

McKenny Van

From: Johnson, Jack [REDACTED]
Sent: Tuesday, May 5, 2015 12:02 PM
To: McKenny Van
Subject: RE: LVMPD accident

Follow Up Flag: Follow up
Flag Status: Completed

According to engineering, if the b-nut that holds the fuel line to the nozzle is not fully torqued, the engine should still run normally. However, if it becomes loose enough to leak fuel, it will disrupt the fuel/air ratio and likely cause a flame out. I would imagine that a simple drip leak is not an issue, but rather, so loose as to cause a stream of fuel leakage.

We have a lot of experience with loose b-nuts. Generally, an improperly torqued b-nut becomes an issue when it's on the pneumatic control lines, where a loss of air signal pressure causes the engine to roll back to flight idle. A leak on the fuel line-to-FSN b-nut would have to be barely finger-tight. A loose b-nut on the pneumatic system is not obvious, unlike a fuel line leak, which would present itself immediately with leaking fuel. Additionally, because the fuel b-nut is so easy to access and inspect, it is one of the least-likely fittings to be overlooked during maintenance.

A cursory search of our accident records going back to 1996 produced no results of a loose FSN B-nut as primary cause for loss of power.

[REDACTED]

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Jack Johnson

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From: McKenny Van [REDACTED]
Sent: Tuesday, May 05, 2015 10:44 AM
To: Johnson, Jack
Subject: LVMPD accident

Jack,

Does RR have any record of engine flameouts due to a loose fuel line to fuel nozzle b-nut?