

**Resolution/Clarification of Apparent Report Discrepancies**  
**WPR18FA188**

| <b>Group Report</b>                                                                        | <b>RR Report</b>                                                                                                                                                                                                                                                                                                     | <b>RESOLUTION/CLARIFICATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P 10: FCU was in the fly setting of the throttle input lever                               | P 3: The throttle was in the "fly" position                                                                                                                                                                                                                                                                          | The pointer is slaved to the throttle twist grip/linkage, aligns with the FCU 90° index mark (known as the "fly position") during flight, and does normally not vary.<br>The FCU is spring loaded towards both sides, cut-off and fly (max), but that is in case there is a disconnect in the rigging. When it is connected to the twist grip the springiness is not noticeable by the pilot. Also, there is a lock-out at idle when rolling down from Fly to Idle to prevent accidental reduction to cut-off. |
| P 10 Last Page: Vacuum check was performed on fuel system, no leaks detected.              | P 3: A pneumatic system leak check was attempted; however an obstruction in the power turbine governor Pc air input tee prevented the pressurized air from entering the entire system. The engine fuel system components were removed and the lines inspected. No cracks or abnormalities were observed on the lines | These are two different checks. The vacuum check looks for leaks in the fuel system. The pneumatic check looks for leaks in the air system which controls the fuel-flow/engine power.                                                                                                                                                                                                                                                                                                                          |
| P 10: N1 rotor was frozen                                                                  | P 4: Once the turbine module was removed from the gearbox both the N1 and N2 rotors spun freely.                                                                                                                                                                                                                     | <i>Technically not discrepant, but both could include all relevant statements for completeness</i>                                                                                                                                                                                                                                                                                                                                                                                                             |
| P 10: N2 freewheeled in opposite direction of drive, would not turn in the drive direction | P 3: The N2 rotor could not be turned in the drive direction but freewheeled appropriately.<br>P 4 : Once the turbine module was removed from the gearbox both the N1 and N2 rotors spun freely.                                                                                                                     | <i>Technically not discrepant, but both could include all relevant statements for completeness</i>                                                                                                                                                                                                                                                                                                                                                                                                             |
| P 10: Pressure and scavenge oil filters were clean                                         | P 4: The oil pressure filter was inspected and some sludge and a black plastic-like material was observed. The contamination was not significant enough to obscure the filter element.                                                                                                                               | <i>Because the</i> contamination was not significant enough to obscure the filter element, it can be considered "clean" from a functionality standpoint..                                                                                                                                                                                                                                                                                                                                                      |