

Questions about all three engines of crashed flight MP495

On November 24rd, 1992 the engines of the plane had an A inspection by KLM. Less than a month after this inspection there are, related of the crash, questions about the functioning of all three engines:

Right hand engine:

Several passengers report that they saw before the crash a fire at the right hand side of the plane. [*I think that a fire normally starts in an engine, so in this case the right wing engine.*] Beside the above, the investigation reports mentions (P 75) an observation by the airport fire brigade, approx. 90 seconds before the crash: '*an explosion followed by flames that enveloped the aircraft*'.

Tail engine:

Before departure it was already known that the thrust reverser of the tail engine was out of order.

Left hand engine:

I became anxious in the last 10 - 15 minutes of the flight because of the rattling sound I heard in the left engine, every time there seemed to be a full throttle correction during approach.

More passengers mentioned similar experiences.

Even as late as in 2014 a passenger – formerly a flight attendant – relates in a newspaper article that she heard a 'weird, dragging sound in the engine'

In the investigation report I miss elaborate information on the questions about the engines, such as:

- How is it possible that there are questions about the functioning of all three engine within a month after inspection.
- What were the outcomes and actions in connection to the inspection of November 1992
- Since when was the thrust reverser out of order
- What investigation has been undertaken as a consequence of the statements by various passengers
- Why were the applicable *Airworthiness Directives* of engine 3 not submitted
- Did the engines provide the regular thrust during take-off and landing
- Reacted the engines properly responsive to control inputs, especially during landing

Next page: information from the accident report on the engines.

In case of conflicting text, the Portuguese report is the valid document

1.6.2 ENGINES

1.6.2.1 General Electric CF6-50C S/N 530405

Year of manufacture: 1988
Installed in position: 1
Time : 13 093 H T.T. and 2892 total cycles
- Last inspection: A Inspection in 24 Nov. 92, at KLM
- Time after installation: 1 576 H and 297 cycles

Airworthiness Directives:

All the applicable ADs were introduced up to the date of the accident.

31

1.6.2.2 General Electric CF6-50C S/N 455466

Year of manufacture: 1974
Installed in position: 2
Time: 59 627 H T.T. and 14907 total cycles
- Last inspection: A Inspection in 24 Nov. 92, at KLM
- Time after installation: 666 H and 128 cycles

Airworthiness Directives:

All the applicable ADs were introduced up to the date of the accident.

1.6.2.3 General Electric CF6-50C S/N 455200

Year of manufacture: 1972
Installed in position: 3
Time: 61 802 H T.T. and 16052 cycles
- Last inspection: A in 24 Nov. 92, at KLM
- Time after installation: 4 116 H and 780 cycles

1.6.2.4 APU - Airresearch TSCP 700-4

32

NON-OFFICIAL TRANSLATION
In case of conflicting text, the Portuguese