

Inspectors Statement

June 10, 2008

Engine 250-C47B Serial Number CAE-847737

Present: Tom Ronan, Ben Doll, Mike Weber, Rolls Royce
Doug Tate, Vic Liberatore. FAA

The shipping container was opened in my presence and the down load harness and Electronic Control Unit (ECU) were removed from the box. The ECU was removed from the bubble wrap. The two attached cannon plugs were removed. It was noted that there were no wires protruding from the cannon plugs.

The down load harness was attached to J2 plug and power was applied to the ECU. Tom noted that the amp load on the power supply was consistent with the ECU power load.

At that time the different pages of memory were accessed. There were no hard faults or exceedance noted.

When the real time page was pulled up, there were only 2 full lines of data. There was a third partial line of data that only had two data points on it. The break down is as follows.
#1 Torque exceedance. This was recorded at 110%
#2 NR droop. This was recorded at 90% NR
#3 Torque rate exceedance. This was not recorded.

The reason given for such a small amount of data was that the power to the ECU had been interrupted.

A previous accident was accessed to look at the small amount of data recorded in this accident. The previous accident revealed that not one full line of data was able to be written before power was lost.

If I can be of further service contact me at-----

Sincerely



Douglas Tate
Principal Maintenance Inspector.