

C&L Aerospace



Engine Model: CT7-9C3

Aircraft: CN 235

Engine P/N: 6058T83G01

LSV Date for Refurbishment: October 2011

TSN: 30,907.5 **TSLR:** 4,272.1 **CSN:** 32,273 **CSLR:** 3,987 **LSV Date:** October 14, 2011

CT7-9C3 Engine GE-E-785254A

INTRODUCTION:

This engine was inducted to H+S Aviation where it was repaired and released in October 2011. The engine received major work scopes to the Cold Section, Hot Section and PTM and has operated 4,272.1 hours and 3,987 cycles since that time.

LIFE LIMITED COMPONENT DETAILS (COLD SECTION):

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 1 Blisk	6055T83G16	4272.1	3987	26900	22913
Stage 2 Blisk	6055T84P10	4272.1	3987	20800	16813
Stage 3/4 Blisk	6055T15P10	4272.1	3987	18000	14013
Stage 5 Blisk	6044T42P11	9372.9	8662	35100	26438
Impeller	5123T51P02	4272.1	3987	18600	17613
Tie Rod	5043T04P03	4272.1	3987	40000	36013
Rear Shaft	5086T74P03	4272.1	3987	31800	27813
GG Shaft	6068T44P02	12483.9	15670	28200	12530

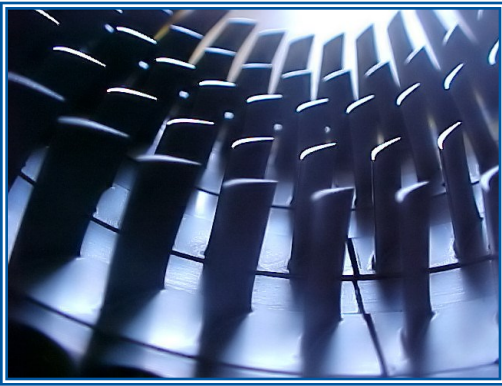
ITEM	P/N	TSR	CSR	LIFE LIMIT	LIFE REMAINING
Midframe Case	6055T47G08	4272.1	3987	N/A	N/A
Midframe Assy	6071T77G13	4272.1	3987	N/A	N/A
Diffuser Case	6071T54G05	4272.1	3987	N/A	N/A

HOT SECTION:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 2 Aft C/P	6068T36P04	4272.1	3987	9800	5813
Stage 2 Disk	6064T12P03	4272.1	3987	15000	11013
Stage 2 Fwd C/P	4106T80P01	4272.1	3987	13200	9213
Stage 1 Aft C/P	6064T09P01	6847.1	6431	15000	8569
Stage 1 Disk	6064T06P03	4272.1	3987	15000	11013
Stage 1 Fwd C/P	6064T08P04	4272.1	3987	10000	6013

POWER TURBINE MODULE:

ITEM	P/N	TSN	CSN	LIFE LIMIT	LIFE REMAINING
Stage 3 Disk	6068T21P02	4272.1	3987	18600	14613
Stage 4 Disk	6068T32P05	4272.1	3987	18600	14613
PT Shaft	5121T01G02	15456.5	16587	30000	13413
Turb. Int. Seal	5060T86P05	4272.1	3987	16000	12013



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Test Performance Summary:

Ohms Resistance = TBD Ω

RATE POINT	T4.5 MARGIN DEG.C
*TAKEOFF	18.8°C
*MAX CONT	28.1°C

*Estimated Performance

SUMMARY:

This engine was inducted to H+S Aviation where it was repaired and released on October 14, 2011. The engine received major work scopes to the Cold Section, Hot Section and PTM and has operated 4,272.1 hours and 3,987 cycles since the last major repair. The engine is being offered in CT7-9C3 configuration without HMU and will be released with a fresh CAA and EASA Form One after SB 72-0255 R02 and 72-0412 R01 are carried out. The engine will be long term preserved and released with no outstanding AD's. Please contact C&L Aerospace for additional information.

*Note:

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