



# WHAT IS YOUR FOD STORY?

LET'S TALK ABOUT FOREIGN OBJECT DEBRIS OR FOD. FOD CAN CAUSE A LOT OF DAMAGE TO AIRCRAFT AND EQUIPMENT. IT HAS EVEN CAUSED SEVERAL AVIATION DISASTERS. WE CONDUCT INSPECTIONS AND ARE ALWAYS ON THE LOOK OUT FOR FOD. EVERY ONCE IN A WHILE WE FIND SOMETHING VERY INTERESTING.

I WILL BEGIN THE FOD-STORY TELLING BY SHARING 2 FOD-STORIES WITH YOU – ONE OF MY OWN, AND ONE SHARED WITH ME.

## MY FOD-STORY

I USED TO WORK FOR TRANSPORT CANADA. MY OFFICE WAS LOCATED IN NORTH YORK AT 4900 YONGE STREET. DURING MY FIRST WEEK, IN SEPTEMBER OF 2002, I WAS GIVEN A TOUR OF THE PEARSON TRANSPORT CANADA CENTRE (A LOCAL SATELLITE OFFICE). I BEING INTRODUCED AND WAS SHOWN AROUND THE OFFICE. JUST AS I WAS MEETING THE SUPERINTENDENT OF AIRWORTHINESS, ONE OF HIS INSPECTORS WALKED IN WITH A LARGE METALLIC CONICAL PIECE OF METAL, THAT APPEARED TO HAVE BEEN SHEARED OFF AN AIRCRAFT. THE INSPECTOR HAD BEEN CALLED BY THE GREATER TORONTO AIRPORT'S AUTHORITY TO COME AND COLLECT FOD THAT HAD BEEN RECOVERED FROM ONE OF THE RUNWAYS. A JETSGO MD-83 HAD SUCH A HARD A TAIL STRIKE THAT THE VERY TIP OF THE TAIL CONE HAD BROKEN OFF. I FOUND THIS BROKEN PIECE OF METAL WAS SO FASCINATING TO ME BECAUSE IT WAS A PIECE OF A MD-83. AT THIS POINT JETSGO HAD ONLY BEEN IN OPERATION FOR A COUPLE OF MONTHS, AND I THINK YOU CAN SAY, IT WAS THE BEGINNING OF THE END FOR THE AIRLINE. THE COMPANY ONLY OPERATED FOR A FEW YEARS AND WAS INFAMOUS FOR STRANDING THOUSANDS OF PASSENGERS DURING MARCH BREAK AFTER FILING FOR BANKRUPTCY IN 2005.

