

ASRS Database Report Set

Maintenance Reports

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

Update Number.....12.0

Date of UpdateJanuary 31, 2008

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.

TH: 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 represents the reporting of a specific individual who is describing their experience and perception of a safety related 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, Booz Allen Hamilton, 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.



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.

Report Synopses

ACN: 751539 (1 of 50)

Synopsis

A B737-800 FLT CREW MADE LOG WRITE-UP STATING THE OXYGEN GAUGE 'DIPS' WHEN TESTING OXYGEN MASK.

ACN: 739171 (2 of 50)

Synopsis

AN MD88 ACFT RIGHT MLG TESTS WERE NOT COMPLETED AFTER MAINT. ACFT HAD TO DIVERT ENROUTE DUE TO AUTOBRAKE, ANTISKID AND AUTO SPOILER IRREGULARITIES.

ACN: 737800 (3 of 50)

Synopsis

B757-200 ACFT MECHANICS FAILED TO PROPERLY INSTALL BUSHINGS ON #2 ENGINE.

ACN: 737781 (4 of 50)

Synopsis

A B737 ACFT REQUIRED AIR TURN BACK AFTER TOTAL LOSS OF CAPTAIN'S #1 AIR DATA SYS, DUE TO IMPROPER INSTALLATION.

ACN: 737634 (5 of 50)

Synopsis

ACFT STORES INVENTORY SYSTEM AT REPORTER'S AIR CARRIER HAS FOUND THE SERIAL NUMBERS DO NOT AGREE WITH THE POSITION OF THE UNITS INSTALLED IN THE ACFT.

ACN: 737429 (6 of 50)

Synopsis

AN EMB-135 WING TO FUSELAGE BODY PANEL FASTENER CHECK JOB CARD WAS INTERPRETED TO BE A VISUAL INSPECTION. FAA REP ON SITE SAYS TORQUE CHECK.

ACN: 737424 (7 of 50)

Synopsis

A B767-300 ACFT WAS FOUND TO HAVE HAD AN INCORRECT ESCAPE SLIDE/RAFT INSTALLED AT DOOR 2RT.

ACN: 737315 (8 of 50)

Synopsis

AN AIRBUS A-321 LEFT NOSEWHEEL AXLE BUSHING WAS FOUND MISSING DURING NOSE TIRE CHANGE.

ACN: 737024 (9 of 50)

Synopsis

A B757-200 ACFT INSPECTOR PERFORMED AN ULTRASONIC NDT INSPECTION PROCEDURE INSTEAD OF AN U/T NDT PROCEDURE ON AN ACFT ENGINE.

ACN: 737007 (10 of 50)

Synopsis

A MD-80 R-HAND INBOARD FLIGHT SPOILER WAS REMOVED AND REPLACED WITH A SPOILER THAT DID NOT MEET THE EFFECTIVITY REQUIREMENTS OF THAT ACFT.

ACN: 736882 (11 of 50)

Synopsis

A DHC-8-400 ACFT NOSEWHEEL TIRE WAS REMOVED/REPLACED AND SIGNED FOR USING A JOB CARD FOR A DASH-8-200 TYPE ACFT.

ACN: 736861 (12 of 50)

Synopsis

AN EMB-145 REQUIRED AIR TURN BACK AFTER TWO EACH OUTFLOW VALVES WOULD NOT OPERATE AFTER MAINT WORK. ACFT WOULD NOT PRESSURIZE AFTER TKOF.

ACN: 736821 (13 of 50)

Synopsis

A NORTH AMERICAN T-28 ACFT WITH A WRIGHT R-1820-86B ENGINE MADE A PRECAUTIONARY LANDING DUE TO OIL CHIP DETECTOR LIGHTS CAME ON.

ACN: 736508 (14 of 50)

Synopsis

AN EMB-140 RUDDER NOT REMOVED AS REQUIRED PER MAINT MANUAL TO REPLACE RUDDER HINGES. REQUIRED RUDDER OPS CHECKS NOT PERFORMED.

ACN: 736474 (15 of 50)

Synopsis

A B767-300 ACFT DOOR 1R ESCAPE SLIDE WAS REMOVED DUE TO A DEPLOYMENT AND REPLACED WITH AN INCORRECT SLIDE.

ACN: 736420 (16 of 50)

Synopsis

AN MD80 NOSE LNDG GEAR TIRE PRESSURE GAUGE WAS REPLACED WITH INCORRECT PRESSURE GAUGE.

ACN: 736406 (17 of 50)

Synopsis

AN MD-80 AVIONICS MECHANIC BELIEVES HE REPOSITIONED THE #8 WIRE BUNDLE CORRECTLY EVEN THOUGH HE MISINTERPRETED THE ENGINEERING ORDER.

ACN: 736316 (18 of 50)

Synopsis

AN MD81 ACFT OVERWING EMERGENCY BATTERY PACK WAS REPLACED WITH (2) EA INCORRECT BATTERIES.

ACN: 735864 (19 of 50)

Synopsis

AN AIRBUS A319 ACFT MEL SPECIAL PROCEDURE TO RE-ACTIVATE THE #1 ENG HP VALVE WAS NOT ACCOMPLISHED WHEN MEL ITEM CLEARED. ACFT RELEASED FOR SVC.

ACN: 735693 (20 of 50)

Synopsis

AN EMB-145 ACFT MECHANIC WAS INFORMED HE HAD MISSED SEVERAL CREW AND INFANT FLOATATION VESTS REQUIRING ANNUAL PLACARDS.

ACN: 735529 (21 of 50)

Synopsis

A CRJ-700 ACFT WAS FOUND TO HAVE ELEVATORS JAMMING UP DURING PREFLIGHT AFTER MAINT REPLACED ELEVATOR LEVERS.

ACN: 735486 (22 of 50)

Synopsis

A EMB-145 REQUIRED AIR TURNBACK AFTER TWO EACH OUTFLOW VALVES WOULD NOT OPERATE AFTER MAINT WORK.

ACN: 735455 (23 of 50)

Synopsis

AN EMB-140 ACFT HAD SHIMS REPLACED UNDER RUDDER HINGE FITTINGS ON THE VERTICAL STAB WITHOUT ACCOMPLISHING THE REQUIRED RUDDER OPS CHECKS.

ACN: 735318 (24 of 50)

Synopsis

A B767-300 ACFT WAS RELEASED TO REVENUE SERVICE WITHOUT THE REQUIRED RII INSPECTION BEING ACCOMPLISHED ON THE RUDDER LOWER PCA (R HYD SYS).

ACN: 735161 (25 of 50)

Synopsis

A B737-800 ACFT (2) EA MAIN GEAR TIRE PRESSURES WERE NOT SERVICED AND THE JOB CARD SIGNATURE BLOCK WAS MISTAKENLY MARKED N/A (NOT REQUIRED).

ACN: 735078 (26 of 50)

Synopsis

A PIPER PA28R FUEL INJECTED ACFT HAD AN ANNUAL INSPECTION ACCOMPLISHED BUT DID NOT REPLACE THE AIR CLEANER. FAA SAYS NOTE IN LOGBOOK NOT LEGAL.

ACN: 734929 (27 of 50)

Synopsis

A B737-500 ACFT APPRENTICE MECHANIC THINKS HE MAY HAVE SAFETY WIRED THE CSD INTERNAL BYPASS FILTER HOUSING BACKWARDS.

ACN: 734759 (28 of 50)

Synopsis

EMB-145 SERVICE BULLETIN TO REMOVE/REPLACE SPECIFIC FUSE FRAME FASTENERS. FASTENERS NOT INSTALLED.

ACN: 734634 (29 of 50)

Synopsis

A MAINT TOOL CRIB EMPLOYEE FEELS HE WAS SLIGHTLY COERCED INTO SERVICING ANOTHER AIRLINE'S OXYGEN BOTTLE AND SIGNING FOR THE WORK.

ACN: 734607 (30 of 50)

Synopsis

A CESSNA 414 ACFT WAS RELEASED FOR SERVICE WITHOUT ACCOMPLISHING A MAIN LANDING GEAR SWING AFTER L/H GEAR 'UNSAFE' LIGHT ILLUMINATED ON INBOUND FLT.

ACN: 734283 (31 of 50)

Synopsis

AFTER SVCING THE NOSE STRUT THE PREVIOUS NIGHT, AN EMB-140 ACFT HAD INFLT AIR/GND FAIL MESSAGE AND TURNED AROUND TO LAND. NOSE STRUT COLLAPSED UPON LANDING.

ACN: 733996 (32 of 50)

Synopsis

A B767-300 ACFT RII INSPECTION NOT ACCOMPLISHED ON INSTALLED RUDDER PCA PRIOR TO FLIGHT.

ACN: 733813 (33 of 50)

Synopsis

AN IA RATED MECHANIC SIGNED OFF AN ANNUAL INSPECTION ON A MOONEY ACFT AS AIRWORTHY BEFORE FINISHING THE INSPECTION.

ACN: 733566 (34 of 50)

Synopsis

A B767-300ER ONLY HAD ONE OF TWO THRUST REVERSER MECHANICAL LOCKS REMOVED FROM L AND RIGHT ENGS. EACH ENG HAS TWO MECHANICAL LOCKS.

ACN: 733552 (35 of 50)

Synopsis

A B747-200 CARGO ACFT REQUIRED A #2 ENG T/R PDU REPLACEMENT. MECHANIC FEELS HE WAS FORCED TO SIGN-OFF FOR QUESTIONABLE WORK UNDER RII.

ACN: 733332 (36 of 50)

Synopsis

A B757-225 HAD AN ENGINE IDG REPLACED WITHOUT THE REQUIRED INSPECTION CHECK ACCOMPLISHED PRIOR TO DISPATCH.

ACN: 732756 (37 of 50)

Synopsis

A CESSNA 210N ACFT WITH TSIO-510 ENGINE EXPERIENCED LOW OIL PRESSURE AND ENGINE FAILURE ON INITIAL FLIGHT AFTER A TWO CYLINDER OVERHAUL.

ACN: 732726 (38 of 50)

Synopsis

ON AIRBUS A300 ACFT, MECHANICS UNABLE TO ACCOMPLISH A FUEL LEAK CHECK OF THE FUEL TRIM TANK ACCESS PLATES DUE TO BROKEN FUEL TRIM MANIFOLD.

ACN: 732724 (39 of 50)

Synopsis

AN EMB-135 ACFT HAD THE LEFT ENGINE FWD UPPER MOUNT YOKE AFT BUSHING MANUFACTURED AND REPLACED. REQUIRED HEAT TREATMENT OF BUSHING WAS NOT ACCOMPLISHED.

ACN: 732289 (40 of 50)

Synopsis

AN MD-11 CARGO ACFT DEPARTED WITHOUT THE TAIL TANK'S R/H FUEL BOOST PUMP COVER PLATE BEING REINSTALLED.

ACN: 732141 (41 of 50)

Synopsis

A 767-200 ACFT WITH CF6-80 ENGINES RELEASED FOR ETOPS SERVICE WITHOUT A COMPLETED REFERENCE FOR ALTERNATE LOCKING NUT INSTALLED.

ACN: 732036 (42 of 50)

Synopsis

A B767-300 ETOPS ACFT R HYD SYSTEM QUANTITY WAS NOT VISUALLY CHECKED PRIOR TO DEPARTURE, AS REQUIRED PER THE MEL.

ACN: 732009 (43 of 50)

Synopsis

A PA23-150 ACFT WITH O-320-A3B ENGINES HAD CYLINDER PISTONS AND WRIST PINS INSTALLED THAT WERE FOR O-320-B3B TYPE ENGINES.

ACN: 731787 (44 of 50)

Synopsis

A SAAB-340F ACFT WAS FOUND TO HAVE A #3 BRAKE SPINNING WITH THE TIRE AFTER NEW TIRE INSTALLED.

ACN: 731673 (45 of 50)

Synopsis

A B737-300 ACFT WAS FOUND DURING PREFLIGHT TO HAVE A R WING OUTBOARD FUEL BOOST PUMP ACCESS PANEL MISSING.

ACN: 731652 (46 of 50)

Synopsis

CRJ-700 ACFT HAD MIS-PINNED LAVATORY LIGHT DIMMER CONNECTORS. THE ENGINEERING ORDER DIAGRAM TO DEACTIVATE DIMMER WAS MISLEADING.

ACN: 731374 (47 of 50)

Synopsis

A B757 CURRENT SENSING RELAY FOR LEFT ENGINE PROBE HEAT WAS REPLACED WITH SAME TYPE OF UNIT BUT DIFFERENT DASH NUMBER NOT IN IPC.

ACN: 731320 (48 of 50)

Synopsis

A MD-80 ACFT TAIL FELL OFF TAIL JACK DURING ACFT DOWN JACKING AFTER WEIGH JOB. ACFT TAIL SECTION WAS DAMAGED.

ACN: 731310 (49 of 50)

Synopsis

A DE-HAVILLAND DASH 8-200 ACFT WAS FOUND TO HAVE THE #1 ENG INBOARD AND OUTBOARD SIDE MOUNTS INSTALLED INCORRECTLY. ENG WRITTEN-UP FOR PROP VIBRATION.

ACN: 731281 (50 of 50)

Synopsis

A B737-800 ACFT COCKPIT PEDESTAL HANDSET FOR P/A AND INTERPHONE USE WAS REPLACED WITH AN INCORRECT PART.

Report Narratives

ACN: 751539

Time / Day

Date : 200708

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Oxygen System/Crew

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 751539

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Engineering Procedure
Maintenance.Contributing Factor : Manuals

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication

Situations

Publication : MM Not Adequate

Narrative

FLT CREW WRITE UP 'CREW OXYGEN GAUGE 'DIPS' WHEN TESTING OXYGEN MASK.' FOUND OVERHEAD INDICATOR 1500 PSI BOTTLE GAUGE AT 1000 PSI. INDICATOR APPEARED TO BE INCORRECT 500 PSI. APPLIED MEL FOR CREW OXYGEN INDICATOR INOP. FLT CREW HAD CONCERN ABOUT THE O2 BOTTLE VALVE POSITION ON HIS PREVIOUS EXPERIENCE. SO I INSPECTED THE O2 BOTTLE AND IT APPEARS TO BE IN NORMAL CONDITION AND THE VALVE WAS SAFETIED. TO SATISFY THE FLT CREW CONCERN I PROCEEDED TO CUT THE SAFETY WIRE ON THE O2 BOTTLE VALVE AND EXERCISE VALVE CLOSED APPROX 3 TURNS TO FULL OPEN AND FULL CLOSED TWICE AND THEN POSITIONED VALVE PER MAINT MANUAL AND ALL CONDITIONS RETURNED TO NORMAL, REMOVED MEL. AND TO THIS WHOLE PROCESS THERE WAS A WRITE-UP ISSUED AND CLRED ON THIS LINE MAINT FORM. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE COCKPIT OVERHEAD CREW OXYGEN INDICATOR APPEARED TO BE INCORRECT AND APPROX 500 PSI HIGHER THAN THE BOTTLE GAUGE PRESSURE READING OF 1000 PSI. HOWEVER, AFTER OPERATING THE 'OPEN/CLOSE' HANDLE THREE FULL TURNS TO WHAT FELT LIKE FULL OPEN, THE COCKPIT INDICATOR AND CREW BOTTLE WERE IN AGREEMENT AND WITHIN OPS LIMITS. IF A CREW OXYGEN BOTTLE REQUIRED SERVICING, THEN HE WOULD REMOVE THE CREW OXYGEN BOTTLE AND A NEARBY OUTSIDE VENDOR HIS COMPANY HAS CONTRACTED WITH, WILL PROVIDE BOTTLE SERVICING.

Synopsis

A B737-800 FLT CREW MADE LOG WRITE-UP STATING THE OXYGEN GAUGE 'DIPS' WHEN TESTING OXYGEN MASK.

ACN: 739171

Time / Day

Date : 200705
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Antiskid System

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 10
ASRS Report : 739171

Person : 2

Affiliation.Company : Air Carrier
Function.Maintenance : Lead Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Lead Technician : 5
Experience.Maintenance.Technician : 11
ASRS Report : 739246

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 16
ASRS Report : 739172

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Anti-Skid
Autobrake Autospoilers Indication
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Other
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Contributing Factor : Manuals
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Repair
Maintenance.Performance Deficiency : Scheduled Maintenance
Maintenance.Performance Deficiency : Testing

Assessments

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

Narrative

TOOK TURNOVER ON ACFT FROM PREVIOUS SHIFT. R MAIN LNDG GEAR STRUT REPACK WAS NEARING COMPLETION. MYSELF AND 2 CO-WORKERS RECONNECTED THE FRONT AND REAR SCISSORS AND THE BRAKE LINES THEN ROUTED AND SECURED THE 2 ELECTRICAL CONDUITS AND CONNECTED THEIR CANNON PLUGS. NEXT, WE SVCED THE STRUT AND SWUNG THE GEAR TWICE TO CHK FOR CONDUIT CLRNC AND PROPER OP. WE MADE A SLIGHT ADJUSTMENT IN THE CONDUIT ROUTING FOR BETTER CLRNC AND SWUNG THE GEAR 2 MORE TIMES. ALL INDICATIONS WERE NORMAL AT THIS TIME. THIS COMPLETED THE REPACK OP. WE DOWN-JACKED THE ACFT, MOVED IT OUT ONTO THE TARMAC, AND FINISHED OUR LAYOVER CHK. THEN WE REINSTALLED THE LOWER WING PANEL THAT WAS REMOVED FOR ACCESS AND RETURNED THE ACFT TO SVC. WE FAILED TO REALIZE THAT ALTHOUGH THE REPACK WAS COMPLETE THAT A CHKOUT OF THE WT ON WHEELS SENSOR AND THE WHEEL SPEED TRANSDUCERS WAS REQUIRED. THAT MORNING THE ACFT LEFT. IT EXPERIENCED AUTOBRAKE, ANTI-SKID, AND AUTOSPOILER IRREGULARITIES AND DIVERTED TO ZZZ BECAUSE WE HAVE MAINT THERE, BUT NOT AT DEST ARPT. ZZZ MAINT STATED THAT THE WOW SENSOR AND THE GLAND NUT LOCK WERE INSTALLED INCORRECTLY AND THAT THE 2 CONDUIT CANNON PLUGS WERE SWAPPED. THE CANNON PLUGS ARE THE ONLY ONE OF THOSE 3 THINGS THAT WERE DONE ON OUR SHIFT. A COUPLE DAYS LATER, OUR MAINT RE-INSPECTED THE CANNON PLUGS AND FOUND THAT THEY IN FACT COULD NOT BE SWAPPED DUE TO THE WAY THEY WERE KEYED AND ALSO THAT THEY WERE NOT DAMAGED IN ANY WAY. THE WT ON WHEELS SENSOR AND GLAND NUT LOCK WERE FOUND TO BE INSTALLED CORRECTLY ALSO. QUALITY ASSURANCE IS INVESTIGATING THE ZZZ MECH'S STORY ABOUT THE CANNON PLUGS AND TRYING TO FIND OUT EXACTLY HOW THINGS WERE INSTALLED WHEN HE MET THE ACFT. I REGRET THAT THIS INCIDENT HAPPENED AND THAT THE CHKOUTS WERE MISSED. I FEEL MYSELF AND MY CO-WORKERS WORK VERY HARD TO DELIVER A SAFE AND COMPLIANT ACFT EACH AND EVERY MORNING AND WOULD NEVER CUT CORNERS ON MAINT PRACTICES. THIS WAS

AN HONEST AND UNFORTUNATE MISTAKE AND REMINDS US THAT WE MUST STAY AWARE OF ALL STEPS REQUIRED IN THE COMPLETION OF A JOB AND DOUBLECHECK OURSELVES EACH AND EVERY TIME. CALLBACK CONVERSATION WITH RPTR ACN 739172 REVEALED THE FOLLOWING INFO: REPORTER STATED HIS SHIFT WAS FOCUSING ON THE MLG GEAR SWING USING PAPERWORK CARRIED OVER FROM THE PREVIOUS SHIFT. THE WEIGHT ON WHEELS (WOW) SENSOR RE-INSTALLATION WAS ALSO ACCOMPLISHED ON THE PREVIOUS SHIFT. THE OUTBOUND FLIGHT THAT EXPERIENCED THE AUTOBRAKE, ANTI-SKID AND AUTOSPOILER IRREGULARITIES APPEAR TO HAVE HAPPENED AS A RESULT OF A WOW SENSOR DISAGREE SIGNAL ON THE SAME RH MLG. REPORTER ALSO STATES NONE OF THE OTHER MECHANICS REMEMBERS SEEING THE CALLOUT TO PERFORM THE WEIGHT ON WHEELS SENSOR OR WHEEL SPEED TRANSDUCER CHECKS. THE BRACKET INSTALLATION SECURING THE WOW SENSOR ON THE MLG WAS FOUND TO HAVE BEEN INCORRECTLY ATTACHED BY THE PREVIOUS SHIFT. HOWEVER, HAD THE CHECKS BEEN ACCOMPLISHED, THE BELIEF IS THE SENSOR DISAGREE INDICATION MAY HAVE SHOWN UP.

Synopsis

AN MD88 ACFT RIGHT MLG TESTS WERE NOT COMPLETED AFTER MAINT. ACFT HAD TO DIVERT ENROUTE DUE TO AUTOBRAKE, ANTISKID AND AUTO SPOILER IRREGULARITIES.

ACN: 737800

Time / Day

Date : 200705

Place

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

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Powerplant Mounting

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 737800

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I WAS ADVISED BY MGR ON DUTY MAINT THAT ACFT X WAS OTS IN ZZZ1 IN RESPONSE TO A RPT SUBMITTED BY MECHS WHO HAD FAILED TO INSTALL ENG BUSHINGS PROPERLY ON THE R HAND ENG WHEN ACFT WAS IN ZZZ ON MAY/TUE/2007. ACFT HAD FLOWN SEVERAL LEGS SINCE MAY/TUE/2007.

Synopsis

B757-200 ACFT MECHANICS FAILED TO PROPERLY INSTALL BUSHINGS ON #2 ENGINE.

ACN: 737781

Time / Day

Date : 200705
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Air Data Computer

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 737781

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I PERFORMED A BITE CHK ON THE WX RADAR TRANSCEIVER. DUE TO INSUFFICIENT LIGHTING THE BITE CHK DISPLAY SCREEN APPEARED TO SHOW NO

READOUT. I REMOVED AND REPLACED THE WX RADAR TRANSCEIVER PER MAINT MANUAL. WITH THE USE OF A FLASHLIGHT THE BITE CHK DISPLAY SHOWED AN ANTENNA FAULT. I REMOVED AND REPLACED RADAR ANTENNA ASSEMBLY AND PERFORMED AN OPERATIONAL CHK FOR THE WX RADAR SYS PER THE MAINT MANUAL AND THE SYS CHKED GOOD. BELIEVING DUE TO INSUFFICIENT LIGHTING, I REINSTALLED THE ORIGINAL WX RADAR TRANSCEIVER AND AGAIN PERFORMED ANOTHER OPERATIONAL CHK ON THE WX RADAR SYS WHICH ALSO CHKED GOOD PER MAINT MANUAL. DURING REINSTALLATION OF WX RADAR TRANSCEIVER THE PNEUMATIC CONNECTOR OF THE #1 AIR DATA MODULE (ADM) WAS NOT PROPERLY INSTALLED. PER THE MAINT MANUAL A WARNING STATES FAILURE TO CONNECT THIS HOSE WILL RESULT IN CAPT'S LOSS OF AIR DATA. A NOTE IS ALSO SHOWN TO VERIFY A BLUE BAND IS VISIBLE TO ENSURE A POSITIVE LOCK OF THE CONNECTOR. THE BLUE BAND WAS VISIBLE TO MYSELF AND I RELEASED THE ACFT FOR SVC. DURING CLBOUT THE CAPT EXPERIENCED TOTAL LOSS OF #1 AIR DATA SYS AND AIR TURNED BACK TO ZZZ. I RETURNED TO THE AIRPLANE AND INSPECTED #1 ADM PNEUMATIC CONNECTOR AND OBSERVED THE LINE ATTACHED, BUT WAS NOT LOCKED. I SECURED THE PNEUMATIC CONNECTOR PERFORMED AN OPERATIONAL CHK OF THE #1 AIR DATA SYS AND THE ACFT WAS RETURNED TO SVC AND CONTINUED ON A LATER FLT WITH NO FURTHER INCIDENT. BEING CERTAIN I HAD SEEN A VISIBLE BLUE BAND DURING MY INSTALLATION, I TRIED TO ATTACH THE PNEUMATIC CONNECTOR IN A POS WHERE THE BLUE BAND IS VISIBLE BUT NOT LOCKED. THE THICKNESS OF THE BLUE BAND VISIBLE WHEN A POSITIVE LOCK IS ACHIEVED IS APPROX 1/4 OF AN INCH. THERE IS A POSSIBLE SCENARIO IF THE CONNECTOR TANGS ARE RESTING DIRECTLY CTR OF THE LOCKING STUDS OF THE ADM A BLUE BAND OF LESS THAN 3/16 OF AN INCH IS VISIBLE. IF I HAD USED A FLASHLIGHT TO READ THE WX RADAR TRANSCEIVER BITE DISPLAY SCREEN I PROBABLY WOULD NOT HAVE REPLACED THE WX RADAR TRANSCEIVER. DUE TO MY LACK OF ATTN, I SHOULD HAVE USED SUFFICIENT LIGHTING TO VERIFY THE LOCKING TANGS OF THE PNEUMATIC CONNECTOR WERE ENGAGED INSTEAD OF RELYING ON THE BLUE BAND. A SIMPLE PULL OF THE PNEUMATIC LINE WOULD HAVE CAUSED THE LINE TO BECOME DISCONNECTED PREVENTING THE IMPROPER INSTALLATION AND THIS INCIDENT.

Synopsis

A B737 ACFT REQUIRED AIR TURN BACK AFTER TOTAL LOSS OF CAPTAIN'S #1 AIR DATA SYS, DUE TO IMPROPER INSTALLATION.

ACN: 737634

Time / Day

Date : 200705

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : Commercial Fixed Wing

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Flap/Slat Control System

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 737634

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Manuals

Assessments

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Situations

Publication : Stores Inventory Manual

Narrative

UPON RESEARCH UNDER THE ACR INVENTORY SYS IT HAS BEEN DISCOVERED THAT THE SERIAL NUMBERS DO NOT AGREE WITH THE POS OF THE UNIT INSTALLED IN THE ACFT. THIS MAY CAUSE THE WRONG PART (A OR B OF THE ENGINEERING ORDER) TO BE ISSUED TO THE MECH. THIS IS NOT INTENDED AS A

JOB CARD CORRECTION, BUT A CORRECTION IN THE ACR SYS. ENGINEERING ORDER CONTAINS A PART A (FLAP) AND A PART B (SLAT) FOR THE XFER TUBES OF THE PWR CTL UNITS TOTAL OF 8 PER ACFT. FOUR OF THEM ARE BEING ISSUED TO THE MECH AS PART A OR B. THE OTHER FOUR ARE NOT ISSUED TO INSPECT AT ALL. IF THE MECH CHOOSES TO INSPECT THEM. IT HAS BEEN KNOWN TO FIND BAD BATCH NUMBERED TUBES IN THE PCU (PWR CTL UNITS) MOTORS AND REPLACE THEM PER THE NON-ISSUED JOB CARD PART (EX A OR B). THE KNOWN BAD TUBES WERE REPLACED. DO NOT N/A ANY PART OF THIS ENGINEERING ORDER. A TIME SAVING REVISION WAS MADE TO THIS ENGINEERING ORDER WITH THE HELP OF ENGINEERING. AND IT WILL NOT WASTE ANY TIME TO INSPECT THE OTHER PCU. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE ISSUE CENTERS AROUND AN ENGINEERING ORDER TO REPLACE THE HYD TRANSFER TUBES FOR THE SLAT OR FLAPS IF THE TUBES HAVE A CERTAIN NUMBER STAMPED ON THE TUBE. THE ORIGINAL TUBES ARE CRACKING. REPORTER NOTES HE WAS INSTRUMENTAL IN GETTING HIS CARRIER TO CHANGE THE PROCEDURE TO USE A BORESCOPE PROCESS TO LOCATE THE STAMPED NUMBER ON THE OUTSIDE OF THE SUSPECT TUBE WITHOUT HAVING TO REMOVE ALL EIGHT TUBES INVOLVED IN THE SLAT/FLAP PCU TRANSFER SYSTEM. ADDING TO THE PROBLEM HOWEVER, IS THE STORES INVENTORY SYSTEM WAS FOUND TO HAVE INACCURATE SERIAL NUMBERS FOR THE SPECIFIC LOCATIONS OF THE SLAT/FLAP TRANSFER TUBES, BASICALLY THE SERIAL NUMBERS WERE REVERSED FOR THE SLAT/FLAP TUBE POSITIONS. SOMETIMES ONLY THE FLAP OR SLAT TRANSFER TUBES WERE CHECKED AND IF REQUIRED REPLACED, BUT WITH INCORRECT NEW TUBES DUE TO INCORRECT INVENTORY DATA.

Synopsis

ACFT STORES INVENTORY SYSTEM AT REPORTER'S AIR CARRIER HAS FOUND THE SERIAL NUMBERS DO NOT AGREE WITH THE POSITION OF THE UNITS INSTALLED IN THE ACFT.

ACN: 737429

Time / Day

Date : 200704

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Make Model Name : EMB ERJ 135 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Fuselage Fairings

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 737429

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 739063

Person : 3

Affiliation.Government : FAA

Function.Observation : Air Carrier Inspector

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Work Cards

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Training

Assessments

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

Situations

Publication : Job Card

Narrative

THE TRAINING I WAS GIVEN FOR STEP 12A LED ME TO BELIEVE THAT IT WAS A VISUAL INSPECTION. IT IS OF THE OPINION OF FAA INSPECTOR MR X THE STEP IS A TORQUE CHK OF EACH SCREW. WHEN PERFORMING MAINT CHK ON ACFT X I WAS PERFORMING ITEM X ON PAGE X AND MISINTERPED THE TASK TO BE PERFORMED. THE TASK STATES TO CHK FOR LOOSE OR MISSING SCREWS ON WING TO FUSELAGE PANEL. I INTERPED THE INSPECTION TO BE A VISUAL INSPECTION OF SCREWS AND FAA INSPECTOR MR X IS OF THE OPINION THAT IT IS A TORQUE CHK OF EACH SCREW. THE ACFT HAD NOT BEEN RELEASED FOR FLT. ZZZ OVERNIGHT MAINT ON ACFT X APR/XA/07. MYSELF AND FAA INSPECTOR MR X WERE INVOLVED. FAA INSPECTOR MR X REQUESTED THAT ANOTHER MECH PERFORM A CHK AND MORE LOOSE SCREWS WERE FOUND. HAD A MEETING WITH THE FAA. INFORMED ME THAT I WOULD RECEIVE AN LOI. I THINK THAT IT WOULD BE HELPFUL TO ADD TEXT IN STEP X THAT WOULD LEAVE NO QUESTIONS. IT WOULD HELP TO ADD THAT THERE MUST BE A PHYSICAL APPLICATION OF A SCREWDRIVER TO THESE SCREWS. THE WAY IT IS STATED NOW IS MISLEAD AND THERE IS A GREY AREA.

Synopsis

AN EMB-135 WING TO FUSELAGE BODY PANEL FASTENER CHECK JOB CARD WAS INTERPRETED TO BE A VISUAL INSPECTION. FAA REP ON SITE SAYS TORQUE CHECK.

ACN: 737424

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Escape Slide

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Inspection Authority
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 40
ASRS Report : 737424

Person : 2

Person : 3

Affiliation.Company : Air Carrier
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

WHILE THE ACFT WAS AT THE GATE IN ZZZZ, I RECEIVED INFO FROM MAINT RECORDS IN ZZZ1, THAT THE WRONG PART NUMBER SLIDE AT DOOR 2R WAS INSTALLED IN ZZZ2 PRIOR TO THIS FLT. I ELECTED TO USE AN MEL, INOP THE DOOR SLIDE, AND BLOCK OFF THE APPROPRIATE SEATS.

Synopsis

A B767-300 ACFT WAS FOUND TO HAVE HAD AN INCORRECT ESCAPE SLIDE/RAFT INSTALLED AT DOOR 2RT.

ACN: 737315

Time / Day

Date : 200705

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : A321

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Nose Gear

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 737315

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

I WAS MADE AWARE THE L NOSEWHEEL AXLE BUSHING WAS MISSING ON ACFT X.
UPON TIRE CHANGE IN ZZZ, I REMEMBER SEEING THE BUSHING THROUGH AXLE

FROM THE R SIDE LOOKING TO THE L. UPON TIRE BEING CHANGED IT WAS NOTED THE BUSHING WAS MISSING. 10 DAY EXTENSION PER MEL.

Synopsis

AN AIRBUS A-321 LEFT NOSEWHEEL AXLE BUSHING WAS FOUND MISSING DURING NOSE TIRE CHANGE.

ACN: 737024

Time / Day

Date : 200704

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B757-200

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Turbine Assembly

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Inspector

ASRS Report : 737024

Events

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Maintenance Human Performance

Narrative

PERFORMED TURBINE ENG ULTRASONIC NDT INSPECTION PROC X. SHOULD HAVE PERFORMED TURBINE ENG U/T NDT INSPECTION PROC Y.

Synopsis

A B757-200 ACFT INSPECTOR PERFORMED AN ULTRASONIC NDT INSPECTION PROCEDURE INSTEAD OF AN U/T NDT PROCEDURE ON AN ACFT ENGINE.

ACN: 737007

Time / Day

Date : 200701

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

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

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Spoiler System

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 737007

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

I WAS ASSIGNED TO ACCOMPLISH THE REMOVAL AND INSTALLATION OF THE R-HAND INBOARD FLT SPOILER ON ACFT X. I REMOVED THE SPOILER. THE AMT RESPONSIBLE FOR THE RII ACTUALLY RESEARCHED THE PART INFO AND

RETRIEVED THE PART FOR ME. I RECEIVED THE PART AND INSPECTED IT. IT APPEARED TO BE THE CORRECT PART. I INSTALLED THE PART AND ACCOMPLISHED ALL LEAK AND OPS CHKS, THE AMT RESPONSIBLE ACCOMPLISHED ALL NECESSARY RII CHKS. ALL THE CHKS WERE FINE. THE ACFT WAS DISPATCHED AND I DID NOT THINK ABOUT IT AGAIN. TONIGHT I WAS INFORMED THAT THE EFFECTIVITY OF THE PART I INSTALLED WAS INCORRECT.

Synopsis

A MD-80 R-HAND INBOARD FLIGHT SPOILER WAS REMOVED AND REPLACED WITH A SPOILER THAT DID NOT MEET THE EFFECTIVITY REQUIREMENTS OF THAT ACFT.

ACN: 736882

Time / Day

Date : 200704

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : Dash 8-400

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Nose Gear Tire

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 736882

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Engineering Procedure

Maintenance.Contributing Factor : Work Cards

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative

INCORRECT TASK CARD SIGNED FOR R&R OF NOSEWHEEL ASSEMBLY. WHILE PERFORMING DAILY INSPECTION ON ACFT X AT APPROX XA00 ON APR/THU/07, THE MECH FOUND THE #2 NOSE TIRE CUT BEYOND LIMITS. WHILE HE PROCEEDED WITH THE DAILY CHK, THE LEAD MECH PREPARED AND DELIVERED THE NOSEWHEEL TIRE ASSEMBLY REMOVAL/INSTALLATION CARD. THE MECH REMOVED AND REPLACED THE #2 NOSEWHEEL IN ACCORDANCE WITH PROVIDED TASK CARD AND SIGNED FOR WORK PERFORMED ON THE JOB CARD AND LOG PAGE. THE NEXT DAY ZZZ WAS NOTIFIED THAT THE INCORRECT TASK CARD HAD BEEN USED TO CHANGE THE NOSEWHEEL. A TASK CARD FOR A DASH-8 200 NOSEWHEEL HAD BEEN USED INSTEAD OF A DASH-8 400 JOB CARD. ACFT X RETURNED TO ZZZ AND THE #2 NOSEWHEEL WAS REMOVED AND REPLACED IN ACCORDANCE WITH CORRECT TASK CARD. DUE TO JOB CARDS NO LONGER HAVE ACFT TYPE IN HEADING/TITLE. INITIATED CREW BRIEFINGS REGARDING TASK CARD SITUATION. INITIATED JOB CARD CHANGE REQUEST TO HAVE ACFT TYPE REPLACED IN HEADER/TITLE OF COMPANY JOB CARDS.

Synopsis

A DHC-8-400 ACFT NOSEWHEEL TIRE WAS REMOVED/REPLACED AND SIGNED FOR USING A JOB CARD FOR A DASH-8-200 TYPE ACFT.

ACN: 736861

Time / Day

Date : 200704

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ERJ 145 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Pressurization Outflow Valve

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 736861

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Assessments

Problem Areas : Maintenance Human Performance

Narrative

THERE WAS A MISCOM/MISUNDERSTANDING WHEN MR X TRIED TO ASK ME TO STOW THE HOLD OPEN TOOLS. I MISTAKENLY THOUGHT HE WAS ASKING ME TO CLIP THEM BACK IN THE OUTFLOW VALVES. ALSO, I MISTAKENLY ASSUMED THAT THE REMAINING OPEN MEL MIGHT REQUIRE THE HOLD OPEN TOOLS TO BE INSTALLED IN THE OUTFLOW VALVES. MR X AND MYSELF WERE WORKING TO CLR MEL. BY ABOUT XA00 WE HAD DONE OUR INITIAL PRESSURIZATION TO VERIFY THE LEAK/SQUEAL, AND WE HAD SMOOTHED OUT THE AIRFRAME SEAL AND RE-

SECURED IT WITH RTV SEALANT. AT ABOUT XD00 THE RTV HAD SET UP AND WE DID THE FINAL PRESSURIZATION TO VERIFY THAT THE SERVICE DOOR NO LONGER LEAKED/SQUEALED. SO WE WERE READY TO CLEAR THE MEL. AS MR X WAS DOING PAPERWORK, HE INTENDED TO ASK ME TO STOW THE HOLD OPEN TOOLS IN THEIR NORMAL, STOWED POS ON THE L-HAND FADEC RACK. I MISUNDERSTOOD HIM AND THOUGHT HE ASKED ME TO REINSTALL THEM IN THE OUTFLOW VALVES, SO I REINSTALLED THEM IN THE OUTFLOW VALVES. THEN WE CLERED THE MEL. I WAS TOLD THAT THE ACFT TOOK OFF (THE NEXT MORNING) AND SOON THE FLT CREW NOTICED THAT IT WOULD NOT PRESSURIZE. I WAS TOLD THAT FOLLOWING THE RETURN TO FIELD/AIR RETURN, LINE MECHS FOUND THE HOLD OPEN TOOLS INSTALLED IN THE OUTFLOW VALVES, SO THEY REMOVED AND STOWED THE HOLD OPEN TOOLS. THEN THEY OPERATIONALLY CHKED THE ACFT PRESSURIZATION SYS AND RETURNED ACFT TO SVC. MECHS (MYSELF) MUST UNDERSTAND THAT THE ONLY TIME THEY CAN LEAVE THE HOLD OPEN TOOLS INSTALLED IN THE OUTFLOW VALVES IS WHEN THEY ARE CERTAIN THAT AN OPEN MEL REQUIRES THEM TO BE INSTALLED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATES THE TWO EACH OUTFLOW VALVES ARE LOCATED ON THE FWD SIDE OF THE AFT PRESSURE BULKHEAD AND DUMP INTO THE APU COMPARTMENT. THE HOLD OPEN BLOCKS ARE NORMALLY STOWED ON THE L/H FADEC RACK. THE HOLD OPEN BLOCKS ARE USED TO SECURE (LOCK) THE VALVES IN THE OPEN POSITION WHEN THE PRESSURIZATION SYSTEM IS DEFERRED OR WHEN MAINT IS BEING DONE ON OR IN THE AREA OF THE OUTFLOW VALVES.

Synopsis

AN EMB-145 REQUIRED AIR TURN BACK AFTER TWO EACH OUTFLOW VALVES WOULD NOT OPERATE AFTER MAINT WORK. ACFT WOULD NOT PRESSURIZE AFTER TKOF.

ACN: 736821

Time / Day

Date : 200704

Place

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

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Trojan (T28)
Operating Under FAR Part : Part 91

Component : 1

Aircraft Component : Chip Detector

Person : 1

Affiliation.Other : Contracted Service
Function.Maintenance : Inspector
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Lead Technician : 30
ASRS Report : 736821

Events

Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Chip Detector
Lights
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other

Assessments

Problem Areas : Aircraft

Situations

Narrative

CONDITIONAL INSPECTION ON ACFT PERFORMED. FINISHED MAR/FRI/07. OIL SAMPLE SENT OUT, NORMAL AT THIS TIME. AERWOLF FILTER CHANGED, OLD UNIT CUT OPEN AND INSPECTED FOR CONTAMINANTS. NONE FOUND. REMOVED AND DISASSEMBLED CUNO SCREENS AND INSPECTED. NO CONTAMINANTS FOUND. REMOVED BOTH CHIP DETECTORS AND DRAIN OIL FROM JUMP AND PWR SECTIONS OF ENG. BOTH CHIP DETECTORS TIGHT AND SEEM NORMAL. REASSEMBLED ALL COMPONENTS AND SAFETY. WHILE OWNER WAS FLYING ACFT, HE MADE A PRECAUTIONARY LNDG DUE TO CHIP LIGHT COMING ON. I CALLED THE CUSTOMER AND WAS TOLD EVERYTHING IS OK. BUT THE FAA HAS AN

INVESTIGATION TOWARDS THE OWNER. WE PERFORMED ALL THE TASKS AS PER THE SVC MANUAL, BUT SOMETIMES CHIP DETECTORS CAN SHOW ERRONEOUS READINGS. THE BEST THING FOR THE PLT TO DO IF THIS OCCURS, IS TO LAND ASAP AND INSPECT ANY PROBS BEFORE CONDUCTING FURTHER FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATES THIS ENGINE HAS A (3) BLADED PROP. THE CHIP DETECTOR LIGHTS COME ON IN BOTH THE FWD AND AFT COCKPIT SEATS. THIS ENGINE'S MASTER ROD MAIN BEARING HAD A SILVER BABBITT TYPE MATERIAL THAT TENDS TO DELAMINATE AND ULTIMATELY CAN CLOG THE ENGINE CUNO METAL OIL FILTER. HENCE, THE MAGNETIC CHIP DETECTORS FOR EARLY WARNING OF POSSIBLE BEARING FAILURE. MANY OF THESE ACFT WERE BUILT FROM 1948 ERA AND THE CHIP DETECTOR CIRCUITRY HAS DETERIORATED, CAUSING FALSE SIGNALS AND ILLUMINATING THE CHIP DETECTOR LIGHTS IN THE COCKPIT. THIS ACFT STILL HAS AN ACTIVE CHIP WARNING SYSTEM AND THAT'S WHY THE PILOT LANDED AS A PRECAUTION. NO METAL WAS FOUND. ALSO THE AERWOLF INTAKE FILTER IS A PAPER MATERIAL ALLOWING THE MECHANIC/OWNER TO CUT THE REMOVED FILTER TO INSPECT FOR CONTAMINANTS.

Synopsis

A NORTH AMERICAN T-28 ACFT WITH A WRIGHT R-1820-86B ENGINE MADE A PRECAUTIONARY LANDING DUE TO OIL CHIP DETECTOR LIGHTS CAME ON.

ACN: 736508

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 140 ER&LR
Operating Under FAR Part : Part 121

Aircraft : 2

Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Rudder

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 738216

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Manuals

Assessments

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

Narrative

ON ABOUT 3 DIFFERENT OCCASIONS AN EMB ACFT COMING OUT OF A CHK, THE UPPER RUDDER BEARING WAS CHANGED WITHOUT THE RUDDER BEING REMOVED. BEARING (IN ITS HOUSING) WAS REPLACED ALONG WITH MOST OF THE HARDWARE DURING THESE EVENTS. MANUAL CALLS FOR THE RUDDER TO BE REMOVED. THE UPPER AND LOWER BEARING CAN BE CHANGED WITHOUT RUDDER REMOVED. THE MAINT MANUAL GIVES US THE LEEWAY TO SHORT A TASK. THE BEARING CAN BE REMOVED AND REPLACED WITH NO FORCING OR PROBS. AFTER VIEWING THE EMB DISPOSITION ABOUT NOT REMOVING THE RUDDER FOR THE

UPPER AND LOWER BEARING BUT DOING OPS CHKS AFTER. HAVE CHANGED NONE SINCE. NEXT TIME OPS CHKS WILL BE COMPLIED WITH.

Synopsis

AN EMB-140 RUDDER NOT REMOVED AS REQUIRED PER MAINT MANUAL TO REPLACE RUDDER HINGES. REQUIRED RUDDER OPS CHECKS NOT PERFORMED.

ACN: 736474

Time / Day

Date : 200704

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Escape Slide

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Lead Technician : 17

Experience.Maintenance.Technician : 22

ASRS Report : 736474

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Situations

Narrative

ON APR/MON/07 I STAYED AT WORK FOR A 4-HR HOLDOVER TO INSTALL A SLIDE PACK ON DOOR 1R OF ACFT X. I WORKED THIS SLIDE INSTALLATION WITH ANOTHER MECH. THE SLIDE HAD BEEN ORDERED AND WAS ALREADY ON THE FLATBED AT THE ACFT FOR INSTALLATION. I DO NOT KNOW WHO ORDERED THE SLIDE PACK AND THE SLIDE TO BE REPLACED WAS ALREADY REMOVED FROM THE ACFT DUE TO DEPLOYMENT. I REMEMBER THE OTHER MECH AND THE INSPECTOR DISCUSSING THE PART NUMBER FOR THE SLIDE. I ASSUMED THAT THE PART NUMBER WAS CORRECT AS THIS WAS THE TOPIC OF THE CONVERSATION I OVERHEARD. I DON'T RECALL CHKING THE PART NUMBER MYSELF. I WAS INFORMED AT A LATER DATE THAT THE SLIDE PACK INSTALLED ON DOOR 1R ON ACFT X WAS THE WRONG PART NUMBER. I WILL NEVER AGAIN TRUST OTHERS CHKING ANY PART NUMBERS. ALSO, WHOEVER ORDERED THE SLIDE WAS NOT COGNIZANT OF THE PROPER EFFECTIVITY OF THE SLIDE. THE WRONG SLIDE WAS SENT PLANESIDE FOR ME TO INSTALL AND I INSTALLED IT. I WILL NOT BE SO TRUSTING IN THE FUTURE.

Synopsis

A B767-300 ACFT DOOR 1R ESCAPE SLIDE WAS REMOVED DUE TO A DEPLOYMENT AND REPLACED WITH AN INCORRECT SLIDE.

ACN: 736420

Time / Day

Date : 200704

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

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

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Nose Gear Tire

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Lead Technician

ASRS Report : 736420

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 736419

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Manuals

Maintenance.Contributing Factor : Non Availability Of Parts

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

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

Narrative

WEDNESDAY MORNING A MAN ON MY CREW ASKED ME TO ORDER A PART FOR HIM AND HANDED ME A MAINT MANUAL REF. THE PAPERWORK HAD 2 PART NUMBERS. ONE OF THE PART NUMBERS I COULD NOT ORDER ON ACFT OTS AND DID NOT XREF IN THE IPC THE SECOND NUMBER COULD BE ORDERED ON ACFT OTS AND I SUBMITTED THE ORDER FOR THIS PART. SUPPLEMENTAL INFO FROM ACN 736419: WHILE WORKING ON ACFT X, I WAS ASSIGNED TO THE NOSE GEAR TO CHANGE TIRE PRESSURE GAUGES. I FOUND THE GAUGES IN THE MAINT MANUAL AND GAVE THE PART NUMBERS TO MY LEAD TO ORDER FOR ME. THE MAIN LNDG GEAR GAUGES CAN BE PULLED UP IN THE IPC FROM THE MANUFACTURER'S PART NUMBER BUT THE NOSE LNDG GEAR GAUGES ARE NOT IN THE IPC. I RECEIVED THE GAUGES FROM MY LEAD AND INSTALLED THEM ON THE ACFT. THE GAUGES WERE THE WRONG PART NUMBER AND I DID NOT KNOW IT WAS THE WRONG GAUGE.

Synopsis

AN MD80 NOSE LNDG GEAR TIRE PRESSURE GAUGE WAS REPLACED WITH INCORRECT PRESSURE GAUGE.

ACN: 736406

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 736406

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Engineering Procedure
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft
Problem Areas : Maintenance Human Performance

Narrative

UPON DEEPER INVESTIGATION OF THE EXISTING ACFT WIRING I HAVE FOUND THAT THE LARGE WIRE BUNDLE UNDER QUESTION IS A #10. THE ENGINEERING AUTH CALLS FOR THE SEPARATION OF ANY WIRES LARGER THAN A #8 INTO ITS OWN SEPARATE WRAP THEN INCLUDING THE OTHER BUNDLE IN THE FINAL WRAP. I FEEL THAT I HAVE CORRECTLY ASSEMBLED THE WIRES AND, THEREFORE, THERE'S NO VIOLATION OF THE REGS. ON THE ENGINEERING AUTH I UNINTENTIONALLY MISINTERPED THE INSTRUCTION TO SEPARATE 2 WIRE BUNDLES AND WRAP THE 8 WIRE BUNDLE FIRST THEN WRAP THE OTHER BUNDLE

ALONGSIDE IT AS 1 ASSEMBLY AND CLAMP THEM ON THE EXISTING BRACKET. I DID NOT SEPARATE THE BUNDLES AND WRAP 8 WIRE ONE SEPARATELY.

Synopsis

AN MD-80 AVIONICS MECHANIC BELIEVES HE REPOSITIONED THE #8 WIRE BUNDLE CORRECTLY EVEN THOUGH HE MISINTERPRETED THE ENGINEERING ORDER.

ACN: 736316

Time / Day

Date : 200701

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : MD-81

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Emergency Exit Lighting

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 736316

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

REPLACED BATTERY X 2 EACH INSTEAD OF BATTERY Y IN OVERWING EMER BATTERY PACK.

Synopsis

AN MD81 ACFT OVERWING EMERGENCY BATTERY PACK WAS REPLACED WITH (2) EA INCORRECT BATTERIES.

ACN: 735864

Time / Day

Date : 200703

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : A319

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Engine Air

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 735864

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Maintenance Problem : Non Compliance With MEL

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative

THIS ACFT WAS AT THE HANGAR AND THERE WAS A MAJOR PUSH TO GET THE ACFT TO THE GATE. THE SUPVR EVEN HAD ANOTHER CREW TAKE THE ACFT TO THE GATE BEFORE THE LOG WAS DONE, SO THERE WAS DEFINITELY PRESSURE TO GET THE PAPERWORK DONE. AS A RESULT OF THE PRESSURE, THE MECH FAILED TO CHK TO SEE ABOUT REACTIVATING THE VALVE AND MAINT CTL DIDN'T REMIND HIM OF IT WHEN HE CALLED IN TO CLR THE MEL. WHILE ACCOMPLISHING SEVERAL DIFFERENT TASKS, WE INADVERTENTLY MISSED THE REQUIRED SPECIAL PROCS OF AN MEL. BASICALLY HE CLRED AN MEL ON THE #1 HP VALVE, BUT FAILED TO REACTIVATE THE VALVE. FOR SOME REASON, IT CHKD FINE IN ZZZ BUT AT ENG START IN ZZZ2, THE CREW GOT AN ECAM NOTICE 'AIR ENG 1 HP VALVE FAULT.' ZZZ2 FOUND THE VALVE STILL LOCKED CLOSED. THEY REACTIVATED THE VALVE, OPS CHKD OK, AIRPLANE DEPARTED WITH NO PROB. THE MECH BECAME AWARE OF THE PROB WHEN HE CAME TO WORK THE NEXT NIGHT BY HIS SUPVR, WHO WANTED A STATEMENT. HP VALVE WAS REACTIVATED AND ACFT RETURNED TO SVC. TAKE TIME OUT TO THINK MY ACTIONS, DESPITE THE RUSH FOR ACFT ON TIME DEP.

Synopsis

AN AIRBUS A319 ACFT MEL SPECIAL PROCEDURE TO RE-ACTIVATE THE #1 ENG HP VALVE WAS NOT ACCOMPLISHED WHEN MEL ITEM CLEARED. ACFT RELEASED FOR SVC.

ACN: 735693

Time / Day

Date : 200704

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ERJ 145 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Lifevest/Jacket

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 735693

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I DID THE INTERIOR INSPECTION OF THIS ACFT DURING A PHASE CHK. I HAD LOOKED AT THE INFANT FLOATATION VESTS AND THE CREW FLOATATION VESTS OVERHAUL PLACARDS, NOT THE INSPECTION STICKERS. MY MANY YEARS OF EXPERIENCE WITH OTHER COMPANIES, THE PRIME OBJECT WAS ALWAYS THE OVERHAUL PLACARD AND THAT WAS WHAT I WAS GOING BY. I HAVE BEEN INFORMED THAT THE FLT ATTENDANT FLOATATION VEST INSPECTION PLACARD

WAS ILLEGIBLE AND THREE OF THE INFANT VESTS SHOWED AN INSPECTION DATE OF JUL/SUN/06. ALSO 2 OF THE INFANT VESTS HAD NO INSPECTION PLACARDS. I WAS THE ONLY PERSON INVOLVED. I WENT AND LOOKED IT UP IN THE MANUAL AND FOUND OUT THAT ACR POLICY IS TO RE-INSPECT THE VESTS EVERY YEAR AND PUT AN INSPECTION PLACARD ON THEM AT THE TIME. I THEN WENT BACK TO THE ACFT AND ATTACHED PLACARDS TO THE VESTS. I THINK ALL MECHS SHOULD BECOME FAMILIAR WITH THE GENERAL PROCS MANUAL, ESPECIALLY IF THEY ARE WORKING IN A PHASE OR CHK TYPE ENVIRONMENT.

Synopsis

AN EMB-145 ACFT MECHANIC WAS INFORMED HE HAD MISSED SEVERAL CREW AND INFANT FLOATATION VESTS REQUIRING ANNUAL PLACARDS.

ACN: 735529

Time / Day

Date : 200704

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : Regional Jet 700 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Elevator ControlSystem

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Inspector

ASRS Report : 735529

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 735526

Person : 3

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 735527

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Elevators

Jamming

Consequence.Other

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Manuals

Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Testing

Assessments

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

Situations

Publication : Maint Manual And Engineering Order

Narrative

DURING ACCOMPLISHMENT OF ENGINEERING ORDER, RODS WERE INSTALLED INCORRECTLY. TECHNICIANS AND INSPECTOR WERE TASKED WITH ACCOMPLISHING ENGINEERING ORDER, SVC BULLETIN, REPLACEMENT OF ELEVATOR LEVERS. BEFORE STARTING WORK ON ACFT, TECHNICIANS PERFORMED AN ELEVATOR MOVEMENT CHK TO VERIFY FULL UP AND DOWN TRAVEL ON COCKPIT STATUS SCREEN INDICATOR, AND RECORD DEGREES OF MOVEMENT. INDICATIONS WERE CORRECT. ACFT HAD PANELS REMOVED WITH 1 TECHNICIAN ON R-HAND SIDE OF VERT STABILIZER IN SCISSOR STYLE MANLIFT, AND ANOTHER ON THE L-HAND SIDE IN BUCKET STYLE MANLIFT. BEFORE ELEVATOR SYS WORK WAS STARTED, RIG PINS P1, P2, P3, AND P4 WERE INSTALLED TO CHK FOR FREEDOM OF MOVEMENT. REPLACEMENT OF ELEVATOR LEVERS WAS ACCOMPLISHED. AFTER BREAK, RIGGING PROC WAS STARTED WITH 2 TECHNICIANS IN BUCKET STYLE MANLIFT ON L-HAND SIDE OF VERT. HYD PRESSURE WAS NEEDED TO CTR ELEVATORS AND GIVE CORRECT FREEDOM OF MOVEMENT AT RIG PIN P1. AFTER RIGGING ADJUSTMENTS, FREEDOM OF MOVEMENT AT RIG PINS P1, P2, P3, AND P4 WAS GOOD. THE NUT COTTER PINS, NUT SAFETIES AND ROD END WITNESS HOLES CHKED GOOD. 2 TECHNICIANS WENT TO COCKPIT AND 1 WAS AT THE ELEVATOR AREA. OPS CHK WAS PERFORMED BY DOING 4 COMPLETE UP AND DOWN CYCLES OF ELEVATORS, BY INDIVIDUAL HYD SYS AND BY ALL SYS RUNNING TOGETHER. EACH CYCLE FULL UP AND DOWN TRAVEL ON STATUS SCREEN INDICATOR WAS VERIFIED. ALSO AT EACH CYCLE MDC DEGREES OF MOVEMENT WAS VERIFIED TO BE THE SAME AS BEFORE SVC BULLETIN STARTED. LATER THE ACFT WAS AT THE GATE AND THE FLT CREW RPTED THAT THE ELEVATOR WAS JAMMING UP. THE FLT WAS CANCELED AND THE ACFT WAS TAKEN BACK TO THE HANGAR. ANOTHER MECH FOUND THAT WE HAD INSTALLED THE CTL ROD BACKWARDS AND WAS CAUSING THE JAMMING. NOT SURE HOW WE GOT THE RODS MIXED AROUND, BUT THE OPS CHK WENT GOOD AND THE ELEVATOR MOVED FREELY WITH NO JAMMING. OPS CHK WAS GOOD ACCORDING TO THE INSPECTOR. 1 INSPECTOR PERSON, THE LONG PROC TIME AND WORKING FROM A MANLIFT CREATE AN INTERRUPTION DISTR TO TECHNICIAN AND INSPECTOR. WORKING FROM A BUCKET STYLE MANLIFT WHICH IS SMALL FOR 2 PERSONS AND TOOLS. THE BUCKET IS CONSTANTLY HAVING TO BE MOVED L, R, UP AND DOWN TO ACCESS AREAS NEEDED. ALSO MOVING FROM ELEVATOR AREA TO FLOOR FOR TOOLS, PARTS AND INSPECTOR. ACFT WAS MOVED TO HANGAR FOR TROUBLESHOOTING. FIRST SHIFT TECHNICIANS FELT THAT COLUMN MOVEMENT WAS OK. SECOND SHIFT TECHNICIANS FELT MOVEMENT AT FULL AFT WAS STIFF. A THIRD SHIFT

TECHNICIAN WHO HAD PREVIOUSLY COMPLETED THE SAME SVC BULLETIN AND INITIALLY MISPOSITIONED THE RODS AT NEW LEVERS FOUND THE PROB AREA.

Synopsis

A CRJ-700 ACFT WAS FOUND TO HAVE ELEVATORS JAMMING UP DURING PREFLIGHT AFTER MAINT REPLACED ELEVATOR LEVERS.

ACN: 735486

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Pressurization Outflow Valve

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 735486

Person : 2

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Outflow Valves
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Other
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

MR X AND MYSELF WERE SENT TO WORK ON ACFT FOR MEL, SVC DOOR SEAL LEAKING. I REMOVED THE HOLD OPEN BLOCKS ON THE 2 OUTFLOW VALVES AND INSTALLED THEM TEMPORALLY ON THE HOLDS FOR THEM. WE PRESSURIZED ACFT TO 2 PSI. MR X NOTED SEVERAL LEAKS AROUND BOTTOM OF DOOR. TOOK ACFT BACK DOWN TO ZERO PSI. WE NOTICED A COUPLE OF RAISED AREAS AT BOTTOM WHERE SEAL SHOULD BE SMOOTH. REPAIRED SEAL AND PRESSURIZED ACFT AGAIN. NO LEAKS OR SQUEALS WERE NOTED. LOGBOOK WAS COMPLETED AND MEL RESTORED. DURING THIS TIME I TOLD MR X TO GO BACK AND INSTALL THE HOLD OPEN BLOCKS PERMANENTLY IN THE HOLDS. MR X TOLD ME IT WAS DONE. THE NEXT DAY I WAS NOTIFIED THAT THE ACFT DID AN AIR TURN-BACK. AFTER TALKING TO MR X ON FRIDAY HE STATED HE INSTALLED THE HOLD OPEN BLOCKS ON THE VALVES AND NOT THE HOLDS WHERE THEY BELONG. I FEEL THAT THERE WAS A BREAKDOWN BTWN WHAT I STATED AND WHAT HAPPENED. I SHOULD HAVE DOUBLE-CHKED SINCE MR X HAS NOT HAD A LOT OF EXPERIENCE. WHEN ACFT CAME BACK IT WAS NOTED THAT THE BLOCKS WERE IN THE VALVES AND NOT IN THE HOLDS.

Synopsis

A EMB-145 REQUIRED AIR TURNBACK AFTER TWO EACH OUTFLOW VALVES WOULD NOT OPERATE AFTER MAINT WORK.

ACN: 735455

Time / Day

Date : 200702

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Make Model Name : EMB ERJ 140 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Rudder

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Inspector
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
ASRS Report : 735455

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Manuals
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Testing

Assessments

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

Situations

Publication : Publication - Maint Manual

Narrative

I REVIEWED AN EMBRAER DISPOSITION WHICH WAS DRIVEN FROM A REQUEST FROM ACR TO REPLACE THE UPPER AND LOWER RUDDER HINGE FITTINGS. IT HAS BECOME A PROC TO REPLACE THE UPPER AND LOWER RUDDER FITTINGS ONE AT

A TIME ON EMB ACFT WITHOUT THE REMOVAL OF THE #1 AND #2 RUDDERS. IN REVIEW OF THE DISPOSITION, THE RUDDER BACKLASH CHKS WERE NOT PERFORMED AND THE FULL ADJUSTMENT AND TEST WAS NOT PERFORMED. I WAS ASKED IF A RUDDER BACKLASH CHK NEEDED TO BE PERFORMED BY MAINT PERSONNEL. I TOLD THEM NO BECAUSE OF THE STATEMENT NOTE. DO THIS STEP ONLY IF YOU REPLACE THE #1 RUDDER WITH A NEW ONE. THIS IS THE REASON THAT I TOLD MAINT THE BACKLASH CHK WAS NOT NEEDED. THE RUDDERS WERE CHKED FOR THE NEUTRAL POS. WHEN IT WAS FOUND THAT THE RUDDERS WERE STILL IN LIMITS IN THE NEUTRAL POS LIMITS, IT WAS FELT BY ME THAT NO OTHER TRAVEL TASK LISTED NEEDED TO BE PERFORMED. AFTER THE NEUTRAL CHK WAS PERFORMED, AN OPS CHK OF THE RUDDER WAS PERFORMED BY HAVING IT OPERATED BACK AND FORTH. NO DEFECTS WERE NOTED. I WAS THE INSPECTOR PERFORMING THE RII ON THE RUDDER HINGE FITTINGS REPLACEMENT. I ALSO NEED TO STATE THAT I HAVE ALSO PERFORMED THE RII ON THE UPPER HINGE ON ANOTHER EMB ACFT AND THAT THE SAME PROC WAS USED. THERE IS A DEFECT ON THE UPPER AND LOWER STABILIZER TO RUDDER HINGE FITTINGS. THE DEFECT IS THE DELAMINABLE WASHERS THAT ARE USED IN BOTH FITTINGS TO SET UP PROPER CLRNC. THESE WASHERS, AFTER A TIME IN SVC, WILL DETERIORATE AND SEPARATE. WITH THE WASHER MATERIAL MISSING, THE GAP WILL INCREASE CAUSING THE CLRNC TO INCREASE BTWN THE HINGE AND ATTACHMENT POINTS. IF THIS PROB WAS ADDRESSED THERE WOULD NOT BE A DISCREPANCY OF HINGE PLAY ON THE RUDDER HINGE FITTINGS. THE HINGE FITTINGS I SAW WERE STILL SVCABLE BUT MAINT OPTED TO REPLACE THEM. THE PROB WAS IN THE DELAMINABLE WASHER. THE TASKS THAT WERE NOT PERFORMED WERE DUE TO THE INTERP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THIS AIRCRAFT HAS TWO RUDDER SECTIONS. RUDDER-1, MOST FORWARD AND RUDDER-2 THE AFT SECTION. THE ISSUE CENTERS AROUND LAMINATED WASHERS WHICH DELAMINATE AND MIGRATE OVER TIME CAUSING SIDE TO SIDE PLAY WHERE THE FORWARD RUDDER (RUDDER 1) ATTACHES TO THE AFT SIDE OF THE VERTICAL STAB. THERE ARE (4) RUDDER ATTACH HINGES AT THE VERTICAL STAB. ONLY THE UPPER AND LOWER HINGES APPEAR TO BE AFFECTED BY THE DELAMINATION. THESE WASHERS ARE INSTALLED ON ALL THE HINGES BETWEEN THE RUDDER HINGE AND THE MOUNTING BRACKET TO THE VERTICAL STAB. THE UPPER/LOWER LAMINATED WASHERS CAN BE REPLACED WITHOUT REMOVING THE ENTIRE FORWARD RUDDER. IF REPLACEMENT OF LAMINATED WASHERS ARE NECESSARY AT THE TWO CENTER HINGES, THEN FORWARD RUDDER REMOVAL IS REQUIRED. THE AIRCRAFT MFG EMBRAER HAS AGREED TO THIS PROCEDURE, BUT REQUIRES THAT ALL (3) CHECKS BE ACCOMPLISHED: THE ZERO RIG (NEUTRAL) TEST, THE BACKLASH TEST AND THE FULL ADJUSTMENT TEST.

Synopsis

AN EMB-140 ACFT HAD SHIMS REPLACED UNDER RUDDER HINGE FITTINGS ON THE VERTICAL STAB WITHOUT ACCOMPLISHING THE REQUIRED RUDDER OPS CHECKS.

ACN: 735318

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Rudder Control System

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Technician : 10

ASRS Report : 735318

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

IN APR/07 ACFT X FLEW FROM ZZZ TO ZZZ2. THE RII FINAL INSPECTION WAS NOT ACCOMPLISHED FOR THE RUDDER ACTUATOR REPLACEMENT. ZZZ2 WAS ISSUED RII AUTH AND COMPLETED THE REQUIRED INSPECTION. I WAS ASSIGNED TO ACFT X BY MY LEAD AMT, ALONG WITH 1 OTHER AMT AT THE BEGINNING OF OUR SHIFT AT XA30 ON APR/XA/07. OUR NORMAL WORK AREA IS THE INTL CONCOURSE, BUT THE ACFT WAS LOCATED AT THE HANGAR. WE TOOK TURNOVER FROM 2 PREVIOUS SHIFT AMT'S. THE R RUDDER PCA WAS ALREADY INSTALLED, AND THEY WERE ON STEP #7 OF THE CHKOUT PROCS. THE JOB WAS BEING ACCOMPLISHED WORKING OFF OF MAINT MANUAL PAPERWORK, NOT WORK CARDS THAT HAVE RII INSPECTION BLANKS, AS WELL AS, OTHER REMINDERS. THE PREVIOUS AMT'S HAS STOP AT STEP #7, BECAUSE THEY HAD FOUND THAT THE L HYD SYS WAS NOT MOVING THE RUDDER, AS WAS REQUIRED. AFTER TROUBLESHOOTING THE PROB, WE FOUND THAT THEY SET A FAULT ON THE RUDDER RATIO MODULE. THE FAULT WAS RESET. THE L SYS HYD WORKED NORMALLY. WE BEGAN THE CHKOUT PROCS BY BACKING UP A COUPLE OF STEPS TO ENSURE ACCURACY. WE INSTALLED A RIG PIN AND SET RUDDER TRIM AS REQUIRED, AND CONTINUED PROCS. THE CHKOUT PROCS WERE COMPLETED AND CHKED NORMALLY. WE DID A FINAL INSPECTION OF THE PCA INSTALLATION, ALSO OPERATED THE RUDDER SEVERAL TIMES WITH ALL 3 HYD SYS ONE AT A TIME AND TOGETHER. AT THIS TIME THEY BEGAN CALLING FOR THE ACFT TO BE MOVED FROM THE HANGAR BACK TO THE LINE. CONCRETE WORK WAS BEGINNING BEHIND OUR BAY AND THE ACFT WOULD BE BLOCKED IN. WE CLOSED ALL PANELS AND THE ACFT WAS MOVED IMMEDIATELY AFTER WE CLRED OUR LIFT DEVICE FROM BEHIND THE HANGAR BAY. IT WAS AT THIS TIME THAT I THOUGHT OF THE RII INSPECTION. ON THE WAY BACK TO THE GATE I ASKED MY CO-WORKER ABOUT THE INSPECTION. HE SAID WE HAD THE RII INSPECTION FOR THE INSTALLATION. BEFORE WE RETURNED TO THE ACFT MY CO-WORKER WAS REASSIGNED. I RETURNED TO THE ACFT TO SIGN OFF OUR WORK AND COMPLETE THE REMAINDER OF THE WORK ON THE ACFT. IT WAS AT THIS TIME THAT I READ THE CORRECTIVE ACTION FOR THE ACTUATOR REPLACEMENT. AFTER REVIEWING THE ITEM I WAS CONCERNED ABOUT THE STATUS OF THE RII INSPECTION. I IMMEDIATELY CALLED MY LEAD AMT TO THE ACFT. IT WAS APPROX 1 1/2 HRS BEFORE SCHEDULED DEP. I ASKED HIM TO REVIEW THE ITEM TO DETERMINE IF THE RII HAD BEEN COMPLETED. HE REVIEWED THE ITEM AND MADE A PHONE CALL AND SAID, 'IT WAS OK.' TO MAKE SURE I ASKED IF HE WAS OK WITH THE LOGBOOK AND HE SAID, 'YES.' I SIGNED THE ITEM AND COMPLETED THE 'A' CHK AND OTHER ITEMS.

Synopsis

A B767-300 ACFT WAS RELEASED TO REVENUE SERVICE WITHOUT THE REQUIRED RII INSPECTION BEING ACCOMPLISHED ON THE RUDDER LOWER PCA (R HYD SYS).

ACN: 735161

Time / Day

Date : 200703
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Main Gear Tire

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 735161

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Scheduled Maintenance
Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Maintenance Human Performance

Narrative

ON APR/XA/07 I WAS TOLD THAT ON MAR/XA/07 I NA'ED THE TIRES SVCING
BLOCK ON ACFT X WITH THE PRESSURE BLOCKS ON #3 AND #4 TIRES READING 5
PSI OVER THE LIMITS. THE REASON I DID THIS WAS BECAUSE THE TIRES WERE

STILL WARM. ACCORDING TO THE GENERAL MANUAL, IT SAYS DO NOT LET AIR OUT OF TIRES TO BRING INTO NORMAL RANGE WHEN TIRES HAVE NOT HAD AN OPPORTUNITY TO COOL. AS I DID NOT HAVE THE OPPORTUNITY TO CHK THE TIRES WHEN COOL AND I DID LET AIR OUT, I DID NOT SVC THE TIRES SO I NA'ED THE SIGNATURE BLOCK.

Synopsis

A B737-800 ACFT (2) EA MAIN GEAR TIRE PRESSURES WERE NOT SERVICED AND THE JOB CARD SIGNATURE BLOCK WAS MISTAKENLY MARKED N/A (NOT REQUIRED).

ACN: 735078

Time / Day

Date : 200701

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Intake Assembly

Person : 1

Affiliation.Other : Contracted Service
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Lead Technician : 35
Experience.Maintenance.Technician : 50
ASRS Report : 735078

Person : 2

Affiliation.Government : FAA
Function.Maintenance : Inspector

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

ON OR ABOUT JAN/THU/07, I ANNUALED A PA28R200. AFTER INSPECTING AND LUBRICATING THE ACFT AND INSPECTING THE ENG I NOTICED THAT THE AIR CLEANER WAS GETTING SLIGHTLY DRY, BUT I STILL CONSIDERED IT STILL AIRWORTHY. I MENTIONED IT TO THE OWNER AND HE STATED THAT HE HAD A NEW ONE AT HOME (APPROX 45 MI) AND HE WOULD GET IT AND PUT IT IN (BY FAR HE IS ALLOWED TO DO SO). I FINISHED THE INSPECTION, SIGNED THE LOGBOOKS, AND RETURNED THE ACFT TO SVC. THE ACFT WAS SOLD AND THE AIR CLEANER ELEMENT WAS NOT INSTALLED BUT GIVEN TO THE NEW OWNER. ON APR/THU/07, I RECEIVED A CALL FROM THE NEW OWNER COMPLAINING ABOUT THE ANNUAL INSPECTION AND THAT THE AIR CLEANER STARTED TO COME APART AND RUINED HIS FUEL INJECTOR (THIS EVERY MECH KNOWS IS IMPOSSIBLE SINCE THE AIR AND FUEL DO NOT COME TOGETHER UNTIL THEY ENTER THE COMBUSTION CHAMBER IN A FUEL INJECTED ENG) (IN A CARBURETED ENG AT THE VENTURI). I HAD MADE NOTE IN THE LOGBOOK THAT THE NEW AIR CLEANER ELEMENT WOULD BE INSTALLED BY THE OWNER. THIS APPARENTLY IS CONSIDERED A VIOLATION BY THE FAA, IF SO, I MEANT NO HARM AND NO ACCIDENT OCCURRED. I DID NOT INTENTIONALLY VIOLATE THE FARs. I MIGHT NOTE THAT I HAVE MAINTAINED ACFT BOTH LARGE AND SMALL FOR APPROX 50 YRS AND A GOOD MANY AS DIRECTOR OF MAINT OF A SMALL AIRLINE WITH BOTH RECIPROCATING AND TURBINE ENGS.

Synopsis

A PIPER PA28R FUEL INJECTED ACFT HAD AN ANNUAL INSPECTION ACCOMPLISHED BUT DID NOT REPLACE THE AIR CLEANER. FAA SAYS NOTE IN LOGBOOK NOT LEGAL.

ACN: 734929

Time / Day

Date : 200704

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B737-500

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Generator Drive

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 734929

Events

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative

WHILE TROUBLESHOOTING A PROB WITH A CSD, I DISCOVERED THAT THE CSD INTERNAL BYPASS FILTER HAD POPPED. I INSTALLED A NEW FILTER AND LEAK AND OPS CHKED THE SYS. I HAD TO PUT ANOTHER FILTER ON AFTER WE CYCLED THE SYS TO PURGE AND MAKE SURE THERE WAS NO BUILD-UP IN THE SYS. THIS

WAS DONE AT A FAST PACE AND BEING MY FIRST TIME PERFORMING THIS TASK, I MAY HAVE SAFETIED THE CASE THE WRONG WAY. I HAVE SINCE PULLED THE MAINT MANUAL PROCS UP AND STUDIED THEM. I ALSO PLANNED ON GOING TO MAINT TRAINING TO PRACTICE SAFETY WIRING. I WANT TO MAINTAIN A SAFE WORKING ENVIRONMENT SINCE SAFETY IS MY #1 CONCERN.

Synopsis

A B737-500 ACFT APPRENTICE MECHANIC THINKS HE MAY HAVE SAFETY WIRED THE CSD INTERNAL BYPASS FILTER HOUSING BACKWARDS.

ACN: 734759

Time / Day

Date : 200704

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ERJ 145 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Fuselage Main Frame

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 734759

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Contributing Factor : Work Cards

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Situations

Publication : S/B And Engr Order

Narrative

MAINT HVY MODIFICATION REQUIRED RIVETS WERE NOT INSTALLED. WHILE WORKING AN ENGINEERING ORDER, SVC BULLETIN X FIGURE 2 DETAIL, FRAME 41&42 BTWN STRINGERS 10&11 L-HAND SIDE RIVETS WERE NOT INSTALLED TO THE REINFORCEMENT. THE SVC BULLETIN STATES TO XFER THE EXISTING RIVET HOLES TO THE REINFORCEMENT. THERE ARE NO RIVETS INSTALLED IN THE SKIN AT THIS LOCATION. THE SVC BULLETIN IS INCORRECT AND CONFLICTIVE. HAVING IMPROPER REF MATERIAL AND LACK OF EXPERIENCE AND THE CONFLICTIVE DIAGRAM TO STATEMENT, THE RIVETS WERE NOT INSTALLED.

Synopsis

EMB-145 SERVICE BULLETIN TO REMOVE/REPLACE SPECIFIC FUSE FRAME FASTENERS. FASTENERS NOT INSTALLED.

ACN: 734634

Time / Day

Date : 200704

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 734634

Person : 2

Affiliation.Company : Air Carrier

Function.Oversight : Airport Manager

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Resolatory Action.Other

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Unqualified Personnel

Assessments

Problem Areas : Company

Problem Areas : Maintenance Human Performance

Narrative

MY WORK CLASSIFICATION IS MAINT TOOL CRIB NOT LINE MAINT. STATION MANAGER ASKED ME TO SERVICE ANOTHER ACR'S OXYGEN BOTTLE WITHOUT FIRST GOING TO THE MAINT LEAD ON DUTY. I WAS STANDING IN THE MAINT READY ROOM TALKING TO 2 PEOPLE FROM HEADQUARTERS (MR X WAS ONE OF THEM) ABOUT THE ZZZ1 TOOL CRIB. THE STATION ADMINISTRATION ASSISTANT WAS ALSO PRESENT. THE STATION MGR, MR W, WALKED IN WITH AN OXYGEN BOTTLE STILL IN ITS BOX, FROM ANOTHER ACR (ACR Y), AND ASKED ME TO SVC IT. I THOUGHT IT STRANGE HE DID NOT GO DIRECTLY TO THE MAINT LEAD, WHO WAS SITTING IN A CHAIR IN THE READY ROOM ALSO. I TOOK THE BOTTLE TO OUR OXYGEN SVCING ROOM AND BEFORE I SVCED IT, I WENT BACK TO THE OFFICE TO ASK IF I WOULD BE SIGNING OFF THE LOGBOOK FOR THIS BOTTLE OR

ANY OTHER PAPERWORK. THE MGR FROM ACR Y WAS THERE ALSO WITH MR W AND BOTH SAID NO. CONTRACT MAINT WOULD SIGN THE LOGBOOK AND ANY PAPERWORK. IN RETROSPECT, I HAD A FEELING I SHOULD HAVE STOPPED THERE, BUT WENT AHEAD AND SVCED THE BOTTLE PER OUR MAINT MANUAL AND HANDED THE BOTTLE BACK TO THE ACR Y MANAGER. SHORTLY THEREAFTER, MR W HANDED ME SOME PAPERWORK THAT GOES WITH THE BOTTLE TO SIGN THAT I HAD SVCED THE BOTTLE. I SIGNED MY NAME ONLY AND DATE. I FEEL THAT I WAS SLIGHTLY COERCED IN SVCING THIS BOTTLE, DUE TO SOME DISCORD BTWN MAINT AND THE ACR Y MGR THAT MR W KNEW ABOUT THIS AT THE TIME, AND WENT DIRECTLY TO ME.

Synopsis

A MAINT TOOL CRIB EMPLOYEE FEELS HE WAS SLIGHTLY COERCED INTO SERVICING ANOTHER AIRLINE'S OXYGEN BOTTLE AND SIGNING FOR THE WORK.

ACN: 734607

Time / Day

Date : 200704

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Chancellor 414A & C414
Operating Under FAR Part : Part 135
Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Landing Gear Indicating System

Person : 1

Affiliation.Other : Contracted Service
Function.Maintenance : Inspector
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Inspection Authority
Qualification.Technician : Powerplant
Experience.Maintenance.Lead Technician : 15
ASRS Report : 734607

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Tooling
Maintenance.Performance Deficiency : Fault Isolation
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Repair

Assessments

Problem Areas : Aircraft
Problem Areas : Maintenance Human Performance

Narrative

I WAS CALLED OUT TO CHK A CESSNA THAT I BELIEVE MADE AN EMER LNDG INTO ZZZ ARPT, DUE TO A L MAIN GEAR UNSAFE LIGHT. AFTER ARRIVING AT THE ACFT, I INSPECTED THE L MAIN LNDG GEAR ELECTRICAL CONNECTIONS, AND CONDITION OF DOWN SWITCH AND LNDG GEAR IN GENERAL. IN LOOKING AT THE COMPONENTS, I DETERMINED THE INTERMITTENT PROB TO BE A DIRTY AND OILY DOWNLOCK SWITCH. I PROCEEDED TO CLEAN THE SWITCH AND FOUND THE SCREWS HOLDING THE SWITCH IN POS WERE NOT TIGHT. I FINISHED THE CLEANING PROCESS WITH ELECTRICAL CLEANER AND MOVED THE SWITCH SLIGHTLY CLOSER TO THE DOWN POS IN THE HOLDER AND TIGHTENED THE SCREWS. I WAS NOT ABLE TO DO A GEAR SWING DUE TO LACK OF EQUIP AT THIS ARPT. I WOULD HAVE PREFERRED TO DO A LNDG GEAR SWING TO CHK THE SYS AND BE SURE THE LIGHTS WORKED PROPERLY. ALL 3 DOWN LIGHTS WERE IN THE GREEN POS WHEN I FINISHED. IN THE FUTURE, I WILL INTEND TO HAVE JACKS BROUGHT TO THIS ARPT, OR OBTAIN A FERRY FLT TO REPOS THE AIRPLANE TO A PLACE THAT WE HAVE THE FACILITIES TO PERFORM THE REQUIRED TASK AND TO ASSURE THE JOB IS COMPLETED CORRECTLY.

Synopsis

A CESSNA 414 ACFT WAS RELEASED FOR SERVICE WITHOUT ACCOMPLISHING A MAIN LANDING GEAR SWING AFTER L/H GEAR 'UNSAFE' LIGHT ILLUMINATED ON INBOUND FLT.

ACN: 734283

Time / Day

Date : 200704
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 140 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Nose Gear

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 734283

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Work Cards
Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Maintenance Human Performance

Narrative

WAS INFORMED THAT ACFT HAD AN INFLT AIR/GND FAIL MESSAGE AND TURNED AROUND TO LAND AND UPON LNDG NOSE STRUT COLLAPSED. THE NIGHT BEFORE THAT PLANE HAD A MAINT CHK. I WAS INVOLVED IN THE WORK CARD WHICH IS THE SVCING OF THE NOSE LNDG GEAR STRUT. I FOLLOWED THE WORK CARD STEP BY STEP. AT THE TIME I DID NOT SEE ANY DEFECTS OR PROBS. I AM

CONCERNED THAT THERE MIGHT BE A MALFUNCTION WITH THE EQUIP OR THE WORK CARD. I WOULD SUGGEST LOOKING OVER THE WORK CARD TO VERIFY IT RIGHT AND CHK THE EQUIP. THE WORK CARD STATES TO USE THE PRESSURE GAUGE ON THE NITROGEN BOTTLE, THE GAUGE ON THE BOTTLE IS NOT SUITABLE FOR THE PRESSURE NEEDED. WE HAVE USED A STRUT PRESSURE GAUGE HOOKED UP TO THE BOTTLE FOR A MORE ACCURATE READING. PUT THAT IN THE WORK CARD.

Synopsis

AFTER SVCING THE NOSE STRUT THE PREVIOUS NIGHT, AN EMB-140 ACFT HAD INFLT AIR/GND FAIL MESSAGE AND TURNED AROUND TO LAND. NOSE STRUT COLLAPSED UPON LANDING.

ACN: 733996

Time / Day

Date : 200704

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Rudder

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Lead Technician : 10

Experience.Maintenance.Technician : 19

ASRS Report : 733996

Events

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Manuals

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Contributing Factor : Work Cards

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Assessments

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

Narrative

ON APR/XA/07 THE AMT ASSIGNED TO THE ACFT CONTACTED ME TO REVIEW THE ACFT LOGBOOK. HE HAD QUESTIONS ABOUT THE NEED FOR AN RII BUYOFF OF THE ACFT. THE PREVIOUS MAINT CREW WORKING THE ACFT HAD MADE AN ENTRY STATING THAT THE RUDDER PCA INSTALLED NEEDED RIG OR ADJUSTMENT DUE TO PROBS WHEN USING THE L OR CTR HYDS SYS FOR RUDDER OP. THE MAINT CREW THAT TOOK OVER ON THE ACFT SUBSEQUENTLY FOUND A FAULT LATCHED ON THE RUDDER RATIO MODULE WHICH WAS CAUSING THE PROB WITH THE L AND CTR SYS SO A RIG OR ADJUSTMENT WAS NEVER NEEDED OR PERFORMED. I CONTACTED THE MAINT OFFICE TO INQUIRE WHAT WAS CALLED FOR ON THE RII REF LIST FOUND ON THE MAINT COMPUTER. THE REF LIST SHOWED THE 'RIG/ADJ' AND 'INSTALLATION' BOTH NEEDED RII BUYOFFS. THERE WAS 1 RII STAMP IN THE LOGBOOK, WHICH I THOUGHT WAS FOR THE INSTALLATION, SO I THOUGHT THE LOGBOOK WAS IN ORDER. I FOUND OUT THE FOLLOWING DAY THAT THE RII STAMP IN THE LOGBOOK WAS ACTUALLY FOR THE 'OK TO INSTALL' AND NOT THE FINAL INSTALLATION. I IMMEDIATELY CHKED THE RII REF LIST AND FOUND OUT THAT THE 'OK TO INSTALL' IS NOT LISTED ON THE REF LIST BUT COVERED IN THE INSTRUCTIONS AT THE BEGINNING OF THE CHAPTER. I WAS TOLD THAT THE INSPECTION DEPT GAVE A ONE TIME RII AUTH TO THE DOWN-LINE STATION TO PERFORM THE INSPECTION BEFORE IT MADE ANOTHER FLT, WHICH WAS ACCOMPLISHED WITH NO PROBS FOUND WITH THE INSTALLATION. THIS DID HOWEVER CAUSE A DELAY WITH THE OUTBOUND FLT OUT OF ANOTHER ARPT. AFTER CONSIDERATION OF ALL THE EVENTS AND ACTIONS MADE BY MYSELF AND THE AMT'S PERFORMING THE WORK, I RECOMMENDED TO MY IMMEDIATE SUPERVISION THAT THE 'OK TO INSTALL' BE ADDED TO THE RII REF LIST IN AN ATTEMPT TO STOP THIS FROM HAPPENING AGAIN. I ALSO RECOMMENDED THAT MAINT TASKS THAT INVOLVE RII BUYOFFS BE WORKED OFF OF JOB INSTRUCTION CARDS WHICH HAVE DEDICATED BLOCKS FOR RII BUYOFFS. THIS WOULD TAKE THE GUESSWORK OUT OF WHETHER OR NOT A FUNCTION NEEDS AN RII OR NOT. IF THERE IS A BLOCK, THEN THERE SHOULD BE AN RII BUYOFF. THIS EVENT HAS TAUGHT ME THE CONSTANT NEED FOR ATTN TO DETAIL. IN THE FUTURE I PLEDGE TO NOT LET THE NEEDS OF THE FLT SCHEDULE HAMPER MY RESPONSIBILITIES TO THE SAFE OP OF THE ACFT. ON THE DAY OF THE EVENT, THE ACFT WAS SCHEDULED FOR AN XA30 FLT AND ALL OF THE WORK WAS WRAPPING UP JUST BEFORE DEP TIME. THIS CAUSED ME TO RUSH INSTEAD OF TAKING THE TIME NEEDED TO DO THE JOB RIGHT. I HAVE LEARNED GREATLY FROM THIS MISTAKE AND PLEDGE TO NEVER LET MY ATTN TO DETAIL AND THE SAFETY OF THE ACFT BE JEOPARDIZED AGAIN.

Synopsis

A B767-300 ACFT RII INSPECTION NOT ACCOMPLISHED ON INSTALLED RUDDER PCA PRIOR TO FLIGHT.

ACN: 733813

Time / Day

Date : 200703
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Make Model Name : Mooney Aircraft Undifferentiated or Other Model
Flight Phase.Ground : Maintenance

Person : 1

Affiliation.Other : Contracted Service
Function.Maintenance : Inspector
Qualification.Technician : Airframe
Qualification.Technician : Inspection Authority
Qualification.Technician : Powerplant
ASRS Report : 733813

Events

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

FAR VIOLATIONS: I SIGNED OFF AN ANNUAL INSPECTION ON A MOONEY ACFT AS AIRWORTHY BEFORE I FINISHED THE INSPECTION. I LET THE ACFT OWNER HELP. SO I MAY HAVE SUPERVISED AN ANNUAL IN PART, I MAY HAVE NOT DONE SOME AIRWORTHY DIRECTIVES THAT WERE DUE, SINCE I DID NOT FINISH THE ANNUAL. WHEN I REALIZED WHAT I HAD MISTAKENLY DONE, I NOTIFIED THE ACFT OWNER THAT I NEEDED TO CORRECT MY ENTRY TO SAY, 'I BEGAN AN ANNUAL BUT DID NOT FINISH IT,' AND WE NEEDED TO FINISH THE ANNUAL. HE REFUSES TO GIVE ME ACCESS TO THE ACFT OR THE LOGS, BUT HAS MAILED ME ANOTHER CHK I WILL RETURN. I NOTIFIED MY PRINCIPAL I VIOLATED THE FAR BUT NO DETAILS YET. WE WERE SUPPOSED TO FINISH ON A FRIDAY NIGHT, I WAS GOING TO CLEAN THE FUEL SCREEN WHEN WE RETRACTED THE GEAR, BECAUSE THE SCREEN IS UNDER A PANEL THE NOSE DOOR BLOCKS ACCESS TO UNLESS RETRACTED. THE OWNER BROUGHT ABOUT 35 LBS OF TAIL WT AND I SAID WE NEED 300 LBS OR ELSE IT'S ON ITS NOSE. I GAVE THE OWNER A LIST OF DISCREPANCIES WE NEEDED TO FIX. IT WAS JUST TURNING DARK AND BEGINNING TO RAIN. I TOLD THE OWNER I HAD TO GO AND COME BACK IN A

WEEK TO FINISH. HE BECAME ANGRY AND VERY VERBALLY ABUSIVE. WANTED ME TO COME TO HIS HOUSE TO GET MORE MONEY, I SAID NO I HAVE TO GO OR I MIGHT GET IN AN ACCIDENT AND KILL MYSELF OR SOMEONE ELSE. I WAS RECORDING WHAT WORK I HAD DONE AND WANT TO STOP BEFORE THE SIGNOFF, BUT I GUESS IT WAS LIKE AUTOMATIC WRITING AND I JUST KEPT WRITING THINKING I WAS GOING TO DIE IF I DIDN'T LEAVE, AND MISTAKENLY, SIGNED IT OFF AND LEFT, I DIDN'T REALIZE WHAT HAPPENED TILL THE NEXT DAY. CONTRIBUTING FACTORS -- MY ATTITUDE. I USED THE CHKLIST AS A REQUIREMENT TO FILL IN AFTER THE FACT NOT AS A PROTECTION BEFORE I TOOK THE NEXT STEP. BLINDSIDED BY CUSTOMER, WHO I THINK WANTS TO KEEP AND TAKE ADVANTAGE OF MY MISTAKE AND IS SENDING ME MONEY SO I'LL STOP WANTING TO CORRECT MY MISTAKEN ENTRY, I WON'T COMPOUND MY MISTAKE WITH MORE MISTAKES. THAT'S WHY I WILL TELL MY PRINCIPAL. TO PREVENT REOCCURRENCE, I'M HAVING A STAMP MADE UP THAT STOPS WHEN I WANT TO STOP AND FORCES MANUAL COMPLETION. THIS SHOULD BREAK THE CHAIN OF AUTO WRITING.

Synopsis

AN IA RATED MECHANIC SIGNED OFF AN ANNUAL INSPECTION ON A MOONEY ACFT AS AIRWORTHY BEFORE FINISHING THE INSPECTION.

ACN: 733566

Time / Day

Date : 200703

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Turbine Engine Thrust Reverser

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Inspector

ASRS Report : 733566

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 733565

Events

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

REMOVED ONLY 1/2 OF THE MECHANICAL LOCKS ON THE L AND R ENG THRUST REVERSERS (L-HAND LOCKS ON EACH ENG). I WAS NOT AWARE OF EACH ENG HAVING 2 LOCKOUTS. SUPPLEMENTAL INFO FROM ACN 733565: INSPECTED ONLY

HALF OF THE REMOVAL OF THRUST REVERSER MECHANICAL LOCKS ON L-HAND AND R-HAND ENGS. NOT AWARE THAT EACH ENG HAS 2 LOCKOUTS PER ENG.

Synopsis

A B767-300ER ONLY HAD ONE OF TWO THRUST REVERSER MECHANICAL LOCKS REMOVED FROM L AND RIGHT ENGS. EACH ENG HAS TWO MECHANICAL LOCKS.

ACN: 733552

Time / Day

Date : 200703

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B747-200

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Person : 1

Affiliation.Other : Contracted Service

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Lead Technician : 4

Experience.Maintenance.Technician : 18

ASRS Report : 733552

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Maintenance Problem : Non Compliance With MEL

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Anomaly Accepted

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Manuals

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Contributing Factor : Work Cards

Maintenance.Performance Deficiency : Inspection

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Testing

Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I WORK AS AN ACFT TECHNICIAN. MY COMPANY SERVES SEVERAL ACR COMPANIES AS AN ON CALL ACFT MAINT. I RECEIVED A CALL FROM ACR X MAINT CTL THAT I HAVE TO PICK UP PARTS AND THESE PARTS NEEDED TO BE INSTALLED ON THE COMING ACFT DUE TO DROP DEAD MEL. THEY NEEDED 2 MECHS TO WORK ON IT, I SAID I AM BY MYSELF WORKING TODAY AND MY SUPVR DOES NOT WORK ON SUNDAY. I ALSO ASKED HIM IF THEY PLAN TO WORK HERE WHY THEY DID NOT CALL MY SUPVR SO HE CAN ARRANGE TO HAVE MORE MECHS TO DO THE WORK FOR THEM. ANYWAY THE ACFT ARRIVED AND I ASKED HIM WHAT YOU WANT ME TO DO AND HE SAID TO HELP THE FLT MECH TO INSTALL THE ENG #2 THRUST REVERSER PDU WHICH I DID AND I WAS WORKING ALONG WITH HIM IN THE REMOVAL AND INSTALLATION OF THE UNIT AS HE TELLS ME WHAT TO DO AS WE WORKED TOGETHER. I NEVER HAD ANY B747-200 FORMAL TRAINING OR EVEN WORK ON THIS TYPE OF ACFT BEFORE. SO I WAS REMOVING BOLTS, LINES AND DUCTS AS HE TELLS ME AND MAINT CTL NEVER SENT ANY AMM OR JOB CARD PROCS. ACR X FLT MECH WAS ON THE PHONE WITH HIS MAINT CTL PEOPLE MOST OF THE TIME DURING REMOVAL AND INSTALLATION AND HE ACCOMPLISHED THE OPERATIONAL TEST AND I MENTIONED TO HIM THAT THERE IS SOME OILS COMING OUT ONE OF THE PDU HOLES BUT HE SAID THIS IS NORMAL DUE TO OVER-SVCING. AFTER THAT HE TOLD ME TO INSTALL ONE OF THE 2 CABLES THAT CONNECT THE PDU TO THE THRUST REVERSER JACK SCREW MECHANISM THAT DRIVE THE THRUST REVERSER TO OPEN AND CLOSE POS AND I DID SO BUT THE MOUNTING PLATE SCREWS WERE MISSING SO HE GAVE ME ONE FROM HIS SIDE AND HE TOLD ME ONE TO PUT IT IN AND HE USED A SAFETY WIRE TO TAKE PLACE OF THE MISSING SCREWS. I COMPLETELY DISAGREED AND UNSATISFIED FROM THIS KIND OF WORK BUT I WAS UNDER THE ASSUMPTION THAT I AM ONLY THERE TO HELP HIM AND HE IS THE COMPANY MECH AND MAYBE THIS IS SOMETHING APPROVED BY HIS COMPANY TO DO. AFTER ALL WORK AND TEST COMPLETED I HELPED HIM TO MOUNT THE ENG AND FAN COWLS AND HE CLOSED ALL THE LATCHES. AS I WAS GETTING READY TO DISPATCH THE ACFT AND WAITED FOR AROUND 1 HR SUDDENLY THE MECH CAME TO ME AND SAID THIS IS AN RII ITEM SO I HAVE TO SIGN AS THE REMOVAL/INSTALLATION MECH AND HE WILL SIGN AS RII, I REFUSED TO DO SO BUT WAS INSTRUCTED (FORCED) TO DO IT WHICH I DID. I AM NOT HAPPY AND FEEL I AM BEING FORCED TO SIGN AND RELEASE THE ACFT FOR SVC REGARDLESS OF ANY OBJECTION I HAD ABOUT HOW THE WORK WAS ACCOMPLISHED AND NO TRAINING OR MAINT MANUAL PRESENT AT THE WORK SITE. THE REASON I AM SUBMITTING THIS BECAUSE I DON'T WANT TO BE HELD RESPONSIBLE FOR ANY THAT MAY OR MAY NOT HAPPEN ANY TIME NOW OR IN FUTURE AS A RESULT OF THIS MAINT WORK ACCOMPLISHED ON ENG #2 THRUST REVERSER SYS FOR ACFT.

Synopsis

A B747-200 CARGO ACFT REQUIRED A #2 ENG T/R PDU REPLACEMENT. MECHANIC FEELS HE WAS FORCED TO SIGN-OFF FOR QUESTIONABLE WORK UNDER RII.

ACN: 733332

Time / Day

Date : 200703
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Lead Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
ASRS Report : 733332

Person : 2

Affiliation.Company : Air Carrier
Function.Oversight : Supervisor

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Maintenance Problem : Non Compliance With MEL
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I CHKED ON HIS PROGRESS BEFORE THE MEETING, HE SAID THE CHK WAS ABOUT DONE AND THE CHIP DETECTORS WAS DONE. I ASKED ABOUT THE LOG

ITEM AND HE SAID IT WAS BEING TROUBLESHOT. I ASSIGNED MECH X TO ACFT X. THE ASSIGNMENT WAS A CHK, CHIP DETECTORS AND LOG ITEM, 'L GEN INOP.' ZZZ1 REVIEWED THE LOGBOOK AND DISCOVERED IT. UPON MY FIRST DAY BACK TO WORK FROM MY DAYS OFF, I WAS HANDED A DISCIPLINE FORM AND TOLD I WAS BEING SUSPENDED FOR 1 DAY STARTING THE NEXT DAY. PUTTING COLORED TAGS ON RII COMPONENTS WHEN THEY GO THROUGH RECEIVING INSPECTION, SO THE INSTALLING MECH WILL KNOW THIS IS RII ITEM. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: ENGINE IDG WAS REPLACED ON PRIOR SHIFT. THE MAINTENANCE TURNOVER TO THE ONCOMING SHIFT STATED THAT ONLY THE CHIP DETECTORS NEEDED TO BE CHECKED; ALL OTHER WORK WAS COMPLETED. THIS REPORTER WAS PART OF THE ONCOMING SHIFT AND NOTIFIED LATER HE HAD NOT CALLED OUT FOR A REQUIRED INSPECTION ITEM. THE RII FOR THE IDG WAS ACCOMPLISHED AT ANOTHER STATION. NO FLIGHT DISCREPANCIES AS A RESULT OF THE IDG CHANGE.

Synopsis

A B757-225 HAD AN ENGINE IDG REPLACED WITHOUT THE REQUIRED INSPECTION CHECK ACCOMPLISHED PRIOR TO DISPATCH.

ACN: 732756

Time / Day

Date : 200703

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.General Aviation : Personal

Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Cylinder

Person : 1

Affiliation.Other : Contracted Service

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 732756

Person : 2

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Engine Failure

Independent Detector.Other.Flight CrewB : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Maintenance Human Performance

Narrative

THE ACFT CAME IN TO HAVE 2 CYLINDERS OVERHAULED BECAUSE OF LOW COMPRESSION. I DID NOT COME INTO THE PROJECT UNTIL THE CYLINDERS CAME BACK FROM THE OVERHAUL SHOP. THE OVERHAUL SHOP PROVIDED THE PISTON RINGS AND THE CYLINDER GASKET KITS. AT THAT TIME I VERIFIED THAT THE RINGS WERE THE RIGHT ONES FOR THIS INSTALLATION. THE GASKET KIT APPEARED TO BE THE RIGHT ONE, SO I DIDN'T VERIFY THE PART NUMBERS OF ALL THE GASKETS. I PROCEEDED TO INSTALL THE CYLINDERS IN ACCORDANCE WITH THE MAINT MANUAL. I TORQUED THE CYLINDER FLANGE NUTS IN ACCORDANCE WITH THE MANUFACTURER SPECS AND HAD A CO-WORKER RECHK THE TORQUES. AT THAT POINT, THE CO-WORKER PROCEEDED TO FINISH THE INSTALLATION OF THE INTAKE AND EXHAUST. THE TEST RUN SHOWED NORMAL ENG FUNCTION AND HE RETURNED THE ACFT TO SVC. ON THE INITIAL FLT BY THE OWNER, HE WAS CLBING THROUGH 14000 FT WHEN HE NOTICED LOW OIL PRESSURE. SHORTLY AFTER THAT HE LOST MANIFOLD PRESSURE. AT THAT POINT HE RETURNED TO THE FIELD IMMEDIATELY AND HAD US LOOK AT THE PROB. AFTER TROUBLESHOOTING, WE DECIDED TO REMOVE THE CYLINDERS FOR INSPECTION. THE FIRST THING THAT WE FOUND WAS THE CYLINDER FLANGE NUTS WERE VERY LOOSE AND IN SOME CASES ONLY FINGER TIGHT. WE THEN HAD DIFFICULTY REMOVING THE CYLINDERS. WHEN WE FINALLY GOT THEM OFF WE FOUND THE CYLINDER BASE O-RINGS TO HAVE MELTED INTO THE SPACE IN BTWN THE CYLINDER AND THE CRANK CASE. WE ALSO FOUND THE OIL SCRAPER RING TO BE SEIZED ON ONE PISTON AND WE FOUND HALF OF THE SKIRT BROKEN OFF THE OTHER PISTON AND MOST OF THE OIL SCRAPER RING MISSING. AT THAT POINT WE DECIDED TO SEND THE CYLINDERS OUT TO A DIFFERENT OVERHAUL SHOP FOR AN INDEPENDENT OPINION ON WHAT HAPPENED. THEY TOLD US THAT ALTHOUGH THE OIL SCRAPER RING WAS INSTALLED PER INDUSTRY STANDARD, THAT THEY NORMALLY INSTALLED THIS PARTICULAR BRAND OF OIL SCRAPER RING WITH THE PART NUMBER FACING DOWN, CONTRARY TO INDUSTRY STANDARD. THEY STATED THAT THE OIL SCRAPER RING DOESN'T PROVIDE ADEQUATE LUBRICATION WHEN THE RING IS INSTALLED WITH THE PART NUMBER FACING UP. WHEN WE CONTACTED THE SHOP THAT OVERHAULED THE CYLINDERS TO ASK WHAT THEIR METHOD OF INSTALLING THE OIL SCRAPER RINGS WAS, THEY SAID IT WAS TO INSTALL THEM WITH THE PART NUMBER UP. THEY ALSO TOLD US THAT WE WERE SENT A CYLINDER GASKET KIT FOR AN IO-470 INSTEAD OF A GASKET KIT FOR AN IO-520, STATING THEY WERE IDENTICAL. WE DECIDED TO CONTACT THE MANUFACTURER OF THE GASKET KIT AND ASK THEM IF THERE WAS ANY DIFFERENCE IN THE TWO KITS. THE MANUFACTURER TOLD US THAT THE ONLY DIFFERENCE WAS THE CYLINDER BASE O-RING WAS THICKER. I BELIEVE THAT WHAT HAPPENED, BASED ON THE FACTS GIVEN, IS THAT THE ACFT LOST MANIFOLD PRESSURE ON THE INITIAL FLT DUE TO LOW OIL PRESSURE BECAUSE THE OIL PASSAGEWAYS WERE BECOMING CLOGGED WITH METAL, THEREFORE, NOT ALLOWING THE WASTE GATES FOR THE TURBOCHARGER TO CLOSE. I THINK THE PISTON SKIRT BROKE OFF FROM THE LACK OF TORQUE ON CYLINDER FLANGE NUTS. THE LOW TORQUE WAS A RESULT OF THE O-RINGS BEING TOO THICK AND QUICKLY GAVE WAY UNDER THE HEAT AND PRESSURE OF THE ENG RUNNING. OTHER CONTRIBUTING FACTORS MAY HAVE BEEN THE OIL SCRAPER RINGS NOT PROVIDING ADEQUATE LUBRICATION DUE TO THE WAY THEY WERE INSTALLED. THINGS I WILL DO DIFFERENTLY IN THE FUTURE: I WILL VERIFY ALL PARTS WERE THE CORRECT ONES FOR THE INSTALLATION AND I WILL USE ORIGINAL MANUFACTURER RINGS.

Synopsis

A CESSNA 210N ACFT WITH TSIO-510 ENGINE EXPERIENCED LOW OIL PRESSURE AND ENGINE FAILURE ON INITIAL FLIGHT AFTER A TWO CYLINDER OVERHAUL.

ACN: 732726

Time / Day

Date : 200701

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : A300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Fuel Trim System

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 732726

Person : 2

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 731650

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

ACFT HAD WORK ACCOMPLISHED TO THE TRIM TANK MANIFOLD. AFTER REPAIRS WERE ACCOMPLISHED, I WAS UNABLE TO XFER FUEL TO TRIM TANK, TO ACCOMPLISH LEAK CHK OF FUEL ACCESS PLATES. DUE TO THIS, SIGNOFF BOXES DEFERRED. WERE TO BE ACCOMPLISHED AT NEXT MAINT VISIT. ACFT WAS PUT ON MEL TO PREVENT ANY FUEL FROM ENTERING TRIM TANK. SUPPLEMENTAL INFO

FROM ACN 731650: TO THE BEST OF MY RECOLLECTION, ACFT HAD FUEL TANK INOP BROKEN MANIFOLD, UNABLE TO XFER FUEL INTO TANK, THEREFORE, UNABLE TO LEAK CHK TANK ACCESS PLATES.

Synopsis

ON AIRBUS A300 ACFT, MECHANICS UNABLE TO ACCOMPLISH A FUEL LEAK CHECK OF THE FUEL TRIM TANK ACCESS PLATES DUE TO BROKEN FUEL TRIM MANIFOLD.

ACN: 732724

Time / Day

Date : 200703

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : EMB ERJ 135 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Powerplant Mounting

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Repairman

ASRS Report : 732724

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

ASRS Report : 732725

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Engineering Procedure

Maintenance.Contributing Factor : Manuals

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Narrative

I WAS ASKED TO MANUFACTURE BUSHING FOR ACFT L-HAND ENG FORWARD YOKE IN ACCORDANCE WITH SRM. ON THE BOTTOM OF PAGE X IT CALLS OUT FOR MATERIAL CORROSION RESISTANT STEEL 15-5PH, PRECIP HARDENED, AND PASSIVATED. I KNOW WE HAVE CERTIFIED 15-5PH STEEL BUT I WAS NOT SURE ABOUT PRECIP HARDENED OR PASSIVATED. I WENT TO OUR ENGINEERING DEPT AND QUESTIONED THAT. I WAS TOLD BY MR X THAT PRECIP HARDNESS WAS ALREADY DONE TO 15-5PH STEEL, AND HE WOULD WRITE EMBRAER FOR PERMISSION TO SKIP THE PASSIVATION PROCESS. WHEN I RECEIVED THE PAPERWORK FOR OMISSION OF THE PASSIVATION I FELT I COULD GO AHEAD AND MANUFACTURE BUSHING. I MANUFACTURED BUSHING AND DELIVERED IT TO MECHS ALONG WITH CERTS AND FAX FROM EMBRAER. I WAS ASKED TO PERFORM THIS TASK AGAIN, AND I REQUESTED MORE INFO. I REVIEWED CURRENT INFO AND NOTIFIED INSPECTION DEPT I DID NOT FEEL I WAS IN COMPLIANCE ON AN ACFT THAT I DID LAST. THEY HELPED ME DETERMINE THE ACFT. REQUESTED AND RECEIVED A 5000 HR DEFERRAL FROM THE MANUFACTURER. AN ENGINEERING ORDER WAS WRITTEN TO DEFER THE REPLACEMENT OF THE BUSHING FOR 5000 HRS. SUPPLEMENTAL INFO FROM ACN 732725: I INSTALLED A LOCALLY MANUFACTURED BUSHING THAT OUR MACHINE SHOP MADE. I INSTALLED IT, SIGNED IF OFF, QA SIGNED IT OFF. THE MACHINIST THAT MADE THE BUSHING INFORMED ME THAT HE JUST REALIZED THAT HE DID NOT HEAT TREAT IT. THE SRM DOES NOT CLARIFY HEAT TREATMENT AS A STEP.

Synopsis

AN EMB-135 ACFT HAD THE LEFT ENGINE FWD UPPER MOUNT YOKE AFT BUSHING MANUFACTURED AND REPLACED. REQUIRED HEAT TREATMENT OF BUSHING WAS NOT ACCOMPLISHED.

ACN: 732289

Time / Day

Date : 200703

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : MD-11

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Fuel Booster Pump

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Technician : 7

ASRS Report : 732289

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Technician : 7

ASRS Report : 732290

Events

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Maintenance Problem : Non Compliance With MEL

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

PRIOR TO PERFORMING MAINT MYSELF AND MY PARTNER DISCOVERED THAT A SCREWDRIVER AND FLASHLIGHT WERE MISSING FROM HIS TOOL BOX. AFTER CONSULTING WITH MY PARTNER WE REALIZED THAT WE FORGOT TO REINSTALL THE COVER PANEL FOR THE TAIL TANK'S R-HAND FUEL BOOST PUMP THE PREVIOUS DAY. MY PARTNER AND MYSELF HAD A MISCOM AFTER TESTING THE PUMP, I THOUGHT HE HAD INSTALLED THE COVER, AND HE THOUGHT I HAD, BUT IN FACT THE ITEMS WERE LEFT ON THE ACFT. AFTER DISCOVERING THIS PROB WE IMMEDIATELY NOTIFIED OUR MGR, WHO IN TURN NOTIFIED MAINT CTL TO CALL THE STATION DOWN LINE TO CORRECT THE SITUATION.

Synopsis

AN MD-11 CARGO ACFT DEPARTED WITHOUT THE TAIL TANK'S R/H FUEL BOOST PUMP COVER PLATE BEING REINSTALLED.

ACN: 732141

Time / Day

Date : 200703

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B767-200

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Cowling/Nacelle Fasteners, Latches

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Technician : 12

ASRS Report : 732141

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Qualification.Technician : Airframe

Qualification.Technician : Powerplant

Experience.Maintenance.Technician : 22

ASRS Report : 732338

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Unable

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure

Maintenance.Performance Deficiency : Logbook Entry

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Maintenance Human Performance

Narrative

AROUND XA00 WAS FOUND 1 FASTENER AND NUT PLATE MISSING AT PANEL 446CL ON ENG #2 STRUT SKIRT INBOARD SIDE. THERE WERE 2 TECHNICIANS ON DUTY -- ME AND XXX. XXX STAYED AT ACFT FINISHING #3 SCK AND I WENT OVER THE DEPT TO CHK OUT PARTS NEEDED AND AMM AND IPC REF FOR A REPAIR. AROUND XA50 AFTER NO SUCCESS TO FIND ANY FASTENER OR NUT PLATE, I WENT TO OTHER AIRLINE TO TRY TO FIND OUT THE BOTH PARTS. I HAD SUCCESSFUL ON FASTENER BUT NO SUCCESS WITH NUT PLATE. I DID A CALL TO MAINT CTL TO EXPLAIN THE FACING SIT THAT I WAS, AND HE SAID, LET'S MAKE A CONFERENCE CALL WITH ENGINEERING DEPT TO EXPLAIN THIS SIT. THEN THE ENGINEER SAID, IF YOU DO NOT HOLD THE CORRECT NUT PLATE FOR THIS PANEL (446CL) I CANNOT ALLOW YOU TO OPEN A DEFERRAL WITH 1 FASTENER MISSING ON THAT PANEL, BECAUSE THERE IS NO REF ON AMM, OR SRM, OR GMM FOR THIS ONE. AROUND XC00, I WENT BACK TO THE OTHER AIRLINE TO TRY ONE MORE TIME TO FIND OUT A NUT PLATE, NO SUCCESS AGAIN, BUT I FOUND A SELF LOCKING NUT. AROUND XC20 I DID A CALL BACK TO MAINT CTL AND SAID, I HOLD THE CORRECT FASTENER AND THE SELF LOCKING NUT (INCORRECT) PART, THEN WE DID A CONFERENCE CALL AGAIN WITH ENGINEER. HE SAID, IF THE PARTS THAT YOU HAVE ON HAND MATCHES WITH THE APPLICABLE OPTIONAL PART SET BY AMM YOU CAN USE THIS SELF LOCKING NUT INSTEAD OF THE CORRECT NUT PLATE. AT THIS TIME, BOTH MAINT CTL AND ENGINEER REQUEST TO ME 10 MINS FOR A CLOSED MEETING AND SAID THAT, WE WILL CALL YOU BACK IN A FEW MINS TO SOLVE THIS PROB. SO, I RECEIVED FLT XXX THEN XXX CAME BACK FROM THE OFFICE AND ASSUME FLT XXX UNTIL DEP. 30 MINS LATER, I HAD A CALL FROM MAINT CTL AND HE EXPLAIN THAT NO ENGINEERING DOCUMENT OR DEFERRAL COULD BE OPENED BECAUSE THE FASTENER AND THE SELF LOCKING NUT WAS INSTALLED AND PANEL WAS SECURED AND SAFE. SO, I HAVE ASKED FOR ANY REF AND A NEGATIVE ANSWER I GOT. AFTER ACFT XXX HAS BEEN DEPARTED, I DID A NEW CALL TO MAINT CTL REQUESTING AN ENGINEERING DOCUMENT OR ANY REF TO BE OPENED. MAINT CTL REQUEST FROM US THE AVAILABLE REF THAT WAS USED, AND WE FAX THEN THE REF AVAILABLE AND HE TOLD US THAT THEY WILL TAKE CARE OF THIS LATER. I ASSUME MY FAULT WHEN I HAD REQUEST FOR AN ETOPS CTL NUMBER WITHOUT THE COMPLETE PAPERWORK ON HANDS. I FELT AN UNDER PRESSURE SIT. HOW MAINT CTL GAVE ME AN ETOPS CTL NUMBER WITHOUT A COMPLETE PAPERWORK ON HANDS? WHY, THEY DIDN'T ISSUE AN ENGINEERING DOCUMENT IN A GIVEN TIME FRAME, AND DID IT LATER? SUPPLEMENTAL INFO FROM ACN 732338: XXX TOLD ME THAT RECEIVED A CALL FROM MAINT CTL SAYING THAT NO ENGINEERING DOCUMENT OR OTHER REF WILL BE NEEDED AT THIS TIME, BECAUSE THE PANEL WAS SECURED AND SAFE AND THEY WILL TAKE CARE OF THIS ISSUE, SO XXX REQUEST ETOPS NUMBER THAT WAS GAVE WITH NO PROB.

Synopsis

A 767-200 ACFT WITH CF6-80 ENGINES RELEASED FOR ETOPS SERVICE WITHOUT A COMPLETED REFERENCE FOR ALTERNATE LOCKING NUT INSTALLED.

ACN: 732036

Time / Day

Date : 200703
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Indicating and Warning - Hydraulics

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 26
ASRS Report : 732036

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Maintenance Problem : Non Compliance With MEL
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Scheduled Maintenance

Assessments

Problem Areas : Maintenance Human Performance

Narrative

FLT X WAS SCHEDULED FOR ETOPS WKLY, ETOPS DAILY RELIABILITY, AND ETOPS PREDEP MAINT CHKS. THE ACFT WAS ALSO SET UP TO PERFORM OP ABC, AN ELEVATOR PCA BELL CRANK CHK, AND OP XYZ AIRWORTHINESS DIRECTIVE

ENTRY/SERVO DOOR COUNTER BAL OP CHK, PLUS 7 OTHER MAINT ITEMS WERE CORRECTED AND DOCUMENTED IN THE ACFT LOGBOOK. THE R HYD QUANTITY WAS PREVIOUSLY DEFERRED PER MEL AND REQUIRED A REPETITIVE CHK BEFORE EACH FLT. A TOTAL OF 5 AMT'S WERE ASSIGNED TO COMPLETE THE MAINT TASKS. THE ACFT HAD ONLY 3 HRS OF GND TIME. AFTER THE ACFT WAS DISPATCHED, IT WAS DISCOVERED THAT THE REPETITIVE CHK WAS NOT COMPLIED WITH. THIS IS A VIOLATION OF THE OPS/INSPECTION MANUAL MAINT CARRY-OVER. I WAS ONE OF THE 5 AMT'S THAT UNINTENTIONALLY DID NOT COMPLY WITH THE REP CHK. I ASSUMED ONE OF THE OTHER AMT'S COMPLIED WITH THE REP CHK. I BELIEVE THE AMOUNT OF WORK SCHEDULED AND THE SHORT GND TIME CONTRIBUTED TO THE MISSED REP CHK. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THE HYD QUANTITY IS VISUALLY CHECKED AT THE MAINT HYD SERVICING PANEL BY POSITIONING THE SELECTOR HANDLE TO THE APPROPRIATE HYDRAULIC SYSTEM (LEFT, CENTER OR RIGHT). ALTHOUGH ONLY ONE GAUGE IS VIEWED, ANY SYSTEM SELECTED WILL BE A DIRECT READING QUANTITY. REPORTER ALSO RESTATED THE AMOUNT OF WORK BEING DEMANDED OF THE MECHANICS TO ACCOMPLISH IN SUCH A SHORT WINDOW OF GROUND TIME (ONLY THREE HOURS), DID CONTRIBUTE TO MISSING THE REQUIRED RIGHT HYD SYSTEM VISUAL VERIFICATION.

Synopsis

A B767-300 ETOPS ACFT R HYD SYSTEM QUANTITY WAS NOT VISUALLY CHECKED PRIOR TO DEPARTURE, AS REQUIRED PER THE MEL.

ACN: 732009

Time / Day

Date : 200701

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Make Model Name : PA-23 Apache (& Geronimo Apache)
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Piston

Person : 1

Affiliation.Other : Contracted Service
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
ASRS Report : 732009

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Contributing Factor : Work Cards
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Repair

Assessments

Problem Areas : Maintenance Human Performance

Narrative

I AM AN AIRFRAME PWR PLANT MECH OPERATING A MAINT FACILITY. AFTER A SUDDEN STOPPAGE OF 2 'O 320' ENGS A CUSTOMER BROUGHT THE DISASSEMBLED ENGS TO MY SHOP FOR REPAIR. THE CUSTOMER HAD DISASSEMBLED THE ENGS IN AN EFFORT TO REDUCE COST. I AGREED TO REASSEMBLE THE ENGS WITH ALL PARTS, SUPPLIES AND INSPECTION COST

BEING PAID DIRECTLY BY THE CUSTOMER. ALL PARTS USED WERE VERIFIED AS BEING SVCABLE LYCOMING TYPE PARTS. IPM, SVC BULLETINS AND OHM WERE USED. NEAR COMPLETION OF THE ENGS IT WAS DISCOVERED THAT THESE ENGS WERE 'O 320 A3B' AND NOT 'O 320 B3B.' THIS MEANT THAT THE WRONG PISTONS WITH WRIST PINS HAD BEEN USED. WHEN ASKED, THE CUSTOMER INDICATED HE HAD OR WOULD HAVE THE STC FOR THIS UPGRADE. UPON COMPLETION OF THE ENGS, THE CUSTOMER (NOT SATISFIED WITH A LOGBOOK ENTRY) TORE ONE OUT OF THE LOG AND I REPLACED IT WITH A MORE AGREEABLE ENTRY. I WAS CONCERNED ABOUT THE STC OR ANY APPROVAL FOR THE 8.5:1 PISTONS AND UPON NOT RECEIVING ANY CONFIRMATION ON THE APPROVAL, I FELT I MUST HAVE ANSWERS PRIOR TO THE ACFT FLYING WITH THOSE MODIFIED ENGS. IT WAS CONFIRMED BY COMPANY ENG SVCS THAT SVCABLE PISTONS AND PINS WERE PURCHASED BY THE CUSTOMER AND WERE NOT PART OF THE ORIGINAL ENG. I DECIDED TO RESEARCH THE EFFECTS THESE PISTONS AND PINS WOULD HAVE AN 'O 320 A3B' ENGS. THE ONLY DIFFERENCES NOTED WERE THE PISTON, PIN AND THE USE OF STRAIGHT BORE CYLINDERS ON THE 'O 320 A3B.' STILL MY ADVICE TO THE CUSTOMER WAS AND IS TO REPLACE THE PISTONS AND PINS WITH THE LOWER COMPRESSION PISTONS AS LITTLE ADVANTAGE WOULD BE NOTED IN COMPARISON TO THE PAPERWORK AND TIME NEEDED TO APPROVE THIS MODIFICATION. IT IS NOW POLICY TO THOROUGHLY EXAMINE THE ENG LOGBOOK PRIOR TO ANY ASSEMBLY. THIS IS TO VERIFY THAT THE ENG DESIGNATION IS NOT COMPROMISED BY INCORRECT MODIFICATION. ALTHOUGH IT IS BELIEVED THIS MODIFICATION WOULD NOT CAUSE A SAFETY ISSUE, AS OF THIS DATE THIS MODIFICATION HAS NOT BEEN APPROVED BY ANY AGENCY.

Synopsis

A PA23-150 ACFT WITH O-320-A3B ENGINES HAD CYLINDER PISTONS AND WRIST PINS INSTALLED THAT WERE FOR O-320-B3B TYPE ENGINES.

ACN: 731787

Time / Day

Date : 200703

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : SF 340B
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Wheels/Tires/Brakes

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 731787

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

ON MAR/SUN/07 AROUND XA00 AT ZZZ, I WAS CHANGING THE #3 TIRE ON A SAAB ACFT. I FOLLOWED THE WORK CARD AND CHKED THE BRAKE TO BE FULLY BACK AND LOCKED. I REPLACED THE #3 TIRE AND SIGNED IT OFF, PER THE WORK CARD. ON MAR/MON/07 I BECAME AWARE THAT ACFT WAS GNDDED BECAUSE THE BRAKE WAS SPINNING WITH THE TIRE. I WAS THE ONLY ONE CHANGING THAT TIRE. I AM NOT SURE AS TO WHY THAT BRAKE BECAME LOOSE. I HAD CHECKED IT AND MADE SURE IT WAS LOCKED IN POSITION. THERE SHOULD BE A LOCKING PIN ON THE BRAKE SO THAT WAY IT IS SECURED IN AND THERE IS NO WAY OF IT BECOMING LOOSE. THE DESIGN FOR THAT IS BAD. CALLBACK

CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THIS TYPE OF BRAKE ASSEMBLY DOES NOT USE ATTACH BOLTS OR A LOCKING RING TO SECURE BRAKE. RATHER, A POSITIONING GROOVE IS INCORPORATED IN THE AXLE ASSEMBLY AND THE MECHANIC IS TO 'SLIP' THE BRAKE INTO POSITION. THE TIRE IS THEN INSTALLED WITH AXLE NUT AND LOCKING BOLTS.

Synopsis

A SAAB-340F ACFT WAS FOUND TO HAVE A #3 BRAKE SPINNING WITH THE TIRE AFTER NEW TIRE INSTALLED.

ACN: 731673

Time / Day

Date : 200703

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Wing Access Panel
Aircraft Component : Wing Access Panel

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Inspector
ASRS Report : 731673

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Aircraft
Problem Areas : Maintenance Human Performance

Narrative

I WAS INFORMED THAT THE R WING OUTBOARD BOOST PUMP PANEL WAS MISSING ON ACFT. LAST MAINT WAS ON 'C' CHK. I DO KNOW FOR A FACT I DID LOOK AT THE INSTALLATION OF THIS PANEL AND I ALSO TAPPED THE PANEL TO VERIFY ALL FASTENERS WERE LOCKED AND INDICATORS ARE IN THE CORRECT POS. THIS IS A PROC I DO EVERY NIGHT I AM ASSIGNED WINGS AND WHEN I

PERFORM THE POST-DOCK. THE REASON I'M SURE I LOOKED AT IT IS BECAUSE OF THE PAST PANELS ALSO COMING OFF. WE ALL KNOW THIS IS A POOR DESIGN AND THERE IS A HISTORY OF THE SAME OCCURRENCES. I ALWAYS MAKE A HABIT TO CHK THESE VISUALLY AS WELL AS TAPPING. THIS DESIGN IS FAULTY JUST LIKE THE PYLON LATCH PANELS.

Synopsis

A B737-300 ACFT WAS FOUND DURING PREFLIGHT TO HAVE A R WING OUTBOARD FUEL BOOST PUMP ACCESS PANEL MISSING.

ACN: 731652

Time / Day

Date : 200703

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : Regional Jet 700 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Toilet Furnishing

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 731652

Events

Anomaly.Maintenance Problem : Improper Documentation

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Published Procedure

Maintenance Factors

Maintenance.Contributing Factor : Briefing

Maintenance.Contributing Factor : Engineering Procedure

Maintenance.Performance Deficiency : Installation

Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Maintenance Human Performance

Situations

Publication : Engineering Order

Narrative

I PERFORMED ENGINEERING ORDER ON ACFT ON MAR/SAT/07. I INSTALLED JUMPER WIRE FROM TB5026 TO PS92P2 PIN #3 IN ERROR DUE TO THE

MISLEADING ILLUSTRATION IN ENGINEERING ORDER THAT SHOWS PS92P1 AS #2 IN THE BOTTOM R OF THE DIMMER (BALLAST) PS92. ON BOTH ACFT THERE WAS NO LABEL OR STATING THE PLUG (CONNECTOR) NUMBER. I DID NOT LOOK AT THE TOP PLUG (CONNECTOR) BECAUSE OF THE ILLUSTRATION. I DID THE OPERATIONAL TEST OF THE LIGHT IN ACCORDANCE WITH ENGINEERING ORDER AND IT TESTED GOOD. I WAS TALKING WITH ANOTHER MECH AND SHOWN THAT THERE WAS A LABEL ZIP TIED TO THE WIRE BUNDLE THAT GOES INTO THE TOP L OF THE DIMMER (BALLAST) PS92 THAT READS PS92P1.

Synopsis

CRJ-700 ACFT HAD MIS-PINNED LAVATORY LIGHT DIMMER CONNECTORS. THE ENGINEERING ORDER DIAGRAM TO DEACTIVATE DIMMER WAS MISLEADING.

ACN: 731374

Time / Day

Date : 200703

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Electrical Distribution Relay

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
ASRS Report : 731374

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Manuals
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

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

Narrative

RELAY K10478 (CURRENT SENSING RELAY) FOR L ENG PROBE HEAT WAS REPLACED. B757 IPC LISTS A PART #XXX1. PART #XXX2 WAS INADVERTENTLY ORDERED AND INSTALLED ON ACFT. WHEN COMPLETING PAPERWORK, I NOTICED THAT PART NUMBER OF INSTALLED PART WAS #XXX2. THIS PART NUMBER IS NOT IN IPC.

Synopsis

A B757 CURRENT SENSING RELAY FOR LEFT ENGINE PROBE HEAT WAS REPLACED WITH SAME TYPE OF UNIT BUT DIFFERENT DASH NUMBER NOT IN IPC.

ACN: 731320

Time / Day

Date : 200703

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

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

Operating Under FAR Part : Part 121

Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Landing Gear

Person : 1

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 731320

Person : 2

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 731338

Person : 3

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 732731

Person : 4

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 732734

Person : 5

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 732732

Person : 6

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

ASRS Report : 732733

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Tail Damage
Resolatory Action.Other
Consequence.Other : Aircraft Damaged
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Briefing
Maintenance.Contributing Factor : Non Availability Of Parts
Maintenance.Contributing Factor : Tooling
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Training

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Maintenance Human Performance

Narrative

I WAS ON A WEIGH JOB OF ACFT X. WE HAD JUST COMPLETED THE FIRST OF TWO WEIGHINGS AND WERE BRINGING THE ACFT DOWN OFF THE JACKS, WHEN THE ACFT TAIL CAME DOWN OFF THE TAIL JACK. THE TAIL JACK PUNCTURED THE FUSELAGE, DUE TO THE LOAD CELL COMING OFF THE TAIL JACK, BECAUSE OF THE JACK BEING THE WRONG ADAPTER SIZE. IT WAS NEVER EXPLAINED TO ME THAT THE LOAD CELL JACK ADAPTER COULD BE THE WRONG TYPE AND THERE ARE NO MARKINGS OR PART NUMBERS ON THE ADAPTERS TO IDENT THEM. I FEEL THAT THIS INCIDENT WAS PARTLY DUE TO THE TRAINING COURSE. THE TRAINING DID NOT EMPHASIZE THAT THE LOAD CELL JACK ADAPTERS COULD BE DIFFERENT SIZES. HE ALSO WAS NOT ABLE TO TRAIN ME ON THE SPECIFIC TYPE OF WEIGH JOB METHOD OR EQUIP THAT WOULD BE USED, BECAUSE THE EQUIP WAS NOT AVAILABLE AND HE DID NOT KNOW WHICH METHOD OF WEIGHING WE WOULD BE USING. ALSO, THE KIT THAT IS AT HAND, AND BEING USED, HAS NO INDICATION OF WHICH ADAPTER IS WHICH. THE ADAPTERS THEMSELVES WERE NOT MARKED WITH A PART NUMBER. I ALSO PROPOSE THAT THE WORK CARD HAVE SEPARATE SIGNOFFS FOR EACH JACK SET-UP AND LOAD CELL SET-UP.

Synopsis

A MD-80 ACFT TAIL FELL OFF TAIL JACK DURING ACFT DOWN JACKING AFTER WEIGH JOB. ACFT TAIL SECTION WAS DAMAGED.

ACN: 731310

Time / Day

Date : 200703
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Powerplant Mounting

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 7
ASRS Report : 731310

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Work Cards
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Scheduled Maintenance
Maintenance.Performance Deficiency : Training

Assessments

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

Situations

Publication : Task Card - M/M

Narrative

IN MAR 2007 ACFT'S #1 ENG REQUIRED REPLACEMENT. DURING THE INSTALLATION OF THE #1 ENG, IN ACCORDANCE WITH MAINT JOB CARD ITEM, THE FRONT SIDE MOUNTS WERE INADVERTENTLY INSTALLED INCORRECTLY, WITH THE BEVELED SANDWICH PAD AND THE PLAIN SANDWICH PAD REVERSED. UPON ENG COMPLETION, ACFT WAS RELEASED FOR REVENUE SVC. 8 DAYS LATER ACFT WAS WRITTEN UP FOR PROP VIBRATION. UPON INVESTIGATION THE TOP FORWARD MOUNT WAS FOUND TO BE DEFECTIVE. AT THAT TIME THE FORWARD SIDE MOUNTS WERE FOUND TO BE INSTALLED INCORRECTLY. MAINT JOB CARD ITEM STEP (2)(A) SHOULD STATE THAT THE BEVELED PAD BE INSTALLED ON THE AFT SIDE OF THE BRACKETS AND THAT THE PLAIN PAD BE INSTALLED ON THE FORWARD SIDE OF THE BRACKETS. AT THE TIME OF ENG REPLACEMENT NUMEROUS NEW EMPLOYEES UNFAMILIAR WITH THE PROC WERE ASSISTING. ALSO, THE MAINT JOB CARD INSTRUCTIONS FOR INSTALLATION OF FORWARD SIDE MOUNTS INTERP CAN BE DECEIVING.

Synopsis

A DE-HAVILLAND DASH 8-200 ACFT WAS FOUND TO HAVE THE #1 ENG INBOARD AND OUTBOARD SIDE MOUNTS INSTALLED INCORRECTLY. ENG WRITTEN-UP FOR PROP VIBRATION.

ACN: 731281

Time / Day

Date : 200703
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Ground : Maintenance

Component : 1

Aircraft Component : Interphone System

Person : 1

Affiliation.Company : Air Carrier
Function.Maintenance : Technician
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 18
ASRS Report : 731281

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Manuals
Maintenance.Performance Deficiency : Installation
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

Problem Areas : Maintenance Human Performance

Narrative

A B737-800 ARRIVED AT APPROX XA19 HRS ON MAR/XA/07. THE ACFT HAD A CREW INBOUND RPT OF A LOUD SQUEAL FROM THE COCKPIT HANDSET. AN AMT WAS DISPATCHED FOR CORRECTIVE ACTION. HE AND/OR HIS LEAD AMT

ORDERED A SVCABLE UNIT FROM STORES. AT AROUND XA40 HRS I WAS TOLD BY A LEAD AMT TO GO BY STORES AND GET THE HANDSET AND TO RELIEVE THE AMT AT SPECIFIED GATE. THE LEAD SAID STORES HAD ALREADY 'PULLED' THE PART. INDEED, I FOUND THE HANDSET ON A PICK-UP COUNTER IN THE FRONT OF THE STORES AREA AND PROCEEDED TO THE GATE. ONCE AT THE GATE I TOLD THE AMT TO GO AND FOUND THAT HE HAD ALREADY REMOVED THE OLD HANDSET. THE HANDSET HAS AN ELECTRICAL CONNECTOR SIMILAR TO A HOME PHONE LANDLINE. THE NEW HANDSET WAS PLUGGED IN AND THE CAPT AND I ACCOMPLISHED A CHKOUT OF THE UNIT. ALL OPS APPEARED NORMAL. I COMPLETED THE LOGBOOK CORRECTIVE ACTION BLOCK AND RELEASED THE ACFT. IN THE LINE ROOM LATER, I DISCOVERED THERE WERE NO LEGIBLE NUMBERS ON THE OLD UNIT. FOR SERIAL NUMBER 'OFF' I HAD TO WRITE 'UNK' FOR UNKNOWN. NOT HAVING A GOOD NUMBER OFF THE OLD UNIT WAS A CONTRIBUTING FACTOR. THE SHIFT CHANGE ALSO ADDED TO THE EQUATION. TO THIS DAY I DON'T KNOW HOW THEY ARRIVED AT THE PART NUMBER I PICKED UP IN STORES. I TRUSTED IT TO BE CORRECT, AND OBVIOUSLY IT WASN'T. QUALITY ASSURANCE FOUND THE EFFECTIVITY ISSUE AND HAD THE HANDSET AGAIN REPLACED WITH THE CORRECT PART NUMBER. THERE WERE, TO MY KNOWLEDGE, NO PIREPS OF THIS SYS IN THE 4 DAYS IT FLEW ON THE ACFT.

Synopsis

A B737-800 ACFT COCKPIT PEDESTAL HANDSET FOR P/A AND INTERPHONE USE WAS REPLACED WITH AN INCORRECT PART.