nr: WO/102-SNP/IX/2022

Parts Used Sheet

Special Tool Used

[illegible]



Additional Work Sheet Starter Generator Replacement

Aircraft Registration: **PK-SNP**

WO# Nr: **WO/102-SNP/IX/2022**

Parts Used Sheet

Part Used

[illegible]