

From: Michael Folkerts [REDACTED]
Sent: Wednesday, December 13, 2023 11:40 PM
To: Ouellet, Jérôme [REDACTED]; Limoges, Jean-Marc PWC [REDACTED]
Cc: Jean-Pierre Scarfo [REDACTED]
Subject: [External] RE: Great Bend, ND - CEN23LA377 - N9082C - FCU exam at PWC - TSB oversight request

Thanks again Jerome.

Hi Jean-Mark – request your observations of debris/possible issues occurring prior to the FCU.

Blue Skies,

Mike

Blue Skies,

Mike Folkerts
National Transportation Safety Board, Central Region

[REDACTED]

From: Limoges, Jean-Marc PWC [REDACTED]
Sent: Thursday, December 14, 2023 8:22 AM
To: Michael Folkerts [REDACTED]; Ouellet, Jérôme [REDACTED]
Cc: Jean-Pierre Scarfo [REDACTED]; Renaud, Mathieu PWC [REDACTED]
Subject: RE: Great Bend, ND - CEN23LA377 - N9082C - FCU exam at PWC - TSB oversight request

Hello Michael,

If you refer to the attached document, you will see that the debris was located just before the Py orifice inlet. The position of the debris would have not disturbed the FCU operability since the air passage was not completely obstructed and the airflow would not have been affected since the remaining area was larger than the Py orifice air passage. This is an unusual piece of contaminant that looked like some type of foam.

Small observation, in the TSB prelim report, the date should read Wednesday December 13 instead of Friday December 8th.

Regards,

Jean-Marc Limoges
Enquêteur de Sécurité Aérienne
Air Safety Investigator
Services technique pour contrôles et accessoires moteur
Engine Controls and Accessories Technical Services



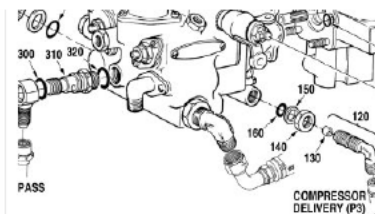
GO BEYOND

From: Limoges, Jean-Marc PWC [REDACTED]
Sent: Wednesday, December 20, 2023 12:27 PM
To: Michael Folkerts [REDACTED]; Limoges, Jean-Marc PWC [REDACTED]
[REDACTED]; Ouellet, Jérôme [REDACTED]
Cc: Jean-Pierre Scarfo [REDACTED]; Renaud, Mathieu PWC [REDACTED]
[REDACTED]; Michael Budinski [REDACTED]
Subject: RE: Great Bend, ND - CEN23LA377 - N9082C - FCU exam at PWC - TSB oversight request

Hello Michael,

Our chem lab just completed the analysis of the soft debris. Fourier Transform Infrared (FTIR) suggest a compound similar to Fluorocarbon. The engine parts catalog shows that the packing p/n: 3014223 should be used on the P3 air inlet fitting. Refer to the figure below.

140	MS9100-04		• NUT, HEX, BOSS CONNECTION	A, B, C, D	1
150	MS9058-04		• RING, BACK-UP, BOSS CONNECTION	A, B, C, D	1
160	3014223		• PACKING, PREFORMED	A, B, C, D	1
170	DELETED				
180	DELETED				
190	DELETED				
...	...				



The drawing specifies that the preformed packing material is Fluorosilicone rubber.

Regards,

Jean-Marc Limoges
Enquêteur de Sécurité Aérienne

Air Safety Investigator
Services technique pour contrôles et accessoires moteur
Engine Controls and Accessories Technical Services
Pratt & Whitney



GO BEYOND

RE: Great Bend, ND - CEN23LA377 - N9082C - FCU exam at PWC - TSB oversight request
Wednesday 1/17/2024; 12:00 pm

Good day Michael,

We did the FCU and Fuel pump testing today. Please find my quick notes attached. These notes do not replace PWC report that will come in a short while. Sadly, no smoking gun today. Small adjustment where necessary on the bench and reshimming of the cut off valve but nothing that would have prevented the engine from normal operation.

If you have any questions, please feel free. Jean Marc from PWC will forward his report directly.

Kind regards and happy holidays

Jérôme Ouellet

Senior Technical Analyst/ Systems and Engineering Sciences
Transportation Safety Board of Canada / Government of Canada



Analyste Technique Principal/ Systèmes et sciences de l'ingénierie
Bureau de la sécurité des transports du Canada / Gouvernement du Canada



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