

PILOTS GUIDE: ECTM[®] Manual data acquisition.

The accuracy of a trend analysis will depend on the quality of the data uploaded to the WebECTM™ Internet Portal. There is only one flight configuration where engine development is predictable, and that is cruise condition.

The following restrictions apply for the data to be valid:

- Record data once per day.
- If a flight has more than one leg, select the one with the longest cruise, and that is at a representative altitude and airspeed.
- The trend will be more accurate, if the readings taken from day to day remain within the same altitude band (± 3.000 ft.). There will of course be flights where this is not possible.
- Don't record the altitude in flight levels. If the altimeter indicates 24.020 ft. record this, not FL 240. (Record altitude at 1013 mb / 29.92" Hg)
- Always use Captains altimeter and air speed indicator.
- Set cruise power. Allow the engines to stabilise for 5 minutes, without any power lever movement.
- Do not adjust the power or prop levers to get nice identical figures, before readings are made. This is called targeting and will make the trend very inaccurate. It is separate engines and they are not supposed to run identically.
- The same flight configuration must be repeated (i.e. electrical load, bleed air extraction)
- Avoid recording of trend data with inertial separators open (engine ice vanes)
- Avoid recording mistakes on mechanical gauges (parallax errors), lean over so that readings are made directly in front of the instruments, and not from the side.
- Get a decimal point reading when possible (don't round numbers)

Tips: Remember to add maintenance codes if work has been performed that could affect performance or indication for the engine.