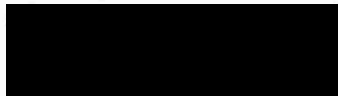


 Michael Capel
24/08/2004 16:44

NDT & EHM Services TBD E148,
British Airways Engineering,
London Heathrow Airport,
Hounslow.
Middlesex TW6 2JA



To: Phil Baxendale
Jim Quinn
Clive Ward
Denis Ryder

cc:
Subject: ref 900262 debris

The debris was analysed microscopically and with the xrf spectrometer

1. A Sump Scavenge : debris was carbon and other non ferrous debris.
2. B Sump Scavenge : debris matched jethete material but there was also a very high nickel content.
- 3 Starter mcd : debris was a small amount of ams 6260 type material
- 4.C Sump Scavenge : there were some small pieces of carbon.
5. DMS sensor : there was a significant amount of debris identical to the debris found on the B Sump scavenge mcd.
6. Oil Filter : this debris did not match the B Sump or DMS sensor debris, the profile contained vanadium and titanium.
7. AGB Sump : two pieces of non ferrous material.



GE Report 152GE 900262.dr

Regards

Mike Capel

BRITISH AIRWAYS ENGINEERING

NON DESTRUCTIVE TESTING and ENGINE HEALTH MONITORING SERVICES.

London Heathrow Airport, Hounslow, Middlesex. TW2 2JA.

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EHM/ Inspection Report.

* Delete as appropriate

		Report Serial Number	152GE
Customer:	GEAES/ BRITISH AIRWAYS		
Date of Inspection / Analysis:	24/08/04	Customer's Order Number:	N/A
Aircraft/Engine Type:	GE90	Aircraft Registration:	N/A
Component Description or Engine Position:	MCDs & Oil Filter	Part Number Serial Number:	900262
Inspection/Analysis Requirement(s): - SPECTRO ANALYSIS			
<i>This section shall specify the requirements of the Inspection/Analysis and state the standards applied.</i>			
Inspection/Analysis Results: - The debris was analysed microscopically and with the xrf spectrometer 1. A Sump Scavenge : debris was carbon and other non ferrous debris. 2. B Sump Scavenge : debris matched jethete material but there was also a very high nickel content. 3 Starter mcd : debris was a small amount of ams 6260 type material 4.C Sump Scavenge : there were some small pieces of carbon. 5. DMS sensor : there was a significant amount of debris identical to the debris found on the B Sump scavenge mcd. 6. Oil Filter : this debris did not match the B Sump or DMS sensor debris, the profile contained vanadium and titanium. 7. AGB Sump : two pieces of non ferrous material. Please contact EHM should you require further information <i>This section shall detail the results of the Inspection/Analysis actioned .If limits are specified within the requirement the actual achieved results will be quoted.</i>			
Signed On behalf of British Airways Engineering.		Print Name.	M. Capel
Approval / Authorisation No.	NT003	Report Date	24/08/2004
Reference to associated certification document (if required) I.e. JAA Form 1 Tracking Nr / Omega Card Nr / Workshop rectification Sheet ref / Aircraft Technical Log Book Ref.			