

Attachment 11

to Operational Factors / Human Performance Group Chairman's Factual Report


DCA00MA005

26 OCT 1999

RE: Statement of maintenance on aircraft tail number N47BA

To whom it may concern,

On Saturday, 23OCT99, at approx. 1600hrsL aircraft tail number N47BA arrived at SunJet Aviation after a student checkout flight. I was working on tail number N170MD at the time of its arrival. The crew came up to me and reported the #1 VOR was inop along with the GPS would not power up. After completion of the tail number N170MD, I went to N47BA to power up the aircraft and verify the crew squawks. Upon entry in the crew station, I found an unmarked CB popped on the right upper CB panel (5amp). Upon further investigation, I remembered the aircraft had a Radar problem the known and day before. The Radar R/T and the Radar Scope were sent out for repair, and reinstalled on the same day, 22OCT99. The location of the GPS controller was situated above the Radar Scope in the center instrument panel. With this knowledge, I perceived the installation of the scope had a direct relation to the problems the crew reported. I then proceeded to remove the Radar Scope, with approved Tech. data, and then reset the unknown CB. With the Radar Scope removed the GPS unit and the GPS controller powered up and the CB remained in. I labeled the CB "GPS" and did a visual of the wiring harness behind the Radar Scope. With no visible damage evident, I reinstalled the Radar Scope keeping the harness away from the back of the Scope. I then performed a Radar checkout, VOR 1 and 2 operational checkout, and verified the GPS would acquire satellites all IAW proper tech. data utilizing the NAV 401L testset. All CB's remained reset and all operational checkouts were OK. Removed the power unit from the aircraft and advised Mr. James Watkins at approx. 1800hrsL that the aircraft was returned to service. I then advised the line maint. crew the aircraft N47BA, could be returned to the line. I did a tool inventory and left work at approx. 1820hrsL.



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