

CUSTOMER PRATT & WHITNEY OF CANADA			INVESTIGATION NO 1201867
CUSTOMER ORDER Accident Investigation	WOODWARD SALES ORDER 3967937		WOODWARD WORK ORDER B349350
CUSTOMER REJECTION DOCUMENT (CAR,QN RFA DMR,ETC.) N/A	WARRANTY DISPOSITION N/A		PRODUCT STATUS 1 RCVD
PROGRAM/ENGINE TYPE P&WC PT6 CSU		ITEM RECEIVED 8210-007-01	ENGINE MFR. MODEL RECEIVED 3074158-01
PROGRAM CODE 83053 CSU	SERIAL NUMBER 1442418	ITEM SHIPPED 8210-007-01	ENGINE MFR. MODEL SHIPPED 3074158-01
PARENT ITEM NUMBER 8210-007-01	PARENT ITEM SERIAL NUMBER 1442418	FIRST SHIPPED N/A	LAST SHIPPED N/A
CUSTOMER SERIAL NUMBER N/A	APPLICATION N/A	VESSEL TYPE & VESSEL NUMBER N/A N/A	SITE & LOCATION GRID ID N/A N/A
TIME/CYCLES SINCE NEW, OVERHAUL, OR REPAIR			
DATE REPORT OPENED 21-OCT-2024	DATE PART REMOVED N/A	DATE RECEIVED 04-OCT-2024	

TEAM MEMBERS (D1)

Product Engineer: Nathan Bogdonas
Customer QA Engineer: Timothy Watson
Tech Advisor/Reviewer: David M. Kettle
Compliance: Matthew Zolnierczyk

Customer Account Manager: Brian Barthel
Customer Service Rep: Shannon L. Cote

REASON FOR INVESTIGATION (D2)

Reported Issue: NTSB POINT OF CONTACT: TIM MONVILLE [REDACTED] NTSB ACCIDENT # ERA24LA223
INCIDENT: On May 20, 2024, a Beechcraft TC-12B airplane, N762MC, was substantially damaged when it was involved in an accident near Lehigh Acres, Florida. The purpose of the flight was to train a new copilot in the right cockpit seat for the Lee County, Florida Mosquito Control District (LCMCD). The LCMCD chief pilot reported the following. After an uneventful training mission, the copilot landed the airplane on runway 32 on or very near the centerline. He reduced power to idle, then lifted the throttles to move them over the gate into beta and reverse. At this point, the airplane quickly veered to the left. The flight instructor intervened and both pilots attempted to turn the airplane to the right and slow it down. Both pilots reported that the airplane seemed to be accelerating as it departed the left side of the runway. The flight instructor attempted to move the condition levers to cutoff; however, the airplane continued into a dry fish pond that was about 5 ft deep.

CONTAINMENT/IMMEDIATE ACTIONS (D3)
INVESTIGATION SUMMARY (D4)

Confirmation Text: NO PREEXISTING FAULT FOUND
Discrepant Item Number: NA
Discrepancy: No Discrepancy Found
Finding: No Findings
Conclusion:

An as received visual inspection was conducted on the unit. It was noted that the torque sealant was missing or partially removed at the eccentric, reset stop screw, and max speed lever locations. Additionally, there was non-Woodward lockwire noted on the eccentric, max speed lever, and max speed screw indicating the originals had been removed after leaving the Woodward facility. Additionally, there were no signs of damage to the unit that would have prevented running an As Received Test.

After the visual assessment, the unit was sent for an as received test. The following test points were out of limits.

"Max Speed" was out of limits high at 3910 rpm (Limits 3840 +/- 5 rpm)
"Control Arm Location" was out of limits low at 184 degrees (Limits 193 +/- 2.5 degrees)
"Feather Stop" was out of limits high at 82 degrees (Limits 75 +/- 1 degrees)
"Overspeed Air Setting at 4210 rpm" was out of limits low at 0 psid (Limits 5 psid)
"Overspeed Air Setting at 4530 rpm" was out of limits low at 17 psid (Limits 21 psid minimum)
"Underspeed Reset Setting at 3620 rpm" was out of limits low at 3 psid (Limits 4 psid)

The as-received test results are consistent with a unit that has had common field adjustments performed on it. The presence of non-Woodward lockwire and missing or removed torque sealant are indicative that field adjustments were performed. Therefore, adjustments were performed to the control lever, reset lever max stop screw, and eccentric, and a second test was completed. After these adjustments all test points were within limits except the control lever angle and feather stop angle. These angle test points being out of limits are a result of another field adjustment to the max speed lever. This adjustment is used for rigging and does not impact performance of the unit and was not re-adjusted as part of the investigation. In summary, although there were some test points slightly out of limits there were no significant anomalies

that appeared to contribute to the reported event or that would preclude normal governor operation. Due to these findings, it was determined between the Investigator in Charge and Woodward engineering that a disassembly of the unit was not necessary.

ROOT CAUSE (D4)

Origin of Cause: FIELD / END CUSTOMER (OWNER)
General Cause: No Problem Found
Cause: No Problem Found or Identified
Cause Notes:

CORRECTIVE ACTION PLAN (D5)

General Corrective Action: No Action without Additional Customer Input
Specific Corrective Action: No Direct Action, Continue to Monitor
Corrective Action:

CORRECTIVE ACTION IMPLEMENTATION (D6)

Corrective Action Status: NO ACTION