

Nothing Has Changed - 78% "In Flight" Engine Failure Rate With <30 Hour MTBI & Avionics MTBF is < 500 Hours.

ABOUT 140 INFLIGHT POWER LOSSES IN ABOUT 90 USCG AIRCRAFT IN 2004:
(If "2 engines per helicopter" then "180 engines" divided by "140 in flight failures.")

1. ENGINE FAILURES.

*"Our major recapitalization project, known as Deepwater, is designed to replace all our major aircraft and vessels. III. A. 1. ...We are experiencing system failure at a steadily increasing rate. For example: **Our HH65 helicopters, the core of our helicopter fleet, have experienced 70 in-flight -- yes, in-flight -- power losses so far this fiscal year, over twice as many as last year.** We have instituted operational flight restrictions to maintain safety. III. A. 2. ...Accordingly, we have made recent decisions to restack our priorities including: The rapid **re-engining of the HH65 helicopters,...**"*

03/25/04 - State of the Coast Guard Address, National Press Club, Adm. Thomas H. Collins.

2. AVIONICS FAILURES.

*"Our repair program for our current **avionics** is extremely costly," Butt adds. "The new technology promised a built-in MTBF [mean time between failures] of at least 5,000 hours, while **the old equipment's MTBF is well below 500 hours,**" he says.*

2004 - DefenseDaily.com, Headline: Cockpit Upgrade To The Rescue, by Ron Sherman.
http://www.defensedaily.com/cgi/av/show_mag.cgi?pub=av&mon=1200&file=1200coverstory.htm

3. CONTRACTS AWARDED FOR REWORK.

*"The company also won a \$150 million Coast Guard contract to provide parts and services in the installation of new French Turbomeca (**Cage Code 7Y709**) engines in older search-and-rescue helicopters."*

*"Late last year, the U.S. Border Patrol awarded Eurocopter (**Cage Code 3GSZ1**) a contract for as many as 55 single-engine helicopters over four years."*

February 13, 2005, Page 10F, Fort Worth Star Telegram, Bob Cox, (817) 390-7723 rcox@star-telegram.com

4. THE REAL STORY:

*"Following the release of the FAA directive, the Coast Guard instituted a 60-hr. interval between inspections and mandated that an eddy current inspection be performed in addition to the penetrant inspection. Since the Dec. 19 (1989) failure, the Coast Guard has reduced **this inspection interval to 30 hours.**" Aviation Week & Space Technologies, January 8, 1990, pages 28 and 29.*

Reference: [http://www.pacchips.com/15/avionics and reengine.pdf](http://www.pacchips.com/15/avionics%20and%20reengine.pdf)