

DCA21FA174

POWERPLANTS

Specialist's Factual Report - Attachment 1
Serial Number Identifications

October 5, 2022

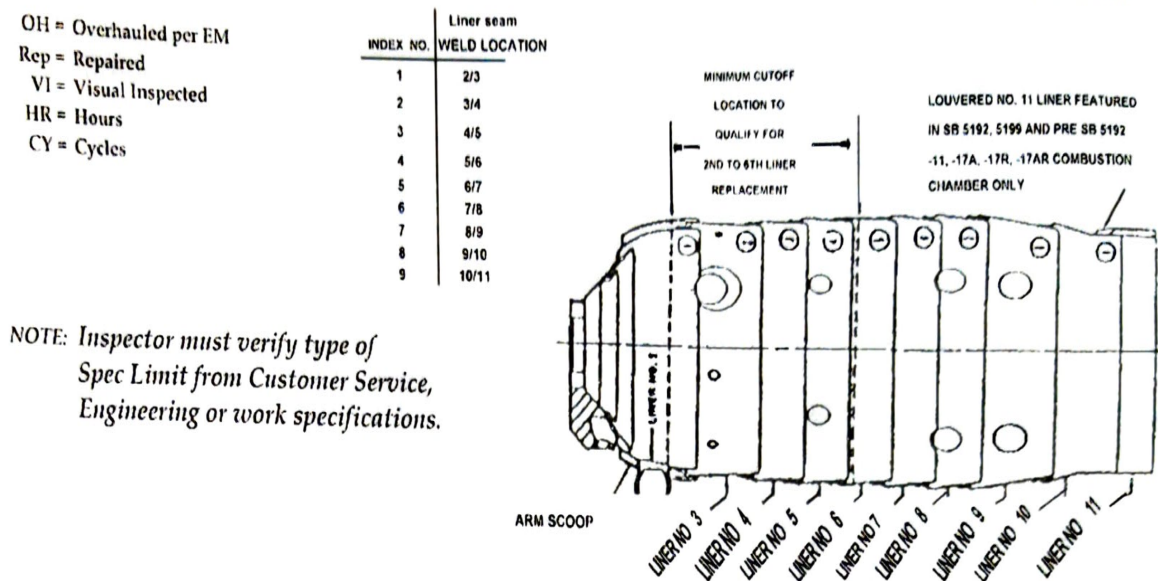
1.0 Component serial number (SN) identification

Neither engine dataplate was recovered.

The engine fuel control units (FCUs) and fuel pumps were detached from the engines and were recovered nearby. Only one of the units retained a dataplate with discernable information.

1.1 Engine identification

The engines were identified by matching serialized internal components to engine repair shop build records. A combustion chamber, serial number (SN) VS0510, was matched to the build records for engine serial number (ESN) 674548. See Figure 1.



NOTE: Inspector must verify type of Spec Limit from Customer Service, Engineering or work specifications.

Ref: ASB 5639 R10, AD 86-09-02 R2

Spec Limits: ECM II (X)

Non-ECM II ()

NOTE: INSTALLED CAT 2B CANS AT ETT: 29829.5 HRS/ETC : 28682 AT APECS W/O 120900

	Part Number	Serial Number	Cat	Status OH/Rep VI	Spec Limits		Remaining		Insp.
					HR	CY	HR	CY	
1	803782	WP4760	2B	VI	8500	6000	6810	3097	MEC APECS 025
2	803782	VS0510	2B	VI	8500	6000	6810	3097	MEC APECS 025
3	803782	WP4756	2B	VI	8500	6000	6810	3097	MEC APECS 025
4	803783	WP4553	2B	VI	8500	6000	6810	3097	MEC APECS 025

Figure 1 Repair station engine combustion chamber installation sheet showing S/N VS0510 was installed during the engine's final shop visit in September 2019. From APECS Engine Center Engine Mini Pack for ESN 674548, under Work Order #193000

1.2 Fuel pump and FCU identification

One FCU remained assembled to its pump.¹ The other FCU and pump were recovered separately.

The uncoupled fuel pump dataplate was partially disintegrated but displayed the integers "7190" in the part number (PN) location and a full serial number, "5791". See Figure 2.



Figure 2 Data plate attached to a recovered fuel pump

The N810TA service records showed that fuel pump PN 371900, SN 5791, was installed on the No. 2 engine (ESN 657227) at the time of the accident. See Figure 3.

¹ The FCU is piggyback mounted onto the fuel pump.

transair		AIRCRAFT LOG BOOK				AUDIT		LOG PAGE # 05819			
Last log page # of previous log book						Continuation Sheet <input checked="" type="radio"/> N					
ORIG STA:	HNL		DATE:	5/8/20		AIRCRAFT #:	810TA		A/C TYPE:	B737-200	
ARR STA	FLIGHT #	OGG	810	HNL	810	ITO	810	HNL	810		
TIMES		BLK	FLT	BLK	FLT	BLK	FLT	BLK	FLT		
ARRIVAL		0306	0300	0409	0406	0603	0559	0713	0710		
DEPARTURE		0222	0235	0333	0342	0508	0520	0625	0630		
ELAPSED HOURS		0.7	0.4	0.6	0.4	0.9	0.6	0.8	0.7		
DEPARTURE FUEL (LBS)		14,000		10,500		18,000		14,000			
ARRIVAL FUEL (LBS)		10,500		8,000		14,000		9,500			
LANDING / OPS CODE		CAPT (9) (F/O)		CAPT (9) (F/O)		CAPT (9) (F/O)		CAPT (9) (F/O)			F/O
FUEL UPLIFT / FREIGHT		(LBS)		(LBS)		(LBS)		(LBS)			(LBS)
OIL ADDED (QTS)		#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng	#1 Eng	#2 Eng		
FLIGHT CREW & OBSERVERS										FULL POWER T/O <input type="checkbox"/>	
POS	NAME			POS	NAME			POS	NAME		
Capt	HORIBATA			ACM				ACM			
F/O	ROGERS			ACM				ACM			
VOR CHECK	TYPE	IDENT	FREQ	NO. 1	NO. 2	± ERROR	SIGNATURE	NEXT DUE	CODE: F = FLT CREW I = INFO M = MAINT.		
	Dual / VOT					/		5/21/20			
DISCREPANCY						CORRECTIVE ACTION					
NO	STA	CODE	Description			ATA	STA	RII	INSPIG/EMP #		
1	HNL	M	During Insp B system pump #2 CB popped twice.			29	HNL	N	Deferred Item per MEL 29-02. Placard #810050820-1. Cat "C". DD 5-18-20. MEL Lis + updated and Placards Installed.		
PART NAME			P/N OFF	S/N OFF	P/N ON			S/N ON			
SIG. <i>Danny Johnson</i>			18494	DATE 5-8-2020	SIG. EMP # <i>Danny Johnson</i>			18494	DATE 5-8-20		
NO	STA	CODE	Description			ATA	STA	RII	INSPIG/EMP #		
2	HNL	M	Daily Check due.			5	HNL	N	c/w Daily Check IAW RAI Taskcard RAI-DLY-01.		
PART NAME			P/N OFF	S/N OFF	P/N ON			S/N ON			
SIG. <i>Danny Johnson</i>			18494	DATE 5-8-2020	SIG. EMP # <i>Danny Johnson</i>			18494	DATE 5-8-2020		
NO	STA	CODE	Description			ATA	STA	RII	INSPIG/EMP #		
3	HNL	M	#2 Fuel Pump leaking			73	HNL	N	R/R #2 Fuel Pump IAW Pratt & Whitney manual 73-11-01, OPS/leak check OK.		
PART NAME			P/N OFF	S/N OFF	P/N ON			S/N ON			
SIG. <i>Danny Johnson</i>			378200	DATE 05/08/2020	SIG. EMP # <i>Danny Johnson</i>			371900	DATE 05/08/2020		
PART NAME			P/N OFF	S/N OFF	P/N ON			S/N ON			
SIG. <i>Danny Johnson</i>			3852325	DATE 05/08/2020	SIG. EMP # <i>Danny Johnson</i>			5791	DATE 05/08/2020		
<p>AIRWORTHINESS RELEASE The work performed in accordance with the requirements of the certificate holders manual and inspected by authorized person. No known condition exists that would make the airplane unairworthy. The aircraft is in condition for safe operation.</p> <p>DATE <u>05/08/20</u> TIME (LOCAL) <u>2000</u> STA. <u>HNL</u> TYPE MAINT. <u>Daily</u></p> <p>SIGNATURE <u><i>Danny Johnson</i></u> EMP # <u>10396</u></p>											

Figure 3 N810TA log page showing installation of fuel pump SN 5791 on No. 2 engine (highlighted)

The assembled fuel pump/fuel control was identified as belonging to the No. 1 engine by the process of elimination.



Figure 4 No. 1 engine fuel pump/FCU assembly