

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

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NOTE: OPEN problems denoted by asterisk (*) following problem number.

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PROBLEM NO: 16584 OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	TARGET DRONE	89500-503	9999	99-999-9999	

EI CNTRL NO:

PROB BRIEF : TARGET MADE UNCOMMANDED PITCH DOWN AND CRASHED

PROBLEM : Target pitched down and crashed.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	AFWTF	EIR	N0017A-01-0016	25MAY01	OPEN
ACTION :	AFWTF	EIR	N0017A-01-0016	25MAY01	OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46081			
FAILED PART:	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46081			

DESCRIPTION:

Target was configured with RALAC and LEC 302. The target completed parts one and two satisfactorily. During LAC presentation at 30 feet, the target suddenly pitched over causing high speed impact to water destroying the target.

ACTION TAKEN:

06JUN01: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request ship the following to NAWC Pt. Mugu for investigation: flight data, maintenance logs and completed test forms (if available) for operation. Investigation will be conducted and completed no later than 30 days after receipt of above request.

	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
ACTION SUMMARY	AFWTF	PROVIDE FLIGHT DATA	04SEP01	OPEN

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PROBLEM NO: 16584

(Continued) |

REFERENCES : IDENTIFICATION

AFWTF MESSAGE 251233ZMAY01
NAWC PT MUGU/531000E MESSAGE
060800ZJUN01

REFERENCE BRIEF

PROBLEM REPORT
INTERIM RESPONSE

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PROBLEM NO: 16610 CLOSED

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: ASSY, BALANCE 52921 2925 01-397-8028

EI CNTRL NO:

PROB BRIEF : LABYRINTH SEAL SEPARATED FROM COMPRESSOR

PROBLEM : Labyrinth seal separated from compressor.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VC-6	EIR	V09806-99-0006	01NOV99	CLOSED
	VC-6	EIR	V09806-99-0007	01NOV99	CLOSED
	VC-6	EIR	V09806-99-0008	01NOV99	CLOSED

ACTION : VC-6 EIR V09806-99-0006 01NOV99 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: 042037			
FAILED PART:	52921	2840	01-246-0891	
	S/N: AU00249			

DESCRIPTION:

Engine was removed and sent to intermediate level repair due to exceeded time limits fro post launch servicing. While disassembling engine 1163, removal of radial compressor rotor assembly, step D which reads, using box wrench tighten screw jack and remove aft compressor. This step failed to disassemble compressor from engine when tightening screw jack. Aft labyrinth seal was completely separating from compressor. This should not happen. The cause of the separation is unknown. The only possible means of removal was to remove the main housing. This exposed the bottom balance assembly. The engine was set on top of a vice, which left at least three inches of clearance under the balance assembly. The compressor hub was heated to preferred temperature of 300-500 Degrees F. A rubber mallet was used to tap the top of the balance assembly which caused the compressor to come up. Once it came up far enough the engine could be removed.

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PROBLEM NO: 16610

(Continued) |

ACTION TAKEN:

29SEP99: NAWC Pt. Mugu submitted deficiency report to DCMC Hawthorne for test and repair.

22OCT99: DCMC Hawthorne states the cause of the deficiency is unknown at this time. Exhibits were requested for analysis and contractor deemed that discrepancies occurred in the engines that were not under warranty and were used several times prior to noted discrepancy occurring. Northrop Grumman has contacted NAWC Pt. Mugu and suggested that this item be processed as an Engineering Investigation. If any additional information is required please contact Northrop Grumman.

25OCT99: NAWC Pt. Mugu requests VC-6 to resubmitted reported discrepancy as an Engineering Investigation.

01NOV99: VC-6 resubmitted deficiency as an Engineering Investigation.

18APR00: NAWC Pt. Mugu acknowledges receipt of Engineering Investigation. Exhibits received by subcontractor on 09NOV99. Investigation of exhibit failure started on 03APR00. The cause of the delay in the start of the investigation is unknown. Engine subcontractor reports that investigation will take approximately one week and the results will be forwarded to the prime contractor. NAWC Pt. Mugu will contact the prime contractor the week of 10-13 April for a status report. Next interim response will be prepared the week of 17-21 April. The Engineering Investigation will be closed when In-Service engineer accepts findings/conclusions and recommended corrective actions by the prime contractor/engine subcontractor.

22JUN00: NAWC Pt. Mugu reviewed the report from the prime contractor. The following is the results of the investigation: The review indicated that all fits and material selections were as desired to maintain the shaft assembly integrity while insuring that disassembly could be accomplished per maintenance manual instructions. Test results show that if the parts are to blueprint and if the maintenance manual procedures are followed and the puller tool is not damaged or worn, the compressor should disassemble from the turbine shaft without having the seal pull off prematurely. Using maintenance manual procedures two of the three balance assemblies tested had no problem with the labyrinth seal disassembly. One of the older balance assemblies, has a "WALBAR" compressor that was slightly oversized which could have caused the problem with this balance assembly being disassembled. "WALBAR" was a former vendor for the compressor. There have been no other problems with this vendors compressor and therefore this is considered an isolated case. The recommendation is that maintenance

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PROBLEM NO: 16610

(Continued)

manual procedure's must be followed explicitly and also ensure the the compressor puller tool is not damaged or worn. When using the tool, ensure that the tool is not cocked relative to the compressor center line and that the tool is fully engaged with the labyrinth back face. Ensure adequate heat (300-500 Degrees F) is applied to the compressor before removal. Focus heat on the compressor hub. Use a hand held temperature measuring device to measure compressor hub temperature if unsure if adequate temperature has been obtained. Do not exceed 350 Degrees F and pull the compressor before it cools down. If possible, keep the heat on the compressor while pulling. If compressor cannot be be successfully removed, allow to cool to room temperature and attempt a second removal using recommended procedures and heating limits. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAWC PT MUGU/313110E	REVIEW INVESTIGATION RESULTS	COMPLETE	22JUN00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 19AUG99	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 29SEP99	TO DCMC HAWTHORNE
	NORTHROP GRUMMAN DLA 1227 22OCT99	INVESTIGATION REPORT
	NAWC PT MUGU/323210E MESSAGE 250229ZOCT99	EIR REQUEST
	VC-6 MESSAGE 011500ZNOV99	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE 180429ZAPR00	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 220129ZJUN00	REPLY/CLOSING

ACTION :	VC-6	EIR	V09806-99-0007	01NOV99	CLOSED
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		52921	2925	01-397-8028	
		NOMEN: ASSY, BALANCE			
		S/N: 043066			
	FAILED PART:	52921	2840	01-246-0891	
		S/N: AU00324			

DESCRIPTION:

Engine was removed and sent to intermediate level repair due to exceeded time limits fro post launch servicing. While disassembling engine 782, removal of radial compressor rotor assembly, step D which reads, using box wrench tighten screw jack and remove aft compressor. This step failed to disassemble compressor from engine when tightening screw jack. Aft labyrinth seal was completely separating from compressor. This should not happen. The cause of the separation is unknown. The only possible means of removal was to

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PROBLEM NO: 16610

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remove the main housing. This exposed the bottom balance assembly. The engine was set on top of a vice, which left at least three inches of clearance under the balance assembly. The compressor hub was heated to preferred temperature of 300-500 Degrees F. A rubber mallet was used to tap the top of the balance assembly which caused the compressor to come up. Once it came up far enough the engine could be removed.

ACTION TAKEN:

29SEP99: NAWC Pt. Mugu submitted deficiency report to DCMC Hawthorne for test and repair.

22OCT99: DCMC Hawthorne states the cause of the deficiency is unknown at this time. Exhibits were requested for analysis and contractor deemed that discrepancies occurred in the engines that were not under warranty and were used several times prior to noted discrepancy occurring. Northrop Grumman has contacted NAWC Pt. Mugu and suggested that this item be processed as an Engineering Investigation. If any additional information is required please contact Northrop Grumman.

25OCT99: NAWC Pt. Mugu requests VC-6 to resubmitted reported discrepancy as an Engineering Investigation.

01NOV99: VC-6 resubmitted deficiency as an Engineering Investigation.

18APR00: NAWC Pt. Mugu acknowledges receipt of Engineering Investigation. Exhibits received by subcontractor on 09NOV99. Investigation of exhibit failure started on 03APR00. The cause of the delay in the start of the investigation is unknown. Engine subcontractor reports that investigation will take approximately one week and the results will be forwarded to the prime contractor. NAWC Pt. Mugu will contact the prime contractor the week of 10-13 April for a status report. Next interim response will be prepared the week of 17-21 April. The Engineering Investigation will be closed when In-Service engineer accepts findings/conclusions and recommended corrective actions by the prime contractor/engine subcontractor.

22JUN00: NAWC Pt. Mugu reviewed the report from the prime contractor. The following is the results of the investigation: The review indicated that all fits and material selections were as desired to maintain the shaft assembly integrity while insuring that disassembly could be accomplished per maintenance manual instructions. Test results show that if the parts are to blueprint and if the maintenance manual procedures are followed and the puller tool is not damaged or worn, the compressor should disassemble from the turbine shaft without having the seal pull off prematurely.

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PROBLEM NO: 16610

(Continued)

Using maintenance manual procedures two of the three balance assemblies tested had no problem with the labyrinth seal disassembly. One of the older balance assemblies, has a "WALBAR" compressor that was slightly oversized which could have caused the problem with this balance assembly being disassembled. "WALBAR" was a former vendor for the compressor. There have been no other problems with this vendors compressor and therefore this is considered an isolated case. The recommendation is that maintenance manual procedure's must be followed explicitly and also ensure the the compressor puller tool is not damaged or worn. When using the tool, ensure that the tool is not cocked relative to the compressor center line and that the tool is fully engaged with the labyrinth back face. Ensure adequate heat (300-500 Degrees F) is applied to the compressor before removal. Focus heat on the compressor hub. Use a hand held temperature measuring device to measure compressor hub temperature if unsure if adequate temperature has been obtained. Do not exceed 350 Degrees F and pull the compressor before it cools down. If possible, keep the heat on the compressor while pulling. If compressor cannot be be successfully removed, allow to cool to room temperature and attempt a second removal using recommended procedures and heating limits. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	NAWC PT MUGU/313110E	REVIEW INVESTIGATION RESULTS	COMPLETE 22JUN00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 19AUG99	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 29SEP99	TO DCMC HAWTHORNE
	NORTHROP GRUMMAN DLA 1227 22OCT99	INVESTIGATION REPORT
	NAWC PT MUGU/323210E MESSAGE 250229ZOCT99	EIR REQUEST
	VC-6 MESSAGE 011501ZNOV99	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE 180529ZAPR00	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 220129ZJUN00	REPLY/CLOSING

ACTION :	VC-6	EIR	V09806-99-0008	01NOV99	CLOSED
		PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :		52921	2925	01-397-8028	
		NOMEN: ASSY, BALANCE			
		S/N: 39193			
FAILED PART:		52921	2925	01-397-8028	
		NOMEN: ASSY, BALANCE			
		S/N: GD299A			

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PROBLEM NO: 16610

(Continued) |

DESCRIPTION:

Engine was removed and sent to intermediate level repair due to exceeded time limits fro post launch servicing. While disassembling engine 722, removal of radial compressor rotor assembly, step D which reads, using box wrench tighten screw jack and remove aft compressor. This step failed to disassemble compressor from engine when tightening screw jack. Aft labyrinth seal was completely separating from compressor. This should not happen. The cause of the separation is unknown. The only possible means of removal was to remove the main housing. This exposed the bottom balance assembly. The engine was set on top of a vice, which left at least three inches of clearance under the balance assembly. The compressor hub was heated to preferred temperature of 300-500 Degrees F. A rubber mallet was used to tap the top of the balance assembly which caused the compressor to come up. Once it came up far enough the engine could be removed.

ACTION TAKEN:

29SEP99: NAWC Pt. Mugu submitted deficiency report to DCMC Hawthorne for test and repair.

22OCT99: DCMC Hawthorne states the cause of the deficiency is unknown at this time. Exhibits were requested for analysis and contractor deemed that discrepancies occurred in the engines that were not under warranty and were used several times prior to noted discrepancy occurring. Northrop Grumman has contacted NAWC Pt. Mugu and suggested that this item be processed as an Engineering Investigation. If any additional information is required please contact Northrop Grumman.

25OCT99: NAWC Pt. Mugu requests VC-6 to resubmitted reported discrepancy as an Engineering Investigation.

01NOV99: VC-6 resubmitted deficiency as an Engineering Investigation.

18APR00: NAWC Pt. Mugu acknowledges receipt of Engineering Investigation. Exhibits received by subcontractor on 09NOV99. Investigation of exhibit failure started on 03APR00. The cause of the delay in the start of the investigation is unknown. Engine subcontractor reports that investigation will take approximately one week and the results will be forwarded to the prime contractor. NAWC Pt. Mugu will contact the prime contractor the week of 10-13 April for a status report. Next interim response will be prepared the week of 17-21 April. The Engineering Investigation will be closed when In-Service engineer accepts findings/conclusions and recommended corrective actions by the prime contractor/engine subcontractor.

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PROBLEM NO: 16610

(Continued)

22JUN00: NAWC Pt. Mugu reviewed the report from the prime contractor. The following is the results of the investigation: The review indicated that all fits and material selections were as desired to maintain the shaft assembly integrity while insuring that disassembly could be accomplished per maintenance manual instructions. Test results show that if the parts are to blueprint and if the maintenance manual procedures are followed and the puller tool is not damaged or worn, the compressor should disassemble from the turbine shaft without having the seal pull off prematurely. Using maintenance manual procedures two of the three balance assemblies tested had no problem with the labyrinth seal disassembly. One of the older balance assemblies, has a "WALBAR" compressor that was slightly oversized which could have caused the problem with this balance assembly being disassembled. "WALBAR" was a former vendor for the compressor. There have been no other problems with this vendors compressor and therefore this is considered an isolated case. The recommendation is that maintenance manual procedure's must be followed explicitly and also ensure the the compressor puller tool is not damaged or worn. When using the tool, ensure that the tool is not cocked relative to the compressor center line and that the tool is fully engaged with the labyrinth back face. Ensure adequate heat (300-500 Degrees F) is applied to the compressor before removal. Focus heat on the compressor hub. Use a hand held temperature measuring device to measure compressor hub temperature if unsure if adequate temperature has been obtained. Do not exceed 350 Degrees F and pull the compressor before it cools down. If possible, keep the heat on the compressor while pulling. If compressor cannot be be successfully removed, allow to cool to room temperature and attempt a second removal using recommended procedures and heating limits. This is considered closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		NAWC PT MUGU/313110E	REVIEW INVESTIGATION RESULTS		COMPLETE 22JUN00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VC-6 SF 368 19AUG99	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 29SEP99	TO DCMC HAWTHORNE
		NORTHROP GRUMMAN DLA 1227 22OCT99	INVESTIGATION REPORT
		NAWC PT MUGU/323210E MESSAGE 250229ZOCT99	EIR REQUEST
		VC-6 MESSAGE 011502ZNOV99	PROBLEM REPORT
		NAWC PT MUGU/323210E MESSAGE 180629ZAPR00	INTERIM RESPONSE
		NAWC PT MUGU/323210E MESSAGE 220129ZJUN00	REPLY/CLOSING

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PROBLEM NO: 16640

OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	AERIAL TARGET	89500-501	1550	01-325-5742	

EI CNTRL NO: 01-0022

PROB BRIEF : ENGINE RPM ERRATIC

PROBLEM : Target engine had erratic RPM.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-6	HMR/EIR	V09806-01-0023	19JUN01	CLOSED
	VC-6	HMR/EIR	V09806-01-0024	07JUN01	OPEN
	PMRF	PQDR II	N0534A-01-0003	15MAY01	OPEN
	NAWC PT MUGU	PQDR II	N63126-01-5004	09MAR01	OPEN
	VC-6	HMR	V09806-00-0004	18MAY00	CLOSED

ACTION : VC-6 HMR/EIR V09806-01-0023 19JUN01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 44024			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 44024			

DESCRIPTION:

Engine rollback occurred after 13.1 minutes of flight. Target was in level flight at 5K feet/350 KIAS when rollback occurred. Engine had two flights at 0.8 hours prior to incident. Unable to complete mission and asset was unrecovered.

ACTION TAKEN:

13JUL01: NAWC Pt. Mugu reports that flight data does not reveal any root causal factors for this failure and since no exhibit is available, further investigation would be fruitless. This is considered closing action.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	NAWC PT MUGU/531000E	REVIEW FLIGHT DATA		COMPLETE 13JUL01

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PROBLEM NO: 16640

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 MESSAGE 191741ZJUN01	PROBLEM REPORT
	NAWC PT MUGU/531000E MESSAGE	REPLY/CLOSING
	132207ZJUL01	

ACTION : VC-6 HMR/EIR V09806-01-0024 07JUN01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 44047			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 44047			

DESCRIPTION:

Engine shutdown experienced after 10 seconds of flight time. Engine had three flights and 2.7 flight hours prior to incident.

ACTION TAKEN:

13JUL01: NAWC Pt. Mugu reports the flight data is inconclusive to determine causal factors for this failure. Request ship entire target to NAWC Pt. Mugu, only if it has been undisturbed since retrieval (if CVR was removed for testing target is acceptable only if CVR was reinstalled in accordance with maintenance manual). If target is not available notify via e-mail and investigation will be closed.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	NAWC PT MUGU/531000E	INVESTIGATE	11OCT01 OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 MESSAGE 070930ZJUN01	PROBLEM REPORT
	NAWC PT MUGU/531000E MESSAGE	INTERIM RESPONSE
	132207ZJUL01	

ACTION : PMRF PQDR II N0534A-01-0003 15MAY01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: 47015			
FAILED PART:	59705-1	1550	01-471-6718	
	NOMEN: INTEGRATED AVIONICS UNIT			
	S/N: SYC09018			

DESCRIPTION:

During Acceptance/Depreservation engine run, engine starts, but hangs at 16.5 RPMS, temperature at 730 degrees C. Target ran good with alternative Integrated Avionics Unit.

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PROBLEM NO: 16640

(Continued)

ACTION TAKEN:

31JUL01: NAWC Pt. Mugu has submitted deficiency report to DCMC San Diego for investigation.

09AUG01: DCMC San Diego acknowledges receipt of reported deficiency. Contractor has been notified and an Acceptance/Decline of exhibit will be submitted no later than 13AUG01.

22AUG01: DCMC San Diego requests exhibit be shipped to Northrup for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE DCMC SAN DIEGO	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 29OCT01 OPEN
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REFERENCES	:	IDENTIFICATION PMRF SF 368 15MAY01 NAWC PT MUGU/313110E SF 368 31JUL01 DCMC SAN DIEGO E-MAIL 09AUG01 DCMC SAN DIEGO E-MAIL 22AUG01	REFERENCE BRIEF PROBLEM REPORT TO DCMC SAN DIEGO RECEIPT ACKNOWLEDGEMENT EXHIBIT REQUEST
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ACTION	:	NAWC PT MUGU	PQDR II N63126-01-5004	09MAR01 OPEN
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END ITEM	:	PART/DOC. NO. S/N: 1751	FSC	NIIN	NALC
		FAILED PART: 32564	2840	01-346-0823	
		NOMEN: STATOR, AXIAL COMPRESSOR			
		S/N: WL02684			

DESCRIPTION:

BQM-74E target engine failed to reach 50K RPM during post flight decontamination run. The engine was disassembled. It was noted that generator stator had shifted in the axial compressor stator. Generator stator was removed (by hand) from the axial compressor stator. I.D. of axial compressor stator found to be 2.5610" (allowable dimensions are 2.5595" - 2.5605").

ACTION TAKEN:

20MAR01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE DCMC SAN DIEGO	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 18JUN01 OPEN
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REFERENCES	:	IDENTIFICATION NAWC PT MUGU/532200E SF 368 09MAR01 NAWC PT MUGU/313110E SF 368 20MAR01	REFERENCE BRIEF PROBLEM REPORT TO DCMC SAN DIEGO
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PROBLEM NO: 16640

(Continued)

isolated and corrective action taken. If this problem occurs on any system RCO should steer target away from contacts and minimize hazard pattern, cease operation immediately and notify BQM-74 In-Service Engineer. Analysis of similar incident which took place on 7 April 2000, at Wallops Island also using MAGICC system reveals same probable cause. The MAGICC system analysis is ongoing to improve performance. This is considered closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		VC-6	PROVIDE FLIGHT DATA		COMPLETE 19SEP00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VC-6 MESSAGE 181130ZMAY00	PROBLEM REPORT
		NAWC PT MUGU/313110E MESSAGE 120529ZJUN00	INTERIM RESPONSE
		NAWC PT MUGU/323210E MESSAGE 191800ZSEP00	REPLY/CLOSING

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BQM-74 TARGET ACTIVE
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PROBLEM NO: 16646 CLOSED

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	AERIAL TARGET	89500-1	9999	99-999-9999	

EI CNTRL NO:

PROB BRIEF : GYROSCOPE STUCK/MALFUNCTIONED

PROBLEM : Gyroscope stuck/malfunctioned.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	AFWTF	EIR	N0017A-99-1020	20JUL99	CLOSED
	AFWTF	EIR	N0017A-99-1021	20JUL99	CLOSED

ACTION :	AFWTF	EIR	N0017A-99-1020	20JUL99	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-1			
	NOMEN: AERIAL TARGET			
	S/N: 77646			
FAILED PART:	89500-1			
	NOMEN: AERIAL TARGET			
	S/N: 77646			

DESCRIPTION:

Lockout occurred for fifteen seconds after target separation from A-4 aircraft. After reaching operational altitude and airspeed, altitude hold command was initiated and target started flare up when it made a sudden pitch down and crashed.

ACTION TAKEN:

04AUG99: NAWC Pt. Mugu acknowledges receipt of reported deficiency and requests flight data and any other pertinent documentation be submitted for investigation. Upon receipt of requested items an individual investigation will be conducted and results will be provided when available.

24JUL00: NAWC Pt. Mugu reports that analysis of the data confirms reported failure. Without exhibit exact cause can not be pinpointed. Suspect gyro or actuator malfunction. Continue to monitor for any signs if gyro and/or actuator malfunction and take corrective action immediately. This is considered closing action.

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16646

(Continued) |

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/323210E MESSAGE 040029ZAUG99	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 240429ZJUL00	REPLY/CLOSING

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16650 OPEN

EI CNTRL NO:

PROB BRIEF : ENGINE PIT SHUTDOWN

PROBLEM : Engine pit shutdown.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-6	PQDR II	V09806-01-0014	22FEB01	OPEN
	PMRF	PQDR II	N0534A-00-0006	10MAY00	OPEN

ACTION : VC-6 PQDR II V09806-01-0014 22FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: SYC08063			
FAILED PART:	59705-1	1550	01-471-6718	
	NOMEN: INTEGRATED AVIONICS UNIT			
	S/N: SYC08063			

DESCRIPTION:

While performing combined systems test II, BQM-74E displayed error code 13E. Auto pilot reset was performed and discrepancy appeared corrected. The engine was restarted and speed was increased to 48K RPM. When speed was decreased the engine performed an uncommanded shutdown at approximately 42K RPM. Error code 34E was also displayed. The engine was run up twice with the same result. After removing and replacing the Integrated Avionics Unit BQM-74E ran up without any problems.

ACTION TAKEN:

05MAR01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
	DCMC SAN DIEGO	INVESTIGATE	03JUN01 OPEN

REFERENCES	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 22FEB01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 05MAR01	TO DCMC SAN DIEGO

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16650 (Continued)

ACTION : PMRF PQDR II N0534A-00-0006 10MAY00 OPEN

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
FAILED PART:	S/N: 44081			
	58927-2	6130	01-312-5789	
	NOMEN: CONVERTER, VOLTAGE			
	S/N: SYC00082			

DESCRIPTION:
Engine shut down occurs after ignition, reignites and hot starts.

ACTION TAKEN:
30MAY00: NAWC Pt. Mugu submitted deficiency report to DCMC Hawthorne for investigation.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC HAWTHORNE	INVESTIGATE	28AUG00	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF SF 368 10MAY00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 30MAY00	TO DCMC HAWTHORNE

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16656 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: TARGET DRONE 89500-503 9999 99-999-9999

EI CNTRL NO:

PROB BRIEF : ENGINE ASSY DAMAGE

PROBLEM : During postflight inspection, engine assemblies were discovered
DESCRIPTION : damaged.

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	NAWC PT MUGU	PQDR II	N63126-01-5007	05APR01	OPEN
	NAWC PT MUGU	PQDR II	N63126-01-5008	05APR01	OPEN
	NAWC PT MUGU	PQDR II	N63126-01-5009	05APR01	OPEN
	VC-6	PQDR II	V09806-01-0016	19MAR01	CLOSED
	AFWTF	EIR	N0017A-01-0008	23FEB01	OPEN
	VC-6	PQDR II	V09806-01-0008	15FEB01	OPEN
	VC-6	PQDR II	V09806-01-0009	15FEB01	OPEN
	VC-6	PQDR II	V09806-01-0010	15FEB01	OPEN
	VC-6	PQDR II	V09806-01-0011	15FEB01	OPEN
	VC-6	PQDR II	V09806-00-0026	28DEC00	OPEN
	VC-6	PQDR II	V09806-00-0020	19DEC00	CLOSED
	VC-6	PQDR II	V09806-00-0023	19DEC00	CLOSED
	VC-6	PQDR II	V09806-00-0024	19DEC00	CLOSED
	VC-6	PQDR II	V09806-00-0025	19DEC00	CLOSED
	NAWC PT MUGU	PQDR II	N63126-00-5008	04MAY00	CLOSED
	NAWC PT MUGU	PQDR II	N63126-00-5007	03MAY00	CLOSED

ACTION : NAWC PT MUGU PQDR II N63126-01-5007 05APR01 OPEN

END ITEM : PART/DOC. NO. FSC NIIN NALC
S/N: 376
FAILED PART: 52921 2925 01-397-8028
NOMEN: ASSY, BALANCE
S/N: AU000795

DESCRIPTION:
Received new Rotor Assembly, when removed from container to inspect Turbine Shaft for concentricity, it was noted that that Axial Compressor was loose on Turbine Shaft. Measurements taken as follows: Turbine shaft OD, 08751 (Minimum 0.8748, Maximum 0.8752). Axial Compressor ID measurement is 0.8755.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

ACTION TAKEN:

23APR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
		DCMC DETROIT	INVESTIGATE	22JUL01	OPEN

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		NAWC PT MUGU/532200E SF 368 05APR01	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 23APR01	TO DCMC DETROIT

ACTION	:	NAWC PT MUGU	PQDR II	N63126-01-5008	05APR01	OPEN
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END ITEM	:	PART/DOC. NO.	FSC	NIIN	NALC
		S/N: 376			
FAILED PART:		52921	2925	01-397-8028	
		NOMEN: ASSY, BALANCE			
		S/N: AU000799			

DESCRIPTION:

Measurements for Rotor Assembly are as follows: Turbine shaft OD, 0.8752 (Minimum 0.8748, Maximum 0.8752). Axial Compressor ID is 0.8755.

ACTION TAKEN:

23APR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
		DCMC DETROIT	INVESTIGATE	22JUL01	OPEN

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		NAWC PT MUGU/532200E SF 368 05APR01	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 23APR01	TO DCMC DETROIT

ACTION	:	NAWC PT MUGU	PQDR II	N63126-01-5009	05APR01	OPEN
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END ITEM	:	PART/DOC. NO.	FSC	NIIN	NALC
		S/N: 376			
FAILED PART:		52921	2925	01-397-8028	
		NOMEN: ASSY, BALANCE			
		S/N: AU000843			

DESCRIPTION:

Measurements for Rotor Assembly are as follows: Turbine shaft OD, 0.8752 (Minimum 0.8748, Maximum 0.8752). Axial Compressor ID is 0.8753.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

ACTION TAKEN:

23APR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE DCMC DETROIT	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 22JUL01 OPEN
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REFERENCES	:	IDENTIFICATION NAWC PT MUGU/532200E SF 368 05APR01 NAWC PT MUGU/313110E SF 368 23APR01	REFERENCE BRIEF PROBLEM REPORT TO DCMC DETROIT
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ACTION	:	VC-6	PQDR II V09806-01-0016	19MAR01 CLOSED
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DESCRIPTION:

Aft roller bearings seized up during initial "I" level turn after being overhauled. During turns the engine developed a high pitched squeal. Engine was immediately shutdown and subsequent inspection revealed that bearings had fallen apart. All the bearings showed signs of excessive wear with less than one minute of running time. This occurred during the rebuild of four different engines and the roller bearings are from the same lot number.

ACTION TAKEN:

26MAR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Buffalo for investigation.

26MAR01: NAWC Pt. Mugu has redirected deficiency report to DCMC Syracuse for investigation.

02APR01: DCMC Syracuse acknowledged receipt of reported deficiency.

02APR01: DCMC Syracuse requests exhibits be submitted for investigation. If exhibit is not received within 45 days, deficiency will be closed due to lack of exhibit.

11MAY01: DCMC Syracuse reports the cause of the failure cannot be determined without an exhibit. The contractor will not make a decision regarding responsibility until they have had a chance to examine the exhibit. Recommend that every effort be made to locate and return requested exhibits to permit further investigation of this deficiency. MRC has been unable to locate any record of the referenced contract. There is no record of bearings manufactured with the listed serial number series either. Unless otherwise notified, or unless the requested exhibits are received. This is considered closing action.

ACTION SUMMARY	:	ACTIVITY/CODE DCMC SYRACUSE	ASSIGNMENT INVESTIGATE	DUE DATE STATUS COMPLETE 11MAY01
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30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16656

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 19MAR01	PROBLEM REPORT
	NAWC PT MUGU/313110E E-MAIL 26MAR01	REDIRECT TO DCMC SYRACUSE
	NAWC PT MUGU/313110E SF 368 26MAR01	TO DCMC BUFFALO
	DCMC SYRACUSE MEMORANDUM 02APR01	ACKNOWLEDGEMENT OF ACTION REQUEST
	DCMC SYRACUSE MEMORANDUM 02APR01	EXHIBIT REQUEST
	DCMC SYRACUSE DLA 1227 11MAY01	FINAL INVESTIGATION REPORT

ACTION : AFWTF EIR N0017A-01-0008 23FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46110			
FAILED PART:	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46110			

DESCRIPTION:

Target was configured with RALAC and LEC 305 and completed part one and part two satisfactorily. At 2K FT/300 KIAS LAC command was initiated and target nose pitched over. As the target approached the LAC altitude engine run down occurred. Target initiated and completed a successful delayed recovery sequence. Post flight inspection results: after engine decontamination and inspection, a test was conducted on fuel pump solenoid (OHMS), fuel pump hoisting (cracks), CVR harness and connectors (corrosion). Fuel samples were taken before and after flight and met full compliance with ASTM federal test method as required. Engine run up decontamination was performed satisfactory obtaining over 30 seconds of engine run down (minimum 20 seconds).

ACTION TAKEN:

14MAR01: NAWC Pt. Mugu acknowledges receipt of reported deficiency. It is requested that flight data be submitted for investigation.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	AFWTF	PROVIDE FLIGHT DATA	12JUN01	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	AFWTF MESSAGE 231333ZFEB01	PROBLEM REPORT
	NAWC PT MUGU/313110E MESSAGE 140229ZMAR01	INTERIM RESPONSE

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16656

(Continued)

ACTION : VC-6 PQDR II V09806-01-0008 15FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00863			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race installed we were only able to get one side of the pin through one of the drilled holes in the OD shaft.

ACTION TAKEN:

28MAR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	DCMC DETROIT	INVESTIGATE	29MAY01	OPEN

REFERENCES	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 15FEB01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 28FEB01	TO DCMC DETROIT

ACTION : VC-6 PQDR II V09806-01-0009 15FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00889			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race installed we were only able to get one side of the pin through one of the drilled holes in the OD shaft.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

ACTION TAKEN:

28FEB01: NAWC Pt. Mugu submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	: ACTIVITY/CODE DCMC DETROIT	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 29MAY01 OPEN
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REFERENCES	: IDENTIFICATION VC-6 SF 368 15FEB01 NAWC PT MUGU/313110E SF 368 28FEB01	REFERENCE BRIEF PROBLEM REPORT TO DCMC DETROIT
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ACTION	: VC-6	PQDR II V09806-01-0010	15FEB01 OPEN
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00870			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race installed we were only able to get one side of the pin through one of the drilled holes in the OD shaft.

ACTION TAKEN:

28FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	: ACTIVITY/CODE DCMC DETROIT	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 29MAY01 OPEN
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REFERENCES	: IDENTIFICATION VC-6 SF 368 15FEB01 NAWC PT MUGU/313110E SF 368 28FEB01	REFERENCE BRIEF PROBLEM REPORT TO DCMC DETROIT
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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16656

(Continued)

ACTION : VC-6 PQDR II V09806-01-0011 15FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00874			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race installed we were only able to get one side of the pin through one of the drilled holes in the OD shaft.

ACTION TAKEN:

28FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	DCMC DETROIT	INVESTIGATE	29MAY01	OPEN

REFERENCES	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 15FEB01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 28FEB01	TO DCMC DETROIT

ACTION : VC-6 PQDR II V09806-00-0026 28DEC00 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: 001163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00861			

DESCRIPTION:

During engine buildup, maintenance personnel discovered excessive play in rotor assembly. Measurements were taken in accordance with NA 02B-30E-6-1 WP 010.00 page 6 paragraph C which states "measure turbine tip to housing clearance, six places simultaneously, approximately 60 degrees apart. Clearance must be between 0.007 and 0.013 inches (radially)." Maintenance personnel performed

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

measurements and found four of the six places measured 0.0 inches (out of tolerance), and two of six places measured 0.008 inches (within tolerance).

ACTION TAKEN:

05MAR01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

08MAR01: NAWC Pt. Mugu has redirected this deficiency report to DCMC Denver for investigation.

ACTION SUMMARY :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	DCMC DENVER	INVESTIGATE	06JUN01	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 28DEC00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 05MAR01	TO DCMC DETROIT
	NAWC PT MUGU/313110E E-MAIL 08MAR01	REDIRECT TO DCMC DENVER

ACTION :	VC-6	PQDR II	V09806-00-0020	19DEC00	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00895			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, page 3 paragraph 5C, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race in position we were unable to insert the retaining pin. Norfolk AIMD performed vernier caliper measurements on the shaft and determined that the holes were not drilled to correct specifications.

ACTION TAKEN:

08FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

12APR01: DCMC Detroit reports that the cause of the failure is inadequate holding fixture. The manufacturing planning sketch did not indicate proper dimensions for the hole location. Also the inspections gages were inadequate. The manufacture planning has been changed by adding proper sketches and dimensions for the retaining

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

pin hole. Also the inspection gages have been changed from calipers to a gage #82649 for checking the .484/.490 dimension. The holding fixture is being reworked at Williams International Ogden. Since production for this part is done at the Williams International plant in Ogden this will not affect the "RISK HANDLING PLAN" at Walled Lake. This repair is being done at no cost to the government and Williams International has requested that all remaining balance assemblies that remain in government stores be returned to their Ogden plant for inspection and possible rework at no cost to the government. This is considered closing action.

ACTION : **ACTIVITY/CODE** **ASSIGNMENT** **DUE DATE STATUS**
SUMMARY DCMC DETROIT INVESTIGATE COMPLETE 12APR01

REFERENCES : **IDENTIFICATION** **REFERENCE BRIEF**
 VC-6 SF 368 19DEC00 PROBLEM REPORT
 NAWC PT MUGU/313110E SF 368 08FEB01 TO DCMC DETROIT
 DCMC DETROIT DLA 1227 12APR01 FINAL INVESTIGATION REPORT

ACTION : **VC-6** **PQDR II V09806-00-0023** **19DEC00 CLOSED**

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00879			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, page 3 paragraph 5C, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race in position we were unable to insert the retaining pin.

ACTION TAKEN:

08FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

12APR01: DCMC Detroit reports that the cause of the failure is inadequate holding fixture. The manufacturing planning sketch did not indicate proper dimensions for the hole location. Also the inspections gages were inadequate. The manufacture planning has been changed by adding proper sketches and dimensions for the retaining pin hole. Also the inspection gages have been changed from calipers to a gage #82649 for checking the .484/.490 dimension. The holding

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

fixture is being reworked at Williams International Ogden. Since production for this part is done at the Williams International plant in Ogden this will not affect the "RISK HANDLING PLAN" at Walled Lake. This repair is being done at no cost to the government and Williams International has requested that all remaining balance assemblies that remain in government stores be returned to their Ogden plant for inspection and possible rework at no cost to the government. This is considered closing action.

ACTION SUMMARY	: ACTIVITY/CODE DCMC DETROIT	ASSIGNMENT INVESTIGATE	DUE DATE STATUS COMPLETE 12APR01
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REFERENCES	: IDENTIFICATION VC-6 SF 368 19DEC00 NAWC PT MUGU/313110E SF 368 08FEB01 DCMC DETROIT DLA 1227 12APR01	REFERENCE BRIEF PROBLEM REPORT TO DCMC DETROIT FINAL INVESTIGATION REPORT
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ACTION	: VC-6	PQDR II V09806-00-0024	19DEC00 CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00875			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, page 3 paragraph 5C, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race in position we were unable to insert the retaining pin.

ACTION TAKEN:

08FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

12APR01: DCMC Detroit reports that the cause of the failure is inadequate holding fixture. The manufacturing planning sketch did not indicate proper dimensions for the hole location. Also the inspections gages were inadequate. The manufacture planning has been changed by adding proper sketches and dimensions for the retaining pin hole. Also the inspection gages have been changed from calipers to a gage #82649 for checking the .484/.490 dimension. The holding fixture is being reworked at Williams International Ogden. Since production for this part is done at the Williams International plant

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

in Ogden this will not affect the "RISK HANDLING PLAN" at Walled Lake. This repair is being done at no cost to the government and Williams International has requested that all remaining balance assemblies that remain in government stores be returned to their Ogden plant for inspection and possible rework at no cost to the government. This is considered closing action.

ACTION : ACTIVITY/CODE ASSIGNMENT DUE DATE STATUS
SUMMARY DCMC DETROIT INVESTIGATE COMPLETE 12APR01

REFERENCES : IDENTIFICATION REFERENCE BRIEF
 VC-6 SF 368 19DEC00 PROBLEM REPORT
 NAWC PT MUGU/313110E SF 368 08FEB01 TO DCMC DETROIT
 DCMC DETROIT DLA 1227 12APR01 FINAL INVESTIGATION REPORT

ACTION : VC-6 PQDR II V09806-00-0025 19DEC00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 1163			
SUB-ASSY :	32560	2840	01-346-0891	
	NOMEN: TURBOJET ENGINE			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: AU00878			

DESCRIPTION:

During engine assembly, in accordance with NA 02B-30E-6-1, WP 010 00, page 3 paragraph 5C, which states "insert the inner race pin through the drilled holes in the shaft and position the pin so that equal amounts of the pin protrude from the shaft OD", with the inner race in position we were unable to insert the retaining pin.

ACTION TAKEN:

08FEB01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

12APR01: DCMC Detroit reports that the cause of the failure is inadequate holding fixture. The manufacturing planning sketch did not indicate proper dimensions for the hole location. Also the inspections gages were inadequate. The manufacture planning has been changed by adding proper sketches and dimensions for the retaining pin hole. Also the inspection gages have been changed from calipers to a gage #82649 for checking the .484/.490 dimension. The holding fixture is being reworked at Williams International Ogden. Since production for this part is done at the Williams International plant in Ogden this will not affect the "RISK HANDLING PLAN" at Walled Lake. This repair is being done at no cost to the government and

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16656

(Continued)

Williams International has requested that all remaining balance assemblies that remain in government stores be returned to their Ogden plant for inspection and possible rework at no cost to the government. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC DETROIT	INVESTIGATE		COMPLETE 12APR01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 19DEC00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 08FEB01	TO DCMC DETROIT
	DCMC DETROIT DLA 1227 12APR01	FINAL INVESTIGATION REPORT

ACTION :	NAWC PT MUGU	PQDR II N63126-00-5008	04MAY00	CLOSED
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	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: 970			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: GD114B			

DESCRIPTION:

New assembly received and the drilled holes in the shaft for the inner race retaining pin undersized. Therefore, retaining pin can not be installed.

ACTION TAKEN:

30MAY00: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

11JUL00: DCMC Detroit reports the cause of the failure to be incorrect tool usage when installing/removing pin caused material distortion around the edge of the hole which caused a burr like condition at the hole edge. The disassembly/reassemble process will be evaluated on the next lot of balance assemblies. This item will be repaired at no cost to the government. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC DETROIT	INVESTIGATE		COMPLETE 11JUL00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 04MAY00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 30MAY00	TO DCMC DETROIT
	DCMC DETROIT DLA 1227 11JUL00	FINAL INVESTIGATION REPORT

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16656

(Continued)

ACTION : NAWC PT MUGU PQDR II N63126-00-5007 03MAY00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 970			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: GD710B			

DESCRIPTION:

New assembly fails rear turbine shaft piston ring groove inspection. Go end of Go/No Go gage (TL3143) will not fit piston ring grooves.

ACTION TAKEN:

30MAY00: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

11JUL00: DCMC Detroit reports that failure was caused by the method of manufacturing, machining with a single point tool caused excessive tool wear. Manufacturing process was changed from a single point tool to a crush grinding operation which resulted in lower tool wear. Planning has been changed to include 100% inspection. The subject shaft will be repaired at no cost to the government. Contractors corrective actions are found to be adequate. This is considered closing action.

ACTION	: ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	DCMC DETROIT	INVESTIGATE	COMPLETE 11JUL00

REFERENCES	: IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 03MAY00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 30MAY00	TO DCMC DETROIT
	DCMC DETROIT DLA 1227 11JUL00	FINAL INVESTIGATION REPORT

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16663 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO: 01-0024

PROB BRIEF : ENGINE SHUTDOWN IN FLIGHT

PROBLEM : Target experienced engine shutdown in flight.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VC-6	HMR	V09806-01-0035	16OCT01	OPEN **
	VC-6	HMR	V09806-01-0036	16OCT01	OPEN **
	AFWTF	EIR	N0017A-01-0019	04SEP01	OPEN **
	VC-6	HMR/EIR	V09806-01-0026	19JUN01	OPEN
	AFWTF	EIR	N0017A-01-0009	23FEB01	OPEN
	AFWTF	PQDR II	N0017A-00-0009	19MAY00	OPEN
	VC-6	EIR	V09806-00-0003	17MAY00	CLOSED
	VC-6	EIR	V09806-00-0001	09MAY00	OPEN

** ACTION NOT AVAILABLE - AWAITING ADDITIONAL DATA

ACTION : VC-6 HMR/EIR V09806-01-0026 19JUN01 OPEN

END ITEM : PART/DOC. NO. FSC NIIN NALC
: 89500-501 1550 01-325-5742
NOMEN: AERIAL TARGET
S/N: 45026

FAILED PART: 89500-501 1550 01-325-5742
NOMEN: AERIAL TARGET
S/N: 45026

DESCRIPTION:

Engine shutdown occurred after 30 seconds in to flight. The target was recovered. Inspection of the main fuselage revealed burnt pins on the control voltage regulator.

ACTION TAKEN:

13JUL01: NAWC Pt. Mugu requests CVR be shipped as flight data is inconclusive to determine causal factors for this failure. NAWC Pt. Mugu will analyze CVR upon receipt. If no causal factors can be derived from CVR analysis, will continue investigation engaging

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16663

(Continued)

DESCRIPTION:

All prelaunch checks were passed successfully. Immediately after target launch, engine unit shut down occurred. Target was retrieved and decontaminated. During decontamination engine run, engine will not start. Trouble shooting revealed bad fuel pump driver.

ACTION TAKEN:

01JUN00: NAWC Pt. Mugu submitted deficiency report to DCMC Hawthorne for investigation.

ACTION SUMMARY	:	ACTIVITY/CODE DCMC HAWTHORNE	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 30AUG00 OPEN
REFERENCES	:	IDENTIFICATION AFWTF SF 368 19MAY00 NAWC PT MUGU/313110E SF 368 30MAY00	REFERENCE BRIEF PROBLEM REPORT TO DCMC HAWTHORNE	
ACTION	:	VC-6	EIR	V09806-00-0003 17MAY00 CLOSED

DESCRIPTION:

BQM-74E Target was launched from VC-6 DAM NECK detachment with normal surface launch configuration using the MAGICC control station. At 1.5 minutes into flight at 4,700 feet, BQM engine rolled back to zero from 52,000 RPM indicating engine shutdown. BQM entered into normal recovery mode and a standard helo retrieval from the water with a snare pole was performed. During the decontamination process, the fuel solenoid was found discrepant. After replacement of the fuel solenoid, engine turn-up was successful and no other discrepancies were found. Additional testing between the BQM and MAGICC control station was performed with no discrepancies.

ACTION TAKEN:

19JUN00: NAWC Pt. Mugu request for discrepant fuel solenoid that caused failure to BQM, to be shipped to Pt. Mugu. POC will conduct NDI and testing to determine cause of solenoid failure and return exhibit after conclusion of investigation. Target is released for continued operations. Recommend close inspection of solenoids on this series of targets during each decon. Look for any sign of corrosion to electrical leads going into body, and also any microscopic cracks on outer surface of solenoid housing. This is considered closing action.

ACTION SUMMARY	:	ACTIVITY/CODE VC-6	ASSIGNMENT REQUEST OF EXHIBIT	DUE DATE STATUS COMPLETE 19JUN00
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30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16664 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO: 01-0027

PROB BRIEF : PARACHUTE REEFING ABNORMAL

PROBLEM : Parachute reefing abnormal.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	PMRF	EIR	N0534A-01-0008	09JUL01	OPEN
	NAWC PT MUGU	PQDR II	N63126-00-5058	14AUG00	OPEN
	NAWC PT MUGU	PQDR II	N63126-00-5005	18APR00	CLOSED
	VC-6	PQDR II	V09806-99-0005	08NOV99	OPEN

ACTION : PMRF EIR N0534A-01-0008 09JUL01 OPEN

DESCRIPTION:

After a satisfactory flight presentation, target was flown to recovery area where instant chute was commanded at approximately 3,900 feet. The parachutes deployed, but radar reported target descended faster than normal and impacted into the ocean. Target was damaged from water impact, but retrieved. Post flight viewing of video film showed the main parachute did not deploy fully. It appeared that the reefing line did not cut. A review of the maintenance records show that the main parachute was packed on 15MAY01 and installed on the target 17MAY01. Parachute serial is 001484. The NALC MG01 cutter cartridges (two each) were from lot 1RRL0200. Parachute packing and installation were accomplished in accordance with the applicable technical manuals.

ACTION TAKEN:

12JUL01: NAWC Pt. Mugu request TM data, chute (if retrieved), video of recovery, any recorded chute packing data relating to installation of hesitation break cord IAW manual Navair 01-BQM74E-2-2, and speed of target at time instant chute was commanded. Ship to POC R. E. Kolesnik (805) 989-3850, Bldg. 325 NAWCWD Pt. Mugu CA.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
	NAWC PT MUGU/531000E	INVESTIGATE	10OCT01 OPEN

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16664

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF MESSAGE 091931ZJUL01	PROBLEM REPORT
	NAWC PT MUGU/531000E MESSAGE	INTERIM RESPONSE
	122251ZJUL01	

ACTION : NAWC PT MUGU PQDR II N63126-00-5058 14AUG00 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: UNK			
FAILED PART:	27-96336-501			

DESCRIPTION:

Received new parachute liner assembly P/N 27-96336-501. During the packing procedures, it was noted that the liner assembly appeared to be oversized and will not fit into the parachute packing box.

ACTION TAKEN:

14SEP01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE	13DEC00 OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 14AUG00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 14SEP00	FWD TO DCMC SAN DIEGO

ACTION : NAWC PT MUGU PQDR II N63126-00-5005 18APR00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: UNK			
FAILED PART:	94493-509	1670	00-103-0532	
	S/N: 001648			

DESCRIPTION:

Received new parachute P/N 94453-509. While being prepared for packing, it was noted reefing line cutter pockets were sewn on the outside of parachute panels NO. 1 and NO. 13.

ACTION TAKEN:

01MAY00: NAWC Pt. Mugu submitted deficiency report to DCMC Santa Ana for investigation.

03MAY00: DCMC Santa Ana request for shipment of exhibit associated

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16664

(Continued)

with subject deficiency. Exhibit is required for evaluation.

08JUN00: DCMC Santa Ana final reply. The exhibits were opened in the presence of a DCMA Quality Assurance Representative and inspected for physical damage. No physical damage was noted. A review of the contractor's travelers revealed that the assembly instructions were adequate. However if the sewing machine operator in not paying attention to what they are doing, the final result will be improper assembly. Operator error is the cause of this deficiency. The intensity of assembly verification was revised to reflect the following: The shop travelers were updated to reflect one hundred percent final inspection on reefing rings and pocket assemblies. When this problem first occurred (Ref DR NO. 70331) in 1998, this office re-proofed the manufacturing process and increased the final inspection sample size from an AQL of 1.0 percent to .65 percent for the remainder of the above referenced contract with no similar deficiencies noted. Contractor will repair the exhibit at no cost to the government. Please provide exhibit disposition instructions.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC SANTA ANA	INVESTIGATION		COMPLETE 08JUN00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 18APR00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 27APR00	DCMC SANTA ANA
	DCMC SANTA ANA LETTER 03MAY00	INTERIM RESPONSE
	DCMC SANTA ANA LETTER 08JUN00	FINAL REPLY

ACTION :	VC-6	PQDR II	V09806-99-0005	08NOV99	OPEN
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		89500-501	1550	01-325-5742	
		NOMEN: AERIAL TARGET			
		S/N: 1137			
	FAILED PART:	94453-509	1670	00-103-0532	
		S/N: 1137			

DESCRIPTION:
Reefing ring was discovered missing on gore four on parachute assembly. Reefing ring was never installed at factory along with attaching strap.

ACTION TAKEN:
10JAN00: NAWC Pt. Mugu submitted deficiency report to DCMC Santa Ana for test and repair.

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16664

(Continued) |

ACTION	: ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC SANTA ANA	TEST AND REPAIR	09APR00	OPEN

REFERENCES	: IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 08NOV99	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 10JAN00	TO DCMC SANTA ANA

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16665 OPEN |

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	AERIAL TARGET	89500-501	1550	01-325-5742	
	TARGET DRONE	89500-503	9999	99-999-9999	

EI CNTRL NO: 01-0025 |

PROB BRIEF : MAIN CHUTE BLOOM FAILURE |

PROBLEM : Target experienced a main chute bloom failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	PMRF	EIR	N0534A-01-0009	09JUL01	OPEN
	VC-6	HMR	V09806-01-0027	07JUN01	CLOSED
	AFWTF	EIR	N0017A-01-0017	25MAY01	OPEN
	AFWTF	EIR	N0017A-00-0016	06JUL00	CLOSED

ACTION : PMRF EIR N0534A-01-0009 09JUL01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-503			
	NOMEN: TARGET DRONE			
	S/N: BQ47011			
FAILED PART:	89500-503			
	NOMEN: TARGET DRONE			
	S/N: BQ47011			

DESCRIPTION:

After a satisfactory flight presentation, target was flown to recovery area where instant chute was commanded at approximately 2,120 feet. The parachutes deployed, but radar reported target descended faster than normal and impacted in to the ocean. Target was damaged from water impact but retrieved. Post flight viewing film showed the main parachute was a streamer. A review if the maintenance records showed that the main parachute was packed on 15MAY01 and installed on the target on 16MAY01. Parachute serial number is 003160 and the cutter cartridges (two each) were from lot 2RRL0200. Parachute packing and installation procedures were accomplished in accordance with the applicable technical manuals.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16665

(Continued)

ACTION TAKEN:

12JUL01: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request the following be provided for investigation: the flight data, the chute if retrieved, video of the recovery, any recorded chute packing data relating to installation of hesitation break cord in accordance with manual NA 01-BQM74E-2-2 and the speed of target at time instant chute was commanded. Investigation will be conduct upon receipt of the above requested exhibits.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		NAWC PT MUGU/531000E	INVESTIGATE	10OCT01	OPEN

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		PMRF MESSAGE 092031ZJUL01	PROBLEM REPORT
		NAWC PT MUGU/531000E MESSAGE	INTERIM RESPONSE
		122251ZJUL01	

ACTION	:	VC-6	HMR	V09806-01-0027	07JUN01	CLOSED
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		PART/DOC. NO.	FSC	NIIN	NALC
END ITEM	:	89500-501	1550	01-325-5742	
		NOMEN: AERIAL TARGET			
		S/N: 43023			
FAILED PART:		89500-501	1550	01-325-5742	
		NOMEN: AERIAL TARGET			
		S/N: 43023			

DESCRIPTION:

After 30 minutes of flight at 2K feet/250 KIAS, parachute failed to deploy upon instant chute command at the recovery point. The mission was completed but target sank. BQM had three flights and one and a half flight hours prior to incident flight.

ACTION TAKEN:

19JUN01: VC-6 sent out a corrected copy message correcting the date time group.

13JUL00: NAWC Pt. Mugu reports that flight data reveals engine rundown before chute was commanded. When instant chute was commanded engine RPM was already at zero. This failure is determined to be two fold; engine rundown, followed by no chute on command. The flight data shows that the time of flight, up to engine rundown was longer than 30 minutes, which would indicate a probable cause of rundown due to target fuel out. If target had extended range kit installed, then the flight data is inconclusive to determine casual factors for either engine rundown or no chute on command. The flight data does not go to target impact. Cannot be sure of chute or no chute. Further, received a reply that no more data exists for this flight.

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16665

(Continued)

ACTION : AFWTF EIR N0017A-00-0016 06JUL00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46047			
FAILED PART:	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 46047			

DESCRIPTION:

All prelaunch checks performed satisfactorily. Target was air launched from TA-4J at 8K feet/240 KIAS. Upon completion of low altitude control command presentation at 50 feet, target was flown to recovery area and parachute did not deploy. recovery command were initiated at 3K feet/260 KIAS and parachute doors opened.

ACTION TAKEN:

17JUL00: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request submit flight data for investigation.

06JUN01: NAWC Pt. Mugu reports that flight data concurs with the reported failure. Investigation results are that the flight data does not show marked change to airspeed when chute command was given and engine ran down. The decrease in airspeed was due to the target pitch up as shown by increase in altitude. When altitude reached 3400 feet BARO and target pitch went to zero (level flight) target speed remained constant. The conclusion is that the door did not open and the chute did not come out. Repeated instant chute commands did not change target altitude or speed. Cause of chute not coming out unknown. Loss of exhibit prohibits any further investigation. Historical data recommend close attention to latch assembly, magnet installation, door alignment to latch assembly, and correct parachute packing. In short, a complete attention to all of the recovery system components and their relation to one another in an acceptable installation. Constant and vigorous execution of all recovery system procedures given in the maintenance manual assures an acceptable level of confidence and performance of target recovery. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAWC PT MUGU/323210E	INVESTIGATE		COMPLETE 06JUN01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	AFWTF MESSAGE 061333ZJUL00	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE	INTERIM RESPONSE
	170029ZJUL00	
	NAWC PT MUGU/531000E MESSAGE	REPLY/CLOSING
	061220ZJUN01	

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**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16687 OPEN

END ITEM	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
:	AERIAL TARGET	89500-501	1550	01-325-5742	
	TARGET DRONE	89500-503	9999	99-999-9999	

EI CNTRL NO: 01-0026

PROB BRIEF : FLIGHT PROFILE FAILURE

PROBLEM DESCRIPTION : Target showed a flight profile failure.

PREVENTIVE ACTION : No preventive action at this time.

CORRECTIVE ACTION : No corrective action at this time.

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VC-6	HMR	V09806-00-0018	18DEC00	OPEN
	AFWTF	EIR	N0017A-00-0015	06JUL00	CLOSED
	AFWTF	EIR	N0017A-00-0017	06JUL00	OPEN

ACTION : VC-6 HMR V09806-00-0018 18DEC00 OPEN

END ITEM	PART/DOC. NO.	FSC	NIIN	NALC
:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: UNKNOWN			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: UNKNOWN			

DESCRIPTION:

BQM-74E target drone impacted hillside at altitude of 350 feet, approximately one minute in to flight, five miles from launch point. After launch sequence and JATO separation, drone encountered uncommanded 20 degree left angle of bank. Remote Control Operator initiated a right angle of bank of 20-30 degrees while maintaining a 10-15 degrees nose up altitude. Target did not respond to right angle of bank. Remote Control Operator increased right angle of bank to 40 degrees. The target then impacted terrain.

ACTION TAKEN:

26DEC00: NAWC Pt. Mugu requests ship all flight data, controllers report of operations and observations at the time of incident, maintenance records concerned with operation and target exhibit or any exhibit pieces to NAWC Pt. Mugu for investigation. Upon receipt of requested information an investigation will be conducted and results forwarded.

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16687 (Continued)

ACTION : **ACTIVITY/CODE** **ASSIGNMENT** **DUE DATE STATUS**
SUMMARY VC-6 PROVIDE INFORMATION 26MAR01 OPEN
AND EXHIBIT

REFERENCES : **IDENTIFICATION** **REFERENCE BRIEF**
VC-6 MESSAGE 181952ZDEC00 PROBLEM REPORT
NAWC PT MUGU/323210E MESSAGE INTERIM RESPONSE
260029ZDEC00

ACTION : **AFWTF** **EIR** **N0017A-00-0015** **06JUL00 CLOSED**

END ITEM : **PART/DOC. NO.** **FSC** **NIIN** **NALC**
89500-503
NOMEN: TARGET DRONE
S/N: 46043
FAILED PART: 89500-503
NOMEN: TARGET DRONE
S/N: 46043

DESCRIPTION:

All prelaunch checks passed successfully. Target was air launched from TA-4J at 9.8K feet at 240 KIAS. During target low altitude control command presentation at 50K feet/430 KIAS, target rolled to port, pitched down and crashed.

ACTION TAKEN:

17JUL00: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request submit flight data for investigation.

06JUN01: NAWC Pt. Mugu reports that flight data concurs with the reported failure. The conclusions of the investigation are that the target would have corrected itself after roll command went to 0 degrees. Target aileron flight control system experienced a failure. Historical data shows probable causes which would cause such a failure are a failed actuator, or binding actuator/aileron linkage. Cause of these failures is unknown. Loss of exhibit prohibits continued investigation in to probable causes. Recommend continued operations. This is considered closing action.

ACTION : **ACTIVITY/CODE** **ASSIGNMENT** **DUE DATE STATUS**
SUMMARY NAWC PT MUGU/323210E INVESTIGATE COMPLETE 06JUN01

REFERENCES : **IDENTIFICATION** **REFERENCE BRIEF**
AFWTF MESSAGE 061233ZJUL00 PROBLEM REPORT
NAWC PT MUGU/323210E MESSAGE INTERIM RESPONSE
170029ZJUL00
NAWC PT MUGU/531000E MESSAGE REPLY/CLOSING
061210ZJUN01

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16687

(Continued)

ACTION : AFWTF EIR N0017A-00-0017 06JUL00 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 45052			
FAILED PART:	89500-503			
	NOMEN: TARGET DRONE			
	S/N: 45052			

DESCRIPTION:

All prelaunch check passed successfully. Upon completion of one presentation, during flight test, mission required a 360 degree turn, and steady 80 degree left bank angle at 10K feet. Target RPM was set to 98/100% (as per test and evaluation plan) altitude 10K feet/360 KIAS and alt hold on. Upon completion of 300 degrees of turn, target nose began to pitch up and loose air speed. After a few seconds target stalled and crashed.

ACTION TAKEN:

17JUL01: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request ship the following to NAWC Pt. Mugu for investigation: any available flight data, maintenance logs, completed test forms (if available) for target and operation. Also request answers to the following questions: did target have new modified magnet installed in the door release latch, was the door latch pull test performed on the target if affirmative, note pull test results in query report, which auto pilot was used, which command and control system was used and how was target retrieved from water. If any of the above requested data is not available submit message. Upon receipt of the requested information NAWC Pt. Mugu will conduct an investigation and close no later than 12AUG00.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAWC PT MUGU/323210E	INVESTIGATE	15OCT00	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	AFWTF MESSAGE 061433ZJUL00	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE	INTERIM RESPONSE
	170129ZJUL00	

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16689 CLOSED

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO:

PROB BRIEF : LOW ALTITUDE CONTROL FLIGHT FAILURE

PROBLEM : Low Altitude Cruise (LAC) flight failures.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	PMRF	EIR	N0534A-98-0005	03SEP98	CLOSED
	PMRF	EIR	N0534A-98-0006	03SEP98	CLOSED

ACTION : PMRF EIR N0534A-98-0005 03SEP98 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: BQ-43026			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: BQ-43026			

DESCRIPTION:

Target performed parts one and two and prelaunch checks satisfactorily. No anomalies were noted during prelaunch checks. Target was launched and Target failed to climb. Target then crashed three seconds after launch. Jet Assisted Take-Off performance appeared normal and no engine rundown was noted.

ACTION TAKEN:

28SEP98: NAWC Pt. Mugu requests ship any available magnetic tape, flight and maintenance data for investigation. If none is available request reply. Upon receipt of requested data investigation into cause of failure will be performed and a closing response will be submitted no later than 30OCT98.

08FEB99: NAWC Pt. Mugu acknowledges receipt of requested data and investigation is under way. The expected date of completion is 27FEB99.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16689

(Continued)

01JUL99: Investigation has been concluded and the following is the description of the findings:

The investigation of the magnetic tape concurs with the original report. The data shows the Target pitched down immediately upon Jet Assisted Take-Off ignition and was followed by rolling. The data also showed instant chute command one second after Target crashed. Roll and pitch was not commanded anytime during launch attempt. It was the Targets first flight and the engine operating time was one hour and nine minutes prior to launch. Maintenance records showed no discrepancies to any Target components. Possible causal factors are based upon historical data as this exhibit was not available for analysis. The failure can occur if the Target center of gravity is out of tolerance, the gyro fails at launch, the actuator fails at launch, some sort of obstruction in launcher is causing the target to veer off course at launch, or the aft support on launcher is installed backwards causing Target to pitch down at launch. The failure was not caused by Jet Assisted Take-Off misfire, uneven burn or incorrect installation. In conclusion the magnetic tape data was found to be inconclusive as to show exact causal factors. No verification data was available and since the exhibit was not available no further investigation is possible. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAWC PT MUGU/323210E	INVESTIGATE		COMPLETE 01JUL99
	PMRF	SUBMIT FLIGHT DATA		COMPLETE 08FEB99

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF MESSAGE 031831ZSEP98	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE 280048ZSEP98	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 080229ZFEB99	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 010429ZJUL99	REPLY/CLOSING

ACTION :	PMRF	EIR	N0534A-98-0006	03SEP98	CLOSED
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		89500-501	1550	01-325-5742	
		NOMEN: AERIAL TARGET			
		S/N: BQ-41170			
	FAILED PART:	89500-501	1550	01-325-5742	
		NOMEN: AERIAL TARGET			
		S/N: BQ-41170			

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16689

(Continued)

DESCRIPTION:

Target performed parts one and two and prelaunch checks satisfactorily. Target had good launch and climbed to 4000 feet. No anomalies were noted during outbound flight. After Target was turned inbound, LAC was commanded. Target responded to LAC command and started its descent to the programmed LAC altitude of 50 feet. The Target reached the referenced altitude with no anomalies noted. Decrease throttle was commanded for approximately one second. The engine indication showed 98 percent with an approximate airspeed of 473 knots. Target was flying at referenced altitude with very little course correction until, without any warning, the gyro display on the console showed a sudden 78 degree left roll in approximately 1.7 seconds. No turn command was initiated when this sudden roll condition occurred. Emergency chute command was initiated with no indication of Target recovery.

ACTION TAKEN:

28SEP98: NAWC Pt. Mugu requests ship any available magnetic tape, flight and maintenance data for investigation. If none is available request reply. Upon receipt of requested data investigation into cause of failure will be performed and a closing response will be submitted no later than 30OCT98.

08FEB99: NAWC Pt. Mugu acknowledges receipt of requested data and investigation is under way. The expected date of completion is 27FEB99.

01JUL99: Investigation has been concluded and the following is the description of the findings:
The investigation of the magnetic tape concurs with the original report. The data also does not show recovery commands. Roll and pitch was not commanded until Target has already crashed. It was the Targets first flight and the engine operating time was one hour and five minutes prior to launch. Maintenance records showed no discrepancies to any Target components. Possible causal factors are based upon historical data as this exhibit was not available for analysis. The failure can occur due to transponder failure, the gyro fails at launch, or an actuator failure. In conclusion the magnetic tape data was found to be inconclusive as to show exact causal factors and since the exhibit was not available no further investigation is possible. This is considered closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		NAWC PT MUGU/323210E	INVESTIGATE		COMPLETE 01JUL99
		PMRF	SUBMIT FLIGHT DATA		COMPLETE 08FEB99

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16689

(Continued) |

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF MESSAGE 031931ZSEP98	PROBLEM REPORT
	NAWC PT MUGU/323210E MESSAGE 280048ZSEP98	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 080229ZFEB99	INTERIM RESPONSE
	NAWC PT MUGU/323210E MESSAGE 010529ZJUL99	REPLY/CLOSING

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16710 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO:

PROB BRIEF : PIT TELEMETRY POP-UP LIGHT ERROR

PROBLEM : Target experienced a pit telemetry pop-up light failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	PMRF	PQDR II	N0534A-00-0008	26JUN00	OPEN
	PMRF	PQDR II	N0534A-00-0010	26JUN00	CLOSED
	PMRF	PQDR II	N0534A-00-0011	26JUN00	OPEN

ACTION : PMRF PQDR II N0534A-00-0008 26JUN00 OPEN

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	89500-501	1550	01-325-5742	
FAILED PART:	58951-2	6610	01-312-5788	

NOMEN: AERIAL TARGET
S/N: 44008
NOMEN: TRANSMITTER, ALTITUDE
S/N: SYC00001

DESCRIPTION:
Telemetry reading low, out of specifications. Maintenance action form JCN: WZ6 164 443.

ACTION TAKEN:
26JUL00: NAWC Pt Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
	DCMC SAN DIEGO	INVESTIGAT	24OCT00 OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF SF 368 26JUN00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 26JUL00	FWD TO DCMC SAN DIEGO

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16710

(Continued)

ACTION : PMRF PQDR II N0534A-00-0010 26JUN00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 44083			
FAILED PART:	58962-2	6610	01-316-7824	
	NOMEN: TRANSMITTER, AIRSPEED			
	S/N: SYC00078			

DESCRIPTION:

Telemetry reading low, out of specifications. Maintenance action form JCN: WZ6 164 445.

ACTION TAKEN:

26JUL01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

03NOV00: DCM San Diego investigation of the subject DR has been completed. The investigator's final reply dated 20OCT00, with contractor reply dated 17OCT00, are attached. The reported deficiency was caused by pressure applied into the case instead of the capsule, causing the capsule to move in a negative direction. Retest showed conformity underwent a negative shift. Northrop Grumman position is that, this damage occurred after shipment. No discrepancy noted at time of functional test and final buy off. A review of Quality Assurance records revealed no other discrepancies of this type had been reported in the last 12 months. There is no problem with Transducer, Airspeed in current production. DCM San Diego QAS concurs this defect is an isolated incident which occurred after delivery. Northrop Grumman will have their supplier repair and return the unit at no cost to the customer. Estimated completion date 17NOV00.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE	COMPLETE 03NOV00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF SF 368 26JUN00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 26JUL00	FWD TO DCMC SAN DIEGO
	DCMC SAN DIEGO MEMORANDUM 03NOV00	REPLY/CLOSING

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16710 (Continued)

ACTION	:	PMRF	PQDR II	N0534A-00-0011	26JUN00	OPEN		
			PART/DOC. NO.		FSC	NIIN	NALC	
END ITEM	:		89500-501		1550	01-325-5742		
			NOMEN: AERIAL TARGET					
			S/N: 44079					
FAILED PART:			58962-2		6610	01-316-7824		
			NOMEN: TRANSMITTER, AIRSPEED					
			S/N: SYC00084					

DESCRIPTION:

Telemetry reading low, out of specifications. Maintenance action form JCN: WZ6 164 444.

ACTION TAKEN:

26JUL00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		DCMC SAN DIEGO	INVESTIGATE	24OCT00	OPEN

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		PMRF SF 368 26JUN00	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 26JUL00	FWD TO DCMC SAN DIEGO

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16711 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO:

PROB BRIEF : SUPPORT EQUIPMENT HIGH VOLTAGE FAILURE

PROBLEM : Support equipment displayed a high voltage failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES: SOURCE TYPE DOCUMENT NO. DATE DR STATUS
NAWC PT MUGU PQDR II N63126-00-5018 03AUG00 OPEN

ACTION : NAWC PT MUGU PQDR II N63126-00-5018 03AUG00 OPEN

END ITEM : PART/DOC. NO. FSC NIIN NALC
: 89500-501 1550 01-325-5742
NOMEN: AERIAL TARGET
S/N: BQ 45064
FAILED PART: 58927-1 6130 01-312-5789
S/N: SYC07065

DESCRIPTION:

It was noted during first CST part 1, that converter/voltage regulator had no 28 vdc output. Unit removed and replaced. No further discrepancies noted.

ACTION TAKEN:

15AUG00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION : ACTIVITY/CODE ASSIGNMENT DUE DATE STATUS
SUMMARY DCMC SAN DIEGO INVESTIGATE 13NOV00 OPEN

REFERENCES : IDENTIFICATION REFERENCE BRIEF
NAWC PT MUGU/532200E SF 368 03AUG00 PROBLEM REPORT
NAWC PT MUGU/323210E SF 368 15AUG00 FORWARD TO DCMC SAN DIEGO

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16715

OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	TRANSMITTER, ALTITUDE	58951-2	6610	01-312-5788	
	AERIAL TARGET	89500-501	1550	01-325-5742	

EI CNTRL NO: 01-0019

PROB BRIEF : ALTITUDE INDICATION FAILURE

PROBLEM : Target indicated an altitude failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-6	PQDR II	V09806-00-0014	30NOV00	CLOSED
	VC-6	PQDR II	V09806-00-0015	30NOV00	CLOSED
	AFWTF	EIR	N0017A-00-0008	18MAY00	OPEN

ACTION : VC-6 PQDR II V09806-00-0014 30NOV00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	58951-2	6610	01-312-5788	
	NOMEN: TRANSMITTER, ALTITUDE			
	S/N: 045032			
FAILED PART:	58951-2	6610	01-312-5788	
	NOMEN: TRANSMITTER, ALTITUDE			
	S/N: SYC07033			

DESCRIPTION:

Altitude Transmitter serial number SYC07033 reads 240-280 feet low and fluctuates during ground maintenance checks prior to flight operations. We have experienced a total of two Altitude Transmitter failures in a two month period. Refer to (V09806-00-0015 for the other failure).

ACTION TAKEN:

14DEC00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

02MAY01: DCMC San Diego investigation of the subject DR has been completed. The investigator's final reply dated 30APR01, is attached. The cause of the reported deficiency was undetermined. The exhibit was repaired and recalibrated. No action is required on other delivery items. This part is no longer used in the production

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**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16715

(Continued)

target. The part was repaired under the target warranty at no additional cost to the government. The subject part has been delivered to the originator.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY		DCMC SAN DIEGO	INVESTIGATE	COMPLETE 02MAY01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		VC-6 SF 368 30NOV00	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 12DEC00	TO DCMC SAN DIEGO
		DCMC SAN DIEGO MEMORANDUM 02MAY01	FINAL INVESTIGATION REPORT

ACTION	:	VC-6	PQDR II V09806-00-0015	30NOV00 CLOSED
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		PART/DOC. NO.	FSC	NIIN	NALC
END ITEM	:	58951-2	6610	01-312-5788	
		NOMEN: TRANSMITTER, ALTITUDE			
		S/N: 042089			
FAILED PART:		58951-2	6610	01-312-5788	
		NOMEN: TRANSMITTER, ALTITUDE			
		S/N: SYC00077			

DESCRIPTION:

Altitude Transmitter serial number SYC00077 reads 18,000 feet on deck during control system check 1. After removing and replacing Altitude Transmitter serial number SYC00077, BQM-74E serial number 042089 passed all ground maintenance checks. We have experienced a total of two Altitude Transmitter failures in two months. (refer to V09806-00-0014 for other failure).

ACTION TAKEN:

14DEC00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

02MAY01: DCMC San Diego investigation of the subject DR has been completed. The investigator's final reply dated 30APR01, is attached. The cause of the reported deficiency was undetermined. The exhibit was repaired and re calibrated. No action is required on other delivery items. This part is no longer used in the production target. The part was repaired under the target warranty at no additional cost to the government. The subject part has been delivered to the originator.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY		DCMC SAN DIEGO	INVESTIGATE	COMPLETE 02MAY01

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16718 OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	KIT, AIR LAUNCH	88831-1	1560	01-150-6573	

EI CNTRL NO:

PROB BRIEF : AIR LAUNCH KIT INSTALLATION FAILURE

PROBLEM : Air launch kits were installed without proper instructions.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	NAWC PT MUGU	PQDR II	N63126-00-5165	18SEP00	OPEN
ACTION :	NAWC PT MUGU	PQDR II	N63126-00-5165	18SEP00	OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	88831-1	1560	01-150-6573	
	NOMEN: KIT, AIR LAUNCH			
	S/N: 46000 SERIES			
FAILED PART:	88831-1	1560	01-150-6573	
	NOMEN: KIT, AIR LAUNCH			

DESCRIPTION:

It was noted BQM-74E airframe change NO. 25, Extended Range Kit, P/N 98341-505. Kits received (11), when opened, contained installation instructions for kits. These instructions are not applicable to BQ-46000 series targets. Due to operational commitments and with Government Engineering approval and assistance, kits were installed.

ACTION TAKEN:

28SEP00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE	27DEC00	OPEN

REFERENCES	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 18SEP00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 28SEP00	TO DCMC SAN DIEGO

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16726 OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	ASSY, BALANCE	52921	2925	01-397-8028	
	TARGET DRONE	89500-503	9999	99-999-9999	

EI CNTRL NO: 01-0018

PROB BRIEF : CARRIER LOSS FAILURE

PROBLEM : Target experienced a loss of command.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	AFWTF	EIR	N0017A-01-0021	04SEP01	OPEN **
	NAWC PT MUGU	PQDR II	N63126-00-5125	17AUG00	CLOSED
	AFWTF	EIR	N0017A-00-0006	09MAY00	OPEN

** ACTION NOT AVAILABLE - AWAITING ADDITIONAL DATA

ACTION : NAWC PT MUGU PQDR II N63126-00-5125 17AUG00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: GB433B			
FAILED PART:	52921	2925	01-397-8028	
	NOMEN: ASSY, BALANCE			
	S/N: GB433B			

DESCRIPTION:

Upon run out check, found rough spot on balance assembly, (P/N 52921, S/N GB433B), part failed check.

ACTION TAKEN:

14SEP00: NAWC Pt. Mugu submitted deficiency report to DCMC Detroit for investigation.

19OCT00: DCMC Detroit reports that investigation confirmed that the rough spot on the centrifugal compressor exducer disc diameter and two small nicks on two different blades, one on the leading edge mid span, and one on the trailing edge was caused by improper handling. However, it could not be determined where the damage occurred. The next 2 lots of balance assemblies will be audited at

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16726

(Continued)

packaging/shipping. This is considered an isolated occurrence and will not necessitate any changes in the risk handling plan. Subject balance assembly will be repaired by Williams International at their expense.

26OCT00: QAR concurs with Williams International, that the cause of the rough spot was from handling. However where it happened could not be determined. Review of the contractors inspection records did not reveal any indications of mishandling.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY		DCMC DETROIT	INVESTIGATION	COMPLETE 19OCT00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		NAWC PT MUGU/532200E SF 368 17AUG00	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 14SEP00	FWD TO DCMC DETROIT
		DCMAO DETROIT DLA FORM 1227 19OCT00	CLOSING REPORT

ACTION	:	AFWTF	EIR	N0017A-00-0006	09MAY00 OPEN		
		END ITEM	:	PART/DOC. NO.	FSC	NIIN	NALC
				89500-503			
				NOMEN: TARGET DRONE			
				S/N: 46038			
		FAILED PART:		89500-503			
				NOMEN: TARGET DRONE			
				S/N: 46038			

DESCRIPTION:
All pre launch checks passed successfully. Three minutes after launch at 15 KFT 300 KIAS loss of command occurred and target went in to a 20 second recovery loss carrier sequence. Target was recovered and retrieved.

ACTION TAKEN:
14JUN00: NAWC Pt. Mugu requests any available Magnetic Tape data, flight data, and maintenance data be shipped to NAWC Pt. Mugu for investigation in to failure.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY		AFWTF	ITEMS FOR INVESTIGATION	12SEP00 OPEN

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		AFWTF MESSAGE 092133ZMAY00	PROBLEM REPORT
		NAWC PT MUGU/313110E MESSAGE	INTERIM RESPONSE
		140029ZJUN00	

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16747 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
MAGNET, PARACHUTE DOOR 94559-507 1550 01-095-8988

EI CNTRL NO:

PROB BRIEF : PARACHUTE DOORS FAILED TO OPEN

PROBLEM : It was reported that parachute doors failed to open.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	NAWC PT MUGU	PQDR II	N63126-01-5014	23APR01	OPEN
	NAWC PT MUGU	PQDR II	N63126-01-5012	17APR01	OPEN

ACTION : NAWC PT MUGU PQDR II N63126-01-5014 23APR01 OPEN

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	94559-507	1550	01-095-8988	
	NOMEN: MAGNET, PARACHUTE DOOR			
	S/N: BQ-48004			
FAILED PART:	166F2173	1560	00-431-4805	
	NOMEN: DOOR ASSEMBLY			

DESCRIPTION:

Received new target BQM-74E S/N BQ-48004. During initial buildup, it was discovered that the left hand parachute door failed to open. Further investigation revealed that the door appeared to be warped.

ACTION TAKEN:

15MAY01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	DCMC SAN DIEGO	INVESTIGATE	13AUG01	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 23APR01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 15MAY01	TO DCMC SAN DIEGO

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16747 (Continued)

ACTION : NAWC PT MUGU PQDR II N63126-01-5012 17APR01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	94559-507	1550	01-095-8988	
	NOMEN: MAGNET, PARACHUTE DOOR			
	S/N: BQ-48003			
FAILED PART:	166F2173	1560	00-431-4805	
	NOMEN: DOOR ASSEMBLY			

DESCRIPTION:

Received new target BQM-74E S/N 48003. During initial buildup, it was discovered that the right hand main parachute door failed to open. Further investigation revealed that the door appeared to be warped.

ACTION TAKEN:

25APR01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE	24JUL01	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 17APR01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 25APR01	TO DCMC SAN DIEGO

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16748 OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	TRANSMITTER, AIRSPEED	58962-2	6610	01-316-7824	
	POWER CONTROL UNIT	88470-505	5945	01-317-4614	

EI CNTRL NO:

PROB BRIEF : FUEL LEAK

PROBLEM : Target has a fuel leak.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-6	PQDR II	V09806-01-0015	22FEB01	OPEN
	PMRF	PQDR II	N0534A-00-0009	26JUN00	CLOSED

ACTION : VC-6 PQDR II V09806-01-0015 22FEB01 OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	88470-505	5945	01-317-4614	
	NOMEN: POWER CONTROL UNIT			
	S/N: 046062			
FAILED PART:	59705-1	1550	01-471-6718	
	NOMEN: INTEGRATED AVIONICS UNIT			
	S/N: SYC08058			

DESCRIPTION:

Installed IAU serial number (SYC08058) into BQM-74E serial number (046062). The BQM-74E's fuel pump initiated without command. IAU was then placed in another BQM-74E with same result. IAU also will not initiate self check when the DAP reset switch is placed in the "on" position in either BQM-74E.

ACTION TAKEN:

06MAR01: NAWC Pt Mugu submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	DCMC SAN DIEGO	INVESTIGATE	04JUN01	OPEN

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16748

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 SF 368 22FEB01	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 05MAR01	TO DCMC SAN DIEGO

ACTION : PMRF PQDR II N0534A-00-0009 26JUN00 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	58962-2	6610	01-316-7824	
	NOMEN: TRANSMITTER, AIRSPEED			
	S/N: 44081			
FAILED PART:	58962-2	6610	01-316-7824	
	NOMEN: TRANSMITTER, AIRSPEED			
	S/N: SYC 00082			

DESCRIPTION:
Unit fails leak test.

ACTION TAKEN:
26JUL00: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

03NOV00: DCMC San Diego investigation of subject DR has been completed. The investigator's final reply dated 20OCT00, with the contractor reply dated 17OCT01, are attached. Northrop Grumman found a connector that had been damaged, thus allowing an excessive pressure leak in the case resulting in a large Hysteresis in the capsule. Northrop Grumman investigation revealed no evidence of damage at time of functional test and sign off of DD 250. The exhibit was examined at NG-RAC and no shipping damage was noted. A review of Quality Assurance records revealed no other discrepancies of this type had been reported in the last 12 months. There is no problem with Transducer, Airspeed in current production. DCM San Diego QAS concurs this defect is an isolated incident which occurred after delivery. Northrop Grumman will have their supplier repair and ship the unit at no cost to the customer. Estimated completion time is 3-17 November, 2000.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE	COMPLETE 03NOV00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF SF 368 26JUN00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 26JUL00	FWD TO DCMC SAN DIEGO
	DCMC SAN DIEGO MEMORANDUM 03NOV00	REPLY/CLOSING

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16763 OPEN

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO: 01-0017

PROB BRIEF : ERROR CODE FAILURE

PROBLEM : Target displays an error code failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	VC-6	HMR	V09806-01-0022	18APR01	CLOSED
	VC-6	PQDR II	V09806-00-0012	30NOV00	OPEN
	VC-6	PQDR II	V09806-00-0013	30NOV00	OPEN
	AFWTF	PQDR II	N0017A-00-0020	14AUG00	OPEN
	AFWTF	PQDR II	N0017A-00-0021	14AUG00	OPEN

ACTION : VC-6 HMR V09806-01-0022 18APR01 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 039113			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: 039113			

DESCRIPTION:

Upon power up target initially experienced electromagnetic interference, however post transmitter power up command signal was constant. Shortly after launch interference overrode the command signal and target control was lost. Target flew in to the water and was not recoverable. Suspect hawklink between airborne H-60 and trailing ship information as source of the electromagnetic interference.

ACTION TAKEN:

07JUN01: NAWC Pt. Mugu concurs with the conclusions reported, that electromagnetic interference was caused by external source. Recommend performing ship survey prior to operation to enumerate the ships active electronics equipment and to determine the frequencies employed in order to ensure target system compatibility with

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16763

(Continued)

standard onboard hardware and to eliminate electromagnetic interference. To determine shipboard radar systems that may cause electromagnetic interference with the target command and control system being utilized, typically, radar systems operating in the B/C band frequency range (400-700 MHz) can cause erroneous control commands resulting in loss of target. All ships involved in the deployment exercise should be considered for electromagnetic interference as also stated in BQM-74E Ship Installation Report NVR 89-27, "Shipboard command/control (C2) and tracking for BQM-74E flight operations requires considerably more attention than for land based C2 and tracking stations. First, attention must be directed to assuring clear line-of-sight between the C2 antennas and the target vehicle during the target's flight. Interference from other shipboard communications equipment or masking by the ship's superstructure resulting in C2 signal loss will cause premature target shutdown and recovery. Thus the target control ship must maintain a heading such that the training exercise area is in a sector of obstruction." No further action is required for the deficiency. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	NAWC PT MUGU/531000E	INVESTIGATE		COMPLETE 07JUN01

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-6 MESSAGE 181130ZAPR01	PROBLEM REPORT
	NAWC PT MUGU/531000E MESSAGE	REPLY/CLOSING
	071430ZJUN01	

ACTION :	VC-6	PQDR II	V09806-00-0012	30NOV00	OPEN
	END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
		S/N: 045032			
	FAILED PART:	AY96100	1420	01-446-4882	
		S/N: SZD104			

DESCRIPTION:

Transponder set failed to reply to IFF Interrogation from ship and airborne platforms during flight as reported by those entities. Transponder also failed to respond to interrogations from IFF test set during post flight maintenance operations. After removing and replacing transponder set BQM-74E flew without incident. We have experienced a total of two transponder set failures in two months.

ACTION TAKEN:

12DEC00: NAWC Pt. Mugu has submitted deficiency report to DCMC Birmingham for investigation.

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16763

(Continued)

ACTION : **ACTIVITY/CODE** **ASSIGNMENT** **DUE DATE STATUS**
SUMMARY DCMC BIRMINGHAM INVESTIGATE 12MAR01 OPEN

REFERENCES : **IDENTIFICATION** **REFERENCE BRIEF**
VC-6 SF 368 30NOV00 PROBLEM REPORT
NAWC PT MUGU/313110E SF 368 12DEC00 TO DCMC BIRMINGHAM

ACTION : VC-6 **PQDR II** V09806-00-0013 **30NOV00 OPEN**

END ITEM : **PART/DOC. NO.** **FSC** **NIIN** **NALC**
S/N: 043081
FAILED PART: AY96100 1420 01-446-4882
S/N: SZD067

DESCRIPTION:

Transponder set failed to reply to IFF Interrogation from test set during ground maintenance operations. After removing and replacing transponder set BQM-74E passed all ground maintenance checks prior to flight. We have experienced a total of two transponder set failures in two months.

ACTION TAKEN:

12DEC00: NAWC Pt. Mugu has submitted deficiency report to DCMC Birmingham for investigation.

ACTION : **ACTIVITY/CODE** **ASSIGNMENT** **DUE DATE STATUS**
SUMMARY DCMC BIRMINGHAM INVESTIGATE 12MAR01 OPEN

REFERENCES : **IDENTIFICATION** **REFERENCE BRIEF**
VC-6 SF 368 30NOV00 PROBLEM REPORT
NAWC PT MUGU/313110E SF 368 12DEC00 TO DCMC BIRMINGHAM

ACTION : AFWTF **PQDR II** N0017A-00-0020 **14AUG00 OPEN**

END ITEM : **PART/DOC. NO.** **FSC** **NIIN** **NALC**
S/N: 46046
FAILED PART: 59705-1 1550 01-471-6718
NOMEN: INTEGRATED AVIONICS UNIT
S/N: SYC08111

DESCRIPTION:

The Integrated Avionics Unit will not respond to Low Altitude Control Command.

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16763

(Continued)

ACTION TAKEN:

28AUG00: NAWC Pt. Mugu has submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	: ACTIVITY/CODE DCMC SAN DIEGO	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 13NOV01 OPEN
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REFERENCES	: IDENTIFICATION AFWTF SF 368 14AUG00 NAWC PT MUGU/313110E SF 368 28AUG00	REFERENCE BRIEF PROBLEM REPORT TO DCMC SAN DIEGO
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ACTION	: AFWTF	PQDR II N0017A-00-0021	14AUG00 OPEN
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END ITEM	: PART/DOC. NO. S/N: 46042	FSC	NIIN	NALC
FAILED PART	59705-1	1550	01-471-6718	
	NOMEN: INTEGRATED AVIONICS UNIT			
	S/N: SYC08043			

DESCRIPTION:

Integrated Avionics Unit will not respond to active augmentation command.

ACTION TAKEN:

28AUG00: NAWC Pt. Mugu has submitted deficiency report to DCMC San Diego for investigation.

ACTION SUMMARY	: ACTIVITY/CODE DCMC SAN DIEGO	ASSIGNMENT INVESTIGATE	DUE DATE STATUS 26NOV00 OPEN
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REFERENCES	: IDENTIFICATION AFWTF SF 368 14AUG00 NAWC PT MUGU/313110E SF 368 28AUG00	REFERENCE BRIEF PROBLEM REPORT TO DCMC SAN DIEGO
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30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16769 OPEN |

END ITEM : NOMENCLATURE PART/DOC. NO. FSC NIIN NALC
: AERIAL TARGET 89500-501 1550 01-325-5742

EI CNTRL NO: |

PROB BRIEF : RADAR ALTIMETER TEST FAILURE |

PROBLEM : Radar altimeter test failed.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

OCCURRENCES:	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
	AFWTF	EIR	N0017A-01-0020	04SEP01	OPEN
	VC-6	HMR	V09806-01-0019	28MAR01	CLOSED
	VC-6	PQDR II	V09806-00-0006	13SEP00	CLOSED
	PMRF	PQDR II	N0534A-00-0021	07SEP00	CLOSED
	PMRF	PQDR II	N0534A-00-0018	01SEP00	CLOSED

ACTION : AFWTF EIR N0017A-01-0020 04SEP01 OPEN

REFERENCES : IDENTIFICATION REFERENCE BRIEF
AFWTF MESSAGE 041333ZSEP01 PROBLEM REPORT

ACTION : VC-6 HMR V09806-01-0019 28MAR01 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	89500-501	1550	01-325-5742	
NOMEN: AERIAL TARGET				
S/N: 045076				
FAILED PART:	89500-501	1550	01-325-5742	
NOMEN: AERIAL TARGET				
S/N: 045076				

DESCRIPTION:

Target flew successful mission. Upon delayed recovery command, vega system lost track. recovery crews confirmed lack of delayed recovery maneuver. Target found in multiple pieces with approximately two feet of the tail section recoverable.

ACTION TAKEN:

07JUN01: NAWC Pt. Mugu acknowledges receipt if reported deficiency. Target was destroyed on impact and no available data exists. No meaningful investigation can be conducted or cause can be

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16769

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/313110E SF 368 11OCT00	TO DCMC BIRMINGHAM
	DCMC BIRMINGHAM DLA 1227 05DEC00	FINAL INVESTIGATION REPORT

ACTION : PMRF PQDR II N0534A-00-0021 07SEP00 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	S/N: 46098			
FAILED PART:	59705-1	1550	01-471-6718	
	NOMEN: INTEGRATED AVIONICS UNIT			
	S/N: SYC08100			

DESCRIPTION:
Error code 4E (control/power supply) when doing RALAC bench test on part one.

ACTION TAKEN:
25SEP00: NAWC Pt. Mugu has submitted deficiency report to DCMC San Diego for investigation.

19DEC00: DCMC San Diego reports that exhibit was subjected to Acceptance Test Procedure and the cited discrepancy could not be duplicated. No repair or replacement is required. The parts will be returned to point of origin under warranty provisions of the contract. This is considered closing action.

ACTION :	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC SAN DIEGO	INVESTIGATE		COMPLETE 19DEC00

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	PMRF SF 368 07SEP00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 25SEP00	TO DCMC SAN DIEGO
	DCMC SAN DIEGO MEMORANDUM 19DEC00	REPLY/CLOSING

ACTION : PMRF PQDR II N0534A-00-0018 01SEP00 CLOSED

END ITEM :	PART/DOC. NO.	FSC	NIIN	NALC
	S/N: 46095			
FAILED PART:	59705-1			
	NOMEN: NAVIGATION SENSOR UNIT			
	S/N: SYC08097			

DESCRIPTION:
Radar valid indication intermittent.

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16769

(Continued)

ACTION TAKEN:

25SEP00: NAWC Pt. Mugu has submitted the deficiency report to DCMC San Diego for investigation.

19DEC00: DCMC San Diego reports that exhibit was subjected to Acceptance Test Procedure and the cited discrepancy could not be duplicated. No repair or replacement is required. The parts will be returned to point of origin under warranty provisions of the contract. This is considered closing action.

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY		DCMC SAN DIEGO	INVESTIGATE		COMPLETE 19DEC00

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
		PMRF SF 368 01SEP00	PROBLEM REPORT
		NAWC PT MUGU/313110E SF 368 25SEP00	TO DCMC SAN DIEGO
		DCMC SAN DIEGO MEMORANDUM 19DEC00	REPLY/CLOSING

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16791 OPEN

	NOMENCLATURE	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	AERIAL TARGET	89500-501	1550	01-325-5742	

EI CNTRL NO:

PROB BRIEF : TOW RELEASE FAILURE

PROBLEM : Target experienced a TOW release failure.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-6	HMR	V09806-01-0004	24JAN01	OPEN
ACTION :	VC-6	HMR	V09806-01-0004	24JAN01	OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			
	S/N: UNKNOWN			
FAILED PART:	89500-501	1550	01-325-5742	
	NOMEN: AERIAL TARGET			

DESCRIPTION:

Target was launched and upon recovery it was discovered that the right tow body did not deploy during selected or command SALVO. Completed decontamination procedures. Performed CST one and CST two, upon which target tow body control system checked good. Unable to complete briefed target mission profile.

ACTION TAKEN:

06FEB01: NAWC Pt. Mugu requests ship all available flight data, controllers report of operation and observations at the time of the incident, maintenance records concerned with operation, right tow body CAD housing (if available) and CAD (if available) to NAWC Pt. Mugu for investigation. Upon receipt of the requested information NAWC Pt. Mugu will conduct an investigation and forward results to all concerned. Investigation is to determine possible latent defect in either CAD manufacturer or housing manufacturer. This type of failure has happened in the past.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
	VC-6	PROVIDE EXHIBIT	07MAY01	OPEN

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16791

(Continued) |

REFERENCES : IDENTIFICATION

VC-6 MESSAGE 241130ZJAN01
NAWC PT MUGU/323210E MESSAGE
060129ZFEB01

REFERENCE BRIEF

PROBLEM REPORT
INTERIM RESPONSE

30-NOV-01

**BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM**

PROBLEM NO: 16796 OPEN

EI CNTRL NO: 01-0021

PROB BRIEF : VERTICAL STABILIZER BROKEN

PROBLEM : Target had a broken vertical stabilizer.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	VC-8	CODR/EIR	V09948-01-0007	22JUN01	OPEN
	NAWC PT MUGU	PQDR II	N63126-01-5003	09MAR01	CLOSED
ACTION :	VC-8	CODR/EIR	V09948-01-0007	22JUN01	OPEN

DESCRIPTION:

While inflight pilot set the BQM-74 control box to the starboard engine position, but did not receive the engine start audio signal. The pilot proceeded to set the BQM-74 control box to the off position and returned to the base after mission completion. After recovery, ordnance personnel noted that the BQM-74E aft servo stabilizer area was burned and one stabilizer fin was missing. The BQM-74E was downloaded and turned in to AFWTF personnel for inspection.

ACTION TAKEN:

12JUL01: NAWC Pt. Mugu acknowledges receipt of reported deficiency. Request flight data, maintenance records including engine log and any post flight inspection report be submitted to NAWC Pt. Mugu for investigation. Also request target and pylon adapter, ADU-482 used with target for this flight be shipped. If either of these exhibits has been disturbed, except for normal post-flight maintenance, notify prior to shipping. This report was written in accordance with 4790.2G for failed ordnance. This command is not responsible for the failed ordnance. Ensure a copy of the report as well as the failed ordnance part be forwarded to the cognizant engineer at Indian Head. NAWC Pt. Mugu will investigate only that portion of the reported deficiency concerning the BQM-74 target and the ADU-382 pylon adapter.

ACTION SUMMARY	ACTIVITY/CODE	ASSIGNMENT	DUE DATE STATUS
	NAWC PT MUGU/531000E	INVESTIGATE	10OCT01 OPEN

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16796

(Continued)

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	VC-8 MESSAGE 221602ZJUN01	PROBLEM REPORT
	NAWC PT MUGU/531000E MESSAGE	INTERIM RESPONSE
	121638ZJUL01	

ACTION : NAWC PT MUGU PQDR II N63126-01-5003 09MAR01 CLOSED

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :				
	S/N: 46022			
FAILED PART:	98484-501			
	NOMEN: VERTICAL STABILIZER			

DESCRIPTION:

Received new BQM-74 extended range kit. Upon inventory it was noted that the vertical stabilizer forward bolt hole had a improperly installed helicoil.

ACTION TAKEN:

19MAR01: NAWC Pt. Mugu submitted deficiency report to DCMC San Diego for investigation.

29MAR01: NAWC Pt. Mugu received one each stabilizer for investigation. The two kits were opened for inspection of the condition of the verticals. Both crates are marked as "MODIFIED" in black marker without documentation as to the specifics of the modification. One unit displayed red dye on the heli-coil threads as would normally be expected to exist on new units. The other unit displayed an absence of the dye on either heli-coil. Both crates contained cardboard boxes which had been re-taped. Both units were transferred for additional inspection. The technical manual was inspected for proper installation procedure. The specific solid lubricant was identified and it was determined by the in-service engineer that a suitable substitute was available and would be used for the inspection. The proper bolts were acquired and lubricant applied prior to insertion. All four holes were tested and appeared to be in acceptable condition. The original vertical which was the reason for this inspection was also inspected and determined to be in an unusable condition with damaged heli-coils. It was determined that this unit was not a good candidate for a Product Quality Deficiency Report. It was also discussed that it might fall into the "Warranty Repair" category, but realizing the possibility that if repaired by the manufacturer that it is possible that it would be at cost to the government. It was determined that the replacement of the two heli-coils is a routine sheet metal repair. The conclusion is the vertical heli-coils are to be replaced by NAWC Pt. Mugu as a routine maintenance action. This is considered closing action.

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BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16796

(Continued) |

ACTION	:	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	:	NAWC PT MUGU/313110E	INVESTIGATE		COMPLETE 29MAR01

REFERENCES	:	IDENTIFICATION	REFERENCE BRIEF
	:	NAWC PT MUGU/532200E SF 368 09MAR01	PROBLEM REPORT
	:	NAWC PT MUGU/313110E SF 368 19MAR01	TO DCMC SAN DIEGO
	:	NAWC PT MUGU/313110E E-MAIL 29MAR01	ACTION TAKEN/CLOSING

30-NOV-01

BQM-74 TARGET ACTIVE
AIRBORNE WEAPONS CORRECTIVE ACTION PROGRAM

PROBLEM NO: 16813 OPEN

EI CNTRL NO:

PROB BRIEF : BURNER ASSEMBLY DAMAGED

PROBLEM : The target burner assembly was damaged.
DESCRIPTION

PREVENTIVE : No preventive action at this time.
ACTION

CORRECTIVE : No corrective action at this time.
ACTION

	SOURCE	TYPE	DOCUMENT NO.	DATE	DR STATUS
OCCURRENCES:	NAWC PT MUGU	PQDR II	N63126-00-5197	29DEC00	OPEN
ACTION :	NAWC PT MUGU	PQDR II	N63126-00-5197	29DEC00	OPEN

	PART/DOC. NO.	FSC	NIIN	NALC
END ITEM :	S/N: 001560			
FAILED PART:	55463	2840	01-344-6037	
	NOMEN: BURNER ASSEMBLY			
	S/N: AU0583			

DESCRIPTION:

Received burner assembly from supply. Upon initial inspection found labyrinth seal worn out. No go end of plug gage goes inside seal. Part has never been installed on engine.

ACTION TAKEN:

17JAN01: NAWC Pt. Mugu has submitted deficiency report to DCMC Detroit for investigation.

24JAN01: DCMC Detroit request exhibit be shipped for investigation.

ACTION	ACTIVITY/CODE	ASSIGNMENT	DUE DATE	STATUS
SUMMARY	DCMC DETROIT	INVESTIGATE	17APR01	OPEN

REFERENCES :	IDENTIFICATION	REFERENCE BRIEF
	NAWC PT MUGU/532200E SF 368 29DEC00	PROBLEM REPORT
	NAWC PT MUGU/313110E SF 368 17JAN01	TO DCMC DETROIT
	DCMC DETROIT MEMORANDUM 24JAN01	EXHIBIT REQUEST