

TF33 ENGINE TRIM AND EXHAUST GAS TEMPERATURE SPREAD CHECK

(To be filed and maintained with engine historical records)

DATE		AC S/N		UNIT		STATION	
TF33-P-		ENG S/N AND POS		ENGINE TIME		FUEL CONT S/N	
DATA PLATE RPM		% RPM		TEMP RPM CORR		CORR RPM	
UNCOR BAR PRESS		AMB TEMP		REASON FOR TRIM		TRIM EQ S/N	
AIRCRAFT HEADING				WEATHER COND AND TIME OF TRIM			
WIND DIRECTION/VELOCITY				FUEL CONTROL LINKAGE CHECK			
ANTI ICE VALVE CHECK				ENG PNEUMATIC DUCT LEAKAGE CHECK			
BLEED VALVE CLOSE			PT7			COCKPIT RPM %	
TRIM TARGETS		BEFORE FUEL CONTROL ADJUSTMENTS					
EPR	COCKPIT	EPR	RPM %	EGT C	F/F PPH	OIL PRESS	
PT7	JET CAL	PT7	RPM %	EGT C	DIRECT OIL PRESSURE		
TRIM TARGETS		AFTER FUEL CONTROL ADJUSTMENTS					
EPR	COCKPIT	EPR	RPM %	EGT C	F/F PPH	OIL PRESS	
PT7	JET CAL	PT7	RPM %	EGT C	EPR DIFF	DIR OIL PRESS	
BLEED VALVE CLOSE			PT7			COCKPIT RPM %	
IDLE CHECK, JET CAL		RPM %			EGT C		
TRIM TARGETS		TAKE OFF THRUST AND EGT SPREAD CHECK					
EPR	COCKPIT	EPR	RPM %	EGT C	F/F PPH	OIL PRESS	
PT7	JET CAL	PT7	RPM %	EGT C	SECONDS TO TRT		
ENGINE DATA SET RPM CHECK					DATA EVALUATION		
TARGET PT7	JET CAL	PT7	RPM %	RPM DIFF	EPR DIFF		
JET CAL THERMOCOUPLE PROBE CHECK							
PROBE NO. 1	2	3	4	5	6		
JET CAL AVG EGT		COCKPIT AVG EGT		MAX ALLOWABLE EGT		PROBE SPREAD DIFF	
COCKPIT JET CAL DIFFERENTIAL							
REMARKS							
SIGNATURE OF TRIM SPECIALIST				SIGNATURE OF TRIM SUPERVISOR			

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).