NATIONAL TRANSPORTATION SAFETY BOARD

Office of Research and Engineering
Materials Laboratory Division
Washington, D.C. 20594

April 30, 2010

MATERIALS LABORATORY FACTUAL REPORT – **ERRATA SHEET** Report No. 08-121

A. ACCIDENT

Place	:	Weaverville, California
Date	:	August 5, 2008
Vehicle	:	Sikorsky S-61N, N612AZ
NTSB No.	:	LAX08PA259
Investigator	:	Mike Hauf (AS-40)

B. COMPONENTS EXAMINED

Pieces of the fuel control units (FCUs) from the Number 1 (left) and Number 2 (right) General Electric CT58-140 turbo shaft engines that included the aspirator assembly; filter assembly; spool and sleeve portion of the pressure regulating valve (PRV); cylinder adapter; thread plug; and particles collected from the PRV; and an exemplar piece of a collector can that was submitted by Carson Helicopter Services Inc.

C. DETAILS OF THE EXAMINATION

Page 3,
DELETE the title:
Number 1 Engine FCU Filter Initial Inspection with Light and Magnifying Glass

and REPLACE with:
Number 1 Engine FCU Filter Inspection with Light and Magnifying Glass

Page 4,
DELETE the following paragraph:
“During the fiber optic light examination, a sample of particles … and SEM”.

and REPLACE with the following paragraph:
Prior to performing the light examination with a magnifying glass and estimating the amount of plugging of available open area on each screen filter, sample particles were removed with carbon double-sided adhesive tape from the screen filters. Sample particles were removed from the removable cartridge and permanent filters on the first week of February 2009. On the removable cartridge filter, sample particles were removed from the inner face in an area that extended approximately 0.3 inch to each side of the longitudinal weld seam and along the entire length of the screen filter. On the permanent filter, sample particles

were removed from the inner face in an area that extended approximately 0.3 inch to one side of the longitudinal weld seam (end of the filter marked with a black dot) and along the entire length of the screen filter. The amount of plugging of available open area was determined on the third week of October 2009 in an adjacent area of the screen where particles were not removed with double adhesive tape. The next section provides details on how the sample particles were collected and the results of the particle analysis.

Page 7,
DELETE the title:
Number 2 Engine FCU Filter Initial Inspection with Light and Magnifying Glass

and REPLACE with:
Number 2 Engine FCU Filter Inspection with Light and Magnifying Glass

Page 8,
DELETE the following paragraph:
"During the fiber optic light examination, a sample of particles … and SEM".

and REPLACE with the following paragraph:
Prior to performing the light examination with a magnifying glass and estimating the amount of plugging of available open area on each screen filter, sample particles were removed with carbon double-sided adhesive tape from the screen filters. Sample particles were removed from the removable cartridge and permanent filters on the first week of February 2009. On the removable cartridge filter, sample particles were removed from the inner face in an area that extended approximately 0.3 inch to each side of the longitudinal weld seam and along the entire length of the screen filter. On the permanent filter, sample particles were removed from the inner face in an area that extended approximately 0.3 inch to one side of the longitudinal weld seam (end of the filter marked with a black dot) and along the entire length of the screen filter. The amount of plugging of available open area was determined on the third week of October 2009 in an adjacent area of the screen where particles were not removed with double adhesive tape. The next section provides details on how the sample particles were collected and the results of the particle analysis.

Frank P. Zakar
Senior Metallurgist