

**DOCKET NO.: SA-519**  
**EXHIBIT NO. 8H**

**NATIONAL TRANSPORTATION SAFETY BOARD**  
**WASHINGTON, D.C.**

**POWERPLANTS GROUP CHAIRMAN'S FACTUAL REPORT**  
**RIGHT ENGINE PRESSURE RATIO TRANSMITTER**  
**PN LG80E1, SN E1473 CHECK WORKSHEET**

**American Airlines flight 1420**  
**Little Rock, Arkansas**  
**June 1, 1999**

**DCA99MA060**

Mark Chavis  
Emp. 482268

Input Leak Test.

41.983 = 42.0 - 41.983 = .017 leak GOOD

Exhaust Leak Test

95.97 - 95.88 = 109 Leak GOOD

Scale Error Checks

EPR	PRE VIBRATION		
1.5	① 331.9	② 331.7	③ 331.4
1.7	② 10.4	② 10.2	③ 9.9
1.9	③ 47.9	② 47.7	③ 47.7
2.3	④ 124.1	② 124.2	③ 124.3
2.5	⑤ 163.2	② 163.2	③ 159.2 (-2.3)
1.7	⑥ 7.1	② 6.9	③ 6.6
2.1	⑦ 84.7	② 84.7	③ 84.8
2.3	⑧ 122.0	② 122.2	③ 122.3
1.9	⑨ 48.0	② 47.8	③ 47.8
2.5	⑩ 161.1	② 161.2	③ 161.3
1.7	⑪ 10.2	② 10.0	③ 9.7
2.3	⑫ 122.1	② 122.2	③ 122.4
1.0	⑬ 237.7	② 237.5	③ 237.8
1.5	⑭ 331.4	② 331.3	③ 330.9
1.9	⑮ 46.82	② 46.7	③ 46.6
1.3	⑯ 294.2	② 294.0	③ 293.8
1.7	⑰ 10.0	② 9.8	③ 9.5
2.3	⑱ 122.8	② 122.9	③ 123.0
1.7	⑲ 275.8	② 275.6	③ 275.6
2.3	⑳ 123.1	② 123.3	③ 123.4
.85	㉑ 207.7	② 207.6	③ 208.1

POST VIBRATION

① 332.0 (+.5)	② 331.9 (+.4)	③ 331.5 (0)
① 10.5 (+1.0)	② 10.3 (+.8)	③ 10.0 (+.5)
① 48.1 (+.6)	② 47.9 (+.4)	③ 47.9 (+.4)
① 124.6 (+1.1)	② 124.7 (+1.2)	③ 124.8 (+1.3)
<del>XXXXXXXXXXXXXXXXXXXX</del>		
★ ① 163.5 (+2.0)	② 163.5 (+2.0)	③ 163.6 (+2.1)
★ ① 6.7 (-2.8)	② 6.5 (-3)	③ 6.3 (-3.2)
① 85.5 (0)	② 85.3 (-.2)	③ 85.4 (-.1)
① 122.4 (-1.1)	② 122.5 (-1.0)	③ 122.6 (-.9)
① 47.8 (+.3)	② 47.6 (+.1)	③ 47.6 (+.1)
① 161.8 (+.3)	② 161.8 (+.3)	③ 161.9 (+.4)
① 10.0 (+.5)	② 9.8 (+.3)	③ 9.5 (0)
★ ① 122.5 (-1.0)	② 122.6 (-.9)	③ 122.7 (-.8)
① 237.6 (+1.1)	② 237.4 (+.9)	③ 237.7 (+1.2)
① 331.6 (+.1)	② 331.5 (0)	③ 331.1 (-.4)
① 47.0 (-.5)	② 46.8 (-.7)	③ 46.8 (-.7)
① 294.0 (+.5)	② 293.9 (+.6)	③ 293.6 (+.9)
① 10.1 (+.6)	② 9.9 (+.4)	③ 9.6 (+.1)
① 122.9 (-.6)	② 123.0 (-.5)	③ 123.0 (-.4)
① 275.5 (+1.0)	② 275.3 (+.8)	③ 275.2 (+.7)
① 123.2 (-.3)	② 123.3 (-.2)	③ 123.4 (-.1)
① 209.2 (+1.2)	② 209.1 (+1.1)	③ 209.6 (+1.6)

Mechanical Stop testing 236.6

High stop 199.7  
Low stop 179.2

Position Error Test

20 PT2 34 PT7 = Normal 10.0  
clockwise 45° 10.0  
cclockwise 45° 10.0

Hysteresis Test

7.0 + 9.4 = 300.4 300.3  
7.0 + 16.8 = 1460.1 Increase 146.25 Decrease 146.3