Volume

3 of 3

EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT

REPORT INDEX

C & D CHECK INSPECTIONS

EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT

CORROSION SUMMARY REPORT

PREPARED BY:

Bruce Robbins
Director Engineering

July 28, 1999

AF Y

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.*

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 Ameis
Jerry Iannarco
Bob Wall

January 24, 2001
2,20,01 ✓

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,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

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

Sincerely,

[redacted]

Thomas M. Wood
Senior Director Quality Control

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

lc

DC-8 INSPECTION RESULTS

OPERATOR: ZQC **REPORTING PERIOD:** 1999

PSE NO.	SN	FN	RN	SERIES TYPE	DATE	FLT. HRS.	LANDINGS	INSPECTIONS		FINDINGS		
								Visual	NDI (SC)	N	P	D
53.08.29A	45812	277	N500MH	71F	3/10/99	79259	31464		3	X		
53.08.30A	45812	277	N500MH	71F	3/10/99	79259	31464		3	X		

Prepared by: [redacted] Date: 11-6-00 Approved by: [redacted] Date: 11-6-CC

Supervisor Aircraft Records

Senior Director Quality Control

- 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 $\Delta N_{di}/2$ 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.

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 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 COMMODORE	15MAY99	19AUG99	96	51
N994CF	—	D TENN TECH	22NOV99	30APR00		
N996CF	NO	C COMMODORE	24DEC98	18MAR99	84	39
N997CF	NO	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

2.20.02

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.

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 Owens
Gerry Lumarco
Jack Hall

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 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,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR _____ SUGGESTION FOR CHANGE (check appropriate space) DATE November 6, 2000

MANUAL/PUBLICATION TITLE Inspection Program Manual Volume III

CHAPTER/SECTION/PAGE REFERENCE Chapter 3, page 7 PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
Add procedure:
The Manager Maintenance Publication and Programs will receive from the Manager Aircraft Records the
completed PSE's for the fleet and provide the annual report to Boeing.

Name Thomas M. Wood Signature Thomas M. Wood

Station Location _____ Phone [redacted]

Supervisor Approval _____

Director Maint. Approval _____ Director QC Approval _____

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

MRB Approval Required (Check One) [ ] YES [XX] NO Mgr. Of Reliability _____

MEO51 (Rev 2 01/30/98)

V. REPORTING OF INSPECTION RESULTS

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:

   a. N = negative; no indication of crack-damage or no crack-damage found.

   b. P = positive; crack-damage found or there is an indication of crack-damage. 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

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

2.20.03

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.

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 Owens
Jerry Inmann
Bob Dell

January 24, 2001

2.20.03

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,

[redacted]
for

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 tothe Rreliability 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**

RECEIVED
JAN 25 2001
KENT T. SCOTT

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

cc: Jim Amons
Jerry Lumaico
[illegible] Doll

January 24, 2001

2.20.04

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,

[redacted]

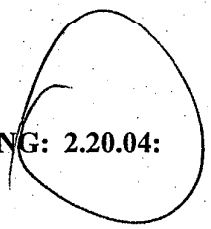
Harold R. Camden
Principal Maintenance Inspector

RASIP FINDINGS

2.20 AGING AIRCRAFT PROGRAM

DESCRIPTI0N: 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: 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.



FINDING: 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 N795FT.

ANSWER: The aircraft that were overdue reporting were waiting for MEO31 paper-work. 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.

RASIP FINDINGS

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.

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: Bruce Robbins

FROM: Thomas M. Wood TMW

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.

Dan: This is a Class A RASIP finding,
#2.20.09, EWA's CPCP does not maintain level one corrosion and has not had interval adjustments as required.
Please update this report.

Thomas M. Wood

TMW/lc

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: **Bruce Robbins**

FROM: Thomas M. Wood TMW

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

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

C - CHECKS
SUMMARY OVERVIEW

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL 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
62	N990CF	7/89	3	0	3	657
		7/91	56	0	56	1,888
		6/98	11	0	11	1,312
62	N993CF	10/89	21	0	21	1,218
		6/91	67	0	67	804
62	N994CF	6/93	5	0	5	1,091
		6/97	254	12	266	2,218
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
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
		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

C - CHECKS
SUMMARY OVERVIEW

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FIINDINGS
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
63	N865FT	6/93	12	10	22	1,400
		5/95	122	6	128	1,377
		2/98	172	11	183	2,976
63	N921R	1/93	39	1	40	1,594
		1/95	134	3	137	1,410
		10/97	252	15	267	2,069
63	N950R	3/92	78	3	81	680
		8/97	65	2	67	1,928
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
63	N964R	10/92	74	7	81	1,826
		3/95	211	14	225	835
71	N500MH	6/96	61	0	61	1102
		8/98	61	12	73	1,518
71	N8076U	4/96	170	2	172	1,056
ADDITIONALS		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

C - CHECKS
SUMMARY OVERVIEW

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FINDINGS
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
71	N8087U	2/96	176	5	181	1,517
71	N8091U	12/94	105	29	134	555
		2/97	136	4	140	1,240
71	N811AL	5/95	162	2	164	863
ADDITIONALS		6/98	423	14	448	3,382
71	N801GP	8/96	60	1	66	1,097
		11/98	55	26	81	1,798
71	N8177U	1/96	46	0	46	1,071
		2/98	153	7	160	1,707
73	N105WP	9/93	41	1	42	1,049
		4/95	90	0	90	806
		4/97	143	1	144	1,734
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
73	N603AL	07/96	47	4	51	412
73	N604AL					
73	N605AL	10/96	61	4	65	670
ADDITIONALS		11/98	86	10	96	1,807

C - CHECKS
SUMMARY OVERVIEW

SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FIINDINGS
73	N606AL					
73	N791FT	10/91	71	0	71	1,158
		7/94	29	0	29	1,397
		12/95	24	3	27	697
		11/97	135	5	140	2,053
73	N792FT	7/92	42	0	42	1,048
		3/94	81	0	81	2,357
		7/95	52	0	52	1,061
		2/97	174	6	180	1,482
		12/98	107	47	154	227
73	N795FT	11/91	74	0	74	603
		4/94	31	0	31	899
		8/95	36	0	36	612
		4/97	52	3	55	1,875
		11/98	97	67	165	227
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
73	N831AL					
73	N832AL					
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
73	961R	10/92	21	0	21	806
		6/95	12	0	12	942
		8/96	128	2	130	1122
		2/98	101	2	103	1,177

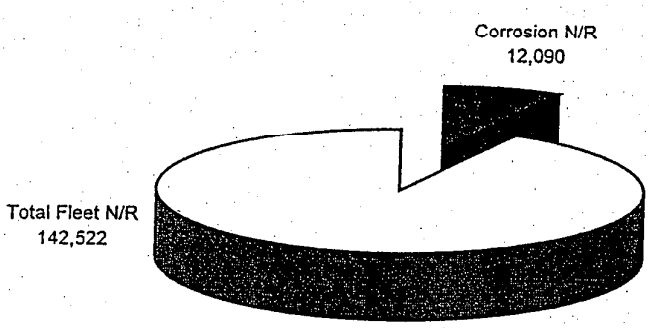
EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT

Section II

D - CHECKS
SUMMARY OVERVIEW

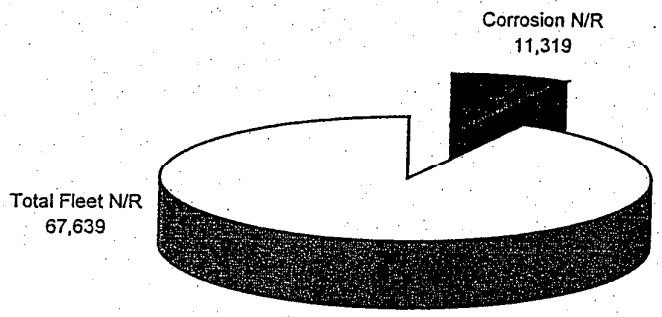
SERIES	ACFT	DATE	LEVEL 1's	LEVEL 2's	TOTAL CORROSION FINDINGS	TOTAL CHECK FIINDINGS
62	N990CF	8/94	402	3	405	3,685
62	N993CF	2/95	346	10	356	3,121
62	N996CF	5/95	373	11	384	2,947
62	N997CF	2/93	249	20	269	1,752
62	N998CF	6/97	254	12	266	2,218
63	N796AL	8/92	669	37	706	2,310
63	N797AL	9/93	520	24	544	3,016
63	N950R	6/94	766	18	784	3,981
63	N957R	4/92	425	54	479	2,260
63	N959R	4/92	547	47	594	2,447
63	N964R	2/99	1,014	173	1,187	8,432
71	N500MH	7/94	91	15	106	585
71	N801GP	9/94	506	5	511	3,120
71	N8087U	7/97	739	9	748	3,770
73	N105WP	3/99	406	49	455	4,539
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
73	N791FT	5/93	42	11	53	2,952
73	N795FT	10/92	494	24	521	2,314

"C" Check Non-Routines VS Corrosion Non-Routines



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

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



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

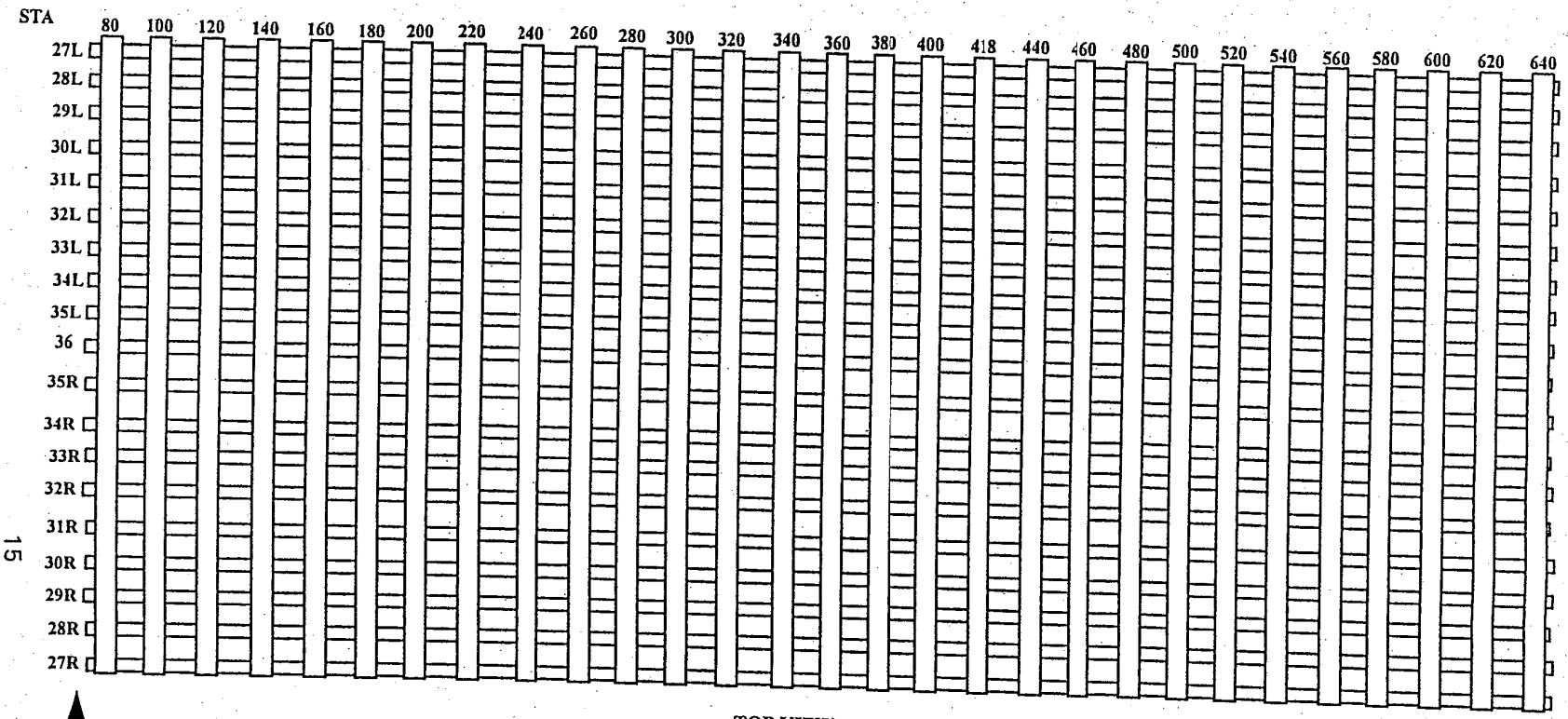
- EWA's Maintenance Review Board MRB, elected to purchase DC-8 fuselage belly skins in 1996 as part of promoting our Continuous Airwothiness Maintenance Program (CAMP). Reliability performed a lower fuselage skin inspection on May 1996 and found the fleet to be very acceptable. A decision was made by 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).

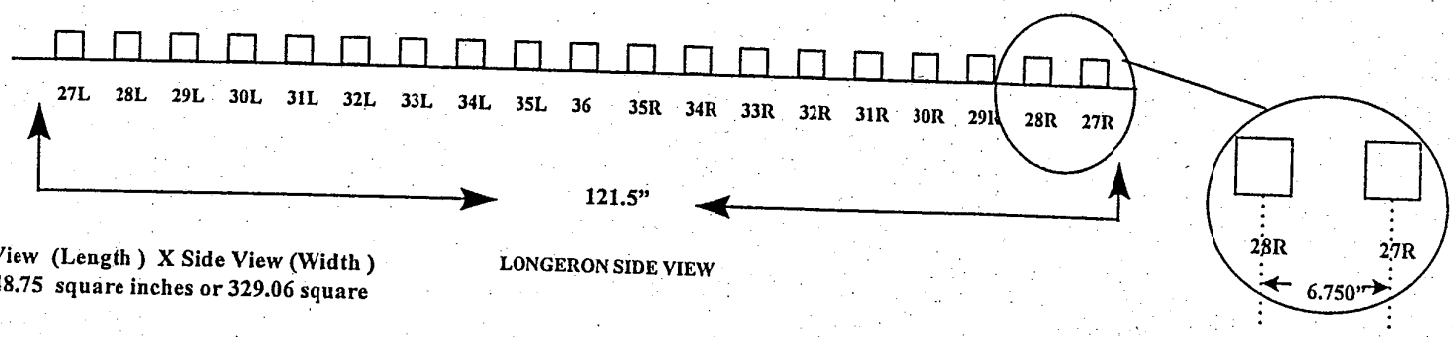
- CPCP Task Numbers 55700551 and 55900551, fuselage center section, represented the highest number of Level 2 repeat inspection findings in EWA's fleet, approximately 60% of the fleet. Analysis has proven that these number of Level 2 repeats effecting the specific aircraft listed, are minor in the consideration 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

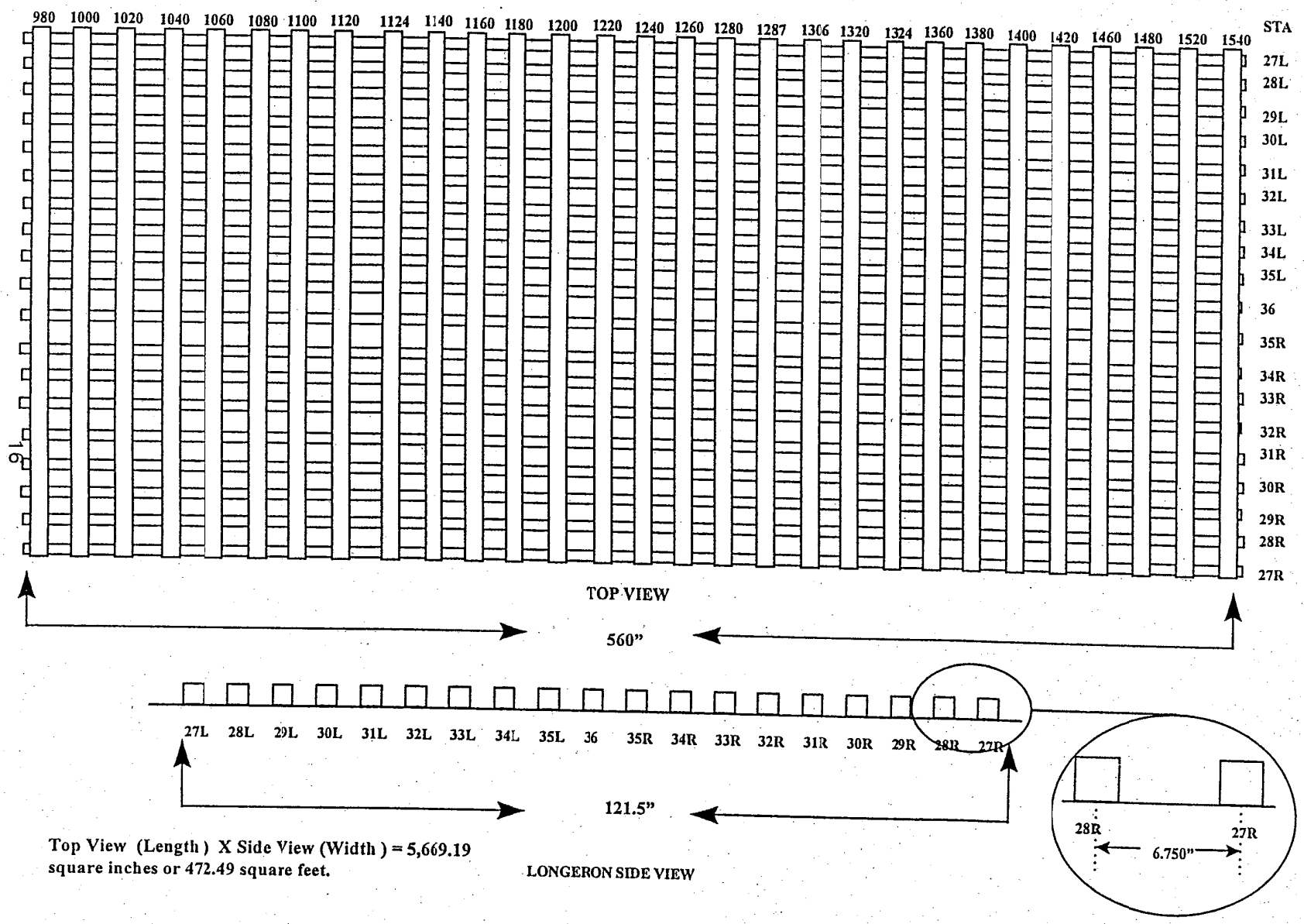




Top View (Length) X Side View (Width) = 3,948.75 square inches or 329.06 square feet.

LONGERON SIDE VIEW

TASK 55900551



Top View (Length) X Side View (Width) = 5,669.19 square inches or 472.49 square feet.

LONGERON SIDE VIEW

LEVEL 2 REPEAT INSPECTION WRITE-UPS

CPCP TASK NUMBER ANALYSIS

55700551
24 aircraft

Write-ups Count	
1	
11	10 & above = 4 aircraft
10	10 & below = 20 aircraft
2	Average per aircraft = 4
1	
1	
3	
2	
1	
1	
9	
4	
3	
1	
20	
2	
1	
1	
1	
1	
19	
1	
2	
1	

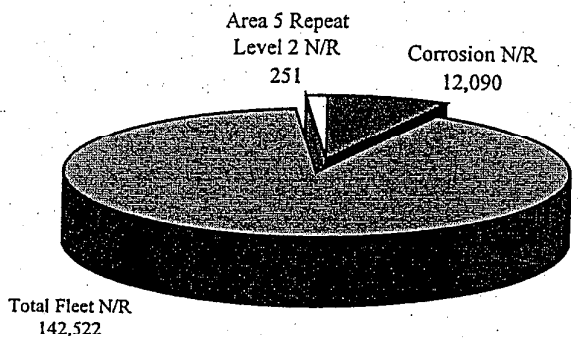
99 Write-ups

55900551
25 aircraft

Write-ups Count	
1	
4	10 & above = 5 aircraft
29	10 & below = 20 aircraft
2	Average per aircraft = 6
2	
1	
8	
3	
4	
1	
19	
2	
1	
1	
4	
17	
2	
2	
4	
2	
22	
2	
1	
11	
7	

152 Write-ups

"C" CHECK NON-ROUTINES VS CORROSION NON-ROUTINES VS AREA 5 REPEAT LEVEL 2



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

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

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task :	107L0551
	N865F
	N994CF
TOTAL	2

CPCP Task :	107R0551
	N796AL
TOTAL	1

CPCP Task :	108L0551
	N2674U
	N964R
TOTAL	2

CPCP Task :	111L0551
	N870TV
	N964R
TOTAL	2

CPCP Task :	112L0551
	N964R
TOTAL	1

CPCP Task :	116L0551
	N797AL
	N870TV
TOTAL	2

CPCP Task :	116R0551
	N964R
TOTAL	1

CPCP Task :	117L0551
	N995CF
TOTAL	1

CPCP Task :	118L0551
	N995CF
TOTAL	1

CPCP Task :	119R0551
	N801GP
	N8177U
TOTAL	2

CPCP Task :	121L0551
	N964R
TOTAL	1

CPCP Task :	121R0551
	N951R
TOTAL	1

CPCP Task :	122L0551
	N870TV
	N921R
	N964R
TOTAL	3

CPCP Task :	124L0551
	N870TV
TOTAL	1

CPCP Task :	124R0551
	N791FT
	N870TV
TOTAL	2

CPCP Task :	125R0551
	N603AL
	N964R
TOTAL	2

CPCP Task :	126L0551
	N870TV
TOTAL	1

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task :	375R0551
	N603AL
	N957R
	N990CF
TOTAL	3

CPCP Task :	376L0551
	N8177U
	N950R
	N951R
TOTAL	3

CPCP Task :	40000551
	N8087U
TOTAL	1

CPCP Task :	45400551
	N791FT
TOTAL	1

CPCP Task :	455L0551
	N2674U
	N796FT
	N8087U
TOTAL	3

CPCP Task :	45600551
	N2674U
	N602AL
	N603AL
	N791FT
	N795FT
	N796FT
	N797AL
	N801GP
	N8079U
	N8084U
	N865F
	N870TV
	N964R
	N990CF
TOTAL	14

CPCP Task :	4600551
	N964R
TOTAL	1

CPCP Task :	46400551
	N870TV
	N964R
	N997CF
TOTAL	3

CPCP Task :	46600551
	N964R
	N995CF
TOTAL	2

CPCP Task :	47300551
	N603AL
	N870TV
	N964R
TOTAL	3

CPCP Task :	50000551
	N796AL
	N797AL
	N870TV
TOTAL	3

CPCP Task :	50000552
	N602AL
	N605AL
	N792FT
	N796FT
	N8079U
	N865F
	N921R
	N961R
	N964R
	N998CF
TOTAL	10

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task : 55700551

N2674U
N602AL
N603AL
N605AL
N791FT
N795FT
N796FT
N797AL
N801GP
N8079U
N8084U
N8087U
N8177U
N865F
N870TV
N921R
N950R
N951R
N957R
N961R
N964R
N990CF
N994CF
N997CF
TOTAL 24

CPCP Task : 557R0552

N2674U
N998CF
TOTAL 2

CPCP Task : 55900551

N2674U
N602AL
N603AL
N605AL
N792FT
N795FT
N796FT
N797AL
N801GP
N8079U
N8084U
N8087U
N8091U
N8177U
N865F
N870TV
N921R
N951R
N957R
N961R
N964R
N990CF
N994CF
N995CF
N997CF
TOTAL 25

CPCP Task : 559R0552

N605AL
N796FT
TOTAL 2

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task :	56000551
	N602AL
	N603AL
	N791FT
	N796AL
	N797AL
	N8084U
	N870TV
	N921R
	N964R
	N994CF
	N995CF
	N997CF
TOTAL	12

CPCP Task :	56900561
	N2674U
	N602AL
	N603AL
	N792FT
	N796FT
	N8091U
	N870TV
	N964R
TOTAL	8

CPCP Task :	56900562
	N870TV
	N964R
TOTAL	2

CPCP Task :	56900563
	N603AL
	N605AL
TOTAL	2

CPCP Task :	56900564
	N602AL
	N603AL
	N8091U
	N8177U
TOTAL	4

CPCP Task :	56900565
	N870TV
TOTAL	1

CPCP Task :	56900567
	N602AL
TOTAL	1

CPCP Task :	573L0551
	N602AL
	N796FT
	N964R
TOTAL	3

CPCP Task :	573R0551
	N602AL
	N791FT
	N796FT
	N8087U
	N964R
	N997CF
TOTAL	6

CPCP Task :	574L0551
	N2674U
	N602AL
	N797AL
	N8079U
	N8084U
	N8087U
	N964R
	N995CF
TOTAL	8

CPCP Task :	574L0552
	N603AL
TOTAL	1

LEVEL 2s PER CPCP TASK

Start Date: 1/1/90

Start Date: 12/31/98

CPCP Task :	574R0551
	N602AL
	N603AL
	N791FT
	N796AL
	N796FT
	N8079U
	N870TV
	N957R
	N959R
	N964R
	N990CF
	N995CF
TOTAL	12

CPCP Task :	574R0552
	N870TV
TOTAL	1

CPCP Task :	66100551
	N797AL
	N8084U
	N865F
	N870TV
TOTAL	4

CPCP Task :	66100553
	N801GP
TOTAL	1

CPCP Task :	66200551
	N8084U
	N964R
TOTAL	2

CPCP Task :	68200551
	N603AL
	N8084U
TOTAL	2

CPCP Task :	68200552
	N964R
TOTAL	1

CPCP Task :	82-00551
	N870TV
TOTAL	1

CPCP REPEAT INSPECTIONS

START DATE: 1/1/90

ENDING DATE: 12/31/98

Level: *

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:		107L0551						
N865F	2/24/98	C-2	33	SKIN		XFS=820		
N994CF	6/27/97	C-1	48	SKIN		XFS=32.75 to XFS=37.75		
CPCP Task Number:		107R0551						
N796AL	4/19/98	C-2	33	SPAR CAP		XRS=745 to XRS=763		
CPCP Task Number:		108L0551						
N2674U	3/13/96	C-1	24	SKIN		XRS=507.5 to XRS=509.5		
N964R	12/4/98	D	45	SKIN		708 to 710		
CPCP Task Number:		111L0551						
N870TV	6/2/98	C-5	21	COVER PANEL		Xw=408 to Xw=428		
N964R	10/1/98	D	43	SKIN		Xa=32 to Xw=698		
CPCP Task Number:		112L0551						
'964R	9/12/98	D	42	RIB		Xw=454		
CPCP Task Number:		116L0551						
N797AL	9/11/93	D	20	SKIN		XFS=347		
N870TV	4/21/98	C-5	19	SKIN		WX=6.2246		
CPCP Task Number:		116R0551						
N964R	9/23/98	D	42	SKIN		Xf=291		
CPCP Task Number:		117L0551						
N995CF	6/1/98	C-5	24	SPAR CAP		308 to 358		
CPCP Task Number:		118L0551						
N995CF	6/1/98	C-5	24	SPAR CAP		263 to 287		
CPCP Task Number:		119R0551						
N801GP	11/7/98	C-2	24	SPAR CAP		XW 38		
N8177U	2/3/98	C-2	25	WEB		-80 to -100	879 to 902	
CPCP Task Number:		121L0551						
N964R	9/12/98	D	42	SKIN		Xfs=195 to Xfs=223		
CPCP Task Number:		121R0551						
N951R	1/20/96	C-1	32	FLANGE		XFS=107 to XFS=257	63 to 76	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:		**122L0551**						
N870TV	5/5/98	C-5	20	RUB STRAP		11	610	-3 to -36
N921R	10/11/97	C-2	33	ATTACH ANGLE		XFS=41 to XFS=55		
N964R	10/9/98	D	43	SKIN		Xfs=195 to Xfs=223		
CPCP Task Number:		**124L0551**						
N870TV	4/20/98	C-5	19	SPAR		Xcw=69.5	857	
CPCP Task Number:		**124R0551**						
N791FT	11/18/97	C-3	24	SKIN		XRS=-6 to XRS=-36	781 to 855.5	
N870TV	4/28/98	C-5	19	DOUBLER		Xcw=69.5	857	
CPCP Task Number:		**125R0551**						
N603AL	9/5/98	D	24	FITTING		213 to 219		
N964R	9/25/98	D	42	TRAILING EDGE		Xf=236 to Xf=309		
CPCP Task Number:		**126L0551**						
N870TV	4/24/98	C-5	19	SPAR CAP		Xw=104 to Xw=111.28		
CPCP Task Number:		**375R0551**						
N603AL	7/15/98	D	24	SKIN		248		
1957R	6/26/96	C-2	21	SKIN REPAIR		XF=143 to XF=155		
4990CF	6/8/98	C-1	44	SKIN		XFS=178 to XFS=200		
CPCP Task Number:		**376L0551**						
N8177U	2/3/98	C-2	25	TEE PANEL		XE=147		
N950R	8/13/97	C-1	36	SKIN		XEO=231 to XEO=250		
N951R	1/20/96	C-1	32	SKIN		XE=75.672 to XE=147.906		
CPCP Task Number:		**40000551**						
N8087U	7/2/97	D	17	SKIN	L-21R		-8 to 70	
CPCP Task Number:		**45400551**						
N791FT	11/18/97	C-3	24	BUSHING		0	168	-50
CPCP Task Number:		**455L0551**						
N2674U	10/6/93	C-1	17	PRESSURE PANEL			-80 to -99	
N796FT	7/23/93	D	19	BULKHEAD	L-33R to L-34R		8	
N8087U	7/2/97	D	17	FRAME CAP	L-24L to L-25L		-99	
CPCP Task Number:		**45600551**						
N2674U	2/25/98	C-2	23	SUPPORT ANGLE			35	+15
N602AL	10/6/98	C-1	26	FITTING	L-32R		8	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N602AL	10/13/98	C-1	26	LONGERON	L-33R		8 to 70	
N602AL	10/19/98	C-1	26	BULKHEAD	L-23L		-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	D	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	
791FT	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		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	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N801GP	11/14/98	C-2	24	LONGERON	L-28R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-26R		8 to 25	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		8 to 25	
N801GP	11/14/98	C-2	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	11/14/98	C-2	24	LONGERON	L-27R		55 to 70	
N801GP	11/14/98	C-2	24	LONGERON	L-25R		35 to 55	
N801GP	11/16/98	C-2	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	
N870TV	5/7/98	C-5	20	LONGERON	L-28R		8 to 35	
N870TV	5/7/98	C-5	20	STIFFENER	L-28R		8	
N870TV	5/12/98	C-5	20	LONGERON	L-33L		8	
N870TV	5/12/98	C-5	20	LONGERON	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	FITTING	L-34L		70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-32R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-34R		8 to 70	
N870TV	5/25/98	C-5	20	LONGERON/FITTING	L-36		8 to 35	
N870TV	5/25/98	C-5	19	INTERCOSTAL	L-28R		8 to 24	
N870TV	5/31/98	C-5	20	FITTING	L-32L to L-33R		70	
N964R	9/12/98	D	42	FITTING	L-30L		70	
N964R	9/24/98	D	42	FITTING	L-33R		68	
N964R	9/24/98	D	42	WEB/BULKHEAD		-10 to 10	70	
N964R	9/24/98	D	42	LONGERON	L-27L		35 to 55	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N964R	9/28/98	D	42	FITTING	L-28L		10	
N964R	9/29/98	D	42	FLOOR BEAM		35	35	-3
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 Number:		**4600551**						
N964R	10/10/98	D	43	WEB	L-22R		-12 to 9	
CPCP Task Number:		**46400551**						
N870TV	5/8/98	C-5	20	WEB		-12 to -46	8 to 25	
N964R	11/10/98	D	44	SEAT TRACK		5	-99 to -67	
N997CF	2/22/93	D	23	DOUBLER		50	168 to 208	
N997CF	2/22/93	D	23	DOUBLER		50	182	
CPCP Task Number:		**46600551**						
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 Number:		**47300551**						
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	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	
N870TV	5/24/98	C-5	20	FITTING	L-10R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-8R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-7R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-10R		55 to 70	
N870TV	5/24/98	C-5	20	FITTING	L-4R		55 to 70	
N870TV	6/11/98	C-5	20	FITTING	L-11R		55 to 70	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N964R	9/24/98	D	42	WEB	L-9L to L-21L		8 to 70	
N964R	9/24/98	D	42	FLOOR PANEL		60	25 to 70	
CPCP Task Number:		**50000551**						
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 Number:		**50000552**						
N602AL	10/6/98	C-1	26	SKIN	L-31L to L-31R		190 to 440	
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		80 to 100	
N8079U	9/11/97	C-2	20	SKIN	L-34R to L-35R		485	
N865F	2/24/98	C-2	33	FILLET PANEL PN: 57 10369-2				
N965F	2/24/98	C-2	33	FILLET PANEL PN: 56 54440-2				
N921R	10/11/97	C-2	33	SKIN	L-28R		83.5 to 96	
N951R	1/20/96	C-1	32	SKIN	L-31R to L-35R	-7 to -26	486 to 508	-56 to -65
N951R	1/20/96	C-1	32	SKIN	L-31R to L-34R	-11 to -43	1440 to 1446	-56 to -60
N951R	10/11/97	C-2	33	SKIN	L-20 to L-24L		1620	
N964R	9/30/98	D	42	SKIN	L-36 to L-32R		857 to 920	
N998CF	11/14/98	C-4	40	SKIN	L-36		670	
N998CF	11/14/98	C-4	40	SKIN	L-34R		235 to 253	
N998CF	11/14/98	C-4	40	SKIN	L-35L to L-34R		490 to 500	
CPCP Task Number:		**55700551**						
N2674U	2/25/98	C-2	23	INTERCOASTAL	L-33R		260 to 274	
N602AL	10/4/98	C-1	26	FITTING	L-34R to L-35R		300	
N602AL	10/6/98	C-1	26	FITTING	L-34L to L-35L		270	
N602AL	10/6/98	C-1	26	LONGERON	L-36		190 to 375	
N602AL	10/6/98	C-1	26	FITTING	L-36		270	
N602AL	10/12/98	C-1	26	ATTACH ANGLE	L-28L		320	
N602AL	10/12/98	C-1	26	FITTING	L-33R		280	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N602AL	10/13/98	C-1	26	FITTING	L-29L		280	
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 ANGLE	L-27R		70	
N602AL	10/22/98	C-1	26	DOUBLER	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	-40 to -45
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		70	
N603AL	7/18/98	D	24	DOUBLER	L-31R		200	
N603AL	7/29/98	D	24	FRAME	L-36		520	
N603AL	8/5/98	D	24	FRAME CAP	L-31L		70	
N603AL	8/7/98	D	24	FLOOR BEAM			620	
N605AL	9/11/98	C-1	24	SKIN	L-30 to L-31R		640	
N605AL	9/13/98	C-1	24	LONGERON FITTING	L-31R		600 to 620	
N791FT	11/18/97	C-3	24	FINGER DOUBLER	L-34R to L-36		610	
N795FT	4/15/97	C-3	20	FRAME CAP	L-28R	-44.5	70	-45
N796FT	7/23/93	D	19	DOUBLER	L-35L to L-26R		260 to 360	
N796FT	7/23/93	D	19	LONGERON	L-27R		120 to 140	
N796FT	3/8/98	C-3	20	ATTACH ANGLE	L-34L		280 to 300	
N797AL	9/11/93	D	20	FITTING	L-34L to L-33R		270 to 280	
N797AL	9/11/93	D	20	LONGERON	L-28L		510	
N801GP	11/14/98	C-2	24	FITTING	L-27R		70	
N8079U	9/11/97	C-2	20	FRAME	L-25R to L-28R		520	
N8084U	9/7/98	C-2	28	INTERCOSTAL	L-33R		580 to 600	
N8084U	9/8/98	C-2	28	FRAME	L-34R to L-35R		240	
N8084U	9/8/98	C-2	28	FRAME	L-34L to L-35R		500	
N8084U	9/8/98	C-2	28	FITTING	L-31L		450 to 455	
N8084U	9/8/98	C-2	28	FRAME	L-35R to L-36		480 to 481	
N8084U	9/8/98	C-2	28	FRAME	L-35L to L-35R		420 to 421	
N8084U	9/14/98	C-2	28	LONGERON	L-35L		510	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N8084U	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	
N866F	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	
N870TV	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-26R		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		180	
N870TV	5/18/98	C-5	20	BULKHEAD		-18 to -50	70	-26
N870TV	5/21/98	C-5	20	FRAME	L-27R		70	
N870TV	6/6/98	C-5	21	FRAME	L-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	-40
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	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
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 -59
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	D	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		360 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	D	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	
N964R	10/11/98	D	43	FLOOR BEAM		-62 to 62	300	
N964R	11/10/98	D	44	ATTACH ANGLE/SPLICE PLATE	L-31L		450	
N964R	11/10/98	D	44	FITTING	L-31R		610	
N964R	11/30/98	D	44	LONGERON	L-36		150 to 190	
N964R	12/1/98	D	45	FLOOR TRACK	L-33L		440 to 640	
N964R	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 Number:		**55700552**						
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 Number:		**55900551**						
N2674U	3/13/96	C-1	24	FRAME	L-33L	+23	1100	-48
N602AL	10/6/98	C-1	26	FRAME	L-33L to L-34L		1040	
N602AL	10/6/98	C-1	26	FITTING	L-31R		1525 to 1530	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
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	D	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	-40
N603AL	7/15/98	D	24	BULKHEAD	L-35R		1540	
N603AL	7/15/98	D	24	FRAME	L-33L		1020	
N603AL	7/15/98	D	24	FRAME	L-36		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	D	24	FRAME	L-33R		1060	
N603AL	7/15/98	D	24	FRAME	L-34R		1080	
N603AL	7/17/98	D	24	STRUT	L-26L		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			1240	
N603AL	8/7/98	D	24	FLOOR BEAM			1520	
N603AL	8/7/98	D	24	FRAME	L-36		1080	
N603AL	8/10/98	D	24	FLOOR BEAM		-60	1280	-1
N603AL	8/12/98	D	24	ATTACH ANGLE			1220	
N603AL	8/14/98	D	24	FLOOR BEAM		50	1580	
N603AL	8/26/98	D	24	FRAME	L-33L to L-36		1020	
N603AL	8/27/98	D	24	FRAME	L-35L		1080	
N603AL	9/4/98	D	24	STRUT		40	1220	
N605AL	9/9/98	C-1	24	FLOOR BEAM		-60	1260	-4
N605AL	9/12/98	C-1	24	FRAME	L-35L to L-35R		1460	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N792FT	11/19/98	C-4	21	ATTACH ANGLE	L-27L		1219	
N792FT	11/29/98	C-4	21	FRAME	L-36		1340	
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		1620 to 1640	
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	
N801GP	10/20/98	C-2	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		1060	
01GP	11/14/98	C-2	24	ATTACH ANGLE	L-30R		1250	
N8079U	9/11/97	C-2	20	FRAME	L-36	0	1168	
N8084U	3/2/96	C-1	25	LONGERON			990 to 1010	
N8084U	3/2/96	C-1	25	LONGERON	L-36		980 to 990	
N8084U	3/2/96	C-1	25	LONGERON	L-27R		1220 to 1240	
N8084U	9/5/98	C-2	28	FRAME	L-35L to L-34R		1260	
N8084U	9/5/98	C-2	28	SKIN	L-35R		1000	
N8084U	9/5/98	C-2	28	FRAME	L-35L to L-35R		1020	
N8084U	9/5/98	C-2	28	FRAME	L-32R		1040	
N8084U	9/5/98	C-2	28	SHEAR TIE	L-32L		1020	
N8084U	9/5/98	C-2	28	FRAME	L-34R		1060	
N8084U	9/5/98	C-2	28	LONGERON	L-31L		1085	
N8084U	9/5/98	C-2	28	LONGERON	L-31R		1090 to 1100	
N8084U	9/5/98	C-2	28	LONGERON	L-36		1100	
N8084U	9/5/98	C-2	28	FITTING	L-29L to L-30L		1160	
N8084U	9/5/98	C-2	28	PRESSURE WEB	L-28L		1190 to 1210	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
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	-62
N870TV	8/2/96	C-3	15	FRAME CAP	L-35L	+15	1040	-62
N870TV	8/2/96	C-3	15	FRAME	L-=36	+45	1100	-62
N870TV	8/2/96	C-3	15	FRAME	L-36		1120	-62
N870TV	8/2/96	C-3	15	FRAME	L-33L to L-33R	+25 to -25	1140	-62
N870TV	8/2/96	C-3	15	FRAME	L-27R to L-29L	-40	1280	-45
N870TV	4/7/98	C-5	19	SEAT TRACK		62	1003	-1
N870TV	4/7/98	C-5	19	SEAT TRACK			990 to 1210	-1
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	1.1 to 1.3
N870TV	4/24/98	C-5	19	FLOOR BEAM		-37 to -39.5	1500	-1.5 to -2
N870TV	4/24/98	C-5	19	ATTACH ANGLE	L-24R		1220	
N870TV	5/4/98	C-5	20	FITTING		-35 to -36	1684 to 1690	-11 to -11.5
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	-55
N921R	10/11/97	C-2	33	SKIN - INTERNAL	L-34L to 34R	+6	1050 to 1089	-60
N951R	1/20/96	C-1	32	SKIN	L-35L to L-35R	+8 to -8	1220 to 1260	-56.5

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N951R	1/20/96	C-1	32	SHEAR TIE	L-35L	+2	1116	
N957R	6/26/96	C-1	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	
N964R	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		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	45	SHEAR TIE	L-36 to L-35R		1140	
N964R	12/8/98	D	45	SKIN	L-36 to L-35R		1140	
N990CF	6/8/98	C-1	44	LONGERON	L-24R	-36	1480 to 1500	-11
N990CF	6/8/98	C-1	44	SKIN		+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	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N995CF	6/1/98	C-5	24	FLOOR TRACK	L-33L to L-33R		980 to 1120	
N995CF	6/1/98	C-5	24	ATTACH ANGLE	L-35R		1080	
N995CF	6/1/98	C-5	24	LONGERON	L-26R		1460 to 1480	
N995CF	6/1/98	C-5	24	FRAME	L-35L to L-35R		1440	
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	
N995CF	6/20/98	C-2	48	ATTACH ANGLE	L-35R		1080	
N995CF	6/21/98	C-2	48	LONGERON	L-26R		1460 to 1480	
N995CF	6/21/98	C-2	48	INTERCOSTAL	L-26L		1385	
N995CF	6/22/98	C-2	48	FRAME	L-35L to L-35R		1440	
N997CF	2/22/93	D	23	ANGLE	L-21R		440 to 500	
N997CF	2/22/93	D	23	ATTACHED ANGLE	L-21R		440 to 500	
N997CF	2/22/93	D	23	LONGERON	L-26R		1200 to 1220	
N997CF	2/22/93	D	23	ATTACHED ANGLE			1140	
N997CF	2/22/93	D	23	ATTACHED ANGLE			1160	
N997CF	2/22/93	D	23	ATTACHED ANGLE	L-27L to L-36		1180	
N997CF	2/22/93	D	23	BULKHEAD			1380	
CP Task Number:		**559R0552**						
N605AL	9/9/98	C-1	24	FITTING	L-21R		1140	
N796FT	7/23/93	D	19	FRAME	L-21R		1260	
CPCP Task Number:		**56000551**						
N602AL	10/6/98	C-1	26	FLOOR BEAM		-43	1580	-2
N602AL	10/6/98	C-1	26	FLOOR BEAM		-43	1560	
N602AL	10/8/98	C-1	26	FRAME	L-29L to L-34L		1660	
N602AL	10/8/98	C-1	26	INTERCOSTAL		12	1720	
N603AL	7/16/98	D	24	FLOOR BEAM		-56	1580	-13
N791FT	12/30/95	C-2	17	SKIN	L-31R		1600 to 1620	
N796AL	4/19/98	C-2	33	FLOOR BEAM		-27	1702	-7
N797AL	9/11/93	D	20	FRAME	L-25L to L-28R		1600	
N797AL	9/11/93	D	20	ATTACH ANGLE	L-23R		1680	
N8084U	9/5/98	C-2	28	LONGERON	L-31R		1700	
N8084U	9/5/98	C-2	28	SHEAR TIE	L-36		1717	
N870TV	8/2/96	C-3	15	DOUBLER	L-32L to L-33L		1580	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N870TV	4/28/98	C-5	19	FITTING		30	1710	-5
N870TV	4/29/98	C-5	19	ATTACH ANGLE		14	1700	0
N870TV	4/29/98	C-5	19	ATTACH ANGLE	L-21L		1760	
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		0	1700	-1
N870TV	4/30/98	C-5	19	FLOOR BEAM		32	1730	0
N870TV	4/30/98	C-5	19	GUSSET		0	1730	
N870TV	4/30/98	C-5	19	ATTACH ANGLE		-8 to -17	1540	-7 to -9
N921R	10/11/97	C-2	33	ATTACH ANGLE		+4	1754	-12
N921R	10/11/97	C-2	33	BULKHEAD		0	1766	-11 to -12
N964R	9/21/98	D	42	BULKHEAD/ATTACH ANGLE		0 to -26	1766	
N964R	9/22/98	D	42	SEAT TRACK		-46	1580 to 1600	
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	
N964R	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	D	42	SKIN/DOUBLER/FITTING	L-27L to L-27R		1690 to 1890	
N964R	9/23/98	D	42	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	42	FITTING	L-26R		1690	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N964R	9/29/98	D	42	FLOOR BEAM		-15	1700	
N964R	9/29/98	D	42	FRAME		1	1680	5
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	-20
N994CF	6/27/97	C-1	48	FLOOR BEAM		-10 to -13.5	1440	-.5 to -2.5
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	-2 to -6
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	
N995CF	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	
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		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		1570 to 1578	
N995CF	6/22/98	C-2	48	ATTACH ANGLE	L-32R	-18	1606	0
N995CF	6/30/98	C-2	48	LONGERON	L-32R		1530	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
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	
CPCP Task Number:		**56900561**						
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	-3
N603AL	7/27/98	D	24	WEB	L-34L to L-31R		270 to 280	
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 BEAM	L-29R		320 to 330	
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		302 to 306	
N870TV	5/1/98	C-5	20	TORQUE BOX	L-22L to L-27R		260 to 280	
N870TV	5/1/98	C-5	20	TRACK	L-23R to L-35R		280	
N870TV	5/14/98	C-5	20	WEB	L-32R		280	
N870TV	5/14/98	C-5	20	ATTACH ANGLE	L-34R to L-36		340	
N870TV	5/14/98	C-5	20	WEB	L-27R to L-35R		340 to 348	
N964R	9/17/98	D	42	FITTING	L-34R		306	
CPCP Task Number:		**56900562**						
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		500 to 540	
N964R	9/12/98	D	42	FRAME/WEB	L-25R to L-26R		560	
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	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:		**56900563**						
N603AL	7/15/98	D	24	FITTING	L-30R		1210	
N603AL	7/15/98	D	24	FITTING	L-30R		1195	
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 Task Number:		**56900564**						
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:		**56900565**						
N870TV	6/22/98	C-5	21	CAM			160	
CPCP Task Number:		**56900567**						
N602AL	10/6/98	C-1	26	HINGE SEGMENT	L-6R		130	
CPCP Task Number:		**573L0551**						
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:		**573R0551**						
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	D	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		660 to 680	
N997CF	2/22/93	D	23	LONGERON	L-21R		1340	

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
CPCP Task Number:		**574L0551**						
N2674U	2/25/98	C-2	23	FITTING	L-24L		879	
N602AL	10/2/98	C-1	26	LONGERON	L-24R		857 to 900	
N797AL	9/11/93	D	20	SKIN	SKIN		710 to 781	
N8079U	1/12/96	C-1	21	SKIN		-33	790 to 795	
N8084U	9/5/98	C-2	28	LONGERON	L-24L		902	
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		865	
N995CF	6/1/98	C-5	24	FITTING	L-24L	60	900	
N995CF	6/1/98	C-5	24	FITTING		60	920	0 to -12
N995CF	6/1/98	C-5	24	FITTING		60	940	0 to -12
N995CF	6/1/98	C-5	24	PRESSURE WEB		-4 to +4	879 to 902	-7
N995CF	6/1/98	C-5	24	DOUBLER		63 to 66	940 to 66	-7
N995CF	6/18/98	C-2	48	FITTING	L-24L	60	900	
N995CF	6/18/98	C-2	48	FITTING		60	920	0 to -12
N995CF	6/18/98	C-2	48	FITTING		60	940	0 to -12
N995CF	6/21/98	C-2	48	DOUBLER		63 to 66	940 to 960	-7
CPCP Task Number:		**574L0552**						
N603AL	8/4/98	D	24	PISTON PIVOT				
CPCP Task Number:		**574R0551**						
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	12/5/98	C-1	28	ATTACH ANGLE			857	-6 to -8
N602AL	12/9/98	C-1	28	ATTACH ANGLE		-46	857	
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	-10
N603AL	7/29/98	D	24	PRESSURE PANEL	L-24R		980	
N603AL	8/10/98	D	24	FRAME	L-24R to L-30R		970 to 980	
N791FT	3/6/98	C-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		-60	980	-25

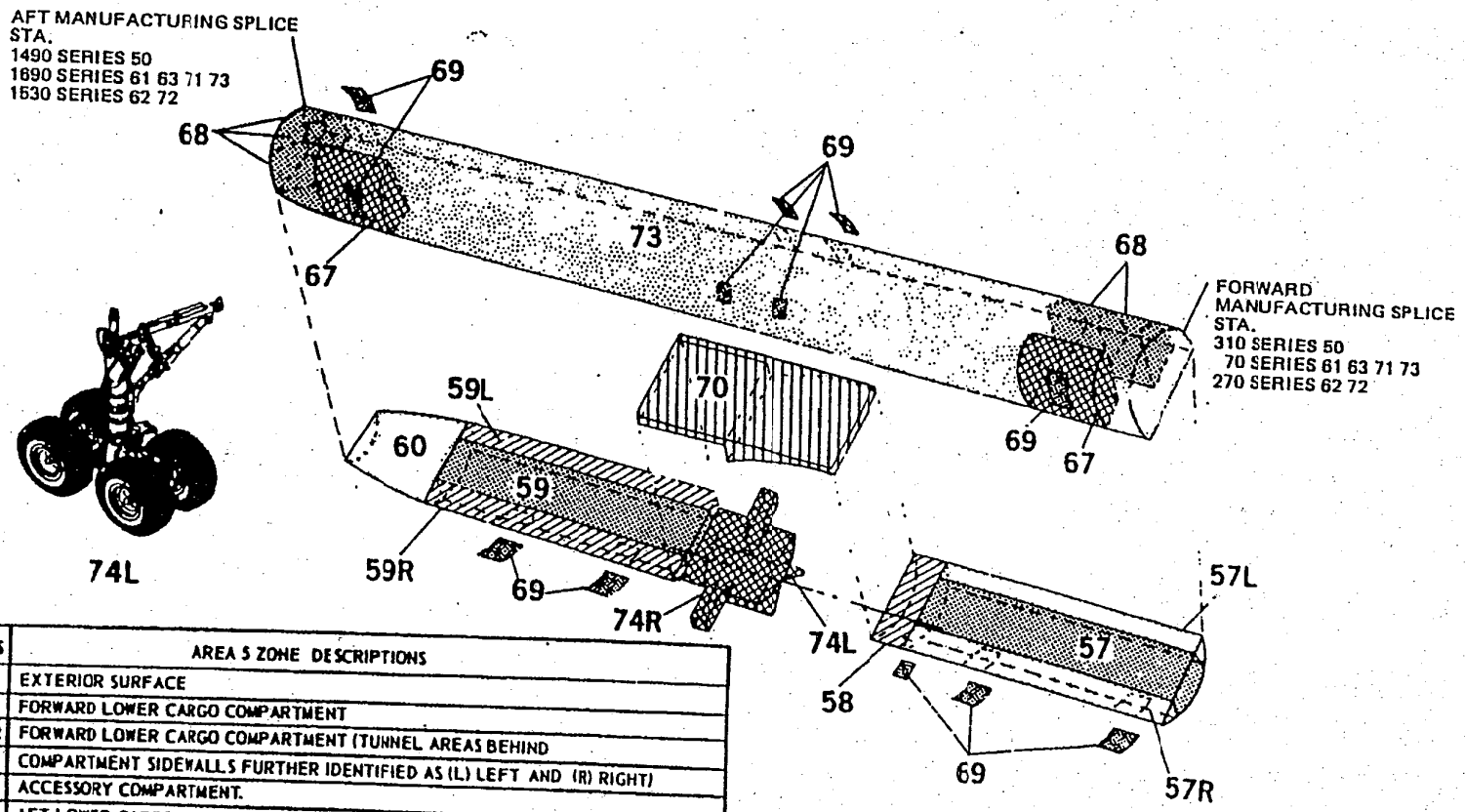
Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
N796FT	8/6/96	C-2	19	WEB		-59 to -62	879 to 1163	-10
N796FT	8/6/96	C-2	19	WEB/FLOOR BEAM		-29	902	-11
N796FT	8/6/96	C-2	19	WEB		-55.5	978 to 980	-19
N796FT	8/6/96	C-2	19	FRAME		-40	980	-50
N796FT	8/6/96	C-2	19	BULKHEAD		-40	978 to 788	-40
N796FT	8/6/96	C-2	19	SKIN/FITTING		-65	978 to 980	-15
N8079U	1/12/96	C-1	21	SKIN		+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		882	
N964R	9/21/98	D	42	LONGERON	L-24R		960	
N964R	9/21/98	D	42	FITTING	L-24R		940	
N990CF	6/8/98	C-1	44	FITTING		-65	915 to 1015	
N990CF	6/8/98	C-1	44	FITTING	L-24R		880	
N990CF	6/8/98	C-1	44	FITTING	L-24R		880	
N990CF	6/8/98	C-1	44	FITTING	L-24R	-59	920	-20
N990CF	6/8/98	C-1	44	FITTING	L-24R	-59	940	-20
N990CF	6/8/98	C-1	44	FITTING	L-24R		960	
N995CF	6/1/98	C-5	24	FITTING	L-24R		880 to 900	-10
N995CF	6/1/98	C-5	24	FITTING	L-24R		900	-4
N995CF	6/1/98	C-5	24	SHEAR TIE	L-24R	-60	902	-2
N995CF	6/1/98	C-5	24	FITTING	L-24R		940	
N995CF	6/18/98	C-2	48	LONGERON	L-24R		880 to 900	-10
N995CF	6/18/98	C-2	48	FITTING	L-24R		900	0 to -4
N995CF	6/18/98	C-2	48	SHEAR TIE	L-24R	-60	902	-2
N995CF	6/18/98	C-2	48	FITTING	L-24R		940	
CPCP Task Number:		574R0552						
N870TV	5/12/98	C-5	20	SIDE BRACKET			879	
CPCP Task Number:		66100551						

Acft Number	Date	Check	TSLI MONTHS	Member	Long/Stringer	X	Y	Z
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:		**66100553**						
N801GP	11/14/98	C-2	24	PLATE			1766	10
CPCP Task Number:		**66200551**						
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	D	45	TAIL SKID	L-36		1820 to 1850	
CPCP Task Number:		**68200551**						
N603AL	8/18/98	D	24	SKIN		-4 to -6		159.094
N8084U	9/10/98	C-2	28	SKIN		159 to 168		
CPCP Task Number:		**68200552**						
N964R	9/24/98	D	42	BRACKET/SPAR/DOUBLER				Zr=140 to Zr=263
CPCP Task Number:		**82-00551**						
N870TV	5/5/98	C-5	20	SKIN PANEL		239.8	254.5	

EMERY WORLDWIDE AIRLINES
CORROSION PREVENTION AND CONTROL PROGRAM
CORROSION SUMMARY REPORT

Section IV

DC-8/8F ZONES
WORK AREA 5
CENTER FUSELAGE



ZONES	AREA 5 ZONE DESCRIPTIONS
0	EXTERIOR SURFACE
57	FORWARD LOWER CARGO COMPARTMENT
57 L/R	FORWARD LOWER CARGO COMPARTMENT (TUNNEL AREAS BEHIND
	COMPARTMENT SIDEWALLS FURTHER IDENTIFIED AS (L) LEFT AND (R) RIGHT)
58	ACCESSORY COMPARTMENT.
59	AFT LOWER CARGO COMPARTMENT
59 L/R	AFT LOWER CARGO COMPARTMENT TUNNELS
60	AFT ACCESSORY COMPARTMENT
67	BUFFET OR GALLEY (APPLIES TO ANY LOCATION)
68	LAVATORY (APPLIES TO ANY LOCATION)
69	EXTERNAL DOORS AND STRUCTURE IMMEDIATELY ADJACENT.
70	LOWER SURFACE OF FLOOR TO UPPER TOP SURFACE OF PRESSURE PANEL & WING SKIN
73	MAIN CABIN COMPARTMENT (EXCLUDES ZONES 67 AND 68)
74 L/R	MAIN GEAR, MAIN GEAR WELL AND DOORS

MEMORANDUM

To: 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.

62 Series Aircraft

Aircraft	Panel Part Number	Repairs	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'		
		1' X 1'	3%	
	5750365-3	6" X 1'	2%	
	5779925-3	2' X 3'		
		1' X 1'	10%	C 06/23/93

Aircraft	Panel Part Number	Repairs	Percentage	Last C/D Check
N995CF	579913-3	6" X 4'		
		6" X 4'	5%	C 06/18/94
N996CF	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
N997CF		CLEAN		C 08/30/95
N998CF	5750365-1	1' X 1'		
		1' X 1'	2%	C 06/09/95

63 Series Aircraft

Aircraft	Panel Part Number	Repairs	Percentage	Last C/D Check
N865F	5779913-3	2' X 3'	3%	C 05/15/95
N921R	5649329-75	1' X 1'		
		2' X 2'		
		2' X 2'	5%	
	5615372-71N	2' X 3'	1%	
	5750322-3	2' X 4'		
		2' X 3'	3%	C 01/25/95
N929R	5649329-75	5' X 5'	10%	
	5750322-3	2' X 3'	2%	
	5779925-3	18" X 3'		
		2' X 2'	4%	C 04/05/93
N950R	5649329-75	1' X 1'		
		3' X 2'		
		1' X 1'	8%	D 06/07/94
N951R	5649329-75	16" X 20"		
		10" X 10"		
	5750322-3	12" X 5'		
		12" X 5'	8%	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%	
	5779913-3	4' X 8'	15%	
	5779925-3	2' X 6'	20%	C 09/26/94

63 Series Aircraft

Aircraft	Panel Part Number	Repairs	Percentage	Last C/D Check
N959R	5615374-189	1' X 1'	1%	
	5750322-3	6" X 6"	1%	
	5755271-3	2' X 2'		
		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'		
		2' X 2'		
		1' X 3'		
		2' X 2'	10%	
	5615374-187	2' X 2'		
		2' X 2'	3%	
	5615372-71N	2' X 4'	15%	
	5779913-3	3' X 3'	5%	
	5755271-3	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'		
		1' X 3'		
		3' X 4'	15%	
	5755271-3	3' X 8'	40%	
	5779925-3	1' X 1'		
		1' X 1'		C 07/31/95
N797AL	5649329-75	1' X 2'	1%	
	5750322-3	6" X 6"	1%	
	5779913-3	1' X 2'		
		1' x 3'	10%	C 02/16/96

71 Series

Aircraft	Panel Part Number	Repairs	Percentage	Last C/D Check
N500MH	5649329-75	3' X 3' 2' X 2'	5%	C 07/11/94
N801GP	5649329-75	3' X 7'	45%	
	5613862-15	1' X 2'	3%	D 09/01/94
N8076U		CLEAN		C 05/10/94
N8079U	5649329-75	2' X 2' 2' X 4'	10%	
	5779913-3	2' X 2'	3%	C 01/16/96
N8084U	569329-75 5779925-3	6" X 4' 1' X 1'	4%	
		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 5615374-187	6" X 4' 6" X 6"	10% 1%	C 05/10/95
N8177U	5649329-75	6" X 1' 1' X 3'		
	5755271-3	6" X 1' 2' X 3'	7%	
		2' X 3'	15%	C 01/28/96

73 Series

Aircraft	Panel Part Number	Repairs	Percentage	Last C/D Check
N791FT	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
N792FT	5649329-75	1' X 1'		
		6" X 6"	2%	C 07/08/95
N795FT	5649329-75	1' X 2'		
		2' X 2'		
		1' X 2'	3%	
	5615374-187	18" X 3'	2%	
	5750322-3	2' X 2'		
		2' X 2'	3%	
	5779913-3	2' X 3'		
		2' X 2'	3%	C 08/06/95
N796FT	5615372-71N	1' X 1'	1%	
	5750322-3	1' X 1'	1%	C 01/20/95
N870TV	5649329-75	1' X 3'	2%	
	5615374-187	18" X 12"		
		1' X 1'	3%	
	5615372-71N	1' X 2'		
		1' X 1'	2%	
	5750322-3	18" X 12"		
		1' X 2'	3%	
	5779913-3	2' X 3'	5%	
	5755271-3	1' X 1'	1%	
	5613862-15	1' X 1'	1%	C 05/09/95
N961R	5649329-75	1' X 1'	1%	
	5615374-187	1' X 2'	1%	
	5755271-3	2' X 2'	1%	C 06/15/95
N105WP	5649329-75	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
N2674U	5649329-75	1' X 1'	2%	
	5615372-71N	2' X 2'	2%	
	5750322-3	2' X 2'	2%	C 03/13/96

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: Jim Owens
Jerry Sumaco
Bob Dell

January 24, 2001
2.20.01

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,

[redacted]
for

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.

Serial #	Tail #	# MEO31s
45974	N8084U	30

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

Regards,

[redacted]

Charles R. Peck
Manager Reliability
[redacted]

enclosure
30 each MEO31R5's
1 each Major Inspection Data

EMERY WORLDWIDE AIRLINES
MAJOR INSPECTION REPORT

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

MAJOR INSPECTION DATA				
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%

CORROSION FINDINGS BY AREA									
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

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 700 To Y Axis 781	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# -00-107
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_____
Str/Long LH/RH: 35 To Str/Long LH/R/H 35	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin between Y 700 & Y 781 from Long. 35 L/H to Long. 35 R/H , 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 EO # 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A032

SERVICE DIFFICULTY REPORT NO.: RRXA003486
2000700B

ME031 Rev. 5
( ). 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES

CHECK TYPE D	INSPECTION DATE 18-JULY-00		
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	376R0552
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COEY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **R/H HORIZ. STAB**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis XE 99 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-21__
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to R/H Horizontal Stabilizer Skin at XE 99 , 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 Skin Panel I/A/W DC-8 SRM 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 3A017

SERVICE DIFFICULTY REPORT NO.: RRXA003501
376R9900

ME031 Rev. 5
0 . 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION** - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY.

BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD

[ ] STRINGER [ ] WEB [ ] FITTING

[ ] FRAME [ ] SKIN [ ] FLOOR BEAM

[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE

[ ] BRACKET [ ] RIB [X] OTHER SEAT TRACK

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1120 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -48 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_53-2-0___
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Seat Track at Y 1120 & X -48 , 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 New Seat Track I/A/W DC-8 SRM 53-2-0.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5G060

SERVICE DIFFICULTY REPORT NO: RRXA003500

57301120

ME031 Rev. 5
n. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55700551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO- SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **INTERCOSTAL**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 380 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: 29 To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Y 380 Longeron 29 R/H , 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): 5C032

SERVICE DIFFICULTY REPORT NO.: RRXA003499

55703800

ME031 Rev. 5
06 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 56900553
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **DOOR SILL**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 600 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 51-1-4
Str/Long LH/RH: 21 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Door Sill at Y 600 Longeron 21 R/H , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B301

SERVICE DIFFICULTY REPORT NO.: RRXA003498

56906000

ME031 Rev. 5
an. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION** - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 ? ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X

IF YES, INDICATE WHICH ONE(S) APPLY:

BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD

[ ] STRINGER [ ] WEB [ ] FITTING

[ ] FRAME [ ] SKIN [ ] FLOOR BEAM

[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE

[ ] BRACKET [ ] RIB [X] OTHER INTERCOSTAL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 660 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:__ _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-21__
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Y 660 , 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 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B294

SERVICE DIFFICULTY REPORT NO.: RRXA003497

57306600

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [X] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1240 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 51-1-4
Str/Long LH/RH: 1 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Fitting at Y 1240 at Longeron 1 L/H , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B214

SERVICE DIFFICULTY REPORT NO.: RRXA003496

57301240

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	46600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[X] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -57 To Y Axis -70	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -59 To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -10 To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: 53-2-0
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -57 & Y -70 ,X -59, Z -10 , 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): 4B225

SERVICE DIFFICULTY REPORT NO.: RRXA003495

46605700

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	46400551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[X OTHER FLOOR PANEL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -12 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis 32 To X Axis: -32	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 51-1-4
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Floor Panel at Y -12 between X 32 & X -32 , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B187

SERVICE DIFFICULTY REPORT NO.: RRXA003493

46401200

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 46400551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER PANEL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -52 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -2 To X Axis:__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-4____
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Cockpit Panel at Y -52, X -20 & Z 0 , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B178

SERVICE DIFFICULTY REPORT NO.: RRXA00

46405200

*4E031 Rev. 5
an. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -12 To Y Axis 8	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis 58 To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: 53-2-0
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -12 & Y 8,X58,Z-11 , 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): 4B117

SERVICE DIFFICULTY REPORT NO.: RRXA00349I

45601200

ME031 Rev. 5
an. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO: SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **FINGER DOUBLER**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -32 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -20 To X Axis: -22	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Finger Doubler at Y -32, X -22, Z -11 , 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): 4B097

SERVICE DIFFICULTY REPORT NO.: RRXA003489
45603200

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 55900551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE.**
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY (S) OF PREVIOUS REPORTS.
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[X] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1514 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_____
Str/Long LH/RH: 27 To Str/Long LH/R/H_28	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

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/W/DC-8 SRM 51-1-8 . Fabricated and installed New Doubler I/A/W EO# -00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E050

SERVICE DIFFICULTY REPORT NO.: RRXA002761
55901514

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 108L0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis XFS 666 To X Axis: XFS 672	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 57-2-1
Str/Long LH/RH:_____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin between XFS 666 & XFS 672 , 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 57-2-1.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1A009

SERVICE DIFFICULTY REPORT NO.: RRXA002661

108L6660

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize.

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 20000551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER KEEL BEAM

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 700 To Y Axis 781	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO # 00-107
X Axis To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: _____
Str/Long LH/RH: 35 To Str/Long LH/R/H 35	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Keel Beam between Y 700 & Y 781 at Long. 35 L/H & Long. 35 R/H , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A032

SERVICE DIFFICULTY REPORT NO.: RRXA002695
2000700A

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55900551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER INTERCOSTAL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1100 To Y Axis 1120	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: 53-2-0
Str/Long LH/RH: 27 To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Longeron 27 R/H between Y 1100 & Y 1120 , 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 New Intercostal I/A/W DC-8 SRM 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E129

SERVICE DIFFICULTY REPORT NO.: RRXA002695
20007000

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 20000551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[X] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 680 To Y Axis 700	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: _____
Str/Long LH/RH: 33 To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 33 R/H between Y 680 & Y 700 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A023

SERVICE DIFFICULTY REPORT NO: RRXA002694

20006800

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY (S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[X] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 8 To Y Axis -67	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-2
Str/Long LH/RH: 31 To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 31 R/H between Y 8 & Y -67 , 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 New Longeron I/A/W DC-8 SRM 53-2-2.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4A057

SERVICE DIFFICULTY REPORT NO.: RRXA002701

45608000

EWA E031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551

INITIAL INSPECTION	[ ] YES	[X] NO	* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE:

[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -67 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis -17 To X Axis:__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_____
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler at Y -67, X -17, Z -11 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B085

SERVICE DIFFICULTY REPORT NO.: RRXA002703
45606700

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 465R0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 8 To Y Axis: -12	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO# 00-107
X Axis: -59 To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: -10 To Z Axis:	SRM Figure Used:	SRM Repair Figure:
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y 8 & Y -12 at X 59 & Z -10 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B226

SERVICE DIFFICULTY REPORT NO - RRXA002704

465R8000

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 109R0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [X] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 410 To Y Axis: _____	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO#00-107
X Axis: XFW 454 To X Axis XW408	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: _____ To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: _____
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Fitting at Y 410 between XFW 454 & XW 408, 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1B314

SERVICE DIFFICULTY REPORT NO.: RRXA002715

109R4100

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] DRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 848 To Y Axis: _____	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO # 00-107
X Axis: 60 To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: _____ To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: _____
Str/Long LH/RH: _____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin at Y 848 & X 60 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1C015

SERVICE DIFFICULTY REPORT NO.: RRXA002738

20008480

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55700551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2 *	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[X] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 350 To Y Axis:_____	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis: _To X Axis:_ _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis:_____To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_53-2-2____
Str/Long LH/RH:_35__ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 35 R/H ,at 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 new Longeron I/A/W DC-8 SRM 53-2-2.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5C049

SERVICE DIFFICULTY REPORT NO.: RRXA 002752

55703500

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize.

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	557R0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD	

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [X] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 70 To Y Axis: _____	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO#00-107
X Axis: _____ To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: _____ To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: _____
Str/Long LH/RH: 22 To Str/Long LH/R/H 25	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Attach Angle at Y 70 between Long 22 R/H & Long. 25 R/H, 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 EO # 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5C086

SERVICE DIFFICULTY REPORT NO.: RRXA002755
557R7000

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD	

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X
IF YES, INDICATE WHICH ONE(S) APPLY.
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -52 To Y Axis -70	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -20 To X Axis: -25	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -52 to ~~Y -70 at X -20~~ to X -25 , 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): 4B220

SERVICE DIFFICULTY REPORT NO: RRXA003494

4560520A

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialze

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3
	[X] LOCAL		[ ] WIDESPREAD

* EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE:

[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -32 To Y Axis -52	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -15 To X Axis: -21	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 53-2-0
Str/Long LH/RH:_____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

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

SERVICE DEFICIENCY REPORT NO.: RRXA003490
4560320A

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO : _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO: SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **FLOOR PANEL**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 220 To Y Axis 240	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -40 To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: 53-2-0
Str/Long LH/RH: _____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Floor Panel between Y 220 &Y 240 at X -40 , 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): 9A019

SERVICE DIFFICULTY REPORT NO.: RRXA003488
57302200

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	376R0551

INITIAL INSPECTION	[ ] YES	[X] NO	* INTERVAL SINCE LAST INSPECTION			09/21/98	
* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD		

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURER

CAUSE OF DAMAGE:

[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD

[ ] STRINGER [ ] WEB [ ] FITTING

[ ] FRAME [X] SKIN [ ] FLOOR BEAM

[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE

[ ] BRACKET [ ] RIB [X] OTHER **HORIZ. STAB**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	**Engineer Sketch Number:**
X Axis XE 278 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	**SRM Repair Figure:__51-1-21___**
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Horiz. Stab Skin at XE 278 , 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 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 3A027

SERVICE DIFFICULTY REPORT NO.: RRXA003487
376R2780

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55900551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

* EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[X] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1400 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 53-2-0_____
Str/Long LH/RH: 36 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Frame at Y 1400 at Longeron 36 , 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 53-2-0.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E016

SERVICE DIFFICULTY REPORT NO.: RRXA002759

55901400

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

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

D - CHECK

N:8084U	MODEL:DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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**
109L0551	**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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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
117L0552	#1 Main Fuel Tank - Interior	No	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**

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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
123R0551	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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
126R0552	RH Inboard Flap - Interior	No	0				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

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

D - CHECK

N:8084U	MODEL:DC-8-71-F	FACILITY: Tenn. Tech.	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	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				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**
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**

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
55800551	**Mid Ship Accessory Compartment Interior**	**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	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

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

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N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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**
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				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

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

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N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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 FINDINGS BY SECTIONS								
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**	**188**	**13**		
AREA	**6**	**Fuselage Aft. & Vertical Stabilizer**	**Yes**	**23**	**23**			
AREA	**8**	**Pylon 1 & 2 & 3 & 4**	**No**	**0**				
		TOTAL LEVEL 1's	**274**					
		TOTAL LEVEL 2's	**30**					
		TOTAL LEVEL 3's	**0**					
TOTAL CORROSION FINDINGS			**304**					

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

D - CHECK

N:8084U MODEL: DC-8-71 FACILITY: Tow Tech INSP. DATE: 7-18-02

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN OFF
105L0551	LH Wing Tip - Exterior	YES	1	1			Q.C. 9 RRXA
105R0551	RH Wing Tip - Exterior	YES	1	1			Q.C. 9 RRXA
107L0551	LH Wing Leading Edge - Exterior Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107R0551	RH Wing Leading Edge - Exterior Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
108L0551	LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	YES	1		1		Q.C. 9 RRXA
108L0552	LH Wing Leading Edge - Interior Xw 485 to Xfs 710	NO	0				Q.C. 9 RRXA
108R0551	RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	NO	0				Q.C. 9 RRXA
108R0552	RH Wing Leading Edge - Interior Xw 485 to Xfs 710	YES	3	3			Q.C. 9 RRXA
109L0551	LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	YES	~~0~~ 1		1		Q.C. 9 RRXA
109L0552	#1 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
109R0551	RH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	NO	0				Q.C. 9 RRXA
109R0552	#4 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
110L0551	LH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	NO	0				Q.C. 9 RRXA
110R0551	RH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	NO	0				Q.C. 9 RRXA
111L0551	LH Ailerons - Exterior	NO	0				Q.C. 9 RRXA
111L0552	LH Ailerons - Interior	YES	3	3			Q.C. 9 RRXA
111R0551	RH Ailerons - Exterior	NO	0				Q.C. 9 RRXA
111R0552	RH Ailerons - Interior	YES	4	4			Q.C. 9 RRXA
112L0551	LH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA
112L0552	LH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA
112R0551	RH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 8084U | MODEL: DC8-71F | FACILITY: TRAM TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
112RO552	RH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485 ..	NO	0				Q.C. 9 RRXA
115LO551	LH Wing Leading Edge - Exterior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
115LO552	LH Wing Leading Edge - Interior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
115RO551	RH Wing Leading Edge - Exterior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
115RO552	RH Wing Leading Edge - Interior & Front Spar Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
116LO551	LH Wing Leading Edge - Exterior Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA
116LO552	LH Wing Leading Edge – Interior & Front Spar Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA
116RO551	RH Wing Leading Edge - Exterior Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA
116RO552	RH Wing Leading Edge - Interior & Front Spar Xw 257 to Xw 408	YES	3	3			Q.C. 9 RRXA
117LO551	LH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	NO	0				Q.C. 9 RRXA
117LO552	#1 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
117RO551	RH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	NO	0				Q.C. 9 RRXA
117RO552	#4 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
118LO551	LH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	YES	1	1			Q.C. 9 RRXA
118RO551	RH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	YES	3	3			Q.C. 9 RRXA
119LO551	LH Auxiliary Spars	NO	0				Q.C. 9 RRXA
119LO552	LH Main Landing Gear Support Fitting	NO	0				Q.C. 9 RRXA
119RO551	RH Auxiliary Spars	NO	0				Q.C. 9 RRXA
119RO552	RH Main Landing Gear Support Fitting	NO	0				Q.C. 9 RRXA
120LO551	LH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	NO	0				Q.C. 9 RRXA
120LO552	LH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	NO	0				Q.C. 9 RRXA
120RO551	RH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	YES	1	1			Q.C. 9 RRXA
120RO552	RH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	YES	2	2			Q.C. 9 RRXA

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

D - CHECK

N: 8084U | MODEL: DC-8-71F | FACILITY: Tom Tech | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
121L0551	LH Wing Leading Edge - Exterior Xfs 107 to Xw 223	NO	0				[redacted] 9
121L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
121R0551	RH Wing Leading Edge - Exterior Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
121R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
122L0551	LH Wing Leading Edge - Exterior Xw 0 to Xfs 107	NO	0				Q.C. 9 RRXA
122L0552	LH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	NO	0				Q.C. 9 RRXA
122R0551	RH Wing Leading Edge - Exterior Xw 0 to Xfs 107	YES	1	1			Q.C. 9 RRXA
122R0552	RH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	YES	4	4			Q.C. 9 RRXA
123L0551	LH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	NO	0				Q.C. 9 RRXA
123L0552	#2 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
123R0551	RH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	NO	0				Q.C. 9 RRXA
123R0552	#3 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
124L0551	LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	NO	0				Q.C. 9 RRXA
124L0552	#2 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
124R0551	RH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	NO	0				Q.C. 9 RRXA
124R0552	#3 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
125L0551	LH Outboard Flap & Exhaust Gate Exterior	YES	1	1			Q.C. 9 RRXA
125L0552	LH Outboard Flap & Exhaust Gate Interior	NO	0				Q.C. 9 RRXA
125R0551	RH Outboard Flap & Exhaust Gate Exterior	NO	0				Q.C. 9 RRXA
125R0552	RH Outboard Flap & Exhaust Gate Interior	NO	0				Q.C. 9 RRXA
126L0551	LH Inboard Flap - Exterior	NO	0				Q.C. 9 RRXA
126L0552	LH Inboard Flap - Interior	NO	0				Q.C. 9 RRXA
126R0551	RH Inboard Flap - Exterior	NO	0				Q.C. 9 RRXA

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

D - CHECK

N:8084V | MODEL: DC-8-71F | FACILITY: TECH TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
126R0552	RH Inboard Flap - Interior	NO	0				Q.C. 9 RRXA
20000551	Wing Center Section Upper & Lower Skin - Exterior, Front & Rear Spar	YES	4	1	3		Q.C. 9 RRXA
227L0551	LH Wing Center Section - Interior	NO	0				Q.C. 9 RRXA
227R0551	RH Wing Center Section - Interior	NO	0				Q.C. 9 RRXA
375L0551	LH Horizontal Stabilizer Leading Edge Exterior	NO	0				Q.C. 9 RRXA
375L0552	LH Horizontal Stabilizer Leading Edge Interior	NO	0				Q.C. 9 RRXA
375R0551	RH Horizontal Stabilizer Leading Edge Exterior	NO	0				Q.C. 9 RRXA
375R0552	RH Horizontal Stabilizer Leading Edge Interior	NO	0				Q.C. 9 RRXA
376L0551	LH Horizontal Stabilizer - Exterior	YES	2	2			Q.C. 9 RRXA
376L0552	LH Horizontal Stabilizer - Interior	YES	3	3			Q.C. 9 RRXA
376R0551	RH Horizontal Stabilizer - Exterior	YES	1		1		Q.C. 9 RRXA
376R0552	RH Horizontal Stabilizer - Interior	YES	1		1		Q.C. 9 RRXA
37700551	Horizontal Stabilizer Center Section Exterior	NO	0				Q.C. 9 RRXA
37700552	Horizontal Stabilizer Center Section Interior	NO	0				Q.C. 9 RRXA
378L0551	LH Elevator & Tab - Exterior	NO	0				Q.C. 9 RRXA
378L0552	LH Elevator & Tab - Interior	NO	0				Q.C. 9 RRXA
378R0551	RH Elevator & Tab - Exterior	NO	0				Q.C. 9 RRXA
378R0552	RH Elevator & Tab - Interior	NO	0				Q.C. 9 RRXA
383L0551	LH Horizontal Stabilizer Tip Exterior & Interior	NO	0				Q.C. 9 RRXA
383R0551	RH Horizontal Stabilizer Tip Exterior & Interior	NO	0				Q.C. 9 RRXA
40000551	Fuselage Nose Section - Exterior Forward of Mfg. Splice	NO	0				Q.C. 9 RRXA
45100551	Radome Interior	NO	0				Q.C. 9 RRXA
45200551	Turbo Compressor Compartment Interior (Freon A/C only)	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 80840 | MODEL: DC-8-71F | FACILITY: Tech Tech | INSP. DATE: 7-18-00

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

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

D - CHECK

N:8084U | MODEL: DC-8-71F | FACILITY: TOW TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
55800551	Mid Ship Accessory Compartment Interior	YES	4	4			9 RRXA Q.C. 9 RRXA
559L0551	Aft Lower Cargo LH Tunnel - Interior	YES	2	2			Q.C. 9 RRXA
559L0552	AFT Lower Cargo LH Cusp	NO	0				9 RRXA Q.C.
559R0551	AFT Lower Cargo RH Tunnel - Interior	NO	0				Q.C. 9 RRXA
559R0552	AFT Lower Cargo RH Cusp	NO	0				9 RRXA Q.C.
55900551	AFT Lower Cargo Bilge - Interior	YES	44	41	3		Q.C. 9 RRXA
56000551	AFT Accessory Compartment - Interior	YES	1	1			9 RRXA Q.C.
56900552	AFT Passenger Entrance Door	NO	0				Q.C. 9 RRXA
56900553	Forward Service Door	YES	3	0	3		9 RRXA Q.C.
56900554	AFT Service Door	NO	0				Q.C. 9 RRXA
56900555	LH Overwing Exits	NO	0				9 RRXA Q.C.
56900556	RH Overwing Exits	NO	0				Q.C. 9 RRXA
56900557	LH Forward Type I Exit	NO	0				9 RRXA Q.C.
56900558	RH Forward Type I Exit	NO	0				Q.C. 9 RRXA
56900559	LH AFT Type I Exit	NO	0				Q.C. 9 RRXA
56900560	RH AFT Type I Exit	YES	1	1			Q.C. 9 RRXA
56900561	Forward Lower Cargo Forward Door	NO	0				9 RRXA Q.C.
56900562	Forward Lower Cargo AFT Door	NO	0				Q.C. 9 RRXA
56900563	AFT Lower Cargo Forward Door	NO	0				9 RRXA Q.C.
56900564	AFT Lower Cargo AFT Door	YES	1	1			Q.C. 9 RRXA
56900565	Upper Cargo Door	NO	0				9 RRXA Q.C.
56900566	Upper Cargo Door Jamb Plate	NO	0				9 RRXA
56900567	Upper Cargo Door Hinge	NO	0				Q.C. 9 RRXA

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

D - CHECK

DC-8-71F

N: 8084V | MODEL: ~~DC-8~~ | FACILITY: TOW TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
57000551	Top Surface of Wheel Well Pressure Panel & Wing Skin	YES	6	6			Q.C. 9 RRXA
57000552	Shear Web & Pressure Panels	YES	1	1			Q.C. 9 RRXA
57000553	Fuselage Frames above MLG Wheel Well Ceiling	YES	3	3			Q.C. 9 RRXA
573L0551	Upper Surface LH Cusp	YES	3	3			Q.C. 9 RRXA
573R0551	Upper Surface RH Cusp	NO	0				Q.C. 9 RRXA
57300551	Main Cabin Compartment - Interior	YES	68	64	4		Q.C. 9 RRXA
57300552	Window Doublers (all locations)	NO	0				Q.C. 9 RRXA
57300553	Longeron End Fittings STA 680-1140	NO	0				Q.C. 9 RRXA
574L0551	LH MLG Wheel Well & Keel Beam	YES	1	1			Q.C. 9 RRXA
574L0552	LH MLG Strut & Beam Assembly	NO	0				Q.C. 9 RRXA
574R0551	RH MLG Wheel Well & Keel Beam	YES	1	1			Q.C. 9 RRXA
574R0552	RH MLG Strut & Beam Assembly	NO	0				Q.C. 9 RRXA
60000551	AFT Fuselage & Vertical Stabilizer Exterior	YES	1	1			Q.C. 9 RRXA
66100551	AFT Fuselage Section - Interior	YES	15	15			Q.C. 9 RRXA
66100552	Vertical Stabilizer Front Spar Caps	NO	0				Q.C. 9 RRXA
66100553	Longeron Splice Fittings at AFT Pressure Bulkhead	NO	0				Q.C. 9 RRXA
66200551	Tail Section of Fuselage - Interior	YES	5	5			Q.C. 9 RRXA
67900551	Vertical Stabilizer Leading Edge Interior	YES	2	2			Q.C. 9 RRXA
68000551	Vertical Stabilizer Interspar Box Interior	NO	0				Q.C. 9 RRXA
68000552	Vertical Stabilizer Rear Spar Caps	NO	0				Q.C. 9 RRXA
68100551	Vertical Stabilizer Tip - Interior	NO	0				Q.C. 9 RRXA
68200551	Rudder & Tab - Exterior	NO	0				Q.C. 9 RRXA
68200552	Rudder - Interior	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 8084V | MODEL: DC-8-71F FACILITY: TEN TECH | INSP. DATE: 7-18-06

CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
81-00551 #1 Pylon - Exterior	No	0				9 RRXA / Q.C.
81-10551 #1 Pylon - Interior		0				Q.C. / 9 RRXA
82-00551 #2 Pylon - Exterior		0				9 RRXA / Q.C.
82-10551 #2 Pylon - Interior		0				Q.C. / 9 RRXA
83-00551 #3 Pylon - Exterior		0				9 RRXA / Q.C.
83-10551 #3 Pylon - Interior		0				Q.C. / 9 RRXA
84-00551 #4 Pylon - Exterior	√	0				9 RRXA / Q.C.
84-10551 #4 Pylon - Interior		0				9 RRXA
TOTAL CORROSION FINDINGS						Q.C. 9 RRXA

27430-2

8 of 8

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.

2.20.07
AD 92-24-07

C 10606

2.20.06 RRXA IPM, Volume 111, SID, Chapter 3, 1, Paragraph Π 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

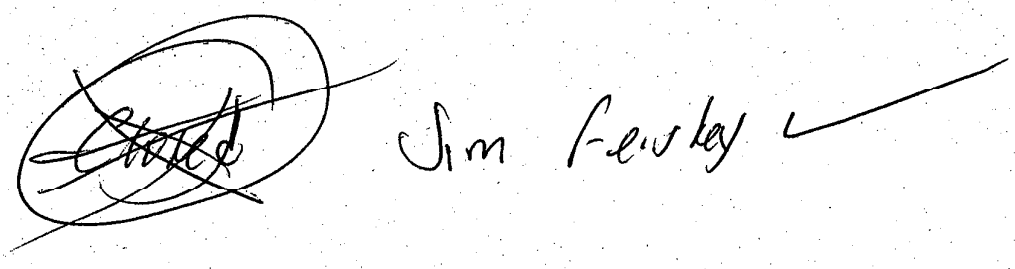
Check with Jin F. For manual revision.

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



EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR _____ SUGGESTION FOR CHANGE (check appropriate space) DATE _____

MANUAL/PUBLICATION TITLE _____

CHAPTER/SECTION/PAGE REFERENCE _____ PARAGRAPH _____

DESCRIPTION OF ERROR OR SUGGESTED CHANGE

Name _____ Signature _____

Station Location _____ Phone _____

_____ _____

Manager Approval Director of Engineering Approval

_____ _____

Director Maint. Approval Director of Quality Control Approval

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

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

ME051 (Rev. 3 10/15/99)

SUPPLEMENTAL STRUCTURAL INSPECTION PROGRAM

I. 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. Section 2 - This section contains the basic information, planning data and procedures for reporting of inspection results.

B. Appendix A - 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. Appendix B - 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. Appendix C - This appendix contains a record of all inspection results that have been reported to The Boeing Company.

II. POLICY

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.

5. Compare requirements against normal maintenance. Accomplish inspection by the End Date or Nth, whichever comes first.

6. Report all inspection results to Boeing.

B. 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.

IV. 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 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

A N

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.*

RRXA CONCLUSION: *No finding.*

TENNESSEE TECHNICAL SERVICES, L.L.C.

CRS T64R164O

634 Fitzhugh 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,

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: Jim Amins
Jerry Tumarco
Bob Hall

January 24, 2001
2.20.07 ✓

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,

[redacted]
Rr

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.

2.20.07

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
21 February 2001

Closed 3/13/01

B

RRXAA558B

2.20.08

Response: 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.

Tally Sheet in Reliability
MEO31 Original

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.

Serial #	Tail #	# MEO31s
45974	N8084U	30

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

Regards,

[redacted]

Charles R. Peck
Manager Reliability
[redacted]

enclosure
30 each MEO31R5's
1 each Major Inspection Data

EMERY WORLDWIDE AIRLINES
MAJOR INSPECTION REPORT

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

MAJOR INSPECTION DATA				
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%

CORROSION FINDINGS BY AREA									
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

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] * LEVEL 2 [ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 700 To Y Axis 781	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# -00-107
X Axis To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure:
Str/Long LH/RH: 35 To Str/Long LH/R/H_35	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin between Y 700 & Y 781 from Long. 35 L/H to Long. 35 R/H , 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 EO # 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A032

SERVICE DIFFICULTY REPORT NO.: RRXA003486
2000700B

ME031 Rev. 5
06 Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	376R0552
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD	

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER R/H HORIZ. STAB

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis XE 99 To X Axis: _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: _____	SRM Figure Used: _____	SRM Repair Figure: 51-1-21
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: _____	Repair Index No.: _____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to R/H Horizontal Stabilizer Skin at XE 99 , 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 Skin Panel I/A/W DC-8 SRM 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 3A017

SERVICE DIFFICULTY REPORT NO.: RRXA003501
376R9900

ME031 Rev. 5
06 Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER SEAT TRACK

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1120 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -48 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_53-2-0___
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Seat Track at Y 1120 & X -48 , 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 New Seat Track I/A/W DC-8 SRM 53-2-0.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5G060

SERVICE DIFFICULTY REPORT NO:: RRXA003500

57301120

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialze:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES

CHECK TYPE D	INSPECTION DATE 18-JULY-00		
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55700551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3 | [X] LOCAL [ ] WIDESPREAD

* EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER INTERCOSTAL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 380 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_53-2-0___
Str/Long LH/RH:_29__ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Y 380 Longeron 29 R/H , 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): 5C032

SERVICE DIFFICULTY REPORT NO.: RRXA003499

55703800

ME031 Rev. 5
06 J-- 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 56900553
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER **DOOR SILL**

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 600 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 51-1-4
Str/Long LH/RH: 21 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Door Sill at Y 600 Longeron 21 R/H , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B301

SERVICE DIFFICULTY REPORT NO.: RRXA003498

56906000

ME031 Rev. 5
0[illegible] Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO: SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE:

[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER INTERCOSTAL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 660 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:__ _____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-21__
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Y 660 , 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 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B294

SERVICE DIFFICULTY REPORT NO.: RRXA003497

57306600

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00

TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION 09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES ____ NO ____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT ____ REPAIR ____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [X] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1240 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 51-1-4
Str/Long LH/RH: 1 To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Fitting at Y 1240 at Longeron 1 L/H , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5B214

SERVICE DIFFICULTY REPORT NO.: RRXA003496

57301240

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	46600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -57 To Y Axis -70	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -59 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -10 To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 53-2-0
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -57 & Y -70 ,X -59, Z -10 , 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): 4B225

SERVICE DIFFICULTY REPORT NO.: RRXA003495

46605700

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	46400551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS:	[ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE.**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X OTHER FLOOR PANEL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -12 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis 32 To X Axis: -32	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 51-1-4
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Floor Panel at Y -12 between X 32 & X -32 , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B187

SERVICE DIFFICULTY REPORT NO.: RRXA003493

46401200

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	557R0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [X] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 70 To Y Axis:	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO#00-107
X Axis: To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: To Z Axis:	SRM Figure Used:	SRM Repair Figure:
Str/Long LH/RH: 22 To Str/Long LH/R/H 25	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Attach Angle at Y 70 between Long 22 R/H & Long. 25 R/H, 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 EO # 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5C086

SERVICE DIFFICULTY REPORT NO.: RRXA002755
557R7000

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		*INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE:**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -52 To Y Axis -70	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -20 To X Axis: -25	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -52 to ~~Y -70 at X -20~~ to X -25 , 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): 4B220

SERVICE DIFFICULTY REPORT NO.: RRXA003494

4560520A

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

* EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:

BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -32 To Y Axis -52	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -15 To X Axis: -21	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

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

SERVICE DIFFICULTY REPORT NO.: RRXA003490

4560320A

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	57300551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER FLOOR PANEL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 220 To Y Axis 240	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -40 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__53-2-0__
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Floor Panel between Y 220 &Y 240 at X -40 , 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): 9A019

SERVICE DIFFICULTY REPORT NO.: RRXA003488
57302200

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/ an. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	376R0551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL [ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [X] OTHER HORIZ. STAB

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis XE 278 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-21___
Str/Long LH/RH:_____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Horiz. Stab Skin at XE 278 , 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 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 3A027

SERVICE DIFFICULTY REPORT NO.: RRXA003487
376R2780

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize:

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55900551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98
* INSPECTION FINDINGS:	[ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

*** EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE**

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1 - ATTACH COPY(S) OF PREVIOUS REPORTS

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[X] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1400 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 53-2-0_____
Str/Long LH/RH: 36 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Frame at Y 1400 at Longeron 36 , 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 53-2-0.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E016

SERVICE DIFFICULTY REPORT NO.: RRXA002759

55901400

ME031 Rev. 5
[illegible]an. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

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

D - CHECK

N:8084U	MODEL:DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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	No	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**

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn Tech	INSP. DATE: 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
126R0552	RH Inboard Flap - Interior	No	0				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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY Tenn. Tech	INSP. DATE 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	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				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**
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**

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY Tenn. Tech.	INSP. DATE 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
55800551	**Mid Ship Accessory Compartment Interior**	**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
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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY Tenn Tech	INSP. DATE 18 July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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**
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				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

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

D - CHECK

N 8084U	MODEL DC-8-71-F	FACILITY: Tenn. Tech	INSP. DATE: 18, July 2000

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR 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 FINDINGS BY SECTIONS								
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**	**188**	**13**		
AREA	**6**	**Fuselage Aft. & Vertical Stabilizer**	**Yes**	**23**	**23**			
AREA	**8**	**Pylon 1 & 2 & 3 & 4**	**No**	**0**				
		TOTAL LEVEL 1's	**274**					
		TOTAL LEVEL 2's	**30**					
		TOTAL LEVEL 3's	**0**					
		TOTAL CORROSION FINDINGS	**304**					

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

D CHECK

N:8084U MODEL: DC-8-71 FACILITY: Town Tech INSP. DATE: 7-18-02

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
105L0551	LH Wing Tip - Exterior	YES	1	1			Q.C. 9 RRXA
105R0551	RH Wing Tip - Exterior	YES	1	1			Q.C. 9 RRXA
107L0551	LH Wing Leading Edge - Exterior Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107R0551	RH Wing Leading Edge - Exterior Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
107R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 710 to Tip	NO	0				Q.C. 9 RRXA
108L0551	LH Wing Leading Edge - Exterior Xw 485 to Xfs 710	YES	1		1		Q.C. 9 RRXA
108L0552	LH Wing Leading Edge - Interior Xw 485 to Xfs 710	NO	0				Q.C. 9 RRXA
108R0551	RH Wing Leading Edge - Exterior Xw 485 to Xfs 710	NO	0				Q.C. 9 RRXA
108R0552	RH Wing Leading Edge - Interior Xw 485 to Xfs 710	YES	3	3			Q.C. 9 RRXA
109L0551	LH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	YES	1		1		Q.C. 9 RRXA
109L0552	#1 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
109R0551	RH Upper & Lower Wing Skin - Exterior Xw 408 to Tip, Front to Rear Spar	NO	0				Q.C. 9 RRXA
109R0552	#4 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
110L0551	LH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	NO	0				Q.C. 9 RRXA
110R0551	RH Wing Trailing Edge - Interior & Exterior Xw 408 to Tip	NO	0				Q.C. 9 RRXA
111L0551	LH Ailerons - Exterior	NO	0				Q.C. 9 RRXA
111L0552	LH Ailerons - Interior	YES	3	3			Q.C. 9 RRXA
111R0551	RH Ailerons - Exterior	NO	0				Q.C. 9 RRXA
111R0552	RH Ailerons - Interior	YES	4	4			Q.C. 9 RRXA
112L0551	LH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA
112L0552	LH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA
112R0551	RH Leading Edge Outboard Stub Wing Exterior Xw 454 to Xw 485	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 8284U | MODEL: DC8-71F | FACILITY: TBIA TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
112R0552	RH Leading Edge Outboard Stub Wing Interior Xw 454 to Xw 485	NO	0				RRXA Q.C. 9
115L0551	LH Wing Leading Edge - Exterior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
115L0552	LH Wing Leading Edge - Interior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
115R0551	RH Wing Leading Edge - Exterior Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA
115R0552	RH Wing Leading Edge - Interior & Front Spar Xw 408 to Xw 454	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
116L0551	LH Wing Leading Edge - Exterior Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA
116L0552	LH Wing Leading Edge – Interior & Front Spar Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
116R0551	RH Wing Leading Edge - Exterior Xw 257 to Xw 408	NO	0				Q.C. 9 RRXA
116R0552	RH Wing Leading Edge - Interior & Front Spar Xw 257 to Xw 408	YES	3	3			Q.C. 9 RRXA Q.C. 9 RRXA
117L0551	LH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	NO	0				Q.C. 9 RRXA
117L0552	#1 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
117R0551	RH Upper & Lower Wing Skin - Exterior Xrs 172 to Xw 408, Front & Rear Spar	NO	0				Q.C. 9 RRXA
117R0552	#4 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
118L0551	LH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	YES	1	1			Q.C. 9 RRXA
118R0551	RH Wing Trailing Edge - Interior & Exterior Xw 0 to Xw 408	YES	3	3			Q.C. 9 RRXA Q.C. 9 RRXA
119L0551	LH Auxiliary Spars	NO	0				Q.C. 9 RRXA
119L0552	LH Main Landing Gear Support Fitting	NO	0				RRXA Q.C. 9
119R0551	RH Auxiliary Spars	NO	0				Q.C. 9 RRXA
119R0552	RH Main Landing Gear Support Fitting	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
120L0551	LH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	NO	0				Q.C. 9 RRXA
120L0552	LH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	NO	0				Q.C. 9 RRXA Q.C. 9 RRXA
120R0551	RH Leading Edge Inboard Stub Wing Exterior Xw 223 to Xw 257	YES	1	1			Q.C. 9 RRXA
120R0552	RH Leading Edge Inboard Stub Wing Interior Xw 223 to Xw 257	YES	2	2			Q.C. 9 RRXA

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

D - CHECK

N: 8084U | MODEL: DC-8-71F | FACILITY: TOW TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
121L0551	LH Wing Leading Edge - Exterior Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
121L0552	LH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
121R0551	RH Wing Leading Edge - Exterior Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
121R0552	RH Wing Leading Edge - Interior & Front Spar Xfs 107 to Xw 223	NO	0				Q.C. 9 RRXA
122L0551	LH Wing Leading Edge - Exterior Xw 0 to Xfs 107	NO	0				Q.C. 9 RRXA
122L0552	LH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	NO	0				Q.C. 9 RRXA
122R0551	RH Wing Leading Edge - Exterior Xw 0 to Xfs 107	YES	1	1			Q.C. 9 RRXA
122R0552	RH Wing Leading Edge - Interior & Front Spar Xw 0 to Xfs 107	YES	4	4			Q.C. 9 RRXA
123L0551	LH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	NO	0				Q.C. 9 RRXA
123L0552	#2 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
123R0551	RH Upper & Lower Wing Skin - Exterior Xrs 74 to Xrs 172, Front to Rear Spar	NO	0				Q.C. 9 RRXA
123R0552	#3 Alternate Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
124L0551	LH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	NO	0				Q.C. 9 RRXA
124L0552	#2 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
124R0551	RH Upper & Lower Wing Skin - Exterior Xw 0 to Xrs 74, Front to Rear Spar	NO	0				Q.C. 9 RRXA
124R0552	#3 Main Fuel Tank - Interior	NO	0				Q.C. 9 RRXA
125L0551	LH Outboard Flap & Exhaust Gate Exterior	YES	1	1			Q.C. 9 RRXA
125L0552	LH Outboard Flap & Exhaust Gate Interior	NO	0				Q.C. 9 RRXA
125R0551	RH Outboard Flap & Exhaust Gate Exterior	NO	0				Q.C. 9 RRXA
125R0552	RH Outboard Flap & Exhaust Gate Interior	NO	0				Q.C. 9 RRXA
126L0551	LH Inboard Flap - Exterior	NO	0				Q.C. 9 RRXA
126L0552	LH Inboard Flap - Interior	NO	0				Q.C. 9 RRXA
126R0551	RH Inboard Flap - Exterior	NO	0				Q.C. 9 RRXA

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

D - CHECK

N:8084V | MODEL: DC-8-71F | FACILITY: TOW TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
126R0552	RH Inboard Flap - Interior	NO	0				Q.C. 9 RRXA
20000551	Wing Center Section Upper & Lower Skin - Exterior, Front & Rear Spar	YES	4	1	3		Q.C. 9 RRXA
227L0551	LH Wing Center Section - Interior	NO	0				Q.C. 9 RRXA
227R0551	RH Wing Center Section - Interior	NO	0				Q.C. 9 RRXA
375L0551	LH Horizontal Stabilizer Leading Edge Exterior	NO	0				Q.C. 9 RRXA
375L0552	LH Horizontal Stabilizer Leading Edge Interior	NO	0				Q.C. 9 RRXA
375R0551	RH Horizontal Stabilizer Leading Edge Exterior	NO	0				Q.C. 9 RRXA
375R0552	RH Horizontal Stabilizer Leading Edge Interior	NO	0				Q.C. 9 RRXA
376L0551	LH Horizontal Stabilizer - Exterior	YES	2	2			Q.C. 9 RRXA
376L0552	LH Horizontal Stabilizer - Interior	YES	3	3			Q.C. 9 RRXA
376R0551	RH Horizontal Stabilizer - Exterior	YES	1		1		Q.C. 9 RRXA
376R0552	RH Horizontal Stabilizer - Interior	YES	1		1		Q.C. 9 RRXA
37700551	Horizontal Stabilizer Center Section Exterior	NO	0				Q.C. 9 RRXA
37700552	Horizontal Stabilizer Center Section Interior	NO	0				Q.C. 9 RRXA
378L0551	LH Elevator & Tab - Exterior	NO	0				Q.C. 9 RRXA
378L0552	LH Elevator & Tab - Interior	NO	0				Q.C. 9 RRXA
378R0551	RH Elevator & Tab - Exterior	NO	0				Q.C. 9 RRXA
378R0552	RH Elevator & Tab - Interior	NO	0				Q.C. 9 RRXA
383L0551	LH Horizontal Stabilizer Tip Exterior & Interior	NO	0				Q.C. 9 RRXA
383R0551	RH Horizontal Stabilizer Tip Exterior & Interior	NO	0				Q.C. 9 RRXA
40000551	Fuselage Nose Section - Exterior Forward of Mfg. Splice	NO	0				Q.C. 9 RRXA
45100551	Radome Interior	NO	0				Q.C. 9 RRXA
45200551	Turbo Compressor Compartment Interior (Freon A/C only)	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 80840 | MODEL: DC-8-71F | FACILITY: TOOL TECH | INSP. DATE: 7-18-00

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

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

D - CHECK

N: 8040 | MODEL: DC-8-71F | FACILITY: TEMP TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
55800551	Mid Ship Accessory Compartment Interior	YES	4	4			9 RRXA Q.C. 9 RRXA
559L0551	Aft Lower Cargo LH Tunnel - Interior	YES	2	2			Q.C. 9 RRXA
559L0552	AFT Lower Cargo LH Cusp	NO	0				9 RRXA Q.C. 9 RRXA
559R0551	AFT Lower Cargo RH Tunnel - Interior	NO	0				Q.C. 9 RRXA
559R0552	AFT Lower Cargo RH Cusp	NO	0				9 RRXA Q.C. 9 RRXA
55900551	AFT Lower Cargo Bilge - Interior	YES	44	41	3		Q.C. 9 RRXA
56000551	AFT Accessory Compartment - Interior	YES	1	1			9 RRXA Q.C. 9 RRXA
56900552	AFT Passenger Entrance Door	NO	0				Q.C. 9 RRXA
56900553	Forward Service Door	YES	3	0	3		9 RRXA Q.C. 9 RRXA
56900554	AFT Service Door	NO	0				Q.C. 9 RRXA
56900555	LH Overwing Exits	NO	0				9 RRXA Q.C. 9 RRXA
56900556	RH Overwing Exits	NO	0				Q.C. 9 RRXA
56900557	LH Forward Type I Exit	NO	0				9 RRXA Q.C. 9 RRXA
56900558	RH Forward Type I Exit	NO	0				Q.C. 9 RRXA
56900559	LH AFT Type I Exit	NO	0				9 RRXA Q.C. 9 RRXA
56900560	RH AFT Type I Exit	YES	1	1			Q.C. 9 RRXA
56900561	Forward Lower Cargo Forward Door	NO	0				9 RRXA Q.C. 9 RRXA
56900562	Forward Lower Cargo AFT Door	NO	0				Q.C. 9 RRXA
56900563	AFT Lower Cargo Forward Door	NO	0				9 RRXA Q.C. 9 RRXA
56900564	AFT Lower Cargo AFT Door	YES	1	1			Q.C. 9 RRXA
56900565	Upper Cargo Door	NO	0				9 RRXA Q.C. 9 RRXA
56900566	Upper Cargo Door Jamb Plate	NO	0				Q.C. 9 RRXA
56900567	Upper Cargo Door Hinge	NO	0				Q.C. 9 RRXA

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

D - CHECK

DC-8-71F

N: 8084V | MODEL: ~~DC-8~~ | FACILITY: TWA TECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK		CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	2	3	INSPECTOR SIGN-OFF
57000551	Top Surface of Wheel Well Pressure Panel & Wing Skin	YES	6	6			Q.C. 9 RRXA
57000552	Shear Web & Pressure Panels	YES	1	1			Q.C. 9 RRXA
57000553	Fuselage Frames above MLG Wheel Well Ceiling	YES	3	3			Q.C. 9 RRXA
573L0551	Upper Surface LH Cusp	YES	3	3			Q.C. 9 RRXA
573R0551	Upper Surface RH Cusp	NO	0				Q.C. 9 RRXA
57300551	Main Cabin Compartment - Interior	YES	68	64	4		Q.C. 9 RRXA
57300552	Window Doublers (all locations)	NO	0				Q.C. 9 RRXA
57300553	Longeron End Fittings STA 680-1140	NO	0				Q.C. 9 RRXA
574L0551	LH MLG Wheel Well & Keel Beam	YES	1	1			Q.C. 9 RRXA
574L0552	LH MLG Strut & Beam Assembly	NO	0				Q.C. 9 RRXA
574R0551	RH MLG Wheel Well & Keel Beam	YES	1	1			Q.C. 9 RRXA
574R0552	RH MLG Strut & Beam Assembly	NO	0				Q.C. 9 RRXA
60000551	AFT Fuselage & Vertical Stabilizer Exterior	YES	1	1			Q.C. 9 RRXA
66100551	AFT Fuselage Section - Interior	YES	15	15			Q.C. 9 RRXA
66100552	Vertical Stabilizer Front Spar Caps	NO	0				Q.C. 9 RRXA
66100553	Longeron Splice Fittings at AFT Pressure Bulkhead	NO	0				Q.C. 9 RRXA
66200551	Tail Section of Fuselage - Interior	YES	5	5			Q.C. 9 RRXA
67900551	Vertical Stabilizer Leading Edge Interior	YES	2	2			Q.C. 9 RRXA
68000551	Vertical Stabilizer Interspar Box Interior	NO	0				Q.C. 9 RRXA
68000552	Vertical Stabilizer Rear Spar Caps	NO	0				Q.C. 9 RRXA
68100551	Vertical Stabilizer Tip - Interior	NO	0				Q.C. 9 RRXA
68200551	Rudder & Tab - Exterior	NO	0				Q.C. 9 RRXA
68200552	Rudder - Interior	NO	0				Q.C. 9 RRXA

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

D - CHECK

N: 8084V | MODEL: DC-8-71F | FACILITY: TEXTECH | INSP. DATE: 7-18-00

CORROSION INSPECTION TASK	CORROSION FOUND?	TOTAL FINDINGS	LEVEL 1	LEVEL 2	LEVEL 3	INSPECTOR SIGN-OFF
81-00551 #1 Pylon - Exterior	No	0				9 RRXA Q.C. 9 RRXA
81-10551 #1 Pylon - Interior		0				Q.C. 9 RRXA
82-00551 #2 Pylon - Exterior		0				9 RRXA Q.C. 9 RRXA
82-10551 #2 Pylon - Interior		0				Q.C. 9 RRXA
83-00551 #3 Pylon - Exterior		0				9 RRXA Q.C. 9 RRXA
83-10551 #3 Pylon - Interior		0				Q.C. 9 RRXA
84-00551 #4 Pylon - Exterior	√	0				9 RRXA Q.C. 9 RRXA
84-10551 #4 Pylon - Interior		0				
TOTAL CORROSION FINDINGS						Q.C. 9 RRXA

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CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 46400551
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION: 09/21/98
INSPECTION FINDINGS: [ ] LEVEL 1	[X] LEVEL 2	[ ] LEVEL 3 [X] LOCAL [ ] WIDESPREAD

EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE:
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? YES ____ NO ____ IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [X] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RID [X] OTHER PANEL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -52 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -2 To X Axis:__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:__51-1-4____
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Cockpit Panel at Y -52, X -20 & Z 0 , 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 51-1-4.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B178

SERVICE DIFFICULTY REPORT NO.: RRXA00

46405200

ME031 Rev. 5
06 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION	09/21/98
INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[ ] LOCAL	[ ] WIDESPREAD

EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE:

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

YES _____ NO _____ IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURE.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES _____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -12 To Y Axis 8	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis 58 To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure:_53-2-0___
Str/Long LH/RH:_____ To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y -12 & Y 8,X58,Z-11 , 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): 4B117

SERVICE DIFFICULTY REPORT NO. RRXA003491

45601200

ME031 Rev. 5
06 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		* INTERVAL SINCE LAST INSPECTION	09/21/98

* INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3 [X] LOCAL [ ] WIDESPREAD

** EWA RELIABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

YES NO IF YES REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.

DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?

IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURER.

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RID [X] OTHER FINGER DOUBLER

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -32 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis -20 To X Axis: -22	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis:	SRM Figure Used:	SRM Repair Figure: 53-2-0
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Finger Doubler at Y -32, X -22, Z -11 , 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): 4B097

SERVICE DIFFICULTY REPORT NO.: RRXA003489
45603200

ME031 Rev. 5
0/ 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA-09
Stamp or Initialize

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES	
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:. 55900551	
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION 09/21/98	
INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3 [X] LOCAL [ ] WIDESPREAD			

EWA RELIABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION INDICATED ABOVE. [illegible] PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 2 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] NO [illegible] REDUCE FINDINGS TO LEVEL 1 [illegible] ATTACH COPY OF PREVIOUS REPORTS [illegible] PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF NO, SEE [illegible] LEVEL 3 OR REPORT TO MANUFACTURER [illegible]

CAUSE OF DAMAGE:
[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ____________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ____ NO X
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[X] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1514 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis To X Axis:__ ________	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:__________	SRM Figure Used:__________	SRM Repair Figure:__________
Str/Long LH/RH: 27 To Str/Long LH/R/H 28	Figure Item No.:__________	Repair Index No.:__________

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

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/W/DC-8 SRM 51-1-8 . Fabricated and installed New Doubler I/A/W EO# -00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E050

SERVICE DIFFICULTY REPORT NO.: RRXA002761
55901614

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA002 [illegible]
Stamp or Initial [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	108L0551

INITIAL INSPECTION [ ] YES [X] NO — INTERVAL SINCE LAST INSPECTION 09/21/98

INSPECTION FINDINGS [illegible]

EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE [illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ____________________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[X] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	**Blend-Out Information**	**Repair Reference (if used):**
Y Axis To Y Axis	Original Thickness IAW SRM Figure:	**Engineer Sketch Number:**
X Axis XFS 666 To X Axis:__ XFS 672__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:__________	SRM Figure Used:______________	**SRM Repair Figure:__57-2-1__**
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:______________	Repair Index No.:______________

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin between XFS 666 & XFS 672 , 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 57-2-1.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1A009

SERVICE DIFFICULTY REPORT NO.: RRXA002661 [illegible]

108L6660

ME031 Rev. 5
[illegible] Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control [illegible] Stamp or Initials

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION	09/21/98 [illegible]
INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] LEVEL 3		[X] LOCAL	[ ] WIDESPREAD

EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE [illegible] ... NO [illegible] ... DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 2 CORROSION FINDINGS ON THE AFFECTED MEMBERS? [illegible] IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURER [illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ______

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ____ REPAIR ____

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[X] OTHER KEEL BEAM

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 700 To Y Axis 781	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO # 00-107
X Axis To X Axis: ______	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: ______	SRM Figure Used: ______	SRM Repair Figure: ______
Str/Long LH/RH: 35 To Str/Long LH/R/H 35	Figure Item No.: ______	Repair Index No.: ______

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Keel Beam between Y 700 & Y 781 at Long. 35 L/H & Long. 35 R/H , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A032

SERVICE DIFFICULTY REPORT NO.: RRXA002695
2000700A

ME031 Rev. 5
06 Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA 07[illegible]
Stamp or Initialize [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	55900551
INITIAL INSPECTION [illegible] [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION	09-21-98 [illegible]
INSPECTION FINDINGS [illegible] [ ] LEVEL 1 [X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

EWA RELIABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE.
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS.
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 2 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] REPORT TO MANUFACTURER [illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ____________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X
IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[X] OTHER INTERCOSTAL

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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 1100 To Y Axis 1120	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis To X Axis:__________	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:__________	SRM Figure Used:__________	SRM Repair Figure:___53-2-0___
Str/Long LH/RH:__27__ To Str/Long LH/R/H_	Figure Item No.:__________	Repair Index No.:__________

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Intercostal at Longeron 27 R/H between Y 1100 & Y 1120 , 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 New Intercostal I/A/W DC-8 SRM 51-1-21.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5E129

SERVICE DIFFICULTY REPORT NO.: RRXA002695
20007000 [illegible]

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SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control [illegible]
Stamp or Initials [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [illegible] YES [illegible] NO		INTERVAL SINCE LAST INSPECTION	09/21/98
INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2	[ ] LEVEL 3	[X] LOCAL	[ ] WIDESPREAD

EWA REPEATABILITY SECTION – COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE. DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF YES, REDUCE FINDINGS TO LEVEL 1 & ATTACH COPY OF PREVIOUS REPORTS. [illegible]
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF NO, [illegible] REPORT TO MANUFACTURER. [illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ____________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X
IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ______ REPAIR ______

[X] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 680 To Y Axis 700	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis To X Axis: ______	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis: ______	SRM Figure Used: ______	SRM Repair Figure: ______
Str/Long LH/RH: 33 To Str/Long LH/R/H_	Figure Item No.: ______	Repair Index No.: ______

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 33 R/H between Y 680 & Y 700 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 2A023

SERVICE DIFFICULTY REPORT NO.: RRXA002694

20006800

ME031 Rev. 5
[illegible] Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control Rep. [illegible]
Stamp or [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION	09/21/98
INSPECTION FINDINGS: [illegible] LEVEL 1 [illegible] LEVEL 2 [illegible] LEVEL 3		[X] LOCAL	[ ] WIDESPREAD

EWA RELIABILITY SECTION - COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE. DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 2 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] NO [illegible] IF YES, REDUCE FINDINGS TO LEVEL 1, ATTACH COPY OF PREVIOUS REPORT. [illegible] DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURER. [illegible]

CAUSE OF DAMAGE:

[X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL

[ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ________________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES . NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT ______ REPAIR ______

[X] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB .	[] 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 Range (TO)	**Blend-Out Information**	**Repair Reference (if used):**
Y Axis 8 To Y Axis -67	Original Thickness IAW SRM Figure:	**Engineer Sketch Number:**
X Axis To X Axis:__ ________	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis To Z Axis:__________	SRM Figure Used:______________	**SRM Repair Figure:_53-2-2______**
Str/Long LH/RH:__31__ To Str/Long LH/R/H_	Figure Item No.:______________	Repair Index No.:______________

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 31 R/H between Y 8 & Y -67 , 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 New Longeron I/A/W DC-8 SRM 53-2-2.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4A057

SERVICE DIFFICULTY REPORT NO.: RRXA002701 [illegible]

45608000

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Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA0701 [illegible]
Stamp/Initials [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	45600551
INITIAL INSPECTION [ ] YES [X] NO		INTERVAL SINCE LAST INSPECTION	09/21/98

INSPECTION FINDINGS [illegible] LEVEL 1 [illegible] LEVEL 2 [illegible] LEVEL 3 [illegible] LOCAL [illegible] WIDESPREAD

EWA RELIABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
[illegible] YES [illegible] NO [illegible] IF YES REDUCE FINDINGS TO LEVEL 1 AT ATTACH COPY(S) OF PREVIOUS REPORTS
DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)?
IF NO, SUBMIT LEVEL 2 OR 3 REPORT TO MANUFACTURER

CAUSE OF DAMAGE:	[X] ENVIRONMENT	[ ] INTERNAL LEAKAGE	[ ] CHEMICAL SPILL	[ ] LAV/GALLEY SPILL
	[ ] BLOCKED DRAIN	[ ] WET INSULATION	[ ] UNKNOWN	[ ] OTHER ________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X

IF YES, INDICATE WHICH ONE(S) APPLY:
BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[X] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis -67 To Y Axis	Original Thickness IAW SRM Figure:	Engineer Sketch Number: EO# 00-107
X Axis -17 To X Axis:__	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis -11 To Z Axis:________	SRM Figure Used:________	SRM Repair Figure:________
Str/Long LH/RH:____ To Str/Long LH/R/H_	Figure Item No.:________	Repair Index No.:________

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler at Y -67, X -17, Z -11 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B085

SERVICE DIFFICULTY REPORT NOS: RRXA002703
45606700

ME031 Rev. 5
0^ Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control RRXA [illegible]
Stamp or Initial 2 [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT
(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	MANUFACTURE'S CORROSION TASK NO:.	465R0551

INITIAL INSPECTION [ ] YES [X] NO — HISTORY FROM PREVIOUS INSPECTION: 09/21/98

INSPECTION FINDINGS: [illegible]

[illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ____ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[ ] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [X] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [ ] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 8 To Y Axis: -12	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO# 00-107
X Axis: -59 To X Axis:	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: -10 To Z Axis:	SRM Figure Used:	SRM Repair Figure:
Str/Long LH/RH: To Str/Long LH/R/H	Figure Item No.:	Repair Index No.:

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Doubler between Y 8 & Y -12 at X 59 & Z -10 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 4B226

SERVICE DIFFICULTY REPORT NO: RFX 00-704

465R8000

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control Inspector

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	109R0551

INITIAL INSPECTION [ ] YES [X] NO INTERVAL SINCE LAST INSPECTION 09/21/98

INSPECTION FINDINGS: [illegible]

EWA REPORTABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 1 OR 3 CORROSION IS INDICATED ABOVE [illegible]

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER ____________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[X] FITTING
[ ] FRAME	[ ] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 410 To Y Axis: ______	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO#00-107
X Axis: XFW 454 To X Axis XW408	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: ______ To Z Axis: ______	SRM Figure Used: ______	SRM Repair Figure: ______
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: ______	Repair Index No.: ______

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Fitting at Y 410 between XFW 454 & XW 408, 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1B314

SERVICE DIFFICULTY REPORT NO.: RRXA002715

109R4100

ME031 Rev. 5
[illegible] Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

[illegible]

CORROSION PREVENTION AND CONTROL PROGRAM

INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES		CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY	TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974		MANUFACTURE'S CORROSION TASK NO:.	20000551
INITIAL INSPECTION [illegible]	[ ] YES [X] NO	INTERVAL SINCE LAST INSPECTION	09/21/98
INSPECTION FINDINGS: [ ] LEVEL 1 [X] LEVEL 2 [ ] [illegible]		[X] LOCAL [illegible]	[ ] WIDESPREAD [illegible]

EWA RELIABILITY SECTION: COMPLETE THE FOLLOWING IF LEVEL 2 OR 3 CORROSION IS INDICATED ABOVE. DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF YES, REDUCE FINDINGS TO LEVEL 1. ATTACH COPY(S) OF PREVIOUS REPORTS. DO PREVIOUS CORROSION INSPECTION RECORDS SHOW LEVEL 1 CORROSION FINDINGS ON THE AFFECTED MEMBER(S)? [illegible] IF NO, SUBMIT LEVEL 2 FOR REPORT TO MANUFACTURER. [illegible]

CAUSE OF DAMAGE:

[X] ENVIRONMENT	[ ] INTERNAL LEAKAGE	[ ] CHEMICAL SPILL	[ ] LAV/GALLEY SPILL
[ ] BLOCKED DRAIN	[ ] WET INSULATION	[ ] UNKNOWN	[ ] OTHER ________

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES ______ NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT ______ REPAIR ______

[ ] LONGERON	[ ] SPAR CAP	[ ] BULKHEAD
[ ] STRINGER	[ ] WEB	[ ] FITTING
[ ] FRAME	[X] SKIN	[ ] FLOOR BEAM
[ ] SHEAR TIE	[ ] DOUBLER	[ ] ATTACH ANGLE
[ ] BRACKET	[ ] RIB	[] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis: 848 To Y Axis: ______	Original Thickness IAW SRM Figure:	Engineer Sketch Number:EO # 00-107
X Axis: 60 To X Axis: ______	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis: ______ To Z Axis: ______	SRM Figure Used: ______	SRM Repair Figure: ______
Str/Long LH/RH: ____ To Str/Long LH/R/H_	Figure Item No.: ______	Repair Index No.: ______

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Skin at Y 848 & X 60 , 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 EO# 00-107.

REPAIR FACILITY NON ROUTINE NUMBER(S): 1C015

SERVICE DIFFICULTY REPORT NO: RRXA002738

20008480

ME031 Rev. 5
[illegible] Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control [illegible] Stamp or Initialize [illegible]

CORROSION PREVENTION AND CONTROL PROGRAM
INSPECTION REPORT

(This form only required for primary structure)

EMERY WORLDWIDE AIRLINES	CHECK TYPE D	INSPECTION DATE 18-JULY-00
TAIL NO. N8084U	MODEL DC-8-71F	MAINT/REPAIR FACILITY TENN. TECHNICAL SERVICES
FACTORY SERIAL NO. 45974	MANUFACTURE'S CORROSION TASK NO:.	55700551

INITIAL INSPECTION [ ] YES [X] NO INTERVAL SINCE LAST INSPECTION 07/21/98

INSPECTION FINDINGS: [ ] NIL [X] LIGHT [ ] MODERATE [ ] SEVERE [X] LOCAL [ ] WIDESPREAD

HEAVY RELIABILITY SECTION - COMPLETE THE FOLLOWING ITEMS IF ANY CORROSION IS INDICATED ABOVE

DO THE CORROSION INSPECTION RECORDS SHOW LEVEL 2 CORROSION FINDINGS ON THE AFFECTED MEMBERS? YES NO

IF YES, WERE LEVEL 2 CORROSION FINDINGS PREVIOUSLY REPORTED TO MANUFACTURER? YES NO

DO THE CORROSION INSPECTION RECORDS SHOW LEVEL 3 CORROSION FINDINGS ON THE AFFECTED MEMBERS?

IF YES, WERE LEVEL 3 CORROSION FINDINGS PREVIOUSLY REPORTED TO MANUFACTURER? YES NO

CAUSE OF DAMAGE: [X] ENVIRONMENT [ ] INTERNAL LEAKAGE [ ] CHEMICAL SPILL [ ] LAV/GALLEY SPILL [ ] BLOCKED DRAIN [ ] WET INSULATION [ ] UNKNOWN [ ] OTHER _____

CORRODED MEMBER(S)

DO THE MEMBER(S) EXHIBIT EVIDENCE OF PRIOR CORROSION BLEND OUT, OR REPAIR? YES NO X

IF YES, INDICATE WHICH ONE(S) APPLY: BLEND OUT _____ REPAIR _____

[X] LONGERON [ ] SPAR CAP [ ] BULKHEAD
[ ] STRINGER [ ] WEB [ ] FITTING
[ ] FRAME [ ] SKIN [ ] FLOOR BEAM
[ ] SHEAR TIE [ ] DOUBLER [ ] ATTACH ANGLE
[ ] BRACKET [ ] RIB [] 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 Range (TO)	Blend-Out Information	Repair Reference (if used):
Y Axis 350 To Y Axis:_____	Original Thickness IAW SRM Figure:	Engineer Sketch Number:
X Axis: To X Axis:_____	Percentage Material Thickness After Blend-out:	Manufacture's Drawing No.:
Z Axis:_____ To Z Axis:_____	SRM Figure Used:_____	SRM Repair Figure: 53-2-2
Str/Long LH/RH: 35 To Str/Long LH/R/H_	Figure Item No.:_____	Repair Index No.:_____

DESCRIPTION OF DAMAGED AREA AND CORRECTIVE ACTION:

Found corrosion damage to Longeron 35 R/H ,at 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 new Longeron I/A/W DC-8 SRM 53-2-2.

REPAIR FACILITY NON ROUTINE NUMBER(S): 5C049

SERVICE DIFFICULTY REPORT NO.: RRXA 002-52

55703500

ME031 Rev. 5
Jan. 1998

SHADED AREAS TO BE COMPLETED BY EWA REPRESENTATIVE.

EWA Quality Control REX-007

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 approved Equivalent CPCP and the MDC Document MDC-K4608.*~~

developing a m

EWA has ~~also~~ been in the process of ~~adjusting~~ ~~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 th~~
EWA (in conjunction with Boeing) has been developing an MSG-3 maintenance program for its' DC-8 fleet. ~~This development 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 CPCP program ~~in its entirety at intervals~~ as defined ~~out lined~~ in the MDC-K4608 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: EW*A'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, Ohio 45226
513-533-8110
FAX 513-533-8420**

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Tumarco
Bob Dall

January 24, 2001

2080.09

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,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

2000 HEAVY CHECK SEASON

AIRCRAFT	TYPE CHECK VENDOR	Date in check	Date out	days in check	days over schedule	LEVEL 2
N792FT c/w	C-1/CPCP TENN. TECH.	24DEC99	29FEB00	67	7	83
N831AL	D DEE HOWARD	24DEC99	17APR00	116	41	125
N832AL c/w	C-1 DEE HOWARD	24DEC99	03MAR00	70	20	26
N995CF	D TENN TECH	11JAN00	28JUN00	169	94	15
N8085U	D PEMCO	11JAN00	23MAY00	133	58	12
N8177U	D PEMCO	24DEC99	30APR00	128	53	76
N961R	C-4 TENN TECH	29FEB00	10MAY00	71	21	18
N2674U	C-3 DALFORT	29FEB00	25MAY00	86	36	17
N8084U	D TENN TECH	31MAR00	10JULY00	102	27	30
N796FT	C-4 DALFORT	29APR00	25JUL00	86	36	13
N68042	C-1 & A-4 MOBILE AERO	30JUN00	14AUG00	46	25	
N870TV	C-1 PEMCO	12JUL00	04SEP00	54	9	
N811AL	D TENN TECH	15JUL00				
N8076U	D PEMCO	30JUL00				
N500MH	D TENN TECH	31AUG00				

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

2.20.09

81

2.20.10 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: *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: *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**

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Gary Inman
Bob Dell

January 24, 2001

2.20.10

FILE NUMBER: 2001GL050049

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) 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,

[redacted]
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.

2.20, 10

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.

Richard A. Hagquist
Assistant Director of Operations
[redacted]

Emery Worldwide Airlines

Response to Findings Contained in RASIP Report (DRAFT)

EWA Flight Operations

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.

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.

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

[redacted]
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
[redacted]

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 Ungemach
Director, Line Maintenance
EWA
[redacted]

RASIP 2000 October

1. Pallets Destined MEX
South Staging Area —

2. Aircraft Loading manual
No Procedures for Instowe Stall

3. ULD - TSO - Pallets
CAL 744 JEB - Lashing Line
793D CO - Net Damage

4. MEM - Belly Net

5. AAL Containers

To: David Ungemach

Date: January 17,2001

Subject: 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 ½% 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.

Thacey

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.

2.06.4 – 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 Jones, Dave Ungemach, Tracey 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 26th 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

CONFIDENTIAL

RASIP FINDINGS SUMMARY [redacted]

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

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 - [redacted] - 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- [redacted] - 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- [redacted]. - 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 - [redacted] - Dave Ungemach

2.11.5 [redacted]. - 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 - [redacted]. - 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 H
From: Northup, Robert J
Sent: Monday, January 29, 2001 11:41 AM
To: Owens, James H
Cc: Ungemach, David W
Subject: RE: racip answers Dayton

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

-----Original Message-----
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:

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.

2.03.10-AMM #47 has been turned into Tech Pubs for revision correction. AMM #47 was assigned to aircraft N950 not Dayton Line.
2.04.01-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."
2.06.03-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.
2.06.11-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.
2.06.15-Facility improvement recommendations have been submitted to Senior Management.
2.07.03-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.
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.
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.

2.18.02-Dayton Line Maintenance removed all hand cleaner and have begun to stock new cleaner approved by the Safety department.
2.19.01-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.
2.19.02-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 UNGEMACH

FROM: JACK L. SMITH JR.

SUBJECT: RASIP PRELIMINARY FINDINGS

DATE: NOVEMBER 9, 2000

CC: 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.

2.06.09

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.

2.06.12

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.

2.15.06

Item 66. EWA Mechanic at EWR working on the DC-10 and not properly qualified- 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.

2.15.07

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.

X

JL

Fogle-Payton, Amy L

From: Reinhold, Ronald W
Sent: Tuesday, November 07, 2000 1:14 PM
To: Fogle-Payton, Amy L
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.

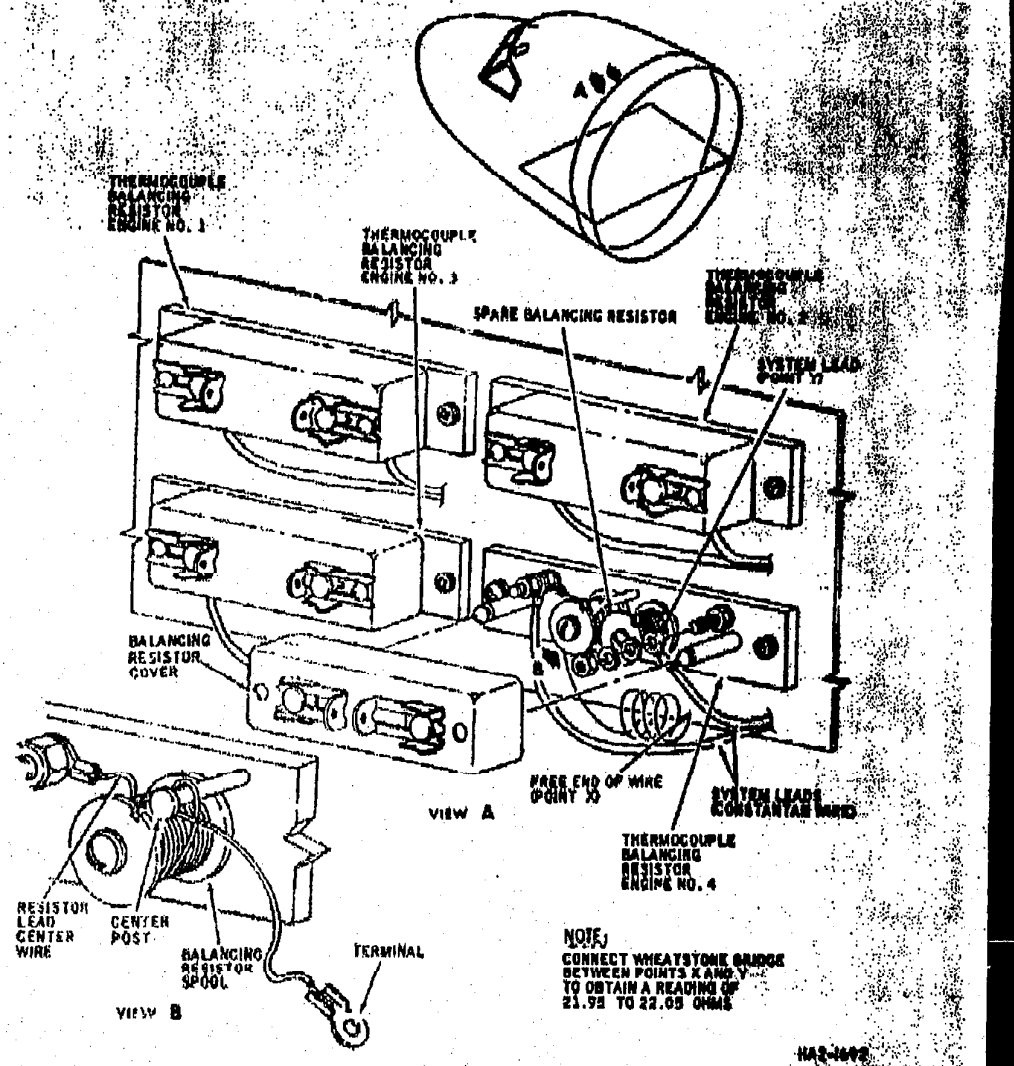
-----Original Message-----
From: Fogle-Payton, Amy L
Sent: Monday, November 06, 2000 3:50 PM
To: Reinhold, Ronald W; Lee, David M
Cc: Smith Jr, Jack L
Subject: RASIP Inspection Findings

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



Exhaust Gas Temperature System -- Adjustment
Figure 201

Jul 1/67

TEMPERATURE - MAINTENANCE PRACTICES

1. General

A. The exhaust gas temperature (EGT) system is adjusted by shorting out a length of the wire contained on the balancing resistor spool. If the wire is too short for proper calibration, install new or spare balancing resistor wire in accordance with procedure outlined in 77-20-0.

B. To ensure that the proper EGT system resistance is obtained, the sum of several resistance readings should fall within the tolerance of 22.03 to 22.05 ohms at approximately 21°C (70°F).

C. The adjustment/test procedures for each engine EGT system are identical.

2. Tools and Test Equipment

Item	Manufacturer	Use
A. [illegible] 19 mil		To calibrate exhaust gas temperature system
B. [illegible] Bridge	Type 4302 or equivalent	Leeds & Northrup	To calibrate exhaust gas temperature system

3. Adjustment/Test Exhaust Gas Temperature System

A. Adjust System

(1) Remove EGT indicator (see 77-20-0).

(2) Short radiation thermocouple leads together.

(3) Remove balancing resistor cover.

(4) Remove system constantan (yellow) wire from terminal.

(5) Desolder outer end of balancing resistor from terminal and unwind several outer turns of wire from balancing resistor spool.

(6) Connect test set (Wheatstone bridge) between system constantan (yellow) wire and free end of balancing resistor wire.

(7) Check for a resistance reading of 21.95 to 22.05 ohms. If resistance value is within tolerance, no further adjustment is required. Resolder balancing resistor wire on terminal and proceed to step (15).

(8) If resistance value is not obtained, move balancing resistor wire through bridge connection, making certain good contact is maintained through insulation until 21.95 to 22.05 ohms is obtained. Mark wire at point of correct resistance reading.

NOTE: If resistor wire is too short to obtain 21.95 to 22.05 ohms, remove spare balancing resistor wire from other terminal, install new or spare balancing resistor wire (see 77-20-2) and repeat step (8).

(9) Reverse connections at Wheatstone bridge and check resistance again to ensure proper reading is obtained.

(10) Disconnect Wheatstone bridge.

(11) Cut balancing resistor wire at point marked in step (8).

(12) Scrape insulation from end of balancing resistor wire.

CAUTION: USE EXTREME CARE WHEN REMOVING INSULATION TO PREVENT CUTTING OR NICKING WIRE.

(13) Wind balancing resistor wire back on spool and once around center post, leaving sufficient wire to reach terminal for soldering.

(14) Solder balancing resistor wire to terminal.

(15) Connect balancing resistor terminal and system constantan (yellow) wire.

(16) Install balancing resistor cover and safety with lockwire.

(17) Open shorted indicator thermocouple leads.

(18) Connect leads to Wheatstone bridge.

(19) Check system resistance making certain resistance is 21.95 to 22.05 ohms.

(20) Disconnect Wheatstone bridge.

(21) Install EGT indicator (see 77-[illegible]-1).

9 E150 804-770 1FTEE14Y5kHB 20605 159 RAB mar 01

E150 804-740 1FTEE 14Y1kHB 24585 A75 -FVN 6-2001

; E250 804-6001 1FTHE 24Y7THB05270 158-RAB mar 2001

, E350 806-8001 1FDKE37MX5HB04272 157 RAB mar 2001

878-118 GPU

:78 0061 GPU

Smith Jr, Jack L

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

-----Original Message-----
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 PM
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.

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.

5 • Intermixed pallet lock components observed in various aircraft in the DC-8 fleet. 2.03.5

1. Dayton line maintenance removed and replaced all intermixed components that were identified as non-compliant.

15 • Three each components were removed from N68044 and installed on EWA aircraft. 2.02.12 2.11.08

2. All components removed from serviceable aircraft and reinstalled on N68044.

16 • Dayton Line Maintenance AMM does show current revision. 2.07.12

3. Requested current revision for AMM from tech pubs. (not yet received)

21 • Numerous parts at B check facility did not have part tags. 2.07.12 2.06.02

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 otherwise)

22 • B check facility had parts not controlled and accessible to the public. 2.06.02

5. Items not secured included three unserviceable engines awaiting shipment to the overhaul vendor, and bulk BER components waiting

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.

2.06.03

23 • 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.

2.06.03

32 • 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.

2.13.03

60 • 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.

2.16.03

67 • 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.

2.19.03

73 • Dayton mechanic was troubleshooting engine egt system with improper equipment.

- I do not have particulars on this event. More information is required to rectify.

2.27.03

37 • 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
Sent: Monday, November 27, 2000 9:51 AM
To: Ungemach, David W; Farnsworth, Wayne E; Smith Jr, 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
[redacted]

INTEROFFICE MEMORANDUM

TO: DAVE UNGEMACH

FROM: JACK L SMITH JR

SUBJECT: ADDITIONAL RASIP FINDINGS

DATE: 1/30/01

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.

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.

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

2.04.01—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."

2.06.03—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.

2.06.11—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.
2.06.15—Facility improvement recommendations have been submitted to Senior Management.
2.07.03—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.
2.11.07—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.
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.
2.18.02—Dayton Line Maintenance removed all hand cleaner and have begun to stock new cleaner approved by the Safety department.
2.19.01—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.
2.19.02—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.


header.htm

To: David Ungemach

Date: November 21, 2000

Subject: **RASIP Findings Maintenance Control**

OK 2 of 09

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.

2 of 09

40. See item 39. for corrective action.

2 of 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.

2 of 05

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

2 of 06

43. Not enough information. See item 42.

2 of 07

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.

2 of 08

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

2 of 09

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

2 of 01

OK 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.

[redacted]

Wayne E Farnsworth
Manager Maintenance Control