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**EMERY WORLDWIDE AIRLINES**

**RESPONSE TO**

**EXHIBIT 17G**

RASIP

Feb. 1<sup>st</sup> - 5<sup>th</sup>, 1999

Volume

1 of 3

## **RASIP FINDING**

### **1.07.01**

RRXA operated approximately 20 DC-8 aircraft on February 3, 1999, during ground de-ice conditions, and when their dispatch and takeoff operations did not comply with the Approved RRXA Ground De-icing Program. (GOM 1 1-R#76.)

### **1.07.1 RRXA RESPONSE**

- A. During the FAA RASIP inspection, the EWA Assistant Director of Operations was informed of the FAA's concern regarding this issue. Flight Operations took immediate action to improve the current procedure that was in place. (See attachments.)
- B. Conclusion

1.07.01 does not contain adequate proof of find, to be a valid find.



April 23, 1999

Kent,

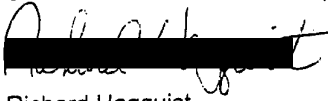
During the FAA inspection last week an item was brought to my attention regarding the ground de-ice program. Although we had a procedure that required the notification of the PIC whenever the ground de-ice plan was put into effect, we had not provided a means to accomplish that notification.

After discussing the problem with Bill Macey, a revision to the General Operations Manual was completed. The revision outlines the procedures required to advise the PIC of the activation of the ground de-ice program, both at the hub and at the out station.

At the hub PIC will be advised by the Emery tower when he calls for engine start. The tower will be notified by dispatch via a fax to include the statement "Ground de-ice procedures are in effect". At the out stations a statement has been added to the top of the flight plan/flight release that states, "GROUND DE-ICE PROCEDURES IN EFFECT".

These procedures are outlined in GOM revision #77. A copy of the revision, flight plan/flight release, and fax message to the Emery tower are attached.

I was debriefed by members of the inspection team on this item at approximately 0430 local. By 0930 that day Bill Macey and his staff were formulating a response, and by 1530 the revision was in work. Distribution of the revision took place the next morning.

  
Richard Hagquist  
Assistant Director of Operations

cc Ted Graves

The contents of this letter are a true copy of a memo distributed on 2/8/99 a copy of which is attached. All supporting documents mentioned in this memo are also attached. This document was prepared at the request of Inspector Kristiansen.



# Memo

**To:** Kent Scott  
**From:** Richard Hagquist  
**CC:** Ted Graves  
**Date:** February 8, 1999  
**Re:** FAA Inspection Response

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During the FAA inspection last week an item was brought to my attention regarding the ground de-ice program. Although we had a procedure that required the notification of the PIC whenever the ground de-ice plan was put into effect, we had not provided a means to accomplish that notification.

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**Wofford, Jay L**

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**From:** Macey, Bill E  
**Sent:** Wednesday, February 03, 1999 1:03 PM  
**To:** Alan Kampf; Christopher Malson; Darlene Cherry; David DeMarco; Douglas Jackson; Frederick Carmona; Jay Wofford; Jo Comiskey; Karon Riesley; Ken Kishman; Kevin Cochran; Linda DeSpain; Mary Anne Holler; Mary Beth Allen; Melinda McLean; Pamela Helke; Rita Hettinger; Robin Seib; Sergio Cobos; Wilbur Brown; William Middleton  
**Subject:** Ammendment to Ground deice Guide

The following procedures will be followed strictly with no deviations.

## **GENERAL OFFICE POLICY** **GROUND DE-ICE PROGRAM**

### **PURPOSE:**

To provide dispatch personnel with information regarding the proper method of determining when ground de-ice procedures are to be placed into effect, as well as describe the procedures for notifying the PIC that ground de-ice procedures are in effect.

### **SCOPE:**

This policy applies to all personnel assigned to the flight dispatch department as a supervisor, flight dispatcher, or assistant dispatcher.

### **POLICY:**

The flight dispatcher will be responsible for reviewing weather on a daily basis to determine which stations will be placed on a weather watch for ground de-icing procedures. Flight dispatch will notify the vendors at the affected stations of the requirement for standby de-ice.

Any airport that has current or forecast weather with temperatures less than 45 degrees Fahrenheit (7 degrees Centigrade) **and** visibility less than 1 mile or; Temperature less than 45 degrees Fahrenheit (7 degrees Centigrade) with visible moisture (fog, mist, drizzle, rain, etc.) will be placed on the weather watch. It is important to note that most weather services do not issue a temperature in the TAF. Therefore, the dispatcher must make a determination as to whether the temperature will fall below 7C while an EWA aircraft is on the ground at the station.

The contact information for all approved de-ice contractors is located in the DE-ICE GUIDE. This manual is located in Flight Dispatch.

Once the determination has been made that ground de-ice procedures are in effect the dispatcher will note the following information in the shift log.

1. What station the de-ice is set for (i.e. ABQ)
2. The time the contact was made.
3. The name of the contractor company providing the de-ice service (i.e. Ogden)
4. The name of the person at the contractor company whom you made the arrangements with (i.e.

Joe Brown).

Any time the determination has been made that ground de-ice procedures are in effect for any station, including the HUB, the PIC must be notified. The procedure to accomplish this is as follows.

The dispatcher will use flight plan format 09 for all flights that are departing from a station, including the DAYTON HUB that has been placed on the ground de-ice list. This flight plan format will carry the phrase 'GROUND DE-ICE PROCEDURES IN EFFECT' at the top of the flight plan. For operations at the HUB the Shift Supervisor or the Senior Dispatcher on duty will also fax an alert message to the Emery tower at extension 6890. This alert message is stored as a template in FOMS under HDYDEICE. This message states the following; PLEASE ADVISE ALL EMERY FLIGHTS ON INITIAL CONTACT THAT GROUND DE-ICE PROCEDURES ARE IN EFFECT. A copy of this message will be kept on the master clipboard in dispatch.

Director of Flight Dispatch  
Emery Worldwide Airlines

BEHOLD DE-ICE PROCEDURES IN EFFECT

BE HOLD FOR CAPTAIN VEST TE  
E WORLDWIDE AIRLINES 'EWA' IS NOT RVSM QUALIFIED  
CREW GPS QUALIFIED

EWAL /24728 REV-E OAK TO KMHR DCS 73 W30 IFR 02/03/99  
COMPUTED 10071 FUEL 240000Z 0300Z 240000Z N872TV LBS

	FUEL	CRSE	TIME	DIST	ARRIVE	TAKEOFF	LAND	AV PLD
FOR KMHR	2979		0:17	67	0245Z	17927Z	17629Z	0
ALL KMHR	3285		0:13	104	0320Z			
ALL	2		0:00					
ALL	7114		3:42	NAK	87		50W 10043Z	
ALL	2722		0:17					
FOR	12975		1:42					
ATP	3361		0:54					
TOP	25840		02:36					
FXI	2160		0:24					
AMP	28000		3:00					

FUEL CHANGE REASON

	INIT PL	BURN	TIME
END	1200	002975	00:17
END	1000	002890	00:17

ORIGIN	DAK/KOAK	METRO OAKLAND INTL	N37433W12213Z
INATION	MHR/KMHR	MATHER/SACRAMENTO	N38333W12117Z
TERNATE	DAK/KOAK	METRO OAKLAND INTL	N37433W12213Z

FUEL BURN ADJUSTMENT FOR 2000 LBS DECREASE IN TAKEOFF WT 57 LBS

END, OAK, FEB, SAC, MHR/0017

WIND 0227 KMH E/KMHR

ACTUAL:

FUEL:

ON ..... ON ..... TAKEOFF .....

OFF ..... OFF ..... LANDING .....

BLOCK ..... FLIGHT ..... FLT BURN .....

SLIP NO. ....

UPLIFT .....

BLK	000000Z	WPT	NO	TO	TDV/S	TAS	ZD	ZT	TTM	TLBO	SCORE
		FL	MM	TR	WIND	TS	TTL	ETA	ATA	ACSO	TM/FL

030W12213Z ..... CIRCUIT 10 10

030W12213Z

316 332 .../1 254 0 002 010 12

DOT ... 316 332 35001 253 0 ....

TOU	102	010	038	005/1	103	11	003	011	12
		010	038	25017	015	15	...	...	...
N38288W121531		010	038	.../1	075	08	003	021	20
ELEV 115.00	DOT	...	010	038	25011	038	...	...	...
N37500W121178		044	061	.../2	050	13	000	024	30
ELEV 00000FT	DOT	...	044	061	22001	259	...	...	...

ALTERNATE DOT

TOU	DOT	FL	MD	TC	TIME	TAS	TD	ZT	WTR	ALB	SCRY	
			FL	MH	TH	MIN	SS	TTL	ETA	ATA	ACSC	TX/TX
TOU			24	14	.../2	07	10	075	012			
			201	041	25005	031	...	...	...	...	...	
N38288W121531			010	038	.../1	075	...	001	012			
ELEV 115.00	DOT	100	204	241	25015	280	14	...	...	...	...	
N37500W121178			137	134	004/2	095	40	008	021	24		
ELEV 116.00	DOT	000	133	130	24010	094	54	...	...	...	...	
TOU	DOT		254	252	004/1	003	17	004	025	30		
		200	253	251	24011	255	71	...	...	...	...	
N37433W122132			262	262	.../2	266	34	006	033	39		
ELEV 00000FT	DOT	...	262	262	26004	261	103	...	...	...	...	

WY POINT	FL290	FL340	FL300	FL340
DAK	20/027 M53	21/033 M53	21/036 M44	22/032 M29
KGR	20/027 M53	21/033 M53	21/036 M44	22/032 M29

RY BAW1 -/0027.0 0300 DAK 00150 120  
 DAK, DAK, 122.540, NMS/0017

MEL CDL  
 NOTICE RADIO RACK BLOWER  
 NOT REQUIRED SEE MEL FOR RESTRICTIONS  
 2510000 PASSENGER CONVENIENCE ITEMS (PASSENGER AND CARGO AIRCRAF  
 2205000 BELLY AND ACCESSORY DOORS INOP  
 200200 LAVATORY

THIS FLIGHT PLAN HAS PASSED FAULT DETECTION AND EXCLUSION (FDE) CHECKS.  
 AND COMPLIES WITH ALL TAA NOTICES  
 ALMANAC WEEK 595  
 ROUTE SPACING 30.20 NM  
 SATELLITES EXCLUDED 11 12 20 29 32  
 SRS TYPE UNIVERSAL  
 MAXIMUM OUTAGE OF FAULT DETECTION 0 HRS 0 MIN  
 0.00 NM  
 MIN OUTAGE OF FAULT EXCLUSION 0 HRS 0 MIN  
 0.00 NM



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7681  
FAX: (408) 279-5448

March 10, 1999

**CERTIFIED MAIL - RETURN RECEIPT REQUESTED**

**FILE COPY**

**FILE NO: 99WP150042**

Mr. Kent T. Scott, President - COO  
Emery Worldwide Airlines, Inc.  
One Emery Plaza  
Vandalia, OH 45377

Dear Mr. Scott:

Personnel of this office are investigating an incident that occurred at the Emery ramp near the sorting facility "hub" at Dayton International Airport on February 3, 1999, between the hours of 0445 EST and 0810 EST (local time).

We have reason to believe Emery personnel may have released or allowed Emery Worldwide Airlines' aircraft to take off when conditions were such that frost may reasonably be expected to adhere to the aircraft and Emery's approved ground deicing/anti-icing program were not complied with. Operation of this type is contrary to the Federal Aviation Regulations.

This letter is to inform you that this incident is under investigation by the Federal Aviation Administration. We would appreciate receiving any evidence or statements you might care to make regarding this matter within 10 days of receipt of this letter. Any discussion or written statements furnished by you will be given consideration in our investigation. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

  
Terje Kristiansen  
Principal Operations Inspector

cc: Ted Graves, Director of Operations

**Wofford, Jay L**

---

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Director of Flight Dispatch  
Emery Worldwide Airlines







**RASIP**

**1.07.02**

RRXA records ("Tower Outbound Info Sheet for 02/03/99), indicates that 20 DC-8 aircraft were dispatched by RRXA and took off from KDAY without being de-iced during the time that ground de-icing conditions were in effect.

**NOTE: RRXA allowed 20 of it's aircraft to take off with frost adhering to the wings, when ground Ice conditions existed, as described in RRXA GOM, Page 11-4.**

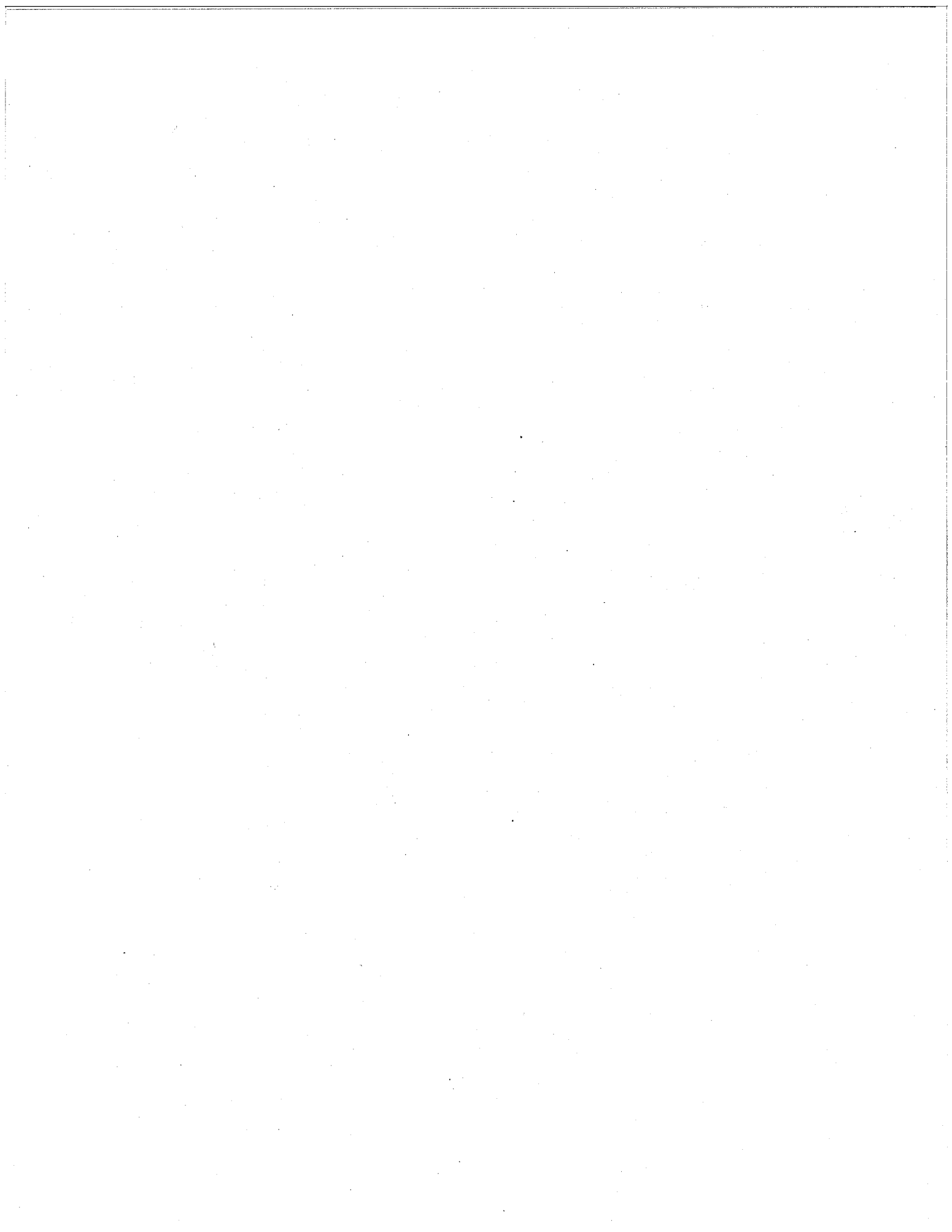
14 CFR 121.629 (b)

**1.07.2 RRXA RESPONSE**

See 107.03.

**A. Conclusion**

1.07.02 does not contain adequate proof of find, to be a valid find.



## RASIP FINDING

### 1.07.03

The following RRXA (16) Pilots in Command (PIC) were identified by Company Dispatch as taking off from KDAY without aircraft being de-iced during the February 3, 1999, time period when RRXA De-icing Procedures were in effect:

Aircraft ID N#	Flight Number Outbound	From/To
087	0002	KDAY/KMHR
811	0012	KDAY/KTUS
950	0016	KDAY/KSTL
870	0018	KDAY/KSCL
921	0020	KLRD/KMMY
091	0026	KDAY/KSEA
177	0030	KDAY/KTUL
959	0036	KDAY/KFLL
603	0038	KDAY/KATL
994	0108	KDAY/KBSM
997	0110	KDAY/KDEN
076	0116	KDAY/KPHL
993	0118	KDAY/KEWR
957	0224	KDAY/CYMX
961	0228	KDAY/KCAE
795	0234	KDAY/KMEM

14 CFR 121.629 (b)

**NOTE:** The Tower Outbound Info Sheets for 02/03/99 indicates that above 16 DC-8 aircraft and Flight Crews elected to take off without being de-iced, and with frost adhering to the wings during ground ice conditions that existed as described in RRXA, GOM, Page 11-4.

### 1.07.3 RRXA RESPONSE

- A. The fact that de-icing procedures are in effect at the Dayton Hub, does not mandate de-icing of all aircraft. The objective of declaring "De-icing procedures in effect" is to alert the elements of the de-icing team that the possibility of aircraft de-icing exists. The Pilot in Command is the final authority in determining if de-icing is required.

Because of the professionalism of Emery Flight Crews, RRXA can make an assumption that none of the sixteen (16) flights listed above departed with frost adhering to the wings. If the San CHDO wishes to share the outcome of the sixteen (16) letters of investigation issued to the Pilots in Command of these flight, we may have to modify that assumption.

**1.07.3 RRXA RESPONSE (continued)**

B. The record of de-icing activity is maintained on a form titled "De-Ice Log Sheet" by the Emery Tower facility. This log sheet documents aircraft de-icing by tail number, de-icing requirements, and the duration of process. This log does not record aircraft that were not de-iced, nor does it document take offs with frost adhering to wings.

C. Conclusion:

1.07.03 does not contain adequate proof of find, to be a valid find.

35, 8

TOTAL A/RE-ICE = .

# DEICE LOG SHEET

DATE: 3 Feb 99 STATION LOCATION: EAST / WEST

SUBMITTED BY: SHANE MARK

AIRLINES COORDINATOR: Ryan McKown  
~~EMERY~~  
~~OTHER~~

ASSISTANT COORDINATOR: SHANE MARK Kirt Dreye  
 9 EMERY 6 WNK  
 11 OTR

FLIGHT CPS

	TAIL #	FLIGHT #	BATH	START	STOP	TEMP	MIX	DUO	TRUCK NUMBERS
EB 1	500 MH	008 ✓	W/T	1100 Z	1107 Z	180 °	50	-40	37, 39, 35, 0631
ZAN 2	8041 U	132 ✓	F/B	1146 Z	1155 Z	180 °	50	-40	39, 35
EB 3	796 FT	044 ✓	W/T	1148 Z	1152 Z	180 °	50	-40	38, 8 2150
KK 4	386 QS	112 ✓	W/T	1158 Z	1200 Z	180 °	50	-40	37, 39, 36
EB 5	604 AL	102 ✓	F/B	1201 Z	1207 Z	180 °	50	-110	36, 37, 39 PPT 0680
EB 6	832 AL	032 ✓	F/B	1232 Z	1235 Z	180 °	50	-40	36, 38, 39, 35 Full 1950
EB 7	995 CF	114 ✓	W/T	1207 Z	1211 Z	180 °	50	-40	35, 38, 8, 36 SHV 0622
EB 8	8079 U	010 ✓	W/T	1212 Z	1218 Z	180 °	50	-40	35, 37, 8 MEM 0628
2 9	6064 L	152 ?	W/T	1252 Z	1254 Z	180 °	50	-40	36, 37, 38, 39 ?
KC 10	184 SK	942 ✓	W/T	1307 Z	1310 Z	180 °	50	-40	36, 37, 38, 39
11									
12									
13									
14									
15									

9372646081

03/23 '99 14:55 NO. 753 03/04

0445 L 0945 Z  
0810 L 1 1 2  
1310

# DEICE LOG SHEET

DATE: 2-3-99

STATION LOCATION: (EAST) WEST

SUBMITTED BY: BUD OVERTON

AIRLINES COORDINATOR: Mike Mitchell

ASSISTANT COORDINATOR: BUD OVERTON / Jim Key

FLIGHT CPS

TYPE I FLUID

	TAIL #	FLIGHT #	BATH	START	STOP	TEMP	MIX	DUO	TRUCK NUMBERS
OPT 1	808EA	034 ✓	W/T	0945	0948	180	50	-30	31, 32
? 2	8084U	138 ?	W/T	1051	1055	180	50	-30	2, 31, 1, 34 PIA 0656 ?
016 3	4068N	554 ✓	W/T	1059	1103	180	50	-30	1, 2, 31, 34
KK 4	355QS	122 ✓	FULL	1108	1113	180	50	-30	2, 1
OPT 5	1279E	222 ✓	FULL	1111	1118	180	50	-30	40, 34
? 6	CXFA	236 ?	W/T	1120	1125	180	50	-30	2, 40
? 7	FICA	230 ?	FULL	1123	1129	180	50	-30	34, 32, 31
KK 8	7639U	106 ✓	W/T	1132	1136	180	50	-30	2, 40
9	865F	022 ✓	W/T	1137	1141	180	50	-30	<del>34, 40</del> 1, 31 AP 0549
? 10	274WP	174 ?	W/T	1142	1148	180	50	-30	34, 32, 40
KK 11	357QS	208 ✓	W/T	1143	1148	180	50	-30	1, 2
12	598AJ	218 ✓	W/T	1201	1205	180	50	-30	34, 32
? 13	8892Z	158 ?	W/T	1215	1220	180	50	-30	34, 40
KK 14	7642U	120 ✓	FULL	1217	1222	180	50	-30	31, 32
15	831AL	014 ✓	W/T	1221	1226	180	50	-30	34, 40 659 1151

9372646081

03/23 199 14:55 NO. 753 04/04

# DEICE LOG SHEET

DATE: 2-3-99

STATION LOCATION: (EAST) WEST

SUBMITTED BY: BUD OVERTON

AIRLINES COORDINATOR: MIKE MITCHELL

ASSISTANT COORDINATOR: BUD OVERTON / JIM KEYS

TYPE 1 FLUID

#	TAIL #	FLIGHT #	BATH	START	STOP	TEMP	MIX	DUO	TRUCK NUMBERS
1	8725J	024 ✓	W/T	1233	1237	180	50	-30	40, 31, 34, 32
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									



Sheet1

TAIL	IN DAY	OUT DAY
8087	0642	1049
811	0558	1037
950	0734	1119
870	0814	1152
921	0720	1055
8091	0600	1115
8177	0641	1037
959	0600	1140
803	0830	1035
994	0905	1228
997	0645	1022
8076	0720	1141
993	0600	1031
957	0714	1128
961	0650	1022
795	0717	1030



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7681  
FAX: (408) 279-5448

March 10, 1999

**CERTIFIED MAIL - RETURN RECEIPT REQUESTED**

**FILE COPY**

**FILE NO: 99WP150042**

Mr. Kent T. Scott, President - COO  
Emery Worldwide Airlines, Inc.  
One Emery Plaza  
Vandalia, OH 45377

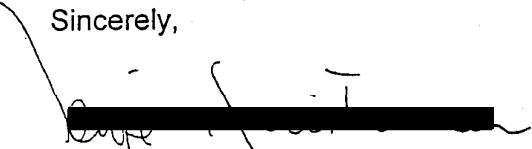
Dear Mr. Scott:

Personnel of this office are investigating an incident that occurred at the Emery ramp near the sorting facility "hub" at Dayton International Airport on February 3, 1999, between the hours of 0445 EST and 0810 EST (local time).

We have reason to believe Emery personnel may have released or allowed Emery Worldwide Airlines' aircraft to take off when conditions were such that frost may reasonably be expected to adhere to the aircraft and Emery's approved ground deicing/anti-icing program were not complied with. Operation of this type is contrary to the Federal Aviation Regulations.

This letter is to inform you that this incident is under investigation by the Federal Aviation Administration. We would appreciate receiving any evidence or statements you might care to make regarding this matter within 10 days of receipt of this letter. Any discussion or written statements furnished by you will be given consideration in our investigation. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

  
Terje Kristiansen  
Principal Operations Inspector

cc: Ted Graves, Director of Operations



## **2.03.00--MANUALS AND PROCEDURES**

### **DESCRIPTION:**

This area was not evaluated during the Focused Inspection. The findings in this area were a result of the emphasis placed on the aircraft loading and unloading operations.

### **INSPECTION DATA:**

Focused Ramp Inspections were conducted on a sample (approximately 20) of REXA aircraft upon arrival and/or departure from the Emery Worldwide Dayton Hub and the out stations located in Chicago, Los Angeles, Seattle, Newark, and Portland, OR. In addition to the loading and unloading of the Unit Loading Devices (ULDs), the aircraft interiors were inspected for compliance with Federal Aviation Regulations, the Original Equipment Manufacturer's Manual, Type Certificate Data, Supplemental Type Certificate, and the Emery Worldwide Airlines Aircraft Loading Manual (ALM).

## RASIP FINDING

### 2.03.01

EWA did not comply with their manual procedures for installing main cargo door sill guards. This is contrary to the EWA Aircraft Loading Manual, Chapter 5, Page 5-4, Par C. The following aircraft were effected:

- A. N-8177U, DC-8, Inbd KDAY, on 02/02/99 none of the door sill guards were installed during the offloading of the ULDs.
- B. N-951R, DC-8, Inbd KDAY, on 02/02/99 none of the door sill guards were installed during the offloading of the ULDs.
- C. N-994CF, DC-8, Flt No. 107, Inbd KDAY, on 02/02/99 the sill guards were not installed for offloading of pallet positions 2,3, and 4.
- D. N-792FT, DC-8, Inbd LAX, on 02/02/99 door sill guards not installed prior to commencement of aircraft cargo download. This was brought to the attention of Emery Worldwide (EWW) ramp supervisor.
- E. N-865, DC-8, Flt No. 37, Inbd KDAY, on 02 /03/99 only one of the door sill guards were installed when the ULDs were off loaded from the aircraft.
- F. N-801GP, DC-8, Flt No. 137, Inbd KDAY, on 02/04/99 only one of the door sill guards were installed when the ULDs were offloaded from the aircraft. The other sill guard was on the ground and damaged (bent and cracked).
- G. N-959R, DC-8, Flt No. 035, Inbd KDAY, on 02/04/99 the sill guards were not installed for the aircraft loading. (The sill guard were deferred on the Non-MEL).

### 2.03.01 RRXA RESPONSE

Reference Items A,B,D,E,F,G. These aircraft had one or more sill guards deferred on the Non MEL. They are not required for the safe operation of the aircraft or affect airworthiness. These Items were entered in the Non MEL category using EWA Maintenance Policy and Procedures Manual, Chapter 3, Page 18, Paragraph D-1. EWA does not consider this to be a finding. These items were previously entered in the Non- MEL.

- Attachments:
1. Copy of Maintenance Policy & Procedures Manual Chapter 3, Page 18, Item D-1.
  2. DC-8 MEL/CDL Manual Intro Page 01-01.
  3. Copy of letter from the Boeing Company Service Engineering Customer Support Re Cargo Loading System.

**2.03.01 RRXA RESPONSE (continued)**

**4. Copy of Log Pages.**

- A. N8177U - Sill guards were entered in the Non-MEL on 12-22-98 see Log Page 7294-19 attached.
- B. N951R - Sill guards entered in the Non-MEL on 06-23-98 see Log Page 6315-11 and 6387-19 attached.
- C. N994CF - Sill guards entered in the Non-MEL on 06-06-98 see Log Page 5592-19 attached.
- D. N792FT - Sill g entered in the Non-MEL on 02-02-99 see Log Page 6719-21 attached.
- E. N865F - Sill guards entered in the Non-MEL on 01-01-99 see Log Page 6950-08 and Log Page 7591-09 attached.
- F. N801GP - Sill guards entered in the Non-MEL on 02-04-99 see Log Page 7589-23 attached.
- G. N959R - Sill guards entered in the Non-MEL on 02-02-99 see Log Pages 7262-20 and Log Page 7792-23 attached.

## EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

### c. Category C

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26<sup>th</sup>, the 10 day interval would begin at midnight the 26<sup>th</sup> of January and end at midnight February 5<sup>th</sup>.

### d. Category D

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. In some cases, items are listed with the number Required being equal to the number Installed. In such instances the Item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A, B, C, or D. In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program.

**Note:** The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

### C. Configuration Deviation List Policy

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

### D. Non-MEL Item

#### 1. Policy

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations, such as reading lights, window shades, minor corrosion to non-structural parts, galley equipment, etc. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be scheduled with routine inspections of specific areas for the most efficient and most effective correction.

## INTRODUCTION

### GENERAL

This MEL is a copy of the FAA approved Minimum Equipment List for those DC-8 Aircraft operated by Emery Worldwide Airlines. It is prepared and revised jointly by the Operations and Maintenance Departments.

Compliance with the intent of the Preamble and all of the provisions of this MEL is mandatory for all flights operated by Emery Worldwide Airlines when dispatching an aircraft with inoperative equipment. No deviation from these requirements is permitted unless a "Special Ferry Permit" is obtained specifically allowing such Deviation.

Federal Aviation Regulations (Part 121.303 through 121.359) require certain equipment to be operative for a given type of aircraft operation. Paragraph 121.628 provides for Deviations from these requirements under certain conditions. Emery Worldwide Airlines Aircraft will be dispatched under the use of this MEL per the procedures addressed in this Manual.

All Components/Systems on an aircraft fall into one of three basic classifications with regard to airworthiness requirements.

- (1) Units obviously required for aircraft to be airworthy such as Tires, Ailerons, Wings, etc.
- (2) Units obviously not required for aircraft to be airworthy such as Cabin Trim, Galleys, Lavatories, etc.
- (3) Units which do not clearly fall into either of the above classes or for which some Deviations from the normal complement of equipment has been approved.

This MEL contains those items in the Third Classification for which some Deviation from the normal complement of equipment has been approved to be inoperative at dispatch.

### CONTENT:

This MEL was designed to include the immediate information that Operations/Maintenance personnel need to dispatch/release an aircraft with items of equipment inoperative or malfunctioning. Each MEL item listing incorporates the immediate information necessary to determine whether an aircraft can be released under the MEL with that item inoperative. Each item listed includes all applicable Remarks/Exceptions, Aircraft Operating Limitations, FAR Interpretations and those Operational Limitations unique to EWA Operations specifications, when required.

In the case of some inoperative items, the FAA Master Minimum Equipment List for the DC-8 requires that each Air Carrier develop Special Procedures in order to dispatch with a particular item inoperative. Where required, this MEL includes such Procedures and any additional notes or information necessary to insure that the aircraft can be dispatched safely. These Maintenance and/or Operational Procedures, where necessary, are further broken down to incorporate different (types or degrees of) malfunctions of a particular item.



From: dse.boecom@boeing.com

FROM: THE BOEING COMPANY  
SERVICE ENGINEERING  
CUSTOMER SUPPORT  
M/C D035-0035  
3855 LAKEWOOD BLVD.  
LONG BEACH, CA 90846  
206-544-0641 (FAX)  
32-9430 (TELEX)  
LKEBO7X (SITA)  
DSE (DIR CODE)

Active  
→

RONALD E. MOODY  
Quality Control Inspection Representative

**EMERY**  
**WORLDWIDE**  
AVIATION

Air - Expedite!  
Ocean - Customs Brokers  
Global Logistics

303 Corporate Center Dr.  
Vandalia, OH 45377  
(937) 454-3999  
(937) 898-2803 Fax

ATTN: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0005RR 11 FEB 99  
ATA 5100-00 MODEL DC-8  
DC-8 CARGO LOADING SYSTEMS  
REF /A/ EAF-ILN-99-0003TR /C/  
/B/ SRM 51-1-0 PAGE 1

IKE, YOUR REF /A/ ASKED FOR BOEING TO ADVISE WHAT TYPE OF STRUCTURE (I.E. PRIMARY OR SECONDARY) COMPRISES THE DC-8 CARGO LOADING SYSTEMS.

THE CARGO LOADING SYSTEM HARDWARE IS NOT STRUCTURE PER SE. IT EXISTS TO ACCOMMODATE THE AIRPLANE'S PAYLOAD, AND DOES NOT SERVE ANY STRUCTURAL PURPOSE AS FAR AS THE AIRFRAME IS CONCERNED. THE CARGO LOADING SYSTEM IS NO MORE CONSIDERED STRUCTURE THAN IS A PASSENGER SEAT OR COATROOM IN A PASSENGER AIRPLANE.

TO PUT IT ANOTHER WAY, IF ALL THE CARGO LOADING SYSTEM HARDWARE WERE REMOVED THE AIRPLANE WOULD BE NO LESS STRUCTURALLY SOUND THAN IT WAS BEFORE.

I HOPE THIS ANSWERS EAF'S QUESTION.

CHEERS,

M. HANSEN/WASHKE  
DAVE WASHKE - (ACTING) AIRLINE SUPPORT MANAGER  
BOEING SERVICE ENGINEERING  
ORGN 6-T024 M/C D0035-0035

11 FEB 99 0840

BOECOMII-FSE-ID-6610637-EMAIL-G

TAFT MAINTENANCE LOG

All (10/97) Litho U.S.A.



7294-19

ACFT. NO. N 8177K

ACFT. TYPE DC-8-71F

5.48

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS		GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN	OFF	ON	UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		GALS	CARGO	MAIL				
1	18	12-22-98	KDAY	KSLC	1704	1625	1721	1719	1621	4102	6294	74.2	23.7	B	52863	233			
2	18	12-22-98	KSLC	KRNO	1732	1859	1727	1757	1653	0750	1917	36.6	23.4	B	21529				
3																			
4																			

LEG	DEPT. DELAY		TRAN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:				1	2	1	2		01	PEA W.	63720	1	1				
2	:									02	BROWN J	09215	1	1				
3	:									03	MISKOLCZY S	52888						
4	:									N/A	GIBSON	28065						

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P M	FWD SILL GAURD MISSING	2.	Entered In NON MEL Log	12/22/98	KRNO	6635
3.	P M	Tail STAND MISSING	3.	Entered In NON MEL Log	12/22/98	KRNO	6635
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: Term CK	STATION: KRNO	PREVIOUS LANDINGS: 41302	LANDINGS THIS PAGE: 2	TOTAL LANDINGS: 41304	1-DIST.	2-DIST.	3-DIST.	
DATE: 12/23/98	CERT. NO.:	PREV. A/C FLT. HRS. 65294:47	FLT. HRS. THIS PAGE: 458	TOTAL A/C FLT. HRS. 65299:45				
GMT TIME: 01:00	AUTH SIG.:	BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

ICR MAINTENANCE LOG

Air-0092 (10-...), Lillo U.S.A.



Q.C. 5 RRXA 6315-11 ACFT. NO. N 951R TYPE UC-8-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	951	6-23-98	KDAY	KDAY	1745	1840	55	1253	1853	+40	7100	68.0	58.0	0	0	0
2																
3																
4																

1  
2  
3  
4

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:		3	KDAY	0	0	0	0	✓	T-1	B KIRBY	44325	3	3	NR	J WALKER	85829
2	:									X-2	R TIDD	83094					
3	:									T-3	S MACDOUGAL	51277					
4	:									X-4	P JANCRETI	81708					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	Fwd Sill guard damaged	1.	Transferred TO Non-mech Item to SD	6/23/98	KDAY	25109
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	23600	LANDINGS THIS PAGE	3	TOTAL LANDINGS	23609	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	57035.22	FLT. HRS. THIS PAGE	40	TOTAL A/C FLT. HRS.	57034.99			
GMT TIME:	AUTH SIG.:									

DISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGED NEW LOG PAGE NO: CAPTAIN'S SIGNATURE

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6783-19

ACFT. NO. N951R  
ACF DC-8-63

50

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	19	3-18-98	MMHY	KLRD	0059	0150	:51	0118	0142	:24	0	31.7	25.5	0	18445	-
2	19	3-18-98	KLRD	KDAY	0314	0555	2:41	0324	0547	2:23	7264	76.0	39.5	0	49817	-
3																
4																

14

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:				0	0	0	0	X	0/1	W. PEALE	63735	1	1			
2	:				0	0	0	0	-	0/2	C. ALBA	00339	1	1			
3	:									0/3	J. RODRIGUEZ	71379					
4	:									N/R	C. WILKINGTON	EWA MX					OFF AT KLRD

20

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P (M)	on postflight walk around found L.H. station 98 flap hinge ice breaker broken.	2.	Entered on CDL list per 27-50-1.3/18/98 KDAY 75066 Release # 803197. Removed damaged portion of ice breaker.			
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

3

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	23349	LANDINGS THIS PAGE	2	TOTAL LANDINGS	23371	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	56650:05	FLT. HRS. THIS PAGE	2.47	TOTAL A/C FLT. HRS.	56652.50			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

MAINTENANCE LOG  
Litho U.S.A.

**ET**  
**WORLDWIDE**  
AIRLINES



06  
7  
AKKA

2.00.012

5592-19

ACFT NO.  
N 994CF

T. TYPE  
12L-8-6

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIF (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	117	6.6.98	KEWR	KDAY	0316	0513	1757	0332	0507	1735	4752	43.6	23.0	Ø	47506	461
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:			KDAY	Ø	Ø	Ø	Ø	N/A	o/i	M. Allen	00544					
2	:									o/p	W. Denne	18811	1	1			
3	:									o/s	T. Gottlieb	28996					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	(P) M	left wheel well light cover missing	2.	INST light cover	6/6/98	KDAY	25956
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

234  
333

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	21512	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21513	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	64695:11	FLT. HRS. THIS PAGE	1:35	TOTAL A/C FLT. HRS.	64696:46			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

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MAINTENANCE LOG

AIR-0092 (Rev. 07) Lihg U.S.A.



2.0301D  
6719-21

2.0301D

6719-21

ACFT. NO. N 792FT  
T. TYPE NC-8-73F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	030	020299	KNA	KLAX	1206	1717	5+11	1234	1650	4+16	7723	74.7	21.9	0	66386	2579
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	1456	DLI			2	1	1	1	NR	T. RUDOLPH	72487			NR	LANGERUS	OAX
2									02	B. KEEPER	43011	1	1	LM	K. WREN	EWB
3									03	G. KLEINSTEUBER	44420					
4									NR	RICE	OAX					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#1 MAIN TANK FUEL LEVEL CONTROL VALVE APPEARS INOP. INTERMEDIATE LEVEL POSITION SELECTED CONTINUES TO FILL TANK	1.	#1 MAIN IMMEDIATE 2/4/99 KLAX 24750 FILL OPS CHECKS NORMAL AT THIS TIME NO DEFECTS NOTED			
2.	P/M	ABOVE 3000 LBS. BLUE LIGHT OUT AT ALL TIMES IN FLIGHT. FILL POSITION USED WITH BUG SETTINGS WORKS OK.	2.				
3.	P/M	REF NON MOL 178 WIND FLAT LOCKOUT MARKINGS MISSING IN LEFT WHEEL WELL	3.	INSTALLED MARKINGS THIS COGN NON MOL 178	2/4/99	KLAX	59164
4.	P/M	REF SILL GUANO MISSING	4.	TRANSFERRED TO NON MEL LIST # 179	2-2-99	KLAX	00460
5.	P/M	L/H MAIN WHEEL RETRACT CYL LEAKING	5.	FOUND PIN HOLE IN CYLINDER HOUSING REMOVED + REPLACED L/H M66 RETRACT CYLINDER OPS + LEAK GOOD ALL WORK DONE JAW m/m 32-32-2 AND TESTED JAW m/m 32-31-19 RTI 42525	2/4/99	KLAX	24750

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
5	M66 RETRACT CYL.	5774035-5507	H040645	5774035-5507	AC142	4/H

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: SERVICE	STATION: KLAX	PREVIOUS LANDINGS	26618	LANDINGS THIS PAGE	1	TOTAL LANDINGS	26619	1-DIST.	2-DIST.	3-DIST.
DATE: 02-04-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	80792	FLT. HRS. THIS PAGE	4:16	TOTAL A/C FLT. HRS.	80796			
GMT TIME: 02:05	AUTH. SIG. [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE [REDACTED]					

FLIGHT MAINTENANCE LOG

AIR-01 (J97) Litho U.S.A.



2.00.01E  
 0300  
 0000

6950-08

ACFT. NO. N 865F  
 JFT. TYPE DC-8-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	026	1-19-99	KDSM	KSEA	1325	1712	3+47	1334	1706	3+32	6872	71.0	22.9	0	48078	650
2																
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				4	2	1	1	✓	0	1	S ZETLEN	092075			N L E. KUZICZKI	
2	:									0	2	P BARGE	03857	1	1		
3	:									0	3	P HECCREDA	33666				
4	:											N TALARICO					

2-34E

10  
 0332

00

11

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FWD. SILL GUARD MISSING.	1.	TRANSFERRED TO Non-MEL PAGE, CNTL.# 284	1-19-99	KSEA	81075
2.	P (M)	REF NMT#901227, #3 ENG. "A" IGN. FAILED TO START.	2.	PERFORMED IGNITOR CK. & ENG. RUN WITH "A" SYSTEM. NO DEFECTS FOUND. TAWLC-8MM 74-000. THIS CLEARS NMT#901227. PLACARD REMOVED.	1-19-99	KSEA	81075
3.	P (M)	REF Non-MEL#284, FWD. SILL GUARD MISSING.	3.	FOUND SILL GUARD & PLACED IN MCD. THIS CLEARS Non-MEL#284.	1-19-99	KSEA	81075
4.	P (M)	Terminating check due.	4.	clw Term. check per 1120-99 KSEA 2467 EWA workcards.	1-20-99	KSEA	2467
5.	P (M)	Ref. MEL cont.# 901253, #4 start valve insp.	5.	Opened start valve (#4 eng) manually. This does NOT clear MEL cont.# 901253.	1-20-99	KSEA	2467
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Term.	STATION: KSEA	PREVIOUS LANDINGS	24105	'LANDINGS THIS PAGE	1	TOTAL LANDINGS	24106	1-DIST.	2-DIST.	3-DIST.
DATE: 1-20-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	74535.28	FLT. HRS. THIS PAGE	3:30	TOTAL A/C FLT. HRS.	74539.00			
GMT TIME: 0151Z	AUT. SIG.: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

C T MAINTENANCE LOG

AIIT-0002 (Rev. 7/11) Ho U.S.A.



2.03.01E  
7591-09

ACFT. NO. N 865 F T. TYPE DC-8 C3F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT HOURS	UPLIFT (USG)	FUEL DATA		DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON			DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:				0	0	0	0	MT									
2	:																	
3	:																	
4	:																	

MIX ONLY NO FLT

5234 E  
213  
512  
3428  
2821  
2621

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	Reference Non MEL # 274 AFT Sill Guard MISSING	1.	Replaced AFT Sill Guard as Required. This clears Non-MEL # 274	2-14-99	KDAY	45082
2.	P (M)	3 each Cirar Pins Installed	2.	Removed and Stowed gear Pins (See) as Required. KISS KDAY OADYS			
3.	P (M)	O <sup>2</sup> shut off behind lav.	3.	Turned O <sup>2</sup> on behind Lav. as Required	2-16-99	KDAY	04909
4.	P (M)	Off Pass in view of FO's HST Capt RML	4.	R/R FO's HST same for I Ten 5 on by page 7591-08 Capts APT FO's HST compasses as check normal	2-14-99	KDAY	15574
5.	P (M)	Fuel Leaking Under side of RT wing I/B of #4 engine pylon.	5.	PERFORMED REPAIR OF FUEL LEAK RT WING I/B OF #4 ENG PYLON IN ACC WITH EMP # 2057 (HAPT 29 10-1 P420) CHECK HECTORIAL 2/16/99	2/16/99	KDAY	IATD 21. M. 2057
6.	P (M)	See non-MEL #280 (SPARE FIRE BOTTLE MISSING IN LEFT WHEEL WELL)	6.	REPLACED SPARK FIRE BOTTLE IN LEFT WHEEL WELL, THIS clears non-MEL #280	2-15-99	KDAY	04909

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	24181	LANDINGS THIS PAGE	0	TOTAL LANDINGS	24181	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO:	PREV. A/C FLT. HRS	74671 28	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS	74671 28			
GMT TIME:	AUTH SIG:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					



FT MAINTENANCE LOG

Air-0092 (10/97) Litho U.S.A.



U.S. AIR FORCE  
REPAIR

2.03.01 F

7589-23

ACFT. NO.

N 801GP

JFT. TYPE

DC-8-71F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAH
1	137	02/04/99	CYYZ	KDAY	0328	0442	144	0333	0436	1703	1857	36.0	24.6	0	56920	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4								
1	:				2	1	1	1	N/A	01	G. WOOD	90705	1	1		
2	:									02	C. NICHOLS	64290				
3	:									03	R. BOGUCKI	07011				
4	:															

34 F

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FWD SILL GUARD BENT.	1.	REMOVED FWD SILL GUARD FOR REPAIR. TRANSFERRED TO NON-MEL LIST. # N 7589 231-0028	2-4-99	KDAY	64051
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W TC 1	STATION: KDAY	PREVIOUS LANDINGS	29646	LANDINGS THIS PAGE	1	TOTAL LANDINGS	29647	1-DIST.	2-DIST.	3-DIST.
DATE: 2-4-99	CERT. NO.:	PREV. A/C FLT. HRS.	76643.55	FLT. HRS. THIS PAGE	1:03	TOTAL A/C FLT. HRS.	76644.58			
GMT TIME: 0820 Z	AUTH. SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE				

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CRAFT TENANCE LOG

AIR-0092 (10/97) L...



2.02.010

7262-20

ACFT NO  
N 959R

ACFT  
DC-8-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1		22-99	KDAY													
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					APV	MP	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4											
1	:																		
2	:																		
3	:																		
4	:																		

3/6

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1.	SILL GAUARDS	MISSING.				
2.	P / M					
3.	P / M					
4.	P / M					
5.	P / M					
6.	P / M					

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	22342	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22342	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	61234:13	FLT. HRS. THIS PAGE	0:	TOTAL A/C FLT. HRS.	61234:13			
GMT TIME:	AUTH SIG.:									

DISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGED NEW LOG PAGE NO: CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

CRAF MAINTENANCE LOG

ATH 0092 (10/97) U.S.A.



2.03.01 G

7792-23

ACFT. NO. N 959.K AC E DL8-63F

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	DEPART (LBS)		ARRIVAL (LBS)	CARGO	MAIL			
1	335	02-17-99	KOKO	KOAY	1411	1515	1704	1427	1508	:41	-	370	240	-0-	39986	39985	
2																	
3																	
4																	

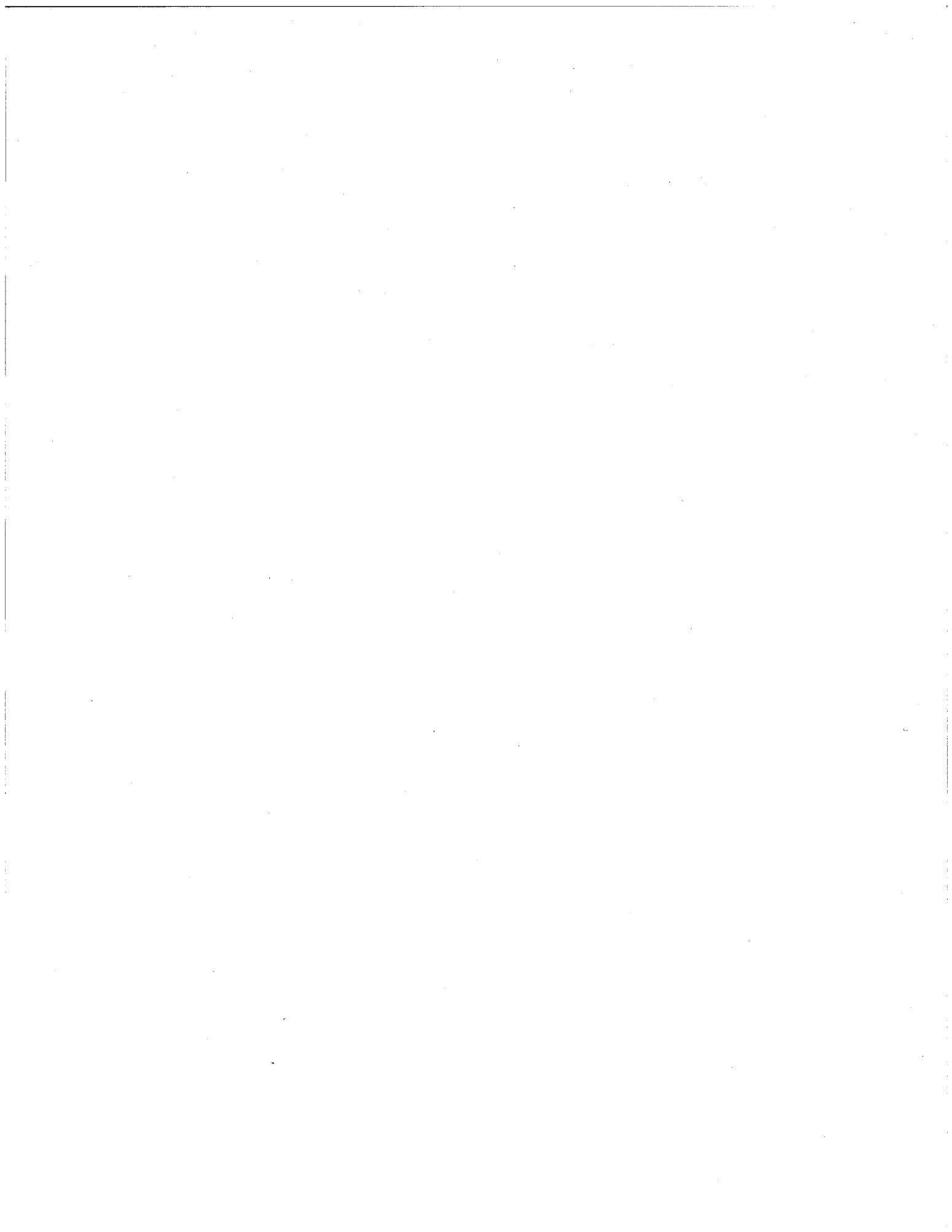
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				⊗	⊗	⊗	⊗	MA	01	M. Luchen	50757	1	1			
2	:									02	D. Foley	25075					
3	:									03	C. Thede	82083					
4	:																

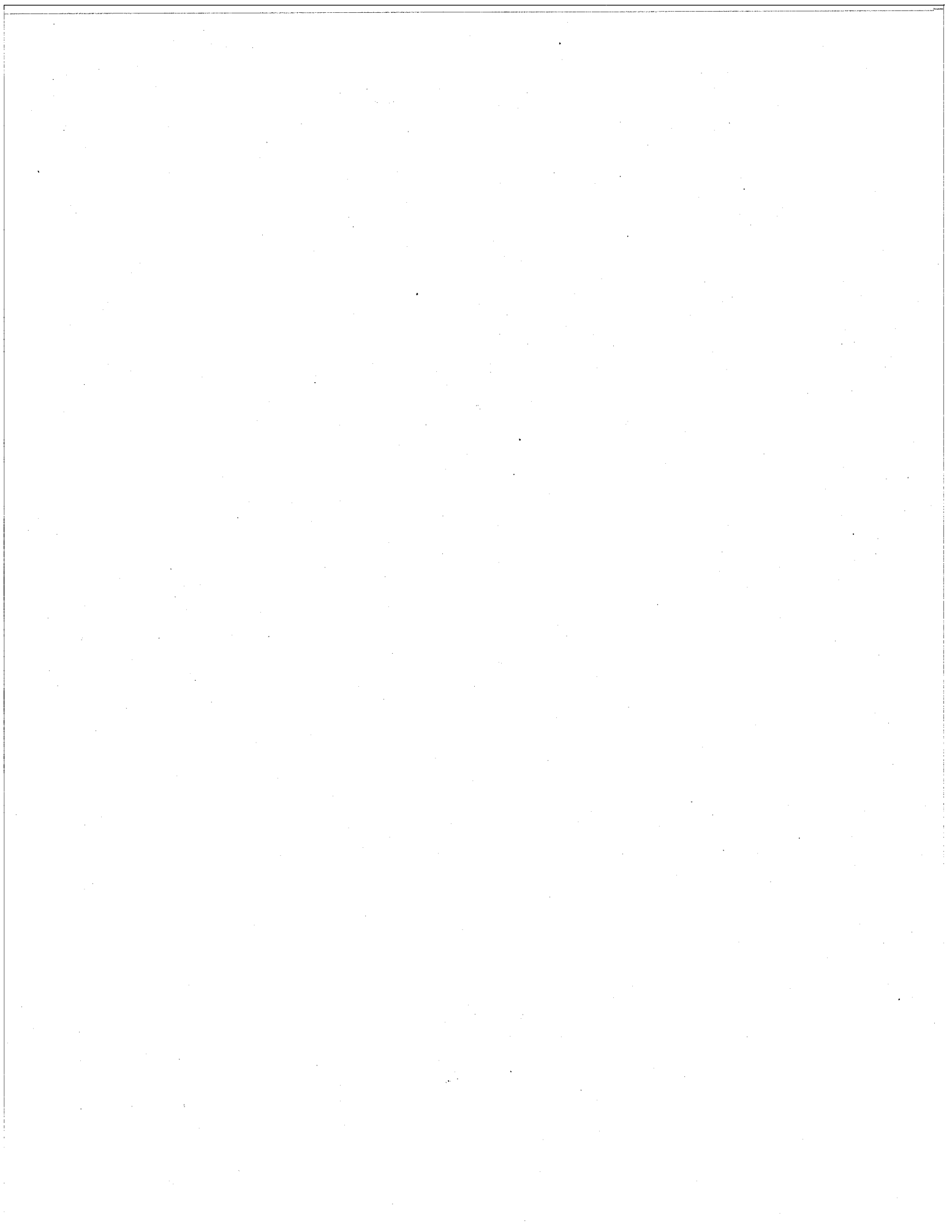
512  
41  
50  
G  
52

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	OIM	#1 ANTI-ICE Cycle OFF and ON <del>with the ON position</del> with anti-ice ON	1.	Operated #1 engine Anti-Ice System several times with and without pneumatics could not duplicate discrepancy. No defects noted	2-17-99	KOAY	45082
2.	OIM	Panel in Restroom falling off wall	2.	Secured panel in lab, no defects noted	2-17-99	KOAY	25075
3.	P(M)	Reference Non MEL # N7262201-0028 FWA Sill Guard missing	3.	Replaced FWA Sill Guard As Required. this clears Non MEL # N7262201-0028	2-17-99	KOAY	45082
4.	P(M)	Reference Non MEL # 256 Aft Sill Guard missing	4.	Replaced Aft Sill Guard As Required. this clear Non MEL # 256	2-17-99	KOAY	45082
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: Trans.	STATION: KOAY	PREVIOUS LANDINGS	22389	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22390	1-DIST.	2-DIST.	3-DIST.
DATE: 2-17-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	61285 :14	FLT. HRS. THIS PAGE	:41	TOTAL A/C FLT. HRS.	61285 :55			
GMT TIME: 1610z	AUTH SIG: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO			BOOK CHANGED NEWLOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]			





## RASIP FINDING

### 2.03.02

RRXA is not complying with their manual procedures which require an appraisal (inspection) of all ULDs for serviceability, and to ensure they are removed immediately, by either attaching a form MEO 143 or tape installed over the ULD number. The following ULDs were found in service (on the Dayton ramp, ready for loading), and did not comply with the RRXA Aircraft Loading Manual (Chapter 9, Page 9-1) requirements.

<b>A.</b>	<b>N994CF</b>	<b>Flt EB 107 Outbound Feb 2, 1999</b>	<b>DC-8-62</b>
	<b>ULD No.</b>		
	AAA2445EB	ULD was empty but not tagged.	
	AAA2076EB	ULD was empty but not tagged.	
<b>B.</b>	<b>N2674U</b>	<b>Flt Outbound Feb 2, 1999</b>	<b>DC-8</b>
	AAA30141	Cracked corner lexan	
	PAG15099JGEB	Frayed net and no TSO tag.	
	AAA3439EB	Curtain net had missing attachment fittings.	
	PAG30351	Net only had three attach fittings attached on the 88" side.	
<b>C.</b>	<b>N959R</b>	<b>Flt Outbound Feb 2, 1999</b>	<b>DC-8</b>
	AAA1365	Cracked base weld.	
	P1P6335	Net only had four attach fittings attached on the 125" side.	

**RASIP FINDING 2.03.02 (continued)**

<b>D. N832AL</b>	<b>Flt Outbound Feb 3, 1999</b>	<b>DC-8</b>
AAA1367EB	Right forward corner broken, separating from base sheet.	
AAA4222EB	Extrusion to base sheet extrusion weld crack. Left forward corner extrusion damaged. Forklift puncture in extrusion.	
AAA9200EB	Holes in base and side.	
P1P7177JG	Edge rail to base sheet had three rivets missing. Edge rail was bent. Net had unapproved repair by attaching a "D" ring fitting to replace broken net to edge rail fitting.	

**NOTE: RRXA Quality Control was present and recorded all above discrepancies.**

<b>E. N791R</b>	<b>Flt Outbound Feb 2, 1999</b>	<b>DC-8</b>
AAA1189EB	Broken/missing corner. Extrusion was damaged with a forklift hole. Curtain net horizontal and vertical straps missing.	
PAJ1071JG	Net loose and one corner of the pallet net did not cover cargo. Cargo was unrestrained.	
PAG15513JG	Net frayed and loose. Pallet corner was broken.	
PAG15624JG	Net frayed and loose.	
AAA4130EB	Curtain net fittings missing and base corner was missing.	
P1P7354JG	Net loose and frayed. Pallet edge rail was missing four rivets.	
P1P7656JG	Net only had four attach fittings attached on the 125" side.	
AAA1091EB	Curtain net had missing attachment fittings.	
AAA1170EB	Curtain net had broken horizontal and vertical attachments.	

**RASIP FINDING 2.03.02 (continued)**

AAA4109EB Cargo unrestrained and falling out of ULD.  
Right front corner had cracked weld.

AAA31831EB Lexan panel aft panel had a crack over 12", and  
a hole.

**EWW Loading Supervisor confirmed the above mentioned discrepancies and had the ULDs returned to the freight terminal.**

**F. N8079U Flt Outbound Feb 3, 1999 DC-8**

AAA3576EB Right front corner missing and left aft corner  
missing.

PAP8591JG Corner weld cracked. Several rivets missing  
from edge rail to base attachment. Net did not  
have a TSO tag.

P1P6096EB Edge rail to pallet base had several rivets  
missing. Net was frayed and torn. Net did not  
have a TSO tag. Net to pallet attach fitting  
was broken.

PAG15763JG Net was torn. Net was frayed. Net to pallet  
attach fitting was broken.

AAA31908EB Left forward corner weld was cracked.

AAA4075EG Forklift puncture hold in left side extrusion to  
base attachment.

AAA30299 Both left and right corners had cracks in the  
welds. Left side lexan panel had crack greater  
than 12".

AAA32202EB Curtain net had vertical and horizontal straps  
were missing and not attached.

AAA3718EB Left aft edge rail was bent more than 1 1/2".

**EWW Loading Supervisor was present during this inspection, and confirmed that the above mentioned ULDs were not serviceable and had them returned to terminal.**



**RASIP FINDING 2.03.02 (continued)**

<b>G. N604AL</b>	<b>Flt Outbound Feb 3, 1999</b>	<b>DC-8</b>
PAG15600JG	Net was frayed and was torn.	
PAG16128JG	Net only had four attach fittings installed on the 125" side.	
DH0297MX	Net had only three attach fitting attached on the 88" side. Net did not have a TSO tag.	

The EWW Loading Supervisor, and RRXA Quality Control were present during this inspection and confirmed that these ULDs were not serviceable and had them returned to terminal.

<b>H. N8076U</b>	<b>Flt Outbound Feb 4, 1999</b>	<b>DC-8</b>
PAG16040JG	Net was frayed and had holes. Ropes were broken.	
AAA4012EB	Curtain net only had four vertical straps attached to base.	
AAA32170EB	Front net had two horizontal straps missing. Marked as belly cargo.	
AAA1594EB	Extrusion to base had a forklift puncture hole. Marked as belly cargo.	
AAA4238EB	Curtain net had only three vertical straps attached to base.	
AAA2123EB	Curtain net only had four vertical straps attached to base.	
PAG10261JG	Net was frayed and torn.	
AAA3030EB	Extrusion at base had forklift puncture. This ULD was identified in the freight terminal as unairworthy. ULD was marked as belly.	
AAA1582EB	Curtain net had vertical and horizontal straps torn or missing. Extrusion to base weld was cracked on left side.	

**RASIP FINDING 2.03.02 (continued)**

AAA31712EB           Curtain net vertical and horizontal straps were missing or torn. Right aft extrusion was broken.

**RRXA Quality Control was present and determined that the ULDs identified were not serviceable.**

<b>I</b>	<b>N8084</b>	<b>Flt Outbound Feb 4, 1999</b>	<b>DC-8</b>
	AAA3201EB	Lexan had large crack in the aft panel.	
	PAG30351JG	Net was frayed and torn.	
	AAA30247EB	Left aft corner was cracked. Rear lexan panel was blown out and numerous attach rivets were missing at extrusion.	
	AAA30457EB	Lexan had a large crack on panel left side.	
	PAG15312JG	Net was torn and frayed.	
	AAA4460EB	Extrusion to base welds were cracked on the left side, and the rear.	

**RRXA 2.03.02 RESPONSE**

Many of the ULD's identified as unairworthy, staged for outbound flights, contained cargo that was setup to be loaded in the bellies of the aircraft in question. Most of these ULD's were identified as unairworthy even though there was no observation to the fact that loading on an aircraft was intended.

However, unairworthy damaged ULD's and Nets should be tagged using form MEO143 as stated. We are working with EWW and contract Ground handlers on tightening up this procedure. A copy of a new EWW policy is attached that should help. EWA is in the process of staffing an Aircraft Loading/Airworthiness Audit Department to monitor compliance with all procedures in the Aircraft Loading Manual.

I will respond to the findings as if they were actually going to be loaded with the understanding that many were never planned for topside loading.

- A. Both ULD's were empty on the aircraft. The finding does not specify that the ULD's were damaged. Carrying empty ULD's damaged or otherwise is acceptable according to the Emery Worldwide Aircraft Loading Manual, Chapter 9, Page 9-1, Section 1, Item C. 1 & 2.

Conclusion: No finding.

**RRXA 2.03.02 RESPONSE (continued)**

- B. AAA30141 - Cracked Corner. Cracked Base Corners are classified as Minor Damage according to the Emery Worldwide Airlines Aircraft Loading Manual, Chapter 9, Page 9-17, Section 4, Base Assembly Inspection Table and the container can be used at 75% of the allowable weight or 9,975lbs.

However, the container was pulled from the flight and not loaded.

Conclusion: No finding.

PAG15099JGEB - Frayed Net and no TSO Tag. There is no indication as to the extent that the net was frayed however, if in fact the TSO Tag was missing the finding is correct and the net should not have been used. In this case the net was replaced and the pallet was loaded on the aircraft.

Conclusion: Finding.

AAA3439EB -Curtain net had missing attachment fittings. The finding in this case did render the container as unacceptable for carriage. The container was not loaded on the flight.

Conclusion: Finding.

PAG30351 - Three attach fittings ~~attached on the 88'~~ side. The finding does not state if a fitting was missing or just not attached. If it was present it could have come loose in transit to the aircraft. This pallet was not loaded on the aircraft.

Conclusion: No finding.

- C. AAA1365- Cracked Base Weld. This is a reinforcement weld and not a repair or part of OEM Specifications. Cracked or not this is not an airworthiness concern.

Conclusion: No finding.

P1P6335 - Net only had four attach fittings attached on the 125" side. The fitting was present and it could have come loose in transit to the aircraft. The fitting was reattached at the aircraft and the pallet was loaded on the aircraft.

Conclusion: No finding.

**RRXA 2.03.02 RESPONSE (continued)**

D. AAA1367EB - Right forward corner broken separating from base sheet. Do not know if this refers to the Base Corner or the Fiberglass Shell. If the Base Corner the EWA Aircraft Loading Manual does not classify this as an airworthiness concern. If this refers to the Fiberglass Shell then this is also not an airworthiness item since the front of the shell does not attach to the base. The ULD was not loaded on the aircraft.

Conclusion: No finding.

AAA4222EB - Extrusion to base sheet extrusion weld crack. Left forward corner extrusion damaged. Forklift puncture in extrusion. The extrusion to base sheet weld is a reinforcement weld and not an airworthiness concern. Left forward corner extrusion refers to the base corner and once again is not an airworthiness concern. Forklift puncture in extrusion is not an airworthiness concern unless fasteners are damaged or the extrusion is separated from the base. The ULD was not loaded on the aircraft.

Conclusion: No finding.

AAA9200EB - Holes in base and sides. The size of the holes is not indicated. Holes in the base and fiberglass are allowed per EWA Aircraft Loading Manual Chapter 9, Page 9-22, Section 9 A. 3). The ULD was not loaded on the aircraft.

Conclusion: No finding.

P1P7177JG - Edge rail to base had three rivets missing. Edge rail was bent. Net had unapproved repair by attaching a "D" ring fitting to replace broken net to edge rail fitting.

Pallet edge rails can be missing five rivets per side see EWA Aircraft Loading Manual Chapter 9, Page 9-12 g). No indication of how much the edge rail was bent. Per EWA Aircraft Loading Manual, Chapter 9, Page 9-11, Section 5, A 3) a permanent deformation of 1 and ½" is allowed. Cargo loaders do not repair nets they do not have access to manufacturer repair specifications. The criteria used to assess airworthiness of a net is based on the number of useable fittings. In this case all fittings were present. The ULD was not loaded on the aircraft.

Conclusion: No finding.

**RRXA 2.03.02 RESPONSE (continued)**

E. N791R - This aircraft does not exist. Believe the aircraft in question was N921R.

AAA1189EB - Broken/missing corner. Extrusion was damaged with a forklift hole. Curtain net horizontal and vertical straps missing. Broken/missing. Broken/missing corner is not an airworthiness concern as it is not mentioned in the manufacturer damage limits. Forklift hole in the extrusion rail is not an airworthiness issue provided that the rail is attached to the base. Missing horizontal and vertical straps are unacceptable and the container must be removed from service.

Conclusion: Finding

PAJ1071JG Net loose and one corner of the pallet net did not cover cargo. Based on the description the net was serviceable but was improperly installed.

Conclusion: No finding

PAG15513JG Net frayed and loose. Pallet corner broken.

The manufacturer specification states that a net is unairworthy if it is severely frayed. The finding is frayed with no explanation. I can not respond to the finding that the pallet corner was broken since the name of the manufacturer was not supplied.

Conclusion: No finding.

PAG15624JG Net Frayed and loose.

The manufacturers specification says that a net that is unairworthy if it is severely frayed. The finding says frayed. A loose net is not necessarily an airworthiness concern. More detail would be required.

Conclusion: No finding.

AAA4130EB Curtain net fittings missing and base corner missing.

Finding correct for missing net fittings. Missing base corner is not an airworthiness concern as it is not mentioned in the OEM manual as unacceptable damage. The pallet was not loaded on an aircraft.

Conclusion: Finding.

**RRXA 2.03.02 RESPONSE (continued)**

P1P7354EB Net loose and frayed. Pallet edge rail was missing four rivets.

Manufacturer specifications state that a net is not airworthy if it is severely frayed. The finding says frayed. A loose net is not necessarily a safety concern. More detail is needed. Four missing rivets is acceptable since five can be missing from each base rail.

Conclusion: No finding.

P1P7656JG Net only had four attach fittings attached on the 125" side.

All fittings should be attached. In this case the finding did not specify that the fitting was missing. It could have come loose in transit to the aircraft.

Conclusion: No finding.

AAA1091EB Curtain net had missing attach fittings.

Conclusion: Finding

AAA1170EB Curtain net had broken horizontal and vertical attachments.

Conclusion: Finding

AAA4109EB Cargo unrestrained and falling out of ULD. Right front corner had cracked weld.

The finding did not specify if the door net was damaged or just not attached properly. However, in either case corrections would need to be made to contain the cargo.

Cracked corner welds are not an airworthiness concern as they are not mentioned in manufacturer specifications.

Conclusion: No finding

AAA31831EB Lexan panel aft panel had a crack over 12" and a hole.

Conclusion: Finding

**RRXA 2.03.02 RESPONSE (continued)**

F. AAA3576EB Right front corner missing and left aft corner missing.

Missing base corners are not an airworthiness concern since they are not mentioned in the OEM specifications.

Conclusion: No finding.

PAP8591JG Corner weld cracked. Several rivets missing. Net frayed and torn. Net did not have TSO tag.

Cracked corner welds are not an airworthiness issue based on SATCO OEM specifications. Several rivets missing. How many are several? Five rivets can be missing per edge rail. The manufactures specifications state that a severely frayed net is not airworthy. The finding is frayed. Torn nets are unacceptable. The TSO tag must be present. The pallet was not loaded on an aircraft.

Conclusion: No finding.

P1P6096EB Edge rail had several missing rivets. Net was frayed and torn. Net did not have TSO tag. Net to pallet attach fitting was broken.

Several rivets missing. How many is several? Five rivets may be missing per edge rail. Net frayed? Manufacturer specifications state that a severely frayed net is not airworthy. Torn webbing and a missing TSO tag are unacceptable. The pallet was not loaded on an aircraft.

Conclusion: Finding.

PAG15763EB Net torn and frayed. Attach fitting was broken.

Torn nets are unacceptable. Manufacturer specifications state that a severely frayed net is not airworthy. The finding was frayed. Broken attach fittings are not acceptable. The pallet was not loaded on an aircraft.

Conclusion: Finding.

AAA31908EB Left forward corner weld was cracked.

Cracked corners are acceptable minor damage.

Conclusion: No finding.

**RRXA 2.03.02 RESPONSE (continued)**

AAA4075EB Forklift puncture hole in left side extrusion to base attachment. This is not an airworthiness issue provided that the attach rail is not detached from the base. The container was loaded on an aircraft.

Conclusion: No finding.

AAA30299EB Left and right corners had cracks in the welds.  
Left side lexan panel had a crack greater than 12".

Cracked corner welds are acceptable minor damage. Crack in the lexan panel over 12" is unacceptable. The container was not loaded on an aircraft.

Conclusion: Finding.

AAA32202EB Curtain net had vertical and horizontal straps missing and not attached.

Missing straps could not have been attached. Based on the wording in the finding I question if the straps were missing or were just not attached. The container was loaded on the aircraft so necessary corrective measures must have been taken plane side.

Conclusion: No finding.

AAA3718EB Left aft edge rail was bent more than 1 ½".

Bent edge rails in excess of 1 ½" are unacceptable. The container was not loaded on an aircraft.

Conclusion: Finding.



**RRXA 2.03.02 RESPONSE (continued)**

**G. PAG15600JG Net frayed and torn.**

Manufacturer specifications state that a severely frayed net is not airworthy. The finding says frayed. Torn nets are unacceptable. The net was replaced.

Conclusion: Finding

PAG16128JG Net had only four attach fittings installed on the 125" side. All fittings must be present. The net was replaced.

Conclusion: Finding

DH0297MX Net had only three attach fittings attached on the 88" side. Net had no TSO Tag. All fittings must be present and a TSO TAG attached. The net was replaced.

Conclusion: Finding

**H. PAG16040JG Net was frayed and had holes. Ropes broken.**

The manufacturer specifications states a severely frayed net is not airworthy. The finding was frayed. Holes and broken rope are not acceptable. The net was replaced.

Conclusion: Finding

AAA4012EB Curtain net only had four vertical straps attached to base. The strap was present and was reattached at the aircraft.

Conclusion: No finding.

AAA32170EB Front net had two horizontal straps missing. Marked as belly cargo.

Conclusion: No finding.

AAA1594EB Extrusion to base had a forklift puncture hole. Marked as belly cargo.

Conclusion: No finding.

**RRXA 2.03.02 RESPONSE (continued)**

AAA4238EB      Curtain net had only three vertical straps attached to base. The finding does not state that the straps were missing. In any case they must be attached prior to loading the ULD on an aircraft. This container was not loaded on an aircraft.

Conclusion: No finding.

AAA2123EB      Curtain net had only four vertical straps attached to base. All straps must be present and used. The strap was attached at the aircraft and the container was loaded.

Conclusion: No finding.

PAG10261JG      Net frayed and torn.

Manufacturer specifications state that a severely frayed net is not airworthy. The finding says frayed. Torn nets are not acceptable. This pallet was not loaded on an aircraft.

Conclusion: Finding.

AAA3030EB      Extrusion at base had forklift puncture. This container was identified in the freight terminal as unairworthy. ULD was marked as belly.

Conclusion: No finding.

AAA1582EB      Curtain had vertical and horizontal straps torn or missing. Extrusion to base weld cracked on left side. Torn or missing straps are unacceptable. The extrusion weld is a reinforcement weld and not part of the manufacturer specifications and not required to maintain airworthiness of the ULD. This container was not loaded on an aircraft.

Conclusion: Finding.

AAA31712EB      Curtain net vertical and horizontal straps were missing or torn. Right aft extrusion was broken. These findings would render the ULD unairworthy. This container was not loaded on an aircraft.

Conclusion: Finding.

**RRXA 2.03.02 RESPONSE (continued)**

**RRXA 2.03.02 RESPONSE (continued)**

- I. AAA3201EB Lexan had a large crack in aft panel.  
A 12 inch crack is allowed. Since the finding does not specify the size of the crack there can be no response. The container was not loaded on an aircraft.

Conclusion: No finding.

- PAG30351JG Net frayed and torn.

Manufacturer specifications state a severely frayed net is not airworthy. The finding is frayed. Torn net are unacceptable. The pallet was not loaded on an aircraft.

Conclusion: Finding.

- AAA30247EB Left aft corner was cracked. Rear lexan panel was blown out and numerous attach rivets were missing at extrusion. Base corner cracks are classified as minor damage. Blown out panel and missing rivets are unacceptable. This container was not loaded on an aircraft.

Conclusion: Finding.

- AAA30457EB Lexan had a large crack on panel left side.

A 12 inch crack is allowed. The finding did not specify the size of the crack and a response is not possible. The container was not loaded on an aircraft.

Conclusion: No finding.

- PAG15312JG Net was torn and frayed. Torn nets are not acceptable. Manufacturer specifications state that a severely frayed net is not airworthy. The finding was frayed. The pallet was not loaded on an aircraft.

Conclusion: Finding.

- AAA4460EB Extrusion base welds were cracked on the left side and rear. These are reinforcement welds and not part of the manufacturer specifications and are not required.

Conclusion: No finding.



2.03.02

# Memorandum

**To:** Dan DeWeese, Ted Graves, Dave Malson, Pat Nelson, Rob Slavens, Tom Wood  
**CC:** Kent Scott, Bruce Denlinger, David Martin, Mike Massie, Tom Olson, Frank Robbins,  
Tim Strauss, John Walters, Tim Wendling  
**From:** Jim Owens  
**Date:** May 17, 1999  
**Re:** Aircraft Loading Airworthiness Audit Department

---

The hiring for the new Aircraft Loading Airworthiness Department has been completed and all of the staff will be in place by June 21, 1999.

This department will be responsible for monitoring compliance with all aircraft loading procedures at Dayton and throughout the system. The areas that will be of primary focus will be ULD airworthiness, proper handling of Hazardous Materials, Aircraft Loading Procedures, Load Planning, and Weight Verifications.

Following are the successful candidates for the available positions and their individual starting dates. All of these individuals bring a wealth of knowledge to this newly formed department and I am certain that EWA representation will result in compliance with all EWA, EFW and FAA policies, procedures and regulations.

Manager - Joe Koehl starting June 17, 1999.

Auditors - Vet Smelko starting May 31, 1999.

Teresa Annarino starting June 1, 1999.

Chris Penno starting June 7, 1999.

Jodce Bohardt starting June 21, 1999.

If we can be of assistance to any of you during the course of our audits please feel free to call on us.

Regards,

Jim Owens

UWA  
ULD MANAGEMENT  
ORGANIZATION CHART

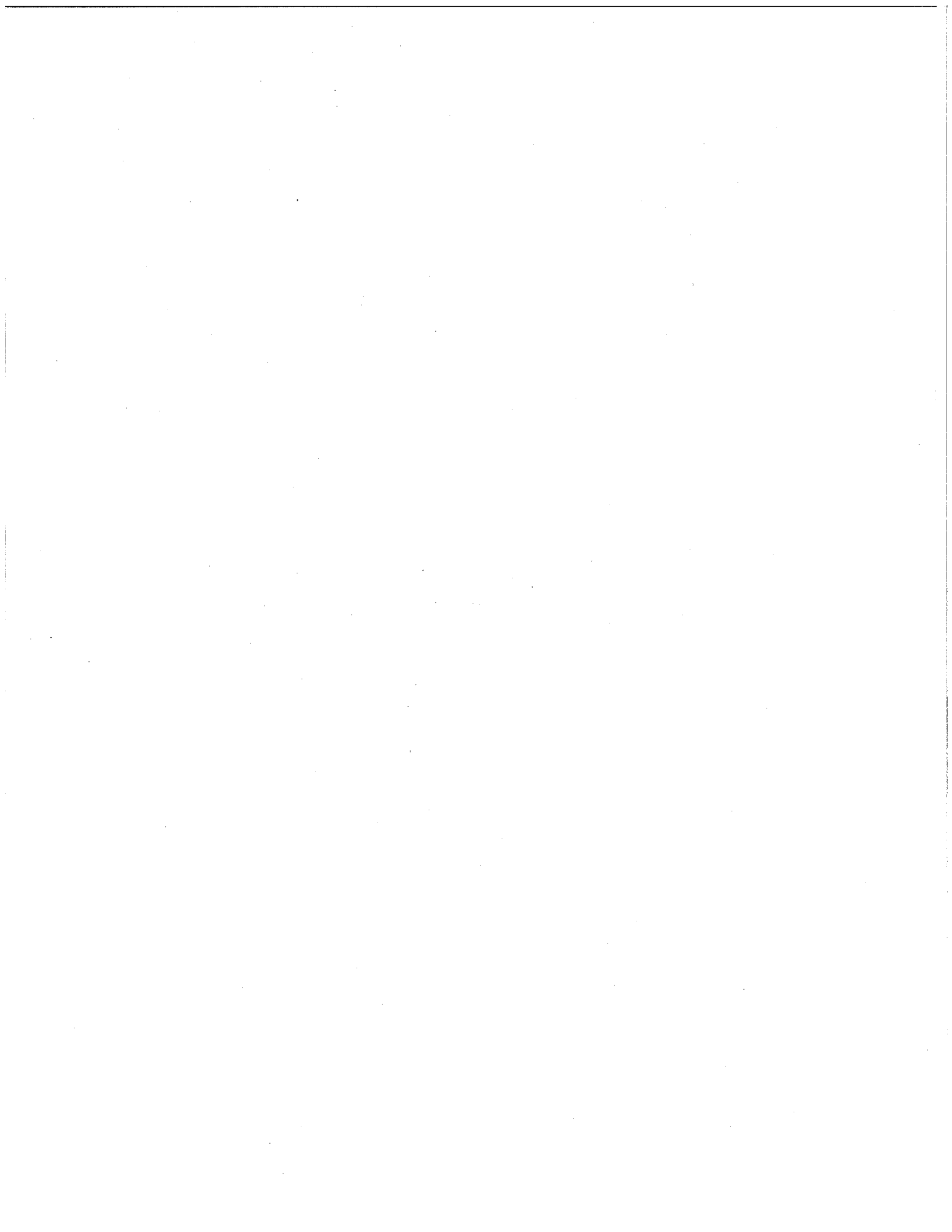
KENT SCOTT  
PRESIDENT/COO

DIRECTOR ULD  
MANAGEMENT

MANAGER ULD  
MANAGEMENT

AUDITORS (4)  
ULD MANAGEMENT

5/05/99



## RASIP FINDING

### 2.03.03

RRXA is not complying with their manual procedure, which requires an appraisal (inspection) of all ULDs for serviceability, and to ensure they are removed immediately by either attaching a form MEO 143, or tape installed over the ULD number. The following ULDs were found in service (on the Chicago and Newark outstation ramps ready for loading), and did not comply with the RRXA Aircraft Loading Manual (Chapter 9, Page 9-1) requirements.

<b>A.</b>	<b>N959R</b>	<b>Flt Outbound Feb 4, 1999</b>	<b>DC-8</b>
		<b>EB 035 ORD</b>	
	PAG15646JG	Net was torn and frayed. This pallet was loaded after another net was placed over the top of the bad net. The bad net was not tagged by the Loading Supervisor.	
	PAG15367JG	Net was torn and frayed. This net was replaced. Old net was not tagged.	
	AAA4261EB	Extrusion to base weld was cracked.	
	AAA1502EB	Extrusion to base weld was cracked. Only four vertical straps were attached to base rail.	
	AAA3209EB	Corner of ULD was broken.	
	AAA0266EB	Left side extrusion had a forklift puncture.	

The above ULDs were inspected at ORD with an EWW Loading Supervisor present and supervising the loading.

<b>B.</b>	<b>N997R</b>	<b>Flt Outbound Feb 4, 1999</b>	<b>DC-8</b>
		<b>EWR</b>	
	AAA31559EB	Cracked fiberglass and edge rail.	
	Unknown	ULD number missing pallet.	
<b>C.</b>	<b>N994CF</b>	<b>Flt Outbound Feb 5, 1999</b>	<b>DC-8</b>
		<b>EWR</b>	
	AAA4884EB	Cracked fiberglass and edge rail ripped.	



**RASIP FINDING 2.03.03 (continued)**

P1P7420EB	Net only had four attach fittings installed on the 125" side.
AAA4286EB	Bent and cracked side rail.
AAA31738EB	Two corners cracked.
AAA30303EB	Cracked corner.
AAA30072EB	Two cracked corners.
AAA31576EB	Two cracked corners.
AAA31889	Cracked corner
PAG16065JGEB	Frayed net. Four attach fittings on 125" side and only 2 of 4 and 3 of 4 attach fittings on the other 88" side.

**RRXA RESPONSE**

**A. PAG15646JG Net was torn and frayed.**

Torn nets are not acceptable. Manufacturer specifications state that a severely frayed net is not airworthy. The finding was frayed.

Another net was placed over the damaged net.

Conclusion: Finding

**PAG15367JG** Net was torn and frayed.  
This net was replaced. Old net was not tagged.

Torn nets are not acceptable. Manufacturer specifications state severely frayed nets are not airworthy. The finding was frayed.

Conclusion: Finding

**AAA4261EB** Extrusion at base weld cracked.

This is a reinforcement weld and not part of the manufacturer specifications. This is not a structural or airworthiness issue.

Conclusion: No finding.

## RASIP FINDING

### 2.03.03

RRXA is not complying with their manual procedure, which requires an appraisal (inspection) of all ULDs for serviceability, and to ensure they are removed immediately by either attaching a form MEO 143, or tape installed over the ULD number. The following ULDs were found in service (on the Chicago and Newark outstation ramps ready for loading), and did not comply with the RRXA Aircraft Loading Manual (Chapter 9, Page 9-1) requirements.

<b>A.</b>	<b>N959R</b>	<b>Flt Outbound Feb 4, 1999 EB 035 ORD</b>	<b>DC-8</b>
	PAG15646JG	Net was torn and frayed. This pallet was loaded after another net was placed over the tope of the bad net. The bad net was not tagged by the Loading Supervisor.	
	PAG15367JG	Net was torn and frayed. This net was replaced. Old net was not tagged.	
	AAA4261EB	Extrusion to base weld was cracked.	
	AAA1502EB	Extrusion to base weld was cracked. Only four vertical straps were attached to base rail.	
	AAA3209EB	Corner of ULD was broken.	
	AAA0266EB	Left side extrusion had a forklift puncture.	

The above ULDs were inspected at ORD with an EWW Loading Supervisor present and supervising the loading.

<b>B.</b>	<b>N997R</b>	<b>Flt Outbound Feb 4, 1999 EWR</b>	<b>DC-8</b>
	AAA31559EB	Cracked fiberglass and edge rail.	
	Unknown	ULD number missing pallet.	
<b>C.</b>	<b>N994CF</b>	<b>Flt Outbound Feb 5, 1999 EWR</b>	<b>DC-8</b>
	AAA4884EB	Cracked fiberglass and edge rail ripped.	

**RASIP FINDING 2.03.03 (continued)**

P1P7420EB	Net only had four attach fittings installed on the 125" side.
AAA4286EB	Bent and cracked side rail.
AAA31738EB	Two corners cracked.
AAA30303EB	Cracked corner.
AAA30072EB	Two cracked corners.
AAA31576EB	Two cracked corners.
AAA31889	Cracked corner
PAG16065JGEB	Frayed net. Four attach fittings on 125" side and only 2 of 4 and 3 of 4 attach fittings on the other 88" side.

**RRXA RESPONSE**

**A. PAG15646JG Net was torn and frayed.**

Torn nets are not acceptable. Manufacturer specifications state that a severely frayed net is not airworthy. The finding was frayed.

Another net was placed over the damaged net.

Conclusion: Finding

**PAG15367JG** Net was torn and frayed.  
This net was replaced. Old net was not tagged.

Torn nets are not acceptable. Manufacturer specifications state severely frayed nets are not airworthy. The finding was frayed.

Conclusion: Finding

**AAA4261EB** Extrusion at base weld cracked.

This is a reinforcement weld and not part of the manufacturer specifications. This is not a structural or airworthiness issue.

Conclusion: No finding.

**RRXA RESPONSE 2.03.03 (continued)**

**AAA1502EB** Extrusion to base weld was cracked. Only four vertical straps were attached to base rail.

This is a reinforcement weld and not part of the manufacturer specifications. This is not a structural or airworthiness issue.

The finding does not state that the vertical strap was missing. It could have come loose in transit to the aircraft.

Conclusion: No finding.

**AAA3209EB** Corner of ULD was broken.

According to the manufacturer's manual base corners are not mentioned as an airworthiness concern.

Conclusion: No finding.

**AAA0266EB** Left side extrusion had a forklift puncture.

The finding does not specify the length of the puncture so it is impossible to respond.

Conclusion: No finding.

**B. AAA31599EB** Cracked fiberglass and edge rail.

The finding does not specify the size of the cracks. A response is not possible.

Conclusion: No finding.

**Unknown ULD** number missing in pallet.

Without additional details such as manufacturer it is impossible to respond.

Conclusion: No finding.

**C.** None of the ULD's shown were on any aircraft to EWR on February 5, 1999. The findings have been responded to below.

**AAA4884EB** Cracked fiberglass and edge rail ripped.

Finding does not supply enough detail to respond.

Conclusion: No finding.

**RRXA RESPONSE 2.03.03 (continued)**

**P1P7420EB** Net had on four attach fittings installed on the 125" side.

The finding does not state if the fitting was just not attached or missing. If it was just not attached it could have come loose intransit to the aircraft. And in this case the net would not have been tagged.

Conclusion: No finding.

**AAA4286EB** Bent and cracked side rail.

The finding does not give enough detail to respond.

Conclusion: No finding.

**AAA31738EB** Two corners cracked.

Manufacturer specifications state that cracked corner welds are minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

**AAA30303EB** Cracked corner.

Manufacturer specifications state that cracked corner welds are minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

**AAA30072EB** Two cracked corners.

Manufacturer specifications state that cracked corner welds are minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

**AAA31576EB** Two cracked corners.

Manufacturer specifications state that cracked corner welds are minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

**RRXA RESPONSE 2.03.03 (continued)**

**AAA31889EB** Corner cracked.

Manufacturer specifications state that cracked corner welds are minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

**PAG16065JGEB** Frayed net. Four attach fittings on 125" side and only 2 of 4 and 3 of 4 attach fittings on the other 88" sides.

Manufacturer specifications state that a severely frayed net is not airworthy. The finding says frayed. The finding does not specify if the net fittings were missing or not attached. However, all fittings must be present and used. If they were present no MEO143 tag should have been attached.

Conclusion: No finding.

**P1P7420EB** Frayed net.

Manufacturer specifications state that a severely frayed net is not airworthy. Finding says frayed.

Conclusion: No finding.

**AAA3153EB** Two cracked corners.

Manufacturer specifications state that cracked corners are minor damage.

Conclusion: No finding.

**AAA2839EB** Cracked weld and side rail.

The weld is a reinforcement weld and not part of the manufacturer specifications and not a structural or airworthiness issue. The finding does not give enough information to respond to the issue of the cracked side rail.

Conclusion: No finding.

**AAA30809EB** Torn gusset and cracked lexan.

Torn gussets do render the ULD as unairworthy. The finding does not give enough detail to respond to the cracked lexan.

Conclusion: Finding







## RASIP FINDING

### 2.03.04

RRXA is not complying with their manual procedures which require an appraisal (inspection) of all ULDs for serviceability, and to ensure they are removed immediately, by attaching a form MEO 143, or tape installed over the ULD number. The following ULDs were loaded on the aircraft by EWW Supervisors at the Newark and Chicago outstations, after being advised by the RASIP Team that they were not serviceable. After the RASIP Team informed the Flight Crew of the ULD's condition, the ULDs were removed by EWW personnel and returned to the terminal.

A. N997R Flt Outbound Feb 4, 1999 DC-8  
EWR

AAA30661 Two cracked corners.

B. N959R Flt Outbound Feb 4, 1999 DC-8  
EB 035 (ORD)

AAA4380EB Left side had a broken  
extrusion and corner  
missing.

AAA30291EB Two vertical straps not  
attached and attach  
fittings were damaged.

AAA3655EB Left aft corner was  
missing.

Ref: RRXA Aircraft Loading Manual, Chapter 9, Page 9-1

### RRXA RESPONSE

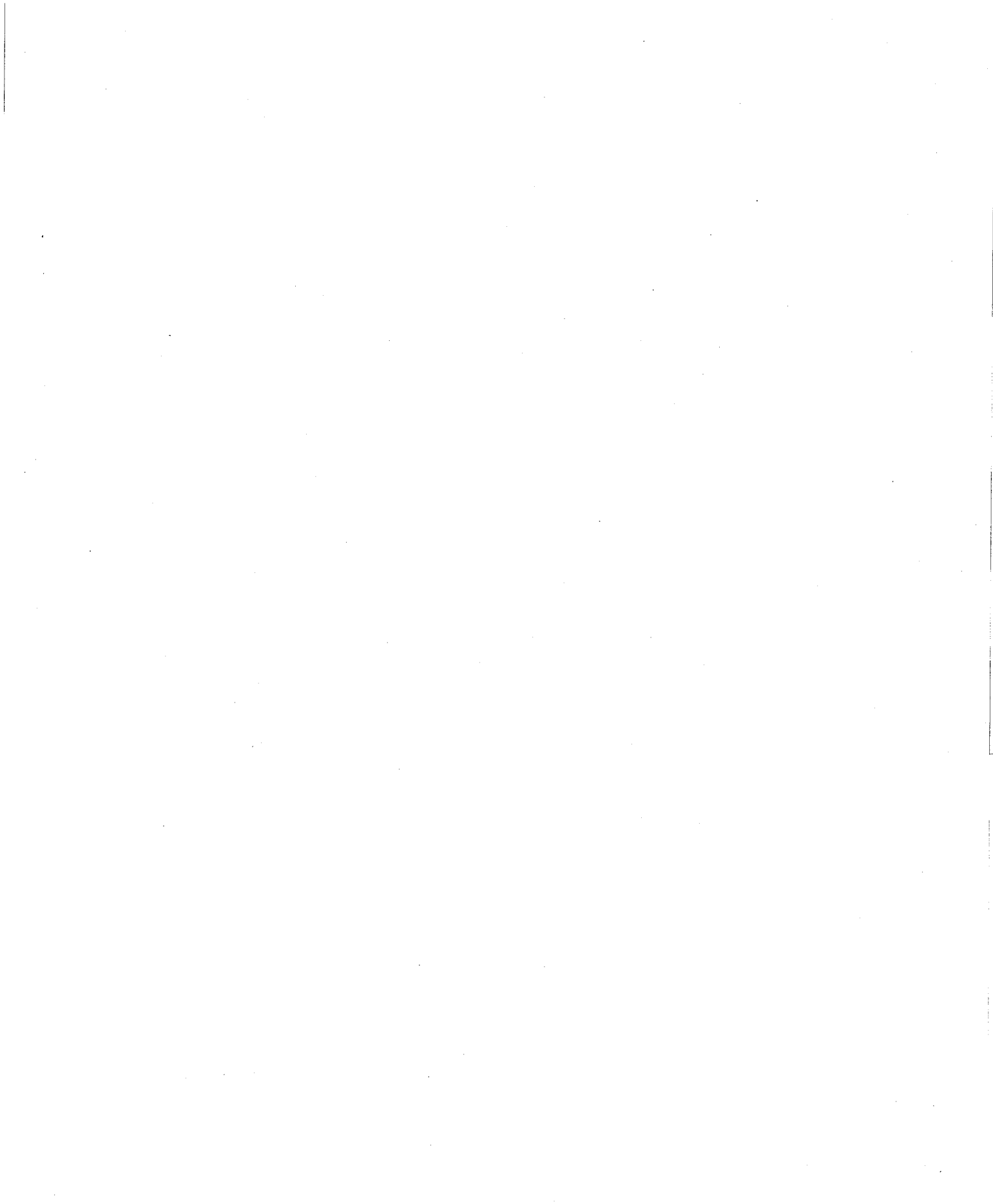
A. AAA30661 Two cracked corners. Manufacturer specifications classify cracked corner welds as minor damage. Conclusion: No Finding.

B. AAA4380 Left side had a broken extrusion and corner missing. Broken extrusions are not acceptable.

Missing corners are not an airworthiness concern. The pallet in this container was manufacturer by SATCO and the repair manual states that missing corners are not an airworthiness concern. Conclusion: Finding

AAA30291EB Two vertical straps not attached and attach fittings were damaged. Conclusion: Finding

AAA3655EB Left aft corner was missing. This base was manufactured by SATCO. The repair manual states that missing corners are not an airworthiness concern. Conclusion: No finding.





## **RASIP FINDING**

### **2.03.05**

RRXA Aircraft Loading Manual (ALM) contains criteria for the serviceability of the ULDs which does not ensure compliance with the Original Equipment Manufacturer's (OEM) requirement. An example is:

- A. The ALM, Chapter 9, Page 9-17, defines a broken weld at the base corner as minor damage, and the OEM does allow any damage in the base corner.
- B. The ALM, Chapter 9, Page 9-19, allows for a 12" puncture or tear in the polycarbonate skin, and the OEM only allows for 6" tear or puncture in the skin.

## **RRXA RESPONSE**

- A. The ALM, Chapter 9, Page 9-17, defines a broken weld at the base corner as minor damage and the OEM does (sic) allow any damage in the base corner.

This refers to Air Cargo Equipment Container DCT5280-1.

The Component Maintenance Manual for this container Page 504 does classify cracked corners as minor damage. (Copy Attached)

Conclusion: No finding.

- B. The ALM, Chapter 9, Page 9-19, allows for a 12" puncture or tear in the polycarbonate skin and the OEM only allows a 6" tear or puncture in the skin.

This refers to Air Cargo Equipment Container DCT5280-1.

The Component Maintenance Manual for this container Page 506 does not address polycarbonate panels. (Copy attached) This is a manufacturer error which we clarified.

Table 503 does mention "Punctures and tears in the cargolite skins which does show a limit of 6".

Cargolite is not the polycarbonate panel but the thin fiberglass roof panel.

Polycarbonate panels are mentioned in Air Cargo Equipment Containers DCT5550-1, 3 & 5. (Copy attached). We contacted the manufacturer to confirm that the same criteria applied to DCT5280-1 before we defined the limits.

Conclusion: No finding.

**Air Cargo Equipment**

A ZERO Corporation Company

**COMPONENT MAINTENANCE MANUAL  
WITH ILLUSTRATED PARTS CATALOG**

DCTS280-1

**CHECK**

TYPE OF DAMAGE	DAMAGE DEFINITION			APPLIC. REPAIR METHOD OR PROCESS	
	SIZE AND SCOPE	CLASSIFICATION			
		ALLOW	MINOR		MAJOR
Loose or Missing Rivets	1. Four or less un-continuous rivets.	X			Section 6.4
	2. Four or more un-continuous rivets or up to two continuous rivets.		X		
	3. Un-continuous rivets exceeding 25% of total or more than 3 continuous rivets			X	
Broken Weld at Base Corner			X		Section 6.8

**TABLE 501  
BASE ASSEMBLY INSPECTION TABLE**

25-50-76

Page 504  
April 2, 1997


**Air Cargo Equipment**

A ZERO Corporation Company

**COMPONENT MAINTENANCE MANUAL  
WITH ILLUSTRATED PARTS CATALOG**

DCTS280-1

## CHECK

TYPE OF DAMAGE	DAMAGE DEFINITION				APPLIC. REPAIR METHOD OR PROCESS
	SIZE AND SCOPE	CLASSIFICATION			
		ALLOW	MINOR	MAJOR	
Dents in Frame	Not affecting handling	X			
Cracks or holes in Frames				X	Replace
Cracks or Tears in gussets or stiffeners				X	Replace
Loose or missing fasteners	Four (4) or less uncontinuous, two (2) or less continuous		X		
	Exceeding above			X	Replace
	Any fastener joining gussets to frames			X	Replace
Handhold Straps and Brackets	Missing		X		
	Loose or Damaged			X	Replace
Puncture and tears in cargolite skins	Less than 6 inches in any direction or less than 36 sq. inches		X		Repair or Replace Section 6.6. A
	Exceeding 6 inches in any direction or more than 36 sq. inches.			X	Repair or Replace Section 6.6. B

Table 503  
Inspection of: Panel Assembly

(PROPRIETARY DRAWING)  
REPRODUCTION OF THIS DRAWING OR  
MANUFACTURE OF PARTS SHOWN IS  
PROHIBITED WITHOUT WRITTEN CONSENT  
OF AIR CARGO EQUIPMENT CORPORATION.

25-50-76

 Page 506  
April 2, 1997

COMPONENT MAINTENANCE MANUAL  
WITH  
ILLUSTRATED PARTS CATALOG  
FOR  
AIR CARGO EQUIPMENT  
CORPORATION'S  
LD-9 STRUCTURAL CONTAINER

AAP PART NUMBER: DCT5550-1, -3 & -5

Original Issue Date: October 30, 1997

25-50-79  
TT-1


**Air Cargo Equipment**
*A ZERO Corporation Company*
**COMPONENT MAINTENANCE MANUAL  
WITH ILLUSTRATED PARTS CATALOG**

DCT5550-1

**CHECK**

TYPE OF DAMAGE	DAMAGE DEFINITION				APPLIC. REPAIR METHOD OR PROCESS
	SIZE AND SCOPE	CLASSIFICATION			
		ALLOW	MINOR	MAJOR	
Dents in Frame	Not affecting handling	X			
Cracks or holes in Frames				X	Replace
Cracks or Tears in gussets or stiffeners				X	Replace
Loose or missing fasteners	Four (4) or less uncontinuous, two (2) or less continuous		X		
	Exceeding above			X	Replace
	Any fastener joining gussets to frames			X	Replace
Handhold Straps* and Brackets	Missing		X		
	Loose or Damaged			X	Replace
Dents in Polycarbonate /Aluminum Skin	Any	X			
Puncture and tears in polycarbonate /aluminum skins	Less than 12 inches in any direction or less than 50 sq. inches		X		Repair or Replace
	Exceeding 12 inches in any direction or more than 50 sq. inches.			X	Repair or Replace

\*Damage to These Components Does Not Affect Airworthiness Considerations of the Container but Are Issues of Personnel Safety.

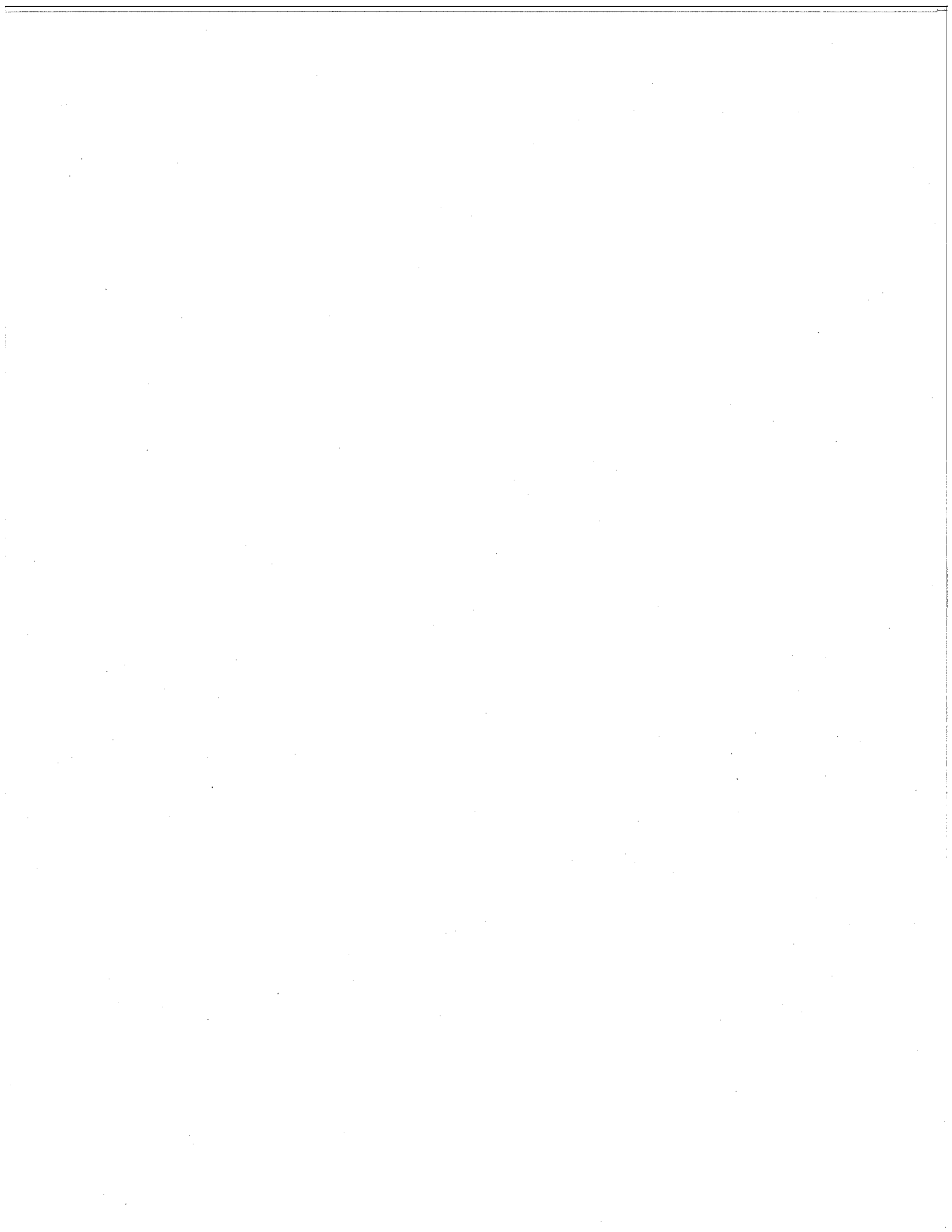
**Table 503**  
Inspection of: Panel Assembly

**25-50-79**

Page 505

October 30, 1997





## **RASIP FINDING**

### **2.03.06**

RRXA Aircraft Loading Manual (ALM) contains procedures that are contrary to the Federal Aviation Regulations. The ALM, Chap. 9, page 9-1 through 9-3, allows a ground handler to perform a visual appraisal of the Class E compartment for broken or missing locks and side restraints. The ALM also allows a contract person to perform a detailed appraisal on all ULDs prior to and after the aircraft is loaded.

These appraisals are being accomplished by Emery Worldwide (EWW) Loading Supervisory Personnel. The supervisors are required to sign a statement on EWA's Load Planning Sheet, certifying that the cargo restraint system and ULD's meet prescribed standards in the ALM.

FAR 121.135(a)(4); 121.363(a)(1)(2)(b); 121.365(a)(b); 121.367(b); 121.378(a)(b)

### **2.03.06 RRXA RESPONSE.**

The appraisals performed by EWW supervisory personnel and by contract personnel are performed by a person who is trained by qualified personnel, or being supervised by trained personnel. If any discrepancies are noted during this appraisal, the Flight Crew or the EWA Maintenance Department are notified. This is in accordance with EWA Aircraft Loading Manual, Chapter 3-1 to 3-3 and 9-1 to 9-3. This manual has been accepted by the FAA. It is also not the intent of EWA to allow uncertified personnel to determine the aircraft airworthiness. EWA does not consider this to be a finding.

EWA's ALM was submitted to the FAA in January, 1998, and received acceptance in October, 1998. A very aggressive ALM training program was developed and implemented to professionally promote this program, and continues to date. As a result of this aggressive training program, EWA's Aircraft Loading Procedures continue to improve.

#### **Attachments**

- 1. Copy of the EWA Loading Manual covering these procedures.**
- 2. Copy of Training per EWA Aircraft Loading Manual.**
- 3. Copy of ALM Training Program Data Book.**

## Aircraft Loading Training

### 1. Aircraft Loading Training Program

#### A. Policy

- 1) The complexity of aircraft and equipment owned and operated by EMERY WORLDWIDE AIRLINES makes training essential to ensure the airworthiness of the cargo system. The training must be planned and executed toward the end result of full and effective utilization of personnel in providing a quality service that meets the objectives and goals of our Departments and the Company. Therefore, training of all aircraft loading personnel is important to the continuing safe operation of the airline.
- 2) Training constantly exists in the interchange of ideas and information between individuals. It is the responsibility of each supervisor to foster and encourage this exchange of information, even though it is not recorded as formal or on-the-job training.
- 3) The Maintenance Training Section of the Quality Control Department will schedule training sessions when new or not previously utilized equipment is added to EMERY WORLDWIDE AIRLINES. This will include ground support equipment.
- 4) The Training Section will schedule training sessions when new, or not previously utilized procedures, are introduced to EMERY WORLDWIDE AIRLINES personnel.

#### B. Responsibility

- 1) The Manager of Maintenance Training shall conduct training in the following manner:
  - a) Plan, develop and carry out training programs, concerning both new and presently owned and operated aircraft, in order to provide for and attain the goals as set forth in this chapter. To accomplish this, Quality Control shall:
    - (1) Prepare training syllabuses for the aircraft and equipment that will ensure thorough training of personnel in the various aircraft and equipment.
- 2) The Ground Services Department will:
  - a) Maintain training files on personnel within that department.
  - b) Possess the responsibility to ensure all contract agencies receive adequate training for the functions they perform.

- c) Ensure that contract agencies maintain training files on their personnel.

C. Training Format

1) Formal Training

- a) Classroom or structured instruction is considered to be formal training. Such items as Service Letters, video tapes, and self-study lessons are classified as formal training. This format may be used to present information necessary to satisfy or enhance requirements of indoctrination, initial, recurrent and/or special training needs.
- b) Formal training generated, contracted or acquired, will encompass authorized manufacturer data and/or EWA or industry recognized and approved references and materials.

2) On-The-Job (OJT) Training

- a) On-The-Job training includes oral and/or practical demonstration of acquired knowledge. This training format is used to demonstrate performance of a specific task and/or understanding of related procedures.

D. Types of Training

1) The need for training/qualification generally originates from four sources:

- a) Hiring new personnel.
- b) Acquiring new and/or changing existing equipment.
- c) Implementing new procedures or inspection techniques.
- d) Return to or requalifying in a job.

2) To satisfy the needs for training, various types of training are used. Types of training used by EWA include, but are not limited to:

- a) Indoctrination Training
- b) Initial Training
- c) Recurrent Training
- d) Special Training
- e) On-The-Job Training
- f) Field Training

- 3) These types of training consist of varied subject matter, and will be presented in a formal training format.
- a) Indoctrination Training
- (1) This training is designed primarily for new employees. Indoctrination training content will cover policy and procedures as stated in the EWA Aircraft Loading Manual.
- b) Initial Training
- (1) Initial Training will consist primarily of pallet loading system introduction, cargo restraint requirements, weight and balance control, palletized loading and offloading, marshaling procedures, safety procedures and ground support equipment policy and procedures.
- c) Recurrent Training
- (1) This training is used to ensure that deficiencies discovered through collective analysis and/or surveillance are corrected. Additionally, this type of training will be used to review, reinforce and upgrade training given in indoctrination, initial and special types of training. Duration and content of this training is based on needs, requests or requirements. Recurrent training may be presented in either formal training or on-the-job training format, or a combination of both.
- (2) Service Letters will be used to perform recurrent training based on procedure changes and new equipment updates.
- d) Special Training
- (1) Special Training is used to address specific requirements and/or procedures necessary to accomplish authorization or certification in a critical task. EWA has identified the following as critical tasks:
- (a) Preparation of load planning sheets.
- (b) ULD inspection.
- (c) Cargo lock verification.

**UNIT LOADING DEVICE (ULD) AND LOADING SYSTEM APPRAISAL PROCEDURES**

## 1. Description

- A. Emery Worldwide Airlines have developed these procedures for use at all Service Centers and Contract Loading Facilities per the Original Equipment Manufacturer Specifications.
- B. This chapter contains policies and procedures to ensure serviceable ULD's are loaded onto aircraft and that the cargo loading system is correctly locked and positioned for the intended flight.
- C. This procedure does not apply to empty ULD's loaded on EWA aircraft. The only requirements for moving empty units are:
  - 1) The ULD must be able to be secured in the position by the locks.
  - 2) The shell must be attached to the base.

## 2. Condition Appraisal Procedures

## A. ULD Containers/Pallets

## 1) Policy

- a) It shall be the policy of Emery Worldwide Airlines to perform a detailed visual appraisal of all ULD's after the aircraft offload and prior to the upload. This may be performed by contract personnel, qualified, trained, and authorized by EWA.
- b) Each facility performing these appraisals shall designate a minimum of two personnel per shift to accomplish the appraisal. At multiple aircraft sites, it is expected that the facility management provide sufficient personnel to accomplish these appraisals in a timely and efficient manner while maintaining the integrity of the appraisal.
- c) If any container, pallet, or net is found unserviceable it shall be removed from service immediately and Systems Control (HDY ULD) notified as soon as possible. In order to readily identify unserviceable ULD's attach Form MEO 143 (Figure 9-1) to the front of the unit or tape over the ULD Number. Route damaged ULDs in accordance with Figure 9-2.

## 2) Procedures

- a) After the aircraft offload the designated personnel shall perform a visual appraisal in accordance with the applicable paragraph of this chapter.
- b) Prior to the aircraft upload, the designated personnel shall perform a detailed visual appraisal in accordance with the applicable paragraph of this chapter.

- c) Upon completion of the appraisal, the designated personnel shall report the out of service ULD status to the supervisor/team leader.
- d) If any unit is found unusable it shall be removed from service immediately and Systems Control notified as soon as possible.
- e) If any unit is damaged but useable and requires routing to a repair station, Systems Control is to be notified no later than the next business day.

**CAUTION**

**IN CASE OF A DAMAGED ULD CAPACITY MAY BE REDUCED. ULD CAPACITY MUST COMPLY WITH THE LIMITATIONS LISTED IN THIS CHAPTER.**

**NOTE**

**ALL NOTIFICATIONS TO SYSTEMS CONTROL ARE TO INCLUDE THE UNIT NUMBER, DATE OF NOTIFICATION AND UNIT STATUS.**

**B. Cargo Lock System**

**1) Policy**

- a) It shall be the policy of Emery Worldwide Airlines to require a general visual appraisal immediately after the aircraft offload for obvious broken or missing cargo pallet locks and side restraints. This appraisal may be performed by a ground handler.
- b) It shall be the policy of Emery Worldwide Airlines to require a cargo pallet lock verification as the aircraft is being loaded. This verification shall ensure that as the aircraft is loaded, the locks are correctly positioned and properly locked. This verification is to be performed by a supervisor or designated ground handler.

**WARNING**

**IF PALLET LOCKS REQUIRE RELOCATION OR DAMAGE IS NOTED, THE LOADER SHALL NOTIFY EWA MAINTENANCE. UNDER NO CIRCUMSTANCES WILL THE LOADER RELOCATE ANY CARGO SYSTEM COMPONENT. FAILURE TO COMPLY WITH THIS REQUIREMENT COULD RESULT IN IMPROPERLY INSTALLED CARGO SYSTEM COMPONENTS. THIS COULD ALLOW THE MOVEMENT OF CARGO IN FLIGHT AND COULD CAUSE THE LOSS OF AIRCRAFT AND FLIGHT PERSONNEL.**

2) Procedures

a) Offload Procedures

- (1) The person designated by the offload crew supervisor shall perform a visual appraisal of the entire upper cargo compartment for obvious defects, loose or missing pallet locks or side rail restraints.
- (2) If any defects, loose or missing equipment is identified, the person performing the appraisal shall immediately notify the load supervisor who shall in turn immediately notify EWA maintenance or operations (flight crew) personnel.

b) Upload Procedures

- (1) The supervisor or designee of the upload crew shall perform a verification that all cargo locking devices are correctly positioned and locked as the aircraft is being loaded.
- (2) If any defects are noted, the loading shall immediately cease and EWA maintenance or operations (flight crew) department will be notified. The loading will not continue until authorized by a representative of EWA maintenance or operations (flight crew).
- (3) Complete the Lock Verification Form procedures as outlined in Chapter 11, Page 11-11, Paragraph G.



**Griffin, Debbie F.**

---

**From:** Griffin, Debbie F.  
**Sent:** Tuesday, November 10, 1998 9:25 AM  
**To:** Wood, Thomas M  
**Subject:** E-mail Response to ALM

Tom, I am responding to an e-mail sent to me by Jim Owens in regards to the letter sent to Ted Graves regarding Status of Aircraft Loading Manual training.

I am requesting your approval before I send it out. I want to make sure that it is OK to forward Terje Kristiansen's letter to all involved. Please let me know if this is OK to send. Thanks!

To: Nanna, Thomas J; Driscoll, Wayne T; Klemann, Rick; Carpenter, Jeffrey S; Henderson, Mark; Griffin, Douglas L; Patrick, Mike D; Olson, Tom R; Nelson, R P; Robbins, Frank H

CC: Robbins, Bruce A.; Wood, Thomas M; Owens, James H; Warriner, Cecil L.; Graves, Melvin T

Gentleman,  
The FAA has requested a written progress report or matrix showing the status of the Aircraft Loading Manual Training. Can you please send me an update, showing the Service Center or Hub department and the percentage of completion.

I will compile all information and forward a matrix to Terje Kristiansen/Principle Operations Inspector. I apologize for any difficulty in reading the following letter requesting this information:

**Griffin, Debbie F.**

---

**From:** Owens, James H  
**Sent:** Wednesday, November 18, 1998 12:15 PM  
**To:** Slavens, Rob L; Wendling, Tim E  
**Cc:** Scott, Kent T; Carpenter, Jeffrey S; Robbins, Bruce A.; Griffin, Debbie F.; Wood, Thomas M  
**Subject:** Aircraft Loading Manual Training

It was brought to my attention today that Aircraft Loading Manual Training at HDY is not being accomplished.

The FAA has requested a progress report concerning this training and our failure to accomplish or at least show progress will not be acceptable to the FAA.

All Cargo Handlers, Loading Crews, Managers, Supervisors must to be trained and the training documented.

Tim, please let me know what can be done to provide the mandatory training.

Best regards,

Jim Owens



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

San Jose International Airport  
1255 Aviation Avenue, Suite 206  
San Jose, CA 95110-1130  
Phone: (408) 251-7801  
FAX: (408) 276-9448

October 30, 1998

Malvin T. Graves, Director of Operations  
Emery Worldwide Airlines, Inc.  
One Emery Plaza  
Vandalia, OH 45377

Dear Ted:

This letter is in response to a concern of the FAA that according to the results of ramp and enroute inspections conducted by "geographic" inspectors since August 1, 1998, it appears that many personnel involved in the handling and loading of ULD's on Emery aircraft are still either not trained, not sufficiently trained, are using unacceptable checklists, or are not following the relevant guidance in the current Emery Aircraft Loading Manual. Since the vast majority of loading and cargo handling supervisors were trained in early August, we would naturally have assumed or anticipated that by now, three months later, all ground support personnel are trained to the standards prescribed in the manual. Please provide a written progress report or matrix that would show the actual status of each line station's (including Emery's hub in Vandalia) personnel training accomplishment as of November 1, 1998. This listing should be in sufficient detail so as to clearly identify which stations and personnel that have or have not accomplished the training requirement.

Also, on a related subject, we continue to receive reports that unworthy ULD's are loaded, or attempted to be loaded on Emery aircraft. The last written progress report on the ULD inspection program that was implemented on April 6, 1998, was received on May 21, 1998. We would appreciate receiving an updated (November 1, 1998) status report on the repair and/or replacement rate of ULD's in the Emery's system.

We ask that these reports to be forwarded to our office no later than November 13, 1998. As always we appreciate your cooperation.

Sincerely,

Terje Kristensen  
Principal Operations Inspector

Also, Jim Owens has revised the ULD checklist. Please disregard all old copies and forward the new copy:



ULD INSPECTION  
PROCEDURE\_doc

If you have any further questions, please call me,  
Thank you for your quick response.

Debbie Fusco Griffin  
Maintenance Training Program Specialist

**Griffin, Debbie F.**

**From:** Owens, James H  
**Sent:** Friday, November 13, 1998 2:37 PM  
**To:** Griffin, Debbie F.  
**Subject:** FW: Eastern Area - Aircraft Loading Manual Training

Debbie:

Thought you might be interested.

Regards,

Jim

**From:** Ganey, Barbara P  
**Sent:** Friday, November 13, 1998 1:07 PM  
**To:** Owens, James H  
**Cc:** Klemann, Rick  
**Subject:** RE: Eastern Area - Aircraft Loading Manual Training

Dear Jim:

I apologize -- I attached the wrong document. ~~file~~ ?



Eastern Area Results  
CBT Training

*see chart From Eastern Area →*

Thank you,

**Barbara Ganey**  
Eastern Area Office  
(914) 567-9723 - Telephone  
(914) 567-9690 - FAX

**From:** Owens, James H  
**Sent:** Friday, November 13, 1998 12:09 PM  
**To:** Ganey, Barbara P  
**Cc:** Klemann, Rick  
**Subject:** RE: Eastern Area - Aircraft Loading Manual Training

Barbara:

I must be missing something.

There is no status report attached.

Thank you.

Best regards,

Jim

**From:** Ganey, Barbara P  
**Sent:** Friday, November 13, 1998 12:02 PM  
**To:** Owens, James H  
**Cc:** Klemann, Rick

**Subject: Eastern Area - Aircraft Loading Manual Training**

**Dear Jim:**

**Please find attached the current status of the Eastern Area's Aircraft Loading Manual Training by Service Center.**

<<File: Aircraft Loading - CBT Training.doc>>

**Thank you,**

***Barbara Ganey***  
*Eastern Area Office*  
*(914) 567-9323 - Telephone*  
*(914) 567-9690 - FAX*

		and Kevin Concannon will also complete the training. The following drivers are in the process of completing the training. G Paulicelli, F Dawson, C Hannon, R Duggan, C Hensley, M Spina, N Frenzo, and F Campanella.	
<b>BTV</b>	Yes	Tom Filipinno has completed the training. He is the only person in operations.	
<b>MHT</b>	Yes	MHT List Bob Leikauskas           GM Paula Kvetkosky       Am Ops Sup Mark Karolkiwicz       Pm Ops Sup	
<b>PWM</b>	No		
<b>POU</b>	In Process	POU Supervisors are in the process of taking it: 1) Eugene Pozza: PM Supervisor and 2) William Curran: AM Supervisor	
<b>PVD</b>	No		We have not completed this training. We do have the CD ROM and it will be completed by Nov. 1998 per the memo.
<b>SYR</b>	No		I was not aware when I sent my original reply that Jean DeLitta, our Sr. Spvr, worked with Debbie Griffin, in Jim Owen's department, for approximately one hour yesterday, because we have been having problems

			<p>downloading the disk into our desktop. They were finally able to download the entire program, but because of the length of the course for the drivers, we are planning to have the drivers take this course and test, along with their annual haz mat test, on Saturday, December 5. Debbie did not have a problem with that. All other Syr supervisory and ops personnel who are required to take the test will complete the course by the end of November.</p>
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PHILADELPHIA DIVISION			
Service Center	Training Completed	Personnel	Comments
ABE	No		At this time ABE has not had anyone complete the training. The supervisor for the cartage company has started training, but is far from complete. We are being hit from all sides, Emcon 2000, driver shortages, 1999 budget, and 4th quarter service shipment count.
BWI	Partially	<p>The following schedule is in place at BWI for completion of the Aircraft loading CBT</p> <p>John Hammett Ops Mgr completed  Doug Gelfand GM to be completed by Nov 30</p>	

		Patti Owens AM Ops Sup to be completed by Nov 30 Sal Germano PM Ops Sup to be completed by Nov 30 Doug Zuger Dockman to be completed by Nov 13 (Cargo Handler only) Butch Ball Dockman to be completed by Nov 13 (Cargo Handler only) Dwayne Wilkins Dockman to be completed by Nov 13 (Cargo Handler only) Joe Berman Dockman to be completed by Nov 13 (Cargo Handler only)	
<b>EWR</b>	No - In Process		
<b>IAD</b>	Yes	The names listed below have completed the aircraft loading manual  Mike Weir Kim George Donald Miller	
<b>JFK</b>	No		JFK HAS NO CURRENT SUPERVISORS THAT HAVE TAKEN THE CBT CDROM TEST. THEY HAVE ALL REVIEWED THE AIRCRAFT LOADING MANUAL.  THE JFK STAFF WILL BEGIN



			<p>THIS CBT COURSE THIS WEEK AND SHOULD ALL BE TESTED BY 16NOV.</p> <p>THESE FOLKS WILL BE : CHUCK MARTIN</p> <p>RUGGIANO                      ROBERT</p> <p>SEYMOUR                      RICK</p> <p>SPEAR                              ROB</p> <p>DOMINICI                        LAURA</p>
MDT	No - In Process	<p>MDT training</p> <p>Terry Mc Carthy</p> <p>George Stuck</p> <p>Terry George</p> <p>Don Stuck</p> <p>25% complete</p>	
PHL	Yes	<p>Here are the people who have taken this course.</p> <p>Mike Gossman</p> <p>Anne Mary Adamski</p> <p>Pat Dick</p> <p>Bill Walsh</p> <p>Fran Ward</p>	

		<p>John Schmitt  Roger White  Al Lieberman  Ray Mcgarvey  Hank Ward  James Madison  Mark Murphy  Frank Ritacco  James McCarney  Charles Liszewski  Rick Carosi  Lou Di Lossi  Dean Crabbe'  Steve Bruenkel  Pat Dick  I will take the course today. So  include my name.  Bill Welsh/PHL</p>	
<p>TTN</p>		<p>We are currently still training , so  far the following employees are  complete.  Everyone else will be done by  November 30th.</p> <p>Bill Farrell  Johnny Ricks  Lonnie Ricks  Bob Messenleher  John Venti</p> <p>Still have 8-more to do.</p>	

CHARLOTTE DIVISION			
Service Center	Training Completed	Personnel	Comments
AVL	No - By Next Week		
CAE	Partially	<p>The following members of Team CAE have completed or will be completing by the end of this week the CBT training for Aircraft Loading:</p> <p>Brian Irving - Complete Course (Have completed three sections)  Ron Swanson - Cargo Handler (Has completed one section)  Carlis Kohn - Cargo Handler (Has completed one section)</p>	
CHS	See Above		
CLT	No		
GSO	No - Terminal Relocation		
GSP	No		
ORF	No		
RDU	Partially	<p>Completed - Joe Ward  In Process - Chuck Birmingham</p>	
RIC	Yes		The chapters specified have been reviewed by Emery Richmond Supervisors and Mgmt.
ROA	No		
TRI	N/A		TRI does not have aircraft at this facility. Have not received any training

### Eastern Area Office - CBT Training

<b>BOSTON DIVISION</b>			
Service Center	Training Completed	Personnel	Comments
ALB	Partially	<p>Please be advised that Ops Supervisor, Rich Theophel and PM Ops Agent responsible for Container Build Up, Kevin Cary have completed the CBT. Drivers and AM Ops will complete as soon as possible. More than likely after Emcon 2000 installation, Basic PC Training and Cargo Ops Training currently going on until December 11, 1998.</p>	
BDL	Yes	<p>The following employees have been instructed on proper cargo handling at BDL:</p> <p>Ops Mgr: Kevin Mcviegh</p> <p>Supervisors: Bob Burns Dean Cook</p> <p>Jeff Anthony Rich Homan</p> <p>Drivers: Gary Piecuch Joe Galetta Mike morassi Mike Leroy Steve Sidor Al Sheldon Carl Lassiter John Pappas Bruce Winatt</p>	
BOS	Partially	<p>Rick Leikauskas and Steve Vining have completed the training. Bob Kelly, Chris Barba</p>	

CLEVELAND DIVISION			
Service Center	Training Completed	Personnel	Comments
BUF	Yes	Buffalo Service Center Employees who have taken the course. 1. Dave Tober-Supv 2. Dick Bizub-Dockworker 3. Roger Walters-Ops Agent	
CAK	Yes		CAK has three people that have completed the CBT program.  Elwin Coe Greg Conrad Paula Shellman
CLE	Partially	Sandra Felice	I am the only person who has taken the course at Cleveland, and I have taken the complete course, now I can get a job swinging those little flashlights around on the runway. Anyway, John K and Paul S will take course next week, but we have shorted the nightshift for the past 2 weeks by 2 or 3 persons due to E2K training, and we have not had an opportunity to have them train. The training states that 2 persons on each shift must be trained, and the cover states differently. We plan to train 2 drivers on each shift. next week.

CMH	In Process		Glenn Cooper/Raymond Ramsey/John Cummings..Are in the process of completing the course..We will update you upon completion
ELM	Partially	Aaron Brott	I am the only person to complete the Cargo Handling Training thus far.  The entire staff is scheduled to complete the training by 11/20/98.
PIT	No	Kathy Chromchak	PIT has <b>not</b> completed training. We service the system in totes (wire cages). In the rare occasion a ULD is received, it is generally a non airworthy container as we have no roller system
ROC	No	Here are the employees from the Roc Service Center that will be taking the Aircraft Loading Manual Training : Brian Lonski Lenworth Myers Dave Jones Jason Israel Norman Ramsay Tevares ST. Marthe Chris Kendrick	
CRW	Yes		Training has been completed by Hal Sharp, OPS Supervisor and Steve Barker,OPS manager.

MIAMI DIVISION			
Service Center	Training Completed	Personnel	Comments
FLL	No		The CBT training program for "Acf Loading" has been initiated at the FLL svc ctr with myself and 1 spvr 1/2 way completing it. It has been loaded on 2 PC's in the svc ctr, and the spvrs have been assigned time slots on these computers next week to meet the NOV 30 ddl.
JAX	No		JAX's Dell computer have just come online as of last night. I will make it a priority to have all drivers and inside staff complete the test. There is one CD-ROM computer in JAX for all to take the test.
ORL	No		
SJU	No		
BQN	No		
TPA	Partially	David Siegler	AS OF THIS TIME, I AM THE ONLY ONE WHO HAS COMPLETED THE REVIEW OF THE AIRCRAFT LOADING MANUAL ON CD.



*This is to certify that*

*David E. Gentry*

*has completed Aircraft Loading Computer Based Training*

08/25/98

Date

*[Signature]*  
Instructor



**EMERYS**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Wayne Driscoll*

*has completed Aircraft Loading Computer Based Training*

10/01/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Mark Laasof*

*has completed Aircraft Loading Computer Based Training*

10/01/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Terry Holsten*

*has completed Aircraft Loading Computer Based Training*

10/01/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Rick Klemann*

*has completed Aircraft Loading Computer Based Training*

09/28/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Dimitri Zacharenko*

*has completed Aircraft Loading Computer Based Training*

08/25/98

Date

*Dimitri Y. M. [Signature]*  
Instructor



*This is to certify that*

*Todd Germain*

*has completed Aircraft Loading Computer Based Training*

08/25/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Dennis Martin*

*has completed Aircraft Loading Computer Based Training*

08/25/98

Date

*W. J. Kelly*  
Instructor



*This is to certify that*

*Christopher B. Bailey*

*has completed Aircraft Loading Computer Based Training*

10/14/98

Date

*[Signature]*  
Instructor





*This is to certify that*

*Thomas J. Nanna*

*has completed Aircraft Loading Computer Based Training*

08/25/98

Date

*[Signature]*  
Instructor





*This is to certify that*

*Brain Leach*

*has completed Aircraft Loading Computer Based Training*

10/07/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Raymond Morgan*

*has completed Aircraft Loading Computer Based Training*

10/07/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Mark Henderson*

*has completed Aircraft Loading Computer Based Training*

10/07/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Douglas L. Griffin*

*has completed Aircraft Loading Computer Based Training*

10/07/98

Date

*[Signature]*  
Instructor



*This is to certify that*

*Jeff Carpenter*

*has completed Aircraft Loading Computer Based Training*

10/07/98

Date

*[Signature]*  
Instructor

**Griffin, Debbie F.**

---

**From:** Wood, Thomas M  
**Sent:** Thursday, January 28, 1999 5:41 PM  
**To:** Griffin, Debbie F.  
**Subject:** FW: FAA (RASIP) Inspection

**From:** Owens, James H  
**Sent:** Thursday, January 28, 1999 1:25 PM  
**To:** Scott, Kent T; Slavens, Rob L  
**Cc:** Wood, Thomas M; Wendling, Tim E; Graves, Melvin T  
**Subject:** FAA (RASIP) Inspection

A meeting was held today with Tim Wendling and his staff and Ted Graves, Tom Wood and myself to discuss the actions necessary to insure that we are ready for this inspection.

The following items were discussed and action will be taken.

1. Aircraft Loading Manual Training.

Debbie Griffin, Tom Wood and I will train all EWA Management on 2/29/99.

Day Sort - 0730 - 0900  
Prime Time - 2100-2300

2. Tom Wood is preparing a presentation for the FAA Meeting on Tuesday February 2. Bruce Denlinger will present EWW Quality Standards and ISO 9000 procedures. Rich Klinedinst will present ULD Repair procedures. Frank Robbins will address EWW Loading and Ramp Procedures.
3. EWA Maintenance will be available to escort the Maintenance Inspectors.
4. Flight Operations Management and myself will be available to the Operations Inspectors.
5. I will be available on Day Sort and Prime Time to assist with this inspection.
3. Another meeting is scheduled for 1pm tomorrow with EWW, EWA including Safety and Security to insure that we have all of the major items covered.
4. A 10am meeting is tentatively scheduled for Monday February 1 to make sure there are no loose ends.

Tim and his staff are very concerned about this audit but I know that with their cooperation we will present a professional operation.

Regards,

Jim





*This is to certify that*

*Braira Smith*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Linda Walter*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*William Hewitt*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William F. M. [Signature]*  
Instructor



*This is to certify that*

*Steve Oelger*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Warren Robeson*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Amy Williams*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Shawn Boykin*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Jerry McCormick*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Sharon E. Turner*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Sharon E. Turner*  
Instructor



*This is to certify that*

*Matt Appenzeller*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Sandy Little*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*David M. [Redacted]*  
Instructor



*This is to certify that*

*Mark W. Henderson*

*has completed Aircraft Loading Manual Recurrent Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Larry W. Stewart*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Dorothy M. [Redacted]*  
Instructor



*This is to certify that*

*Doug Hampshire*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*D. L. Miller*  
Instructor



*This is to certify that*

*Howard Phillips*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Kathryn F. Collins*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Peggy Eisen*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Cindy Schaffer*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMERALD**  
**WORLDWIDE AIRLINES**  
A **CNF** COMPANY

*This is to certify that*

*Frank H. Robbins*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Matthew D. Cotton*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

  
Instructor



*This is to certify that*

*Larry Walchli*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Brent Myers*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Garrett Scott*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*A. [Signature]*  
Instructor



*This is to certify that*

*John Seagraves*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert Zappella*  
Instructor





*This is to certify that*

*John Shook*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Mike Patrick*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Rick L. Stewart*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Rick West*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*Don Z. Mylin*  
Instructor



*This is to certify that*

*Mike Montgomery*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Gary Rice*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Esther Tipple*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Cheri Betts*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Kathryn F. Collins*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Kathryn F. Collins*  
Instructor



*This is to certify that*

*Peggy Eisen*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Cindy Schaffer*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMERALD**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Frank H. Robbins*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Chas. E. M.*  
Instructor



*This is to certify that*

*Matthew D. Cottam*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Cheri L. Hoff*  
Instructor



*This is to certify that*

*Larry Walchli*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Brent Myers*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Garrett Scott*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMERALD**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*John Seagraves*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*John Shook*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert Z. Miller*  
Instructor



*This is to certify that*

*Mike Patrick*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Rick L. Stewart*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert Z. Wiffen*  
Instructor



*This is to certify that*

*Rick West*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Dr. Z. M. [unclear]*  
Instructor



*This is to certify that*

*Mike Montgomery*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMEREA**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Gary Rice*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Esther Tipple*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Cheri Betts*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Tanya L. Black*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*[Signature]*  
Instructor

**EMERH**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Mary Kobladas*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*David Howard*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Peggy Schultz*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Brian J. Leach*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMERALD**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Thomas R. Olson*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Dave Amos*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMEREA**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*William R. Knotts*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*John L. A. [Signature]*  
Instructor



*This is to certify that*

*Chris J. Mazzeo*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Mark E. Hill*  
Instructor



*This is to certify that*

*Gregory A. Kemp*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*[Signature]*  
Instructor

**EMERYS**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Gregory K. Pike*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*David G. Hill*  
Instructor



*This is to certify that*

*Scott Sayers*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Ray Morgan*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMERYS**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Troy Adkins*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Dan Roberts*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Valerie Couger*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Joni Lakes*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMEREA**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Jerry S. Wallett*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert Z. [Signature]*  
Instructor



*This is to certify that*

*Jill R. Derrick*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William G. [Signature]*  
Instructor

**EMERALD**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Lori Withrow*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

**EMEREA**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Ken Crissinger*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert L. Smith*  
Instructor



*This is to certify that*

*Michiel Cross*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



**EMERYS**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Dan Clarkson*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*W. J. Miller*  
Instructor



*This is to certify that*

*Herb Socrates*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robin L. H. H.*  
Instructor



*This is to certify that*

*Matt Springer*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Carol Heys*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Stephen L. G. [Signature]*  
Instructor



*This is to certify that*

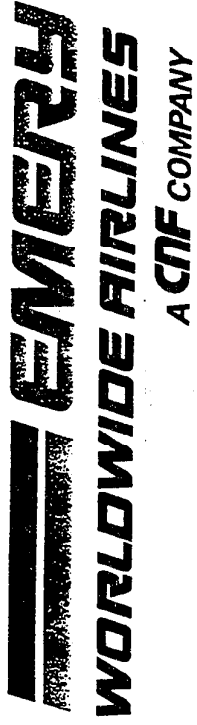
*Steven Phillips*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*William L. M. Jr.*  
Instructor



*This is to certify that*

*Todd Popper*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William L. ...*  
Instructor



*This is to certify that*

*Sheila Glynn*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William L. H. J. Jr.*  
Instructor



*This is to certify that*

*Christopher W. Caverlee*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William F. [Signature]*  
Instructor





*This is to certify that*

*Claude W. Blosser 999*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William J. Hight*  
Instructor

**EMERLY**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Paula H. Crosby*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Adrian G. ...*  
Instructor

**EMERALS**  
**WORLDWIDE AIRLINES**  
A **CNF** COMPANY

*This is to certify that*

*Craig Wright*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William G. Hoff*  
Instructor



*This is to certify that*

*Michael Patterson*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William G. Hoff*  
Instructor



*This is to certify that*

*Theresa Gallraith*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Joseph W. Elsner*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William L. H. H.*  
Instructor



*This is to certify that*

*Richard McGarvey*

*has completed Aircraft Loading Manual Training.*

01/29/99

Date

*Chabir Y. Mijil*  
Instructor



*This is to certify that*

*Adrain Rembert*

*has completed Aircraft Loading Manual Training*

01/25/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Richard Razor*

*has completed Aircraft Loading Manual Training*

01/29/99

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Jeffery Carpenter*

*has completed Aircraft Loading Manual Recurrent Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Samuel Ferrel*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Robert F. [Signature]*  
Instructor



*This is to certify that*

*Robert R. Jones*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*William Z. H. [Signature]*  
Instructor



*This is to certify that*

*Bruce E. Denlinger*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Stephen Bickel*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Kevin L. H. H.*  
Instructor



*This is to certify that*

*Shirley Rammel*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Shirley Rammel*  
Instructor



*This is to certify that*

*Rick Koehler*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor





*This is to certify that*

*Rick Blaine*

*has completed Aircraft Loading Manual Training*

01/29/09

Date

*Richard Blaine*  
Instructor



*This is to certify that*

*Jim LaScala*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*Eric J. [Signature]*  
Instructor



*This is to certify that*

*Mitch Munn*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Michael E. Cross*

*has completed Aircraft Loading Manual Training*

01/29/99

Date

*[Signature]*  
Instructor

# EVERETT WORLDWIDE

A CTF COMPANY

Course Name: A/C CBT Recurrent TRAINING ATTENDANCE FORM

Date: 1/29/99

Social Security #	Employee Name (Please Print Clearly)	Employee Name (Signature)	Time In	Time Out
	Amy Williams	<i>[Signature]</i>	YES	
	John Seagraves	<i>[Signature]</i>		
	GARRETT SCOTT	<i>[Signature]</i>		
	BRENT MYERS	<i>[Signature]</i>	YES	
	LARRY WALCHLI	<i>[Signature]</i>	YES	
	Joni Lakes	<i>[Signature]</i>		
	VALERIE COWGER	<i>[Signature]</i>		
	JOSEPH WELSNER	<i>[Signature]</i>		
	THERESA GALBRAITH	<i>[Signature]</i>	YES	
	MICHAEL PATTERSON	<i>[Signature]</i>	Yes	
	Craig Wright	<i>[Signature]</i>		
	Paula H. Crosby	<i>[Signature]</i>		
	CLAUDE W BLOSSER	<i>[Signature]</i>	YES	
	CHRISTOPHER W. CLEVELAND	<i>[Signature]</i>	YES	
	Shawn Skelton	<i>[Signature]</i>	YES (TL)	
	SHEILA GLYNN	<i>[Signature]</i>		
	TODD POPPER	<i>[Signature]</i>		
	STEVEN PHILLIPS	<i>[Signature]</i>		
	CAROL HEYS	<i>[Signature]</i>		
	MATT SPRINGER	<i>[Signature]</i>		
	HERB SOCRATES	<i>[Signature]</i>		
	Dan Clarkson	<i>[Signature]</i>	Yes.	
	RICHARD MCGARNEY	<i>[Signature]</i>	Yes	
	ADRIAN REMBERT	<i>[Signature]</i>		
	Richard RABOR	<i>[Signature]</i>		



### TRAINING ATTENDANCE FORM

Course Name:

Date:

Social Security #	Employee Name (Please Print Clearly)	Employee Name (Signature)	Time In	Time Out
1	Brian Zieff	<del>Brian Zieff</del>		
2	DAN Roberts	<del>Dan Roberts</del>		
3	TROY ADKINS	<del>Troy Adkins</del>		
4	RAY MORGAN	<del>Ray Morgan</del>		
5	Scott Sayers	<del>Scott Sayers</del>		
6	GREGORY K. PIKE	<del>Gregory K. Pike</del>		
7	Gregory A. Henf	<del>Gregory A. Henf</del>	YES	
8	CHRIS J MAZZEO	<del>Chris J. Mazzeo</del>	YES	
9	Bill Knotts	<del>Bill Knotts</del>		
10	DAVE Amos	<del>Dave Amos</del>	YES	
11	Tom Olson	<del>Tom Olson</del>		
12	PEGGY SCHULTZ	<del>Peggy Schultz</del>		
13	David Howard	<del>David Howard</del>		
14	Mary KOKIADAS	<del>Mary Kokiadis</del>		
15	TONYA L. BLACK	<del>Tonya L. Black</del>		
16	CHERI BETTS	<del>Cheri Betts</del>		
17	ESTHER TIPPLE	<del>Esther Tipple</del>		
18	GARY Ries	<del>Gary Ries</del>	yes	
19	LINDA WALTER	<del>Linda Walter</del>	yes	
20	BRIAN SMITH	<del>Brian Smith</del>	YES	
21	Mitch Munns	<del>Mitch Munns</del>		
22	Jim LASCALA	<del>Jim Lascala</del>		
23	Rick Blaine	<del>Rick Blaine</del>	YES	
24	RICK KOEHLER	<del>Rick Koehler</del>	YES	
25	Shirley Rammel	<del>Shirley Rammel</del>	yes	

# EMERGENCY WORLDWIDE

A CIP COMPANY

Course Name: A/C Loading CBT TRAINING ATTENDANCE FORM

Date: 1/29/99

Social Security #	Employee Name (Please Print Clearly)	Employee Name (Signature)	Time In	Time Out
	KEN CRISSINGER			
	Lois Withrow		yes	
	Jill R. Derrick		YES	
	Jerry S. Wollett		YES	
	MATTHEW D. COTTAM		YES	
	FRANK H. ROBBINS		YES	
	CINDY SCHAFFER.		YES	
	PEGGY EISEN		YES	
	Kathryn Collins			
	Howard Phillips		YES	
	STEVE DELUGR		YES	
	WILLIAM HEWITT		NO	
	MIKE MONTGOMERY		YES	
	Rick WEST		YES	
	R.L. STEWART		YES	
	MIKE PATRICK		YES	
	JOHN SHOOK		YES	
	WARREN ROBESON		YES	
	DOUG HAMPSHIRE		Yes	
	LARRY W. STEWART		YES	
	Mark W. Henderson		Yes	
	SANDY LITTLE		yes	
	MATT APENZELLER		YES	
	SHARON E TURNER		Yes	
	Jerry McCormick		YES	



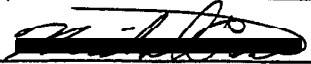

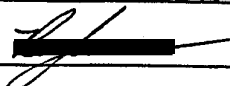
# EVERY WORLDWIDE

A CIE COMPANY

Course Name:

## TRAINING ATTENDANCE FORM

Date:

	Social Security #	Employee Name (Please Print Clearly)	Employee Name (Signature)	Time In	Time Out
1	—	STEPHEN BICKEL			
2	—	BRUCE E. DENLINGER			
3					
4		ROBERT R. JONES EWA SAFETY			
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					





Course Name:

# TRAINING ATTENDANCE FORM

Date:

	Social Security #	Employee Name (Please Print Clearly)	Employee Name (Signature)	Time In	Time Out
1		SHAWN BOYKIN	<i>Shawn Boykin</i>	yes	
2		LYNN A. DENLINGER	<i>L. A. Denlinger</i>	yes	
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
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18					
19					
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21					
22					
23					
24					
25					



## **RASIP FINDING**

### **2.03.07**

RRXA is not complying with their manual procedures which requires they immediately attach a form MEO 143 or tape installed over the ULD number for unserviceable ULDs. The RASIP Team observed the build-up of ULDs at the Emery Worldwide Dayton Hub's Sortation Center on 02/03/99. At least thirteen ULDs did not did not comply with the RRXA Aircraft Loading Manual (Chap. 9, page 9-1) requirements These were identified to the Emery Worldwide Director of ULD Management and appropriate action was taken.

### **RRXA RESPONSE**

Non-compliance with procedures to identify unairworthy ULDs by use of MEO 143 tag, or applying tape over the container number.

Procedures are currently being implemented to correct the deficiencies noted. However, since this function is primarily performed by EWA and not RRXA, we believe that this procedure should be audited by RRXA for compliance, but should not be mandated by the airline. As an airline, our only concern is that all ULDs loaded on our aircraft meet all airworthiness criteria. How that is accomplished is the responsibility of others. RRXA will be performing constant audits to insure that we are in compliance with all aircraft loading airworthiness concerns.

Conclusion: Finding



## **RASIP FINDING**

### **2.08.00 MEL/DEFERRED MAINTENANCE**

#### **DESCRIPTION:**

This area was not evaluated during the Focused Inspection. The findings in this area were a result of the emphasis placed on the aircraft loading and unloading operations.

RRXA has an approved Minimum Equipment List (MEL) for the DC-8 aircraft. The RRXA Maintenance and Policy and Procedures Manual (MPPM) (Chap. 3, Page 18) contains procedures for the deferral of items that are not on the MEL, and do not effect the airworthiness of the aircraft. The items, Non-MEL, are described as reading lights, minor corrosion, galley equipment, etc.

#### **INSPECTION DATA:**

Focused Ramp Inspections were conducted on a sample (approximately 20) of RRXA aircraft upon arrival and/or departure from the Emery Worldwide Dayton Hub and the out stations located in Chicago, Los Angeles, Seattle, Newark, and Portland, OR. The aircraft interiors were inspected for compliance with Federal Aviation Regulations, the Original Equipment Manufacturer's Manual, Type Certificate Data, Supplemental Type Certificate Data, and the Emery Worldwide Airlines Aircraft Loading Manual (ALM).

## **RASIP FINDING**

### **2.08.01**

During Focused Ramp Inspection at EWA Hub in Dayton, OH, on 02/02/99, the RASIP Team found a damaged main cargo door locking mechanism on aircraft DC-8, N-994CF. The main cargo door gang bar locking mechanism actuator attachment hole was elongated and the locking pin bellcrank attachment at eight of the twelve attach points were crushed.

After RRXA maintenance was advised of the discrepancy, Maintenance Control personnel authorized the deferral of the main cargo door locking mechanism per the RRXA Non-MEL deferral procedures (MPPM, Chap. 3). Maintenance personnel installed bolts in place of all twelve locking pins, IAW the RRXA Maintenance Manual, XIV which allows operation of the aircraft with the bolts installed. The locking pins were not defective. The main cargo door gang bar assembly that operates the bellcranks and locking pins was defective.

RRXA operated the aircraft when it did not meet all of the applicable airworthiness requirements, and RRXA maintenance personnel did not follow their approved maintenance program as described in their maintenance manual. The aircraft was operated from 02/02/99, until at least 02/05/99, when the RASIP Team conducted a ramp inspection at Newark, NJ. The main cargo door was bolted down. A review of the aircraft log book indicated that RRXA deferred the main cargo door per the Non-MEL, Log No. 261, dated 02/02/99. The deferral referenced aircraft log page no. 7601-05 for the original write up.

### **2.08.01 RRXA RESPONSE.**

The deferral procedures in the EWA Aircraft Maintenance Manual, Chapter 3, Page 85, Item C, gives procedures to install bolts in latching mechanism when locking pin is damaged. This procedure is done to ensure the latching mechanism will not allow the cargo door to come open in flight.

#### **FAR 121.153(a)**

EWA did not operate Aircraft N994CF in an unairworthy condition, as all work was performed per accepted procedures. The item in question is not a latch mechanism, it is a safety lock pin mechanism. The latching mechanism is what keeps the cargo door closed. The lock pin mechanism is what keeps the latching mechanism in place so the cargo door will not come open. When the NAS certified bolts and nuts are placed in the safety lock pin positions the cargo door cannot come open in flight or on the ground.

## 2.08.01 RRXA RESPONSE (continued)

FAR 121.367 and 121.369(b)

To improve this procedure, EWA Quality Control Department is submitting a change to the EWA Maintenance Manual. Attached to this will be a Maintenance Manual change, which will allow the installation of the bolts and nuts in all twelve (12) latch positions if lock pin mechanism is defective. Again, EWA has no intent, or have we ever had the intent, to operate aircraft in unsafe or unairworthy conditions. Please find attached supporting data for the EWA Maintenance Manual procedure change.

EWA does not consider this to be a finding.

## **RRXA RESPONSE TO EIR FILE 99WP15008**

1. All maintenance discrepancies corrected using accepted Maintenance Manual limits, utilizing only the Non-MEL as a method to ensure control and correction in a timely manner.
2. The average number of days these nineteen (19) Non-MEL controlled items, were open was two (2) days. This performance of managerial control of aircraft discrepancies represents a positive attitude of compliance.
3. EWA considers this not to be a finding.







April 2, 1999

Mr. Nicholas Pearson  
Principal Avionics Inspector  
San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130

Dear Mr. Pearson:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA's) initial formal response to your letters of investigation (99WP150038, 99WP150037 and 99WP150008) addressed to EWA's President and Chief Operating Officer, dated March 18, 1999.

As per our previous discussion March 24, 1999, at your office, EWA will respond to these letters with the formal RASIP response.

Thank you for the descriptive letters. We have been working on the RASIP findings since receipt, and are nearing completion.

Please call if you have any questions.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood", written over a solid black rectangular redaction box.

Thomas M. Wood  
Director Quality Control

TMW/csh

Attachments

cc: Kent Scott  
Rene' Visscher



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7681  
FAX: (408) 279-5448

March 18, 1999

**CERTIFIED-RETURN RECEIPT**

Mr. Kent T. Scott  
President and Chief Operating Officer  
Emery Worldwide Airlines  
One Emery Plaza  
Vandalia, OH 45377

Dear Mr. Scott:

**File No. 99WP150008**

This letter is in response to my action item of our meeting in Los Angeles on March 15, 1999 and to the request received from Mr. Tom Wood, dated March 11, 1999. This letter pertains to the FAA Letter of Investigation, dated March 4, 1999. This EIR was previously issued to Emery Worldwide Airlines on December 2, 1998. This file has been expanded to include items that were discovered due to the results this office received from the Western Pacific Regional Aviation Safety Inspection Program (RASIP) conducted the week of February 1 through 5, 1999 and to include items reported in Fleet Reliability Reports.

During the RASIP inspection it is alleged that EWA has improperly deferred several items in accordance with EWA's Minimum Equipment List (MEL) and Non-MEL procedures. Specifically, all aircraft Non-MEL discrepancies identified in RASIP findings 2.08.01 and 2.08.02 may be improperly deferred. In addition, it was discovered through review of the September 1998 through February 1999 Fleet Reliability Reports that several additional items may have been deferred improperly (See attachment). This MEL and Non-MEL action may be contrary to the Federal Aviation Regulations.

This letter is to inform you that this matter is under investigation by the Federal Aviation Administration (FAA). We would appreciate receiving any evidence or statements you might care to make regarding this matter within 10 days of receipt of this letter. Any discussion or written statements furnished by you will be given consideration in our investigation and any subsequently prescribed sanction or corrective action. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,



Nicholas E. Pearson  
Principal Avionics Inspector

14 Enclosures  
Copies of reliability report pages

cc: Mr. Thomas Wood  
Mr. Rene Visscher



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7681  
FAX: (408) 279-5448

March 18, 1999

**CERTIFIED-RETURN RECEIPT**

Mr. Thomas M. Wood  
Director of Quality Control  
Emery Worldwide Airlines  
303 Corporate Center Dr.  
Vandalia, OH 45377

Dear Mr. Wood:

This letter is in response to your letter of March 11, 1999 and our action item from the meeting of March 15, 1999 in Los Angeles. I have responded to your request to Mr. Scott under three separate letters. This letter is to request additional information be provided along with your response for EIR File 99WP150008.

Attached you will find all the items alleged to be improper MEL/CDL and/or Non-MEL deferrals. The copies of the EWA Fleet Reliability Report will have an arrow in the right column pointing to the item in question. The provided pages of the RASIP report, items 2.08.01, 2.08.02, and 2.08.03 are the items in question from the RASIP Inspection.

Along with your reply to the LOI this office is requesting the following documentation be provided with each item:

1. Log Book page of the date each item was deferred,
2. Log Book page of the date the item is corrected (if discrepancy is still open the current Log Page as of the date of your reply),
3. Any Maintenance Authorization issued by EWA, and
4. All Non-Routines associated with the discrepancy.

Please respond with the above information within 10 days after receipt of this letter. If you any questions please do not hesitate to contact me.

Sincerely,

Nicholas E. Pearson  
Principal Avionics Inspector

17 Enclosures  
EWA Fleet Reliability Report Pages/RASIP Pages

cc: Mr. Rene Visscher  
Mr. Kent Scott

## RRXA RESPONSE TO EIR FILE 99WP15008

Attached is the requested documentation for MEL/CDL, and/or non-MEL deferrals indicated by arrows on the EWA Fleet Reliability Report. A list with the Open and Close dates for these deferrals is also attached.

<u>AIRCRAFT</u>	<u>DMI #</u>	<u>OPEN DATE</u>	<u>CLOSE DATE</u>	<u>ELAPSED DAYS</u>	<u>Maintenance Reference</u>
N951R	MEL-809237	9/16/98	9/28/98	12	MED/CDL 78-1-1 Cat C
N105WP	1096	10/8/98	10/27/98	15	MM 56-11-02 Par 3
N811AL	64	10/30/98	11/1/98	2	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2
N832AL	3	10/14/98	10/14/98	1	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2
N832AL	8	11/6/98	11/6/98	1	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2
N832AL	6	11/3/98	11/5/98	2	William Cotney Structures DER
N796FT	320	11/16/98	11/17/98	1	UAL MM 28-26-11
N797AL	311	11/11/98	11/14/98	3	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 PG63 Item 2
N959R	264	12/18/98	12/18/98	1	EWA AIRCRAFT MAINTENANCE MANUAL Ch 10 Pg 11 Item 2
N865F	283	12/3/98	12/7/98	4	MSL 92-22 Pg 3 Item BIB/UAL MM 75-32-03
N959R	262	12/1/98	12/2/98	1	MSL 92-22 Pg 3 Item BIB/ UAL MM 75-32-03
N965F	285	1/21/99	1/21/99	1	MSL 92-22 Pg 3 Item BIB/ UAL MM 75-32-03
N870TV	193	1/18/99	Open		Cotney Ltr good until next C check/ UAL MM 57-53-11
N994CF	257	1/29/99	1/31/99	2	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2
N990CF	685061-0036	2/4/99	4/15/99		EWA AIRCRAFT MAINTENANCE MANUAL Ch 7 Pg 1 B2
N994CF	261	2/2/99	2/5/99	3	JEWA AIRCRAFT MAINTENANCE MANUAL [Ch 3 Pg 86 Item C
N994CF	262	2/2/99	2/5/99	3	]Manual change request submitted
N994CF	263	2/2/99	2/5/99	3	]
N994CF	N7469121-0333	2/12/99	2/16/99	4	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2
N994CF	N7183011-0453	2/19/99	2/20/99	1	EWA AIRCRAFT MAINTENANCE MANUAL Ch 3 Pg 63 Item 2

**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**September 1998**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N951R	DC8-63	9/16/98	EB137	CYYZ -to- KDAY	1 Hr. 45 Min.	7831

Discrepancy:

#1 ENGINE THRUST REVERSE THROTTLE HANDLE BROKE OFF IN CAPTAIN'S HAND.

Corrective Action:

TRANSCRIBED TO DMI AS PER MEL 78-2-1 CONTROL #809237 CAT "C" DUE 9/26/98. CLOSED 9/26/98 AT KRNO. INSTALLED SERVICEABLE THRUST REVERSER HANDLE. OPS CHECK GOOD IAW DC8 MM CH 78. THIS CLEARS DMI #809237.

5939-09  
←  
7339-10

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/4/98	EB028	KDAY -to- KRDU	1 Hr. 06 Min.	3441

Discrepancy:

(BTB) WX RADAR WOULD NOT PAINT ANY RETURN IN ANY MODE TEST PATTERN IS NORMAL.

Corrective Action:

PERFORMED OPS CHECK OF WEATHER RADAR SYSTEM, NO DEFECTS NOTED SYSTEM OPS CHECKS GOOD IAW DC-8 MM.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/9/98	EB003	KCLT -to- KDAY	0 Hr. 36 Min.	7831

Discrepancy:

REVERSER HYD INDICATOR INDICATES GENERAL SYSTEM PRESSURE.

Corrective Action:

TROUBLESHOT THRUST REVERSER / ARMING SYSTEM FOUND TWO WIRING TERMINAL TOUCHING - SEPARATED ON THRUST REVERSER STOW CATCH SWITCH SYSTEM OPS CHECKS NORMAL IAW DC8 MM 78-30-1 REF ACMI N/R I-008N.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/9/98	EB324	KDAY -to- KMSP	1 Hr. 14 Min.	7531

Discrepancy:

#1 ENGINE STALLS AND WOULD NOT SPOOL UP WHEN TAKE-OFF POWER APPLIED.

Corrective Action:

REMOVED AND REPLACED #1 ENGINE PRBC OPS CHECK GOOD ON GROUND RUN.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/9/98	EB599	KMCN -to- KDAY	Cancelled	2926

Discrepancy:

REVERSER PUMP INDICATES 2500 PSI WHEN OPERATING

Corrective Action:

REMOVED AND REPLACED THRUST REVERSER HYDRAULIC PUMP ASSY IAW DC MM 78-37-1 AND OPS CHECK NORMAL, 3000 PSI.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	9/12/98	EB158	KDAY -to- KYYZ	0 Hr. 00 Min.	3245

Discrepancy:

(BTB) AT THE INITIATION OF THE TAKE-OFF ROLL (APPROX 40 KTS) THE ANTI-SKID INOP LIGHT CAME ON WITH THE LFO INDICATING A MANUAL CONDITION, REJECTED THE TAKE-OFF.

Corrective Action:

REPLACED TERMINAL AT LEFT MAIN ANTI-SKID TERMINAL BLOCK AND TIGHTENED ALL NUTS ON TERMINAL BLOCK. PERFORMED REJECTED TAKE-OFF INSPECTION IAW WORK CARD SP006 AND SP001.

AFT MAINTENANCE LOG

Alt-1002 (3/82) Litho U.S.A.



QC  
4  
REV 1

5939-09

ACFT NO  
N 957K

ACFT TYPE  
DC8-631

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	440	SEP 15 48	KDAY	CYYZ	2315	0035	1520	2319	0019	1760	2335	38.0	23.5	0	36885	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:			CYYZ	0	0	1	0		0/1	K. KRIZMAN	45211	1	1			
2	:									0/2	D. BRUESMEISTER	8559					
3	:									2/3	T. BOYLAN	07756					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Service check to be carried out as per WIC	1.	Service check carried out as per WIC	16/9/48	CYYZ	1429314
2.	P/M	#1 ENG REVERSER LEVER BROKE OFF IN CAPT HAND.	2.	WIRING ON #2 THRUST REVERSER STOW SW REPOSITIONED & SECURED #2 REVERSER.	16/9/48	CYYZ	1429315
3.	P/M	REF DIM # 809220. Lock wire removed from REVERSER LEVER. #2 + BLOCKING PLATES REMOVED.	3.	DIM # 809220 CLEARED. WIRING ON #2 THR STOW SWITCH REPOSITIONED AND SCREWS SECURED. #2 THR FUNCTIONAL CHECKED SERVED.	16/9/48	CYYZ	1429315
4.	P/M	#1 ENG THRUST REVERSER. THROTTLE HANDLE BROKE OFF IN CAPT HAND.	4.	TRANSCRIBED TO DIM. AS PER M.E. C78-2-1 CONTROL # 809237. CAT C DUE 9/26/48	16/9/48	CYYZ	1429315
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: S/c	STATION: CYYZ	PREVIOUS LANDINGS	21835	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21838	1-DIST.	2-DIST.	3-DIST.
DATE: 9/16/48	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	64095:28	FLT. HRS. THIS PAGE	1:00	TOTAL A/C FLT. HRS.	64096:28			
GMT TIME: 03:30	AUTH SIG. [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

TAFT MAINTENANCE LOG

Alt. (10/97) Litho U.S.A.



U.C. 5  
NCCA

7339-10

ACFT. NO. N 957R

ACFT. TYPE DC-8-6

5:11

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MA
1	010	9-26-98	KDAY	KITHR	0950	1410	4120	0955	1412	4117	2577	910	2510	0	50920	C
2	010	9-26-98	KITHR	KRND	1522	1615	0143	1530	1601	0323	1169	320	2415	0	6582	C
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:					1	2	1	1		01	JESSUP, L	40566	1	1		
2	:										02	BROWN, J	04215	1	1		
3	:										03	DEHART, D	18502				
4	:										N/R	SMITH, R	78096				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	EQUIPMENT COOLING FAN BECOMING NOISY AND STARTING TO VIBRATE	1.	Removed and Replaced Equip COOLING FAN OPS CK GOOD.	9/28/98	KRND	6635
2.	P/M	REF. DME Control # 809237 #1 Thrust Reverser Handle Broken.	2.	Installed Serviceable Thrust Reverser Handle ops ck Good at Taft DC-8. min ch. 78. this clears DME # 8092	9/28/98	KRND	6635
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Equip Cooling Fan	X702-278A	A77991 (1)	X702-278A	A81710 (1)	ONLY
2	Lever Assy.	5757984-19	NSN	5757984-19	NSN (1)	#1

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: WK1	STATION: KRND	PREVIOUS LANDINGS: 21870	LANDINGS THIS PAGE: 2	TOTAL LANDINGS: 21872	1-DIST.	2-DIST.	3-D			
DATE: 9-29-98	CERT NO. [REDACTED]	PREV. A/C FLT. HRS. 64169:21	FLT. HRS. THIS PAGE: 4:40	TOTAL A/C FLT. HRS. 64174:01						
GMT TIME: 23:10	AUTH SIG: [Signature]	BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]						

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER



**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**October 1998**

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N105WP	DC8-73	10/22/98	EB012	KDAY -to- KSAN	3 Hr. 00 Min.	2811

Discrepancy:

Corrective Action:

ON PRE-FLIGHT INSP FOUND FUEL LEAK FWD OF R/H MAIN GEAR DOOR.

R/R GAMMA SEAL ON COUPLING JUST FWD OF RT WHEEL WELL. LEAK CHECKED GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N105WP	DC8-73	10/27/98	EB011	KSAN -to- KDAY	4 Hr. 22 Min.	5612

Discrepancy:

Corrective Action:

REF: NON-MEL #1096 CAPT SLIDING WINDOW IS SEVERELY SCRATCHED AND IMPAIRS VISION.

R/R CAPT SLIDING WINDOW LAW M/M 56-13. OPS CHECKS NORMAL. THIS CLEARS NON-MEL 1096.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N500MH	DC8-71F	10/13/98	EB430	KDAY -to- KBOS	Cancelled	2711

Discrepancy:

Corrective Action:

A/C STILL FEELS RIGHT WING HEAVY ALL FLIGHT CONDITIONS, REQUIRES 1 1/2 TO 2 UNITS OF LEFT AIL TRIM.

TRAVEL CK AILERONS FOUND R/H CONTROL TAB OUT OF RIG. RIGGED R/H CONTROL TAB AND R/R AILERON BUS CABLES. OPS CK GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N500MH	DC8-71F	10/21/98	EB521	KDFW -to- KDAY	0 Hr. 41 Min.	2841

Discrepancy:

Corrective Action:

#4 MAIN FUEL GAUGE READS 4000 LBS HIGH IN FLIGHT.

REMOVED AND REPLACED #4 MAIN FUEL QUANTITY INDICATOR. OPS CHECKS GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N500MH	DC8-71F	10/28/98	EB332	KDAY -to- KFLL	0 Hr. 40 Min.	2821

Discrepancy:

Corrective Action:

#4 MAIN TANK INTERMEDIATE FILL VALVE INOP, WILL NOT CLOSE.

R/R #4 FUEL LEVEL CONTROL VALVE. #4 FUEL SYSTEM OPS & LEAK CHECKS GOOD NO DEFECTS NOTED.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N603AL	DC8-73F	10/6/98	EB028	KDAY -to- KRDU	0 Hr. 53 Min.	3245

Discrepancy:

Corrective Action:

(BTB) ARMED ANTI-SKID AND LIGHT STAYED ILLUMINATED. NOTE ON SKID CONTROL MONITOR LFO STAYED ILLUMINATED.

FOUND LOOSE TERMINAL STUD ON LFO TERMINAL L/H GEAR WELL INBD TOP STUD. TIGHTENED LOCKNUT ON TERM STUD. OPS CK GOOD.

10 ST MAINTENANCE LOG



04  
10  
RRXX

6269-23

ACFT. NO.

FT. TYPE

N 105 WP 1068-73F

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	813	10-7-98	KLAX	MMGL	1522	1815	2153	1539	1812	2133	5512	58.0	24.0	⊖	64719	⊖	
2	814	10-7-98	MMGL	KLAX	2030	2340	3410	2056	2338	2442	4478	52.0	18.0	⊖	58403	⊖	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4									APU
1	:					1	0	2	1		01	STEPHENS	79844	1	1	EWALM WREN	
2	:										02	KWIGHT	44537	1	1		
3	:										03	WHIMELT	88257				
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Capt's. Sliding window is severely scratched and impairs vision	1.	OK FOR CONTINUED SERVICE REF m/m 56-11-02 PAR# 3 NOT TO EXCEED 150 FCT. HOURS FROM ENTRY OF ITEM, NOTE THE DEFECT TRANSFERRED TO NON MEL#1096 IAW m/m 56-11-02 NO CAT. 20C WITHIN 150 FCT HOURS.	10/8/98	KLAX	24750
2.	P/M						
3.	P/M						
4.	P/M						
5.	P/M						
6.	P/M						

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: S/C	STATION: KLAX	PREVIOUS LANDINGS	21093	LANDINGS THIS PAGE	2	TOTAL LANDINGS	21095	1-DIST.	2-DIST.	3-DIST.
DATE: 10/8/98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65528.51	FLT. HRS. THIS PAGE	5.15	TOTAL A/C FLT. HRS.	65531.66			
GMT TIME: 0100	AUTO SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE: [REDACTED]					

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

1 T MAINTENANCE LOG

0092 (11/97) Litho U.S.A.



C.C. 5  
R:XA

6575-05

ACFT. NO. N105W

FT. TYPE VC-8-73F

437

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL
1	012	10/24/98	KPAH	KMCT	0912	1049	1137	0922	1042	120	2333	35.6	14.6	---	58362	---
2	012	10/24/98	KMCT	KSAN	1149	1449	3700	1157	1441	244	6792	63.0	30.0	---	37105	---
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU									
1	:										011	W. PEA	65720	1	1	NR	GREEN	EWA
2	:04	0-1			2	1	2	2			012	E. OIS	14306	1	1	NR	C. ALBA	EWA
3	:										013	M. ALDRIDGE	00303			NR	D. HOLMQUIST	EWA
4	:										NR	C. KELLEY	PSA					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	Upper crew rest bunk does not fully lock in extended position.	1	INSTALL MISSING LOCKING PINS. OPS CHECKS NORMAL.	10/26/98	KSAN	14059
2	P/M	REF: DME 810328, SLOT LITE COMES ON AND STAYS ON WITH FLAPS PAST 7°	2	R&R L/H OUTBOARD SLOT SWITCH JAW 27-52. OPS CHECKS NORMAL. THIS CLEARS DME #810328. PLACARD REMOVED.	10/26/98	KSAN	14059
3	P/M	REF: NON-MEL #1096. CAPT. SLIDING WINDOW IS SEVERELY SCRATCHED & IMPAIRS VISION	3	R&R CAPT SLIDING WINDOW JAW M/M 56-13. OPS CHECKS NORMAL. THIS CLEARS NON-MEL 1096.	10/26/98	KSAN	62302 RH 14059 EWA
4	P/M		4				
5	P/M		5				
6	P/M		6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	SWITCH	H6-55	NSN 111	H20-14B	NSN 111	LH OUTB
3	WINDOW	5912426-1	00017 111	5912426-1	1011 111	LH CAPTS

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: WK-1	STATION: KSAN	PREVIOUS LANDINGS	21125	LANDINGS THIS PAGE	2	TOTAL LANDINGS	21127	1-DIST.	2-DIST.	3-DIST.
DATE: 10-27-98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	6563446	FLT. HRS. THIS PAGE	4 04	TOTAL A/C FLT. HRS.	65638 : 50			
GMT TIME: 05:20	AUTH SIG: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

LOG PAGE DIST. 1 ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**October 1998**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/2/98	EB456	KRDY -to- KDAY	1 Hr. 45 Min.	2131

Discrepancy:

Corrective Action:

RAPID DECOMPRESSION AT FL350 UNABLE TO HOLD CABIN ALT.

FOUND DUCT CLAMP LOOSE ON R/H ACM, SECURED SAME. PRESSURIZATION CHECK GOOD ON GROUND LAW M/M CHAP 21.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/9/98	EB124	KDAY -to- KMSP	0 Hr. 41 Min.	2740

Discrepancy:

Corrective Action:

REQUESTED STAB AND ELEVATOR TRAVEL CHECK IN REFERENCE LOG PAGE 7141-06 - REQUESTED STAB AND ELEVATOR TRAVEL CHECK IN REFERENCE TO DISCREPANCY ON PREVIOUS PAGE. LOG PAGE 7141-05 WHEN USING PICKLE SW OR SUITCASE HANDLES FOR STAB TRIM A/C YAWS TO RIGHT WHEN TRIMMING NOSE UP OR DOWN. INTENSITY OF MOVEMENT NOT AS BAD ON CLIMBOUT AS DURING DESCENT. AS SPEED IS INCREASED YAW MOTION IS MORE SEVERE. THIS OCCURS WITH YAW DAMPER ON OR OFF, IT IS MORE NOTIDEABLE W/YAW DAMPER OFF AND A/C WANTS TO ROLL.

LOG PAGE 7141-06 - TRAVEL CHECK STAB AND ELEVATOR ALL CK GOOD AT THIS TIME. LOG PAGE 7141-05 - RAN #2 & #3 ENG MOVED STAB UP AND DOWN WITH AILERON AND RUDDER POWER NO MOVEMENT WAS NOTED. OPS CK GOOD ON GROUND AT THIS TIME.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/13/98	EB107	KBSM -to- KDAY	1 Hr. 08 Min.	5234

Discrepancy:

Corrective Action:

ON OPENING MAINCARGO DOOR, LATCH CYLINDER ROD END BROKE.

REPLACED ROD END OPS CHECKED NORMAL.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/17/98	EB011	KTUS -to- KDAY	0 Hr. 32 Min.	3263

Discrepancy:

Corrective Action:

LANDING GEAR/FLAP WARNING HORN INOPERATIVE.

REPLACED LANDING GEAR/FLAP WARNING HORN SWITCH, SYS OPS CK GOOD.

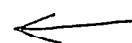
Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/30/98	EB011	KSAN -to- KDAY	0 Hr. 33 Min.	5234

Discrepancy:

Corrective Action:

CARGO DOOR VALVE LEAKING FLUID.

TRANSFERRED TO NON-MEL #64 MAIN CARGO DOOR MUST BE MANUALLY OPENED AND CLOSED. CLOSED KDAY 11-1-98 R/R MAIN CARGO DOOR VALVE (SAFETY). OPS CHECK GOOD NO LEAKS NOTED. THIS CLEARS NON MEL 64.



ROAFT MAINTENANCE LOG

**WORLDWIDE**  
A CTF COMPANY

U.C.  
10  
RR1A

6266-01

ACFT. NO.

FT. TYPE

N 811AL

10C-8-71

1) Litho U.S.A.

4:26

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	011	10-30-98	KSAN	KMST	0147	0445	2+58	0205	0436	2+31	6698	70.4	32.6	-0-	45285	-0-
2	011	10-30-98	KMST	ADAY	0607	0735	1+28	0613	0729	1+16	-0-	38.6	21.7			
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:				Q	Q	Q	Q		01	J. ALBRIGHT	00324	1	1			
2	:				Q	Q	Q	Q		02	J. PRISCO	66866	1	1			
3	:									03	T. Cummings	17133					
4	:																

4:26  
41

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	CAPTIS MAP LIGHT 100P.	1.	REMOVED & REPIECE CAPT. MAP LIGHT PUSH BUTTON SWITCH. SYSTEM OPS CHECKS GOOD. FAW IDK M/M	10-30-98	KMST	60796
2.	P/M	CARGO DOOR VALVE LEAKING fluid.	2.	TRANSFERRED TO NON-MEL #64 MAIN CARGO DOOR MUST BE MANUALLY OPEN AND CLOSED	10-30-98	KDAY	21406
3.	P/M	RADAR STAB IMP Paints ground on LEFT SIDE of wings LEVEL	3.	ADJUSTED RADAR SEALS WITH RST-AN/AGM KIT. SYSTEM OPS CHECKS GOOD. FAW IDK M/M	10-30-98	KDAY	60796
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	20084	LANDINGS THIS PAGE	2	TOTAL LANDINGS	20086	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	53803.57	FLT. HRS. THIS PAGE	3.47	TOTAL A/C FLT. HRS.	53807.44			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

I/T MAINTENANCE LOG

AIR-0092 (10/97) Litho U.S.A.



REG. NO. 6266-08

ACFT. NO. N811AL

ACFT. TYPE DC8-71

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	321	11-1-98	RDFW	KDAY	12:43	16:18	2:35	14:31	16:11	17:40	2116	42.3	20.0	0	40981	
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	06	DL-1			0	0	0	0		01	H. WASSNER	86577					
2	:									02	D. MONACK	58082	1	1			
3	:									03	D. C. DOYLE	20672					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Ⓢ/M	PREASURIZATION - Squeezing @ 8 inches	1.	FOUND CAPTAINS SLIDING WINDOW SEAL DIRTY. REMOVED DEBRIS FROM SEAL + SERVICING AREA. NO LEAKS NOTED.	11-98	KDAY	MT88
2.	P/M	See non-mcl # 64 (MAIN CARBO DOOR UCV Leaking)	2.	REMOVED AND REPLACED MAIN CARBO DOOR VALVE (SAFETY) OPS CHECK FOUND NO LEAKS NOTED. THIS CLEANS n mcl 64	11-1-98	KDAY	02407
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

218 PSID  
5230 not merit

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	CARBO DOOR SAFETY VALVE	312-3-24	N5N	312-3-24	526944	GALLEY

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT					
CHECK C/W: NA	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
		20091	1	20092						53821:10	1:40	53822:52
DATE:	AUTH SIG.:											
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE						

**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

October 1998

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N811AL	DC8-71F	10/31/98	EB234	KDAY -to- KDFW	2 Hr. 08 Min.	2821
Discrepancy:				Corrective Action:		
ON CYCLING THE #2 FUEL, AIR & HYD SHUTOFF LEVER FORWARD W/BOOST PUMP ON, FUEL PRESS INCREASED TO 20 PSI.				R/R FUEL FIRE SHUTOFF VALVE RIG, OPS CK GOOD, NO LEAKS NOTED IAW DC8 MM 28-22-01.		
N8177U	DC8-71F	10/10/98	EB381	KPIA -to- KOAK	4 Hr. 00 Min.	7721
Discrepancy:				Corrective Action:		
#2 EGT ERRATIC. READS FROM 0 ° TO MAXIMUM INTERMITTENTLY.				R/R LEFT AND RIGHT EGT HARNESS ON #2 ENGINE. OPS NOW CHECK NORMAL OP CHECKED OK ON ENG RUN.		
N8177U	DC8-71F	10/15/98	EB011	KSAN -to- KDAY	0 Hr. 27 Min.	3463
Discrepancy:				Corrective Action:		
ON CREW MAN-UP, FOUND NO POWER TO CAPT NAV EQUIPMENT.				RE-SET #1 FMS DADC O/B OP CHECKS NORMAL.		
N832AL	DC8-73F	10/13/98	EB106	KDAY -to- KROC	1 Hr. 05 Min.	3421
Discrepancy:				Corrective Action:		
1. #2 COMPASS SYSTEM PRECESSING HDG FLAG IN VIEW. 2. CAPT'S ADI INDICATE 3 ° NOSE DN HORIZON FLAG IN VIEW.				1. R/R #2 DIRECTIONAL GYRO. PERFORMED OPS CHECK, OPS CHECKS GOOD IAW DC8 MM. 2. R/R #1 VERTICAL GYRO ALSO SWAPPED #1 & #2 ADI'S FOR FURTHER TROUBLESHOOTING. BOTH SYSTEMS OPS CHECKS GOOD.		
N832AL	DC8-73F	10/14/98	EB052	KDAY -to- KFLL	1 Hr. 13 Min.	5234
Discrepancy:				Corrective Action:		
WHEN CLOSING CARGO DOOR LOCK BOWS OUT INSTEAD OF LOCKING. CARGO DOOR HYD VALVE LEVER LEAKS ON THE HAND OF THE OPERATOR.				MANUALLY CLOSED MAIN CARGO DOOR. ENTERED ELECTRICAL & HARDWARE PORTION OF DOOR ON NON MEL CNTRL #3. R/R SW-03 SWITCH AND DOOR SILL SWITCH. ADJUSTED MANUAL NEEDLE VALVE DOOR OPS CKS GOOD. HAND VALVE NO LEAKS NOTED. THIS CLOSES NON MEL #3.		
N832AL	DC8-73F	10/30/98	EB001	KOAK -to- KDAY	Cancelled	3463
Discrepancy:				Corrective Action:		
DURING PREFLIGHT, WE CANNOT MAKE THE VOR NAVIGATION SYSTEM WORK INDEPENDENTLY. WE CAN MAKE BOTH WORK ON ONE SYSTEM AT A TIME ONLY.				OPERATES AS DESIGNED, BUILT, AND APPROVED PER ATA 34-23-0.		

AIRCRAFT MAINTENANCE LOG

AIR-01 Litho U.S.A.



Q.C. 5 ROKA

6114-13

ACFT. NO.

N 83202

T. TYPE

WCS57B

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS		GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN	OFF	ON	UPLIFT (USG)	DEPART (LBS)		ARRIVAL (LBS)	GAL'S	CARGO	MAIL		
1	52	10-14-98	KDAY														
2																	
3																	
4																	

NO FLIGHT

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				0	0	0	0		OFF R. JESSUP	40560					
2	:									SIZ GILARD	46777					
3	:									BJ C. FARINHA	23551					
4	:															

3421  
3314  
5234  
5034

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(B) M	CAPT ADI HAS NO FLRG	1.	Removed 9 Compliment CAPT ADI OPS CHECKS D/S w/PM	10/14/98	KDAY	60741
2.	(P) M	F/E WORKTABLE LIGHT UNUSUAL F/E AMBER & WILL NOT STAY WHITE	2.	Transferred to DMI Mel 33-1 CAT "C" Control # 810215 due 10/24/98 Placed Installed	10/14/98	KDAY	08734
3.	(B) M	WHEN CLOSING CARGO DOOR, DOWN LOCK BOWS OUT INSTEAD OF LOCKING	3.	MANUALLY Clean MAIN CARGO Door ENTERED ELECTRICAL & HYDRAULIC PORTION OF Door ON NON INT. L. CTRL # 3	10/14/98	KDAY	56732
4.	(P) M	CARGO DOOR HYD VALVE LEVER LEAKS ON THE HAND OF THE OPERATOR	4.	SEE ITEM ABOVE ENTERED HYDRAULIC PORTION OF Door ON NON INT. L. CTRL # 3	10/14/98	KDAY	56732
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	ADL	2587909-915	9053141	2587909-915	01123280	#1

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W:	W	STATION:	PREVIOUS LANDINGS	22619	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22619	1-DIST.	2-DIST.	3-DIST.
DATE:		CERT. NO.:	PREV. A/C FLT. HRS.	79876.57	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	79276.37			
GMT TIME:		AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE			

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WORLDWIDE AIRCRAFT MAINTENANCE LOG

WORLDWIDE  
A ONE COMPANY

CL 5  
RE: 2A

6114-15

ACFT. NO. 226  
N 6873

FT. TYPE DC-8-72

7) Lihou U.S.A.

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	—	10/14/88														
2																
3																
4																

NO FLT. MAINT ONLY

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1																	
2																	
3																	
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FROM DME 810200. AUTO PRESSURIZATION INOP.	1.	SYSTEM OKD NOXMAC WITH RHMU TESTER, FOUND SENSE LINE LOOSE AT OUTFLOW VALVE SECURITY LINE - DME 810200 CLEARED. PLACARD REMOVED.	10/14/88	KFC	37868
2.	P (M)	FROM DME 810201. GPWS ADVISORY/ CALLOUT INOP	2.	PERFORMED SITE CHECK OF GPWS SYSTEM. COULD NOT DUPLICATE MALFUNCTION. DME CLEARED, PLACARD REMOVED.	10/14/88	KFC	82183
3.	P (M)	Comply with AM-2760-01:00 Deactivation of Spoiler System Modification.	3.	Complied with AM-2760-01:00 Deactivated previous operator's modification returned AIRCRAFT to original configuration.	10/14/88	KFC	82629
4.	P (M)	MAIN CARGO Door would NOT OPEN UPON ARRIVAL. REF NPN MEL 3	4.	Removed and Replaced SW-03 switch and door sill switch Adjusted MANUAL NEED VALUE DOOR OPS CKS GOOD. HAND VALUE NO LOCKS & NOTED THIS CLOSURES NPN MEL #3	10/14/88	KFC	13683
5.	P / M						
6.	P (M)	#1 TIRE WORN	6.	RR #1 MAIN TIRE Assy Instl	10/14/88	KFC	28318-37-40-1

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	TIRE Assy	2601411-2	B-0681	2601411-2	B3550	#1

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SERVICE	STATION: KFC	PREVIOUS LANDINGS	22621	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22621	1-DIST.	2-DIST.	3-DIST.
DATE: 10-15-88	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	77278.44	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	77278.44			
GMT TIME: 0100Z	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		

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AIRCRAFT MAINTENANCE LOG

AI 1/97 Litho U.S.A.



7265-20

ACFT. NO. N 832AL

ACFT. TYPE DC 8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	305	11-6-98	KROC	KDAY	1525	1641	1:16	1533	1633	1400	275	38.4	24.9	φ	42143	1632
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:47	DRR			φ	φ	φ	φ	N/A	0-1	C. BARRERA	04296					
2	:									0-2	M. McKenna	54800					
3	:									0-3	C. MERCADO	55997					
4	:																

NO.	SOURCE	DISCREPANCY	OM	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	Ⓞ/IM	ALL 3 INS does not give wind reading above FLt. Lvl 27.0 below 27.0 wind and heading reading are inaccurate.		2.	RTR'd TAS indicator, 11618 ADAM 49422 Resynchronized inputs to all 3 INS systems, sys op checks good on all 3 Ins systems			
3.	Ⓞ/IM	Heading Ref. is inaccurate. Reading displays aircraft heading, wind speed stays at a constant 178-180 knots.						
6.	Ⓞ/IM	Ref Non me #8 main cargo door will not lock with pumps must be manually lock		6.	Repair broken wire on cargo door mic switch sys ops checks good at this time this clear Non me #8			

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT							
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	22680	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22681	1-DIST.	0	2-DIST.	1	3-DIST.	1
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	79363.47	FLT. HRS. THIS PAGE	1.00	TOTAL A/C FLT. HRS.	79364.47						
GMT TIME:	AUTH SIG.:												

DISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGED NEW LOG PAGE NO: CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

21-11

34-22

52-34

NOT Entered in mechanic

MAINTENANCE LOG

AIR-001 U.S.A.



QC.  
7  
RRM

7265-17

ACFT. NO.

TYPE

N 832 AC LX-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATON	1	2	3	APU								
1	:															
2	:															
3	:															
4	:															

5234

11/6/90

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>NA</i>	STATION:	PREVIOUS LANDINGS	22677	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22677 <i>DN</i>	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	79361 :24	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	79361 :24 <i>DN</i>			
GMT TIME:	AUTH SIG.:									

DISC. OR MAINT. ACTION CARRIED FWD TO:	BOOK CHANGED NEW LOG PAGE NO:	CAPTAIN'S SIGNATURE
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C MAINTENANCE LOG

AIR-0092 (10-1-78) LITHO U.S.A.



06  
7  
RRXA

7265-01

ACFT. NO.

N832AL

TYPE

DC-8-73F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		DE-ICE GAL'S	CARGO DATA		
			FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL	
1	317	11-1-98	KPA	KBOS	19:28	21:22	1:54	19:31	21:12	1:38	2901	40900	21000	-	35367	75367
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	0:0	-			2	2	1	2	NA	0/1	T. Howes	37704	1	1	MR	S. Howes	62904
2	:									0/2	W. Williams	19171					
3	:									0/3	G. Jones	6377-1					
4	:									0/4	G. Jones	84617					

3-21  
11-30  
1-13  
3-11  
8-31

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P)M	#3 VHF "B" Freq sel. too slow 1.0 digit	1.	REMOVED AND REPLACED #3 VHF CONTROL OPS CKS GOOD.	11/1/98	KBOS	42904
2.	(P)M	Note: Max cabin press 8 PSI both packs Max	2.	REMOVED AND REPLACED MAIN CARGO DOOR SEAL TAN AN CHAP 51-16-2. SEAL RETAINER PLACED ON NEW-MEL #6 AS TO BE OPERATED UNPRESSURIZED PER OER WILLIAM H. COTNEY FOR A MAXIMUM OF 72 CYCLE HOURS.	11/3/98	KBOS	42904
3.	(P)M	Light map on display #1 MIS	3.	REMOVED AND REPLACED #1 INS CONTROL DISPLAY UNIT. OPS CKS GOOD.	11/1/98	KBOS	42904
4.	(P)M	Cabin light control knob loose on overhead panel above F10	4.	SECURED KNOB AS REQUIRED	11/1/98	KBOS	50770
5.	(P)M	Rev emergency stair light (blue) light. Press normal, Press TO TEST Normal	5.	ENTERED IN AIRREP	11-1-98	KBOS	6372
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	VHF FREQ SELECTOR PNL	6-1717A-03	56	6-1717A	2	#3
2	SEAL	3485173-503	N/A	3485173-503	N/A	ONLY
3	INS CONTROL DISPLAY UNIT	7883460-031	03-01820	7883460-031	03-00824	#1

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SERVICE	STATION: KBOS	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1	1-DIST.	2-DIST.	3-DIST.	
DATE: 11/3/98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.	1:58				
GMT TIME: 0520Z	AUTH SIG: [Signature]	79345:06		79346:44					
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AFT MAINTENANCE LOG

AIR-0092 (10/97) Litho U.S.A.



7265-14

ACFT. NO. N 832AL

ACFT. TYPE DC-8-7

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAI
1																
2																
3																
4																

NO FLT MAINT OWK4

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	REF NON MEL #6 replaced	1.	Removed + Replaced MAIN CARGO DOOR SEAL, REPLACED CARGO DOOR SEAL RETAINER M/M CH 62-36-8 GROUND PRESS CHECKS GOOD	11-5-98	KDAY	40499334
2.	P (M)	REF NON MEL #6	2.	THIS CLEARS NON MEL #6	11-5-98	KDAY	40499334
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION: KDAY	PREVIOUS LANDINGS: 22677	LANDINGS THIS PAGE: 0	TOTAL LANDINGS: 22677	1-DIST.	2-DIST.	3-DIST.			
DATE: 11-5-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.: 79361.24	FLT. HRS. THIS PAGE: 0	TOTAL A/C FLT. HRS.: 79361.24						
GMT TIME: 1833	AUTH. SIG.: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

# ≡ COTNEY ≡

COMPANY

6280 Helena Rd., Helena AL 35080  
Phone (205) 620-4990 Fax (205) 620-4973

November 2, 1998

Mr. Rich Meyer  
Maintenance Control  
Emery Worldwide Airlines  
303 Corporate Center Drive  
Vandalia, OH 45377

Dear Wayne,

Reference Aircraft N832AL

I have reviewed the request to fly unpressurized for 72 hours until a replacement part can be installed on the cargo door corner seal depressor. I have no technical objection provided all operational parameters of unpressurized flight are adhered to.

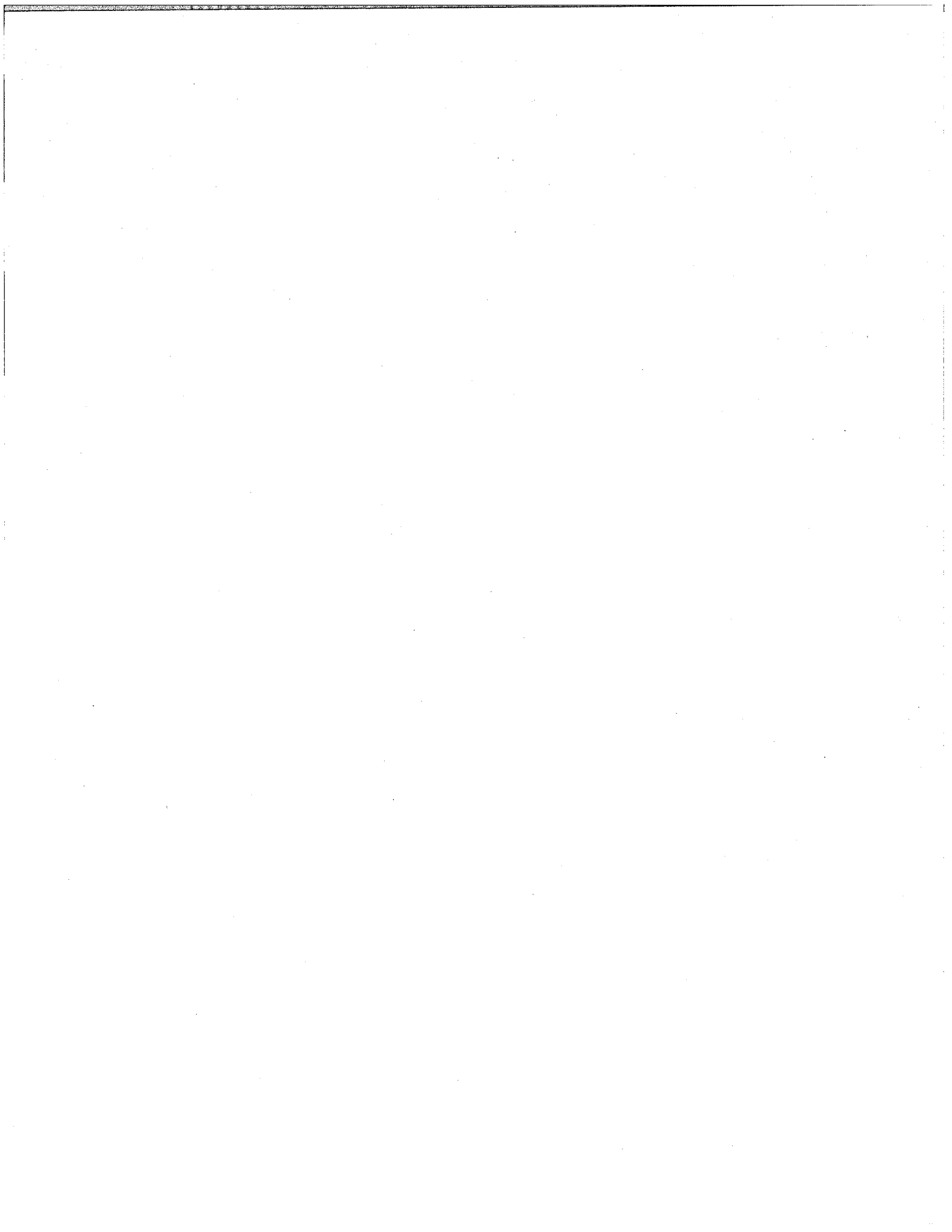
The final repair will require replacement of corner seal depressor within noted time.

Should you have any questions, please do not hesitate to call. Should you need to call me tonight, my home number is (205) 663-7636. I will be in the office in the morning.

Sincerely,



William B. Cotney, Jr.  
Structures DER



**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

November 1998

**DC8 FLEET**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N796FT	DC8-73F	11/16/98	EB057	KFLL -to- KDAY	Cancelled	2811
Discrepancy:				Corrective Action:		
FUEL LEAK LEFT WING AT #2 PYLON.				REPAIRED P/N 783584-558 TUBE LAW UAL MM 28-25-11 PARA 'C'. REINSTALLED, NO LEAKS NOTED. ENTERED HEAT TREAT PROCESS ON NON MEL 320 DUE WITHIN 50 FLT HRS OR 7 DAYS. CLOSED KATL 11-17-98 REMOVED AND REPLACED FUEL TUBE NO LEAKS NOTED, NON MEL 320 CLEARED.		
N797AL	DC8-63	11/5/98	EB0115	KPHL -to- KDAY	3 Hr. 14 Min.	5755
Discrepancy:				Corrective Action:		
ON WALK AROUND RIGHT INBOARD SLOT OPEN.				REPLACED SLOT DOOR FITTING, OPS CHECK GOOD AS PER MM 27-80		
N797AL	DC8-63	11/13/98	EB0117	KEWR -to- KDAY	0 Hr. 20 Min.	5234
Discrepancy:				Corrective Action:		
DELAY DUE TO CARGO DOOR MUST BE MANUALLY CLOSED PER NON-MEL DEFERRAL.				MANUALLY CLOSED CARGO DOOR, VERIFIED POSITION & SECURITY OF LATCH PINS, SECURED AS REQUIRED.		
N797AL	DC8-63	11/29/98	EB305	KROC -to- KDAY	3 Hr. 41 Min.	2811
Discrepancy:				Corrective Action:		
ON WALKAROUND FOUND FUEL LEAKING R/H WING LEADING EDGE INBOARD OF #3 ENGINE.				TROUBLE SHOT TO LEAKING GAMMA COUPLING INBOARD OF #3 ENGINE. REPLACED SEALS LAW DC-8 MM 28-21-14. LEAK CHECK GOOD, NO LEAKS NOTED.		
N8076U	DC8-71F	11/8/98	EB0380	KDAY -to- KLAX	0 Hr. 24 Min.	3419
Discrepancy:				Corrective Action:		
STALL WARNING WENT OFF AT FL 35.0 300KTS ALSO AT 200 TO LAND 130 KTS.				R+R STALL WARNING XDCR OPS CK GOOD.		
N8076U	DC8-71F	11/13/98	EB0031	KFLL -to- KDAY	0 Hr. 27 Min.	2752
Discrepancy:				Corrective Action:		
STALL WARNING CAME ON AT ROTATION, AGAIN AT FL 280 STRAIGHT & LEVEL FLT.				R/R ENGINE 2 GROUND CONTROL RELAY, R2-63. OPS CKD OK ON TEST PER MM 27-80.		



RAFT MAINTENANCE LOG

AIR-0092 (10/97) LITHO U.S.A.



7219-08

ACFT. NO. N 796 FT

ACFT. TYPE NCR-73

610

L G M	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAH	
1	840	11-16-98	SP1M	KMIA	1145	1725	5440	1200	1717	5417	11314	98000	22500	-	-	97433	-
2	840	11-16-98	KMIA	KFLL	1850	1920	130	1902	1914	0412	-	22500	19100	-	-	-	-
3																	
4																	

L G M	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:			0	0	0	0	-	01	R. KIRCHER	44280			NR	C. GRATHAM	EVA M.
2	:	:			0	0	0	0		02	R. GABLER	26623	1	1			
3	:	:								03	P. STAWART	80029					
4	:	:								NR	A. SMITH	EVA LM					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	(P)M	O2 NEEDS SERVICE	2.	Serviced O2 as required	11-16-98	KFLL	13683
3.	(P)M	LAV NEEDS SERVICE	3.	LAV serviced by Hudson	11-16-98	KFLL	08318
4.	P(M)	FUEL LEAK LEFT WING AT #2 PYLON	4.	Replaced P/N 7803584-558 TUBETA W	11/16/98	KFLL	08318
5.	P(M)	RH NOSE TIRE WEAR TO LIMIT	5.	REPLACED TIRE & WHEEL	11/16/98	KFLL	8850
6.	P(M)	LH NOSE TIRE WEAR TO LIMIT	6.	REPLACED TIRE & WHEEL	11/16/98	KFLL	8850

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
5	NOSE TIRE ASSY.	9550328	180	9550328	11/16/98	RH
6	NOSE TIRE ASSY.	9550328	M4490-3080	9550328	11/16/98	LH

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: 5/C	STATION: KFLL	PREVIOUS LANDINGS: 26673	'LANDINGS THIS PAGE: 2	TOTAL LANDINGS: 26673	1-DIST.:	2-DIST.:	3-DIST.:				
DATE: 11/17/98	CERT. NO.:	PREV. A/C FLT. HRS. 8094102	FLT. HRS. THIS PAGE: 5.29	TOTAL A/C FLT. HRS. 8094131							
GMT TIME: 05:40	AUTH SIG:	8095427									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE:			

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AFT MAINTENANCE LOG

AIR-0002 (10/87) Litho U.S.A.



U.S. 5  
RWSA

7219-13

ACFT. NO.  
N 79617T

ACFT. TYPE  
DCX-731

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GALS	CARGO	MAIL
1	338	11/17/98	KOBY	KATL	1926	2042	1716	1936	2037	1701	1501	37.7	23.0	Ø	61264	Ø
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:			KATL	Ø	Ø	Ø	Ø	N/A	01	MILLER, M.	56874					
2	:									02	BENNETT, O.	05693	1	1			
3	:									03	KARCOMB, A.	05898					
4	:									N/A	GALIZ, J.	26825					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M	Ref New MEL 320 Fuel Tube Repair	1.	Remove & Replace Fuel Tube. No leaks noted. New MEL 320 cleared	11/18/98		32459
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Fuel Tube	7803534-558	only N/A	7803584-558	used	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>Service</i>	STATION: <i>KATL</i>	PREVIOUS LANDINGS	26678	LANDINGS THIS PAGE	1	TOTAL LANDINGS	26679	1-DIST.	2-DIST.	3-DIST.
DATE: <i>11-18-98</i>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	80952.15	FLT. HRS. THIS PAGE	1.01	TOTAL A/C FLT. HRS.	80954.16			
GMT TIME: <i>130</i>	AUTH SIG: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

9CRAFT MAINTENANCE LOG



ACFT. NO. N757AD ACFT DC8-83  
 7272-1600

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	00A	11/10/98	KDAY	KCLT	1500	1628	0128	1515	1617	0107	3623	450	26.0	0	72764	1051
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	04	46 AW3			0	0	0	0		01	C. COFFEY	12663				
2	:									02	E. HUTSELL	38331	1	1		
3	:									03	H. SWANNES	75045				
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	PLS SEWAL WASHED TO UPPER BULK -	1.	Secured and Replaced worn Velcro, secured cushion as required -	11-10-98	KCLT	17817
2.	P/M	Unable to open main cabin door.	2.	CARGO Door ELECTRICAL FUNCTION INOP. PUT ON NON-META 311. CARGO DOOR MUST BE OPEN + CLOSED MANUALLY.	11-98	KCLT	65711
3.	P/M	During thru AT insp found R/H Taxi lamp shattered.	3.	R+R R/H NOSE TAIL LAMP, ops good	11-10-98	KCLT	17817
4.	P/M	During thru FIT insp found LWR Anti-collision Beacon Inop. Bulbs Broken, full of water	4.	R+R Lower Beacon Lamps Drained water, secured lens and seal, ops good	11-10-98	KCLT	17817
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: SERVICE	STATION: KCLT	PREVIOUS LANDINGS	23154	LANDINGS THIS PAGE	1	TOTAL LANDINGS	23155	1-DIST.	2-DIST.	3-DIST.
DATE: 11-11-98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	71665.58	FLT. HRS. THIS PAGE	1.02	TOTAL A/C FLT. HRS.	71665.58			
GMT TIME: 0045Z	AUTH SIG.: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE [Signature]				

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CRAFT MAINTENANCE LOG

AIR-0092 (10/97) L .A.



D.C. 5 7220-01  
 839XA

ACFT. NO. N 797AL  
 ACF. DCB-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	174	11/13/98	KJAY	KMSP	1030	1220	1+50	1040	1211	1+31	3968	51.0	27.0	X	58000	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				0	0	0	0		01	R. DAVIS	18257	1	1	DH	D. BRAUN	ENW 08777
2	:									02	W. RHODES	69657					
3	:									03	D. WEEKS	87480					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	NOSE WHEEL PULLS TO RIGHT	1.	Taxied Aircraft to remote parking area, no defects noted.	11-13-98	KMSP	73224
2.	P/M	Main Cargo Door Will not open.	2.	Repl main Cargo Actuator, Door hand Dumps up manually, still doesn't work electricly. Non ME 311 remains in effect.	11-13-98	KMSP	73224
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	Cargo Actuator	AG880	<del>17521</del> EB007	AG880	EB007 (P)	only

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W:	STATION:	PREVIOUS LANDINGS	23164	'LANDINGS THIS PAGE	1	TOTAL LANDINGS	23165	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	71677.10	FLT. HRS. THIS PAGE	131	TOTAL A/C FLT. HRS.	71678.41			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

CRAFT MAINTENANCE LOG

AIR-0092 (10/97)

A.



7220-03

ACFT. NO. N 797AL

ACF. DL-8-63K

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	102	11-14-98	KDAY	KPRX	1100	1555	455	1111	1549	437 438 enob	8916	96.0	24.0		64574	
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:					2	2	3	1	/	01	DRELLY, T.	62420					
2	:										02	SVERS, B.	80938	1	1			
3	:										03	BROWN, K.	09235					
4	:																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	CAPYS WINDOW HEAT INOP	1.	Found loose screw at window terminal block for window sensor, secured screw and capys window heat ops good	11/14/98	KPRX	40250
2.	P/M	REF Non MEL DME 311 Main cargo door electrical inop	2.	Repaired fuel leak on main flap hinge spring cover missing	11-14-98	KPRX	64504
3.	P/M	REF GOL 811019 STA XW 409 R1 Flap hinge SPRING COVER MISSING	3.	Replaced ENNER spring cover	11/16/98	KPRX	419881
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: WICrud	STATION: KPRX	PREVIOUS LANDINGS	23166	LANDINGS THIS PAGE	1	TOTAL LANDINGS	23167	1-DIST.	2-DIST.	3-DIST.
DATE: 11-17-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	71674.50	FLT. HRS. THIS PAGE	1138	TOTAL A/C FLT. HRS.	71684.28			
GMT TIME: 0010	AUTH. SG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE [REDACTED]					

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2753-2593041



**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

November 1998

**DC8 FLEET**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N8177U	DC8-71F	11/17/98	EB043	KLAX -to- KDAY	0 Hr. 30 Min.	3463
Discrepancy:				Corrective Action:		
ALL CAPT'S FLIGHT INSTRUMENTS #1 FMS, #2 COMM ARE ALL INOPERATIVE ON PREFLIGHT.				CYCLED SHIP ELECT. POWER SEVERAL TIMES, ALL BUSES CAME UP NO FAULTS NOTED.		
N832AL	DC8-73F	11/1/98	EB0013	KBOS -to- KDAY	2 Hr. 28 Min.	5234
Discrepancy:				Corrective Action:		
MAX CABIN FREE 8PSI DOTH PACKS MAX				REMOVED AND REPLACED MAIN CARGO DOOR SEAL IAW MM CHAP 52-36-2. SEAL, AND REPLACED CARGO DOOR SEAL RETAINER IAW M/M CH 52-36-8.		
N832AL	DC8-73F	11/5/98	EB0106	KDAY -to- KROC	0 Hr. 20 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR SEAL RETAINER ON NON MEL #6. ITEM NON-MEL'D ON 11/01/98. STILL ON NON-MEL				REMOVED AND REPLACED CARGO DOOR SEAL RETAINER, MM CH 52-26-8. GROUND PRESSURE CHECKS GOOD, THIS CLEARS NON-MEL #6.		
N832AL	DC8-73F	11/6/98	EB0305	KROC -to- KDAY	0 Hr. 47 Min.	5234
Discrepancy:				Corrective Action:		
NON-MEL ON MAIN CARGO DOOR: TOOK SEVERAL ATTEMPTS TO GET DOOR TO CLOSE MANUALLY				CLOSING CARGO DOOR MANUALLY COULD NOT GET LOCK PIN ENGAGED. AFTER SEVERAL ATTEMPTS DOOR CLOSED AND LOCKED. MAINTENANCE AT KDAY REPAIRED BROKEN WIRE ON CARGO DOOR MIC SWITCH, SYS OPS CHECKS GOOD AT THIS TIME.		
N832AL	DC8-73F	11/24/98	EB013	KBOS -to- KDAY	0 Hr. 23 Min.	2811
Discrepancy:				Corrective Action:		
ON PREFLIGHT FOUND FUEL LEAKING FROM #3 BOTTOM OF ENGINE COWLING.				FUEL LEAK FOUND WITHIN LIMIT. REF UNITED AIRLINE MM PG 203 (71-70-02) ON MAIN FUEL PUMP.		
N865F	DC8-63F	11/18/98	EB331	KDAY -to- KFLL	3 Hr. 40 Min.	2912
Discrepancy:				Corrective Action:		
HYDRAULIC FLUID LEAKING FROM TAIL SKID.				REMOVED & REPLACED RUDDER HYDRAULIC POWER PACK IAW MM 27-21-6/27-20-6 ADJUSTMENT TEST, OPS CHECKS NORMAL.		

**RAFT MAINTENANCE LOG**

AIR-0092(10/87) Lillo U.S.A.



0.C.  
5  
RRXA

6114-13

ACFT. NO.  
N 832AC

ACFT. TYPE  
DC857

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MA	
1	52	10-14-98	KDAY														
2																	
3																	
4																	

NO FLIGHT

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	2	3	4	APU									
1	:				0	0	0	0		011	R. JESSUP	40560					
2	:									012	GILAND	46777					
3	:									013	C. FARINA	23551					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3421	PM	CAPT ADI HAS A FLAG	1.	REMOVED & REPLACED CAPT ADI OPS CHECKS	10/14/98	KDAY	6074
3314	PM	F/E WORKTABLE LIGHT ON 2 SEALS FBI AMBER & WILL NOT STAY WHITE	2.	Transferred to DMT Mel 33-1 CAT "C" Control # 810218 due 10/24/98	10/14/98	KDAY	08734
5234	PM	WHEN CLOSING CARGO DOOR, DOOR LOCK BOWS OUT INSTEAD OF LOCKING	3.	MANUALLY CLOSED MAIN CARGO DOOR ENTERED ELECTRICAL & HYDRAULIC PORTION OF DOOR ON NON MEL CIRCUIT # 3	10/14/98	KDAY	10732
5234	PM	CARGO DOOR HYD VALVE LEVER LEAKS ON THE HAND OF THE OPERATOR	4.	SEE ITEM ABOVE EMERGED HYDRAULIC PORTION OF DOOR CON NON MEL CIRCUIT # 3	10/14/98	KDAY	5232
	P / M		5.				
	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	ADL	2587909-915	9053141	2587909-915	0112328M	ET

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <input checked="" type="checkbox"/>	STATION:	PREVIOUS LANDINGS	22619	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22619	1-DIST.	2-DIST.	3-D
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	79276	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	79276			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					



WORLD AIRWAYS  
Aircraft Maintenance Log

1977 Litho U.S.A.

WORLD AIRWAYS

6114-15

ACFT. NO. 832  
N 88873  
ACFT. TYPE DC-8-7

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MA
1	—	10/14/98														
2																
3																
4																

NO FLT. MAINT ONLY

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FROM DATE 810200. AUTO PRESSURIZATION INOP.	1.	SYSTEM OK NORMAC WITH RAMP TESTER. FOUND SENSE LINE LOOSE AT OUTFLOW VALVE. SECURED LINE. DATE 810200 CLEARED. PLACARD REMOVED.	10/14/98	KFCL	3786
2.	P (M)	FROM DME 810201. GPWS ADVISORY CALLOUT INOP	2.	PERFORMED SITE CHECK OF GPWS SYSTEM. COULD NOT DUPLICATE MALFUNCTION. DME CLEARED, PLACARD REMOVED.	10/14/98	KFCL	8218
3.	P (M)	Comply with AM-2760-01:00 Deactivation of Spoiler System Modification.	3.	Complied with AM-2760-01:00 Deactivated previous operator's modification returned Aircraft to original configuration.	10/14/98	KFCL	8262
4.	P (M)	MAIN CARGO DOOR WOULD NOT OPEN UPON ARRIVAL. REF NON MEL 3	4.	Removed and Replaced SW-03 switch and door sill switch. Adjusted MANUAL NEU. VALUE DOOR OPS CKS GOOD. HAND VALUE NO LOCKS	10/14/98	KFCL	1368
5.	P / M		5.	NOTED THIS CLOSING NON MEL # 3			
6.	P (M)	#1 TIRE WORN	6.	REF #1 MAIN TIRE Assy Part 32-40-1	10/14/98	KFCL	28318

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	TIRE Assy	2601411-2	13-0681	2601411-2	13-3550	#1

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SERVICE	STATION: KFCL	PREVIOUS LANDINGS: 22621	LANDINGS THIS PAGE: 0	TOTAL LANDINGS: 22621	1-DIST.	2-DIST.	3-D			
DATE: 10-15-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS: 79378.44	FLT. HRS. THIS PAGE: 0	TOTAL A/C FLT. HRS: 79378.44						
GMT TIME: 0100Z	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

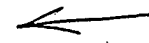


**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

December 1998

**DC8 FLEET**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N959R	DC8-63F	12/3/98	EB337	KATL -to- KDAY	Cancelled	5281
Discrepancy:				Corrective Action:		
RT FWD NOSE GEAR DOOR DAMAGED AT STRUT ATTACH POINT.				REMOVED AND REPLACED NOSE GEAR DOOR PER 32-22-1 M/M. OPS CHECK GOOD.		
N959R	DC8-63F	12/4/98	EB038	KATL -to- KDAY	Cancelled	2421
Discrepancy:				Corrective Action:		
#4 BUS TIE RELAY INTERMITTENTLY STICKING OPEN.				REPLACED #4 BUS TIE RELAY IAW DC-8 M.M. OPS CHECK GOOD.		
N959R	DC8-63F	12/18/98	EB227	KMCO -to- KDAY	0 Hr. 25 Min.	3241
Discrepancy:				Corrective Action:		
REFERENCE NON MEL #264 #5 MAIN TIRE ASSY DUE CHANGE AT NEXT AVAILABLE STATION DUE TO #6 GOING FLAT AT CAE.				REMOVED AND REPLACED #5 MLG WHEEL AND TIRE ASSY. SERVICED TO PROPER PRESSURE W.H. N2. NO LEAKS NOTED. THIS CLEARS NON MEL #264.		
N961R	DC8-73F	12/7/98	EB253	EBRU -to- LGAC	Cancelled	3400
Discrepancy:				Corrective Action:		
(BTB) REJECTED T/O DUE TO 22 KNOT DIFFERENCE BETWEEN CAPT AND F/O AIRSPEED INDICATIONS. F/O READ HIGHER.				REMOVED AND REPLACED F/O'S AIRSPEED IND. PERFORMED PITOT SYSTEM CHECK IAW EWA'S M/M CH. 9.		
N990CF	DC8-62	12/15/98	EB311	KBDL -to- KDAY	0 Hr. 48 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR CLOSED DURING DOWN LOADING.				FOUND CRACKED FITTING AT CARGO DOOR ACCUATOR. REMOVED AND REPLACED FITTING. GROUND OPS AND LEAK CHECKED OK.		
N990CF	DC8-62	12/19/98	EB304	KDAY -to- KBWI	Cancelled	2731
Discrepancy:				Corrective Action:		
(BTB) ON 1ST T.O. ATTEMPT A/C ROTATED PREMATURELY. REJECTED T.O. ON 2ND TAKE OFF ATTEMPT- SAME ROTATION OCCURRED AT 40 KTS AND NO ELEVATOR REACTION AND A/C CONTINUED TO ROTATE. REJECTED T.O.				PERFORMED OPS CHECK ON ALLFLIGHT CONTROL. NO DEFECTS NOTED. RE-WEIGHED THE ACFT LOAD FOUND NO DEFECTS NOTED WITH LOAD PLAN.		



**AFT MAINTENANCE LOG**

AIR (10/97) Litho U.S.A.



Q.C.  
5  
P. 5A

6992-08

ACFT. NO.

N 959R

ACFT. TYPE

OC8-63

L GMT	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MA		
1	227	12/18/98	KCAE	KDAY	0851	1016	1:25	0900	1010	1:10	0	49,000	27,500	0	53547	605		
2																		
3																		
4																		

L GMT	DEPT. DELAY		TRAN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	04:10	DMZ			0	0	0	0	N/A	0/1	T. Stenich	79224	1	1			
2	:									0/2	J. Budy	07856					
3	:									0/3	N. Steek	79618					
4	:																

3241

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Reformer Non MEL #264 #5 main tire Assy. due change of next available station Dur to #6 main going flat at CAE	1.	Removed + Replaced #5 MEL wheel + tire Assy. serviced to proper pressure with N <sup>2</sup> No Leaks. this clears Non MEL #264	12-18-98	KDAY	45082
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
1	MEL wheel + tire Assy.	2601411-2	1151/3307	2601411-2	B-14372	#.5

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Trans. t	STATION: KDAY	PREVIOUS LANDINGS	22230	'LANDINGS THIS PAGE	1	TOTAL LANDINGS	22231	1-DIST.	2-DIST.	3-DIST.
DATE: 12-18-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	61073.22	FLT. HRS. THIS PAGE	1.10	TOTAL A/C FLT. HRS.	61074.32			
GMT TIME: 1100z	AUTH SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE: [REDACTED]					

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IFT MAINTENANCE LOG

AIR 0092 (10/97) Litho U.S.A.



QC  
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RRXA

6992-07

ACFT. NO.

N 959R

ACFT. TYPE

1068-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA		
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1	227	12/18/78	KCAE	KCAE	0245	0404	1:19	0255	0400	1:05	5678	65,000	49,000	Ø	18960	819	
2																	
3																	
4																	
LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:	:	:	:	:	:	:	:	0/1	T. Stauch	79224					
2	:	:	:	:	:	:	:	:	:	0/2	J. Brady	07856	1	1			
3	:	:	:	:	:	:	:	:	:	0/3	N. Steere	79618					
4	:	:	:	:	:	:	:	:	:								
NO.	SOURCE	DISCREPANCY				NO.	CORRECTIVE ACTION				DATE	STA	MECH				
1.	Ⓢ M	On post flt found #6 main tire flat				1.	RTR #6 MAIN TIRE Assy I.A.W. EWA MAINT. MANUAL 32-40-1 178th				12-18-78	KCAE	79618				
2.	Ⓢ M	#5 main tire Assy due to be changed at next available station due to #6 main going flat at CAE				2.	Entered on Non MEL per Mx Control #264				12/18/78	KCAE	79618				
3.	P / M					3.											
4.	P / M					4.											
5.	P / M					5.											
6.	P / M					6.											
NO.	PART NOMENCLATURE		PART NO. OFF		SER. NO. OFF		PART NO. ON		SER. NO. ON		POS						
1	Main wheel Assy.		2601411-2		1356/41254		2601411-2		8-82515/340948		#6						
AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES						INS READOUT								
CHECK C/W:	N/A	STATION:	PREVIOUS LANDINGS	22229	'LANDINGS THIS PAGE	1	TOTAL LANDINGS	22230	1-DIST.	2-DIST.	3-DIST.						
DATE:		CERT. NO.:	PREV. A/C FLT. HRS.	61072:17	FLT. HRS. THIS PAGE	1.05	TOTAL A/C FLT. HRS.	61073:22									
GMT TIME:		AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE									

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**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

December 1998

**DC8 FLEET**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N831AL	DC8-73F	12/30/98	EB221	KORD -to- KDAY	0 Hr. 47 Min.	3245
Discrepancy:				Corrective Action:		
(BTB) R.A.O. ANTI SKID LITE WOULD NOT GO OUT.				CLEANED CANNON PLUG ON ANTI SKID CONTROL VALVE. OPS CHECKS GOOD.		
N865F	DC8-63F	12/2/98	EB137	CYYZ -to- KDAY	2 Hr. 39 Min.	2811
Discrepancy:				Corrective Action:		
ON #3 ENGINE H.P. FUEL PUMP LEAKING FUEL.				H.P. FUEL PUMP REPLACED AS PER 73-10-2 ENG RUN AS PER DC-8 RUN UP BOOK OPS SERVICEABLE.		
N865F	DC8-63F	12/3/98	EB309	KDEN -to- KDAY	0 Hr. 22 Min.	7533
Discrepancy:				Corrective Action:		
(BTB) #4 ENGINE WOULD NOT ACCELERATE FROM IDLE AFTER TAKING RUNWAY PRIOR TO BRAKE RELEASED FOR TAKEOFF.				FOUND #4 PRBC STUCK CLOSED. LUBRICATED VALVE IAW MSL 92-22. OPS CHECKED OK ON GROUND. PLACED ON NON-MEL 283. 05DEC98 23:59 GDL: R&R'D PRBC VALVE IAW DC M/M CHAP.75.		
N865F	DC8-63F	12/18/98	EB152	KDAY -to- MMMX	Cancelled	7112
Discrepancy:				Corrective Action:		
#2 LEFT AFT BI-DUCT REMOVED FOR REPAIR; #2 RIGHT AFT BI-DUCT REMOVED FOR A/C 950R; #3 LEFT AFT BI-DUCT REMOVED FOR REPAIR. #2 T/R ACTUATOR LEAKING. #2 EXHAUST NOZZLE CRACKED.				REPAIRED #2 L/H AFT BI-DUCT IAW DC-8 SRM 78-2-2 FIG 1. DUCT ASSY GOOD FOR CONTINUED SERVICE. REINSTALLED LEFT AFT BI-DUCT. REPAIRED & REINSTALLED #2 ENG AFT BI-DUCT. NO DEFECTS NOTED. REPLACED #3 L/H AFT BI-DUCT. NO DEFECTS NOTED. REMOVED T/R ACT SHROUD STOW LATCH COVER. R&R STOW LATCH ACT. DUE TO LEAKING RUOND B-NUT AT T/R ACT LEAKING. CLEANED, FLAIR NUT TIGHTENED. STOW LATCH & HYD LINES LEAK AND OPS CHECK GOOD. REMOVED AND REPLACED #2 ENG EXHAUST NOZZEL IAW DC-8 M/M CHP.78.		
N865F	DC8-63F	12/24/98	EB123	KMSP -to- KDAY	0 Hr. 16 Min.	2713
Discrepancy:				Corrective Action:		
AILERON MANUAL REVERSION LIGHT WILL NOT ILLUMINATE WHEN UNPOWERED.				SYSTEM OP CHECKS GOOD FOR MAINT. PER M/M CH. 27.		

AFT MAINTENANCE LOG

MR-0092 (10/97) Litho U.S.A.



QC  
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RRXA

7250-12

ACFT. NO.  
N 865F

ACFT. TYPE  
DC 86

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		W/LIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL
1	326	12-06-98	KOAJ	KORD	1933	2052	149	1946	2042	+56	3655	44.6	28.8	+	57564	+
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				Q	Q	Q	Q	-	0/1	P Sweet	72833					
2	:									0/2	T Sweet	81122	1	1			
3	:									0/3	M Sweet	74912					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M	REF NON MEL # 283: #4 ENG WOULD NOT ACCEL FROM IDLE TAKING RUNWAY - PRBCLUBED	1.	PREVIOUSLY SIGNED OFF REF LOG PAGE 7250-07. THIS CLEARS NON MEL # 283	12-7-98	KORD	45060
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SERVICE	STATION: KORD	PREVIOUS LANDINGS	24015	LANDINGS THIS PAGE	1	TOTAL LANDINGS	24016	1-DIST.	2-DIST.	3-DIST.
DATE: 12-8-98	CERT. NO:	PREV. A/C FLT. HRS.	74367	FLT. HRS. THIS PAGE	28	TOTAL A/C FLT. HRS.	74368			
GMT TIME: 0015Z	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [Signature]		

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VFT MAINTENANCE LOG

A/R-0. /97) Litho U.S.A.



Q.C.  
10  
REXA.

7250-07

ACFT. NO.  
N8105F

ACFT. TYPE  
DC-863

FLIGHT	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE/ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	157	12/5/98	MMGL	MMGL	0804	0855	-131				7,135	740	730	CP	25960	9
2																
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	24	DD-3								01	E. Tanza	81677					
2	:									02	C. Caputo	118106					
3	:									03	M. Gathay	26609					
4	:																

75-31

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#4 engine failed to accelerate during T/O spool.	1.	PRBC valve TAW DC MIM Chap. 75	12/5/98	MMGL	26609
2.	P/M	AH - AOCAL WAKM #2 missed in Error MEG #20009	2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <b>TEKM</b>	STATION: <b>MMGL</b>	PREVIOUS LANDINGS	24012	LANDINGS THIS PAGE	0	TOTAL LANDINGS	24012	1-DIST.	2-DIST.	3-DIST.
DATE: <b>12/5/98</b>	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	74357.21	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	74357.21			
GMT TIME: <b>0400Z</b>	AUTH. SIG: [REDACTED]									

DISC. OR MAINT. ACTION CARRIED FWD TO: [REDACTED] BOOK CHANGED NEW LOG PAGE NO: [REDACTED] CAPTAIN'S SIGNATURE: [REDACTED]

MAINTENANCE LOG

AIR-002a Litho U.S.A.



7250-02

ACFT. NO. N 865F

T. TYPE 11X-8-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	309	12/3/98	KDEN	KDAY	1434	1510	136				5461	55.4	52.9	0	3226	11
2																
3																
4																

NO FLIGHT

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				0	0	0	0	0/1	R. HUDSON	37903					
2	:								0/2	D. BARO	04224					
3	:								0/3	R. ANDREOLA	01706					
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#4 ENGINE would not accelerate from IDLE AFTER TAKING RUNWAY prior to Brake release for takeoff.	1.	found #4 PRBC stuck closed lubricated valve IDW MSL 92-22. 0B OK on Cir 2 - PLACED ON NON-MEL 283	12/3/98		22606
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W:	STATION:	PREVIOUS LANDINGS	24008	'LANDINGS THIS PAGE	0	TOTAL LANDINGS	24008	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	74349:01	FLT. HRS. THIS PAGE	0:00	TOTAL A/C FLT. HRS.	74349:01			
GMT TIME:	AUTH SIG.:									

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**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**December 1998**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	12/15/98	EB017	KRNO -to- KDAY	0 Hr. 22 Min.	2421

Discrepancy:

#4 GEN-NO VOLT OR FREQ AFTER START-UP. HOWEVER GEN APPEARED NORMAL IT PARALLELED & CARRIED A LOAD.

Corrective Action:

CONTROL 812228 CAT 'C' DUE DATE 12-25-98 MEL 24-1 PLACARD INSTALLED. CSD DISCONNECTED. FOUND INDICATOR FUSE CORRODED. CLEANED FUSE. RAN ALL 4 ENGINE VAULTS & FREQUENCY PREF CHECK GOOD CLEARS DMI 812228. PLACARD REMOVED.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	12/15/98	EB018	KDAY -to- KSLC	0 Hr. 58 Min.	2440

Discrepancy:

EXTERNAL PWR RECEPTACLE DAMAGED WHEN POWER UNIT WAS BLOWN BACK BY TAXING ACFT DAMAGE TO PINS & PWR RECEPTACLE MOUNTING BRACKET.

Corrective Action:

DEFERRED IAW MEL 24-15 CAT 'C' RELEASE 812213. DUE DATE 12-25-98. PLACARD INSTALLED. REMOVED AND REPLACED EXT PWR RECEPTICLE & EXT PWR T/R. SYSTEM OPS CK GOOD LAW DC-8 M.M CH 24 THIS CLEARS DMI 812213.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N957R	DC8-63F	12/22/98	EB020	KDAY -to- KMTY	Cancelled	7112

Discrepancy:

#1 ENG AFT BI-DUCT 6 O'CLOCK POSITION L/H SIDE BRACKET CRACKED.

Corrective Action:

REPAIRED #1 ENG L/H AFT BI-DUCT IAW DC-8 SRM 78-2-2 PG.1 DUCT ASSY GOOD FOR CONTINUED SERVICE.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N959R	DC8-63F	12/1/98	EB338	KDAY -to- KATL	0 Hr. 28 Min.	7321

Discrepancy:

(BTB) #1 ENG WILL NOT ACCELERATE.

Corrective Action:

LUBRICATED #1 ENG INTER-STAGE BLEED VALVE. OPS GOOD ON ENG RUN-UP. PLACED ON NON-MEL #262. CLOSED KDAY 12-02-98 R&R #1 ENG PRBC. RAN ENGINE OPS CHECKS GOOD ALL POWER SETTINGS. CLEARS NON MEL #262.

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N959R	DC8-63F	12/2/98	EB316	KDAY -to- KPHL	1 Hr. 06 Min.	7331

Discrepancy:

#2 FUEL FLOW INDICATOR INOP. #1 POWER LEVEL 1 KNOB WIDTH AHEAD OF OTHERS AT T.O. AND CRUISE SETTINGS N2 ALSO HIGHER TO ACHIEVE EQUIVALENT EPR. #1 FUEL FLOW INTERMITTENTLY INOP.

Corrective Action:

#2 FUEL FLOW IND OPS CHECKS GOOD. REMOVED AND REPLACED #1 ENG PRBC. RAN ENGINE OPS CHECKS GOOD AT ALL POWER SETTINGS. #1 FUEL FLOW OPS CHECKS GOOD.

CRAFT MAINTENANCE LOG

Air-0092 (10/97) Litho U.S.A.



7158-09

ACFT. NO. N959K

ACFT. TYPE DC-8

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO	CARGO DAT
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (LSG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S			
1	338	12-1-98	KDAY	KDAY	2019	2035	+16				2736	43.5	41.0	-0-		56831	56
2																	
3																	
4																	

MAX ONLY NO

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EM.
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	53	DL1									01	J.A. Howker	37704			DH M.W. Smyth	784
2											02	W.D. Smokes	19645			NR D. Coffing	146
3											03	A.M. Bisano	06230				
4																	

7200

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MEC
2.	P/M		2.	STAGE Bleed Valve OPS GOOD on ENG RUN-PLACED ON NON-MEL #262.			
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: MA	STATION: KDAY	PREVIOUS LANDINGS	22186	'LANDINGS THIS PAGE	0	TOTAL LANDINGS	22186	1-DIST.	2-DIST.	3-DIST.
DATE: 12-01-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	61018:20	FLT. HRS. THIS PAGE	0:00	TOTAL A/C FLT. HRS.	61018:20			
GMT TIME: 1100Z	AUTH SIG: [REDACTED]									

ISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGE NEW LOG PAGE NO: CAPTAIN'S SIGNATURE [REDACTED]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE)

AFT MAINTENANCE LOG

Aft-0092 (10/97) LHO U.S.A.



DC  
4  
RFA

7158-13

ACFT. NO. N959K

ACFT. TYPE DC-8-6

L C R E W	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	337	12-2-98	KATL	KDAP	1423	1547	1724	1436	1539	1703	1388	360	180	-0-	36849	1644
2																
3																
4																

L C R E W	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:										01	J.A. Howker	37704					
2	:										02	W. Dismukes	19645	1	1			
3	:										03	A.M. Birono	06230					
4	:																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#2 Fuel Flow indicator inop.	1.	#2 Fuel Flow Ind. ops checks good. No Defects Noted	12/2/98	KDAP	M/S2000
2.	P/M	#1 power lever knob width ahead of others at T.O. and cruise settings. No also higher to achieve equivalent EPR	2.	R/R #1 ENG PRBC. PAN ENGINE ops checks good. All power settings	12/2/98	KDAP	M/S2000
3.	P/M	#1 Fuel Flow intermittently inop.	3.	#1 Fuel Flow ops. checks good.	12/2/98	KDAP	M/S2000
4.	P/M	REF DMI #811349-USING A/P DISCONNECT SWITCH, A/P DISCONNECTS AND BYPASSES YAW DAMP POSITION	4.	R/R A/P CONTROL PANEL, OP CHECKS GOOD TAW DC-8 M.M.	12/2/98	KDAP	23653
5.	P/M	REF. NON MEL #262 #1 ENG INTERSTAGE VALVE LUBED. REQ. CHANGE.	5.	R/R #1 ENG PRBC. PAN ENGINE ops checks good. All power settings. Clean NON MEL #262	12/2/98	KDAP	M/S2000
6.	P/M		6.				

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TEM.	STATION: KDA1	PREVIOUS LANDINGS	22189	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22190	1-DIST.	2-DIST.	3-DI:
DATE: 12-2-98	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	61021:32	FLT. HRS. THIS PAGE	1:03	TOTAL A/C FLT. HRS.	61022:35			
GMT TIME: 2030Z	AUTH SIG: [REDACTED]									

C. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGE NEW LOG PAGE NO: CAPTAIN'S SIGNATURE [Signature]

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7331  
1510  
7331  
7214  
1510



**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**January 1999**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N865F	DC8-63F	1/21/99	EB020	KDAY -to- KLRO	2 Hr. 19 Min.	7230
Discrepancy:				Corrective Action:		
(BTB) #4 ENG COMPRESSOR STALL WHEN POWERING UP TO TAXI OUT. RETURNED TO BLOCK.				LUBED #4 PRBC. #4 ENG OPS CHECKS NORMAL AT THIS TIME. PLACED #4 PRBC ON NON-MEL #285. (CLOSED: LRD, 01-21-99): REMOVED & REPLACED P.R.B.C. VALVE IAW DC-8 M/M 75-30. SYSTEM OPS CHECKS NORMAL. THIS CLEARS NON-MEL 285.		
N870TV	DC8-73F	1/9/99	EB117	KEWR -to- KDAY	0 Hr. 97 Min.	3421
Discrepancy:				Corrective Action:		
F/O RMI OSCILLATING WITH OFF FLAG IN VIEW.				CLEAN AND RESEATED CANNON PLUG ON #1 D.G. . OPS CHECK GOOD F/O'S RMI.		
N870TV	DC8-73F	1/19/99	EB0118	KDAY -to- KDAY	Cancelled	2751
Discrepancy:				Corrective Action:		
RT WING INBD FLAP HAS DENTS FROM TIRE DEBREE.				INSP IAW COTNEY LETTER JAN 18, 1999 NEXT INSP DUE 1-26-99 REF NON MEL 193		
N870TV	DC8-73F	1/26/99	EB008	KDAY -to- KSJU	1 Hr. 54 Min.	5211
Discrepancy:				Corrective Action:		
CREW ENTRANCE DOOR HANDLE WILL NOT LOCK-IN OVERCENTER.				ADJUSTED CREW DOOR LOCKING AND OVERCENTER ROD. CREW DOOR OPS CHECKS NORMAL AT THIS TIME.		
N870TV	DC8-73F	1/30/99	EB017	KRNO -to- KMHR	4 Hr. 20 Min.	3241
Discrepancy:				Corrective Action:		
(BTB) A MAIN WHEEL BRAKE WAS LOCKED UP DURING TAXI OUT.				REMOVED #1 MAIN WHEEL AND MAIN BRAKE ASSY AND INSTALLED NEW BRAKE AND WHEEL ASSY IAW DC-8 M/M CH. 32. OPS CHECK OK.		
N921R	DC8-63F	1/7/99	EB025	KSEA -to- KDAY	6 Hr. 13 Min.	2912
Discrepancy:				Corrective Action:		
HYDRAULIC LEAK ON LINE AT TOP OF LEFT MAIN LANDING GEAR STRUT.				REPAIRED HYDRAULIC RIGID LINE PER M/M 29. NO LEAKS NOTED.		



CRAFT MAINTENANCE LOG

Air-0092 (10/87) Litho U.S.A.



Q.C.  
10  
RRXA

6950-15

ACFT. NO.

N 865 15

ACFT. TYP.

DC-8

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO/D
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (LBS)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO
1	020	1-21-99	KDAY	KDAY	1058	1108	:10				6500	74.2	73.8		76.531
2															
3															
4															

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU							
1	:	:	:	:	5	0	0	0	0	780/1	H. STEPHENS	79844				
2	:	:	:	:						0/2	M. SOLAR	78521				
3	:	:	:	:						0/3	R. RASHOK	68555				
4	:	:	:	:												

7500

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	M
1.	P/M	#4 ENG. COMPRESSOR STALL WHEN POWERING UP TO TAXI OUT RETURNED TO BLOCK	1.	Lubed #4 P.R.B.C. #4 ENG OPS CHECKS NORMAL AT THIS TIME. PLACE #4 P.R.B.C. ON NON-MEL. NON-MEL #2.	1-21-99	KDAY	640
2.	P/M	REF DMI # 901275 #4 ENG T/R would not pull power in reverse	2.	OPS CHECK OF #4 THRUST REVERSE, #4 T/R OPS CHECKS NORMAL AT TIME. THIS CLEARS DMI # 901275 PLACARD REMOVED	1-21-99	KDAY	640
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <i>N/A</i>	STATION:	PREVIOUS LANDINGS	24112	LANDINGS THIS PAGE	0	TOTAL LANDINGS	24112	1-DIST.	2-DIST.
DATE: <i>1/21/99</i>	CERT. NO.:	PREV. A/C FLT. HRS.	74548.51	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	74548.51		
GMT TIME:	AUTH SIG.:								
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE <i>[Signature]</i>				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AFT MAINTENANCE LOG

AIR-0092 (10/97) L11ha U.S.A.



DC TO RWAA

6950-16

ACFT. NO. N265F

ACFT. TYPE DC-8-631

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		DE-ICE GAL'S	CARGO DATA		
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)		ARRIVAL (LBS)	CARGO	MAIL
1	020	1-21-99	KDAY	KLRD	1246	1250	3:04	1250	1543	2757 2153	0	73.8	26.2		76531	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	2:28	DL-1/DNR			3	0	0	1		0/1	N. STEPHENS	79844	1	1			
2	:	:								0/2	M. SOLAR	78521					
3	:	:								0/3	R. RASHOK	68555					
4	:	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	ON APPROACH #4 ENG COMPRESSOR STALLED AT APPROX 1.3% EPR TO 1.15	1.	RTR PRESS. RATIO BLEED CONTROL VALVE - I.D.W. DC-8MM 75-30. VALVE DURING NORMAL ON ENG. RUMUP.	01-21-99	KLRD	85250
2.	P/M	REF. NON-MEL #285. FL P.R.B.C LUBED. (GO FLT. HRS.)	2.	RTR P.R.B.C. VALVE - I.D.W. DC-8MM 75-30. ALL SYSTEMS OPS CAS APPROX. THIS (1) GPRS NON-MEL #285	01-21-99	KLRD	85250
3.	P/M	OVERWATER EQUIPMENT CHECK DUE	3.	O/W OVERWATER EQUIP 01-21-99 (PLD) 85250 INSP. B. PER COND SPOO7 - WRD AOS 226 C/W			
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	VALVE, PRESS. RATIO BLEED	563883	6155278	563883	6154735	4

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TERM	STATION: KLRD	PREVIOUS LANDINGS	24112	LANDINGS THIS PAGE	1	TOTAL LANDINGS	24113	1-DIST.	2-DIST.	3-DIST.
DATE: 01-22-99	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	74548:51	FLT. HRS. THIS PAGE	2:53	TOTAL A/C FLT. HRS.	74551:44			
GMT TIME: 01/05	AUTH SIG: [REDACTED]	BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [REDACTED]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

APR-11-99 SUN 17:23

P. 01

01. 18. 99 04:27 PM \*COTNEY

P01

# ≡ COTNEY ≡

COMPANY

6250 Helena Rd., Helena AL 35080  
Phone (205) 620-4990 Fax (205) 620-4973

January 18, 1999

Mr. Dave Welch  
Maintenance Control  
Emery Worldwide Airlines  
303 Corporate Center Drive  
Vandalia, OH 45377

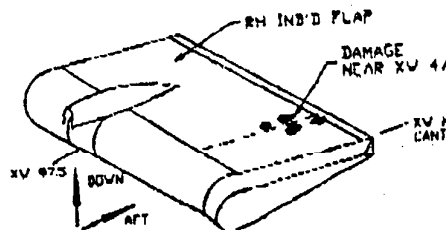
Dear Dave,

We have reviewed the damage to the RH Inboard Flap on Douglas DC-8-73F, N870TV, s/n 46086 near Xw 47 and have no technical objections to continued operation up to the next scheduled "C" Check or 3000 hours whichever comes first. At that time, the flap damage caused by the tire separation and associated debris will require repair provided the following are not found prior to the maintenance check:


- Dents are smooth and free from cracks when visually inspected at intervals noted, and no damage to flap rib near Xw 47 is damaged.
- Inspection to be performed prior to next flight and at least every 7 days thereafter for 30 days. Inspection may be increased to monthly or each "B" check after the initial 30 day interval has passed.
- No flight allowed if cracks are detected without further evaluation.
- Flap Assembly may be replaced to eliminate inspection on noted aircraft, but repair must be accomplished on removed component.

The damage to be inspected consists of four dents located near Xw 47 rib, see figure. These dents are on each side of the rib, and are of varying depths (0.25 typical with 0.5 maximum). Width - to- depth ratios are less than 10:1, but are smooth due to tire material impact. The damage is outboard of an existing repair, and no cracks are propagating from the area at this time (80,132 TAT).

Should you have any questions, please do not hesitate to call.



Sincerely,

  
Derrick P. Seys  
Structures DER

**RAFT MAINTENANCE LOG**

AIR 37) Litho U.S.A.



USE TO REPAIR

593-25

ACFT. NO. N 877V

CFR. TYPE DC-8-75

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	322	2-17-99	KDAY	KDFW	1926	2146	2720	1933	2141	245	3157	490	19.0		6728	
2										2108						
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				1	2	1	1	NOO	0/1	M. ALLEN	00544					
2	:									0/2	A. BROWN	09050	1	1			
3	:									0/3	C. BULLARD	10155					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	DIM	Upper Strap Missing From Lower Compartment IN Galley	1.	Transferred to DM List # Z7543251-0430 Per EWA MEL 25-13 Placard Installed	2-16-99	KDFW	05134
2.	P/M	#5 MLCG TIRE WORN to Limits	2.	Removed & Replaced #5 MLCG TIRE & Wheel Assem. serviced tire as per MM ch 32	2-17-99	KDFW	46500
3.	P/M	Upper tailite is inop	3.	Remove & Replaced upper tailite assy per MM chap 33 ops chks good	2-16-99	KDFW	05124
4.	P/M	C/W Flap Insp. per Cotney service letter (Reference NON MEL #193)	4.	Insp'd Flap as per Cotney letter DATED Jan. 18, 1999. NO CRACKS NOTED. NO FURTHER DAMAGE NOTED. OK to continue. NON-MEL remains in effect.	2-17-99	KDFW	46500
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Wheel & TIRE ASSEM	2601411-2	H-196	2601411-2	B3715	#5
3	Tailite assy upper	30-0037	0767	30-0037	0883RE	upper

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: Term ✓	STATION: KDFW	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 2-18-99	CERT. NO. [REDACTED]	25410	1	25411				
GMT TIME: 0320Z	AUTH SIG: [REDACTED]	25409		25410				
		PREV. A/C FLT. HRS. 80337.01	FLT. HRS. THIS PAGE 2.06	TOTAL A/C FLT. HRS. 80339.07				
		80335.77		80337.07				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO: 7797-01		CAPTAIN'S SIGNATURE [REDACTED]				

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CHAFI MAINTENANCE LOG

AIR

'97 Litho U.S.A.



U.C. 2  
ERRA

593-12

ACFT. NO. N 870TV

CFT. TYPE DL-8-73

525

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	12	02-11-99	KDAY	KTUS	1624	2035	4+11	1634	2029	3+51	8794	79.0	27.5		73774	
2	12	02-11-99	KTUS	KSAN	2110	2224	1+14	2122	2217	+58	870	72.0	20.5		37489	
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:								0/1	S. Lantz	46885	1	1	D/H	S. Bier	0839
2	:	:			0	0	3	0		0/2	B. Vandersdell	87723	1	1			
3	:	:								0/3	B. Eversink	92154					
4	:	:								D/H	N. Stevens	79844					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	R/H Flap Dent Insp Due.	1.	Complied with inspection of dents on RH Flap. No cracks noted.	2/11/99	KSAN	62362
2.	P/M	Overwater check due.	2.	Complied with Overwater check per EWA Work Cards.	2/11/99	KSAN	62362
3.	P/M	#4 Main Tire has deep cut in tread.	3.	R/R #4 Main Tire. Ops and leak checks good.	2/11/99	KSAN	27014
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Main Tire Assy	2601411-2	H0853	2601411-2	B 3568	#4

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Transit	STATION: KSAN	PREVIOUS LANDINGS	25394	LANDINGS THIS PAGE	2	TOTAL LANDINGS	25396	1-DIST.	2-DIST.	3-DIST.
DATE: 2-12-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	80310 28	FLT. HRS. THIS PAGE	4.46	TOTAL A/C FLT. HRS.	80315.4			
GMT TIME: 0030	AUTH SIG: [Signature]	DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

FT MAINTENANCE LOG

ARR. 32) Litho U.S.A.



Q.C. 10 RRXA

5396-23

ACFT. NO.

ACFT. TYPE

N 870TV 10C-8-738

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LOGS	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1																
2																
3																
4																

3243  
2321  
2421  
2751  
2421

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	#3 BRAKE WORN BEYOND LIMITS	1.	REMOVE & REPLACE D	1-17-99	KDAY	1 Task 373401
2.	P (M)	Refer DMI #901102 Unable to Receive & Transmit at OBS seat radio	2.	Repaired Broken Wires at OBS Headset Jack. OBS Radio Op Checks good JAW DC-8 m/m. This clears DMI #901102. Placard Removed.	1/18/99	KDAY	08754
3.	P (M)	Refer DMI #901214 #1 ADF inop Will not Receive	3.	Removed and Replaced #1 ADF Receiver #1 ADF Op checks good JAW DC-8 m/m. This clears DMI #901214. Placard Removed	1/18/99	KDAY	08754
4.	P (M)	#4 Generator control panel Robbed for A/cft 791FT	4.	REPLACED #4 GEN. Control Panel #4 GEN System OPS CHECKS NORMAL at this time	1-19-99	KDAY	64051
5.	P (M)	RT Wing INBD Flap Has Dent From Tire Debris	5.	Inspect Taws (Tweety letter) JAN 18, 1999 next Insp Due 1-26-1999 Ref Main MPL # 193	1-19-99	KDAY	31041
6.	P (M)	#4 Gen. Frog & Load controller removed for use on 6791FT.	6.	REPLACED #4 Frog & Load Controller #4 GEN System OPS CHECKS NORMAL at this time	1-19-99	KDAY	64051

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	BRAKE	2601412-2	X106T DRSS	2601412-2	C601	#3
3	ADF Receiver	522-1836-000	5339	522-1836-000	2775	#1
4	Gen Control Panel	51508-000	1451 CAB	51508-000	1317 BC	#4
6	Frog & Load Controller	679497	6824	679497	415A	4

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE:	CERT. NO.:	25329	0	25329				
GMT TIME:	AUTH SIG.:	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.				
		80139.38	0	80139.38				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

RAFT MAINTENANCE LOG

AIR 0 17) Litho U.S.A.



44  
10  
RRYA

7521-12

ACFT. NO. N 870 TV

SFT. TYPE DL-8-731

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	382	1/24/98	KOAK	KOAK	1835	2331	5+04	1839	2327	4+46	4364	81.4	6.1	-	-	46437
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:			2	2	2	2		011	T. VEST	85145	1	1			
2	:	:								012	L. PARTLOW	63284					
3	:	:								013	M. ALDRIDGE	00363					
4	:	:								012	M. COMPELLI	66534					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	Belly door opens light illuminated. Pressurization abnormal.	1	ADJUSTED "D" PIT DOOR CLOSE SWITCH STRICKER. OPS NOW NORMAL	1-25-99	KOAK	36385
2	P/M	with fuel flow power in normal engines 3+4 fuel flows fluctuate between 0-2000 PPH in RT all on FF fluctuate in left cell normal. See previous log page.	2	REPAIR R/H POWER SUPPLY/AMP. FUEL FLOW. OPS NOW NORMAL ON 4 ENGINE RUN	1-25-99	KOAK	36305
3	P/M	REF. NON-MEL #193 R/H INBD FLAP HAS DENT FROM TIRE DEBRIS. REQUIRES INSP EVERY 7 DAYS	3	R/L. INSP'ED R/H FLAP DENT FOUND STIAL WITHIN LIMITS PER MM/AY 57-53-11. ITEM REMAINS OPEN.	1-26-99	KOAK	36300
4	P/M		4				
5	P/M		5				
6	P/M		6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	F/F PWR SUPPLY/AMPLIFIER	8TJ88GBN1	Z 390 BA	8TJ88GBN1	F0242 AB	R/H

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: SC	STATION: KOAK	PREVIOUS LANDINGS	25345	LANDINGS THIS PAGE	1	TOTAL LANDINGS	25346	1-DIST	2-DIST.	3-DIST.
DATE: 01-26-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	80166:02	FLT. HRS. THIS PAGE	4.48	TOTAL A/C FLT. HRS.	80170:50			
GMT TIME: 0005Z	AUTH. SIG. [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

MAINTENANCE LOG

Form 005 / Litho U.S.A.



Q.C. 10 RRKA

7592-16

ACFT. NO. N 870TV

T. TYPE JC-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		CFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

NO FLIGHT

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:															
2	:															
3	:															
4	:															

MAX ONLY

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	COURTNR seats unusable Due to Smoke Barrier Removed.	1.	Transferred to DME List control #D 7592161-0152 PER MEL 25-14 CAT "D" Due Date 6-5-99	2/4/99	KEND	66359
2.	P/M	REF. NON MEL #193 RH Flap Insp. Due.	2.	Inspected RH Flap For Cracks, No Cracks Found next Flap Insp Due 2-11-99	2/4/99	KEND	66359
3.	P/M	Comply with work Request # A0 3316 Cargo Sys. Insp.	3.	Complied with WR #A0:3316 Inspected Cargo Compartment AS Required, No Defects noted and Logged on Previous Log Page.	2/4/99	KEND	66359
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Term CK	STATION: KEND	PREVIOUS LANDINGS	25377	LANDINGS THIS PAGE	0	TOTAL LANDINGS	25377	1-DIST.	2-DIST.	3-DIST.
DATE: 2-5-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	80270.51	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	80270.51			
GMT TIME: 00:15	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE				



MAINTENANCE LOG

AIR-0092 (10/97) LITHO U.S.A.



7207-16

ACFT. NO  
N 870TV

ACFT. TYPE  
DC-9-73

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL		
1																		
2																		
3																		
4																		

MTX ONLY

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:			KDAY	0	3	1	1										
2	:																	
3	:																	
4	:																	

NO FLT.

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	3 EA GEAR PINS INSTALLED	1.	Rem. <del>Reinstalled 3 EA G</del> Removed 3 EA. GEAR PINS	3/16/99	KDAY	44188
2.	P (M)	COMPLY WITH 30 DAY INSPECTION OF RT. INBD FLAP DENTS REF. NON MEL # 193 LOG PAGE 5396-23 DATE 1-18-99	2.	COMPLIED WITH 30 DAY INSP. OF RT. INBD FLAP DENTS; FOUND NO FURTHER DAMAGE REF NON MEL # 193 LOG PAGE 5396-23 DATED 1-18-99	3-16-99	KDAY	57788
3.	P (M)	DURUM B-2 CHECK FOUND R/H INB. SPALLS CRANKS BROKEN (3 EA)	3.	REMOVED & REPLACED 2 EA. SPALLS CRANK ASSY ON R/H INBOARD SPALLS PANEL, SYSTEM OPS CHECKS GOOD RTI. J.L. - 44127	3-17-99	KDAY	02525
4.	P (M)	COMPLY WITH W.R. # A03489 B-2 CHECK DUE.	4.	COMPLETED WITH B-2 CHECK AS REQUESTED.	3-18-99	KDAY	46493
5.	P (M)	R/H FLAP EXHAUST GATE LEADING EDGE CHAFED/TEARRED, FOUND DURING B-2 CHECK	5.	REMOVED & REPLACED R/H FLAP EXHAUST GATE LEADING EDGE TAPE DC-8 SRM CHAPTER 51-1-21 & 57-2-2-RTI. J.L. - 44127	3-17-99	KDAY	57788
6.	P (M)	#1 PANEL FIRE SHUT OFF LOANED PART TO BE REMOVED FOR RETURN.	6.	ALLOWED OWNER SHUT OFF VALUE OPS CHECK TAPE COMPLY 50-12-4 NO DEFECTS NOTED. RTI KDAY DeLong 04051/298644969	3-17-99	KDAY	46493

25-00

27-53

27-65

05-22

27-53

30-11

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	FRONT FIRE SHUT-OFF VALVE	123605-1	194	123605-1	787	#1

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: B-2	STATION: KDAY	PREVIOUS LANDINGS	25499	LANDINGS THIS PAGE	0	TOTAL LANDINGS	25499	1-DIST.	2-DIST.	3-DIST.
DATE: 3-18-99	CERT. NO.:	PREV. A/C FLT. HRS.	80537.50	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	80537.50			
GMT TIME: 0300Z	AUTH SIG:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

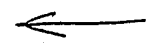


**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

January 1999

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N994CF	DC8-62	1/5/99	EB107	KBSM -to- KDAY	0 Hr. 29 Min.	3341
Discrepancy:				Corrective Action:		
LT WING LANDING LIGHT WILL NOT RETRACT. CABIN DOOR WARNING LIGHT STAYS ON WITH ALL DOORS SHUT.				LT WING LANDING LIGHT CAT 'C' MEL NUMBER 33-7 DUE 1-15-99 DMI #901012. (CLOSED DAY, 1-9-99): REMOVED & REPLACED LEFT WING LANDING LIGHT ASSY, OPS CHECKS GOOD. THIS CLEARS DMI 901012. PLACARD REMOVED. CABIN DOOR WARNING LIGHT MEL #52-1 CAT 'C' DUE 1-15-99 DMI #901013. (CLOSED: DEN, 1-8-99): REPOSITIONED R.H. AFT EXIT DOOR SWITCH STRIKER. CABIN DOOR WARNING LT OPS CHECK NORMAL. THIS CLEARS DMI #901013. PLACARD REMOVED.		
N994CF	DC8-62	1/12/99	EB341	KEWR -to- KDAY	Cancelled	2721
Discrepancy:				Corrective Action:		
(BTB) RUDDER WILL NOT OPERATE FULL TRAVEL ON CONTROL CHECK.				REMOVED AND REPLACED FLAP-TO-RUDDER THROW CABLE RUN NO. 128A AND RIGGED. OPS CHECKED GOOD IAW DC-8 M/M 27-50.		
N994CF	DC8-62	1/28/99	EB314	KDAY -to- KBOS	0 Hr. 44 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR WOULD NOT OPEN ELECTRICALLY OR MANUAL.				TRANSFER TO NON MEL LIST #257. (CLOSED: BSM, 02- 01-99): FOUND KINKED HOSE, REMOVED & REPLACED ACTUATOR UP LINE. OPS CHECK NORMAL. THIS CLEARS NON-MEL #257. PLACARDS REMOVED.		
N995CF	DC8-62	1/17/99	EB323	KMSP -to- KDAY	0 Hr. 40 Min.	5234
Discrepancy:				Corrective Action:		
CARGO DOOR RUPTURE HYD. LINE.				REMOVED AND REPLACED FLEX LINE ON MAIN CARGO DOOR WITH SERVICEABLE FLEX LINE. OPS AND LEAK CHECK GOOD.		
N995CF	DC8-62	1/22/99	EB309	KDEN -to- KDAY	4 Hr. 47 Min.	2131
Discrepancy:				Corrective Action:		
(ATB) AT 37000' TIME 1522-2 - #4 TC STARTED SURGING FOLLOWED BY LOUD BANG AND RAPID AIR CHANGE; DECOMPRESSION - UNCONTROLLABLE - DESCENDED TO 16000' AND RETURNED TO KDEN.				FOUND #4 T/C DUCT SEPERATED ABOVE TRUMPET TUBE. RESECURED DUCT. OPS AND LEAK CHECK GOOD ON GROUND.		



CRAFT MAINTENANCE LOG

AIR ( 97) LITHO U.S.A.



U.S. TO NEXA

6462-25

ACFT. NO. N 994CF CFT. TYPE DC862

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPL.FT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	313	1/24/99	KBO	KDAY	1316	2044	2+28	1832	2039	2+07	0	546	25.8	0	37895	3789
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	2:00	AA1			Ø	Ø	Ø	Ø	-	01	J. R. BERMINGHAM	05773					
2	1:31	PM2								02	M. LONG	50066	1	1			
3										03	A. BISONO	06230					
4										T3	R. SUTEN	81047					

5230

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	CARGO DOOR WOULD NOT OPEN ELECTRICALLY OK MANUAL	1.	TRANSFER TO NON MEL LIST # 257	1-29-99	KDAY	04980
2.	P / M		2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W TRANSIT	STATION: KDAY	PREVIOUS LANDINGS	22040	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22041	1-DIST.	2-DIST.	3-DIST.
DATE: 1-29-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	65654:02	FLT. HRS. THIS PAGE	2:07	TOTAL A/C FLT. HRS.	65656:09			
GMT TIME: 2220Z	AUTH. SIG. [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO: 1601-01			CAPTAIN'S SIGNATURE [REDACTED]					

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

3:03

FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		DE-ICE GAL'S	CARGO DAT
		FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)		
1	1-30-99	KORP	KSHU	11:55	14:01	2+06	12:05	13:55	17:50	5434	60.4	32.7	3
2	1-30-99	KSHU	KBSM	14:48	16:45	0+57	14:53	15:40	0+47	1088	40.3	28.7	31859
3													
4													

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	RECI
1.	P (M)	REF. DMI 901381 RADIO ROCK BLOWER POPS CB	1.	R/R RADIO ROCK BLOWER OPS CKS NORMAL. THIS CLEARS DMI 901381. PAX: LUMUGA.	01-31-99	KBSM	4623382
2.	P (M)	MLG + NLG Need Lube due to engine wash.	2.	Lube MAIN Landing gears 31 JAN 99 KESH 001 and nose Landing gear as per 1801109 1RCC. P.W. MATH heard - K-1			
3.	P (M)	REF NON-MEL #257 ELECTRICAL PORTION OF CARGO DOOR INOP MANUALLY OPEN	3.	FOUND KINKED HOSE. R/R ACTUATOR UPLINE. OPS CKO NORMAL. THIS CL	01-31-99	KBSM	78222
4.	P (M)	B-1 inspection due per Lmp# 2850.	4.	CLW B-1 Check FAW Ew4 work cards.	02-02-99	KBSM	00190
5.	P (M)	#1 A/C Transponder due time change within 90 days.	5.	Transferred to NON-MEL Listing #201-99/KSM 8120L FAW mpip ch. 3. NON-MEL Control # 258	02-01-99	KSM	8120L
6.	P (M)	#2 A/C Transponder due time change within 90 days.	6.	Transferred to NON-MEL Listing #201-99/KSM 8120L FAW mpip ch. 3. NON-MEL Control # 259	02-01-99	KSM	8120L

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
1	FAN	X702-278A	AA57958 (M)	X702-278A	AA40096 (M)	ONL
3	HOSE	32603-1	NSN	32603-1	NSN	M.C.I

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: B-1	STATION: KBSM	PREVIOUS LANDINGS	22043	LANDINGS THIS PAGE	2	TOTAL LANDINGS	22045	1-DIST.	2-DIST.	3-D
DATE: 02 Feb 99	CERT. NO: [REDACTED]	PREV. A/C FLT. HRS	65659:40	FLT. HRS. THIS PAGE	2:37	TOTAL A/C FLT. HRS.	65662:17			
GMT TIME: 0010Z	AUTH. SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO: 7601-04			BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: [REDACTED]			



**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**February 1999**

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N964R	DC8-63	2/26/99	EB038	KDAY -to- KORD	6 Hr. 30 Min.	2321

<b>Discrepancy:</b>	<b>Corrective Action:</b>
#1 COMM RECEIVER BELIEVED TO BE WEAK.	TRANSFERRED TO DMI #D6636071-0576 IAW MEL 23-3 CAT 'D' DUE DATE 6-26-99. PLACARD INSTALLED.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N964R	DC8-63	2/27/99	EB037	KATL -to- KDAY	Cancelled	2810

<b>Discrepancy:</b>	<b>Corrective Action:</b>
ON PREFLIGHT, FOUND FUEL LEAK RT WING ROOT FORWARD EDGE.	REMOVED & REPLACED DRAIN MANIFOLD SUMP IAW DC-8 M/M 28-10-5. OPS LEAK CHECKED GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N990CF	DC8-62	2/4/99	EB737	KBOX -to- KIND	0 Hr. 53 Min.	2912

<b>Discrepancy:</b>	<b>Corrective Action:</b>
ON PREFLIGHT, FOUND LEAK ON HYD LINE FOR STAND BY RUDDER.	DEFERRED TO NON MEL LIST 685002-0036 IAW M/M CHAP. 7. (CLOSED: IND 2-4-99): FLEX LINE INSTALLED. LEAK CHECKS OK. OPS CHECKS OK.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N993CF	DC8-62	2/23/99	EB026	KDAY -to- KSEA	0 Hr. 44 Min.	2510

<b>Discrepancy:</b>	<b>Corrective Action:</b>
CAPTAINS AND F/O KICK PANELS MISSING. F/O 02 MASK EXHALE VALVE STUCK OPEN. CAPTAIN 02 MASK MISSING FOREHEAD STRAP.	INSTALLED F/O'S AND CAPTAINS KICK PANEL, NO DEFECTS NOTED. REMOVED & REPLACED F/O'S 02 MASK, OPS CHECKS GOOD, NO DEFECTS NOTED. REMOVED & REPLACED CAPTAINS 02 MASK, OPS CHECKS GOOD, NO DEFECTS NOTED.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N993CF	DC8-62	2/26/99	EB234	KDAY -to- KDFW	0 Hr. 30 Min.	7112

<b>Discrepancy:</b>	<b>Corrective Action:</b>
#4 ENGINE BI-DUCT HAS DELAMINATION IN OUTBD FWD SECTION.	REMOVED & REPLACED #4 ENG R/H MAINTENANCE DUCT. NO OTHER DEFECTS NOTED.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N993CF	DC8-62	2/27/99	EB108	KDAY -to- KBSM	0 Hr. 40 Min.	5234

<b>Discrepancy:</b>	<b>Corrective Action:</b>
CARGO DOOR WON'T OPEN - CHATTERS.	CYCLED DOOR SEVERAL TIMES, CARGO DOOR LOCKS FOUND TO BE CATCHING ON BALL MAT. RECONFIGURED EXISTING PATCH. DOOR OPS CHECKS OK AT THIS TIME.

[REDACTED]  
 [REDACTED]  
 WF-P800 (2/29)

ICRAF MAINTENANCE LOG

AIR-0092 (10/97) LHM .A.



QC  
10K  
RRXA

6850-06

ACFT. NO.  
N 9901

AC  
12-0-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1		24-99														
2																
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD				A/P	CREW	EMP #	T.O	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1																
2																
3																
4																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M	on preflight found rubber pump accum. hyd line leaking.	1.	DEFERRED TO NON MEL LIST N 6850061-0036 FAW GMM CHPT FLEX LINE INSTALLED LEAK CKS OK OPS CKS OK	24-99	K805	18627
2.	P / M		2.	RTF 46038			
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	19409	LANDINGS THIS PAGE	0	TOTAL LANDINGS	19409	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	50281:37	FLT. HRS. THIS PAGE	0:00	TOTAL A/C FLT. HRS.	50281:37			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					



AIRCRAFT MAINTENANCE LOG

AIR-0092 (10/97) L.A.



7842-07

ACFT. NO. N 990 CF AC: DC-D-62F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	108	4-15-99	KDAY	KBSM	1007	1257	250	1033	1250	217	5607	62.0	26.8		7772	
2																
3																
4																

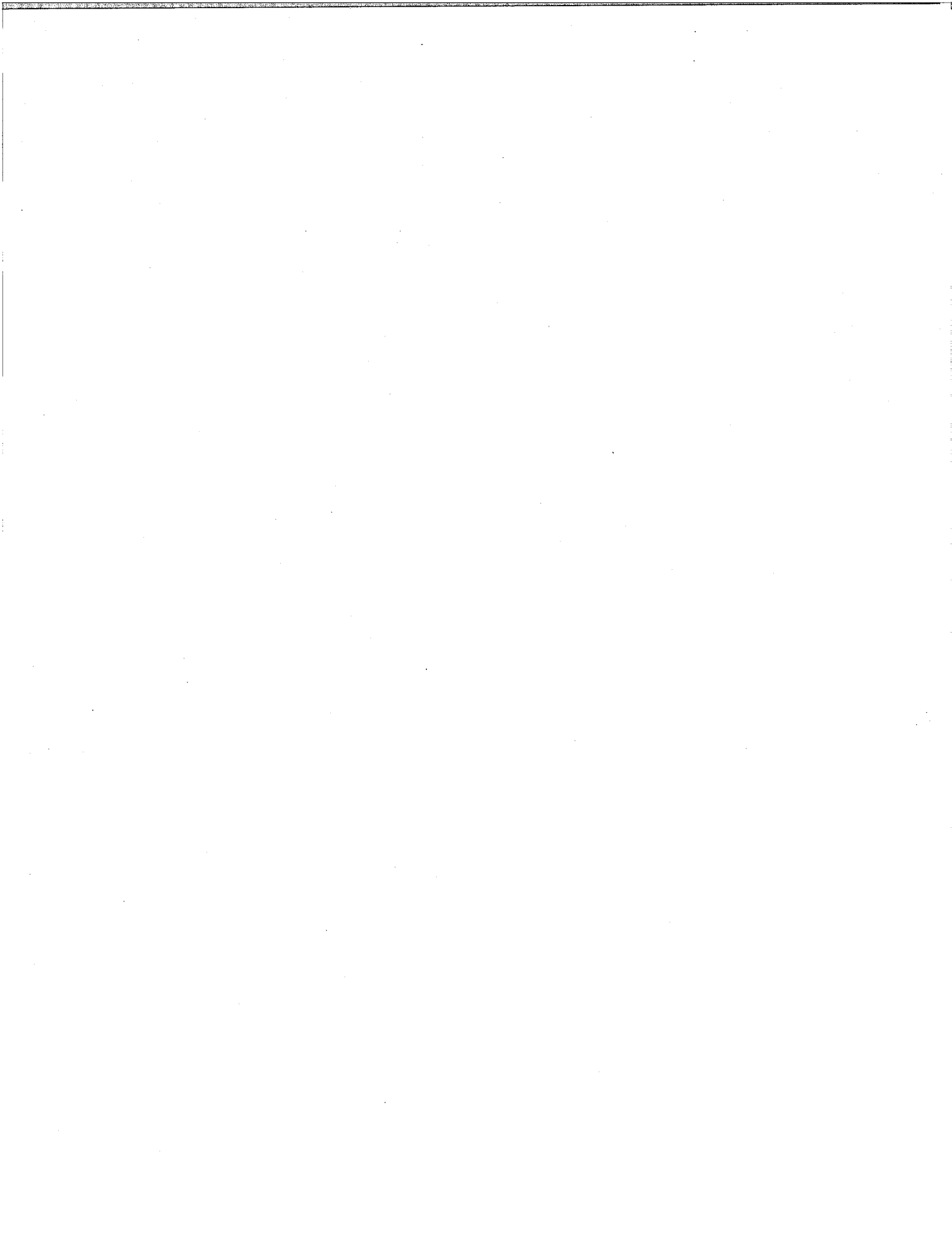
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				3	3	2	3	NA	01	O'REILLY T.	62420				
2	:									02	SWEAS B.	80738	1	1		
3	:									03	BROWN K.	09235				
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	Comply w/ FCD 52-4 Rosenbalm main cargo door Func. check. Wr.# A03618	1.	Complied w/ WR.# A03618, FCD 52-4 Rosenbalm Main cargo door Func. check.	4-15-99	KBSM	021234
2.	P (M)	REF Non MEL # N6850061-0036 Flex line installed in place of Rigid line on Standby Rudder Pump	2.	Fabricated and installed new Rigid line Jan AC 43-13-1A. Leak check normal. This Meas Non MEL # N6850061-0036.	4-15-99	KBSM	07220
3.	P (M)	Comply WITH MAAI-5720-02:06 INSPECT OF LT AND RT LEADING EDGE ASSEMBLY SLANT Panel CAP	3.	Complied w/ THE MAAI-5720-4159 KCSM 02:00 INSP OF LT + RT LEADING EDGE ASSEMBLY SLANT Panel CAP RT. Raymond Ingram 09023			
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>Terminally</i>	STATION: <i>KBSM</i>	PREVIOUS LANDINGS	19536	LANDINGS THIS PAGE	1	TOTAL LANDINGS	19537	1-DIST.	2-DIST.	3-DIST.
DATE: <i>04-16-99</i>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	50530.07	FLT. HRS. THIS PAGE	2:17	TOTAL A/C FLT. HRS.	50532.24			
GMT TIME: <i>0115Z</i>	AUTH SIG.: <i>[Signature]</i>									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE <i>[Signature]</i>				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

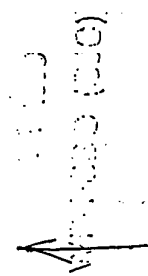
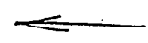
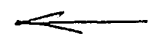


**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**February 1999**

Tail #	Aircraft Type	Flt Date	Flt #	Flt Leg	Delay Length	ATA
N994CF	DC8-62	2/2/99	EB303	KBWI -to- KDAY	Cancelled	2810
Discrepancy:				Corrective Action:		
ON PREFLIGHT WALKAROUND, FOUND FUEL LEAK COMING FROM TOP OF RIGHT WING.				REPLACED 2 EACH NUT PLATES #4 ALT INBD TOP FUEL PANEL. NO LEAKS NOTED.		
N994CF	DC8-62	2/2/99	EB114	KDAY -to- KBWI	0 Hr. 58 Min.	2552
Discrepancy:				Corrective Action:		
ON FAA WALK AROUND, FOUND MAIN CARGO DOOR SAFETY LOCK ENGAGEMENT ROD BENT.				PLACED ON NON-MEL #261. (CLOSED: KDAY, 02-05-99): FABRICATED NEW CARGO DOOR SAFETY LOCK ROD.		
N994CF	DC8-62	2/5/99		KDAY -to- KDAY	Cancelled	5234
Discrepancy:				Corrective Action:		
REFERENCE NON-MEL #262 GANG BAR LOCK PINS REMOVED DUE TO DAMAGE OF BAR.				INSTALLED 12 EACH BOLTS IN PLACE OF LOCK PINS IAW EWA M/M CH. 3 PG. 85. NON-MEL #262 STILL OPEN. (CLOSED 2/5/99 KDAY) REPLACED CARGO DOOR LOCK MECH GANG BAR OPS CK GOOD		
N994CF	DC8-62	2/6/99	EB117	KEWR -to- KEWR	1 Hr. 16 Min.	2751
Discrepancy:				Corrective Action:		
PREFLIGHT INSPECTION REVEALED ASUMETRIC FLAP CONDITION: LEFT FLAP DOES NOT APPEAR TO SEAT.				INSPECTED LEFT FLAPS LINKS AND ACTUATORS. NO FAULTS NOTED. GAPS ARE WITHIN LIMITS PER UNITED AIRLINES SERVICE TIPS M/M 27-51-05.		
N994CF	DC8-62	2/10/99	EB107	KBSM -to- KDAY	1 Hr. 40 Min.	7311
Discrepancy:				Corrective Action:		
FUEL LEAK AT #4 PYLON AFT, NEAR REVERSER COWL STINGER, PYLON PNEUMATIC DUCT REMOVED FOR OTHER MAINTENANCE.				REMOVED & REPLACED PYLON FUEL PIPE ASSY IAW M/M 73-10-4. LEAK CHECK NORMAL. REINSTALLED PNEUMATIC DUCT. LEAK CHECK NORMAL.		
N994CF	DC8-62	2/12/99	EB341	KEWR -to- KDAY	0 Hr. 53 Min.	5234
Discrepancy:				Corrective Action:		
MAIN CARGO DOOR WARNING LIGHT WOULD NOT EXTINGUISH.				FOUND #3 LOCK PIN DAMAGED. REPLACED WITH NAS BOLT IAW EWA M/M CHP. 3 PG 85. CARGO DOOR LOCKED MANUALLY. #3 DOOR LOCK AND CARGO DOOR LOCKING DEFERRED TO NON-MEL #N7469121-0333. (CLOSED: EWR, 2-16-99): REMOVED BOLTS REPLACED BOTH FEW AND AFT TORQUE TURBES REINSTALLED LOCKING PINS. MAIN CARGO DOOR SYS OPS CHECKS PER ROSENBALM CARGO DOOR MANUAL.		



RAFT MAINTENANCE LOG

3/97 Litho U.S.A.



REG. TO  
FAA

7601-06

ACFT. NO.  
N 9941CF

ACFT. TYPE  
DC-8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				0	0	0	0	0							
2	:															
3	:															
4	:															

*Handwritten notes:* P/H only, MX, 014

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P(M)	ON FAA WALK AROUND Found DP# FWD NET TURN	1.	RIPID Net AS Required	2/2/99	KDAY	25956
2.	P(M)	ON FAA WALK AROUND Found Access Panel in DP# to Outflow VLV area bent & missing fasteners	2.	Installed Camlock Fasteners AS Required, Straighten Panel AS Required	2/2/99	KDAY	25956
3.	P(M)	ON FAA WALK AROUND Found Several INNER COST-Bs leading to smoke barrier not sealed	3.	Sealed Areas around smoke barrier <del>enteral in error</del> AS Required	2/2/99	KDAY	25956
4.	P(M)	ON FAA INSP, Inspector Noted elongated hole AT end of GAUGE BAR Actuator where Actuator Attaches	4.	Placed on NON MEL 1/9/W ENWA AMM Chp 3 Pg 85 NON MEL # 262	2/2/99	KDAY	25956
5.	P(M)	ON FAA INSP Inspector Noted main CARGO Door GAUGE BAR Pulled in from over-torquing of bolts AT Lock Pin Pivot Points	5.	Placed ON NON MEL 1/9/W ENWA AMM Chp 3 Pg 85 NON MEL 263	2/2/99	KDAY	25956
6.	P(M)	main CARGO Door GAUGE BAR lock Pins disconnected 1/9/W ENWA Aircraft M/m Chp 3 Pg 85	6.	Installed 12 EA Bolts in Place of lock PINS to secure main CARGO Door 1/9/W ENWA AMM Ch 3 Pg 85 RIT P-33 25956	2/2/99	KDAY	139529

5233

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NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	CARGO NET	825633	NSN (M)	EWA-252103-00	NSN (M)	DFWD

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>MM</i>	STATION: <i>KDAY</i>	PREVIOUS LANDINGS	22047	LANDINGS THIS PAGE	0	TOTAL LANDINGS	<i>Be</i> 22047	1-DIST.	2-DIST.	3-DIST.
DATE: <i>2/2/99</i>	CERT. NO.: <i>[Redacted]</i>	PREV. A/C FLT. HRS.	<i>65664:31</i>	FLT. HRS. THIS PAGE	<i>0:00</i>	TOTAL A/C FLT. HRS.	<i>Be</i> 65664:31			
GMT TIME: <i>1300</i>	AUTH. SIG.: <i>[Signature]</i>	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOCK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

FT MAINTENANCE LOG

AIH-0092 (10/97) Litho U.S.A.



U.S. TO PERSA

7601-05

ACFT. NO.

N 994CX

CFT. TYPE

208-62

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	N	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	107	2/2/99	KBSM	KSNV	0245	0346	1701	0257	0340	+43	2014	40.5	29.0	X	17317	1421	
2	107	2/2/99	KSNV	KDAY	0439	0620	1741	0443	0614	+31	2989	48.0	27.6	X	23178	1435	
3																	
4																	

2:42

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LEGS	STATION	1	2	3	4	APU								
1	:	:	:	:						01	R. DAVIS	18257	11	11	F1	R. NABOULSI	59813
2	:	:	:	:	0	0	0	0	/	02	T. HINDE	35771					
3	:	:	:	:						03	D. WEEKS	87480					
4	:	:	:	:													

2552

2552

7830

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NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	POSITION #2 SIDELOCKS REQUIRE ADJUSTMENT TO SECURE COOKIE SHEET COMPANER PROPERLY	1.	Sidelocks function normal with straight cookie sheet No adjustment needed	2/2/99	KDAY	25956
2.	(P) M	PALLET LOCK #2 POSITION BROKEN	2.	No broken locks found - During inspection found 1 lock not properly secured - secured as required No other defects noted	2/2/99	KDAY	25956
3.	(P) M	#4 REVERSER REMAINS IN TRANSIT	3.	OPSC of #471K No defects noted	2/2/99	KDAY	25956
4.	(P) M	ON FAA WALKGROUND MAIN CARGO DOOR LATCH SAFETY FOUND MISS POSITIONED	4.	Repositioned SAFETY latch as required SAFETY Latch CKS Good	2/2/99	KDAY	25956
5.	(P) M	ON FAA WALKGROUND FOUND MAIN CARGO DOOR SAFETY LOCK ENGAGEMENT ROD BENT	5.	Placed on NEW MEL # 261	2/2/99	KDAY	25956
6.	(P) M	ON FAA WALKGROUND FOUND A/P # FWD NET TORN	6.	REPID Net as required	2/2/99	KDAY	25956

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	CALG20 net T/L 1	8250333	NSN	EWA 252103-00	NSN	A/P # FWD

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANS ✓	STATION: KDAY	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 2/2/99	CERT. NO: [REDACTED]	22045	2	22047				
GMT TIME: 1130	AUTH SIG: [REDACTED]	PREV. A/C FLT. HRS: 65662.17	FLT. HRS. THIS PAGE: 2:14	TOTAL A/C FLT. HRS: 65664.31				
DISC. OR MAINT. ACTION CARRIED FWD TO: 7601-06		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [REDACTED]				

MAINTENANCE LOG  
AIF-0092 (10/97) Litho U.S.A.



Q.C. 5 RRXA 7469-19

ACFT. NO. N 99405 ACFT. TYPE DC-8-62

L O D	FLT	DATE	STATION		GMT	BLOCK HOURS		GMT	FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA		
			FROM	TO		OUT	IN			OFF	ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO
1	118	02-16-99	KDAY	KEWR	1041	1233	752	1056	1209	1:13	1481	38.0	19.5	8	40781	703
2																
3																
4																

L O D	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	ARU								
1	0134	DLI								01	D. UNDERHILL 84722						
2	:	:								02	E. GERO 27809						
3	:	:								03	G. LOUSTRARIS 50013						
4	:	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	NOTE: MAIN Cargo door manually Bolted & secured closed with 12ea Bolts <i>(see para 1111 of 3 Pgs)</i>	1.	REMOVED 12EA BOLTS AND OPENED DOOR	02/16/99	KEWR	56386
2.	P/M	REF DMU # C 7469021-0284 RADIO RACK BLOWER SWAP.	2.	OL (RED OPER) Press call normal	2/16/99	KEWR	80511
3.	P/M	REF DMU # C 7469021-0284 RADIO RACK BLOWER SWAP.	3.	REPLACED RADIO RACK BLOWER NEEDS CP. DMU STRU OPER.	2/16/99	KEWR	80516
4.	P/M	REF Non-MEL N 7469124-0333 MAIN Cargo Lock #3 Locking Pin REMOVED INSTALLED NAS1106-50 Bolt	4.	REMOVED Bolts Realign. 512 Bolt Pad on top of main 56386 AND SET TORQUE TUBES, REINSTALLED Locking Pins, MAIN Cargo Door Sys. ops. OK per Revision 1111 MAIN Cargo Door MANUAL			
5.	P/M	REF Non-MEL N 7469143-0301 MAIN Cargo Door Pos. #2 AND #3 UNUSABLE THIS FLIGHT.		FOUND Normal Non MEL closed equipment 56386 STICKER REMOVED. RE A/P 5070304 Emp # 80516			
6.	P/M			512 Cargo Door Locking Sys. OPERATIONAL Both Cargo Pos #2 AND #3 RE-OPERABLE per Cargo Loading. Non MEL closed STICKER REMOVED	02/16/99	KEWR	56386

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	RADIO RACK BLOWER	X702-278A <sup>(M)</sup>	AA40096	X702-278A <sup>(M)</sup>	AA40123	OWL

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: <i>Terminator</i>	STATION: <i>KEWR</i>	PREVIOUS LANDINGS	22078	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22079	1-DIST.	2-DIST.	3-DIST.
DATE: <i>2-17-99</i>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65718:24	FLT. HRS. THIS PAGE	1:13	TOTAL A/C FLT. HRS.	65719:37			
GMT TIME: <i>0350Z</i>	AUTH SIG: <i>[Signature]</i>	OR MAINT. ACTION CARRIED FWD TO:	BOOK CHANGE	FW LOG PAGE NO:	CAPTAIN'S SIGNATURE <i>[Signature]</i>					

5234  
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 7469121  
 7469143  
 7469143

MAINTENANCE LOG

97) Lihou U.S.A.

**WORLDWIDE**  
A/C COMPANY

IN  
NRXA

7601-14

ACFT. NO. N 994CF

CFT. TYPE DC-8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	341	2-5-99	Kewie	KDAY	1541	1722	1441	1557	1717	1120	3911	46.5	26.1	P	9	3966
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:56	DL-5			Ø	Ø	Ø	Ø	Ø	1/1	R. LOCATA	49053	1	1			
2	:									1/2	W. BROWNE	09511					
3	:									1/3	R. GRIGGS	29789					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	MAIN Cargo Door Closed And MANUALLY LOCKED IAW EWA MM CHAPTER 3 P-85 DUG TO NON MEL-261-262-263	1.	REPLACED CARGO DOOR GANG BAR RIGGED CARGO DOOR OPS CHECKS NORMAL	2-5-99	KDAY	57788
2.	P (M)	REF NON MEL # 262	2.	REPLACED CARGO DOOR LOCK MECH GANG BAR OPS OK GOOD	2-5-99	KDAY	57788
3.	P (M)	REF NON MEL # 263	3.	REPLACED CARGO DOOR LOCK MECH GANG BAR OPS OK GOOD	2-5-99	KDAY	57788
4.	P (M)	REF NON MEL # 261	4.	FABRICATED NEW CARGO DOOR SAFETY LOCK ROD	2-5-99	KDAY	57788
5.	P / M	<del>REF NON MEL # 261</del>	5.				
6.	P / M	<del>REF NON MEL # 262</del>	6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	GANG BAR (7/1)	D91838	NEW	J54562	NEW	Cargo Door

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: N/A	STATION: KDAY	PREVIOUS LANDINGS	22052	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22053	1-DIST.	2-DIST.	3-DIST.
DATE: 2-5-99	CERT. NO:	PREV. A/C FLT. HRS.	65672.11	FLT. HRS. THIS PAGE	1:20	TOTAL A/C FLT. HRS.	65673:31			
GMT TIME: 2100 Z	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE [Signature]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AFT MAINTENANCE LOG

AirH: 97/Litho U.S.A.



U.C.  
2  
RRXA

7469-12

ACFT. NO. N 8440F  
CFT. TYPE DCB-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD			A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3								
1	:														
2	:														
3	:														
4	:														

5234

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Ⓜ	MAIN CARGO DOOR WARNING Light would not Extinguish.	1.	Found #3 Lock Pin Damaged. Replaced with NAS 1106-50 Bolt, Cargo door Idol F/A MM 04p 3 ps 88, CARGO DOOR LOCKER.	2/12/99	Kent	8091
2.	P / M		2.	Manually. #3 Door Lock/and Cargo door Locking Def TO NEW ME # N7469121-0333			
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: N/A	STATION: Kent	PREVIOUS LANDINGS	22073	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22073	1-DIST.	2-DIST.	3-DIST.
DATE: 2-12-99	CERT. NO. [Redacted]	PREV. A/C FLT. HRS.	65709:54	FLT. HRS. THIS PAGE	0:00	TOTAL A/C FLT. HRS.	65709:54			
GMT TIME: 1500Z	AUTH SIG: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER





**EMERY WORLDWIDE AIRLINES  
DELAY SUMMARY**

**DC8 FLEET**

**February 1999**

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N994CF	DC8-62	2/12/99	EB109	KDAY -to- KDAY	Cancelled	3422

**Discrepancy:**

F/O'S HSI AND CAPT RMI FLAG IN SIGHT.

**Corrective Action:**

REMOVED AND REPLACED #2 INSTRUMENT AMP.  
OPS CHECKS GOOD PER DC-8 M/M CHAP. 34.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N994CF	DC8-62	2/19/99	EB109	KDEN -to- KDAY	3 Hr. 15 Min.	5230

**Discrepancy:**

CARGO DOOR LIGHT CAME ON. VISUAL INDICATED  
LOCKS ROLLED BACK AND DOOR POPPED OPEN.  
THIS INDICATION OCCURRED AFTER DOOR WAS  
CLOSED AND VISUAL CHECKED DOOR CLOSED  
INDICATOR INDICATED LOCKED.

**Corrective Action:**

TRANSFERRED TO NON-MEL #N7183011-0453 MAIN  
CARGO DOOR MANUALLY CLOSED AND LOCKED.  
OK FOR FLIGHT. C/B PULLED. PLACARD  
INSTALLED. (CLOSED: DAY, 02-20-99). REPLACED  
FORWARD MAIN CARGO DOOR TORQUE TUBE  
RIGGED SYSTEM. OPS CHECK GOOD. REPLACED 6  
EACH PAWS. OPS CHECK GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N994CF	DC8-62	2/25/99	EB110	KDAY -to- KDAY	1 Hr. 01 Min.	5234

**Discrepancy:**

UNABLE TO LOCK CARGO DOOR. CAPTAINS MIC  
INOP.

**Corrective Action:**

CARGO DOOR: TRANSFERRED TO NON-MEL 7183151-  
0544 MAIN CARGO DOOR MANUALLY CLOSED &  
LOCKED OK FOR FLT C/B PANEL. PLACARD  
INSTALLED. (CLOSED: DAY 2-25-99): ADJUSTED  
SWITCH M5 IAW POS MAIN CARGO DOOR MANUAL  
OPS CHECKS GOOD AT THIS TIME. THIS CLEARS NON  
MEL #7183151-0544. PLACARD REMOVED. MIC:  
REMOVED & REPLACED CAPTAINS MICROPHONE.  
OPS CHECKS GOOD.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N994CF	DC8-62	2/25/99	EB031	KFLL -to- KDAY	1 Hr. 59 Min.	7512

**Discrepancy:**

#1 ANTI-ICE LIGHT ON, SWITCH OFF. REMAINS ON  
AFTER SEVERAL CYCLING TRYS.

**Corrective Action:**

REPLACED RIGHT ENG ANTI-ICE VALVE LIGHT AND  
VALVE. OPERATIONS OK.

<b>Tail #</b>	<b>Aircraft Type</b>	<b>Flt Date</b>	<b>Flt #</b>	<b>Flt Leg</b>	<b>Delay Length</b>	<b>ATA</b>
N995CF	DC8-62	2/5/99	EB113	KBWI -to- KDAY	Cancelled	2321

**Discrepancy:**

VHF #1 DOES NOT TRANSMIT AND DOES NOT  
RECEIVE ON ALL FREQUENCIES.

**Corrective Action:**

PERFORMED OPERATIONAL CHECK OF ALL VHF  
SYSTEMS RADIOS. CHECKS GOOD IN ALL PHASES  
IAW DC-8 M/M.

DEFINITIVE  
1 11 99  
WFM-BDO (SJC)

MAINTENANCE LOG

AIR-0092, ho U.S.A.



2700  
03-21-99  
7183-04

ACFT. NO. N 994CF

TYPE DC-8-62

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (LBS)		DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1		2-20-99															
2																	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1					3	4	4	4	4							
2																
3																
4																

6500  
0500  
3424

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	PIM	O <sub>2</sub> TURNED OFF IN GALLEY AREA	1.	Turned O <sub>2</sub> on in Galley Area. No leaks noted.	2/21/99	KDAY	05741
2.	PIM	3 EA Gear Pins Installed	2.	Removed 3 each gear pins and installed them in Galley.	2/21/99	KDAY	05741
3.	PIM	Removed F/O's FLIGHT Director INDICATOR For A/C 998CF	3.	INSTALLED F/O's ADI (SERVICABLE - PART), SYSTEM OPS ✓ GOOD ON GROUND	2/20/99	KDAY	51464
4.	PIM	REFERENCE DISCREPANCY AND CORRECTIVE ACTION # 5, LOG PAGE # 7183-03. NON-MEL N 7183011-0453	4.	REFER TO CORRECTIVE ACTION # 5, LOG PAGE # 7183-03. THIS CLEARS NON-MEL N 7183011-0453	2-21-99	KDAY	44127
5.	PIM		5.				
6.	PIM		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Flight Director Indicator	2587909-905	8082995	2587909-905	3033445	02

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: 5/6	STATION: KDAY	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 2/21/99	CERT. NO.: [REDACTED]	22086	0	22086				
GMT TIME: 1730Z	AUTH: [Signature]	PREV. A/C FLT. HRS. 65737.57	FLT. HRS. THIS PAGE 0	TOTAL A/C FLT. HRS. 65737.57				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER



7183-03  
C.C. 2 RRXA

ACFT. NO. N 994CF TYPE C8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE		CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIET (LBS)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1		2-19-99															
2																	
3																	
4																	

LEG	DEPT. DELAY		TRAIN. FLTS		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	APU								
1	:															
2	:															
3	:															
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	Ref P.M.I # B 746924-0442 Max airspeed warning swog. TEST OK.	1.	Repl Max Airspeed Switch ops ck and Pitot Static 1/2 CK good. P.M.I # B 746924-0442 cleared. placard removed.	2-19-99	KDAM	51464
2.	P (M)	3 EACH GEAR PINS INSTALLED	2.	Ref P.M.I # 89936.			
3.	P (M)	3 EACH GEAR PINS INSTALLED.	3.	Carried FWD log PG 7183-04	2-20-99	KDAM	31041
4.	P (M)	Removed FO's Flight Director Indicator	4.	Carried FWD log PG 7183-04	2-20-99	KDAM	31041
5.	P (M)	REF NON MEL N7183011-0453	5.	REPLACED FORWARD MAIN CARGO Door Torque Tube RIGGED SYSTEM OPS CHECKED GOOD	2-20-99	KDAM	75322
6.	P (M)	Comply with Rosey MAIN Cargo Door INSP IAW FWA WORK CARDS	6.	REPLACED 6 EA PAWS OPS CK GOOD	2-20-99	KDAM	31041

1-24  
0500

NO.	PART NOMENCLATURE	PARTNO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Switch TL1	8070910002	183	3031	1311	only
4	Flight Director Indicator	2587909-905	8082995	<del>2587909-905</del>	<del>3033445</del>	<del>the</del>
5	Torque Tube Pawl TL10	22363021	NSN	22363021	NSN	ONLY

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: N/A	STATION: KDAM	PREVIOUS LANDINGS	22086	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22086	1-DIST.	2-DIST.	3-DIST.
DATE: 2-20-99	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65737.57	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	65737.57			
GMT TIME: 1700Z	AUTH SIG.: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO: 7183.04				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE		

FORM: T MAINTENANCE LOG

AIR-0092, (1) Litho U.S.A.



C.B.  
5  
RRXA

7183-01

ACFT. NO.

N 744CF

FT. TYPE

DC 8-62

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	109	021991	KOEN								2160	4910		0	45760	682	
2																	
3																	
4																	

NO FLT ON

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				0	0	0	0		01 FENTON A	23861					
2	:									02 NICKLS R	64250					
3	:									03 BRINKHOFF	08338					
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	DURING CHECKLIST PERFORMANCE CARGO DOOR LIGHT CAME ON. VISUAL INDICATED LOCKS ROLLED BACK AND DOOR POPPED OPEN. THIS INDICATION OCCURED AFTER	1.	TRANSFERRED TO NON-MEL # N7183011-0453 MAIN CARGO DOOR MANUALLY CLOSED & LOCKED. OK FOR FLT. C/B Pulled PLACARD INSONII	2/19/99	KDM	2143
2.	(P) M	DOOR WAS CLOSED AND VISUAL CHECKED DOOR CLOSED INDICATOR INDICATED LOCKED.	2.				
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: NA	STATION:	PREVIOUS LANDINGS	22085	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22085	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	45736:00	FLT. HRS. THIS PAGE	0:00	TOTAL A/C FLT. HRS.	45736:00			
GMT TIME:	AUTH SIG.:									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

RAFT MAINTENANCE LOG



Q.C.  
18  
RENA

1A.U.B.U

17

All: J97/LIHO U.S.A.

7601-05

ACFT. NO. N 994CT

ACFT. TYPE 2CB-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	107	2/2/99	KBSM	KSAN	0245	0346	H01	0257	0340	+43	2014	40.5	29.0	X	17317	1421
2	107	2/2/99	KSAN	KDAY	0439	0620	1741	0443	0614	1731	2989	48.0	27.6	X	23178	1435
3																
4																

2:42

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	:										01	R. DAVIS	18257	11	11	F1	R. NABOULSI	59893
2	:				0	0	0	0		/	02	T. HINDE	35771					
3	:										03	D. WEEKS	87480					
4	:																	

2552

2552

7830

2552

2552

2552

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	POSITION #2 SIDELOCKS REQUIRE ADJUSTMENT TO SECURE COOKIE SHEET/COMPANION PROPERLY	1.	Sidelocks functional Normal with Straight Cookie Sheet No Adjustment needed	2/2/99	KDAY	25956
2.	(P) M	PALLET LOCK #2 POSITION BROKEN	2.	No broken locks found - During Inspection found 1 lock not properly secured - Secured as Required No other Defects noted	2/2/99	KDAY	25956
3.	(P) M	#4 REVDORER REMAINS IN TRANSIT	3.	OPSC of #4711 No Defects noted	2/2/99	KDAY	25956
4.	P (M)	ON FAA WALKGROUND MAIN CARGO DOOR LATCH SAFETY FOUND MISS POSITIONED	4.	REPOSITIONED SAFETY LATCH AS REQUIRED SAFETY LATCH CKS GOOD	2/2/99	KDAY	25956
5.	P (M)	ON FAA WALKGROUND FOUND MAIN CARGO DOOR SAFETY LOCK ENGAGEMENT ROD BENT	5.	Placed on NEW MEL # 261	2/2/99	KDAY	25956
6.	P (M)	ON FAA WALKGROUND FOUND A PIT FWD NET TORN	6.	REPID Net as Required	2/2/99	KDAY	25956

NO.	PART NOMENCLATURE	PART NO. OFF	SER NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	CALGU net T/L 1	8250333	NSU	EWA 25210300	NSU	APIT FWD

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANS ✓	STATION: KDAY	PREVIOUS LANDINGS: 22045	LANDINGS THIS PAGE: 2	TOTAL LANDINGS: 22047	1-DIST.	2-DIST.	3-DIST.		
DATE: 2/2/99	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS: 65662:17	FLT. HRS. THIS PAGE: 2:14	TOTAL A/C FLT. HRS: 65664:31					
GMT TIME: 1130	AUTH. SIG.: [REDACTED]								
DISC. OR MAINT. ACTION CARRIED FWD TO: 7601-06			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [REDACTED]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2 WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USC)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1	:				0	0	0	0								
2	:															
3	:															
4	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
233	P (M)	ON FAA WALK AROUND Found DPIT FWD NET Torn	1.	RIPD NET AS Required	2/2/99	KDAY	25556
33	P (M)	ON FAA WALK AROUND Found Access Panel in DPIT to outflow Vlv area but missing fasteners	2.	Installed Camlock fasteners as Required Straightened Panel as Required	2/2/99	KDAY	25556
2	P (M)	ON FAA WALK AROUND Found Several inner Costals leading to smoke barrier not Sealed	3.	Sealed Areas around smoke barrier <del>enteral w error</del> AS Required	2/2/99	KDAY	25556
74	P (M)	ON FAA WSP Inspector noted plugged hole AT end of GANG BAR Actuator where Actuator Attaches	4.	Placed on NON MEL 1/2" W ENWA AMM CHAP 3 Pg 85 NON MEL #262	2/2/99	KDAY	25556
234	P (M)	ON FAA WSP Inspector noted main Cargo Door GANG BAR Pulled in from overtorquing of bolts AT Lock Pin Pivot Points	5.	Placed on NON MEL 1/2" W ENWA AMM CHAP 3 Pg 85 NON MEL 263	2/2/99	KDAY	25556
234	P (M)	main Cargo Door GANG BAR lock Pins disconnected 1/2" W ENWA Aircraft Mjm Chap 3 Pg 85	6.	Installed 12 EA Bolts in Place of Lock Pins to secure main Cargo Door 1/2" W ENWA AMM CH 3 Pg 85 RII P-33 25556	2/2/99	KDAY	25556

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	CARGO NET	8256333	NSN (M)	EWA-252103-00	NSN (M)	DPIT

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>MJM</i>	STATION: <i>KDAY</i>	PREVIOUS LANDINGS	22047	LANDINGS THIS PAGE	0	TOTAL LANDINGS	<i>Be</i> 22047	1-DIST.	2-DIST.	3-DIST.
DATE: <i>2/2/99</i>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	<i>65664:31</i>	FLT. HRS. THIS PAGE	<i>0:00</i>	TOTAL A/C FLT. HRS.	<i>Be</i> <i>65664:31</i>			
GMT TIME: <i>1300</i>	AUTH. SIG.: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE			

FT MAINTENANCE LOG

Air 0002 (10/07) LHM U.S.A.



11  
NEXA

12.08.01  
7601-14

ACFT. NO. N994CF ACFT. TYPE DC8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	341	2-5-99	Kewie	KDAY	1541	1722	1741	1557	1717	1720	3911	46.5	26.1	6	9	3966
2																
3																
4																

LEG	DEPT. DELAY		TRAIN FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	56	DL-5								0/1	R. LOCATA	49053	1	1			
2	:									0/2	W. BROWNE	09511					
3	:									0/3	R. GRIGGS	29789					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(D) M	MAIN CARGO Door Closed And MANUALLY LOCKED IAW EWA MM CHAPTER 3 P-85 DUG TO NON MEL-261-262-263	1.	REPLACED CARGO DOOR GANG BAR RIGGED CARGO DOOR OPS CHECKS NORMAL	2-5-99	KDAY	57788
2.	P (M)	REF NON MEL # 262	2.	REPLACED CARGO DOOR LOCK MECH GANG BAR OPS OK GOOD	2-5-99	KDAY	57788
3.	P (M)	REF NON MEL # 263	3.	REPLACED CARGO DOOR LOCK MECH GANG BAR OPS OK GOOD	2-5-99	KDAY	57788
4.	P (M)	REF NON MEL # 261	4.	FABRICATED NEW CARGO DOOR SAFETY LOCK ROD	2-5-99	KDAY	57788
5.	P / M	<del>FEW</del>	5.				
6.	P / M	<del>FEW</del>	6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	GANG BAR (741)	D91838	NSW	J54562	NSW	Cargo Door

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION: KDAY	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.		
DATE: 2-5-99	CERT. NO.: [REDACTED]	22052	1	22053					
GMT TIME: 2100 Z	AUTH SIG: [Signature]	PREV. A/C FLT. HRS. 65672.11	FLT. HRS. THIS PAGE 1:20	TOTAL A/C FLT. HRS. 65673:31					
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [Signature]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER



Signed: 994      Cert. No.:      Sta.:      Date:

All open NON MEL items brought forward:

Category/ Control No.	Log Page No.	Entered		Due Date		Corrected		Log Page No.	Item Description
		Date	Sta.	Orig.	Extend	Date	Sta.		
<del>N7601244-023</del> 254	686320	11-12	MSP						<del>ALT PITOT STATIC MOISTURE TRAP BROKEN AND CAPPED OFF N: 6563202-0035</del>
255	6666-17	12-19	DNT			1-5	BSM	7604-14	CDS TOWER MISHEAR R/W SIDE PROXIMITY
256	6462-06	01-20	DAY			1-1	DAY	6462-07	ELI CSD PART CRACKED
257	6462-25	01-29	DAY			01/31/99	BSM	7601-03	DOOR LOCK P. 1967
258	7601-03	02/01/99	BSM			02-02-99	EWR	7601-16	#1 TRANSPARENT TINT 522-2703-011
259	7601-03	02/01/99	BSM			02-02-99	EWR	7601-16	#2 TRANSPARENT TINT 522-2703-011
260	7601-04	02/01/99	BSM						<del>EMERG. AIR BRAKE BOTTLE DUE TIME CHANGE</del> 23711157
261	7601-05	2-2-99	DAY			2-5	DAY	7601-14	CARGO DOOR SAFETY LOCK BENT
262	7601-05	02-02-99	DAY			2-5	DAY	7601-14	CARGO DOOR GANG BAR ELONGATED 14.10
263	7601-06	2-2-99	DAY			2-5	DAY	7601-14	CARGO DOOR GANG BAR PULLED IN - OVER FILLING BENTS
254	7601-24	02-08-99	DEN			4-2	IND	6859-20	ALT. PITOT STATIC MOISTURE TRAP BROKEN AND CAPPED OFF N: 6563202-0035
260	7601-24	02-08-99	DEN			2-15	EWR	7469-17	EMERG. AIR BRAKE BOTTLE DUE TIME CHANGE IN 40 DAYS N: 7601041-0059

APR - 4 - 99 SUN 14:46

2.08.01

## EMERY WORLDWIDE AIRLINES AIRCRAFT MAINTENANCE MANUAL

### XIV. DC-8 ROSENBALM CARGO DOOR INTERIM REPAIR

#### A. General

The following procedure outlines the use of certified NAS bolts as an interim installation in place of lockpins to facilitate aircraft departure when spares are not available. In all cases where NAS bolts are installed in place of lockpins, Maintenance Control is to be advised so that permanent repairs can be scheduled at the next qualified maintenance station where parts are available and mechanics on duty. The Rosenbalm Doors have twelve (12) lockpins (See Figure 1). The bolts may also be installed when lockpin mechanism is defective.

#### B. Policy

Only aircraft certified NAS hardware will be used for this interim installation. A log book entry will be required on the outgoing log page every time bolts/lockpins are removed/reinstalled and the flight crew is verbally notified.

#### C. Procedure

1. Remove damaged/bent lockpin(s) per applicable maintenance manual. If lockpin mechanism is defective remove all twelve (12) lockpins.
2. Inspect main cargo door latching mechanism to ensure serviceability of all components.

**Note:** Aircraft load may require adjustment to facilitate bolt installation. All efforts should be coordinated with operations.

3. Close and lock main cargo door, ensure remaining lockpins are properly set.
4. Install one of the following bolts to replace damaged pin, NAS 1106-46, NAS 1126-46, NAS 6206-46, NAS 6706-46 or with NAS 1021-N6 nut. If all twelve lockpin were removed due to defective lockpin mechanism. Install specified bolts and nuts in all twelve (12) positions.
5. Make a log book entry indicating compliance with this procedure and position of bolt installation, notify flight crew and Maintenance Control.

**Note:** When removing bolts and installing lockpins follow applicable maintenance manual procedures and comply with Step 5.



## 2.08.02

The RASIP team reviewed the RRXA Non-MEL Deferral List (Computer). The following items were deferred on Non-MEL which does not ensure RRXA is following their approved maintenance program as described in the RRXA Maintenance Manual:

- A. An alternate static system was deferred on log page # 6803-20 on 11-12-98 at KMSP. The sump jar was broken and static line was capped off. The deferral did not reference a maintenance procedures as the basis for deferral nor have any restrictions.
- B. Main cargo door, N-950R, was deferred on Non-MEL # 236 on 1-28-99. The door would not stay open and the hydraulic system had to be manually pumped to maintain it open.
- C. Aircraft N959R, had the following items on the Non-MEL:
  - 1. The #3 Thrust Reverser translating ring finger seal has five inch section missing at 7 O'clock position.
  - 2. L/H forward static port was missing decal .
  - 3. The D-Pit door had been dented with no reference. The Fwd sill guard was missing. (Read finding 2.03.01)
- D. Aircraft, N8091U, had the L/H wing inbd slot seal deteriorated and the smoke curtain velcro and tape dislodged from bottom and side on the Non-MEL.
- E. Aircraft, N606AI, the 9G net mount holes in gill liner were not sealed. This was discovered by the RASIP Team.
- F. Aircraft, N957R, sections of roller trays (positions # 3 and 11) damaged (would not hold the pin in) and the smoke barrier has two spots where the velcro does not adhere; pos 11 & 12 O'clock.
- G. Aircraft, N832AL, The #2 engine rubber boot located on drain mast was eroded and the fwd sill guard was missing.
- H Aircraft, N792FT, the aft sill guard was missing and a ball was missing from the ball mat adjacent to the main cargo door. (This was found on the RASIP inspection)

FAR 121.367; 121.369

## 2.08.02 RRXA RESPONSE

- A. The discrepancy was for the sump jar at the end of the drain line being broken. Capping this line in no way affects the safe or normal operation of this system. It is purely for draining any moisture accumulation from the system. The alternate static system was operable and sump jar only placed on Non-MEL.

The log page referenced on the RASIP Inspection is for Aircraft N8091U dated 3/18/98. This was incorrect. The log page record was 6863-20 for Aircraft N994CF.

Attachments 1. Log Pages 6803-20 and 6863.20

- B. The discrepancy in the log book by pilot did not state that the manual override system was used. The door was deferred per Emery Worldwide Airlines Maintenance Policy & Procedures Manual chapter 3, item D1. This discrepancy did not affect the airworthiness of the aircraft. The locking/latching mechanisms were not defective. This deferral was cleared on 02/08/99. EWA does not consider this to be a finding.

Attachments 1. Log pages 7524-02 and 7800-07.  
2. Copy of Maintenance Policy & Procedures Manual Chapter 3, Page 18-22 Deferral Procedures.

C.

Attachments 1. Per SRM 71-1-0 this damage was found to be negligible and deferred. EWA Maintenance Policy and Procedures Manual Chapter 3 Deferral Procedures. It is a rub strip and having a small piece missing does not affect the thrust reverser operation.  
2. The discrepancy shows this was deteriorated. A new decal has been ordered.  
3. The damage was assessed as negligible per DAC DC-8 SRM 52-1-0, Paragraph 1, Page 1.  
4. The sill guards are only used for loading/unloading of main cargo. They have no airworthiness connotations, and were placed on Non-MEL per DC-8 MEL/CDL Manual Intro Page 01-0-1, Item (2). EWA Maintenance Policy and Procedures Manual Chapter 3, Page 18, Item D1, both FAA accepted manuals.

## 2.08.02 RRXA RESPONSE (continued)

- Attachments
1. Copy of DAC SRM 71-1-0 Page 1
  2. Log Page 6910-07 Non-MEL deferred maintenance item.
  3. Copy of DAC DC-8 SRM 52-1-0.
  4. EWA MEL/CDL Manual Intro, Page 01-1-1. Letter from Boeing Company Service Engineering Customer Support.

EWA does not consider this to be a finding.

- D. These items were entered in the Non-MEL in accordance with EWA Maintenance Policy & Procedures Manual, Chapter 3, Page 18, Paragraph D, Item 1. We feel that these items have no airworthiness connotations. EWA does not consider this to be a finding.

- Attachments
1. L/H Wing inboard slot seal deteriorating.
    - a. This item was transferred to Non-MEL 12-28-98, on Log Page 7112-25.
    - b. This item was cleared by Tennessee Technical Services on 1-04-99. See attached Non-Routine #5035.
  2. Smoke curtain velcro and tape dislodged from bottom and side.
    - a. This item was transferred to Non-MEL 2-2-99 on Log Page 7229-6 Item #2. At the same time, the counter seats were entered in MEL on Number 902012 and placards were installed.
    - b. On 2-2-99 both items were cleared. See Log Page 7229-18 Items 3 and 4 for corrective actions.

- E. During the FAA RASIP inspection Aircraft N606AL was reported to have formed panels missing from the 9G Barrier net attach fittings. To correct this problem a temporary repair was installed on gill liner on Log Page 7399-24 and this item placed on Non-MEL #29. These items were researched in the IPC and could not be located per effectivity. On February 5, 1999, Quality Control faxed Mr. Marcus Brown of Boeing, Long Beach Div. Service Engineering, a request for help locating these parts. Please see the attached letter of response from Mr. Dave Washke, (acting) Airline Support Manager for the Boeing Company Service Engineer Customer Support. Quality Control faxed Mr. Mark Hansen/Washke the information he requested to research these drawings for P/N's for the 9G net close out panels.

## 2.08.02 RRXA RESPONSE (continued)

While waiting for this information to arrive, Quality Control will develop a Fleet Campaign Directive to inspect EWA's fleet of aircraft requiring these panels. Quality Control will also develop a method to seal these areas off until the panels arrive for installation, if required.

Attachments

FCD A25-19

- F. A/C N957R roller tray in #11 position was placed in Non-MEL #316 Log Page 7516-10 on 2-3-99, using EWA Maintenance Policy and Procedures Manual, Chapter 3, Page 18, see attached log pages and non-routine. Roller Tray in #3 position was placed on non-routine at Tennessee Technical Services for repair. See Non-Routine Number 6500 attached. Smoke barrier was placed on Non-MEL #317 on aircraft Log Page 7516-10 on 2-3-99. This aircraft is parked at Tennessee Technical Services at this time. The aircraft will be repaired for lease return. EWA considers this to be no finding.
- G. Emery Worldwide Airlines is in the process of change over from EWA-01 to the Merit System for tracking MEL/CDL's and Non-MEL. On A/C N832AL the following discrepancies were noted in the computer.

**Discrepancy:** Engine Number 2 rubber boot located on drain mast eroded.

**Corrective Action:** This item was placed on Non-MEL list, Non-MEL Number 5 on 10-24-98, Log Page 7258-04. See attached log page. EWA considers this to be no finding.

**Discrepancy:** Forward sill guard missing.

**Corrective Action:** Our records indicate that the sill guards were entered on the Non-MEL list on 2-26-99, Log Page 7780-06, Item Number 2. At this time the MEL/CDL and Non-MEL listing is being reviewed for accuracy. EWA considers this to be no finding.

H. A/C N792FT

1. Placed aft sill guard on Non-MEL 2-2-99, in accordance with EWA Maintenance Policy and Procedures Manual, Chapter 3, Page 18. See log page attached. EWA considers this to be no finding.
2. Entered in Non-MEL in accordance with EWA Maintenance Policy and Procedures Manual, Chapter 3, Page 18. EWA considers this to be no finding.

**NOTE:** Please note that at time of this inspection, the aircraft was out of service, and EWA Maintenance was performing a service check on this aircraft. See Log Page 6719-21 for sign off. This log page is with Item 2.03.01 finding.



April 2, 1999

Mr. Nicholas Pearson  
Principal Avionics Inspector  
San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130

Dear Mr. Pearson:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA's) initial formal response to your letters of investigation (99WP150038, 99WP150037 and 99WP150008) addressed to EWA's President and Chief Operating Officer, dated March 18, 1999.

As per our previous discussion March 24, 1999, at your office, EWA will respond to these letters with the formal RASIP response.

Thank you for the descriptive letters. We have been working on the RASIP findings since receipt, and are nearing completion.

Please call if you have any questions.

Sincerely,

Thomas M. Wood  
Director Quality Control

TMW/csh

Attachments

cc: Kent Scott  
Rene' Visscher





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7681  
FAX: (408) 279-5448

March 18, 1999

**CERTIFIED-RETURN RECEIPT**

Mr. Kent T. Scott  
President and Chief Operating Officer  
Emery Worldwide Airlines  
One Emery Plaza  
Vandalia, OH 45377

Dear Mr. Scott:

**File No. 99WP150008**

This letter is in response to my action item of our meeting in Los Angeles on March 15, 1999 and to the request received from Mr. Tom Wood, dated March 11, 1999. This letter pertains to the FAA Letter of Investigation, dated March 4, 1999. This EIR was previously issued to Emery Worldwide Airlines on December 2, 1998. This file has been expanded to include items that were discovered due to the results this office received from the Western Pacific Regional Aviation Safety Inspection Program (RASIP) conducted the week of February 1 through 5, 1999 and to include items reported in Fleet Reliability Reports.

During the RASIP inspection it is alleged that EWA has improperly deferred several items in accordance with EWA's Minimum Equipment List (MEL) and Non-MEL procedures. Specifically, all aircraft Non-MEL discrepancies identified in RASIP findings 2.08.01 and 2.08.02 may be improperly deferred. In addition, it was discovered through review of the September 1998 through February 1999 Fleet Reliability Reports that several additional items may have been deferred improperly (See attachment). This MEL and Non-MEL action may be contrary to the Federal Aviation Regulations.

This letter is to inform you that this matter is under investigation by the Federal Aviation Administration (FAA). We would appreciate receiving any evidence or statements you might care to make regarding this matter within 10 days of receipt of this letter. Any discussion or written statements furnished by you will be given consideration in our investigation and any subsequently prescribed sanction or corrective action. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Sincerely,

Nicholas E. Pearson  
Principal Avionics Inspector

14 Enclosures  
Copies of reliability report pages

cc: Mr. Thomas Wood  
Mr. Rene Visscher

CR. MAINTENANCE LOG  
AIR-0092 (10/79) Litho U.S.A.



Q.C.  
5  
RMA

2.08.02 H

6803-20

ACFT. NO. N80914

TYPE DC-8-71

FLIGHT NO.	DATE	STATION	FLIGHT	REG. NO.	BLOCK	TIME	TYPE	FUEL DATA	DEICE	CARGO DATA				
1	3-18-98	KDAY KLAX	100T	0018	441	2012	0013	4:01	6267	68.4	20.9	0	-	62984
2														
3														
4														

DEPT. DELAY	TRAIN FLTS	OIL ADD	A/P	CREW	EMP #	I.O.	LDG	A/P	CREW	EMP #
1		3 2 2 2	01	HORAN G.	37031	01	01			
2			02	RUSSELL D.	72676					
3			03	PORTER D.	66076					
4										

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	PM	HOT CUP WILL NOT HEAT ANYTHING.	1.	HOT CUP OPS CHK OK	3/19/98	KLAX	13623
2.	PM	#4 ENG. OIL PRESSURE LIGHT INOP.	2.	RTR #4 ENG OIL PRESS Light Lamp ops ck Cond.	3/19/98	KLAX	71628
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

CHECK C/W: S/C	STATION: KLAX	PREVIOUS LOG PAGE: 29979	RENDINGS: 1	TOTAL LOGS: 29980	1-DIST.	2-DIST.	3-DIST.
DATE: 3-19-98	CERT. NO.: [REDACTED]	PREVIOUS LOG PAGE: 29995.50	TIME: 4:01	TOTAL LOGS: 79499.51			
GMT TIME: 0200	AUTH SIG: [REDACTED]						
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [REDACTED]			

2.08.024  
**AFT MAINTENANCE LOG**

AIR-01 (97) LITHO U.S.A.



QC. 5 1072A

6863-20

ACFT. NO. N 994CF

CFT. TYPE 10C-3.62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	638	11-11-98	KMNB	KMSP	2058	2237	1+39	2108	2230	1+2.2	4519	50.0	30.1		1450	50170
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	00:38	DLI				1	0	1	1		01	CL. JOLIFFE	41848				
2	:										02	R. JOHNSTON	41720	1	1		
3	:										03	DL. PEIRCE	63839				
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	WHEN BOTH STATIC SYSTEMS ARE SELECTED TO ALTERNATE - CAPT'S FT/O'S ALTIMETERS DESCEND SEVERAL THOUSAND FEET AND BOTH VERTICAL SPEED INDICATORS	1.	FOUND BOTH ALTERNATE STATIC PORTS PLUGGED SOLID WITH DEBRIS AT THE 90° FITTINGS ATTACHED TO THE STATIC PORTS. UNPLUGGED AND CLEANED FITTINGS. ACCOMPLISHED PITOT/STATIC CHECK OF ALTERNATE STATIC SYSTEM. SYSTEM LEAKAGE IS WELL WITHIN LIMITS OF NO MORE THAN 100FT/MIN DROP AT 23,000 FT. AS STATED IN M.M. CH 34-11-0 CODE 15 PAGE 208.	11-12-98	KMSP	74994
2.	P/M	PER OUT.					
2.	P/M	Center Alt Static System Moisture Trap Canister Broken. Static Drain Line Capped					
4.	P/M		2	Transfer to NON-MEL # 254	11-12-98	KMSP	74004
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Sja	STATION: Kmmp	PREVIOUS LANDINGS	21901	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21902	1-DIST.	2-DIST.	3-DIST.
DATE: 11-12-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65366.12	FLT. HRS. THIS PAGE	1.22	TOTAL A/C FLT. HRS.	65367.34			
GMT TIME: 1600	AOTL-SIG: [REDACTED]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE: [REDACTED]					

MAINTENANCE LOG  
 AIR-0082, U.S.A.



Q.C. 5 RRXA

2.07.02 D

7524-02

ACFT. NO. N950R

TYPE OC 8 67P

LINE NO.	FLIGHT NO.	DATE	STATION	GATE	BLOCK	COMM.	BLOCK	COMM.	BLOCK	COMM.	FUEL DATA		WEIGHT		CARGO DATA	
											HOURS	MINUTES	WEIGHT	WEIGHT	CARGO	MAIL
1	123	01-27-99	KMSp KDAY	0350	0574	1+14	0413	0527	1+14	1738	40.7	19.0	107	73521	5505	
2																
3																
4																

LINE NO.	DEPT. DELAY		TRAIN. ELTS.		OI-ADD.		A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	LDGS	STATION								
1	:	:	:	:	1	2	0/1	m muller	54874					
2	:	:	:	:			0/2	J RETTE	24108	1	1			
3	:	:	:	:			0/3	m Scott	74912					
4	:	:	:	:										

524  
2015  
3000

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	INITIALS
1.	(M)	main cargo doors will not stay up after switch is released. must reopen every 20 mins	1.	re-labeled to manual list under # 236	1/28/99	61535
2.	(P)	FE's seat will not slide to forward position to adjust throttles	2.	label FE seat list/adj seat list, 1/28/99	1/28/99	61535
3.	(P)	#4 anti-ice valve light on with switch in off position	3.	checked security of #4 anti-ice valve light & CP's. no defects noted, CP's of #4 anti-ice valve & associated ind. ltr normal on several ops -	1/28/99	61535
4.	P/M		4.			
5.	P/M		5.			
6.	P/M		6.			

NO.	PART NUMBER	PART NO. OFF.	SER. NO. OFF.	REPLACED ON	REASON	NO.

CHECK C/W: JCD	STATION: KDAY	25084	1	25087	1-DIST.	2-DIST.	3-DIST.
DATE: 1/28/99	CERT. NO. [REDACTED]	23199.39	1:14	63200.53			
GMT TIME: 0407	AUTH SIG: [REDACTED]						
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [REDACTED]			

CR MAINTENANCE LOG

AIR-0092 (11)

U.S.A.



11  
MAY

2108.02B  
7800-07

ACFT. NO.  
N950R

YPL  
1-8-63

L E G #	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	632	2/7/99	KIND	KDFW	20:00	22:17	217	20:14	22:04	1750	3189	56000	26800	Ø	37720	Ø
2																
3																
4																

L E G #	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:18	DM2			Ø	1	1	Ø	Ø	Ø	01	D. ROY	72329	1	1		
2	:										02	D. INGLE	39037				
3	:										03	J. NWIBA	61505				
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	Reference DMI # C7800021-0222 #3 Gen uprallied, illuminated in flight, Frep Flux Follows #5 Throttle	1.	Remanade Replaced #3 eng CS.D Leak ops like normal per MM, Chap 24. This clears DMI # C7800021-0222 placards removed	2-7-99	KDFW	05134
2.	P (M)	O2 Needs Service	2.	Serviced O2 TO FULL. No leaks	2-8-99	KDFW	46500
				NOTED. AS per M-LH 12			

3.	P (M)	See Lts item 7800-06 item #1 #3 Gen control panel inop	3.	Removed & replaced #3 Gen control panel. Rtd Temp. Ground ops UCS good. per MM Ch 24	2-7-99	KDFW	46500
4.	P (M)	Ref NO. 236 MAIN CARGO Door Droops & will NOT STAY OPEN AFTER SW Released, MUST Re-OPEN Every 20 MIN	4.	R+R Door control Valve. Add Door Flow Control Valve Ground ops OK good This clears M-LH # 236	2-9-99	KDFW	02465

5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	VALVE	271-2-	151686	271-2-	Ø271-2 320205 ONLY	
3	FREQ Load control	51508-000	560ABC	51508-000	380AB M	3
1	CSD	698870	845	698870	124 M	1

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT			
CHECK C/W: Service	STATION: KDFW	PREVIOUS LANDINGS	25122	LANDINGS THIS PAGE	1	TOTAL LANDINGS	25123	1-DIST.	2-DIST.	3-DIST.
DATE: 02-09-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	60253.06	FLT. HRS. THIS PAGE	1.50	TOTAL A/C FLT. HRS.	632.54			
GMT TIME: ØØ.2Ø Z	AUTH SIG: [Signature]	DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]		

2-03-02B

**EMERY WORLDWIDE AIRLINES  
MAINTENANCE POLICY & PROCEDURES MANUAL**

c. Category C

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26<sup>th</sup>, the 10 day interval would begin at midnight the 26<sup>th</sup> of January and end at midnight February 5<sup>th</sup>.

d. Category D

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. In some cases, items are listed with the number Required being equal to the number Installed. In such instances the Item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A, B, C, or D. In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program.

**Note:** The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

**C. Configuration Deviation List Policy**

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

**D. Non-MEL Item**

1. Policy

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations, such as reading lights, window shades, minor corrosion to non-structural parts, galley equipment, etc. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be scheduled with routine inspections of specific areas for the most efficient and most effective correction.

**EMERY WORLDWIDE AIRLINES  
MAINTENANCE POLICY & PROCEDURES MANUAL****2. Deferral Procedures**

The deferral procedure for a Non-MEL item is the same as for MEL items, but a category number (A, B, C, or D) and Inoperative Equipment Placard (MEO32) are not required.

**3. Non-MEL Deferred Items generated as a result of Periodic Check or Inspection**

Discrepancies generated and recorded as a result of check/inspection requirements may be carried over (deferred) for correction/repair at a later scheduled time provided the discrepancy falls into one of the following categories:

- a. Equipment items that are non-essential to the continued airworthiness of the aircraft, i.e. crew or courier comfort items (EXCEPT THE TRASH RECEPTACLE INTEGRITY FOR CONTAINING POSSIBLE TRASH FIRES), air conditioning distribution items such as air outlets, etc.
- b. Minor secondary structure defects such as dented skin (provided internal inspection has ascertained no damage has resulted to frames, stringers, attachments, etc.) that are within the limits of the manufacturer's manuals.

**Note:** Before evaluating or repairing any damage to stressed aircraft structure, the airframe manufacturer's Structural Repair Manual should be consulted for the correct evaluation criteria and instructions concerning the use of the correct tools, methods, and equipment. Scratches, dents, dings, scraps, and other apparently minor damage, while sometimes appearing insignificant, modify the load path through the structure creating undesirable stress concentrations.

- c. Interim repairs to secondary structure that are approved by Quality Control.

**Note:** A full and complete description of any discrepancy will be supplied to Quality Control including dimensions and severity of damage. Pictures will be taken and immediately forwarded to Quality Control if obtainable.

- d. Modifications items - that do not affect the airworthiness of the aircraft.
- e. Appearance items such as cleaning, painting, or interior trim conditions (except interior trim that may cause injury if contact is made by an individual or trim conditions that may interfere with the proper operation of seats, exits, or other emergency equipment).

## EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- f. When a Non-MEL item is entered in the Log Book for temporary replacement of a Rigid Hydraulic Tubing with a flexible hose, a material requisition number for the part on order or to be manufactured, must be entered in the Log Book Non-MEL item description block at the time of deferral.

**Note:** The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

### E. Deferral Procedures

The following is a step-by-step procedure for the recording and controlling of log and form entries pertaining to deferrable items.

1. EWA's Maintenance Control Center must be notified immediately of a discrepancy requiring deferral, whether it be MEL, CDL, or Non-MEL prior to flight.
2. The EWA Maintenance Controller will be responsible for reviewing the applicable MEL/CDL for any restrictions or follow-up action which may be required by the deferral.
3. If it is determined that the discrepancy can and should be deferred, Maintenance Control will enter the discrepancy in the Deferred Maintenance Computer Program file under the applicable aircraft and assign a category letter (A, B, C, or D if applicable) and control number to the deferred item.
4. It shall be the responsibility of the Maintenance Controller to coordinate all form/log entries with the mechanic releasing the aircraft for flight.
5. It shall be the responsibility of the Maintenance Controller to notify Flight Dispatch as soon as possible by hard copy (Sita, Telex, or Telefax) of the conditions of the aircraft including the MEL or CDL chapter number/page, deferral control number, category, and due date/time.

**Note:** The following procedures will be utilized by flight crew when deferring items after the main entry door is closed for block out and prior to takeoff.

1. The Professional Flight Engineer will enter the MEL/CDL system/ sequence number, i.e. 74-5, on the Inoperative Equipment Placard (MEO32) and attach it to the applicable inoperative unit or switch in the cockpit.
2. The Professional Flight Engineer will enter the discrepancy in the "Discrepancy" block in the aircraft maintenance log.



## EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

- Note:**
3. The Professional Flight Engineer will enter the words "Deferred by Flight Crew" and the MEL/CDL system/sequence number in the "Corrective Action" block along with the date, station, and employee number in the blocks provided. If the MEL item has a (M) and/or (O) "Action Requirement" the professional Flight Engineer will, if appropriately certified, perform the function of the mechanic for the specific maintenance procedure(s) and enter the item(s) in the above corrective action. These procedures contained in the MEL must be accomplished.
  4. Immediately upon arrival at a station, staffed by EWA Maintenance Personnel, it is the Captain's responsibility to notify maintenance of the Flight Crew deferral. Maintenance will then contact Maintenance Control to have a control number and category assigned to the MEL/CDL item listed by the Flight Crew. Maintenance will then transfer the MEL/CDL deferral to the applicable deferral section in the front of the log book and add the control number to the inoperative equipment placard. Maintenance will make every effort to correct the discrepancy and document the sign-off as outlined in this section.

6. If approval for deferral is obtained, the mechanic will:

- a. Obtain a DMI control number from Maintenance Control for the deferred item and enter a statement in the Corrective Action block of the aircraft log: Deferred as Control Number \_\_\_\_\_ in accordance with (MEL System/Sequence Number \_\_\_\_\_, Category \_\_\_\_\_) or (CDL System/Sequence Number \_\_\_\_\_) or (Non-MEL procedures). The station code, date, and employee number must accompany corrective action taken.
- b. The discrepancy then must be entered by the mechanic from the log page on the Deferred Maintenance Form located in front of the aircraft log as follows (reference example MEL/CDL or Non-MEL form at the end of this section):
  - (1) Block 1: Category letter and control number
  - (2) Block 2: Log page number
  - (3) Block 3: Originating date discrepancy was written
  - (4) Block 4: Station discrepancy was written
  - (5) Block 5: Enter original due date provided by Maintenance Control
  - (6) Block 10: Original discrepancy system/ sequence number

## EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

**Note:** Reference Flight Restrictions or inspections for information to the Flight Crew.

### 7. Deferral Placarding

Complete an Inoperative Equipment Placard (MEO32) and attach it to the applicable inoperative unit or switch in the cockpit for MEL deferrals. Complete a CDL Limitation Placard (MEO40) and attach it to the instrument panel in clear view of the pilot. Non-MEL deferrals **DO NOT** require placarding.

### 8. Deferral Authorization Number System Procedure

- a. Maintenance Control will be responsible for issuing control numbers.
- b. The DMI Control Number assigned by Maintenance Control will be formatted as illustrated in the example below.

Example: C4519223-0001

<u>MEL Category</u>	<u>Log Page Number</u>	<u>Discrepancy Number</u>	<u>Sequence</u>
(C)	(4519-22)	(3)	0001

**Note 1:** The MEL Category is not required for CDL or Non-MEL deferrals.

**Note 2:** CDL items will be coded first digit with the letter "Z".

### F. Clearing a Deferred Discrepancy

1. To clear a deferred discrepancy, the mechanic will enter the discrepancy from the DMI form in the next open discrepancy block in the aircraft log using the control number.
2. Clear the entry on the DMI form as follows:
  - a. Block 6: Enter the extended date provided by Maintenance Control when applicable.
  - b. Block 7: Enter date when discrepancy was corrected.
  - c. Block 8: Enter station where discrepancy was corrected.
  - d. Block 9: Enter log page number where discrepancy was corrected.
3. Clear the discrepancy in the "Corrective Action" block of the aircraft log with a concise description of action taken. After the correction action entry, enter the statement "DMI control number \_\_\_\_\_ cleared. Placards removed."

2.08.02C

DOUGLAS AIRCRAFT CO., INC  
DC-3 STRUCTURAL REPAIR MANUAL

CLASSIFICATION OF DAMAGE (DC-3-ALL)

1. Negligible Damage

Negligible damage is damage not sufficiently serious to require removal, replacement, or splicing of a structural member. Scratches, nicks, dings, and dents fall into this category.

A. Scratches

The damage is negligible if the scratch can be rounded out and polished without causing a detrimental effect.

B. Nicks or Dings:

The damage is negligible if the nick or ding can be rounded out and polished without causing a detrimental effect.

C. Dents:

A dent is negligible if it is smooth, shallow, and free from cracks or abrasions, and without adjacent sheared rivets or elongated holes.

2. Repairable Damage

Repairable damage is damage that is repairable from an economic standpoint without the aid of extensive engineering. This type of damage is outlined in the repair sections of this manual.

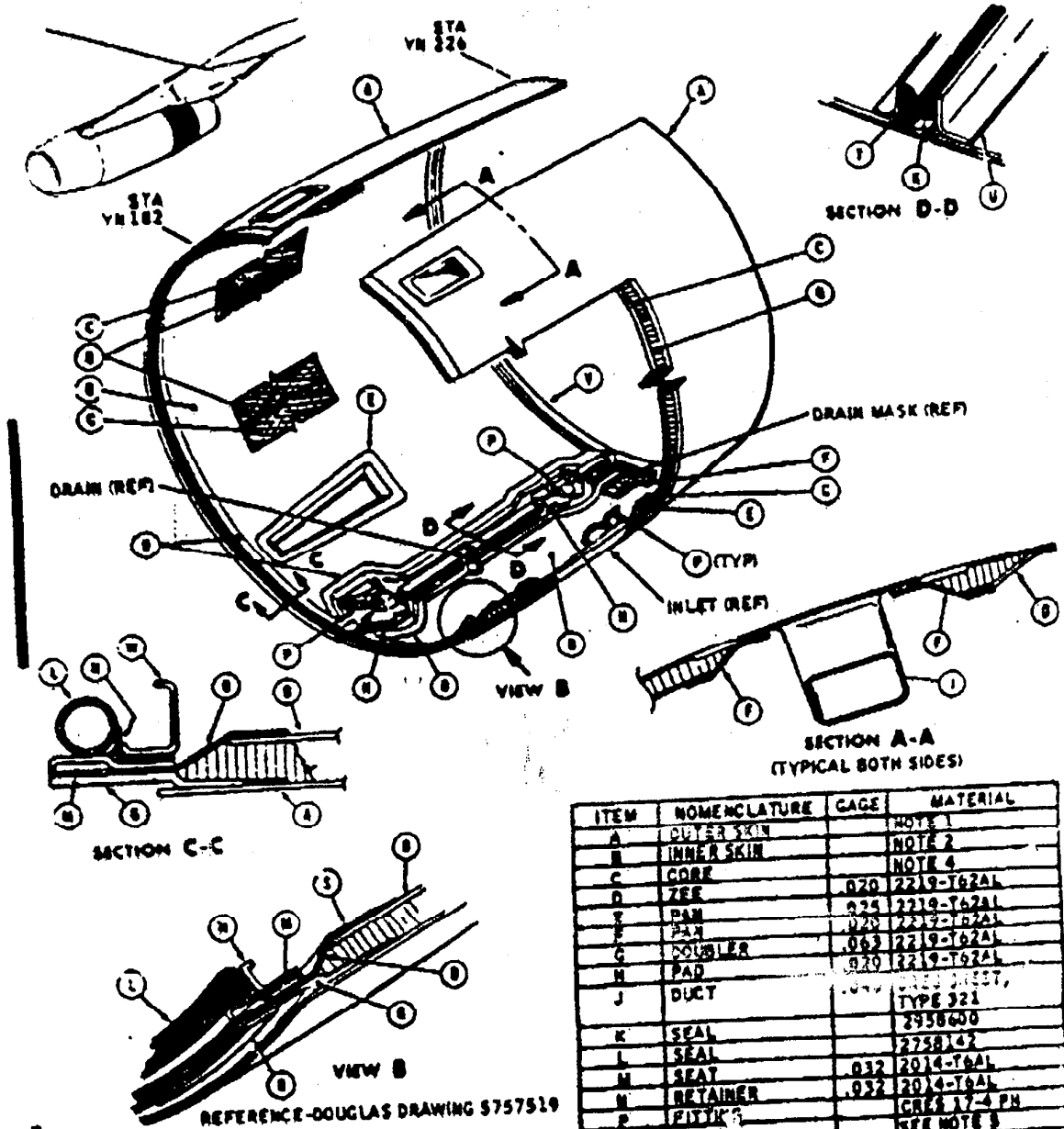
3. Damage Necessitating Replacement

Damage necessitating replacement is damage that is either too extensive to allow repair or is not repairable from an economic standpoint.

4. Extensive Engineering Rework

Extensive engineering rework is repair to damage of such complexity that specific engineering is required.

DOUGLAS AIRCRAFT CO., INC  
DC-8 STRUCTURAL REPAIR MANUAL



ITEM	NOMENCLATURE	GAGE	MATERIAL
A	OUTER SKIN		NOTE 1
B	INNER SKIN		NOTE 2
C	CORE		NOTE 4
D	ZEE	.020	2219-T62AL
E	PAN	.025	2219-T62AL
F	PAN	.025	2219-T62AL
G	DOUBLER	.063	2219-T62AL
H	PAD	.020	2219-T62AL
J	DUCT	.075	CRES SHEET, TYPE 321
K	SEAL		2958600
L	SEAL		2758142
M	SEAT	.032	2014-T6AL
N	RETAINER	.032	2014-T6AL
P	FITTING		CRES 17-4 PH
Q	CORE		SEE NOTE 3
R	RUB STRIP	.060	NYLATRON CS
S	FIRE SHIELD	.016	TITANIUM DM51530
T	RETAINER		12758109
U	ANGLE	.032	2014-T6AL
V	RUB STRIP	.020	NOTE 3
W	BRACKET	.050	2014-T6AL

- NOTE:
1. SKIN IS CHEM-MILLED FROM .063 2219-T62AL. THICKNESS VARIES FROM .063 TO .018
  2. SKIN IS CHEM-MILLED FROM .040 2219-T62AL. THICKNESS VARIES FROM .040 TO .015
  3. CRES SHEET, MIL-S-5059, 1/4 HARD, TYPE 301, FINISH 28.
  4. MADE FROM .460 X 1/8 HEX X .0015 THICK 3052 AL FOIL HONEYCOMB, NONPERFORATED.
  5. MADE FROM .460 X 1/8 HEX X .0007 THICK 3052 AL FOIL HONEYCOMB, NONPERFORATED.

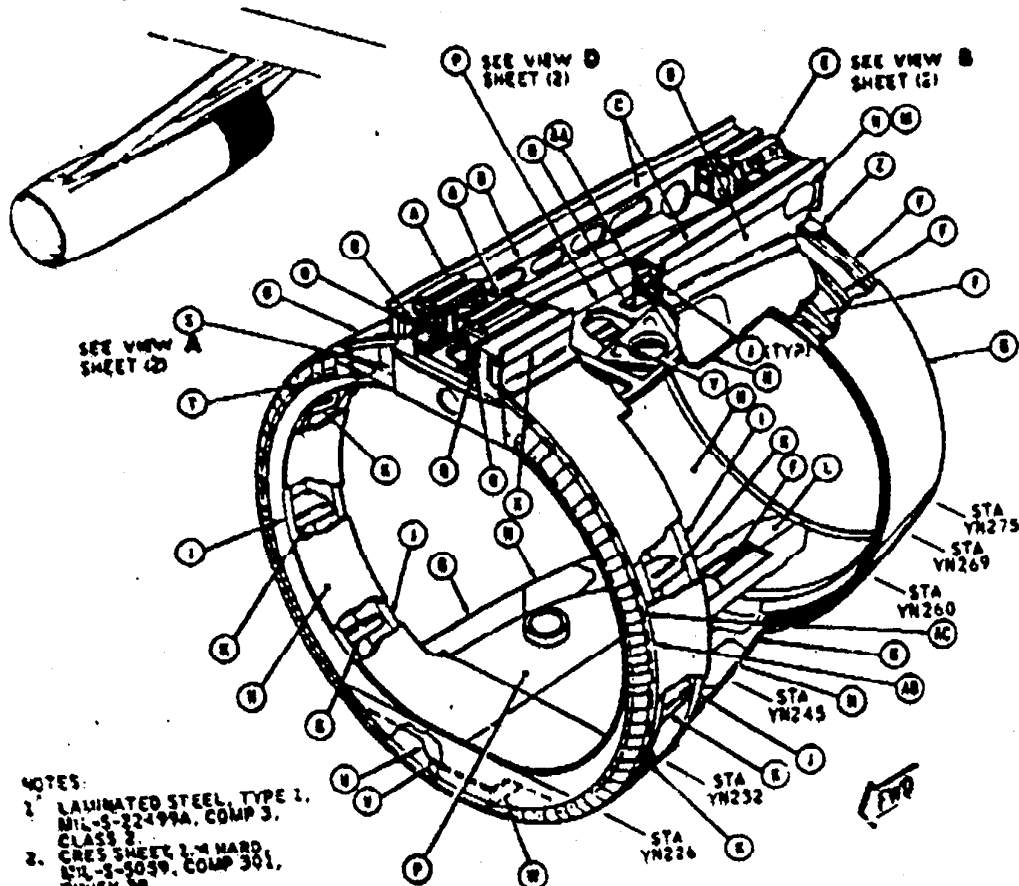
959R Item V  
Aft Cowl Skins -- Type B WEAR STRIP.  
Figure 5

MS-1079C

1 February 1968

959R  
 ITEM IS A "WEAR STRIP"

DOUGLAS AIRCRAFT CO., INC  
 DC-8 STRUCTURAL REPAIR MANUAL



- NOTES:  
 1. LAMINATED STEEL, TYPE 1, MIL-S-22499A, COMP 3, CLASS 3.  
 2. CRES SHEET 1/4 HARD, MIL-S-5059, COMP 301, FINISH 2B.  
 3. CRES SHEET, MIL-S5059, COMP 303, COND ANLD.  
 4. ITEM AC ADDED BY SERVICE BULLETIN 78-93.

ITEM	NOMENCLATURE	GAGE	MATERIAL	ITEM	NOMENCLATURE	GAGE	MATERIAL
				Q	PLATE		CRES PLATE 17-7PH
A	FWD SLIDER ASSY		CRES STEEL CASTING 17-4PH	R	SHIM	.062	SEE NOTE 1
B	BEAM	.063	TITANIUM DMS 1879	S	ZEE		SEE SHEET 2
C	CAP	.063	TITANIUM DMS 1879	T	CHANNEL	.071	TITANIUM DMS 1879
D	SKIN	.080	2219-T62AL	U	CHANNEL	.071	TITANIUM DMS 1879
E	AFT SLIDER ASSY		SEE SHEET 2	V	CLIP	.071	TITANIUM DMS 1879
F	FRAME	.063	TITANIUM DMS 1879	W	CLIP	.063	TITANIUM DMS 1879
G	OUTER SKIN	.080	2219-T62AL	X	SEAL	.016	SEE NOTE 2
H	INNER SKIN	.071	TITANIUM DMS 1879	Y	CHANNEL	.071	TITANIUM DMS 1879
J	FRAME	.071	TITANIUM DMS 1879	Z	SPLICE	.063	TITANIUM DMS 1879
K	INTERCOSTAL	.063	TITANIUM DMS 1879	AA	CAP	.071	TITANIUM DMS 1879
L	DOUBLER	.063	TITANIUM DMS 1879	AB	GUIDE	.040	2219-T62AL
M	DOUBLER	.071	TITANIUM DMS 1879	AC	WEAR STRIP	.020	SEE NOTE 2
N	DOOR	.080	2219-T62AL				
P	SHLEF		SEE SHEET 2				

959R

Translating Ring Material Identification -- Type B  
 Figure 7 (Sheet 1)

15 December 1973

AAAAAAAAAAAAAAAAAAAAA' NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAA

IBER: N959R  
REF: YW002

DMI #: 265 DEFERING INSPECTOR:  
CLEARING INSPECTOR:

ENTERED BY  
RBRIDGES

REASON: STENCIL FOR LH FWD STATIC PORT IS DETERERIATED  
REQUESTED JFK TO PROVIDE P/N OR ICT#

MR: 17958 PN: MARKING-438 DESC: PLACARD STATIC PORT

TATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	6910-07	KJFK	38955	12/29/98	16:21	
C	7006-15	KORD	45060	02/08/99	21:43	CLEARED BY ENTERING IN MERIT
C	7006-15	KORD		02/08/99	21:43	SYSTEM. CONTROL #N6910073-0075

:  
:

( 4986)

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	306	12-24-98	KOAY	KTFK	2351	0134	1443	0003	0121	1418	4510	52.8	31.8	0	49539	0
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:			KOAY	2	1	3	2	X	0-1	G. BARRETA	04296	1	1			
2	:									0-2	M. McKenna	54800					
3	:									0-3	C. MERCADO	56997					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STATUS
1	DIM	With Fuel Flow power switch in Right FUE FLOW on #1 and 3 Eng is ERATIC with NO FUE FLOW on 2 and 4 Eng.	1	REM + REPL L/H FUEL FLOW POWER AMPLIFIER JAN MM73-00 DURING ENGINE RUN JAN DC-8 RUN UP HAND TO 30K	12/24/98	MECH 21447 NORMAL
2	PIM	Reset CB several times with problem alternating between Fuel Flow (Ex. 1 & 2 inop 3 and 4 working)	2	NO DEFECTS NOTED. FUEL FLOW NORMAL ON ALL ENGINES IN RIGHT HAND POSITION - END -		
2	PIM	REF DMF # 812376 WITH F/F POWER SWICH IN LEFT POS. OR NORMAL F/F'S ERATIC. SWITCH IN RIGHT POS F/F'S NORMAL	2	REM + REPL L/H FUEL FLOW POWER AMPLIFIER. JAN DL-8 M.M. 73-00 OPS OKS NORMAL DURING ENGINE IAW EWA RUN-UP HAND BOOK ALL PLACARDS REMOVED	12/27/98	KTFK 15003
3	PIM	FAA ITEM: L/H SIDE FWD STATIC PORT PLACARDS DEGRADATED.	3	ENTERED AS NON MEL # 266 12/24/98 KTFK		38955
4	PIM	FAA ITEM: #1 ENG. COULING FIRE EXTINGUISHER ACCESS PORTS NEED PAINT & NO FIRE ACCESS STENCIL	4	PAINTED ACCESS DOOR. PLACARDS 12/27/98 KTFK		38955

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	FUEL FLOW AMPLIFIER	8TJ88GBN1	00516B	8TJ88GBN1	C201R	R/H
2	FUEL FLOW AMPLIFIER	8TJ88GAN1	B918	8TJ88GAN1	60030	L/H

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: SERVICE	STATION: KTFK	PREVIOUS LANDINGS	22254	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22255	1-DIST.	2-DIST.	3-DIST.
DATE: 12/30/98	CERT. NO.:	PREV. A/C FLT. HRS.	61112	FLT. HRS. THIS PAGE	1.18	TOTAL A/C FLT. HRS.	61114			
GMT TIME: 0130Z	AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

2.08.02L

AIRCRAFT MAINTENANCE LOG

**WORLDWIDE**

7262-18

N939K

PC-638

NO.	DATE	DESCRIPTION	INITIALS	TIME	STATUS	REMARKS
1	12-15-02	MAINT				
2						
3						
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
26						
27						
28						
29						
30						

LOG PAGE 001. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - ONE USED WITH THE ENVELOPE 3. PINK COPY - RETURN IN ENVELOPE

ENGINE FLIGHT MONITORING DATA

QNT	MACH	IAS	ALT	RAT/TAT	QAT	GROSS WGT	RECUMATE	NO. VALVE

T  
G  
6

D T T N I 4 - 9 9 9 9 1 2 : 0 6



2.08.02C

DOUGLAS AIRCRAFT CO., INC  
DC-3 STRUCTURAL REPAIR MANUAL

CLASSIFICATION OF DAMAGE (DC-3 ALL)

1. Negligible Damage

Negligible damage is damage not sufficiently serious to require removal, replacement, or splicing of a structural member. Scratches, nicks, dings, and dents fall into this category.

A. Scratches

The damage is negligible if the scratch can be rounded out and polished without causing a detrimental effect.

B. Nicks or Dings

The damage is negligible if the nick or ding can be rounded out and polished without causing a detrimental effect.

C. Dents

A dent is negligible if it is smooth, shallow, free from cracks or abrasions and without adjacent sheared rivets or elongated holes.

2. Repairable Damage

Repairable damage is damage that is repairable from an economic standpoint without the aid of extensive engineering. This type of damage is outlined in the repair sections of this manual.

3. Damage Necessitating Replacement

Damage necessitating replacement is damage that is either too extensive to allow repair or is not repairable from an economic standpoint.

4. Extensive Engineering Rework

Extensive engineering rework is repair to damage of such complexity that specific engineering is required.

Printed in U.S.A.

201000

7792-23 N954R DC9-63F

I	C	FLT	DATE	STATION		GMT	BLOCK HOURS		GMT	FLT HOURS	FUEL DATA		DE WCE	CARGO DATA	
				FROM	TO		OUT	IN			OFF	ON		UPLIFT (USG)	DEPART (LBS)
1	335	0212-89	KOAO	KOAY	1711	1515	1704	1727	1505	41	370	340	-0-	39985	39985

1	2	3	4	DEPT. DELAY	TRAN. FLT. STATION	OIL ADD				A/P	CREW	EMP #	T.O. LDG	A/P	CREW	EMP #
						1	2	3	4							
1	2	3	4			2	0	0	0	0	01 M. Luchessa	50757	1	1		
2											02 D. Foley	25075				
3											03 P. Thede	82083				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	P/M	Panel in Restroom Falling off wall	2	Secured panel in rest, no objects present			25075
3	P/M	Reference Non MEL # N7262201-0028 FWD Sill Guard missing	3	Replaced FWD Sill Guard As Required. This clears Non MEL # N7262201-0028	2-17-99	KOAO	45082
4	P/M	Reference Non MEL # 256 Aft Sill Guard missing	4	Replaced Aft Sill Guard As Required. This clears Non MEL # 256	2-17-99	KOAO	45082

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/M: Transit	STATION: KOAY	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 2-17-99	CERT. NO.: 395665578	PREV. AC FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL AC FLT. HRS.				
GMT TIME: 1610Z	AUTH. SIG: [Signature]							

DISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGED NEW LOG PAGE NO: CAPTAIN'S SIGNATURE [Signature]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

ENGINE FLIGHT MONITORING DATA

PREMATIC ISO VALVE:  0 (CLOCK)  1 (0-100)

AIR COND PACKS: 1  2  3  4  5

MAX BANK:  0  10  20  30  40  50  60  70  80  90

GROSS WT:  0  10  20  30  40  50  60  70  80  90

SAT:  0  10  20  30  40  50  60  70  80  90

RAY/TAT:  0  10  20  30  40  50  60  70  80  90

ALT:  0  10  20  30  40  50  60  70  80  90

IAS:  0  10  20  30  40  50  60  70  80  90

MACH:  0  10  20  30  40  50  60  70  80  90

GMT:  0  10  20  30  40  50  60  70  80  90

RECORD TO NEAREST:  0  10  20  30  40  50  60  70  80  90

POS: 1 2 3 4

APR - 4 - 99 SUN 12:05

## INTRODUCTION

### GENERAL

This MEL is a copy of the FAA approved Minimum Equipment List for those DC-8 Aircraft operated by Emery Worldwide Airlines. It is prepared and revised jointly by the Operations and Maintenance Departments.

Compliance with the intent of the Preamble and all of the provisions of this MEL is mandatory for all flights operated by Emery Worldwide Airlines when dispatching an aircraft with inoperative equipment. No deviation from these requirements is permitted unless a "Special Ferry Permit" is obtained specifically allowing such Deviation.

Federal Aviation Regulations (Part 121.303 through 121.359) require certain equipment to be operative for a given type of aircraft operation. Paragraph 121.628 provides for Deviations from these requirements under certain conditions. Emery Worldwide Airlines Aircraft will be dispatched under the use of this MEL per the procedures addressed in this Manual.

All Components/Systems on an aircraft fall into one of three basic classifications with regard to airworthiness requirements.

- (1) Units obviously required for aircraft to be airworthy such as Tires, Ailerons, Wings, etc.
- (2) Units obviously not required for aircraft to be airworthy such as Cabin Trim, Galleys, Lavatories, etc.
- (3) Units which do not clearly fall into either of the above classes or for which some Deviations from the normal complement of equipment has been approved.

This MEL contains those items in the Third Classification for which some Deviation from the normal complement of equipment has been approved to be inoperative at dispatch.

### CONTENT:

This MEL was designed to include the immediate information that Operations/Maintenance personnel need to dispatch/release an aircraft with items of equipment inoperative or malfunctioning. Each MEL item listing incorporates the immediate information necessary to determine whether an aircraft can be released under the MEL with that item inoperative. Each item listed includes all applicable Remarks/Exceptions, Aircraft Operating Limitations, FAR Interpretations and those Operational Limitations unique to EWA Operations specifications, when required.

In the case of some inoperative items, the FAA Master Minimum Equipment List for the DC-8 requires that each Air Carrier develop Special Procedures in order to dispatch with a particular item inoperative. Where required, this MEL includes such Procedures and any additional notes or information necessary to insure that the aircraft can be dispatched safely. These Maintenance and/or Operational Procedures, where necessary, are further broken down to incorporate different (types or degrees of) malfunctions of a particular item.

2.0802C

From: dse.boecom@boeing.com

FROM: THE BOEING COMPANY  
SERVICE ENGINEERING  
CUSTOMER SUPPORT  
M/C D035-0035  
3855 LAKEWOOD BLVD.  
LONG BEACH, CA 90846  
206-544-0641 (FAX)  
32-9430 (TELEX)  
LKEBO7X (SITA)  
DSE (DIR CODE)

Attn: →

RONALD E. MOODY  
Quality Control Inspection Representative



Air-Expedite!  
Ocean-Customs Brokers  
Global Logistics

303 Corporate Center Dr.  
Vandalia, OH 45377  
(937)484-3999  
(937)696-2003 Fax

ATTN: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0005RR 11 FEB 99  
ATA 5100-00 MODEL DC-8  
DC-8 CARGO LOADING SYSTEMS  
REF /A/ EAF-ILN-99-0003TR /C/  
/B/ SRM 51-1-0 PAGE 1

IKE, YOUR REF /A/ ASKED FOR BOEING TO ADVISE WHAT TYPE OF STRUCTURE (I.E. PRIMARY OR SECONDARY) COMPRISES THE DC-8 CARGO LOADING SYSTEMS.

THE CARGO LOADING SYSTEM HARDWARE IS NOT STRUCTURE PER SE. IT EXISTS TO ACCOMMODATE THE AIRPLANE'S PAYLOAD, AND DOES NOT SERVE ANY STRUCTURAL PURPOSE AS FAR AS THE AIRFRAME IS CONCERNED. THE CARGO LOADING SYSTEM IS NO MORE CONSIDERED STRUCTURE THAN IS A PASSENGER SEAT OR COATROOM IN A PASSENGER AIRPLANE.

TO PUT IT ANOTHER WAY, IF ALL THE CARGO LOADING SYSTEM HARDWARE WERE REMOVED THE AIRPLANE WOULD BE NO LESS STRUCTURALLY SOUND THAN IT WAS BEFORE.

I HOPE THIS ANSWERS EAF'S QUESTION.

CHEERS,

M. HANSEN/WASHKE  
DAVE WASHKE - (ACTING) AIRLINE SUPPORT MANAGER  
BOEING SERVICE ENGINEERING  
ORGN 6-T024 M/C D0035-0035

11 FEB 99 0840

BOECOMII-FSE-ID-6610637-EMAIL-G

MAINTENANCE LOG

AIR-009 (7) Litho U.S.A.



2.08.02 J

7112-25

ACFT. NO. N 8091U

FT. TYPE DC8-71

LEG	FLT	DATE	STATION				GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN	OFF	ON		UPLIFT (USG)	DEPART (LBS)		ARRIVAL (LBS)	CARGO	MAIL			
1																		
2																		
3																		
4																		

MAX ONLY NO FLT

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	LWING 1/8 SLOTT SEAL DETERIORATING	1.	X-FERRED to non MRL # 65	12/28/98	KCLT	Ø7136
2.	P/M	CIW WR# A03104 B-1 CHECK PER EWA WORK CARDS	2.	CIW WR# A03104 B-1 CHECK PER EWA WORK CARDS RTF gang life 65711	12-29-98	KCLT	17817
3.	P/M	OVERHEAD FLUORESCENT LIGHT PANEL HAS SEVERAL BULBS IMP. REPLAMP NO HELP.	3.	R+R BALLAST ASSY, OPS CK GOOD	12-29-98	KCLT	17817
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	Ballast	522-2703-011-02 BA171-M00C	69901 1284	522-2703-011-02 BA171-M00C	3120-02 690425008	ONLY

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: B-1	STATION: KCLT	PREVIOUS LANDINGS: 30731	LANDINGS THIS PAGE: 0	TOTAL LANDINGS: 30731	1-DIST.	2-DIST.	3-DIST.			
DATE: 12-29-98	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS: 81308 05	FLT. HRS. THIS PAGE: 0:0	TOTAL A/C FLT. HRS: 81308 05						
GMT TIME: 0030Z	AUTH. SIG.: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		

APR- 2-99 FRI 14:11

2.08.07D

P.12

AAAAAAAAAAAAAAAAAAAAA' NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAA

IBER: N8091U DMI #: 65 DEFERING INSPECTOR:  
REF: UA091 CLEARING INSPECTOR:

ENTERED BY  
CLAWSON

REASON: L/H WING INBD SLOT SEAL DETERIORATED.

>

MR: PN: DESC:

TATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	7112-25	KCLT	07136	12/28/98	18:20	
C	1	KMQY	09049	02/28/99	18:06	TRANSFERRED TP WORK CARD 5035

:  
:  
:

( 4984)

F1] Help



FROM : EJA SMYRNA TN

FAX NO. :

Apr. 02 1999 03:53PM P1

2-08-02D

NON-ROUTINE WORK CARD						TENNESSEE TECHNICAL SERVICES, LLC		TASK NO.	
FORM NO. 26						CRS T64R1640		5035	
ITEM LOCATION (CIRCLE ONE)		CABIN	TAIL	ENG.	FUNCTION: (CIRCLE ONE)		W/C AD	AC TYPE: MODEL	
ELISE STRUCT		RT WING	LG & W/W	DOORS/HATCHES	MECH	ELEC	1383	AC ZONE NO	
LT WING					NDT	INSP	DC8-71	AL8091U	
ITEM DESCRIPTION		LEFT wing INBD SLAT SEAT DETEORATED							
NON-MEL		65	LP	7112-25	WRITTEN BY		EMP. NO.	DAY	MO
							9049	26	02
EVALUATION (CIRCLE ACTIONS TO BE TAKEN)		CLEAN	CHECK	LUBE	SERVICE	TREAT	PAINT	REMOVE	REPAIR
									TIGHTEN
									SECURE
									STOW
									REPLACE
									RESET
									TEST
									ADJUST
REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.P. INSTRUCTION ETC)		DC8 MM							
SPECIAL INSTRUCTIONS		job will require both mechanical & s/m shops to complete							
EVALUATION BY		EMP. NO.	O.T. AUTH. (CIRCLE)	PART AUTH. (CIRCLE)	REC'D INSPN ITEM	CUSTOMER APPROVAL		ATA	
		410265011	YES NO	YES NO	YES NO (CIRCLE)			37	80
								CHPT	SECT
									SUBJ
CORRECTIVE ACTION		① Remove Lt. wing INBD. Slat seat I.A.W. DC8 M/M 27-80-0 R. Day 0623 ② Replace Lt. wing INBD. slat seal I.A.W. DC8 M/M 27-80-0							
PART NUMBER 'OFF'	SER #	PART NUMBER 'ON'	SER #	PART NUMBER 'OFF'	SER #	PART NUMBER 'ON'	SER #		
								DAY	MO
ACCOMPLISHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK		EMP. NO.	CHECKED BY			01	04
	0633			49540523	12			99	



## EMERY WORLDWIDE AIRLINES MAINTENANCE POLICY & PROCEDURES MANUAL

### c. Category C

Category "C" items in this category shall be repaired within ten (10) consecutive calendar days (240) hours (Z time), excluding the day the malfunction was recorded in the aircraft maintenance record/log book. For example, if it were recorded at 10 A.M. on January 26<sup>th</sup>, the 10 day interval would begin at midnight the 26<sup>th</sup> of January and end at midnight February 5<sup>th</sup>.

### d. Category D

Category "D" items shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. In some cases, items are listed with the number Required being equal to the number Installed. In such instances the item(s) is/are Required to be operative. When this occurs, the symbol will be listed in the category column in lieu of A, B, C, or D. In unusual circumstances where the repair time limits described here cannot be met, Emery Worldwide Airlines may extend the repair deadline in accordance with the approved deferral program.

**Note:** The DC-8 MEL 25-13 (Passenger Convenience Items) does not have an FAA Repair Interval Category Assignment. Items as listed under this MEL system/sequence number can be documented as a Non-MEL deferral.

## C. Configuration Deviation List Policy

An aircraft may be dispatched in revenue service with certain parts such as plates and doors removed as specified in the Configuration Deviation List (CDL). Where items are grouped under the same Gross Weight (GW) performance penalty, whenever more than one item from this or the MEL is missing or inoperative, the GW performance penalties are cumulative. The CDL is contained in the same manual as the MEL under the heading MEL/CDL Manual. The deferral procedures for CDL items is similar to the procedure for MEL items, but a category number (A, B, C, or D) is not required.

## D. Non-MEL Item

### 1. Policy

As in the MEL/CDL, Non-MEL items that have no airworthiness connotations, such as reading lights, window shades, minor corrosion to non-structural parts, galley equipment, etc. While these items do not fall into the requirements of the MEL/CDL, EWA has developed a means to ensure that these items are corrected in a timely manner.

Since these items are non-airworthy, there is no set time interval to perform corrective action, but by maintaining an accurate list, they can be scheduled with routine inspections of specific areas for the most efficient and most effective correction.

MAINTENANCE LOG

AHF-009 Litho U.S.A.



2:08:02 D

Q.C. 5 R.R.X.A

7229-16

ACFT. NO.

N 80914

TT. TYPE

DC8-71

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	003	2/2/99	KCCF	KDAY	0734	0553	1419	0746	0848	1402	4770	50.0	40.0	N/A	43784	240
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	3:10	AW3			1	1	2	1		01	R. HICKMAN	35108	1	1			
2	:									02	D. CALL	11254					
3	:									03	K. MURPHY	59733					
4	:																

6-11  
5-24  
5-23

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	CAPIS FWD WINDOW HAS SEALANT SMEARED IN CENTER + ALONG BOTTOM	1.	REMOVED SMEARED SEALANT FROM CAPIS WINDOW ALSO CLEANED WINDOW AS REQUIRED.	2/2/99 KDAY		11989
2.	B/M	SMOKE CURTAIN VELCRO + TAPIN DISLODGED FROM BOTTOM + SIDE UPON OPENING.	2.	Upon inspection of smoke barrier curtain found L.H. side of curtain unable to be secured to side of fuselage. Also entire bottom of curtain not secured to the floor. Placed on NON-MEL #86.	02/02/99 KDAY		75066
4.	P (M)	Due to NON-MEL on smoke barrier curtain. Both courier seats unable to be occupied.	4.	Deferred courier seats insp. per EWA MEL 25-14. cat. O item. release #902012 Due Date 06/02/99 placard installed.	02/02/99 KDAY		75066
5.	P/M		5.				
6.	P/M		6.				

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Transit CK	STATION: KDAY	PREVIOUS LANDINGS	30801	LANDINGS THIS PAGE	1	TOTAL LANDINGS	30802	1-DIST.	2-DIST.	3-DIST.
DATE: 02/02/99	CERT. NO:	PREV. A/C FLT. HRS.	81457.46	FLT. HRS. THIS PAGE	1:02	TOTAL A/C FLT. HRS.	81458.48			
GMT TIME: 1100Z	AUTH SIG:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

CF  
AIR-0092 (11)

MAINTENANCE LOG

no U.S.A.



U.C.  
10  
RRR

2.08.00

7229-18

ACFT. NO.  
N8091U

TYPE  
DC-8-71

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (LSG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	004	2-2-99	KDAY	KCLT	1744	19:05	1:21	1751	18:51	1:00	319	42.4	27.7	0	79211	884
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:				φ	φ	φ	φ	N/A	0/1	0/1 M. McLaughlin	54009	1	1			
2	:									0/2	0/2 D. HARGRETT	31991					
3	:									0/3	0/3 C. Colman	40712					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	NOTE MAX PWR T.O. USED	1.	MAINTENANCE NOTED	2-2-99	KCLT	17817
2.	P/M	L MANIFOLD MAINTAINING 50°C ENTIRE FLT i/w 132 Bleeds HIGH	2.	Performed engine ground run at 102 left manifold temp ops ok normal could not duplicate temp went up to 200° depending on bleed demands	2-2-99	KCLT	25576
3.	P/M	Ref Non-MEL #86 SMOKE CURTAIN AND VELCRO AND TAPE DISLODGED from BOTTOM AND SIDE upon opening (entire bottom of curtain not secure)	3.	Re positioned entire smoke curtain, Reinstalled all edges under metal retainers as needed, smoke curtain secures to sides of ACFT 360° - This clears Non-MEL 86	2-2-99	KCLT	17817
4.	P/M	Ref DMI 902012 Due to Non-MEL on Smoke Barrier curtain both carrier seats unable to be occupied	4.	Repaired smoke curtain - see previous discrepancy, This clears DMI 902012 both carrier seats serviceable.	2-2-99	KCLT	17817
5.	P/M		5.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Term	STATION: KCLT	PREVIOUS LANDINGS	30802	LANDINGS THIS PAGE	1	TOTAL LANDINGS	30803	1-DIST.	2-DIST.	3-DIST.
DATE: 2-3-99	CERT. NO.:	PREV. A/C FLT. HRS.	81458:48	FLT. HRS. THIS PAGE	1:00	TOTAL A/C FLT. HRS.	81459:48			
GMT TIME: 00:15	AUTH. SIG:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

APR - 2 - 99 FRI 14:12

2.08.02D

P. 13

AAAAAAAAAAAAAAAAAAAAA' NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAA

MR: N8091U DMI #: 69 DEFERING INSPECTOR: ENTERED BY  
REF: UA091 CLEARING INSPECTOR: JCIMP

REASON: SMOKE CURTAIN VELCRO + TAPE DISLODGED FROM BOTTOM AND  
SIDE

MR: PN: DESC:

TATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	7229-16	KDAY	75616	02/02/99	12:21	
C	7229-18	KCLT	17817	02/07/99	06:39	REPOSITION SMOKE CURTAIN

:  
:  
:

( 5081)

F1] Help

2.02.02 E

# EMERY WORLDWIDE AIRLINES

## DEPARTMENT OF QUALITY CONTROL

303 Corporate Center Dr.

Vandalia, OH 45377

Fax No. (937) 264-9278

Edward B Jones, Jr., Manager of Quality Control

Simon Chandler, Inspection Representative

Dennis Jebens, Inspection Representative

Ron Moody, Inspection Representative

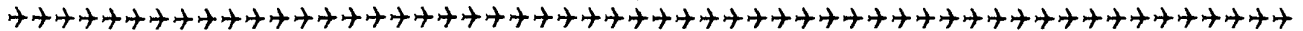
Rich Morano, Inspection Representative

Andrew Porter, Inspection Representative

Lyle Richardson, Inspection Representative



### FACSIMILE TRANSMISSION COVER SHEET



Date 02 /05 /99

Send to Fax # (206) 544-0641

**Deliver Immediately To:**

Name:    Marcus Brown

Company/Department: Boeing Long Beach Div. Svce Eng. Payload

Telephone Number:   

This is page 1 of 1 pages sent in transmission regarding the following principle subject(s):

As per our conversation today we are unable to locate an IPC Reference for the covers over the attach fittings for the 9G Bulkhead. It would be helpful if you could supply us with the part numbers or where in the IPC we can locate these parts. Any help you can give us on this matter is greatly appreciated.

Sincerely,  
Ron Moody  
Andrew Porter

2.08.02E.

FAX 937-264-9278

Ron Moody

From: dse.boecom@boeing.com

FROM: THE BOEING COMPANY  
SERVICE ENGINEERING  
CUSTOMER SUPPORT  
M/C D035-0035  
3855 LAKEWOOD BLVD.  
LONG BEACH, CA 90846  
206-544-0641 (FAX)  
32-9430 (TELEX)  
LKEBO7X (SITA)  
DSE (DIR CODE)

CC: C.H. GILLIAM - FIELD SERVICE REP

M-7200-99-01260 11 FEB 99  
ATA 0000-00 MODEL NONE  
IPC REFERENCE FOR ATTACH FITTINGS FOR 9G BULKHEAD  
REF /A/ EAFL990205 /C/  
/B/ YOUR FAX LETTER DATED 05-FEB-99  
/C/ DC-8 IPC 25-21-0, FIGURE 2 ITEMS 34 AND 83

FOLLOWING MESSAGE SENT TO MR. RON MOODY, INSPECTION  
REPRESENTATIVE, EMERY WORLDWIDE AIRLINES WITH A COPY TO C.H.  
GILLIAM (FSR-ILN), A. ORNIK (FSR-IND-AAT).

YOUR REF /B/ LETTER ASKED FOR PART NUMBERS OF THE PLASTIC PANELS  
THAT CLOSE OUT THE POCKETS AROUND THE 9G BULKHEAD ATTACH FITTINGS  
ON THE DC-8 CABIN SIDEWALL. SINCE DOUGLAS NEVER DELIVERED A DC-8  
WITH A 9G BULKHEAD, WE ASSUME YOU ARE REFERRING TO THE 9G NET  
FITTINGS.

THIS REQUEST WILL REQUIRE US TO OBTAIN THE APPROPRIATE DRAWINGS.  
AS YOU HAVE PROBABLY DISCOVERED, THE IPC ILLUSTRATIONS DO NOT  
SHOW THE PANELS CLEARLY IN MOST CASES, SO WE WILL NEED TO REFER  
TO THE DRAWINGS. ONE IPC SECTION THAT DOES SHOW THE PANELS IS  
REF /C/, ALTHOUGH THIS FIGURE MAY NOT APPLY TO ANY AIRPLANES IN  
EMERY'S FLEET.

OUR RESEARCH THUS FAR INDICATES THAT A NUMBER OF DIFFERENT  
DRAWINGS DEFINE THE NOTED PANELS. THEREFORE, WE WILL NEED EMERY  
TO PROVIDE A LIST OF AIRPLANE FUSELAGE NUMBERS OR FACTORY SERIAL  
NUMBERS FOR WHICH THE REQUESTED DATA IS NEEDED. WE CAN THEN  
PROCEED TO OBTAIN THE NEEDED DRAWINGS AND FIND THE PART NUMBERS  
THAT ARE APPLICABLE TO EMERY'S AIRPLANES. WE WILL NEED  
APPROXIMATELY 5 WORKING DAYS TO RESPOND AFTER YOUR REQUEST IS  
RECEIVED.

PLEASE ADVISE.

M. HANSEN/WASHKE  
DAVE WASHKE - (ACTING) AIRLINE SUPPORT MANAGER

2.08.02 E



March 29, 1999

The Boeing Company  
M. Hansen/Washke  
3855 Lakewood Blvd.  
Long Beach, CA 90846

Dear M. Hansen/Washke,

In response to your letter dated February 11, 1999, please find enclosed the information required to proceed with your research on the plastic panels that close out the pockets around the 9G net attach fittings.

TYPE	TAIL NO.	S/N	FUS
62F	N996CF	46162	555
62F	N997CF	46154	554
62F	N998CF	46139	537
63F	N865F	46088	464
63F	N921R	46145	548
63F	N959R	46143	547
71F	N500MH	45812	277
71F	N801GP	46039	448
71F	N8076U	45941	317
71F	N8079U	45947	341
71F	N8084U	45974	368
71F	N8085U	45975	369
71F	N8087U	45977	373
71F	N8091U	45995	388
71F	N8177U	45983	350
73F	N2674U	46062	486
73F	N602AL	45991	380
73F	N603AL	46003	401
73F	N604AL	46047	447

2.08.02E

TYPE	TAIL NO.	S/N	FUS
73F	N605AL	46106	490
73F	N606AL	46044	432
73F	N791FT	46045	441
73F	N792FT	46046	444
73F	N795FT	46103	483
73F	N796FT	46104	488
73F	N870TV	46086	478
73F	N961R	46133	534

Thank you for your help in this matter.

Sincerely,

Ron Moody  
EWA Quality Control Inspection  
Representative

ajb



**AIRCRAFT MAINTENANCE LOG**

AIR-0092 (10-97) Litho U.S.A.



7399-24

ACFT. NO.	ACFT. TYPE
N 606AL	DC-8-73F

FLY	DATE	STATION	GMT	BLOCK HOURS	TIME	FLIGHT DATA	DE KEVIN	CARGO DATA
1	027	02-02-99	KROU (DAY)	0552	0724	137-06070116	H09	3593 48.5 32.6 0 63761 4518
2								
3								
4								

DEPT. DELAY	TRAIN. FLTS	HT. OF ARR.	CREW	FLIGHT DATA	DE KEVIN	CARGO DATA
1	129 AN3		0000	01 D. BALL	03673	1
2				02 D. LOVAS	50022	1
3				03 V. BRANTON	08050	
4						

NO.	SOURCE	DISCREPANCY	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	# 2 Flight director GS Auto mode cannot be selected	1. Preparation. NUMEROUS OPS CHECKS. OPS CHECKS GOOD IN W DC-8 n/w 34	2-2-99	KDAY	50837
2.	P/M	ON POST FLIGHT FOUND L/Hand nose Taxi LIGHT DROP	2. Rechecked nose Taxi LIGHT OPS CHECKS normal	2-2-99	KDAY	30287
3.	P/M	CARGO ROLLER PIN STICKING OUT, POS. 11 ROLLER TRAY. (FAA ITEM)	3. REINSTALLED ROLLER PIN AS REQUIRE.	2-2-99	KDAY	14788
4.	P/M	CARGO ROLLER PIN STICKING OUT, POS. 17 ROLLER TRAY. (FAA ITEM)	4. REINSTALLED ROLLER PIN AS REQUIRE.	2-2-99	KDAY	14788
5.	P/M	G-NET MOUNT HOLES IN (GIL LINER) NOT SEALED. (FAA ITEM)	5. TEMP. REPAIRED G-NET MOUNT HOLES IN (GIL LINER), PLACED ON NON MELT. REPAIR PER MM 4-1	2-2-99	KDAY	14788
6.	P/M					

NO.	PART NUMBER	PLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

CHECK C/W	STATION	CERT. NO.	AUTH. SIG.	AIRCRAFT TIME / CYCLES	LANDINGS	INS READOUT
TRANSIT	KDAY			26572	1	26573
DATE: 2-2-99				84010:33	1.09	84011:42
GMT TIME: 0810Z						

DISC OR MAINT. ACTION CARRIED FWD TO: \_\_\_\_\_ BOOK CHANGED M \_\_\_\_\_ PAGE NO: \_\_\_\_\_ CAPTAIN'S SIGNATURE \_\_\_\_\_

2.08.02E  
 3424  
 3341  
 2558  
 2550  
 2550

FCD A25-19 has been developed to ascertain which aircraft in the EWA fleet are missing close out panels at the 9G-Net attach points. The Boeing Company is researching the part numbers associated with this finding, and as of this time, have not completed their research. When the data is received from Boeing, the close out panels will be installed. If Boeing cannot furnish these panels, we will request the drawing and fabricate the panels ourselves.

**EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE**

No. A25-19

Issue  
Date: 4/27/99

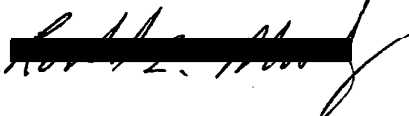
Rev. Original

Task Code: 825520

Title: DC-8 9G-Net Close Out Panel  
Inspection and Temporary Replacement

Reference: EWA Maintenance Manual  
Chapter 4

Compliance  
Requested: Next Service Check

Approved by: 

Manpower: 5 hrs

Equipment Affected: All DC-8 with DAC  
Cargo Doors

Priority: Mandatory

Publications Affected: None

Weight Change: N/A

General:

The purpose of this FCD is to ascertain which acft in the EWA fleet are missing close out panels at the 9G-Net attach points.

**EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE**

Page 2 of 3  
No. A25-19  
Rev. Original

**ACCOMPLISHMENT INSTRUCTIONS:**

1. Check 9-G net attach points for presence of close out panels.

M

All panels installed?    Y        Go to Step 4  
                                       N        Go to Step 2

2. If any panels are missing, make a temporary replacement.

M

- a. Using 80 grit sandpaper, scuff surrounding area and remove grease, dirt and gloss.
- b. Use a lint free cloth and remove all dust.
- c. Cut a patch from gillfab large enough to maintain a 2 inch overlap, cut a hole for fitting, minimizing the gap between gillfab and fitting.
- d. Radius all corners at a minimum of ¼ inch.
- e. Place patch over area and use Shurtape P/N PC-21F or 3M 376FR cargo liner tape to secure patch to liner.
  - 1) Tape will cover 1½ inch over patch edge and 1½ inch over liner.
  - 2) A second layer of tape 1½ inch over edge to create a 3 inch attachment.
  - 3) Seal area around 9-G net, attach fittings with tape.
- f. Apply tape evenly and slowly, press firmly and work out air pockets.

**Note:** Do not stretch tape when applying

3. List all missing panels. Include part number from Page 3.

M

L/H P/N	R/H P/N
_____	_____
_____	_____
_____	_____
_____	_____

4. Complete this section and make a log book entry indicating compliance of this FCD.

M

Acft. \_\_\_\_\_ Date: \_\_\_\_\_ Sta.: \_\_\_\_\_  
 Emp. # \_\_\_\_\_ Log Page # \_\_\_\_\_

**FAX THIS FCD TO QUALITY CONTROL AT 937-264-9278**

**EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE**

Page 3 of 3  
No. A25-19  
Rev. Original

UPPER CLOSE OUT PANELS

PANEL P/N

<u>IPC EFF CODE</u>	<u>FUS NO.</u>	<u>FSN</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>IPC FIGURE</u>
FT081	380	45991	5890003-9	5888417-19	25-21-0 FIGS 7B/13A
FT083	401	46003	5890003-9	5888417-19	25-21-0 FIGS 7B/13A
FT090	432	46044	5890003-9	5888417-19	25-21-0 FIGS 7B/13A
FT091	441	46045	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
FT092	444	46046	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
FT093	447	46047	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
FT094	478	46086	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
FT095	483	46103	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
FT096	488	46104	5890003-9	5888417-19	25-21-0 FIGS 7F/13A
JL044	537	46139	5893508-1	588417-19	25-21-0 FIGS 11B/13A
JL055	554	46154	5893508-1	588417-19	25-21-0 FIGS 11B/13A
JL056	555	46162	5893508-1	588417-19	25-21-0 FIGS 11B/13A
ON0055	464	46088	5890003-9	588417-19	25-21-0 FIGS 7F/13A
RD004	486	46062		588417-19	25-21-0 FIGS 13A
RD006	534	46133		588417-19	25-21-0 FIGS 13A
SB015	490	46106	5890003-9	588417-19	25-21-0 FIGS 7F/13A
YW002	547	46143	5890003-9	588417-19	25-21-0 FIGS 7F/13A

LOWER CLOSE OUT PANELS

PANEL P/N

<u>IPC EFF CODE</u>	<u>FUS NO.</u>	<u>FSN</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>IPC FIGURE</u>
FT081	380	45991	5891294-1	5773650-333	25-21-0 FIG 22C
FT083	401	46003	5891294-15	5773650-333	25-21-0 FIG 22E
FT090	432	46044	5891294-1	5773650-333	25-21-0 FIG 22E
FT091	441	46045	5891294-1	5773650-333	25-21-0 FIG 22C
FT092	444	46046	5891294-1	5773650-333	25-21-0 FIG 22C
FT093	447	46047	5891294-1	5773650-333	25-21-0 FIG 22C
FT094	478	46086	5891294-1	5773650-333	25-21-0 FIG 22C
FT095	483	46103	5891294-1	5773650-333	25-21-0 FIG 22C
FT096	488	46104	5891294-1	5773650-333	25-21-0 FIG 22C
JL044	537	46139	5891294-15	5773650-333	25-21-0 FIG 22F
JL055	554	46154	5891294-15	5773650-333	25-21-0 FIG 22F
JL056	555	46162	5891294-15	57730650-333	25-21-0 FIG 22F
ON0055	464	46088	5891294-1	5773650-333	25-21-0 FIG 22C
RD004	486	46062	5891294-1	5773650-333	25-21-0 FIG 22C
RD006	534	46133	5891294-1	5773650-333	25-21-0 FIG 22C
YW002	547	46143	5891294-1	5773650-333	25-21-0 FIG 22C
YW003	548	46145	5891294-1	5773650-333	25-21-0 FIG 22C

**NOTE:** IF PANEL P/N IS NOT INCLUDED ON THIS PAGE INDICATE MISSING PANEL LOCATION ON ITEM 3, AND MAKE A TEMPORARY REPLACEMENT PANEL PER STEP 2 OF THIS FCD.

RAFT MAINTENANCE LOG



Q.C.  
10  
RR/A

2.08.02 F  
7516-10

ACFT. NO. N957R  
FT. TYPE DC8-631

Alt 7) Litho U.S.A.

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4									
1	:																
2	:																
3	:																
4	:																

2550  
2552  
2552

NO.	SOURCE	ERROR LOG DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Smoke barrier not attached reverse areas	1.	Entered on non MEL List # 317	2-3-99	KDAY	11575
2.	P/M	Broken roller tray per 11/12 RH (short tray)	2.	Entered on non MEL List # 316	2-3-99	KDAY	11575
3.	P/M	Gill liner loose torn out above cargo door	3.	Secured loose gill liner above cargo door	2-3-99	KDAY	11575
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: TRANS	STATION: KDAY	PREVIOUS LANDINGS	22158	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22158	1-DIST.	2-DIST.	3-DIST.
DATE: 2-3-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	64723:36	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	64723:36			
GMT TIME: 1040 Z	AUTH SIG: [REDACTED]	BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE				

FT MAINTENANCE LOG

AIRFO. J7) Litho U.S.A.



QC  
To  
RRX

2.08.02F

7516-09

ACFT. NO. N957A

JFT. TYPE DC8-63F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	223	2/3/99	CYMX	KDAY	0434	0714	2+40	0527	0709	1442	3131	46.0	19.6	Yes	42084	Ø
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:34	DL-1			Ø	Ø	Ø	Ø		Ø1	WHITEHEAD, W.	88179			Ø/H	TOOD, J.	83086
2	:									Ø2	DESMOND, W.	19645	1	1			
3	:									Ø3	BARLOOM, B.	23898					
4	:									Ø/H	CORBETT, D.	15733					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2552	P/M	FAA Reported: Roller tray out of track pos. 8	2.	Resecured Roller tray as required. NO defects noted. Ref DC-8 MM Chap. 25	02-03-99	KDAY	89942
2552	P/M	FAA Reported: Pos 3 left hand side rail out of floor	3.	Resecured left hand side rail position 3 L/H. no defects noted Ref DC-8 MM Chap. 25	02-03-99	KDAY	89942
2552	P/M	FAA Reported: Pos 7 R/H pin coming out of bear trap.	4.	Resecured pin as required Pos 7-3. ops CK normal. Ref DC-8 MM Chap 25	02-03-99	KDAY	89942
2552	P/M	FAA Reported: Roller tray assy pos 8/9 fwd end broken with no roller	5.	Repld Roller tray assy pos 8/9 op checker good. Ref DC-8 MM Chap 25	2-3-99	KDAY	11578
2900	P/M	FAA Reported: possible hyd leak by cargo door actuator	6.	Inspected cargo door actuator. NO leaks noted	2-3-99	KDAY	11578

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	pallet lock ASSY	50573-509	2864	50573-509	NSM	6-5
5	Roller tray assy	20042-507	NSM	20042-507	NSM	8/9

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <i>FAA</i>	STATION: <i>KDAY</i>	PREVIOUS LANDINGS: <i>22157</i>	LANDINGS THIS PAGE: <i>1</i>	TOTAL LANDINGS: <i>22158</i>	1-DIST.	2-DIST.	3-DIST.	
DATE:	CERT. NO.:	PREV. A/C FLT. HRS. <i>64721.54</i>	FLT. HRS. THIS PAGE: <i>1.42</i>	TOTAL A/C FLT. HRS. <i>64723.36</i>				
GMT TIME:	AUTH SIG:	BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE <i>[Signature]</i>				
DISC. OR MAINT. ACTION CARRIED FWD TO: <i>7516-10</i>								

FT MAINTENANCE LOG



QC.  
10  
RRXA

2.08.02F  
7516-10

ACFT. NO.  
N957R

JFT. TYPE  
1DC8-62

AIR-C. (37) Litho U.S.A.

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAI
1																
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1																		
2																		
3																		
4																		

2550  
2552  
2552

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Smoke Barrier not attached reverse areas	1.	Entered on NON MEL List # 317	2-3-99	KDAY	11578
2.	P/M	Broken roller tray per 11/12 RH (short tray)	2.	Entered on NON MEL List # 318	2-3-99	KDAY	11578
3.	P/M	FAA Reported: Gill liner loose torn out above cargo door	3.	Secured loose gill liner above cargo door	2-3-99	KDAY	11578
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: TRANS	STATION: KDAY	PREVIOUS LANDINGS	22158	LANDINGS THIS PAGE	0	TOTAL LANDINGS	22158	1-DIST.	2-DIST.	3-DIST.
DATE: 2-3-99	CERT. NO.:	PREV. A/C FLT. HRS.	64723:36	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	64723:36			
GMT TIME: 1040 Z	AUTH: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		



FROM : EMR SMYRNA TN

FAX NO. :

Apr. 11 1999 01:30PM P1

12.08.02F

<b>NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC</b> FORM NO. 26 <b>CRS T84R1640</b>						TASK NO. <b>6500</b>	
ITEM LOCATION (CIRCLE ONE) FUSE STRUCT <input type="checkbox"/> CABIN <input checked="" type="checkbox"/> TAIL <input type="checkbox"/> ENG. <input type="checkbox"/> LT WING <input type="checkbox"/> RT WING <input type="checkbox"/> LG & WW <input type="checkbox"/> DOORS/HATCHES <input type="checkbox"/>				FUNCTION: (CIRCLE ONE) <input checked="" type="checkbox"/> MECH <input type="checkbox"/> ELEC <input type="checkbox"/> RADIO <input type="checkbox"/> S/M <input type="checkbox"/> CLEAN <input type="checkbox"/> NDT <input type="checkbox"/> INSP <input type="checkbox"/> PAINT <input type="checkbox"/> CABIN <input type="checkbox"/> SHOP		W/C NO <b>1385</b>	
ITEM DESCRIPTION <b>F.A.A. reported item: compartment #3 has damaged roller tray.</b>				A/C TYPE: MODEL <b>DC-8-63F</b>		A/C TAIL NO. <b>N957R</b>	
CUSTOMER REQUEST? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (CIRCLE ONE)							
WRITTEN BY: <b>[Signature]</b>				EMP. NO. <b>5011</b>		DAY MO YR <b>11 4 99</b>	
EVALUATION (CIRCLE ACTIONS TO BE TAKEN) CLEAN CHECK LUBE SERVICE TREAT PAINT <input checked="" type="checkbox"/> REMOVE REPAIR TIGHTEN SECURE STOW <input checked="" type="checkbox"/> REPLACE RESET TEST ADJUST							
REFERENCE DOCUMENT (I.M./S.P.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) _____ A.T.A. _____							
SPECIAL INSTRUCTIONS CHPT SECT SUBJ <b>1.0</b>							
EVALUATION BY: <b>[Signature]</b>		EMP. NO. <b>5011</b>		O.T. AUTH (CIRCLE) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		PARTS AUTH (CIRCLE) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
				REQD INSP ITEM YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		CUSTOMER APPROVAL	
CORRECTIVE ACTION							
PART NUMBER 'OFF'		SER #		PART NUMBER 'ON'		SER #	
PART NUMBER 'OFF'		SER #		PART NUMBER 'ON'		SER #	
ACCOMPLISHED BY		EMP. NO.		SUPERVISOR/LEAD RECHECK		EMP. NO.	
ACCOMPLISHED BY		EMP. NO.		CHECKED BY:		DAY MO YR	

AFT MAINTENANCE LOG

A111-0002 (10/97) LITHO U.S.A.



2.08.02 G  
7258-04

ACFT. NO.  
N 832AL

ACFT. TYPE  
DC-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS		GMT		FLT. HOURS	FUEL DATA			DE-ICE		CARGO DATA	
			FROM	TO	OUT	IN	HOURS	OFF	ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL		
1	313	10-24-98	RBS	KDAY	1345	1558	2+13	1412	1551	1+39	3892	43.8	28.3					535
2																		
3																		
4																		

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				0	0	0	0	N/A	01	B. WHITEHEAD	88179			N/R	LLU	EWANX
2	:									02	R. JOHNSTON	41720	1	1			
3	:									03	D. PEACE	63839					
4	:									N/R	J. LINKER	19374					

NO.	SOURCE	"KNOB" DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	0/M	RUDDER TRIM EXTREMELY STIFF TO MOVE.	1.	Lubed Rudder trim knobs OPS checks good	10-24-98	KDAY	32465
2.	0/M	CAPT'S SLIDING WINDOW HARD TO OPEN BINDS UP.	2.	LUBED SLIDING WINDOW TRACKS - OP CK GOOD	10-24-98	KDAY	64148
3.	0/M	CANNON PLUG NOT CONNECTED "HANGING" FROM CAPT'S SLIDING WINDOW FOR WINDOW HEAT.	3.	Re connected cannon plug as required	10-24-98	KDAY	32465
4.	0/M	To MAINTAIN CABIN ALT AT FL350 4H PACK FLOW 90% R/H PACK FLOW 100% IN MANUAL MODE. VERY LOW AIR LEAK COMING FROM MAIN CARGO DOOR AREA.	4.	Performed Ground Pressure check of Cargo Door NO major air leak. Note: ACFT Press good in manual.	10-24-98	KDAY	32465
5.	P/M	#2 Engine <del>Door</del> Damaged Area near Boost	5.	Place on Non mal list Non mal #5	10-24-98	KDAY	32465
6.	P/M		6.				

27-22  
56-12  
56-2  
7-21  
4-17  
7-20

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: N/A	STATION:	PREVIOUS LANDINGS	22647	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22648	1-DIST.	2-DIST.	3-DIS
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	7931234	FLT. HRS. THIS PAGE	1.39	TOTAL A/C FLT. HRS.	79314.135			
GMT TIME:	AUTH SIG.:		79310				79312			
DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE		

IFT MAINTENANCE LOG

AH-0092 (10/97) Litho U.S.A.



Q.C.  
5  
RRXA

2.0802 G  
7780-06

ACFT. NO.  
N 8324L

ACFT. TYPE  
DC8-75F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	321	2/26/99	KDAY	KFLL	2051	2307	2+15	2102	2302	2+08	5889	46.5	20.5	0	0	5795
2							2+14									
3							2+07									
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:				0	0	0	0		01	C. Coffey	14669					
2	:									02	D. Thompson	82469	1	1			
3	:									03	K. MacLeod	51262					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M	12 officers window leaks in	1.	Cleaned window seal and seat frame and removed particles from seal.	2/26/99	KFLL	13683
2.	P / M	Both sill guards are UNSAFE to use. MISSING lock pins.	2.	TRANSFERRED TO NON-MEL # N 7780062-0585	2/26/99	KFLL	13683
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <i>1/2</i>	STATION: <i>KFLL</i>	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: <i>2/27/99</i>	CERT. NO.: [REDACTED]	22976	1	22977				
GMT TIME: <i>0100</i>	AUTH SIG.: [REDACTED]	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.				
		7990302	2:00	79905:02				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [REDACTED]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

AFT MAINTENANCE LOG

AIH-0092 (10/97) Litho U.S.A.



Q.C.  
5  
RRXA

2.08.02 G

7780-13

ACFT. NO.  
N 832AL

ACFT. TYPE  
DC8-7

LEG	FLT	DATE	STATION			GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN	OFF		ON	UPLIFT (USG)		DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL	
1																	
2																	
3																	
4																	

NID PLT MX ONLY

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LGGS	STATION	1	2	3	4	APU								
1	:																
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	NON MEL N7780062-0585 sill guards missing locks	1.	Replaced Locks on sill guards this clears NON-MEL N7780062-0585	2/1/99	KMCO	52845
2.	P/B	Fuel Leak #1 main fuel valve	2.	Replaced orings on #1 main tank fill valve No Leaks Noted	2/1/99	KMCO	52845
3.	P/M	Anti-skid inop RFL, RFO lights on at all times	3.	Deferred per MEL 35-1 CAT "C" control #C 7780133-0641 Placed out	2/1/99	KMCO	18925
4.	P/M	FE Smoke goggles wrong type for O2 Mask	4.	Installed correct Smoke goggles	2/2/99	KMCO	18925
5.	P/M	Pin lock between position #5 & #6 missing lock pin	5.	Installed new lock pin	2/2/99	KMCO	18925
6.	P/M	Jump Seat 2nd position O2 mask missing purge valve	6.	Installed new purge valve poppet	2/2/99	KMCO	18925

52-34  
28-21  
32-45  
2/3  
2300  
25-32  
35-13

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <u>Service</u>	STATION: <u>KMCO</u>	PREVIOUS LANDINGS	<u>22983</u>	LANDINGS THIS PAGE	<u>0</u>	TOTAL LANDINGS	<u>22983</u>	1-DIST.	2-DIST.	3-DIS.
DATE: <u>03-02-99</u>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	<u>79913.35</u>	FLT. HRS. THIS PAGE	<u>0</u>	TOTAL A/C FLT. HRS.	<u>79913.35</u>			
GMT TIME: <u>02:00</u>	AUTH SIG.: [Signature]									
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE					

APR - 2 - 99 FRI 14:10

P. 09

2.08.02G

AAAAAAAAAAAAAAAAAAAAA' NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAAA

NUMBER: N832AL DMI #: 5 DEFERING INSPECTOR:  
REF: UA CLEARING INSPECTOR:

ENTERED BY  
DUNGE

REASON: # 2 ENG RUBBER BOOT LOCATED ON DRAIN MAST IS ERRODED  
REF MPP CHAPT 3 PG 22  
REQUESTED DAY TO PROVIDE P/N OR ICT#

MR: PN: DESC:

TATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	7258-04	KDAY	32465	10/24/98	18:05	MERIT N7258045-0114
C	1	KDAY	1	02/28/99	21:14	

( 4887)

F1] Help

AIRCRAFT MAINTENANCE LOG

AIR-005 (Rev. 10-78) U.S.A.



QC-10  
RRXL

2.08.02H  
6719-22

ACFT. NO. N792FT TYPE DC8-73

FLT	DATE	STATION		GMT	BLOCK		GMT	FLT	FUEL DATA		DEICE	CARGO DATA	
		FROM	TO		IN	OUT			DEPART (LBS)	ARRIVAL (LBS)		GAL	CARGO
1													
2													
3													
4													

DEPT. DELAY	CODE	TRAIN FLTS		OIL ADD				A/P	CREW	EMP #	T.O.	LOG	A/P	CREW	EMP #
		LOGS	STATION	1	2	3	4								

MX ONLY - NO FLIGHT

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	SFA	MECH
1.	P (M)	FAA REPORTED ITEM - LH INBD. FLAP ACTUATOR FAIRING COVER IS CRACKED.	1.	X-FER TO MEL/CDL DMI # 902026 TAU MEL/CDL 27-501230.	2-3-91	KW	12065
2.	P (M)	FAA REPORTED ITEM - 1 BALL MISSING IN BALL MATT	2.	X-FER TO NON-MEL # 180.	2-3-91	KW	12065
3.	P (M)	REF DMI # 901409 # 2 ENGT "B" IGN INOP.	3.	INSTALLED NEW IGNITOR ON "B" SYS # 2 ENGT OPS CHECK STOOD. THIS CLEARS DMI, PLACARD REMOVED.	2-4-91	KW	12065
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	QTY	UNIT	POS.
3	IGNITOR, SPARK	9044035-1	NSN	1		2

AIRWORTHINESS RELEASE		PREVIOUS LANDING		PREVIOUS LANDING		INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDING	26619	PREVIOUS LANDING	0	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREVIOUS LANDING	80796 .58	PREVIOUS LANDING	0:0			
GMT TIME:	AUTH SIG.:							
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE			

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

2.08.02 H  
**EMERY WORLDWIDE AIRLINES  
 NON-ROUTINE MAINTENANCE FORM**

577-8270 -

LOG PAGE NO.  
 6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE / OF #
792FT	2/2/99	KLAX	TS	3 / 3

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
1 FAA	POS 2 R/H FWD	INSTALLED NEW	59164	
	RALL MAT LOOSE -	HARDWARE 9	INSP	
	FAA REPORTED ITEM	RESECURED		
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
2 FAA	POS 13 R/H	RESECURED	59164	
	SMALL ROLLER TRAY		INSP	
	ROLLER LOOSE -			
	FAA REPORTED ITEM			
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
3 FAA	5 SMALL ROLLER	INSTALLED 5	03147	
	TRAYS DAMAGED & REMOVED	SMALL ROLLER	INSP	
	POS 14/15 (26) (28) (29) (30)	TRAYS		
	FAA REPORTED ITEM			
P/N OFF	S/N OFF	P/N ON	S/N ON	POS
20042-511	NSN'S	20042-511	NSN'S	4/5-21 28

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
4 FAA	L/H INBOARD FLAP ACT.	X-FER TO LOG	P.O.C	
	PAIRING COVER CRACKED -	6719-22 ITEM 1	INSP	
	FAA REPORTED ITEM			
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

O.C.  
 10  
 RRXA

2.08.02H  
**EMERY WORLDWIDE AIRLINES  
 NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
 6719-21

AIRCRAFT NO. 792 FT	DATE 2-2-99	STATION KLAX	TYPE CHECK TERM CK	PAGE 2 OF 3
------------------------	----------------	-----------------	-----------------------	----------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
5	9 G Net, Position 16 Badly worn. (Frayed)	Replaced 9 G Net Assy. as required.	88106	
	FAA REPORTED ITEM		INSP	
P/N OFF 5773270-71	S/N OFF NSN	P/N ON 5773270-71	S/N ON NSN	POS ONLY

~~ON ORDER~~

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
6	Side restraint <sup>stuck</sup> broken position 2 ea. at position 4 1 ea. at position 1.	Lubed all 3 side restraints, all check good.	88106	
	FAA REPORTED ITEM		INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

X

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
7	LH pos. 15 Broken side roller tray.	Repaired Roller Tray as required.	8806	
	FAA REPORTED ITEM		INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS 15

ON ORDER ??

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
8	One ball missing in Ball Matt. (Adjacent to cargo door)	X-FER TO Log 6719-22 Item 2	RDC 1206	
	FAA REPORTED ITEM		INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

X

Q.C.  
10  
RRXA



2.08.02H  
**EMERY WORLDWIDE AIRLINES**  
**NON-ROUTINE MAINTENANCE FORM**

**LOG PAGE NO.**  
**6719-21**

<b>AIRCRAFT NO.</b> 792 FT	<b>DATE</b> 2-2-99	<b>STATION</b> KLAX	<b>TYPE CHECK</b> Term. CK.	<b>PAGE</b> 3 OF 3
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ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
9	L2 Door inside rubber strips coming loose.	SECURED RUBBER STRIPS		02704
	FAA REPORTED ITEM			INSP
<b>P/N OFF</b>	<b>S/N OFF</b>	<b>P/N ON</b>	<b>S/N ON</b>	<b>POS</b>

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
10	Between pos. 9 & 10, 4 Bean Traps are installed without rollers (This type can only be used in Ballmat area) - FAA REPORTED ITEM	REPLACED IF POS BEAR TRAPS AS REQUIRED		02704
				INSP
<b>P/N OFF</b> 50044-501 50044-501 50954-505	<b>S/N OFF</b> NSN 280001 NSN 3303	<b>P/N ON</b> 50044-523 50044-1 50044-1	<b>S/N ON</b> NSN NSN NSN	<b>POS</b> 10

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
11	Electrical Terminal Block above Cargo Door is unprotected.	RE-SECURED		02704
	FAA REPORTED ITEM.			INSP
<b>P/N OFF</b>	<b>S/N OFF</b>	<b>P/N ON</b>	<b>S/N ON</b>	<b>POS</b>

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
12	Capt's Sliding Window outside Emergency opener is not placarded.	INSURED NEW EMERGENCY PLACARD ON CAPT'S SIDE.		00400
	FAA REPORTED ITEM.			INSP
<b>P/N OFF</b>	<b>S/N OFF</b>	<b>P/N ON</b>	<b>S/N ON</b> NSN	<b>POS</b> CAPT'S

X

6W  
ORDER  
(PSC)

X

Q.C.  
10  
RRXA

APR- 2-99 FRI 14:09

20802H

P.08

AAAAAAAAAAAAAAAAAAAAA' NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAA

BER: N792FT DMI #: 180 DEFERING INSPECTOR: ENTERED BY  
REF: FT092 CLEARING INSPECTOR: DBLACK

REASON: ONE BALL MISSING FROM THE BALL MAT ADJACENT TO THE  
CARGO DOOR (FAA ITEM)

MR: PN: DESC:

STATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	6719-22	KLAX	12065	02/03/99	06:00	
C	6719-22	KLAX	12065	03/01/99	02:17	XFERRED TO MERIT NONMEL #0621

:  
:  
:

( 5091)

F1] Help

APR - 2 - 99 FRI 14:11

20802H

P. 11

AAAAAAAAAAAAAAAAAAAA NON MEL DEFERRED MAINTENANCE ITEM AAAAAAAAAAAAAAAAAAAAAA

NUMBER: N792FT DMI #: 179 DEFERING INSPECTOR:  
REF: FT092 CLEARING INSPECTOR:

ENTERED BY  
MMCDERM

REASON: AFT SILL GUARD MISSING

MR: PN: DESC:

TATUS	LOG PG	STA	BY	DATE	Z TIME	ACTION TAKEN
O	6719-21	KLAX	00400	02/02/99	22:32	
C	6719-21	KLAX	00400	03/01/99	02:15	XFERRED TO MERIT NONMEL #0620

( 5088)

F1] Help



September 15, 1999

Mr. Jay Howard  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Howard:

This letter is a follow-up to my August 26, 1999 letter regarding the February 1999 RASIP Inspection finding number 2.08.02, missing sill guards.

Emery Worldwide Airlines (EWA) Engineering Department has completed the development of the DC-8 Sill Guard Storage Container Restraint System (see attachment).

This modification will begin in a few days to the EWA Fleet.

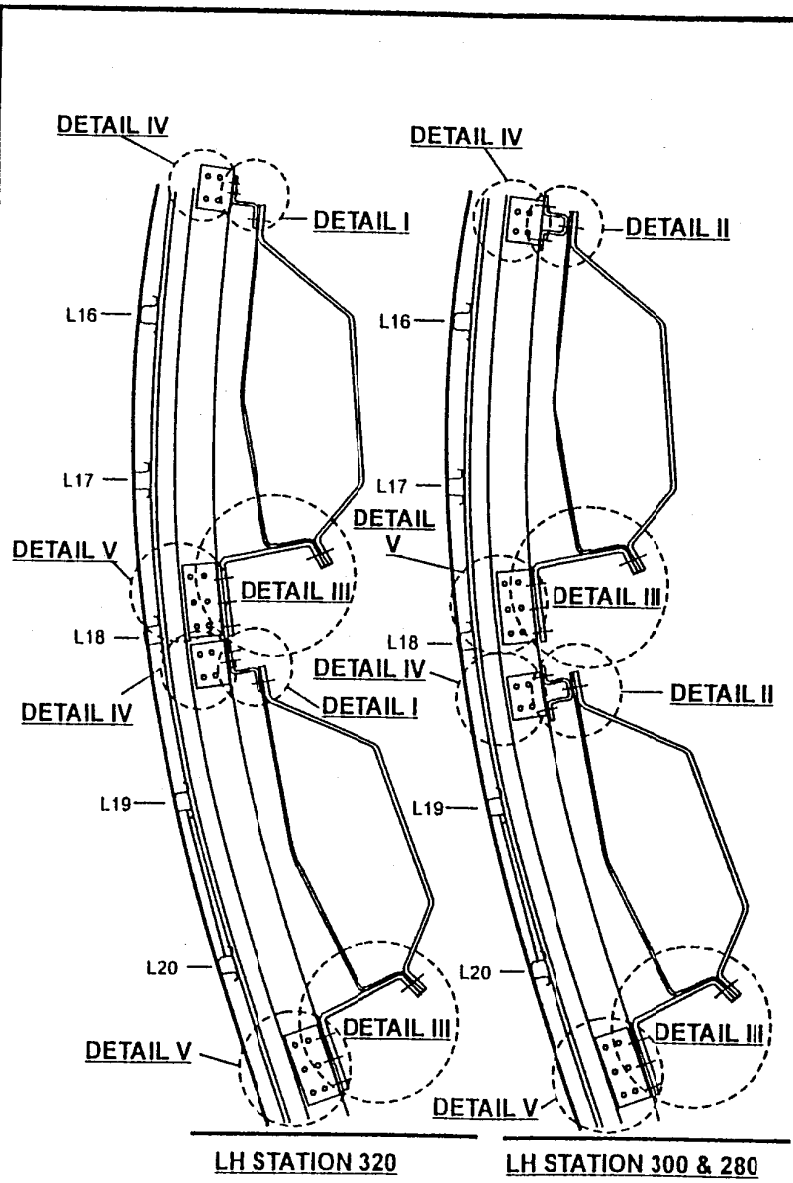
Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written over a solid black rectangular redaction box.

Thomas M. Wood  
*Director Quality Control*

cc: Rene' Visscher  
Bruce Robbins  
Joseph Abranski

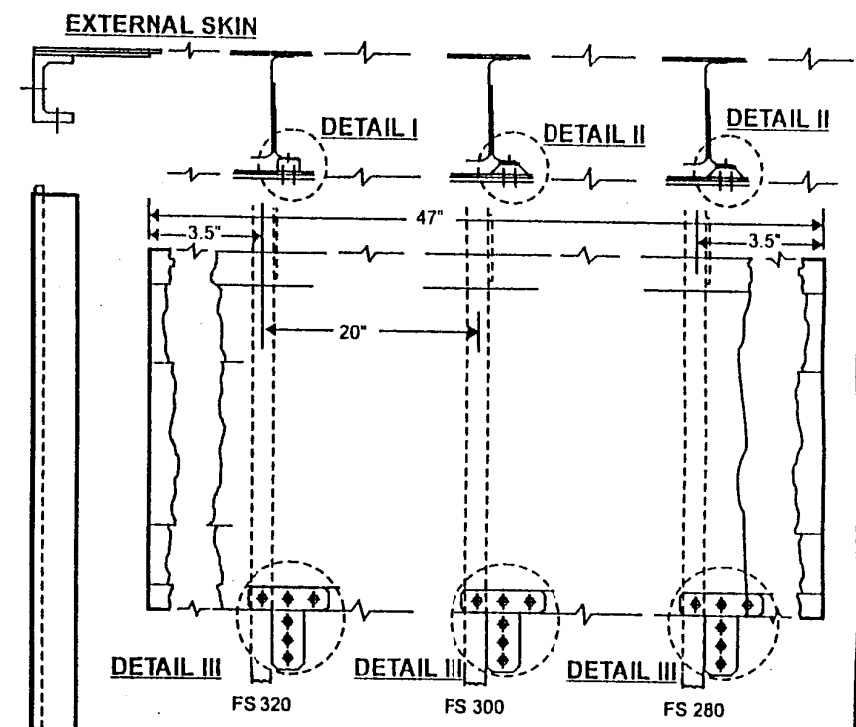
TMW/lc



LH STATION 320

LH STATION 300 & 280

**MAIN CARGO  
DOOR JAMB**



SEE SHEET 2 & 3 FOR FABRICATION DETAILS  
 SEE SHEET 4 FOR INSTALLATION DETAILS  
 SEE SHEET 5 FOR RESTRAINT SYSTEM

FS 330

REVISIONS		
LTR	DESCRIPTION	DATE

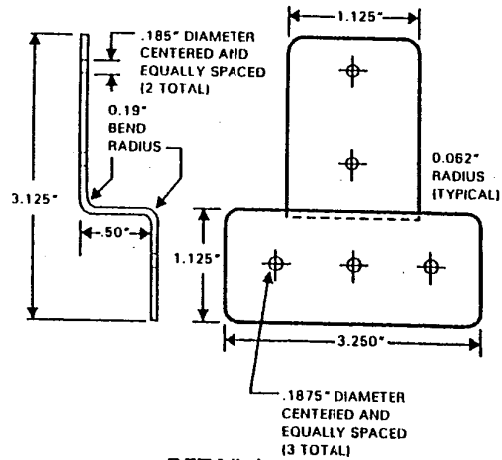
**EMERY  
WORLDWIDE  
AIRLINES**

TITLE:  
SILL GUARD STOWAGE  
GENERAL ARRANGEMENT

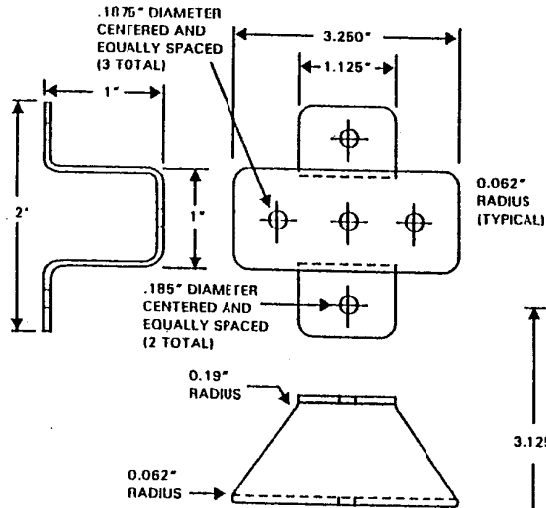
EFFECTIVITY:  
DC-8 (ALL)

DWG NO. AM-2527-02:00	SHEET 1 OF 5	REV IR
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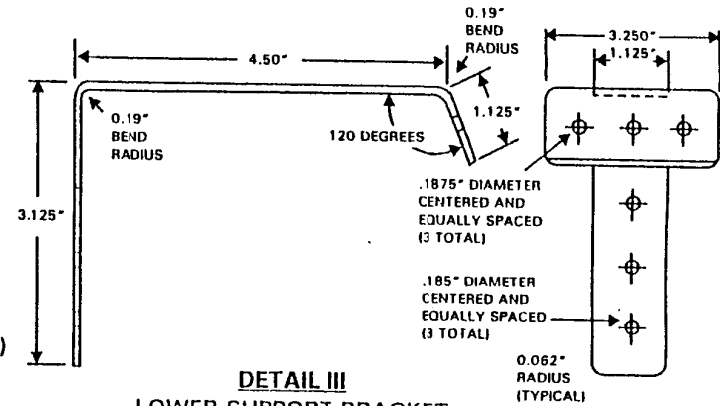
REVISIONS		
LT#	DESCRIPTION	DATE



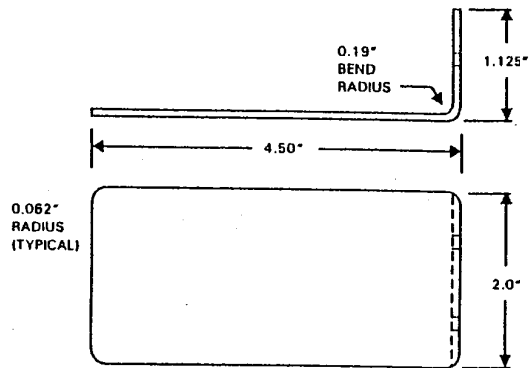
**DETAIL I**  
**Z-BRACKET (.063" THICKNESS)**  
 2024 T3 = MATERIAL TYPE  
 QUANTITY = 2 EACH



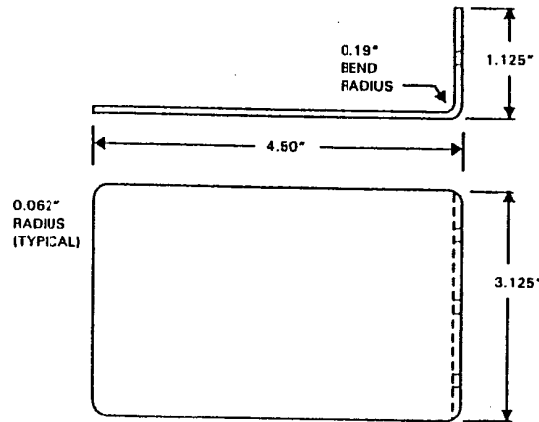
**DETAIL II**  
**HAT SECTION BRACKET (.102" THICKNESS)**  
 PART NO. 60-5012  
 7075T6 = MATERIAL TYPE  
 QUANTITY = 4 EACH



**DETAIL III**  
**LOWER SUPPORT BRACKET (.063" THICKNESS)**  
 2024T3 = MATERIAL TYPE  
 QUANTITY = 6 EACH



**DETAIL IV**  
**L1-BRACKET (.063" THICKNESS)**  
 2024 T3 = MATERIAL TYPE  
 QUANTITY = 6 EACH



**DETAIL V**  
**L2-BRACKET (.063" THICKNESS)**  
 2024 T3 = MATERIAL TYPE QUANTITY = 6 EACH

**EMERY**  
**WORLDWIDE**  
 AIRLINES

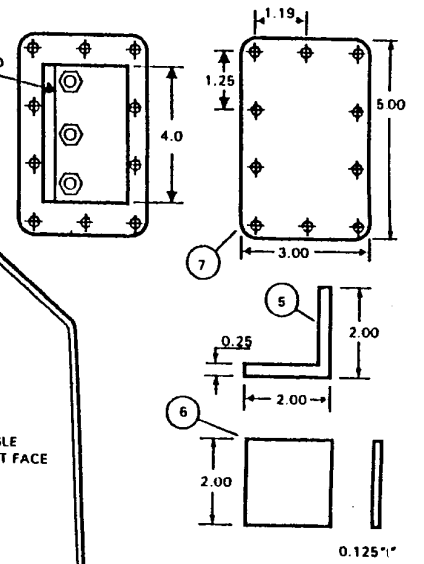
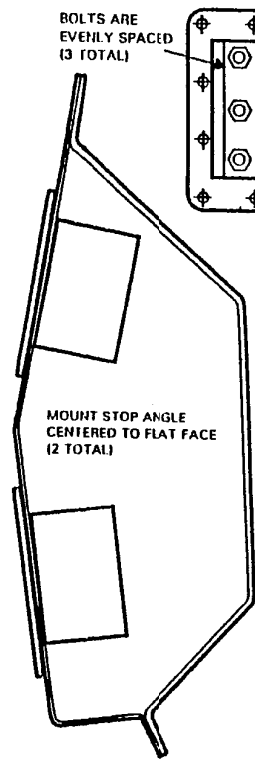
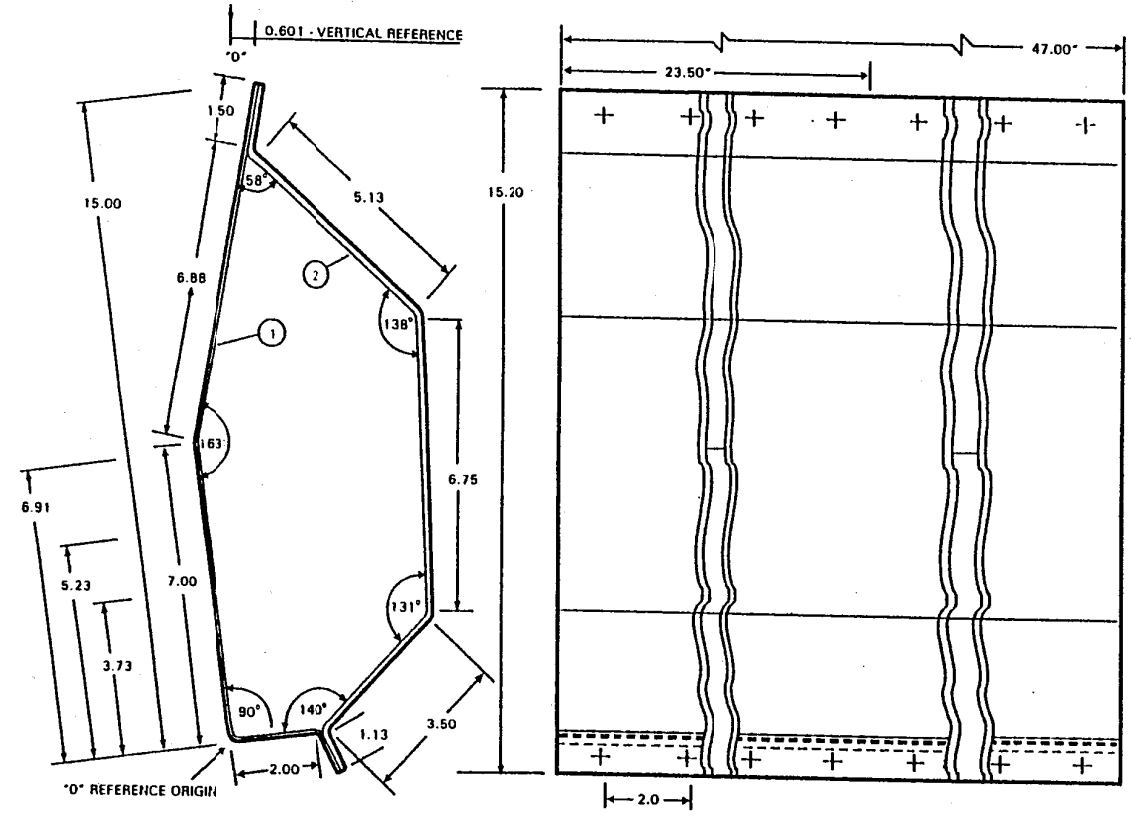
TITLE:  
**SILL GUARD STORAGE**  
**FABRICATION DETAILS**

DWG NO  
**AM-2527-02:00**

SHEET 2 OF 5

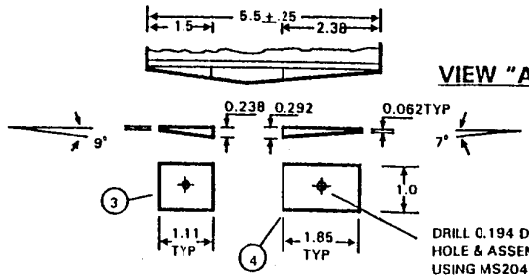
REV  
 IR

REVISIONS		
LTR	DESCRIPTION	DATE



**FABRICATION  
STOP ANGLE**

TYPICAL FASTENER PITCH (MS20470AD6X)



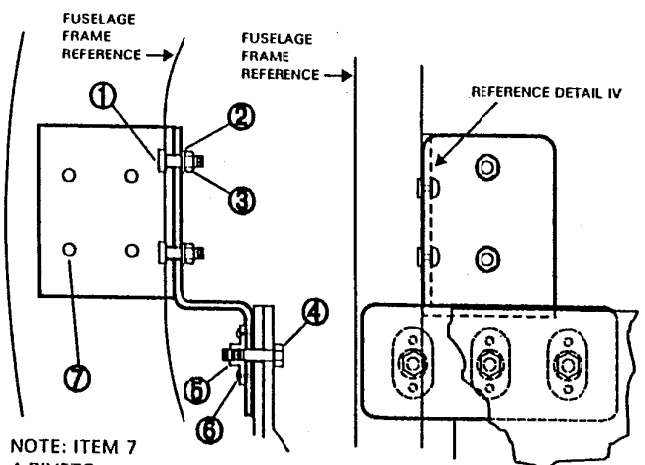
DRILL 0.194 DIA (#10) HOLE & ASSEMBLY USING MS20470AD6-7 RIVET (2 PLACES)

ITEM	DASH#	DESCRIPTION	MAT.	PART NO.	QTY.
11		WASHER	NAS1252-4		24
10		NUT	NAS679-A4		12
9		BOLT	NAS1104-6		12
8		RIVET	MS20435M 6		12
7	-12	STOP PLATE	AIS301 1/2H 0.062" T		4
6	-11	RUBBER BLOCK	1/8" T COMMERCIAL		1
5	-10	STOP ANGLE	AND10133-2004	NAS 15158-31	4
4	4	FILLER 1.85x1.0-7°	6061-T6	7-2511-4	1
3	3	FILLER 1.11x1.0-9°	6061-T6	7-2511-3	1
2	2	FRONT PLATE 0.125	6061-T6	7-2511-2	1
1	1	BACK PLATE 0.0511	AIS 304 1/2H	7-2511-1	1

**EMERY  
WORLDWIDE  
AIRLINES**

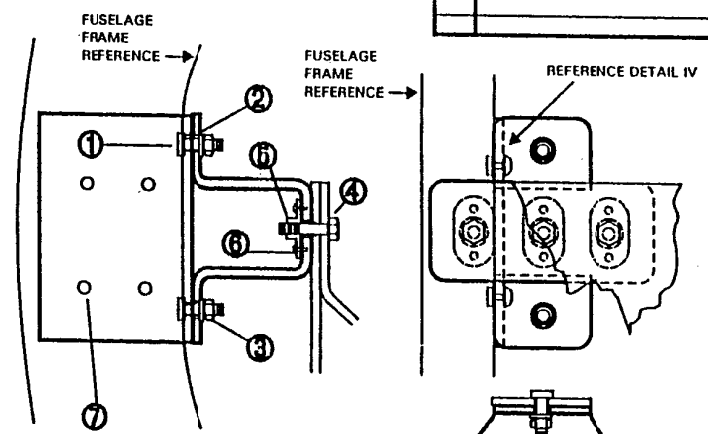
TITLE:  
**SILL GUARD STOWAGE  
CONTAINER BOX FABRICATION**

DWG. NO. **AM-2527-02:00** SHEET 3 OF 5 REV IR



NOTE: ITEM 7  
4 RIVETS  
PER L-BRACKET  
(DETAIL IV)  
MOUNT USING  
EXISTING HOLES  
WHEN POSSIBLE

**DETAIL I & DETAIL IV**  
Z-BRACKET & L1 BRACKET  
(.063" THICKNESS)  
2024 T3 = MATERIAL TYPE  
QUANTITY = 2 EACH

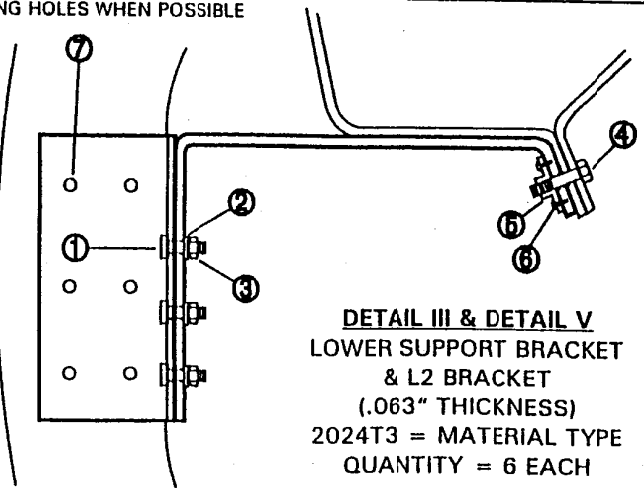


NOTE: ITEM 7  
4 RIVETS  
PER L-BRACKET  
(DETAIL IV)  
MOUNT USING  
EXISTING HOLES  
WHEN POSSIBLE

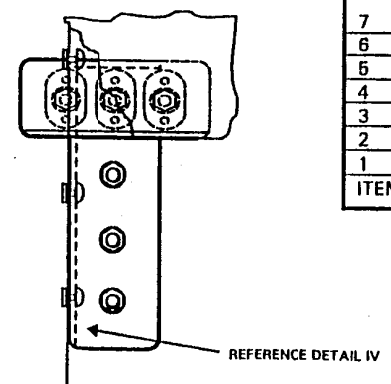
**DETAIL II & DETAIL IV**  
HAT SECTION BRACKET & L1 BRACKET  
(.102" THICKNESS)  
PART NO. 60-5012  
7075T6 = MATERIAL TYPE  
QUANTITY = 4 EACH

NOTE: ITEM 7  
6 RIVETS PER L-BRACKET  
(DETAIL IV) MOUNT USING  
EXISTING HOLES WHEN POSSIBLE

NOTE: SHIM L1 & L2 BRACKETS  
COMMON TO FRAMES AS REQUIRED.



**DETAIL III & DETAIL V**  
LOWER SUPPORT BRACKET  
& L2 BRACKET  
(.063" THICKNESS)  
2024T3 = MATERIAL TYPE  
QUANTITY = 6 EACH



REVISIONS		
LTR	DESCRIPTION	DATE

ITEM	DESCRIPTION	MATERIAL PART NO.	QTY
7	RIVET	MS20470AD6-X	60 EA
6	RIVET	MS20426AD3-X	54 EA
5	NUT PLATE	NAS1031	27 EA
4	BOLT	NAS1103-X	27 EA
3	NUT	NAS679-A3	21 EA
2	WASHER	NAS1252-10H	42 EA
1	HI-LOC	HL328-6-X	21 EA

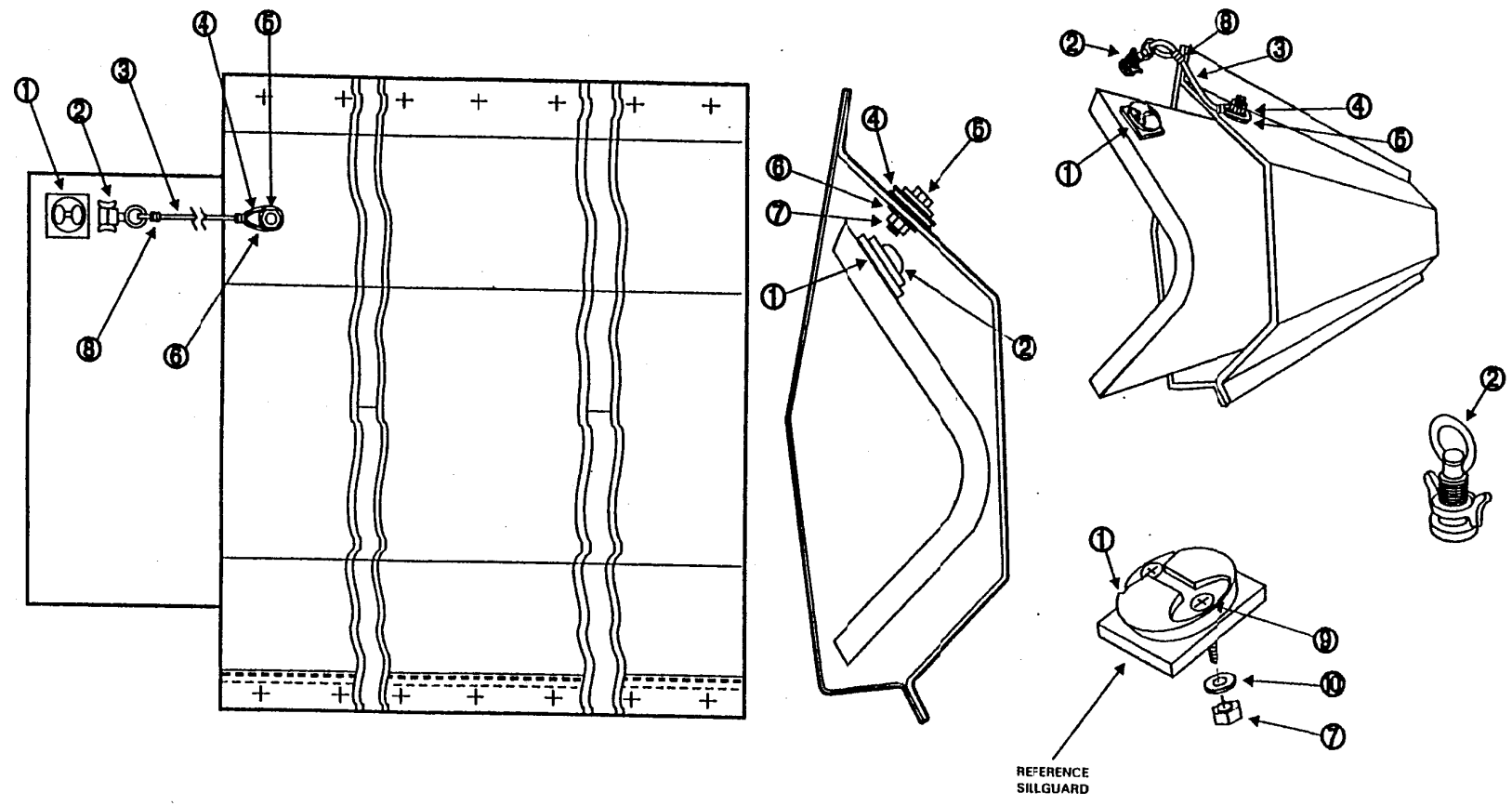
**EMERY  
WORLDWIDE  
AIRLINES**

TITLE:  
**SILL GUARD STOWAGE  
INSTALLATION DETAILS**

DWG. NO. **AM-2527-02:00** SHEET 4 OF 5 REV **IR**



REVISIONS		
LTR	DESCRIPTION	DATE



10		WASHERS		NAS1252-1011	4
9		SCREWS		NAS517-3-10	4
8		3/16" NICOPRESS		18-16-X	4
7		NUTS		NAS679-A3	6
6		WASHERS		AN970-3	4
5		BOLTS		NAS1103-5	2
4		THIMBLE		NAS1045	4
3		7x7 AIRCRAFT CABLE	18" x 3/16 DIA."		2
2		FITTING		20050	2
1		ANCHOR PLATE		WB11289	2
ITEM	DASH#	DESCRIPTION	MAT.	PART NO.	QTY.

**EMERY  
WORLDWIDE  
AIRLINES**

TITLE:  
**SILL GUARD STORAGE  
CONTAINER RESTRAINT SYSTEM**

DWG NO.  
**AM-2527-02:00**

SHEET 5 OF 5

REV  
**1**



August 26, 1999

Mr. Jay Howard  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Howard:

During the February 1999 RASIP Inspection, in finding number 2.08.02, the sill guards were written up as a discrepancy, in that they were missing.

As stated in the Emery Worldwide Airlines (EWA) response, "the sill guards are only used for loading/unloading of main cargo". They have no airworthiness connotation, and were placed on Non-MEL for administrative control by Maintenance Control.

To provide a professional solution to the control and use of the sill guard to which EWA desires to utilize to prevent aircraft damage, the Engineering Department developed a modification for the DC-8 fleet that installs a "Sill Guard Storage Container Box".

The attached memos addresses the details and status of this project. Please call if you have any questions.

attachments

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood", is written over a thick black horizontal redaction bar.

Thomas M. Wood  
Director Quality Control

cc: Rene' Visscher  
Bruce Robbins  
Joseph Abramski  
David Bledsoe

## MEMORANDUM

To: Rene Visscher

Cc: Thomas Wood  
Dave Ungemach  
Tim Alman  
Tracy Chaplin

From: Bruce Robbins *BAR*

Re: Sill Guard Containers

Date: August 20, 1999

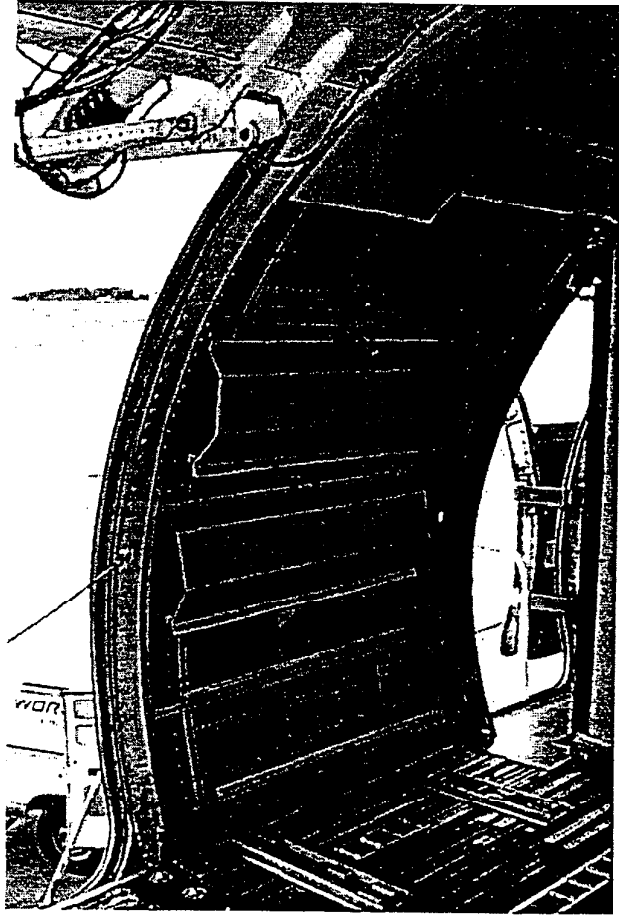
Courtney Bledsoe and Ken Mikesell have been working this project with me for the past few weeks. We placed a set of Sill Guards into 2 aircraft as proto-types to check clearances, mounting requirements and fit.

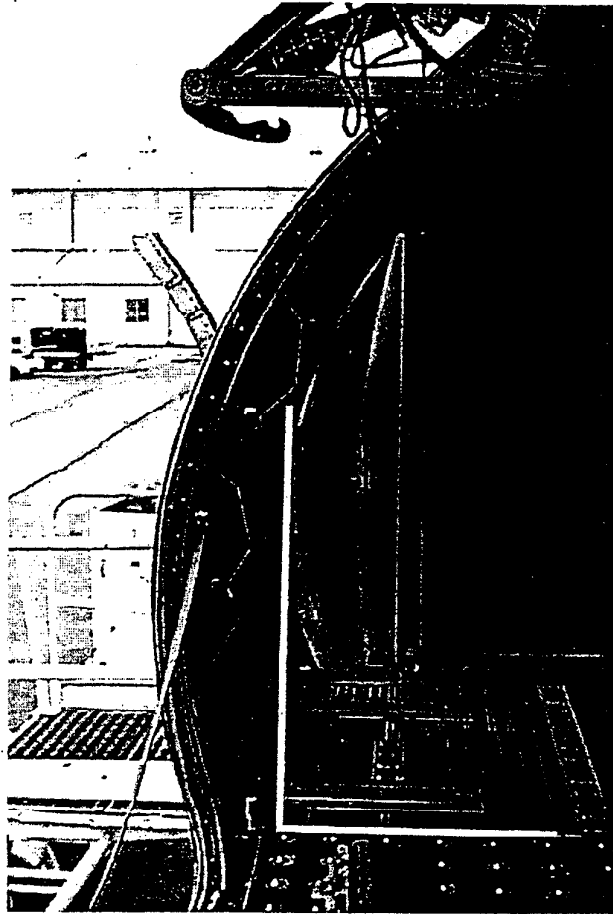
The tests were performed on aircraft with the 9-G net and the solid bulkhead. Both aircraft had minor differences that will require a more flexible mounting assembly. Attached are pictures of the proto-types installed. The picture with the white angle imposed is approximately how close a ULD will be to the container.

In order to provide better clearance the location of what is now the upper container will be located under what is now the lower container, as seen in the pictures. Ken Mikesell will be traveling with an aircraft in the next week to assess the mounting requirements. Preliminary drawings will be drafted this weekend by Ken and Sal Chirico.

One problem that needs to be addressed is the size of the Rosenbalm Sill Guards. These Sill Guards are over-sized when compared to the rest of the units and will not fit into the containers as designed. To accommodate these Sill Guards it may be necessary to 'crowd' into the #1 pallet position further than expected and make the installation of a ULD impossible. This is being investigated at this time.

I believe we can be in production with these containers for part of the fleet by the end of the month. I will update you on this as progress is made.







## MEMORANDUM

**TO:** Kent Scott  
Rene' Visscher  
Ted Graves  
Dick Hagquist  
Bruce Robbins  
Pat Tancreti  
Tim Alman  
Jim Owens

**FROM:** Thomas M. Wood *TMW*

**SUBJECT:** Sill Guard Storage Mod

**DATE:** July 16, 1999

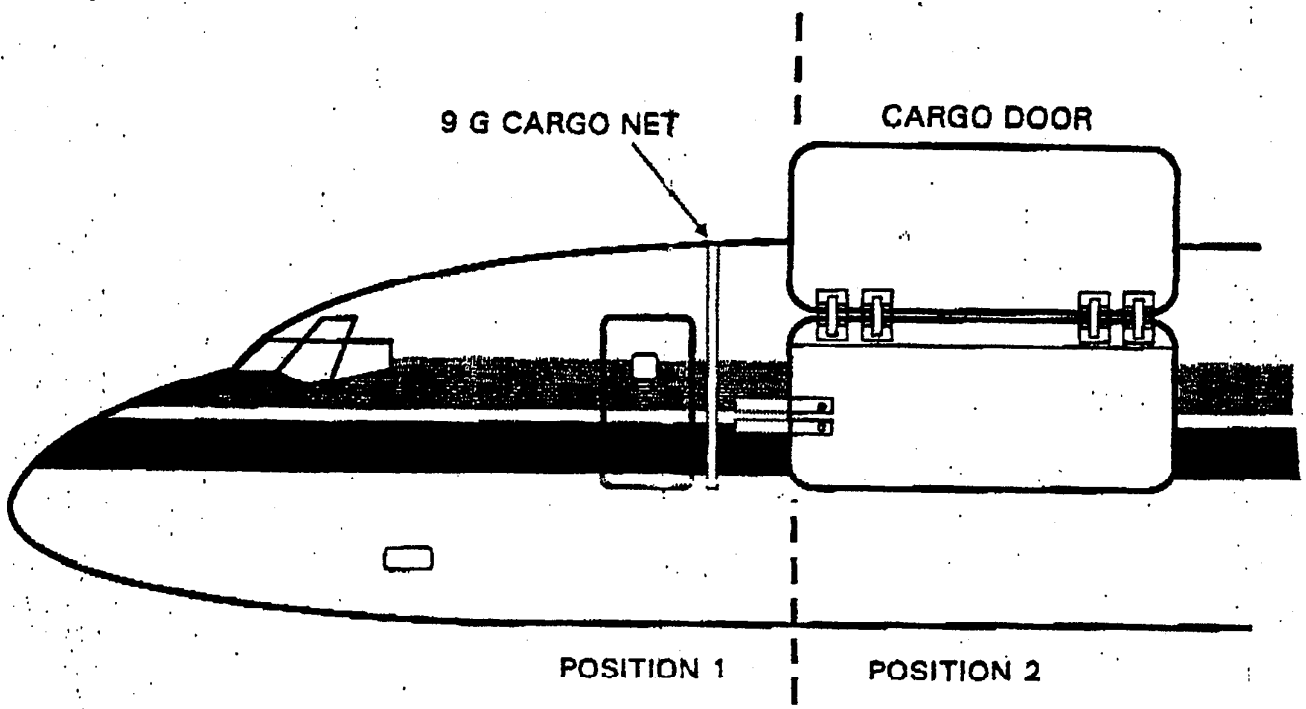
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## MOD APPROVAL

EWA Management has concurred with the proposed DC-8 fleet modification that install a "Sill Guard Storage Container Box".

The Technical Service Engineering Department will initiate the start of this program today. The first installation and production plan will commence in the next 30 days.

TMW/lc



9 G CARGO NET

CARGO DOOR

POSITION 1

POSITION 2



## MEMORANDUM

**TO:** Rene' Visscher  
Ted Graves  
Dick Hagquist  
Bruce Robbins  
Pat Nelson  
Pat Tancreti  
Tim Alman  
Jim Owens

**FROM:** Thomas M. Wood *TMW*

**SUBJECT:** Sill Guard Storage Mod

**DATE:** July 2, 1999

---

Technical Service Engineering has developed a modification for the DC-8 fleet that installs a "Sill Guard Storage Container Box".

The EWA DC-8 design was taken from the Ryan 727 mod that they have installed. The only primary difference is the DC-8 mod will extend the sill guards into the doorway when stowed. This is required due to the dimensional restrictions.

The purpose of this memo is to receive your concurrence of this proposed mod. Upon unanimous concurrence, Engineering will build and install the mod into one aircraft and monitor it's effectiveness for one week prior to performing the fleet.

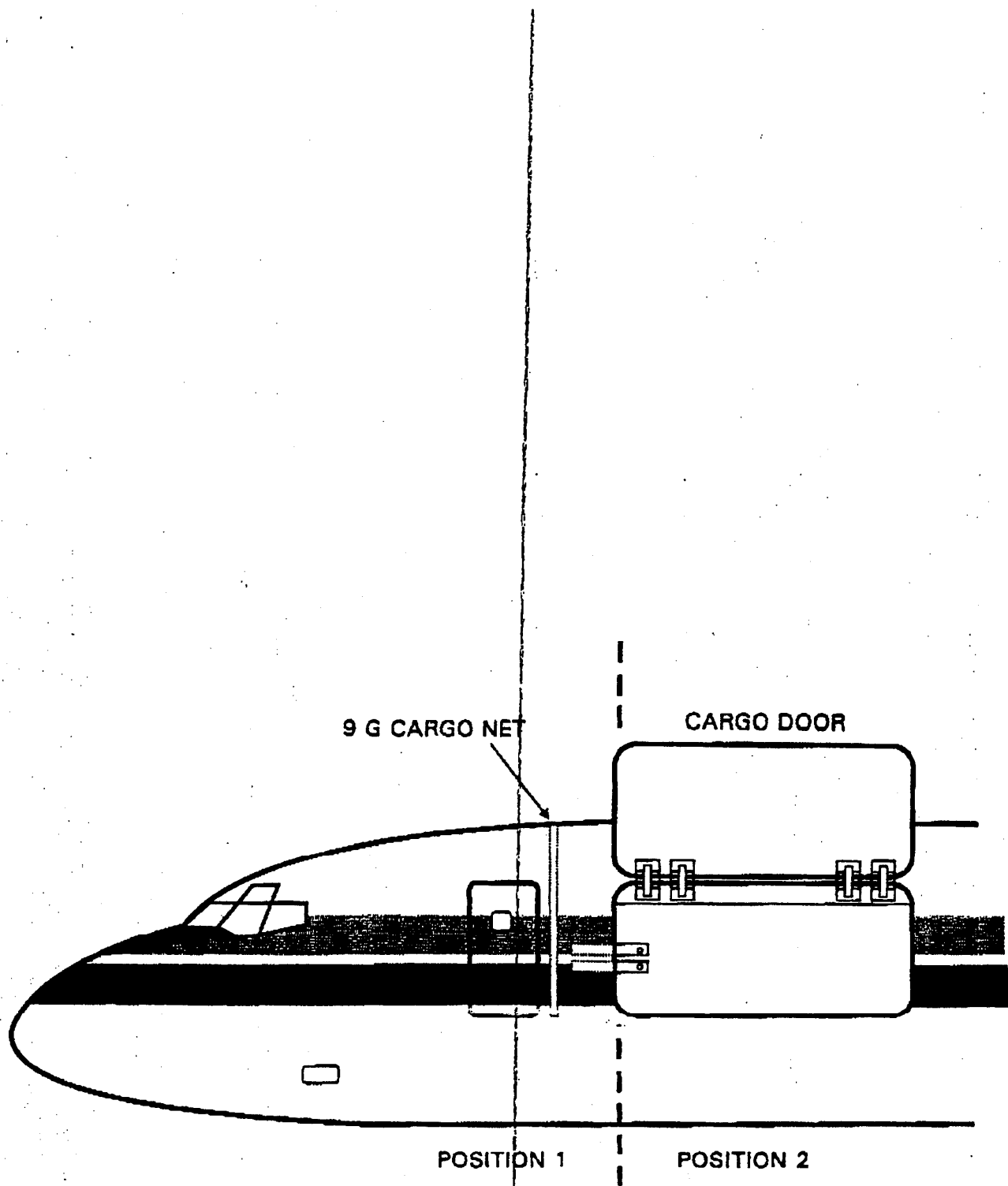
This proactive solution will address the FAA RASIP finding, and most of all reduce damage (cost) to the company.

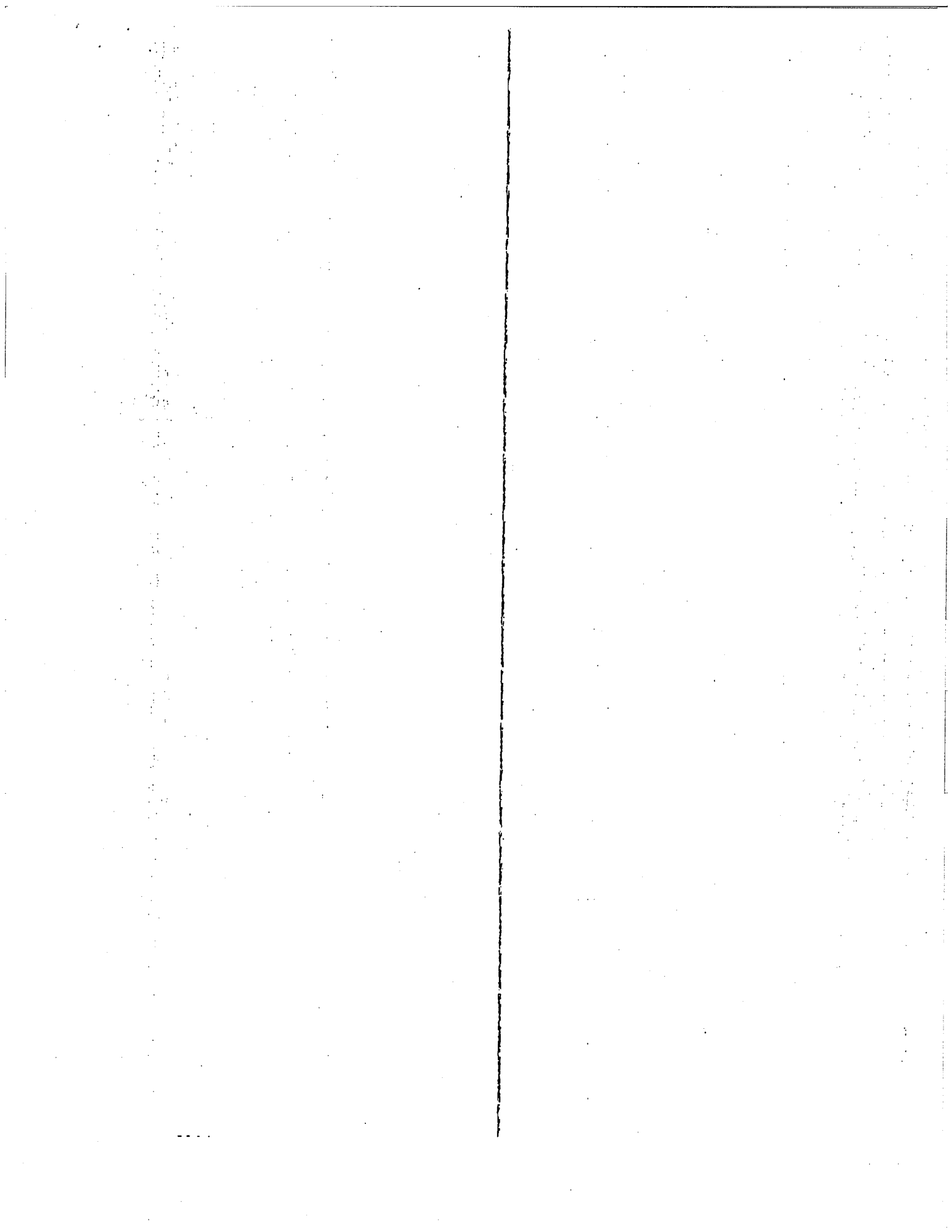
You may call or e-mail your response.

attachment

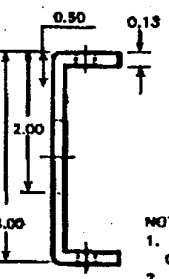
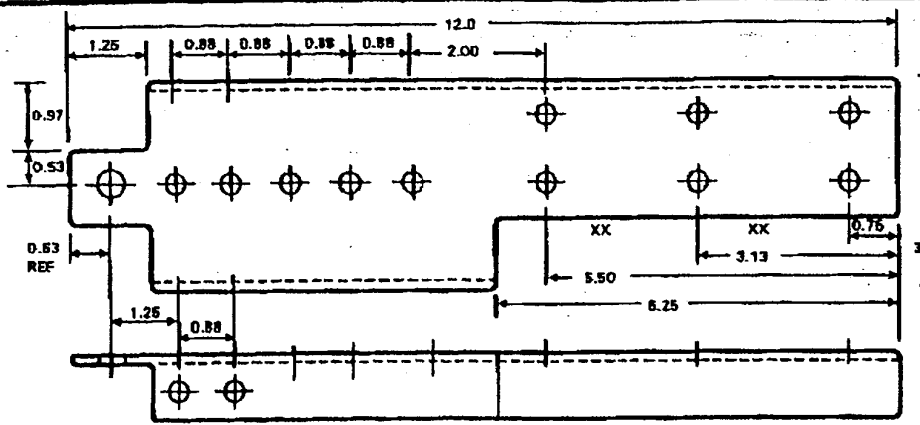
TMW/lc





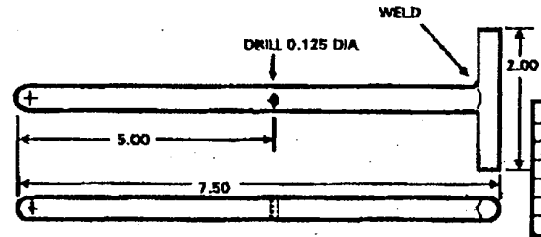
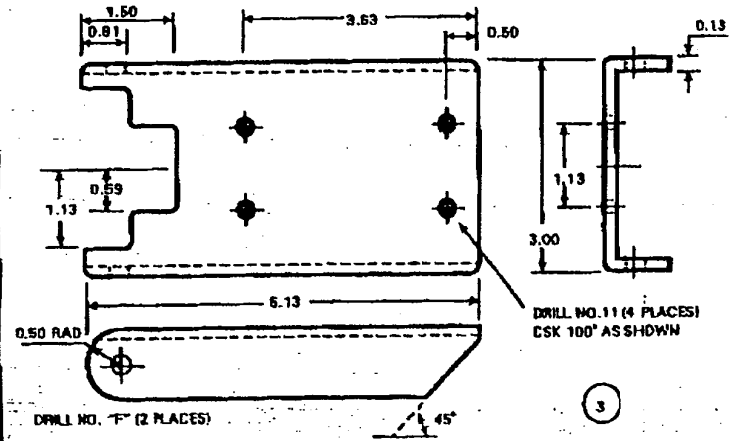
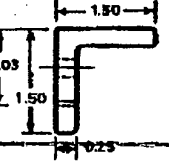
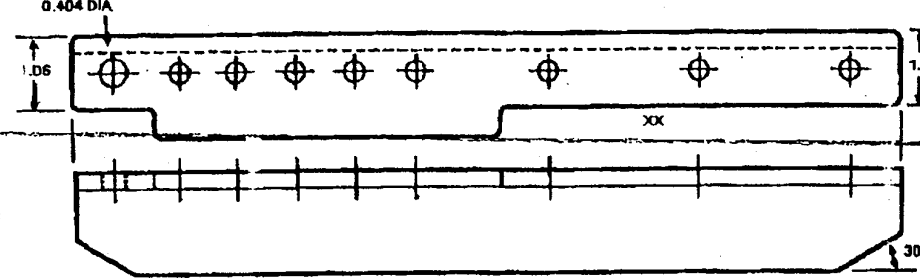


CO. 1  
 NI-27  
 GE T INC

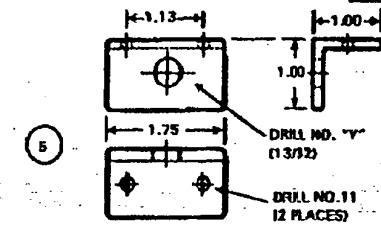


- NOTES:**
- FABRICATE ITEM 1 & PLOT DRILL ALL HOLES 0.125 WCH DIA. THEN FABRICATE ITEM 2 CLAMP 1 & 2 TOGETHER WITH EDGES MARKED "XX" FLUSH.
  - DRILL THRU 1 & 2 USE NO "F" DEBURR & APPLY TWO COATS BMS10-11 PRIMER OR EQUIV.
  - FABRICATE ITEM 4 ALIGN AND CLAMP TWO EACH TO SIDES OF ITEM 1 AND MATCH DRILL HOLES
  - FABRICATE ITEM 3 AND 2X ITEM 5. DEBURR & APPLY TWO COATS BMS10-11 PRIMER OR EQUIVALENT. MATCH DRILL NO. 11 (4 PLCS) AND INSTALL MS20426A06 RIVETS TO ATTACH ITEM 5 TO ITEM 3 (2 PLACES)
  - USE 3/8 IN DIA BAR FABRICATE & WELD ITEM 4. INSTALL IN ITEM 3 & 5 ASSEMBLY. INSTALL 1/8 IN DIA. ROLL-PIN TO RETAIN AS ASSEMBLY.

DRILL NO. "Y" HOLE 0.404 DIA. ALL OTHER HOLES MATCH DRILL NO. "F" 0.257 DIA.



ITEM	DASH#	DESCRIPTION	MATERIAL	QTY.
8	-58	PLATE HINGE	2024-T3 3x1/4 BAR	2
5	-55	ANGLE BRACKET	AND10134 3x1.60(1.25)	2
4	-54	PIN RETAINER	AS1 6130 3/8 DIA BAR	1
3	-53	STOP CHANNEL	AND10137 1x3x1(0.125)	1
2	-52	ANGLE SUPPORT	AS1 1025 1.6x1.6(0.25)	1
1	-51	CHANNEL HINGE	AND10137 1x3x1(0.125)	1

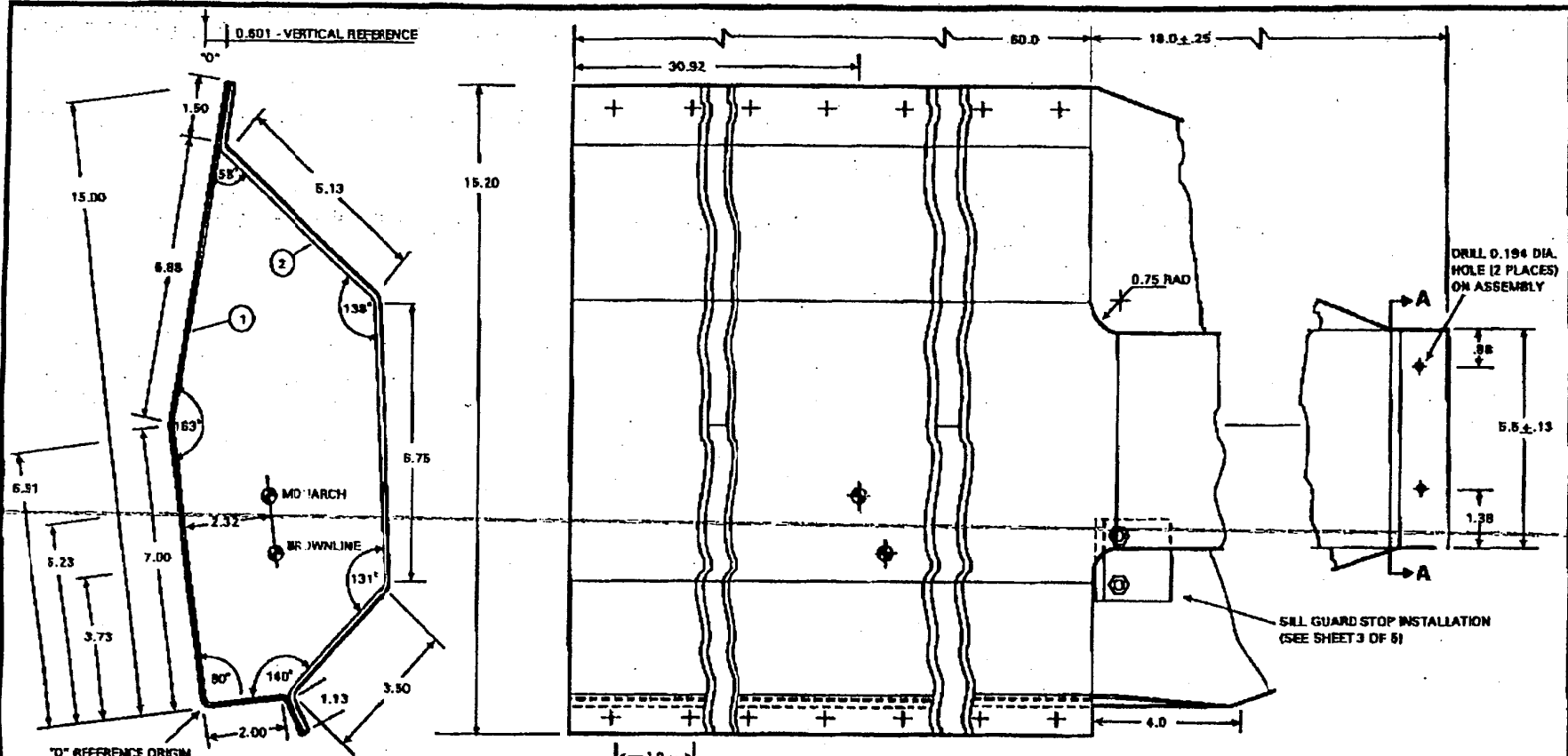


**EMERY**  
**WORLDWIDE**  
 FINISHES

TITLE:  
 SILL GUARD STORAGE  
 BOX RESTRAINT SYSTEM

ENGR. NO. **DM** SHEET 3 OF 5 REV **1**

P. 04  
 NT-21  
 RC T JN

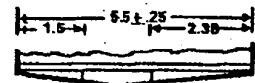


0" REFERENCE ORIGIN

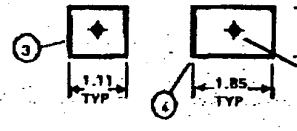
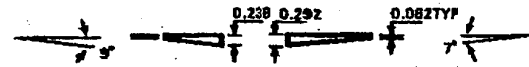


CENTER OF GRAVITY  
 VERTICAL COORDINATES  
 INSTALLED, AND WITH SILLS  
 MO MARCH XX=1.565, YY=5.225  
 BROWNLINE XX=1.845, YY=3.929

TYPICAL FASTENER PITCH (MS20470AD5)



VIEW "AA"



DRILL 0.194 DIA. (#10) HOLE & ASSEMBLY  
 USING MS20470AD6-7 RIVET (2 PLACES)

ITEM	DASH#	DESCRIPTION	MAT.	PART NO.	QTY.
4	4	FILLER 1.85x1.67"	8061-T8	7-2511-4	1
3	3	FILLER 1.11x1.67"	8061-T8	7-2511-3	1
2	2	FRONT PLATE 0.125"	8061-T8	7-2511-2	1
1	1	BACK PLATE 0.0511	AISI 304 1/2H	7-2511-1	1

**EMERY**  
**WORLDWIDE**  
 AIRLINES

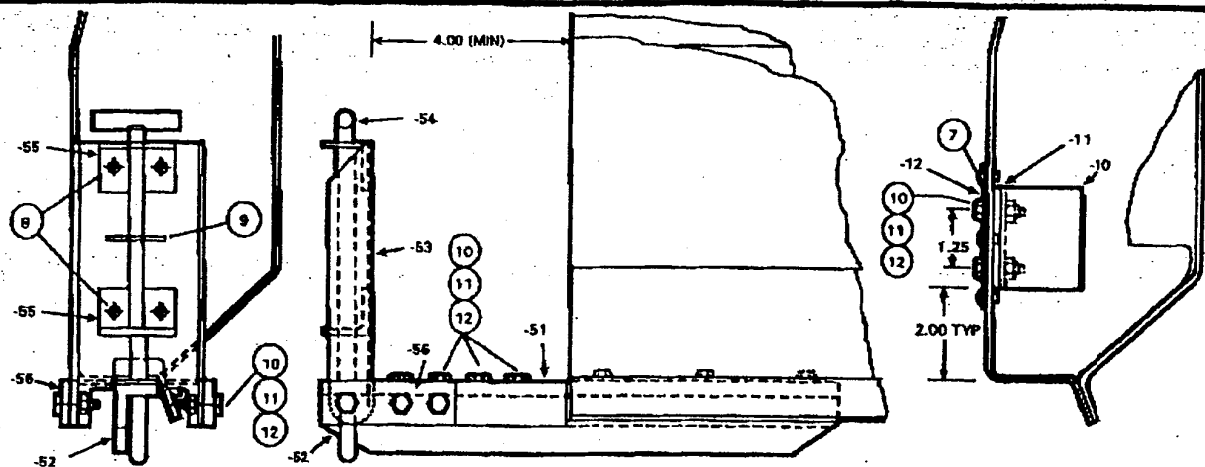
TITLE  
**SILL GUARD STOWAGE  
 CONTAINER BOX**

DWG. NO.  
**DM**

SHEET 4 OF 5

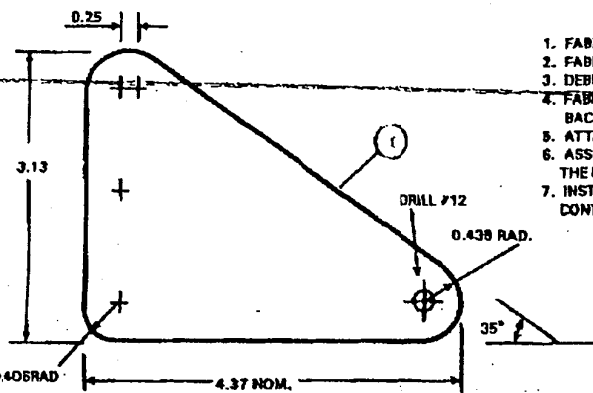
REV  
**1**

JUL 1 4 20 14 10

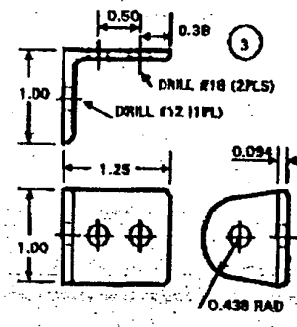
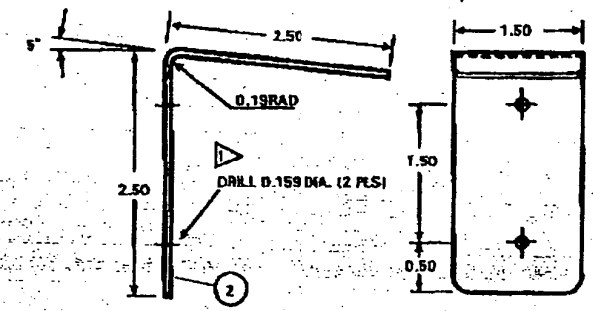


**ASSEMBLY - RESTRAINT SYSTEM**

**ASSEMBLY - STOP ANGLE**



1. FABRICATE ITEM 1 & 2 FROM 2024-T3 0.062" STOCK
2. FABRICATE ITEM 3 & 4 FROM STANDARD 2024 SECTIONS
3. DEBURR, APPLY ALUMINE 1200 AND TWO COATS DMS 10-11 PRIMER OR EQUIV.
4. FABRICATE ITEM 5 FROM 1/8" 304 1/2H 0.062" STOCK - REQUIRE SILL GUARD BACKPLATE P/N 7-2511-1 WITH MONEL RIVETS (SEE SHEET 4)
5. ATTACH ITEM 10 & 11 TO SILL GUARD BACKPLATE WITH AN HARDWARE
6. ASSEMBLE RESTRAINT SYSTEM USING AN HARDWARE - DO NOT TIGHTEN THE THE PIVOT BOLTS.
7. INSTALL RESTRAINT SYSTEM ASSEMBLY ON SILL GUARD STORAGE CONTAINER ASSEMBLY AS SHOWN - USE SD(16) AN BOLTS NUTS & WASHERS.



SEE SHEET 2 FOR INSTALLATION

ITEM	DASH#	DESCRIPTION	MATERIAL	PART NO.	QTY.
12		WASHER	AN560-418		18
11		NUT	MS20385-420		18
10		BOLT	AN4-6		18
9		ROLL-PIN	MS16582-4-16 OR EQUIV		1
8		RIVET	MS20426-AD5		4
7		RIVET	MS20435M-4		8
6	-12	STOP PLATE	AL3001 1/2H 0.062"		1
5	-11	RUBBER BLOCK	1/8" COMMERCIAL		1
4	-10	STOP ANGLE	AND10133-2904 HAS 15158-31		1
3	-24	ANGLE ATTACH	AND10134-1205		10
2	-19	ANGLE BRACKET	2024-T3 0.062"		2
1	-20	PLATE BRACKET	2024-T3 0.062"		5

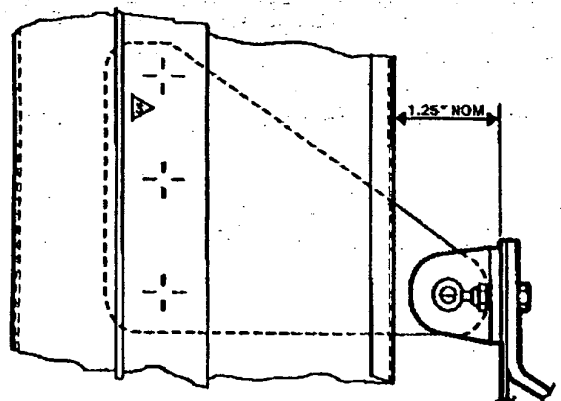
**EMERY**  
**WORLDWIDE**  
FINELINES

TITLE:  
**SILL GUARD RESTRAINT  
INSTALLATION - DETAILS**

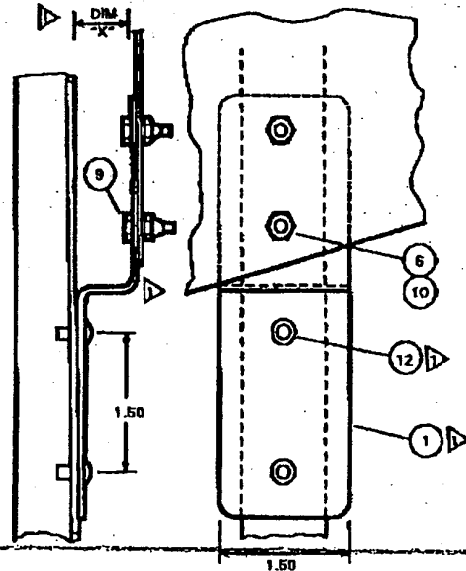
DRWG. NO.  
**DM**

SHEET 3 OF 5

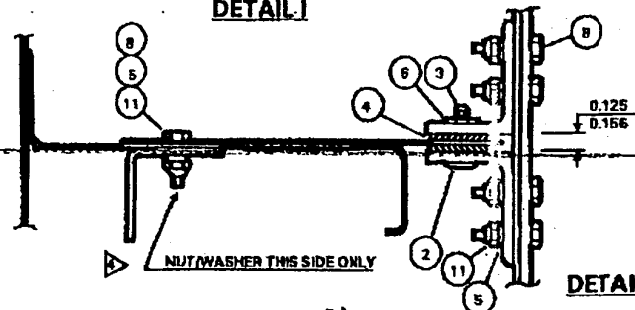
REV  
**1**



**DETAIL I**



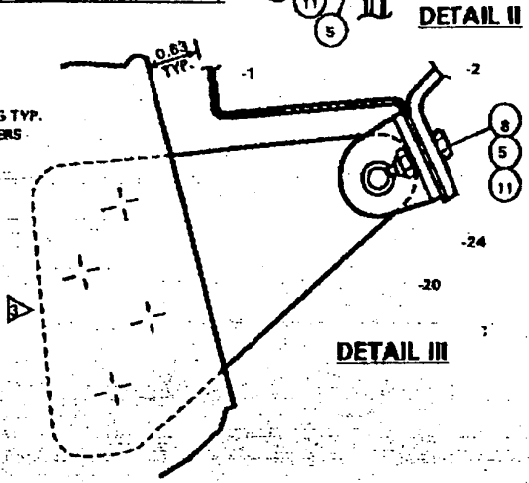
**DETAIL V**



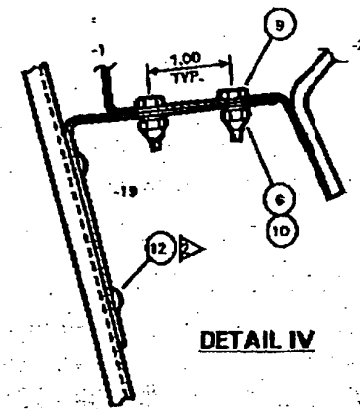
**DETAIL II**

NUT/WASHER THIS SIDE ONLY

EXISTING TYP. FASTENERS



**DETAIL III**



**DETAIL IV**

- NOTES**
1. FABRICATE ITEM ① USE 2024-T3 0.062 SHEET STOCK 1.50 x 5.00 IN. DEBURR, APPLY ALDINE 1200 AND TWO COATS BMS 10-11 PRIMER OR EQUIVALENT. BEND TO FIT AT INSTALLATION OF STORAGE BOX WITH APPLICABLE DIMENSION "X" APPROX. 0.38 IN.
  2. ATTACH -18 (ITEM 1) AND -19 LOWER BRACKETS TO FRAME FLANGES USING 5/32 DIA. RIVETS OR NO.8 SCREWS, DO NOT INSTALL 3/16 DIA. FASTENERS.
  3. ATTACH UPPER & LOWER -20 BRACKETS WITH -24 ANGLES USING HARDWARE (SHOWN) TO STORAGE BDX. POSITION PER SHEET 1 AND CLAMP TO FRAMES.
  4. LOCATE -18 & -19 LOWER BRACKETS. ADJUST BEND ANGLES FOR ACCURATE FIT. INSTALL ON FRAME. CENTERLINE SEE ① ABOVE.
  5. POSITION EACH -20 PLATE BRACKET TO PICKUP EXISTING FASTENER LOCATIONS (UPPER = 2 MIN. & LOWER = 3 MIN) USE 3/16 DIA FASTENERS. DO NOT USE 1/4 DIA. FASTENERS THRU FALLSAFE CHORD UNLESS 20 MIN EDGE DISTANCE IS MAINTAINED.
  6. SECURE LOWER -18 & -19 BRACKETS TO STORAGE BOX. USING FASTENERS SHOWN. ENSURE GOOD FIT - USE SHIM STOCK AND/OR ADJUST ANGLES AS NECESSARY.
  7. BRACKET -18 MAY USE 0.071 301 1/2 H. AS SUBSTITUTE.

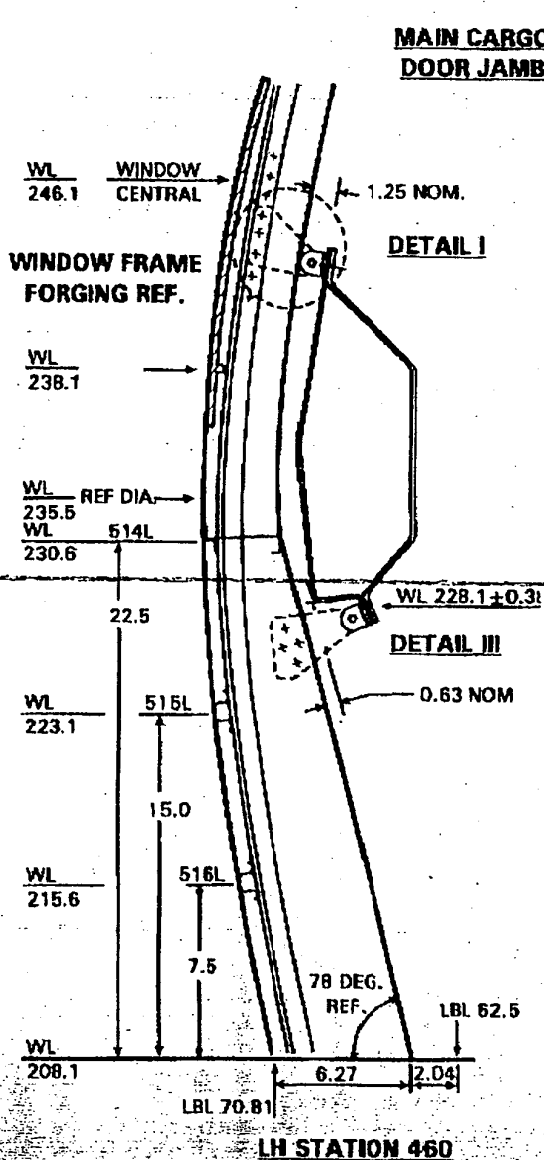
ITEM	DASH#	DESCRIPTION	MAT.	PART NO.	QTY.
12		RIVET		MS20470AD5	4
11		NUT LOCK		MS21044NCB	36
10		NUT LOCK		MS21044-N3	4
9		SCREW		MS27033-1-0	4
8		SCREW		MS27032-D9-10	36
7		WASHER FLAT		AN980-10	5
6		WASHER FLAT		AN980-31	A.P.
5		WASHER FLAT		AN980-8	36
4		WASHER RUBBER		NAS 15188-31	10
3		COTTER PIN		MS24885-132	5
2		PIN		MS20382-2013	5
1	-18	END BRACKET	2024-T3 0.062T		1

**EMERY  
WORLDWIDE  
FINELINES**

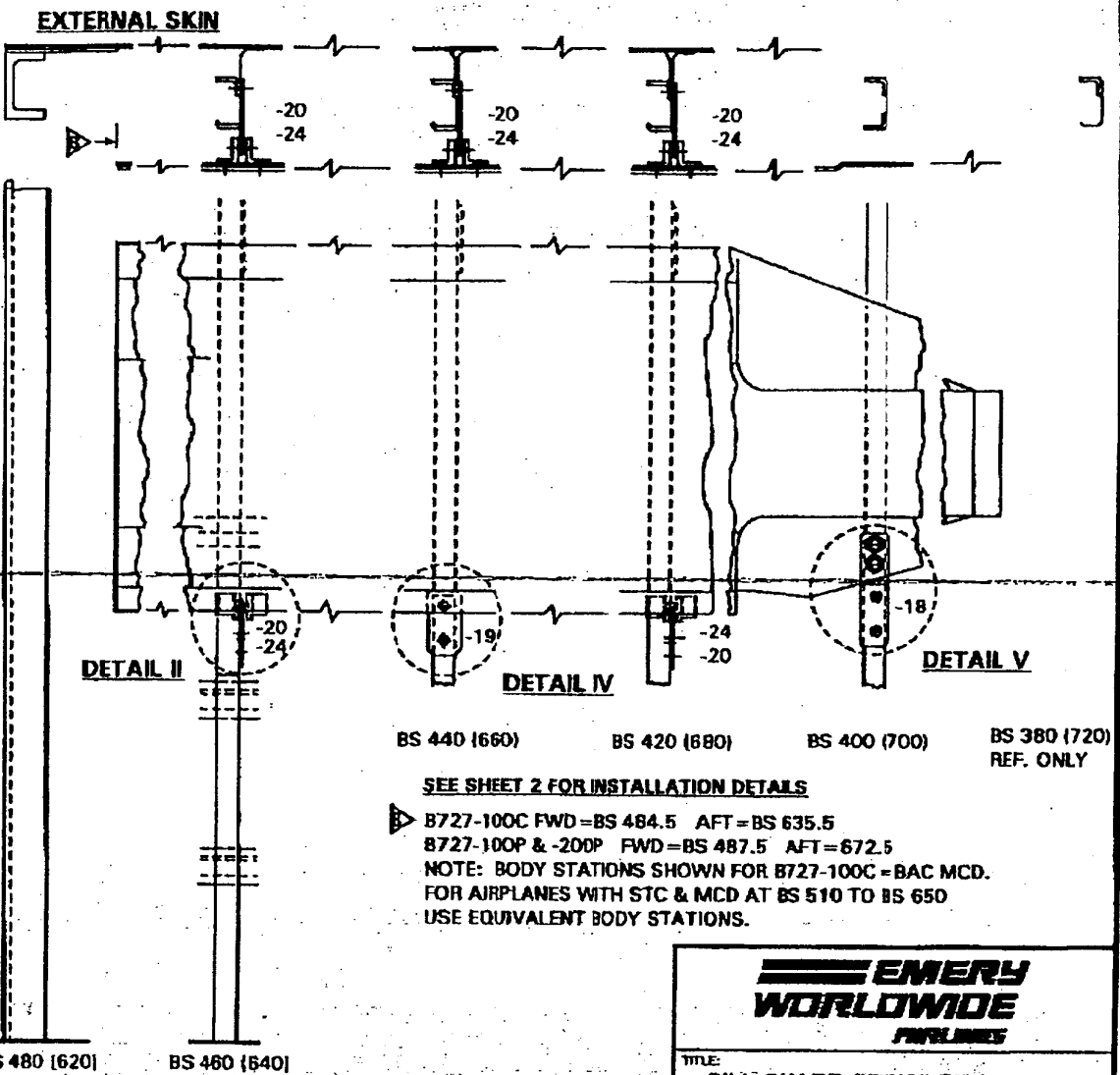
TITLE:  
**SILL GUARD STORAGE  
INSTALLATION DETAILS**

DRWG. NO. **DM** SHEET 2 OF 5 REV **1**

Jul 1 '99 12:09 P.01



LH STATION 460



SEE SHEET 2 FOR INSTALLATION DETAILS

▶ B727-100C FWD=BS 484.5 AFT=BS 635.5  
 B727-100P & -200P FWD=BS 487.5 AFT=672.5

NOTE: BODY STATIONS SHOWN FOR B727-100C =BAC MCD.  
 FOR AIRPLANES WITH STC & MCD AT BS 510 TO BS 650  
 USE EQUIVALENT BODY STATIONS.

<b>EMERY WORLDWIDE AIRLINES</b>	
TITLE: <b>SILL GUARD STORAGE GENERAL ARRANGEMENT</b>	
DWG. NO. <b>DM</b>	REV <b>1</b>
SHEET 1 OF 5	



Facsimile Cover Sheet

303 Corporate Center Dr.  
Vandalla, OH. 45377

Thomas M. Wood

Phone: (937) 454-3940  
Fax: (937) 898-2803

Director Quality Control  
Wood.Thomas@emeryworld.com

Date: July 13, 1999

DELIVER TO:	
Name: <u>Nick Pearson</u>	Fax #:
Company/Department: <u>FAA SJC PAI</u>	Phone #:

Page 1 of 2 Page(s)

Mr. Nick Pearson:

Re: N957R currently in park at Tennessee Technical Services since March 2, 1999.

Here is the log page with Time and Cycles per your request and in reference to a previous fax sent concerning log book/non-routine sign offs.

Facsimile sent from:

*Thomas M. Wood/lc*



4-13

AIRCRAFT MAINTENANCE LOG



7195-12

ACFT. NO. N957R ACFT. TYPE DC8-63F

FLY NO.	DATE	STATION		GMT		BLOCK HOURS		FLT. HOURS		FUEL DATA		DE-ICE GALS	CARGO DATA		
		FROM	TO	OUT	IN	HOURS	OFF	ON	HOURS	WGT (LBS)	DEPART (LBS)		ARRIVAL (LBS)	CASGO	MAIL
534	3/02/93	KDAY	KHSV	1007	1125	1118	1014	1116	1402	3962	54.4	38.7	0	60.000	1108
534	3/02/93	KHSV	Kmem	1252	1352	1400	1257	1340	1411	888	44.0	32.5	0	37.680	0
534	3/02/93	Kmem	KDAY	1525	1520	155	1435	1615	140	0	32.5	22.8	0	0	0

DEPT. DELAY	TRAIN FLTS.	OIL ADD.	A/P	CREW	EMP #	T.O.	LDR	A/P	CREW	EMP #
0	0	0	0	CYI T. FOSTER	25349	2	2			
0	0	0	0	012 P. McABE	53810	1	1			
0	0	0	0	013 D. McGehee	54507					

SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
01M	Note: Reduced Power used Day	1				
01M	Note: Reduced Power used HSV	2				
01M	Note: Reduced Power used mem	3				
P/M		4				
P/M		5				
P/M		6				

PART NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PDS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W	STATION	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	TOTAL A/C FLT. HRS.	1-DIST.	2-DIST.	3-DIST.
DATE	CERT. NO.	22202	-3	22205	64799758			
GMT TIME	AUTH. SIG.	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE					
		6477535	223					

DISC. OR MAINT. ACTION CARRIED FWD TO: \_\_\_\_\_

BOOK CHANGED NEW LOG PAGE NO: \_\_\_\_\_

CAPTAIN'S SIGNATURE: \_\_\_\_\_

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

223

ENGINE FLIGHT MONITORING DATA

MAX POWER USED (%)	GROSS WGT	SAT	AT	ALT	INS	MACH	GMT
MO	23767	574	727	3110	393	790	1040
2	23767	574	727	3110	393	790	1040
3	23767	574	727	3110	393	790	1040
4	23767	574	727	3110	393	790	1040

RECORD TO NEAREST 1% SUBFLOW

1	2	3	4
272	272	272	272
478	477	512	818
673	674	674	674
3150	3350	3300	3300
3150	3250	3300	3300
3150	3300	3300	3300
3150	3300	3300	3300
9118	9120	9110	9111
9118	9120	9110	9111
9118	9120	9110	9111
9118	9120	9110	9111

PREMATIC SER. VALVE  OPEN

REC'D BY: \_\_\_\_\_

FROM: EIA STRATA TY FAX NO.: 939 071 3481 P2



Facsimile Cover Sheet



303 Corporate Center Dr.  
Vandalla, OH. 45377

Thomas M. Wood

Phone: (937) 454-3940  
Fax: (937) 898-2803

Director Quality Control  
Wood.Thomas@emeryworld.com

Date: July 13, 1999

DELIVER TO:	
Name: <u>Nick Pearson</u>	Fax #: 
Company/Department: <u>FAA SJC PAI</u>	Phone #: 

Page 1 of 5 Page(s)

Mr. Nick Pearson:

Here are the log book/non-routine sign offs for the subject items requested per your e-mail. This aircraft has been parked at Tennessee Technical Services since March 2, 1999.

Please call if I can be of further assistance.

Facsimile sent from:

*Thomas M. Wood/c*

JUL 13 1999 10:37AM P1

FAX NO. : 61522339025

FROM : EWA SHYRBA TN

AIRCRAFT MAINTENANCE LOG

ATI 0092 (10/97) (1) (1) U.S.A.



7195-12

ACFT. NO.

N 957R

ACFT. TYPE

DC 8-63F

LEG	FLY	DATE	STATION		GMT		BLOCK HOURS		GMT		FLT. HOURS	FUEL DATA			DEICE	CARGO DATA	
			FROM	TO	OUT	IN	OFF	ON	UNLIT (LBS)	EXHAUST (LBS)		ARRIVAL (LBS)	GAL'S	CARGO		WGT.	
1	534	3/02/99	KDAY	KHSV	1007	1125	1118	1014	1116	1102	3962	54.4	38.7	0	60,000	1108	
2	534	3/02/99	KHSV	KMEM	1252	1352	1400	1259	1340	1411	888	44.0	32.5	0	0	0	
3	534	3/02/99	KMEM	KDAY	1425	1520	1555	1435	1515	140	0	32.5	22.8	0	0	0	

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD				A/P	CREW	EMP #	T.O.	LOG	A/P	CREW	EMP #
	DELAY	CODE	LGGS	STATION	1	2	3	4								
1					0	0	0	0	-	0/1	T. FOSTER	25349	2	2		
2										0/2	P. MECABE	53810	1	1		
3										0/3	DM'Ghee	54507				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	Note: Reduced PWR TO USED DAY	1.	NOTED BY MAINTENANCE	7-27-98	MEM	72798
2.	P/M	Note: Reduced PWR TO USED HSV	2.	NOTED BY MAINTENANCE	7-27-98	KDAY	72798
3.	P/M	Note: Reduced PWR TO USED MEM	3.	NOTED BY MAINTENANCE	7-27-98	KDAY	72798
4.	P/M	REF NON-MEL 317 HP 7516-10 FAA REPORTED SMOKE BARRIER NOT ATTACHED SEVERAL AGES	4.	REATTACHED AND ADJUSTED SMOKE BARRIER 1/1W DC-8 M/A 25-50-2 REF QR: 4310 W/G 1385 TTS CRS T64 R1670	7-13-98	MEM	72798
5.	P/M	REF NON-MEL 316 HP 7516-10 FAA REPORTED BROKEN ROLLER TRAY POS 11/11 (SHORT TRAY)	5.	REPLACED DAMAGED ROLLERS 1/1W DC-8 M/A 25-50-0 REF NR 6500 W/G 1385 TTS CRS T64 R1670	7-13-98	MEM	72798
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES			HIS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:						
GRY TIME:	AUTH SIG.:	PREV. AC FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL AC FLT. HRS.			

DISC. OR MAINT. ACTION CARRIED FWD TO: \_\_\_\_\_

BOOK CHANGED NEW LOG PAGE NO: \_\_\_\_\_

CAPTAIN'S SIGNATURE: \_\_\_\_\_

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SE. (1) TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

ENGINE FLIGHT MONITORING DATA

RECORD TO NEAREST	50#	1°	1%	1°	1%	1°	1%	1°	1%	1°	1%	1°	1%	1°	1%	1°	1%	1°	1%
ALT	IAS	MACH	EGT	NI	FUEL FLOW	OIL TEMP	OIL PRESS	SLD	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS	ENT POS
3111	293	790	311	1.1	3350	73	46	0/1	222	222	222	222	222	222	222	222	222	222	222
3111	293	790	311	1.1	3350	73	46	0/1	222	222	222	222	222	222	222	222	222	222	222
3111	293	790	311	1.1	3350	73	46	0/1	222	222	222	222	222	222	222	222	222	222	222
3111	293	790	311	1.1	3350	73	46	0/1	222	222	222	222	222	222	222	222	222	222	222

GROSS WGT: 25611  
 SAT: -154  
 TAT: -27  
 ALT: 3111  
 IAS: 293  
 MACH: 790  
 GMT: 1610

PNEUMATIC SOV. VALVE: 0  
 AIR COND PACKS: 0

<b>NON-ROUTINE WORK CARD</b>						<b>TENNESSEE TECHNICAL SERVICES, LLC</b>									
EQFORM NO. 26						CRS T64R1640									
ITEM LOCATION (CIRCLE ONE) FUSE STRUCT <input type="checkbox"/> CABIN <input checked="" type="checkbox"/> TAIL LG & WAY <input type="checkbox"/> ENG. DOORS/HATCHES <input type="checkbox"/>						FUNCTION (CIRCLE ONE) MECH <input checked="" type="checkbox"/> ELEC <input type="checkbox"/> RADIO <input type="checkbox"/> S/M <input type="checkbox"/> CLEAN <input type="checkbox"/>									
LT WING <input type="checkbox"/> FIT WING <input type="checkbox"/>						AC TYPE MODEL DC-8-63									
ITEM DESCRIPTION FAA REPORTED SMOKE BARRIER NOT ATTACHED SEVERAL AREAS NON-MEL #317						AC TAIL NO. N452B									
LP 2516-10						CUSTOMER REQUEST YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>									
EVALUATION BY [Signature]						WRITTEN BY [Signature]									
EMP. NO. 49540527						EMP. NO. 9049									
O.T. AUTH (CIRCLE) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						DAY 11									
PARTS AUTH (CIRCLE) YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						MO 3									
REQD INSPN ITEM YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>						YR 99									
CUSTOMER APPROVAL [Signature]						EVALUATION (CIRCLE ACTIONS TO BE TAKEN) CLEAN <input type="checkbox"/> CHECK <input checked="" type="checkbox"/> LUBE <input type="checkbox"/> SERVICE <input type="checkbox"/> TREAT <input type="checkbox"/> PAINT <input type="checkbox"/> REMOVE <input type="checkbox"/> REPAIR <input type="checkbox"/> TIGHTEN <input type="checkbox"/> SECURE <input checked="" type="checkbox"/> STOW <input type="checkbox"/> REPLACE <input type="checkbox"/> RESET <input type="checkbox"/> TEST <input type="checkbox"/> ADJUST <input checked="" type="checkbox"/>									
REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8 m/m						A.T.A. 25-50-2									
SPECIAL INSTRUCTIONS						CHPT SECT SUBJ 40									
CORRECTIVE ACTION: Reattached & Adjusted Smoke Barrier IAW DC-8 m/m 25-50-2															
cleared LP 7155-12 item 4m															
PART NUMBER 'OFF'		SER #		PART NUMBER 'ON'		SER #		PART NUMBER 'OFF'		SER #		PART NUMBER 'ON'		SER #	
ACCOMPLISHED BY [Signature]		EMP. NO. 410496700		SUPERVISOR/LEAD RECHECK [Signature]		EMP. NO. 49540527		CHECKED BY [Signature]		INSF [Stamp]		DAY 13		MO Jul	
												YR 99			

FROM : EJA SMYRNA TN

FAX NO. : 6152239025

JUL 13 1999 09:22AM P3

NON-ROUTINE WORK CARD				TENNESSEE TECHNICAL SERVICES, LLC				FORM NO. 26		TASK NO.	
				CRS T64R1640				W/C NO. 1385		6500	
ITEM LOCATION (CIRCLE ONE)			TAIL			ENG.			FUNCTION: (CIRCLE ONE)		
FUSE STRUCT			LG & WW			DOORS/HATCHES			ELEC RADIO S/M CLEAN		
LT WING			CABIN			RT WING			AC TYPE: MODEL		
ITEM DESCRIPTION			E.A.A. reported item: compartment # 3 has damaged roller tray.			Pos 11/12 (SHORT TRAY)			AC TAIL NO. N957R		
			(RASIP INSP KDAY 2-2-99)			WRITTEN BY: [Signature]			CUSTOMER REQUEST? (YES) NO (CIRCLE ONE)		
						NON-MEL # 316 RP 7516-10					
						EMP. NO. 5011			DAY MO YR 11 4 99		
EVALUATION (CIRCLE ACTIONS TO BE TAKEN)											
CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST											
REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC.) DC-8 m/m ATA 25-51-0											
SPECIAL INSTRUCTIONS											
EVALUATION BY: [Signature]			EMP. NO. 5011		O.T. AUTH (CIRCLE) YES NO		PARTS AUTH (CIRCLE) YES NO		REQD INSP ITEM YES (CIRCLE)		CUSTOMER APPROVAL
CORRECTIVE ACTION											
Replaced Damaged Rollers IAW DC-8 m/m 25-51-0											
ENTERED IN Log Book Pg 7195-12 ITEM 50											
PART NUMBER 'OFF' SER # PART NUMBER 'ON' SER # PART NUMBER 'OFF' SER # PART NUMBER 'ON' SER #											
ACCOMPLISHED BY: [Signature]			EMP. NO. 410490700		SUPERVISOR/LEAD RECHECK [Signature]		EMP. NO. 49840567		CHECKED BY: [Signature]		TTS 8 INSP
									DAY MO YR 13 10 99		

FROM : ENR SMYRNA TN

FAX NO. : 6152239025

Jul. 13 1999 09:21AM P2

**Wood, Thomas M**

**From:** Nick Pearson  
**Sent:** Thursday, July 08, 1999 2:41 PM  
**To:** wood.thomas [REDACTED]  
**Subject:** Log Page Request N957R

July 8, 1999

Mr. Wood,

Could you please fax the log book pages for the correction of Non-MEL items #316 and #317 for aircraft N957R. Please follow-up with a hard copy in the mail. These pages were not included in the RASIP report or as an answer to EIR #0008.

Thank you,

Nick Pearson  
PAI, RRXA

TRANSMIT MESSAGE CONFIRMATION REPORT

NAME: EWA QUALITY CONTROL  
TEL : 9378982803  
DATE: 07/06'99 16:52

TRANSMIT: 14082795448			DURATION	PAGE	SESS	RESULT
TYPE : MEMORY TX	MODE	E - 96	03'38	05	079	OK



Facsimile Cover Sheet

303 Corporate Center Dr.  
Vandalia, OH 45377

Phone: (937) 454-3940  
Fax: (937) 898-2803

Thomas M. Wood

Director Quality Control  
Wood.Thomas@emeryworld.com

Date: July 6, 1999

DELIVER TO:

Name: Nick Pearson

Fax #: [REDACTED]

Company/Department: FAA

Phone #: [REDACTED]

Page 1 of 6 Page(s)

Mr. Nick Pearson

Here is the information that you requested Friday, July 2, 1999, and also follow-up with an e-mail.

The request for N998CF turned out to be N996CF, as there was no such write-ups on N998CF.

Please call if you need anything else.

The originals will be mailed today.

Facsimile sent from:

Thomas M. Wood/le

**Wood, Thomas M**

**From:** Nick Pearson

**Sent:** Friday, July 02, 1999 2:55 PM

**To:** wood.thomas

**Subject:** Aircraft Log record

July 2, 1999

Tom Wood  
Director of Quality Control:

Per our conversation today, could you please provide the following Log Book pages to me by COB Tuesday, July 6, 1999. Please fax to me and then follow up with them by mail.

N994CF Close of Non-MEL item 254. This LP was not included in RASIP package.

N998CF, Flt EB738, on 5/18/99 related to the "#1 DADC will not Test for Air Speed, Temp function ..."

Thanx for your help,

Nick Pearson  
PAI, RRXA



ACRAFT MAINTENANCE LOG

AIR 0092 (10/97) LHO U.S.A.



6464-18

ACFT. NO. N 996 CF ACFT. TYPE DC-8-62F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DEICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	738	5-18-99	KMSP	KMAD							378	420		52893		
2				KMSP												
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	TO	LDG	A/P	CREW	EMP#
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU							
1	:									01	A. ZIMEK	9214				
2	:									02	S. GETTLG	2795				
3	:									03	L. WEED	8748				
4	:															

**PAVED**

54-15

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M	#1 AIR DIE DADC will not test for Air Speed, Temp Function CARBS on Copilot Side	1.	System operates normal IAW EWR MA 3416-01:02	5/18/99	KMSP	T3224
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: NA	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.		
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.					
GMT TIME:	AUTH SIG.:								
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE PY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY RETAIN IN OER

**CRAFT MAINTENANCE LOG**

AIR-0092 (10/97) Lihō U.S.A.



U.S.  
10  
RRCA

6859-20

ACFT. NO.  
N994ci

ACFT. TYPE  
DC862

L G #	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	GAL'S	CARGO	MAIL
1	739	4-2-99	KANBP	KIND	1635	1758	1723	1645	1753	1708	1877	40.0	22.6	0	-	5974
2																
3																
4																

L G #	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:			0	0	0	0	-	01	B. Dalton	17640					
2	:	:								02	J. Coons	15494	1	1			
3	:	:								03	D. Scott	74850					
4	:	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	O M	LAV needs serviced	1.	SERVICED AS REQ.	4/2/99	KIND	87658
2.	P M	On engine start for #3 start light didn't illuminate, operation normal	2.	DEFERRED THIS ITEM I/M/W MEL 80-1 CAT C DMI #6859202-1118 DUE DATE 4/12/99 PLACARD INSTALLED	4/2/99	KIND	87658
3.	D I M	#2 manifold O temp light came on during climb out, gauge read 260.005504	3.	PERFORMED OPERATIONAL CHECK OF SYST OP CHECKS GOOD.	4/2/99	KIND	87658
4.	P I M	REF: NON-MEL #N6863202-0236 CENTER STATIC TRAP CANISTER BROKEN RH W/W STATIC LINE CAPPED	4.	THIS ITEM PREVIOUSLY REPAIRED THIS CLEARS NON-MEL N6863202-0236 0055 04	4/2/99	KIND	87658
5.	P I M		5.				
6.	P I M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: Transit CV	STATION: KIND	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1	22174	22175	
DATE: 4-2-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.	1.08	65927.31	65928.39	
GMT TIME: 1830Z	AUTH SIG: [Signature]							
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOCK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE [Signature]			

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WH COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN UNDER

CHART MAINTENANCE LOG

Airt-0092 (10/97) Litho U.S.A.

**WORLDWIDE**  
A CTF COMPANY

U.C.  
10  
RRXA

7601-24

ACFT. NO.  
N 994 OK

ACFT. TYPE  
DC-8-62

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	310	2/7/99	Day	Day	1845	2034	4:49	1856	2:27	2:51	6528	70.2	350	0000	2083
2															
3															
4															

LEG	DEPT. DELAY		TRAN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU									
1	00					1	0	0	1		0/1	O. Brown	28619	1	1			
2	:										0/2	S.D. Murray	59732					
3	:										0/3	H. Swann	81098					
4	:																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P/M	DOOR TO CARGO COMP. WOULD NOT CLOSE.	2.	Adjusted latch ops check	2-7-99	KDEN	29530
3.	P/M	No 4 OIL LEAK SWINGS BETWEEN 50°C TO 75°C	3.	Cleaned CP #4 Eng oil temp. ops Gled OK on Grc IAO DCB eng Run manual	2/7/99	KDEN	2206
4.	P/M	REF. NON-MEL #254 - CENTER ALT STATIC SYSTEM MOISTURE TRAP CANNISTER BROKEN	4.	TRANSFERRED ITEM TO MERIT SYSTEM. NEW MERIT NON-MEL #N7601244-0238	2/8/99	KDEN	3298
5.	P/M	REF. NON-MEL #260 - EMERGENCY AIR BRAKE BOTTLE DUE TIME CHANGE WITHIN 90 DAYS	5.	TRANSFERRED ITEM TO MERIT SYSTEM. NEW MERIT NON-MEL #N7601245-0239	2/8/99	KDEN	3298
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK BY: Service	STATION: DEN	PREVIOUS LANDINGS: 22059	LANDINGS THIS PAGE: 1	TOTAL LANDINGS: 22060	1-DIST.	2-DIST.	3-DIST.		
DATE: 2-9-99	CERT. NO. [REDACTED]	PREV. A/C FLT. HRS. 65685:53	FLT. HRS. THIS PAGE: 2:31	TOTAL A/C FLT. HRS. 65688:24					
GMT TIME: 0045	AUTH SIG: [REDACTED]								

DISC. OR MAINT. ACTION CARRIED FWD TO: \_\_\_\_\_ BOOK CHANGED NEW LOG PAGE NO: \_\_\_\_\_ CAPTAIN'S SIGNATURE: \_\_\_\_\_

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN \_\_\_\_\_

WORLDWIDE  
A O F COMPANY

WFT MAINTENANCE LOG

AIR DC 1077 LITHO U.S.A.

REG. NO. 6863-20

ACFT NO. N 994CF

ACFT TYPE DC-3-62

LEG.	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAL
1	638	11-11-98	KIND	KMSP	2058	2237	1739	2108	2230	1722	4519	500	30.1		1450	5017
2																
3																
4																

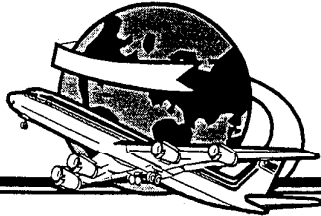
LEG.	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	00:38	DLI			1	0	1	1		01	CL. JOLLIFFE	41848					
2	:									02	R. JOHNSTON	41720	1	1			
3	:									03	DL. PEIRCE	63839					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	PTM	PER-OVT.					
3.	P (M)	Crater Alt Static System moisture trap canister broken. static drain line capped	2	Transfer to NON-MEL # 251	11-12-98	KMSP	14994
4.	P/M						
5.	P/M						
6.	P/M						

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				IHS READOUT		
CHECK C/W: 5/2	STATION: KMSP	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
DATE: 11-12-98	CERT. NO.: [REDACTED]	21901	1	21902				
GMT TIME: 1600	NOT U.S. SIG. [REDACTED]	PREV. A/C FLT. HRS. 65366.12	FLT. HRS. THIS PAGE 1.22	TOTAL A/C FLT. HRS. 65367.34				
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE [Signature]				

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. W. COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

**EMERY  
WORLDWIDE  
AIRLINES**



**Thomas M. Wood**  
DIRECTOR QUALITY CONTROL

303 CORPORATE CENTER DR. VANDALIA, OH 45377  
FAX: (937) 898-2803      PHONE: (937) 454-3940

**FACSIMILE TRANSMISSION COVER SHEET**

DATE: 6/7/99      SEND TO FAX #: [REDACTED]

DELIVER IMMEDIATELY TO:

NAME: JOSEPH ABRAMSKI      TELEPHONE #: [REDACTED]

COMPANY / DEPARTMENT: FAA SIC

This is page 1 of 7 pages sent in transmission regarding the following principal subject(s):

Joe: Attached are the RASIP finding  
2.03.05 copied attachments. Please added  
To your EWA response in Volume I.

FACSIMILE MESSAGE FROM:

NAME: Thomas M. Wood

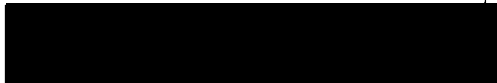


# **Fax Cover Sheet**

**FEDERAL AVIATION ADMINISTRATION**  
Flight Standards District Office  
1250 Aviation Avenue  
Suite 295  
San Jose, California 95110-1130

---

**To: Mr. Thomas M. Wood - Dir. EWA QC**



**From: Joseph A. Abramski**  
Principal Maintenance Inspector



**Date: June 4, 1999**

**Total Pages**  
(with cover): 2

---

**Comments: Mr. Wood,**

Please provide the information as indicated by the arrows on the attached EWA RASIP Finding response. This information was absent in the response.

Regards,

Joe

**RASIP FINDING**

**2.03.05**

RRXA Aircraft Loading Manual (ALM) contains criteria for the serviceability of the ULDs which does not ensure compliance with the Original Equipment Manufacturer's (OEM) requirement. An example is:

- A. The ALM, Chapter 9, Page 9-17, defines a broken weld at the base corner as minor damage, and the OEM does allow any damage in the base corner.
- B. The ALM, Chapter 9, Page 9-19, allows for a 12" puncture or tear in the polycarbonate skin, and the OEM only allows for 6" tear or puncture in the skin.

**RRXA RESPONSE**

- A. The ALM, Chapter 9, Page 9-17, defines a broken weld at the base corner as minor damage and the OEM does (sic) allow any damage in the base corner.

This refers to Air Cargo Equipment Container DCT5280-1.

The Component Maintenance Manual for this container Page 504 does classify cracked corners as minor damage. (Copy Attached)

Conclusion: No finding.

- B. The ALM, Chapter 9, Page 9-19, allows for a 12" puncture or tear in the polycarbonate skin and the OEM only allows a 6" tear or puncture in the skin.

This refers to Air Cargo Equipment Container DCT5280-1.

The Component Maintenance Manual for this container Page 506 does not address polycarbonate panels. (Copy attached) This is a manufacturer error which we clarified.

Table 503 does mention "Punctures and tears in the cargolite skins which does show a limit of 6".

Cargolite is not the polycarbonate panel but the thin fiberglass roof panel.

Polycarbonate panels are mentioned in Air Cargo Equipment Containers DCT5550-1, 3 & 5. (Copy attached). We contacted the manufacturer to confirm that the same criteria applied to DCT5280-1 before we defined the limits.

Conclusion: No finding.



May 17, 1999

Mr. Jay P. Howard  
Office Manager  
FSDO - SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Howard:

This letter is a second follow up to my letters to you dated April 30, 1999, and May 5, 1999, "EWA Formal Response to FAA RASIP Inspection Findings". I have received additional audit responses, and request you make this a part of the response.

Additional information:

- RASIP Finding 2.08.03 - add to this response that supports Item #3.
- RASIP Findings 2.03.02 - add to this response, to which supports all listed  
2.03.03 findings.  
2.03.04  
2.18.01

This information provides you details of proactive ongoing improvements in work, by EWA.

Sincerely,

Thomas M. Wood  
Director, Quality Control

Attachments

TMW/csh

cc: Kent Scott  
Rene' Visscher  
Melvin T. Graves  
Dick Hagquist  
Jim Owens





May 5, 1999

Mr. Jay P. Howard  
Office Manager  
FSDO - SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Howard:

This letter is a follow up to my letter to you dated April 30, 1999, "EWA Formal Response to FAA RASIP Inspection Findings". (See attachment.) I have performed an additional audit of the responses, and found the following corrections or additions. Please revise your Volume II as follows:

Additional information:

- RASIP Finding 2.08.03 - Add to this response, that supports Item #3.
- RASIP Finding 2.11.01 - Remove second page and insert new page.
- RASIP Finding 2.11.02 - Remove first page and insert new page.
- RASIP Finding 2.18.01 - Add FAA letter after EWA finding response.

Mr. John Howard and I, in the past FAA NASIP, RASIP and DOD inspections, developed and shared a finding summary. I have attached this for your information.

Please contact Mr. Graves or myself, if you or your staff have any questions.

Sincerely,

Thomas M. Wood  
Director, Quality Control

Attachments

TMW/csh

cc: Kent Scott  
Rene' Visscher  
Melvin T. Graves  
Dick Hagquist  
Jim Owens

FAA RASIP FINDING  
SUMMARY FEBRUARY, 1999

**CATEGORY A** Any non-compliance with the Federal Aviation Regulations. The CHDO should initiate an appropriate Enforcement Investigative Report (EIR) for each finding.

**CATEGORY B** Failure to adhere to FAA approved or accepted company procedures.

FINDING NO. OPERATIONS	CATEGORY		EWA RESPONSE STATUS	
	A	B		
<u>Flight Ops</u>				
1.07.01	A*		No Finding	
1.07.02	A*		No Finding	
1.07.03	A*		No Finding	
Totals	3	0		
<b>AIRWORTHINESS</b>				
<u>Airworthiness Manuals and Procedures</u>				
2.03.01		B	No Finding	
2.03.02		B	Finding (1)	(59% No Finding)
2.03.03		B	Finding (1)	(86% No Finding)
2.03.04		B	Finding (1)	(50% No Finding)
2.03.05		B	No Finding	
2.03.06	A		No Finding	
2.03.07		B	Finding	
<u>MEL/Deferred Maintenance</u>				
2.08.01	A**		No Finding	
2.08.02	A**		No Finding	
2.08.03	A		No Finding	
2.08.04		B	No Finding	
<u>Maintenance Program</u>				
2.11.01	A***		No Finding	
2.11.02	A***		No Finding	
2.11.03	A		No Finding	
2.11.04	A		No Finding	
<u>Aircraft Ramp Inspection</u>				
2.18.01	A****		Finding (1)	(61% No Finding)
2.18.02		B	No Finding	
<u>Maintenance Spot Inspection</u>				
2.19.00		B	No Finding	
Totals	9	9	FAA Findings	1A 4B's
Grand Totals	12	9	No Finding	16

- \*FAA EIR 99WP150042
- \*\*FAA EIR 99WP150008
- \*\*\*FAA EIR 99WP150038
- \*\*\*\*FAA EIR 99WP150037

(1) 197 ULDs were written up as findings, 124 were no finding, and 73 finding, resulting in 61% no finding.



April 30, 1999

Mr. Jay P. Howard  
Office Manager  
FSDO - SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Howard:

This letter constitutes a formal response to the Federal Aviation Administration (FAA) Regional Aviation Safety Inspection Program (RASIP) Working Draft, dated March 15, 1999, inspection findings.

Mr. Melvin T. Graves, Director of Operations, and I, have worked in concert to provide you and your office staff, this detailed comprehensive response to the alleged findings.

After your staff has reviewed EWA's responses, we would appreciate the opportunity to visit your office to discuss any item that you feel needs additional substantiation.

It is the sincere focused position of EWA, to continue face-to-face communication in jointly promoting safety and a team work relationship with your office.

Sincerely,

Thomas M. Wood  
Director, Quality Control

Attachments

TMW/csh

cc: Kent Scott  
Rene' Visscher  
Melvin T. Graves  
Dick Hagquist  
Jim Owens

# INDEX

## VOLUME I

Response Letter to FAA

RASIP Working Draft

RASIP Summary of Findings

EWA Formal RASIP Finding(s) Response  
1.07.1 through 2.08.02

## VOLUME II

EWA Formal RASIP Findings Response  
2.08.3 through 2.19.01

## VOLUME III

Aircraft Loading Manual Training Material

