

<b>CUSTOMER</b> HONEYWELL ENGINES & SYSTEMS			<b>INVESTIGATION NO</b> 1075867		
<b>CUSTOMER ORDER</b> none		<b>WOODWARD SALES ORDER</b> 3161646		<b>WOODWARD WORK ORDER</b> 778556	
<b>CUSTOMER REJECTION DOCUMENT (CAR,QN RFA DMR,ETC.)</b> N/A		<b>WARRANTY DISPOSITION</b> N/A		<b>PRODUCT STATUS</b> 1 RCVD	
<b>PROGRAM/ENGINE TYPE</b> GARRETT		<b>ITEM RECEIVED</b> 8070-302		<b>ENGINE MFR. MODEL RECEIVED</b> N/A	
<b>PROGRAM CODE</b> 82228		<b>SERIAL NUMBER</b> 2132980		<b>ENGINE MFR. MODEL SHIPPED</b> 893561-26	
<b>PARENT ITEM NUMBER</b> 8070-302		<b>PARENT ITEM SERIAL NUMBER</b> 2132980		<b>LAST SHIPPED</b> 13-JAN-1993	
<b>CUSTOMER SERIAL NUMBER</b> N/A		<b>APPLICATION</b> N/A		<b>VESSEL TYPE &amp; VESSEL NUMBER</b> Gulfstream AM 690C N840V	
<b>TIME/CYCLES SINCE NEW, OVERHAUL, OR REPAIR</b>		<b>DATE REPORT OPENED</b> 29-APR-2014		<b>DATE RECEIVED</b> 17-APR-2014	
		<b>DATE PART REMOVED</b> N/A			
<b>TEAM MEMBERS (D1)</b> Product Engineer: [REDACTED] Customer QA Engineer: [REDACTED] Tech Advisor/Reviewer: Steven A. Krugler Customer Account Manager: [REDACTED] Customer Service Rep: [REDACTED]					
<b>PROBLEM DESCRIPTION (D2)</b> Reported Problem: UNIT WAS REPORTEDLY INVOLVED IN AN INCIDENT ON FEB. 3, 2014 IN BELLEVUE TENNESSEE TPE331. GULFSTREAM AM 690C N840V					
<b>CONTAINMENT/IMMEDIATE ACTIONS (D3)</b>					
<b>INVESTIGATION SUMMARY (D4)</b> Confirmation Text: NO REPORTED PROBLEM Conclusion: A visual as-received inspection was performed. The cover was missing therefore the unit could not be identified from the nameplate. The case number marked on the housing was identified as 722 and was cross-referenced to Woodward shipping records to determine the unit serial number. S/N 2132980 was last shipped from Woodward as model 8070-302 in January 1993. The presence of foreign lockwire indicates the unit was serviced by another facility since it was last shipped from Woodward.  The unit was found to have extensive impact damage. Portions of the housing were fractured and missing such that the internal mechanical linkage was exposed. The portion of the housing containing the Pt2 bellows and 3D cam shaft was fractured and missing. The majority of the computer linkage assembly was also missing.  The portion of the housing containing the Ps3 sensor was fractured and separated from the control. The Ps3 rack was bent and there was a hole in the Ps3 cap. The drive spline was intact but did not spin freely. The pump mounting pad was fractured and missing from the housing.  Due to the extensive damage to the unit, as-received testing could not be performed. The unit was then disassembled for inspection. The vespel stub shaft was removed and no evidence of damage or wear on the splines was observed. The accel limit bracket was bent such that the remaining portion of the computer linkage could not be removed from the bracket. The accel limit shaft was broken off in the fuel valve cover.  The overspeed and underspeed governors were disassembled and removed from the control. The bearings and flyweights in both governors were found to move freely.					
<b>ROOT CAUSE (D4)</b> Investigation Type: Product Return General Cause: No Problem Found Cause Notes: The unit was disassembled for inspection and no evidence of a pre-incident malfunction was found. All damage observed was consistent with impact.					
<b>CORRECTIVE ACTION PLAN (D5)</b> General Corrective Action: No Action without Additional Customer Input					

Corrective Action:  
No corrective action required of Woodward.