



*Approach* received several letters to the editor concerning a P-3 article in the July, 2001 issue entitled, “Engine Fire at High Power.” The author of the article discussed two maintenance procedures: maximum-power checks, and fuel-governor, pitchlock and reverse-shaft-horsepower checks. Our readers wrote to clarify several of the authors’ comments on these procedures.

Cdr. Wayne Bauers, the shore-based fixed-wing analyst here at the Safety Center, and Cdr. Bob Dishman, the P-3 NATOPS Program Manager, took a look at the article and concur with our readers. Here are their comments.

NATOPS addresses the maximum power check on page 13-1 with the following note:

“If conducting a maximum power check in accordance with applicable maintenance manuals as part of a maintenance check, the power levers shall be retarded to flight

idle if the fire warning activates. Engine Fire on the Ground Procedures shall be executed if the fire warning continues.”

This note was added to align the NATOPS with the Maintenance Instruction Manuals (MIMs). However, this procedure only applies to a maximum-power check and does not apply to the fuel-governor, pitchlock-reverse horsepower (FGPL) check, which was the case in the *Approach* article.

NATOPS addresses malfunctions during the FGPL check with the following note on page 8-8:

“In the event of a malfunction requiring engine shutdown, excluding an actual fire, secure the respective engine with the fuel/ignition switch.”

Neither NATOPS nor the MIMs authorizes a deviation from the requirement to immediately pull the emergency shutdown handle for a fire warning during a FGPL check.

## Did you know?

The first aircraft to take off from a ship was in 1910. Eugene Ely flew from an 83-foot wooden platform built over the ram bow of the cruiser USS *Birmingham* in Chesapeake Bay on 14 November. His aircraft was a Curtiss pusher land plane powered by a vertical, four-cylinder, water-cooled 50 hp Curtiss engine.

Two months later, Ely landed on the armored cruiser USS *Pennsylvania* in San Francisco Bay. His feats opened new vistas for naval aviation—and new hazards that would destroy hundreds of aircraft and kill hundreds of carrier aviators. Ely died in a flying accident the following October.