

CUSTOMER <b>HONEYWELL ENGINES &amp; SYSTEMS</b>		INVESTIGATION NO [REDACTED]	
CUSTOMER ORDER <b>NONE</b>		WOODWARD SALES ORDER [REDACTED]	
CUSTOMER REJECTION DOCUMENT (CAR, QN RFA DMR, ETC.) <b>N/A</b>		WARRANTY DISPOSITION <b>N/A</b>	
PROGRAM/ENGINE TYPE <b>GARRETT SMALL PROP GOVERNOR</b>		ITEM RECEIVED <b>8210-266</b>	ENGINE MFR. MODEL RECEIVED <b>N/A</b>
PROGRAM CODE <b>83344 SML</b>	SERIAL NUMBER <b>1118175</b>	ITEM SHIPPED <b>8210-266</b>	ENGINE MFR. MODEL SHIPPED <b>893615-18</b>
PARENT ITEM NUMBER <b>8210-266</b>	PARENT ITEM SERIAL NUMBER <b>1118175</b>	FIRST SHIPPED <b>N/A</b>	LAST SHIPPED <b>N/A</b>
CUSTOMER SERIAL NUMBER <b>N/A</b>	APPLICATION <b>TPE-331</b>	VESSEL TYPE & VESSEL NUMBER <b>Mitsubishi MU 2B-25 N856JT</b>	SITE & LOCATION GRID ID <b>N/A N/A</b>
TIME/CYCLES SINCE NEW, OVERHAUL, OR REPAIR			
DATE REPORT OPENED <b>20-JAN-2014</b>		DATE PART REMOVED <b>N/A</b>	DATE RECEIVED <b>16-JAN-2014</b>
<b>TEAM MEMBERS (D1)</b> [REDACTED]			
<b>PROBLEM DESCRIPTION (D2)</b> Reported Problem: UNIT WAS REPORTEDLY INVOLVED IN AN INCIDENT IN OWASSA, OK ON NOVEMBER 10, 2013			
<b>CONTAINMENT/IMMEDIATE ACTIONS (D3)</b>			
<b>INVESTIGATION SUMMARY (D4)</b> Confirmation Text: DID NOT CONFIRM REASON FOR RETURN Conclusion: The investigation found the governor to be performing within acceptable performance parameters. As-received visual inspection noted Woodward seals and torque seal were missing. The lockwire on the control was non-Woodward indicating that the control had been serviced by a facility other than Woodward. Customer fittings were present on the speed setting lever.  As-received visual inspection noted the pump had a catch during hand rotation. Disassembly found the beryllium bronze bushing in the idler gear to be worn to the extent that the ID allowed the gear to locate on the idler gear stud and catch when hand rotating. This catch was not observed on test as the gears aligned under drive torque. The magnetic pickup wiring was broken off and had to be stripped back to allow connection for testing.  As-received testing found all settings within tolerance except Max and Min speed and the travel was out of limits. Max speed was 3855 rpm (spec=3754+/-10 rpm) and min speed was 3521 rpm (spec=2815+/-10 rpm). These variations are typical of field adjustments which reportedly adjust the maximum screw out 3 turns to allow the max speed setting to increase in beta mode.  The max speed screw was adjusted back by three turns to return it to the original Woodward settings and the max speed was in spec at 3756 rpm.			
<b>ROOT CAUSE (D4)</b> Investigation Type: Product Return Origin of Cause: FIELD / END CUSTOMER (OWNER) General Cause: No Problem Found Cause: Other Cause Notes: The control performed within expected performance parameters.			
<b>CORRECTIVE ACTION PLAN (D5)</b> Corrective Action: No action taken			
<b>CORRECTIVE ACTION IMPLEMENTATION (D6)</b> Corrective Action Status: NO ACTION			