



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: July 18, 2016
Person Contacted: Jim Ruckman, FAA FSDO, Nashville, TN
NTSB Accident Number: ERA16LA202

Narrative:

Mr. Ruckman was interviewed via telephone. He stated that following the accident and due to the findings during the investigation, PHI amended their build scope for engines regarding the suspect component. They now only use a new diffuser and have stopped using repaired diffusers.



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Date: November 22, 2016

Person Contacted: Andrew Porter, FAA FSDO, Cincinnati, OH

NTSB Accident Number: ERA16LA202

Narrative:

Mr. Porter was interviewed via telephone. He stated that he is the PMI for Aero Propulsion Support Group and he reviewed the repair package for the accident compressor diffuser. The package referenced Rolls-Royce part repair procedure letter (PRPL 2-8004) and there were no other approved procedures utilized.

I advised Mr. Porter that according to Rolls-Royce, PRPL 2-8004 does provide procedures to repair the compressor diffuser, but not the failed component (diffuser vane assembly). I added that I would have the Rolls-Royce Air Safety Manager contact him for further explanation.



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Date: December 16, 2016

Persons Contacted: Andrew Porter, FAA FSDO, Cincinnati, OH

Jon Michael, Air Safety Manager, Rolls Royce, IN

NTSB Accident Number: ERA16LA202

Narrative:

I spoke with Mr. Porter and Mr. Michael via conference call. Mr. Porter is the PMI for Aero Propulsion Support Group. He met with company personnel yesterday to further review the repair package for the accident compressor diffuser. According to company records and the President of Aero Propulsion, the failed compressor diffuser aft plate was supposed to be a one-piece component per Rolls-Royce part repair procedure letter (PRPL 2-B004); however, a machinist had joined a second ring to it using a brazing process. There was no approval (neither through Rolls-Royce nor the FAA) for that process and it is possible that the machinist performed the procedure to correct a mistake he had made during a dimensional shim repair, which was approved through the FAA DER program. The machinist no longer works for Aero Propulsion and had left the company prior to this accident.

Further, Aero Propulsion has had authorization through the FAA DER program for approximately 4 years to repair compressor diffusers. During those 4 years, Aero Propulsion has performed repairs on 52 other compressor diffusers. Most of those were common repairs to vanes, with some being dimensional shims to the aft plates. Aero Propulsion is reviewing their records and will provide Mr. Porter: (1) a complete copy of the repair order for the failed component; (2) a list of other repairs to any other aft plates.



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Date: January 18, 2017
Person Contacted: Andrew Porter, FAA FSDO, Cincinnati, OH
NTSB Accident Number: ERA16LA202

Narrative:

Mr. Porter was interviewed via telephone. He stated that Aero Propulsion Support Group had authorization through the FAA DER program for approximately 4 years to repair compressor diffusers. During those 4 years, Aero Propulsion has performed repairs on 52 other compressor diffusers. They reviewed their work orders and identified that 17 of the 52 involved dimensional shim repairs; however, the machinist that worked on the failed unit had not worked on any of those 17.