

EXECUTIVE RISK ASSESSMENT SUMMARY

HAZARD REPORT NUMBER: LW-PS-RAES-2A	DATE: 7/96
REV. LETTER:	REV. DATE:
PART NUMBER: SED39127292	LRU NUMBER: SED39129185
TITLE: Unable to properly configure seat	1. SEVERITY: Catastrophic 2. LIKELIHOOD OF OCCURRENCE: Improbable 3. CLASSIFICATION: Controlled
CAUSE: A. Head rest cannot be removed from stowage position, installed into landing position or locked into landing position - adjustment pin jams in the engaged/disengaged position.	REDUNDANCY SCREENS: A - Pass B - Pass C - Pass
FMEA: LWS-PS-RAES-2A Criticality: 1R/2 Name/Quantity: Head rest locking pin/1 Function: Locks head rest into stowed/flight position and provides adjustment for head rest in flight configuration. Failure Mode: Locking pin jams in the engaged/disengaged position while trying to remove head rest from stowage configuration, reinstallation into flight position or adjustment while in flight position. Corrective Action: Crew could possibly use contingency IFM tools to free jammed pin.	Cause: Contamination, excessive use, piece-part defect Failure detection: crew cannot disengage/engage adjustment pin.
EFFECT: Time to Effect: Seconds Time to Correct: Minutes Failure Effect: Head rest not returned to flight configuration, inadequate head support not provided to the crew member for nominal flight loads or crash loads. Possible crew injury/loss of crew due to whiplash.	REMAINING PATHS: None
CONTROL/RETENTION RATIONALE: DESIGN: 1. Designed for minimum access for contamination. FAILURE HISTORY: First flight - None OPERATIONAL USE: Crew could possibly use contingency IFM tools to free jammed pin. MAINTAINABILITY:	

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VERIFICATION:

TEST: 2. Functional test performed before and after each certification test and acceptance testing with QA participation.

INSPECTION:

1. During assembly all parts are checked to be generally clean.
- 2a. PDA 4.2.5; PLA 4.2.4.1.2 Check all eight headrest positions by unlatching the headrest adjustment plunger and pulling up the headrest until the plunger snaps into next position. The plunger shall automatically snap into place. Remove headrest and verify headrest snaps into storage location. Remove headrest from storage location and reinstall in seat-back launch position. The operation of unlatching and adjusting shall be free of stops, jams or binding.
- 2b. OMRS V66AAO.022-C, D - Verify pilot/cmdr two-position seat back and headrest adjustment, full range and locking capability.
- 2c. Life Certification Test (800 full range of motion iterations) completed on head rest (TPS DW95201430) and passed.