

Docket No. SA-520

Exhibit No. 11-H

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D. C.

Boeing Message Concerning Lubrication Change

(2 Pages)

*MSG:FROM: T005020 --LBGATE1 TO: C331904 --LBVM6
10:44:19

09/26/97,

Date: 26-SEP-1997 10:44:19 PDT
From: GATEWAY
Subject: Mail fm LBREV

PROFS
TO: C331904@LBVM6

SVC-SEA-0122/MRL ATA: 9-12-5 DATE: 26SEP97

NO REPLY REQUESTED

TO: FRANK C. KIDD, FSR (SEATTLE)

FROM: F. W. MOORE / M. R. LASLEY
 C1-L33 (D035-0035) 562-496-7141
 BOEING COMMERCIAL AIRPLANE GROUP, LONG BEACH, CA

SUBJ: ALL PURPOSE AEROSHELL GREASE: GRADE 33 USE - ASA MD-80

REF: (A) SVC-SEA-0089/MRL, DATED 18 JUL 97
 (B) TELECON, LASLEY / KIDD, 25 JUN 97
 (C) SEA-SVC-0114/FCK, DATED 23 JUN 97
 (D) SVC-SEA-0078/MRL, DATED 19 JUN 97
 (E) TELECON, LASLEY / KIDD, 19 MAY 97
 (F) SEA-SVC-0092/FCK, DATED 16 MAY 97

ACTION NO: 332808

DOUGLAS HAS NO TECHNICAL OBJECTION TO THE USE OF BMS 3-33
(AEROSHELL 33) GREASE IN PLACE OF MIL-G-81322 GREASE ON ALASKA
AIRLINES MD-80 AIRCRAFT WITH ONE KNOWN RESTRICTION. AEROSHELL 33
GREASE MAY NOT BE USED IN AREAS SUBJECTED TO TEMPERATURES IN
EXCESS OF 250 DEGREES F INCLUDING LANDING GEAR WHEEL BEARINGS.

IT SHOULD ALSO BE NOTED THAT THE INITIAL RESULTS OF LABORATORY
TESTING THAT COMPARED AEROSHELL 33 GREASE WITH MOBILE GREASE 28
(MIL-G-81322) INDICATED THAT AEROSHELL 33 GREASE IS SOMEWHAT LESS
RESISTANT TO WATER WASH-OUT THAN MOBILE GREASE 28. IT IS NOT
KNOWN WHETHER THE DIFFERENCE IN WATER WASH-OUT RESISTANCE NOTED
IN THE LABORATORY WILL RESULT IN ANY NOTICEABLE DIFFERENCE OF THE
IN-SERVICE GREASE PERFORMANCE. HOWEVER, THE POTENTIAL EXISTS
THAT THE REQUIRED FREQUENCY OF LUBRICATION COULD BE AFFECTED IN
AREAS OF THE AIRCRAFT EXPOSED TO OUTSIDE AMBIENT CONDITIONS OR
AIRCRAFT WASHING AND CLEANING.

THIS NO TECHNICAL OBJECTION IS PROVIDED PRIOR TO THE COMPLETION
OF A DOUGLAS STUDY INTENDED TO DETERMINE THE ACCEPTABILITY OF
AEROSHELL 33 GREASE FOR USE IN DOUGLAS-BUILT AIRCRAFT. AS SUCH,
DOUGLAS CANNOT YET VERIFY THE PERFORMANCE OF THIS GREASE. IT
WILL BE THE RESPONSIBILITY OF ALASKA AIRLINES TO MONITOR THE
AREAS WHERE AEROSHELL 33 GREASE IS USED FOR ANY ADVERSE
REACTIONS. FURTHER, IT WILL BE THE RESPONSIBILITY OF ALASKA
AIRLINES TO OBTAIN ANY FAA APPROVAL REQUIRED BY THEIR PRINCIPAL
MAINTENANCE INSPECTOR FOR THE USE OF AEROSHELL 33 GREASE IN THEIR
MD-80 AIRCRAFT.

BECAUSE THE DOUGLAS STUDY OF AEROSHELL 33 GREASE WILL BE BASED ON
LABORATORY TESTS RATHER THAN AN IN-SERVICE TEST, ANY DATA WE CAN

OBTAIN FROM IN-SERVICE AIRCRAFT WOULD BE VALUABLE TO HELP CONFIRM OR REFUTE THE LABORATORY RESULTS. ANY INFORMATION ALASKA AIRLINES IS ABLE TO PROVIDE TO DOUGLAS, POSITIVE OR NEGATIVE, REGARDING THE IN-SERVICE PERFORMANCE OF AEROSHELL 33 GREASE ON THE MD-80 WILL BE GREATLY APPRECIATED.

REGARDS, MIKE

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