Volume

# 5 of 3

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# EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

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# C & D CHECK INSPECTIONS

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DC-8 LOWER FUSELAGE SKIN PROGRAM

EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAMI CORROSION SUMMARY REPORT

# CORROSION SUMMARY REPORT

PREPARED BY:

Bruce Robbins Director Engineering

July 28, 1999

**INSPECTION DATA:** 

14CFR parts 39 & 121.369, Douglas Supplemental Inspection Document (SID) report #L26-001, RRXA Inspection Program Manual Volume 111, Chapter 2 CPCP and 3 SID, AD 87-14-06 and 92-22-07, and Douglas Corrosion Document K4608 were reviewed. A random inspection of "C" and "D" inspection work cards was accomplished.

FINDING: 2.20.01

RRXA has not reported their 1999, 'DC-8 or DC-10 PSE findings whether positive or negative to Boeing, as required by AD 93-01-15 (DC-8) or AD 95-23-09 (DC-1 0).

RRXA RESPONSE:

The report to Boeing was sent on November 6, 2000, per the requirements of the Boeing SID document, and EWA FAA approved Inspection Program Manual Volume III, Chapter 3, Page 7.

A manual revision was submitted to assign the annual reporting requirement to the Manager Maintenance Program and Publications to prevent an occurrence of this type in the future.

RRXA CONCLUSION:

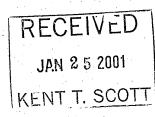
Finding valid.

AY



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420 CC. 'Aim American

cc : Jim aurens Jeny Jumarco Del Dall

January 24, 2001  $2 \left| \partial 0 \right| 0 | \sqrt{}$ 

FILE NUMBER: 2001GL050042

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) has not reported their 1999, DC-8 or DC-10 Primary Structural Element (PSE) findings whether positive or negative to Boeing, as required by AD93-01-15 (DC-8) or AD95-23-09 (DC-10).

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

fin

Harold R. Camden Principal Maintenance Inspector



November 6, 2000

The Boeing Company Service Engineering DC-8 SID Program, MC D035-0035 3855 Lakewood Blvd. Long Beach, CA 90846

Dear Service Engineering Group:

This letter is to provide the "1999 Reporting of Inspection Results" for Emery Worldwide Airlines DC-8 Structural Inspection Document (SID), as required by McDonnell Douglas Corporation Report No. L26-011, Volume 111-98, page No. 2.0.10.

attachments

cc:

lc

Sincerely,

R VAN

Thomas M. Wood Senior Director Quality Control

Harold Camden – FAA PMI Dan Kirkpatrick – Director Engineering Jim Feisley – Manager Maintenance Program and Publications Angela Bruner – Supervisor Maintenance Program and Publications

ONE EMERY PLAZA, VANDALIA, OH 45377

DOLINO	SN	FN	RN	SERIES TYPE	DATE	FLT. HRS.	LANDINGS	INSPE	CTIONS	T	INDIN	7S
PSE NO.	<u> </u>	<u>rin</u>	KIN		DATE	TIKO.	LANDINGS	Visual	NDI (SC)	N	P	D
53.08.29A	45812	277	N500MH	<b>7</b> 1 <b>F</b>	3/10/99	79259	31464	<u> </u>	3	X		
53.08.30A	45812	277	N500MH	71F	3/10/99	79259	31464		3	X		
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Prepared by:	$\Delta$ is $\nabla$		Date:	11-10-0	20 Ар	proved by:	Senior Director		Date:	<u>  -b-</u>	<u>сс</u>	

# **DC-8 INSPECTION RESULTS**

**REPORTING PERIOD:** 

1**999** 

ZQC

**OPERATOR:** 

Report No. L26-011 Vol. III-98 Page No. 2.0.10

- A PSE population may include different series (-10, -20, -30, etc.) airplanes. It should be noted that sometimes Volume II specifies different NDI procedures for specific series of airplanes. The series of the airplane to be inspected is identified in the Planning Data.
- The presence of repairs and/or modifications in the inspection area may affect the inspectability of the PSE. Inspect the non-discrepant areas of the PSE and report inspection findings (negative or positive) for the non-discrepant area of the PSE. Report details of the discrepancy with inspection results to Boeing.
- Once a PSE exceeds  $N_{TH}$ , the repetitive inspection interval is the  $\Delta N_{dl}/2$  of the previous NDI inspection method.

#### 2.4 Reporting of Inspection Results

Whenever a PSE enters the supplemental inspection program phase, inspection results shall be reported to The Boeing Company using the form given on page 2.0.15. Both normal and supplemental inspections, which are performed to satisfy the supplemental inspection program, must be reported. Both negative and positive findings must be reported, because statistical sampling concepts used in this SID program require the knowledge of previous inspection times, even if findings were negative. The inspection findings shall be reported at least once a year. All inspections shall be reported no later than January 31 of the year after they were performed. One or more PSE's may be reported on one page of the form. The completed forms should be sent to the address below\*. In addition, positive findings should be reported immediately to Boeing and appropriate regulatory agency.

\* Mail to:

The Boeing Company Service Engineering DC-8 SID Program, MC D035-0035 3855 Lakewood Blvd. Long Beach, CA 90846

The reporting form shown on page 2.0.15 shall contain the following information for each PSE sample inspected:

PSE Number (both sides of PSE can be on one line if the results are identical)

- PSE Population as defined in Appendix B, page B.0.2.
- Serial Number (SN) and Fuselage Number (FN) of the airplane that was inspected.
- Date of inspection (DATE) and the total flight hours and landings that the airplane had accumulated as of the inspection date.

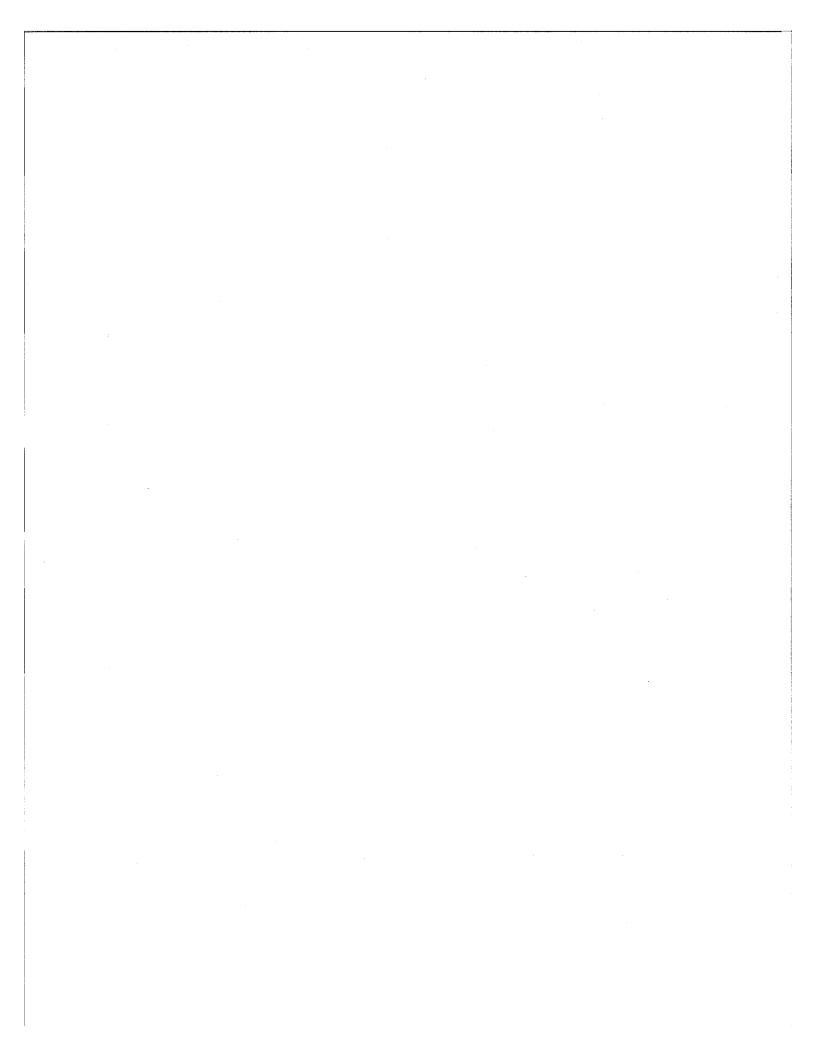
MCDONNELL DOUGLAS CORPORATION THESE DATA SUBJECT TO RESTRICTIVE LEGEND ON TITLE PAGE

# 1999 HEAVY CHECK SEASON

. . . . .

AIRCRAFT	TYPE CHECK VENDOR	Date in check	Date out	days in check	days over schedule
P.S.E.S:					
N105WP NO	D TIMCO	24DEC98	01APR99	98	23
N604AL NO	C TENN TECH	07MAY99	18AUG99	103	58
N605AL NO	D TENN TECH	18SEP99	10JAN00		
N606AL NO	C TENN TECH	10APR99	04JUN99	55	10
N791FT NO	C TENN TECH	04JUN99	15SEP99	103	43
N797AL	C C COMMODORE	31DEC98	17APR99	107	62
N8079U	D TENN TECH	28AUG99	17NOV99	80	5
N8085U	C TENN TECH	24DEC98	25FEB99	63	18
N8087U NO	C DEE HOWARD	14AUG99	22OCT99	69	24
N8091U NO	C TENN TECH	26FEB99	09APR99	42	-3
N950R NO	C COMMODORE	15AUG99	22OCT99	68	23
N993CF	C C COMMODORE	15MAY99	19AUG99	96	51
N994CF	D TENN TECH	22NOV99	30APR00		·
N996CF NO	C C COMMODORE	24DEC98	18MAR99	84	39
N997CF NO	C C COMMODORE	28FEB99	15MAY99	76	31

PSE



2.20.02 RRXA Inspection Program Manual (IPM) for the DC-8 aircraft, Volume 111, Chapter 3, Supplemental Structural Inspection Program, Paragraph C is not followed. RRXA SID program is not mentioned on RRXA EWAL computer program. At the present time RRXA maintenance programs and publications branch cannot produce a current document which would provide in detail what aircraft are being monitored, either as FLS, FLOS or 100%. This is contrary to AD 93-01-05, Paragraphs A and B, requiring the operator to incorporate a revision into the approved Maintenance inspection Program.

RRXA RESPONSE:

IPM VolumeIII, Chapter 3 has been revised to reflect procedures currently used by EWA to accomplish and report SID inspections. The Maintenance Programs and Publications section is responsible for preparing and maintaining a SID/PSE inspection listing for each aircraft. This list identifies which SID inspections (FLS.FLOS, and 100%) are applicable to that aircraft. The information from this list is then incorporated into the EWA Merit database for inspection scheduling.

RRXA CONCLUSION: Finding valid.

Jim Owens EWA Director Quality Assurance 11 February 2001

#### FILE NUMBER: 2001GL050043

**RESPONSE:** 

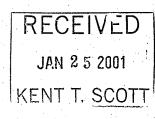
IPM Volume III, Chapter 3 has been revised to reflect procedures currently used by EWA to accomplish and report SID (Structural Inspection Document) inspections. The Maintenance Programs and Publications section is responsible for preparing and maintaining a SID/PSE inspection listing for each aircraft. This list identifies which SID inspections (FLS, FLOS, and 100%) are applicable to that aircraft. The information from this list is then incorporated into EWA's computer database for inspection scheduling.

2.20.02



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420

ec: Jim lemens Jerry Sumarco n. a Call

January 24, 2001

2,20,02

FILE NUMBER: 2001GL050043

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) Inspection Program Manual (IPM) for the DC-8 aircraft, Volume III, Chapter 3, Supplemental Structural Inspection Program, Paragraph C is not followed. RRXA Supplemental Inspection Document (SID) program is not mentioned on RRXA EWA1 <sup>4</sup> computer program. At the present time RRXA maintenance programs and publications branch cannot produce a current document which would provide in detail what aircraft are being monitored, either as FLS, FLOS or 100%. This is contrary to AD 93-01-05, Paragraphs A and B, requiring the operator to incorporate a revision into the approved Maintenance Inspection Program.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden Principal Maintenance Inspector

Request for	Manual/Publication Revision	
	No	
ERROR SUGGESTION FOR C	HANGE (check appropriate space) DATE	November 6, 2000
ANUAL/PUBLICATION TITLE Inspection Pro	gram Manual Volume III	
CHAPTER/SECTION/PAGE REFERENCE		
DESCRIPTION OF	ERROR OR SUGGESTED CHANGE	
vdd procedure:		
he Manager Maintenance Publication and Prog	ams will receive from the Manager Airci	aft Records the
ompleted PSE's for the fleet and provide the ar	inual report to Boeing.	· · · · · · · · · · · · · · · · · · ·
······		·
		· · · · · · · · · · · · · · · · · · ·
	<del></del>	
lame Thomas M. Wood	Signature Thomas M. Woo	od
tation Location	Phone	
upervisor Approval		
irector Maint. Approval	Director QC Approval	
nstructions: 1. Attach drawings, sketches, d 2. Forward to Director of Quality	iagrams, etc.	

MEO51 (Rev 2 01/30/98)

#### EMERY WORLDWIDE AIRLINES INSPECTION PROGRAM MANUAL - VOLUME III

#### REPORTING OF INSPECTION RESULTS

v.

Whenever a PSE enters the supplemental inspection program phase, inspection results shall be reported to Douglas Aircraft Co. using the form given on the following page. Both, normal and supplemental inspections, which are performed to satisfy the supplemental inspection program, must be reported. Both, negative and positive findings must be reported, because statistical sampling concepts used in this SID program require the knowledge of previous inspection times, even if findings were negative. The inspection findings shall be reported at least once a year (by January 31 to report all the inspections of the previous year) by each operator who has performed SID directed inspections on one or more PSEs. One or more PSEs may be reported on one page of form.

The reporting form shown on the following page shall contain the following information for each PSE sample inspected:

- 1. PSE Number (including Population code letter)
- 2. Identify the aircraft that was inspected by Serial (SN), Fuselage Number (FN) and Series Type. (Reporting of the registration number (RN) is optional.)
- 3. The date of inspection (DATE) and the total flight hours and landings that the aircraft had accumulated as of that date.
- 4. The NDI method used to accomplish the inspection. Use the Sequence Code (SC) number for the sequence of inspections used.
- 5. Findings check one:

b.

- a. N = negative; no indication of crack-damage or no crack-damage found.
  - P = positive; crack-damage found or there is an indication of crackdamage. If P is checked, attach details (exact location, sketch, crack length, etc.) and report immediately to Douglas Aircraft Company and appropriate regulatory agency., e.g., FAA, etc.

Mail to: Douglas Aircraft Company Attn: DC-8 SID Program, MC73-30 3855 Lakewood Boulevard Long Beach, CA 90846

July 31, 1992 Revision 7

Chapter 3 Page 7

2.20.03 RRXA IPM, Volume III, Chapter 3, Supplemental Structural Inspection Program does not address the DC-10 SID program.

#### RRXA RESPONSE:

IPM Volume !!! has been revised to address the DC-10 SID Program. This information was incorporated in Revison 22 dated November 7, 2000.

RRXA CONCLUSION: Finding valid.

Jim Owens EWA Director-Quality Assurance 12 February 2001

#### FILE NUMBER: 2001GL050044

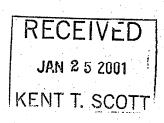
RESPONSE: IPM Volume III has been revised to address the DC-10 SID Program. This information was incorporated in Revision 22 dated November 7, 2000 to the IPM.

2, 20,03



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420

cc: Jim ainens Jerry Inmars Bal Dell

January 24, 2001

2,30,83 FILE NUMBER: 2001GL050044

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) Inspection Procedure Manual (IPM), Volume III, Chapter 3, Supplemental Structural Inspection Program does not address the DC-10 Supplemental Inspection Document (SID) program.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden Principal Maintenance Inspector

2.20.04 CPCP reports are not being submitted to Boeing quarterly IAW AD 92-22-07. This is contrary to RRXA IPM, Volume III and 14CFR 39.3. The following aircraft are overdue reporting: N831AL, N995CF, N8085U, N961R, N2674U, N8084U and N796FT.

RRXA RESPONSE:

The aircraft that were overdue reporting were waiting for MEO31 paperwork. The MEO31's are forwarded to the Reliability section with the CPCP findings after an audit of the check package has been completed by Quality Assurance. Once Reliability receives the MEO31's and the SDR's a comparison of the level 2 finding is made with the Check Tally sheet. If MEO31's are found to be missing, after this this check, a list of the missing MEO31's is sent to the Manager of Quality Assurance for assisteance in locating the missing documents. The breakdown is that Reliability does not follow up with the Heavy Check Facility to obtain the missing documents.

To insure that ther are no more late submittals, the following procedures are being implemented:

The Heavy Maintenance Facility will be required to fax a copy of the completed MEO31 and the applicable non-routine to the Manager of Reliability upon completion of the mEO31. The final copy for submittal to Boeing will be typed from the faxed copy. When the check package is received by EWA Records a copy of the Tally sheet will be made for Reliability. The faxed MEO31's will be checked against the the Tally sheet to insure that all MEO31's have been received. If there are discrepancies, Reliability will notify the Heavy Check facility and request closure of the discrepancies. When the Tally Sheet verification is completed, and all MEO31's are accounted for, the typed copies will be sent to Boeing.

The Director of Quality Control is in the process of hiring Inspection Reps. Fo Heavy Check facilities which will improve this process.

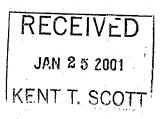
RRXA CONCLUSION: Finding valid.

Jim Owens EWA Director Quality Assurance 09 February 2001



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420

CC: Jen Comons Jeny Jumaico

January 24, 2001

入 う0 ,0 4 FILE NUMBER: 2001GL050045

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) Corrosion Prevention & Control Program (CPCP) reports are not being submitted to Boeing quarterly IAW AD92-2-07. This is contrary to RRXA Inspection Procedure Manual (IPM), Volume III and 14CFR 39.3. The following aircraft are overdue reporting: N831AL, N995CF, N8085U, N961R, N2674U, N8084Uand N796F.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden Principal Maintenance Inspector

#### **RASIP FINDINGS**

#### 2.20 AGING AIRCRAFT PROGRAM

#### DESCRIPTION:

RRXA operates a fleet of DC-8 and DC-10 aircraft. AD 87-14-06 and AD 92-22-07 apply to the DC-8 and DC-10 aircraft. The corrosion tasks have been incorporated into the DC-8 CAMP. The structural inspection program is controlled as a stand-alone document and each Primary Structural Element (PSE) task is tracked and accomplished as individual tasks. PSE inspections are documented on EWA form MEO24. Corrosion Prevention and Control Program (CPCP) tasks are accomplished on "C" and "D" check work cards.

#### **INSPECTION DATA:**

FINDING: 2.20.04:

ANSWER:

14cfr PARTS 39 AND 121.369, Douglas Supplemental Inspection Document (SID) Report #L26-001, RRXA Inspection Program Manual Volume III, Chapter 2 CPCP and 3 SID, AD 87-14-06 and 92-22-07, and Douglas Corrosion Document K4608 were reviewed. A random inspection of "C" and "D" inspection work cards was accomplished.

CPCP reports are not being submitted to Boeing quarterly IAW Ad 92-22-07. This is contrary to RRXA IPM, Volume III and 14CFR 39.3. The following aircraft are overdue reporting: N831AL, N995CF, N8085U, N961R, N2674U, N8084U, and N795FT.

The aircraft that were overdue reporting were waiting for MEO31 paperwork. The MEO31's are forwarded to the Reliability section with the CPCP findings after a audit of the check package has been completed by the Quality Assurance section. The audit process is usually what takes the most time, due to the fact that the QA Auditors are on the road so often, there is no one to complete the audits in a timely manner. Once the Reliability section receives the MEO31's and the SDR's, a comparison of the level 2 and level 3 (Emery has never had a Level 3 finding) findings during the check are made with the Check Tally sheet. This is where discrepancies are found. Problem found is CPCP tasks that show level 2 findings on the Tally sheet, but there is no MEO31 for the finding. A list of the missing MEO31's is sent to the Manager of Quality Assurance for assistance in getting the missing MEO31's. The breakdown is that Reliability has not followed up with the Heavy Check Facility to obtain the missing MEO31's. To insure there are no more late submittals, the following procedures are being implemented:

The Heavy Maintenance Facility will be required to fax a copy of the completed MEO31 and the applicable non-routine to the Manager of Reliability upon completion of the MEO31. The final copy for submittal to Boeing will be typed from the faxed copy. When the check package arrives at Emery Records, a copy of the Tally sheet will be made for Reliability. The faxed MEO31's will be checked against the Tally sheet to insure all MEO31's have been received. If there are discrepancies, Reliability will notify the Heavy Check facility of the discrepancies and request closure of the discrepancy. When the Tally sheet verification is completed, and all MEO31's are accounted for, the typed copies of the MEO31's will be sent to Boeing.

The Director of Quality Control is in the process of hiring Quality Control Inspection Reps for the Heavy Check Facilities.



#### MEMORANDUM

**TO: Bruce Robbins** FROM: Thomas M. Wood チルル

SUBJECT: 1999 Annual CPCP Report

DATE: February 1, 2000

The attached CPCP Summary Report, 1999, was issued July 28, 1999.

Please update the information for the remaining year 1999 to revise this report to reflect the Annual Summary Report as required by our program (IPM Vol. III, Chapter 2, page 16).

Please provide me the report for review prior to issuance. Any questions, come on down, thanks.

Dans: This is a Class A RASIP finding,

#2.20.09, EWA'S CPCP dues not maintain level one corrosion and has not had interval adjustments as required.

Place update this report.

TMW/lc

ONE EMERY PLAZA, VANDALIA, OH 45377



### MEMORANDUM

TO:	Bruce Robbins
FROM:	Thomas M. Wood $\mathcal{F}\mathfrak{M} \omega$
SUBJECT:	1999 Annual CPCP Report
DATE:	February 1, 2000

The attached CPCP Summary Report, 1999, was issued July 28, 1999.

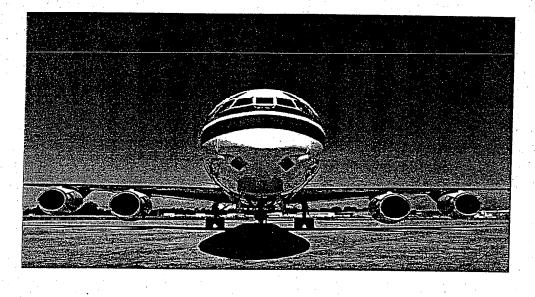
Please update the information for the remaining year 1999 to revise this report to reflect the Annual Summary Report as required by our program (IPM Vol. III, Chapter 2, page 16).

Please provide me the report for review prior to issuance. Any questions, come on down, thanks.

TMW/lc.

ONE EMERY PLAZA, VANDALIA, OH 45377

# EMERY WORLDWIDE AIRLINES



SUMMARY REPORT 1999

# CORROSION PREVENTION AND CONTROL PROGRAM

# EMERY WORLDWIDE AIRLINES. CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

The Corrosion Summary Report was prepared to provide a complete update overview of the Emery Worldwide Airlines Corrosion Prevention and Control Program (CPCP) since integration into the EWA Continuous Airworthiness Maintenance Program in 1990. This production of the report represents cumulative corrosion findings compiled from heavy checks since program implementation through the year end 1999.

The statistical data and graphical exhibits provided in this report represent the pictorial representations of corrosion findings vs total inspection findings that are provided for each of the exhibit aircraft and cumulative findings for the total population of aircraft represented.

The Corrosion Summary Report is assembled into two major sections, C-Checks and D-Checks. Section I displays corrosion statistics compiled from C-Check inspections of forty-three (43) exhibit aircraft. Some aircraft exhibited have had multiple heavy check visits since implementation of the program and have more than one major inspection report and graph displayed in this report. The exhibits displayed in Section I to date represent data compiled from one hundred and eight (108) C-Checks. Section II displays corrosion statistics compiled from D-Check inspections from (22) exhibit aircraft.

Thirty-seven (37) acquired aircraft since 1991 have undergone the initial heavy check since being added to EWA operating certificate are exhibited in this report. The corrosion findings recorded during the initial inspection on these specific aircraft neither negatively or positively affect EWA's CPCP program, as the findings reflect the adequacy of the previous operator's program and not that of EWA's program.

# EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

The 12,090 cumulative corrosion findings reported on the forty-three (43) aircraft exhibited in Section I of this report represent 8.4% of all inspection findings reported during the C-Check inspections. 12,090 Cumulative corrosion findings recorded on the DC-8 fleet averaged one hundred eleven (111) per C-Check. Work Area 5, which includes structure comprising the main fuselage cabin, main landing gear, wheel wells, and lower cargo compartments accounted for the majority of all corrosion findings.

The 11,319 cumulative corrosion findings reported on the twenty-two (22) aircraft exhibited in Section II of this report represent 16.7% of all reported inspection findings reported during the D-Check inspections. Corrosion findings from the exhibited aircraft averaged five hundred fourteen (514) per D-Check. Work Area 5, which includes structure comprising the main fuselage cabin, main landing gear, wheel wells, and lower cargo compartments accounted for the majority of all corrosion findings.

Assessment of the inspection findings from heavy check to heavy check indicated that corrosion findings does not indicate a requirement for any corrosion program changes or task interval adjustments. Emery Worldwide Airlines will continue to assess fleet corrosion findings for evidence of adverse trends. No further specific actions or program amendments are required at this time.

All Corrosion Prevention and Control Program Inspection Reports for those specific aircraft that have exhibited any level 2 corrosion findings have been forwarded to McDonnell Douglas Product Support.

No level 3 corrosion findings have been reported on any aircraft in the Emery Worldwide Airlines Dc-8 fleet to date.

# EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

# Section I

SEDIES	ACET	DATE	1101/00 41			· · ·
SERIES		DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION	TOTAL
					FINDINGS	CHECK FIINDINGS
54	N991CF	5/89	24	0	24	1,122
		6/91	29	0	29	1,983
		4/95	82	3	85	1,114
· ·						
54	N992CF	1/89	46	0	46	743
		9/91	33	0	33	1,879
		3/95	382	7	389	1,569
						1,000
62	N990CF	7/89	3	0	3	657
		- 7/91	56	0	56	1,888
		6/98	11	0	11	1,312
						1,512
62	N993CF	10/89	21	0	21	1,218
		6/91	67	0	67	804
			ter ter i	i jin B	A NA	
62	N994CF	6/93	5	0	5	1,091
		6/97	254	12	266	2,218
		a a la carta da seguira. A la carta da seguira d				
62	N995CF	5/91	5	0	5	1,196
		6/94	57	0	57	1,338
ADDITIONALS		9/98	200	46	246	2,994
62	N996CF	2/91	7	0	7	1,149
		1/93	61	0	61	1,134
		3/99	16	7	23	1,171
	e se de la Billion La constante de la Constante de					
62	N997CF	3/91	10	0	10	1,253
		8/95	30	2	32	1,300
62	N998CF	6/89	2	0	2	316
		11/90	11	0	11	1,299
		5/92	18	0	18	961
<u> </u>		6/95	75	0	75	1,237
		12/98	80	7	87	1,034
63	N796AL	9/89	52	0	52	683
		11/90	47	0	47	859
		7/95	227	6	233	1,632
		4/98	90	7	97	1,863
						1,000

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL 2	TOTAL
					CORROSION	CHECK
63	N797AL	8/89	22	0	22	407
		11/90	5	0	5	610
		1/92	30	:0	.30	603
· · · · · · · · · · · · · · · · · · ·		. 2/96	54	0	54	1,449
· · · · · · · · · · · · · · · · · · ·			· ·			1
63	N865FT	6/93	12	10	22	1,400
		5/95	122	6	128	1,377
	-	2/98	172	11	183	2,976
					1 - 11 4. 19	
63	N921R	1/93	39	1	40	1,594
	• •	1/95	134	3	137	1,410
		10/97	252	15	267	2,069
North Contraction						
63	N950R	3/92	78	3	81	680
		8/97	65 -	2	67	1,928
τ.		1. 1943 - 1943 - 1944 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 1945 - 194 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 - 1947 -	11.11. ÷ ##.			
63	N951R	5/93	59	37	96	1,378
· · · · · · · · · · · · · · · · · · ·		1/96	239	8	247	1,717
63	N957R	9/94	39	1	40	1,840
		9/96	69	7	76	1600
63	N959R	8/94	47	4	51	1,701
		4/96	61	2	63	1,683
					構成の含意です。	
63	N964R	10/92	74	7	81	1,826
		3/95	211	· 14	225	835
	1	<u>~</u>	er er dær			
71	N500MH	6/96	61	0	61	1102
		8/98	61	12	73	1,518
			n seria			
71	N8076U	4/96	170	2	172	1,056
DDITIONALS		9/98	289	14	300	2,330
71	N8079U	3/94	39	.17	56	658
		1/96	5	2	7	630
		9/97	114	4	118	1,351

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL	TOTAL
						CHECK FIINDINGS
71	N8084U	4/94	637	10	647	1,875
		4/96	78	3	81	987
·		9/98	165	33	198	1,979
					• • • • •	
71	N8085U	5/96	226	15	241	1,517
· · ·					21 A	
71	N8087U	2/96	176	5	181	1,517
м						
· · · · · · · · · · · · · · · · · · ·						
71	N8091U	12/94	105	29	134	555
		2/97	136	4	140	1,240
- 200 Constanting				• • •		
71	N811AL	5/95	162	2	164	863
ADDITIONALS		6/98	423	14	448	3,382
	an a		1. A		· mar A. · · · · ·	
71	N801GP	8/96	60	1	66	1,097
		11/98	55	26	81	1,798
	der hogen er en statet					
71	N8177U	1/96	46	0	46	1,071
		2/98	153	7	160	1,707
			and a second sec			- se solo e
73	N105WP	9/93	41	1	42	1,049
•	· · · · · · · · · · · · · · · · · · ·	4/95	90	0	90	806
		4/97	143	1	144	1,734
$M^{\frac{1}{2}} M^{\frac{1}{2}}$					FREE PROF	
73	N2674U	4/92	92	0	92	1,070
		10/93	109	10	119	1,187
		3/96	27	2	29	342
		2/98	85	8	93	1,732
73	N602AL	12/98	133	42	175	2,003
ing ma		· · · · · · · · · · · · · · · · · · ·				
73	N603AL	07/96	47	4	51	412
73	N604AL				······	
73	N605AL	10/96	61	4	65	670
DDITIONALS		11/98	86	10	96	1,807

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	CORROSION	CHECK
73	N606AL				FINDINGS	Flindings
·····	1		1			
73	N791FT	10/91	71	0	71	
-	1	7/94	29	0	71	1,158
· · · · · · · · · · · · · · · · · · ·	1	12/95	24	3	29	1;397
•		11/97	135	5	140	697
					140	2,053
73	N792FT	7/92	42	0	42	1.040
		3/94	81	0		1,048
		7/95	52	0	<u>81</u> 52	2,357
······		2/97	174	6		1,061
		12/98	107	47	180 154	1,482
					154	227
73	N795FT	11/91	74	0	74	
		4/94	31	0	31	603
		8/95	36	0	36	899
		4/97	52	3	55	612 1.075
	·	11/98	97	67	165	1,875
						<u>227</u> 完整建立公司
73	N796FT	1/92	68	1	69	551
		1/95	18	0	18	978
		7/96	76	8	84	1,328
		5/98	150	5	155	2,264
i jainu i i i na ini ini ini ini i na ini ini ini ini ini ini ini ini ini i	States in the		14 - 14 - 14 - 14 - 14 - 14 - 14 - 14 -			
73	N831AL				enter de la constante de la cons	449.989.692.9. · · · · · · · · · · · · · · · · · ·
	ter Alexandria		\$			
73	N832AL		·····			Sectional 15
73	N870TV	8/92	39	0	39	1,155
		1/94	40	2	42	752
		5/95	56	2	58	508
		10/96	319	16	335	1666
·		8/98	1300	204	1504	4432
						-++32
73	961R	10/92	21	0	21	
		6/95	12	0	12	806
		8/96	128	2	130	942
		2/98	101	2		1122
			101	~	103	1,177

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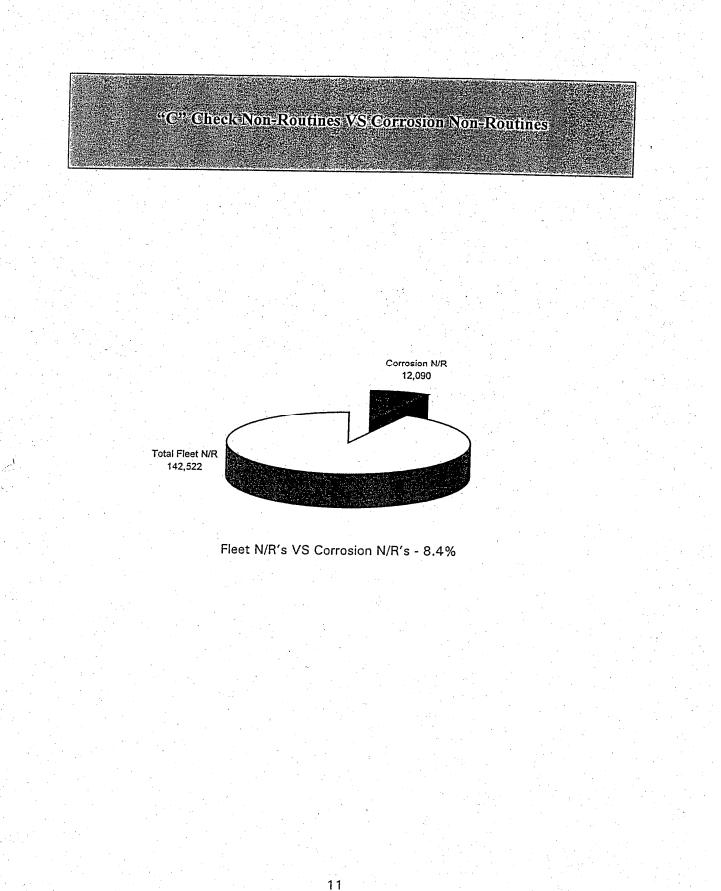
EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

# Section II

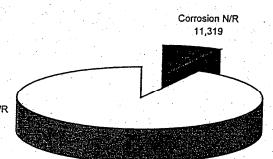
SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	CHECK
62	N990CF	8/94	402	3	405	
					405	3,685
62	N993CF	2/95	346	10	356	
						3,121
62	N996CF	5/95	373	11	384	
· .						2,947
62	N997CF	2/93	249	20	269	1 750
					203	1,752
62	N998CF	6/97	254	12	266	2,218
					200	2,210
63	N796AL	8/92	669	37	706	2,310
1. a <sup>11</sup>		and the state			/00	2,310
63	N797AL	9/93	520	24	544	
						3,016
63	N950R	6/94	766	18	784	3,981
			a ta saita t			0,001
63	N957R	4/92	425	54	479	2,260
.63	N959R	4/92	547	47	594	2,447
				· 教育///		
63	N964R	2/99	1,014	173	1,187	8,432
		na an a		Wally Dett		
71	N500MH	7/94	91	15	106	585
					这些"春秋"就是 ·	
71	N801GP	9/94	506	5	511	3,120
1 19 AND 1		1997 - 19	Yerka teag			
71	N8087U	7/97	739	9	748	3,770
Mathematica de la composition de la com La composition de la c		· · · · · ·		NG SALAN SALAN		
73	N105WP	. 3/99	406	49	455	4,539
					1- 1 - W -	
73	N2674U	11/94	989	17	1,006	4,366
					· · ·	
73	N602AL	07/96	98	9	107	535
73	N603AL	9/98	352	101	453	3,694
				<u> </u>		
73	N791FT	5/93	42	11	53	2,952
73	N795FT	10/92	494	24	521	2,314

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"D" Check Non=Routines VS Corrosion Non-Routines



Total Fleet N/R 67,639

Fleet N/R's VS Corrosion N/R's - 16.7%

EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

# Section III

# LEVEL 2 REPEAT INSPECTION WRITE-UPS

#### SUMMARY OF FINDINGS:

a) EWA's CPCP program divides the tasks into the inspection program;

"C" Check - 97 tasks "D" Check - 72 tasks Total - 169 tasks

b) Level 2 Repeats in the past nine (9) years, (1/1/90 to 12/31/98);

- 1. Total CPCP Task no-repeats = 117 or 69%
- 2. Total CPCP Task repeats = 52 or 31%
- 3. CPCP Task repeat breakdown
  - 1 to 3 aircraft = 41 tasks or 79%
  - 4 to 10 aircraft = 6 tasks or 11%
  - 11 to 25 aircraft = 5 tasks or 10%
- c) Analysis has proven that these minor number of Level 2 repeats do not effect the fleet task by task and are considered isolated cases. It is also important to note that EWA's CPCP program implementation plan will not be complete until year ending 1999 per the six year implementation plan.
  - EWA's Level 2 findings are not significant in that the write-ups indicate the corrosion is limited to small or local areas, that does not effect the airworthiness of the aircraft.
  - In the past nine (9) years, EWA's fleet has gone through an average of four (4) "C" Checks. Level 1 findings, in some cases, were based on EWA's experience over several inspections that demonstrated light corrosion resulting in the repair/partial replacement of the primary structure members per the FAA approved Structural Repair Manual (SRM).

### LEVEL 2 REPEAT INSPECTION WRITE-UPS

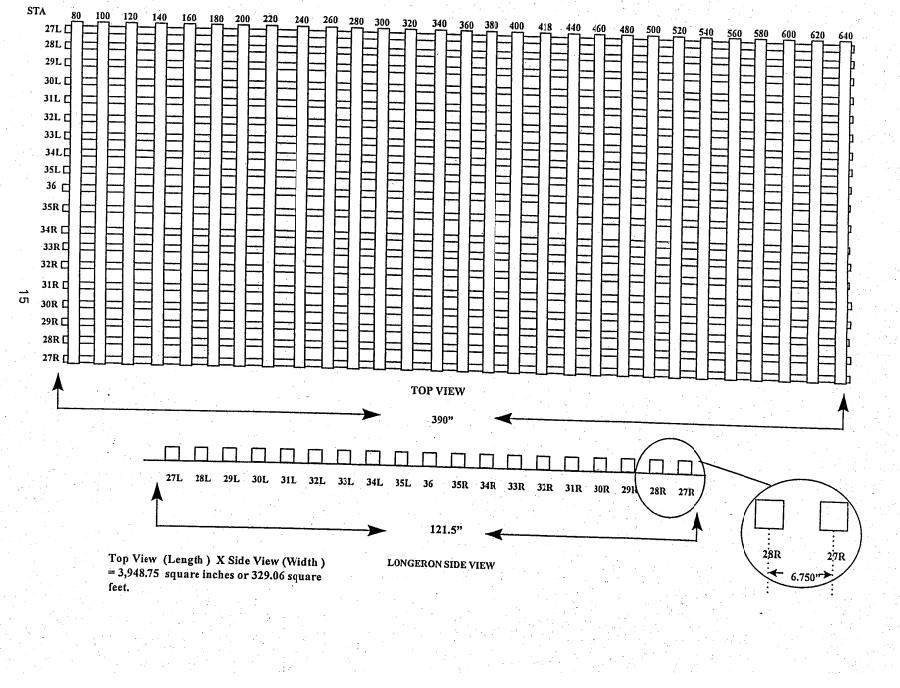
• EWA's Maintenance Review Board MRB, elected to purchase DC-8 fuselage belly skins in 1996 as part of promoting our Continuous Airwothiness Maintenance Program (CAMP). Reliability performed a lower fuselage skin inspection on May 1996 and found the fleet to be very acceptable. A decision was made by the MRB to purchase ten (10) new skins and schedule them to be changed during heavy maintenance on the aircraft exhibiting the highest number of repairs. This skin panel replacement has been on-going since 1996 (see attachments in Section IV).

CPCP Task Numbers 55700551 and 55900551, fuselage center section, represented the highest number of Level 2 repeat inspection findings in EWA's fleet, approximately 60% of the fleet. Analysis has proven that these number of Level 2 repeats effecting the specific aircraft listed, are minor in the consideration of the dimensional area of this inspection zone, and that the write-ups indicate the corrosion is limited to small or local areas, that are repaired and/or replaced with a new part (see attachment #4). It was determined by physical inspection of these aircraft, by Quality Control, and the type of repair required, that in any of these findings a potential urgent airworthiness concern did not exist. The next page represents the actual number of write-ups per aircraft for these tasks.

#### Summary:

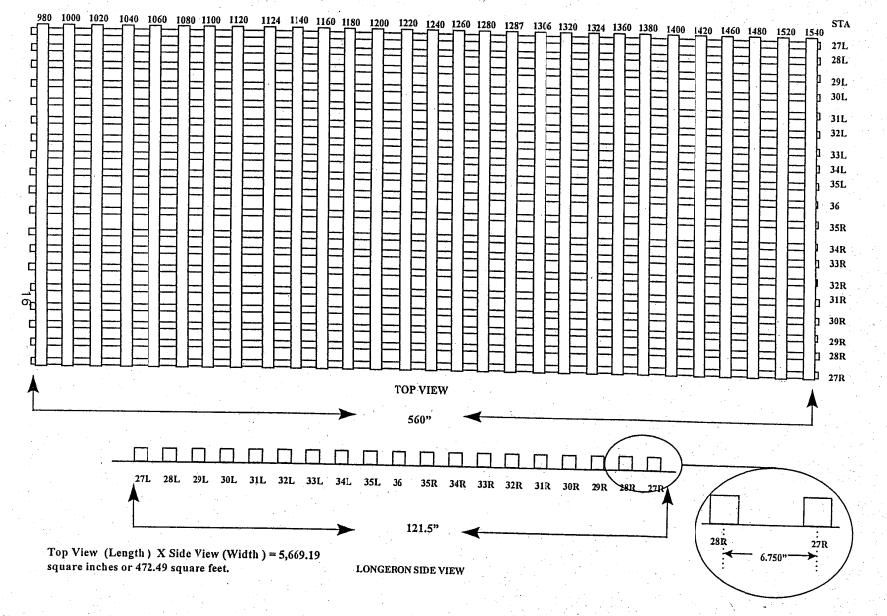
Based on these isolated Level 2 repeat findings, EWA believes that they will not re-occur on the next schedule inspection. The airline has demonstrated for over nine (9) years by this additional substantiation, ensuring that EWA's CPCP program has universal control of corrosion on the DC-8 fleet.

TASK 55700551



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TASK 55900551



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# LEVEL 2 REPEAT INSPECTION WRITE -UPS

# CPCP TASK NUMBER ANALYSIS

#### 24 aircraft

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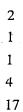
99 Write-ups

# 25 aircraft

1	Write-ups Count
11	10 & above = 4 aircraft
10	10 & below = 20 aircraft

Average per aircraft = 4

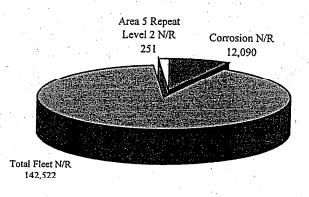
1	Write-ups Count
4	10 & above = 5 aircraft
29	10 & below = 20 aircraft
2	Average per aircraft = 6
2	



152 Write-ups

# "C" CHECK NON-ROUTINES VS CORROSION NON-ROUTINES

VS AREA SREPEAT LEVEL, 2



Fleet N/R's VS Corrosion N/R's - 8.4%

Corrosion N/R VS Area 5 Repeat N/R's - 2%

Start Date: <u>1/1/90</u>

Start Date: 12/31/98

CPCP Task :	<u>107L0551</u>	CPCP Task :	<u>119R0551</u>
	N865F		N801GP
	N994CF		N8177U
TOTAL	2	TOTAL	2
CPCP Task :	<u>107R0551</u>	CPCP Task :	<u>121L0551</u>
	N796AL		N964R
TOTAL	1	TOTAL	<u>1</u>
CPCP Task :	<u>108L0551</u>	CPCP Task :	121R0551
	N2574U		N951R
	N964R	TOTAL	1
TOTAL	<u>2</u>		
CPCP Task :	111L0551	CPCP Task :	<u>122L0551</u>
	N870TV		N870TV
	N964R		N921R N964R
TOTAL	<u>2</u>	TOTAL	<u>3</u>
CPCP Task :	<u>112L0551</u>	CPCP Task :	124L0551
	N964R		 N870TV
TOTAL	<u>1</u>	TOTAL	<u>1</u>
CPCP Task :	<u>116L0551</u>	CPCP Task :	124R0551
	N797AL	· · · · · · · · · · · · · · · · · · ·	N791FT
	N870TV		N870TV
TOTAL	<u>2</u>	TOTAL	2
CPCP Task :	<u>116R0551</u>	CPCP Task :	125R0551
	N964R		N603AL
TOTAL	<u>1</u>		N964R
CPCP Task :	1171 0554	TOTAL	2
UI UF TAON.	<u>117L0551</u> N995CF	CPCP Task :	126L0551
TOTAL	<u>1</u>		N870TV
	<u>.</u>	TOTAL	1
CPCP Task :	<u>118L0551</u>		
and the second	N995CF	and the second	•

Page 1 of 5

TOTAL

Start Date: 1/1/90

Start Date: 12/31/98 .

CPCP Task :	375R0551	CPCP Task :	<u>4600551</u>
	N603AL		 N964R
	N957R	TOTAL	<u>1</u>
TOTAL	N990CF <u>3</u>	CPCP Task :	
		- 01 01 143K.	<u>46400551</u>
CPCP Task :	<u>376L0551</u>	•	N870T√
	N8177U		N964R
	N950R	TOTAL	N997CF
	N951R	TOTAL	3
TOTAL	3	CPCP Task :	46600551
CPCP Task :	40000551	-	N964R
			N995CF
	N8087U	TOTAL	<u>2</u>
TOTAL	<u>1</u>	CPCP Task :	· · · · · · · · · · · · · · · · · · ·
CPCP Task :	45400551	CFCF TASK.	<u>47300551</u>
at a finite set of the set			N603AL
	N791FT	•	N870TV
TOTAL	<u>1</u>		N964R
CPCP Task :	455L0551	TOTAL	3
	N2674U	CPCP Task :	50000551
	N796FT		· · · · ·
	N8087U		N796AL
TOTAL	1		N797AL N870T∨
	3	TOTAL	
CPCP Task :	<u>45600551</u>		3
×	N2674U	CPCP Task :	<u>50000552</u>
en an	N602AL		N602AL
	N603AL		N605AL
	N791FT		N792FT
	N795FT		N796FT
	N796FT		N8079U
	N797AL	1	N865F
	N801GP		N921R
	N8079U		N961R
	N8084U		N964R
	N865F		N998CF
	N870TV	TOTAL	<u>10</u>
	N964R		
	N990CF		
TOTAL	<u>14</u>		

Page 2 of 5

#### Start Date: <u>1/1/90</u> Start Date: <u>12/31/98</u>

**CPCP** Task : 55700551 **CPCP** Task : 55900551 N2674U N2674U N602AL N602AL N603AL N603AL N605AL N605AL N791FT N792FT N795FT N795FT N796FT N796FT N797AL N797AL N801GP N801GP N8079U N8079U N8084U N8084U N8087U N8087U N8177U N8091U N865F N8177U N870TV N865F N921R N870TV N950R N921R N951R N951R N957R N957R N961R N961R N964R N964R N990CF N990CF N994CF N994CF N997CF N995CF TOTAL <u>24</u> N997CF TOTAL <u>25</u> **CPCP** Task : 557R0552 **CPCP** Task : 559R0552 N2674U N998CF N605AL TOTAL 2 N796FT TOTAL 2

Page 3 of 5

Start Date: <u>1/1/90</u> Start Date: <u>12/31/98</u>			
CPCP Task :	<u>56000551</u>	CPCP Task :	<u>56900565</u>
	NG02AL		
	N603AL	TOTAL	N870T∨ 1
	N791FT N796AL		
	N797AL	CPCP Task :	56900567
	N8084U		N602AL
	N870TV N921R	TOTAL	<u>1</u>
	N964R	CPCP Task :	<u>573L0551</u>
	N994CF		
	N995CF N997CF		N602AL N796FT
TOTAL	<u>12</u>		N964R
		TOTAL	<u>3</u>
CPCP Task :	56900561	CPCP Task :	<u>573R0551</u>
	N2674U		N602AL
	N602AL N603AL		N791FT
	N792FT		N796FT
	N796FT		N8087U
	N8091U		N964R
	N870TV		N997CF
	N964R	TOTAL	<u>6</u>
TOTAL	<u>8</u>	CPCP Task :	574L0551
CPCP Task :	56900562		
			N2674U N602AL
	N870TV		N797AL
	N964R		N8079U
TOTAL	<u>2</u>		N8084U
CPCP Task :	56000500	••••	N8087U
DE TASK:	<u>56900563</u>	n an	N964R
	N603AL		N995CF
S.,	N605AL	TOTAL	<u>8</u>
TOTAL	2	- CPCP Task :	<u>574L0552</u>
PCP Task :	56900564	U. U. TAGR,	
	N602AL	TOTAL	N603AL <u>1</u>
	N603AL		
	N8091U		
	N8177U		

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Page 4 of 5

Start Date: <u>1/1/90</u> Start Date: <u>12/31/98</u>

			and the second se
CPCP Task :	<u>574R0551</u>	CPCP Task :	68200552
	N602AL		N964R
	N603AL	TOTAL	
	N791FT		1
	N796AL	CPCP Task :	82-00551
	N796FT N8079U		
	N870TV	TOTAL	N870TV
· · · · · · · · · · · · · · · · · · ·	N957R		<u>1</u>
	N959R		
	N964R		
	N990CF N995CF		
TOTAL	<u>12</u>		
······	<u></u>		
CPCP Task :	574R0552		
	N870TV		
TOTAL	and the second		
	<u>1</u>	<b></b>	
CPCP Task :	<u>66100551</u>		
	N797AL		
	N8084U		
and the second	N865F		
an a	N870TV		
TOTAL	4		
CPCP Task :	66100553		
TOTAL	N801GP		
	<u>1</u> .	-	
CPCP Task :	66200551		
	N8084U		100 m (m. 1997) 100 m (m. 1997) 100 m (m. 1997)
	N964R		
TOTAL	2		
		•	
CPCP Task :	<u>68200551</u>		
	N603AL		
	N8084U		
TOTAL	2		
	· · · · · · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • • • • • •	and the second state of the second state of the

Page 5 of 5

# **CPCP REPEAT INSPECTIONS**

# START DATE: 1/1/90

ENDING DATE: 12/31/98

				1.			ATE. (23)	1/90					
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A - A			<b>.</b> .	TSL	•			· · · ·	н м.н. Н			•	
	Number		Check	MONT	<u>IS</u> Membe	נ	Long/String	<u>ier X</u>	<u>Y</u>		•	Z	
CPC	CP Task Nu	imber:	1071	.0551		•				· · · · · · · · · · · · · · · · · · ·			
N86	5F	2/24/98	C-2	33	SKIN			XFS=820					
N99-	4CF	6/27/97	C-1	48	SKIN			XFS=32.75 to XFS=37.	75				
CPC	P Task Nu	mber:	<u>107</u> R	0551		· · · · · · · · · · · · · · · · · · ·	· . · · .			·			<b></b> ·
N796	6AL 4	1/19/98	C-2	33	SPAR CAP			XRS=745 to XRS=763	1	· · ·			
CPC	P Task Nu	mber:	108L	0551	· · · · ·					•	•	<sup>·</sup> .	
N267	74U 3	3/13/96	C-1	24	SKIN			XRS=507.5 to XRS=509	.5				·
N964	IR 1	2/4/98	D	45	SKIN	· · ·	· · · ·	708 to 710				1	
CPC	P Task Nur	nber:	<u>111L</u>	0551		·····						· ·	-
N870	οTV 6	/2/98	C-5	21	COVER PA	NEL		Xw=408 to Xw=428	•				
N964	R 1	0/1/98	D	43	SKIN			Xa=32 to Xw=698					
CPC	P Task Nur	nber:	112L0	551			•	· · · · · · · · · · · · · · · · · · ·	<u> </u>			·	-
'964	R 9/	/12/98	D	42	RIB	а. н. 1		Xw=454		а. С. С. С.	.*		•
JPCF	<sup>o</sup> Task Nun	nber:	<u>116L0</u>	551		•							
N797/	AL 9/	11/93	D	20	SKIN			XFS=347			-		
N870	TV 4/	21/98	C-5	19	SKIN		н - н	WX=6.2246		•			
CPCP	P Task Num	iber:	116R0	551				· · ·				······	
N964	R 9/	23/98	D	42	SKIN			Xf=291	. <u>.</u> 1				
CPCP	Task Num	iber:	117L0	551									
N9950	OF 6/	1/98	C-5	24	SPAR CAP	· · · · .	•	308 to 358				÷	
CPCP	Task Num	ber:	<u>118L0</u>	551		•				····	• • • • • • • • • • • • • • • • • • • •		
N9950	CF 6/1	1/98	C-5	24	SPAR CAP		•	263 to 287		•			
CPCP	Task Num	ber:	119R0	551				······································					
N8010	SP 11	/7/98	C-2	24	SPAR CAP		•	XW 38					
N8177	U 2/3	3/98	C-2	25	WEB			-80 to -100	879 to 902				
CPCP	Task Num	ber:	121L05	51	<u> </u>		· · · ·	······································					
N964R	9/1	2/98	D	42	SKIN		•	Xfs=195 to Xfs=223			•		
CPCP	Task Num	ber:	121R05	51						· · · ·		<u></u>	
N951R	1/2	0/96	C-1	32	FLANGE	•		XFS=107 to XFS=257	63 to 76				

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	and and a second second			TSL							
≙	cft Number	Date	Check	MONT	HS Member	Long/Stri	nger <u>X</u>	<u>Y</u>		Z	
Ċ	PCP Task N	lumber:	<u>122L</u>	0551				· · · · · · · · · · · · · · · · · · ·			
Ņ	1870TV	5/5/98	C-5	20	RUB STRAP		11	610	- -	-3 to -36	•
· N	921R	10/11/97	C-2	33	ATTACH ANGLE		XFS=41 to XFS=55	· · · ·		· .	
. N	964R	10/9/98	D	43	SKIN		Xfs=195 to Xfs=223				
c	PCP Task N	umber:	124L0	551	· · · ·				·		
N	870TV	4/20/98	C-5	19	SPAR		Xcw=69.5	857			
C	PCP Task N	umber:	124R0	551							
	791FT	11/18/97	C-3	24	SKIN		XRS=-6 to XRS=-36	781 to 855.5	1 .		
N	370TV	4/28/98	C-5	19	DOUBLER	· .	Xc <del>w=6</del> 9.5	857			
	PCP Task N		125R0								<u> </u>
	503AL	9/5/98	D	24	FITTING		213 to 219			÷	
• • .	964R	9/25/98	D	42	TRAILING EDGE		Xr=236 to Xr=309	· · ·		1 A.	
•	PCP Task Ni					·		· · ·	·		
	,		<u>126L0</u>								
•		4/24/98	C-5	19	SPAR CAP		Xw=104 to Xw=111.28				
	PCP Task Nu		<u>375R0</u>						¢	:	-
<b>、</b> 、	· · · ·	7/15/98	D	24	SKIN		248				
- <u>19</u>	57R	6/26/96	C-2	21	SKIN RÉPAIR		XF=143 to XF=155				
9	90CF	6/8/98	C-1	44	SKIN		XFS=178 to XFS=200				· · ·
CP	CP Task Nu	mber:	376L05	<u>51</u>			· · · · · ·				
N8′	177U 2	2/3/98	C-2	25	TEE PANEL		XE=147				
N9	50R 8	3/13/97	C-1	36	SKIN		XEO=231 to XEO=250				
N95	51R 1	/20/96	C-1	32	SKIN		XE=75.672 to XE=147.906				: · · · · · ·
CP	CP Task Nu	mber:	400005	<u>51</u>	••						
N80	087U 7	//2/97	D	17	SKIN	L-21R		-8 to 70			
CPO	CP Task Nu	mber:	454005	<u>51</u>	· · .		· · · · · · · · · · · · · · · · · · ·		·		-
N79	1	1/18/97	C-3	24	BUSHING	•	ο	168		50	
CPC	CP Task Nu	nber:	455L05	51	· · · · · · · · · · · · · · · · · · ·						-
N26	074U 1	0/6/93	C-1		PRESSURE PANEL			-80 to -99		÷.	•
		/23/93	D	19	BULKHEAD	L-33R to L-34R		· 8			
		/2/97	D	17	FRAME CAP	L-24L to L-25L		-99		••	
	CP Task Nur		4560055								-
N26	1	÷	C-2	23	SUPPORT ANGLE	. · · · ·		35		5	
N60					•	1.320	• • • • •		+1	J	
1100	<u>-</u> ~- 1	0/6/98	C-1	26	FITTING	L-32R		8	•		•
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N602AL	10/13/98	C-1	26	LONGERON	L-33R		8 to 70
N602AL	10/19/98	C-1	26	BULKHEAD	L-23L	$\frac{V_{i+1}}{V_{i+1}} = \frac{V_{i+1}}{V_{i+1}} $	-12 to -32
N603AL	7/14/98	D	24	FITTING	L-33L		70
N603AL	7/14/98	D	24	FITTING	L-31L		70
N603AL	7/14/98	D	24	FITTING	L-31R		30
N603AL	7/15/98	D	. 24	FITTING	L-36		24 to 30
N603AL	7/15/98	D	24	LONGERON	L-30R		35 to 45
N603AL	7/15/98	D	24	SKIN	L-31L to L-31R		-20 to 70
N603AL	7/22/98	D	.24	LONGERON	L-33L		8 to 70
N603AL	7/22/98	D	24	LONGERON	L-34L		8 to 70
N603AL	7/22/98	D	24	LONGERON	L-35L		50 to 70
N603AL	7/22/98	D	24	LONGERON	L-36		8 to 30
N603AL	7/22/98	Ď	24	LONGERON	L-34R		8 to 70
N603AL	7/22/98	D	24	LONGERON	L-33R		8 to 70
N603AL	7/22/98	D	24	SHEAR TIE	L-34L to L-34R		30
N603AL	7/22/98	D	24	FITTING	L-31R		8
'791FT	12/30/95	C-2	17	SKIN	L-33R to L-36		25 to 35
/91FT	12/30/95	C-2	17	SHEAR TIE	L-31R	• * * •	12 to 13
N795FT	4/15/97	C-3	20	SKIN	L-35R		47
N796FT	7/23/93	D	19	LONGERON	L-27R	۰. بار ۱	8 to 70
N796FT	7/23/93	D	19	FITTING			70
N796FT	7/23/93	D	19	FITTING			70
N796FT	3/8/98	C-3	20	SKIN	L-28R	· .	70
N797AL	9/11/93	D	20	LONGERON	L-28L		60 to 70
N801GP	9/17/96	C-1	24	FITTING	L-34R		20
N801GP	10/23/98	C-2	25	FRAME	L-21R		8
N801GP	11/14/98	C-2	24	LONGERON	L-22R		25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-23R	•	25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-24R		25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-25R		25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-26R		25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-28R		25 to 35
N801GP	11/14/98	C-2	24	LONGERON	L-29R		25 to 35
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N801GP	11/14/98	C-2	24	LONGERON	L-28R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-26R	and the second	8 to 25	<b>f</b>
N801GP	11/14/98	C-2	24	LONGERON	L-25R		8 to 25	
N801GP	11/14/98		24	LONGERON	L-24R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-26R		55 to 70	
N801GP	· ·	C-2		LONGERON	L-27R	· · · ·		
	11/14/98		24				55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		35 to 55	
N801GP	11/16/98		24	FRAME	L-21 to L-24R		25	
N801GP	11/16/98	C-2	. 24	FRAME	L-21R to L-24R		35	
N801GP	11/16/98	C-2	24	FRAME	L-21R to L-24R	•	55	
N8079U	9/11/97	C-2	20	SKIN	L-31L to L-32L		55	
N8084U	9/9/98	C-2	28	LONGERON	L-31L		55 to 56	
N865F	2/24/98	C-2	33	BRACKET	· ·		55	-8
N870TV	4/25/98	C-5	19	FITTING	L-34R	•	8 to 70	
N870TV	4/25/98	C-5	19	FRAME	L-31R		70	
N870TV	5/6/98	C-5	20	FRAME	L-28R		8	
1870TV	5/7/98	C-5	20	LONGERON	L-28R		8 to 35	
N870TV	5/7/98	C-5	20	STIFFENER	L-29R		. 8	
N870TV	5/12/98	C-5	20	LONGERON	L-33L		8	
N870TV	5/12/98	C-5	20	ONGERON	L-21R		25 to 45	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-24 to -47	26 to 40	
N870TV	5/16/98	C-5	20	TTTING	L-34L		70	
N870TV	5/25/98	C-5		ONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5		ONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5		ONGERON/FITTING			8 to 70	
N870TV	· ·		~~~	ONGERON/FITTING			8 to 35	
	5/25/98	C-5		· · · ·				
N870TV	5/25/98	C-5		NTERCOSTAL	L-28R		8 to 24	
N870TV	5/31/98	C-5		ITTING	L-32L to L-33R		70	
N964R	9/12/98	D		ITTING	L-30L	· .	70	
N964R	9/24/98	D		ITTING	L-33R		68	
N964R	9/24/98	D	42 V	VEB/BULKHEAD	• 	-10 to 10	70	
N964R	9/24/98	D 1	42 L	ONGERON	L-27L		35 to 55	
		anti Santa Maria						
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N964R	9/28/98	D	42	FITTING	L-28L	-		5
N964R	9/29/98	D	42	FLOOR BEAM		35	35	
N964R	11/9/98	D	44	FITTING	L-29L		64 to 70	
N990CF	6/8/98	C-1	44	FITTING	L-31R to L-33R	-20 to -22	270	
CPCP Task I		46005		·		· · · · · · · · · · · · · · · · · · ·		
N964R	10/10/98	D	43	WEB	L-22R		-12 to 9	
CPCP Task N		46400					-12 10 5	
N870TV	5/8/98	<u>+0400.</u> C-5	20	WEB		-12 to .45	01-07	
N964R	11/10/98	D	20 44	SEAT TRACK		-12 to -46 5	8 to 25	
N997CF	2/22/93	D.	23	DOUBLER		1	-99 to -67	
N997CF				· · ·	and the second sec	50	168 to 208	
	2/22/93	D	23	DOUBLER	·	50	182	
CPCP Task N		466005		1. A	1. A.			· · · · · · · · · · · · · · · · · · ·
N964R	9/18/98	D	42	DOUBLER		12 to -24	-12 to -32	-12
N964R	10/1/98	D	43	STIFFENER	L-22R		-12 to 9	
N995CF	6/1/98	C-5	24	PRESSURE WEB	•	-12 to -16	69	-8
CPCP Task N	umber:	473005	<u>51</u>			· · · ·		
'603AL	7/18/98	D	24	FLOOR PANEL		-62	50 to 280	
870TV	3/7/98	C-5	19	INTERCOSTAL	L-8L		35 to 70	
N870TV	4/24/98	C-5	19	FITTING	L-14R		55 to 70	
N870TV	4/24/98	C-5	19	FITTING	L-17R		55 to 70	
N870TV	4/24/98	C-5	19	FITTING 1	L-5R		35 to 70	
N870TV	4/24/98	C-5	19	GUSSET	L-1		55 to 70	
N870TV	5/5/98	C-5	20	FLOOR PANEL		· · · ·	50 to 70	
N870TV	5/5/98	C-5	20	FLOOR PANEL	• • • • • • • • • • • • • • • • • • •	-40 to -60	50 to 70	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-10	40	
N870TV	5/12/98	C-5	20	ATTACH ANGLE		-55 to -65	40	
N870TV	5/12/98	C-5	20	FLOOR PLATE	·	-38 to -46	35	
	/24/98	C-5	20	FITTING	L-10R		55 to 70	
	5/24/98	C-5	20	FITTING	L-8R		55 to 70	
		C-5		FITTING	L-7R	•	55 to 70	
		C-5		FITTING	L-10R	•	55 to 70	
14 - 14 - 14 - 14 - 14 - 14 - 14 - 14 -		C-5		FITTING	L-4R	· · · ·		
			20		- "`	·. 1	55 to 70	

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· . . ·	Acft Number	Date	Check	<u>TSLI</u> MONTH	S Member	Long/Stringer	×	Y	an a
	N964R	9/24/98	D	42	WEB	Long/Stringer	X	<u>¥</u> 8 to 70	Ζ
	N964R	9/24/98	D	42	FLOOR PANEL		60	25 to 70	
	CPCP Task	· · ·	50000					23 10 70	
•	N796AL	4/19/98	C-2	33	SKIN	L-33R	-15	1620 to 1640	-34
	N797AL	9/11/93	D	20	SKIN	L-24R		670	
	N797AL	9/11/93	D	20	SKIN	L-24L		670	
	N870TV	8/2/96	C-3	15	SKIN	L-31L		1555	
	CPCP Task I	Number:	50000	552					
	N602AL	10/6/98	C-1	26	SKIN	L-31L to L-31R		190 to 440	a de la transferia de la composición de La composición de la c
	N602AL	10/6/98	C-1	26	SKIN	L-26R to L-27R		100 to 110	
	N605AL	9/12/98	C-1	24	SKIN	L-29R		620	
	N792FT	11/19/98	C-4	21	SKIN	L-35L to L-35R		1040 to 1090	
	N796FT	7/23/93	D	19	LONGERON	L-36		720	
	N796FT	3/8/98	C-3	20	SKIN	L-26R	ž sug	80 to 100	
	N8079U	9/11/97	C-2	20	SKIN	L-34R to L-35R	1. 1. 1. 1.	485	
	N865F	2/24/98	C-2	33	FILLET PANEL PN: 57 10369-2				
	365F	2/24/98	C-2		FILLET PANEL PN: 56 54440-2	3	•••		
		10/11/97	C-2	•••	SKIN	L-28R		83.5 to 96	
	N951R	1/20/96	C-1		SKIN	L-31R to L-35R	-7 to -26	486 to 508	-56 to -65
1.1	N951R	1/20/96	C-1		SKIN	L-31R to L-34R	-11 to -43	1440 to 1446	-56 to -60
8 J. A. A.	N951R	10/11/97	C-2		SKIN	L-20 to L-24L		1620	
	1964R	9/30/98	D		SKIN	L-36 to L-32R	1. A. A.	857 to 920	
$\gamma = -\lambda$		11/14/98	C-4		SKIN	L-36	а А.	670	
		11/14/98	C-4		SKIN	L-34R	· ·	235 to 253	
	PCP Task Nu	11/14/98	C-4		SKIN	L-35L to L-34R	· · · · · · · · · · · · · · · · · · ·	490 to 500	
	·	2/25/98	<u>5570055</u> C-2		NTERCOASTAL	L-33R		360 10 074	
		10/4/98	C-2	· · ·	TITTING	L-34R to L-35R		260 to 274 300	
	*	10/6/98	C-1		ITTING	L-34L to L-35L		270	
		10/6/98	C-1			L-36		190 to 375	
		10/6/98	C-1			L-36		270	
		10/12/98	C-1	· · ·		L-28L		320	
	· · · · · ·	10/12/98	C-1			L-33R		260	
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Acft Number	Date	Check	<u>TSL</u> MONTI	IS Member	Long/Stringer	¥.	
N602AL	10/13/98	C-1	26	FITTING	L-29L	X	280 Y
N602AL	10/13/98	C-1	26	FITTING	L-28L	•	280
N602AL	10/13/98	C-1	26	FITTING	L-32L		280
N602AL	10/14/98	C-1	26	FRAME/ATTACH AM	NG L-27R		70
N602AL	10/22/98	C-1	26	LE	L-31L		210 to 350
N603AL	7/10/98	D	24	SEAT TRACK	L-34R		80 to 260
N603AL	7/15/98	D	24	INTERCOSTAL		15 to 25	70
N603AL	7/17/98	D	24	ATTACH STRAP		-49 to -55	340 to 640
N603AL	7/17/98	D	24	LONGERON	L-32L		445
N603AL	7/17/98	D	24	DOUBLER	L-31R		600 to 620
N603AL	7/18/98	D	24	FITTING	L-30L	1	
N603AL	7/18/98	D	24	DOUBLER	L-31R		70
N603AL	7/29/98	D	24	FRAME	L-36		200
N603AL	8/5/98	D	24	FRAME CAP	L-31L		520
N603AL	8/7/98	D	24 24	FLOOR BEAM	LOIL		70
N605AL	9/11/98	C-1	24	SKIN	L-30 to L-31R		620
'505AL	9/13/98	C-1	24	LONGERON FITTING	an a		640
791FT	11/18/97	C-3	24	FINGER DOUBLER		•	600 to 620
N795FT	4/15/97	C-3	24 20	FRAME CAP	L-34R to L-36		610 C
N796FT	7/23/93			DOUBLER	•	-44.5	70
N796FT		D	19		L-35L to L-26R		260 to 360
N796FT	7/23/93	D	19		L-27R		120 to 140
	3/8/98	C-3	20	ATTACH ANGLE	L-34L		280 to 300
. *	9/11/93	D	20	FITTING	L-34L to L-33R		270 to 280
	9/11/93	D	20		L-28L		510
	11/14/98	C-2	24	FITTING	L-27R		70
· • • • • • • • • •	9/11/97	C-2	20	FRAME	L-25R to L-28R		520
	9/7/98	C-2	28	INTERCOSTAL	L-33R		580 to 600
	9/8/98	C-2	28	FRAME	L-34R to L-35R		240
	9/8/98	C-2	28	FRAME	L-34L to L-35R		500
	9/8/98	C-2	28	FITTING	L-31L		450 to 455
	9/8/98	C-2	28	FRAME	L-35R to L-36	· · ·	480 to 481
· · · · · · ·	9/8/98	C-2	28	FRAME	L-35L to L-35R	and a star gala	420 to 421
N8084U	9/14/98	C-2	28	LONGERON	L-35L		510

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-40 to -45

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Acft Numbe	er Date	Chack	TSL MONT				
N8084U		<u>Check</u>		HS Member	Long/Stringer	<u>×</u>	Ϋ́
	9/17/98	C-2	28	LONGERON	L-29R		360 to 405
N8084U	9/27/98	C-2	28	FRAME	L-33L to L-31R		330
N8087U	2/6/96	C-1	26	LONGERON	L-31R		450 to 510
N8087U	2/6/96	C-1	26	FRAME	L-31R		520
N8087U	2/6/96	C-1	26	LONGERON	L-28R		270 to 285
N8087U	2/6/96	C-1	26	FRAME	L-29R		300
N8177U	2/3/98	C-2	25	DOUBLER	L-35L to L-36		200 to 220
N8177U	2/3/98	C-2	25	LONGERON	L-34L	•	290 to 306
N8177U	2/3/98	C-2	25	WEB	L-33R to L-34R	• •	514
N865F	2/24/98	C-2	33	DOUBLER	L-34R		450
N870TV	5/9/95	C-2	15	SKIN	L-31L to L-31R		180 to 260
N870TV	8/2/96	C-3	15	WEB	L-27R		275 to 280
N870TV	4/7/98	C-5	19	ATTACH ANGLE	L-27L to L-27R		440
N870TV	4/18/98	C-5	19	INTERCOSTAL	L-35L		340 to 348
N870TV	4/18/98	C-5	19	FRAME	L-27R to L-29R		70
N870TV	4/18/98	C-5	19	FRAME	L-36	*	580
) N870TV	4/18/98	C-5	19	LONGERON	L-31R		620
.70TV	4/18/98	C-5	19	WEB	L-33R		338
N870TV	4/24/98	C-5	19	FITTING	L-21R to L-22R	•	460
N870TV	4/27/98	C-5	19	FITTING	L-36		80 to 84
N870TV	4/30/98	C-5	19	DOUBLER	L-31R		610
N870TV	4/30/98	C-5	19	FITTING	L-31R		200 to 201
N870TV	4/30/98	C-5	19	ATTACH ANGLE	L-34L to L-36		280
N870TV	5/6/98	C-5	20	FRAME	L-27R to L-28R		70
N870TV	5/8/98	C-5	20	FRAME	L-33R to L-34R		220
N870TV	5/8/98	C-5	20	BRACKET	L-31R		
N870TV	5/18/98	C-5	20	BULKHEAD		10 10 50	180
N870TV	5/21/98	· ·		FRAME	1 070	-18 to -50	70
N870TV	6/6/98	C-5	20	FRAME	L-27R		70
		C-5	21		1-30R	-	100
N870TV	7/4/98	C-5	22	FLOOR BEAM		38	740
N921R	10/11/97	C-2	33	SKIN - INTERNAL	L-31R to 34R	-10	360
N921R	10/11/97	C-2	33	LONGERON	L-31L	+32	163 to 170
N950R	8/13/97	C-3	36	SKIN	L-35R to L-36	-2 to -4	610
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A - A A1	_		<u>TSL</u>					
Acft Number	· <u> </u>	<u>Check</u>		HS Member	Long/Stringer	X	Ϋ́	<u>Z</u>
N951R	1/20/96	C-1	32	FINGER DOUBLER	L-31R	-30	475	-44
N957R	6/26/96	C-1	21	SKIN	L-35L to L-30R	+8 to -16	220 to 265	-56 to -
N961R	2/27/98	C-3	18	SKIN INTERNAL		-6	312	-60
N964R	9/5/98	D	42	FITTING	L-31L to L-32L		270	· · · ·
N964R	9/12/98	D	42	DOUBLER	L-31R		460	
N964R	9/12/98	D	42	ATTACH ANGLE	L-27R		100 to 120	
N964R	9/12/98	<b>D</b>	42	INTERCOSTAL	L-27R		460	
N964R	9/12/98	D	42	ATTACH ANGLE		-10	520	-8
N964R	9/17/98	D	42	FRAME	L-27L to L-27R		100	
N964R	9/17/98	D	42	LONGERON	L-34L to L-35L		350 to 380	
N964R	9/18/98	D	42	LONGERON	L-36		200	· · · · · ·
N964R	9/18/98	D	42	FITTING	L-32L to L-33L		270	
N964R	9/21/98	D	42	ATTACH ANGLE		10 to 20	560	
N964R	9/24/98	Ď	42	FITTING	L-34L to L-35L	•	300	· · · ·
N964R	9/24/98	D	42	SKIN	L-36 to L-35L		660 to 680	
N964R	9/28/98	D	42	ATTACH ANGLE	L-33L		270 to 280	
1964R	10/11/98	D	43	FLOOR BEAM		-62 to 62	a a cara a segur	
∕64R	11/10/98			ATTACH ANGLE/SPLI	1.94	-02 10 02	300	
N964R		D	. 44	CE PLATE		•	450	
•	11/10/98	D	44	FITTING	L-31R		610	
	11/30/98	D	44	LONGERON	L-36		150 to 190	
	12/1/98	D	45	FLOOR TRACK	L-33L		440 to 640	
	12/1/98	. D	45	FLOOR TRACK	L-33R	•	340 to 510	
N990CF	6/8/98	C-1	44	LONGERON	L-29R	-68	487 to 490	
N994CF	6/27/97	C-1	48	WEB		+50	148 to 208	-10 to -11
N994CF	6/27/97	C-1	48	FRAME - FITTING	L-33R to L-34R		520	
N997CF	2/22/93	D	23	SKIN			1420	· · · ·
CPCP Task Nu	mber:	557R055	52			· · · · ·		
N2674U	10/6/93	C-3	17	LONGERON	L-21R		240	
N998CF	11/14/98	C-4	41	WEB	L-21R	0 to -20	280 to 300	
CPCP Task Nu	mber:	5590055	<u>1</u>				· · · · · · · · · · · · · · · · · · · ·	
N2674U 3	3/13/96	C-1	24	FRAME	L-33L	+23	1100	-48
N602AL 1	0/6/98	C-1	26	FRAME	L-33L to L-34L		1040	
N602AL 1	0/6/98	C-1	26	FITTING	L-31R		1525 to 1530	
		- 14 	2	e Stational Stational Stationae Stationae Stationae Stationae Stat				
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Acft Numbe	er Date	Check		HS Member	Long/Stringe	<u>ar X</u>	Y
N602AL	10/8/98	C-1	26	FRAME	L-33R to L-34R		1120
N602AL	10/20/98	C-1	26	FLOOR BEAM		· ·	1120
N603AL	7/10/98	D	24	FLOOR PANEL		-20 to -32	1000
N603AL	7/10/98	Ď	24	ATTACH ANGLE	L-34L to L-34R		1540
N603AL	7/11/98	D	24	FITTING			1460
N603AL	7/11/98	D	24	FLOOR PANEL		-23	1000
N603AL	7/11/98	D	. 24	FLOOR PANEL		23	1000
N603AL	7/14/98	D	24	SKIN & LONGERON	L-35L		1080
N603AL	7/14/98	D	24	ATTACH ANGLE	L-30L	-27	1540
N603AL	7/15/98	D	24	BULKHEAD	L-35R	n na sea an s	1540
N603AL	7/15/98	<b>D</b> .	24	FRAME	L-33L		1020
N603AL	7/15/98	D	24	FRAME	L-36	an a	1000
N603AL	7/15/98	D	24	FRAME	L-34R to L-35R		1000
N603AL	7/15/98	D.	24	FRAME	L-33L		1040
N603AL	7/15/98	D	24	FRAME	L-32R to L33R		1120
N603AL	7/15/98		24	FRAME	L-33R		1060
LN603AL	7/15/98	D	24	FRAME	L-34R		1080
J3AL	7/17/98	Ð	24	STRUT	L-26L	la de la composición de la composición La composición de la c	1420
N603AL	7/17/98	D	24	ATTACH ANGLE	L-35L	· · · ·	1060 to 1080
N603AL	7/17/98	D	24	STRUT	L-27L		1260
N603AL	7/17/98	D	24	FRAME	L-32R	· · ·	1260
N603AL	7/24/98	D	24	FLOOR BEAM			1320
N603AL	8/4/98	D	24	FLOOR BEAM	a second	s .	1240
NEOSAL	8/7/98	D ·	24	FLOOR BEAM	-	ана. Аларана Алара Аларана Аларана Аларана Аларана Аларана Аларана Аларана Аларана Ал	1520
N603AL	8/7/98	Ð	24	FRAME	L-36		1080
N603AL	8/10/98	D	24	FLOOR BEAM	-	-60	1280
N603AL	8/12/98	D	24	ATTACH ANGLE			
N603AL	8/14/98	D	24	FLOOR BEAM		50	1220
N603AL	8/26/98	D	24	FRAME	L-33L to L-36		1580
N603AL	8/27/98			FRAME			1020
NG03AL		D .	24		L-35L		1080
	9/4/98	D	24	STRUT		40	1220
N605AL		C-1	24	FLOOR BEAM		-60	1260
N605AL	9/12/98	C-1	- 24	FRAME	L-35L to L-35R		1460

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	Acft Number	<u>Date</u>	Check		<u>-IS</u> <u>Member</u>	Long/Stringer	X	<u>Y</u>
•	N792FT	11/19/98	· · ·	21	ATTACH ANGLE	L-27L		1219
	N792FT	11/29/98	C-4	21	FRAME	L-36		1340
ę.	N795FT	9/29/98	C-4	71	FLOOR BEAM		-40	1260
	N796FT	7/23/93	D	19	FRAME	L-34R to L-35R		1020
•	N796FT	7/23/93	D	19	FRAME	L-28R to L-29R		1060
	N796FT	7/23/93	D	19	SKIN	L-31L to L-31R		1140 to 1150
-	N796FT	7/23/93	D	19	FRAME	L-33L to L-35R		1500
	N796FT	7/23/93	D	19	FRAME	L-34R to L-36		1400
	N796FT	7/23/93	D	19	SKIN			1220
• .	N796FT	7/23/93	D	19	FRAME/LONGERON	L-32R to L-33R	the states.	1620 to 1640
۰.	N796FT	8/6/96	C-2	19	WEB	L-33R		1160 to 1163
	N797AL	9/11/93	D	20	LONGERON	L-36		1180 to 1200
	N797AL	9/11/93	D	20	SKIN	L-34R to L-35R		1160 to 1180
••	N797AL	9/11/93	D	20	LONGERON	L-26L		1240 to 1260
et .	N801GP	10/20/98	C2	25	FRAME	L-31 to L-32R		1100
	N801GP	10/22/98	C-2	25	Floor Beam		26	1745
	N801GP	11/14/98	C-2	24	SHEAR TIE	L-35R to L-36	114 114 114	1060
	.01GP	11/14/98	C-2	24	ATTACH ANGLE	L-30R	1. 1.	1250
	N8079U g	9/11/97	C-2	20	FRAME	L-36	0	1168
~	N8084U 3	3/2/96	C-1	25	LONGERON	•		990 to 1010
	N8084U 3	3/2/96	C-1	25	LONGERON	L-36		980 to 990
		/2/96	C-1	25	LONGERON	L-27R		1220 to 1240
	N8084U 9	/5/98	C-2	28	FRAME	L-35L to L-34R		
•		/5/98	C-2	28	SKIN	L-35R		1260
		/5/98	C-2	28	FRAME	L-35L to L-35R		1000
: .		/5/98	C-2		FRAME	•		1020
						L-32R	i an an	1040
		/5/98	C-2		SHEAR TIE	L-32L		1020
•	-	/5/98	C-2		FRAME	L-34R		1060
		/5/98	C-2		LONGERON	L-31L		1085
 			C-2			L-31R		1090 to 1100
			C-2	28	LONGERON	L-36		1100
		5/98	C-2	28	FITTING	L-29L to L-30L		1160
•	N8084U 9/	5/98	C-2	28	PRESSURE WEB	L-28L	·	1190 to 1210

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Acft Num	ber Date	<u>Check</u>	<u>TSL</u> MONT	<u>.I</u> HS <u>Member</u>	Long/Stringer	X	Ϋ́
N8084U	9/5/98	C-2	28	FITTING	L-33L		1260
N8084U	9/5/98	C-2	28	DOUBLER	L-34L		1290
N8084U	9/10/98	C-2	28	FITTING	L-35L		1258
N8084U	9/11/98	C-2	28	FRAME	L-35L to L-35R		1020
N8084U	9/14/98	C-2	28	FRAME	L-24L		1015
N8087U	2/6/96	C-1	26	LONGERON	L-31L		1320 to 1350
N8087U	7/2/97	D	17	KEEL BEAM	L-35L to L-35R	-8 to +8	1040 to 1060
N8091U	2/15/97	C-1	26	FITTING	L-34R		1445
N8177U	2/3/98	C-2	25	WEB	L-33R		1160
N865F	2/24/98	C-2	33	LONGERON	L-34R		1162
N865F	2/24/98	C-2	33	FRAME	L-34L to L-34R		1020
N865F	2/24/98	C-2	33	FRAME	L-36		1060
N865F	2/24/98	C-2	33	FITTING	L-33R to L-34R		1230
N870TV	8/2/96	C-3	15	FRAME	L-35L	-12	1020
N870TV	8/2/96	C-3	15	FRAME CAP	L-35L	+15	1040
N870TV	8/2/96	C-3	15	FRAME	L-=36	+45	1100
) . N870TV	8/2/96	C-3	15	FRAME	L-36		1120
.870TV	8/2/96	C-3	15	FRAME	L-33L to L-33R	+25 to -25	1140
N870TV	8/2/96	C-3	15	FRAME	L-27R to L-29L	-40	1280
N870TV	4/7/98	C-5	19	SEAT TRACK		62	1003
N870TV	4/7/98	C-5	19	SEAT TRACK		•	990 to 1210
N870TV	4/21/98	C-5	19	FITTING	L-30R to L-31R		1445
N870TV	4/23/98	C-5	19	FRAME	L-26R to L-30R		1440
N870TV	4/23/98	C-5	19	ATTACH ANGLE	L-27L to L-27R		980
N870TV	4/24/98	C-5	19	ATTACH ANGLE	L-26L		1480
N870TV	4/24/98	C-5	19	SEAT TRACK		59 to 62	1100
N870TV	4/24/98	C-5	19	FLOOR BEAM		-37 to -39.5	1500
N870TV	4/24/98	C-5	19	ATTACH ANGLE	L-24R	+ 1 +	1220
N870TV	5/4/98	C-5	20	FITTING		-35 to -36	1684 to 1690
N870TV	5/14/98	C-5	20	DOUBLER	L-30R to L-31R		1342
N921R	10/11/97	C-2	33	FRAME CAP	L-33L to L-35L	+18	1020
N921R	10/11/97	C-2	33	SKIN - INTERNAL	L-34L to 34R	+6	1050 to 1089
N951R	1/20/96	C-1	32	SKIN	L-35L to L-35R	+8 to -8	
1		<b>-</b> -1					1220 to 1260

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-1.5 to -2

-11 to -11.5

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-60 -56.5

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Acft Num	iber Date	Check		IS Member	Long/Stringer	X	Ϋ́	<u>Z</u>
N951R	1/20/96	C-1	32	SHEAR TIE	L-35L	+2	1116	
N957R	6/26/96	<b>C-1</b>	⊳21	FRAME	L-35L to L-36		1060	
N957R	6/26/96	C-1	21	SKIN	L-33R to L-34R	-14 to -23	1040	-59 to -62
N957R	6/26/96	C-1	21	FRAME CAP	L-34R to L-36		1100	
N957R	6/26/96	C-1	21	LONGERON	L-36		1120	-64
N961R	8/13/96	C-2	14	FITTING			1220 to 1320	
N961R	8/13/96	C-2	14	INTERCOASTAL	L-35L		1000 to 1060	
N964R	9/12/98	D	42	FRAME	L-34L to L-35R		1060	
N964R	9/12/98	D	42	GUSSET	L-34R		1060	*
N964R	9/12/98	D	42	SHEAR TIE	L-30L		1100	
N964R	9/12/98	D	42	SHEAR TIE	L-33L to 34L		1080	
N964R	9/12/98	D .	42	LONGERON	L-35R		1400 to 1460	
N964R	9/12/98	D	42	FRAME	L-36		1200	
N964R	9/12/98	D	42	FRAME	L-27R		1260	
N964R	9/12/98	D	42	SKIN	L-30R		1400 to 1440	
N964R	9/20/98	D	42	FLOOR BEAM		63	1100	-1
N964R	9/21/98	D	42	FRAME	L-34R		1100	•
J64R	9/21/98	D	42	FITTING	L-36		1150	
N964R	9/21/98	D	42	FITTING	L-32R		1170	
N964R	9/21/98	D	42	FITTING	L-32R		1230	
N964R	9/22/98	D	42	FITTING	L-30R		1690	. · · ·
N964R	9/22/98	D	42	LONGERON	L-27L	1	1360 to 1380	
N964R	9/22/98	D	42	FLOOR BEAM	L-21R		1260	
N964R	9/23/98	D	42	FLOOR BEAM		15	1100	-1
N964R	9/29/98	D	42	FLOOR BEAM		-3 to 3	1500	
N964R	10/7/98	D	43	FITTING	L-33R		1160	• • •
N964R	10/7/98	D	43	FITTING	L-34L		1160	
N964R	12/8/98	D	_ <b>4</b> 5 `	SHEAR TIE	L-36 to L-35R		1140	•
N964R	12/8/98	D	45	SKIN	L-36 to L-35R	алі. На стан	1140	
N990CF	6/8/98	C-1	44	LONGERON	L-24R	-36	1480 to 1500	-11
N990CF	6/8/98	C-1	44	SKIN	1	· +15	1475 to 1480	
N994CF	6/27/97	C-1	48	SKIN - INTERNAL	L-31L		1220 to 1240	
N995CF	6/1/98	C-5	24	LONGERON	L-35L		980	
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	Acft Number	Date	Check	MONTH	S Member	Long/Stringer	X		Ϋ́		Z	
	N995CF	6/1/98	C-5	24	FLOOR TRACK	L-33L to L-33R		· · · ·	980 to 1120	а 1	· · · ·	
es Cal	N995CF	6/1/98	C-5	24	ATTACH ANGLE	L-35R			1080			•
	N995CF	6/1/98	C-5	24	LONGERON	L-28R	1. 1. v	2 	1460 to 1480			
	N995CF	6/1/98	C-5	24	FRAME	L-35L to L-35R			1440		н. <b>*</b> 1911 - 1911 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 - 1914 -	
	N995CF	6/20/98	C-2	48	LONGERON	L-35L			980	· · ·	•	
	N995CF	6/20/98	C-2	48	FLOOR TRACKS	L-33L to L-33R		÷.	980 to 1380			an an Ara An an Araban An Araban
	N995CF	6/20/98	C-2	48	ATTACH ANGLE	L-35R			1080			
· . ·	N995CF	6/21/98	C-2	48	LONGERON	L-28R			1460 to 1480			
	N995CF	6/21/98	C-2	48	INTERCOSTAL	L-26L	- - -	•	1385	х.		
•••••	N995CF	6/22/98	C-2	48	FRAME	L-35L to L-35R	·. ·		1440	•		
 : i	N997CF	2/22/93	D	23	ANGLE	L-21R		•	440 to 500	*		
. i	N997CF	2/22/93	D	23	ATTACHED ANGLE	L-21R			440 to 500			
- 1	N997CF	2/22/93	D	23	LONGERON	L-26R			1200 to 1220			
	1997CF	2/22/93	D	23	ATTACHED ANGLE				1140	· · ·		
	1997CF	2/22/93	D	23	ATTACHED ANGLE		· · · ·		1160			
	1997CF	2/22/93	D	23	ATTACHED ANGLE	L-27L to L-36			1180			
. 1	1997CF	2/22/93	D	23	BULKHEAD				1380	•		
	CP Task N		559R055									
	1605AL	9/9/98	C-1	 24	FITTING	L-21R			1140			·
	1796FT	7/23/93	D	19	FRAME	L-21R						
	PCP Task N				· · · · · · · · · · · · · · · · · · ·				1260		·	
· ·	602AL		5600055		FLOOR BEAM							
		10/6/98	C-1				-43		1580		-2	
	602AL	10/6/98	C-1		FLOOR BEAM		-43		1560			
		10/8/98	C-1		FRAME	L-29L to L-34L			1660			
		10/8/98	C-1		INTERCOSTAL	•	12		1720			
		7/16/98	D,	24	FLOOR BEAM		-56		1580		-13	:
N	791FT	12/30/95	C-2	17	SKIN	L-31R		. 1	600 to 1620			
N	796AL	4/19/98	C-2	33	FLOOR BEAM	· .	-27		1702		-7	
Ŋ	797AL	9/11/93	D	20	FRAME	L-25L to L-28R			1600	•		
N	797AL	9/11/93	<b>D</b>	20	ATTACH ANGLE	L-23R		1	1680			
N	3084U	9/5/98	C-2	28	ONGERON	L-31R		•	1700			
N	3084U	9/5/98	C-2	28	SHEAR TIE	L-36	÷	•	1717			
. N8	370TV	8/2/96	C-3	15 0	OUBLER	L-32L to L-33L			1580	-		

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Acft Numi	ber Date	<u>Check</u>	<u>TSL</u> MONT	<u>I</u> HS <u>Member</u>	Long/Stringer	×	· · · · · · · · · · · · · · · · · · ·	
N870TV	4/28/98	C-5	19	FITTING	<u>astratodninger</u>	<u>X</u> 30	<u>Y</u> 1710	<u>Z</u>
N870TV	4/29/98	C-5	19	ATTACH ANGLE		14	1700	-5
N870TV	4/29/98	C-5	. 19	ATTACH ANGLE	L-21L		1760	0
N870TV	4/29/98	C-5	19	FLOOR BEAM	L-21L		1700	
N870TV	4/29/98	C-5	19	FLOOR PANEL	L-21R		1620	
N870TV	4/29/98	C-5	19	FRAME		O	1700	
N870TV	4/30/98	C-5	19	FLOOR BEAM		32	1730	-1
N870T√	4/30/98	C-5	. 19	GUSSET		0	1730	0
N870TV	4/30/98	Ċ-5	19	ATTACH ANGLE	 	-8 lo -17	1750	
N921R	10/11/97	C-2	33	ATTACH ANGLE			1540	-7 to -9
N921R	10/11/97	C-2	33	BULKHEAD		0	1766	-12
N964R	9/21/98	D	42	BULKHEAD/ATTACH	1	0 to -26	1766	-11 to -12
N964R	9/22/98	D	42	ANGLE SEAT TRACK		-46	1580 to 1600	e References
N964R	9/22/98	D	42	FITTING	L-36		1690	· · · · · ·
N964R	9/22/98	D	42	FITTING	L-34R		1690	· .
N964R	9/22/98	D	42	FITTING	L-32R		1690	
) <sub>N964R</sub>	9/22/98	D	42	FITTING	L-30R		1690	
64R	9/23/98	D	42	CUSP MEMBRAN		-12 to -22	1660 to 1680	
N964R	9/23/98	D	42	FITTING	L-34L		1690	
N964R	9/23/98	D	42	FITTING	L-30L		1690 to 1700	•
N964R	9/23/98	. D	42	FITTING	L-28L		1690	
N964R	9/23/98	D	42	FITTING	L-26L	•	1690	, ,
N964R	9/23/98 c	D	42	SKIN/DOUBLER/FITTI	L-27L to L-27R		1690 to 1890	
N964R	9/23/98	D	42	NG LONGERON	L-36		1690 to 1734	
N964R	9/23/98	D	42	LONGERON	L-28L	•	1690	
N964R	9/24/98	D	42	FRAME	L-30R to L-32R	•	1746	
N964R	9/24/98	D	42	FLOOR BEAM		-32 to 32	1746	
N964R	9/24/98	D *	42	DOUBLER	L-28R		1746	
N964R	9/24/98	D	42	FITTING	L-30L		1690	
N964R	9/24/98	D .	42	FITTING	L-32L	•	1690	
N964R	9/24/98	D	42	FITTING	L-32R		1690	
N964R	9/24/98	D	42	FITTING	L-28R	·	1690	
N964R	9/24/98	D		FITTING	L-26R	· · ·	1690	

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	Acft Number	Date	Check		HS Member	Long/Stringer	X	Y
	N964R	9/29/98	D	42	FLOOR BEAM		-15	1700
·	N964R	9/29/98	D	. 42	FRAME		1 <b>1</b> 2.	1680
•	N964R	9/29/98	D	42	FRAME	L-34L to L-32R		1690
	N964R	9/29/98	, D	42	LONGERON	L-30R		1690
	N964R	11/3/98	D	44	ATTACH ANGLE	L-26L		1690
	N994CF	6/27/97	C-1	48	FLOOR BEAM	L-30R to L-32R	-58	1530
•	N994CF	6/27/97	C-1	48	FLOOR BEAM		-10 lo -13.5	1440
•	N994CF	6/27/97	C-1	48	WEB	L-21L	+57	1420 to 1440
	N994CF	6/27/97	C-1	48	FLOOR BEAM		+36 to +40	1500
	. N995CF	6/1/98	C-5	24	LONGERON	L-34L		1536 to 1537
	N995CF	6/1/98	C-5	24	LONGERON	L-32L		1536
	N995CF	6/1/98	C-5	24	LONGERON	L-30R		1536
	N995CF	6/1/98	C-5	24	LONGERON	L-36		1535 to 1538
	N995CF	6/1/98	C-5	24	LONGERON	L-32R	• •	1530
	N995CF	6/1/98	C-5	24	DOUBLER	L-25L to L-27L		1450 to 1460
•	N995CF	6/1/98	C-5	24	SKIN	L-25R		1470
;	N995CF	6/1/98	C-5	24	FITTING	L-29R		1557
•	)95CF	6/1/98	C-5	24	FITTING	L-35L		1557
	N995CF	6/1/98	C-5	24	FITTING	L-34R		1557
	N995CF	6/1/98	C-5	24	FITTING	L-35R		1557
	N995CF	6/1/98	C-5	24	FRAME	L-33L to L-34L		1530
	N995CF	6/1/98	C-5	24	LONGERON	L-26L		1440 to 1480
	N995CF	6/1/98	C-5	24	ATTACH ANGLE	L-32R	-18	1606
	N995CF	6/21/98	C-2	48	LONGERON	L-30R		1536
	N995CF	6/21/98	C-2	48	FITTING	L-29R		1557
	N995CF	6/21/98	C-2	48	FITTING	L-35L		1557
ŀ	N995CF	6/21/98	C-2	48	FITTING	L-34R		1557
	N995CF	6/21/98	C-2	48	FITTING	L-35R		1557
•	N995CF	6/21/98	C-2	48	FRAME	L-33L to L-34L	an a	1530
	N995CF	6/21/98	C-2	48	LONGERON	L-26L		1440 to 1480
	N995CF	6/22/98	C-2	48	DOUBLER	L-32L to L-33L	an a	1570 to 1578
	N995CF	6/22/98	C-2	48	ATTACH ANGLE	L-32R	-18	1606
	N995CF	6/30/98	C-2	48	LONGERON	L-32R		1530
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1	Acft Numbe	er Date	<u>Check</u>	MONT	HS Member	Long/Stringer	X	Ϋ́	<u>Z</u>
	N995CF	7/5/98	C-2	- 49	LONGERON	L-34L		1536 to 1537	
	N995CF	7/5/98	C-2	49	LONGERON	L-32L		1536	
	N995CF	7/7/98	C-2	49	LONGERON	L-30R		1536	
	N995CF	7/7/98	C-2	49	LONGERON	L-36		1535 to 1538	
	N997CF	2/22/93	D	23	SKIN	L-25 to L-31R		1440 to 1480	an the sector of
	CPCP Task	Number:	56900	<u>)561</u>			······		
•	N2674U	10/6/93	C-1	17	SKIN			280	
	N2674U	2/25/98	C-2	23	FITTING	L-32R to L-34R		300 to 320	
	N602AL	10/6/98	C-1	26	FITTING	L-33R		280	
	N602AL	10/6/98	C-1	26	FITTING	L-34R		340	
	N602AL	10/6/98	C-1	26	FITTING	L-30L		280	
	N602AL	10/6/98	C-1	- 26	FRAME		78	238	•
· · · ·	N603AL	7/27/98	D	24	WEB	L-34L to L-31R		270 to 280	2
	N792FT	11/22/98	C-4	21	FITTING	L-33R		300 to 320	
	N796FT	3/8/98	C-3	20	PANEL			340	
	N8091U	2/15/97	C-1	26	HORIZONTAL BEAN	L-29R		320 to 330	an a
	N8091U	2/15/97	C-1	26	JAMB FRAME	L-35L to L-35R		333	
	.8091U	2/15/97	C-1	26	FITTING	L-34R		1445	
	N870TV	4/28/98	C-5	- 19	WEB	L-33R			
	N870TV	5/1/98	C-5	20	TORQUE BOX	L-22L to L-27R		302 to 306	
•	N870TV	5/1/98	C-5	20	TRACK	L-23R to L-35R	•	260 to 280	
	N870TV	5/14/98	C-5	20	WEB	L-32R	•	280	•
• .	N870TV	5/14/98	C-5	20	ATTACH ANGLE	•		280	•
	N870TV	5/14/98				L-34R to L-36		340	
	N964R	9/17/98	C-5	20	WEB	L-27R to L-35R		340 to 348	
•	CPCP Task N		D	42	FITTING	L-34R		306	
			5690056				•		
•	N870TV	4/23/98	C-5	19	WEB	L-25R to L-34R		1440 to 1448	
÷.	N870TV	4/23/98	C-5	19	WEB	L-27R to L-33R		1440	
	N870TV	5/18/98	C-5	20	FITTING	L-32R to 34R	1999. 1	500 to 540	
	N964R	9/12/98	D	42	FRAME/WEB	L-25R to L-26R		560	e estres e suites
	N964R	9/12/98	D	42	FRAME	L-25R		560	
	N964R	9/12/98	D	42	WEB		-12	540 to 580	-6
	N964R	9/20/98	D	42	WEB	L-28R		560	
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•	Acft Num	ber Date	Check		HS Member	Long/Stringer	X	<u>Y</u>	<u>Z</u>
	CPCP Ta	sk Number:	5690	0563	· · · · ·				=
	N603AL	7/15/98	D	24	FITTING	L-30R		1210	(
	N603AL	7/15/98	ם	24	FITTING	L-30R		1195	tan sa
•	N603AL	7/15/98	D	24	FITTING	L-30R		1180	
	N603AL	7/15/98	D	24	FITTING	L-30R		1170	
	N605AL	9/17/98	C-1	24	FRAME	L-26R	-45	1220	
	N605AL	9/17/98	C-1	24	FRAME		-42 to -60	1220	-24
	CPCP Tas	k Number:	56900	564					
	N602AL	10/8/98	C-1	26	FRAME	L-24L to L-27L		1150 to 1160	
	N603AL	7/11/98	D	24	FITTING	L-33R		1220	
	N603AL	7/11/98	D	24	FITTING	L-33R		1230	
•	N8091U	2/15/97	C-1	26	JAMB FRAME	L-36	• .	1170	
	N8177U	2/3/98	°C-2	25	SKIN/DOUBLER	L-31R to L-36	•	1400 to 1440	
	CPCP Task	Number:	569005	65			· · · · · · · · · · · · · · · · · · ·	·	
	N870TV	6/22/98	C-5	21	CAM			160	
	CPCP Task	Number:	569005	67			· · · · · · · · · · · · · · · · · · ·		
	N602AL	10/6/98	C-1	26	HINGE SEGMENT	L-6R		130	a filiana anna anna anna anna anna anna ann
	·CP Task	Number:	573L05	51	· · · · · · · · · · · · · · · · · · ·				1
	N602AL	10/6/98	C-1	26	ATTACH ANGLE	•	65	645 to 669	
	N796FT	7/23/93	D	19	LONGERON	L-21L	•	1580	• 
	N796FT	7/23/93	D	19	FRAME	L-21L		300	
	N964R	9/22/98	D	42	LONGERON	L-21L	•	980 to 1000	
	N964R	9/23/98	D	42	LONGERON	L-21L		1550 to 1590	
	CPCP Task	Number:	573R05	<u>51</u>	·	·····			
	N602AL	10/6/98	C-1	26	FITTING	L-21R		440	
	N791FT	11/18/97	C-3	.24	FRAME	L-21R	+2	1520	•
	N791FT	11/18/97	C-3	. 24	FRAME	L-21R	+2		
	N796FT	7/23/93	D	19	FRAME	L-21R	• • •	1580	
	N8087U	7/2/97	<b>D</b>	17	LONGERON	L-21R		70	
	N964R	9/22/98	D	42	LONGERON	L-21R		440 to 460	
	N964R	9/22/98	D	42	LONGERON	L-21R		620 to 640	
	N964R	9/22/98	D	42	LONGERON	L-21R	en e	660 to 680	
	N997CF	2/22/93	D	23	LONGERON	L-21R		1340	
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4 . ·	er Date k Number:	Check		HS Member	Long/Stringer	<u>×</u>	Ϋ́	Ξ	
N2674U	2/25/98	<u>574L</u> C-2	23	FITTING	L-24L				
N602AL	10/2/98	C-1	26	LONGERON	L-24R		879		
N797AL	9/11/93	D	20	SKIN	SKIN		857 to 900 710 to 781		
N8079U	1/12/96	C-1	21	SKIN		-33	and the second second		
N8084U	9/5/98	C-2	28	LONGERON	L-24L		790 to 795 902		а.
N8084U	9/8/98	C-2	28	FITTING	L-24L		878		
N8087U	7/2/97	. D	17	FITTING	L-24L		857		
N964R	9/17/98	D	42	BULKHEAD	L-24L				
N995CF	6/1/98	C-5		FITTING	L-24L	60	865		
N995CF	6/1/98	C-5	24	FITTING		60	920		
N995CF	6/1/98	C-5	24	FITTING		60		0 to -12	
N995CF	6/1/98	C-5	24	PRESSURE WEB		-4 to +4	940 879 to 902	0 to -12	
N995CF	6/1/98	C-5	24	DOUBLER	· · · ·	63 to 66		-7	
N995CF	6/18/98	C-2	48	FITTING	L-24L	60	940 to 66	-7	
N995CF	6/18/98	C-2	48	FITTING		60	•		e este te e
'995CF	6/18/98	C-2	48	FITTING	an a	60	920 940	0 to -12	• .
.995CF	6/21/98	C-2	48	DOUBLER		63 to 66	×.	0 to -12	
CPCP Task		574L05					940 to 960	-7	
N603AL	8/4/98	D	24	PISTON PIVOT		· · · ·			. <sup>1</sup> .
CPCP Task		574R05							
N602AL	10/6/98	C-1	26	FITTING	L-21R to L-24R		822		
N602AL	10/12/98	C-1	26	FRAME	L-21R	•	822		
N602AL	12/5/08	C-1	28	ATTACH ANGLE		· ·	857	-6 10 -8	
N602AL	12/9/98	C-1	28	ATTACH ANGLE		-46	857	-010-0	•
N603AL	7/11/98	D .	24	FITTING	L-24R		960 to 980		•
N603AL	7/13/98	D.	24	BULKHEAD		6	940 to 960	-45	
N603AL	7/15/98	D	24	FITTING		60	880		•
N603AL	7/29/98	D	24	PRESSURE PANEL	L-24R		980	-10	
N603AL	8/10/98	D	24	FRAME	L-24R to L-30R	· · · · ·	970 to 980		
N791FT	3/8/98	С-3	20	DOUBLER		-9 to -20	891 to 905		
N796AL	4/19/98	C-2	33	LONGERON	L-24R		900		•
N796FT	1/20/96	C-2	19	WEB/FITTING	<b>5 4 1 1</b>	-60	· · · ·	75	
· · · · · ·	120130	~~ <u>~</u>	13				980	-25	· ·
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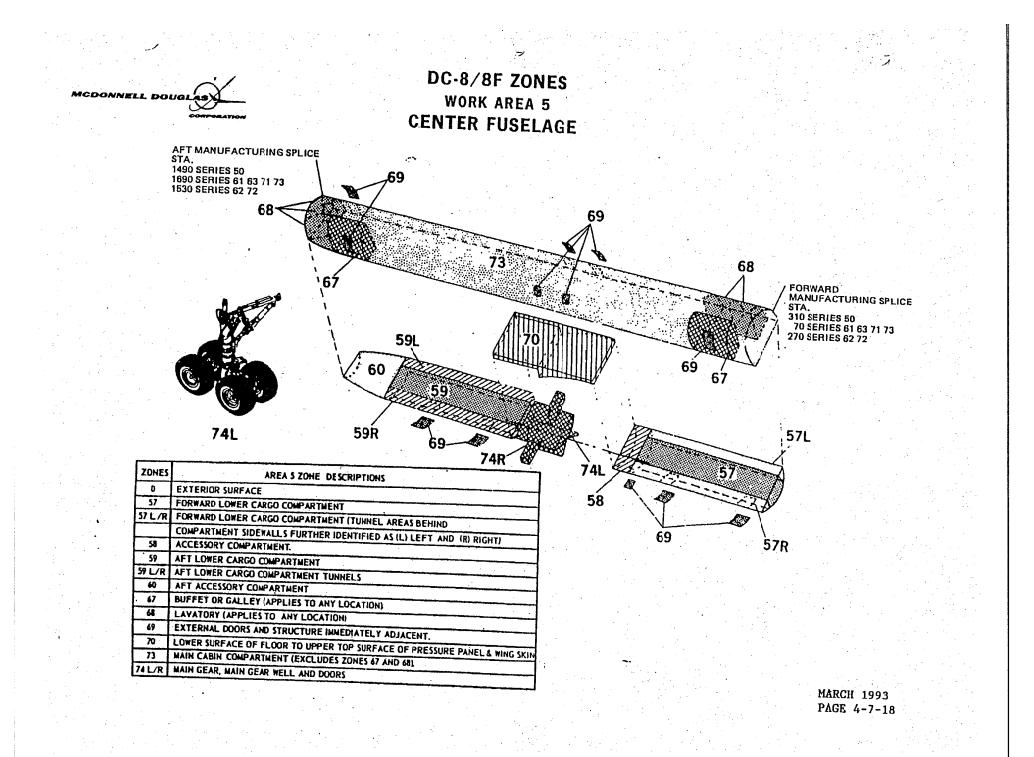
	Acft Numbe	er Date	Chook	TSLI MONTH	5. Maantaa	· · · · · · · · · · · · · · · · · · ·			
· ·	·		Check		<u>Member</u>	Long/Stringer	X	Ϋ́	Z
	N796FT	8/6/96	C-2	19	WEB		-59 to -62	879 to 1163	-10
	N796FT	8/6/96	C-2	19	WEB/FLOOR BEAN	A	-29	902	-11
•	N796FT	8/6/96	C-2	19	WCB		-65.5	978 to 980	-19
	N796FT	8/6/96	C-2	19	FRAME		-40	980	-50
	N796FT	8/6/96	C-2	19	BULKHEAD		-40	978 to 788	-40
	N796FT	8/6/96	C-2	19	SKIN/FITTING		-65	978 to 980	-15
	N8079U	1/12/96	C-1	21	SKIN	n an	+33	790 to 795	
	N870TV	5/9/95	C-2	15	PRESSURE PANEL			879 to 902	
	N870TV	4/13/98	C-5	19	PRESSURE WEB			960 to 980	
	N957R	6/26/96	C-1	21	WEB/FITTING		-65	920	-13
	N959R	4/5/96	C-2	20	WEB	• • •	+66	879.375	-10
	N959R	4/5/96	C-2	20	WEB		-25	902	-10
	N964R	9/14/98	D	42	LONGERON	L-24R		860 to 980	
	N964R	9/16/98	: D	42	FRAME	L-24R	an a	882	
	N964R	9/21/98	D	42	LONGERON	L-24R		960	
	N964R	9/21/98	D	42	FITTING	L-24R		940	
	) 90CF	6/8/98	C-1	44 1	FITTING	•	-65	915 to 1015	1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
•		6/8/98	C-1		TTING	L-24R		880	
	N990CF	6/8/98	C-1		TTING	L-24R	the second second	880	
	N990CF	6/8/98	C-1		ITTING	L-24R	-59	920	
	N990CF	6/8/98	C-1		ITTING	L-24R	-59	ч т	-20
	N990CF	6/8/98	C-1		ITTING	L-24R	-35	940	-20
	N995CF	6/1/98	C-5		ITTING			960	
	N995CF		•			L-24R		880 to 900	-10
	N995CF	6/1/98	C-5			L-24R		900	_4
	· · · ·	6/1/98	C-5	····.	HEAR TIE	L-24R	-60	902	-2
	N995CF	6/1/98	°C-5	- · .	TTING	L-24R		940	
	N995CF	6/18/98	C-2	48 L0	DNGERON	L-24R		880 to 900	-10
	N995CF	6/18/98	C-2	48 FI	TTING	L-24R		900	0 to -4
	N995CF	6/18/98	C-2	48 SI	IEAR TIE	L-24R	-60	902	-2
	N995CF	6/18/98	C-2	48 FI	TTING	L-24R	•	940	•1
	CPCP Task N	umber:	574R055	2				· · · · · · · · · · · · · · · · · · ·	•
	N870TV	5/12/98	C-5	20 SI	DE BRACKET			879	
	CPCP Task N	mber:	6610055	1					

CPCP Task Number: 66100551

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	N797AL	9/11/93	D	20	FRAME	L-32L to L-32R		1700	-
	N797AL	9/11/93	D	20	FRAME	L-27R		1740	
•	N8084U	9/5/98	C-2	28	ATTACH ANGLE	L-2L		1750 to 1790	
	N865F	2/24/98	C-2	33	FLOOR BEAM		+20	1726.656	
	N870TV	5/15/98	C-5	20	INTERCOSTAL	L-9R		1610 to 1615	
	CPCP Task	Number:	66100	553			· ····································	····	
:	N801GP	11/14/98	C-2	24	PLATE			1766	10
	CPCP Task N	lumber:	66200	551	· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·	
	N8084U	9/5/98	C-2	28	SKIN	L-35L to L-35R		1980 to 1990	
	N964R	9/17/98	D	42	SKIN	L-33R to L-35R		1909 to 1916	
	N964R	12/17/98	Ð	45	TAIL SKID	L-36	. 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	1820 to 1850	
	CPCP Task N	lumber:	68200	551				· · · · ·	
	N603AL	8/18/98	D	24	SKIN		-4 to -6		159.094
	N8084U	9/10/98	C-2	28	SKIN		159 to 168	an a	
CPCP Task Number: 6		68200	68200552			· · · · · · · · · · · · · · · · · · ·			
•	N964R	9/24/98	D		BRACKET/SPAR/DOI	J State			Zr=140 to Zr=263
	CP Task N	umber:	82-005	<u>51</u>			· · · ·	· · · · · · · · · · · · · · · · · · ·	
	.370TV	5/5/98	C-5	20	SKIN PANEL		239.8	254.5	•
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## EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION SUMMARY REPORT

# Section IV



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#### MEMORANDUM

То:	Thomas Wood, Director of Quality Control
From:	Bob Peck, Manager Reliability Andrew Albright, Technical Analyst
Subject:	DC-8 Lower Fuselage Skins Inspections
Date:	23 May 1996

The purpose of this memo is to reflect a fleet wide lower fuselage inspection, requested by Mr. David Bucher, Director of Production Control. McDonnell Douglas has announced that they have an extensive in-house fabrication program currently underway for DC-8 fuselage belly skins. Delivery schedules for newly fabricated skins extend through 1998.

Through their initial planning and analysis they have ordered sufficient amount of raw material to support additional orders for skins after they fulfill current requirements. In order to avoid lead-time impacts for possible future orders, they requested our forecast requirements for the next five years.

The Reliability section conducted a visual inspection of the following aircraft. The procedures of inspection consisted of **estimating** repair patch sizes, number of repairs and total percentage of repairs per panel. The Reliability section hopes this information will be useful. The following list represent possible candidate panels needed in the next five to ten years.

			iciait		
<u>Aircraft</u>	Panel Part Number	<u>Repairs</u>	Percentage	Last C/D Check	
N990CF	5645686-31N	3' X 3'	2%		
•	5779925-3	2' X 2'	2%	D 09/10/94	
N993CF	5645686-31N	1' X 2'			
		1' X 2'	3%		
	5615374-187	2' X 2'	2%		
	5615372-71N	3' X 4'	5%	D 02/23/95	
N994CF	569329-75	2' X 3'			
	$(a_1, \dots, a_{n-1}) \in \mathbb{R}^n$	1' X 1'	3%		
	5750365-3	6" X 1'	2%		
	5779925-3	2' X 3'			
		1' X 1'	10%	C 06/23/93	

#### **62 Series Aircraft**

		umber <u>Repairs</u>	Percentage	Last C/D Check
NS	95CF 579913-3	6" X 4		
· · · ·		6" X 4' 6" X 4'		
2		0 ~ 4	5%	C 06/18/94
N9	96CF 5649329-75	3' X 3'		
		6" X 6'	5%	
	5615374-187	4' X 2'	5%	
	5613862-15	6" X 6"	1%	
			• • •	D 05/09/95
N95	97CF	CLEAN		0.00/00/07
				C 08/30/95
N99	8CF 5750365-1	1' X 1'		
·	· · · · · · · · · · · · · · · · · · ·	1' X 1'	2%	0.00/00/07
		63 Series Air		C 06/09/95
······································	<b>.</b>			
Airc		<u>nber Repairs</u>	Percentage	Last C/D Check
N86	5F 5779913-3	2' X 3'	3%	C 05/15/95
N921	IR 5649329-75	1' X 1'		
		2' X 2'		
		2' X 2'	5%	
	5615372-71N	2' X 3'	1%	
	5750322-3	2' X 4'	170	· · ·
		2' X 3'	3%	C 01/25/95
N929	P 5040000			0 01/20/95
NJZJ	0010020-10	5' X 5'	10%	
	5750322-3	2' X 3'	2%	
	5779925-3	18" X 3'		
		2' X 2'	4%	C 04/05/93
N950F	<b>R</b> 5649329-75	41 1/ 41	• 1 <sup>- 1</sup>	
		1' X 1' 3' X 2'		
		3 X 2 1' X 1'	00/	
			8%	D 06/07/94
N951F	5649329-75	16" X 20"		
		10" X 10"		•
	5750322-3	12" X 5'	•	
		12" X 5'	8%	0.04/00/0-
		e de la companya de l Nota de la companya de	<u> </u>	C 01/20/96
N957R	5649329-75	1' X 2'		
		1' X 2'	3%	
	5615374-187	4' X 6'	10%	
	5750322-3	2' X 4'	8%	
ter Al an	5779913-3 5770025-2	4' X 8'	15%	
	5779925-3	2' X 6'	20%	C 09/26/94

63	Se	ries	Airc	raft

<u>Aircraft</u>	Panel Part Number	<u>Repairs</u>	Percentage	Last C/D Check
N959R	5615374-189	41 24 41		
Necen		1' X 1'	1%	and the second
	5750322-3	6" X 6"	1%	•
	5755271-3	2' X 2'		
	577000F 0	3' X 4'	20%	
	5779925-3	3' X 4'	15%	
	5613862-15	3' X 2'	10%	C 08/18/94
N964R	5649329-75	3' X 2'		
1100411	5649529-75	2' X 2'		
		2 A 2 1' X 3'	· · · · · ·	
		2' X 2'	10%	
11	5615374-187	2 X 2'	10%	
e e e card	5015574-187	2' X 2'	00/	
	5615372-71N	2 ^ 2 2' X 4'	3%	
	5779913-3	1. L.	15%	
	5755271-3	3' X 3'	5%	· · · · · · · · · · · · · · · · · · ·
	5755271-5	2' X 3'	5%	C 03/10/95
N796AL	5649329-75	6" X 2'		
		6" X 1'	2%	
	5615372-71N	1' X 1'	1%	
	5750322-3	1' X 1'	170	
	· · · · · · · ·	1' X 3'	• •	
		3' X 4'	15%	
	5755271-3	3' X 8'	40%	
	5779925-3	1' X 1'	1070	
		1' X 1'	· · .	C 07/31/95
		• • •		0 0//0//00
N797AL	5649329-75	1' X 2'	1%	· · ·
	5750322-3	6" X 6"	1%	
	5779913-3	1' X 2'	1. A Contraction of the second se	3
		1' x 3'	10%	C 02/16/96
· · · · · ·		•		

		71 Series	S	
<u>Aircraft</u>	Panel Part Number	<u>Repairs</u>	Percentage	Last C/D Check
N500MI	H 5649329-75	3' X 3'		
		2' X 2'	5%	C 07/11/94
N801GF	<b>5</b> 649329-75	3' X 7'	45%	
	5613862-15	1' X 2'	3%	D 09/01/94
N8076U		CLEAN		C 05/10/94
		а. 1	· · ·	
N8079U	5649329-75	2' X 2'		ter and an and a second sec
		2' X 4'	10%	
	5779913-3	2' X 2'	3%	C 01/16/96
N8084U	569329-75	6" X 4'	4%	
	5779925-3	1' X 1'		е
		1' X 1'	2%	C 04/12/96
N8085U	5750365-3	3' X 3'		
		6" X 6"	10%	
	5779913-3	2' X 1'	5%	
	5755271-3	2' X 1'	3%	C 05/23/96
N8087U	5613862-15	1'X 1'		
· · · · ·		1'X 1'		
		6" X 6"	2%	C 02/06/96
N8091U	5649329-75	Large Splice	50%	C 12/28/94
N811AL	5649329-75	6" X 4'	100/	
:	5615374-187	6" X 6"	10%	
		0 \ 0	1%	C 05/10/95
N8177U	5649329-75	6" X 1'	· · · ·	
		1' X 3'		
-		6" X 1'	7%	
	5755271-3	2' X 3'		
		2' X 3'	15%	C 01/28/96
				01120/90
			· · · · ·	and the second

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National A

			73 Series		
Air	craft	Panel Part Number	<u>Repairs</u>	Percentage	Last C/D Check
N7	91FT	5649329-75	1'X 1'	1%	
		5615374-187	1' X 2'	1%	
		5779925-3	4' X 4'	5%	
· · ·		5613862-15	3' X 4'	5%	C 12/30/95
N7:	92FT	5649329-75	1' X 1'		
			6" X 6"	2%	0.07/00/05
				270	C 07/08/95
N79	95FT	5649329-75	1' X 2'		
	•		2' X 2'		
te je		$(1,1,2,\dots,n) = (1,1,2,\dots,n)$	1' X 2'	3%	
1. A.		5615374-187	18" X 3'	2%	
		5750322-3	2' X 2'		
			2' X 2'	3%	
		5779913-3	2' X 3'		
	i		2' X 2'	3%	C 08/06/95
N70	6FT	E045070 74N			11 - 11 - 11 - 11 - 11 - 11 - 11 - 11
1479	ו־זס	5615372-71N	1' X 1'	1%	
·		5750322-3	1' X 1'	1%	C 01/20/95
N87	οτν	5649329-75	1' X 3'	2%	
		5615374-187	18" X 12"	<u> </u>	
÷			1' X 1'	3%	
		5615372-71N	1' X 2'	376	
		0010012-1114	1' X 1'	2%	1
		5750322-3	18" X 12"	270	•
		0100022-0	1' X 2'	20/	
		5779913-3	2' X 3'	3%	
		5755271-3		5%	
			1' X 1'	1%	· · · · · · · · · · · · · · · · · · ·
		5613862-15	1' X 1'	1%	C 05/09/95
N961	IR	5649329-75	1' X 1'	1%	
	•	5615374-187	1' X 2'	1%	
		5755271-3	2' X 2'	1%	C 06/15/95
N105		5649329-75	A1 X6 A1	1001	
14103			1' X 4'	10%	
		5615372-71N	6" X 1'	1%	
- -		5750365-3	3' X 4'	5%	
		5779913-3	1' X 1'	1%	C 04/11/95
N267	'4U	5649329-75	1' X 1'	2%	
		5615372-71N	2' X 2'	2%	
		5750322-3	2' X 2'	2%	C 03/13/96
			an 27 an	£70	0 00/10/90

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11.003-3382-3523

• • • • • • •

2.20.05 Aircraft N8084U "D" check was completed on 07/1 0/00. Level 11 corrosion was found on non-routine work cards 5CO49, 5B354, 4BO85, 5BO21, 5AO17 and 1CO15. RRXA QA did not identify this corrosion. Not properly identifying the corrosion level is contrary to RRXA IPM Volume III, Chapter 2, 4, AD 92- 22-07 and 14CFR 39.3.

RRXA RESPONSE.

Reviewed the "D" Check corrosion package for N8084U. EWA Reliability had a copy of the MEO31 forms for this aircraft which were sent to Boeing on December 22, 2000. The wrok cards were compared with the Tally Sheet and the MEO31's and all corrosion findings were properly identified. (See attached Documentation.

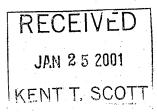
RRXA CONCLUSION: No Finding

Jim Owens EWA Director Quality Assurance 12 February 2001.



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420 CC: Cm Cure

cc: Jim Amens Jeng Inmarco R. D. Dall

January 24, 2001

ス・→0 , Ø」 FILE NUMBER: 2001GL050046

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Aircraft N8084U "D" Check was completed on 07/10/00. Level II corrosion was found on non-routine work cards 5C049, 5B354, 4B085, 5B021, 5A017, and 1C015. Emery Worldwide Airlines Inc. Certificate (RRXA) Quality Assurance (QA) did not identify this corrosion. Not properly identifying the corrosion level is contrary to RRXA Inspection Program Manual (IPM) Volume III, Chapter 2, 4, AD 92-22-07 and 14 CFR 39.3.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

Fin

Harold R. Camden Principal Maintenance Inspector

December 22, 2000

Knolton Smith Long Beach, California Attn: Maintenance Engineering Dept. L45, Mail Code D035-0035 P.O.Box 1771 Long Beach, CA 90801-1771

RE: DC8 CPCP reports; EWA form MEO31

#### Mr. Smith:

Following this cover letter, please find the level 2 corrosion inspection reports for one of Emery's DC8 aircraft by serial number.

<u>Serial</u> #	÷ 5	<u>Tail #</u>	<u># MEO31s</u>		
and the second second					
45974		N8084U	30		

If you require additional information please contact me as shown below. Thank you.

Regards,

Marken

Charles R. Peck Mánager Reliability

enclosure 30 each MEO31R5's 1 each Major Inspection Data

# EMERY WORLDWIDE AIRLINES MAJOR INSPECTION REPORT

	AIRCRAFT ID	ENTIFICATION	J.
REGISTRATION NO.	MODEL NO.	SERIAL NO.	MANUFACTURE DATE: -
N8084U	DC8-71F	45974	June 1968
· · · · · · · · · · · · · · · · · · ·			l a transmission de la construcción

CHECK         PERFORMED BY         DATE         TAT.         TAC.           D         TENN. TECH         18,JULY 2000         73,190         27,603		MAJO	R INSPECTION DA	TA	
D TENN. TECH 18,JULY 2000 73,190 27,603	CHECK	PERFORMED BY	DATE	TAT	TAC
	. D	TENN. TECH	18,JULY 2000	73,190	27,603

TOTAL INSPECTION FINDINGS	2720
TOTAL CORROSION FINDINGS	304
PERCENT CORROSION FINDINGS	11.2%

			CORRO	SION FIN	DINGS B	YAREA			
AREA	1	2	3	4	5	6	7	8	TOTAL
LEVEL 1	28	1	5	29	188	23	0	0	274
LEVEL 2	2	3	2	10	13	0	0	0	30
LEVEL 3	0	0	0	0	0	0	0	0	0
TOTAL	30	4	7	39	201	23	0	0	304

MAJINSP

INSPECTION REPORT

	084U	MODEL	DC-8-71F	IRLINES	CHECK T D /REPAIR FACILITY	DATE 18-JULY-00
FACTORY SERIAL	L NO. 459	74				TENN. TECHNICAL SERVICES
					ACTURE'S CORROSIC TASK N	
INITIAL INSPEC	FION	· [] YES	[X]	] NO   * INTE	RVAL SINCE LAST	
* INSPECTION	FINDINGS:	<u>.</u>		TNSPEC		and the second
* EWA PELIA	BU ITY SFC	LEV	EL I	LEVEL 2	EVEL 2 Street LOOM	
the second s						WIDESPREAD: ROSION IS INDICATED ABOVE E APPECTED MEMBER(S)2
and the share of the state of the	A star sector and sector se		ares, reper	CETTINDIAL VALUE.	-EVEL I A ILACILCO	N(S) OF PREMIOUS REMINISTRATION STATES
E NO. SUBMETCE	Construction of the second	Contraction in the	JRDS SHOW NÜFACTURE	TEVEL 1 CORROS	ION FINDINGS ON TH	E AFFECTED MEMBER(S)
CAUSE OF DAMAGE:	[X] ENVIRO	DNMENT	[] INTER	NAL LEAKAGE	[] CHEMICAL SPI	LL []LAV/GALLEY SPILL
DAMAGE.	[] BLOCKEI	D DRAIN	[] WET [	NSULATION	[] UNKNOWN	[] OTHER
CORRODED M	EMBER(S)					
O THE MEMBER(S	) EXHIBIT EVI	DENCE	[]L	ONGERON	[] SPAR CAP	[] BULKHEAD
F PRIOR CORROSI EPAIR? YES	ON BLEND OU NO		[]5	TRINGER	[] WEB	[] FITTING
VES, INDICATE W	HICH ONE(S) REPAIR	APPLY:	[]F	RAME	[X] SKIN	[] FLOOR BEAM
			[] 51	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
			[]BI	ACKET	[] RIB	
AMAGE LOCAT ferences, and Inclu	ION - Include de axis variable	range data if	necessary for	r understanding ex	tent of damage, Provid	[] OTHER e at least two axis' or Str/Long l Repair References (if used).
· <u>······</u> ····	Station Num	061	indo reopuir t	E	lend-Out	Repair References (if used). Repair
	Range (TO	)		In	formation	Reference (if used):
Axis 700	To Y Axis	781		Original Inickn	ess IAW SRM Figure:	Engineer Sketch Number: EO#-00 107
Axis	To X Axis:			Percentage Mate After Blend-out:	~	Manufacture's Drawing No.:
Axis	To Z Axis:	. · · ·		SRM Figure Use	d:	SRM Repair Figure:
			-	Figure Item No.:		Repair Index No.:
/Long LH/RH:	<u>35</u> To St DAMACED A	Tr/Long LH	R/H_35	VE A CONTONE		
				VEACTION:	· · · · · · · · · · · · · · · · · · ·	
und compaien der		1				
-8 SRM.	nage to Skin	between Y	700 & Y 78	1 from Long. 35	L/H to Long. 35 R/	H , damage exceeded limitations I/A/
-8 SKIVI.	· · · · · · · · · · · · · · · · · · ·				- -	
						· · · · · · · · · · · · · · · · · · ·
noved damage,tr	eated area I/A	/W/DC-8 S	RM 51-1-8	. Fabricated and	installed repair I/A/V	W EO # 00-107.
PAIR FACILIT	V NON POU	TIME ATTA	ADED	24.020		
	÷					
RVICE DIFFIC 0700B	ULTY REPO	RT NO.: 'I	RXA0034	86		
		APEASTO	BE COMPL	ETED BY EWA RI	EPRESENTATIVE.	
	SHADEL	AUGAD 10	22 00 mi			
1 Rev. 5 . 1998	SHADEL	AICEAS IO	52 00 m E			EWA Quality Control <u>RRXA</u> 09 Stamp or Initialize:

INSPECTION REPORT

(This form only required for primary structure)

		ORLDW		KLINES		CHECK TYPI	
TAIL NO. N	8084U	MODEL	DC-8-71F	MAINT	REPAIR FAC	D ILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
FACTORY SERIA	AL NO. 459	74		MANUF	ACTURE'S C	ORROSION	376R0552
INITIAL INSPEC	TION	[] YES				TASK NO:	
		N. Transfer Street		NO * INTEI INSPEC	WAL SINCE TION	LAST	09/21/98
* INSPECTION	FINDINGS:		× [	X1.	1.**********	[X]	[]
* EWA RELIA	BILITY SEC	TIONTOO	TWO IS IN THE REAL PROPERTY AND INTERPOPERTY AND INT	EVED 21	Contraction of the second contract of the sec	LOCAL	WIDE SPREAD
DO PREVIOUS CO	RROSION INSP	ECTION RECO	RDS SHOW I	LEVEL I CORRO	F LEVEL 2 0 SION FINDING	R 3 CORRO IS ON THE A	SION IS INDICATED ABOVE
			IUFACTURE:	LVEL I CORROS	ION FINDING	S ON THE A	FECTED MEMBER(SF
CAUSE OF DAMAGE:	[X] ENVIRO	ONMENT	[] INTERN	NAL LEAKAGE	[] CHEM	ICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:	[] BLOCKE	D DRAIN	[] WET IN	SULATION	E I IDIVAV		
CORRODED M			1		[] UNKN(	DWN	[] OTHER
OO THE MEMBER(	S) EXHIBIT EVI	DENCE	[] []ro	NGERON	[] SPAR	САР	[] BULKHEAD
OF PRIOR CORROS	SION BLEND OU	T, OR	[]ST	RINGER	[] WEB		[] FITTING
VES, INDICATE	NO WIIICII ONE(S)		[]FR.	AME		<b>.</b>	
LEND OUT	REPAIR				[X] SKIN		[]FLOOR BEAM
			· ·	EAR TIE	[]DOUB	LER	[] ATTACH ANGLE
				ACKET	[] RIB		[X] OTHER R/H HORIZ.
AMAGE LOCAT	<b>FION</b> - Include	range data if n	ecessary for	understanding evi			STAB least two axis' or Str/Long
				and or standing ex	lent of damag	e, Provide af	least two axis' or Str/Long
the second secon	Station Num	, p	ide Repair Sp	sections into	mation, Blen	e, Provide at d-out and Re	epair References (if used).
the second secon		ber		B Int	lend-Out	d-out and Re	epair References (if used). Repair
	Station Num Range (TO	ber		B	lend-Out	d-out and Re	epair References (if used).
Axis	Station Num Range (TO To Y Axis	ber		B Int Original Thickne	Ination, Blen lend-Out formation ss IAW SRM	d-out and Re	ppair References (if used). Repair Reference (if used): Engineer Sketch Number:
Axis	Station Num Range (TO	ber		B Int Original Thickne Percentage Mater After Blend-out:	mation, Blen lend-Out formation ss IAW SRM ial Thickness	d-out and Re	epair References (if used). Repair Reference (if used):
Axis	Station Num Range (TO To Y Axis	ber )		B Int Original Thickne Percentage Mater	mation, Blen lend-Out formation ss IAW SRM ial Thickness	d-out and Re	ppair References (if used). Repair Reference (if used): Engineer Sketch Number:
Axis Axis XE 99 Axis	Station Num Range (TO To Y Axis To X Axis: To Z Axis:	ber )		B Int Original Thickne Percentage Mater After Blend-out:	mation, Blen lend-Out formation ss IAW SRM ial Thickness	d-out and Re	References (if used).         Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:       51-1-21
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I	ber ) .ong LH/R/F		B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.:	mation, Blen lend-Out formation ss IAW SRM ial Thickness	d-out and Re	Epair References (if used). Repair Reference (if used): Engineer Sketch Number: Manufacture's Drawing No.:
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I	ber ) .ong LH/R/F		B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.:	mation, Blen lend-Out formation ss IAW SRM ial Thickness	d-out and Re	References (if used).         Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:       51-1-21
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A	ber ) Jong LH/R/F REA AND C		B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION:	mation, Blen lend-Out formation ss IAW SRM ial Thickness l:	Figure:	Sepair References (if used).         Repair         Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21_         Repair Index No.:
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A	ber ) Jong LH/R/F REA AND C		B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION:	mation, Blen lend-Out formation ss IAW SRM ial Thickness l:	Figure:	Sepair References (if used).         Repair         Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21_         Repair Index No.:
Axis Axis XE 99 Axis /Long LH/RH:_ SCRIPTION OF Ind corrosion dat	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A mage to R/H H	ber ) Long LH/R/F REA AND C Horizontal Sta	abilizer Skin	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION:	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH:_ SCRIPTION OF Ind corrosion dat	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A mage to R/H H	ber ) Long LH/R/F REA AND C Horizontal Sta	abilizer Skin	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION:	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH: SCRIPTION OF and corrosion data noved damage,tr	Station Num Range (TO To Y Axis To X Axis: To Z Axis: DAMAGED A mage to R/H H	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR	abilizer Skin	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: h at XE 99 , dar Fabricated and i	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair         Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21_         Repair Index No.:
Axis Axis XE 99 Axis /Long LH/RH: SCRIPTION OF and corrosion data noved damage,tr	Station Num Range (TO To Y Axis To X Axis: To Z Axis: DAMAGED A mage to R/H H	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR	abilizer Skin	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: h at XE 99 , dar Fabricated and i	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A mage to R/H H reated area I/A	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR TINE NUM	abilizer Skin M 51-1-8 . 1 BER(S): 3	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: 1 at XE 99 , dar Fabricated and i BA017	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Str/I DAMAGED A mage to R/H H reated area I/A	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR TINE NUM	abilizer Skin M 51-1-8 . 1 BER(S): 3	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: 1 at XE 99 , dar Fabricated and i BA017	mation, Blen lend-Out formation ss IAW SRM ial Thickness i:	Figure:	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Z Axis: DAMAGED A mage to R/H H reated area I/A TY NON ROU	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR TINE NUM RT NO::: R	abilizer Skin M 51-1-8 . ] BER(S): 3 RXA00350	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: D at XE 99 , dar Fabricated and i BA017	manon, Blen lend-Out formation ss IAW SRM ial Thickness l:	d-out and Re Figure: ed limitation	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Z Axis: DAMAGED A mage to R/H H reated area I/A TY NON ROU	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR TINE NUM RT NO::: R	abilizer Skin M 51-1-8 . ] BER(S): 3 RXA00350	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: 1 at XE 99 , dar Fabricated and i BA017	manon, Blen lend-Out formation ss IAW SRM ial Thickness l:	ed limitation	State       State         Repair       Repair         Reference (if used):       Engineer Sketch Number:         Manufacture's Drawing No.:       SRM Repair Figure:51-1-21         Repair Index No.:
Axis Axis XE 99 Axis /Long LH/RH:	Station Num Range (TO To Y Axis To X Axis: To Z Axis: To Z Axis: DAMAGED A mage to R/H H reated area I/A TY NON ROU	ber ) Long LH/R/F REA AND C Horizontal Sta /W/DC-8 SR TINE NUM RT NO::: R	abilizer Skin M 51-1-8 . ] BER(S): 3 RXA00350	B Int Original Thickne Percentage Mater After Blend-out: SRM Figure Used Figure Item No.: E ACTION: D at XE 99 , dar Fabricated and i BA017	manon, Blen lend-Out formation ss IAW SRM ial Thickness l:	Figure: Figure: ed limitation n Panel I/A WE.	Sepair References (if used).         Repair Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:51-1-21         Repair Index No.:         ons I/A/W DC-8 SRM.

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## CUKKUSIUN PREVENTION AND CONTROL PROGRAM

**INSPECTION REPORT** 

(This form only required for primary structure)

EMERY WOF	RLDWIDE AIRI	LINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MO	DDEL DC-8-71F	MAINT/REPAIR FA	CILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	······	MANUFACTURE'S	CORROSION TASK NO:.	57300551
INITIAL INSPECTION	[] YES [X] NO	) † INTERVAL SINC INSPECTION	E LAST	09/21/98
* INSPECTION FINDINGS:	[] [X] LEVEL I. LEV	and the second for the second second	EOCAL	LI WIDESPREAD
* FWA RELEABLETY SECTO DO PREVIOUS CORROSION INSPECT YES NO DO PREVIOUS CORROSION INSPECT	ON - COMPLETE THE FO TON RECORDS SHOW LEV IF YES, REDUCE F	DLLOWING IF LEVEL 2 EL 1 CORROSION FINDI NDINGS TO TEVEL 1 - A	OR 3 CORROSI NGS ON THE AF TTACH COPY(S	ON IS INDICATED ABOVE FECTED MEMBER(S)2 JOF-PREVIOUS REPORTS
IF NO, SUBMITLEVEL 2 OR 3 REPOR	TTO MANUFACTURE			FECTED MEMBER(S)?
CAUSE OF [X] ENVIRONM DAMAGE:	•-		MICAL SPILL	[]LAV/GALLEY SPILL
[] BLOCKED D	RAIN [] WET INSU	LATION [] UNK	NOWN	[] OTHER
CORRODED MEMBER(S)	[] LONG	ERON FISP	AR CAP	
DO THE MEMBER(S) EXHIBIT EVIDER OF PRIOR CORROSION BLEND OUT, (	NCE DR [] STRIN			[] BULKHEAD [] FITTING
REPAIR? YES NO X IF YES, INDICATE WHICH ONE(3) APP BLEND OUT REPAIR		те [] SKI	<b>N</b>	[ J FLOOR BEAM
	[] SHEAL	R TIE [] DO	UBLER	[] ATTACH ANGLE
	[]BRAC			[X] OTHER SEAT TRACK
DAMAGE LOCATION - Include ran references, and Include axis variables.	ge data if necessary for une Also, provide Repair Spec	lerstanding extent of dan	hage, Provide at	least two axis' or Str/Long
Station Numbe		Blend-Out		Repair
Range (TO)	· · · · · · · · · · · · · · · · · · ·	Information		Reference (if used):
Y Axis 1120 To Y Axis		iginal Thickness IAW S		Engineer Sketch Number:
X Axis -48 To X Axis:_	A1	rcentage Material Thickn ter Blend-out:	less	Manufacture's Drawing No.:
Z Axis To Z Axis:		M Figure Used:		SRM Repair Figure:_ 53-2-0
Str/Long LH/RH: To Str/Lo		gure Item No. <u>:</u>		Repair Index No.:
DESCRIPTION OF DAMAGED AR	EA AND CORRECTIVE	ACTION:		
ound corrosion damage to Seat Tra	ack at Y 1120 & X -48,	damage exceeded limi	tations I/A/W	DC-8 SRM.
Removed damage, treated area I/A/V	W/DC-8 SRM 51-1-8 . F	abricated and installed	New Seat Trac	ck I/A/W DC-8 SRM 53-2-0.
REPAIR FACILITY NON ROUT	INE NUMBER(S): 5G	060		······
SERVICE DIFFICILLEY REPOR	T NO · RRXA00350	)		
57301120				
	AREAS TO BE COMPLET	ED BY EWA REPRESEN		EWA Quality Control BRXA 69
				Stamp or Initialize.

**INSPECTION REPORT** 

(This form only required for primary structure)

EMERY WORLDW	DC-8-71F		CHECK TY D	DATE 18-JULY-00
	DC-0-/1F	MAINT	REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUI	ACTURE'S CORROSIO	N 55700551
INITIAL INSPECTION	FV	NO * INTEI	TASK N	0:
L] xLDe		INC INTEL	RVAL SINCE LAST	09/21/98
* INSPECTION FINDINGS:		X	1 (X)	
* EWA RELIABIT TIX SECTION CON	L.F. L		EVEL 3 LOCA	THE REPORT OF A DESTINATION OF A DESTINATIONO OF A DESTINOTICO OF A DESTINOTICO OF A DESTINOTICO OF A DESTIN
* EWA RELIABILITY SECTION - CON DO PRÉVIOUS CORROSION INSPECTION RECC YES NO IE	APLEIE FHI RDS SHOW I	FOLLOWING I	FLEVEL 2 OR 3 CORR	OSION IS INDICATED ABOVE
YES IF	YES, REDUC	E FINDINGSTON	EVEL 15 ATTACTION	AFFECTED MEMBER(S)?
EQUINE VIOLO CONNOSIUNI INSPECTION REIM	22 3 L V/2 4 4 7 18 3 1 92 1 6	ENTRY COMPANY	ION FINDINGS ON THE	ATCH OTTON
IF NO. SUBMITLEVEL 2 OR 3 REPORT TO MAN CAUSE OF [X] ENVIRONMENT	A LOS A LOS AND A LOS A ANA ANY COLOR	and the second state of the second state of the	A A A A A A A A A A A A A A A A A A A	and the second state of the state of the second state of the
DAMAGE:	[] INTERI	AL LEAKAGE	[] CHEMICAL SPIL	L []LAV/GALLEY SPILL
[] BLOCKED DRAIN	[] WET IN	SULATION	[] UNKNOWN	
CORRODED MEMBER(S)				[] OTHER
OO THE MEMBER(S) EXHIBIT EVIDENCE	[][0	NGERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, OR	[] ST	RINGER	[ ] WEB	[] FITTING
EPAIR? YES NO X FYES, INDICATE WHICH ONE(S) APPLY:	L LIPP		×	[]111111/0
LEND OUT REPAIR	[]FR.	AME	[] SKIN	[] FLOOR BEAM
	[] SHI	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
	[] BR/	ACKET	[] RIB	
AMAGE LOCATION - Include range data if n ferences, and Include axis variables. Also, prov	ecessary for	understanding ext		[X] OTHER INTERCOSTAL
ferences, and Include axis variables. Also, prov Station Number	Ide Repair Sp	comeanons milo	mation, Blend-out and lend-Out	Repair References (if used).
Range (TO)	· ·		formation	Repair
Axis 380 To YAxis		Original Thickne	ss IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Axis 380 To YAxis	· · ·		· · · · · · · · · · · · · · · · · · ·	
Axis To X Axis:		Percentage Mater After Blend-out:	ial Thickness	Manufacture's Drawing No.:
		SRM Figure Used	1:	SRM Repair Figure:_53-2-0
Axis To Z Axis:				SKM Repair Figure:_53-2-0
/Long LH/RH: _29 To Str/Long LH/I		igure Item No.:		Repair Index No.:
SCRIPTION OF DAMAGED AREA AND C	ORRECTIV	FACTION		
		· · ·		
and corrosion damage to Intercostal at Y 38	) Longeron	29 R/H , dama	ge exceeded limitatio	ns I/A/W DC-8 SRM
			ji s i ki	
noved damage,treated area I/A/W/DC-8 SR	M 51-1-8	Fabricated on J	natallal t vie	
			installed repair I/A/W	DC-8 SRM 53-2-0.
PAIR FACILITY NON ROUTINE NUM	BER(S)	5C032		
RVICE DIFFICULTY REPORT NO.: R	RXA00349	9		
03800				

Stamp or Initialize

#### CORROSION I REVENTION AND CONTROL PROGRAMI INSPECTION REPORT

EMERY WORLDWI	DE AIRLI	NES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MODEL D	C-8-71F	MAINT/REPAIR FA		TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S	TASK NO:.	56900553
INITIAL INSPECTION [] YES	[ X] NO	* INTERVAL SINC	ELAST	09/21/98
	1 LEVEL	[] . 2 LEVEL 3		[] WIDESFREAD
* EWA RELIABILITY SECTION - COM DO PREVIOUS CORROSION INSPECTION RECOR	DS SHOW LEVEL	- I-CORROSION FIND	INGS ON THE AF	FECTED MEMBER(S)?
VES NO IF Y DO PREVIOUS CORROSION INSPECTION RECOR IF NO. SUBMITLEVEL 2 OR 3 REPORT TO MANU	DS SHOW LEVEL	I CORROSION FIND		) OF PREVIOUS REPORTS FECTED MFMBER(S)?
CAUSE OF [X] ENVIRONMENT	[] INTERNAL L		EMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE: []BLOCKED DRAIN	[] WET INSULA	TION [] UNI	KNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONGE	RON []SF	PAR CAP	] DULKIIEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRING			[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY:	[] FRAME	[] SK	ИĽ	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEAR	TIE [] DO	DUBLER	[] ATTACH ANGLE
	[]BRACKI			[X] OTHER DOOR SILL
DAMAGE LOCATION - Include range data if n references, and Include axis variables. Also, prov.				
Station Number		Blend-Ou		Repair References (if used).
Range (TO)		Informatio		Reference (if used):
Y Axis 600 To Y Axis	Orig	ginal Thickness IAW S	SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:	Afte	entage Material Thick r Blend-out:	cness	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRN	4 Figure Used:		SRM Repair Figure:_51-1-4
Str/Long LH/RH: <u>21</u> To Str/Long LH/		re Item No.:		Repair Index No.:
DESCRIPTION OF DAMAGED AREA AND C		CTION:	<u></u>	
Found corrosion damage to Door Sill at Y 600	Longeron 21 F	VH , damage exceed	ded limitations	I/A/W DC-8 SRM.
	· · ·			
Removed damage,treated area I/A/W/DC-8 SI	RM 51-1-8 . Fat	pricated and installed	d repair I/A/W	DC-8 SRM 51-1-4.
REPAIR FACILITY NON ROUTINE NUM	1BER(S): 5B3	01		
SERVICE DIFFICULTY REPORT NO.:	RRXA003498			
56906000				
E031 Rev. 5 SHADED AREAS TO an. 1998	BE COMPLETE	D BY EWA REPRESE	NTATIVE.	EWA Quality Control RRXA 09 Stanp or Initialize
				DIGHID OF LIPICICITZE,

INSPECTION REPORT

(This form only required for primary structure)

TAIL NO.	EMERY W	MODEL	DC-8-71F		I D REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
					L OTTUDING CODD ONION	·
FACTORY S	ERIAL NO. 45	974			ACTURE'S CORROSION TASK NO	<b>e.</b>
NITIAL INS	SPECTION	[]YES	[X]	NO * INTER INSPEC	RVAL SINCE LAST	09/21/98
INSPECT	ION FINDINGS:		per p	6] - 11 - 17 [	]	
FUNCT DE	THE DIFFERENCE			EVEL 2		WIDESPREAD OSIONIS INDICATED ABOVE
		SPECTION RE	CORDS SHOW I	EVEL <sup>®</sup> LCORRO	SION FINDINGS ON THE	AFFECTED MEMBER(S)?
YES L		Charles and the local	and the state of the			Y(S) OF PREVIOUS REPORTS:
O PREVIOU 7 NO: SUBM	S CORROSION INS IT LEVEL 2 OR 3 R	FPORT TO M	ANUFACTURE:	EVEL I CORROS	SION FINDINGS ON THE	AFFECTED MEMBER(S)?
AUSE OI	· · · · · · · · · · · · · · · · · · ·	RONMENT	[] INTERN	IAL LEAKAGE	[] CHEMICAL SPILI	L [] LAV/GALLEY SPILL
AMAGE:		ED DRAIN	[] WET IN	SULATION	[] UNKNOWN	[] OTHER
ORRODI	D MEMBER(S	)				
	IBER(S) EXHIBIT E			NGERON	[] SPAR CAP	[ ] BULKHEAD
	RROSION BLEND	OUT, OR	[] ST	RINGER	[] WEB	[] FITTING
YES, INDIC	ATE WHICH ONE	S) APPLY:	[] FR	AME	[] SKIN	[] FLOOR BEAM
LEND OUT	REPAIR	<u> </u>	[] SH	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
		•	[] BR	ACKET	[] RIB	[X] OTHER INTERCOSTAL
AMAGE L	OCATION - Inclu	de range data	if necessary for	understanding e	extent of damage, Provide	e at least two axis' or Str/Long
eferences, an	d Include axis varia		rovide Repair 5		Blend-Out	Repair References (if used). Repair
· · ·	Range (	TO)			nformation	Reference (if used):
Axis	660 To YA	xis		Original Thick	ness IAW SRM Figure:	Engineer Sketch Number:
					terial Thickness	Manufacture's Drawing No.:
Axis	To XA:	xis:	· · · ·	After Blend-ou SRM Figure U		SRM Repair Figure: 51-1-21
Axis	To ZA:	xis:		-		
		tw/Tong I U		Figure Item No	). <u>:</u>	_ Repair Index No.:
r/Long LH	ON OF DAMAGE	Str/Long LH		VE ACTION:		
	in domago to In	toroostal at `	V 660 damar	re exceeded lin	nitations I/A/W DC-8 \$	V/d2
ound corros	sion damage to m		1 000 , damag	ce exceeded ini	Intations I/A/ w DC-8	51(14).
				~		
emoved da	mage, treated area	a I/A/W/DC-	8 SRM 51-1-8	. Fabricated ai	nd installed repair I/A/	W DC-8 SRM 51-1-21.
	CILITY NON I	DUITINEN	VIMBER(S).	5B294		
		1	e se de la C	1. A. A.		
ERVICE I	DIFFICULTY R	EPORT NO	:: RRXA003	497		
7306600	t s.	· · · ·			· · · ·	
	SHA	ADED AREAS	TO BE COMPL	LETED BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA 09
031 Rev. 5 an. 1998			n da serie de la composición de la comp			Stamp or Initialize:

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#### CURRUSIUN FREVENTION AND CUNTRUL PROGRAM **INSPECTION REPORT**

TAIL NO. FACTORY S	N8084U	MODEL		LINES	D	INSPECTION DATE 18-JULY-00
1999 - Alexandria 1997 - Alexandria		MODEL	DC-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
	· · · ·	15974		MANUFA	CTURE'S CORROSION TASK NO:.	57300551
	PECTION ION FINDINGS		[X]NO [X] ELT LEY	INSPECT	AL SINCE LAST ON	09/21/98
O PREVIOU YES	S CORROSION IN 	ECTION - CO ISPECTION REC II SPECTION REC	MPLETE THE F ORDS SHOW LEX YES, REDUCE F ORDS SHOW LEV	OLLOWING IF /EL.I CORROSI INDINGS TO LE	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE FFECTED MEMBER(S)? S) OF PREVIOUS REPORTS
CAUSE OF		/IRONMENT	[] INTERNAI	LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:		KED DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORRODE	D MEMBER(S	5)	[] LONG	FRON	[] SPAR CAP	
F PRIOR CO	BER(S) EXHIBIT	OUT, OR	[] STRIN		[] WEB	[] BULKHEAD [X ] FITTING
F YES, INDIC	ATE WIIICII ONE		[] FRAM	Æ	[] SKIN	[] FLOOR BEAM
LEND OUT	REPAI	K	[] SHEA	R TIE	[] DOUBLER	[] ATTACH ANGLE
	· · · · · · · · · · · · · · · · · · ·		[] BRAC		[] RIB	[] OTHER
AMAGE LO	DCATION - Inch I Include axis vari	ude range data if iables. Also, pro	necessary for un wide Repair Spec	derstanding extensions Infor	ent of damage, Provide a mation Blend-out and B	t least two axis' or Str/Long epair References (if used).
	Station N	umber			end-Out	Repair
	Range (	(TO)			ormation	Reference (if used):
Axis 12	40 To YA	xis	0	riginal Thickne	ss IAW SRM Figure:	Engineer Sketch Number:
Axis	Το ΧΑ	xis:		rcentage Mater fter Blend-out:	al Thickness	Manufacture's Drawing No.:
			SF	M Figure Used	•	SRM Repair Figure:_51-1-4
Axis	To ZA			gure Item No. <u>:</u>		Repair Index No.:
r/Long LH	N OF DAMAGE	Str/Long LH		ACTION		
					·····	
			· · · ·	······································		
ound corrosi	on damage to F	itting at Y 124	0 at Longeron 1	L/H , damag	e exceeded limitations	I/A/W DC-8 SRM.
		······································				
emoved dan	age,treated area	a I/A/W/DC-8	SRM 51-1-8 . F	abricated and	installed repair I/A/W	DC-8 SRM 51-1-4.
• • • •				· · · · ·	· ·	
EPAIR FA	CILITY NON I	ROUTINE NU	MBER(S): 5	B214		
RVICE D	FFICULTY R	EPORT NO :	RRXA003496			
301240						

# CUKRUSIUN PREVENTION AND CUNTRUL PROGRAM

	EMERY	Y WORLD	WIDE AI	RLINES	CHECK TYPE	
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT	D REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
FACTORY S	•	45974		· · · ·	ACTURE'S CORROSION TASK NO:,	46600551
INITIAL IN	SPECTION	[] YES	[X	] NO * INTEI INSPEC	WAL SINCE LAST	09/21/98
* INSPECT	ION FINDI	the balance is the provide state of the second state of the second state		X.]	] [X]	energia de la constante de la c
* EWA RE	LIABIEIT	Y SECTION - G	OMPLETE TH	FEALLOWING	EVEL 3 LOGAL	WIDESPREAD
DO PREVIOI YES	JS.CORROSIO N	IN TRADE DESTROIN NE	CORDENSITION	LEVELTCORRO	SION FINDINGS ON THE A	FEETED MEMBER(S)?
DO PREVIOL	SCORROSIO	N INSPECTION REC	CORDS SHOW	LEVEL L'CORROS	HON FINDINGS ON THE A	EEGTED MEMBER(SM)
CAUSE OF	14 DAY 170 0 0	R 3 REPORT TO M. ENVIRONMENT	MORACECINE	NAL LEAKAGE	[] CHEMICAL SPILL	
DAMAGE:			· · ·			[]LAV/GALLEY SPILL
CORRODE		LOCKED DRAIN	[]WET N	NSULATION	[] UNKNOWN	[] OTHER
· ·	100 A	BIT EVIDENCE	[]L	ONGERON	[ ] SPAR CAP	[] BULKHEAD
OF PRIOR CO	RROSION BLI	END OUT, OR	[] S	TRINGER	[ ] WEB	[] FITTING
IF YES, INDIC		NO X ONE(S) APPLY:	[]FI	AME	[] SKIN	[] FLOOR BEAM
BLEND OUT	RE	EPAIR	[] SF	IEAR TIE	[X ] DOUBLER	[]ATTACH ANGLE
				ACKET	[]RIB	
DAMAGE LO	OCATION - I	Include range data	if necessary for	understanding en	tent of domage Browide a	] OTHER least two axis' or Str/Long
rerences, and	Station	n Number	ovide Repair 3	I I I I I I I I I I I I I I I I I I I	prmation, Blend-out and Re Blend-Out	epair References (if used). Repair
	Ran	ge (TO)	··		formation	Reference (if used):
	To To	Y Axis -7(	)	5	ess IAW SRM Figure:	Engineer Sketch Number:
Y Axis 57						
		X Axis:		Percentage Mate After Blend-out	rial Thickness	Manufacture's Drawing No.:
X Axis -	59 To	······		Percentage Mate After Blend-out SRM Figure Use		Manufacture's Drawing No.: SRM Repair Figure:_53-2-0
X Axis - Z Axis	59 To -10 To	X Axis:		After Blend-out	cd:	SRM Repair Figure: _53-2-0
X Axis - Z Axis Str/Long LH/	59 To -10 To RH:To	o Z Axis: o Str/Long LH/I		After Blend-out: SRM Figure Use Figure Item No.	cd:	
X Axis - Z Axis Str/Long LH/	59 To -10 To RH:To	DZAxis:		After Blend-out: SRM Figure Use Figure Item No.	cd:	SRM Repair Figure: _53-2-0
X Axis - Z Axis Str/Long LH/ DESCRIPTIO	59 To -10 To RH:	D Z Axis: 0 Str/Long LH/I 1 AGED AREA AND	OCRRECTI	After Blend-out. SRM Figure Use Figure Item No. <u>:</u> VE ACTION:	:d:	SRM Repair Figure:_53-2-0 Repair Index No.:
X Axis - Z Axis Str/Long LH/ DESCRIPTIO	59 To -10 To RH:	D Z Axis: 0 Str/Long LH/I 1 AGED AREA AND	OCRRECTI	After Blend-out. SRM Figure Use Figure Item No. <u>:</u> VE ACTION:	:d:	SRM Repair Figure: _53-2-0
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi	59         To           -10         To           RH:TO         To           N OF DAMA         To           on damage to         To	<ul> <li>Z Axis:</li> <li>Str/Long LH/I</li> <li>GED AREA ANI</li> <li>O Doubler betwe</li> </ul>	en Y -57 & Y	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: Y -70 ,X -59, Z	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi	59         To           -10         To           RH:TO         To           N OF DAMA         To           on damage to         To	<ul> <li>Z Axis:</li> <li>Str/Long LH/I</li> <li>GED AREA ANI</li> <li>O Doubler betwe</li> </ul>	en Y -57 & Y	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: Y -70 ,X -59, Z	:d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi	59 To -10 To RH: To N OF DAMA on damage to age, treated a	Z Axis:         0 Str/Long LH/I         AGED AREA AND         0 Doubler betwee         area I/A/W/DC-8	en Y -57 & Y SRM 51-1-8	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: Y -70 ,X -59, Z -	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi Removed dam	59 To -10 To RH:To N OF DAMA on damage to age, treated a CILITY NO	<ul> <li>Z Axis:</li> <li>Str/Long LH/I</li> <li>GED AREA ANI</li> <li>O Doubler betwee</li> <li>area I/A/W/DC-8</li> <li>N ROUTINE NU</li> </ul>	en Y -57 & Y SRM 51-1-8 JMBER(S):	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: ( -70 ,X -59, Z - . Fabricated and 4B225	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi Removed dam	59 To -10 To RH:To N OF DAMA on damage to age, treated a CILITY NO	Z Axis:         0 Str/Long LH/I         AGED AREA AND         0 Doubler betwee         area I/A/W/DC-8	en Y -57 & Y SRM 51-1-8 JMBER(S):	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: ( -70 ,X -59, Z - . Fabricated and 4B225	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi Removed dam	59 To -10 To RH:To N OF DAMA on damage to age, treated a CILITY NO	<ul> <li>Z Axis:</li> <li>Str/Long LH/I</li> <li>GED AREA ANI</li> <li>O Doubler betwee</li> <li>area I/A/W/DC-8</li> <li>N ROUTINE NU</li> </ul>	en Y -57 & Y SRM 51-1-8 JMBER(S):	After Blend-out: SRM Figure Use Figure Item No. <u>.</u> VE ACTION: ( -70 ,X -59, Z - . Fabricated and 4B225	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi Removed dam REPAIR FAC ERVICE DI	59 To -10 To RH: To NOF DAMA on damage to age, treated a CILITY NO FFICULTY	Z Axis:         0 Str/Long LH/I         AGED AREA AND         0 Doubler betwee         area I/A/W/DC-8         N ROUTINE NU         REPORT NO 3	OCORRECTI en Y -57 & Y SRM 51-1-8 JMBER(S): RRXA003	After Blend-out: SRM Figure Use Figure Item No. <u>:</u> VE ACTION: Y -70 ,X -59, Z - . Fabricated and 4B225	d:	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.
X Axis - Z Axis Str/Long LH/ DESCRIPTIO Found corrosi Removed dam REPAIR FAC ERVICE DI 6605700	59 To -10 To RH: To NOF DAMA on damage to age, treated a CILITY NO FFICULTY	<ul> <li>Z Axis:</li> <li>Str/Long LH/I</li> <li>GED AREA ANI</li> <li>O Doubler betwee</li> <li>area I/A/W/DC-8</li> <li>N ROUTINE NU</li> </ul>	OCORRECTI en Y -57 & Y SRM 51-1-8 JMBER(S): RRXA003	After Blend-out: SRM Figure Use Figure Item No. <u>:</u> VE ACTION: Y -70 ,X -59, Z - . Fabricated and 4B225	ed: 10 , damage exceeded 1 l installed repair I/A/W 1 EPRESENTATIVE.	SRM Repair Figure: 53-2-0 Repair Index No.: mitations I/A/W DC-8 SRM.

#### CUKKUSIUN PKEVENITUN AND CUNTKUL PKUGKANI DIGDECTION DEDODE

**INSPECTION REPORT** 

EMERY WORLDW	DE AIRLI	NES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MODEL D	C-8-71F	MAINT/REPAIL	FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTUR	E'S CORROSION TASK NO:.	46400551
INITIAL INSPECTION	[X] NO	* INTERVAL S INSPECTION	INCE LAST	09/21/98
INSPECTION FINDINGS: []	X1		A. A. [X] -	entra de la constance de la con La constance de la constance de
			J LUCAL 2	WIDESPREAD
EWA RELIABILITY SECTION - COM OF PREVIOUS CORROSION INSPECTION RECO	PLETE THE FOLL 3DS SHOW LEVEL	OWING IF LEVI	L 2 OR 3 CORROSI	ON IS INDICATED ABOVE
YES IF NO	'ES, REDUCE FIND	INGS TO LEVEL	LATTACH COPY(S	OF PREVIOUS REPORTS
OPREVIOUS CORROSION INSPECTION RECO	NDS SHOW LEVEL	CORROSION F	NDINGS ON THE AF	FECTED MEMBER(S)?
NO SUBMITIEVEL 2 OR 3 REPORT TO MANI	INTERNAL LE		CHEMICAL SPILL	[]LAV/GALLEY SPILL
AMAGE:	[]			
[] BLOCKED DRAIN	[] WET INSULAT	TON []	UNKNOWN	[] OTHER
CORRODED MEMBER(S)				
O THE MEMBER(S) EXHIBIT EVIDENCE	[]LONGER		SPAR CAP	[] BULKHEAD
F PRIOR CORROSION BLEND OUT, OR EPAIR? YES NO X	[] STRINGE	R []	WEB	[] FITTING
YES, INDICATE WHICH ONE(S) APPLY: LEND OUT REPAIR	[]FRAME	. []	SKIN	[] FLOOR BEAM
	[] SHEAR TI	(E 🔄 []	DOUBLER	[] ATTACH ANGLE
	BRACKET	с , п	RIB	[X OTHER FLOOR PANEL
AMAGE LOCATION - Include range data if n	ecessary for unders	standing extent of	damage, Provide at	least two axis' or Str/Long
ferences, and Include axis variables. Also, prov Station Number	ide Repair Specific	ations Informatio Blend-		
Range (TO)		Inform:		Repair Reference (if used):
	Origi	nal Thickness IA		Engineer Sketch Number:
Axis -12 To YAxis				
Axis 32 To X Axis: -32		ntage Material Th Blend-out:	ickness	Manufacture's Drawing No.
	SRM	Figure Used:		SRM Repair Figure: 51-1-4
Axis To Z Axis:				
r/Long LH/RH: To Str/Long LH/R/I		e Item No. <u>:</u>		Repair Index No.:
ESCRIPTION OF DAMAGED AREA AND C		TION:		
			······································	
······	·		······································	
und corrosion damage to Floor Panel at Y -	12 between X 32	& X -32 , dam	age exceeded limi	tations I/A/W DC-8 SRM.
-		· .	· * * .	
moved damage,treated area I/A/W/DC-8 SI	RM 51-1-8 . Fabr	icated and insta	lled repair I/A/W	DC-8 SRM 51-1-4.
	· · · · · · · · · · · · · · · · · · ·			
EPAIR FACILITY NON ROUTINE NUM	MBER(S): 4B1	87		
RVICE DIFFICULTY REPORT NO.:	RRXA003493	24 N. 14 14 N. 14	and the second second	
401200	A CONTRACT OF A CO			
		DV EWA DEDDT	973/774/773277	
31 Rev. 5 SHADED AREAS TO n. 1998	BE COMPLETED	BI EWA REPRE	SENTATIVE.	EWA Quality Control RRXA 09
	n an			Stamp or Initialize:

#### CORROSION PREVENTION AND CONTROL PROGRAM INSPECTION REPORT

II	TIMEDA			DTINEC	CHECK TY	PE INSPECTION	
		WORLDV			D	DATE 18-JULY-00	
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT	REPAIR FACILITY	TENN. TECHNICAL SEI	RVICES
FACTORY	SERIAL NO.	45974		MANUF	ACTURE'S CORROSIO		· · · · ·
INITIALIN	SPECTION	LIYES	[X]	NO. *INTE	TASK N RVAL SINCE LAST		and a state of the
	1	1	and a second second second	INSPEC	TION	0///21/90	
* INSPEC	FION FINDIN	IGS:	ے۔ ۲. EL I کے ل	S J EVEL 2	EVEL 3	U WIDESP	READ
* EWA RI	ELETABLE (TT)	SECTION - CO	MPLETE THE	FOLLOWING	IF LEVEL 2 OR 3 COR	ROSION IS INDICATED ABO	
DOPREVIO VES	US CORROSIO	N INSPECTION REC	ORDS SHOW I	EVEL I CORRO	SION FINDINGS ON TH	E AFFECTED MEMBER(S)?	
1987 S. 1987		Construction of the second second second	and the second		and the second	EAFFECTED MEMBER(S)?	
IF NO. SUBM	ATTLEVEL 2 O	R 3 REPORT TO MA	NUFACTURE.				
CAUSE O		ENVIRONMENT	[] INTERN	IAL LEAKAGE	[] CHEMICAL SPI	LL [] LAV/GALLEY SPILI	
DAMAGE		LOCKED DRAIN	[] WET IN	SULATION	[] UNKNOWN	[] OTHER	
CORROD	ED MEMBE						
DO THE MEN	ABER(S) FYHN	AT EVIDENCE	[]rc	NGERON	[] SPAR CAP	[] BULKHEAD	
OF PRIOR CO				RINGER	[] WEB	[] FITTING	
REPAIR?	YES	NO X DNE(S) APPLY:	[]FR	AME	157 ) 6767DV		
BLEND OUT		PAIR			[X] SKIN	[] FLOOR BEAM	
			[] SH	EAR TIE	[] DOUBLER	[] ATTACH ANGLE	
				ACKET	[] RIB	[X] OTHER PANEL	
DAMAGE L	OCATION - J nd Include axis	include range data i variables. Also, pr	f necessary for ovide Repair S	understanding e pecifications Inf	xtent of damage, Providor formation, Blend-out and	de at least two axis' or Str/Lo d Repair References (if used)	ng
		n Number			Blend-Out	Repa	
	Ran	ge (TO)			nformation	Reference (i	if used):
Y Axis -5	2 To	Y Axis	· · ·	Original Thick	ness IAW SRM Figure:	Engineer Sketch Nun	nber:
			· · · ·		terial Thickness	Manufacture's Drawin	g No.:
K Axis	-2 To	X Axis:		After Blend-ou			
Z Axis	To	Z Axis:	2	SRM Figure Us	sed:	SRM Repair Figure:	51-1-4
			— ·	Figure Item No	· .	Repair Index No.:	
str/Long LF		o Str/Long LH/					
DESCRIPTI	ON OF DAMA	AGED AREA ANI	O CORRECTI	VE ACTION:	· · · · · · · · · · · · · · · · · · ·	·····	
		·	·	•			
ound corro	sion damage t	o Cockpit Panel a	at Y -52, X -2	0&Z0,dama	age exceeded limitati	ons I/A/W DC-8 SRM.	
• .			· .				······································
lomound da	mage treated		SDM 51 1 9	Fabricated on	d installed marsh Y/A	/W DC-8 SRM 51-1-4.	
centoved da	mage, rreated	alca I/A/ W/DC-0	51(141 51-1-0	. Fabricateu an	iu instaneu repair 1/A	/w DC-8 SKW 51-1-4.	· · · · · · · · · · · · · · · · · · ·
TTATO F	CILITY NO	N ROUTINE N	UMBER(S).	AB178		· · ·	
			-1,1,1,1,1,1(1),	·			e de la composition de la comp
ERVICEI	MEFICULT	REPORT NO.	RRXA00				
6405200	•	ti de la companya de					
031 Rev. 5	n de la composición d La composición de la c	SHADED AREAS	TO BE COMPL	ETED BY EWA	REPRESENTATIVE.	TANK AN AND A COMPANY AND A COMPANY	No. of Concession, Name
an. 1998			• • 1.			EWA Quality Control R Stamp of Thitialize.	RXA 09
					e trepeter para		
		n de Maria de					

#### CUKRUSIUN PREVENTION AND CONTROL PROGRAMI INSPECTION REPORT

(This form only required for primary structure)

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EMERY WO		DE AIR		CHECK TYPE D REPAIR FACILITY	DATE 18-JULY-00
			· · ·		TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	• 1			ACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION	[] YES	[X] N	O * INTE INSPEC	VAL SINCE LAST	09/21/98
* INSPECTION FINDINGS:	[]	[X] 1 -> LEV	1	] [X]	en e
* EWA RELIABILITY SEC	FION - COM	PLETE THE F	OLLOWING	FUEVEL 2 OR 3 CORROR	WIDESPREAD
DOPREVIOUS CORROSION INSPE	CTION RECO	RDS SHOW LEN	EL I CORRO	SION ENDINGS ON THE A	FFECTED MEMBER(S) S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPE	CTION RECOI	NDS SHOW LEV			
IF NO. SUBMITLEVEL 2 OR 3 REP CAUSE OF [X] ENVIRO	ORT TO MANI	JFACTURE		] CHEMICAL SPILL	<u></u>
DAMAGE:				[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
[] BLOCKEI	DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)		[]LONG	GERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVID OF PRIOR CORROSION BLEND OU REPAIR? YES NO	T, OR	[] STRI	NGER	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) 2 BLEND OUT REPAIR	APPLY:	[] FRAN	Æ	[] SKIN	[] FLOOR BEAM
		[] SHEA	R TIE	[X ] DOUBLER	[] ATTACH ANGLE
		[]BRAC		[] RIB	[] OTHER
<b>DAMAGE LOCATION</b> - Include references, and Include axis variable	range data if n es. Also, prov	ecessary for un ide Repair Spec	derstanding e cifications Inf	xtent of damage, Provide a ormation, Blend-out and R	at least two axis' or Str/Long epair References (if used).
Station Num	ber			Blend-Out	Repair
Range (TO	)			nformation ness IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
YAxis -12 To YA	xis 8				Engineer Sketen Humber,
XAxis 58 To XA	xis:	A	fter Blend-ou		Manufacture's Drawing No.:
ZAxis -11 ToZA	xis:	SI	RM Figure Us	ed:	SRM Repair Figure:_53-2-0
			gure Item No	<u>:</u>	Repair Index No.:
Str/Long LH/RH: To Str/ DESCRIPTION OF DAMAGED A	Long LH/R/I	the second se	ACTION:		
	·····	<u>.</u>			
Found corrosion damage to Dou	hler hetween	V-12&V8	X58 7 11	domago organdad limita	
Ound correston damage to Dou		1 -12 @ 1 0,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	lamage exceeded limita	tions I/A/ w DC-8 SRM.
· · · · · · · · · · · · · · · · · · ·			-1		
Removed damage, treated area I/A	ч/ w/DC-8 SI	<u>. 8-1-1-8 . F</u>	abricated an	a installed repair I/A/W	DC-8 SRM 53-2-0.
REPAIR FACILITY NON RO	UTINE NUN	ABER(S): 4	B117		
SERVICE DIFFICULTY REP	ORT NO.:	RRXA00349	1		
				the state of the s	
15601200			1. A.		
031 Rev. 5 SHADE	ED AREAS TO	BE COMPLET	ED BY EWA	REPRESENTATIVE.	I WA CHAINS CREEKED DAY A A
45601200 2031 Rev. 5 SHADE an. 1998	ED AREAS TO	BE COMPLET	ED BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA 09 Stamp or Initialize

INSPECTION REPORT

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	RY WORLDW			CHECK TYPE D	DATE 18-JULY-00
TAIL NO. N8084U	MODEL	DC-8-71F	MAINT/F	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO				CTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION * INSPECTION FIN	DINGS: []	[ <b>X</b> ] NO [X] L I LEVEI	INSPECT	. [X].	and and a second se
DO PREVIOUS CORRC YFS DO PREVIOUS CORRO	ITY SECTION - CO SION INSPECTION REC	MPLETE THE FOL DRDS SHOW LEVEL YES. REDNCE FIN DRDS SHOW LEVEL	LOWING LE LICORROSI DINGS TO L	LEVEL 2 OR 3 CORROS ON FINDINGS ON THE A VEL 1 ATTACHCOPY:	S) OF PREVIOUS REPORTS
	X ] ENVIRONMENT	[] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:				<u>.</u>	
CORRODED MEM	] BLOCKED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
		[]LONGE	RON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) E DF PRIOR CORROSION REPAIR? YES		[] STRING	ER	[] WEB	[] FITTING
F YES, INDICATE WHI BLEND OUT	CH ONE(S) APPLY: REPAIR	[] FRAME	•	[] SKIN	[] FLOOR BEAM
		[] SHEAR	ГIE	[] DOUBLER	[] ATTACH ANGLE
		[] BRACKI	T	[] RIB	[X] OTHER FINGER
DAMAGE LOCATIO	N - Include range data if	necessary for under	rstanding ex	ent of damage, Provide a	DOUBLER t least two axis' or Str/Long
eferences, and Include	axis variables. Also, pro	vide Repair Specifi	cations Info	mation, Blend-out and R	epair References (if used).
	ation Number Range (TO)		· · · ·	lend-Out formation	Repair Reference (if used):
	· · · ·	Orig		ss IAW SRM Figure:	Engineer Sketch Number:
Axis -32	To Y Axis	Perc	entage Mate	rial Thickness	Manufacture's Drawing No.:
Axis -20	To X Axis:	22 Afte	r Blend-out:		Manaraticiano o Diawing 140
Axis -11	To Z Axis:	SRM	l Figure Use	d:	SRM Repair Figure:_53-2-0
·····			re Item No. <u>:</u>		Repair Index No.:
tr/Long LH/RH:	To Str/Long LH/R		CTION		
ESCRIPTION OF DA	AMAGED AREA AND				
<u></u>		· · · · · · · · · · · · · · · · · · ·			
ound corrosion dama	ge to Finger Doubler	at Y -32, X -22, Z	2-11, dam	age exceeded limitation	as I/A/W DC-8 SRM.
			· · · ·		· · · · · · · · · · · · · · · · · · ·
emoved damage,trea	ted area I/A/W/DC-8	SRM 51-1-8 . Fab	ricated and	installed repair I/A/W	DC-8 SRM 53-2-0.
	NON ROUTINE NU		)97	7.51	
ERVICE DIFFICU 5603200	LTY REPORT NO .:	RRXA003489			
			· · ·	EPRESENTATIVE.	

INSPECTION REPORT

(This form only required for primary structure)

EMERY WOR	LDWIDE AI	RLINES	CHECK TYPE	INSPECTION
	DEL DC-8-71F		EPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFA	CTURE'S CORROSION	55900551
			TASK NO:.	
		INSPECT		09/21/98
* INSPECTION FINDINGS:		X   [] EVEL 2 LE	VEL 3	[] WIDESPREAD
* EWA RELIABILITY SECTION	N - COMPLETE TH	E FOLLOWING IF	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
DO PREVIOUS CORROSION INSPECTI TES NO	IF YES, REDUC	E FINDINGS TO LI	ON FINDINGS ON THE AI VEL 1 - ATTACH COPY(	HECTED MEMBER(S)? B) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPECTI IF NO. SUBMITLEVEL 2 OR 3 REPORT	ON RECORDS SHOW	LEVEL I CORROSI	ON FINDINGS ON THE AF	RECTED MEMBER(S)?
CAUSE OF [X ] ENVIRONM		NAL LEAKAGE	[ ] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DF	AIN []WET I	NSULATION	]] UNKNOWN	[] OTHER
CORRODED MEMBER(S)				
DO THE MEMBER(S) EXHIBIT EVIDEN	CE	ONGERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, O REPAIR? YES NO X		TRINGER	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APP BLEND OUT REPAIR	LY: []F	RAME	[] SKIN	[] FLOOR BEAM
	[]SI	HEAR TIE	[ X] DOUBLER	[] ATTACH ANGLE
DAMAGE LOCATION - Include rang		RACKET	[] RIB ent of damage Provide a	[] OTHER t least two axis' or Str/Long
references, and Include axis variables.	Also, provide Repair	Specifications Infor	mation, Blend-out and R	epair References (if used).
Station Number Range (TO)	•		lend-Out formation	Repair
			ss IAW SRM Figure:	Reference (if used): Engineer Sketch Number: EO# 00-
Y Axis 1514 To Y Ax	is	Percentage Mater	ial Thickness	107           Manufacture's Drawing No.:
X Axis To X Axis:		After Blend-out:		
Z Axis To Z Axis:		SRM Figure Use	u;	SRM Repair Figure:
Str/Long LH/RH: 27 To Str/L	ong LH/R/H 28	Figure Item No.:	•	Repair Index No.:
DESCRIPTION OF DAMAGED ARI		IVE ACTION:	v	1
<u></u>				· · · · · · · · · · · · · · · · · · ·
Found corrosion damage to Doubler	at Y 1514 between	Longeron 27 L/	H & Longeron 28 L/H	, damage exceeded limitations
I/A/W DC-8 SRM.				
Removed damage, treated area I/A/V	//DC-8 SRM 51-1-8	3. Fabricated and	installed New Doubler	- I/A/W EO# -00-107.
		· · · · · · · · · · · · · · · · · · ·	· · ·	
REPAIR FACILITY NON ROUT	INE NUMBER(S):	5E050	1. <b>-</b> 1	
SERVICE DIFFICULTY REPOR 55901514	TNO.: RRXA00	2761		
	AREAS TO BE COMP	LETED BY EWA R	EPRESENTATIVE.	EWA Quality Control RRXA 09.
Jan. 1998				Stamp or Initialize:

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**INSPECTION REPORT** 

(This form only required for primary structure)

EMERY WORL	DWIDE AIRL	INES C		INSPECTION DATE 18-JULY-00	
TAIL NO. N8084U MODE	EL DC-8-71F	MAINT/REPAIR FACI		NN. TECHNICAL SERVICES	
FACTORY SERIAL NO. 45974		MANUFACTURE'S CC	DRROSION 1 TASK NO:.	08L0551	
NITIAL INSPECTION	YES [X] NO	* INTERVAL SINCE I		09/21/98	
INSPECTION FINDINGS:	[] [X]	INSPECTION	[X]	en e	
THE A DEL VADE UNICED OF A		L 2 LEVEL 3		WIDESPREAD	(9.) (9.) (9.)
EWA RELIABILITY SECTION OF PREVIOUS CORROSION INSPECTION	VRECORDS SHOW LEVE	EL L'CORROSION FINDING	S ON THE AFEE	TED MEMBER(S)?	
VFS NO	Electronic de la la construction de la construction de la seconda de la seconda de la seconda de la seconda de	NDINGS TO LEVEL 1 - ATT	The state of the second second	and the second	
F NO. SUBMIT LEVEL 2 OR 3 REPORT T	O MANUFACTURE.				
CAUSE OF [X] ENVIRONMEN	NT [] INTERNAL	LEAKAGE [] CHEMI	ICAL SPILL [	] LAV/GALLEY SPILL	
[] BLOCKED DRA	IN [] WET INSUL	ATION [] UNKNO	OWN [	) OTHER	
ORRODED MEMBER(S)	[] LONGI	ERON [] SPAR	CAP	[] BULKHEAD	
O THE MEMBER(S) EXHIBIT EVIDENCI F PRIOR CORROSION BLEND OUT, OR	E [] STRIN			] FITTING	
EPAIR? YES NO X YES, INDICATE WHICH ONE(S) APPLY	[] FRAMI				
LEND OUT REPAIR				[] FLOOR BEAM	
	[] SHEAR			[] ATTACH ANGLE	
AMAGE LOCATION - Include range	[] BRACK data if necessary for und	erstanding extent of damage	ge, Provide at lea	] OTHER ist two axis' or Str/Long	· · · ·
ferences, and Include axis variables. Al	so, provide Repair Speci		nd-out and Repai		
Station Number Range (TO)		Blend-Out Information		Repair Reference (if used):	
	Ori	iginal Thickness IAW SRM	A Figure: E	Engineer Sketch Number:	 
Axis To Y Axis	Per	centage Material Thicknes	ss N	Anufacture's Drawing No.:	
Axis XFS 666 To X Axis: X	FS 672 Aft	er Blend-out:	÷		
Axis To Z Axis:		M Figure Used:	S	RM Repair Figure:57-2-1_	
	· · · · · ·	ure Item No. <u>:</u>	R	epair Index No.:	
r/Long LH/RH: To Str/Long ESCRIPTION OF DAMAGED AREA	=	ACTION:		<u></u>	
und corrosion damage to Skin betw	een XFS 666 & XFS 6	72 damage exceeded l	limitations I/A/	W DC-8 SDM	<u>.</u>
			minitutions 1/14	W DC-8 BI(W.	
moved damage, treated area I/A/W/		briggtod and installed as		9	
emoved damage, freated area 1/A/ W/I	DC-8 SIGN 51-1-8 . 1 a	ionicated and instanted re	-pair I/A/w uc-	o sim 57-2-1.	
EPAIR FACILITY NON ROUTIN	NE NUMBER(S): 1A	.009	and the second		-
RVICE DIFFICITI TV REPORT					
	NO: RRX4002661		ATIVE.	VA Oudling Control PDNAA AD	
RVICE DIFFICITITY REPORT 18L6660	NO: RRX4002661		EV	VA Quality Control RRXA 09 inp of Initialize	

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#### **INSPECTION REPORT**

(This form only required for primary structure)

II FMERVW(	RLDW	DE AIRLI	VES	CHECK TYPE	INSPECTION
		C-8-71F	MAINT/REPAIR	FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
					·
FACTORY SERIAL NO. 45974		· ·		E'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION	[] YES	[ X] NO	* INTERVAL S	NCE LAST	.09/21/98
* INSPECTION FINDINGS:			IJ	[X]	[]. WIDESPREAD
* EWA RELIABILITY SEC	FION - COM	PLETE THE FOLL	OWING IF LEVE	L2 OR 3 CORROS	ION IS INDICATED ABOVE
DO PREVIOUS CORROSION INSPE	CTION RECO	RDS SHOW LEVEL	<b>1 CORROSION FI</b>	VDINGS ON THE A	FECTED MEMBER(S)2 ) OF PREVIOUS REPORTS
DO PREVIOUS/CORROSION INSPE	CTION RECOI	DS SHOW LEVEL		And the first of the second second	
IF NO. SUBMITLEVEL 2 OR 3 REP CAUSE OF [X] ENVIRO		FACTURE	AKAGE []	CHEMICAL SPILL	LAV/GALLEY SPILL
CAUSE OF [X ] ENVIRO DAMAGE:		• •			
[] BLOCKER	D DRAIN	[] WET INSULAT	[]]	JNKNOWN	[] OTHER
CORRODED MEMBER(S)		[]LONGER	.ON []	SPAR CAP	[] BULKIEAD
DO THE MEMBER(S) EXHIBIT EVIL OF PRIOR CORROSION BLEND OU	T, OR	[] STRINGE	R []	WEB	[] FITTING
REPAIR? YES NO IF YES, INDICATE WHICH ONE(S)		[]FRAME	 1	SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	·	[] SHEAR T		DOUBLER	[] ATTACH ANGLE
		[]BRACKE		RIB	[X] OTHER KEEL BEAM
DAMAGE LOCATION - Include	range data if r	ecessary for under	standing extent of	damage, Provide a	t least two axis' or Str/Long
references, and Include axis variable Station Num		ide Repair Specific	Blend-		epair References (if used). Repair
Range (TC	))		Inform	ation	Reference (if used):
Y Axis 700 To Y Axis	781	Origi	nal Thickness IA	W SRM Figure:	Engineer Sketch Number: EO # 00- 107
X Axis To X Axis			ntage Material Th Blend-out:	nickness	Manufacture's Drawing No.:
A AXIS 10 A AXIS	• <u></u>		Figure Used:		SRM Repair Figure:
Z Axis To Z Axis	•		e Item No.:		Repair Index No.:
Str/Long LH/RH: <u>35</u> To S		/R/H_35			
DESCRIPTION OF DAMAGED	AREA AND	CORRECTIVE A	CTION:		
		· · ·	·	· · · · · · · · · · · · · · · · · · ·	
Found corrosion damage to Keel	Beam betwo	en Y 700 & Y 78	31 at Long. 35 L	/H & Long. 35 R	/H , damage exceeded limitations
I/A/W DC-8 SRM.					· · · · · · · · · · · · · · · · · · ·
I/A/W DC-8 BRW.					
	-	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	•-•	
Removed damage, treated area I/.	A/W/DC-8 S	RM 51-1-8 - Fabi	ricated and insta	lled repair I/A/W	EO# 00-107.
Removed damage,treated area I/.				lled repair I/A/W	EO# 00-107.
				lled repair I/A/W	EO# 00-107.
Removed damage,treated area I/.	UTINE NU	MBER(S): 2A0		lled repair I/A/W	EO# 00-107.
Removed damage,treated area I/. REPAIR FACILITY NON RO SERVICE DIFFICULTY REP 2000700A	UTINE NU	MBER(S): 2A0	32		EO# 00-107. EWA Quality Control RRXA 07. Stamp or Initialize
Removed damage,treated area I/. REPAIR FACILITY NON RO SERVICE DIFFICULTY REP 2000700A (E031 Rev. 5 SHADI	UTINE NU	MBER(S): 2A0 RRXA002695	32		EWA Quality Control RRXA 07

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**INSPECTION REPORT** 

	EMERY W			· · · · ·	CHECK TYPE D	INSPECTION DATE 18-JULY-00	
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT/REPAI		TENN. TECHNICAL SERVICES	
FACTORY	SERIAL NO. 459	074		MANUFACTUF	E'S CORROSION TASK NO:.	55900551	
INITIAL IN	SPECTION	[]YES		INSPECTION	INCE LAST	09/21/98	
* INSPEC	TION FINDINGS:	E] LEV	IX TELT <sup>de</sup> LE	UEVEL 2	IX]	[] WIDESPREAD	
		CTION - CC	MPLCTR THE	ROLLOWING HELEVI	EL 2 OR 3 CORROSI	ON IS INDICATED ABOVE	
YES	<u>+ NO</u> =	1	f yes, reduce	and the second	E ATTACHCOPY(S	OF REVIOUS REPORTS	
DO PREVIO IF NO SUBI	US CORROSION INSI MITLEVEL 2 OR 3 RI	PECTION REC EPORT TO MA	ORDS SHOW LE	VEL I CORROSION FI	NDINGS ON THE AFI	EECTED MEMBER(S)?	
CAUSE O	F (X ) ENVII			AL LEAKAGE []	CHEMICAL SPILL	[]LAV/GALLEY SPILL	
DAMAGE	[] BLOCK		[] WET INS	ULATION []	UNKNOWN	[] OTHER	
	ED MEMBER(S)		[]LO	NGERON [	] SPAR CAP	[] BULKHEAD	÷
OF PRIOR C	MBER(S) EXHIBIT EV ORROSION BLEND C	OUT, OR	[] STR	INGER [	] WEB	[] FITTING	
	CATE WHICH ONE(S	X APPLY:	[] FRA	ME [	] SKIN	[] FLOOR BEAM	
BLEND OUT	REPAIR		[] SHE	AR TIE	] DOUBLER	[] ATTACH ANGLE	
			[] BRA		] RIB	[X] OTHER INTERCOSTAL	
DAMAGE J	LOCATION - Includ nd Include axis varia	le range data i bles. Also, pi	if necessary for <b>u</b> rovide Repair Sp	inderstanding extent o ecifications Information	f damage, Provide at on, Blend-out and Re	least two axis' or Str/Long pair References (if used).	
	Station Nu			Blend		Repair	
	Range (7	(0)		Inform		Reference (if used):	
Y Axis 1	100 To	Y Axis 1	120	Original Thickness IA	W SRM Figure:	Engineer Sketch Number:	
X Axis	To XAx	is:		Percentage Material T After Blend-out:	hickness	Manufacture's Drawing No.:	
				SRM Figure Used:		SRM Repair Figure:53-2-0	
Z Axis	To ZAx		· ·	Figure Item No. <u>:</u>	· · · · · · · · · · · · · · · · · · ·	Repair Index No.:	<u></u>
Str/Long L	H/RH: <u>27</u> To ION OF DAMAGEI	Str/Long L		UF ACTION:	·. · · · · · · · · · · · · · · · · · ·		
DESCRIPT	ION OF DAMAGE				• <u>•</u> ••••••••••••••••••••••••••••••••••	·*.·	
Found corre	sion damage to Int	ercostal at I	ongeron 27 R/	H between Y 1100	& Y 1120 damage	e exceeded limitations I/A/W D	C-8
SRM.	531011 uumuuge to mi						
	<u> </u>	· ·			· · · · · · · · · · · · · · · · · · ·		
Removed d	amage, treated area	I/A/W/DC-8	3 SRM 51-1-8 .	Fabricated and inst	alled New Intercos	tal I/A/W DC-8 SRM 51-1-21.	
				· .	· · · · · ·		
REPAIR F	ACILITY NON R	OUTINE N	UMBER(S):	5E129			
SERVICE 20007000	DIFFICULTY RE	EPORT NO.	: RRXA0026	95			
E031 Rev. 5 Jan. 1998	SHA	DED AREAS	TO BE COMPL	ETED BY EWA REPRI	ESENTATIVE.	EWA Quality Control RRXA 07	
						Stamp or Initialize.	

**INSPECTION REPORT** 

EMERY W	ORLDWI	DE AIRLI	NES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DO	C-8-71F	MAINT/RI	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45	974	·····	MANUFA	CTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION	[] YES	[X] NO	* INTERV INSPECTI	AL SINCE LAST	
* INSPECTION FINDINGS:	[] LEVEL	IX J		[X]	[] WIDESPREAD
* EWA RELIABILITY SE DO'PREVIOUS CORROSION INS	CTION - COMP PECTION RECOR	LETE THE FOL DS SHOW LEVEL	LOWING IF	SEVEL 2 OR 3 CORRO	SION IS INDICATED ABOVE
NES NO	<u>IF</u> YI	ES. REDUCE FINI	MNGS TO LF	VEL 1 SATTACH COPY	S) OF PREVIOUS REPORTS
IF NO, SUBMITLEVEL 2 OR 3 R	EPORT TO MANU	FACTURE			
CAUSE OF [X] ENVI DAMAGE:	RONMENT	[] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
	ED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)		[X] LONG	ERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT E OF PRIOR CORROSION BLEND	VIDENCE DUT, OR	[] STRING		[] WEB	[]FITTING
REPAIR? YES NO IF YES, INDICATE WHICH ONE(S BLEND OUT REPAIR	5) APPLY:	[] FRAME		[] SKIN	[ ] FLOOR BEAM
	·	[] SHEAR T	ΊΕ	[] DOUBLER	[] ATTACH ANGLE
		[] BRACKE	and the second sec	[] RIB	[] OTHER
DAMAGE LOCATION - Include references, and Include axis varia	le range data if ne bles. Also, provid	cessary for under te Renair Specifi	standing extending extended	ent of damage, Provide and France and Fr	at least two axis' or Str/Long
Station Nu				end-Out	Repair
Range (7	(0)			ormation	Reference (if used):
YAxis 680 To YA	xis 700		•	s IAW SRM Figure:	Engineer Sketch Number: EO# 00- 107
X Axis To X Ax	is:		entage Mater Blend-out:	al Thickness	Manufacture's Drawing No.:
ZAxis ToZAx	-ia-	SRM	Figure Used	:	SRM Repair Figure:
	Str/Long LH/F		e Item No. <u>:</u>	· · · · · · · · · · · · · · · · · · ·	Repair Index No.:
Str/Long LH/RH: <u>33</u> To DESCRIPTION OF DAMAGE		and the second s	CTION:		
		· · · · · · · · · · · · · · · · · · ·			
Found corrosion damage to Lo	ngeron 33 R/H	between Y 680	&Y700,0	lamage exceeded lim	itations I/A/W DC-8 SRM.
		· · · · · · · · · · · · · · · · · · ·			
Removed damage, treated area	I/A/W/DC-8 SR	M 51-1-8 . Fab	ricated and	installed repair I/A/W	7 EO# 00-107.
REPAIR FACILITY NON R	OUTINE NUM	BER(S): 2A0	23	· .	
SERVICE DIFFICULTY RE					
			a day an bra		
20006800					
SO31 Rev. 5 SHA 3n. 1998	DED AREAS TO 1	BE COMPLETED	) BY EWA RI	EPRESENTATIVE.	EWA Quality Control RRXA 07 Stamp or Initialize:

**INSPECTION REPORT** 

(This form only required for primary structure)

				IDE AIRLI		CHECK TY D		INSPECTION DATE 18-JULY-00
	AIL NO.	N8084U	MODEL I	DC-8-71F		PAIR FACILITY		NN. TECHNICAL SERVICES
F.	ACTORY	SERIAL NO. 45	974		MANUFAC	TURE'S CORROSIO TASK N		45600551
R	NIFIAL IN	SPECTION	[]YES	[X] NO	* INTERV	L SINCE LAST		09/21/98
*	INSPEC	FION FINDINGS:	L] FEVE	II. LEVEL		[X] .	L. en	U WIDESPREAD
	EWAR	ELIABILITY SE	CTION - CON	IPLETE THE FOLI	OWING IF I	EVEL 2 OR 3 CORI	ROŜIO	NISINDICATED ABOVE
D	O PREVIO	US CORROSION INS	PECTION RECO	RDS SHOW LEVEL VES, REDUCE EIND	T CORROSIO INGS TO LEN	N FINDINGS ON TH CL-L : ATTACH CO	E AFFI PY(S) C	CTED MEMBER(S)? F PREVIOUS REPORTS
DO	D PREVIO	US CORROSIONINS AIT-LEVEL 2 OR 3 R	PECTION RECO	RDS SHOW LEVEL	I CORROSIO	N FINDINGS ON THI	e affe	CTED MEMBER(S)?
0.000	AUSE O		RONMENT	[] INTERNAL LI	EAKAGE	[] CHEMICAL SPI	LL	]]LAV/GALLEY SPILL
D.	AMAGE	: [] BLOCK	ED DRAIN	[] WET INSULAT	TION	[] UNKNOWN		] OTHER
C	ORROD	ED MEMBER(S)	-	1.				
DC	) THE ME	MBER(S) EXHIBIT E	VIDENCE	[X] LONGI		[] SPAR CAP		[] BULKHEAD
OF	PRIOR CO	ORROSION BLEND	OUT, OR	[] STRINGE	ER	[] WEB		[] FITTING
IF		CATE WHICH ONE(S REPAIR		[] FRAME	•	[] SKIN		[] FLOOR BEAM
	ENDOUT	NEI / III	• <u></u> •	[] SHEAR T	IE	[] DOUBLER		[] ATTACH ANGLE
				[] BRACKE		[] RIB		[] OTHER
DA ref	MAGE I	LOCATION - Inclue nd Include axis varia	bles. Also, prov	vide Repair Specific	ations Inform	ation, Blend-out an	de at le id Repa	ast two axis' or Str/Long ir References (if used).
. •	· ·	Station Nu Range (				nd-Out rmation		Repair Reference (if used):
		· · ·		-		IAW SRM Figure:		Engineer Sketch Number:
Y.	Axis	8 To YA	xis -67		entage Materia	d Thickness		Manufacture's Drawing No
X.	Axis	Το ΧΑΧ	cis:	· · · · ·	Blend-out: Figure Used:	•		SRM Repair Figure:_53-2-2
7. /	Axis	Το ΖΑ	cis:	_			-   '	5KM Kepair Figure:_55-2-2
04	/Long Ll	H/RH: 31 To	Str/Long LH		e Item No. <u>:</u>		[1	Repair Index No.:
		ON OF DAMAGE			CTION:		<u> </u>	
	 		••••			· · ·		
For	und corre	sion damage to Lo	ongeron 31 R/H	I between Y 8 &	Y -67 , dam	nge exceeded limi	tations	I/A/W DC-8 SRM.
	· · · .				· · · · · · · · · · · · · · · · · · ·		•	
Rei	moved da	amage, treated area	I/A/W/DC-8 S	SRM 51-1-8 . Fab	ricated and i	nstalled New Lon	geron	I/A/W DC-8 SRM 53-2-2.
RE	PAIRF	ACILITY NON F	ROUTINE NU	MBER(S): 4A05	57			
SE	RVICE	DIFFICULTY RI	PORT NO.:	RRXA002701				
. *	508000					· · · ·		
	31 Rev. 5 n. 1998	SHA	DED AREAS TO	O BE COMPLETEL	) BY EWA RE	PRESENTATIVE.		WA Quality Control RRXA 07
							S	tamp or Initialize.
							100	
1.12	1.1.1				and the set of		•	

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# CORROSION PREVENTION AND CONTROL PROGRAM INSPECTION REPORT

TAIL NO. N8084U	074			•	TENN. TECHNICAL SERVICES	
FACTORY SERIAL NO. 459	974		MANUF	ACTURE'S CORROSION TASK NO:.	45600551	
INITIAL INSPECTION	- [ ] YES	[X]	NO : + INTER	VAL SINCE LAST	09/21/98	
* INSPECTION FINDINGS:	[]	Ω	XI	TION [X]		
	LEVE	and the State Leader of the State of the	the second second second second second second second	EVEL 3 - LUCAL	and the second	
* EWA RELIABILITY SEC DO PREVIOUS CORROSION INS	PECTION RECO	RDS SHOW I	EVEL I CORROS	ION FINDINGS ON THE AI	FECTED MEMBER(S)?	
YES NO	III SALE IF	YES, REDUC	E FINDINGS TO L	EVEL 1 - ATTACHCOPY(S	S) OF PREVIOUS REPORTS	
DO PREVIOUS CORROSION INSI IF NO. SUBMIT LEVEL 2 OR 3 RU	PECTION RECO PEORE TO MÁN	RDS SHOW 1 UFACTURE	EVEL 1 CORROS	ION FINDINGS ON THE AI	FECTED MEMBER(S)?	
	RONMENT		NAL LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL	
DAMAGE:	ED DRAIN	I WET IN	SULATION	[] UNKNOWN	( ) OTHER	
CORRODED MEMBER(S)			SOLATION		[] OTHER	
		[]LO	DNGERON	[] SPAR CAP	[] BULKHEAD	
DO THE MEMBER(S) EXHIBIT EV OF PRIOR CORROSION BLEND O	UT, OR	[] 51	RINGER	[] WEB	[] FITTING	
REPAIR? YES NO IF YES, INDICATE WHICH ONE(S	$X \xrightarrow{\text{APPLY}}$	() FR	AME	[] SKIN	[] FLOOR BEAM	
BLEND OUT REPAIR						
	•		EAR TIE	[X] DOUBLER	[]ATTACH ANGLE	
DAMAGE LOCATION - Includ	le range data if i		[] BRACKET [] RIB cessary for understanding extent of damage, Provide a		[] OTHER t least two axis' or Str/Long	
references, and Include axis varia	bles. Also, prov	vide Repair S	pecifications Info	ormation, Blend-out and R	epair References (if used).	
Station Nu Range (I		t i		Blend-Out Iformation	Repair Reference (if used):	
				ess IAW SRM Figure:	Engineer Sketch Number: EO# 00	
Y Axis -67 To	Y Axis				107	
			Percentage Mat	arial Thickness	Manufacture's Drawing Ma	
	X Axis:		Percentage Mat After Blend-out		Manufacture's Drawing No.:	
	X Axis:		After Blend-out	:		
X Axis -17 To				:	Manufacture's Drawing No.: SRM Repair Figure:	
X Axis -17 To Z Axis -11 To	Z Axis:		After Blend-out	: ed:		
X Axis -17 To  Z Axis -11 To Str/Long LH/RH: To St	Z Axis:	· · · · · · · · · · · · · · · · · · ·	After Blend-out SRM Figure Us Figure Item No.	: ed:	SRM Repair Figure:	
X Axis -17 To  Z Axis -11 To Str/Long LH/RH: To St	Z Axis:	· · · · · · · · · · · · · · · · · · ·	After Blend-out SRM Figure Us Figure Item No.	: ed:	SRM Repair Figure:	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI	Z Axis: tr/Long LH/R/ D AREA AND O	CORRECTI	After Blend-out SRM Figure Us Figure Item No. VE ACTION:	: ed:	SRM Repair Figure: Repair Index No.:	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI	Z Axis: tr/Long LH/R/ D AREA AND O	CORRECTI	After Blend-out SRM Figure Us Figure Item No. VE ACTION:	: ed:	SRM Repair Figure: Repair Index No.:	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI	Z Axis: tr/Long LH/R/ D AREA AND O	CORRECTI	After Blend-out SRM Figure Us Figure Item No. VE ACTION:	: ed:	SRM Repair Figure: Repair Index No.:	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI Found corrosion damage to Do	Z Axis: tr/Long LH/R/ D AREA AND O publer at Y -67	CORRECTI , X -17, Z -	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM.	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMACEI Found corrosion damage to Do Removed damage, treated area	Z Axis: tr/Long LH/R/ D AREA AND o publer at Y -67 I/A/W/DC-8 S	CORRECTI , X -17, Z - BRM 51-1-8	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM.	
X Axis -17 To Z Axis -11 To	Z Axis: tr/Long LH/R/ D AREA AND o publer at Y -67 I/A/W/DC-8 S	CORRECTI , X -17, Z - BRM 51-1-8	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM.	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI Found corrosion damage to Do Removed damage, treated area REPAIR FACILITY NON R	Z Axis: tr/Long LH/R/ D AREA AND o publer at Y -67 I/A/W/DC-8 S OUTINE NU	CORRECTI , X -17, Z - ERM 51-1-8 MBER(S):	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM.	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMACEI Found corrosion damage to Do Removed damage, treated area	Z Axis: tr/Long LH/R/ D AREA AND o publer at Y -67 I/A/W/DC-8 S OUTINE NU	CORRECTI , X -17, Z - ERM 51-1-8 MBER(S):	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM.	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI Found corrosion damage to Do Removed damage, treated area REPAIR FACILITY NON R SERVICE DIFFICUETY RE 45606700	Z Axis: tr/Long LH/R/ D AREA AND O publer at Y -67 I/A/W/DC-8 S OUTINE NUI PORT NO.:	CORRECTI , X -17, Z - SRM 51-1-8 MBER(S): RRXA002	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: ed: : ceeded limitations I/A/W d installed repair I/A/W	SRM Repair Figure:           Repair Index No.:           // DC-8 SRM.           EO# 00-107.	
X Axis -17 To Z Axis -11 To Str/Long LH/RH: To St DESCRIPTION OF DAMAGEI Found corrosion damage to Do Removed damage, treated area REPAIR FACILITY NON R SERVICE DIFFICULTY RE 45606700	Z Axis: tr/Long LH/R/ D AREA AND O publer at Y -67 I/A/W/DC-8 S OUTINE NUI PORT NO.:	CORRECTI , X -17, Z - SRM 51-1-8 MBER(S): RRXA002	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: : : : : : : : : : : : : : : : : : :	SRM Repair Figure: Repair Index No.: / DC-8 SRM. EO# 00-107.	
X Axis       -17       To         Z Axis       -11       To         Str/Long LH/RH:	Z Axis: tr/Long LH/R/ D AREA AND O publer at Y -67 I/A/W/DC-8 S OUTINE NUI PORT NO.:	CORRECTI , X -17, Z - SRM 51-1-8 MBER(S): RRXA002	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: ed: : ceeded limitations I/A/W d installed repair I/A/W	SRM Repair Figure:           Repair Index No.:           // DC-8 SRM.           EO# 00-107.	
X Axis       -17       To         Z Axis       -11       To         Str/Long LH/RH:	Z Axis: tr/Long LH/R/ D AREA AND O publer at Y -67 I/A/W/DC-8 S OUTINE NUI PORT NO.:	CORRECTI , X -17, Z - SRM 51-1-8 MBER(S): RRXA002	After Blend-out SRM Figure Us Figure Item No. VE ACTION: 11 , damage exc . Fabricated an 4B085	: ed: : ceeded limitations I/A/W d installed repair I/A/W	SRM Repair Figure: Repair Index No.: / DC-8 SRM. EO# 00-107.	

**INSPECTION REPORT** 

(This form only required for primary structure)

		DE AIRL		CHECK TYPE D	INSPECTION DATE 18-JULY-00	
FAIL NO. N8084U	MODEL D	C-8-71F	MAINT/REPAIR FA	CILITY	TENN. TECHNICAL SERVICES	
FACTORY SERIAL NO. 4597			MANUFACTURE'S	TASK NO:.	465R0551	
INITIAL INSPECTION	[]YES	[X] NO	* INTERVAL SINC INSPECTION	ELAST	09/21/98	
* INSPECTION FINDINGS:	[] LEVEI		L2 LEVEL 3		[] WIDESPREAD	alt.
* EWA RELIABILITY SEC	TION - COM	PLETE THE FOI	LOWING IN LEVEL 2	OR 3 CORROSI	ON IS INDICATED ABOVE	
DO PREVIOUS CORROSION INSP VES	ECTION RECOL	EDS SHOW LEVE TES: REDUCE FIN	L'ILCORROSION FIND DINGS TO LEVEL 1-7	NGS ON THE AF	FECTED MEMBER(S)?	
DO PREVIOUS CORROSION INSP	ECTION RECOR	DS SHOW LEVE	L.I. CORROSION FINDI	The second second second second		
FNO SUBMITTEVEL 2 OR 3 RE CAUSE OF [X] ENVIR		JFACTURE [] INTERNAL I		EMICAL SPILL	] LAV/GALLEY SPILL	
DAMAGE:						
[]BLOCKE	D DRAIN	[] WET INSUL	ATION [] UNI	KNOWN	[] OTHER	
CORRODED MEMBER(S)		[]LONGE	RON []SP	AR CAP	[] BULKHEAD	
OO THE MEMBER(S) EXHIBIT EV. OF PRIOR CORROSION BLEND OU	UT, OR	[] STRING	GER [] WI	EB	[] FITTING	
FYES, INDICATE WHICH ONE(S)	X APPLY:	[] FRAME	[] SK	NL	[] FLOOR BEAM	
BLEND OUT REPAIR		[] SHEAR	TIE [X] D	OUBLER	[] ATTACH ANGLE	
	.	[]BRACK	ET []RH	3	[] OTHER	
DAMAGE LOCATION - Include eferences, and Include axis variab		ecessary for unde	erstanding extent of da	mage, Provide at	least two axis' or Str/Long	
station Nun	the second s		Blend-Ou	The second state of the se	Repair References (if used).	
Range (T			Informatio		Reference (if used)	:
	Axis: -12		ginal Thickness IAW S	SRM Figure:	Engineer Sketch Number:EO	
	Axis:	Per	centage Material Thick er Blend-out:	ness	Manufacture's Drawing No.:	
	· · ·		M Figure Used:		SRM Repair Figure:	
	Axis:		ure Item No. <u>:</u>			
Z Axis:10To Z .		1 101			Renair Index No ·	
tr/Long LH/RH: To Sta	r/Long LH/R/	н		· · ·	Repair Index No.:	· · · ·
tr/Long LH/RH: To Sta		н			Repair Index No.:	
		н			Repair Index No.:	
tr/Long LH/RH: To Sti ESCRIPTION OF DAMAGED	AREA AND (	H	ACTION:	age exceeded li		
tr/Long LH/RH: To Sta ESCRIPTION OF DAMAGED	AREA AND (	H	ACTION:	age exceeded li		
tr/Long LH/RH: To Sta	AREA AND C	H CORRECTIVE 4 Y 8 & Y -12 at	ACTION: X 59 & Z -10 , dam	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH: To Str ESCRIPTION OF DAMAGED Cound corrosion damage to Dou	ubler between	H CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa	ACTION: X 59 & Z -10 , dam bricated and installed	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH: To Sti ESCRIPTION OF DAMAGED ound corrosion damage to Dou emoved damage,treated area I	ubler between	H CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa	ACTION: X 59 & Z -10 , dam bricated and installed	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH: To Str ESCRIPTION OF DAMAGED ound corrosion damage to Dou emoved damage, treated area I REPAIR FACILITY NON RO	AREA AND C ubler between I/A/W/DC-8 S OUTINE NUI	H_ CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa MBER(S): 4B	ACTION: X 59 & Z -10 , dam bricated and installed	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH: To Str TESCRIPTION OF DAMAGED ound corrosion damage to Dou temoved damage, treated area I REPAIR FACILITY NON RO ERVICE DIFFICULTY RE	AREA AND C ubler between I/A/W/DC-8 S OUTINE NUI	H_ CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa MBER(S): 4B	ACTION: X 59 & Z -10 , dam bricated and installed	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH: To Str DESCRIPTION OF DAMAGED	AREA AND C ubler between I/A/W/DC-8 S OUTINE NUI	H_ CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa MBER(S): 4B	ACTION: X 59 & Z -10 , dam bricated and installed	· .	imitations I/A/W DC-8 SRM.	
tr/Long LH/RH:To Str TESCRIPTION OF DAMAGED Found corrosion damage to Dou temoved damage, treated area I REPAIR FACILITY NON RO ERVICE DIFFICULTY REL 65R8000 031 Rev. 5 SHAL	AREA AND O ubler between //A/W/DC-8 S OUTINE NUI PORT NO	H_ CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa MBER(S): 4B RRXA002704	ACTION: X 59 & Z -10 , dam bricated and installed	d repair I/A/W	imitations I/A/W DC-8 SRM. EO# 00-107. EWA Quality Control RRXA 07	
tr/Long LH/RH:To Str TESCRIPTION OF DAMAGED ound corrosion damage to Dou lemoved damage,treated area I REPAIR FACILITY NON RO ERVICE DIFFICULTY RE 65R8000	AREA AND O ubler between //A/W/DC-8 S OUTINE NUI PORT NO	H_ CORRECTIVE 4 Y 8 & Y -12 at RM 51-1-8 . Fa MBER(S): 4B RRXA002704	ACTION: X 59 & Z -10 , dam bricated and installed 226	d repair I/A/W	imitations I/A/W DC-8 SRM. EO# 00-107.	

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#### **INSPECTION REPORT**

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(This form only required for primary structure)

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EMERY WORLDW			CHECK TYPE D	DATE 18-JULY-00
TAIL NO. N8084U MODEL	DC-8-71F	MAINT	REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	· · · · · · · · · · · · · · · · · · ·	MANU	FACTURE'S CORROSION TASK NO:.	109R0551
INITIAL INSPECTION	[X]	NO * INTE INSPEC	RVAL SINCE LAST	09/21/98
* INSPECTION FINDINGS: []	<u>[</u> ]			
J. LEVI		EVEL 2	LEVELS LOCAL	WIDESPREAD
EWA RELIABILITY SECTION - CON DO PREVIOUS CORROSION INSPECTION RECO YES NO IF DO PREVIOUS CORROSION INSPECTION RECO IF NO. SUBMITTE VEL 2 OR TREPORT TO MAN	DRDS SHOWI YES, REDUC DRDS SHOWI	EVEL CORRE EFINDINGS TO EVEL CORRE	SION FINDINGS ON THE A LEVEL 1 - ATTACH COPY(	FFECTED MEMBER(S)? S) OF PREVIOUS REPORTS
CAUSE OF [X] ENVIRONMENT		NAL LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:				
[]BLOCKED DRAIN	[] WET IN	ISULATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	1 114	ONGERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X		RINGER	[] WEB	[X ] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT REPAIR	· []FP	AME	[] SKIN	[] FLOOR BEAM
	[]SH	IEAR TIE	[] DOUBLER	[] ATTACH ANGLE
		ACKET	[] RIB	[] OTHER
DAMAGE LOCATION - Include range data if references, and Include axis variables. Also, pro	necessary for vide Repair S	understanding Specifications In	extent of damage, Provide formation, Blend-out and H	at least two axis' or Str/Long Repair References (if used).
Station Number	· · .		Blend-Out	Repair
Range (TO)	<u> </u>		Information mess IAW SRM Figure:	Reference (if used): Engineer Sketch Number:EO#
Y Axis: 410 To Y Axis:		Original Thick	mess IAW SKIM Figure:	Engineer Sketch Number: EO#
	W408	Percentage Ma After Blend-or	terial Thickness nt:	Manufacture's Drawing No.:
		SRM Figure U	sed:	SRM Repair Figure:
Z Axis:To Z Axis:		Figure Item N		Repair Index No.:
Str/Long LH/RH: To _Str/Long LH/R	/H	T Pare rom in	^ <u>-</u>	
DESCRIPTION OF DAMAGED AREA AND		<b>VE ACTION:</b>	•	
	•••			
$\overline{\mathbf{r}}$	hotuson VI	TTI AGA P. WIL	100 damage exceeded	
Found corrosion damage to Fitting at Y 410	Detween AI	· W 4J4 & AW	406, damage exceeded	miniations I/A/ w DC-6 SKM.
Removed damage, treated area I/A/W/DC-8	SRM 51-1-8	. Fabricated a	nd installed repair I/A/W	/ EO# 00-107.
REPAIR FACILITY NON ROUTINE NU	UMBER(S):	1B314		
SERVICE DIFFICULTY REPORT NO.:	RRXA002	715		
109R4100				
E031 Rev. 5 SHADED AREAS T 'an. 1998	O BE COMP.	LETED BY EWA	REPRESENTATIVE.	EWA Ouality Control RRXA 07 Stamp or Initialize

#### **INSPECTION REPORT**

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EMERY WORLDW	TDF AIRL	INFS	CHECK TYPE	INSPECTION
	DC-8-71F		D EPAIR FACILITY	DATE 18-JULY-00
TAIL NO. MOOTO				
FACTORY SERIAL NO. 45974	а. — 2013 г. А	MANUFA	CTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION	[ X] NO	* INTERV INSPECT	AL SINCE LAST	09/21/98
* INSPECTION FINDINGS:	[X]		and a straight of the second se	Li anti di seconda di s
LEVI		and the second second second second second	VEL 3	WIDESPREAD
* EWA RELIABILITY SECTION - CON DO PREVIOUS CORROSIONINSPECTION RECO	MPLETE THE FO DRDS SHOW LEVE	LLOWING IF LLI CORROSI	GEVEL 2 OR 3 CORROS ON FINDINGS ON THE AF	ON IS INDICATED ABOVE FECTED MEMBER(S)?
YES NO	YES, REDUCE FIN	DINGS TO LE	VEL 1 - ATTACH COPY(S	OF PREVIOUS REPORTS
DO BREVIOUS CORROSION INSPECTION REC IF NO SUBMIT LEVEL 2 OR 3 REPORT TO MAI	ORDS SHOW LEVE	L I CORROSIO	IN FINDINGS ON THE AF	FECTED MEMBER(S)?
CAUSE OF [X ] ENVIRONMENT	[] INTERNAL	LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:	[] WET INSUL	ATION	[] UNKNOWN	[] OTHER
[] BLOCKED DRAIN CORRODED MEMBER(S)			[] Grandania	
	[] LONGI	ERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR	[] STRIN	GER	[] WEB	[] FITTING
REPAIR? YES NO X IF YES, INDICATE WHICH ONE(S) APPLY:	[]FRAMI	E	[X] SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEAR		] DOUBLER	[] ATTACH ANGLE
DAMAGE LOCATION - Include range data if	[] DRACK	lerstanding ext	[] RIB tent of damage, Provide a	] OTHER t least two axis' or Str/Long
references, and Include axis variables. Also, pro	ovide Repair Speci	ifications Info	mation, Blend-out and Re	epair References (if used).
Station Number Range (TO)			lend-Out formation	Repair Reference (if used):
K	Or	riginal Thickne	ess IAW SRM Figure:	Engineer Sketch Number:EO # ( 107
Y Axis: 848 To Y Axis:		rcentage Mate	rial Thickness	Manufacture's Drawing No.:
1 (AAD) 10 1 1 ////	110			
	Af	fter Blend-out:		
X Axis: 60 _To X Axis:	Af			SRM Repair Figure:
X Axis: 60 _To X Axis: Z Axis:To Z Axis:	Af SR Fig	fter Blend-out:	d:	SRM Repair Figure: Repair Index No.:
X Axis: 60 _To X Axis: Z Axis: To Z Axis: Str/Long LH/RH: To Str/Long LH/I	Af SR  R/H_	tter Blend-out: M Figure Use gure Item No. <u>:</u>	d:	
X Axis: 60 To X Axis: Z Axis:To Z Axis:	Af SR  R/H_	tter Blend-out: M Figure Use gure Item No. <u>:</u>	d:	
X Axis: 60 To X Axis: Z Axis:To Z Axis: Str/Long LH/RH:To Str/Long LH/I DESCRIPTION OF DAMAGED AREA AND	R/H Af	fter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION:	d:	Repair Index No.:
X Axis: 60 To X Axis: Z Axis:To Z Axis: Str/Long LH/RH:To Str/Long LH/I DESCRIPTION OF DAMAGED AREA AND	R/H Af	fter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION:	d:	Repair Index No.:
X Axis: 60 To X Axis: Z Axis:To Z Axis: Str/Long LH/RH:To Str/Long LH/I DESCRIPTION OF DAMAGED AREA AND	R/H Af	fter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION:	d:	Repair Index No.:
X Axis: 60 To X Axis: Z Axis: To Z Axis: Str/Long LH/RH: To Str/Long LH/R DESCRIPTION OF DAMAGED AREA AND Found corrosion damage to Skin at Y 848 &	Af SR Fig CORRECTIVE & X 60 , damage	fter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION: exceeded lin	d:	Repair Index No.:
X Axis:       60       To       X Axis:         Z Axis:      To       Z Axis:         Str/Long LH/RH:      To       Str/Long LH/R         DESCRIPTION OF DAMAGED AREA AND         Found corrosion damage to Skin at Y 848 &         Removed damage, treated area I/A/W/DC-8	Af SR Fig CORRECTIVE & X 60 , damage	ter Blend-out: M Figure Use gure Item No.: ACTION: exceeded lin abricated and	d:	Repair Index No.:
X Axis:       60       To       X Axis:         Z Axis:      To       Z Axis:         Str/Long LH/RH:      To       Str/Long LH/R         DESCRIPTION OF DAMAGED AREA AND         Found corrosion damage to Skin at Y 848 &         Removed damage, treated area I/A/W/DC-8	Af SR Fig CORRECTIVE & X 60 , damage	ter Blend-out: M Figure Use gure Item No.: ACTION: exceeded lin abricated and	d:	Repair Index No.:
X Axis:       60       To       X Axis:         Z Axis:       To       Z Axis:         Str/Long LH/RH:       To       Str/Long LH/R         DESCRIPTION OF DAMAGED AREA AND         Found corrosion damage to Skin at Y 848 &         Removed damage, treated area I/A/W/DC-8         REPAIR FACILITY NON ROUTINE N	Af SR Fig CORRECTIVE & X 60 , damage SRM 51-1-8 . F UMBER(S): 10	ter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION: exceeded lin cabricated and C015	d:	Repair Index No.:
X Axis:       60       To       X Axis:         Z Axis:       To       Z Axis:         Str/Long LH/RH:       To       Str/Long LH/R         DESCRIPTION OF DAMAGED AREA AND         Found corrosion damage to Skin at Y 848 &         Removed damage, treated area I/A/W/DC-8         REPAIR FACILITY NON ROUTINE N	Af SR Fig CORRECTIVE & X 60 , damage SRM 51-1-8 . F UMBER(S): 10	ter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION: exceeded lin cabricated and C015	d:	Repair Index No.:
X Axis: 60 To X Axis: Z Axis:To Z Axis: Str/Long LH/RH:To Str/Long LH/I	Af SR Fig CORRECTIVE & X 60 , damage SRM 51-1-8 . F UMBER(S): 10	ter Blend-out: RM Figure Use gure Item No. <u>:</u> ACTION: exceeded lin cabricated and C015	d:	Repair Index No.:

INSPECTION REPORT

DO PREMIOUS COR TENCI SUBMITIEN CAUSE OF DAMAGE: CORRODED MI DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE W BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	INO. 459 TON FINDINGS: BILITY SEC ROSION INSE NO ROSION INSE VEL 2 OR 3 RE [X] ENVIR [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR FION - Includ	74 [] YES [] LEV THON - CO ECTION RECO FECTION RECO FORT TO MA CONMENT ED DRAIN UDENCE UT, OR X ) APPLY: e range data in bles. Also, pr mber	MPLETE THE ORDS SHOW L VES, REDUCI ORDS SHOW 1 NUFACTURE. [] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR f necessary for	MANUFA NO * INTER INSPEC CI I I EVEL 2 I FOLLOWING I EVEL CORROS E FINDINGS FOT EVEL I CORROS VAL LEAKAGE ISULATION LONGERON RINGER CAME IEAR TIE CACKET	TION  I J LOCAI EVEL 3 IN I LOCAI F LEVEL 2 OR 3 CORRO		
INITIAL INSPECT * INSPECTION F * INSPECTION F DO PREVIOUS COR TES DO PREVIOUS COR IF NO, SUBMIT LEX CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis: X Axis:	ION FINDINGS: BILITY SEC ROSION INSE NO ROSION INSE VEL 2 OR 3 RE [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR TION - Includ ude axis varial Station Nu	[ ] YES [ ] LEV TION - CO ECTION RECO ECTION RECO PORT TO MA ONMENT ED DRAIN //IDENCE UT, OR X ) APPLY: e range data in bles. Also, pr mber	EL 1 LI MPLETE THE ORDS SHOW L VES, REDUCT ORDS SHOW I NUFACTURE, (] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR	NO TINTER INSPEC CI I EVEL 2 I FOLEOWING I EVEL CORROS E FINDINGS FO F EVEL I CORROS VAL LEAKAGE ISULATION CONGERON RINGER AME EAR TIE CACKET	TASK NO VAL SINCE LAST FION I J LOCAL F LEVEL 2 OR 3 CORRO SION FINDINGS ON THE EVEL 1 ATTACH COP ION FINDINGS ON THE I CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide		
* INSPECTION I * INSPECTION I CAUSE OF DAMAGE: CORRODED M CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis: X Axis:	FINDINGS: BILITY SEC ROSION INSE NO ROSION INSE VEL 2 OR 3 RE [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR FION - Includ ude axis varial Station Nu	I LEV LEV TION - CO ECTION RECO PORT TO MA ONMENT ED DRAIN UDENCE UT, OR X APPLY: e range data in bles. Also, pr mber	EL 1 LI MPLETE THE ORDS SHOW L VES, REDUCT ORDS SHOW I NUFACTURE, (] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR	INSPEC         CI       I         EVEL 2       I         FOLEOWING I         EVEL CORROS         EVEL CORROS         VAL LEAKAGE         ISULATION         CAME         EAR TIE         CACKET         Understanding et Specifications Info	VAL SINCE LAST TION UNIT OF COMPARISON OF COMPARISON FUNDINGS ON THE EVEL 1 ATTACH COMPANIES ON THE EVEL 1 ATTACH COMPANIES ON THE COMPANIES ON THE C	09/21/98    WIDE SPREAD SSION ISUNDICATED ABOVE AFFECTED MEMBER(S)? (S) OF RREVIOUS REPORTS AFFECTED MEMBER(S)? L [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER = at least two axis' or Str/Long	
EWA RELIAF DO PREVIOUS COR YES     DO PREVIOUS COR IF-NO, SUBMILLEY     CAUSE OF DAMAGE:     CORRODED M. DO THE MEMBER(S OF PRIOR CORROSS) REPAIR? YES IF YES, INDICATE V BLEND OUT     DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis: Str/Long LH/RH:	BIL IFV SEC ROSION INSE NO ROSION INSE VEL 2 OR 3 RE [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR FION - Includ ude axis varial Station Nu	I LEV LEV TION - CO ECTION RECO PORT TO MA ONMENT ED DRAIN UDENCE UT, OR X APPLY: e range data in bles. Also, pr mber	EL 1 LI MPLETE THE ORDS SHOW L VES, REDUCT ORDS SHOW I NUFACTURE, (] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR	INSPEC	Image: state of the state	DSION ISUNDICATED ABOVE AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)? (I) LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
EWA RELIAE DO PREVIOUS COR YES DO PREVIOUS COR IFNO, SUBMILLEY CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSS REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis:	BIL IFV SEC ROSION INSE NO ROSION INSE VEL 2 OR 3 RE [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR FION - Includ ude axis varial Station Nu	LEV TION - CO ECTION REC PORTION REC PORTION REC PORTION REC PORTION REC PORTION REC PORTION REC ED DRAIN UDENCE UT, OR X ) APPLY: e range data in bles. Also, pr mber	EL, I EL MPLETE THE ORDS SHOW L YES, REDUCT ORDS SHOW I NUFACTURE [] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR	EVEL 2 1 FOLLOWING I EVEL LORROS E FINDINGS TO T EVEL LORROS VAL LEAKAGE ISULATION CONGERON RINGER AME EAR TIE CACKET UNDERSTANDING CON	EVEL 3   LOCAL F LEVEL 2 OR 3 CORRO SION FINDINGS ON THE EVEL 1 ATTACH COP ION FINDINGS ON THE [] CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	DSION ISUNDICATED ABOVE AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)? (I) LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
DO PREMIOUS COR VES DO PREMIOUS COR JENO. SUBMITLES CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis: X Axis:	ROSION INSI NO ROSION INSE VEL 2 OR 3 RE [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S) REPAIR TION - Includ ude axis varial Station Nu	ECTION RECO IF ECTION RECO PORT TO MA CONMENT ED DRAIN //IDENCE UT, OR X ) APPLY: e range data in bles. Also, pro- mber	ORDS SHOWL VES, REDUCI ORDS SHOW I NUFACTURE, [] INTERN [] WET IN [] WET IN [] ST [] FR [] SH [] BR	EVEL LCORROS EFINDINGS TO I EVEL LCORROS VAL LEAKAGE ISULATION LONGERON RINGER AME EAR TIE ACKET understanding ex Specifications Info	SION FINDINGS ON THE EVEL 1 ATTACHTORY NON FINDINGS ON THE [] CHEMICAL SPILI [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)? L []LAV/GALLEY SPILL []OTHER []BULKHEAD []FITTING []FLOOR BEAM []ATTACH ANGLE []OTHER e at least two axis' or Str/Long	
DO PREVIOUS COR IP NOI SUBMITIEN CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis:	IROSION INST VEL 2 OR 3 RE [X] ENVIR [] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	PORT TO MA PORT TO MA CONMENT ED DRAIN VIDENCE UT, OR X ) APPLY: e range data in bles. Also, pro- mber	ORDS SHOWT NUFACTURE, [] INTERN [] WET IN [] ST [] FR [] SH [] BR f necessary for	EVEL LOORKOS VAL LEAKAGE ISULATION LONGERON RINGER AME EAR TIE EAR TIE ACKET understanding ex Specifications Info	ION FINDINGS ON FHE [] CHEMICAL SPILI [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	AFFECTED MEMBER(S)? L [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
TE NO SUBMITUESS CAUSE OF DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROS] REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inclu Y Axis 350 X Axis: Z Axis:	VEL ORSERE [X]ENVIR []BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	PORT-TO-MA CONMENT ED DRAIN /IDENCE UT, OR X ) APPLY: e range data in bles. Also, pri mber	IVFACTURES [] INTERN [] WET IN [] X] I [] ST [] SH [] SH [] BR [] BR	VAL LEAKAGE ISULATION LONGERON RINGER CAME IEAR TIE CACKET runderstanding et Specifications Info	[] CHEMICAL SPILI [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	L [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
DAMAGE: CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inclu Y Axis 350 X Axis: Z Axis: Z Axis: Str/Long LH/RH:	[] BLOCKI EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	ED DRAIN VIDENCE UT, OR X ) APPLY: e range data in bles. Also, primber	[] WET IN [X] I [] ST [] FR [] SH [] BR f necessary for	ISULATION LONGERON RINGER AME EAR TIE LACKET understanding ex Specifications Info	[] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	[] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
CORRODED M DO THE MEMBER(S OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inclu Y Axis 350 X Axis: Z Axis: Z Axis:	EMBER(S) S) EXHIBIT EV ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	VIDENCE UT, OR X ) APPLY: e range data in bles. Also, pro mber	[X] I [] ST [] FR [] SH [] BR f necessary for	LONGERON RINGER AME EAR TIE ACKET understanding et Specifications Inf	[] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	[] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
DO THE MEMBER(S OF PRIOR CORROSS) REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	S) EXHIBIT EV ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	UT, OR X ) APPLY: e range data in bles. Also, pro mber	[] ST [] FR [] SH [] BR	RINGER AME EAR TIE ACKET understanding et Specifications Info	[] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	[ ] FITTING [ ] FLOOR BEAM [ ] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
OF PRIOR CORROSI REPAIR? YES IF YES, INDICATE V BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Z Axis:	ION BLEND O NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	UT, OR X ) APPLY: e range data in bles. Also, pro mber	[] ST [] FR [] SH [] BR	RINGER AME EAR TIE ACKET understanding et Specifications Info	[] WEB [] SKIN [] DOUBLER [] RIB xtent of damage, Provide	[ ] FITTING [ ] FLOOR BEAM [ ] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
REPAIR?       YES         IF YES, INDICATE V         BLEND OUT         DAMAGE LOCAT         references, and Inclu         Y Axis       350         X Axis:         Z Axis:         Str/Long LH/RH:	NO WHICH ONE(S REPAIR TION - Includ ude axis varial Station Nu	X ) APPLY: e range data in bles. Also, pro mber	[] FR [] SH [] BR f necessary for	EAME EAR TIE CACKET understanding et Specifications Info	[] SKIN [] DOUBLER [] RIB xtent of damage, Provide	[ ] FLOOR BEAM [ ] ATTACH ANGLE [] OTHER e at least two axis' or Str/Long	
BLEND OUT DAMAGE LOCAT references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	REPAIR <b>TION -</b> Includ ude axis varial <b>Station Nu</b>	e range data in bles. Also, pro mber	[] SH	EAR TIE LACKET understanding c Specifications Info	[] DOUBLER [] RIB xtent of damage, Provide	[] ATTACH ANGLE ] OTHER e at least two axis' or Str/Long	
references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	ude axis varial Station Nu	bles. Also, promber	[] BR	ACKET understanding e Specifications Info	[] RIB xtent of damage, Provide	OTHER e at least two axis' or Str/Long	
references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	ude axis varial Station Nu	bles. Also, promber	f necessary for	r understanding e Specifications Inf	xtent of damage, Provide	e at least two axis' or Str/Long	
references, and Inch Y Axis 350 X Axis: Z Axis: Str/Long LH/RH:	ude axis varial Station Nu	bles. Also, promber	ovide Repair S	Specifications Inf	ormation. Blend-out and		
X Axis: Z Axis: Str/Long LH/RH:							
X Axis: Z Axis: Str/Long LH/RH:		'O)	r a tra		Blend-Out nformation	Repair Reference (if used):	
X Axis: Z Axis: Str/Long LH/RH:	•	•			ness IAW SRM Figure:	Engineer Sketch Number:	
Z Axis:	To	Y Axis:		Percentage Mat	tcrial Thickness	Manufacture's Drawing No.:	
Str/Long LH/RH:	To X	Axis:		After Blend-ou SRM Figure Us		SRM Repair Figure:_53-2-2	
Str/Long LH/RH:	To ZA	xis:					
Str/Long LH/RH:				Figure Item No	•	Repair Index No.:	
DESCRIPTION OF	: <u></u> 10 F DAMAGEI	AREA ANL	O CORRECTI	VE ACTION:			
			· · · · · · · · · · · · · · · · · · ·				
Found corrosion d	lamage to Lo	ngeron 35 R	/H .at damag	ge exceeded lim	uitations I/A/W DC-8 S	SRM.	
		<u> </u>		<u>.</u>			
Removed damage	treated area	J/A/W/DC-8	SRM 51-1-8	3. Fabricated ar	nd installed new Long	eron I/A/W DC-8 SRM 53-2-2.	
romovou damago,	,						
REPAIR FACIL	ITY NON R	OUTINE N	UMBER(S):	5C049			
SERVICE DIFFI	CULTYRE	PORTNO	; RRXA 002	2752			
		and the second					
55703500							
E031 Rev. 5	SHA	DED AREAS	TO BE COMP.	LETED BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA-07	
Jan. 1998	DIIA			1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		Stamp or Initialize,	

			or primary structure)	ki politika na serieta da serieta
EMERY WORLDV			CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MODEL	DC-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFA	CTURE'S CORROSION TASK NO:.	557R0551
INITIAL INSPECTION [] YES	[ X] NO	and the state of the second second	ALSINCE LAST	09/21/98
* INSPECTION FINDINGS: [-]	· · · · [X ] · ·	INSPECT		and a strain of the state of th
LEV * EWA RELIABILITY SECTION - CO	EL I LEVEL		VEL 3 LOCAL	WIDESPREAD
DO PREVIOUS CORROSION INSPECTION REC	ORDS SHOW LEVEL	L I CORROST	ON FINDINGS ON THE AL	
DO PREVIOUS CORROSION INSPECTION REC	the first of the second second second	62 - C.		
IF NO SUBMITLEVEL 2 OR 3 REPORT TO MA	NUFACTURE:		[] CHEMICAL SPILL	1) LAV/GALLEY SPILL
DAMAGE:			· · ·	
[] BLOCKED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONGE	RON	[]SPAR CAP	[ ] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRING	ER	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY:	[]FRAME		[ ] SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEAR	TIE	[] DOUBLER	[X ] ATTACH ANGLE
	[]BRACKI	ET	[] RIB	[] OTHER
DAMAGE LOCATION - Include range data i	f necessary for unde	rstanding ext	tent of damage, Provide a	t least two axis' or Str/Long
references, and Include axis variables. Also, pa Station Number			lend-Out	Repair
Range (TO)			formation	Reference (if used):
Y Axis: 70 To Y Axis:		jinai Thickne	ess IAW SRM Figure:	Engineer Sketch Number:EO#00-1
X Axis: To X Axis:		entage Mate r Blend-out:	rial Thickness	Manufacture's Drawing No.:
		A Figure Use	d:	SRM Repair Figure:
Z Axis:To Z Axis:	Figu	ure Item No. <u>:</u>		Repair Index No.:
Str/Long LH/RH: 22 To Str/Long I	_H/R/H_25			
	CORRECTIVE A	CTION:		
DESCRIPTION OF DAMAGED AREA ANI				
	·····			
DESCRIPTION OF DAMAGED AREA ANI	t Y 70 between Lo	ng 22 R/H	& Long. 25 R/H, dama	ge exceeded limitations I/A/W DC
DESCRIPTION OF DAMAGED AREA AND Found corrosion damage to Attach Angle a	t Y 70 between Lo	mg 22 R/H	& Long. 25 R/H, dama	ge exceeded limitations I/A/W DC
DESCRIPTION OF DAMAGED AREA AND Found corrosion damage to Attach Angle a	t Y 70 between Lo	mg 22 R/H	& Long. 25 R/H, dama	ge exceeded limitations I/A/W DC
DESCRIPTION OF DAMAGED AREA ANI Found corrosion damage to Attach Angle a SRM.				
DESCRIPTION OF DAMAGED AREA ANI Found corrosion damage to Attach Angle a SRM. Removed damage,treated area I/A/W/DC-8	SRM 51-1-8 . Fal	pricated and		
DESCRIPTION OF DAMAGED AREA ANI Found corrosion damage to Attach Angle a SRM. Removed damage,treated area I/A/W/DC-8	SRM 51-1-8 . Fal	pricated and		
DESCRIPTION OF DAMAGED AREA ANI Found corrosion damage to Attach Angle a SRM. Removed damage,treated area I/A/W/DC-8 REPAIR FACILITY NON ROUTINE N SERVICE DIFFICULTY REPORT NO.	SRM 51-1-8 . Fal UMBER(S): 5C0	pricated and		
DESCRIPTION OF DAMAGED AREA ANI Found corrosion damage to Attach Angle a SRM. Removed damage, treated area I/A/W/DC-8 REPAIR FACILITY NON ROUTINE N SERVICE DIFFICULTY REPORT NO. 557R7000	SRM 51-1-8 . Fal UMBER(S): 5C0	bricated and	installed repair I/A/W	

#### CONTODION TIME VENTION AND CONTROL LOOKAMI

**INSPECTION REPORT** 

(This form only required for primary structure)

1L	ENTER I M	ORLDW	/IDE AIRI	LINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT/R		TENN. TECHNICAL SERVICES
FACTORY	SERIAL NO. 45	5974		MANUFA	CTURE'S CORROSION	45600551
SOND STATISTICS	SPECTION	ELVIES.	ENTATZ	N PLINIER DA	TASK NO:.	
				INSPECT		09/21/98
* INSPECT	TION FINDINGS:	E. E.V.	[X ] EL I LEV	EL 2 []	VEL 3 THE LOCAL	[] WIDESPREAD
* EWA R	ELIABILITY SE	CTION - CO	MPLETE THE FO	DELOWING IF	LEVEL 2 OR 3 CORROS ON FINDINGS ON THE AL	ION IS INDICATED ABOVE
YES	NO		YES, REDUCE FI	INDINGS TO LI	VEL 1 ATTACH COPY(	DOR PREVIOUS REPORTS
DO PREVIO	US CORROSION INS	PECTION REC	ORDS SHOW LEV	EL I CORRÒSI	ON FINDINGS ON THE AI	FECTED MEMBER(S)?
CAUSE O	MITLEVEL 2 OR 3 R		INTERNAL	LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE		•	· · · ·	· · · ·	••	
		KED DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORROD	ED MEMBER(S)	)	[]LONG	JERON	[] SPAR CAP	[] BULKHEAD
OO THE MEN	MBER(S) EXHIBIT E ORROSION BLEND (	VIDENCE				
EPAIR?	YES NO	o x	[] STRIN	NJER	[] WEB	[] FITTING
F YES, INDIG	CATE WHICH ONE(A REPAIR		[] FRAM	Æ	[] SKIN	[] FLOOR BEAM
		`	[] SHEA	R TIE	[X ] DOUBLER	[] ATTACH ANGLE
	· · ·	1. S. S. S.	[] BRAC	KET	[] RIB	] OTHER
DAMAGE L	OCATION - Inclu	de range data i	f necessary for un	derstanding ext	ent of damage, Provide a	t least two axis' or Str/Long
eferences, ar	Station Nu		ovide Repair Spec		mation, Blend-out and Ro lend-Out	epair References (if used). Repair
	Range (	TO)			formation	Reference (if used):
(Axis -	-52 To Y	Axis -	70	riginal Thickne	ss IAW SRM Figure:	Engineer Sketch Number:
·				ercentage Mater	ial Thickness	Manufacture's Drawing No.:
KAxis -	-20 To X	. Axis:2		fter Blend-out:	1	
		· ·	SE	M Figure I Ise	d•	SPM Papair Figures 53.2.0
• . •	<u>To</u> Z	Axis:	SF	RM Figure Use	ð:	SRM Repair Figure:53-2-0
Axis	To Z		Fi	CM Figure Use gure Item No. <u>:</u>		SRM Repair Figure:53-2-0 Repair Index No.:
Axis tr/Long LF	To Z H/RH: To S	Str/Long LH/F	Fi	gure Item No. <u>:</u>		
Z Axis tr/Long LF	To Z	Str/Long LH/F	Fi	gure Item No. <u>:</u>		
Z Axis tr/Long LF DESCRIPTIO	To Z H/RH: To S ON OF DAMAGE	Str/Long LH/F D AREA AND	VH_ Fi	gure Item No. <u>:</u>		Repair Index No.:
Z Axis tr/Long LF DESCRIPTIO	To Z H/RH: To S ON OF DAMAGE	Str/Long LH/F D AREA AND	VH_ Fi	gure Item No. <u>:</u>		
Z Axis tr/Long LH DESCRIPTI	To Z H/RH: To S ON OF DAMAGE	Str/Long LH/F D AREA AND	VH_ Fi	gure Item No. <u>:</u>		Repair Index No.:
2 Axis htt/Long LH DESCRIPTIO	To Z H/RH: To S ON OF DAMAGE sion damage to Do	Str/Long LH/F D AREA AND oubler betwee	Figure 1 Fig	gure Item No. <u>:</u> ACTION: D <del>at X-2</del> 0 to 2		Repair Index No.: ed limitations I/A/W DC-8 SRM.
2 Axis htt/Long LH DESCRIPTIO	To Z H/RH: To S ON OF DAMAGE sion damage to Do	Str/Long LH/F D AREA AND oubler betwee	Figure 1 Fig	gure Item No. <u>:</u> ACTION: D <del>at X-2</del> 0 to 2	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.
C Axis tr/Long LF ESCRIPTIC cound corros cemoved da	To Z H/RH: To S ON OF DAMAGE sion damage to Do	Str/Long LH/F D AREA AND oubler betwee 1/A/W/DC-8	Fij CORRECTIVE on Y -52 to <sup>-</sup> Y -74 SRM 51-1-8 . F	gure Item No. <u>:</u> ACTION: D <del>at X-2</del> 0 to 2	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.
L Axis Str/Long LH DESCRIPTIO Found corros Removed da REPAIR FA	To Z H/RH: To S ON OF DAMAGE sion damage to Do mage, treated area ACILITY NON R	Str/Long LH/F D AREA AND oubler betwee I/A/W/DC-8 ROUTINE NU	Figure 1: Figure	gure Item No. <u>:</u> ACTION: D-at X -20 to 2 abricated and B220	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.
L Axis Str/Long LH DESCRIPTIO Found corros Removed da REPAIR FA	To Z H/RH: To S ON OF DAMAGE sion damage to Do mage, treated area	Str/Long LH/F D AREA AND oubler betwee I/A/W/DC-8 ROUTINE NU	Figure 1: Figure	gure Item No. <u>:</u> ACTION: D-at X -20 to 2 abricated and B220	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.
L Axis Str/Long LH DESCRIPTIO Found corror Removed da REPAIR FA	To Z H/RH: To S ON OF DAMAGE sion damage to Do mage, treated area ACILITY NON R	Str/Long LH/F D AREA AND oubler betwee I/A/W/DC-8 ROUTINE NU	Figure 1: Figure	gure Item No. <u>:</u> ACTION: D-at X -20 to 2 abricated and B220	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.
Z Axis Str/Long LH DESCRIPTIO Found corros Removed da REPAIR FA ERVICE I	To Z H/RH: To S ON OF DAMAGE. sion damage to Do mage, treated area ACILITY NON R DIFFICULTY RH	Str/Long LH/F D AREA AND oubler betwee I/A/W/DC-8 ROUTINE NO	EXH	gure Item No. <u>:</u> ACTION: D-at X-20 to 2 abricated and B220	X -25 , damage exceed installed repair I/A/W	Repair Index No.: ed limitations I/A/W DC-8 SRM.
C Axis htt/Long LH ESCRIPTIC Cound corror Cemoved da REPAIR FA	To Z H/RH: To S ON OF DAMAGE. sion damage to Do mage, treated area ACILITY NON R DIFFICULTY RH	Str/Long LH/F D AREA AND oubler betwee I/A/W/DC-8 ROUTINE NO	EXH	gure Item No. <u>:</u> ACTION: D-at X-20 to 2 abricated and B220	X -25 , damage exceed	Repair Index No.: ed limitations I/A/W DC-8 SRM.

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#### COMPOSITINE VENTION AND CONTROL FROGRAM

#### **INSPECTION REPORT**

PACTORY SERIAL NO.       45974       MANUFACTURE'S CORROSION       45600551         INTELLINGTATION       INTEL       INTELLINGTATION       INTEL       INTELLINGTATION       INTELLINGTATION         INTELLINGTATION       INTEL       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION         INSECTION PROJENTS       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION         INSECTION PROJENTS       INTELLINGTATION       INTELLINGTATION       INTELLINGTATION       INTELNATION       INTELLINGTATION       INTELLINGTATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELNATION       INTELINATION       INTELNATION       INTELINATION       INTELINATION       INTELINATION       INTELINATION	EMERY WORLDWI			CHECK TYPE D	INSPECTION DATE 18-JULY-00
TALK NO.     TALK     TALK     TALK     TOTAL STOCK TALK     092793       STANDARD STATUS     TALK     TALK     TOTAL STATUS     092793       STANDARD STATUS     TALK     TALK     TOTAL STATUS     092793       STANDARD STATUS     TALK     TALK     TOTAL STATUS     092793       STANDARD STATUS     TALK     TALK     TALK     TOTAL STATUS       STATUS     TALK     TALK     TALK     TOTAL STATUS       STATUS     TALK     TALK     TALK     TOTAL STATUS       STATUS     TALK     TALK     TALK     TALK	AIL NO. N8084U MODEL D	C-8-71F	MAINT/REP/	JR FACILITY	TENN. TECHNICAL SERVICES
CHNSPECTION       Lawer       Lawer <thlawer< th="">       Lawer       <thlawer< th=""></thlawer<></thlawer<>				TASK NO:.	
EWARE LEARLETS: SECTION: CONTRACT: ILE ROLLOWING IN EXAMPLES ON THEOREM STATE TO A ADDRESS ON THE STATE OF THE STATE	INSPECTION FINDINGS: []	[X]	INSPECTION	EX.	energia de la companya de la company
TAX SOLVET EVEN OF A REPORT TO MANU/CUTURE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAVIGALLEY SPILL         DAMAGE:       [] BLOCKED DRAIN       [] WET INSULATION       [] UNINNOWN       [] OTHER         CORRODED MEMBER(S)       [] BLOCKED DRAIN       [] WET INSULATION       [] UNINNOWN       [] OTHER         OTHE MEMBER(S) EXHIBIT EVIDENCE       [] BLOKODEON       [] SPAR CAP       [] BULKHEAD         OF FRIOR CORRESION BLEND OUT, OK       [] STRINGER       [] WEB       [] FITTING         REPAR       YES, NDCATE WHECH ONE(E)       [] FRAME       [] SKIN       [] FLOOR BEAM         [] YES, NDCATE WHECH ONE(E)       [] PRAME       [] SKIN       [] FLOOR BEAM         [] SHEAR THE       [X] DOUBLER       [] ATTACH ANGLE       [] OTHER         DAMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two exis' or Stu/Long       Reference (I used)       Reference (I used)         Station Number       Range (TO)       Information. Hend-out and Repair References (I used).       Reference (I used)         Y Axis       -32       To       Y Axis       -52       Percentage Material Thickness       Manufacture's Drawing No.:         X Axis       15       To       X Axis:	EWA RELIABILITY SECTION - COM O PREVIOUS CORROSION INSPECTION RECOR VES. NO IF Y O PREVIOUS CORROSION INSPECTION RECOR	PLETE THE FOL RDS SHOW LEVEL (FS, REDUCT FIN RDS SHOW LEVEL	LOWING IF LE 1 CORROSION DINGS TO 1 EVE	VEL 2 OR 3 CORROSI FINDINGS ON THE AF L.I ATTACH COPY(S	ON IS INDICATED ABOVE , FECTED MEMBER(S) OP PREVIOUS REPORTS
CORRODED MEMBER(S)       [] LONGERON       [] SFAR CAP       [] BULKHEAD         DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION LEEND OUT, OR REPAR?       [] STRINGER       [] WEB       [] FITTING         REPAR?       YES       NO X       [] FRAME       [] SKIN       [] FITTING         REPAR?       YES       NO X       [] FRAME       [] SKIN       [] FITTING         BLEND OUT	NO SUBMITTEVEL 2 OR 3 REPORT TO MANU AUSE OF [X] ENVIRONMENT AMAGE:	JFACTURE	EAKAGE	] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DO THE MEMBER(\$) EXHIBIT EVIDENCE OP PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X       [] STRINGER       [] WEB       [] HTTING         REPAIR? YES NO X       [] STRINGER       [] WEB       [] HTTING         BLEND OUT		[] WET INSULA	TION	] UNKNOWN	[]OTHER
REFAR?       YES       NO       X         IF YES, INDICATE WHICH ONE(3) AFFLY:       [] FRAME       [] SKIN       [] FLOOR BEAM         BLEND OUT       REPAIR       [] SHEAR TIE       [] SKIN       [] PLOOR BEAM         [] SHEAR TIE       [] ND UBLER       [] ATTACH ANGLE       [] OTHER         DAMAGE LOCATION - Include range data if necessary for understanding extend of damage, Provide at least two axis' or Str/Long       Teferences, and Include axis variables. Also, provide Repair Specifications Information Blend-out and Repair References (if used).         Station Number       Blend-Out       Repair         Range (TO)       Information       Reference (if used).         Y Axis       -32       To       Y Axis       -52         Y Axis       -15       To       X Axis:	O THE MEMBER(S) EXHIBIT EVIDENCE			••	
BLEND OUT       REPAIR       [] SHEAR TIE       [X] DOUBLER       [] ATTACH ANGLE         [] BRACKET       [] BIB       [] OTHER         DAMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str/Long references, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if used).         Station Number       Blend-Out       Repair         Range (TO)       Information       References (if used).         Y Axis       -32       To       Y Axis       -52         Y Axis       -15       To       X Axis:	EPAIR? YES NO X		EK		
I] BRACKET       [] BIB       [] OTHER         DAMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str/Long references, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if used).         Station Number       Blend-Out       Refpair         Range (TO)       Information       References (if used).         Y Axis       -32       To       Y Axis       -52         Y Axis       -15       To       X Axis:			• •		
DAMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str/Long references, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if used).         Station Number       Blend-Out       Repair         Range (TO)       Information       References (if used).         Y Axis       -32       To       Y Axis       -52         Y Axis       -32       To       Y Axis       -52         X Axis       -15       To       X Axis:			$(1,\infty) \in \{0,\infty\}$		
Station Number Range (TO)       Blend-Out Information       Repair Reference (if used)         Y Axis       -32       To       Y Axis       -52         Y Axis       -32       To       Y Axis       -52         X Axis       -15       To       X Axis:       -21       After Blend-out:       Manufacture's Drawing No.:         X Axis       -15       To       X Axis:       -21       After Blend-out:       SRM Repair Figure:       SSRM repair State       Repair Index No.:		ecessary for unde	rstanding extent	of damage, Provide at	least two axis' or Str/Long
Range (TO)       Information       Reference (if used)         Y Axis       -32       To       Y Axis       -52         Y Axis       -32       To       Y Axis       -52         X Axis       -15       To       X Axis:		ide Repair Specifi			· · · · · · · · · · · · · · · · · · ·
Y Axis       -32       To       Y Axis       -52         Y Axis       -15       To       X Axis:       -21       Percentage Material Thickness After Blend-out:       Manufacture's Drawing No.:         X Axis       -15       To       X Axis:       -21       After Blend-out:       Manufacture's Drawing No.:         X Axis       -15       To       X Axis:       -21       After Blend-out:       SRM Repair Figure:       S3.2-0.         Z Axis       To       Z Axis:       To       Z Axis:       SRM Figure Used:       Repair Index No.:       Repair Index No.:         Str/Long LH/RH:      To       Str/Long LH/R/H       Figure Item No.;       Repair Index No.:       Repair Index No.:         Str/Long LH/RH:      To       Str/Long LH/R/H       Figure Item No.;       Repair Index No.:       Repair Index No.:         Str/Long LH/RH:      To       Str/Long LH/R/H       Pice Actions:       Repair Index No.:         Found corrosion damage to Doubler between Y -32 & Y -52 X -15, X -21 , damage exceeded limitations I/A/W DC-8 SRM.       Removed damage, treated area I/A/W/DC-8 SRM 51-1-8 . Fabricated and installed repair I/A/W DC-8 SRM 53-2-0.         REPAIR FACILITY NON ROUTINE NUMBER(S):       4B099       EWA Option Control REVACIONAL AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.       EWA Option Control REVACIO			Infor	mation	Reference (if used):
X Axis       -15       To       X Axis:	Axis -32 To YAxis -52				Engineer Sketch Number:
Z Axis       To       Z Axis:	Axis -15 To XAxis:21			Thickness	Manufacture's Drawing No.:
Str/Long LH/RH:      To Str/Long LH/R/H_       Repair Index No.:	Axis To Z Axis:	SRN	1 Figure Used:		SRM Repair Figure:_53-2-0
DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:         Found corrosion damage to Doubler between Y -32 & Y -52 X -15, X -21 , damage exceeded limitations I/A/W DC-8 SRM.         Removed damage, treated area I/A/W/DC-8 SRM 51-1-8 . Fabricated and installed repair I/A/W DC-8 SRM 53-2-0.         REPAIR FACILITY NON ROUTINE NUMBER(S): 4B099         SER VICE DIFFICINTY REPORT NO.: RRXA003490         4560320A         E031 Rev. 5       SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.         E031 Rev. 5       SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.			re Item No. <u>:</u>		Repair Index No.:
Removed damage, treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed repair I/A/W DC-8 SRM 53-2-0.         REPAIR FACILITY NON ROUTINE NUMBER(S): 4B099         SERVICE DIFFICULTY REPORT NO.: RRXA003490         4560320A         E031 Rev. 5         SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.		ORRECTIVE A	CTION:		
Removed damage, treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed repair I/A/W DC-8 SRM 53-2-0.         REPAIR FACILITY NON ROUTINE NUMBER(S): 4B099         SERVICE DIFFICULTY REPORT NO.: RRXA003490         4560320A         E031 Rev. 5         SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.				· · · · · · · · · · · · · · · · · · ·	
REPAIR FACILITY NON ROUTINE NUMBER(S): 4B099 SERVICE DIFFICILITY REPORT NO.: RRXA003490 4560320A E031 Rev. 5 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE. [EWA Quality Control PRXA 09	and corrosion damage to Doubler between	Y -32 & Y -52	X-15, X-21,	damage exceeded lin	nitations I/A/W DC-8 SRM.
REPAIR FACILITY NON ROUTINE NUMBER(S): 4B099 SERVICE DIFFICILITY REPORT NO.: RRXA003490 4560320A E031 Rev. 5 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE. Jan 1998		· · · · · · · · · · · · · · · · · · ·			
SERVICE DIFFICITI TY REPORT NO.: RRXA003490 4560320A E031 Rev. 5 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE. Jan 1998	moved damage, treated area I/A/W/DC-8 SI	RM 51-1-8 . Fat	pricated and in	talled repair I/A/W 1	DC-8 SRM 53-2-0.
4560320A E031 Rev. 5 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE. Jan 1998	PAIR FACILITY NON ROUTINE NUM	ABER(S): 4B	099		
Len 1998		RRXA003490			
		BE COMPLETE	D BY EWA REP.	RESENTATIVE.	EWA Quality Control RRXA 09 Stamp of Initialize

	RY WORLDW	<b>IDE AIRI</b>	LINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	J MODEL	DC-8-71F	MAINT/I		TENN. TECHNICAL SERVICES
FACTORY SERIAL NO	). 45974		MANUF	ACTURE'S CORROSION TASK NO:.	57300551
INITIAL INSPECTIO	N [] YES	[ <b>X</b> ]N(	) * INTER INSPEC	VAL SINCE LAST	09/21/98
* INSPECTION FIN	DINGS: [] LEVI	[X] J. 1 LEV	L 2: 1	], · · · · · [X]. · · ·	[.] WIDESPREAD
* EWA RELIABIL	ITY SECTION - CON SION INSPECTION RECO	APLETE THE FO	DELOWING II EL & CORROS	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
YES	NO IF	YES, REDUCE F	INDINGS TO L	EVEL 1 - ATTACH COBY(S	5) OF PREVIOUS REPORTS
IF NO. SUBMITLEVEL	2 OR 3 REPORT TO MAN	IUFACTURE		ION FINDINGS ON THE AF	
CAUSE OF DAMAGE:	[X] ENVIRONMENT	[] INTERNAI	L LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
	[] BLOCKED DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORRODED MEM	· · · · · · · · · · · · · · · · · · ·	[]LONG	GERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) E OF PRIOR CORROSION REPAIR? YES		[] STRI	NGER	[] WEB	[] FITTING
IF YES, INDICATE WHI	CH ONE(S) APPLY:	[] FRAM	1E	[] SKIN	[] FLOOR BEAM
BLEND OUT	REPAIR	[] SHEA	R TIE	[] DOUBLER	[] ATTACH ANGLE
		[]BRAC		[] RIB	[X] OTHER FLOOR PANEL
DAMAGE LOCATIO references, and Include	N - Include range data it axis variables. Also, pro	necessary for un vide Repair Spec	derstanding ex cifications Info	tent of damage, Provide and rmation, Blend-out and Re	t least two axis' or Str/Long epair References (if used).
	ation Number Range (TO)			llend-Out formation	Repair Reference (if used):
	······································			ess IAW SRM Figure:	Engineer Sketch Number:
Y Axis 220	To Y Axis 240		ercentage Mate	rial Thickness	Manufacture's Drawing No.:
X Axis -40	To X Axis:	A	fter Blend-out		
Z Axis T	o Z Axis:	- 3	RM Figure Use	a:	SRM Repair Figure:53-2-0_
Str/Long LH/RH:	To Str/Long LH/R		gure Item No.	······	Repair Index No.:
	AMAGED AREA AND		ACTION:		
Found corrosion dama	age to Floor Panel betv	veen Y 220 &Y	240 at X -40	), damage exceeded lim	uitations I/A/W DC-8 SRM.
		N			
Removed damage,trea	ated area I/A/W/DC-8	SRM 51-1-8 . F	abricated and	l installed repair I/A/W	DC-8 SRM 53-2-0.
REPAIR FACILITY	NON ROUTINE NU	MBER(S): 9	A019		
CONTRACTOR DUDDING	LTY REPORT NO.:	RRXA00348	8		
		1. No. 19			
E031 Rev. 5	SHADED AREAS TO		י אמיז עם היזי		

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EMERY WORLDW TAIL NO. N8084U MODEL	DC-8-71F		D REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
ACTORY SERIAL NO. 45974			ACTURE'S CORROSION	376R0551
INITIAL INSPECTION	F Set		TASK NO:. VAL SINCE LAST	
	e la constant de la constant	INSPEC	FION	09/21/98
* INSPECTION FINDINGS: [] LEV	ELI [X	() [ EVEL 2 [	] EVEL 3 [X] LOCAL	[] WIDESPREAD
* EWA RELIABILITY SECTION- CO	MPLETE THE	FOLLOWING	FLEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
DO PREVIOUS CORROSION INSPECTION REC YES +NO	FYES, REDUCE	EVEL TCORROS DEINDINGS TO I	IONFINDINGS ON THE A EVEL 1 - ATTACH COPY(	S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPECTION REC IF NO. SUBMITLEVEL 2 OR 3 REPORT TO MA	ORDS SHOW L	EVEL LCORROS	ION FINDINGS ON THE AI	FECTED MEMBER(S)?
CAUSE OF [X] ENVIRONMENT		VAL LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DRAIN	[] WET INS	SULATION	[] UNKNOWN	] OTHER
CORRODED MEMBER(S)				
DO THE MEMBER(S) EXHIBIT EVIDENCE	[]LO	NGERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STI	RINGER	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT REPAIR	[] FR/	AME	[X] SKIN	[] FLOOR BEAM
	[] SHI	EAR TIE	[]DOUBLER	[] ATTACH ANGLE
		ACKET	[ ] RIB	[X] OTHER HORIZ. STAB
<b>DAMAGE LOCATION</b> - Include range data in references, and Include axis variables. Also, pro-	f necessary for ovide Repair S <sub>l</sub>	understanding ex pecifications Info	tent of damage, Provide a rmation, Blend-out and R	t least two axis' or Str/Long epair References (if used)
Station Number		I	Blend-Out	Repair
Range (TO)			formation less IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis To Y Axis		Percentage Mate		
X Axis XE 278 To X Axis:		After Blend-out	: A second s	Manufacture's Drawing No.:
Z Axis To Z Axis:		SRM Figure Use	:d:	SRM Repair Figure:51-1-21_
		Figure Item No.	· · · · · · · · · · · · · · · · · · ·	Repair Index No.:
Str/Long LH/RH: To Str/Long LH/F DESCRIPTION OF DAMAGED AREA AND		VE ACTION.		
			·	
Found corrosion damage to Horiz. Stab Skin	n at XE 278	damaga aycaa	ded limitations I/A /N/ D	<u>C 9 CDM</u>
	<u>in at 74.0 270</u> ,			
Removed damage, treated area I/A/W/DC-8	SRM 51_1_8	Fabricated and	installed repair I/A/N/	DC 9 SDM 51 1 21
	JILIN J1-1-0.		i instancu repair I/A/W	DC-0 SKWI 31-1-21.
REPAIR FACILITY NON ROUTINE NU	UMBER(S):	3A027		
ERVICE DIFFICULTY REPORT NO.:	PPYAMA	197		
76R2780	ACCARG0034			
			EPRESENTATIVE	
	"O BE COMPLI	ETED BY EWA F		BWA thialiter ontrol DDVA an-
031 Rev. 5 SHADED AREAS 7 10. 1998	"O BE COMPLI	ETED BY EWA I		EWA Quality Control RRXA 09 . Stamp or Initialize.
	TO BE COMPLI	ETED BY EWA I		EWA Quanty Control RRXA 09 Stamp or Initialize.
	TO BE COMPLI	ETED BY EWA 1		EWA Quanty (Controll RRXA 09 Stamp or Initialize,
	TO BE COMPLI	ETED BY EWA 1		EWA Quanty Control RRXA 09 Stamp or Initialize

UNIVOLUTI NET PUTTON AND CONTROL LIVORAM

INSPECTIO	N REPORT
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45974 [] YES NGS: [] LEV Y SECTION = CO IN INSPECTION RECO IN IN IN IN INSPECTION RECO IN I	[X EL 1 11 MPLETE THE ORDS SHOW [ YES, REDUCE ORDS SHOW E UFACTURE [] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] SHI [] BR. ?necessary for	MANUF, NO * INTER INSPEC C I I FOLL OWING I EVEL 1 CORROS FINDINGS FOI EVEL 1 CORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info	I       IX         EVEL 3       IOCAL         ELEVEL 2 OR 3. CORRO       IOCAL         ELEVEL 2 OR 3. CORRO       ION FINDINGS ON THE         ION FINDINGS ON THE       IIE         FVEL 1 - ATTACH COPY       ION FINDINGS ON THE         ION FINDINGS ON THE       IIE         IIII CHEMICAL SPILL       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	09/21/98 L] WIDESEREAD SION IS INDICATED ABOVE AFFECTED MEMBER(S)? (S) OF FREVIOUS REPORTS AFFECTED MEMBER(S)?	
[] YES NGS: [] LEV Y SECTION CO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION MAIN INTRONMENT BLOCKED DRAIN ER(S) IBIT EVIDENCE LEND OUT, OR NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	[X EL 1 11 MPLETE THE ORDS SHOW [ YES, REDUCE ORDS SHOW E UFACTURE [] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] SHI [] BR. ?necessary for	NO INTER INSPECT CJ INSPECT CVEL 2 L FOLLOWING I EVEL 1 CORROS FINDINGS FOT EVEL 1 CORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info	TASK NO: VAL SINCE LAST FION I [X] EVEL 3 [LOCAL. ELEVEL 2 OR 3 CORRC ION FINDINGS ON THE, FVEL 1 - ATTACH COPY ION FINDINGS ON THE, [] CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB Ctent of damage, Provide ormation, Blend-out and I Blend-Out Iformation	09/21/98	
NGS: [] LEV. Y SECTION CO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION RECO IN INSPECTION MAN I ENVIRONMENT BLOCKED DRAIN BLOCKED DRAIN ER(S) IBIT EVIDENCE LEND OUT, OR NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	[X EL 1 11 MPLETE THE ORDS SHOW [ YES, REDUCE ORDS SHOW E UFACTURE [] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] SHI [] BR. ?necessary for	INSPEC S I FOLLOWING I EVEL 1 CORROS E FINDINGS TO I EVEL 1 CORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info	VAL SINCE LAST TION I [X] EVEL 3 FLEVEL 2 OR 3 CORRC TON FINDINGS ON THE FVEL 1- ATTACH COPY TON FINDINGS ON THE I CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB (tent of damage, Provide ormation, Blend-out and I Blend-Out tformation	09/21/98	
Y SECTION - CO NINSPECTION REC SO II NINSPECTION REC SO II NINSPECTION REC ST 3 REPORETO MA ENVIRONMENT BLOCKED DRAIN ER(S) IBIT EVIDENCE LEND OUT, OR NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	ET 1 11 MPLETE THE ORDS SHOW 1 YES, REDUCE ORDS SHOW E. UFACTURE (] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] BR. ?necessary for	C   CVEL 2 L FOLL OWING I EVEL 1 CORROS FINDINGS FO I EVEL 1 CORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info I Info	I       IX         EVEL 3       IOCAL         ELEVEL 2 OR 3. CORRO       IOCAL         ELEVEL 2 OR 3. CORRO       ION FINDINGS ON THE         ION FINDINGS ON THE       IIE         FVEL 1 - ATTACH COPY       ION FINDINGS ON THE         ION FINDINGS ON THE       IIE         IIII CHEMICAL SPILL       IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	WIDESPREAD SION IS INDICA FED ABOVE AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)? [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FIDTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
Y SECTION - CO NINSPECTION RECO SO	MPLETE THE ORDS SHOW I YES, REDUCT ORDS SHOW E UFACTURE (] INTERN (] WET IN: (] LO (] STI (X] F (] SHI (] BR. ?necessary for	FOLLOWING I EVEL I CORROS FINDINGS FOI EVEL ECORROS VAL LEAKAGE SULATION INGERON RINGER FRAME EAR TIE ACKET understanding expecifications Info Info	ELEVEL 2 OR 3 CORRO ION FINDINGS ON THE FVEL 1- ATTACH COPY ION FINDINGS ON THE [] CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB (tent of damage, Provide ormation, Blend-out and I Blend-Out Iformation	SION IS INDICATED ABOVE AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS (S) OF PRE	
IN INSPECTION REC IO III IN INSPECTION RECO IN INSPECTION RECO IN 3 REPORT TO MAI ENVIRONMENT BLOCKED DRAIN ER(S) IBIT EVIDENCE END OUT, OR NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	ORDS SHOW D YES, REDUCE DRDS SHOW L NUFACTURE [] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] BR. ?necessary for	EVEL LCORROS EFINDINGS TO I EVEL LCORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info I In	ION FINDINGS ON THE FVEL 1 ATTACH COPY ION FINDINGS ON THE [] CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB (ctent of damage, Provide prmation, Blend-out and ] Blend-Out Iformation	AFFECTED MEMBER(S)? (S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)? [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
NINSPECTION RECO R 3 REPORTIO MAT BLOCKED DRAIN ER(S) IBIT EVIDENCE JEND OUT, OR NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	DRDS SHOW E NUFACTURE [] INTERN [] WET IN: [] LO [] STI [X] F [] SHI [] BR. ?necessary for	EVEL L CORROS VAL LEAKAGE SULATION NIGERON RINGER RAME EAR TIE ACKET understanding expecifications Info I Info	ION FINDINGS ON THE [] CHEMICAL SPILL [] UNKNOWN [] SPAR CAP [] WEB [] SKIN [] DOUBLER [] RIB (tent of damage, Provide prmation, Blend-out and ] Blend-Out aformation	AFFECTED MEMBER(S): [] LAV/GALLEY SPILL [] OTHER [] BULKHEAD [] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
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END OUT, OR NO X ONF(S) APPLY EPAIR Include range data if is variables. Also, pro on Number nge (TO)	[] STJ [ X] F [] SHJ [] BR. ?necessary for	RINGER RAME EAR TIE ACKET understanding ex pecifications Info H In	[] WEB [] SKIN [] DOUBLER [] RIB (tent of damage, Provide prmation, Blend-out and ] Blend-Out aformation	[] FITTING [] FLOOR BEAM [] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
NO X ONF(S) APPLY: EPAIR Include range data if is variables. Also, pro on Number nge (TO)	[X] F [] SHI [] BR. necessary for	RAME EAR TIE ACKET understanding ex pecifications Info I In	[] SKIN [] DOUBLER [] RIB (tent of damage, Provide prmation, Blend-out and I Blend-Out (formation	[] FLOOR BEAM [] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
EPAIR Include range data if is variables. Also, pro on Number nge (TO)	[] SHI [] BR.	EAR TIE ACKET understanding ex pecifications Info I In	[] DOUBLER [] RIB (tent of damage, Provide ormation, Blend-out and I Blend-Out (formation	[] ATTACH ANGLE [] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
Include range data if is variables. Also, pro on Number nge (TO)	[] BR. necessary for	ACKET understanding ex pecifications Info I In	[] RIB (tent of damage, Provide prmation, Blend-out and ] Blend-Out (formation	[] OTHER at least two axis' or Str/Long Repair References (if used). Repair	
s variables. Also, pro on Number nge (TO)	necessary for	understanding ex pecifications Info I In	ctent of damage, Provide ormation, Blend-out and I Blend-Out Iformation	at least two axis' or Str/Long Repair References (if used). <b>Repair</b>	
s variables. Also, pro on Number nge (TO)	ovide Repair S	pecifications Info I In	ormation, Blend-out and I Blend-Out Iformation	Repair References (if used). Repair	. •
nge (TO)		In	formation		
To Y Axis			ess IAW SRM Figure:	Engineer Sketch Number:	
		Percentage Mate	erial Thickness	Manufacture's Drawing No.:	
X Axis:		After Blend-out	•		
Z Axis:	_	SRM Figure Use	ed:	SRM Repair Figure:_53-2-0	
	1	Figure Item No.		Repair Index No.:	
AGED AREA AND		VE ACTION:			
		· · · · · · · · · · · · · · · · · · ·			• ;
to Frame at Y 1400	) at Longeror	n 36 , damage e	xceeded limitations I/A	A/W DC-8 SRM.	<u> </u>
· · · ·		· · · · · · · · · · · · · · · · · · ·			•
i area I/A/W/DC-8	SRM 51-1-8	. Fabricated and	d installed repair I/A/W	V 53-2-0.	
					1
ON ROUTINE NU	MBER(S):	5E016			
Y REPORT NO .:	RRXA0027	759			
SHADED AREAS T	U BE COMPL.	ETED BY EWA I	REPRESENTATIVE.	EWA Quality Control RRXA 09	
and the second		· · · · ·		stamp or Initialize	
				and a second	
Ī	ON ROUTINE NU Y REPORT NO.:	ON ROUTINE NUMBER(S): Y REPORT NO: RRXA002	ON ROUTINE NUMBER(S): 5E016 Y REPORT NO.: RRXA002759	ON ROUTINE NUMBER(S): 5E016	Y REPORT NO :: RRXA002759 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE

N:8084U	MODEL:DC-8-71-F FACILITY		INSP. D/	ATE:	-18,	July	2000
		CORROSION	TOTAL	L	EVE		INSPECTOR
	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2	3	SIGN-OFF
105L0551	LH Wing Tip - Exterior	Yes	1	1			RRXA-09
105R0551	RH Wing Tip - Exterior	Yes	1	1			RRXA-09
107L0551	LH Wing Leading Edge - Exterior Xfs 710 to Tip	No	0				RRXA-09
107L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	No	0				RRXA-09
107R0551	RH Wing Leading Edge - Exterior Xfs 710 to Tip	No	0				RRXA-09
107R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	No	0				RRXA-09
108L0551	LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	Yes	1	0	1		RRXA-09
108L0552	LH Wing Leading Edge - Interior Xw 485 to Xfs 710	No	0				RRXA-09
108R0551	RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	No	. 0				RRXA-09
108R0552	RH Wing Leading Edge - Interior Xw 485 to Xfs 710	Yes	3	3			RRXA-09
+09L0551	LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	Yes	1	0	1		RRXA-09
109L0552	#1 Alternate Fuel Tank - Interior	No	0				RRXA-09
109R0551	RH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	No	0				RRXA-09
109R0552	#4 Alternate Fuel Tank - Interior	No	0				RRXA-09
110L0551	LH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	No	0		·····		RRXA-09
110R0551	RH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	No	0				RRXA-09
111L0551	LH Ailerons - Exterior	No	0				RRXA-09
111L0552	LH Ailerons - Interior	Yes	3	3			RRXA-09
111R0551	RH Ailerons - Exterior	No	0				RRXA-09
111R0552	RH Ailerons - Interior	Yes	4	4			RRXA-09
112L0551	LH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	No	0				RRXA-09
112L0552	LH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	No	0			:	RRXA-09
112R0551	RH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	No	0			•	RRXA-09

## D - CHECK

N;8084U	MODELIDC-8-71-F FACILITY	Tenn. Tech	INSP. DA	ATE:	18,	July	2000
		CORROSION	TOTAL		LEVE	_	INSPECTOR
	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2	3	SIGN-OFF
112R0552	RH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	No	0				RRXA-09
115L0551	LH Wing Leading Edge - Exterior Xw 408 to Xw 454	No	0				RRXA-09
115L0552	LH Wing Leading Edge - Interior Xw 408 to Xw 454	No	0				RRXA-09
115R0551	RH Wing Leading Edge - Exterior Xw 408 to Xw 454	No	0				RRXA-09
115R0552	RH Wing Leading Edge - Interior & Front Spar Xw 408 to Xw 454	No	0				RRXA-09
116L0551	LH Wing Leading Edge - Exterior Xw 257 to Xw 408	No	0				RRXA-09
116L0552	LH Wing Leading Edge Interior & Front Spar Xw 257 to Xw 408	No	0	ŀ			RRXA-09
116R0551	RH Wing Leading Edge - Exterior Xw 257 to Xw 408	No	0				RRXA-09
116R0552	RH Wing Leading Edge - Interior & Front Spar Xw 257 to Xw 408	Yes	3	3			RRXA-09
117L0551	LH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	No	0				RRXA-09
17L0552	#1 Main Fuel Tank - Interior	Νο	0				RRXA-09
117R0551	RH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	No	0				RRXA-09
117R0552	#4 Main Fuel Tank - Interior	No	0				RRXA-09
118L0551	LH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	Yes	1	1			RRXA-09
118R0551	RH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	Yes	3	3			RRXA-09
119L0551	LH Auxiliary Spars	No	0	·			RRXA-09
119L0552	LH Main Landing Gear Support Fitting	No	0				RRXA-09
119R0551	RH Auxiliary Spars	No	0				RRXA-09
119R0552	RH Main Landing Gear Support Fitting	No	0				RRXA-09
120L0551	LH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	No	0				RRXA-09
120L0552	LH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	No	0				RRXA-09
120R0551	RH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	Yes	1	1			RRXA-09
120R0552	RH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	Yes	2	2			RRXA-09

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## D - CHECK

N:8084U	MODEL DC-8-71-F   FACILITY	:.Tenn. Tech.	INSP. D/				2000
		CORROSION	TOTAL		LEVE	-	INSPECTOR
	ORROSION INSPECTION TASK	FOUND?	FINDINGS	1		3	SIGN-OFF
121L0551	LH Wing Leading Edge - Exterior Xfs 107 to Xw 223	No	0				RRXA-09
121L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	No	0				RRXA-09
121R0551	RH Wing Leading Edge - Exterior Xfs 107 to Xw 223	No	0				RRXA-09
121R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	No	0				RRXA-09
122L0551	LH Wing Leading Edge - Exterior Xw 0 to Xfs 107	No	0	· .			RRXA-09
122L0552	LH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	No	0				RRXA-09
122R0551	RH Wing Leading Edge - Exterior Xw 0 to Xfs 107	Yes	1	1			RRXA-09
122R0552	RH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	Yes	4	4		· .	RRXA-09
123L0551	LH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	No	0				RRXA-09
123L0552	#2 Alternate Fuel Tank - Interior	No	0				RRXA-09
,23R0551	RH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	No	0				RRXA-09
123R0552	#3 Alternate Fuel Tank - Interior	No	0				RRXA-09
124L0551	LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	No	0				RRXA-09
124L0552	#2 Main Fuel Tank - Interior	No	0				RRXA-09
124R0551	RH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	No	0				RRXA-09
124R0552	#3 Main Fuel Tank - Interior	No	0				RRXA-09
125L0551	LH Outboard Flap & Exhaust Gate Exterior	Yes	1	1			RRXA-09
125L0552	LH Outboard Flap & Exhaust Gate Interior	No	0				RRXA-09
125R0551	RH Outboard Flap & Exhaust Gate Exterior	No	0				RRXA-09
125R0552	RH Outboard Flap & Exhaust Gate Interior	No	0				RRXA-09
126L0551	LH Inboard Flap - Exterior	No	0				RRXA-09
126L0552	LH Inboard Flap - Interior	No	0				RRXA-09
126R0551	RH Inboard Flap - Exterior	No	0				RRXA-09

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N:8084U	MODEL:DC-8-71-F FACILITY	: Tenn. Tech.	INSP: D/	ATE:	18,	July	2000
		CORROSION	TOTAL	1 .	LEVE	-	INSPECTOR
126R0552	CORROSION INSPECTION TASK RH Inboard Flap - Interior	FOUND?	FINDINGS	1	2	3	SIGN-OFF RRXA-09
		No	0				
20000551	Wing Center Section Upper & Lower Skin - Exterior, Front & Rear Spar	Yes	4	1	3		RRXA-09
227L0551	LH Wing Center Section - Interior	No	0				RRXA-09
227R0551	RH Wing Center Section - Interior	No	0				RRXA-09
375L0551	LH Horizontal Stabilizer Leading Edge Exterior	No	0				RRXA-09
375L0552	LH Horizontal Stabilizer Leading Edge Interior	No	0				RRXA-09
375R0551	RH Horizontal Stabilizer Leading Edge Exterior	No	0			-	RRXA-09
375R0552	RH Horizontal Stabilizer Leading Edge Interior	No	0 0				RRXA-09
376L0551	LH Horizontal Stabilizer - Exterior	Yes	2	2			RRXA-09
376L0552	LH Horizontal Stabilizer - Interior	Yes	3	3			RRXA-09
76R0551	RH Horizontal Stabilizer - Exterior	Yes	1	0	1		RRXA-09
376R0552	RH Horizontal Stabilizer - Interior	Yes	1	0	1		RRXA-09
37700551	Horizontal Stabilizer Center Section Exterior	No	0				RRXA-09
37700552	Horizontal Stabilizer Center Section	No	0				RRXA-09
378L0551	LH Elevator & Tab - Exterior	No	0				RRXA-09
378L0552	LH Elevator & Tab - Interior	No	0			-	RRXA-09
378R0551	RH Elevator & Tab - Exterior	No	0				RRXA-09
378R0552	RH Elevator & Tab - Interior	No	0				RRXA-09
383L0551	LH Horizontal Stabilizer Tip Exterior & Interior	No	0				RRXA-09
383R0551	RH Horizontal Stabilizer Tip Exterior & Interior	No	0				RRXA-09
10000551	Fuselage Nose Section - Exterior Forward of Mfg. Splice	No	0		5. A		RRXA-09
15100551	Radome Interior	No	0				RRXA-09
5200551	Turbo Compressor Compartment Interior (Freon A/C only)	No	0				RRXA-09

N:8084U	MODEL DC-8-71-F   FACILITY	Tenn. Tech.	INSP. D	ATE	18,	July	2000
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVE 2	L 3	INSPECTOR SIGN-OFF
45200552	Ground Cooling Fan Compartment Interior (Air Cycle A/C only)	Νο	0		<u> </u>		RRXA-09
45300551	Doppler Antenna Compartment Interior (if present)	No	0				RRXA-09
45400551	Nose Gear Wheel Well & Doors	No	0				RRXA-09
455L0551	LH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	No	0				RRXA-09
455L0552	LH Nose Wheel Well Tunnel - Interior (Freon A/C Only)	No	0				RRXA-09
455R0551	RH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	Yes	1	1			RRXA-09
455R0552	RH Nose Wheel Well Tunnel - Interior (Freon A/C only)	No	0				RRXA-09
45600551	Air Conditioning Accessory Compartment Interior	Yes	16	10	6		RRXA-09
46300551	Flight Compartment Forward Area Interior	Yes	4	4		·	RRXA-09
46400551	Flight Compartment Mid Area - Interior	Yes	10	8	2		RRXA-09
,65L0551	Flight Compartment LH Aft Area Interior	No	0				RRXA-09
465R0551	Flight Compartment RH Aft Area Interior	Yes	1	0	1		RRXA-09
46600551	Flight Compartment Sub Floor - Interior	Yes	5	4	1		RRXA-09
473L0551	LH Aft, Fuselage Nose Section - Interior	No	0				RRXA-09
473R0551	RH Aft, Fuselage Nose Section - Interior	Yes	2	2			RRXA-09
47300551	Forward Passenger Entrance Door	No	0				RRXA-09
50000551	Fuselage Upper Section Forward to Aft Mfg. Splice - Exterior	Yes	29	29			RRXA-09
50000552	Fuselage Lower Section Forward to Aft Mfg. Splice - Exterior	Yes	9	9			RRXA-09
557L0551	Forward Lower Cargo LH Tunnel - Interior	No	0				RRXA-09
557L0552	Forward Lower Cargo LH Cusp	No	0				RRXA-09
557R0551	Forward Lower Cargo RH Tunnel Interior	Yes	8	7	1		RRXA-09
557R0552	Forward Lower Cargo RH Cusp	No	0				RRXA-09
55700551	Forward Lower Cargo Bilge - Interior	Yes	16	14	2		RRXA-09

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N:8084U	MODEL:DC-8-71-F FACILITY	:Tenn: Tech.	INSP. DA	ATE:	18,	July	2000
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	_EVEI 2	L 3	INSPECTOR SIGN-OFF
55800551	Mid Ship Accessory Compartment	Yes	4	4			RRXA-09
559L0551	Aft Lower Cargo LH Tunnel - Interior	Yes	2	2			RRXA-09
559L0552	AFT Lower Cargo LH Cusp	No	0				RRXA-09
559R0551	AFT Lower Cargo RH Tunnel - Interior	No	0				RRXA-09
559R0552	AFT Lower Cargo RH Cusp	No	0				RRXA-09
55900551	AFT Lower Cargo Bilge - Interior	Yes	44	41	3		RRXA-09
56000551	AFT Accessory Compartment - Interior	Yes	1	1		· .	RRXA-09
56900552	AFT Passenger Entrance Door	No	0				RRXA-09
56900553	Forward Service Door	Yes	3	0	3		RRXA-09
56900554	AFT Service Door	No	0	·			RRXA-09
3900555	LH Overwing Exits	No	0				RRXA-09
56900556	RH Overwing Exits	No	0				RRXA-09
56900557	LH Forward Type I Exit	No	0				RRXA-09
56900558	RH Forward Type I Exit	No	0				RRXA-09
56900559	LH AFT Type I Exit	No	0				RRXA-09
56900560	RH AFT Type I Exit	Yes	1	. 1			RRXA-09
56900561	Forward Lower Cargo Forward Door	No	0				RRXA-09
56900562	Forward Lower Cargo AFT Door	No	0				RRXA-09
56900563	AFT Lower Cargo Forward Door	Νο	0				RRXA-09
56900564	AFT Lower Cargo AFT Door	Yes	1	1			RRXA-09
56900565	Upper Cargo Door	No	0				RRXA-09
56900566	Upper Cargo Door Jamb Plate	No	0				RRXA-09
56900567	Upper Cargo Door Hinge	No	0				RRXA-09

N:8084U	MODEL:DC-8-71-F FACILITY	K:Tenn. Tech	INSP. D	ATE:	18,	July	/2000
		CORROSION	TOTAL	· · ·	LEVE		INSPECTOR
57000551	CORROSION INSPECTION TASK Top Surface of Wheel Well Pressure	FOUND?	FINDINGS		2	3	SIGN-OFF RRXA-09
	Panel & Wing Skin	Yes	6	6			
57000552	Shear Web & Pressure Panels	Yes	1	1			RRXA-09
57000553	Fuselage Frames above MLG Wheel Well Ceiling	Yes	3	3			RRXA-09
573L0551	Upper Surface LH Cusp	Yes	3	3			RRXA-09
573R0551	Upper Surface RH Cusp	No	0			·	RRXA-09
57300551	Main Cabin Compartment - Interior	Yes	68	64	4		RRXA-09
57300552	Window Doublers (all locations)	No	0				RRXA-09
57300553	Longeron End Fittings STA 680-1140	No	0				RRXA-09
574L0551	LH MLG Wheel Well & Keel Beam	Yes	1	1			RRXA-09
574L0552	LH MLG Strut & Beam Assembly	No	0				RRXA-09
74R0551	RH MLG Wheel Well & Keel Beam	Yes	1	1			RRXA-09
574R0552	RH MLG Strut & Beam Assembly	No	0				RRXA-09
60000551	AFT Fuselage & Vertical Stabilizer Exterior	Yes	1	1	•		RRXA-09
66100551	AFT Fuselage Section - Interior	Yes	15	15			RRXA-09
66100552	Vertical Stabilizer Front Spar Caps	No	0			ан 2	RRXA-09
66100553	Longeron Splice Fittings at AFT Pressure Bulkhead	No	0				RRXA-09
66200551	Tail Section of Fuselage - Interior	Yes	5	5			RRXA-09
67900551	Vertical Stabilizer Leading Edge Interior	Yes	2	2			RRXA-09
68000551	Vertical Stabilizer Interspar Box Interior	No	0				RRXA-09
68000552	Vertical Stabilizer Rear Spar Caps	No	0				RRXA-09
68100551	Vertical Stabilizer Tip - Interior	No	0				RRXA-09
68200551	Rudder & Tab - Exterior	No	0				RRXA-09
<sup>\$8200552</sup>	Rudder - Interior	No	0				RRXA-09

N:8084L	MODEL:DC-8-71-F FACILITY	Tenn. Tech.	INSP. D/	ATE: 18, July	/2000
		CORROSION	TOTAL	LEVEL	INSPECTOR
· · · · · ·	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1 2 3	SIGN-OFF
81-00551	#1 Pylon - Exterior	No	0		RRXA-09
81-10551	#1 Pylon - Interior	No	0		RRXA-09
82-00551	#2 Pylon - Exterior	No	0		RRXA-09
82-10551	#2 Pylon - Interior	No	0		RRXA-09
83-00551	#3 Pylon - Exterior	No	0		RRXA-09
83-10551	#3 Pylon - Interior	No	0		RRXA-09
84-00551	#4 Pylon - Exterior	No	0		RRXA-09
84-10551	#4 Pylon - Interior	No	0	· · ·	RRXA-09

		TOTAL FIND	NGS BY SECTION	ONS			
AREA	1	Wings	Yes	30	28	2	
AREA	2	Wing Center Section	Yes	4	1	3	
AREA	3	Horizontal Stabilizer	Yes	7	5	2	
AREA	4	Fuselage Nose Section	Yes	39	29	10	
AREA	5	Fuselage Center	Yes	201	1 8 8	13	
AREA	6	Fuselage Aft. & Vertical Stabilizer	Yes	23	23		
AREA	8	Pylon 1 & 2 & 3 & 4	No	0			
· · · · ·							
	1.1	TOTAL LEVEL 1's		274			 
· · · ·		TOTAL LEVEL 2's		30			
	· · · · · · · ·	TOTAL LEVEL 3's		0			
Т	OTAL	CORROSION FINDINGS		304			

## EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

<u></u>	U MODEL: DC-8-71 FACILITY	TEM TEE	H LINSP.	DATE	7-18-02
c	ORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL	1	LEVEL
105L0551	LH Wing Tip - Exterior	485	111	1	
105R0551	RH Wing Tip - Exterior	405	11	1	29
107L0551	LH Wing Leading Edge - Exterior Xfs 710 to Tip	alo	D	+	1/ 0.0 8974
107L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	110	$\vec{n}$	+	PRXA QC
07R0551	RH Wing Leading Edge - Exterior Xfs 710 to Tip	120		-	QC REXA
07R0552	RH Wing Leading Edge - Interior & Front Sper Xfs 710 to Tip	NO NO	$\mathcal{O}$		REXA TOT
08L0551	LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	YES		+	OC REX
08L0552	LH Wing Leading Edge - Interior Xw 485 to Xfs 710	120		+-	RRXA QE
08R0551	RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	NO IN	<u></u>	$\left\{ -\right\}$	RRA
08R0552	RH Wing Leading Edge - Interior Xw 485 to Xfs 710	465	3	3	RRA GG
0910551	LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	465	- S - N	2	OC. PRA
09L0552	#1 Alternate Fuel Tank - Interior	NA	$\overline{\mathcal{O}}$	$\left  \right $	- BRXA QC
79R0551 1	RH Upper & Lower Wing Skin - Exterior Kw 408 to Tip, Front to Rear Spar	NA I	$\mathcal{O}$		Can The
9R0552	4 Alternate Fuel Tank - Interior	11D	0		- POYA P.C.
OLO551 L	H Wing Trailing Edge - Interior &	AD	$\overline{\mathcal{O}}$		Q.C. PRA
OR0551 F	H Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	10	0		BRA QG
	H Ailerons - Exterior	NO	0	-+	· /// 0.0 0.0
	H Ailerons - Interior	465		3	The second second
•	H Ailerons - Exterior	ND	0	-	A QG
1R0552 R	H Ailerons - Interior	485		4	
2L0551 LI E	H Leading Edge Outboard Stub Wing sterior Xw 454 to Xw 485	NO	0	4	OC AND
2L0552 Li In	Leading Edge Outboard Stub Wing terior Xw 454 to Xw 485	10	1		REAL Q.
2R0551 RI	H Leading Edge Outboard Stub Wing sterior Xw 454 to Xw 485	10			OC TRNA

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

	MODEL: DG-B-715 FACILITY:		4   INSP. D			the state of the s	
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	Τ,	LEVEL	LINSPI Q.Q.	NOFT
112R0552		100101	FINDINGS	<u>+                                    </u>	2 13	1 10.	
	Interior Xw 454 to Xw 485	A/D			$  \cdot   \rangle$	RRXA	Q.C.
115L0551	LH Wing Leading Edge - Exterior	al.0		+		- Constraints of the	1.9
	Xw 408 to Xw 454	NO	$\cdot D$		1.10	-	TRX#
115L0552	LH Wing Leading Edge - Interior	10	(i)	1		- Q.C.	
	Xw 408 to Xw 454	NO	$\mathcal{O}$			9	1 1 20
115R0551	RH Wing Leading Edge - Exterior	10		T			1.59
	Xw 408 to Xw 454	NU -	$O_{-}$		16	00	- Lixen A
115R0552	RH Wing Leading Edge - Interior &	IA	1		× ;;	1.9	In
	Front Spar Xw 408 to-Xw 454	NU				TRRXA	<u>11 QC</u>
116L0551		1a	~	1		and a	139 1
401 45 55	Xw 257 to Xw 408	100	0	<u> </u>	$-i^{\mu}$	102	
116L0552	LH Wing Leading Edge - Interior &	1/0	P		18.	1.39	act-
	Front Spar Xw 257 to Xw 408	_/00			<b>├  </b>	ARRXA	<del>#1</del>
116R0551	RH Wing Leading Edge - Exterior	AND				1	L.RRXA /
116R0552	Xw 257 to Xw 408 RH Wing Leading Edge - Interior &	10/10		+		0.0	<u></u>
1000352	Front Spar Xw 257 to Xw 408	405	3	3		9	hand
117L0551	LH Upper & Lower Wing Skin - Exterior	10-		+		LARXA I	10017
	Xrs 172 to Xw 408, Front & Rear Spar	ALD 1	C)	·		Find	DEU.
				<u> </u>	21	LOCI	
1710552	#1 Main Fuel Tank - Interior	1n	-O	1.1	t l	REYA	Fac-
117R0551	RH Upper & Lower Wing Skin - Exterior		<u> </u>	İ –			N 0
	Xrs 172 to Xw 408, Front & Rear Spar	MO	$\sim O^{-1}$		1 A Y	00	Linx
		10 1	~	<b>—</b>		_	
17R0552	#4 Main Fuel Tank - Interior	NU		Ľ.		RRXA	OC 1
118L0551	LH Wing Trailing Edge - Interior &	dec	1	0	i.	and the second	1.00
	Exterior Xw 0 to Xw 408	405	<u> </u>	17		100	REXA
118R0551	RH Wing Trailing Edge - Interior &	415	3	3		1 9	T
	Exterior Xw O to Xw 408	713-	<u> </u>	2		RRXA	Tat
		ALA			4/		'/ g
19L0551	LH Auxiliary Spars	NI	<u> </u>	ļ	<u> </u>		I-RRA
		din	$\wedge$	1.1		S(,)	
1910552	LH Main Landing Gear Support Fitting	eve				FITAN S	<u>Q.C.</u>
1000551	PLI Aunting Case	Alia		·		Final	9
1300221	RH Auxiliary Spars	1012	$-\underline{\vee}$	<u> </u>		<u>oc</u>	KKXA
1980552	RH Main Landing Gear Support Fitting	1 m				-9	-
20L0551	LH Leading Edge Inboard Stub Wing					RRXA	
2000331	Exterior Xw 223 to Xw 257	AD	O	1 .	30		RRXA
20L0552	LH Leading Edge Inboard Stub Wing	10 0					THOOL IN
2010332	Interior Xw 223 to Xw 257	in	$\mathcal{O}$	•		RRXA	li Q.d
2080551	RH Leading Edge Inboard Stub Wing	21.5					
	Exterior Xw 223 to Xw 257	455	1	1		00	RRXA
2080552	RH Leading Edge Inboard Stub Wing		47		<u> </u>	1 9	1
	Interior Xw 223 to Xw 257	465	2	2		RRXA	

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

N:8084	U   MODEL: DC-8-71FT FACILIT	Y: TONN TO	cif INSP. D.	ATE:	7-1	8-0	0
÷.,	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL		EVEL	INSP	CTOR
121L0551	LH Wing Leading Edge - Exterior	T	FINDINGS	1	2 3		I-DFI
121L0552	Xfs 107 to Xw 223	10	$\Box O$				QC
12100002	LH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	10				-	9
121R0551	RH Wing Leading Edge - Exterior	100			- K	100	
	Xfs 107 to Xw 223	10			ľ	RRXA	-
121R0552		100				LTUNA -	Sec 7
22L0551	Front Spar Xfs 107 to Xw 223	NO.	O			Fad	
2220551		10				17 9	
22L0552	Xw 0 to Xfs 107 LH Wing Leading Edge - Interior & Front	ALO.	LOI			RAXA	100
	Spar Xw 0 to Xfs 107	1/n					1 19
22R0551	KH Wing Leading Edge - Exterior	1.1012			;	100	LARX
	Xw 0 to Xfs 107	455	. /	1		9	
22R0552				<del>-//</del>		REXA	C QC
	Front Spar Xw 0 to Xfs 107	955	4	41		00	D.L.
23L0551	LH Upper & Lower Wing Skin - Exterior	1/2	01			9	TINA
	Xrs 74 to Xrs 172, Front to Rear Spar	NO				BEXA	Q.C
2310552	#2 Alternate Fuel Tank - Interior	1/A	(n)			NAMES AND ADDRESS OF TAXABLE	N 9
23R0551	RH Upper & Lower Wing Skin - Exterior	100			-   ·	Q.C.	RRXA
	Xrs 74 to Xrs 172, Front to Rear Spar	NU	$\mathcal{O}$	· [	1	9.	
		10				PRXA	
23R0552	#3 Alternate Fuel Tank - Interior	NU	O			00	RRXA
24L0551)	LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	MA				9 1	
		100	-0			RRXA	Q.C.
24L0552	#2 Main Fuel Tank - Interior	AD			1.		9
4R0551	RH Upper & Lower Wing Skin - Exterior	100			_	0.0	RRXA
	Xw O to Xrs 74. Front to Rear Spar	NO	OI			9 REXA	QC.1
		10				1 DOAA	
5L0551	#3 Main Fuel Tank - Interior	NU .	$\bigcirc$			1001	REXAL
.510331	LH Outboard Flap & Exhaust Gate	465		1		9	
5L0552	LH Outboard Flap & Exhaust Gate	-102				REXA	d.c.
	Interior	NI		ſ		· Parameter	DBv.
5R0551	RH Outboard Flap & Exhaust Gate	1/2		-+-		100	REXA
-	Exterior	NO	0	1		REXA 1	TOC
5R0552	RH Outboard Flap & Exhaust Gate	1/0		-+-		LIGAA (	
	Interior	AM	O			- <u>Q.C.</u>	LEPEXA
6L0551	LH Inboard Flap - Exterior	ANDT					-
		1011	$\mathcal{O}$		<u> </u>	RRXA	C.C.T
6L0552	LH Inboard Flap - Interior	110	01				1 9 1
		1/2				100	HREXA
6R0551	RH Inboard Flap - Exterior	Alt				RRXA	1

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

. c	ORROSION INSPECTION TASK	FOUND?	TOTAL FINDINGS	1	LEVE 2	L 3	INSPECTOR	<b>4</b> 41,
	<u> </u>	110	N				9	1-10
26R0552	RH Inboard Flap - Interior Wing Center Section Upper & Lower	100		+		╬╾┙┋	RRXA Q	
20000551	Skin - Exterior, Front & Rear Spar	405	4	1	3		OC R	
2710551	LH Wing Center Section - Interior	NO	0				9 Brya O	7 10
27R0551	RH Wing Center Section - Interior	AID.	O	ľ		/	O.C. A	
37510551	LH Horizontal Stabilizer Leading Edge Exterior	NO	0			ŀ		
75L0552	LH Horizontal Stabilizer Leading Edge Interior	10	0	ŀ			OC N	
375R0551	RH Horizontal Stabilizer Leading Edge Exterior	NO	0				REXA	E-N
75R0552	RH Horizontal Stabilizer Leading Edge	NO	0				Q.C. R.	
376L0551	LH Horizontal Stabilizer - Exterior	485	2	2		•	REXA	
376L0552	LH Horizontal Stabilizer - Interior	485	3	3			AL DO	A.
376R0551	RH Horizontal Stabilizer - Exterior	485	1		1	1	REXA Q	
376R0552	RH Horizontal Stabilizer - Interior	485	1	1	1		RE OC	A.
37700551	Horizontal Stabilizer Center Section Exterior	10	0				RRXA LOC	
37700552	Horizontal Stabilizer Center Section	NO	0				Q.C. 8	
378L0551	LH Elevator & Tab - Exterior	NO	0				RIVA LOC	1
378L0552	LH Elevator & Tab - Interior	ND	O		•	ŀ	de IRA	
378R0551	RH Elevator & Tab - Exterior	NO.	$\mathcal{O}$		·		REXA TO	
378R0552	RH Elevator & Tab - Interior	NO	0				QC 1	
383L0551	LH Horizontal Stabilizer Tip Exterior & Interior	NO	0				RRXA	The start
383R0551	RH Horizontal Stabilizer Tip Exterior & Interior	NO	0				Q.C.	
40000551	Fuselage Nose Section - Exterior Forward of Mfg. Solice	NO	Q			;	RRXA TO	
45100551	Radome Interior	NO	0	· .			OC RR	
45200551	Turbo Compressor Compartment	NO	$\mathcal{O}$			1	9 RRXA	7

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

# D - CHECK

N: 80840	/   MODEL: DC-8-711 FACILIT		71   MOF. L		7-1	0,,00	2
CC	DRROSION INSPECTION TASK	CORROSION	TOTAL		LEVEL	INSP	CTOR
45200552	Ground Cooling Fan Compartment Interior (Air Cycle A/C only)	FOUND?	FINDINGS		23	RRXA	LOFF
45300551	Doppler Antenna Compartment Interior (if present)	NO	O	+		RRXA	
45400551	Nose Gear Wheel Well & Doors	MO	$\square$		10.	1 9 <sup>v</sup>	小时
	LH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	11D	$\left  \right\rangle$	+		I MAA	$\sqrt{q}$
455L0552	LH Nose Wheel Well Tunnel - Interior (Freon A/C Only)	NO	10	1		Q.C.S.	<u> </u>
	RH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	465		1		Q.C.	
	RH Nose Wheel Well Tunnel - Interior (Freon A/C only)	NO	0			REXA	
	Air Conditioning Accessory Compartment Interior	485	16	10	6 1	ACCESSION OF A DESCRIPTION OF A	REXA
	Hight Compartment Forward Area nterior	465	H	4		RRXA	
6400551	Flight Compartment Mid Area - Interior	485	10	8	2	QC. 1	9 RRXA
<u> </u>	Right Compartment LH Aft Area	NO	0			RRXA	
65R0551 F	Right Compartment RH Aft Area	465	1		1	0.0.	O C 9 RRXA
6600551 F	light Compartment Sub Floor - Interior	465	5	4	1	9 RRXA	Tor
73L0551 L	H Aft, Fuselage Nose Section - Interior	NO	0			0.6.7	RRA
73R0551 R	H Aft, Fuselage Nose Section - Interior	453	2	2		PRYA	Q.C.T
300551 F	orward Passenger Entrance Door	NO	0			CQ.C.	RRXA
. N	uselage Upper Section Forward to Aft Ifg. Splice - Exterior	485	29	29		9 FRXA	0
M	uselage Lower Section Forward to Aft Ifg. Solice - Exterior	485	9	9		00.1	9 BRXA
710551 F	orward Lower Cargo LH Tunnel -3 terior	NO	0			9' RRXA F	
7L0552 Fc	orward Lower Cargo LH Cusp	NO	$\bigcirc$	İ			
	orward Lower Cargo RH Tunne! terior	405	8	7	0 1	.9. RXA	0.01
7R0552 Fo	prward Lower Cargo RH Cusp	NO	0		ŀ	acti	91
700551 Fo	rward Lower Cargo Bilge - Interior	465	16	14	2	9 REXA	

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D - CHECK N:80840 MODEL: NC-S-715 FACILITY: TEUR TECH INSP. DATE: 7-18-00 CORROSION INSPECTOR TOTAL LEVEL CORROSION INSPECTION TASK FOUND? FINDINGS 55800551 Mid Ship Accessory Compartment 465 4 Ĥ RRXA Interior Q.C. 2 2 4 & S Q.C. IRRX 559L0551 Aft Lower Cargo LH Tunnel - Interior RRXA 559L0552 AFT Lower Cargo LH Cusp 0 9 RPX Q.C 559R0551 AFT Lower Cargo RH Tunnel - Interior 559R0552 AFT Lower Cargo RH Cusp RRXA 0.0 RRX 3 Ý 44 41 ES 55900551 AFT Lower Cargo Bilge - Interior Q.C. 485 56000551 AFT Accessory Compartment - Interior RRXA QC 9 56900552 AFT Passenger Entrance Door RRXA 0.0 Ġ 9 RRXA 485 3  $\mathcal{O}$ 56900553 Forward Service Door 27 Ô 9. 56900554 AFT Service Door PRY. 9 56900555 LH Overwing Exits RRY. Q.C 1 .9 56900556 **RH Overwing Exits** PPX D 9 56900557 LH Forward Type I Exit RP 1 56900558 RH Forward Type I Exit 07 P 9 56900559 LH AFT Type I Exit 0.1 9 455 56900560 RH AFT Type I Exit 9  $\bigcirc$ 56900561 Forward Lower Cargo Forward Door 0 . 56900562 Forward Lower Cargo AFT Door RAVI 9 9 8 8 7 7 56900563 AFT Lower Cargo Forward Door ÷9 483 56900564 AFT Lower Cargo AFT Door  $\mathcal{O}$ 9 56900565 Upper Cargo Door 07 DÖ 9 O56900566 Upper Cargo Door Jamb Plate 2PM

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56900567

Upper Cargo Door Hinge

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13.

#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

N: 8084V	MODEL:							6)	
N. 80840	NOUPEL 2	FACILITY	TENN TEC	H INSP. D	AIE:		- 12	3-00	l
	RROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	1	LEVE 2	L . 3	SIGN	
	Top Surface of Wheel Well P Panel & Wing Skin	ressure	485	6	6			RRXA	. O.C
	Shear Web & Pressure Panels		465	1	1			l o.cl	RRXA
	fuselage Frames above MLG Nell Ceiling	Wheel	485	3	3			9 RRXA	
573L0551	Ipper Surface LH Cusp 4		425	3	3			0.0	
573R0551 (	Jpper Surface RH Cusp	<u> </u>	NO	0		:		PPXA	1 ac
57300551	Main Cabin Compartment - In	terior	485	68	64	4	. ;	0.0	
57300552	Vindow Doublers (all location	15)	ND	o				9 RRXA	I ec
57300553 L	ongeron End Fittings STA 68	30-1140	NO	0				0.0. 7	PPR/
574L0551	H MLG Wheel Well & Keel B	eam	465		1			9 RRYA	
7410552	H MLG Strut & Beam Assem	ibly 🔬	NO	0			· 47		9 RRXA
574R0551 F	H MLG Wheel Well & Keel B	eam	485	1	1			9. 9	0.0
	H MLG Strut & Beam Assem FT Fuselage & Vertical Stabi		NO	0				0.C.	9 RRXA
	xterior	1152.61	485		1	_		PRXA	<u></u>
6100551 A	FT Fuselage Section - Interio	or .	485	. 15	15			0.0	9 RPXA
6100553 L	ertical Stabilizer Front Spar ( ongeron Splice Fittings at AF		NII	0					- Q.C. 7
	ressure Bulkhead		<u>_////</u>	0			•	<b>e.c.</b> /	-9. RAXA
6200551 T	ail Section of Fuselage - Inte	rior	405		5	_		9 RRXA	ap.
7900551 V	ertical Stabilizer Leading Edg	e Interior	- 4 <u>ES</u>	C	2			0.0.1	REKA
8000551 V	ertical Stabilizer Interspar Bo	x Interior	NO	0				9 RRXA	- <u>Q.C</u>
8000552 V	ertical Stabilizer Rear Spar C	aps	NO	-Q				ac 1	DDY/
8100551 V	ertical Stabilizer Tip - Interior		NO	0				RRXA	9.6
8200551 R	udder & Tab - Exterior		NG	$\mathcal{O}$			•••	0.0	9 RRXA
8200552 R	udder - Interior		NO	$\mathcal{O}$				9. DDVA	

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D	CHECK			
BOSAN   MODELDE-8-7/17 FACILITY	TENTER	H INSP. D	ATE: 7-18	3.00 -
CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1 2 3	INSPECTOR
1-00551 #1 Pylon - Exterior	No	0		PRRXA TQ.C.
1-10551 #1 Pylon - Interior		0		Q.C RRXA
2-00551 #2 Pylon - Exterior		0		RRXA TO
2-10551 #2 Pylon - Interior		0		11 100 1000
3-00551 #3 Pylon - Exterior		0		RRXATOC
3-10551 #3 Pylon - Interior		0		Q.C. TIRRXA
4-00551 #4 Pylon - Exterior	x	0		RRXALO
10551 #4 Pylon - Interior	Y	0		9 RRX
		All and		
		•	-	
		•		
	•			
				- <u>Q.O.</u> -
OTAL CORROSION FINDINGS				9 9 0000

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#### 39.3 General.

No person may operate a product to which an airworthiness directive applies except in accordance with the requirements of that airworthiness directive.

2. 20.05 AD 92-25-07

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2.20.06

RRXA IPM, Volume 111, SID, Chapter 3, 1, Paragraph **D** was not updated after the effective date of AD 93-01-15, (02/26/93).

RRXA RESPONSE:

The Manager Maintenance Programs and Publications has revised the IPM Volume III manual to update the DC-8 Airworthiness Directive number to the revised 93-01-15.

RRXA CONCLUSION: Finding valid.

Jim Owens EWA Director- Quality Assurance 21 February 2001

Check with Jin F. For manual revision.

2.20.06

RRXA IPM, Volume 111, SID, Chapter 3, 1, Paragraph 11 was not updated after the effective date of AD 93-01-15, (02/26/93).

RRXA RESPONSE:

The Manager Maintenance Programs and Publications has revised the IPM Volume III manual to update the DC-8 Airworthiness Directive number to the revised 93-01-15.

RRXA CONCLUSION: Finding valid.

Jim Owens EWA Director- Quality Assurance 21 February 2001

Sim Feisley L

ERRORSUGGESTION FOR CHANGE (check appropriate see MANUAL/PUBLICATION TITLE CHAPTER/SECTION/PAGE REFERENCE PAI	
MANUAL/PUBLICATION TITLE PAI	
CHAPTER/SECTION/PAGE REFERENCE PAI	,
· · · · · · · · · · · · · · · · · · ·	
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DESCRIPTION OF ERROR OR SUGGESTE	D CHANGE
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Station LocationPhone	
Manager Approval Director of Eng	jineering Approval
Director Maint. Approval Director of Que	ality Control Approval

#### SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM

#### GENERAL

The Structural Inspection Documents (SID) L26-011 (DC-8) and L26-012 (DC-10) were developed as a result of Advisory Circulars (AC) 91-56A and 91-60. The documents include all information necessary to accomplish the inspections in accordance with Airworthiness Directive 93-01-15 (DC-8) and 95-23-09 (DC-10).

The Structural Inspection Document (SID) is broken down into three (3) volumes:

**Volume I** lists the Principal Structural Elements (PSE) together with On-Aircraft Maintenance Planning data.

Volume II provides the specific Non-Destructive Inspection (NDI) techniques and procedures selected for each PSE.

**Volume III** lists PSE data for planning purposes, provides fleet status and PSE populations and shows a record of PSE inspection results. The information and data is arranged in the following manner:

- A. <u>Section 2</u> This section contains the basic information, planning data and procedures for reporting of inspection results.
- **B.** <u>Appendix A</u> This appendix provides the PSE Basic Data summary of most of the basic information and data necessary to establish a supplemental structural inspection program for each PSE.
- C. <u>Appendix B</u> This appendix provides information on fleet status and PSE populations. It describes the population codes as applicable to the fleet. The data is presented as of a given fleet status date (FSDate). The data is sorted in two ways, by serial number and operator.
- D. <u>Appendix C</u> This appendix contains a record of all inspection results that have been reported to The Boeing Company.

#### POLICY

11.

The SID program consists of evaluating the current inspection program against SID specified inspection requirements for PSE's.

The supplemental inspection program is to be implemented on a PSE by PSE basis before a PSE exceeds its fatigue life threshold (Nth). Regardless of inspection type all PSE's must be inspected prior to Nth per the NDI procedure provided in Volume II.



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- 5. Compare requirements against normal maintenance. Accomplish inspection by the End Date or Nth, whichever comes first.
- 6. Report all inspection results to Boeing.
- Once the data is reviewed, take the applicable data and add it to the EWA Maintenance Program maintained in the computer database.
  - 1. The Maintenance Programs and Publications section will prepare a SID/PSE Inspection Listing for each aircraft.
  - 2. The Maintenance Programs and Publications will submit the SID/PSE Inspection Listing to the Manager of Aircraft Records for incorporation into the computer database.

#### REPORTING OF INSPECTION RESULTS

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IV.

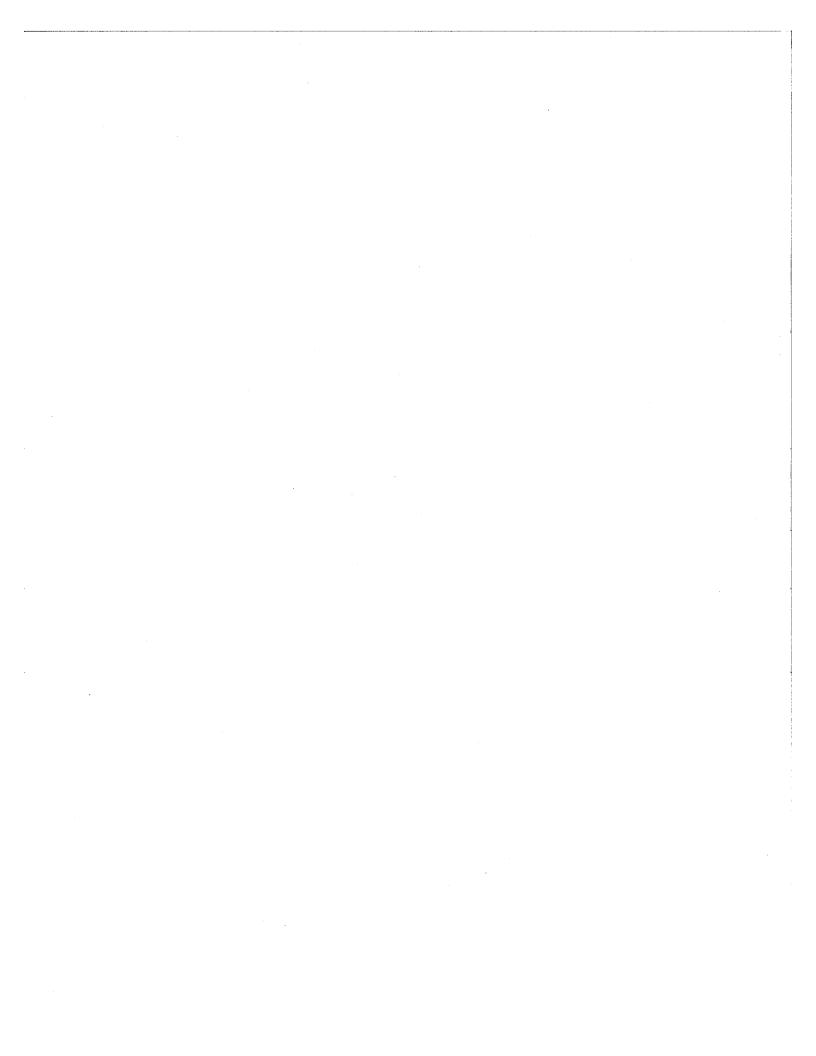
Whenever a PSE enters the supplemental inspection program phase, inspection results shall be reported to The Boeing Company<sup>\*</sup> using the form provided after this section. Both, normal and supplemental inspections, which are performed to satisfy the supplemental inspection program, must be reported. Both, negative and positive findings must be reported, because statistical sampling concepts used in the SID program require the knowledge of previous inspection times, even if findings were negative. The inspection findings shall be reported by January 31 for the DC-8 and June 30 for the DC-10.

The reporting form shown on the following page shall contain the following information for each PSE sample inspected:

- PSE NUMBER (both sides of a PSE can be reported on one line if the results were identical).
  - PSE POP Population Letter as defined in Appendix B.
- SERIAL NUMBER of the airplane that was inspected.
- FUS NUMBER of the airplane that was inspected.
- INSPECTION DATE Date of inspection.
- INSPECTION FLYING TIMES Total flight hours and landings that the aircraft had accumulated as of the date of inspection.

Mail to: The Boeing Company Attn: DC-8/DC-10 SID Program, MC D035-0035 3855 Lakewood Boulevard Long Beach, CA 90846

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2.20.7	Aircraft N8084U had work card 5210D, Item 15 marked as N/A. Therefore omitting the structural inspection documentation of the areas. This work card satisfies the requirement of CPCP task 57300552. By indicating "N/A" the requirements of	
	AD 92-22-07 were not met. This is contrary to 14CFR 39.3.	
RRXA RESPONSE:	The finding is correct in that work card 5210D, Item 15 was marked $N/A$ . However, the attached letter from Tennessee Technical Services, faxed on October 25, 2000, states that the inspection was accomplished and satisfied CPCP task number	
	5730 0552. EWA Maintenance Reps have been instructed not to N/A Item 15.	

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A

RRXA CONCLUSION: No finding.

ent By: Tennessee Technical Services;

615 223 9890;

Oct-25-00 9:47AM;

Page 2/2

# TENNESSEE TECHNICAL SERVICES, L.L.C.

634 Fitshugh Blvd. • Smyrna, TN 37167 • (615) 223-7801 • Fax (615) 355-6472

Ed Jones Quality Assurance Dept. Emery Worldwide Airlines One Emery Plaza Vandalia, Ohio 45377

Dear Ed,

This is to state that during the D-Check inspection of DC-8 aircraft registration number N8084U an inspection item was signed (initialed) by an Emery Maintenance Representative as Not Applicable (N/A).

The inspection card addressed the Main Cabin Inspection. The work card number was 5201D, item 15. The work card was N/A'd because the aircraft is in a freighter configuration.

The area surrounding and containing the cabin window doublers throughout the cabin received a thorough general visual inspection which meets the requirements of work card no. 5201D, item 15 less the cabin window.

The GVI inspection was accomplished and satisfied the requirements of CPCP task number 5730 0552.

Sincerely,

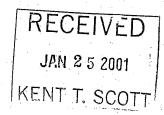
Ľ[],

Glyn Roe Inspector



U.S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420 CC: Am Aurins My Sumarco Bah Wall

January 24, 2001 2.20,01 **FILE NUMBER: 2001GL050047** 

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Aircraft N8084U had work card 5210D, item 15 marked as N/A. Therefore omitting the structural inspection documentation of the areas. This work card satisfies the requirement of Corrosion Prevention and Control Program (CPCP) task 57300552. By indication "N/A" the requirements of AD 92-22-07 were not met. This is contrary to 14 CFR 39.3.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

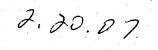
Thank you for your attention to this matter.

Sincerely,

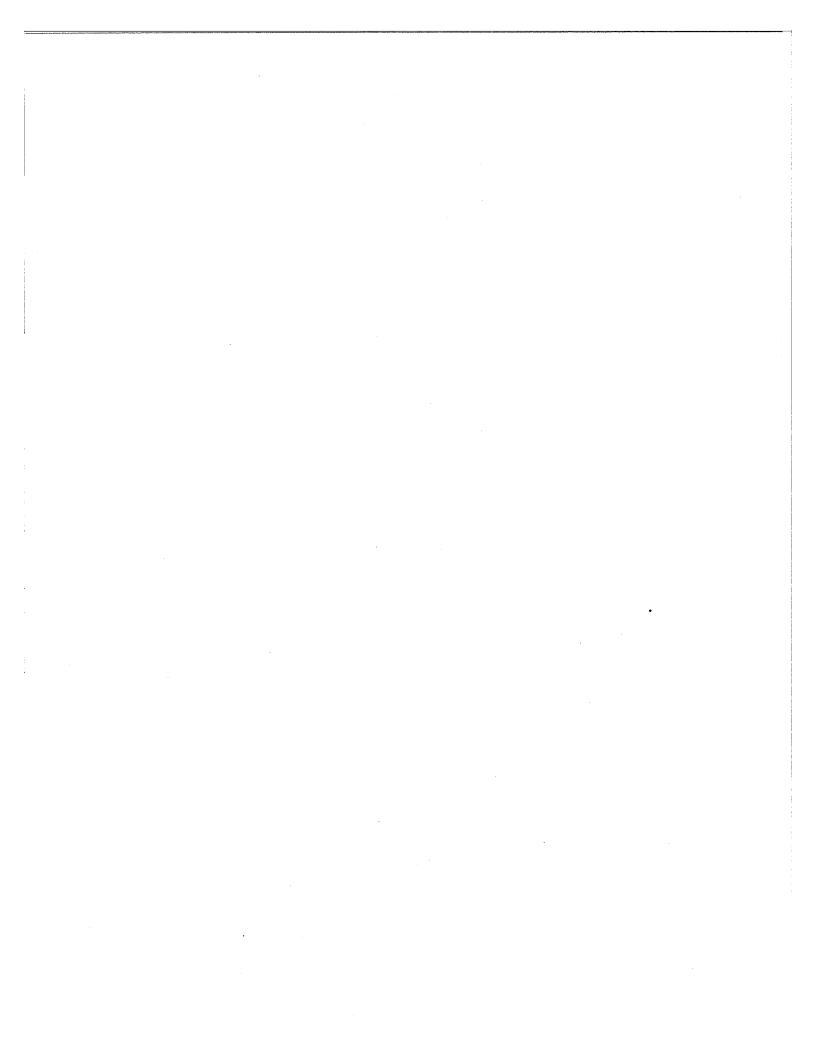
Harold R. Camden Principal Maintenance Inspector

#### 39.3 General.

No person may operate a product to which an airworthiness directive applies except in accordance with the requirements of that airworthiness directive.



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2.20.08

An inspection of aircraft N8084U "D" check records was conducted. The corrosion task control sheet was not accomplished. This is contrary to RRXA IPM, Volume III, Chapter 2,

RRXA RESPONSE:

The corrosion task control sheets were accomplished but had been misfiled. These were located and copies are attached.

RXXA CONCLUSION: No finding.

Jim Owens EWA Director-Quality Assurance <u>21 Feb</u>ruary 2001

Closed 3/13/01

#### RRXAA558B

2.20.08

<u>Response</u>: Reviewed the "D" Check corrosion package for N8084U. Located generated copy of the Tally Sheet for corrosion prepared by the Reliability Department. Reviewed all "D" Check non-routine discrepancies for corrosion and assured MEO-31 Forms were generated for all findings. Created a new Tally Sheet and reported all Level II findings to Boeing Aircraft Company and the Required Items to the FAA. See attached Report and "D" Check Tally Sheet for corrosion.

TANY Sheet IN achorbility ME031 ONIGINNU

#### December 22, 2000

Knolton Smith Long Beach, California Attn: Maintenance Engineering Dept. L45, Mail Code D035-0035 P.O.Box 1771 Long Beach, CA 90801-1771

RE: DC8 CPCP reports; EWA form MEO31

Mr. Smith:

Following this cover letter, please find the level 2 corrosion inspection reports for one of Emery's DC8 aircraft by serial number.

<u>Serial</u> #	<u>Tail #</u>	<u># MEO31s</u>
45974		
45974	N8084U	30

If you require additional information please contact me as shown below. Thank you.

Regards,

Charles R. Peck <u>Manager Relia</u>bility

enclosure 30 each MEO31R5's 1 each Major Inspection Data

# EMERY WORLDWIDE AIRLINES MAJOR INSPECTION REPORT

	AIRCRAFT IDE	ENTIFICATION	
REGISTRATION NO.	MODEL NO.	SERIAL NO.	MANUFACTURE DATE
N8084U	DC8-71F	45974	June 1968

		R INSPECTION DA	TA	
CHECK	PERFORMED BY	DATE	TAT	TAC
D	TENN. TECH	18,JULY 2000	73,190	27,603

2720
304
11.2%

	(7) (r)		CORRO	SION FIN	DINGS B	Y AREA			
AREA	-1	2 -	3	4	5	6	1	8	TOTAL
LEVEL 1	28	1	5	29	188	23	0	0	274
LEVEL 2	2	3	2	10	13	0	0	0	30
LEVEL 3	0	0	0	0	0	0	0	0	0
TOTAL	30	4	7	39	201	23	0	0	304

MAJINSP

CONTROL FROM THE TENTION AND CONTROL PROGRAM

<b>INSPECTION</b>	REPORT
-------------------	--------

EMERY WOF	DDEL DC-8-71F		CHECK TYPE D EPAIR FACILITY	INSPECTION DATE 18-JULY-00
				TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFA	CTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION	] YES [X]	NO <b>*INTERA</b>	AL SINCE LAST	09/21/98
* INSPECTION FINDINGS:	[] [X	INSPECT	EX 1	
	LEVEL 1 *LI	WEL 2	VEL J LOCAL	WIDESPREAD
* EWA RELIABILITY SECTION OF PREVIOUS CORROSION INSPECT	JN - COMPLETE THE ION RECORDS SHOW 1	FOLLOWING IF	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
XES INOV	E YES, REDUCE	EINDINGS TO LE	VEL 1 - ATTACH COPY(S	OF PREVIOUS REPORTS
DO PREVIOUS CORROSION'INSPECT F NO. SUBMIT LEVEE 2:0R 3 REFOR	ON RECORDS SHOW H	EVEL I CORROSIO	IN FINDINGS ON THE AT	TECTED MEMBER(S)?
CAUSE OF [X] ENVIRONM		AL LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:				
[] BLOCKED DI CORRODED MEMBER(S)	RAIN [] WET INS	SULATION	[] UNKNOWN	[] OTHER
	[][.0]	NGERON	[] SPAR CAP	[] BULKHEAD
OO THE MEMBER(S) EXHIBIT EVIDEN OF PRIOR CORROSION BLEND OUT, C		RINGER	[] WEB	[] FITTING
EPAIR? YES NO X 7 YES, INDICATE WHICH ONE(S) APP		•		
LEND OUT REPAIR			[X] SKIN	[] FLOOR BEAM
	[] SHE	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
AMACE LOCATION Include row	[] BRA	ACKET	[]RIB	[] OTHER
AMAGE LOCATION - Include range ferences, and Include axis variables.	Also, provide Repair Sp	ecifications Inform	nt of damage, Provide at nation, Blend-out and Re	least two axis' or Str/Long
Station Number Range (TO)		Bl	end-Out	Repair
Kange (10)			ormation s IAW SRM Figure:	Reference (if used): Engineer Sketch Number: EO# -00
Axis 700 To YAxis	781			107
Axis To X Axis:		Percentage Materi After Blend-out:		Manufacture's Drawing No.:
Axis To Z Axis:		SRM Figure Used	·	SRM Repair Figure:
		Figure Item No.:		Repair Index No.:
r/Long LH/RH: <u>35</u> To Str/I		· · · · · · · · · · · · · · · · · · ·		
ESCRIPTION OF DAMAGED ARE	CA AND CORRECTIV	'E ACTION:		
· · · · · · · · · · · · · · · · · · ·	· · · ·	··· · ·	:	
und corrosion damage to Skin be	tween Y 700 & Y 781	from Long. 35	L/H to Long. 35 R/H	, damage exceeded limitations I/A/
C-8 SRM.			· · ·	
· .	• •	· · ·	······································	
moved damage,treated area I/A/W		Fabricated and i	ngtalled rongin I/A /NV	
		I dimension and I	istaned tepair I/A/W I	SO # 00-107.
PAIR FACILITY NON ROUT	NE NUMBER(S): 2	2A032		
		1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -		
RVICE DIFFICULTY REPOR	FNO:: RRXA00348	6		
00700B				
31 Rev. 5 SHADED A	REAS TO BE COMPLE	IED BY EWA RE	PRESENTATIVE.	
31 Rev. 5 SHADED A	REAS TO BE COMPLE	IED BY EWA RE		EWA Quality Control REXA 09 Stamp or Initialize
31 Rev. 5 SHADED A	REAS TO BE COMPLE	IED BY EWARE		EWA Quality Control RRXA 09 Stamp or Initialize
31 Rev. 5 SHADED A	REAS TO BE COMPLE	IED BY EWA RE		EWA Quality Control PRXA 09 Stamp or Initialize
31 Rev. 5 SHADED A	REAS TO BE COMPLE	IED BY EWA RE		EWA Quality Control RRXA 09 Stamp or Initialize
00700B 31 Rev. 5 SHADED A n. 1998	REAS TO BE COMPLE	IED BY EWA RE		EWA Quality Control RRXA 09 Stamp or Initialize

## COMPOSIDING NEVENTION AND CONTROL PROGRAM **INSPECTION REPORT**

(This form only required for primary structure)

TAIL NO.	EMERY W	-	DC-8-71F		CHECK TYPE D REPAIR FACILITY	DATE 18-JULY-00
FACTORY	SERIAL NO. 45	5974			•	TENN. TECHNICAL SERVICES
1					ACTURE'S CORROSION TASK NO:	376R0552
1.000		[]YES		] NO * INTEI INSPEC	WAL SINCE LAST	09/21/98
* INSPEC	TION FINDINGS:	[].		X ]	] XI	
* EWA R	ELIABILITY SE	CTION CO	IDI PER TU	EVEL 2		WIDESPREAD SION IS INDICATED ABOVE
DO PREVIO VES						FFECTED MEMBER(S)? STOF PREVIOUS REPORTS
DOPREVIC	OUS CORROSION INS	SPECTION RECO	ORDS SHOW	LEVEL LCOPPOS	ION FINDINGS ON THE A	STOPPREVIOUS REPORTS
IF NO, SUB	WHIT PERTITIES ON ONE	EPORT TO MAN	OTACTORE	NAL LEAKAGE		
DAMAGE	£:		UINTER	NAL LEANAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
CORROR		CED DRAIN	[] WET N	NSULATION	[] UNKNOWN	[] OTHER
	ED MEMBER(S)		[]L	ONGERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR C	MBER(S) EXHIBIT E ORROSION BLEND (	OUT, OR	[]s	TRINGER	[] WEB	[] FITTING
REPAIR? IF YES, INDI	YES NO CATE WHICH ONE(S	O X S) APPLY:	ו וו	RAME	[X] SKIN	
BLEND OUT				EAR TIE		[] FLOOR BEAM
				RACKET	[] DOUBLER	[] ATTACH ANGLE
DAMA OF T	OCUTION T		1		[] RIR	[X] OTHER R/II HORIZ. STAB
eferences, a	nu menute axis varia	bies. Also, pro-	vide Repair S	r understanding ex Specifications Info	tent of damage, Provide a rmation, Blend-out and R	stAB t least two axis' or Str/Long epair References (if used).
	Station Nu Range (1	mber ,		E	llend-Out	Repair
	· · · · · · · · · · · · · · · · · · ·			In Original Thickn	formation ess IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
( Axis	To YAx	is		Percentage Mate	rial Thioknosa	
Axis XE	2 <b>99 To X</b> Axi	is:		After Blend-out:		Manufacture's Drawing No.:
Axis	To ZAx	is:		SRM Figure Use	:d:	SRM Repair Figure:51-1-21
· /··· · ···	·····	· ·	· .	Figure Item No.:	· · · · · · · · · · · · · · · · · · ·	Repair Index No.:
tr/Long LF	ON OF DAMAGEI	T/Long LH/R/		VE ACTION.		
	······		tabilizer Sk	in at VE 00 d	81. – 1. – 1. – 1. – 1. – 1. – 1. – 1. –	······
ound corro	sion damage to R/I	Horizontal S			maga arrang 1 - 1 1 · · ·	
ound corros	sion damage to R/I	Horizontal S			mage exceeded limitati	ons I/A/W DC-8 SRM.
· · ·	·····			· · · · · · · · · · · · · · · · · · ·		
· · ·	·····			· · · · · · · · · · · · · · · · · · ·		ons I/A/W DC-8 SRM. A/W DC-8 SRM 51-1-21.
emoved da	·····	I/A/W/DC-8 S	RM 51-1-8	. Fabricated and		
emoved dar	mage,treated area 1	I/A/W/DC-8 S OUTINE NUM	RM 51-1-8 MBER(S):	. Fabricated and 3A017		
emoved dat EPAIR FA	mage,treated area ]	I/A/W/DC-8 S OUTINE NUM	RM 51-1-8 MBER(S):	. Fabricated and 3A017		
emoved dat EPAIR FA ERVICE D 76R9900	mage,treated area 1 ACILITY NON RO DIFFICULTY RE	I/A/W/DC-8 S OUTINE NUN PORT NO.: 1	RM 51-1-8 //BER(S): RRXA0035	. Fabricated and 3A017 01	installed Skin Panel I//	
emoved dar	mage,treated area 1 ACILITY NON RO DIFFICULTY RE	I/A/W/DC-8 S OUTINE NUN PORT NO.: 1	RM 51-1-8 //BER(S): RRXA0035	. Fabricated and 3A017 01		

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#### **INSPECTION REPORT**

EMERY WORLDW	DC-8-71F		D REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974				
	- 		ACTURE'S CORROSION TASK NO	):.
INITIAL INSPECTION [.] YES	[X] NO	* INTER INSPEC	VAL SINCE LAST	09/21/98
* INSPECTION FINDINGS:	[X]		X	and the second second second second second second second second second second second second second second second
* EWA RELIABILITY SECTION - CO			EVEL 3 DE LOCAL	
DO PREVIOUS CORROSION INSPECTION RECO	ORDS SHOW LEVEL	<b>L</b> CORROS	ION FINDINGS ON THE	AFFECTED MEMBER(S)2
DO PREVIOUS CORKOSION INSPECTION RECO		A CONTRACTOR OF	the distance of the state of the second state	Y(S) OF PREVIOUS REPORTS
IF NO. SUBMITLEVEL 2 OR 3 REPORT TO MAN	UFACTURE.			
CAUSE OF [X] ENVIRONMENT DAMAGE:	[] INTERNAL LI	EAKAGE	[] CHEMICAL SPIL	L [] LAV/GALLEY SPILL
[] BLOCKED DRAIN	[] WET INSULAT	TION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONGER	- NO	[] SPAR CAP	
DO THE MEMBER(S) EXHIBIT EVIDENCE				[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRINGE	<b>к</b> .	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY. BLEND OUT REPAIR	[]FRAME		[] SKIN	[] FLOOR BEAM
	[] SHEAR T	IE	[] DOUBLER	[] ATTACH ANGLE
	[]BRACKE		[ ] RIB	[X] OTHER SEAT TRACK
<b>DAMAGE LOCATION</b> - Include range data if references, and Include axis variables. Also, pro	necessary for under vide Repair Specific	standing ex ations Info	tent of damage, Provid rmation, Blend-out and	e at least two axis' or Str/Long Repair References (if used)
Station Number		I	Blend-Out	Repair
Range (TO)	Origi		formation ess IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis 1120 To Y Axis		nai Thickh	ess IA w Skivi Figure.	Engineer Sketch laumder:
X Axis -48 To X Axis:		ntage Mate Blend-out	rial Thickness	Manufacture's Drawing No.:
	SRM	Figure Us	ed:	SRM Repair Figure:_ 53-2-0
Z Axis To Z Axis:	Figur	e Item No.		Repair Index No.:
Str/Long LH/RH: To Str/Long LH/R	-	• nom no.	·	
DESCRIPTION OF DAMAGED AREA AND	CORRECTIVE AC	CTION:		
·····	· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	· · · ·
Found corrosion damage to Seat Track at Y	1120 & X -48 , da	mage exc	eded limitations I/A	W DC-8 SRM.
Removed damage, treated area I/A/W/DC-8	SRM 51-1-8 . Fabr	icated and	l installed New Seat	Track I/A/W DC-8 SRM 53-2-0.
			· · · ·	
REPAIR FACILITY NON ROUTINE NU	MBER(S): 5G06	0		
SERVICE DIFFICULTY REPORT NO.:	RRXA003500		i san an	
7301120		• •		
CO31 Rev. 5 SHADED AREAS T	O BE COMPLETED	BY EWA I	REPRESENTATIVE.	EWA Quality Control RRXA 09
ี ๆ. 1998				Stamp or Initialize:
the provide the second s				

**INSPECTION REPORT** 

				IRLINES	CHECK T D	YPE INSPECTION DATE 18-JULY-00
TAIL NO. N8	084U	MODEL	DC-8-71F	MAINT	REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIA	L NO. 459	074		MANUF	ACTURE'S CORROSIC	
INITIAL INSPEC	TION	[]YES	<u> </u>		TASK 1	<u>NO:.</u>
* INSPECTION	FINDINGS-			INSPEC	FION	09/21/98
1		LEV	EL 1	[X] LEVEL 2	EVEL 3.2 [X]	LI WIDESPREAD
* EWA RELIA	BILITY SEC	CAN CONSTRUCT	MPI FTF TU	IT TO TAMAN		
YES	NO		F YES, REDU	EFINDINGS TO T	FVFF1, ATTACH CO	E AFFECTED MEMBER(S)
DO PREVIOUS CO IF NO, SUBMIT LE	ROSION INSP VEL 2 OR 3 RE	ECTION REG	TORDS SHOW	LEVEL CORPORT	ION FINDINGS ON TH	E AFFECTED MEMBER(S)?
CAUSE OF	[X] ENVIR		a control of of the	NAL LEAKAGE	[] CHEMICAL SPI	
DAMAGE:	[] BLOCKE	DDRAIN	[] WET D	NET IT ATTION		
CORRODED M				NSULATION	[] UNKNOWN	[] OTHER
O THE MEMBER(S	S) EXHIBIT EV	IDENCE	[]L	ONGERON	[] SPAR CAP	[] BULKHEAD
F PRIOR CORROS	ION BLEND OU NO	JT, OR	[] 5'	TRINGER	[] WEB	[] FITTING
YES, INDICATE V LEND OUT			[] FI	RAME	[] SKIN	[] FLOOR BEAM
	AEFAIK		[] SI	ÆAR TIE	[] DOUBLER	[] ATTACH ANGLE
			[] BI	RACKET		
AMAGE LOCAT ferences, and Inch	'ION - Include ide axis variabi	range data if	f necessary for	understanding ex		[X] OTHER INTERCOSTAL le at least two axis' or Str/Long d Repair References (if used).
	Station Hum	IDEI		B	lend-Out	d Repair References (if used). Repair
	Range (TC	))		In Original Thirt	formation	Reference (if used):
Axis 380	To YA	Axis			ess IAW SRM Figure:	Engineer Sketch Number:
Axis	To X Axis	:		Percentage Mater After Blend-out:	rial Thickness	Manufacture's Drawing No.:
A				SRM Figure Use	d:	SRM Repair Figure: 53-2-0
Axis	To Z Axis			Figure Item No.:		
/Long LH/RH:_		Str/Long LH	I/R/H	· • • · · · · · · · · · · · · · · · · ·		Repair Index No.:
SCRIPTION OF	DAMAGED A	AREA AND	CORRECTI	VE ACTION:		
· · ·			· · · · ·	· · · · · · · · · · · · · · · · · · ·		
und corrosion day	mage to Inter	costal at Y	380 Longero	n 29 R/H , dama	ge exceeded limitat	ions I/A/W DC-8 SRM.
· · · · · · · · · · · · · · · · · · ·	· .					
noved damage,tr	eated area I/A	4/W/DC-8 5	SRM 51-1-8	. Fabricated and	installed repair I/A/	W DC-8 SRM 53-2-0.
11 - C			•			
PAIR FACILIT	Y NUN ROU	UTINE NU	MBER(S):	5C032		
RVICE DIFFIC	ULTY REPO	DRT NO.:	RRXA0034	99		
02800			19 - 19 - 19 - 19 - 19 - 19 - 19 - 19 -			
/03800						
1.0	SHADE	D AREAS TC	) BE COMPLI	ETED BY EWA RE	PRESENTATIVE.	
1 Rev. 5 1998						EWA Quality Control PPVA 00
						EWA Quality Control RRXA 09 Stainp or Initialize

#### CONTODIAL TWEATHAILY AND COLLEGE L ROGUNIA

#### **INSPECTION REPORT**

(This form only required for primary structure)

	EMERY W				CHECK TYP D	DATE 18-JULY-00	
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT/	REPAIR FACILITY	TENN. TECHNICAL SERVICES	
FACTORY	SERIAL NO. 459	74	· · · ·	MANUF	ACTURE'S CORROSION TASK NO		
INITIAL D	NSPECTION	[] YES	[X]]	NO * INTER INSPEC	VAL SINCE LAST TION	i 09/21/98	) ( ) 
* INSPEC	TION FINDINGS:		the second second second second second second second second second second second second second second second s		I [X] EVEL:3 LOCAL	[] WIDESPREAD	
DO PREVIC YES	DUS CORROSION INS	CTION - C PECTION RE PECTION RE	OMPLETE THE CORDS SHOW LI IF YES, REDUCE CORDS SHOW LI	FOLLOWING I EVEL 1-CORROS -FINDINGS TO I	FLEVEL 2 OR 3 CORR NON FINDINGS ON THE EVEL 1 - ATTACH COP	OSION IS INDICATED ABOVE AFFECTED MEMBER(S)? Y(S) OF PREVIOUS REPORTS AFFECTED MEMBER(S)?	
IF NO. SUB	MITLEVEL 2.0R 3 RI			AL LEAKAGE	[] CHEMICAL SPIL	L []LAV/GALLEY SPILL	e te des s
DAMAGI	E:	ED DRAIN	[] WET INS	NIL ATTON	[] UNKNOWN	] OTHER	
COBBOL	ED MEMBER(S)			SULATION			
	MBER(S) EXHIBIT E		[]10	NGERON	[] SPAR CAP	[] BULKHEAD	
OF PRIOR C REPAIR?	ORROSION BLEND C	UT, OR	[] STI	RINGER	[] WEB	[] FITTING	
F YES, IND	ICATE WHICH ONE(S	) APPLY:	[] FR.	AME	[] SKIN	[] FLOOR BEAM	
BLEND OUT	REPAIR	<u> </u>	[ ] SHI	EAR TIE	[] DOUBLER	[] ATTACH ANGLE	
				ACKET	[] RIB	[X] OTHER DOOR SILL	
DAMAGE	LOCATION - Include	le range data bles. Also, r	if necessary for rovide Repair St	understanding e pecifications Inf	xtent of damage, Provid ormation, Blend-out and	e at least two axis' or Str/Long l Repair References (if used).	
ciciciicos, a	Station Nu		<u></u>		Blend-Out	Repair	
•	Range (7	(O)			nformation	Reference (if used):	
Y Axis	600 To YAx			Percentage Mat	ness IAW SRM Figure: terial Thickness	Engineer Sketch Number: Manufacture's Drawing No.:	
X Axis	To XAx	is:		After Blend-ou SRM Figure Us		SRM Repair Figure:_51-1-4	
Z Axis	To ZAx	:is:		Figure Item No		Repair Index No.:	
Str/Long L		Str/Long					
DESCRIPT	ION OF DAMAGE	D AREA AN	D CORRECTI	VE ACTION:	·		
					·		
ound corr	osion damage to Do	oor Sill at Y	600 Longeron	21 R/H , dama	age exceeded limitatio	ns I/A/W DC-8 SRM.	
lemoved d	amage, treated area	I/A/W/DC-	8 SRM 51-1-8	. Fabricated ar	d installed repair I/A/	W DC-8 SRM 51-1-4.	· :
REPAIR F	ACILITY NON R	OUTINE N	NUMBER(S):	5B301			
FRVICE	DIFFICULTY RE	PORT NO	: RRXA003	498			
6906000							
2031 Rev. 5 <sup>7</sup> an. 1998	SHA	DED AREAS	TO BE COMPL	ETED BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA 09 Stamp or Initialize	

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#### **INSPECTION REPORT**

(This form only required for primary structure)

	EMERY W	ORLDW	IDE AIR	RLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO.	N8084U		DC-8-71F			TENN. TECHNICAL SERVICES
FACTORYS	ERIAL NO. 459	974		MANUFAC	TURE'S CORROSION	57300551
					TASK NO:.	
	SPECTION		[X]]	NO INTERV.	DN	09/21/98
* INSPECT	ION FINDINGS:	[] TEV		$\left  \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	VEL 3 LOCAL	WIDESPREAD
* FWA RI	LABILITY SEC	CTION - CO	MPLETE THE	FOLLOWING IF I	EVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
DO PREVIOI	US CORROSION INSI	PECTION RECO	DRDS SHOW L	EVEL I CORROSIC	N FINDINGS ON THE AF	FECTED MEMBER(S)?
		PECTION RECO	ORDS SHOW LI	and the man strength of a	N FINDINGS ON THE AF	
IF NO. SUBM	ITTEVEL 2 OR 3 RI	EPORT TO MAI	NUFACTURE.	AL LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
CAUSE OI DAMAGE	• • • ·	RONMENT	[] INTERN	AL LEARAGE	[] CHEMICAL SPILL	[]LAVOALLEI SILL
	[] BLOCK	ED DRAIN	[] WET IN:	SULATION	[] UNKNOWN	[] OTHER
CORROD	ED MEMBER(S)		[110	NGERON	[]SPAR CAP	[] BULKHEAD
DO THE MEN	ABER(S) EXHIBIT E	VIDENCE		RINGER	() WEB	[] FITTING
REPAIR?		) X				
IF YES, INDIO BLEND OUT	CATE WHICH ONE(S REPAIR		[] FR.	AME	[] SKIN	[] FLOOR BEAM
BEEND COT			[] SHI	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
	· · ·		[] BR.	ACKET	[] RIB	[X] OTHER INTERCOSTAL
DAMAGE L	<b>OCATION</b> - Include ad Include axis varia	de range data in ables. Also, pr	f necessary for ovide Repair S	understanding extern pecifications Inform	ent of damage, Provide a nation, Blend-out and R	t least two axis' or Str/Long epair References (if used).
Tererences, a	Station Nu	mber		Bl	end-Out	Repair
	Range (7	ГО)			ormation is IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis	660 To Y Ax	cis				
X Axis	To XAx	cis:		Percentage Mater After Blend-out:	ial Thickness	Manufacture's Drawing No.:
		•		SRM Figure Used	l:	SRM Repair Figure:51-1-21
Z Axis	To ZAX	KIS:		Figure Item No.:		Repair Index No.:
				·		
Str/Long LH	H/RH: To S	tr/Long LH/I	VH			
Str/Long LI DESCRIPTI	H/RH:ToS	tr/Long LH/I D AREA ANI	CORRECTI	VE ACTION:		
DESCRIPTI	ON OF DAMAGE	D AREA ANI	CORRECTI	· · · · · · · · · · · · · · · · · · ·		
DESCRIPTI	ON OF DAMAGE	D AREA ANI	CORRECTI	· · · · · · · · · · · · · · · · · · ·	ations I/A/W DC-8 SR	M.
DESCRIPTI	ON OF DAMAGE	D AREA ANI	CORRECTI	· · · · · · · · · · · · · · · · · · ·	ations I/A/W DC-8 SR	.M.
DESCRIPTI	ON OF DAMAGE	D AREA ANI tercostal at Y	CORRECTI 660 , damag	e exceeded limit		M. DC-8 SRM 51-1-21.
DESCRIPTI Found corro Removed da	ON OF DAMAGE	D AREA ANI tercostal at Y I/A/W/DC-8	660 , damag SRM 51-1-8	e exceeded limit . Fabricated and		
DESCRIPTI Found corro Removed da	ON OF DAMAGE	D AREA ANI tercostal at Y I/A/W/DC-8	660 , damag SRM 51-1-8	e exceeded limit . Fabricated and		
DESCRIPTI Found corro Removed da	ON OF DAMAGE	D AREA ANI tercostal at Y 1/A/W/DC-8 ROUTINE N	CORRECTI 660 , damag SRM 51-1-8 UMBER(S):	e exceeded limit . Fabricated and 5B294		
DESCRIPTI Found corro Removed da	ON OF DAMAGE	D AREA ANI tercostal at Y 1/A/W/DC-8 ROUTINE N	CORRECTI 660 , damag SRM 51-1-8 UMBER(S):	e exceeded limit . Fabricated and 5B294		
DESCRIPTI Found corro Removed da	ON OF DAMAGE	D AREA ANI tercostal at Y 1/A/W/DC-8 ROUTINE N	CORRECTI 660 , damag SRM 51-1-8 UMBER(S):	e exceeded limit . Fabricated and 5B294		
DESCRIPTI Found corro Removed da REPAIR F. SERVICE. 57306600	ON OF DAMAGE	D AREA ANI tercostal at Y A I/A/W/DC-8 ROUTINE N EPORT NO	CORRECTI 660 , damag SRM 51-1-8 UMBER(S): RRX A003	e exceeded limit . Fabricated and 5B294 497		DC-8 SRM 51-1-21.
DESCRIPTI Found corro Removed da REPAIR F. SERVICE	ON OF DAMAGE	D AREA ANI tercostal at Y A I/A/W/DC-8 ROUTINE N EPORT NO	CORRECTI 660 , damag SRM 51-1-8 UMBER(S): RRX A003	e exceeded limit . Fabricated and 5B294 497	installed repair I/A/W	
DESCRIPTI Found corro Removed da REPAIR F. SERVICE 57306600 /IE031 Rev. 5	ON OF DAMAGE	D AREA ANI tercostal at Y A I/A/W/DC-8 ROUTINE N EPORT NO	CORRECTI 660 , damag SRM 51-1-8 UMBER(S): RRX A003	e exceeded limit . Fabricated and 5B294 497	installed repair I/A/W	DC-8 SRM 51-1-21.

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## CORROSION I NEVEN HUN AND CONTROL I ROGRAM

## **INSPECTION REPORT**

	EMER	Y WORLDV	VIDE AIR	LINES	CHECK TYPE	INSPECTION
TAIL NO.	N8084U	MODEL	DC-8-71F		EPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
FACTORY S	ERIAL NO.	45974	· · ·	MANUFA	CTURE'S CORROSION	57300551
1			E SZL S		TASK NO:. VAL SINCE LAST	09/21/98
		[.] YES		INSPECT	TON	
* INSPECT	ION FIND		IX ZEE 1 LE		EVEL 3   [X] EVEL 3   EOCAL.	WIDESPREAD
* EWA RE	ELIABILII	TY SECTION - C	OMPLETE THE	FOLLOWING	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE
DO PREVIOU YES	JS CORROSI	ON INSPECTION RE	FYES, REDUCE	EVEL FCORROS FINDINGS TO L	ION FINDINGS ON THE A EVEL L - AFTACH COPY (	S) OF PREVIOUS REPORTS
DO PREVIOU	JS CORROSI	ON INSPECTION RECTION RECTION RECTION RECTION REPORT TO MA	CORDS SHOW LI	EVEL I CORROS	ON FINDINGS ON THE AL	FECTED MEMBER(S)?
IE NO SUBA			[] INTERN	AL LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE	:	BLOCKED DRAIN	[] WET INS	SUI ATION	[] UNKNOWN	[] OTHER
CORROD						[]011LK
1		IIBIT EVIDENCE	[]LO	NGERON	[] SPAR CAP	[] BULKHFAD
OF PRIOR CO REPAIR?	ORROSION B	LEND OUT, OR NO X	[] STI	RINGER	[] WEB	[X ] FITTING
IF YES, INDIO BLEND OUT		TONE(S) APPLY: REPAIR	[]FR/	AME	[ ] SKIN	[] FLOOR BEAM
DEDITE CO.	· · ·		[] SHI	EAR TIE	[]DOUBLER	[] ATTACH ANGLE
				ACKET	[] RIB	[] OTHER
DAMAGE L references, ar	OCATION	- Include range data is variables. Also, p	if necessary for rovide Repair Sp	understanding expecifications Info	rmation, Blend-out and R	t least two axis' or Str/Long epair References (if used).
	Stat					
1		ion Number			Blend-Out	Repair Defense (free b)
<b>.</b>		ion Number ange (TO)		In	formation	Reference (if used):
Y Axis 1				In Original Thickn	formation ess IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis 1 X Axis	Ra	ange (TO)		In Original Thickn Percentage Mate After Blend-out	formation ess IAW SRM Figure: erial Thickness :	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:
X Axis	<u>R:</u> 240 To To	ange (TO) Y Axis X Axis:		In Original Thickn Percentage Mate	formation ess IAW SRM Figure: erial Thickness :	Reference (if used): Engineer Sketch Number:
X Axis Z Axis	R: 240 To To To	ange (TO) Y Axis X Axis: Z Axis:		In Original Thickn Percentage Mat After Blend-out SRM Figure Us	formation ess IAW SRM Figure: erial Thickness :	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:
X Axis Z Axis Str/Long LI	R: 240 To To To H/RH: 1	ange (TO) Y Axis X Axis: Z Axis: To Str/Long L		In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No.	formation ess IAW SRM Figure: erial Thickness ed:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:_51-1-4
X Axis Z Axis Str/Long LI	R: 240 To To To H/RH: 1	ange (TO) Y Axis X Axis: Z Axis:		In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No.	formation ess IAW SRM Figure: erial Thickness ed:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:_51-1-4
X Axis Z Axis Str/Long LI DESCRIPTI	R:           240         To           To         To           H/RH:         1           ON OF DAT	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN	D CORRECTI	In Original Thickn Percentage Math After Blend-out SRM Figure Us Figure Item No. VE ACTION:	Iformation ess IAW SRM Figure: erial Thickness ed:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:_51-1-4         Repair Index No.:
X Axis Z Axis Str/Long LI DESCRIPTI	R:           240         To           To         To           H/RH:         1           ON OF DAT	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN	D CORRECTI	In Original Thickn Percentage Math After Blend-out SRM Figure Us Figure Item No. VE ACTION:	formation ess IAW SRM Figure: erial Thickness ed:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:_51-1-4         Repair Index No.:
X Axis Z Axis Str/Long LH DESCRIPTI Found corro	R: 240 To To To H/RH: 1 ON OF DAT	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN te to Fitting at Y 12	D CORRECTI	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro	R: 240 To To To H/RH: 1 ON OF DAT	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN te to Fitting at Y 12	D CORRECTI	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama	Iformation ess IAW SRM Figure: erial Thickness ed:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro Removed dz	Rate         240       To         To       To         To       To         H/RH:       1         ON OF DAT         osion damage         amage, treate	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN the to Fitting at Y 12 ed area I/A/W/DC-	D CORRECTT 240 at Longero 8 SRM 51-1-8	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro Removed da REPAIR FA	Rate         240       To         To       To         To       To         H/RH:       1         CON OF DAT         osion damage         amage, treate         ACILITY I	Ange (TO)         Y Axis         X Axis:         Z Axis:	D CORRECTT 240 at Longeron 8 SRM 51-1-8 NUMBER(S):	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama . Fabricated an 5B214	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro Removed da REPAIR FA	Rate         240       To         To       To         To       To         H/RH:       1         CON OF DAT         osion damage         amage, treate         ACILITY I	Ange (TO) Y Axis X Axis: Z Axis: To Str/Long L MAGED AREA AN the to Fitting at Y 12 ed area I/A/W/DC-	D CORRECTT 240 at Longeron 8 SRM 51-1-8 NUMBER(S):	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama . Fabricated an 5B214	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro Removed da REPAIR FA	Rate         240       To         To       To         To       To         H/RH:       1         CON OF DAT         osion damage         amage, treate         ACILITY I	Ange (TO)         Y Axis         X Axis:         Z Axis:	D CORRECTT 240 at Longeron 8 SRM 51-1-8 NUMBER(S):	In Original Thickn Percentage Mat After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama . Fabricated an 5B214	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.
X Axis Z Axis Str/Long LH DESCRIPTI Found corro Removed da REPAIR F. SERVICE 1 57301240 ME031 Rev. 5	Rate         240       To         To       To         To       To         H/RH:       1         CON OF DAT         osion damage         amage, treate         ACILITY I	ange (TO)         Y Axis         X Axis:         Z Axis:         Z Axis:	D CORRECTT 240 at Longero 8 SRM 51-1-8 NUMBER(S): .: RRXA003	In Original Thickn Percentage Math After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama . Fabricated an 5B214	Iformation         ess IAW SRM Figure:         erial Thickness         ed:         ge exceeded limitation:	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure:_51-1-4         Repair Index No.:         s I/A/W DC-8 SRM.         ' DC-8 SRM 51-1-4.
X Axis Z Axis Str/Long LI DESCRIPTI Found corro Removed da REPAIR F. SERVICE	Rate         240       To         To       To         To       To         H/RH:       1         CON OF DAT         osion damage         amage, treate         ACILITY I	ange (TO)         Y Axis         X Axis:         Z Axis:         Z Axis:	D CORRECTT 240 at Longero 8 SRM 51-1-8 NUMBER(S): .: RRXA003	In Original Thickn Percentage Math After Blend-out SRM Figure Us Figure Item No. VE ACTION: n 1 L/H , dama . Fabricated an 5B214	Iformation ess IAW SRM Figure: erial Thickness ed: ed: age exceeded limitation: d installed repair I/A/W	Reference (if used):         Engineer Sketch Number:         Manufacture's Drawing No.:         SRM Repair Figure: 51-1-4         Rcpair Index No.:         s I/A/W DC-8 SRM.

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#### **INSPECTION REPORT**

(This form only required for primary structure)

EMERY W		DE AIRLI C-8-71F		CHECK TYPE D REPAIR FACILITY	INSPECTION DATE 18-JULY-00 TENN. TECHNICAL SERVICES
TAIL NO. N8084U	MODEL D	C-8-/1F	$(-1)^{-1} = (-1)^{-1}$		TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45	974		MANUFA	ACTURE'S CORROSION TASK NO:	46600551
INITIAL INSPECTION	;[]] YES	[X] NO	* INTER INSPECT	VAL SINCE LAST TON	09/21/98
* INSPECTION FINDINGS:	[] LEVEI	X X	1994 (M. 1997)		[] WIDESPREAD
* EWA RELIABILITY SE	CTION - COM	PLETE THE FOL	LOWING I	LEVEL 2 OR 3 CORRO	SION IS INDICATED ABOVE
DO PREVIOUS CORROSION INS VES	PECTION RECOI	IDS SHOW LEVEL TES, REDUCE FINI	1 CORROS DINGS TO L	ION FINDINGS ON THE EVEL I - ATTACH COPY	S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INS	PECTION RECOI	DS SHOW LEVEL	I CORROS	ION FINDINGS ON THE /	RECTED MEMBER(S)?
F NO. SUBMIT LEVEL 2 OR 3 R CAUSE OF [X] ENVL	RONMENT	[] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:	ED DRAIN	[] WET INSULA	TION	] UNKNOWN	[] OTHER
CORRODED MEMBER(S)				[] 0.0210 0.01	
OO THE MEMBER(S) EXHIBIT E		[]LONGEI	RON	[] SPAR CAP	[] DULKIIEAD
OF PRIOR CORROSION BLEND (		[] STRING	ER	[] WEB	[] FITTING
YES, INDICATE WHICH ONE		[] FRAME		[] SKIN	[] FLOOR BEAM
LEND OUT REPAIR	•	[] SHEAR 7	TIE .	[X] DOUBLER	[] ATTACH ANGLE
		[] BRACKE		[] RIB	[] OTHER
AMAGE LOCATION - Inclu- eferences, and Include axis varia	de range data if r ibles. Also, prov	iecessary for under ide Repair Specifi	rstanding ex cations Info	ctent of damage, Provide ormation, Blend-out and 1	at least two axis' or Str/Long Repair References (if used).
Station Nu				Blend-Out	Repair
Range ("	10)	Orig		formation less IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Axis -57 To Y	Axis -70				
X Axis -59 To X	Axis:		entage Mate r Blend-out	erial Thickness :	Manufacture's Drawing No.:
	. A	SRM	I Figure Us	ed:	SRM Repair Figure:_53-2-0
ZAxis -10 To Z	. AXIS:	Figu	re Item No.	<b>.</b>	Repair Index No.:
	tr/Long LH/R/		OTTON		
ESCRIPTION OF DAMAGE	D AREA AND C	LURRECITVE A	CTION:		
		· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		
ound corrosion damage to D	oubler between	1 Y -57 & Y -70	,X -59, Z	-10, damage exceede	d limitations I/A/W DC-8 SRM.
	· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·	
emoved damage, treated area	I/A/W/DC-8 S	RM 51-1-8 . Fat	pricated an	d installed repair I/A/\	V DC-8 SRM 53-2-0.
EPAIR FACILITY NON F	OUTINE NU	MBER(S): 4B2	25		· · · · · · · · · · · · · · · · · · ·
		1		and an an an and a second second second second second second second second second second second second second s	ana ang ang ang ang ang ang ang ang ang
ERVICE DIFFICULTY R	EPORT NO.:	RRXA003495			
6605700					
0003700.				5. j.	· · · · · · · · · · · · · · · · · · ·
	IDED AREAS TO	) BE COMPLETE	D BY EWA	REPRESENTATIVE.	
	IDED AREAS TO	) BE COMPLETE	D BY EWA .	REPRESENTATIVE.	EWA Quality Control RRXA 09 Stamp of Initialize

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COMODIONT	MEADON E CONTINUE FIOTINE (CONTINUE)
	INSPECTION REPORT

#### **INSPECTION REPORT**

EMERY WORLDWITAIL NO.N8084UMODELD	<b>DE</b> AIKLI C-8-71F		CHECK TYPE D REPAIR FACILITY	INSPECTION DATE 18-JULY-00 TENN. TECHNICAL SERVICES
		-		<u></u>
FACTORY SERIAL NO. 45974		MANUF.	ACTURE'S CORROSION TASK NO:.	46400551
INITIAL INSPECTION [] YES	[X] NO	* INTER INSPEC	VAL SINCE LAST	09/21/98
* INSPECTION FINDINGS: []	[X]		][X]	en al la companya de la companya de la companya de la companya de la companya de la companya de la companya de
LEVEL * EWA RELIABILITY SECTION - COM	LEVE		EVEL 3 LOCAL	WIDESPREAD
DO PREVIOUS CORROSION INSPECTION RECOI	DS SHOW LEVE	L I CORROS	ION FINDINGS ON THE AI	FECTED MEMBER(S)?
YES NO IF A	and the second states and			) OF PREVIOUS REPORTS
IF NO. SUBMITLEVEL 2 OR 3 REPORT TO MANU	FACTURE			
CAUSE OF [X] ENVIRONMENT	[] INTERNAL I	LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DRAIN	[] WET INSUL	ATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONGE		[]SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE	[] STRING	• •		
OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRING	JEK	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT REPAIR	[] FRAME		[] SKIN	[] FLOOR BEAM
	[] SHEAR	TIE	[] DOUBLER	[] ATTACH ANGLE
	[] BRACK		[] RIB	[X OTHER FLOOR PANEL
DAMAGE LOCATION - Include range data if n references, and Include axis variables. Also, prov	ecessary for unde ide Repair Specif	erstanding e fications Inf	ormation, Blend-out and R	epair References (if used).
Station Number		]	Blend-Out	Repair
Range (TO)	Ori		nformation ness IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis -12 To Y Axis			. 1 (7) - 1	
X Axis 32 To X Axis: -32_		centage Mat er Blend-ou	erial Thickness ::	Manufacture's Drawing No.:
	SRI	M Figure Us	ed:	SRM Repair Figure:51-1-4_
Z Axis To Z Axis:	Fig	ure Item No	•	Repair Index No.:
Str/Long LH/RH: To Str/Long LH/R/		· .		
DESCRIPTION OF DAMAGED AREA AND O	CORRECTIVE	ACTION:		
				· · · · · · · · · · · · · · · · · · ·
Found corrosion damage to Floor Panel at Y	12 between X	32 & X -32	, damage exceeded lim	itations I/A/W DC-8 SRM.
	·····		······································	
Removed damage,treated area I/A/W/DC-8 S	RM 51-1-8 . Fa	bricated an	d installed repair I/A/W	DC-8 SRM 51-1-4.
	(D.T.D. (C) **			
REPAIR FACILITY NON ROUTINE NUI	ивек(5): 41	3187		
SERVICE DIFFICULTY REPORT NO.:	RRXA003493	an Strong		
		A STATE OF		
46401200		•		
	RE COMPLETE	D BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA 09
E031 Rev. 5 SHADED AREAS TO	DE COMI DEIT			
E031 Rev. 5 SHADED AREAS TC Jan. 1998	DE COMI EBIT			Stamp ör Initialize

#### **INSPECTION REPORT**

	RLDWIDE AI		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U M	IODEL DC-8-71F	MAINT/REPAIR FA	ACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S	CORROSION TASK NO:.	557R0551
INITIAL INSPECTION	[]]YES [X]	NO * INTERVAL SINC	CELAST	09/21/98
* INSPECTION FINDINGS:	[] LEVEL I I	X] EVEL2 [] LEVEL3	[X] LOCAL	[] WIDESPREAD
* EWA RELIABILITY SECT DO PREVIOUS CORROSION INSPEC VES NO DO PREVIOUS CORROSION INSPEC IF NO, SUBMIT LEVEL 2 OR 3 REPO	TION RECORDS SHOW IF YES, REDUC	LEVEL 1 CORROSION FIND E FINDINGS TO 1 FVEL 1 LEVEL 1 CORROSION FIND	INGS ON THE A ATTACH COPY (	FFECTED MEMBER(S)* SLOF PREVIOUS REPORTS 2.
CAUSE OF [X] ENVIRON			EMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE: [] BLOCKED ]	DRAIN [] WET I	VSULATION [] UN	KNOWN	[] OTHER
CORRODED MEMBER(S) DO THE MEMBER(S) EXHIBIT EVIDI		ONGERON []SI	PAR CAP	[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, REPAIR? YES NO	, OR [] S	TRINGER []W	ΈB	[] FITTING
F YES, INDICATE WHICH ONE(S) A		RAME []SP	KIN	[] FLOOR BEAM
BLEND OUT REPAIR	[]S	IEAR TIE [] DO	OUBLER	[X ] ATTACH ANGLE
		RACKET []RI		[] OTHER
DAMAGE LOCATION - Include ra eferences, and Include axis variables	inge data if necessary fo Also, provide Repair	r understanding extent of da Specifications Information,	mage, Provide a Blend-out and R	t least two axis' or Str/Long
Station Numb	er	Blend-O	ut	Repair
Range (TO)	· · · ·	Informati		Reference (if used): Engineer Sketch Number:EO#00-107
Y Axis: 70 To Y A	Axis:	Original Thickness IAW	SKIVI Figure:	Engineer Sketch Number: £0#00-107
X Axis: _To X Axi	s:	Percentage Material Thic After Blend-out:	kness	Manufacture's Drawing No.:
Z Axis:To Z Axis	3:	SRM Figure Used:		SRM Repair Figure:
Str/Long LH/RH: 22 To S	tr/Long LH/R/H_25	Figure Item No.:		Repair Index No.:
DESCRIPTION OF DAMAGED A	REA AND CORRECT	IVE ACTION:	· · · · · · · · · · · · · · · · · · ·	
			•	
Found corrosion damage to Attach	n Angle at Y 70 betwe	en Long 22 R/H & Long	. 25 R/H, dama	age exceeded limitations I/A/W DC-8
				· · · · · · · · · · · · · · · · · · ·
Removed damage, treated area I/A	/W/DC-8 SRM 51-1-	3 . Fabricated and installe	d repair I/A/W	' EO # 00-107.
	·		ed repair I/A/W	'EO # 00-107.
Removed damage, treated area I/A REPAIR FACILITY NON ROU SERVICE DIFFICULTY REPO 557R7000	TINE NUMBER(S)	5C086	d repair I/A/W	Y EO # 00-107.

## CUKRUSIUN PREVENTION AND CONTROL PROGRAM

#### **INSPECTION REPORT**

	EMERY V		•		CHECK TYPE D	DATE 18-JULY-00
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY S	ERIAL NO. 4	5974	· · · · · · · · · · · · · · · · · · ·	MANUFA	CTURE'S CORROSION TASK NO:.	45600551
	1. A. S.			INSPECT	AL SINCE LAST ION	09/21/98
* INSPECT	TION FINDINGS	: [] LEVI	EL 1	[] EL 2 []	VEL 3 ST LOCAL	U WIDESPREAD
DO PREVIO VES	JS CORROSION IN NO	ISPECTION RECO	ORDS SHOW LEV YES, REDUCE H ORDS SHOW LEV	EL 1 CORROSI INDINGS TO LI EL 1 CORROSI	ON FINDINGS ON THE AL	OF PREVIOUS REPORTS, MAL
F NO. SUBN	ITLEVEL 2 OR 3	REPORT TO MAI /IRONMENT	IUFACTURE		[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE		KED DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORROD	ED MEMBER(S	S)	[]LONG	3ERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR CO	ABER(S) EXHIBIT	EVIDENCE OUT, OR NO X	[] STRIN	•	[] WEB	[] FITTING
	CATE WHICH ONE		[] FRAM	íE	[] SKIN	[] FLOOR BEAM
JEIND UUI	KU/AI	······································	[] SHEA	R TIE	[X ] DOUBLER	[] ATTACH ANGLE
			[.] BRAC		[] RIB	[] OTHER
DAMAGE L	OCATION - Incl	ude range data if	necessary for un wide Repair Spec	derstanding ex	tent of damage, Provide a mation Blend-out and R	t least two axis' or Str/Long epair References (if used).
ciciciicos, ai	Station N				lend-Out	Repair
	Range	(TO)			formation	Reference (if used):
Axis -	-52 To	Y Axis -	70	riginal Thickno	ess IAW SRM Figure:	Engineer Sketch Number:
		X Axis:2	I .	ercentage Mate fter Blend-out:		Manufacture's Drawing No.:
			SI	RM Figure Use	d:	SRM Repair Figure:53-2-0
L Axis		Z Axis:		gure Item No. <u>:</u>		Repair Index No.:
tr/Long LH	I/RH: To	Str/Long LH/F ED AREA AND	CORRECTIVE	ACTION:		<u> </u>
	<u></u>					
ound corro	sion damage to I	Doubler betwee	n Y -52 to-Y-7	<del>0 at X -2</del> 0 to	X -25, damage exceed	led limitations I/A/W DC-8 SRM.
			·		······	
Lemoved da	mage,treated are	a I/A/W/DC-8	SRM 51-1-8 . F	abricated and	l installed repair I/A/W	DC-8 SRM 53-2-0.
REPAIR FA	ACILITY NON	ROUTINE NU	JMBER(S): 4	4B220		
ERVICE	DIFFICULTY R	REPORT NO .	RRXA00349	)4 		na an an Anna Thair
560520A					н. Мария	

#### CONTODICT TWE VENTION AND CONTROL TROUGHAN

#### **INSPECTION REPORT**

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TAIL NO. N8084U MODEL D	C-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	<u> </u>	MANUFA	CTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [] YES	[X] NO.	* INTER	AL SINCE LAST	09/21/98
* INSPECTION FINDINGS: [.]	[X]	INSPECT	10N	
TINSPECTION FINDINGS: [] LEVE				WIDESFREAD.
* EWARELIABILITY SECTION - COM	PLETE THE FOI	LOWING IF	LEVEL 2 OR 3 CORROS	ION IS INDICATED ABOVE.
DO PREVIOUS CORROSION INSPECTION RECO	RDS SHOW LEVE TS REDUCE EIN	L I CORROSI DINGS TO LI	ON FINDINGS ON THE AL	PECTED MEMBER(S)?
DO PREVIOUS CORROSION INSPECTION RECO		Street Street	and the second second second second second second second second second second second second second second secon	and the second second second second second second second second second second second second second second second
IF NO SUBMITLEVEL 2 OR 3 REPORT TO MAN	JFACTURE.			
CAUSE OF [X ] ENVIRONMENT	[] INTERNAL I	EAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:	[] WET INSULA	ATTON	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONGE	RON	[] SPAR CAP	[] BULKITEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR	[] STRING	FR	[] WEB	[] FITTING
REPAIR? YES NO X	[] [] Driane		[] #20	
IF YES, INDICATE WHICH ONE(S) APPLY:	[] FRAME		[] SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEAR	TIE	[ X] DOUBLER	[] ATTACH ANGLE
	[]BRACK	ET .	[] RIB	[] OTHER
DAMAGE LOCATION - Include range data if				
references, and Include axis variables. Also, prov	vide Repair Specif	ications Info	rmation, Blend-out and R	epair References (if used).
Station Number			lend-Out	Repair
Range (TO)			formation ess IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Y Axis -32 To Y Axis -52		gillar i mokin		Ingineer Dieten Mumber.
			rial Thickness	Manufacture's Drawing No.:
X Axis -15 To X Axis:21	·	er Blend-out:		
The 7 Arrist	SRI	M Figure Use	d:	SRM Repair Figure:_53-2-0
Z Axis To Z Axis:		ire Item No.:		Repair Index No.:
Str/Long LH/RH: To Str/Long LH/R/	-			
DESCRIPTION OF DAMAGED AREA AND		CTION:		
		37 16 37 0		
Found corrosion damage to Doubler between	<u>Y -32 &amp; Y -52</u>	X -15, X -2	1, damage exceeded in	mitations I/A/W DC-8 SRM.
	<u> </u>	· · ·		
Removed damage, treated area I/A/W/DC-8 S	RM 51-1-8 . Fa	bricated and	installed repair I/A/W	DC-8 SRM 53-2-0.
		·····	· · · · · · · · · · · · · · · · · · ·	
REPAIR FACILITY NON ROUTINE NU	MBER(S): 4E	099		
SERVICE DIFFICULTY REPORT NO.:	RRXA003490		the second second	
4560320A				
5031 Rev. 5 SHADED AREAS TO	D BE COMPLETE	D BY EWA H	EPRESENTATIVE.	
E031 Rev. 5 SHADED AREAS TO <sup>*</sup> an. 1998	D BE COMPLETE	D BY EWA I	REPRESENTATIVE.	EWA Quality Control RRXA 09. Stamp or Initialize

#### CUKKUSIUN PKEYEN HUN AND CUNTKUL PKUGKAN

#### INSPECTION REPORT

(This form only required for primary structure)

TACTORT DERILE TO	L MODEL P	DE AIRLI	NES MAINT/REPA	CHECK TYPE D	INSPECTION DATE 18-JULY-00 FENN. TECHNICAL SERVICES
ACTORT SERVER	MODEL D	C-8-71F	MAINT/REPA		
	5974		· · .	JRE'S CORROSION TASK NO:.	57300551
NITIAL INSPECTION	[]YES	[ X] NO	* INTERVAL INSPECTION	SINCE LAST	09/21/98
INSPECTION FINDINGS:	[] LEVEI	I LEVEL	2 LEVE	L 3 LOCAL	U WIDESPREAD
EWA RELIABILITY SE O PREVIOUS CORRESION INS VES NO SO PREVIOUS CORRESION INS ENO. SUBMITLEVEL 2 OR 3 R	SPECTION RECOR	DS SHOW LEVEL TS: REDUCE FINE DS SHOW LEVEL	I CORROSION INGS TO LEVE	FINDINGS ON THE AF L 1 - ATTACH COPYIS	FECTED MEMBER(S)? OF PREVIOUS REPORTS
	IRONMENT		EAKAGE [	] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:	KED DRAIN	[] WET INSULA	TION [	] UNKNOWN	[] OTHER
CORRODED MEMBER(S		T			
· · · · · · · · · · · · · · · · · · ·		[]LONGER	KON	[] SPAR CAP	[] BULKHEAD
O THE MEMBER(S) EXHIBIT E F PRIOR CORROSION BLEND EPAIR? YES N	EVIDENCE OUT, OR O X	[] STRING	ER	[] WEB	[] FITTING
YES, INDICATE WHICH ONE(	(S) APPLY:	[] FRAME		[] SKIN	[] FLOOR BEAM
LEND OUT REPAIL	K	[] SHEAR T	TE	[]DOUBLER	[] ATTACH ANGLE
		[] BRACKE		[] RIB	[X] OTHER FLOOR PANEL
AMAGE LOCATION - Inclu eferences, and Include axis vari	iables. Also, prov	ecessary for under ide Repair Specifi	cations Informa	tion, Blend-out and Re	epair References (if used).
Station N				d-Out mation	Repair Reference (if used):
Range (	(10)	Orig		AW SRM Figure:	Engineer Sketch Number:
Axis 220 To	Y Axis 240			-	
	X Axis:		entage Material r Blend-out:	Thickness	Manufacture's Drawing No.:
	vis.	SRM	f Figure Used:	· · · · · · · · · · · · · · · · · · ·	SRM Repair Figure:53-2-0
	Str/Long LH/R/		re Item No. <u>:</u>		Repair Index No.:
tr/Long LH/RH: To S ESCRIPTION OF DAMAGE			CTION:		<u></u>
LOCKII HON OF DAMAGE					······································
ound corrosion damage to F	loor Panel betw	een Y 220 &Y 2	40 at X -40 , d	lamage exceeded lim	nitations I/A/W DC-8 SRM.
			······································		
	a I/A/W/DC-8 S	SRM 51-1-8 . Fat	pricated and in	stalled repair I/A/W	DC-8 SRM 53-2-0.
emoved damage,treated area					
	ROUTINE NU	MBER(S): 9A	)19		<u> </u>
emoved damage, treated area EPAIR FACILITY NON I ERVICE DIFFICULTY R 7302200		and the second sec	)19		
EPAIR FACILITY NON		and the second sec	)19		

#### CONNODION I ME VENTION AND CONTROL PROGRAM

#### **INSPECTION REPORT**

	RLDWIDE AI		CHECK TYP D REPAIR FACILITY	DATE 18-JULY-00
				TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	· .		ACTURE'S CORROSION TASK NO	
INIFIAL INSPECTION	[]YES [X]	NO * INTER	WAL SINCE LAST	09/21/98
* INSPECTION FINDINGS:		<u>X] [</u>	] [X]	
* EWA RELIABILITY SECT			EVEL 3 LOGAL FLEVEL 2 OR 3 CORRO	
DO PREVIOUS CORROSION INSPEC YES -NO	TION RECORDS SHOW.	LEVEL 1 CORRO	SION FINDINGS ON THE	AFFECTED MEMBER(S)? ((S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPEC	TION RECORDS SHOW	LEVEL L CORROS	and a second second second second second second second second second second second second second second second	
IF NO. SUBMITLE VEL 2 OR 3 REPO CAUSE OF [X] ENVIRON		NAL LEAKAGE	[] CHEMICAL SPILI	[] LAV/GALLEY SPILL
DAMAGE:			· · · · ·	
[] BLOCKED ]	DRAIN [] WET IN	ISULATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)		ONGERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDI OF PRIOR CORROSION BLEND OUT,	OR []S	TRINGER	[] WEB	[] FITTING
REPAIR? YES NO F YES, INDICATE WITCH ONE(S) AT		RAME	[X] SKIN	[] FLOOR BEAM
BLEND OUT REPAIR		ÆAR TIE	[] DOUBLER	[] ATTACH ANGLE
	- 4 - 5	RACKET	[] RIB	[X] OTHER HORIZ. STAB
DAMAGE LOCATION - Include ra	nge data if necessary for	r understanding e	xtent of damage, Provide	at least two axis' or Str/Long
eferences, and Include axis variables Station Numb			Blend-Out	Repair References (if used). Repair
Range (TO)			Iformation	Reference (if used):
<b>Axis</b> To YAxis		Original Thick	ess IAW SRM Figure:	Engineer Sketch Number:
		Percentage Mat After Blend-out	erial Thickness	Manufacture's Drawing No.:
<b>Axis XE 278 To</b> X Axis:		SRM Figure Us		SRM Repair Figure: 51-1-21
Axis To Z Axis:	· .	Figure Item No.		
tr/Long LH/RH: To Str/L	ong LH/R/H_	rigure nem ivo.	<u> </u>	Repair Index No.:
DESCRIPTION OF DAMAGED A	REA AND CORRECT	IVE ACTION:		
	· · ·	· .		
ound corrosion damage to Horiz.	Stab Skin at XE 278	, damage excee	ded limitations I/A/W	DC-8 SRM.
			· · · · ·	
emoved damage,treated area I/A	/W/DC-8 SRM 51-1-8	. Fabricated an	d installed repair I/A/V	V DC-8 SRM 51-1-21.
REPAIR FACILITY NON ROU	TINE NUMBER(S):	3A027		
FRVICE DIFFICULTY REPO	RT NO.: RRXA003	487		and the second second second second second second second second second second second second second second second
76R2780	The second second second second second second second second second second second second second second second s			
		· · · ·		
031 Rev. 5 SHADEL n. 1998	O AREAS TO BE COMP.	LETED BY EWA	REPRESENTATIVE.	EWA Quality Control RRXA 09
				Stamp or Initialize.
· · ·				

#### UNINOSION I REVENTION AND CONTROL PROGRAM INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDW	DE AIRLIN	·	CHECK TYPE D PAIR FACILITY	INSPECTION DATE 18-JULY-00
	-0-/1F			TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974			TURE'S CORROSION TASK NO:.	55900551
INITIAL INSPECTION	[ <b>X</b> ] NO	*INTERVA INSPECTIC	L SINCE LAST	09/21/98
* INSPECTION FINDINGS: []			[X]	
- EWA RELIABILITY SECTION - COM	L I LEVEL			WIDESPREAD
<b>W PREVIOUS CORROSION INSPECTION RECO</b>	RDS SHOW LEVEL	I CORROSIO	N FINDINGS ON THE AL	FECTED MEMBER(S)?
	and the second second second second second second second second second second second second second second second	1993 B. C. S.	and the second second second second second second second second second second second second second second second	OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPECTION RECO F.NO. SUBMIT LEVEL 2 OR 3 REPORT TO MAN	UFACTURE	CORRESIO	PINDINGS ON THE AT	TECTED MEMHEK(S)2
CAUSE OF [X ] ENVIRONMENT	[] INTERNAL LE	AKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DRAIN	[] WET INSULAT	ION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)				
O THE MEMBER(S) EXHIBIT EVIDENCE	[]LONGER	ИС	[] SPAR CAP	[] BULKHEAD
F PRIOR CORROSION BLEND OUT, OR EPAIR? YES NO X	[] STRINGE	R	[] WEB	[] FITTING
FYES, INDICATE WITICITONE(S) APPLY: LEND OUT REPAIR	[X] FRAME		[] SKIN	[] FLOOR DEAM
	[] SHEAR TI	E ·	[] DOUBLER	[] ATTACH ANGLE
	[] BRACKET		[] RIB	[] OTHER
AMAGE LOCATION - Include range data if r ferences, and Include axis variables. Also, prov				
Station Number	Ī	Ble	nd-Out	Repair
Range (TO)			rmation	Reference (if used):
Axis 1400 To YAxis	Origin	al Thickness	IAW SRM Figure:	Engineer Sketch Number:
Axis To X Axis:		ntage Materia Blend-out:	l Thickness	Manufacture's Drawing No.:
	SRM	Figure Used:		SRM Repair Figure:_53-2-0
Axis To Z Axis:		tem No.:		Repair Index No.:
tr/Long LH/RH: <u>36</u> To Str/Long LH/	R/H_			A
ESCRIPTION OF DAMAGED AREA AND (	CORRECTIVE AC	TION:	·····	
	· · ·	· .		
ound corrosion damage to Frame at Y 1400	at Longeron 36,	damage exc	eeded limitations I/A	/W DC-8 SRM.
		· · · ·	· · · · · · · · · · · · · · · · · · ·	
emoved damage,treated area I/A/W/DC-8 S	RM 51-1-8 . Fabr	icated and i	nstalled repair I/A/W	53-2-0.
	1	· ·		
EPAIR FACILITY NON ROUTINE NUI	MBER(S): 5E01	6		······································
FRVICE DIFFICULTY REPORT NO.:	RRXA002759			
5901400				
31 Rev. 5 SHADED AREAS TO	BE COMPLETED	BY EWA RE	PRESENTATIVE.	EWA Quality Control RRXA 09
nn. 1998				Stamp or Initialize.
n. 1998				Stamp or Initialize

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## D - CHECK

N:8084U	MODEL:DC-8-71-F FACILITY	Tenn. Tech.	INSP. D/	act wear	et al a de la composición de la composición de la composición de la composición de la composición de la composi		2000
		CORROSION	TOTAL		LEVE		INSPECTOR
	CORROSION INSPECTION TASK	FOUND?	FINDINGS		2	3	SIGN-OFF
105L0551	LH Wing Tip - Exterior	Yes	1	1			RRXA-09
105R0551	RH Wing Tip - Exterior	Yes	1	1			RRXA-09
107L0551	LH Wing Leading Edge - Exterior Xfs 710 to Tip	No	0			-	RRXA-09
107L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	No	0				RRXA-09
107R0551	RH Wing Leading Edge - Exterior Xfs 710 to Tip	No	0			-	RRXA-09
107R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	No	0				RRXA-09
108L0551	LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	Yes	1	0.	1		RRXA-09
108L0552	LH Wing Leading Edge - Interior Xw 485 to Xfs 710	No	0				RRXA-09
108R0551	RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	No	0				RRXA-09
108R0552	RH Wing Leading Edge - Interior Xw 485 to Xfs 710	Yes	3	3			RRXA-09
`09L0551	LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	Yes	1	0	1		RRXA-09
109L0552	#1 Alternate Fuel Tank - Interior	No	0				RRXA-09
109R0551	RH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	No	0				RRXA-09
109R0552	#4 Alternate Fuel Tank - Interior	No	0			а. <sup>1</sup>	RRXA-09
110L0551	LH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	No	0				RRXA-09
110R0551	RH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	No	0				RRXA-09
111L0551	LH Ailerons - Exterior	No	0	1. J.			RRXA-09
111L0552	LH Ailerons - Interior	Yes	3	3			RRXA-09
111R0551	RH Ailerons - Exterior	No	0				RRXA-09
111R0552	RH Ailerons - Interior	Yes	4	4			RRXA-09
112L0551	LH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	Νο	0		• 1		RRXA-09
112L0552	LH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	No	0				RRXA-09
112R0551	RH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	No	0				RRXA-09

## D - CHECK

N:8084U	MODEL DC-8-71-F FACILITY	: Tenn, Tech.	INSP. DA	1.4.5° X 1.7.6°	enter a construction de la construcción de la construcción de la construcción de la construcción de la constru La construcción de la construcción d	200314026	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
		CORROSION	TOTAL		LEVE		INSPECTOR
0	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2	3	SIGN-OFF
112R0552	RH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	No	0				RRXA-09
115L0551	LH Wing Leading Edge - Exterior Xw 408 to Xw 454	No	0				RRXA-09
115L0552	LH Wing Leading Edge - Interior Xw 408 to Xw 454	No	0				RRXA-09
115R0551	RH Wing Leading Edge - Exterior Xw 408 to Xw 454	No	0				RRXA-09
115R0552	RH Wing Leading Edge - Interior & Front Spar Xw 408 to Xw 454	No	0				RRXA-09
116L0551	LH Wing Leading Edge - Exterior Xw 257 to Xw 408	No	0		:		RRXA-09
116L0552	LH Wing Leading Edge Interior & Front Spar Xw 257 to Xw 408	No	0				RRXA-09
116R0551	RH Wing Leading Edge - Exterior Xw 257 to Xw 408	No	0				RRXA-09
116R0552	RH Wing Leading Edge - Interior & Front Spar Xw 257 to Xw 408	Yes	3	3			RRXA-09
117L0551	LH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	No	0				RRXA-09
17L0552	#1 Main Fuel Tank - Interior	Νο	0				RRXA-09
117R0551	RH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	No	0				RRXA-09
117R0552	#4 Main Fuel Tank - Interior	No	0				RRXA-09
118L0551	LH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	Yes	1	1		1 - 1 - 1	RRXA-09
118R0551	RH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	Yes	3	3			RRXA-09
119L0551	LH Auxiliary Spars	No	0		· .	. •	RRXA-09
119L0552	LH Main Landing Gear Support Fitting	No	0	•		м.	RRXA-09
119R0551	RH Auxiliary Spars	No	0				RRXA-09
119R0552	RH Main Landing Gear Support Fitting	No	0				RRXA-09
120L0551	LH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	No	0				RRXA-09
120L0552	LH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	No	0				RRXA-09
120R0551	RH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	Yes	1	1			RRXA-09
120R0552	RH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	Yes	2	2			RRXA-09

## D - CHECK

N:8084U MODEL.DC-8-71-F FACILITY	MTenn, Tech	INSP. DA			
	CORROSION	TOTAL	LE	EVEL	INSPECTOR
CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2 3	SIGN-OFF
121L0551 LH Wing Leading Edge - Exterior Xfs 107 to Xw 223	No	0			RRXA-09
121L0552 LH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	No	0			RRXA-09
121R0551 RH Wing Leading Edge - Exterior Xfs 107 to Xw 223	No	0			RRXA-09
121R0552 RH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	No	0			RRXA-09
122L0551 LH Wing Leading Edge - Exterior Xw 0 to Xfs 107	No	0	· .		RRXA-09
122L0552 LH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	No	0			RRXA-09
122R0551 RH Wing Leading Edge - Exterior Xw 0 to Xfs 107	Yes	1	1		RRXA-09
122R0552 RH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	Yes	4	4		RRXA-09
123L0551 LH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	No	0			RRXA-09
123L0552 #2 Alternate Fuel Tank - Interior	No	0			RRXA-09
23R0551 RH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	No	0			RRXA-09
123R0552 #3 Alternate Fuel Tank - Interior	No	0			RRXA-09
124L0551 LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	No	0			RRXA-09
124L0552 #2 Main Fuel Tank - Interior	No	0			RRXA-09
124R0551 RH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	No	0			RRXA-09
124R0552 #3 Main Fuel Tank - Interior	No	0		-	RRXA-09
125L0551 LH Outboard Flap & Exhaust Gate Exterior	Yes	1	1		RRXA-09
125L0552 LH Outboard Flap & Exhaust Gate Interior	No	0			RRXA-09
125R0551 RH Outboard Flap & Exhaust Gate Exterior	No	0			RRXA-09
125R0552 RH Outboard Flap & Exhaust Gate Interior	No	0			RRXA-09
126L0551 LH Inboard Flap - Exterior	No	0			RRXA-09
126L0552 LH Inboard Flap - Interior	No	0			RRXA-09
126R0551 RH Inboard Flap - Exterior	No	0			RRXA-09

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## D - CHECK

N:8084U	MODEL:DC-8-71-F FACILIT	Y: Tenn Tech	INSP. D/	ATE:	18,	July	/ 2000
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVE 2	L 3	INSPECTOR SIGN-OFF
126R0552	RH Inboard Flap - Interior	No	0			Ī	RRXA-09
20000551	Wing Center Section Upper & Lower Skin - Exterior, Front & Rear Spar	Yes	4	1	3		RRXA-09
227L0551	LH Wing Center Section - Interior	No	0				RRXA-09
227R0551	RH Wing Center Section - Interior	No	0				RRXA-09
375L0551	LH Horizontal Stabilizer Leading Edge Exterior	No	0				RRXA-09
375L0552	LH Horizontal Stabilizer Leading Edge Interior	No	0				RRXA-09
375R0551	RH Horizontal Stabilizer Leading Edge Exterior	No	0				RRXA-09
375R0552	RH Horizontal Stabilizer Leading Edge Interior	No	0	:			RRXA-09
376L0551	LH Horizontal Stabilizer - Exterior	Yes	2	2			RRXA-09
376L0552	LH Horizontal Stabilizer - Interior	Yes	3	3			RRXA-09
376R0551	RH Horizontal Stabilizer - Exterior	Yes	1	0	.1		RRXA-09
376R0552	RH Horizontal Stabilizer - Interior	Yes	1	0	1		RRXA-09
37700551	Horizontal Stabilizer Center Section Exterior	No	0				RRXA-09
37700552	Horizontal Stabilizer Center Section Interior	No	0				RRXA-09
378L0551	LH Elevator & Tab - Exterior	No	0				RRXA-09
378L0552	LH Elevator & Tab - Interior	No	0				RRXA-09
378R0551	RH Elevator & Tab - Exterior	No	0				RRXA-09
378R0552	RH Elevator & Tab - Interior	No	0				RRXA-09
383L0551	LH Horizontal Stabilizer Tip Exterior & Interior	No	0				RRXA-09
383R0551	RH Horizontal Stabilizer Tip Exterior & Interior	No	0				RRXA-09
40000551	Fuselage Nose Section - Exterior Forward of Mfg. Splice	No	0				RRXA-09
45100551	Radome Interior	No	0				RRXA-09
45200551	Turbo Compressor Compartment Interior (Freon A/C only)	No	0				RRXA-09

## D - CHECK

N:8084U	MODEL/DC-8-71-F FACILITY		INSP. D	ATE	: 18	July	2000
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVE 2	L . 3	INSPECTOR SIGN-OFF
45200552	Ground Cooling Fan Compartment Interior (Air Cycle A/C only)	No	0				RRXA-09
45300551	Doppler Antenna Compartment Interior (if present)	No	0	1			RRXA-09
45400551	Nose Gear Wheel Well & Doors	No	0				RRXA-09
455L0551	LH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	No	0				RRXA-09
455L0552	LH Nose Wheel Well Tunnel - Interior (Freon A/C Only)	No	.0				RRXA-09
455R0551	RH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	Yes	1	1			RRXA-09
455R0552	RH Nose Wheel Well Tunnel - Interior (Freon A/C only)	No	0				RRXA-09
45600551	Air Conditioning Accessory Compartment Interior	Yes	16	10	6		RRXA-09
46300551	Flight Compartment Forward Area	Yes	4	4			RRXA-09
46400551	Flight Compartment Mid Area - Interior	Yes	10	8	2		RRXA-09
465L0551	Flight Compartment LH Aft Area Interior	No	0				RRXA-09
465R0551	Flight Compartment RH Aft Area Interior	Yes	1	0	.1		RRXA-09
46600551	Flight Compartment Sub Floor - Interior	Yes	5	4	1		RRXA-09
473L0551	LH Aft, Fuselage Nose Section - Interior	No	0				RRXA-09
473R0551	RH Aft, Fuselage Nose Section - Interior	Yes	2	2			RRXA-09
47300551	Forward Passenger Entrance Door	No	0				RRXA-09
50000551	Fuselage Upper Section Forward to Aft Mfg. Splice - Exterior	Yes	29	29			RRXA-09
50000552	Fuselage Lower Section Forward to Aft Mfg. Splice - Exterior	Yes	9	9			RRXA-09
557L0551	Forward Lower Cargo LH Tunnel - Interior	No	0				RRXA-09
557L0552	Forward Lower Cargo LH Cusp	No	0				RRXA-09
557R0551	Forward Lower Cargo RH Tunnel Interior	Yes	8	7	1		RRXA-09
557R0552	Forward Lower Cargo RH Cusp	No	0				RRXA-09
55700551	Forward Lower Cargo Bilge - Interior	Yes	16	14	2		RRXA-09

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## D - CHECK

N:8084U	MODEL:DC-8-71-F FACILITY	.,Tenn. Tech.	INSP. DA	TE:	18,	July	2000
		CORROSION	TOTAL		EVE		INSPECTOR
	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2	3	SIGN-OFF
55800551	Mid Ship Accessory Compartment Interior	Ycs	4	4			RRXA-09
559L0551	Aft Lower Cargo LH Tunnel - Interior	Yes	2	2			RRXA-09
559L0552	AFT Lower Cargo LH Cusp	No	0				RRXA-09
559R0551	AFT Lower Cargo RH Tunnel - Interior	No	0				RRXA-09
559R0552	AFT Lower Cargo RH Cusp	No	0				RRXA-09
55900551	AFT Lower Cargo Bilge - Interior	Yes	44	41	3		RRXA-09
56000551	AFT Accessory Compartment - Interior	Yes	1	1.			RRXA-09
56900552	AFT Passenger Entrance Door	No	0		1. A. A.		RRXA-09
56900553	Forward Service Door	Yes	3	0	3		RRXA-09
56900554	AFT Service Door	No	0		·	1 A.	RRXA-09
56900555	LH Overwing Exits	No	0				RRXA-09
56900556	RH Overwing Exits	No	0				RRXA-09
56900557	LH Forward Type I Exit	No	0				RRXA-09
56900558	RH Forward Type I Exit	No	0				RRXA-09
56900559	LH AFT Type I Exit	No	0				RRXA-09
56900560	RH AFT Type I Exit	Yes	1	1			RRXA-09
56900561	Forward Lower Cargo Forward Door	No	0			• •	RRXA-09
56900562	Forward Lower Cargo AFT Door	No	0				RRXA-09
56900563	AFT Lower Cargo Forward Door	No	0				RRXA-09
56900564	AFT Lower Cargo AFT Door	Yes	1	1			RRXA-09
56900565	Upper Cargo Door	No	0				RRXA-09
56900566	Upper Cargo Door Jamb Plate	No	0				RRXA-09
56900567	Upper Cargo Door Hinge	No	0				RRXA-09

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## D - CHECK

N:8084U	MODEL:DC-8-71-F FACILITY	Tenn. Tech	INSP. DA	ATE:	-18,	July	/ 2000
		CORROSION	TOTAL		LEVE		INSPECTOR
the second	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1	2	3	SIGN-OFF
57000551	Top Surface of Wheel Well Pressure Panel & Wing Skin	Yes	6	6			RRXA-09
57000552	Shear Web & Pressure Panels	Yes	1	1.			RRXA-09
57000553	Fuselage Frames above MLG Wheel Well Ceiling	Yes	3	3			RRXA-09
573L0551	Upper Surface LH Cusp	Yes	3	3		:	RRXA-09
573R0551	Upper Surface RH Cusp	No	0				RRXA-09
57300551	Main Cabin Compartment - Interior	Yes	68	64	4		RRXA-09
57300552	Window Doublers (all locations)	No	0				RRXA-09
57300553	Longeron End Fittings STA 680-1140	No	0				RRXA-09
574L0551	LH MLG Wheel Well & Keel Beam	Yes	1	1			RRXA-09
574L0552	LH MLG Strut & Beam Assembly	No	0				RRXA-09
574R0551	RH MLG Wheel Well & Keel Beam	Yes	1	1			RRXA-09
<sub>ວ</sub> 74R0552	RH MLG Strut & Beam Assembly	No	0				RRXA-09
60000551	AFT Fuselage & Vertical Stabilizer Exterior	Yes	1	1		·	RRXA-09
66100551	AFT Fuselage Section - Interior	Yes	15	15			RRXA-09
66100552	Vertical Stabilizer Front Spar Caps	No	0			1 	RRXA-09
66100553	Longeron Splice Fittings at AFT Pressure Bulkhead	No	0		-		RRXA-09
66200551	Tail Section of Fuselage - Interior	Yes	5	5			RRXA-09
67900551	Vertical Stabilizer Leading Edge Interior	Yes	2	2		·	RRXA-09
68000551	Vertical Stabilizer Interspar Box Interior	No	0				RRXA-09
68000552	Vertical Stabilizer Rear Spar Caps	No	0				RRXA-09
68100551	Vertical Stabilizer Tip - Interior	No	0				RRXA-09
68200551	Rudder & Tab - Exterior	No	0				RRXA-09
68200552	Rudder - Interior	No	0			· :	RRXA-09

## D - CHECK

N:8084L	MODEL:DC-8-71-F FACILITY	:.Tenn. Tech.	INSP, DA	\TE: 18,	July	/2000
		CORROSION	TOTAL	LEVE	L	INSPECTOR
	CORROSION INSPECTION TASK	FOUND?	FINDINGS	1 2	3	SIGN-OFF
81-00551	#1 Pylon - Exterior	No	0			RRXA-09
81-10551	#1 Pylon - Interior	No	0			RRXA-09
82-00551	#2 Pylon - Exterior	No	0	ŀ		RRXA-09
82-10551	#2 Pylon - Interior	No	0			RRXA-09
83-00551	#3 Pylon - Exterior	No	0			RRXA-09
83-10551	#3 Pylon - Interior	No	0			RRXA-09
84-00551	#4 Pylon - Exterior	No	0	· ·		RRXA-09
84-10551	#4 Pylon - Interior	No	0			RRXA-09

		TOTAL FIND	INGS BY SECTI	ons				
AREA	1	Wings	Yes	30	28	2		
AREA	2	Wing Center Section	Yes	4	1	3	   .	
AREA	3	Horizontal Stabilizer	Yes	7	5	2		
AREA	4	Fuselage Nose Section	Yes	39	29	10		·. ·. ·
AREA	5	Fuselage Center	Yes	201	1 8 8	13	• •	
AREA	6	Fuselage Aft. & Vertical Stabilizer	Yes	23	23			
AREA	8	Pylon 1 & 2 & 3 & 4	No	0				
· · · · ·								
· · · · · · · · · · · · · · · · · · ·		TOTAL LEVEL 1's		274	- <b>I</b>	<u> </u>		
		TOTAL LEVEL 2's		30		······		- <u></u>
· · · · ·	· · · ·	TOTAL LEVEL 3's		0		•	· .	
ΤĠ	DTAL	CORROSION FINDINGS		304				

## EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

## D - CHECK

N:8084 U MODEL: DC-8-71 FACILIT	TOPN THE	H LINSP.	DATE	7-18	-02	
CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVEL	INC.	OR
105L0551 LH Wing Tip - Exterior	485	1	1			
05R0551 RH Wing Tip - Exterior	405	1	1	1 A		-9
07L0551 LH Wing Leading Edge - Exterior Xfs 710 to Tip	10	0			-050 	NRXA
07L0552 LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	110	(7)			BRXA	<b>9</b> 7
07R0551 RH Wing Leading Edge - Exterior Xfs 710 to Tip	120				9. 1	BXA .
07R0552 RH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	10	$\overline{\mathcal{O}}$	+		[RRXA]	703C
08L0551 LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	VES		+		9/1-	REXA
08L0552 LH Wing Leading Edge - Interior Xw 485 to Xfs 710	110	0	┿╌┼		BRXA	
D8R0551 RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	NO NO	8	┼─┼		00	RIKA
08R0552 RH Wing Leading Edge - Interior Xw 485 to Xfs 710	465	3	3		REXA 7	
99L0551 LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	465	- S	121	- 4/A - <b>F</b>	00 P	
9L0552 #1 Alternate Fuel Tank - Interior	112	01	┼─┼		BXA	
980551 RH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	100 ASA	$\underline{-0}$			<b>60.</b> [BB	
	<u>AUU</u>	$-\frac{0}{2}$	┝─┼╸	2	9 9 10 10	
9R0552 #4 Alternate Fuel Tank - Interior OLO551 LH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	1/12	$-\frac{O}{2}$	<u> </u>	-44 <b>F</b>	QC. PR	
DR0551 RH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	NO	0			SRA Q	
ILOSS1 LH Alterons - Exterior	ND ND	0		- <u>- 1 // 1</u>	oc the	
	Jur	0	-	1.2 K	Pri C	27
	465	3	3	KAP	26.7	
R0551 RH Ailerons - Exterior	NU	$\mathcal{O}$			6	
R0552 RH Ailerons - Interior 20551 LH Leading Edge Outboard Stub Wing	485	_4	4		ac a	
Exterior Xw 454 to Xw 485	ND	0		B	A LQ	5
Interior Xw 454 to Xw 485 R0551 RH Leading Edge Outboard Stub Wing	NO	0			OC R	A
Exterior Xw 454 to Xw 485	NO	OT	Ī		9   RXA	T.

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

N:80841	/   MODEL: XS-8-715 FACILITY	TEAN TECH	4   INSP. D.	ATE	7-18:00
c	ORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVEL INSPECTOR
112R0552	RH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	NO	$\mathcal{O}$		REXA DLC.
115L0551	LH Wing Leading Edge - Exterior Xw 408 to Xw 454	NO	$\mathcal{O}$		
115L0552	Xw 408 to Xw 454	NO	Ô		ac fac
115R0551	Xw 408 to Xw 454	NO	0		Tacal
115R0552	Front Soar Xw 408 to Xw 454	NO	0		REXA / CO
116L0551	LH Wing Leading Edge - Exterior Xw 257 to Xw 408	NO	0		- Per
116L0552	LH Wing Leading Edge – Interior & Front Spar Xw 257 to Xw 408	NO	0		ARXA CC
116R0551	Xw 257 to Xw 408	ND	0		RRXA
116R0552	Front Spar Xw 257 to Xw 408	455	3	3	RATE CT
117L0551	LH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	NO	0		Cot Reve
117L0552		No	0		RRXA
117R0551	Xrs 172 to Xw 408, Front & Rear Spar	NO	0	<u> </u>	· · · · ·
117R0552	#4 Main Fuel Tank - Interior LH Wing Trailing Edge - Interior &	NO	0		RRXA
118R0551	Exterior Xw 0 to Xw 408 RH Wing Trailing Edge - Interior &	485	/	1	DO BRXA
11000331	Exterior Xw O to Xw 408	485	3	3	RRX4 TOF
119L0551	LH Auxiliary Spars	NA	$\underline{\mathcal{O}}$		RR A
119L0552	LH Main Landing Gear Support Fitting	ND	0		
119R0551	RH Auxiliary Spars	ND	0		- CC TRRXA
119R0552 120L0551	RH Main Landing Gear Support Fitting LH Leading Edge Inboard Stub Wing	<u>ND</u>	$\underline{0}$		IRRXA Q.C.
120L0552	Exterior Xw 223 to Xw 257 LH Leading Edge Inboard Stub Wing	100		<u> </u>	- Ge RRXA
120R0551		YES S		1	RRXA Q.C
120R0552	Exterior Xw 223 to Xw 257 RH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	Vice	2	2	RRXA RRXA

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## EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D - CHECK

	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL	- Li	VEL 2 3	SUGN-DFI	R
12110551	LH Wing Leading Edge - Exterior Xfs 107 to Xw 223	In	$\square$				UT 1
121L0552	Spar Xfs 107 to Xw 223	10	0				26
121R0551	RH Wing Leading Edge - Exterior Xfs 107 to Xw 223	10	A			20.72	
121R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 222	10	0			ARXA	67
2210551	LH Wing Leading Edge - Exterior Xw 0 to Xfs 107	in			<u> </u>	9	
22L0552	LH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	10				REXA	26
22R0551	RH Wing Leading Edge - Exterior Xw 0 to Xfs 107	485				A.C.	×+
22R0552	RH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	465	4	1		RRY I	
23L0551	LH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	10	0	4		9	- 10 M
2310552	#2 Alternate Fuel Tank - Interior	NO	01			BEXA Q	ΠĮ.
23R0551	RH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	NO	0				
23R0552	#3 Alternate Fuel Tank - Interior	NO	0			PRXA Q.C	41
2410551)	LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	NO	$\bigcirc$			9	
410552	#2 Main Fuel Tank - Interior	NO	0				
14R0551	RH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74. Front to Rear Spar	NO	0			9	ni le 1
4R0552	#3 Main Fuel Tank - Interior	ND.	0				XA
510551	LH Outboard Flap & Exhaust Gate	465	1	1	1 1	9	.c.
5L0552	LH Outboard Flap & Exhaust Gate Interior	NO	0			Street and a local division of the	9 RXA
5R0551	RH Outboard Flap & Exhaust Gate Exterior	NO	0		$\uparrow$ 17	9	2.C.
5R0552	RH Outboard Flap & Exhaust Gate Interior	10	0			- 1.0	9 XA
6L0551	LH Inboard Flap - Exterior	NO	0		1.1/	9.1.	راسم
6L0552	LH Inboard Flap - Interior	10	0			REXA	C. 7

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

#### D - CHECK

~	DRROSION INSPECTION TASK	CORROSION FOUND?	TOTAL	1,	LEVE 2	L 3	INSPECTOR	•
		10	$\mathcal{D}$				9 RRXA Q.C.	- Q.C.
26R0552 0000551	RH Inboard Flap - Interior Wing Center Section Upper & Lower	1 10 0		+		<u> </u>	in the second se	BRXA
	Skin - Exterior, Front & Rear Spar	405	4	/	3		Q.C. R	Lann
2710551	LH Wing Center Section - Interior	AD	0	ļ			9 Dixa Q.C	7 10.0.
27R0551	RH Wing Center Section - Interior	AD	0.			ľ	0.0	BRX
75L0551	LH Horizontal Stabilizer Leading Edge Exterior	NO	0			ŀ	2 00	7
75L0552	LH Horizontal Stabilizer Leading Edge Interior	NO	0				OC NO	
75R0551	RH Horizontal Stabilizer Leading Edge Exterior	NO	0				REXA	
75R0552	RH Horizontal Stabilizer Leading Edge Interior	10	Ő			$l_{d}$	Q.C. R.	REX
76L0551	LH Horizontal Stabilizer - Exterior	465	2	2		•	REXA CO	1
76L0552	LH Horizontal Stabilizer - Interior	485	3	3			ac-PAR	A
76R0551	RH Horizontal Stabilizer - Exterior	485	1		1	r	RRXA Q.C	J Vr
76R0552	RH Horizontal Stabilizer - Interior	465	1		1		BEX	
7700551	Horizontal Stabilizer Center Section	100	0				RRXA 00	1
7700552	Horizontal Stabilizer Center Section Interior	NO	$\mathcal{O}$			. 1	Q.C. R.KA	
78L0551	LH Elevator & Tab - Exterior	NO	0				RMALOC	7
78L0552	LH Elevator & Tab - Interior	NO	Ø			ŀ	CO TRA	L .
78R0551	RH Elevator & Tab - Exterior	NO.	Q				NRXA TO	
78R0552	RH Elevator & Tab - Interior	VO	. 0				Q.C. T.S.C.	A.
83L0551	LH Horizontal Stabilizer Tip Exterior & Interior	NO	0				RRXA	- 4' J. B
83R0551	RH Horizontal Stabilizer Tip Exterior & Interior	NO	0			· · · ·	Q.C. Rex	
0000551	Fuselage Nose Section - Exterior Forward of Mfg. Solice	NO	Q		•	:	RRXA CQC	2 (. ]
5100551	Radome Interior	NQ	0				OC REX	
5200551	Turbo Compressor Compartment	1 117	$\sim$	1	1	1	9	•

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D - CHECK

	10   MODEL: DC-8-111 FACILIT				· /·	<u>- 10</u> *•		
	CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	LEVE 2	L 31	UNSPE OSIGN	CTOR
45200552	Ground Cooling Fan Compartment Interior (Air Cycle A/C only)	MO		<u> </u>		6	RRXA	
45300551	Doppler Antenna Compartment Interior (if present)	NO	0				1 OC	
45400551		NO	$\mathcal{O}$		1	ŧ.	1	1
455L0551	LH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	1D	$\left( \right)$	1	<b>*</b>		Q.C.	
455L0552	LH Nose Wheel Well Tunnel - Interior (Freon A/C Only)	NO	0	1	and an	. /	RRXA	
\$55R0551	RH Nose Wheel Well Tunnel - Interior (Air Cycle A/C only)	465		1		•	Q.C.	
53R0552	(Freon A/C only)	NO	0				REXA	RHEXA
5600551	Air Conditioning Accessory Compartment Interior	485	16	ib	6	¥,		REA
6300551	Flight Compartment Forward Area Interior	465	Ĥ	4			9 RRXA	
6400551	Flight Compartment Mid Area - Interior	485	10	8	2		QC. T	PRXA
65L0551	Flight Compartment LH Aft Area	NO	0		A.		RRXA	The state of the s
65R0551	Flight Compartment RH Aft Area Interior	465	1		1	- 1	0.0.	O C 9 RRXA
6600551	Flight Compartment Sub Floor - Interior	465	5	4	1		9 RRXA	
73L0551	LH Aft, Fuselage Nose Section - Interior	ND	0		·		001	RRA
73R0551	RH Aft, Fuselage Nose Section - Interior	453	2	2			PRYA L	Q.C. T
7300551		NO	0			1	Q.C.	<u>59</u>
0000551	Fuselage Upper Section Forward to Aft Mfg. Splice - Exterior	485	29	29			PRXA	
0000552	Fuselage Lower Section Forward to Aft Mfg. Solice - Exterior	485		9		~	oc 1	9 BRXA
5710551	Forward Lower Cargo LH Tunnel -	NO	0					Contraction of the second
7L0552		NO	0			·	J. Constraints	
57R0551	Forward Lower Cargo RH Tunnel Interior	405	8	7	1	11.		Q.C.T
7R0552	Forward Lower Cargò RH Cusp	NO	0			·	acti	<u>9</u>
700551	Forward Lower Cargo Bilge - Interior	465	16	14	2		9 REXA	

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# EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D - CHECK

							1
CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	. <sub>1</sub>	LEVEL Z	3 ]	INSPE	CTOR OFF
55800551 Mid Ship Accessory Compartment Interior	405	4	4			RRXA	Q.C
559L0551 Aft Lower Cargo LH Tunnel - Interior	485	2	2			Q.C.	TRRX
59L0552 AFT Lower Cargo LH Cusp	NO	0	<u> </u>		·	RRXA	Jai
59R0551 AFT Lower Cargo RH Tunnel - Interior	NO	$\mathcal{O}$	<u> </u>			Q.C.	RR 9
559R0552 AFT Lower Cargo RH Cusp	NO	0	ļ			RRXA	
5900551 AFT Lower Cargo Bilge - Interior	455	44	41	3		Q.C.	
6000551 AFT Accessory Comparament - Interior	485					RRXA	
6900552 AFT Passenger Entrance Door	NU	0				<u>Q.C.</u>	RRX/
6900553 Forward Service Door	485	3	0	3		9 RRXA	Lac.
6990554 AFT Service Door	NU	0			,   .	<u>a.c.</u>	9. RRXA
6900555 LH Overwing Exits	AIU AIU	0				9. RRXA	1 Q.0
6990556 RH Overwing Exits	NO	$\mathcal{O}$				100	PRX/
6900557 LH Forward Type I Exit	NO UN					RRYA	
6900558 RH Forward Type I Exit	<u>NI</u>	$\overline{\mathcal{O}}$				<u>0.0</u> , 9	
6900559 LH AFT Type I Exit	453		-		1	BRYA	a.c.
6900560 RH AFT Type I Exit	703 1/1					<u>9</u>	POVA
6900561 Forward Lower Cargo Forward Door 6900562 Forward Lower Cargo AFT Door	N/N	0			! 	PDVA.	<u>v</u>
6900563 AFT Lower Cargo Forward Door	A/A	0			1	9	RAXA
6900564 AFT Lower Cargo AFT Door	463	1	7			MRXA J	100
6900565 Upper Cargo Door	ND	0	<u> </u>			9 REYA	PRY
6900566 Upper Cargo Door Jamb Plate	NID	0			1	yan an  <u>, q.c.</u> 9 WRX0	
6900567 Upper Cargo Door Hinge	ND	0				9 9 9	T T

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

DC-8-71F	- CHECK		· ·			
N: 8084 V   MODEL: TE ! FACILIT	TEUR TEC	4   INSP. D	ATE:	7-18	8-00	
CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	1	EVEL 2 3	LINSPECT	
57000551 Top Surface of Wheel Well Pressure Panel & Wing Skin	485	Q	6			
57000552 Shear Web & Pressure Panels	485		1		Q.C. RE	9. XA
57000553 Fuselage Frames above MLG Wheel Well Ceiling	465	3	3		RRXA	0.0.7
57310551: Upper Surface LH Cusp A	485	3	3	<u> </u>	Q.C. 1	
573R0551 Upper Surface RH Cusp	NO				- G- 5	<del>.</del>
57300551 Main Cabin Compartment - Interior	485	68	64	4	0.0	3 <u>8</u> A
57300552 Window Doublers (all locations)	ND	0			RRXA	QC. 7
57300553 Longeron End Fittings STA 680-1140	NO	$\underline{O}$	5		0.0.7	REXA
574L0551 LECIMEG Wheel Well & Keel Beam	4B5		-4		RRYAL	207
574L0552 LHIMLC Stut & Beam Assembly	1155	$-\underline{0}_{-}$			Q.C. R	
574R0551 RH MLG Wheel Well & Keel Beam	703	0			TRXA 1	9
574R0552 RH MLG Strut & Beam Assembly 60000551 AFT Fuselage & Vertical Stabilizer Exterior	465		1		9.1	xd]
66100551 AFT Fuselage Section - Interior	465	15	15		in PI	
56100552 Vertical Stabilizer Front Spar Caps	ND	0		1	9. 1 jan	
66100553 Longeron Splice Fittings at AFT Pressure Bulkhead	MA					
56200551 Tail Section of Fuselage - Interior	465	5	5		9 7	
67900551 Vertical Stabilizer Leading Edge Interior	455	<u></u>	2		a mit with the beau	RRKA
68000551 Vertical Stabilizer Interspar Box Interior	NO	$\underline{\circ}$			9 RRXA	e 7
68000552 Vertical Stabilizer Rear Spar Caps	NO	$\underline{\underline{\mathcal{O}}}$		·		9 
68100551 Vertical Stabilizer Tip - Interior	MA	$\frac{0}{0}$			RRXA`	3.6.7
58200551 Rudder & Tab - Exterior	NU	$\frac{\mathcal{O}}{\mathcal{O}}$		_	1 M	
58200552 Rudder - Interior	NU	$\mathcal{O}$			9. RRXA	

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#### EMERY WORLDWIDE AIRLINES CORROSION PREVENTION AND CONTROL PROGRAM CORROSION TASK CONTROL SHEET

D - CHECK

CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS		EVEL . 2 3	INSPECTOR
11-00551 #1 Pylon - Exterior	No	0			PRRXA Q.C.
11-10551 #1 Pylon - Interior		0			OC RRXA
2-00551 #2 Pylon - Exterior		·O			RRXA TO
12-1.0551 #2 Pylon - Interior		0			II W.C. INRX
33-00551 #3 Pylon - Exterior		0			RRXATOC
83-10551 #3 Pylon - Interior		0	ŀ		Q.C. TIREXA
84-00551 #4 Pylon - Exterior	XC	0			RRXA
84-10551 #4 Pylon - Interior	<u> </u>	0			
				·	
•			·		· ·
•					
•		•			
		•	·		
		•			
	•		·		
					Parameter al
TOTAL CORROSION FINDINGS				1	3

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**INSPECTION REPORT** 

(This form only required for primary structure)

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1

	WORLDW			CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL E	C-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
ACTORY SERIAL NO.	45974		MANUFA	CTURE'S CORROSION TASK NO:.	46400551
TNETAL INSRECTION	. StaffsYES+	<b>XINO</b>	- INUTERY	ADSINCE EAST 200	(10/21/08 states)
*INSPECTION FINDING	S		INSPECT		
	L. LEVE	EUE DEVER	2 S. It	WELS LOCAL	
EWARELABILITY	SECTION - CON	REPRESENCE OF	DAING IF	MEMEL 20R5 CORROS	ION IS INDICATED ABONE THE SAL
DOPREVIOUS CORROSION	$\prod_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i$	TS REDUCE FINI	INGS TO LL	MELL STRACTICODY	HEEL DED MEMBER(S) 1) OF PRIEVIOUS REPORTS
DELPREMIQUS CORROSION	INSPECTION RECU	OS SHOW LEVEL	I CORROSI	INFINDINGS ON THE AT	HESTED MEMBER(S)7-1-4-2-2-2-2-
ICAUSE OF [X] EN	VIRONMENT	] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	()LAV/GALLEY SPILL
DAMAGE:				.,	
	CKED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
CORRODED MEMBER		[]LONGER	ION	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT OF PRIOR CORROSION BLEN		[] STRING	ER	[] WEB	[] FITTING
REPAIR? YES	NO X				
IF YES, INDICATE WHICH ON BLEND OUT REP.		[]FRAME		[X] SKIN	[] FLOOR BEAM
		[] SHEAR 1	TE	[] DOUBLER	[] ATTACH ANGLE
		[] BRACKE		[X] OTHER PANEL	
DAMAGE LOCATION - In references, and Include axis v	clude range data if r ariables Also prov	ecessary for under vide Repair Specific	standing ext	ent of damage, Provide a mation Blend-out and R	t least two axis' or Str/Long
	Number			end-Out	Repair
Range	e (TO)			ormation	Reference (if used):
Y Axis -52 To Y	Axis	Urig	inai Inickne	ss IAW SRM Figure:	Engineer Sketch Number:
				ial Thickness	Manufacture's Drawing No.:
X Axis -2 To X	Axis:		Blend-out:	4	SRM Repair Figure: 51-1-4
ZAxis To Z	Axis:		Tigure Osei		SAM Repair Figure:51-1-4
		-	e Item No.:	····	Repair Index No.:
Str/Long LH/RH: To	the second second second second second second second second second second second second second second second s		CTRAN		
DESCRIPTION OF DAMAG	SED AREA AND C	URRECITVE A		- 	· · ·
				· · ·	·
Found corrosion damage to	Cockpit Panel at	Y -52, X -20 & 2	0, damag	e exceeded limitations	I/A/W DC-8 SRM.
	· · · · · · · · · · · · · · · · · · ·				
Removed damage, treated a	rea I/A/W/DC-8 S	RM 51-1-8 . Fab	ricated and	installed repair I/A/W	DC-8 SRM 51-1-4.
				<u></u>	
			78		
REPAIR FACILITY NON	ROUTINE NUT	VIBER(5): 4B1	/0		(a) A set of the se
REPAIR FACILITY NON			e tale and here over 12	analiniki upata 1934 yang sa kanalisin na kanalisin ka	No. 1. Anna Martin Barra Barra an Donne Contract Anna Barra an Donne
REPAIR FACILITY NON SERVICE DIFFICULTY					
SERVICE DEFICILITY					
FRVICE DIFFICILETY	REPORT NO -	BBXA00			
SERVICE DIFFICILE TY 16405200 2031 Rev. 5 S		BBXA00		EPRESENTATIVE.	EWA Quality Control RNXA 09
ERVICE DIFFICULTY 6405200	REPORT NO -	BBXA00		EPRESENTATIVE.	FWA Quality Control RRXA 09 Stamp or Initialize

## INSPECTION REPORT

EMERY WORLDW			for primary structure)	
TAIL NO. N8084U MODEL 1	DC-8-71F	MAINT/	REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
ACTORY SERIAL NO. 45974		· •	ACTURE'S CORROSION TASK NO:	45600551
INITIAL INSPECTION	XINO		VAL SINCE LAS DE CO	09/21/98
INSPECTION FINDINGS		I INSPEC	Land State Base of Report Party	
ENVERSE AND FRANK SECONDARY	LISA JEEVE	<u>62 (56)</u> [	EVELS: SELECCAL	WIDESPREADS
EWARELIABILITY SECTION CON DOPREVIOUS CORROSIONINS PECTION RECO	人名巴克斯斯斯英国英语 化乙酰乙酰甲酰胺乙酰乙酸	2223 226 237 26 - Cit (2 26 26 3 -	144 1413 P18. 12 3 1 3 0 40 4 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	
	PLO, NEODIC PUPIN	PAINESS LEEP	EVEL LEATERACH COPE	S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPECTION RECO LE NO SUBMILLEVEL J'OR TREPORE TOMAN	eds show level magnire	-1 CORROS	ON FINDINGS ON THE 2	FIECTED MEMBERSY:
CAUSE OF [X] ENVIRONMENT	[] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	T		L] OVALIO WIT	Ilounex
DO THE MEMBER(S) EXHIBIT EVIDENCE	[]LONGE		[] SPAR CAP	[] BULKHEAD
OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRING	ER	[] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY. BLEND OUT REPAIR	[] FRAME		[] SKIN	[] FLOOR BEAM
	[] SHEAR	LIE	[X] DOUBLER	[] ATTACH ANGLE
DAMAGE LOCATION - Include range data if n	[]BRACKE	BT	[]RIB	[] OTHER
DAMAGE LOCATION - Include range data if n eferences, and Include axis variables. Also, prov	ide Repair Specifi	cations Info	tent of damage, Provide a mation, Blend-out and R	t least two axis' or Str/Long
Station Number Range (TO)		В	lend-Out	Repair
	Orig	Information Original Thickness IAW SRM Figure:		Reference (if used): Engineer Sketch Number:
Axis -12 To YAxis 8				
X Axis 58 To X Axis:		entage Mate r Blend-out:	rial Thickness	Manufacture's Drawing No.:
	SRM	I Figure Use	d:	SRM Repair Figure:_53-2-0
Z Axis -11 To Z Axis:	Figu	re Item No.:		Repair Index No.:
tr/Long LH/RH: To Str/Long LH/R/I	I		· · · · ·	Ropan Index Ito.
DESCRIPTION OF DAMAGED AREA AND C	ORRECTIVE A	CTION:	· · · · · · · · · · · · · · · · · · ·	
ound corrosion damage to Doubler between	Y -12 & Y 8,X5	58,Z-11, da	mage exceeded limitat	tions I/A/W DC-8 SRM.
	•			
emoved damage, treated area I/A/W/DC-8 SI	RM 51-1-8 . Fab	ricated and	installed repair I/A/W	DC-8 SRM 53-2-0
and the second second second second second second second second second second second second second second second	1			
EPAIR FACILITY NON ROUTINE NUM	IBER(S): 4B1	17		
		and the street in some of the	and a strength of the strength	
ERVICE DIFFICILLY REPORT NO.	KKXA003491	II. (max) II. Na marina di Salari Marina di Salari		
5601200				
D31 Rev. 5 SHADED AREAS TO	RF ( <sup>1</sup> ΟΜΡΙ ΓΤΓΓ	RVEWAD	FDDECENTATIVE	n an an an an Arran br>Arran an Arran an Arr
1998		איזע געי <i>רע</i> י אנוגעי	a neoentative.	EWA Quality Control RRXA 09 Stamp or Initialize
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INSPECTION REPORT

TAIL NO. N8084U	Y WORLDY MODEL	DC-8-71F		REPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
ACTORY SERIAL NO.	45974			ACTURE'S CORROSION	
				TASK NO:.	45600551
NITIAL INSPECTION			SINSPROT	VALSINCE LAST	09/21/98
INSPECTION FINDI	NGS: []		ter i ser e se  Line working a strength of the second	Please and the second se	
PAWA BEIMARITH	V SECTION: CO	HARLES AN LEVEL		-VERT   LOGAL	UNITED AND AND AND AND AND AND AND AND AND AN
OPREVIOUS CORROSIO		199 ( T D / 6 19 19 19 19 19 19 19 19 19 19 19 19 19	CALCENT 2540354	了想到你们的意义是你了?"你们的这些你们的说道:"你们的你们的。"	CALL AND A THE ATTACK OF A DATA STORE AND A DATA STORE AND A DATA STORE AND A DATA STORE AND A DATA STORE AND A
the state of the second second second second second second second second second second second second second se		TESTREDUCE RIN	LUNGSARDIE	EVEL 1 AFFACILCORY	DOUDRENIQUESEPORTS
NO SUBMULEVEL 20	DR 3 REPORT TO MA	NURACIURE	LI CORROSI	ON PINDINGS ON THE AI	FECTED MEMBERIS)?
	ENVIRONMENT	[] INTERNAL L	EAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
AMAGE:	LOCKED DRAIN	[] WET INSULA	TION		
ORRODED MEMBI				[] UNKNOWN	[] OTHER
DO THE MEMBER(S) EXHIBIT EVIDENCE DF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X		[]LONGE	KON	[] SPAR CAP	[] BULKHEAD
		[] STRING	ER	[] WEB	[] FITTING
YES, INDICATE WHICH END OUT		[] FRAME		[] SKIN	[] FLOOR BEAM
		[] SHEAR ]	ПЕ	[] DOUBLER	[] ATTACH ANGLE
		[]BRACKE	<b>FT</b>	[] RID	[X] OTHER FINGER
MAGE LOCATION -	Include range data if	necessary for under	standing ext	tent of damage, Provide at	DOUBLER least two axis' or Str/Long
erences, and include axis	s variables. Also, pro n Number	vide Repair Specifi	cations Infor	mation, Blend-out and Re	pair References (if used).
	ige (TO)			lend-Out formation	Repair Defense (if
				ss IAW SRM Figure:	Reference (if used): Engineer Sketch Number:
Axis -32 To	o Y Axis	Dana		7 1 7141 1 7	
Axis -20 To	o X Axis:	22 After	r Blend-out:	rial Thickness	Manufacture's Drawing No.:
xis -11 T	o Z Axis:	SRM	I Figure Use	d:	SRM Repair Figure: 53-2-0
			re Item No. <u>:</u>		Repair Index No.:
the second second second second second second second second second second second second second second second s	o Str/Long LH/R	and the second se			
SCRIPTION OF DAM	ACED AREA AND	CORRECTIVE A	CTION:		
	· ·		· · · ·		and a start of the
ind corrosion damage	to Finger Doubler	at Y -32, X -22, Z	2 - 11 , dama	age exceeded limitation	s I/A/W DC-8 SRM.
noved damage, treated	area I/A/W/DC-8	SRM 51-1-8 . Fab	ricated and	installed repair I/A/W	DC-8 SRM 53-2-0
		MRER(S) 4R	97		•
PAIR FACILITY NO	ON ROUTINE NU				
PAIR FACILITY NO RVICE DIFFICUET 03200					
RVICE DIFRICULT 03200	Y REPORT NO.:	RRXA003489			
RVICE DIFRICULT 103200 1 Rev. 5		RRXA003489	) BY EWA R	EPRESENTATIVE.	EWA Quality Control RRXA 09
RVICE DIFRICULT 03200	Y REPORT NO.:	RRXA003489	) BY EWA R	EPRESENTATIVE.	EWA Quality Control <u>RRX</u> A-09 Stamp or Tolitalize

#### **INSPECTION REPORT**

(This form only required for primary structure)

1	Y WORLDWI			CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL D	C-8-71F	MAINT/R	EPAIR FACILITY	FENN. TECHNICAL SERVICES
FACTORY SERIAL NO.	45974	· · · · · · · · · · · · · · · · · · ·	MANUFA	CTURE'S CORROSION TASK NO:.	55900551
Charge States and the states of the states o			A REALIZED	AUSINGERAND OF C	20.00%2/98 20 15 15 15 15 15 15 15 15 15 15 15 15 15
			SINGROOM	ION CONSTRUCTION	
201NEPRETHONEDIND				Militar (1.500 and 1.500 and 1.5	
CONVERSE CONTRACTOR	RANSPORTED ON STORY	na na maranta a fan	REMING	Many program deficient of the second s	ox \$108.0107.9900.2010.46
	penang penang constraint (2000) Mang set	aax salq yalqaya Axe iyi yalqaba	ile intersection application	on an ong on on order of Addition of a convention	HIGHED MPAIRER BY A SHORE AND A SHO
noveza ele posteolar els	NAMES OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF A DESCRIPTION OF				
	] ENVIRONMENT	() INTERNAL	LEAKAGE	[] CHEMICAL SPILL	] LAV/GALLEY SPILL
CAUSE OF X DAMAGE:	JEN VICCINIENT	[]	22/14/02		
[]	BLOCKED DRAIN	[] WET INSUL	ATION	[] UNKNOWN	[] OTHER
CORRODED MEMI	BER(S)	[]LONG	ERON	[]SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X			· · · ·		
		[] STRIN	GER	[] WEB	[] FITTING
IF YES, INDICATE WHICH	H ONE(S) APPLY: REPAIR	[] FRAM	E .	[] SKIN	[] FLOOR BEAM
BLEND OUT		[] SHEAF	RTIE	[ X] DOUBLER	[] ATTACH ANGLE
		[]BRACI			[] OTHER
DAMAGE LOCATION	- Include range data if	necessary for uno	lerstanding en	ttent of damage, Provide a	t least two axis' or Str/Long epair References (if used).
	tion Number	Vide Repair Spec		Blend-Out	Repair
	ange (TO)		I	formation	Reference (if used):
Y Axis 1514	To Y Axis	. 01	riginal Thickr	ess IAW SRM Figure:	Engineer Sketch Number: EO# 00 107
Y Axis 1514	10 1 1115	Pe	rcentage Mat	erial Thickness	Manufacture's Drawing No.:
X Axis To	X Axis:	<u> </u>	ter Blend-out	· · · · · · · · · · · · · · · · · · ·	SDM Densis II:
Z Axis To	Z Axis:		M Figure Us	ea:	SRM Repair Figure:
			gure Item No	<b>.</b>	Repair Index No.:
Str/Long LH/RH: 27			ACTION		
DESCRIPTION OF DA	MAGED AREA AND		ACTION:		
		14 hoterson Lo	naaron 271		
Found corrosion damag	ge to Doubler at Y 15	14 Detween Lo	ingeron 271	L/H & Longeron 28 L/H	, damage exceeded limitations
· · · · · · · · · · · · · · · · · · ·	ge to Doubler at Y 15	14 between Lo		L/H & Longeron 28 L/H	, damage exceeded limitations
· · · · · · · · · · · · · · · · · · ·	ge to Doubler at Y 15	14 Detween Lo		./H & Longeron 28 L/H	, damage exceeded limitations
Found corrosion damag					
I/A/W DC-8 SRM.					
I/A/W DC-8 SRM.	ed area I/A/W/DC-8 s	SRM 51-1-8 . F	abricated an		
I/A/W DC-8 SRM. Removed damage,treat REPAIR FACILITY	ed area I/A/W/DC-8 : NON ROUTINE NU	SRM 51-1-8 , F MBER(S): 5	abricated an E050		
I/A/W DC-8 SRM. Removed damage,treat	ed area I/A/W/DC-8 : NON ROUTINE NU	SRM 51-1-8 , F MBER(S): 5	abricated an E050		
I/A/W DC-8 SRM. Removed damage,treat REPAIR FACILITY	ed area I/A/W/DC-8 1 NON ROUTINE NU	SRM 51-1-8 , F MBER(S): 5 RRX 400276	abricated an E050	d installed New Double	
I/A/W DC-8 SRM. Removed damage,treat REPAIR FACILITY	ed area I/A/W/DC-8 1 NON ROUTINE NU	SRM 51-1-8 , F MBER(S): 5 RRX 400276	abricated an E050		

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#### **INSPECTION REPORT**

EMERY WORLDW	IDE AIRI	INES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MODEL	DC-8-71F	MAINT/R	EPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFA	CTURE'S CORROSION TASK. NO:.	108L0551
NYTHARDASIKE HEAR AS A LEGATIS	us i Ienjeki Militari	nosi sunsunata Secundura	ZICONOLISZANA SZER	
MINSPECTICA PLANT CS 10. 24/01		n a chuir an tha shuil Na tha shuile an sha shi sh		
NEW ACTION AND A CONCERNMENT	nnorra duan	nano vincene	HIEVALL MOLUS CONTROL DE LINOLUS CONSTITUE	
	server renning (en P	NDDS(CSC//CDS	MIT IN A GIVEN DO M	STORAND STORAGE PROPERTY STORAGE STORAGE STORAGE STORAGE STORAGE STORAGE STORAGE STORAGE STORAGE STORAGE STORAG
NORTHANDA'S CARLENDAN TELETION RULE TENETUDARI DEVEL SURVERED AND	ntons and the low	nen gon kom		RECORDENTING IN THE STREET
CAUSE OF [X] ENVIRONMENT	[] INTERNAL	LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE: [] BLOCKED DRAIN	[] WET INSU	LATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)	[]LONG	GERON	[] SPAR CAP	[]BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR	[] STRI	NGER	[] WEB	[] FITTING
REPAIR? YES NO X IF YES, INDICATE WHICH ONE(S) APPLY:	[]FRAN	ЛЕ	[X] SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEA	RTIE	[] DOUBLER	[] ATTACH ANGLE
	[]BRAG	CKET	[] RIB	[] OTHER
DAMAGE LOCATION - Include range data is references, and Include axis variables. Also, pr	f necessary for un ovide Repair Spe	iderstanding ex	tent of damage, Provide rmation, Blend-out and	at least two axis' or Str/Long Repair References (if used).
Station Number		. E	Blend-Out	Repair
Range (TO)			formation	Reference (if used): Engineer Sketch Number:
Y Axis To Y Axis		Jriginal Thickn	ess IAW SRM Figure:	Engineer Sketch Number:
X Axis XFS 666 To X Axis:XFS 67		Percentage Mate	erial Thickness :	Manufacture's Drawing No.:
		SRM Figure Us	ed:	SRM Repair Figure:57-2-1
Z Axis To Z Axis:	F	igure Item No.	<u> </u>	Repair Index No.:
Str/Long LH/RH: To Str/Long LH/ DESCRIPTION OF DAMAGED AREA ANI	X/H	F ACTION.	·	
DESCRIPTION OF DAMAGED AREA AN	CURRECITY			
Found corrosion damage to Skin between 3	TES 666 & VES	672 domar	re exceeded limitation	1/4/W DC-8 SPM
Found corresion damage to Skin between 7	1.3 000 & ATC	, unitage	ce exceeded minitation.	
Removed damage, treated area I/A/W/DC-8	SRM 51-1-8	Fabricated an	d installed repair I/A/	W dc-8 srm 57-2-1.
Tranto rod cumugo; w anod at ou a 2 2				
<b>REPAIR FACILITY NON ROUTINE N</b>	UMBER(S):	1A009		
SURVICEDIASEICIUMESSRUPRORUMO				
1001 4440				
108L6660		ישיי עם חשיני	777777777777777777777777777777777777777	
108L6660           E031 Rev. 5         SHADED AREAS           Jan. 1998         SHADED AREAS	TO BE COMPLE	TED BY EWA	REPRESENTATIVE.	MANASOLIALI VII AMERIKAA 1994. Silam mortinina kara tu selat susat
E031 Rev. 5 SHADED AREAS	TO BE COMPLE	TED BY EWA	REPRESENTATIVE.	NW COUNT COTTO ACCA 194 Standoff Dates Constant

#### INSPECTION REPORT (This form only required for primary structure) \*

			IDE AIRLI		CHECK TYPE D REPAIR FACILITY	INSPECTION DATE 18-JULY-00
TAIL NO.	N8084U		DC-8-/11			TENN. TECHNICAL SERVICES
ACTORY SE		5974	•	· · ·	ACTURE'S CORROSION TASK NO:.	20000551
asali per interiori	RCHION	as a filmest-	STATISTICS	STAND B	VAUSINGERASICS CONTRACTOR	1024708
ans sur sur	or the other s					
			in dax sin tabis yan		Miles Velacorist	
	ALIAN AREAS	S(CHEYO)) (CO) CNU AND (CO)			nn is i 22 oir se oradas na dhadhach chadhac	HINGESTROME AVIED AND IN TRANSPORT
5.010 5.010		an an an an an an an an an an an an an a	ราสุรีย การความสาวาร	nder sine i	nale de eve d'hit de de	NOTIONAL OCSTREPORTS
Charles and the second second second		RHICHION NEED	IKOS SHONY (NOVIE)	RAC (G)721 (6)	(วาราการกลุ่ม รายสาวกลุ่ม)	NUCTIMP NUMBER OF STREET
CAUSE OF		VIRONMENT	] INTERNAL LI	ZAKAGE	CHEMICAL SPILL	[] LAV/GALLEY SPILL .
DAMAGE:	[26,] 144		[]			
	[]BLOC	KED DRAIN	[] WET INSULA	TION	[] UNKNOWN	[] OTHER
CORRODE	D MEMBER(	5)	[]LONGER		] SPAR CAP	[] BULKHEAD
OO THE MEMI	BER(S) EXHIBIT	EVIDENCE			••	-
	ROSION BLEND	OUT, OR NO X	[] STRING	ER	[] WEB	[] FITTING
F YES, INDIC.	ATE WHICH ONE	E(S) APPLY:	[] FRAME		[] SKIN	[] FLOOR BEAM
BLEND OUT	REPA	IR	[] SHEAR T	IE	[] DOUBLER	[] ATTACH ANGLE
· ·			[]BRACKE	T	( ) RIB	[X] OTHER KEEL BEAM
DAMAGE LO	CATION - Incl	ude range data if	necessary for under	standing e	stent of damage, Provide a	t least two axis' or Str/Long
eferences, and	Include axis var Station N		ovide Repair Specifi		ormation, Blend-out and R Blend-Out	epair References (if used).
	Range				iformation	Repair Reference (if used):
	· ·	· ·	Orig	inal Thick	ess IAW SRM Figure:	Engineer Sketch Number: EO # 0
Axis 700	) To Y A	Axis 781	Perc	entage Mat	erial Thickness	107 Manufacture's Drawing No.:
( Axis	To XA	Axis:	Aftc	r Blend-ou	<b>:</b>	
		A	SRM	f Figure Us	ed:	SRM Repair Figure:
L'Axis	To Z	4X1S:		re Item No	·	Repair Index No.:
		o Str/Long Ll	H/R/H_35			
ESCRIPTIC	N OF DAMAG	ED AREA AND	CORRECTIVE A	CTION:		
	•			1	. · ·	
ound corros	ion damage to ]	Keel Beam betv	veen Y 700 & Y 7	81 at Lon	g. 35 L/H & Long. 35 R	/H , damage exceeded limitations
/A/W DC-8						,
	JIXI71.				· · · · · · · · · · · · · · · · · · ·	
				·	· · · · · · · · · · · · · · · · · · ·	
Removed dan	nage, treated are	ea I/A/W/DC-8	SRM 51-1-8 . Fat	pricated ar	d installed repair I/A/W	/ EO# 00-107.
	ON TON NON	DOLUCIALE AU			·	
CEPAIR FA	CILITY NON	KUUTINE NI	UMBER(S): 2A0	134		
ADISAN CELETI	Interestation year	AND REENING	ARRA 2002695			
(maszalazora						
031 Rev. 5	SI	HADED AREAS I	O BE COMPLETE	D BY EWA	REPRESENTATIVE.	
Jan. 1998						
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#### **INSPECTION REPORT**

(This form only required for primary structure)

EMERY WO				CHECK TYPE D	INSPECTION DATE 18-JULY-00 TENN. TECHNICAL SERVICES
TAIL NO. N8084U	MODEL D	C-8-71F			
FACTORY SERIAL NO. 4597	4	1	MANUFA	CTURE'S CORROSION TASK NO:.	55900551
ANTONEN PRAY STUDIET (OD BARRETS F	a data din 100		CO DESINUUR	ver an som på snar se 108 sen state states som	
TUNSPRCIIION FUNDINGS			PERSONAL PROPERTY IN CONTRACT		
				MILLING LEORAL	
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nsprotinovanti Actor (do Stavilaro) Styricze – anteres – anteres			non narster		Montenery (and the Monteners) of the second
	Annox Proof	and shirter to	VIERGENER	IDEATING DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER SON DER S	
CAUSE OF [X] ENVIR	ONMENT	[] INTERN	AL LEAKAGE	[] CHEMICAL SPILL	[]LAV/GALLEY SPILL
DAMAGE:	-				
[]BLOCKI	D DRAIN	[] WET INS	ULATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)		[]LO	NGERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EV OF PRIOR CORROSION BLEND O	IDENCE UT. OR	[] STI	RINGER	[] WEB	[] FITTING
REPAIR? YES NO	х	(1FR		[] SKIN	[] FLOOR BEAM
IF YES, INDICATE WHICH ONE(S) BLEND OUT REPAIR	APPLY:				
		[] SHI	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
DAMAGE LOCATION - Includ		[]BR	ACKET	[] RIB	[X] OTHER INTERCOSTAL
references, and Include axis varia	bles. Also, pro-	vide Repair S	pecifications Inf	ormation, Blend-out and F	lepair References (11 used).
Station Nu	mber			Blend-Out nformation	Repair Reference (if used):
Range (1				ness IAW SRM Figure:	Engineer Sketch Number:
Y Axis 1100 To	Y Axis 112	20	<b>D</b>	tet militateses	Manufacture's Drawing No.:
X Axis To X Ax	is:		Percentage Material Thickness After Blend-out:		Manufacture 5 Lynawing Mo
			SRM Figure Used:		SRM Repair Figure:53-2-0_
Z Axis To Z Ax	is:		Figure Item No		Repair Index No.:
Str/Long LH/RH: 27_To	Str/Long LH	I/R/H_	-		
DESCRIPTION OF DAMAGE	D AREA AND	CORRECTI	VE ACTION:		
Found corrosion damage to In	tercostal at Lo	ngeron 27 R	/H between Y	1100 & Y 1120, dama	ge exceeded limitations I/A/W DO
SRM.					
			• • • •	· · · · · ·	· · · · · · · · · · · · · · · · · · ·
Removed damage treated area	I/A/W/DC-8	SRM 51-1-8	. Fabricated a	nd installed New Interco	ostal I/A/W DC-8 SRM 51-1-21.
Active of anti-Balling and	<u></u>				
<b>REPAIR FACILITY NON F</b>	OUTINE NU	JMBER(S):	5E129		
SERVACE DIMINICATINE R					
	DED AREAS T	O BE COMP	LETED BY EWA	REPRESENTATIVE.	
Jan. 1998					
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#### CURRUSION FREVENTION AND CONTROL PROGRAM INSPECTION REPORT

(This form only required for primary structure)

	Y WORLDWI			CHECK TYPE D	INSPECTION DATE 18-JULY-00	
TAIL NO. N8084U	MODEL D	C-8-71F	MAINT/RE	PAIR FACILITY	FENN. TECHNICAL SERVICES	•
FACTORY SERIAL NO.	45974	-	MANUFAC	TURE'S CORROSION TASK. NO:.	20000551	
IN THE REPORT OF THE REPORT OF THE REPORT OF THE REPORT OF THE REPORT OF THE REPORT OF THE REPORT OF THE REPORT		E CARNEN ON	STREET	VASING PASSAGE SA		
TINGTESTION (DAMES)			<u>ansipten</u>			
			ini. Ali	NED YAR DA DOCUMENT		
Canto Sequencia (1994)	sissinten (ebst-kien)	REFERENCE OUT	ewinein	TAND 2018 MORROS	ONICH TO EAR OF THE PARTY OF THE	
	in an chuid bhan an trú) Ios an chuid bhan an trú	OPSENDENTIE MILE NESERVIEIDERE POSED	ncohacosu Micsalorie	KARNOR (GSC), AUPLEZE GOLAL Z PERCENDER (	nicola no devidi de constante Ponoversario estrementos e serversa	
And a second second second second second second second second second second second second second second second	NAMES DECEMPTION OF LOT					
	press, exception processing	the fold which a set of		[] CHEMICAL SPILL	[] LAV/GALLEY SPILL	
CAUSE OF [X] DAMAGE:	] ENVIRONMENT	[] INTERNAL LE	ANAGE	[] CHEMICAL SPILL	[]LAV/GALLEI SPILL	
[]]	BLOCKED DRAIN	[] WET INSULAT	TION	[] UNKNOWN	[] OTHER	·
CORRODED MEMB	ER(S)					
DO THE MEMBER(S) EXH	IBIT EVIDENCE	[X] LONGI	:	[] SPAR CAP	[] BULKHEAD	:
OF PRIOR CORROSION BI REPAIR? YES	LEND OUT, OR NO X	[] STRINGE	IR.	[] WEB	[] FITTING	· · ·
F YES, INDICATE WHICH	ONE(S) APPLY:	[]FRAME		[]SKIN	[] FLOOR BEAM	
BLEND OUT F	LEPAIR	[] SHEAR T	IE	[] DOUBLER	[] ATTACH ANGLE	
• • • • • • •		[] BRACKE	T	[ ] RIB	[] OTHER	· .
DAMAGE LOCATION	- Include range data if	necessary for under	standing ext	ent of damage, Provide a	least two axis' or Str/Long	
	is variables. Also, prov on Number	vide Repair Specific		mation, Blend-out and Re end-Out	epair References (if used). Repair	
	inge (TO)			ormation	Reference (if used):	
· · ·		Orig	inal Thickne	ss IAW SRM Figure:	Engineer Sketch Number: EO# 107	00-
Y Axis 680 To	Y Axis 700	Perce	entage Mater	ial Thickness	Manufacture's Drawing No.:	<u> </u>
K Axis To	X Axis:		Blend-out:	•		۰ 
	7 Acris	SRM	Figure Use	i:	SRM Repair Figure:	<del></del> .
Z Axis To	Z Axis:		e Item No.:		Repair Index No.:	
Str/Long LH/RH: 33						۰.
DESCRIPTION OF DAM	AGED AREA AND	CORRECTIVE A	CTION:			
ound corrosion damag	e to Longeron 33 R/H	I between Y 680	&Y700,	damage exceeded limi	tations I/A/W DC-8 SRM.	
	· · · · · · · · · · · · · · · · · · ·					
Removed damage, treate		EDM 51-1-8 Eab	rigated and	installed rengin I/A /W	FO# 00 107	
cemoved damage, neare		5000 51-1-8 . rab		Instaned Tepan IIAI w	EO# 00-107.	
REPAIR FACILITY N	NON ROUTINE NU	MBER(S): 2A0	23			· · · ·
STREASON CONCERNING (CONC	IN REPORTSOF	5R8X-A002694				
20006800						
2031 Rev. 5	SHADED AREAS T	O BE COMPLETEI	) BY EWA R	EPRESENTATIVE.	LAVA ON THE CONTRACTOR	
<sup>*</sup> an. 1998		•	•			
		an an an an an an an an an an an an an a	•			

#### CURRUSION PREVENTION AND CONTROL PROGRAM

#### **INSPECTION REPORT**

(This form only required for primary structure)

Range (TO)       Information       Reference         Y Axis       8       To       Y Axis       -67       Original Thickness IAW SRM Figure:       Engineer Sketch N         X Axis       To       X Axis:	
TASK NO.         TASK NO.	ERVICES
Additional and a statistic and a statisti and a statistic and a statistic and a statistic and a	· · · · · · · · · · · · · · · · · · ·
TOTE FOR PHASE       And State Phase       And State Phase       And State Phase       And State Phase         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       (] LAV/GALLEY SE         CAUSE OF       (X) ENVIRONMENT       [] INTERNAL LEAKAGE       [] OTHER       [] OTHER         CORROSION BLEND OUT, OR       [] STRINGER       [] WEB       [] FITTING         FPACE COCARGOSION BLEND OUT, OR       [] STRINGER       [] WEB       [] FITTING         CARAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Station Number       [] BEACKET       [] RIB       [] OTHER         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Station Number<	
CAUSE OF       [X] ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAV/GALLEY SI         CAUSE OF       [X] ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAV/GALLEY SI         CAUSE OF       [X] ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAV/GALLEY SI         CAUSE OF       [X] ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAV/GALLEY SI         CAUSE OF       [X] ENVIRONMENT       [] WET INSULATION       [] UNKNOWN       [] OTHER         CORRODED MEMBER(S)       [] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER         OT THE MEMBER(S) EXHIBIT EVIDENCE       [] FRANCE       [] STRINGER       [] WEB       [] FITTING         PRORO CORSION BLEND OUT, OR       [] STRINGER       [] WEB       [] FITTING         EPAIR       NO X       (] STRINGER       [] WEB       [] FITTING         PASS, INDICATE WHICH OVERS AFFLY:       [] STRINGER       [] JEACKET       [] OTHER         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or St       farences, and include axis variables. Also, provide Repair Specifications Information, Blend-Out       References         Axis       To       X Axis:	
ZAUSE OF       [X] ENVIRONMENT       []INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAWGALLEY SE         AMAGE:       [] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER         ORRODED MEMBER(S)       [X] LONGERON       [] SFAR CAF       [] BULKHEAD         OT THE MEMBER(S) EXHIBIT EVIDENCE       [X] LONGERON       [] SFAR CAF       [] BULKHEAD         PARIOR COROSION BLEND OUT; OR       [] STRINGER       [] WEB       [] FITTING         EPAIR?       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EARIN TY ES       NO X       [] STRINGER       [] WEB       [] FITTING         EPAIR TY ES       NO X       [] STRINGER       [] BULKHEAD       [] GOTHER         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' o' STR       []	
CAUSE OF       [X] ENVIRONMENT       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAWGALLEY SE         AMAGE:       [] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER         ORRODED MEMBER(S)       [] WET INSULATION       [] UNKNOWN       [] OTHER         OT THE MEMBER(S) EXHIBIT EVIDENCE       [X] LONGERON       [] SFAR CAF       [] BULKHEAD         OT THE MEMBER(S) EXHIBIT EVIDENCE       [X] LONGERON       [] SFAR CAF       [] BULKHEAD         PARIOR COROSION BLEND OUT, OK       [] STRINGER       [] WEB       [] FITTING         EPAIR       NO X       [] STRINGER       [] WEB       [] FITTING         LEND OUT       REPAIR       [] STRINGER       [] WEB       [] FITTING         ILEND OUT       REPAIR       [] STRINGER       [] WEB       [] FITTING         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' o' STR       ferences, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if u         Axis       To       Y Axis       -67       Percentage Material Thickness       Manufacture's Dra         Axis       To       X Axis:	
CAUSE OF AAMAGE:       [] BUORKED DRAIN       [] INTERNAL LEAKAGE       [] CHEMICAL SPILL       [] LAV/GALLEY SE AAMAGE:         [] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER         CORRODED MEMBER(S)       [] WET INSULATION       [] UNKNOWN       [] OTHER         CORRODED MEMBER(S)       [X] LONGERON       [] SPAR CAP       [] BULKHEAD         NO THE MEMBER(S) EXHIBIT EVIDENCE       [X] LONGERON       [] SPAR CAP       [] BULKHEAD         FPARR       YES       NO X       [] STRINGER       [] WEB       [] FITTING         EFAIR       YES       NO X       [] STRINGER       [] WEB       [] FITTING         FY 125       NO X       [] STRINGER       [] WEB       [] FITTING         EARR       YES       [] STRINGER       [] WEB       [] FITTING         FY 25       NO X       [] STRINGER       [] WEB       [] FITTING         FY 25       NO X       [] STRINGER       [] WEB       [] FITING         Fraction CORNOSION BLEND OUT, OR       [] STRINGER       [] JEACKET       [] DOUBLER       [] ATTACH ANGL         [] BPACKET       [] BPACKET       [] DOUBLER       [] ATTACH ANGL       [] GOTHER         AMAGE LOCATION - Include range data if Incecssary for understanding extent of famage, Provide a	
DAMAGE:       [] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER	
[] BLOCKED DRAIN       [] WET INSULATION       [] UNKNOWN       [] OTHER         CORRODED MEMBER(S)       [] WET INSULATION       [] UNKNOWN       [] OTHER         CORRODED MEMBER(S)       EXTINGER       [] SPAR CAP       [] BULKHEAD         O THE MEMBER(S) EXHIBIT EVIDENCE       [] STRINGER       [] WEB       [] FITTING         FPAIR       YES       NO X       [] STRINGER       [] WEB       [] FITTING         YES, INDICATE WHICH ONE(S) APPLY:       [] FRAME       [] SKIN       [] FLOOR BEAM         LEND OUT       REPAIR       [] SHEAR TIE       [] DOUBLER       [] ATTACH ANGL         [] BRACKET       [] RB       [] OTHER         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str         ferences, and Include axis variables. Also, provide Repair Specifications Information, Blend-Out       References         Axis       To       Y Axis       -67         Axis       To       X Axis:	ILL
O THE MEMBER(S) EXHIBIT EVIDENCE       [X] LONGERON       [] SPAR CAP       [] BULKHEAD         F PRIOR CORROSION BLEND OUT, OR       [] STRINGER       [] WEB       [] FITTING         EPAIR?       YES, INDICATE WHICH ONE(S) APPLY:       [] STRINGER       [] WEB       [] FITTING         LEND OUT	
O THE MEMBER(S) EXHIBIT EVIDENCE       Image: Control of the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on the control on	
EPAIR?       YES       NO <x< td="">         YES, INDICATE WHICH ONE(S) AFFLY:       [] FRAME       [] SKIN       [] FLOOR BEAM         LEND OUT       REPAIR       [] SHEAR TIE       [] DOUBLER       [] ATTACH ANGL         [] BRACKET       [] IRB       [] OTHER         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str       ferences, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if us         Station Number       Blend-Out       Reference         Range (TO)       Information       References         Axis       To       X Axis:       After Blend-out:         Axis       To       Z Axis:       SRM Figure Used:       SRM Repair Figure         Axis       To       Z Axis:       SRM Figure Used:       SRM Repair Figure         Axis       To       Z Axis:       Figure Item No.       Repair Index No.         tr/Long LH/RH:       31       To       Str/Long LH/R/H_       ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:         ound corrosion damage to Longeron 31 R/H between Y 8 &amp; Y -67, damage exceeded limitations I/A/W DC-8 SR       emoved damage, treated area I/A/W/DC-8 SRM 51-1-8 . Fabricated and installed New Longeron I/A/W DC-8 SR         EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057   <td>· · · ·</td></x<>	· · · ·
LEND OUT       REPAIR       [] SHEAR TIE       [] DOUBLER       [] ATTACH ANGL         [] BRACKET       [] BRACKET       [] DOUBLER       [] ATTACH ANGL         AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str       If offerences, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if urange (TO)       Information       References, if urange (TO)         Axis       8       To       Y Axis       -67       Percentage Material Thickness       Manufacture's Drawn and the Blend-out:         Axis       To       X Axis:	· · ·
Image: Image:	
AMAGE LOCATION - Include range data if necessary for understanding extent of damage, Provide at least two axis' or Str         ferences, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if us Station Number Range (TO)       Blend-Out Reference         Station Number       Blend-Out       Reference         Axis       8       To       Y Axis -67         Axis       To       X Axis:       Percentage Material Thickness       Manufacture's Draviter's Dravi	B
ferences, and Include axis variables. Also, provide Repair Specifications Information, Blend-out and Repair References (if us Station Number Range (TO)       Blend-Out Information       References (if us	// ong
Range (TO)       Information       Reference         Axis       8       To       Y Axis       -67       Original Thickness IAW SRM Figure:       Engineer Sketch N         Axis       To       X Axis:       Percentage Material Thickness       Manufacture's Draw         Axis       To       Z Axis:       SRM Figure Used:       SRM Repair Figure         Axis       To       Z Axis:       Figure Item No.:       Repair Index No.:         r/Long LH/RH:       31       To       Str/Long LH/R/H_       Repair Index No.:         ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:       Summary Structure of the structure of	ed).
Axis       8       To       Y Axis       -67         Axis       To       X Axis:       Percentage Material Thickness       Manufacture's Dravition of the second	pair e (if used):
Axis       To       X Axis:	lumber:
Axis       To       Z Axis:       SRM Figure Used:       SRM Repair Figure Item No.:         tr/Long LH/RH:       31       To       Str/Long LH/R/H_       Figure Item No.:       Repair Index No.:         tr/Long LH/RH:       31       To       Str/Long LH/R/H_       Repair Index No.:       Repair Index No.:         ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:       Summary of the structure of the stru	ving No.:
Axis       To       Z Axis:       Figure Item No.:       Repair Index No.:         tr/Long LH/RH:       31       To       Str/Long LH/R/H       Repair Index No.:         ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:       Image exceeded limitations I/A/W DC-8 SR       Image exceeded limitations I/A/W DC-8 SR         ound corrosion damage to Longeron 31 R/H between Y 8 & Y -67 , damage exceeded limitations I/A/W DC-8 SR       Image exceeded limitations I/A/W DC-8 SR         emoved damage,treated area I/A/W/DC-8 SRM 51-1-8 . Fabricated and installed New Longeron I/A/W DC-8 SR       EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	ray 53 7 7
tr/Long LH/RH: <u>31</u> To Str/Long LH/R/H ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION: ound corrosion damage to Longeron 31 R/H between Y 8 & Y -67, damage exceeded limitations I/A/W DC-8 SR emoved damage, treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed New Longeron I/A/W DC-8 SR EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	
ESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION: ound corrosion damage to Longeron 31 R/H between Y 8 & Y -67, damage exceeded limitations I/A/W DC-8 SR emoved damage treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed New Longeron I/A/W DC-8 SR EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	
emoved damage, treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed New Longeron I/A/W DC-8 SRM EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	<u></u>
emoved damage, treated area I/A/W/DC-8 SRM 51-1-8 . Fabricated and installed New Longeron I/A/W DC-8 SRM EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	•
emoved damage, treated area I/A/W/DC-8 SRM 51-1-8. Fabricated and installed New Longeron I/A/W DC-8 SRM EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	м.
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EPAIR FACILITY NON ROUTINE NUMBER(S): 4A057	1 53-2-2
5608000	
031 Rev. 5 SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.	
an. 1998 Statistics of the statistic statistics of the statistics	

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#### **INSPECTION REPORT**

(This form only required for primary structure)

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/R	EPAIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
ACTORY SERIAL NO. 45974	· · · · · · · · · · · · · · · · · · ·	MANUFA	CTURE'S CORROSION	· *
			TASK NO:.	45600551
INTERPOSE PROPERTY AND INCOMENTS OF		PRICE DE INDEU	MUSINGIAL STREET	22 09/20/08 per 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1 ( 1
TERNSHOE THONGON ON THE STATE		eres i inspissi Militeri		
		by A Index Street II.		
CODAY A REPORT OF THE AND A STOCK	110)s 3 (100) 19 History (11 General Content of the State	HEROLE COMPACE IN		(ONDERNOTED STRINGS -
		PPENDINGS 2004	ON DAMAGE SON HELLAN MERCIPATI PARAMETERSINA	
epineta evitor encontras enaciaismi	01008018093(1055)(1030		ON DEPENDING INCOMPLETE OF	
CAUSE OF [X] ENVIRO	NMENT [] INTER	NAL LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:		· · · · · · · · · · · · · · · · · · ·		
[] BLOCKEL	DRAIN [] WET I	NSULATION	[] UNKNOWN	[] OTHER
CORRODED MEMBER(S)		ONGERON	[] SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVII OF PRIOR CORROSION BLEND OU		TRINGER	[]WEB	[] FITTING
REPAIR? YES NO	x			
IF YES, INDICATE WHICH ONE(S) BLEND OUT REPAIR		RAME	[]SKIN	[] FLOOR BEAM
	[]S	HEAR TIE	[X] DOUBLER	[] ATTACH ANGLE
DIMINI ON LOUISIN		RACKET	[]RIB	[] OTHER
DAMAGE LOCATION - Include references, and Include axis variable	ange data it necessary ic s. Also, provide Repair	Specifications Info	tent of damage, Provide at mation, Blend-out and Re	t least two axis' or Str/Long
Station Num	ber	B	lend-Out	Repair
Range (TO	<u>)</u>		formation ss IAW SRM Figure:	Reference (if used): Engineer Sketch Number: EO#
Y Axis -67 To	Y Axis		so area order righter.	107
X Axis -17 To	X Axis:	Percentage Mate After Blend-out:		Manufacture's Drawing No.:
X Axis -17 To	Λ ΛΛ			
		SRM Figure Use	d:	SRM Repair Figure:
Z Axis -11 To	Z Axis:	Figure Item No.:	:	Repair Index No.:
	Long LH/R/H_		· .	
DESCRIPTION OF DAMAGED	REA AND CORRECT	TIVE ACTION:		
	· ·		· · ·	
Found corrosion damage to Doul	oler at Y -67, X -17, Z	-11, damage exc	eded limitations I/A/W	7 DC-8 SRM.
Found corrosion damage to Doul	oler at Y -67, X -17, Z	-11 , damage exc	eeded limitations I/A/W	7 DC-8 SRM.
	· · · · · · · · · · · · · · · · · · ·	· · ·		
······································	· · · · · · · · · · · · · · · · · · ·	· · ·		
Found corrosion damage to Doul Removed damage,treated area I/A REPAIR FACILITY NON RO	4/W/DC-8 SRM 51-1-	8. Fabricated and		
REPAIR FACILITY NON RO	4/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085		
Removed damage,treated area I/A REPAIR FACILITY NON RO	4/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085		
Removed damage, treated area I/A REPAIR FACILITY NON RO SPIEVICE, DIAMINGPERING, 2007	A/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	
Removed damage, treated area I/A REPAIR FACILITY NON RO STRATCE DAME CELEVICIEN S600700	4/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	
Removed damage, treated area I/A REPAIR FACILITY NON RO SERVICE, DIGITION CONTROL 25600/10	A/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	
Removed damage, treated area I/A REPAIR FACILITY NON RO STRATCE DAME CELEVICIEN 35606700 E031 Rev. 5 SHADE	A/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	
Removed damage, treated area I/A REPAIR FACILITY NON RO STRATCE DAME CELEVICIEN S600700	A/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	
Removed damage, treated area I/A REPAIR FACILITY NON RO STRATCE DAME CELEVICIEN S600700	A/W/DC-8 SRM 51-1- UTINE NUMBER(S)	8. Fabricated and : 4B085	installed repair I/A/W	

### CORROSION PREVENTION AND CONTROL PROGRAM

**INSPECTION REPORT** 

(This form only required for primary structure)

TAIL NO. N8084U		DWIDE AIRL		D AIR FACILITY	DATE 18-JULY-00 TENN. TECHNICAL SERVICES
- 					
FACTORY SERIAL NO	. 45974	•		URE'S CORROSION TASK NO:.	465R0551
ANTHANALAKING (SUID)		<b>ESE</b> TEACHYDRO	E PERPORA INSPECTION	nananarysiesese	101-101/08-1-1-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-
ASIA STATEN ORDAN	DANGAN AND AN				
				neset e (http://www.	NONE IN THE STREET OF STREET
A TOCING VIEW OF A TOC	nessin subsequent	THEOLER THEOLER	12 Feedback Mex	intern (estadoria)	THE CHARTER AND A STATE OF A
			DINGSTROUDERAD	de la sone (Crateria).	
	analyna yn arenau yn ar Canadae yn ar ar ar ar ar ar ar ar ar ar ar ar ar	ateroporanses (no svets) na svetsje venteros	15 (Fe(i))(c)(0)(c)) (c)	UNE SPECIAL CONTRACTORS	nd Grudbing Subar (Si Grudssen Gru Angli
CAUSE OF	X ] ENVIRONMEN	T []INTERNAL	LEAKAGE	[] CHEMICAL SPILL	[] LAV/GALLEY SPILL
DAMAGE:	BLOCKED DRAI	N [] WET INSUL	ATION	[] UNKNOWN	[] OTHER
CORRODED MEM	-				
DO THE MEMBER(S) E	KHIBIT EVIDENCE	[]LONG	ERON	[] SPAR CAP	[] BULKHEAD
OF PRIOR CORROSION REPAIR? YES	BLEND OUT, OR NO X	[] STRIN	GER	[] WEB	[] FITTING
IF YES, INDICATE WH	CH ONE(S) APPLY:	[] FRAM	3	[] SKIN	[] FLOOR BEAM
BLEND OUT	REPAIR	- [] SHEAR	TIE	[X] DOUBLER	[] ATTACH ANGLE
	•	[]BRACH	ET	[] RIB	[] OTHER
				t of damage, Provide a	t least two axis' or Str/Long
	axis variables. Als	o, provide Repair Speci		ation, Blend-out and R nd-Out	epair References (if used). Repair
]	Range (TO)			rmation	Reference (if used):
Y Axis: 8	To YAxis:	-12	iginal Thickness	IAW SRM Figure:	Engineer Sketch Number:EO# 0
			centage Materia ter Blend-out:	l Thickness	Manufacture's Drawing No.:
X Axis: -59	_To X Axis:	· · · · · · · · · · · · · · · · · · ·	M Figure Used:		SRM Repair Figure:
Z Axis:10	To Z Axis:				
Str/Long LH/RH:	_To Str/Long		ure Item No.:		Repair Index No.:
DESCRIPTION OF DA	and the second statement of the se		ACTION:		
•		· · · · · · · · · · · · · · · · · · ·			
Round corrosion dama	ige to Doubler be	etween Y 8 & Y -12 a	t X 59 & 7 -10	damage exceeded	limitations I/A/W DC-8 SRM.
	<u></u>			, damage exceeded	minimions DAIW DC-6 BAW.
Removed damage, trea	tod area T/A /IN//	0 9 57 M 61 1 9 7	h	- 4 - 11 1	
Kemoved damage, rea	ico area I/A/ W/L	C-8 SKW 51-1-8 . F	ioncated and in	istalled repair I/A/W	EO# 00-107.
REPAIR FACILITY	NON ROUTIN	E NUMBER(S): 4	226		
	· · ·				
SREAGICOL DI LUBICH	ELY REPORT	NDI-ARRANANH2704			
465R8000					
E031 Rev. 5	CHADED AD	EAS TO BE COMPLET	ייים ועמת עם תק	יייזייי ייינייי	
	JIADED AKI	LAD I O DE COMPLEII	נס טנ שא גם שנ	-KESENIATIVE.	EWALOWING CONTAINERX A 177
<sup>v</sup> an. 1998	· · · · · · · · · · · · · · · · · · ·				
'an. 1998	•				
'an. 1998					
'an. 1998					

CORRODULTINE VENTION MID CONTROL LAG	UINMIN	
<b>INSPECTION REPORT</b> (This form only required for primary structure)		2

#### **INSPECTION REPORT**

	IERY W	VORLDV	<b>VIDE AII</b>	RLINES	CHECK TYP	E INSPECTION DATE 18-JULY-00	
TAIL NO. N8	084U	MODEL	DC-8-71F	MAINT/	REPAIR FACILITY	TENN. TECHNICAL SERVICES	
ACTORY SERIA	L NO. 45	5974		MANUF	ACTURE'S CORROSION		
CTHIMMENS SPOR	ńm <sup>s</sup> teżeż z			NGEORAINOER	TASK NO		
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			VINDALS AND				
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eferences, and Inc	hude axis vari Station N		provide Repair S		ormation, Blend-out and Blend-Out	Repair References (if used). Repair	
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#### CORROBINT REPERTION AND CONTROL LOGRAM

#### **INSPECTION REPORT**

(This form only required for primary structure)

	DE AIRLIN		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U MODEL D	C-8-71F	MAINT/REPAIL	R FACILITY T	ENN. TECHNICAL SERVICES
ACTORY SERIAL NO. 45974		MANUFACTU	E'S CORROSION TASK NO:.	20000551
INTERVENCENCY - A PROPERTY			INTO ACTIVATION OF	- 101/2-11/28 (Jan 2010) - 2016 - 201
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CAUSE OF [X] ENVIRONMENT	] INTERNAL LE	AKAGE []	CHEMICAL SPILL	[]LAV/GALLEY SPILL
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	[]LONGER	ON [	J SPAR CAP	[] BULKHEAD
DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X	[] STRINGE	ER [	] WEB	[] FITTING
IF YES, INDICATE WHICH ONE(S) APPLY:	[] FRAME	Ē	X ) SKIN	[] FLOOR BEAM
BLEND OUT REPAIR	[] SHEAR T	те (	J DOUBLER	[] ATTACH ANGLE
	[] BRACKE		] RIB	I OTHER
DAMAGE LOCATION - Include range data if r references, and include axis variables. Also, prov	necessary for under vide Repair Specific	standing extent o cations Informati	of damage, Provide at on, Blend-out and Re	least two axis' or Str/Long pair References (if used).
Station Number Range (TO)		Blend Inform		Repair Reference (if used):
<u></u>	Origi		W SRM Figure:	Engineer Sketch Number:EO # 00-
Y Axis: 848 To Y Axis:		entage Material T	hickness	107 Manufacture's Drawing No.:
X Axis: 60 _To X Axis:		Blend-out: Figure Used:		SRM Repair Figure:
Z Axis:To Z Axis:			· · · · · · · · · · · · · · · · · · ·	
Str/Long LH/RH: To Str/Long LH/R.		re Item No.:		Repair Index No.:
DESCRIPTION OF DAMAGED AREA AND		CTION:		
	•	×		
Found corrosion damage to Skin at Y 848 &	X 60, damage ex	cceeded limitat	ons I/A/W DC-8 SI	RM.
	· · · ·		· · · · · · · · · · · · · · · · · · ·	
	DACC1 1 0 P-1	ricated and inst	alled renair I/A/W	EA# 00 107
Removed damage, treated area I/A/W/DC-8 S	SKIM 51-1-8 . Fab			EO# 00-107.
				EC# 00-107.
Removed damage, treated area I/A/W/DC-8 S				EC# 00-107.
	MBER(S): 1C0			
REPAIR FACILITY NON ROUTINE NU	MBER(S): 1C0			
REPAIR FACILITY NON ROUTINE NU SERVICICIDIE FICULIARE PORT NO. 20008480	MBER(S): 1C01 RRXA002738	15		
REPAIR FACILITY NON ROUTINE NU	MBER(S): 1C01 RRXA002738	15		
REPAIR FACILITY NON ROUTINE NU SEREVICETOR FICTULINALE BORT NO. 20008480 E031 Rev. 5 SHADED AREAS TO	MBER(S): 1C01 RRXA002738	15		

#### CUKRUSIUN PREVENTION AND CONTROL PROGRAM **INSPECTION REPORT**

(This form only required for primary structure)

	EMERY V				CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO.	N8084U	MODEL	DC-8-71F	MAINT/	REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY S	ERIAL NO. 4	5974		MANUF	ACTURE'S CORROSION TASK NO:.	55700551
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DAMAGE			[]			[] LAWOALDET GLIEF
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CORRODI	ED MEMBER(S	5)	י וא ז	ONGERON	[] SPAR CAP	[] BULKHEAD
DO THE MEN	BER(S) EXHIBIT	EVIDENCE				
<b>REPAIR?</b>		10 X	[121	RINGER	[] WEB	[] FITTING
IF YES, INDIC	CATE WHICH ONE REPAI		[]FR	AME	[] SKIN	[] FLOOR BEAM
DEEND COT			[] SH	EAR TIE	[] DOUBLER	[] ATTACH ANGLE
				ACKET	[] RIB	[] OTHER
					ctent of damage, Provide a ormation, Blend-out and R	t least two axis' or Str/Long
references, an	Station N	the second second second second second second second second second second second second second second second s	Iovide Repair 5		Blend-Out	Repair
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Z Axis:	To Z	Axis:		-		
Str/Long LF	1/D11-35 Tr	o Str/Long L	H/R/H	Figure Item No	<u>.</u>	Repair Index No.:
	ON OF DAMAG			VE ACTION:	<u></u>	
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Found corro	sion damage to I	Jongeron 22.1	Vri , at Qamag	e exceeded hm	itations I/A/W DC-8 SR	IVI.
		· · · · · · · · · · · · · · · · · · ·				
Removed da	mage, treated are	a I/A/W/DC-	8 SRM 51-1-8	. Fabricated an	d installed new Longer	on I/A/W DC-8 SRM 53-2-2.
		DATIMIET -		500.00		
KEPAIR F	<b>CILITY NON</b>	ROUTINE	UNIBER(S):	JU049		
estatestatestate		40PC01R4EINO		7 <b>62</b> - 11		
55703500	*			1	· · · ·	
E031 Rev. 5	SH	IADED AREAS	TO BE COMPL	LETED BY EWA	REPRESENTATIVE.	
Y 1000						
<sup>7</sup> an. 1998			•			

2.20.09 RRXA does not maintain Level I corrosion, nor have they made adjustments to their maintenance program IAW AD 92-22-07. This is contrary to 14CFR 39.3, 14CFR 121.373 and RRXA reliability manual document #EWA-51990.

RRXA RESPONSE:

EWA (in conjunction with Boeing) has been developing an MSG-3 maintenance program for its DC-8 fleet. This program has been under development for over a year and is nearing the final stages of completion. It is EWA's intention to submit this program by the end of March, 2001 for approval. This program will bring the CPCP program for each aircraft back to the baseline as defined in the MDC-K document. EWA has been actively working on adjusting this program.

RRXA CONCLUSION: No finding.

Jim Owens EWA Director-Quality Assurance 21 February 2001 2.20.09 RRXA does not maintain Level I corrosion, nor have they made adjustments to their maintenance program IAW AD 92-22-07. This is contrary to 14CFR 39.3, 14CFR 121.373 and RRXA reliability manual document #EWA-51990.

RRXA RESPONSE:

EWA's CPCP maintains level one corrosion per the guidelines of EWA's FAA capproved Equivalent CPCP and the MDC Document MDC-K4608.

developing a m

EWA has also been in the process of a<del>djusting</del> our maintenance program to MSG3. This process has been in the working stage for over a year and is nearing completion. We plan to submit this program to our FAA Princpals by the end of March, 2001 for approval. This program will bring the CPCP program for each aircraft back to the baseline and insure proper mainteance of Level I corrosion.

RRXA CONCLUSION: No finding.

Jim Owens EWA Director-Quality Assurance 21 February 2001

EWA has been in the EWA ( in conjunction with Boeing ) has been developing an MSG-3 maintenance program for it's DC-8 fleet. This destopment of this program This program has been under development for over one year and is nearing the final stages of completion. It is EWA's intention to submit this program to the FAA by the end of March, 2001 for review and approval. This program incorporates the DC-8 cpc program defined at the MDR-KAGOD document

2.20.9 RRXA does not maintain Level I corrosion, nor have they made adjustments to their maintenance program IAW AD 9222-07. This is contrary to 14CFR 39.3, 14CFR 121.373 and RRXA reliability manual document #EWA-51990.

RRXA RESPONSE: EWA's CPCP maintains level one corrosion per the guidelines of EWA's FAA approved Equivalent CPCP and the MDC Document MDC-K4608.

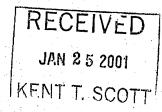
RRXA CONCLUSION: No finding.

Jim Owens EWA Director-Quality Assurance 07 February 2001



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohlo 45226 513-533-8110 FAX 513-533-8420 CC. Quin Plane

C. Jim Chuens Juny Tumarco Bal Dall CC. (

January 24, 2001

2520,0

FILE NUMBER: 2001GL050048

Mr. Kent Scott President Emery Worldwide Airline Inc. One Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) does not maintain Level I corrosion, nor have they made adjustments to their maintenance program IAW AD92-22-07. This is contrary to 14CFR 39.3, 14CFR 121.373 and RRXA Reliability Manual Document #EWA-51990.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

Sincerely,

her

Harold R. Camden Principal Maintenance Inspector

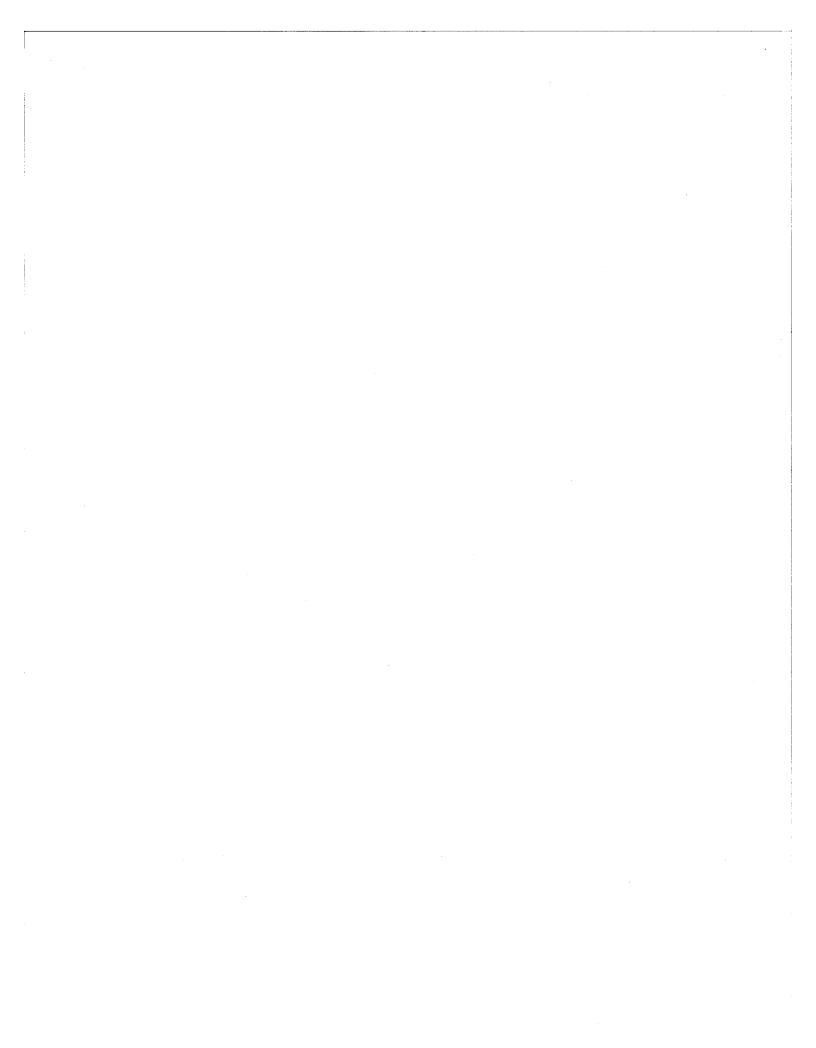
### 2000 HEAVY CHECK SEASON

AIRCRAFT	TYPE CHECK VENDOR	Date in check	Date out	days in	days ov	
N792FT	C-1/CPCP	240000	0077777000	check	schedul	<u>e ~</u>
4w	TENN. TECH.	24DEC99	29FEB00	67	7	83
N831AL	D	24DEC99	17APR00	116	41	·
	DEE HOWARD					125
N832AL C/W	C-1	24DEC99	03MAR00	70	20	20
	DEE HOWARD					a
N995CF	D	11JAN00	28JUN00	169		15
2 10 0 0 47 1	TENN TECH	•				1.15
N8085U	D PEMCO	11JAN00	23MAY00	133	58	12
N8177U	D	24DEC99	30APR00	128	53	<u> </u>
	PEMCO	2.01000		120		76
N961R	C-4	29FEB00	10MAY00	71	21	<sup>`</sup>
	TENN TECH					18
N2674U	C-3	29FEB00	25MAY00	86	36	<u> </u>
	DALFORT					1.7
N8084U	D	31MAR00	10JULY00	102	27	$\overline{\alpha}$ .
	TENN TECH				· ·	30
N796FT	C-4	29APR00	25JUL00	86	36	
	DALFORT			$(1,1)^{-1}$		13
N68042	C-1 & A-4	30JUN00	14AUG00	46	25	· · · ·
TOROTTE	MOBILE AERO				- 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997	
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	TENN TECH				1	<u>.</u>

AVERAGE LEVEL CORROSION FINDINGS FOR LAST 10 AIRCRAFT ARE 42 PER AIRCRAFT.

81

2.20.09



RRXA routinely installs overhauled flight controls on its heavy check aircraft, but fails to report any Level 2 corrosion IAW AD 92-22-07 and 14CFR 39.3.

RRXA RESPONSE:

2.20.10

Since flight controls are sent out for overhaul the heavy check station does not the perform CPCP inspection. We are currently working on procedures for reporting CPCP findings by the overhaul vendor. These findings will then be reported on taredown sheets which will be faxed to EWA reliability and also be part of the return to service paperwork that will be tendered when the item is returned to the heavy check vendor.

RRXA CONCLUSION: I

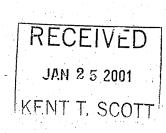
Finding valid.

Jim Owens EWA Director-Quality Assurance 13 February 2001



U. S. Department of Transportation

Federal Aviation Administration



FLIGHT STANDARDS DISTRICT OFFICE 4240 Airport Road Cincinnati, Ohio 45226 513-533-8110 FAX 513-533-8420

a: Jos Quienes Josep Juiman Ball Dell

January 24, 2001

### 2, 20, 10 FILE NUMBER: 2001GL050049

Mr. Kent Scott President Emery Worldwide Airline Inc. Onc Emery Plaza Vandalia, Ohio 45377

Dear Mr. Scott:

The Great Lakes Regional RASIP Inspection performed October 16, 2000 through November 2, 2000 had the following finding which personnel of this office are investigating.

Emery Worldwide Airlines Inc. Certificate (RRXA) routinely installs overhauled flight controls on it's heavy check aircraft, but fails to report any level 2 corrosion IAW AD 92-22-07 and 14 CFR 39.3.

Operations of this type are contrary to the Federal Aviation Regulations.

This is to inform you that this matter is under investigation by the Federal Aviation Administration. We wish to offer you an opportunity to discuss the matter personally or submit a written statement. If you desire to do either, this should be accomplished within 10 days following receipt of this letter. Your statement should contain all pertinent facts and any mitigating circumstances, which you believe may have a bearing on this matter. If we do not hear from you within the specified time, our report will be processed without the benefit of your statement.

Thank you for your attention to this matter.

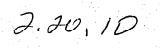
Sincerely,

fer

Harold R. Camden Principal Maintenance Inspector

#### 39.3 General.

No person may operate a product to which an airworthiness directive applies except in accordance with the requirements of that airworthiness directive.



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#### 121.373 Continuing analysis and surveillance.

(a) Each certificate holder shall establish and maintain a system for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventive maintenance, and alterations and for the correction of any deficiency in those programs, regardless of whether those programs are carried out by the certificate holder or by another person.

(b) Whenever the Administrator finds that either or both of the programs described in paragraph (a) of this section does not contain adequate procedures and standards to meet the requirements of this part, the certificate holder shall, after notification by the Administrator, make any changes in those programs that are necessary to meet those requirements.

(c) A certificate holder may petition the Administrator to reconsider the notice to make a change in a program. The petition must be filed with the FAA certificate-holding district office charged with the overall inspection of the certificate holder's operations within 30 days after the certificate holder receives the notice. Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the Administrator.

Printed from Summit Aviation's Computerized Aviation Reference Library, 1/8/01 Page 1

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Richard A. Hagquist Assistant Director of Operations

# Emery Worldwide Airlines

# Response to Findings Contained in RASIP Report (DRAFT)

EWA Flight Operations

INSPECTION DETAILS		
RESPONSE CONVENTIONS		
FINDINGS AND RESPONSES		
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FINDING 1.03.01 RADAR BECOMES INOPERATIVE ENROUTE Emery Response		••••••
Emery Response	······································	••••••
FINDING 1.03.02 DIRECTOR OF OPERATIONS DUTIES AND RESP	ONSIBILITIES	•••••••••••••••••••••••••••••
Emery Response FINDING 1.03.03 DC-8 PBE PREFLIGHT Emery Response		••••••
FINDING 1.03.03 DC-8 PBE PREFLIGHT		••••••
		•••••••
FINDING 1.03.04 LOADING ISSUE		••••••
Emery Response	••••••••••	
FINDING 1.03.05 LOADING ISSUE		•••••••
Emery Response		
FINDING 1.04.01 FLIGHT OPERATIONS TRAINING MANUAL	••••••	•••••••
Emery Response FINDING 1.07.01 OXYGEN MASK NOT USED	••••••	
FINDING 1.07.01 OXYGEN MASK NOT USED	••••••	••••••
Emery Response	•••••••••••••••••••••••••••••••••••••••	
FINDING 1.07.02 UNAIRWORTHY ULD'S Emery Response		·····
FINDING 1.09.01 NON-EMERY LOAD PLANNING FORMS		
Emery Response	•••••	•••••••
FINDING 2.08.02 PERFORMANCE PENALTIES OMITTED	•••••	
Emery Response FINDING 2.09.01 DC-8 AIRCRAFT DATA BOOK	••••••	••••••
Emery Response		
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#### Inspection Details

A Regional Aviation Safety Inspection Program (RASIP) was conducted from October 16, 2000 to November 2, 2000 on Emery Worldwide Airlines (EWA).

A report was prepared by Mr. Robert Brandt, team leader, and forwarded to EWA on December 22, 2000 by Mr. Robert Groszer, manager of CVG FSDO.

This report contains responses to operations findings documented in section 1 of that report.

#### Response Conventions

Operation findings are assigned a three digit control number in the format 1.x.x, 1 denoting operation, .x the area of the finding and .x the specific finding number.

The EWA response will use the RASIP control number to identify each response.

Regulations, guidance, or other documents referenced in each finding are included in the EWA response.

#### Findings and Responses

#### Finding 1.03.01 Radar Becomes Inoperative Enroute

RRXA does not have procedures for operating aircraft when airborne weather radar becomes inoperative enroute. This is contrary to 14 CFR 121.357(c)(2). This was corrected with a revision to the GOM

#### **Emery Response**

As stated in the finding, this was corrected in the GOM Chapter 3, which reads:

#### Page 3-12

Radar Failure Enroute.

The requirements for weather radar for dispatch are stated in the aircraft minimum equipment list. If radar becomes inoperative in-flight, the flight may not enter a known forecast thunderstorm area unless the Captain is satisfied that thunderstorms can be avoided visually. If already in a thunderstorm area when the radar becomes inoperative, the flight will avoid thunderstorms visually, or, if this is impossible, slow to recommended turbulence penetration speed and take the shortest course out of the area consistent with safety.

#### Finding 1.03.02 Director of Operations Duties and Responsibilities

RRXA GOM does not contain the duties and responsibilities regarding operational control for the Director of Operations. This is contrary to 14CFR 121.537. This was corrected with a bulletin and revision to the GOM.

#### Emery Response

As stated in the finding, this was corrected in the GOM Chapter 2, which reads:

#### Page 2-4

The Vice President of Flight Operations is jointly responsible with the PIC, for the initiation, continuation

#### Finding 1.03.03 DC-8 PBE Preflight

RRXA DC-8 AOM does not designate a crewmember that is responsible for checking the protective breathing equipment (PBE) prior to the firs flights of the day that are located at other than a flight crewmembers duty station. This has been corrected with a revision to the DC-8 AOM. This is contrary to 14CFR 121.337(c)(2)

#### Emery Response

As stated in the finding, this was corrected in the DC-8 AOM Vol. I Chapter 1, which reads:

#### Page 1-.1-29

- Portable Oxygen Bottle, Smoke Mask and Protective Breathing Equipment (PBE)
  - Check pressure within limits, as applicable
  - Check the facemask and hose connected for condition, as applicable

Check serviceability of equipment, as applicable

#### Finding 1.03.04 Loading Issue

On 10/19/00, N997GE, Flt. 313 began loading positions #18 and 19 without ballast or a pallet in the #1 position. This is contrary to the RRXA Aircraft Loading Manual, Page 8-2(H)(2)(b).

#### **Emery Response**

The response for this finding was submitted by Pat Nelson and Jim Owens.

#### Finding 1.03.05 Loading Issue

On 10/20/00, N997GE, Flt. 038; the load plan indicated a pallet was scheduled to be loaded in the #1 position. This position had been deferred on 10/19/00, and was not to be used due to a broken lock rail. This is contrary to RRXA Aircraft Loading Manual.

#### **Emery Response**

The response for this finding was submitted by Pat Nelson and Jim Owens.

#### Finding 1.04.01 Flight Operations Training Manual

The Flight Operations Training Manual reflected incorrect CFR references on two separate pages. Page 2-03-1 and 2-03-3 contained an incorrect reference to 14CFR part 121.322(a) and 49CFR/HM 181. On 10/23/00 Flight Operations Training Manual Revision #1 was generated, changing both pages to reflect the correct regulatory references.

2

#### **Emery Response**

As stated in the finding, this was corrected with a revision to the Flight Operations Training manual on pages 2-03-1 and 2-03-3.

#### Finding 1.07.01 Oxygen Mask Not Used

On October 24, 2000, RRXA Flt. 031, FLL to DAY, the F/O left her duty station to attend to her physiological needs. The captain failed to put on and use his oxygen mask until she returned to her duty station. This is contrary to FAR 121.333(c)(3).

#### **Emery Response**

The captain in question was counseled by the Chief Pilot. He was then given the EWA new hire test covering the ATP knowledge required for FAA certification, scored 96% and corrected to 100%. He then received 2 + hours of refresher training on hypoxia and use of the DC-8 onboard oxygen system.

#### Finding 1.07.02 Unairworthy ULD's

On October 25, 2000, there were several unairworthy ULD's on the Dayton ramp with cargo ready for loading for a flight to Mexico City that were stopped by FAA Inspectors and sent back for reloading on serviceable containers.

#### **Emery Response**

This finding was answered by Jim Owens.

#### Finding 1.09.01 Non-Emery Load Planning Forms

RRXA Load Planning Forms were found with inaccurate data and non-RRXA forms are used by a contract loader. This is inconsistent with RRXA Aircraft Loading Manual guidance.

#### **Emery Response**

This finding was answered by Jim Owens.

#### Finding 2.08.02 Performance Penalties Omitted

On 08/22/00, right inbd flap fairing was deferred on aircraft N603AL, per Configuration Deviation List (CDL) 27-50-06. This CDL requires a performance penalty of ½% takeoff, 4,500 lb. Enroute and 3% on landing. This penalty was omitted on 08/24/00, Flight 116 and 08/25/00, Flight 36. This was a sample taken from 08/22/00 to 08/25/00. Aircraft N801GP had the forward lav. Service door removed on CDL 52-40-06. This CDL requires a performance penalty of 150 lb. This penalty was omitted on flight 131 and 132 on 09/30/00. This is contrary to the CDL which is an Appendix to the approved Aircraft Flight Manual.

#### Emery Response

On the flights in question with the CDL items noted, at no time was a performance limit exceeded. In the case of all flights, the maximum allowable weight for each leg was limited by maximum landing weight at destination. It is true, however, the crews failed to document the calculations for the performance penalties. The Chief Pilot will issue a memo stating the documentation must be completed even if the penalty is not a factor for determining the maximum weight for the leg.

#### Finding 2.09.01 DC-8 Aircraft Data Book

DC-8 Aircraft Data Book, Chapter 4-9, Item #23 makes reference to the aircraft listing at the end of the chapter. There is no aircraft listing. Chapter 4-14; DC-8-63/73 Weight and Balance/Load Manifest Form, Item #23 does not agree with the direction for completing the form on Page 4-9, Item #23. OPSS Paragraph E096 and DC-8 Data Book reflects Revision 42, dated 12/17/98. Current DC-8 Data Book is Revision 44, dated 08/17/00.

#### **Emery Response**

There are three issues included in this finding. Issue one is the reference to the aircraft listing.

The aircraft listing was removed from the data book in a move to limit the publication of basic operating weight and index to a single source. Previously the data was duplicated in the Data Book. The source for this information is now solely the flight release. The reference to the listing was inadvertently missed when the Data Book was revised. The Data Book no longer exists, it has been replaced by the DC-8 AOM Vol. IA, which went into distribution the week of January 15, 2001.

The issue of the mismatch of the weight and balance form was corrected during the inspection. The BOW block had been omitted when a fifth jumpseat was added to the form. The revised form can be found on page 4-14 of the DC-8 AOM Vol. IA.

The issue with Opspec E096 will be answered by Jim Owens.

4

#### Owens, James H

From: Nelson, R P
Sent: Tuesday, January 09, 2001 9:25 AM
To: Owens, James H
Cc: Artin, William W; McMaster, Foy; Fugate, David J; Goodman II, William I
Subject: RASIP Response

#### 12(0)61(0)4

Jim, unfortunately there is not enough information to make a factual response, nor is there anyway we can follow up on this alleged problem because it happened too long ago to recreate what happened. The situation, as described to me, is not necessarily in violation of our loading manual procedures.

Chapter 8, Page 8-2, Paragraph H.2)b) states:

Ballast Position, no matter what type aircraft you are loading, nothing should be pushed past the wings without a ULD in Position 1. Use the heaviest ULD available to you when you commence the load for this "ballast" and then push it back when the ULD you have planned for Position 1 is tendered to you.

This by intent indicates that Position 1 can be empty at times during the load. P1 has to be empty when moving a heavier hut previously staged in P1 for ballast and there are several positions in front of the wing that a ULD can be staged in while P1 is temporarily empty. So unless the inspector provided greater detail this should be classified as a No Finding.

#### **R. Patrick Nelson**

Director, Ground Services/Airport Affairs

Owens, James H From: Ungemach, David W Sent: Wednesday, February 07, 2001 4:19 PM To: Owens, James H Subject: LOI 2.06.01

Jim in response to LOI 2.06.01. The PMI brought to my attention that he had received a report for the POI that MEL'S in maintenance control did not have the current revision. I personally went to maintenance control that very day and reviewed all of the MEL'S in the department for the correct revision. All of the MEL'S did have the current revision. I brought this to the attention of the POI and the PMI and they did not seem to have any other issues. This as far as I'm concerned was closed at that point.

David W Ungemdeh Director, Line Maintenance EWA

RASIP 2000 October 2. BARety Destined MEX South PUAgrich AREA -2. A. A. CRACT LOBUNK MONGAL NO PROCEdures for Instant STAll 3. 400 -TSO - CAllet CAL 744 JEB - LAVhinh Line 7930 CD - alet Damabe 1. MEM - Belly NET J. AAL CONTAINUN

David Ungemach

Date: January 17,2001

Subject:

To:

EWA RASIP Inspection

#### FAA Finding 2.08.02

On 08/22/00 right inboard flap fairing was deferred on aircraft N603AL, per CDL 27-50-06. This CDL requires a performance penalty of  $\frac{1}{2}$ % takeoff 4,500 enroute and 3% landing. This penalty Was omitted on 08/24/00, flight 116 and 08/25/00, flight 36.

N801GP had a fwd lav service door removed on CDL 52-40-06. This CDL requires a Performance penalty of 150 lbs. This penalty was omitted on flights 131 and 132 on 09/30/00.

#### Response:

Maintenance Control is responsible for the opening and closing action on all MEL/CDL items. Once the Control number is issued the Maintenance Controller enters the deferral into the Flight Operations NAV TECH Computer System. When the item is closed the Maintenance Controller closing the item will remove the deferral from the Flight Operations NAV TECH Computer System. Flight Operations Dispatch is responsible for ensuring all restricted MEL/CDL items are adhered to. Since this RASIP finding Maintenance Control now immediately gives Flight Operations a hard copy of all open or closed deferrals generated in the Maintenance Computer System (MERIT). The data entry in the Flight Operations NAV TECH system is still the Responsibility of the Maintenance Controller opening or closing the deferral. In summary Flight Operations Dispatch now is immediately advised and is aware of all deferrals opened Or closed by EWA Maintenance Control and any aircraft restrictions are put on the Crew Flight Plan.

#### FAA Finding 2.11.07

On 10/23/00 RRXA personnel approved for return to service and operated N602AL, after Maintenance had been performed due to compressor stalls. The corrective action taken Was not done IAW manufactures maintenance manual.

#### Response:

The CFM 56 Manufactures M/M 71-00-00 page 101 Fault 50 States "Stalls may occur if there Is Inlet Air Distortion due to winds or if the Thrust Reverser was used at aircraft airspeeds lower than those Specified in the aircraft flight manual. If Inlet Air Distortion is confirmed troubleshooting for cause is not required. Inlet/Exhaust Visual inspection should be accomplished". This statement is Contrary to CFM 56 Manufactures M/M 72-00-00 Post Stall Inspection, which states any time a compressor stall occurs a Boroscope Inspection will be done. United M/M 71-00-47 page 202 Item "B" states "The following sequence is progressive. All Checks need not be accomplished if the fault is found and corrected". This also is contrary to CFM M/M 72-00-00. I have discussed this difference in M/M references with GE Zachary Kamen and he agreed that a revision to their manual is necessary to clarify what procedures are to be followed. I have also discussed with Quality Assurance Jim Owens the need to develop an MSL to address this controversy with the Maintenance Manual procedures. A Memo to all Maintenance Personnel has been sent out stating that if an Engine Compressor Stalls the engine will be boroscoped prior to being returned to service.

TALLEY

#### RASIP

2.03.12 – Items that are destroyed at the vendor are issued a certificate of destruction. This document is filed with the repair order in Procurement. Items that are destroyed locally are sent to Finance (Shelley Liddy) to be disposed of out of inventory. Finance holds the records of these items. (Tracking level 2 & 3). Tracking level 0 & 1 items are logged and record kept of how item destroyed at Dayton Stores.

2.06.2 - Lightner Road has been completely inventoried and the locks have been changed to prevent entrance from unauthorized individuals. The main utilization of the facility is now for engines and bulk items.

2.06, **2** – Hoses without tags were scrapped and quarterly audit is performed.

2.06.5 – Crates were given to Ryan for disposition.

2.06.06 - Kits were returned to vendor by Procurement to be recertified, and Procurement has been advised of specification upon purchase.

2.06.07 – The unit in question was received into stores in the condition outlined. This would be a line maintenance issue.

2.06.08 – Inventory of BER items has been accomplished. Items under evaluation have been moved to a hold area properly marked.

2.06.10 - EWA management has tried unsuccessfully in past years to get capital funds approved to upgrade the stores facility. We are currently receiving bids to upgrade lighting, garage doors, procure storage carousels, bar coding and also a long term plan to move to a state of the art facility be year end.

2.11.1 – What was viewed as aircraft records was not factual. The documents in question were research by a contract group concerning interchangeability of components. The contractors were abruptly dismissed with no plan of action to continue the project. As such, the research was put into storage. The items have been reviewed and what was useful was retrieved and the remainder disposed of.

2.14.2 - This was a misnomer on the behalf of the QA Manager. This report (MEO63) had always been complied with; however, there was no instruction as to turn the report in to an appropriate party. This has been reconciled and the reports are continuing to be generated and now submitted to QC/QA.

2.14.3 - Need clarification.

#### INTEROFFICE MEMORANDUM

TO: DAVE UNGEMACH
FROM: JACK L SMITH JR
SUBJECT: ADDITIONAL RASIP FINDINGS
DATE: 2/5/01
CC: MICHELLE BRUNK

Finding 2.11.02 N2674U Autopilot deferral -

The autopilot was deferred in accordance with the DC-8 MEL which did not at the time of this finding require that the GPWS be disabled. There has been a request to change the MEL include the note that if the affected part of the autopilot is deferred that the GPWS must be disabled, this will have a Category A with a 2 flight day limit.

Finding 2.11.04 &.05

N8084 & 996CF ATC Tests-

These finding were transferred to Rob Northup as DAY items.

Finding 2.11.03

#### N603AL Windshear test-

The Windshear system was tested in accordance with the manufactures maintenance manual. All of the required test equipment is available to the Austin station and per the log page sign off was properly accomplished.

## Memorandum

To:	Tim Alman, Dan Kirkpatrick, Ed Jor	nes, Dave Ungemach, Tr	acey Chaplin, Jack Smith,
	Dick Hagquist, Pat Nelson		
CC:	Bob Doll		
From:	Jim Owens		
Date:	January 8, 2001		
Re:	RASIP Findings		

Attached is a summary of the alleged RASIP Findings that require answers.

Each alleged finding includes the name of the person responsible for providing a response. This response can either agree with the finding and provide a corrective action or, disagree with the finding and provide supporting documentation to validate a No Finding response.

If possible I would like to have all of your responses by January 26<sup>th</sup> so that I can reply to the FAA.

If there is insufficient information in the actual RASIP Report to respond to the alleged finding you can state this in your answer.

Please let me know as soon as possible if I have incorrectly assigned response responsibility to any of you.

Thank you for your help.

Regards,

Jim

GONFIDENTIAL

#### RASIP FINDINGS SUMMARY



- 1.0 OPERATIONS
- 1.1 MANAGEMENT AND ADMINISTRATION NO FINDINGS
- 1.2 OPERATIONS SPECIFICATION NO FINDINGS
- 1.3 MANUALS AND PROCEDURES
  - 1.03.1- Procedure for Weather Radar Inop.
  - 1.03.2- GOM needs Dir. OPS responsibilities.
  - 1.03.3- AOM Crew Member responsible for checking breathing equipment.
  - 1.03.4- EB313 BOS/HDY improper load sequence Pat Nelson
  - 1.03.5- EB038 N997GE. Position 1 broken lock and was to be void.
    - Load Plan showed ULD for P1. Jim Owens

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- **1.4 OPERATIONS TRAINING** 
  - 1.04.1- Flight OPS Training Manual contains incorrect CFR references.
- 1.5 CREW MEMBER AND DISPATCHER QUALIFICATIONS NO FINDS
- 1.6 DUTY/FLIGHT TIME LIMITATIONS AND REST REQUIREMENTS NO FINDINGS
- **1.7 FLIGHT OPERATIONS** 
  - 1.7.1- F/O left duty area. Captain failed to use oxygen mask.
  - 1.7.2- Unairworthy ULD's on Dayton Ramp destined MEX. Jim Owens
- 1.8 FLIGHT CONTROLS NO FINDINGS
- 1.9 OPERATIONS RECORDS
  - 1.09.1 XCI XCI

- Jim Owens

1.10 FACILITIES AND EQUIPMENT - NO FINDINGS

2.0 AIRWORTHINESS

## 2.1 MANAGEMENT

2.01.1- Answer in Preliminary Rasip

2.2 CERTIFICATE AND OPERATIONS SPECIFICATION

2.02.1 - Answered in Preliminary Rasip

2.3 MANUALS AND PROCEDURES

2.03.1- Answered in Preliminary Rasip

2.03.2- Answered in Preliminary Rasip

2.03.3- Answered in Preliminary Rasip

2.03.4- MPPM Chapter 1, Section IV, Page 21 Manual Listing does not agree with Pages 22-23.

Ed Jones

2.03.5- No system to revise Manufacture Maintenance Manuals. Dan Kirkpatrick.

2.03.6- IPM, Volume 1 inaccuracies. Dan Kirkpatrick.

2.03.7- Answer in Preliminary Rasip

2.03.8- Answer in Preliminary Rasip.

2.03.9- Answer in Preliminary Rasip

2.03.10- AMM #47 Current Revision not in manual. - Dave Ungemach

2.03.11- Answer in Preliminary Rasip

2.03.12- Records of condemned aircraft parts not maintained. Tracey Chaplin,

2.4 TRAINING PROGRAM

2.04.1- Employee performing OJT not qualified per records. - Dave Ungemach

2.5 RECORDS SYSTEM - NO FINDINGS.

2.6 MAINTENANCE FACILITIES

2.06.1- DC-8, DC-10 MEL/CDL Manuals not current. - Dave Ungemach

2.06.2- Lightner Road - Security and controllability of A/C parts. - Tracey Chaplin

2.06.3- Answer in preliminary Rasip

2.06.4- Stores - Hydraulic hoses not tagged. - Tracey Chaplin

2.06.5- Stores - Unserviceable parts in serviceable area. - Tracey Chaplin

2.06.6- Stores - Hydraulic/pneumatic repair kits not tagged. - Tracey Chaplin

2.06.7- Stores - Canoe fitting with unserviceable tag. Part removed. - Tracey Chaplin for installation on an unknown aircraft.

2.06.8- Stores and Lightner Road BER parts not tagged. - Tracey Chaplin

2.06.9- Calibrated tool inventory RDU. Jack Smith answered.

2.06.10- Stores - Facility not adequate. - Tracey Chaplin

2.06.11- Lightner Road. Elevator being worked. Rob Northup answered.

2.06.12- Controllability of aircraft material ATL. Jack Smith answered.

2.06.13- ATL. Purchased Components parts. Jack Smith

2.06.14- Hunstereversentetomeenoosendes valusgean rabilitetom - Dan Kirkpatrick

2.06.15- Dayton maintenance facilities inadequate. - Jim Owens 2.7 CONTRACTURAL ARRANGEMENTS 2.07.1- Dalfort Aerospace added to OPSS on 2/22/00 one day prior to audit. - Ron Moody 2.07.2- Pemco. Improper signed or stamped non-routines. - Ron Moody 2.07.3- Indian Creek - Rob Northup answered. 2.8 MEL/DEFERRED MAINTENANCE 2.08.1- MEL Management Program did not have list of personnel who manage the program. FLT OPS 2.08.2- N603Alm N801GP Performance Penalty - Flight Operations 2.08.3- DMI not tracked on 801GP, 8085U, 603AL. - Dave Ungemach. 2.08.4- 811AL, Pos 2 DMI. Freight Loaded in this unusable position. - Jim Owens 2.08.5- DMI Logbook, MNTC Control. Wayne Farnsworth answered. 2.9 WEIGHT AND BALANCE 2.09.1- DC-8 Data Book. Flight Operations Dick Hagquist to answer. 2.09.2- Weight of Aircrant Russering venications non-toneweight vectoreral. - Tim Alman 2.09.3- ACLM does not contain provisions for Instone Horse Stalls. - Jim Owens 2.10 AIRWORTHINESS DIRECTIVE COMPLIANCE - NO FINDINGS 2.11 MAINTENANCE PROGRAM 2.11.1 - Lightner Rd. Acft Records. Tracey Chaplin 2.11.2 - Auto-Pilot/GPWS - Dave Ungemach 2.11.3 - N603AL Windshear discrepancy. - Dave Ungemach 2.11.4 - Plast montromoliances of nest resultances - Dave Ungemach 2.11.5 m 80846/28.996(c) non-compliance with rest coursenens. - Dave Ungemach 2.11.6 - 8084U D CK Elevator overhaul. - Tim Alman 2.11.7 - 602AL Compressor Stall. - Dave Ungemach 2.11.8 - DC-10 68044 - 3 parts removed. Believe disclosed to PMI before RASIP. - Dave Ungemach 2.12 RELIABILITY PROGRAM 2.12.1 - DAN KIRKPATRICK - Corrective action process. 2.13 MAINTENANCE INSPECTION SYSTEMS AND REQUIRED INSPRCTION ITEMS 2.13.1 - ANSWER IN PRELIMINARY RASIP 2.13.2 - ANSWER IN PRELIMINARY RASIP 2.14 CONTINUING ANALYSIS AND SURVEILLANCE PROGRAM 2.14.1 - Mntc Ctl uses different form than reliability. Wayne Farnsworth answered. (61) 2.14.2 - Quarterly Self Audit HDY Materials. - Tracey Chaplin 2.14.3 - 24 month HUB/Line Station Audit Follow-up not performed at HDY. - Tracey Chaplin 2.14.4 - ANSWER IN PRELIMINARY RASIP 2.15 MECHANICAL REPORTING PROCEDURES 2.15.1 - ED JONES/DAN KIRKPATRICK - MRR reporting.

2.16 MAJOR REPAIR AND ALTERATION CONFORMITY

2.16.1 - ANSWERED IN PRELIMINARY RASIP

2.16.2 - ANSWERED IN PRELIMINARY RASIP

### 2.17 FUELING AND SERVICING

2.17.1 - Monthly Spot Check of Fueling Equipment. - ????

2.17.2 - Inspection and Filter Change. - ????

2.17.3 - Fuel Farm uses uncontrolled manual. - ????

## 2.18 AIRCRAFT RAMP INSPECTION

2.18.1 - EWR DC-10 Mechanic not trained. - Jack Smith answered.

2.18.2 - Aerosol Deodorizers on aircraft removed. Question, why were they ever installed? - Dave

Ungemach

2.18.3 - 2008 /// 2010 recent sing. - Dave Ungemach

2.18.4 - Jim Owens

2.18.5 - Jim Owens

2.18.6 -606AL Teflon tape used to repair oxygen system. - Dave Ungemach

2.19 AIRCRAFT SPOT INSPECTION

2.19.1 - 996GE EGT Test improper. - Dave Ungemach

2.19.2 - 950R EGT tested with ohms meter instead of required Wheatstone Bridge. Jack Smith answered.

2.19.3 - 8087U contractor performing fuel tank leak repairs without proper manual. - Tim Alman 2.20 AGING AIRCRAFT PROGRAM

2.20.1 - ANSWERED IN PRELIMINARY RASIP

2.20.2 - IPM, Volume III, Chapter 3, Paragraph C not followed. - Ed Jones

2.20.3 - IPM, Volume III, Chapter 3 does not address DC-10 SID program. - Ed Jones

2.20.4 - Answer in Preliminary RASIP 2.20.01.

2.20.5 - 8084U "D" check. Level II corrosion found on non-routine cards. QA did not identify this. -

Ron Moody

2.20.6 - ANSWER IN PRELIMINARY RASIP

2.20.7 - 8084U Work Card Marked N/A. - Ed Jones

2.20.8 - 8084U Corrosion task control sheet not accomplished. - Tim Alman

2.20.9 - ANSWERED IN PRELIMINARY RASIP

2.20.10 - EWA installs overhauled flight controls on heavy check but fails to identify L2 corrosion. -

Tim Alman

2.21 SFAR 36 AUTHORIZATION - NONE

Owens, James HFrom: Northup, Robert JSent: Monday, January 29, 2001 11:41 AMTo: Owens, James HCc: Ungemach, David WSubject: RE: racip answers Dayton

I added that Indian Creek is not on the approved vendor list and the RO department has been advised.

```
      From:
      Owens, James H

      Sent:
      Monday, January 29, 2001 11:36 AM

      To:
      Northup, Robert J

      Cc:
      Ungemach, David W

      Subject:
      RE: racip answers Dayton

      Rob:
      Rob:
```

3 - Indian Creek.

We may have sent metal to be bent however, we also sent Inlet Covers to Indian Creek to be welded.

This is what the FAA is concerned with.

Regards,

Jim

From: Northup, Robert J Sent: Monday, January 29, 2001 9:56 AM To: Ungemach, David W; Owens, James H Cc: Brunk, Michelle T Subject: racip answers Dayton

## **EWA Maintenance**

# Memo

To: Dave Ungemach From: Rob Northup Date: 01/15/01 Subject: RACIP findings

The following is a status of RACIP findings for Dayton Line Maintenance to date. <u>2.03.10-</u>AMM #47 has been turned into Tech Pubs for revision correction. AMM #47 was assigned to aircraft N950 not Dayton Line. <u>2.04.01-</u>It has been implied that EMP #85758 Darrell Walbe was not qualified to train EMP #02409 on nose wheel steering rigging. Rigging of nose wheel steering is a routine maintenance function outlined in the DC-

8 maintenance manual. Mr. Walbe training record indicates that he has been to Basic Indoc,

DC-8 Systems, and is a RII. Mr. Walbe has previously performed this job and fully understands the practices outlined in the Maintenance Manual. Chapter 5 page 3 of the MP&P outlines OJT as "Instruction of a subject or task in the work environment is considered to be on the job training. On-the-job training includes oral and/or practical demonstration of acquired knowledge. This training format is used to recognize performance of a specific task and/or understanding of related procedures."

<u>2.06.03</u>-The Line Maintenance MEL/CDL'S on the maintenance trucks were all marked for reference only. These manuals are used for time management planning only. It is the responsibility of the Maintenance Controller to review the applicable MEL/CDL for any restrictions or follow up action, which may be required by the deferral. It is also Maintenance controls responsibility to coordinate all form/log entries with the mechanic releasing the aircraft for flight. The Mechanics are instructed to use the controlled MEL/CDL in the aircraft when assisting Maintenance control with the proper reference and follow up actions. Dayton Line Mechanics have been instructed to return all uncontrolled MEL/CDL to Tech Pubs to appease FAA concerns.

<u>2.06.11</u>-The Elevator was previously deemed BER by an outside vendor. Line Maintenance was requested to verify. It was verified that the unit should remain BER. Said unit was destroyed and disposed of.

<u>2.06.15</u>-Facility improvement recommendations have been submitted to Senior Management.

<u>2.07.03</u>-The B-Check group used Indian Creek to bend Sill Guard blanks. (Company convenience item) Dayton line B-Check has informed RO department they will no longer work sill guards at this time. All sill guards in work have been returned to Stores and new RO'S are to be assigned The RO department has been informed that Indian Creek is not on the approved vedor list.

<u>2.11.02</u>-The Repair Order Department has been notified that no repairs will be made at the Lightner road facility until proper training and supervision is conducted at that location.

<u>2.11.08</u>-All units were removed the day this was brought to Managements attention.

2.17.01-Copies of the monthly fueling equipment spot check were forwarded to QC/QA department.

2.18.01-Will require the mechanics name to review records.

<u>2.18.02-Dayton Line Maintenance removed all hand cleaner and have</u> begun to stock new cleaner approved by the Safety department. <u>2.19.01-The alumel chromel test leads were unserviceable. The mechanic</u> pushed the pins out of the plug and took a direct reading from the Barfield tester. The correct tester was used and this method will not alter the integrity of the test. The leads have been repaired and available for use. All mechanics have been instructed not to use DC8-77-20-02-001 provided by the EWA Engineering Department and to use EO #AM-7722-02:00.

<u>2.19.02-</u>DC-8 maintenance manual 77-20-0 item two says that a Wheatstone Bridge or equivalent be used to test exhaust gas temperature system. The test is to determine that a resistance value of 21.95 to 22.05 be obtained when the system is set up in the outlined configuration. The Fluke 87 ohms meter is capable of verifying that reading.

<<File: header.htm>>

## INTEROFFICE MEMORANDUM

TO:DAVE UNGEMACHFROM:JACK L. SMITH JR.SUBJECT:RASIP PRELIMINARY FINDINGSDATE:NOVEMBER 9, 2000CC:FILE

Per your request I have investigated the findings that pertained to the EWA Line station operation and have concluded the following. Please see attached reports from the stations for additional information.

2.06 (1997) U Item 30. Monthly Calibrated Tool Report not received from the RDU Station- RDU has no calibrated tooling on site as it has all been sent out for calibration last month and not yet returned. As you are aware RDU is minimally equipped from EWA and most of their tooling comes from the contract vendor that operates the station.

Item 33. MPP Chapter 5 provides security for aircraft materials Atlanta Line Station parts not secured and dirty area.- The area referenced by the inspector is the expendable stock area in the warehouse facility. The facility has chain link fence around it and is under the control of the materials department. There were no parts stored loose in trucks of loose in the office area. All sensitive avionics materials are kept in a separate storage area in the office under climate control.

2, 15, 15, 15, 16 <u>Item 66. EWA Mechanic at EWR working on the DC-10 and not properly qualified</u>. All mechanics at EWR have been provided OJT to perform the tasks assigned. The station supervisor was on call the day in question and was available should any situation arise that the mechanics were not qualified to work on. The Inspector was there during a PMPC quick turn and the more experienced mechanics were scheduled in for the longer night shift turn.

Item 74. AMM Chapter 12, requires the EGT testing with a wheatstone bridge tester, after engine change at Atlanta Station 10-30-00, the mechanics used an OHM meter to perform this test.- When the question was raised to the station supervisor, Ron Reinhold, he explained to the inspector that they were using an approved alternate method per the maintenance manual that allows the use of a multi meter to perform this test. (See attached) EWA mechanics were following an approved procedure and not in violation of any company or FAA procedures.

## Fogle-Payton, Amy L

From:	Reinhold, Ronald W	
Pent:	Tuesday, November 07, 2000 1:14 PM	
.0:	Fogle-Payton, Amy L	ļ
Subject:	RE: RASIP Inspection Findings	

Item #1, the parts he stated as being dirty are in the warehouse and the area is dirty as we know. Item #2, we did not have the tester required for the EGT and we used a alternate method. We showed him the procedure we used and he had no problem at that time. DC-8 Sixty - Series M/M Temperature - Maintenance Practices 77 - 20 -0 Code 1 Page 201, 202 an 203. I'm FAXing the info to Jack and comat also.

Original	Message
From:	Fogle-Payton, Amy L
Sent:	Monday, November 06, 2000 3:50 PN
To:	Reinhold, Ronald W; Lee, David M
Cc:	Smith Jr. Jack L
Subject:	RASIP Inspection Findings
	From: Sent: To: Cc:

Hello.

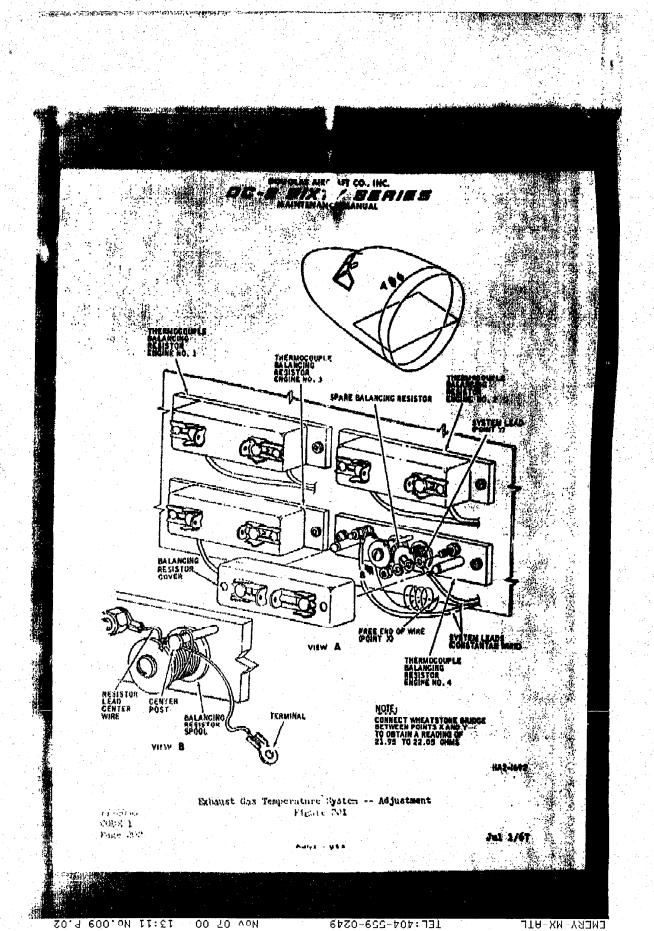
Below you will find a list of RASIP findings for your station Mr. Jack Smith wants a reply and answers by Thursday morning 9 am.

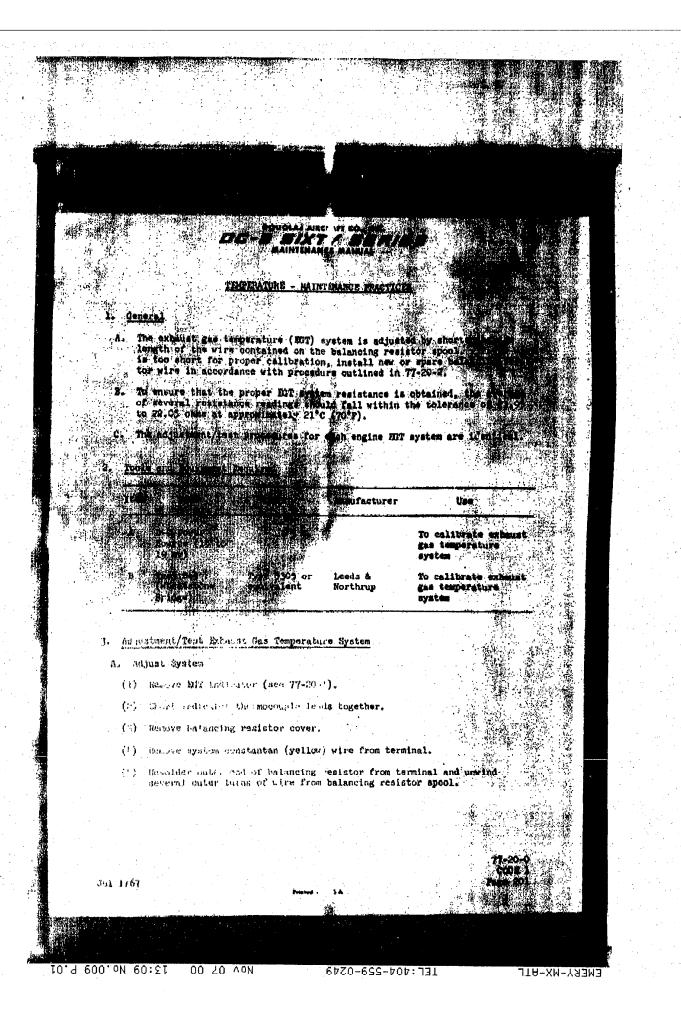
1. MPP Chapter 3 provides security for a/c materials ATL station parts not secured and dirty area.

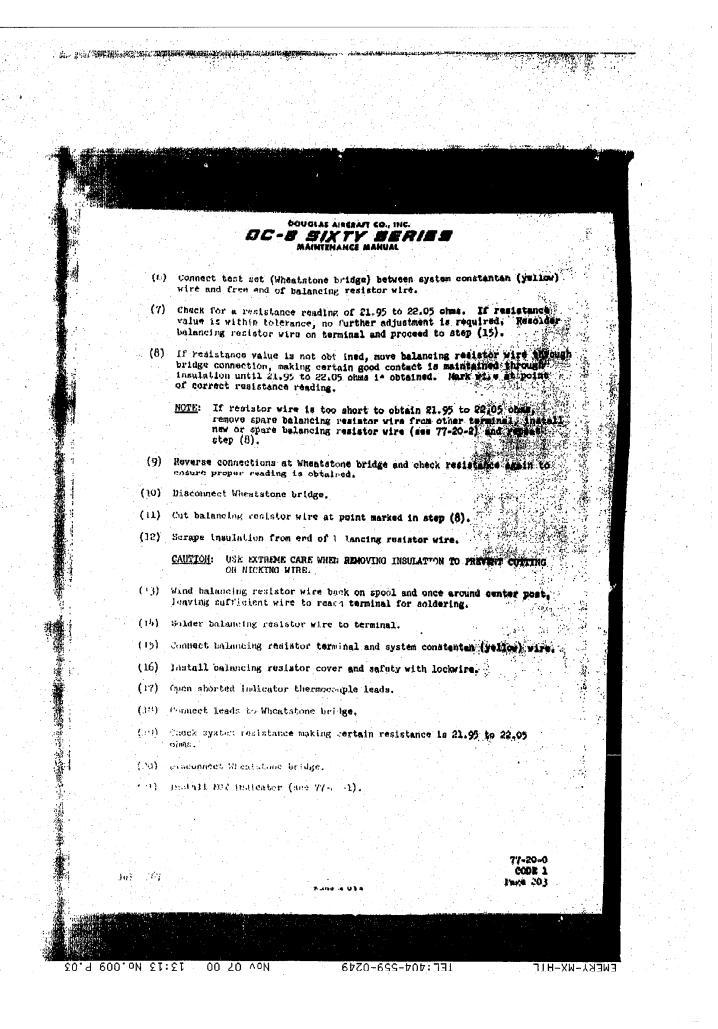
2. AMM chapter 12 requires the EGT testing with a wheatstone bridge tester after engine change ATL Station 10/30/00 the mechanics used an OHM meter to perform this test.

Again answers are to be sent to Jack by Thursday by 9 am.

Thanks, Amy







9 E150 804-770 IFT EE14Y54HB 20605 159 RAB mor ol E150 804-740 IFTEE 14414 HB 24585 A75 FVN 6-2001 E150 804-6001 IFTHE 24477TH B05270 158-RAB mor 2001 ; E250 804-6001 IFTHE 2447TH B05270 158-RAB mor 2001 ; E350 806-8001 IFDUE 37MX5HB04272 157RAB Mar 2001

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EWEK1-WX-BIL LEC:404-228-0548

Smith Jr, Jack L

From: Sent: Vo: Subject: Fogle-Payton, Amy L Tuesday, November 07, 2000 8:38 AM Smith Jr, Jack L FW: RASIP Findings

Original M	essage
From:	Suchanski, Victor W
Sent:	Tuesday, November 07, 2000 8:16 AM
To:	Fogle-Payton, Amy L
Subject:	RE: RASIP Findings

Jack, Amy,

From my understanding this inspector was here during the morning shift There are only two mechanics on the shift normally. Since most of the ground time and service chk being accomplished on afternoon employees that have been to training are on that shift.

The only person that has been through training is my self. We had two other mechanics that also had the training however both of them had left the company. New employees had been scheduled for training however that training has been canceled be the company, and since the hiring freeze we can only send one mechanic at a time for classes. If you recall we had to sent mechanics to basic indoc that effected the coverage on the shifts. Never the less all employees have been trained on basic walkaround and aircraft servicing.

If there is a problem United Airline maintenance (casual employees) will assist after their quitting time, on there schedule days of at United they normally schedule to work at Emery, or I have to come in. Victor

Original	Message
From:	Fogle-Payton, Amy L
Sent:	Monday, November 06, 2000 3:53 P
To:	Suchanski, Victor W
Cc:	Smith Jr, Jack L
Subject:	RASIP Findings

Hello,

The following is list of items that were found on your station with the RASIP Inspection. Mr. Jack Smith would like answers as to why this happened by Thursday 9 am.

1. EWA mechanic at EWR working on DC-10 and not properly qualified.

M

Thanks, Amy

# EWA Maintenance Memo To: Dave Ungemach From: Rob Northup Date: 11/20/00 Subject: Racip findings The following is a list of Dayton's RACIP preliminary findings and the plan of action to correct Intermixed pallet lock components observed in various aircraft in the DC-8 5 1. Dayton line maintenance removed and replaced all intermixed Three each components were removed from N68044 and installed on EWA 15. aircraft. 2. All components removed from serviceable aircraft and reinstalled on Dayton Line Maintenance AMM does show current revision. 16. 3. Requested current revision for AMM from tech pubs. (not yet received) Numerous parts at B check facility did not have part tags. 21 4. Properly tagged all components in question at B check facility. Supervisors instructed to educate all personnel of identification of aircraft components. (Serviceable, unserviceable, BER, Ro, or B check facility had parts not controlled and accessible to the public. 22. 5. Items not secured included three unserviceable engines awaiting shipment to the overhaul vendor, and bulk BER components waiting Page 1

transfer to scrap yard. The engines have been turned over to Stores for storage and line maintenance has agreed to assist in removal of BER items. To date two engines have been picked up by trucking company and we are scheduled to remove scrap items the first week of December

Dayton Line Station had 20 controlled manuals marked as reference only.

- 6. These items are marked as reference only because that is what they are. Dayton line employees are instructed to use manuals on aircraft for conformation of limits, Mel procedures etc. There are to many manuals for Supervision to keep track of on individual trucks to keep in controlled status.
- $_{3}$  Elevator at the B check facility has no repair order attached.
  - 7. Elevator was previously BER'D by vendor. Line Maintenance was confirming that evaluation. It has since been deemed BER again and will be sent for scrap.
     2.1.3.199-
  - ) Not adequate separation of maintenance and inspectors (RII) at Dayton line.
    - 8. RII personnel are not performing any of the work they inspect. This is a policy issue between QC and FAA.
- Lavatory soap and deodorant aerosol cans installed in the aircraft lavs suspected Hazmat.
  - 9. All lavatory soap and deodorant aerosol cans installed in the aircraft have been removed by Dayton line.
- Dayton mechanic was troubleshooting engine egt system with improper equipment.
  - I do not have particulars on this event. More information is required to rectify.
     2.2.7.03
- 2.27 Indian Creek not an approved vendor. They performed a weld on a float box.
  - Local approved vendor found to perform welding beyond Dayton line maintenance capability. Note: the float box was pressure tested per OEM procedures by B check personnel. All float boxes have been sent to approved vendor for recertification.

## Brunk, Michelle T

		· · · ·
From:	Northup, Robert J	
<b>`ent:</b>	Monday, November 27, 2000 9:51 AM	
. 0:	Ungemach, David W; Farnsworth, Wayne E; Smith J	r, Jack L
Cc:	Brunk, Michelle T	
Subject:	RE: RASIP	

Dave these items are specific in nature and will not be able to be corrected until we have more information. RO number, log page, employee number, etc.

## -----Original Message-----

From:	Ungemach, David W
Sent:	Wednesday, November 22, 2000 4:57 PM
To:	Farnsworth, Wayne; Northup, Robert; Smith Jr, Jack
Cc:	Brunk, Michelle T
Subject:	RASIP

I have not received responses to the following RASIP findings. This was required no later that close of business on WED. I will give the package to Michelle and I expect the remaining issues closed and given to Michelle on Friday. ROB, Items 53,54,55. Wayne Items 61 David W Ungemach David W Ungemach Director, Line Maintenance EWA

#### INTEROFFICE MEMORANDUM

TO:DAVE UNGEMACHFROM:JACK L SMITH JRSUBJECT:ADDITIONAL RASIP FINDINGSDATE:1/30/01CC:MICHELLE BRUNK

Finding 2.11.02 N2674U Autopilot deferral -

The autopilot was deferred in accordance with the DC-8 MEL which did not at the time of this finding require that the GPWS be disabled. There has been a request to change the MEL include the note that if the affected part of the autopilot is deferred that the GPWS must be disabled, this will have a Category A with a 2 flight day limit.

Finding 2.11.04 & 05

## N8084 & 996CF ATC Tests-

These finding were transferred to Rob Northup as DAY items.

Finding 2.11.03

N603AL Windshear test-

The Windshear system was tested in accordance with the manufactures maintenance manual. All of the required test equipment is available to the Austin station and per the log page sign off was properly accomplished. Owens, James H From: Northup, Robert J Sent: Monday, January 29, 2001 9:56 AM To: Ungemach, David W; Owens, James H Cc: Brunk, Michelle T Subject: racip answers Dayton

## **EWA** Maintenance

# Memo

To: Dave Ungemach From: Rob Northup Date: 01/15/01

Subject: RACIP findings

The following is a status of RACIP findings for Dayton Line Maintenance to date.

<u>2.03.10</u>—AMM #47 has been turned into Tech Pubs for revision correction. AMM #47 was assigned to aircraft N950 not Dayton Line.

<u>2.04.01</u>—It has been implied that EMP #85758 Darrell Walbe was not qualified to train EMP #02409 on nose wheel steering rigging. Rigging of nose wheel steering is a routine maintenance function outlined in the DC-8 maintenance manual. Mr. Walbe training record indicates that he has been to Basic Indoc, DC-8 Systems, and is a RII. Mr. Walbe has previously performed this job and fully understands the practices outlined in the Maintenance Manual. Chapter 5 page 3 of the MP&P outlines OJT as "Instruction of a subject or task in the work environment is considered to be on the job training. On-the-job training includes oral and/or practical demonstration of a specific task and/or understanding of related procedures."

<u>2.06.03</u>—The Line Maintenance MEL/CDL'S on the maintenance trucks were all marked for reference only. These manuals are used for time management planning only. It is the responsibility of the Maintenance Controller to review the applicable MEL/CDL for any restrictions or follow up action, which may be required by the deferral. It is also Maintenance controls responsibility to coordinate all form/log entries with the mechanic releasing the aircraft for flight. The Mechanics are instructed to use the controlled MEL/CDL in the aircraft when assisting Maintenance control with the proper reference and follow up actions. Dayton Line Mechanics have been instructed to return all uncontrolled MEL/CDL to Tech Pubs to appease FAA concerns.

<u>2.06.11</u>—The Elevator was previously deemed BER by an outside vendor. Line Maintenance was requested to verify. It was verified that the unit should remain BER. Said unit was destroyed and disposed of.

<u>2.06.15</u>—Facility improvement recommendations have been submitted to Senior Management.

<u>2.07.03</u>—The B-Check group used Indian Creek to bend Sill Guard blanks. (Company convenience item) Dayton line B-Check has informed RO department they will no longer work sill guards at this time. All sill guards in work have been returned to Stores and new RO'S are to be assigned.

2.11.02 — The Repair Order Department has been notified that no repairs will be made at the Lightner road facility until proper training and supervision is conducted at that location.

2.11.08—All units were removed the day this was brought to Managements attention.

<u>2.17.01</u>—Copies of the monthly fueling equipment spot check were forwarded to QC/QA department.

2.18.01—Will require the mechanics name to review records.

<u>2.18.02</u>—Dayton Line Maintenance removed all hand cleaner and have begun to stock new cleaner approved by the Safety department.

<u>2.19.01</u>—The alumel chromel test leads were unserviceable. The mechanic pushed the pins out of the plug and took a direct reading from the Barfield tester. The correct tester was used and this method will not alter the integrity of the test. The leads have been repaired and available for use.

All mechanics have been instructed not to use DC8-77-20-02-001 provided by the EWA Engineering Department and to use EO #AM-7722-02:00.

<u>2.19.02</u>—DC-8 maintenance manual 77-20-0 item two says that a Wheatstone Bridge or equivalent be used to test exhaust gas temperature system. The test is to determine that a resistance value of 21.95 to 22.05 be obtained when the system is set up in the outlined configuration. The Fluke 87 ohms meter is capable of verifying that reading.



David Ungemach

Date:

To:

November 21, 2000

Subject:

# **RASIP** Findings Maintenance Control

39. Maintenance Control is responsible for adding all deferrals MEL/CDL to the Flight Operations NAV TECH computer program. It is the responsibility of the Flight Operations department to monitor and calculate performance penalties. I met with the Director of Flight Operations Bill Macey to discuss what could be done to prevent this from occurring. Comprehensive fix: Maintenance Control will provide a hard copy of all computer generated MEL/CDL deferrals when they are opened. Maintenance Control will immediately provide a hard copy of the closing action to Flight Operations. This will give immediate attention to all MEL/CDL items to Flight Operations personnel.

40. See item 39. for corrective action.

# 2.08.04

41. Not enough information. All deferrals are computer generated and tracked daily. All MEL/CDL deferrals are discussed with Line Maintenance Monday through Friday during a conference call, and also tracked on the status board.

42. Not enough information. All deferrals are computer generated and tracked daily until closed.

43. Not enough information. See item 42.

44. Not enough information. All deferrals are computer generated and tracked daily. Positions that are voided are communicated to Network Control, and are also tracked on the system schedule tail sheet.

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45. Network Control is notified of all voided positions. This information is also listed on the system schedule tail sheet.

A OF. UM
46. The deferral logbook is not a controlled manual or document it is used strictly as a back up if the computer system fails.

61. The report that Maintenance Control uses to identify 3 in 10 write up's comes from the MERIT daily report. Maintenance Control now utilizes both the daily report and the program that reliability uses (EWAREL2) to identify repeat write up's.

Wayne E Farnsworth Manager Maintenance Control

