Hurricane Ian LN-251 Issue:

N42 Approx 15 flights in the month of September. One issue. A reset of the switch at the N-rack and full reset of the MMR system remedied it in about 10 minutes.

As of October 4th, N43 has had approx. 12 flights Since Sept 5 with no MMR INE Incidents.

N43 Sept 5:

We had the same INS Warning issue as a few days ago. 1st time was about 1 hr out from the IP, a little over an hour after take-off. Brought the entire system down, except for the 2 Windows Computers. Cycled power at the circuit breakers for the main system components. Let it "rest" for a few minutes. Turned the system back up. Waited for the IMU to Align during straight and level flight. System came up normally.

The system operated fine for 2 hrs or so, and then got the INS Warning as we were making our way out of the "eye". Shut the system down from the N-Rack. Let it "rest" again for 7 to 10 minutes as we picked our way thru using the Nose radar. Turned the MMR system backup allowed it to warm up, Align mode took about 7 minutes. System is performing normally, at the moment.

I don't think the IMU is missing the GPS input for HNAV. It's doesn't "dergade" to one of the other modes like INAV or DNAV. When doing the in-flight alignment, the IMU doesn't seem to go into DNAV, from what I've been able to see, before going to HNAV, like the manual says it should. Do we have a spare IMU?

N43 29 August:

MMR had a normal pre-flight and operated normally for just over the first hour of the flight.

Got the INS Warning and noted the heading, lat/lon, track all incorrect, and the MMR antenna vertical position indicator was not steady.

We were still getting returns though.

First, we did a software restart at the FD station. No joy with that.

Then we recycled power to the system via the Transmitter/RP enable switch at the N-rack. Still No Bueno.

By this time we were in contact with Dana. We brought the whole system down to include the LN-251 IMU. It was off for about 15 minutes.

Turned the system back on. Noted GPS Fail in the MFL.

Checked the GPS connection on the upper GPS splitter in F-cab. It was tight, but decided to switch it to another port for good measure.

Status changed to "Align" with a FOM of 1.

After a couple minutes, status changed to "HNAV", FOM of 1.

System started working correctly.