

ASRS Database Report Set

Maintenance Reports

Report Set Description.....A sampling of reports from aircraft maintenance personnel.

Update Number.....9.0

Date of UpdateOctober 9, 2003

Number of Records in Report Set.....50

Number of New Records in Report Set50

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

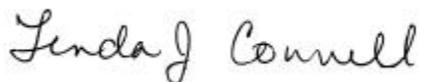
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "Linda J. Connell".

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

ACN: 563140

Time

Date : 200210

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-500

Person / 1

ASRS Report : 563140

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

ON SEP/FRI/02, I WAS ASSIGNED TO INSTALL THE L-HAND AILERON ON ACFT X. I COMPLETED ALL STEPS UP TO STEP #12 ON JOB CARD XABCD. THIS INCLUDED THE CONNECTION OF THE BAL PANEL TO THE AILERON BY CONNECTING THE HINGE PINS. THIS STEP HAS A CLRNC TO CLOSE AND A SELL ITEM WHEN COMPLETED. THE ACFT WAS RELEASED TO SVC ON OCT/FRI/02. ON OCT/SUN/02 AT XA00, IT WAS BROUGHT TO MY ATTN THAT 2 HINGE SEALS AND RETAINERS WERE FOUND ON THE DOCK. ONE OF THE SEALS AND RETAINER WERE MARKED R-HAND AILERON ACFT X. THE OTHER WAS NOT MARKED. I WAS ASKED IF I REMEMBERED THE HINGE SEAL AND RETAINER BEING INSTALLED BY MY TEAM LEADER. I TOLD THEM THAT EVERYTHING WAS IN PLACE TO THE BEST OF MY KNOWLEDGE. BUT THESE SEALS AND RETAINER ARE NEVER REMOVED UNDER NORMAL REMOVAL AND INSTALLATION FOR AN AILERON. AN INSPECTOR AND MECH WERE CALLED IN AND ASKED IF, DURING THE CLRNC TO CLOSE, IF PANEL INSTALL CARDS WERE COMPLETED. THEY WERE ASKED IF THEY NOTICED ANYTHING MISSING. THEY DID NOT. AT THAT TIME, IT WAS DECIDED TO GND THE ACFT UNTIL AN INSPECTION COULD BE COMPLETED TO SEE IF THE RETAINER AND SEAL WERE INSTALLED. TO THE BEST OF MY KNOWLEDGE, EVERYTHING WAS INSTALLED CORRECTLY ON SEP/FRI/02. HOWEVER, THERE WERE RIG AND CABLE CHANGES NEEDING TO BE COMPLETED. I DID NOT, HOWEVER, RETURN TO DO ANY MORE WORK ON THE L-HAND AILERON. IF THE RETAINER AND SEAL WERE REMOVED ANY TIME AFTER THAT, IT WAS WITHOUT MY PERSONAL KNOWLEDGE.

Synopsis :

A B737-500 WAS DISPATCHED AFTER A L AILERON WAS REPLACED. 3 DAYS LATER, AN AILERON SEAL AND RETAINER MARKED WITH THE ACFT NUMBER WERE FOUND ON THE DOCK.

ACN: 563167

Time

Date : 200210

Day : Fri

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 563167

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ACFT X WAS IN FOR HNV/D-CHK. REINSTALLATION OF R-HAND AILERON. A DUST SEAL WAS FOUND NOT INSTALLED AFTER ACFT WAS RELEASED FOR SVC. ACFT FLEW SEVERAL LEGS. THIS SEAL IS NOT USUALLY REMOVED.

Synopsis :

A B737-300 WAS RELEASED FOR SVC AND OPERATED IN NON COMPLIANCE WITH THE R AILERON DUST SEAL NOT INSTALLED.

ACN: 563320

Time

Date : 200210

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B757-200

Person / 1

ASRS Report : 563320

Person / 2

ASRS Report : 563319

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

I WAS ASSIGNED AS A LEAD MECH. I WAS INVOLVED WITH ANOTHER JOB CHANGING A TIRE AND SOME OTHER JOBS. I FORGOT TO HAVE A DESIGNATED QUALITY CTL PERSON ON THAT FIRST JOB.

Synopsis :

A B757-200 WAS DISPATCHED IN NON COMPLIANCE WITH A YAW DAMPER SERVO REPLACED WITHOUT A DESIGNATED QUALITY CTL PERSON TO MAKE THE FAA REQUIRED INSPECTION.

ACN: 563334

Time

Date : 200210

Day : Thu

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 563334

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

I PARTIALLY INSTALLED A R-HAND AILERON ON ACFT X AT ZZZ MAINT CTR. MAINT WAS PERFORMED STEP-BY-STEP PER A SCHEDULED NON-ROUTINE JOB INSTRUCTION CARD. THE TASK INCLUDED THE INSTALLATION OF A BAL PANEL HINGE SEAL, RETAINER AND SCREWS. THESE PARTS WERE LATER FOUND AT OUR FACILITY AFTER THE ACFT WAS RELEASED. THE ACFT WAS THEN GNDDED. THERE IS A STEP IN THIS JOB CARD THAT COMES AFTER MY WORK WAS ACCOMPLISHED THAT INSTRUCTS THE REMOVAL OF THE HINGE PIN (NOT SEAL/RETAINER) FOR THE ACTION OF 'CLRING THE BAL BAY TO CLOSE.' THIS I SUSPECT IS WHERE THE ITEMS WERE REMOVED BY ANOTHER TECHNICIAN AND NEVER REINSTALLED.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH A R AILERON BAL PANEL SEAL AND SEAL RETAINER NOT INSTALLED. JOB CARD OMITTED SEAL AND RETAINER REMOVAL AND INSTALLATION.

ACN: 563411

Time

Date : 200210

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : DASH 8-400

Person / 1

ASRS Report : 563411

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ACFT TAXIED TO PARKING POS AND WHEN CAPT APPLIED PARKING BRAKE, #3 BRAKE LOWER FLEX LINE FAILED. I WAS WORKING THE LINE ON ANOTHER ACFT, SO LEAD MECH CALLED ANOTHER MECH ON DUTY TO BRING APPLICABLE LINE FROM MAINT OFFICE WHERE MANUALS AND PARTS ARE STORED. THE FAILED LINE HAD AN ILLEGIBLE ID TAG, BUT IT WAS NOTED DURING INSTALLATION THAT THE REPLACEMENT LINE WAS APPROX 3-4 INCHES SHORTER THAN ORIGINAL. THIS WAS DISCUSSED WITH THE LEAD MECH, BUT ALL AGREED IT HAD TO BE THE PROPER PART NUMBER FROM PAST EXPERIENCE AND MANUAL REF FROM OTHER MECH ON DUTY. PART NUMBER X WAS INSTALLED AND LOGBOOK DISCREPANCY SIGNED OFF, AND ACFT RETURNED TO SVC. UPON RETURN TO THE OFFICE WHERE MANUALS ARE KEPT, FURTHER RESEARCH INDICATED 2 POSSIBLE PART NUMBERS, BASED ON ACFT SERIAL NUMBER. MAINT CTL WAS CALLED, AND ACFT INSTRUCTED TO RETURN TO GATE PRIOR TO FURTHER FLT UNTIL VERIFICATION OF PROPER PART NUMBER. (ACFT NEVER FLEW WITH IMPROPER PART NUMBER LINE.) IT WAS FINALLY VERIFIED THAT PART NUMBER X SHOULD BE INSTALLED. PART WAS SHIPPED IN FROM ANOTHER STATION, IMPROPER LINE WAS REMOVED AND REPLACED PRIOR TO FLT, AND ACFT RETURNED TO SVC.

Synopsis :

A DEHAVILLAND -8 WAS RELEASED FOR SVC BUT WAS RETURNED TO THE GATE DUE TO FINDING AN INCORRECT HIGH PRESSURE HOSE INSTALLED ON #3 BRAKE.

ACN: 563438

Time

Date : 200210

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B767-200

Person / 1

ASRS Report : 563438

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : #2 ENG OIL QTY INDICATION

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

WHILE DOING AN A-CHK ON ACFT X, I FOUND, IN MY OPINION, EXCESSIVE METAL ON THE #2 ENG STARTER CHIP DETECTOR. SO I WENT AHEAD AND CHANGED THE #2 STARTER. I RAN THE #2 ENG AT IDLE, REOPENED THE COWLS AND INSPECTED FOR LEAKS. THERE WERE NONE PRESENT. AFTER ARRIVING AT NEXT STATION, #2 ENG HAD EXCESSIVE OIL LOSS. CAUSE WAS DETERMINED TO BE FAULTY O-RING ON #2 STARTER. O-RING WAS NOT FOUND. THAT STATION REPLACED THE O-RING ON #2 STARTER. NO OTHER OCCURRENCE OF OIL LOSS PROB.

Synopsis :

A B767-200 FIRST FLT AFTER A #2 ENG STARTER CHANGE THE ENG HAD HIGH OIL CONSUMPTION. FOUND #2 STARTER MISSING O-RING SEAL ON OUTPUT SHAFT.

ACN: 563439

Time

Date : 200210

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B727-200

Person / 1

ASRS Report : 563439

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

AT APPROX XA30 ON OCT/MON/02, I PROCEEDED TO SVC THE ENGS ON ACFT X. I STARTED WITH ENG #1. I SVCED AND INSPECTED #1 ENG. I PROCEEDED TO #2 ENG AND DID THE SAME AS #1. #3 ENG WAS THE LAST ONE I INSPECTED AND SVCED. TO THE BEST OF MY KNOWLEDGE, I HAD PUT THE CAP BACK ON AND CLOSED THE DOOR. I GUESS THIS WASN'T THE CASE. WHEN THE ACFT ARRIVED IN ZZZ1, THE DOOR WAS GONE AND THE CAP AND CHAIN WERE HANGING OUTSIDE OF THE DOOR OPENING. THE CAUSE OF THIS INCIDENT WAS JUST A CASE OF NOT RECHKING ONESELF. I HAVE ALWAYS MADE IT A POINT TO PUT THE CAPS BACK ON. THIS IS MY FIRST INCIDENT IN THIS SIT. THERE WAS NO WX OR ANY OTHER DISTR.

Synopsis :

A B727-200 WAS DISPATCHED IN NON COMPLIANCE WITH #3 ENG OIL SVC DOOR MISSING AND OIL FILLER CAP NOT SECURED.

ACN: 563492

Time

Date : 200210

Day : Wed

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

ASRS Report : 563492

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ACFT X ARRIVED WITH DISCREPANCY 'FLAPS DIFFICULT TO RETRACT FROM 5 DEGS TO 1 DEG AND 1 DEG TO UP AFTER TKOF. HAD TO ATTEMPT SEVERAL TIMES.' I CHKD OP AND FOUND SPRING HANDLE WAS WORN AND NEEDING LUBE. I REPLACED HANDLE AND LUBED. NO FURTHER TROUBLE WAS RPTED. I INADVERTENTLY MISSED THE REQUIRED INSPECTION ITEM REQUIREMENT FOR PIREPS OF STIFF CTLS. THE REPAIR WAS NOT DEEMED A REQUIRED INSPECTION ITEM. I INFORMED MY SUPVR AND MGR, AND NEXT DAY FOLLOW-UP ACTION WAS CHKD BY QUALITY CTL AND FOUND OK. NO PROBS OCCURRED.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH A FLAP SELECTOR HANDLE REPLACED WITH NO FAA REQUIRED INSPECTION PERFORMED.

ACN: 563509

Time

Date : 200210

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.General Aviation : Personal

Make Model : King Air C90 E90

Person / 1

ASRS Report : 563509

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

THE ABOVE ACFT RECEIVED AN INSPECTION IN DECEMBER AT WHICH TIME IT WAS SIGNED OFF AS AIRWORTHY. THE INSPECTION PROGRAM USED TO PERFORM THE INSPECTION WAS A BEECH 150 HR/18 MONTH PRIMARY INSPECTION. THE REVISION DATE OF THE SVC MANUAL WAS JUN/XA/95 WHICH AT THE TIME OF THE INSPECTION PROGRAM/MAINT MANUAL WAS BELIEVED TO BE CURRENT. THE CURRENT REVISION OF THIS MANUAL IS FEB/96. THIS REVISION CHANGES THE INSPECTION PROGRAM TO 200 HR/24 MONTH INSPECTION INTERVALS. WITH THIS REVISION, THE OLD INSPECTION PROGRAM BECAME OBSOLETE. THEREFORE, THE ACFT WAS NOT INSPECTED TO THE CURRENT REVISION AND COULD BE DEEMED AS UNAIRWORTHY. ALL AIRWORTHINESS DIRECTIVE NOTES WERE COMPLIED WITH AT THE INSPECTION, THE ACFT IS OPERATED UNDER PART 91 AND IS FLOWN LESS THAN 100 HRS PER YR. THE ERROR WAS DISCOVERED BY FAA PERSONNEL PERFORMING A ROUTINE STATION INSPECTION. THE USAGE OF AN OUTDATED MANUAL WAS DONE IN ERROR BY MISREADING THE REVISION DATE. A CURRENT REVISION OF THIS MANUAL WILL REPLACE THE OBSOLETE ONE.

Synopsis :

A BEECHCRAFT E90 WAS RELEASED FOR SVC IN NON COMPLIANCE AFTER A 150 HR PRIMARY INSPECTION MADE WITH AN OUT-OF-DATE INSPECTION MANUAL.

ACN: 563679

Time

Date : 200207

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 563679

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ACFT X ARRIVED ZZZ WITH MCP VERT SPD PROB. I REMOVED AND REPLACED THE AUTOPLT MCP PER MAINT MANUAL AND PERFORMED DFCS BITE. I CANNOT RECALL FILLING OUT THE CAT IIIA PAPERWORK REQUIREMENTS. I BECAME AWARE OF THE EVENT ON AUG/SAT/02, WHEN THE FAA LETTER OF INVESTIGATION WAS GIVEN TO ME BY MY SUPVR.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE AFTER AUTOPLT REPAIR BUT NOT RETURNED TO AUTOLAND STATUS.

ACN: 563680

Time

Date : 200209

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Fokker 100

Person / 1

ASRS Report : 563680

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

SAME TIME AFTER ACCOMPLISHING INSTALL CHK ON FDR ON ACFT X, I CAME INTO ROUTING TO SIGN OFF ON WRITE-UP ITEM. UNABLE TO FIND LOGBOOK AND PACKAGE, I ASKED THE SUPVR WHERE IT WAS. MY SUPVR TOLD ME THAT ALL OF THE ITEMS HAD BEEN SIGNED OFF AND THE PACKAGE WAS CLOSED. AS PER WHAT MY SUPVR HAD SAID, I UNDERSTOOD SOMEONE ELSE HAD ALSO ACCOMPLISHED THE CHK AND CLOSED THE ITEM.

Synopsis :

A FOKKER 100 WAS DISPATCHED IN NON COMPLIANCE WITH LOGBOOK AND TECHNICIAN'S WRITE-UPS SIGNED OFF BY A PERSON NOT ACCOMPLISHING THE WORK.

ACN: 563709

Time

Date : 200210

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 563709

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ACFT X AT ZZZ FOR A HVY MAINT VISIT HAD BOTH R-HAND AND L-HAND AILERONS REINSTALLED. MYSELF AND ANOTHER INSPECTOR SIGNED FOR VERIFYING CORRECT INSTALLATION. I INSPECTED THE R-HAND AILERON AND THE OTHER INSPECTOR THE L. ALL PARTS WERE PRESENT AND PROPERLY INSTALLED. 2 OR 3 DAYS AFTER THE ACFT RETURNED TO SVC, THE SEAL RETAINER AND SEAL FOR EACH AILERON BAL PANEL WAS FOUND IN THE HANGAR. ACFT X WAS THEN GND'D AND INSPECTED. THOSE PARTS WERE MISSING AND THE ACFT WAS FERRIED TO YYY TO INSTALL THE PARTS. AS FAR AS I KNOW THIS INCIDENT DID NOT AFFECT THE SAFE FLT OF THE ACFT. AN INVESTIGATION IS IN PROGRESS TO DETERMINE WHEN THOSE PARTS WERE REMOVED AND NOT REINSTALLED.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE R AND L AILERON BAL PANEL SEALS AND SEAL RETAINERS NOT INSTALLED.

ACN: 563733

Time

Date : 200210

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Person / 1

ASRS Report : 563733

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

FOUND OUT THAT WE (THE AMT'S) ARE REQUIRED TO KEEP A CYCLE COUNT ON ALL COMPOSITE TOOLING (WHICH IS CALLED OUT IN THE COMPOSITE REPAIR CTR TOOLING MANUAL, WHICH I DID NOT KNOW EXISTED) BECAUSE I DID NOT KNOW THIS, I MAY HAVE INADVERTENTLY USED A TOOL THAT WAS NOT CURRENTLY CERTIFIED PER THIS MANUAL'S REQUIREMENTS.

Synopsis :

A COMPOSITE SHOP TECHNICIAN RPTS FAILURE TO MAINTAIN A CYCLE COUNT ON ALL TOOLING USED IN COMPOSITE REPAIRS. REQUIRED IN COMPOSITE REPAIR MANUAL.

Time

Date : 200210
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier
Make Model : B767 Undifferentiated or Other Model
Mission : Passenger

Person / 1

ASRS Report : 563778

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
ASRS Report : 563780

Person / 3

Function.Flight Crew : First Officer
ASRS Report : 563781

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS RT BLEED OFF LIGHT
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport

Supplementary

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Maintenance Human Performance

Narrative :

I PLACARDED THE #2 ENG HPSOV (HIGH PRESSURE PNEUMATIC SHUTOFF VALVE) PER MEL 36-02B. I ACCOMPLISHED MPM 36-02B. HOWEVER, I INADVERTENTLY USED FIGURE 202 INSTEAD OF FIGURE 203. CONSEQUENTLY I DEACTIVATED THE WRONG VALVE. SUPPLEMENTAL INFO FROM ACN 563780: ON THE GND I INITIALLY QUESTIONED APPROX 5 DIFFERENT MECHS REGARDING R ENG HPSOV (HIGH PRESSURE PNEUMATIC SHUTOFF VALVE) AND 3602B MPM 36-2 FOR B767. ADDITIONALLY, I QUESTIONED MAINT REGARDING AN EICAS MESSAGE, 'R ENG BLEED OFF,' THAT SHOULD NOT BE DISPLAYED. MAINT REPLIED IT WAS A NUISANCE MESSAGE THAT WOULD GO AWAY AFTER CRUISE AND HIGH PWR SETTINGS. THE FO AND I DISCUSSED MY CONCERN REGARDING MAINT AND AS A PRECAUTION, WE OPERATED APU FOR TKOF TO PROTECT THE ADP. ON CLBOUT, WE SHUT DOWN THE APU AND RECEIVED 'R ENG BLEED OFF' EICAS MESSAGE. AT THIS POINT, I MADE CONTACT WITH DISPATCH AND 3-WAY ZZZ2 MAINT. I RELAYED TO DISPATCH THE MAINT ACTION TAKEN HAD REDUCED US TO A 1 PACK OP AND WE DISCUSSED MY REF TO QRH REGARDING THE 'R ENG BLEED OFF' EICAS MESSAGE. DISPATCH IN ZZZ2 CONFIRMED WRONG MAINT PROC APPLIED. DISPATCH CONCURRED THAT WE WERE FLT PLANNED AT FL350 AND WOULD REMAIN WITHIN 60 MINS OF AN ARPT ALONG OUR PLANNED RTE OF FLT. HOWEVER, ULTIMATELY DUE TO TSTMS, POSSIBLE ICING CONDITIONS, AND NIGHT IMC, I ELECTED TO DIVERT TO ZZZ3 TO HAVE PROPER MAINT PROC APPLIED. AS PRECAUTION FOR ADP PROTECTION APU WAS OPERATED FOR LNDG.

Synopsis :

A B767-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE INCORRECT #2 ENG PNEUMATIC BLEED VALVE RENDERED INOP PER THE MEL.

ACN: 563810

Time

Date : 200210

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Bae 146-200

Person / 1

ASRS Report : 563810

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

DURING SCHEDULED #1 ENG CHANGE, FOUND REAR MOTOR MOUNT FORK, UPPER ATTACHMENT TOP HAT BUSHINGS FOUND INSTALLED BACKWARDS. MOTOR WAS PREVIOUSLY INSTALLED AT ONE OF COMPANY X'S CONTRACT AGENCIES. REAR FORK AND BUSHINGS WERE REMOVED AND REPLACED. PROB WAS LACK OF SUPERVISION AND EXPERIENCE AT CONTRACT AGENCIES.

Synopsis :

A BAE146 DURING A #1 ENG CHANGE WAS FOUND TO HAVE THE AFT ENG MOUNT BUSHING INSTALLED INCORRECTLY. ENG MOUNT INSTALLED BY A CONTRACT MAINT FACILITY.

ACN: 563834

Time

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : DC-9 10

Person / 1

ASRS Report : 563834

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ON OCT/THU/02, A PA INTERLOCK RELAY BOX WAS REMOVED AND REPLACED FOR A CHIME PROB, ON ACFT X. AFTER RELAY BOX WAS CHANGED, A DIFFERENT PROB BEGAN. PA DID NOT OPERATE FROM ANY STATION IN THE COCKPIT, BUT IT WORKED AT THE FORWARD AND AFT ATTENDANT PANEL STATIONS. TROUBLESHOOTING BEGAN FOR SEVERAL DAYS, INCLUDING CHANGING THE RELAY BOX AGAIN, CHANGING WIRES OUT, INSPECTING EVERYTHING AND ANYTHING. FINALLY, ORIGINAL INTERLOCK RELAY BOX WAS FOUND TO BE UNIQUELY WIRED JUST FOR ACFT X. ALL OF THIS WAS DONE BY SEVERAL DIFFERENT TECHNICIANS ON ROTATING SHIFTS. ORIGINAL RELAY BOX WAS RECEIVED ON OCT/FRI/02 AND INSTALLED, BUT THE PROB DID NOT GO AWAY. IT WAS DISCOVERED BY MYSELF AND COMPANY X ENGINEERING THAT ORIGINAL BOX WAS CHANGED. VENDORS APPARENTLY USING WRONG WIRING MAINT MANUALS, PROVIDED BY COMPANY X, CHANGED INTERNAL WIRING. THEREFORE, WHEN WE RECEIVED ORIGINAL RELAY BOX, IT ACTED LIKE ANY OTHER NEW BOX. I KNEW WHAT THE PROB WAS SO, THEREFORE, USING COMPONENT WIRING MANUALS I OPENED THE BOX AND WIRED RELAY BOX TO ORIGINAL CONDITION USING COMPONENT MAINT MANUAL (SUPPLEMENTAL 23-30-2 DATED OCT/XA/02). I INSTALLED THE BOX AND PERFORMED A SYS FUNCTIONAL CHK USING MAINT MANUAL.

Synopsis :

A DC9-10 PA RELAY INTERLOCK BOX WAS FOUND TO BE WIRED FOR ONE AIRPLANE ONLY BUT HAD NO WIRING DIAGRAMS OR SUPPORT DOCUMENTATION.

ACN: 564087

Time

Date : 200210

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

ASRS Report : 564087

Person / 2

ASRS Report : 564088

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

WORKED OVERTIME ON HANGAR AND PERFORMED SVC CHK ON ACFT, TAB INSP WAS PERFORMED ON ACFT BY OTHER HANGAR PERSONNEL, ACFT REQUIRED MAINT NOTE TO CARRYOVER FUNCTIONAL FLT CHK DUE TO ELEVATOR TAB HINGE BOLT REPLACEMENT, LOGBOOK WAS DONE PROPERLY, BUT MEL STICKERS WERE NOT PLACED IN COCKPIT PROPERLY BY MECHANIC DOING MAINT NOTE ON ACFT. AIRWORTHINESS WAS SIGNED AND ACFT WAS DISPATCHED WITHOUT PLACARDS BEING STUCK ON AIRSPEED INDICATOR AS PROC CALLS OUT FOR. I FAILED TO MAKE SURE THE STICKER WAS INSTALLED CORRECTLY WHEN I PUT THE LOGBOOK ON ACFT. SUPPLEMENTAL INFO FROM ACN 564088: ON MON I WAS ASSIGNED TO THE TAB FOREPLAY INSPECTION ON ACFT X. THE LEFT TAB FAILED AND I PROCEEDED TO MAKE THE REPAIR AS REQUIRED. WHEN I FINISHED I TOOK THE PAPERWORK TO THE OFFICE TO COMPLETE IT. I THEN HAD SOME HELP FILLING OUT THE LOGBOOK ENTRY CORRECTLY BECAUSE WE WERE DEFERRING THE FLT CHK FOR 30 DAYS. WHEN I HAD THE LOGBOOK DONE I TOOK THE MAINT NOTE PLACARD AND 2 AIRSPEED RESTRICTION PLACARDS TO PLACE IN THE ACFT. AT THIS TIME WE HAD ACFT Y ALSO IN THE HANGAR WITH A DOOR MOD BEING COMPLIED WITH. THE TAIL OF ACFT X WAS NEAR THE LADDER OF ACR Y AND I WENT TO THE COCKPIT OF ACFT Y TO PLACARD THE AIRSPEED INDICATORS AND PEDESTAL WITH THE MAINT NOTE. IM NOT SURE WHAT DISTRACTED ME TO THE WRONG ACFT, BUT I REALIZED MY MISTAKE WHEN I GOT HOME AND WAS GOING OVER THE EVENTS BEFORE I WENT TO BED. I THEN NOTIFIED MAINT CTL OF THE MISTAKE. I'M SURE THAT PAYING CLOSER ATTENTION TO THE JOB AT HAND WOULD HAVE ELIMINATED THIS SIT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE L ELEVATOR TAB FAILED THE FOREPLAY INSPECTION AND THE TAB HINGE BOLTS WERE REPLACED PER THE MAINT MANUAL PROCS. THE RPTR SAID THE MAINT MANUAL REQUIRED A FUNCTIONAL FLT TEST AND THIS WAS DEFERRED PER THE MEL. THE RPTR STATED THE SPECIAL PROCS OF THE MEL REQUIRED PLACARDING THE AIRSPEED INDICATORS LIMITING AIRSPEED TO .74 MACH. THE RPTR SAID THE TECHNICIAN PLACARDING THE AIRSPEED INDICATORS PLACARDED THE WRONG AIRPLANE AND THE AIRPLANE WITH THE TAB REPAIR WAS DISPATCHED WITHOUT THE AIRSPEED INDICATORS PLACARDED. THE RPTR STATED HE SIGNED THE MAINT RELEASE PRIOR TO DISPATCH BUT FAILED TO CHK FOR PLACARDS.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH A FUNCTIONAL FLT TEST DEFERRED PER THE MEL BUT AIRSPEED PLACARDS OMITTED.

ACN: 564131

Time

Date : 200210

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 564131

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

ON OCT/MON/02, HANGAR RON SHIFT, I WAS ASSIGNED ACFT SVC CHK. ALL WORK COMPLETED OK DURING THE SCHEDULED SHIFT. I SIGNED THE ACFT AIRWORTHINESS RELEASE TO COMPLETE THE WORK PACKAGE. THE ACFT WAS SCHEDULED A LATER MID MORNING DEP. THE LOGBOOK AND WORK PACKAGE COMPLETE, I CLOCKED OFF SHIFT AT XA00. I WAS NOT AWARE OF THE ACFT MAINT NOTE MISTAKE UNTIL NOTIFIED OCT/TUE/02 AT XA00 HRS. THE CREW OF HANGAR RON ARE RESPONSIBLE FOR MULTIPLE ACFT AND USUALLY HELP OUT IN THE WORKLOAD OF OTHERS -- MULTIPLE JOBS DURING THE SHIFT.

Synopsis :

A B737-300 WAS RELEASED FOR SVC IN NON COMPLIANCE WITH AN OPEN UNANSWERED LOGBOOK RPT.

ACN: 564181

Time

Date : 200209

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 564181

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

I HAD REMOVED AND REPLACED FO'S NAV RECEIVER WITH PART NUMBER 622-3257-201 AND INSTALLED WITH PART NUMBER 066-1060-4B. THE CIRCUMSTANCES THAT LED TO THIS WERE IN PART THAT THE CREW RPTS OF A VOR FLAG IN VIEW ON FO'S SIDE WITH 2 MINS LEFT BEFORE PUSHBACK. I, LEAD MECH, WAS IN THE AIRPLANE WORKING OTHER ITEMS WHEN INFORMED. I THEN CALLED A LINE MECH TO BRING ME A NAV RECEIVER FOR ACFT TO GATE XX AND INSTALLED IT ON #2 POS. I TOLD THE MECH THAT THE CIRCUIT BREAKER WAS PULLED. THE MECH REPLIED TO ME ON THE RADIO INDICATING THAT THE NAV RECEIVER IS IN #2 POS. I PUSHED BACK THE CIRCUIT BREAKER AND STARTED TO PERFORM FUNCTIONAL CHK OF NAV RECEIVER AND UPGRADING TO CAT IIIA STATUS. THE LOGBOOK WAS SIGNED AND RETURNED TO THE FLC AND PROCEEDED TO HANDLE OTHER GATE CALLS. THE PARTS TAG INDICATED THAT THE PART IS FOR 300 SERIES ACFT. THE MECH GRABBING THE PART AND INSTALLING IT ON MY REQUEST. THIS COULD HAVE BEEN AVOIDED BY PUTTING A FLAG -- NOT ON THE PARTS TAG, WHICH GIVES US A HEADS UP AS TO CHK EFFECTIVITY, THUS AVOIDING THESE TYPES OF INCIDENTS FROM HAPPENING WHEN THERE IS NO ONE TO CHK EFFECTIVITY IN THE OFFICE AND TRYING TO MINIMIZE DELAYS.

Synopsis :

A B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE INCORRECT VOR RECEIVER INSTALLED IN THE #2 POS. ACFT DISPATCHED IN AUTOLAND STATUS.

ACN: 564356

Time

Date : 200210

Day : Sun

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B757-200

Person / 1

ASRS Report : 564356

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

ON OCT/SUN/02 WHILE WORKING AT COMPANY X, A THIRD PARTY CONTRACT MAINT COMPANY PERFORMING A TURNAROUND SVC FOR COMPANY Y, I OBSERVED ACFT X (A B757) WITH AN OIL QUANTITY OF 10 QUARTS AND 20 QUARTS L AND R ENGS RESPECTIVELY. I ACCOMPLISHED VISUAL WALKAROUND AND DID NOT FIND ANY SIGNIFICANT OIL LEAKAGE. I THEN CALLED COMPANY Y ACFT MAINT CTL IN ZZZ1 FOR GUIDANCE. I WAS INFORMED BY MAINT CTLR THAT L-HAND ENG OIL CONSUMPTION WAS WITHIN LIMIT OF 2.4 QUARTS PER HR BASED UPON FLT HRS. MAINT CTL FAX'ED REF TO COMPANY Y OPS OFFICE WHERE I THEN RECEIVED IT FROM THE COMPANY Y PAX SVC REPRESENTATIVE. I THEN READ THE OIL CONSUMPTION LIMIT OF 2.4 QUARTS PER HR. I WAS INFORMED THE FLT TIME SINCE LAST OIL SVC WAS 4.5 HRS. I SVCED L-HAND ENG TO FULL (20 QUARTS ON SIGHT GAUGE) ADDING 9 QUARTS OF OIL, WHICH I CALCULATED TO BE 2.0 QUARTS PER FLT HR -- WITHIN LIMIT AS MAINT CTL HAD SAID. I DOCUMENTED OIL ADD IN LOGBOOK, CALLED MAINT CTL BACK WITH OIL ADD. I WAS TOLD ACFT WOULD BE PLACED ON 'OIL WATCH.' AT DEP, I INFORMED CAPT OF L-HAND ENG OIL ADD AND THAT IF HE SAW UNUSUAL OIL CONSUMPTION, HE SHOULD MAKE AN ITEM IN THE LOGBOOK. HE AGREED AND FLT DEPARTED. THE NEXT TIME I RPTED FOR WORK (I'M PART TIME AT COMPANY) WAS OCT/TUE/02. I WAS 'TALKING SHOP' WITH ANOTHER MECH WHEN THE SUBJECT OF THE ABOVE MENTIONED ACFT CAME UP. I MENTIONED THAT WHILE 2.4 QUARTS PER HR SEEMED HIGH, IT WAS WITHIN LIMITS, TO WHICH HE RESPONDED THAT THE LIMIT IS 2.4 PINTS PER HR. I DISAGREED AND GOT THE REF I GOT FROM MAINT CTL FROM MY CLIPBOARD, WHICH I'D SAVED, WHERE I READ TO MY HORROR THAT THE LIMIT WAS 2.4 PINTS PER HR -- NOT QUARTS! IN RETROSPECT, I THINK THAT MAINT CTL'S ASSURANCE THAT THE LIMIT WAS 2.4 QUARTS MAY HAVE PUT ME IN THE 'QUARTS MODE.' THE OIL WAS IN QUART CANS AND THE SIGHT GAUGE ON THE ENG IS IN QUARTS, TOO. WHEN I READ THE PAPERWORK, I SAW THE 2.4 LIMIT. THE WORD 'PINTS' FAILED TO REGISTER IN MY MIND. IT'S MY UNDERSTANDING ACFT OPERATED IN THIS CONDITION UNTIL SOMEONE REALIZED IT WAS OUT OF LIMIT AND PROB WAS ADDRESSED.

Synopsis :

A B757-200 WAS DISPATCHED IN NON COMPLIANCE WITH THE R ENG OIL CONSUMPTION BEYOND MAINT MANUAL LIMITS.

ACN: 564497

Time

Date : 200210

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-700

Mission : Passenger

Person / 1

ASRS Report : 564497

Person / 2

ASRS Report : 565212

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

BRAKE CHK TASK CARD #XXXX WAS MISTAKENLY MARKED 'N/A' DUE TO MISINTERP OF THE CARD BY MYSELF. THE FUNCTIONAL CHK OF THE SECONDARY STABILIZER TRIM BRAKE WAS NOT PERFORMED DUE TO THIS MISTAKE. THIS INFO WAS BROUGHT TO MY ATTN BY A CO-WORKER ON NOV/TUE/02. I IMMEDIATELY NOTIFIED MAINT CTL. SUPPLEMENTAL INFO FROM ACN 565212: I N/A'ED THE INSPECTION BLOCK AND CO-SIGNED IT. I DID NOT QUESTION THE MECH ON WHAT THE DASH NUMBER WAS.

Synopsis :

A B737-700 WAS RELEASED FROM A HVY CHK IN NON COMPLIANCE WITHOUT THE REQUIRED STABILIZER SECONDARY TRIM BRAKE CHK BEING PERFORMED.

Time

Date : 200211

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-200

Mission : Passenger

Person / 1

ASRS Report : 564644

Person / 2

ASRS Report : 564643

Person / 4

Function.Oversight : Supervisor

Person / 3

Function.Oversight : Supervisor

ASRS Report : 564910

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

I WAS WORKING THE LINE AS INSPECTOR AND WAS TOLD THAT PASSENGERS WERE GETTING WET FROM RAIN LEAKING IN THE ACFT. THEY SENT THE PLANE TO HANGAR TO PRESSURE AND I WAS TOLD TO COME BACK TO HANGAR. I ASKED MY LEAD TO WATCH ACFT. I WENT OUT AND MECHS WERE PRESSURIZING THE PLANE. A MECH TOLD ME THERE WAS LEAKS AT UPPER SKIN LAP, I WENT UP ON MAN LIFT AND THE UPPER SKIN LAP MOD AT STR 4R FROM STA 727 TO 907 WAS LEAKING VERY BAD. WE USED SNOOP LEAK DETECTOR. I WENT TO GET MY LEAD AND SHOW HIM, WHEN HE SAW THE LEAKS HE TOLD ME AND TO CHECK EVERY LAP ON THE ACFT. SO THE MECH DROVE US AROUND THE ACFT AND EVERY LAP MOD WE CHECKED WAS LEAKING. THE QC SUPVR CAME OUT TO THE BOTTOM OF MAN LIFT AND TOLD US TO COME DOWN. WE WERE LOOKING AT WHAT I THOUGHT WAS A CRACK AND HE WAS WAVING HIS ARMS FOR US TO COME DOWN. WHEN WE CAME DOWN, HE WAS YELLING AT ME TO GET OFF THE ACFT, AND THAT ALL I HAD TO LOOK AT WAS 18 DEF, I TOLD HIM WE DIDN'T KNOW WHERE IT WAS LEAKING AND HE TOLD ME TO GET OFF THE ACFT AND NOT TO CHECK ANY LAPS THAT THIS ACFT HAD TO GO, AND WE DIDN'T HAVE ANY RIGHT TO BE CHECKING THE ACFT. I AM SENDING THIS RPT IN BECAUSE EVERY SKIN LAP MOD THAT WE LOOKED AT WAS LEAKING AS I AM WRITING THIS THE ACFT WAS PUSHED OUT OF THE HANGAR AND BACK TO C-BAY. I DON'T KNOW WHAT REPAIR THEY DID, BUT I DON'T THINK THEY HAD TIME TO DO ANYTHING. SUPPLEMENTAL INFO FROM ACN 564643: I WAS WORKING AS AN INSPECTOR ON ACFT Y. I WAS TOLD TO HELP A MECH WHO WAS ASSIGNED LINE INSPECTOR, HE CAME IN AND ASKED OUR LEAD AND MYSELF TO COME OUT AND LOOK AT THIS. HE TOLD US THAT ACFT X HAD COME OVER FROM THE LINE. WHEN ASKED WHAT WAS WRONG HE SAID THAT THE PASSENGERS WERE GETTING WET, WHEN I WENT AND WE GOT ON THE MAN LIFT BEHIND THE RH WING WE WENT TO STRINGER 4R, MECH SAID LOOK AT THIS LEAK HE THEN SPRAYED LEAK DETECTOR ON THE SKIN LAP AT STRINGER 4 AND BUBBLES WERE COMING OUT FROM UNDER THE SKIN LAP MOD. MECH WAS TOLD TO LEAK CHK EVERY SKIN LAP ON THE ACFT, HE TOLD ME TO HELP WRITE UP THE LEAKS THAT WE FIND. TOLD THE MECH TO GET MORE LEAK DETECTOR SO WE CAN LEAK CHECK ALL THE SKIN LAP MODS, WE STARTED TO LEAK CHECK ON THE R SIDE AND WORK OUR WAY AROUND TO THE L SIDE, WE FOUND SEVERAL LEAKS. I ASKED HOW DO YOU WANT TO WRITE ALL THE LEAKS UP, HE SAID SINCE THERE ARE SO MANY, WE WILL JUST WRITE UP LEAK SKIN LAP FROM FRONT TO BACK. WE WERE WORKING ON THE RIGHT HAND SIDE OF THE FUSELAGE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE FUSELAGE WAS PRESSURIZED AND CHECKED WITH A SOAP TYPE LEAK DETECTOR AND WHEN APPLIED TO THE LAP JOINTS WAS CREATING BUBBLES 8 TO 9 INCHES. THE RPTR SAID THIS AIRPLANE HAD THE INTERIOR LAP JOINTS SEALED BY AN OUTSIDE VENDOR AND THE SEALANT USED HAD HARDENED PRIOR TO ITS PENETRATING THE LAP JOINT. THE RPTR STATED ONE OTHER AIRPLANE HAD THIS EXPERIENCE AND THE VENDOR EITHER RESEALED THE AIRPLANE OR MADE SOME SETTLEMENT. THE RPTR SAID THE BEHAVIOR OF THE QUALITY CTL SUPVR WAS WAY OUT OF LINE AND TEARING UP THE LAP JOINT NON ROUTINE CARDS WAS WRONG. THE RPTR STATED AT THAT POINT A RPT WAS FILLED OUT WITH THE DETAILS OF THE LAP JOINT LEAKS AND WAS IMMEDIATELY SENT OFF BY FAX. THE RPTR SAID THE SCHEDULED AIRPLANE NEVER GOT TO THE TERMINAL AND WAS TAKEN OUT OF SVC FOR REPAIR.

Synopsis :

A B737-200 HAD A RPT OF WATER LEAKING ON PASSENGERS SEATED AT 18 D, E, F. INSPECTORS FOUND ALL FUSELAGE LAP JOINTS LEAKING EXCESSIVELY.

ACN: 564801

Time

Date : 200211

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B717 (Formerly MD-95)

Person / 1

ASRS Report : 564801

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ON OCT/THU/02, ACFT X WAS FOUND WITH R WING LOWER FILLET PANEL ACCESS DOOR DELAMINATED. THE DOOR WAS REMOVED AND SENT TO THE ACCESSORY SHOP FOR REPAIR. AS OF THIS DATE THERE ARE ABOUT 7 WORKERS THAT HAVE HAD FORMAL COMPOSITE TRAINING. UNFORTUNATELY NONE OF THEM ARE INVOLVED WITH THIS REPAIR. ALSO THE HOT BOND, VACUUM, THERMAL SENSING UNIT THAT WE HAVE IS OUT FOR REPAIR. THE ACCESSORY MECH THAT RECEIVED THE REPAIR, WORKED WITH A 'MANUAL X FILE XX' HE WAS VERY HESITANT TO DO THE REPAIR SINCE HE DID NOT HAVE ANY TRAINING AND THE SRM AND 105 DID NOT AGREE. NOT KNOWING HOW TO ACCOMPLISH THESE STEPS, HE LEFT THE REPAIR UNFINISHED. ON NOV/MON/02, I RECEIVED THE PANEL IN THE COMPONENT SHOP AND WAS ASKED TO COMPLETE THE REPAIR PER THE SAME MANUAL X. I RECEIVED THE 105 AND SRM WHICH LEFT ME UNCERTAIN ON OUR CAPABILITIES OF DOING SUCH A REPAIR. IE: RESIN TO FABRIC CONTENT 50% +/-5% AND HEAT LAMP OR OVEN AT 200 DEGS TO 225 DEGS. WE DO NOT HAVE A CALIBRATED SCALE OR THERMOMETER. AFTER CONSULTING WITH MY LEAD MECH, HE POINTED OUT THAT BECAUSE OUR EQUIP WAS OUT FOR REPAIR, THE ENGINEER WOULD WORK WITH US AROUND THESE SPECS. I CONSULTED WITH THIS ENGINEER VERBALLY AND HE SIMPLY CROSSED OUT WHAT I HAD PROBS WITH. I STRONGLY FEEL THIS WHOLE MATTER OF COMPOSITES IS BEING HANDLED BY THE COMPANY IN A 'DON'T CARE' ATTITUDE. THIS PROB HAS BEEN GOING ON SINCE WE HAVE HAD THE DC9 ACFT!

Synopsis :

A COMPOSITE SHOP TECHNICIAN WORKING A B717 DELAMINATED FILLET PANEL DOOR RPTS INADEQUATE TOOLING AND ENGINEERING SUPPORT TO MAKE A LEGAL REPAIR.

ACN: 564896

Time

Date : 200211

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : A321

Person / 1

ASRS Report : 564896

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

FIRST LET ME BEGIN WITH SOME BACKGROUND INFO. I AM A LEAD AVIONICS TECHNICIAN WORKING LINE MAINT FOR ACR X AT ZZZ INTL ARPT. PART OF MY DUTIES IS TO REVIEW ALL INBOUND FLTS FOR MEL ITEMS FOR REPAIR. ON THIS MORNING, MY REVIEW SHOWED ACFT X AND Y (BOTH ACFT ARE A321'S) INBOUND TO ZZZ WITH AN FMGC ON MEL. I REVIEWED THE HISTORY FOR BOTH ACFT AND FOUND THAT BOTH WERE PROGRAMMED FOR REPLACEMENT OF AN XXXXXX (COMPANY PART NUMBER) BY MOC (MAINT CTL). I CONFIRMED THE AFFECTIVITY OF ACFT Y AND FOUND THAT THIS ACFT DID REQUIRE THE XXXXXX COMPUTER. SINCE BOTH ACFT WERE A321'S, I ASSUMED X ALSO USED AN XXXXXX. UNFORTUNATELY X REQUIRES AN XXXXXY COMPUTER (SAME COMPUTER WITH A DIFFERENT CAM SOFTWARE). ONCE AT THE ACFT AND AFTER THE ATTEMPTED RESET OF THE #2 FGC FAILED TO BRING THE COMPUTER BACK ON LINE, I INSTALLED A NEW COMPUTER. I USED AN XXXXXX COMPUTER BY MISTAKE. I ACCOMPLISHED THE TASK IN ACCORDANCE WITH MAINT MANUAL PROCS 22-83-34-000-001 (REMOVAL) AND 22-83-34-400-001 (INSTALL). ALL BITE CHKS AND A NAV DATA LOAD WERE ACCOMPLISHED WITH NO FAULTS DETECTED. THE MEL WAS REMOVED AND THE ACFT WAS CERTIFIED CAT II/III/IIIB STATUS. NO ECAM OR MAINT STATUS MESSAGES WERE DISPLAYED AND THE ACFT WAS RELEASED FOR SVC. WHEN I RETURNED TO THE OFFICE I STARTED TO ENTER THE ITEM INTO THE COMPUTER USING DDE (DIRECT DATA ENTRY). THE SYS FLAGGED THE INSTALLATION OF THE COMPUTER AS NOT IN CONFIG FOR THIS ACFT. I CONFIRMED THAT I HAD INDEED INSTALLED AN INCORRECT COMPUTER. AS THE ACFT HAD ALREADY DEPARTED ZZZ, I IMMEDIATELY ADVISED MOC AND MY SUPVR OF THE PROB. MOC MEL'ED THE COMPUTER AT THE NEXT STATION, ZZZ1, AND HAD THE COMPUTER REPLACED 1 LEG LATER AT THE FIRST MAINT STATION (ZZZ1). THE ACFT FLEW NORMALLY AND GENERATED NO ECAM OR MAINT STATUS MESSAGES -- THE PFR (POSTFLT RPT) IN ZZZ1 WAS CLEAN.

Synopsis :

AN AIRBUS 321 WAS DISPATCHED IN NON COMPLIANCE WITH THE INCORRECT #2 AUTOPLT FLT GUIDANCE COMPUTER INSTALLED.

ACN: 564949

Time

Date : 200210

Day : Tue

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Person / 1

ASRS Report : 564949

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

TOOL X ENGINEERING SVC ORDER FIG 903. ENG ATTACH FLANGE ALIGNMENT TOOL. TOOL DOES NOT CONFORM TO ENGINEERING SVC ORDER AND IS WORN. ALSO DOES NOT HAVE A PART NUMBER.

Synopsis :

A B757-200 TECHNICIAN RPTS THE ENG ATTACH FLANGE ALIGNMENT TOOL IS UNRELIABLE, MIS-CALIBRATED AND DOES NOT CONFORM TO THE ENGINEERING SVC ORDER.

ACN: 564950

Time

Date : 200211

Day : Wed

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Person / 1

ASRS Report : 564950

Supplementary

Problem Areas : FAA

Problem Areas : Maintenance Human Performance

Narrative :

I WAS MADE AWARE OF POSSIBLE INVESTIGATION INTO SAFETY CONCERNS OVER MY AIRFRAME LICENSE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED AN ANONYMOUS PERSON RPTED TO THE LCL FLT STANDARDS DIVISION OFFICE THAT MY AIRFRAME LICENSE WAS NOT VALID DUE TO LACK OF ACFT WORK EXPERIENCE. THE RPTR SAID A HEARING WAS HELD AND THE LICENSE WAS FOUND TO BE VALID.

Synopsis :

DUE TO AN ANONYMOUS RPT THE FAA HELD A HEARING ON THE VALIDITY OF THE RPTR'S AIRFRAME LICENSE. THE LICENSE WAS FOUND TO BE VALID.

ACN: 564958

Time

Date : 200210

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : A300

Person / 1

ASRS Report : 564958

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

I BELIEVED THAT BY RELEASING THE ACFT FOR A PS/0912 (ROUTINE OVERNIGHT CHK) WOULD QUALIFY THAT THE FCF (FUNCTIONAL CHK FLT) RELEASE WAS NOT NECESSARY.

Synopsis :

AN AIRBUS 300 WAS DISPATCHED ON A FUNCTIONAL CHK FLT IN NON COMPLIANCE WITHOUT THE REQUIRED FUNCTIONAL CHK FLT PROCS AND RELEASE ACCOMPLISHED.

ACN: 564975

Time

Date : 200211

Day : Tue

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.Common Carrier : Air Carrier

Make Model : B757 Undifferentiated or Other Model

Mission : Passenger

Person / 1

ASRS Report : 564975

Person / 2

ASRS Report : 564976

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Maintenance Human Performance

Narrative :

ON NOV/TUE/02, I WAS THE KICK-OUT INSPECTOR ON ACFT X. I COMPLETED JC XXXX PYLON CLOSE UP BY VISUALLY CHKING CLOSE UP OF PANELS PER JC. #1 ENG DOG HOUSE FAIRING ALIGNMENT ARROWS WERE ALIGNED AND LATCHES LATCHED PROPERLY. THE FAIRING LATER DEPARTED THE ACFT ON TKOF ROLL.

Synopsis :

A B767-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE UPPER PYLON COWLING IMPROPERLY LATCHED. DEPARTED ACFT ON TKOF ROLL.

ACN: 565087

Time

Date : 200211

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B757-200

Person / 1

ASRS Report : 565087

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

MR X DEFERRED OUT OF LIMITS GAP ON PYLON BUSHINGS AND RELEASED ACFT FOR SVC USING MY NAME AND FILE NUMBER. HE TOLD ME THE NEXT DAY. MR Y TOLD ME THE NEXT DAY THAT MAINT CTRL DID NOT AUTH THE BUSHING LIMITS WHICH ARE STATED IN ENGINEERING VARIATION AUTH, REF Y AND SEQ Z. MY PASSWORD AND PERMISSION WERE NOT GIVEN ON THE DAY HE USED IT TO RELEASE ACFT.

Synopsis :

A B757-200 WAS DISPATCHED IN NON COMPLIANCE WITH THE PYLON BUSHINGS EXCEEDING THE ALLOWABLE LIMITS PER THE ENGINEERING VARIATION AUTH.

ACN: 565203

Time

Date : 200208

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 0

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-400

Mission : Passenger

Person / 1

ASRS Report : 565203

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ACFT EXPERIENCED A FIRE IN THE E AND E COMPARTMENT. THE STATIC INVERTER, ALONG WITH BOTH TRANSFORMER RECTIFIERS UNITS AND THE BATTERY CHARGER WERE SMOKING WHEN REMOVED FROM THE ACFT. THERE WERE METAL SHAVINGS UNDERNEATH ALL THE TRAYS OF THESE REMOVED COMPONENTS. THERE WAS SOOT ON THE INSULATION BLANKETS, AS WELL AS THE WIRE BUNDLE ABOVE THE E3-1 RACK, AND THE CANOPY BARRIER ABOVE THE E AND E RACK WAS SMOLDERING AND HAD TO BE CUT AWAY TO EXTINGUISH THE FIRE. THE ENTIRE INTERIOR OF THE AIRPLANE FILLED WITH SMOKE DURING THIS EPISODE. IN FLT THIS WOULD HAVE RESULTED IN COMPLETE LOSS OF ALL ELECTRICAL POWER AND A PLANE FILLED WITH SMOKE. THE COOLING HOLES UNDER THE STATIC INVERTER WERE FOUND PLUGGED APPARENTLY FROM THE FACTORY. THIS UNIT HAD BEEN INSTALLED FROM THE FACTORY SINCE 91 WITHOUT INCIDENT. THE MAIN CONCERN IS THE LARGE AMOUNT OF ALUMINUM SHAVINGS FOUND ON THE RACKS AND PHOTOGRAPHED BY THE COMPANY, THE TYPE OF LONG BURN AND HIGH HEAT SUGGESTS A DEAD SHORT FROM FOD AND NOT A MINOR OVERHEAT CONDITION AS THE COMPANY INSISTS IS THE CASE. THE COMPANY WILL NOT PURSUE THIS MATTER FURTHER AFTER I HAVE EXPRESSED MY CONCERNS AND YET I FEEL THE REST OF THE FLEET ISN'T AIRWORTHY BUT I DON'T HAVE THE VEHICLE TO FORCE AN INSPECTION. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THIS ACFT HAD JUST COME OUT OF A HEAVY MAINT CHK AND WAS PARKED ON THE LINE FOR DELIVERY TO THE GATE. THIS RPTR SAID THE FIRE WAS CAUSED BY ALUMINUM DRILL SHAVINGS PASSING INTO THE COOLING HOLES IN THE STATIC INVERTER, BOTH TRANSFORMER RECTIFIERS AND THE BATTERY CHARGER ELECTRICALLY SHORTING OUT THESE UNITS. THE RPTR STATED THE OVERHEAD CANOPY BARRIER IS NORMALLY REMOVED DURING A HEAVY MAINT CHK AND THIS ALLOWED DRILL SHAVINGS TO FALL ON THE COMPONENT SHELVES OR DROP DIRECTLY INTO THE UNITS NOT REMOVED. THE RPTR SAID THERE ARE PROCS FOR CLEANING THE WIRE BUNDLES AND COMPARTMENT SHELVES AFTER MAINT BUT ARE IGNORED WHEN THE CHECK TIME RUNS OUT AND THE AIRPLANE IS SCHEDULED. THE RPTR STATED A TECHNICIAN THAT WOULD WRITE A CARD TO ACCOMPLISH THE REQUIRED CLEAN UP PROC BY CUTTING THE WIRE BUNDLE TIES, SEPARATING WIRES AND REMOVING UNITS FOR VACUUMING WOULD BE INVITING A MEETING WITH THE DIRECTOR OF MAINT. THE RPTR SAID THE PROB IS THE CLEAN UP IS NOT ACCOMPLISHED IMMEDIATELY AFTER THE WORK IS PERFORMED. THE RPTR SAID THE JOB CARD USED FOR THE CLEAN UP WAS SIGNED OFF BY THE DIRECTOR OF MAINT AND THE AIRPLANE WAS PUSHED OUT.

Synopsis :

A B737-400 WHILE PARKED AT A MAINT FACILITY WITH EXTERNAL POWER EXPERIENCED A FIRE IN THE ELECTRICAL AND ELECTRONICS COMPARTMENT.

ACN: 565372

Time

Date : 200211

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

Person / 1

ASRS Report : 565372

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

AFTER REMOVING AND REPLACING THE OIL FILTERS ON ACR X ACFT X, I'M REQUIRED TO HAVE ANOTHER MECH RUN BOTH ENGS TO PERFORM A LEAK CHK ON THE FILTER ASSEMBLIES. AFTER PERFORMING THE LEAK CHK, THE L ENG REQUIRED SVCING, AT WHICH TIME I NOTICED A RAMP EMPLOYEE WAITING FOR ACCESS TO SVC THE LAVATORIES. I SVCED THE OIL TO FULL AND THEN MOVED THE LIFT TRUCK AND CLOSED THE COWLING AND MOVED TO THE NEXT ENG. AFTER COMPLETING THE WORK ON THE R ENG AND NOTICING THAT THE RAMP EMPLOYEE WAS FINISHED SVCING THE LAVATORIES, I RETURNED TO LATCH THE COWLING CLOSED WHILE LEAVING THE OIL CAP REMOVED.

Synopsis :

A DC9 WAS DISPATCHED IN NON COMPLIANCE WITH THE L ENG OIL FILLER CAP NOT INSTALLED.

ACN: 565426

Time

Date : 200211

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

ASRS Report : 565426

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

PERFORMING B737 ELEVATOR INSPECTION SIGNOFF PAPER WORK HAS NO SIGN OFF SPOT FOR AIRWORTHINESS DIRECTIVE NUMBER 2002-01-01. INSPECTOR MAY HAVE NOT DONE THIS ON OTHER ACFT SINCE THE J/P BOOK UPDATE ON APR/01/02. J/P BOOK WAS UPDATED TO INCLUDE AN INSPECTOR PER AIRWORTHINESS DIRECTIVE, BUT CTL RECORD HAS NO DIRECTIVE TO ACCOMPLISH THAT WORK THERE FOR I BELIEVE IT MAY HAVE BEEN MISSED ON OTHER ELEVATORS.

Synopsis :

A B737-300 INSPECTOR RPTS CURRENT ELEVATOR INSPECTION JOB CARD HAS NO SIGNOFF FOR THE INSPECTION OF A CURRENT REQUIRED AIRWORTHINESS DIRECTIVE.

ACN: 565514

Time

Date : 200210

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B747 Undifferentiated or Other Model

Mission : Passenger

Person / 1

ASRS Report : 565514

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

DURING A ROUTINE INSPECTION AND CALIBRATION OF THE TORQUE MULTIPLIERS USED ON THE AFT ENG MOUNT BOLTS FOR THE PW4000 (SMALL ENGS), IT WAS FOUND THAT THE WRONG HANDLE WAS USED WITH THE TORQUE MULTIPLIER. ALTHOUGH THE HANDLES ARE INTERCHANGEABLE, THE TORQUE TABLES ON THE HANDLES ARE DIFFERENT BTWN THE 392 AND 392-A TORQUE MULTIPLIERS. THEREFORE, THE INPUT TORQUES WILL GIVE A DIFFERENT OUTPUT TORQUE WHEN THE HANDLE LABEL IS NOT MATCHED TO THE PROPER TORQUE MULTIPLIER. SINCE OCT/01, APPROX 50 ENGS WERE PRODUCED FROM OUR ENG SHOP. IT IS KNOWN HOW MANY OF THOSE ENGS MAY HAVE HAD THE AFT MOUNT BOLTS 'UNDER-TORQUED' BECAUSE OF THIS MIX-UP. MGMNT HAS BEEN ADVISED OF THE PROB AND HAS TAKEN THE NECESSARY STEPS TO CORRECT ANY DISCREPANCIES IN THIS PROCESS.

Synopsis :

A SHOP TECHNICIAN RPTS INCORRECT TORQUE MAY HAVE BEEN APPLIED TO THE AFT ENG MOUNTS ON AS MANY AS 50 ENGS. CAUSED BY IMPROPER TOOLING.

ACN: 565594

Time

Date : 200211

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Person / 1

ASRS Report : 565549

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ACFT X MD80 ACFT. PROB: L-HAND PNEUMATIC XFEED DUCT CHAFFING AT STATION 1380 AND AT COUPLING OF WING/TAIL ANTI-ICE DUCT IN AFT ACCESSORY OF MD80. CHKED OTHER MD80'S AND FOUND SPACING BTWN DUCTS GREATER THAN 1 INCH, AND BTWN DUCT AND STATION 1380 GREATER THAN 5/8 INCH. OPERATING TEMP AND PRESSURE OF XFEED DUCT IS 450-490 DEGS F AND 80 PSI WHICH COULD CAUSE AIRFRAME DAMAGE TO STATION 1380 IF DUCT SHOULD CHAFF THROUGH DUCT WALL. CHAFFING COULD ALSO CAUSE A FIRE IN AFT ACCESSORY COMPARTMENT. DISCREPANCY WRITTEN ON 'A' CHK CARD.

Synopsis :

AN MD80 TECHNICIAN RPTS FINDING 13TH STAGE AND 8TH STAGE PNEUMATIC XFEED DUCTING AT STATION 1380 AND ANTI-ICE DUCT COUPLING CHAFFING.

ACN: 565632

Time

Date : 200211

Day : Sun

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : A320

Person / 1

ASRS Report : 565632

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

APPROVED AN OVERHEAD BIN TO BE INOP WHICH CONTAINED A FIRST AID KIT. SAW DEFERRAL ON KIT AND ASSIGNED ITEM TO BE REPAIRED AT NEXT STATION. DISCOVERED ITEM ON DEFERRAL REVIEW AFTER ACFT DEPARTED. MEL ALLOWS KIT SEAL TO BE BROKEN BUT NO KIT MISSING OR INACCESSIBLE.

Synopsis :

AN AIRBUS 320 WAS DISPATCHED IN NON COMPLIANCE WITH AN OVERHEAD BIN DOOR DEFERRED CLOSED AND LOCKED PER THE MEL, BUT CONTAINED A REQUIRED FIRST AID KIT.

ACN: 566015

Time

Date : 200211

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B717 (Formerly MD-95)

Person / 1

ASRS Report : 566015

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ON NOV/THU/02, TRYING TO ACCOMPLISH AN ENGINEERING ORDER ON ACFT X, I FOUND THAT I COULD NOT ACCOMPLISH SOME OF THE TASKS AS DESCRIBED. THE FIRST 5 STEPS WERE OK AND WENT AHEAD TO ACCOMPLISH THESE TASKS, WHICH INCLUDED REMOVING THE GASPER FAN AND INSTALLING A NEW (MODIFIED) FAN. THE NEW FAN HAS A DRAIN LINE THAT NEEDED TO BE INSTALLED. THIS IS WHERE THE PROB EXISTS. DURING INSTALLATION, I FOUND THE DRAWINGS IN THE ENGINEERING ORDER DIDN'T HAVE ANY COMPONENTS, IE, VALVES, DUCTS, HYD LINES, ELECTRICAL HARNESSSES, PULLEYS, CABLES, ETC. SOME OF THE HARDWARE INSTALLATION COULD NOT BE INSTALLED BECAUSE COMPONENTS WERE IN THE WAY AND/OR HYD LINES WERE SIMPLY NOT THERE. ALSO, TO COMPLICATE MATTERS, THE NUMBERING OF LONGERONS IN THE ENGINEERING ORDER DID NOT COINCIDE WITH THE ACFT. I CONSULTED MY LEAD, THEN THE ENGINEER IN CHARGE. TOGETHER WE WORKED OUT A SOLUTION, WHICH MAINLY CONSISTED OF RENUMBERING THE LONGERONS IN THE ENGINEERING ORDER. I AM CONCERNED BECAUSE I COULD HAVE INSTALLED THE DRAIN LINE PER THE FIRST ENGINEERING ORDER. HOWEVER, I DON'T THINK THE CLAMPS WOULD BE IN THE CALLED OUT POS AND THE WATER FROM THE DRAIN WOULDN'T FLOW PROPERLY. IT'S OBVIOUS THE ENGINEER(S) NEVER LOOKED AT AN ACTUAL ACFT WHEN MAKING DRAWINGS/ENGINEERING ORDER.

Synopsis :

A B717-200 DURING A GASPER FAN MODIFICATION IT WAS DISCOVERED THE ENGINEERING DRAWING WAS IN ERROR. COMPONENTS LOCATIONS ALL WRONG.

ACN: 566329

Time

Date : 200211

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B747 Undifferentiated or Other Model

Person / 1

ASRS Report : 566329

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Maintenance Human Performance

Narrative :

WHILE INSPECTING HIGH STAGE VALVE IN RELATION TO AN OPEN VALVE INDICATION IN COCKPIT, LEFT A RUBBER Mallet ON THE ENG JUST AFT OF THE VALVE. CLOSED ENG CORE COWL, AND DID NOT MISS THE Mallet UNTIL THE ACFT BLOCKED OUT. TRIED TO CONTACT THE ACFT BEFORE TKOF, BUT WAS UNSUCCESSFUL. AFTER CONSULTATION BTWN MAINT AND FLC, THEY DECIDED TO PRESS ON.

Synopsis :

A B747-200 WAS DISPATCHED IN NON COMPLIANCE WITH A RUBBER Mallet LEFT ON ENG JUST AFT OF THE HIGH STAGE PNEUMATIC BLEED VALVE.

ACN: 566367

Time

Date : 200211

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

ASRS Report : 566367

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative :

ACFT HAD AN INBOUND WRITE UP. #2 GS READS 1 DOT HIGH ON HSI AND ADI. I WENT BACK TO STORES TO GET SOME ITEMS FOR THE A-1 CHK AND AT THAT TIME I DECIDED TO GRAB THE 'TIC' TEST BOX AND A NAV RECEIVER. I NORMALLY WOULD HAVE CHKD THE IPC FOR EFFECTIVITY OF THE PART, BUT IN MY 'HASTE' I JUST LOOKED AT THE PARTS TAG EFFECTIVITY WHICH COVERED THE 200, 300, 500 SERIES ACFT. AFTER TROUBLESHOOTING THE PROBLEM DOWN TO THE #2 NAV RECEIVER, I INSTALLED THE NEW NAV RECEIVER WHICH IN TURN FIXED THE PROBLEM. THIS WAS AN UNINTENTIONAL MISTAKE ON MY BEHALF, AND I KNOW IT IS IMPORTANT TO USE THE IPC TO DETERMINE EFFECTIVITY OF PARTS. I HAVE ALSO REVIEWED THE DOCKET NUMBER REGARDING THE RECEIVERS AND THINK IT WOULD HELP AS A REMINDER, IF IT WAS POSTED AT THE BIN LOC OF THE PARTS.

Synopsis :

B737-300 WAS DISPATCHED IN NON COMPLIANCE WITH THE INCORRECT VOR RECEIVER INSTALLED IN #2 POS.

Time

Date : 200211

Day : Wed

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B727 Undifferentiated or Other Model

Mission : Passenger

Person / 1

ASRS Report : 566423

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

WHEN FINISHED WORKING A SVC CHK ON A B-727, I INADVERTENTLY LEFT OFF THE OIL CAP ON #2 ENG (SO THEY SAY). AS USUAL HERE, WE'RE SHORT-HANDED, AND I FELT IN A HURRY TO COMPLETE MY ASSIGNMENT (THE 'ENGS' SECTION OF THE 727 SVC CHK) SO I COULD ASSIST WITH THE REST OF THE AIRPLANE (HELP THE OTHER GUYS WITH THEIR ASSIGNMENTS). THERE WERE NO COCKPIT INDICATIONS OTHER THAN A CREW LOG ENTRY (ON THE SECOND LEG AFTER MY ENG TASK COMPLETION) THAT STATED 'ENG NEEDS SERVICING.' NO AIR TURN BACK, INFLT SHUTDOWN, OR OTHER MAJOR INCIDENT AROSE FROM MY POSSIBLE OVERSIGHT.

Synopsis :

A B727 WAS DISPATCHED IN NON COMPLIANCE WITH THE #2 ENG OIL SVC CAP NOT SECURED OR NOT INSTALLED.

ACN: 566577

Time

Date : 200211

Day : Sun

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Person / 1

ASRS Report : 566577

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

JOB CARD SAID NOT TO PUT PART THROUGH ACID WASH MORE THAN 3 TIMES OR EXCEED 12 HRS. IT WAS PUT THROUGH 6 TIMES, BUT DID NOT EXCEED 12 HRS. JOB CARD STATED ONLY 2 HRS.

Synopsis :

A CF6-80C2 ENG PART WAS DAMAGED AND POSSIBLY SCRAPED DUE TO EXCESSIVE NUMBER OF TIMES PART WAS SUBJECTED TO NITRIC ACID WASH. EXCEEDED 3 WASH LIMIT.

ACN: 566578

Time

Date : 200210

Day : Sun

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : Commercial Fixed Wing

Mission : Passenger

Person / 1

ASRS Report : 566578

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : Company Policies

Resolutive Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

PER FAA AND FAR I WAS SIGNING OFF AND RELEASING ACFT LOGBOOKS SINCE 1968 WITH ACR REGULATIONS WANTS ONLY CREW CHIEFS AND SOME LINE SUPERVISION TO BE AUTHORIZED TO LOGBOOK ENTRIES AND RELEASES. AFTER RECEIVING TRAINING OF ACR LOGBOOK HANDLING 6 MONTHS PRIOR TO INCIDENT, I WAS LED TO BELIEVE I WAS QUALIFIED. HOWEVER, ACR REQUIRES ETOPS TRAINING AND REQUIRED INSPECTION ITEM TRAINING TO BE QUALIFIED FOR LOGBOOK RELEASES SIGNATURES. AT THE TIME I DID NOT /WAS NOT CURRENT, ON REQUIRED INSPECTION ITEMS ALTHOUGH I DID HAVE REQUIRED INSPECTION ITEM TRAINING WITH ACR AND NON DESTRUCTIVE TRAINING 16 YRS AGO. ACR Y AND ACR TRAINING RECORDS HAVE NOT BEEN INTEGRATED AT TIME OF THE INCIDENT. SINCE ACR GPM DOES NOT ADDRESS THE ISSUE AND NO ONE LOCALLY CAN CLR UP OR RESOLVE THIS ISSUE AND OR CONFUSION. AS TO IF I WAS OR WAS NOT QUALIFIED AND OR AUTHORIZED FOR ACR LOGBOOK RELEASES.

Synopsis :

A LEAD TECHNICIAN WITH 37 YRS EXPERIENCE WITH A MERGED CARRIER RPTS CONFUSION WITH CURRENT CARRIER ON LOGBOOK RELEASE QUALIFICATION.

ACN: 566583

Time

Date : 200211

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Mission : Passenger

Person / 1

ASRS Report : 566583

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

DURING INSPECTION OF A B737 FLT ATTENDANT AND LAVATORY OXYGEN GENERATOR AND MASK BOXES, I NOTICED THAT SOME OF THE HEAT SHIELDS FOR THE GENERATORS HAD AREAS CUT AND REMOVED PRESUMABLY TO FACILITATE READING THE GENERATOR EXPIRATION DATE. I MADE WRITE-UPS FOR THIS DAMAGE TO SAFETY EQUIP. MAINT DID NOT WANT TO REPLACE THE SHIELDS AND WAS ABLE TO GET MY INSPECTION SUPVR TO SIGNOFF AND APPROVE THE DAMAGE AS OK FOR SVC. NEITHER MAINT NOR INSPECTION SUPERVISION HAD ANY SUPPORTING DOCUMENTATION FOR NOT REPLACING THE SHIELDS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE EXPANDED HEAT SHIELD HOLES IS PROBABLY NOT A SAFETY ITEM AS WHEN THE EMER OXYGEN DOOR IS OPENED AND THE CANISTER FIRES IT IS ADEQUATELY VENTED. THE RPTR SAID THE SUPVR BOUGHT OFF THE RPT WITH NO DOCUMENTATION OR ALLOWABLE LIMITS ON THE HEAT SHIELD.

Synopsis :

A B737-300 HVY CHK TECHNICIAN RPTS EMER OXYGEN CANISTER HEAT SHIELDS IN THE LAVATORIES AND ABOVE THE FLT ATTENDANT'S SEAT WERE MODIFIED.

ACN: 566591

Time

Date : 200211

Day : Tue

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : DC-9 30

Mission : Passenger

Person / 1

ASRS Report : 566591

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ON TUESDAY 11/02 I CHANGED THE L HAND AFT STROBE LIGHT ASSEMBLY AND CLRED DMS 11-35. THE DEFERRED MAINTENANCE ITEM 11-35 WAS FOR THE R-HAND AFT STROBE LIGHT ASSEMBLY. I SIGNED OFF THE LOGBOOK AND CLRED THE DEFERRED MAINT ITEM. THE FOLLOWING NIGHT IT WAS BROUGHT TO MY ATTN THAT I HAD CHANGED THE WRONG ASSEMBLY. THE DEFERRED MAINT ITEM HAS SUBSEQUENTLY BEEN REOPENED.

Synopsis :

A DC 9-30 WAS DISPATCHED IN NON COMPLIANCE WITH THE INCORRECT WING TIP STROBE LIGHT ASSEMBLY REPLACED. THE DEFERRED ITEM WAS CLRED.

ACN: 566598

Time

Date : 200211

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

ASRS Report : 566598

Person / 3

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

WAS GIVEN ORDER TO BEGIN OPEN UP ON ACFT WITHOUT ANY PAPERWORK TO DO SO. I REMOVED SEATS AND AFT WINDSCREEN AS I WAS TOLD TO DO.

Synopsis :

AN MD80 TECHNICIAN WAS VERBALLY ORDERED TO BEGIN STRIPPING THE CABIN OF SEATS AND THE WINDSCREENS WITHOUT PAPERWORK. LATER FOUND AIRPLANE NOT ASSIGNED FOR THIS WORK.

ACN: 566607

Time

Date : 200211

Day : Mon

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 566607

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

I WAS ASSIGNED TO REPLACE THE L AND R ALTERNATE BRAKES' HYD FUSES ON ACFT B737-300 FOR TIME CHANGE. I NOTICED THAT THE PARTS I RECEIVED (COMPANY PART #93226) WERE PHYSICALLY DIFFERENT THAN THE PARTS INSTALLED ON THE ACFT (COMPANY PART #33203). THE PART NUMBERS WERE CALLED OUT (93226) ON THE WORK RELEASE I RECEIVED FOR THE ACFT. I CHKED THE IPC, BUT THE PAGE DISPLAYED IN THE READER/PRINTER WAS ILLEGIBLE. I PROCEEDED TO REPLACE THE FUSES. I THEN CALLED ACR MAINT CTLR AND INFORMED HIM OF THE SIT WITH THE READER/PRINTER AND OUR COMPUTER SYS (NO IPC ON E-PUBS). I ASKED HIM TO CHK THE EFFECTIVENESS OF THE 93226 FUSES, AND HE TOLD ME THAT THEY WERE STANDARDIZED THAT WIDE. I WRONGLY ASSUMED THAT THE DDE SCREEN PARTS CHANGE MISCONFIGURE WAS IN ERROR. THE ACFT WAS STOPPED IN ZZZ BY MAINT THERE. ACFT RECORDS FOUND THE PROB AND STOPPED THE FLT. ZZZ REPLACED THE FUSES WITH THE CORRECT PART NUMBER UNITS. I SHOULD HAVE QUESTIONED THE PARTS WITH THE MAINT DUTY MANAGER.

Synopsis :

A B737-300 WAS DISPATCHED IN NON-COMPLIANCE WITH THE WRONG MAIN LNDG GEAR BRAKE HYD FUSES INSTALLED.

ACN: 566943

Time

Date : 200211

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-500

Mission : Passenger

Person / 1

ASRS Report : 566943

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

ON NOV/FRI/02, I WAS WORKING ON WRITE-UP X IN CONJUNCTION WITH WRITE-UP Y. THE DISCREPANCIES IN QUESTION WERE MARKED IN RED OR THE COMPONENTS TROUBLE SPOTS. I LOOSENED THE UPPER AND LOWER AFT BOLTS ON THE EDP SUPPLY SHUTOFF VALVE, REPOSITIONED THE VALVE AND RETORQUED THE BOLTS R AND F MM 29-15-94, MAINT MANUAL 20-50-11-0201 AND SRM 51-40-04. THIS PROVIDED VERY LITTLE CLRNC BTWN THE AILERON CABLES AND THE VALVE X, BUT INSUFFICIENT CLRNC BTWN THE SHUTOFF VALVE AND THE FUEL XFEED VALVE. I THEN PROCEEDED TO LOOSEN THE NUTS ON THE FUEL XFEED VALVE A LITTLE AT A TIME, ASSUMING THE VALVE MIGHT BE ABLE TO SHIFT ENOUGH TO PROVIDE CLRNC AT THE CONTACTING POINTS. ABOUT XA40 PM THE VALVE STARTED TO LEAK FUEL. I QUICKLY TOLD THE MECH ON THE HEADSET TO INFORM THE COCKPIT PERSON THAT WE HAD A FUEL LEAK AND PWR WAS CUT. I NOTICED WHERE THE FUEL WAS LEAKING, THE O-RING THAT HAD BECOME UNSEATED ON THE XFEED VALVE. I QUICKLY TIGHTENED THE NUTS ON THE VALVE AND THE LEAK WAS TEMPORARILY STOPPED. ALTHOUGH WE WERE ABLE TO FINISH OUR MAINT CHKS, THIS ERROR HAD CREATED AN INSPECTION WRITE-UP TO REPLACE THE O-RING IN THE XFEED VALVE. THE FOLLOWING 2 SHIFTS HAD TRANSFERRED FUEL AND REPLACED THE XFEED VALVE AND O-RING. A FUNCTIONAL TEST WAS PERFORMED, NO LEAKS WERE FOUND AND THE ACFT WENT ON A POST HMV TEST FLT THAT EVENING. ALL APPEARED TO FUNCTION NORMALLY.

Synopsis :

A B737-500 TECHNICIAN WHILE WORKING TO GAIN CLRNC FOR AN AILERON CABLE, A FUEL XFEED VALVE WAS DISCONNECTED AND MOVED CUTTING THE SEAL CAUSING A FUEL LEAK.

ACN: 567160

Time

Date : 200209

Day : Thu

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : B737-300

Person / 1

ASRS Report : 567160

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

ON SEP/THU/02 ACFT WAS IN OAK ON GRAVEYARD SHIFT WITH A PLT WRITE-UP STATING THAT UPON LNDG WITH ACFT #1 ENG IN REVERSE PWR, THE ENG MADE A MUFFLED POPPING SOUND AND SOUNDED LIKE A COMPRESSOR STALL. AFTER FURTHER TROUBLE-SHOOTING AND RESEARCHING THE ACFT MAINT MANUAL, I PERFORMED A PURGE OF THE CDP LINES, RAN ENG AT ALL PWR SETTINGS, NO FAULTS NOTED. REVERSE PWR OK WHILE USING THE TROUBLE-SHOOTING FAULT ISOLATION TREE IN MM CHART 71, AT NO TIME DID IT STATE TO PERFORM A BORESCOPE INSPECTION. ALSO, PERFORMED A VSV AND VBV STATIC RIG CHK PER MAINT MANUAL. LATER THAT NIGHT I CONFERRED WITH MAINT CTL AND ENGINEERING AND A BORESCOPE INSPECTION WAS NOT MENTIONED.

Synopsis :

A B737-300 WITH A RPTED L ENG STALL HAD THE MAINT MANUAL PROCS FOR ENG STALL ACCOMPLISHED EXCEPT THE ENG BORESCOPE.

ACN: 567554

Time

Date : 200212

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Person / 1

ASRS Report : 567554

Events

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Maintenance Human Performance

Narrative :

FINALED #2 ENG AND DID NOT DISCOVER A FAIRING FOR THE OUTBOARD REVERSE HINGE WAS MISSING.

Synopsis :

AN MD-80 WAS DISPATCHED IN NON COMPLIANCE WITH THE #2 ENG OUTBOARD REVERSER HINGE FAIRING MISSING. CAUSED BY INADVERTENT PAPERWORK ERROR.

ACN: 567555

Time

Date : 200211

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Mission : Passenger

Person / 1

ASRS Report : 567555

Person / 2

ASRS Report : 567567

Person / 4

ASRS Report : 567566

Person / 3

ASRS Report : 567565

Person / 5

Function.Oversight : Supervisor

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative :

ECO (NEW INSULATION MEXMIL) WAS INSTALLED ON ACFT X, Y, AND Z, AND POSSIBLY OTHER ACFT. THE KITS THAT CAME ARE ASSEMBLED FROM OTHER COMPANY AMT'S WITH SUPPOSEDLY PROPER PRINTS IN THE BOXES OF INSULATION. THEY CAME WITH PRINT A, AND I WAS TOLD BY MANY PEOPLE, IE, SUPVRS AND CREWS FROM THE BUILD-UP THIS IS WHAT I NEEDED, BUT I HAVE FOUND THEY SHOULD HAVE USED PRINT B.

Synopsis :

A SHOP TECHNICIAN RPTS AS MANY AS 9 MD-80 FORWARD CARGO COMPARTMENT INSULATION ENGINEERING CHANGE ORDERS WERE DONE WITH THE WRONG PRINTS.

ACN: 567562

Time

Date : 200211

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft / 1

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

ASRS Report : 567562

Person / 2

ASRS Report : 567564

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative :

NOV/SAT/02 WORKED ACFT X. AUTOSPOILER SYS DID NOT OPERATE. WE PLACARDED THE SYS INOP. ON THE FOLLOWING DAY WE WERE TOLD ZZZ1 HAD CALLED TO INFORM US THE AUTO SPOILER ACTUATOR WAS IN THE PROPER POS FOR THE PLACARD.

Synopsis :

AN MD80 WAS DISPATCHED IN NON COMPLIANCE WITH THE AUTO SPOILERS DEFERRED PER THE MEL AS INOP. ACTUATOR WAS NOT POSITIONED PER THE SPECIAL PROCS.