

From: "jeffrey E." <jeevacation@gmail.com>
To: Richard Kahn <[REDACTED]>
Subject: Re: [T] [External] Urgent assistance needed PWJT8D-219 Case # CAS-34153-L7J0T7
Date: Thu, 15 Sep 2016 14:10:44 +0000

darren and you

On Thu, Sep 15, 2016 at 10:08 AM, Richard Kahn <[REDACTED]> wrote:
shall darren or i call manny or wait?
please advise
thanks

Richard Kahn
HBRK Associates Inc.



Begin forwarded message:

From: Larry <[REDACTED]>
Subject: Fwd: [T] [External] Urgent assistance needed PWJT8D-219 Case # CAS-34153-L7J0T7
Date: September 15, 2016 at 10:05:27 AM EDT
To: Rich Kahn <[REDACTED]>

Manny, owner of FJTurbines called this morning,.
I informed of possible legal action if buyer doesn't proceed,
Manny feels confident he accomplished the disc overhaul currently, since Pratt the OEM has agreed that
overhaul process was done correctly,
Manny felt that buyer was using this issue for a price reduction, price for shop peen repair is \$50k to \$60k
according to Manny,
Should we wait until we hear officially from buyer their intentions?
Or do you want to call Manny and present the possible legal action with more force than I did?
Manny (Sr) at FJTurbines [REDACTED] office,.

Thx'
Larry

Sent from my iPad

Begin forwarded message:

From: "jeffrey E." <jeevacation@gmail.com>

Date: September 14, 2016 at 10:59:21 AM EDT

To: Larry Visoski <[REDACTED]>, Richard Kahn <[REDACTED]>

Subject: Re: [T] [External] Urgent assistance needed PWJT8D-219 Case # CAS-34153-L7J0T7

ask the turbine co to repair. see what they say, tell them otherwise we will have a signifiant damage claim against them ,

On Wed, Sep 14, 2016 at 10:35 AM, Larry Visoski <[REDACTED]> wrote:

Jeffrey

I spoke to Frank, the buyer and his quality control person are going to make their decision on whether to proceed by tomorrow,

Even though Pratt has determined that Shop Peen is not necessary since the C-11 disc was not installed, I don't have a good feeling on whether buyer will proceed with purchase.

Should I present Pratt's evaluation to my FAA office in Orlando to get their opinion?

If the FAA blesses Pratt's decision, I feel this could provide the confidence to the buyer, all is above board and overhaul by FJTurbines is good.

If the FAA determines it should have been shop Peened, then we have to force FJTurbines to repair.

The FAA is the final decision maker in this event.

Shop I present to FAA or wait to hear from the buyers ?

Pls advise?

Thank you

Larry

Sent from my iPhone

Begin forwarded message:

From: Global Operations Center <[REDACTED]>

Date: September 13, 2016 at 11:50:11 AM EDT

To: "Larry" <[REDACTED]>

Cc: Global Operations Center <[REDACTED]>

Subject: RE: [T] [External] Urgent assistance needed PWJT8D-219 Case # CAS-34153-L7J0T7

Larry,

NOTE: The following technical opinion is furnished to you based on the information that was provided to Pratt & Whitney. This opinion does not constitute FAA / DER approval.

Your request has been reviewed by our JT8D Fleet Manager and offers the following response.

The following is the clarification for what the Engine Manual says.

1. Engine Manual P/N: 773128 Section 72-36-45 Insp-00 Page 801/802 states the following.

C. Shotpeen the Slots: the 'OR' needs to be used correctly. The note actually says: Shotpeening is necessary if the protective coating has been stripped and the disk has accumulated more than 5,000 cycles or 7,500 hours since new

-OR-

Shotpeening is necessary if the protective coating has been stripped and the disk has accumulated more than 5,000 cycles or 7,500 hours since shotpeened at the last overhaul of the disk

-OR-

Shotpeening is necessary if the protective coating has been stripped and there is galling of the blade slots.

There is NO 'comma' between the two words 'new or', such that they are not individual criteria. They are instead a grouped comparison. This disk is not first run (new) so the first criteria is not applicable.

2. Engine Manual 773128 Section 72-36-45 INSP-01 Page 805 (16) is called out in SB6435 for the disks. However, the location that this is called out in the SB is to establish the number of years for when the disk LAST HAD A SHOTPEEN (not that a shotpeen was NOW needed).

3. Engine Manual 773128 Section 72-36-45 Repair-03 (Ni-Cad replacement) Page 903 Number (9): Same comment on how to read the 'OR' statement as item 1 (above).

If the conclusion from the Note in Engine Manual P/N: 773128 Section 72-36-45 Insp-00 Page 801/802 is 'No Shotpeening required at this overhaul', then Engine Manual 773128 Section 72-36-45 INSP-01 Page 805 (16) task is at the repair shop or operators discretion as the prior note provides authorization to not shotpeen in this scenario.

As you probably know, shotpeening is used to impart desired compressive stresses into the disk metal surface. In-service normal operation reduces these stresses such that at some interval of use, it is necessary to re-impart these stresses (by shotpeening). When the disk is stored on a shelf (not loaded) there is no loss of compressive stress.

Respectfully,

Gary L Beaston

██████████ Global Operations Center/IAE AOG Desk

Domestic Phone: [1-800-565-0140](tel:1-800-565-0140)

International Phone: [860-565-0140](tel:860-565-0140)

Fax: [860-565-5442](tel:860-565-5442)

Email: ██████████

Please do not address e-mail directly to Gary Beaston but rather send them to the Pratt & Whitney Customer Help Center (██████████) so that all information will be addressed in a timely manner.

NOTICE:

Electronic Mail Confidentiality Provision

This email constitutes an electronic communication within the meaning of the Electronic Communication Privacy Act, 18 U.S.C. Sec. 2510 et. Seq., and any unauthorized interception of this email is strictly prohibited by law. Furthermore, this e-mail and any attachments may contain privileged or confidential information of United Technologies Corporation and Pratt & Whitney. The information transmitted is intended only for the person(s) or entity to which it is addressed and may contain sensitive and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient(s) is prohibited. If you received this in error, please contact the sender by return electronic mail and destroy/delete any and all copies of this document.

WARNING -- This document may contain technical data the export of which is or may be restricted by the Export Administration Act and the Export Administration Regulations (EAR), 15 C.F.R. parts 730-774. Diversion contrary to U.S. law is prohibited. The export, re-export, transfer or re-transfer of this technical data to any other company, entity, person, or destination, or for any use or purpose other than that for which the technical data was originally provided by ██████████ is prohibited without prior written approval from ██████████ and authorization under applicable export control laws.

ECCN: ECCN: [9E991](#)

-
-

NOTICE:

██████████ Document Property Rights Notice (DPRN)

This document is the property of United Technologies Corporation (UTC). You may not possess, use, copy or disclose this document or any information in it, for any purpose, including without limitation to design, manufacture, or repair parts, or to obtain FAA or other government approval to do so, without UTC's express written permission. Neither receipt nor possession of this document alone, from any source, constitutes such permission. Possession, use, copying or disclosure by anyone without UTC's express written permission is not authorized and may result in criminal and/or civil liability.

From: Larry [<mailto:██████████>]

Sent: Friday, September 09, 2016 6:08 PM

To: Global Operations Center

Subject: Fwd: [T] [External] Urgent assistance needed PWJT8D-219

Hello Thomas, Chris and Albert,.

Can you give me your opinion of the email trail below,.

I'm unclear, how to proceed with this issue,

Can you please assist one more time

Thank you

Larry Visoski

Director of Operations

Jege, Inc

Sent from my iPad

Begin forwarded message:

From: "RIVERA, Frank" <[REDACTED]>
Date: September 9, 2016 at 5:51:50 PM EDT
To: Larry Visoski <[REDACTED]>, Fred 2 <[REDACTED]>, John Janiak <[REDACTED]>, Alan Boyer <alanb@turbineengine.aero>
Subject: Fwd: Fwd: [T] [External] Urgent assistance needed PWJT8D-219

Dear Mr. Larry Visoski;

Kindly review the findings of the inspection of your two engines. Please review and advise accordingly.

Thank you.

Frank Rivera

[561-306-2222](tel:561-306-2222)

----- Forwarded message -----

From: Jerson Martinez <[REDACTED]>
Date: Fri, Sep 9, 2016 at 5:43 PM
Subject: Re: Fwd: [T] [External] Urgent assistance needed PWJT8D-219
To: "RIVERA, Frank" <[REDACTED]>, John Janiak <[REDACTED]>, Alan Boyer <alanb@turbineengine.aero>, Fred 2 <[REDACTED]>, "RIVERA, Frank" <[REDACTED]>

Mr. Rivera,

1. Engine Manual P/N: 773128 Section 72-36-45 Insp-00 Page 801/802 states the following.

C. Shotpeen the Slots

NOTE: Shotpeening is necessary if the protective coating has been stripped (**YES - Disk Overhauled in 2009 with 9,782 Total Cycles & then again in 2014 with same 9,782 Total Cycles**) and the disk has accumulated more than 5000 cycles or 7500 hours since new (**YES - Disk Overhauled in 2009 with 9,782 Total Cycles & then again in 2014 with same 9,782 Total Cycles**) or shotpeened at the last overhaul of the disk (**YES - Disk Overhauled in 2009 & Shotpeened**), or if there is galling in the blade slots.

2. AD 2003-16-05 requires the compliance of SB6435R1 which in turn references the Engine Manual 773128 Section 72-36-45 INSP-01Page 805 (16). See below.

(16) Compressor Disk Blade Slots

(a) At each overhaul, strip old coating and plate.

Shotpeen slots. Replate slots and reapply coating

per Task [72-36-45-30-005](#), ([Repair-05](#)).

3. Engine Manual 773128 Section 72-36-45 Repair-03 (Ni-Cad replacement) Page 903 Number (9). See below.

(9) If the disk has accumulated more than 5000 cycles or

7500 hours since new or shotpeened at the last overhaul

of the disk, shotpeen the slots by SPOP 501. See

Standard Practices Manual, PN 585005, Section 70-41-02.

See Figure 902.

This is clearly an interpretation issue. Please provide Technical Data that require shotpeen 7500 Hrs and 5000 cycles since last overhaul as all data states since new. This disk has accumulated 17,794.5 Hrs. and 9,782 cycles since new, has had the coating stripped and was shotpeened at the last overhaul. The presence or lack there of galling is the only criteria that doesn't mandate this shotpeen.

Therefore as you can see in the case of this disk (C11 PN:815711-002 SN: BENCAS2345), coating stripped (yes) **and** 7500 Hours / 5000 Cycles (yes) **or** Shotpeened at last overhaul (yes) **or** galling in blade slots (No) mandates the shotpeen during the 2014 strip & recoat of same.

Please advise at your earliest opportunity. Thank you.

Best Regards,

Jerson M. Martinez

Odyssey Engines

----- Forwarded message -----

From: Larry Visoski <[REDACTED]>
Date: Fri, Sep 9, 2016 at 11:56 AM
Subject: Fwd: [T] [External] Urgent assistance needed PWJT8D-219
To: Frank RIVERA <[REDACTED]>, Frank Rivera
<[REDACTED]>

Frank

PW agrees with Manny

See below,

I provided all information including disc records to Pratt

Thx

Larry

Sent from my iPhone

Begin forwarded message:

From: Global Operations Center <[REDACTED]>
Date: September 9, 2016 at 11:40:58 AM EDT
To: Lvjet <[REDACTED]>
Cc: Global Operations Center <[REDACTED]>
Subject: RE: [T] [External] Urgent assistance needed PWJT8D-219

Dear Larry,

NOTE: The following technical opinion is furnished to you based on the information that was provided to Pratt & Whitney. This opinion does not constitute FAA / DER approval.

The Global Operations Center (GOC) has reviewed the scenario described below and would concur with the interpretation of the JT8D Engine Manual that if the disk has not accumulated more than 5000 cycles or 7500 hours since new or overhaul (which this one has not) it would not require shot peened again until it reaches that threshold.

Best Regards,

Thomas Grunwald

Pratt & Whitney Global Operations Center

Phone: [860-565-0140](tel:860-565-0140)

Email: [REDACTED]

Please do not address e-mail directly to Thomas Grunwald but rather send them to the Pratt & Whitney Global Operations Center ([REDACTED]) so that all information will be addressed in a timely manner.

NOTICE:

Electronic Mail Confidentiality Provision

This email constitutes an electronic communication within the meaning of the Electronic Communication Privacy Act, 18 U.S.C. Sec. 2510 et. Seq., and any unauthorized interception of this email is strictly prohibited by law. Furthermore, this e-mail and any attachments may contain privileged or confidential information of United Technologies Corporation and Pratt & Whitney. The information transmitted is intended only for the person(s) or entity to which it is addressed and may contain sensitive and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient(s) is prohibited. If you received this in error, please contact the sender by return electronic mail and destroy/delete any and all copies of this document.

From: Lvjet [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Friday, September 09, 2016 10:46 AM
To: Global Operations Center; BRITTON, TIMOTHY W PW
Subject: [External] Urgent assistance needed PWJT8D-219

Hello Chris Albert and Timothy Britton,

PW help line,.

couple of months ago, you assisted us with our JT8-219 engines with the assistance of Mark Williams our Rep. regarding a chip in an HPC blade.

I have another question regarding C-11 HPC Disc overhaul procedures if you could please assist?

A question has come up in regards to proper procedure for Disc overhaul, mainly Shop Peen requirement.

In 2009 the C-11 HPC Disc part #773128 was overhauled properly and placed in storage preserve according to PW procedures including Shop Peen then Nicad application. I understand storage is good for 3 years.

FJTurbines in Miami, purchased this Disc for our install on PWJT8D-219 engine, This C-11 Disc was never installed on an engine after its overhaul in 2009,. In 2014 FJTurbines overhauled the Disc again, so it could be installed on our engine.

According to your procedure, you must shop peen and Nicad each overhaul if 7500 hours or shop Peen was accomplished prior.

*** FJTurbine informs that Shop Peen of this C-11 Disc was NOT required, since it was never installed on an engine after its 2009 overhaul, and proceeded to NiCad the Disc, and utilized the 2009 Shop peen cert as being complied with, since no hours or cycles happen since its 2009 overhaul.

is it acceptable With Pratt & Whitney to overhaul this disc in this manner? I would like your approval that this was ok?

I attached the Disc paper work and Reference the overhaul procedure from PW Sub task 72-36-45-38-019-001 (9).

Chris, can you give me your opinion on this matter please?

thank you,

Larry Visoski

Director of Operations

N908JE Boeing 727-100 Volsan

--

please note

The information contained in this communication is confidential, may be attorney-client privileged, may constitute inside information, and is intended only for

the use of the addressee. It is the property of
JEE

Unauthorized use, disclosure or copying of this
communication or any part thereof is strictly prohibited
and may be unlawful. If you have received this
communication in error, please notify us immediately by
return e-mail or by e-mail to jeevacation@gmail.com, and
destroy this communication and all copies thereof,
including all attachments. copyright -all rights reserved

--

please note

The information contained in this communication is
confidential, may be attorney-client privileged, may
constitute inside information, and is intended only for
the use of the addressee. It is the property of
JEE

Unauthorized use, disclosure or copying of this
communication or any part thereof is strictly prohibited
and may be unlawful. If you have received this
communication in error, please notify us immediately by
return e-mail or by e-mail to jeevacation@gmail.com, and
destroy this communication and all copies thereof,
including all attachments. copyright -all rights reserved