

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Aviation Engineering Division  
Washington, DC 20594

December 5, 2002

**ADDENDUM 2**

to

**AIRWORTHINESS GROUP CHAIRMAN'S FACTUAL REPORT**

**A. ACCIDENT: DCA00MA026**

**Location:** Rancho Cordova, CA  
**Date:** February 16, 2000  
**Time:** 1951 Pacific Standard Time  
**Aircraft:** Emery Worldwide Airlines Flight 17, Douglas Model DC8-71F, N8079U

**B. DETAILS OF THIS ADDENDUM**

The following paragraph, found in Exhibit No. 7A (Airworthiness Group Chairman's Factual Report), Section 9.0 "Maintenance Records," on page 19, i.e. ...

*A review of the DC-8 Master MM and Illustrated Parts Catalog, applicable to Chapter 27, revealed similar findings, i.e. no reference to the hardware required to install the Control Tab pushrod to the Tab crank fitting. However, as previously indicated, a review of the DC-8 OHM, Chapter 27-16-1, did reveal the hardware required at this location.*

is hereby clarified with the following information:

A review of the DC-8 Master Maintenance Manual, applicable to Chapter 27, revealed similar findings, i.e. no reference to the approved hardware required to install the Control Tab pushrod to the Tab crank fitting. Although the DC-8 Master Illustrated Parts Catalog, Chapter 27-30-1, Figure 20, identified the bolt, washer, and nut for this installation, the cotter pin (used to secure this attachment) was not identified. As previously indicated, the DC-8 Overhaul Manual, Chapter 27-16-1, Figure 2, does identify the hardware (i.e. bolt, washer, nut, and cotter pin) required at this location.

Note: On May 8, 2002, Boeing issued the following Temporary Revisions (27-207, 27-208, 27-561, and 27-562) applicable to the DC-8 Maintenance Manual, Chapters 27-30-2 Code 1, 27-30-2 Code 2, 27-16-2 Code 1, and 27-16-2 Code 2 respectively. These Temporary Revisions instruct Operators to connect the Control Tab pushrod to the Tab crank fitting by first installing a bolt, washer, and nut, which is then tightened and safetied with a cotter pin.

These Temporary Revisions also introduce a new figure (illustration) that depicts the hardware to be installed when connecting the Elevator Control Tab pushrod to the Tab crank fitting.

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Kevin M. Pudwill  
Airworthiness Group Chairman