

Piedmont Aviation News

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OUR NEW ENGINE CHECK FORM

The new engine check form is ready now for your use. It is imperative that all engine mechanics in charge of engine checks make an earnest effort to familiarize themselves with this form.

When a plane comes in for an engine check, whoever accepts the job should obtain one of the engine check forms and put it on a clip board. He then must enter on the form, the owner's name, address, telephone number (if any), the NC number, make, model and serial number of the aircraft, make, model and serial number of the engine, and the make, model and serial number of the propeller. This may seem a great deal of trouble to some mechanics. However, it is information that we need to do our paper work without encountering a great deal of inconvenience and extra expense. After we have adopted a regular form for all our jobs, we can omit detailed information above, because it will be entered on the job form.

Under "Description of Work" the mechanic will find all necessary operations for an engine check. As each operation is performed the column in front of the description of work should be checked. On some engines some of the listed work will not have to be performed. If this is the case, merely omit the check mark on that line and proceed to the next operation. In case any work has to be done which is not listed, the mechanic should make use of the lines below the heading, "Other Repairs Not Listed Above" and enter all such operations.

To give you an example, suppose you removed the heater muffs to inspect the condition of the exhaust stacks for cracks. Let us say that you found a crack in the right stack that has to be welded. You

will check the line "Removed Heater Muffs" and also check the line "Inspected Exhaust Stacks". Below the heading "Other Repairs Not Listed Above" you must then enter "Removed right exhaust stack and welded crack". It would not be necessary to state that you reinstalled the stack after welding. It is self-evident that the stack had to be reinstalled; it certainly would not be possible for the stack to get back on the engine without your doing the work. At the bottom of the form the mechanic should sign his name, give his rating and number, and insert the date.

Do not forget that the engine check has to be entered in the log book. It is important that whoever brings a plane to us for repairs surrenders all papers and log books to the person authorized to accept the job. Failure to ask for these papers often causes us unnecessary work as well as a delay in the delivery of the airplane to the customer.

PERSONALS

While working on his automobile last Saturday, Mr. R. G. Newell had the misfortune of injuring his left hand. We miss "Windy" and we hope he will be back with us soon.

Mr. O. V. Sprinkle left the employ of Piedmont Aviation to enter State College at Raleigh, N.C. He will study Aeronautical Engineering there. In the short time he was with us he did a splendid job. Good luck to him in his new endeavor.

Due to illness, Mr. L.J. Lambert, Jr.