

*Mach
Tire Chg.*

FW: N10XN Detailed Report of events

06/03/2021 @ 2130 - Contacted by dispatch (A. Wyka) to work a wheel change at KISM on 06/04/2021 on a Honda Jet. New Wheel Assy was scheduled to arrive at 10:30am by FedEx.

06/03/2021 @ 2238 - Received Work Order 7339 Work Authorization and AMM References for Tire Change and Jacking procedures. These references were needed because this aircraft is not on the company certificate and we do not have access to these manuals and this was to be an A&P sign off.

06/03/2021 @ 2245 - Received email transmission from dispatch containing conversation between Flight Works and dispatch about aircraft times and cycles of the aircraft and the time the technician (Robert Burger) was to be on site. (10:00am)

06/04/2021 @ 0955 - I sent an email to dispatch and Flight Works Maintenance Control as on Site and awaiting parts.

06/04/2021 @ 1116 - I sent an email to dispatch and Flight Works Maintenance Control as parts arrived and in work.

06/04/2021 @ 1116 - Began work, performed aircraft pre-inspection and placed red in work tag on aircraft. Used axle jack AOG-700 Calibration Due 03/04/2022 and jacked L/H wheel off the ground. Released nitrogen from the wheel assy and removed the L/H main wheel assy from the axle. All work performed IAW Honda Jet AMM 32-41-11-000-801

06/04/2021 @ 1119 - Sent email to Flight Works Maintenance Control requesting AMM reference to service tires.

06/04/2021 @ 1129 - Received AMM References to service tires from Flight Works Maintenance Control

06/04/2021 @ 1145 - Opened box with Overhauled Main Wheel Assy and contacted Flight Works Maintenance Control because the wheel assy had been shipped with NO paperwork. I was told by maintenance control that they would contact Honda Jet and get me the paperwork for the wheel assy. Began main wheel assy and installation. After installing the wheel and torqueing it the locking plate would not engage into the axle as I had remembered at that point that the wheel was difficult to install because the brake pucks were stiff and difficult to move allowing the wheel to slide freely onto the brake assy. I removed the wheel assy again and re-inspected the axle, brake assy, and brake pucks. Re-Installed main wheel assy and wheel assy seemed to slide into place much easier this time and when completely installed the locking plate did engage this time. Completed Install of the wheel assy. All maintenance performed IAW Honda Jet AMM 32-41-11-400-801. Torque Wrenches used were AOG-702, AOG-710 Calibration Due date 07/06/2021.

06/04/2021 @ 1200 - Serviced tires IAW Honda Jet AMM 12-11-14. Tire Pressure Gauge AOG-701 Calibration Due 07/06/2021

06/04/2021 @ 1215 - Removed aircraft from Axle Jack and verified tire pressures.

06/04/2021 @ 1228 - Received tire paperwork from Honda Jet via Flight Works Maintenance Control and verified paperwork to be true and correct.

06/04/2021 @ 1230 - Cleaned up tools and area.

06/04/2021 @ 1240 - In paperwork, sent email to Flight Works maintenance control asking what was needed for paperwork and if the had an MTR that was required for serialized parts or if an entry in their AML was all that was required.

06/04/2021 @ 1338 - Sent in all paperwork for RTS

06/04/2021 @ 1348 - Aircraft was RTS by Flight Works Maintenance Control.

06/04/2021 @ 1622 - Received call from Flight Works Maintenance Control asking for pictures of the removed wheel assy because they were curious as to why that one had wore out so fast.

06/04/2021 @ 1906 - Pics sent to Flight Works Maintenance Control.