

**EMERY WORLDWIDE AIRLINES**

**RESPONSE TO**

**EXHIBIT 17R**

EWA'S RESPONSE TO  
LETTER DATED April 29, 1998



May 18, 1998

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letter dated April 29, 1998 regarding an enroute inspection on April 20, 1998 performed by Mr. Wilbert Robinson.

Item 1) of your letter was addressed April 28, 1998 (see attached log page).

Item 2) is correct in that this is no longer an EWA Line Station by Classification I, II or III.

The current revision 19, dated November 12, 1997 has been updated accordingly as EWA does not normally operate into this station.

Mr. Edward Jones will provide you the current EWA Line Station listing. As you know, this list changes frequently and is maintained by Quality Control.

Thank you for your report on these items.

Sincerely,

A handwritten signature in black ink that reads "Thomas M. Wood".

Thomas M. Wood  
Director Quality Control

TMW/re

Attachments



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

San Jose Flight Standards District Office

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

April 29, 1998

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

Dear Mr. Wood:

On April 20, 1998, an Enroute Inspection was conducted on an Emery Worldwide Airlines (EWA) DC-8 aircraft, N988CF, Flight 009, San Jose/Dayton, by Inspector Wilbert J. Robinson of this office. In addition, a Maintenance Facility Inspection was conducted by this same Inspector at the EWA New Orleans, Louisiana (MSY), maintenance facility. Accordingly, two issues have evolved as a result of these inspections:

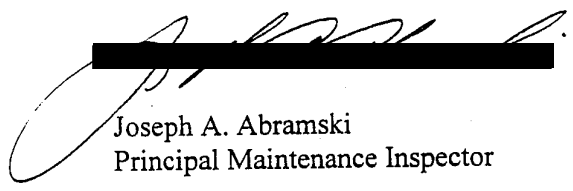
- 1) It was noted by Inspector Robinson and verbally communicated to the flight deck crew that the left side aft most cockpit side window appeared crazed and distorted.
- 2) Inspection of the EWA New Orleans maintenance facility revealed that EWA maintenance personnel were not stationed at this facility. Rather, the EWA maintenance requirements were attended by Ryan International Airlines mechanics as per a contractual agreement.

As you are aware, Revision 19 to the EWA Maintenance Policy & Procedures Manual dated November 12, 1997, revised the status of this maintenance facility from a Class III facility, wherein contractual agreements between EWA and other maintenance providers are the norm; to that of a Class II facility, wherein EWA personnel are staffed. Therefore, a clarifying amendment to the Maintenance Policy & Procedures Manual, Chapter 2, is hereby requested regarding maintenance personnel staffing.



Should you have any questions regarding these issues. please call at your convenience.

Sincerely,



A handwritten signature in black ink, appearing to read 'J. Abramski', is written over a thick black horizontal redaction bar.

Joseph A. Abramski  
Principal Maintenance Inspector

cc: Richard Jacobson - EWA  
Richard Hickey - EWA  
W.J. Robinson - FAA

**CRAFT MAINTENANCE LOG**  
 AIR-0092 (10/97) Litho U.S.A.



Q.C. 5 RRXA **6780-18** ACFT. NO. **N 998CF** ACFT. TYPE **DC8-62F**

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	108	04-29-98	KDAY	KBSM	1014	1256	2+42	1023	1251	2+28	4912	56.0	23	-	4195	4733
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:				1	1	Ø	1	1/4	X1	D Helquist	36704					
2	:									T2	Lingman	49331	1	1			
3	:									O3	C. Thede	42083					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P (M)	ON Service Check Found LT. AFT Cockpit Window CRACKED.	1.	R.R. LT AFT Cockpit Window IAW MM 56-10-5. Leak Check Normal. No Defects noted. R.I. ITEM. Harold A. Nelson 52899	042998	KBSM	8120
2.	P (M)	Serv. Check Dye	2.	Service check CIW IAW GWA WORK CARDS	042898	KBSM	29803
3.	P (M)	#2 Fuel Flow Reads Low on Eng run	3.	Transferred To DMI List # 804381 CHT B Duc 5-2-98 IAW MEL 73-3 placard installed on #2 eng Fuel Flow Indicator	042898	KBSM	29803
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	WINDOW, LT. AFT.	TW	5614212-2	90122315	5614212-2	H055851 LT. AFT.

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <b>Service</b>	STATION: <b>KBSM</b>	PREVIOUS LANDINGS	<b>22375</b>	LANDINGS THIS PAGE	<b>1</b>	TOTAL LANDINGS	<b>22376</b>	1-DIST.	2-DIST.	3-DIST.
DATE: <b>04-29-98</b>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	<b>69382.15</b>	FLT. HRS. THIS PAGE	<b>2.28</b>	TOTAL A/C FLT. HRS.	<b>69384.43</b>			
GMT TIME: <b>0015Z</b>	AUTH SG.: [Signature]	DISC. OR MAINT. ACTION CARRIED FWD TO:				BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [Signature]		

EWA'S RESPONSE TO LETTER DATED  
July 31, 1998

**EMERY WORLDWIDE AIRLINES  
MAINTENANCE RELIABILITY PROGRAM  
DOCUMENT NO. EWA-51990**

# **EMERY WORLDWIDE AIRLINES**

## **MAINTENANCE**

## **RELIABILITY**

## **PROGRAM**

**DOCUMENT NO. EWA-51990**

**JANUARY 15, 2000**

**REVISION 8**

Original Issue: October 1, 1990

**EMERY WORLDWIDE AIRLINES  
MAINTENANCE RELIABILITY PROGRAM  
DOCUMENT NO. EWA-51990**

**LIST OF EFFECTIVE PAGES**

Page No.	Revision	Date	Page No.	Revision	Date		
Cover	i	Rev 8	01/15/00	Chpt 6	Pg 1	Rev 8	01/15/00
RevList	ii	Rev 8	01/15/00	Chpt 6	Pg 2	Rev 8	01/15/00
				Chpt 6	Pg 3	Rev 8	01/15/00
				Chpt 6	Pg 4	Rev 8	01/15/00
EffPg	1	Rev 8	01/15/00				
EffPg	2	Rev 8	01/15/00	Chpt 7	Pg 1	Rev 8	01/15/00
				Chpt 7	Pg 2	Rev 8	01/15/00
TofC	Pg 1	Rev 8	01/15/00	Chpt 7	Pg 3	Rev 8	01/15/00
TofC	Pg 2	Rev 8	01/15/00				
				Chpt 8	Pg 1	Rev 8	01/15/00
Chpt 1	Pg 1	Rev 8	01/15/00	Chpt 8	Pg 2	Rev 8	01/15/00
Chpt 1	Pg 2	Rev 8	01/15/00	Chpt 8	Pg 3	Rev 8	01/15/00
Chpt 1	Pg 3	Rev 8	01/15/00	Chpt 8	Pg 4	Rev 8	01/15/00
Chpt 1	Pg 4	Rev 8	01/15/00	Chpt 8	Pg 5	Rev 8	01/15/00
Chpt 1	Pg 5	Rev 8	01/15/00				
Chpt 1	Pg 6	Rev 8	01/15/00	Chpt 9	Pg 1	Rev 8	01/15/00
				Chpt 9	Pg 2	Rev 8	01/15/00
Chpt 2	Pg 1	Rev 8	01/15/00				
Chpt 2	Pg 2	Rev 8	01/15/00	Chpt 10	Pg 1	Rev 8	01/15/00
				Chpt 10	Pg.2	Rev 8	01/15/00
Chpt 3	Pg 1	Rev 8	01/15/00	Chpt 10	Pg 3	Rev 8	01/15/00
Chpt 3	Pg 2	Rev 8	01/15/00	Chpt 10	Pg 4	Rev 8	01/15/00
Chpt 3	Pg 3	Rev 8	01/15/00	Chpt 10	Pg 5	Rev 8	01/15/00
Chpt 3	Pg 4	Rev 8	01/15/00	Chpt 10	Pg 6	Rev 8	01/15/00
Chpt 3	Pg 5	Rev 8	01/15/00	Chpt 10	Pg 7	Rev 8	01/15/00
Chpt 3	Pg 6	Rev 8	01/15/00	Chpt 10	Pg 8	Rev 8	01/15/00
				Chpt 10	Pg 9	Rev 8	01/15/00
Chpt 4	Pg 1	Rev 8	01/15/00	Chpt 10	Pg 10	Rev 8	01/15/00
Chpt 4	Pg 2	Rev 8	01/15/00	Chpt 10	Pg 11	Rev 8	01/15/00
Chpt 4	Pg 3	Rev 8	01/15/00	Chpt 10	Pg 12	Rev 8	01/15/00
Chpt 4	Pg 4	Rev 8	01/15/00	Chpt 10	Pg 13	Rev 8	01/15/00
Chpt 4	Pg 5	Rev 8	01/15/00	Chpt 10	Pg 14	Rev 8	01/15/00
Chpt 4	Pg 6	Rev 8	01/15/00	Chpt 10	Pg 15	Rev 8	01/15/00
Chpt 4	Pg 7	Rev 8	01/15/00	Chpt 10	Pg 16	Rev 8	01/15/00
Chpt 4	Pg 8	Rev 8	01/15/00	Chpt 10	Pg. 17	Rev 8	01/15/00
				Chpt 10	Pg. 18	Rev 8	01/15/00
Chpt 5	Pg 1	Rev 8	01/15/00	Chpt 10	Pg. 19	Rev 8	01/15/00
Chpt 5	Pg 2	Rev 8	01/15/00	Chpt 10	Pg. 20	Rev 8	01/15/00
Chpt 5	Pg 3	Rev 8	01/15/00	Chpt 10	Pg. 21	Rev 8	01/15/00
Chpt 5	Pg 4	Rev 8	01/15/00	Chpt 10	Pg. 22	Rev 8	01/15/00
Chpt 5	Pg 5	Rev 8	01/15/00	Chpt 10	Pg. 23	Rev 8	01/15/00
Chpt 5	Pg 6	Rev 8	01/15/00	Chpt 10	Pg. 24	Rev 8	01/15/00

APPROVED: Leslie Kordy PAI

CVG FSDO DATE: 7/21/00

PMI/PAI SIG. [Signature]

**EMERY WORLDWIDE AIRLINES  
MAINTENANCE RELIABILITY PROGRAM  
DOCUMENT NO. EWA-51990**

**LIST OF EFFECTIVE PAGES**

Page No.	Revision	Date	Page No.	Revision	Date
Chpt 10	Pg. 25	Rev 8			01/15/00
Chpt 10	Pg. 26	Rev 8			01/15/00
Chpt 10	Pg. 27	Rev 8			01/15/00
Chpt 10	Pg. 28	Rev 8			01/15/00
Chpt 10	Pg. 29	Rev 8			01/15/00
Chpt 10	Pg. 30	Rev 8			01/15/00
Chpt 10	Pg. 31	Rev 8			01/15/00
Chpt 10	Pg. 32	Rev 8			01/15/00
Chpt 10	Pg. 33	Rev 8			01/15/00
Chpt 10	Pg. 34	Rev 8			01/15/00
Chpt 10	Pg. 35	Rev 8			01/15/00
Chpt 10	Pg. 36	Rev 8			01/15/00
Chpt 10	Pg. 37	Rev 8			01/15/00
Chpt 10	Pg. 38	Rev 8			01/15/00
Chpt 10	Pg. 39	Rev 8			01/15/00
Chpt 10	Pg. 40	Rev 8			01/15/00
Chpt 10	Pg. 41	Rev 8			01/15/00
Chpt 10	Pg. 42	Rev 8			01/15/00

APPROVED: Leslie Kurody PAI  
 CVG FSDO DATE: 7/21/00  
 PMI/PAI SIG. ~~\_\_\_\_\_~~



US Department  
of Transportation  
Federal Aviation  
Administration

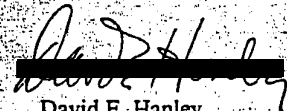
# Air Carrier Certificate

This certifies that  
**EMERY WORLDWIDE AIRLINES, INC.**  
One Emery Plaza  
Vandalia, OH 45377

has met the requirements of the Federal Aviation Act of 1958, as amended, and the rules, regulations, and standards prescribed thereunder for the issuance of this certificate and is hereby authorized to operate as an air carrier and conduct common carriage operations in accordance with said Act and the rules, regulations, and standards prescribed thereunder and the terms, conditions, and limitations contained in the approved operations specifications.

This certificate is not transferable and, unless sooner surrendered, suspended, or revoked, shall continue in effect indefinitely.

By Direction of the Administrator



David E. Hanley  
(Signature)

Certificate number: RRXA558B

Effective Date: June 19, 1987

Issued at: GL05

Reissued: December 17, 1999

Manager, Flight Standards Division  
(Title)

Great Lakes Region  
(Region/Office)

EWA'S LETTER IN RESPONSE TO LETTER DATE  
November 4, 1998





September 18, 1998

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to conversations this week during your spot inspection of aircraft records.

I understood per your advisement Monday, that the purpose of your inspection was to clean up some open issues in preparation for the possible certificate move.

Per your advisement to me on Wednesday, you stated you would provide any problems found at a debrief to me.

I was informed this morning by Edward Jones, that you had completed your inspection yesterday and would not provide an outbrief to me.

Please call me next week if I can be of further assistance

Sincerely,

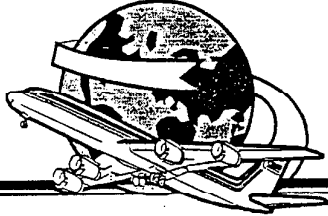
A handwritten signature in cursive script, which appears to read "Thomas M. Wood". The signature is written over a thick black horizontal line that has been drawn through it.

Thomas M. Wood  
Director Quality Control

TMW/re

cc: Kent Scott  
René Visscher

**EMERY**  
**WORLDWIDE**  
AIRLINES



**Thomas M. Wood**  
DIRECTOR QUALITY CONTROL

303 CORPORATE CENTER DR. VANDALIA, OH 45377  
FAX: (937) 898-2803 PHONE: (937) 454-3940

FACSIMILE TRANSMISSION COVER SHEET

DATE: 11/5/98

SEND TO FAX #: [REDACTED]

DELIVER IMMEDIATELY TO:

NAME: JOE ABAAMSKI

TELEPHONE #: [REDACTED]

COMPANY / DEPARTMENT: FAA SJC

This is page 1 of \_\_\_ pages sent in transmission regarding the following principal subject(s):

Joe: Good Morning: I received a copy of your  
fax to Bob and Jim. Per their brief to  
me I understand you requested the following  
changes to the program.

1) Incorporate the MRB document Zonal Inspection  
Reference Information 2) AD numbers and 3) CPCP

numbers. I have instructed Bob to perform these  
revisions. Please call today and we can discuss  
the finalize date and EWA's support efforts  
to you and your office.

FACSIMILE MESSAGE FROM:

NAME: Thomas M. Wood



# Fax Cover Sheet

FEDERAL AVIATION ADMINISTRATION  
Flight Standards District Office  
1250 Aviation Avenue  
Suite 295  
San Jose, California 95110-1130

---

**To:** Bob Peck / Jim Feisley - EWA

**Phone:** [REDACTED]

**Fax:** [REDACTED]

**From:** Joseph A. Abramski  
Principal Maintenance Inspector

**Phone:** [REDACTED]

**Fax:** [REDACTED]

**Date:** November 4, 1998

**Total Pages**

(with cover): 2

---

**Comments - Bob Peck / Jim Feisley:**

This will confirm our telecon this day regarding the EWA DC-10 aircraft MSG3 maintenance program submitted to this office for our review. Present at this discussion were Inspectors Roger Sigg, Larry Moheit, and myself of this office; and you gentlemen.

Our discussion concerned the irregularities, inconsistencies, and incomplete EWA work cards and references thus far discovered by us in our review merely of the A1 and C1 inspection documents. As I stated to you in this telecon, in our opinion these program documents should not have been sent to this office for our review based upon their present order and format. We have expended an inordinate amount of time on a fragmented maintenance program that, as you are aware, was twelve (12) weeks late in arriving at this office for our review, according to the original schedule of events.

It is our understanding that EWA will finalize at the end of this workweek, a complete and comprehensive MSG3 inspection program to be forwarded to this office for our review. Please insure that these documents are indeed

pristine, as otherwise, undesirable delayed approval may be encountered which would be counterproductive to our mutual efforts. Should you require additional time to verify the contents of the program for completeness prior to submission, please advise us accordingly.

Regards,

Joe Abramski

CC: Rene Visscher

EWA'S RESPONSE TO LETTER DATED  
November 13, 1998



November 20, 1998

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to our letters, faxes and telecon discussions of EWA's submitted DC-10 Inspection Program Manual and Time Limits Manual.

I would first like to thank John Howard, Roger Sigg, Larry Moheit and yourself for your efforts in providing support for the continuance of the inspection program review.

The Reliability and Quality Control Sections have completed their final audit and have revised the program to meet all regulatory requirements and in accordance with the MSG-3 MRB program requirements. This revision also includes changes as required by your previous letters, and will be overnighted to you today.

We request your expeditious review of these revisions, and as always will provide management and technical personnel to your office to present and answer questions you may have.

Thank you for your support on this issue.

Sincerely,

A handwritten signature in dark ink, appearing to read "Thomas M. Wood", written over a solid black horizontal line.

Thomas M. Wood  
Director Quality Control

TMW/re

Attachment

cc: Rene Visscher

**DC-10 Inspection Program Submittal  
Record of Correspondence/Telephone Discussions Summary**

September 15, 1998	Bob Peck letter to Joseph Abramski, subject; advising FAA figures will not be included in EWA inspection program due to delay from Boeing.
October 26, 1998	Thomas Wood letter to Joseph Abramski, subject; EWA DC-10 Inspection Program/Time Limit Manual submittal for FAA review/approval.
November 2, 1998	Thomas Wood letter to Joseph Abramski, subject; EWA notification of submitted DC-10 Inspection program irregularities noted in a second Quality Control audit, scheduled to review/correct and provide changes by November 6, 1998.
November 3, 1998	Roger Sigg fax to Thomas Wood, subject; follow-up to telecon same day with Roger Sigg, Larry Moheit and John Howard, discussing Nov. 2, 1998 faxed letter to Joseph Abramski. FAA requested CPCP manual and stated they would continue to work the submitted inspection program until they received the revised program.
November 4, 1998	Joseph Abramski fax to Bob Peck and Jim Feisley, subject; follow-up to telecon same day with Larry Moheit, Roger Sigg and Joseph Abramski concerning inspection program irregularities. FAA agreed to additional time needed by EWA to complete, and required three additional items to be included.
November 5, 1998	Thomas Wood fax to Joseph Abramski, subject; follow-up to 11-4-98 telecon with Bob Peck and Jim Feisley, and provided statement of incorporation into EWA program 1) MRB zonal inspection 2) A.D. numbers and 3) CPCP numbers.
November 9, 1998	Joseph Abramski fax to Thomas Wood, subject; follow-up to telecon same day which Joseph Abramski provided concurrence of the FAA required three additions to the inspection program, and additional time to complete.
November 13, 1998	Joseph Abramski letter to Thomas Wood, subject; EWA's submitted inspection program "C" Check interval does not meet new operator criteria, therefore requiring adjustment and resubmittal.

EWA'S RESPONSE TO LETTER DATED  
November 30, 1998





November 25, 1998

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to our telephone call yesterday, November 24, 1998 concerning the conference call with Larry Moheit, Roger Sigg, Bob Peck, Jim Feisley and Steve Gillespie.

I understand from Bob Peck that Larry Moheit addressed some initial concerns and Bob agreed to address these issues immediately.

Per Larry Moheit's request to Bob Peck, and your agreement, I will send Bob Peck, Jim Feisley and Bob Crabtree to your SJC office on December 7, 1998 to provide technical support for the completion of the program review. The EWA staff is prepared to spend the week if it is needed. This joint review process, as you and I have experienced, provides excellent results.

Thank you for your support.

Sincerely,

A handwritten signature in cursive script, which appears to read "Thomas M. Wood", is written over a thick black horizontal redaction bar.

Thomas M. Wood  
Director Quality Control

TMW/re

cc: Rene Visscher  
Bob Peck

December 3, 1998

Mr Joseph Abramski  
FSDO-SJC  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

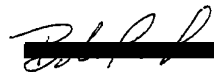
This letter is to inform you of the contents of this package. The contents are as follows:

1. DC-10 Maintenance Figures Reference
2. DC-10 A-Check
3. DC-10 C-Check
4. DC-10 Road Map

The corrections for the Time Limits Manual and the front matter for the DC-10 Maintenance Figures Manual will be sent out Monday. If you have any questions please call.

Thanks for your support.

Sincerely,



Bob Peck  
Manager of Reliability

cc: Larry Moheit  
Roger Sigg  
Tom Wood

**FAA TELECON WITH JOHN HOWARD**  
**12-10-98 9:00 A.M.**

- I advised John I was calling him in the absence of Joe Abramski.
- I went over the fax sent to me 12-9-98 by Joe concerning the DC-10 certification status.
  1. Requested Roger Sigg review status and call me. Mr. Howard assured me he would.
  2. Discussed Nick Pearson's PAI review not complete.
    - a) John stated they have augmented this with two additional PAI types, Mr. Hardy and Jim Carnathan. John stated Mr. Pearson by office priority of working enforcement items against EWA, has been covered up with several letters of investigation, and certification work would follow this priority.
  3. I requested from John to receive the completion of the IPM review with exception of the avionics, as soon as possible, and he stated Mr. Sigg would provide me with that review status information.
- John asked if the DC-10 delivery schedule had changed, and if so to send him a revised DC-10 Certification Plan schedule for the maintenance documents.
- I stated we had not received the scheduled output date change in writing, and upon receipt would provide the revised schedule to him.
- I discussed Mr. Abramski's objection to using the DC-10 Continental Maintenance Manual as EWA's manual, in place of the Douglas Master. John stated their concern is that EWA does not have equipment and or staffing to support these procedures.
- I informed John that I talked to the Manager of Technical Publications Mr. David Heggland of Continental (713-324-8147) and he advised me that they made all manual revisions themselves, making it necessary to use their manual. I also told John that Mr. Heggland used the carriers manual when they purchase aircraft and it is Industry Standard. John stated he would call Mr. Heggland and discuss this.
- I informed John that I felt it necessary to visit the office next week to meet with the EWA's Principals and bring closure by agreed solutions to any open issues.
- John stated to coordinate this visit through the principals, and I assured him I would.

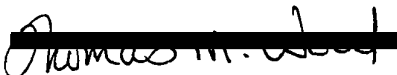
**FAA TELECON WITH ROGER SIGG, LARRY MOHEIT**  
**BOB PECK, JIM FEISLEY, ROBERT CRABTREE AND MYSELF**  
**12-10-98 2:00 P.M.**

- Roger stated he was working to complete his review of the "C" Check package. He identified by card number approximately ten cards with minor changes, and or he accepted the card based on our explanation.
- Larry Moheit stated he was working to complete his review of the "A" Check package. He identified by card number approximately five cards with minor changes, and or he accepted the card based on our explanation.

- I summarized their minor concerns as not representing any significant problems, and requested that Jim and Bob come to SJC Monday, December 14, 1998 to work with them to bring closure to their review process. Roger Sigg understood this process and stated he would present it to John Howard.

**FAA TELECON WITH JOHN HOWARD**  
**12-10-98 4:00 P.M.**

- John called and stated Roger had addressed our request to send two technical people to their office December 14, 1998 to complete the FAA review of the DC-10 IPM.
- John stated that Roger would be complete not later than Monday on the "C" Check and Larry was completing the "A" Check. He also stated he was not aware they were this far along.
- I requested from John this final review jointly as we have previously done on the B-727 Maintenance Program, B-727 MEL, Cargo Loading Manual and the most recent DC-10 MEL at their office, for final review and receive FAA approval after any agreed changes.
- I expressed to John this process would be like we were just a few blocks apart, to which we would be exchanging office visits to expedite the process, and he agreed.
- John and I agreed to send the two technical people to SJC on Monday, and this review process would be accomplished, with the EWA technical people making the changes to the program onsite, and therefore having a completely FAA audited program.
- John stated it may not be possible to finish the avionics review next week, but that the two additional avionics people are presently working this review.
- I told John that we had sent the avionics mod status to Nick Pearson, and we are reviewing the program again to make sure all items are included.
- I expressed my hope to John that during the review next week that the avionics review could be complete with the support of EWA's technical people onsite.
- John stated he wanted to make sure we were not going to pressure the inspectors review next week to complete the process, to bring home an IPM FAA approved form.
- I assured John that our intent is to promote the final review process, and to provide onsite technical support to our FAA Principals of their assigned tasks. I stated to John that since this collective review has been going on for seven weeks and is in the final state, it would benefit the FAA and EWA to complete this and move on to other required workload requirements.
- John stated he would contact Joe Abramski and inform him of this plan.
- I thanked John for his support on this subject and the other approved manuals we are already in receipt of on schedule.

  
Thomas M. Wood



April 8, 1999

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your March 8, 1999, letter that we discussed during my March 23 and 24, 1999, meeting at your office.

It is my understanding from our meeting, and your meeting with Bruce Robbins and James Feisley on March 30 and 31, 1999, at your office, all items have been satisfied by your office.

I speak on behalf of the EWA senior management, in expressing our appreciation to your office's professional support and contributions to the success of the DC-10 certification plan.

We look forward to seeing Mr. Pearson and yourself, next week here in Dayton.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood". The signature is written over a thick black horizontal line that has been drawn through it.

Thomas M. Wood  
Director, Quality Control

Attachments

TMW/csh

cc: Rene' Visscher  
Tim Alman  
Bruce Robbins  
Edward Jones  
Abraham Michael

**Wood, Thomas M**

---

**From:** Wood, Thomas M  
**Sent:** Sunday, December 13, 1998 11:12 AM  
**To:** Scott, Kent T; Visscher, Rene P  
**Subject:** DC-10 IPM Final Review

Kent/Rene: I presented to Rene Friday morning our plan to send two Reliability Technical people to SJC Monday, Dec. 14,98, to conduct a joint review of all the A and C check cards with the the FAA to bring closure to this ongoing review process. I spoke to John Howard, the Office Supervisor and he agreed to this process. The faxed letter from Larry Moheit to me confirms this arrangement. We have addressed all known items of the FAA, and are preparing to address any thing else with them jointly this coming week. We will make changes on the spot, as we are taking a PC to perform this task.

Kent, I will fax you the Telecon record that was performed to achieve this task.

As you will see from my notes with John Howard, he was supportive in this process. It is my intent and goal, to finish the total review/approval process of the program by end of next week. I believe as in the past, this possible stonewall will be resolved by a technical front as it is a FAA APPROVED PROGRAM.

Thomas

## MEMORANDUM

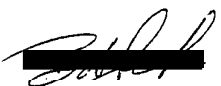
**TO:** Thomas Wood, Director, Quality Control  
**FROM:** Bob Peck, Manager of Reliability  
**SUBJECT:** DC-10 Inspection Program Final Review Schedule  
**Date:** 21 December, 1998

Dear Sir,

The following DC-10 Inspection Program Final Review schedule is forwarded for your review and comments. This review schedule is based on having two dedicated individuals. The schedule is set up so that a continuous flow of DC-10 Workcards is going on at all times. The plan as discussed with Jim Feisley, Edward Jones, and Andrew Porter of Quality Control is as follows:

1. The A-Check will be completed through Reliability by 24 December, 1998. Cards will be forwarded to Quality Control for their review as sufficient quantities are completed by Reliability.
2. The Quality Control review should be completed by 31 December, 1998, with submittal to the FAA on that date.
3. The C-Check review will begin in Reliability on December 28, 1998. It is anticipated that this review/edit will require at least 2 weeks. Cards will be forwarded to Quality Control as sufficient quantities are ready for their review.
4. The Quality Control review will be completed on or before 15 January 1998. The C-Check cards will be forwarded to the FAA as sections have completed the Quality Control review.

The above schedule is contingent on each section having two individuals available for the review process. Mr. Feisley and Mr. Porter will work together on the initial review/edit with Ed Jones, Manager of Quality Control, doing the final Quality Control review.

  
Bob Peck  
Manager of Reliability



January 18, 1999

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letter dated December 21, 1998, in regard to the schedule of the final submittal of Emery Worldwide Airlines (EWA) DC-10 MSG-3 Maintenance Program, for your review and approval.

An immediate action plan was put in place as addressed in Robert Peck's Memorandum attached.

As agreed in our telecon, EWA Quality Control has audited and forwarded in part the DC-10 Aircraft Inspection Program to your office for your review. As of Friday, 1-15-99, your review of the Service Check and "A" Check had been completed, with changes made and faxed to you. We thank you for this review and your recommendations.

The "C" Check package is being overnighted to you today C- 1 thru C-3, and the remaining cards by Wednesday 1-20-99.

I would like to thank you and your staff for your continued support in the DC-10 Certification Plan.

Sincerely,

A handwritten signature in black ink, which appears to be "Thomas M. Wood". The signature is written over a horizontal line that has been redacted with a thick black bar.

Thomas M. Wood  
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher  
QC Managers



December 9, 1998



December 14, 1998

Mr. Joseph Abramski  
FSDO - SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to my letter sent to you September 23, 1998, which provided you the DC-10 Formal Training Program to support the DC-10 Certification Plan.

You stated to me your acceptance of this program per a telephone conversation following your receipt of this letter.

This letter provides you the completion of the initial scheduled training program.

DC-10 Avionics/Electrical Course - 8 completed course  
DC-10 Systems Course - 34 completed course  
DC-10 Executive Course - 10 completed course

The attached course certificates are provided to substantiate the completion.

In addition to this initial formal training given, three weeks (240 hours) of specialized DC-10 on-the-job training will be provided by AMT DC-10 Technically qualified instructors upon delivery of the aircraft with three weeks of direct daily maintenance support. One instructor will be positioned at Dayton, and another at SJC. Other trained DC-10 line stations are: LAX, PDX, and DFW.

Additional AMT DC-10 training has been scheduled for January and February 1999.

This will complete the training certification requirements for the DC-10 aircraft to be placed on EWA's operation specification. Please call if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Thomas M. Wood".

Thomas M. Wood  
Director Quality Control

TMW/re

Attachment

cc: Rene' Visscher  
Bruce Robbins

**EMERY**  
**WORLDWIDE AIRLINES**  
A **CNF** COMPANY

*This is to certify that*

*James Coors*

*has satisfactorily completed a 40 hour course in*  
*DC-10 Avionics/Electrical*

*October 22, 1998*  
Date

*[Signature]*  
Instructor



*This is to certify that*

*David Folmer*

*has satisfactorily completed a 40 hour course in  
DC-10 Avionics/Electrical*

*October 22, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*George Zuper*

*has satisfactorily completed a 40 hour course in*

*DC-10 Avionics/Electrical*

*October 22, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

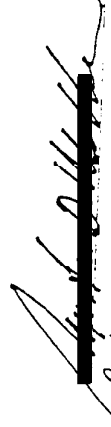
*Daniel Maier*

*has satisfactorily completed a 40 hour course in*

*DC-10 Avionics/Electrical*

*October 22, 1998*

Date

  
Instructor



*This is to certify that*

*Trevor Newinger*

*has satisfactorily completed a 40 hour course in*

*DC-10 Avionics/Electrical*

*October 22, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

*William Peirce*

*has satisfactorily completed a 40 hour course in  
DC-10 Avionics/Electrical*

*October 22, 1998*

Date

*John D. Hill*  
Instructor



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

*This is to certify that*

*Richard Taylor*

*has satisfactorily completed a 40 hour course in  
DC-10 Avionics/Electrical*

*October 22, 1998*

Date

  
Instructor



*This is to certify that*

*Bruce Wright*

*has satisfactorily completed a 40 hour course in*

*DC-10 Avionics/Electrical*

*October 22, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

*Rex Atchley*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Tony Behrens*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
Instructor



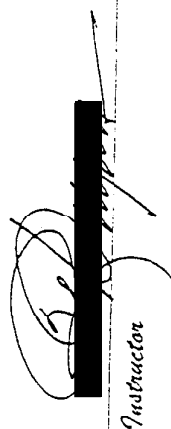
*This is to certify that*

*Chester Batill*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

*Date*

  
Instructor

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

*This is to certify that*

*Greg Brewer*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

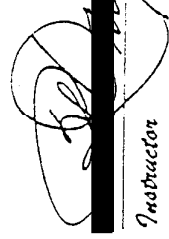
*Wayne Buckingham*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 15, 1998*

*Date*

  
Instructor

**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Timothy Copley*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 15, 1998*

Date

  
Instructor



**EMERY**  
**WORLDWIDE AIRLINES**  
A **CNF** COMPANY

*This is to certify that*

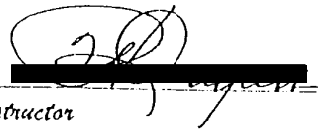
*Charles Dobbins*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 15, 1998*

Date

  
Instructor

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

*This is to certify that*

*Jerry Fenske*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

Date

  
Instructor



*This is to certify that*

*Patrick Fredrick*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 8, 1998*

*Date*

*[Signature]*  
[Redacted]  
*Instructor*



*This is to certify that*

*Robert Hartley*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

*Date*

  
Instructor



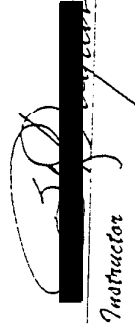
*This is to certify that*

*Dennis Jehens*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
Instructor



*This is to certify that*

*Jerry Kinder*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

*[Signature]*  
Instructor

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


*This is to certify that*

*Kurt Kozlowski*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

Date

  
Instructor



*This is to certify that*

*George Kuper*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

*Date*

  
Instructor





*This is to certify that*

*Richard Land*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 8, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Darwin Long*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 8, 1998*

*Date*

*[Signature]*  
Instructor




*This is to certify that*

*Daniel Maier*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
[Redacted Name]  
*Instructor*



*This is to certify that*

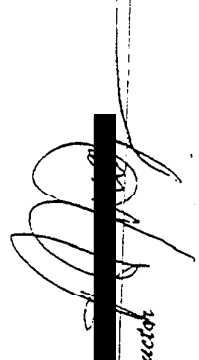
*Kenneth Mikesell*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 8, 1998*

*Date*

  
*Instructor*



*This is to certify that*

*Juan Molina*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
Instructor



*This is to certify that*

*Steve Mraz*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 8, 1998*

*Date*

  
Instructor



*This is to certify that*

*Earl Nadeau*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
\_\_\_\_\_  
*Instructor*




*This is to certify that*

*Trevor Newinger*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

Date

  
Instructor





*This is to certify that*

*Steve Nye*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

*Date*

  
Instructor




*This is to certify that*

*Billy Oberrecht*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*  
Date

  
Instructor

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

*This is to certify that*

*Gary Olson*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

*Tommy Pagnard*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 15, 1998*

Date

  
Instructor



*This is to certify that*

*Carl Peterson*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

Date

  
Instructor



*This is to certify that*

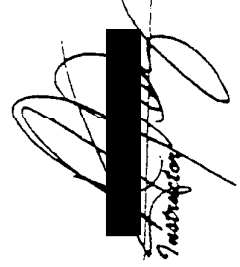
*Anthony Reinemeyer*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 8, 1998*

*Date*

A handwritten signature in cursive script, appearing to read "Instructor", is written over a solid black rectangular redaction box.



*This is to certify that*

*Michael Sear*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 8, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

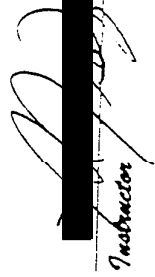
*Robert Shampton*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 8, 1998*

*Date*

  
Instructor





*This is to certify that*

*Alan Sommerfeld*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*October 1, 1998*

Date

  
Instructor



*This is to certify that*

*Marc Umbdenstock*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 8, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Charles Whittington*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 1, 1998*

Date

  
Instructor



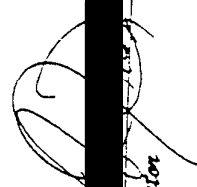
*This is to certify that*

*Kyle Zimlich*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*October 8, 1998*

*Date*

  
Instructor

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

*This is to certify that*

*Tim Almar*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*November 4, 1998*

Date

*[Signature]*  
Instructor



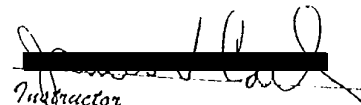
**EMERY**  
WORLDWIDE AIRLINES  
A **CNF** COMPANY

*This is to certify that*

*Dana Andrews*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*November 4, 1998*  
Date

  
Instructor


 **EMERGY**  
**WORLDWIDE AIRLINES**  
A **CNF** COMPANY

*This is to certify that*

*Daniel Carlyle*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 28, 1998*  
Date

  
Instructor

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

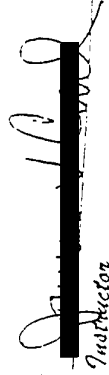
*This is to certify that*

*Jerry Kalick*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*November 4, 1998*

Date

  
Instructor





*This is to certify that*

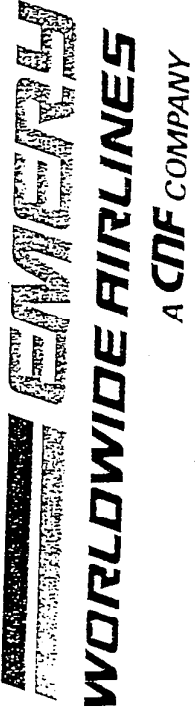
*Suzanne Lang*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 28, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Gregory Lusk*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 28, 1998*

Date

  
Director



*This is to certify that*

*Donald Mader*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 28, 1998*

Date

*[Signature]*  
Instructor



*This is to certify that*

*Charles Peck*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 28, 1998*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Victor Suchanski*

*has satisfactorily completed a 24 hour course in*

*DC-10 Executive Familiarization*

*October 31, 1998*

Date

*[Signature]*  
Inspector

**EMERYS**  
**WORLDWIDE AIRLINES**  
A **CTF** COMPANY

*This is to certify that*

*Bruce Wright*

*has satisfactorily completed a 24 hour course in  
DC-10 Executive Familiarization*

*October 31, 1998*

Date

*[Signature]*  
Instructor



January 15, 1999

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

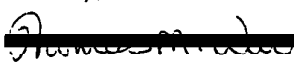
This letter is a follow-up to my letter sent to you December 14, 1998, which provided you the certificates of the DC-10 training program.

EWA has completed another DC-10 System Course that trained an additional eight (8) mechanics. The current total mechanics training are as follows:

DC-10 Avionics/Electrical Course - 8 completed course  
DC-10 System Course - 45 completed course  
DC-10 Executive Course - 10 completed course.

Quality Control has reviewed the American Airlines 40 hour DC-10 Airframe, Powerplant and Electrical course provided to the four (4) EWA SJC Line Station mechanics, and find it acceptable. It is also important to note that the SJC line station has been providing maintenance support to the Gemini Air Cargo DC-10-10 for over three months. Please advise me of your acceptance of this training.

Sincerely,

  
Thomas M. Wood  
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher  
Bruce Robbins  
Edward Jones



*This is to certify that*

*Tracey Alexander*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor



**EMERY**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*Douglas Atterson*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*01/14/99*

Date

*[Signature]*  
Instructor

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

*This is to certify that*

*Gary Couell*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor

**EMERY**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY

*This is to certify that*

*John B. Watson*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Jerry B. Tackett*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*Mark Newport*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor

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

*This is to certify that*

*Joe Wolf*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor



*This is to certify that*

*William Sindorn*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

01/14/99

Date

*[Signature]*  
Instructor

# AMERICAN AA AIRLINES

MAINTENANCE & ENGINEERING  
TRAINING

Presents a

## Certificate of Completion

Awarded to

*Edward M. Hedley*

*Entry Worldwide Airlines*

For Satisfactory Completion of the

DC-10 Airframe, Powerplant & Electrical

Dated this Thirtieth day of October 1998

*Dick Mau*

*Dick Mau*  
Instructor  
M&E Training - SFO

*Ken Decker*

*Ken Decker*  
Supervisor  
M&E Training - TLL



# AMERICAN AIRLINES

MAINTENANCE & ENGINEERING  
TRAINING

Presents a

## Certificate of Completion

Awarded to

*Francis M. Lewis*

*Embry Riddle* Airlines

For Satisfactory Completion of the

DC-10 Airframe, Powerplant & Electrical

Dated this Thirtieth day of October 19 98



Dick Mau  
Instructor  
M&E Training - SFO



Ken Decker  
Supervisor  
M&E Training - TUL

# AMERICAN AA AIRLINES

MAINTENANCE & ENGINEERING  
TRAINING

Presents a

## Certificate of Completion

Awarded to

*Michael P. Corrigan*

Senior Worldwide Airlines

For Satisfactory Completion of the

DC-10 Airframe, Powerplant & Electrical

Dated this Thirtieth day of October 19 98

*Dick Maus*

Dick Maus  
Instructor  
M&E Training - SFO

*Ken Deller*

Ken Deller  
Supervisor  
M&E Training - NLC

# AMERICAN AA AIRLINES

MAINTENANCE & ENGINEERING  
TRAINING

Presents a

## Certificate of Completion

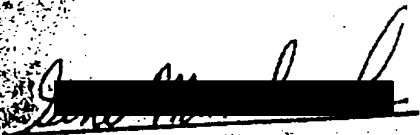
Awarded to

*Ronald E. Seog*

For Satisfactory Completion of the

DC-10 Airframe, Powerplant & Electrical

Dated this Thirtieth day of October 19 98



Gene Marchewka  
Instructor  
M&E Training - TUL





Ron Dollar  
Supervisor  
M&E Training - TUL



February 11, 1999

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is a follow-up to my letter sent to you January 15, 1999, which provided you the certificates of the DC-10 training program.

EWA has completed another two (2) System Courses (40/120 Hours) that trained an additional twenty one (21) mechanics. The current total mechanics trained are as follows:

DC-10 Avionics/Electrical Course - 8 completed course  
DC-10 System Course 40/120 Hours - 70 completed course  
DC-10 Executive Course - 10 Completed course.

The DC-10 System Course numbers reflect (4) EWA SJC mechanics that received the 40 Hour American Airlines System Course.

Sincerely,

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

Thomas M. Wood  
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher



*This is to certify that*

*Austin Teel*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*[Signature]*  
Instructor

**EMERLY**  
**WORLDWIDE AIRLINES**  
A **CTF** COMPANY

*This is to certify that*

*James Sebald*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*[Signature]*  
\_\_\_\_\_  
*Instructor*



*This is to certify that*

*Daniel Litman*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*[Signature]*

*Instructor*



*This is to certify that*

*Abdi Mohamed*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

Date

A handwritten signature in black ink is written over a redacted name. The signature appears to be "M. O. A." followed by a flourish. The redacted name is a solid black bar.

Instructor





**EMERLY**  
**WORLDWIDE AIRLINES**  
A **OTIF** COMPANY

*This is to certify that*

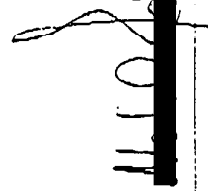
*David Saia*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*



*Instructor*

**EMERYS**  
**WORLDWIDE AIRLINES**  
A **CMF** COMPANY

*This is to certify that*

*Richard L. Lang*

*has satisfactorily completed a 40 hour course in  
DC-10 Systems*

*February 11, 1999*

Date

*[Signature]*  
Instructor

**EMERY**  
**WORLDWIDE AIRLINES**  
A **CTF** COMPANY

*This is to certify that*

*Leo Gilyot*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*James Jackson*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*Mark J. [Signature]*  
Instructor



*This is to certify that*

*Kevin Flanagan*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*Al [Signature]*  
Instructor

**EMERY**  
**WORLDWIDE AIRLINES**  
A **QIF** COMPANY

*This is to certify that*

*Ricky Bridges*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*Alton Robinson*  
Instructor



*This is to certify that*

*Thomas Brocke*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*[Signature]*  
Instructor





*This is to certify that*

*Simon Chandler*

*has satisfactorily completed a 40 hour course in*

*DC-10 Systems*

*February 11, 1999*

*Date*

*Alfred J. [Signature]*  
Instructor



*This is to certify that*

*John Wells*

*has satisfactorily completed a 120 hour course in*

*DC-10 Systems*

*January 28, 1999*

Date

  
Instructor



*This is to certify that*

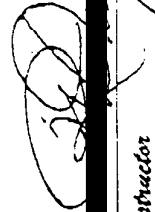
*David Ungernach*

*has satisfactorily completed a 120 hour course in*

*DC-10 Systems*

*January 28, 1999*

*Date*

  
\_\_\_\_\_  
*Instructor*



*This is to certify that*

*Barry Richards*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

*Date*

*[Signature]*  
Instructor



*This is to certify that*

*Tom Pagnard*

*has satisfactorily completed a 120 hour course in*

*DC-10 Systems*

*January 28, 1999*

*Date*

*[Signature]*  
Instructor

**EMERYS**  
**WORLDWIDE AIRLINES**  
A **CIF** COMPANY

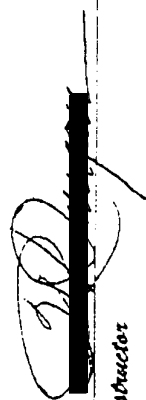
*This is to certify that*

*Gregory Lusk*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

*Date*

  
Instructor

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

*This is to certify that*

*Robert Hartley*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

Date

  
Instructor




*This is to certify that*

*Patrick Fredrick*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

Date

  
Instructor



**EMERY**  
**WORLDWIDE AIRLINES**  
A CNF COMPANY


*This is to certify that*

*Michael Berner*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

Date

  
Instructor



*This is to certify that*

*Frank Briley*

*has satisfactorily completed a 120 hour course in  
DC-10 Systems*

*January 28, 1999*

*Date*

*[Signature]*  
Instructor

EWA'S RESPONSE TO LETTER DATED  
December 15, 1998



January 11, 1999

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter constitutes Emery Worldwide Airlines, Inc. (EWA)'s formal response to your letter of investigation (991NP150023), addressed to EWA's President and Chief Operating Officer, dated December 15, 1998. (See Attachment 1).

EWA reported this damage to the Los Angeles Aircraft Certification office to Mr. Greg Delibero on December 17, 1998. (See Attachment 2).

As a result of an initial/indepth inspection of the subject cargo door and previous maintenance history, it was concluded that the door was damaged due to human factors.

EWA's Reliability Section reported the closed status of this subject which required a major repair to return the aircraft to service, by faxing the Operational Difficulty Report to you on January 3, 1999. (See Attachment 3).

A comprehensive review was performed by EWA Technical Service Management to determine why the SDR Report was not reported per the accepted EWA Maintenance Policy and Procedure Manual. The following is a summary of events and a Comprehensive Fix to prevent future occurrences.

1. On November 26, 1998, aircraft N105WP was taken out of service and removed from the operation during a schedule inspection, to perform unscheduled maintenance to repair the cargo door. Maintenance Control did not process the EWA ME028 Mechanical Interruption and MRR Advisory form and submit to Reliability as it was removed from service. At this time Maintenance Control had no knowledge of the requirement of a major repair.

Mr. Joseph Abramski  
Page 2  
January 11, 1999

2. The Manager of Reliability submitted the required MRR Report upon receipt of the repair package from the FAA DER. This report was delayed due to the Thanksgiving and Christmas Holiday period.

Comprehensive Fix:

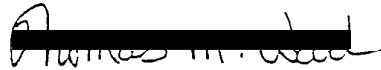
1. The Manager of Reliability will provide re-current training to all Staff members on the Maintenance Policy and Procedure Manual, Chapter 4, Section X, Mechanical Interruptions and MRR Reporting. He will also focus on the timeliness of reporting to prevent future delay reporting occurrences.
2. The Manager of Maintenance Control will provide re-current training to all Staff members on the Maintenance Policy and Procedure Manual, Chapter 4, Section X, Mechanical Interruptions and MRR Reporting. A copy of this letter will be addressed in this training.
3. The Manager of Quality Control in addition to auditing the submitted ME028 forms to Reliability, will add to the daily audit of all log pages, the review of discrepancies sign-off indicating a major repair was performed. The Quality Control Inspection Rep. will contact the Manager of Reliability and ensure that a MRR has been reported.
4. The Manager of Line Maintenance will provide re-current training to all Line Station Supervisors/Mechanics on the Maintenance Policy and Procedure Manual Chapter 4, Section X, Mechanical Interruptions and MRR Reporting, specifically to the reporting responsibility of the Maintenance personnel. A copy of this letter will be addressed in this training.

EWA submitted one MRR Report in 1998 that resulted in a major repair performed during line maintenance. All other major repairs MRR's were reported routinely through heavy maintenance visits, C and D checks. The isolation of this one line maintenance occurrence is representative in the isolated occurrence of the MRR not reported in a timely manner, even though it was only a few days.

Mr. Joseph Ambraski  
Page 3  
January 11, 1999

I trust EWA's correction action taken is satisfactory to your concerns. Should you wish to discuss this matter more fully, EWA's Senior Management and I would be more than willing to meet with you and address your concerns.

Sincerely,



Thomas M. Wood  
Director Quality Control

Attachments

cc: Kent Scott  
Rene Visscher  
Wayne Farnsworth  
Jack Smith  
Roger Rosher  
Robert Peck  
Edward Jones

DCQ:mlb



December 17, 1998

Mr. Greg Delibero  
Federal Aviation Administration  
Los Angeles Aircraft Certification Office  
3960 Paramount Drive  
Lakewood, CA 90712-4137

Dear Mr. Delibero:

This letter is a follow-up to our telephone conversation today regarding the DC-8 Rosenbalm STC SA1802SO Cargo Door repair performed on a Emery Worldwide Airlines (EWA) DC-8-73, Serial Number 46095, Production Number 497, N105WP at LAX.

The subject aircraft received a repair to the cargo door due to a crack found during preflight. The following details are pertinent to this aircraft.

- I. STC Door Installation
  - March 17, 1989
  - Installer, Zantop Macon, Georgia
  - Aircraft TAT 45,890 and TC 14,988
- II. Aircraft TAT/TC as of 11-27-98
  - TAT 65,843
  - TC 21,197
- III. TAT/TC on Cargo Door STC Installation
  - TAT 19,953
  - TC 6,209
  - 9 years and 8 months

Per our conversation, you informed me that the FAA considers this to be as safety concern and is preparing an Airworthiness Directives (AD) for a one-time inspection of the cargo door.

As I discussed with you, EWA issued a Fleet Campaign Directive No. 52-6 (attached) to inspect the Rosenbalm and Monarch Cargo Doors in this specific area.

Mr. Greg Delibero  
Page 2  
December 17, 1998

Per our agreement, this letter is being copied to the DC-8 JTF members for their initial notification and opportunity to perform inspections on their aircraft. Please advise me if the EWA FCD inspection will comply with the proposed AD inspection.

I would like to thank you for your support in this matter.

Sincerely,

*Thomas M. Wood*

Thomas M. Wood  
Director, Quality Control

Attachment

cc: Rene Visscher  
JTF Members



U. S. Department  
of Transportation

# Operational Difficulty Report

Federal Aviation  
Administration

OPERATOR CONTROL NUMBER

RPXA98959

ATA CODE

5230

## MAJOR EQUIPMENT IDENTITY

Enter pertinent data	MANUFACTURER	MODEL	SERIAL NO.	TOT. TIME	TOT. CYC.
AIRCRAFT	DOUG	DC973	46095	65,847	21,199
POWERPLANT					
PROPELLER					

## PROBLEM DESCRIPTION

DATE	STATUS	OPER. DESIG.	OPER. TYPE	A/C N NUMBER	PREC. PROCED.	NATURE	STAGE OF FLIGHT	STATION	FLIGHT #
981215	C	RPXA	01	105WP	K	J	IN	KLAX	835

### Discrepancy/Corrective Action:

DURING FLIGHT FROM KALT TO KLAX CARGO DOOR (OPEN) LIGHT ILLUMINATED, NO CABIN PRESSURE CHANGE, LOCK BAR APPEAR TO BE AT FULL TRAVEL (CLOSED). FLIGHT CONTINUED TO KLAX WITHOUT INCIDENT // GROUND INSPECTION // FOUND DOOR LOCKING MECHANISMS OUT OF SEQUENCE, TORQUE TUB DAMAGED (PN: 23630352). DOOR HYDRAULIS SYSTEM, VALVE UNSERVICEABLE (PN:1629-3-24) AND CYLINDER ASSEMBLY (PN: 8520008009) MISSING BEARING. STRUCTURE DAMAGE, ALL 12 DOOR FRAMES CRACKED AT LOWER SECTION. // CORRECTIVE ACTION// REMOVED AND REPLACED THE FOLLOWING COMPONENTS; TORQUE TUB (PN: 23630352), VALVE (PN:1629-3-24) AND CYLINDER ASSEMBLY (PN: 8520008009). STRUCTURE DAMAGE; REMOVED DAMAGES FROM 12 FRAMES, FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA DER COTNEY APPROVED ENGINEERING SKETCH F84-R01.

### SPECIFIC PART CAUSING PROBLEM

PART NAME	MFG. PART NUMBER	SERIAL #	PART CONDITION	PART/DEFECT LOC.
MAIN CARGO DOOR			DAMAGED	FUSELAGE
PART TOTAL TIME	PART TOTAL CYCLES	PART TIME SINCE:	Overhaul	Repair
			Inspection	
COMPONENT NAME	COMPONENT MANUFACTURER	COMPONENT PART #	COMPONENT SERIAL #	
COMPONENT TOTAL TIME	COMPONENT TOTAL CYCLES	COMPONENT TIME SINCE:	Overhaul	Repair
			Inspection	

SUBMITTED BY

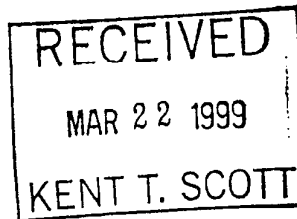
NAME	SUB. CODE	DIST. OFF.	ALERT	FILM
EMERY WORLDWIDE AIRLINES INC	A	WP15		



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

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



March 16, 1999

**CERTIFIED-RETURN RECEIPT**

Kent T. Scott,  
President and Chief Operating Officer  
Emery Worldwide Airlines, Inc.  
One Lagoon Drive  
Redwood City, CA 94065

Dear Mr. Scott:

**FAA EIR Consolidation Notification**

This letter is to inform you that the San Jose Certificate Holding Office has determined that administratively, it is advantageous to the Administrator to consolidate, into one Enforcement Investigation Report (EIR), the following several EIR's:

EIR 99WP150023 is incorporated into EIR 99WP150028  
EIR 99WP150025 is incorporated into EIR 99WP150028  
EIR 99WP150029 is incorporated into EIR 99WP150028  
EIR 99WP150032 is incorporated into EIR 99WP150028  
EIR 99WP150033 is incorporated into EIR 99WP150028

Any correspondence relating to any of the above EIR's listed should be referenced to EIR 99WP150028 as shown above. All Emery Worldwide Airlines, Inc. (EWA) responses received to date, have been incorporated into EIR 99WP150028.

If you have any questions, please advise.

Sincerely,

John R. Howard  
Asst. Manager, A/W

December 15, 1998



January 10, 1999

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letters dated December 15, 1998 and December 21, 1998 concerning aircraft N105WP experienced main cargo door damage, and Telegraphic Airworthiness Directive (TAD) T98-26-51. (See Attachment 1)

Emery Worldwide Airlines (EWA) reported this damage to the Los Angeles Aircraft Certification office to Mr. Greg Delibero on December 17, 1998. (See Attachment 2).

Based on the initial determination by EWA, in concert with the FAA DER performing the line maintenance repair it was determined that the door was damaged due to FOD. EWA elected to issue a Fleet Campaign Directive 52-6 to inspect the Rosenbalm and Monarch STC Cargo door aircraft in this effected area as a precaution. As a result of this inspection, no defects were noted on other aircraft.

Mr. Andrew Albright, EWA Reliability Structural Analyst, performed an in-depth review of the cause of the damage. The following is the results of an analysis on aircraft N105WP main cargo door damaged that occurred on November 26, 1998 and was removed from service and repaired on December 14, 1998. The main cargo door sustained damages to the door locking mechanism, hydraulic system and primary structures. The crew's first indication was maintaining pressurizations written on log pages (6913-22, 6913-24 & 6913-25). The aircraft log pages reported FOD found by EWA's maintenance personnel in the lower forward section of the door causing the following chain of events. The events as written by flight crew members, repairs made by maintenance personnel and damaged parts replaced during the repair will demonstrate a pattern to which the damage conclusion was determined.

#### **Pilot Write-Ups Sequence of Events:**

Prior to aircraft's main cargo door damage on November 26, 1998, aircraft departed KELP to KDAY, log page 6913-22 pilot reports; "Both packs have to be at maximum to maintain the cabin below 10,000 feet, only able to get 7.6 differential left pack appears weak". Maintenance personnel inspected aircraft at KDAY and performed corrective action; "Removed FOD from along bottom edge of main cargo door, aircraft pressurization operations checked good, both packs operations checked good, no defects noted".

On November 27, 1998, Aircraft N105WP, departed KATL to KLAX. During the flight, log page 6913-25, pilot reports; "needed both packs to maintain pressurization, cargo door lights illuminates during flight, no cabin pressure change—lock bar appears to be at full travel—closed, cargo door latches went to latch position before door was fully closed (out of sequence)." Corrective Action; EWA received on December 14, 1998, a repair for the main cargo door IAW FAA DER approved Cotney Engineering Sketch F84-R01.

#### **Pilot Write-Ups Abbreviated (See Attachment 3 for actual log pages):**

11-26-98

- FOD found in cargo door lower section
- Difficulties maintaining cabin pressurization
- Cargo door jerks while opening

11-27-98

- Difficulties maintaining cabin pressurization
- Cargo door open light illuminates
- Cargo door latches went to latch position before was fully closed

The FOD found by maintenance personnel at KDAY on November 26, appears to have affected the closure of the main cargo door at or before departing KELP. This appears to be true after reviewing prior log page (6913-21), did not indicate aircraft pressurization lost. Review of the remaining log pages 6913-23 and 6913-24 found discrepancy and write-up on pressurization. Aircraft log page 6913-24 pilot reports, "Air leak forward lower edge of cargo door, must run both packs at high flow to keep aircraft pressurized, and the cargo door jerks while opening". EWA maintenance personnel inspected aircraft at KLAX and performs corrective action by, "Straightened seal depressor at lower edge and serviced reservoir."

In summary, the log page revealed FOD in lower section of the main cargo door found by EWA maintenance personnel. Maintenance inspected the main cargo door lock mechanisms but were unable to find any damage and dispatched the aircraft for flight. The aircraft flew two additional legs that day without difficulties. The third flight indicated cabin pressurization problems and main cargo door jerked when opening. EWA has determined when the main cargo door closed at KELP, FOD

trapped in the locking mechanisms had shifted locking bar and locks to close unevenly, causing the locking system to become out of sequence.

**Main Cargo Door Repairs:**

The main cargo door damages repaired at KLAX by EWA maintenance personnel were recorded on EWA Non-Routine Maintenance Forms, on December 14, 1998. The main cargo door locking mechanisms and hydraulic system damages evaluated by EWA personnel. The locking device torque tub (PN: 23630352) damaged by excessive force created by hydraulic forces to shift locks combined with locks out of sequence.

EWA maintenance personnel evaluated the main cargo door hydraulic system damages. Their evaluation determined main cargo door jerking while opening caused by a damaged hydraulic valve (PN: 1629-3-24), removed and replaced. The Cylinder assembly (PN: 8520008009) found unserviceable, cylinder removed and replaced.

EWA maintenance personnel and FAA DER Mr. Derrick Seys, of the Cotney Company, inspected the internal door structure. Their findings were all 12 frames damaged, to which these frames run longitudinal each equipped with a locking hook. The Cotney Company analysis structural strengths lost which they can provide, they concluded repairs to all frames exceed limitations IAW DC-8 SRM type repairs. EWA requested and received a repair for all 12 frames from the Cotney Company (F84-R01), and repairs completed on December 14, 1998, IAW FAA DER approved Cotney Engineering Sketch F84-R01.

**Summary:**

The FOD found in the lower forward section of the main cargo door appears to have caused door locking system to become out of sequence induced by the torque tube. Evidence of FOD can be seen by the damage found to the lower forward door seal depressor. EWA has determined the damaged locks prevented the door from fully sealing, creating pressurization loss, as reported by crews. When the aircraft was in flight, pressurization engaged to the internal air pressure forcing the lower door edge out, creating just enough vibration from the loose door locks that illuminated the door open warning light. This constant vibration and air forces created enough stress on the forward door frames eventually cracked.

The request for information per your December 15, 1998 letter is enclosed (See Attachment 3).


Mr. Greg Delibero informed me on December 17, 1998 that a telegraphic airworthiness directive may be issued to inspect the Rosenbalm cargo doors in the area that the damage was found on aircraft N105WP.

On December 21, 1998, I coordinated the inspection requirements per T98-26-51 with Greg Dilibero and Rony Azzi of the Atlanta ACO, and of course yourself per the TAD. The inspection was performed on the nine (9) aircraft per the TAD item (B) and no defects were noted. (See Attachment 4).

I have addressed this TAD inspection requirement with other effected air carriers, and they also found no defects. I have also addressed this with Mike O'Neil and we will discuss this issue at the scheduled DC-8 Cargo Conversion Joint Task Force meeting next Tuesday, January 12, 1999 at Miami.

Please call if I can be of further assistance or provide additional information.

Sincerely,



Thomas M. Wood  
Director Quality Control

attachments

cc: Rene Visscher  
QC Managers

TMW/amb

## ATTACHMENTS

1. FAA PMI Letters to EWA Director Quality Control dated December 15, 1998 and December 21, 1998.
2. EWA Director Quality Control letter dated December 17, 1998 to FAA ACO Engineer Greg Delibero. (Copy of EWA FCD 52-6)
3. FAA PMI information requested per his December 15, 1998 letter.
4. EWA TAD notification letter to PMI dated December 21, 1998, and EWA response letter for TAD findings to ACO TAL, Rany Azzi, Copies of all MA's performing inspection, memo from EWA Manager Reliability for 30 day review per AD, AFM AD revision record.





December 17, 1998

Mr. Greg Delibero  
Federal Aviation Administration  
Los Angeles Aircraft Certification Office  
3960 Paramount Drive  
Lakewood, CA 90712-4137

Dear Mr. Delibero:

This letter is a follow-up to our telephone conversation today regarding the DC-8 Rosenbalm STC SA1802SO Cargo Door repair performed on a Emery Worldwide Airlines (EWA) DC-8-73, Serial Number 46095, Production Number 497, N105WP at LAX.

The subject aircraft received a repair to the cargo door due to a crack found during preflight. The following details are pertinent to this aircraft.

- I. STC Door Installation
  - March 17, 1989
  - Installer, Zantop Macon, Georgia
  - Aircraft TAT 45,890 and TC 14,988
- II. Aircraft TAT/TC as of 11-27-98
  - TAT 65,843
  - TC 21,197
- III. TAT/TC on Cargo Door STC Installation
  - TAT 19,953
  - TC 6,209
  - 9 years and 8 months

Per our conversation, you informed me that the FAA considers this to be as safety concern and is preparing an Airworthiness Directives (AD) for a one-time inspection of the cargo door.

As I discussed with you, EWA issued a Fleet Campaign Directive No. 52-6 (attached) to inspect the Rosenbalm and Monarch Cargo Doors in this specific area.

Mr. Greg Delibero  
Page 2  
December 17, 1998

Per our agreement, this letter is being copied to the DC-8 JTF members for their initial notification and opportunity to perform inspections on their aircraft. Please advise me if the EWA FCD inspection will comply with the proposed AD inspection.

I would like to thank you for your support in this matter.

Sincerely,

*Thomas M. Wood/re*  
Thomas M. Wood  
Director, Quality Control

Attachment

cc: Rene' Visscher  
JTF Members

EWA'S RESPONSE TO LETTER DATED  
February 10, 1999



February 18, 1999

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letter dated February 10, 1999 regarding your request for the damaged material removed from the N105WP cargo door repair on November 27, 1998, to be forward to Mr. Michael O'Neil (See Attachment).

Mr. O'Neil had requested this of me in the January 12, 1999 DC-8 Cargo Conversion Joint Task Force (JTF) meeting; however, I did not know the availability status of the material at that time. I expressed no objection of his review and informed him I would let him know.

I spoke to Mr. O'Neil today by telephone and e-mailed him, regretfully informing him that these parts were routinely disposed of after Quality Control inspected these items last year (See Attachment).

I have previously provided you the comprehensive data package on the facts of the subject damaged door due to FOD in my letter dated January 10, 1999. I provided Mr. O'Neil a copy of this letter also on January 12, 1999.

I am sending you a copy of the JTF meeting to which this subject was addressed and responded to by Mr. O'Neil (See Attachment).

If you have any other questions, please don't hesitate to call me.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written over a thick black horizontal line.

Thomas M. Wood  
Director Quality Control

Attachments

cc: Kent Scott  
Rene Visscher



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

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

February 10, 1999

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

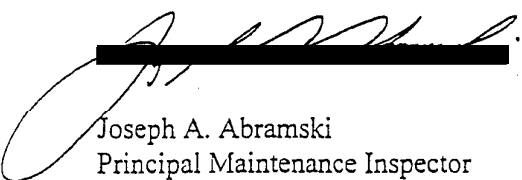
Dear Mr. Wood:

This office has received a request for assistance from the FAA Los Angeles Aircraft Certification Office (LAX ACO) in retrieving, for FAA structural analysis, the fractured main cargo door frames on Emery Worldwide Airlines (EWA) DC-8 aircraft N105WP. As you are aware, the failure of these door frames was discovered on November 27, 1998, by EWA maintenance personnel in Los Angeles, California, and is the subject of an open investigation by the FAA into this matter.

Since it is our understanding that FAA LAX ACO engineering personnel have politely requested these door frames for analysis on a number of occasions without success, we would appreciate your cooperation in this matter.

Please forward the requested parts to: Mr. Michael E. O'Neil or Greg DiLibero  
Aerospace Engineer  
FAA Los Angeles Certification Office  
3960 Paramount Blvd.  
Lakewood, CA. 90712-4137

Sincerely,

  
Joseph A. Abramski  
Principal Maintenance Inspector

cc: Rene Visscher - EWA  
Michael E O'Neil - FAA  
Greg DiLibero - FAA

Wood, Thomas M

---

From: Wood, Thomas M  
Sent: Thursday, February 18, 1999 7:39 AM  
To: 'Michael E O'Neil'  
Cc: Farnsworth, Wayne E; Tackett, Jerry B  
Subject: RE: FAA Airplane Review

Mike: EWA is pleased to make available a Rosenbalm STC aircraft at ATL on 2-22-99 per your request. The JTF Bidders Committee meet on 1-27-99 and 2-16-99 to discuss and implement a plan to move forward with Phase II. Both meetings with the STC Holders was very positive in taking a continued forward motion. I will send you the Meeting Minutes.

With regard to your request of the damaged parts from EWA's aircraft N105WP that received FOD damage to the cargo door, and was repaired at LAX, I regretfully inform you that these parts were routinely disposed of after the Quality Control inspected these items last year. I provided you and my PMI a complete report of this subject. Wes Plattner has informed me that his Rosenbalm Vent Door STC has been taken off the fast track of being reviewed by the ATL ACO and does not know the completion date. AS EWA,s aircraft is soon to depart the scheduled Heavy Maintenance, this will not be installed as we had planned.

Please call when you get time if you need more details of this message.

Thomas Wood

---

From: Michael E O'Neil [REDACTED]  
Sent: Wednesday, February 17, 1999 12:52 PM  
To: wood.thomas [REDACTED]  
Cc: Randy Avera [REDACTED]  
Subject: FAA Airplane Review

Tom;

On February 5, 1999, the FAA requested the JTF make available, for FAA review of the door annunciation system, a DC-8 modified by STC SA1802SO. At that time we suggested Monday, February 22, 1999 at the Emery facility at Hartsfield Int'l. Airport in Atlanta, GA.

Is this proposal acceptable? Please let me know when, where, and whom to contact to finalize plans for the visit.

Thanks,

MEO



## DC-8 CARGO CONVERSION JOINT TASK FORCE

JANUARY 12, 1999

### MEETING MINUTES

- I. General Introduction and Welcome Members
  - The Chairman, Thomas Wood opened the meeting by welcoming all JTF members and guests.
  - Each attending person identified themselves and their relationship to the JTF effort.
  - Mike O'Neil introduced his guest from the FAA Seattle ACO, Mr. Mike Zielinski who is currently assigned to the B-727 Cargo Door STC re-evaluation team.
  - Mike O'Neil stated that the FAA recognizes that the JTF is an ice breaking process resulting in a precedent setting group. He thanked the JTF for the progress made to date.
  - A total of nine (9) FAA ACO Engineers were present at this meeting.
  - The Chairman reviewed the sign-in sheet and confirmed that eight (8) of the eleven (11) JTF members were present, which constituted a quorum to perform business.
- II. Review/Accept November 3 & 4, 1998 Meeting Minutes.
  - The minutes were prepared to be read by the Chairman, and a motion by John Zappia of Fine Air was made to accept them as written, which received unanimous approval by the JTF membership.
  - The Chairman requested the membership to submit changes as applicable to update the "Operator Cargo Door STC Summary". Dan Johnson of Air Transport International (ATI) provided this information at the end of the meeting. All members agreed to review the listing and provide changes to the Chairman by end of January 1999.

**DC-8 CARGO CONVERSION JOINT TASK FORCE**

Meeting Minutes - January 12, 1999

Page 2

III. JTF Funding Status

- The Chairman reviewed the "JTF Payment Status Report" provided to the membership in the meeting handout.
- The final cut off date for the JTF Joint Venture Agreement for membership entitlements to receive payment by December 15, 1998, was administered by the Chairman.
- Eleven (11) members out of fourteen (14) eligible members signed up and made the required payment which covered the cost of Phase I re-evaluation of the five (5) STC data packages.

JTF Membership:

Fine Air Services, Inc./Agro Air STC Holder  
(SA1862SO/ST00309AT)  
Aeronautical Engineers Inc. - AEI STC Holder (SA1063SO)  
Airborne Express/Airborne - STC Holder (SA2315SO)  
American International Airways  
Air Transport International  
Aerolease International  
Arrow Air, Inc.  
Emery Worldwide Airlines  
M.K. Airlines  
Airmec  
Aer Turas

NOTE: The JTF membership acts as the STC Holder for  
SA1802SO/SA421NW and SA1832SO.

The three airlines who chose not to join the JTF was Trans Continental Airlines (2 aircraft), Iberia Airlines (2 aircraft) and Florida West International Airways (1 aircraft).

- The Chairman confirmed that fifty percent payment was sent to all three contracted engineering companies performing the STC re-evaluation process.



## DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 3

- A special recognition and appreciation was given to Aerolease for providing the initial funds to cover the engineering cost of the STC re-evaluation process until the membership could be established and receive funds. Without this exceptional sacrifice of a large amount of money, it would have been difficult to possibly not probable to complete Phase I by the end of 1998. THANK YOU AEROLEASE.
- The Chairman will request final invoices from Matt Creager and Wes Plattner, and request the CAA to return the balance of the funds to Aerolease.
- Aerolease agreed to make payment for aircraft N781AL previously operated by BAX Global, and the five aircraft that was not paid by the Airlines choosing not to join the JTF.
- The JTF payment shortage identified on the Payment Status report was accepted by Aerolease, to which will be considered a future credit to Aerolease in membership fees.

### IV. Aircraft Conformity Inspection FAA Inspection Status

- The JTF members were provided the schedule and FAA proposal for the three aircraft inspections scheduled in January 1999.
- An Arrow Air DC-8-62 modified by STC SA1063SO was inspected at the Arrow Air facility. A Fine Air DC-8 modified by STC's SA1862SO and ST00309AT was inspected at the Fine Air facility. An Emery Worldwide Airlines DC-8-73 modified by STC SA1802SO was inspected at Timco facility.
- Mike O'Neil presented a brief review of the findings during each visit. Mr. O'Neil stated a copy of the reports would be provided to the JTF for distribution to the members.
- John Zappia of Fine Air requested what protocol was in place regarding the inspection results of these inspections. His concern was the request of STC data from his FAA PMI, upon completion of their inspection. Mr. O'Neil stated their findings were only observations and he would contact his PMI to address his concerns and explain the JTF review process.

## DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 4

- Mr. O'Neil stated that the airplane reviews the FAA performed on five aircraft revealed no immediately identifiable unsafe conditions with the STC installations. There were, however, discrepancies identified in the smoke detection/annunciation systems on two aircraft and noted that both operators initiated campaigns in their respective fleets to address the discrepancies.
- Mr. O'Neil requested that an EWA aircraft be made available at Atlanta on February 1, 1999 for the JTF FAA ACO team to inspect a Rosenbalm STC door aircraft (SA1802SO). The Chairman took this action item and will notify Randy Avera.
- Mr. O'Neil thanked the JTF for their support in setting up these inspections and providing support to enable the FAA to complete the airplane reviews in the time frame desired by the FAA.

### V. STC Re-evaluation Status Phase I

- The Chairman provided the membership a copy of the letter sent to Mr. O'Neil on December 22, 1998 in their handout. This letter provided the STC re-evaluation status report that concluded the Phase I process.
- Mr. O'Neil asked the JTF if these reports reflected any known unsafe condition, and a collective response from the JTF was no.
- Mr. O'Neil stated that the submitted reports from the JTF probably address about 90% of the issues under review by the FAA in the re-evaluation process; the remaining 10% would be addressed in their acceptance of the workscope for Phase II. He also stated that it made little sense to delay initiating Phase II until completion of FAA review of the Phase I results.
- The JTF requested of Mr. O'Neil to review and comment the submitted reports within 45 days, to promote the beginning of Phase II. Mr. O'Neil stated the JTF FAA team would provide a response in 45 days to the reports.
- Mr. O'Neil stated that the Safety Analysis for modifications may be FAA DER approved, and service bulletin/STC modifications will be FAA ACO approved as they may be the subject of FAA rule making.

## DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 5

- Marge Jones of Safety Analytical Technologies provided a statement of work and compliance checklist for the Smoke Detection re-evaluation process. A copy will be sent to Mr. O'Neil by the Chairman to complete his report.

### VI. JTF Phase II Development

- The Chairman presented the status of the JTF Phase I, II & III program that was reviewed and accepted by Mike O'Neil.

#### Phase I

- STC Holders perform a technical review of the STC data package to determine compliance with CAR4b, utilizing the DC-8 Cargo Conversion Review Scope of Work.
- Upon completion of the STC Holder review, submit to the FAA for review and concurrence.
- After receiving FAA concurrence with the technical review, STC Holders will develop an inspection/conformity package.
- STC Holder/Operator will inspect the aircraft during Heavy Maintenance visit. FAA review/inspection may be performed in concert with this inspection.

#### Phase II

- Develop engineering as required to correct structural anomalies to meet CAR4b criteria by amending the original STC(s) or providing FAA 8110-3 approval per aircraft.

#### Phase III

- Modify aircraft to incorporate the FAA approved design changes developed in Phase II.
- Wes Plattner of National Aircraft Services, Inc. provided a status of the development of an STC program that will address re-evaluation results of the Cargo Door System Category #5 for the Rosenbalm STC SA1802SO. The STC proposes to install a vent door and improve the door locking and indication system. This STC data is under review by the Atlanta ACO and approval is expected in February 1999. An EWA aircraft DC-8-73, N105WP will have the first NAS Vent Door STC installed during heavy maintenance and will return to service in March 1999.

## DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 6

- Mike O'Neil asked Mr. Plattner and the JTF members if any other STC of this type was in work for the other effected door systems? Mr. Plattner responded in that none he knew of.
- Mr. O'Neil asked Mr. Plattner how many days it would take him to develop his STC for incorporation on the other doors? Mr. Plattner stated approximately thirty (30) days each to the remaining three (3) STC door installations.
- The Chairman concluded the NAS STC discussion by stating that a Phase II and III process would be complete by March 1999. All members agreed that this positive timely support as a group, would not have been possible without the JTF, FAA ACO Team support.

- The Chairman presented the history of the issuance of the Telegraphic Airworthiness Directive T98-26-51.

Emery Worldwide Airlines DC-8-73, N105WP received FOD damage to the main cargo door (STC SA1802SO) due to the results of human factors and was repaired. The total aircraft flight hours and flight cycles since installation of this STC was TAT 19,953, TC 6,209 and 9 years and 8 months.

The Chairman provided Greg DiLibero the aforementioned information prior to the issuance of the TAD. Mr. DiLibero gave the Chairman the opportunity to notify the JTF members of a possible issuance of this AD.

Thirty-two (32) effected aircraft were inspected per this TAD with no defects noted. A formal response letter on the FOD damaged caused to the EWA aircraft was provided by the Chairman to Mike O'Neil.

- Mr. O'Neil thanked the JTF for their support in this TAD inspection and stated future AD's concerning this review process would attempt to utilize the JTF to communicate with affected parties.

### VII. Update of B727 NPRM

- Mike O'Neil introduced and requested that Mr. Mike Zielinski of the FAA Seattle ACO office assigned to the B-727 Cargo Conversion STC team address this issue.

## DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 7

- Mr. Mike Zielinski advised that the 727 Cargo floor ADs had been issued and become effective February 16, 1999 under AD numbers 98-26-18, 98-26-19, 98-26-20 and 98-26-21.

As an example, Mr. Zielinski referenced the limitations of the AIE STC SA1368SO.

- The Chairman thanked Mr. Zielinski for the update.

### VIII. Questions and Answers

- Mr. Rob Jackson, FAA LGB-AEG presented to the JTF the opportunity to include the DC-8 structural STC's into the ongoing DC-8 MSG III program per AC121-122A, as approved by the FAA working with Douglas and the DC-8 Air Carriers.

It was moved and unanimously approved that the JTF participate in this task. It was also noted several JTF air carriers are active members of this DC-8 MRB.

- The Chairman adjourned the meeting and advised the FAA, members and guests that the JTF membership would continue their meeting to discuss Phase II implementation.

### IX. JTF Meeting

- The Chairman assigned Thierry Derrien of Airborne to chair this meeting.
- A motion was made to allow Wes Plattner to complete the re-evaluation for the Cargo Door System Category #5 on the other STC cargo doors, like was performed on the Rosenbalm with a Phase II solution.

A vote was taken which received unanimous approval by the JTF.

- A discussion was held regarding the Class E Cargo Compartment Smoke Detection Category #4. The JTF proposed the following solutions for further review;
  1. Look at the existing systems and modify as an option.
  2. Review new wireless installation as an option.

**DC-8 CARGO CONVERSION JOINT TASK FORCE**

Meeting Minutes - January 12, 1999

Page 8

3. Review the ATI system that was recently tested to the 1 minute rule as an option.

The JTF assigned Airborne the task of researching these options and report back to the JTF.

- A discussion was held regarding the structural categories of 1,2 & 3. Matt Creager of Structural Integrity Engineering proposed to the JTF to provide a draft proposal that will define the Phase II requirements. He stated he would fax this to the Bidders committee on or before 1-30-99.

A vote was taken which received unanimous approval by the JTF.

Thierry Derrien informed the JTF that he would present the minutes to the Chairman by telephone in the next few days.

A decision was made to establish the next meeting after Mr. Derrien spoke with the Chairman. A JTF Bidders meeting was proposed to be held at Airborne on 1-27-99.

The meeting was adjourned.

DC-8 CARGO CONVERSION JOINT TASK FORCE

Meeting Minutes - January 12, 1999

Page 9

ATTENDEES

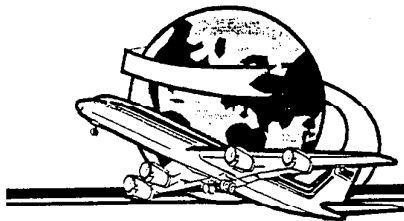
<u>NAME</u>	<u>COMPANY</u>	<u>TELEPHONE</u>	<u>FAX</u>
Mike O'Neil	FAA-LAACO		
Greg DiLibero	FAA-LAACO		
Thierry Derrien	Airborne Express		
George Mabuni	FAA-LAACO		
Albert Lam	FAA-LAACO		
Rob Jackson	FAA-LGB-AEG		
Carl Fountain	FAA		
Rany Azzi	FAA		
Mike Zielinski	FAA		
Tim Corley	Aerolease		
Wes Plattner	NASI		
Paul Hedding	NASI		
Richard Saltivan	AIA		
Bill Cotney	Cotney/Fine		
Dan Johnson	A.T.I.		
Charles Perry	AEI		
John Zappia	Fine Air		
Mary Arabi	Airborne Express		
Matt Creager	SIE		
Cawas Commissariat	Airborne Express		
Thomas Wood	EWA		
Nelson Gonzalez	Arrow Air		
Randy Avera	FAA-Atlanta		

EWA'S RESPONSE TO LETTER DATED

December 21, 1998



**EMERY  
WORLDWIDE  
AIRLINES**



**Thomas M. Wood**  
DIRECTOR QUALITY CONTROL

303 CORPORATE CENTER DR. VANDALIA, OH 45377  
FAX: (937) 898-2803 PHONE: (937) 454-3940

**FACSIMILE TRANSMISSION COVER SHEET**

DATE: 1 / 15 / 99

SEND TO FAX #: [REDACTED]

DELIVER IMMEDIATELY TO:

NAME: JOE ABRAMSKI

TELEPHONE #: [REDACTED]

COMPANY / DEPARTMENT: FAA SJC

This is page 1 of 1 pages sent in transmission regarding the following principal subject(s):

*Joe: Unable to reach you all week by phone. I need your status of the following, I would like the opportunity to discuss them by phone, instead of letters, please.*

*1. Draft letter sent 1-7-99 per our agreement, to agree on verbage before I submit to you.*

*2. Maint manual MPP revision sent 1-7-99*

*3. Working with Boeing on training, will advise.*

*4. "C" Check being sent today and Monday. Have a great weekend.*

FACSIMILE MESSAGE FROM:

NAME: Thomas M. Wood

EWA'S RESPONSE TO LETTER DATED  
December 17, 1998



February 9, 1999

Mr. Joe Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your December 18, 1998 letter requesting information (See Attachment). We have discussed many of these items over the phone in the past two months in preparing for the DC-10 certification. The following responses address your items by number per your letter.

- 1) EWA has provided you previously this information that is contained in the Continental Maintenance Manuals. Bruce Robbins has also provided Nick Pearson the Avionics Modification Listing. The Douglas Freighter Conversion Supplement will contain all of the specific differences not contained in the reference manuals.
- 2) Same as above.
- 3) See Attachment.
- 4) None at this time.
- 5) See Attachment.
- 6) EWA will utilize Timco, Greensboro, NC and Commodore Aviation, Miami, Florida.
- 7) Same as above.
- 8) EWA has reviewed the aircraft tooling, test and support equipment per the aircraft maintenance manual. In support of the line maintenance operations and other in-depth system trouble shooting, EWA is purchasing additional equipment as listed. Please contact Bruce Robbins if you have any questions.

Please call me upon receipt and your review if you have any questions. Thank you for your support.

Sincerely,

Thomas M. Wood  
Director Quality Control

TMW/re

Attachments

cc: Rene' Visscher  
Bruce Robbins



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

San Jose International Airport  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110-1130  
Phone: (408) 291-7581  
FAX: (408) 279-5448

December 18, 1998

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

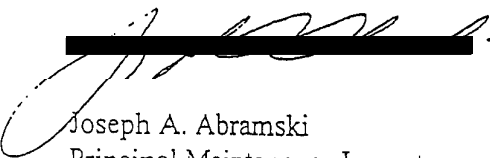
Dear Mr. Wood:

In conjunction with the Emery Worldwide Airlines (EWA) DC-10 certification, please inform this office in writing of the following information:

- 1) A listing of all applicable major aircraft components by part number and serial number.
- 2) A listing of all applicable aircraft sub-components by part number and serial number.
- 3) A copy of applicable aircraft lease agreements.
- 4) A copy of applicable parts pooling and borrowing agreements.
- 5) A copy of applicable aircraft major component lease and/or interchange agreements.
- 6) A copy of the applicable aircraft substantial maintenance provider agreements.
- 7) A copy of any other applicable aircraft maintenance provider/vendor agreements.
- 8) A listing of all applicable aircraft tooling, test, and support equipment.

Please forward the requested information as soon as possible.

Sincerely,

  
Joseph A. Abramski  
Principal Maintenance Inspector

cc: Rene Visscher - EWA

---

AIRCRAFT LEASE AGREEMENT N68041

dated as of

May 18, 1998

between

FIRST SECURITY BANK, NATIONAL ASSOCIATION ,  
not in its individual capacity, except as expressly set forth herein,  
but solely as Owner Trustee or its assigns,

as Lessor,

and

EMERY WORLDWIDE AIRLINES, INC.,

as Lessee

ONE MCDONNELL DOUGLAS DC-10-10 AIRCRAFT  
U.S. REGISTRATION N68041  
MANUFACTURER'S SERIAL NUMBER 46900  
as equipped with three (3) General Electric CF6-6D engines

---

COUNTERPART NO. \_\_\_ OF 6 SERIALLY NUMBERED, MANUALLY EXECUTED  
COUNTERPARTS. TO THE EXTENT THAT THIS AIRCRAFT LEASE  
AGREEMENT CONSTITUTES CHATTEL PAPER UNDER THE UNIFORM  
COMMERCIAL CODE IN THE U.S. OR ANY CORRESPONDING LAW IN ANY  
FOREIGN JURISDICTION, NO SECURITY INTEREST IN THIS AIRCRAFT LEASE  
AGREEMENT MAY BE CREATED THROUGH THE TRANSFER OR POSSESSION  
OF ANY COUNTERPART HERETO OTHER THAN COUNTERPART NO. 1.

## INDEX

<u>SECTION</u>	<u>HEADING</u>	<u>PAGE</u>
1.	Preamble	1
2.	Definitions	1
3.	Lease and Conditions	9
4.	Delivery and Acceptance; Effective Date; Term	11
5.	Rent	16
6.	Representations and Warranties	18
7.	Possession and Use	21
8.	Information and Inspection	28
9.	Covenants of Lessee	29
	Replacement of Parts; Alterations, Modifications and	31
	Additions	33
10.	General Tax Indemnity	37
11.	Casualty Occurrences	39
12.	Insurance	42
13.	Indemnification	43
14.	Liens	44
15.	Perfection of Title and Further Assurances	45
16.	Return of Aircraft and Records	48
17.	Events of Default	50
18.	Remedies	53
19.	Alienation	54
20.	Miscellaneous	
 <u>EXHIBITS</u>		
EXHIBIT A	Aircraft Specifications	I
EXHIBIT B	List of Manuals, Documents and Records	II
EXHIBIT C	Definitions and Values	IV
EXHIBIT D	Lease Supplement No. 1	VIII
EXHIBIT E	Delivery Conditions	XI
EXHIBIT F	Return Conditions	XIII
EXHIBIT G	Maintenance Recording Requirements	XX
EXHIBIT H	Part 1 – Calculation of Complete Aircraft Multiplier	XXII
	Part 2 – Mandatory Extension of Possession Term	XXIII
EXHIBIT I	Form of Lessee's Guaranty	XXV
EXHIBIT J	Form of Lessor's Guaranty	XXIX
EXHIBIT K	Form of Legal Opinion from Lessor Guarantor's In-House	XXXIII
	Counsel	
EXHIBIT L	Form of Legal Opinion from Lessee's In-House Counsel	XXXVII
EXHIBIT M	Schedule of Permitted Foreign Sublessees	LXII

ROTABLES LEASE AGREEMENT

between

AVIATION SALES LEASING COMPANY

and

EMERY WORLDWIDE

Contract Number: \_\_\_\_\_

COUNTERPART NO. OF SEQUENTIALLY NUMBERED, MANUALLY EXECUTED COUNTERPARTS. TO THE EXTENT, IF ANY, THAT THIS LEASE CONSTITUTES CHATTEL PAPER UNDER THE UNIFORM COMMERCIAL CODE, NO SECURITY INTEREST IN THIS LEASE MAY BE CREATED THROUGH THE TRANSFER AND POSSESSION OF ANY COUNTERPART OTHER THAN COUNTERPART NO. 1.

ROTABLES LEASE AGREEMENT

between

AVIATION SALES LEASING COMPANY

and

EMERY WORLDWIDE

Contract Number: \_\_\_\_\_

This Rotables Lease Agreement ("Lease") is made and entered into as of this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_, by and between Aviation Sales Leasing Company ("Lessor") with offices at 6905 N.W. 25<sup>th</sup> Street, Miami, FL 33122-1898 and Emery Worldwide ("Lessee") with offices at 303 Corporate Center Drive, Vandalia, Ohio 45377.

In consideration of the premises and mutual promises herein contained, Lessor and Lessee hereby agree as follows:

1. TERM OF THIS LEASE

- a. Subject to the terms and conditions of this Lease, Lessor agrees to lease to Lessee and Lessee agrees to lease from Lessor the components and rotatable parts described in Exhibit A and such other components and rotatable parts as may become subject to this Lease pursuant to the terms hereof (the "Rotables"), and all records relating to the Rotables in the possession of Lessor which are requested by Lessee and required by the Federal Aviation Administration ("FAA") for Lessee's operation, and all records generated by Lessee during the Lease Term (as defined in Section 1.b) relating to the Rotables (the Rotables, such Rotable records and related items are collectively called the "Equipment").
- b. The term of this Lease ("Lease Term") will be for the period specified in Exhibit A, including such additional time as may be required for return of the Equipment in accordance with the terms and provisions of Section 16.
- c. Lessee will forthwith redeliver the Equipment, at the Return Location specified in Exhibit A, to Lessor upon the expiration or earlier termination of this Lease in accordance with the terms and conditions of Section 16.
- d. Conditions of the terms of this Lease are set forth in the Addendum, attached hereto as Exhibit A, which is incorporated herein by this reference.



2. DELIVERY, INSPECTION, ACCEPTANCE AND INSTALLATION

- a. Lessor will deliver the Equipment to Lessee on the Delivery Date specified in Exhibit A at the Delivery Location specified in Exhibit A (the "Delivery"). At time of Delivery, the Equipment will have valid FAA approved return to service and maintenance release tags affixed to them.
- b. Lessee will deliver to Lessor a receipt for the Equipment substantially in the form of Exhibit B, duly executed by an authorized representative of Lessee upon Delivery of the Equipment.
- c. Delivery by Lessor is subject to the following conditions precedent:
  - i. Receipt by Lessor of the Initial Payment described in Section 3.b.
  - ii. Receipt by Lessor of the insurance certificates described in Section 12.
  - iii. Evidence satisfactory to Lessor that this Lease or documents or other instruments have been duly filed in such jurisdictions as shall be specified by Lessor.
- d. Lessee may, at its expense, conduct an inspection of the Rotables within the inspection period stated in Exhibit A to determine whether the Rotables are acceptable to Lessee. Lessee will notify Lessor in writing of any discrepancy, within the inspection period, at which time Lessor may substitute other Rotables or remove unacceptable Rotables from Exhibit A.

3. CHARGES AND PAYMENT

- a. Lessee will pay to Lessor:
  - i. The Monthly Rent specified in Exhibit A in advance for each month or fraction thereof during the Lease Term, commencing with the Delivery Date specified in Exhibit A and on the first day of each month thereafter continuing until the return of the Equipment in accordance with the terms and conditions of Section 16.
- b. Prior to Delivery of the Equipment, Lessee will pay Lessor an initial payment ("Initial Payment") consisting of (i) an amount equal to Monthly Rent for one (1) month in advance applied against the first month's Monthly Rent and (ii) a security deposit in an amount as defined on

Exhibit A (the "Security Deposit"). The Security Deposit shall be held by Lessor as security for the timely and faithful performance by Lessee of all of Lessee's obligations under this Lease, and Lessee hereby grants Lessor a security interest therein. If Lessee fails to pay Monthly Rent hereunder or to pay any other sums due or to perform any of the other terms and provisions of this Lease or is otherwise in Default (as defined in Section 17) hereunder, in addition to all other rights Lessor shall have under the Uniform Commercial Code as a secured party, Lessor may use, apply or retain all or any portion of the Security Deposit in partial payment for sums due to Lessor by Lessee, to compensate Lessor for any sums it may in its discretion advance as a result of a Default by Lessee, or to apply toward losses or expenses Lessor may suffer or incur as a result of Lessee's Default hereunder. If Lessor uses or applies all or any portion of such Security Deposit, such application shall not be deemed a cure of any Defaults, and Lessee shall within five (5) days after written demand therefor deposit with Lessor in cash an amount sufficient to restore the Security Deposit to amount equal to Monthly Rent for two (2) months. Provided Lessee is not in Default under this Lease, upon the expiration of the Lease Term and the return of the Equipment in accordance with Section 16, any undisbursed portion of the Security Deposit shall be returned to Lessee. Lessor may commingle with its other funds all funds paid by Lessee to Lessor under this Section 3.b and shall not be required to segregate such funds. Lessee (i) shall not be entitled to receive any interest on the Security Deposit, and (ii) shall not assign, hypothecate or otherwise transfer its residual interest, if any, in such funds.

- c. Lessee will pay Lessor in advance on the first day of each month during the period of the Lease Term the Monthly Rent for such month without demand or notice from Lessor.
- d. All payments hereunder shall be made by wire transfer of immediately available funds, in U.S. Dollars, to the following account of Lessor:

Aviation Sales Leasing Company  
Aviation Sales Company  
Citibank New York  
399 Park Avenue  
New York, NY 10043  
ABA # 021000089  
Account # 40659379

- e. Any payment due on a day, which is not a Business Day, shall be due on the next Business Day. "Business Day" shall mean any day other than a Saturday, Sunday or other day on which banking institutions in New York are authorized or required by law to be closed.



Brian McCarthy  
Director of Marketing

Triad International  
Maintenance Corporation  
623 Radar Road  
Greensboro, NC 27410  
Phone (336) 668-4410  
Fax (336) 665-9011

July 9, 1998

Mr. Richard Hickey  
Emery Worldwide  
303 Corporate Center Drive  
Vandalia, Ohio 45377

Dear Richard:

This letter, when accepted in the manner set forth below, will constitute an agreement between TIMCO and Emery Worldwide for the technical support of DC-10 aircraft operated by Emery Worldwide Airlines.

TIMCO agrees to perform heavy maintenance, repairs, and modification (as required) on Emery Worldwide's DC-10 aircraft. The work will be accomplished in accordance with the rates, charges, terms, and conditions contained in the 1998 Pricing Proposal dated December 26, 1997 (Rev 1). In September 1998, we will submit a new 1999 Pricing Agreement which will reflect both DC-8 and DC-10 understandings.

Emery Worldwide agrees to pay TIMCO for all DC-10 services performed in accordance with the following payment terms.

#### Payment Terms

##### "C" Check DC-10

- \$75,000 on input
- 100% of total estimated invoice (less input payment) payable prior to departure
- Remaining balance due net 30

##### "D" Check DC-10

- \$250,000 on input
- \$450,000 payable 25 days after input date
- 100% of total estimated invoice (less input payment) payable prior to departure
- Remaining balance due net 30

Drop-in and Field Trip Work

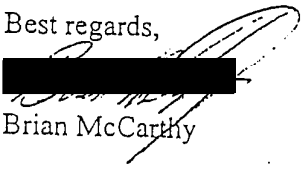
- Total invoice due net 30

For DC-8 and DC-10 field trip repairs authorized and accomplished away from TIMCO's facility, Emery Worldwide agrees to pay the overtime rate for labor expended by the appropriate skill.

All other pricing, rates, charges, terms, conditions and understandings contained in the 1998 Pricing Proposal will remain in full force and effect.

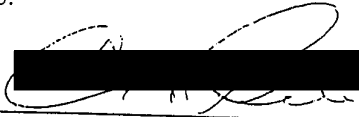
If this meets with your approval, please execute this letter in the space provided and return one original to me.

Best regards,

  
[Redacted Signature]  
Brian McCarthy

Accepted and Agreed this \_\_\_\_ of July, 1998.

\_\_\_\_\_  
Emery Worldwide

  
[Redacted Signature]  
\_\_\_\_\_  
TIMCO



*Commodore  
Aviation, Inc.*

FAA CRS VN4RG02M

P.O. BOX 661078 • MIAMI, FLORIDA 33266-1078  
4900 N.W. 36TH STREET • MIAMI, FLORIDA 33122  
E-Mail: comaviat@juno.com

MARKETING/SALES  
(305) 869-1900 EXT 202 / 256  
FAX: (305) 869-1952 • SITA: MIAICTX

## AIRCRAFT SERVICES AGREEMENT

This Aircraft Services Agreement is made and entered this 1st day of February 1999, by and between **EMERY WORLDWIDE AIRLINES** (hereinafter "**EMERY**") duly organized under the laws of the State of Ohio, with offices in Vandalia, Ohio and **COMMODORE AVIATION, INC.** a corporation duly organized under the laws of the State of Delaware and having its principal place of business at Miami International Airport (hereinafter "**COMMODORE**").

WHEREAS, **EMERY** desires that **COMMODORE** provide maintenance, repair and/or overhaul and related services with respect to **EMERY**'s DC-10-10F series aircraft and engines (collectively, the "Aircraft"), and **COMMODORE** agrees to perform said services in accordance with the terms and conditions of this Agreement.

NOW, THEREFORE, the parties agree as follows:

### ARTICLE 1 SCOPE OF SERVICES

- 1.1. **EMERY** hereby agrees to purchase, and **COMMODORE** hereby agrees to perform, at **COMMODORE**'s, premises, Miami International Airport (hereinafter the "Site"), the heavy maintenance services set forth in Exhibit "A" as per the specific Registration Number attached hereto and Exhibit B for "On-Call" Flight Line Maintenance Services/Field Team Maintenance Services (hereinafter the "Services"), all in accordance with the terms and conditions of this Agreement.
- 1.2. **COMMODORE** shall accept and perform the Services on Aircraft requested by **EMERY** in accordance with the schedule set forth in Schedule 1 or, as amended, for Aircraft not specifically identified therein, on any other Aircraft, provided **EMERY** shall have given **COMMODORE** at least ten (10) days notice of the date such Aircraft will be delivered to **COMMODORE**.

### ARTICLE 2 DELIVERY, RE-DELIVERY

- 2.1. **EMERY** shall deliver the Aircraft to **COMMODORE**'s facility in Miami, Florida per the respective "Exhibit A" of each Aircraft.
- 2.2. **AIRCRAFT DOWNTIME**: Based on the workscope defined above, the downtime of the Aircraft is stated in the respective "Exhibit A" of each Aircraft.

2.3 EMERY will, seven (7) days prior to delivery of the Aircraft, provide COMMODORE with one (1) full work package for each Aircraft to be delivered.

2.4 Re-delivery schedule may increase or decrease in time depending on:

2.4.1 Addition or reduction in work scope.

2.4.2 Conditions under Article 7.

### ARTICLE 3 TEST FLIGHTS:

3.1. Upon completion of all work contemplated under the Agreement, EMERY may conduct one or more test flights and COMMODORE shall correct those items identified by such Test Flights which EMERY requires/authorizes correction prior to redelivery of the Aircraft. Should any item that EMERY requires/authorizes COMMODORE to be corrected/repared not being a defect arising from services or additional services performed by COMMODORE, EMERY shall be charged and invoiced for said items. Said items to be mutually agreed to.

3.2 All test flights shall be conducted by EMERY crews unless otherwise agreed, and any liability arising therefrom shall be at EMERY risk. EMERY shall bear the cost and expense of test flights.

### ARTICLE 4 ENTIRE AGREEMENT, JURISDICTION

This Agreement together with the Exhibits or other documents referred to herein or attached hereto shall constitute the entire agreement between the parties hereto and supersedes all previous communications, representations or agreements, either oral or written, heretofore made between the parties regarding the subject matter hereof. This Agreement shall not be varied other than in writing and signed by the duly authorized representatives of both parties. Otherwise, any provision appearing in any document with respect to the obligations or terms and conditions contemplated herein shall, in so far as said provisions change, add to, conflict with and/or differ from the terms and conditions herein contained be deemed inapplicable and this Agreement shall control.

In the event that the parties hereto shall, in addition to this Agreement execute an agreement with respect to any non-routine items to be performed hereunder or any additional services not contemplated herein, the parties shall be bound by the terms and conditions appearing in such subsequent agreement.

This Agreement and any agreement referred to in this Article herein (unless specifically stipulated to the contrary in such agreement) shall be construed and enforced in accordance with the laws of the State of Florida, both substantive and remedial.

In the event that any proceeding, suit or action is brought by or against either party and in any appeal(s) thereof, the prevailing party shall be entitled to recover costs and expenses including reasonable attorneys fees.

**ARTICLE 5 MISCELLANEOUS**

5.1. All notices and other communications sent by the parties shall be by first class mail or by telex or telefax or come to the following addresses (any notices sent by first class mail will be established based on the postmark date):

**TO COMMODORE:**           **COMMODORE AVIATION, INC.**  
4900 N.W. 36th Street  
Miami, Florida 33122  
P.O. Box 661078 (Mailing)  
Miami, FL 33266-1078  
Attention: R.E. Weltmann, Director  
Marketing/Contracts  
Fax No:                   (305)869-1952  
Telephone No:           (305)869-1900 ext 256/232

**TO EMERY**                   **EMERY WORLDWIDE AIRLINES**  
303 Corporate Center Drive  
Vandalia, Ohio 45377  
Attention: R. Hickey, Director  
Heavy Maintenance  
Telephone No.:         (937)264-2721  
Fax No.:                 (937)890-6346

5.2. Assignment

This Agreement is personal to EMERY and to COMMODORE and shall not be assigned or transferred, in whole or in part, by either party without the other party's prior written consent.

5.3. Non-Waiver

The failure of a party to enforce at any time any of the provisions of this Agreement, or to require at any time the performance by the other party of any of the provisions hereof, shall in no way be construed to be a waiver of such provision, or in any way affect the validity of this Agreement or any part thereof, or the right of the first party to enforce each and every such provision at some later date.

5.4. Captions

The caption headings of the Articles appearing in this Agreement are for convenience of reference only and shall not be construed as in any way limiting or extending the language of the provisions to which the captions refer.



Commodore  
Aviation, Inc.

FAA CRS VN4R602M

P.O. BOX 661078 • MIAMI, FLORIDA 33266-1078  
4900 N.W. 36TH STREET • MIAMI, FLORIDA 33122  
E-Mail: comaviation@junc.com

MARKETING/SALES  
(305) 869-1900 EXT 232 / 256  
FAX: (305) 869-1652 • SITA: MIAIC7X

## EXHIBIT "B"

### ON-CALL FLIGHT LINE MAINTENANCE AND FIELD TEAM SERVICE AGREEMENT BETWEEN COMMODORE AVIATION, INC. AND EMERY WORLDWIDE AIRLINES

DATE:

On behalf of COMMODORE AVIATION, INC. (hereinafter "COMMODORE") we are pleased to submit the following ON-CALL FLIGHT LINE MAINTENANCE AGREEMENT ("AGREEMENT") to provide Aircraft Maintenance Services to EMERY WORLDWIDE AIRLINES, INC. (hereinafter "CUSTOMER").

This Agreement, between COMMODORE, located at the Miami International Airport, Miami, Florida, and CUSTOMER with principal offices in Vandalia, Ohio, will be effective upon the execution hereof by authorized representatives of the parties.

This Agreement entails that COMMODORE will provide the following ON CALL flight line maintenance services for CUSTOMER's DC-10 series aircraft (hereinafter, "Aircraft") at the Miami International Airport, as requested/authorized by CUSTOMER on the following terms and conditions:

#### 1. SCOPE OF WORK.

1.1 COMMODORE will perform aircraft maintenance work on CUSTOMER's Aircraft as requested and authorized by CUSTOMER's Technical Representative (hereinafter "Tech. Rep.") at the Miami International Airport ("Site") or "Off-Base" at location other than Miami International Airport.

1.2 COMMODORE shall perform ON-CALL maintenance services (hereinafter, "On-Call Flight Line / Field Team Maintenance Services") as authorized by the CUSTOMER'S Tech. Rep. including the following types of work:

- 1.2.1 Correction and repair of log book reported defects
- 1.2.2 Customer request items
- 1.2.3 Discrepancy item correction/repair
- 1.2.4 Engine Change/s and Component/s changes
- 1.2.5 Trouble shooting on components, Avionics
- 1.2.6 Battery Charging Servicing ("Site only")
- 1.2.7 Non-Destructive Testing Work (N.D.T.)



(These are to be charged  
against the original M-14 for

ITEM.	DC10 A/C) MPN	CPI#	NOUH	QTY	UNIT PRICE	TOTAL PRICE	PO#	DUE DATE	STATUS	CODE2
1	NAS133A2624D	1160013	NCSE WHEEL STEERING	6	\$ 48.00	\$ 288.00	1160013001	11/27/98	closed 1ea 11-25	C
2	1758***	D918050	ADAPTER, TIRE SERVICING	1	\$ 1.92	\$ 1.92	D918050001	2/4/99	closed 1-11	C
3	7350 0540-0007	D918060	Y ADAPTER	1	\$ 1,160.00	\$ 1,160.00	D91806001	1/19/99	closed 1-18	C
4	2471F	T300193	MEGO METER	1	\$ 1,350.00	\$ 1,350.00	T300193001	12/12/98	closed 1ea rec 12-20	C
5	TEE62-2		VSY DYNAMIC TRACKING	1	\$ 58,750.00	\$ 58,750.00	AWAIT BRUCE ROBBINS T300188001	ADDED PER 1-12-98MTG	Await Demo Test on A/C per Bruce Robbins 2/8	W**
6	BH112JD-901	1300188	TEST SET, ENGINE	1	\$ 47,139.00			CANCELLED per 1-12-99mtg	PER 1-12-99 MTG	CX
7	33410LH-90-4	D918051	ADAPTER, STATIC PORT	1	\$ 265.00	\$ 265.00	D918051001	11/30/98	closed 1ea 11-20	C
8	33410LH-90-4	D918051	ADAPTER, STATIC PORT	1	\$ 265.00	\$ 265.00	D918051002	12/8/98	closed 1ea 12-4	C
9	33410LH-125-4	T300175	ADAPTER, STATIC PORT	1	\$ 283.00	\$ 283.00	T300175002	12/15/98	closed 1ea rec 11-30, 12-24	C
10	MILH-5593-3-3600	D918052	HOSE, PITOT, 30 FT	1	\$ 250.00	\$ 250.00	D918052001	11/30/98	closed 11-20	C
11	MILH-5593-3-3600	D918052	HOSE, PITOT, 30 FT	1	\$ 250.00	\$ 250.00	D918052002	12/8/98	closed 12-28	C
12	MILH-5593-4-7200	D918052	HOSE, STATIC, 60 FT	1	\$ 494.00	\$ 494.00	D918053001	11/30/98	closed 11-20	C
13	MILH-5593-4-7200	D918053	HOSE, STATIC, 60 FT	1	\$ 494.00	\$ 494.00	D918053002	12/8/98	closed 12-28	C
14	P52287M3	D918054	ADAPTER, PITOT TUBE	1	\$ 545.00	\$ 545.00	D918054001	11/30/98	closed 11-20	C
15	P52287M3	D918054	ADAPTER, PITOT TUBE	1	\$ 545.00	\$ 545.00	D918054002	12/8/98	closed 12-28	C
16	22D10-1093	T300194	LVDT TESTER	1	\$ 3,680.00	\$ 3,680.00	T300194001	2/12/99	will ship on or before 2/12/99	CS
17	CTS-700	T300193	SELCAUATSCALL RAMP TEST SET	1	\$ 3,395.00	\$ 3,395.00	T300183001	1/19/99	closed 1-15	C
18	G02D9	D918055	KIT, ELECTRICAL CONNECTOR TOOLS	1	\$ 7,995.00	\$ -	D918055001	3/25/99	cancelled per 1-12-98, mtg	CX
19	102078-1	1160014	DC10 TOW BAR	1	\$ 4,500.00	\$ 4,500.00	1160014001	2/11/99	closed 1-11	C
20	11394-115	T300137	TESTER, THERMOCOUPLE	1	\$ 7,346.00	\$ -	T300187001	5/4/1999 - HOLD ON ORDER	Cancel per Bruce Robbins CX'D 2/8/99	CX
21	RRX-367	T000937	REMOVAL TOOL, SWITCH SOCKET	1	\$ 95.00	\$ 95.00	T000987001	2/3/99	closed 1-15	C
22	RRX-367	T000937	REMOVAL TOOL, SWITCH SOCKET	10	\$ 95.00	\$ 950.00	T000987002	1/25/99	closed 1/20/99	C
23	STC32225-1	T000933	SPECIAL TOOL	1	\$ 638.00	\$ 638.00	T000983001	3/17/99	closed 11-19	C
24	STC90572-1	D918046	HOIST ADAPTER MLG/CLG	1	\$ 184.80	\$ 184.80	D918046001	3/5/99	closed 1/22	C
25	STC90650-1	T000934	EXTRACTOR WRENCH	1	\$ 168.40	\$ 168.40	T000984001	11/18/98	closed 11-19	C
26	STC90650-1	T000934	EXTRACTOR WRENCH	2	\$ 168.40	\$ 336.80	T000984002	4/17/99	PER 1-12-99 MTG	CS
27	833834-1	T300185	TEST SET	1	\$ 42,900.00	\$ 42,900.00	T300185001	2/21/99		CS
28	DLTFRPSKT3009	1160002	PERMASWAGE TUBE REPAIR KIT	1	\$ 49,814.00	\$ 49,814.00	1160002001	2/3/99	closed 12-3	C
29	A1540AA0R2	C901736	HYDRAULIC SERVICE LADDER	1	\$ 515.00	\$ 515.00	C901786001	12/31/98	closed 12-22	C
30	AML-08	C901734	8' SOLID LADDERS	1	\$ 476.00	\$ 476.00	C901784001	12/31/98	closed 12-28	C
31	F900H-06	T000989	6' FOLDING LADDER	1	\$ 258.00	\$ 258.00	T000989001	12/31/98	closed 11-30-98	C
32	JL-7411-D-R2	C901735	WHEEL WELL LADDER	1	\$ 1,184.00	\$ 1,184.00	C901785001	12/31/98	closed 12-14-98	C
33	1N588-7	D918114	BATTERY 120V BLACK&DECKER	1	\$ 50.25	\$ 50.25	D918114002	12/12/98	closed 11-16	C
34	4X673-9	D918113	CHUCK STRAIGHT TIRE SERVICING	1	\$ 1.75	\$ 1.75	D918113001	11/19/98	closed 11-16	C
35	4Z122	D918033	SOLVENT SPRAYER	1	\$ 78.45	\$ 78.45	D918093001	11/19/98	closed 11-16	C
36	7W086	T000990	WORK BENCH	1	\$ 154.28	\$ 154.28	T000990001	11/19/98	closed 11-17	C
37	175S-2	T000986	DOLLY, WHL & BRK CHANGE	1	\$ 4,467.00	\$ 4,467.00	T000986001	1/15/98	closed	C
38	175S-2	T000986	DOLLY, WHL & BRK CHANGE	6	\$ 4,467.00	\$ 26,802.00	T000986002	3/16/99	PER 1-12-99 MTG	CS
39	60P10	T000173	WHEEL JACK	1	\$ 6,880.00	\$ 6,880.00	T000173003	12/26/98	closed 12-31	C
40	BC-400	T000988	TIRE DOLLY	1	\$ 428.00	\$ 428.00	T000988001	12/11/98	closed 1-7-99	C

ITEM	MPN	CPN	NOUH	QTY	UNIT PRICE	TOTAL PRICE	PO#	DUE DATE	STATUS	CODE2
41	PF53467-2PW5	D918083	SKYDROL SERV	1	\$ 2,461.00	\$ 2,461.00	D918083001	12/11/98	closed 12-28	C
42	PF53467-2PW5	D918083	SKYDROL SERV	6	\$ 2,461.00	\$ 14,766.00	D918083002	2/25/99	PER 1-12-99 MTG	CS
43	PF55451-2	D918084	OIL SERVICE	1	\$ 2,620.00	\$ 2,620.00	D918084001	12/11/98	closed 12-21	C
44	PF55451-2	D918084	OIL SERVICE	6	\$ 2,620.00	\$ 15,720.00	D918084002	3/12/99	PER 1-12-99 MTG	CS
45	PF55543	1160026	DISPENSER, FAH REVERSER ACTUATOR	1	\$ 2,301.00	\$ 2,301.00	1160026001	3/1/99	closed	C
46	PF55688-3	1160027	MTC ACTUATOR, STATOR VANE	1	\$ 6,713.00	\$ 6,713.00	1160027001	3/16/99		CS
47	TC250/230/DE9P	1160017	TRICKLE CHARGE RIS	1	\$ 175.00	\$ -	1160017001	3/16/99	CANCEL PER BRUCE/TIM	CX
48	TC250A	1160015	TRICKLE CHARGER FOR EMERG BAT.	1	\$ 130.00	\$ 130.00	1160015001	11/18/98	closed 11-13-98	C
49	TC250A M83/23 CONNECTOR 912948-1-1	TC00995	TRICKLE CHARGER MD11 EMERG BAT	1	\$ 300.00	\$ 300.00	T000995001	12/11/98	closed 1-7-99	C
50		D918085	ADAPTER B	1	\$ 996.00	\$ 996.00	D918085001	1/22/98	Waiting on Allied to call back with shipping info	CS
51	AV1027	TC00106	TESTER, PNEUMATIC SYSTEM	1	\$ 22,500.00	\$ 22,500.00		2 WEEKS ARO	WAITING APPROVAL FROM R VISSCHER	W**
52	LMC2570BDC	D918086	COVER, ENGINE INLET	1	\$ 489.00	\$ 489.00	D918086001	11/20/98	closed 11-19-98	C
53	LMC2570BDC	D918086	COVER, ENGINE INLET	14	\$ 489.00	\$ 6,846.00	D918086002	3/5/99	PER 1-12-99 MTG	CS
54	AM-1005	1160028	SLING, QEC HANDLING	1	\$ 7,920.00	\$ 7,920.00	1160028001	1/11/99	closed 1-6-99	C
55	AM-1460	1160029	SUPPORT, ENGINE COWL DRS	1	\$ 25,935.00	\$ 25,935.00	1160029001	2/8/99		CS
56	AM-2552	D918087	ENGINE CHANGE KIT	1	\$ 75,695.00	\$ 75,695.00	D918087001	2/22/99		CS
57	9769	D918127	HOSE	1	\$ 77.00	\$ 77.00	D918127001	11/27/98	closed 11-30-98	C
58	P-159	1160030	FAN COWL PUMP	1	\$ 362.00	\$ 362.00	1160030001	11/27/98	closed 12-1-98	C
59	MSE42	T000998	SPANNER WRENCH	1	\$ 1,498.00	\$ -	T000998001	2/11/99	cancelled per b. robbins	CX
60	MSE43	T000998	SPANNER WRENCH	1	\$ 1,256.00	\$ 1,256.00	T000998002	3/30/99	closed 1/26	C
61	MSE-51A **	T000999	TORQUE MULTIPLIER	1	\$ 1,659.00	\$ 1,659.00	T000999001	4/28/99		CS
62	T&E 20-00-07-5	D918088	RING PIN KIT	1	\$ -	\$ -			TOOL&EQUIP *MANUAL MAY BE MFR'D BY A/L OR DESIGNEE	W
63	T&E 22-00-01	D918119	BREAKOUT BOX & CABLE ASSY	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
64	T&E 22-10-02	D918120	BUSS SPLITTER SUMULATOR	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
65	T&E 22-10-03	D918089	TEST ADAPTER	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
66	T&E 22-13-01	D918121	BREAKOUT BOX, SERVO-ACTUATOR	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
67	T&E 22-22-01	D918122	BREAKOUT BOX, AUTO PITCH	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
68	T&E 22-31-01	T001000	WRENCH, AUTO-THROTTLE ADJ	1	\$ -	\$ -			order manual's - ANGELA BRUNNER	W
69	T&E 24A	T300184	TESTER, APU	1	\$ 21,450.00	\$ 21,450.00		AWAIT BRUCE ROBBINS check with Rob/Quote	Waiting Decision from R V	W
70	191-191H	1160001	TOWBAR, HYD HEIGHT CONTROL	2	\$ 4,308.00	\$ 8,616.00			Duplicate? See Item 70 PER 1-12-99 MTG	CX
71	214030-1	1160001	TOWBAR, HYD HEIGHT CONTROL	1	\$ 5,000.00	\$ -				W**
72	DZZ7465-1	1160023	LINE TESTER	1	\$ 13,790.00	\$ 13,790.00	1160023001	5/9/99		CS
73	Y2004MG	D918059	BRAKE, BLEED VALVE FITTING	1	\$ 32.50	\$ 32.50	D918059002	11/21/98	closed 11-19	C
74	Y2004MG	D918059	BRAKE, BLEED VALVE FITTING	20	\$ 32.50	\$ 650.00	D918059003	3/5/99	closed 1/29	C
75	600A	T300192	ATC TEST BOX	1	\$ 7,645.00	\$ 7,645.00	T300192001	11/18/98	closed 11-16	C
76	NAY402AP	T300191	NAV 402 AP	1	\$ 11,795.00	\$ 11,795.00	T300191001	11/18/98	closed 11-16	C
77	01-0235-06	T300190	NAV1 TESTER	1	\$ 3,025.00	\$ 3,025.00	T300190002	2/10/99		CS
78	6701A41	D918092	CHUCK DUAL HEAD	1	\$ 6.07	\$ 6.07	D918092001	11/18/98	closed 11-12	C
79	CJ-93B	T000539	PULLER SET	1	\$ 187.25	\$ 187.25	T000539002	11/18/98	closed 11-20	C
80	LDH302	D918056	SOCKET, ENGINE MOUNT BOLTS	1	\$ 24.10	\$ 24.10	D918056001	11/18/98	closed 11-25	C
81	SES-301	D918057	SOCKET, ENGINE MOUNT BOLTS	1	\$ 24.20	\$ 24.20	D918057001	11/18/98	closed 11-25	C

ITEM	REF	QTY	DESCRIPTION	UNIT	UNIT PRICE	TOTAL PRICE	DATE	STATUS	REMARKS	
82	72-500-05	D918058	ADAPTER CABLE	1	\$ 350.00	\$ 350.00	D918058001	11/18/98	closed	C
83	72-500-6	T300182	TESTER, ANTISKID VALVE	1	\$ 11,000.00	\$ 11,000.00	T300182001	11/18/98	closed 11-17	C
84	V-800	T000985	TOOL, SUMP DRAIN	1	\$ 495.00	\$ 495.00	T000985001	11/21/98	closed 11-19	C
85	V-800	T000985	TOOL, SUMP DRAIN	5	\$ 495.00	\$ 2,475.00	T000985002	2/4/99	closed 2/4/99	C
86	2436	D918090	COUPLING FEMALE PIPE TREAD	1	\$ 3.89	\$ 3.89	D918090001	11/20/98	closed 1/12/99	C
87	2726	D918091	COUPLING MALE PIPE TREAD	1	\$ 3.89	\$ 3.89	D918091001	11/20/98	closed 11-16	C
88	DZZ7554-1	D918082	ACCESSORY KIT	1	\$ 38,500.00				PER 1-12-99 MTG	CX
89	DZZ7625-503	T300189	TEST SET, LWR CARGO DR RIGGING	1	\$ 4,900.00	\$ 4,900.00	T300189001	5/25/99		CS
90	286-11	1160016	TRICKLE CHARGE MAIN BATT.	1	\$ 725.00	\$ 725.00	1160016001	2/9/99		CS
91	3NA	D918095	SAFETY HARNESS WAIST		\$		SEE NOTES		PER 1-12-99 MTG	CX
92	2C6068G03	D918047	LOCKING STRAP DC10 2 ENG FERRY	1	\$ 1,728.00	\$ 1,728.00	D918047001	4/6/99	closed 2/1	C
93	2C6068G03	D918047	LOCKING STRAP DC10 2 ENG FERRY	4	\$ 1,728.00	\$ 6,912.00	D918047002	4/15/99		CS
94	2C6081G05 **	T000996	WRENCH, FUEL MANIFOLD	1	\$ 942.00	\$ 942.00	T000996001	11/22/98	closed 12-1-98	C
95	2C6081G05 **	T000996	WRENCH, FUEL MANIFOLD	5	\$ 942.00	\$ 4,710.00	T000996002	5/25/99		CS
96	2C6352G02 **	T000997	WRENCH SET- SPANNER	1	\$ 2,346.00	\$ 2,346.00	T000997001	11/22/98	closed 12-1	C
97	2C6367G01	D918048	FIXTURE, RM	1	\$ 221.40	\$ 221.40	D918048001	11/22/98	closed 12-1	C
98	2C6373G01	D918049	ADAPTER	1	\$ 488.85	\$ 488.85	D918049001	3/29/99		CS
99	2C6373G01	D918049	ADAPTER	4	\$ 488.85	\$ 1,955.40	D918049002	5/15/99	PER 1-12-99 MTG	CS
100	2C6955G01	1160018	FIXTURE, LIFT	1	\$ 1,525.00	\$ 1,525.00	1160018001	4/6/99		CS
101	2C6983P06 **	1160019	PUMP, COWL DOOR ACTUATOR	7	\$	\$			Pricing	W**
102	4771879-1	T000240	TORQUE ADAPTER	1	\$ 332.90	\$ 332.90	T000240002	2/9/99	closed 12-31	C
103	4916759-505	D918061	TORQUE ADAPTER	1	\$ 352.65	\$ 352.65	D918061001	11/22/98	closed 12-1	C
104	AXG7000-501	D918062	PIN ASSY	1	\$ 38.80	\$ 38.80	D918062001	11/22/98	closed 12-1	C
105	AXG7000-501	D918062	PIN ASSY	2	\$ 38.80	\$ 77.60	D918062002	1/4/99	closed 1-6-99	C
106	AXG7012-501	D918063	LOCK ASSY	1	\$ 127.79	\$ 127.79	D918063001	11/22/98	closed 12-1	C
107	5489N-6 W/HARNESS PIN	D918097	LANYARD 6'		\$		SEE NOTES			CX
108	201R-8 PF32003	T000993	BRAKE LIFT TOOL	2	\$ 290.00	\$ 580.00	T000993001	4/6/99		CS
109	3ZL78	D918094	SAFETY HARNESS	4	\$ 70.38	\$ 281.52	D918094001	1/28/99	CLOSED	C
110	344L0LH9045	D918045	ADAPTER, STATIC PORT	2	\$	\$		dup of 7 & 8	NAVAID	CX
111	DZZ-7048-501	D918111	DC10-30 THREAD PROTECTOR	1	\$ 345.00	\$ 345.00	D918111001	11/18/98	closed 12-1	C
112	DZZ0006-509	D918115	FLAP LOCK, GROUND SAFETY	1	\$	\$	D918115001	4/12/99	CANCEL PER TIM ALMAN	CX
113	DZZ0012-503	D918064	ADAPTER, JACKING, WING	1	\$ 620.89	\$ 620.89	D918064001	3/4/99		CS
114	DZZ0012-503	D918064	ADAPTER, JACKING WING	3	\$ 620.89	\$ 1,862.67	D918064002	3/15/99	PER 1-12-99 MTG	CS
115	DZZ7023-1	D918065	HANDLING ADAPTER	1	\$ 348.00	\$ 348.00	D918065001	3/4/99		CS
116	DZZ7023-1	D918065	HANDLING ADAPTER	1	\$ 348.00	\$ 348.00	D918065002	4/15/99		CS
117	DZZ7026-1	D918066	HOISTING ADAPTER SET	1	\$ 2,207.00	\$ 2,207.00	D918066001	11/17/98	closed 12-1	C
118	DZZ7027-1	D918098	SLING, WINDSHIELD	1	\$ 430.60	\$ 430.60	D918098001	3/4/99		CS
119	DZZ7027-1	D918098	SLING, WINDSHIELD	1	\$ 430.60	\$ 430.60	D918098002	4/15/99	PER 1-12-99 MTG	CS
120	DZZ7030-1	D918099	SLING ASSY, MLG ACTUATOR	1	\$ 154.80	\$ 154.80	D918099001	11/17/98	closed 12-1	C
121	DZZ7034-1	D918067	HOISTING BRACKET	1	\$ 198.30	\$ 198.30	D918067001	11/17/98	closed 12-1	C
122	DZZ7040-501	D918068	BRACE, DETACHABLE ELEV	1	\$ 1,320.00	\$ 1,320.00	D918068001	3/4/99		CS
123	10846	D918096	LANYARD 10' (IS COMPATIBLE W/HARNESS #3ZL78)	5	\$ 33.36	\$ 166.80	D918096001	1/29/99	CLOSED	C

MLG	MPN	CRN	ROUN	QTY	UNIT PRICE	TOTAL PRICE	PO#	DATE	STATUS	REMARKS
124	DZZ7041-1	D91800	GUIDE MLG BRAKE BUSHING	1	\$ 378.00	\$ 378.00	D918100001	11/4/98	closed 11-4-98	C
125	DZZ7041-1	D91800	GUIDE MLG BRAKE BUSHING	5	\$ 378.00	\$ 1,890.00	D918100002	1/29/99	closed 2/3/99	C
126	DZZ7042-1	D918069	TORQUE ADAPTER, MLG AXLE NUT	1	\$ 253.00	\$ 253.00	D918069001	11/17/98	closed 12-1	C
127	DZZ7042-1	D918069	TORQUE ADAPTER, MLG AXLE NUT	5	\$ 253.00	\$ 1,265.00	D918069002	1/29/99	closed 2/3/99	C
128	DZZ7043-1	D918070	ADAPTER, NLG AXLE NUT	4	\$ 193.60	\$ 774.40	D918070001	11/17/98	closed 12-1	C
129	DZZ7043-1	D918070	ADAPTER, NLG AXLE NUT	2	\$ 193.60	\$ 387.20	D918070002	1/29/99	closed 2/3/99	C
130	DZZ044-1	D91801	SAFETY LOCK, MLG DOOR	1	\$ 464.00	\$ 464.00	D918101001	11/17/98	closed 12-1	C
131	DZZ7044-1	D91801	SAFETY LOCK, MLG DOOR	1	\$ 464.00	\$ 464.00	D918101002	1/4/99	closed 1-6-99	C
132	DZZ7044-1	D91801	SAFETY LOCK, MLG DOOR	12	\$ 464.00	\$ 5,568.00	D918101003	1/29/99	closed 2/3/99	C
133	DZZ7048-1	D91802	PROTECTOR, MLG/CLG AXLE	1	\$ 345.00	\$ 345.00	D918102001	11/17/98	closed 12-1	C
134	DZZ7048-1	D91802	PROTECTOR, MLG/CLG AXLE THREADS	6	\$ 345.00	\$ 2,070.00	D918102002	1/29/99	closed 2/3/99	C
135	DZZ7053-1	D918071	ADAPTER, JACKING, FUSALAGE	1	\$ 398.53	\$ 398.53	D918071001	3/19/99		CS
136	DZZ7048-1	D918071	ADAPTER, JACKING, FUSALAGE	1	\$ 398.53	\$ 398.53	D918071002	5/15/99	PER 1-12-99 MTG	CS
137	DZZ7055-1	T000991	SPANNER WRENCH, NLG STRUT	1	\$ 425.00	\$ 425.00	T000991001	11/17/98	closed 12-1	C
138	DZZ7055-1	T000991	SPANNER WRENCH, NLG STRUT	1	\$ 425.00	\$ 425.00	T000991002	1/29/99	closed 2/3/99	C
139	DZZ7056-1	T000992	SPANNER WRENCH, MLG STRUT	1	\$ 311.50	\$ 311.50	T000992001	11/17/98	closed 12-1	C
140	DZZ7056-1	T000992	SPANNER WRENCH, MLG STRUT	1	\$ 311.50	\$ 311.50	T000992002	1/29/99	closed 2/3/99	C
141	DZZ7073-1	D918103	SLING, MLG/CLG WHEELS	1	\$ 948.00	\$ 948.00	D918103001	3/18/99		CX
142	DZZ7074-1	D918104	GUIDE, STRUT BEARING	1	\$ 183.65	\$ 183.65	D918104001	11/17/98	closed 12-1	C
143	DZZ7074-1	D918104	GUIDE, STRUT BEARING	1	\$ 183.65	\$ 183.65	D918104002	1/29/99	closed 2/3/99	C
144	DZZ7077-1	D918072	TORQUE ADAPTER	1	\$ 378.95	\$ 378.95	D918072001	11/17/98	closed 12-1	C
145	DZZ7077-1	D918072	TORQUE ADAPTER	1	\$ 378.95	\$ 378.95	D918072002	5/25/99	SCHED SHIP 5/25/99. PER 1-12-99 MTG	CS
146	DZZ7078-1	D918073	TORQUE ADAPTER	1	\$ 719.00	\$ 719.00	D918073001	11/17/98	closed 12-1	C
147	DZZ7078-1	D918073	TORQUE ADAPTER	1	\$ 719.00	\$ 719.00	D918073002	2/5/99	PER 1-12-99 MTG	CS
148	DZZ7087-1	1160003	LOCK, UPPER RUDDER POSITIONING	1	\$ 3,666.00	\$ 3,666.00	1160003001	11/17/98	closed 12-1	C
149	DZZ7087-1	1160003	LOCK, UPPER RUDDER POSITIONING	1	\$ 3,666.00	\$ 3,666.00	1160003002	1/29/99	closed 2/3/99	C
150	DZZ7088-1	1160004	LOCK, LOWER RUDDER POSITIONING	1	\$ 2,890.00	\$ 2,890.00	1160004001	4/1/99		CS
151	DZZ7088-1	1160004	LOCK, LOWER RUDDER POSITIONING	1	\$ 2,890.00	\$ 2,890.00	1160004002	6/4/99	PER 1-12-99 MTG	CS
152	DZZ7089-1	D918105	SLING, AILERON ACTUATORS	1	\$ 260.70	\$ 260.70	D918105001	11/17/98	closed 12-1	C
153	DZZ7089-1	D918105	SLING, AILERON ACTUATORS	1	\$ 260.70	\$ 260.70	D918105002	1/29/99	closed 2/3/99	C
154	DZZ7100-501	1160005	STOP ASSY	1	\$ 753.00	\$ 753.00	1160005001	3/4/99		CS
155	DZZ7100-501	1160005	STOP ASSY	1	\$ 753.00	\$ 753.00	1160005002	5/5/99	PER 1-12-99 MTG	CS
156	DZZ7101-1	1160006	SLING, RADOME	1	\$ 4,379.00	\$ 4,379.00	1160006001	3/19/99		CS
157	DZZ7104-503	1160007	LOCK, TAIL CONE HOLD OPEN	1	\$ 1,839.00	\$ 1,839.00	1160007001	11/17/98	closed 12-1	C
158	DIT-78-500	1160011	FAN COWL STUT LOCK						possible dup same as 182 - lisa research	W**
159	DZZ7109-1	D918074	SAFETY BRACE	1	\$ 1,125.00	\$ 1,125.00	D918074002	2/29/99		CS
160	DZZ7126-1	D918075	PULLER KIT	1	\$ 9,767.00	\$ 9,767.00	D918075001	4/29/99	cancelled per 1-12-99mtg	CX
161	DZZ7130-1	D918106	GUIDE, NLG PISTON LWR BRG	2	\$ 147.50	\$ 295.00	D918106001	11/17/98	closed 12-1	C
162	DZZ7138-1	D918107	GUIDE, PISTON UPPER BRG	2	\$ 399.00	\$ 798.00	D918107001	11/17/98	closed 12-1	C
163	DZZ7149-1	D918076	TORQUE ADAPTER	1	\$ 481.00	\$ 481.00	D918076001	11/17/98	closed 12-1	C
164	DZZ7150-1	D918077	TORQUE ADAPTER	1	\$ 445.20	\$ 445.20	D918077001	11/18/98	closed 12-1	C
165	DZZ7151-1	D918078	ADAPTER	1	\$ 370.45	\$ 370.45	D918078001	11/17/98	closed 12-1	C
166	DZZ7151-1	D918078	ADAPTER	1	\$ 370.45	\$ 370.45	D918078002	1/29/99	closed 2/3/99	C

HLIN	MPN	CPN	NOUR	QTY	UNIT PRICE	TOTAL PRICE	FOR	DUPLICATE	STATUS	CODE
167	DZZ7162-1	1160008	DC10-30 NOSE WHEEL WRENCH	1	\$ 173.50	\$ 173.50	1160008001	3/4/99	closed 1-4-99	C
168	DZZ7171-1	D913116	PULLER SET, LANDING GEAR PINS	1	\$ 6,250.00	\$ 6,250.00	D918116001	4/1/99		CS
169	DZZ7172-1	D913108	SLING, NOSE COWL	1	\$ 928.00	\$ 928.00	D918108001	2/10/99		CS
170	DZZ7174-1	D913117	SPINNER, ANTI-SKID TRANSDUCER	1	\$ 589.00	\$ 589.00	D918117001	11/17/98	closed 12-1	C
171	DZZ7287-1	D913118	SUPPORT, ENGINE COWL DRS	1	\$ 51,325.30	\$ -	D918118001	210 day LT	CANCELLED, NO FEES	CX
172	DZZ7296-1	D913079	TEMPLATE SET	1	\$ 1,864.00	\$ 1,864.00	D918079001	3/18/99		CS
173	DZZ7317-501	D913080	RIG PIN KIT	1	\$ 4,115.00	\$ 4,115.00	D918080001	4/1/99	closed 12-2-98	C
174	DZZ7317-501	D913080	RIG PIN KIT	1	\$ 4,115.00	\$ 4,115.00	D918080002	6/4/99	PER 1-12-99 MTG	CS
175	DZZ7343-1	D913109	BRACE, SPOILER MTC	1	\$ 118.00	\$ 118.00	D918109001	11/17/98	closed 12-1	C
176	DZZ7343-1	D913109	BRACE, SPOILER MTC	17	\$ 118.00	\$ 2,006.00	D918109002	4/27/99	PER 1-12-99 MTG Shipped 4 on 1/29 Waiting on AWB# closed 12-1	CS
177	DZZ7351-1	D913110	SLING, MLG/CLG BRAKE	1	\$ 338.25	\$ 338.25	D918110001	11/17/98		C
178	DZZ7371-1	D913081	ADAPTER, TORQUE	1	\$ 328.00	\$ 328.00	D918081001	3/4/99		CS
179	DZZ7375-1	1160020	SLING, CF6 ENGINE SUPPORT	1	\$ 2,650.00	\$ 2,650.00	1160020001	11/17/98	closed 12-1	C
180	DZZ7390-1	1160021	PULLER, WHEEL, MLG	1	\$ 3,461.00	\$ 3,461.00	1160021001	4/18/99		CS
181	DZZ7390-501	1160022	PULLER, BRAKE, MLG	1	\$ 6,633.00	\$ 6,633.00	1160022001	11/17/98	closed 12-1	C
182	DIT-78-501	1160012	FAN COWL STUT LOCK		\$ -	\$ -			same as 158 lisa research	W**
183	DZ-7154		DC10-30		\$ -	\$ -			Cancelled	CX
184	110-0460-102	T300137	LRRRA	1	\$ 12,995.00	\$ 12,995.00	T300137003	2/9/99	closed 2/5/99	C
185	DZZ7550-501	1160024	CONTROL BOX	1	\$ 49,000.00	\$ -		14WKS	PER 1-12-99 MTG	CX
186	DZZ7709-1	1160025	TEST BOX	1	\$ 2,485.00	\$ 2,485.00	1160025001	4/5/99		CS
187	DZZ7709-3	T001001	TEST SET W/O BOX	1	\$ 1,393.00	\$ 1,393.00	T001001001	3/22/99		CS
188	TC8-3350-7-4302	T000994	CHARGER TRICKLE CHARGER EMERG						PER 1-12-99 MTG	CX
189	3SF2828-501		TIREPRESSURE/FILLER TESTER	6	?		?	?	lisa research with Spec Tool for new number will dc-8 work 215#	S
190	AMZ68		GROVE MANLIFT	1	\$ 85,173.00	\$ 85,173.00	33163	2/9/99		CS
191			WHOLE BODY SAFETY HARNESS	4	\$ -	\$ -			Cancelled Duplicate of D918095 or Item #109??	CX
192	125137-35	1001005	WING JACKS	4	\$ 23,995.00	\$ 95,980.00	1001006001	4/19/99		CS
193	4582-35	1001006	NOSE JACKS	2	\$ 17,000.00	\$ 34,000.00	1001005001	4/19/99		CS
194	856A1221G01		PIN SET, LOCKING VSV RIG PIN	6	\$ 606.00	\$ 3,636.00			WAITING DECISION FROM R.V.	W
195	856A1336G02		TORQUE ADAPTER SET-MEC FASTENERS	2	\$ 779.00	\$ 1,558.00			WAITING DECISION FROM R.V.	W
196	856A1469G02		WRENCH SET-MEC/FUEL PUMP	2	\$ 2,117.00	\$ 4,234.00			WAITING DECISION FROM R.V.	W
197	E-mail Part number		CRATEX POLISHING BLOCK, EXTRA FINE GRADE	2	\$ -	\$ -	CRATEX MFG CO		NEED MORE INFO TO SOURCE WAITING DECISION FROM R.V.	H
198	856A2664G01		YOKE, SETTING - VBV DOORS	2	\$ 1,848.00	\$ 3,696.00			WAITING DECISION FROM R.V.	W
199	856A3408G02		GAGE, MASTER VBV	2	\$ 651.00	\$ 1,302.00			WAITING DECISION FROM R.V.	W
200	TMRX10		CROWFOOT WRENCH-GEAR MOTOR ASSEMBLY	2	\$ 27.25	\$ 54.50	SNAP ON		WAITING DECISION FROM R.V.	W
201	856A1331G02		GAGE SET, STAGE IGV, 1, 2 AND 3 VSV KIT	2	\$ -	\$ -			Awaiting Bruce Robbins	H
202	AN8508-14B		CROWFOOT WRENCH, FLARE NUT	2	\$ 20.45	\$ 40.90	SNAP ON		WAITING DECISION FROM R.V.	W
203	856A3317P02		TEST LEAD	2	\$ 583.00	\$ 1,166.00			WAITING DECISION FROM R.V.	W
204	856A33A8P02		TEST LEAD	2	\$ 530.00	\$ 1,060.00			WAITING DECISION FROM R.V.	W
205	856A9507G01		LIFTING BEAM	1	\$ 18,944.00	\$ -			Cancel per Bruce Robbins	CX
206	856A9004G01		MOUNT PIN, INSTALL/REMOVE HYDRAULIC ACTUATION TOOL	1	\$ 418.00	\$ 418.00			WAITING DECISION FROM R.V.	W
207	856A9003G01		CONNECTOR, JUMPER-LOCKING SENSOR	1	\$ 1,219.00	\$ 1,219.00			WAITING DECISION FROM R.V.	W

ITEM	MPN	CPN	NOUH	QTY	UNIT PRICE	TOTAL PRICE	PO#	DUE DATE	STATUS	CODE2
208	856A9032601		ADAPTER, PULLER-HYDRAULIC ACTUATOR TRIMMION PINS	1	\$ 428 00	\$ 428 00			WAITING DECISION FROM R.V.	W
209	TEEL61		PMC-TESTER	1	\$ 56,930 00	\$ 56,930 00		10-12 WK ARO	VENDOR-RMS WAITING DECISION FROM R V	W
210	TT1000A		EGT TESTER BARFIELD	2	\$ -	\$ -	404-761-4321		LEFT VOICE MSG 1/28 BARFIELD WAITING DECISION FROM R V	S
211	TEEG2 2 RMS		VSV DYNAMIC TRACKING	1	\$ 60,000 00	\$ -			SAME AS #5777 WAITING DECISION FROM R V	CX
212	2C6903P09		PUMP, HYDRAULIC OPEN FAN REVERSER	4	\$ 800 00	\$ 3,200 00	LOCKHEED/MARTIN		WAITING DECISION FROM R V	W
213	2C6639G03		INLET FILTER SCREEN REMOVAL TOOL	2	\$ 3,090 00	\$ 6,180 00	LOCKHEED/MARTIN		WAITING DECISION FROM R.V.	W
214	2C14244G01		WRENCH SET, MEC	2	\$ 4,059 00	\$ 8,118 00			WAITING DECISION FROM R.V.	W
215	2C6276G03		WRENCH SET, FUEL CONTROL PUMP	2	\$ 1,100 00	\$ 2,200 00			WAITING DECISION FROM R V	W
216	2C6613G01		GAGE, IMMERSION TEST	1	\$ 1,050 00	\$ 1,050 00			APPROVED BY R.V. AWAITING BRUCE ROBINS	W
217	PBS 4100		VIBRATION/TRIM BALANCE ANALYSER	1	\$ 65,191 00	\$ -	SE9366 INCL TRNG		Cancel per Bruce Robbins	CX
218	856A1353G01		FIXTURE TEST TCC VALUE. HPTACC 5TH & 9TH STAGE	1	\$ 3,085 00	\$ -			Cancel per Bruce Robbins	CX
219	REF NO Q13875		ENGINE CHANGE HARDWARE	1	\$ 21,000 00	\$ 21,000 00			Bruce to advise if the same as 55 & 56	W
220	856A1084502		ACTUATOR PORTABLE HYDRAULIC HAND OPERATED SYSTEM	3	\$ 5,488 00	\$ 16,464 00			WAITING DECISION FROM R.V.	W
221	QC1R50 0-50		TORQUE WRENCH	3	\$ 179 95	\$ 539 85	SNAP ON		WAITING DECISION FROM R.V.	W
222	QC2R200 40-200 INCL/B		TORQUE WRENCH	3	\$ 189 95	\$ 569 85	SNAP ON		WAITING DECISION FROM R.V.	W
223	QC1000 200-1000 INCL/B		TORQUE WRENCH	3	\$ 189 95	\$ 569 85	SNAP ON		WAITING DECISION FROM R.V.	W
224	0-100 IN/HIG		PRESSURE GAGE PT7 PART POWER TRIM BEARING BREATHER PRESSURE TEST	2	\$ 500 00	\$ 1,000 00			WAITING DECISION FROM R.V.	W
225			OSCILLOSCOPE		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
226			SPECTRUM ANALYZER		\$ -	\$ -	HEWLETT PACKARD MFG		NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
227			DIGITAL MULTIMETER		\$ -	\$ -	FLUKE-MFG		NEED MODEL # WAITING DECISION FROM R V	H
228			DATA BUS ANALYZER (ARINC & RS- 232)		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
229			FREQUENCY COUNTER		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
230	12 602 9		RF SIGNAL GENERATOR		\$ 49,495 00	\$ 49,495 00	Dac Int'l	90 Days	WAITING DECISION FROM R V	H
231	TCAS 201		TCAS TEST SET	1	\$ 14,695 00	\$ 14,695 00		STK	ORDER QTY? VENDOR-DAC INTL. TCAS REPLY GENERATOR-RAMP WAITING DECISION FROM R V	W
232	TCAS 201 COUPLER MODEL B (AC-210B)		TCAS ANTENNA COUPLER TESTER	1	\$ 2,675 00	\$ 2,675 00		1-2 WK	ORDER QTY? VENDOR-DAC INTL. BENDIX COUPLER FOR TCAS201 PART #201B. WAITING DECISION FROM R V	W
233			WATTMETER		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
234			WEATHER RADAR PRIMUS 90		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
235			WEATHER RADAR TESTER (BENDIX)		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
236			WEATHER RADAR TESTER (COLLINS)		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
237			RADOME TESTER		\$ -	\$ -			NEED MORE INFO TO SOURCE WAITING DECISION FROM R V	H
238	PSD30 2 T/PL		FUEL QUANTITY TEST SET		\$ -	\$ -	JCAIR-MFG		FAX REQ 1/26/98-WAITING RESPONSE WAITING DECISION FROM R V	RFQ
239	PSD160 1AF		AC CAPACITANCE FIELD CALIB UNIT	1	\$ 6,025 00	\$ 6,025 00		90 DAY	ORDER QTY? VENDOR-BFG JCAIR. PH# 01- 0695 00 WAITING DECISION FROM R V FAX REQ 1/26/98 WAITING RESPONSE	W
240	784 T/PE		MAINTENANCE KITS		\$ -	\$ -	JCAIR-MFG		FAX REQ 1/26/98 WAITING RESPONSE	RFQ
241	GGM 100		ANALOG GYRO		\$ -	\$ -	JCAIR-MFG		WAITING DECISION FROM R V FAX REQ 1/26/98-WAITING RESPONSE	RFQ
242	T322997		RADIO ALTIMETER TEST SET		\$ -	\$ -	JCAIR-MFG		WAITING DECISION FROM R V FAX REQ 1/26/98 WAITING RESPONSE	RFQ

ILLM	MPN	CPN	NOUN	QTY	UNIT PRICE	TOTAL PRICE	PO#	DUE DATE	STATUS	CODE2
243	ATC-600A		DME/XPDR	1	\$ 7,495.00	\$ 7,495.00		STK	ORDER QTY? VENDOR-DAC INTL AFCOM RAMP TEST SET WAITING	W
244	CTS-700		VHF/HF/SELCAL/1SCALL TESTER		\$	-	COLTECH-MFG		DECISION FROM R V DUPL OF #17 OR CPN T300183 CX PER	CX
245			ADF TESTER		\$	-			BRUCE NEED MORE INFO TO SOURCE WAITING	H
246	402AF		MKR/NAVCOMM RAMP & BENCH TEST SET	1	\$ 11,695.00	\$ 11,695.00		STK	DECISION FROM R V ORDER QTY? VENDOR-DAC INTL	W
247	NAV-750C		ILSVOR/MB/ADF/SELCAL/8COMM TESTER	1	\$ 14,595.00	\$ 14,595.00		STK	NAV/COM RAMP TEST SET PN# NAV-402AP WAITING DECISION FROM R V ORDER QTY? VENDOR-DAC INTL	W
248	2945A		AVIONICS COMMUNICATIONS MONITOR	1	\$ 16,750.00	\$ 16,750.00	Dac Int'l	6 Weeks	FROM R V WAITING DECISION FROM R V	W
249			AIR DATA TESTER		\$ 52,000.00	\$	PENNY 2 GILES		WAITING DECISION FROM R V	W
250			GPWC TEST SET		\$	-			WAITING DECISION FROM R V	W
251	7000-4133		PBS-4100 PORTABLE BALANCING SYSTEM	1	\$ 35,995.00	\$ 35,995.00			BRUCE ROBBINS TO REVIEW	W
252	7000-4141		PORTABLE PRINTER	1	\$ 695.00	\$ 695.00			BRUCE ROBBINS TO REVIEW	W
253	1400-4118		SHIPPING/STORAGE CASE (DAU/COMPUTER)	1	\$ 375.00	\$ 375.00			BRUCE ROBBINS TO REVIEW	W
254	1400-4119		SHIPPING/STORAGE CASE (PRINTER&CABLES)	1	\$ 325.00	\$ 325.00			BRUCE ROBBINS TO REVIEW	W
255	2053-4801		ENGINE DATA DISK SET; JT8D-1,-5,-7	1	\$	\$			BRUCE ROBBINS TO REVIEW	W
256	2053-4809		ENGINE DATA DISK SET; JT8D-9,-11,-15,-17	1	\$ 180.00	\$ 180.00			BRUCE ROBBINS TO REVIEW	W
257	8900-5056		ENGINE INTERFACE CABLE SET (INCL 8900-5034, -5035, -5036)	1	\$ 1,995.00	\$ 1,995.00			BRUCE ROBBINS TO REVIEW	W
258	8900-5037		VELOCITY PICKUP JUMPER CABLE	1	\$ 635.00	\$ 635.00			BRUCE ROBBINS TO REVIEW	W
259	8213-6680		JT8-D ENGINE JUMPER CABLE SET (INCL 8213-5042, -5043, -5044)	1	\$ 1,835.00	\$ 1,835.00			BRUCE ROBBINS TO REVIEW	W
260	8213-5048		N1/N2 BREAKOUT CALE (B707/B727/B737 COCKPIT TO N1)	1	\$ 630.00	\$ 630.00			BRUCE ROBBINS TO REVIEW	W
261	8213-6563		N1/N2 BREAKOUT CABLE (DC-9 AND MD-80 COCKPIT)	1	\$ 450.00	\$ 450.00			BRUCE ROBBINS TO REVIEW	W
262	4900-4005		1/REV PULSE GENERATOR	1	\$ 2,875.00	\$ 2,875.00			BRUCE ROBBINS TO REVIEW	W
263	4900-4002		PULSE GENERATOR GEAR BOX	1	\$ 3,475.00	\$ 3,475.00			BRUCE ROBBINS TO REVIEW	W
264	5500-4000		VELOCITY PICKUP (2 REQD ON JT8D)	1	\$ 1,100.00	\$ 1,100.00			BRUCE ROBBINS TO REVIEW	W
265	2053-4300		ENGINE DATA DISK SET; JT3D-3B	1	\$ 180.00	\$ 180.00			BRUCE ROBBINS TO REVIEW	W
266	2053-4307		ENGINE DATA DISK SET; JT3D-7	1	\$ 180.00	\$ 180.00			BRUCE ROBBINS TO REVIEW	W
267	4900-4007		PULSE GENERATOR GEAR BOX-GEAR RATIO FOR JT3D	1	\$ 3,475.00	\$ 3,475.00			BRUCE ROBBINS TO REVIEW	W
268	8213-5049		N1/N2 BREAKOUT CABLE (DC-8 COCKPIT TO N1 INDICATOR)	1	\$ 1,895.00	\$ 1,895.00			BRUCE ROBBINS TO REVIEW	W
269	2053-3200		ENGINE DATA DISK SET; CFM56-2	1	\$ 180.00	\$ 180.00			BRUCE ROBBINS TO REVIEW	W
270	8001-5024		CFM56-2 JUMPER CABLE SET (INCL 8001-6512, -6513, -6511)	1	\$ 2,536.00	\$ 2,536.00			BRUCE ROBBINS TO REVIEW	W
271	8000-4225		CHARGE AMPLIFIER	1	\$ 2,395.00	\$ 2,395.00			BRUCE ROBBINS TO REVIEW	W
272	1400-4150		CHARGE AMPLIFIER MOUNTING BRACKET	1	\$ 500.00	\$ 500.00			BRUCE ROBBINS TO REVIEW	W
273	2053-1606		ENGINE DATA DISK SET; CF6-6	1	\$ 180.00	\$ 180.00			BRUCE ROBBINS TO REVIEW	W
274	8114-6430		CF6-50 ENGINE CONNECTION CABLE SET (INCL 8113-5164, -5027, -5038)	1	\$ 2,110.00	\$ 2,110.00			BRUCE ROBBINS TO REVIEW	W
275	8113-5047		BLIPPER CONDITIONER CABLE	1	\$ 995.00	\$ 995.00			BRUCE ROBBINS TO REVIEW	W
276	4100-4102		TRAINING	1	\$ 4,175.00	\$ 4,175.00			BRUCE ROBBINS TO REVIEW	W
277	TF1068-613		HYPERTRONICS OUTLET TEST FIXTURE	2	\$ 350.00	\$ 700.00	T001007001	2/3/99	Closed 2/4/99	C
278	DC-1		DIGITAL CONDUCTIVITY INSTRUMENT	1	\$ 3,300.00	\$ 3,300.00	T300197001	2/10/99		CS
279	BORESCOPE	100297	VIDEOSCOPE	1	\$ 37,239.00	\$ 37,239.00			WAITING DECISION FROM R V	W

ITEM	MPN	CPN	NOUN	QTY	UNIT PRICE	TOTAL PRICE	PO#	DUE DATE	STATUS	CODE2
280	DC10BIORESCOPE	1001003	FIBERSCOPE	1	\$ 71,444.00	\$ 71,444.00			WAITING DECISION FROM R V.	W**
281	GS 2168 RT 4X4		NEW GENIE SCISSORS LIFT MODEL (BODE FINI)	2	\$ 27,475.00	\$ 54,950.00			WAITING DECISION FROM R V	W**
282			SMOKE GENERATOR (TOOLING REQD)		\$ -	\$ -	TIM ALMAN TO ADVISE			S
283			STROBE LIGHT CHECKER/TO COUNT FLASHES PER MIN (TOOLING REQD)		\$ -	\$ -	TIM ALMAN TO ADVISE			S
284	HALF AE95075N?		HYD PRESS HOSE COUP (TOOLING REQD)		\$ -	\$ -	CANCEL PER TIM ALMAN			CX
285	HALF AE94186P?		HYD PRES HOSE COUP (TOOLING REQD)		\$ -	\$ -	CANCEL PER TIM ALMAN			CX
286			HYD MULE 3000 PSI 50 GPM? (TOOLING REQD)		\$ -	\$ -	CANCEL PER TIM ALMAN			CX
287	2651-133?		LAV SERVICE DRAIN HOSE (TOOLING REQD)		\$ -	\$ -	TIM ALMAN			CX
288			MLG DOOR LOCKS (D2270441) (TOOLING REQD)	2	\$ -	\$ -	TIM ALMAN		Already purchase qty of 12 on po# C918101003	CX
289	DPS350		AIR DATA TESTER -MODEL 127-1M (MILHARD ENGRG)(TOOLING REQD)	2	\$ 9,995.00	\$ 19,990.00	BARFIELD	16 WKS	LISA RESEARCH WITH BARFIELD RVSM CCOMPLIANCE?	W**
290	34410LH90-5	D918386	STATIC PORT ADAPTER (CANADIAN AERO INST. CO)(TOOLING REQD)		\$ 265.00	\$ 265.00	D918386001	2/18/99		CS
291	P52287M3		PILOT HEAD ADAPTER (MILHARD ENGRG)(TOOLING REQD)	1	\$ 545.00	\$ 545.00	D918054003	2/11/99		CS
292			IGNITER PLUG PLIERS (TOOLING REQD)		\$ -	\$ -	TIM ALMAN		CANCEL PER TIM	CX
293	2C6613301		DEPTH GAUGE (TOOLING REQD)	1	\$ 1,045.00	\$ 1,045.00	TIM ALMAN	1 WK	SPEC TOOL - AWAITING APPROVAL TO PURCHASE 562-945-3351	W**
294	DZZ0006-511		FLAP ACCT SAFETY STRUTS (TOOLING REQD)	4	\$ 6,965.00	\$ -	TIM ALMAN	20 WKS	CANCEL PER TIM ALMAN-DUPL OF CPN D918115 OR #112.	CX
295			TIRE PRESSURE GAUGE TO 215PSG (TOOLING REQD)		\$ -	\$ -	TIM ALMAN		CANCEL PER TIM	CX
296	MILH-5593-3-3600	D918352	HOSE	1	\$ 250.00	\$ 250.00	D918052003	2/11/99	ORDER PER TIM ALMAN	CS
297	MILH-5593-4-7200	D918353	HOSE	1	\$ 494.00	\$ 494.00	D918053003	2/11/99	ORDER PER TIM ALMAN	CS
298			DANIEL KIT	1	\$ 10,000.00	\$ 10,000.00			BRUCE WRIGHT TO ADVISE PART #	W
299			WIRE LABEL	1	\$ 1,100.00	\$ 1,100.00			BRUCE WRIGHT TO ADVISE PART #	W
					\$	1,360,170.18				



EWA'S RESPONSE TO LETTER DATED  
December 21, 1998



January 10, 1999

Mr. Joseph Abramski  
FSDO-SJC  
1250 Aviation Ave., Suite 295  
San Jose, CA 95110

Dear Mr. Abramski:

This letter is in response to your letters dated December 15, 1998 and December 21, 1998 concerning aircraft N105WP experienced main cargo door damage, and Telegraphic Airworthiness Directive (TAD) T98-26-51. (See Attachment 1)

Emery Worldwide Airlines (EWA) reported this damage to the Los Angeles Aircraft Certification office to Mr. Greg Delibero on December 17, 1998. (See Attachment 2).

Based on the initial determination by EWA, in concert with the FAA DER performing the line maintenance repair it was determined that the door was damaged due to FOD. EWA elected to issue a Fleet Campaign Directive 52-6 to inspect the Rosenbalm and Monarch STC Cargo door aircraft in this effected area as a precaution. As a result of this inspection, no defects were noted on other aircraft.

Mr. Andrew Albright, EWA Reliability Structural Analyst, performed an in-depth review of the cause of the damage. The following is the results of an analysis on aircraft N105WP main cargo door damaged that occurred on November 26, 1998 and was removed from service and repaired on December 14, 1998. The main cargo door sustained damages to the door locking mechanism, hydraulic system and primary structures. The crew's first indication was maintaining pressurizations written on log pages (6913-22, 6913-24 & 6913-25). The aircraft log pages reported FOD found by EWA's maintenance personnel in the lower forward section of the door causing the following chain of events. The events as written by flight crew members, repairs made by maintenance personnel and damaged parts replaced during the repair will demonstrate a pattern to which the damage conclusion was determined.

#### **Pilot Write-Ups Sequence of Events:**

Prior to aircraft's main cargo door damage on November 26, 1998, aircraft departed KELP to KDAY, log page 6913-22 pilot reports; "Both packs have to be at maximum to maintain the cabin below 10,000 feet, only able to get 7.6 differential left pack appears weak". Maintenance personnel inspected aircraft at KDAY and performed corrective action; "Removed FOD from along bottom edge of main cargo door, aircraft pressurization operations checked good, both packs operations checked good, no defects noted".

On November 27, 1998, Aircraft N105WP, departed KATL to KLAX. During the flight, log page 6913-25, pilot reports; "needed both packs to maintain pressurization, cargo door lights illuminates during flight, no cabin pressure change—lock bar appears to be at full travel—closed, cargo door latches went to latch position before door was fully closed (out of sequence)." Corrective Action; EWA received on December 14, 1998, a repair for the main cargo door IAW FAA DER approved Cotney Engineering Sketch F84-R01.

#### **Pilot Write-Ups Abbreviated (See Attachment 3 for actual log pages):**

11-26-98

- FOD found in cargo door lower section
- Difficulties maintaining cabin pressurization
- Cargo door jerks while opening

11-27-98

- Difficulties maintaining cabin pressurization
- Cargo door open light illuminates
- Cargo door latches went to latch position before was fully closed

The FOD found by maintenance personnel at KDAY on November 26, appears to have affected the closure of the main cargo door at or before departing KELP. This appears to be true after reviewing prior log page (6913-21), did not indicate aircraft pressurization lost. Review of the remaining log pages 6913-23 and 6913-24 found discrepancy and write-up on pressurization. Aircraft log page 6913-24 pilot reports, "Air leak forward lower edge of cargo door, must run both packs at high flow to keep aircraft pressurized, and the cargo door jerks while opening". EWA maintenance personnel inspected aircraft at KLAX and performs corrective action by, "Straightened seal depressor at lower edge and serviced reservoir."

In summary, the log page revealed FOD in lower section of the main cargo door found by EWA maintenance personnel. Maintenance inspected the main cargo door lock mechanisms but were unable to find any damage and dispatched the aircraft for flight. The aircraft flew two additional legs that day without difficulties. The third flight indicated cabin pressurization problems and main cargo door jerked when opening. EWA has determined when the main cargo door closed at KELP, FOD

trapped in the locking mechanisms had shifted locking bar and locks to close unevenly, causing the locking system to become out of sequence.

**Main Cargo Door Repairs:**

The main cargo door damages repaired at KLAX by EWA maintenance personnel were recorded on EWA Non-Routine Maintenance Forms, on December 14, 1998. The main cargo door locking mechanisms and hydraulic system damages evaluated by EWA personnel. The locking device torque tub (PN: 23630352) damaged by excessive force created by hydraulic forces to shift locks combined with locks out of sequence.

EWA maintenance personnel evaluated the main cargo door hydraulic system damages. Their evaluation determined main cargo door jerking while opening caused by a damaged hydraulic valve (PN: 1629-3-24), removed and replaced. The Cylinder assembly (PN: 8520008009) found unserviceable, cylinder removed and replaced.

EWA maintenance personnel and FAA DER Mr. Derrick Seys, of the Cotney Company, inspected the internal door structure. Their findings were all 12 frames damaged, to which these frames run longitudinal each equipped with a locking hook. The Cotney Company analysis structural strengths lost which they can provide, they concluded repairs to all frames exceed limitations IAW DC-8 SRM type repairs. EWA requested and received a repair for all 12 frames from the Cotney Company (F84-R01), and repairs completed on December 14, 1998, IAW FAA DER approved Cotney Engineering Sketch F84-R01.

**Summary:**

The FOD found in the lower forward section of the main cargo door appears to have caused door locking system to become out of sequence induced by the torque tube. Evidence of FOD can be seen by the damage found to the lower forward door seal depressor. EWA has determined the damaged locks prevented the door from fully sealing, creating pressurization loss, as reported by crews. When the aircraft was in flight, pressurization engaged to the internal air pressure forcing the lower door edge out, creating just enough vibration from the loose door locks that illuminated the door open warning light. This constant vibration and air forces created enough stress on the forward door frames eventually cracked.

The request for information per your December 15, 1998 letter is enclosed (See Attachment 3).

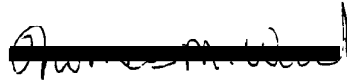
Mr. Greg Delibero informed me on December 17, 1998 that a telegraphic airworthiness directive may be issued to inspect the Rosenbalm cargo doors in the area that the damage was found on aircraft N105WP.

On December 21, 1998, I coordinated the inspection requirements per T98-26-51 with Greg Dilibero and Rony Azzi of the Atlanta ACO, and of course yourself per the TAD. The inspection was performed on the nine (9) aircraft per the TAD Item (B) and no defects were noted. (See Attachment 4).

I have addressed this TAD inspection requirement with other effected air carriers, and they also found no defects. I have also addressed this with Mike O'Neil and we will discuss this issue at the scheduled DC-8 Cargo Conversion Joint Task Force meeting next Tuesday, January 12, 1999 at Miami.

Please call if I can be of further assistance or provide additional information.

Sincerely,

A handwritten signature in black ink, which appears to read "Thomas M. Wood". The signature is written in a cursive style and is positioned above the typed name.

Thomas M. Wood  
Director Quality Control

attachments

cc: Rene Visscher  
QC Managers

TMW/amb

## ATTACHMENTS

1. FAA PMI Letters to EWA Director Quality Control dated December 15, 1998 and December 21, 1998.
2. EWA Director Quality Control letter dated December 17, 1998 to FAA ACO Engineer Greg Delibero. (Copy of EWA FCD 52-6)
3. FAA PMI information requested per his December 15, 1998 letter.
4. EWA TAD notification letter to PMI dated December 21, 1998, and EWA response letter for TAD findings to ACO TAL, Rany Azzi, Copies of all MA's performing inspection, memo from EWA Manager Reliability for 30 day review per AD, AFM AD revision record.

# ATTACHMENT

NO . 1



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

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

December 15, 1998

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

Dear Mr. Wood:

#### Request For Information

On November 27, 1998, at Los Angeles, California, a structural failure within the main cargo door was discovered by Emery Worldwide Airlines (EWA) maintenance personnel on an EWA DC-8-73 series aircraft, N105WP.

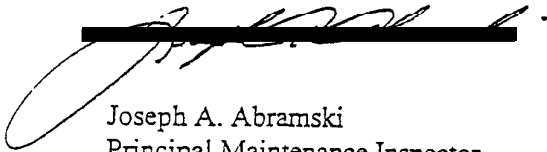
Accordingly, the following information is hereby requested :

- 1) The total aircraft time in service since the STC'd main cargo door installation.
- 2) A copy of the aircraft log book pages 6913-12; 6913-13; 6913-17; 6913-22; 6913-24; 6913-25; 6913-26; 6913-27.
- 3) Copies of all Non Routine Maintenance Work Forms associated with the repair to the main cargo door and any other maintenance performed during the aircraft out of service time in Los Angeles.
- 4) A copy of the last maintenance "A" Check work forms and all Non Routine Work Forms associated with that check.
- 5) A copy of FCD 52-6.
- 6) An aircraft listing of FCD 52-6 accomplishment and findings for each aircraft.
- 7) A copy of AI-5233-04:07.
- 8) An aircraft listing of AI-5233-04:07 accomplishment and findings for each aircraft.
- 9) A copy of the previous log book pages that state cabin pressurization problems; aircraft hull or main cargo door leaks; main cargo door malfunctions; or main cargo door indication malfunctions.



Please provide the requested information to the undersigned within ten (10) working days after receipt of this letter. Should you have any questions or require clarification regarding this matter, please call at your convenience.

Sincerely,



A handwritten signature in black ink, which has been partially obscured by a thick black horizontal line. The signature appears to be "Joseph A. Abramski".

Joseph A. Abramski  
Principal Maintenance Inspector

cc: Kent Scott - EWA  
Rene Visscher - EWA  
Michael O'Neil - FAA



U.S. Department  
of Transportation  
Federal Aviation  
Administration

San Jose Flight Standards District Office

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

December 21, 1998

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

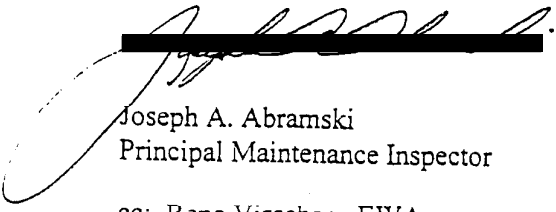
Dear Mr. Wood:

This letter will confirm our telecon of this day regarding Emery Worldwide Airlines (EWA) compliance with Telegraphic Airworthiness Directive (TAD) T98-26-51 as applied to EWA's fleet of DC-8 aircraft.

It is understood that EWA will issue Maintenance Authorization AI-5234-04:00 which will address the specific inspection guidance as contained in paragraph (B) of the aforementioned TAD; and EWA plans completion of the inspection on or about December 25, 1998. In addition, EWA will inform this office and the Atlanta Aircraft Certification Office (ACO) of its inspection findings.

Thank you for your cooperation in this matter.

Sincerely,

  
[Redacted Signature]

Joseph A. Abramski  
Principal Maintenance Inspector

cc: Rene Visscher - EWA

---

# ATTACHMENT

NO . 2



December 17, 1998

Mr. Greg Delibero  
Federal Aviation Administration  
Los Angeles Aircraft Certification Office  
3960 Paramount Drive  
Lakewood, CA 90712-4137

Dear Mr. Delibero:

This letter is a follow-up to our telephone conversation today regarding the DC-8 Rosenbalm STC SA1802SO Cargo Door repair performed on a Emery Worldwide Airlines (EWA) DC-8-73, Serial Number 46095, Production Number 497, N105WP at LAX.

The subject aircraft received a repair to the cargo door due to a crack found during preflight. The following details are pertinent to this aircraft.

- I. STC Door Installation
  - March 17, 1989
  - Installer, Zantop Macon, Georgia
  - Aircraft TAT 45,890 and TC 14,988
  
- II. Aircraft TAT/TC as of 11-27-98
  - TAT 65,843
  - TC 21,197
  
- III. TAT/TC on Cargo Door STC Installation
  - TAT 19,953
  - TC 6,209
  - 9 years and 8 months

Per our conversation, you informed me that the FAA considers this to be as safety concern and is preparing an Airworthiness Directives (AD) for a one-time inspection of the cargo door.

As I discussed with you, EWA issued a Fleet Campaign Directive No. 52-6 (attached) to inspect the Rosenbalm and Monarch Cargo Doors in this specific area.

Mr. Greg Delibero  
Page 2  
December 17, 1998

Per our agreement, this letter is being copied to the DC-8 JTF members for their initial notification and opportunity to perform inspections on their aircraft. Please advise me if the EWA FCD inspection will comply with the proposed AD inspection.

I would like to thank you for your support in this matter.

Sincerely,

*Thomas M. Wood/re*

Thomas M. Wood  
Director, Quality Control

Attachment

cc: Rene' Visscher  
JTF Members

**EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE**

No. 52-6

Issue  
Date: 12/08/98

Rev. Original

Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection

Reference: N/A

Compliance  
Requested: As scheduled by Maintenance  
Planning

Approved by:

Manpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

**GENERAL:**

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

<p><b>Note:</b> Upon identification of a crack, contact Mx. Control immediately for further disposition.</p>
--

**EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE**

Page 2 of 2  
No. 52-6  
Rev. Original

**ACCOMPLISHMENT INSTRUCTIONS:**

**Note:** To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

**Note:** Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

**Note:** Pay special attention to frame radiuses located at latch mount bolt nutplates.

**Note:** Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle)                      YES                      NO

Location of cracks: \_\_\_\_\_  
\_\_\_\_\_

2. Report all defects to Mx. Control and re-install lock covers (if removed).

3. Make a log book entry indicating compliance with this FCD and complete the section below.

Acft. \_\_\_\_\_ Date: \_\_\_\_\_ Sta.: \_\_\_\_\_  
Emp. # \_\_\_\_\_ Log Page # \_\_\_\_\_



303 CORPORATE CENTER DR.  
VANDALIA, OH 45377

---

To: Thierry Derrien

Company: Airborne Express

At: 1937383-4336

From: THOMAS M. WOOD

Fax: 937-898-2803

Company: EMERY WORLDWIDE AIRLINES

1937383-4336

Date: 12/17/98

Time: 12:26PM

Pages Including Cover: 5

**FAX MESSAGE**

Notes: SEE ATTACHED.



# ATTACHMENT

NO . 3

AIRCRAFT MAINTENANCE LOG

ARI 0002 (10/97) (Rev) 5A



6913-25

ACFT NO: N105WP ACFT TYPE: DC-8-75F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		WPT (LBS)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	835	11-26-98	KLAX	KPHX	2030	2155	1+25	20:19	21:47	1:58	3803	46.0	34.5	φ	φ	φ
2	835	11-26-98	KPHX	KATL	2310	0238	3+28	23:23	02:29	3+06	4051	60.0	19.8	φ	94909	φ
3	835	11-27-98	KATL	KPHX	0320	0750	4+30	03:37	07:32	3+55	8561	76.0	30.7	φ	φ	φ

LEG	DEPT. DELAY		TRAIN DELTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	EDGS	STATION	1	2	3	4								
1										0/1	J. ALT	00871	2	1		
2										0/2	P. RORDEN	71092	1	2		
3										0/3	J. FRISBLE	26238				
4										J3	VISMELKO	EWALM				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	DISM	NEED BOTH A/C PACKS AT FULL OUTFLOW TO MAINTAIN CABIN ALTITUDE DURING CRUISE AT FL 350	2	INSPECED NEW CONTROL WENDS OF CHECK GOOD.	12-14-98	KPHX	5C178265C
3	DISM	CARGO DOOR OPEN LIGHT ILLUMINATED DURING FLIGHT NO CABIN PRESSURE CHANGE, LOCK BAR APPEARS TO BE AT FULL TRAVEL - CLOSED LOCKS	3	REPAIRED DURING T.A.W. EOWA DRAWING F84-RO1 REVISION 1.R.	12-14-98	KLAX	6U178265C
4	DISM	CARGO DOOR LATCHES WENT TO LATCH POSITION B. FORE BAYS FULLY CLOSED (OUT OF SEQUENCE)	4	INSPECED NEW HYD VALVE. LEAK & OPS. CHECK. PER EWA MAN. SEE LOG REF 7132-01, ITEM 5	11-27-98	KPHX	02100
5	DISM	RIGHT BRAKE PEDAL BINDS AND GRABS DURING BRAKE APPLICATION	5	VISUALLY INSPECTED BRAKES, BLEED SYSTEM NO DEFECTS NOTED	11-27-98	KLAX	24750
6	P (M)	REF. DMI NOT TEST.	6	FOUND GRWS COMPUTER LOOSE IN BACK. RE-PACKED, GROUND & OPS TEST GOOD PER M/M - THIS CLEARS DMI, RECORD PER	11-27-98	KLAX	00400

NO.	PART NOMENCLATURE	QUANTITY	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	HYD VALVE, MAIN	NEEDS DOOR	11029-3-24	2548---	11029-3-24	EB0003	-
1	CONTROL HEAD, COM	NAV/DME	C76841-01	00002	C76841-01	000001	-

AIRWORTHINESS REFERENCE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W:	STATION:	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	DIST.	2-DIST.	3-DIST.			
DATE: 12-15-98	STATION: KLAX	21196	3	21199						
GMT TIME: 1030Z	CERT NO:	PREV. A/C FLT. HRS. 65839.46	FLT. HRS. THIS PAGE 1.57	TOTAL A/C FLT. HRS. 65847.39						

DIS: MAINT. ACTION CARRIED OUT TO: BOOK CHANGED NO: PAGE NO: 7132-01 CAPTAIN'S SIGNATURE: [Signature]

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

34-63  
25-30  
52-57  
58-63  
32-44

CRAFT MAINTENANCE LOG

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

**WORLDWIDE**  
A QX COMPANY

Q.C.  
4  
RRXA

6913-24

ACT# NO  
N1054UP

ACT# TYPE  
DC-8-73F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		IMPLT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	044	11-26-98	KDAY	KLAX	1051	1505	4:14	1100	1500	4:00	5705	68.6	21.0		58474	68.0

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LOGS	STATION	1	2	3	4									APU
1	09	DL-4				1	1	0	1	W/A	0/1	G. MORAN	37031	1	1		
2											0/2	T. KNIGHT	44557				
3											0/3	R. RASHOK	68555				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	P/M	AIR LEAK FORWARD LOWER EDGE OF CARGO DOOR, MUST RUN BOTH PACKS AT HIGH FLOW TO KEEP AIRCRAFT PRESSURIZED	1	STRUCTURED SEAL DEPRESSURE @ LOWER EDGE, PRESSURE OK OK END	11-26-98	KLAX	CC/OC
2	P/M	CARGO DOOR SEALS WHILE OPENING	2	SERVICED RESERVOIR EPS CHECK V OK	11/26/98	KLAX	59/64
3	P/M	OIL W CK DVE	3	OVER WATER CK COMPLETED WITH PER CARD, EQUIPMENT INSPECTED	11/26/98	KLAX	78624
4	P/M		4				
5	P/M		5				
6	P/M		6				

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

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W	TRANSIT	STATION	KLAX	PREVIOUS LANDINGS	2117	LANDINGS THIS PAGE	1	TOTAL LANDINGS	2116	1-DIST.	2-DIST.	3-DIST.
DATE	11/26/98	CERT. NO.		PREV. A/C FLT. HRS.	1175:11	FLT. HRS. THIS PAGE	4:00	TOTAL A/C FLT. HRS.	1175:11			
GMT TIME	1930	AUTH SIG.										
DISC	MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED	PAGE NO.		CAPTAIN'S SIGNATURE					

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

COMPLETED

CRAFT MAINTENANCE LOG

Alt-0082 (10/97) LRH0115 A.

**ETRY**  
**WORLDWIDE**  
A QW COMPANY

QC  
10  
RRJA

6913-23

ACFT. NO.  
N105WP

ACFT TYPE  
DC-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		W/LIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	099	11-26-98									5705	68.6				
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LOG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1	:										0/1 G. HORAN	37031					
2	:										0/2 T. KNIGHT	44557					
3	:										0/3 R. BASHOK	68555					
4	:																

34/45

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

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

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECKC/W: N/A	STATION:	PREVIOUS LANDINGS	21195	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21195	1-DIST.	2-DIST.	3-DIS
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	65835:40	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	65835:40			
GMT TIME:	AUTH SIG:									
D MAINT. ACTION CARRIED FWD TO:				G PAGE NO		CAPTAIN'S SIGNATURE				

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

CRAFT MAINTENANCE LOG

Air 0092 (10/97) I 11th U.S.A.



QC 10 RRXA

6913-22

ACFT. NO. N105 WP

ACFT. TYPE DC-8-73

L E G	FLT	DATE	STATION			GMT	BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT			IN	OFF		ON	UPLIFT (USG)	DEPART (LBS)		ARRIVAL (LBS)	CARGO
1	45	11-20-98	KELP	KDAY	0302	0616	3+14	0317	0608	2+51	6075	641	30.0		48650	
2																
3																
4																

L E G	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU									
1	0					0	0	1	1		01	C. FANNIN	23522	1	1			
2											02	D. MOWACK	58082					
3											03	T. ZWECHE	92210					
4																		

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	P/M	RADAR HAS FAILED; FAULT ANNUNCIATOR LT. ILLUMINATES IN UPPER LEFT CORNER OF MFD. ON MFD IN NORM, WX, MAP MODE. RADAR IN TEST FUNCTION. TESTS OK - TEST MODE WORKS, THE REST OF RADAR IS INOP.	2	Removed and Replaced WEATHER RADAR R/T. PERFORMED OPS CHECK, OPS CHECKS GOOD IAW DC-8 m/m	11/26/98	KDAY	14630128
3	P/M	CARGO DOOR JERKS WHILE OPENING	4	Repositioned and reattached needle valve handle on main cargo door. of checker good.	11-24-98	KDAY	11578
5	P/M		5				
6	P/M		6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
2	WEATHER RADAR R/T	622-4022-001	2992101	622-4022-001	3723 (P)	ONLY

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: <i>Transit</i>	STATION: <i>KDAY</i>	PREVIOUS LANDINGS	21171	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21195	1-DIST.	2-DIST.	3-DIST.
DATE: <i>11-24-98</i>	CERT. NO.: [REDACTED]	PREV. A/C FLT. HRS.	65833 +19	FLT. HRS. THIS PAGE	2.51	TOTAL A/C FLT. HRS.	65835			
GMT TIME: <i>0920 Z</i>	AUTH SIG: [REDACTED]	BOOK CHANGED N/W		PAGE NO:		CAPTAIN'S SIGNATURE	<i>Chris</i>			

2071  
3441  
5234

STAFF MAINTENANCE LOG

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

WORLDWIDE  
A CTF COMPANY

10  
RRXA

6913-21

ACFT. NO  
N105WR

ACFT TYPE  
DC-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	IN	OUT		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	046	11-25-98	KDAY	KELP	0846	1208	3172	0854	1202	3708	6190	62.8	25.3		59270	
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU									
1	0					1	1	1	1	1	01	C. FANNIN	23522					
2											02	D. MONIACK	58082	1	1			
3											03	T. ZWECHE	92210					
4																		

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	P/M		2	Ops checks normal on ground. This clears DMI # 81131. Placard removed.			
3	P/M		3				
4	P/M		4				
5	P/M		5				
6	P/M		6				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	SER. NO. ON	POS.	AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
						CHECK C/W	STATION	CERT. NO.	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.	
1	Fuel Pressure Gauge	396-GSP1-D1	LL 10	7-69-248 (in)	#3	SERVICE	KELP		21193	1	21194				
				396-G5S1-D1		DATE: 11-26-98			PREV. A/C FLT. HRS. 65832	3:08	65832				
						GMT TIME: 0015	AUTH SIG: [Signature]								

DISC. OR MAINT. ACTION CARRIED FWD TO: \_\_\_\_\_ BOOK CHANGED IN W LOG PAGE NO: \_\_\_\_\_ CAPTAIN'S SIGNATURE: [Signature]

**AIRCRAFT MAINTENANCE LOG**  
All 6092 (10/97) Litho U.S.A.

**ENTRY WORLDWIDE**  
A QF COMPANY

Q.C.  
10  
RRX

6913-17

ACFT. NO. N105WP ACFT. TYPE DC-8-73F

LEG	FLT	DATE	STATION		GMI	GMI	BLOCK HOURS	GMT		FLT. HOURS	U/LIFT (USG)	FUEL DATA		DE-ICE GAL'S	CARGO DATA	
			FROM	TO				OFF	ON			DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	820	11-22-98	MMX	KLAX	1121	1159	3138	1136	1154	3118	5387	640	22.1	0	54724	0
2																
3																
4																

LEG	DEPT. DELAY	DELAY CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD				APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
					1	2	3	4									
1					1	1	1	2	NA		O11 Stewart R.	39608					
2											O12 McFadden R.	54340	1	1			
3											O13 Moyer R.	59154					
4											NA wren IC.	LM					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P/M	FWD corner of CABIN AIR SEAL HAS large leak, when pressurized can see through seal, small debris and plastic pulled through door seal	2.	Found seal inflation holes 11/25/98 KLAX 88106 clogged, cleared holes, ground pressurization O.K.			
3.	P/M	please service LAV	3.	LAV. Serviced as req. 11/25/98 KLAX 88106 wired.			
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	RADAR RT	622-4022-001	2330	622-4022-001	2992	ONLY

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W. <i>g/c</i>	STATION: <i>KLAX</i>	PREVIOUS LANDINGS: <i>21189</i>	PREV. A/C FLT. HRS. <i>65817:22</i>	LANDINGS THIS PAGE: <i>1</i>	TOTAL LANDINGS: <i>21190</i>	1-DIST.	2-DIST.	3-DIST.		
DATE: <i>11-24-98</i>	CERT. NO. [REDACTED]			FLT. HRS. THIS PAGE: <i>3:18</i>	TOTAL A/C FLT. HRS. <i>65820:40</i>					
GMT TIME: <i>0002 Z</i>	AUTH. SIG. [REDACTED]									
DISC. OR	ACTION CARRIED FWD TO:	BOOK CHANGED NEW LOC	NO:	CAPTAIN'S SIGNATURE [REDACTED]						

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

75177 1210



4-C  
10  
RR7A

6913-13

ACFT NO. N105WP ACFT TYPE DC-8-73

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)	CARGO		MAIL	
1	DL	11-20-98	KDAY	KSEA	10:25	15:20	4:55	10:35	15:11	4:36	6841	78.0	27.2	0	57464	

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU								
1											0/1	J. SMITH	78241	1	1		
2											0/2	P. CHARRAD	15136				
3											0/3	J. RODRIGUEZ	71379				

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	DM	Ref. WRT # AFD 2935, A' check due.	2	C/W A' check per EWA 11-21-98 KSEA 24674 workcards.			
3	DM	Ref. MEL Cont. # 811244, F.O's heat mopr. (windshield) part	3	Replaced F.O's windshield heat controller & reset C.B.s. OPS checks normal per MM 30-41-2. This clears MEL # 811244. Placard removed	11-20-98	KSEA	24674
4	P/DM	ECT due time change on 1-6-99.	4	Transferred to Non-MEL	11-20-98	KSEA	24674

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

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W 'A'	STATION: KSEA	PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS	1-DIST.	2-DIST.	3-DIST.		
DATE: 11-21-98	CERT. NO. [REDACTED]	21135	1	21186					
GMT TIME: 0157Z	AUT. SIG. [REDACTED]	65801:00	1/36	65806:35					
DISC. OR MAINT ACTION CARRIED FWD TO:			HOOR CHANGED NEW LOG PA		CAPTAIN'S SIGNATURE: SK [Signature]				



CRAFT MAINTENANCE LOG

ATA 0092(10-97) IAW U.S.A.



Q.C.  
5  
RRXA

6913-12

ACFT. NO.  
N105 WP

ACFT. TYPE  
DC-8-73F

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	045	11/20/98	ISEP	LDAY	0520	0804	2+44	0533	0755	2+22	6139	61.2	32.5	-	58196	1324
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1					Ø	Ø	Ø	Ø		X1	PAGE DB	62779					
2										T2	CALLIST M	15092	1	1			
3										O3	MISKALCYS	57188					
4																	

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	ØIM	FLOW METERS MUST BE TURNED TO MAX TO MAINTAIN CABIN ALTITUDE	2	Aircraft pressurization up checked. good, no ground no leaks outside. Both packs of check good.	11/20/98	LDAY	11578
3	P/M		3				
4	P/M		4				
5	P/M		5				
6	P/M		6				

562  
2130

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

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: <i>NA</i>	STATION:	PREVIOUS LANDINGS	21181	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21185	1-DIST.	2-DIST.	3-DIST.
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	65791.37	FLT. HRS. THIS PAGE	2.22	TOTAL A/C FLT. HRS.	65801.37			
GMT TIME:	AUTH SIG.:									
DISC. OP	ACTION CARRIED FWD TO:	BOOK CHANGED NEW LOG NO:		CAPTAIN'S SIGNATURE <i>[Signature]</i>						

# SERVICEABLE PARTS TAG

M-23  
REV. 5-84

ZANTOP  
International Airlines, Inc.  
Michigan  
Georgia  
Regional Airport  
Macon, Georgia

PART NAME CYLINDER ASSEMBLY		PART NUMBER 180-58042	
SERIAL NUMBER 1308		DATE 1-26-97	
OVERHAUL AGENCY/VENDOR ZIA/HCW		W.O./R.P.O. NUMBER 619786	
SHELF LIFE DUE DATE 1-26-02		INSPECTOR INSPI	
<input type="checkbox"/> NEW	<input type="checkbox"/> OVERHAULED	<input type="checkbox"/> REMOVED WITH TIME REMAINING	
<input type="checkbox"/> STATION	<input type="checkbox"/> CALIBRATED	<input type="checkbox"/> HYDROSTATICALLY TESTED	
<input type="checkbox"/> AIRCRAFT NUMBER	<input type="checkbox"/> SERVICEABLE	<input type="checkbox"/> FUNCTIONALLY TESTED	
REASON FOR REMOVAL		POSITION	
SERIAL NUMBER OFF		MECHANIC	

152008

**EMERY WORLDWIDE AIRLINES** **EF Company**

### SERVICEABLE PART INFORMATION


P/N	180-58042	S/N	1308
PART NAME	CYLINDER ASSY		
MAINT. INTERVAL	HT	CM	OC <input checked="" type="checkbox"/> TSO
THIS UNIT O/H	B/C	REP <input checked="" type="checkbox"/>	OTHER
REC. INSP.	Demanda Mt	DATE	12/4/98
P.O. NO.	8520008009	REC. OR W.O. NO.	619786
Shelf Life Expires		M.R.	
ROBBED PART TRANSACTION			
PART ROBBED FROM ENG. S/N			
AC NBR.	POS.	TSO	
ENTER REMOVAL - INSTALLATION DATA BELOW			
AC NBR.	INDICATE POSITION	SIA	DATE
105UP	ONLY RUD	RIP	12/4/98
P/N OFF	180-58042	S/N OFF	2965
RMVL REASON	SCHED. <input type="checkbox"/> UN. SCHED. <input type="checkbox"/>	INST. BY	M/D 0322024
EXPLAIN WHY	Bearing missing		
PART CONDEMNED <input type="checkbox"/> BER <input type="checkbox"/>			
WHEN COMPLETED, REMOVE TOP COPY AND RETURN TO MAINT DEPT. ATTACH HARD COPY TO UNIT.			

7520156

**EMERY WORLDWIDE AIRLINES** **EF Company**

### SERVICEABLE PART INFORMATION

P/N	23630352	S/N	NSN
PART NAME	TORQUE TUBE		
MAINT. INTERVAL	HT	CM	OC <input checked="" type="checkbox"/> TSO
THIS UNIT O/H	B/C	REP	OTHER <input checked="" type="checkbox"/> NEU
REC. INSP.		DATE	12/1/98
P.O. NO.	8520156002	REC. OR W.O. NO.	
Shelf Life Expires		M.R.	
ROBBED PART TRANSACTION			
PART ROBBED FROM ENG. S/N			
AC NBR.	POS.	TSO	
ENTER REMOVAL - INSTALLATION DATA BELOW			
AC NBR.	INDICATE POSITION	SIA	DATE
105100	M/D ONLY	RIP	12/1/98
P/N OFF	23630352	S/N OFF	NSN
RMVL REASON	SCHED. <input type="checkbox"/> UN. SCHED. <input type="checkbox"/>	INST. BY	M/D 2553304
EXPLAIN WHY	Bearing missing torque tube		
PART CONDEMNED <input type="checkbox"/> BER <input type="checkbox"/>			
WHEN COMPLETED, REMOVE TOP COPY AND RETURN TO MAINT DEPT. ATTACH HARD COPY TO UNIT.			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			DATE December 14, 1998
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS			
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION			
MAKE DOUGLAS	MODEL NO. DC-8-73	TYPE (Airplane, Rotor, Helicopter, etc.) AIRPLANE	NAME OF APPLICANT Emery Worldwide Airlines Vandalia, Ohio
LIST OF DATA			
IDENTIFICATION	TITLE		
EWWA Dwg: F84-R01 Revision: I.R. Dated: 12/6/98	REPAIR: CARGO DOOR FRAMES AT LOCK ATTACHMENT DUE TO CRACKS.		
----- END -----			
<p><b>NOTE:</b> Approval is for structural aspects only on Douglas DC-8-73, s/n 46095, N105WP. Approval of data only, and it does not constitute installation approval</p>			
PURPOSE OF DATA To show compliance with the regulations listed below and document the repair on Douglas DC-8-73, s/n 46095, Regst. N105WP			
APPLICABLE REQUIREMENTS (List specific sections) CAR 4b.200, 4b.201(a)(b), 4b.202(a)(b)(c), 4b.300, 4b.301, 4b.302, 4b.303, 4b.304(a), 4b.306, 4b.307(c).			
<p>CERTIFICATION - Under the authority vested by direction of the Administrator and in accordance with the conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ AS ABOVE have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.</p> <p><input checked="" type="checkbox"/> Therefore <input type="checkbox"/> Recommend approval of these data</p> <p><input checked="" type="checkbox"/> I approve these data</p>			
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)  Derrick P. Seys	DESIGNATION NUMBER(S) SO-969	CLASSIFICATION(S) -STRUCTURES-	

1. THIS DRAWING APPLIES TO AIRCRAFT MODIFIED PER STC SA180250 ONLY.
2. BREAK ALL SHARP EDGES AND DEBURR ALL HOLES.
3. HOLE PREPARATION AND CONDITION TO BE PER DC-8 SRM CHAPTER 51 UNLESS OTHERWISE NOTED.
4. ALL MACHINED SURFACES TO HAVE SURFACE FINISH OF 125 MICRO 'NCH OR BETTER
5. ALODINE AND PRIME ALL BARE SURFACES.
6. REFER TO ROSNEBALM DRAWING 39250 AND DOOR RIGGING PROCEDURES FOR PROPER ALIGNMENT OF DOOR LATCH AND LOCKS
7. FORM ALL PARTS IN THE "O" CONDITION AND HEAT TREAT TO -T6 PER MIL-H-6088 OR EQUIVALENT.
8. ACCEPTABLE TO USE NEXT OVERSIZE IF REQUIRED FOR PROPER HOLE CONDITION IF A MINIMUM OF 2 FASTENER DIA EDGE DISTANCE EXISTS.
9. DETERMINE FINAL SIZE OF REPAIR HARDWARE UPON INSTALLATION TO ACCOMMODATE FASTENERS SHOWN AND NOTED.
10. PARTS MAY BE PURCHASED FROM ZANTOP INTERNATIONAL AIRLINES OR MANUFACTURE REPLACEMENTS.

QTY	QTY	QTY	QTY	PART NUMBER	DESCRIPTION	MAT'L	NOTES
		1		Z40583-2	FRAME RING	OR EQUIVALENT	
			1	Z40583-1	FRAME RING	OR EQUIVALENT	
1				Z30583-2	STUB FRAME	OR EQUIVALENT	
	1			Z30583-1	STUB FRAME	OR EQUIVALENT	7
		1	1	-11	CHANNEL	7075-0 QQ-A-250/12	
				-4	REPAIR, STUB FRAME		
				-3	REPAIR, STUB FRAME		
				-2	REPAIR		
				-1	REPAIR		
TOLERANCES					EMERY WORLDWIDE AIRLINES		
X.X = 0.1					VANDALIA, OHIO		
X.XX = 0.03					SCALE NONE		
DATE: 12/6/98					APPROVED:		
CONTRACTOR:					DRAWN BY: DPS		
COTNEY COMPANY					CHECKED:		
					REVISED I.R.		
					SHEET 1 OF 6		
					SKETCH NUMBER F84-R01		

Preliminary

DEC 08 1998

EFFECTIVITY  
AIRCRAFT:  
SERIAL NO.  
REGIST. NO.

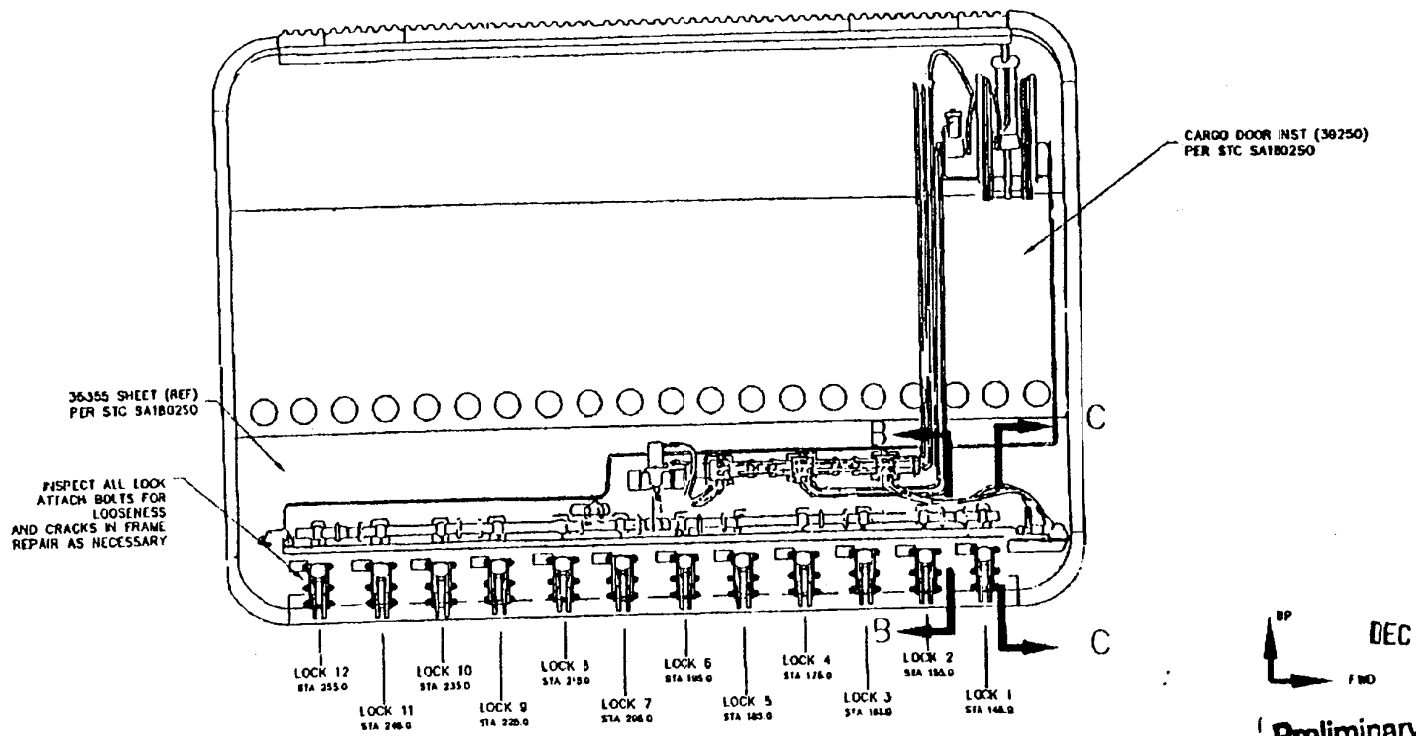
DC-8-73  
46095  
N105WP

12.08.98 04:23 PM \*COTNEY

P02

12.08.99 04:23 PM \*COTNEY

P03



DEC 08 1998

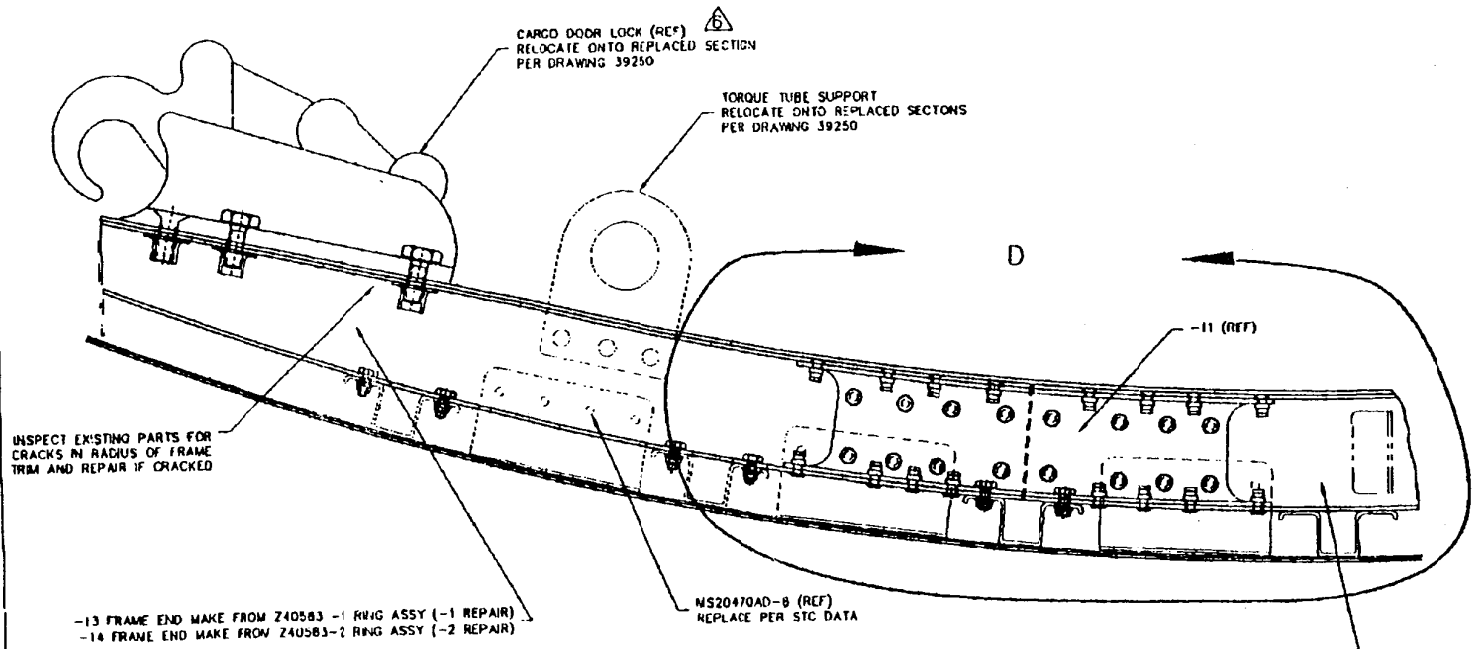
Preliminary

DETAIL A

REPAIR; CARGO DOOR FRAMES AT LOCK ATTACHMENT DUE TO CRACKS	REVISED: I.R.
	SHEET 2 OF 6
	CONTRACTOR: COTNEY COMPANY REVISED NUMBER: F84-R01

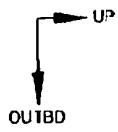
12.08.98 04:23 PM \*COTNEY

P04



**VIEW B-B**

- 1 REPAIR (LOOKING AFT)
- 2 REPAIR (OPPOSITE)



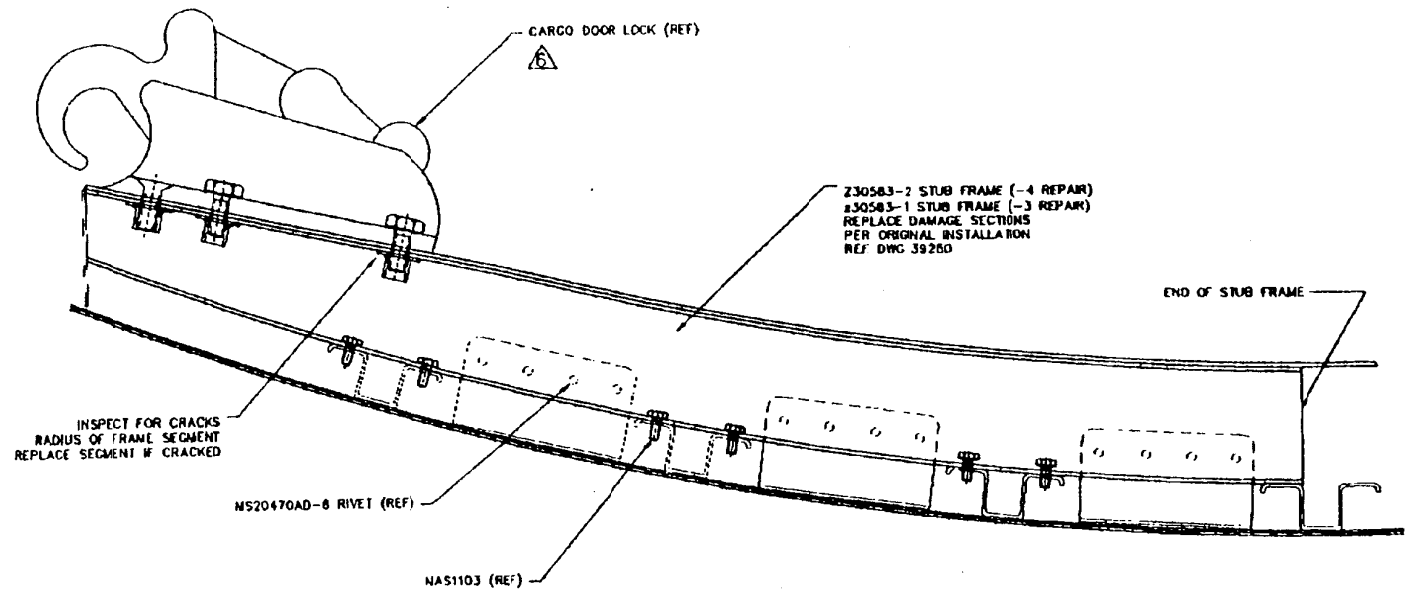
**Preliminary**

**DEC 08 1998**

TITLE <b>REPAIR; CARGO DOOR FRAMES          AT LOCK ATTACHMENT DUE TO CRACKS</b>	REVISED: I.R.
	SHEET 3 OF 6
	CONTRACTOR <b>COTNEY COMPANY</b>
DRAWING NUMBER <b>F84-R01</b>	

12.08.98 04:23 PM \*COTNEY

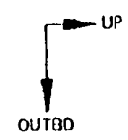
F05



VIEW C-C

LOOKING AFT

-4 REPAIR (SHOWN)  
-3 REPAIR (OPPOSITE AND NOTED)



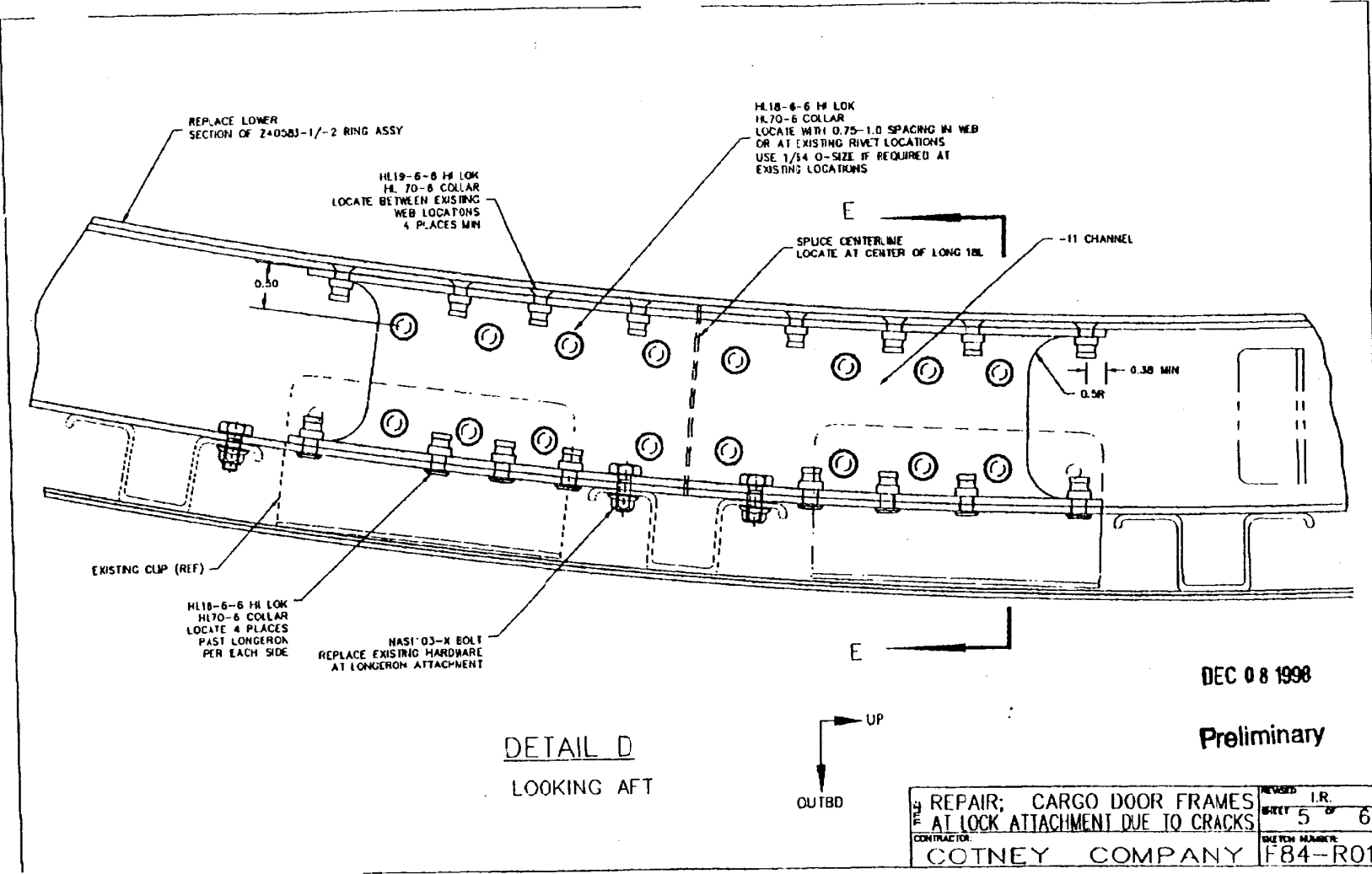
DEC 08 1998

Preliminary

TITLE: REPAIR; CARGO DOOR FRAMES AT LOCK ATTACHMENT DUE TO CRACKS	REV. 01	I.R.
	SHEET 4	OF 6
CONTRACTOR: COTNEY COMPANY	SKETCH NUMBER: F84-R01	

12.08.98 04:23 PM \*COTNEY

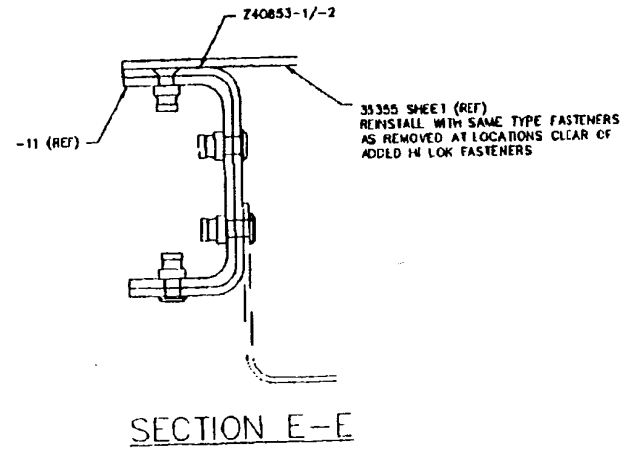
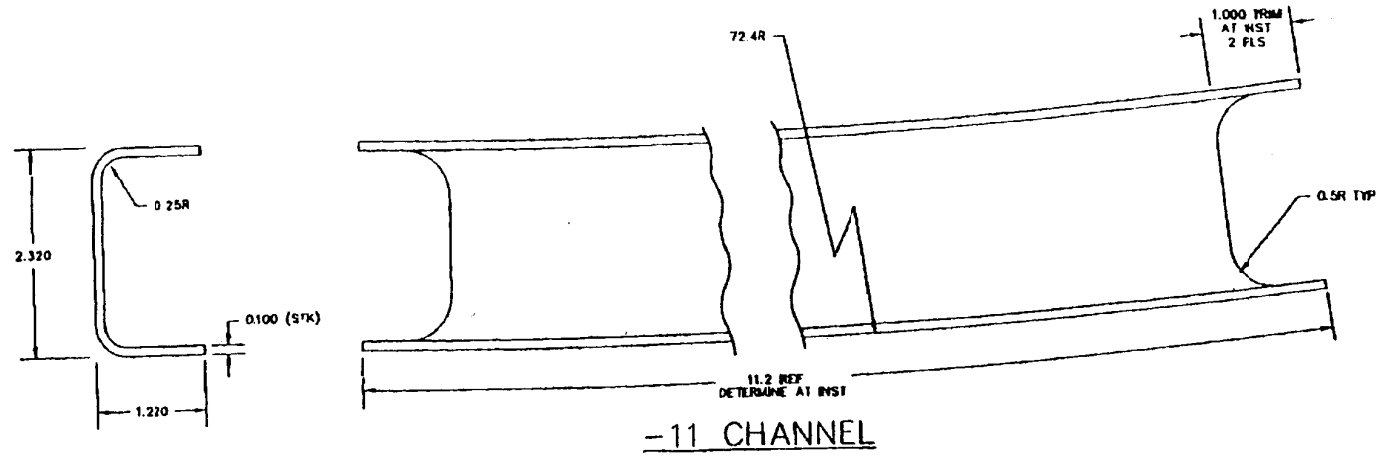
P06





12.08.98 04:23 PM \*COTNEY

P07



DEC 08 1998

Preliminary

TITLE	REPAIR; CARGO DOOR FRAMES		REVISED	I.R.
	AT LOCK ATTACHMENT DUE TO CRACKS		SHEET	6 OF 6
CONTRACTOR	COTNEY COMPANY		SKETCH NUMBER	F84-R01

CARGO DOOR - LUBRICATION

OSWOP

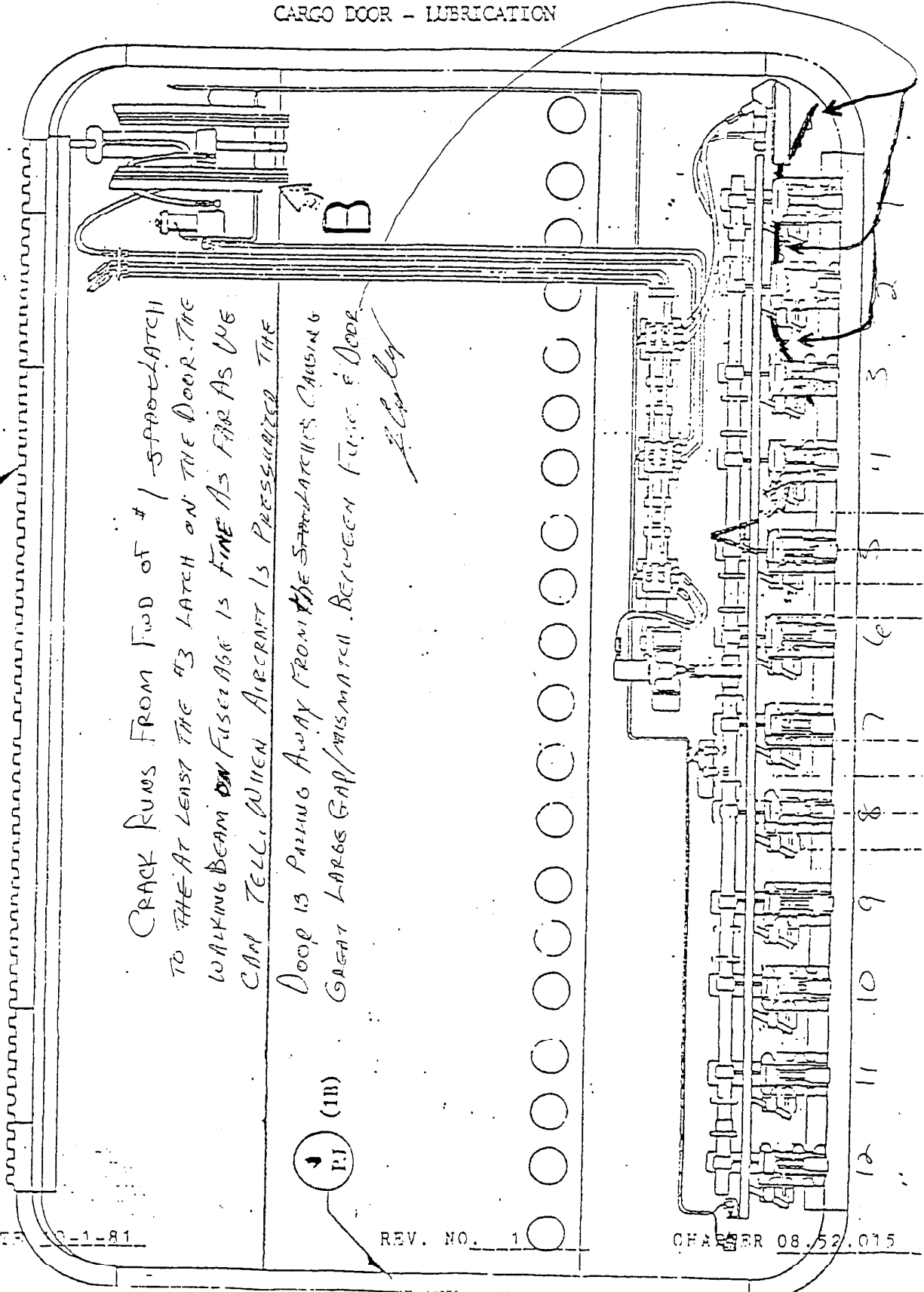
(1A)

CRACK RUNS FROM FWD OF #1 SPRING LATCH TO THE AT LEAST THE #3 LATCH ON THE DOOR. THE WALKING BEAM ON FUSELAGE IS FINE AS FAR AS WE CAN TELL. WHEN AIRCRAFT IS PRESSURIZED THE

DOOR IS PULLING AWAY FROM THE SPRING LATCHES CAUSING GREAT LARGE GAP/MISMATCH BETWEEN FUSELAGE & DOOR

*E. C. ...*

(1B)



DATE 10-1-81

REV. NO. 1

CHAPTER 08.52.015

12 11 10 9 8 7 6 5 4 3 2 1

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
7132-01

AIRCRAFT NO. <u>105WP</u>	DATE <u><del>12-1-98</del></u> FDC	STATION <u>KLAX</u>	TYPE CHECK <u>—</u>	PAGE OF <u>88</u>
------------------------------	--	------------------------	------------------------	----------------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
#1	<u>Remove 12 SA. Latches</u>	<u>Removed 12 SA Latches FOM.</u>		<u>Kevin C. Currier</u> INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
#2	<u>Remove Fwd and aft torque tubes.</u>	<u>Removed Fwd and aft torque tube friz FOM</u>		<u>Kevin C. Currier</u> INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
#3	<u>Remove torque tube Act. and Brackets</u>	<u>Removed torque tube Actuator and Brackets FOM</u>		<u>Kevin C. Currier</u> INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION		MECH
#4	<u>Remove gang bar and Pin.</u>	<u>Removed gang bar and Pin FOM</u>		<u>Kevin C. Currier</u> INSP
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
7132-01

AIRCRAFT NO. 105wp	DATE	STATION KLAX	TYPE CHECK	PAGE 2	OF 88
-----------------------	------	-----------------	------------	-----------	----------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
5	Remove Switch Bracket #1 and #5	Removed Switch Brackets #1 and #5 FCM	[Redacted] K. J. [Redacted] INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
6	Remove sequence valves and Brackets 3, 4 and Hyd Lines.	Removed sequence valves FCM	[Redacted] K. J. [Redacted] INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
7	Remove switches #2 and #4 and brackets.	Removed switches #2 and #4 and Brackets FCM	[Redacted] K. J. [Redacted] INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
3	MAIN CARGO Door Latch WEB HAS A 4foot long CRACK AT FWD Latch SECTION	REMOVED & INSTALLED NEW WEB SECTION PER Ref. 5011 51-0	[Redacted] 12-01-98 / 12-14-98 J. [Redacted] INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
713201

AIRCRAFT NO. 105 WP	DATE 1	STATION KLAX	TYPE CHECK	PAGE OF 3 OF 8
------------------------	-----------	-----------------	------------	-------------------

ITEM #9	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#1 FRAME AT LOCK POSITION	REPAIRED PER EWWA Dwg.	[REDACTED]	
	FOUND SEVERED	F84-ROI REVISION I.R.	[Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #10	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#2 FRAME AT LOCK POSITION	REPAIRED PER EWWA Dwg.	[REDACTED]	
	FOUND DAMAGED	F84-ROI REVISION I.R.	[Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #11	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#3 FRAME AT LOCK POSITION	REPAIRED PER EWWA Dwg.	[REDACTED]	
	FOUND SEVERED	F84-ROI REVISION I.R.	[Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #12	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#4 FRAME AT LOCK POSITION	REPAIRED PER EWWA Dwg.	[REDACTED]	
	FOUND SEVERED	F84-ROI REVISION I.R.	[Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
7132-01

AIRCRAFT NO. 105 WP	DATE	STATION KCLX	TYPE CHECK	PAGE OF 4 OF 8
------------------------	------	-----------------	------------	-------------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
#5	FRAME AT LOCK POSITION FOUND DAMAGED	REPAIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
#6	FRAME AT LOCK POSITION FOUND DAMAGED	REPAIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
#7	FRAME AT LOCK POSITION FOUND DAMAGED	REPAIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
#8	FRAME AT LOCK POSITION FOUND DAMAGED	REPAIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
7132-01

AIRCRAFT NO. 105wp	DATE	STATION KLAX	TYPE CHECK	PAGE OF 5 OF 8
-----------------------	------	-----------------	------------	-------------------

ITEM #17	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#9 FRAME AT LOCK POSITION FOUND DAMAGED	REQUIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED] [Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #18	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#10 FRAME AT LOCK POSITION FOUND DAMAGED	REQUIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED] [Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #19	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#11 FRAME AT LOCK POSITION FOUND DAMAGED	REQUIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED] [Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #20	DISCREPANCY	CORRECTIVE ACTION	MECH	
	#12 FRAME AT LOCK POSITION FOUND DAMAGED	REQUIRED PER EWWA DWG. F84-RCI REVISION I.R.	[REDACTED] [Signature]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.  
**7132-01**

AIRCRAFT NO. <b>105 WP</b>	DATE	STATION <b>KLAX</b>	TYPE CHECK <b>/</b>	PAGE OF <b>6 OF 88</b>
-------------------------------	------	------------------------	------------------------	---------------------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
<b>#21</b>	<b>#13 FRAME AT LOCK POSITION FOUND DAMAGED</b>	<b>REPAIRED PER EWWA DDC. F34 ROL KEVIN I. R.</b>	<b>[REDACTED]</b>
P/N OFF	S/N OFF	P/N ON	S/N ON
			POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
<b>#22</b>	<b>REMOVE AND REPLACE BEARING MISSING ON PIN ACTUATOR</b>	<b>REMOVED AND REPLACED PIN ACTUATOR</b>	<b>[REDACTED]</b>
P/N OFF	S/N OFF	P/N ON	S/N ON
<b>180-58042-11</b>	<b>2963</b>	<b>180-58042</b>	<b>1308</b>
			POS <b>ONLY</b>

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
<b>#23</b>	<b>INSTALL 12 EA LATCHES</b>	<b>INSTALLED 12 EA LATCHES IAW STC 5A180250</b>	<b>[REDACTED]</b>
P/N OFF	S/N OFF	P/N ON	S/N ON
			POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
<b>#24</b>	<b>INSTALL FWD AND AFT TORQUE TUBES.</b>	<b>INSTALLED FWD AND AFT TORQUE TUBES IAW STC 5A180250</b>	<b>[REDACTED]</b>
P/N OFF	S/N OFF	P/N ON	S/N ON
			POS



**EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM**

LOG PAGE NO.

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	PAGE 7 OF 8
--------------	------	---------	------------	----------------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH.		
#25	Install torque tube Actuator and Brackets	Installed torque tube Actuator (same) and Brackets IAW STC SA180250	[Redacted] Kamin INSP		
	P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH.		
#26	Reinstall gang bar and lock pin.	Reinstalled gang bar and lock pins as required IAW STC SA180250	[Redacted] Kamin INSP		
	P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH.		
#27	Reinstall Switch Bracket #1 and #5	Reinstalled switch brackets #1 and #5 Rig and OPS OK good IAW D STC SA180250	[Redacted] Kamin INSP		
	P/N OFF	S/N OFF	P/N ON	S/N ON	POS

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH.		
#28	Reinstall Sequence Valves and brackets SEA and HYd lines	Reinstalled sequence Valves and brackets SEA and Hyd lines Leak OK good. IAW STC SA180250	[Redacted] Kamin INSP		
	P/N OFF	S/N OFF	P/N ON	S/N ON	POS

## EMERY WORLDWIDE AIRLINES NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.
--------------

AIRCRAFT NO.	DATE	STATION	TYPE CHECK	8 PAGE OF 8
--------------	------	---------	------------	-------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH	
29	Reinstall switches #2 and #4 and brackets	reinstalled switches #2 and #4 and brackets Rig and CPS OK accord IATL STC #7180250	[REDACTED]	
			INSP	
P/N OFF	S/N OFF	P/N ON	S/N ON	POS

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

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

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

**EMERY WORLDWIDE AIRLINES  
"A" CHECK TALLY SHEET**

Rev. Date: 3/20/97

Rev. No. 17

Acft. No. <u>N145WP</u>		Date: <u>11-21-98</u>		Station: <u>KSEA</u>			
Card No.	Page No.	Revision No.	Revision Date	Card No.	Page No.	Revision No.	Revision Date
A01	1 of 31	15	06/11/96	A01	17 of 31	14	11/15/95
A01	2 of 31	17	05/08/97	A01	18 of 31	17	05/08/97
A01	3 of 31	17	05/08/97	A01	19 of 31	17	05/08/97
A01	4 of 31	17	05/08/97	A01	20 of 31	17	05/08/97
A01	5 of 31	17	05/08/97	A01	21 of 31	17	05/08/97
A01	6 of 31	17	05/08/97	A01	22 of 31	17	05/08/97
A01	7 of 31	17	05/08/97	A01	23 of 31	17	05/08/97
A01	8 of 31	17	05/08/97	A01	24 of 31	14	11/15/95
A01	9 of 31	17	05/08/97	A01	25 of 31	14	11/15/97
A01	10 of 31	14	11/15/95	A01	26 of 31	14	11/15/97
A01	11 of 31	14	11/15/95	A01	27 of 31	16	10/18/96
A01	12 of 31	14	11/15/95	A01	28 of 31	16	10/18/96
A01	13 of 31	14	11/15/95	A01	29 of 31	17	03/20/97
A01	14 of 31	17	05/08/97	A01	30 of 31	17	05/08/97
A01	15 of 31	16	10/18/96	A01	31 of 31	17	05/08/97
A01	16 of 31	14	11/15/95				

**MAINTENANCE:**  
 ALL INSP. CARDS HAVE BEEN COMPLETED.  
 EMP. # 24674

**RECORDS:**  
 ALL INSP. CARDS HAVE BEEN RECEIVED.  
 EMP. # 40576



EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 06/11/96	REV. NO. 15	PAGE NO. 1 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WAPSEA	STATION RSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

**"A" CHECK**

**1. UPON ARRIVAL**

- a. Park aircraft and secure as required according to the Douglas Maintenance Manual Chapter 10 "Parking Maintenance Practices". Install landing gear locking pins. Electrically ground aircraft to approved grounding points.

a. 81075

**Note:** Verify that ground power unit voltage reads 110 to 120 VAC, and frequency is 380-420 hertz. Connect ground power.

- b. Position switches as follows:

b. 81075

1. Emergency Lights..... OFF
2. Emergency Light Not Armed..... ILLUMINATED
3. Air Conditioning ..... OFF
4. Battery-External Power..... EXTERNAL POWER
5. Galley Power ..... OFF

- c. Open the following circuit breakers:

c. 81075

1. Engine ignition
2. Ignition P.S. Control
3. Ignition and Tach Power Supply
4. Thrust Reverse Emergency Stow
5. Reverse Thrust
6. Longitudinal Trim
7. Blow away Jet Pump (50 & 60 Series)
8. Standby Attitude Indicator
9. Air Conditioning Pack Trip

**WARNING: IN ADVERTENT OPERATION OF THRUST REVERSERS COULD CAUSE SERIOUS INJURY TO PERSONNEL WORKING IN ENGINE AREA:**

- d. Review log book and discrepancies with flight crew and take corrective action on Open discrepancies.

d. 81075

- e. Review open deferred maintenance items and verify time limits and due dates with Maintenance Control and take necessary action.

e. 81075

- f. Engage gust lock mechanism. Close oxygen shutoff valves.

f. 81075

**WARNING: CLEAR AIRCRAFT OF OBSTACLES AND PERSONNEL PRIOR TO LOWERING FLAPS:**

EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 2 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

g. Extend wing flaps and ground spoilers.

g. 81075

h. Open main landing gear doors using door manual open control valve, located in left main gear wheelwell. Install landing gear downlock pins.

h. 04503

## 2. ENGINE OIL SERVICING

a. Perform ENGINE 1 oil service as follows:

<b>WARNING:</b>	WAIT AT LEAST 5 MINUTES AFTER ENGINE SHUT-DOWN BEFORE REMOVING OIL TANK CAP, TO ALLOW TANK PRESSURE TO BLEED OFF. HOT OIL FROM TANK COULD CAUSE SEVERE BURNS.
<b>Note:</b>	Check engine oil tank level within 15 minutes after engine shutdown. If check has not been made within specified time, engine must be operated at approximately 75 percent N2 RPM for 1 minute immediately before checking tank oil level.

1) Check engine oil for proper level. Service engine as required with Exxon 2380 oil ONLY. Record oil added on the log sheet.

1) 04503

2) Check engine oil cap "O" ring for serviceability, replace if required, secure cap.

2) 04503

3) Remove main gear box chip detector. Check, clean, replace O-Ring. Reinstall chip detector. (JT3D)

3) 81075 N/A

4) Remove, inspect and reinstall supply and common scavenge chip detectors (CFM56-2).

a) Remove chip detectors and magnetic plugs (4 each).

a) 24674

(1) Clean area around chip detector or magnetic plug before removal.

<b>CAUTION:</b>	CHIP DETECTORS AND MAGNETIC PLUGS SHOULD BE REMOVED AND INSTALLED ONE AT A TIME.
-----------------	--

(2) Remove chip detectors or magnetic plugs by depressing and turning one-quarter turn counterclockwise (CCW).

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 3 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13.	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- (3) Remove units one at a time. Mark each unit, indicating the exact sump and engine from which it was removed.
- b) Inspect chip detectors and magnetic plugs (AD89-23-06). b) 24674
- (1) Examine each unit very closely, taking care not to displace any retained particles.
- (2) If any chip detector or magnetic plug shows abnormal or suspect deposits, notify Foreman.
- 5) Perform starter magnetic plug check and service.
- a) Remove pneumatic starter magnetic plug and check for abnormal metal particles, chips, or fuzz. Notify Maintenance Control for required action if findings are abnormal. a) 24674
- b) Clean and re-install magnetic plug with serviceable O-ring and safety. b) 24674
- c) Starter servicing – 50/60 series aircraft and 105WP: Check oil level in pneumatic starters. Service to full as required with Exxon 2380 oil ONLY. Secure servicing plug. c) 24674
- Note:** All EWA DC8-73 aircraft, EXCEPT 105WP, are equipped with assisted wet spline cavity starters P/N 3505154-22. No servicing is required at any interval other than at installation.
- 6) Perform CSD magnetic plug check and service.
- a) Remove constant speed drive magnetic plug and check for abnormal metal particles, chips or fuzz. Notify Maintenance Control for required action if findings are abnormal. a) 24674
- b) Clean and re-install magnetic plug with serviceable O-ring and safety. b) 24674
- c) Check and service CSD oil as necessary. Service slowly to avoid over servicing. Use Exxon 2380 oil ONLY. c) 24674

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 4 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. <i>N145WP</i>	STATION <i>RSEA</i>	DATE <i>11-21-98</i>
LOG PAGE <i>6913-13.</i>	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

7) Motor engine and inspect for leaks.

7) 24674

b. Perform ENGINE 2 oil service as follows:

**WARNING:** WAIT AT LEAST 5 MINUTES AFTER ENGINE SHUT-DOWN BEFORE REMOVING OIL TANK CAP, TO ALLOW TANK PRESSURE TO BLEED OFF. HOT OIL FROM TANK COULD CAUSE SEVERE BURNS.

**Note:** Check engine oil tank level within 15 minutes after engine shutdown. If check has not been made within specified time, engine must be operated at approximately 75 percent N2 RPM for 1 minute immediately before checking tank oil level.

1) Check engine oil for proper level. Service engine as required with Exxon 2380 oil ONLY. Record oil added on the log sheet.

1) 04503

2) Check engine oil cap "O" ring for serviceability, replace if required, secure cap.

2) 04503

3) Remove main gear box chip detector. Check, clean, replace O-Ring. Reinstall chip detector. (JT3D)

3) N/A

4) Remove, inspect and reinstall supply and common scavenge chip detectors (CFM56-2).

a) Remove chip detectors and magnetic plugs (4 each).

a) 24674

(1) Clean area around chip detector or magnetic plug before removal.

**CAUTION:** CHIP DETECTORS AND MAGNETIC PLUGS SHOULD BE REMOVED AND INSTALLED ONE AT A TIME.

(2) Remove chip detectors or magnetic plugs by depressing and turning one-quarter turn counterclockwise (CCW).

(3) Remove units one at a time. Mark each unit, indicating the exact sump and engine from which it was removed.

b) Inspect chip detectors and magnetic plugs (AD89-23-06).

b) 24674

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 5 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N45WP	STATION KSEA	DATE 11-21-98
LOG PAGE 16913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- (1) Examine each unit very closely, taking care not to displace any retained particles.
  - (2) If any chip detector or magnetic plug shows abnormal or suspect deposits, notify Foreman.
- 5) Perform starter magnetic plug check and service.
- a) Remove pneumatic starter magnetic plug and check for abnormal metal particles, chips, or fuzz. Notify Maintenance Control for required action if findings are abnormal.
  - b) Clean and re-install magnetic plug with serviceable O-ring and safety.
  - c) Starter servicing – 50/60 series aircraft and 105WP: Check oil level in pneumatic starters. Service to full as required with Exxon 2380 oil ONLY. Secure servicing plug.

a) 24674

b) 24674

c) 24674

**Note:** All EWA DC8-73 aircraft, EXCEPT 105WP, are equipped with assisted wet spline cavity starters P/N 3505154-22. No servicing is required at any interval other than at installation.

- 6) Perform CSD magnetic plug check and service.
- a) Remove constant speed drive magnetic plug and check for abnormal metal particles, chips or fuzz. Notify Maintenance Control for required action if findings are abnormal.
  - b) Clean and re-install magnetic plug with serviceable O-ring and safety.
  - c) Check and service CSD oil as necessary. Service slowly to avoid over servicing. Use Exxon 2380 oil ONLY.
- 7) Motor engine and inspect for leaks.

a) 24674

b) 24674

c) 24674

7) 24674



EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 6 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N745WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

c. Perform ENGINE 3 oil service as follows:

<b>WARNING:</b>	WAIT AT LEAST 5 MINUTES AFTER ENGINE SHUT-DOWN BEFORE REMOVING OIL TANK CAP, TO ALLOW TANK PRESSURE TO BLEED OFF. HOT OIL FROM TANK COULD CAUSE SEVERE BURNS.
<b>Note:</b>	Check engine oil tank level within 15 minutes after engine shutdown. If check has not been made within specified time, engine must be operated at approximately 75 percent N2 RPM for 1 minute immediately before checking tank oil level.

- 1) Check engine oil for proper level. Service engine as required with Exxon 2380 oil ONLY. Record oil added on the log sheet. 1) 04503
- 2) Check engine oil cap "O" ring for serviceability, replace if required, secure cap. 2) 04503
- 3) Remove main gear box chip detector. Check, clean, replace O-Ring. Reinstall chip detector. (JT3D) 3) N/A
- 4) Remove, inspect and reinstall supply and common scavenge chip detectors (CFM56-2). 81075
- a) Remove chip detectors and magnetic plugs (4 each). a) 24674
  - (1) Clean area around chip detector or magnetic plug before removal.

<b>CAUTION:</b>	CHIP DETECTORS AND MAGNETIC PLUGS SHOULD BE REMOVED AND INSTALLED ONE AT A TIME.
-----------------	--

- (2) Remove chip detectors or magnetic plugs by depressing and turning one-quarter turn counterclockwise (CCW).
- (3) Remove units one at a time. Mark each unit, indicating the exact sump and engine from which it was removed.
- b) Inspect chip detectors and magnetic plugs (AD89-23-06). b) 24674
  - (1) Examine each unit very closely, taking care not to displace any retained particles.

EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 7 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

(2) If any chip detector or magnetic plug shows abnormal or suspect deposits, notify Foreman.

5) Perform starter magnetic plug check and service.

- a) Remove pneumatic starter magnetic plug and check for abnormal metal particles, chips, or fuzz. Notify Maintenance Control for required action if findings are abnormal.
- b) Clean and re-install magnetic plug with serviceable O-ring and safety.
- c) Starter servicing – 50/60 series aircraft and 105WP: Check oil level in pneumatic starters. Service to full as required with Exxon 2380 oil ONLY. Secure servicing plug.

a) 24674

b) 24674

c) 24674

**Note:** All EWA DC8-73 aircraft, EXCEPT 105WP, are equipped with assisted wet spline cavity starters P/N 3505154-22. No servicing is required at any interval other than at installation.

6) Perform CSD magnetic plug check and service.

- a) Remove constant speed drive magnetic plug and check for abnormal metal particles, chips or fuzz. Notify Maintenance Control for required action if findings are abnormal.
- b) Clean and re-install magnetic plug with serviceable O-ring and safety.
- c) Check and service CSD oil as necessary. Service slowly to avoid over servicing. Use Exxon 2380 oil ONLY.

a) 24674

b) 24674

c) 24674

7) Motor engine and inspect for leaks.

7) 24674

d. Perform ENGINE 4 oil service as follows:

**WARNING:** WAIT AT LEAST 5 MINUTES AFTER ENGINE SHUT-DOWN BEFORE REMOVING OIL TANK CAP, TO ALLOW TANK PRESSURE TO BLEED OFF. HOT OIL FROM TANK COULD CAUSE SEVERE BURNS.

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 8 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 4-29-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

**Note:** Check engine oil tank level within 15 minutes after engine shutdown. If check has not been made within specified time, engine must be operated at approximately 75 percent N2 RPM for 1 minute immediately before checking tank oil level.

- 1) Check engine oil for proper level. Service engine as required with Exxon 2380 oil ONLY. Record oil added on the log sheet.
- 2) Check engine oil cap "O" ring for serviceability, replace if required, secure cap.
- 3) Remove main gear box chip detector. Check, clean, replace O-Ring. Reinstall chip detector. (JT3D)
- 4) Remove, inspect and reinstall supply and common scavenge chip detectors (CFM56-2).
  - a) Remove chip detectors and magnetic plugs (4 each).
    - (1) Clean area around chip detector or magnetic plug before removal.

1) 04503

2) 04503

3) N/A  
81075

a) 24674

**CAUTION:** CHIP DETECTORS AND MAGNETIC PLUGS SHOULD BE REMOVED AND INSTALLED ONE AT A TIME.

- (2) Remove chip detectors or magnetic plugs by depressing and turning one-quarter turn counterclockwise (CCW).
- (3) Remove units one at a time. Mark each unit, indicating the exact sump and engine from which it was removed.
- b) Inspect chip detectors and magnetic plugs (AD89-23-06).
  - (1) Examine each unit very closely, taking care not to displace any retained particles.
  - (2) If any chip detector or magnetic plug shows abnormal or suspect deposits, notify Foreman.

b) 24674

- 5) Perform starter magnetic plug check and service.

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 9 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. 1105WP	STATION KSEA	DATE 11-29-97
LOG PAGE 6913-13.	INSTRUCTION			SIGN-OFF <i>duz</i> MECHANIC ONLY	

- a) Remove pneumatic starter magnetic plug and check for abnormal metal particles, chips, or fuzz. Notify Maintenance Control for required action if findings are abnormal.
- b) Clean and re-install magnetic plug with serviceable O-ring and safety.
- c) Starter servicing -- 50/60 series aircraft and 105WP: Check oil level in pneumatic starters. Service to full as required with Exxon 2380 oil ONLY. Secure servicing plug.

a) 24674

b) 24674

c) 24674

**Note:** All EWA DC8-73 aircraft, EXCEPT 105WP, are equipped with assisted wet spline cavity starters P/N 3505154-22. No servicing is required at any interval other than at installation.

- 6) Perform CSD magnetic plug check and service.
  - a) Remove constant speed drive magnetic plug and check for abnormal metal particles, chips or fuzz. Notify Maintenance Control for required action if findings are abnormal.
  - b) Clean and re-install magnetic plug with serviceable O-ring and safety.
  - c) Check and service CSD oil as necessary. Service slowly to avoid over servicing. Use Exxon 2380 oil ONLY.
- 7) Motor engine and inspect for leaks.

a) 24674

b) 24674

c) 24674

7) 24674

3. POWER PLANT INSPECTION

a. 50 and 60 Series

1) Perform No. 1 power plant inspection as follows:

- a) Inspect inlet and fan blades for visible damage.
- b) Check engine cowling, hinges, latches, and surrounding areas for general condition, leakage and security.

81075 <sup>1)</sup> N/A

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 10 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- c) Visually inspect components, lines, hoses and drains for general condition, leakage and security.
- d) Visually inspect exhaust and reverser areas for leakage, damage and security.
- 2) Perform No. 2 power plant inspection as follows:
- a) Inspect inlet and fan blades for visible damage.
- b) Check engine cowling, hinges, latches and surrounding areas for general condition, damage, corrosion and security.
- c) Visually inspect components, lines, hoses and drains for general condition, leakage and security.
- d) Visually inspect exhaust and reverser areas for leakage, damage and security.
- 3) Perform No. 3 power plant inspection as follows:
- a) Inspect inlet and fan blades for visible damage.
- b) Check engine cowling, hinges, latches, and surrounding areas for general condition, damage, corrosion and security.
- c) Visually inspect component, lines, hoses, and drains for general condition, leakage and security.
- d) Visually inspect exhaust and reverser areas for leakage, damage and security.
- 4) Perform No. 4 power plant inspection as follows:
- a) Inspect inlet and fan blades for visible damage.
- b) Check engine cowling, hinges, latches, and surrounding areas for general condition, damage, corrosion and security.
- c) Visually inspect components, lines, hoses and drains for general condition, leakage and security.

2) 81075 N/A

3) 81075 N/A

4) 81075 N/A

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 11 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

d) Visually inspect exhaust and reverser areas for leakage, damage and security.

b. 70 Series

1) Perform #1 power plant inspection as follows:

1) 24674

a) ENGINE INLET

Check nose cowl inlet area T-12 probe, acoustical panel, fan blades, spinner and fan shroud for unsatisfactory condition.

b) ENGINE EXHAUST

Visually check reverser exterior, turbine from strut, exhaust nozzle and plug, flame arrestor screen for security and L.P.T. stage 4 blades for obvious un-serviceable condition.

2) Perform No. 2 power plant inspection as follows:

2) 24674

a) ENGINE INLET

Check nose cowl inlet area T-12 probe, acoustical panel, fan blades, spinner and fan shroud for unsatisfactory condition.

b) ENGINE EXHAUST

Visually check reverser exterior, turbine from strut, exhaust nozzle and plug, flame arrestor screen for security and L.P.T. stage 4 blades for obvious un-serviceable condition.

3) Perform No. 3 power plant inspection as follows:

3) 24674

a) ENGINE INLET

Check nose cowl inlet area T-12 probe, acoustical panel, fan blades, spinner and fan shroud for unsatisfactory condition.

EMERY WORLDWIDE AIRLINES		REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 12 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

b) ENGINE EXHAUST

Visually check reverser exterior, turbine from strut, exhaust nozzle and plug, flame arrestor screen for security and L.P.T. stage 4 blades for obvious un-serviceable condition.

4) Perform No. 4 power plant inspection as follows:

4) 24674

a) ENGINE INLET

Check nose cowl inlet area T-12 probe, acoustical panel, fan blades, spinner and fan shroud for unsatisfactory condition.

b) ENGINE EXHAUST

Visually check reverser exterior, turbine from strut, exhaust nozzle and plug, flame arrestor screen for security and L.P.T. stage 4 blades for obvious un-serviceable condition.

4. ENGINE PYLON EXTERNAL AREA INSPECTION

a. Perform No. 1 engine pylon external area inspection as follows:

a. 04503

1) Inspect pylon exterior for visible damage, corrosion, deformation, fluid leakage, loose or missing fasteners, and security of all panels.

2) Inspect pylon to engine and wing-to-pylon fairings for general condition and security.

b. Perform No. 2 engine pylon external area inspection as follows:

b. 04503

1) Inspect pylon exterior for visible damage, corrosion, deformation, fluid leakage, loose or missing fasteners, and security of all panels..

2) Inspect pylon to engine and wing-to-pylon fairings for general condition and security.

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 13 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N705WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

c. Perform No. 3 engine pylon external area inspection as follows:

c. 04503

- 1) Inspect pylon exterior for visible damage, corrosion, deformation, fluid leakage, loose or missing fasteners, and security of all panels.
- 2) Inspect pylon to engine and wing-to-eylon fairings for general condition and security.

d. Perform No. 4 engine pylon external area inspection as follows:

d. 04503

- 1) Inspect pylon exterior for visible damage, corrosion, deformation, fluid leakage, loose or missing fasteners, and security of all panels.
- 2) Inspect pylon to engine and wing-to-eylon fairings for general condition and security.

#### 5. FUSELAGE NOSE SECTION EXTERIOR INSPECTION

a. Perform fuselage nose section exterior inspection as follows:

- 1) Inspect nose radome area for visible damage, deformation, general condition, and security.
- 2) Inspect nose scoops for damage, deformation, condition, and security.
- 3) Inspect pitot tubes for obstructions, damage and security.
- 4) Inspect static ports for damage and obstructions.
- 5) Inspect ground pneumatic supply valve and ground cooling air door(s) exterior for signs of damage, corrosion, deformation, general condition and security.
- 6) Inspect all Air Data Temp probes for damage and security.
- 7) Inspect external power fuses and utility outlet breaker panel for corrosion, damage, and security of installations (RH only).
- 8) Inspect water and waste panels for leakage, corrosion, damage, and security. (Insure doughnut installed).

1) 04503

2) 04503

3) 04503

4) 04503

5) 04503

6) 04503

7) 04503

8) 04503



EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 14 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N145WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- 9) Inspect ground conditioned air inlet panel for damage, corrosion, and security of installations (RH only). 9)
- 10) Inspect LH and RH heat exchangers FWD and AFT outlets for signs of corrosion, damage, deformation, binding, condition, and security. 10)
- 11) Check radio rack exhaust cooling air outflow. 11)
- b. Ground Air Conditioning/Heating Inspection
- 1) Inspect for security of mounting. 1)
- 2) Compressor belt wear and tension 2)
- c. Perform NLG assembly inspection as follows:
- 1) Check for damaged or loose installations. 1)
- 2) Check for hydraulic leakage and improper oleo extension (see Placard for proper extension.). Wipe down landing gear strut piston with rag moistened with MIL-H-5606. 2)
- 3) Check accumulators for proper pre-charge. 3)
- 4) Nose tires for wear and proper inflation (Series 54/63/ 71/73 - 155 PSI; Series 62 - 165 PSI). 4)

## 6. TURBO COMPRESSOR COMPARTMENT INSPECTION

- a. Inspect turbo compressor compartment as follows:
- 1) Inspect turbo compressor compartment interior for component damage, signs of corrosion, air and fluid leaks, general condition of lines, and installation. 1)
- 2) Inspect turbo compressors (four) for oil and air leaks, condition and security (50 & 60 Series). 2)

81075

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 10/18/96	REV. NO. 16	PAGE NO. 15 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- 3) Inspect ram air inlet ducts, turbine exhaust ducts, compression heating recirculating valves, pneumatic crossfeed valve, scoop anti-ice valves and ducts for cracks, leaks, general condition and security. 3) 04503
- 4) Inspect turbo compressor magnetic plugs for contamination. Refer to Maintenance Manual for contamination limits. Report any contamination to Maintenance Control. Install magnetic plug with new "O" ring and torque to 210 (± 10) inch pounds. Safety plug with lockwire (50 & 60 Series). 4) N/A
- 5) Check oil level, air cycle machines (70 Series only). Check oil level of left and right ACM unit through sight gauges. Visually check oil for cloudy or dark color. If oil is not clear, initiate a non-routine to drain the oil and reservice. If oil level is low, refill with Exxon 2380 until oil runs out of filler port. 5) LEFT  
04503  
RIGHT  
04503
- 6) Visually check chin scoop caps for condition. Failure of the cap usually develops near the cap 6 o'clock position in the area just aft of the retaining clip (70 Series only). 6) 04503

7. AIR CONDITIONING/FORWARD ACCESSORY COMPARTMENT INSPECTION

a. Perform air conditioning/forward accessory compartment inspection as follows:

- 1) Inspect interior of access door for signs of corrosion, damage, security of installed components, signs of fluid leakage of any kind. 1) 04503
- 2) Inspect radio cooling exhaust fan for condition and security. 2) 04503

8. FORWARD LOWER CARGO COMPARTMENT

a. Perform cargo compartment inspection as follows:

- 1) Inspect cargo compartment interior for damage, cracks, signs of corrosion, condition, and security. 1) 04503
- 2) Inspect cargo compartment door-FWD/AFT-components (i.e. seals, latches, rollers, spools and attach brackets, hooks, and supporting fittings) for damage, corrosion, and general condition. 2) 04503

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 16 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. <i>N105WP</i>	STATION <i>KSEA</i>	DATE <i>11-21-98</i>
LOG PAGE <i>6913-13</i>	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

3) Check all cargo lights. Replace all lights that are inoperative.

3) 04503

9. CENTER FUSELAGE EXTERNAL AREA INSPECTION

a. Perform center fuselage area inspection as follows:

1) Inspect center fuselage area carefully for signs of damage, deformation, corrosion, fluid leakage of any kind, missing rivets, general condition, and security.

1) 04503

2) Inspect all access panels and service panels for damage, corrosion, deformation, fluid leakage, general condition, and security.

2) 04503

10. WING GENERAL INSPECTION

a. Perform center wing external surface inspection as follows:

1) Inspect center wing external surface for signs of damage, deformation, fluid leaks, condition, and security.

1) 04503

2) Inspect wing fillets for damage, corrosion, deformation, fluid leakage, condition, and security.

2) 04503

b. Perform RH wing general inspection as follows:

1) Inspect external surfaces for damage, deformation, signs of leakage, general condition, and security of installed components.

1) 04503

2) Inspect flap wells and all components for condition and security.

2) 04503

3) Check fuel dump indicator for extension and signs of damage, and fluid leakage.

3) 04503

4) Inspect wing mounted landing light for damage, general condition, and security.

4) 04503

5) Check pressure refueling adapters for condition and security (open access door 555A).

5) 04503

6) Inspect vents, scoops, and exhaust ports for damage, obstructions, leakage, general condition, and security.

6) 04503

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 17 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N165WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- |  |   |
|--|---|
| <p>7) Sump all tanks and check for contamination.</p> <p>8) Inspect wing mounted lift transducer for damage, condition, and security.</p> <p>9) Inspect flight control surfaces for damage, deformation, condition and security.</p> <p>c. Perform LH wing general inspection as follows:</p> <p>1) Inspect external surfaces for damage, deformation, signs of leakage, general condition, and security of installed components.</p> <p>2) Inspect flap wells and all components for condition and security.</p> <p>3) Check fuel dump indicator for extension and signs of damage, and fluid leakage.</p> <p>4) Inspect wing mounted landing light for damage, general condition, and security.</p> <p>5) Check pressure refueling adapters for condition and security (open access door 555A).</p> <p>6) Inspect vents, scoops, and exhaust ports for damage, obstructions, leakage, general condition, and security.</p> <p>7) Sump all tanks and check for contamination.</p> <p>8) Inspect flight control surfaces for damage, deformation, condition and security.</p> <p>d. Lubricate the left and right hand wing trailing edge flap hinge covers with dry film lubricant - Felpro P/N C200, CGF 123., or equivalent. Per following procedures:</p> | <p>7) <span style="border: 1px solid black; padding: 2px;">24674</span></p> <p>8) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>9) <span style="border: 1px solid black; padding: 2px;">04503</span></p><br><p>1) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>2) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>3) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>4) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>5) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>6) <span style="border: 1px solid black; padding: 2px;">04503</span></p> <p>7) <span style="border: 1px solid black; padding: 2px;">24674</span></p> <p>8) <span style="border: 1px solid black; padding: 2px;">04503</span></p><br><p>1) <span style="border: 1px solid black; padding: 2px;">04503</span></p> |
|--|---|

**Note:** Lube flap sliding covers. Four (4) covers per wing.

- |                                 |   |
|---------------------------------|---|
| <p>1) With flaps FULL DOWN.</p> | <p>1) <span style="border: 1px solid black; padding: 2px;">04503</span></p> |
|---------------------------------|---|

EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 18 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

- 2) From back side (top) spray or brush lube as applicable, into each cover track where exposed. In areas on cover, depress cover in track area to allow spray to enter track edges. 2)
- 3) From front side, locate the sliding cover leading edges (ice breaker point). Use extension and liberally spray this area as much as possible. 3)
- 4) Wipe off excess lube from both sides of flap. 4)

11. MAIN LANDING GEAR (MLG) ASSEMBLY, WHEELWELL, DOOR, AND WING ROOT INSPECTION

a. RH Main Landing Gear (MLG)

- 1) Perform RH MLG wheelwell and door inspection as follows:
  - a) Inspect MLG wheelwell area for signs of fluid leakage, and installed components for general condition and security. a)
  - b) Inspect wheelwell service light for damage, security, and operation. b)
  - c) Inspect wheelwell inner and outer doors hinges, jams for damage, deformation, condition, and security. c)
  - d) Inspect accumulators for leaks, air charge, general condition, and security. d)
  - e) Check and service spoiler reservoir with Skydrol 500B or Chevron Hyjet IV-A. The intermix of these fluids is approved on DAC DMS/WDL-Z014. c)
- 2) Perform RH MLG assembly inspection as follows:
  - a) Check for damaged or loose installations. a)
  - b) Check for hydraulic leakage and improper oleo extension (see Placard for proper extension). Wipe down landing gear strut piston with rag moistened with MIL-H-5606. b)
  - c) Check for signs of corrosion, bogie trim cylinder leakage, and security of attached installations. c)
  - d) Check brake wear indicator. d)

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 19 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N145WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

e) Check tires for proper inflation pressure.

e) 24674

**MLG TIRE/BRAKE SERVICE LIMITS**

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1 1/2" *P/N 2601412-2

**\*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT**

f) Brake lockouts/deboosters-apply brakes. Check lockouts/deboosters leakage and proper heights. Fill if below limits. Release brakes on completion of check.

f) N/A  
04503

g) Check tires and wheels for damage, general condition, and security.

g) 04503

h) Lubricate bogie swivel, unlock cylinder and unlock linkage.

h) N/A

3) Perform RH wing root inspection as follows:

a) Inspect all system components and lines for damage, leakage, general condition, and security of installations.

a) 04503

b) Check emergency air brake bottle for signs of damage, general condition, security of installation, and proper change. Service if required. (60 & 70 Series Only)

b) 04503

b. LH Main Landing Gear (MLG)

1) Perform LH MLG wheelwell and door inspection as follows:

a) Inspect MLG wheelwell area for signs of fluid leakage, and installed components for general condition and security.

a) 04503

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 20 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

b) Inspect wheelwell service light for damage, security, and operation. b)

c) Inspect wheelwell inner and outer doors for damage, deformation, condition, and security. c)

d) Inspect accumulators for leaks, air charge, general condition, and security. Flap lockout cylinders for proper extension. d)

2) Perform LH MLG assembly inspection as follows:

a) Check for damaged or loose installations. a)

b) Check for hydraulic leakage and improper oleo extension (see Placard for proper extension). Wipe down landing gear strut piston with rag moistened with MIL-H-5606. b)

c) Check for signs of corrosion, bogie trim cylinder leakage, and security of attached installations. c)

d) Check brake wear indicator. d)

e) Check tires for proper inflation pressure. e)

**MLG TIRE/BRAKE SERVICE LIMITS**

Aircraft Effectivity	Tire Size	Tire Pressure	Max Brake Pin Depth AD 94-06-10
DC8-50 Series Light Gear	44 X 16	170 PSI	11/16" P/N 154252-2
DC8-62/71 Light Gear	44 X 16	190 PSI	11/16" P/N 154252-2
DC8-62/63/73 Heavy Gear	44.5 X 16.5	195 PSI	3/4" P/N 2601412-1 1/2" *P/N 2601412-2

**\*NOTE: BRAKE ASSY IDENTIFIED BY A PERMANENT YELLOW DOT**

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 21 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105 WF	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13.	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- f) Brake lockouts/deboosters-apply brakes. Check lockouts/deboosters leakage and proper heights. Fill if below limits. Release brakes on completion of check. f)  N/A  
04503
- g) Check tires and wheels for damage, general condition, and security. g)  04503
- h) Lubricate bogie swivel, unlock cylinder and unlock linkage. h)  N/A
- 3) Perform LH wing root inspection as follows: 81075
- a) Inspect all hydraulic system components and lines for fluid leakage, damage, security of installation, and general condition. a)  04503
- b) Service aircraft hydraulic fluid, if necessary with Skydrol 500B, or Chevron Hyjet IV-A. This intermix of these fluids is approved on Douglas DMS/WPL-Z014. b)  04503
- c) Check emergency air brake bottle for signs of damage, general condition, security of installation, and proper change. Service if required. (50 series only) c)  N/A  
04503

## 12. AFT LOWER CARGO/ACCESSORY COMPARTMENT INSPECTION

- a. Perform cargo compartment inspection as follows:
- 1) Inspect cargo compartment interior for damage, condition, and security of installations. 1)  04503
- 2) Inspect cargo compartment door (FWD/AFT) components (i.e. seals, latches, rollers, spools, attach brackets, hooks, and support fittings) for damage, corrosion, and general condition. 2)  04503
- 3) Inspect interior of AFT accessory compartment through panel 645 for general condition, signs of fluid leakage, corrosion, and security of installed components. 3)  04503
- 4) Inspect AFT accessory compartment door for damage, corrosion, binding, condition, and security. 4)  04503
- 5) Check all lights. Replace lights that are inoperative. 5)  04503



EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 22 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

13. AFT FUSELAGE AND EMPENNAGE AREA INSPECTION

a. Perform AFT fuselage and external empennage area inspection as follows:

- |  |                                       |
|--|---------------------------------------|
| 1) Inspect exterior surfaces for signs of damage, corrosion, fluid leaks of any kind, deformation, general condition, and security.  | 1) <input type="text" value="04503"/> |
| 2) Inspect cabin pressure relief valve and static ports for damage, corrosion, obstruction, and fluid leakage of any kind.   | 2) <input type="text" value="04503"/> |
| 3) Inspect cabin air outflow butterfly valve for damage, corrosion, obstruction, and fluid leakage of any kind.  | 3) <input type="text" value="04503"/> |
| 4) Inspect cabin air outflow nozzle valve for obstruction, corrosion, damage, and fluid leakage of any kind.   | 4) <input type="text" value="04503"/> |
| 5) Inspect tail skid for missing red paint, and evidence of damage..   | 5) <input type="text" value="04503"/> |
| 6) Inspect vertical stabilizer surfaces to general condition of leading and trailing edges, damage and deformation, security of flight recorder pitot tubes and static discharges. | 6) <input type="text" value="04503"/> |
| 7) Inspect tail strobe navigation light for damage, condition, and security.   | 7) <input type="text" value="04503"/> |

14. HORIZONTAL STABILIZER LOWER SURFACE INSPECTION

a. Perform RH horizontal lower surface inspection as follows:

- |   |                                       |
|---|---------------------------------------|
| 1) Inspect lower surface of RH horizontal stabilizer for signs of damage, deformation, fluid leakage of any kind, missing static discharges, general condition, and security. | 1) <input type="text" value="04503"/> |
|---|---------------------------------------|

b. Perform LH horizontal lower surface inspection as follows:

- |  |                                       |
|--|---------------------------------------|
| 1) Inspect lower surface of LH horizontal stabilizer for signs of damage, deformation, fluid leakage of any kind, missing static dischargers, general condition, and security. | 1) <input type="text" value="04503"/> |
|--|---------------------------------------|

15. FLIGHT COMPARTMENT INSPECTION

**Note:** Verify that all circuit breakers are set in accordance with the Flight Manual/Maintenance Manual specifications.

- |   |                                       |
|---|---------------------------------------|
| a. Open Radio Rack Panel access panel:                    | a. <input type="text" value="81075"/> |
| b. Perform flight compartment area inspection as follows: |                                       |

EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 23 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WF	STATION RSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

- 1) Inspect all instrument panels, instrument, switches and gauges for damage, condition, and security. 1)  81075
  - 2) Inspect flight compartment windshields for security, corrosion, leakage, and visible defects. 2)  81075
  - 3) Inspect flight compartment seats, cushions and seat belts for condition and security. 3)  81075
  - 4) Inspect magnetic compass for condition and security. Check correction chart for legibility. 4)  81075
  - 5) Check operation of fire warning system. 5)  81075
  - 6) Check flight data recorder. Turn switch ON, lights should go OUT. 6)  81075
  - 7) Inspect flight compartment demand oxygen masks for condition, security, and other discrepancies. 7)  81075
  - 8) Inspect flight compartment emergency equipment (including escape tapes, and First Aid Kit) for general condition, security, proper charge and broken seals. 8)  81075
- Note:** If First Aid Kit seal is broken comply with FCD 25-15.
- 9) Inspect flight compartment lighting systems for condition, security and operation. 9)  81075
  - 10) Inspect landing gear lever down limit switch for condition and security. 10)  81075
  - 11) Inspect cockpit floor panel heater for condition and security. 11)  81075
  - 12) Inspect first and second observers' stations, seats, seat belts, cushions, radio panels and oxygen equipment for condition, security, legibility and signs of other discrepancies. 12)  81075
  - 13) Inspect radio rack interior for signs of fluid leakage, corrosion, damage, general condition, and security of all installed components. 13)  81075
  - 14) Inspect emergency portable oxygen bottle, regulator, and mask for damage, general condition, proper pressure, leakage, corrosion, and security of stowage. 14)  81075

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 24 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

15) Inspect the PBE for the following conditions which might indicate a damaged or expended unit, tampering or loss of operation characteristics.

15) 81075

- a) Dents, cracks, holes or distortion in the storage area.
- b) The sealed bag should be periodically inspected to ensure seal. Loss of vacuum is indicated if the bag becomes soft and no longer conforms tightly to the package or if humidity indicator inside bag has changed from a blue color to pink.

**CAUTION:** IF UNIT IS REMOVED FROM CASE DURING INSPECTION, CARE MUST BE TAKEN DURING REPLACEMENT OF UNIT INTO CASE TO AVOID DAMAGING SEALED BAG.

16) Inspect circuit breaker panels for damage, general condition, and security of installation.

16) 81075

17) Inspect cockpit door and lock for damage, general condition, operation, and security of installation.

17) 81075

18) Check aircraft airworthiness certificate, aircraft registration, radio license for condition, legibility and currency.

18) 81075

19) Perform Operational Check (Aural Check) of both Igniters for all engines.

a) Push continuous ignition circuit breaker in on aircraft bus for only the engine being checked. Select igniter switch for engine being checked in Pilot's overhead panel to position "A" and place igniter override switch to override position and RH igniter plug should be heard. Select to position "B" and LH igniter plug should be heard.

a) 81075

b) Turn ignition override switch off, place igniter switch back to "Both" and pull continuous igniter circuit breaker on AC bus.

b) 81075

20) Perform courier compartment inspections as follows:

a) Inspect courier seats, seat belts and cushions for security, damage, and visible defects.

a) 81075

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 25 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N145WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- b) Inspect courier demand oxygen masks for condition, security, and other discrepancies. b) 81075
- c) Inspect evacuation rope for general condition and security. c) 81075
- 21) Check oxygen cylinders for proper pressures. 21) 24674
  - a) Crew fixed Cylinder: 1500-1800 PSI at 21°C (70°F)
  - b) One crew portable cylinders: 1800 + 0-20 PSI at 21°C (70°F)
  - c) Courier and lavatory portable cylinders (if installed): 1800 + 0-20 PSI at 21°C (70°F)
- 22) Close Radio Rack access panel. 22) 81075
- 23) Verify aircraft battery voltage, minimum 22 volts. 23) 81075
- 24) Perform inspection of all aircraft manuals in the flight compartment for general condition and presence on board aircraft. (MP&P Ch. 1 - Manual Distribution) 24) 24674

#### 16. CABIN AREA INSPECTION

- a. Perform cabin area inspection as follows:
  - 1) Inspect forward entry door, door latches, door jambs, handle, seal, and clearview window for damage, corrosion, binding, and signs of leakage. 1) 81075
  - 2) Check condition and security of forward service door. 2) 81075
  - 3) Check galley equipment for damage, corrosion, condition, and security of installation. 3) 81075
  - 4) Check forward lavatories flushing system for proper operation, servicing, evidence of leakage. (Ensure doughnut installed) 4) 81075
  - 5) Check all waste container access and disposal doors for damage, proper latching operation and proper sealing. 5) 81075

EMERY WORLDWIDE AIRLINES		REV. DATE 11/15/95	REV. NO. 14	PAGE NO. 26 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105 WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13.	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

- 6) Check condition and security of lavatory doors. 6)  N/A
  - 7) Check ceiling and side panels for damage (i.e. for holes, tears, defective repairs, etc...), condition, and security of installation. 7)  81075
  - 8) Check condition of all placards and exit signs. 8)  81075
  - 9) Check condition, operation and security of cargo system locks, rollers, ballmats and restraints. 9)  81075
  - 10) Inspect cargo door area and hinge from inside of cargo compartment for damage and proper lubrication. Check cargo door seal and seal depressor for any damage, tears, or irregularities. 10)  81075
  - 11) Inspect cargo door pins. Assure that all are present and in good condition. Check for secure attachment to door. 11)  81075
  - 12) Inspect cargo door, vent door (if installed) and components for general condition, security and operation. 12)  81075
  - 13) Check overwing exit doors (2LH/2RH) for security. 13)  81075
  - 14) Check condition and security of AFT service door. 14)  81075
  - 15) Check all cargo compartment lights. Replace lights if inoperative. 15)  81075
- b. Test External Lighting
- 1) Test operation of the anti-collision lights. 1)  81075
  - 2) Test operation of the position and strobe lights with POS/STROBE LTS/OFF/POS/BOTH switch in both position. 2)  N/A
  - 3) Test operation of the wing navigation lights. 3)  81075
  - 4) Check operation of fixed and retractable landing lights and NLG taxi lights. 4)  81075

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 10/18/96	REV. NO. 16	PAGE NO. 27 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N165WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

5) Check operation of logo lights and wing/ground flood lights.

5) 81075

17. VISUAL INSPECTION OF TIME LIMITED COMPONENTS

Perform a visual inspection and verification of the listed equipment last overhaul date, hydrostatic test date, or date of manufacture, and record below. If less than ninety (90) days time is remaining, remove and replace with a serviceable unit. If any items are replaced, enter the new units part number (P/N), serial number (S/N), and due date on this inspection verification form and install an EWA Emergency Equipment Tag (MEO98) on the installed serviceable unit.

**Note:** The EWA Emergency Equipment Tag (MEO98) must be installed and completed. If this tag is not present on the unit it must be installed and all information completed. EWA Aircraft Records Department may be contacted if aide is needed in completing this tag.

a. SAI Batt. - Overhaul Period = 18 Months *Ships' Battery*  
P/N N/A EWA Emergency Equipment Tag  
S/N                      Due Date                     

a. 24674 N/A

b. D.F.D.R. Batt. - Overhaul Period = Mercury 24 Months/Lithium 6 yrs.  
P/N DK100 EWA Emergency Equipment Tag  
S/N DN2648 Due Date 1-2004

b. 24674

c. C.V.R. Batt. - Overhaul Period = Mercury 24 Months/Lithium 6 yrs.  
P/N DK100 EWA Emergency Equipment Tag  
S/N DJ3646 Due Date 3-2001

c. 24674

d. Halon Fire extinguishers (flight deck, courier) - O/H period = 12 Years  
Cockpit  
P/N 354 EWA Emergency Equipment Tag  
S/N 5-324501 Due Date 12-2000

d. 24674

Galley/Courier  
P/N 369 EWA Emergency Equipment Tag  
S/N D-555230 Due Date 8-2000

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 10/18/96	REV. NO. 16	PAGE NO. 28 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

- e. E.L.T. - Overhaul Period = 24 Months e. 24674  
P/N 607690-2 EWA Emergency Equipment Tag  
S/N 50C-2460 Due Date 1-6-99
  
- f. P.B.E. - Overhaul Period = 10 Years f. 24674  
① P/N 802300-14 EWA Emergency Equipment Tag  
S/N NSN Due Date 6-99
  
- g. Life ratt(s) (if installed) - Overhaul Period = 36 Months g. 24674  
Note: Minimum 2 each for overwater flights only.  
1. P/N R0102A105RB EWA Emergency Equipment Tag  
S/N TP036 Due Date 2-2000  
2. P/N R0102A105RB EWA Emergency Equipment Tag  
S/N TM184 Due Date 2-2000
  
- h. Life Vests - Overhaul Period = 36 Months h. 24674  
Cockpit/Courier  
1 P/N 3505-105 EWA Emergency Equipment Tag  
S/N E038439 Due Date 1-8-2000  
2 P/N S-11150-2400 EWA Emergency Equipment Tag  
S/N 85-32954 Due Date 3-13-2001  
3 P/N 3505-105 EWA Emergency Equipment Tag  
S/N E0902826 Due Date 11-14-99  
4 P/N S-11150-2400 EWA Emergency Equipment Tag  
S/N 85-33065 Due Date 3-13-2001  
5 P/N 3505-105 EWA Emergency Equipment Tag  
S/N E0903165 Due Date 11-18-99  
6 P/N S-11150-2400 EWA Emergency Equipment Tag  
S/N 85-33164 Due Date 4-13-2001  
7 P/N 3505-105 EWA Emergency Equipment Tag  
S/N E037918 Due Date 11-6-99  
8 P/N 3505-105 EWA Emergency Equipment Tag  
S/N E038683 Due Date 11-18-99

f.) ② 802300-14  
NSN . 2-8-2000

EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 29 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13.	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

i. Oxygen Cylinders

Location of all oxygen cylinders, cockpit, courier, lavatory, and flight crew/courier fixed cylinders.

i. 24674

Loc. Galley P/N 801307-06 EWA Emergency Equipment Tag  
S/N 562579 Due Date 7-99

Loc. Galley P/N 801307-06 EWA Emergency Equipment Tag  
S/N 589096 Due Date 3-2000

Loc. Galley P/N 801307-6 EWA Emergency Equipment Tag  
S/N 212071 Due Date 10-1-99

Loc. CKPT. P/N 9700-CIA-BE23A EWA Emergency Equipment Tag  
S/N 821696 Due Date 2-1-2000

Loc.        P/N        EWA Emergency Equipment Tag  
S/N        Due Date       

MAIN AIRCRAFT BATTERY

A. If Concorde Aircraft Battery (lead-acid) is installed in both the SPK position and the aircraft perform the following:

A. N/A

Note: If no battery is installed in the SPK, N/A this step.

1. Remove the aircraft (in-use) battery.
2. Remove the battery installed in the SPK position and install it in the aircraft.
3. Install the battery from step 1 into the SPK position.
4. Complete an EWA parts tag and attach it to the battery in the SPK position.

19. MAIN CARGO DOOR - INSPECTION OF COMPONENTS (APPLICABLE TO DOUGLAS OEM DOORS)

a. Door Warning Light Functional Check:

- 1) Verify that the warning lights on the flight engineer lower left instrument panel are operational (use press-to-test).

1) N/A  
81075



EMERY WORLDWIDE AIRLINES		REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 30 OF 31	INSPEC. CK A	CARD NO. A01
DC-8				ACFT. NO. N105LP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13.	INSTRUCTION				SIGN-OFF MECHANIC ONLY	

- 2) Open main cargo door enough to gain access to warning switches. 2)  N/A  
81075
- 3) Check security of switch electrical connectors. 3)  N/A  
81075
- 4) Close all doors except main cargo door. Check that all door lights are out. 4)  N/A  
81075
- 5) Manually operate cargo door jamb switch. Verify that the warning light remains on. If light goes out, replace the door latch switch. 5)  N/A  
81075
- 6) Manually operate door latch tube switch. Verify that the warning light remains on. If light goes out, replace the door jamb switch. 6)  N/A  
81075
- 7) Manually operate both switches simultaneously. Verify that the warning light goes out. 7)  N/A  
81075
- b. With access door to cargo door control valve open, perform the following inspection:
- 1) Verify the installation of clip, P/N S1205247, used to stow T-handle to control valve. If clip is missing, bent or broken, it must be replaced. 1)  N/A  
81075
- 2) Verify that plate, P/N 5777814-55, is installed in a position on the bottom of the access door, such that when door is closed and secured, the plate is directly above the control valve shaft. Reposition the plate if found mislocated. 2)  N/A  
81075
- c. Verify that the door function for door up and door down positions are in agreement with operating instructions located in the control valve box. c.  N/A  
81075
- d. Close and latch the cargo door. d.  N/A  
81075
- e. Stow the T-handle. With hydraulic system pressurized, verify that the latch lock pins are engaged 3/16 inch minimum and that the No. 6 latchpin is bottomed on its shoulder. Adjust as required. e.  N/A  
81075
- f. Check the condition of the alignment paint stripes on the latch support links. Repaint as required. f.  N/A  
81075
- g. Verify that the external lock pin indicator handle is aligned with the locked position stripe and the stripe on the latch drive fittings aligns with the lock position arrow. g.  N/A  
81075

EMERY WORLDWIDE AIRLINES  DC-8	REV. DATE 3/20/97	REV. NO. 17	PAGE NO. 31 OF 31	INSPEC. CK A	CARD NO. A01
			ACFT. NO. N185WP	STATION KSEA	DATE 11-21-98
LOG PAGE 6913-13	INSTRUCTION			SIGN-OFF MECHANIC ONLY	

20. FINAL INSPECTION - GENERAL WALKAROUND

a. Ensure all exterior cowlings, panels, doors and fairings are securely installed.

a.  24674

b. Ensure all interior panels and doors are securely installed.

b.  24674

21. PAPERWORK COMPLETE

a. Engine oil added documented in log book.

a.  04503

b. Remove gear pins, open oxygen shutoff valves.

b.  24674

c. All inspection paperwork, non-routines, DMIs, parts tags properly completed and accounted for.

c.  24674

d. Sign Airworthiness Release in log book.

d.  24674

EMERY WORLDWIDE AIRLINES  
NON-ROUTINE MAINTENANCE FORM

LOG PAGE NO.  
6913-13

AIRCRAFT NO. N:105WP 32-41 000411 0	DATE 11-20-98	STATION KSEA	TYPE CHECK A'check	PAGE OF 1 OF 1
---	------------------	-----------------	-----------------------	-------------------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
1	#1 main brake wear to limits and installed incorrectly.	Replaced #1 main brake Assy JAW 32-42-1. MM just	04503 INSP

P/N OFF 2601412-2 32-41 000412 0	S/N OFF C-1006	P/N ON 2601412-2	S/N ON B1628	POS #1
--	-------------------	---------------------	-----------------	--------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
2	#2 main brake installed incorrectly.	Removed and Reinstalled #2 main brake JAW 32-42-1. just MM	04503 INSP

P/N OFF	S/N OFF	P/N ON	S/N ON	POS #2
---------	---------	--------	--------	--------

ITEM #	DISCREPANCY	CORRECTIVE ACTION	MECH
END			INSP

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



**CRAFT MAINTENANCE LOG**

All 1-0092 (10-97) Lino U.S.A.

**WORLDWIDE**  
A CTF COMPANY

U.S.  
10  
RR1A

6913-13

ACFT. NO. **N105WP** ACFT. TYPE **DC-8-73**

LEO	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GALS	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		DEPART (LUS)	ARRIVAL (LUS)	CARGO		MAIL	
1	026	11-20-98	KDAY	KSEA	10:25	15:20	4:55	10:35	15:11	4:36	6241	78.0	23.2	0	57464	
2																
3																
4																

LEO	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4	APU								
1	:	:			3	3	4	3	/	0/1	J. SMITH	78241	1	1			
2	:	:								0/2	P. CONRAD	15136					
3	:	:								0/3	J. RODRIGUEZ	71379					
4	:	:															

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2	ⓂIM	Ref. WRTF 22935, A' check due.	2	C/W A' check per EWA 11-21-98 KSEA 24674 workcards.			
3	ⓂIM	Ref. MEL heat insp. windshield	3	Replace F.O's windshield heat controller & reset C.Bs. OPS checks normal per MM 30-46-2. This clears MEL #811244. Placard removed	11-20-98	KSEA	24674
4	ⓂIM	ECT due to change on 1-6-99.	4	Transferred to Non-MEL 11-20-98 KSEA 24674 H-1099.			
5	P/M		5				
6	P/M		6				

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

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: 'A'	STATION: KSEA	PREVIOUS LANDINGS	21185	LANDINGS THIS PAGE	1	TOTAL LANDINGS	21186	1-DIST.	2-DIST.	3-DIST.
DATE: 11-21-98	CERT. NO. APS	PREV. MC FLT. HRS.	65801:59	FLT. HRS. THIS PAGE	4:36	TOTAL A/C FLT. HRS.	65806:35			
GMT TIME: 0157Z	AUT. SIG: [Signature]	BOOK CHANGED NEW LOG PAGE				CAPTAIN'S SIGNATURE [Signature]				

LO 1. ORIGINAL WHITE - MAINTENANCE 2. WHITE COPY - (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAIN IN CABIN

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

N105WP

No. 52-6

Issue  
Date: 12/08/98

Rev. Original

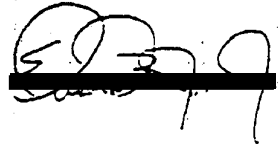
Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection.

Reference: N/A

Compliance  
Requested: As scheduled by Maintenance  
Planning

Approved by:



Manpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

**GENERAL:**

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

**Note:** Upon identification of a crack, contact Mx. Control immediately for further disposition.

AIRCRAFT MAINTENANCE LOG

Alt 97) LHO U.S.A.

**WORLD** **RY** **IE**

Q.C.  
4  
RRXA

7132-02

ACFT. NO. N/05 WP ACFT. TYPE DC8-B

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

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

*MAINT ONLY - NO FLIGHT*

NO.	SOURCE	DISCREPANCY
1.	P (M)	Comply w/ TCD ROSENBAUM AND MONAROLT MAIN CARGO DOOR INSPECTION.
2.	P (M)	Comply w/ MA AE-5233-04-07 MAIN CARGO DOOR INSP.
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	FCD CR-6 Complied June 12 1988	12/19/88	KAM	12065
2.	Complied with MA-AE 5233-04-07. NO DEFECTS NOTED AT THIS TIME.			
3.				
4.				
5.				
6.				

1130  
00  
1140  
00

COMPLETED

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

AIRWORTHINESS RELEASE		AIRCRAFT TIME / CYCLES				INS READOUT							
CHECK C/W:	STATION:	PREVIOUS LANDINGS	21199	LANDINGS THIS PAGE	0	TOTAL LANDINGS	21199	1-DIST.		2-DIST.		3-DIST.	
DATE:	CERT. NO.:	PREV. A/C FLT. HRS.	65847:39	FLT. HRS. THIS PAGE	0	TOTAL A/C FLT. HRS.	65847:39						
GMT TIME:	AUTH SIG.:	DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE							

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

N990CF

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

No. 52-6

Issue  
Date: 12/08/98

Rev. Original

Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection

Reference: N/A

Compliance  
Requested: As scheduled by Maintenance  
Planning

Approved by:



Mandpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

GENERAL:

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.

Q.C.  
10  
898A

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2  
No. 52-6  
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

**Note:** To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

**Note:** Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

86746

**Note:** Pay special attention to frame radiuses located at latch mount bolt nutplates.

**Note:** Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle)

YES

NO

Location of cracks: \_\_\_\_\_

2. Report all defects to Mx. Control and re-install lock covers (if removed).

M 57809.

3. Make a log book entry indicating compliance with this FCD and complete the section below.

M 86746

Acft. 990CF Date: 12/12/98 Sta.: HONOLULU  
Emp. # 86746 Log Page # 7226-13



AIRCR MAINTENANCE LOG

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



7226-13

ACFT. NO. N990CF TYPE DC-8-62

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

NO FLIGHT  
Maintenance only

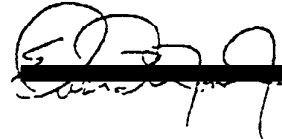
LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1																
2																
3																
4																

NO.	SOURCE	DISCREPANCY
1	P (M)	Comply with FCD 52-6 Bozy/ Monarch Door Insp
2	P (M)	Comply With MA-A1-5233-04:07 Main Cargo Door Insp
3	P / M	
4	P / M	
5	P / M	
6	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	Complied With FCD 52-6 12/12/88 Bozy/Monarch Door Insp. No Defects Note this Time Bill JWBW 2232825/88746 (57809)			
2	Complied with MA-A1-5233 12/12/88 04:07 No Defects Note this Time Bill JWBW 2232825/88746			
3				
4				
5				
6				

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

<b>AIRWORTHINESS RELEASE</b> CHECK C/W SERVICE DATE: 12-12-88 GMT TIME: 1320Z STATION: KDAY CERT. NO. [REDACTED] AUTH. SIG.: [REDACTED]		<b>AIRCRAFT TIME / CYCLES</b> PREVIOUS LANDINGS: 17307 PREV. A/C FLT. HRS.: 50120:33 LANDINGS THIS PAGE: 0 FLT. HRS. THIS PAGE: :0				<b>INS READOUT</b> 1-DIST.: [REDACTED] 2-DIST.: [REDACTED] 3-DIST.: [REDACTED]		
DISC. OR MAINT. ACTION CARRIED FWD TO:		BOOK CHANGED NEW LOG PAGE NO.		CAPTAIN'S SIGNATURE				

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVENo. 52-6Issue  
Date: 12/08/98Rev. OriginalTask Code: 852346Title: Rosenbalm and Monarch Main  
Cargo Door InspectionReference: N/ACompliance  
Requested: As scheduled by Maintenance  
PlanningApproved by:Manpower: 3 hrs/aircraftEquipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo DoorsPriority: N/APublications Affected: NoneWeight Change: N/A

## GENERAL:

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2  
No. 52-6  
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

**Note:** To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

**Note:** Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

MS 53443

**Note:** Pay special attention to frame radiuses located at latch mount bolt nutplates.

**Note:** Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES  NO

Location of cracks: N/A

2. Report all defects to Mx. Control and re-install lock covers (if removed).

MS 53443

3. Make a log book entry indicating compliance with this FCD and complete the section below.

M 53443

Acft. N993CC Date: 12-13-98 Sta.: KIAH  
Emp. # 53443 Log Page # 5763-09



5763-09

ACFT. NO. <sup>85</sup> <sup>46</sup>  
N493CF VC-8-637

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	5114	12/12/98	KIND	KIAH	2257	0146	2:41	2315	0128	2:13	5335	58.2	21.2	-	34031	-
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLT.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LOGS	STATION	1	2	3	4								
1	3:12	DL			0	1	1	3		011	J. MYERS	59849	1	1		
2	:	:								012	R. SPEAR	78610				
3	:	:								013	M. ALDRIDGE	00363				
4	:	:														

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P (M)	WR A03077 - Main Cargo door insp done	2.	Main Cargo door insp done by 57443 No defects noted			
3.	P (M)	FCD 57-6 Posy/Manatch Cargo door insp. noted.	3.	FCD 57-6 C/W as required by De8MM 57443 No defects noted at this station			
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT					
CHECK C/W: <i>Turn</i>	STATION: <i>KIAH</i>	PREVIOUS LANDINGS: <i>22391</i>	LANDINGS THIS PAGE: <i>1</i>	TOTAL LANDINGS: <i>22392</i>	1-DIST.:	2-DIST.:	3-DIST.:	DATE: <i>12-13-98</i>	CERT. NO.:	PREV. A/C FLT. HRS.:	FLT. HRS. THIS PAGE: <i>2:13</i>	TOTAL A/C FLT. HRS.:	<i>60858:53</i>
GMT TIME: <i>1300Z</i>	AUTH SIG: <i>[Signature]</i>												
DISC. ON MAINT. ACTION CARRIED FWD TO: <i>[Signature]</i>				BOOK CHANGED NEW LOG PAGE NO:				CAPTAIN'S SIGNATURE: <i>[Signature]</i>					

Via correction 1731 HA

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

NSG4CF

No. 52-6

Issue  
Date: 12/08/98

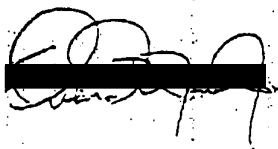
Rev. Original

Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection

Reference: N/A

Compliance:  
Requested: As scheduled by Maintenance  
Planning

Approved by: 

Manpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

**GENERAL:**

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

**Note:** Upon identification of a crack, contact Mx. Control immediately for further disposition.

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2  
No. 52-6  
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

**Note:** To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

**Note:** Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location. 63632

**Note:** Pay special attention to frame radiuses located at latch mount bolt nutplates.

**Note:** Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle)

YES

NO

Location of cracks:

2. Report all defects to Mx. Control and re-install lock covers (if removed). M63632

3. Make a log book entry indicating compliance with this FCD and complete the section below. M63632

Act. # 99408 Date 12/18/98 Sta. KORD

Emp. # 63632

Log Page # 7227-25

AIRCRAFT MAINTENANCE LOG

AIR-C 92 (10/97)



U.S. REG. NO. 6666-14

852 13  
ACFT. NO. N 994CF  
Al DE 862

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA			DE-ICE GAL'S	CARGO DATA	
			FROM	TO	OUT	IN		OFF	ON		UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)		CARGO	MAIL
1	9682	12-17-98	KONT	KORD	2010	240	3:50	2028	2354	3:26	1263	70.7	24.4	/	1787	42515
2						0001	3:51									
3						lv on 24										
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD				A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
	DELAY	CODE	LDGS	STATION	1	2	3	4								
1					3	2	2	4	/	01	C. Huntley		1	1		
2										02	P. G. G. G.					
3										03	A. F. F.					
4										04	W. B. W.					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P (M)	#2 VHF Comm L/H freq selector transfer switch intermittently inop	2.	Set #2 VHF Comm transfer sw. to R/H selector ops ok good Transferred to DMI per Mel #23-3 cat "C" control # 812263 due 12/28/98 placards installed	12/18/98	KORD	53420
3.	P / M		3.				
4.	P / M		4.				
5.	P / M		5.				
6.	P / M		6.				

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

AIRWORTHINESS RELEASE			AIRCRAFT TIME / CYCLES				INS READOUT				
CHECK C/W: Terminated	STATION: KORD		PREVIOUS LANDINGS	2196.3	LANDINGS THIS PAGE	1	TOTAL LANDINGS	2197.4	1-DIST.	2-DIST.	3-DIST.
DATE: 12/18/98	CERT. NO.:		PREV. A/C FLT. HRS.	65487.55	FLT. HRS. THIS PAGE	3:26	TOTAL A/C FLT. HRS.	65491.21			
GMT TIME: 1234	AUTH SIG.:										
DISC. OR MAINT. ACTION CARRIED FWD TO:			BOOK CHANGED NEW LOG PAGE NO:			CAPTAIN'S SIGNATURE:					

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

N797AL

No. 52-6

Issue  
Date: 12/08/98

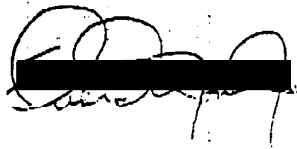
Rev. Original

Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection

Reference: N/A

Compliance:  
Requested: As scheduled by Maintenance  
Planning

Approved by: 

Mandpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

GENERAL:

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.





EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2  
No. 52-6  
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

**Note:** To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

**Note:** Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

M/6365

**Note:** Pay special attention to frame radiuses located at latch mount bolt nutplates.

**Note:** Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES

NO

Location of cracks: \_\_\_\_\_

2. Report all defects to Mx. Control and re-install lock covers (if removed).

M/6365

3. Make a log book entry indicating compliance with this FCD and complete the section below.

M/6365

Acft. N797AL Date 12-20-98 Sta.: KFLL  
Emp. # C. Cramer 16365 Log Page # 6861-24



Q.C.  
5  
RRXA

6861-24

ACFT. NO.  
N 797AL

T. TYPE  
J6-8-63

LEG	FLT	DATE	STATION		GMT		BLOCK HOURS	GMT		FLT. HOURS	FUEL DATA		DE-ICE	CARGO DATA		
			FROM	TO	OUT	IN		OFF	ON		DEPART (LBS)	ARRIVAL (LBS)		GALS	CARGO	MAIL
1	332A	12/20/98	KOAH	KFLL	1839	2105	2+26	1846	2100	2+11	4969	60.7	27.7	0	52810	52810
2																
3																
4																

LEG	DEPT. DELAY		TRAIN. FLTS.		OIL ADD					A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #	
	DELAY	CODE	LOGS	STATION	1	2	3	4	APU									
1	:	:	:	:	2	2	2	3	3	-	011	J. Endy	22882	1	1			
2	:	:	:	:							012	M. Pashinski	63362					
3	:	:	:	:							013	J. Reynolds	69527					
4	:	:	:	:														

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
2.	P (M)	FROM INT 82298. CIR INOP.	2.	R/R COCKPIT VOICE RECORDER TEST OK PER 34:00:00. DATE CLEARED, PLACARD REMOVED.	12/20/98	KFLL	13683
3.	P (M)	FROM INT 82210. NUMBERS GENERATOR WOULD NOT PARALLEL FREQ. HICR	3.	TRIMMED CSO MAG HEAD TO 404 CPS. PERFORMED PARALLEL CHECK PER INT 28:00:00. ALL GENERATORS OPS OK. DATE CLEARED, PLACARD REMOVED.	12/20/98	KFLL	82183
4.	P (M)	ON TERM CHECK FOUND R/H HEAT EXCHANGER SOLE ACTUATOR INOP.	4.	R/R RIGHT DOOR ACTUATOR OPS OK PER INT 21:51:15. DATE CLEARED, PLACARD REMOVED.	12/20/98	KFLL	PLP3
5.	P (M)	PER WR A03056. Comply with FCD 52-6. ROSY, MONARCH CARGO DOOR INOP.	5.	Complied with WR A03056 FCD 52-6	12/20/98	KFLL	16305
6.	P (M)	MA A1-5234-04-00 To be complied with, Rosy baln cargo door inspection	6.	Complied with MA A1-5234-04-00	12/20/98	KFLL	16365

AIRWORTHINESS RELEASE				AIRCRAFT TIME / CYCLES				INS READOUT		
CHECK C/W: SERVICE TERMINAL	STATION: KFLL	PREVIOUS LANDINGS	23265	LANDINGS THIS PAGE	1	TOTAL LANDINGS	23266	1-DIST.	2-DIST.	3-DIST.
DATE: 12/21/98	CERT. NO: [REDACTED]	PREV. A/C FLT. HRS.	71845:31	FLT. HRS THIS PAGE	214	TOTAL A/C FLT. HRS.	71847:45:00			
GMT TIME: 0600Z	AUTH SIG: [REDACTED]	DISC. OR MAINT. ACTION CARRIED FWD TO:				HOOK CHANGED NEW LOG PAGE NO:		CAPTAIN'S SIGNATURE: [REDACTED]		

N832AL

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

No. 52-6

Issue  
Date: 12/08/98

Rev. Original

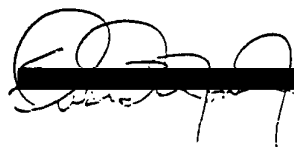
Task Code: 852346

Title: Rosenbalm and Monarch Main  
Cargo Door Inspection

Reference: N/A

Compliance  
Requested: As scheduled by Maintenance  
Planning

Approved by:



Mandpower: 3 hrs/aircraft

Equipment Affected: Aircraft equipped  
with Rosenbalm and Monarch Main  
Cargo Doors

Priority: N/A

Publications Affected: None

Weight Change: N/A

**GENERAL:**

This FCD visually inspects the main cargo door frames in the area of the upper four cargo door latch mount bolts at each latch location.

Note: Upon identification of a crack, contact Mx. Control immediately for further disposition.

EMERY WORLDWIDE AIRLINES  
FLEET CAMPAIGN DIRECTIVE

Page 2 of 2  
No. 52-6  
Rev. Original

ACCOMPLISHMENT INSTRUCTIONS:

Note: To gain access to some Rosenbalm cargo door locks center actuator, cover may require removal. To gain access to Monarch cargo door locks, lock cover will require removal.

Note: Clean frames as required to facilitate inspection.

1. Using a mirror and flashlight inspect main cargo door frames in the area of the upper four latch attach bolts for cracks and corrosion at each latch location.

M 26275

Note: Pay special attention to frame radiuses located at latch mount bolt nutplates.

Note: Inspection mirror should be inserted into access area directly above latch.

Cracks Noted (Circle) YES  NO

Location of cracks: \_\_\_\_\_

2. Report all defects to Mx. Control and re-install lock covers (if removed).

M 26275

3. Make a log book entry indicating compliance with this FCD and complete the section below.

M 26275

Acft. 832AL Date: 12-12-98 Sta.: PDX  
Emp. # 64504 Log Page # 6423-11