AIRCRAFT MAINTENANCE LOG

02 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 4 RRXA

8212-16

ACFT. NO.	ACFT. TYPE
N996GL	DC-8 71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:																
2	:																
3	:																
4	:																

	NO	SOURCE	DISCREPANCY	NO	CORRECTIVE ACTION	DATE	STA	MECH
3311	1	P (M)	CAPT ALT - NORMAL PITOT SW. PANEL HAS BROKEN LIGHT BULB IN PANEL (BACK GROUND LITE)	1.	R+R CAPT ALT/NORM STATIC SYS LIGHT PNL OP CKS GOOD IAW DC-8 MM 33-10-0	9/1/00	KDAY	23653
0523	2	P (M)	CONFORMITY INSP. DUE	2.	CONFORMITY INSP. COMPLYED WITH IAW SP014 INSPECTION	08-28-00	KDAY	40076 Q
5720 ~~1130~~	3	P (M)	SCREW MISSING TOP LT WING AT OUTBD SLOT. SCREW MISSING FROM LEADING EDGE FOR SPAR CAP.	3.	Installed screws in Lt OB Slot IAW DAC DC-8 SRM 51-3-0	9-01-00	KDAY	[illegible]
1130	4	P (M)	AIRCRAFT NEEDS NEW TAIL NUMBER + SELCALL PLACARD FOR FWD INST. PANEL	4.	TAIL NUMBER + SELCAL PLACARD INSTALLED AS REQUIRED	9/17/00	KDAY	60218
5254	5	P (M)	SCREW MISSING OFF COCKPIT DOOR THAT HOLD THE PLASTIC COVER FOR AW CERT, RADIO, + REG.	5.	INSTALLED SCREW AS REQ'D.	8/30/00	KDAY	02535
1130	6	P (M)	GOVERMENT REQ. PLACARDS MISSING FOR LEVELING ACFT ON NOSE W/W + LT. MAIN W/W IAW MM 11-10-6 + 11-11-4	6.	INSTALLED LEVELING PAD PLACARD AS REQUIRED IAW DC-8 MM 11-10-6 + 11-11-4	9/15/00	KDAY	60218

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	FOS.
1	ALT-Normal pitot light panel	4751632-1	NSN	4751632-1	NSN TL	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W	STATION	PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172	1-DIST.	2-DIST.	3-DIST.
DATE	CERT. NO									
GMT TIME	AUTH SIG	PREV. A/C FLT HRS	91921:43	FLT HRS THIS PAGE	:0	TOTAL A/C FLT HRS	91921:43			

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-17 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

0 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CF COMPANY

U.C. 4 RRXA

8212-17

ACFT. NO.	ACFT. TYPE
N996GL	DC-8 71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

NO FLT / MX Only

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				Ø	Ø	Ø	Ø									
2	:																
3	:																
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3615	1.	P / (M)	PNEUMATIC CROSSFEED VALVE AND COUPLER REMOVED, FOR REPAIR OR REPLACEMENT OF "O" RINGS IN COUPLER, DUE TO EXCESSIVE AIR LEAK AT COUPLER.	1.	Reinstalled pneumatic crossfeed valve and coupler (with new o-rings) IAW DC8 MM 36-12-04 Leaks ck and ops check good	9-5-00	KDAY	40078
5351	2.	P / (M)	Removed Radome assy. TO Fascilatate sheet metal maintanance Repair To RADOME Attach Area.	2.	Installed Radome Assy IAW DC-8 MM 53-50-1 Pg 401	9/7/00	KDAY	15639
5351	3.	P / (M)	Aircraft Has slight S/M DAMAGE INBETWEEN THE TWO ATTACH Lugs for THE RADOME upper Mount	3.	REMOVED EXCESS METAL OF PREVIOUS REPAIR + DRESSED UP EDGE AS REQUIRED IAW SRM CHP 53-2-0 + STANDARD S/M PRACTICES	9-2-00	KDAY	57288
3420	4.	P / (M)	#2 DG WILL NOT Pull FLAGS IN RMI, TAKES 15 MINS TO STABALIZE AND PRECESSES INTERMITTANTLY	4.	R+R #2 DG OP CKS GOOD IAW DC-8 MM 23-41-32-13	9/1/00	KDAY	23653
2510	5.	P / (M)	Fuel leak #1 Alt + #4 Alt	5.	opened 505-A & 505-B c/w to F.O.M. ok to close 7997 Removed deffective sealant, clea + resealed IAW DC8 MM 28-10-01	9/1/00	DAY	7997
0522	6.	P / (M)	B-4 CHECK REQUIRED	6.	Completed a B-4 Ck on aircraft IAW EWA B-4 Inspection work cards	10/1/00	KDAY	31188

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	DIR. GYRO	2588302-5	8104878K	2588302-4	7072277K	2

AIRWORTHINESS RELEASE

CHECK C/W: B-4	STATION: KDAY
DATE: 10-2-00	CERT. NO. [redacted]
GMT TIME: 16:29Z	AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-18

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS.	91921:43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:43

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

INS READOUT

1-DIST.	2-DIST.	3-DIST

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02 2/99) Litho U.S.A.

EMERY WORLDWIDE

Q.C. 4 RRXA

8212-18

ACFT. NO. N 9166 | ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3			MAINT.			GALLY										
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1																	
2																	
3																	
4																	

NO.	SOURCE	DISCREPANCY
1	P (M)	C/W "C" CHECK CARD 6101
2	P (M)	C/W "C" CHECK CARD 8171
3	P (M)	C/W "C" CHECK CARD 8172
4	P (M)	C/W "C" CHECK CARD 8173
5	P (M)	C/W "C" CHECK CARD 8174
6	P (M)	C/W "C" CHECK CARD 3201

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	COMPLIED WITH "C" CHECK CARD 6101 IAW EWA WORK CARD 6101. RII [redacted] 15039	9/18/00	KDAY	53238
2.	COMPLIED WITH "C" CHECK CARD 8171 IAW EWA WORK CARD 8171 [redacted] 15039	9/17/00	KDAY	53238
3.	COMPLIED WITH "C" CHECK CARD 8172 IAW EWA WORK CARD 8172 RII [redacted] 15039	9/17/00	KDAY	53238
4.	COMPLIED WITH "C" CHECK CARD 8173 IAW EWA WORK CARD 8173 RII [redacted] 15039	9/17/00	KDAY	53238
5.	COMPLIED WITH "C" CHECK CARD 8174 IAW EWA WORK CARD 8174 RII [redacted] 15039	9/17/00	KDAY	53238
6.	COMPLIED WITH "C" CHECK CARD 3201 IAW EWA WORK CARD 3201 RII [redacted] 15039	9/18/00	KDAY	53238

0523 0523 0523 0523 0523 0523

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A | STATION: KDAY

DATE: 10-2-00 | CERT. NO: [redacted]

GMT TIME: 1630Z | AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO: 8210-19

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS.	91921:43	FLT. HRS. THIS PAGE	:6	TOTAL A/C FLT. HRS.	91921:43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

02 /99) Litho U.S.A.

EMBRAER WORLDWIDE

D.C. 4 RRXA

8212-19

ACFT. NO. N996Gc ACFT. TYPE EMB-145LR

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2							MAINT. ONLY.									
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1																	
2																	
3																	
4																	

NO	SOURCE	DISCREPANCY
1.	P (M)	C/W "C" CHECK CARD 6201
2.	P (M)	C/W "C" CHECK CARD 6202
3.	P (M)	C/W "C" CHECK CARD 8271
4.	P (M)	C/W "C" CHECK CARD 8272
5.	P (M)	C/W "C" CHECK CARD 8273
6.	P (M)	C/W "C" CHECK CARD 8274

NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	COMPLIED WITH "C" CHECK CARD 6201 IAW EWA WORK CARD 6201. RII Flight 15639	9/18/00	KDAY	53238
2.	COMPLIED WITH "C" CHECK CARD 6202 IAW EWA WORK CARD 6202 RII Flight 15639	9/18/00	KDAY	53238
3.	COMPLIED WITH "C" CHECK CARD 8271 IAW EWA WORK CARD 8271 RII Flight 15639	9/17/00	KDAY	53238
4.	COMPLIED WITH "C" CHECK CARD 8272 IAW EWA WORK CARD 8272 RII Flight 15639	9/17/00	KDAY	53238
5.	COMPLIED WITH "C" CHECK CARD 8273 IAW EWA WORK CARD 8273 RII Flight 15639	9/17/00	KDAY	53238
6.	COMPLIED WITH "C" CARD 8274 IAW EWA WORK CARD 8274 RII Flight 15639	9/17/00	KDAY	53238

0523 0523 0523 0523 0523 0523

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A STATION: KDAY

DATE: 10-2-00 CERT. NO. [redacted]

GMT TIME: 16:30Z AUTH SIG.

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-20

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS.	91921:43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

02 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

8212-20

ACFT. NO. N 996GL ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (LSG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2							MAINT. ONLY.									
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:																
2	:																
3	:																
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
0523	1.	P (M)	C/W "C" CHECK CARD 6403	1.	COMPLIED WITH "C" CHECK CARD 6403 IAW EWA WORK CARD 6403 RII [signature] 15639	9/16/00	KDAY	53238
0523	2.	P (M)	C/W "C" CHECK CARD 8403	2.	COMPLIED WITH "C" CHECK CARD 8403 IAW EWA WORK CARD 8403 RII [signature] 15639	9/16/00	KDAY	53238
0523	3.	P (M)	C/W "C" CHECK CARD 6601	3.	COMPLIED WITH "C" ~~CARD~~ CHECK CARD IAW EWA WORKCARD 6601 RII [signature] 15639	9/16/00	KDAY	53238
0523	4.	P (M)	C/W "C" CHECK CARD 8671	4.	COMPLIED WITH "C" CHECK CARD 8671 IAW EWA WORK CARD 8671 RII [signature] 15639	9/17/00	KDAY	53238
0523	5.	P (M)	C/W "C" CHECK CARD 8672	5.	COMPLIED WITH "C" CHECK CARD 8672 IAW EWA WORK CARD 8672 RII [signature] 15639	9/17/00	KDAY	53238
0523	6.	P (M)	C/W "C" CHECK CARD 8673	6.	COMPLIED WITH "C" CHECK CARD 8673 IAW EWA WORK CARD 8673 RII [signature] 15639	9/17/00	KDAY	53238

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A
STATION: KDAY
DATE: 10-2-00
CERT. NO. [redacted]
GMT TIME: 16:32Z
AUTH SIG.: [signature]

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-20

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS	91921.43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS	91921.43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

Q.C. 4 RRXA

8212-21

ACFT. NO. N996GE — ACFT. TYPE DC-8-71F

FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO	MAIL
1															
2															
3															
4															

DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1																
2																
3																
4																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1 (0523)	P/M	C/W "C" CHECK CARD 8674	1.	COMPLIED WITH "C" CHECK CARD 8674 IAW EWA WORK CARD 8674	9/17/00	KDAY	53238
2 (7611)	P/M	AIRCRAFT REQUIRES POWER ASSURANCE AND TRIM OF ALL ENGINES, RUN	2.	Ran all Engs and Performed Power Assurance run and Trimmed as needed. All Eng Ops ck good on ground IAW DC-8 Jet Runup Handbook	8-28-00	KDAY	31179
3 (3020)	P/M	# 2 ENG ANTI ICE VALVE Light ON	3.	Removed and replaced #2 engine anti ice valve IAW DC-8 mm 75-12-25. Leak and Ops check due. See item #1 log page #8212-22	9-5-00	KDAY	72961
4 (3023)	P/M	L/H SCOOP ANTI ICE VALVE INOP	4.	Removed L/H Scoop A/ICE VALVE & Installed Serviceable Unit I/A/W DC8 MM 30-20-2.	9/15/00	KDAY	31159
5 (3611)	P/M	#3 Eng over pressure on taxi	5.	Removed/Replaced #3 Engine Pneumatic Pressure Regulator Valve As Per DC8 Maint. Manual Chapt. # 36-12-1 Need ops & lk check. #3 eng Ops ck good IAW DC-8 Jet runup Handbook	9-7-00	KDAY	61025
6 (3611)	P/M	# 4 Eng over pressure on taxi	6.	R&R #4 Eng Pneu. Press. Reg. As Per DC8MM Chapter #36-12-1 Needs ops & lk check. C/W OPS & LK CK I/A/W units m/m 36-12-55 OPS CKS GOOD	9/7/00	KDAY	25956

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	Pressure Regulator	3214324-2	P-365	3214324-2	P-215	#4 ENG.
5	Pressure Regulator	3214324-2	P-464	3214324-2	P-~~464~~ 587	#3 ENG
3	Nose cowl anti-ice valve	979904-1	P398	979904-1	P-360	#2 eng
4	L/H Scoop A/ICE VALVE	25633751-07	8100620	25633751-07	5430126	LH Scoop

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W: NA	STATION: KDAY	PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172	1-DIST.	2-DIST.	3-DIST.
DATE: 9/28/00	CERT. NO.: [redacted]									
GMT TIME: 1015	AUTH SIG.: [redacted]	PREV. A/C FLT. HRS.	91921:43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:43			

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-22 — BOOK CHANGED NEW LOG PAGE NO.: — CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

0 (2/99) Litho U.S.A.

EMERY WORLDWIDE

Q.C. 4

8212-22

ACFT. NO. N 996CR | ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1																	
2																	
3																	
4																	

	NO	SOURCE	DISCREPANCY	NO	CORRECTIVE ACTION	DATE	STA	MECH
3022	1	P / (M)	Ref log page 8212-21 item #3. Leak and Ops check due on #2 long nose cowl antice valve.	1	LK & OPS CHECK GOOD ON #2 ENG NOSE COWL ANTI ICE VALVE.	9/7/00	KDAY	15639
2810	2	P / (M)	Fuel LK #3 MAIN TANK AT 57-88D OUBLER	2	Located fuel leak source desealed, cleaned and resealed IAW S/M 28-10-1 Ref to Repair Sta. N2 RR559Y RD.5200540 CRT 439615316	9-8-00	KDAY	439615316
~~2221~~ 3421	3	P / (M)	DURING B-4 CHECK FOUND F/O'S HSI & CAPT'S RMI WITH OFF FLAGS IN VIEW & PRECESSED - COULD NOT RESET	3	REMOVED & REPLACED NO 2 DIR. GYRO. SYSTEM OPS CHECK GOOD ON GRD IAW DC-8 M. CH 34-10-0	9/6/00	KDAY	51464
2321	4	P / (M)	DURING B4 CHECK LOUD STATIC AUDIBLE WITH PEDISTAL LIGHTS TURNED ON	4	REMOVED AND REPLACED F/O'S AUDIO SELECT PANEL. SYSTEM OPS CHECK GOOD ON GRD IAW DC-8 M M CH 23	9/6/00	KDAY	51464
3512	5	P / (M)	1st obs. OXYGEN REGULATOR TO BE REPLACED I.A.W MAINT AUT. E.O # AM-3515-01-02	5	1st obs OXYGEN REGULATOR REPLACED I.A.W E.O # AM-3515-01-02, Ops Checks GOOD I.A.W M.M. 35-10-0	9/13/00	7913	85758
3513	6	P / (M)	1st Obs OXYGEN MASK ASSY TO BE REPLACED I.A.W E.O # AM-3515-01-02	6	1st obs OXYGEN MASK REPLACED I.A.W E.O # AM-3515-01-02, ops Checks Good I.A.W. M.M. 35-10-0	9/13/00	7913	85758

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
03	DIRECTIONAL GYRO	2588302-4	7072277	2588302-4	6050444	02
04	AUDIO SELECT PANEL	G1928A	143	G1928A	123	02
05	OXYGEN FLO/ REGULATOR	100-002-010	175	158301	60524	1st Obs.
06	OXYGEN MASK ASSY	358-1201V1	NSN	358-1178V2	13905	1st Obs

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W	STATION	PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172	1-DIST.	2-DIST.	3-DIST.
DATE	CERT. NO.									
GMT TIME	AUTH. SIG.	PREV. A/C FLT. HRS	91921:43	FLT. HRS THIS PAGE	:0	TOTAL A/C FLT. HRS	91921:43			

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-23 | BOOK CHANGED NEW LOG PAGE NO. | CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

(2/99) Litho U.S.A.

EMERY WORLDWIDE

4 RRXA

8212-23

ACFT. NO.	ACFT. TYPE
N996GE	DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP.#	T.O.	LDG	A/P	CREW	EMP.#
1	:																
2	:																
3	:																
4	:																

NO FLY (handwritten across flight data)

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3512	1.	P/M	FLIGHT ENGINEER OXYGEN REGULATOR TO BE REPLACED I.A.W EO # AM-3515-01-02	1.	R&R'D O2 Regulator I/A/W EO # AM-3515-01:02 F/E Pos. O2 Regulator Ops Checks Good I.A.W. M.M. 35-10-0	9/25/00	KDAY	85758
	2.	P/M	~~FE'S O2 MASK TO be Replaced I/A/W EO # AM-3515-01-02~~ VOID EIE RSW	2.	~~R&R'D O2 MASK I/A/W EO# AM-3515-01-02~~ VOID EIE RSW	—	—	
3512	3.	P/M	Comply with EO # AM-3515-01-02 AT 2ND OBS STATION	3.	R&R'd 2nd Obs O2 Mask and O2 Reg. I.A.W. EO # AM-3515-01:02, 2nd Obs O2 Reg. and Mask Ops Checks Good I.A.W. M.M. 35-10-0	9/25/00	KDAY	85758
0523	4.	P/M	A/C Registration Requires update.	4.	Replaced Registration form 8050-3 as required.	9-1600	KDAY	75093
2713	5.	P/M	Rt AILERON PACK SWIVEL HAS SKYDROL LK PNLS ABOVE AND BELOW AILERON PACK ARE REMOVED.	5.	R&R Rt AILERON SWIVEL & MANIFOLD ASSY IAW DC-8 MM 27-11-6 LK AND OPS CHECKS GOOD. PNLS ARE INSTALLED AS REQUIRED. RII [illegible] 15639	9/21/00	KDAY	63340
1130	6.	P/M	Lt WING FUEL SERVICE DOOR MISSING EXTERIOR STENCIL. (FUEL PANEL)	6.	THIS ITEM PREVIOUSLY COMPLIED WITH ON NIR Pg 4 ITEM 16	9/18/00	KDAY	15639

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	O2 MASK	358-1030X	10143	358-1178V2	MASK = 10158TU	2ND OBS
3	O2 Regulator	900-002-010	MR35133-37	158306	601008 M	2ND OBS
~~2~~	~~O2 MASK~~ ERROR	~~900-760-036~~	~~NSN~~	~~358-1178V2~~	~~13907~~	~~FE~~
1	O2 Regulator	900-002-010	352 M	158306	00127 M	FE
~~2~~	~~O2 MASK~~ VOID EIE RSW	~~358-1178V2~~	~~[illegible] 13907~~	~~358-1178V2~~	~~[illegible]~~	~~FE~~
5	SWIVEL ASSY	UNREADABLE	10363 M	AB9845-16	FB0001 M	Rt AIL
	MANIFOLD ASSY	UNREADABLE	UNREADABLE	5641134-5002	1152 M	Rt AIL

AIRWORTHINESS RELEASE

CHECK C/W: N/A

STATION: KDAY

DATE: 10-2-00

CERT. NO: [redacted]

GMT TIME: 16:33Z

AUTH SIG: [illegible]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32172	0	32172

PREV. A/C FLT HRS	FLT HRS THIS PAGE	TOTAL A/C FLT HRS
91921:43	:0	91921:43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-24

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02 2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

8212-24

ACFT. NO. N996GE ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	C	4	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1																
2																
3																
4																

10 FLT

NO.	SOURCE	DISCREPANCY
1	P (M)	#3 FUEL TANK DRIP STICK PLACARD DETERIORATED.
2	P (M)	SUMP DRAIN AFT OF #4 ENG. HAS PLACARD MISSING.
3	P (M)	CAPTS & FO'S SMOKE GOGGLES CONTAINERS NOT SECURELY ATTACHED,
4	P (M)	CARGO COMPT. SMOKE BARRIER VELCRO AT UPPER SECTION LOOSE. BOLT & WASHER LOOSE AT 12:00 POS.
5	P (M)	NO REVISION NUMBER ON COCKPIT ENG. START AND TAXI CARD. (CHECK LIST).
6	P (M)	ACFT REGISTRATION FOR -71 AIRCRAFT, SHOULD BE -71F.

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Previously Complied With N/R Pg 1 Item 1	9/18/00	KDAY	15637
2.	Installed Placards IAW Ch 11 No Defects Noted	9/21/00	KDAY	25956
3.	Removed Goggles from Containers and Stowed Goggles in Side Storage Units MARKED "SMOKE GOGGLES"	9/21/00	KDAY	25956
4.	Installed new Fastener.	9/18/00	KDAY	70573
5.	Notified OPS NOT A MX Function	9/21/00	KDAY	25956
6.	-71F DESIGNATION NOT REQUIRED FOR REGISTRATION CARD.	9-8-00	KDAY	57193

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO:
GMT TIME:	AUTH SIG

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS.	91921:43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 8212-25

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG (2/99) Litho U.S.A. — EMERY WORLDWIDE A CF COMPANY

Q.C. 4 RRXA

8212-25

ACFT. NO. N996CF (N DC-8-71) — ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:																
2	:																
3	:																
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3512	1.	P / (M)	Comply with EO AM-3515-01:02 AT FO's STATION	1.	R&R'd F/O's O2 Reg. and O2 Mask I.A.W. EO # AM-3515-01:02, F/O's O2 Reg. and Mask ops Good I.A.W. M.M. 35-10-0	9/25/00	KDAY	85758
3512	2.	P / (M)	Comply with EO AM-3515-01:02 AT CAPT STATION	2.	R&R'd Capt's O2 Reg. and O2 Mask I.A.W. EO # AM-3515-01:02, Capt's O2 Reg. and Mask ops Checks Good I.A.W. M.M. 35-10-0	9/25/00	KDAY	85758
	3.	P / (M)	~~FE's O2 mask needs in line mic~~ VOID E.I.E.	3.	~~R.I.I.D. Error Previously Complied with Lg Pg 8212-23 for compliance of AM-3515-01:02~~ VOID EIE	~~9/21/00~~	~~KDAY~~	~~25555~~
2351	4.	P / (M)	A/C missing two headsets.	4.	Installed headsets. ops ck good IAW DC-8 MM 23-40.	9-22-00	KDAY	89936
2810	5.	P / (M)	#3 main Tank has a Fuel Leak at wing root (5788 Doubler)	5.	Opened 505 Panel R/w to F.O.M. OK to close. Removed deffective sealant cleaned & resealed IAW DC-8 MM 28-10-01 NO LEAKS NOTED!!	9-25-00	KDAY	8653
	6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	O2 Flow Regulator	900-002-010	608	15830L	01075	FO
1	O2 MASK	900-002-016	1030V	3581178V-2	13219	FO
2	O2 Flow Regulator	900-002-010	14	15830L	000234	CAPT
2	O2 MASK	358-1030V	1066	3581178V-2	13428	CAPT
4	Headset	~	~	A610-1	NSN	FE
4	Headset	~	~	A610-1	NSN	1st OBS

AIRWORTHINESS RELEASE

CHECK C/W: N/A — STATION: KDAY

DATE: 10-2-00 — CERT. NO. [redacted]

GMT TIME: 16:40 Z — AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172
PREV. A/C FLT. HRS.	91921:43	FLT HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:43

INS READOUT

1-DIST.	2-DIST.	3-DIST

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-01 — BOOK CHANGED NEW LOG PAGE NO: 7618-01 — CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

A 10/97 Litho U.S.A.

EMERY WORLDWIDE

Q.C. 4 RRXA

7618-01

ACFT. NO. N996GE ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1		9-22-00														
2																
3																
4																

LEG	DEPT. DELAY CODE	DEPT. DELAY (LOCS)	TRAIN FLTS STATION	OIL ADD QTS	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1				0 0 0 0 N/A							
2											
3											
4											

NO.	SOURCE	DISCREPANCY
1	P/M	Capt's Audio Panel Mic selector intermittent
2	P/M	Replace FE's O2 Mask per EO # AM-3515-01-02
3	P/M	FE's O2 Mask Needs replaced due incorrect part
4	P/M	Eng. Order AM-3515-01:02 Crew Oxygen Regulator AND MASK Replacement
5	P/M	2nd Obs O2 Regulator leaking Internally
6	P/M	Found FO's headset intermittent due to FO's audio select panel not seating properly.

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R&R Capt's Audio Panel. Ops ck good IAW DC-8 MM 23-40.	9-22-00	KDAY	89936
2.	R&R FE's O2 Mask. Ops ck good IAW DC-8 MM 35-10.	9-22-00	KDAY	89936
3.	R&R FE's O2 Mask. Ops ck good IAW DC-8 MM 35-10.	9-22-00	KDAY	89936
4.	C/W EO. #AM-3515-01:02 Replacement of Capt's, F/O's, FE's, 1st Obs. and 2nd Obs O2 Reg. and MASK, O2 System Ops Checks Good I.A.W. 35-10-0	9/25/00	KDAY	85758
5.	R&R'd 2nd. Obs O2 Regulator Ops Checks Good I.A.W. M.M. 35-10-0	9/25/00	KDAY	85758
6.	Removed and replaced FO's audio select panel plug in receptacles. Ops checks good IAW DC-8 MM 23-50-00. No defects noted.	9/25/00	KDAY	81971

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Audio Panel	G-1928A	272	G-1928A	267	Capt
2	O2 Mask	900-700-036	NSN	358-1178 V2	13907 TN	FE
3	O2 Mask	358-1178-V2	13907	358-718 V1	3908 TN	FE
5	O2 Regulator	158302	001008 M	158302	00167 M	2nd Obs

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS: 32172	LANDINGS THIS PAGE: 0	TOTAL LANDINGS: 32172 M		1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.							
GMT TIME:	AUTH SIG.	PREV. A/C FLT HRS: 91921:43	FLT HRS. THIS PAGE: :0	TOTAL A/C FLT HRS: 91921:43				

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-02 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

(10/97) Litho U.S.A

EMERY WORLDWIDE AIRLINES

Q.C. & RDY

7618-02

ACFT. NO. N 9964 | ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT USG's	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDG	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0									
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P (M)	Robbed #1 Oil Temp Ind for A/C 80844, Reference Log Page 8222-15 Ind Previously Installed.
2.	P (M)	Robbed #4 Oil Temp Ind. for A/C 80844, Reference Log Page 8222-15 Ind previously Installed.
3.	P (M)	Rack Rt. Duct Temp Indicator read off scale High.
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	INSTALLED SERVICABLE #1 OIL Temp INDICATOR GROUND RUN FUNCTION CHECK 9000 I.A.W. EWA DC8 RUN UP HAND BOOK	09280	KDAY	37179
2.	INSTALLED SERVICABLE #4 OIL Temp INDICATER GROUND RUN FUNCTION CHECK OK I.A.W. EWA DC8 RUN UP HAND BOOK	09280	KDAY	37179
3.	R&R Rack Duct Temp indicator, Indicator ops ck good on ground, IAW DC-8 man 21-55-1	10-20	KDAY	86327
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Oil Temp Ind.	162BCL10W	724	162BCL10WC	1533	#1
2	Oil Temp Ind	162BCL10W	1134	162BCL10WC	2062	#4
3	Temp Indicator	2275021-401	$30400664	2275021-401	$30300154	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32172	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH SIG.:	PREV. A/C FLT. HRS	91921:43	FLT. HRS THIS PAGE	:0	TOTAL A/C FLT. HRS	91921:43			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG — (0/97) Litho U.S.A.

EMERY WORLDWIDE — A CNF

Q.C. 4 RRXA

7618-03

ACFT. NO. N 996GL — ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL UPLIFT (USG)	FUEL DEPART (LBS)	FUEL ARRIVAL (LBS)	DE-ICE GAL'S	CARGO	MAIL
1	996	10-02-00	KDAY	KDAY	1740	1820	+40	1753	1809	+16	1869	50.0	33.1	Ø	Ø	Ø
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1					Ø	Ø	Ø	Ø	—	0/1	R. KIRCHER	44280	2	2			
2										0/2	J. OSWALD	63240					
3										0/3	K. POSTMA	66301					
4										N/R	D. WILSON	31188					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3454 1	(P)/M	TRANSPONDER MODE C SHOWS 900' REGARDLESS OF ALTITUDE	1.	Performed operational check of #1 and #2 Transponder Mode "C" System ops checks good IAW DC-8 MM Chapter 34-53-00 and T-48 D Ramp Test Set No defects Noted	10-02-00	KDAY	05287
3428 2	(P)/M	SAI PRECESESS	2.	~~Removed and Replaced SAI inverter Ops checks good~~ EIE Glowe 72439 ref log page 7618-04 item 4	~~10-2-00~~	~~KDAY~~	~~72439~~
2751 3	(P)/M	FLAP HANDLE WILL NOT LOCK IN DETENT	3.	Lubed and cycled several times ops ck good at this time IAW MM 27-50-0	10-2-00	KDAY	31188
2911 4	(P)/M	LEFT HYDRAULIC PUMP PUTS OUT 3250 PSI	4.	R&R #2 Hydraulic Pump (Eng) ops lk ck good IAW DC-8 MM 29-10-12	10-2-00	KDAY	31188
2841 5	(P)/M	#2 MAIN FUEL QUANTITY WENT TO 40000 IN FLIGHT	5.	Transfered to DMI control # C7618035-8805 CAT "C" due date 10-13-00 IAW DC-8 MEL 28-11 Placard Installed.	10-3-00	KDAY	86327
2841 6	(P)/M	#4 MAIN READS 1000 lbs LOW	6.	PERFORMED DRIPLESS STICK ~~READ~~ ING AT SEVERAL DIFFERENT FUEL LEVELS, GAUGE AND STICK AGREE AT EACH LEVEL AT THIS TIME.	10-03-00	KDAY	14188

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PCS
~~2~~	~~Inverter EIE 72439~~	~~1964771-3~~	~~7101281~~	~~1964771-3~~	~~7103289~~	~~only~~
4	Hydraulic Pump	55097	VAL210K	55097	111553L	2

AIRWORTHINESS RELEASE

CHECK C/W: N/A	STATION:		
DATE	CERT. NO.		
GMT TIME	AUTH SIG.		

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32172	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32173
PREV. A/C FLT. HRS.	91921.43	FLT. HRS. THIS PAGE	.16	TOTAL A/C FLT. HRS.	91921.59

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

(10/97) Litho U.S.A.

EMERY WORLDWIDE

Q.C. 4 RRXA

7618-04

ACFT. NO. N996G | CFT. TYPE DC8-71

F/L	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	9560	10-02-00	KORY												
2															
3															
4															

NO ENG MX ONLY

F/L	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	PU	A/P	CREW	EMP #	T.O.	LDG.	A/P	CREW	EMP#
1					0	0	0	0	N/A								
2																	
3																	
4																	

NO.	SOURCE	DISCREPANCY
1	E/M	F/O's RADIO ALT TESTS INTERMITTENTLY
2	E/M	R/A
3	P/M	Need to deactivate Trimble GPS TNL-8100 per MA # AM3459-04:01
4	P/M	SAI processes in Flight Ref log page 7618-03 Item 2
5	E/M	O2 Turned off in galley
6	E/M	3ea. gear pins are installed

NO.	CORRECTIVE ACTION	DATE	STA.	MECH
1.	Removed and Replaced Rad Alt. Ind. Ops checked system IAW EIE glove 72439	10-2-00	KORY	72439
2.	Repaired and Replaced radio alt. Indicator F/O's side. System ops checks IAW DC8 m/m 34-42	10-2-00	KORY	72439
3.	Removed CDU's Pictorial Deviation Indicators, Nav. Processors, and GPS IONS Adapter racks from #1 & #2 systems and complied with MA #AM3459-04:01	10/2/00	KORY	81971
4.	Repaired wiring at SAI inverter. Ops checks IAW DC8 m/m 34-28 & MA: A-3427-01:01	10-2-00	KORY	72439
5.	O2 Turned on in galley	10-3-00	KORY	86327
6.	Remove 3ea. gear pins!	10-3-00	KORY	86327

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Rad Alt Ind.	522-4363-007	557 R	522-4363-007	377 R	C
2	CDU	2180-04-1	290			#1 S
2	CDU	2180-04-1	385			#2 S
3	Pictorial Deviation Ind color	177721-602	1915			#1 S
3	Pictorial Deviation Indicator	177721-622	1962			#2 S
3	Nav. Processor	80742-01-003B	8209541			#1

AIRWORTHINESS RELEASE

CHECK ON: N/A | STATION: KDAY

DATE: 10-3-00 | CERT. NO. [redacted]

GMT TIME: 0000Z | AUTH SIG [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32173	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32173
PREV. A/C FLT. HRS.	91921:59	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91921:59

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-05 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

3442

3459

3428

3500

3200

AIRCRAFT MAINTENANCE LOG

(10/97) Litho U.S.A.

EMERY WORLDWIDE — A CMA — NY

Q.C. 4 RRXA

7618-05

ACFT. NO. N996GE

ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1		10/2/00	KDAY													
2																
3																
4																

NO FLT / MX ONLY

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					0	0	1	1	—								
2																	
3																	
4																	

3459

2843

NO.	SOURCE	DISCREPANCY
1	P / M	...Continued from log page # 7618-04 Item 3 Need to Deactivate Trimble GPS TNL-8100 per MA #AM 3459-04:01
2	P / M	#1 GLT Low Level light on all the Time.
3	P / M	
4	P / M	
5	P / M	
6	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Continued from log page # 7618-04 Item 3, Removed Items Below on Ports - Nomenclature	10/2/00	KDAY	81971
2.	Transferred to DMJ Control # 10/2/00 C7618052-8807 Due DATE 10-13-00 IAW DC-8 MEL 28-21 Placard Installed, (AT "C")		KDAY	86327
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Nav. Processor	80742-01-003B	7330400			#2
1	GPS/ONS Adapter Rack	AG-25-1035-100-1	45996-1			#1
1	GPS/ONS Adapter Rack	AG-25-1035-100-1	45996-2			#2

AIRWORTHINESS RELEASE

CHECK G/W: Service — STATION: KDAY

DATE: 10-3-00 — CERT. NO. [redacted]

GMT TIME: 1615Z — AUTH SIG: [signature]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32173	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32173
PREV. A/C FLT. HRS.	9192.59	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	9192.59

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

A 10/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 4 RPXA

7618-06

ACFT. NO. N996GL | ACFT. TYPE DC8-7A

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1	316	03/10/00	KDAY	KPHL	2012	2152	1:40	2019	2147	1:28	1869	50.0	32.2	Ø	44820	—
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	Ø 32	500			0	0	0	0	NA	0-1	Colas, P	14815	1	1	N/R	Gafney, W	EWW
2										0-2	Louas, D	50022					
3										0-3	Carroll, J	12167					
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	(P) M	#4 fuel flow reads erratic - excessively high or low re: power setting.	1.	Def per M.E.L 73-3 #B7618061-8815 Due 7 OCT 00 placard installed	10/3/00	PHL	1985815
2	(P) M	"A" ignitor inop #4 Eng.	13	Found cannon plug off valve reinstalled + saftied ops checks normal per M/M ch 30-20-2	10/3/00	KPHL	1985815
3	(P) M	"Scoop" anti-ice valve inop.	2	Def per MEL 74-5 # C7618062-8816 Due 14 OCT 00 placard installed	10/3/00	KPHL	1985815
4	(P) M	Altitude reporting of mode 'C' both transponders report in error or inop- several centers.	4	Def per MEL 34-24 # C7618064-8817 Due 14 OCT 00 placard installed	10/3/00	KPHL	1985815
5	(P) M	Max VHF freq 135 MHz unable to comply with EWA procedures re: OPNS communication.	5	Noted by maint. A/C not configured for comm. over 135 MHz.	10/3/00	KPHL	1985815
6	(P) M	GPWS fail light on Reset no help.	6.	Def per M.EL 34-34 # A7618066-8818 ~~Due 10 -- 00~~ placard installed 3 FLT DAYS	10-4-00	KPHL	1985815

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE	
CHECK C/W: TERM.	STATION: KPHL
DATE: 10-04-00	CERT. NO. [redacted]
GMT TIME: 0100Z	AUTH SIG. (signature)

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	32173	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32174
PREV A/C FLT HRS	91921:59 ~~91223:27~~	FLT HRS THIS PAGE	1:28	TOTAL A/C FLT HRS	91923:27

INS READOUT 1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE (signature)

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

AI [redacted] 0/97) Litho U.S.A.

EMERY WORLDWIDE A CTH

4 RRXA

7618-07

ACFT. NO. N996GE ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	115	10-4-00	KPHL	KDAY	0240	0418	1+38	0500	0612	1+12	1125	395	24.3	0	54,144	0
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS. LOGS	TRAIN FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	ENP #	T.O.	LDG	A/P	CREW	ENP #
1	:14	500			0	0	0	0	—	01	JESSUP R.	40560					
2	:									02	STANLEY B.	79235	1	1			
3	:									03	HOOGLAND R	36892					
4	:									X-4	DAVIDSON C.	17812					

NO	SOURCE	DISCREPANCY
1.	(P) / M	CAPT. XMITTING #2 RADIO SIDETONE UNBEARABLY LOUD WITH ACCOMPANYING LOUD HUM IN SHIPS HEADSETS IN USE.
2.	(P) M	CRUISED FLT. # 3 THROTTLE 1 FULL KNOB WIDTH AHEAD OF #1, 2, 3, 4
3.	P / (M)	REF. DMI # A7618066-8818 GPWS FAIL LIGHT ON, RESET NO HELP.
4.	P / M	
5.	P / M	
6.	P / M	

NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	REMOVED AND REPLACED NUMBER ONE TRANSCEIVER UHF COM IAW DC8MM 23-20-1 OPS CHECK GOOD	10/4/00	KDAY	24504
2.	PERFORMED GROUND RUN IAW BOEING B-3 R&I-UP HANDBOOK, NO DEFECTS NOTED ON THROTTLE POSITIONS.	10-4-00	KDAY	75073
3.	CORRECTION TO ORIGINAL DEFERRAL CATEGORY "A", CORRECTION FROM 3 FLIGHT DAYS TO 2 FLIGHT DAYS PER MEL #34-34, DMI STILL ACTIVE, DUE DATE 2 FLIGHT DAYS, FROM ORIGINATION DATE.	10-4-00	KDAY	06203
4.		/	/	/
5.				
6.				

NO	PART NOMENCLATURE	PART NO OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	622-1181-01 VHF COM; TRANSCEIVER	622-1181-01	475	622-1181-003	1058	#2

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT STATION: KDAY

DATE: 10-4-00 CERT. NO.: [redacted]

GMT TIME: 0705Z AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32174	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32175
PREV. A/C FLT. HRS.	91923:27	FLT. HRS. THIS PAGE	1:12	TOTAL A/C FLT. HRS.	91924:39

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

23-21

76-11

DMI

AIR[illegible]FT MAINTENANCE LOG

A[illegible]/97) Litho U.S.A.

EMERY WORLDWIDE A CNF [illegible]

Q.C. 4 RRXA

7618-08

ACFT. NO.	ACFT. TYPE
N 9966E	DC8-71F

#	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	38	10-4-00	KDAY	KATL	923	1055	1+32	936	1046	1+10	3759	49.0	32.1	Ø	60979	
2																
3																
4																

#	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					Ø	1	Ø	Ø	N/A	0\1	B. Shirji	76217	1	1			
2										0\2	C. Colman	40712					
3										0\3	B. Huseboe	61997					
4																	

NO.	SOURCE	DISCREPANCY
1	(P) M	Center Panel overhead lights inop
2	(P) M	wing slot light intermittant
3	P (M)	Ref DMI # C7618062-8816 #4 Eng A Ign Inop.
4	P (M)	Ref DMI # B7618061-8815 #4 Fuel Flow Excessivly High.
5	P (M)	RT Nose Tire worn
6	P (M)	Lt Nose Tire worn

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	DEFERRED IAW MEL 33-1 CONTROL #C7618081-8842 DUE DATE 10-15-00 PLACARD INSTALLED	10/4/00	KATL	29869
2.	Checked wiring at slat switches cycled Flaps several times could not Duplicate MM 27-80-0	10-4-00	KATL	3249
3.	Repaired Broken wire at Igniter select switch system ops. checks Good. Per 74-00 Checked Good on Eng Run Placard Removed DMI Cleared	10-4-00	KATL	32454
4.	REMOVED & REPLACED FUEL FLOW INDICATOR IAW DC-8 MM 73-30-0 REMOVED & REPLACED FUEL FLOW TRANSMITTOR IAW 73-30-1 This Clears DMI # B7618061-8815 Placard Removed	10-04-00	KATL	01743
5.	REMOVED AND REPLACED R/H NOSE IAW DC-8 MM 32-40-2	10/4/00	KATL	69378
6.	REMOVED AND REPLACED L/H NOSE TIRE IAW DC-8 MM 32-40-2	10/4/00	KATL	03803

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	TRANSMITTER	88J59GCY1	T-17428	88J59GCY1	B-208	#4
4	FUEL FLOW INDICATOR	8DJ86LAA1	R23380	8DJ86LAA1	T22788	#4
5	NOSE TIRE	9550328	NOV 75 1097	9550328	OCT 77-189	R/H
6	NOSE TIRE	9550328	APR 74-371	9550328	6508	L/H

AIRWORTHINESS RELEASE	
CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH SIG.:

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	32175	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32176
PREV. A/C FLT. HRS.	91924:39	FLT. HRS. THIS PAGE	1:10	TOTAL A/C FLT. HRS.	91925:49

INS READOUT 1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-09 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG — All (0/97) Litho U.S.A.

EMERY WORLDWIDE A CF COMPANY

Q.C. 4 RRXA

7618-09

ACFT. NO. N 996GE — ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

Mx Only

LEG	DEPT. DELAY DELAY	CODE	TRAIN FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1																	
2																	
3																	
4																	

NO.	SOURCE	DISCREPANCY
1.	P / (M)	REF DMI # A7618Ø66-8818 GPWS FAIL LT ON (reset no help)
2.	P / (M)	REF DMI # C7618Ø64-8817 ALT. reporting of mode "C" in error.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R & R FPC-75 Ops cks good per DC-8 MM 40-41-0 using self test procedures This closes DMI # A7618Ø66-8818 No Defects noted	10/4/00	KATL	48Ø14
2.	Troubleshot system to Altimeter/Alticoder. D4Ø341-10-276 This does not close DMI #C7618Ø64-8817 DMI remains open	10/4/00	KATL	48Ø14
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PCS
1	FPC-75 Computer	622-2615-212	728 h	622-2615-212	2331 h	ONLY

AIRWORTHINESS RELEASE

CHECK C/W: TERM	STATION: KATL
DATE: 10-5-00	CERT. NO. [redacted]
GMT TIME: Ø135Z	AUTH SIG. [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32176	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32176
PREV. A/C FLT. HRS.	91925:49	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91925:49

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

Q.C. 4 RRXA

7618-10

ACFT. NO. N996GE ACFT. TYPE DC8-71F

NO.	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARR VAC (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	37	10-5-00	KATL	KDAY	255	430	1+35	313	422	1+09	1316	41.0	26.1	Ø	54431	
2																
3																
4																

NO.	DEPT DELAY DELAY	DEPT DELAY CODE	RAIN FLTS LOGS	RAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP	T/O	LDG	A/P	CREW	EMP #
1					0	0	0	0	/	01	B. Shirji	76217	1	1			
2										02	C. Colman	40712					
3										03	B. Huseboe	61997					
4																	

3457

3459

NO.	SOURCE	DISCREPANCY
1	P (M)	#1 Transponder does not broadcast code #1 Transponder Mode "C" does not broadcast altitude: ATC advises primary target only - no signal received
2	P (M)	#2 Transponder does not broadcast code #2 Transponder Mode "C" does not broadcast altitude: ATC advises primary target only - no signal received
3	P (M)	Ref. DMI C 7618081-8842 Center overhead Panel LTS INOP
4	P/M	
5	P/M	
6	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Reference Logbook Page Number 7618-06 Item 4. Transponders transferred to DMI list as control number C7618-064-8817 DMI is still open	10/5/00	KDAY	24504
2.	Reference logbook page number 7618-06 Item 4 Transponder transferred to DMI list as control number C7618064-8817 DMI is still open	10/5/00	KDAY	24504
3.	R&R'D Center overhead LT Panel M/M 33-11 Ops cks good This clears DMI C7618101-8842 Placard Rmvd	10/5/00	KDAY	25756
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO OFF	SER NO OFF	PART NO ON	SER NO ON	POS
3	Light Panel	388496-1	NSN	~~30967~~ 388496-1	30967	CNTR

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W: TRANS	STATION: KDAY	PREVIOUS LANDINGS	32176	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32177	1-DIST.	2-DIST.	3-DIST.
DATE: 10/5/00	CERT. NO.: [redacted]	PREV. A/C FLT HRS	91925.49	FLT HRS THIS PAGE	1.09	TOTAL A/C FLT HRS	91926.58			
GMT TIME: 0530	AUTH SIG.: [redacted]									

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO.: | CAPTAIN'S SIGNATURE: [redacted]

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AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

4 RRXA

7618-11

ACFT. NO. N 996GF ACFT. TYPE DC871F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	038	10-5-00	KOH	KATL	0958	1126	1.28	1011	1116	1.05	3300	480	31.8	0	64495	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	33	500		KATL	Ø	Ø	Ø	Ø	—	011	T. Stenick	79224	1	1			
2										014	C. Gibson	2926					
3										013	J. Johnson	41374					
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH.
1	(P) M	#2 Hyd Pump Press 3300 PSI,	1.	Removed & Replaced #2 Hyd Pump IAW DC8 MM 29-10-12, ops check good.	10-5-00	KATL	[illegible]
2	(P) M	CABIN press control Excep IN Auto.	2.	Removed & Replaced out Flow Valve Actuator IAW DC8 MM 21-31-4 Did Not Help. TRANSFERRED TO DMI #C7618112-8864 IAW MEL 21-10 DUE DATE 10-16-00 PLACARD INSTALLED	10-5-00	KATL	01743
3	(P) M	#4 Fuel Flow Pops C/B.	3.	Removed and Replaced Fuel Flow Transmitor IAW DC8MM 73-30-1 Ops check good IAW DAC DC-8 MM 73-30-1	10-5-00	KATL	03784
4	P (M)	Ref DMI C 7618062-8817 Alt Reporting Mode "C" Transponders in error	4.	R&R Altimeter + Alt Coder per 34-11-2. Preformed operational Check of Mode "C" Alt Reporting 34-53 & Pitot static Check Good. This Clears DMI #C 7618062-8817 & Placard Removed. Warren [illegible] RET 3245Y	10-5-00	KATL	48014
	P/M						
5	P (M)	FWD CAPT'S MAIN INST LIGHT (FLOOR) INOP	5	R & R Ballast assy per DC-8 m/m CHAP 33-12-0 Ops cks good	10-5-00	KATL	48014

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Pump, Engine Driven Hyd	55097	111553	55097	AH-5981K n	2
2	Out Flow Valve Actuator	AYLG6475-3	006006 n	AYLG-6475-3	808007 n	only
3	Fuel Flow Transmitter	8TJ59GCY1	B-208 n	8TJ59GCY1	C0380 n	#4
4	Altimeter / Altcoder	D40341-10-276	K301 n	D40341-10-246	106 n	capt.
5	Ballast Assy.	BA170A	7307260010	BA170 MODB	035 TU	only.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	32177	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32178	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO:									
GMT TIME:	AUTH SIG:	PREV. A/C FLT. HRS	91926.58	FLT. HRS THIS PAGE	1.05	TOTAL A/C FLT. HRS	91928.03			

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-12 | BOOK CHANGED NEW LOG PAGE NO.: | CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

A [redacted] 10/97) Litho U.S.A.

EMERY WORLDWIDE A CTH

U.C. 4 RRXA

7618-12

ACFT. NO. N996GE

ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

NO FLT MX ONLY

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	A/C P/U	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	:															
2	:															
3	:															
4	:															

NO.	SOURCE	DISCREPANCY
1.	P (M)	Comply with LMPI 0000000 Inspection of installation windshield overheat system.
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Inspection ACFT 996GE for windshield overheat system installation, "No" windshield overheat system installed LMPI S/W	5/00	KATL	48014
2.				
3.				
4.				
5.				
6.				

NO	PART NOMENCLATURE	PART NO. OFF	SER NO. OFF	PART NO. ON	SER NO. ON	POS

AIRWORTHINESS RELEASE

CHECK C/W: TERM

STATION: KATL

DATE: 11-6-00

CERT. NO.: [redacted]

GMT TIME: 0357

AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS:	32178	LANDINGS THIS PAGE:	0	TOTAL LANDINGS:	32178
PREV. A/C FLT. HRS.:	91928:03	FLT. HRS. THIS PAGE:	:0	TOTAL A/C FLT. HRS.:	91928:03

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

AI 0/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 4 RRXA

7618-13

ACFT. NO. N 996G ACFT. TYPE DC87F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	037	10-6-00	KAZ	KDAY	0255	0422	1.27	0310	0418	1.08	2028	44.5	29.1	Ø	57249	N/A
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					1	1	1	1	/	0/1	T. Stonicw	79224			N.R	C. Anthony	01954
2										0/2	D. Gibson	28085	1	1	N.R	D. Colling	14670
3										0/3	J. Johnson	41374			NR	J. Ranarelli	62969
4																	

NO	SOURCE	DISCREPANCY
1	(P) / M	#1 Xponder Inop No Code No Alt Reporting
2	(P) / M	#2 Xponder Inop No Code No Alt Reporting
3	(P) / M	Alt Alerter Inop.
4	P / (M)	#2 MN DriPstick Broken
5	P / M	
6	P / M	

3400
3400
3400
2842

NO	CORRECTIVE ACTION	DATE	STA	MECH
1	Found #1 Transponder Control Head Selector Knob In Wrong Position Performed Operational Check IAW DC8 M/M 34-53-1 And TIC T-49A Test Box Checked Good.	10/6/00	KDAY	60560
2	Found #2 Transponder Control Head Selector Knob In Wrong Position, Performed Operational Check IAW DC8 M/M 34-53-1 And TIC T-48D Test Box, Checks Good.	10/6/00	KDAY	60560
3	Removed And Replaced Altitude Alert Control Head IAW DC8 M/M 34-10-00, Operational Checks Good.	10/6/00	KDAY	60560
4	R&R'D #2 Main Dipstick I/AW M/M 28-41-3 CKS Good	10/6/00	KDAY	25956
5.				
6.				

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Alt Alert Controller	BO650-871-071	123	BO650-711-071	159	Only
4	Drimstick (Magna	4177-0018-26	NSN	4177-0018-26	EB1205 TU	2M

AIRWORTHINESS RELEASE

CHECK C/W: TRAN STATION: KDAY

DATE: 10/6/00 CERT. NO: [redacted]

GMT TIME: 0810 AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32178	1	32179

PREV. A/C FLT HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT HRS.
91928 :03	1:08	91929 :11

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

AI. 0/97) Litho U.S.A.

EMERY WORLDWIDE

Q.C. & RRXA

7618-14

ACFT NO. N996GE ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1								MX	ONLY							
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP.#	T/O	LDG	A/P	CREW	EMP.#
1	:				Ø	Ø	Ø	Ø		NO	FLIGHT						
2	:																
3	:																
4	:																

NO	SOURCE	DISCREPANCY	NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / (M)	ON POSTFLIGHT FOUND SPOILER PRESSURE AT 1000 PSI -END-	1.	REMOVED AND REPLACED SPOILER PRESSURE INDICATOR -OPS CHECKS GOOD I/A/W M/M 27-60-4 -END-	12/6/00	PAH	57416
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO	PART NOMENCLATURE	PART NO OFF	SER. NO OFF	PART NO ON	SER. NO ON	PCS
1	SPOILER PRESSURE INDICATOR	SRL-07CP	5250 M	SRL-07CP	22 M	ONLY

AIRWORTHINESS RELEASE		AIRCRAFT TIME/CYCLES					INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	32179 ~~231~~	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32179	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH SIG.:	PREV. A/C FLT. HRS.	91929:11	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91929:11			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

A... (10/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 4 RRXA

7618-15

ACFT. NO. N 996GE | ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	038	10-6-00	KDAY	KATL	0937	1106	1:29	0950	1057	1:07	3051	48.0	31.0	-0-	48742	—
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDG'S	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	:12	615			Ø	Ø	Ø	Ø	N/A	01	J. BUCKLEY	9988			JS	J. JOHNSON	
2	:									02	K. MACLEOD	51262			MX	. MASANTE	
3	:									03	J. DESIRA	61926			JS	JACKSON	
4	:									JS	J. WILSON						

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P (M)	RoF DMI #C7618052-8807 #1 Alt low level light.	1.	Performed check of #1 ALT low level light per 28-10-07 system checks normal This clears DMI #C7618052-8807 Placard Removed	10-6-00	KATL	3245
2	P (M)	Smoke Barrier damaged.	2.	Removed & Replaced Smoke barrier IAW DC8MM 25-50-01 TEMPORARY REVISION R4 Revised 69125 RD	10-6-00	KATL	43569
3	P (M)	REF DMI #C7618112-8864 CABIN PRESS CONTROL INOP IN AUTO	3.	REMOVED AND REPLACED OUTFLOW VALVE ACTUATOR IAW DC-8 MM 21-31-4 OPS CHK GOOD THIS CLEARS DMI #C7618112-8864 PLACARD REMOVED	10-7-00	KATL	29869
4	P / M		4.				
5	P / M		5.				
6	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	SMOKE BARRIER	5891931-181	NSN	D9CSB-1A	NSN T/I	ONLY
3	OUTFLOW VALVE ACTUATOR	AYLG6475-3	808007	AYLG6475-3	710008	ONLY

AIRWORTHINESS RELEASE

CHECK C/W: TERM | STATION: KATL

DATE: 10-7-00 | CERT. NO. [redacted]

GMT TIME: 01367 | AUTH SIG. [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32179	1	32180

PREV. A/C FLT. HRS	FLT. HRS THIS PAGE	TOTAL A/C FLT. HRS
91929:11	1:07	91930:18

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

AI[illegible]10/97) Litho U.S.A.

EMPIRE WORLDWIDE AVIATION

Q.C. 4 RRXA

7618-16

ACFT. NO. N996GL | ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	037	10-7-00	KATL	KDAY	03:04	0431	1:27	03:21	0424	1:03	657	39.0	25.7	-0-	63,586	—
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1					6	Ø	Ø	Ø	—	01	J. BUCKLEY	9988					
2										02	K. MACLEOD	51262					
3										03	J. DESIRA	61426					
4										JS	C. CAIN	11156					

NO.	SOURCE	DISCREPANCY
1.	P / M	
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.				
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS

AIRWORTHINESS RELEASE

CHECK C/W: Transit STATION: KDAY

DATE: 10-7-00 CERT. NO.: [redacted]

GMT TIME: 0500Z AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32186	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32181
PREV. A/C FLT. HRS.	91930:18	FLT. HRS. THIS PAGE	1:03	TOTAL A/C FLT. HRS.	91931:21

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

(10/97) Litho U.S.A.

EMPIRE WORLDWIDE AIRWAYS

Q.C. 4 RRXA

7618-17

ACFT. NO. N996G

ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	026															
2																
3																
4																

NX USE ONLY

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0	—	01	GMOSS						
2	:									02	S Hewitt						
3	:									03	D. Hendrickson						
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / M	During fueling-Lt Rt wing vent starting streaming Fuel.
2.	P / M	Ref DMI C7618035-8805 #2 main F/Q vent to 40,000 lbs in Flight.
3.	P / M	#4 Alt fuel Qty reads 4000 Lbs low
4.	P / M	#2 main fuel tank Fill valve indication INOP.
5.	P / M	
6.	P / M	

28-21

DMI

DMI

DMI

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Manually cycled #2 Alt Fill valve OPS CK good, NO further venting noted Tank Fill system operating normal at this time.	10-7-00	KDAY	75093
2.	Sumped #2 main fuel tank Qty OPS CK good This clears DMI C7618035-8805 Placard removed.	10-7-00	KDAY	75093
3.	Rigged item on MEL Item EWWA MEL 28-11, Cat C, control # C7618173-8 placard installed.	10-7-00	KDAY	75093
4.	Placed on MEL item EWWA MEL 28-19, Cat C, C7618174-8881, Placards installed	10-7-00	KDAY	75093
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A

STATION:

DATE:

CERT. NO.:

GMT TIME:

AUTH SIG.:

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32181	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32181
PREV. A/C FLT. HRS	91931:21	FLT. HRS THIS PAGE	:0	TOTAL A/C FLT. HRS	91931:21

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

2 (10/97) Litho U.S.A.

EMERY WORLDWIDE A[illegible] COMPANY

7618-18

ACFT. NO. N 9[illegible]6 | ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL	CARGO DATA CARGO	MAIL
1	026	10-7-00	KDAY	KSEA	1210	1645	4+35	1219	1636	4+17	7897	78.5	24.0	0	56606	NA
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:48	500			2	2	2	3	/	01	G. Moss	59015					
1	1:40	617								02	S. Hewitt	35027	1	1			
2										03	D. Hendrickson	34354					
3																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1 (30-31)	P/M	Heater inop. light "ON" (overhead panel) and Capt. pitot line heater light "ON" during cruise. All amp readings indicate normal.	1	Repaired wire on Capt's. pitot heat, ops. cks. good IAW MM 30-30-[illegible]	10-9-00	KSEA	81075
2 (36-13)	P/M	Left manifold temp. 100° in cruise with #1 and #2 bleeds in either AUTO or HIGH — with #1 bleed in HIGH and #2 bleed OFF, left manifold temp. reached 200°.	2	R+R #2 Eng. precooler vlv., ops. cks. good IAW MM 36-13-0.	10-9-00	KSEA	81075
3	P/M		3				
4 (42-16)	P/M	O2 shutoff in "A" pit.	4	Open O2 vlvs.	10-9-00	KSEA	81075
5 (71-13)	P/M	All 4 eng. cowlings opened to F.O.M.	5	Closed & secured all 4 eng. cowlings.	10-9-00	KSEA	81075
6 (34-41)	P/M	WX Radar shows "T/R FAIL"!	6	Deferred per 34-21 Cat. "C" DMI Cntl #C 7618186-8891 due 10-20-00. Placard installed.	10-10-00	KSEA	81075

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	Vlv.	979908-6	P-220C	979908-6	P-469C	#2 Eng

AIRWORTHINESS RELEASE	
CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH SIG.:

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	32181	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32182
PREV. A/C FLT. HRS.	91931:21	FLT. HRS. THIS PAGE	4:17	TOTAL A/C FLT. HRS.	91935:38

INS READOUT 1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-19 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE A CNF

7618-19

ACFT NO. N996GL ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVE (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1		10-[illegible]00	KSEA													
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	:															
2	:															
3	:															
4	:															

NW ONLY

NO.	SOURCE	DISCREPANCY
1.	P (M)	Rt. Chin Scoop Won't Open. (Anti-Ice Vlv.)
2.	P (M)	Aux. Hyd. Pump Intermittent.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R+R Vlv, Ops. Chk. Good IAW MM 30-20-2.	10-9-00	KSEA	81075
2.	R+R Pump, Ops. Chk. Good IAW MM 29-20-2.	10-10-00	KSEA	81075
3.				
4.				
5.				
6.				

30-23

29-21

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Vlv.	7563375-07	8050543	7563375-07	6100292	Rt. Scoop
2	Pump	5715SA	1190166	5715SA	AH-17005	Aux.

AIRWORTHINESS RELEASE

CHECK C/W: SERVICE
STATION: KSEA
DATE: 10-10-00
CERT. NO.: [redacted]
GMT TIME: 0202
AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32182	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32182 @
PREV. A/C FLT. HRS.	91935:38	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91935 @ :38

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

All 0/97) Litho U.S.A.

EMERY WORLDWIDE A CTA N

7618-20

ACFT. NO. N996GE | ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (LSG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	025	10/10/00	KSEA	KDAY	0136	0558	4+22	0150	0555	4+05	7774	77.5	30.9	0	41044	N/A
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS. LDGS	TRAIN FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP.#	T.O.	LDG	A/P	CREW	EMP.#
1	+:09	615			0	0	0	0	N/A	01	D. Vandehule	84722	1	1	01H	J. Fette	24158
2	:									02	R. Smith	78096			NIR	S. Schmidt	Instore
3	:									03	J. Reynolds	69527			NIR	C. Burge	Instore
4	:									01H	J. B. Illing	06125					

NO	SOURCE	DISCREPANCY
1.	(P)/M	# 2 Egt guage intermittently fluxuates +/- 200° at Cruse fl 39.0 guage fluxuates +/- 15 intermittently
2.	(P)M	#2 main FQI reads 22.0 with approx 16.2 in Tank (see log pg 7618-17)
3.	(P)M	#3 Throttle knob is 1 knob width ahead of other throttles in cruise (see eng readings for Engine Flight monitoring Data)
4.	(P)M	Heater inop light ON and captains Pitot heater light on during cruise (See log pg 7618-17)
5.	(P)M	#2 Throttle has approx 5/8" of freeplay
6.	(P)M	Pilots Fwd windows, (F/O, Center, and captains) are cold in flight

NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	REMOVED AND REPLACED #2 ENGINE EGT HARNESS INTERFACE CONNECTOR, OPS CHECK GOOD ON GROUND RUN-UP IAW DC-8 M/M	10-10-00	KDAY	46958
2.	Sumped #2 MAIN TANK - COMPARED sticks to FQI NO Defects Found - CHECK'D COAX CONNECTIONS Found High Z CONNECTOR ON INBD PROBE Repaired IAW 28-42-10 CKS GOOD ON GROUND	10/10/00	KDAY	25256
3.	Rigged #3 throttle IAW DC-8 CFM56 Throttle system rigging Proc. Ref 76-11-11. Performed operational check of PMC system #3 Eng. with PMC test set (TEEL). #3 throttle and PMC ops check good upon Power run IAW DC-8 Run up Handbook.	10-10-00	KDAY	04521
4.	Performed Operational Check of Capt's Pitot Heater. No Faults Found, Capt's Pitot Heater Light and pitot Op Check good IAW DC-8 M/M ch 38-30-8.	10/10/00	KDAY	08754
5.	During Eng Run IAW DC-8 Run up HANDBOOK - Slight Advancement of throttle Results in A PWR INCREASE - Retarding of throttle Gives PWR Reduction	10/10/00	KDAY	25256
6.	ACFT NOT Configured for ANTI fog IAW wiring Diagram 30-01-05 UNITED ACFT ONLY Contig W/ Outer PANE windshield HT	10/10/00	KDAY	25256

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Service | STATION: KDAY

DATE: 10/10/00 | CERT. NO.: [redacted]

GMT TIME: 2310Z | AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO: 7618-21

AIRCRAFT TIME/CYCLES

PREVIOUS LANDINGS	32182	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32183
PREV. A/C FLT. HRS	91935:38	FLT. HRS THIS PAGE	4:05	TOTAL A/C FLT. HRS	91939:43

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

AIR /97) Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

7618-21

ACFT. NO. N996GE ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1		10/10/00														
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1	:				Ø	Ø	Ø	Ø	N/A								
2	:																
3	:																
4	:																

NO	SOURCE	DISCREPANCY
1.	P / (M)	Reference DMI C7613186-8891 WX radar shows T/R fail
2.	P / (M)	Ref. DMI #C7618173-8880: #4 Alt. Fuel Qty. reads 4000lbs low.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

DMI

DMI

NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed and replaced R/T - System ops check normal IAW DC-8 m.m Chapter 34-41-0 This clears DMI C7618186-8891. Placard removed	10/10/00	KOAK	26441
2.	Jumped #4 Alt. tank Sumps. and cleaned all High and low Connectors to #4 Alt. Fuel Qty probes. verified Qty. at indicator with dipstick at various fuel levels. #4 Alt. Fuel Qty.	10/10/00	KOAK	05441
3.	ops. checks good. IAW Ref DC-8 m/m 28-42-10 This clears DMI #C7618173-8880. Placard removed.	—	—	—
4.				
5.				
6.				

NO	PART NOMENCLATURE	PART NO OFF	SER NO OFF	PART NO ON	SER NO ON	POS
1	Radar R/T	622-5122-103	1654	622-5122-103	1063	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	32183	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32183 01	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH SIG:	PREV. A/C FLT. HRS.	91939:43	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91939:43 01			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

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2840
3311
2840
1251
2840

AIRCRAFT MAINTENANCE LOG

AIF /97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

7618-22

ACFT. NO.: N 996 GE | ACFT. TYPE: DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	509	10/11/00	KDAY	~~[illegible]~~	0317	0445	1+28	0325	0440	1+15	4085	51.8	37.6	—	7255	—
2				KPIA							~~[illegible]~~	~~[illegible]~~				
3	509	10/11/00	KPIA	KDAY	0545	0645	1+00	0555	0640	0+45	1106	42.8		—	51424	—
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	1:17	333/999								0/1	Tanza	81677	1	1			
2	:				0	0	0	0	/	0/2	Batson	4606	1	1			
3	:									0/3	Besing	61917					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA.	MECH
1.	(P)/M	#1 Alternate Fuel Gauge fluctuates 30,000 lbs. Gauge is INOP	1.	Deferred I/A/W MEL 28-11 CAT "C" Release # C76/8221-8919 Due 10/21/00 Placard INST	10/11/00	KDAY	25556
2.	(P)/M	#1 Fuel Pressure Gauge light is INOP	2.	Turned Reostat to full bright verified operation of internal LT OPS as good (w/RID) Reostat CKS good at lower LT settings No Defects	10/11/00	KDAY	25556
3.	(P)/M	#2 Main Fuel Quantity Gauge flucuates and reads 4,000 lbs too high.	3.	Found indicator Reading low when compared to stick - found Coax backshell at ind. loose tightened backshell matches stick I/A/W 28-42-10 CKS Good	10/11/00	KDAY	25556
4.	(P)/M	Lav. needs serviced.	4.	Serviced LAV I/A/W m/m 12	10/11/00	KDAY	25556
5.	P/(M)	#2 mn Fluctuates when idicator is secured	5.	Deferred I/A/W MEL 28-1 KAT "C" Release # C76/8225-8920 Due 10/21/00 Placard INS	10/11/00	KDAY	25556
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: TRAN | STATION: KDAY
DATE: 10/11/00 | CERT. NO.: [redacted]
GMT TIME: 0815 | AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32183	2	32185

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
91939.43	2:00	91941.43

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

A 10/97) Litho U.S.A.

EMERY WORLDWIDE A CA... COMPANY

7618-23

ACFT. NO. N 9966 | ACFT. TYPE DC8 71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART. (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

NO FLIGHTS

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAN FLTS IDGS	TRAN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				0	0	0	0	H/A								
2	:																
3	:																
4	:																

NO FLIGHTS

NO.	SOURCE	DISCREPANCY
1.	P / M	Co-Pilot Flight Director bars and flag in view.
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Called 4/3 for number two Flight Director. Replaced number two NAV R/T, Replaced number two Flight Director Indicator. ADS check good IAW DCB/mm 34-100	10/14/00	KMIA	24504
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS:		LANDINGS THIS PAGE:		TOTAL LANDINGS:	
PREV. A/C FLT. HRS.:	:	FLT. HRS. THIS PAGE:	:	TOTAL A/C FLT. HRS.:	:

INS READOUT

1-DIST.	2-DIST.	3-DIST

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

(10/97) Litho U.S.A.

EMERY WORLDWIDE A CF COMPANY

7618-24

ACFT. NO.	ACFT. TYPE
N 996GE	DC871

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1	46	10/11	KDAN	KELP	0950	1303	3+13	1000	1259	2+59	4721	64000	24400	-0-	71282	0
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP#	T.O.	LDG	A/P	CREW	EMP#
1	:36	619			1	1	1	0	N/A	0/1	Lapic 6	46935					
2	:								/	0/2	Baker 2	03330	1	1			
3	:									0/3	Meyer 3	64811					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/(M)	Refer To DMI C7618186-8881 #2 main fill valve indication INOP
2.	P/(M)	Refer DMI-#C7618212-8919 #1 ALT Fuel gauge Flucuates 30,000lbs.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

(28-41) [margin note]

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Cleaned connector plug and Repaired Grd wire Grd ops ck ok This clears DMI C7618186-8881 Placards Removed IAW DC8 MM 20-50-1	10-11-00	KELP	26316
2.	Troubleshoot #1 ALT Fuel Qty. Full All Fuel probes (covers) for #1 ALT + cleaned. found most outboard 3 prong connector loose. Rescured Connector. IAW DC-8 MM 20-50-	10-11-00	KELP	25081
3.	This does not Clear DMI #C7618212-8919.			
4.				
5.				
6.				

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Term

STATION: KELP

DATE: 10/12/00

CERT. NO.: [redacted]

GMT TIME: 01:20

AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32185	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32186
PREV. A/C FLT. HRS.	91941:43	FLT. HRS THIS PAGE	2:59	TOTAL A/C FLT. HRS.	91944:42

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

92 (10/97) Litho U.S.A.

EMERY WORLDWIDE
A CF COMPANY

7618-25

ACFT. NO. N 9966E

ACFT. TYPE DC8-7

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	45	10/12	KELP	KDAY	0342	0647	3+05	0356	0632	2+36	4481	52000	19800	-0-	60865	-0
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU
1	:45	410			Ø	Ø	Ø	Ø	
2	:								
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
0/1	Lapic G	46935	1	1	N/R	Glanton M	2850
0/2	Baker M	3330					
0/3	Meyer J	64811					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M		1.				
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT
STATION: KDAY
DATE: 10-12-00
CERT. NO. [redacted]
GMT TIME: 0800Z
AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32186	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32187
PREV A/C FLT. HRS.	91944:42	FLT. HRS. THIS PAGE	2:36	TOTAL A/C FLT. HRS.	91947:18

INS READOUT

1-DIST.	2-DIST.	3-DIST

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO: 09695-01

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (2) U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 4 RRXA

09695-01

ACFT. NO. N 9966E

TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FUEL DATA UPLIFT (LBS)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1															
2															
3															
4															

LEG	DEPT. DELAY	CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	ARU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/M	Ref DMI C 76/8 225-8920, #2 Main FQI Fluctuates when indicator is secured
2.	P/M	
3.	P/M	
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Repaired Hi-Z shield at indicator 10-1200 and repinned several wires. ops ck good IAW DC-8 MM 28-41. DMI C 76/8 225-8920 cleared. Placard removed.		XDAX	89936
2.				
3.				
4.				
5.				
6.				

28-41

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME/CYCLES				INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	32187	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32187	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH. SIG.:	PREV. A/C FLT. HRS.	91947:18	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91947:18			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG
02' /99) Litho U.S.A.

EMERY WORLDW... A CNF ... COMPANY

R.G. 4 RRXA

09695-02

ACFT. NO.: N 996GL | ACFT. TYPE: DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (LBS)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1																
2								MX ONLY		NO FLT						
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				Ø	Ø	Ø	Ø	N/P								
2	:																
3	:																
4	:																

28-00

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P)/M	#2 Main Quantity guage reads 13.5 Stick reads 11.0 lbs. off by 2,500 lbs.	1.	THIS ITEM DEFFERED UNDER 28-11 CAT "C" - DMI # C9695021-8959 DUE DATE 10-22-00 - PLACARD INST.	10-12-00	KDAY	84148
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: Term Oil | STATION: KDAY
DATE: 10-12-00 | CERT. NO.: [redacted]
GMT TIME: 16:30Z | AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32187	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32187
PREV. A/C FLT. HRS	91947:18	FLT. HRS THIS PAGE	:0	TOTAL A/C FLT. HRS	91947:18

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

022 '99) Litho U.S.A.

EMERY WORLDWIDE A CNF. COMPANY

09695-03

ACFT. NO. N996GE

ACFT. TYPE DC8-71

LEG	FLT.	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART. (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL/S	CARGO DATA CARGO	CARGO DATA MAIL
1	114	10-12-00	KOAT	KBNL	1652	1812	1+20	1658	1803	1+05	25551	42.5	26.0	—	53,214	—
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	LDGS	TRAIN FLTS STATION	1	2	OIL ADD 3	4	APU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	007	660								01	D. Ingle	39037					
2	:									02	D. Foley	25075	1	1			
3	:									03	R. Murray	60460					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / M	
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.				
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32187	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32188
PREV. A/C FLT. HRS.	91947 :18	FLT. HRS. THIS PAGE	1 05	TOTAL A/C FLT. HRS.	91948 :23

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-- Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

Q.C. 4 RRXA

09695-04

ACFT NO: N 9966E FT. TYPE: JC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	113	10-13-00	KBWI	KDAY	0400	0525	1+25	0415	0511	1+02	2056	42.0	25.0	—	44,634	—
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAN. FLTS. LDGS	TRAN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG.	A/P	CREW	EMP #
1	0 45	*535			Ø	1	Ø	Ø		01	D. Ingle	39037	1	1			
2	:									02	D. Foley	25075					
3	:									03	B. Murray	60460					
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P) M	#4 Fuel Flow gugge failed in flight.
2.	(P) M	#1 Fuel Pressure guage on FE Panel Backlight INOP.
3.	P (M)	During ENG Run found lower Beacon INOP.
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Found Indicator Loose in Mount Tightened Indicator Performed ENG Run CKS Good IAW M/M 73-30-1	10/13/00	KDAY	25256
2.	Removed and Replaced #1 Fuel Pressure Gauge on FE's Panel Internal Lights OPS Check Good IAW IE-8 M/M 73-30-0	10-13-00	KDAY	46958
3.	Removed and Replaced Lower Strobe Light IAW M/M 33-42-0 OPS Check Good	10-13-00	KDAY	04951
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	Fuel Pressure Indicator	396-6591-D1	1-65 A	396-6591D1	12-44 A	1
3	Strobe Light	30-1586-5	9992 A	30-1586-5	0149 M	[illegible]

AIRWORTHINESS RELEASE

CHECK C/W: TRANS
STATION: KDAY
DATE: 10/13/00
CERT. NO.: [redacted]
GMT TIME: 0820
AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32188	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32189
PREV. A/C FLT. HRS.	91948.23	FLT. HRS. THIS PAGE	1.02	TOTAL A/C FLT. HRS.	91949.25

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

0220: 9) Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

09695-05

ACFT. NO. N 996GE | ACFT. TYPE DC-8-71F

2321

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	104	10-13-00	KDAY	KMCO	1005	1158	01+53	1020	1155	01+35	3317	48.0	~~24.0~~ ES	Ø	58238	nu
2	104	10-13-00	KMCO	KTPA	1243	~~1323~~ 1323	0+40	1255	1320	0+25	Ø	26.0	20.0	Ø	12224	nu
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD AFU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	0:52	500								0/1	S. MICHAEL	56180	1	1	N/R	M. DENNIS	EWA
2	0:43	910								0/2	P. ROSS	72201	1	1			
3	:									0/3	E. SWARR	81108					
4	:									N/R	W. DENNE	EWA					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P)/M	NO SIDE TONE IN EITHER FO'S OR CAPT'S #2 VHF PANEL.	1.	RESEATED COMM PANELS, OPS CKS LOCAL FREQ'S NO DEFECTS NOTED. I/A/W STD MX PRACT.	10-13-00	KTPA	OZ112
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PCS

AIRWORTHINESS RELEASE

CHECK C/W: N/A	STATION: KTPA
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32189	LANDINGS THIS PAGE	2	TOTAL LANDINGS	32191
PREV. A/C FLT. HRS.	91949.25	FLT. HRS. THIS PAGE	2.00	TOTAL A/C FLT. HRS.	91951.25

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRC T MAINTENANCE LOG

02202-4 Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-06

ACFT. NO. N 996 GE ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-IC GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	333	10/13/00	KTPA	KDAY	1545	1803	2+18	1602	1756	1+54	4909	58.0	32.0	0	16141	0
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LOGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					0	0	0	0		O-1	D. RUSSELL	72676					
2										O-2	D. BARO	4224	1	1			
3										O-3	Z. SERFOZO	75745					
4																	

7331

2515

NO.	SOURCE	DISCREPANCY
1.	(P) M	#4 ENG FUEL FLOW STUCK AT 1500#.
2.	P (M)	CAPT'S SEAT FWD & AFT ADJUSTMENT CABLE BROKEN
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	TRANSFERRED TO DMI LIST I/A/W MEL 73-3, CAT "B" CONTROL # B4695061-8975 PLACARD INSTALLED		KDAY	21406
2.	REMOVED & REPLACED CAPT'S SEAT ASSY I/A/W DC8 M/M CH 25-11-1. OPS CK GO-D. RII Shaw 21406	10-17-00	KDAY	57167
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	SEAT ASSY CAPT'S	5641031-519	060	5641031-531	014	CAPTS

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT CK	STATION: KDAY
DATE: 10-13-00	CERT. NO.: [redacted]
GMT TIME: 1930 Z	AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32191	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32192
PREV. A/C FLT. HRS.	91951:25	FLT. HRS. THIS PAGE	1:54	TOTAL A/C FLT. HRS.	91953:19

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG 02202-46 (2/9 U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-07

ACFT. NO. N 996 GE | TYPE 8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	332	10/13/00	KDAY	KFLL	1954	2215	2+21	2001	2207	2+06	3527	52.0	25.5	-0-	48,340	-0-
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS. LDGS	TRAIN FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					1	1	1	1	/	O-1	D. RUSSELL	72676	1	1			
2										O-2	D. BARO	4224					
3										O-3	Z. SERFOZO	75795					
4										D-H	C. ESPINOSA	23211					

23-21

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	#2 VHF COM. INTERMITTENTLY DOES NOT RECEIVE OR TRANSMIT.	1.	~~Rem~~ CRC Cleaned connector on T/R unit. Performed operational CK as per MM 23-20-1 ops CK normal			
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK: ~~Terminal~~ Transit ~~Pre~~ | STATION: KFLL

DATE: 10-13-00 | CERT. NO.: [redacted]

GMT TIME: 23:30Z | AUTH. SIG.: [signature]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32192	1	32193

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
91953:19	2:06	91955:25

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [signature]

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AIRCRAFT MAINTENANCE LOG

0220 ... 9) Litho U.S.A.

EMERY WORLDWIDE A CNF co...

09695-08

ACFT NO. N 9966E | ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1											5424	62.0		0		N/A
2				MX only												
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1					3	2	3	3	N/A	01	R. Newbury	60624					
2										02	C. McAfee	53810					
3										03	T. Johnson	41374					
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	Captains seat will not lock Fore & AFT.	1	R/R Captains AFT seat Tracks P/N 9753257-511 and 9753252-515 IAW MM 53-46-05, Ops O.K. C. Thomas (RII)	10-15-00	KFLL	16365
2	P/M	Door warning lite will not illuminate when doors (Belly) are open	2	Removed and Replaced Base - Socket Assy, IAW DC-8 MM 52-70-1. Ops ck ok.	10/16/00	KFLL	52767
3	P/M	Finger prints on outer side of inner pane on Capt's Fwd window	3	Removed outer windshield, cleaned window and reinstalled outer windshield IAW MM 56-11-04 P201/202. [illegible] ATE 08318	9/15/00	KFLL	82183
4	P/M	~~From DMI C9695021-8959. Number 2 main quantity gage reads 8.5, stick reads 11,000. Off by 2500 pounds~~ Entered in error (08318)	4	~~Repaired H2 shield on inbd aft probe and outboard aft probe. Rang out all probes for capitance and resistance. All check ok, calibrated~~	9/15/00	KFLL	82183
~~5~~	P/M		5	~~System IAW MM 28-41-0. Ind ops ok on fuel transfer track. DMI C9695021-8959 cleared. Placard removed~~ Entered in error 08318			
6	P/M	Ref DMI B9695061-8975 #4 F/F stuck at 1500 pounds	6	Removed and Replaced number four fuel flow indicator. ops checks good IAW MM 73-30-1, DMI cleared # B9695061-8975 Placard rem	10/16/00	KFLL	82629

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
~~5.~~	~~Fuel Quan Ind~~ Entered in error	~~206-009-005~~	~~185~~	~~206-009-005~~	~~166~~	~~2 M~~
6.	Fuel Flow IND.	8DJ86LAA1	T22788	~~D0028~~ 8DJ86LAA1	D0028	4

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS		1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH. SIG.:	PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:			

DISC. OR MAINT. ACTION CARRIED FWD TO: 9695-09 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

02202-46 ho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-09

ACFT. NO.: N 996GE | TYPE: -8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DEICE GALS	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

MX ONLY

LEG	DEPT. DELAY	CODE	TRAIN FLTS LDGS	STATION	OIL ADD				APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/(M)	AFT STEERING ACCUMULATOR GAUGE FLAT.	1.	Removed and Replaced Gauge I.A.W. DC-8 M.M. 29-30-1. OPS CKD NORMAL.	10/16/00	KFLL	52767
2.	P/(M)	NOSE SHIMMY DAMPER ACCUMULATOR GAUGE FLAT.	2.	Removed and Replaced Gauge I.A.W. DC-8 M.M. 29-30-1. OPS CKD NORMAL.	10/16/00	KFLL	52767
3.	P/(M)	NOSE SHIMMY DAMPER ACCUMULATOR LEAKING INTERNALLY.	3.	Removed and Replaced Shimmy damper Accumulator I.A.W. DC-8 MM 29-30-1. OPS CKD NORMAL.	10/16/00	KFLL	52767
4.	P/(M)	REF DMIC 9695021-8959 #2 MAIN FUEL QUANTITY Reads 13.5 w/ stick 11.000	4.	Removed and Replaced FUEL QUANTITY INDICATOR NO HELP DMIC 9695021-8959 STILL OPEN	10/16/00	KFLL	08318
5.	P/(M)	Comply with FCD A31-5, Requesting P/N and Locations of Stand-by ATTITUDE INDICATORS.	5.	Complied with FCD A315 Aspen EMPI#: 0005190.	10/16/00	KFLL	10602
6.	P/(M)	# 2 VHF COM INTERMITTENT ON GRND CHECK	6.	REPLACED # 2 VHF COM T/R UNIT GRND CHECKS OK MM 23-20-1	10/16/00	KFLL	88508

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	FUEL QUANTITY INDICATOR	206-009-005	185	206-009005	166	#2
2	DAMPER ACCUMULATOR GAUGE	G-1124	~~7066~~ NSN	G-1124	7066	DAMPER
3	DAMPER ACCUMULATOR	1011230-1	NSN	1011230-1	010117	DAMPER
6	VHF COM T/R UNIT	622-1181-001	1058	622-1181-001	2367	#2

AIRWORTHINESS RELEASE

CHECK C/W: SERVICE | STATION: KFLL

DATE: 10/16/00 | CERT. NO.: [redacted]

GMT TIME: 23:50 | AUTH. SIG.: [signature]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

See next log page for [illegible]

AIRCRAFT MAINTENANCE LOG

022020)) Litho U.S.A.

EMERY WORLDWIDE A CNF co.

09695-10

ACFT. NO. N 996G ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	031	10/17/00	KFLL	KDAY	0158	0429	2:31	0207	0420	2:13	5424	62.4	29.0	Ø	44,829	Ø
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS.	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	58	500			0	0	0	0		0/1	J. Myers	59849					
2										0/2	M. Scott	74912	1	1			
3										0/3	J. Brevard	08408					
4										NR	R. Acosta	EWA					

NO.	SOURCE	DISCREPANCY
1	P/M	Inflight #2 main fuel tank fill valve will not open. Isolated DC Bus and operated fill valve switch and there was no movement on #2 DC load meter. Motor could be bad? Movement is shown on #1 DC load meter. Are C/B's labeled wrong?
~~2~~ 2	P/M	While trouble shooting for above write up found #3 alt fuel tank fill valve C/B pulled and strapped with a tie wrap. There is no log book entry for this and #3 alt fuel tank fill valve works OK.
~~5~~ 3	P/M	At Top of Descent radar scope went blank and a radar fail message appeared in the scope.
~~6~~ 4	P/M	Please service LAV.

Margin notes: 2821, 2821, 3441, 1251

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	Deferred IAW MEL 28-19 CAT "C" Release # C9695101-9002 Due 10/27/00 Placard INST	10/17/00	KDAY	25956
2	C/B Not Pulled - found Thin ZIP tie on #3 Alt Fuel Fill v/v C/B Removed ZIP tie #3 Alt Fill v/v ops cks Good	10/17/00	KDAY	25956
~~3~~				
4	Serviced LAV IAW M/M 1244	10/19/00	KDAY	25956
~~5~~ 3	WEATHER RADAR SYSTEM CHECKS GOOD ON GROUND. NO DEFECTS NOTED AT THIS TIME. IAW DC-8 M/M 34-41-0.	10/17/00	KDAY	28126
6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: N/A	STATION:		
DATE:	CERT. NO.		
GMT TIME:	AUTH. SIG.		

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	~~32189~~ 93	LANDINGS THIS PAGE	1	TOTAL LANDINGS	~~32194~~ 93
PREV. A/C FLT. HRS.	~~91949~~ 55 :25	FLT. HRS. THIS PAGE	2:13	TOTAL A/C FLT. HRS.	91957:38

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 9695-11 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [signature]

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AIRCRAFT MAINTENANCE LOG

02202-46 tho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-11

ACFT. NO. N 996GE T. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	031	10/17/00														
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0									
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P M	Captain forward window is cold to the touch with heat on.
2.	P M	Ref Dmi C9695021-8959 #2MN FQI Gauge Reads 13.5 stick Reads 11.0 Off by 2500lbs
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	CAPT WINDOW Not Equiped W/Anti fog i will Not fail WARM ON INNER PANE - Exterior PANE CKS GOOD i/a/w m/m 30-41-0 NO Defects Noted	10/17/00	KDAY	25956
2.	Repaired COAX ON #2 MN INBD Probe Sumped #2 MN TANK CKS Good i/a/w m/m 28-42-10 This clears Dmi C9695021-8959 Heard	10/17/00	KDAY	25956
3.	RVD	✓	✓	✓
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: TRANS STATION: KDAY

DATE: 10/17/00 CERT. NO.: [redacted]

GMT TIME: 0600 AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32194	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32194
PREV. A/C FLT. HRS.	91957:38	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91957:38

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [signature]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCR~~AFT~~ MAINTENANCE LOG

02202-46 tho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-12

ACFT. NO. N 996CE ACFT. TYPE C-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA FLT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DIVERT GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	Ø38	10-17-00	KDAY	KATL	0937	1100	1+23	0950	1053	1+03	1615	44000	29500	Ø	65467	N/A
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:			KATL	Ø	Ø	Ø	Ø		Ø1	J Buckley	9986					
2	:									02	J Burnett	60471	1	1			
3	:									03	J Wilson	61927			.		
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P)/M	Radar Stabilization very erratic.
2.	(P)/M	#2 Main Tank Quantity Guage INOP
3.	P/(M)	R/H NOSE TAXI LIGHT INOP
4.	P/(M)	L/H NOSE TAXI LIGHT INOP
5.	P/(M)	L/H WING FLOOD LIGHT INOP.
6.	P/(M)	Seal Torn PBE

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Remove and Replace Radar R/T 1/A/W DC8-MM ch 34-41-0, operational checks good 1/A/W DC8-M Ch. 34-41-00 tkt Time	10/17/00	KATL	86746
2.	Transferred to DMI #C9695122-9019 1/A/W DC8 Mod ch. 28-11 Cat C Due date 28Oct00 placecard installed	10/17/00	KATL	86746
3.	REMOVED AND REPLACED R/H NOSE TAXI LIGHT BULB IAW DC8MM 33-41-1 OPS CHK GOOD	10/17/00	KATL	29885
4.	REMOVED AND REPLACED L/H NOSE TAXI LIGHT BULB IAW DC-8MM 33-41-1 OPS CHK GOOD	10/17/00	KATL	29885
5.	REMOVED AND REPLACED L/H WING FLOOD LIGHT BULB IAW DC-8MM 33-44-1	10/17/00	KATL	29885
6.	Removed & Replaced PBE PN 802300-14 Due Date 12-2009			

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
1	Radar R/T	622-5132-103	1053	622-5132-103	246	C/P
6	PBE	802300-14	CR 2534	802300-14	NSN	only.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32194	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32195
PREV. A/C FLT. HRS.	91957:38	FLT. HRS. THIS PAGE	1:03	TOTAL A/C FLT. HRS.	91958:41

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 09695-13

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRC T MAINTENANCE LOG

02202-46 , Litho U.S.A.

EMER WORLDWIL A CNF COMPANY

09695-13

ACFT. NO. N 996 E | T. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	MAIL
1																
2																
3																
4																

NO FLT

LEG	DEPT. DELAY DELAY	CODE	TRAN. FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/(M)	REF. DMI # C969561-9002. #2 main fill valve Indication Inop.	1.	Removed and Replaced, Fuel level control valve. leak check good and ops checked good I.A.W. DC-8 MM 28-21-3. THIS CLEARS DMI # C969501-9002 PLACARD REMOVED.	10/17	KATL	75417
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
1	Fuel level control valve	7-89615	24R.	7-89615-1	2001	#2 main/TA

AIRWORTHINESS RELEASE

CHECK C/W: Term	STATION: KATL
DATE: 10/18/00	CERT. NO.: [redacted]
GMT TIME: 02:00	AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32195	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32195
PREV. A/C FLT. HRS.	91958:41	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS.	91958:41

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

022 99) Litho U.S.A.

EMERY WORLDWIDE A CNF

09695-14

ACFT. NO. N996G ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1		10/18	ATL		2130											
2																
3																
4						Bleed		Thrust								

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	AFU	A/P	CREW	EMP #	T.O.	LDG.	A/P	CREW	EMP #
1																	
2																	
3								Maintenance			only						
4																	

NO.	SOURCE	DISCREPANCY
1.	P / M	
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.				
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32195	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32195
PREV. A/C FLT. HRS.	91958:41	FLT. HRS. THIS PAGE	:0	TOTAL A/C FLT. HRS	91958:41

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-46 (... o U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09695-15

ACFT. NO. N 9966E | TYPE C-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	F.T. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	MAIL
1	037	10-18-00	KATL	KDAY	0300	0428	1+28	0316	0421	1+05	2765	48000	30000	Ø	67121	N/A
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/F	CREW	EMP #
1	:				Ø	Ø	Ø	Ø	N/A	01	J Buckley	9988					
2	:									02	J Burnett	60471	1	1			
3	:									03	J Wilson	61927					
4	:																

34-41

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	Radar indicates T R Failure	1.	Removed and replaced radar R/T. System ops check normal IAW DC-8 M.M. chapter 34-41-0	10/18/00	KDAY	26141
2.	P (M)	Reference DMI C7618221-8919 #1 Alt Fuel Gauge Fluctuates 30,000 lbs; Gauge drop.	2.	Repaired Connector on Alt Inbd. Fuel Qty Probe #1 ALT. TANK, No Help DMI Control # C7618221-8919 Still In Affect	10/18/00	KDAY	83758
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	radar R/T	622-5122-103	246	622-5122-103	583	Only

AIRWORTHINESS RELEASE

CHECK C/W: TRANS | STATION: KDAY

DATE: 10/18/00 | CERT. NO.: [redacted]

GMT TIME: 0830Z | AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32195	1	32196

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
91958 :41	1 :05	91959 :46

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

022(99) Litho U.S.A.

EMERY WORLDWIDE

09695-16

ACFT. NO. N966GE | ACFT. TYPE DC8-71F

1	38	10-18-00	KDAY	KATL	0953	1123	1+30	1005	1112	1+07	1597	44.0	286	Ø	52564	N/A
2																
3																
4																

1	+:28	500								O/1	R MICHAELSEN	56174					
2	:									O/2	D. WERNER	87879	1	1			
3	:									O/3	C FARINHA	23551					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION			
1.	(P) M	#1 MAIN FUEL QTY READS 8000-8500 LBS IN FLIGHT WITH 2000 LB IN TANK	1.				
2.	(P) M	#4 MAIN FUEL QTY READS 8500 LBS IN FLIGHT WITH 1 2000 LBS IN TANK	2.				
3.	(P) M	CAPT WINDOW HEAT INOP	3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

							1-DIST.	2-DIST.	3-DIST.
CHECK C/W:	STATION:		32196		1	32197			
DATE:	CERT. NO.:								
GMT TIME:	AUTH. SIG.:		91959:46		1:07	91960:53			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG
02202-46 … tho U.S.A.

EMERY WORLDWID… A CNF COMPAN…

09695-7

ACFT. NO. N996GE | …T. TYPE …8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	37	10-19-00	KATL	KDAY	0251	0428	1+37	0309	0420	1+11	1326	36.0	25.0	Ø	85946	N/A
2																
3																
4																

LEG	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:Ø				0	0	0	0		0/1	D MICHAELSEN	56174	1	1			
2	:									0/2	D. WERNER	87879					
3	:									0/3	C FARINHA	23651					
4	:																

25 15

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P)/M	CAPT SEAT ONLY HAS ONE SNAP KEPPING IT IN PLACE	1.	REMOVED AND REPLACED CAPTAIN SEAT BOTTOM COVER IAW DC-8 M/M 25-11-1	10-19-00	KDAY	40958
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	SEAT COVER	883054-13	NSN	25-84216-1	H051445	CAPTAIN

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT	STATION: KDAY
DATE: 10-19-00	CERT. NO.: [redacted]
GMT TIME: Ø735Z	AUTH. SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32197	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32198
PREV. A/C FLT. HRS.	91960 :53	FLT. HRS. THIS PAGE	1:11	TOTAL A/C FLT. HRS.	91962 :04

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202- Litho U.S.A.

EMERY WORLDWIDE A CNF Company

09695-18

ACFT. NO. N 996CE | FT. TYPE C-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	102	10/19/00	KDAY	KPDX	1005	1458	4:53	1020	1448	4:28	10081	92.0	38.0	Ø	6196	Ø
2																
3																
4																

LEG	DEPT DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	ADD	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:10	500		KPDX	1	2	3	1	N/A	01	D. MICHAELSEN	56174					
2	:									02	D. WERNER	87879	1	1			
3	:									03	G. Jones	41996					
4	:																

NO	SOURCE	DISCREPANCY
1.	(P) M	Scoops Inop.
2.	(P) M	RADAR HAS T/R FAIL
3.	(P) M	RIGHT WINDSHIELD HEAT Inop
4.	(P) M	Lt Sliding window heat Inop
5.	(P) M	CREW OVEN INOP
6.	(P) M	#4 ALT READS ZERO Should be Approx 2500

NO	CORRECTIVE ACTION	DATE	STA	MECH
1.	Cleaned cannon plug on L/H anti-ice valve & Ops checks good. Removed and replaced R/H anti-ice valve I.A.W. M.M. 30-202. Ops checks good.	10/19/00	KPDX	58837
2.	Cleaned DIRT from power supply cooling fan, inlet screen on Scanner Chks Good Per 43-10-01	10-20-00	KPDX	51496
3.	Repaired wiring To Transmitter. Ops Cks ok per MM 30-45-07	10-20-00	KPDX	64504
4.	Found bad splice on wiring To Window. Replaced splice. Ops ck Ok Per MM. 30-45-07	10-20-00	KPDX	64504
5.	CHECKED Voltage and Continuity at OVEN & Connector Checked Norm. Cleaned Plug and Receptical. OPS Cks Good IAW DC 8MM 25-30-30,	10-19-00	KPDX	69971
6.	REPAIRED HI-Z CONNECTOR I/A/W CH. 28-42-11 MM. OPS CHECKS GOOD	10/9/00	KPDX	61632

NO	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
~~1~~	~~VALVE~~	~~2563375~~				
1	VALVE	2563375-07	5030186	2563375-07	1060809	R/H

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO 1646-19

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT [illegible]NCE LOG

02202- [illegible] Litho U.S.A.

EMERY WORLDWIDE A CNF Company

09695-19

ACFT. NO.	ACFT. TYPE
N 996GE	DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAN. FLTS LDGS	TRAN. FLTS STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/M	# 2 EGT On T/O Fluctuates Approx 150°
2.	P/M	ON TAKE OFF TRIM AT 3.4 NOSE UP, NEEDED to TRIM AIRCRAFT to 5.0 FOR AIRCRAFT to ROTATE Normally
3.	P/M	#4 Engine Requires Fuel Pump filter cover Insp. per AD 2000-15-01 & SB 73-A113 (CFM562)
4.	P/M	#8 main tire cut to limits
5.	P/M	Ref DMI C9695122-9019 #2 Main fuel QTY INOP.
6.	P/M	#3 Main fuel qty Reads 10K Low when full

NO.	CORRECTIVE ACTION	DATE	STA.	MECH
1.	R+R #2 eng EGT LEAD BETWEEN PYLON AND THERMOCOUPLE harness. Checks good IAW MM 77-20-1	10-19-00	KPDX	69927
2.	RE-INDEXED STAB TRIM INDICATOR IAW DC8MM 27-40-02. RII OP# 4/9881 CK OK	10-19-00	KPDX	69927
3.	Complied with AD 2000-15-01 and SB 73-A113 eng S/N 693373 #4 eng A.D noncompliant Part number.	10/19/00	KPDX	19973
4.	Replaced #8 main tire. IAW 32-40-1 DC-8 MM RII OP# 49881	10/19/00	KPDX	69494
5.	Isolated Shield H-2 conn, Fuel ob probe. Replaced low 2 conn. fuel box probe per MM 28-42-12 This clears DMI C9695122-9019 cks good. Removed Placard	10/19/00	KPDX	76752
6.	X-fer to DMI C9695196-9059 Per MEL 28-11 Cat C Placarded Due 10-30-00	10-19-00	KPDX	51496

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	Tire/Wheel Assembly	8320396	896GY040	8320396	B6749/H4420	8

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES						INS. READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS:		LANDINGS THIS PAGE:		TOTAL LANDINGS:		1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:									
GMT TIME:	AUTH. SIG.:	PREV. A/C FLT. HRS.:	:	FLT. HRS. THIS PAGE:	:	TOTAL A/C FLT. HRS.:	:			

DISC. OR MAINT. ACTION CARRIED FWD TO: 9695-20 | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

02202) Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

09695-20

ACFT. NO. N 946GL ACFT. TYPE DC871F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A / P	CREW EMP #	T.O.	LDG.	A / P	CREW EMP #
1	:														
2	:														
3	:														
4	:														

NO.	SOURCE	DISCREPANCY
1.	P/M	Ref EO AI-7331-03:01 Eng fuel Pump filter cover Insp # 1, 2 & 3 engines
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Eng 1, 2, 3 Previously Complied with per MD 2000-15-01 AI-7331-03:01	10/20/00	KPDX	S/476
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS

AIRWORTHINESS RELEASE

CHECK C/W: Turn
STATION: KPDX
DATE: 10-20-00
CERT. NO.: [redacted]
GMT TIME: 0045
AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202 9) Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

09695-21

CFT. NO. N 996 GE CFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA FUR LFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DEICE GAL	CARGO DATA CARGO	CARGO DATA MAIL
1	101	10/20/00	KBOX	KDAY	0129	0541	4:12	0148	0530	3:45	5148	70.0	25.0	-0-	62320	10260
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD ARU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	:	0			1	2	1	1		01	M. KHALL	43818	1	1			
2	:									02	E. HCRB	34656					
3	:									03	F. SILVESTRI	76499					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P/M	#2 EGT Fluctuated 150 degrees
2.	P/M	Lav Needs Service.
3.	P/M	On Descent Captains Altimeter needle sticks in multiple positions.
4.	P/M	#2 Eng Cowl opened for mx
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R&R'D both EGT HARNESS Halves I/A/W m/m OEM m/m 77-21-0 OPS CKS Good	10/20/00	KDAY	25256
2.	serviced LAV I/A/W m/m 12-41	10/20/00	KDAY	25256
3.	R&R'D CAPTS ALTIMETER OPS CHKS GOOD IAW 31-10-1 NO FURTHER DEFECTS NOTED.	10/20/00	KDAY	27791
4.	Closed & Secured Cowl I/A/W m/m 71-10-0	10/20/00	KDAY	25256
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
3	ALTIMETER	040341-10-276	106	040341-10-276	K615	3
1	EGT HARNESS	CA115-03	2111	CA115-03	2316	1
1	EGT HARNESS	CA116-03	2580	CA116-03	2422R	2

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANS	STATION: KDAY	PREVIOUS LANDINGS	32199	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32200	1-DIST.	2-DIST.	3-DIST.
DATE: 10/20/00	CERT. NO.: [redacted]									
GMT TIME: 0900	AUTH. SIG.: [redacted]	PREV. A/C FLT. HRS.	91966:32	FLT. HRS. THIS PAGE	3:45	TOTAL A/C FLT. HRS.	91970:17			

DISC. OR MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED NEW LOG PAGE NO: | CAPTAIN'S SIGNATURE

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AIRCR. MAINTENANCE LOG

02202-45 (2/99) Litho U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09695-22

ACFT. NO. N 996GE | ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA LIFT OFF (LBS)	DEPART (LBS)	ARRIVAL (LBS)	H2O GALS	CARGO DATA CARGO	MAIL
1	110	10-20-00	KDAY	KDEN	0907	1139	2:32	0912	1127	2:15	4359	54.0	26.0	0	76796	NR
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN FLTS LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:07	61								0/1	D. HUBEL	37910	1	1			
2	:									0/2	J. MORGAN	58524					
3	:									0/3	V. BRANTLEY	08050					
4	:									NR	R. WINERY	88257					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	RADAR TR FAIL COMES ON AFTER A FEW MINUTES OF USE.	1.				
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRCRAFT MAINTENANCE LOG

022(39) Litho U.S.A.

EMERY WORLDWIDE A CNF Co.

09695-23

ACFT. NO. N 996GE ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	309	10/20/00	DEN	DAY	13:35	16:06	2:31	13:47	16:02	2:15	3672	50600	24,9	-0-	39526	-0-
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	2	3	4	AFU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0	N	0/1	HEALY	33428					
2	:								N	0/2	SMITH M	78417	1				
3	:								N	0/3	SANCHEZ JC	66733					
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P) M	TOILET LIT IS LOOSE
2.	(P) M	RIGHT MAIN LANDING GEAR LOWER LIGHT INOP.
3.	P (M)	RADAR TR FAIL COMES ON AFTER A FEW MINUTES OF USE REF DMI#C9695221-9017
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	RESECURED TOILET AID TO BASE ~~IAW~~ OPS CHECK GOOD	10-20-00	KDAY	55727
2.	RELAMPED LIGHT - SYS OPERATES NORMAL	10-20-00	KDAY	64146
3.	SECURED LOOSE RADAR R/T. PERFORMED OPERATIONAL GND CK OF RADAR, NO DEFECTS NOTED. OP CKS GOOD IAW UAL MM 43-10-10 THIS CLEARS DMI#C9695221-9017 PLACARD REMOVED	10/20/00	KDAY	23653
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PCS.

AIRWORTHINESS RELEASE

CHECK C/W: TRIPS OK | STATION: KDAY

DATE: 10-20-00 | CERT. NO.: [redacted]

GMT TIME: 17:00Z | AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

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AIRCRAFT MAINTENANCE LOG
02202-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09695-24

ACFT. NO.: N 396GE — ACFT. TYPE: DC8-71

1	382	10-20-00	KDAY	KOAK	1737	2009	4:33	1745	2156	4:11	8000	710	265	-0-	55474
2															
3															
4															

1	:02	500			1	2	1	1	—	0/1	D. ENGLE	39037	1	1				
2	:									0/2	E. SOBOL	78556						
3	:									0/3	R. ARMSTRONG	02111						
4	:																	

No.		Discrepancy	No.	Corrective Action
1.	P/M	#2 EGT FLUCTUATES (INDIC) ERRATICALLY, ALL OTHER ENGINE PARAMETERS STABLE. SWAPPED EGT INDIC. SAME PROBLEM	1.	SECURED #2 ENG EGT LEAD (HARNESS) FROM PYLON TO EGT HARNESS. OPS OK ON ENG RUN PER M/M 77-20-00 — 10-21-00 KOAK 36305
2.	P/M	RADAR FAIL LITE CAME ON AFTER 30 MINUTES OF USE TR FAIL, Turn off then on Still does fail	2.	R&R RADAR ANTENNA OPS NOW NORMAL PER M/M 34-41-1 — 10-21-00 KOAK 36305
3.	P/M	MOISTURE INSIDE STBY ATTITUDE INDICATOR	3.	R&R STBY ATTITUDE INDICATOR FAW DC8 71 Series MM 34-28-0. — 10-21-00 KOAK 69030
4.	P/M	BOTH VOR NEEDLES WANDER IN PRECIP.	4.	RE-RACKED 1 & 2 VOR RECEIVERS OPS NOW NORMAL PER TIC RAMP TEST UNIT PER M/M 34-52-0 — 10-21-00 KOAK 36305
5.	P/M		5.	
6.	P/M		6.	

3	ATTITUDE INDICATOR	197640-1	7204103	197910-1	7204100	STBY
2	RADAR ANTENNA	622-5125-001	1044	622-5125-001	1193	

CHECK C/W: TERM — STATION: KOAK
DATE: 10-21-00 — CERT. NO.: [redacted]
GMT TIME: 0820 — AUTH SIG.: [redacted]

1-DIST.	2-DIST.	3-DIST.

AIRCRAFT MAINTENANCE LOG

02202-4E ...tho U.S.A.

EMER WORLDWID A CNF COMPANY

09695-25

ACFT. NO. N996GE ACFT. TYPE DC8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	381	OCT 20 00	KOAK	KDAY	0934	1900	4+26	0954	1365	4+01	7442	76+0	28+6	ø	49575	ø
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS DGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
1	:				Q	Q	Q	Q		01	M. FOWELL	25459					
2	:									02	K. McCLEON	51262	1	1			
3	:									03	T. BOYLAN	04856					
4	:									DH	D. ENGLE	39037					

NO.	SOURCE	DISCREPANCY
1.	P/M	#2 ~~COURSE~~ FREQ SEL KNOB LOOSE WON'T TUNE ILS
2.	P/M	
3.	P/M	
4.	P/M	
5.	P/M	
6.	P/M	

3432

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	TIGHTENED #2 ILS FREQUENCY SELECT KNOB AS REQUIRED.	10/21/00	KDAY	50837
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT C/K STATION: KDAY

DATE: 10-21-00 CERT. NO.: [redacted]

GMT TIME: 1430Z AUTH. SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO: 0457-01 CAPTAIN'S SIGNATURE: [redacted]

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AIRCRAFT MAINTENANCE LOG

D2202-46 (2/93) Litho U.S.A.

EMERY WORLDWIDE A CF COMPANY

09457-01

ACFT. NO. N9966E | ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION FROM	STATION TO	OUT	IN	BLOCK HOURS	OFF	ON	FLT HOURS	UPLIFT (USG)	DEPARTURE (LBS)	ARRIVAL (LBS)	[illegible]	[illegible]	[illegible]
1	382	10-21-00	KDAY	KOAK	1754	2230	4436	1800	2215	4415	7460	79.0	25.4	—	51,483	—
2																
3																
4																

LEG	DEPT DELAY DELAYS	DEPT DELAY CODE	TRAIN. FLTS LDGS	TRAIN. FLTS STATION	OIL ADD 1	2	3	4	APU
1	0:9	500							
2	:								
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
01	J. BUCKLEY	9988					
02	J. BURNETT	60471	1	1			
03	B. MURRAY	60460					
D/H	E. HERB	34656		–			

NO.	SOURCE	DISCREPANCY
1.	(P)/M	#2 ALT. BOOST PUMP POPPED CB IN FLIGHT.
2.	(P)/M	WX RADAR FAILED IND. R/T FAIL
3.	(P)/M	#2 EGT GUAGE FLUCTUATES BETWEEN 620 & 750. VERY ERRATIC IN CLIMB.
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA.	[illegible]
1.				
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	[illegible]

AIRWORTHINESS RELEASE

CHECK C/W: | STATION:

DATE: | CERT. NO.:

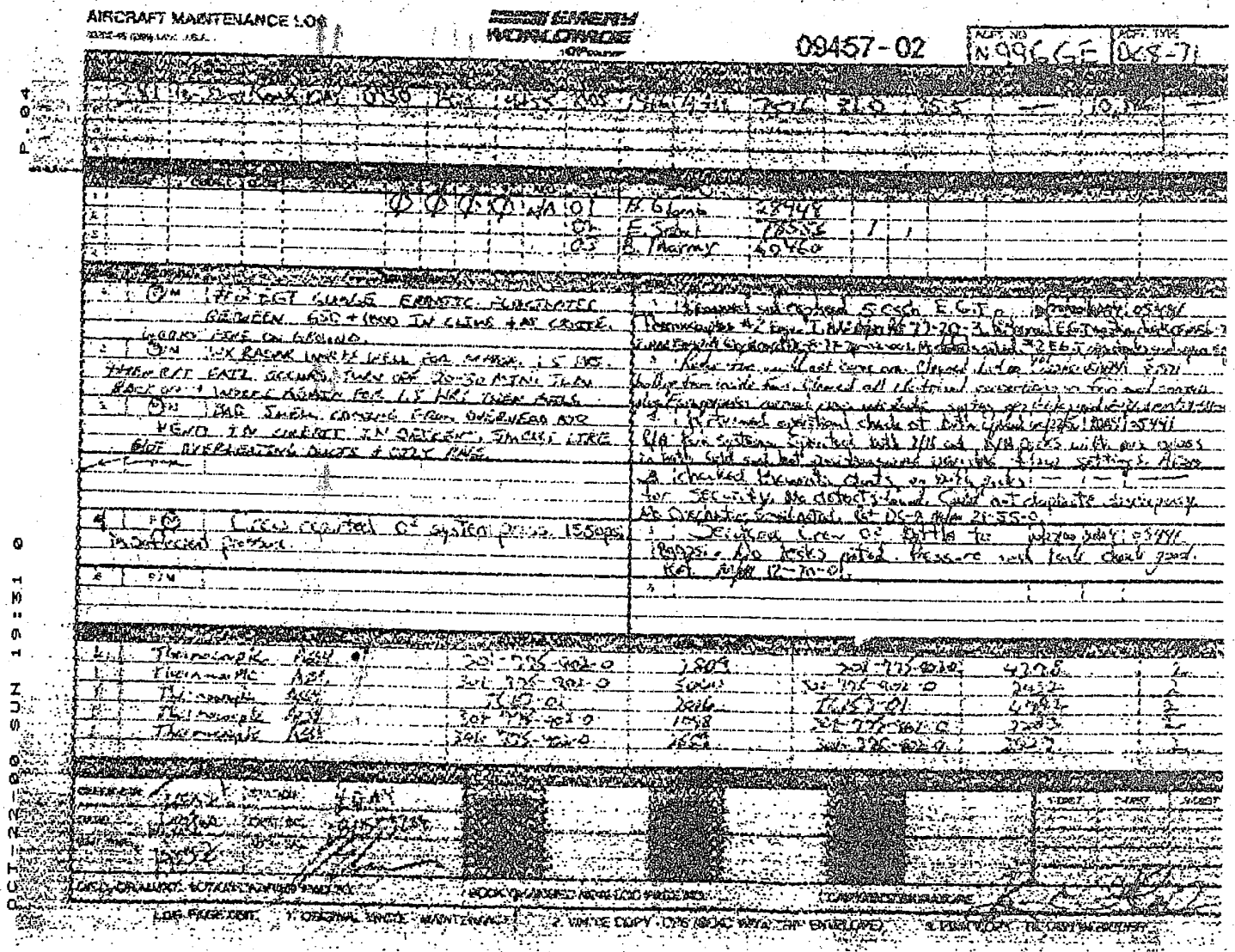
GMT TIME: | AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS | LANDINGS THIS PAGE | TOTAL LANDINGS

PREV. A/C FLT. HRS. | FLT. HRS. | TOTAL A/C

1-DIST.	2-DIST.	3-DIST.



AIRCRAFT MAINTENANCE LOG

09457-02

2. Adjustment/Test Corrected Altimeter

A. Refer to Air Data System - Section 34-11-0 Maintenance Practices to determine equipment preparation requirements, and observe all CAUTION and NOTES.

(1) Requires connection to pitot and static sources as follows:

(a) When testing captain's corrected altimeter, connect test equipment pressure input to captain's and alternate pitot tubes. Connect static vacuum to captain's and PTC static port.

(b) Using approved pressure sensitive tape, seal off pitot tubes drain holes and the static ports not in use.

(2) Place static selector valve to NORM position.

(3) Verify both air data computer, air data computer failure, and corrected altimeter circuit breakers are closed.

(4) Turn instrument ON-OFF switch to the on position; hold for 5 to 10 seconds to enable instrument to function in corrected mode.

(5) Regulate test equipment to maintain airspeed below 300 knots and adjust static pressure to test values shown below. The airplane altimeter, when operating in either corrected or barometric (standby) modes, should agree with test equipment within the respective tolerances. Use ON-OFF switch to check barometric and corrected modes.

CAUTION: THE POSITIVE PRESSURE IN THE PITOT LINES MUST ALWAYS BE GREATER THAN OR EQUAL TO PRESSURE IN THE STATIC LINES.

Test Equipment Altimeter Setting (Feet)	Altimeter Mode	Tolerance (± Feet)
0	Barometric (standby)	20
	Corrected	20
1,000	Barometric (standby)	20
	Corrected	20
5,000	Barometric (standby)	35
	Corrected	50
25,000	Barometric (standby)	155
	Corrected	50
35,000	Barometric (standby)	200
	Corrected	70

AIR TRAFFIC CONTROL TRANSPONDER SYSTEM - MAINTENANCE PRACTICES

1. General

A. The air traffic control transponder (ATC) system identifies the airplane by transmitting coded signals at 1090 mc when interrogated with coded signals at 1030 mc. The ramp test set will automatically provide the proper test signal for interrogation.

B. Whenever a dual system is installed in the airplane, the test should be repeated for the second ATC transponder.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed item.

Item	Name	Number	Manufacturer	Use
A	ATC Transponder ramp test set	476X-1	Collins Radio Co., Cedar Rapids, Iowa	Provide test signal and responses

3. Adjustment/Test ATC System

A. Preliminary

(1) Energize airplane electrical buses.

(2) On ATC control panel, set function switch to standby position and allow 5 minute warmup period.

(3) Place test set flat on ground where airplane transponder antenna can be seen 50 feet away, with arrow on top of test set toward airplane antenna.

(4) Energize test set and perform self-test operation. Check for appropriate responses (accept lamp, or identity and code flags).

(5) Set test set for system test operation.

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B. Test ATC System

	Operation	Desired Result
(1)	On ATC control panel, rotate function switch to on position, and mode selector switch to A position.	Transponder circuitry actuated.
(2)	Set ramp test set controls for identify function.	Test set ready for interrogation.
(3)	On ATC control panel, press and release IDENT button.	IDENT flag, or 6-25 second ACCEPT indicator, on test set.
	NOTE: Operate controls on test set and ATC control panel to set up applicable modes and codes in steps (4) through (19).	
(4)	On test set; mode A, code 00; on control panel; mode B, code 0000.	Reject, no flag on test set.
(5)	On test set; mode B, code 00; on control panel; mode B, code 0000.	Accept, code flag on test set.
(6)	On test set; mode B, code 00; on control panel; mode A, code 0000.	Reject, no flag on test set.
(7)	On test set; mode A, code 00; on control panel; mode A, code 0000.	Accept, code flag on test set.
(8)	On test set; mode A, code 00; on control panel; mode A, code 0100.	Reject, no flag on test set.
(9)	On test set; mode A, code 01; on control panel; mode A, code 0100.	Accept, code flag on test set.
(10)	On test set, mode A, code 01; on control panel; mode A, code 0200.	Reject, no flag on test set.
(11)	On test set; mode A, code 02; on control panel; mode A, code 0200.	Accept, code flag on test set.
(12)	On test set; mode A, code 02; on control panel; mode A, code 0700.	Reject, no flag on test set.
(13)	On test set; mode A, code 07; on control panel; mode A, code 0700.	Accept, code flag on test set.
(14)	On test set; mode A, code 07; on control panel; mode A, code 1700.	Reject, no flag on test set.

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	Operation	Desired Results
(15)	On test set; mode A, code 17; on control panel; mode A, code 1700.	Accept, code flag on test set.
(16)	On test set; mode A, code 17; on control panel; mode A, code 2700.	Reject, no flag on test set.
(17)	On test set; mode A, code 27; on control panel; mode A, code 2700.	Accept, code flag on test set.
(18)	On test set; mode A, code 27; on control panel; mode A, code 7700.	Reject, no flag on test set.
(19)	On test set; mode A, code 77; on control panel; mode A, code 7700.	Accept, code flag on test set.

CORRECTED ALTIMETER - MAINTENANCE PRACTICES

1. General

A. The captain's corrected (servo) altimeter with automatic pressure standby (altimeter) furnishes corrected pressure-altitude when used in conjunction with the air data computer. In the event of an electrical malfunction, in either the computer or the altimeter, the instrument will operate as an uncorrected precision pressure altimeter.

NOTE: Identical corrected altimeters are installed in the captain's and first officer's instrument panels.

B. The altimeter has two modes of operation: servo and barometric (pressure). An ON-OFF switch knob on the right side of the instrument determines mode of operation. When in the ON position (servo mode), and with the captain's static selector valve in the normal position, the pressure mechanism operates as a course altitude locating device which is further corrected by an accurate, remote, altitude synchro input to the servo. This input causes the motor to drive the mechanism gearing so that the altimeter indicates the corrected altitude. Integral fault circuitry continuously monitors the barometric altitude sensed by the altimeter and the transmitted altitude from the air data computer. A discrepancy between the barometric and transmitted altitudes beyond acceptable limits will activate the fault circuit.

C. Loss of air data computer excitation or monitor, or monitor signal voltage will result in the corrected altimeter reversion to barometric mode. Placing the ON-OFF switch to OFF position removes power to allow only barometric mode operation.

D. This condition will be noted by the proper mode "notation" in the dial window and is accompanied by a steady altitude pointer indication and will continue until the interrupted power is restored and the altimeter synchronized. During barometric mode of operation, an integral instrument vibrator operates to assist in providing an accurate indication. During servo mode the vibrator is disconnected.

E. Ground station barometric pressure is available from an interpolating sub-dial or odometer type counter. Calibration is in inches of mercury and is adjustable by turning the instrument left side knob.

2. Adjustment/Test Corrected Altimeter

A. Refer to Air Data System - Section 34-11-0 Maintenance Practices to determine equipment preparation requirements, and observe all CAUTION and NOTES.

Printed in U.S.A.

(1) Requires connection to pitot and static sources as follows:

(a) When testing captain's corrected altimeter, connect test equipment pressure input to captain's pitot tube. Connect static vacuum to captain's static port.

(b) Using approved pressure sensitive tape, seal off pitot tubes drain holes and the static ports not in use.

(2) Place static selector valve to NORM position.

(3) Verify both air data computer, air data computer failure, and corrected altimeter circuit breakers are closed.

(4) Turn instrument ON-OFF switch to the on position; hold for 5 to 10 seconds to enable instrument to function in corrected mode.

(5) Regulate test equipment to maintain airspeed below 300 knots and adjust static pressure to test values shown below. The airplane altimeter, when operating in either corrected or barometric (standby) modes, should agree with test equipment within the respective tolerances. Use ON-OFF switch to check barometric and corrected modes.

CAUTION: THE POSITIVE PRESSURE IN THE PITOT LINES MUST ALWAYS BE GREATER THAN OR EQUAL TO PRESSURE IN THE STATIC LINES.

Test Equipment Altimeter Setting (Feet)	Altimeter Mode	Tolerance (± Feet)
0	Barometric (standby)	20
	Corrected	20
1,000	Barometric (standby)	20
	Corrected	20
5,000	Barometric (standby)	35
	Corrected	50
25,000	Barometric (standby)	155
	Corrected	50
35,000	Barometric (standby)	200
	Corrected	70

(6) Open air data computer circuit breaker. Corrected altimeter should indicate uncorrected altitude and display appropriate flag. Air data computer fail light should come on in failure annunciator panel. Close circuit breaker and hold ON-OFF switch in ON position for several seconds; corrected altimeter should again indicate corrected altitude.

Printed in U.S.A.

(7) Return test equipment to ambient pressure at a rate not greater than 5,000 feet per minute.

(8) Remove test equipment. Remove all pressure sensitive tape from pitot drain holes and from static ports.

(9) Instruments failing to operate within the above specified tolerance, should be replaced. The instrument is clamp mounted, has one hose connection, and one electrical connector. For detailed instructions see Section 31-00.

(10) If any pressure/static lines have been disconnected, perform system leak test (see 34-12-0).

(11) Repeat test sequence for first officer's system.

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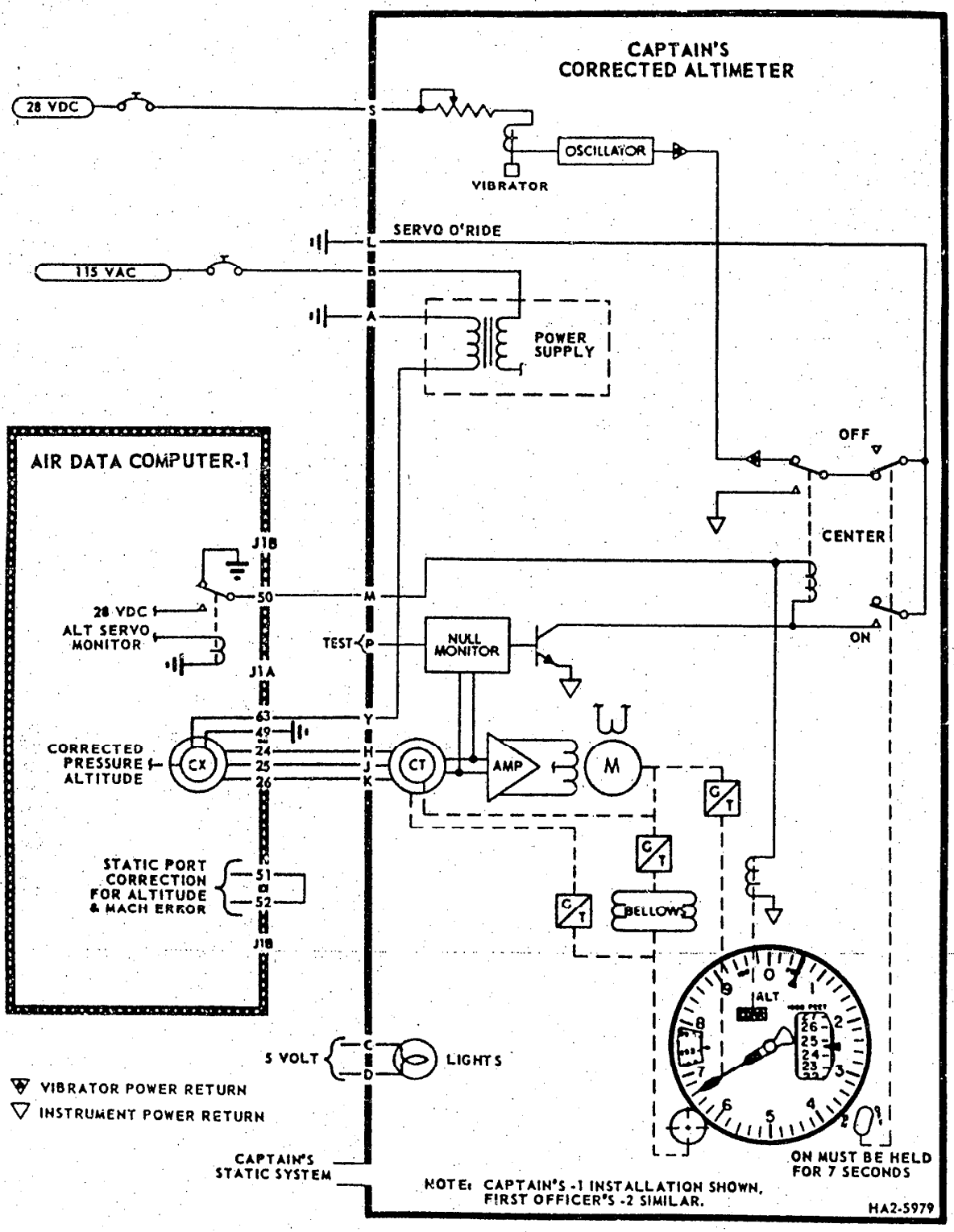

Corrected Altimeter -- Simplified Schematic
Figure 201

Printed in U.S.A.

AIR DATA SYSTEMS - MAINTENANCE PRACTICES

1. General

A. The air data system utilizes information supplied by the pitot and static systems to continuously display the following data: maximum allowable airspeed, indicated airspeed, altitude, Mach, true airspeed, and outside air temperature. The system also supplies altitude data in digital form to the ATC system for either the captain's or first officer's altimeter.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Air Data Calibrator	VPT-10B	Intercontinental Dynamics Corp.	Supply, control, and measure air pressure differentials
B	Alticoder Tester		Kollsman Instrument Corp.	ATC simulator
C	Variable Resistor	Type 1432	General Radio Corp.	Simulate resistance variations in temperature probe
D	Centigrade Thermometer 0 to 100 degrees in 0.2 degree increments		Commercial	Check true air temperature
E	Vacuum source, 30 inches Hg			
F	Pressure source, 4 inches Hg			

3. Adjustment/Test Air Data System

A. Preliminary

(1) Energize airplane electrical buses. Close applicable MAX AIRSPEED WARN circuit breaker.

(2) On first officer's instrument panel, press and release overspeed push-to-test switch. Overspeed warning signal must sound and then go off.

(3) Set both altimeters to present barometric pressure of airport. (Set altimeter's to 29.92 for alticoder test only.) Spread between captain's and first officer's altimeters should not exceed 40 feet.

(4) Ensure that applicable KIFIS circuit breaker is closed. Altimeter power off warning flag should disappear from view.

(5) On glareshield, set both static system source selector valves in normal position.

(6) On glareshield, set alticoder select switch to captain's position.

(7) Remove both ATC transponders from radio rack and connect alticoder tester to system No. 1.

(8) Close ATC-1 28-volt circuit breaker.

(9) Allow 15-minute warm-up period before proceeding with test.

B. Test Air Data System

Operation	Desired Result
(1) Hold captain's KIFIS check switch in test position.	Captain's altimeter indicates between 175 and 225 feet within 30 seconds. Master static air temperature (SAT) indicates -79 to -81 degrees. Master true airspeed (TAS) indicates 491 to 501 knots. Slave SAT indicates -78 to -82 degrees, and slave TAS indicates 490 to 502 knots. Alticoder tester indicates A_4, B_1, B_4, C_2, and D_4.

NOTE: If necessary, cover of control chassis assembly in pedestal may be removed and applicable potentiometer adjusted for indication of -80 degrees on master SAT and 496 knots on master TAS with test switch in test position.

Operation	Desired Result
(2) Release captain's KIFIS check switch.	Indicators return to normal.
(3) Place alticoder selector to first officer's position.	Selects system No. 2.
(4) Remove alticoder tester from system No. 1 and connect to system No. 2.	
(5) Hold first officer's KIFIS check switch in test position.	First officer's altimeter indicates between 175 and 225 feet within 30 seconds. Alticoder tester indicates A_4, B_1, B_4, C_2, and D_4.
(6) Release first officer's KIFIS check switch.	First officer's altimeter returns to normal indication.
(7) Place alticoder selector to captain's position.	Selects system No. 1.
(8) Remove alticoder tester from system No. 2 and connect to system No. 1.	
(9) Place thermometer in vicinity of temperature probe, and allow thermometer to stabilize.	Static air temperature should read 6 ± 3 degrees less than outside temperature. Spread between master SAT and slave SAT should not exceed 1 degree.
(10) Open autopilot, yaw damper, and autopilot off light circuit breakers.	Circuits disabled.

WARNING: TAG AND SAFETY CIRCUIT BREAKERS.

Operation	Desired Result

NOTE: Continuation of test requires application of pitot and static pressure simulating test equipment to the airplane external pitot and static sensors. When making these connections observe the following caution.

CAUTION: TO PREVENT DAMAGE TO INTERNAL MECHANISMS OF THE AIR DATA INSTRUMENTS, BY EXCEEDING DIFFERENTIAL PRESSURE LIMITATIONS, PITOT AND STATIC PRESSURE/VACUUM LINES FROM THE TEST EQUIPMENT ARE NORMALLY CONNECTED TO ALL RESPECTIVE PITOT AND STATIC EXTERNAL SENSORS ON THE AIRPLANE. WHEN CONNECTION TO THE TOTAL PITOT AND STATIC SYSTEM IS IMPRACTICAL, CONSULT FIGURE 1 OF 34-12-0, TO DETERMINE WHICH INSTRUMENTS WILL BE AFFECTED WHEN APPLYING PITOT AND STATIC PRESSURES TO ANY PORTION OF THE TOTAL SYSTEM.

(11) Connect air data calibrator to applicable pitot tubes and static ports.

CAUTION: WHEN PERFORMING THE FOLLOWING TESTS, DO NOT EXCEED 3000 FEET PER MINUTE ON STATIC PORTS AND 250 KNOTS ON PITOT PORTS. DO NOT SUDDENLY VENT LINES TO ATMOSPHERE WHILE AIR DATA CALIBRATOR IS CONNECTED, AND DO NOT EXCEED 12 INCHES OF MERCURY DIFFERENTIAL PRESSURE BETWEEN PITOT AND STATIC SYSTEMS AT ANY TIME.

NOTE: The following tests are such that some tests are a result of other tests, therefore, make certain to check all tables simultaneously.

(12) Disconnect airplane wiring from external temperature probe and connect variable resistor to airplane wiring.

To allow resistance settings to simulate temperature changes.

(13) Slowly adjust static pressures, pitot pressures, and resistance settings for each step noted in Figure 201. Observe indicator readings for each step.

Proper indicator readings per Figure 201 and proper spread between indicators per Figure 202 (including concealed Machmeters).

NOTE: Decrease static pressure first to maintain pitot pressure higher than static pressure. Do not exceed maximum airspeed or Machmeter indication limitations while changing pressures.

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	Operation	Desired Result
(13a)	Perform altitude reporting test (for both increasing and decreasing altitude) at each test point in Figure 204. Slowly approach each test point altitude to find the transition point.	Transition point must occur within ±125 feet of the test altitude as read on primary corrected altimeter.
(14)	At altitude steps 1 through 5 in Figure 203, slowly increase pitot pressure (airspeed) until maximum airspeed warning horn sounds.	Captain's and first officer's indicators, and alticoder tester should read as noted in Figure 203 (including concealed Machmeters).

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TEST POINT		TEST NUMBER 1	2	3	4	5	6	7
Static Pressure (Hg) Altitude (feet)		28.855 1000	20.577 10000	16.217 16000	13.750 20000	8.488 31000	6.712 36000	5.538 40000
Pitot Pressure (Hg) Airspeed (knots)		29.492 115	22.535 200	18.715 225	16.850 250	12.927 297	10.210 265	6.629 150
Decade Resistor Box Settings (ohms)			1230.6	1453.8	1160.7	1105.8	1038.0	957.5
INDICATIONS								
Airspeed Pointer (knots)	Min Max	113 117	197 203	222 228	247 253	293 301	262 268	147.5 152.5
Maximum Airspeed Pointer (knots)	Min Max		344.2 352.2	353 361	359.4 367.4	322.5 330.5	287.7 295.7	261.7 269.7
Master True Airspeed (knots)	Min Max		214 250	283.7 330.7	312.5 359.5	441 491	438.5 485.5	272.5 319.5
Slave True Airspeed Indicator (knots)	Min Max		213 251	282.7 331.7	311.5 360.5	440 492	437.5 486.5	271.5 320.5
Master Static Air Temperature (degrees)	Min Max		-8 0	+22.3 +28.3	-26.5 -21.5	-47 -41	-56.5 -51.5	-56.5 -51.5
Slave Static Air Temperature (degrees)	Min Max		-9 1	+21.3 +29.3	-27.5 -20.5	-48 -40	-55.5 -52.5	-57.5 -50.5
Mach Indication (Mach) *(concealed Machmeter behind instrument panel)	Min Max		0.353 *0.373	0.447 *0.467	0.537 0.557	0.789 0.809	0.788 0.808	0.503 0.523
Altimeter (feet)	Min Max		9955 10045	15950 16050	19940 20060	30930 31070	35930 36070	39910 40090
Altimeter (feet) (Navigator's only)	Min Max		9920 10080	15890 16110	19870 20130	30795 31205	35770 36230	39770 40230

Air Data System Test Indications
Figure 201

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Operation	Desired Result
(15) After completion of step 5, with alticoder selector switch in captain's position, open corresponding KIFIS circuit breaker; observe alticoder tester and close circuit breaker.	Alticoder tester should not show a light sequence.

TEST NUMBER	1	2	3	4	5	6	7
Test Altitude (feet)	1000	10000	16000	20000	31000	36000	40000
Test Speed (knots)	115	200	225	250	297	265	150
INDICATORS	SPREAD BETWEEN CAPTAIN'S AND FIRST OFFICER'S						
Airspeed Indicator (knots)	4	6	6	6	7	6	5
Machmeter or Mach Indicator (concealed)	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Altimeter (feet)	45	80	100	140	140	140	140
INDICATORS	SPREAD BETWEEN CAPTAIN'S AND NAVIGATOR'S						
Airspeed Indicator (knots)	4	6	6	6	7	6	5
Altimeter (feet)	45	120	160	180	230	230	300

Spread Between Indicators
Figure 202

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TEST NUMBER		1	2	3	4	5	6
Test Altitude (feet)		1000	10000	16000	31000	36000	40000
Indicated Airspeed Pointers (knots) at MAX ALLOWABLE SPD WARN	Min		348.2	357.0	326.5	291.7	266.7
	Max		362.2	371.0	338.5	303.7	276.7
Maximum Airspeed Pointers (knots) at MAX ALLOWABLE SPD WARN	Min		344.2	353.0	322.5	287.7	261.7
	Max		352.2	361.0	330.5	295.7	269.7
Machmeters or Concealed Machmeter Indication at MAX ALLOWABLE SPD WARN	Min		0.623	0.712	0.870	0.870	0.870
	Max		0.653	0.742	0.900	0.900	0.900
Alticoder Tester (light sequence)			A_2A_4	A_1A_2	A_1	A_1A_4	$A_1A_2A_4$
		B_1B_2	B_1B_4	B_2B_4		$B_1B_2B_4$	B_2B_4
		C_2	C_2	C_2	C_2	C_2	C_2
					D_4	D_4	D_4

Indications at Maximum Airspeed
Figure 203

Operation	Desired Result
(16) Repeat step (15) with alticoder selector switch in first officer's position.	Alticoder tester should not show a light sequence.
(17) Perform step 6 of Figure 203.	Indicators and alticoder tester should read as noted in step 6 of Figure 203.

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TEST POINT	CORRECTED ALTIMETER (IN FEET)	D4	A1	A2	A4	B1	B2	B4	TRANSITION POINTS		C2	C4
									C1 INCREASING ALTITUDE	C1 DECREASING ALTITUDE		
1	+50	0	0	0	0	0	X	X	0 X	X 0	X	0
2	5,050	0	0	0	X	0	X	0	0 X	X 0	X	0
3	10,050	0	0	X	X	X	0	X	0 X	X 0	X	0
4	15,050	0	X	X	0	0	0	0	0 X	X 0	X	0
5	20,050	0	X	X	X	X	X	X	0 X	X 0	X	0
6	25,050	0	X	0	X	X	X	0	0 X	X 0	X	0
7	30,050	0	X	0	0	0	0	X	0 X	X 0	X	0
8	35,050	X	X	0	X	X	0	0	0 X	X 0	X	0
9	40,050	X	X	X	X	0	X	X	0 X	X 0	X	0
10	42,050	X	X	X	X	X	0	X	0 X	X 0	X	0

NOTE: "0" denotes absence of signal; "X" denotes presence of signal.

Altitude Reporting Test Points
Figure 204

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	Operation	Desired Result
(18)	Decrease test altitude to 23,000 feet, test airspeed to 370 knots and proceed immediately to next step.	
(19)	Seal off vacuum source to static and pitot ports for 1 minute.	Airspeed pointer on each airspeed indicator should not change by more than 5 knots and altimeters should not change more than 100 feet.
(20)	Slowly return pitot and static pressure to normal atmospheric pressure.	
(21)	Rotate both static system source selector valves to alternate position.	
(22)	Slowly apply vacuum to pitot ports and alternate static ports to make both altimeters read 23,000 feet and airspeed indicators read 370 knots.	Spread between altimeters should not be more than 100 feet.
(23)	Seal off vacuum source for 1 minute.	Neither altimeter should change more than 100 feet.
(24)	Slowly reduce vacuum source to normal atmospheric pressure, then rotate static selector valves to normal position.	
(25)	Connect air data calibrator to alternate pitot tube and pitch trim compensator (PTC) static ports. Close PTC and AUTOPILOT circuit breakers.	Allow test of third pitot system.

CAUTION: ENSURE THAT AUTOPILOT REMAINS DISENGAGED DURING THIS TEST PORTION.

NOTE: The PTC system shall have been functionally tested prior to conducting test.

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	Operation	Desired Result
(26)	Slowly increase altitude to 23,000 feet and airspeed to 370 knots as observed on air data calibrator instruments.	As altitude and airspeed are being increased, observe aft movement of steering control columns. When maximum airspeed and altitude are reached, PTC warning lights should be on.
(27)	With altitude of 23,000 feet and airspeed at 370 knots, seal off pressure and vacuum source to test stand instruments for period of 5 minutes and check leak rates as observed on test stand.	Airspeed should not change more than 5 knots per minute and altimeter should not change more than 100 feet per minute.
(28)	Slowly reduce vacuum and pressure source to normal atmospheric pressure.	
(29)	Remove variable resistor from airplane wiring and reconnect temperature probe.	Wiring properly connected and resistance bulb secured.
(30)	Remove all test connections and deenergize all circuit breakers.	Test completed.

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CENTRAL AIR DATA COMPUTER (CADC) SYSTEM - OPERATIONAL CHECK

DV ONLY

1. General
   A. The Central Air Data Computer (CADC) System has two computers which supply:
      (1) Altitude for the Captain's and First Officer's altimeters.
      (2) True Airspeed information to the Flight Officer's TAS indicator (#2 CADC).
      (3) Digitized information to the ATC transponder.
      (4) Altitude and airspeed information to the Flight Data Recorder. (#1 CADC only).
      (5) Altitude and airspeed information to the Autopilot. (#1 CADC only.)
      (6) Altitude information to the Altitude Alerter (#1 CADC only.)
      (7) EXCEPTION: N8177U does not have a #2 CADC. The F/O's altimeter operates in STBY mode only. The F/O's true airspeed indicator operates from the #1 CADC.
   B. The following tests include procedures to check operation and accuracy of air data system instruments, and include the following:
      (1) Instruments pneumatically operated from direct pitot and static pressures.
      (2) Instruments electrically operated from air data computer output signals initiated by pitot and static pressures.
   C. A preliminary leak test should be run at Overhaul to check system integrity prior to accomplishing this procedure and before putting power on the aircraft.
   D. The test calibrator used should be positioned approximately at the same elevation as the altimeter to avoid erroneous reading.
   E. For a description of how this system differs from that in KIFIS equipped airplanes, refer to Service Tip 41-10-01/103 .

2. Special Tools and Materials
   A. Special Tools
      (1) IDC Pitot Static Test Set, VPT10, Tactair, or equivalent.
      (2) Hoses, clamps, and adapters to connect tester to aircraft systems.
      (3) Decade Resistance Box (2), General Radio 1432N.
   B. Materials
      (1) Tape, 912-0430 TA340
   C. Referenced Procedures - None required.

3. Operational Check
   A. At rest check (no power applied)
      (1) The following circuit breakers should be open:
         (a) CADC-1 and CADC-2 (Except N8177U)
         (b) ALT VIB-1 and ALT VIB-2

(c) ALT-1/ADC-1 28v AC and ALT-2/ADC-2 28v AC
(d) TAS-1 and TAS-2

(2) Obtain the altimeter setting (QNH) and set Captain's and First Officer's altimeters (and Navigator's, if installed) to this setting.

(3) Tap the instrument panels gently with the knuckles to reduce friction errors.

(4) Observe that both altimeter flags show standby.

(5) The following altimeter readings, including Navigator's, if installed, should be obtained.

(a) Field below 2000 feet elevation: field elevation + 13 feet; tolerance ± 25 feet.

(b) Field above 2000 feet elevation: field elevation + 13 feet; tolerance ± 35 feet.

NOTE: The Captain's and First Officer's altimeters shall not differ by more than 40 feet.

(6) Airspeed indicator

(a) IAS (white pointer) 0 knots ± 1/16-inch pointer movement.

(b) Maximum speed (striped pointer):
1) Field at sea level: 340 - 8/+0 knots.
2) Field at 5000 feet: 346 - 8/+0 knots.

(c) Machmeter - 0 ± 1/16-inch pointer movement.

(d) True Air Speed - indication covered by flag.

B. Test Set-Up.

(1) Make sure that Pitot/Static source heaters are turned OFF during tests.

(2) Check that both static selector valves are in NORM position. Tag to prevent movement.

(3) Seal static ports on both sides of fuselage using TA340. Leave alternate static ports open until required to seal during leak tests.

(4) Seal vent holes in Captain's and First Officer's pitot tubes with TA340.

(5) Connect decade resistance box in place of temperature probe #1 in left hand turbo compressor compartment. Set resistance to 538.9 ohms.

(6) Connect decade resistance box in place of temperature probe #2 in right hand turbo compressor compartment. Set resistance to 538.9 ohms.

(7) Connect static fitting on calibrator to test fittings located in control cabin and drain fitting located in nose wheel well.

(8) Connect pitot fitting on calibrator to both Captain's and First Officer's pitot tubes.

(9) Vent test set to ambient pressure.

(10) De-energize the following circuit breakers:
(a) A/P PITCH AND ROLL AXIS
(b) YAW DAMPER
(c) A/P OFF WARNING

(11) Energize the following circuit breakers
(a) CADC-1 and CADC-2 (except N8177U)
(b) ALT VIB-1 and ALT VIB-2
(c) ALT-1/ADC-1 28v AC and ALT -2/ADC-2 28v AC (except N8177U).
(d) TAS-1 and TAS-2

B. CADC Self-Test
(1) Accomplish CADC Self-Test per 41-13-23.
(2) Upon completion of self-test procedure, note that the Air Data Computer Failure Warning Lamp on the Flight Engineer's instrument panel is OUT.

C. Altimeter Check
(1) Check that both Altimeter flags show STANDBY and both viorators are operating with the STNBY/CORR switch on altimeters in STANDBY.
(2) Turn the STNBY/CORR switch on altimeters to CORR. Flags change to CORR and vibrators go OFF. Reset switch to STANDBY. On N8177U F/O's altimeter operates in STBY mode only.
(3) Set baro knob on Captain's and First Officer's altimeters to 29.92 before starting tests. If tester has provision to vary the setting, also set it to 29.92. Approach setting from lower value, so as to take out backlash in standard manner.

D. Instrument Test

CAUTIONS: 1) DO NOT EXCEED A RATE OF CLIMB OR DESCENT OF MORE THAN 4000 FPM OR A CHANGE IN SPEED OF MORE THAN 250 KPM.
2) DO NOT EXCEED 350 KNOTS AIRSPEED.
3) DO NOT EXCEED 1000 FEET BELOW AMBIENT PRESSURE ON THE ALTIMETERS.

(1) Test air data instruments and air data computer operated instruments per chart in Figure 201.

NOTE: Use correction card on calibrator to set test points closely.

E. Return System to Normal.
(1) Upon completion of tests, return static and pitot pressures to ambient using calibrator.
(2) Remove test connections to drain fittings and pitot tubes.
(3) Remove seals from static ports and pitot tube drain holes. Check that no residue remains and ports are clear.
(4) Remove decade rsistance boxes from turbo compressor compartments and reconnect plugs to #1 and #2 temperature probes.
(5) Open circuit breakers previously closed in paragraph 3.A.(11).

TEST SETTINGS				READINGS TAKEN FROM CAPTAIN'S AND FIRST OFFICER'S INSTRUMENTS						
Test No.	Test Altitude	Test Airspeed	Standby Corr. Sw. (3)	Indicated Altitude	Indicated Airspeed	Airspeed Limit	Mach Number	Probe Res. Ohms	TAT Indication	TAS Indication
1	0 feet (1)	150 knots	STANDBY	0 ± 25	150 ± 2.5		-	-	-	-
			PWR ON	0 ± 30		340 -8/+0			(2)	
2	5,000	200 knots	STANDBY	5,000 ± 45	200 ± 3		-	538.9	-	218 ± 6
			PWR ON	5,000 ± 50		346 -8/+0				
3	10,000	250 knots	STANDBY	10,000 ± 70	250 ± 3.5		-	538.9	-	294 ± 6
			PWR ON	10,000 ± 60		352 -8/+0				
4	20,000	250 knots	STANDBY	20,000 ± 110	-		.55 ± .03	519.5	-	350 ± 6
			PWR ON	20,000 ± 70		352-8/+0				
5	25,000	260 knots	-	-	-	-	.63 ± .03	500.0	-	390 ± 6
6	30,000	280 knots	STANDBY	30,000 ± 145	280 ± 3.5		.74 ± .02	480.5	-	445 ± 6
			PWR ON	30,000 ± 90		337 -8/+0				
7	30,000	300 knots	-	-	300 ± 4.0	-	.79 ± .02	-	-	-
8	30,000	325 knots	-	-	325 ± 4.5	-	.85 ± .02	460.9	-	493 ± 6
9	35,000	250 knots	STANDBY	35,000 ± 165			-	-	-	-
			PWR ON	35,000 ± 90		302 -8/+0				
10	40,000	250 knots	STANDBY	40,000 ± 180	-	-	-	-	-	-
			PWR ON	40,000 ± 90						
11	5,000 (REF)	At or above 5,000 feet, carefully set rate of descent at 2,000 FPM on Rate of Climb Indicator. Time to descend from 4,000 to 2,000 feet should be between 52 to 68 seconds. Stop descent and set in 2,000 FPM ascent. Time to ascend from 2,000 to 4,000 feet should be between 52 to 68 seconds.								
12	25,000	Leak Test per 41-11-17								

(1) If ambient pressure is less than 29.92 inches, zero altitude may not be attainable with the IDC calibrator. Make test at lowest possible altitude; same tolerances apply.

(2) Refer to 41-12-55 for test of TAT indication.

(3) In N8177U, the F/O's altimeter operates in STBY mode only.

FIGURE 201 - TEST CHART

END

KS-86-01 FLIGHT INSTRUMENT SYSTEM - OPERATIONAL CHECK

APPLICABILITY: DC8-71 N8070U-94U

1. General
   A. The following information is to be used as required whenever the accuracy of the flight instrument system is in question.

2. Special Tools and Materials
   A. Special Tools
      (1) IDC Calibrator
      (2) Decade Resistance Box - General Radio 1432N (Non-Stock)
   B. Materials - None Required
      (1) Tape, 912-0430 TAP2514-1-0100

3. Operational Check
   A. At-Rest Checks (With No Power)
      (1) Open Captain's and First Officer's AIR DATA circuit breakers B1-37 and B1-106.
      (2) Obtain the altimeter setting ("QNH") and set Captain's and First Officer's altimeters (and Navigator's, if installed) to this setting.
      (3) Tap the instrument panels lightly with the knuckles to reduce friction errors.
      (4) The following readings should be obtained:
         (a) Altimeters (including Navigator's, if installed).
            1) At fields below 2,000 feet: Field elevation plus 13 feet; tolerance ± 30 feet.
            2) At fields 2,000 feet or above: Field elevation plus 13 feet; tolerance ± 40 feet.

               NOTE: The Captain's and First Officer's altimeters shall not differ by more than 40 feet.

            3) Power failure flag (Navigator's has none): "OFF".
         (b) Airspeed indicator.
            1) IAS (white pointer): 0 kts ± 1/16 inch pointer movement.
            2) Max. speed (striped pointer)

	N8070U-94U
Field at sea level	340 + 0, -8 kts.
Field at 5000 feet elevation	348 + 0, -8 kts.

(Interpolate for intermediate elevations)

CONTINUED

(c) Machmeter: 0 ± 1/16 inch pointer movement.
(d) Static air temperature: Not significant.
(e) True airspeed: Not significant.

B. Power-on Check Without Test Equipment or Test Switch Actuated.

NOTE: N8070U-94U: First Officer's altimeter will have ETEY flag showing at all times.

(1) Close Captain's and First Officer's AIR DATA circuit breakers B1-67 and B1-106.

NOTE: If KIFIS system is activated, altimeter flag will be out of view with Static Selector in NORMAL.

(2) Secure a laboratory-grade alcohol centigrade thermometer as close to the temperature probes as possible. Shade from direct sunlight by taping a piece of cardboard above probe and thermometer, if necessary. Accomplish this step only if the accuracy of the static air temperature system is in question.

(3) The altimeters remain set as before. If an hour or more has elapsed since getting settings for the previous check, new settings should be obtained and the altimeters set accordingly.

(4) The panels should be tapped lightly, as before.

(5) The following readings should be obtained:

(a) Altimeters (including Navigator's, if installed).
1) At fields below 2,000 feet: Field elevation plus 13 feet; tolerance ± 30 feet.
2) At fields 2,000 feet or above: Field elevation plus 13 feet; tolerance ± 40 feet.
-Power failure flag (Navigator's has none): out of sight.

(b) Airspeed indicator: No change from setting as observed under check "A".

(c) Machmeter: No change from setting as observed under check "A".

(d) Static air temperature (Navigator's if installed, must agree with master within ±1° C.): 6 ± 3° C lower than ambient at probe location.

(e) True airspeed (including Navigator's if installed): Below 80 knots.

CONTINUED

C. Power-on "KIFIS Test" Switch actuated.

(1) With the "KIFIS Test" switch (Captain's and First Officer's are separate) held in the "TEST" position, the following readings should be obtained.

NOTE: When field altitude exceeds 3500 feet, it will be necessary to adjust the altimeters by rotation of the Baro knob to 3500 feet. No harm is done if the normal range of the barometric scale is exceeded.

(a)	Altimeter (except First Officer's) Power failure flag	Altitude should increase by amount indicated on airplane placard. Out of sight

NOTE: If it was necessary, because of field altitude exceeding 3500 feet, to adjust altimeter to this value for purposes of test, readjust altimeter to existing field altitude upon completion of preceding test.

(b)	Machmeter	No change from setting as observed under Check "A".
(c)	Static air temperature (Navigator's if installed, must agree with master within ± 1°C) Captain's test switch only.	Indicator should read according to airplane placard. If out of tolerance, trim SAT range adjust pot R-113 in control chassis.
(d)	True airspeed (Navigator's if installed, must agree with master within ± 1 knot) Captain's test switch only.	Indicator should read according to airplane placard. If out of tolerance trim TAS range adjust pot R-111 in control chassis.

D. SFOOV ONLY: Calibration Check Using IDC Calibrator.

CAUTION: EXTREME CARE MUST BE USED WHEN MAKING THE FOLLOWING CHECKS. THE APPLICATION OF INCORRECT PRESSURES OR RAPID PRESSURE CHANGES CAN DAMAGE AIRCRAFT FLIGHT INSTRUMENTS CONNECTED TO THE PITOT STATIC SYSTEMS.

(1) Prepare the calibrator for use per the instruction book in the unit.

NOTE: Locate the calibrator in or near the cockpit so the operator can monitor both flight instrument panels.

(2) Position both STATIC SELECTOR valves to NORM.

CAUTION THE STATIC SELECTOR VALVES AND PITOT CUTOFF VALVE MUST NOT BE MOVED DURING THE REMAINDER OF THIS TEST.

CONTINUED

(3) Connect STATIC fitting on Calibrator to both the Captain's and First Officer's static system test of drain fittings in the nose wheel well.

(4) Seal off static ports on both sides of the fuselage above forward cargo door, using TAP2514-1-0100.

(5) Connect PITOT fitting on Calibrator to both Captain's and First Officer's pitot tubes, using adapters.

(6) Tape vent holes on the sides of pitot with TAP2514-1-0100.

(7) Connect the Decade Resistance box in place of the Static Air Temperature Bulb, located in the upper position in the RH temperature bulb well at Fuselage Station 620.

(8) Set Captain's and First Officer's Altimeters to 29.92.

WARNING: DO NOT TAP ON INSTRUMENT GLASSES DURING THE FOLLOWING STEPS. THE CASES OF ALL PITOT STATIC INSTRUMENTS WILL HAVE HIGH PRESSURE DIFFERENTIALS ACROSS THEM AND MAY EXPLODE IF HIT ON GLASS.

(9) With the regulator knobs on the Calibrator apply the pitot and static pressures, and with the resistance box, connect the resistance shown in Tables I or II as applicable.

CAUTION: USE THE CALIBRATOR AIRSPEED AND ALTIMETER TOGETHER WITH THEIR CORRECTION CARDS IN SETTING THE PRESSURES. NEVER REDUCE PITOT PRESSURE BELOW 50 KNOTS. THE RATE OF CHANGE OF STATIC PRESSURE (CLIMB OR DESCENT) SHOULD NOT EXCEED 4,000 FPM.

(10) Stabilize rate of climb at 1500 to 2000 feet per minute. Captain's and First Officer's rate of climb to agree within 300 feet. Make same check at 1500 to 2000 feet per minute descending.

(11) Close up

(a) Reduce pressures to sea level and 50 knots.

(b) Disconnect Calibrator.

(c) Connect Static Lines in nose wheel.

(d) Disconnect Temperature Bulb Resistance box.

(e) Connect plug to SAT Bulb.

(f) Remove tapes from Static ports.

(g) Remove tapes from pitot tubes.

E. Trouble Shooting Information.

(1) On Overwater DC-8 Aircraft, the Navigator's TAS pointer can get 180° out of phase with the digital indicator on the main instrument panel. To correct:

(a) Push KIFIS test switch, adjust SAT pot on KIFIS chassis until SAT indicator reads - 80°.

(b) While holding KIFIS test switch, adjust TAS pot on KIFIS chassis to cause digital indicator TAS indicator to run up scale, continue adjusting pot until counter runs past 590 knots and starts over at bottom of scale.

(c) When digital indicator reads approximately 70, release KIFIS test switch. Both indicators should read approximately 80 and agree.

(d) Now adjust TAS pot until digital indicator reads approximately 62.

(e) Proceed to adjust SAT and TAS per Normal procedures.

CONTINUED

TEST	CALIBRATOR INSTRUMENTS ALT.	A.S.	DECADE BOX RESISTANCE	ALTIMETERS CAPT. (4)	F/O	CAPT'S & F/O INSTR A.S.	CAPT'S & F/O INSTR MACH	STATIC AIR TEMP	TRUE AIRSPEED
1	0 (1)	150	- - - - - - -	0 ± 30(25)	0 ± 25	150 ± 3	- - - - - - -	- - - - -	- - - - - -
2	5,000	220	1230.6	5,000 ± 50(50)	5,000 ± 45	220 ± 3.5	.363 ± .03	-4 ± 4	232 ± 18
3	10,000	253	1453.8	10,000 ± 60(90)	10,000 ± 70	253 ± 3.5	.457 ± .02	+25 ± 3	307 ± 23.5
4	20,000	350	1195.3	20,000 ± 70(140)	20,000 ± 110	350 ± 4.5	.754 ± .01	-28 ± 2.5	460 ± 15
5	31,000	297	1105.8	31,000 ± 90(195)	31,000 ± 150	297 ± 4.5	.799 ± .01	-44 ± 3	466 ± 25
6	35,000	252	- - - - - - -	35,000 ± 90(215)	35,000 ± 165	252 ± 3.5	- - - - - - -	- - - - -	- - - - - -
7	40,000	252	1021.5	40,000 ± 90(240)	40,000 ± 180	252 ± 3.5	.830 ± .02	-58 ± 3.5	474 ± 28

(1) When ambient barometric pressure is below 29.92 inches, zero altitude may not be attainable with some calibrators. In this case, Test 1 may be made at the lowest altitude obtainable. Altimeters will agree with calibrator ± 30 feet.

(4) Tolerances in brackets apply with power removed.

TABLE I - ACTIVATED KIFIS SYSTEM
APPLICABILITY: N8070U-94U

END

1. Special Tools and Materials
   A. Special Tools - None Required
   B. Materials - None Required
   C. Referenced Procedures
      (1) Required
         (a) MM 23-41-11-01, Pitot/Static Lines, Maintenance Practices.
      (2) Optional - None

2. Fleet Differences
   A. N8070U-94U: Are fitted with the Kollsman Integrated Flight Instrument System (KIFIS) which among other functions, electrically corrects the captain's altimeter. The First Officer's side has a servopneumatic altimeter operating in STBY mode.
   B. For details of KIFIS unit differences, Ref. 41-10-01.
   C. N8095U-99U: Are fitted with Sperry Central Air Data Computers (CADC) and Kollsman servopneumatic altimeters.
   D. N8177U: Has a Sperry CADC at the Captain's position only. The Flight Officer's servopneumatic altimeter operates only in STBY mode.

3. Altimeter Reading Differences Reported From Ground Checks

   NOTES: When doing ground checks, be sure that:
   1) If an hour or more has elapsed since getting the altimeter setting (QNH), a new setting has been obtained and the altimeters set accordingly.
   2) Both altimeters have been equally subjected, or neither has been subjected, to flight altitudes within a half hour of this check. (The diaphragm may take a slight temporary set when subjected to flight altitudes, normally to a higher altitude reading. Most of this hysteresis disappears within a half hour.)
   3) If the airplane is parked at a location above or below the nominal runway elevation, the difference is corrected for.

   A. KIFIS Airplanes (N8070U-94U): If altimeter readings taken during ground checks do not fall within the allowable difference limits of 60 feet (below 2000 foot elevation) and 80 feet (above 2000 foot elevation), proceed as follows to find out which system is at fault.
      (1) Altimeter ground check.

(a) Obtain the current altimeter setting,(QNH), and set the Captain's and First Officer's altimeter barometric scales to this setting carefully. Approach the setting from a lower reading to nullify backlash.

(b) Tap the instrument panels gently with the knuckles to reduce friction errors, or determine that altimeter vibrators are operating.

(c) The following readings should be obtained with KIFIS corrections OFF.

1) At fields below 2,000 feet: Field altitude plus 13 feet; tolerance + 30 feet.

2) At fields 2,000 feet or above: Field altitude plus 13 feet; tolerance + 40 feet.

(d) If the airplane has an active KIFIS system, the same readings should be obtained with KIFIS corrections ON.

NOTES: 1) Until September 1/71 the computation of QNH included a standard assumption of 10 feet for the height of an altimeter in any airplane, so that the altimeter would read field altitude, approximately.

2) An altimeter set to QNH computed by the method in use on and after September 1/71 will read the altitude of the altimeter itself, which in a DC-8 is 13 feet above the ground.

3) The height of the static ports or of the KIFIS computer has no effect on this.

(e) If these tolerances are not met, disconnect the static hose from the altimeter:

1) If the altimeter reading comes into tolerance, it indicates an obstruction, kinked hose or water in the static system. If no obstruction or kinked hose is found, disconnect all instruments and boxes and drain and blow the lines per 41-11-01.

2) If the altimeter still reads beyond limits, replace the scale error corrector.

B. CADC Airplanes (N8095U-99U, N8177U): If the altimeter readings taken during ground checks do not fall within the allowable difference limits of 60 feet (below 2000 foot elevation) and 80 feet (above 2000 foot elevation), proceed as follows to find out which system is at fault.

(1) Altimeter ground check.

(a) Obtain the current altimeter setting, QNH, and set the Captain's and First Officer's altimeter barometric scales to this setting carefully. Approach the setting from a lower reading to nullify backlash.

(b) Turn the selector knob to put the altimeter in standby (STBY) mode. Tap the instrument panel gently with the knuckles to reduce friction errors, or determine that the altimeter vibrator is operating. Note the reading.

(c) Turn the knob to put the altimeter in correctd (CORR) mode. Note the reading.

(d) The following readings should be obtained in STBY and in CORR:

NOTE: Tolerances: ±30 feet at fields up to 2,000 feet;
±40 feet at higher fields.

1) At fields below 2,000 feet: Field altitude plus 13 feet; tolerance ±30 feet.
2) At fields 2,000 feet or above: Field altitude plus 13 feet; tolerance ±40 feet.

NOTES: 1) Until Sep 1/71 the computation of QNH included a standard assumption of 10 feet for the height of an altimeter in any airplane, so that the altimeter would read field altitude, approximately.

2) A servopneumatic altimeter set to QNH computed by the method in use on and after Sep 1/71 will read the altitude of the altimeter in STBY and the altitude of the air data computer in CORR mode. Since the Captain's air data computer is about a foot above his altimeter, switching the altimeter from STBY TO CORR should cause it to move up by that amount. Since the First Officer's air data computer is about a foot below his altimeter, switching the altimeter from STBY to CORR should cause it to move down by that amount. For practical purposes this is negligible.

3) The height of the static ports has no effect on this.
4) In N8177U, the Flight Officer's altimeter operates in STBY mode only.

(2) If these tolerances are not met in STBY mode, disconnect the static hose from the altimeter:
(a) If the altimeter reading comes into tolerance, it indicates an obstruction, kinked hose or water in the Captain's or First Officer's static system.. If no obstruction or kinked hose is found, disconnect all instruments and equipment and drain and flush the lines per 41-11-01.
(b) If the altimeter reads beyond limits when vented to the cockpit, replace it.

(3) If these tolerances are not met in CORR mode, disconnect the static hose from the air data computer.
(a) If the altimeter reading comes into tolerance, it indicates an obstruction, kinked hose or water in the Captain's or First Officer's static system. If no obstruction or kinked hose is found, disconnect all instruments and boxes and drain and flush the lines per 41-11-01.
(b) If the altimeter reads beyond limits when the air data computer is vented to the cockpit, replace the computer.

4. Altimeter Reading Differences Reported From In-Flight Checks

A. KIFIS Airplanes (N8070U-94U) For reported in-flight differences at a specified altitude, proceed as follows:
(1) Determine that both altimeter vibrators are operative.
(2) If the flight crew reports an in-flight difference between altimeter readings, and the difference exceeds the tolerances in Table I, corrective action should be taken.

ALTITUDE	MAXIMUM FLIGHT DIFFERENCE	
	NO KIFIS CORRECTIONS	KIFIS CORRECTIONS
10,000 and below	100	100
20,000	200	125
30,000 and above	300	150

NOTE: Interpolate for other altitudes between 10,000 and 30,000.

TABLE I - ALTIMETER TOLERANCES

(3) If the reported difference exceeds the tolerances in Table I, and the flight crew determines from IAS and MACH which altimeter is defective, replace the reported defective altimeter. Be sure to also replace the scale error corrector.

(4) If the reported difference exceeds the tolerance in Table I, and there is no indication which altimeter is defective, do the ground check as described in Paragraph 3.A.

NOTE: If this gripe is complicated by an added report of airspeed and/or mach indicator differences between Captain's and First Officer's systems, check for a pitot/static system leak.

(5) Replace the altimeter out of limits; if neither is out of limits, replace the altimeter with the greater error. Be sure to also replace the scale error corrector.

B. CADC Airplanes (N8095U-99U, N8177U): For reported in-flight differences at a specified altitude, proceed as follows:

(1) Determine that both altimeter vibrators are operative.

(2) If the flight crew reports an in-flight difference between Captain's and First Officer's altimeter readings, and the difference exceeds the tolerances in Table II, corrective action should be taken.

ALTITUDE	MAXIMUM FLIGHT DIFFERENCE	
	STANDBY	CORRECTED
10,000 and below	100	100
20,000	175	125
30,000 and above	250	150

NOTE: Interpolate for other altitudes between 10,000 and 30,000.

TABLE II - ALTIMETER TOLERANCES

(3) Diagnostic Hints

(a) If the altimeters disagree widely on alternate static in STBY mode, the trouble is in the altimeters. If one of such a pair of altimeters refuses to stay in CORR mode, it is probably the one at fault.

(b) If the altimeters agree on alternate static in STBY mode, but disagree widely on normal source in STBY mode, the trouble is probably in the Captain's or First Officer's static system. Drain system. Check for leakage.

(c) If the altimeters agree on normal static in STBY mode, but disagree widely in CORR mode, the trouble is probably in the air data computers. If one of the altimeters refuses to stay in CORR mode, it or its computer is probably at fault.

UNITED AIRLINES

ALTITUDE REPORTING SYSTEM - OPERATIONAL CHECK

1. General
   A. This procedure checks the altitude reporting portions of the ATC Transponder and Central Air Data Computer systems.
   B. N8177U does not have a No. 2 Air Data Computer.
   C. Preliminary to an operational check, close the following circuit breakers:
      (1) ATC TRANSPONDER -1, radio AC and DC Bus 1
      (2) ATC TRANSPONDER -2, radio AC and DC Bus 4
      (3) CENTRAL AIR DATA SYSTEM -1, B10-350
      (4) CENTRAL AIR DATA SYSTEM -2, B10-351
      (5) AIR DATA -1 ALT NO. 1, B10-276 and TAS NO. 1, B10-278
      (6) AIR DATA -2 ALT NO. 2, B10-326 and TAS NO. 2, B10-354
      (7) ALTM -1 VIB, B10-277
      (8) ALTM -2 VIB, B10-282

2. Special Tools and Materials
   A. Special Tools
      (1) ATC Transponder Tester (T33A or T33B), 056-9005 GR433109
      (2) IDC Calibrator or equivalent, and Adapter Kit
   B. Materials
      (1) Tape, 912-0162 TAP2507-3-0075 (#33 Tape)
   C. Referenced Procedures
      (1) MM 23-41-10-14/101, Service Tip - Automatic Altitude Reporting

3. Operational Check Using T33A Test Set
   A. On the ATC Control Panels:
      (1) Set the mode selector to mode A.
      (2) Set the ALT RPTG/OFF switch to ALT RPTG.
      (3) Set Captain's (No. 1) transponder to ON.
      (4) Set First Officer's (No. 2) transponder to STBY.
   B. Set ALTICODER switch to CAPT position.
   C. Allow at least 5 minutes warmup before proceeding.
   D. Set baro on Captain's and First Officer's altimeters to 29.92. Approach this setting from a lower setting to eliminate backlash.
   E. Engage both Captain's and First Officer's altimeters by turning altimeter ON/OFF switch to ON and holding for approximately 3 seconds.

      NOTE: Captain's altimeter in N8177U will not engage.

   F. Connect test set antenna to ATC tester. Antenna may be at any convenient cockpit location at this point. (i.e., top of glareshield).

G. Set test set controls as follows:
(1) SENSITIVITY - Maximum Clockwise
(2) 1090MHz - Zero

NOTE: Although this control can be used to determine the transponder transmitter frequency, it will normally be left at zero and not disturbed.

(3) SLS - OFF
(4) MODE - A
(5) READOUT - PILOT

H. Turn test set ON. Check that the BATTERY CHECK meter is in the white portion of the scale.

NOTE: If battery needs recharging, Ref. Paragraph 5.

I. Check that the microammeter is reading full scale. Meter readings of less than full scale indicate that the antenna is in a weak signal area. Readouts other than the pilot code set on the control panel can result from multi-path reception in strong signal areas. If a weak reply is indicated, move the antenna near or, if necessary, out the cockpit window. If multi-path reception is suspected, move the antenna to a weaker signal area such as inside the cockpit away from the windows.

J. Turn the test set MODE switch to C and the READOUT switch to ALTITUDE.

K. Test set readout agrees with Captain's altimeter within ±200 feet.

NOTES: 1) Altitude reporting works only in increments of 100 feet, such as -200, -100, 0, 100, 200, etc.

2) The test set is designed so that invalid MODE C (Altitude Reporting) replies cause special responses when the READOUT is displaying ALTITUDE:

a) If no C pulses, C_1 and C_4 pulses together, or all C pulses (C_1, C_2 and C_4) are received, 400,000 feet are needed to the ALTITUDE reading.

b) If the D_1 pulse, D_1 and D_2 pulses together, D_1 and D_4 pulses together, or all D pulses (D_1, D_2 and D_4) are received, 200,000 feet are added to the ALTITUDE reading.

c) If both invalid C pulses and invalid D pulses are outlined in a) and b) preceding are received, 600,000 feet are added to the ALTITUDE reading.

d) A complete absence of information pulses causes a reading of 700,700 feet.

CAUTION: EXTREME CARE MUST BE USED WHEN MAKING THE FOLLOWING CHECKS. THE APPLICATION OF INCORRECT PRESSURES OR RAPID PRESSURE CHANGES CAN DAMAGE AIRCRAFT FLIGHT INSTRUMENTS CONNECTED TO THE PITOT STATIC SYSTEMS.

L. Prepare the calibrator for use per the instruction book in the unit.

NOTE: Locate the calibrator in or near the cockpit so the operator can monitor both flight instrument panels.

M. Position both STATIC SELECTOR valves to NORM.

CAUTION: THE STATIC SELECTOR VALVES MUST NOT BE MOVED DURING THIS TEST.

N. Connect STATIC fitting on Calibrator to both the Captain's and First Officer's static system test or drain fittings in the nose wheel well.

O. Seal off static ports on both sides of the fuselage above forward cargo door, using tape.

P. Connect PITOT fitting on Calibrator to both Captain's and First Officer's pitot tubes, using adapters.

Q. Tape vent holes on the sides of pitot masts.

WARNING: DO NOT TAP ON INSTRUMENT GLASSES DURING THE FOLLOWING STEPS. THE CASES OF ALL PITOT STATIC INSTRUMENTS WILL HAVE HIGH PRESSURE DIFFERENTIALS ACROSS THEM AND MAY EXPLODE IF HIT ON GLASS.

R. With the regulator knobs on the calibrator apply pitot pressure to obtain an airspeed of 200 ± 10 knots and static pressure to obtain an altitude of 9,400 feet.

CAUTION: USE THE AIRCRAFT ALTIMETERS IN SETTING THE STATIC PRESSURES. FOR CAPTAIN'S ALTICODER CHECKS, USE THE CAPTAIN'S ALTIMETER; FOR FIRST OFFICER ALTICODER CHECKS USE THE FIRST OFFICER'S ALTIMETER. NEVER REDUCE PITOT PRESSURE BELOW 50 KNOTS. THE RATE OF CHANGE OF STATIC PRESSURE (CLIMB OR DESCENT) SHOULD NOT EXCEED 4,000 FPM.

NOTE: There is no First Officer's alticoder in N8177U.

(1) Test set readout progresses smoothly from initial altitude to 9,400 ± 200 feet.

S. Adjust calibrator static pressure so that test set readout is 9,400 feet.

(1) Captain's altimeter reads 9,400 ± 100 feet.

(2) On Captain's transponder panel, set ALT RPTG/OFF switch to OFF position and then to ALT RPTG position.

(a) Test set readout goes to 400,700 feet or microammeter goes to 1/4 scale or less and readout goes blank; then readout returns to 9,400 feet.

CONTINUED

(3) Open and close CENTRAL AIR DATA SYSTEM-1 circuit breaker.
(a) Test set readout goes to 400,700 feet, then returns to 9,400 feet.
(b) Captain's altimeter reverts to STBY mode.
(4) Engage Captain's altimeter.
(5) Turn Captain's transponder to STBY and First Officer's transponder to ON.
(a) Test set microammeter goes to 1/4 scale or less and readout goes blank; then readout returns to 9,400 feet.
(6) On First Officer's transponder panel, set ALT RPTG/OFF switch to OFF position and then to ALT RPTG position.
(a) Test set readout goes to 400,700 feet or microammeter goes to 1/4 scale or less and readout goes blank; then readout returns to 9,400 feet.

NOTE: Omit Steps (7) through (10) for N8177U.

(7) Set ALTICODER switch to 1ST OFF.
(a) Test set readout agrees with First Officer's altimeter within ± 200 feet.
(8) Adjust calibrator static pressure so that test set readout is 9,400 feet.
(a) First Officer's altimeter reads 9,400 ± 100 feet.
(9) Open and close CENTRAL AIR DATA SYSTEM-2 circuit breaker.
(a) Test set readout goes to 400,700 feet and then returns to 9,400 feet.
(b) First Officer's altimeter reverts to STBY.
(10) Engage First Officer's altimeter.
(11) Turn First Officer's transponder to STBY and Captain's transponder to ON. Set ALTICODER switch to CAPT.
(a) Test set microammeter goes to 1/4 scale or less and readout goes blank; then readout agrees with Captain's altimeter within ± 200 feet.

T. Change static pressure to obtain an altitude of 30,800 feet.
(1) Test set readout progresses smoothly from initial altitude to 30,800 ± 200 feet.
U. Change static pressure to obtain a test set readout of 30,800 feet.
(1) Captain's altimeter reads 30,800 ± 100 feet.
(2) Turn Captain's transponder OFF and First Officer's transponder ON.
(a) Test set microammeter goes to 1/4 scale or less and readout goes blank; then readout returns to 30,800 feet.

NOTE: Omit Steps U.(3) through V.(1) for N8177U.

(3) Set ALTICODER switch to 1ST OFF.
(a) Test set readout agrees with First Officer's altimeter within ± 200 feet.
V. Adjust static pressure so that test set readout goes to 30,800 feet.
(1) First Officer's altimeter reads 30,800 ± 100 feet.
W. Return calibrator pressures to sea level and 50 knots.
(1) Test set readout changes smoothly from 30,800 feet down to sea level.
X. Close Up
(1) Turn First Officer's transponder OFF.
(2) Disconnect calibrator.
(3) Remove tape from static ports and pitot tubes.
(4) Open circuit breakers closed in 1.B.

CONTINUED

Effectivity: ADUA; ADUE; ADUI; ADUO; ADUC

AIR DATA SYSTEM - MAINTENANCE PRACTICES

1. General

A. The air data system displays the following data: indicated airspeed, maximum allowable airspeed, altitude mach number, true airspeed (TAS), and static air temperature (SAT). The air data computer (ADC) utilizes information supplied by the pitot-static system and provides correction factors to the applicable indicators.

B. The SAT portion of the system consists of a resistance total temperature probe and inputs from the ADC. TAS data is computed in the ADC from mach number and SAT inputs. The servo pneumatic (drag-cup) altimeter, when in the ON mode, receives altitude information from the ADC. The first officer's drag-cup altimter operates in the OFF mode and displays a BARO flag.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

Item	Name	Number	Manufacturer	Use
A	Air Data Calibrator	VPT-10C-14342	Intercontinental Dynamics Corp.	Supply, control and measure air pressure differentials
B	Variable Resistor	Type-1432	General Radio Corp.	Simulate resistance variations in temperature probe.
C	Centigrade Thermometer 0-100 degrees in 0.2 degree increments		Commercial	Check true air temperature

3. Adjustment/Test Air Data System

A. Preliminary

(1) Open AUTO-PILOT, YAW DAMPER, and AUTO-PILOT OFF LIGHT circuit breakers.

WARNING: TAG AND SAFETY CIRCUIT BREAKERS.

Effectivity: UA, UC, UE, UI, UO

(2) Close applicable CAPT'S CORRECTED ALT, AIR DATA – 1, CAPT'S TAS/SAT circuit breakers and observe captain's drag-cup type altimeter BARO flag is out of view and CORR flag is in view.

(3) Set altimeters to indicate 29.92 in. Hg (1013 mbs).

(4) Place both static system source selector valves and pitot system shutoff valve in NORM position.

(5) Place thermometer adjacent to temperature probe and record reading. SAT indicator should agree within 2.5 degrees.

NOTE: Continuation of test requires application of pitot and static pressure simulating test equipment to the airplane external pitot and static sensors. When making these connections observe the following caution.

CAUTION: TO PREVENT DAMAGE TO INTERNAL MECHANISMS OF THE AIR DATA INSTRUMENTS, BY EXCEEDING DIFFERENTIAL PRESSURE LIMITATIONS, PITOT AND STATIC PRESSURE/VACUUM LINES FROM THE TEST EQUIPMENT ARE NORMALLY CONNECTED TO ALL RESPECTIVE PITOT AND STATIC EXTERNAL SENSORS ON THE AIRPLANE. WHEN CONNECTION TO THE TOTAL PITOT AND STATIC SYSTEM IS IMPRACTICAL, CONSULT FIGURE 1 OF 34-12-0, TO DETERMINE WHICH INSTRUMENTS WILL BE EFFECTED WHEN APPLYING PITOT AND STATIC PRESSURES TO ANY PORTION OF THE TOTAL SYSTEM.

(6) Connect air data calibrator to applicable pitot tubes and static system.

(7) Temporarily seal pressure chamber drain hole at applicable pitot tubes and seal the applicable static ports. Use red pressure sensitive tape.

(8) Disconnect airplane wiring to temperature probe and connect variable resistor to airplane wiring.

(9) Energize airplane electrical buses.

CAUTION: WHEN PERFORMING THE FOLLOWING TESTS, DO NOT EXCEED 3,000 FEET PER MINUTE ON STATIC PORTS AND 250 KNOTS ON PITOT TUBES. DO NOT SUDDENLY VENT LINES TO ATMOSPHERE WHILE AIR DATA CALIBRATOR IS CONNECTED, AND DO NOT EXCEED 12 INCHES OF MERCURY DIFFERENTIAL PRESSURE BETWEEN PITOT AND STATIC SYSTEMS AT ANY TIME.

NOTE: The following tests are such that some tests are the result of other tests, therefore, make certain to check all tables simultaneously.