From: Harry Verstynen (7/9/93)  
To: Kathy Abbott, Doug Arbuckle, Elizabeth Buchan, Joe Chambers, Fay Collier, 
Tami Croom, Dana Dunham, Earl Dunham, OD Fryer, John Garren, Marcella Hogge, 
Phyllis Jones, Cindy Lee, Cam Martin, Sam Morello, Luat Nguyen, Gary Price, 
George Steinmetz, Paul Stough, Tony Trexler, Barbara Trippe, Pat West, John White, 
Donna Zellers

Subject: 737 Update #2  Time: 3:21 PM  Date: 7/9/93

Further inspection with a flexible borescope has revealed some level of damage to 
all 13 stages of the fan and compressor. Stages 1, 2, and 13 appear to have 
damage to all blades. All other stages have damage that ranges from 20% to 50%. 
Stage 7 does not have as much damage as reported in yesterday's update. There 
appears to be no damage to any turbine stages. The burner cans could not be 
inspected.

The CSD oil cooler is contaminated with metal particles. The #1 air conditioning 
pack will not reset and contamination through the bleed air system is suspected. 
The OPMIS controller was vibrated loose from one mounting bracket and suffered 
some other minor damage. A few lines, fittings, and fasteners were found to be 
vibrated loose.

The engine will have to be removed from the aircraft and torn down at an engine 
overhaul facility. Cost estimates will be available after tear down.

Arrangements are now being made for removal of the engine and replacement with a 
rental engine. Installation of the rental engine will likely begin next week. 
If a suitable built-up (i.e. already equipped with accessories) engine can be 
located, and no damage to the engine mounting structure is found, installation 
could be completed late next week or early the following week.

Harry Verstynen
From: Harry Verstynen (7/8/93)
To: Kathy Abbott, Doug Arbuckle, Elizabeth Buchan, Joe Chambers, Fay Collier, Tami Croom, Dana Dunham, Earl Dunham, OD Fryer, John Garren, Gilbert Haynes, Marcella Hogge, Cindy Lee, Cam Martin, Sam Morello, Luat Nguyen, Gary Price, Paul Schutte, George Steinmetz, Paul Stough, Tony Trexler, Barbara Trippe, Pat West, John White, Donna Zellers

737 Update

Further inspection today (7/8/93) has revealed some level of damage to all of the first 9 stages of the engine fan and compressor. Stages 1, 2, and 7 have damage to virtually all blades. Stages 10 - 13 may have damage, but could not be reached for inspection. The last two stages of the turbine showed no blade damage, but metal fragments were found in the turbine area. The first two stages of the turbine could not be reached for inspection. The oil cooler was found to be contaminated with metal fragments. Bird feathers were found in several locations throughout the engine.

The investigation will continue tomorrow (7/9/93) and details will be reported as they emerge.

Harry Verstynen

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Keith