THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ENGINE MAINTENANCE RECORDS

THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ENGINE
MAINTENANCE RECORDS

Log No. 1

Aircraft Registration No. N904US

Engine Manufacturer PRATT & WHITNEY

Model PT6A-21

Serial No. PCE 24691

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☐ Right ☒ Left
☐ Front ☐ Rear

AEROTECH PUBLICATIONS INC.
www.adlog.com
PO BOX 1359 / SOUTHOLD, NY 11971-0965
(631) 765-9375
1-800-235-6444
FAX: (631) 765-9359

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DATE	AIRFRAME TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	AIRCRAFT RECORDS AFTER TIME	DESCRIPTION OF WORK PERFORMED SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING
	7263.7	3506.1	4867.3	**TOTALS** brought forward from previous page
30JUL02			4867.3	INITIATED ADLOG RECORDING SYSTEM AT THIS TIME. TOOLIFOD OK RBL B. Laughery A&P 2225738
11JUL02	7263.7	3506.1	4867.3	PERFORM HOT SECTION INSPECTION TO COMPLY WITH MORE PROGRAM INSPECTION REQUIREMENTS. FOR DETAILS SEE ENGINE LOG ENTRY & 8130's FROM ASL JOB # 02-1029 TURBINES, CRS A7BR408X DATED 11JUL02. REPLACED TORQUE TRANSMITTER P/N 99-389014. S/N REMOVED -1040, S/N REPLACED ACC 020215 0025. CALIBRATION GOOD OK. CALIBRATE ITT SYSTEM. NOZZLES OVERHAULED. SEE 8130's. B. Laughery A&P 2225738 TOOLIFOD OK RBL

7Aug02 Hobbs time 4881.2 Left engine total time 7277.6

- Inspect engine in accordance with Anoka Air Charter AAIP phase #1 and #2.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase 1 and 2 and is approved for return to service. Pertinent details of this inspection are on file at this facility. TOOLIFOD OK RBL

Signed: Bob Laughery

DATE	TOTAL TIME IN SERVICE	OVERHAUL	TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
16AUG02			4890.2	REPLACE OVERSPEED GOVERNOR P/N OFF 210631 S/N 21645255 P/N ON 210631 S/N 1589534K1. GROUND RUN FOR PROPER OPERATION. B. Loughery A&P 2225738 TOOLIFOD OK RBL
12SEP02			4908.4	ENGINE VIBRATION SURVAY CONDUCTED BY DUNCAN AVIATION THIS DATE. SEE LOG ENTRY IN PROP LOGS & ATTACHED JIB CARDS. B. Loughery A&P 2225738
10/22/02			4929.9	REPLACED INTAKE SCREEN WITH NEW UNIT. Kevin Gibson A&P 390827047
				SUB-TOTALS this page
				TOTALS—Carry forward to next page

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

27Nov02 Hobbs time 4942.9 Left engine total time 7339.3 Engine TSO 3581.7

- Inspect engine in accordance with Anoka Air Charter AAIP phase #3 and #4.
- Replace starter generator brushes with p/n 30300-1286.
- Comply with 200-hour inspection requirements of the MORE program.
- Remove left flow divider and replaced with right flow divider to troubleshoot N1 hesitation at 40% in start sequence of left engine.
- Adjust propeller governor feathering stop screw to correct slow feathering of propeller.
- Ground run engine in accordance with Pratt and Whitney and the MORE program engine health trend sheet.
- Phase #1 due at 5142.9.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #3 and #4 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Laughery
Mechanic Certificate: A&P 2225738

2/26/03			4998.5	COMPLIED WITH S.B.. 1610 R2, INSPECTION OF EXHAUST DUCT FOR INFERIOR WELDS NO DEFECTS NOTED Kellye Gibson A&P 3908270
6/3/03			5065.7	PERFORMED FLOW CHECK OF ENGINE FUEL NOZZLES PER MORE PROGRAM REQUIREMENTS. NO DEFECTS NOTED. Kellye Gibson A&P 3908270

16September2003 Hobbs time 5137.3 Left engine TT 7533.7 Engine TSO 3776.1

- Inspect engine in accordance with Anoka Air Charter AAIP phase #1.
- Comply with 200-hour inspection requirements of the MORE program. See inspection check list for pertinent items.
- Adjust high idle to specifications.
- Adjust low idle to specifications.
- Ground run engine in accordance with Pratt and Whitney and the MORE program engine health trend sheet.
- Phase #2 due at 5342.9.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #1 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Keith A Aker
Mechanic Certificate: A&P 390827047

[redacted]

18FEB04			5254.5	BORESCOPE HSI & ITT CALIBRATION COMPLIED W/ P&W MIDWEST TURBINE SERVICE. CRS DATED. SEE ATTACHED DATA SHEET. FLOW CHECK NOZZLES B. Lounsbury A&P 2225738
5/26/04			5311.6	REPLACE LORD MOUNTS FOR TBO IAW MORE PROGRAM REQUIREMENTS. REPLACED W/ P/N 50-389133-15, 5906-2$A5. B. Lounsbury A&P 2225738

Page No. ———

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

6July2004 Hobbs time 5343.2 Left engine TT 7739.6 Engine TSO 3982.0

- Inspect engine in accordance with Anoka Air Charter AAIP phase #2.
- Comply with selected 400-hour inspection requirements of the MORE program. See inspection check list for pertinent items.
- Replace igniters with p/n 10-390667-1 igniters with 3031272 gaskets.
- Ground run engine in accordance with Pratt and Whitney and the MORE program engine health trend sheet. Ground runs accomplished prior to phase only.
- Phase #3 due at 5542.9.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #2 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Laughery
Mechanic Certificate: A&P 2225738

7 December 2004 Hobbs time 5444.1 Left engine TT 7840.5 Engine TSO 4082.9

- Inspect engine in accordance with Anoka Air Charter AAIP phase #3 and #4.
- Reseal prop deice wires at cannon plug.
- Safety wire prop deice cannon plug.
- Replace prop cable clamp at forward bracket p/n RA1039C.
- Phase #1 due at 5644.1.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #3 and #4 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Laughery
Mechanic Certificate: A&P/2225738

SUB-TOTALS this page

TOTALS—Carry forward to next page

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
2/25/05		7898.7	5502.3	REPLACED OIL FILTER PER MORE PROGRAM REQUIREMENTS. Keith Olson A&P 390827047

4 May2005 Hobbs time 5525.2 Left engine TT 7921.6 Engine TSO 4164.0

- Performed bleed valve leak test
- Checked starter-generator gearshaft for wear
- Performed flow test of fuel nozzles
- Took oil sample and sent out for analysis
- Performed compressor wash and turbine rinse procedures
- Performed engine ground runs and power checks

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program and MORE Program requirements and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Keith Olson
Mechanic Certificate: A&P 390827047

4 November 2005 Hobbs time 5662.8 Left engine TT 8059.2 Engine TSO 4301.6

- Inspect engine in accordance with Anoka Air Charter AAIP phase #1.
- Replace starter generator blast tube with p/n 115167CXX160986.
- Take oil sample and oil filter sample in accordance with the More Program requirements.
- Phase #2 due at 5844.1.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #1 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Laughery
Mechanic Certificate: A&P 2225738

			SUB-TOTALS this page
			TOTALS—Carry forward to next page

Page No. _____

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

3 January 2006 Hobbs time 5702.5 Left engine TT 4341.3 TSO 4341.3

The following items were completed to comply with More program requirements for extended TBO operations.

- Check calibration of left torque meter. Found meter out of calibration and replaced with p/n 91-380012-3 s/n 345. Removed s/n 774. Recheck calibration and found within limits.
- Inspect left engine compressor section for FOD.
- Inspect left engine exhaust duct area.
- Inspect left engine starter generator splines for wear.
- Flow check left engine fuel nozzles and reinstall.
- Boroscope left engine in accordance with the More Program and Pratt and Whitney guidelines for boroscope inspections.
- Checked calibration of propeller indicators during ground runs. Checked OK.
- Compressor wash left engine.
- Comply with CT disk wash and rinse
- Comply with left engine adjustment/test procedure.
- Comply with left engine vibration analysis.
- Balance left propeller.

I certify that this aircraft has been inspected in accordance with More Program requirements for extended TBO operations and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Lawhorn

Mechanic Certificate: A&P 2225738

SUB-TOTALS this page

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

3 October 2006 Hobbs time 5861.5 Left engine TT 8257.9 Engine TSO 4500.3
Engine Cycles: 8709

- Inspected engine in accordance with Anoka Air Charter AAIP phase #2.
- Replaced leaking propeller seal with new P/N 3039954
- Take oil sample and oil filter sample in accordance with the More Program requirements.
- Complied with engine adjustment/test procedures in accordance with More Program requirements
- Complied with Compressor and CT wash and rinse procedures in accordance with More Program requirements
- Phase #3 due at 6044.1.

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #2 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Lawyer
Mechanic Certificate: A&P 2225738

3 October 2006 Hobbs time 5861.5 Left engine TT ~~8337.2~~ 8257.9 Engine TSO ~~4579.6~~ 4500.3

- Inspected engine in accordance with Anoka Air Charter AAIP phase #3 and #4..
- Take oil sample and oil filter sample in accordance with the More Program requirements.
- Complied with Compressor and CT wash and rinse procedures in accordance with More Program requirements
- Replace beta feed back carbon block p/n CA3206.
- Replace one deice brush p/n RA1543-7.
- Replace ignition lead for tip damage p/n 10-395427-5.
- Replace igniter plug for pin damage p/n CH34055.
- Flow check nozzles per More program requirements.
- Complied with More Program Adjustment Test procedures.
- Check starter generator spline wear in accordance with More Program requirements.
- Phase #1 due at 6140.8 .

I certify that this engine has been inspected in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program – Phase #3 and #4 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Lawyer
Mechanic Certificate: A&P 2225738

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Page No _____

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page
7/25/09		4691.7	6052.9	COMPLY WITH 100 HR MORE
				PROGRAM INSPECTION REQUIREMENTS
				B. Lawhurn A&P 2225738

I certify that this ~~aircraft~~/engine/~~propeller~~ has been inspected in accordance with FAR 91.409(f)(3) approved inspection program and was determined to be in airworthy condition with respect to the inspection and procedures for that portion of the program identified in this entry. Details of this inspection are on file at Modern Aero, Inc. FAA CRS MZER198L under the Work Order listed below.

Date: 1-2-08 Work Order # 35637

4/H

~~Aircraft~~/Engine/~~Propeller~~ Total Time: 8501.7

~~Aircraft~~/Engine/~~Propeller~~ Total Cycles: 8775

Signature Patrick Townsend

Beechcraft C90
S/N: LJ-856
L/H Engine M/N: PT6A-21

N904US
01-02-08
S/N: PCE24691

Hobbs: 6105.3
Eng T.T.: 8501.7
Eng TSOH: 4744.1
Eng Total Cycles: 8775

Completed the following Maintenance:

1. **Complied with the Phase 1-4 Inspections referencing the Beechcraft C90 Maintenance Manual.**
2. **Removed and inspected the Magnetic Chip Detector, no defects noted. Operationally checked satisfactory. Reinstalled using a new o-ring (P/N: MS9388-115). Leak check satisfactory. The next due is at 8945.4 ACTT.**
3. **Removed the Oil Filter and obtained a sample. Cleaned, inspected, and reinstalled the Oil Filter using new o-rings, secured, no defects noted. Next Oil Analysis is due at 8645.4 ACTT.**
4. **Performed a compressor wash and turbine rinse as needed.**
5. **Removed, inspected, and reinstalled the forward Oil Strainer Screen, no defects noted, safetied.**
6. **Borescoped the Combustion Chamber Liner and the Compressor Turbine Vanes and Blades, no defects noted. The next Borescope Inspection is due at 8945.4 ACTT.**
7. **Removed the Overspeed Governor (P/N: 210631; S/N: 1589534K), sent to Aircraft Accessories of Oklahoma, Inc. for overhaul (under w/o # 30726), and reinstalled. Operational and leak checks found to be satisfactory.**
8. **Removed all the Fuel Nozzles, Sheaths, and the Inlet Adapter Assembly, sent to Prime Turbines (under w/o # W0030900), and reinstalled using new gaskets and o-rings. The Fuel Nozzle Flow Check is due at 8745.4 ACTT.**
9. **Removed the Fuel Pump (P/N: 02532-101; S/N: R129D), sent to Kansas Aviation of Independence for overhaul (under w/o #040221). Reinstalled the FCU on the Fuel Pump after overhaul. Reinstalled the Fuel Pump and FCU on the Engine using new gaskets and o-rings (P/N: 3039937, 3014222, 3014227, 3014226, and MS9058-08). Operational and leak checks found to be satisfactory.**
10. **Removed and installed a new outboard Igniter Lead (P/N: 10-395427-5). Operational check found satisfactory.**
11. **Inspected the Starter Generator Gear Shaft for excessive wear and found to be within limits. The Inspection of the Starter Generator Gear Shaft is due again at 8745.4 ACTT.**
12. **Performed an Engine General Condition Inspection per the M.O.R.E. instructions. The Engine General Condition Inspection is due again at 8645.4 ACTT.**
13. **Performed a Compressor Inspection per the M.O.R.E. Instructions. The next Compressor Inspection is due again at 8945.4 ACTT.**
14. **Performed an Exhaust Duct Inspection per the M.O.R.E. instructions, no defects noted. The Exhaust Duct Inspection is due again at 8945.4 ACTT.**
15. **Checked the Calibration of the Torque and Oil Pressure and found to be satisfactory. Checked the I.T.T. and found to be satisfactory.**

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

16. Repaired the forward fire shield, just below the RGB drain line union, as needed.
17. Rigged the Beta Valve as required.
18. Removed and installed a new Pneumatic Line Assembly (P/N: 97-910021-39), from the bleed air flow pack to the bellows.
19. Removed the L/H Engine Exciter Box (P/N: 83311-49930; S/N: 3837) and installed an overhauled Exciter Box (P/N: 10-381550-4; S/N: 99256412). Operational check found to be satisfactory.

Modern Aero, Inc.
14801 Pioneer Trail
Eden Prairie, MN 55347
WO# 35637 FAA CRS # MZER198L

---------- End ----------

The Aircraft, Airframe, Engine, Propeller, Appliance, Radio or Instrument was repaired and inspected in accordance with current regulations of the Federal Aviation Administration and with respect to the work performed is approved for return to service by Modern Aero, Inc. FAA CRS #MZER198L

Patrick Townsend — Authorized By

35730 — Work Order

Date: 2/1/08 N# 904US Acft Hrs: 8545.4

Beechcraft C90 **N904US** **Hobbs: 6105.3**
S/N: LJ-856 **02-01-08**
L/H Engine M/N: PT6A-21 **S/N: PCE24691**
Completed the following Maintenance:

1. Removed the L/H (P/N: 210631; S/N: 1589534) Overspeed Governor and installed on the R/H Engine. Removed the R/H (P/N: 210631; S/N: 2456521) Overspeed Governor and installed on the L/H Engine. Swapped low-pressure switches from side-to-side. Ran the aircraft and the problem remains on the L/H Engine. Reinstalled the cowls. Runup and checked the auto-feather system, found to be satisfactory. Routed a new wire inside the chafe protection sleeve, and secured with ty-wraps and clamps as required. Installed safety wire on the connectors. Replaced the deteriorated butt-splice connectors at the pressure switches with the environmental splices.

Modern Aero, Inc.
14801 Pioneer Trail
Eden Prairie, MN 55347
WO# 35730 FAA CRS # MZER198L

---------- End ----------

Beechcraft C90 **N904US** **Hobbs: 6105.3**
S/N: LJ-856 **01-02-08** **Eng T.T.: 8501.7**
L/H Engine M/N: PT6A-21 **S/N: PCE24691** **Eng TSOH: 4744.1**
Completed the following Maintenance: **Eng Total Cycles: 8775**

1. This engine is no longer maintained in accordance with Anoka Air Charter, Inc.'s Approved Aircraft Inspection Program, and is now being maintained in accordance with the manufacturer's recommended inspection program in accordance with FAR 91.409 (f)(3).

Modern Aero, Inc.
14801 Pioneer Trail
Eden Prairie, MN 55347

Authorized Signature: _____
Rick Moline CRS MZER198L

---------- End ----------

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EXECUTIVE Aviation

MODEL	BEECH C90	EXECUTIVE AVIATION	DATE	3-28-2008
SERIAL #	LJ-856	9960 FLYING CLOUD DRIVE	W/O	610220
N #	904US	EDEN PRAIRIE, MN 55347	HOBBS	6119.5
TSO		FAA REPAIR STATION ABOR475B	ACTT	8559.6
TSHS		LOGBOOK INSERT	ENGINE TSN	
CSO			TCSN	
			A/C Landings	8966

LEFT ENGINE

1. COMPLIED WITH THE FOLLOWING MORE ITEM
2. COMPLIED WITH ENGINE VIBRATION ANALYSIS

The Engine identified above was inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to Service. Pertinent details of the inspection are on file at this Repair Station.

Signature Bruce C. Johnson Date 3-28-2008

EXECUTIVE Aviation

MODEL	BEECH C90	EXECUTIVE AVIATION	DATE	9-11-2008
SERIAL #	LJ-856	9960 FLYING CLOUD DRIVE	W/O	610489
N #	904US	EDEN PRAIRIE, MN 55347	HOBBS	6156.8
TSO	4795.6	FAA REPAIR STATION ABOR475B	ACTT	8596.9
TSHS	1289.5	LOGBOOK INSERT	ENGINE TSN	8553.0
CSO	5069		TSCN	8818
			A/C Landings	9002

LEFT ENGINE

1. COMPLIED WITH PHASE 1 THRU 4 INSPECTION IN ACCORDANCE WITH BEECH 90 MAINTENANCE MANUAL
2. SPLIT ENGINE AT(C) FLANGE FOR PRE-BUY INSPECTION
3. PERFORMED LIGHT GRIND FOR CORRECT CT BLADE TIP CLEARANCE
4. INSTALLED NEW HIGH PRESSURE FUEL PUMP FILTER P/N AN6235-3A
5. INSTALLED 4 OVERHAULED THERMOCOUPLES P/N 3022983
6. INSTALLED 1 NEW IGNITOR P/N 10-390667-1, GASKET P/N 3010880

The Engine identified above was inspected in accordance with current Regulations of the Federal Aviation Administration and is approved for return to Service. Pertinent details of the inspection are on file at this Repair Station.

Signature Bruce C. Johnson Date 9-11-2008

9-2-09 TSO 4996.3TT 8797.5 Cycles 9046 TSHSI 1490.2 Hobbs 6357.5 ATT 8,797.5 Left Engine PCE-24853, N904US, S/N LJ-856 Completed Phase 1 inspections IAW HBC King Air C90 inspection program contained in REPS interactive maintenance manual chapter 5, MORE program, Pratt & Whitney PT6A-21 maintenance manual periodic inspection items per chapter 72-00-00. Replaced HP fuel filter & inspect inlet filter. Visual inspection of oil filter and chip detector check satisfactory. Obtained oil sample for analysis by AV Labs. Inspected exhaust duct and power turbine per visual insp. Inspected compressor inlet first stage. Airworthiness directives complied with. Ground performance run & systems check satisfactory. I certify this engine has been inspected IAW a phase1 inspection and has been determined airworthy for return to service. BAI WO. 9845. Authorized Signature _____

Certificate A&P 535607357

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK

CENTURY TURBINES
TURBINE ENGINE SPECIALISTS

Georgetown Airport
205 Corsair Drive
Georgetown, Texas 78628
Phone: 512-863-4322
Fax: 512-864-9603

N904US
AC SN# LJ-856
DATE: 05-10-10
LH ENG TSN: 8965.5
ACTT: 8965.9

LH ENG SN# PCE-24691
LH ENG TSO: 5164.7
LH ENG CSO: 5456
LH ENG CSN: 9214
ACTC: 9374
AC HRM: 6525.9

The following 450 Hour M.O.R.E. Items were accomplished:

1. Install vibration pickup and bracket on engine.
2. Perform PT6A Initial Performance Run & Initial Engine Vibration Analysis.
3. Check the engine oil level. Oil hours: zero
4. Inspect the oil filter and collect a filter and engine oil sample. Filter is "new".
5. Perform a continuity inspection of the oil system chip detector.
6. Perform a chip detector functional inspection.
7. Inspect the starter generator gear shaft wear.
8. Inspect the fuel pump filter, replaced filter.
9. Inspect fuel nozzles, TSO: 420.
10. Perform inspection of Hot Section, Split engine at "C" Flange.
11. Perform compressor inspection.
12. Perform exhaust duct & ITT system inspection.
13. Perform a compressor performance wash.
14. Perform a compressor desalination wash.
15. Perform a turbine desalination wash.
16. Perform an engine external wash.
17. Perform an engine general condition inspection.
18. P3 filter not installed.
19. Verify correct operation of cockpit instruments.
20. Balance the propeller, accomplished with a Chadwick 177.
21. Performed an engine vibrational analysis (450 hour)
22. Compare readings with initial vibrational analysis to see any changes.
23. Perform inspection performance run.
24. Accomplished appropriate engine record keeping entries.
25. Update the scheduled inspection status sheet.
26. Confirm receipt of the oil analysis results.
27. This engine is approved for return to service in regards to work accomplished.

END

RICKEY L PETERSON
A&P 409020543
DATED: 05-10-10

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Page No. _____

DATE	TOTAL TIME IN SERVICE

CENTURY TURBINES
TURBINE ENGINE SPECIALISTS

Georgetown Airport
205 Corsair Drive
Georgetown, Texas 78628
Phone: 512-863-4322
Fax: 512-864-9603

N904US
AC SN# LJ-856
DATE: 05-10-10

LH ENG SN# PCE-24691
LH ENG TSO: 5164.7
LH ENG CSO: 5456
AC TT: 8965.9
AC HRM: 6525.9

Completed a "Hot Section Inspection" in accordance with Pratt & Whitney Maintenance Manual PN: 3013242 Chapter 72-00-00 Page 632.

1. Removed compressor turbine disk PN: 3013411, SN: 9B037 diameter 8.516, inspected and re-installed.
2. Removed compressor turbine vane PN: 3032651F, SN: 1C811 inspected and re-installed.
3. Replaced sixteen each compressor turbine shroud segments, installed PN: 3019438DT CLASS NINE.
4. Inspected first stage compressor inlet blades.
5. Tested ITT Harness and probes, loop resistance.70 heat response good on all probes.
6. Removed fuel nozzles, cleaned, flow tested, inspected and re-installed. Nozzles due overhaul at ENG TSO: 6144.7.
7. Accomplished an engine ground power target performance run in accordance with Pratt & Whitney Maintenance Manual PN: 3013242, Chapter 71-02-40.
8. All the above work was accomplished in accordance with Pratt & Whitney Maintenance Manual PN: 3013242.
9. This engine is approved for return to service.

END

RICKEY L PETERSON
A&P 449020543
DATED: 05-10-10

CENTURY TURBINES
TURBINE ENGINE SPECIALISTS

Georgetown Airport
205 Corsair Drive
Georgetown, Texas 78628
Phone: 512-863-4322
Fax: 512-864-9603

N904US
AC SN# LJ-856
DATE: 05-10-10

LH ENG SN: PCE-24691
LH ENG TSO: ~~5146.7~~ 5164.7
LH ENG CSO: 5456
ACTT: 8965.9
AC HRM: 6525.9

"I certify that this engine was inspected in accordance with a Beech King Air Model C90 Series **Phase One, Phase Two, Phase Three and Phase Four Inspection** and was determined to be in airworthy condition".

Work accomplished as follows:

1. Inspected starter generator brushes and lubricated.
2. Tested ignition system.
3. Oil hours: zero, oil was changed.
4. 1000-Hour oil filter replacement was accomplished filter is new.
5. Replaced fuel filter at engine pump.
6. Inspected and tested chip detector.
7. A.D. 2002-23-13, S.B. 1610 was accomplished by visual inspection of welds located at flange "A". No further inspections necessary.
8. Cleaned firewall fuel filters.
9. Replaced nose case propeller shaft seal, installed PN: 3114661-01.
10. Freed-up prop de-ice brush block brushes so brushes would make contact with slip rings, de-ice tested good.
11. Ground run leak check was satisfactory.
12. This engine is approved for return to service.

END

RICKEY L PETERSON
A&P 449020543
DATED: 05-10-10

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

Executive Flight, Inc.
6987 Perimeter Rd. S.
Seattle, WA. 98108
Left Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	1835	Date	10/27/10
LH Eng TSO	5224.6	HBS	6603.8
LH S/N	PCE-24691	ATT	9043.8

- Removed, inspected and reinstalled left engine chip detector with new packing in accordance with Pratt and Whitney Maintenance Manual chapter 72-10-00 page 214. No defects noted. Ground run and leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy and is approved for return to service.

Robert Nicholson

EFI FORM S1 09.20.2002

Signed AP2853363IA

Precision Aviation Maintenance, Inc

5 January 2011 **N904US** **PCE-24691**
ACTT 9070.8 Hour Meter 6630.8 Ldg Cycles 9522
ENGTT 9070.4 TSO 5269.6 CSN 9362 CSO 5604

The following maintenance was conducted IAW the P&WC Maintenance Manual, PN 3013242, rev 36, the Hawker-Beechcraft KingAir 90 series Maintenance Manual, PN 90-590012-13 rev B22, the MORE STC No, 1012 100/150 hr Inspection checklist and the MORE Engine Adjustment/Test checklist.
The MORE 100/150 hour inspection items were completed. Oil sample sent to lab for analysis. The engine was ground-run and leak checked, then test run for performance. All parameters were within prescribed limits. 2 qts of 2380 oil were added. This engine is approved for return to service.

Kevin W Stalder
Signed AP2109319IA

Precision Aviation Maintenance, Inc.
259 Joslin Way, Twin Falls, Idaho 83301 Phone: 208-736-3374

Executive Flight, Inc.			
6987 Perimeter Rd. S.			
Seattle, WA. 98108			
Left Engine			
	N# 904US	Mfg.	Beechcraft
	Model C90	S/N	LJ-856
	WO# 1995	Date	01/20/11
	LH Eng TSO 5256.6	HBS	6635.8
	LH S/N PCE-24691	ATT	9075.8

- Removed, inspected and reinstalled left engine chip detector with new packing per MORE 50 hour requirement in accordance with Pratt and Whitney Maintenance Manual chapter 72-10-00 page 214. No defects noted. Ground run and leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy and is approved for return to service.

Doug Sweeney

EFI FORM S1 09.20.2002

Signed CRS#EPD2645D

Page No.

DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

Executive Flight, Inc.
6987 Perimeter Rd. S.
Seattle, WA. 98108
Left Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	2191	Date	06/09/2011
LH Eng TT	5321.3	HBS	6700.5
LH S/N	PCE-24691	ATT	9140.5

- Complied with Phase 1 Inspection in accordance with Hawker Beech Maintenance Manual.
- Complied with 100/200 hour M.O.R.E. Inspection items per checklist.
- Complied with 50 hour M.O.R.E. chip detector inspection.
- Replaced engine driven fuel pump with overhauled unit P/N-025323-101-03 S/N-6932 in accordance with Pratt & Whitney maintenance manual.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy and is approved for return to service.

Robert Nicholson

EFI FORM S1 09.20.2002

Signed CRS#EPD2645D

Executive Flight, Inc.
6987 Perimeter Rd. S.
Seattle, WA. 98108
Left Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	2533	Date	09/26/2011
LH Eng TT	5376.6	HBS	6755.8
LH S/N	PCE-24691	ATT	9195.8

- Complied with 50 hour M.O.R.E. chip detector inspection.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy and is approved for return to service.

Robert Nicholson

EFI FORM S1 09.20.2002

Signed CRS#EPD2645D

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

Executive Flight, Inc.
6987 Perimeter Rd. S.
Seattle, WA. 98108
Left Engine

N# 904US
Model C90
WO# 1995
LH Eng TSO 5278.58
LH S/N PCE-24691

Mfg. Beechcraft
S/N LJ-856
Date 02/25/11
HBS 6657.7
ATT 9097.7

- Adjusted flight idle torques in accordance with Raisbeck Engineering Maintenance Manual 85-120. Ground run satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Air Regulations and was found airworthy and is approved for return to service.

Robert Nicholson

EFI FORM S1 09.20.2002

Signed CRS#EPD2645D

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Precision Aviation Maintenance, Inc

January 19, 2012 N904US Engine #1 PT6A-21 S/N PCE-24691
Hobbs 6788.1 TSO 5470.1 TSN 9231.7

Preformed More 100 hour Inspection items, engine ground run for leak and performance checks, all checks are good. Maintenance preformed in accordance with More manual PT6A -21,-27,-28 and Pratt & Whitney maintenance manual, Hawker Beechcraft maintenance manual.

With respect to the maintenance preformed above, the aircraft and or the component is approved for return to service.

Doyle Thomason
Signed Doyle Thomason AP3190312IA

Precision Aviation Maintenance, Inc.
259 Joslin Way, Twin Falls, Idaho 83301 Phone: 208-736-3374

Precision Aviation Maintenance, Inc

May 14, 2012 N904US Engine #1 PT6A-21 S/N PCE-24691
Hobbs 6802.4 TSO 5484.4 TSN 9242.4

Complied with Phase 2,3,4 inspection. C/W 50 hour M.O.R.E chip detector inspection. Engine ground run for leak and performance checks, all checks are good. AD's checked for compliance see listing in aircraft records. Maintenance preformed in accordance with M O R E manual PT6A -21,-27,-28 and Pratt & Whitney maintenance manual, Hawker Beechcraft maintenance manual.

With respect to the maintenance preformed above, the aircraft and or the component is approved for return to service.

Doyle Thomason
Signed Doyle Thomason AP3190312IA

Precision Aviation Maintenance, Inc.
259 Joslin Way, Twin Falls, Idaho 83301 Phone: 208-736-3374

Reg. # N904US **Date: 04/26/13** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
LH Engine: PT6A-21 **S/N: PCE-24691**
ACTT: 9278.6 **ENG TT: 9278.6**

Adjusted ground idle and flight idle torques in accordance with Raisbeck Engineering Maintenance Manual 85-120 and Pratt & Whitney Maintenance Manual Chapter 76-00. Ground run satisfactory.
The above described repair or maintenance is approved for return to service.

Signed _____

Robert Nicholson AP28533631A

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TOTALS—Carry forward to next page

Reg. # N904US	**Date: 07/31/13**	**Customer: DM Aircraft**
Make: Beechcraft	**Model: C90**	**S/N: LJ-856**
LH Engine: PT6A-21	**S/N: PCE-24691**	
ACTT: 9283.3	**ENG TT: ~~9282.9~~ 9283.3**	**ENG CYC: 9489**

- Complied with Phase 1 Inspection in accordance with Hawker Beech Maintenance Manual Chapter 05-21-01-201.
- Complied with M.O.R.E 50 hour chip detector inspection on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.
- Replaced left engine inboard igniter with new P/N-CH34055 in accordance with Pratt & Whitney Maintenance Manual Chapter 74-10-00. Operational check satisfactory.
- Replaced left engine inboard igniter lead with new P/N-CH53399-04 in accordance with Pratt & Whitney Maintenance Manual Chapter 74-20-00. Operational check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

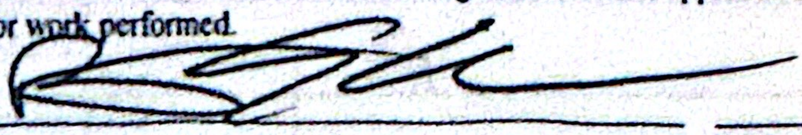
Signed  ____

Robert Nicholson AP2853363IA

Reg. # N904US	**Date: 12/16/13**	**Customer: DM Aircraft**
Make: Beechcraft	**Model: C90**	**S/N: LJ-856**
LH Engine: PT6A-21	**S/N: PCE-24691**	
ACTT: ~~9361.1~~ 9315.7	**ENG TT: 9315.7**	**ENG CYC: 9512**

- Complied with M.O.R.E 50/100/200 hour inspections on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.
- Removed and replaced primary and secondary fuel nozzle assemblies with repaired units in accordance with Pratt & Whitney Maintenance Manual Chapter 73-10-05. Operational and leak check satisfactory.
- Removed and replaced overspeed governor with overhauled unit in accordance with KA 90 Maintenance Manual Chapter 61-21-00-201. Removed P/N-210631 S/N-245652IK Installed P/N-210631 S/N-1995106. Operational and leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

Signed  ____

Robert Nicholson AP2853363IA

DATE	WORK

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DATE	TOTAL TIME IN SERVICE	TOTAL TIME SINCE OVERHAUL	TACH OR RECORDING METER TIME	DESCRIPTION OF WORK PERFORMED— SIGNATURE & CERTIFICATE NO. OF PERSON PERFORMING WORK
				TOTALS brought forward from previous page

Reg. # N904US **Date: 04/23/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
LH Engine: PT6A-21 **S/N: PCE-24691**
ACTT: 9362.7 **ENG TT: 9362.7** **ENG CYC: 9541**

- Complied with M.O.R.E 50/100/400 hour inspections on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.
- Removed and replaced left engine starter/generator drive garloc seal with new in accordance with P&W L.M.M. Chapter 72-60-00. Operational and leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed

Signed _____

Robert Nicholson AP2853363IA

Reg. # N904US **Date: 06/05/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
LH Engine: PT6A-21 **S/N: PCE-24691**
ACTT: 9371.4 **ENG TT: 9371.0** **ENG CYC: 9552**

- Complied with Phase 2, 3 & 4 Inspections in accordance with Hawker Beech Maintenance Manual Chapter 05-21-01-201.
- Complied with M.O.R.E 50 hour chip detector inspection on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

Signed _____

Robert Nicholson AP2853363IA

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DATE	TO TI SE	FORMED— N PERFORMING WORK

Reg. # N904US **Date: 10/14/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
LH Engine: PT6A-21 **S/N: PCE-24691**
ACTT: 9408.2 **ENG TT: 9407.8** **ENG CYC: 9592**

- Complied with M.O.R.E 50 hour chip detector inspection on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

Signed _____

Robert Nicholson AP28533631A

Reg. # N904US **Date: 07/07/15** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
LH Engine: PT6A-21 **S/N: PCE-24691**
ACTT: 9440.3 **ENG TT: 9439.9** **ENG CYC: 9616**

- Complied with Phase 1 Inspection in accordance with Hawker Beech Maintenance Manual Chapter 05-21-01-201.
- Complied with M.O.R.E 50/100 hour inspection items on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. Checklist. Leak check satisfactory.
- Removed and replaced left outboard igniter P/N-CH34055 and lead P/N-3119832-01 with new in accordance with Pratt and Whitney L.M.M. Chapter 72-20-04. Operational check satisfactory.
- Removed and replaced left engine compressor bleed valve with overhauled unit in accordance with Pratt and Whitney Maintenance Manual Chapter 75-30-00. Operational check satisfactory. Installed P/N-3100829-03 S/N-AHX002687 Removed P/N-3100829-01 S/N-Unk.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

Signed _____

Robert Nicholson AP2853363IA

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DAT | RK

Reg. # N904US
Make: Beechcraft
LH Engine: PT6A-21
ACTT: 9476.4

Date: 06/17/16
Model: C90
S/N: PCE-24691
ENG TT: 9476.0

Customer: DM Aircraft
S/N: LJ-856

ENG CYC: 9641

- Complied with Phase 2, 3 and 4 Inspections in accordance with Hawker Beech Maintenance Manual Chapter 05-21-0.
- Complied with M.O.R.E 50 hour chip detector inspection items on left engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. Checklist. Leak check satisfactory.

This aircraft and/or component identified above was repaired and inspected in accordance with current Federal Aviation Regulations and is approved for return to service for work performed.

Signed _____

Robert Nicholson AP2853363IA

CLAY LACY Aviation

LEFT ENGINE LOGBOOK ENTRY
DATE: 08/17/2017

N904US PRATT & WHITNEY PT6A-21 S/N: PCE-24691 HOBBS: 7073.4
ACTT: 9513.4 ETT: 9513.0 ENG CYC: 9667

- Complied with Phase 1 Inspection in accordance with Beech C90 Series Maintenance Manual Chapter 5-21-00.
- Complied with 50/100/200 hour M.O.R.E. inspections on left engine IAW Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. checklist.
- Complied with M.O.R.E. 50 hour chip detector on left engine IAW Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. checklist. Leak check satisfactory.
- Complied with oil filter sample for analysis. Sent to AvLab for processing
- Removed fuel nozzle assemblies from left engine for testing. Cleaned, flow tested all nozzles and reinstalled in the engines using new O rings and gaskets,

CLAY LACY AVIATION
8285 PERIMETER RD. S.
SEATTLE, WA. 98108

Allen McGregor
AP2181249

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TOTAL	TOTAL	TACH OR	

CLAY LACY Aviation

LEFT ENGINE LOGBOOK ENTRY
DATE: 09/10/2018

N904US #2 PRATT & WHITNEY PT6A-21 S/N: PCE-24691 HOBBS: 7083.4
ACTT: 9523.4 ETT: 9523.0 ENG CYC: 9678

- Complied with Phase 2, 3 & 4 Inspections in accordance with Beechcraft C90 Series Maintenance Manual.
- Complied with M.O.R.E. 50 hour chip detector on left engine IAW Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. checklist. Leak check satisfactory.
- Complied with oil filter sample for analysis. Sent to AvLab for processing

Allen McGregor

CLAY LACY AVIATION
8285 PERIMETER RD. S.
SEATTLE, WA. 98108

Allen McGregor
AP2181249

7777 NE Airport Way
Portland, Oregon 97218
FAA CRS#: FCPR831D

FLIGHTCRAFT

Log Entry Type: #1 Engine **Reg#:** N904US **Model:** PT6A-21 **S/N:** PCE-24691

TTENG: 9537.0 Cycles: 9689 HM: 7097.4

Complied with the following Inspections:

Sqk	*Work Performed*
5.1	Complied with Phase 1 Inspection IAW Beechcraft C-90 AMM Ch. 05-25-01-601 Scheduled Inspection Program.

This certifies that the inspections and maintenance described above and detailed in W.O. #PDX-19-8750 were performed in accordance with Beechcraft King Air 90 series Scheduled Inspection Program as required by FAR Part 91.409 (f) (3). Aircraft is determined to be in airworthy condition with respect to the work performed. END.

Flightcraft Portland CRS# FCPR831D: James Vargo Date: 12/03/2019

James Vargo
