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AS-ERA

**Date:** 6/9/2025

**Subject:** ERA24LA375, VSE Aviation Report Excerpts

**Contact:** Frank Lukachinsky, Aviation OEM Investigator, VSE Aviation

Mr. Lukachinsky was contacted by the IIC via electronic mail with a request for information about a fuel control unit that was serviced by VSE Aviation. He responded with a service report on March 12, 2025. The following is an excerpt from that report.

"6 Dec 2023: Receiving Inspection was performed. No Abnormalities noted.

4ea. fittings, 1ea. nut fitting, lever and spacer attached were observed on the unit and noted as extra.

7 Dec 2023:

Test as Received Summary:

Condition Lever and Shutdown Test:

Test Point 1: Measured at 130pph.

Test Point 2: Measured at 140pph.

Power Lever Schedule:

Test Point 1: Measured at 383pph.

Test Point 2: Measured at 676pph.

CDP Schedule:

Test Point: 1: Measured at 207pph.

Test Point 2: Measured at 325pph.

CDP-Py Schedule:

Test Point 2: Measured at 525pph.

Test Point 3: Measured at 405pph.

Deceleration Schedule:

Test Point: 2: Measured at 162pph.

Test Point 3: Measured at 104pph.

Maximum Flow Test:

Measured at 784pph.

Start and Acceleration Schedule:

Test Point 1: Measured at 76pph.

Test Point 2: Measured at 77pph.

Test Point 3: Measured at 78pph.

Test Point 4: Measured at 84pph.

Test Point 5: Measured at 102pph.

Test Point 6: Measured at 119pph.

Test Point 7: Measured at 137pph.

Test Point 8: Measured at 162pph.

Test Point 9: Measured at 201pph.

Test Point 10: Measured at 261pph.

Test Point 11: Measured at 347pph.

Test Point 15: Measured at 76pph.

Test Point 16: Measured at 81pph.

Test Point 17: Measured at 90pph.

Test Point 18: Measured at 97pph.

Test Point 19: Measured at 108pph.

Test Point 20: Measured at 120pph.

Test Point 21: Measured at 76pph.

Test Point 22: Measured at 77pph.

Test Point 23: Measured at 79pph.

Test Point 24: Measured at 87pph.

Test Point 25: Measured at 103pph.

Test Point 26: Measured at 118pph.

All Other Test Points Within Limits.

19 Dec 2023:

The unit was recalibrated to OEM test specification.

Parts issue sheet:

1ea. Screw (P/N 1039-798) Reason for Replacement:  
Stripped Upon Arrival.

1ea. Packing, Preformed (P/N 182628) Replaced

1ea. Packing, Preformed (P/N 182697) Replaced

1ea. Packing, Preformed (P/N 1355-750) Replaced"

Mr. Lukachinsky was contacted again on May 15, 2025, via electronic mail by the IIC with the following questions about the same fuel control unit as above.

"A logbook entry dated June 9, 2021, says "remove fuel control unit and replace with OH unit P/N 8061-328, SN 2136223" and it has a corresponding 8130-3 showing that the unit came from VSE which is attached. Did VSE perform an overhaul on this unit in 2021. If not do you all have any tracking on where the unit came from as the logbook shows that this was an overhauled FCU new to this airplane"

"During either the April 2021 or March 2023 visit to VSE was Woodward SB 83212-73-023 ever complied with by VSE for this FCU?"

He responded on June 6, 2025, with the following, his answers are marked with bold text.

"A logbook entry dated June 9, 2021, says "remove fuel control unit and replace with OH unit P/N 8061-328, SN 2136223" and it has a corresponding 8130-3 showing that the unit came from VSE which is attached. Did VSE perform an overhaul on this unit in 2021.

**Per VSE records, an Overhaul was not performed on the unit. The unit was repaired. (8130-3 Dated: 28 Apr 2021).**

If not do you all have any tracking on where the unit came from as the logbook shows that this was an overhauled FCU new to this airplane.

**Per VSE records: the unit was Overhauled (by VSE) (8130-3 Dated: 13 May 2019). From Universal Turbine Parts.**

**the unit was Repaired (by VSE) (8130-3 Dated: 19 Dec 2023). From Late Aircraft Repair LLC.**

During either the April 2021 or March 2023 visit to VSE was Woodward SB 83212-73-023 ever complied with by VSE for this FCU?

**Per VSE records: (8130-3 Dated: 28 Apr 2021) Woodward S/B 83212-73-023 was not C/W.**

**(8130-3 Dated: 19 Dec 2023) Woodward S/B 83212-73-023 was not C/W. "**

He was contacted by the IIC again on June 9 with the following questions:

"Was Woodward SB 83212-73-023 complied with during the overhaul of the unit in 2019?

What is VSE's policy on compliance with SB's? Is it done automatically for applicable SB's, only done at the owner's request, or some other company policy?"

He responded on June 10 with the following (answers in bold):

"Was Woodward SB 83212-73-023 complied with during the overhaul of the unit in 2019?

**Per VSE records, Woodward SB 83212-73-023 was not complied with during the Overhaul."**