

CUSTOMER PRATT & WHITNEY OF CANADA			INVESTIGATION NO 1201868		
CUSTOMER ORDER Accident Investigation		WOODWARD SALES ORDER 3967938		WOODWARD WORK ORDER B349354	
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 1150406	ITEM SHIPPED 8210-007-01		ENGINE MFR. MODEL SHIPPED 3074158-01	
PARENT ITEM NUMBER 8210-007-01	PARENT ITEM SERIAL NUMBER 1150406	FIRST SHIPPED 02-MAR-1998		LAST SHIPPED 02-MAR-1998	
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 3929 rpm (Limits 3840 +/- 5 rpm) "Control Arm Location" was out of limits high at 197 degrees (Limits 193 +/- 2.5 degrees) "Feather Stop" was out of limits high at 83 degrees (Limits 75 +/- 1 degrees) "Overspeed Air Setting at 4210 rpm" was out of limits low at 2 psid (Limits 5 psid) "Underspeed Reset Setting at 3620 rpm" was out of limits low at 2 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 max stop screw, reset lever max stop screw, and eccentric, and second test was completed. After these adjustments all test points were within limits except the feather stop angle, which was 1 degree out of limits after the adjustment. The feather stop angle does not change the performance of the unit and would not have contributed to the reported event. 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