

붙임 4 : 129편 항공기의 EEC 비휘발성 기억장치 자료 추출
및 분석자료

(Extraction and Analysis Data of EEC Non Volatile
Memory of Air China Flight 129 Aircraft)

CA129 Executive Summary for EEC Fault Dump Review Engines
1 & 2

Units reviewed: s/n SEEC0274 and SEEC5194

On Wednesday, September 4, the Non Volatile Memory (NVM) was retrieved and reviewed from the subject units by P&W and Hamilton Sundstrand.

Review of the NVM by Pratt & Whitney confirmed that the last faults recorded in EEC s/n SEEC0274 was 8 hours prior to the event, and 7 hours prior to the event in EEC s/n SEEC5194.

Our conclusion is that both EECS appeared to be functioning properly up to and just prior to the event. Details of the fault review are attached.

Signatures:

September 4, 2002

Hamilton Sundstrand:

Timothy R. Baumann
Harold K. Lurie

KAIB:

Byron, soon check
[Signature]

Pratt & Whitney:

Leokun K

Ken Ravelli

Michael Young

[Signature]

Observations (0224/5194)

- 1) Total time = 27560/23463
Highest fault time = 27552/23456
Conclusion Last fault occurred 8/7 hrs
prior to last time EEC was operating.
- 2) "Time of last failure" = 27561/23463.5
Conclusion EEC memory did not fully
update when it last depowered
- 3) MN & PD indicate all faults in memory
occurred on ground
- 4) When EEC working, EPR mode in use (*) If
problem detected, EEC freezes amount of
downtrim. Pilot always has control of eng
thrust.
(* overboost protection available when
EEC is operating properly

Observations (cont)

5) min/max ND values indicate resolution

100% ND 7807

7) faults 3 & 7 show ND > 100% ND Expect
result is as + that actual ND
was 10 PdW to 101 Requ +
possible re 10 = DFDR data since for
us a ordered approx 5 hours pr te
event

8) It is possible that fault numbers 3 & 7
may have been set during maintenance
(High power run?) Faults set on ground

<u>FAULT CODE</u>	<u>Label Bit</u>	<u>Description</u>
54	354 20	Circuit fault 3.0 solenoid
255	354 2	Circuit fault 3.5 Solenoid
256	350 15	J2 unplugged
075	353 24	P2 & AIR DATA computer Do not agree, probe heat off. Possible Icing
235	352 22	Reset Piston solenoid electrical failure
067	350 25	P2 doc not agree TH AIR DATA computer
061	350 18	EGT Range fault

Timothy R. Bowman
 Sanford R. Collins

~~Stakshu~~
 Byem. soon cheer

SIM JAI Don't stress

Leo Kuo Kuo
 Michael H. Young

Joe Rendell