RT

THE adlog™ AIRCRAFT MAINTENANCE RECORDKEEPING SYSTEM

ENGINE MAINTENANCE RECORDS

ENGINE
MAINTENANCE RECORDS

Log No. 1

Aircraft Registration No. N904US

Engine Manufacturer PRATT & WHITNEY

Model PT6A-21

Serial No. PCE 24853

Date installed on aircraft _____

Time Between Overhauls (TBO) _____ Hours

If used on multi-engine aircraft:

☒ Right ☐ Left
☐ Front ☒ Rear

AEROTECH PUBLICATIONS INC.
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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
	7045.9	3549.5	4867.3	**TOTALS** brought forward from previous page
30MAY02			4867.3	INITIATED ADLOG RECORDING SYSTEM AT THIS TIME. TOOL/FOD OK RBL B. Laughery A&P 2225738
11JUL02	7045.9	3549.5	4867.3	PERFORM HOT SECTION INSPECTION TO COMPLY WITH MORE PROGRAM REQUIREMENTS. FOR DETAILS SEE ENGINE LOG ENTRY FROM ASL TURBINES, CRS A73R408X DATED 11JUL02 JOB # 02,1030. CALIBRATED TORQUE & ITT SYSTEMS. INSTALLED OVERHAULED FUEL NOZZLES. REPLACED CT DISC WITH NEW P/N 3013411 S/N A0009WIK TSN "0" CSN "0" REMOVED DISK P/N 3013411 S/N 4B063. TOOL/FOD OK RBL Bob Laughery A&P 2225738

7August02 Hobbs time 4881.2 Right engine total time 7059.8

- 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. TOOL/FOD OK RBL

Signed: Bob Laughery
Mechanic Certificate: A&P 2225738

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16AUG02			4890.2	REPLACE OVERSPEED GOVERNOR P/N OFF 210631 S/N 1700943J & P/N ON 210631 S/N 2457621K. GROUND RUN FOR PROPER OPERATION. TOOLIFOD OK RBL B. Laughery A&P2225738
12SEP02			4908.4	ENGINE VIBRATION SURVAY CONDUCTED BY DONCAN AVIATION THIS DATE. SEE LOG ENTRY IN PROP LOG ATTACHED VIB CARDS. B. Laughery A&P2225738
10/22/02			49299	REPLACED INTAKE SCREEN WITH NEW UNIT. Kevin Carlson MP 390927047

27Nov02 Hobbs time 4942.9 Right engine total time 7121.5 Engine TSO 3625.1

- 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 right flow divider and replace with left flow divider to troubleshoot N1 hesitation at 40% in start sequence of left engine.
- 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

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2/26/03			4998.5	COMPLIED WITH T.B. 1610 R2, INSPECTION
				OF EXHAUST DUCT FOR INFERIOR WELDS
				NO DEFECTS NOTED.
				KEITH GORDON A&P 390827047
5/15/03			5050.0	REPLACE ENGINE MOUNTS IAW
				ANOKA AIR CHARTER AAIP ; BEECH
				MAINT. MANUAL 4000 HR TBO.
				NEXT DUE 9050.0 P/N INSTALLED
				SD-38913 3-15.
				B. Laughery A&P 2225738
6/3/03			5065.7	REMOVE FUEL NOZZLES ; FLOW
				CHECK. ALL NOZZLES SATISFACTORY.
				REINSTALLED USING NEW SEALS AND
				PACKINGS. FLOW CHECK PERFORMED
				IAW MORE PROGRAM INSPECTION
				GUIDELINES. GRD RUN OK.
				Bob Laughery
				A&P 2225738
				SUB-TOTALS this page
				TOTALS—Carry forward to next page

16September2003 Hobbs time 5137.3 Right engine TT 7315.9 Engine TSO 3819.5

- Inspect engine in accordance with Anoka Air Charter AAIP phase #1.
- Comply with 200-hour inspection requirements of the MORE program. See inspection checklist for pertinent items.
- Adjust high idle to specifications.
- Adjust low idle to specifications.
- Replace prop deice brushes p/n 3E2011-1 due to oil contamination.
- Remove propeller and replace prop shaft seal and gasket to correct oil leakage at front of engine. Seal p/n 3026652, gasket p/n 3039954.
- 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: Bob Laughery
Mechanic Certificate: A&P 2225738

2/16/04			5254.8	BOROSCOPE HSI ? ITT CALIBRATION C/W
				B+ MIDWEST TURBINE SERVICE
				CRS DATED 19? SEE ATTACHED
				INSPECTION SHEET. FUEL NOZZLES
				FLOW CHECKED AT THIS TIME.
				B. Laughery A&P 2225738

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6July2004 Hobbs time 5343.2 Right engine TT 7521.8 Engine TSO 4025.4.

- Inspect engine in accordance with Anoka Air Charter AAIP phase #2.
- Comply with selected 400-hour inspection requirements of the MORE program. See inspection checklist for pertinent items.
- Replace right engine igniters with p/n 10-390667-1 and 3031272 gaskets.
- 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: Bob Laughlin

Mechanic Certificate: A&P 2225738

15 October 2004 Aircraft hobbs:5408.5 Engine TT: 7587.1 Engine TSO: 4090.7

- Replaced fuel control unit with overhauled unit P/N 3244745-3, S/N A75406
- Replaced fuel pump with overhauled unit P/N 025323-101-03, S/N 12128
- Replaced ignition exciter with overhauled unit P/N 10-381550-1, S/N 13621F

All work accomplished in accordance with Pratt and Whitney PT6A-21 maintenance manual. Aircraft approved for return to service.

Signed: Keith A Olson

A&P 390827047

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7 December2004 Hobbs time 5444.1 Right engine TT 7622.7 Engine TSO 4126.3.

- Inspect engine in accordance with Anoka Air Charter AAIP phase #3 and #4.
- Safety wire extended nut on FCU.
- Phase #2 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 Tawdery
Mechanic Certificate: A&P 2225738

2/25/05		4184.5	55023	REPLACED OIL FILTER PER MORE PROGRAM REQUIREMENTS. KEITH AGREE A&P 390827047

4 May 2005 Hobbs time 5525.2 Right engine TT 7703.8 Engine TSO 4207.4.

- 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 Agree
Mechanic Certificate: A&P 390827047

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4 November 2005 Hobbs time 5662.8 Right engine TT 7841.4 Engine TSO 4345.0.

- Inspect engine in accordance with Anoka Air Charter AAIP phase #1.
- Replace starter generator blast tube p/n 115167CXX160986.
- Take oil sample and oil filter sample in accordance with More Program requirements.
- Phase #2 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 #1 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Keith Aaker
Mechanic Certificate: A&P 390827047

3 January 2006 Hobbs time 5702.5 Right engine TT 4384.7

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

- Check calibration of right torque meter.
- Inspect right engine compressor section for FOD.
- Inspect right engine exhaust duct area.
- Inspect right engine starter generator splines for wear.
- Flow check right engine fuel nozzles and reinstall.
- Boroscope right engine in accordance with the More Program and Pratt and Whitney guidelines for boroscope inspections.
- Checked calibration of prop RPM gauges during ground runs. Checked OK.
- Compressor wash right engine.
- Comply with right engine CT disk wash and rinse
- Comply with right engine adjustment/test procedure.
- Comply with right engine vibration analysis.
- Check balance of right 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 Saueressig
Mechanic Certificate: A&P 2225738

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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

3 October 2006 Hobbs time 5861.5 Right engine TT 8040.1 Engine TSO 4543.7
Engine Cycles: 8640

- Inspected engine in accordance with Anoka Air Charter AAIP phase #2.
- Replaced leaking propeller seal with new P/N3039954
- Replace starter generator brushes P/N 30300-1286
- Take oil sample and oil filter sample in accordance with More Program requirements.
- Complied with engine adjustment/test procedure in accordance with More Program requirements
- Checked starter/generator spline wear in accordance with More Program requirements
- Complied with compressor and CT wash and rinse 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: Keith Carlson
Mechanic Certificate: A&P 390827047

12 January 2007 Hobbs time 5940.8 Right engine TT 8119.4 Engine TSO 4543.7

- Inspected engine in accordance with Anoka Air Charter AAIP phase #3 and #4.
- Take oil sample and oil filter sample in accordance with More Program requirements.
- Complied with engine adjustment/test procedure in accordance with More Program requirements
- Checked starter/generator spline wear in accordance with More Program requirements
- Complied with compressor and CT wash and rinse 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~~ 3 & 4 and is approved for return to service. Pertinent details of this inspection are on file at this facility.

Signed: Bob Lanyhere
Mechanic Certificate: A&P ~~2~~225738

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7/25/07	0	4655.8	6052.9	COMPLIED WITH 100 HOUR MORE
				PROGRAM ITEMS IN ACCORDANCE
				WITH MORE CHECKLIST TO INCLUDE
				OIL AND FILTER SAMPLES FOR
				ANALYSIS, ENGINE WASHES, AND
				GENERAL CONDITION INSPECTION.
				KELLY GIBSON A&P 390827047

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

R/H

~~Aircraft~~/Engine/~~Propeller~~ Total Time: 8283.9

~~Aircraft~~/Engine/~~Propeller~~ Total Cycles: 8519

Signature Patrick Townsend

Beechcraft C90 **N904US** **Hobbs: 6105.3**
S/N: LJ-856 **01-02-08** **Eng T.T.: 8283.9**
R/H Engine M/N: PT6A-21 **S/N: PCE24853** **Eng TSOH: 4787.5**
Completed the following Maintenance: **Eng Total Cycles: 8519**

1. **Complied with the Phase 1-4 Inspections referencing the Beechcraft C90 Maintenance Manual.**
2. **Removed the inlet and outlet filters. Cleaned and inspected the High Pressure Filter, no defects noted. Removed and installed new o-rings (P/N: MS25988/1-022, MS25988/1-916, MS25988/1-928, and MS25988/1-212) and a new Low Pressure Filter (P/N: 572744). Reinstalled the filters and secured. Leak check found to be satisfactory.**
3. **Removed and inspected the Magnetic Chip Detector, no defects noted. Operationally checked and found to be satisfactory. Reinstalled using a new o-ring (P/N: M83248/1-115). Leak check found to be satisfactory. The Chip Detect functional check is due again at 8945.4 ACTT.**
4. **Removed the Oil Filter and obtained a sample. Cleaned, inspected, and reinstalled the Oil Filter using new o-rings, secured, no defects noted. Oil Analysis is due again at 8645.4 ACTT.**
5. **Performed a compressor wash and turbine rinse as needed.**
6. **Removed, inspected, and reinstalled the forward Oil Strainer Screen, no defects noted, safetied. Borescoped the Combustion Chamber Liner and the Compressor Turbine Vanes and Blades, no defects noted. The Borescope Inspection is due again at 8945.4 ACTT.**
7. **Removed the R/H Primary Governor (P/N: 8210-002AE; S/N: 1580194), sent to Aircraft Accessories of Oklahoma, Inc. for repair (under w/o # 30726), and reinstalled. Rigged and adjusted the Beta Valve as required. Operational and leak checks found to be satisfactory.**
8. **Removed all the Fuel Nozzles (P/Ns: 3014704, 3014705, 3019757, 3019491, and T3019491), sent to Prime Turbines for overhaul (under w/o # W0030901) for overhaul, and reinstalled using new o-rings (P/N: AS3209-009) and Gaskets (P/N: CA3029566). Secured the nozzles and safetied. Leak check found to be satisfactory. The Fuel Nozzle Flow Check is due again at 8745.4 ACTT.**
9. **Repaired the baffle near the bulkhead fitting on the R/H lower side, nearest flow divider. Applied Red High Temperature RTV.**
10. **Removed and installed a new Oil Cooler Drain o-ring (P/N: MS29561-011). Secured the drain plug. Leak check found to be satisfactory.**
11. **Removed and installed a new outboard Igniter Lead (P/N: 10-395427-5). Operational check found to be satisfactory.**
12. **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.**

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13. 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.
14. Performed a Compressor Inspection per the M.O.R.E. Instructions. The Compressor Inspection is due again at 8945.4 ACTT.
15. 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.
16. Checked the Calibration of the Torque and Oil Pressure and found to be satisfactory. Checked the I.T.T.
17. Removed and installed one new Engine Fuel Nozzle Supply Tube (P/N: 3011155). Leak check found to be satisfactory.
18. Split the engine at the "C" flange and found 2 bad thermocouples and the harness shorting to the engine. Removed and installed a new Harness (P/N: 3040110). Removed and installed new Thermocouples (P/N: 3022984) using new washers (P/N: 3010671) referencing the Pratt & Whitney Maintenance Manual, 77-20-01. Reinstalled the power section referencing the Pratt & Whitney Maintenance Manual, Chapter 72-00-00. Checked the ITT Loop resistance and found to be satisfactory. Run-up and leak check of the engine found to be satisfactory.
19. Shimmed the R/H Spinner as needed and installed 2 new Shims (P/N: B632).
20. Removed and installed new Engine Breather Line Support Clamps (P/N: MS21919WH12 and MS21919WH22).

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**
R/H Engine M/N: PT6A-21 **S/N: PCE24853**
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.: 8283.9**
R/H Engine M/N: PT6A-21 **S/N: PCE24853** **Eng TSOH: 4787.5**
Completed the following Maintenance: **Eng Total Cycles: 8519**

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: R. Moline
Richard Moline CRS MZER198L

Pag

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	AFTT	8559.6
TSHS		LOGBOOK INSERT	ENGINE TSN	
CSO			TCSN	
			A/C Landings	8966

RIGHT 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

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

E. Sturgis — Authorized By

35855 — Work Order

Date: 4/4/08 N# 904US Acft Hrs: 6119.5

MODERN AERO, INC. FAA CRS MZER198L | Work Order #: 35855 | 4/4/2008

N904US DATE: 04/4/2008 HOBBS: 6119. 5
Right engine

Removed the primary governor P/N S8210-002AE S/N 1580194 and sent to aircraft accessories for repair under W/O 30726. Reinstalled after repair, ops check and leak check satisfactory. Ref Modern Aero W/O 35855.

E.Sturgis E. Sturgis

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	4839.3	FAA REPAIR STATION ABOR475B	AFTT	8596.9
TSHS	1289.5	LOGBOOK INSERT	ENGINE TSN	8335.4
CSO	5065		TCSN	8562
			A/C Landings	9002

RIGHT 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

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

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9-2-09 TSO 5040.0 TT 8536.1 Cycles 8790 TSHSI 1490.8 Hobbs 6357.5 ATT 8,797.5 Right PC-E 24691, 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. CW oil sample for analysis by AV LABS. Inspected exhaust duct and power turbine per visual insp. Inspected compressor inlet first stage. Inspected Fuel pump drain cavity for evidence of pump coupling fretting/wear. no evidence indicated Airworthiness directives complied with. Ground performance run & systems check satisfactory. I certify this engine has been inspected IAW a phase 1 inspection and has been determined airworthy for return to service. BAI WO 9845. Authorized Signature _____

Certificate A&P 53960735

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: 8704.5
ACTT: 8965.9

RH ENG SN# PCE-24853
RH ENG TSO: 5208.4
RH ENG CSO: 5461
RH ENG CSN: 8958
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. Balanced propeller to below .02 IPS.
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 449020543

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

RH ENG SN# PCE-24853
RH ENG TSO: 5208.4
RH ENG CSO: 5461
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: A0009W1K diameter 8.524, inspected and re-installed.
2. Removed compressor turbine vane PN: 3032651F, SN: 2E841 inspected and re-installed.
3. Inspected first stage compressor inlet blades.
4. Tested ITT Harness and probes, loop resistance.74 heat response good on all probes.
5. Removed fuel nozzles, cleaned, flow tested, inspected and re-installed. Nozzles due overhaul at ENG TSO: 6188.4.
6. Accomplished an engine ground power target performance run in accordance with Pratt & Whitney Maintenance Manual PN: 3013242, Chapter 71-02-40.
7. All the above work was accomplished in accordance with Pratt & Whitney Maintenance Manual PN: 3013242.
8. 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

RH ENG SN: PCE-24853
RH ENG TSO: 5208.4
RH ENG CSO: 5461
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: 311466-01.
10. Adjusted prop governor high, one turn.
11. Freed-up prop de-ice brush block brushes so brushes would make contact with slip rings.
12. Ground run leak check was satisfactory.
13. 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
Right Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	1835	Date	10/27/10
RH Eng TT	5286.3	HBS	6603.8
RH S/N	PCE-24853	ATT	9043.8

- Removed, inspected and reinstalled right 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-24853**
ACTT 9070.8 Hour Meter 6630.8 Ldg Cycles 9522
ENGTT 8809.4 TSO 5313.3 CSN 9106 CSO 5609

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
Right Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	1995	Date	01/20/11
RH Eng TT	5318.3	HBS	6635.8
RH S/N	PCE-24853	ATT	9075.8

- Removed, inspected and reinstalled right 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

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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
Right Engine

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	1995	Date	02/25/11
RH Eng TT	5340.7	HBS	6657.7
RH S/N	PCE-24853	ATT	9097.7

- Replaced right fuel flow transmitter with overhauled unit P/N-90-380009-7 S/N-3998EX in accordance with Beech C90 Maintenance Manual Chapter 77-00-00. Operational and leak check satisfactory.
- 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

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

N#	904US	Mfg.	Beechcraft
Model	C90	S/N	LJ-856
WO#	2191	Date	06/09/11
RH Eng TT	5383.0	HBS	6700.5
RH S/N	PCE-24853	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-4895 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

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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
Right Engine

N# 904US Mfg. Beechcraft
Model C90 S/N LJ-856
WO# 2533 Date 09/26/2011
RH Eng TT 5438.3 HBS 6755.8
RH S/N PCE-24853 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

Precision Aviation Maintenance, Inc

January 19, 2012 N904US Engine # 2 PT6A-21 S/N PCE-24853
Hobbs 6788.1 TSO 5471.1 TSN 8970.7

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 # 2 PT6A-21 S/N PCE-24853
Hobbs 6802.4 TSO 5484.4 TSN 8985.0

Complied with Phase 2,3,4. 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 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

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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: 04/26/13** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9278.6 **ENG TT: 9021.2**

Removed snubber assembly and pressure transducer, installed new packings and reassembled in accordance with HBC Maintenance Manual Chapter 79-30-00-201 and Pratt & Whitney Maintenance Manual Chapter 72-60-00. Ground run and leak check satisfactory. 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 AP2853363IA

Reg. # N904US **Date: 07/31/13** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9283.3 **ENG TT: 9025.9**

- Complied with Phase I 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 right engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.
- Replaced right engine inboard igniter with new P/N-CH34055 in accordance with Pratt & Whitney Maintenance Manual Chapter 74-10-00. 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

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DATE	TIME IN SERVICE	TIME SINCE OVERHAUL	METER TIME	SIGNATURE & CERTIFICATE NUMBER & TYPE OF MAINTENANCE
				TOTALS brought forward from previous page

Reg. # N904US **Date: 12/16/13** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9361.1 **ENG TT: 9058.7** **ENG CYC: 9257**

- Complied with M.O.R.E 50/100/200 hour inspections on right 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-1589534K Installed P/N-210631 S/N-2172467. 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: 04/23/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9362.7 **ENG TT: 9105.3** **ENG CYC: 9286**

- Complied with M.O.R.E 50/100/400 hour inspections on right engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00. Leak check satisfactory.
- Removed and replaced right 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

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Reg. # N904US **Date: 06/05/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9371.4 **ENG TT: 9114.0** **ENG CYC: 9296**

- 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 right 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

Reg. # N904US **Date: 10/14/14** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9408.2 **ENG TT: 9150.8** **ENG CYC: 9337**

- Complied with M.O.R.E 50 hour chip detector inspection on right 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	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: 07/07/15** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9440.3 **ENG TT: 9182.9** **ENG CYC: 9361**

- 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 right engine compressor bleed valve with overhauled unit in accordance with Pratt and Whitney Maintenance Manual Chapter 75-30-00. Operational check satisfactory. RH installed P/N-3100829-03 S/N-A9301 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

Reg. # N904US **Date: 06/17/16** **Customer: DM Aircraft**
Make: Beechcraft **Model: C90** **S/N: LJ-856**
RH Engine: PT6A-21 **S/N: PCE-24853**
ACTT: 9476.4 **ENG TT: 9219** **ENG CYC: 9386**

- Complied with Phase 2, 3 and 4 Inspections in accordance with Hawker Beech Maintenance Manual Chapter 05-21-00.
- Complied with M.O.R.E 50 hour chip detector inspection on right engine in accordance with Pratt & Whitney Maintenance Manual Chapter 72-10-00 and M.O.R.E. Checklist. Leak check satisfactory.
- Removed and replaced right inboard and outboard igniters P/N-CH34055 and leads P/N-3119832-01 with new in accordance with Pratt and Whitney L.M.M. Chapter 72-20-04. 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

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DAT

CLAY LACY Aviation

RIGHT ENGINE LOGBOOK ENTRY
DATE: 08/17/2017

N904US PRATT & WHITNEY PT6A-21 S/N: PCE-24853 HOBBS: 7073.4
ACTT: 9513.4 ETT: 9256.0 ENG CYC: 9412

- 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 right 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

CLAY LACY Aviation

RIGHT ENGINE LOGBOOK ENTRY
DATE: 09/10/2018

N904US PRATT & WHITNEY PT6A-21 S/N: PCE-24853 HOBBS: 7083.4
ACTT: 9523.4 ETT: 9266.0 ENG CYC: 9423

- 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

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

Allen McGregor
AP2181249

CLAY LACY Aviation

RIGHT ENGINE LOGBOOK ENTRY
09/27/2018

N904US PRATT & WHITNEY PT6A-21 S/N: PCE-24853 HOBBS: 7084.2
ACTT: 9524.2 ETT: 9266.8

Inspected engine overhaul records and found no mention of compliance with SB 72-1427 / AD 2014-11-05. Disassembled engine at the "C" flange and confirmed that the containment ring was not modified. Removed ITT Bus bar, power turbine stator and containment ring and shipped them for repair to Turbines Inc.
Installed overhauled PT Stator Housing Assembly P/N: 3024119. Overhauled PT Stator Housing Assembly consists of: Overhauled Containment Ring P/N: 3109595-01 S/N: 4C695 to comply with AD 2014-11-05; Overhauled T5 Bus Bar P/N: 3027629 S/N: 7F604; 1ea T5 Probe P/N: 3022983. Engine was reassembled IAW Pratt & Whitney Canada Maintenance Manual 3013242 Chapter 72-50-03. Engine run and leak checked good.

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

Emmett Esmond
AP3155315

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

FLIGHTCRAFT

Log Entry Type: #2 Engine **Reg#:** N904US **Model:** PT6A-21 **S/N:** PCE-24853

TTENG: 9280.0 Cycles: 9434 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
