

DOCKET NO: **SA-510**

EXHIBIT NO: **11A-1**

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

**MAINTENANCE RECORDS GROUP CHAIRMAN'S
REPORT - ADDENDUM 1**

ADDENDUM 1

The work cards (OM-26) for the last "Q" check completed at Charlotte, North Carolina, on February 1993, were reviewed in detail. Three cards, identified as card number 53-64-55501-2, J3-65-27500-2, and J3-65-27500-3, were further evaluated since the PCU was replaced during this maintenance visit.

Work card number J3-64-55501-2, initiated January 21, 1993, described the rework of the main rudder PCU output rod due to chaffing damage. The damage was cleaned up, inspected, and found to be within normal limits. The PCU was replaced during the same visit due to leakage..

Work card number 53-65-27500-2, initiated on January 21, 1993, described replacement of the damaged main bolt. The bolt attaches the PCU to the rudder attaching point; it was found to have "a slight step worn in it." The worn bolt was replaced. The damaged bolt was shipped back with the PCU following the replacement of the PCU.

Work card number 53-65-27500-3, initiated on January 27, 1993, read as follows: "the rod bearing on PCU at the PCU to rudder attaching point has rough feel during operation." The work card stated that the PCU was replaced due to leakage. Main rudder PCU, part number 65-44861-9, serial number 1673A, was replaced with a like PCU, serial number 1596A on January 21, 1993.

USAir Reliability Department's computer printout of findings generated by Q-Check Job Cards J3-64-55501 and J3-65-27500 for the USAir fleet were reviewed to determine which defects were recurring or isolated/rare occurrences. PCU leaks were found to be common during the reporting period. No other case of bolt deformation or damage was found.

No further action was taken or reports prepared on the subject of worn bolts since the damage to the bolt was considered an isolated, non-critical occurrence.

Inspectors and mechanics performing maintenance at the Charlotte facility were unable to provide any further information on maintenance they performed 21 months prior to the accident.