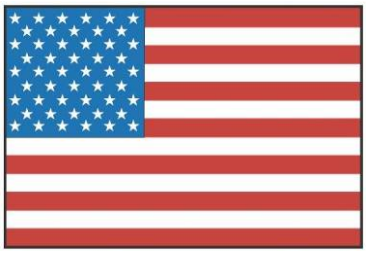
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 405

APRIL 2012

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20590

AVIATION MAINTENANCE ALERTS

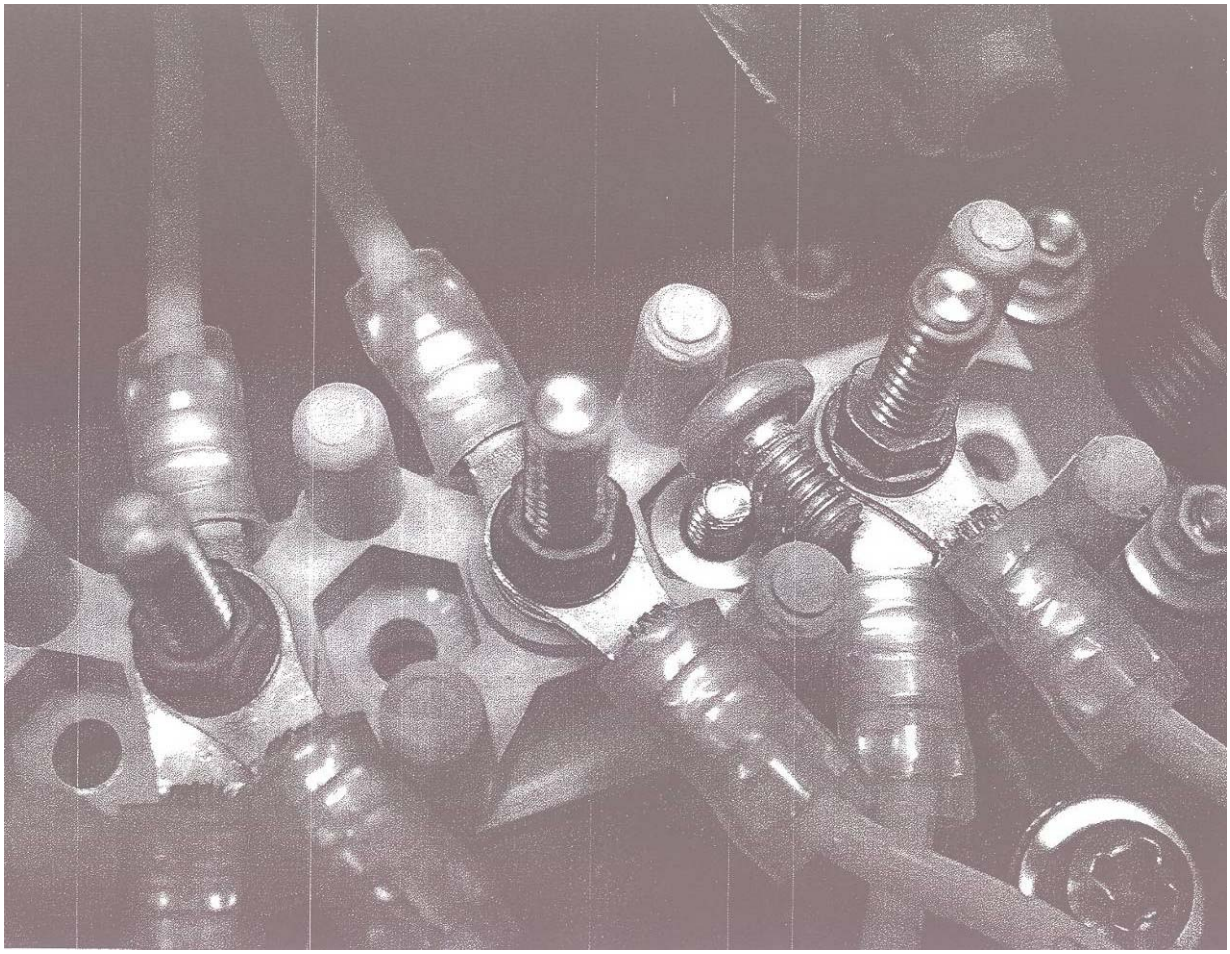
The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain civil aeronautical products pertaining to significant events or items of interest. At the time we prepared this document, we have not fully evaluated the material. As we identify additional facts such as cause and corrective action, we may publish additional data in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported to the FAA Service Difficulty Reporting System (SDRS). We welcome your participation, comments, and suggestions for improvement. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)

AIRPLANES

Boeing: 737; Shorted "Logo" Light; ATA 3340

An unidentified corporate submission states, "Inspection findings *(for this defect)* are: *(1)* a transformer mounting screw (Fig. 1-220) dislodged and floating loose in the unit—causing short-to-ground, *(2)* the socket (Fig. 1-65) is worn, and *(3)* the reflector (Fig. 1-73A) finish is worn. Refer to Koito CMM IPC 33-45-04 for the called out items." *(Koito Logo Light P/N: 8100037602.)*



Part Total Time: (unknown)

Bombardier: BD100-1A10; Defective Tire; ATA 3244

A commercial operator's technician says, "A bulge on the number two main tire (P/N 269K43-2) outer sidewall is consistent with bulges found on previous tires (P/N 269K43-1). This tire is being sent to Goodyear for evaluation."

Part Total Time: 450 hours (192 cycles)

Cessna: 402C; Failed Nose Gear Microswitch; ATA 3260

"The nose gear collapsed on landing," says this electrical technician. "The nose gear actuator was removed and tested in a controlled environment. When the actuator was cold soaked, the microswitch *(P/N 1CH16)* failed to activate properly, giving a false indication the gear was down and locked. Due to gear failure, both aircraft propellers struck the ground and caused sudden stoppage to the engines. The aircraft also suffered structural damage to the nose section."

(This 1CH16 part number is listed 24 times in the SDRS database.)

Part Total Time: 352.0 hours

Hawker: 800XP; Failed Elevator Trim Rod-ends; ATA 2731

A submitter writes, "When conducting a maintenance preflight inspection, the technician noticed rust stains coming from the aft rod-ends *(P/N CN635MESP56)* of the elevator trim tab rod on both left and right elevator trim tabs. Further inspection revealed the grease seals on one end of both the left and right trim tab rod-ends had come off, and the ball bearings were mostly missing. Fortunately, the other rod-end on each of the trim tabs was still intact. However, rust stains were also noticed coming through these grease seals. In the process of replacing the rod-ends, it was noticed that TKS deicing fluid had penetrated into the hollow inner portion of the trim tab control rod, *(but)* no evidence of corrosion existed.

"Recommendation: Conduct a close-up visual inspection of the elevator trim tab rod-ends for rust staining and grease seal separation on an annual basis. Any time rust staining is observed coming out of the rod-ends, replace them. At each 48 month inspection, remove the rod-ends and visually inspect the control rods for corrosion."

Part Total Time: 4,520.0 hours

Lear: 45; Broken Hydraulic Float Switch; ATA 2930

"Maintenance was *(experiencing)* erratic indications when servicing hydraulic fluid," states this Air Carrier SDR report. "When serviced correctly per the maintenance manual, hydraulic 'low fluid' or 'over filled' messages from EICAS *(Engine Indicating Crew Alerting System)* would appear shortly thereafter. There was no evidence of fluid loss, and the mechanics were properly trained and equipped for the servicing task. The hydraulic float switch was removed for troubleshooting—it was found to have one float broken. The float switch assembly *(P/N 3L14F17)* was replaced with a new unit, and the hydraulic system checked in consultation with Learjet Field Support to ensure the possibility of system contamination was adequately addressed."

Part Total Time: 2,360 hours

Piper: PA46-500TP; Nose Gear Torque Link Missing Bolt, ATA 3220

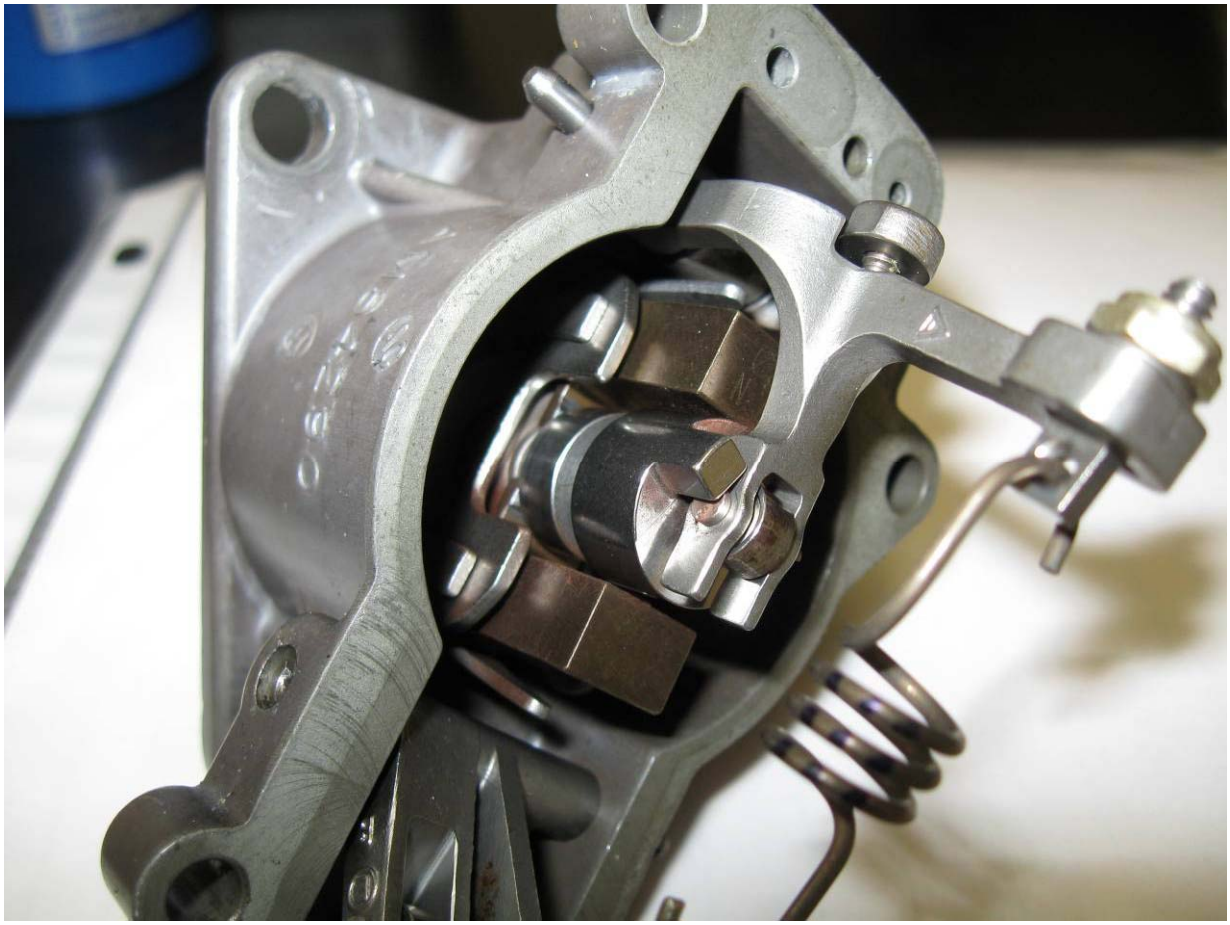
A general aviation report states, "The *(aircraft owner/pilot)* noticed a vibration shortly after landing. Inspection of the nose landing gear assembly found the bolt, nut, washer, and cotter key missing from the center torque link, and the tire was lightly flat-spotted." *(Torque Link Component P/N: 106680002.)*

Part Total Time: 132.0 hours

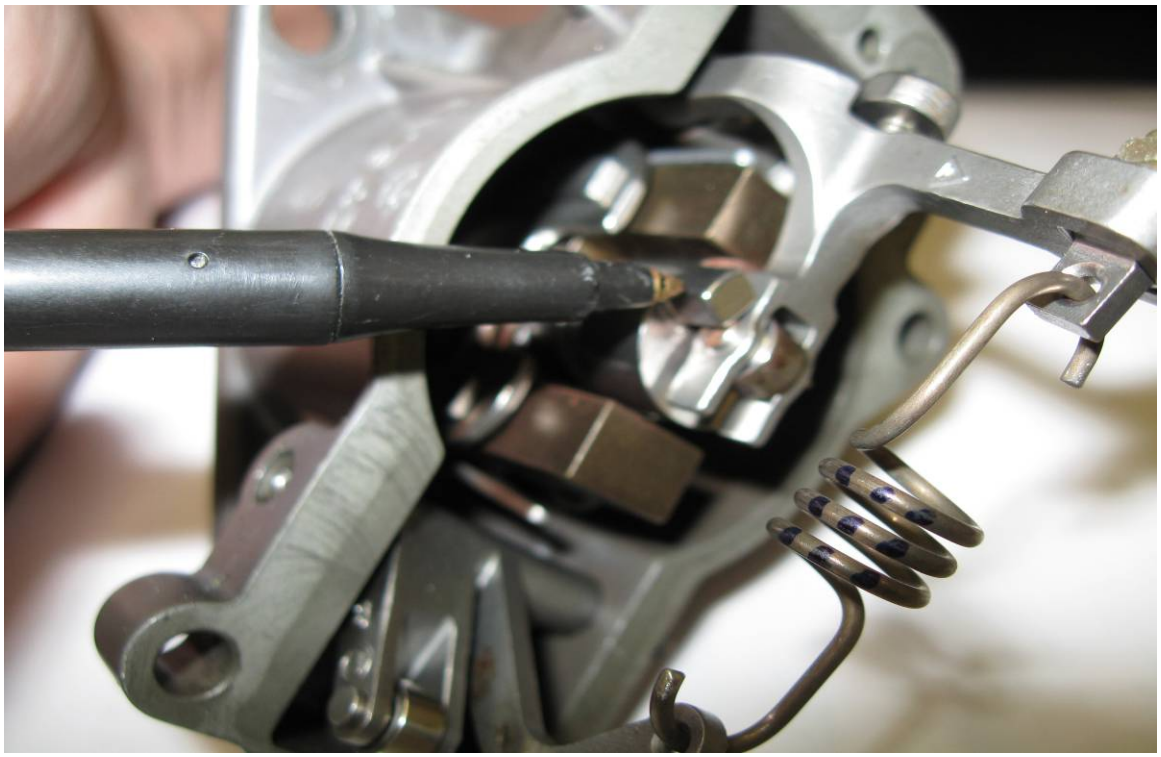
HELICOPTERS

Bell: 206L1; Improper Governor Assembly; ATA 7323

"The governor allows the engine *(Allison 250C28)* to overspeed," says a mechanic. It failed the shop test. *(I)* disassembled the unit and found it improperly assembled. The spool bushing anti-rotation tang was engaged in the lever slot." *(There are 16 SDRS database entries for the Honeywell Governor P/N: 252469211, and 6 entries for the Bushing Assembly P/N: 2526146.)*



(The next two photos have been vertically compressed a little—Ed.)



Part Total Time: (unknown)

LIGHTER-THAN-AIR

Cameron: A315; Failed Blast Valve; ATA 5102

A repairman/pilot states, "The blast valve (main burner valve; P/N F8612) no longer functioned. Upon disassembling the blast valve from the burner, the shutter valve was visually inspected. The adhesive compound bonding the brass to the rubber ring was found to have failed, and the amount of adhesive bonding the two pieces also seems to be inadequately or unevenly applied. The rubber ring separating from the brass housing resulted in complete blockage of fuel (propane) to the burner coils—ultimately resulting in failure of the blast valve."

Part Total Time: 246.0 hours

POWERPLANTS

Superior Cylinder: SL36006WA1E; Cracked; ATA 8530

(This repair station report references a Piper PA28-180 with a Lycoming O360A4M engine.)

"During an Annual compression test this cylinder was found to have no compression," says a mechanic. "Upon further investigation, air was found leaking from the back of the cylinder assembly at the point where the fins step up to the next size. With an inspection mirror held between the baffling and the back of the cylinder, a crack could be seen. *(I)* removed the cylinder from the engine and found this crack started at the top spark plug hole, continuing towards the back of the cylinder, and down and through the exhaust valve seat to the rear exhaust mounting stud. This Superior Air Parts cylinder was installed new in February 2005. AD 2007-04-19R1 deals with cracks at the barrel/head in cylinder assemblies manufactured between April and November of 2005. Maybe this AD should be expanded to include these assemblies.

"Other cylinder markings include an etching number E36-14165, and a casting number SLC-36005."

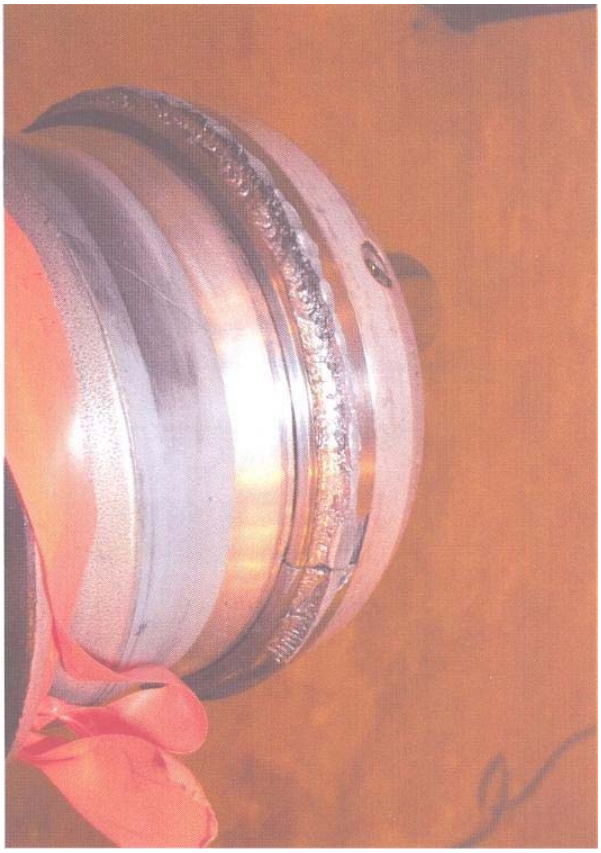
Part Total Time: 1,533.0 hours

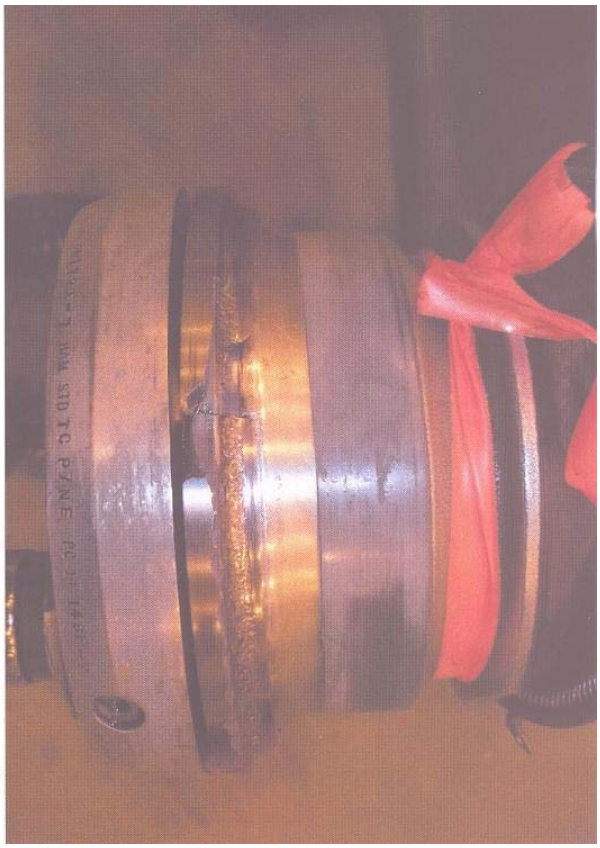
ACCESSORIES

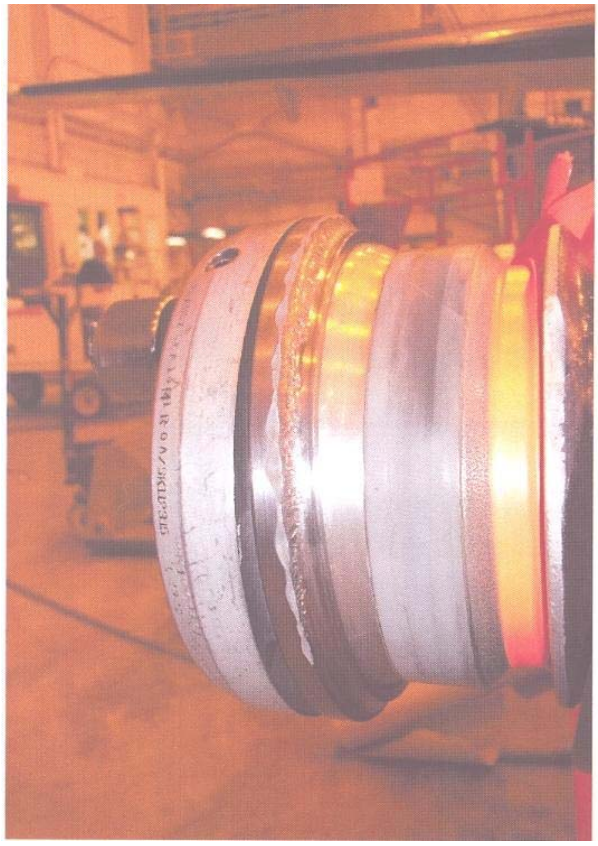
Hamilton Standard: 14SF7; Bearing Failure; ATA 6111

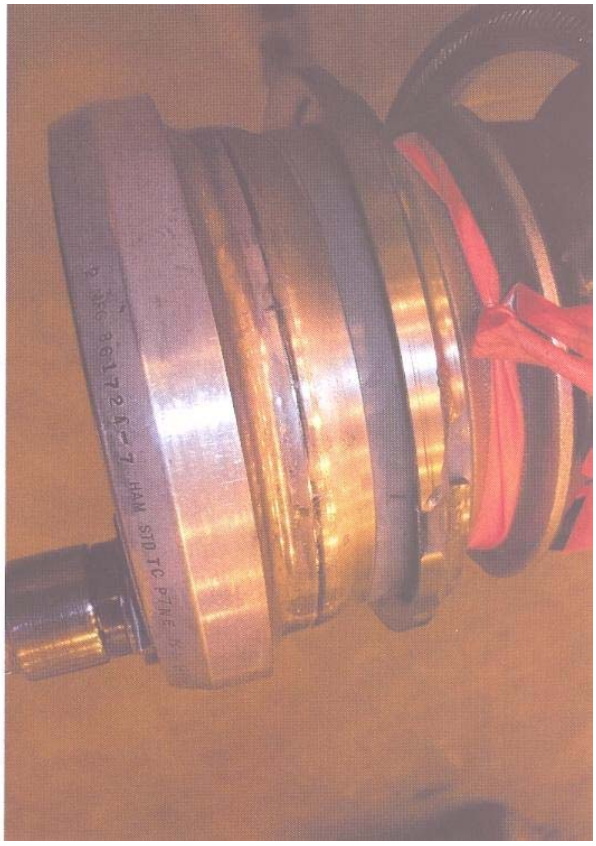
(A corporate operator provides the following brief description referencing a de Havilland DHC8 airplane.)

The submitter states, "During inspection/maintenance of the propeller, the L/H number three blade (P/N SFA13M1R0A+D) was found to have bearing failure."









(Time since overhaul: 10,415.0 hours.)

Part Total Time: 46,829.0 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (iSDR) web site is the front-end for the Service Difficulty Reporting System (SDRS) database that is maintained by the Aviation Data Systems Branch, AFS-620, in Oklahoma City, Oklahoma. The iSDR web site supports the Flight Standards Service (AFS), Service Difficulty Program by providing the aviation community with a voluntary and electronic means to conveniently submit in-service reports of failures, malfunctions, or defects on aeronautical products. The objective of the Service Difficulty Program is to achieve prompt correction of conditions adversely affecting continued airworthiness of aeronautical products. To accomplish this, Malfunction or Defect Reports (M or Ds) or Service Difficulty Reports (SDRs) as they are commonly called, are collected, converted into a common SDR format, stored, and made available to the appropriate segments of the FAA, the aviation community, and the general public for review and analysis. SDR data is accessible through the "Query SDR data" feature on the iSDR web site at: http://av-info.faa.gov/sdrx/Query.aspx.

In the past, the last two pages of the Alerts contained a paper copy of FAA Form 8010-4, Malfunction or Defect Report. To meet the requirements of *Section 508, this form will no longer be published in the Alerts; however, the form is available on the Internet at: http://forms.faa.gov/forms/faa8010-4.pdf. You can still download and complete the form as you have in the past.

*Section 508 was enacted to eliminate barriers in information technology, to make available new opportunities for people with disabilities, and to encourage development of technologies that will help achieve these goals.

A report should be filed whenever a system, component, or part of an aircraft, powerplant, propeller, or appliance fails to function in a normal or usual manner. In addition, if a system, component, or part of an aircraft, powerplant, propeller, or appliance has a flaw or imperfection, which impairs or may impair its future function, it is considered defective and should be reported under the Service Difficulty Program.

The collection, collation, analysis of data, and the rapid dissemination of mechanical discrepancies, alerts, and trend information to the appropriate segments of the FAA and the aviation community provides an effective and economical method of ensuring future aviation safety.

The FAA analyzes SDR data for safety implications and reviews the data to identify possible trends that may not be apparent regionally or to individual operators. As a result, the FAA may disseminate safety information to a particular section of the aviation community. The FAA also may adopt new regulations or issue airworthiness directives (ADs) to address a specific problem.

The iSDR web site provides an electronic means for the general aviation community to voluntarily submit reports, and may serve as an alternative means for operators and air agencies to comply with the reporting requirements of 14 Title of the Code of Federal Regulations (CFR) Section 121.703, 125.409, 135.415, and 145.221, if accepted by their certificate-holding district office. FAA Aviation Safety Inspectors may also report service difficulty information when they conduct routine aircraft maintenance surveillance as well as accident and incident investigations.

The SDRS database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the following address.

The SDRS and iSDR web site point of contact is:

Pennie Thompson
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-5313
SDRS Program Manager e-mail address: 9-AMC-SDR-ProgMgr@faa.gov

IF YOU WANT TO CONTACT US

We welcome your comments, suggestions, and questions. You may use any of the following means of communication to submit reports concerning aviation-related occurrences.

Editor: Daniel Roller (405) 954-3646
FAX: (405) 954-4570 or (405) 954-4655

E-mail address: Daniel.Roller@faa.gov

Mailing address: FAA, **ATTN: AFS-620 ALERTS**, P.O. Box 25082, Oklahoma City, OK 73125-5029

You can access current and back issues of this publication from the internet at: http://av-info.faa.gov/. Select the General Aviation Airworthiness Alerts heading.

AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting System (SDRS) database. This is not an all-inclusive listing of Service Difficulty Reports. For more information, contact the FAA, Regulatory Support Division, Aviation Data Systems Branch, AFS-620, located in Oklahoma City, Oklahoma. The mailing address is:

FAA
Aviation Data Systems Branch, AFS-620
PO Box 25082
Oklahoma City, OK 73125

To retrieve the complete report, click on the Control Number located in each report. These reports contain raw data that has not been edited. Also, because these reports contain raw data, the pages containing the raw data are not numbered.

If you require further detail please contact AFS-620 at the address above.

Federal Aviation Administration

Service Difficulty Report Data

Sorted by aircraft make and model then engine make and model. This report derives from unverified information submitted by the aviation community without FAA review for accuracy.

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	**Aircraft Model**	**Engine Model**	**Component Model**	**Part Number**	**Part Location**
2012FA0000143				LIFE VEST	FAILED
3/9/2012				S112502300	CABIN
PRESERVER MANUFACTURED IN APRIL 1987. ADHESIVE DRIED AROUND INFLATION STEM WHICH SEPARATED CAUSING LEAKAGE.					
2012FA0000144				CELL	SEPARATED
3/9/2012					LIFE VEST
PRESERVER MANUFACTURED IN AUGUST 1986. ADHESIVE DRIED WHICH ALLOWED CELL SEPARATION.					
2012FA0000148				LIFE VEST	SEPARATED
3/10/2012				S112502300	CABIN
ADHESIVE SEPARATION AROUND BOTTLE HOLDER ALLOWING VEST TO LEAK.					
EE4Y20120302081	AIRBUS			FITTING	CORRODED
3/2/2012	A319132			D57259162001	ZONE 600
RIGHT WING REAR SPAR AFT FACE RETRACTION JACK ANCHORAGE FITTING CORRODED AROUND T BORE AND LOWER SURFACE. DAMAGED PART GOING TO BE REPAIRED FOLLOWING REPAIR INSTRUCTIONS.					
EE4Y20120302084	AIRBUS			SKIN	DENTED
3/2/2012	A319132				ZONE 100
LOWER FUSELAGE BETWEN FR-60 AND FR-61 AND BETWEEN STR 39 AND STR41 SKIN WITH DENT AND REWORK. DAMAGED REPORT GOING TO BE REPAIRED FOLLOWING REPAIR INSTRUCTIONS.					
EE4Y20120302085	AIRBUS			STRUCTURE	CONTAMINATED
3/2/2012	A319132				VERTICAL STAB
DURING THE INSPECTION PROCESS, FOUND THE VERTICAL STABILIZER, RUBBER PANEL HOIST POINT NR 1 RT SIDE WITH TRAPPED FLUID. HOIST POINT REQUIRED A MINOR REPAIR IAW GUIDELINES.					
EE4Y20120302090	AIRBUS			STRUCTURE	CONTAMINATED
3/2/2012	A319132				VERTICAL STAB
DURING THE INSPECTION PROCESS, FOUND THE VERTICAL STABILIZER, RUBBER PANEL HOIST POINT NR 2 LT SIDE WITH TRAPPED FLUID. HOIST POINT REQUIRED A MINOR REPAIR IAW GUIDELINES.					
EE4Y20120302091	AIRBUS			STRUCTURE	CONTAMINATED
3/2/2012	A319132				VERTICAL STAB
DURING THE INSPECTION PROCESS, FOUND THE VERTICAL STABILIZER, RUBBER PANEL HOIST POINT NR 3 LT SIDE WITH TRAPPED FLUID. HOIST POINT REQUIRED A MINOR REPAIR IAW GUIDELINES.					
EE4Y201203050103	AIRBUS			SHEAR PLATE	CRACKED
3/5/2012	A319132			D5347112420300	ZONE 100

UPPER FUSELAGE PAX CABIN BTW FR-69 NAD FR-70 AT -Y1060 SHEAR WEB WITH CRACK. REPLACED THE SHEAR PLATE IAW SRM 51-72-11 PARG 4 AND 6 AND DWG D53474180.

EE4Y201203050104	AIRBUS	SKIN	CORRODED
3/5/2012	A319132		PYLON

ENGINE, PYLON AFT LOWER SECTION INBD AND OTBD SKIN WITH CORROSION. REPLACED NR 2 ENGINE PYLON AFT LOWER OUTBD SKIN PANEL IAW SRM 54-54-11 PB 101 PARAG 4B DIAGRAM 101 TABLE A.

EE4Y201203050105	AIRBUS	STRAP	CORRODED
3/5/2012	A319132		NR 2 NOSE COWL

NR 2 ENGINE, NOSE COWL IN THE 1 O`CLOCK POSITION CAPPING STRAP WITH WEAR. REPAIRED NR 2 ENGINE, NOSE COWL IN THE 1 O`CLOCK POSITION CAPPING STRAP IAW SRM 54-10-00, REPAIR 30.

EE4Y201203050106	AIRBUS	CHANNEL	CRACKED
3/5/2012	A319132		NR 1 NACELLE

NR 1 ENGINE,PYLON, PRECOOLER CASE, WITH CRACKS IN BOTH CORNERS. REPAIRED PRECOOLER CASE LT AND RT LATERAL CHANNELS AT NR 7 AND NR 8 RIBS IAW SRM 54-12 FIG 209.

EE4Y201203050102	AIRBUS	PANEL	CORRODED
3/5/2012	A319132	D5547118000200	RUDDER

EMPENNAGE RUDDER TIP PANEL 326 AT WITH CORROSION. REPLACED EMPENNAGE RUDDER TIP PANEL IAW SRM 51-72-11, PARAG 4 AND 6.

EE4Y20120305099	AIRBUS	CHANNEL	CORRODED
3/5/2012	A319132		NR 1 NACELLE

NR 1 ENGINE CNA FIRE PROOF BULKHEAD LT AND RT CHANNELS CRACKED. REPLACED LT AND RT CHANNELS IAW SRM 51-72-11, PARAG 4 AND 6.

EE4Y20120305098	AIRBUS	CHANNEL	CORRODED
3/5/2012	A319132		NR 1 NACELLE

NR 1 ENGINE CNA FIRE PROOF BULKHEAD LT AND RT CHANNELS CRACKED. REPLACED LT AND RT CHANNELS IAW SRM 51-72-11, PARAG 4 AND 6.

EE4Y20120301081	AIRBUS	SUPPORT	CRACKED
3/1/2012	A319132	D5391678700000	ZONE 100

LOWER FUSELAGE LEFT LATERAL AVIONIC COMPARTMENT AT C16 WASTE WATER VACUUM DUCT CLAMP SUPPORT CRACKED. DAMAGED PART WAS REPLACED IAW SRM 51-72-11, PAR 4 AND PAR 6 REQUIREMENTS. UNDER THE NON ROUTINE ITEM: WO A1A055, SUBJOB 1, ITEM 1.

EE4Y20120301078	AIRBUS	FLOOR SUPPORT	CORRODED
3/1/2012	A319132	D5367423920000	ZONE 100

AFT CARGO COMPARTMENT FR58 TO FR59 LT, STR 38L FLOOR SUPPORT WITH CORROSION. DAMAGED PART WAS REPLACED IAW SRM REQUIREMENT, UNDER THE NON ROUTINE ITEM: WO A1A055, SUBJOB 1, ITEM 67.

EE4Y20120301077	AIRBUS	STRUCTURE	CRACKED
3/1/2012	A319132	D5331014220400	ZONE 100

LOWER FUSELAGE ACCESS DOOR 191CB CUT OUT MOUNTING RING IS CRACKED. DAMAGED PART WAS REPLACED IAW SRM REQUIREMENTS, UNDER THE NON ROUTINE ITEM: WORK ORDER A1A055, SUBJOB 1, ITEM 89.

EE4Y20120301076	AIRBUS	PROFILE	CORRODED
3/1/2012	A319132	D5397496800400	ZONE 100

AFT CARGO COMPARTMENT FR58, BETWEEN STGR 38LT AND STR 38RT PROFILE JOINT WITH CORROSION. DAMAGED PART WAS REPLACED IAW THE SRM REQUIREMENTS, UNDER THE NON ROUTINE ITEM: WO A1A055, SUBJOB 1, ITEM 68.

EE4Y20120301074	AIRBUS	PROFILE	CORRODED
3/1/2012	A319132	D5347646000000	ZONE 100

AFT CARGO COMPARTMENT FR52 THRU FR55A STGR 38RT PROFILES WITH CORROSION. DAMAGED PART WAS REPLACED IAW SRM REQUIREMENTS, UNDER THE ROUTINE ITEM: WO A1A055, SUBJOB 1, ITEM 72.

EE4Y20120306092	AIRBUS	PAD	WORN
3/6/2012	A319132		THRUST REVERSER

NR 1 ENGINE LT AND RT THRUST REVERSER COWLS, INSIDE UPPER SECTION, PAD PLATES WITH WEAR. REPAIRED NR 1 ENGINE THRUS REVERSE LT AND RT BUMPER PAN DOW DUE TO WEAR IAW SRM 51-30-00, REPAIR 38.

EE4Y201203060109	AIRBUS	PANEL	DAMAGED
3/6/2012	A319132	D5547004500000	RUDDER

EMPENNAGE VERTICAL STABILIZER RUDDER SIDE PANEL HOIST POINT NR 2 LT WITH TRAPPED FLUID. REPAIRED THE HOIST POINT IAW GUIDELINES.

EE4Y201203060108	AIRBUS	FITTING	CORRODED
3/6/2012	A319132	D57259162001	ZONE 500

LT MLG RETRACTION JACK ANCHORAGE FITTING WITH CORROSION. REPAIRED THE JACK ANCHORAGE FITTING IAW GUIDELINES.

EE4Y201202010009	AIRBUS	SILL	CORRODED
2/1/2012	A319132	D53112191203	ZONE 200

UPPER FUSELAGE PAX CABIN RT FWD DOOR SILL BEAM WITH CORROSION AT ESCAPE SLIDE GIRT BAR FITTINGS. A REPAIRED IAW REPAIR GUIDELINES REF. NR 70557953/006 UNDER THE NON ROUTINE ITEM.

EE4Y201202010008	AIRBUS	BEAM	CORRODED
2/1/2012	A319132	D53112191202	ZONE 200

UPPER FUSELAGE PAX CABIN LT FWD DOOR SILL BEAM WITH CORROSION AT ESCAPE SLIDE GIRT BAR FITTINGS AREA. A REPAIR IS GOING TO BE PERFORMED IAW REPAIR GUIDELINES REF. 70557953/006 UNDER THE NON ROUTINE ITEM.

EE4Y201202020011	AIRBUS	ATTACH ANGLE	CORRODED
2/2/2012	A319132	D52470009210	ZONE 800

AFT FUSELAGE ACCESSORY COMPARTMENT ACCESS DOOR 312AR BONDING LEAD ATTACHMENT ANGLE CORRODED. REPLACED ANGLE IAW SRM 51-72-11.

EE4Y201202020013	AIRBUS	STRAP	CORRODED
2/2/2012	A319132	D5757427620000	LT WING TE FLAP

LT WING OTBD FLAP UPPER SURFACE STRAP IS CRACKED BETWEEN RIBS 16 AND 17. REPLACED STRAP IAW SRM 51-72-11.

EE4Y201202030018	AIRBUS	SHEAR WEB	CORRODED
2/3/2012	A319132	D53471123202	ZONE 200

UPPER FUSELAGE PAX CABIN, AFT FLOORBEAM AREA, SHEAR WEB CORRODED AT STA 29921 FR70 AND +Y1800. THE DAMAGED SHEAR WEB WAS REPLACED IAW SRM REQUIREMENTS, UNDER THE NON ROUTINE ITEM.

EE4Y201202030017	AIRBUS	FITTING	CORRODED
2/3/2012	A319132	D57259162000	ZONE 500

LT WING, INNER REAR SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING BORE AND SPOTFACE WITH CORROSION. THE FITTING REWORK REQUIRES A MAJOR REPAIR IAW GUIDELINES.

EE4Y201202060021	AIRBUS	FLOOR PANEL	CORRODED
2/6/2012	A319132	221FF	ZONE 200

DURING INSPECTION, FOUND CORROSION AT THE UPPER FUSELAGE, PAX CABIN, FLOOR PANEL 221FF FWD SECTION. THE PANEL WAS REPLACED WITH NEW ONE.

EE4Y201202060016	AIRBUS	FITTING	CORRODED
2/6/2012	A319132	D57259162001	ZONE 600

LEFT WING, INNER REAR SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S WITH CORROSION. THE FITTING'S REWORK REQUIRES A MAJOR REPAIR.

EE4Y201202060024	AIRBUS	SKIN	CORRODED
2/6/2012	A319132		ZONE 400

NR 1 ENGINE PYLON AFT LOWER SECTION, INBD AND OTBD SKINS FAIRING WITH CORROSION. THE DAMAGED SKIN WAS REPLACED IAW SRM 51-72-11, PARA 4 AND 6.

EE4Y201202060025	AIRBUS	SKIN	CORRODED
2/6/2012	A319132		ZONE 400

NR 2 ENGINE PYLON AFT LOWER SECTION, INBD AND OTBD SKIN FAIRING WITH CORROSION. THE DAMAGED PARTS WERE REPLACED IAW SRM 51-72-11, PARA 4 AND 6.

EE4Y201202060026	AIRBUS	ATTACH BRACKET	CORRODED
2/6/2012	A319132		FUSELAGE

FUSELAGE LT MLG ACTUATOR ATTACHMENT BRACKET BEARING AREA WITH CORROSION. A TEMPORARY REPAIR WITH A LIFE OF 40000 FC MINIMUM WILL BE INSTALLED IAW REPAIR INSTRUCTIONS 70557467/006 DTD JAN 18, 2012, UNDER THE NON ROUTINE ITEM: JOB: A1A034, SUBJOB: 1, ITEM: 3.

EE4Y201202070014	AIRBUS	STRAP	WORN
2/7/2012	A319132		NR 2 NACELLE

NR 2 ENGINE, NOSE COWLING, CAPPING STRAP WITH WORN AT 11 O`CLOCK. THE CAPPING STRAP WAS REPAIRED IAW SRM VRS2792 NR 030 PROCEDURE.

EE4Y201202080005	AIRBUS	FLOOR PANEL	CORRODED
2/8/2012	A319132	AE41411	ZONE 200

UPPER FUSELAGE PAX CABIN OVER FLOOR LEVEL FROM STA7087 TO STA8077 FR20 FLOOR PANEL WITH CORROSION AT SEVERAL PLACES. DAMAGED FLOOR PANEL WAS REPLACED IAW SRM REQUIREMENTS, UNDER THE NON ROUTINE ITEM.

EE4Y201202080007	AIRBUS	FLOOR PANEL	CORRODED
2/8/2012	A319132	4E41402	ZONE 200

UPPER FUSELAGE, PAX CABIN OVER FLOOR LEVEL, FROM STA7087/FR16 TO STA8077/FR20, BETWEEN -Y1219 AND -Y1600 FLOOR PANEL 222FF WITH CORROSION AT SEVERAL PLACES. DAMAGED FLOOR PANEL WAS REPLACED IAW SRM REQUIREMENTS UNDER THE NON ROUTINE ITEM.

EE4Y201202090060	AIRBUS	STRAP	CRACKED
2/9/2012	A319132	5757427620100	RT WING TE FLAP

RT WING OTBD FLAP UPPER SURFACE STRAP CRACKED BETWEN RIB 16 AND 17. REPLACED STRAP PN 5757427620100 IAW SRM 51-72-11.

EE4Y201202090059	AIRBUS	GIRT BAR	CORRODED
2/9/2012	A319132	D5311253400000	R1 DOOR

UPPER FUSELAGE PAX CABIN R1 DOOR FWD AND AFT GIRT BAR FITTING BLANKING PLATES WITH CORROSION. REPLACED GIRT BAR FITTING PN D5311253400000 IAW SRM 51-72-11.

EE4Y201202090051	AIRBUS		BEARING	CORRODED
2/9/2012	A319132		D3221009220000	NLG DOOR

NLG DOOR LINKAGE AT HALF CLAMP AREA, BEARING CORRODED. REPLACED NLG DOOR LINKAGE AT HALF CLAMPS AND BEARING IAW AMM 32-22-17-400-001-A PARA 4C AND AMM 32-22-17-000-001-A PARA 4A(13),(15).

EE4Y201202090052	AIRBUS		ANGLE	CRACKED
2/9/2012	A319132		D5323022620000	ZONE 100

LOWER FUSELAGE AT FRAME 34 LEVEL STR 30 LT FAIRING SUPPORT SRUCTURE ANGLE CRACKED. REPLACED ANGLE IAW SRM 51-72-11.

EE4Y201202090053	AIRBUS		CHECK VALVE	CORRODED
2/9/2012	A319132		CT1411	ZONE 100

LOWER FUSELAGE AVIONICS EQUIPMENT VENTILATION AIR INLET CHECK VALVE WITH CORROSION. REPLACED SKIN AIR INLET CHECK VALVE IAW AMM TASK 21-26-52-000-001-A AND AMM 21-26-52-400-001-A.

EE4Y201202090054	AIRBUS		SEAT TRACK	CORRODED
2/9/2012	A319132		D2557206222800	ZONE 100

FWD CARGO COMPARTMENT FR 26, FR 27 SEAT TRACK WITH CORROSION. REPLACED SEAT TRACK IAW TASK 25-41-000-001-A, SUB TASK 25-54-41-020-050 H.A(7) AND TASK 25-54-41-400-001-A, SUB TASK 25-54-41-420-050 H,B(6).

EE4Y201202010001	AIRBUS	IAE	CHANNEL	CRACKED
2/1/2012	A319132	V2524A5		ZONE 400

NR 2 ENGINE PYLON UPPER SECTION AT RIB 8, RT SIDE CHANNEL CRACKED. REPAIRED IAW SRM 54-52-12, FIG 208.

EE4Y201202010002	AIRBUS	IAE	CHANNEL	CRACKED
2/1/2012	A319132	V2524A5		ZONE 400

NR 1 ENGINE PYLON UPPER SECTION AT RIB NR 7 INBD SIDE CHANNEL CRACKED. REPAIRED IAW SRM 54-52-12, FIG 208.

EE4Y201202010003	AIRBUS	IAE	CHANNEL	CRACKED
2/1/2012	A319132	V2524A5		ZONE 400

NR 2 ENGINE PYLON UPPER SECTION AT NR 7 RIB, INBD SIDE CHANNEL WITH CRACK. REPAIRED IAW SRM 54-52-12, FIG 208.

EE4Y20120306096	AIRBUS	IAE	STRAP	WORN
3/6/2012	A319132	V2524A5		NOSE COWL

NR 2 ENGINE NOSE COWL IN THE 1 O`CLOCK POSITION CAPPING STRAP WORN. REPAIRED NR 2 ENGINE NOSE COWL CAPPING STRAP AT 1 O`CLOCK POSITION DUE TO WEAR IAW SRM 54-10-00 REPAIR 30.

EE4Y20120306095	AIRBUS	IAE	BEARING	WORN
3/6/2012	A319132	V2524A5		RUDDER HINGE

EMPENNAGE VERTICAL RUDDER HINGES BEARING NR 1 THRU NR 5 AND NR 7 WITH PLAY AND RUST. REPLACED RUDDER HINGE BEARING FITTING 1 THRU 5 AND 7 DUE TO PLAY IAW AMM TASK 55-36-41-000-001A AND TASK 55-36-41-400-001-A.

EE4Y20120306093	AIRBUS	IAE	PAD	WORN
3/6/2012	A319132	V2524A5		THRUST REVERSER

NR 2 ENGINE INBD AND OTBD COWLS CHOCKING PAD WEAR. REPAIRED NR 2 ENGINE THRUS REVERSE INBD AND

OTBD BUMPER PAN DOW DUE TO WEAR, SRM 51-30-00, REPAIR 38.

2012FA0000122	AIRBUS		FLOOR SUPPORT	CORRODED
1/23/2012	A320214		D5347219520400	

FLOOR SUPPORT AT FRAME 68, 18" RT OF CTR HAS CORROSION, LENGTH 1" X WIDTH 1.5" X DEPTH .040.

2012FA0000116	AMD		CONTROL UNIT	FAILED
1/9/2012	FALCON10		6000480	ANTI SKID SYS

ON LANDING, ANTI-SKID CONTROL RELEASED LEFT BRAKES CAUSING ACFT TO PULL TO THE RIGHT ON THE RUNWAY. FAILURE OF THE ANTI-SKID CONTROL UNIT. REPLACE ANTI-SKID CONTROL.

2012F00046	BEECH		WARNING LIGHT	ILLUMINATED
1/20/2012	1900D			BLEED AIR SYS

DURING FLIGHT AT FL235, 'LT BLEED AIR FAIL' ANNUNCIATOR ILLUMINATED. LT BLEED AIR WAS TURNED OFF, WHICH INDUCED A CABIN CLIMB. ACFT FT DESCENDED TO FL 175 BUT CABIN WOULD NOT DESCEND TO BELOW 14,000 ELEVATION. DONNED OXYGEN MASKS AND TURNED ON CABIN OXYGEN. ACFT FLEW AT FL 175 WITHOUT FURTHER INCIDENT.

MGOR20120223001	BEECH		BOLT	SHEARED
2/22/2012	400A		GYS186C21	MAIN WHEEL

DURING TAXI FOR TAKEOFF, THE LT MAIN WHEEL HAD 2 WHEEL HALF BOLTS SHEAR CAUSING WHEEL DEFLATION.

2012FA0000138	BEECH	LYC	LANDING GEAR	FAILED
1/19/2012	76	O360A1G6D	105820000601	NOSE

ACFT SUFFERED 2 NOSE GEAR FAILURES IN JUST OVER A ONE YEAR PERIOD. FIRST FAILURE OCCURED 6/2/2010 AND SECOND OCCURED ON 1/19/2012.

2012FA0000129	BEECH		WIRE	BROKEN
1/18/2012	A35			DOWNLOCK SWITCH

WHILE PERFORMING A PREFLIGHT INSPECTION PRIOR TO FLIGHT, PILOT NOTICED THE LT DOWN & LOCKED, GREEN INDICATION LIGHT WAS INOPERATIVE. MX WAS NOTIFIED AND FOUND THE LT DOWN LOCK SWITCH HAD A BROKEN WIRE. INSTALLLED NEW DOWN LOCK SWITCH ONTO LT POSITION, CHECKED FOR PROPER CLEARENCE AND OPERATION IAW MM CHAP 32-60-00-201; NO DEFECTS WERE NOTED.

LX5R2012021400001	BEECH	PWA	BEECH	LOCKWASHER	BROKEN
2/10/2012	B300	PT6A60A		NAS5136	DRAG BRACE

ON CLIMBOUT, TOWER REPORTED THAT THE LT MAIN GEAR WAS STILL EXTENDED. CREW NOTED THAT THEY STILL HAD THE "DOWN AND LOCKED" GREEN LIGHT FOR THE LT GEAR. PROCEEDED TO EXTEND THE GEAR AND TRYED TO RETRACT AGAIN WITH THE SAME RESULTS. THE RT & NOSE GEAR RETRACTED FINE AND THE LT GEAR DID NOT MOVE. EXTENDED THE GEAR AND VERIFIED 3 GREEN. THEY CONTINUED WITH THE FLIGHT AND MAINTAINED GEAR DOWN AIRSPEEDS. LANDED AT DESTINATION WITHOUT INCIDENT. ON MX INVESTIGATION, NOTED THE BOLT HOLDING THE DRAG BRACE LEG LOCK ASSY TOGETHER HAD BACKED COMPLETELY OUT, PREVENTING THE DOWN LOCKS FROM PULLING TO ALLOW GEAR RETRACTION. ON FURTHER INVESTIGATION, NOTED THE LOCK WASHER USED TO HOLD THE BOLT FROM TURNING WAS MISSING THE LOCKING TAB. ALL PARTS WERE REPLACED AND GEAR WAS SWUNG IN THE HANGAR SEVERAL TIMES WITHOUT INCIDENT AND THE ACFT WAS RETURNED TO SERVICE.

HSRR2012F00045	BEECH		HINGE	CRACKED
1/18/2012	C90A		505244201	ELEVATOR

ELEVATOR INBOARD HINGE CASTING HAS A CRACK IN THE MOUNTING FLANGE FROM THE BOLT HOLE ATTACH POINT TO THE OUTER EDGE OF THE CASTING.

2012FA0000136	BEECH	CONT	CIRCUIT BREAKER	FAILED

2/26/2012	F33A	IO520BB	35380132103	STROBE

PILOT REPORTED STROBE LIGHTS INOPERATIVE. ON TOUBLESHOOTING, TECH FOUND CIRCUIT BREAKER TO BE AT FAULT. CIRCUIT BREAKER HAD BEEN REPLACED 1939 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 7756.

ALGA201202101201	BELL	ALLSN	MOUNT	CRACKED
2/10/2012	206L4	250C30	23051123	COMPRESSOR

FOUND CRACKS OF FWD FLANGE THROUGH BOLT HOLES OF COMPRESSOR MOUNT.

QEVR2012022200029	BELL	BELL	FITTING	CRACKED
2/22/2012	407		206032409001	TAIL BOOM

UPON COMPLETING ASB 206L-09-158, FOUND CRACKED TAIL BOOM FITTING.

SROM2012001	BOEING		CONTACTOR	BURNED
1/9/2012	737205		106144524	GROUND POWER

EXPERIENCED SMOKE IN THE COCKPIT AT THE GATE PRIOR TO DEPARTURE. THE FLIGHT CREW QUICKLY POWERED DOWN THE AIRCRAFT; NO PASSENGERS WERE ON BOARD. MAINTENANCE FOUND THE GROUND SERVICE CONTACTOR TO BE THE PROBLEM AND ONE PHASE OF THE THREE PHASE GROUND POWER CIRCUIT BREAKER OVERHEATED AND DID NOT OPEN. GROUND POWER CONTACTOR AND KLIXON CIRCUIT BREAKER P/N BACC18AE25 REPLACED.

2012F00052	BOEING	CFMINT	BOEING	PANEL	DELAMINATED
2/14/2012	73776N	CFM567B22		315A2102165	THRUST REVERSER

AFTER AN NDT INSPECTION OF THE INNER SKIN BONDED PANEL IAW NDT MANUAL, REVEALED AN AREA OF DISBONDMENT APPROX 35.0 X 54.0 ON THE BAG SIDE. SEVERAL AREAS OF CORE ARE DISBONDED FROM THE PLY'S FACE. THERE ARE ALSO NUMEROUS AREAS OF CRACKING TO THE BAG SIDE FACE PLY'S. THERE IS AN EXISTING REPAIR APPROX 18.0 X 18.0 TO THE INNER FACE SKIN WITH A 20.0 CRACK RUNNING ACROSS THE CENTER OF THE REPAIR. NOTE AROUND 80 PERCENT OF THIS REPAIR IS NOW DISBONDED FROM THE CORE. THE INNER WALL APPEARS AS THOUGH IT HAS BEEN SUBJECT TO SEVERE STRESS AT SOME POINT DUE TO THE VARIOUS CRACKS AND OVERALL CONDITION.

FOTR2012021436334	BOEING	SKIN	CRACKED
2/14/2012	737800*		NR 1 SLAT

CRACKED L/E BOTTOM NR 1 SLAT EXTERIOR SKIN. REPAIRED ON FAS WO 21143, NR 36334.

FOTR2012021436495	BOEING	STIFFENER	CRACKED
2/14/2012	737800*		K FLAP

LEFT WING INBD K-FLAP CRACKED AT OTBD SIDE VERTICAL STIFFENER. REPAIRED ON FASI WO 21143, NR 36495.

FOTR0209201236446	BOEING	SKIN	DELAMINATED
1/28/2012	737800*		LT WING TE FLAP

LEFT WING INBD FLAP OTBD T/E DELAMINATED. REPAIRED ON FAS WO21143, NR 36446.

FOTR201201282013	BOEING	SKIN	DEBONDED
1/28/2012	737800*		RT WING TE FLAP

LWR INBD T/E OF RT WING OTBD AFT FLAP DISBONDED. REPAIRED ON FAS WO 21143, NR 36435.

FOTR0201201276387	BOEING	SKIN	DEBONDED
1/27/2012	737800*		LT WING TE FLAP

LEFT WING T/E INBD FLAP ON THE UPPER SURFACE HAS 1 EA. REPAIR, REQUIRES EVALUATION. REPAIRED ON FAS WO 21143, NR 36387.

FOTR201202016401	BOEING	SKIN	CRACKED

2/1/2012	737800*			LT WING

LT WING L/E WS204 SKIN AT UPPER FASTENER ROW IS LOOSE AND CRACKED IN 2 PLACES. REPAIRED FAS WO 21143, NR 36401.

FOTR201111045347	BOEING		SKIN	CRACKED
11/4/2011	737800*			CARGO DOOR

FWD CARGO DOOR INTERNAL SKIN LIGHTNING HOLE HAS CRACK. REPAIRED ON FAS WO 21143, NR 05347.

FOTR2011111405335	BOEING		SKIN	DAMAGED
11/14/2011	737800*		143A61122	ZONE 800

R & R FWD CARGO DOOR SKIN. REPAIRED ON FAS WO21143, NR05335.

FOTR2011011145336	BOEING		SKIN	DAMAGED
11/14/2011	737800*		146A61122	ZONE 100

R & R AFT CARGO DOOR SKIN. REPAIRED ON FAS WO 21143, NR 05336.

WOWY2012012601	BOEING	RROYCE	FUEL CONTROL	UNSERVICEABLE
1/26/2012	757*	RB211535E4	8062551	ENGINE

DISCOVERED OCCURRENCE WHEN A UNIT WAS RETURNED FOR AN N1 OVERSPEED EVENT. UNIT WAS RETURNED THOUGH THE REPAIR STATION AND INVESTIGATED AT MFG. HOWEVER, WE RECENTLY DISCOVERED THAT THE EVENT HAD OCCURRED ON THE 21ST OF MAY 2011. THE UNIT WAS FOUND TO HAVE A FRACTURED FLYWEIGHT ARM. THE FFG IS A MFG PN 8062-551, SN 12201906 WHICH IS ELIGIBLE ON THE RB211-535E4 ENGINE. IT WAS DETERMINED IN OUR INVESTIGATION THAT THE CAUSE OF THE FRACTURE WAS DUE TO AN IMPROPER PROCEDURE PERFORMED DURING THE O/H OF THE UNIT. IT WAS ALSO DETERMINED THAT THE SAME PROCEDURE COULD HAVE BEEN PERFORMED ON AN ADDITIONAL 5 UNITS. MFG HAS RETRIEVED THOSE UNITS OF WHICH ALL ARE NOW CONTAINED (1 WAS RETURNED FOR A REPORTED PROBLEM, THE OTHER 4 WERE SUSPECT UNITS RECALLED FOR INSP). MFG IS NOTIFYING YOU AS WE RECENTLY FOUND OUT THAT THIS OCCURRENCE WAS NOT REPORTED AND WE ARE FULFILLING OUR OBLIGATION TO REPORT THIS SERVICE DIFFICULTY. MFG HAS INSTALLED CORRECTIVE ACTION ON THE PROCEDURE TO ASSURE NO OTHER UNITS ARE SUSPECT.

FOTR82332267	BOEING		STRUCTURE	DAMAGED
12/17/2011	757200			LT WING SLAT

LEFT WING L/E SLAT NR 1 INBD LOWER CORNER IS DAMAGED. REPAIRED ON FAS W/O 8233, N/R 2267.

FOTR82332262	BOEING		STRUCTURE	DAMAGED
12/17/2011	757200			RT WING SLAT

RT WING NR 8 SLAT LOWER INBD CORNER IS DAMAGED. WS 310 REPAIRED ON FAS W/O 8233, N/R 2262.

AALA20120115JFK02	BOEING		BATTERY PACK	DISCHARGED
1/15/2012	757223		P4010049	CABIN

EMERGENCY LIGHTS AT AISLE INOPERATIVE. REMOVED AND REPLACED BATTERY PACK. OPS CHECK NORMAL.

FOTR2012012617257	BOEING		SEAT TRACK	CORRODED
1/26/2012	7572Q8			ZONE 200

MAIN CABIN SEAT TRACK CORRODED AT BS 1320, RBL24. CUT OUT DAMAGED SECTION OF SEAT TRACK AND INSTALLED NEW SECTION OF SEAT TRACK AND SEAT TRACK SPLICE IAW SRM 53-00-52 FIG 201, REPAIR 1. WO 21071, N/R 17257.

FOTR20120120237	BOEING		FLOORBEAM	CORRODED
1/20/2012	7572Q8			ZONE 200

BS 1320, FLOORBEAM HAS CORROISION ON UPPER SURFACE. REPAIRED BY CUTTING OUT DAMAGED

FLOORBEAM FLANGE AND INSTALLING FLOORBEAM REPAIR IAW SRM 53-00-51, FIG 201, REPAIR 5.

FOTR201207117238	BOEING	INTERCOSTAL	CRACKED
1/20/2012	7572Q8		ZONE 200

CABIN INTERCOSTAL HAS CRACKED UPPER ANGLE. REPAIRED BY FABRICATING AND INSTALLING NEW INTERCOSTAL UPPER ANGLE IAW SRM 53-60-04 AND 51-40-02. W/O 21071, N/R 17238.

FOTR2107117239	BOEING	INTERCOSTAL	CRACKED
1/20/2012	7572Q8		ZONE 200

CABIN INTERCOSTAL HAS CRACKED UPPER ANGLE BS 1520 TO BS 1540, BUTT LINE O. REPAIRED BY FABRICATING AND INSTALLING NEW INTERCOSTAL UPPER ANGLE IAW SRM 53-60-04 AND 51-40-02. W/O 21071 N/R 17239

FOTR201112172268	BOEING	STRUCTURE	DAMAGED
12/17/2011	767200		LT WING SLAT

LT WING L/E SLAT NR 3 INBD LOWER CORNER IS DAMAGED. REPAIRED ON FAS W/O 8233, NR 2268.

ABXR2012022000027	BOEING	WIRE	ARCED
2/20/2012	767338	W902101516	ZONE 100

DURING INSPECTION FOUND WIRE W9021-015-16 SHOWING SIGNS OF ARCING. R & R AFFECTED WIRE IAW SWPM.

2012FA0000142	CESSNA	LYC	ACTUATOR	CRACKED
3/6/2012	172RG	O360A1D	12810016	MLG

CRACKED LANDING GEAR ACTUATOR FOUND DURING SCHEDULED INSPECTION. FOUND THIS PROBLEM MULTIPLE TIMES ON FLEET AND HAVE IMPLEMENTED A 400 HOUR INSPECTION TO DETERMINE IF CRACKS EXIST. CRACKS ON THIS ACTUATOR ARE FORMING ON THE INSIDE AREA AROUND THE ATTACHING BOLT HOLES AND ARE UNANBLE TO BE SEEN UNLESS COMPLETELY REMOVED FROM ACFT AND INSPECTED INTERNALLY. FAILURE OF THIS PART WILL RENDER THE LANDING GEAR INOPERATIVE AND UNABLE TO BE EXTENDED EVEN WITH THE EMERGENCY MANUAL GEAR EXTENSION SYS.

2012FA0000132	CESSNA	STRUT	FAILED
2/24/2012	172S	07436311	NLG

DURING PHASE INSPECTION, NOSE GEAR WAS BORESCOPED AND THE CONNECTING PINS FOR THE INNER STRUT TUBE WERE FOUND TO BE WORKING AND BEGINNING TO MIGRATE FROM THEIR HOLES. THIS IS A KNOWN PROBLEM WITH THE MANUFACTURER AND HAVE BEEN TOLD A NEW STYLE INNER STRUT IS BEING DEVELOPED TO REPLACE THIS.

2012FA0000141	CESSNA	CONT	SUPPORT	CRACKED
3/3/2012	310D	IO470D	08550303	SPINNER

DURING A ROUTINE TAKEOFF, NOTICED THAT THE LT PROPELLER SPINNER WAS OSCILLATING UP AND DOWN APPROX 4.0" AT THE SPINNER TIP. AN IMMEDIATE RETURN FOR LANDING AND THE REMOVAL OF THE AFFECTED PROPELLER SPINNER FOUND THE PROBLEM TO BE A SHATTERED SPINNER SUPPORT. THIS CONDITION ALLOWED THE SPINNER TO HIT THE NOSE BOWL OF THE ENGINE COWL AND CUT INTO THE FACING SURFACE. FURTHER INSP, CONSISTING OF REMOVING THE RT ENGINE SPINNER, FOUND THE SPINNER SUPPORT TO HAVE A 3.0" CRACK PROTRUDING FROM THE CENTER OUTWARD. AT THE ANNUAL INSP, APPROX 4.0 HOURS EARLIER, THESE PARTS WERE REMOVED AND INSPECTED WITH NO CRACKS FOUND. IT IS IMPORTANT TO NOTE THAT THESE SUPPORTS ARE MADE OF A PLASTIC COMPOUND. PARTS WERE INSTALLED ON THE ACFT IN 1999. TOTAL TIME ON BOTH PARTS IS 264.0 HOURS SINCE NEW.

BIGA2012FA0000128	CESSNA	O-RING	LEAKING
2/23/2012	425		MASTER CYLINDER

AFTER RETURNING TO DEPARTURE, THE PILOT LOST FULL BRAKING POWER ON THE LT BRAKE AND REPORTED A "SPONGY" CONDITION AND WAS UNABLE TO PUMP UP BRAKE PRESSURE. THE ACFT LEFT MASTER CYLINDER WAS REMOVED AND DISASSEMBLED FOR INSPECTION. THE BRAKE FLUID COMING OUT OF THE WAS CONTAMINATED WITH BLACK MATERIAL FROM THE O-RINGS. THE INTERIOR WAS INSPECTED AND FOUND UN-

SCORED. THE MASTER CYLINDER WAS RE-PACKED WITH NEW O-RINGS, BRAKE SYS FLUSHED, BLED, AND OPS CHECKED NORMAL.

2012FA0000139	CESSNA	PIN	MISINSTALLED
2/27/2012	510		MLG

DURING MLG GVI INSPECTION, MX FOUND NR 4 PIN, AND NR 6 WASHER, WERE NOT INSTALLED THROUGH AFT NR 3 LINK, UNDER NR 2 SPRING, IN LT UP-LOCK ASSEMBLY. LINK WAS LOOSE IN THE ASSY AND ALL UP-LOCK MOVEMENT WAS PROVIDED THROUGH THE FWD LINK. THE FWD LINK WAS BENT DUE TO THE ADDED TENSION AND MISALIGNMENT. UPON REVIEW OF THE AIRFRAME LOGBOOKS THERE IS NO INDICATION THAT THIS ASSY HAD BEEN DISASSEMBLED IN THE FIELD AND THERE WAS "WHITE" INSPECTION TORQUE STRIP ON ASSOCIATED HARDWARE. IT IS PERSUMED THAT THIS WAS INSTALLED INCORRECTLY AT THE FACTORY. EMERGANCY GEAR RELEASE APPEARS TO HAVE WORKED CORRETLY IF THERE WAS A TOTAL FAILURE OF THE LONE LINK AND/OR PIN.

FDIA2012FA0000150	CESSNA	LANDING GEAR	MALFUNCTIONED
3/12/2012	550		MAINS

ACFT DEPARTED FROM BASE ON A PART 91 REPOSITIONING FLIGHT. AFTER DEPARTURE THE LT MAIN GEAR DID NOT FULLY RETRACT BEFORE THE HYD SYS SHUTDOWN CAUSING THE LT MAIN TO SELF EXTEND TO THE DOWN AND LOCKED POSITION. THE PILOT COULD NOT EXTEND THE OTHER TO 2 GEARS (NOSE & RT MAIN) IN A NORMAL MANNER AND USED THE EMERGENCY PROCEDURES LISTED IN THE CHECKLIST TO LOWER THE REMAINING TO GEARS. THE EMERGENCY EXTENSION RESULTED IN ALL GEARS BECOMING DOWN AND LOCKED WITH 3 GREEN LIGHTS. THE PILOT MADE A FLYBY OF THE RSW TOWER TO CONFIRM THE GEARS WERE DOWN. ACFT RETURNED AND MADE AN UNEVENTFUL LANDING AND TAXIED IN. A COMPLETE INSPECTION AND RETRACTION TEST OF GEAR SYS COMPLETED, AND A FLIGHT CHECK OF ACFT COMPLETED, TO VERIFY PROPER OPERATION PROPER OPERATION OF GEAR, THE ACFT HAS BEEN RETURNED TO SERVICE. NO APPARENT CAUSE FOR THE MALFUNCTION CAN BE DETERMINED.

CWQR20120306010	CESSNA	TUBE	CHAFED
3/6/2012	560CESSNA	652640011	FUEL SYSTEM

WHILE COMPLYING WITH SL560-28-09, FOUND FUEL TUBE ASSEMBLY DAMAGED BEYOND LIMITS BY THE CLAMP. THE TUBE WAS REPLACED AND THE TUBE ASSY WAS INSTALLED WITH LESS THA 4 DEGREES OF MISMATCH IAW THE MM. THIS REPORT AND PICTURES HAVE BEEN SENT TO MFG UNDER SCR 610221.

CWQR20120229008	CESSNA	CLOSEOUT PANEL	CRACKED
2/29/2012	560XL	66211512	RT MLG WW

DURING A SCHEDULED MX CHECK, FOUND THE RT WHEEL WELL AFT SPAR CLOSE-OUT PANEL TO BE CRACKED AT 3 LOWER INBD RIVET LOCATIONS THAT ATTACH IT TO THE LOWER WING SKIN. UPON DISASSEMBLE IT WAS FOUND THAT 1 OF THE CRACKS WENT FROM RIVET TO RIVET. THE PANEL ALSO HOLDS THE WING DATA TAG AND IT WAS MISSING. A SERVICE CONDITION REPORT AND PICTURES HAVE BEEN SENT TO MFG UNDER SCR 609386.

DXTR20120223001	CESSNA	SKIN	CRACKED
2/23/2012	560XL	663300031	RUDDER

RUDDER SKIN CRACKED ON LOWER L/E. R & R SKIN WITH NEW PN 6633000-5.

DXTR20120223002	CESSNA	CASTING	LOOSE
2/23/2012	560XL	663110215	HORIZONTAL STAB

FOUND FOUR BOLTS LOOSE AT HORIZONTAL STAB REAR ATTACH CASTING. TORQUED BOLTS IAW MM 20-10-01.

2012FA0000123	CESSNA	PWC	CIRCUIT BOARD	DAMAGED
2/20/2012	560XL	PW545B	66180024	EEC

AFTER POST INSPECTION, ENGINE RUNS FOUND RT ENGINE ECS FAULT INDICATOR TRIPPED AFTER SHUTDOWN. RESET INDICATOR, AND PERFORMED NORMAL ENGINE START, AND IDLE. SHUTDOWN ENGINE AND REINSPECTED FAULTED INDICATOR AND FOUND IT HAD TRIPPED AGAIN. DOWN LOADED EEC DATA AND FORWARDED TO MFG FOR ANALYSIS. NO FAULT FOUND USING MANUFACTURERS TROUBLESHOOTING TREE. FURTHER INVESTIGATION

REVEALED THAT EEC INTERFACE PRINTED CIRCUIT CARD (NZ0020) SHOWED EVIDENCE OF OVERHEATING DAMAGE. R & R EEC INTERFACE BOARD, OPS CHECK PERFORMED DURING ENGINE RUNS, NO FURTHER ISSUES NOTED.

2012FA0000127	CESSNA		STRUT	FAILED
2/23/2012	680CE		67421706	NLG

NOSE STRUT DID NOT EXTEND TO IT'S FULLEST, AND THEN GEAR COULD NOT BE RETRACTED.

ESMR2012022801	CESSNA	LYC	PUMP	LEAKING
2/24/2012	T182T	TIO540AK1A	201F5008	ENGINE FUEL

ACFT WAS INBOUND WHEN THE ENGINE BEGAN TO LOOSE POWER. THE PILOT USED THE FUEL BOOST PUMP TO KEEP THE ENGINE RUNNING AND LANDED WITHOUT INCIDENT. THE ENGINE RAN FINE AT IDLE ON THE GROUND. WITH THE ENGINE OFF AND THE FUEL SELECTOR TURNED ON, FUEL WAS RUNNING FREELY OUT OF THE FUEL PUMP DRAIN LINE. THE DEFECTIVE FUEL PUMP WILL BE REPLACED.

2012FA0000126	CESSNA	LYC	FUEL CONTROL	FAILED
8/16/2011	T206H	TIO540AJ1A	61M23897	ENGINE

SINCE INSTALLATION OF RE-MFG ENGINE WHICH INCLUDE ACCESSORIES. FUEL INJECTION SERVO AND FUEL PUMP, ENGINE IS NOW PRODUCING EXCESSIVELY HIGH FUEL FLOW FOR ENGINE OPERATION WHEN COMPARED TO HISTORICAL OPERATION AND IAW POH FOR THIS ACFT. ENGINE OPERATION/ RUNS ROUGH. UNABLE TO TRIM/ ADJUST MIXTURE FOR STABLE IDLE BELOW 1200 RPM. FUEL FLOW VARIES AT IDLE AFTER WARMUP. ENGINE STARTS TO DIE AND THEN PICKS BACK UP WITH HIGH FUEL FLOW INDICATION AND SPIKING EGT INDICATION (6PT JPI). WITH FUEL BOOST PUMP ON FUEL FLOW INCREASES SIGNIFICANTLY WITH LITTLE CHANGE FOR SMOOTHER ENGINE OPS. ENGINE MFG REPS CONSULTED AND IAW DIRECTION CONSULTED AUTHORIZED FUEL CONTROL REPAIR FACILITY. FUEL CONTROL AND FUEL PUMP REMOVED AND SENT FOR REPAIR. USED SERVICEABLE UNITS TEMPORARILY INSTALLED FOR TEST PURPOSES, ENGINE OPS WITHIN HISTORICAL AND POH PARAMETERS. REPAIRED FUEL CONTROL SERVO AND FUEL PUMP REINSTALLED, ADJUSTMENTS MADE AS REQUIRED. NEGLIGIBLE CHANGE IN ENGINE OPERATION AT IDLETO 1200 RPM. PRIOR TO ENGINE CHANGE WITH NEW FUEL CONTROL COMPONENTS, PREVIOUS HISTORICAL MAX FUEL FLOW-2500 RPM AND 39.1 INHG MANIFOLD PRESSURE-AT TAKEOFF WAS 36.4 GPH. WITH NEW FUEL CONTROL MAX FUEL FLOW IS NOW 41.5 TO 42.0 GPH AT 2500 RPM AND 39.1 HG.

JR2R2012012000059	CNDAIR		FRAME	CORRODED
1/20/2012	CL6002C10		MM67036132	ZONE 100

FRAME BS 1031 CORRODED BETWEEN STRINGER 25R AND 26R. REPAIRED IAW RO CRJ7-53-0513.

JR2R2012012000060	CNDAIR		SEAT TRACK	DAMAGED
1/20/2012	CL6002C10		601R41082	ZONE 200

PILOTS SEAT TRACKS (BOTH) MISSING RIVETS ON THE WEAR STRIPS. REPAIRED IAW RO CRJ7-53-O514.

JR2R2012011700054	CNDAIR		STRINGER	CORRODED
1/17/2012	CL6002C10		SH670313582	ZONE 100

STRINGER 24R CORRODED FROM FS 333 TO 349. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011700055	CNDAIR		ANGLE	CORRODED
1/17/2012	CL6002C10		CC670332179	ZONE 100

FLIGHT DECK FLOOR SUPPORT, INTERCOSTAL ATTACH ANGLE CORRODED. REPLACED ANGLE IAW SRM 51-42-06.

JR2R2012011700056	CNDAIR		SILL	CORRODED
1/17/2012	CL6002C10		SH670321723	ZONE 200

RIGHT FLOOR SILL CORRODED FS 319. REPAIRED IAW RO CRJ7-53-0511.

JR2R2012011700057	CNDAIR		STRINGER	CORRODED
1/17/2012	CL6002C10		SH690313541	ZONE 100

STRINGER 22L CORRODED AT FS 394 TO 409. REPAIRED IAW RO CRJ7-53-0512.

JR2R2011122900692	CNDAIR	FLOORBEAM	CORRODED
12/29/2011	CL6002C10	CC670341757	ZONE 100

RIGHT SIDE OF THE FS 280 FLOORBEAM CORRODED. REPLACED FLOORBEAM IAW RO CRJ7-53-0491.

JR2R2012011300036	CNDAIR	FITTING	CORRODED
1/13/2012	CL6002C10	SH67033754	ZONE 100

LINTEL CORRODED JUST AFT OF FRAME AT FS 501. REPAIRED IAW RO CRJ7-53-0501.

JR2R2012011300037	CNDAIR	FRAME	CORRODED
1/13/2012	CL6002C10		ZONE 100

FRAME AT FS 333 CORRODED FROM STRINGER 25 TO 27R. REPAIRED IAW RO CRJ7-53-0495.

JR2R2012011300038	CNDAIR	SKIN	CHAFED
1/13/2012	CL6002C10	SH6703310411	ZONE 100

LOWER FUSELAGE SKIN CHAFED AROUND THE UPPER CUT OUT OF THE FORWARD BAGAGE BAY DOOR. REPAIRED IAW RO CRJ7-53-0502.

JR2R2012011300039	CNDAIR	FRAME	CORRODED
1/13/2012	CL6002C10	SH670320909	ZONE 100

FRAME AT FS 364 CORRODED BETWEEN STRINGER 24L AND 24R. REPAIRED IAW RO CRJ7-53-0496.

JR2R2012011300040	CNDAIR	FRAME	CORRODED
1/13/2012	CL6002C10	SH670313582	ZONE 100

FRAME AT FS 364 CORRODED BETWEEN STRINGER 24L AND 24R. REPAIRED IAW RO CRJ7-53-0496.

JR2R2012011400041	CNDAIR	STRINGER SPLICE	CORRODED
1/14/2012	CL6002C10	SH670324291	ZONE 100

STRINGER 24R SPLICE CORRODED AT FS 333. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400042	CNDAIR	STRINGER SPLICE	CORRODED
1/14/2012	CL6002C10	SH670324293	ZONE 100

STRINGER 26R SPLICE CORRODED AT FS 333. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400043	CNDAIR	STRINGER SPLICE	CORRODED
1/14/2012	CL6002C10	SH670324293	ZONE 100

STRINGER 25R SPLICE CORRODED AT FS 333. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400044	CNDAIR	LONGERON	CORRODED
1/14/2012	CL6002C10	SH670321034	ZONE 100

LONGERON 25R CORRODED AT FS 333 TO 349. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400045	CNDAIR	STRINGER	CORRODED
1/14/2012	CL6002C10	SH670313724	ZONE 100

STRINGER 26R CORRODED AT FS 333 TO 349. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400046	CNDAIR	STRINGER	CORRODED
1/14/2012	CL6002C10	SH670312122	ZONE 100

STRINGER 24R CORRODED AT FS 280 TO 333. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400047	CNDAIR	STRINGER	CORRODED
1/14/2012	CL6002C10	SH670312122	ZONE 100

STRINGER 23R CORRODED AT FS 333 TO 349 AND BETWEEN FS 349 AND 379. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400048	CNDAIR	STRINGER	CORRODED
1/14/2012	CL6002C10	SH670313791	ZONE 100

STRINGER 22R CORRODED AT FS 333 TO 349. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400049	CNDAIR	STRINGER	CORRODED
1/14/2012	CL6002C10	SH670313791	ZONE 100

STRINGER 21R CORRODED AT FS 364 TO 379. REPLACED IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011400050	CNDAIR	SEAT TRACK	CORRODED
1/14/2012	CL6002C10	SH670362605	ZONE 200

LT SIDEWALL SEAT TRACK NR 6 CORRODED. REPLACED SEAT TRACK IAW AMM 533-00-49-400-801.

JR2R2012011400051	CNDAIR	SEAT TRACK	CORRODED
1/14/2012	CL6002C10	SH670362533	ZONE 200

RT SIDEWALL SEAT TRACK NR 4 CORRODED. REPLACED SEAT TRACK IAW AMM 533-00-49-400-801.

JR2R2012011400053	CNDAIR	SEAT TRACK	CORRODED
1/14/2012	CL6002C10	SH670322333	ZONE 200

RIGHT SIDEWALL SEAT TRACK NR 1 CORRODED. REPLACED SEAT TRACK IAW AMM 533-00-49-400-801.

JR2R2012010300001	CNDAIR	FRAME	CORRODED
1/3/2012	CL6002C10	SH67033177	ZONE 100

FS 517 STUB FRAME CORRODED BETWEEN FBBD LINTEL AND UPPER LONGERON. REMOVED CORRODED STUB FRAME AT FS517 BTWN FBBD LINTEL AND UPPER LONGERON AND INSTALLED NEW IAW SRM 51-42-21.

JR2R2012010300002	CNDAIR	FITTING	CRACKED
1/3/2012	CL6002C10	6705321493	PAX DOOR

PAX DOOR LINTLE CRACKED AT FS280 AND STGR 3L. C/W TEMP REPAIR OF PAX DOOR LINTLE IAW RO CRJ7-53-0493.

JR2R2012010300003	CNDAIR	STRINGER	CORRODED
1/3/2012	CL6002C10	6703110345	ZONE 100

STRINGER 19R CORRODED, FS 437 TO FS453. REPAIRED DAMAGED SECTION OF STRINGER IAW SRM 53-00-03.

JR2R2012010300004	CNDAIR	SKIN	NICKED
1/3/2012	CL6002C10	MM67035116	ZONE 200

FUSELAGE SKIN NICKED ABOVE AFT BAGGAGE DOOR. COMPLIED REPAIR IAW RO CRJ7-53-0497.

JR2R2012010300005	CNDAIR	SKIN	DENTED
1/3/2012	CL6002C10	SH690313511	ZONE 100

SKIN DENTED FS 295 TO 310 BETWEEN STRINGERS 18R AND 19R. REPAIRED IAW RO CRJ7-53-0498.

JR2R2012010300006	CNDAIR	SKIN	DENTED
1/3/2012	CL6002C10	SH690313511	ZONE 100

SKIN DENTED FS 333 TO 349 BETWEEN STRINGERS 20R AND 21R. REPAIRED IAW RO CRJ7-53-0499.

JR2R2012010400007	CNDAIR	SUPPORT ANGLE	CRACKED
1/4/2012	CL6002C10	601R3177457	ZONE 800

PAX DOOR AFT SIDE ASSIST MOTOR SUPPORT ANGLE CRACKED. REPLACED SUPPORT ANGLE IAW SRM 51-40-11 AND 51-42-06.

JR2R2012010500018	CNDAIR	CHANNEL	CORRODED
1/5/2012	CL6002C10	SH670310325	ZONE 100

TCAS ANTENNA DOUBLER INTERNAL CHANNEL CORRODED. REPLACED CHANNEL IAW SRM 51-42-06.

JR2R2012010500019	CNDAIR	SKIN	DENTED
1/5/2012	CL6002C10	6705361814	ZONE 100

AFT LOWER FUSELAGE SKIN DENTED BETWEEN FS 1031 AND 1047 AND BETWEEN STRINGER 20L AND 21L. REPAIRED AREA IAW RO CRJ7-53-0500.

JR2R2012010500021	CNDAIR	SEAT TRACK	CORRODED
1/5/2012	CL6002D24	SH670375433	ZONE 100

LT SIDEWALL SEAT TRACK STICK NR 8 CORRODED OUT OF LIMITS. REPLACED TRACK IAW AMM 53-00-49.

JR2R2012010600022	CNDAIR	STRINGER SPLICE	CORRODED
1/7/2012	CL6002D24	SH670323021	ZONE 100

JOINT AT STRINIGER 23R FS 379 TO 394 CORRODED. REPLACED JOINT IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010600023	CNDAIR	STRUCTURE	CORRODED
1/7/2012	CL6002D24	SH670322843	ZONE 100

WASTE WATER SERVICE DOOR SURROUND STRUCTURE LOWER DIAPHRAM AT STRINGER 23R CORRODED FROM FS 379 TO 394. REPLACED DIAPHRAM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010600024	CNDAIR	ANGLE	CORRODED
1/7/2012	CL6002D24	SH670323101	ZONE 100

WASTE WATER SERVICE DOOR SURROUND STRUCTURE IMPACT ANGLE AT STRINGER 23R CORRODED FROM FS 379 TO 394. REPLACED DIAPHRAM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010600025	CNDAIR	STRUCTURE	CORRODED
1/7/2012	CL6002D24	SH670323015	ZONE 100

WASTE WATER SERVICE DOOR SURROUND STRUCTURE JOINT PIECE AT STRINGER 21R CORRODED FROM FS 379 TO 394. REPLACED DIAPHRAM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010600026	CNDAIR	FRAME	CORRODED
1/7/2012	CL6002D24	SH670321183	ZONE 100

WASTE WATER SERVICE DOOR SURROUND STRUCTURE FRAME AT FE 379 STRINGER 21R CORRODED. REPLACED DIAPHRAM IAW CRJ 900 SRM 51-42-06 AND 51-42-21

JR2R2012010600027	CNDAIR	LUG	CORRODED
1/7/2012	CL6002D24	49201105	ZONE 700

LEFT MLG TORQUE LINK INBD LUG CORRODED INSIDE. REPAIRED LUG IAW RO CRJ9-32-100.

JR2R2012010600028	CNDAIR	STRINGER	CORRODED
1/7/2012	CL6002D24	SH670332291	ZONE 100

STRINGER 21R CORRODED FS 597 TO 613. REPAIRED IAW RO CRJ9-53-0931.

JR2R2012010600029	CNDAIR	STRINGER	CORRODED

1/7/2012	CL6002D24	SH670311034	ZONE 100

STRINGER 19R CORRODED FS 437 TO 453. REPAIRED IAW RO CRJ9-53-0930.

JR2R2012010600030	CNDAIR	LUG	CORRODED
1/7/2012	CL6002D24	49201106	ZONE 100

LEFT MLG TORQUE LINK OTBD LUG CORRODED INSIDE. REPAIRED LUG IAW RO CRJ9-32-101.

JR2R2012011100031	CNDAIR	ANGLE	CORRODED
1/11/2012	CL6002D24	CC670321794	ZONE 100

INTERNAL FWD JACK FITTING RT SUPPORT CORRODED. REPLACED SUPPORT IAW SRM 51-42-06 AND 51-42-21.

JR2R2012011100033	CNDAIR	SEAT TRACK	CORRODED
1/11/2012	CL6002D24	SH670358643	ZONE 200

RIGHT SEAT TRACK STICK NR 5 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012011300034	CNDAIR	FLOORBEAM	CORRODED
1/13/2012	CL6002D24	SH670358233	ZONE 200

FLOORBEAM CORRODED AROUND SCREW HOLE AT FS 830. REPAIRED IAW RO CRJ9-53-0933.

JR2R2012011300035	CNDAIR	FLOORBEAM	CORRODED
1/13/2012	CL6002D24	SH670358233	ZONE 200

DRILL START WITH STUCK SCREW ON FLOORBEAM AT RBL 9 AND FS 847. REPAIRED IAW RO CRJ9-53-0937.

JR2R2012010400008	CNDAIR	LONGERON	CORRODED
1/4/2012	CL6002D24	SH670321034	ZONE 100

LONGERON 25R CORRODED FROM FS 349 TO 333. REPLACED LONGERON IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400009	CNDAIR	STRINGER	CORRODED
1/4/2012	CL6002D24	SH670312122	ZONE 100

STRINGER 25R CORRODED FROM FS 295 TO 310. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400010	CNDAIR	STRINGER	CORRODED
1/4/2012	CL6002D24	SH670313723	ZONE 100

STRINGER 26L CORRODED FROM FS 364 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400011	CNDAIR	STRINGER SPLICE	CORRODED
1/4/2012	CL6002D24	SH670324291	ZONE 100

STRINGER SPLICE 24R CORRODED AT FS 333. REPLACED STRINGER SPLICE IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400013	CNDAIR	STRINGER SPLICE	CORRODED
1/4/2012	CL6002D24	SH670324293	ZONE 100

STRINGER SPLICE 26L CORRODED AT FS 333. REPLACED STRINGER SPLICE IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400014	CNDAIR	STRINGER	CORRODED
1/4/2012	CL6002D24	SH670324293	ZONE 100

STRINGER 24R CORRODED FROM FS 295 TO 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400015	CNDAIR	STRINGER SPLICE	CORRODED
1/4/2012	CL6002D24	SH670332641	ZONE 100

STRINGER SPLICE 20R CORRODED AT FS 477. REPLACED STRINGER SPLICE IAW SRM 51-42-06 AND 51-42-21.

JR2R2012010400016	CNDAIR	STRINGER	CORRODED
1/4/2012	CL6002D24	SH690313582	ZONE 100

STRINGER 24R CORRODED FROM FS 349 TO 333. REPAIRED DAMAGED AREA OF STRINGER IAW RO CRJ9-53-0916.

JR2R2012010400017	CNDAIR	MOUNT	GOUGED
1/4/2012	CL6002D24	6705761107	RT AILERON

RIGHT AILERON PCU MOUNT LUGS HAVE PITTING AND GOUGING ON INNER AND OUTER LUGS. REPAIRED IAW RO CRJ9-57-0350.

JR2R2011123107031	CNDAIR	STRINGER SPLICE	CORRODED
12/31/2011	CL6002D24	SH670324291	ZONE 100

STRINGER 23R SPLICE CORRODED AT FS 333. REPLACED STRINGER IAW SRM 51-42-06 AND 51-41- 21.

JR2R2011123100703	CNDAIR	SILL	CORRODED
12/31/2011	CL6002D24	MM67035655003	ZONE 100

AFT CARGO DOOR FLOOR SILL HAS CORROSION BETWEEN FS 1000 AND 1047. REPLACED SILL IAW SRM 51-42-06 AND 51-41- 21.

JR2R2012010500020	CNDAIR	SEAT TRACK	CORRODED
1/5/2012	CL6002D24	SH690373851	ZONE 100

LEFT SEAT TRACK NR 6 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012031000063	CNDAIR	SLAT TRACK	CHAFED
1/31/2012	CL6002D24	CC670120519	LT WING

LEFT SLAT TRACK 2-2 CHAFED AT TOP INBD SIDE. REPAIRED IAW RO CRJ9-57-0368.

JR2R2012031000064	CNDAIR	SLAT TRACK	CHAFED
1/31/2012	CL6002D24	CC670120107	ZONE 500

LEFT SLAT TRACK 2-2 CHAFED AT TOP I/B SIDE. REPAIRED IAW RO CRJ9-57-0368.

JR2R2011123100704	CNDAIR	SILL	CORRODED
12/31/2011	CL6002D24	MM67035655003	ZONE 100

AFT CARGO DOOR FLOOR SILL HAS CORROSION BETWEEN FS 1000 AND 1047. REPLACED SILL IAW SRM 51-42-06 AND 51-41- 21.

JR2R2011123100705	CNDAIR	INTERCOSTAL	CORRODED
12/31/2011	CL6002D24	SH670324283	ZONE 100

INTERCOSTAL AT STRINGER 20R CORRODED FS310 TOFS 349. REPLACED INTERCOSTAL IAW SRM 51-42-06 AND 51-42-21.

JR2R2011123100706	CNDAIR	HINGE	GOUGED
12/31/2011	CL6002D24	CC670386011	ZONE 100

PAX DOOR HINGE HALF (DOOR SIDE) GOUGED ON MULTIPLE LUGS. REPAIRED IAW RO CRJ9-53-0479.

JR2R2011122300672	CNDAIR	SKIN	DAMAGED
12/23/2011	CL6002D24	SH670323647	ZONE 100

LIGHTING STRIKE DAMAGE ON RIVETS BETWEEN FS 572 AND 661 BETWEEN STRINGER 19R AND 20R. REPLACED RIVETS IAW SRM.

JR2R2012031000062	CNDAIR	FRAME	CORRODED
1/31/2012	CL6002D24	SH690331223	ZONE 100

FRAME AT FS 549 CORRODED AT FLOOR LEVEL. REPAIRED IAW RO CRJ9-53-0939.

JR2R2012031000065	CNDAIR	FITTING	CORRODED
1/31/2012	CL6002D24	CC67013013	ZONE 600

FOUR RIGHT AILERON HINGE FITTING LUGS CORRODED. REPAIRED IAW RO CRJ9-57-0507.

JR2R2012031000066	CNDAIR	FITTING	CORRODED
1/31/2012	CL6002D24	CC67013013	ZONE 600

FOUR LEFT AILERON HINGE FITTING LUGS CORRODED. REPAIRED IAW RO CRJ9-57-0506.

JR2R2012031000068	CNDAIR	STRINGER	CORRODED
1/31/2012	CL6002D24	SH690313582A	ZONE 700

STRINGER 24R CORRODED BETWEEN FS 349 AND 333. REPAIRED IAW RO CRJ9-53-0951.

JR2R2012031000069	CNDAIR	SKIN	GOUGED
1/31/2012	CL6002D24	SH67031151	ZONE 100

FUSELAGE SKIN DAMAGE BELOW PAX DOOR AT FS333. REPAIRED IAW RO CRJ9-53-0948.

JR2R2012031000070	CNDAIR	SKIN	CHAFED
1/31/2012	CL6002D24		ZONE 100

AFT LWR FUSELAGE SKIN CHAFED AT CENTER LINE AND FS 917. REPAIRED IAW RO CRJ9-53-0934.

JR2R2012031000071	CNDAIR	SILL	CHAFED
1/31/2012	CL6002D24	MM67035657001	ZONE 100

LEFT FLOOR SILL CORRODED BETWEEN FS 985 AND 1000 (AFT CARGO BAY). REPAIRED IAW RO CRJ9-53-0942.

JR2R2012031000072	CNDAIR	CROSSBEAM	CRACKED
1/31/2012	CL6002D24	CC670341755	ZONE 100

RIGHT SIDE OF 280 BEAM CRACKED. REPAIRED IAW RO CRJ9-53-0929.

JR2R2012031000073	CNDAIR	CROSSBEAM	CRACKED
1/31/2012	CL6002D24	CC670341755	ZONE 100

LEFT SIDE OF 280 BEAM CRACKED. REPAIRED IAW RO CRJ9-53-0928.

JR2R2012031000074	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24	SH69033406	ZONE 100

RIGHT SEAT TRACK STRUCTURE CORRODED BETWEEN FS 469 AND 501 ON TOP SIDE. REPAIRED IAW RO CRJ9-53-0952.

JR2R2012031000075	CNDAIR	FRAME	CORRODED
1/31/2012	CL6002D24	SH690331215	ZONE 100

FRAME AT FS 533 CORRODED BELOW FLOOR SILL. REPAIRED IAW RO CRJ9-53-0938.

JR2R2012031000076	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24		ZONE 200

LEFT SIDEWALL SEAT TRACKS 1 THRU 9 CORRODED. REMOVED CORROSION IAW RO CRJ9-53-0927.

JR2R2012031000077	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24		ZONE 200

RIGHT SIDEWALL SEAT TRACKS STICKS 1 THRU 8 CORRODED. REMOVED CORROSION IAW RO CRJ9-53-0924.

JR2R2012031000078	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24		ZONE 200

LEFT AISLE SEAT TRACKS 1 THRU 7 CORRODED. REMOVED CORROSION IAW RO CRJ9-53-0926.

JR2R2012031000079	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24		ZONE 200

RIGHT AISLE SEAT TRACKS 1 THRU 7 CORRODED. REMOVED CORROSION IAW RO CRJ9-53-0925.

JR2R2012031000080	CNDAIR	SEAT TRACK	CORRODED
1/31/2012	CL6002D24	SH690334065	ZONE 200

RIGHT AISLE SEAT TRACK STRUCTURE CORRODED AT FS 533. REPAIRED IAW RO CRJ9-53-0953.

JR2R2012020100081	CNDAIR	PANEL	SCRATCHED
2/1/2012	CL6002D24	CC67012115951	ZONE 500

LEFT WING L/E PANEL 521BL HAS SEVERAL SCRATCHES. REPAIRED IAW RO CRJ9-57-0366.

JR2R2012020100082	CNDAIR	PANEL	SCRATCHED
2/1/2012	CL6002D24	CC670121011	ZONE 500

LEFT WING L/E PANEL 521AT HAS SEVERAL SCRATCHES. REPAIRED IAW RO CRJ9-57-0365.

JR2R2012020100083	CNDAIR	DOUBLER	CORRODED
2/1/2012	CL6002D24	SH670322701	ZONE 100

LOWER FUSELAGE DRAIN MAST DOUBLER CORRODED. FABRICATED AND INSTALLED NEW DOUBLER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100084	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670311034	ZONE 100

STRINGER 19R CORRODED BETWEEN FS 437 AND 453. REPLACED STRINGER FROM FS 349 TO 469 IAW CRJ 900 SRM 51-42-06 AND 51-42-21

JR2R2012020100085	CNDAIR	LONGERON	CORRODED
2/1/2012	CL6002D24	SH670321034	ZONE 100

LONGERON 25R BETWEEN FS 364 AND 333 CORRODED. REPLACED LONGERON IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100086	CNDAIR	DOUBLER	CORRODED
2/1/2012	CL6002D24	SH670323647	ZONE 100

ANTENNA DOUBLER CORRODED AT FS 310 TO 295 AT STRINGER 27. REPLACED DOUBLER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100087	CNDAIR	STRUCTURE	CORRODED
2/1/2012	CL6002D24	SH670320754	ZONE 100

DIAPHRAGM BETWEEN FS 349 AND 364 ON RT SIDE OF STRINGER 27 CORRODED. REPLACED DIAPHRAGM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100088	CNDAIR	STRUCTURE	CORRODED
2/1/2012	CL6002D24	SH670320753	ZONE 100

DIAPHRAGM BETWEEN FS 349 AND 364 ON LT SIDE OF STRINGER 27 CORRODED. REPLACED DIAPHRAGM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100089	CNDAIR	STRUCTURE	CORRODED
2/1/2012	CL6002D24	SH670320774	ZONE 100

DIAPHRAGM BETWEEN FS 349 AND 364 ON AT STRINGER 26R CORRODED. REPLACED DIAPHRAGM IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100090	CNDAIR	STRINGER SPLICE	CORRODED
2/1/2012	CL6002D24	SH670324293	ZONE 100

STRINGER SPLICE 26R AT FRAME FS 333 CORRODED. REPLACED SPLICE IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100091	CNDAIR	STRINGER SPLICE	CORRODED
2/1/2012	CL6002D24	SH670324293	ZONE 100

STRINGER SPLICE 25R AT FRAME FS 333 CORRODED. REPLACED SPLICE IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100092	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670312122	ZONE 100

STRINGER 24R BETWEEN FS 280 AND 333 CORRODED. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100093	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670312122	ZONE 100

STRINGER 25R BETWEEN FS 280 AND 333 CORRODED. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100094	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670316342	ZONE 100

STRINGER 26R BETWEEN FS 280 AND 333 CORRODED. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100095	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670313724	ZONE 100

STRINGER 26R BETWEEN FS 349 AND 333 CORRODED. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100096	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670313831	ZONE 100

STRINGER 21R BETWEEN FS 364 AND 333 CORRODED. REPLACED STRINGER FROM FS 280 TO 379 IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100097	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670313801	ZONE 100

STRINGER 23R BETWEEN FS 349 AND 333 CORRODED. REPLACED STRINGER FROM FS 333 TO 379 IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100098	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670312114	ZONE 100

STRINGER 23R BETWEEN FS 280 AND 333 CORRODED. REPLACED STRINGER IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100099	CNDAIR	STRINGER	CORRODED
2/1/2012	CL6002D24	SH670311842	ZONE 100

STRINGER 18R BETWEEN FS 379 AND 409 CORRODED. REPLACED STRINGER FROM FS 364 TO 469 IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100100	CNDAIR	BULKHEAD WEB	CORRODED
2/1/2012	CL6002D24	CC670341706	ZONE 100

FS 280 BULKHEAD WEB CORRODED. REPLACED WEB IAW SRM 51-42-06 AND 51-42-21.

JR2R2012020100102	CNDAIR	SEAT TRACK	CORRODED

2/1/2012	CL6002D24	CC690362831	ZONE 200

RT SIDE WALL SEAT TRACK NR 4 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020100103	CNDAIR	SEAT TRACK	CORRODED
2/1/2012	CL6002D24	CC690362811	ZONE 200

RT SIDE WALL SEAT TRACK NR 2 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020100104	CNDAIR	SEAT TRACK	CORRODED
2/1/2012	CL6002D24	CC690322333	ZONE 200

RT SIDE WALL SEAT TRACK NR 1 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020100105	CNDAIR	SEAT TRACK	CORRODED
2/1/2012	CL6002D24	CC690362821	ZONE 200

RT SIDE WALL SEAT TRACK NR 3 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020100106	CNDAIR	SEAT TRACK	CORRODED
2/1/2012	CL6002D24	CC690362841	ZONE 200

RT SIDE WALL SEAT TRACK NR 5 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020100107	CNDAIR	SEAT TRACK	CORRODED
2/1/2012	CL6002D24	CC690362863	ZONE 200

RT SIDE WALL SEAT TRACK NR 8 CORRODED. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020300108	CNDAIR	SEAT TRACK	CORRODED
2/3/2012	CL6002D24	SH69030017	ZONE 200

LEFT AISLE SEAT TRACK STRUCTURE CHAFED BETWEEN FS 773 AND 817 TOP SURFACE. REPAIRED CHAFE IAW RO CRJ9-53-0961.

JR2R2012020300109	CNDAIR	SEAT TRACK	CORRODED
2/3/2012	CL6002D24	SH69030017	ZONE 200

LEFT AISLE SEAT TRACK STRUCTURE CHAFED BETWEEN FS 752 AND 761 TOP SURFACE. REPAIRED CHAFE IAW RO CRJ9-53-0966.

JR2R2012020300110	CNDAIR	FRAME	CORRODED
2/3/2012	CL6002D24	SH690331223	BS 549

FRAME AT FS 549 CORRODED JUST BELOW LT FLOOR SILL. REPAIRED IAW RO CRJ9-53-0939.

JR2R2012020300111	CNDAIR	FRAME	CORRODED
2/3/2012	CL6002D24	SH670320909	ZONE 100

FRAME AT FS 364 CORRODED ON RT SIDE OF STRINGER 26R. REPAIRED IAW RO CRJ9-53-0935.

JR2R2012020700112	CNDAIR	SEAT TRACK	CORRODED
2/7/2012	CL6002D24	SH670362605	ZONE 200

RIGHT SIDE WALL SEAT TRACK, NR 7 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020700113	CNDAIR	SEAT TRACK	CORRODED
2/7/2012	CL6002D24	SH690362851	ZONE 200

RIGHT SIDE WALL SEAT TRACK, NR 6 CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020700114	CNDAIR	SEAT TRACK	CORRODED
2/7/2012	CL6002D24		ZONE 200

LEFT SIDE WALL SEAT TRACKS, NR 1,2,3,5,6,7,8 CORRODED OUT OF LIMITS. REPLACED SEAT TRACKS IAW AMM 53-00-49.

JR2R2012020700115	CNDAIR	SEAT TRACK	CORRODED
2/7/2012	CL6002D24		ZONE 200

LEFT AISLE SEAT TRACK, CORRODED OUT OF LIMITS. REPLACED SEAT TRACK IAW AMM 53-00-49.

JR2R2012020700116	CNDAIR	TRACK	GOUGED
2/7/2012	CL6002D24	CC670387255	CARGO DOOR

AFT CARGO DOOR FORWARD UPPER TRACK GOUDGED AT LOWER EDGE. REPAIRED IAW RO CRJ9-53-0936.

JR2R2012020800117	CNDAIR	BRACKET	CRACKED
2/8/2012	CL6002D24	CC670756043	ZONE 200

BRAKE ACCUMULATOR FORWARD UPPER MOUNT BRACKET CRACKED. REPLACED BRACKET IAW SRM 51-42-21.

3PSR20120223001	DHAV	HAMSTD	BEARING	FAILED
2/23/2012	DHC8*			NR 3 PROP BLADE

BLADE LOCATED ON LT NR 3 BLADE. BLADE WAS FOUND TO HAVE A BEARING FAILURE DURING INSPECTION AND MX OF THE PROPELLER.

2012FA0000117	DOUG	ALLSN	TORQUE TUBE	MISMANUFACTURED
12/27/2011	MD500N	250C20R2	369A7306505	COLLECTIVE

DURING A 600 HR A/F INSPECTION, NOTICED 8 RIVETS SHOWING EVIDENCE OF LOOSENESS. THE AFFECTED RIVETS ARE LOCATED ON THE RT SIDE OF THE TORQUE TUBE AND GO AROUND. THE CIRCUMFERENCE OF THE COLLECTIVE TORQUE TUBE ASSY. AFTER MOVING THE PILOTS COLLECTIVE CONTROL STICK UP AND DOWN AND FEELING THE RIVETS MOVING, CALLED MFG AND SPOKE WITH TECH TO MAKE THEM AWARE OF THE SITUATION. IT APPEARED TO ME THAT THE PART WAS NOT ASSEMBLED AND RIVETED CORRECTLY FORM THE MFG. MY CONCERN IS THAT THERE MALY BE A BATCH OF THESE INCORRECTLY RIVETED TORQUE TUBES ON OTHER NEW ACFT. THIS IS A PRIMARY FLIGHT CONTROL FOR THE ACFT.

2012FA0000112	ECLIPS	FIRE BOTTLE	LEAKING
2/15/2012	ECLIPSEEA500	261231271001	NACELLE

NEW FIRE BOTTLE DESIGN FROM MFG WAS INSTALLED A MONTH AGO AND WAS SUPPOSED TO BE A NEWLY DESIGNED EXTINGUISHING CARTRIDGE NOT TO LEAK LIKE THE OLDER STYLE BOTTLES. THE BOTTLE WAS FOUND TO HAVE LEAKED OUT INSIDE THE PYLON AREA. THIS CHEMICAL IS EXTREMELY CORROSIVE TO ANY TYPES OF METAL AND BEING SO CLOSE TO PYLON STRUCTURE EXTREME CAUTION MUST BE TAKEN SO PRIMARY STRUCTURE DOES NOT CORRODE. THIS IS A SAFETY OF FLIGHT ITEM AND IF WAS TO DISCHARGE IN FLIGHT UNKNOWN TO THE PILOT, THE PILOT WILL NOT BE ABLE TO PUT AN ENGINE FIRE OUT. THERE WERE NO CAS MESSAGES INDICATING LEAK OF FIRE BOTTLE. BOTTLE WAS FOUND DISCHARGED THROUGH GAUGE AFTER POST FLIGHT INSPECTION.

2012FA0000145	EMB	PITOT TUBE	ERODED
3/9/2012	EMB500	0851LP	ZONE 100

DURING A POST FLIGHT INSPECTION, DISCOVERED PLATING MATERIAL ON THE INLET LIP SURFACE WAS SEPARATING FROM THE LIP AND HAD FLARED BACKWARDS INTO THE THROAT OF THE PITOT TUBE. THE PITOT TUBE WAS REMOVED FROM THE ACFT AND THE PITOT LINE WAS CLEARED OF DEBRIS. THE DEBRIS WAS COLLECTED FROM THE INSIDE OF THE PITOT TUBE AND FROM THE PITOT LINE ITSELF. THE DEBRIS WAS MOSTLY SMALL, COPPER COLORED, METALLIC PARTICULATES WITH ONE LARGER PIECE OF PLATING MATERIAL. A NEW PITOT TUBE WAS THEN INSTALLED AND THE PITOT/STATIC SYS RECERTIFIED. AS WITH THE OTHER INSTANCES OF THIS OCCURENCE, THE FOD WAS LOCATED INSIDE THE PROBE OR THE IMMEDIATE PITOT LINE. NO FOD WAS COLLECTED FROM FURTHER BACK IN THE PITOT LINE.

N81R20120215001	LEAR	FUEL CELL	CONTAMINATED
2/10/2012	45LEAR		LT WING

WHILE PERFORMING AN INSPECTION TASK ON THE ABOVE ACFT, TASK ITEM NR 2810001 WING TANK- REMOVAL FUEL TANK ACCESS PANELS AND PERFORM VISUAL INSP (REFER TO 5-10-00, PAGE 201). DURING THE VISUAL INSP A ROLL OF ADHESIVE TAPE WAS FOUND IN THE LT WING AFT FUEL BAY AFT OF WING PANEL 520DL. THE TAPE HAD STRUNG OUT FROM THAT LOCATION TO THE NEXT BAY INBD AND OTBD OF PANEL 520DL. THIS WAS THE FIRST REMOVAL/INSP OF THE FUEL BAY PANELS. THIS ISSUE WAS ADDRESSED BY AN AD 2006-10-15 FOR ACFT SN 45-2001 THRU 45-2044. THIS ACFT SN WAS NOT INCORPORATED INTO THE AD.

2012FA0000115	PIPER	LYC	SELECTOR VALVE	WORN
2/16/2012	PA28180	O360A4A	756645	ZONE 100

THE FUEL TANK SELECTOR VALVE, WHEN THE VALVE WAS ROTATED, IT WAS STIFF TO MOVE AND COULD NOT FEEL THE DETENT AT EACH POSITION. A TEARDOWN OF THE VALVE SHOWED THAT THE VALVE WAS VERY DIRTY INSIDE AND THE DETENT RING WAS WORN. DEFECT LED TO IMPROPER FUEL SELECTION, GREATLY REDUCING FUEL FLOW TO ENGINE CAUSING ENGINE STOPPAGE.

2012FA0000135	PIPER	LYC	CYLINDER	CRACKED
2/25/2012	PA28180	O360A4M	SL36006WA1E	ENGINE

DURING ANNUAL COMPRESSION TEST, CYLINDER WAS FOUND TO HAVE NO COMPRESSION. UPON FURTHER INVESTIGATION AIR WAS FOUND LEAKING FROM THE BACK OF CYLINDER ASSY AT THE POINT WHERE THE FINS STEP UP TO THE NEXT SIZE. WITH AN INSPECTION MIRROR HELD BETWEEN THE BAFFLING AND THE BACK OF THE CYLINDER COULD SEE A CRACK. REMOVED THE CYLINDER FROM THE ENGINE AND WITH FURTHER INVESTIGATION FOUND THAT THIS CRACK STARTED AT THE TOP SPARK PLUG HOLE CONTINUING TOWARDS THE BACK OF THE CYLINDER DOWN AND THROUGH THE EXHAUST VALVE SEAT TO THE REAR EXHAUST MOUNTING STUD. CYLINDER WAS INSTALLED NEW IN FEB 2005.

FQAR2012021500925	PIPER	LYC	DISTRIBUTOR GEAR	FAILED
2/15/2012	PA28181	O360A1D	K3822	MAGNETO

RIGHT MAGNETO FAILED AFTER CLIMBING TO ALTITUDE. FOUND RT MAGNETO DISTRIBUTOR GEAR HAD FAILED. METAL PLATE THAT ATTACHES TO THE MIDDLE OF THE GEAR AND EXTENDS TO THE EDGE HAD COME OFF. THIS PIECE WAS LOCATED INSIDE THE MAGNETO. UPON FURTHER INSP, THE MAGNETO APPEARS TO WORK NORMALLY. BUT WITHOUT THIS PIECE IT IS UNABLE TO DISTRIBUTE THE ELECTRICAL CURRENT TO THE CONTACTS WHICH FEED THE PLUG WIRES.

2012FA0000130	PIPER	CONT	TRUNNION	BROKEN
2/23/2012	PA34200T	LTSIO360KB	6704213	MLG

DURING A VISUAL INSPECTION OF THE MLG, LEFT AFT TRUNNION MOUNTING PLATE WAS FOUND TO BE CRACKED AND BROKEN AT THE BEARING HOUSING AT THE 3 AND 9 O`CLOCK LOCATIONS, DURING CHECK OF OTHER TRUNION PLATES, FOUND MOUNTING BOLTS BELOW TORQUE AND MINOR HOLE ELONGATION, REPLACED ALL TRUNION MOUNTING PLATES WITH NEW.

2012FA0000131	PIPER	CONT	TRUNNION	CRACKED
2/23/2012	PA34200T	TSIO360*	6704213	MLG

DURING A VISUAL INSPECTION OF THE MLG, RT AFT TRUNNION MOUNTING PLATE PT WAS FOUND TO BE CRACKED ON THE STIFFENERS THAT FORM PART OF THE UPPER MOUNTING ARMS.

2012FA0000133	PIPER	CONT	TRUNNION	WORN
2/24/2012	PA34200T	TSIO360EB	67042136704214	MLG

DURING AN INSPECTION OF THE MLG, THE GEAR TRUNNION MOUNTING PLATES BOLTS WERE FOUND TO BE WITHIN TORQUE LIMITS, BUT LOOSE IN THE PLATES AND SPARS, REMOVED PLATES AND FOUND MOUNTING HOLES ELONGATED, REAMED HOLES FOR OVERSIZED HARDWARE IAW SB 956, RECOMMEND CHECKING THE TORQUE OF THE TRUNNION MOUNTING PLATES EVERY 100HRS IAW PART 1 OF SB 956.

2012FA0000134	PIPER	CONT	TRUNNION	WORN
2/24/2012	PA34200T	TSIO360EB	6704213	MLG

DURING AN INSPECTION OF THE MLG, TRUNNION MOUNTING PLATES BOLTS FOUND TO BE WITHIN TORQUE LIMITS, BUT LOOSE IN THE PLATES AND SPARS, REMOVED PLATES AND FOUND MOUNTING HOLES ELONGATED, REAMED HOLES FOR OVERSIZED HARDWARE PER SB 956, RECOMMEND CHECKING THE TORQUE OF THE TRUNNION MOUNTING PLATES EVERY 100HRS PER PART 1 OF SB 956.

2012FA0000146	PIPER			ATTACH FITTING	CRACKED
3/9/2012	PA36285				LT WING

LEFT WING FORWARD ATTACH FITTING OF FUSELAGE CRACKED. CRACK LOCATED AT THE TOP OF BEND AREA OF THE FRONT AND REAR GUSSETS THAT SANDWICH THE ATTACH PLATE. CRACK IS THROUGH ALL 3 LAYERS OF METAL (FRONT GUSSET, ATTACH PLATE, REAR GUSSET) AND EXTENDS .3750" VERTICALLY.

2012FA0000147	PIPER			ATTACH FITTING	CRACKED
3/9/2012	PA36285				LT WING

LEFT WING FORWARD ATTACH FITTING CRACKED AND SEPARATED FROM FUSELAGE. RT WING FORWARD ATTACH FITTING FOUND CRACKED AT BEND RADIUS OF GUSSETS THAT SANDWICH THE ATTACH FITTING.

2012FA0000114	PIPER	LYC	LYC	WASHER	DAMAGED
2/13/2012	PA44180	LO360A1H6		71907	COUNTERWEIGHT

NINTH ENGINE COUNTERWEIGHT FAILURE, ONE COUNTERWEIGHT WASHER FOUND BROKEN INTO MANY PIECES DURING A SCHEDULE INSP. THE BROKEN WASHER PIECES CAUSED ONE TAPPET BROKEN AND 2 CONNECT ROD, THE CRANKCASES AND OTHER PARTS BADLY DAMAGED. THE WHOLE ENGINE HAD TO BE DISCARDED.

2012FA0000119	PIPER	LYC	KELLY	BEARING	FAILED
2/6/2012	PA46350P	TIO540AE2A			ALTERNATOR

THE BEARINGS IN THE ALTERNATOR FAILED CAUSING THE ALTERNATOR TO BE EXCESSIVELY NOISY. THE ALTERNATOR WILL BE SENT BACK TO MFG FOR TEARDOWN AND FURTHER EVALUATION. (STC-00541SE PROVIDED)

2012FA0000140	PIPER	PWA		COTTER PIN	BACKED OUT
2/27/2012	PA46500TP	PT6A42		424053	TORQUE LINK

OWNER NOTICED A VIBRATION SHORTLY AFTER LANDING. FOUND NLG CENTER TORQUE LINK HARDWARE MISSING AND NLG MISALIGNED. COMPLETED INSPECTION OF NLG ASSY AND FOUND BOLT, NUT, WASHER, AND COTTER KEY MISSING FROM CENTER TORQUE LINK AND NLG TIRE WAS LIGHTLY FLAT SPOTTED.

E81R2012021600001	RAYTHN			CLAMP	CORRODED
2/16/2012	390			3904200460001	WINDSHIELD

DURING REPLACEMENT OF THE LT WINDSHIELD FOR HEATER ELEMENT AREA DAMAGE, NOTED EXTENSIVE CORROSION ON INTERIOR OF THE THE EXTERIOR WINDSHIELD CLAMP THAT ATTACHES THE WINDSHIELD ASSY TO THE FUSELAGE WINDSHIELD OPENING STRUCTURE. CORROSION DAMAGE REQUIRED REPLACEMENT OF THE CLAMP. THE RT WINDSHIELD AND RT SIDE WINDSHIELD CLAMPS WERE FOUND SERVICEABLE AND REINSTALLED WITH NEW WINDSHIELDS. THE PN 390-420047-0001, LT SIDE WINDSHIELD CLAMP ALSO REQUIRED REPLACEMENT FOR CORROSION. DURING LT SIDE WINDSHIELD REPLACEMENT. CORROSION SOURCE UNDETERMINED, POSSIBLE CAUSES INCLUDE ORIGINAL INSTALLATION PROCEDURES, EXCESSIVE WINDSHIELD HEAT, OR ENVIRONMENTAL. CURRENT MFG INSP SCHEDULE DOES NOT REQUIRE INITIAL VISUAL AND EDDY CURRENT INSP OF THE WINDSHIELD CLAMPS UNTIL 18 YEARS FROM ACFT MFG OR 6000 HRS, WHICHEVER OCCURS FIRST. CORRODED AREA WOULD NOT BE NOTED UNLESS THE CLAMP WAS REMOVED FOR WINDSHIELD REPLACEMENT PRIOR TO THAT.

2012FA0000118	REIMS	PWA		FORK	SHEARED
1/28/2012	F406	PT6A112		57411405	MLG

AFTER LANDING AND WHILE TAXIING TO THE END OF A ROUGH ASPHALT RUNWAY, THE 2 INCH ROUND BAR SHEARED 9 INCHES FROM THE AXLE. NO PREVIOUS INDICATION OF POTENTIAL FAILURE HAD BEEN NOTED. TEMPS WERE AT -28 DEGREES F.

2012F00061	SAAB	GE	LINE	CRACKED
2/24/2012	SF340A	CT75A2	7275030503	BLEED AIR SYS

ON APPROACH THE NR 2 ENGINE EXPERIENCED AN AUTOCOARSON PROBLEM AND A PERCAUTIONARY SHUTDOWN WAS PERFORMED.

KBTR20121213001	SNIAS	TUBE	TORN
12/13/2011	AS350B3	VG95343T05A010A	T/R CONTROL

DURING ROUTINE INSPECTION OF TAILBOOM, DISCOVERED TORN WEAR SLEEVES ON TAIL ROTOR CONTROL TUBE. THE TAIL ROTOR CONTROL TUBE WAS INSTALLED NEW 13.0 PRECEDING THIS DISCOVERY. WEAR SLEEVES ARE PART OF THE CONTROL TUBE ASSY. THE TEARING WAS A RESULT OF CONTACT WITH (BULKHEAD) BEARINGS, PN 350A27-1190-20. DURING REPLACEMENT OF THE TAIL ROTOR CONTROL TUBE, 5 EA NEW BEARINGS WERE ALSO INSTALLED. SUBMITTING A SECOND SDR FOR FAULT DISCOVERED IN BULKHEAD BEARINGS.