

3/6/2007

FOR YOUR INFORMATION

2007-25/3-4

723320

To: Boeing Commercial Airplane Company

Info: FAA (AFS-230, AFS-200, AFS-300, AFS-900, SEA-AEG, ANM-100), AASC, AIA, ALPA, IFALPA, AMFA, APA, ASAP, ATA, IATA, CAPA, IAM, ICASS, IPA, NATA, NTSB, PAMA, SWAPA, TWU

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: B737-800 INBOARD FLAP SEAL

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Harvey Hartmann or Don Purdy at (408) 541-2800 or email at hhartmann@mail.arc.nasa.gov, dpurdy@mail.arc.nasa.gov.



Aviation Safety Reporting System
385 Moffet Park Dr · Suite 200 · Sunnyvale · CA · 94089



ACN: 723320

Time

Date : 200701

Day : Sat

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Bound Lower : 2300

Altitude.MSL.Bound Upper : 36000

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ.ARTCC

Make Model : B737-800

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 723320

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Other : 3

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Consequence.Other : Maintenance Action

Narrative

WHILE FLYING A SCHEDULED FLIGHT FOR ACR X TO ZZZZ, A PANEL DEPARTED FROM THE AIRCRAFT ENRTE TO ZZZZ. THE FLIGHT WAS NORMAL FROM TAKEOFF THROUGH CRUISE, THE ONLY ABNORMAL EVENT WAS 5 KNOT OVERSPD IN THE CLEAN CONFIGURATION IN VNAV WHILE ON DESCENT INTO ZZZZ. APPROACH AND LANDING WERE ALL NORMAL. WE DID NOT KNOW WE LOST A PANEL UNTIL AT LAYOVER HOTEL WHEN WE RAN INTO THE FLIGHT ATTENDANTS AND PILOTS WHO WERE SUPPOSED TO BE FLYING THE PLANE BACK. THEY SAID A PANEL HAD COME OFF DURING FLIGHT, AND THE AIRCRAFT WOULD BE FIXED ON THE NEXT DAY AND FLOWN BACK. AS A FLIGHT CREW WE NOTICED NOTHING WRONG WITH THE HANDLING OF THE AIRCRAFT TO INDICATE ANY SORT OF PANEL LOSS OR ABNORMAL CONDITION WITH THE AIRPLANE IN ANY PHASE OF FLIGHT.

CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE PANEL THAT DEPARTED THE ACFT WAS THE FAIRING BETWEEN THE INBOARD FLAP JACKSCREW AND THE LOWER FUSELAGE, ADDING THIS HAS HAPPENED SEVERAL TIMES IN THE -800 FLEET SINCE DELIVERY. THE MANUFACTURER HAS ORDERED CORRECTIVE FIXES BUT MAY NOT HAVE COMPLETELY ADDRESSED THE PROB. THE FAIRING WAS DISCOVERED SHORTLY AFTER THE INCIDENT WAS RPTD. THE RPTR INDICATED THE SUBJECT PANEL WAS NORMALLY IDENTIFIED AS THE 'ELEPHANT EAR.'

Synopsis

A B737-800 HAD THE LEFT INBOARD FLAP INBOARD SEAL PLATE DEPART THE ACFT. CREW UNWARE OF SEAL DEPARTURE AS FLT WAS NORMAL. DISCOVERED BY OTHER PERSONNEL AFTER ARR.