Effectivity: ADUA; ADUE; ADUI; ADUO; ADUC

B. Test Maximum Airspeed Warning Push-to-Test

Operation	Desired Results
(1) Close applicable MAX SPEED WARN circuit breakers.	
(2) Place MAX AIRSPEED WARN selector switch to "cargo".	
(3) Press MAX AIRSPEED WARNING PUSH FOR SYS TEST lamp.	MAX AIRSPEED WARN lamp should light and audible signal should be heard.
(4) Pull WARN LT dimming switch.	MAX AIRSPEED WARN lamp should dim.
(5) Release MAX AIRSPEED WARNING PUSH FOR SYS TEST lamp.	Horn and light should go off.

TEST POINT			1	2	3	4	5	6	7
Static Pressure (Absolute)	Inches, Hg		28.855	20.577	16.217	13.750	8.488	6.712	5.538
	Altitude, Feet		1,000	10,000	16,000	20,000	31,000	36,000	40,000
Pitot Pressure (Absolute)	Inches, Hg		29.492	22.535	18.715	16.850	12.927	10.210	6.629
	Knots		115	200	225	250	297	265	150
Decade Resistor Settings, Ohms				507.0	574.3	480.1	474.1	446.0	417.9
Airspeed Indicator, Knots	Airspeed Pointer	Min	113	197	222	247	293	262	147
		Max	117	203	228	253	301	268	153
	Maximum Airspeed Pointer	Min		344	344	344	322	287	261
		Max		353	352	352	331	296	270
True Airspeed Indicator, Knots		Min		222	295	324	453	450	284
		Max		242	319	348	79	474	308
True Airspeed Indicator (Slave) Knots		Min		221	294	323	452	449	283
		Max		243	320	349	480	475	309
Static Air Temp., Degrees Cent.		Min		-8	+22	-27	-47	-57	-57
		Max		0	+29	-21	-41	-51	-51
Machmeter		Min			0.447	0.537	0.789	0.788	
		Max			0.467	0.557	0.809	0.808	
Captain's Drag-Cup Type Altimeter, Feet		Min		9,960	15,955	19,950	30,938	35,930	39,925
		Max		10,040	16,045	20,050	31,062	36,070	40,075
First Officer's Baro. Altimeter, Feet		Min		9,920	15,890	19,870	30,795	35,770	39,770
		Max		10,080	16,110	20,130	31,205	36,230	40,230

Air Data System Test Parameters
Figure 201

Effectivity: ADUA; ADUE; ADUI; ADUO; ADUC

C. Functional Test

Operation	Desired Results
(1) Using screwdriver, adjust airspeed indicator in CW direction until letter "C" is clearly visible in window.	
(2) Slowly adjust variable resistance settings, and static and pitot pressures per each test point as shown in figure 201 and check all indicator readings.	
NOTE: Always decrease static pressure first to maintain pitot pressure higher than static pressure; however, do not exceed airspeed or mach maximum indications while changing pressures.	
(3) Increase airspeed until maximum airspeed warning light comes ON and horn actuates.	Check instruments per figure 203
(4) At completion of test point 6 of figure 203 return pressure settings to zero.	

TEST POINT	1	2		3		4		5		6	
	1,000	10,000		16,000		31,000		36,000		40,000	
		Min	Max	Min	Max	Min	Max	Min	Max	Min	Max
Captain's or First Officer's indicated airspeed pointers in knots at maximum allowable speed warning		348	362	348	362	326	339	291	304	266	277
Captain's or First Officer's maximum allowable speed pointer		344	352	344	352	322	331	287	296	261	270
Captain's or First Officer's machmeter in Mach at maximum allowable speed warning		.623	.653	.698	.730	.870	.900	.870	.900	.870	.900

Maximum Airspeed Parameters (Cargo)
Figure 202

Effectivity: ADUA; ADUC; ADUE; ADUI; ADUO

D. Leakage Test

Operation	Desired Results
(1) Set altitude to 23,000 feet and airspeed to 370 knots. Seal off pressure source to static and pitot ports for one minute.	The airspeed pointer on each airspeed indicator should not change by more than 5 knots and the altimeter should not change by more than 100 feet.
(2) Slowly return pitot and static pressure to normal atmospheric pressure.	
(3) Place static selector valves in ALTERNATE position and set altitude to 23,000 feet and airspeed to 370 knots.	The spread between altimeter should not be more than 100 feet.
(4) Seal off pressure source to static and pitot ports for one minute.	The altimeters should not change by more than 100 feet.
(5) Open AIR DATA-1 circuit breaker.	The captain's drag-cup type altimeter CORR flag should disappear from view and BARO flag appear.
(6) Slowly return pitot and static pressure to normal atmospheric pressure and turn air data calibrator OFF.	
(7) Place static selector valves in NORM position and open all applicable circuit breakers.	
(8) De-energize airplane electrical buses and remove all test connections. Connect aircraft wiring to temperature probe and secure.	Test completed.

Effectivity: ADUA; ADUC; ADUE; ADUI; ADUO

CORRECTED ALTIMETER - MAINTENANCE PRACTICES

1. General

A. The captain's corrected (servo) altimeter with automatic pressure standby (altimeter) furnishes corrected pressure-altitude when used in conjunction with the air data computer. In the event of an electrical malfunction, in either the computer or the altimeter, the instrument will operate as an uncorrected precision pressure altimeter.

NOTE: Identical corrected altimeters are installed in the captain's and first officer's instrument panels. However, only the captain's instrument is capable of being used in the corrected mode with servoed altitude from the Air Data Computer. The first officer's instrument is used in barometric mode only, until a second air data computer is installed and wires terminated.

B. The altimeter has two modes of operation: servo and barometric (pressure). An ON-OFF switch knob on the right side of the instrument determines mode of operation. When in the ON position (servo mode), the pressure mechanism operates as a course altitude locating device which is further corrected by an accurate, remote, altitude synchro input to the servo. This input causes the motor to drive the mechanism gearing so that the altimeter indicates the corrected altitude. Integral fault circuitry continuously monitors the barometric altitude sensed by the altimeter and the transmitted altitude from the air data computer. A discrepancy between the barometric and transmitted altitudes beyond acceptable limits will activate the fault circuit to search for synchronization.

C. Loss of air data computer excitation or monitor, or monitor signal voltage will result in the corrected altimeter reversion to barometric mode. Placing the ON-OFF switch to OFF position removes power to allow only barometric mode operation.

D. This condition will be noted by the proper mode "notation" in the dial window and is accompanied by a steady altitude pointer indication and will continue until the interrupted power is restored and the altimeter synchronized. During barometric mode of operation, an integral instrument vibrator operates to assist in providing an accurate indication. During servo mode the vibrator is disconnected.

E. Ground station barometric pressure is available from an interpolating sub-dial or odometer type counter. Calibration is in inches and millibars of mercury and is adjustable by turning the instrument left side knob.

2. Adjustment/Test Corrected Altimeter

A. Refer to Air Data System - Section 34-11-0 Maintenance Practices to determine equipment preparation requirements, and observe all CAUTION and NOTES.

(1) Requires connection to pitot and static sources as follows:

(a) When testing captain's corrected altimeter, connect test equipment pressure input to captain's and first officer's pitot tubes. Connect static vacuum to captain's and first officer's static system.

(b) Using approved pressure sensitive tape, seal off pitot tubes drain holes and the static ports.

(2) Place static selector valve to NORM position.

(3) Verify both air data computer, air data computer failure, and corrected altimeter circuit breakers are closed.

(4) Turn instrument ON-OFF switch to the on position; hold for 5 to 10 seconds to enable instrument to function in corrected mode.

(5) Regulate test equipment to maintain airspeed below 300 knots and adjust static pressure to test values shown below. The airplane altimeter, when operating in either corrected or barometric (standby) modes, should atree with test equipment within the respective tolerances. Use ON-OFF switch to check barometric and corrected modes.

CAUTION: THE POSITIVE PRESSURE IN THE PITOT LINES MUST ALWAYS BE GREATER THAN OR EQUAL TO PRESSURE IN THE STATIC LINES.

Test Equipment Altimeter Setting (Feet)	Altimeter Mode	Tolerance (± Feet)
0	Barometric (standby)	20
	Corrected	20
1,0000	Barometric (standby)	20
	Corrected	20
5,000	Barometric (standby)	35
	Corrected	50
25,000	Barometric (standby)	155
	Corrected	50
35,000	Barometric (standby)	200
	Corrected	70

Effectivity: ADUA; ADUC; ADUE; ADUI; ADUO

(6) Open air data computer circuit breaker. Corrected altimeter should indicate uncorrected altitude and display appropriate flag. Air data computer fail light should come on in failure annunciator panel. Close circuit breaker and hold ON-OFF switch in ON position for several seconds; corrected altimeter should again indicate corrected altitude.

(7) Return test equipment to ambient pressure at a rate not greater than 5,000 feet per minute.

(8) Remove test equipment. Remove all pressure sensitive tape from pitot drain holes and from static ports.

(9) Instruments failing to operate within the above specified tolerance, should be replaced. The instrument is clamp mounted, has one hose connection, and one electrical connector. For detailed instructions see Section 31-00.

(10) If any pressure/static lines have been disconnected, perform system leak test (see 34-12-0).

Effectivity: ADUA; ADUE; ADUI; ADUO

AIR TRAFFIC CONTROL TRANSPONDER SYSTEM - MAINTENANCE PRACTICES

1. General

A. The air traffic control transponder system identifies the airplane by transmitting coded signals at 1090 mc when interrogated with coded signals at 1030 mc. The basic system consists of an antenna mounted on lower surface of forward fuselage, two transponders mounted in the radio rack, and a control panel on the overhead switch panel.

2. Tools and Equipment Required

NOTE: Equivalent substitutes may be used instead of the following listed items.

(1) Transponder/DME Test Set, IFR Model ATC-600A

(2) Portable pressure equipment to simulate 0 to 35,000 feet altitude and 0 to 400 knots airspeed.

3. Adjustment/Test ATC System

A. Prepare to test ATC system

NOTE: The test set is a source of interference for radio and L-band radar equipment operating on airplanes located in the vicinity of the test set. Turn test set off as soon as the test is completed or when other radio checks are being performed on the airplane.

(1) Position remote test set antenna approximately 21 inches from ATC antenna for system under test. Test set antenna should be approximately same heigh as the airplane antenna.

CAUTION: NEVER PLACE REMOTE TEST SET ANTENNA CLOSER THAN 15 INCHES TO THE AIRCRAFT ANTENNA WITH TEST SET "ON" . DAMAGE TO THE TEST SET WILL RESULT.

(2) Route and connect coax from remote test set antenna to Test Set.

(3) Position controls on test set as follows:

PWR Switch	OFF
Mode Switch	A/C Code
SLS Switch	Center position
Framing Control	0
INTERR Control	0
XPDR SIG Control	FULLY CCW
XMTR FREQ Control	0

Effectivity: ADUA; ADUE; ADUI; ADUO

CAUTION: IN THE FOLLOWING TESTS DO NOT SELECT CODES 3100, 7500, 7600 OR 7700. THESE ARE EMERGENCY CODES.

Note: In the following tests the reply light on the ATC control panel shall illuminate whenever the ATC transponder transmits a reply to the test set, unless otherwise stated. Also, the % reply meter on the test set shall indicate 100 % when the transponder is replying (unless specified otherwise).

B. Test ATC System

(1) Close the following circuit breakers

(a)	ATC-1	Radio Bus - 1	(S46, T46)
(b)	ATC-2	Radio Bus - 4	(I46, J46)
(c)	Air Data Computer	Radio Bus - 2	(O54, P54)

(2) Activate ATC system No. 1 in Mode A with ALT RPTG off and code 0000 selected.

(3) After system warm up, press and hold TEST switch on ATC control panel. Verify REPLY light comes on.

(4) Place PWR switch on test set to AC or BAT as appropriate. Test set display shall indicate 0000.

NOTE: For information regarding battery testing, timing and recharging refer to operation section of ATC-600A test set operators manual.

(5) Test receiver sensitivity as follows:

(a) On test set, verify % REPLY meter indicates 100.

(b) Slowly rotate XPDR SIG control clockwise until % REPLY meter indicates 90. The XPDR SIG control shall be between 69 and 77 (Note control reading. This is transponder system minimum triggering level.)

(c) Place ALT RPTG switch on ATC control panel to the No. 1 position and select A/C ALT on test set.

(d) Repeat step (b). XPDR SIG control reading shall not differ from reading in step (b) by more than 1.

(e) Return XPDR SIG control fully counter clockwise. Position test set mode switch to A/C CODE.

Effectivity: ADUA; ADUE; ADUI; ADUO

(6) Test Side Lobe Suppression as follows:

(a) Adjust the XPDR SIG control on test set to 3 db above minimum triggering level. (The control reading in step 5.(b) minus 3).

NOTE: If the transponder's sensitivity is near the insensitive limit, it may be necessary to move antennas closer together in order to get 3 db above minimum triggering level. At closer than normal antenna spacing, re-establish the dial setting for MTL and adjust the dial 3 db above MTL and make the SLS test.

(b) Position SLS switch on test set to 0 db. Transponder shall stop all replies.

(c) Position SLS switch on test panel to -9 db. Transponder shall reply to at least 90% (minimum) to 100% as indicated on test set % REPLY meter.

(d) Turn test set XPDR SIG control fully counterclockwise.

(7) Test transmitter frequency as follows:

(a) Set test set FREQ/POWER meter switch to FREQ.

(b) On ATC control panel, select code 0000 and position ALT RPTG switch to OFF.

(c) Adjust gain control on test set for a mid-scale indication of FREQ/POWER meter. Rotate frequency control for a peak indication of meter. Frequency control dial shall read 0 ± 3.

(8) On ATC control panel, rotate code selector knobs to any code desired. Test set numerical display should readout selected code.

(9) Change code selection on ATC control panel to test code compliment. Compliment of test code is 7777 minus test code being used. This checks full code capability of transponder under test.

EXAMPLE: If test code being used is 0340, compliment is

$$\begin{array}{r} 7777 \\ -0340 \\ \hline 7347 \end{array}$$ compliment

(10) On ATC control panel, activate IDENT. IDENT lamp on test set should come on.

Effectivity: UA, UE, UI, UO

(11) Test altitude reporting as follows.

(a) On ATC control panel, place ALT RPTG switch to No. 1 position.

(b) Connect air data test set to FIO'S (No.2) PITOT/STATIC system

(c) Position test set mode switch to A/C ALT.

NOTES: 1. In A/C position, numerical display of test set will indicate airplane altitude in thousand feet, being reported by transponder.

2. In following tests ALT INVALID light shall remain off. When on, light indicates an unassigned altitude code is being transmitted.

(d) Using air data test set, apply a static pressure to obtain altitude reading on test set as specified in following table. Verify captain's altimeter indicates ± 100 feet of test altitude.

T A B L E

ALTITUDE REPORTING TEST ALTITUDES

ALT Feet	CODE
1,000	0320
4,100	4730
15,000	3440
31,000	1024

(12) Repeat steps B. (1) thru B. (11) for No. 2. ATC transponder (if installed).

2.11.06 Left and right elevators overhauled by Northwings Repair Station were installed by Tennessee Tech on RRXA aircraft N8084U, during the course of a "D" check. During the course of this same "D" check, numerous non-routine cards were generated against these elevators. The overhaul of the elevators was not done in accordance with 14CFR 43.2, which requires that the item be disassembled, cleaned, inspected and repaired as necessary.

RRXA RESPONSE: *The finding is correct in that the elevator overhauled by Northwings Repair Station was unsatisfactory. This is evident based on the number of non-routine cards prepared by Tennessee Technical Services, during their QC acceptance check. The elevator was not installed on the aircraft until all non-routine items were corrected.*

EWA's Director of Heavy Maintenance was at Tennessee Tech. When this elevator was returned from overhaul and he addressed the QC findings with Northwing at that time.

EWA and Tennessee Tech procedures worked.

RRXA CONCLUSION: *No finding*

[redacted]
Jim Owens
EWA Director-Quality Assurance

09 February 2001

cc: Jerry Tumiacco
Jim Owens
Bob Dell

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

February 12, 2001

RECEIVED
FEB 27 2001
KENT T. SCOTT

FILE NUMBER: 2001GL050031

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

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). The alleged violation was, the left and right elevators overhauled by Northwings Repair Station were installed by Tennessee Tech on RRXA aircraft N8084U during the course of a "D" check. During the course of this same "D" check numerous non-routine cards were generated against these elevators. The overhaul of the elevators was not done in accordance with 14CFR 43.2, which requires that that the item be disassembled, cleaned, inspected and repaired as necessary.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]

Leslie Korody
Principal Avionics Inspector

Chaplin, Tracy L

From: Mike Jarm[redacted]
Sent: Tuesday, July 25, 2000 4:20 PM
To: 'Chaplin.Tracy[redacted]; 'Basine.Jennifer[redacted]
Subject: FW: Elevator

Tracy / Jennifer:

Please review the following information that was passed along to me from our QC Department this afternoon. When the elevator is release back to Emery will you still require another unit ? I would like a copy of Tennessee Tech receiving inspection report for our records on this unit when this information is available. Please do not hesitate to contact me if there are any questions.

Mike

2.11.06

> -----Original Message-----
> From: Tom Carroll
> Sent: Tuesday, July 25, 2000 4:04 PM
> To: Mike Jarm
> Cc: Al Frase; Steve Destefano; Matthew Murrin; Mike Lefebvre; Caryn
> Lapinski; Paul Nemeth; Bill Cote
> Subject: Elevator
>
> Mike
>
> The elevator was not in quarantine, but on hold pending an investigation
> by the FAA for possible non compliance with the Federal Aviation
> Regulations.
>
> The elevator was balanced today with the FAA observing the entire process.
> It will require three 1.17 weight to bring in into acceptable limits.
>
> The FAA did not state that unapproved parts or military parts were used.
> They based their decision on the receiving inspection accomplished by TN
> Tech.
>
> The control service will be release to service after Tn Tech performs the
> required maintenance and installed on the aircraft.
>
> Thomas Carroll
>

3.51 LBS PUTS IT ON THE EDGE OF BAL.

MID. RANGE BAL WOULD TAKE APPOX 6 LBS.

OPEN W.O. TO BAL SEND TOTAL COST TO TRACY.

TENNESSEE TECHNICAL
SERVICES, L.L.C.

634 Fitzhugh Boulevard Smyrna, TN 37167
TELEPHONE: 615-223-7801 FAX: 615-223-0373
CRS T64R1640 CRS T64R1640

DISPOSITION REPORT (Tear Down)

FOR:

EMERY WORLDWIDE AIRLINES
ONE EMERY PLAZA
VANDALIA, OH 4537
TEL.: 937-415-7624
FAX.: 937-415-7630

FYI

Tear down on Tab lock out cylinder.

YOUR P.O. No...: 1376/12556
WORK ORDER DATE: Jul03-2000 DUE:Jul09-2000
STATUS/WORK....: REPAIRED
Aircraft RN....: N991CF

Terms: UPON RECEI

Part Number.:55972
Description.:CYLIN
Manufacturer:

Removed from 8084 left inboard aileron -

.....:1 COND:RE
IAL #:EB0001
CE TO:1376/12556
DATE:07/03/00
00637 (WO)

REPORTED BY CUSTO
LT AILERON TAB LC
IRAN

TRACT FULLY REQUIRES

PRELIMINARY INSP
DISASSEMBLED, CLEANED
PISTON NOT TO RETRACT FULLY.

STALLED IMPROPERLY CAUSING

CORRECTIVE ACTION.....::
REPAIRED BY INSTALLING PISTON PROPERLY, LEAK AND OPS CHECKED GOOD IAW DC-8 OHM
3-6

Item	Part Number / Description	Qty COND	Discrepancy	Disposition
Parts & Material				
1	NAS1611-216 *O-RING*	1 NE		
2	MS28774-216 *RETAINER*	1 NE		
3	AN815-4 *UNION*	1 NE		

The aircraft, airframe, aircraft engine, propeller, or appliance identified above was repaired and inspected in accordance with current regulations of the Federal Aviation Agency and is approved for service.
Pertinent details of the repair are on file at the repair station under

Order No.: 500637 Date: 7-03-00

Signed: [redacted]
Tennessee Technical Services, L.L.C.
634 Fitzhugh Boulevard
rna, Tennessee 37167
T64R1640

8130-3 Attached

Accomplished By [redacted] Emp# [redacted] Insp By TTS 12 INSP Date 7-03-00

6. Assembly (see Figure 3)

NOTE: For special tool and installation procedures for slipper rings (22A and 39A) see Chapter 13.

A. Install packing (40A) in barrel (44), and insert slipper ring (39A) with special tool.

B. Install fitting (36) in rod (38) and slide rod assembly (36, 37, and 38) in barrel (44).

NOTE: If replacement of bearing (37) in rod (38) is necessary, press in and stake new one. Apply 50 pounds force to test staking effectiveness.

C. Install expander (33), piston rings (32), and pin (31) on piston (34) and slide assembled piston in barrel (44) and on rod (38).

CAUTION: MAKE CERTAIN PISTON (34) IS INSTALLED ON ROD (38) WITH HOLLOW PORTION OF PISTON (34) CUPPER ON ROD (38).

D. Fasten piston (34) on rod (38) with washer (30) and nut (29), and tighten to 20 (±2) foot-pounds.

E. Apply antiseize lubricant (MIL-T-5544) to threads, install packing (27) and retainer (26) on barrel end (28), and install assembled end in barrel (44) with special tool (see Section 27-3-3 Figure 3).

F. Install slide (43) in barrel (44) and position spring (21) against slide (43).

G. Install gasket (20) on stop (19) and install in barrel (44). (Typical in two places).

H. Install packings (23A) in glands (24 and 25), insert slipper rings (22A) with special tool and slide assembled gland on barrel (44).

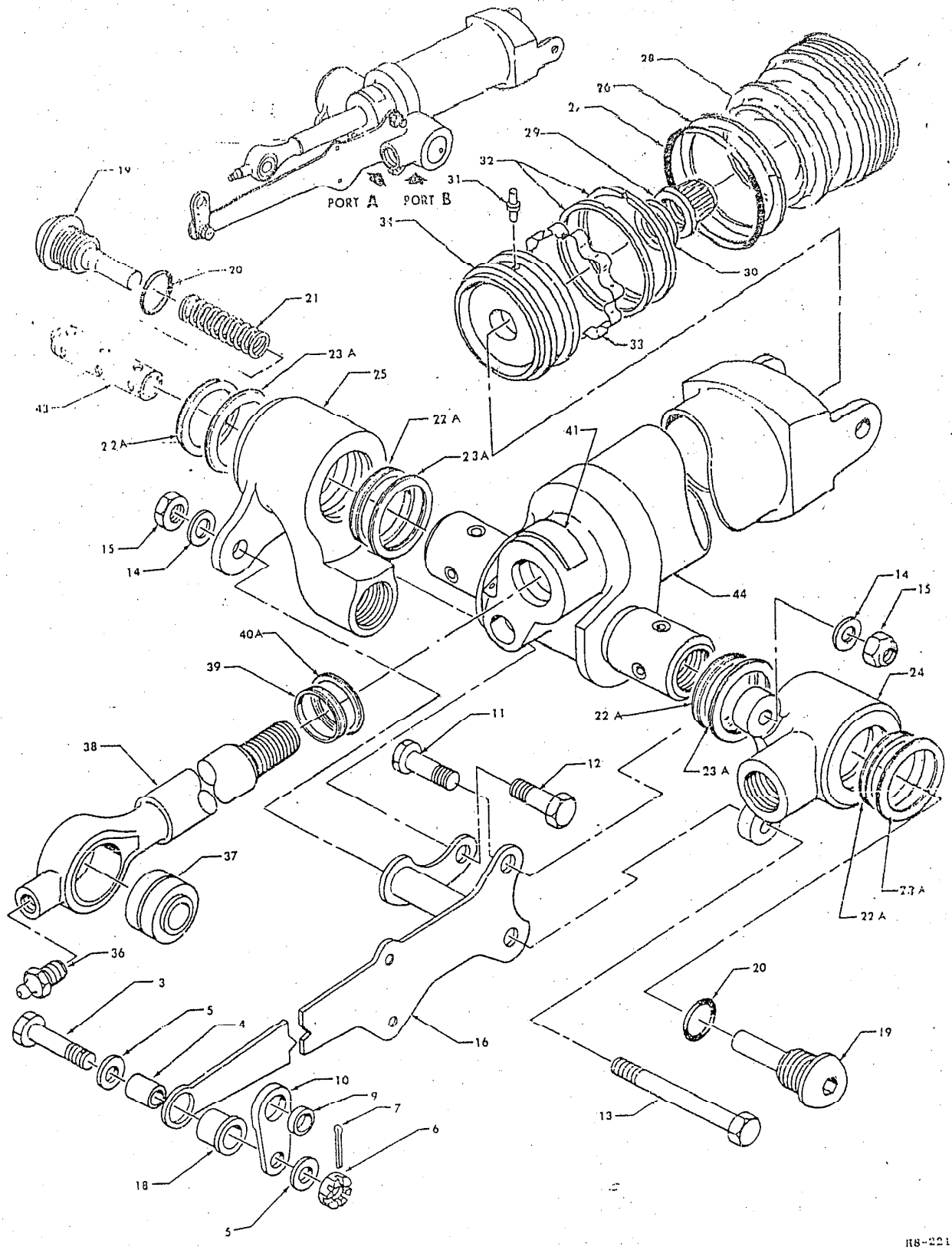
NOTE: Step H is typical two places.

I. Align holes in support (16) with holes in glands (24 and 25) and fasten with bolts (12 and 13), washers (14) and nuts (15).

J. Install bolt (11), washer (14), and nut (15) on gland (24) and support (16).

K. Install bolt (3), washer (5), spacer (4), link (10), washer (5), and nut (6).

(See NOTE on Page 4)



Aileron Tab Lockout Cylinder Assembly
Figure 3

ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO.	TASK NO.
7572	3A055

LOCATION (CIRCLE ONE)	FUNCTION: (CIRCLE ONE)	A/C TYPE, MODEL	A/C TAIL NO.
CT CABIN RT WING TAIL LG & W/W ENG. DOORS/HATCHES	MECH ELEC RADIO S/M CLEAN NDT INSP PAINT CABIN SHOP	DC-8-71	N8084U
		CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)	

DESCRIPTION: LT GEAR TAB IB & OB Control Rod ends has corrosion

34010 EWA

WRITTEN BY:	EMP. NO.	DAY	MO	YR
C. Cline	126	17	05	00

(CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE (TREAT) PAINT (REMOVE) REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DALO DC-8 SRM A.T.A. 51 (CHPT) - 1 (SECT) - 8 (SUBJ)

INSTRUCTIONS

DONE BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM (CIRCLE)	CUSTOMER APPROVAL
[redacted]	[redacted]	YES (NO)	(YES) NO	YES (NO)	2.0

CORRECTIVE ACTION

(Removed) corrosion on LH GEAR TAB INBD AND out BD RODENDS

DC-8 SRM 51-1-8 Treated with LPS 2

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

CHECKED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY	DAY	MO	YR
[redacted]	[redacted]	[redacted]	[redacted]	28	19	05	00

OUTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**

26 **CRS T64R164O**

W/O NO. 1512 | TASK NO. 3A0566 | 8

TION (CIRCLE ONE): JCT, CABIN, RT WING, TAIL (circled), LG & W/W, ENG. ______, DOORS/HATCHES

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

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N808410

CUSTOMER REQUEST? YES NO (circled) (CIRCLE ONE)

RIPTION

LT Gear tab O/B eyebolt has 1 thread engagement

fi 34010 **EWA**

WRITTEN BY: [signature] | EMP. NO. 126 | DAY 17 | MO 05 | YR 00

N (CIRCLE ACTIONS TO BE TAKEN)

CHECK, LUBE (circled), SERVICE, TREAT, PAINT, REMOVE (circled), REPAIR, TIGHTEN, SECURE, STOW, REPLACE (circled), RESET, TEST, ADJUST

E DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 MM | A.T.A. 27 - 30 - 3 (CHPT, SECT, SUBJ)

NSTRUCTIONS

N BY [redacted] | EMP. NO. 517209349AH | O.T. AUTH (CIRCLE) YES NO (circled) | PARTS AUTH (CIRCLE) YES (circled) NO | REQD INSPN ITEM YES (circled) NO (CIRCLE) | CUSTOMER APPROVAL 4097

VE ACTION

Removed upper elevator trim tab IAW DC-8 mm 27-30-3 [signature]

98 Removed and replaced eyebolt [illegible] LH TAB otBD. IAW DC-8 SRM [illegible]

O. [signature] AP 515570398 (TTS 28 INSP stamp) OK TO INSTALL OBD LH TRIM TAB ELEV. (TTS 28 INSP stamp)

ALLED LH outBD elev. Trim TAB IAW DC-8 mm 27-30-3

BER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
-5E1-502	NSW	SMD5-501-504	NSN				

SHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY	DAY	MO	YR
[signature]	[redacted]	[redacted]	[redacted]	R11 (TTS 28 INSP stamp)	19	05	00

OUTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
26 **CRS T64R164O**

W/O NO. 1342 | TASK NO. 3A 057

TION (CIRCLE ONE): ICT / CABIN / RT WING / TAIL / LG & W/W / ENG. _____ / DOORS/HATCHES

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

A/C TYPE: MODEL DC-8-71F | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

RIPTION "J" panel on Lower side of LH ele has baremetal (panel was not treat and primed at

aul)

3601 EWA

WRITTEN BY: [redacted] | EMP. NO. [redacted] | DAY 16 MO 05 YR 00

N (CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE (TREAT) (PAINT) REMOVE REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

E DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 SRM A.T.A. 51 (CHPT) - 1 (SECT) - 8 (SUBJ)
ISTRUCTIONS

N BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]		YES (NO)	(YES) NO	YES (NO) CIRCLE	2.0

E ACTION

Removed Paint and Prepped For Treat and Prime IAW DC-8 SRM 51-1-8

K TO TREAT AND PRIME — TIS 28 INSP. — TREATED AND PRIMED IAW DC-8 SRM 51-1-8

BER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

SHED BY [redacted] | EMP. NO. [redacted] | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. [redacted] | CHECKED BY [redacted] TIS 23 | DAY 20 MO 5 YR 00

ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

CRS T64R164O

W/O NO.	TASK NO.
1542	3A 058

TION (CIRCLE ONE): ICT / CABIN / RT WING / (TAIL) / LG & W/W / ENG. _____ / DOORS/HATCHES

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

A/C TYPE: MODEL: DC-8-71F | A/C TAIL NO.: N804CK

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

RIPTION: Lt and Rt elev mount bushings need to be sized IAW Overhaul Manual

: 35030/35040 EWA

WRITTEN BY: [redacted] | EMP. NO. [redacted] | DAY 18 | MO 05 | YR 00

N (CIRCLE ACTIONS TO BE TAKEN)

CHECK / LUBE / SERVICE / TREAT / PAINT / REMOVE / REPAIR / TIGHTEN / SECURE / STOW / REPLACE / RESET / TEST / (ADJUST)

E DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 OHM A.T.A. 27 - 16 - 1 40
STRUCTIONS — CHPT - SECT - SUBJ

N BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	CUSTOMER APPROVAL
[redacted]	046				2.0

E ACTION

Sized LT and RT elv mount bushings IAW DC 8 OHM 27-16-1. Received
to .4435 IAW ~~27-10~~ DC8 OHM 27-16-1.

ER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

HED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	TTS (INSP)	DAY	MO	YR
[redacted]	219	[redacted]	[redacted]	[redacted]	23	15	6	00

NON-ROUTINE WORK CARD FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A059

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

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

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO: N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: LH Elev Gear Tab Crank arms Upside Down

S/N 0277

Ref: 3403D

EWA

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 14 MO 05 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT (REMOVE) REPAIR TIGHTEN (SECURE) STOW REPLACE RESET TEST (ADJUST)

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 mm A.T.A. 27 (CHPT) - 30 (SECT) - 3 (SUBJ)

SPECIAL INSTRUCTIONS: Reinstall

EVALUATION BY: [redacted] | EMP. NO. [redacted] | O.T. AUTH (CIRCLE) YES (NO) | PARTS ALTH (CIRCLE) (YES) NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL 1.0

CORRECTIVE ACTION: Removed and replaced LH elev gear tab crank arms IAW DACO DC-8 MM 27-30-3 See NR 1542 - 6A122 For cert's

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
4710541	NSN	3802767-1	NSN	4710542	NSN	3802768-1	NSN

ACCOMPLISHED BY: [redacted] | EMP. NO. 166 | SUPERVISOR/LEAD RECHECK: [redacted] | EMP. NO. [redacted] | CHECKED BY: 23 INSP | DAY 6 MO 6 YR 00

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

W/O NO. 1542 | TASK NO. 3A ~~300~~ 06

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

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

AC TYPE/MODEL: DC-8-71 | AC TAIL NO.: N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: LH Elev Geared Tab IB Crank arm has 2 cracks

Ref: 3503D

EWA

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 24 | MO 05 | YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT (REMOVE) REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 MM | A.T.A. 27 (CHPT) . 30 (SECT) . 3 (SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]	519909349	YES (NO)	(YES) NO	(YES) NO (CIRCLE)	2.0

CORRECTIVE ACTION: Removed and replaced LH elev geared tab IB crank arm IAW DACO DC-8 MM 27-30-3 See NR 1542-6A 122. for certs

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
4710541	NSN	3802767-5	NSN			TTS	

ACCOMPLISHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:		DAY	MO	YR
[redacted]	166	[redacted]	[redacted]	RII	23 INSP	6	6	00

NON-RC
FORM NO. 26

WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 064

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

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

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: LH elevator requires balance for installation of steel crank Arms

Ref: 1542-6A-122

EWA

WRITTEN BY: [redacted] EMP. NO. [redacted] DAY 05 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN (CHECK) LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST (ADJUST)

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 SRM A.T.A. 51 (CHPT) - 4 (SECT) - 4 (SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY [redacted] EMP. NO. [redacted] | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) (YES) NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL 20,Q

CORRECTIVE ACTION: Balanced L/H elevator IAW DACO DC-8 SRM 51-4-4. New moment is 1450.8 inch-pounds and is within limits IAW DACO DC-8 SRM 51-4-4

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #
		3701579-1	NSN				

ACCOMPLISHED BY [redacted] EMP. NO. [redacted] | SUPERVISOR/LEAD RECHECK [redacted] EMP. NO. [redacted] | CHECKED BY: RD | TTS 27 INSP | DAY 16 MO 06 YR 00

Terms of

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/O NO. 9542 | TASK NO. 3A065

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

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

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? (YES) NO (CIRCLE ONE)

ITEM DESCRIPTION: Left hand elevator 2 each fairings missing at STA XE 149.00

FWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8 SRM A.T.A. 51 - 1 - 4 (CHPT - SECT - SUBJ)

SPECIAL INSTRUCTIONS Machine fairings

EVALUATION BY [redacted] | EMP. NO. 219 | O.T. AUTH (CIRCLE) YES NO | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM YES (NO) (CIRCLE) | CUSTOMER APPROVAL EK 10.0

CORRECTIVE ACTION

FABRICATED FAIRINGS IAW. DC-8 S.RM. 51-1-4 MATERIAL IS .063 ~~P.O.#~~ 2024 T3 P.O.# 8967 OK TO TREAT & PRIME

TREAT & PRIME IAW. DC-8 SRM. 51-1-8 ITS 23 INSP

O.K. TO INSTALL

INSTALLED FAIRINGS IAW. DC-8 SRM. 51-3-0

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. 9194 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. [redacted] | CHECKED BY: ITS 23 INSP | DAY 20 MO 6 YR 00

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/O NO. 9542 | TASK NO. 3A 064

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

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

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8054U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

ITEM DESCRIPTION: Left hand elevator fairing missing at STA XE 221

EWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM A.T.A. 51 (CHPT) . 1 (SECT) . 4 (SUBJ) 3.0 8.0

SPECIAL INSTRUCTIONS: Machine fairing

EVALUATION BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]	219	YES NO	(YES) NO	YES NO (CIRCLE)	SR

CORRECTIVE ACTION:

FABRICATED FAIRINGS I.A.W. DC-8 SRM. 51-1-4 MATERIAL IS .063 2024 T3 P.O.# 8967 O.K. TO TREAT + PRIME (TIS 23 INSP)

TREAT + PRIME I.A.W. DC-8 SRM. 51-1-8

O.K. TO INSTALL (TIS 23 INSP)

INSTALLED FAIRINGS I.A.W. DC-8 S.R.M. 51-3-0

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	DAY	MO	YR
[redacted]	9194	[redacted]	[redacted]	(TIS 23 INSP)	20	06	00

)UTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
CRS T64R164O

W/O NO.	TASK NO.
1542	3A 067

ON (CIRCLE ONE): T / CABIN / RT WING / (TAIL) / LG & W/W / ENG. ______ / DOORS/HATCHES

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

A/C TYPE: MODEL: DC 8 | A/C TAIL NO.: N8084U

CUSTOMER REQUEST? (YES) NO (CIRCLE ONE)

PTION: Left hand elevator 2 each fairings missing at STA XE 272

EWA

WRITTEN BY:	EMP. NO.	DAY	MO	YR
[redacted]	219	14	06	00

(CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM A.T.A. 51 (CHPT) - 1 (SECT) - 4 (SUBJ)

TRUCTIONS: Machine 2 ea fairings 60 hrs

BY	EMP. NO.	O.T. AUTH (CIRCLE)	PARTS AUTH (CIRCLE)	REQD INSPN ITEM	CUSTOMER APPROVAL
[redacted]	219	(YES) NO	(YES) NO	YES NO (CIRCLE)	SD 10.0

ACTION:
RICATED FAIRINGS IAW DC-8 S.R.M. 51-1-4 MATERIAL
063 2024 T3 PO.# 8967 OK. TO TREAT + PRIME (TTS 23 INSP)
T + PRIME IAW DC-8 SRM. 51-1-8 (TTS 23 INSP)
TO INSTALL
TALLED FAIRINGS IAW DC-8 SRM. 51-3-0

R "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

HED BY	EMP. NO.	SUPERVISOR/LEAD RECHECK	EMP. NO.	CHECKED BY:	DAY	MO	YR
R. [illegible]	91011	[illegible]	[illegible]	(TTS 23 INSP)	20	06	00

UTINE WORK CARD **TENNESSEE TECHNICAL SERVICES, LLC**
CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 028

)N (CIRCLE ONE): CABIN / RT WING / TAIL / LG & W/W / ENG. _____ / DOORS/HATCHES

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

A/C TYPE: MODEL DC-8 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES NO (CIRCLE ONE)

)TION Left hand elevator fairing missing at STA XE 77.00

EWA

WRITTEN BY: [redacted] | EMP. NO. 219 | DAY 14 MO 06 YR 00

CIRCLE ACTIONS TO BE TAKEN)

HECK LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW (REPLACE) RESET TEST ADJUST

)OCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM A.T.A. 51 - 1 - 4 (CHPT - SECT - SUBJ)

RUCTIONS Matching fairing 30 hrs

BY	EMP. NO.	O.T. AUTH (CIRCLE) YES NO	PARTS AUTH (CIRCLE) YES NO	REQD INSPN ITEM YES NO (CIRCLE)	CUSTOMER APPROVAL
[redacted]	219				SJ 8.0

ACTION
Located FAIRINGS I.A.W. DC-8 SRM 51-1-4 MATERIAL
263 2024 T3 P.O. # 8967 O.K. TO TREAT + PRIME
TTS 23 INSP
4T + PRIME FAIRINGS I.A.W. DC-8 SRM 51-1-8
TTS 23 INSP
TO INSTALL
ALLEDGED I.A.W. DC-8 SRM 51-30
FAIRINGS

"OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ED BY: Brad | EMP. NO. 9194 | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. [redacted] | CHECKED BY: TTS 23 INSP | DAY 20 MO 06 YR 00

NON-ROUTINE WORK CARD FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 2542 | TASK NO. 3A 0169

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

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

A/C TYPE: MODEL DC8-71F | A/C TAIL NO. N802AU

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: RT ELEV. L/E AT STA XE 120 HAS A Dent

EWA

REF 3A

WRITTEN BY: [redacted] | EMP. NO. 280 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN (CHECK) LUBE SERVICE TREAT PAINT REMOVE REPAIR TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) SRM / EO 00-107 A.T.A. ____ - ____ - ____ 3.00,0
CHPT SECT SUBJ

SPECIAL INSTRUCTIONS: Check limits, repair if required - Excl time for checking and eng.

EVALUATION BY: [redacted] | EMP. NO. 259 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) YES NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL

CORRECTIVE ACTION: Dent is acceptable to return to service IAW EO 00-107 3A069

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY: [redacted] | EMP. NO. 259 | SUPERVISOR/LEAD RECHECK: [redacted] | EMP. NO. [redacted] | CHECKED BY: RII | TIS 23 (INSP) | DAY 19 MO 6 YR 00

3A070

UTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC
CRS T64R164O

W/O NO. 1342 | TASK NO. 070 | 3A 136

ON (CIRCLE ONE): T CABIN RT WING (TAIL) LG & W/W ENG. DOORS/HATCHES

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

A/C TYPE: MODEL DC8-71 | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

PTION Left Elev Previous Repair Seperated Upper T/E Rvt. Just Forward of Tab

EWA

WRITTEN BY: | EMP. NO. 039 | DAY 04 MO 06 YR 00

(CIRCLE ACTIONS TO BE TAKEN)

CHECK LUBE SERVICE TREAT PAINT REMOVE (REPAIR) TIGHTEN SECURE STOW REPLACE RESET TEST ADJUST

DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM | A.T.A. 55 - 2 - 0 8.0 (CHPT - SECT - SUBJ)

TRUCTIONS Chart Damage - fwd doubler.

BY | EMP NO. 259 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) YES (NO) | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL

ACTION Removed damage IAW DC8 SRM 55-2-0. Fabricated filler & doubler .016 7075-T6 P.O.#009120 IAW DC8 SRM 51-4-4. OK to treat & prime & primed filler & doubler IAW DC8 SRM 51-4-8. Weight of repair is .007 grams. Install INSTALLED Filler & Doubler IAW DC8-SRM 55-2-0 OF Previous Repair = Weight of New Repair + .007gr weight + ICE Negligible IAW DC8 SRM 51-4-8

R "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ED BY | EMP. NO. 133 | SUPERVISOR/LEAD RECHECK | EMP. NO. [redacted] | CHECKED BY | DAY 16 MO 06 YR 00

NON-ROUTINE WORK CARD

FORM NO. 26

TENNESSEE TECHNICAL SERVICES, LLC

CRS T64R164O

W/O NO. 1542 | TASK NO. 3A 072

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

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

A/C TYPE: MODEL DC-8-71F | A/C TAIL NO. N8084U

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: R/H Elev. Eyebolt lock tab broken

EWA

WRITTEN BY: [redacted] | EMP. NO. 064 | DAY 14 MO 06 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT (REMOVE) REPAIR (TIGHTEN) (SECURE) STOW (REPLACE) RESET TEST ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC-8- M/M A.T.A. 27 - 30 - 4. (CHPT - SECT - SUBJ) 2.0

SPECIAL INSTRUCTIONS:

EVALUATION BY: [redacted] | EMP. NO. 5011 | O.T. AUTH (CIRCLE) (YES) NO | PARTS AUTH (CIRCLE) (YES) NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL 1.0

CORRECTIVE ACTION: Removed and Replaced R/H Elev Eyebolt Lock TAB IAW DACO DC-8 M/M 27-30-4

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY: [redacted] | EMP. NO. 166. | SUPERVISOR/LEAD RECHECK: [redacted] | EMP. NO. [redacted] | CHECKED BY: RII | TTS | DAY 20 MO 6 YR 00

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

W/O NO. 1512 | TASK NO. 6A112

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

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

A/C TYPE-MODEL: DC-8-71 | A/C TAIL NO.: N8084V

CUSTOMER REQUEST? YES (NO) [circled] (CIRCLE ONE)

ITEM DESCRIPTION: R/H Elev cover plate has several cracks

Ref: mult 28.

WRITTEN BY: G. Lee | EMP. NO. 126 | DAY 16 MO 05 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN, CHECK, LUBE, SERVICE, TREAT, PAINT, REMOVE, REPAIR, TIGHTEN, SECURE, STOW, (REPLACE) [circled], RESET, TEST, ADJUST

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DC8 SRM

A.T.A. 51 . 1 . 4 (CHPT, SECT, SUBJ) 8.0

SPECIAL INSTRUCTIONS: Difficult to form.

EVALUATION BY: [signature] | EMP. NO. 259 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) (YES) NO | REQD INSPN ITEM YES (NO) (CIRCLE) | CUSTOMER APPROVAL

CORRECTIVE ACTION

Fab new cover plate out of 7075 T6 .025 P.O. #7948 ok to treat & Prime. [stamp: TTS 28 INSP] Treated & Primed I.A.W DC-8 SRM. 51-1-8 [stamp: TTS 23 INSP]

Installed new cover plate IAW DC-8 SRM 51-3-10

PART NUMBER "OFF"	SER #	PART NUMBER 'ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY: [signature] | EMP. NO. 681 | SUPERVISOR/LEAD RECHECK: [signature] | EMP. NO. [redacted] | CHECKED BY: [stamp: TTS 23 INSP] | DAY 25 MO 5 YR 00

NON-ROUTINE WORK CARD TENNESSEE TECHNICAL SERVICES, LLC

FORM NO. 26

CRS T64R164O

W/O NO. 1542 | TASK NO. 6A 123

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

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

A/C TYPE: MODEL DC-8-71 | A/C TAIL NO. N80844

CUSTOMER REQUEST? YES (NO) (CIRCLE ONE)

ITEM DESCRIPTION: Lt. Elev. Geared TAB AND Flight Tab eyebolts are misaligned

Ref: 350D EWA 28-26

WRITTEN BY: [redacted] | EMP. NO. 126 | DAY 16 MO 05 YR 00

EVALUATION (CIRCLE ACTIONS TO BE TAKEN)

CLEAN CHECK LUBE SERVICE TREAT PAINT REMOVE REPAIR (TIGHTEN) SECURE STOW REPLACE RESET TEST (ADJUST)

REFERENCE DOCUMENT (M.M./S.R.M./DRAWING/SERVICE BULLETIN/D.E.R. INSTRUCTION ETC) DACO DC-8 MM A.T.A. 27 (CHPT) . 30 (SECT) . 3 (SUBJ)

SPECIAL INSTRUCTIONS

EVALUATION BY [redacted] | EMP. NO. 519909749441 | O.T. AUTH (CIRCLE) YES (NO) | PARTS AUTH (CIRCLE) (YES) NO | REQD INSPN ITEM (YES) NO (CIRCLE) | CUSTOMER APPROVAL I.O

CORRECTIVE ACTION

Realigned LH Elev. Geard TAB AND Flight TAB EYEBOLTS TO Proper Alignment FAW 437 AND ReTorqued EYE Bolts IAW DC-8 MM 27-30-3

PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #	PART NUMBER "OFF"	SER #	PART NUMBER "ON"	SER #

ACCOMPLISHED BY [redacted] | EMP. NO. [redacted] | SUPERVISOR/LEAD RECHECK [redacted] | EMP. NO. 519909749441 | CHECKED BY ITS 28 INSP RCH | DAY 22 MO 05 YR 00

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
3A046	R/H HORZ STAB L/E CHANEL NUTS MISSING 3201 (7-254)	SMTL	4/26/00	467 Swackhamer, Gary	5/9/00	257 Shear, Joseph
3A047	L/H HORZ STAB FWD ROLLER BEARING TO FUSE RUSTED AND WILL NOT TURN 3201D (7-262)	MECH	4/26/00	467 Swackhamer, Gary	5/9/00	257 Shear, Joseph
3A048	L/H HORZ STAB L/E MISSING NUTPLATES IN CHANEL SEVERAL PLACES 3201D (7-261)	SMTL	4/26/00	467 Swackhamer, Gary	5/22/00	257 Shear, Joseph
3A049	R/H HORZ STAB LOWER SKIN PLANKS HAS LOOSE RIVITS FRONT SPAR XE76 TO XE 220 3201D (7-260)	MECH	4/26/00	467 Swackhamer, Gary	5/18/00	467 Swackhamer, Gary
3A050	L/H HORZ STAB TRAILING EDGE UPPER PNL CORROSION ON SURFACE AND BULDGE FRXE252-XE -272 REF 3201D (7-264)	SMTL	4/26/00	467 Swackhamer, Gary	5/12/00	257 Shear, Joseph
3A051	L/H HORZ STAB UPPER TRAILING EDGE PNL FRAME XE 221 HAS CHERRY MAX RIVITS AND FINGER DOUBLER PULLED LOOSE 3201 (7-265)	SMTL	4/26/00	467 Swackhamer, Gary	5/25/00	257 Shear, Joseph
3A052	L/H HORZ STAB UPPER TRAILING EDGE PNL XE99 SKIN WRINKLED TRAILING EDGE 3201D (7-266)	SMTL	4/26/00	467 Swackhamer, Gary	5/12/00	257 Shear, Joseph
3A053	L/H HORZ STAB UPPER BODY FAIRING RAIN CHANEL CRACKED AND PIECES MISSING REF 3201D	SMTL	4/26/00	704 Williamson, Brian	6/17/00	735 Cafarella, William
3A054	R/H I/B HORTZ STAB L/E HAS FOUR CRACKED RIVITS REF MECH	SMTL	5/15/00	257 Shear, Joseph	5/22/00	257 Shear, Joseph
3A055	LT GEAR TAB I/B & O/B CONTROL ROD END HAS CORROSION REF 3401D	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph

All I. Accounted For Mgr. [redacted] /Insp. _____ ____

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
3A056	LT GEAR TAB O/B EYEBOLT HAS 1 THREAD ENGAGMENT REF 3401D	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
3A057	"J" PANEL ON LOWER SIDE OF L/H ELE HAS BARE METAL (PANEL WAS NOT TREATED AND PRIMED AT OVERHAUL)-REF 3601	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
3A058	LT AND RT ELE MOUNT BUSHINGS NEED TO BE SIZED IAW OVERHAUL MANUAL REF 3503D/3504D	SMTL	5/18/00	257 Shear, Joseph	6/19/00	467 Swackhamer, Gary
3A059	L/H ELEV GEAR TAB CRANK ARMS UPSIDE DOWN S/N 0277 REF 3403D	MECH	5/19/00	257 Shear, Joseph	6/7/00	257 Shear, Joseph
3A060	R/H HORZ STAB INBD L/E SCREW HAS DIMPLED WASHER XFS 178.7 REF 3601D	MECH	5/19/00	257 Shear, Joseph	6/13/00	257 Shear, Joseph
3A061	L/H ELEV GEARED TAB I/B CRANK ARM HAS 2 CRACKS REF 3503D	MECH	5/24/00	257 Shear, Joseph	6/12/00	257 Shear, Joseph
3A062	LH LINK FOR DAMPER SHIPPED TO OVERHAUL REF 3503D	MECH	5/25/00	467 Swackhamer, Gary	6/15/00	217 Pitts, William
3A063	RH LINK FOR DAMPER SHIP TO OVERHAUL REF 3504D	MECH	5/25/00	467 Swackhamer, Gary	6/18/00	217 Pitts, William
3A064	L/H ELEVATOR REQUIRES BALANCE FOR I INSTALLATION OF STEEL CRANK ARMS REF 1542-6A122	MECH	6/5/00	467 Swackhamer, Gary	6/18/00	217 Pitts, William
3A065	LEFT HAND ELEVATOR 2 EACH FAIRINGS MISS-ING AT STA XE 149.00	SMTL	6/14/00	257 Shear, Joseph	6/21/00	257 Shear, Joseph

All . s Accounted For Mgr. [redacted] /Insp. TTS 4 INSP

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
3A066	LEFT HAND ELEVATOR FAIRING MISSING AT STA 221	SMTL	6/14/00	257 Shear, Joseph	6/20/00	257 Shear, Joseph
3A067	LEFT HAND ELEVATOR 2 EACH FAIRINGS MISSING AT STA 272	SMTL	6/14/00	257 Shear, Joseph	6/21/00	257 Shear, Joseph
3A068	LEFT HAND ELEVATOR FAIRING MISSING AT STA XE 77.00	SMTL	6/14/00	257 Shear, Joseph	6/21/00	257 Shear, Joseph
3A069	RT ELEV L/E AT STA XE120 HAS A DENT	SMTL	6/15/00	467 Swackhamer, Gary	6/19/00	257 Shear, Joseph
3A070	LEFT ELEV PREVIOUS REPAIR SEPERATED UPPER T/E PANEL JUST FWD OF GEAR TAB 3503D	SMTL	6/15/00	467 Swackhamer, Gary	6/16/00	467 Swackhamer, Gary
3A071	ROBBED HORIZONTAL STAB HYD CONTROL VALVE P/N 5710133-5501 FOR A/C 961R	MECH	6/15/00	467 Swackhamer, Gary	6/22/00	257 Shear, Joseph
3A072	R/H ELEV EYEBOLT LOCKTAB BROKEN	MECH	6/16/00	467 Swackhamer, Gary	6/20/00	467 Swackhamer, Gary
4A001	EXTERNAL PWR NOT IN USE LITE DOES NOT LITE UP WHEN PWR IS APPLIED AND NOT TURNED ON IN COCKPIT-PRE 10	AVON	4/11/00	022 Dawson, Amy	5/12/00	257 Shear, Joseph
4A002	EXTR PWR NOT IN USE LITE MISSING PRE 10	AVON	4/11/00	022 Dawson, Amy	5/12/00	257 Shear, Joseph
4A003	L/H NOSE CHIN SCOOP / SHUT-OFF VALVE CLAMP NOT INSTALLED AROUND VALVE STICKER # 71 REF W/C 4201	MECH	4/20/00	467 Swackhamer, Gary	5/4/00	257 Shear, Joseph

All [redacted] s Accounted For Mgr. [redacted] /Insp. [redacted] TTS IN

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
6A103	MIDDLE RUDDER DAMPNER ARM BEARING WORN AND RATCHES 9A010 SHELF INSP L/H OF A/C	MECH	5/6/00	022 Dawson, Amy	5/11/00	732 Heath, Thomas
6A104	BOTTOM CHANNELS FOR RUDDER CRACKED	SMTL	5/9/00	735 Cafarella, William	5/29/00	257 Shear, Joseph
6A105	VERTICAL STAB/REAR SPAR/HAT CHANNEL COVER CRACKED DOT 15-274 (PART LOCATED IN PAINT SHOP) REF N/R 6A023	SMTL	5/10/00	257 Shear, Joseph	5/18/00	467 Swackhamer, Gary
6A106	REMOVE RUDDER POWER PACK TO ACTUATOR LINE TO FOM (FOR REF FOR LINE MANF)	MECH	5/12/00	467 Swackhamer, Gary	6/17/00	217 Pitts, William
6A107	ROB RUDDER TAB CONTROL PUSH ROD FOR AIRCRAFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	5/15/00	257 Shear, Joseph
6A108	ROB RUDDER POWER VALVE CONTROL PUSH ROD FOR ACFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	5/15/00	257 Shear, Joseph
6A109	ROB GUST LOCK PUSH ROD FOR ACFT N995CF	MECH	5/12/00	467 Swackhamer, Gary	6/18/00	257 Shear, Joseph
A110	ANTI-ICE DUCT COMPT 60 NEXT TO DOOR WELD CRACKED REF 1542-6A077 (07-434)	SMTL	5/15/00	257 Shear, Joseph	6/19/00	257 Shear, Joseph
A111	SHIM FOR RUDDER IS CRACKED	SMTL	5/16/00	735 Cafarella, William	6/15/00	217 Pitts, William
A112	R/H ELEV COVER PLATE HAS SEVERAL CRACKS	SMTL	5/16/00	735 Cafarella, William	5/26/00	257 Shear, Joseph

All Items ounted For Mgr. [redacted] /Insp. TTS 4 INSP

7/12/00 2:50:39PM

Work Order # 1542, 1543, 1544, 1545, 1558 N8084U Non-Routine Tally

Non-Routine	Description of Non-Routine	Skill	Date Issued	Issued By	Date Closed	Closed By
6A123	LT ELEV GEARED TAB AND FLIGHT TAB EYEBOLTS ARE MISALIGNED REF 3501D	MECH	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
6A124	RIVET HEAD SHEARED OFF SIDE OF VERT. STAB. ON FIBERGLASS COVER ABOVE ACCESS PANEL #57-REF 6002D	SMTL	5/18/00	022 Dawson, Amy	5/22/00	257 Shear, Joseph
6A125	CORROSION L/H AFT COVER OF COCKPIT FOR HF ANT. COMPLING ACCESS PANEL #57 REF 6602D	SMTL	5/18/00	022 Dawson, Amy	5/19/00	257 Shear, Joseph
6A126	INSIDE PANEL # 57 L/H SIDE OF VERT STAB HF ANT COUPLER CORROSION ON STIFFENER REF 6602D	SMTL	5/17/00	467 Swackhamer, Gary	5/23/00	257 Shear, Joseph
6A127	VERT STAB ISOLATION BAND BOOT DETERIORAT 6202	PAINT	5/17/00	467 Swackhamer, Gary	6/22/00	257 Shear, Joseph
6A128	TOP AND BOTTOM PLANKS OF CONSTANT SECT HAVE LOOSE PRIMER REMOVE AND REPRIME REF 6202D (07-459)	MECH	5/18/00	257 Shear, Joseph	5/23/00	257 Shear, Joseph
6A129	CLEAN AND LUB ELEV CABLES AND PULLYS UNDER CONSTANT SECT REF 6202D (07-458)	MECH	5/18/00	257 Shear, Joseph	5/31/00	257 Shear, Joseph
6A130	AREAS ABOVE AND BELOW CONSTANT SECT NEED PRIME AFTER LOOSE PRIMER REMOVED REF 6202D (07-457)	MECH	5/18/00	257 Shear, Joseph	5/23/00	257 Shear, Joseph
6A131	AREA ABOVE AND BELOW CONSTANT SECT NEED CLEAN REEF 6202D (07-456)	MECH	5/18/00	257 Shear, Joseph	5/31/00	257 Shear, Joseph
6A132	RUDDER MOUNT BUSINGS NEED TO BE SIZED IAW OVERHAUL MANUAL REF 6602D	SMTL	5/18/00	257 Shear, Joseph	6/14/00	217 Pitts, William

All Item counted For Mgr. [redacted] /Insp. TTS 4 INSP

NORTHWINGS ACCESSORIES CORP.

A SUBSIDIARY OF HEICO AEROSPACE CORPORATION
7975 NW 64TH STREET • MIAMI, FLORIDA 33166 U.S.A.
PHONE (305) 463-0455 • FAX (305) 463-9339
F.A.A. REPAIR STATION #NWQR356K • E-mail: northw@bellsouth.net

RD

WORK ORDER 00-1006

CUSTOMER: AGE001 AGES-AIR GROUND EQUIPMENT SALE
P.O. #: 8270399005R30RX7133 DATE: 02/23/00
P/N: 5644420-508 S/N: 007
DESCRIPTION ELEVATOR TABS
MANUAL #: ~~AGS~~ /322

MFG: Douglas
REV: 4C
DATE: 12-15-73

SPECIAL INSTRUCTIONS:
For OVERHAUL CONDITION

TEAR DOWN REQUIRED Y ADVISE COST Y
WORK REQUESTED 03 BENCH/CK
TROUBLE REPORTED: SEE ATTACHED RO.
AIRCRAFT: T.S.O.

DEFECT CONDITION RECEIVED: None

TROUBLE FOUND:

LOWER AND UPPER SKIN DIFFERENT AREAS PRESENT DENTS. 2 PLACE IMPROPER REPAIR. RIVETS LOOSE. INSIDE FAIRING CRACKED, EYEBOLT DAMAGE 3 PLACE. O/B ELEVATOR T/EDGE CRACKED. CABLE STOP. MISSING AND SUPORT DAMAGE. DAMPER CORRODED NEED REPAIR. CHUNK OSSY CORRO DED AND REAMING DAMAGE. NEED A BALANCE AND WEIGHT

CORRECTIVE ACTION: I.A.W. SRM 51-4-5, 51-4-8, 51-4-8/57-3-3, Rev. 98 OHM 27-16-1

Removed & replaced lower skin, Repaired Upper skin as required. Installed new bearings, fasteners, Strobe support, Eye BOLT, primer, paint sealant, Repaired TE as required, Cleaned corrosion and treated, Balance and Weight Applied, Damper OVERHAULED AS required.

WORK PERFORMED OVERHAUL X REPAIR _ BENCH CHECK _ WARRANTY REPAIR _ OTHER _

LABOR RECORD:

TECHNICIAN	DATE	TIME	FUNCTION
X [redacted]	4/30/00	12 pm	TEARDOWN/EVALUATION
X [redacted]	4/30/00	12 pm	BUILD UP/FUNCT. TES
H Rodriguez	5-1-00		FINAL INSPECTION

PART NUMBER	DESCRIPTION	QTY	UNIT PRICE	AMOUNT

SEE ATTACHED PARTS BREAKDOWN

RECEIVING INSP.	DATE	T.D. INSP.	DATE	RELEASE INSP.	DATE
[redacted]	2-24-00		4/30/00	[redacted]	5/1/00

NORTHWINGS ACCESSORIES-ASSOCIATED COMPOSITES
7875 NW 64th Street
Miami, Florida 33166

FAA Repair Station #NWQR356K

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 5644420-508
DESCRIPTION: Elevator
CUSTOMER PO: 8270399005R
DATE: 4/30/00

SERIAL NUMBER: 007
CUSTOMER: AGES AIR
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D ___	NORTHWINGS 25
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. Control FAB = Weight = 26.73, Balance = 1.59 Inch/LBS Board FAB = Wt = 10.59 LBS — Elevator = Balance 1.446.36 Inch/LBS	
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	NORTHWINGS 14
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	NORTHWINGS 14
DATA PLATE INSTALLED	NORTHWINGS 14
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	NORTHWINGS 14
TEARDOWN REPORT COMPLETED	NORTHWINGS 14
WORK ORDER FORM COMPLETED	NORTHWINGS 14
OTHER: ___	

NAAC FORM QA007

ELEVATOR CONTROL TAB BALANCE CHECK AND CORRECTION AND GEARED TAB WEIGHT LIMITS (DC-8-ALL)

1. Description

The tab assemblies to be balance checked or weighed should be painted (where paint is required) and complete with drive fittings. See Figure 59L, Section 51-4-4, for correct condition for balancing and weighing.

2. Procedure for Checking Tab Weight and Balance

A. Support the control tab assembly by the first and second hinge from the inboard end. The hinge line must be in a horizontal position. The geared tab is not a balanced tab.

B. Check for freedom of movement. The tab must swing freely about its hinge line. See the balance check note, Section 51-4-0, paragraph 4.

C. Establish the correct tab balance check position by use of a protractor level placed on the upper external surface of the tab normal to the hinge line and set at 5°6' (see Figure 59M, Section 51-4-4).

D. Measure the overbalance moment of the tab about its hinge line with the tab in the correct balance check position.

E. Check the overbalance moment obtained against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

F. Weigh each complete tab assembly and check the weights against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

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ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE

Tab Assembly	Reference	**Recommended Limits				**Critical Limits	
		Weight, (Lb)		Nose Heavy Balance (In.-Lb)		Weight, (Lb)	Nose Heavy Balance (In.-Lb
		Min	Max	Min	Max	Maximum	Minimum
Control Tab	Figure 59L, Section 51-4-4	26.0	30.3	7.3	7.7	31.3	6.3
						+33.0	6.3
*Geared Tab	Figure 59L, Section 51-4-4	10.5	11.4	---	---	11.6	---
						++13.6	---

NOTES: *(1) The geared tab is not balanced.

**(2) The recommended limits should be used whenever a tab is rebalanced. A tab balanced within the critical limits is safe but has no margin for service growth.

+(3) An overweight repaired control tab with a Maximum Critical Limit of 33.0 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

++(4) An overweight repaired geared tab with a Maximum Critical Limit of 13.6 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

3. Procedure for Correcting Elevator Control Tab Balance

A. Determine the overbalance moment correction required.

B. Remove the tab nose skin.

C. To increase nose-heavy overbalance moment, add weights to the nose channel starting with the inboard end. Use the elevator control tab balance adjustment weights table to obtain the moment exerted by these weights on the tab.

D. To decrease nose-heavy overbalance moment, remove weights from the nose channel starting with the outboard end of the tab.

E. Reinstall the tab nose skin.

F. Reweigh the tab assembly after balance correction. Check the weight of the assembly against the elevator control and geared tab weight and balance limits table.

ELEVATOR CONTROL TAB BALANCE ADJUSTMENT WEIGHTS TABLE

Part Number	Location Station	Forward or Aft of Nose Channel	Weight, Lb per Weight	Nose-Heavy Moment, Inch-Pounds per Weight
2769712-3	99	Forward	0.40	-0.76
2769704	99	Aft	0.06	-0.13
4714620-507	91	Forward	0.66	-1.32
4714621-505	91	Aft	0.05	-0.08
4714620-507	83	Forward	0.66	-1.45
4714621-505	83	Aft	0.05	-0.09
4714620-503	73	Forward	0.91	-2.09
4714621-501	73	Aft	0.37	-0.67
4714621-505	73	Aft (Alternate)	0.05	-0.09
4714620-509	67	Forward	0.30	-0.69
4714621-503	67	Aft	0.18	-0.36
4714621-507	67	Aft (Alternate)	0.04	-0.08
4714620-505	62	Forward	0.67	-1.54
4714621-501	62	Aft	0.37	-0.70
4714621-505	62	Aft (Alternate)	0.05	-0.10
4714620-503	54	Forward	0.91	-2.18
4714621-501	54	Aft	0.37	-0.74
4714621-505	54	Aft (Alternate)	0.05	-0.10
4714620-1	43	Forward	0.87	-2.09
4714621-1	43	Aft	0.52	-0.99
4714620-501	36	Forward	0.78	-2.00
4714621-1	36	Aft	0.52	-1.04
4714620-1	29	Forward	0.87	-2.26
4714621-1	29	Aft	0.52	-1.04

4. Procedure for Correcting Elevator Control Tab Weight

NOTE: It is possible for the elevator control tab to be within the balance limits and yet weigh under the minimum weight limit. This condition must be corrected.

A. Determine the weight correction required.

B. To increase tab weight, add ballast weights to the inboard closing rib flanges. Refer to the DC-8 Illustrated Parts Catalog, Chapter 27, Flight Controls, for the location and attachment of these weights. Use the elevator control tab ballast weights table to obtain the weight and moment for these weights.

C. To decrease tab weight, remove ballast weights from the inboard closing rib flanges, using the table referenced in step B.

D. Ballast weights are aft of the tab hinge line and induce a tail heavy moment. It may be necessary, therefore, to offset the moment change resulting from an adjustment of ballast weights by the addition or removal of compensating balance weights. The additional weight gained or lost thereby must be taken into consideration when determining the net weight added or removed.

E. Rebalance and reweigh the assembly after weight correction. Check the weight and balance against the elevator control and geared tab weight and balance limits table, paragraph 2.

ELEVATOR CONTROL TAB BALLAST WEIGHTS TABLE

Part Number	Location Sta Xet	Weight, Lb per Weight	Tail-Heavy Moment, Inch-Pounds per Weight
5644440-77	25	0.07	0.47
-79	25	0.14	0.94
-81	25	0.05	0.31
-83	25	0.11	0.65

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: Tom Wood
cc: Harold Camden, FAA PMI

FROM: Tim Alman TJA

SUBJECT: Aircraft 8084U

DATE: July 18, 2000

Aircraft 8084U at Tennessee Technical Services has experienced two (2) test flight failures due to elevator vibrations. Our investigation has found that the right elevator was out of balance.

Attached is the report from Tennessee Technical Services and the vendor paperwork where the surface was overhauled.

TJA/bl

TENNESSEE TECHNICAL SERVICES, L.L.C.

CRS T64R164O

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

TO: Tim J. Alman. July 14, 2000
Director Heavy Maintenance

FROM: Ray Pigozzi

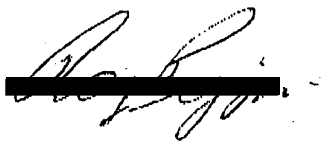
CC: Dave Hofstetter
Jack Ray

SUBJECT: N8084U Right Elevator

On Thursday Tennessee Technical Services balanced the right elevator and found it to at 1,398.255. The minimum is 1,440 to a maximum of 1,480. Our calculations indicate we would have to add 12.95 LBS. to the leading edge. All weight positions have the maximum amount of weights installed except for the base position.

The data plate on the right elevator indicated 1,466 which is within the allowed limits per SRM 51-4-4- page 1

Attached are copies of the
8130-3 for the elevator serial # 007, which had no weight and balance data
Tear down report with the elevator balance data



1/3

Florida 33166

Repair Station #NWQR356K

ATTN: CARYN DEERING LABINSKY.

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 564442O-508
DESCRIPTION: Elevator
CUSTOMER PO: 9270299000R
DATE: 6/30/00

SERIAL NUMBER: 007
CUSTOMER: AES AIR
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D	
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. CONTROL TAB = WEIGHT = 26.93 BALANCE = 7.57 IN-LBS GEARED TAB = WT = 10.59 LBS — ELEVATOR = BALANCE 1444.36 IN-LBS	(stamp) 25
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	
DATA PLATE INSTALLED	
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	
TEARDOWN REPORT COMPLETED	
WORK ORDER FORM COMPLETED	
OTHER:	

NAAC FORM QA007

1. UNITED STATES

FAA FORM 8130-3
AIRWORTHINESS APPROVAL TAG
U.S. Department of Transportation Federal Aviation Administration

3 System Tracking Ref. No. 00-1006

4. Organization: NORTHWINGS ACCESSORIES - ASSOCIATED COMPOSITES, CORP. — A SUBSIDIARY OF NECO AEROSPACE CORPORATION, 1875 NW 94th STREET - MIAMI, FLORIDA 33186

5. Work Order, Contract, or Invoice Number: 2762

6. ITEM	7. DESCRIPTION	8. PART NUMBER	9. EA/QUANTITY*	10. Qty	11. SERIAL / BATCH NUMBER	12. STATUS / WORK
1	ELEVATOR TAB	5644420-508	TBU BY INSTALLER	1	007	OVERHAULED

13. Remarks:

Mfg.: DOUGLAS ATA: I.A.W SRM 51-4-5, 51-1-8, 51-3-3 Rev. 78 OHM 2776-1

☑ Overhauled ☐ Modified ☐ Inspected ☐ Repaired ☐ Functionally Tested

)

Pertinent data of the work is on file at this agency under the work order number referenced in block 3
Certifies that the work specified in block 12/13 was carried out in accordance with JAR 145 and with respect to that work the aircraft component is considered ready for release to service under JAR
Acceptance Certificate Number: JAR.4705. AGES

Limited life parts must be accompanied by maintenance history including total time / total cycles / time since new.

14. ☐ New ☐ Newly Overhauled

Certifies that the new or newly overhauled part(s) identified above, except as otherwise specified in block 13 was (were) manufactured in accordance with FAA approved design data and airworthiness.

NOTE: In case of parts to be exported, the special requirements of the importing country have been met.

15. Signature: NA — 16. FAA Authorization No.: NA — 17. Name (Typed or Printed): NA — 18. Date: NA

19. ☐ Return to Service in Accordance with FAR 43.9

Certifies that the work specified in block 13 (or attached) above was carried out in accordance with FAA airworthiness regulations and in respect to the work performed the part(s) is (are) approved for return to service.

20. Authorized Signature — 21. Certificate Number: NWOR356K — 22. Name (Typed or Printed): Hector Rodriguez — 23. Date: 5/1/00

FAA Form 8130-3 [illegible]

* (Optional) Installer shall cross check eligibility with applicable technical data

2/3

NORTHWINGS ACCESSORIES CORP.
A SUBSIDIARY OF HEICO AEROSPACE CORPORATION
7275 NW 64TH STREET • MIAMI, FLORIDA 33166 U.S.A.
PHONE (305) 463-0455 • FAX (305) 463-9339
F.A.A. REPAIR STATION #NWQR356K • E-mail: northw@bellsouth.net

RO

WORK ORDER 00-1006

CUSTOMER: AGE001 AGES-AIR GROUND EQUIPMENT SALE
P.O. #: B2703990O5R 30RX7133 DATE: 02/23/00
P/N: 5644420-508 S/N: 007
DESCRIPTION ELEVATOR TABS
MANUAL #: ~~ABS~~ /322

MFG: Douglas
REV: 4C
DATE: 12-15-73

SPECIAL INSTRUCTIONS
for Overhaul Condition

TEAR DOWN REQUIRED Y ADVISE COST Y
WORK REQUESTED 03 BENCH/CK
TROUBLE REPORTED: SEE ATTACHED RO.
AIRCRAFT: T.S.O.

DEFECT CONDITION RECEIVED: None

TROUBLE FOUND:

LOWER AND UPPER SKIN DIFERENT AREAS PRESENT DENTS. 2 PLACE IMPROPER REPAIR. RIVETS LOOSE. INSIDE FAIRING CRACKED, EYEBOLT DAMAGE 3 PLACE. O/B ELEVATOR T/EDGE CRACKED. CABLE STATIC MISING AND SUPORT DAMAGE. DAMPER CORRODED NEED REPAIR, CRANK ASSY CORRODED AND BEARING DAMAGE. NEED IT BALANCE AND WEIGHT

CORRECTIVE ACTION: I.A.W. SRM 51-4-5, ~~51-4~~ 51-1-8, 51-3-3, Rev. 78 OHM 27-16-1

Removed & replaced lower skin, repaired upper skin as required, installed new bearings, fasteners, static support, eye bolt, primer, paint sealant, repaired T/E as required, cleaned corrosion and treated, balance and weight applied, damper overhauled as required,

WORK PERFORMED OVERHAUL ✓ REPAIR _ BENCH CHECK _ WARRANTY REPAIR _ OTHER _

LABOR RECORD:

TECHNICIAN	DATE	TIME	FUNCTION
X [signature]	4/30/00	12 pm	TEARDOWN/EVALUATION
X [signature]	4/30/00	12 pm	BUILD UP/FUNCT. TEST
H Rodriguez	5-1-00		FINAL INSPECTION

NORTH WINGS 25 / NORTH WINGS 25 / NORTH WINGS 14

PART NUMBER	DESCRIPTION	QTY	UNIT PRICE	AMOUNT
SEE ATTACHED PARTS BREAKDOWN				

RECEIVING INSP.	DATE	T.D. INSP.	DATE	RELEASE INSP.	DATE
[redacted]	2-24-00 (NORTH WINGS 8)	NORTH WINGS 25	4/30/00	[redacted] (NORTH WINGS 14)	5/1/00

NORTHWINGS ACCESSORIES-ASSOCIATED COMPOSITES
7875 NW 64th Street
Miami, Florida 33166

FAA Repair Station #NWQR356K

FINAL Q.C. INSPECTION CHECKLIST

PART NUMBER: 5644420-508
DESCRIPTION: Elevator
CUSTOMER PO: P2703990058R
DATE: 4/30/00

SERIAL NUMBER: 007
CUSTOMER: Aces Air
NAAC WO: 00-1006

CHECKLIST	INSPECTOR
WEIGHT AND BALANCE COMPLETED YES ✓ NOT REQ'D ___	NORTHWINGS 25
IF YES ENTER THE WEIGHT AND BALANCE COMPUTATIONS BELOW AND ON THE 8130-3. Control FAB = Weight = 26.93, Balance = 7.59 Inch/LBS Geared FAB = Wt = 10.59 LBS — Elevator = Balance 1.446.36 Inch/LBS	
ALL COMPANY FORMS COMPLETED AND IN WORK PACKAGE	NORTHWINGS 14
FAA FORM 8130-3 COMPLETE, INCLUDING WEIGHT AND BALANCE WHEN APPLICABLE	NORTHWINGS 14
DATA PLATE INSTALLED	NORTHWINGS 14
REQUIRED PICTURES TAKEN OF REPAIRED AREA AND/OR COMPONENT IN GENERAL	NORTHWINGS 14
TEARDOWN REPORT COMPLETED	NORTHWINGS 14
WORK ORDER FORM COMPLETED	NORTHWINGS 14
OTHER: ___	

NAAC FORM QA007

ELEVATOR CONTROL TAB BALANCE CHECK AND CORRECTION AND GEARED TAB WEIGHT LIMITS (DC-8-ALL)

1. Description

The tab assemblies to be balance checked or weighed should be painted (where paint is required) and complete with drive fittings. See Figure 59L, Section 51-4-4, for correct condition for balancing and weighing.

2. Procedure for Checking Tab Weight and Balance

A. Support the control tab assembly by the first and second hinge from the inboard end. The hinge line must be in a horizontal position. The geared tab is not a balanced tab.

B. Check for freedom of movement. The tab must swing freely about its hinge line. See the balance check note, Section 51-4-0, paragraph 4.

C. Establish the correct tab balance check position by use of a protractor level placed on the upper external surface of the tab normal to the hinge line and set at 5°6' (see Figure 59M, Section 51-4-4).

D. Measure the overbalance moment of the tab about its hinge line with the tab in the correct balance check position.

E. Check the overbalance moment obtained against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

F. Weigh each complete tab assembly and check the weights against the ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE.

Page - Plan

ELEVATOR CONTROL AND GEARED TAB WEIGHT AND BALANCE LIMITS TABLE

Tab Assembly	Reference	**Recommended Limits				**Critical Limits	
		Weight, (Lb)		Nose Heavy Balance (In.-Lb)		Weight, (Lb)	Nose Heavy Balance (In.-Lb
		Min	Max	Min	Max	Maximum	Minimum
Control Tab	Figure 59L, Section 51-4-4	26.0	30.3	7.3	7.7	31.3	6.3
						+33.0	6.3
*Geared Tab	Figure 59L, Section 51-4-4	10.5	11.4	---	---	11.6	---
						++13.6	---

NOTES: *(1) The geared tab is not balanced.

**(2) The recommended limits should be used whenever a tab is rebalanced. A tab balanced within the critical limits is safe but has no margin for service growth.

+(3) An overweight repaired control tab with a Maximum Critical Limit of 33.0 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

++(4) An overweight repaired geared tab with a Maximum Critical Limit of 13.6 Lb may be used if elevator leading edge Sta. XE 89.718 to XE 132.750 has 5701580-501 weight and 5701581-13 retainer installed, and 5701580-503 weight and 5701581-15 retainer installed.

3. Procedure for Correcting Elevator Control Tab Balance

A. Determine the overbalance moment correction required.

B. Remove the tab nose skin.

C. To increase nose-heavy overbalance moment, add weights to the nose channel starting with the inboard end. Use the elevator control tab balance adjustment weights table to obtain the moment exerted by these weights on the tab.

D. To decrease nose-heavy overbalance moment, remove weights from the nose channel starting with the outboard end of the tab.

E. Reinstall the tab nose skin.

F. Reweigh the tab assembly after balance correction. Check the weight of the assembly against the elevator control and geared tab weight and balance limits table.

ELEVATOR CONTROL TAB BALANCE ADJUSTMENT WEIGHTS TABLE

Part Number	Location Sta Xe	Forward or Aft of Nose Channel	Weight, Lb per Weight	Nose-Heavy Moment, Inch-Pounds per Weight
2769712-3	99	Forward	0.40	-0.76
2769704	99	Aft	0.06	-0.13
4714620-507	91	Forward	0.66	-1.32
4714621-505	91	Aft	0.05	-0.08
4714620-507	83	Forward	0.66	-1.45
4714621-505	83	Aft	0.05	-0.09
4714620-503	73	Forward	0.91	-2.00
4714621-501	73	Aft	0.37	-0.67
4714621-505	73	Aft (Alternate)	0.05	-0.09
4714620-509	67	Forward	0.30	-0.69
4714621-503	67	Aft	0.18	-0.36
4714621-507	67	Aft (Alternate)	0.04	-0.08
4714620-505	62	Forward	0.67	-1.54
4714621-501	62	Aft	0.37	-0.70
4714621-505	62	Aft (Alternate)	0.05	-0.10
4714620-503	54	Forward	0.91	-2.18
4714621-501	54	Aft	0.37	-0.74
4714621-505	54	Aft (Alternate)	0.05	-0.10
4714620-1	43	Forward	0.87	-2.09
4714621-1	43	Aft	0.52	-0.99
4714620-501	36	Forward	0.78	-2.00
4714621-1	36	Aft	0.52	-1.04
4714620-1	29	Forward	0.87	-2.26
4714621-1	29	Aft	0.52	-1.04

4. Procedure for Correcting Elevator Control Tab Weight

NOTE: It is possible for the elevator control tab to be within the balance limits and yet weigh under the minimum weight limit. This condition must be corrected.

A. Determine the weight correction required.

B. To increase tab weight, add ballast weights to the inboard closing rib flanges. Refer to the DC-8 Illustrated Parts Catalog, Chapter 27, Flight Controls, for the location and attachment of these weights. Use the elevator control tab ballast weights table to obtain the weight and moment for these weights.

C. To decrease tab weight, remove ballast weights from the inboard closing rib flanges, using the table referenced in step B.

D. Ballast weights are aft of the tab hinge line and induce a tail heavy moment. It may be necessary, therefore, to offset the moment change resulting from an adjustment of ballast weights by the addition or removal of compensating balance weights. The additional weight gained or lost thereby must be taken into consideration when determining the net weight added or removed.

E. Rebalance and reweigh the assembly after weight correction. Check the weight and balance against the elevator control and geared tab weight and balance limits table, paragraph 2.

ELEVATOR CONTROL TAB BALLAST WEIGHTS TABLE

Part Number	Location Sta Xet	Weight, Lb per Weight	Tail-Heavy Moment, Inch-Pounds per Weight
5644440-77	25	0.07	0.47
-79	25	0.14	0.94
-81	25	0.05	0.31
-83	25	0.11	0.69

43.2 Records of overhaul and rebuilding.

(a) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being overhauled unless -

(1) Using methods, techniques, and practices acceptable to the Administrator, it has been disassembled, cleaned, inspected, repaired as necessary, and reassembled; and

(2) It has been tested in accordance with approved standards and technical data, or in accordance with current standards and technical data acceptable to the Administrator, which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approval under § 21.305 of this chapter.

(b) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.

2.11.06

A 4

2.11.07 On 10/23/00 RRXA personnel approved for return to service and operated N602AL, after maintenance had been performed due to compressor stalls. The corrective action taken was not done in accordance with manufacturer's maintenance manual. This is contrary to 14CFR 121.709(b)(2)(i) and 43.13(a).

RRXA RESPONSE: *The CFM 56 Manufacturers M/M 71-00-00 page 101 Foult 50 states "Stalls may occur if there is inlet air distortion due to wings or if the Thrust Reverser was used at aircraft airspeeds lower than those specified in the aircraft flight manual. If inlet air distortion is confirmed troubleshooting for cause is not required. Inlet/Exhaust visual inspection will be done." United M/M 71-00-47 page 202 Item "B" states "The following sequence is progressive. All checks need not be accomplished if the fault is found and corrected". This is contrary to CFM M/M 72-00-00. This difference was discussed with GE Zachary Kamen and he agreed that a revision to their manual is necessary to clarify the required procedures. A memo to all maintenance personnel has been distributed stating that if an Engine Compressor Stalls the engine must be boroscoped prior to being returned to service.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

cc: Jim Owens
Jerry Tumiacco
Bob Dell

RECEIVED
JAN 25 2001
KENT T. SCOTT

January 23, 2001

2:11, 07

FILE NUMBER: 2001GL050032

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

Dear Mr. Scott:

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

On 10/23/00 Emery Worldwide Airlines Inc. Certificate (RRXA) personnel approved for return to service and operated N602AL, after maintenance had been performed due to compressor stalls. The corrective action taken was not done in accordance with the manufacturer's maintenance manual.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]

Harold R. Camden
Principal Maintenance Inspector

21.709 Airworthiness release or aircraft log entry.

(a) No certificate holder may operate an aircraft after maintenance, preventive maintenance or alterations are performed on the aircraft unless the certificate holder, or the person with whom the certificate holder arranges for the performance of the maintenance, preventive maintenance, or alterations, prepares or causes to be prepared -

(1) An airworthiness release; or

(2) An appropriate entry in the aircraft log.

(b) The airworthiness release or log entry required by paragraph (a) of this section must -

(1) Be prepared in accordance with the procedures set forth in the certificate holder's manual;

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

2. 11.07

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

A N

2.11.08 RRXA has removed three (3) aircraft components from aircraft DC-10, N68044. This aircraft is not on RRXA OPSS, therefore, not being maintained under a CAMP. This is contrary to 14CFR part 91.409(e), which states in part; large aircraft; turbojet multiengine airplanes not operated under part 121 must be inspected in accordance with an inspection program selected under 14CFR 91.409(f).

RRXA RESPONSE: *The aircraft in question was on long term lease to RRXA even though it was undergoing conformity inspection at the time the aircraft components were removed. 14CFR part 91.409(f) (1) allows a part 121 carrier to perform maintenance on aircraft of the same make and model operated by the carrier.*

CVG PMI was aware of the removal of the components prior to the RASIP.

RRXA CONCLUSION: *No finding.*

(e) *Large airplanes (to which part 125 is not applicable), turbojet multiengine airplanes, turbopropeller-powered multiengine airplanes, and turbine-powered rotorcraft.* No person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

(f) *Selection of inspection program under paragraph (e) of this section.* The registered owner or operator of each airplane or turbine-powered rotorcraft described in paragraph (e) of this section must select, identify in the aircraft maintenance records, and use one of the following programs for the inspection of the aircraft:

(1) A continuous airworthiness inspection program that is part of a continuous airworthiness maintenance program currently in use by a person holding an air carrier operating certificate or an operating certificate issued under part 121, 127 *{Part 127 was removed at Amdt. 127-45, 60 FR 65832, Dec. 20, 1995 - Ed.}*, or 135 of this chapter and operating that make and model aircraft under part 121 of this chapter or operating that make and model under part 135 of this chapter and maintaining it under § 135.411(a)(2) of this chapter.

(2) An approved aircraft inspection program approved under § 135.419 of this chapter and currently in use by a person holding an operating certificate issued under part 135 of this chapter.

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

cc: Jim Owens
Jerry Dumarco
Bill Doll

January 23, 2001
2.11.00 ✓

FILE NUMBER: 2001GL050033

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) has removed three (3) aircraft components from aircraft DC-10, N68044. This aircraft is not on RRXA Operations Specifications (OPSS), therefore, not being maintained under a CAMP. This is contrary to 14CFR Part 91.409(e), which states in part; large aircraft; tubojet multiegine airplanes not operated under part 121 must be inspected in accordance with an inspection program selected under 14CFR 91.409(f).

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

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

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

Wood, Thomas M

From: Jones, Edward B
Sent: Tuesday, October 31, 2000 3:59 PM
To: Brauchler, Ben H; Northup, Robert J
Cc: Farnsworth, Wayne E; Smith Jr, Jack L; Ungemach, David W; Wood, Thomas M
Subject: Robbing Parts From Aircraft N68044

FAA has informed me that EWA cannot rob any parts from aircraft N68044 until aircraft has been added to EWA's OPS SPEC. All the parts listed below that were robbed from aircraft N68044 and installed on the aircraft listed must be removed (robbed) and reinstalled back onto aircraft N68044 as soon as possible. The parts that have been ordered for aircraft N68044 will be used to replace the parts removed from these aircraft.

N833LA - See log sheet # 09326-11, Forward Lower Belly Light Assy. P/N P71471-1, S/N NSN
N831LA - See log sheet # 09303-01, L/H Main Gear Door P/N NN6086-503, S/N NSN.
N68043 - See log sheet # 7624-06, #2 Engine Reverser Directioal Solonoid P/N 320358-2, S/N 9000.

Thank you for you anticipated immediate response to comply with this concern.

Edward B. Jones, Jr.
Director , Quality Control
One Emery Plaza
Vandalia, OH 45377
[redacted]

Wood, Thomas M

From: Wood, Thomas M
Sent: Tuesday, October 31, 2000 4:10 PM
To: 'd.funk[redacted]
Subject: Robbing parts, N68044

Dick: As you know, EWA has taken technical acceptance, and or signed the lease for N68044, parked at Dayton. The FAA RASIP and our PMI is concern, with regard to proposing a violation, because we robbed a MLG door, reverser valve solenoid, and a lower beacon light, and installed it on our other aircraft. Their position is, since it is not on our OPS SPEC, we cannot do this. I advised them that it was a US reregistered aircraft under EWA FAA APPROVED maintenance program, continued from a 121 aircarrier program. This e-mail is to ask you, if you purchased the DAC MSG3 DC-10 Program, as you intended a couple years ago, to which this would represent it is on a FAA APPROVED program at this time. Please respond or call if you can help in this matter. [redacted] thank you Dick.

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

FINDING: 2.12.01 The reliability section does not utilize the entire corrective action process outlined in Chapter 6.1.A of the Maintenance Reliability Program Document, No. EWA-51990.

RRXA RESPONSE: *Paragraph 6.1.A states the "The Reliability Section will submit all corrective actions to EWA MRB for Review/Approval. Corrective actions **may include**, but are not limited to the following." The items listed in sub paragraphs 1 through 8 are examples of corrective actions that could be presented to the EWA MRB. This does not mean that each of these types of corrective actions have to be accomplished. The type of corrective action is based on the problem, and the urgency to facilitate a corrective action. During the past 12 months Reliability has issued four (4) Fleet Campaign Directives and submitted thirteen (13) inspection program changes.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Closed 3/13/01

2.12-01

2.12 RELIABILITY PROGRAM

DESCRIPTION: The operation of the RRXA Maintenance Reliability Program is contained in the Maintenance Reliability Document No EWA-51990. The program tracks unscheduled engine removals, engine shutdowns, delays and cancellations and pilot reports. A monthly fleet report is published that provides various statistical data depicting the actual operational performance of the aircraft and powerplant systems.

INSPECTION DATA: Maintenance Reliability Document No EWA-51990 was reviewed. Reliability reports for July, August and September were reviewed. Inspectors attended the October Reliability Meeting. Interviews were conducted with the Manager of Reliability and Maintenance Control.

FINDING: 2.12.01: The reliability section does not utilize the entire corrective action process outlined in Chapter 6.1.A of the Maintenance Reliability Program Document, No. EWA-51990.

ANSWER: Paragraph 6.1.A states that "The Reliability Section will submit all corrective actions to the EWA MRB for Review/approval. Corrective actions **may include**, but are not limited to the following." The items listed in sub paragraphs 1 through 8 are examples of corrective actions that would be presented to the EWA MRB for review/approval. This does not mean that each of these type of corrective actions have to be accomplished. The type of corrective action is based on the problem, and the urgency to facilitate a corrective action. During the past 12 months Reliability has issued four (4) Fleet Campaign Directive's and submitted thirteen (13) inspection program changes.

FINDING: 2.13.01 The RRXA Time Limits Manual states that altimeters (barometric and encoding) will be inspected on each B, C and D inspection. A review of the RRXA inspection program revealed that there is no procedure to test and/or recertify the altimeters. The only test in the inspection program is to leak test the pitot and static system components and plumbing on 'C' check card #5502. The RRXA Inspection Program does not assure that altimeters are properly maintained to meet the standards of 14CFR 91.411.

RRXA RESPONSE: *Federal Aviation Regulations (FAR) 91.401, subpart E "Maintenance, Preventive Maintenance, and Alerations under 91.401(b)", states that section 91.411 of this subpart does not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in Part 121 of this chapter.*

However, in order to clarify how Transponder checks are performed and when, I have attached the procedures for the required tests.

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
October 10, 2001

FINDING: 2.13.01 The RRXA Time Limits Manual states that altimeters (barometric and encoding) will be inspected on each B, C and D inspection. A review of the RRXA inspection program revealed that there is no procedure to test and/or recertify the altimeters. The only test in the inspection program is to leak test the pitot and static system components and plumbing on 'C' check card #5502. The RRXA Inspection Program does not assure that altimeters are properly maintained to meet the standards of 14CFR 91.411.

RRXA RESPONSE: *Federal Aviation Regulations (FAR) 91.401, subpart E "Maintenance, Preventive Maintenance, and Alerations under 91.401(b)", states that section 91.411 of this subpart does not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in Part 121 of this chapter.*

RRXA CONCLUSION: *No finding.*

[redacted]

Jim Owens
EWA Director-Quality Assurance
September 25, 2001

EO

FINDING: 2.13.01 The RRXA Time Limits Manual states that altimeters (barometric and encoding) will be inspected on each B, C and D inspection. A review of the RRXA inspection program revealed that there is no procedure to test and/or recertify the altimeters. The only test in the inspection program is to leak test the pitot and static system components and plumbing on 'C' check card #5502. The RRXA Inspection Program does not assure that altimeters are properly maintained to meet the standards of 14CFR 91.411.

RRXA RESPONSE: *Federal Aviation Regulations (FAR) 91.401, subpart E "Maintenance, Preventive Maintenance, and Alerations under 91.401(b)", states that section 91.411 of this subpart does not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in Part 121 of this chapter.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

- EO Change -
IPC CAMA
Lee Kondy

91.411 Altimeter system and altitude reporting equipment tests and inspections.

(a) No person may operate an airplane, or helicopter, in controlled airspace under IFR unless -

(1) Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system has been tested and inspected and found to comply with appendix E of part 43 of this chapter;

(2) Except for the use of system drain and alternate static pressure valves, following any opening and closing of the static pressure system, that system has been tested and inspected and found to comply with paragraph (a), appendices E and F, of part 43 of this chapter; and

(3) Following installation or maintenance on the automatic pressure
system of the ATC transponder where data correspondence error
integrated system has been tested, inspected, and found
E, of part 43 of this chapter.

(b) The tests required by paragraph (a) of this

2.13.01

(1) The manufacturer of the airplane, or hel
to be performed;

(2) A certificated repair station properly equip
-

(i) An instrument rating, Class I;

(ii) A limited instrument rating appropriate to
tested;

(iii) A limited rating appropriate to the test to be

(iv) An airframe rating appropriate to the airplane, or helicopter, to be tested; or

(v) A limited rating for a manufacturer issued for the appliance in accordance with § 145.101(b)(4) of this chapter; or

(3) A certificated mechanic with an airframe rating (static pressure system tests and inspections only).

(c) Altimeter and altitude reporting equipment approved under Technical Standard Orders are considered to be tested and inspected as of the date of their manufacture.

(d) No person may operate an airplane, or helicopter, in controlled airspace under IFR at an altitude above the maximum altitude at which all altimeters and the automatic altitude reporting system of that airplane, or helicopter, have been tested.

SUBPART E

MAINTENANCE, PREVENTIVE MAINTENANCE, AND ALTERATIONS

91.401 APPLICABILITY.

(a) This subpart prescribes rules governing the maintenance, preventive maintenance, and alterations of U.S.-registered civil aircraft operating within or outside of the United States.

(b) Sections 91.405, 91.409, 91.411, 91.417, and 91.419 of this subpart do not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program as provided in Part 121, 127, 129, or §135.411(a)(2) of this chapter.

(c) Sections 91.405 and 91.409 of this part do not apply to an airplane inspected in accordance with Part 125 of this chapter.

91.403 GENERAL.

(a) The owner or operator of an aircraft is primarily responsible for maintaining that aircraft in an airworthy condition, including compliance with Part 39 of this chapter.

(b) No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this subpart and other applicable regulations, including Part 43 of this chapter.

(c) No person may operate an aircraft for which a manufacturer's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitations section unless the mandatory replacement times, inspection intervals, and related procedures specified in that section or alternative inspection intervals and related procedures set forth in an operations specification approved by the Administrator under Parts 121, 127 or 135 of this chapter or in accordance with an inspection program under §91.409(e) have been complied with.

91.405 MAINTENANCE REQUIRED.

Each owner or operator of an aircraft—

(a) Shall have the aircraft inspected as prescribed in Subpart E of this part and shall between required inspections, except as provided in paragraph (c) of this section, have discrepancies repaired as prescribed in Part 43 of this chapter;

(e) For all models of the Boeing 727, the flight cycle implementation time is 45,000 flights.

(f) For all models of the Boeing 737, the flight cycle implementation time is 60,000 flights.

(g) For all models of the Boeing 747, the flight cycle implementation time is 15,000 flights.

(h) For all models of the McDonnell Douglas DC-8, the flight cycle implementation time is 30,000 flights.

(i) For all models of the McDonnell Douglas DC-9/MD-80, the flight cycle implementation time is 60,000 flights.

(j) For all models of the McDonnell Douglas DC-10, the flight cycle implementation time is 30,000 flights.

(k) For all models of the Lockheed L-1011, the flight cycle implementation time is 27,000 flights.

(*l*) For the Fokker F-28 Mark 1000, 2000, 3000, and 4000, the flight cycle implementation time is 60,000 flights.

91.411 ALTIMETER SYSTEM AND ALTITUDE REPORTING EQUIPMENT TESTS AND INSPECTIONS. (Added 91-211, 8/18/90)

(a) No person may operate an airplane, or helicopter, in controlled airspace under IFR unless- (Added 91-211, 8/18/90)

(1) Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system has been tested and inspected and found to comply with Appendix E of Part 43 of this chapter; (Added 91-211, 8/18/90)

(2) Except for the use of system drain and alternate static pressure valves, following any opening and closing of the static pressure system, that system has been tested and inspected and found to comply with paragraph (a), Appendices E and F of Part 43 of this chapter; and (Added 91-211, 8/18/90)

(3) Following installation or maintenance on the automatic pressure altitude reporting system of the ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), Appendix E, of Part 43 of this chapter. (Added 91-211, 8/18/90)

(b) The tests required by paragraph (a) of this section must be conducted by- (Added 91-211, 8/18/90)

[Next Page is No. F-78a]

(1) The manufacturer of the airplane, or helicopter, on which the tests and inspections are to be performed; (Added 91-211, 8/18/90)

(2) A certificated repair station properly equipped to perform those functions and holding- (Added 91-211, 8/18/90)

(i) An instrument rating, Class I; (Added 91-211, 8/18/90)

(ii) A limited instrument rating appropriate to the make and model of appliance to be tested; (Added 91-211, 8/18/90)

(iii) A limited rating appropriate to the test to be performed; (Added 91-211, 8/18/90)

(iv) An airframe rating appropriate to the airplane, or helicopter, to be tested; or (Added 91-211, 8/18/90)

(v) A limited rating for a manufacturer issued for the appliance in accordance with § 145.101(b)(4) of this chapter; or (Added 91-211, 8/18/90)

(3) A certificated mechanic with an airframe rating (static pressure system tests and inspections only). (Added 91-211, 8/18/90)

(c) Altimeter and altitude reporting equipment approved under Technical Standard Orders are considered to be tested and inspected as of the date of their manufacture. (Added 91-211, 8/18/90)

(d) No person may operate an airplane, or helicopter, in controlled airspace under IFR at an altitude above the maximum altitude at which all altimeters and the automatic altitude reporting system of that airplane, or helicopter, have been tested. (Added 91-211, 8/18/90)

91.413 ATC TRANSPONDER TESTS AND INSPECTIONS. (Added 91-211, 8/18/90)

(a) No person may use an ATC transponder that is specified in § 91.215(a), § 121.345(c), § 127.123(b), or § 135.143(c) of this chapter unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with Appendix F of Part 43 of this chapter; and (Added 91-211, 8/18/90)

(b) Following any installation or maintenace on an ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), Appendix E, of Part 43 of this chapter. (Added 91-211, 8/18/90)

(c) The tests and inspections specified in this section must be conducted by- (Added 91-211, 8/18/90)

[Next Page is No. F-79]

(1) A certificated repair station properly equipped to perform those functions and holding—

(i) A radio rating, Class III;

(ii) A limited radio rating appropriate to the make and model transponder to be tested;

(iii) A limited rating appropriate to the test to be performed;

(iv) A limited rating for a manufacturer issued for the transponder in accordance with §145.101(b)(4) of this chapter; or

(2) A holder of a continuous airworthiness maintenance program as provided in Part 121, 127, or §135.411(a)(2) of this chapter; or

(3) The manufacturer of the aircraft on which the transponder to be tested is installed, if the transponder was installed by that manufacturer.

91.415 CHANGES TO AIRCRAFT INSPECTION PROGRAMS.

(a) Whenever the Administrator finds that revisions to an approved aircraft inspection program under §91.409(f)(4) are necessary for the continued adequacy of the program, the owner or operator shall, after notification by the Administrator, make any changes in the program found to be necessary by the Administrator.

(b) The owner or operator may petition the Administrator to reconsider the notice to make any changes in a program in accordance with paragraph (a) of this section.

(c) The petition must be filed with the FAA Flight Standards district office which requested the change to the program within 30 days after the certificate holder receives the notice.

(d) Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the Administrator.

EMERY WORLDWIDE AIRLINES

ENGINEERING ORDER

Task Code 834111

Number AI-3411-02:00 Priority A Author Trevor Nenninger

Title Altimeter and Altitude Reporting Equipment Test

Subject Altimeter system and Altitude Reporting Equipment Test to ensure compliance With FAR 43 Appendix E & F

Equipment/Aircraft Affected All DC-8 Acft

Drawing #'s Attached None

Manuals Affected None

Est. Man Hours/Elapsed Hours

DRAFT

WEIGHT AND BALANCE CHANGES

	Station	Arm	Pounds
Add	N/A	N/A	N/A
Remove	N/A	N/A	N/A
Net Gain/Loss	N/A	N/A	N/A

Special Notes: Immediate Accomplishment Required by May 1st then inspection every C Check. Inspection to be done accomplished every 24 calender months.

Reference: Douglas M/M
EWA IS&S Air Data Supplement Manual
FAR 43 Appendix E & F

Work Accomplished

Aircraft:

Date:

Station:

Accomp. by:

Approved by _____ Date _____

Approved by _____ Date _____

FAA Acceptance/Approval _____ Date _____

Kit List/Spares

N/A

Strip List

NONE

Disposition: The disposition of the stripped part(s) must be handled in accordance with Chapter 3, Section XI of this manual.

1. **General**

A. This document provides a simplified accuracy check of the altimeters, each static system and each automatic pressure altitude reporting system to be accomplished every 24 calendar months.

B. Required test equipment
   1. Pitot-Static tester
   2. ATC TIC Tester

Note: Use applicable m/m effective for a/c setup procedures and operating manuals for equipment being used.

LOG BOOK ENTRY:
"Performed Altimeter and and Altitude Reporting test per FAR 43 Appendix E and F IAW EWA AI-3411-02:00."

Enter N/A and EWA Employee Number for procedural steps not applicable. If contract Personnel perform this E.O then see EWA Inspection Program Manual Volume 1 for proper Procedures to follow for documentation of work.

2. **Equipment Verification**

A. Inspect all altimeters and transponders for certification dates of 24 months within todays date. List equipment P/N's, S/N's, and equipment certification dates below.

M

2. **Power up**

Ensure that all circuit breakers for the Flight Systems, the Transponder Systems, and the CADC/DADC are in an energized condition.

3. **ALTIMETER/TRANSPONDER TEST IS&S Equipped A/C**

A. Connect pitot static tester to the pitot system and static system associated with components being tested. Refer to IS&S Supplement manual for plumbing schematics and testing procedures.

M

Note: Allow transponders 5 min warm up time before proceeding.

B. Captains altimeter, Transponder-1 selected. Verify that the indicator and transponder match the air data tester to within plus/minus 50 ft. Refer to IS&S supplement manual for normal and stby modes. Record values in Table 1 .

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CAUTION: PITOT PRESSURE MUST ALWAYS BE APPLIED WHEN CONDUCTING ANY CHECK ABOVE **5,000FT** EXTREME CARE MUST BE USED WHEN MAKING THE FOLLOWING CHECKS. THE APPLICATION OF INCORRECT PRESSURES OR RAPID PRESSURE CHANGES CAN DAMAGE AIRCRAFT FLIGHT INSTRUMENTS CONNECTED TO THE PITOT STATIC SYSTEMS.

TABLE 1

Test Attitude	Captains Altimeter Reading Normal	STBY		Transponder -1 Reading ± 125 ft
500 ft			± 20	
1000 ft			± 20	
2000 ft			± 30	
4000 ft			± 35	
6000 ft			± 40	
8000 ft			± 60	
10000 ft			± 80	
15000 ft			± 105	
20000 ft			± 130	
25000 ft			± 155	
30000 ft			± 180	
35000 ft			± 205	
40000 ft			±230	

C. First officers altimeter, transponder -2 selected. Verify that the indicator and transponder match the air data tester to within plus/minus 50 ft. Refer to IS&S supplement manuals for normal and stby modes. Record values in Table 2 .

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TABLE 2

Test Attitude	FO's Altimeter Reading Normal	STBY		Transponder -2 Reading ± 125 ft
500 ft			± 20	
1000 ft			± 20	
2000 ft			± 30	
4000 ft			± 35	
6000 ft			± 40	
8000 ft			± 60	
10000 ft			± 80	
15000 ft			± 105	
20000 ft			± 130	
25000 ft			± 155	
30000 ft			± 180	
35000 ft			± 205	
40000 ft			±230	

4. **ALTIMETER/TRANSPONDER TEST Non IS&S equipped A/C**

A. Connect pitot static tester to the pitot system and static system associated with components being tested. Refer to applicable m/m for test procedures for transponder altitude reporting and altimeter maintenance practices.

M

Note: Allow transponders 5 min warm up time before proceeding.

Note: Label N/A in blocks not effective for aircraft in table 3 & 4.

B. Record values for Captains correlation test in tables 3 .

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TABLE 3

Test Attitude	Captain's Altimeter Reading		Transponder -1 ± 125 ft	Transponder -2 ± 125 ft
500 ft		± 20		
1000 ft		± 20		
2000 ft		± 30		
4000 ft		± 35		
6000 ft		± 40		
8000 ft		± 60		
10000 ft		± 80		
15000 ft		± 105		
20000 ft		± 130		
25000 ft		± 15[illegible]		
30000 ft		[illegible]80		
35000 ft		± 205		
40000 ft		±230		

C. Record values for FO's correlation test in Table 4 .

M
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TABLE 4

Test Attitude	FO's Altimeter Reading		Transponder -1 ± 125 ft	Transponder -2 ± 125 ft
500 ft		± 20		
1000 ft		± 20		
2000 ft		± 30		
4000 ft		± 35		
6000 ft		± 40		
8000 ft		± 60		
10000 ft		± 80		
15000 ft		± 105		
20000 ft		± 130		
25000 ft		± 155		
30000 ft		± 180		
35000 ft		± 205		
40000 ft		±230		

D. Record values for STBY Altimeter (if equipped) correlation Test in Table 5.

M
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TABLE 5

Test Attitude	STBY Altimeter Reading		Transponder -1 ± 125 ft	Transponder -2 ± 125 ft
500 ft		± 20		
1000 ft		± 20		
2000 ft		± 30		
4000 ft		± 35		
6000 ft		± 40		
8000 ft		± 60		
10000 ft		± 80		
15000 ft		± 105		
20000 ft		± 130		
25000 ft		± 15[illegible]		
30000 ft		±180		
35000 ft		±205		
40000 ft		±230		

Note: Any system found to be out of tolerance must be repaired and retested.

D. Return Pitot Static tester to sea level and vent all systems to ground

M

5. **Close up**

A. Turn transponders off

M

B. Disconnect pitot - static tester

M

C. Remove tape installed for test from pitot tubes and static ports.

M
I

D. Open circuit breakers closed for power up.

M

6. Complete the "Work Accomplished" section on page 1 of this EO and make a log book entry indicating compliance with this EO. Attach EO to log page to be sent to records.

M
I

Log page Number_____

NOTE: Any questions regarding this EO contact EWA Engineering department.

2.13.02

RECEIVED
FEB 19 2001
KENT T. SCOTT

CC: Jerry Tumiarci
Brad Dall
Jim Owens

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

February 13, 2001

FILE NUMBER: 2001GL050034

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

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc.(EWA) Certificate (RRXA). During the RASIP it was contended that EWA had not organized to separate the required inspection functions from other maintenance functions. Emery Policy and Procedures Manual states that every effort should be made to avoid a required Inspection Item (RII) inspector from being involved in the work or supervision of an RII item.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

A N

2.13.02 RRXA does not have adequate separation between maintenance and inspection. The RRXA MPPM states that every effort should be made to avoid a Quality Control (QC) inspector, RII inspector or Designated QC Inspector being involved in the work or supervision of an RII. RRXA does not have sufficient inspectors; of the 63 RII authorized inspectors at DAY; six (6) are in the QC/QA departments and four (4) of these are directors or managers. This is contrary to 14CFR 121.365(c).

RRXA RESPONSE: *EWA meets the FAR requirements of 121.365(c) providing a separation of maintenance and inspection by the use of delegated Inspection (RII) authority (MPP, Chapter 4,page 121). EWA currently employees 465 mechanics to which 128 are designated RII personnel. This number only represents 27% of the mechanics, as qualified, authorized designated RII personnel. EWA's MOO procedures administer and control the required separation of the maintenance and inspection functions.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Owens
Jerry Lusiano
Bob Dall

January 23, 2001
2.13.02

FILE NUMBER: 2001GL050034

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) does not have adequate separation between maintenance and inspection. The RRXA Maintenance Policy & Procedures Manual states that every effort should be made to avoid a Quality Control (QC) inspector, RII inspector or Designated QC Inspector being involved in the work or supervision on an RII. RRXA does not have sufficient inspectors; of the 63 RII authorized inspectors at Dayton; six (6) are in the QC/QA departments and four (4) of these are directors or managers. This is contrary to 14CFR 121.365 (c).

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

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

Thank you for your attention to this matter.

Sincerely,

Harold R. Camden
Principal Maintenance Inspector

121.365 Maintenance, preventive maintenance, and alteration organization.

(a) Each certificate holder that performs any of its maintenance (other than required inspections), preventive maintenance, or alterations, and each person with whom it arranges for the performance of that work must have an organization adequate to perform the work.

(b) Each certificate holder that performs any inspections required by its manual in accordance with § 121.369(b)(2) or (3) (in this subpart referred to as "required inspections") and each person with whom it arranges for the performance of that work must have an organization adequate to perform that work.

(c) Each person performing required inspections in addition to other maintenance, preventive maintenance, or alterations, shall organize the performance of those functions so as to separate the required inspection functions from the other maintenance, preventive maintenance, and alteration functions. The separation shall be below the level of administrative control at which overall responsibility for the required inspection functions and other maintenance, preventive maintenance, and alteration functions are exercised.

2.13.02

MP+P 3-20-?

FINDING: 2.14.01 Maintenance Control uses a different report than the one used by Reliability for monitoring pilot write-ups and it does not capture aircraft subsystems that exhibit three (3) or more repeat write-ups in the previous 24 hours. This is contrary to RRXA MPPM, Chapter 4, Page 1 0, Item 6.a.

RRXA RESPONSE *The report that Maintenance Control uses to identify 3 in 10 write ups is generated from the MERIT daily report. Maintenance Control now utilizes both the daily report and the program that reliability uses (EWAREL2) to identify repeat items The program is 3 in 10 days not 3 in 24 hours as stated in the alleged finding. The EWA program has now been changed to 3 in 30 days see attached manual revision request.*

RRXA CONCLUSION: *No finding.*

[redacted]
Jim Owens
EWA Director-Quality Assurance
21 February 2001

O/C

3. Repeat Pilot Report Control System

a. General

The Repeat Pilot Report Control System is administered to provide an effective means of monitoring and controlling repeated and chronic problems reported with specific aircraft sub-systems. The objective of the system is to provide absolute control of redundant or repeated maintenance actions. The system proves as a valuable tool in facilitating troubleshooting complex systems and significantly minimizing occurrences of unnecessary of redundant component removals. This program is part of the EWA Reliability Program Document No. EWA-51990.

b. Definitions

1) Repeat Write-Up - a write-up is defined when a discrepancy is reported on an aircraft with a specific ATA sub-system three (3) times or more within a consecutive thirty (30) day period.

2) Chronic - a system is defined when a repeated condition recurs on an aircraft with a specific ATA sub-system within a consecutive ninety (90) day period.

c. Responsibility

1) The Directors of Maintenance, Engineering, and Quality Assurance are responsible for ensuring that continual monitoring of pilot reports is maintained to effectively control repeated and chronic write-ups.

2) It is the joint responsibility of the Flight Crew, Maintenance, Engineering, and Quality Assurance personnel to ensure adequate and accurate information is communicated to effectively identify and control repeated write-ups.

d. Pilot Reports

1) Flight crew personnel record observed aircraft system and component malfunctions or discrepancies in the Aircraft Maintenance Log Book.

2) All entries should be legible, concise, and sufficient in detail to fully describe the observed malfunction or discrepancy to facilitate system troubleshooting and fault isolation.

e. Pilot Report Data Processing

1) Reliability and/or Aircraft Records processes pilot report data from the aircraft maintenance log sheets into the computer database system on a daily basis. All entries are assigned specific sub-system ATA codes by Reliability.

2) The computer database maintains a historical file of pilot reports categorized by primary system and sub-system ATA codes.

3) Maintenance Control and Reliability generate Repeat Pilot Reports summaries regularly to enable prompt identification of specific aircraft sub-systems that exhibit repeated write-ups which may require remedial action(s).

f. Maintenance Control

1) Maintenance Control monitors the pilot report database daily to promptly identify specific aircraft sub-systems that exhibit three (3) or more repeated write-ups within a consecutive thirty (30) day period.

2) Write-ups are monitored and evaluated to determine appropriate troubleshooting steps and/or other maintenance action(s) as required.

3) When repeated write-ups are identified, Work Requests may be released to the field to direct specific troubleshooting or other maintenance action(s) to correct the repeated discrepancies as warranted.

4) When action notices are received leaving the specified action(s) to the field. As all specified actions are completed, Maintenance Control closes out the original Reliability Action Notice and returns it to the Manager of Reliability within ten (10) days after the release date.

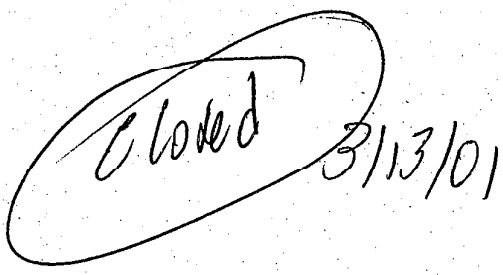
5) In the event that an aircraft continues to exhibit repeated or chronic problems with a system or systems after unsuccessful attenpts have been made to correct the problems, the Director of Maintenance, Engineering or Quality Control determines the necessity of removing the aircraft from service until causes of the specific problems are successfully isolated and completely rectified.

2.14.02 RRXA quarterly self-audits of the Dayton materials departments are not conducted. This is contrary to 14CFR 121.373.

RRXA RESPONSE: *Quarterly Self-audits have always been accomplished using the MEO63 report. However, there were no instructions to send the report to QA or QC. Instructions have now been implemented to send the completed report to QA and QC.*

RRXA CONCLUSION: *No finding.*

Jim Owens
EWA Director-Quality Assurance
21 February 2001



.373 Continuing analysis and surveillance.

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

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

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

2.14.02

2.14.03 RRXA 24-month hub/fine station audit follow-up procedure is not being followed for Dayton stores. This is contrary to RRXA MPPM, Chapter 4.

RRXA RESPONSE: *EWA Quality Assurance performed an internal audit of the Dayton Hub/Line Station in September and August of 2000. After the audit, Quality Assurance was in constant contact the Directors and Managers who were responsible for correcting noted deficiencies. However, no records were maintained concerning the follow-up discussions. Since the audit, Quality Assurance has performed two follow-up audits and all findings were corrected. In the future follow-up procedures as shown in the MPPM will be complied with.*

RRXA CONCLUSION: *Finding was valid.*

Jim Owens
EWA Director-Quality Assurance
23 February 2001

closed 3/13/01

EMERY
WORLDWIDE AIRLINES
A CNF COMPANY

MEMORANDUM

TO: Jim Owen

FROM: Ronald E. Moody, Manager Quality Assurance

SUBJECT: FAA RASIP Finding

DATE: February 23, 2001

2.14.03

Emery Worldwide Airlines's Quality Assurance performed an internal audit of the Dayton Hub/Line Station the month of August and September, 2000. After performing the audit, Quality Assurance was in constant contact with Managers and Directors verbally, and by phone follow-up to resolve all of the open audit findings that were not answered in the allotted time given by the auditors. Since the audit, Quality Assurance has been performing a full follow-up audit on the previous audit performed. Quality Assurance in the future will be focusing more on the follow-up procedures listed in the Maintenance Policy and Procedures Manual, Chapter 4, Pager 27, Item H.

REM/bl

cc. Jerry Dimarco
Dick Owens
Bob Dall

2.14.04

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

February 12, 2001

FILE NUMBER: 2001GL050035

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

Dear Mr. Scott:

On January 24, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). This alleged violation was, Emery Worldwide Airlines Inc. Certificate (RRXA) Maintenance Policy and Procedures Manual (MPPM) Chapter 4, Section F.3 defers to Coordinating Agency for Supplier Evaluation (CASE) for intervals of audits. CASE performs audits, they do not establish intervals.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

Leslie Korody
Principal Avionics Inspector

A N

2.14.04 RRXA MPPM, Chapter 4, Section F.3 defers -to CASE for intervals of audits. CASE performs audits, they do not establish intervals. This is contrary to 14CFR121.373 and the 24 months that's been established by RRXA in their MPPM.

RRXA RESPONSE: *MPP, Chapter 4, page 26 provides a 24 calendar month audit interval for Vendor/ Contract agencies. Page 39, of the same chapter, item E "C.A.S.E. Vendor Performance Monitoring (FAR 121.373), provides an FAA acceptable means of vendor surveillance and analysis compliance per 121.373(a). The audit intervals are controlled by the Air Carrier Section of the C.A.S.E. Policy and Procedures Manual.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

Federal Aviation Administration

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

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Ameiss
Jerry Timarco
Beth Dall

January 24, 2001
2.14.04

FILE NUMBER: 2001GL050035

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) Maintenance Policy and Procedures Manual (MPPM) Chapter 4, Section F.3 defers to Coordinating Agency for Supplier Evaluation (CASE) for intervals of audits. CASE performs audits, they do not establish intervals. This is contrary to the 24 months that's been established by RRXA in their MPPM.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

§ 121.373 Continuing analysis and surveillance.

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

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

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

[Doc. No. 6258, 29 FR 19210, Dec. 31, 1964, as amended by Amdt. 121-207, 54 FR 39293, Sept. 25, 1989; Amdt. 121-253, 61 FR 2611, Jan. 26, 1996]

2.14.04

FINDING: 2.15.01 The Director of Quality Control and the Director of Engineering were not aware of their responsibility for reporting MRR's to the FAA. This is contrary to their MPPM.

RRXA RESPONSE: *These Directors have reviewed their responsibilities for ensuring that MRR's are reported as required by the EWA MPPM and FAR 121.703 and are meeting their responsibilities.*

The Manager of Reliability, who reports to the Director of Engineering, is responsible for determining that each report is received and for submitting it to the FAA. This is being accomplished.

The Director of Quality Control is responsible for ensuring that the reports are audited to reflect accurate and sufficient information. He has reviewed his responsibilities and believes this is being accomplished.

As an improvement to the procedure, the Manager of Reliability now forwards all MRR's submitted to both the Directors of Quality Control and Engineering at the time of submission for review and use.

RRXA CONCLUSION: *No finding*

Closed 3/13/01

D

RASIP Finding Item 2.15.01

February 9, 2001

"The Director of Quality Control and the Director of Engineering were not aware of their responsibility for reporting MRR's to the FAA. This is contrary to their MPPM."

These Directors have reviewed their responsibilities for ensuring that MRRs are reported as required by the Emery MPPM and FAR 121.703 and believe they are meeting those responsibilities.

The Manager of Reliability, who reports to the Director of Engineering, is responsible for determining that each report is ~~required~~ and for submitting it to the FAA. This is being accomplished. Received

The Director of Quality Control is responsible for ensuring reports are audited to reflect accurate and sufficient information is being submitted. He has reviewed his responsibilities and believes this is being accomplished.

As an improved procedure, the Manager of Reliability now forwards all MRRs submitted to both the Directors of Quality Control and Engineering at the time of submission for their department's review and use.

A H

FINDING: 2.16.01 RRXA does not maintain a list of major alterations to each airframe, engine and appliance. This is contrary to 14CFR 121.380(a)(2)(vii).

RRXA RESPONSE: *121.380(a)(1)(vii) requires "A list of current major alterations to each airframe, engine, propeller and appliance", however not a list of major repairs.*

121.707 requires EWA to prepare a report of each major alteration and submit to the FSDO FAA Principal and keep a copy of each report of a major repair available for inspection by the FSDO FAA Principal.

EWA maintains a record of all major repairs to which ni lists are required by the FARS's. A list of all major alterations was maintained, however, not complete. This review was underway during the RASIP and is complete.

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

RECEIVED
JAN 25 2001
KENT T. SCOTT

cc: Jim Aumas
Jerry Tumasco
Bob Dall

January 24, 2001
2.16.01 ✓

FILE NUMBER: 2001GL050036

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) does not maintain a list of major alterations to each airframe, engine and appliance.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

cc: Jerry Tumarco
Bob Dale
[redacted]

2/16/01

U. S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
FEB 21 2001
KENT T. SCOTT

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

February 14, 2001

FILE NUMBER: 2001GL050037

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

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). The alleged violation was, RRXA Maintenance Authorization (MA)/Engineering Order's (EO) are being classified as minor alterations, when the alteration is actually a major alteration. The lack of proper classification impacts the recording requirements of 14CFR 121.380(a)(2)(vii), which requires the certificate holder to maintain a listing of current major alterations to each airframe, engine and/or appliance.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted]

Leslie Korody
Principal Avionics Inspector

A N

2.16.2 RRXA MA/EO's are being classified as minor alterations, when the alteration is actually a major alteration. The lack of proper classification impacts the recording requirements of l4CFR 121.380(a)(2)(vii), which requires the certificate holder to maintain a listing of current major alterations to each airframe, engine and/or appliance.

RRXA RESPONSE: This alleged finding does not address any specific MA/EO which makes it difficult to respond. However, it is believed that this is in regards to the Livestock Restraint Installation STC SA1602SO. This is installed as a unit load device, and is not a major alteration or design change (FAR21.113) to the aircraft.

RRXA CONCLUSION: No finding.

U. S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
JAN 25 2001
KENT T. SCOTT

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

cc: Jim Owens
Jerry Tumieco
Bob Dall

January 24, 2001
2.16.01 V

FILE NUMBER: 2001GL050037

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) Maintenance Authorization (MA)/Engineering Order's (EO) are being classified as minor alterations, when the alteration is actually a major alteration. The lack of proper classification impacts the recording requirements of 14CFR 121.380(a)(2)(vii), which requires the certificate holder to maintain a listing of current major alterations to each airframe, engine and/or appliance.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
Re

Harold R. Camden
Principal Maintenance Inspector

FAA 8/01/01

FINDING: 2.17.01 The monthly spot check on fueling equipment required by RRXA MPPM, Chapter 4, Page 85 is not done IAW with the manual. The MPPM requires this check to be done by the 15t' of the month. The check for September was completed on 09/21/00. The check for October had not been accomplished.

RRXA RESPONSE: *This issue was not discussed in the out briefing or in the Preliminary Rasip Finding Report. However, documentation provided by the FAA does confirm that the Finding was correct.*

Timeliness of these audits was emphasized with all concerned and the December, 2000 Audit was completed on the 5th and January, 2001 was accomplished on the 8th.

RRXA CONCLUSION: *Finding.*

Jim Owens
Director-Quality Assurance
7/26/01

FINDING: 2.17.01 The monthly spot check on fueling equipment required by RRXA MPPM, Chapter 4, Page 85 is not done IAW with the manual. The MPPM requires this check to be done by the 15t' of the month. The check for September was completed on 09/21/00. The check for October had not been accomplished.

RRXA RESPONSE: *This issue was not discussed in the out briefing or in the Preliminary Rasip Finding report. Per policy the previous months Fueling Equipment Inspection Checklist form MEO57 is discarded when the next inspection is accomplished. Since we had no advance knowledge of this finding we are unable to verify the accurracy of the finding. However, the December inspection was done on the 5th and January, 2001 was accomplished on the 8th.*

A manual change request has been submitted to emphasize the audit finding process and change reference to Quality Control to Quality Assurance. (Copy attached).

RRXA CONCLUSION: No finding.

Jim Owens
Director-Quality Assurance
2/09/01

B N

FINDING: 2.17.01 The monthly spot check on fueling equipment required by RRXA MPPM, Chapter 4, Page 85 is not done IAW with the manual. The MPPM requires this check to be done by the 15t' of the month. The check for September was completed on 09/21/00. The check for October had not been accomplished.

RRXA RESPONSE: *This issue was not discussed in the out briefing or in the Preliminary Rasip Finding report. Per policy the previous months Fueling Equipment Inspection Checklist form MEO57 is discarded when the next inspection is accomplished. Since we had no advance knowledge of this finding we are unable to verify the accurracy of the finding. However, the December inspection was done on the 5th and January, 2001 was accomplished on the 8th.*

RRXA CONCLUSION: No finding.

QC change TO QA —

Check for 2.17.01

FUELING EQUIPMENT INSPECTION CHECKLIST -- FORM ME057

EMERY WORLDWIDE AIRLINES
FUELING EQUIPMENT INSPECTION CHECKLIST

Fueler Jim Fuller Driver Jim Fuller

Address KDAY Date 12-5-00

Phone No. [redacted]

Station/Systems _____

A. Equipment: (Trucks, Carts, Pits)

B. Check and Record (S - Satisfactory, U - Unsatisfactory)

Identification Number	0025	0024	9007	B002-1	8628-11
1. Sumps	S	S	S	S	S
2. Ground Wire Condition	S	S	S	S	S
3. Check and Record Filter/Dates	8-1-00	5-2-00	12-28-99	4-28-00	10-10-00
4. Fire Extinguisher	S	S	S	S	S
5. Dust Caps	S	S	S	S	S
6. Meter Calibration (Date)	9-11-00	9-11-00	1-28-00	1-28-00	1-28-00
7. Delivery Pressure (50 psi max)	40	40	40	40	40
8. Check and Record Diff. Press. (15 psi max)	3.0	3.0	2.0	3.0	2.5
9. Hose, Swivel, Nozzle Condition	S	S	S	S	S
10. Markings (type fuel/no smoking)	S	S	S	S	S
11. Muffler/Flame Arrestor	S	S	S	S	S
12. General Appearance and Condition	S	S	S	S	S

Remarks _____

[redacted] [redacted] 12-5-00

Checked by Reviewed by Date

ME057 (R3 07/09/97)

FUELING EQUIPMENT INSPECTION CHECKLIST -- FORM ME057

EMERY WORLDWIDE AIRLINES
FUELING EQUIPMENT INSPECTION CHECKLIST

Fueler [redacted] Driver _____

Address KDAY Date 1-8-01

_____ Phone No. _____

Station/Systems _____

A. Equipment: (Trucks), Carts, Pits)

B. Check and Record (S - Satisfactory, U - Unsatisfactory)

Identification Number	0025	0024	9007	B002-1	868-11
1. Sumps	S	S	S	S	S
2. Ground Wire Condition	S	S	S	S	S
3. Check and Record Filter/Dates	8-1-00	5-2-00	12-28-00	4-28-00	10-10-00
4. Fire Extinguisher	S	S	S	S	S
5. Dust Caps	S	S	S	S	S
6. Meter Calibration (Date)	9-11-00	9-11-00	1-28-00	1-28-00	1-28-00
7. Delivery Pressure (50 psi max)	40	40	40	40	40
8. Check and Record Diff. Press. (15 psi max)	3.0	3.0	2.0	3.0	3.0
9. Hose, Swivel, Nozzle Condition	S	S	S	S	S
10. Markings (type fuel/no smoking)	S	S	S	S	S
11. Muffler/Flame Arrestor	S	S	S	S	S
12. General Appearance and Condition	S	S	S	S	S

Remarks _____

[redacted] [redacted] 01-08-01

Checked by Reviewed by Date

ME057 (R3 07/09/92)

FINDING: 2.17.01 The monthly spot check on fueling equipment required by RRXA MPPM, Chapter 4, Page 85 is not done IAW with the manual. The MPPM requires this check to be done by the 15t' of the month. The check for September was completed on 09/21/00. The check for October had not been accomplished.

RRXA RESPONSE: *This issue was not discussed in the out briefing or in the Preliminary Rasip Finding report. Per policy the previous months Fueling Equipment Inspection Checklist form MEO57 is discarded when the next inspection is accomplished. Since we had no advance knowledge of this finding we are unable to verify the accurracy of the finding. However, the December inspection was done on the 5th and January, 2001 was accomplished on the 8th.*

A manual change request has been submitted to emphasize the audit finding process and change reference to Quality Control to Quality Assurance. (Copy attached).

RRXA CONCLUSION: No finding.

[redacted]
John Owens
Director-Quality Assurance
2/09/01

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

_____ ERROR _X_ SUGGESTION FOR CHANGE (check appropriate space) No. _____

MANUAL/PUBLICATION TITLE Maintenance Policy and Procedures Manual DATE 03-14-01

CHAPTER/SECTION/PAGE REFERENCE Ch. 4 Pag. 85 PARAGRAPH 3.(9.)

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
It has been noted during an FAA Audit that the procedures regarding
The Q.C. Review of the ME057 Form should contain An Action Requirement
by the Q.C. Inspector Reviewing this form. I request that the MP&P
chnge for PARAGRAPH or item 3.(9) LAST sentence to be changed to state
"The Q.A. Inspector Reviewing the ~~ME057~~ ME057 issue an Audit finding
Report to the Vendor, for any items or blocks that are not satisfactory
completed Regardless of the information contained in the station file.

Name Richard Parsons Signature [redacted]

Station Location KOAK Phone [redacted]

Supervisor Approval _____

Director Maint. Approval _____ Director QC Approval _____

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

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

3. Fueling Equipment Inspection Reports

a. EWA Fueling Equipment Inspection Checklist Form MEO57 will be used as a guide for the inspection of fueling equipment and vehicles. The EWA Line Supervisor or his designee performing the inspection shall enter, in the respective blanks, the date of the last filter change, contamination check, and fuel sample. Any discrepancies, remarks, and recommendations are also to be entered on this form. The completed form will be forwarded to Quality ~~Control~~ Assurance for review to determine if any follow-up action is required.

b. EWA Jet Fuel Vendor Checklist (Form MEO64) will be used as a guide by the Quality Control Auditor or representative to perform a full audit on the fuel vendors. Any discrepancies, remarks, and recommendations will be documented. A copy of the completed form will be forwarded to the Manager of Quality ~~Control~~ Assurance for review to determine if any follow-up action is required.

c. Frequency of Inspection: The EWA Line Station Supervisor or his designee at each EWA class I or II Line Station will perform a monthly spot check on fueling equipment prior to the 15th of the month. Additionally, a Quality ~~Control Auditor or~~ Assurance Representative will perform a full audit at each station each twenty-four (24) calendar months or at the discretion of the Director of Quality ~~Control~~ Assurance. Quality ~~Control~~ Assurance in Dayton will keep the completed inspection forms on file.

d. Form MEO57 that is completed by the EWA Line Station Supervisor or his designee will be forwarded to Quality ~~Control~~ Assurance. This form will be retained on file for 30 days and then discarded.

e. Form MEO64 that is completed by Quality ~~Control Auditors~~ Assurance Representatives or Representative will be retained on file at Quality ~~Control~~ Assurance in Dayton until repeated.

4. Fueling Equipment Inspection Checklist Guide Completion Instructions (MEO 57).

a. Complete the entire heading of the fueling spot checked.

b. Equipment (Circle: Trucks, Carts, Pits, as applicable). Enter identification number of equipment inspected.

2.17.01

EMERY WORLDWIDE AIRLINES
FUELING EQUIPMENT INSPECTION CHECKLIST

Fueler Emery worldwide

Address Vandalia, OH 45377

Station/Systems KDAY

Driver

Date 9-21-00

Phone No.

A. Equipment: (Trucks), Carts, Pits)

B. Check and Record (S - Satisfactory, U - Unsatisfactory)

Identification Number	Boss Jet 12	7	9	15	
1. Sumps	S	S	S	S	
2. Ground Wire Condition	S	S	S	S	
3. Check and Record Filter/Dates	4-28-00	9-14-99	9-11-99	8-1-00	
4. Fire Extinguisher	S	S	S	S	
5. Dust Caps	S	S not attached	S	S	
6. Meter Calibration (Date)	unreadable	unreadable	unreadable U	9-11-2000	
7. Delivery Pressure (50 psi max)	30	30	~~40~~	45	
8. Check and Record Diff. Press. (15 psi max)	2.5	2.5	2.5	2.5	
9. Hose, Swivel, Nozzle Condition	S	S	S	S	
10. Markings (type fuel/no smoking)	S	S	S	S	
11. Muffler/Flame Arrestor	S	S	S	S	
12. General Appearance and Condition	S	S	S	S	

Remarks TRUCK 7 Fwd Fire Ext. water in gage

[redacted] 30287

Checked by

Q.C. 3 RRXA

Reviewed by

Date

2/7/01

EMERY WORLDWIDE AIRLINES
FUELING EQUIPMENT INSPECTION CHECKLIST

Fueler Emery worldwide

Driver _____

Address _____

Date 9-21-00

Vandalia, OH 45377

Phone No. _____

Station/Systems IKDAY

A. Equipment: (Trucks, Carts, Pits)

B. Check and Record (S - Satisfactory, U - Unsatisfactory)

Identification Number	Boss 1 Jet 12	7	9	15	
1. Sumps	S	S	S	S	
2. Ground Wire Condition	S	S	S	S	
3. Check and Record Filter/Dates	4-28-00	9-14-99	9-11-99	8-7-00	
4. Fire Extinguisher	S	S	S	S	
5. Dust Caps	S	S not attached	S	S	
6. Meter Calibration (Date)	unreadable	unreadable	unreadable U	9-11-2000	
7. Delivery Pressure (50 psi max)	30	30	~~30~~	45	
8. Check and Record Diff. Press. (15 psi max)	2.5	2.5	2.5	2.5	
9. Hose, Swivel, Nozzle Condition	S	S	S	S	
10. Markings (type fuel/no smoking)	S	S	S	S	
11. Muffler/Flame Arrestor	S	S	S	S	
12. General Appearance and Condition	S	S	S	S	

Remarks TRUCK 7 Fwd Fire Ex. water in gage

[redacted] 30287

Checked by

Q.C. 3 RRKA

Reviewed by

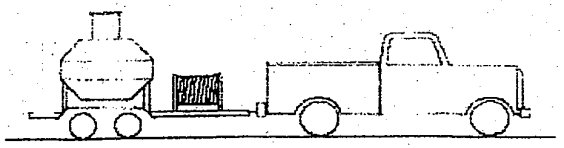
Date

MEO57 (R3 07/09/92)

CUSTOMER:
Emery Worldwide
One Emery Plaza/Dayton International Airport
Vandalia, Ohio 45377

BOB'S METER TESTING

DIV. OF PETROLEUM EQUIPMENT SERVICE, INC.
1776 MORGAN ROSS RD. * HAMILTON, OHIO 45013
PHONE: (513) 738-3940 * FAX: (513) 738-3940



CALIBRATION RECORD

ATTN: Mr. Jim Davis

DATE 9-11-2000

METER #	TYPE	SERIAL NUMBER	MAKE & MODEL	PRODUCT	TANK #	LAST CAL	RESULT	ADJ. TO	GPM
1	Truck 868-10	8412-27295-1-1A	Brodie B-80 CAL	Jet-A	Refueler	1-28-2000	1.33	-0.20	NT.
2	Truck Boss-1	None	L.C. M-30	Jet-A	Refueler	1-28-2000	2.28	-0.16	NT.
3	Truck 868-307	BM-96658	Smith AFS-6R-NF	Jet-A	Refueler	1-28-2000	0.05	0.05	NT.
4	Truck 868-306	128065	L.C. M-60	Jet-A	Refueler	1-28-2000	0.65	-0.16	NT.
5	Truck868-9007	None	Brodie B-82	Jet-A	Refueler	1-28-2000	1.16	-0.06	NT.
6	Truck 868-9	8412-27295-1-2A	Brodie B-80 CAL	Jet-A	Refueler	1-28-2000	1.38	-0.04	NT.
7	Truck 868-1	119785	L.C. M-60	Jet-A	Refueler	1-28-2000	-2.50	-0.16	NT.
8	Truck 868-2	123281	L.C. M-60	Jet-A	Refueler	1-28-2000	0.86	-0.16	NT.
9	Truck 868-11	8702-10922-1-1A	Brodie B-80 CAL	Jet-A	Refueler	2-11-2000	2.07	-0.16	NT.
10	Truck #14	9910-U001057-1-1A	Brodie B80CAL	Jet-A	Refueler	New	2.21	-0.06	413
12	Truck #15	0001-U001-418-1-1A	Brodie B80CAL	Jet-A	Refueler	New	-1.26	-0.01	460
14	Fuel Farm #1	AH 134890	Smith F4-S1	Jet-A		Unknown	-7	0	326
15	Fuel Farm #2	AH 90475	Smith F4-S1	Jet-A		Unknown	-44	0	334

Note: Meters were checked with a prover calibrated and sealed by N.I.S.T. Frankfort, KY. August 2000.
Note: "Results" and Adjusted To" columns are shown in gallons per 1000 gallons unless indicated otherwise.
NT=NOT TESTED

Certified Technician: Robert M. Etsc

Moody, Ronald E

From: Parsons, Richard A
Sent: Wednesday, March 14, 2001 1:43 PM
To: Moody, Ronald E; Owens, James H
Cc: Porter, Andrew C
Subject: MEO57 Monthly fueling equipment inspection

Regarding the question of why I did not write an audit finding for the blocks that were marked unreadable. I do not recall if I did or did not issue an audit finding report for the MEO57 form at the DAY station. A closer review indicated that 3 of the 4 trucks looked at had the same blocks completed in the same way. After a review of the previous quality control audit and knowing the history of the DAY fueler this did not indicate a problem with the fueling equipment. To the best of my recolection the previous MEO57 did not indicate a problem either. It is my understanding that the MEO57 is a tool that is to be used by the QC department as a means to monitoring the EWA fuel vendors. IAW the EWA MP&P chapter 4 page 85, item 3 (a) this form is to be **"reviewed to determine if any follow-up action is required"**. With the history of the DAY fuel vendor, (as reviewed in the file) and the recently completed Quality Control audit. This isolated incident did not require any further action at that time. The Quality Control audit was complied with in August of that year with no findings issued for this problem. I assisted with this audit and found no deficenties in this area at that time. To the best of my recollection the previous form did not indicate a problem. This situation was monitored for recurrence and none was noted.

EMERY WORLDWIDE AIRLINES

Request for Manual/Publication Revision

No. _____

_____ ERROR X SUGGESTION FOR CHANGE (check appropriate space) DATE 3-15-01

MANUAL/PUBLICATION TITLE Maintenance Policy and Procedures Manual

CHAPTER/SECTION/PAGE REFERENCE Chapter 4, Page 85 PARAGRAPH 3 (a), (b), (c), (d), (e).

DESCRIPTION OF ERROR OR SUGGESTED CHANGE
Paragraph 3(a)- Change the last sentence to
read. "The completed form will be forwarded to Quality Assurance for review. An audit finding report (MEO57)
will be issued to the fuel vendor for any discrepancies noted .
Paragraph 3 (b)
Change two references to Quality Control to Quality Assurance. First reference is in the first paragraph.
The second reference is in the third paragraph.
Paragraph 3 (c)
Change three references to Quality Control to Quality Assurance. First two references are in the second para.
The third reference is in the third paragraph.
Paragraph 3 (d)
Change the reference to Quality Control to Quality Assurance. First sentence. Also change Retention time of MEO 57 FROM 30 day to 60 days
Paragraph 3(e) Change ref. Of Quality Control to Quality Assurance. Also change retention time from 30 to 60 days 58016

Name Richard Parsons Signature [redacted]

Station Location KDAY- Quality Assurance Phone [redacted]

[redacted] 58016
Manager Approval

_____
Director of Engineering Approval

_____
Director Maint. Approval

_____
Director of Quality Control Approval

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

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

ME051 (Rev. 3 10/15/99)

3. Fueling Equipment Inspection Reports

a. EWA Fueling Equipment Inspection Checklist Form MEO57 will be used as a guide for the inspection of fueling equipment and vehicles. The EWA Line Supervisor or his designee performing the inspection shall enter, in the respective blanks, the date of the last filter change, contamination check, and fuel sample. Any discrepancies, remarks, and recommendations are also to be entered on this form. The completed form will be forwarded to Quality ~~Control~~ Assurance for review to determine if any follow-up action is required.

b. EWA Jet Fuel Vendor Checklist (Form MEO64) will be used as a guide by the Quality ~~Control~~ Assurance Auditor or representative to perform a full audit on the fuel vendors. Any discrepancies, remarks, and recommendations will be documented. A copy of the completed form will be forwarded to ~~the Manager of~~ Quality ~~Control~~ Assurance for review to determine if any follow-up action is required.

c. Frequency of Inspection: The EWA Line Station Supervisor or his designee at each EWA class I or II Line Station will perform a monthly spot check on fueling equipment prior to the 15th of the month. Additionally, a Quality ~~Control~~ Assurance Auditor or Representative will perform a full audit at each station ~~each twenty-four (24) calendar months~~ or at the discretion of the Director of Quality ~~Control~~ Assurance. Quality ~~Control~~ Assurance in Dayton will keep the completed inspection forms on file.

d. Form MEO57 that is completed by the EWA Line Station Supervisor or his designee will be forwarded to Quality Control. This form will be retained on file for ~~30~~ 90 days and then discarded.

e. Form MEO64 that is completed by Quality ~~Control~~ Assurance Auditors or Representative will be retained on file at Quality ~~Control~~ Assurance in Dayton until repeated.

4. Fueling Equipment Inspection Checklist Guide Completion Instructions (MEO 57).

a. Complete the entire heading of the fueling spot checked.

b. Equipment (Circle: Trucks, Carts, Pits, as applicable). Enter identification number of equipment inspected.

FAA 8/02

2.17.02 The inspections and filter change requirement specified in the RRXA MPPM, Chapter 4 are not accomplished at proper intervals at the Dayton facility.

RRXA RESPONSE: *This issue was not discussed in the out briefing or in the Preliminary Rasip Finding report. The Dayton facility does have an extension for filter changes per procedures which were correctly accomplished. (see attached reports)..*

RRXA CONCLUSION: No finding

[redacted]

Jim Owens
Director Quality Assurance
25 June 2001.

FAA 8/7/01

2.17.03 RRXA maintains the Dayton fuel storage farm by following an uncontrolled EWW Fuel Farm Procedures Manual. This is contrary to the RRXA MPPM and ATA Spec 103.

RRXA RESPONSE: *Emery Worldwide Airlines does not maintain the Dayton fuel storage farm. This is controlled by Emery Worldwide Ground Maintenance (the freight company. After an inspection of the Dayton Fuel Farm it has been determined that the manual in use is was controlled. A copy of the control sheet has been provided..*

RRXA CONCLUSION: No finding.

Jim Owens
Director Quality Assurance
25 June 2001

Revise Response

2.17.03 RRXA maintains the Dayton fuel storage farm by following an uncontrolled EWW Fuel Farm Procedures Manual. This is contrary to the RRXA MPPM and ATA Spec 103.

RRXA RESPONSE: *Emery Worldwide Airlines does not maintain the Dayton fuel storage farm. This is controlled by Emery Worldwide Ground Maintenance The EWW Fuel Farm Manual is controlled as evidenced by the attached revision page. This fuel farm is in compliance with ATA Speciification 103 and it is audited to the ATA standard. .* Did provide proof that manual is approved.

RRXA CONCLUSION: No finding.

[redacted]
Jim Owens
Director-Quality Assurance

Revise

EMERY WORLDWIDE AIRLINES
FUELING MANUAL

REVISION LISTING

FUELING MANUAL

ISSUE NUMBER

117

Rev.	Date	Signature	Rev.	Date	Signature
1	3/89	Previously Incorp.	18		
2	8/90	Previously Incorp.	19		
3	5/92	Previously Incorp.	20		
4	10/92	Previously Incorp.	21		
5	12/93	Previously Incorp.	22		
6	3/94	Previously Incorp.	23		
7	5/96	Complete Reissue	24		
8	8/97	Previously Incorp.	25		
9	11/98	Previously Incorp	26		
10	7/00	Complete Reissue	27		
11			28		
12			29		
13			30		
14			31		
15			32		
16			33		
17			34		

EMERY WORLDWIDE AIRLINES
JET FUEL VENDOR CHECKLIST

Vendor: Emery Worldwide Station I.D.: KDAY Date: 8-3-01

Address: One Emery Plaza Phone: [redacted]

City: Vandalia State: OH Zip: 45377

Contact: Rick Newland Auditor: Louis E Gudde

COMMENT CODES

Y = YES N = NO S = SATISFACTORY C = COMMENT
NA = NOT APPLICABLE NP = NOT PERFORMED

I. GENERAL

1. Does the vendor have Emery Worldwide Airlines Fueling Manual available, in current status and in good condition? (ATA 103, Introduction Page 1) Fuel Manual #: 117 Rev. #: 10. — Y

2. Does the vendor have a procedure for notifying the airline when new, additional, replacement, or modified equipment is placed into service? (ATA 103, 1-1 Page 1, 1-6 Page 1, 1-9 Page 1) — Y

3. Have any waivers been issued by Emery Worldwide Airlines and are they available for review? (ATA 103. 1-1 Page 1) — Y

4. Does the vendor maintain records of employee training? (ATA 103, 1-1 Page 1) — Y

5. Do personnel performing inspections and tests exhibit appropriate knowledge? (ATA 103, 1-1 Page 1) — Y

6. Does the vendor have a procedure for handling fuel removed for suspected contamination? (ATA 103, 1-1 Page 1) — Y

7. Is de-fueled product for purposes other than contamination returned to the same airline? (ATA 103, 1-1 Page 2) — Y

8. If vendor de-fuels into a hydrant system, is it in accordance with ATA 103 requirements? (ATA 103, 1-1 Page 2) — N/A

9. Does vendor have all the necessary equipment available to perform the required inspections, tests and checks? (ATA 103, Applicable Sections) — Y

10. Are all checks/tests and findings recorded on ATA 103 forms 103.01 through 103.09 or equivalent? (ATA 103 1-1 Page 1) — Y

II. FUEL ACCEPTANCE BY DEDICATED PIPELINE

1. Prior to receipt, is receiving tank designated and gauged? (ATA 103, 1-3 Page 1) — N/A
2. Prior to receipt, is the receiving tank sumped? (ATA 103, 1-3 Page 1) — N/A
3. Are pipeline company personnel contacted to verify correct destination, grade and volume of fuel? (ATA 103, 1-3 Page 1) — N/A
4. During receipt, are all tests performed and recorded as required? (ATA 103, 1-3 Page 1) — N/A
5. Are recommended settling times observed before gauging and recording tank volume? (ATA 103, 1-3 Page 1) — N/A
6. Is recommended settling time observed before dispensing fuel from the receiving tank? (ATA 103, 1-3 Page 1) — N/A

III. FUEL ACCEPTANCE BY TRANSPORT TRUCK

1. Prior to receipt, is receiving tank designated and gauged? (ATA 103, 1-4 Page 1) — N
2. Prior to receipt, is the receiving tank sumped? (ATA 103, 1-4 Page 1) — N
3. Is the Bill of Lading checked for proper grade of fuel, correct destination and quantity? (ATA 103, 1-4 Page 1) — X
4. Is the delivery truck and fuel system bonded/grounded prior to off-loading? (ATA 103, 1-4 Page 1) — Y
5. During receipt, are all tests performed and recorded as required? (ATA 103, 1-4 Page 2) — Y
6. If transport truck hose is used, is it inspected prior to off-loading? (ATA 103, 1-4 Page 2) — N

7. Are recommended settling times observed before gauging and recording tank volume? (ATA 103, 1-4 Page 2) [Y]

8. Is recommended settling times observed before dispensing fuel from the receiving tank? (ATA 103, 1-4 Page 2) [Y]

IV. FUEL STORAGE FACILITY REQUIREMENT

1. Is storage facility properly identified and color coded in accordance with API 1542? (ATA 103 1-5 Page 2; API 1542) [Y]

2. Are filter/separators equipped with all required equipment? (ATA 103, 1-5 Page 1) [Y]

3. Do filter vessel/element combinations meet current API 1581 Specifications? (ATA 103, 1-5 Page 1) [Y]

4. Is the filter change date marked on the vessel? (ATA 103, 1-5 Page 1) [Y]

5. Is fuel filtered into storage? (ATA 103, 1-5 Page 1) [Y]

6. Is fuel filtered when dispensed from storage? (ATA 103, 1-5 Page 1) [Y]

7. Is there a segregated system to prevent accidental mixing of products? (ATA 103 1-5 Page 2) [Y]

8. Are fuel emergency shutoff valves and switches clearly marked and kept free of obstructions? (ATA 103, 1-5 Page 2) [Y]

9. Does facility have a deadman control for loading refuelers? (ATA 103, 1-5 Page 2) [Y]

10. Are bottom loading nozzle screens 60 mesh or finer? (ATA 103, 1-5 Page 2) [Y]

11. Do refueler loading hoses meet API 1529 NFPA 407 standards? (ATA 103, 1-5 Page 2) [Y]

V. FUEL FACILITY CHECKS

1. Is general condition of tank yard satisfactory? (ATA 103, 1-6 Page 1) [S]

EMERY WORLDWIDE AIRLINES
JET FUEL VENDOR CHECKLIST

2.	Are there any security, fire and safety deficiencies? (ATA 103, 1-6 Page 1)	N
3.	Any fuel leaks noted? (ATA 103, 1-6 Page 1)	N/A
4.	Storage tank sumps - perform White Bucket Test of tank sumps. (ATA 103, 1-6 Page 1)	5
5.	Filter vessel sumps - perform White Bucket Test on filter vessel sumps. (ATA 103, 1-6 Page 2)	5
6.	Filter differential pressure, under normal flow conditions. (ATA 103, 1-6 Page 2)	4.0 #8 F:H
7.	Is condition of hoses, swivels and nozzles satisfactory? (ATA 103, 1-6 Page 2)	5
8.	Is condition of grounding reels, cables and clamps satisfactory? (ATA 103, 1-6 Page 2)	5
9.	Is ground cable continuity check performed monthly? (ATA 103, 1-6 Page 2)	5
10.	Is location/accessibility and serviceability of fire extinguishers satisfactory? (ATA 103, 1-6 Page 2)	5
11.	Are waste fuel tanks gauged and drained as required to prevent overflow and spillage? (ATA 103, 1-6 Page 2)	5
12.	Check downstream color membrane of filter/separators vessels. (Verified by documented records.) (ATA 103, 1-6 Page 2)	5
13.	Check downstream free water test of filter/separator vessels. (Verified by documented records.) (ATA 103, 1-6 Page 2)	5
14.	Is all fueling equipment properly identified and has required placards, instructions, signs, etc., in place. (ATA 103, 1-6 Page 2; API 1542)	5
15.	Is floating suctions satisfactory? (ATA 103, 1-6 Page 3)	5
16.	Is fuel meter seal is intact? (ATA 103, 1-6 Page 3)	N/A

17. Are line strainers installed? (Verified by documented records.) (ATA 103, 1-6 Page 3) — Y

18. Perform operational check of emergency shutdown system. (Verified by documented records) (ATA 103, 1-6 Page 3) — ?Y

19. Is water defense system checked annually? (ATA 103, 1-6 Page 3) — Y

VI. FUELING VEHICLE CHECKS

	Veh.#	Veh.#	Veh.#	Veh.#
	14			
	868-0024			
1. Check vehicle general condition? (ATA 103, 1-9 Page 1)	S			
2. Check condition of grounding reels, cables and clamps. (ATA 103, 1-9 Page 2)	C			
3. Check for location/accessibility and condition of fire extinguishers. (ATA 103, 1-9 Page 2)	S			
4. Bleed air tanks. (ATA 103, 1-9 Page 2)	S			
5. Check that filter/separator vessel is equipped with all required equipment. If full flow fuel monitor, check that spare elements are available. (ATA 103, 1-8 Page 1)	S			
6. Check that filter/vessel combination meets current API 1581 Specifications. (ATA 103, 1-8 Page 1)	S			
7. Record filter change dates from filter vessel. (ATA 103, 1-8 Page 1)	5-2-00			
8. Check vehicle signs and placards. (ATA 103, 1-8 Page 2)	S			

EMERY WORLDWIDE AIRLINES
JET FUEL VENDOR CHECKLIST

9.	Record meter calibration date and check for seal condition. (ATA 103, 1-9 Page 3)	1-22-01			
10.	Check condition and operation of lift platform. (ATA 103, 1-9 Page 3)	N/P			
11.	Check refueler tank trough. (ATA 103, 1-9 Page 2)	S			
12.	Check refueler tank interior. (ATA 103, 1-9 Page 4)	S			
13.	Check condition of tank, vents, cover latches, seals and gaskets. (ATA 103, 1-9 Page 4)	S			
14.	Check condition of nozzle screens. (Verified by documented records) (ATA 103, 1-9 Page 3)	S			
15.	Perform White Bucket Test of each tank compartment. (ATA 103, 1-9 Page 3)	S			
16.	Check condition of hoses, swivels and nozzles. (ATA 103, 1-9 Page 3)	S			
17.	Perform operational test of deadman	N/P			
18.	Check primary fueling pressure. (ATA 103, 1-9 Page 2)	45			
19.	Check that filter differential pressure is within limits under normal flow conditions. (ATA 103, 1-9 Page 1)	N/P			
20.	Perform White Bucket Test of filter sump. (ATA 103, 1-9 Page 1)	.5			
21.	Drain surge tanks. (Hydrant Trucks) (ATA 103, 1-9 Page 2)	N/P			
22.	Perform check of secondary pressure controller. (ATA 103, 1-9 Page 4)	N/P			

23. Check operation of emergency shutdown system. (ATA 103, 1-9 Page 3) — N/P

24. Perform downstream color membrane test of filter/separator vessel. (Verified by documented records.) (ATA 103, 1-9 Page 3) — S

25. Perform downstream free water test of filter/separator vessel. (Verified by documented records.) (ATA 103, 1-9 Page 3) — S

26. Check operation of brake safety interlock system. (ATA 103, 1-9 Page 2) — S

27. Check operation of bottom loading system. (ATA 103, 1-9 Page 3) — N/P

28. Is monthly fuel hose check performed? (ATA 103, 1-9 Page 3) — S

VII. HYDRANT SYSTEM CHECK

1. Check hydrant valve pits for leaks, cleanliness and component condition. (ATA 103, 1-7 Page 1) — N/A

2. Check isolation valve pits. (ATA 103, 1-7 Page 2) — N/A

3. Where installed, check surge absorbers for general condition and operating pressure setting. (ATA 103, 1-7 Page 2) — N/A

4. Check that emergency fuel shutdown stations have clear access, proper identification and locator lights, if installed. (ATA 103, 1-7 Page 1) — N/A

5. Perform an emergency shutdown system test. (Verified by documented records) (ATA 103, 1-7 Page 2) — N/A

6. Check low point drains. (ATA 103, 1-7 Page 2) — N/A

VIII. AIRCRAFT FUELING

1. Are all safety procedures properly followed - position of vehicle, grounding, deadman operation etc.? [Y]
2. Does fueler monitor differential pressure, fuel nozzle pressure? [Y]
3. Does fueler accomplish fueling in accordance with airline's procedures? [Y]

IX. RECORDS

1. Verify that records are:
   a. Current [Y]
   b. Complete [C]
   c. Meet the task and frequency requirements of ATA 103. [Y]
   d. Do records reflect conditions observed during the audit? [Y]

X. JET VENDOR INSPECTION COMMENTS

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

Sheet 1 of 3

AUDIT FINDING REPORT

Date 8-6-01 Auditor LOUIS E GUDDE Ph [redacted]

Vendor/Station EWW / HOY Contact T.R. EATON

Address One Emery Plaza Ph [redacted]

City, State Vandalia, OH FAX

Internal Use Only

Finding THE FORMS FOR THE AIRCRAFT Fueling Equipment Daily checks ARE NOT Being Filled OUT CORRECTLY. (no date, no TRUCK number, and NOT used Entered
ATA 103 1&8 B

Corrective Action

Action Taken to Prevent Reoccurrence

Accept

Reject

Finding THE Emery CORP. TRUCK number is NOT Being Entered on THE Daily Inspection Forms

Corrective Action

Action Taken to Prevent Reoccurrence

Accept

Reject

te: All corrective actions must be root cause (prevent reoccurrence) corrective actions. Attach any supporting documentation to this form.

Please return white copy plus any attachments within 15 days to:
Emery Worldwide Airlines, Quality Control, One Emery Plaza, Vandalia, OH 45377

COPY

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

AUDIT FINDING REPORT

Date 8-6-01 Auditor LOUIS C GUDDE Ph [redacted]

Vendor/Station EWW / HDY Contact J.R. Eaton

Address _____ Ph [redacted]

City, State _____ FAX [redacted]

Internal Use Only

Finding THE Fuel Tanks are not Being gauged & sumped Every Time Product is delivered.

AIA 103 1-3 Item C.1.

Corrective Action _____

Action Taken to Prevent Reoccurrence _____

Accept / Reject

Finding PRIOR To Testing & unloading OF TRANSPORT TRUCKS THE 10 minute setting Time is not Being observed

AIA 103 1-3 Item C.5

Corrective Action _____

Action Taken to Prevent Reoccurrence _____

Accept / Reject

Note: All corrective actions must be root cause (prevent reoccurrence) corrective actions. Attach any supporting documentation to this form.

Please return white copy plus any attachments within 15 days to:
Emery Worldwide Airlines, Quality Control, One Emery Plaza, Vandalia, OH 45377

COPY

EMERY WORLDWIDE AIRLINES
A CNF COMPANY

AUDIT FINDING REPORT

Date 8-6-01 Auditor LOUIS E GUDDE Ph [redacted]

Vendor/Station EWW / HDY Contact J.R. EATON

Address _____ Ph _____

City, State _____ FAX _____

Internal Use Only

Finding THE Grounding cables on TRK 868-0024 ARE Frayed, corrodid and THE Clamps are Smashed

Corrective Action _____

Action Taken to Prevent Reoccurrence _____

Accept / Reject

Finding _____

Corrective Action End

Action Taken to Prevent Reoccurrence _____

Accept / Reject

Note: All corrective actions must be root cause (prevent reoccurrence) corrective actions. Attach any supporting documentation to this form.

Please return white copy plus any attachments within 15 days to:
Emery Worldwide Airlines, Quality Control, One Emery Plaza, Vandalia, OH 45377

COPY

Closed

FINDING: 2.18.01 Mechanic performed DC-10 maintenance and signed the logbook without being trained on that aircraft.

RRXA RESPONSE: *The maintenance performed required no specialized knowledge of DC-10 systems. One log book entry was for deferral of a belly net and the other was for applying tape to a belly door sill.*

Lead Mechanic Ishaq has had DC-8 RII authority since 8/94 and received DC-10 training in 11/00.

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

11/27/00

EMERY WORLDWIDE AIRLINES AUTHORIZED MAINTENANCE PERSONNEL LISTING

LAST NAME	FIRST NAME	ICAO	STAT	POSITION	STP	CERT NO	RA	EMP	REC INSP	COURSE HISTORY 1	2	3	4	5	6	DC-8 AWR	DC-8 RII	CFM JT3	CFM R1	CFM T1	CFM D1	CFM B1	CFM 56	CFM R2	CFM T2	CFM D2	CFM B2	DC-10 AWR	DC-10 RII	CF6	R3	T3	D3	B3	Other
HOSIC	MIRSAD	KBOS	K	MECH		[redacted]	AP	41198	X	X	X					02/99		06/01	X	X			06/01	X	X										
HUBBARTT	DONALD	ZZZZ	F	PFE			AP	37845		X	X					04/92																			
HUFF	DAVID	KFLL	P	MECH			AP	37968	X	X	X					10/99																			
HUGHES	JOSEPH	KDAY	F	R&E MECH			AP	50837		X																									
IACULLO	PASQUALE	KDAY	F	MX MGR			AP	38955	X	X	X	X	X			05/00	05/00	09/02	X	X	X		09/02	X	X	X	X								
ISHAQ	SHAIKH	KEWR	F	LEAD MECH			AP	39180	X	X	X	X	X	X		08/94	08/94						04/02	X	X			11/00							
JACKSON	DAVID	KDAY	F	MECH			AP	39529	X	X	X		X	X		02/99	09/00L	07/01	X	X			07/01	X	X										
JACKSON	DEANTHONY	KATL	F	MECH			AP	01953	X	X	X					11/00																			
JACOBS	SAMUAL	ZZZZ	F	PFE			AP	39623		X	X					04/92																			
JEBENS	DENNIS	KDAY	F	QA REP	QC 07		AP	40076	X	X	X		X	X		11/91	11/91											02/99	02/99						
JECKERING	ROBERT	KDAY	F	MECH			AP	40078	X	X	X	X		X		09/00		09/02	X	X			09/02	X	X										
JENKINS	TERRY	KP0X	K	MECH			AP	40250		X	X																								
JENNINGS	WILLIAM	KBOS	F	MX SUPR			AP	62237	X	X	X					08/00		09/02	X				10/02	X											
JIMERSON	WAYNE	KORD	F	MECH			AP	48557		X																									
JOHNSON	JOE	ZZZZ	F	PFE			AP	41374		X	X					04/92																			
JONES	GREGORY	ZZZZ	F	PFE			AP	41996		X	X					11/94																			
JONES	HAL	KSLC	F	MECH			AP	59553	X	X	X					03/00																			
JONES, JR.	EDWARD	KDAY	F	DIR QC	QC 06		AP	42248	X	X	X		X			05/91	05/91																		
JULIAN	BRIAN	KPIA	F	MX SUPR			AP			X	X																								
KALICK	JERRY	KSAN	F	MX MGR			AP	42525	X	X	X	X	X			03/94	03/94	11/01	X	X	X		11/01	X	X	X									
KEENAN	ANDREW	KBDL	C	MECH			AP	N/A	X	X	X					09/96	01/00																		
KILPATRICK	WILLIAM	ZZZZ	F	PFE			AP	43989		X	X					05/92																			
KINDER	JERRY	KDAY	F	MECH			AP	44148	X	X	X	X	X	X		11/97		07/01	X	X			07/01	X	X			02/99							
KING	JAMES	KDAY	F	HVY MX			AP	44155	X	X	X		X			11/96		10/01	X	X			10/01	X	X										
KINNEY	THEODORE	KDAY	F	MX SUPR			AP	44127	X	X	X	X	X			02/92	02/92	11/01	X	X			11/01	X	X										
KIRK	CHRISTOPHER	KDAY	F	MECH			AP	58727		X	X																								
KIRKPATRICK	THOMAS	ZZZZ	F	PFE			AP	44268		X	X					04/92																			
KLEINSTUBER	GEORGE	ZZZZ	F	PFE			AP	44420		X	X					02/94																			
KLIX	KRISTOPHER	KAUS	F	MECH			AP	18392		X	X		X																						
KONOZSI	OTTO	KORD	F	MECH			AP	45060	X	X	X			X		03/96		10/02	X				10/02	X											

COURSE HISTORY

1= BASIC INDOC
2= DC-8 SYSTEMS
3= JT3 POWERPLANT
4=CFM56 POWERPLANT
5= DC-10 SYSTEMS
6= CF6 POWERPLANT

NOTES

RII AND AWR DATES ARE ISSUE DATES
ENGINE QUALIFICATION DATES ARE EXPIRATION DATES

ENGINE QUALIFICATION KEY

R1= JT3 ENGINE RUN ONLY
R2= CFM ENGINE RUN ONLY
R3= CF6 ENGINE RUN ONLY
T1= JT3 TAXI
T2= CFM TAXI
T3= CF6 TAXI
D1= RUN/TAXI DESIGNEE
D2= RUN/TAXI DESIGNEE
D3= RUN/TAXI DESIGNEE
B1= BORESCOPE
B2= BORESCOPE
B3= BORESCOPE

(PO)werplant (P)art Time (F)ull Time (C)ontract (K) Casual (L)imited RII Authority (A)irframe (AP) Airframe and Powerplant (RP) Repairman

FINDING: 2.18.01 Mechanic performed DC-10 maintenance and signed the logbook without being trained on that aircraft.

RRXA RESPONSE: *Since the mechanic is not named and no flight number, aircraft number, or date is supplied EWA is unable to respond to this alleged finding.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Per attached Training Record EWR Mechanic Shaikh Ishag had not received

Copy To Jack Smith

V. SUCHANSKI EWR MX PAGE 01
10/17/2000 10:39 973-624-2740

AIRCRAFT MAINTENANCE LOG

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

EMERY WORLDWIDE a CNF company

7639-16

ACFT. NO.: N 68042 — ACFT. TYPE: DC-10-10F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DEICE GAL'S	CARGO	MAIL
1	341	10-17-00	KEWR	KDAY							3524					
2																
3																
4																

NO FLIGHT

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

NO.	SOURCE	DISCREPANCY
1.	P/M (M circled)	ON CHECK FOUND MAIN CARGO DOOR SEEL GARD TORN "7" AFT CONER
2.	P/M (M circled)	AFTER LODED AFT PIT, FOUND NET MISSING
3.	P/M	
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	REPAIRED WITH CARGO PIT TAP AS PER DC10 MM 20-10-03	10-17-00	KEWR	39183
2.	~~TRANSFERED~~ TO DMI NO-7639162- 8009 IAW MEL 25-30 DUE DATE 10-27-00 PLACARD INSTALLED	10-17-00	KEWR	39183
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

CHECK C/W: N/A — STATION:

DATE: — CERT. NO.:

GMT TIME: — AUTH SIG.:

AIRCRAFT TIME/CYCLES

PREVIOUS LANDINGS	31011	LANDINGS THIS PAGE	0	TOTAL LANDINGS	31011
PREVIOUS FLT. HRS.	88186:57	FLT. HRS. THIS PAGE	0 :	TOTAL FLT. HRS.	88186:57

DISTRIBUTION: 1-DIST. | 2-DIST. | 3-DIST.

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

LOG PAGE DIST. 1. ORIGINAL WHITE - MAINTENANCE 2. [illegible]ITE COPY - OPS (SEND WITH TRIP ENVELOPE) 3. PINK COPY - RETAI[illegible] BINDER

LAST NAME	FIRST NAME	ICAO	STAT	POSITION	STP	CERT NO	RAT	EMP	REC INSP	HISTORY 1	2	3	4	5	6	DC-8 AWR	DC-8 RII	JT3	R1	T1	D1	B1	CFM 56	R2	T2	D2	B2	DC-10 AWR	DC-10 RII	C
HARRISON	BOBBY	KATL	F	MECH			AP	56520	X	X	X					03/00														
HART	WARREN	KATL	F	LEAD MECH			AP	32454	X	X	X	X		X		01/94	11/95	08/02	X	X			08/02	X	X		X	07/00	08/00	0
HART, II.	KENNETH	KPHL	F	MX SUPR			AP	13382		X		X																		
HARTLEY	ROBERT	KDAY	F	LEAD MECH			AP	32465	X	X	X	X	X	X	X	10/97	04/00	02/02	X	X			02/02	X	X			02/99	02/99	0
HATTON	BILL	KDAY	F	MECH			AP	37179	X	X	X					08/00														
HAVENHILL	DOUGLAS	KDEN	F	MX SUPR			AP	32981	X	X	X	X	X			06/94	10/96	12/01	X	X	X		12/01	X	X	X				
HEATH	CHARLES	KDAY	F	MGR PDPL			AP	62259																						
HECKROTH	FREDERICK	ZZZZ	F	PFE			AP	33666		X	X					06/92														
HENDRICKSON	DALE	ZZZZ	F	PFE			AP	34354	X	X	X					04/98														
HENDRICKSON	MICHAEL	KAUS	P	MECH			AP	26139		X																				
HENDRICKSON	SVEN	KAUS	F	MECH			AP	05676		X	X	X																		
HESS	CORY	KPDX	K	MECH			AP	68298																						
HICKMAN	JOHN	ZZZZ	F	PFE			AP	35118		X	X					10/97														
HILL	MARTY	ZZZZ	F	PFE			AP	35488		X	X					04/92														
HOFFMAN	DAVID	KRNO	F	MECH			AP	37177		X																				
HOLDER	DARRYL	KOAK	F	MECH			AP	36305	X	X	X					05/94		01/02	X	X			02/02	X	X					
HOLDER, JR.	ROBERT	KMCO	F	MECH			AP	36308	X	X	X					07/94		11/01	X	X			11/01	X	X					
HOOGLAND	ROBERT	ZZZZ	F	PFE			AP	36892		X	X					04/92														
HOSIC	MIRSAD	KBOS	K	MECH			AP	41198	X	X	X					02/99		06/01	X	X			06/01	X	X					
HUBBARTT	DONALD	ZZZZ	F	PFE			AP	37845		X	X					04/92														
HUFF	DAVID	KFLL	P	MECH			AP	37968	X	X	X					10/99														
HUGHES	JOSEPH	KDAY	F	R&E MECH			AP	50837		X																				
IACULLO	PASQUALE	KDAY	F	MX MGR			AP	38955	X	X	X	X	X			05/00	05/00	09/02	X	X	X		09/02	X	X	X	X			
ISHAQ	SHAIKH	KEWR	F	LEAD MECH			AP	39180	X	X	X	X	X			08/94	08/94						04/02	X	X					
JACKSON	DAVID	KDAY	F	MECH			AP	39529	X	X	X		X	X		02/99	09/00L	07/01	X	X			07/01	X	X					
JACOBS	SAMUAL	ZZZZ	F	PFE			AP	39623		X	X					04/92														
JEBENS	DENNIS	KDAY	F	QA REP	QC 07		AP	40076	X	X	X		X	X		11/91	11/91											02/99	02/99	
JECKERING	ROBERT	KDAY	F	MECH			AP	40078	X	X	X	X				09/00		09/02	X	X			09/02	X	X					
JENKINS	TERRY	KPDX	K	MECH			AP	40250		X	X																			
JENNINGS	WILLIAM	KBOS	F	MX SUPR			AP	62237	X	X	X					08/00		09/02	X				10/02	X						

COURSE HISTORY

1= BASIC INDOC
2= DC-8 SYSTEMS
3= JT3 POWERPLANT
4=CFM56 POWERPLANT
5= DC-10 SYSTEMS
6= CF6 POWERPLANT

NOTES

RII AND AWR DATES ARE ISSUE DATES
ENGINE QUALIFICATION DATES ARE EXPIRATION DATES

ENGINE QUALIFICATION KEY

R1= JT3 ENGINE RUN ONLY
R2= CFM ENGINE RUN ONLY
R3= CF6 ENGINE RUN ONLY
T1= JT3 TAXI
T2= CFM TAXI
T3= CF6 TAXI
D1= RUN/TAXI DE
D2= RUN/TAXI DE
D3= RUN/TAXI DE

(PO)werplant (P)art Time (F)ull Time (C)ontract (K) Casual (L)imited RII Authority (A)irframe (AP) Airframe and Powerplant (R

FINDING: 2.18.01 Mechanic performed DC-10 maintenance and signed the logbook without being trained on that aircraft.

RRXA RESPONSE: *Since the mechanic is not named and no flight number, aircraft number, or date is supplied EWA is unable to respond to this alleged finding.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

Check OJT Rec Attached. —

Denny

NASIP/RASIP
WORK SHEET
FOR
FINDINGS

The following work sheet has been developed so NASIP/RASIP team members may list their Findings categorically.

It is important to remember that the Findings should have specific document references, i.e., the source that validates and supports the Finding.

Findings are numbered sequentially in relation to the Inspection Area.
An example would be a Finding in Inspection Area 2.2 Certificate & Operations Specifications. The first Finding would be 2.2.1, the second 2.2.2, etc.

An Inspector's Statement is often required to adequately describe how the Finding was discovered.

FINDING: 2.18.01 Mechanic "~~SHAIKH ISHAQ~~"

PERFORMED MTC WITHOUT BEING TRAINED ON THE DC-10 AIRCRAFT

Description of items of proof for this Finding.
MPPM Chapt 5 (D)(1) ~~FAR 121.367(B)~~
Log Sheet 7639-16
Course History Sheet

RECOMMENDATION FOR CATEGORIZING THE FINDING:

☐ Category A: Non-compliance with FAR

☒ Category B: Contrary to guidance developed by the Certificate Holder and approved or accepted by the FAA.

D. Types of Training

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

- Hiring new personnel.
- Acquiring new and/or changing existing equipment.
- Implementing new procedures or inspection techniques.
- Returning to or requalifying in a job.

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

- Indoctrination Training
- Initial Training
- Recurrent Training
- Special Training
- On-the-Job Training
- Quality Control OJT
- Field Training

These types of training consist of varied subject matter, covering a multitude of topics and may be presented in a formal and/or on-the-job training format.

1. Indoctrination Training

This training is designed primarily for new employees. Indoctrination training content may vary depending on the individual's position, but in all cases will cover policies and procedures as stated in the EWA Maintenance Policy and Procedure Manual. It will be performed for all new hired mechanics at the next scheduled class, or as scheduled by his/her immediate supervisor. All new hired mechanics will work under the direct supervision of his/her supervisor until this class has been taken. At a minimum, Indoctrination Training will consist of four hours of instruction covering the following material.

- Maintenance Policy & Procedures Manual
- Logbook Familiarization
- Forms and Tags Introduction
- RII Procedures Familiarization
- Airworthiness Release Duties

2. Initial Training

Initial training shall consist primarily of systems introduction on the type of aircraft operated by EWA. Requirements for this training are based on an employee's prior experience on the type of aircraft operated by EWA. This experience must be verifiable in the form of previous training records and/or certificates. Employees with prior experience may only require

17 FUELING AND SERVICING

DESCRIPTION: RRXA accomplishes aircraft fueling and aircraft de-icing/anti-icing by utilizing the procedures contained in the RRXA Fueling Manual and De-Icing/Anti-Icing Manual.

INSPECTION DATA:

FINDING:

CHDO ACTION:

2.18 AIRCRAFT RAMP INSPECTION

DESCRIPTION: Emery Worldwide Airlines operates 36 aircraft. Aircraft ramp inspections were performed on the following aircraft: DC-10-10F, DC-10-30F and DC-8-73F.

copy to given George Ballard 10/24

INSPECTION DATA:

Corrected 10/24 mk

FINDING: 2.18.01: Mechanic performed DC-10 maintenance without being trained on that aircraft. Not in accordance with ADPM Chap 2-7 This is contrary to APTD Chptr 3 pg 52 para C

2.18.02: During ramp inspections, it was found that RRXA was carrying aerosol deodorizer in the lavatories on several aircraft. The aircraft also had 32 oz. containers of an alcohol based hand sanitizer. The aerosol cans were removed from the aircraft. This finding was turned over to FAA Security/Hazardous Materials.

2.18.03: Several DC-8-70 aircraft were inspected; found numerous engine cowling - external markings missing. This is contrary to 14CFR 15.1557 and 121.153.

2.18.04: On 10/22/00, ULD #AAA3962EB and AAA3444EB arrived for loading on Flt. N9966E. The TSO tags did not have the required info: part #, s/n, date of manufacturing. This is contrary to 14CFR 21.607(d). Pallet PIP 7447EB arrived to be loaded on N9966E. It had improperly secured corners of the net, poor routing of the lashing line. Pallet #PAJ 7930CO arrived with a net that had damage beyond allowable limits. One broken rope and several ropes were frayed beyond limits. All of the above were removedfrom service.

DO ACTION:

B. Aircraft Airworthiness Release for Pilot/Maintenance Discrepancy Write-Ups

Aircraft being released following the correction of a pilot/maintenance discrepancy write-ups will be returned to an airworthiness status by virtue of the FAA Certificated Mechanic certifying the corrective action for each item. The mechanic signing off each item is responsible only for the proper completion and airworthiness of that item. The corrective action sign-off revalidates the airworthiness as certified by the previous aircraft airworthy signature in the Aircraft Maintenance Log.

1. If the **ONLY** maintenance being performed is the action taken to clear a pilot/maintenance discrepancy write-ups, and that item does not require an RII buy-off, the Airworthiness Release is not required to be signed. The corrective action of the certificated mechanic performing the work constitutes the declaration of airworthiness.

2. If the pilot/maintenance discrepancy write-ups requires an RII buy-off, the Airworthiness Release is required to be signed by an authorized individual.

Note:	See Chapter 3, Aircraft Maintenance log section VII, for approved sign-off procedures.

C. Authorized Personnel Qualifications

Aircraft Airworthiness certification shall be signed only by persons who are trained and authorized, in writing, by the Director of Quality Control or his designee and who possess the following qualifications.

1. Hold an FAA Airframe and Power Plant Certificate, or a FAA Repairman Certificate. In the case of an individual holding a Repairman Certificate, his limitations for signing the Airworthiness Release will be within the same realm as their authorization as a Repairman.

2. Possess knowledge of EMERY WORLDWIDE AIRLINES inspection concepts, principles, and have a knowledge of the FARs.

D. Airworthiness Release Procedures

1. By Maintenance Personnel

   Maintenance personnel, designated and authorized under the provisions of this Chapter and Section, will certify an aircraft airworthy by completing the following procedures on the log page that contains the record of the maintenance performed (the inbound log page(s) when:

2.18.2 During ramp inspections, it was found that RRXA was carrying aerosol deodorizer in the lavatories on several aircraft. The aircraft also had 32 oz. containers of an alcohol based hand sanitizer. This is contrary to 14CFR 49 part 175. The aerosol cans and hand sanitizer were removed from the aircraft. This finding was referred to FAA Security/Hazardous Materials.

RRXA RESPONSE: *As mentioned in the finding the aerosol cans of hand sanitizer were removed from the aircraft identified during the RASIP. A fleet inspection was also performed to make sure that aircraft not identified did not have the aerosal cans on-board.*

RRXA CONCLUSION: Finding valid.

Jim Owens
Director Quality Assurance.

Wood, Thomas M

From: Wood, Thomas M
Sent: Monday, November 06, 2000 3:26 PM
To: Massie, Mike A
Subject: RASIP Finding, Suspect Hazmat

Mike: The RASIP team wrote this item up. Lavatory soap and deodorant aerosol cans installed in the aircraft lavs suspected Hazmat material (FAR Part 49). Please respond to me on this finding, thank you.

Thomas M. Wood
Senior Director Quality Control
Emery Worldwide Airlines
[redacted]

2.18.03 Several DC-8-70 aircraft were inspected and it was noted that the "oil' placard required by 14CFR 25.1557(b)(2) was missing. The aircraft were also operated contrary to 14CFR 121.153(a)(2).

RRXA RESPONSE: *A fllet campaign has been conducted and missing "oil" placards are being replaced as required. EWA Has stessed the importance of inspecting aircraft for these required placards so that they will be replaced whenever necessary.*

RRXA CONCLUSION: *Finding valid.*

Jim Owens
Director Quality Assurance

U. S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
JAN 25 2001
KENT T. SCOTT

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

cc: Jim Owens
Jerry Tumarco
Bill Hall

January 24, 2001

2,18,01

FILE NUMBER: 2001GL050038

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

Dear Mr. Scott:

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

Several DC-8-70 aircraft were inspected and it was noted that the "oil" placard required by 14 CFR 25.1557(b)(2) was missing.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]

for

Harold R. Camden
Principal Maintenance Inspector

By

2.18.04 On 10/22/00, ULD #AAA3962EB and AAA3444EB arrived for loading on aircraft N996GE. The TSO tags did not have the required info: part #, s/n, date of manufacturing. This is contrary to 14CFR 21.607(d). Pallet #PIP 7447EB arrived to be loaded on N996GE. The lashing line was improperly routed and secured. Pallet #PAJ 7930CO had net damage beyond allowable limits. All of the above were removed from service.

RRXA RESPONSE: *All of the above discrepancies were noted prior to the loading process being started. However, all of the observations were correct and they were corrected immediately. Emery Worldwide responded immediately to the missing TSO tag issue and worked around the clock for several days to identify pallets with the missing information. It appears that the problem encountered was due to the pallet manufacturer using an inking process for TSO information rather than engraving the information.*

We have procedures in place to inspect ULD's for airworthiness prior to loading them on an aircraft and I am confident that the cargo nets would have been identified during this process. I am equally confident that the missing TSO information would not have been identified.

RRXA CONCLUSION: *The finding is valid.*

Close 3/13/01

21.607 General rules governing holders of TSO authorizations.

Each manufacturer of an article for which a TSO authorization has been issued under this part shall -

(a) Manufacture the article in accordance with this part and the applicable TSO;

(b) Conduct all required tests and inspections and establish and maintain a quality control system adequate to ensure that the article meets the requirements of paragraph (a) of this section and is in condition for safe operation;

(c) Prepare and maintain, for each model of each article for which a TSO authorization has been issued, a current file of complete technical data and records in accordance with § 21.613; and

(d) Permanently and legibly mark each article to which this section applies with the following information:

(1) The name and address of the manufacturer.

(2) The name, type, part number, or model designation of the article.

(3) The serial number or the date of manufacture of the article or both.

(4) The applicable TSO number.

2, 18, 04

BY

FINDING 2.18.05 On 10/31/00 Flt. 542 arrived at Memphis. During the off load the forward belly cargo door would not open. The door net had not been secured. When the ground crew attempted to open the door the net jammed the cargo door. RRXA Aircraft Loading Manual requires the nets to be secured.

RRXA RESPONSE: *FAA Inspector George Ballard did call from Memphis concerning the door net. He was not certain if the net had not been secured in Dayton or if it had worked loose. Emery Worldwide took the position that if the net had be properly secured that it would not have come loose.*

The person responsible for securing this net was counseled and given a Major infraction.

RRXA CONCLUSION: *The finding was valid.*

Closed 5/13/01

U. S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
JAN 25 2001
KENT T. SCOTT

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

cc: Jim Owens
Jerry Trimarco
Bob Dall

January 24, 2001

2,18,06

FILE NUMBER: 2001GL050039

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

Dear Mr. Scott:

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

A ramp inspection of aircraft DC-8, N606AL revealed the use of Teflon tape for the repair of the oxygen system with no reference to repair data. The use of Teflon tape is not listed as an approved repair in the manufacturer's maintenance manual.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

§ 43.13 Performance rules (general).

(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in § 43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

2.18.06

121.709 Airworthiness release or aircraft log entry.

(a) No certificate holder may operate an aircraft after maintenance, preventive maintenance or alterations are performed on the aircraft unless the certificate holder, or the person with whom the certificate holder arranges for the performance of the maintenance, preventive maintenance, or alterations, prepares or causes to be prepared -

(1) An airworthiness release; or

(2) An appropriate entry in the aircraft log.

(b) The airworthiness release or log entry required by paragraph (a) of this section must -

(1) Be prepared in accordance with the procedures set forth in the certificate holder's manual;

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

(ii) All items required to be inspected were inspected by an authorized person who determined that the work was satisfactorily completed;

(iii) No known condition exists that would make the airplane unairworthy; and

(iv) So far as the work performed is concerned, the aircraft is in condition for safe operation; and

(3) Be signed by an authorized certificated mechanic or repairman except that a certificated repairman may sign the release or entry only for the work for which he is employed and certificated.

Notwithstanding paragraph (b)(3) of this section, after maintenance, preventive maintenance, or alterations performed by a repair station certificated under the provisions of Subpart C of Part 145, the airworthiness release or log entry required by paragraph (a) of this section may be signed by a person authorized by that repair station.

(c) When an airworthiness release form is prepared the certificate holder must give a copy to the pilot in command and must keep a record thereof for at least two months.

(d) Instead of restating each of the conditions of the certification required by paragraph (b) of this section, the air carrier may state in its manual that the signature of an authorized certificated mechanic or repairman constitutes that certification.

[Doc. No. 6258, 29 FR 19226, Dec. 31, 1964, as amended by Amdt. 121-6, 30 FR 6432, May 8, 1965; Amdt. 121-21, 31 FR 10613, Aug. 9, 1966]

CC: Jerry [illegible]
[illegible]
Bob [illegible]

U. S. Department
of Transportation

**Federal Aviation
Administration**

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

RECEIVED
FEB 15 2001
KENT T. SCOTT

February 13, 2001

FILE NUMBER: 2001GL050039

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

Dear Mr. Scott:

On January 22, 2001, you were advised that the Federal Aviation Administration was investigating a possible violation of a Federal Aviation Regulation involving Emery Worldwide Airlines Inc. Certificate (RRXA). The alleged violation was the use of Teflon tape to repair an oxygen system leak on N606AL, according to the aircraft maintenance log. After further investigation it was determined that the DC-8 Maintenance Manual does allow for the use of Teflon tape on tapered thread fittings. It could not be determined that the tape was used on other than tapered thread fittings in this application.

This letter is to inform you that the investigation has not established a violation of the Federal Aviation Regulations and you may consider this matter closed.

Sincerely,

[redacted] for
Harold Camden

Harold R. Camden
Principal Maintenance Inspector

A N

2.18.06 A ramp inspection of aircraft DC-8, N606AL revealed the use of Teflon tape for the repair of the oxygen system with no reference to repair data. The use of Teflon tape is not listed as an approved repair in the manufacturer's maintenance manual. This is contrary to 14CFR 43.13(a) and 121.709.

RRXA RESPONSE: *EWA does not repair Oxygen bottles. These are sent to the manufacturer for service.*

RRXA CONCLUSION: *No finding*

Owens, James H

From: Ungemach, David W
Sent: Monday, February 05, 2001 3:04 PM
To: Owens, James H
Subject: RASIP finding 2.18.06

The OXY bottle received has a form of tape that may be Teflon sealing the regulator to the bottle. This repair is done at the repair facility and not by line maintenance. The item was received with a serviceable tag.

David W Ungemach
Director, Line Maintenance
EWA
[redacted]

A y

FINDING: 2.19.01 During a spot check of A/C N996GE, mechanics were observed troubleshooting #2 engine exhaust gas temperature (EGT) without proper test equipment and without following proper procedures. This is contrary to 14CFR part 121.369(b) and RRXA MPPM. Test leads 8563317 and 856A3318 were not available. When the mechanic was asked about the procedure for testing he returned with a copy of a work card DC8-77-20-02-001. The proper procedure is EO #AM-772202:00. This is contrary to 14CFR 121.369(b) and RRXA MPPM.

RRXA RESPONSE: *The alumel chromel test leads were unserviceable. The mechanic pushed the pins out of the plug and took a direct reading from the Barfield tester. The correct tester was used and this method will not alter the integrity of the test. The leads have been repaired and are available for use. All mechanics have been instructed not to use EO #AM-77-20-02-001 provided by EWA Engineering Department and to use EO #AM-7722-02:00.*

RRXA CONCLUSION: *Finding valid.*

U. S. Department
of Transportation

**Federal Aviation
Administration**

RECEIVED
JAN 25 2001
KENT T. SCOTT

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

cc: Jim Owens
Jerry Durnarco
Bob Dell

January 24, 2001
2.19.01

FILE NUMBER: 2001GL050040

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

Dear Mr. Scott:

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

During a spot check of Aircraft N996GE, mechanics were observed troubleshooting #2 engine exhaust gas temperature (EGT) without proper test equipment and without following proper procedures. This is contrary to 14CFR part 121.369(b) and RRXA Maintenance Policy and Procedures Manual (MPPM). Test leads 8563317 and 856A3318 were not available. When the mechanic was asked about the procedure for testing he returned with a copy of a work card DC8-77-20-02-001. The proper procedure is Engineering Order (EO) #AM-7722-02-00. This is contrary to 14CFR 121.369(b) and RRXA MPPM.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
for

Harold R. Camden
Principal Maintenance Inspector

§ 121.369 Manual requirements.

(a) The certificate holder shall put in its manual a chart or description of the certificate holder's organization required by § 121.365 and a list of persons with whom it has arranged for the performance of any of its required inspections, other maintenance, preventive maintenance, or alterations, including a general description of that work.

(b) The certificate holder's manual must contain the programs required by § 121.367 that must be followed in performing maintenance, preventive maintenance, and alterations of that certificate holder's airplanes, including airframes, aircraft engines, propellers, appliances, emergency equipment, and parts thereof, and must include at least the following:

2, 19.01

AIRCRAFT MAINTENANCE LOG
Litho U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09695-24

ACFT. NO.	ACFT. TYPE
N 996G	DC8-71

	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVE (LBS)		CARGO DATA	
1	362	10-20-00	KDAY	KOAK	1737	2209	4:32	1745	2156	4:11	8000	79.0	26.5	0	55474	
2																
3																
4																

	DEPT DELAY	DELAY CODE	TRAIN FLTS LEG	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP	T/O	LDG	A/B		EMP
1	:02	500			1	2	1	1	—	0/1	D. ENGLE	39037	1	1			
2	:									0/2	E. SOBOL	78556					
3	:									0/3	R. ARMSTRONG	03111					
4	:																

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA.	MECH.
1.	D/M	#2 EGT FLUCTUATES (INDIC) ERRATICALLY, ALL OTHER ENGINE PARAMETERS STABLE. SWAPPED EGT INDIC. SAME PROBLEM	1.	SECURED #2 ENG EGT LEAD (HARNESS) FROM PYLON TO EGT HARNESS. OPS OK ON ENG RUN PER M/M 77-20-00	10-21-00	KOAK	36305
2.	D/M	RADAR FAIL LITE CAME ON AFTER 30 MINUTES OF USE TR FAIL, Turn off then on Still does fail	2.	R&R RADAR ANTENNA OPS NOW NORMAL PER M/M 34-41-1	10-21-00	KOAK	36305
3.	D/M	MOISTURE INSIDE STBY ATTITUDE INDICATOR	3.	R&R STBY ATTITUDE INDICATOR FAW DC8 71 series MM 34-28-0.	102000	KOAK	69030
4.	D/M	BOTH VOR NEEDLES WANDER IN PRECIP.	4.	RE-RACKED 1&2 VOR RECEIVERS OPS NOW NORMAL PER TIC RAMP TEST UNIT PER M/M 34-52-0	102000	KOAK	36305
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
3	ATTITUDE INDICATOR	197691D-1	7204103	197691D-1	7204100	STBY
2	RADAR ANTENNA	622-5125-001	1044	622-5125-001	1193	

AIRWORTHINESS RELEASE	
CHECK C/W: TERM	STATION: KOAK
DATE: 10-21-00	CERT. NO.: [redacted]
GMT TIME: 0820	AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES					
PREVIOUS LANDINGS	32202	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32203
PREV. A/C FLT. HRS.	91978:47	FLT. HRS. THIS PAGE	4:11	TOTAL A/C FLT. HRS.	91978:58

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

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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

AIR[illegible]T MAINTENANCE LOG

02202-[illegible]9) Litho U.S.A.

EME[illegible] WORLDWI[illegible] A CNF COMPANY

09695-25

ACFT. NO. N996GE | [illegible]CFT. TYPE DC8-71F

NO.	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	381	OCT21 00	KOAK	KDAY	0934	1400	4.26	0954	1365	4.01	7442	76.0	28.6	Ø	49515	Ø
2																
3																
4																

NO.	DEPT DELAY DELAY	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD #1	#2	#3	#4	APU	A/P	CREW	EMP	TO	LDG	A/P	CREW	EMP
1					Ø	Ø	Ø	Ø		O/1	M.FOWELL	25454					
2										O/2	K.McCLEOD	51262	1	1			
3										O/3	T.BOYLAN	07856					
4										D/t	D.ENGLE	39037					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	#2 ~~COMM~~ NAV FREQ SEL KNOB LOOSE WONT TUNE ILS	1.	TIGHTENED #2 ILS FREQUENCY SELECT KNOB AS REQUIRED.	10/21/00	KDAY	50837
2.	P/M		2.				
3.	P/M		3.				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

3432

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

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT CK

STATION: KDAY

DATE: 10-21-00

CERT. NO.: [redacted]

GMT TIME: 1430Z

AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32203	1	32204

PREV. A/C FLT HRS	FLT HRS THIS PAGE	TOTAL A/C FLT HRS
91978:58	4:01	91982:59

INS READOUT

1-DIST.	2-DIST.	3-DIST

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO: 9457-01

CAPTAIN'S SIGNATURE - [redacted]

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AIRCRAFT MAINTENANCE LOG

D2202-16 (2/99) Litho U.S.A.

EMERY WORLDWIDE
A CF COMPANY

09457-01

ACFT. NO. N9966E | ACFT. TYPE DC8-71

NO.	FLT	DATE	STATION FROM	STATION TO	OUT	IN	BLOCK HOURS	OFF	ON	HOURS	FUEL DATA					
1	382	10-21-00	KDAY	KOAK	1754	2230	4:36	1800	2215	4:15	7460	79.0	25.4	—	51,483	—
2																
3																
4																

NO.	DELAYS	CODE	LOGS	STATION	OIL ADD 1	2	3	4	APU
1	0:19	500							
2	:								
3	:								
4	:								

A/P	CREW	EMP #	T.O.	LDG
01	J. BUCKLEY	9988		
02	J. BURNETT	60471	1	1
03	B. MURRAY	60460		
D/H	E. HERB	34656		

NO.	SOURCE	DISCREPANCY
1.	(P)/M	#2 ALT. BOOST PUMP POPPED CB IN FLIGHT.
2.	(P)/M	WX RADAR FAILED IND. R/T FAIL
3.	(P)/M	#2 EGT GUAGE FLUCTUATES BETWEEN 620 + 750. VERY ERRATIC IN CLIMB.
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA.	MECH
1.				
2.				
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

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

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32204	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32205
PREV. A/C TIME	91482 59	FLT. HRS.	4:15	TOTAL TIME	91487 :14

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

AIR FT MAINTENANCE LOG

02202-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09457-02

ACFT NO: N99?GE ACFT. TYPE: DC8-71

NO.	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	[illegible]	[illegible]	[illegible]	FUEL DATA DEPART (US)	DEPART (LBS)	ARRIVAL (LBS)	[illegible]	CARGO	MAIL
1	381	10-22-00	KOAK	KDAY	0930	1425	4+55	1005	1416	4:11	7576	81.0	35.5	—	10,86	—
2																
3																
4																

NO.	DEPT DELAY	DELAY CODE	TRAIN FLTS LDG	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	APU	A/P	[illegible]	EMP	T/O	LDG
1	:				Ø	Ø	Ø	Ø	N/A	01	B. G[illegible]	28448		
2	:									02	E. S[illegible]	78556	1	1
3	:									03	B. Murray	60460		
4	:													

NO.	SOURCE	DISCREPANCY
7121 1.	(P)/M	#2 EGT GUAGE ERRATIC FLUCTUATES BETWEEN 650 + 1000 IN CLIMB + AT CRUISE. WORKS FINE ON GROUND.
3441 2.	(P)/M	WX RADAR WORKS WELL FOR APPROX. 1.5 HRS. THEN R/T FAIL OCCURS. TURN OFF 20-30 MIN. TURN BACK ON + WORKS AGAIN FOR 1.5 HRS THEN FAILS.
2122 3.	(P)/M	BAD SMELL COMING FROM OVERHEAD AIR VENTS IN COCKPIT IN DESCENT. SMELLS LIKE HOT OVERHEATING DUCTS + OILY RAGS.
~~4.~~	~~P/M~~	
1264 4	P/(M)	Crew reported O^2 system press. 1550psi insufficient pressure.
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1	Removed and replaced 5 each E.G.T. Thermocouples #2 Eng. I.A.W M/M Ref 77-20-3. Performed E.G.T system check CFMS6-2S [illegible] Workcard DC-8-77-20-02-001. No defects noted. #2 E.G.T ops checks good upon Eng	10/22/00	KDAY	05441
2	Radar fan would not come on. Cleaned dirt build up from inside fan. Cleaned all electrical connections on fan and cannon plug. Fan operates normal now. Wx Radar system ops checks good IAW DC-8 MM/34-41-0[illegible]	10/22/00	KDAY	81971
3.	Performed operational check of both L/H and R/H Pack systems. Operated both L/H and R/H packs with mix valves in both cold and hot positions and variable flow settings. Also	10/22/00	KDAY	05441
3	checked pneumatic ducts on both packs for security. No defects found. Could not duplicate discrepancy. No overheating smell noted. Ref DC-8 M/M 21-55-0.	—	—	—
5.	Serviced Crew O2 bottle to 1800psi. No leaks noted. Pressure and leak check good. Ref. M/M 12-70-01.	10/22/00	KDAY	05441
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS
1	Thermocouple Assy.	301-775-902-0	2809	301-775-902-0	4278	2
1	Thermocouple Assy.	301-775-902-0	5060	301-775-902-0	2432	2
1	Thermocouple Assy.	TC153-01	2016	TC153-01	4782	2
1	Thermocouple Assy.	301-775-902-0	1098	301-775-902-0	2283	2
1	Thermocouple Assy	301-775-902-0	2559	301-775-902-0	2427	2

AIRWORTHINESS RELEASE

CHECK C/W: Transit

STATION: KDAY

DATE: 10/22/00

CERT. NO.: [redacted]

GMT TIME: 1915Z

AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32205	1	32206

PREV. A/C FLT. HRS	FLT. HRS THIS PAGE	TOTAL A/C FLT. HRS
91987:14	4:11	91991:25

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

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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AIRC MAINTENANCE LOG
02202-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09457-03

ACFT. NO.: N996GE | ACFT. TYPE: 8-71F

NO.	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	334A	10/22/00	KDAY	KDAY	2037	2140	1+03	2045	2133	0+48	3000	55.6	46.2	0	52460	NA
2																
3																
4																

NO.	DEPT. DELAY DELAY	DEPT. DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD 1	OIL ADD 2	OIL ADD 3	OIL ADD 4	OIL ADD APU	A/P	CREW	EMP #	T/O	LDG	A/P	CREW	EMP #
1	1:22	612/500			0	0	0	0	—	01	S. Zettler	92075	1	1			
2	:									02	D. McInnis	54632					
3	:									03	K. Hollan	61996					
4	:									NR	P. MARSTERS	52294					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	(P) M	#2 EGT ERRATIC IN CLIMB 680-1000 Precaution Engine Shutdown	1.	RRR'D 1 EA Thermocouple ASSY I/A/W M/M 77-20-3 - RRR'D Lead ASSY from EGT Harness half to Pylon Repaired wiring in Pylon Performed 35 min High Pwr Run	10/23/00	KDAY	25956
2.	P (M)	#2 Eng. Cowls opened to Facilitate maintenance	2.	Closed & secured Cowl I/A/W M/M 71-10	10/23/00	KDAY	25956
3.	P (M)	#2 Eng. Pylon Panels off to Facilitate maintenance	3.	Reinstalled Panels I/A/W M/M Ch 20 STANDARD Practices	10/23/00	KDAY	25956
~~4.~~	P/(M)		#1	— continued from block #1 — I/A/W DC-8 Eng Run Handbook OPS CKS Good No Defects Noted			
5.	P/M		5.				
6.	P/M		6.				

Left margin notations: 7721 (item 1), 71/3 (item 2), 5430 (item 3)

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Thermocouple Probe	TC153-01	5068	TC153-01	1255	2

AIRWORTHINESS RELEASE

CHECK C/W: Term
STATION: KDAY
DATE: 10/23/00
CERT. NO.: [redacted]
GMT TIME: 0830
AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32206	1	32207

PREV. A/C FLT HRS	FLT HRS THIS PAGE	TOTAL A/C FLT HRS
91991:25	:48	91992:13

INS READOUT

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

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE: [signature]

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

AIRC MAINTENANCE LOG

02202-46 (2/99) Litho U.S.A.

EMERWORLDWIDE A CNF COMPANY

09457-04

ACFT. NO. N996GE ACFT. TYPE C-8-71F

	NO.	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DEICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	334	10/23/00	KDAY	KMCO	1205	1357	1+52	1212	1352	1+40	1900	51.3	35.2	0	52.460	NA
2																
3																
4																

	DEPT	DELAY CODE	DELAY LDGS	TRAIN FLT/STATION	OIL ADD ST	2	3	4	APU	A/P	CREW	EMP #	TKO	LDGS	A/P	CREW	EMP #
1	NK	NA								01	S. Zeltler	92075					
2										02	D. McINNIS	54632					
3										03	K. Hollan	61996					
4										NR	P MARSTERS	52294					

NO.	SOURCE	DISCREPANCY
1.	P/M	BELLY Door Lt OUT A-PIT OPEN
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	Transfer to DMI IAW MEL 52-1 CAT "C" Control Num 9457041-9093 Due Date 11-02-00 Placard installed	10/23/00	Kmco	81519
2.				
3.				
4.				
5.				
6.				

5272

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

AIRWORTHINESS RELEASE

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

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32207	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32208
PREV. A/C FLT. HRS	91992.13	FLT. HRS THIS PAGE	1.40	TOTAL A/C FLT. HRS	91993.53

BOOK CHANGED NEW LOG PAGE NO.

CAPTAIN'S SIGNATURE

NS READOUT

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

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

AIRCRAFT MAINTENANCE LOG

02202-48 (2/99) Litho U S A

EMERY WORLDWIDE — A CNF COMPANY

09457-05

ACFT. NO.: N 996GE — ACFT. TYPE: DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (US$)	DEPART (LBS)	ARRIVAL (LBS)	DEICE GAL'S	CARGO	MAIL
1	334	10/23/00	KMCO	KTPA	1540	1612	0+32	1545	1602	0+23	0	35.2	29.8	0	0	NA
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP.#	T.O.	LDG	A/P	CREW	EMP.#
1	NA	NA			0	0	0	0		01	S. Zettler	93075	1	1			
2										02	D McInnis	94632					
3										03	K Hollar	61596					
4										NR	P Marster	52294					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	P/M (P circled)	Service O2 and check for leaks	1.	SERVICED O2 AS NEEDED. RESECURED LOOSE "B" NUT AT FITTING W/ O2 FIX. NO LEAKS NOTED. I/A/W M/M 35-10-04	10-23-00	KTPA	02112
2.	P/M (P circled)	FO needs A/S Bug	2.	INSTALLED BUG AS NEEDED I/A/W STD. MX. PRACT.	10-23-00	KTPA	02112
3.	P/M	REFF. DMI # 9457041-9093 "A" Pit Door Light MEL 52-1	3.	CLEANED CONTACT AT SWITCH RESECURED, OPS CKS NORMAL THIS CLEARS DMI #9457041-9093 — PLACARD REMOVED. I/A/W STD MX	10-23-00	KTPA	02112
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

CHECK C/W: [signature] — STATION: KTPA

DATE: 10-24-00 — CERT. NO.: [redacted]

AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32208	LANDINGS THIS PAGE	1	TOTAL LANDINGS	32209
PREV. A/C	91993.93	FLT. HRS. THIS PAGE	.23	TOTAL A/C FLT. HRS.	91994.16

INS READOUT

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

AIRCI **MAINTENANCE LOG**

02202-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09457-06

ACFT NO.: N 996 GE | ACFT. TYPE: DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GALS	CARGO DATA CARGO	CARGO DATA MAIL
1	103	10/24/00	KTPA	KMCO	0153	0234	+41	0209	0230	+21	4518	60.0	55.3	0	11635	0
2	103	10/24/00	KMCO	KDAY	0311	0526	2+15	0327	0518	1+51	0	55.3	30.0	0	46932	0
3																
4																

LEG	DEPT DELAY TIME	DEPT DELAY CODE	TRAIN FLTS LDGS	TRAIN FLTS STATION	OIL ADD #1	OIL ADD #2	OIL ADD #3	OIL ADD #4	OIL ADD APU	A/P	CREW	EMP #	T/O	LDG	A/P		EMP #
1										0-1	D. RUSSELL	72676	1	1	N-R	SPANO	INSTONE
2					0	0	0	1		0-2	D. WHEELER	88212	1	1			
3										0-3	Z. SERFOZO	75795					
4										N-R	M. DENNIS	INSTONE					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3310 1	(P) M	F/O'S INST WHITE LIGHT KNOB LOOSE ON SHAFT.	1.	TIGHTEN LOOSE KNOB FOR F/O'S INST LIGHTS	10-24-00	KDAY	03778
3512 2	P/(M)	SECOND OBSERVERS O2 REGULATOR RAPIDLY LOSES PRESSURE WHEN SWITCH IS TURNED OFF	2.	REMOVED AND REPLACED SECOND OBSERVERS O2 REGULATOR IAW DC-8 M/M 35-10-7	10-24-00	KDAY	46958
3	P/M		3.				
4	P/M		4.				
5	P/M		5.				
6	P/M		6.				

NO.	PART NOMENCLATURE	PART NO OFF	SER NO OFF	PART NO ON	SER NO ON	POS
2	O2 REGULATOR	15830L	20107	15830A	20509	2ND OBS.

AIRWORTHINESS RELEASE

CHECK C/W: TRANSIT | STATION: KDAY

DATE: 10-24-00 | CERT. NO.: [redacted]

GMT TIME: 0615Z | AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32209	2	32211

PREV A/C FLT HRS	FLT HRS THIS PAGE	TOTAL A/C FLT HRS
91994:16	2:12	91996:28

INS READOUT

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

DISC. OR MAINT. ACTION CARRIED FWD TO: 0

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE [redacted]

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

AIRCF **MAINTENANCE LOG**

02202-46 (… …itho U.S.A.

EMER WORLDWIDE
A CTF COMPANY

09457-07

ACFT. NO. N N996gz | TYPE DC-8-71F

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DEICE GALS	CARGO DATA TOA/CON	CARGO DATA MAIL
1																
2								MX		ONLY						
3																
4																

LEG	DEP DELAY	DELAY CODE	TRAIN FLTS LOGS	TRAIN FLTS STATION	OIL ADD QTS	A/B	CREW	EMP #	POT	LOGS	A/B	CREW	EMP #
1	:				0 0 0 0	MA							
2	:						NO	FLT					
3	:												
4	:												

NO	SOURCE	DISCREPANCY
1.	P/M	Reference FCD #52-22 Task Code 825210 Inspection of Cargo Zone and Aft Restraints
2.	P / M	
3.	P / M	
4.	P / M	
5.	P / M	
6.	P / M	

NO	CORRECTIVE ACTION	DATE	STAT	MECH
1.	Inspected Cargo Zone and Aft Restraints per FCD #52-22 Task Code 825210 with Pemco Engineers; No Interwixed parts on Zone and Aft Restraints. For Pemco Engineers, Zone and Aft Restraints Ops Check Good.			
3.				
4.				
5.				
6.				

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

AIRWORTHINESS RELEASE

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

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	32241	LANDINGS THIS PAGE	0	TOTAL LANDINGS	32241
PREV. A/C FLT HRS	91996 :28	FLT HRS THIS PAGE	:0	TOTAL A/C FLT HRS	91996 :28

INS READOUT

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

DISC. OR MAINT. ACTION CARRIED FWD TO:

BOOK CHANGED NEW LOG PAGE NO:

CAPTAIN'S SIGNATURE

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AIRCRAFT MAINTENANCE LOG

U22U2-4E 12/99; Printed in U.S.A.

EMERY WORLDWIDE a CNF company

09457-08

ACFT. NO. N 9966E | ACFT. TYPE DC8-71F

	FLT	DATE	STATION FROM	STATION TO	BLOCK OUT	BLOCK IN	BLOCK HOURS	AIR OFF	AIR ON	FLT. HOURS	FUEL [illegible]	FUEL [illegible]	FUEL [illegible]	OIL QTS	CARGO	[illegible]
1	26	10-24-00	KONA	KSEA	939	1418	4:39	953	1408	4:15	7291	80.5	26.5	8	61269	
2																
3																
4																

	DEPT. DELAY	CODE	TRANS. FUEL LOGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1					3	4	2	1	/	0\1	J. Alt	871	1		X4	Holmquist	36704
2										0\2	G. Turcot	64017					
3										0\3	B. Husebye	61997					
4										JS	S. Hewitt	35027					

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA.	MECH.
1.	(F)M	First officer sliding window trim loose	1.	SECURED FO'S WINDOW TRIM - OK FOR SERVICE.	10/24/00	KSEA	74439
2.	(F)M	Requires 2 units right rudder	2	Re-centered Rudder Trim pointer Checks good IAW MM 27-23-1.	10/24/00	KSEA	04503
3.	(F)M	Stand by Attitude Indicator precesses 5° nose up in level flight in 20 minutes	3	R+R'd SAI per MM 41-21- 2, checks normal per MM 41-70-02.	10/24/00	KSEA	24674
4	(F)M	#2 alternate tank reads 2000# low in flight	4.	#2 Alt. Fuel Quantity Checks good as ground IAW MM 28-410.	10/24/00	KSEA	04503
5.	(F)M	loud air noise in nose wheel well	5	Secured L&R? Right nose wheel well. Checks good.	10/24/00	KSEA	04503
6.	(F)M	#1 to #2 COMM indicated 135.52 actually recieved 135.5	6.	Reracked comm. control panels - checks normal per MM 23-20-03	10-24-00	KSEA	246[illegible]

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	[illegible]
3	Standby Attitude Indicator	197691Ø-1	7204100	197691Ø-3	71Ø3142	only

AIRWORTHINESS RELEASE

CHECK C/W: | STATION:

DATE: | CERT. NO.:

GMT TIME: | AUTH. SIG.:

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32211	1	32212

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
91996:28	4:15	92000:43

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

DISC. OR MAINT. ACTION CARRIED FWD TO: 9457-08

BOOK CHANGED NEW LOG PAGE NO:

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AIRCRAFT MAINTENANCE LOG

02202-43 (2-99) Litho U.S.A

EMERY WORLDWIDE
A CNF COMPANY

09457-09

ACFT. NO.	ACFT. TYPE
N 996GE	DC8-71

	FLT	DATE	STATION FROM	STATION TO	OUT	IN	BLOCK HOURS	OFF	ON	FLT. HOURS	FUEL DATA			OIL ADD QTS		
1		10-25-00	KSEA													
2																
3																
4																

No Flight

MX use

NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA.	MECH
1	P/M	Ref. DMR # C9695163-9032, Cpt's. windshield heat	1.	R&R'd heat transformer per MM 30-41-2. This does not clear DMR # C9695163-9032.	10-25-00	KSEA	2467
2	P/M		2.				
3.	P/M		3				
4.	P/M		4.				
5.	P/M		5.				
6.	P/M		6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Transformer	7612266-501	1014	7838	2831	Cpt's

AIRWORTHINESS RELEASE

CHECK C/W: Term.
STAT C/E: KSEA
DATE: 10-25-00
CERT. N [redacted]
GMT TIME: 0044Z
AUTH. SIG. [redacted]

AIRCRAFT TIME / CYCLES

PREVIOUS LANDINGS	LANDINGS THIS PAGE	TOTAL LANDINGS
32212	0	32212

PREV. A/C FLT. HRS.	FLT. HRS. THIS PAGE	TOTAL A/C FLT. HRS.
92000:43	:0	92000:43

INS READOUT: 1-D.ST. 2-DIST. 3-D

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

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AIRCRA' AINTENANCE LOG
02202-46 (2/99), U.S.A.

EMERY WORLDWIDE A CNF COMPANY

09457-10

ACFT. NO. N 996GE | AC' 'PE [illegible] -71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART. (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1	025	10-25-00	SEA	DAY	01:27	0540	3+56	0139	0535	4+13	7116	75.8	27.7	Ø	45360	NA
2																
3																
4																

LEG	DEPT. DELAY	CODE	TRAIN. FLTS. LDGS	STATION	OIL ADD 1	2	3	4	APU	A/P	CREW	EMP #	T.O.	LDG	A/P	CREW	EMP #
1	:				0	0	0	0		01	D. Vanderhule	84722	1		DH	Holmquist	36709
2	:									02	S. Hewitt	35027		1	DH	K. Angel	01836
3	:									03	S. Sandquist	66725					
4	:																

	NO.	SOURCE	DISCREPANCY	NO.	CORRECTIVE ACTION	DATE	STA	MECH
3428	1.	(P)/M	Standby attitude indicator processes to 4° Pitch up after 1 hr flight time	1.	Reseated pin on plug P10-5172 at SAI battery. System ops checks good IAW DC-8 wiring diagram 34-2-6. and M/M CH 34-28-0	10/25/00	KDAY	28126
2841	2.	(P)/M	#2 alt tank reads 2,000# Low during flight	2.	Sumped #2 ALT TANK Compared Stick to IND at Several Levels No Defects noted IAW UAL m/m 28-41-0	10/25/00	KDAY	25956
613	3.	(P)/M	Right Pneumatic manifold indicating 135° with Flow controll at 80%	3.	Preformed OPS CK of both #3 & #4 Pneumatic system IAW m/m 36-13-0 No Defects noted on either Pneumatic temp Regulators	10/25/00	KDAY	25956
7712	4.	(P)/M	#4 N_2 guage seal on top of guage is protruding out	4.	Removed and replaced #4 engine N_2 indicator ops check good IAW DC-8 M/M 77-10-?	10-25-00	KDAY	40958
5611	5.	(P)/M	Pilot forward windscreen completely fogged, can't see for landing. use of air & wiping no help	5.	Removed and replaced capt's side windshield IAW DC-8 MM 56-10-2. Operational check to be c/w on lmpge 9457-11 Item #3. [illegible]	10-25-00	KDAY	70461
7830	6.	(P)/M	#4 Thrust Reverser did not deploy till 20 sec. after 1 2 3.	6.	Performed OPS CK of #4 T/R IAW CFM m/m 78-30-00 No Defects Noted	10/25/00	KDAY	25956

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
4	N_2 INDICATOR	8DJ324WAE1	T0076	8DJ324WAE1	X1011A	4
5	SIDE WINDOW	5593704-501	NSN	5593704-501	106282	ONLY

AIRWORTHINESS RELEASE

CHECK C/W: N/A | STATION: KDAY
DATE: 10-25-00 | CERT. NO.: [redacted]
GMT TIME: 2330Z | AUTH. SIG.: [redacted]

DISC. OR MAINT. ACTION CARRIED FWD TO:

AIRCRAFT TIME / CYCLES

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

BOOK CHANGED NEW LOG PAGE NO:

INS READOUT

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

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AIRCRAFT [illegible]TENANCE LOG

02202-46 (2/99) Litho U.S.A.

EMERY WORLDWIDE
A CNF COMPANY

09457-11

ACFT. NO. N 996GE | ACFT. DC-[illegible] 71

LEG	FLT#	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	DEPART (LBS)	ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	MAIL
1		10/25/00														
2																
3																
4																

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

ONLY

NO.	SOURCE	DISCREPANCY
1.	P/(M)	Ref DMI # C9695196-9059 #3 Main FQI Reads 10,000 low when full
~~2.~~	P/M	
~~3.~~ 2	P/M	See Logpage 9457-10 item 5. Remove tape on Capt's side window after cure time of 8 hours. (8:00pm L)
~~4.~~ 3	P/(M)	Ref DMI # C9695163-9032. Capt's window Heat INOP.
~~5.~~ 4	P/(M)	REF DMI # C9695196-9059 #3 MAIN FQI READS 10,000 LOW WHEN FULL
~~6.~~	~~P/M~~	NOT USED

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R+R Fuel Box Probe, Lo-Z on Aft Inboard probe and Repaired Lo-Z on Fuel Box Probe. All IAW DC-8 MM 28-41. This does not clear DMI. Tank reads 13,600 lbs when full. (12,500 lbs)	10/25/00	KDAY	89936
~~2.~~				
~~3.~~ 2	TAPE Removed AS Required	10/26/00	KDAY	25256
~~4.~~ 3	R&R Windshield Heat Controller Operation Check of Capts Window Good IAW DC-8 M/M 30-40-0. This clears DMI # C9695163-9032. Placard Removed	10-25-00	KDAY	61467
~~5.~~ 4	REPAIRED HI-Z & LO Z CONN. FWD OTBD PROBE & LO-Z CONN. AFT OTBD PROBE, R&R'D FWD OTBD PROBE & R&R'D #3 MAIN FUEL QTY INDICATOR. SYSTEM OPS CK. GOOD IAW DC-8 MM. CH 28-41-00 WITH KNOWN QTY AT VARIOUS LEVELS THIS CLEARS DMI # C9695196-9059 PLACARD REMOVED	10/26/00	KDAY	61464
~~6.~~				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
1	Probe	B277-1574	124905-14X	B277-1574	B4308-7	Fuel Box
3	Controller	1339-1	37571S	1339-1	3855B	Capt
4	PROBE	B277-1570	A85691-1	B277-1570	B1564-4X	#3 FWD OTBD
4	FUEL QTY IND	206-009-005	166	206-009-005	195	#3 MAIN

AIRWORTHINESS RELEASE

CHECK C/W: NA

STATION:

DATE:

CERT. NO.:

GMT TIME:

AUTH. SIG.:

AIRCRAFT TIME / CYCLES

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

INS READOUT

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

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AIRC[illegible] MAINTENANCE LOG

02202-46 (2/99) Litho U.S.A.

EMEI WORLDWIDE A CMF COMPANY

09457-12

ACFT. NO. N496GE

T. TYPE DC-8-71

LEG	FLT	DATE	STATION FROM	STATION TO	GMT OUT	GMT IN	BLOCK HOURS	GMT OFF	GMT ON	FLT. HOURS	FUEL DATA UPLIFT (USG)	FUEL DATA DEPART (LBS)	FUEL DATA ARRIVAL (LBS)	DE-ICE GAL'S	CARGO DATA CARGO	CARGO DATA MAIL
1		10/25/00						NO		FLT						
2																
3																
4																

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

NO.	SOURCE	DISCREPANCY
1.	P/M	HYD QTY IND DOES NOT GO TO "0" WHEN BKR IS PULLED
2.	P/M	
3.	P/M	
4.	P/M	
5.	P/M	
6.	P/M	

NO.	CORRECTIVE ACTION	DATE	STA	MECH
1.	R&R'D HYD QTY IND SYSTEM OPS CK GOOD ON GRD DOW DC-8 MM CH 29-31-02	10/25/00	KDAY	24504
2.				
3.				
4.				
5.				
6.				

NO.	PART NOMENCLATURE	PART NO. OFF	SER. NO. OFF	PART NO. ON	SER. NO. ON	POS.
01	HYD QTY IND	B712-8W	5.0.22311-11	B712-8W	526772-5	ONLY

AIRWORTHINESS RELEASE

CHECK C/W: Service

STATION: KDAY

DATE: 10/26/00

CERT. NO.: [redacted]

GMT TIME: 0730

AUTH. SIG.: [redacted]

AIRCRAFT TIME / CYCLES

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

INS READOUT

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

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A N

2.19.02 RRXA AMM, Chapter 12, Section V, JT3D-7 Power Plant Removal and Installation Form ME077, Paragraph G, I calls for checking the calibration of the exhaust gas temperature (EGT) indicating system using the Wheatstone Bridge as stated in the DC-8 MM, 77-20-0. EGT calibration check was accomplished on N950R, #2 and 3 engines on approximately 10/30/00 using an ohms meter. This is contrary to 14CFR 43.13(a) and 121.709(b)(2)(1).

RRXA RESPONSE: *The DC-8 Maintenance Manual 77-20-0, item two says that a Wheatstone Bridge or equivalent be used to test the exhaust gas temperature system. The test is to determine that a resistance value of 21.95 to 22.05 be obtained when the system is set up in the outlined configuration. The Fluke 87 ohms meter is capable of verifying that reading.*

RRXA CONCLUSION: *No finding.*

U. S. Department
of Transportation

Federal Aviation Administration

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

cc: Jim Aiwess
Jerry Turraco
Bob Dall

RECEIVED
JAN 25 2001
KENT T. SCOTT

January 24, 2001
2,19,02 ✓

FILE NUMBER: 2001GL050041

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

Dear Mr. Scott:

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

Emery Worldwide Airlines Inc. Certificate (RRXA) Aircraft Maintenance Manual (AMM), Chapter 12, Section V, JT3D-7 Power Plant Removal and Installation Form ME077, Paragraph G, I calls for checking the calibration of the exhaust gas temperature (EGT) indicating system using the Whetstone Bridge as stated in the DC-8 Maintenance Manual, 77-20-0. EGT calibration check was accomplished on N950R, #2 and #3 engines on approximately 10/30/00 using an ohmmeter.

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

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

Thank you for your attention to this matter.

Sincerely,

[redacted]
for
Harold R. Camden
Principal Maintenance Inspector

121.709 Airworthiness release or aircraft log entry.

(a) No certificate holder may operate an aircraft after maintenance, preventive maintenance or alterations are performed on the aircraft unless the certificate holder, or the person with whom the certificate holder arranges for the performance of the maintenance, preventive maintenance, or alterations, prepares or causes to be prepared -

(1) An airworthiness release; or

(2) An appropriate entry in the aircraft log.

(b) The airworthiness release or log entry required by paragraph (a) of this section must -

(1) Be prepared in accordance with the procedures set forth in the certificate holder's manual;

(2) Include a certification that -

(i) The work was performed in accordance with the requirements of the certificate holder's manual;

(ii) All items required to be inspected were inspected by an authorized person who determined that the work was satisfactorily completed;

(iii) No known condition exists that would make the airplane unairworthy; and

(iv) So far as the work performed is concerned, the aircraft is in condition for safe operation; and

(3) Be signed by an authorized certificated mechanic or repairman except that a certificated repairman may sign the release or entry only for the work for which he is employed and certificated.

2,19,02

43.13 Performance rules (general).

(a) Each person performing maintenance, alteration, or preventive maintenance on an aircraft, engine, propeller, or appliance shall use the methods, techniques, and practices prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness prepared by its manufacturer, or other methods, techniques, and practices acceptable to the Administrator, except as noted in § 43.16. He shall use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices. If special equipment or test apparatus is recommended by the manufacturer involved, he must use that equipment or apparatus or its equivalent acceptable to the Administrator.

(b) Each person maintaining or altering, or performing preventive maintenance, shall do that work in such a manner and use materials of such a quality, that the condition of the aircraft, airframe, aircraft engine, propeller, or appliance worked on will be at least equal to its original or properly altered condition (with regard to aerodynamic function, structural strength, resistance to vibration and deterioration, and other qualities affecting airworthiness).

(c) Special provisions for holders of air carrier operating certificates and operating certificates issued under the provisions of Part 121, 127 *{Part 127 was removed at Amdt. 127-45, 60 FR 65832, Dec. 20, 1995 - Ed.}*, or 135 and Part 129 operators holding operations specifications. Unless otherwise notified by the administrator, the methods, techniques, and practices contained in the maintenance manual or the maintenance part of the manual of the holder of an air carrier operating certificate or an operating certificate under Part 121, 127 *{Part 127 was removed at Amdt. 127-45, 60 FR 65832, Dec. 20, 1995 - Ed.}*, or 135 and Part 129 operators holding operations specifications (that is required by its operating specifications to provide a continuous airworthiness maintenance and inspection program) constitute acceptable means of compliance with this section.

2.19.03 On 11/01/00, a spot inspection on aircraft N8087U revealed a contractor performing fuel tank leak repairs without the proper maintenance manual references for repairs performed.

RRXA RESPONSE: *The following actions are performed upon arrival of all fuel tank teams.*
1. Coordination with the EWA Supervisors and the Tank Team to explain the nature of the discrepancies. 2. The Tank Team is given confined space entry paperwork.
3. Required manuals are distributed to the Tank Team and they are instructed where required materials are located.

Procedures will be changed and published in the EWA MP&P rewrite that will provide oversight by EWA Maintenance Supervision of work performed by contract maintenance See attached..

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
04 September 2001

MP&P Revision

ADD CHAPTER 3-01-3, B. 4

When substantial maintenance is performed, at EWA Line Stations, by outside vendor, EWA will provide the following oversight of the maintenance being accomplished.

EWA will assign a Line Maintenance Mechanic or Supervisor to the contract maintenance team to provide the following support and oversight.

1. Provide and in-briefing detailing the work that is to be performed, provide applicable maintenance manual references, and instruct the team as to the location of materials necessary to perform the required functions.

2. Provide supervision of the work being performed and the use of proper maintenance procedures and manuals.

3. Provide EWA policies and procedures, including documentation, to the vendor. Ensure that all maintenance performed is properly documented using EWA approved procedures.

3-01-3 ADD B. 4.

2.19.03 On 11/01/00, a spot inspection on aircraft N8087U revealed a contractor performing fuel tank leak repairs without the proper maintenance manual references for repairs performed.

RRXA RESPONSE: *The following actions are performed upon arrival of all fuel tank teams. 1. Coordination with the EWA Supervisors and the Tank Team to explain the nature of the discrepancies. 2. The Tank Team is given confined space entry paperwork. 3. Required manuals are distributed to the Tank Team and they are instructed where required materials are located.*

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

MP+P Chap 4, P 41
EWA MNTC ~~Supervision~~ oversight over outside
Vendors + Contractor work.

1. Contractor using own paperwork? We will accept?
2. Manuals
3. MNTC Supv.

OPEN

B

Owens, James H
From: Northup, Robert J
Sent: Friday, February 09, 2001 2:02 PM
To: Owens, James H
Subject: RACIP 2.19.03

Jim, RACIP finding 2.19.03 indicates that a spot inspection on aircraft N8087U revealed a contractor performing fuel tank leak repairs without the proper maintenance manual references for repairs performed.
The following actions are performed upon arrival of all fuel tank teams.

- Coordination with the Supervisors to give an explanation of the discrepancy.
- They are given confined space entry paperwork.
- They are debriefed on the facility rules.
- Distribution of all required maintenance manuals required and shown where to get required material.

Rob Northup
Manager
Hub Line Maintenance
[redacted]

2.19.03 On 11/01/00, a spot inspection on aircraft N8087U revealed a contractor performing fuel tank leak repairs without the proper maintenance manual references for repairs performed.

RRXA RESPONSE: *The following actions are performed upon arrival of all fuel tank teams.*
1. Coordination with the EWA Supervisors and the Tank Team to explain the nature of the discrepancies. 2. The Tank Team is given confined space entry paperwork.
3. Required manuals are distributed to the Tank Team and they are instructed where required materials are located.

Procedures will be changed and published in the EWA MP&P rewrite that will provide oversight by EWA Maintenance Supervision of work performed by contract maintenance.

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

2.19.03 On 11/01/00, a spot inspection on aircraft N8087U revealed a contractor performing fuel tank leak repairs without the proper maintenance manual references for repairs performed.

RRXA RESPONSE: *The following actions are performed upon arrival of all fuel tank teams.*
1. Coordination with the EWA Supervisors and the Tank Team to explain the nature of the discrepancies. 2. The Tank Team is given confined space entry paperwork.
3. Required manuals are distributed to the Tank Team and they are instructed where required materials are located.

RRXA CONCLUSION: *No finding*

Jim Owens
EWA Director-Quality Assurance
21 February 2001

NEED MPP REVISION CH4, P41

EWA MAINTENANCE WILL PROVIDE OVERSIGHT OF WORK PERFORMED BY CONTRACT VENDORS.