

**From:** Richard Kahn <[REDACTED]>  
**To:** "jeffrey E." <jeevacation@gmail.com>  
**Subject:** Fwd: [T] [External] Urgent assistance needed PWJT8D-219  
**Date:** Tue, 13 Sep 2016 14:19:28 +0000

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FYI

Richard Kahn  
HBRK Associates Inc.

[REDACTED]

Begin forwarded message:

**From:** Larry Visoski <[REDACTED]>  
**Subject:** Re: [T] [External] Urgent assistance needed PWJT8D-219  
**Date:** September 13, 2016 at 10:17:01 AM EDT  
**To:** Richard Kahn <[REDACTED]>

We have to wait for Pratt and Whitney's evaluation on whether FJTurbines Engine shop was at fault by not shop Peening the C-11 discs,,  
I'll check with Frank to see if buyer is still onboard with waiting for this process to take its course.  
If FJTurbines is found to be Negligent and we lose this deal. Darren thinks we may have legal recourse, I hope it doesn't get to that point.  
At worse case, if it's determined that FJTurbine is negligent Im sure they will pay for repair fully and buyer will continue the deal.  
Pratt indicated no later than 9/21 for an answer back while their engineering and QC/quality control evaluate this process

Thx  
Larry

Sent from my iPhone

On Sep 13, 2016, at 5:09 AM, Richard Kahn <[REDACTED]> wrote:

Any updates on engine sale.

Richard Kahn  
HBRK Associates Inc.

[REDACTED]

[REDACTED]

On Sep 10, 2016, at 2:30 AM, Larry Visoski <[REDACTED]> wrote:

Update from Pratt,  
The buyer may initiate an inquiry with the FAA since FJTurbines may have released this engine without shop  
pen.,.

read email trail below,

We await Pratt's response before taking this issue to the FAA  
Darren, I may need your assistance if this gets ugly with FJTurbines

Thx  
Larry

Sent from my iPhone

Begin forwarded message:

**From:** Global Operations Center <[REDACTED]>  
**Date:** September 10, 2016 at 12:53:46 AM AST  
**To:** Larry <[REDACTED]>  
**Cc:** Global Operations Center <[REDACTED]>  
**Subject:** RE: [T] [External] Urgent assistance needed PWJT8D-219

Hi Larry,

We created a case reference CAS-34153-L7J0T7 and sent this over to our engineering / program person for the  
JT8D for his review, and comment. Current Due date set at 9/21 next week.

Thank you

Best Regards,

*Barry Rasmussen*

Pratt & Whitney Global Operations Center  
[REDACTED]

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

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**From:** Larry [[mailto:\[REDACTED\]](mailto:[REDACTED])]  
**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](mailto: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  
[REDACTED]

----- 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](mailto: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  
[REDACTED]

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**From:** Lvjet [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