

KC-10 ENGINE PART POWER TRIM/POWER ASSURANCE CHECK AND VSV TRACKING CHECK
 (To be filed and maintained with Engine Historical Records)

DATE OF TRIM	TYPE AIRCRAFT	SERIAL NO.	ORGANIZATION	STATION
MDS ENGINE	ENGINE SERIAL	ENGINE TIME	AIRCRAFT	WIND DIRECTION
WIND VELOCITY	TRIM EQUIP SERIAL	REASON FOR TRIM	TYPE MEC	TIME OF TRIM
WEATHER CONDITIONS (Rain, Snow, fair, Etc.)	FUEL CONTROL LINKAGE CHECK		ENGINE PNEUMATIC DUCT LEAKAGE CHECK	

TRIM TYPE (Check applicable block) PART POWER 100% MPA VSV TRACKING

T.A.T. Oc	PART POWER TRIM					
	LIMITS	N1 RPM +/-0.3	N2 RPM +/- 1.2			
	TARGETS	N1 RPM	N2 RPM			
	OBSERVED	N1 RPM	N2 RPM	EGT	FUEL FLOW	OIL PRESS/TEMP

T.A.T. Oc	POWER ASSURANCE CHECK					
	TARGETS	N2 RPM	N1 RPM MIN MAX	NORMAL N1 RPM		
	TARGETS N2 RPM OBSERVED	N2 REP	N1 RPM	EGT	FUEL FLOW	OIL PRESS/TEMP
	CORRECTION FACTOR	N2 CORR	EGT CORR		FUEL FLOW CORR	
	CORRECTED	N2 RPM	EGT		FUEL FLOW	
	LIMITS	MIN MAX	MAX	MAX		
						N1 DIFF FACTOR

T.A.T. Oc	GROUND IDLE CHECK					
	LIMITS	N1 RPM +/-3%	N2 RPM + 1.5%, -1.0%			
	TARGETS	N1 RPM	N2 RPM			
	OBSERVED	N1 RPM	N2 RPM	EGT	FUEL FLOW	OIL PRESS/TEMP

T.A.T. Oc	FLIGHT IDLE CHECK					
	LIMITS	N1 RPM +/-3%	N2 RPM + 1.5%, -1.0%			
	TARGETS	N1 RPM	N2 RPM			
	OBSERVED	N1 RPM	N2 RPM	EGT	FUEL FLOW	OIL PRESS/TEMP

T.A.T. Oc	VSV TRACKING CHECK										
	TARGETS	N2% RPM M.P.A.					READJ DEGR/FLATS			LIMITS OPEN CLOSED	
	OBSERVED	N1 %		N2 IND %			VSV DEG. IND				
	VSV FORMULA	T2	+	Δ T2C	=	T2Oc	T2Oc	$\frac{N2 \text{ IND}}{O2C}$	=	N2 CORR	VSV CAL OPT
ITEMS CHECKED ON ENGINE RUN											
GENERATOR	VOLTS	CYCLES			HYD PRESS PRESS PSI LEFT			RIGHT			

SIGNATURE (Trim Supervisor) _____

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