



**NTSB** National Transportation Safety Board

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*Office of Aviation Safety*

# **Maintenance and Airworthiness Presentation**

# Events - Previous Day

- Weather radar malfunction
  - “Burning smell”
- Shut off unit
- Pulled circuit breaker
- Symptoms “went away”
- Flew additional hour
- Entered discrepancy on form

# Maintenance Discrepancy Entry

AIRCRAFT: N561N	DATE: 07-09-07	-ACTT	
MAINTENANCE WRITE-UP		-ACTL	
Entered By: ACT	Location: DAB	MAINTENANCE CLEARING ACTION	
		<input checked="" type="checkbox"/> Repaired	<input type="checkbox"/> Replaced
		<input type="checkbox"/> Released- Could Not Duplicate	<input type="checkbox"/> Loaner Installed
RADAR WENT DARK DURING CRUISE FLIGHT. RECYCLED NO RESPONSE... SMELL OF ELECTRICAL COMPONENTS BURNING TURNED OFF UNIT - PULL RADAR CB - SMELL WENT AWAY. - RADAR INOP		Corrective Action:	

**“SMELL OF ELECTRICAL COMPONENTS BURNING”**



# Events - Previous Day

- Unused form consists of 2 sheets
- Pilot followed all procedures
  - White original in airplane binder
  - Verbally informed technician
  - Handed yellow copy to DOM

# Events - Previous Day

- Brief in-office discussion
- Airplane not inspected, modified, or grounded
- Airplane remained available for flight

# Events - Previous Day

- Chief pilot to telephone ATP
  - Chief pilot not advised to caution ATP against resetting radar circuit breaker
- ATP not cautioned about breaker
- ATP did not postpone/cancel flight

# Events - Accident Day

- Maintenance technician did not examine binder or airplane
- ATP dismissed radar issue as unimportant
- Pilots accepted airplane “as is”
- Weather radar circuit breaker likely reset for the flight

# Specific Actions Not Taken

- Required by FARs
- Remove from flight status
- Examine/Inspect
  - Airworthiness determination
- Disposition accordingly
  - Collar, placard and document
  - Repair and document

# Organizational Processes

- Limited grounding authority
- Forms not serialized, tracked, or retained
  - Yellow copy never provided
- SOP guidance versus reality
- No assurance discrepancies would be addressed
- Airworthiness status unclear

# Synopsis

- Sufficient information available to all pertinent personnel
- Release and acceptance contrary to FARs and NASCAR SOPs
- Intervention opportunities ignored or circumvented

# Post Accident Changes

- Expanded grounding authority
- Improved maintenance reporting and tracking methods
  - Forms
  - Communications procedures
  - Status boards
- Revised SOP



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