1999

Volume

2 of 3

RASIP FINDING

2.08.03

During the aircraft ramp inspection on Aircraft N-870TV, arrival into Seattle on 02/05/99, the RASIP Team found that only one half of the smoke curtain was installed: The other half of the smoke curtain had been removed and deferred as a Non-MEL item.

FAR 121.153(a); 121.221(f)(4)

2.08.03 RRXA RESPONSE

1. Reference A/C Log Page 7592-15, Item 6, the smoke barrier was found to be damaged. The smoke barrier was removed for repair and placed on Non-MEL Number N7592156-0151.

2. When smoke barrier was removed, the courier positions were entered in the MEL Per 25-14 Cat D, due date 06-05-1999. MEL number D7592161-0152. This was done due to no protection for the courier from hazardous quantities of smoke, flames, or noxious gases. The Flight Crew has the flight station door which protects them from this situation. Please see FAR 121.217 attached.

3. EWA Quality Control Department contacted The Boeing Company, Service Engineering Department, for support in finding a repair to keep from having to remove the smoke barrier for repair. Please see attached letter from the Boeing Company addressing this matter Telex 32-9430 dated 04-02-1999. EWA will add this procedure in our next revision to the EWA Maintenance Manual.

4. EWA considers this to be no finding.

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

_____ ERROR ______ SUGGESTION FOR CHANGE (check appropriate space) DATE 05/14/99

MANUAL/PUBLICATION TITLE EWA IPM Vol 1

CHAPTER/PAGE REFERENCE Chap 6-9 PARAGRAPH B009, B011, B013, B011 p1.

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
Ref RACIP INSP FINDING 2.08.03. A PROCEDURE FOR REPAIR OF THE
SMOKE BARRIER WAS DEVELOPED. I HAVE DER APPROVAL & 8130-3 FOR THIS
PROCEDURE HOWEVER, BOEING REQUEST THAT THE REPAIRS ARE ~~AD~~ CHECKED
EVERY "B" CHECK. AS THERE WAS NO PREVIOUS INSPECTION I HAVE ADDED IT
TO EACH CABIN AREA INSPECTION CARD FOR B-1-4. SEE ATTACHED.

Name SIMON CHANDLER Signature [redacted]

Station Location KDAY - QC Phone [redacted]

Director Maint. Approval [redacted] Director QC Approval [redacted]

Incorporated into Revision Number _____

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Quality Control

IE051 (Rev 1 5/1/90)

EMERY WORLDWIDE AIRLINES	REV. DATE 08/30/98	REV. NO. Original	PAGE NO. 1 OF 2	INSPEC. CK B-1	CARD NO. B009
DC-8			ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF MECHANIC ONLY	

CABIN AREA INSPECTION

1. CABIN AREA INSPECTION

a. Perform cabin area inspection as follows:

1) Inspect forward entry door, door latches, door jambs, handle, seal, and clearview window for damage, corrosion, binding, and signs of leakage. 1) ☐

2) Check condition and security of forward service door. 2) ☐

3) Check galley equipment for damage, corrosion, condition, and security of installation. 3) ☐

4) Check forward lavatories flushing system for proper operation, servicing, evidence of leakage. (Ensure doughnut installed) 4) ☐

5) Check all waste container access and disposal doors for damage, proper latching operation and proper sealing. 5) ☐

6) Check condition and security of lavatory doors. 6) ☐

7) Check ceiling and side panels for damage (i.e. for holes, tears, defective repairs, etc...), condition, and security of installation. 7) ☐

8) Check condition of all placards and exit signs. 8) ☐

9) CHECK CONDITION AND SECURITY OF SMOKE BARRIER. PAY PARTICULAR ATTENTION TO PREVIOUS REPAIRS REF GWA MAINTENANCE MANUAL CHAP 4 FOR DAMAGE LIMITATIONS. 9) ☐

10 ~~9~~) Check condition, operation and security of cargo system locks, rollers, ballmats and restraints. 10 ~~9~~) ☐

11 ~~10~~) Check overwing exit doors (2LH/2RH) for security. 11 10) ☐

12 ~~11~~) Check condition and security of AFT service door. 12 11) ☐

13 ~~12~~) Check all cargo compartment lights. Replace lights if inoperative. 13 12) ☐

EMERY WORLDWIDE AIRLINES	REV. DATE 08/30/98	REV. NO. Original	PAGE NO. 1 OF 2	INSPEC. CK B-2	CARD NO. B011
DC-8			ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF MECHANIC ONLY	

CABIN AREA INSPECTION

1. CABIN AREA INSPECTION

a. Perform cabin area inspection as follows:

1) Inspect forward entry door, door latches, door jambs, handle, seal, and clearview window for damage, corrosion, binding, and signs of leakage. 1) [ ]

2) Check condition and security of forward service door. 2) [ ]

3) Check galley equipment for damage, corrosion, condition, and security of installation. 3) [ ]

4) Check forward lavatories flushing system for proper operation, servicing, evidence of leakage. (Ensure doughnut installed) 4) [ ]

5) Check all waste container access and disposal doors for damage, proper latching operation and proper sealing. 5) [ ]

6) Check condition and security of lavatory doors. 6) [ ]

7) Check ceiling and side panels for damage (i.e. for holes, tears, defective repairs, etc...), condition, and security of installation. 7) [ ]

8) Check condition of all placards and exit signs. 8) [ ]

9) CHECK CONDITION AND SECURITY OF SMOKE BARRIER. PAY PARTICULAR ATTENTION TO PREVIOUS REPAIRS. REF EWA MAINTENANCE MANUAL CHAP 4 FOR DAMAGE LIMITATIONS 9) [ ]

10 9) Check condition, operation and security of cargo system locks, rollers, ballmats and restraints. 10 9) [ ]

11 10) Check overwing exit doors (2LH/2RH) for security. 11 13) [ ]

12 11) Check condition and security of AFT service door. 12 14) [ ]

13 12) Check all cargo compartment lights. Replace lights if inoperative. 13 15) [ ]

EMERY WORLDWIDE AIRLINES	REV. DATE 08/30/98	REV. NO. Original	PAGE NO. 1 OF 2	INSPEC. CK B-3	CARD NO. B013
DC-8			ACFT. NO.	STATION	DATE
INSTRUCTION				SIGN-OFF MECHANIC ONLY	

CABIN AREA INSPECTION

1. CABIN AREA INSPECTION

a. Perform cabin area inspection as follows:

1) Inspect forward entry door, door latches, door jambs, handle, seal, and clearview window for damage, corrosion, binding, and signs of leakage. 1) ☐

2) Check condition and security of forward service door. 2) ☐

3) Check galley equipment for damage, corrosion, condition, and security of installation. 3) ☐

4) Check forward lavatories flushing system for proper operation, servicing, evidence of leakage. (Ensure doughnut installed) 4) ☐

5) Check all waste container access and disposal doors for damage, proper latching operation and proper sealing. 5) ☐

6) Check condition and security of lavatory doors. 6) ☐

7) Check ceiling and side panels for damage (i.e. for holes, tears, defective repairs, etc...), condition, and security of installation. 7) ☐

8) Check condition of all placards and exit signs. 8) ☐

9) CHECK CONDITION AND SECURITY OF SMOKE BARRIER. PAY PARTICULAR ATTENTION TO PREVIOUS REPAIRS. REF EWA MAINTENANCE MANUAL CHAP 4 FOR DAMAGE LIMITATIONS. 9) ☐

10 ~~9~~) Check condition, operation and security of cargo system locks, rollers, ballmats and restraints. 10 9) ☐

11 ~~10~~) Check overwing exit doors (2LH/2RH) for security. 11 ~~10~~) ☐

12 ~~11~~) Check condition and security of AFT service door. 12 ~~11~~) ☐

13 ~~12~~) Check all cargo compartment lights. Replace lights if inoperative. 13 ~~12~~) ☐

EMERY WORLDWIDE AIRLINES	REV. DATE	REV. NO.	PAGE NO.	INSPEC. CK	CARD NO.
	08/30/98	Original	1 OF 1	B-4	B011
DC-8	AREA 5 FUSELAGE CENTER SECTION		ACFT. NO.	STATION	DATE
INSTRUCTIONS				SIGN-OFF MECHANIC	INSPECTOR

MAIN CABIN AREA INSPECTION

1. Perform inspection as follows:

	a.	Visually inspect cargo interior ceiling and side panels for damage (i.e. for holes, tears, defective repairs, etc...), condition, and security of installation.	a.	
b	b.	CHECK CONDITION AND SECURITY OF SMOKE BARRIER. PAY PARTICULAR ATTENTION TO PREVIOUS REPAIRS. REF EMA MAINTENANCE MANUAL CHAP 4 FOR DAMAGE LIMITATIONS.	b	
c	b.	Check condition of all placards.	c.	b.
d	c.	Ensure smoke detectors are free of obstruction.	d	c.
e	d.	Check lights for condition, security, and operation.	e	d.
f	e.	Check over wing exit doors for security and condition.	f	e.
g	f.	Check condition and security of aft service doors.	g	f.
h	g.	Check CVR for condition and security.	h	g.
i	h.	Check flight recorder for condition and security.	i	h.

2. Cargo Loading System Inspection

a.	Inspect ball mat assemblies for damage, cracks, and broken ball assemblies.	a.	
b.	Inspect rollers and roller trays for damage, condition, and operation.	b.	
c.	Inspect side restraints/stops for damage, condition, and operation.	c.	

Note: Pay attention to the side restraints/stops opposite the cargo door.

d.	Inventory and inspect pallet locks for general condition, visible damage, and operation.	d.	
e.	Inspect sill guards for general condition, visible damage, and operation.	e.	

DATE: 05/14/1999 17:08:44

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: MR. SIMON CHANDLER, EMERY WORLWIDE AIRLINES, QC INSPECTION REPRESENTATIVE

EAF-ILN-99-0024RR 14 MAY 99
ATA 0000-00 MODEL DC-8
SMOKE BARRIER REPAIR
REF /A/ EAFL990506 /C/
/B/ FAX MESSAGE FROM SIMON CHANDLER, DATED 06-MAY-99
/C/ FAA FORM 8110-3
/D/ ROD MAH00355

FOLLOWING MESSAGE SENT TO MR. SIMON CHANDLER, EMERY WORLWIDE AIRLINES, QC INSPECTION REPRESENTATIVE WITH A COPY TO C.H. GILLIAM (FSR-ILN).

BOEING LBD HAS REVIEWED THE REFERENCE /B/ PROPOSED REPAIR FOR THE 5891931 SMOKE BARRIER. OUR DISPOSITION IS AS FOLLOWS:

REF /B/, ITEMS 2.C, 2.D AND 2.E, ARE ACCEPTABLE, PROVIDED:

(1) INDIVIDUAL DAMAGE ITEMS 9AS LISTED IN 2.D) ARE SEPARATED FROM EACH OTHER BY A MINIMUM OF 6 INCHES, IN ALL DIRECTIONS.

(2) THE REPAIRED AREAS ARE VISUALLY INSPECTED EVERY "B" CHECK TO ASSURE NO DEGRADATION OF REPAIR/S AND TO ASSURE INTEGRITY OF THE SMOKE BARIER.

THIS APPROVAL IS NOT FOR THE ENTIRE PROCEDURE DOCUMENTED IN REFERENCE /B/, BUT FOR THE SPECIFIC PORTIONS OF IT, AS LISTED ABOVE.

THIS REPAIR SPECIFICATION, PER ROD LOG NO. 99-05-11-003, HAS BEEN SHOWN TO COMPLY WITH THE AIRCRAFT TYPE CERTIFICATION BASIS, AND IS FAA/DER APPROVED. PLEASE SEE ATTACHED FAA FORM 8110-3.

REGARDS,

M. HANSEN/HACKWORTH
CHRIS HAUGHEY - AIRLINE SUPPORT MANAGER
BOEING SERVICE ENGINEERING
ORGN 6-T024 M/C D0035-0035

14 MAY 99 1706

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 05-14-99

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
McDonnell Douglas	DC-8	Airplane	McDonnell Douglas Corp.

LIST OF DATA

IDENTIFICATION	TITLE
Subject	STRENGTH ANALYSIS - REPAIR: EMERY WORLDWIDE AIRLINES DC-8-62F/63F/71F/73F, Smoke Barrier Installation (Main Deck), P/Ns:5891931-77, -93, -95, & -107 (MAH00355).
Enclosure	Summary of Action for Major Repairs, dated 05-14-99 including compliance records listed therein. NOTE: Authority to approve this repair was given to Carol-Sue Hipsher by Alan Sinclair on 05-14-99.

PURPOSE OF DATA

To support a major repair. This approval is design data approval only and not installation approval

APPLICABLE REQUIREMENTS *(List specific sections)*

CAR 4b.202(a), (b), (d)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (We) Therefore ☐ Recommend approval of these data
☒ Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
Carol-Sue C. Hipsher 5/14/99 [redacted]	DERY-605244-NM	Fire Protection
T. T. Umeda [redacted] 5-14-99	DERY-605574-NM	Structural

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

ATTN: Ron Mooely
[redacted]

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: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0014RR 02 APR 99
ATA 2550-00 MODEL DC-8
REPAIR OF SMOKE CURTAIN P/N 5891931
REF /A/ EAF-ILN-99-0011TR /C/

YOUR REF /A/ ASKED WHERE SUBJECT REPAIR INFORMATION COULD BE FOUND.

PLEASE ADVISE EAF THAT NO REPAIR DATA FOR DC-8 SMOKE CURTAINS HAS BEEN PUBLISHED. EAF MAY USE THE FOLLOWING TO ACCOMPLISH REPAIR OF TEARS IN THE SUBJECT SMOKE BARRIER PANEL:

APPLY A PATCH MADE FROM DMS 1992, TYPE 2, BUTYL COATED GLASS CLOTH. THE PATCH SHOULD OVERLAP THE CURTAIN BY ONE INCH MINIMUM. BOND THE PATCH TO THE CURTAIN PER DPS 1.07-9, USING ONE OF THE FOLLOWING ADHESIVES:

--TYPE 1A VINYL ADHESIVE (CONTACT CEMENT) DPM 6307, STABOND #N-134,OR

--TYPE 1B TRANSFER TAPE, DPM 5363, 3M TAPE SCOTCH #468

BEST REGARDS, MARK

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

02 APR 99 1931

BOECOMII-FSE-ID-6859051-EMAIL-G

(1) It must have a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.
(2) There must be a hand fire extinguisher available for the compartment.
(3) It must be lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.

(d) *Class C.* Cargo and baggage compartments are classified in the "C" category if they do not conform with the requirements for the "A", "B", "D", or "E" categories. Each Class C compartment must comply with the following:
(1) It must have a separate approved smoke or fire detector system to give warning at the pilot or flight engineer station.
(2) It must have an approved built-in fire-extinguishing system controlled from the pilot or flight engineer station.
(3) It must be designed to exclude hazardous quantities of smoke, flames, or extinguishing agents from entering into any compartment occupied by the crew or passengers.
(4) It must have ventilation and draft controlled so that the extinguishing agent provided can control any fire that may start in the compartment.
(5) It must be lined with fire-resistant material, except that additional service lining of flame-resistant material may be used.

(e) *Class D.* Cargo and baggage compartments are classified in the "D" category if they are so designed and constructed that a fire occurring therein will be completely confined without endangering the safety of the airplane or the occupants. Each Class D compartment must comply with the following:
(1) It must have a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering any compartment occupied by the crew or passengers.
(2) Ventilation and drafts must be controlled within each compartment so that any fire likely to occur in the compartment will not progress beyond safe limits.
(3) It must be completely lined with flame-resistant material.
(4) Consideration must be given to the effect of heat within the compartment on adjacent critical parts of the airplane.

(f) *Class E.* On airplanes used for the carriage of cargo only, the cabin area may be classified as a Class "E" compartment. Each Class E compartment must comply with the following:
(1) It must be completely lined with fire-resistant material.
(2) It must have a separate system of an approved type smoke or fire detector to give warning at the pilot or flight engineer station.
(3) It must have a means to shut off the ventilating air flow to or within the compartment and the controls for that means must be accessible to the flight crew in the crew compartment.
(4) It must have a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the flight crew compartment.
(5) Required crew emergency exits must be accessible under all cargo loading conditions.

COCKPIT DOOR

121.223 PROOF OF COMPLIANCE WITH §121.221

Compliance with those provisions of §121.221 that refer to compartment accessibility, the entry of hazardous quantities of smoke or extinguishing agent into compartments occupied by the crew or passengers, and the dissipation of the extinguishing agent in Class "C" compartments must be shown by tests in flight. During these tests it must be shown that no inadvertent operation of smoke or fire detectors in other compartments within the airplane would occur as a result of fire contained in any one compartment, either during the time it is being extinguished, or thereafter, unless the extinguishing system floods those compartments simultaneously.

121.225 PROPELLER DEICING FLUID

If combustible fluid is used for propeller deicing, the certificate holder must comply with §121.255.

121.227 PRESSURE CROSS-FEED ARRANGEMENTS

(a) Pressure cross-feed lines may not pass through parts of the airplane used for carrying persons or cargo unless—
(1) There is a means to allow crewmembers to shut off the supply of fuel to these lines; or
(2) The lines are enclosed in a fuel and fumeproof enclosure that is ventilated and drained to the exterior of the airplane.
However, such an enclosure need not be used if those lines incorporate no fittings on or within the personnel or cargo areas and are suitably routed or protected to prevent accidental damage.

(b) Lines that can be isolated from the rest of the fuel system by valves at each end must incorporate provisions for relieving excessive pressures that may result from exposure of the isolated line to high temperatures.

2.08.03

SUBPART J — SPECIAL AIRWORTHINESS REQUIREMENTS

121.211 APPLICABILITY

(a) This subpart prescribes special airworthiness requirements applicable to certificate holders as stated in paragraphs (b) through (e) of this section.

(b) Except as provided in paragraph (d) of this section, each airplane type certificated under Aero Bulletin 7A or Part 04 of the Civil Air Regulations in effect before November 1, 1946 must meet the special airworthiness requirements in §§121.215 through 121.283.

(c) Each certificate holder must comply with the requirements of §§121.285 through 121.291.

(d) If the Administrator determines that, for a particular model of airplane used in cargo service, literal compliance with any requirement under paragraph (b) of this section would be extremely difficult and that compliance would not contribute materially to the objective sought, he may require compliance only with those requirements that are necessary to accomplish the basic objectives of this part.

(e) No person may operate under this part a non-transport category airplane type certificated after December 31, 1964, unless the airplane meets the special airworthiness requirements in §121.293.

121.213 [Reserved]

121.215 CABIN INTERIORS

(a) Except as provided in §121.312, each compartment used by the crew or passengers must meet the requirements of this section.

(b) Materials must be at least flash resistant.

(c) The wall and ceiling linings and the covering of upholstering, floors, and furnishings must be flame resistant.

(d) Each compartment where smoking is to be allowed must be equipped with self-contained ash trays that are completely removable and other compartments must be placarded against smoking.

(e) Each receptacle for used towels, papers, and wastes must be of fire resistant material and must have a cover or other means of containing possible fires started in the receptacles.

121.217 INTERNAL DOORS

In any case where internal doors are equipped with louvres or other ventilating means, there must be a means convenient to the crew for closing the flow of air through the door when necessary.

121.219 VENTILATION

Each passenger or crew compartment must be suitably ventilated. Carbon monoxide concentration may not be more than one part in 20,000 parts of air, and fuel fumes may not be present. In any case where partitions between compartments have louvres or other means allowing air to flow between compartments, there must be a means convenient to the crew for closing the flow of air through the partitions, when necessary.

121.221 FIRE PRECAUTIONS

(a) Each compartment must be designed so that, when used for storing cargo or baggage, it meets the following requirements:

(1) No compartment may include controls, wiring, lines, equipment, or accessories that would upon damage or failure, affect the safe operation of the airplane unless the item is adequately shielded, isolated, or otherwise protected so that it cannot be damaged by movement of cargo in the compartment and so that damage to or failure of the item would not create a fire hazard in the compartment.

(2) Cargo or baggage may not interfere with the functioning of the fire-protective features of the compartment.

(3) Materials used in the construction of the compartments, including tiedown equipment, must be at least flame resistant.

(4) Each compartment must include provisions for safeguarding against fires according to the classifications set forth in paragraphs (b) through (f) of this section.

(b) *Class A.* Cargo and baggage compartments are classified in the "A" category if—

(1) A fire therein would be readily discernible to a member of the crew while at his station; and

(2) All parts of the compartment are easily accessible in flight.

There must be a hand fire extinguisher available for each Class A compartment.

(c) *Class B.* Cargo and baggage compartments are classified in the "B" category if enough access is provided while in flight to enable a member of the crew to effectively reach all of the compartment and its contents with a hand fire extinguisher and the compartment is so designed that, when the access provisions are being used, no hazardous amount of smoke, flames or extinguishing agent enters any compartment occupied by the crew or passengers. Each Class B compartment must comply with the following:

2.08.03

AIRCRAFT MAINTENANCE LOG

AIR-C ...97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C.

7592-15

ACFT. NO.	ACFT. TYPE
N 870TV	DC-873F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	01E	2-4-99	KDAY	KSLC	1211	1611	4+00	1227	1606	3+39	9115	54.0	40.0	∅	59121	2296
2	01E	2-4-99	KSLC	KRNO	1650	1819	1+29	1706	1809	1+03	∅	40.0	24.7	∅	17155	∅
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU
1	:07	DL1							
2	:01	DT3			1	5	3	2	
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
C/1	J. Augustine	C2459	1	1			
C/2	D. Gibson	26065	1	1			
C/3	D. Hubbartt	37845					
N/R	S. Chandler	12775					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P)/M	Maint. Note: Max Power Take-off From KDAY and KSLC	1.	Noted By maint.	2/4/99	KRNO	66359
2.	(P)/M	F/E seat won't move laterally without excessively amount of Force.	2.	Lubed F/E's Seat OPS CK GOOD.	2/4/99	KRNO	66359
3.	P/(M)	REF: OMI 902011 LAV will not Flush	3.	Removed and Replaced LAV Motor OPS now normal This clears OMI 902011 Placards Removed	2/4/99	KRNO	88324
4.	P/(M)	#6 MLG W/T on loan from UPS needs to be Removed and Replaced with EWA W/T Assy	4.	Removed and Replaced #6 MLG W/T Assy IAW DC-8 MM Chapter 32	02/04/99	KRNO	24231
5.	P/(M)	#3 MLG W/T has a cut in it beyond limits.	5.	Removed and Replaced #3 MLG W/T Assy IAW DC-8 MM Chapter 32	02/04/99	KRNO	24231
6.	P/(M)	upon INSP. Found smoke Barrier Damaged @ Area used for Access to main cargo compartment.	6.	Removed Smoke Barrier for Repair Transferred Item to Non MEL List #N 7592156-0151	2/4/99	KRNO	66359

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	LAV Motor	143705-1	411-516	143705-1	EB0001	LAV
4	MLG W/T ASSY	2601411-2	B-3472	2601411-2	B2402	#6
5	MLG W/T ASSY	2601411-2	H-1209	2601411-2	B/3558/H1501	#3

AIRWORTHINESS RELEASE

CHECK C/W:	STATION:
DATE:	CERT. NO.:
GMT TIME:	AUTH SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	25375	LANDINGS THIS PAGE	2	TOTAL LANDINGS	25377
PREV. A/C FLT. HRS.	80266:09	FLT. HRS. THIS PAGE	4:42	TOTAL A/C FLT. HRS.	80270:51

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 7592-16

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

FT MAINTENANCE LOG

AIR-00... 97) Litho U.S.A.

WORLD... A CNF COMPANY

Q.C. 10 RRXA

2.08.03

7592-16

ACFT. NO. N 870TV

ACFT. TYPE DC-8-73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1																
2																
3			NO				Flight									
4																

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

MX Only

NO.	SOURCE	DISCREPANCY
1.	P / (M)	Courier Seats Unusable Due To Smoke Barrier Removed.
2.	P / (M)	Ref. Non MEL #193 RH Flap Insp. Due.
3.	P (M)	Comply With Work Request #A03316 Cargo Sys. Insp.
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Transferred To DMI List Control #D7592161-0152 Per MEL 25-14 CAT "D" Due Date 6-5-99	2/4/99	KRNO	6C6359
2.	Inspected RH Flap For Cracks, No Cracks Found Next Flap Insp Due 2-11-99	2/4/99	KRNO	6C6359
3.	Complied With WR#A03316 Inspected Cargo Compartment As Required. Defects noted and Logged On Previous Log Page.	2/4/99	KRNO	6C6358
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: Term CK

STATION: KRNO

DATE: 2-5-99

CERT. NO.: [redacted]

GMT TIME: 00:15

AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	25377	LANDINGS THIS PAGE	0	TOTAL LANDINGS	25377
PREV. A/C FLT. HRS.	80270 : 51	FLT. HRS. THIS PAGE	0 :	TOTAL A/C FLT. HRS.	80270 : 51

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - OPS (REMS WITH TRIP P...

2.08.05

ᐨT MAINTENANCE LOG — 97) Litho U.S.A.

WORLDW… A CNF COMPANY

O.C. 10 [illegible]

7592-19

ACFT. NO.: N 870TV — ACFT. TYPE: DC-8-73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO	MAIL
1	026	2/5/99	KDAY	KSEA	1230	1713	4+43	1239	1706	4+27	7964	76.0	19.7	0	50000	2291
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:26	DL-1			2	5	3	4		0/1	J. Endy	22882					
2	1:04	DM-2								0/2	R. McFadden	59340	1	1			
3	:									0/3	F. Silvestri	76499					
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
	1.	P/(M)	Terminating check due.	1.	C/W term. check per EWA workcards.	2-6-99	KSEA	24674
-15	2.	P/(M)	FAA REPORTED ITEM! SMOKE DETECTORS #1 & #5, 1 EA. MOUNT PULLED OUT FROM CIELING PNL.	2.	installed missing screws checks good.	2-5-99	KSEA	04503
52	3.	P/(M)	FAA REPORTED ITEM! SIDERAIL FLIPS (VERT. RET.) POS. #1 RT. HAS SELF-LOCKING NUT, MUST HAVE CASTLEATING NUTS.	3.	Replaced NUTS WITH AN 320-6 and S.F.T'd checks good.	2-5-99	KSEA	04503
52	4.	P/(M)	FAA REPORTED ITEM! SIDERAIL FLIP (VERT. RET.) POS. #13 RT. BINDING.	4.	Cleaned and lubed checks good.	2-5-99	KSEA	04503
33	5.	P/(M)	Ref. DMI #90202Ø, hotcup inop.	5.	Cleaned & resecured hotcup plug. OPS checks normal. This clears MEL #90202Ø. Placard removed.	2-5-99	KSEA	24674
21	6.	P/(M)	Ref Planning request, measure 'A' + 'C' pit floors.	6.	Inspected barriers + measured floors as requested. Found solid barriers in 'A' + 'C' pits. Floor length: 'A' = 366", 'C' = 333".	2-5-99	KSEA	24674

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

AIRWORTHINESS RELEASE

CHECK C/W: Term. — STATION: KSEA

DATE: 2-6-99 — CERT. NO. [redacted]

GMT TIME: Ø153Z — AUTH SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
25379	1	25380

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
80274.24	4.27	80278.51

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

Request for Manual/Publication Revision

No. ______________

_____ ERROR ✓ SUGGESTION FOR CHANGE (check appropriate space) DATE 05/03/99

MANUAL/PUBLICATION TITLE EWA Aircraft maintenance manual.

CHAPTER/SECTION/PAGE REFERENCE Chap 4. pg 4 PARAGRAPH ______________

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
See attached for procedures for a permanent repair of the cargo compartment smoke barrier. This procedure should be inserted beginning on pg 4. After the cargo lining class B repair.
See attached letter from Boeing and copy of specified DRS 1-51-9

Name Simon Chandler Signature [redacted]

Station Location BDAY - QC Phone [redacted]

Supervisor Approval [redacted]

Director Maint. Approval ______________ Director QC Approval [redacted]

Instructions:
1. Attach drawings, sketches, diagrams, etc.
2. Forward to Director of Quality Control

MRB Approval Required (Check One) ☐ YES ☐ NO Mgr. Of Reliability ______________

ME051 (Rev. 2 01/30/98)

2. Upper Cargo Compartment Smoke Barrier Maintenance Practices.

A. General

1. The repair procedures for the repair of the smoke barrier are referenced in the Douglas Process Standard (DPS) 1-07-9 and EWA Maintenance Manual, Chapter 4, for use on EWA's fleet.

2. The following procedures outline the use of adhesive or tape, and patch as a permanent repair for damaged smoke barriers as referenced in the repair limitations.

B. Policy FAR 121.221 (f).

FAA regulations require a means to exclude hazardous quantities of smoke, flames, or noxious gases from entering the Flight Crew compartment from the Class E cargo compartment. Following these procedures will ensure compliance with FAA regulations.

C. Upper cargo compartment smoke barrier repair.

1. General

Emery Worldwide Airlines will utilize the following repair methods to the upper cargo compartment smoke barriers, reference DPS 1-07-9.

2. Material Requirements

Type 1A vinyl adhesives (contact cement) DPM 6307, Stabond #N-134 or type 1B transfer tape DPM 5363, 3M tape Scotch #468, DMS 1992 Butyl coated glass cloth. Solvent cleaner DPM 6380-1, DPM 6380-2, DPM 6380-3, 180 grit sand paper.

D. Damage Limitations

1. Cut or tear up to 12" long.
2. "L" shaped cut or tear up to 9" long (9" x 9" maximum).
3. Holes up to 1 ½ inches in diameter.

NOTE: The number of repairs may not exceed 25% of the smoke barrier. If any of the limitations are exceeded, the smoke barrier will be replaced.

E. Repair procedures.

1. Surface preparation.

   a. Cut a patch of DMS 1992. The patch should overlap the damaged area by a minimum of 1". Abrade all the faying surfaces with 180 grit sandpaper, to remove grease, dirt and gloss. Remove grit with a clean lint free cloth.

   b. Clean all the faying surfaces by wiping with a lint free cloth dampened (not saturated) with solvent (specified above), continue wiping until there is no sign of contamination to the faying surface or cloth. Wipe immediately with a clean dry cloth.

NOTE; DO NOT ALLOW SOLVENT TO EVAPORATE DRY ON THE SURFACE.

2. Repair using type 1A contact cement.

   a. Apply a uniform coat (approximately 5 to 10 mils) of DPM 6307adhesive to both faying surfaces. Allow the adhesive to air dry until tacky, approximately five (5) minutes.

NOTE: Proper tack may be determined by lightly touching the adhesive with the knuckle. If the adhesive stick, grabs or tends to adhere to the knuckle, but does not transfer, the proper tack has been reached.

   b. Join the faying surfaces using firm hand pressure, or roller pressure. Ensure that there are no wrinkles or bubbles in the bond area, and that the edges are firmly bonded.
   c. Document repairs in the Aircraft Log Book, or on a non-routine form.

3. Repair using type 1B adhesive transfer tape.

   a. Apply DPM 5363 adhesive transfer tape to one of the faying surfaces. One hundred percent coverage is not required, however, the periphery of the faying surfaces should be completely covered.
   b. Remove the release liner from the adhesive and join the faying surfaces with firm hand or roller pressure. Ensure that no transfer tape is left exposed.
   c. Document repairs in the Aircraft Log Book or on a non-routine form.

Attn: Ron Mosely
[redacted]

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: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0014RR 02 APR 99
ATA 2550-00 MODEL DC-8
REPAIR OF SMOKE CURTAIN P/N 5891931
REF /A/ EAF-ILN-99-0011TR /C/

YOUR REF /A/ ASKED WHERE SUBJECT REPAIR INFORMATION COULD BE FOUND.

PLEASE ADVISE EAF THAT NO REPAIR DATA FOR DC-8 SMOKE CURTAINS HAS BEEN PUBLISHED. EAF MAY USE THE FOLLOWING TO ACCOMPLISH REPAIR OF TEARS IN THE SUBJECT SMOKE BARRIER PANEL:

APPLY A PATCH MADE FROM DMS 1992, TYPE 2, BUTYL COATED GLASS CLOTH. THE PATCH SHOULD OVERLAP THE CURTAIN BY ONE INCH MINIMUM. BOND THE PATCH TO THE CURTAIN PER DPS 1.07-9, USING ONE OF THE FOLLOWING ADHESIVES:

--TYPE 1A VINYL ADHESIVE (CONTACT CEMENT) DPM 6307, STABOND #N-134,OR

--TYPE 1B TRANSFER TAPE, DPM 5363, 3M TAPE SCOTCH #468

BEST REGARDS, MARK

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

02 APR 99 1931

BOECOMII-FSE-ID-6859051-EMAIL-G

DAC 25-1710 (REV. 5-93)

PROCESS ENGINEERING ORDER

DOUGLAS AIRCRAFT COMPANY
LONG BEACH, CA

SHEET 1 OF 3 | DPS *** 1,07-9

TITLE: MULTI-DPS AMENDMENT

DATE	1	COMPLETE REVISION	
DATE	2	ADVANCE CHANGE	
DATE 7-5-95	3	SERIALIZED CHANGE	95-033
DATE	4	NEW	
DATE	5	REISSUE TO REVISE	

HANDLING INSTRUCTIONS (HI):

2. COMPLY AT SPECIFIED EFFECTIVITY.
3. COMPLY WHEN INVOKED BY DRAWING OR OTHER AUTHORITY.
4. COMPLIANCE OPTIONAL; NO ENGRG. REQUIREMENT.
5. NOTED.

PARA.	MODEL	HI. NO.	EFFECTIVITY
All	Coml &	2	On or before December 1, 1995.*
	Mil		
			VOID December 31, 1999.

RELEASE APPROVALS

PEO MADE BY: J. Robinson JR

CUSTODIAN - M&P 6/30/95	DER - M&P 6/30/95
TWIN-JET - M&P 7/5/95	JUMBO - M&P 6/30/95
GOVERNMENT - M&P	FUNCTIONAL - M&P 7/5/95

DISTRIBUTION
☒ STANDARD
☐ LIMITED

SPECIALTY MANUAL NUMBERS

PRODUCT CONFIGURATION CONTROL ☐ CLASS I ☒ CLASS II

CONTRACT NO. M&P QCB: 1208

CCN	EWO	WRO
2D95JA01	N/A	N/A

ACTION COPIES

NAME	DEPT	M/C	NAME	DEPT	M/C

This Serial PEO 95-033 is authority to supplement the affected DPS's listed herein. This SPEO will remain in effect until 12-31-99. Subsequent revisions of the listed DPS's will not replace this SPEO unless they are inactivated, superseded, or the requirements of this SPEO are incorporated.

*Major subcontractors or suppliers performing processing to this DPS shall comply with the requirements defined herein within 90 days after receipt of this document. If compliance cannot be effected within the required time, a request for deviation shall be submitted to DAC.

Summary of Change(s) & Reason(s):

1. Specified that DPM 5069 chlorosolv cleaner and DPM 6380 solvent should not be used for cleaning details, subassemblies or assemblies.
   Reason: DPM 5069 has been deleted by M&PE for compliance to EPA regulations and DPM 6380 was deleted and replaced by alternative cleaners.

DPS ***1,07-9
SPEO 95-033

2. Specified DPM 5069 chlorosolv cleaner and DPM 6380 replacements for cleaning structure.
   Reason: The Technology Labs have identified a solvent replacement for DPM 5069 chlorosolv cleaner and additional solvent alternatives that can replace DPM 5792 1,1,1-trichloroethane, when supplies are exhausted and DPM 6380 solvent.
3. Specified DPM 5792 1,1,1-trichloroethane alternatives.
   Reason: DPM 5792 manufacturers will cease production December 31, 1995, therefore, alternatives have been identified when supplies of DPM 5792 have been exhausted.
4. Specified that DPM 5069 chlorosolv cleaner use shall be discontinued after July 31, 1995.
   Reason: DAC (Industrial Hygiene and Safety Services) has committed to upper management to eliminate DPM 5069 use at all DAC facilities.

AFFECTED DPS's **

1.069	3.029	3.80-15	4.50-157
1.07-3	3.030	3.804	4.50-160
1.07-7	3.070	3.806	4.50-163
1.07-8	3.178	3.808	4.50-165
1.07-9	3.206	3.809	4.50-166
1.07-11	3.22	4.301	4.50-167
1.07-14	3.40-5	4.303	4.50-168
1.07-19	3.40-9	4.35	4.50-169
1.07-21	3.40-18	4.50-3	4.50-174
1.07-30	3.40-21	4.50-4	4.50-178
1.080	3.40-22	4.50-8	4.50-187
1.084		4.50-9	4.50-188
1.085	3.307-1	4.50-33	4.50-189
1.087	3.425	4.50-36	4.50-190
1.092	3.442-26	4.50-50	4.50-191
1.093	3.51	4.50-53	4.50-193
1.094	3.51-3	4.50-62	4.50-194
1.14	3.67-11	4.50-66	4.50-195
1.33-2	3.67-22	4.50-74	4.50-196
1.461	3.67-22.1	4.50-89	
1.468	3.67-22.2	4.50-109	4.518
1.565	3.67-54	4.50-117	8.87
1.565-1	3.67-56	4.50-126	9.18
1.566	3.67-60	4.50-127	9.30
1.567	3.67-74	4.50-131	9.33
1.568	3.67-78	4.50-138	9.34
2.512	3.80-5	4.50-142	9.45
2.535	3.80-10	4.50-143	9.60
2.70-16	3.80-11	4.50-144	9.67
2.709	3.80-12	4.50-150	9.67-2
2.900	3.80-13	4.50-152	9.89
	3.80-14	4.50-153	9.301
		4.45-155	9.312
			9.462

DETAILED DPS SUPPLEMENTS

1. DPM 5069 chlorosolv cleaner and DPM 6380 solvent shall not be used for cleaning detail parts, subassemblies or assemblies when referenced in the DPS's listed above.
2. When solvents listed in paragraph 1 are specified for cleaning detail parts, subassemblies or assemblies DPMs 5792, 6380-1, 6380-2 or 6380-3 shall be used. Areas shall be cleaned in accordance with the instructions provided in the DPS's listed above.
3. When DPM 5792 1,1,1-trichloroethane supplies have been exhausted, use DPM 6380-1, DPM 6380-2 or DPM 6380-3.
4. DPM 5069 chlorosolv cleaner shall not be used for any purpose at any DAC facility after July 31, 1995.

JR:db

DAC 25-1710 (REV. 3-90)

PROCESS ENGINEERING ORDER DOUGLAS AIRCRAFT COMPANY LONG BEACH, CA	SHEET 1 OF 2	DPS 1.07-9	
	DATE	1 COMPLETE REVISION	
	DATE 02-09-93	2 ADVANCE CHANGE	R
	DATE	3 SERIALIZED CHANGE	
	DATE	4 NEW	
	DATE	5 REISSUE TO REVISE	

TITLE

CEMENTING INSULATION & INSULATION COVERING

HANDLING INSTRUCTIONS (HI):

2. COMPLY AT SPECIFIED EFFECTIVITY.
3. COMPLY WHEN INVOKED BY DRAWING OR OTHER AUTHORITY.
4. COMPLIANCE OPTIONAL; NO ENGRG. REQUIREMENT.
5. NOTED.

PARAGRAPH	MODEL	HI. NO.	EFFECTIVITY
All	Comi & Mil	2	On or before June 1, 1993*

RELEASE APPROVALS

PEO MADE BY	QP&S-M&P COG ENGR
K. Cutler	[redacted] 02-09-93

QP&S-M&P GL OR DESIGNEE	C-17 M&P
[redacted] 2/5/1993	[redacted] 2/9/93

MD-80 M&P	MD-11 M&P
[redacted] 2/5/93	[redacted] 2/9/93

CCN	EWO	WRO
2C93LRA5	N/A	N/A

DISTRIBUTION:	SPECIALTY MANUAL NUMBERS	PRODUCT CONFIGURATION CONTROL	CONTRACT NO.
☒ STANDARD ☐ LIMITED	20	☐ CLASS 1 ☒ CLASS 2	

ACTION COPIES

NAME	DEPT.	M/C	NAME	DEPT.	M/C
B. Pearce	C1-Q6C	74-41	C. Bishop	C1-KD3	800-52
M. Forrest-Woodward	C1-KD3	18-80			

This Advance PEO "R" is authority to change DPS 1.07-9, Revision "P".

Summary of Changes & Reason:

3. & 5.4.5 Changed to delete DMS 1880 and add DPM 5614-1 and DPM 6368.
Reason: To comply with South Coast Air Quality Management District Rule 1124.

DETAILED DPS CHANGES
(See Page 2)

* Within the South Coast Air Quality Management District, these changes are mandatory at the effectivity date. Facilities outside SCAQMD jurisdiction are not required to comply with these changes until 1 January 1994, unless mandated sooner by local regulatory agencies.

APEO "R"
Page 2 of 2

DELETE from paragraph 3., Mandatory: DMS 1880.

ADD to paragraph 3., Mandatory:

MATERIALS & SPECIAL EQUIPMENT - MANDATORY			
DPM NUMBER	MATERIAL NAME & MANUFACTURER'S DESIGNATION	MANUFACTURER'S NAME	SPECIFICATION NUMBER
5614-1	Adhesive, Silicone, Sealant (Clear); #Silastic 732 RTV-Clear	Dow Corning Corp. Midland, MI (1)	-
6368	Adhesive, Sealant, Flowable, Silicone Rubber; #3140 RTV Coating	Dow Corning Corp.	-

Change paragraph 5.4.5:

5.4.5 Type 1E - Silicone Adhesive (-65° to 200°F) - DPM 5614-1 and DPM 6368 adhesive/sealants are one part, air cure materials with no initial tack; therefore, parts should be held in place during cure with clamps or fasteners. DPM 5614-1 and DPM 6368 should only be used in areas with a width measuring no greater than one inch.

5.4.5.1 Apply a smooth uniform coat of the silicone adhesive, nominal 5 to 10 mils thick to both faying surfaces.

5.4.5.2 Join the faying surfaces immediately, before skinning over of the adhesive/sealant occurs.

5.4.5.3 Assemble the parts using sufficient pressure to ensure complete contact between the faying surfaces, taking care to avoid excessive squeeze out.

5.4.5.4 Maintain pressure on the bond line a minimum of eight hours.

5.4.5.5 Parts may be handled after removing pressure, but approximately 24 hours are required for a complete cure.

KC:db

PROCESS ENGINEERING ORDER
DOUGLAS AIRCRAFT COMPANY
LONG BEACH, CA

SHEET 1 OF 1 — DPS 1.07-9

DATE 10-12-92	1	COMPLETE REVISION	P
DATE	2	ADVANCE CHANGE	
DATE	3	SERIALIZED CHANGE	
DATE	4	NEW	
DATE	5	REISSUE TO REVISE	

TITLE
CEMENTING INSULATION & INSULATION COVERING

HANDLING INSTRUCTIONS (HI):

2. COMPLY AT SPECIFIED EFFECTIVITY.
3. COMPLY WHEN INVOKED BY DRAWING OR OTHER AUTHORITY.
4. COMPLIANCE OPTIONAL; NO ENGRG. REQUIREMENT.
5. NOTED.

PARAGRAPH	MODEL	HI. NO.	EFFECTIVITY
All	Com'l &	2	On or before
	Mil		February 1, 1993

RELEASE APPROVALS

PEO MADE BY: K. Cutler 9-28-92	QP&S-M&P COG ENGR: [redacted] 9-28-92
QP&S-M&P GL OR DESIGNEE: 9/30/92 [redacted]	C-17 M&P: 10/10/92 [redacted]
MD-80 M&P: [redacted] 10/1/92	MD-11 M&P: [redacted]

CCN	EWO	WRO
2C92LRA5	N/A	

DISTRIBUTION	SPECIALTY MANUAL NUMBERS	PRODUCT CONFIGURATION CONTROL	CONTRACT NO.
☒ STANDARD ☐ LIMITED	20	☐ CLASS 1 ☒ CLASS 2	

ACTION COPIES

NAME	DEPT.	M/C	NAME	DEPT.	M/C

This PEO is authority to release DPS 1.07-9, Revision "P". This revision replaces and includes Revision "M", APEO "N" and SPEO 92-031A.

Summary of Changes & Reasons:

Changes are so numerous margin bars are not used. Technical changes are as follows:

3., 4.3.2, 4.4.1, 4.4.3, 5.4.2.1, 5.6.1.1,5.6.1.2, & 5.6.3.2	Changed to delete DPM 2254 and add DPM 5626, DPM 6368,and DPM 6365. Reason: To comply with South Coast Air Quality Management District Rule 1124 and offer alternate approved compliant materials.
4.2	Changed to add adhesive handling requirements. Reason: To clarify and add more detailed instructions.
4.3.2, 4.3.5, 5.3.1, & 5.4.5.1	Reworded. Reason: To clarify and conform to standard material listing format.
4.3.3, 5.6.2.2, 5.8.1, & 6.2.3	Changed to delete Type 4 designation. Reason: Type 4 has been superseded.

KC:db

DOUGLAS PROCESS STANDARD	DPS 1.07-9 REVISION "P"
CEMENTING INSULATION & INSULATION COVERING	ISSUE OF 10-12-92 REPLACES REVISION "M" PAGE 1 OF 14

1. SCOPE

1.1 This Process Standard establishes the requirements and provides the procedures to cement and seal insulation and insulation covering to themselves, bare and primed metal, plastics and reinforced plastic laminates. It shall be used when specified by an Engineering drawing or other Engineering authority.

1.2 Applicability - The requirements and procedures of this DPS are applicable (but not limited) to the following Douglas Material Specifications (DMS):

DMS 1693	-	Vinyl-Coated Nylon Cloth, Waterproof Flame Resistant
DMS 1843	-	Cloth, Nylon, Coated, Elastomer Heat Sealable
DMS 1845	-	Cloth, Glass, Elastomeric Coated
DMS 1928	-	Cloth, Plain or Twill Weave, Coated Vinyl
DMS 1953	-	Cloth, Glass, Silicone Rubber-Coated
DMS 1966	-	Insulation, Fibrous Glass, Silicone Binder
DMS 1967	-	Insulation, Fibrous Glass, Phenolic Binder, Water Repellent
DMS 1992	-	Cloth, Glass, Butyl Coated
DMS 2072	-	Film, Plastic, Metallized, Reinforced, Heat Sealable
DMS 2084	-	Cloth, Glass, Coated Elastomer
DMS 2087	-	Insulation, Compressed, Fibrous Glass, Phenolic Binder, Water Repellent
DMS 2151	-	Insulation, Fibrous Glass, Phenolic Binder, Water Repellent, 0.42 Density
DMS 2312	-	Film, Plastic, Metallized, Reinforced, Insulation Covering
DMS 2315	-	Film, Plastic, Metallized, Reinforced, Heat Sealable, Insulation Covering

1.3 Classification - Cementing and sealing of insulation and insulation coverings shall be per the following types. If no type is specified, see Table 1.1 or contact Materials and Process Engineering.

1. (Cont'd)

Type	Method	Designation
1		Cementing Insulation Covers
	A	Contact Cement
	B	Adhesive Transfer Tape
	C	Insulation Splicing Tape
	D	Silicone Adhesive (-65° to 600°F)
	E	Silicone Adhesive (-65° to 200°F)
2		Cementing Insulation Batting
	A	General Purpose (-65° to 200°F)
	B	High Temperature (-65° to 600°F)
3		Sealing Sewn Seams
	A	Plastic Films and Coated Fabrics
	B	Plastic Films Using Splicing Tape
	C	Silicone Coated Fabrics
4		Cementing Nylon Breathers
	A	Non-Silicone Coated Fabrics
	B	Silicone Coated Fabrics

TABLE 1.1
SUPERSEDENCE INFORMATION

Previous Designation	New Designation
Permanent Adhesion Using Vinyl Adhesive	Type 1A
Removable Low Tack Adhesive	Type 1B
Permanent Adhesion Using Transfer Tape	Type 1B
Joining Seams and Covers with DMS 1984 Tape	Type 1C
Permanent Adhesion Using Silicone (DPM 5110)	Type 1D
Permanent Adhesion Using Silicone (DMS 1880)	Type 1E
Cementing Fibrous Batting (-65° to 200°F)	Type 2A
Cementing Fibrous Batting (-65° to 600°F)	Type 2B
Sealing Sewn Seams with Vinyl Adhesive	Type 3A
Sealing Sewn Seams with DMS 1984 Tape	Type 3B
Sealing Sewn Seams with DPM 5110 Silicone	Type 3C
Cementing Nylon Breathers on Insulation Covers	Type 4A
Cementing Nylon Breathers on Silicone Coated Fabrics	Type 4B

2. APPLICABLE DOCUMENTS

DPS 1.152 - Safety Cans & Solvent Dispensers

3. MATERIALS & SPECIAL EQUIPMENT

3.1 The materials and special equipment necessary to perform the required operations of this DPS are listed in this section. The process materials and special equipment have been categorized as Mandatory or Substitutable. The category of Substitutable applies to Suppliers (Subcontractors, Vendors, and McDonnell Douglas Components other than Douglas Aircraft Company).

MATERIALS & SPECIAL EQUIPMENT - MANDATORY

The use of DAC approved manufacturers' products and special equipment listed in this section, and referenced within the DPS, is mandatory.

When a government or industry specification is shown and a manufacturer's product is listed, that product, (or Douglas approved alternative product) is mandatory. A DPM material having an approved alternative product(s) is so noted with the Footnote (1).

When a government or industry specification is shown and no manufacturer's product is listed, the required material is one that is listed on the material specification QPL or one that meets the specification requirements, if no QPL exists.

Requests for substitution of mandatory materials or special equipment shall be submitted to DAC for M&PE approval. The deviation request shall be prepared by the Supplier in the form of a change to the existing DPS using a Serial Process Engineering Order (SPEO), DAC Form 25-1710.

DPM NUMBER	MATERIAL NAME & MANUFACTURER'S DESIGNATION	MANUFACTURER'S NAME	SPECIFICATION NUMBER
530	Solvent, Isopropyl Alcohol	-	TT-I-735, Grade A (1)(2)
3202	Primer, Silicone; #1200, Red or Clear	Dow Corning Corp. Midland, MI (1)(2)	-
5110	Adhesive, Silicone, Sealant; #RTV-106	G. E. Silicones Brea, CA (1)(2)	-
5363	Tape, Adhesive Transfer; #Scotch 468	Minn. Mining & Mfg. Co. L.A., CA	-
5626	Sealant, Clear; #Scotch-Seal No. 1103	Minn. Mining & Mfg. Co. (2)	-
6307	Adhesive, Neoprene Contact #Stabond N-134	Stabond Corp. Gardena, CA	-

3.1 (Cont'd)

MATERIALS & SPECIAL EQUIPMENT - MANDATORY			
DPM NUMBER	MATERIAL NAME & MANUFACTURER'S DESIGNATION	MANUFACTURER'S NAME	SPECIFICATION NUMBER
6365	Tape, Adhesive Transfer, Plasticizer Resistant; #Scotch F-9465 PC	Minn. Mining & Mfg. Co.	-
6368	Adhesive, Sealant, Flowable, Silicone Rubber; #3140 RTV Coating	Dow Corning Corp. Midland, Michigan (2)	-
-	Adhesive, Air-Drying, Two-Part, Silicone Rubber	-	DMS 1880 (1)
-	Tape, Adhesive, Insulation Cover Splicing	-	DMS 1984

MATERIALS & SPECIAL EQUIPMENT - SUBSTITUTABLE			
Materials and special equipment listed in this section are used at DAC. Suppliers may use these materials and special equipment or substitute materials and special equipment which are functionally equivalent or superior. The substitute material or special equipment shall not degrade the process, part, assembly, or material properties.			
DPM NUMBER	MATERIAL NAME & MANUFACTURER'S DESIGNATION	MANUFACTURER'S NAME	SPECIFICATION NUMBER
919	Paper, Sand; #180 Grit	Minn. Mining & Mfg. Co. (1)(3)	-
5792	Solvent, 1,1,1-Trichloro-ethane, Stabilized, Vapor Degreasing	-	Mil-T-81533 (2)
-	Wipers, Cleaning	-	DMS 1820, Type 1 Class A Grade 3 (4)

3.1 (Cont'd)

MATERIALS & SPECIAL EQUIPMENT - SUBSTITUTABLE			
DPM NUMBER	MATERIAL NAME & MANUFACTURER'S DESIGNATION	MANUFACTURER'S NAME	SPECIFICATION NUMBER
-	Cleaner, Douglas Solvent; #64	-	DMS 2283, Composition B (2)

[The numbers assigned to Douglas Process Materials (DPM's) are for internal company use. DPM's are QPL's for Douglas approved alternative products or sources.]

FOOTNOTES: (1) Contact Douglas buyer for Douglas approved alternative products or sources that are listed in the Douglas Process Material (DPM) Index for DAC use.

(2) Refer to DPS 1.152 for cleanliness, safety, and handling procedures for solvents.

(3) Any abrasive paper or cloth shall be used provided it is not treated with stearate or other material which could degrade adhesion or other surface property.

(4) Maximum extractable material shall not exceed one percent by weight when tested with cleaning solvent used by the supplier.

4. REQUIREMENTS

4.1 Surface Preparation

4.1.1 All faying surfaces shall be cleaned per paragraph 5.3 and shall be completely dry before application of adhesives.

EXCEPTION: Fibrous glass insulation surfaces cannot be cleaned. Special care should be used to prevent contamination of these materials. Contaminated material shall be discarded.

4.1.2 The faying surfaces shall be cleaned with the appropriate solvent per Table 5.1.

4.1 (Cont'd)

4.1.3 Reinforced plastic laminate surfaces shall be sanded to remove the surface gloss in the area to be cemented, prior to cleaning with solvent.

4.2 Adhesive Handling

4.2.1 All adhesive containers shall be tightly closed when not in use to prevent loss of solvents and contamination of the contents.

4.2.2 The adhesives specified in this DPS shall not be thinned or altered in any manner.

4.2.3 Reclaimed or shop-cleaned glue brushes shall not be used for applying adhesives. A new glue brush shall be used for each application of adhesive.

4.2.4 Use the smallest container possible.

4.2.5 Do not store mixed compounds for periods longer than specified. Discard any unused short pot-life compound immediately after use.

4.3 Cementing

4.3.1 All contact cement and silicone adhesive bonded areas shall be free of lumps, wrinkles and lifted edges. There shall be no adhesive starved or unbonded areas.

4.3.2 Do not remove DPM 5363 or DPM 6365 adhesive transfer tape liner until just prior to use. DPM 5363 or DPM 6365 adhesive transfer tape shall not be left exposed after the faying surfaces have been bonded.

4.3.3 DMS 1984 splicing tape shall follow the contours of the receiving surfaces and shall not bridge gaps or wrinkles. Use type and class as specified on Engineering drawing.

4.3.4 Insulation batting shall be bonded such that the fibrous batting will delaminate if an attempt is made to remove it from the faying surface.

4.3.5 Surfaces bonded with DPM 5110 adhesive/sealant shall be assembled immediately, before skinning over of the adhesive occurs.

4.3.6 Surfaces bonded with DPM 5110 adhesive/sealant shall be fastened in place during cure for a minimum of eight hours.

4.4 Sealing Sewn Seams - When specified on the Engineering drawing, seams shall be sealed with the material specified below to form a water tight seal. When adhesive or sealant is used, only the minimum amount needed to seal the seam shall be used.

4.4.1 Seams in non-silicone coated fabrics shall be sealed with DPM 5626, DPM 6307, or DPM 6368.

4.4 (Cont'd)

4.4.2 Seams in silicone coated fabrics shall be sealed with DPM 5110 adhesive sealant.

4.4.3 Sewn seams in reinforced plastic films (DMS 2072, DMS 2312, DMS 2315) shall be sealed with either DMS 1984 splicing tape or DPM 6307 adhesive.

4.5 Breathers - Cloth breathers shall be bonded to the inside surface of the cover material.

4.6 Repairs

4.6.1 Commercial Programs - Holes, cuts, tears, and abraded areas in the insulation cover shall be repaired with a patch of the same material as the damaged cover. The patch shall extend a minimum of 1/2 inch beyond the damaged area and shall be cemented with an adhesive meeting the requirements of paragraph 4.3.

> EXCEPTION: DMS 1984 insulation cover splicing tape may be used for patching DMS 1843, DMS 1928, DMS 1996, and DMS 2072 insulation blanket covers.

4.6.2 Military Programs - For military programs, nonconformances shall be submitted to Quality Assurance for appropriate action.

5. INSTRUCTIONS/PROCEDURES

5.1 Supplier Procedures - A supplier is not required to comply with the Instructions section of this DPS if the supplier has written instructions that result in compliance with the Requirements section. However, when there are specific instructions involved within a specific requirements paragraph or table, the supplier is required to comply with the instructions referenced within that paragraph or table. Supplier material substitutions are to be handled per Section 3.

5.2 Safety/Fire - The Douglas Safety Manual outlines the general safety precautions to be observed in connection with the procedures of this DPS. For detailed instructions, consult Occupational Safety or Fire Services.

5.3 Surface Preparation

5.3.1 Abrade reinforced plastic laminate surfaces with DPM 919 sand paper. Remove the loose grit with a clean, dry DMS 1820 Type 1, Class A wiper, and then clean per paragraph 5.3.2.

5.3 (Cont'd)

5.3.2 Clean the faying surfaces by wiping with a DMS 1820, Type 1, Class A wiper dampened (not saturated) with the solvent specified in Table 5.1. Continue wiping, using clean wipers until there is no sign of contamination on the faying surface or the wiper. Wipe dry immediately with a clean dry wiper. Do not allow the solvent to evaporate dry on the surface.

EXCEPTION: Fibrous glass insulation cannot be cleaned and should be discarded when contaminated.

TABLE 5.1
SOLVENT SELECTION FOR MATERIALS

Surface	Solvent	DPM
Titanium	Douglas #64 - DMS 2283	-
Acrylic	Isopropyl Alcohol	530
Polycarbonate	Isopropyl Alcohol	530
Aluminum	1,1,1-Trichloroethane	5792
Stainless Steel	1,1,1-Trichloroethane	5792
Carbon Steel	1,1,1-Trichloroethane	5792
Reinforced Plastic Laminate	1,1,1-Trichloroethane	5792

5.4 Type 1 - Cementing Insulation Covers and Blankets

5.4.1 Type IA - Contact Cement

5.4.1.1 Apply a uniform coat approximately 5 to 10 mils of DPM 6307 adhesive to both faying surfaces. Allow the adhesive to air dry until tacky, approximately 5 minutes.

NOTE: Proper tack may be determined by lightly touching the adhesive surface with the knuckle. If the adhesive sticks, grabs, or tends to adhere to the knuckle but does not transfer, the proper tack has been reached.

5.4.1.2 Join the faying surfaces using firm hand or roller pressure. Ensure that there are no wrinkles or bubbles in the bond area and that the edges are firmly bonded.

5.4.1.3 Allow to dry a minimum of eight hours before handling.

5.4.2 Type IB - Adhesive Transfer Tape

5.4.2.1 Apply DPM 5363 or DPM 6365 adhesive transfer tape to one of the faying surfaces. DPM 6365 is recommended for use on highly plasticized materials. One hundred percent coverage is not required; however, the periphery of the faying surfaces should be completely covered.

5.4.2.2 Remove the release liner from the adhesive and join the faying surfaces with firm hand or roller pressure. Ensure that no transfer tape is left exposed.

5.4 (Cont'd)

5.4.3 Type 1C - Insulation Splicing Tape

5.4.3.1 Remove the release liner from the insulation splicing tape.

5.4.3.2 Apply the tape so that it is approximately half on each faying surface. Apply the tape so that it follows the contour of the faying surfaces and does not bridge structural mismatches or blanket wrinkles.

5.4.4 Type 1D - Silicone Adhesive/Sealant (-65° to 600°F) - DPM 5110 adhesive/sealant is a one part, air cure material with no initial tack; therefore, parts should be held in place during cure with clamps or fasteners.

5.4.4.1 Apply a uniform coat of DPM 5110 adhesive/sealant, 5 to 10 mils thick to both faying surfaces.

5.4.4.2 Assemble faying surfaces immediately, before skinning over of the adhesive occurs.

5.4.4.3 Assemble the parts with sufficient pressure to maintain contact throughout the bond line without causing excessive squeeze out.

5.4.4.4 Maintain pressure on the bond line a minimum of eight hours.

5.4.4.5 Parts may be handled after removing pressure, but approximately 24 hours is necessary for complete cure.

5.4.5 Type 1E - Silicone Adhesive (-65° to 200°F) - DMS 1880 is a two part adhesive that has initial tack; therefore, parts may not require clamps or fasteners.

5.4.5.1 Apply a thin uniform coat (approximately 0.0005 inch) of DPM 3202 silicone primer to the surface of the non-rubber part using a clean DMS 1820, Type 1, Class A, Grade 3 wiper (wiper should be dampened - not dripping). Allow the primer to air dry a minimum of 30 minutes. Ensure the primer coating is completely dry to the touch before applying the adhesive compound. The silicone primer is red in color, permitting easy observation of surface coverage. If a pink powdery film forms after drying, use a clean, dry DMS 1820 Type 1, Class A wiper to remove the film before applying the adhesive compound.

WARNING

The adhesive base (resin), catalyst and primer are furnished in a flammable solvent. Avoid contact with heat, sparks, or open flame. Repeated skin contact and prolonged or repeated breathing of the vapors should be avoided.

5.4.5 (Cont'd)

5.4.5.2 Mix the DMS 1880 adhesive system compounds (resin and catalyst) in the ratio specified below:

Vendor Adhesive System	Mixing Ratio (Parts by Weight)
DAPCO 3301 Adhesive System	
Part A, silicone rubber adhesive resin	100
Part B, activator	3.3
Silgrip SR-529 Adhesive System	
Part A, silicone rubber resin	100
Part B, amine-type catalyst	1

NOTE: Do not mix more adhesive than can be used within a two hour working period.

5.4.5.3 Mix the components in a clean glass, metal or polyethylene coated container. A narrow thin metal spatula is best used as the mixer. Mix thoroughly until the mass is uniform in viscosity.

5.4.5.4 Apply a smooth uniform coat, 5 to 8 mils thick, of the mixed adhesive to both faying surfaces and allow to dry until tacky, approximately 45 minutes.

5.4.5.5 Join the faying surfaces using firm hand or roller pressure.

5.5 Type 2 - Cementing Insulation Batting

5.5.1 Type 2A - General Purpose (-65° to 200°F)

5.5.1.1 Apply a uniform coat of DPM 6307 adhesive to the receiving surface not to the batting. Allow the adhesive to dry until tacky, approximately 5 minutes.

5.5.1.2 Press the batt onto the adhesive with light hand or roller pressure.

5.5.2.2 Type 2B - High Temperature (-65° to 600°F)

5.5.2.1 Apply a uniform coat of DPM 5110 adhesive/sealant, 5 to 10 mils thick to the receiving surface, but not to the batting.

5.5.2.2 Immediately press the batt to the adhesive with light hand or roller pressure. Allow to dry undisturbed for a minimum of two hours.

5. (Cont'd)

5.6 Type 3 - Sealing Sewn Seams

5.6.1 Type 3A - Plastic Films and Coated Fabrics

NOTE: Seal silicone coated fabrics such as DMS 1953 per Type 3C.

5.6.1.1 Apply a uniform thin film of DPM 5626, DPM 6307, or DPM 6368 adhesive/sealant with a plews pistol oiler, tube, or polyethylene bottle to the sewn seam. Apply only the minimum amount necessary to assure a liquid tight seal. A satisfactory seal could be as small as 1/16 inch, but should not exceed 1/4 inch.

NOTE: Where color might be objectionable, use clear DPM 5626 or DPM 6368. DPM 6307 is not recommended for highly plasticized films or coated fabrics.

5.6.1.2 Support the parts to prevent adhesive runs, and allow to dry until tack free. Parts sealed with DPM 5626 may be handled after 15 minutes, but 4 hours are required for a complete cure. Parts sealed with DPM 6307 may be handled after one hour, but 24 hours are required for a complete cure. Parts sealed with DPM 6368 become tack free and may be handled after 2 hours, but 72 hours are required for a complete cure.

5.6 (Cont'd)

5.6.2 Type 3B - Plastic Films Using Splicing Tape

5.6.2.1 Fold the seam edge areas of the blanket cover so that they lay flat against the blanket as shown in Figure 5.1A.

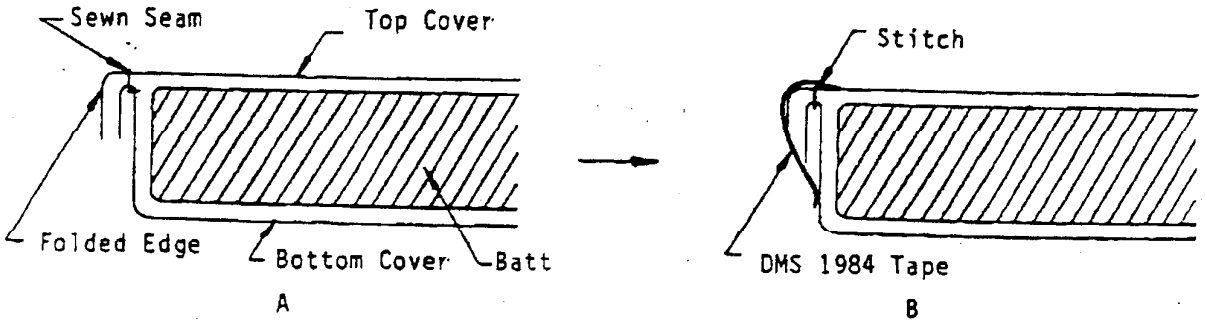


FIGURE 5.1
SEALING SEAMS WITH TAPE

5.6.2.2 Remove the release liner from the DMS 1984 splicing tape. Apply the tape to the folded seam edge, completely covering the sewn seam as shown in Figure 5.1B. Apply the tape so that it follows the contour of the blanket and does not bridge wrinkles or shallow spots.

5.6.3 Type 3C - Silicone Coated Fabrics

5.6.3.1 When DMS 1953 silicone coated fabric is sewn to silicone coated fabric, seal the sewn seams with a bead of DPM 5110 adhesive/sealant 1/8 to 3/8 inch wide.

5.6.3.2 When a non-silicone coated fabric is sewn to a silicone coated fabric, apply a coat of DPM 5626 or DPM 6307 adhesive approximately 1/8 inch wide to the non-silicone coated fabric adjacent to the seam and allow to dry until tack free. Seal the seam per paragraph 5.6.3.1.

5. (Cont'd)

5.7 Type 4 - Cementing Nylon Breathers

5.7.1 Type 4A - Non-Silicone Coated Fabrics

5.7.1.1 Cut a circular patch of the nylon breather cloth according to the applicable Engineering drawing, approximately 1 1/2 inches larger than the diameter of the hole in the cover.

5.7.1.2 Apply a coat of DPM 6307 adhesive approximately 3/4 inch wide around the circumference of the edge of the cut hole on the side which will be the inside surface of the insulation cover.

5.7.1.3 Place the nylon cloth breather over the opening in the insulation cover material and press it onto the applied adhesive.

5.7.1.4 Allow the adhesive to cure ten minutes before handling the cover.

5.7.2 Type 4B - Silicone Coated Fabrics

5.7.2.1 Cut out the nylon breather cloth per paragraph 5.7.1.1.

5.7.2.2 Apply a uniform coat approximately 10 to 15 mils thick of DPM 5110 adhesive/sealant about 3/4 inch wide around the circumference of the edge of the cut hole on the side which will be the inside surface of the insulation cover.

5.7.2.3 Place the nylon cloth breather over the opening in the insulation cover material and press it onto the applied adhesive.

5.7.2.4 Allow the adhesive to cure for two hours before handling the cover. Approximately 24 hours are required for a complete cure.

5.8 Repair of Insulation Coverings - Commercial Programs

5.8.1 Cut a patch of the same material as that being repaired, a minimum of 1/2 inch larger than the damaged area. Patches may be cut from DMS 1984 splicing tape for use on DMS 1843, DMS 2072, DMS 2312, or DMS 2315 material.

5.8.2 Clean the faying surfaces per paragraph 5.3.

5.8.3 Cement the patch to the damaged area as specified per the applicable portions of paragraph 5.4.

5.9 Repair of Insulation Coverings - Military Programs - All nonconformances shall be submitted to Quality Assurance for appropriate action.

6. QUALITY ASSURANCE PROVISIONS

6.1 Process Control - Provide surveillance as necessary to determine compliance with this DPS and other applicable Engineering requirements, with particular attention to the following:

6.1 (Cont'd)

6.1.1 Reinforced plastic laminate surfaces are sanded prior to cleaning.

6.1.2 Faying surfaces are cleaned of visible contaminates and completely dried prior to application of adhesives, except fibrous glass insulation which should be discarded if contaminated.

6.1.3 The faying surfaces shall be clean, dry, and unsoiled by grease, oil, or oil-like contaminants which could degrade adhesion or other surface property.

6.1.4 Surfaces bonded with DPM 5110 adhesive/sealant shall be assembled immediately, before skinning over of the adhesive occurs.

6.1.5 Surfaces bonded with DPM 5110 adhesive/sealant shall be fastened in place during cure for a minimum of eight hours.

6.1.6 Adhesives specified in this DPS are not thinned or altered in any manner

6.1.7 Insulation materials are installed using the appropriate adhesives and methods for each type of material.

6.2 Acceptance Inspection - Inspect as necessary to verify conformance to the Engineering drawings and DPS requirements, with particular attention to the following:

6.2.1 Contact cement and silicone adhesive bonded areas are free of lumps, wrinkles and lifted edges. There are no adhesive starved or unbonded areas.

6.2.2 No adhesive transfer tape is left exposed after the faying surfaces have been bonded.

6.2.3 DMS 1984 splicing tape shall follow the contours of the receiving surfaces and shall not bridge gaps or wrinkles.

6.2.4 Insulation batting shall be bonded such that the fibrous batting will delaminate if an attempt is made to remove it from the faying surface.

6.3 Nonconformances - Process nonconformances in accordance with standard practice.

K.C.
KC:db

RASIP FINDING

2.08.04

RRXA deferred maintenance procedures contained in the Maintenance Policy and Procedures Manual, Chapter 3, Page 18, Temporary Revision 04, dated Oct 22, 1998, does not ensure the aircraft are maintained in accordance with applicable airworthiness requirements. The manual defines Non-MEL items as those that have no airworthiness connotations such as reading lights, window shades, minor corrosion to non-structural parts, galley equipment, etc.

The RASIP Team reviewed the Non-MEL deferral list and found that several items did not fall into this category and did not include a reference a maintenance manual or a basis for continued airworthiness. See Findings 2.08.02.

2.08.04 RRXA RESPONSE.

EWA has reviewed the Non-MEL items in question. The MEL/CDL and Non-MEL provision in Chapter 3 of our Maintenance Policy and Procedures Manual gives examples of the items that can be Non-MEL. This does not spell out all the items that can be entered. All items were based on Maintenance Manual reference as a basis for continued airworthiness, and did not render the aircraft in question unairworthy. EWA considers these findings to be in accordance with our current procedures in the EWA Maintenance Policy and Procedures Manual, Chapter 3. Please find a copy of the portions of the manual in question Revision Number 4. Also please find a copy of the introduction page to our DC-8 MEL listing.

EWA's M.P.P, Chapter 3, requires EWA trained mechanics to perform all maintenance per approved/accepted data.

EWA considers this to be no finding.

5. All entries in the Aircraft Maintenance Log book and all entries related to the deferred maintenance control system are based on Zulu (Z) or Greenwich Mean Time (GMT) only. Local time has no bearing on this system.

   Example:

   If a discrepancy is entered into the log book on September 20, and is then deferred under MEL category B rules, the 3-day limitation actually becomes effective at 0001Z on September 21 and expires at 2359Z on September 23. An aircraft may continue in-service through September 23 providing that it lands prior to 2359Z, the established time of DMI expiration.

   However, if the aircraft is scheduled for flight and will land after 2359Z on September 23, the MEL/DMI must either be corrected prior to the flight or must be authorized and approved for extension of the MEL/DMI prior to the flight.

6. Under normal circumstances, all deferred discrepancies must be corrected on or before the established MEL category maximum deferral interval.

7. In the event that a DMI cannot be corrected within the allocated MEL category maximum deferral interval due to unforeseen circumstances, a MEL/DMI extension may be authorized and approved in accordance with procedures provided later in this section.

8. Maintenance Control must authorize all MEL deferrals and due date entries into the MEL/DMI section of the aircraft log book. Authorization of all MEL/DMI due date entries, including extension due dates, do NOT require any form of hard copy notification that the extension approval has been accepted by the FAA. Verbal authorization by Maintenance Control to the Maintenance Representative, Captain, or Flight Engineer of a due date extension is sufficient for log book entry.

9. All Deferred Maintenance Items will have a complete detailed method to coordinate the maintenance personnel, parts, and aircraft at a specific time and place for repair set forth by the Director of Maintenance and/or Quality Control and/or Maintenance Control, within the set maximum deferral interval.

10. Maintenance Control is responsible for managing the computerized DMI tracking and planning control system to ensure that current status and accurate information is maintained for all deferred items.

11. Maintenance Control is responsible for coordinating with Materials and/or Purchasing in regard to requisition and disposition of parts or materials that are required to correct deferred items.

12. Collective efforts will be made by Materials, Purchasing, and Maintenance Control to ensure that the computer system is continuously updated to provide current information and current status regarding all back-orders of parts, materials, and/or tooling.

13. A summary list which provides specific information pertinent to each open DMI is available to Maintenance Management for review.

14. Aircraft dispatched into service must have all items of equipment installed, whether operative or inoperative EXCEPT those items detailed in the Configuration Deviation List. Under no circumstances or conditions may an aircraft be dispatched contrary to the Minimum Equipment List applicable to the aircraft.

B. MEL Category Policy

All MEL items have been assigned to a category (A, B, C, or D), which requires those items to be repaired in a specified time period. EWA's MEL lists separately, item per item, the required FAA category.

Maintenance Control will be responsible for ensuring that the correct category is assigned and tracking all MEL items when they become inoperative, when the items are due for repair, and when it was repaired.

1. Category Description

Maximum time between deferred and repair will be as follows:

a. Category A

Items in this category shall be repaired within the time interval specified in the remarks column. With regard to flight days repair period, Category "A" items shall be repaired within the specified days, "excluding the day the malfunction was recorded in the Maintenance Record/Log Book during which at least one flight is initiated for the affected aircraft.

b. Category B

Category "B" items within 3 consecutive days (72 hours), not counting the day the malfunction occurred. For example, if occurrence was at 10 A.M. Z, January 26th, the 3-day interval would begin at midnight Z on the 26th of January and expire at midnight Z on the 29th of January.

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 26th, the 10 day interval would begin at midnight the 26th of January and end at midnight February 5th.

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.

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).

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.

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

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

MEL Category	Log Page Number	Discrepancy Number	Sequence
(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."

INTRODUCTION

2-08-04

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.

PREAMBLE

The following is applicable for Authorized Certificate Holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135. The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions, as necessary, are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time, until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired, or may be deferred, per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

PREAMBLE (Cont.)

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Emery Worldwide Airlines is responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Emery Worldwide Airlines has established a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

RASIP FINDING

2.11.01

EWA is not complying with their approved maintenance program as described in their maintenance manual. The following aircraft were inspected and found with cargo restraint system components installed which fail to conform to Type Certificate Data Sheet and/or Supplemental Type Certificate (STC) requirements:

A. The side support rail on N-500 MH was found cracked (No 2 position next to the main cargo door). The Emery ULD Director was present during the ramp inspection (inbound) at the Dayton Hub on 02/03/99. He notified maintenance personnel.

B. A side rail vertical restraint flipper on N-870TV was found inoperative at the Seattle Airport (inbound) on 02/05/99, and not capable of providing vertical restraint (Compartment 13).

C. Ramp inspection of Aircraft, N-994CF, at the Dayton Hub (Flt No. 107) on 02/02/99, revealed the following discrepancies:

Pos 1 Intercaustal were not covered with gill liner material in the Class "E" compartment.
Pos 2 Cargo door safety lock was not operational
Pos 2 Cargo door safety lock rod was bent The cargo restraint locks located in positions 8; 10;12;13; and 14 were from different manufacturer and design and all had different part numbers.
Pos 15 Gill liner was repaired with sheet metal.
Pit A Door net was torn and did not have an identification tag.
Pit D Aft access panel had missing hardware and was bent at the bottom. Door net was torn and did not have an identification tag.

D. Ramp inspection of Aircraft, N-832AL, at the Dayton Hub (outbound) on 02/03/99, revealed the following discrepancies:

Pos 2 Cargo door up lock latch not engaged. Up lock release rod missing.
Pos 1 Intercaustal not covered by gill liner material. Class "E" compartment.
Pos 3 Cargo lock not attached to floor track.
Pos 6 Cargo lock missing and not installed. Found one lock on cochran loading platform not tagged or identified.
Left side forward over-wing escape hatch gill liner material ripped and torn.
Pos 16 Roller trays installed were short roller trays (four rollers per tray) instead of long roller trays.
Pos 17 Roller trays installed were short roller trays (four rollers per tray) instead of long roller trays.
Pos 18 Roller trays installed were short roller trays (four rollers per tray) instead of long roller trays.

2.11.01 RASIP FINDING (continued)

E. Ramp inspection of Aircraft, N-8 177U, at the Dayton Hub (inbound) on 02/02/99, revealed that the smoke barrier had a hole. The previously installed tape was peeling away.

F. Ramp inspection of Aircraft, N-2674U, at the Dayton Hub (inbound) on 02/04/99, revealed that the smoke barrier had a hole. The previously installed tape was peeling away.

G. Ramp inspection of Aircraft, N-606AL, at the Dayton Hub (Flt 027) on 02/02/99, revealed the following discrepancies:

Pos 1 Sheet metal repair to gill liner right side of aircraft.
Pos 1 9G net attachment fitting area did not have manufactured molded form gill liner. Standard gill liner material was used to replace molded liner and left the underlying structure open to the cargo compartment.
Pos 11 Roller in roller tray fifth from the left missing pin retainer.
Pos 17 Roller in roller tray fourth from the left missing pin retainer. Several roller trays had repairs to the side channels with doublers and several had rollers that were repositioned so that the OEM roller tray roller spacing was not maintained.

H. Ramp inspection of Aircraft, N-957R at the Dayton Hub (Flt 223) on 02/03/99, revealed the following discrepancies:

Pos 1 Smoke Barrier was not attached at the top and bottom of the fuselage. Gill liner had sheet metal repairs.**
Pos 2 Cargo door hydraulic fittings were leaking. Upper door frame sheet metal was damaged and had missing fasteners
Pos 3 Side rail on left side was not attached to the cargo floor
Pos 6 Cargo lock roller, roller pin was not secured
Pos 8 Cargo lock roller, roller pin was not secured. Roller tray left side was lying on the floor not attached in the seat track
Pos 9 Roller tray roller left and right side rails were broken and roller was missing
Pos 11 Roller trays are modified to change the roller spacing

** The RASIP Team was present when the L1 door was opened and noticed the smoke barrier on the left side was not secured.

2.11.01 RASIP FINDING (continued)

I Ramp inspection of Aircraft, N-796FT, at the Dayton Hub (Flt 115) on 02/03/99, revealed the following discrepancies:

Pos 1 Two cargo locks installed in ball mat area.
Pos 3 Center roller tray assembly was shorten and had approximately two rollers removed.
Pos 4 Three roller tray assembles had rollers installed with different spacing than original. Sheet metal was used to effect repairs to gill liner instead of gill liner material.
Pos 6 Sheet metal was used to effect repairs to gill liner.
Pos 7 Four roller section on right and left side was not installed in floor track.
Pos 8 Roller tray assemblies had rollers installed with different roller spacing.
Pos 9 Roller tray assemblies had rollers installed with different roller spacing.
Pos 15 Sheet metal repair to gill liner.

J. Ramp inspection of Aircraft, N-950R, at the Dayton Hub (Flt 015) on 02/04/99, revealed the following discrepancies:
Cargo lock, fifth lock from the left, between pallet positions I and 2 was not engaged.
Pos 10 roller pin was not secured in the roller tray.

K. Ramp inspection of Aircraft, N-604AL, at the Portland, OR., outstation (inbound) on 02/03/99, revealed the following discrepancies:

1. The over wing window was not covered with fireproof material (gill liner).

2. Main cargo deck overhead light was deferred and covered with gill liner material. The light had the lens broken.

These two items were brought to the attention of EWA maintenance personnel.

L. Ramp inspection of Aircraft, N-603AL, at the Portland, OR., outstation (inbound) on 02/04/99, revealed the following discrepancies:

1. Roller tray assemblies not installed in Compartment 17, position (1) and (7).

2. Lamp covers were missing in Compartment 2. This discrepancy was brought to the attention of EWA maintenance personnel who installed gill liner material.

2.11.01 RASIP FINDING (continued)

M. Ramp inspection of Aircraft, N-792FT, at the Los Angeles, CA., outstation (inbound) on 02/02/99, revealed the following discrepancies:

1. Ball mat/side rail attach hardware was torn from floor position two (2) right side. This was brought to the attention of EWA aircraft maintenance personnel and an entry was made in the aircraft logbook.

2. Incorrect cargo restraint locks were installed in positions 41, 42, and 43. Should have been Part No. 3889344-501 instead of Part No. 3889344-1. This was brought to the attention of EWA aircraft maintenance personnel and an entry was made in the aircraft logbook.

3. One ball assembly was missing from ball mat position (2) on the left side. This was brought to the attention of EWA aircraft maintenance personnel and an entry was made in the aircraft logbook.

4. Side restraint flipper rails were found inoperative in positions 1 (left) and 4 (right) sides. These rails provide vertical restraint to the installed Unit Load Device (ULD). This was brought to the attention of EWA aircraft maintenance personnel and an entry was made in the aircraft logbook.

5. Roller tray assemblies (six) were broken and not secured. The rollers were located in positions 4, 6, 8, and 13. This was brought to the attention of EWA aircraft maintenance personnel and an entry was made in the aircraft logbook.

6. A roller tray assembly was found missing in the Class E compartment.

FAR 121.367; 121.369; 121.153(a) and 25.1301

2.11.01 RRXA RESPONSE

A. A/C N500MH was out of service undergoing a transit check during the time of this FAA inspection. All items were corrected in accordance with the manufacturers specifications, EWA Aircraft Maintenance Manual, and EWA Maintenance Policy and Procedures Manual, Chapter 3. EWA does not consider this to be a finding.

Corrective Action(s): Removed and replace rail position 2 right hand with serviceable unit.

2.11.01 RRXA RESPONSE (continued)

B. A/C N870TV was having a terminating check performed during the time of this FAA inspection, all items were corrected in accordance with the manufacturers specifications, EWA Aircraft Maintenance Manual, and EWA Maintenance Policy and Procedures Manual, Chapter 3. EWA does not consider this to be a finding.

Corrective Action: Cleaned and lubed, checks good.

C. A/C N994CF all items were corrected before flight. EWA does not consider this to be a finding.

Corrective Action(s):

Position 1. Sealed areas around smoke barrier as required.
Position 2. Repositioned Safety Latch as required, Safety latch ops check good.
Position 2. Placed on NON-MEL number 261, NOTE: this item has no airworthiness connotations.
Position 15. This Aircraft has sheet metal liner installed in cargo compartment in accordance with STC SA1802SO
PIT A: Removed and replaced net as required.
PIT D: Removed and replaced net as required.
Position 8, 10, 12, 13 and 14: EWA Quality Control previously furnished Mr. Mike Woodward with data to substantiate interchangeability of cargo loading system components. Please see attached letter dated February 10, 1999, and February 15, 1999. At this time, EWA has contracted to Mr. Bill Cotney an FAA approved DER to substantiate a listing of interchangeable parts in the ANCRA, PEMCO, BROWNLINE and DOUGLAS LOADING SYSTEMS. Upon receipt of this interchangeability listing by component and part number, it will be added to our EWA Aircraft Maintenance Manual. Please see attached Requisition Dated 04-02-1999 to Mr. Bill Cotney

2.11.01 RRXA RESPONSE (continued)

D. A/C N832AL

Corrective Action(s):

Position 2:	Cargo door up lock checks good, release rod installed ops check good.
Position 1:	Intercostal covered and taped with gill liner tape. No other defects noted.
Position 3:	Removed and replaced lock assembly per Pemco component MM Ref Log Page 6797-7.
Position 6:	Inspected Number 6 cargo pallet position, found all pallet locks serviceable and in good working condition.
Position 16:	Placed on Non-MEL Number N8622053-1039.
Position 17:	Placed on Non-MEL Number 8622054-1040.
Position 18:	Roller trays in position 18 are long roller trays ops check good.

E. A/C N8177U

Corrective Action: Placed on Non-MEL Number N6959102-1117, placed courier seat on MEL number D6959103-1116 due to no protection for courier(s) see Log Page 6959-10.

F. A/C N2674U

Corrective Action: Transferred to Non-MEL Number N6561021-1144, see Log 6561-01, referenced Item Number 6. Courier seats placed on MEL Number D6561016-1143 in accordance with MEL Number 2514 CAT D. and placards installed, see Log Page 6561-02.

G. A/C N606AL was out of service undergoing a transit check during the time of this FAA inspection. All items were corrected in accordance with the manufacturers specifications, EWA Aircraft Maintenance Manual, and EWA Maintenance Policy and Procedures Manual, Chapter 3. EWA does not consider this to be a finding.

2.11.01 RRXA RESPONSE (continued)

Corrective Action(s):

Position 1: Removed sheet metal and repaired with gill liner as required.

Position 1: Temporarily repaired 9-G net mount holes with gill liner placed on Non-MEL Number 29, repaired per EWA Aircraft Maintenance Manual, Chapter 4.

The aircraft in question was reported to have formed panels missing from the 9-G barrier net attach fittings. These items were researched in the IPC and could not be located per effectivity. On February 05, 1999, Quality Control faxed Mr. Marcus Brown of Boeing Long Beach Division, Service Engineering, a request for help locating these parts. Please see the attached letter of response from Mr Dave Waske, (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 9-G net close out panels.

While waiting for this information to arrive Quality Control will develop a Fleet Campaign Directive to inspect EWA fleet of aircraft requiring these panels. Quality Control will also develop a method to seal these areas off until the panels arrive for installation.

See FCD 25-19 attached.

Position 11: Reinstall roller pin as required, reference Log Page 7399-24 attached.

Position 17: Reinstall roller pin as required, reference log page 7399-24 attached

H. A/C N957R was out of service undergoing a transit check during the time of this FAA inspection. All items were corrected in accordance with the manufacturers specifications, EWA Aircraft Maintenance Manual, and EWA Maintenance Policy and Procedures Manual, Chapter 3, except Pos 2 upper door frame sheet metal damaged. This is an open Non-Routine at Tennessee Technical Services. See attached. EWA considers this to be no finding.

2.11.01 RRXA RESPONSE (continued)

Corrective Action(s):

Position 1: Entered in Non-MEL list Number 317.
Position 2: Inspected cargo door actuator no leaks noted.
Position 3: Resecured left hand side rail position 3, no defects noted, see Log Page 7516-09 attached.
Position 6: Removed and replaced pallet lock assembly position 6-5 ops check normal.
Position 8: Removed and replaced roller assembly position 8/9 ops check good, reference Log Page 7516-09.
Position 9: Removed and replaced roller assembly position 9 ops check good, reference Log Page 7516-0.

NOTE: A DC-8 Flight Engineer's Bulletin was issued 04-05-99, to ensure the 9-G net is attached prior to block out. See bulletin attached.

I. A/C N796FT

Corrective Action(s):

Position 1: Inspected aircraft, found previously complied with.
Position 3: Inspected aircraft, found item previously complied with.
Position 4: Inspected aircraft, found repairs previously complied with, gill liner repaired in accordance with EWA Maintenance Manual, Chapter 4.
Position 6: Gill liner repaired in accordance with EWA Maintenance Manual chapter 4
Position 7: Inspected aircraft, found previously complied with.
Position 8: Inspected aircraft, found previously complied with.
Position 9: Inspected aircraft found previously complied with.
Position 15:Repaired gill liner in accordance with EWA Maintenance Manual, Chapter 4.

J. A/C N950R was out of service undergoing a transit check during the time of this FAA inspection. All items were corrected in accordance with the manufacturers specifications, EWA Aircraft Maintenance Manual, and EWA Maintenance Policy and Procedures Manual, Chapter 3. EWA considers this to be no finding.

Corrective Action(s):

Position 1 5th lock from left: Reference EWA Aircraft Maintenance Manual, Chapter 3, Page 1, Paragraph C, Item 1A allows one lock per position may be broken or missing, without any load limitations to that position. EWA considers this no finding.
Position 10: Secured roller at position 10 checks normal, see Log Page 7524-18 attached.

2.11.01 RRXA RESPONSE (continued)

K. A/C N604AL

Corrective Action(s):

Item 1: Installed gill liner per EWA Aircraft Maintenance Manual, Chapter 4, Page 3, see non- routine Log Page 6900-22 Non-Routine Number 3.
Item 2: Found light assembly covered by gill liner. Removed patch found lens cover missing. Transferred to dmi per MEL 33-3 CAT D Control Number D 6960093-1042, due date 07-27-99 placard installed. Reference Log Page 6960-09
NOTE: see Log Page 6960-11, MEL Number D690093-1042 was cleared.

L. A/C N603AL, the items in question were fixed prior to flight and EWA considers this to be no finding.

Corrective Action(s):

Item 1: Installed roller trays, see Non-Routine 5399-02, Item 1.
Item 2: Found deactivated installed panel and secured. See Non-Routine 5399-02 Item Number 2.

M. A/C N792FT the items in question were fixed prior to flight and EWA considers this to be no finding.

Corrective Action(s):

Item 1: Installed new hardware and resecured, reference Non-Routine 6719-21 Item 1 attached.
Item 2: Replaced 4 bear traps as required, reference Non-Routine 6719-21, Page 3 of 3, Item 10.
Item 3: Transferred to Non-MEL Number 180 reference Log Page 6719-22.
Item 4: Lubed all 3 side restraints, all checks good. Reference Non-Routine, Page 2 of 3, Item Number 6.
Item 5: Resecured and installed 5 small roller trays. See Non-Routine 6719-22, Page 1 of 3, Items 2 and 3.
Item 6: Found no roller tray missing as per Non-Routine, reference Log Page 7836-04, Item 5.

AFT MAINTENANCE LOG

AH-0032 (10/97) Litho U.S.A.

WORLDWAY A CNF COMPANY

Q.C. 10 RRXA

2.11.01 A

7610-17

ACFT. NO. N500MH

ACFT. TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	0057	02/02/99	~~TJSJ~~ TJSJ	KDAY	0200	0637	4+37	0224	0631	4+07	7879	78.0	25.6	0	63854	3534
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				Ø	Ø	Ø	Ø		01	D Russell	72676			DH	Rosenberg	EWAMR
2	:									02	J Baratis	05693	1	1			
3	:									T3	E. Sobal	78556					
4	:									X4	K Tallon	81550					

NO.	SOURCE	DISCREPANCY
1.	P (M)	RAIL, POS. 2, RH, MAIN CARGO DECK, CRACKED.
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

2552

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	REMOVED AND REPLACED RAIL, POS. 2, RH, with Serviceable unit.	2-3-99	KDAY	14788
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	SIDE RAIL	50881-509	N$N	50881-509	N$N	2, RH.

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT STATION: KDAY

DATE: 2-3-99 CERT. NO.: [redacted]

GMT TIME: 0700Z AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	31414 21587	LANDINGS THIS PAGE	1	TOTAL LANDINGS	31415
PREV. A/C FLT. HRS.	79082:39 79495:37	FLT. HRS. THIS PAGE	4:07	TOTAL A/C FLT. HRS.	79086:46

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.
R		

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

2.11.01 B

FT MAINTENANCE LOG

...3092 (10/97) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

Q.C. 10 [illegible]

7592-19

ACFT. NO. N 870T.V. | ACFT. TYPE DC-8-73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	026	2/5/99	KDAY	KSEA	1230	1713	4+43	1239	1706	4+27	7964	76.0	19.7	Ø	50000	2291
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:26	DL-1			2	5	3	4	/	0/1	J. Endy	22882					
2	1:04	DM-2								0/2	R. McFadden	59340	1	1			
3	:									0/3	F. Silvestri	76499					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/(M)	Terminating check due.	1.	C/W Term. check per EWA workcards.	2-6-99	KSEA	24674
.15 2.	P/(M)	FAA REPORTED ITEM! SMOKE DETECTORS #1 & #3, 1 EA. MOUNT PULLED OUT FROM CIELING PNL.	2.	installed missing screws Checks good.	2-5-99	KSEA	04503
52 3.	P/(M)	FAA REPORTED ITEM! SIDERAIL FLIPS (VERT. RET.) POS. #1 RT. HAS SELF-LOCKING NUT, MUST HAVE CASTLEATING NUTS.	3.	Replaced NUTS WITH AN320-6 and SaFTyd Checks good.	2-5-99	KSEA	04503
52 4.	P/(M)	FAA REPORTED ITEM! SIDERAIL FLIP (VERT. RET.) POS. #13 RT. BINDING.	4.	Cleand and lubed checks good.	2-5-99	KSEA	04503
33 5.	P/(M)	Ref. DMI #9Ø2Ø2Ø, hotcup inop.	5.	Cleaned & resecured hotcup plug, ops checks normal. This clears MEL #9Ø2020. Placard removed.	2-5-99	KSEA	24674
.21 6.	P/(M)	Ref. Planning request, measure 'A' & 'C' pit floors.	6.	Inspected barriers & measured floors as requested. Found solid barriers in 'A' & 'C' pits. Floor length: 'A' = 366", 'C' = 333".	2-5-99	KSEA	24674

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

AIRWORTHINESS RELEASE	
CHECK C/W: Term.	STATION: KSEA
DATE: 2-6-99	CERT. NO. A[redacted]
GMT TIME: Ø153Z	AUTH SIG.: [redacted]
DISC. OR MAINT. ACTION CARRIED FWD TO:	

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	25379	LANDINGS THIS PAGE	1	TOTAL LANDINGS	25380
PREV. A/C FLT. HRS.	8027424	FLT. HRS. THIS PAGE	4 27	TOTAL A/C FLT. HRS.	80278 51
BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE	

INS READOUT		
1-DIST.	2-DIST.	3-DIST.

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

2.11.01C - Pos 1

FT MAINTENANCE LOG

AH 0092 (10/07) Litho U.S.A

EMERY WORLDWIDE — A CNF COMPANY

7601-06

ACFT. NO. N 994CF

ACFT. TYPE DC-8-62

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

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				0	0	0	0		No Flt MX Only							
2	:																
3	:																
4	:																

Margin	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
5233 12.11.01C	1.	P / (M)	ON FAA WALK AROUND FOUND DPIT FWD NET TORN	1.	REPID NET AS REQUIRED	2/2/99	KDAY	25556
5233 2.11.01C	2.	P / (M)	ON FAA WALK AROUND FOUND ACCESS PANEL IN DPIT TO OUTFLOW VLV AREA BENT & MISSING FASTENERS	2.	INSTALLED CAMLOCK FASTENERS AS REQUIRED, STRAIGHTED PANEL AS REQUIRED	2/2/99	KDAY	25556
5552	3.	P / (M)	ON FAA WALK AROUND FOUND SEVERAL INNER COSTALS LEADING TO SMOKE BARRIER NOT SEALED	3.	SEALED AREAS AROUND SMOKE BARRIER ~~[struck out]~~ AS REQUIRED (entered in error PS)	2/2/99	KDAY	25556
5234	4.	P / (M)	ON FAA INSP, INSPECTOR NOTED ELONGATED HOLE AT END OF GANG BAR ~~ACTUATOR~~ WHERE ACTUATOR ATTACHES	4.	PLACED ON NON MEL I/A/W EWWA AMM CHAP 3 PG 85 NON MEL #262	2/2/99	KDAY	25556
5234	5.	P / (M)	ON FAA INSP INSPECTOR NOTED MAIN CARGO DOOR GANG BAR PULLED IN FROM OVERTORQUING OF BOLTS AT LOCK PIN PIVOT POINTS	5.	PLACED ON NON MEL I/A/W EWWA AMM CHAP 3 PG 85 NON MEL 263	2/2/99	KDAY	25556
5234	6.	P / (M)	MAIN CARGO DOOR GANG BAR LOCK PINS DISCONNECTED I/A/W EWWA AIRCRAFT M/M CHAP 3 PG 85	6	INSTALLED 12 EA BOLTS IN PLACE OF LOCK PINS TO SECURE MAIN CARGO DOOR I/A/W EWWA AMM CH 3 PG 85 RII [signature] 25556	2/2/99	KDAY	39529

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)	DFWD

AIRWORTHINESS RELEASE

CHECK C/W: N/A

STATION: KDAY

DATE: 2/2/99

CERT. NO.: [redacted]

GMT TIME: 1300

AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
22047	0	BE 22047

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
65664:31	0:00	BE 65664:31

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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 BOOK

AFT MAINTENANCE LOG

AIR-0052 (10/97) Litho U.S.A.

WORLDWIDE A CNF COMPANY

2.11.01 C Pos 2

7601-05

ACFT. NO. N 994CT

ACFT. TYPE DC8-62

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	107	2/2/99	KBSM	KSHV	0245	0346	1+01	0257	0340	1+43	2014	40.5	29.0	X	17317	1421
2	107	2/2/99	KSHV	KDAY	0439	0620	1+41	0443	0614	1+31	2989	48.0	27.6	X	23178	1435
3																
4																

2:42

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:									01	R. DAVIS	18257	11	11	F1	R. NABOULSI	59893
2	:				0	0	0	0	/	02	T. HINDE	35771					
3	:									03	D. LIVERS	87480					
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P) M	POSITION #2 SIDELOCKS REQUIRE ADJUSTMENT TO SECURE COOKIE SHEET CONTAINER PROPERLY
2.	(P) M	PALLET LOCK #2 POSITION BROKEN
3.	(P) M	#4 REVERSER REMAINS IN TRANSIT
4.	P (M)	ON FAA WALKAROUND MAIN CARGO DOOR LATCH SAFTEY FOUND MISS POSITIONED
5.	P (M)	ON FAA WALKAROUND FOUND MAIN CARGO DOOR SAFETY LOCK ENGAGEMENT ROD BENT
6.	P (M)	ON FAA WALKAROUND FOUND APU FWD NET TORN

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	SIDLOCKS FUNCTION NORMAL WITH STRAIGHT COOKIE SHEET NO ADJUSTMENT NEEDED	2/2/99	KDAY	25956
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.	OPS CK OF #4 TR NO DEFECTS NOTED	2/2/99	KDAY	25956
4.	REPOSITIONED SAFETY LATCH AS REQUIRED SAFETY LATCH CKS GOOD	2/2/99	KDAY	25956
5.	PLACED ON NON MEL # 261	2/2/99	KDAY	25956
6.	R&R'D NET AS REQUIRED	2/2/99	KDAY	25956

2552 2552 7830 2552 2552 2552

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
6	CARGO NET T/C 1	8250353	NSN	EWA 252103-00	NSN	APU FWD

AIRWORTHINESS RELEASE

CHECK C/W: TRANS ✓ STATION: KDAY

DATE: 2/2/99 CERT. NO.: [redacted]

GMT TIME: 1130 AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO: 7601-06

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	22045	LANDINGS THIS PAGE	2	TOTAL LANDINGS	Be 22047
PREV. A/C FLT. HRS.	65662:17	FLT. HRS. THIS PAGE	2:14	TOTAL A/C FLT. HRS.	Be 65664:31

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

LOG PAGE DIST. 1 ORIGINAL WHITE - MAINTENANCE 2 WHITE COPY

2.11.01 C

PURCHASE ORDER REQUEST

HDY-0416 (3/97) Litho in U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

(Please Print or Type)

Requested by: Ronald E. Moody (Name and Department) Date: 4.2.99

Deliver to: Quality Contco (Name and Department)

SIC: 669

For Purchasing Dept. Use

P.O. #: 34349

VENDOR

Company: Cotney Engineering

Contact: Bill Cotney

Vendor's Phone #: (205) 620-4990

Fax #: (205) 620-4973

DESCRIPTION

Quantity	Model No.	Description	Unit Price	Total Price
	DC-8	Establish interchangeability of components by P/N in Cargo loading systems Ancra, Pemco, Brownline and Douglas	60.00 per hr to 10 hours	600.00

JUSTIFICATION (Give complete reasons for purchase. Attach additional sheet if necessary.)

To Satisfy findings of FAA RASIP Inspection by Adding interchangeability list by P/N to EWA Maintenance manual

APPROVALS

Supervisor: _____ Date: _____

Manager: _____ Date: _____

Director: [redacted] Date: 4-2-99

Vice President: [redacted] Date: 4-2-99

4.2.99

WHITE – PURCHASING YELLOW – ACCOUNTING PINK – REQUESTOR

Printed on Recycled Paper

2.11.01 C

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

February 10, 1999

Mr. Mike Woodward
FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

Dear Mr. Woodward:

As requested Emery Worldwide Airlines is forwarding to your office the following documents:

The Pemco and Ancra Maintenance and IPC Manuals.

Excerpts from the DAC Maintenance Practices and Overhaul Manuals.

Note: The above Manuals will contain any Damage limits , Repair procedures, and Part Numbers.

Additionally please find enclosed cargo loading system installation documents for the STC aircraft and associated STC information.

Please note that the Rosenbalm STC itself has not been included as the loading system installed by the STC is an option, EWA's current aircraft configuration is either STC SA794SO or SA1377SO as applicable.

EWA will forward to your office no later than Friday, February 12, the interchangeablity information and applicable installation drawings per your request. These items were sent out to be copied.

Sincerely,

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

303 CORPORATE CENTER DRIVE, VANDALIA, OH 45377

CONTENTS SENT

I. 1/2" Black Binder:

Cargo Loading Installation
Support Documentation
Rosenbalm N105WP
Rosenbalm N796AL
Rosenbalm N797AL
Rosenbalm N811AL
Monarch N950R
Monarch N951R
Monarch N964R
Rosenbalm N990CF
Rosenbalm N993CF
Rosenbalm N994CF
Rosenbalm N995CF

II. 1" Black Binder:

STC SA1088SO
STC SA79480
STC SA1377SO

III. 3" Black Binder:

Ancra P/N 80080-11
Douglas Installation
Pemco P/N 50045-523
Pemco P/N 50045-505-1
Pemco P/N 50045-505-3

PAGE: B-1
MODEL: DC-8
REPORT: PEM-12

PRODUCTION APPROVAL LISTING - SUPPLEMENT NO. 1

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Pemco Engineers, Inc.

Part Name and Number	Design Data and Approval Means	Eligible for Installation on
		Limited to McDonnell Douglas DC8 cargo restraint system for which the corresponding McDonnell Douglas DC-8 parts have been approved
Fitting Assembly - End Restraint Pemco P/N 50044	FAA sealed Pemco Drawing 50044	Douglas P/N 3889344
Fitting Assembly - Pallet Restraint Pemco P/N 50604	FAA sealed Pemco Drawing 50604	Douglas P/N 5754604
Rail Assembly - Side Pemco P/N 50781	FAA sealed Pemco Drawing 50781	Douglas P/N 5895751
Cross Track - Screw Lock Pemco P/N 50362	FAA sealed Pemco Drawing 50362	Douglas P/N 5889362

H. E. MANNICK
Chief, Manufacturing Inspection Branch

September 12, 1975

2.11.01C Pos 2

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

February 15, 1999

Mr. Mike Woodward
FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

Dear Mr. Woodward:

This letter is a follow-up to my February 10, 1999 letter to which I sent you documents per your request.

This data book contains the remaining documents you requested.

Sincerely,

[redacted]

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

303 CORPORATE CENTER DRIVE, VANDALIA, OH 45377

TABLE OF CONTENTS

SECTION 8

Aeronautical Engineers, Inc. Drawing AE464B Report No. 667 IPC List Ballmat & Side Restraint with Rollers for DC-8 60 Series Aircraft

SECTION 9

Aeronautical Engineers, Inc. DC-8 Cargo Conversion Maintenance Manual for STC SA1377SO

SECTION 10

Drawings

(A) 87303 1 of 4 thru 4 of 4 Guide Rail Assy & Instl -Cargo Conversion

(B) K-25-5004 1 of 2 thru 2 of 2 Monarch Drawing for DC-8 Roller System Installation

(C) 50045 9 of 11 DC-8 73 Cargo System Rev. Dates 1-6-96 & 2-6-97

(D) 50045 10 of 11 DC-8 73 Cargo System Rev. Dates 9-18-96, 11-1-96,1-6-97 & 1-22-97

(E) 50045 6 of 7 Heavy Duty Universal Cargo System Installation, DC-8 Rev. Date 7-18-90

(F) 50045 6 of 6 Heavy Duty Universal Cargo System Installation, DC-8 Rev. Date 7-18-90

(G) 50045 8 of 8 DC-8 Cargo System Rev. Date 4-24-95 & 7-26-95

CRAF AINTENANCE LOG

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

ENTRY WORLDWIDE A CTF COMPANY

2.11.01 D Pos 3

6797-07

ACFT. NO. N832AL | ACFT TYPE DC-8-73

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	11	02/03/99	KJAN	KTUS	0148	0310	1+22	0208	0304	+56	5300	53.5	40.4	0	34820	1210
2	11	02/03/99	KTUS	KDAY	0402	0728	3+26	0413	0721	3+08	27444	58.2	20.0	0	68667	1080
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LOGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU
1	:				0	0	0	0	
2	:7	DL1							
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
0/1	R. SATTRO	73292	1	1			
0/2	J. ESCALANTE	23215	1	1			
0/3	M. PESULIMA	64292					

NO.	SOURCE	DISCREPANCY
1.	P/M	#1 & #2 RADAR COME ON, AFTER 30 MNTS OF USE, RADAR SHUTDOWN WITH ANTENA FAILURE WARNING.
2.	P/M	PALLET LOCK POS. 3 LOOSE MISSING FOOT (FAA RAMP INSP. ITEM)
3.	P/M	PALLET LOCK MISSING, POS. 4. (FAA RAMP INSP ITEM)
4.	P/M	POSITION 3, LH AFT SIDE GUIDE LOOSE. (FAA RAMP INSP ITEM)
5.	P/M	LEFT OVERWING EXIT - GILL LINER Bent/Loose. (FWD) (FAA RAMP INSP. ITEM)
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed and Replaced Weather Radar Antennan Systems Op checks good IAW DC-8 MM	2-3-99	KDAY	[redacted]
2.	REMOVED AND REPLACED LOCK ASSY. PER PEMCO COMPONENT M/M	2-3-99	KDAY	14788
3.	Installed LOCK ASSY., PER PEMCO Component M/M.	2-3-99	KDAY	14788
4.	REPLACED FBE (TENSION STUDS) ON LEFT AFT BALLMAT GUIDE POST SECURED, PER PEMCO COMPONENT M/M.	2-3-99	KDAY	14788
5.	SECURED LEFT OVER WING Forward DOOR GILL LINER IAW - FAA CHAPTER 4 M/M.	2-3-99	KDAY	46958
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Ranna Antennn	MI585164-1	1100	MI585164-1	1266	ONLY
2	PALLET LOCK	5002L-501	N$N	50044-523	N$N	3R
3	PALLET LOCK	NPN	N$N	50044-523	11$R3780	4R

AIRWORTHINESS RELEASE

CHECK C/W: TCAS | STATION: KDAY

DATE: 2-3-99 | CERT. NO.: [redacted]

GMT TIME: 1053Z | AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	22910	LANDINGS THIS PAGE	2	TOTAL LANDINGS	22912
PREV. A/C FLT. HRS.	79774:31	FLT. HRS. THIS PAGE	4.04	TOTAL A/C FLT. HRS.	79778

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

PINK COPY - RETAIN IN BINDER

AIRCRAFT MAINTENANCE LOG

02202-4... Litho U.S.A.

EMERY WORLDWIDE A CF company

2.11.01 — 8622-05 — ACFT. NO. N 232AL — DC-8-73F

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

MX ONLY

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					Ø	Ø	Ø	Ø	N/D								
2																	
3																	
4											E. SWAEE	8108					

NO FLT

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	FAA Reported Per Q.C., Cargo Door up lock Latch not Engaged and Up Lock Release Rod Missing	1.	Cargo Door Up Lock Ops Checks Good, Release Rod Installed Ops Checks Good.	3/29/98	KDAY	85758
2.	P (M)	~~Int Exam 8/14~~ FAA Reported Per Q.C. Intercanstals not Covered by gill Liner Material Class "E" Compartment.	2.	Intercaustals Covered and Taped with gill Liner Tape, no other Defects noted	3/29/98	KDAY	85758
3.	P (M)	FAA Reported Per Q.C. Roller Trays Installed At Pos. 16 are short Roller tray (Four Roller per Tray) Instead of Long Roller Trays.	3.	Placed on Non-MEL Item # N 8622053-1039	3/29/98	KDAY	85758
4.	P (M)	FAA Reported Per Q.C. Roller Trays Installed at Pos. 17 are short Roller Trays (Four Rollers per Tray) Instead of Long Roller Trays	4.	Placed on Non-MEL Item # N8622054-1040	3/29/98	KDAY	85758
5.	P (M)	FAA Reported Per Q.C. Roller Trays Installed at Pos. 18 are short Roller Trays (Four Rollers Per Tray) Instead of Long Roller Trays	5.	Roller Trays Installed in Pos 18 are Long Roller Trays Ops Checks Good.	3/29/98	KDAY	85758
6.	P (M)	Roller Trays in Pos 15 are short Trays instead of Long Roller Trays.	6.	Placed on Non-MEL Item # N8622056-1041	3/29/98	KDAY	85758

Margin notes: Pos 2 — Pos 1 — Pos. 16 — Pos. 17 — Pos. 18

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

AIRWORTHINESS RELEASE

CHECK C/W: N/A — STATION:

DATE: — CERT. NO.:

GMT TIME: — AUTH SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS — LANDINGS THIS PAGE — TOTAL LANDINGS

PREV. A/C FLT. HRS. — FLT. HRS. THIS PAGE — TOTAL A/C FLT. HRS.

INS READOUT: 1-DIST. — 2-DIST. — 3-DIST.

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

ENGINE FLIGHT MONITORING DATA

PNEUMATIC ISO VALVE 0 - CLOSED 1 - OPEN — AI: 0 - OFF 1 - MIN 2 - 70% 3 - 80% 4 - 90% 5 - MAX — MAX POWER USED THIS LOG — GROSS WGT — SAT — RAT / TAT — ALT — IAS — MACH — GMT

RECORD TO NEAREST: Δ EGT 1°C — THT POS .1 — BLD. 0/1 — OIL PRESS. 1# — OIL TEMP. 1° — FUEL FLOW 50# — N2 1% — E.G.T. 1° — N1 .1% — E.P.R. .001 — POS. 1 2 3 4

AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

2.11.01D

8622-25

ACFT. NO.	ACFT. TYPE
N832AL	DC-8-73

No.	FLT.	DATE	FROM	TO	OUT	IN								CARGO	
1	313	4-6-99	KBOS	KDAY	1400	1610	2410	1416	1605	1+49	484	44.4	19.4	-0-	59318	5938
2																
3																
4																

1	15 [illegible]	01 T. Foster	25349	DH 6.5H [illegible] 77094
2		02 T. McCarthy	53772	
3		03 A. Bisono	06238	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	INFO only: Max Pwt. used @ BOS	1	Noted By MX	4-6-99	KDAY	02409
2	P/M	Cargo Door warning Light illuminated [illegible] CB popped	2	Reset Door warning Light & cycled several times, ops check good no defects noted	4-6-99	KDAY	02409
3	P/M	#1 VHF Scratchy Intermittent	3	Removed and Replaced #1 UHF Comm. R/T. #1 Comm. ops check normal - No defects noted	4/6/99	KDAY	25109
4	P/M	Per RASIP Inspection 2-3-99 [illegible] #6 cargo position missing [illegible] pallet lock	4	Inspected #6 cargo pallet position [illegible] pallet locks serviceable and in good work [illegible]	4-6-99	KDAY	02409
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	UHF comm R/T	622-1181-001	9639	622-1181-001	6955	ONE

CHECKMAN: [illegible] SECTION: KDAY
DATE: 4-6-99 CERT. NO. [illegible]
TIME: 19:35Z AUTH SIG: [illegible]

DISC. OR MAINT. ACTION CARRIED FWD TO: BOOK CHANGED NEW LOG SHEET NO. 7483-0[illegible] CAPTAIN'S SIGNATURE: [illegible]

ENGINE FLIGHT MONITORING DATA

PNEUMATIC ISO. VALVE 0 - CLOSED 1 - OPEN; MAX POWER USED THIS LOG; GROSS WGT; SAT; RAT / TAT; ALT; IAS; MACH

AIR CD. PACK: 0 - OFF, 1 - MIN, 2 - 40%, 3 - 60%, 4 - 80%, 5 - MAX

OIL PRESS; OIL TEMP; E.G.T.; N1

1.0 Lt Eng EG [illegible]

2.11.01
Pos 6

2.11.01 E

A [illegible]RAFT MAINTENANCE LOG

AIR-[illegible]2 (10/97) Litho U.S.A.

EM[illegible]RY WORLDW[illegible]DE A CNF COMPANY

6959-10

ACFT. NO. N 8177U

ACFT. TYPE DC-8-7[illegible]

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MA[illegible]
1	321	4/02/99	KDFW	KDAY	1520	1745	2:05 2.25 (R)	1551	1737	1:46	3055	44.0	22.0	∅	15165	39[illegible]
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:43	DL-1			∅	∅	∅	∅	N/A	0/1	C. SWARTZBAUGH	81084					
2	:									0/2	A. HOCKINS	35939	1	1			
3	:									0/3	J. FOY	25581					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / (M)	REF DMI # A6959062-1107 GPWS ON AT 200' OFF AT 50'
2.	P / (M)	Ref FAA Racip insp 2-11-01 item E, Smoke Barrier Aad A Hole, and Previously installed tape Peeling away
3.	P / (M)	Aft Courier Seat Inop DO to smoke Barrier on Non-mel
4.	P / M	
5.	P / M	
6.	P / M	

Margin notes: 34-45; 2.11.01 E 25-52; 2.11.01 E 25-20

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R&R GPWS COMPUTER OP CHKS GOOD IAW DC-8 M.M. THIS CLEARS DMI A6959062-1107 PLACARD REMOVED	4/2/99	KDAY	2365[illegible]
2.	Place on NON-mel list. Nonmel # N6959102-1117	4/2/99	KDAY	32465
3.	Placed on DMI List mel # 25-14 cat D controll# D6959108-1116 Due Dc[illegible] 07-31-99	4/2/99	KDAY	32465
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	GPWS COMPUTER	622-2615-011	176	622-2615-212	688	ONLY

AIRWORTHINESS RELEASE

CHECK C/W: [illegible]

STATION: KDAY

DATE: 04-02-99

CERT. NO.: [redacted]

GMT TIME: 18:00

AUTH SIG.: [illegible signature]

DISC. OR MAINT. ACTION CARRIED FWD TO: [illegible]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	41562	LANDINGS THIS PAGE	1	TOTAL LANDINGS	41563
PREV. A/C FLT. HRS.	65814 :20	FLT. HRS. THIS PAGE	1:46	TOTAL A/C FLT. HRS.	65816 :06

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT 1-DIST.	2-DIST.	3-D[illegible]

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

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.

2.11.01 2.11.01E

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
N8177U	04/01/99	EDM	RACIP FAA	1 OF 1

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	REF FAA RACIP INSP	Smoke Barrier Non-MEL	32465
2.11.01 Item E Smoke Barrier Had A		N6959103-[illegible]-1117	
Hole [illegible] Installed [illegible]		Courier Seat [illegible] [illegible]	INSP
		[illegible] 6959103-[illegible]-1116	
		LP-6959-10	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

2.11.01 E

ATTN: Ron Mooely

[redacted]

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: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0014RR 02 APR 99
ATA 2550-00 MODEL DC-8
REPAIR OF SMOKE CURTAIN P/N 5891931
REF /A/ EAF-ILN-99-0011TR /C/

YOUR REF /A/ ASKED WHERE SUBJECT REPAIR INFORMATION COULD BE FOUND.

PLEASE ADVISE EAF THAT NO REPAIR DATA FOR DC-8 SMOKE CURTAINS HAS BEEN PUBLISHED. EAF MAY USE THE FOLLOWING TO ACCOMPLISH REPAIR OF TEARS IN THE SUBJECT SMOKE BARRIER PANEL:

APPLY A PATCH MADE FROM DMS 1992, TYPE 2, BUTYL COATED GLASS CLOTH. THE PATCH SHOULD OVERLAP THE CURTAIN BY ONE INCH MINIMUM. BOND THE PATCH TO THE CURTAIN PER DPS 1.07-9, USING ONE OF THE FOLLOWING ADHESIVES:

--TYPE 1A VINYL ADHESIVE (CONTACT CEMENT) DPM 6307, STABOND #N-134,OR

--TYPE 1B TRANSFER TAPE, DPM 5363, 3M TAPE SCOTCH #468

BEST REGARDS, MARK

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

02 APR 99 1931

BOECOMII-FSE-ID-6859051-EMAIL-G

2.11.01F

AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

AR-6… (10/97) Litho U.S.A.

6561-01

ACFT. NO. N2674U   ACFT. TYPE DC8-73F

FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GALS	CARGO	MAIL
692	4-6-99	PHL	KLAX	1342	1935	5.53	1401	1917	5:16	9305	84.0	19.0	Ø	65063	Ø
2															
3															
4															

DEPT. DELAY	CODE	TRAIN FLTS. LOGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
-12	D03			1	1	1		NA	01	L. …	13105	1	1	NA	Johnson J.	…
									02	R. Klinger	43977			NA	Hadden R.	ERT
									03	R. S…	80872			NA	… G.	ERT

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
33-41 1	O M	ON PRE-FLIGHT FOUND LEFT NOSE WHEEL LIGHT BROKEN	1	R&R'D LIGHT - ops ck good	4-6-99	KLAX	R.S. 80872
12-31 2	O M	H₂O SERVICE	2	SERVICED AS REQUIRED	4/6/99	KLAX	78624
12-64 3	O M	O2 SERVICE	3	SERVICED AS REQUIRED	4/6/99	KLAX	78624
12-51 4	O M	LAV SERVICE	4	SERVICED AS REQUIRED	4/6/99	KLAX	78624
33-41 5	O M	RIGHT WING RETRACT LIGHT INOP.	5	R+R'D R/H LANDING LT. CKS. GOOD.	4/6/99	KLAX	78624
2.11.01F 2515 6	N	611 ~~Liner~~ TAPE INSTALLED OVER HOLE IN SMOKE BARRIER.	6	REFER TO NON-MEL ~~…~~ N6561021-11YY	4-6-99	KLAX	12065

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

AIRWORTHINESS RELEASE

CHECK C.W. TRANSIT STATION KLAX

DATE 4/6/99 CERT NO [redacted]

GMT TIME 2232Z AUTH SIG [redacted]

AIRCRAFT TIME / CYCLES: PREVIOUS LANDINGS | LANDINGS THIS PAGE | TOTAL LANDINGS | PREV. A/C FLT. HRS. | FLT. HRS. THIS PAGE | TOTAL A/C FLT. HRS.

INS READOUT: 1 DIST | 2-DIST | 3-DIST

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO.

CAPTAIN'S SIGNATURE [redacted]

ENGINE FLIGHT MONITORING DATA

GMT	MACH	IAS	ALT	RAT/TAT	SAT	GROSS WGT	MAX POWER USED THIS LEG	PNEUMATIC ISO VALVE
739	80	270	360	-30	-56	2525	01	0

ENG	N1 %	EGT	N2 %	FUEL FLOW	OIL TEMP	OIL PRESS	BLD	THR POS	Δ EGT
1	87.4	674	90.0	2900	51	52	1	2.9	
2	87.3	673	90.0	2800	61	53	1	2.9	
3	86.5	663	89.0	2900	58	46	1	2.5	
4	87.0	637	91.0	2800	54	45	1	3.0	

2.11.01 P

[AIRC]RAFT MAINTENANCE LOG

EMERY WORLDWIDE A CF COMPANY

6561-02

ACFT NO.	ACFT TYPE
N 2674U	DC8-73

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

N/O FLIGHT MX ONLY

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

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	° (M)	REF ITEM 6 PREVIOUS LOG DUE TO HOLE IN SMOKE BARRIER (NON-MEL N65 U021-1140) COURIER SEATS INOP	1	A-FER TO DMI # D65 U046-4.19 Ktm 12065 143 IAW MEL # 25-14 CAT D PLACARDS INSTALLED.			
2	P / M		2				
3	P / M		3				
4	P / M		4				
5	P / M		5				
6	P / M		6				

2.11.01

25-15

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

AIRWORTHINESS RELEASE	
CHECK C-W	STATION
DATE	CERT NO
GMT TIME	AUTH SIG

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	.	FLT. HRS. THIS PAGE	.	TOTAL A/C FLT. HRS.	.

INS READOUT 1-DIST.	2-DIST.	3-DIST

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

1. WHITE - MAINTENANCE 2. WHITE COPY - ORD (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN BINDER

ENGINE FLIGHT MONITORING DATA

GMT | MACH | IAS | ALT | RAT / TAT | SAT | GROSS WGT | MAX POWER USED (T/O) | ENG ANTI-ICE

RECORD TO NEAREST

POS	EPR .001	N1 .1%	EGT 1°	N2 .1%	FUEL FLOW 50#	OIL TEMP 1°	OIL PRESS 1#	BLD 0/1	THT POS. 1	EGT 1°C
1										
2										
3										
4										

COMPLETED

AIR FT MAINTENANCE LOG

AIR-00[illegible] (10/97) Litho U.S.A.

EMBRAER WORLDWIDE A CNF COMPANY

~~2.11.01G~~ PSM
2.11.01F 7472-07

ACFT. NO. N 26[illegible] ACFT. TYPE DC 873

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	316	3-28-99	KOAK	KPHL	1920	2040	1.20	1925	2031	1.06	2703	38.0	24.0	0	—	30
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU
1	:				1	1	1	1	MB
2	:								
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
01	J ELDRIDGE	12700	1	1	NR	P. GRAY	2929
02	K CASELLA	12375					
03	J JOHNSON	11374					

NO.	SOURCE	DISCREPANCY
1.	P / (M)	Red FAA RAMP INSP 02-04-99 Item on SMOK BARR. IR. Hole
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

ENGELD

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Hole IN SMOKE BARRIER 03-30-99 A DEQUATELY TAPED WITH FAR APPROVED PIT TAPE. NO ACTION NECESSARY AT THIS TIM			LANE 8878
2.				
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: Term CK STATION: KPHL

DATE: 3.30-99 CERT. NO.: [redacted]

GMT TIME: 0010 AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	26726	LANDINGS THIS PAGE	1	TOTAL LANDINGS	26727
PREV. A/C FLT. HRS.	7998:31	FLT. HRS. THIS PAGE	1:06	TOTAL A/C FLT. HRS.	7999:37

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

2.11.01 F

ATTN: Ron Mooely

[redacted]

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: C.H. GILLIAM - FIELD SERVICE REP

EAF-ILN-99-0014RR 02 APR 99
ATA 2550-00 MODEL DC-8
REPAIR OF SMOKE CURTAIN P/N 5891931
REF /A/ EAF-ILN-99-0011TR /C/

YOUR REF /A/ ASKED WHERE SUBJECT REPAIR INFORMATION COULD BE FOUND.

PLEASE ADVISE EAF THAT NO REPAIR DATA FOR DC-8 SMOKE CURTAINS HAS BEEN PUBLISHED. EAF MAY USE THE FOLLOWING TO ACCOMPLISH REPAIR OF TEARS IN THE SUBJECT SMOKE BARRIER PANEL:

APPLY A PATCH MADE FROM DMS 1992, TYPE 2, BUTYL COATED GLASS CLOTH. THE PATCH SHOULD OVERLAP THE CURTAIN BY ONE INCH MINIMUM. BOND THE PATCH TO THE CURTAIN PER DPS 1.07-9, USING ONE OF THE FOLLOWING ADHESIVES:

--TYPE 1A VINYL ADHESIVE (CONTACT CEMENT) DPM 6307, STABOND #N-134,OR

--TYPE 1B TRANSFER TAPE, DPM 5363, 3M TAPE SCOTCH #468

BEST REGARDS, MARK

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

02 APR 99 1931

BOECOMII-FSE-ID-6859051-EMAIL-G

FT MAINTENANCE LOG

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

EL WORLDWIDE A CNF COMPANY

Q.C. 5 BRXA 7399-24

ACFT. NO. N 606AL | CFT. TYPE DC-8-73

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	027	02-02-99	KROK	KDAY	0552	0724	1732	0607	0716	1709	3593	48.5	32.6	0	63761	451
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	129	AW3			0	0	0	0		01	D. BALL	03673		1			
2	:									02	D. LOVAS	50022	1	1			
3	:									03	V. BRANTLEY	08050					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P / M	#2 Flight director GS Auto mode cannot be sullected	1.	PERFORMED NUMEROUS OPS CHECKS. OPS CHECKS GOOD IAW DC-8 M/M 34	2-2-99	KDAY	50837
2.	P / M	ON POST FLIGHT FOUND L/HAND NOSE TAXI LIGHT INOP	2.	REPLACED 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 REQUIRED.	2-2-99	KDAY	14788
4.	P / M	CARGO ROLLER PIN STICKING OUT. POS 17 ROLLER TRAY. (FAA ITEM)	4.	REINSTALLED ROLLER PIN AS REQUIRED.	2-2-99	KDAY	14788
5.	P / M	G-NET MOUNT HOLES IN (GIC LINER) NOT SEALED. (FAA ITEM)	5.	TEMP. REPAIRED G-NET MOUNT HOLES IN (GIC LINER) PLACED ON NON MEL-29. REPAIR PER MM 4-1	2-2-99	KDAY	14788
6.	P / M		6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: BRANTLEY | STATION: KDAY

DATE: 2-2-99 | CERT. NO: [redacted]

GMT TIME: 0810Z | AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	26572	LANDINGS THIS PAGE	1	TOTAL LANDINGS	26573
PREV. A/C FLT. HRS.	84016:33	FLT. HRS. THIS PAGE	1:09	TOTAL A/C FLT. HRS.	84011:42

INS READOUT

1-DIST.	2-DIST.	3-DIST

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

A' RAFT MAINTENANCE LOG

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

ATLANTIC CORY WORLDWIDE A CNF COMPANY

6408-03

ACFT. NO. N606ML

ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MA
1	379	4/3/99	KLAX	KDAY	1142	1555	4+13	1155	1550	3+55	6431	72.5	29.0	0	21070	28[illegible]
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				0	0	0	0		01	D McClure	53741	1	1			
2	:									02	G Bernhart	5121					
3	:									03	M SHAW	75670					
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P) M	MAX Power USED for TAKEoff
2.	(P) M	O2 Leaked Down from 1850 to 1100 psi from LAX to Dayton
3.	(P) M	Capt's DME in the FMS mode is Intermittent VHF NAV MODE DME OK
4.	P (M)	See Engr INSP 2-11-01 ITEM G. FAA Reported SHEET METAL REPAIR TO GILL LINER. R/H SIDE OF ACFT POS. 1
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	MX Noted	04-03-99	KDAY	8249
2.	Repaired O2 Leak on B not on the Mach 08 fe O2 Reg Sys Checks good At this time	04-03-99	KDAY	32445
3.	Reseated Connector ON Distance 4:3:99 Converter. Operational Check of Both FMS Gear IAW UNS 1-D Supplement Manual	4:3:99	KDAY	89936
4.	Removed SHEET METAL & REPLACED WITH GILL LINER AS REQUIRED.	04-03-99	KDAY	8249
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: Trans ✓ | STATION: KDAY

DATE: 04-03-99 | CERT. NO. [redacted]

GMT TIME: 18:00 | AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	26738 27019 27019	LANDINGS THIS PAGE	1	TOTAL LANDINGS	26739 [illegible]820.02
PREV. A/C FLT. HRS.	84396.12 79270	FLT. HRS. THIS PAGE	3 55	TOTAL A/C FLT. HRS.	84400.37 79270.37

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIS
AP		

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - ORIG (SEND WITH TRIP FI[illegible]

35-11

34-52 Pos. 1

53-01

2.11.01

LOG PAGE NO.

IRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
N606AL	04 01 99	KDAM MX/CONT	FAA RACIP INSP	1 OF 1

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	REF RACIP INSP 2-11-01 ITEM 9. FAA REPORTED SHEET METAL REPAIR TO GILL LINER R/H SIDE OF ACFT POS 1	REMOVED SHEET METAL & REPLACED WITH GILL LINER AS REQUIRED.	81148
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

V 2 1/19/95)

2.11.01 G

EMERY WORLDWIDE AIRLINES

March 29, 1999

The Boeing Company
M. Hansen/Washke
3855 Lakewood Blvd.
Long Beach, CA 90846

Dear M. Hansen/Washke,

2.11.01
Pos. 1

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

303 CORPORATE CENTER DRIVE, VANDALIA, OH 45377

2.11.01
Pos. 1

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,

[redacted]
Ron Moody
EWA Quality Control Inspection Representative

ajb

2-11-01G
Pos.1

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)
LKEB07X (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 ORDER 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

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: [redacted]

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.

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

UPPER CLOSE OUT PANELS

IPC EFF CODE	FUS NO.	FSN	PANEL P/N LEFT	PANEL P/N RIGHT	IPC FIGURE
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
ONO055	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

IPC EFF CODE	FUS NO.	FSN	PANEL P/N LEFT	PANEL P/N RIGHT	IPC FIGURE
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
ONO055	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.

2.11.01 G
Pos. 1

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

[redacted]

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

CRAFT MAINTENANCE LOG

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

ERRY WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

2.11.01 H

7516-09

ACFT. NO. N957A | AC PE DC9-63F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	223	2/3/99	CYMX	KDAY	0434	0714	2+40	0527	0709	1+42	3131	46.0	19.6	yes	42084	Ø
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:34	DL1			Ø	Ø	Ø	Ø		01	WHITEHEAD,W	88179			04	TODD, J.	83086
2	:									02	DESMUKES,W.	19645	1	1			
3	:									03	BARCOMB,S.	03898					
4	:									D/H	CORBETT, B.	15733					

NO.	SOURCE	DISCREPANCY
1.	P/M	FAA Reported: position 6 right hand bear trap missing roller.
2.	P/M	FAA Reported: Roller tray out of track pos. 8
3.	P/M	FAA Reported: POS 3 left hand side rail out of floor
4.	P/M	FAA Reported: Pos. 7 R/H pin coming out of bear trap.
5.	P/M	FAA Reported: Roller tray assy pos 8/9 Fwd end broken with no roller
6.	P/M	FAA Reported: possible hyd leak by Cargo door actuator

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed and Replaced pallet lock assy. pos. 6-5, Ops Ck Normal — Ref DC-8 MM Chapter 25	02-03-99	KDAY	89942
2.	Reserved Roller tray as required. NO defects noted. Ref DC-8 MM chap. 25	02-03-99	KDAY	89942
3.	Re Secured left hand side rail position 3 4H. no defects noted Ref. DC-8 MM Chap 25	02-03-99	KDAY	89942
4.	Resecured pin as required Pos 7-3. ops ck normal. Ref DC-8 MM Chap 25	02-03-99	KDAY	89942
5.	ReRd Roller tray assy pos 8/9 op checks good. Ref DC8 MM chap 25	2-3-99	KDAY	11578
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	NSN	6-5
5	Roller tray assy	20042-507	NSN	20042-507	NSN	8/9

AIRWORTHINESS RELEASE

CHECK C/W: N/A | STATION: KDAY

DATE: | CERT. NO.:

GMT TIME: | AUTH SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	22157	LANDINGS THIS PAGE	1	TOTAL LANDINGS	22158
PREV. A/C FLT. HRS.	16721.94	FLT. HRS. THIS PAGE	1.42	TOTAL A/C FLT. HRS.	16723.36

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 7516-10

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

[redacted]CRA MAINTENANCE LOG

AIR-0092 (10/9... ...o U.S.A.

ARROW WORLDWIDE A CNF COMPANY

Q.C. 10 RRXA

2.11.01 H

7516-10

ACFT. NO. N[redacted]6R

TYPE DC8-63F

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

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

NO.	SOURCE	DISCREPANCY
1.	P / (M)	~~Smoke Barrier~~ ~~not~~ ATTached
		FAA Reported ; smoke barrier not attached several areas
2.	P / (M)	FAA reported ; Broken roller tray
		per 11/12 RH (short tray)
3.	P / (M)	FAA Reported ; Gill liner loose torn
		out above cargo door
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Entered on NON MEL List ~~#~~ 317	2-3-99	KDAY	11578
2.	Entered on NON MEL List ~~#~~ 316	2-3-99	KDAY	11578
3.	Secured loose gill liner above cargo door	2-3-99	KDAY	11578
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: TRANS

STATION: KDAY

DATE: 2-3-99

CERT. NO.: [redacted]

GMT TIME: 1640 Z

AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	22158	LANDINGS THIS PAGE	Ø	TOTAL LANDINGS	22158
PREV. A/C FLT. HRS.	64723:36	FLT. HRS. THIS PAGE	Ø :	TOTAL A/C FLT. HRS.	64723:36

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

3:01

12.11.01 H

'T MAINTENANCE LOG

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

WORLD ... A ... COMPANY

Q.C. 10

7516-19

ACFT. NO.: N 957R

ACFT. TYPE: DC-8-63F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MA'
1	042	2-6-99	KDAY	KPIA	11:11	12:24	1:13	11:25	12:22	0:57	4460	58400	42600	-0-	56591	360
2	042	2-6-99	KPIA	KMSY	13:07	14:55	1:48	13:13	14:50	1:37	1768	54000	28200	0	37750	—
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	0:42	DLA								0/1	G Lapig	46935	1	1			
2	0:46	DRR			1	0	0	1	0	0/2	R Woods	90646	1	1			
3	:									0/3	G Pease	63721					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) / M	door over Ground Pneumatic's air connection has broken Latch	1.	TRANSFERED TO CDL I/A/W 52-96, Cont # Z7516-19F-0255, PLACARD Installed	2-6-99	KMSY	4736415 [signature]
2.	(P) / M	Pallet Lock at position 13 Loose	2.	RE-INSTALLED PALLET Lock in position 13 I/A/W CHp 20-00 MM'S.	2-6-99	KMSY	4736415 [signature]
3.	P / (M)	REFERENCE DMI ~~902-021~~, R 7516115-004 ~~#2 EPR Guage STicks~~ R #4 CSD UNDERSPEED CAUSING GEN RELAY TO OPEN	3.	REMOVED CSD UNDERSPEED SWITCH INSTALLED SERVICEABLE SWITCH I/A/W CHp 24-10 MM'S GROUND OPS CKS GOOD. THIS CLEARS DMI 7516115004	2-6-99	KMSY	4736415 [signature]
4.	P / (M)	REFERENCE DMI 902-021 #2 EPR GUAGE STICKS	4.	REMOVED #2 EPR INDICATOR, INSTALLED SERVICEABLE IND I/A/W CHp 77-10 MM'S GROUND OPS CKS GOOD, THIS CLEARS DMI 902-021 Placard R...	2-6-99	KMSY	4736415 [signature]
5.	P / (M)	REFERENCE CDL #316 FAA Reported broken roller Tray at Pos. 11/12 Rt. (Shout Tray)	5.	Replaced broke roller Tray with serviceable roller Tray at Pos 11/12 Right side This clears CDL 316	2-8-99	KMSY	4383126
6.	P / (M)	REFERENCE DMI 751661-0168 #2 FUEL Quantity Ind Inop.	6.	JUMPED FUEL TANK, CLEANED ELECT CONNECTOR, OPS CKS GOOD THIS CLEARS DMI 751661-0168 I/A/W CHp 28-40 MM'S PLACARD REMOVED	2-6-99	KMSY	4736415 [signature]

Pos 11/12

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	press UnderSpeed Switch	700448D	097	700448D	2907	4
4	EPR Indicator	JG29842	B-141	JG29842	B-131	2

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES					
CHECK C/W: TERMCK	STATION: KMSY	PREVIOUS LANDINGS	22164	LANDINGS THIS PAGE	2	TOTAL LANDINGS	22166
DATE: 2-9-99	CERT. NO.: [redacted]						
GMT TIME: 0030	AUTH SIG.: [redacted]	PREV. A/C FLT. HRS.	64732:43	FLT. HRS. THIS PAGE	2:34	TOTAL A/C FLT. HRS.	64735:17

INS READOUT: 1-DIST. | 2-DIST. | 3-DIS...

DISC... MAINT. ACTION CARRIED FWD TO: | BOOK CHANGED N... | ...OG PAGE NO: | CAPTAIN'S SIGNATURE [redacted]

07-13-2092 02:55PM FROM TO 19372649278 P.02

NON-ROUTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
FORM NO. 26
CRS T64R164O

W/C NO. 7786
TASK NO. 4601

ITEM LOCATION (CIRCLE ONE): FUSE STRUCT, (CABIN), TAIL, ENG. ______, LT WING, RT WING, LG & W/W, DOORS/HATCHES

FUNCTION: (CIRCLE ONE): (MECH), ELEC, RADIO, (S/M), CLEAN, NDT, INSP, PAINT, CABIN, SHOP

A/C TYPE: MODEL DC8-63F
A/C TAIL NO. N935
CUSTOMER REQUEST (YES) NO (CIRCLE ONE)

ITEM DESCRIPTION: CRACK AND MISSING FASTNER AFT UPPER FUSELAGE DOOR FR. ALSO CRACK ON FUSE DOOR FR. APPROX 3 FT FROM TOP. (7-5.) (7-6.) CUST. REQUEST.

WRITTEN BY: [redacted]
EMP. NO. 9250
DAY 14 MO 4 YR 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) ______ A.T.A. ____ - ____ - ____
SPECIAL INSTRUCTIONS CHPT SECT SUBJ

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	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.	CHECKED BY:	DAY	MO	YR

2/3

2.11.01 H Pos. 2

2.11.01 H Pos. 2

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/C NO. 1385 | TASK NO. 4602

ITEM LOCATION (CIRCLE ONE)
FUSE STRUCT | CABIN | TAIL | ENG. _____
LT WING | RT WING | LG & W/W | DOORS/HATCHES

FUNCTION: (CIRCLE ONE)
MECH | ELEC | RADIO | S/M | CLEAN
NDT | INSP | PAINT | CABIN | SHOP

A/C TYPE: MODEL DC8-63 | A/C TAIL NO. N937.

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

ITEM DESCRIPTION FWD FUSE MAIN CARGO DOOR UPPER CORNER MISSING FASTNERS FOR GILL LINER AND STRIKER PLATE

CONT. REQUEST.

WRITTEN BY: [redacted] | EMP. NO. 9250 | DAY 14 | MO 2 | YR 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/O.E.A. INSTRUCTION ETC) _____ A.T.A. _____ - _____ - _____ (CHPT - SECT - SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	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.	CHECKED BY:	DAY	MO	YR

3/3

2.11.01 H Pos 2

2.11.01 H Pos 2

EMERY WORLDWIDE AIRLINES
A GTF COMPANY

DC-8 FLIGHT ENGINEER BULLETIN

DRAFT# 1

ISSUED BY: Pat Tancreti/Rob Barrow, Chief Engineer's Office DATE: 04/05/99

SUBJECT: Operations Procedures NUMBER: 99-005

TO: ALL FLIGHT ENGINEERS/SECOND OFFICERS

We are starting to get more feedback from crewmembers concerning procedures that need to be readdressed. We really appreciate it when you take the time to bring your suggestions to us. Sometimes, it may seem like your ideas go unanswered, but the truth is, with the expansion we've seen over the last two years, it takes a while to answer them all.

1) 9-G Nets: Before you block out, all of the attach fittings on the 9-G net must be installed. ALL of the fittings must work prior to flight. If the FAA finds any fittings not attached, and the circumstances are right, you and the company will be issued a violation.

2) QRH: The final draft is being tested in the Simulator for the 60 series aircraft. So far, all of the updated procedures work very well. They flow better. Many thanks to Steve MacDougal and the Training Department for their hard work.

3) Windows: The window issue is not dead. We are petitioning Boeing/Douglas to either add a Section 56 specifically for windows, or refer to the proper Maintenance Manual under Section 30-6 of the MEL (Minimum Equipment List), concerning cracked windows.

4) Fuel Worksheets: It has come to our attention that there is some confusion about the procedure for completing the Fuel Consumption Worksheet. A while back, we issued a handout with examples for completing the worksheet. In the near future, we will be going through Volume 1 of the AOM page by page, and we will incorporate the Fuel Consumption Worksheet procedures in the new Revision. In the interim, if anyone needs a copy of the example, contact our office, and we'll get you one.

5) Rosenbalm Doors: The safety latch MUST BE INSTALLED any time the Rosenbalm Cargo Door is open. We know this is a two person procedure, and are working with Safety, Maintenance and the people in charge of Cargo Loading to coordinate the latch installation during normal operations. We have had two recent incidents where a door line failed, causing the door to fall closed. The results could have been disastrous. This is a very important issue, and we all need to cooperate until all parties comply with the new procedure.

6) Post-Flight Inspection: Some Crewmember(s) are telling the F/E, S/O that this inspection is no longer required. Not true! This inspection is not to be neglected. It only takes approximately two minutes or so to complete. The bottom line is this: After the Parking/Secure Checklist is complete, a Post Flight Inspection will be accomplished to check tires, brakes (hot or cold), engines, bird strike damage, tail strikes, leaks, etc.

CRAFT MAINTENANCE LOG

Airt-0(7) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

2.11.01 I

7522-09

ACFT. NO.	CFT. TYPE
N796FT	DC-8-73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (LSG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1	115	2/3/99	KPHL	KDAY	0408	0546	0138	0422	0540	0118	-0-	36.0	17.0	-0-	66763	1098
2																
3																
4																

LEG	DEPT. DELAY DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	00:22	DL1			2	2	2	0	NA	01	M. CLAYTON	28504	1	1			
2	:									02	E. LYNCH	51075					
3	:									03	A. SCALEANES	75025					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1. (.400)	(P) M	#1 FMS MESSAGES: AUXILIARY BEAM FAIL, STEERING FAIL, NO HEADING.	1.	PERFORMED OPERATIONAL CHECK OF #1 FMS SYSTEM OPS CHECK GOOD. [illegible] NO DEFECTS NOTED. SWAPPED #1 & #2 NCU FOR #1 & #2 FMS OPS checks [illegible]	2/3/99	KDAY	60796
2. (.311)	(P) M	INTEGRAL PANEL LIGHTING INOP, VICINITY OF GEAR HANDLE.	2.	Removed Panel Cleaned Connection Reinstalled Panel OPS Checks normal	2-3-99	KDAY	30287
3. (.315)	(P) M	REF DMI 902024, FIE BACK GROUND LIGHTS, FUSE BLOWN.	3.	MAINTENANCE NOTED NO ACTION TAKEN DMI #902024 STILL IN EFFECT	2/3/99	KDAY	60796
4. (.261)	(P) M	UPPER PORTION OF GEAR EXTEN INDICATION LIGHTS INOP.	4.	Relamped upper portion of Gear Indication Green lights OPS Checks normal	2-3-99	KDAY	30287
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	NCU	1192-00-111101	426	1192-00-111101	174	1
1	NCU	1192-00-111101	174	1192-00-111101	426	2

AIRWORTHINESS RELEASE

CHECK C/W: Transit	STATION: KDAY		
DATE: 2-3-99	CERT. NO.: [redacted]		
GMT TIME: 0730 Z	AUTH SIG.: [redacted]		

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	26853	LANDINGS THIS PAGE	1	TOTAL LANDINGS	Be 26854
PREV. A/C FLT. HRS.	81398:12	FLT. HRS. THIS PAGE	1:18	TOTAL A/C FLT. HRS.	Be 81399:30

BOOK CHANGED NEW LOG PAGE NO:

INS READOUT 1-DIST.	2-DIST.	3-DIST.

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

2,11,01 I

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
4560-20

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
N796ET	3/30/99	KSAN	TRM1.	1 OF 2

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	FAA REPORTED ITEM:	PREVIOUSLY COMPLIED	14059
I- POS#1 TWO CARGO LOCKS	WITH PRIOR TO ACFT		
INSTALLED IN BALCMAT AREA	ARRIVAL AT KSAN.	INSP	
	INSPECTED NO DEFECTS		
	NOTED		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
2	FAA REPORTED ITEM:	PREVIOUSLY COMPLIED	14059
I- POS#3 CENTER ROLLER TRAY	WITH PRIOR TO ACFT		
ASSEMBLY WAS SHORTEN AND HAD	ARRIVAL AT KSAN.	INSP	
APPROXIMATELY TWO ROLLERS	INSPECTED NO DEFECTS		
REMOVED.	NOTED		

P/N OFF	S/N OFF	P/N ON	S/N ON.	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
3	FAA REPORTED ITEM:	THREE ROLLER TRAY ASSEMBLIES	14059
I- POS#4 THREE ROLLER TRAY ASSEM-	INSTALLATION REPAIRS WERE ACCOMPLISHED		
BLES HAD ROLLERS INSTALLED WITH	C/W PRIOR TO ACFT ARRIVAL AT	INSP	
DIFFERENT SPACING THAN ORIGINAL. SHEET	KSAN, GILL LINER REPAIRED	> INSPECTED DEFECTS NOT. TAC	
METAL WAS USED TO EFFECT REPAIRS TO GILL	IAW EWA M/M CHAPT. 4.		
LINER INSTEAD OF GILL LINER MATERIAL.			

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
4	FAA REPORTED ITEM:	R/R GILL LINER REPAIRED	14059
I- POS#6 SHEET METAL WAS USED	IAW EWA M/M CHAPT. 4		
TO EFFECT REPAIRS TO GILL LINER.		INSP	

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

2.11.01 I

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO. 4560 - 20

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
N796FT	3/30/99	KSAN	TRM1	2 OF 2

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
5	FAA REPORTED ITEM:	PREVIOUSLY COMPLIED WITH	
I-POS#7 FOAM ROLLER SECTION ON		PRIOR TO ACFT ARRIVAL	14059
RIGHT & LEFT SIDE WAS NOT		AT KSAN. INSPECTED	INSP
INSTALLED IN FLOOR TRACK.		NO DEFECTS NOTED	

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
6	FAA REPORTED ITEM:	PREVIOUSLY COMPLIED WITH	
I-POS#8 ROLLER TRAY ASSEMBLIES		PRIOR TO ACFT ARRIVAL	14059
HAD ROLLERS INSTALLED WITH DIFFERENT		AT KSAN. INSPECTED	INSP
ROLLER SPACING.		NO DEFECTS NOTED.	

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
7	FAA REPORTED ITEM:	PREVIOUSLY COMPLIED WITH	
ROLLER I-POS#9 ROLLER TRAY		PRIOR TO ACFT ARRIVAL	14059
ASSEMBLIES HAD ROLLERS INSTALLED		AT KSAN. INSPECTED	INSP
WITH DIFFERENT ROLLER SPACING.		NO DEFECTS NOTED	

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
8	FAA REPORTED ITEM:	REPAIRED GILL LINER	
I-POS#15 SHEET METAL REPAIR		IAW EWA M/M CHAPT.	14059
TO GILL LINER.		4.	INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

END

AIRCRAFT MAINTENANCE LOG

AVR-0692 (3/92) Litho U.S.A.

EMERY WORLDWIDE AIRLINES

4560-20

ACFT. NO. N 796FT | ACFT. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	824	3/29/99	KLAX	KSAN	1520	1605	:45	1530	1555	:25	0	28,006	20,000	0	1784	0
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN FLTS. LOGS	TRAIN FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0	✓	01	FOOTE B.	25076					
2	:									02	WEMPA B	87907	1	1			
3	:									03	HERA E	34656					
4	:																

NO.	SOURCE	DISCREPANCY
1.	P / (M)	PER MAINTENANCE CONTROL, REQUEST TO VERIFY AND OR REPAIR THE FOLLOWING FAA REPORTED RAMP REPORTED INSPECTION ITEMS DATED 03/29/99
2	P / M	AT KONT. REF RASIP FINDING PG 25 & 26 ITEM I, POS 1, 3, 7, 8, & 9 & FIRST PART OF POS 4
3.	P / (M)	REF RASIP FINDINGS PG 25 & 26 ITEM I POS 4, 6, & 15 TO BE COMPLIED WITH.
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	TAC	DATE	STA	MECH
1.	ITEMS I POS 1, 3, 7, 8 & 9 & FIRST PART POS 4 ALSO PREVIOUSLY COMPLIED WITH. PRIOR TO ACFT ARRIVAL AT KSAN. ALSO FIRST PART POS 4 ALSO		3/29/99	KSAN	14055
2	PREVIOUSLY COMPLIED WITH		3/29/99	KSAN	14039
3.	COMPLIED WITH & REPAIRS MADE PER EWA M/M CHAPTER 4 ON ITEMS I POS 4, 6, & 15 ALL ITEMS NOW COMPLIED WITH.		3/29/99	KSAN	14055
4.					
5.					
6.					

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

AIRWORTHINESS RELEASE

CHECK C/W: TRM1 | STATION: KSAN

DATE: 03-30-99 | CERT. NO: [redacted]

GMT TIME: 00:20 | AUTH SIG: [signature]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE	1	TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:25	TOTAL A/C FLT. HRS.	:

IMS READOUT

1-DIST.	2-DIST.	3-DIS

SC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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

04/01/1999 16:28 619-688-9446 EWA KSAN 04/01 '99 10:49 NO.905 02/02 PAGE 06

2.11.01 ✓

.FT MAINTENANCE LOG

AIF-06... (10/97) Litho U.S.A.

E... WORLDW... A CNF COMPANY

7524-18

ACFT. NO. N950R   ACFT. TYPE DC-8-63

3555

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO	MAIL
1	015	2-04-99	KPHX	KSTL	0320	0610	2+50	0333	0604	2+31	8622	75.1	37.0	Ø	56656	Ø
2	015	2-04-99	KSTL	KDAY	0645	0750	1+05	0655	0746	1 51	Ø	37.0	22.9	Ø	65846	Ø
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:									01	ROSENBERG F.	72178	01	01	NR	CONNAUGHTON	TCA
2	:				Ø	Ø	Ø	Ø	—	02	LOVAS D	50022	01	01			
3	:									03	PORTER D.	66176					
4	:									DH	FARRELL M.	23643					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1. (7611)	(P)/M	#4 THOTTLE MOVED GOOD IN PHX IN MID-RANGE, BUT, STILL BINDS IN RANGE TRAVEL.	1.	Lubed rod ends & pivot points of #4 eng throttle controls & cay, throttle movement ck's good no binding noted	2/4/99	KDAY	61525
2. (3300)	P/(M)	REFERANCE NON-MEL N752473-008 COCKPIT SPARE BULB RACK MISSING 307 LAMPS	2.	INSTALLED 307 LAMPS IN SPARE BULB RACK. THIS CLEARS NON-MEL N752473-008	2/4/99	KDAY	40470
3. (0510 2552)	P/(M)	on FAA ramp ck; found roller at #10 pos. not secure	3.	secured roller at pos. #10, cks normal	2/4/99	KDAY	61525
4. (7611)	P/(M)	on FAA ramp ck; repeated throttle pos. placards worn & not secure	4.	installed new readable throttle pos. placards	2/4/99	KDAY	61525
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

CHECK C/W: TCA   STATION: KDAY

DATE: 2/4/99   CERT. NO.: [redacted]

GMT TIME: 0130Z   AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
25107	2	25109

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
63231:16	3:22	63234:38

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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

2.11.01 J

CARGO LOAD RESTRAINT SYSTEM MAINTENANCE AND TRANSPORTATION PROCEDURE

I. CARGO LOAD RESTRAINT SYSTEM MAINTENANCE

A. Introduction

1. This section will contain cargo load restrain requirements for all aircraft utilizing rollerized cargo handling systems.

2. Cargo Restraint involves the prevention of movement in five principal directions: Forward, Aft, Upward (vertical), Left (side), and Right (side). These movements are the result of forces exert upon the cargo due to acceleration or deceleration of the airplane in take-offs and landings as well as forces to air turbulence in flight. Such forces are commonly expressed in terms of gravitational units (G's). Correct restraint provides the proper relationship between the weight of the cargo and restraint required in G's. Restraint is required for flight and taxi loads and for crash loads.

B. Maintenance

The Cargo System Maintenance Program is to include:

1. Inspection during scheduled checks.

C. Pallet Lock Limitations and Procedures

1. It is permissible for some pallet locks to be missing or inoperative along each lateral edge (fwd. & aft edges) provided:

   a. One lock per position may be broken or missing without any load limitations to that position. ✳

   b. **AT NO TIME WILL IT BE PERMISSIBLE TO HAVE MORE THAN ONE LOCK PER POSITION MISSING OR BROKEN.**

2. Side restraint rails or rail assemblies are required to be installed, if a rail or rail assembly is unserviceable the position is to be blocked and NOT loaded. The affected rail/position is to be placed on the NON-MEL list and Maintenance Control notified. Maintenance Control is to notify Operations of the blocked position.

3. A good pallet lock may be shifted to a position where more than one lock is broken or missing in order to carry maximum loads in all positions.

   Make an entry in the Log Book giving location of broken or missing lock and place item on Non-MEL deferred list by calling Maintenance Control and following applicable procedures in MPP Manual Chapter 3.

2.11.01K
ITEM #7

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
0900-22

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
604 AAL	2-3-99	KPDX	B ✓	1 OF 4

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	FWD ROLLER	INSTALLED ROLLER	6908
GUIDE BROKEN	GUIDE OP 4 RIG		
"D" PIT DOOR	OK GOOD		INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

25-57
0002820

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
2	5 NOSE/SPIN	REPLACED PADS	6908
PADS WORN			
			INSP

52-20
0002820

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
3	WINDOW AFT OF	Installed Gill Liner	7675J
OVERWING EXITS REQUIRES	CDS Check Good		
GILL LINER COVER	Per MM chp 4 pge 3		INSP
FAA ITEM			

2.11.01
56-20
0002840

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

QC 10 RRXA

AIRCRAFT MAINTENANCE LOG

92 (8/92) Litho U.S.A.

EMERY WORLDWIDE AIRLINES

33-30 2.11.01K ITEM #2

3338-11

ACFT. NO. N804AC ACFT. DC8-73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DEICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	898	4.2.99	LAPT	EBBR	1810	2045	2+35	1825	2039	2+14	3747	48.0	21.6	0	10440	0
2																
3																
4																

LEG	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAN. FLTS. LDGS	TRAN. FLTS. STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T.O.	LDG	A/W	CREW	EMP #
1	:			EBBR	1	1	1	1	/	01	R. CADY	11056					
2	:									02	A. BROWN	09050	1	1			
3	:									03	S. JACOBS	39623					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA.	MECH.
1.	P (M)	REF. TO DMI C570 6213-0376 BOTH FMS DATA BASE EXPIRED.	1.	RELOADED I.A.W. UHS1-D UPDATE PROCEDURES. NEW DATE 22 APRIL 99. THIS CLEARS DMI C570 6213-0376 PLACARDS REMOVED	[illegible]	EBBR	2527701
2.	P (M)	FOUND CARGO DOOR PIG TAIL HARNAS DAMAGED.	2	R.R CARGO DOOR PIG TAIL HARNAS; TEST O.K.	[illegible]	EBBR	2525375
3.	P (M)	OXYGEN CLOSED AT MAINS	3.	OPENED OXY. AT MAIN BOTTLE.	04-5-99	EBBR	[illegible]
4.	P (M)	GEARPINS INSTALLED	4.	GEAR PIN'S REMOVE AND STOWED	04-05-99	EBBR	[illegible]
5.	P (M)	FAA reported during RASIP INSP. 2/3/99. Main deck over head light. DMI'd and covered with gill liner. The light had a broken lens.	5.	Found light in Cargo compt. #3 covered by gill liner, DMI light Assy. IAW Emery's DC-8 MEL ch. 33-3, cat 'D' control #D333815-1128 due 8.3.99	4.5.99	EBBR	75226
6.	P (M)	Found light lens in cargo compt #2 covered with pit tape. NOTE: Lens cracked	6.	removed lens and tape and bulbs covered with gill liner entered IAW mel ch 33-3, cat 'D' control # D333816-1129 due 8.3.99	4.5.99	EBBR	75226

2.11.01K ITEM #2

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

AIRWORTHINESS RELEASE

CHECK C/W: N/R

STATION: EBBR

DATE: 04-05-99

CERT. NO.: [redacted]

GMT TIME: 17:00 Z.

AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
PREV. A/C FLT. HRS. :	FLT. HRS. THIS PAGE :	TOTAL A/C FLT. HRS. :

INS READOUT

1-DIST.	2-DIST.	3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO: 3338-12

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - ...

AIRCRAFT MAINTENANCE LOG

A. (3/92) Litho U.S.A.

EMERY WORLDWIDE AIRLINES

3338-12

ACFT. NO. N 604AL | ACFT. T... DC-...3F

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

MTX USE ONLY

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

NO.	SOURCE	DISCREPANCY
1.	P (M)	Found light lens in cargo compt. #1 made of plastic and melting.
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed lens + bulb covered as required EMT'd IAW mel ch. 33-3 cat. 'D' control #D3338124-1130 due 8-3-99.	4.5.99	[illegible]	75226
2.				
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: SERVICE | STATION: EBBR

DATE: 04-05-99 | CERT. NO.: [redacted]

GMT TIME: 17:00 Z. | AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS		LANDINGS THIS PAGE		TOTAL LANDINGS	
PREV. A/C FLT. HRS.	:	FLT. HRS. THIS PAGE	:	TOTAL A/C FLT. HRS.	:

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

ENGINE FLIGHT MONITORING DATA

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

2.11.01 ITEM L2

AIRC T MAINTENANCE LOG

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

EME WORLDWIDE A CAE COMPANY

6960-09

ACFT NO. N-603AL | TYPE DC-8/73F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (LBS)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	603	3-28-99	KWRI	KORD	2255	0110	2+15	2306	0100	1+54	1,854	40.0	19.4	0	0	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		O-1	LINKEWICZ, J.	49374			DH	WINSLOW, R.	EWA LM
2	:									O-2	HILL, T.	35495	1	1			
3	:									O-3	WILLIAMS, R.	89038					
4	:									DH	GRAHAM, C.	EWA MX					

NO.	SOURCE	DISCREPANCY
1.	P/M	#2 EMS SHOWS -STEERING FAIL NO HEADING & AUXILLARY BOARD FAIL (34-43)
2.	P/M	FOAM RUBBER DEAD IN CAPTS & F/O SEAT BACKS & BOTTOMS. (25-15)
3.	P/M	PER MXCTL REQUEST CHECK #2 POS LIGHT ASSY MAIN CARGO FOR BEING COVERED OVER BY GILL LINER (FAA FIND) (33-30)
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	TRANSFERRED TO DMI PER MEL 34-37 CAT "D" CONTROL # D6960091-1043 DUE DATE 7-27-99 PLACARD INSTALLED	3-29-99	KORD	45060
2.	PREVIOULY ENTERED UNDER NON MEL CONTROL #N5992141-0742 AND #N5992142-0743	3-29-99	KORD	45060
3.	FOUND LIGHT ASSY COVERED BY GILL LINER REMOVED PATCH FOUND LENS COVER MISSING. TRANSFERRED TO DMI PER MEL 33-3 CAT "D" CONTROL # D6960093-1042 DUE DATE 7-27-99 PLACARDS INSTALLED. NOTE SEE LP 6960-11 cleared	3-29-99	KORD	45060
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: SERVICE
STATION: KORD
DATE: 3-30-99
CERT. NO.: [redacted]
GMT TIME: 0130Z
AUTH SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS: 37440
PREV. A/C FLT HRS: 86118:30
LANDINGS THIS PAGE: 1
FLT HRS THIS PAGE: 1:54
TOTAL LANDINGS: 37440
TOTAL A/C FLT HRS: 86120:24

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

INS READOUT

1-DIST.	2-DIST.	3-DIST.

AIR[illegible]AFT MAINTENANCE LOG

AIR-009[illegible] (10/97) Litho U.S.A.

EMI[illegible] 2.11.01
WORLDWI[illegible] L2
A CNF COMPANY

6960-11

ACFT. NO. N603AL | CFT. TYPE DC-8-73

459

LEG	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA: DEPARTURE (USG)	FUEL DATA: DEPARTURE (LBS)	FUEL DATA: ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA: CARGO	CARGO DATA: MAIL
1	012	KDAY	KTUS	1024	1404	3:40	1035	1400	3:25	6522	70.4	25.2		70069	1982
2	012	KTUS	KSAN	1437	1556	1:19	1452	1548	1:56	2682	44.6	30.4		50684	60
3															
4															

LEG	DEPT. DELAY: DELAY	DEPT. DELAY: CODE	TRAIN. FLTS.: LOGS	TRAIN. FLTS.: STATION	OIL ADD: 1	2	3	4	APU
1	:17	DL-1							
2	:				2	1	1	2	
3	:								
4	:								

A/R	CREW	EMP#	T.O.	LDG	A/P	CREW	EMP#
01	G. MOSS	59015	1	1	N/R	CONNINGHAM	INSTONE
02	J. BREIER	08399	1	1			
03	R. RASHOK	68555					
N/R	K. BERNEY	INSTONE					

NO.	SOURCE	DISCREPANCY
1.	P / (M)	Ref DMI D7527211-0958 #1 ADF Inop.
2.	P / (M)	Ref DMI D6960093-1142 Per MxTCL request, check #2 Pos light assy main cargo for being covered over by gill liner.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Cleaned Antenna connections on #1 ADF, Ops checks good. This clears DMI #D7527211-0958, Placard removed.	3/30/99	KSAN	62362
2.	Installed new lens cover, Ops checks good, This clears DMI #D6960093-1142, Placard removed.	3/30/99	KSAN	62362
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: TRM1
STATION: KSAN
DATE: 03-31-99
CERT. NO.: [redacted]
GMT TIME: 00:15
AUTH SIG: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	27444	LANDINGS THIS PAGE	2
PREV. AC FLT HRS	86121:07	FLT HRS THIS PAGE	2:21
TOTAL LANDINGS	27446		
TOTAL AC FLT HRS	86125:28		

INS READOUT

1-DIST.	2-DIST.	3-DIST.

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

LOG PAGE DIST. 1. ORIGINAL WHITE [illegible]

2-11-91 L

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG-PAGE NO.
5399-02

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
60344C	2-4-91	KPDX	B3	1 OF 2

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	FAA Item Pos 17 2 EA Roller trays missing Lt & Rt OB	Installed Roller Trays Ck ok	69108
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
2	Lite Cover missing Pos 2 MAIN Cargo Deck RH FAA Item	Found Deactivated Installed Panel & Secured	69108
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
3	Pos 15 Smoke Det mounts missing FAA Item	Installed Mounts OP Ck good	69108
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
4	Pos 3 Smoke Det 1 EA fastener missing FAA Item	Installed New Fastener Ck ok	69108
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

Q.C. 10 RRXA

2.11.01 M

577-8270-

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE / OF #3
792FT	2/2/99	KLAX	TS	

2.11.01 M-1

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1 FAA	POS 2 R/H FWD	INSTALLED NEW	59164
	RAIL MAT LOOSE —	HARDWARE &	
	FAA REPORTED ITEM	RESECURED	INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

2.11.01 M-5

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
2 FAA	POS 13 R/H	RESECURED	59164
	SMALL ROLLER TRAY		
	ROLLER LOOSE —		INSP
	FAA REPORTED ITEM		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

2.11.01 M-5

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
3 FAA	5 SMALL ROLLER	INSTALLED 5	03147
	TRAYS DAMAGED & REMOVED	SMALL ROLLER	
	POS (1) 4/5 (2) 6 (3) 8 BW	TRAYS	INSP
	FAA REPORTED ITEM		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
20042-511	NSN'S	20042-511	NSN'S	1) 4/5 2) 6 3) 8

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
4 FAA	L/H INBOARD FLAP ACT.	X-FER TO LOG	RIC
	FAIRING COVER CRACKED -	6719-22 ITEM 1	12265
			INSP
	FAA REPORTED ITEM		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

Q.C. 10 RRXJ

2.11.01 M

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
792 FT	2-2-99	KLAX	Term. CK.	3 OF 3

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
9	L2 Door inside rubber strips coming loose. – FAA REPORTED ITEM	SECURED RUBBER STRIPE	02704
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

X

2.11.01 M-2

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
10	Between pos. 9 & 10, 4 Bear Traps are installed without rollers. (This type can only be used in Ballmat area.) – FAA REPORTED ITEM	REPLACED 4 POS BEAR TRAPS AS REQUIRED	0270d
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
50044-501 50044-501 50954-505	NSN 380001 HSR3303	50044-623 50044-1 50044-1	NSN NSN NSN	10

B/N ORDER (29C

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
11	Electrical Terminal Block above Cargo Door is unprotected. – FAA REPORTED ITEM.	RE-SECURED	02704
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

X

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
12	Capt's Sliding Window outside Emergency opener is not placarded. – FAA REPORTED ITEM.	INSTALLED NEW EMERGENCY PLACARD ON CAPT'S SIDE.	00400
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
			NSN	CAPT's

Q.C. 10 RRXA

ME009 (REV 2 1/19/96)

2.11.01 M

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
792 FT	2-2-99	KLAX	TERM CK	2 OF 3

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
5	9G Net Position	Replaced 9G Net Assy.	88106
2.11.02	16 Badly Worn. (Frayed) —	as required.	INSP
	FAA REPORTED ITEM		—

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
5773270-71	NSN	5773270-71	NSN	ONLY

ON ORDER

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
6	Side restraint ~~Broken~~ stuck	Lubed all 3 side	88106
2.11.01 M-4	position 2 ea. at position 4	restraints, all check	INSP
	1 ea. at position 1. —	good.	X
	FAA REPORTED ITEM		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
7	LH pos. 15 Broken	Repaired Roller	8806
	side roller tray. —	Tray as required.	INSP
	FAA REPORTED ITEM		—

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	X-FER To Log	RDC 12006
	in Ball Matt. (Adjacent to	6719-22 Item 2	INSP
	cargo door) —		X
	FAA REPORTED ITEM		

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

Q.C. ID RRXJ

2.11.01 (M)

AIRCRAFT MAINTENANCE LOG

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

ATLANTIC SOUTHEAST AIRLINES — DELTA CONNECTION

Q.C. 10 IRXA

6719-22

ACFT. NO. N792AT | ACFT. TYPE DC8

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

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	TRAIN. FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP
1	:			MX ONLY — NO FLIGHT													
2	:																
3	:																
4	:																

NO.	SOURCE	DISCREPANCY
1.	P (M)	FAA REPORTED ITEM — L/H INBD. FLAP ACTUATOR FAIRING COVER IS CRACKED.
2.	P (M)	FAA REPORTED ITEM — 1 BALL MISSING IN BALL MATT
3.	P (M)	REF DMI # 901409 # 2 ENG "B" IGN INOP.
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MEC
1.	X-FEIZ TO ~~MEL/CDL~~ DMI #902026 IAW MEL/CDL 27-50-1230.	2-3-99	KLAX	120
2.	X-FEIZ TO NON-MEL #180.	2-3-99	KLAX	12
3.	INSTALLED NEW IGNITOR ON "B" SYS # 2 ENG OPS CHECK GOOD THIS CLEARS DMI, PLACARD REMOVED.	2-4-99	KLAX	00A
4.				
5.				
6.				

2.11.01
M-3

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	PC
3	IGNITOR, SPARK TL/1	9044035-1	NSN	9044035-1	5370 F	

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	26619	LANDINGS THIS PAGE	0	TOTAL LANDINGS	26619	1-DIST.	2-DIST.	3
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	80796.58	FLT. HRS. THIS PAGE	0:0	TOTAL A/C FLT. HRS.	80796.58			
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 11.01 M

AIRCRAFT MAINTENANCE LOG

EMERY WORLDWIDE

7836-04

ACFT NO.	ACFT. TYPE
N 792FT	DC-8-73F

	SEQ.	DATE	STATION FROM	STATION TO	TIME OUT	TIME IN	BLOCK HOURS	TIME OFF	TIME ON	FLT. HOURS	FUEL DATA DEPART (LBS)	FUEL DATA DEPART (LBS)	ARRIVAL (LBS)	DEICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	28	4-2-99	KDAY	KRDU	1256	1458	1422	1353	1453	1:00	3985	53.2	33.3		48322	1194
2																
3																
4																

	DEPT DELAY	CODE	STATION		CREW	EMP. NO.
1	0015	DL	KRDU Ø Ø Ø Ø X	01	K. CAUNON	11814
2	02	16 AW3		02	M. McKENNA	54866
3				03	D. PEIRCE	63839
4				MR	A. PHELPS	65030

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	EMP NO.
1.	P (1)	WR# A03559 C/W ECO X 31-3 AFDR Insp	1.	WR# A03559 completed w/ per E-A work card ECO X 31-3	4-3-99 KRDU		63344
2	P (N)	#7 Brake worn to limits	2.	R&R'd #7 Brake IAW 32-42-1 no leaks noted	4-3-99	KRDU	33970
3	P (1)	WR# A03580 Overwater ck dr.	3.	WR# A03580 C/W Overwater ck completed per E-A workcard # 5007	4-3-99	KRDU	63344
4.	P (N)	WR# A03557 C/W MEL Prep for International Flt.	4.	WR# A03557 C/W. MEL Prep completed per E-A workcard	4-3-99	KRDU	63344
5.	P (M)	FAA REPORTED DURING RASIP INSPECTION DATED 2-2-99 A ROLLER TRAY WAS MISSING IN THE CLASS E COMPARTMENT.	5.	FOUND NO ROLLER TRAY MISSING AS PER NON ROUTINE	2-1-99	KIN	[signature] MARCO 159378151 A&P
6			6				

SEQ.	PART NOMENCLATURE	PART NO. OFF	SERIAL NO. OFF	PART NO. ON	SERIAL NO. ON	POS.
2	MLG Brake Assy	2601412-2	C-0943	2601412-2	C-1841A	#7

CHECK C/W: SVC CK | STATION: KRDU

DATE: 4-04-99 | CERT NO: [redacted]

GMT TIME: 1600 Z | AUTH SIG: [signature]

1-DIST.	2-DIST.	3-DIST.

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

GMT | MACH | IAS | ALT | OAT/TAT | SAT | CROSSWIND | MAX POWER USED THIS LEG | PNEUMATIC XFEED VALVE 0 - CLOSED 1 - OPEN

RECORD TO NEAREST: 001 | 1% | 1° | 50# | 1° | 1° | 1° | 0/1 | 1/2

POS 1 2 3 4

AIR COND PACKS L R — 0 OFF 1 MIN 2 70% 3 80% 4 90% 5 MAX

2.11.01 M-6

Apr 04 99 12:07 No.001 P.01

EWR-RDU Rotenmeyer TEL:9

APR- 6-99 TUE 17:47 P.01

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

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:

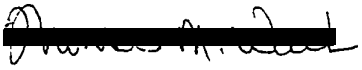
This letter constitutes Emery Worldwide Airlines, Inc. (EWA's) initial formal response to your letters of investigation (99WP150038, 99WP150037 and 99WP150008) addressed to EWA's President and Chief Operating Officer, dated March 18, 1999.

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. 99WP150038

This letter is in response to my action item of our meeting in Los Angeles on March 15, 1999 and to the request from Mr. Tom Wood, dated March 11, 1999. This letter is to further identify the items that pertain to the FAA Letter of Investigation, dated March 4, 1999 sent to you.

This EIR was initiated due to the results of the Western Pacific Regional Aviation Safety Inspection Program (RASIP) conducted February 1 through 5, 1999. During that time frame several aircraft ramp inspections were performed by FAA Inspectors at various locations with unsatisfactory results. It is alleged that EWA operated aircraft under their operational control in an unairworthy condition. Specifically, all aircraft identified in RASIP findings 2.11.01 and 2.11.02, for not conforming to their Type Certification and/or Supplemental Type Certification basis. This 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,

[redacted]

Nicholas E. Pearson
Principal Avionics Inspector

cc: Mr. Thomas Wood
Mr. Rene Visscher

RASIP FINDING

2.11.02

The RASIP Team inspected DC-8 aircraft (N-792FT) on arrival to the Los Angeles outstation on 02/02/99. The 9-G barrier net was not secured at (4) four locations at the left side of the aircraft. The 9-G barrier net was photographed immediately after the forward service door was opened for crew egress and prior to the opening of the main cargo door.

Additionally, the 9-G barrier net was severely frayed at fuselage attach fitting right side. This was brought to the attention of Emery aircraft maintenance personnel and an entry was made in the aircraft logbook.

FAR 121.153(a); 25.1301(c)

2.11.02 RRXA RESPONSE

(A) A Flight Engineers Bulleting was issued on 04-05-1999 Number 99-005. This will ensure that net 9-G is attached prior to flight. See attached Bulletin mentioned above.

(B) Discrepancy: 9-G net position 16 badly worn (frayed)
Corrective Action: Replaced 9-G net as required, Reference Attached Non-Routine, Item Number 5.

The inspection findings were performed on the aircraft at the time it was out of service undergoing scheduled inspections, and corrected in accordance with the Maintenance Manual Procedures. EWA does not consider this to be a finding.

2.11.02A

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

DC-8 FLIGHT ENGINEER BULLETIN

DRAFT# 1

ISSUED BY: Pat Tancreti/Rob Barrow, Chief Engineer's Office DATE: 04/05/99

SUBJECT: Operations Procedures NUMBER: 99-005

TO: ALL FLIGHT ENGINEERS/SECOND OFFICERS

We are starting to get more feedback from crewmembers concerning procedures that need to be readdressed. We really appreciate it when you take the time to bring your suggestions to us. Sometimes, it may seem like your ideas go unanswered, but the truth is, with the expansion we've seen over the last two years, it takes a while to answer them all.

1) 9-G Nets: Before you block out, all of the attach fittings on the 9-G net must be installed. ALL of the fittings must work prior to flight. If the FAA finds any fittings not attached, and the circumstances are right, you and the company will be issued a violation.

2) QRH: The final draft is being tested in the Simulator for the 60 series aircraft. So far, all of the updated procedures work very well. They flow better. Many thanks to Steve MacDougal and the Training Department for their hard work.

3) Windows: The window issue is not dead. We are petitioning Boeing/Douglas to either add a Section 56 specifically for windows, or refer to the proper Maintenance Manual under Section 30-5 of the MEL (Minimum Equipment List), concerning cracked windows.

4) Fuel Worksheets: It has come to our attention that there is some confusion about the procedure for completing the Fuel Consumption Worksheet. A while back, we issued a handout with examples for completing the worksheet. In the near future, we will be going through Volume 1 of the AOM page by page, and we will incorporate the Fuel Consumption Worksheet procedures in the new Revision. In the interim, if anyone needs a copy of the example, contact our office, and we'll get you one.

5) Rosenbalm Doors: The safety latch MUST BE INSTALLED any time the Rosenbalm Cargo Door is open. We know this is a two person procedure, and are working with Safety, Maintenance and the people in charge of Cargo Loading to coordinate the latch installation during normal operations. We have had two recent incidents where a door line failed, causing the door to fall closed. The results could have been disastrous. This is a very important issue, and we all need to cooperate until all parties comply with the new procedure.

6) Post-Flight Inspection: Some Crewmember(s) are telling the F/E, S/O that this inspection is no longer required. Not true! This inspection is not to be neglected. It only takes approximately two minutes or so to complete. The bottom line is this: After the Parking/Secure Checklist is complete, a Post Flight Inspection will be accomplished to check tires, brakes (hot or cold), engines, bird strike damage, tail strikes, leaks, etc.

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

12.11.02 B

LOG PAGE NO.
6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
792 FT	2-2-99	KLAX	TERM CK	2 OF 3

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
5	9G Net, Position 16 Badly Worn. (Frayed) — FAA REPORTED ITEM	Replaced 9G Net Assy. as required.	88106
			INSP
			—

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
5773270-71	NSN	5773270-71	NSN	ONLY

2.11.02 B

ON ORDER

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
6	Side restraint ~~broken~~ stuck position 2 ea. at position 4 ea. at position 1. — FAA REPORTED ITEM	Lubed all 3 side restraints, all check good.	88106
			INSP
			X

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

2.11.01 M-4

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
7	LH pos. 15 Broken side roller tray. — FAA REPORTED ITEM	Repaired Roller Tray as required.	8806
			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) FAA REPORTED ITEM	X-FER TO LOG 6719-22 ITEM 2	ROC 12065
			INSP
			X

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

Q.C. TO RRXA

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:

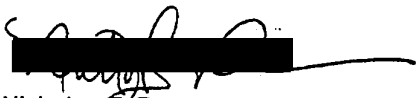
File No. 99WP150038

This letter is in response to my action item of our meeting in Los Angeles on March 15, 1999 and to the request from Mr. Tom Wood, dated March 11, 1999. This letter is to further identify the items that pertain to the FAA Letter of Investigation, dated March 4, 1999 sent to you.

This EIR was initiated due to the results of the Western Pacific Regional Aviation Safety Inspection Program (RASIP) conducted February 1 through 5, 1999. During that time frame several aircraft ramp inspections were performed by FAA Inspectors at various locations with unsatisfactory results. It is alleged that EWA operated aircraft under their operational control in an unairworthy condition. Specifically, all aircraft identified in RASIP findings 2.11.01 and 2.11.02, for not conforming to their Type Certification and/or Supplemental Type Certification basis. This 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

cc: Mr. Thomas Wood
Mr. Rene Visscher

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

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

RASIP FINDING

2.11.03

The RASIP Team conducted inspections on several of the DC-8 aircraft interiors and found installed cargo restraint system components modified that did not have substantiation or FAA approved data. The following examples:

A. Cargo locks (bear traps) for aircraft produced as freighters by Douglas Aircraft Company not in accordance with Douglas Aircraft Company illustrated parts catalog and EWA Maintenance Manual. Cargo locks (bear traps) for aircraft converted to freighter configuration by various Supplemental Type Certificates (STC).

B. Roller tray assemblies with modifications/repairs that are not in accordance with manufacturers maintenance manual data or instructions for continued airworthiness. To include rollers that were repositioned and shortened.

C. Side restraint rail assemblies on which modifications/repairs have been made that are not in accordance with manufacturers maintenance manual data or the referencing of manufacturers data.

D. Ball mat assemblies on which data plates bearing the name of a 14 CFR 145 repair station appear. These ball mat assemblies were originally produced under Parts Manufacturing Approval (PMA). The PMA holder's data plate has been removed.

E. End restraint fittings produced by various manufacturers, and of various designs which are not in accordance with manufacturer's data or instructions for continued airworthiness.

FAR 25.1301 (a), (c) and (d); 43.13 (a): 43.16: 121.153(a): and 45.15 (a),

2.11.03 RRXA RESPONSE

(A) EWA operates 39 DC-8 aircraft which have several different configurations of loading systems. Quality Control previously furnished the FAA with data on all of the loading systems, many of which are interchangeable. The drawings and manuals were sent to Mr. Mike Woodward on 02-10-1999, to the Western Pacific Regional Office. Please see attachment of letters for content.

(B) To Prevent these modifications from reoccurring EWA will be extracting information from the OEM manual for specific loading system allowable repairs and interchangeability.

(C) Without specific aircraft tail numbers we cannot furnish this data. EWA does operate some aircraft which have had modifications on the side restraint assemblies. These modifications were done with FAA DER approval on which an 8110-3 was issued.

2.11.03 RRXA RESPONSE (continued)

(D) Please find attached an EWA M.A. with data to fabricate ball mat assemblies. With this approved data, EWA is authorized as FAR 121 operators to contract this work to be done without PMA authority. EWA considers this to be a no finding.

(E) EWA Quality Control previously furnished data to Mr. Mike Woodward of the Western Pacific Regional Office, with interchangeability of parts. To substantiate an understandable interchangeable listing of parts, we have contracted to Mr. Bill Cotney, an FAA approved DER, and attached is a requisition for this task. This listing will be added to the EWA Aircraft Maintenance Manual.

2.11.03D

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Number: AC-2526-01:03 Priority: D Author: Richard F. Morano

Title: Ballmat Manufacture

Subject: Manufacturing of a Standardized Set of Ballmats for the EWA Fleet, Major Modification

Equipment/Aircraft Affected: DC-8-62 & 63 fleet.

Drawing #'s Attached: Drawing #EAS2277-2550-100

Manuals Affected: N/A

Est. Man Hours: 200 hrs/Aircraft Set

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes:

Reference: Manufactured/fabricated in accordance with FAR 43-13 Standard Practices. Reference FAA Form 8110-3, attached.

Work Accomplished

Aircraft: N/A

Date:

Station:

Accomp. by:

Approved By: [redacted] Date: 11-28-94

Approved By: [redacted] Date: 11-25-94

FAA Acceptance: N/A Date: N/A

Kit List/Spares

Aluminum	2024T-3	.040	4 sheets
Aluminum	2024T-3	.050	4 sheets
Aluminum channel	6061T-6	.063	200 feet
Stainless steel ramp material	304-28075/ 1 5/8 X 48"	.063	1 sheet
Rivets	MS20470A05-4		5 pounds
Rivets	MS20470A05-6		5 pounds
Cup, ballmat	46028		567 each
Ball, transfer	46859-101 (or equiv.)		528 each
Spring, heavy duty	18325C432		528 each
Retainers	44530-101		528 each
Set screws	MS18065-25		528 each
Anti skid tape	4T629		3 rolls
Side lock assy.	50568-507		3 each

Strip List

N/A

Disposition

N/A

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

GENERAL:

The EWA DC-8-62 & 63 fleet currently utilizes three (3) different ballmat systems, this M.A. manufactures a standardized system that will allow interchangeability between aircraft.

Accomplishment Instructions:

1.	Manufacture ballmat system per drawing # EAS2277-2550-100	M
2.	Inspect ballmat system for drawing conformity.	I
3.	Complete Work Accomplished section on page 1 of this M.A.	I

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: 12-12-92

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
DOUGLAS	DC-8-60F	AIRPLANE	Zantop Airlines Inc. Macon, Ga. 31297

LIST OF DATA

IDENTIFICATION	TITLE
Sketch Drawing No. SK-92169 Dated 12-12-92 Sheet 1 of 1 Rev. I.R.	"EMERY WORLDWIDE DC-8 DOCUMENT HOLDER INSTALLATION VIEW" EFFECTIVE FOR DC-8 CARGO/AIRCRAFT ONLY

**********END**********

PURPOSE OF DATA: TO PROVIDE A RECORD FOR COMPLIANCE TO FAR'S

APPLICABLE REQUIREMENTS (List specific sections)

25.601 25.603 25.605 (a) 25.607 (b) 25.853 (a)

CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered as above have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~Do~~) Therefore
- [ ] Recommend approval of these data
- [x] Approve these data

SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBER(S)	CLASSIFICATION(S)
David M. Chadwick [redacted]	SO-671	Structures/electrical Avionics

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

GPO 901-613

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS

DATE: August 6,199

AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION

MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT
McDONNELL DOUGLAS	DC-8-62,-63	AIRPLANE	EMERY WORLDWIDE

IDENTIFICATION	LIST OF DATA — TITLE
MAINTENANCE AUTHORIZATION A-2526-01:02 Dated 8-5-93	BALLMAT MANUFACTURE (DETAIL DESIGN AND STRUCTURAL APPROVAL ONLY)

PURPOSE OF DATA
AIRCRAFT SUBSTANTIATE INSTALLATION OF BALLMAT IN THE DC-8-62,-63

APPLICABLE REQUIREMENTS (List specific sections)
CAR 4b.201, 4b.202, 4b.301, 4b.302, 4b.303,4b.304, 4b.306

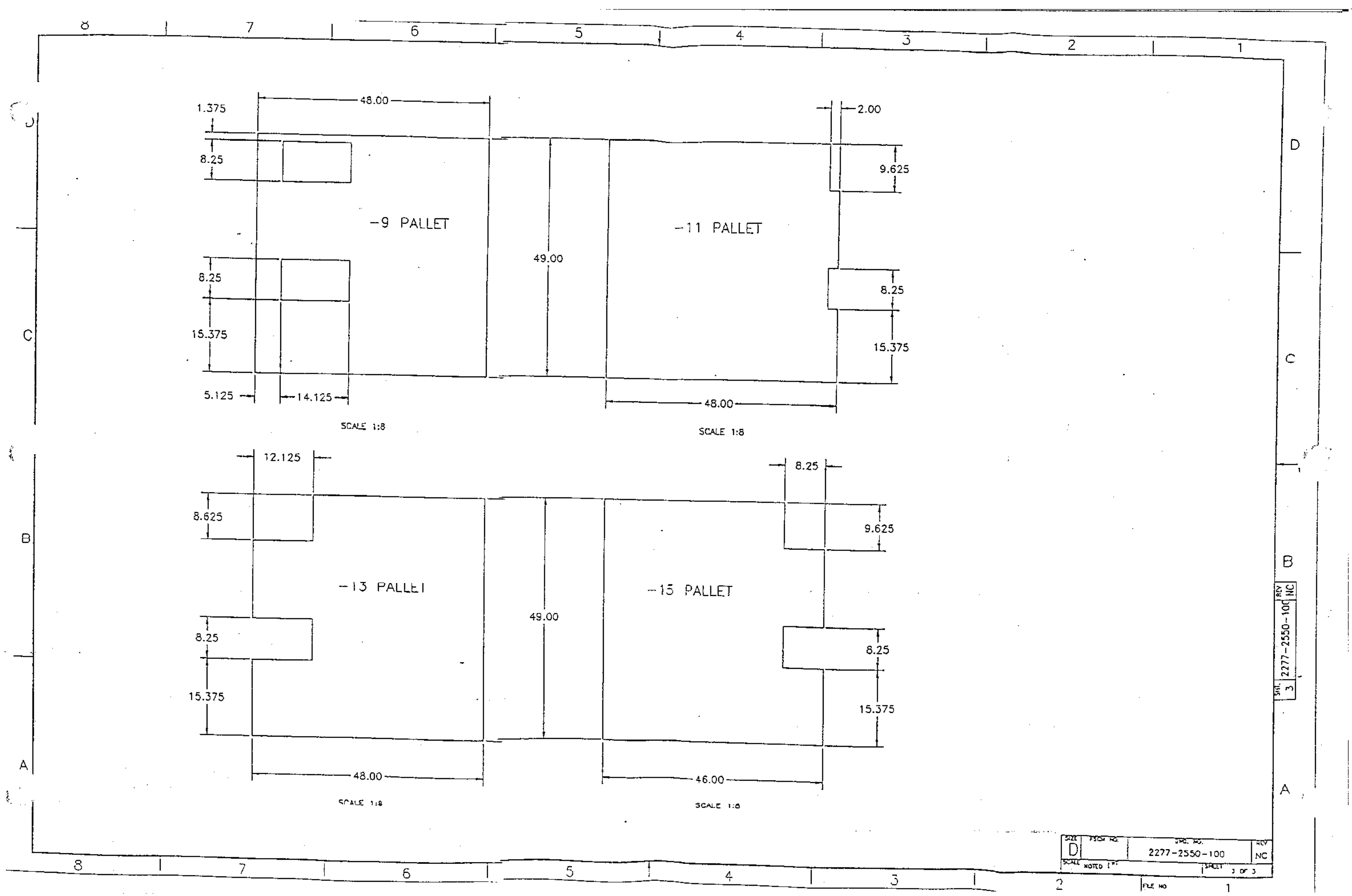
CERTIFICATION – Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.

I (~~We~~) Therefore ☐ Recommend approval of these data
☒ Approve these data

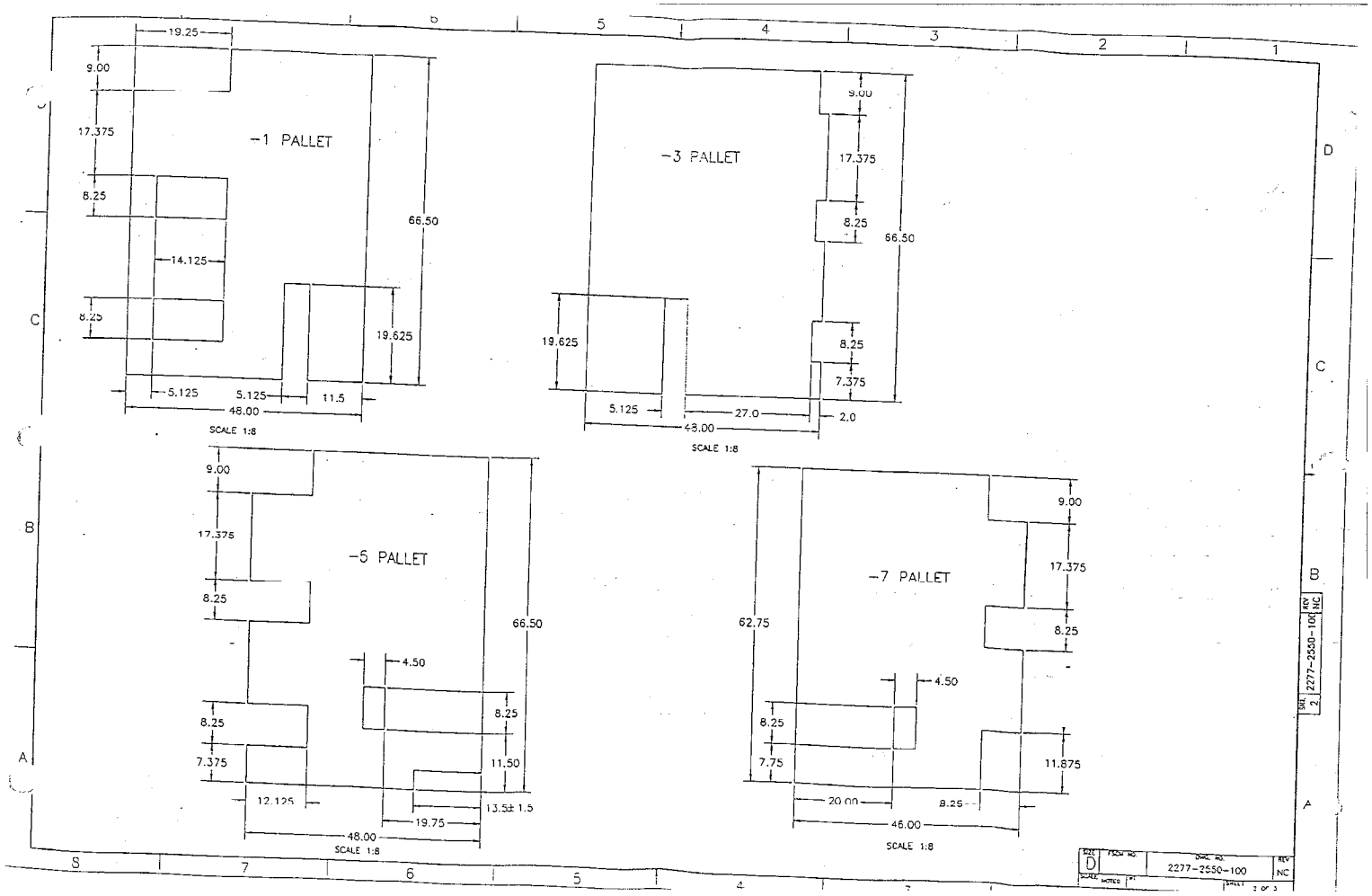
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)	DESIGNATION NUMBERS(S)	CLASSIFICATION(S)
[redacted] Howard L. Patterson	NM-492	STRUCTURES

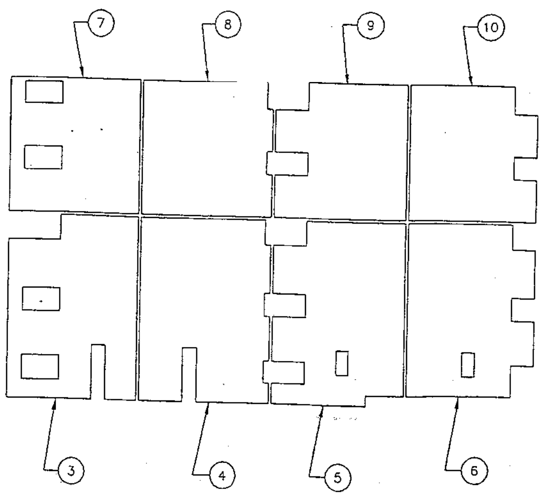
FAA Form 8110–3 (11–70) SUPERSEDES PREVIOUS EDITION

GPO 801–513



1.375
48.00
2.00
8.25
9.625
-9 PALLET
-11 PALLET
49.00
8.25
8.25
15.375
15.375
5.125
14.125
48.00
SCALE 1:8
SCALE 1:8
12.125
8.25
8.625
9.625
-13 PALLET
-15 PALLET
49.00
8.25
8.25
15.375
15.375
48.00
46.00
SCALE 1:8
SCALE 1:8
D
2277-2550-100
NC
SHEET 3 OF 3


-1 PALLET
19.25
9.00
17.375
8.25
14.125
8.25
66.50
19.625
5.125
5.125
11.5
48.00
SCALE 1:8
-3 PALLET
9.00
17.375
8.25
66.50
19.625
8.25
7.375
5.125
27.0
2.0
48.00
SCALE 1:8
-5 PALLET
9.00
17.375
8.25
66.50
4.50
8.25
8.25
7.375
11.50
12.125
13.5± 1.5
19.75
48.00
SCALE 1:8
-7 PALLET
9.00
17.375
8.25
62.75
4.50
8.25
7.75
11.875
20.00
8.25
46.00
SCALE 1:8
2277-2550-100
REV NC
SHT 2
2277-2550-100
REV NC



CARGO PALLET

REQD/ASSY	PART NUMBER	DESCRIPTION	MATERIAL & SPEC	ITEM
1	-15	PALLET		10
1	-13	PALLET		9
1	-11	PALLET		8
1	-9	PALLET		7
1	-7	PALLET		6
1	-5	PALLET		5
1	-3	PALLET		4
1	-1	PALLET		3
				2
	2277-2550-100	CARGO PALLET 1		1

LIST OF MATERIAL

ELSINORE AEROSPACE SYSTEMS

TITLE: DETAIL - CARGO PALLET

APPROVALS		DATE
DRAWN	S. SANTOSO	04-26-93
CHECKED	H. PATTERSON	04-26-93
APPD	H. PATTERSON	04-30-93

SIZE D | DWG. NO. 2277-2550-100 | REV NC | SHEET 1 OF 3

SH. 1 | 2277-2550-100 | REV NC

RASIP FINDING

2.11.04

RRXA could not provide the RASIP Team copies of their continuous maintenance program for the cargo restraint systems installed on their DC-8 aircraft under Supplemental Type Certificates (STCs). The following information was requested of the Quality Control Department verbally and in writing:

A. Parts interchange for cargo restraint system on:

Rosenbalm STC'ed aircraft
Monarch STC'ed aircraft
Douglas Factory aircraft

B. Instructions for continued airworthiness for STC'ed aircraft:

Monarch aircraft
Rosenbalm aircraft

C. Engineering data for the modification of:

Roller Trays
9G net attach points gill liner molded parts for the class E compartment.
Belly pit nets
Data to show that EWA participated in the manufacture of these nets.
Data on Gill Liner installation in the main cargo deck.
Douglas Aircraft
Monarch STC
Rosenbalm STC

FAR 119.59(e); 43.16; 121.367

2.11.4 RRXA RESPONSE

A. PARTS INTERCHANGEABILITY FOR CARGO LOADING SYSTEM

Quality Control previously furnished data to Mr. Mike Woodward of FAA Western Pacific Regional office. See attached letters and content.

2.11.04 RRXA RESPONSE (continued)

B. STC'D AIRCRAFT CONTINUOUS AIRWORTHINESS

This information is furnished in the EWA Aircraft Maintenance Manual, Chapter 3, Section IV through Section XIV Quality Control will be adding interchangeable parts listings and more maintenance practices to the EWA Aircraft Maintenance Manual. This will also allow repairs extracted from the OEM's Manuals. The inspection for the cargo loading system is covered in EWA's C and D Maintenance checks.

Attached is the section of the EWA Aircraft Maintenance Manual for limited maintenance practices and repairs. EWA has also obtained Maintenance Manuals and IPC's from ANCRA, PEMCO, BROWNLINE. EWA will be issuing these manuals to Maintenance Stations until repair information is added to EWA Aircraft Maintenance Manual.

C. ROLLER TRAYS

This data is furnished in the OEM Maintenance Manual and IPC furnished to Mr. Mike Woodward.

9-G NET ATTACH POINTS

EWA is currently working on this project. Until the project is completed, Quality Control will be developing a Fleet Campaign Directive to temporarily repair the necessary items on each aircraft until we receive data from Boeing Engineering Department. See attached correspondence with the Boeing Company.

BELLY PIT NETS

See Maintenance Authorization AC-2521-02.02 attached.

GILL LINER INSTALLATION

A. The liner installation was done during the original Douglas Cargo Configuration. Quality Control will request this drawing.
B. Quality Control is trying to obtain the Monarch drawing for liner installation, STC SA 1832SO, at this time.

C. Please see attached drawing for liner installation of Rosenbalm Cargo Door STC SA1802SO Drawing Number 22100 with ADCN's attached. Please return drawings upon completion of review.

Wood, Thomas M

From: Wood, Thomas M
Sent: Wednesday, February 10, 1999 6:42 AM
To: 'Michael K Woodward'
Cc: Jones, Edward B
Subject: RE: Data Request

Mr. Woodward: I am sorry to inform you of the delay of sending this requested data. Mr. Edward Jones, Manager of Quality Control is preparing it to be sent today, overnight Emery to your office. As you will see from the size of the data package requested upon receipt, it takes time to copy all this information. Please call if you have any questions. [redacted]
Thomas Wood

From: Michael K Woodward[redacted]
Sent: Tuesday, February 09, 1999 11:58 AM
To: wood.thomas[redacted] Mike.Stone[redacted]
Subject: Data Request

Mr. Wood:

If the data was sent please provide a tracking number so that we can trace it from our end.

Thanks, Mike Woodward

Wood, Thomas M

From: Michael K Woodward[redacted]
Sent: Tuesday, February 09, 1999 11:39 AM
To: wood.thomas[redacted]
Cc: Mike.Stone[redacted] Mike.Stone[redacted]
Subject: Re[3]: Emery Data Request

Mr. Wood:

As of today 1430 pst, we have not received the data requested.

Please advise if the data has been sent.

Sincerely, Mike Woodward

_____ Reply Separator _____
Subject: Re[2]: Emery Data Request
Author: Michael K Woodward at AWP200
Date: 2/4/99 2:45 PM

Mr. Wood: Please send overnight mail to:

FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

ATTN: Mike Woodward

_____ Reply Separator _____
Subject: RE: Emery Data Request
Author: "Wood Thomas M" <[redacted]
Date: 2/4/99 7:56 PM

Mr. Woodward: Thank you for assistance in this matter. Please advise me where you would like this data to be sent to.
Thomas Wood

> -------
> From: Michael K Woodward[redacted]
> Sent: Thursday, February 04, 1999 6:15 AM
> To: wood.thomas[redacted]

> Cc: Dave.Gilliom[redacted]; Chuck.Hicks[redacted]; Larry.G.Kephart[redacted]
> Mike.Stone[redacted]; Dave.Gilliom[redacted]; Chuck.Hicks[redacted]
> Larry.G.Kephart[redacted]; Mike.Stone[redacted]
> Subject: Emery Data Request
>
> Mr. Thomas M. Wood
> Director, Quality Control
> Emery Worldwide Airlines
>
>
>
> Dear Mr. Wood:
>
> Thank you for your feedback this morning regarding your frustration
> with the teams request for maintenance data. As I mentioned during
> this telephone conversation, we understand that due to the percieved
> complexity of the data request and the short amount of time that we
> have to interface with you, that we would be glad to put the request
> in writing to you via E-mail.
>
> Please provide the following Data to me by Monday February 8th, 1999:
>
> 1. Damage Limits and repair procedures on Rollers and Trays for:
> A. Douglas Freighter Aircraft (Out of Douglas Manuals).
> B. Rosenbalm STC'd Aircraft (From the applicable maintenance
> manuals).
> C. Monarch STC'd Aircraft (From the applicable maintenance
> manuals).
>
> 2. Main Cargo Deck Configuration and part numbers for:
> A. Douglas Freighters (Douglas IPC)
> B. Rosenbalm STC'd aircraft (Rosenbalm IPC)
> C. Monarch STC'd aircraft (MonarcIPC)
>
> 3. An interchange listing (from the IPC's requested above) Cargo
> locks (Bear Traps) for:
> A. Douglas Freighters
> B. Rosenbalm STC'd Acft.
> C. Monarch STC'd Acft.
>
> I would like to again thank you and your management team for your
> support during this very brief focused RASIP inspection.
>
> Best regards, Mike Woodward
> AWP-230
> Western Pacific Region
>
>

Wood, Thomas M

From: Wood, Thomas M
Sent: Thursday, February 04, 1999 11:56 AM
To: 'Michael K Woodward'
Subject: RE: Emery Data Request

Mr. Woodward: Thank you for assistance in this matter. Please advise me where you would like this data to be sent to.
Thomas Wood

From: Michael K Woodward [redacted]
Sent: Thursday, February 04, 1999 6:15 AM
To: wood.thomas[redacted]
Cc: Dave.Gilliom[redacted]; Chuck.Hicks[redacted]; Larry.G.Kephart[redacted]; [redacted]
Chuck.Hicks[redacted]; Larry.G.Kephart[redacted]; Mike.Stone[redacted]
Subject: Emery Data Request

Mr. Thomas M. Wood
Director, Quality Control
Emery Worldwide Airlines

Dear Mr. Wood:

Thank you for your feedback this morning regarding your frustration with the teams request for maintenance data. As I mentioned during this telephone conversation, we understand that due to the percieved complexity of the data request and the short amount of time that we have to interface with you, that we would be glad to put the request in writing to you via E-mail.

Please provide the following Data to me by Monday February 8th, 1999:

1. Damage Limits and repair procedures on Rollers and Trays for:
   A. Douglas Freighter Aircraft (Out of Douglas Manuals).
   B. Rosenbalm STC'd Aircraft (From the applicable maintenance manuals).
   C. Monarch STC'd Aircraft (From the applicable maintenance manuals).

2. Main Cargo Deck Configuration and part numbers for:
   A. Douglas Freighters (Douglas IPC)
   B. Rosenbalm STC'd aircraft (Rosenbalm IPC)
   C. Monarch STC'd aircraft (MonarcIPC)

3. An interchange listing (from the IPC's requested above) Cargo

locks (Bear Traps) for:
A. Douglas Freighters
B. Rosenbalm STC'd Acft.
C. Monarch STC'd Acft.

I would like to again thank you and your management team for your support during this very brief focused RASIP inspection.

Best regards, Mike Woodward
AWP-230
Western Pacific Region

1 of

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

A

February 10, 1999

Mr. Mike Woodward
FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

Dear Mr. Woodward:

As requested Emery Worldwide Airlines is forwarding to your office the following documents:

The Pemco and Ancra Maintenance and IPC Manuals.

Excerpts from the DAC Maintenance Practices and Overhaul Manuals.

Note: The above Manuals will contain any Damage limits , Repair procedures, and Part Numbers.

Additionally please find enclosed cargo loading system installation documents for the STC aircraft and associated STC information.

Please note that the Rosenbalm STC itself has not been included as the loading system installed by the STC is an option. EWA's current aircraft configuration is either STC SA794SO or SA1377SO as applicable.

EWA will forward to your office no later than Friday, February 12, the interchangeablity information and applicable installation drawings per your request. These items were sent out to be copied.

Sincerely,

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

CONTENTS SENT

I. 1/2" Black Binder:

Cargo Loading Installation
Support Documentation
Rosenbalm N105WP
Rosenbalm N796AL
Rosenbalm N797AL
Rosenbalm N811AL
Monarch N950R
Monarch N951R
Monarch N964R
Rosenbalm N990CF
Rosenbalm N993CF
Rosenbalm N994CF
Rosenbalm N995CF

II. 1" Black Binder:

STC SA1088SO
STC SA79480
STC SA1377SO

III. 3" Black Binder:

Ancra P/N 80080-11
Douglas Installation
Pemco P/N 50045-523
Pemco P/N 50045-505-1
Pemco P/N 50045-505-3

PAGE: B-1
MODEL: DC-8
REPORT: PEM-12

PRODUCTION APPROVAL LISTING - SUPPLEMENT NO. 1

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Pemco Engineers, Inc.

Part Name and Number	Design Data and Approval Means	Eligible for Installation on
		Limited to McDonnell Douglas DC8 cargo restraint system for which the corresponding McDonnell Douglas DC-8 parts have been approved
Fitting Assembly - End Restraint Pemco P/N 50044	FAA sealed Pemco Drawing 50044	Douglas P/N 3889344
Fitting Assembly - Pallet Restraint Pemco P/N 50604	FAA sealed Pemco Drawing 50604	Douglas P/N 5754604
Rail Assembly - Side Pemco P/N 50781	FAA sealed Pemco Drawing 50781	Douglas P/N 5895751
Cross Track - Screw Lock Pemco P/N 50362	FAA sealed Pemco Drawing 50362	Douglas P/N 5889362

H. E. MANNICK
Chief, Manufacturing Inspection Branch

September 12, 1975

2.11.04 RRXA RESPONSE (continued)

B. STC'D AIRCRAFT CONTINUOUS AIRWORTHINESS

This information is furnished in the EWA Aircraft Maintenance Manual, Chapter 3, Section IV through Section XIV Quality Control will be adding interchangeable parts listings and more maintenance practices to the EWA Aircraft Maintenance Manual. This will also allow repairs extracted from the OEM's Manuals. The inspection for the cargo loading system is covered in EWA's C and D Maintenance checks.

Attached is the section of the EWA Aircraft Maintenance Manual for limited maintenance practices and repairs. EWA has also obtained Maintenance Manuals and IPC's from ANCRA, PEMCO, BROWNLINE. EWA will be issuing these manuals to Maintenance Stations until repair information is added to EWA Aircraft Maintenance Manual.

C. ROLLER TRAYS

This data is furnished in the OEM Maintenance Manual and IPC furnished to Mr. Mike Woodward.

9-G NET ATTACH POINTS

EWA is currently working on this project. Until the project is completed, Quality Control will be developing a Fleet Campaign Directive to temporarily repair the necessary items on each aircraft until we receive data from Boeing Engineering Department. See attached correspondence with the Boeing Company.

BELLY PIT NETS

See Maintenance Authorization AC-2521-02.02 attached.

GILL LINER INSTALLATION

A. The liner installation was done during the original Douglas Cargo Configuration. Quality Control will request this drawing.
B. Quality Control is trying to obtain the Monarch drawing for liner installation, STC SA 1832SO, at this time.

C. Please see attached drawing for liner installation of Rosenbalm Cargo Door STC SA1802SO Drawing Number 22100 with ADCN's attached. Please return drawings upon completion of review.

1 of

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

A

February 10, 1999

Mr. Mike Woodward
FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

Dear Mr. Woodward:

As requested Emery Worldwide Airlines is forwarding to your office the following documents:

The Pemco and Ancra Maintenance and IPC Manuals.

Excerpts from the DAC Maintenance Practices and Overhaul Manuals.

Note: The above Manuals will contain any Damage limits , Repair procedures, and Part Numbers.

Additionally please find enclosed cargo loading system installation documents for the STC aircraft and associated STC information.

Please note that the Rosenbalm STC itself has not been included as the loading system installed by the STC is an option, EWA's current aircraft configuration is either STC SA794SO or SA1377SO as applicable.

EWA will forward to your office no later than Friday, February 12, the interchangeablity information and applicable installation drawings per your request. These items were sent out to be copied.

Sincerely,

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

CONTENTS SENT

I. 1/2" Black Binder:

Cargo Loading Installation
Support Documentation
Rosenbalm N105WP
Rosenbalm N796AL
Rosenbalm N797AL
Rosenbalm N811AL
Monarch N950R
Monarch N951R
Monarch N964R
Rosenbalm N990CF
Rosenbalm N993CF
Rosenbalm N994CF
Rosenbalm N995CF

II. 1" Black Binder:

STC SA1088SO
STC SA79480
STC SA1377SO

III. 3" Black Binder:

Ancra P/N 80080-11
Douglas Installation
Pemco P/N 50045-523
Pemco P/N 50045-505-1
Pemco P/N 50045-505-3

PAGE: B-1
MODEL: DC-8
REPORT: PEM-12

PRODUCTION APPROVAL LISTING - SUPPLEMENT NO. 1

FEDERAL AVIATION ADMINISTRATION - PARTS MANUFACTURER APPROVAL

Pemco Engineers, Inc.

Part Name and Number	Design Data and Approval Means	Eligible for Installation on
		Limited to McDonnell Douglas DC8 cargo restraint system for which the corresponding McDonnell Douglas DC-8 parts have been approved
Fitting Assembly - End Restraint Pemco P/N 50044	FAA sealed Pemco Drawing 50044	Douglas P/N 3889344
Fitting Assembly - Pallet Restraint Pemco P/N 50604	FAA sealed Pemco Drawing 50604	Douglas P/N 5754604
Rail Assembly - Side Pemco P/N 50781	FAA sealed Pemco Drawing 50781	Douglas P/N 5895751
Cross Track - Screw Lock Pemco P/N 50362	FAA sealed Pemco Drawing 50362	Douglas P/N 5889362

H. E. MANNICK
Chief, Manufacturing Inspection Branch

September 12, 1975

A

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

February 15, 1999

Mr. Mike Woodward
FAA
Western Pacific Regional Office
AWP-230
15000 Aviation Blvd.
Hawthorne, CA 90261

Dear Mr. Woodward:

This letter is a follow-up to my February 10, 1999 letter to which I sent you documents per your request.

This data book contains the remaining documents you requested.

Sincerely,

Thomas M. Wood
Director Quality Control

TMW/re

Attachments

303 CORPORATE CENTER DRIVE, VANDALIA, OH 45377

TABLE OF CONTENTS

SECTION 8

Aeronautical Engineers, Inc. Drawing AE464B Report No. 667 IPC List Ballmat & Side Restraint with Rollers for DC-8 60 Series Aircraft

SECTION 9

Aeronautical Engineers, Inc. DC-8 Cargo Conversion Maintenance Manual for STC SA1377SO

SECTION 10

Drawings

(A) 87303 1 of 4 thru 4 of 4 Guide Rail Assy & Instl -Cargo Conversion

(B) K-25-5004 1 of 2 thru 2 of 2 Monarch Drawing for DC-8 Roller System Installation

(C) 50045 9 of 11 DC-8 73 Cargo System Rev. Dates 1-6-96 & 2-6-97

(D) 50045 10 of 11 DC-8 73 Cargo System Rev. Dates 9-18-96, 11-1-96,1-6-97 & 1-22-97

(E) 50045 6 of 7 Heavy Duty Universal Cargo System Installation, DC-8 Rev. Date 7-18-90

(F) 50045 6 of 6 Heavy Duty Universal Cargo System Installation, DC-8 Rev. Date 7-18-90

(G) 50045 8 of 8 DC-8 Cargo System Rev. Date 4-24-95 & 7-26-95

B pages 1-164

EMERY WORLDWIDE AIRLINES
AIRCRAFT MAINTENANCE MANUAL

TABLE OF CONTENTS

CHAPTER 3 -- CARGO LOAD RESTRAINT SYSTEM MAINTENANCE AND TRANSPORTATION PROCEDURE

TABLE OF CONTENTS - Continued

CARGO LOAD RESTRAINT SYSTEM MAINTENANCE AND TRANSPORTATION PROCEDURE

I. CARGO LOAD RESTRAINT SYSTEM MAINTENANCE

A. Introduction

1. This section will contain cargo load restrain requirements for all aircraft utilizing rollerized cargo handling systems.

2. Cargo Restraint involves the prevention of movement in five principal directions: Forward, Aft, Upward (vertical), Left (side), and Right (side). These movements are the result of forces exert upon the cargo due to acceleration or deceleration of the airplane in take-offs and landings as well as forces to air turbulence in flight. Such forces are commonly expressed in terms of gravitational units (G's). Correct restraint provides the proper relationship between the weight of the cargo and restraint required in G's. Restraint is required for flight and taxi loads and for crash loads.

B. Maintenance

The Cargo System Maintenance Program is to include:

1. Inspection during scheduled checks.

C. Pallet Lock Limitations and Procedures

1. It is permissible for some pallet locks to be missing or inoperative along each lateral edge (fwd. & aft edges) provided:

   a. One lock per position may be broken or missing without any load limitations to that position.

   b. **AT NO TIME WILL IT BE PERMISSIBLE TO HAVE MORE THAN ONE LOCK PER POSITION MISSING OR BROKEN.**

2. Side restraint rails or rail assemblies are required to be installed, if a rail or rail assembly is unserviceable the position is to be blocked and NOT loaded. The affected rail/position is to be placed on the NON-MEL list and Maintenance Control notified. Maintenance Control is to notify Operations of the blocked position.

3. A good pallet lock may be shifted to a position where more than one lock is broken or missing in order to carry maximum loads in all positions.

   Make an entry in the Log Book giving location of broken or missing lock and place item on Non-MEL deferred list by calling Maintenance Control and following applicable procedures in MPP Manual Chapter 3.

DC-8F-54 BROKEN OR MISSING PALLET LOCK LOCATIONS

Note:

a. Only one lock per position may be broken or missing

b. All side restraint rails or rail assemblies are required.

3759566-503
End Restraint Fitting
(Rigid)
A1 thru A5

38893344-501
End Restraint Fitting

B6 thru B10
C11 thru C15

3889344-1
End Restraint Fitting

D16 thru D20
E21 thru E25
F26 thru F30
G31 thru G35
H36 thru H40
I41 thru I45
J46 thru J50
K51 thru K55
L56 thru L60
M61 thru M65

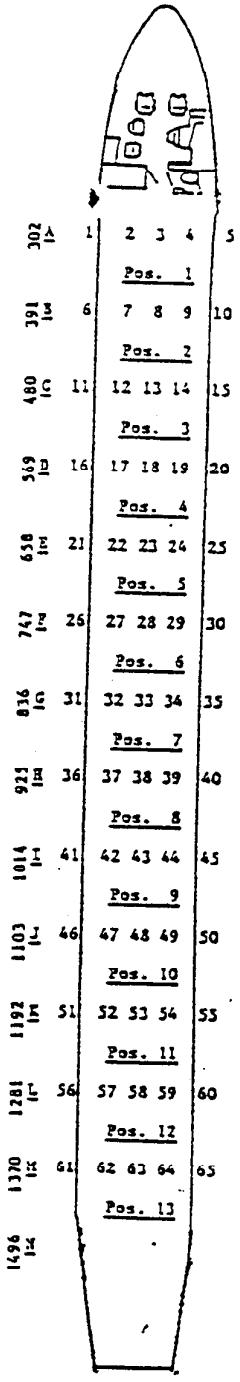


Figure 1

DC-8-63/71/73 BROKEN OR MISSING PALLET LOCK LOCATIONS

Note:

a. Only one lock per position may be broken or missing

b. All side restraint rails or rail assemblies are required

3759566-503
End Restraint Fitting
(Rigid)

A1 thru A5

38893344-501
End Restraint Fitting

B6 thru B10
C11 thru C15

3889344-1
End Restraint Fitting

D16 thru D20
E21 thru E25
F26 thru F30
G31 thru G35
H36 thru H40
I41 thru I45
J46 thru J50
K51 thru K55
L56 thru L60
M61 thru M65
N66 thru N70
O71 thru O75
P76 thru P80
Q81 thru Q85
R86 thru R90

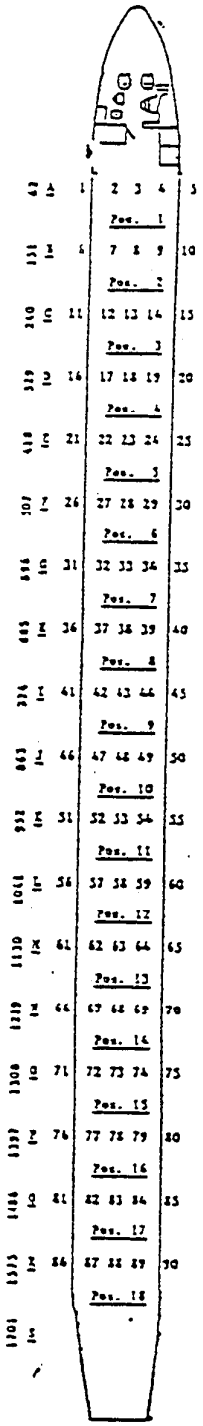


Figure 3

II. CARRIAGE OF PERSONS

A. General

Carriage of persons on Emery Worldwide Airlines aircraft without compliance with certain passenger carrying requirements of FAR 121, as authorized by FAR 121.583, is permissible as outlined herein.

Note: No special flight permit is required for flights under this Section.

B. Authorized Persons

When authorized by the Captain of a flight, the following persons, but no others, may be carried aboard in airplane without complying with the passenger carrying airplane requirements listed in FAR 121.309F, 121.310, 121.571 and 121.587; the passenger carrying operation requirements in 121.291; and the requirements pertaining to passengers in 121.285, 121.313(f), 121.317, 121.547 and 121.573.

1. A crew member.

2. A company employee.

3. An FAA air carrier inspector, or an authorized representative of the NTSB, who is performing official duties.

4. A person necessary for:

   a. The safety of the flight;

   b. The safe handling of animals;

   c. The safe handling of radioactive materials (within the meaning of Part 175 of this chapter);

   d. The security of valuable or confidential cargo;

   e. The preservation of fragile or perishable cargo;

   f. Experiments on, or testing of cargo containers or cargo handling devices;

   g. The operation of special equipment for loading or unloading cargo;

   h. The loading or unloading of out-sized cargo.

c. 121.391.

Flight attendants.

d. 121.571.

Briefing of passengers before takeoff.

Oral notification of smoking, location of emergency equipment, use of seat belts, in-flight notifications.

e. 121.587.

Ability to close and lock the flight crew compartment door.

2. Passenger-carrying operation requirements not required.

121.291.

Demonstration of emergency evacuation procedures. (Evacuation demonstration that is done to certify aircraft for a certain number of passengers.)

3. Requirements pertaining to passengers not required to be adhered to.

a. 121.285.

(1) Carriage of cargo in passenger compartments.

(2) Cargo may be carried in passenger compartments.

b. 121.313(f).

A door between the passenger and pilot compartments, with a locking means to prevent passengers from opening it without the pilots' permission.

c. 121.317.

Passenger information.

Passenger cabin notification signs; smoking and seat belt information.

d. 121.547.

Admission to flight deck rules do not apply when operating under 121.583, but do apply at all other times.

III. LIVESTOCK TRANSPORTATION PROCEDURES

A. Introduction

The transportation of livestock by air has increased by large proportions in recent years and with this increase, created special problems that must be coped with.

1. The carriage of baby chicks, small animals, etc. creates no special problems other than efforts to control odors and disinfection of aircraft as required. Since the shipping containers are usually small and made with solid or semi-solid bottoms, contamination of the aircraft seldom, if ever, occurs.

2. The carriage of large animals, horses, cattle and other livestock, is a different matter. Every effort must be made to assure that all pens, crates and containers used be constructed so that plastic sheet, waterproof paper and loose absorbent material may be used that will retain all liquids and refuse without allowing this material to contaminate the aircraft. Since most large animal shipments will be charter work, the Flight Crew and in some cases, cargo handling personnel, will primarily be responsible to see that proper materials are used and that after animals are unloaded that this material is removed promptly and completely.

3. Since there is always the possibility that the absorptive materials used will not completely retain all liquids and refuse, EMERY WORLDWIDE AIRLINES must be prepared to clean the aircraft thoroughly and treat all contaminated areas promptly to prevent corrosion problems and disinfect the aircraft to kill odors and prevent spread of germs and disease.

4. The Maintenance Department will be responsible for checking the aircraft if unloaded at a Station where Maintenance Personnel are stationed or checking the aircraft when it returns to such Station from a charter flight to ensure that:

   a. The aircraft was cleaned thoroughly.

   b. The aircraft was treated properly if contaminated.

   c. The aircraft was disinfected properly.

IV. DC-8 MONARCH CARGO DOOR

A. Introduction

1. A main compartment door is installed in the left side of the fuselage with the forward edge of the door located at approximately fuselage station 170 on DC-8-63 aircraft. The fuselage station will vary on different series DC-8 type aircraft. The door is operated hydraulically and electrically by a system of valves, needle valves, check valves, restrictors, switches, relays, micro switches, and circuit breakers.

2. The hydraulic system for the cargo door is a separate system from the airplane main hydraulic system. The door hydraulic system uses MIL-H-5606 hydraulic fluid only and has an operating pressure of approximately 2,900 psi.

3. This Maintenance Manual includes the Illustrated Parts Catalog and Wiring Diagrams for the Monarch Aviation, Inc. Forward Cargo Door,Supplemental Type Certificate Number SA 1832S0.

B. Hydraulic System General

1. The hydraulic system for the main cargo door is an independent hydraulic system using MIL-H-5606 hydraulic fluid. A hydraulic tank, an electrically operated hydraulic pump, selector valve, hand operated hydraulic pump and two hydraulic filters are mounted on a hydraulic panel located on the forward side of main cargo bulkhead.

2. A lock valve and three sequence valves direct hydraulic fluid to various hydraulic actuators. These are located on the cargo door.

3. Stainless steel tubing is used to route the hydraulic fluid to the various components on the hydraulic panel. These lines are routed overhead to the various components on the door.

4. A sight gage is mounted on the hydraulic tank to indicate fluid level.

5. The electrically operated selector valve may be positioned manually when using the hand pump.

6. The hydraulic system is protected from over pressure by a relief valve located on the hydraulic panel. It is adjusted to relieve at 3200 PSI ± 50 PSI.

7. There are two check valves located on the hydraulic panel. They protect the electric pump and the manual pump from back pressure.

d. The sequence valve opens and supplies pressure to the close side of the latch cylinder. The latch cylinder rotates the torque tube and closes the latches.

e. A cam rotates with the torque tube. This frees the arm so the springs push the slide bar aft which engages the latch pins in the latches.

f. A cam actuates a micro switch which cuts the electrical pump off as the springs move the slide bar aft.

g. As the door closes a cam on the lower door jam actuates a micro switch which extinguishes the door warning light on the electrical control panel.

h. When the slide bar moves aft, the arm actuates a micro switch which extinguishes the latch light on the electrical control panel.

i. When the latch pins engage the latches, the center latch pin actuates a micro switch which extinguishes the lock pin light.

j. The door is now down and locked. A visual indicator is located on the forward lower edge of the door. The indicator is visible from the outside of the aircraft.

D. Electrical System General

1. The cargo door relay box and the cargo door control panel are mounted on the forward side of the forward bulkhead to the left of the hydraulic panel.

2. The electrically operated hydraulic pump operates on 115 VAC, 3 phase, 400 cycles. The control relay for the hydraulic pump is controlled by 115 VAC taken from phase C of the AC power at the control relay.

3. All other relays and indicator lights in the door system are operated by 28 VDC.

4. The landing gear safety switch provides a ground for the ground safety relay in the relay box while the aircraft is on the ground. The ground safety relay is energized for main cargo door operation when electrical power is available. In flight the landing gear safety switch is open and the ground safety relay remains de-energized.

5. The pressurization relay in the control box prevents pressurization of the aircraft when the door is not properly locked and the door switch, latch switch or latch lock pin switch is not actuated.

2. Door Open Instructions:

CAUTION: DO NOT OPEN DOOR IF ACTUAL OR ANTICIPATED WIND WILL EXCEED 45 KNOTS. CLEAR THE DOOR AREA PRIOR TO DOOR OPENING.

a. Remove the cover from the hydraulic control panel.

b. Insert the handle into the hydraulic hand pump and turn handle. This locks the handle into the pump.

c. Move the selector valve to the open position.

d. Operate the hand pump until the door is raised to the desired opening. Do not raise the door to high. The door up limit located on the forward door actuating cylinder could be damaged.

e. With electrical power off the door warning light, the latch light and the lock pin light will not be illuminated.

f. The hydraulic pressure will be zero and the door will be held in the desired position by a lock valve in the hydraulic system.

g. Restore the hydraulic pump handle in the clips located in the hydraulic control panel.

h. Reinstall the cover removed in Step a.

3. Door Close Instructions:

CAUTION: CLEAR THE DOOR AREA PRIOR TO DOOR CLOSING. REMOVE THE SILL PROTECTOR IF INSTALLED.

a. Remove the cover from the hydraulic control panel.

b. Insert the handle into the hydraulic hand pump and turn handle. This locks the handle into the pump.

c. Move the selector valve to the close position.

d. Operate the hand pump until the door is down and locked. A visual indicator is located on the forward lower edge of the door. The indicator is visible from the outside of the aircraft.

e. Visually check to see that the door is in closed position. Inspect from inside the cargo door for pin engagement or through the visual indicator on the outside of door to verify indicator indicates locked.

H. Cargo Door Troubleshooting

Note: The four restraints positioned by the door are equipped with protruding latches to hold pallets in locked position. If the restraints are not positioned correctly, these protruding latches will interfere with the door latching. Before changing any adjustment to door locking or warning mechanism, check the pallet restraint system for proper positioning.

1. With electrical power on the airplane, all applicable circuit breakers closed, the cargo door pins do not disengage.

Possible Cause	Isolation Procedure	Correction
a. Low Hydraulic Pressure	Check fluid level in reservoir	Fill if required
	Check pump output	Replace if defective
	Check relief valve	Replace if defective
	Check needle valve	Adjust
b. Obstruction	Insure all pins and gang bar are free damaged pins	Remove obstruction or replace
c. Leaking Latch pin cylinder	Check for internal leakage	Replace if defective

2. With electrical power on the airplane, all applicable circuit breakers closed, pins disengaged, the latches do not operate.

Possible Cause	Isolation Procedure	Correction
a. Obstruction	Check for full retraction of pins	Remove obstruction or replace damaged pin(s)
b. Leaking Latch cylinder	Check for internal leakage	Replace if defective

I. Cargo Door Adjustment

CAUTION: ALL CARGO DOOR ADJUSTMENTS MUST BE MADE WITH THE HAND PUMP ONLY

1. Open Mode

   a. For pressure control, refer to pressure Gauge, installed on Hydraulic panel.

   b. Release pressure Pilot Adjustment on lock pin holding valve.

   c. Select door open at Selector Valve.

   d. Using HAND PUMP start, open cycle, adjust lock pin and holding valve to 250 +25 PSI.

   e. Check Latch Actuator for movement, if any, adjust or replace Latch Actuator Relief Valve.

   f. Adjust Latch Actuator Relief Valve to 1400 PSI.

   g. Check for door up movement if any, adjust or replace door relief Valve.

   h. With Latches open, door should start up approximately 1800 PSI, if not adjust door up relief valve to 1800 PSI.

   i. Bring door approximately full up position, door up limit micro switch should make contact.

   j. Select door down position on selector valve.

   k. Door should stay in position, if not bring door to full down position and replace door holding valve, repeat steps b, c, d.

2. Close Mode

   a. Install pressure gauge at hydraulic control panel by capping Tee fitting at selector valve "P" port.

   b. Release pressure pilot adjustment on cargo door holding valve.

   c. Select door close at selector valve.

   d. Pump door down. Adjust door holding valve to where it takes 50 PSI to bring door down.

2. Test

a. Remove electrical power from circuit. Disconnect wiring from the micro switch and check for continuity with an ohmmeter.

b. Bring door down to a full closed position until micro switch is actuated by the block installed on lower jamb.

Note 1 Inspect block for wear, if necessary shim as required.

Note 2 Red light in Flight Engineer Panel & Cargo Door Control Box will remain "ON" until full operation is completed.

L. Up Limit Micro Switch

1. Adjustment

a. Open Cargo Door to desired height.

b. Install and set micro switch to this position so that there is a 1/32" measurement from the ring at the base of the plunger and the shoulder of the plunger when the lifting cylinder touch the micro switch.

2. Test

a. Remove electrical power from circuit. Disconnect wiring from the micro switch and check for continuity with an ohmmeter.

b. Open Cargo Door--Hydraulic Motor should shut off when door lifting cylinder reach the micro switch.

Note: Red light in Flight Engineer Panel & Cargo Door Control box will remain "ON" in open position.

M. Latch Pin Micro Switch

1. Adjustment

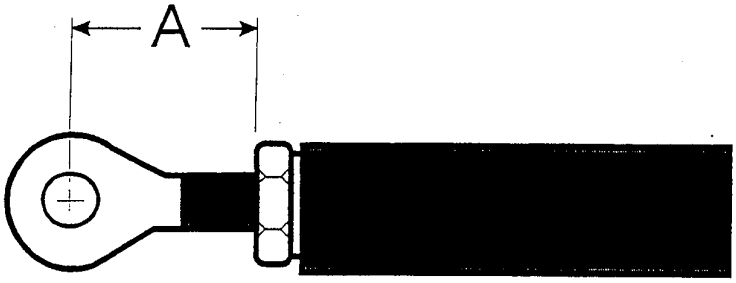
a. To assure a positive actuation of the micro switch, adjust the switch so there is a 1/32" measurement from the ring at the base of the plunger and the shoulder of the plunger when the latch lock pin is inserted into the latch by the actuator.

5. Remove shaft from upper end (Connected to Torque Tube).

6. Remove Latch from the respective broken Shaft.

7. Disconnect Shaft from Latch (Lower End).

8. Measure distance A, or count number of threads, which have to be the same in both sides.



MEASURE AT BOTH ENDS OF SHAFT

9. Remove complete Shaft.

10. Reverse process to install. Connect upper end of Shaft to Torque Tube. Connect lower end to Latch. Install Latch.

11. Move torque tube clockwise to close latch.

12. With latch completely closed, turn shaft to open position until latch begins opening. Turn shaft toward close position until feel pressure, then make a ¼ turn just to secure the shaft and eliminate slack.

13. Secure shaft by tightening both shaft ends with the lock nuts.

14. Connect Cylinder.

15. Actuate selector valve handle to number 1 position (OPEN).

16. Open door by using hand pump, check mechanism.

17. If mechanism is correct, then operate door by automatic system.

P. Cargo Door Rigging Procedures

CAUTION:	**NO OBSTRUCTION OF ANY KIND BETWEEN CARGO DOOR AND ITS JAMBS IS PERMITTED.**

1. Cargo Door must be in down position.

V. DC-8 MONARCH CARGO DOOR COMPONENT REMOVAL AND INSTALLATION

A. Cargo Door Hydraulic Pump & Motor Assy.

1. Removal

   a. Close door and depressurize hydraulic system.

   Note: Deactivate System to assure safety.

   b. Remove cannon plug connecting to hydraulic motor.

   c. Remove bolts connecting hydraulic pump to hydraulic pump motor.

   d. Remove hydraulic pump motor mount bolts.

   e. Remove hydraulic motor.

2. Installation

   a. Align hydraulic pump and motor assy to bracket and install bolts.

   b. Connect hydraulic pump to hydraulic motor.

   c. Connect cannon plug.

   d. Operate cargo door.

   CAUTION: MAINTAIN A CLEAR AREA AROUND DOOR PATH DURING DOOR OPERATION.

B. Cargo Door Pivot Block

1. Removal

   a. Close door and depressurize hydraulic system.

   Note: Deactivate system to assure.

   b. Remove cotter key and castle nut.

   c. Remove rod ends from pivot block.

   d. Remove bolt from pivot block.

   e. Remove pivot.

D. **Main Cargo Door Latch Assy**

1. Removal

a. Open cargo door to appropriate height.

b. Deactivate system.

Note: Although cargo door is equipped with holding valve so that door will not fall, supports, should be installed to assure safety.

c. Disconnect rod that connects to latch assy and torque tube.

d. Remove bolts that hold latch assy to door. Remove latch.

2. Installation

a. Align latch assy to cargo door.

b. Install bolts from latch assy to cargo door.

c. Connect rod from torque tube to latch assy lever.

d. Operate cargo door.

CAUTION: MAINTAIN A CLEAR AREA AROUND DOOR PATH DURING DOOR OPERATION.

E. **Hydraulic Tank**

1. Removal

a. Close door and depressurize hydraulic system.

Note: Deactivate system to assure safety.

b. Remove drain plug and drain hydraulic fluid from tank.

c. Disconnect lines attached to hydraulic tank.

d. Remove bolts from hydraulic tank mounting plate.

Note: Plug lines to prevent spillage and contamination of hydraulic lines.

G. Cargo Door Hydraulic System Filters

1. Removal

   a. Close door and depressurize hydraulic system.

   Note: Deactivate system to assure safety.

   b. Break safety wire at hydraulic filter cover.

   c. Remove hydraulic filter cover and remove filter element.

2. Installation

   a. Install new filter element.

   b. Slide filter cover to filter assembly.

   c. Tighten filter cover and safety with .032 safety wire.

   d. Service hydraulic system to full with MIL-H-5606.

   e. Operate cargo door and check for leaks.

   CAUTION: MAINTAIN A CLEAR AREA AROUND DOOR PATH DURING DOOR OPERATION.

H. Cargo Door Cylinder

1. Removal

   a. Close door and depressurize hydraulic system.

   Note: Deactivate system to assure safety.

   b. Disconnect hydraulic lines at actuator.

   c. Break safety wire and remove bolts from pivot block.

   d. Remove bolt from pivot mount assembly and remove hydraulic cylinder.

   Note: Plug lines to prevent spillage and contamination of hydraulic lines.

J. Latch Pin Micro Switch

1. Removal

   a. Put circuit breaker in the "OFF" position and "RED" tag.

   Note: Circuit breaker located on panel of air conditioning system.

   b. Remove latch cover protector.

   c. Disconnect electrical wires and insulate all electrical wire ends to prevent a short circuit.

   d. Remove micro switch from mounting base.

2. Installation

   a. Install micro switch.

   b. Connect all electrical wires.

   c. Restore electrical power and adjust micro switch in accordance with Adjusting & Testing Procedures.

   d. Install latch cover protector.

K. Down & Closed Micro Switch

1. Removal

   a. Put circuit breaker in the "OFF" position and "RED" tag.

   Note: Circuit breaker located on panel of air conditioning system.

   b. Remove latch cover protector.

   c. Disconnect electrical wires and insulate all electrical wire ends to prevent a short circuit.

   d. Remove micro switch from mounting base.

2. Installation

   a. Install micro switch.

   b. Connect all electrical wires.

2. Installation

a. Install micro switch.

b. Connect all electrical wires.

c. Restore electrical power and adjust micro switch in accordance with Adjusting & Testing Procedures.

d. Install latch cover protector.

N. Hydraulic Panel Check Valves

1. Removal

a. Close door and depressurize hydraulic system

Note:	Deactivate system to assure safety.

b. Disconnect hydraulic lines at check valve.

Note:	Plug lines to prevent spillage and contamination of hydraulic lines.

2. Installation

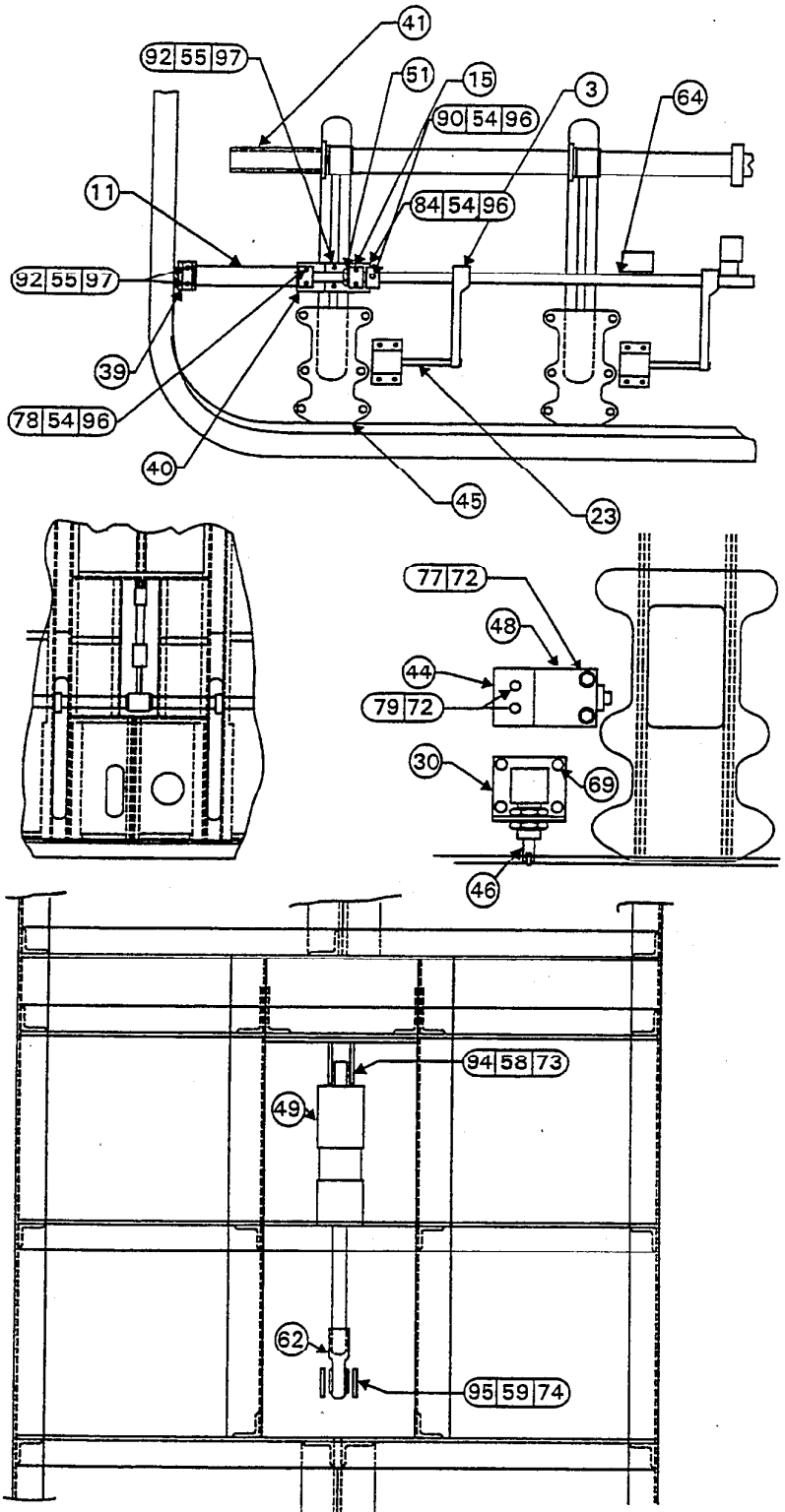
a. Align check valves to hydraulic lines.

b. Tighten B-nuts.

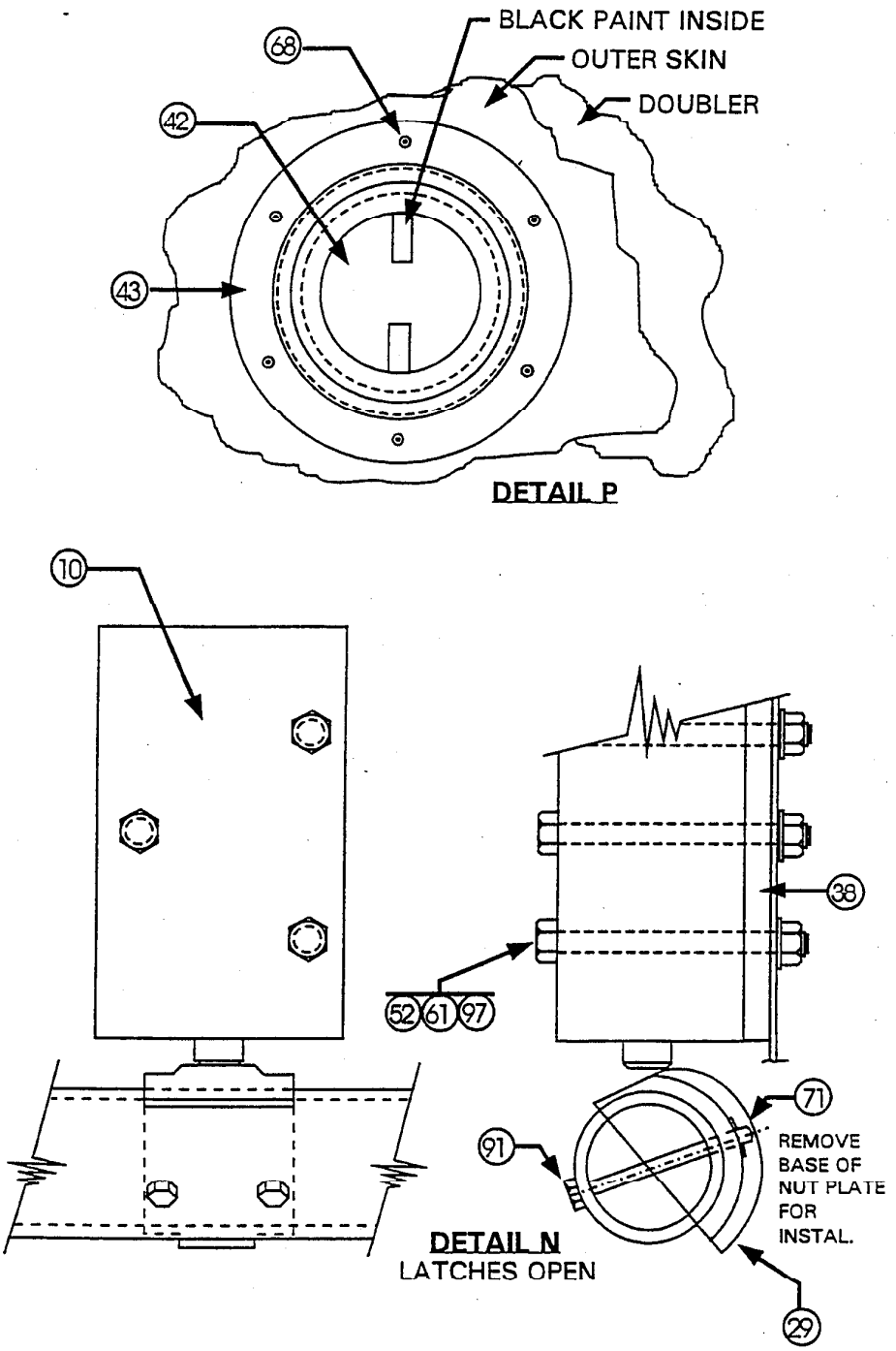
c. Service hydraulic system to full with MIL-H-5606.

ITEM	SPEC	MATERIAL	PART NO.	DESCRIPTION	QTY
51		1/2-20 UNF-3B	AN316-8	NUT	1
52		1/4-28 UNF-3A	AN4-20	BOLT	9
53		10-32 UNF-3A	AN525-10R-8	SCREW	59
54		10	AN960-10L	WASHER	71
55		1/4	AN960-416L	WASHER	32
56		5/16	AN960-516	WASHER	28
57		3/8	AN960-616	WASHER	42
58		1/2	AN960-816L	WASHER	3
59		5/8	AN960-1016	WASHER	3
60		3/4	AN960-C1216L	WASHER	4
61		1/4	AN970-4	WASHER	9
62	NMB CORP.		ART-10	ROD END BEARING	1
63	ANDREWS		EW1-1/2	THRUST BEARING	1
64		8-32 NC-3A	MS18065-24	SETSCREW	5
65		3/8	MS20002C6	WASHER	42
66		3/8-24 UNF-3A	MS20006-7	BOLT	28
67		3/32" DIA	MS20426AD3-3	RIVET	23
68		1/8" DIA	MS20426AD4-6	RIVET	106
69		3/16" DIA	MS20426AD6-8	RIVET	8
70		3/8-24 UNJF-3B	MS21042-6	NUT	42
71			RM52LHTA521-02	NUT PLATE	2
72		10-32 UNJF-3B	MS21047-L3	NUT PLATE	14
73		1/2-20 UNJF-3B	MS21083-N8	NUT	1
74		5/8-18 UNJF-3B	MS21083-N10	NUT	1
75		5/16-24 UNJF-3A	NAS1205-8	BOLT	28
76		10-32 UNRF-3A	NAS1351-3-16	BOLT	4
77		10-32 UNRF-3A	NAS1351-3-20	BOLT	2
78		10-32 UNJF-3A	NAS330CPA-4	SCREW	4
79		10-32 UNJF-3A	NAS330PA-6	SCREW	2
80		8-32 UNJC-3A	NAS517-2-2	SCREW	48
81		3/8-24 UNJF-3A	NAS517-6-10	SCREW	14
82		10-32 UNF-3A	NAS6203-3	BOLT	4
83		10-32 UNF-3A	NAS6203-5	BOLT	14
84		10-32 UNF-3A	NAS6203-6	BOLT	4
85		10-32 UNF-3A	NAS6203-7	BOLT	18
86		10-32 UNF-3A	NAS6203-8	BOLT	2
87		10-32 UNF-3A	NAS6203-10	BOLT	6
88		10-32 UNF-3A	NAS6203-11	BOLT	8
89		10-32 UNF-3A	NAS6203-12	BOLT	8
90		10-32 UNF-3A	NAS6203-18	BOLT	1
91		10-32 UNF-3A	NAS6203-29	BOLT	2
92		1/4-28 UNF-3A	NAS6204-7	BOLT	4
93		1/4-28 UNF-3A	NAS6204-32	BOLT	14
94		1/2-20 UNF-3A	NAS6208-20	BOLT	1
95		5/8-18 UNF-3A	NAS6210-16	BOLT	1
96		10-32 UNJF-3B	NAS679-A3	NUT	71
97		1/4-28 UNJF-3B	NAS679-A4	NUT	34
98		5/16-24 UNJF-3B	NAS679-A5	NUT	28
99	THOMSON		SPB-12ADJ	BUSHING BLOCK	3

LATCHING MECHANISM & LINKAGE INSTALLATION
DRWG. NO. K-52-5002 (2 OF 9)



LATCHING MECHANISM & LINKAGE INSTALLATION
DRWG. NO. K-52-5002 (4 OF 9)



LATCHING MECHANISM & LINKAGE INSTALLATION
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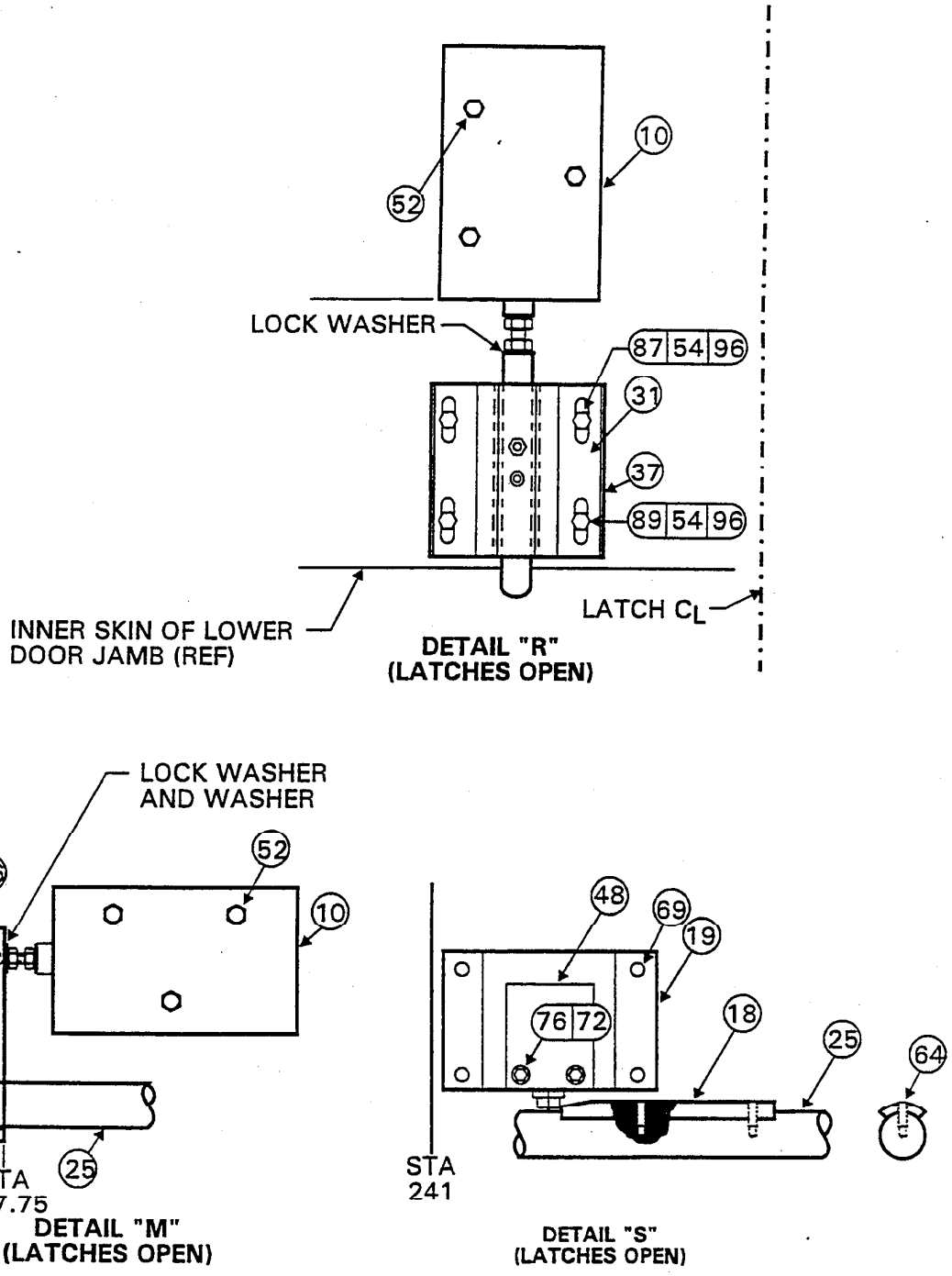
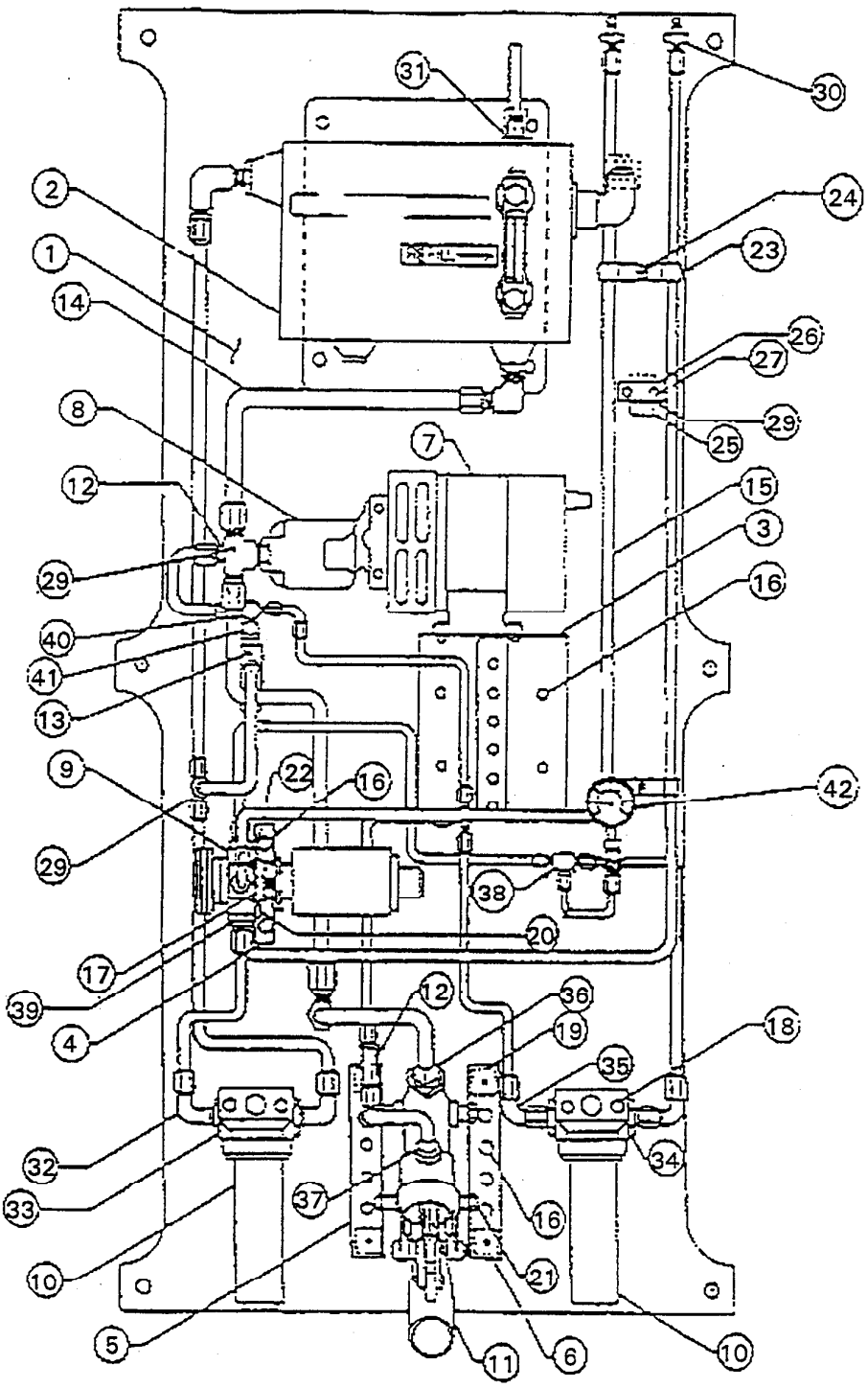


LATCHING MECHANISM & LINKAGE INSTALLATION
DRWG. NO. K-52-5002 (8 OF 9)



HYDRAULIC CONTROL PANEL (SHEET 1 OF 4)

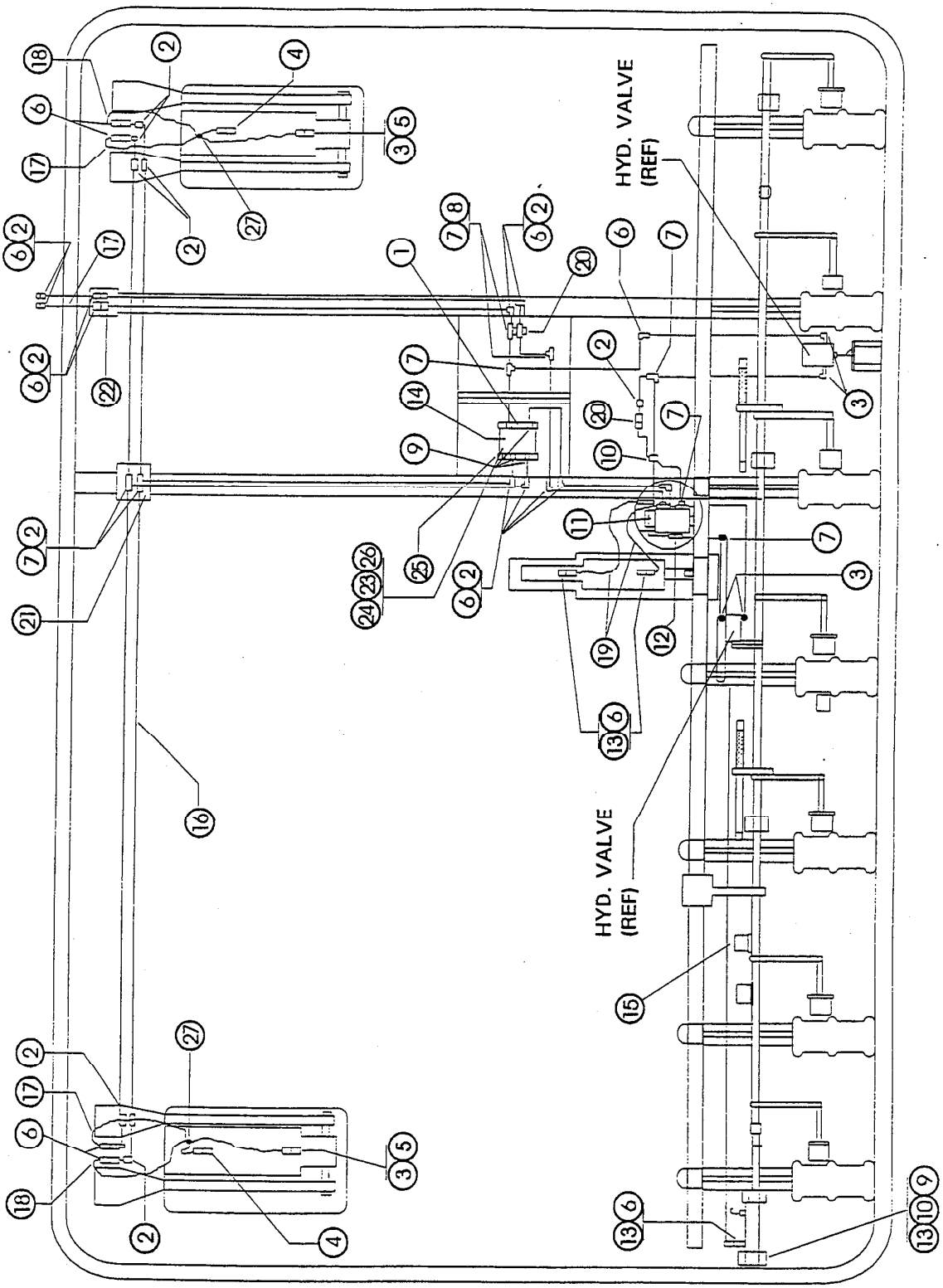
HYDRAULIC PANEL

ITEM	PART NUMBER	QTY	NOMENCLATURE
	NAS 43DD4	4	SPACER
19	AE 4350-11	4	SPACER
	N 426 AD-3	4	RIVET
20	AE 4323-12	1	PLACARD
21	AN 4-33A	2	BOLT
	AN 960-416	2	WASHER
	AN 365-428A	2	NUT
22	AE 4323-13	1	PLACARD
23	AE 4352-100	2	CLAMP ASSY.
24	AN 366F1032A	2	NUT PLATE
	AN 426 AD3	4	RIVET
	NAS 43DD3	2	SPACER
	AN 525-10R	2	SCREW
25	MS 24264R14	1	PLUG
26	AE 4351-11	1	PLUG HOLDER
27	AN 470 AD5	2	RIVET
28	AN 508-8-6	4	SCREW
	AN 960-8	4	WASHER
	AN 365.832A	4	NUT
29	AN 824-6D	2	TEE
30	AN 815-4	2	UNION
	AN 818-4	2	NUT
	AN 819-4	2	SLEEVE
31	AN 815-4D	1	UNION
	AN 818-4D	1	NUT
	AN 819-4D	1	SLEEVE
32	AN 833-6D	2	90° ELBOW
33	AN 924-6D	2	REDUCER
34	AN 919-4-6D	2	REDUCER
35	C 5506-4	2	SWIVEL NUT 90° ELBOW
36	AN 919-12-8-6SS	1	UNION
37	ANA 815-4	1	UNION

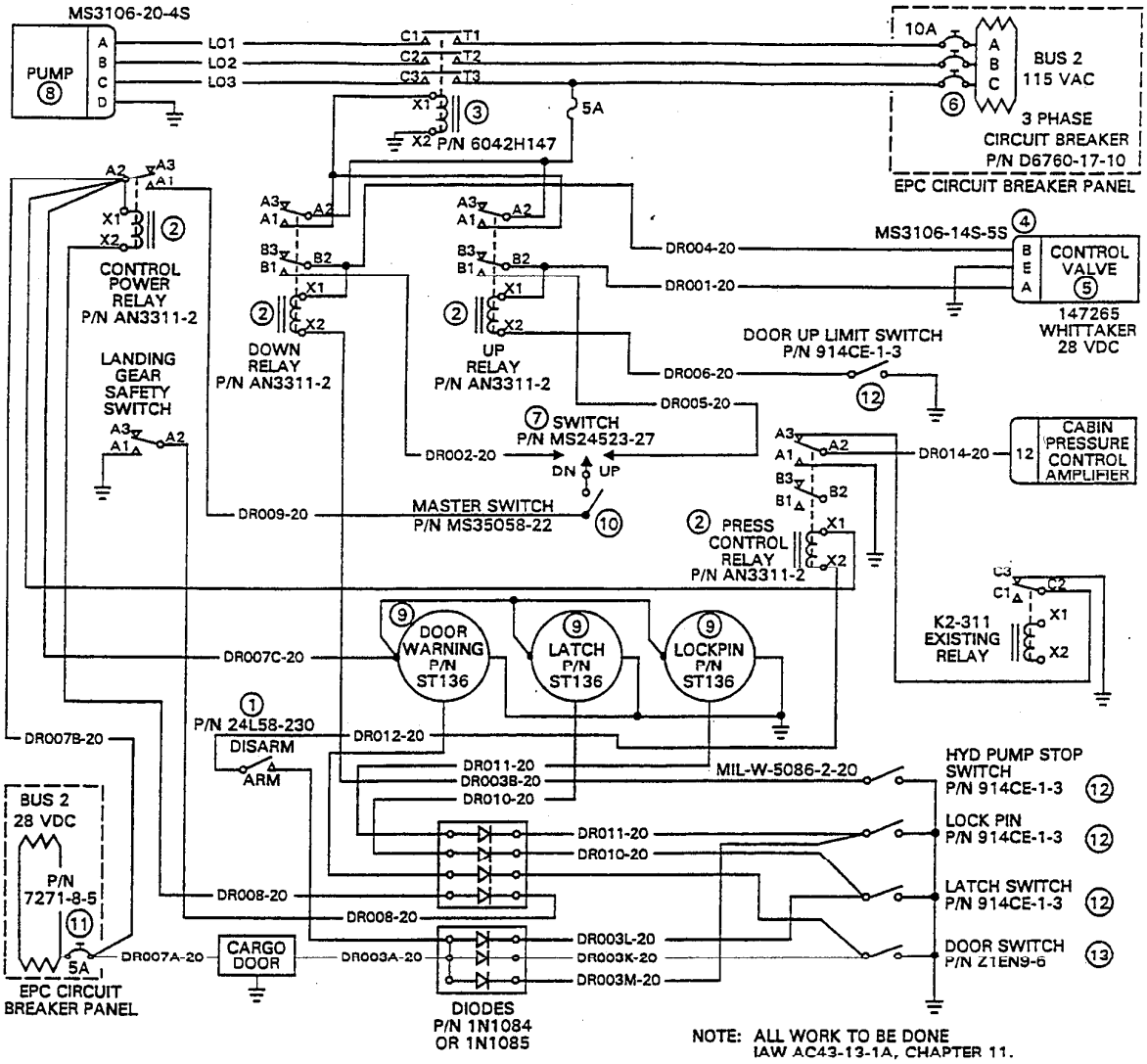
HYDRAULIC CONTROL PANEL (Sheet 3 of 4)

ITEM	SPEC.	MATERIAL	PART NO.	DESCRIPTION	DASH NO.	QTY
			K-52-5003-1	HYDR. PIPING INSTL.		-1
1			Z-52-3080-1	MOUNTING BRACKET		1
2	SWAGELOK		SS-400-61	BULKHEAD UNION		21
3	SWAGELOK		SS-400-2-4ST	MALE ELBOW		6
4	SWAGELOK		SS-400-5-4ST	ELBOW		2
5			2-52-3093-1	RESTR. CHECK VALVE		2
6			SS-400-9	ELBOW		16
7	SWAGELOK		SS-400-3	UNION TEE		7
8	SWAGELOK		SS-400-P	PLUG		2
9	SWAGELOK		SS-400-1-4	FITTING		5
10	SWAGELOK		SS-400-6	UNION		3
11	SWAGELOK		SS-400-1-451	CONNECTOR		1
12	SWAGELOK		SS-400-3775	UNION TEE		1
13	SWAGELOK		SS-400-A-4ANP	ADAPTOR		4
14	SWAGELOK		271-2	LOCK VALVE		1
15	WATERMAN HYD.		MS21919-DG4	CLAMP		A/R
16	UMPCO	TYPE 304	1/4 OD x .028W	PIPE		A/R
17	MIL-T-8504/6		SS-4BHT-24	HOSE		4
18	CAJON		SS-4BHT-18	HOSE		2
19	CAJON		SS-4BHT-12	HOSE		2
20	CAJON		SS-1VS4	VALVE		2
21	WHITEY	.071/2024-T3	K-52-5003-3	PLATE	-3	1
22	4.5x4.375	.071/2024-T3	K-52-5003-5	PLATE	-5	1
23	4.375x2		AN960-416	WASHER		3
24			AN3-20A	BOLT		A/R
25			MS20426AD3-4	RIVET		A/R
26			RM52LHTA521-048	ANCHOR NUT		A/R
27	UMPCO		MS21919-066	CLAMP		

HYDRAULIC PIPING INSTALLATION
DRWG. NO. K-52-5003 (SHEET 1 of 3)

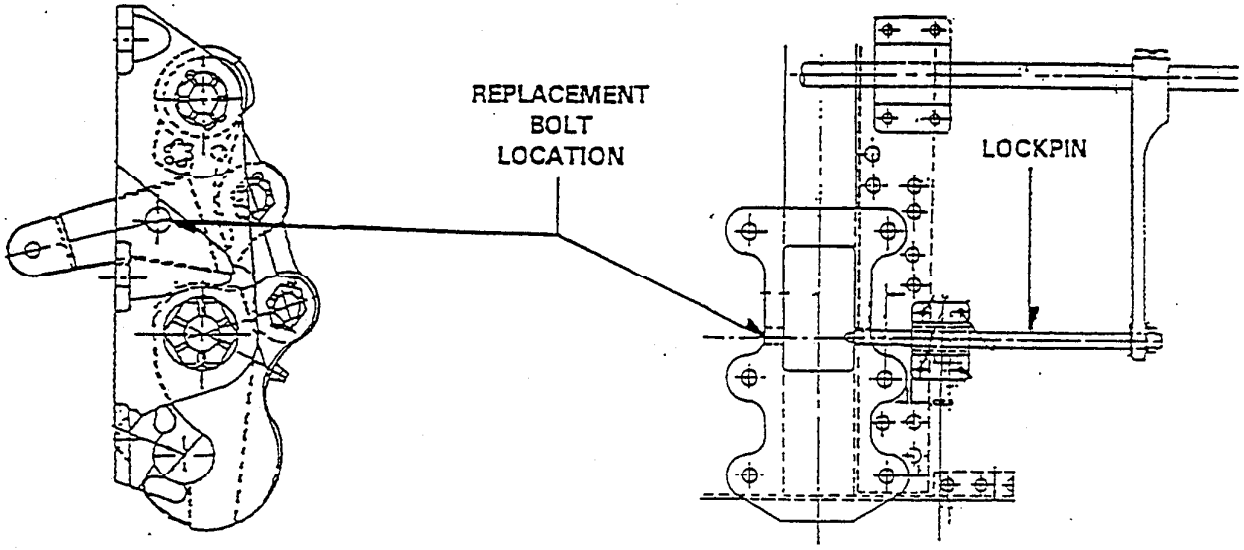


HYDRAULIC PIPING INSTALLATION DRWG. NO. K-52-5003 (3 of 3)



ITEM	SPEC	MATERIAL	PART NO.	DESCRIPTION	DASH NO.	QTY
1			24L58-230	SWITCH		1
2			AN3311-2	RELAY		4
3			6042H147	RELAY		1
4			MS3106-14S-5S	CONNECTOR		1
5	WHITTAKER		147265	CONTROL VALVE		1
6			D6760-17-10	CIRCUIT BREAKER		1
7			MS24523-27	SWITCH		1
8			MS3106-20-4S	PUMP		1
9			ST136	WARNING LIGHTS		3
10			MS35058-22	MASTER SWITCH		1
11			7271-8-5	CIRCUIT BREAKER		1
12			914CE-1-3	SWITCH		4
13			Z1EN9-6	SWITCH		1

K-52-5010
DOOR CONTROL AND WARNING



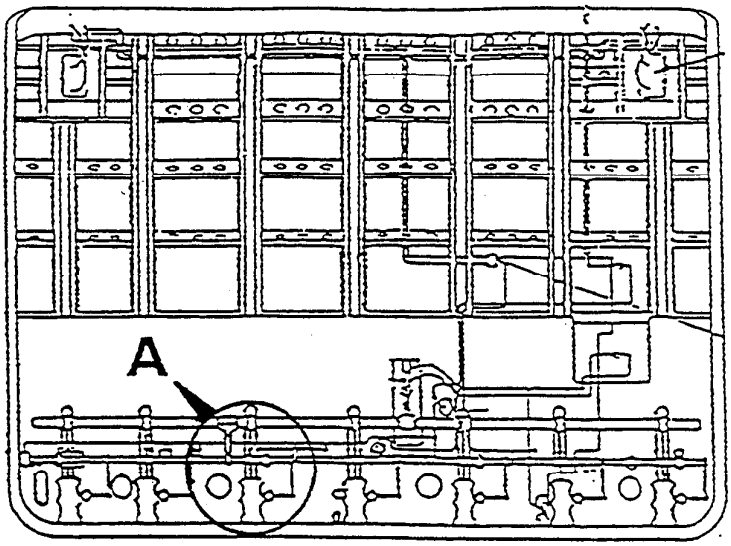


Figure 1. Monarch Main Cargo Door

(3) Relief Valve

(a) The relief valve is located in the left hand forward belly compartment. If the fluid pressure in the system becomes excessive (over 2900 PSI) the relief valve bleeds pressure off and returns the fluid to the reservoir.

(4) Needle Valve

(a) The needle valve is located in the left hand forward belly compartment. The needle valve is manually adjustable to the desired flow of hydraulic fluid to the door system.

(5) Safety Valve

(a) The safety valve is located in the left hand side of the 9G bulkhead at STA 63. The safety valve functions as a check valve and is manually operated. The valve MUST be operational to allow fluid to the rest of the system.

(6) Pin Valve

(a) The pin valve is located on the lower cargo door at STA 161. The valve is a three position, closed center, electrically operated valve. The electrical power is 28 VDC from Bus #3. When the valve is energized, it supplies hydraulic fluid to the pin cylinder.

(7) Pin Cylinder

(a) The pin cylinder is located on the lower forward corner of the cargo door and activates the safety pins.

(8) Latch Valve

(a) The latch valve is located on the lower cargo door at STA 187. The valve is a three position, closed center electrically operated valve.

the function of the restrictors is to further slow down the flow of hydraulic fluid to and from the cylinder.

(14) Cargo Door Cylinder

(a) The cargo door cylinder is located on the upper forward corner of the cargo door and activates the cargo door.

b. Some aircraft are equipped with a aux hydraulic hand pump which allows the door to be manually opened and closed. The components listed below make up the hand pump installation.

(1) Reservoir

(a) The system receives its supply of hydraulic fluid from a tank located overhead in forward courier compartment. The reservoir has a capacity of approximately one gallon.

(2) Hand Pump

(a) The Hand Hydraulic Pump is located on the forward left hand side of the 9G bulkhead.

(3) Shut Off Valve

(a) The shut off valve is located just below the reservoir. Close shut off valve to open door. Slowly open valve to close door.

CAUTION:	**IF DOOR IS OPENED MANUALLY, IT MUST BE CLOSED MANUALLY.**

C. Electrical System

1. General

a. The electrical system for the cargo door consists of two (2) types of electrical power;

(4) Fourth pole

(a) The fourth pole of the switch is not used.

c. The 28 VDC electrical power for the cargo door warning system, on some models, is supplied from BUS #3 and is protected with a one amp, single pole circuit breaker located on the EPC panel in the upper right corner. The power is directed to two places from the circuit breaker.

(1) The power is directed to the warning light located on the upper right engineers panel, for the press to test function..

(2) The power is directed to microswitch (M5) located in the lower aft corner of the cargo door at STA 263.

(a) The power is on the normally closed side of the microswitch, and when the microswitch is in the open position power is directed to the cargo door warning light.

d. The cargo door warning system on some models is tied into the airplanes master warning system. The electrical power is furnished from 28 VDC BUS #4 and is directed to microswitch (M5) located in the lower aft corner of the cargo door through the master warning light.

(1) The power is son the normally closed side of the microswitch and when the microswitch is in the open position the circuit is completed to ground which in turn energizes the master warning light.

e. 115 VAC 400 Cycle 3-Phase Electrical Power

(1) The electrical power supplied from BUS #4 is protected by one (1) twenty amp, 3 pole, circuit breaker located on the left side of the forward wall of the crash bulkhead. The electrical power is then directed to the relay.

(2) The relay is located in the left side of the forward belly compartment and is energized by two different procedures.

(5) Release the toggle switch and hydraulic safety lever.

(6) Pull all cargo door circuit breakers.

(7) Visually check to see that the door is in the closed position. Inspect from inside or through the cargo door inspection window for pin engagement.

2. Hand Pump Operation

a. Open

(1) The door manual open wrench is located on the left side of the cargo compartment at fuselage Sta. 120. It is at waist level and is painted red.

(2) Disconnect the pin cylinder from the U-bar (door locking pin gang bar). Reinsert pin cylinder bolt in U-bar. Take the manual open wrench and insert the hook end to the pin cylinder bolt and pull the U-bar forward to unlock the pins.

(3) Close the manual system valve located above the hand pump inside the bulkhead.

(4) Pump the hand pump while holding the door control switch in the up position until door is open and safety latch is engaged.

Note: If electrical power is not available the cargo door control valve slide will need to be manually centered by pushing the Red Tabs to prevent a hydraulic lock of the door actuating cylinder.

CAUTION: **IF DOOR IS OPENED MANUALLY, IT MUST BE CLOSED MANUALLY.**

b. Close

(1) Slowly open manual valve above hand pump until door is closed.

(2) Insert manual opening wrench into "U" shape channel and push channel aft until lock pins are in the locked position.

(3) Check lock pins for security by looking through window on lower aft outside of door.

2. Closing sequence.

a. Power is supplied to the cargo door safety valve (V4) and the cargo door valve (V3).

(1) Ports in the cargo door safety valve and the cargo door valve open.

(a) Hydraulic fluid is allowed to return from the cargo door cylinder.

(b) Cargo door cylinder extends.

(c) Cargo door activates micro switch (M3).

(d) Hydraulic pump pressurizes the system.

b. Power is directed to the latch valve (V2) through micro switch (M4).

(1) Port in the latch valve opens.

(a) Hydraulic fluid is directed to the latch cylinder.

(b) Latch cylinder extends.

(2) Micro switch (M4) is activated.

c. Power is directed to the pin valve (V1) through micro switch (M5).

(1) Port in pin valve opens.

(a) Hydraulic fluid is directed to the pin cylinder.

(b) Pin cylinder extends.

C. With electrical power on the airplane, all applicable circuit breakers closed, pins disengaged, latches open, the cargo door will not open.

Possible Cause	Isolation Procedure	Correction
1. Obstruction	Insure door area outside aircraft is clear	Remove obstruction
2. Microswitch (M2) not engaged	Check for engagement	Adjust
3. Defective cargo door valve (V3)	Check for power on fwd terminal	See wiring diagram
	Manually operate valve (See note following)	Replace if defective

Note: Manual operation of the cargo door valve (V3) is to depress and hold the red button on the forward side of the valve. If the cargo door operates normally, then the valve most likely has a defective solenoid.

4. Defective cargo door safety valve (V4)	Check for power	See wiring diagram
	Manually operate valve (See note following)	Replace if defective

Note: Manual operation of the cargo door safety valve (V4) is to depress and hold the red button on top of the valve. If the cargo door operates normally, then most likely the valve has a defective solenoid.

5. Clogged restrictor	Check for obstructions (Located at each port of the cargo door cylinder)	Remove obstruction
6. Defective needle valve (N1)	Check needle valve	Adjust or replace

Note: Manual operation of the latch valve (V2) is to depress and hold the red button on the forward side of the valve. If cargo door operates normally, then the valve most likely has a defective solenoid.

4.	Latches out of rig	Check for proper alignment of latches versus spools	Adjust

F. With electrical power on the airplane, all applicable circuit breakers closed, the door closed, the latches closed, the pins will not insert.

	Possible Cause	Isolation Procedure	Correction
1.	Obstruction	Check latches for over center position	Adjust latches
2.	Microswitch (M4) not engaged	Check for engagement	Adjust
3.	Defective pin valve (V1)	Check for power on aft terminal	See wiring diagram
		Manually operate valve (See note following)	Replace if defective

Note: Manual operation of the pin valve (V1) is to depress and hold the red button on the aft side of the valve. If cargo door operates normally, then the valve most likely has a defective solenoid.

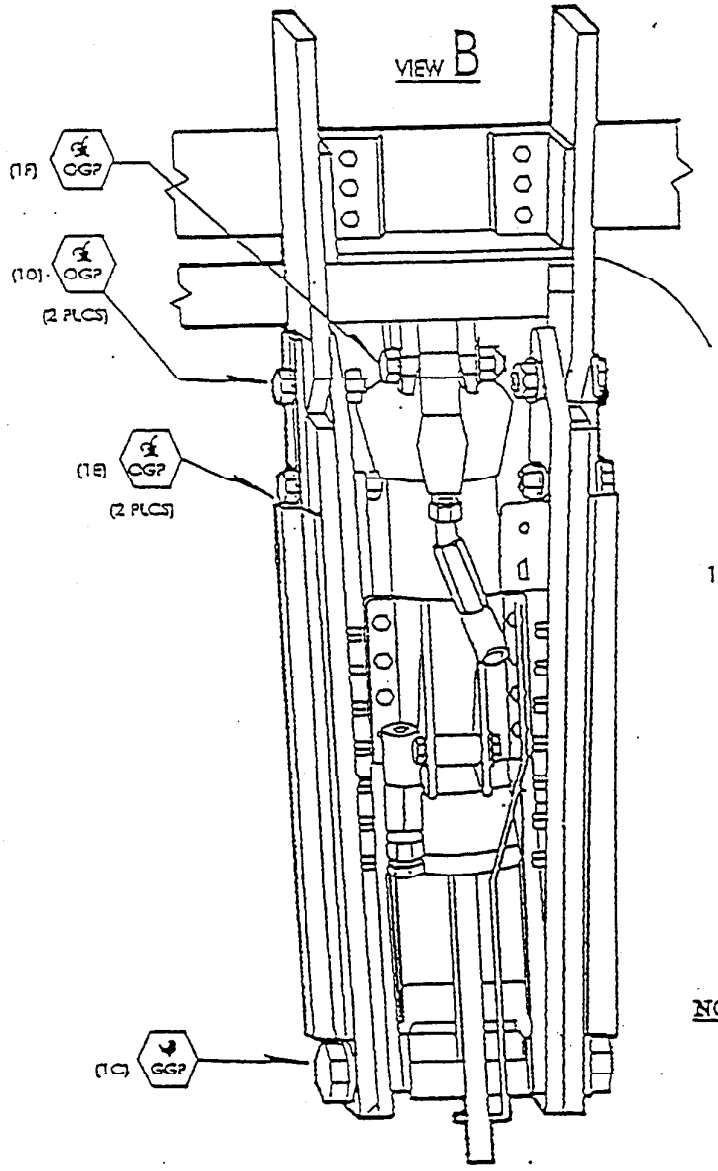
G. While airplane in flight, cargo door pins vibrate out causing cargo door warning light to come on.

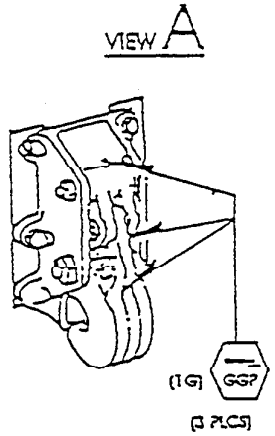
	Possible Cause	Isolation Procedure	Correction
1.	Microswitch (M5) plunger retracting pins	Check tension on gang bar	Tighten bolts snugly where gang bar attached to pin swivel arms (12 plcs)

H. While closing the cargo door, the gang bar chatters back and forth

	Possible Cause	Isolation Procedure	Correction
1.	Microswitch (M5) plunger retracting pins	Check tension on gang bar	Tighten bolts snugly where gang bar attached to pin swivel arms (12 plcs)

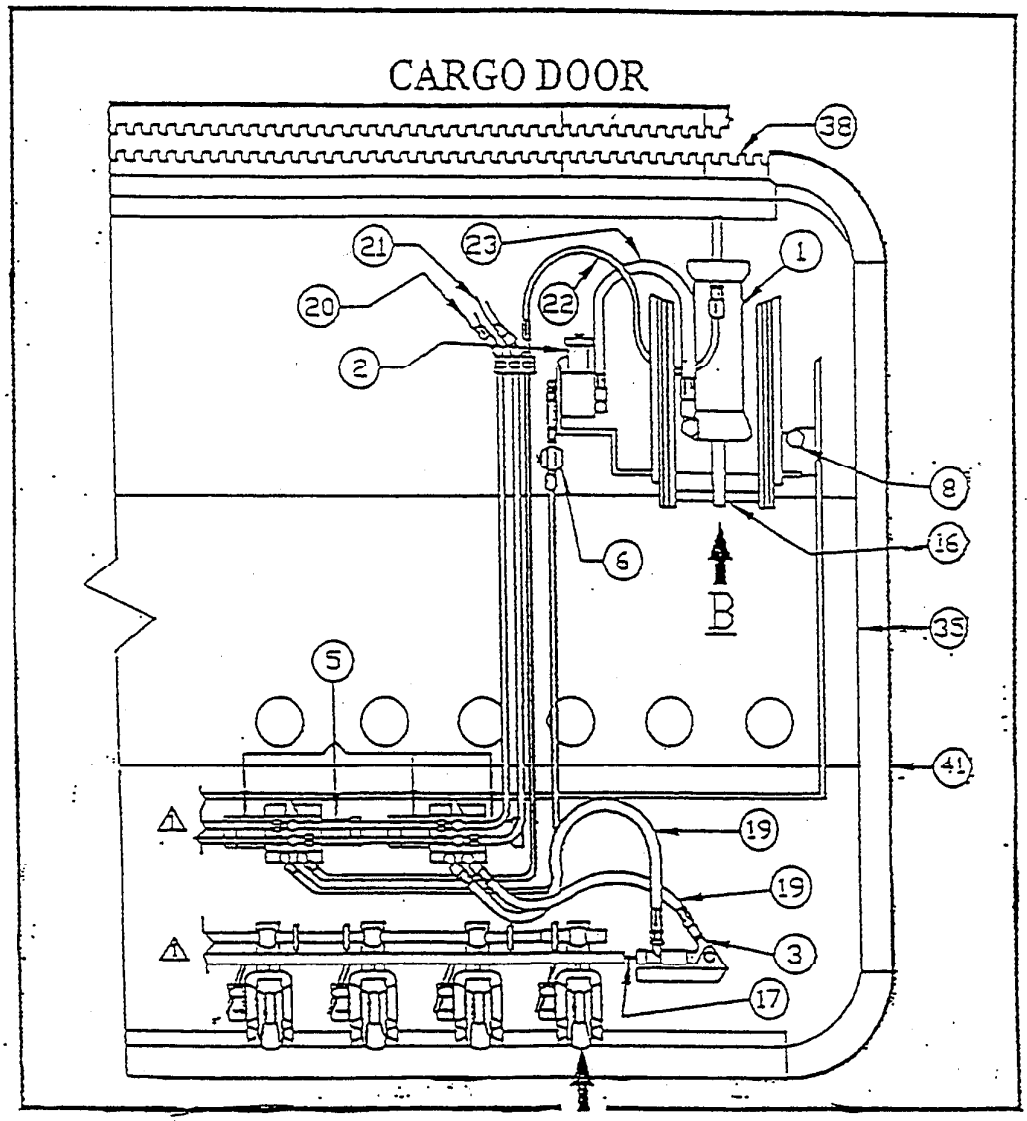
CARGO DOOR - LUBRICATION





1. UPPER CARGO DOOR
   - A. HINGE - OIL LIGHTLY
   - B. CARGO DOOR SEAL - APPLY GENEROUS AMOUNTS
   - C. MECHANISM BOLT - REMOVE, APPLY AND REINSTALL
   - D. MECHANISM BOLT (2) - OIL LIGHTLY
   - E. MECHANISM BOLT (2) - OIL LIGHTLY
   - F. CYLINDER BOLT - OIL LIGHTLY
   - G. CARGO DOOR LATCH (12) - APPLY TO THREE GREASE FITTINGS EACH.

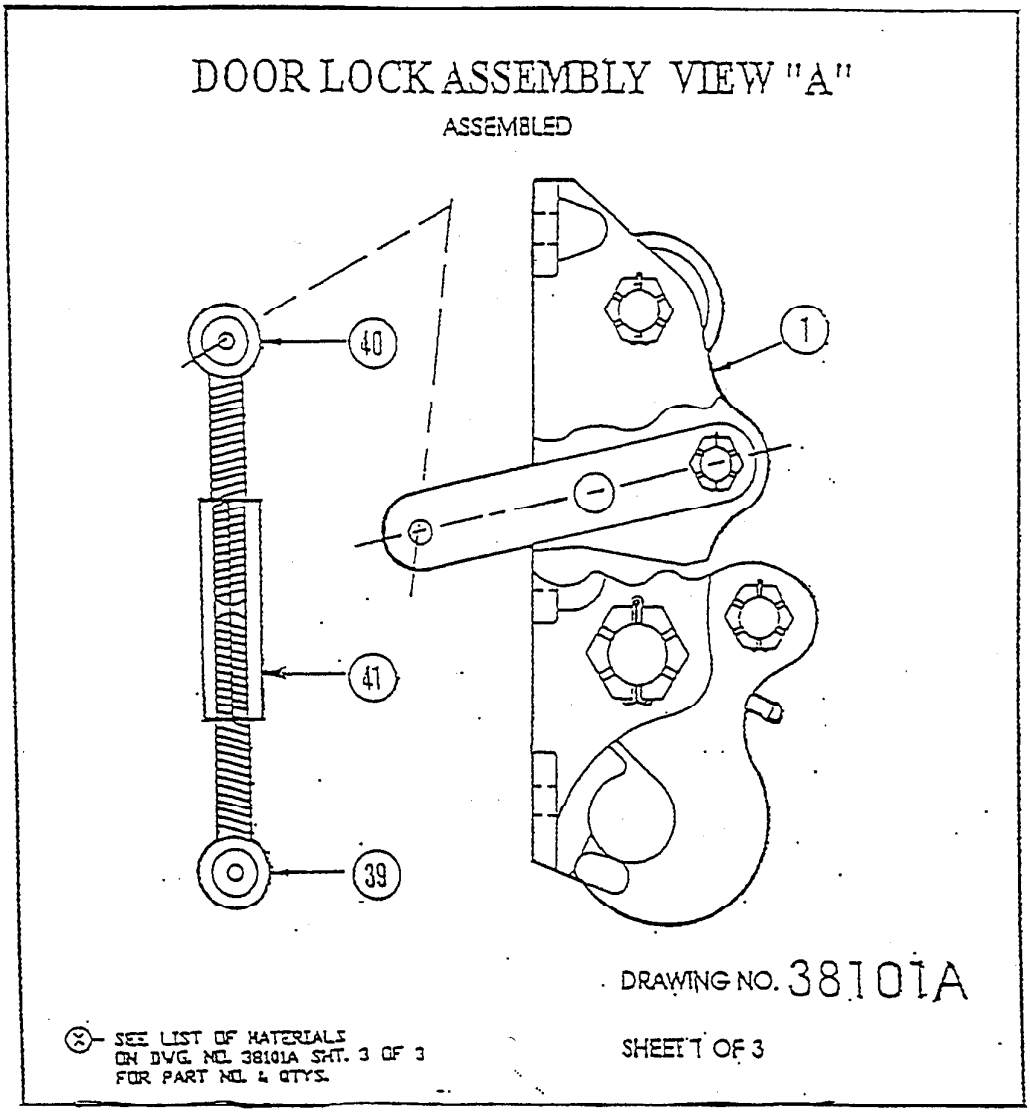
NOTE: Lubricate Latch Spool Bolts with grease (12) - 1 grease fitting each (Not Shown)



(X) - SEE LIST OF MATERIALS ON DWG. NO. 38101D SHT. 3 OF 3 FOR PART NO. & QTYS.

1 - FOR CONT SEE DWG. NO. 38101D SHT. 1 OF 3

DRAWING NO.
38101D
SHEET 2 OF 3


DOOR LOCK ASSEMBLY VIEW "A"
ASSEMBLED
40
1
41
39
DRAWING NO. 38101A
SEE LIST OF MATERIALS ON DWG. NO. 38101A SHT. 3 OF 3 FOR PART NO. & QTYS.
SHEET 1 OF 3

DOOR LOCK ASSEMBLY VIEW "A"

EMERY WORLDWIDE AIRLINES

DRAWING NO.
38101A

ITEM	PART NO.	QTY.	NAME
1	38820	12	LOCK ASSEMBLY, DOOR. DAC 3361150
2	3772794-1	1	BASE. LOCK ASSEMBLY
3	3773874-3	1	HOOK. LOCK ASSEMBLY
4	MS15001-2	1	FITTING GREASE
5	NAS77414-62	2	BUSHING
6	3773454-5	2	SPACER
7	AN320-7	2	NUT
8	4775938-1	1	SPACER
9	NAS464-7-20	2	BOLT
10	2361130	1	LINK ASSEMBLY
11	2361130-4	1	LINK
12	MS15001-4	1	FITTING, GREASE
13	NAS77410-23	2	BUSHING
14	4773453-1	1	PLATE. LOCK
15	NAS1204-10	1	BOLT
16	NAS1205-10	1	BOLT
17	NAS1205-12	1	BOLT
18	4773462-1	1	LEVER ASSEMBLY
19	4773462-3	1	LEVER
20	MS15001-1	1	FITTING, GREASE
21	1365255	2	BUSHING
22	2363572	1	CAM
23	AN960-416L	1	WASHER
24	NAS67944	1	NUT
25	NAS67945	1	NUT
26	AN916-516L	1	WASHER
27	2483076	1	WASHER
28	AN320-8	1	NUT
29	AN960-816	1	WASHER
30	AN320-4	1	NUT
31	AN381-2-8	1	PIN
32	AN960-416L	1	WASHER
33	NAS1104-60	1	BOLT
34	FN22-1018	1	NUT
35	NAS464-8-50	1	BOLT
36	LBW22-10-46	1	BOLT
37	WC22-10	1	WASHER
38	WP22-10	1	WASHER
39	8RE4205	1	ROD END L.H. THREAD
40	8RE4090L	1	ROD END R.H. THREAD
41	2363022	1	LINK ASSEMBLY

SHEET 3 OF 3

CARGO DOOR VIEW "B"

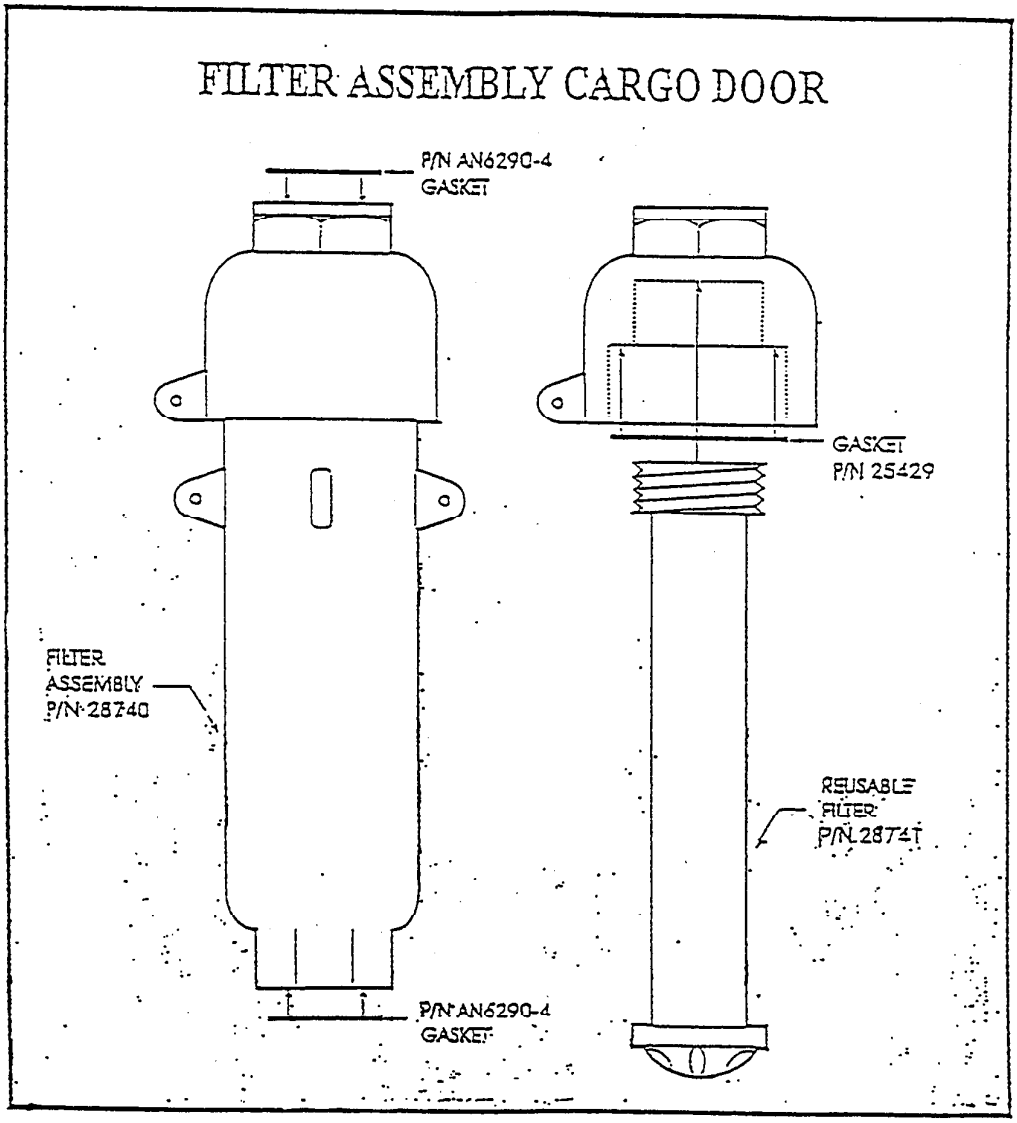
EMERY WORLDWIDE AIRLINES

DRAWING NO.
38101B

ITEM	PART NO.	QTY.	NAME
1	38101	1	ACTUATOR, CARGO DOOR DAC # 527411-6-502 (SEE VIEW "C")
1A	38812	1 PR.	EXTENSION ARMS
2	35554	1	CLIP
3	37601-19	1	PLACARD
4	AN12-26	1	BOLT, CYLINDER TO DOOR
5	AN960-1216	2	WASHER, CYLINDER TO DOOR
6	AN310-12	1	NUT, CYLINDER TO DOOR
7	8K5130	2	BOLT, CYLINER ROD END TO EXTENSION ARM
8	3K5234	4	WASHER, CYLINDER ROD END TO EXTENSION ARM
9	2J3502	1	NUT, CYLINDER ROD END TO EXTENSION ARM
10	AN380-4-7	1	COTTER PIN, CYLINDER ROD END TO EXTENSION ARM
11	38813	1	H-BRACKET (ARM)
12	AN10-21	2	BOLT, H-ARM TO DOOR ATTACH
13	AN960-1016	4	WASHER, H-ARM TO DOOR ATTACH
14	AN310-10	2	NUT, H-ARM TO DOOR ATTACH
15	AN10-24	2	BOLT, EXTENSION ARM TO AIRFRAME ATTACH
16	AN10-24	4	WASHER, EXTENSION ARM TO AIRFRAME ATTACH
17	AN310-10	2	NUT, EXTENSION ARM TO AIRFRAME ATTACH
18	AN380-4-5	2	COTTER PIN, EXTENSION ARM TO AIRFRAME ATTACH
19	38814	1	SAFETY LATCH ASSEMBLY
20	38815	1	SLEEVE, HOOK CATCH
21	LCL MFG.	1	ROD, SAFETY LATCH STOW (MFD. PER SAMPLE)
22	32603-2	1	HOSE ASSEMBLY, DOOR ACT. DOWN LINE
23	32603-1	1	HOSE ASSEMBLY, DOOR ACT. UP LINE
24	35258	1	BUSHING, SAFETY LATCH
25	AN-8-23	1	BOLT, SAFETY LATCH
26	AN960-816	2	WASHER, SAFETY LATCH
27	AN365-820	1	NUT, SAFETY LATCH

SHEET 2 OF 2

FILTER ASSEMBLY CARGO DOOR

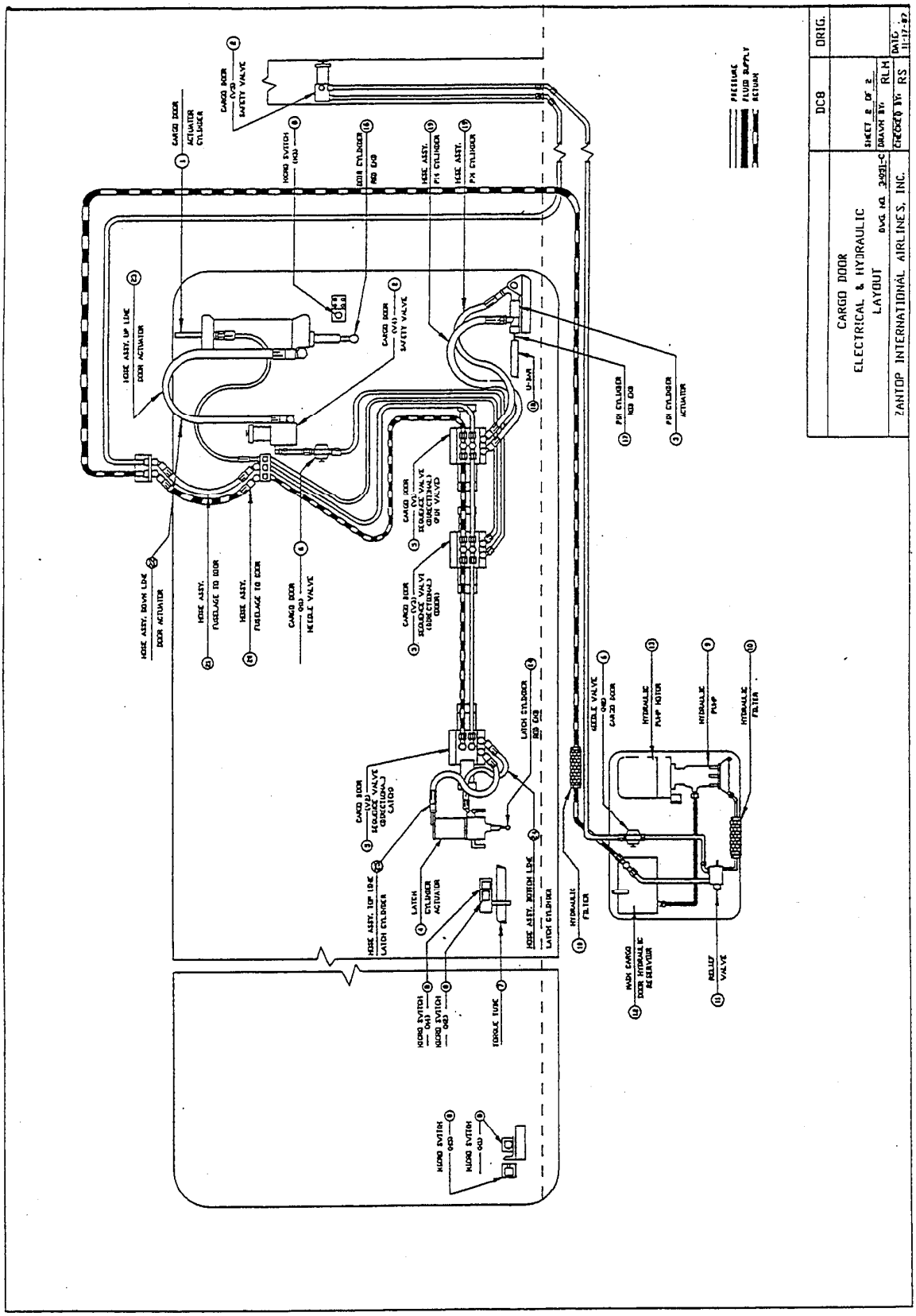


ITEM	PART NO.	QTY.	NAME
4	25429	2	GASKET
3	28741	2	REUSABLE FILTER
2	AN6290-4	4	GASKET
1	28740	2	FILTER ASSY. CARGO DOOR

REVISION 4 FILTER ASSEMBLY CARGO DOOR (3/12/91) (2/10/94)

EMERY WORLDWIDE AIRLINES

DRAWING NO.
28740Z


CARGO DOOR
ELECTRICAL & HYDRAULIC
LAYOUT
DCB
DRIG.
ZANTOP INTERNATIONAL AIRLINES, INC.
PRESSURE
FLUID SUPPLY
RETURN

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)

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.

2. Inspect main cargo door locking and 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.

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.

XV. B-727 AERONAUTICAL ENGINEERS INC. CARGO DOOR

A. Introduction

1. The main cargo door is an alclad structure with outer and inner skins, internal webs, and internal stiffeners. The door is of the "Plug" type and is attached to the upper left hand side of the fuselage by a hinge linkage installed on the upper part of the door. The clear opening in the side of the aircraft is 137" wide and 87" high. In the closed position the door is secured by 7 hydraulically activated latches. Around the perimeter of the door is a continuous sealing strip which prevents loss of cabin pressure through the door edges when the aircraft is in flight.

2. The door is operated by an independent hydraulic/electric system, which is electrically controlled from a "Control and Relay Box" located on the barrier bulkhead (@ Sta. 346.5). The door can also be operated manually by means of a hydraulic hand pump in the event that electric power is unavailable.

B. Hydraulic System General

1. The hydraulic system for the main cargo door is an independent electronically powered system using MIL-H-5606 type hydraulic fluid. The system consists of an electric motor driven pump, an electric positioned selector valve, a hand pump for manual operation, a hydraulic reservoir with a fluid level sight gauge, filters and a relief valve. All of which are mounted on a panel located on the cargo barrier bulkhead.

2. Hydraulic pressure is directed to the door operated mechanisms, located inside the cargo door, through the overhead plumbing and flexible hydraulic hoses located at the top of the door. Sequencing of the various actuators is controlled by the holding valves, relief valves and the manifolds. During the opening cycle of the door the closing hydraulic lines are used as return lines, when closing the door the opposite is true.

3. The system is serviced at the panel. Manual operation is also performed at the panel by positioning the Selector Valve manually. The system relief valve, set at 3,000 PSI (+0-100) and 2 check valves protect the system from overpressure or backpressure.

b. Hydraulic pressure will flow directly to the door actuators and to the holding valve. This closes port "P" on the holding valve and allows fluid to escape back to the tank through the opening lines. Then the door moves to the close position turning off the "Door Closed" light on the control panel.

c. When the door has reached its full down position, pressure will build to 1,000 PSI. This opens the Torque Tube relief valve (1,000) and moves the latch hooks down onto the spools. This will extinguish both the "Hooks Closed" and "Latches Closed" lights on the control panel.

d. Pressure then builds to 1,600 PSI opening the relief valve to the "Gang Bar" (1,600). This pushes the lock pins into place in the latches simultaneously. This will turn off the "Latch Lock Pin" light on the control panel.

e. Pressure then builds to 2,000 PSI opening the last relief valve, in the closing sequence, (2,000). This allows the Vent Door to close. All of the lights should be out.

D. Electrical System General

1. 115 VAC-3 Phase 400CPS is used to operate a Westinghouse motor driving a hydraulic pump. This is provided by an AC bus, and the circuit is protected by a 30 Amp circuit breaker.

2. 28 VDC is used throughout the remaining system to provide power for control relays and indicator lights. This is provided by a DC bus, and is protected by a 5 Amp circuit breaker.

3. There is a power control safety switch in this electrical system. It is connected to the Left Main Landing Gear Safety Switch at Wing Station 240. This only allows power to the hydraulic panel when the aircraft is in a safe position for cargo door operations. The panel will only receive power when the switch is engaged.

4. All micro switches located in the cargo door are connected to the control panel and should all be illuminated when the cargo door is open, and out when the door is closed. When any one micro switch fails to be opened the lights on the panel will light along with the light in the cockpit.

b. 28 VDC will energize the down relay and the motor pump power relay. The hydraulic control valve will position the ports for closing.

c. The pump will run and the door will close, when the door reaches full down position the "Door Closed" light will be extinguished on the control panel.

d. The torque tube will rotate locking the latches onto the spools extinguishing the "Latches Closed" and the "Hooks Closed" lights on the panel.

e. The lock pins will then slide into place making the "Latch Lock Pin" light go out.

f. Finally, the vent door will close extinguishing the last light on the control panel.

g. With all of the switches activated, all lights should be out.

F. Manual Operation

1. With the master switch "Off", position the selector valve manually to the desired function.

2. Operate the hand pump (handle is provided) until the door has reached the desired position.

G. Emergency Opening of the Cargo Door:

To open the cargo door from the outside, as in the case of a hydraulic or electrical malfunction, or a leak, and the hand pump is unable to function, the following steps should be followed.

WARNING: THE HYDRAULIC SYSTEM USES MIL-H-5606.

1. Be sure, if possible, that there is no hydraulic pressure in the lines. Turn the control valve on the hydraulic panel to "Manual".

2. Remove the access panel next to the vent door on the outside of the aircraft. Using a socket on the end of the tube, open the vent door. THIS MUST BE DONE FIRST!

3. Then take off the access panels at the bottom of the door and manually slide the "Gang Bar" and pins out of the latches. Extra force may be needed due to the spring on the bar.

(5) With all latches adjusted evenly, operate the door using the hand pump. Open the door several times manually before using the motor pump.

4. Check Valves

a. Procedures

(1) There is no adjustment of the check valves.

(2) To test the check valve, apply full system pressure in both directions.

(a) In the direction of the indicated arrow, there should be full flow.

(b) In the direction opposite to the arrow, there should be no flow.

(3) If it is a restrictor check valve:

(a) There should be full flow in the direction indicated by the large arrowhead.

(b) There should be restricted flow in the direction indicated by the small arrow.

5. Latch Pins

a. Procedures

(1) Adjust the lock pins by either adjusting the union to adjust all of the pins at once, or by moving the individual lock pin in the bracket.

(2) Testing of the lock pins consists of checking the pins straightness, smoothness of operation and if it travels through the latch to engage the switches (Latches #1 & #7). Also if the pins withdraw completely from the latches. The actuator must also have smooth, full travel.

(b) To adjust the micro switch the screws must be loosened and the micro switch must be repositioned so that there is 1/32 inch between the shoulder of the plunger and the ring at the plunger base ring. Tighten the nuts.

Note: The hooks micro switches are adjusted in a similar fashion to the previous section.

(c) Test the micro switch with the power off using an Ohm meter:

- With the plunger depressed, the circuit is open, there should be no continuity in the circuit.
- With the plunger released, the circuit is closed, there should be continuity in the circuit.

8. Latch Pin Micro Switch

a. Procedures

(1) To adjust the micro switch, loosen the attaching screws and position the switch so that the latch pin is fully extended, and pushes the arm of the switch nearly its full travel. Then attach the switch in this position.

(2) Test the micro switch with the power off using an Ohm meter:

(a) With the arm depressed, the circuit is closed, there should be no continuity in the circuit.

(b) With the arm released, the circuit is closed, there should be no resistance in the circuit.

(c) With the power on, and the pins out of the latches, the "Latch Lock Pin" light should be on, on the control panel.

(c) With the power on, operate the cargo door through several cycles. The motor pump should shut off automatically when the actuator depresses the plunger on the switch at or near the full up position. If the pump does not shut off and the door has reached its full up position, adjust the switch by bringing it closer to the actuator until it does shut off the motor pump.

11. Main Cargo Door

a. Procedures

(1) General

(a) The main cargo door should be adjusted and tested using the hydraulic hand pump. After the door has been adjusted and tested in its closed and latched position and its full open position: it should be operated through several cycles using the electric pump.

(2) Adjusting

(a) Adjust all mechanical linkages (links and shafts):

- Adjust the door actuating links in accordance with Section 6.
- Install the links with the door actuating cylinders in the fully extended position.
- With the door closed, rotate the torque tube using a socket at the forward end. Also, adjust all of the latch shafts so that all of the latches have an even grip and lock simultaneously and allow the latch pins to slide through freely.
- Adjust the "Latches Closed" micro switch, the "Hooks Closed" micro switches, the "Door Closed" micro switch and with the latch pins inserted adjust the 2 pin micro switches.

(b) Deactivate the Hydraulic Motor Pump by pulling its circuit breaker in the main panel.

c. Adjust Close Mode

(1) Use the same procedures as in the previous section except the series of events will happen in the reverse. The hand pump must be used also. The pressures that the various functions will take place will differ than the opening process.

e. Attach the door "Up micro switch.

f. Reconnect all of the hydraulic hoses to the door and actuators.

B. Main Cargo Door Actuator

1. Removal

a. Close and latch the main cargo door.

b. Depressurize and deactivate the hydraulic system. Pull the appropriate circuit breakers and tag.

c. Disconnect the hydraulic lines at the actuator and tag.

d. If the forward actuator is being removed:
Remove the micro switch and secure it out of the way, in a safe position.

e. Remove the roll pins, the shafts, and the links from the pivot block.

f. Remove nut, washer, and bolt from the inboard side of the support plate.

g. Remove cotter pins and washers and slide shaft out of the supports. Remove the actuator.

h. Remove the safety wire from the bolt and remove the bolt to remove the pivot block from the actuator.

i. Remove the bolts to remove the pivot mount assembly.

2. Installation

a. Install the pivot mount assembly to the cylinder using bolts.

b. Install the pivot block using a bolt and safety wire 0.040".

c. Position the actuator into the support plate and slide the shaft into place. Center the shaft into the supports and install the washers and the cotter pins (1).

c. The links should be preadjusted in pairs.

(1) Install Fuselage Links

(a) Install the links in the upper supports with bolts, washers, nuts and cotter pins.

(b) Tighten the nuts finger tight and tighten with a wrench to the nearest cotter pin alignment.

(2) Install Door Links:

(a) Insert the shaft through the drilled port in the outside door beam and start the shaft through the door support.

(b) Position each link in turn and pass the shaft through the rod end bearing.

(c) Center the shaft and install the retainer and the cotter pin.

3. Install Link Assemblies to Pivot Block

a. Extend the actuator to its full travel and install the links into the pivot block. Attach with the shafts and the roll pins.

D. Main Cargo Door, Door Up Micro Switch

1. Removal

a. Deactivate the cargo door electrical system by pulling the appropriate circuit breakers out of the main panel.

b. Remove the micro switch wire and insulate to prevent shorting, also label them for easy installation.

c. Remove the screws, washers and nuts, and then remove the switch.

2. Installation

a. Open the main cargo door to its full open position using the hand pump.

b. Install the micro switch using screws, washers and nuts.

b. Disconnect the connections to the vent door actuator and label for reinstallation.

c. Remove the bolt, washer and nut from the crank and slide the actuator arm out of the crank.

d. Remove the bolt, washer and nut from the base pivot bracket on the actuator. Remove the cylinder.

e. To remove the cylinder base from the cylinder, remove the bolts and the nuts, and remove the plate.

3. Installation

a. Depressurize the cargo door hydraulic system and deactivate it by pulling the appropriate circuit breakers in the main panels.

b. Install the top of the interlock actuator along with the lever into the vent door bracket. Then use the fasteners to secure the bracket.

c. Reconnect the vent door hinge with the appropriate fasteners (MS20470 Rivets).

d. Install the bell crank assembly so that the 2 adjoining levers fit in the appropriate slots. Use the pin, washer and the cotter pin to connect the levers to the crank.

e. Align the center of the bell crank with the holes in the braces and the slide pin into place. Test the assembly by hand to insure proper operation.

f. Then remove the pin enough to install the washers and then push the pin all the way in and add the cotter pin.

4. Installation, Vent Door Actuator

a. Add the cylinder base to the cylinder assembly, with the bolts and nuts.

b. Slide the top of the base into the base pivot bracket and connect with bolt, washer, and nut.

c. Connect activator arm to crank with bolt, washer and nut.

d. Hand test the vent door to insure proper operation.

a. Deactivate the cargo door electrical system by pulling the appropriate circuit breakers in the main panels.

b. Remove the wires to the micro switch and insulate to prevent shorting, also label them for easy reinstallation.

c. Remove the jam nuts and then the micro switch.

2. Installation

a. With the cargo door closed and latched install the micro switch and the jam nut.

b. Adjust the micro switch so that there is 1/32 inch between the plunger base ring and the plunger shoulder. Verify that the micro switch circuit is "Open" with an Ohm Meter.

c. Install the wires and reset the pulled circuit breakers.

d. Operate the cargo door several times using electrical power to insure that the switch is operating correctly and it is properly adjusted.

H. Main Cargo Door Torque Tube

1. Removal, Torque Tube Only

a. Clean any paint or other substances, such as dirt or grease, from the torque tube and remove any nicks or scratches using the crocus cloth or sandpaper. The torque tube must be clean and smooth in order to pass through the various assemblies.

> **Note:** If the torque tube is bent or damaged, it may be necessary to remove the complete assembly (all sub-assemblies - 1.A.)

b. Unlatch the door and prop it open approximately 18 inches.

c. Remove the bolts, washers and nuts from the cranks and the bushings.

d. Remove the Torque Tube Indicator Assembly from the torque tube.

e. Remove the bolts, washers and nuts from the torque tube brackets.

c. Attach the actuating shaft using bolt, nut and washers.

Note: The removal/installation of the Vent Door Torque Tube is similar to that described above.

I. **Main Cargo Door Latch Actuator**

1. Removal

a. The door should be in the down position, however it can be just hanging free.

b. Depressurize the main cargo door hydraulic system, and deactivate the electrical system by pulling the appropriate circuit breakers located in the main panels.

c. Remove the hydraulic hoses from the actuator and install the hoses or caps on the actuator. Label the hoses removed from the actuator for easy reinstallation.

d. Remove the bolt, washer and nut from the arm.

e. Remove the bolt, washer and nut from the bracket.

2. Installation

a. Install the actuator onto the door mounted bracket using the bolt, washer and nut.

b. Attach the actuator arm to the torque tube bracket, using the bolt, washer and nut.

c. Install the hydraulic hoses to the cylinder and bleed air from the system, using the manual pump.

J. **Main Cargo Door "Gang Bar" Actuator**

1. Removal

a. The cargo door can be in any position to remove the "Gang Bar" actuator.

b. Depressurize the cargo door hydraulic system, and deactivate the main cargo door electrical system by pulling the appropriate circuit breakers from the main panel.

d. Remove the bolts, washers and nuts and then the bracket cap to free the gang bar.

e. Remove the bolts, washers and nuts and them the bracket cap to free the gang bar.

f. If removing the gang bar is still difficult, remove fasteners to take off the lack pin brackets.

2. Installation

a. Be sure that the bar is facing the correct direction and place it in the bracket and be sure that the bushings are in position.

b. Be sure to have the bar clean of any debris of nicks and scratches.

c. Place the bracket caps on the bracket and install with bolts, washers and nuts.

d. Align the lock pin bracket on the bar to the appropriate lock pin assemblies. Then install using bolts, washer and nut.

e. Install the bolt, washer and nut and adjust the connection appropriately to assure the proper operation of the system.

f. Operate the door a few times to assure correct operation.

L. Main Cargo Door Lock Pin

1. Removal

a. The lock pins can be removed in any configuration of the door.

b. Be sure that the electrical system is deactivated by pulling the appropriate circuit breakers.

c. Remove the pin and the wire from the bolt. Then remove the bolt, washer and nut.

d. Remove the lock pin through it's supports and assembly.

2. Installation

a. Slide the lock pin through the supports and the assembly.

b. Install the bolt, washer and nut, wire these fasteners shut.

c. Remove the screws, washers and nuts.

2. Installation

a. Install the micro switch using screws, nuts and washers.

b. Remove the insulation and labels from the wires and connect to the micro switch.

c. Reset the pulled circuit breakers in the main panel.

d. Adjust the micro switch to give a proper reading when the door is activated.

O. Main Cargo Door Latch Pin Micro Switch

1. Removal

a. Deactivate the electrical system for the cargo door by pulling the appropriate circuit breakers on the main panels.

b. Disconnect the wires to the switch and insulate to protect from shorting.

c. Remove the screws, washers and the nuts.

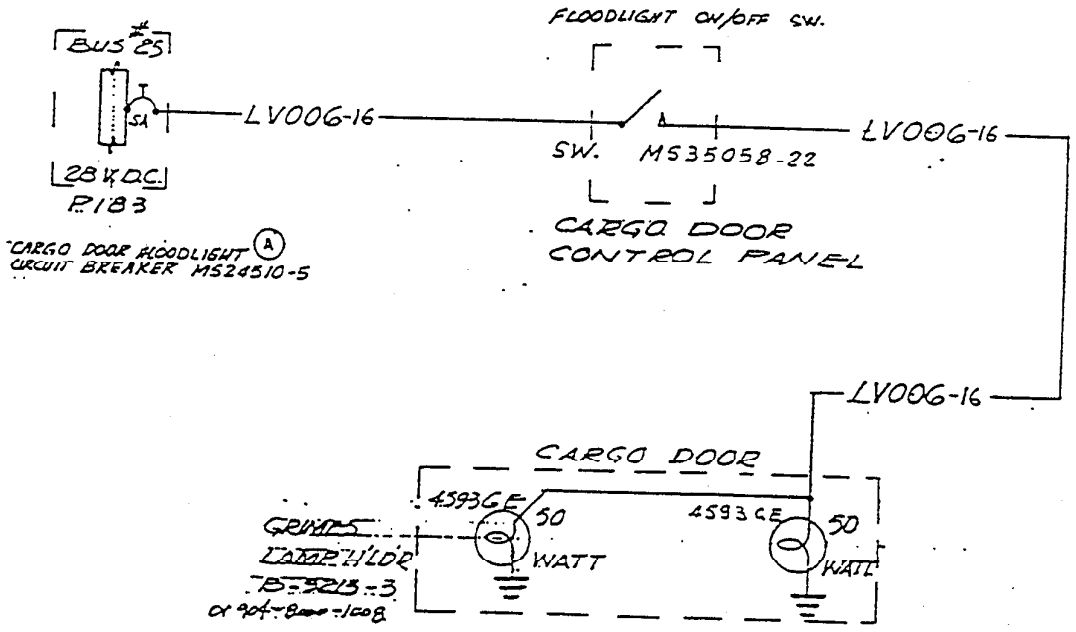
2. Installation

a. Position the micro switch with the latch pin engaged and fully extended.

b. Install the screws, nuts and washers. Adjust the switch with an Ohm meter. The switch should be open when the pin is fully extended.

c. Reset the circuit breaker on the main panel to reactivate the electrical system for the cargo door.

d. Operate the system through several cycles to determine if the switch is operational. No further testing is required.

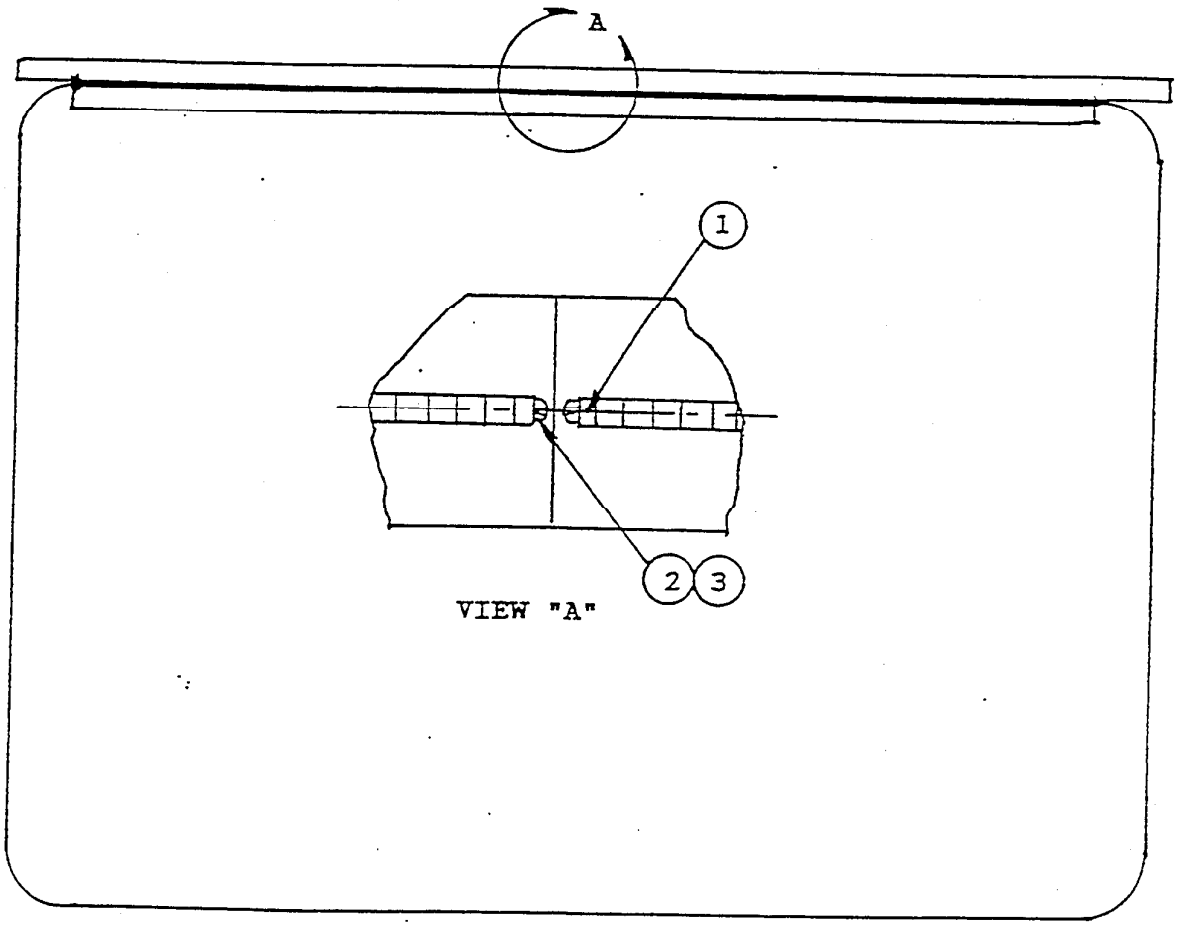


WIRING DIAGRAM FOR CARGO DOOR FLOOD LIGHT

XVIII. B-727 AERONAUTICAL ENGINEERS INC. CARGO DOOR ILLUSTRATED PARTS CATALOG

CARGO DOOR HINGE ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Hinge Pin	MS20253	3
2	Washer	AN960-10L	6
3	Nut	MS20365-1032A	6



VIEW "A"

MAIN CYLINDER ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Cylinder Assembly (Ref.)	AE2428-100	2
2	Cylinder	'C3x7-2-3 4JL	2
3	Pivot Block	AE4664-11	2
4	Pivot Mount Assembly	AE2427-100	2
5	Elbow Universal 90°	AN776-4	4
6	Bolt Universal	AN775-4	2
7	Bolt Restrictor	AE4301-100	2
8	O-Ring	NAS1612-4	8
9	Bolt	NAS1312-25H	2
10	Bolt	AN8-11A	8
11	.050 Safety Wire	-------	2

(Parts list is for 2 cylinder assemblies)

MAIN ACTUATOR SUPPORT ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Cotter Pin	AN380-3-4	3
2	Washer	AN960-1016	2
3	Bolt	NAS6203-20	2
4	Nut	MS21044-1018A	2
5	Washer	AN960-1016	2
6	Shaft	AE3522-11	1
7	Support	AE3521-100/-200	1/1
8	Shaft	AE3522-12	1
9	Retainer	AE3522-14	1
10	Bolt	NAS1108-11	12
11	Bolt	NAS6203-20	12
12	Nut	MS20364-820	12
13	Washer	AN960-816L	12

(The parts list is for one support assembly only.)

CYLINDER AND LINKAGE FOR CARGO DOOR

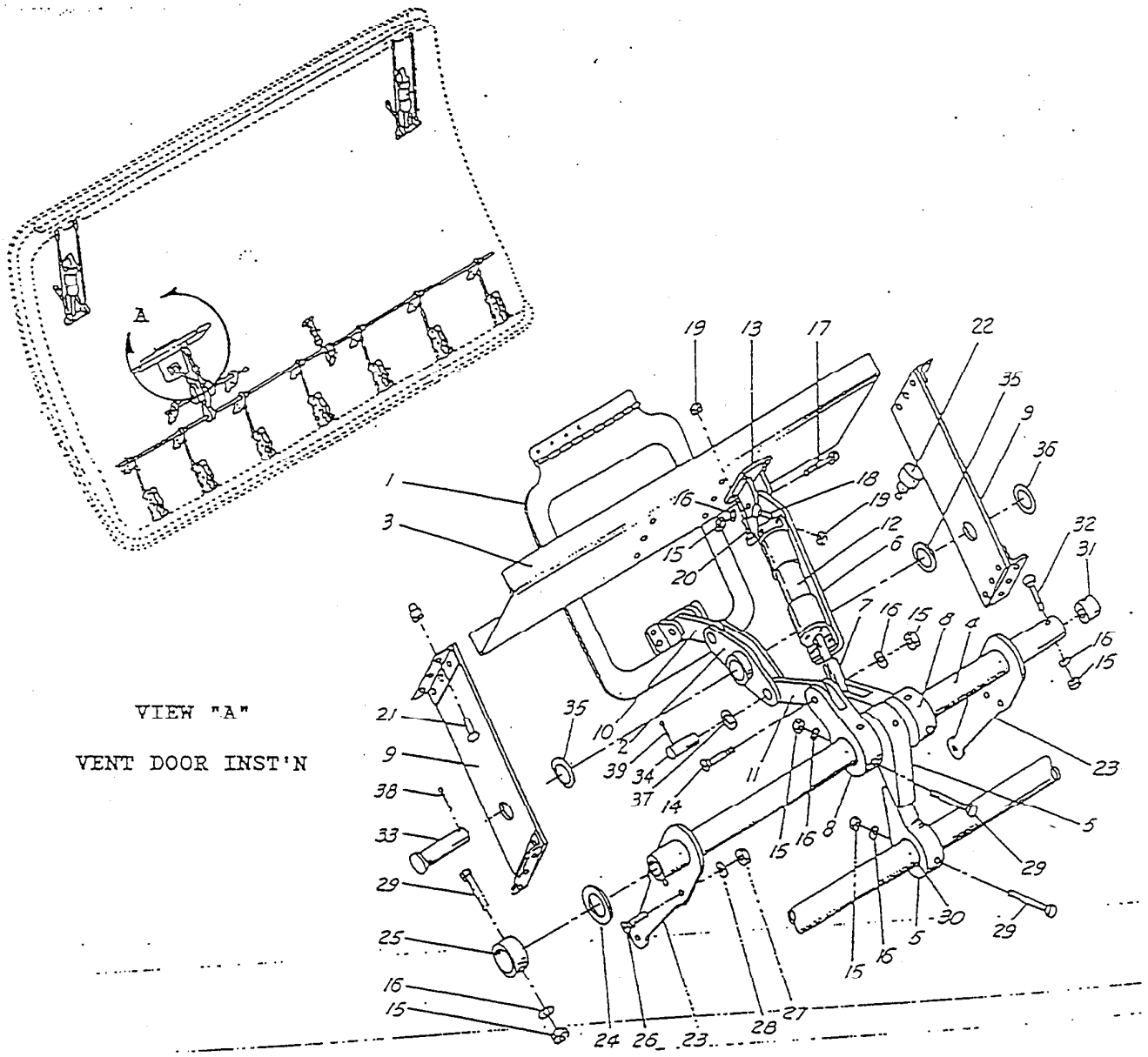
ITEM	DESCRIPTION	PART NO.	QTY.
1	Nut	AN310-12	4
2	Cotter Pin	AN381-4-26	4
3	Washer	AN960-1016	4
4	Clevis Bolt	AN32-50	4
5	Link Assembly	AE4703-100	4
6	Shaft	AE4664-12	4
7	Shaft	AE3522-12	2
8	Link Assembly	AE4703-200	4
9	Cylinder Assembly	AE2428-100	2
10	Cotter Pin	AN380-3-4	6
11	Washer	AN960-1016	4
12	Shaft	AE3522-11	2
13	Retainer	AE3522-14	2
14	Roll Pin	3/16 x 2	4

CYLINDER LIMIT SWITCH

ITEM	DESCRIPTION	PART NO.	QTY.
1	Upper Beam	----------	--
2	Inner Skin	----------	--
3	Support Bracket	AE4702-100	4
4	Cylinder Assembly	AE2428-100	2
5	Nut	MS20365-1032A	2
6	Washer	AN960-10	2
7	Plate	AE737-3-020-11	1
8	Rivet	MS20470AD6	2
9	Miniature Enclosed Switch	914 CEI-3	1
10	Screw	AN526-1032R	2

VENT DOOR INSTALLATION

ITEM	DESCRIPTION	PART NO.	QTY.
1	Vent Door Assembly	AE48855-100	1
2	Bell Crank Assembly	AE4856-100	1
3	Cylinder Mount	AE4856-11	1
4	Tube	AE4856-12	1
5	Stop	AE4856-13	2
6	Cylinder Base	AE4856-13	2
7	Rod Clevis	AE4856-15	1
8	Crank	AE4911-11	2
9	Brace	AE4856-16	3
10	Lever	AE4856-17	1
11	Lever	AE4856-18	1
12	Cylinder Assembly	AE4871	1
13	Base Pivot Bracket	704260, Oildyne	1
14	Bolt	NAS1204-16	3
15	Nut	MS20365-426A	12
16	Washer	AN960-416	12
17	Bolt	NAS1204-20	1
18	Bolt	NAS1103-7	4
19	Nut	NAS1021	8
20	Bolt	NAS1103-9	4
21	Hi-Lock Fastener	HL11V70-6	66
22	Micro Switch	21EN9-6	1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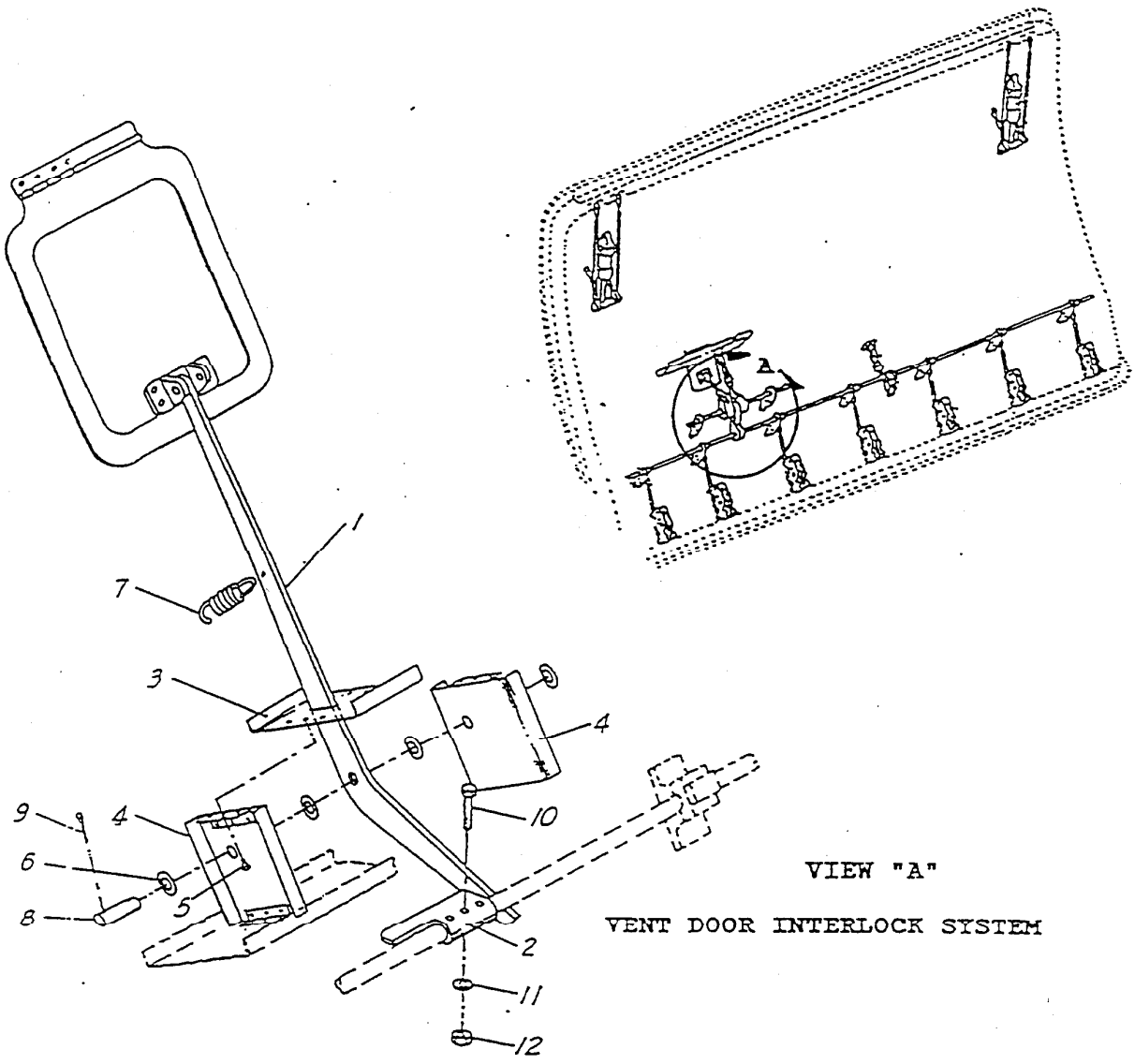


VIEW "A"

VENT DOOR INTERLOCK SYSTEM

CARGO DOOR LATCHING AND OPENING

ITEM	DESCRIPTION	PART NO.	QTY.
1	Nut	MS20365-428A	4
2	Washer	AN960-416	4
3	Bolt	NAS1204-16	1
4	Shaft Assembly	AE2930-100	1
5	Bolt	NAS1104-32	3
6	Bushing	AE2391-14	1
7	Spacer	AE2391-13	2
8	Support Assembly	AE4912-100	1
9	Crank	AE4911-11	1
10	Bolt	NAS1205-10	1
11	Washer	AN960-516	1
12	Nut	NAS679 A5	1
13	Torque Tube	AE2391-11	1

(The parts list above is only for one latch assembly)

TORQUE TUBE CYLINDER

ITEM	DESCRIPTION	PART NO.	QTY.
1	Nut	AN365-1032A/NAS679	12
2	Washer	AN960-10	12
3	Bracket Assembly	AE2932-100	1
4	Washer	AN960-816L	1
5	Nut	AN364-820	1
6	Bolt	NAS1103-6	12
7	Bolt	NAS1108-20	1
8	Cylinder, Oildyne	AA 1½ x5-2-1 4ML	1
9	Washer	AN960-1016	1
10	Nut	MS20365-1018A	1
11	Washer	AN960-416	9
12	Nut	MS20365-428A	9
13	Rod End Bearing	ART 10NMB Corp.	1
14	Bracket Assembly	AE2938-100	1
15	Bolt	NAS1104-3	6
16	Bolt	NAS1110-16	1
17	Bolt	NAS1104-26	3

CARGO DOOR "GANG BAR" ACTUATOR

ITEM	DESCRIPTION	PART NO.	QTY.
1	Screw	NAS517-3	4
2	Washer	AN960	4
3	Nut	AN315-3	4
4	Bolt	AN3	2
5	Nut, Self-Locking	MS20365	2
6	Washer	AM960	2
7	Bolt	AN3-6A	6
8	Nut	MS20365-1032	6
9	Washer	AN960-10	6
10	Bracket	AE4823-12	1
11	Plate	AE4822-11	1
12	Bracket	AE4823-11	1
13	Bolt	AN6	1
14	Washer	AN960	1
15	Nut	AN316	1
16	Union	AE4832	1
17	Cylinder Assembly	AE4705-100	1

SLIDE TUBE BEARING and BUSHING ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Slide Tube Bracket	AE4826-11	1
2	Slide Tube Bushing	AE4826-13	1
3	Bracket Cap	AE4826-12	1
4	Screw	NAS517-3	4
5	Screw	MS24694-C13	6
6	Washer	AN960-10	6
7	Nut	MS21042-08	6
8	Nut	AN315-3	4
9	Washer	AN960	4

(Parts list above is for only 1 bracket, not all of them)

LOCK PIN INSTALLATION

ITEM	DESCRIPTION	PART NO.	QTY.
1	Bolt	AN3	2
2	Washer	AN960	2
3	Nut, Self-Locking	MS20365	2
4	Bolt	AN179	2
5	Washer	AN960-10	2
6	Nut	MS20365-1032	2
7	Attach Plate	AE4820-11	1
8	Lock Pin Plate	AE4821-11	1
9	Pin Bearing & Bushing	AE4825-11/-12	2
10	Pin	MS16562	1
11	Bolt	AN3H-C10	1
12	Washer	AN960-C4	1
13	Nut	AN310-C3	1
14	Lock Pin	AE4828-11	1
15	Screw	NAS517-1032	4
16	Washer	AN960	4
17	Nut	AN315-3	4

SHAFT ASSEMBLY FOR CARGO DOOR LATCHING

ITEM	DESCRIPTION	PART NO.	QTY.
1	Torque Tube	AE2391-11	1
2	Crank	AE4911-11	1
3	Nut	MS20365-428A	4
4	Washer	AN960-416	4
5	Bolt	NAS1104-32	2
6	Bolt	NAS1204-16	1
7	Support Assembly	AE4912-100	1
8	Shaft Assembly	AE2930-100	1
9	Bolt	NAS1104-16	1
10	Latch	3361150 DACO	1

(This parts list is for only one latch, not all seven.)

CARGO DOOR LATCH ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Lever	4402808-3	1
2	Bushing	1365225	2
3	Fitting	AN933-101	1
4	Washer	2483076	1
5	Bolt	2329528-50	1
	Washer	AN960-816	1
	Nut	AN320-8	1
6	Cam	2363572	1
7	Bolt	AN4-6	1
	Washer	AN960-416L	1
	Nut	AN320-4	1
8	Link Assembly	2361130-4	1
9	Fitting	NAS2-103	1
10	Bushing	NAS77A10-23	4
11	Bolt	NAS464-7-24 Mod.	2
12	Spacer	3361150-4	2
	Nut	AN320-7	2
	Hook Assembly	4402777	1
13	Hook	4402777-3	1
14	Fitting	AN944-103	1
15	Bushing	NAS77A14-62	2
16	Bolt	2329530-52	1
17	Spacer	3361150-2	1
	Washer	AN960-1016	1
	Nut	AN320-10	1
18	Base	3402706	1

CARGO DOOR LATCH ASSEMBLY (ALTERNATE)

ITEM	DESCRIPTION	PART NO.	QTY.
1	Base Plate	AE5001-11	1
2	Hook	AE5002-11	1
3	Lever	AE5003-11	1
4	Link	AE5004-11	1
5	Cam	AE5005-11	1
6	Spacer	AE5006-11	1
7	Spacer	AE5006-12	2
8	Special Washer	AE5007-11	1
9	Bushing	AE5008-11	2
10	Bushing	NAS77A14-62	2
11	Bushing	NAS77A10-23	4
12	Fitting (Grease)	MS15001-4	1
13	Fitting (Grease)	MS15001-2	1
14	Fitting (Grease)	MS15001-1	1
15	Bolt	NAS6210-44	1
16	Bolt	NAS6208-44	1
17	Bolt	NAS6207-17	2
18	Bolt	AN4-6	1
19	Nut	AN320-10	1
20	Nut	AN320-8	1
21	Nut	AN320-7	2
22	Nut	AN320-4	1

CARGO DOOR POSITION INDICATOR

ITEM	DESCRIPTION	PART NO.	QTY.
1	Glass	AE4181-11	1
2	Retainer	AE4182-11	1
3	Inner Skin	----------	--
4	Miniature Enclosed Switch	914 CEI-3 Switch	1
5	Nut	MS20365-1032A	5
6	Washer	AN960-10	3
7	Screw	AN526-1032R	3
8	Position Indicator Assembly	AE2933	1
9	Bolt	NAS1103-8	1

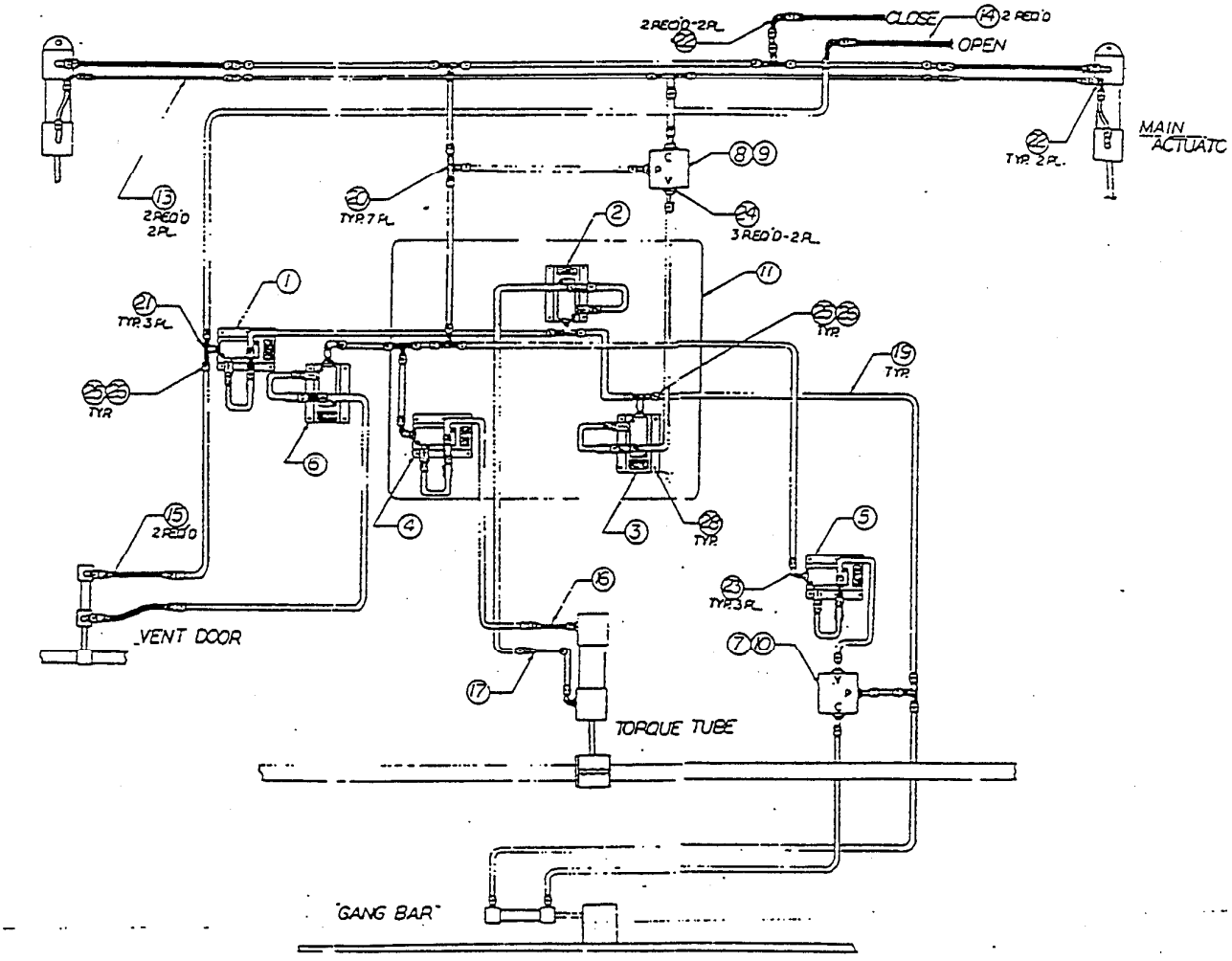
MICRO SWITCH MOUNTING ON LATCHES #1 & #7

ITEM	DESCRIPTION	PART NO.	QTY.
1	Mounting Plate	AE5046-11	1
2	Mounting Plate	AE727-2-014-11	1
3	Micro Switch Assembly	AE4888-100	1
4	Screw	MS24694C13	3
5	Nut	MS21042-08	3
6	Washer	AN960-10	5
7	Screw	MS51958-10	2
8	Nut	MS21042-3	2

(This parts list is for one Micro Switch installation.)

CARGO DOOR HYDRAULIC SYSTEM INSTALLATION WITH COLL. LOCKING INSTALLED

ITEM	DESCRIPTION	PART NO.	QTY.
1	Manifold Assembly	AE4895-100	1
2	Manifold Assembly	AE4895-200	1
3	Manifold Assembly	AE4895-300	1
4	Manifold Assembly	AE4895-400	1
5	Manifold Assembly	AE4895-500	1
6	Manifold Assembly	AE4895-600	1
7	Holding Valve	AE4431-100	1
8	Holding Valve	AE4531-100	1
9	Holding Valve Support	AE5036-12	1
10	Holding Valve Support	AE5036-13	1
11	Valve Mounting Plate	AE4743-11	1
12	Clip	AE4868-11	40
13	Hose Assembly (Aeroquip)	AE2460000E-0150	4
14	Hose Assembly (Aeroquip)	AE2460000E-0300	2
15	Hose Assembly (Aeroquip)	Ae2460000E-0110	2
16	Hose Assembly (Aeroquip)	AE4036E0100-000	1
17	Hose Assembly (Aeroquip)	AE4036E0160-000	1
18	Hydraulic Fluid	MIL-H-5606	3 Gal.
19	Tubing, ¼" Dia., Type 304A, MIL-T-8504/6, 5052-0		A/R
20	Tee	AN824-4	7
21	Tee	MS20825-4	3
22	Elbow (90°)	AN821-4	6


2 REQ'D-2PL
CLOSE
14 2 REQ'D
OPEN
MAIN ACTUATC
TYP 2 PL.
8 9
13 2 REQ'D 2PL
20 TYP 7 PL
24 3 REQ'D-2PL
2
11
21 TYP 3 PL
1
25 22 TYP
19 TYP
26 TYR
6
4
3
28 TYP
15 2 REQ'D
5
16
23 TYP 3 PL
7 10
17
VENT DOOR
TORQUE TUBE
"GANG BAR"

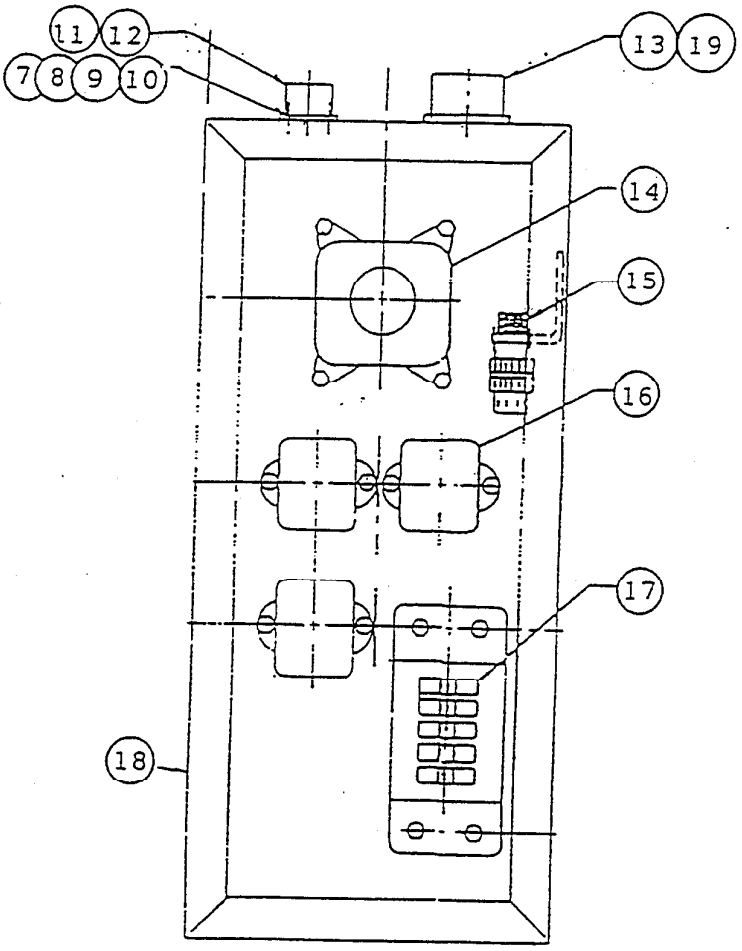
HYDRAULIC PANEL

ITEM	DESCRIPTION	PART NO.	QTY.
1	Panel	AE4264-11	1
2	Hydraulic Tank	AE4194-100	1
3	Motor Pad	AE4919-11	2
4	Selector Valve Support	AE4259-11	1
5	Hand Pump Holder	AE4260-11	1
6	Hand Pump Holder	AE4260-12	1
7	Motor AC Aircraft, Westinghouse (Alternate EEMCO D1102-2)	906D807-5	1
8	Hydraulic Pump, 3000 PSI (For Skydrol Stratopower - 65W01008)	AE4890-100	1
9	Filter (BAC10-60595-1 for Skydrol)	MS28720-6	2
10	Panel for Hand Pump	AE4869-11	1
11	Clamp Assembly	AE4352-100	2
12	Placard	AE4323-12	1
13	Placard	AE4323-13	1
14	Placard	AE4323-15	1
15	Placard Skydrol --	AE4323-48 AE4323-59	1
16	Selector Valve	AE4874-100	1
17	Hand Pump, Teledyne, Republic (Skydrol)	915-8D27 915-8D57	1
18	Check Valve	AN6249-4	1
19	Relief Valve, 3000 PSI	AE4374-1600	1

ITEM	DESCRIPTION	PART NO.	QTY.
42	Nut	MS20365-428A	10
43	Spacer	NAS43DD4 or Equiv.	4
44	Spacer	NAS43DD3 or Equiv.	2
45	Rivet	MS20470AD6	8
46	Rivet	MS20426AD3	16

CONTROL & RELAY BOX ASSEMBLY

ITEM	DESCRIPTION	PART NO.	QTY.
1	Cargo Door Warning Light, Korry	MVI-3	1
2	Up-Down Toggle	MS24523-27	1
3	Master Power Switch	MA27752-1	1
4	Placard	AE4879-14	1
5	Cover	AE4879-12	1
6	Warning Lights, Leecraft	Leecraft	5
7	Nut	AN365-4	12
8	Screw	AC515-AR6	12
9	Washer	AN935-4	A/R
10	Washer	AN960-4	12
11	Plug (F)	MS24264R16B-24SN	1
12	Plug (M)	MS24266R16824PN	1
13	Plug (M)	MS24266R18B14SN	1
14	Relay, Hartman Elect.	BR-138DE	1
15	Plug	MS24266R12012SN	1
16	Relay	AN3311-2	3
17	Diode, Int'l Rectifier	IN1084/5	5
18	Box	AE4879-11	1
19	Plug (F)	MS3106B24-105	1



CONTROL & RELAY BOX ASSEMBLY

C-3

EMERY WORLDWIDE AIRLINES
MAINTENANCE AUTHORIZATION

Task Code N/A

Number AC-2521-02:02 Priority D Author Richard F. Morano

Title Lower Cargo Compt. Net Fabrication Specification

Subject Standardization of cargo restraint netting for A, B, C, and D lower cargo compartments.

Equipment/Aircraft Affected None

Drawing #'s Attached EW-A252101-00, EW-A252102-00, A252103-00

Manuals Affected IPC

Est.Man Hours 10 hrs/net

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes:	Effect on Aircraft weight and balance is negligible.
Reference:	FAA Form 8110-3 approval attached.

Work Accomplished

Aircraft:

Date:

Station:

Accomp. by:

Approved by [redacted] Date 12-13-96

Approved by [redacted] Date 12-13-96

FAA Acceptance N/A Date

RASIP FINDING

2.18.01

A. P1P15790	**Net had onlytwo fittings attached on the 88" side.**	
	Finding does not state if fittings were missing or broken. Could have come loose during offload.	
	Conclusion: No finding.	
AAA30198DB	Cracks and holes in frame.	
	Conclusion: Finding.	
AAA30830	Cracked corner. Per OEM specifications, cracked corners are classified as minor damage and the container can be used at 75% of rated weight capacity or 9,975 lbs. (Copy of OEM attached.) Cargo in the containers weighed 3,745 lbs.	
	Conclusion: No finding.	
I.		
N2674U **ULD NO.**	**Flt 3 Inbound Feb 4, 1999** **KDAY**	**DC-8** **ALM Ref.**
AAA3778EB	Tear fiberglass skin (two places) and cracked edge rail.	Page 9, 9-10 Par. 3(e), 5(c)
AAA4686	Holes and punctures shell.	Page 9-9 Par. 3 (e)
AAA1365	Cracked and separated edge rail.	Page 9-10 Par. 5 (c&e)
AAA1478	Cracked and separated edge rail.	Page 9-10 Par. 5 (c&e)
PAG17870	Unsecured cargo protruding the net assembly.	25.1301
AAA31504	Cracked edge rail. Cracked corner.	Page 9-10 Par. 5 (c)
J. N997CF	**Flt Inbound Feb 4, 1999** **EWR**	**DC-8** **ALM Ref.**
P1P6171EB	Two corners cracked.	Page 9-11 Par. 3(c)
K. N994CF	**Flt EB 107 Feb 2, 1999** **KDAY**	**DC-8-62**

Sill Guards	Sill guards were stowed on right side of pallet in Position 1.	25.1301
PAG17954JG	Loose net.	Page 9-12 Par. 4 (a)
PAG0002JG	Only four restraints attached on 125" side.	Page 9-12 Par. 4 (a)
AAA3630EB	Curtain net only four vertical straps were attached.	Page 9-9 Par. 4
AAA2593EB	Curtain net only four vertical straps were attached, and cargo was falling out.	Page 9-9 Par. 4
AAA30459EB	Curtain net was not attached to side stud.	Page 9-18
PAG15658JG	Net had unapproved repair with a "D" ring. Net was loose with unrestrained cargo. Pallet had a cracked corner.	Page 9-11 Par. 3 (c)
L. N606AL	**Flt EB 027 Feb 2, 1999**	**DC-8-73F**
Sill guards	Sill guards were stowed for flight on the right side of pallet position 1 unrestrained.	25.1301
PAG15333JG	Bent pallet and net did not have a TSO Tag	Page 9-12 Par. 4(a)
AAA1085EB	Curtain net only had four vertical restraint straps attached.	Page 9-9 Par. 4
AAA3034EB	Large rip in lexan panel.	Page 9-19 Major
AAA4397EB	Curtain net vertical and horizontal straps were torn or missing. Right aft base sheet corner was missing.	Page 9-9 Par. 4
AAA30283EB	Aft extrusion to base fitting cracked. Lexan was torn and attachment rivets were missing.	Page 9-17
AAA3994EB	Curtain net vertical and horizontal straps were torn or missing.	Page 9-9 Par. 4
AAA4714EB	Curtain net tied with rope, and right front corner extrusion was broken.	Page 9-9 Par. 4
AAA1637EB	Curtain net vertical and horizontal straps were torn or missing.	Page 9-9 Par. 4
AAA1065EB	Forward left corner weld cracked at base sheet.	Page 9-10 Par. 5(c)

AAA1084EB	Cargo falling out of ULD.	25.1301
AAA4346	Aft side extrusion at base has a cracked weld.	Page 9-10 Par. 5 (c&e)
P1P014652JG	Cargo over hanging pallet, and unrestrained. On 88" side only one net attached fitting was attached. Net frayed and had unapproved repairs. No TSO tag.	Page 9-12 Par. 4 (a)

M. N796FT	Flt EB 115 Feb 3, 1999 KDAY	DC-8-63F
Sill guard	Sill guard was lying loose between pallet position 1 and 2.	25.1301
PAG15646JG	Net was frayed.	Page 9-12 Par. 4 (a)
AAA1504EB	Corner extrusion was broken and fiberglass around extrusion was broken. Curtain net vertical and horizontal straps were broken.	Page 9-10 Par. 5 (c)
AAA4184EB	Base sheet was warped more than 1 ½"	Page 9-10 Par. 5 (b)
AAA30181EB	Rear lexan panel cracked and approximately twenty rivets attaching lexan to extrusion were missing. Extrusion was broken.	Page 9-19 Major
AAA2305EB	Curtain net horizontal straps not attached.	Page 9-9 Par. 4
AAA30461EB	Left side extrusion damaged and detached from base sheet. Fasteners missing and crack in lexan in side panel near damaged extrusion.	Page 9-17
AAA4258EB	Curtain net had four vertical straps attached to base rail, and one horizontal strap damaged.	Page 9-9 Par. 4
AAA2326EB	All four corners of the base sheet were cracked. Curtain net had vertical and horizontal straps missing.	Page 9-10 Par. 5 (c)
AAA4909EB	Right front corner was broken.	Page 9-10 Par. 5 (c)

RRXA RESPONSE

A. P1P15790 Net only had two fittings attached on the 88" side.

Finding does not state if fittings were missing or broken. Could have come loose during off load.

Conclusion: No finding.

AAA30198DB Cracks and holes in frame.

Conclusion Finding

AAA30830 Cracked corner

Per OEM specifications cracked corners are classified as minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs. (Copy of OEM attached). Cargo in the containers weighed 3,745lbs.

Conclusion: No finding.

AAA30088EB Two cracked corners

Per OEM specifications cracked corners are classified as minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs. Cargo in the container weighed 3,820lbs.

Conclusion: No finding.

AAA3028EB Crack edge rail

Finding does not state size of crack. Three one inch cracks are allowed per rail.

Conclusion: No finding.

B. AAA31872EB Puncture Polycarbonate skin

Finding does not state the size of the puncture.

Conclusion: No finding.

AAA31791EE Puncture fiberglass shell.

Finding does not mention the size of the puncture.

Conclusion: No finding.

C. AAA3716EB Puncture in fiberglass shell.

Finding does not mention size of puncture.

Conclusion: No finding

AAA3835EB Two cracks edge rail

Finding does not mention the size of the cracks.

Conclusion: No finding.

D. N8177U February 2, 1999

None of the containers listed below were on this flight. All will be shown as no finding.

AAA4808 Crack edge rail and puncture in fiberglass shell.

Finding does not mention size of crack or puncture.

Conclusion: No finding.

AAA30789 Cracked corner

OEM classifies cracked corners as minor damage and the container can be used at 75% of rated weight capacity or 9,975lbs.

Conclusion: No finding.

AAA31870 Cracked corner

OEM classifies cracked corners as minor damage and the container can be used at 75% of rated weight capacity.

Conclusion: No finding.

PAJ11705 No TSO tag. Net had four attach fittings attached on the 125" side.

Conclusion: No finding

E. PAG15199JG Net had only four attach fittings attached on the 125" side.

Finding does not state that the fitting was missing. It could have come loose during off load.

Conclusion: No finding.

AAA30072EB Missing fastener at gusset attachment.

Conclusion: Finding

AAA3956 Crack edge rail

Finding does not state size of crack. Three (3) one inch cracks per rail are allowed.

Conclusion: No finding.

AAA32140EB Torn Polycarbonate skin and torn gusset.

Conclusion: Finding

PAG13880AZ Net had only four attach fittings attached on the 125" side.

Finding does not state that the fitting was missing. Could have come loose during off load.

Conclusion: No finding.

AAA30500 Puncture Polycarbonate skin

Finding does not state size of puncture. 12" allowed.

Conclusion: No finding.

AAA30759 Cracked corner

Cracked corners are classified as minor damage and the container can be used at 75% of weight capacity or 9,975lbs.Cargo in the container weighed 3,100lbs.

Conclusion: No finding.

AAA4178 Deflection of floor pan.

Finding does not state the amount of deflection.

Conclusion: No finding.

F. **AAA31647EB**Tear Polycarbonate skin.

Finding does not state the size of the tear.

Conclusion: No finding.

AAA30250 Crack edge rail

Conclusion: Finding

AAA30250 Two cracked corners

OEM classifies cracked corners as minor damage. The container can be used at 75% of rated weight capacity or 9,975lbs. Cargo weighed 4,200lbs.

Conclusion: No finding.

AAA1332EB Cracked (broken) edge rail

Conclusion: Finding

AAA30411 Punctures and tears Polycarbonate skin

Conclusion: Finding

PAG30891 Net only had two attach fittings attached on the 88" side.

Finding does not state that the fittings were missing. They could have come loose during the off load.

Conclusion: No finding.

AAA31912 Cracked corner

OEM classifies cracked corners as minor damage. The container can be used at 75% of rated weight capacity or 9/975lbs. Cargo weighed 3,170lbs.

Conclusion: No finding.

AAA30894 Cracked corners

OEM classifies cracked corners as minor damage. The container can be used at 75% of rated weight capacity or 9.975lbs. Cargo weighed 2,175lbs.

Conclusion: No finding.

AAA30928 Cracked corners

OEM classifies cracked corners as minor damage. The container can be used at 75% of the rated weight capacity or 9,975lbs. Cargo weighed 2,390lbs..

Conclusion: No finding

PAJ01343UA Net had only two attach fittings attached on the 88" side.

Finding does not state that the fittings were missing. They could have pulled loose during the off load.

Conclusion: No finding.

G. P1P69761 Cracked corner

No manufacturer is mentioned in the finding and this is not an Emery pallet.

Conclusion: Finding

AAA2593 Cracked corner

OEM classifies cracked corners as minor damage and the container can be used at 75% of the rated weight capacity or 9,975lbs. Cargo weighed 1,140lbs.

Conclusion: No finding.

PAG15463JGEB Frayed net several places.

Manufacturer specifications states that a severely frayed net is not airworthy. The finding sates frayed.

Conclusion: No finding.

H. AAA4349EB Unapproved components tie down fittings. Manila rope and ring. While the finding is correct the FAR references do not apply.

Conclusion: Finding

AAA4349EB This is the same container as mentioned above. How can there be two findings for the same container on the same flight?

Conclusion: No finding.

AAA4205EB Three of four corners damaged.

Conclusion: Finding
AAA30743EBCracked corner

OEM classifies cracked corners as minor damage. The container can be used at 75% of rated weight capacity or 9,975lbs. Cargo weighed 4,770lbs.

Conclusion: No finding

PAG15106AG Frayed net and only three attach fittings attached on the 88" side.

Manufacturer specifications state that a severely frayed net is not airworthy. The finding says frayed. The finding does not state that the fitting was missing. It could have pulled loose during the off load.

Conclusion: No finding.

AAA3778EB Tear fiberglass skin (two places) and Crack edge rail.

Size of tears and crack not mentioned. Both have damage limits.

Conclusion: No finding.

AAA4686 Hole and punctures shell.

Finding does not mention sizes. 100 sq inches allowable.

Conclusion: No finding.

AAA1365 Crack and separated edge rail

Conclusion: Finding

AAA1478 Crack and separated edge rail

Conclusion: Finding

PAG17870 Unsecured cargo protruding the net assembly.

Conclusion: Finding

AAA31504 Cracked edge rail. Cracked corner.

Cracks are allowed in the edge rail. Cracked corners are not mentioned as an airworthiness concern.

Conclusion: No finding.

J. P1P6171EB Two corners cracked

OEM (copy attached) does not classify cracked corners as an airworthiness concern. The ACLM discourages use of pallets with damaged corners due to delays that can be caused by damaged equipment.

Conclusion: No finding.

K. Sill Guards

FAR 25.1301 does not apply to sill guards. Stowage of sill guards in Position 1 is not in violation of the EWA Aircraft Loading Manual, Chapter 8, Page 8-1, Section F. (Attached)

Conclusion: No finding.

PAG17954JG Loose net

Reference used does not address loose net.

Conclusion: No finding.

PAG0002JG Only four restraints attached on 125" side.

Finding does not state that the fitting was missing. Could have pulled loose during off load.

Conclusion: No finding.

AAA3630EB Curtain net only four vertical straps were attached.

Finding does not state if the strap was missing. Could have pulled loose during off load.

Conclusion: No finding.

AAA2593EB Curtain net only four vertical straps were attached and cargo was falling out.

Finding does not state that the strap was missing. Could have pulled loose during off load.

Conclusion: No finding.

AAA30459EB Curtain net was not attached to side stud.

Could have pulled loose during off load.

Conclusion: No finding.

PAG15658JG Net had unapproved repair with "D" ring. Net was loose with unrestrained cargo. Pallet had a cracked corner.

Cargo loaders and supervisors are not repairmen and do not have access to manufacturer repair manuals The criteria for nets is that there be eighteen attach fittings and in this case there were.

Net loose with unrestrained cargo. The finding does not state if the cargo was just loose on the pallet or falling off the pallet. The net could have pulled loose during the off load.

No manufacturer given for the pallet so we can not comment on the cracked corner.

Conclusion: No finding.

L. Sill Guards Sill guards were stowed on right side of pallet in Position 1. FAR 25.1301 does not apply to sill guards. Stowage of sill guards in Position 1 is not in violation of the EWA Aircraft Loading Manual, Chapter 8,

Page 8-1, Section F. (Attached)

Conclusion: No finding.

PAG15333JG Bent pallet and net did not have TSO tag.

Conclusion: Finding

AAA1085EB Curtain net had only four vertical straps attached.

Finding does not state that the strap was missing. Could have pulled loose during the off load.

Conclusion: No finding.

AAA30340EB Large rip in lexan panel.

Finding does not define large.

Conclusion: No finding.

AAA4397EB Curtain net vertical and horizontal straps were torn or missing. Right aft base sheet corner was missing.

Reference to ACLM 9-9 Par. 4 is for the net. Missing base corners are not an airworthiness concern.

Conclusion: Finding

AAA30283EB Aft extrusion to base fitting cracked. Lexan was torn and attachment rivets were missing.

Conclusion: Finding

AAA3994EB Curtain net vertical and horizontal straps were torn or missing.

Conclusion: Finding

AAA4714EB Curtain net tied with rope and right front extrusion was broken.

ACLM reference applies only to the net.

Conclusion: Finding

AAA1637EB Curtain net vertical and horizontal straps were torn or missing.

Conclusion: Finding

AAA1065EB Forward left corner weld cracked at base sheet.

The ACLM reference does not apply to base corners.

Conclusion: No finding.

AAA1084EB Cargo falling out of ULD.

Finding does not state a reason for the cargo falling out of the ULD. Apparently no ULD damage.

Conclusion: No finding.

AAA4346EB Aft side extrusion at base has cracked weld.

This is a reinforcement weld and not part of the OEM specification. Not an airworthiness issue.

Conclusion: No finding

P1P014652JG Cargo overhanging pallet and unrestrained. On 88" side only one net attachment fitting attached. Net frayed and had unapproved repairs. No TSO tag.

Conclusion: Finding

M. Sill Guard Position 1 Sill guards were stowed on right side of pallet in Position 1. FAR 25.1301 does not apply to sill guards. Stowage of sill guards in

is not in violation of the EWA Aircraft Loading Manual, Chapter 8, Page 8-1, Section F. (Attached)

Conclusion: No finding.

PAG15646JG Net was frayed

ACLM reference applies to missing hardware no frays. OEM states severely frayed nets are not airworthy.

Conclusion: No finding.

AAA1504EB Corner extrusion was broken and fiberglass around extrusion was broken. Curtain net vertical and horizontal straps broken.

Conclusion: Finding

AAA4184EB Base sheet was warped more than 1 ½".

Conclusion: Finding

AAA30181EB Rear lexan panel cracked and approximately twenty rivets missing. Extrusion broken.

Conclusion: Finding

AAA2305EB Curtain net horizontal straps not attached.

Could have been pulled loose during off load.

Conclusion: No finding

AAA30461EB Left side extrusion damaged and detached from base sheet. Fasteners missing and crack in lexan in side panel near damaged extrusion.

Conclusion: Finding

AAA4258EB Curtain net had four vertical straps attached to base rail and one horizontal strap damaged.

Conclusion: Finding

AAA2326EB All four corners of the base sheet were cracked. Curtain net had vertical and horizontal straps missing.

ACLM reference does not apply to base corners or net. Cracked corners are not an airworthiness concern. Straps cannot be missing.

Conclusion: Finding

AAA4909EB Right front corner weld was broken.

ACLM reference does not apply to cracked corners. Cracked corners are not an airworthiness concern.

Conclusion: No finding.

AAA4397EB Right front corner was broken. Left front corner extrusion was broken. Left aft corner was missing. Curtain net vertical and horizontal straps were missing and not attached.

Conclusion: Finding

P1P7142JG Pallet edge rail to base sheet had four missing rivets. Net was loose and torn. Cargo was unrestrained by net. Net only had three net to pallet fittings attached on 88" side.

Conclusion: Finding

N. PAG2439JG Net was frayed and had broken rope.

Conclusion: Finding

AAA1558EB Right aft corner was broken. Weld on extrusion to base was cracked.

ACLM reference does not apply to base corners. Base corners are not an airworthiness concern. The weld on extrusion to base is a reinforcement weld and not part of OEM specifications and not an airworthiness issue.

Conclusion: No finding

AAA32031EB Lexan panel left side cracked.

Finding does not specify the size of the crack.

Conclusion: No finding.

AAA32222EB Right side lexan panel had a large crack.

Finding does not specify the size of the crack.

Conclusion: No finding.

P1P6395EB Pallet edge rail attachment had several missing rivets.

Finding does not state how many rivets were missing and if they were continuous or not.

Conclusion: No finding.

O. P1P7383JG Rivets missing from edge rail to base attachment.

Finding does not mention the number of missing rivets.

Conclusion: No finding.

AAA30695 Curtain net vertical and horizontal straps missing.

Conclusion: Finding

PAG30528JG Edge rail and pallet bent.

Finding does not state the extent that the pallet and rail was bent.

Conclusion: No finding

AAA2321EB Curtain net missing vertical strap and replaced with rope.

Conclusion: Finding

AAA1014EB Curtain net only had four vertical straps attached to base rail.

Finding does not state that the vertical strap was missing. Could have pulled loose during off load.

Conclusion: No finding.

AAA30958EB Corner weld cracked and bent.

OEM does allow cracked corners. (Copy attached)

Conclusion: No finding.

AAA1437EB Curtain net only four vertical straps attached to base rail.

Finding does not state that strap was missing. Could have pulled loose during off load.

Conclusion: No finding.

AAA4155EB Curtain net had vertical and horizontal straps missing. Left front corner was broken and extrusion cracked.

Conclusion: Finding

AAA3915EB Right front corner broken and weld was cracked at extrusion to base.

Base corners are not an airworthiness concern. The cracked weld is a reinforcement weld and not part of OEM specifications and not an airworthiness issue.

Conclusion: No finding.

AAA1725EB Curtain net vertical and horizontal straps were not attached. Right front corner was broken loose from base.

ACLM reference Page 9-9 Par. 3e pertains to damaged pallet nets and not containers. The finding does not state that the container net was damaged. The fittings could have been pulled loose during off load. Base corners are not an airworthiness concern.

Conclusion: No finding

AAA1656EB Crack in fiberglass shell greater than 12" in left aft corner. Forklift puncture hole in extrusion to base fitting.

Conclusion: Finding

P1P7543JG Net was frayed and only two net fittings were attached to pallet on 88" side.

Conclusion: Finding

P. AAA30495EBLeft forward corner was cracked and edge rail was separating from pallet.

Cracked corners are not an issue as these are allowable minor damage per OEM specifications. Obviously the separation of the edge rail was disputed by the Captain of the flight, and the container was found to be airworthy.

Conclusion: No finding.

30410EB Edge vertical flange at back of ULD cracked approximately (8)eight inches.

Conclusion: Finding

3808EB Forward corner broken at fiberglass to edge rail vertical flange attach.

Conclusion: Finding

AAA3264EB Forward corner broken at fiberglass to edge rail vertical flange attach.

Conclusion: Finding

AAA3052EB Automotive/truck differential protruding from forward curtain/net. Curtain/net unable to restrain cargo.

Conclusion: Finding

UNKNOWN Unauthorized repair. A strap was tied to attach fitting instead of sewn.

Without ULD information we are unable to respond to finding.

Conclusion: No finding

Sill GuardTom Wood

R. AAA9332EB Uncontained cargo. A tie rod assembly weighing approximately fifteen (15) pounds could be lifted from the ULD through the curtain net.

Conclusion: Finding

P1P2177JW Cargo loaded on pallet that was not secured by a net.

Conclusion: Finding

P1P0297NX Plastic sheet was the only restraint on the pallet.

Conclusion: Finding

PAG16128JG Insufficient net to pallet attachments on the 88 inch side.

Conclusion: Finding

S. AAA3385EB Vertical flange edge rail cracked 3 inches.

Conclusion: Finding

AAA3042 The curtain was not secured.

A curtain is just a weather protection and not for securing the cargo. The door net is what secures the cargo.

Conclusion: No finding

AAA4225EB Corner missing.

Missing base corners are not an airworthiness concern. The referenced ACLM reference does not apply to base corners.

Conclusion: No finding

T. Sill Guards Sill guards were stowed on right side of pallet in Position 1.

FAR 25.1301 does not apply to sill guards. Stowage of sill guards in Position 1 is not in violation of the EWA Aircraft Loading Manual, Chapter 8, Page 8-1, Section F. (Attached)

AAA4959EB Crack in excess of 12 inches which was repaired with duct tape.

Conclusion: Finding

AAA3046EB Vertical flange securing fiberglass shell to edge rail broken along entire backside of container.

Conclusion: Finding

AAA3046EB Why two violations on the same container on the same flight?

Conclusion: No finding

PAG8832IB Net not serviceable.

Unable to respond since no specific defects were noted.

Conclusion: No finding

AAA2238JG Repair accomplished which were not contained in the repair manual.

This is not an Emery container and as such we are not responsible for the repairs. Also the nature of the repairs are not noted in the finding.

Conclusion: No finding

AAA4959EB This is the second finding for the same container on the same flight. Why?

Conclusion: No Finding

AAA2238EB Forward restraint net is damaged.

This is the second finding for the same container on the same flight. Why?

Conclusion: No finding

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. 99WP150037

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 is further identify the items that pertain to the FAA Letter of Investigation, dated March 4, 1999 sent to you.

This EIR was initiated due to the results of the Western Pacific Regional Aviation Safety Inspection Program (RASIP) conducted February 1 through 5, 1999. During that time frame several aircraft ramp inspections were performed by FAA Inspectors at various locations with unsatisfactory results. It is alleged that EWA operated aircraft under their operational control in an unairworthy condition. Specifically, all the aircraft identified in RASIP finding 2.18.01 were observed to be operated with Unit Load Devices (ULD) not meeting their certification requirements or that of EWA's Aircraft Loading Manual. This 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,

[redacted]

Nicholas E. Pearson
Principal Avionics Inspector

cc: Mr. Thomas Wood
Mr. Rene Visscher

RASIP FINDING

2.18.02

The RASIP team conducted a ramp inspection on DC-8, N-792FT, at the Los Angeles Int'l Airport on 02/02/99. The following items were found and provided to RRXA maintenance personnel for appropriate action.

A. A terminal strip located in the main cargo compartment at main cargo door opening was not covered, and did not appear to be an approved part. Maintenance personnel made an entry in the aircraft logbook.

B. Lavatory fluid was leaking. Evidence found on the main cargo deck floor.

C. Pilots sliding window external operating mechanism decal was missing.

2.18.02 RRXA RESPONSE.

Aircraft N792FT was out of service undergoing a maintenance check at the time of the FAA inspection. EWA considers this to be a no finding.

A. Resecured cover. See Non-Routine Number 6719-21, Page 3 of 3, Item 11 attached.
B. Cleaned leak and streak from side of Aircraft. Found Lav donut not properly installed. Removed and replaced Lav donut and serviced as required, no leaks noted. Reference Log Page 6719-20, Item 2 and 3.
C. Installed a new emergency placard on Captain's side. Reference Non-Routine 6719-21, Page 3 of 3, Item 12.

EMERY WORLDWIDE AIRLINES
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
6719-21

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE
792 FT	2-2-99	KLAX	Term. CK.	3 OF 3

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
9	L2 Door inside rubber strips coming loose. — FAA REPORTED ITEM	SECURED Rubber STRIPS	02704
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
10	Between pos 9 & 10, 4 Bear Traps are installed without rollers. (This type can only be used in Ballmat area) — FAA REPORTED ITEM	REPLACED 4 PCS BEAR TRAPS AS REQUIRED	02704
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
50044-501 50044-501 50954-505	YSN 2B0001 HSR3303	[illegible] 50044-623 50044-1 50044-1	NSN NSN NSN	10

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
11	Electrical Terminal Block above Cargo Door is unprotected. — FAA REPORTED ITEM.	RE-SECURED	02704
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
12	Capt's Sliding Window outside Emergency opener is not placarded — FAA REPORTED ITEM.	INSTALLED NEW EMERGENCY PLACARD ON CAPT'S SIDE.	00400
			INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS
			NSN	CAPT'S

RACIP INSP 2.18.02A ALL ITEMS

2.18.02C

BW ORDER (R9C

Q.C. 10 RRXA

2.18.02 B

AIRCR MAINTENANCE LOG

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

EMERY WORLDWIDE A CNF COMPANY

Q.C. 5 RRXA 6719-20

ACFT. NO. N 7928T

TYPE DC-8-73F

														CARGO DATA	MAIL
1	43	2-2-99	KLAX	KDAY	0325	0737	4+12	0352	0731	3+39	4433	68.5	21.2	ø	69650	ø
2															
3															
4															

	DEPT. DELAY	CODE	TRAIN FLTS LOGS	STATION	OIL ADD 1	2	3	4	APU		CREW	EMP#	T.O.	LDG		CREW	EMP#
1	0 :15	DM2			2	2	3	2	—	01	KRANTZ	45204	1	1			
2	:									02	DANKHA	17770					
3	:									03	MISKOLCZY	57188					
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
.31	1.	P/(M)	Hydraulics need servicing.	1.	Serviced hydraulics as required.	02/02/99	KDAY	75066
5.51	2.	P/(M)	On FAA ramp check found blue water leaking and streaking from Lav. service port.	2.	Cleaned leak and streak from side of aircraft. Found Lav. donut not properly installed. R&R Lav. donut and serviced as required no leaks noted.	02/02/99	KDAY	75066
500	3.	P/(M)	Notified by HAZ-MAT of non-corrosive oil leak in B pit center of floor.	3.	LIFTED LOWER FLOOR PANELS FOUND NO RESIDUE FROM SPILL CLEANED UP BY HAZ-MAT INSTALLED PANELS & SECURED AS REQUIRED	02/02/99	KDAY	11987
	4.	P / M		4.				
	5.	P / M		5.				
	6.	P / M		6.				

Verif 2.18.02 Item B

	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 CK	STATION: KDAY	PREVIOUS LANDINGS	26617		1		26618	1-DIST.	2-DIST.	3-DIST.
DATE 02/02/99	CERT. NO.: [redacted]									
GMT TIME: 1005Z	AUTH SIG.: [redacted]		80789 :03		3:39		80792 :42			

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

2.19.00—MAINTENANCE SPOT INSPECTION

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:

RRXA maintains a main maintenance base at the James M. Cox Dayton Int'l Airport, Vandalia, OH. The company employs a total of 1,209 personnel including; approximately 380 mechanics. RRXA does not have a hangar facility and performs all line maintenance on the Dayton ramp and the company's 43 line stations. The heavy maintenance and checks are contracted to large repair stations and various maintenance organizations.

RASIP FINDING

2.19.01

During the RASIP inspection RRXA maintenance personnel were observed removing and replacing radar antenna on DC-8 aircraft (N832AL) on Dayton ramp on 02/03/99 without the appropriate maintenance manual procedures available.

FAR 121.367; 121.369;

2.19.01 RRXA RESPONSE

EWA maintenance personnel have the appropriate Maintenance Manual Procedures available to them at all times. This data is located in the maintenance office and on the maintenance vehicles. All maintenance supervisors will brief their mechanics to keep their required technical data readily available when performing maintenance on the aircraft and components. Please see attached letter.

Response to finding from Manager of EWA Avionics Shop/mechanic.

The lead on 02/03/1999 reported to me that he and crew were replacing the WX radar antenna on N832AL. When asked by the FAA Rep if he had paperwork for replacement with him, he stated "No, that Mr. McNulty had told him before that the paperwork need not be with him but available to him." Prior to starting replacement they had reviewed maintenance manual procedures. Rich Morano, who was with the FAA Rep, said to pull back up the Maintenance Manual procedure. WE did so and showed to the FAA Rep. This seemed to satisfy him and he left the area and we finished out the task.

Bruce Wright
EWA Avionics Manager

EWA considers this to be a no finding.

EMERY WORLDWIDE AIRLINES

MEMORANDUM

TO: All Maintenance Managers and Supervisors

FROM: Thomas M. Wood, Director of Quality Control TMW

SUBJECT: FAA RASIP Inspection 2-2-99

DATE: 04/07/99

During the FAA RASIP Inspection performed 2-2-99 FAA Inspectors observed maintenance being performed on aircraft without supporting technical data being readily available at the aircraft.

Please ensure that all mechanics performing maintenance on aircraft or components have supporting data with them.

ajb

CRA AINTENANCE LOG

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

ERI WORLDWIDE A CNF COMPANY

2.14.01

6797-07

ACFT. NO. N832AL

PE DC-8-73

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1	11	02/03/99	KSAN	KTUS	0148	0310	1+22	0208	0304	+56	5300	53.5	40.4	Ø	34320	1210
2	11	02/03/99	KTUS	KDAY	0402	0728	3+26	0413	0721	3+08	2744	58.2	20.0	Ø	68667	1080
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN FLTS. LDGS	TRAIN FLTS. STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP#
1	:				Ø	Ø	Ø	Ø		O/1	R. SATTRO	73292	1	1			
2	:7	DL1								O/2	J. ESCALANTE	23215	1	1			
3	:									O/3	M. PESULIMA	64292					
4	:																

NO.	SOURCE	DISCREPANCY
1.	(P) M	#1 & #2 RADAR COME ON, AFTER 30 MNTS OF USE, RADAR SHUTDOWN WITH ANTENA FAILURE WARNING.
2.	P / (M)	PALLET LOCK POS. 3 LOOSE MISSING FOOT (FAA RAMP INSP. ITEM)
3.	P / (M)	PALLET LOCK MISSING, POS. 4. (FAA RAMP INSP ITEM)
4.	P / (M)	POSITION 3, LH AFT SIDE GUIDE LOOSE. (FAA RAMP INSP ITEM)
5.	P / (M)	LEFT OVERWING EXIT - GILL LINER Bent/Loose. (FWD) (FAA RAMP INSP. ITEM)
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Removed and Replaced Weather Radar Antenna Systems Op Checks good IAW DC-8 M/M	2-3-99	KDAY	MT [illegible]
2.	REMOVED AND REPLACED LOCK ASSY. PER PEMCO COMPONENT M/M	2-3-99	KDAY	14788
3.	Installed LOCK ASSY., PER PEMCO Component M/M.	2-3-99	KDAY	14788
4.	REPLACED FEET (TENSION STUDS) ON LEFT AFT BALLMAT, GUIDE POST SECURED, PER PEMCO COMPONENT M/M.	2-3-99	KDAY	14788
5.	SECURED LEFT OVER WING EXIT DOOR GILL LINER IAW - FAA CHAPTER 4 M/M.	2-3-99	KDAY	46958
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Radome Antennae	MT585164-1	1100	MT585164-1	1266	ONLY
2	PALLET LOCK	500012-501	N$N	50044-523	N$N	3R
3	PALLET LOCK	NPN	N$N	50044-523	H$R 5980	4R

AIRWORTHINESS RELEASE

CHECK C/W: TCAS | STATION: KDAY

DATE: 2-3-99 | CERT. NO: [redacted]

GMT TIME: 1053Z | AUTH SIG: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	22910	LANDINGS THIS PAGE	2	TOTAL LANDINGS	22912
PREV. A/C FLT. HRS.	79774:31	FLT. HRS. THIS PAGE	4.04	TOTAL A/C FLT. HRS.	79778.35

INS READOUT

1-DIST.	2-DIST.	3-DIST.

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