

FAA Repair Station #: XGIR979K
EASA Reference: EASA.145.6797
Ozark Model T53 Series OEM
Triumph Engine Control Systems AMC (T53)
Rolls-Royce Model 250 MRO

**OZARK
AEROWORKS**

AN EAGLE PARTNER

Inspection Report

HeliQwest

Engine | 1-000-060-21 | S/N LE-07284C | TSO: 3241.8 TSI: 925.20

Reference OAW Work Order E1471, Engine S/N LE-07284C | Customer PO: BJC-3527 and BJC-3528

Work Scope: Functionally test and inspect Engine as required for troubleshooting purposes IAW Honeywell 330.3 OHM

Preliminary Inspection

Prior to performing a functional test, the Engine was inspected externally for any visual defects. HeliQwest representative Stacy McMillian was present on-site to observe/participate in all inspections and test cell runs.



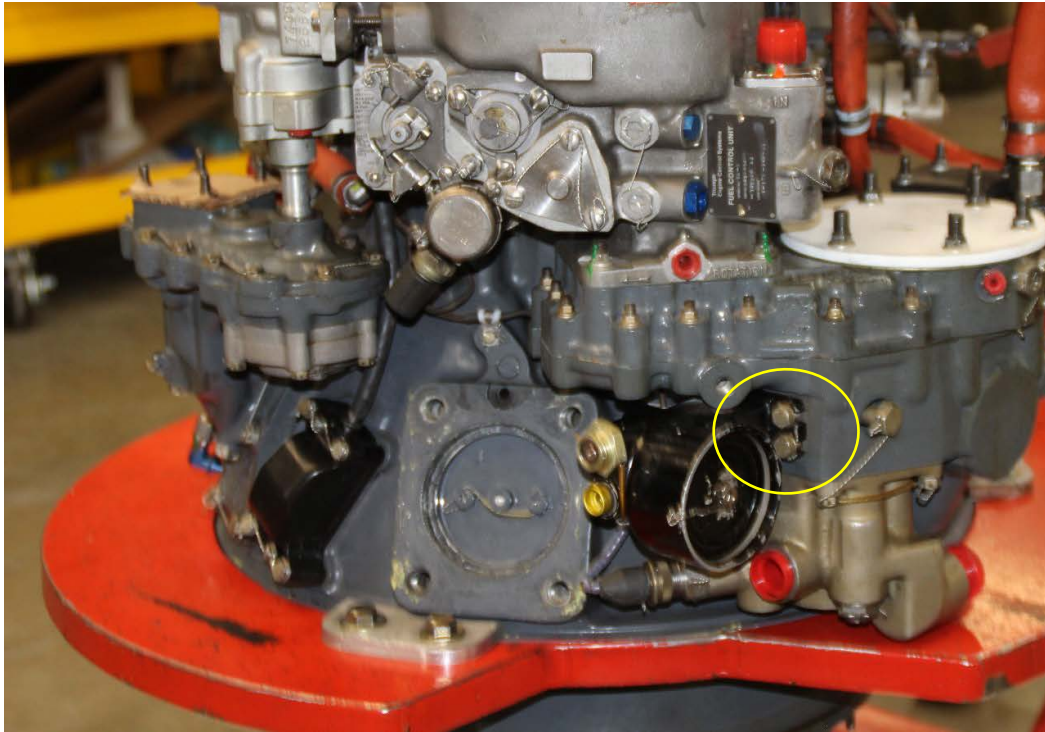
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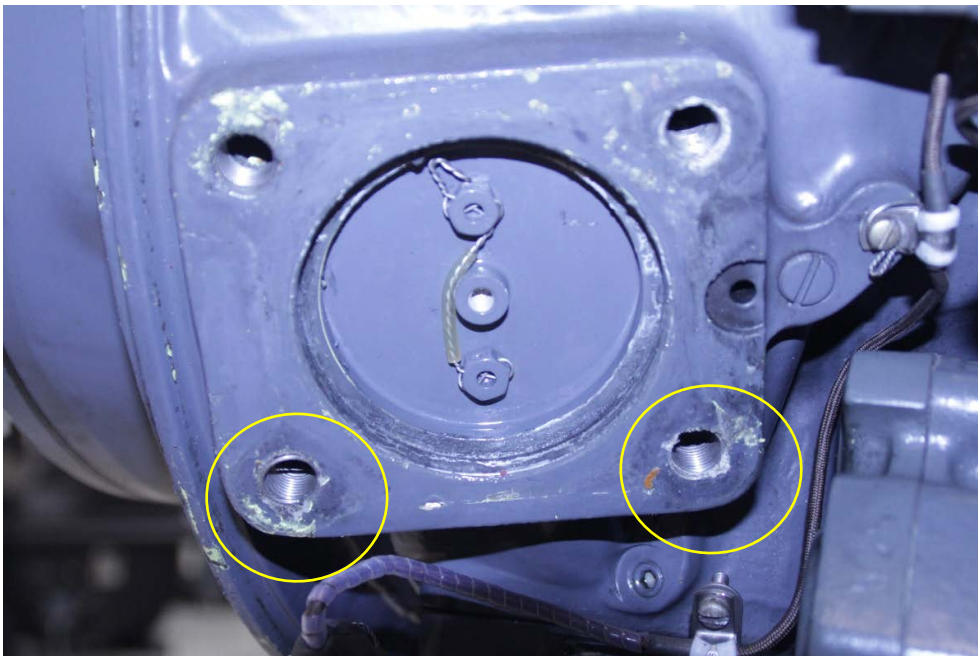
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Preliminary Inspection Findings

1. Safety missing on 2 Oil Filter Bolts.



2. L/H inlet mount pad as 2 pulled helicoils.

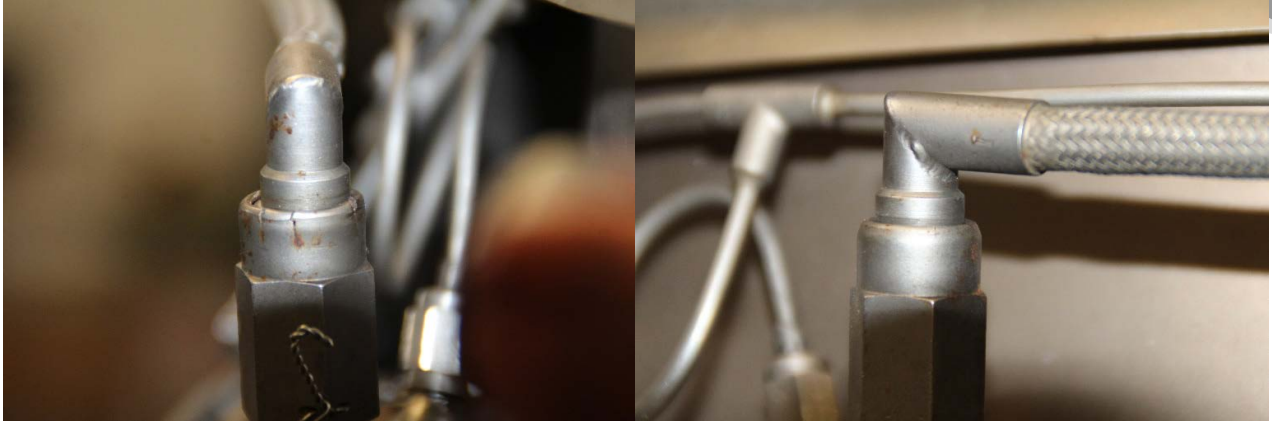


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3. 2 Ignitor Lead Nuts have cracks, one exceeds MM limits.



4. 1 EGT Harness Stud broken off in the Exhaust Diffuser

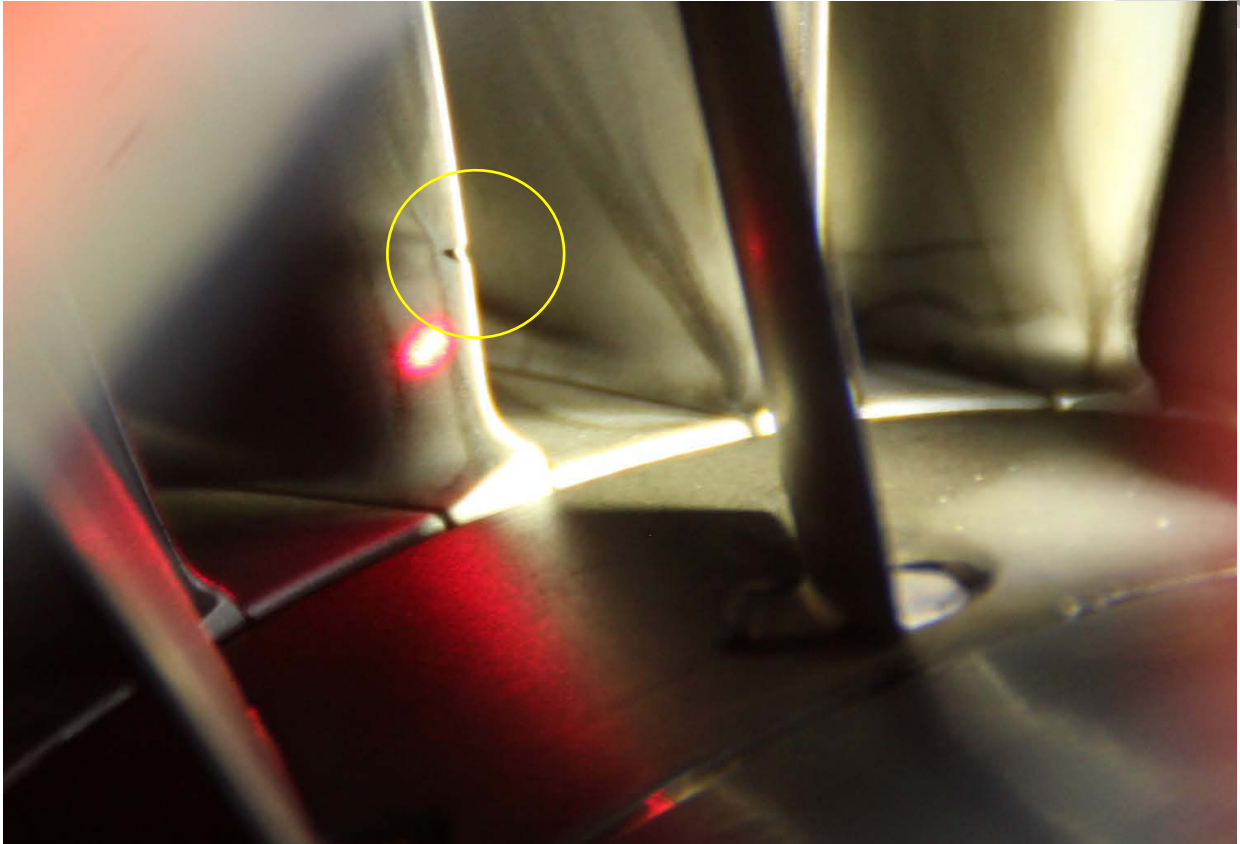


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5. Compressor has minor FOD damage noted.



No preliminary inspection findings found were detrimental to being able to perform a full operational test cell run.

Test Cell

After preliminary inspection and hidden damage inspection engine was approved for test. Engine was transported to test cell and installed.

Functional Test Engine

Engine was started normally with all start times and temperatures recorded in test results (Full test run report attached). All parameters were within limits.

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Full vibration analysis was completed with all parameters within limits.

Vibration Survey

Test Req. Speed		Actual Speed		Vibe Sensor Position		
N1%	N2%	N1%	N2%	Inlet	Axial	PT
85.0	97.3	85.0	97.3	0.33	0.39	0.85
90.0	94.8	90.0	94.8	0.33	0.38	0.76
90.0	97.3	90.0	97.3	0.34	0.39	0.80
90.0	100.4	90.0	100.4	0.39	0.41	0.90
95.0	97.3	95.0	97.3	0.40	0.47	0.77

Engine was tested at take off of settings. (see below)

Work Order: <u>E1471</u>	Engine Mod: <u>T5317A</u>	TSN: <u>16542.1</u>
Customer: <u>HeliQwest</u>	Engine S/N: <u>LE-07284C</u>	TSO: <u>3241.8</u>
Work Scope: <u>Test Cell Run</u>		

The Rated Performance of this engine after **TEST CELL RUN** at Standard Day, Sea Level Conditions:

	Rated Performance	Specification Limits
TO/MRP Shaft Horsepower:	@ 1500	
N1%:	99.7	101.0
EGT °F:	1075	1130
EGT °C:	579.3	610
Wf (lb/hr):	875.4	891
SFC (lb/hr/SHP)	0.579	0.594
Torquemeter PSI @ 875 ft/lbs:	47.4	44.5-50
Torquemeter PSI @ 1125 ft/lbs:	61.2	58.5-63.5

After the Take Off numbers were found to be within limits, a full engine performance run was completed IAW Honeywell 330.3 Overhaul Manual.

All performance numbers were within limits and no discrepancies were noted. A full gambit of acceleration checks and wave offs were performed with all systems operating normal. HeliQwest representative Stacy McMillian recorded the run and forwarded to HeliQwest personnel.

A total of more than 2 hours of total run time was accomplished.

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Upon completion of test run the engine was removed from the test cell and installed in a T53 Engine Maintenance Stand. The FCU and Governor were removed and sent to OAW's Fuel Shop for further evaluation. (see FCU/Gov report attached).

OAW is standing by for further instruction and discussions with HeliQwest to determine next steps.

Corrective Actions Required

TBD

End of document

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Inspection Report

HeliQwest

Fuel Regulator | 1-170-240-93 | S/N 682AS5401 | TSO: 1040.3

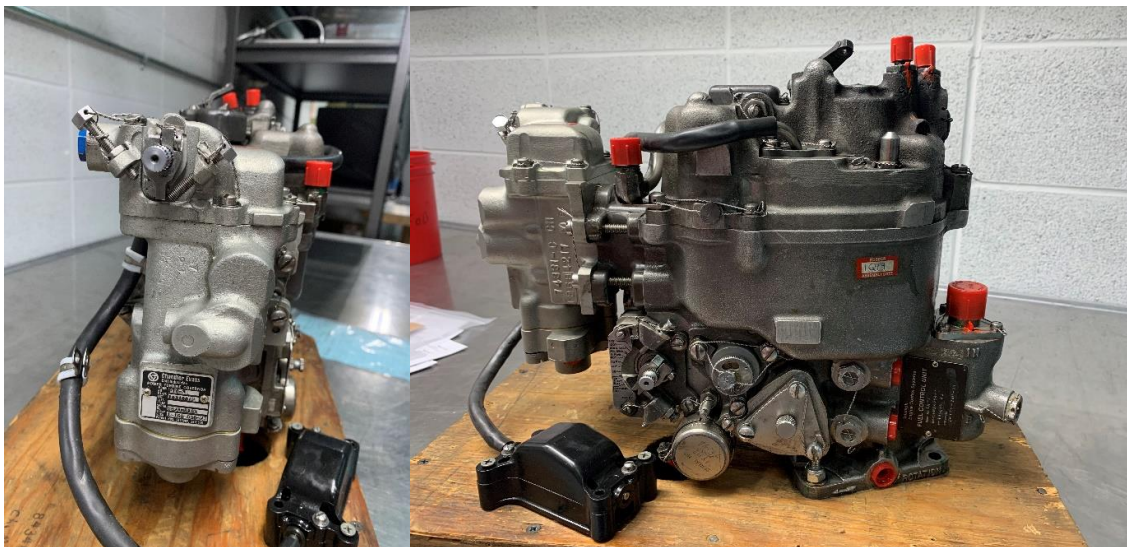
Governor | 1-160-850-23 | S/N 662AM5183 | TSO: 247.9

Reference OAW Work Order E1471, Engine S/N LE-07284C | Customer PO: BJC-3527 and BJC-3528

Work Scope: Functionally test and inspect Fuel Regulator and Governor as required for troubleshooting purposes IAW Triumph CMM 73-20-02 and 73-20-03.

Preliminary Inspection

Prior to performing a functional test, the Fuel Regulator and Governor were inspected externally for any visual defects.



At this time the Filter/Strainer Assembly was removed and inspected, and Honeywell SB T53-0188 was performed. The external splines passed inspection with no step wear found. Aside from the usual small amount of debris in the filter, no metal or large foreign objects were present. The filter was cleaned and re-installed with new packings.



Functional Test (Governor)

First, we functionally tested the Governor and checked the flow rates at both the Low and High Stops. Due to the adjustments made for rigging the airframe as needed, the Governor flow rates were out and will need corrective action to meet Triumph's nominal settings. However, the repeatability and reaction time moving from one parameter to another was responsive and as required.

Functional Test (Fuel Regulator)

After testing the Governor, we moved forward with testing the Fuel Regulator. The emergency system was checked first. The Emergency Solenoid actuated from Automatic to Manual mode without hesitation and the flow rate drooped as needed. The Emergency flow rates were recorded as follows:

RPM 1800	Min 105 pph / Max 123 pph (Recorded 120 pph)
RPM 2600	Min 186 pph / Max 226 pph (Recorded 187 pph)
RPM 4100	Min 675 pph / Max 725 pph (Recorded 680 pph)

Next, the Acceleration flow rates were checked and were recorded as follows:

RPM 550	Min 59 pph / Max 75 pph (Recorded 68 pph)
RPM 1700	Min 167 pph / Max 185 pph (Recorded 178 pph)
RPM 2100	Min 204 pph / Max 226 pph (Recorded 220 pph)
RPM 3700	Min 706 pph / Max 770 pph (Recorded 760 pph)
RPM 4200	Min 915 pph / Max 945 pph (Recorded 925 pph)

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After the Acceleration numbers were found to be within limits, the P1 Multiplier Altitude schedule was tested. We checked consistency and repeatability multiple times between the three parameters:

RPM 3700, 11 P1 Hg (Vacuum)	Min 262 pph / Max 288 pph (Recorded 270 pph)
RPM 3700, 15 P1 Hg (Vacuum)	Min 353 pph / Max 387 pph (Recorded 372 pph)
RPM 3700, 29.92 P1 Hg (Standard Day)	Min 706 pph / Max 770 pph (Recorded 760 pph)

The trimmers were checked (manual cam adjustment screws) and like the Governor, these adjustment screws are altered on the airframe to meet in-flight requirements. The minimum trimmers (ground idle and flight idle) were in range as required by Triumph's CMM. The maximum trimmer was on the very minimum side of the flow limits (833 pph minimum required, 835 pph was recorded). Repeatability was found satisfactory, and the flows drooped as required when moving from 23-degree throttle to 26 degrees (Ground Idle), and 38-degree throttle to 42 degrees (Flight Idle). Only re-adjusting the maximum trimmer would be necessary to gain more flow.

The Deceleration Schedule also drooped as required and the flow rates where in range as recorded below:

RPM 4200	Min 257 pph / Max 283 pph (Recorded 268 pph)
RPM 2800	Min 127 pph / Max 141 pph (Recorded 140 pph)

The IGV Lever schedule also performed as required. The Bleed Band also functioned within limits, except for the lowest flow/rpm range where the RPMs were slightly below minimum according to Triumph's specifications. The Bleed Band functioned as required during the engine test cell run. Only the cleaning of the Bleed Band Valve, as well as a small adjustment of the Bleed Band Adjustment Screw would be necessary.

800 PPH Flow (Open)	Min RPM 3902 / Max RPM 3978 (Recorded RPM 3925)
800 PPH Flow (Closed)	Min RPM 3965 / Max RPM 4055 (Recorded RPM 3980)
400 PPH Flow (Open)	Min RPM 3315 / Max RPM 3385 (Recorded RPM 3330)
400 PPH Flow (Closed)	Min RPM 3367 / Max RPM 3457 (Recorded RPM 3378)
330 PPH Flow (Open)	Min RPM 3185 / Max RPM 3255 (Recorded RPM 3195)
330 PPH Flow (Closed)	Min RPM 3235 / Max RPM 3311 (Recorded RPM 3248)
225 PPH Flow (Open)	Min RPM 3127 / Max RPM 3197 (Recorded RPM 3100) **
225 PPH Flow (Closed)	Min RPM 3170 / Max RPM 3260 (Recorded RPM 3148) **

During the entire functional test, the Fuel Regulator ran smoothly, with no sign of binding or issues with repeatability or reaction time.

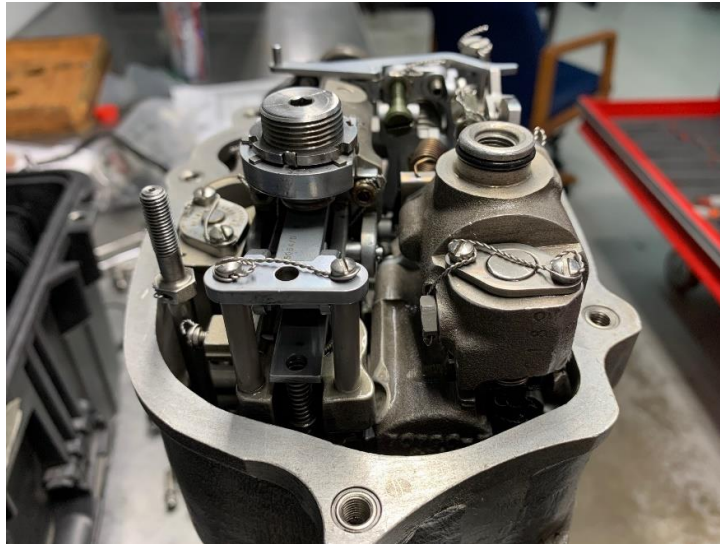
Inspection of Computer Assembly

After the functional test, the Fuel Regulator's Cover was removed to inspect the main components of the Computer Assembly. Everything passed visual inspection, with no abnormal visual wear or debris.

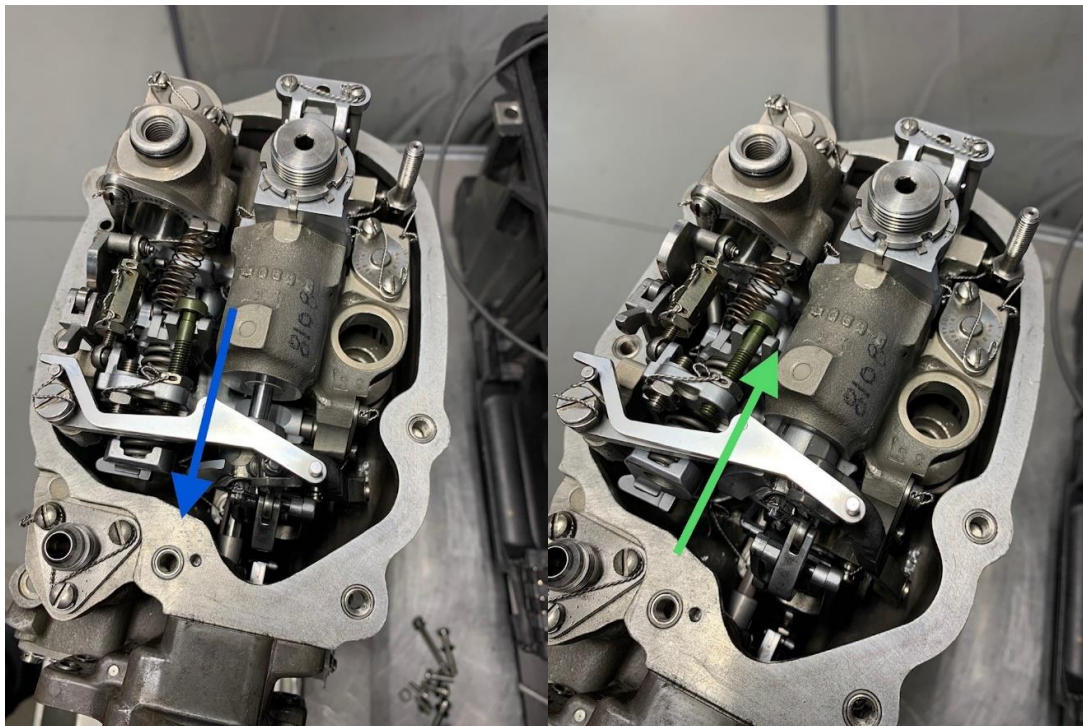
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The RPM Rod moves smoothly from fully extended to fully retracted positions:



The Governor Plunger moves smoothly from its extended and retracted positions as well:

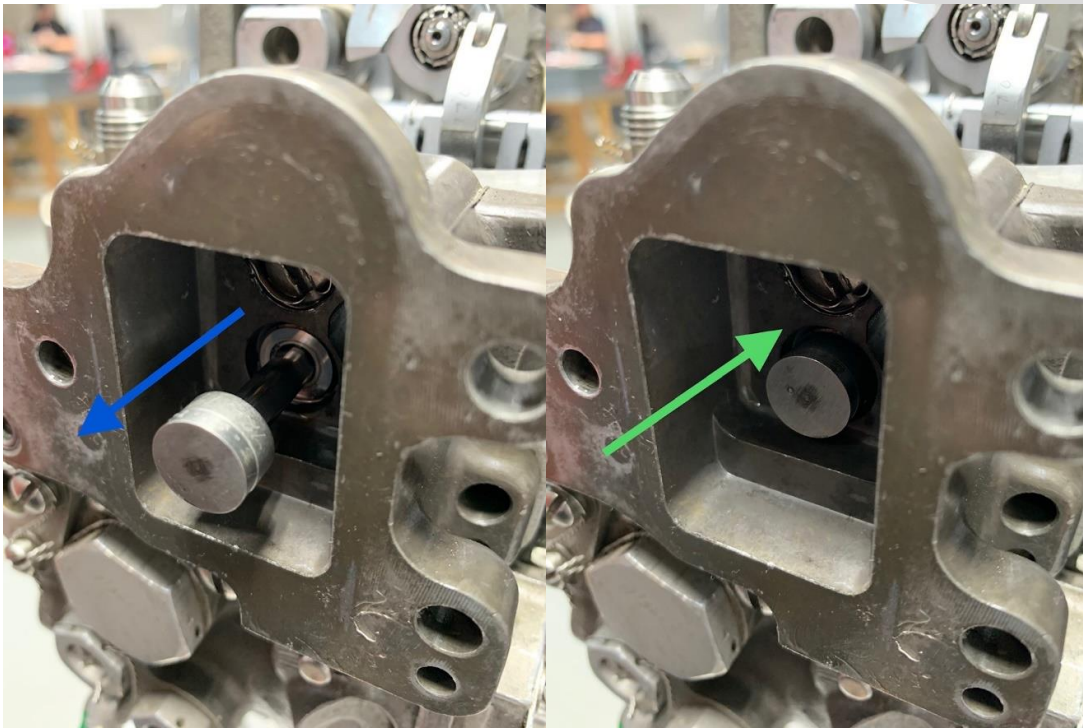
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A borescope inspection was conducted to check for debris inside of tight passages. The main components located at the base of the Computer Assembly were also inspected.



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The base of the main Servo Valve and Sleeve Assembly (which includes the Sapphire Button, Flyweight Base Assembly, and Yoke and Pin Assembly) rotates with no signs of binding and has no visual wear. The Pin of the Yoke and Pin Assembly moves up and down freely within the slot of the Flyweight Base.



At the top of the main Servo Valve and Sleeve Assembly, the Carbon Retainer is aligned with the Retaining Pin as required for smooth operation.

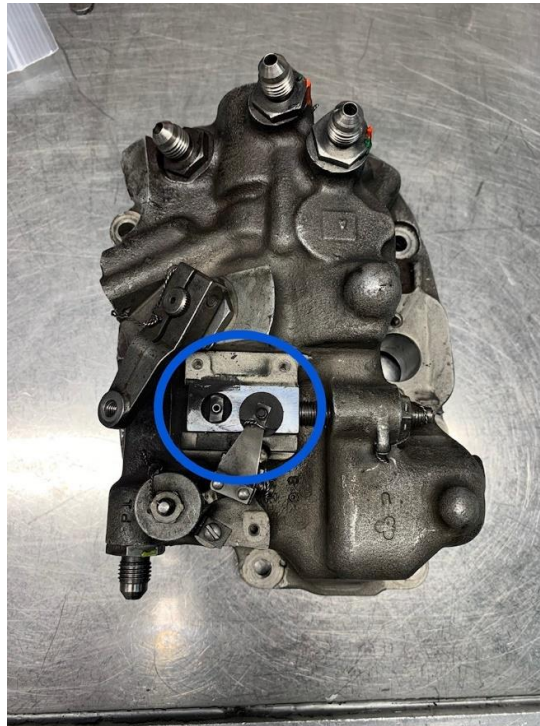


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The Cover Assembly will need cleaning for a better Bleed Band operation.



Corrective Actions Required

As previously noted, both the Governor and Fuel Regulator operated in a steady state as required with repeatability, response, and no evidence of binding. The only recommended corrective actions are as stated below:

- Clean and re-install the Fuel Regulator Cover Assembly with new packings as required.
- Perform a final functional test:
 - o Adjust Emergency flow rates for optimal mid-range numbers
 - o Adjust Max Trimmer flow rate (**Field Adjusted**)
 - o Adjust Bleed Band's lowest RPM a little higher to sit within minimum range (minimum range reduces the chance of Bleed Band cycling during hot and heavy flight situations) (**Field Adjusted**)
 - o Adjust the Governor's Minimum and Maximum Stops (**Field Adjusted**)

End of document

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Work Order: E1471
Customer: HeliQuest
Work Scope: Test Cell Run

Engine Mod: T5317A
Engine S/N: LE-07284C

TSN: 16542.1
TSO: 3241.8

The Rated Performance of this engine after **TEST CELL RUN** at Standard Day, Sea Level Conditions:

	Rated Performance	Specification Limits
TO/MRP Shaft Horsepower:	@ 1500	
N1%:	99.7	101.0
EGT °F:	1075	1130
EGT °C:	579.3	610
Wf (lb/hr):	875.4	891
SFC (lb/hr/SHP)	0.579	0.594
Torquemeter PSI @ 875 ft/lbs:	47.4	44.5-50
Torquemeter PSI @ 1125 ft/lbs:	61.2	58.5-63.5

This engine Test Cell Run was conducted in accordance with the Honeywell Overhaul Manual 330.3 to assist in customer troubleshooting on 28 February 2022. No adjustments were made to this engine as per customer request.

The results of this run are for troubleshooting purposes only.


Operator


Inspector



Power Setting:	Ground Idle	Flight Idle	75% Normal	90% Normal	Max	Take-Off
Ave. IAT (° F)	80	76	67	67	67	66
Barometric P. (inHg)	28.64	28.64	28.65	28.65	28.65	28.65
Target Horsepower	-	-	911	1104	1293	1436
Actual Horsepower	27	101	922	1110	1295	1437
N1%	50.9	70.7	93.6	96.2	98.5	100.2
N2%	28.7	37.8	82.7	88.7	94.2	97.7
EGT (° F)	938	917	1000	1042	1069	1094
Torque (ft/lb)	74	213	892	1001	1100	1177
Torque (in/lb)	888	2556	10704	12012	13200	14124
Torque Meter PSI	4.1	11.6	48.5	54.5	59.9	64.2
Acc. Gearbox PSI	0.20	0.15	0.13	0.15	0.16	0.17
Torque Boost PSI	118	120	132	134	138	140
Fuel Inlet PSI	15	15	15	10	8	8
Oil Inlet PSI	0	0	0	0	0	0
Oil Filter Dis. PSI	43	66	88	80	80	84
Oil Scavenge PSI	34	48	55	56	57	60
Oil Inlet T. (° F)	140	150	178	181	178	163
Oil Scav. T. (° F)	165	180	225	232	232	218
#2 Bearing T. (° F)	219	251	347	361	370	368
PT Scav. T. (° F)	229	242	318	325	331	322
Fuel Inlet T. (° F)	54	51	44	43	42	42
Outside Air T. (° F)	68	68	67	66	66	66
Comp. Dis. T. 1 (° F)	207	301	509	530	549	562
Comp. Dis. T. 2 (° F)	205	298	511	528	551	561
Bellmouth Static 1	-1.36	-3.24	-11.15	-12.56	-13.70	-14.61
Bellmouth Static 2	-1.38	-3.23	-10.80	-12.07	-13.24	-14.17
Bellmouth Total	-0.13	-0.22	-0.96	-0.85	-1.08	-1.47
Oil Flow	2042	2640	3056	3095	3134	3152
Fuel Flow	171	239	630	711	785	841
Comb. Static PSI	10.0	22.0	68.0	75.0	81.0	86.0
Vibration Comp.	0.08	0.11	0.29	0.34	0.34	0.34
Vibration Axial	0.15	0.18	0.42	0.46	0.50	0.48
Vibration PT	0.06	0.13	0.59	0.75	0.79	0.73
Max TIT (° F)	-	-	-	-	1766	1830
Actual TIT (° F)	-	-	1609	1681	1763	1826

Engine Adjustments and Functional Checks

Engine Test

	Time	IAT (°F)	Baro (inHg)	Spool (Sec)	EGT (°F)
Start	1:45 PM	65	28.66	30	703
Shutdown	4:00 PM	70	28.64	56	

Bleed Band Closure Check

	IAT (°F)	N1%	Req. N1% Range	
Closed	67	76.6	75.5	78.5
Open	-	74.9	-	-

Acceleration Check

F.I. (Sec)	2.2
G.I. (Sec)	5.2

Inlet Guide Vane Operation Check

	IAT (°F)	N1%	Req. N1% Range	
Begin Op.	68	78.7	-	-
Full Op.	67	92.2	93.7	95.7
Begin Cl.	67	92.1	-	-
Full Cl.	68	78.6	-	-

Wave-Off Check

PASS

Anti-Ice Check

51 PSI

Emergency Fuel Check

705 PPH

Overspeed Governor Cut-In Check

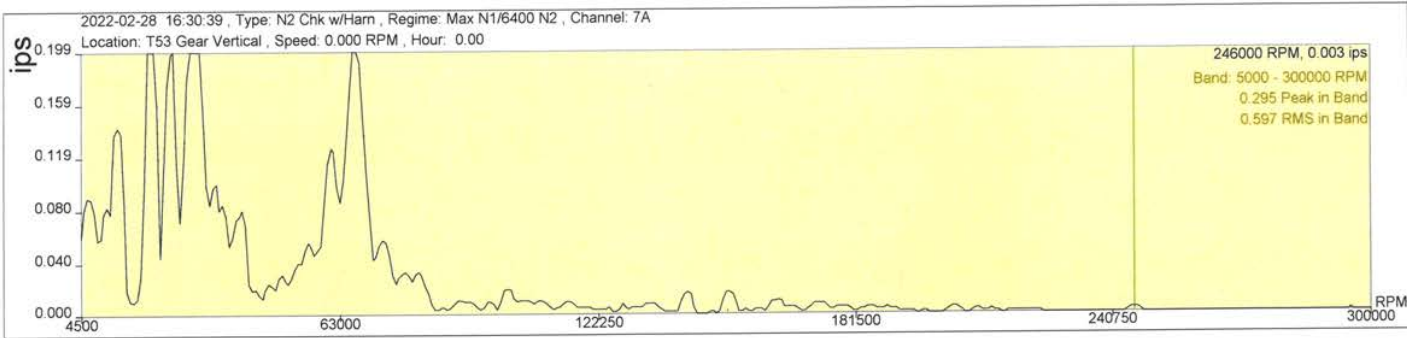
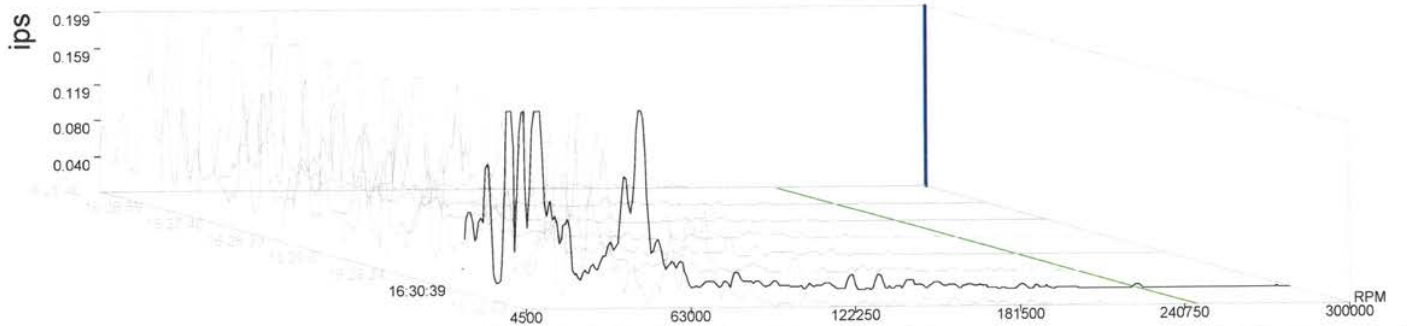
	Fuel Flow	N2%	Req. N2% Range	
Low Stop	629	85.5	70.8	74.8
High Stop	769	100.0	98.9	101.4

Cold Weather Trim

N/A

Vibration Survey

Test Req. Speed		Actual Speed		Vibe Sensor Position		
N1%	N2%	N1%	N2%	Inlet	Axial	PT
85.0	97.3	85.0	97.3	0.33	0.39	0.85
90.0	94.8	90.0	94.8	0.33	0.38	0.76
90.0	97.3	90.0	97.3	0.34	0.39	0.80
90.0	100.4	90.0	100.4	0.39	0.41	0.90
95.0	97.3	95.0	97.3	0.40	0.47	0.77



Type	Regime/Annot.	Channel/Location	Freq range, Bins, Unit, Window, Avg	Time Stamp
N2 Chk w/Harn	90% N1/6200 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:25:40
N2 Chk w/Harn	85% N1/6400 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:26:59
N2 Chk w/Harn	90% N1/6400 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:27:45
N2 Chk w/Harn	95% N1/6300 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:28:39
N2 Chk w/Harn	95% N1/6400 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:29:01
N2 Chk w/Harn	95% N1/6500 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:29:24
N2 Chk w/Harn	Max N1/6400 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:30:39
N2 Chk w/Harn	90% N1/6600 N2	7A / T53 Gear Vertical	0 - 300000, 400, ips, FlatTop, 4	2022-02-28 16:32:02

N1% Rating

Correction of Actual Values to Standard Day:

Power:	75%	90%	Max	Take-Off
θ	1.0162	1.0162	1.0157	1.0143
δ	0.9576	0.9576	0.9576	0.9576
Act. SHP	922	1110	1295	1437
Act. N1%	93.6	96.2	98.5	100.2
Corr. SHP	953.9	1148.2	1340.3	1488.7
Corr. N1%	92.9	95.4	97.7	99.5

Equations Required for Calculations:

$\theta = \frac{T \text{ (ambient } ^\circ\text{F)} + 460}{518.6}$	$\text{Corr. SHP} = \frac{\text{SHP}}{\delta * \theta^{0.587}}$
$\delta = \frac{\text{Baro (inHg)}}{29.92}$	$\text{Corr. N1\%} = \frac{\text{N1\%}}{\sqrt{\theta}}$
Interpolation of Standard Day Shaft Horsepower Against the Corrected N1% vs Corrected Shaft Horsepower Curve Fit:	
Standard SHP (x)	1500
Corrected N1% Rating (y)	99.7

CORRECTED N1% vs CORRECTED SHAFT HORSEPOWER



EGT Rating

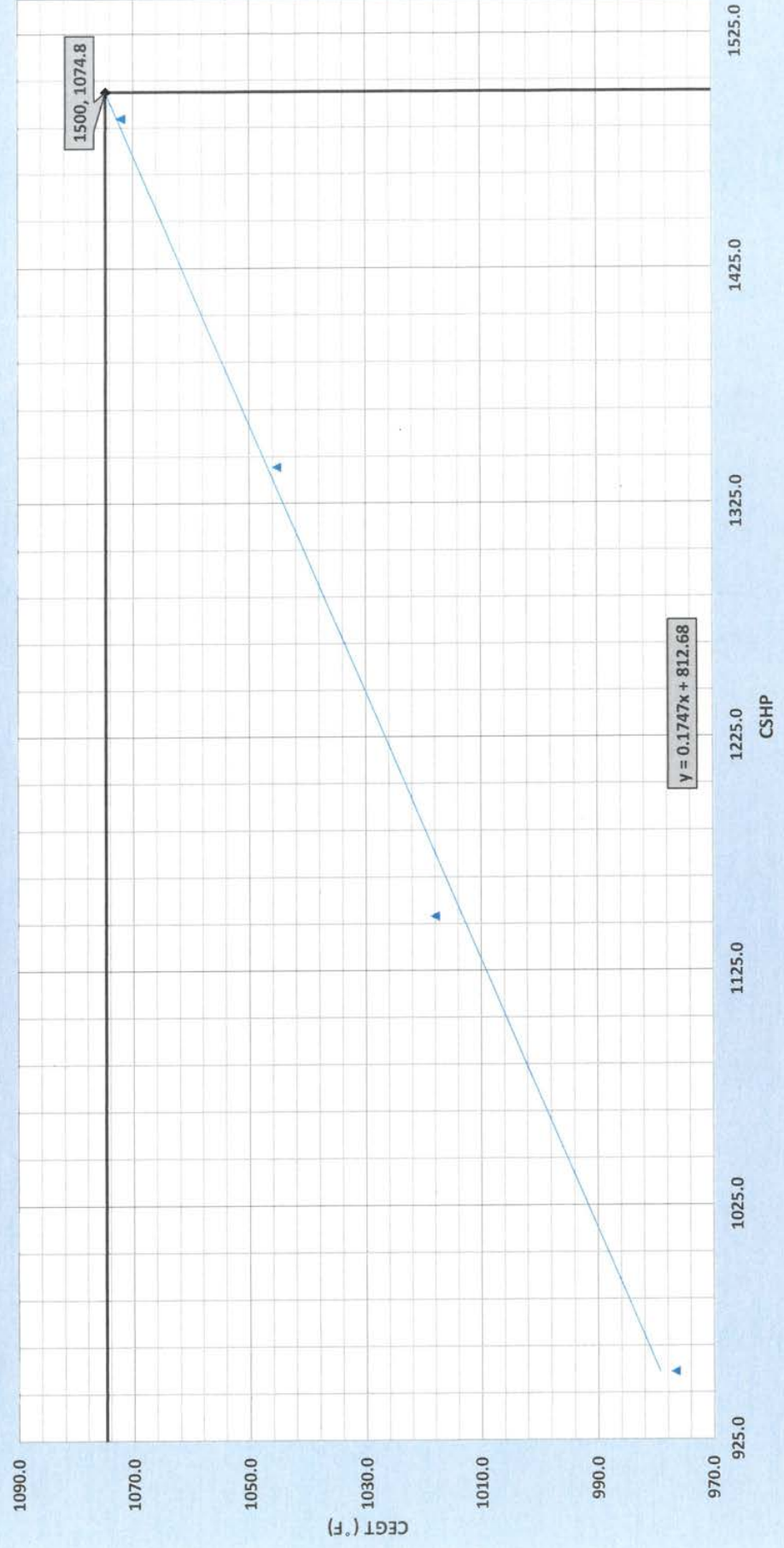
Correction of Actual Values to Standard Day:

Power:	75%	90%	Max	Take-Off
θ	1.0162	1.0162	1.0157	1.0143
δ	0.9576	0.9576	0.9576	0.9576
Act. SHP	922	1110	1295	1437
Act. EGT	1000	1042	1069	1094
Corr. SHP	953.9	1148.2	1340.3	1488.7
Corr. EGT	976.7	1018.1	1045.3	1072.1

Equations Required for Calculations:

$\theta = \frac{T \text{ (ambient } ^\circ F) + 460}{518.6}$	$\text{Corr. SHP} = \frac{\text{SHP}}{\delta * \theta^{0.587}}$		
$\delta = \frac{\text{Baro (inHg)}}{29.92}$	$\text{Corr. EGT} = \frac{\text{EGT} + 460}{\theta} - 460$		
Interpolation of Standard Day Shaft Horsepower Against the Corrected EGT vs Corrected Shaft Horsepower Curve Fit:			
Standard SHP (x)	1500	Corrected EGT Rating (y)	1074.8

CORRECTED EGT vs CORRECTED SHAFT HORSEPOWER



Fuel Flow Rating

Correction of Actual Values to Standard Day:				
Power:	75%	90%	Max	Take-Off
θ	1.0162	1.0162	1.0157	1.0143
δ	0.9576	0.9576	0.9576	0.9576
Act. SHP	922	1110	1295	1437
Act. Wf	630	711	785	841
Corr. SHP	953.9	1148.2	1340.3	1488.7
Corr. Wf	650.4	734.1	810.7	869.5

Equations Required for Calculations:			
$\theta = \frac{T \text{ (ambient } ^\circ F) + 460}{518.6}$		$Corr. SHP = \frac{SHP}{\delta * \theta^{0.587}}$	
$\delta = \frac{Baro \text{ (inHg)}}{29.92}$		$Corr. Wf = \frac{Wf}{\delta * \theta^{.712}}$	
Interpolation of Standard Day Shaft Horsepower Against the Corrected Wf vs Corrected Shaft Horsepower Curve Fit:			
Standard SHP (x)	1500	Corrected Wf Rating (y)	875.4

CORRECTED Wf vs CORRECTED SHAFT HORSEPOWER



Specific Fuel Consumption Rating

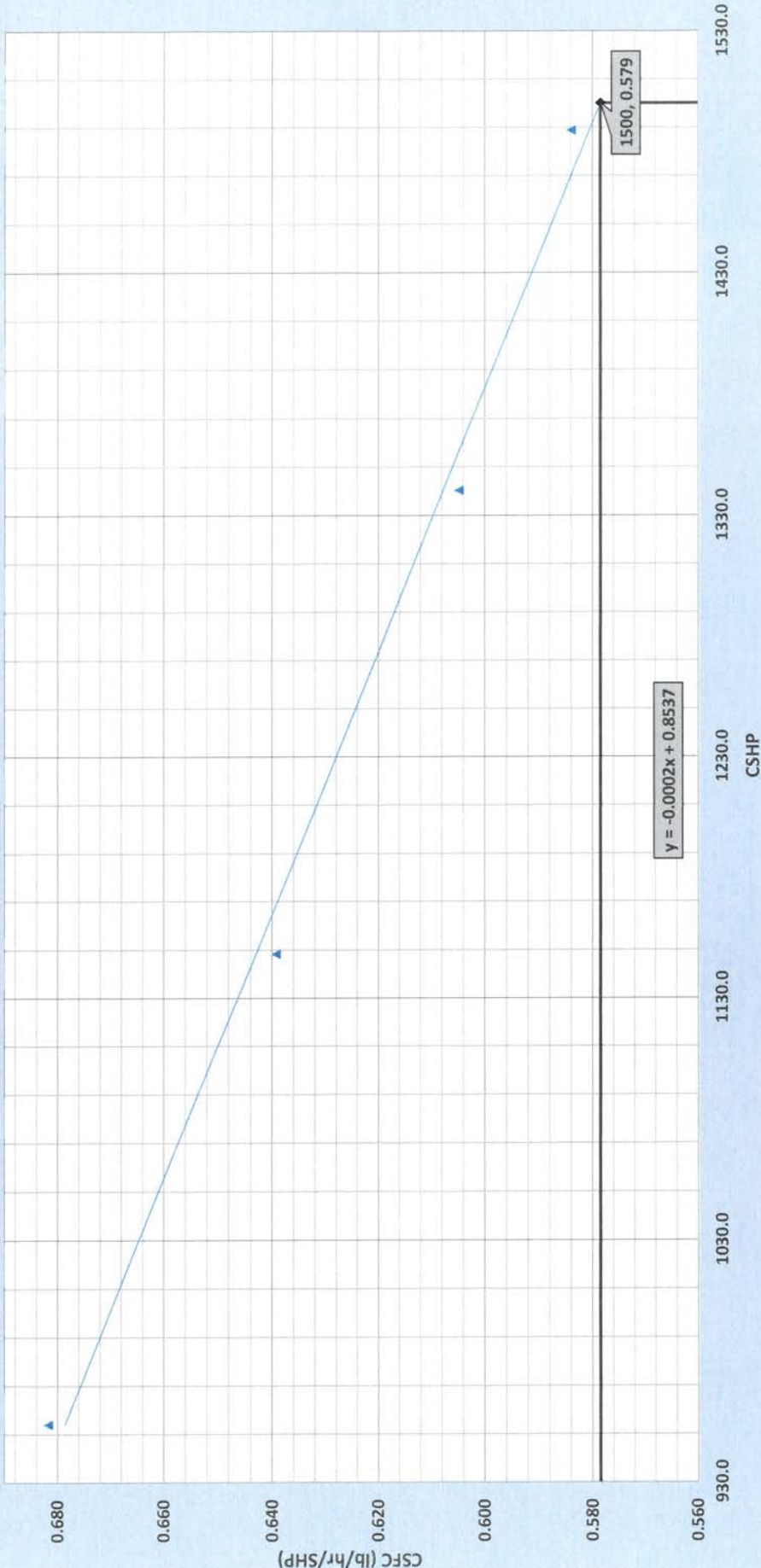
Correction of Actual Values to Standard Day:

Power:	75%	90%	Max	Take-Off
θ	1.0162	1.0162	1.0157	1.0143
δ	0.9576	0.9576	0.9576	0.9576
Act. SHP	922	1110	1295	1437
Corr. SHP	953.9	1148.2	1340.3	1488.7
Corr. Wf	650.4	734.1	810.7	869.5
Corr. SFC	0.682	0.639	0.605	0.584

Equations Required for Calculations:

$\theta = \frac{T \text{ (ambient } ^\circ F) + 460}{518.6}$	$Corr. SHP = \frac{SHP}{\delta * \theta^{0.587}}$
$\delta = \frac{Baro \text{ (inHg)}}{29.92}$	$SFC = \frac{Corr. Wf}{Corr. SHP}$
Interpolation of Standard Day Shaft Horsepower Against the Specific Fuel Consumption vs Corrected Shaft Horsepower Curve Fit:	
Standard SHP (x)	Corrected SFC Rating (y)
1500	0.579

CORRECTED SPECIFIC FUEL CONSUMPTION vs CORRECTED SHAFT HORSEPOWER



Torquemeter Rating

Adjustment of Torquemeter Pressure:

Power:	75%	90%	Max	Take-Off
TM P.	48.5	54.5	59.9	64.2
GBX P.	0.13	0.15	0.16	0.17
Adj. TM P.	48.4	54.4	59.7	64.0
Torque in/lbs	10704	12012	13200	14124

Equations Required for Calculations:

$$Adj. TM P. = TM P. - GBX P.$$

Interpolation of Standard Torque Values against
Adjusted Torquemeter PSI vs Torque Curve Fit:

Torque in/lbs (x)	Torq.M. Ratings (y)
10500	47.4
13500	61.2

ADJUSTED TORQUEMETER PRESSURE vs TORQUE

