



Helo ops off Jacobhaven Fjord

CG-1386 underwent a fourth major inspection from 1 to 3 August. An eighty hour inspection was conducted concurrently. During the subsequent test flight the aircraft experienced intermittent ASE yaw channel hardovers. The problem was traced to a faulty force link microswitch, which was replaced. In the course of troubleshooting the problem excessive wear was discovered in the yaw channel open loop spring assembly. As a result the entire auxiliary servocylinder, which was high time with approximately nine-hundred sixty-eight (968) hours since overhaul, was replaced.

During the period from 2 to 12 August, it was noted that engine oil consumption on CG-1419 steadily increased to the maximum allowable. The aircraft entered a fourth intermediate inspection on 13 August and the engine was changed. During this inspection the rotating scissors assembly was replaced because of excessive wear. Some difficulty was encountered because the RFI assembly from the HSK was incomplete with the bearing, spacer and bolt missing. Fortunately these parts from the old assembly were usable and could be scavenged.

On 20 August, CG-1386 developed an oil leak from the No. 2 generator garlock seal. A problem was encountered while changing the seal because the lock washer had corroded to the generator spur gear assembly. The lock washer was eventually freed using penetrating oil. Since there is a definite possibility of breaking this part during removal it is recommended that the HSK allowance be expanded to include two lock washers.

Statistical Summary:

	Missions	Sorties	Flight Time	Pax Mile	Ton Mile
Polar Operations	24	69	107.3	174967.8	
Marine Environmental Protection	1	2	4.4	-	-
SAR	1	4	9.3	360	-
Domestic Icebreaking	2	6	5.6	-	-
Administrative	1	4	3.6	225	-
Operational Training	8	11	17.8	-	-
Test	6	7	3.5	-	-
<b>TOTALS</b>	<b>43</b>	<b>103</b>	<b>151.5</b>	<b>233467.8</b>	
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