

ENGINE LOG BOOK

FOR USE WITH ENGINES INSTALLED IN AIRCRAFT OPERATING ON A PERMIT TO FLY

This log book must accompany the appropriate aircraft log book.

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INTRODUCTION

This log book has been produced for the Popular Flying Association and is closely modelled on CAPs 398, 399 and 400 published by the CAA. This Engine Log Book is accepted by the Civil Aviation Authority as an alternative to CAP 399 for any UK registered aircraft operating on a Permit to Fly.

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INSTRUCTIONS FOR USE

I GENERAL

- 1.1 This log book shall be kept and entries shall be made in accordance with the current Air Navigation Order (ANO).
- 1.2 The ANO prescribes that the operator of an aircraft shall keep or cause to be kept a log book in respect of the aircraft and includes the following provisions:
 - (a) Each entry in the log book shall, unless otherwise permitted, be made as soon as is practicable after the occurrence to which it relates, but in no event more than seven days after the time of the occurrence.
 - (b) Entries in a log book may refer to other documents which shall be clearly identified, and any other document so referred to shall be deemed to be part of this log book.
 - (c) Subject to any provisions in the ANO regarding the preservation of documents, the log book shall be preserved by the operator of the aircraft until a date two years after the aircraft has been destroyed or permanently withdrawn from use.
- 1.3 The ANO provides that the operator of an aircraft registered in the United Kingdom shall within a reasonable time after being requested to do so by an authorised person cause a log book to be produced to that person. Other provisions included in the ANO relate to false entries, mutilations and alterations of such a document. All entries in the log book made in writing shall be made in ink or indelible pencil.
- 1.4 The details entered on page 4 shall be those appropriate to the particular engine. Official designations shall be used.

2 PART A

- 2.1 In Part A of this log book, there shall be entered in Column 1 the date of each flight, and in Column 2 the cumulative total of engine hours flown since new or complete overhaul. If a top overhaul is carried out then the engine hours flown since then should also be entered in Column 3.
- 2.2 In Column 4 of Part A there shall be entered particulars of the following events relating to the engine, including its equipment (but excluding maintenance of aircraft and v.p. propellers):
 - (a) Particulars of all maintenance work done on the engine.
 - (b) Details of engine removals and installations

- (c) Particulars of any defects occurring in the engine or in any equipment required to be carried, and of the action taken to rectify such defects.
- (d) Particulars of any overhauls, repairs, replacements and modifications relating to the engine or any such equipment. **NOTE:** See also PART C, where further details of modifications have to be entered.
- (e) Particulars that in carrying out the overhauls, repairs, replacements and modifications, all mandatory requirements applicable thereto have been complied with.

2.3 In column 5, the person making the entry in column 4 shall enter his signature, authority and date. This signature constitutes a signature to the Permit Maintenance Release where the entry covers work which necessitates such a certificate (see BCAR A3-7).

3 PART B

In Part B there shall be entered reference numbers of any checks (e.g. Check 1, 2, 3 or 4) made in accordance with a Maintenance Schedule relating to the engine and the date on which each function was performed together with the total engine hours since manufacture.

4 PART C

4.1 In addition to any entry in Part A, in Part C there shall be entered the reference details, e.g. Bulletin Number and brief description of subject, of any modifications and technical instructions, including those prescribed for the purpose of ensuring that the engine remains airworthy. **NOTE:** Provision is made on the first pages of Part C for a record to be made of all mandatory requirements which apply to the type of engine concerned but which are not applicable to the specific engine for which the log book is kept.

4.2 In the columns headed 'Method of Compliance' the degree of compliance, e.g. 'part (a) only' or 'paragraph 2 inspection only' or 'full compliance' shall be stated together with the method, e.g. visual, NDT, replacement.

4.3 In the column headed 'Frequency' detail shall be entered which describes the specified frequency of the requirement. For such entries the column headed 'Next Compliance Due' shall show the date and/or hours at which further action or compliance is next due.

4.4 In the last columns the person making the above entries shall enter his signature, date and authorisation.

ENGINE DETAILS

ENGINE

Log Book No _____

Type _____ Constructor _____

Constructor's No _____ Date of Construction _____

NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT

1 _____ 5 _____ 9 _____

2 _____ 6 _____ 10 _____

3 _____ 7 _____ 11 _____

OPERATOR

Name and Address _____

Name and Address _____

Name and Address _____

Name and Address _____

NOTES

PART A
MAINTENANCE

Date	Time Run Since New or Complete Overhaul 2		Time Run Since Top Overhaul 3		Particulars of Maintenance and other Work Caried out on the Engine 4
	h	m	h	m	
Total bf.					
Total cf.					

