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NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C.

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(1 page)

	r Name C		
SECTION IV - COMMENT (contid)			
Privatery Area	Word Word	Opinion. Code	
	815	P	I RECEIVED INFORMATION THAT AN ENGINE HAD BEEN LOCATED OVER AT HANGER "A." AT DAY CEMERY MAINTAIDNCE FACULTY) THAT HAD COME OFF OF AIRCRAFT NOSOR. UPON ARRIVAL AT CEMERY MAINTAIDNCE FACULTY) THAT HAD COME OFF OF AIRCRAFT NOSOR. UPON ARRIVAL AT THE HANGER IFOUND SEVERAL REPRESENTATIVES FROM THE ENERTY SAFETY DEFARTMENT. THEY WERE TALKING TO THE MANAGER AT THE FAXIS STORAGE FACULTY ASKING ABOUT THE ENGINE FROM THIS AIRPLANE. THE MANAGER ACTED AS IF HE HAD NO DEA OF WHAT WE WERE TALKING ABOUT. THIS WENT ON FOR ABOUT 20 MINUTES, FINALLY ONE OF HIS EMPLOYEES CAME OUT AND ASKED IF WE WERE LOCKING FOR AN ENGINE THAT WAS OUTSIDE. AT FIRST THE MANAGER TRED ASKED IF WE WERE LOCKING FOR AN ENGINE THAT WAS OUTSIDE. AT FIRST THE MANAGER TRED TO STEER US TO A SITE ON LIGHTINER RD. WHERE EMERY STORES ENGINES, POVALLY AT THE ENSISTENCE OF THE REPRESENTATIVE OF THE SAFETY DEPARTMENT WE WERE SHOWN THE ENGINE IN QUESTION.
		·	ONE OF EMERY'S CONTRACT ENGINEERS, ROEL MUTNAM, WAS FRESENT AND HE STATED THAT THIS ENGINE HAD COME OFF OF ARCRAFT MISTOR A DC-4-63. THE ENGINE HAD SUFFERED A COMPRESSOR STALL ON OR ABOUT 08/22/2000, EXAMINATION OF THE ENGINE REVIEWED. ONE BLADE HAD SEVERAL BLADES DRESSED OUT. THE ENGINEER INDICATED THAT SINCE THE ONE BLADE WAS CROPPED THE OPPOSITE BLADE SHOULD HAVE RECEIVED THE SAME TREATMENT FOR BLADE THIS WAS NOT DONE ALSO THERE WERE BITS OF METAL IN THE TAILPIPE AREA OF THE ENGINE AN ATTEMPT WAS MADE TO BORE SCOPE THE ENGINE BUT AN OPERATIVE BORE
			SCOPE COULD NOT BE FOUND. THIS ENGINE WAS IT EAD APPROX. 600 HOURS AND WAS ORDERED SCRAFED WITH OUT A TEAR DOWN ENSPECTION TO EVALUATE WHAT HAD BY FACT HAPPENED TO THE ENGINE THIS WAS BUT THE ENGINE WAS LOCATED AT HANGER "A" UNDER A BRIGHT YELLOW TARP. IT
		. 	WAS SETTING ON THE SOUTH SIDE OF THE HANGER IN A VERY CONSPICUOUS PLACE. ONCE WE STARTED OUR INSPECTION THIS GENTLEMAN DISAPPEARED NOT TO BE SEEN
	<u></u>		MR. PUTNAM ALSO STATED THAT HE HAD BEEN TOLD THAT EMERY WOULD NOT HORE-SCOPE ENGINES AFTER A FORUNCEDENT BECAUSE IT WAS TOO EXPENSE. (THE REFERENCE THEY DO NOT WANT TO KNOW ABOUT THE INSIDE OF THE ENGINE.
	301	P	IN THE COURSE OF THIS SAME INVESTIGATION MR. PUTNAM STARTED TELLING ME ABOUT ARCRAFT 190CF. BE FURTHER WENT ON TO DISCUSS THAT THE PERSONS WHO TRACK THE ENGINE TREND HAD IDENTIFIED THIS ENGINE ALMOST 6 WEBES FROM AS SHOWING EARLY SIGNS OF FALING TOM PARTARD OF THE ENGINEERING DEPARTMENT ISSUED AN ENGINEERING ORDER TO HAVE THE ENGINE REMOVED FROM SERVICE. THIS ORDER WAS ISSUED TO MR. WAYNE FARNSWORTH FOR WHATEVER REASON MR. FARNSWORTH CHOSE TO KNOWE THIS ORDER.
	}	1	TO THE CONDITION OF THESE VARIOUS ENGINES.
			DURING THE TEAR DOWN OF THIS ENGINE THE PHRASE "WILL I RUB" WAS FOUND ON ONE OF THE TURBINE WHEELS. AT FIRST THIS WAS THOUGHT TO BE GRAFFITL AFTER SOME THOUGHT IT WAS CONSIDERED THAT THIS COULD HAVE BEEN SOME PERSONS ATTEMPT TO DRAW ATTENTION TO THIS WHEEL IF AND WHEN THE ENGINE HAD A PROBLEM. THE ENGINE WAS OVERHAULED BY THE WOOD GROUP.
	215		MR MITNAM WENT ON TO EXPLAIN THAT MR. RENEE VISSCHER FORMER VP OF TECH SERVICES HAD MADE THE DECISION TO NO LONGER ALLOW THE WOOD GROUP TO DO ENGINE WORK FOR EMERY, OR RYAN, OT REALLD BE NOTIED THE 10 HOME B-TTO OFERATED BY RYAN ARE DIVINED BY EMERY WORLDWIDE INCORPORATED AND THE HEAVY MAINTANENCE IS DIRECTED BY EMERY THE DAY AFTER THE WOOD GROUP WAS TO NO LONGER TO DUE ENGINE WORK FOR EMERY MR. VISSCHER WAS FIRED. STRANGELY BUREPLET AND THE THAT THE WOOD GROUP WAS REDISTATED AND NOW HAS SEVERAL EMERY ENGINES BY WORK.
٨	ELS	P	IT SHOUDL BE NOTED THAT AT LEAST ONE OF THE ENGINES OVERHAULED BY THE WOOD GROUP TURNED UP WITH A TURBINE WHEEL THAT WAS ON A LIST OF UNAIRWORTHY WHEELS THAT HAD BEEN DRESSED UP TO HIDE THE DAMAGE TO THE WHEELS.
A .	603	P .	MR. PUTNAM ALSO ADVISED THAT WHEN ENGINES ARE SENT TO THE WOOD GROUP INSTRUCTIONS ARE ALTERED AFTER THE ENGINE ARRIVES ETHER VIRBALLY, OR BY EMAIL OR FAX BY KENT ESTEP, POWERLANT MANAGER, SO AS INDIT TO APPEAR IN THE OFFICAL ENGINE RECORDS. HE ALS INDICATED THAT SEVERAL ENGINES THAT HAD COMPRESSOR STALLED WERE SENT TO THE WOOD GROUP AS "OVERTEMP" AND THE ONLY TEST DONE ON THESE WAS TO RUN THEM IN THE TEST CHL. THESE ENGINES WERE KNOKEDLY BUNG ON AIRCRAFT THAT WERE BEING RETURNED TO THE LESOR, MR. PUTNAM FEELS VETEDLY BUNG ON AIRCRAFT THAT WERE BEING RETURNED TO AND THE LESOR, MR. PUTNAM FEELS VETEDLY STRONGLY THAT THESE AIRCRAFT SHOULD BE INSPECTED AND THE ENGINES AT LEAST BORG SCOPED AS THIS IS A SAFETY OF FLIGHT ISSUE.



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