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of Transportation  
**Federal Aviation  
Administration**

**AFS-600**  
Regulatory Support Division

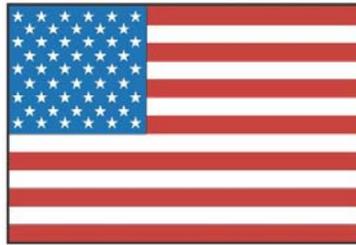
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
313**



**AUGUST  
2004**

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

**AVIATION MAINTENANCE ALERTS**

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience and thereby cooperate in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via Malfunction or Defect Reports. Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

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**AIRPLANES**

**CESSNA**

**Cessna; Model 150/152; Vertical Fin Attachment Bracket; ATA 5553**

The following information appeared in AC 46-16A, Aviation Maintenance Alerts, in October 2000. Available on the internet at: [http://av-info.faa.gov/data/alerts/2000\\_10.pdf](http://av-info.faa.gov/data/alerts/2000_10.pdf)

The FAA has become aware that during compliance with the requirements of Airworthiness Directive (AD) 80-11-04, maintenance technicians are finding cracks in the vertical fin attachment bracket (P/N 0432004-9). The AD deals with cracking failure of the vertical fin attachment bracket nut plates. Approximately 80 percent of the attachment bracket cracks found are associated with Cessna model 152-series airplanes that were manufactured in 1978, including models 152, A152, F152, and FA152.

Cracks in the vertical fin attachment brackets (P/Ns 0432004-1 and 0432004-9) have also been found in Cessna models 150F, 150H, 150J, 150L, and 150M. Therefore, all Cessna model 150/152 airplanes built between 1966 and 1980 should be inspected. This part should be inspected initially within the next 100 hours of time in service and every 100 hours of time in service thereafter or during inspections required by the AD.

The prevalent crack location is along the edge of the plate welded on the back of the attachment bracket. Some cracks turn and run diagonally across the plate. Use of mirrors and extra light to look through the holes in the back face will help to find these cracks.

In addition, cracks in both the stabilizer spar (P/N 0432001-56) and its reinforcement (P/N 0432001-15) are being reported to the FAA. The vertical fin attachment bracket is attached to this spar and reinforcement. Therefore, the spar and reinforcement need to be inspected during the inspection intervals mentioned above. If these cracks are allowed to go undetected, the vertical and/or horizontal tail assembly could possibly separate from the airplane.

In November 2003, Cessna issued Service Bulletin SEB03-6, which required inspecting the bracket and rear spar area for cracks. Cessna recently revised the bracket, and the new part is (P/N 0432004-10). This part is physically interchangeable with the earlier parts but has a longer fatigue life.

This problem was also published in Transport Canada, Service Difficulty Advisory, No. AV-2000-06, Cessna 150 and 152, Vertical Fin Attachment Bracket Cracking, dated December 6, 2000, and is available at the following internet site: <http://www.tc.gc.ca/CivilAviation/certification/continuing/Advisory/pdf/2000/2000-06.pdf>

A search of the FAA Service Difficulty Reporting Program data base from the beginning of 2000 revealed 17 reports involving (P/N 0432004). Since 1974, there have been 39 similar reports.

Part total time: unknown.

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**Cessna; Model T210M; Alternate Air-Door Catch Magnet; ATA 7160**

The engine alternate air door is held closed with a magnetic latch (P/N 1250938-8). The magnetic latch has two small plates bonded to the magnet that make contact with the alternate air door. One of the steel plates debonded due to age and vibration. The plate was ingested into the turbocharger. The turbo was destroyed causing a total loss of boost and a return landing. Metal from the turbo passed through the induction and oil systems causing major damage.

The submitter stated they have found two other T210's with latches ready to fail. Cessna has designed a new latch (P/N C100200) that will not allow any parts to fall into the induction system.

A search of the FAA Service Difficulty Reporting Program data base revealed five additional occurrences from 1984 through 1993. Two of the five latches were ingested into the turbocharger, destroying it.

Part total time: 2,304 hours.

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**Cessna; Model 340; Wing Attach Fitting; ATA 5741**

The operator found two aircraft with intergranular corrosion on the wing attach fittings. One of the aircraft needed both wing forward fittings replaced. The second aircraft needed the left fitting replaced. Part of the wing root fairing can be removed. The wing root panel that covers the fittings is riveted on; therefore, the panel needs to be lifted/pried up a little to get a good look during inspection. The intergranular corrosion actually lifted a chunk of metal from the fitting.

The submitter stated that it appears water is getting trapped in the recess on top of the fittings. This area deserves special emphasis during inspections.

A search of the FAA Service Difficulty Reporting Program data base revealed two additional occurrences identified with a difficulty date of May 1, 1994, and May 5, 1998.

Aircraft total time: approximately 5,500 hours.

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**Cessna; Model 404; Rear Spar Cap; ATA 5711**

During an initial inspection, the technician discovered severe intergranular corrosion on the upper and lower rear spar caps. The corrosion was located in the main landing gear wheel wells of both the left and right wings.

A search of the FAA Service Difficulty Reporting Program data base revealed one additional occurrence with a difficulty date of October 31, 2003.

Part total time: 8,000 hours estimated.

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**LEARJET INC.**

**Learjet; Model 24D; Brake Assemblies; ATA 3242**

The pilot reported the aircraft lost hydraulic pressure after the flaps failed to deploy.

The technician found hydraulic fluid flowing from the left hand brake assembly (P/N 9550273C). He removed the brakes and discovered both brake assemblies were cracked. The cracks were in identical locations and radiated from the trunnion blocks towards the outer edges.

The submitter stated cracks could be attributed to a possible error in the installation.

Part total time: unknown.

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## **TIGER AIRCRAFT LLC (GRUMMAN AMERICAN AVIATION CORP.)**

**Tiger Aircraft LLC; Models: AA-1 Yankee, AA-1A Trainer, AA-1B Trainer TR2, AA-1C Lynx, AA-5 Traveler, AA-5A Cheetah, AA-5B Tiger, GA-7 Cougar; Skin Panel Delamination; ATA 5330**

An owner/operator found fuselage skin panel delamination on his AA-5 Traveler at each of the following locations:

- Left and right sides, in the tail cone area, at interface between lower and side panels.
- Left and right side panels in area of main wing spar carry-through fitting.
- Right side panel below forward edge of aft window.
- Left side panel forward of main wing spar carry-through fitting.

Some of the delamination can only be seen from inside the fuselage looking outboard.

During the annual inspections and bond-line inspections, the submitter recommended giving extra attention to the fuselage panels for delamination and all other areas. Significant delamination should be reported to your local FSDO as well as to John Rock, Chief Engineer at Tiger Aircraft LLC. Telephone: 304-260-4513.

Part total time: unknown.

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## **HELICOPTERS**

### **BRANTLY**

**Brantly; B-2B; Tail Rotor Input Shaft; ATA 6510**

The tail rotor drive from 90 gearbox to tail rotor gearbox failed at attaching point in tail rotor gearbox. This caused a loss of directional control of the aircraft. By the discoloration of the break, it appeared that it had partially cracked prior to the total failure.

The submitter stated this part was installed by the factory and had not been worked on by any other maintenance personnel. The part did not fail at the attaching bolt hole, which would indicate an alignment problem. He recommended the use of a flex coupling installation to allow for misalignment and flexing of the tail boom pylon.

Part total time: 352.4 hours.

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## **BALLOONS**

### **BALLOON WORKS INC.**

**Balloon Works Inc.; Firefly 11; Deflation Pulley; ATA 5102**

The deflation lower pulley was catching on the envelope throat webbing and the Nomex skirt. The deflation panel remained open during descent, which caused difficulty returning to level flight when heating the envelope. The pulley eventually frees itself when enough heat is applied and more tension is added.

The submitter stated that when the pulley does release, it releases with a snap that jolts the aircraft and startles passengers.

Part total time: unknown.

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## **POWERPLANTS AND PROPELLERS**

### **ENGINE COMPONENTS, INC.**

**Engine Components, Inc.; P/N AEC631397; Cylinder Head; ATA 8530**

The pilot landed the aircraft after experiencing a rough running engine.

The technician discovered the number four cylinder head was separated from the barrel ECI (P/N AEC631397). All cylinders are ECI and have 154.73 hours in service.

In accordance with AD 2004-08-10 (dated May 5, 2004), all cylinders with P/N AEC631397 and with serial numbers 1044 through 7708 require replacement (unless it is stamped with "A," "B," or "X" on the flange of the rocker box) to prevent loss of engine power due to cracks in the cylinder head and possible engine failure caused by separation of a cylinder head. The AD also states, within 50 hours time-in-service (TIS) after the effective date of this AD, identify, and if necessary replace cylinders.

ECI SB 04-1 (dated March 11, 2004) requires action at the next maintenance opportunity, but no longer than 50 operating hours after the date of this SB. This SB applies to aircraft with Teledyne Continental IO-520/TSIO-520 or IO-550 engines and Repair Stations, FBO's and FSDO's inspection programs for certain cylinder assemblies manufactured by ECI, under license from the PMA holder Airmotive Engineering Corporation (AEC), a subsidiary of ECI. This SB is limited to new ECI cylinders for the IO/TSIO-520 or IO-550 engines that were produced by ECI during the period September 1, 2002, through May 12, 2003.

A search of the FAA Service Difficulty Reporting Program data base revealed four additional occurrences concerning separated ECI cylinders.

The affected engines and dates of occurrence are as follows:

TSIO520N - August 15, 2003  
IO520D - September 26, 2003  
IO550C - February 19, 2004  
TSIO520NB - April 28, 2004

The submitter stated the aircraft has flown 21.7 hours since the effective date of the AD.

Part total time: 154.73 hours.

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### **McFARLANE AVIATION INC.**

#### **McFarlane Aviation Inc; Mixture Controls; ATA 7602**

The FAA Aircraft Certification Office (ACO) located in Wichita, Kansas, has been advised by McFarlane Aviation Inc., that during production, they discovered cracks in the swage joint in some vernier mixture controls (P/Ns MC600-72 and MC600-120). These controls are eligible for installation on many Cessna, Piper, Raytheon, Mooney, Maule, and Univair (Stinson) carbureted single-engine aircraft. However, they may have been installed by use of FAA field approval on other type-certificated aircraft or on some experimental/home-built aircraft.

The ACO has not received any reports from the field related to the failure of any of the suspect mixture controls. No cracks have been reported in service. However, McFarlane suspects that previous production lots that are now in service may have cracks also.

The cracks in the swage joint should not affect the functioning of the control in most cases. However, in extreme cases involving unusual loading of the mixture control and complete detachment of the conduit from the housing, some loss or complete loss of mixture control authority could occur. McFarlane has changed the design of the swaged joint to prevent cracking in the current production parts.

McFarlane has addressed this issue in Service Bulletin SB-4, dated June 22, 2004, which outlines removal and replacement requirements of the affected part numbers and lot numbers. For additional details and photographs, refer to the SB at: <http://www.mcfarlaneaviation.com/pdfDocuments/SB-4.pdf>

The FAA and McFarlane encourage submittal of field service reporting applicable to the suspect controls.

**NOTE:** This Alert and the McFarlane SB-4 do not apply to McFarlane engine controls other than the MC600 series solid wire type mixture controls. It does not apply to any McFarlane mixture or propeller controls manufactured with a threaded rod end.

Part total time: unknown.

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## **TELEDYNE CONTINENTAL**

### **Teledyne Continental; IO-470-L; Rocker Arm; ATA 8530**

During the takeoff roll, the pilot lost power in the left engine.

The technician discovered the number five cylinder exhaust valve rocker arm was broken (P/N 652130). He also found damage on the number five push rod and housing and on the hydraulic lifter assembly.

The submitter stated the engine was manufactured on July 23, 2001. TCM requested that he send them the broken rocker arm.

Part total time: 110.6 hours.

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## **TEXTRON LYCOMING**

### **Textron Lycoming; IO-540-K1A5; Crankcase; ATA 8520**

The technician discovered the crankcase was cracked just below the number three cylinder between the bottom cylinder inner holddown studs and rocker drain nipples. The crack was approximately 2.5 inches long.

A search of the FAA Service Difficulty Reporting Program data base revealed four additional reports concerning cracked crankcases on the IO-540-K engines. On November 11, 1994, crankcase cracked .50 inches on an IO-540-K1A5. On October 6, 1995, crankcase cracked approximately 1.50 inches on an IO-540K1G5. On September 25, 1997, crankcase cracked on an IO-540-K1J5. On September 1, 2000, crankcase crack on an IO540-K1G5.

Time since overhaul: 800 hours.

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## **ACCESSORIES**

### **KELLY AEROSPACE**

#### **Kelly Aerospace; Stator for Alternator; ATA 2434**

The submitter stated there appears to be a different specification for the stator leads, which are possibly causing premature failures. The insulation seems to be of inferior quality, and the leads are too long on current stators when compared to previous stators. The insulation does not appear to withstand routine rubbing on the case during normal vibration. The insulation is breaking down and shorting to the case.

In the opinion of the submitter, the insulation is about one third the thickness of the leads previously used. The new wire also appears to be stiffer than wire used in the past. Stator (P/N ALV2000AS) and alternator (P/N ALV9510).

Part total time: unknown.

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## **AIR NOTES**

### **ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT**

One of the recent improvements to the Flight Standards Service Aviation Information Internet web site is the inclusion of FAA Form 8010-4, Malfunction or Defect Report. This web site is still under construction and further changes will be made; however, the site is now active, usable, and contains a great deal of information.

Various electronic versions of this form have been used in the past; however, this new electronic version is more user friendly and replaces all other versions. You can complete the form online and submit the information electronically. The form is used for all aircraft except certificated air carriers who are provided a different electronic form. The Internet address is: <http://av-info.faa.gov/SDRX/>

When the page opens, select “M or D Submission Form” and, when complete, use the “Add Service Difficulty Report” button at the top left to send the form. Many of you have inquired about this service. It is now available, and we encourage everyone to use this format when submitting aviation, service-related information.

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### **PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT**

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.

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### **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) data base 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, Mechanical Reliability Reports (MRRs), Malfunction or Defect Reports (M or Ds), Maintenance Difficulty Reports (MDRs), 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>.

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 data base contains records dating back to 1974. At the current time, we are receiving approximately 45,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the address below.

The SDRS and iSDR web site point of contact is:

John Jackson  
Service Difficulty Reporting System, Program Manager  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125  
Telephone: (405) 954-6486  
SDRS Program Manager e-mail address: [9-AMC-SDR-ProgMgr@faa.gov](mailto:9-AMC-SDR-ProgMgr@faa.gov)

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### **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: John Jackson (405) 954-6486  
FAX: (405) 954-4570 or (405) 954-4655  
Technical support provided by: Aero Tech Service Associates

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.

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### **AVIATION SERVICE DIFFICULTY REPORTS**

The following are abbreviated reports submitted between June 23, 2004, and July 22, 2004, which have been entered into the FAA Service Difficulty Reporting (SDR) System data base. 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
<a href="#">CA040123007</a>			WOODWARD	HOUSING	MISREPAIRED
1/23/2004				4030035	GOVERNOR
<p>(CAN) OIL LEAK AT THE LOWER ECCENTRIC PLATE RETENTION SCREW WAS CAUSED BY IMPROPER HELI COIL INSTALLATION. WHEN THE HELI COIL WAS INSTALLED, THE HOLE WAS DRILLED TO DEEP, AND BROKE THROUGH INTO THE RESET AND AIR BLEED ROD BORE CAUSING A LEAK. THE ESTIMATE TO REPAIR THIS UNIT WAS GIVEN TO THE OWNER, AND WE WERE ADVISED NOT TO PROCEED WITH THE LEAK REPAIR ON THIS UNIT.</p>					
<a href="#">2004FA0000555</a>		CONT		CARBURETOR	BROKEN
6/29/2004		O200A		1048941	ENGINE
<p>AC ENTERED A POWER ON STALL, DURING RECOVERY THE ENGINE BEGAN LOSING POWER. INSTRUCTOR TRIED TO MAINTAIN POWER BY MANEUVERING THROTTLE IN AND OUT BUT WAS ONLY ABLE TO MAINTAIN ABOUT 1100 RPM MAXIMUM CONTINUES. MECHANICS QUICKLY IDENTIFIED THE PROBLEM AS THE CARBURETOR. UPON REMOVAL AND EXTERNAL INSPECTION OF THE CARBURETOR, FOUND THE NOZZLE ASSEMBLY PIN 47-799 TO BE CRACKED, ABOUT HALF INCH FROM THE END OF THE NOZZLE AND JUST ABOUT ALL THE WAY AROUND. CARBURETOR WAS OVERHAULED ON 7/31/2002 WO NR M992180.</p>					
<a href="#">198M2004</a>		GARRTT		FILTER	CONTAMINATED
7/9/2004		TFE73140			ENGINE FUEL
<p>AIRCRAFT EXPERINCED A SERIES OF FUEL BY-PASS INDICATIONS. DURING THE TROUBLESHOOTING WE DISCOVERED THE FILTERS TO HAVE BEEN CONTAMINATED WITH DIEGME AS A RESULT OF USING PRIST AS AN ANTI-ICE ADDITIVE. I FOLLOWED THE OEM M/M AND REMOVED ALL FUEL PARTS ON ALL THREE ENGINES/APU AND FLUSHED THE AIRFRAME FUEL SYSTEM PER THE OEM TO REMOVE THE CONTAMINATION.</p>					
<a href="#">2004FA0000557</a>		GARRTT		RETAINER	DAMAGED
6/6/2004		TPE33110		3102247-1	TURBINE SECTION
<p>SECOND STAGE STATOR AIR SEAL RETAINING RIVETS FOUND LOOSE DURING INSPECTION/REPAIR FOR TURBINE SECTION DAMAGE. RETAINER PLATE RIVET HOLE DIAMETER(S) WERE ENLARGED BEYOND MAX RIVET MANUFACTURER SPECIFICATIONS. ENGINE MANUFACTURER MANUALS LACK ANY INSPECTION CRITERIA FOR RETAINER PLATE RIVET HOLE DIAMETER. ENLARGED RETAINER PLATE RIVET HOLE DIAMETER MAY RESULT IN LOOSE RETAINER AND/OR AIR SEAL CONTACTING TURBINE ROTOR HUB DURING ENGINE OPERATION.</p>					
<a href="#">CA040518004</a>		LYC		DIPSTICK	LEAKING
5/18/2004		IO360A2B			ENGINE
<p>(CAN) INFLIGHT ENGINE STOPPAGE WAS DUE TO OIL STARVATION. IT IS SUSPECTED THAT THE OIL DIP STICK WAS REPLACED BUT NOT SCREWED DOWN THUS PERMITTING OIL TO ESCAPE VIA THE OIL FILL TUBE. IT WAS NOTED THAT THE FRONT OF THE ENGINE WAS DRY WHILE THE AFT PART WAS COATED.</p>					
<a href="#">CA040518002</a>		LYC		MAGNETO	FAILED
5/18/2004		O540E4C5			ENGINE
<p>(CAN) DUE TO ROUGH RUNNING ENGINE. MAG WAS DETERMINED TO BE FAULTY, WAS REPLACED. A/C WAS TEST FLOWN, ENGINE RAN VERY ROUGH. INSP OF ENG AND REPLACED MAG NOTED INTERNAL MAG GEAR WAS DAMAGED WITH MISSING TEETH. NOTED METAL IN OIL SCREEN. ENG WAS REMOVED AND SHIPPED FOR</p>					

INSPECTION AND REPAIR. ENGINE WAS DISMANTLED AND CRANKSHAFT GEAR WAS DAMAGED WITH TEETH BROKEN OFF. OTHER INTERNAL DAMAGE INCLUDED A DAMAGED IDLER GEAR, OIL PUMP DRIVE, AND TACH SHAFT. EXACT CAUSE OF FAILURE IS U/K BUT IT IS SUSPECTED THAT WHEN A/C WAS FIRST SERVICED, MAG WAS REPLACED THAT INTERNAL TIMING 10 PENNY NAIL WAS LEFT INSTALLED AND THUS CAUSED LOCKING UP OF MAG GEARS. WHEN ENGINE WAS STARTED MAG AND CRANK GEARS WERE BROKEN OFF.

<a href="#">CA040402004</a>	PWA	PWA	RETAINING RING	COLLAPSED
3/25/2004	PT6A114A		3020159	HOT SECTION

(CAN) THE HOT SECTION WAS GIVEN AN UNSCHEDULED HOT SECTION INSPECTION DUE TO PERFORMANCE SHIFT. A FEW CT SHROUD SEGMENTS HAD SHIFTED SLIGHTLY AND WERE RUBBED. THE RETAINING RING HAD COME OUT OF HTE GROOVE. THIS PROBLEM HAS BEEN DOCUMENTED ON OTHER ENGINES. MFG HAS ISSUED P/N 3110741-02 RETAINING RING ON SB 13121 (60A, 61, 62, 65 SERIES) AND SB 3248 (41/42, 45 SERIES) TO PREVENT THE COLLAPSE OF THE RETAINING RING. THE LATTER SB HAS NOT BEEN ISSUED ON SMALLER ENGINE MODELS SUCH AS THE -114A ENGINE MODEL TO ALLOW THE MORE ROBUST RETAINING RING TO BE USED.

<a href="#">2004FA0000520</a>	PWA		RETAINING RING	DAMAGED
4/23/2004	PT6A34AG		3020159	TURBINE SECTION

DISASSEMBLY OF THE HOT SECTION, SMALL EXIT DUCT REVEALED THE SEGMENT RETAINING RING ENDS STACKED AND APPROXIMATELY 4-4.5 INCHES OF THE RING OUT OF PLACE. SEGMENTS IN THE AFFECTED AREA WERE BEGINNING TO MOVE OUT OF OPERATING POSITION. THE HOT SECTION WAS BEING INSPECTED AS PART OF A LIGHT OVERHAUL OF THE UNSERVICEABLE CONDITIONS RELATING TO THE ENGINE. THE HOT SECTION WAS IN OTHERWISE SERVICEABLE CONDITION. UNCONTAINED SEGMENTS CAN MOVE INTO THE PATH OF THE COMPRESSOR TURBINE BLADES DESTROYING HOT SECTION SEALING, RESULTING IN LOSS OF POWER.

<a href="#">2004FA0000548</a>	AEROSP		CARGO HOOK	INSTALLED
7/9/2004	AS355*		23509600	

DURING A MAINTENANCE CHECK, IAW ONBOARD SYSTEMS SB NO. 159-013-00, FOUND CRACKS IN THE WELD PART OF SWING ASSY.

<a href="#">CA040405001</a>	AIRBUS	GE	WIRE	MALFUNCTIONED
3/28/2004	A310300	CF680C2A5		FLAP COMPUTER

(CAN) FLAP JAM OCCURRED AFTER TAKE OFF. AIRCRAFT RETURNED TO THE STATION FOR RECTIFICATION. FLAP SFCC COMPUTER WAS RESET BY MAINTENANCE. FLAP SYSTEM WAS INSPECTED AND OPERATED SEVERAL TIMES WITH NO FAULT FOUND. AIRCRAFT WAS DISPATCH WITH NO FURTHER PROBLEM. AIRCRAFT WAS ROUTED TO THE MAIN BASE FOR FURTHER INVESTIGATION. DURING INSPECTION, FOUND WIRING DAMAGED AT REAR SPAR CONNECTOR 37 NVA. WIRING REPAIRED AND COMPLETE WIRING INSPECTION WAS CARRIED OUT. EO RAISED TO CARRY OUT A FLEET INSPECTION ON REAR SPAR WIRING AND MAINTENANCE PROGRAM PERIODIC INSPECTION WILL BE IMPLEMENTED BASE ON RESULT OF THE INSPECTION EO.

<a href="#">CA040427007</a>	AIRBUS	GE	WIRE	DAMAGED
4/15/2004	A310304	CF680C2*		WINDSHIELD HEAT

(CAN) FLIGHT CREW REPORTED LT SIDE WINDSHIELD HEAT C/B POPPING. WINDSHIELD HEAT REGULATOR REPLACED. FURTHER INVESTIGATION REVEALED AN OPEN WIRE BETWEEN PIN J AND GROUND. FOUND THE ELECTRICAL RETRACTABLE CORD DAMAGE BELOW THE SLIDING WINDOW. CORD ASSEMBLY WAS REPLACED. THE MAINTENANCE PROGRAM WAS REVISED TO CARRY INSPECTION OF THE RETRACTABLE CORD ON REGULAR BASIS.

<a href="#">CA040408004</a>	AIRBUS	CFMINT	BLEED VALVE	MALFUNCTIONED
4/7/2004	A319114	CFM565A1		NR 2 ENGINE

(CAN) DURING CRUISE AT FLIGHT LEVEL 390 NO ENGINE BLEED FAULT , BLEED SHUT OFF, 10 MINUTES LATER NR 2 ENGINE BLEED FAULT. LOSS OF PRESSURIZATION EMERGENCY DESCENT TO 8000 FT, ABLE TO RESET BLEEDS AND CLIMB BACK TO FLIGHT LEVEL 160 NO FAULT FOUND, FDR SENT FOR READ OUT.

<a href="#">F20181</a>	AMD	GE	COVER	LEAKING
6/18/2004	FALCON	CF7002D2		REAR BEARING

ON FLIGHT FROM DEPARTURE AIRPORT TO UNKNOWN LOCATION, PILOTS REPORTED THAT ENGINE OIL PRESSURE LIGHT FLICKERD ONCE OR TWICE THEN CAME ON STEADY. WHEN ENGINE POWER WAS REDUCED, ENGINE SHUTDOWN ON ITS OWN. LANDED. ON INSPECTION BEFORE ENGINE REMOVAL AND REPLACEMENT FOUND NO OIL VISIBLE ON DIPSTICK AND EVIDENCE OF OIL LEAKAGE ON REAR BEARING COVER. NO OTHER INSPECTIONS PERFORMED . ENGINE SENT TO OVERHAUL FACILITY.

<a href="#">2004FA0000533</a>	AMD		CONTROL ROD	CHAFED
11/17/2003	FALCON10			RUDDER

TIP FROM AUG 03 AC 43-16A RUDDER CONTROL ROD CHAFED. RUDDER CONTROL ROD CRANK AT FRAME NR 37. FOUND YAW DAMPNER ATTACHMENT PIN INSTALLED 180 DEGREE OUT. COTTER KEY AND NUT CHAFED THE ELEVATOR SERVO HYDRAULIC LINE, NO DAMAGE TO LINE NOTED. ID TAG GOUGED. CORRECTED IAW F-10 IPC 27-22-01, FIG 5 SHEET 2 OF 2. CYCLED RUDDER FULL TRAVEL, PROPER OPERATION INDICATED.

<a href="#">2004FA0000517</a>	AMTR	LYC	BRACE	INOPERATIVE
5/26/2004	GLASAIRIII	IO540*		NLG

IN FLIGHT, AC LOST HYDR PRESSURE FOR UNRELATED CAUSE. HYDR PRESSURE NORMALLY ASSISTS L/G TO REMAIN IN DOWN AND LOCKED POSITION. ON LANDING, AC TOUCHED DOWN NORMALLY. ON ROLLOUT, NOSE LANDING COLLAPSED. LANDING GEAR SYS IS DESIGNED TO REMAIN DOWN AND LOCKED WITHOUT AID OF HYDR PRESSURE BY USE OF SPRINGS THAT SHOULD APPLY TENSION TO OVERCENTER DESIGN OF LANDING GEAR BRACES. NOSE LANDING GEAR BRACE ONLY GOES OVER CENTER A SMALL AMOUNT, JUST A COUPLE OF DEGREES. LOW OVERCENTER ASSIST SPRING TENSION COUPLED WITH A SMALL AMOUNT OF OVERCENTER TRAVEL ALLOWED NOSE GEAR TO COLLAPSE IN ABSENCE OF HYDR PRESSURE. ON JACKS N/G COULD BE MADE TO UNLOCK WITH A MODEST KICK TO THE NOSEWHEEL. (SW17200407156)

<a href="#">2004FA0000515</a>	AMTR	LYC	REGULATOR	INOPERATIVE
6/3/2004	MURPHYREBEL	O320E2D	LC100101	SPARK ADVANCE

AC IN FOR NO SPARK DURING START-UP. REMOVED LT AND RT MAGNETOS AND SPARK ADVANCED REGULATOR. OWNER INSTALLED BUSH KIT MODIFICATION, LT MAG WITH IMPULSE COUPLING. MAG, NR 4755, SN 04030730. MAGS TIMING SET WITH T-300 IGNITION TIMING TOOL. PERFORMED GROUND OP CHK. MAG CHECKS AT 1700 RPM 50 FOR BOTH MAGS SMOOTH. BOTH MAGS CHECKED AT FULL POWER. ENG CK GOOD. BEFORE FLIGHT MAG CK WAS GOOD. FIRST TAKE-OFF NO PROBLEMS NOTED. SECOND TAKE-OFF, ENG LOST POWER, RAN VERY ROUGH. POST FLIGHT, BOTH MAGS CHK NORMAL. ON FULL PWR, OPS NORMAL FOR 1 MINUTE, WITHOUT WARNING, SUDDEN POWER LOSS. ENG BACKFIRING, RUNNING ROUGH. RPM DROPPED FROM 2450 TO 2100 RPM. REDUCED TO 1900 RPM, ENG SMOOTHED OUT WITH NORMAL MAG CK.

<a href="#">2004FA0000518</a>	AMTR	LYC	FABRIC	FAILED
6/8/2004	SKYBOLT	IO540*		RT WING

5 FEET OF THE TOP RT WING FABRIC FAILED. POLYFIBER AC COATINGS TB 89-1D. STATES FABRIC WEIGHING LESS THAN 2.4 OZ SHOULD BE USED ON AC WITH ENGINES UP TO 145 HORSEPOWER THIS AC HAD A 300 HP ENGINE INSTALLED LT WING HAD BROKEN RIB STITCHING BUT FABRIC HAD NOT FAILED YET. (SW15200410524)

<a href="#">2004F00149</a>	AMTR	LYC	CONTROL SYSTEM	MALFUNCTIONED
5/22/2004	VELOCITYXL	IO540*	RGSYS1B	MLG

DURING A NORMAL FLIGHT AND LANDING PROCEDURE, PLACED THE GEAR SWITCH IN THE DOWN POSITION WITH NO RESPONSE. TRIED THIS SEVERAL TIMES STILL NO RESPONSE. DID A MANUAL DROP OF THE GEAR AND RECEIVED GREEN GEAR DOWN AND LOCKED LIGHTS. SET THE UNIT BACK TO COMPOSITE DESIGN. COMPOSITE DESIGN FOUND A FAILED RELAY REASON NOT KNOWN. (EA17200407757)

<a href="#">CA040521003</a>	BAG	GARRTT	TRANSDUCER	MALFUNCTIONED
5/20/2004	JETSTM3212	TPE33110UG	C771075	RT WING LIFT

(CAN) CREW REPORTED THAT ON TAXI FOR TAKE-OFF FOR THE SECOND FLIGHT OF THE MORNING THAT THE RT STALL SYSTEM WAS ACTUATED ON GROUND WITH STALL IDENT LIGHT RT ON AND CONTINUOUS STICK SHAKER IN FLIGHT CONTROL SYSTEM. UNABLE TO CANCEL. AIRCRAFT RETURNED TO BLOCKS.

<a href="#">2004FA0000544</a>	BBAVIA	CONT	SPAR	DAMAGED
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5/20/2004 7BCM O200A RT WING

A LONGITUDINAL CRACK WAS FOUND AT OB AILERON ATTACH FITTING OF THE REAR WOOD SPAR. THE CRACK IS LOCATED ON RT WING REAR SPAR, OB AILERON ATTACH POINT EMANATING FROM LOWER BOLT HOLE ON FORWARD SIDE OF SPAR. THE CRACK WAS FOUND DURING ANNUAL INSP WHILE COMPLYING WITH AD. THE CRACK EXTENDS IB FROM THE BOLT APPROXIMATELY FOUR INCHES AND OB APPROX 5.5 INCHES. THE REAR SPAR IS A TWO PIECE SPRUCE LAMINATE, AND THE CRACK IS ONLY VISIBLE ON FWD FACE, IT DOES NOT APPEAR ON OPPOSITE SIDE. CRACK WAS POSSIBLY CAUSED OVER TIME BY AILERON ATTACH BOLTS BEING OVER TORQUED. THIS AC HAS NO KNOWN DAMAGE HISTORY.

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<a href="#">2004FA0000574</a>	BBAVIA	LYC	SPAR	DAMAGED
6/11/2004	7GCBC	O320*		WING

TWO SPARS SPLIT AT WING ROOT WING ATTACH FITTINGS, ONE SPAR SPLIT AT WING LIFT STRUT ATTACH FITTING. SPLITS FOUND DURING ANNUAL INSPECTION. PROBABLE CAUSE: DRYING AND SHRINKAGE.

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<a href="#">CA040512005</a>	BBAVIA	LYC	SPAR	CHAFED
5/7/2004	7GCBC	O320A2D	1108111	WING

(CAN) ON METAL-SPAR WINGS RETROFITTED TO THIS AC THE AFT SPARS HAVE THREE FOOT STIFFENERS RIVETED TO THEM AT AFT STRUT ATTACH POINT. CLEARANCE BETWEEN FABRIC AND STIFFENER IS MINIMAL, AND INSPECTION HOLE COVER CLIPS CAN CONTACT STIFFENER AND CHAFE GROOVES INTO IT AS FABRIC DRUMS OR FLEXES IN FLIGHT, DEPENDING ON LOCATION OF INSPECTION HOLE AND ORIENTATION OF THE COVER. TURBULENCE OFF STRUTS CREATES CONSIDERABLE FABRIC MOVEMENT IN THIS AREA. ON THIS PARTICULAR AC THE STIFFENERS WERE DAMAGED ENOUGH TO REQUIRE REPLACEMENT. RECOMMEND USING A TWO-CLIP COVER AT THIS HOLE, RATHER THAN FOUR-CLIP TYPE, AND ORIENTING CLIPS TO AVOID INTERFERENCE WITH SPAR. INDEXING AND LABELING OF COVER AND WING MIGHT BE ADVISABLE.

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<a href="#">2004FA0000537</a>	BBAVIA	LYC	SPAR	CRACKED
5/5/2004	8KCAB	AEIO360*		RT WING

SPAR INSPECTED IAW 00-25-02R1. FOUND 2 CRACKS IN BUTT END, DOUBLER PLATES APPEAR TO BE LOOSENING. CRACKS ARE HORIZONTAL ACROSS THE END GRAIN.

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<a href="#">CA040518003</a>	BEECH	PWA	HOSE	KINKED
5/15/2004	1900C	PT6A65B	SCDEETS41446	BREATHER

(CAN) AFTER TAKE OFF, CABIN BEGAN TO FILL WITH FUMES AND OIL VAPOR. CREW TURNED OFF ENGINE BLEED AIR AND RETURNED TO AIRPORT. MAINTENANCE FOUND NR 1 ENGINE BREATHER HOSE HAD BEEN KINKED AND PINCHED CAUSING THE ACCESSORY CASE TO PRESSURIZE AND FORCE OIL TO PASS THE ENGINE LABYRINTH AND GARLOCK SEALS AND ENTER THE COMPRESSOR. SOME OF THIS OIL ENTERED THE CABIN THROUGH THE AIRCRAFT BLEED AIR SYSTEM CREATING FUMES AND VISIBLE OIL VAPOR. ENGINE BREATHER HOSE WAS INSPECTED AND REPOSITIONED. SEVERAL SUCCESSFUL GROUND RUNS WERE CARRIED OUT AND AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">CA040518007</a>	BEECH	PWA	HOSE	CRACKED
5/17/2004	1900C	PT6A65B	11891003415	STACK TO COWL

(CAN) AFTER TAKE OFF CREW OBSERVED SPARKS AND GLOW FROM RT ENGINE COWL. CREW SHUTDOWN RT ENGINE AND RETURNED TO AIRPORT. MAINTENANCE FOUND THE FLEXIBLE HOSE FROM THE EXHAUST STACK TO THE LIP HEATER HAD CRACKED AND SEPERATED FROM THE COWLING. THIS ALLOWED THE EXHAUST THAT WAS INTENDED FOR THE INTAKE HEATER TO ENTER THE FORWARD COWLING. COWLING WAS REPLACED WITH SERVICEABLE UNIT AND FLEXIBLE HOSE WAS REPLACED ON COWL THAT WAS REMOVED.

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<a href="#">CA040518008</a>	BEECH	PWA	SELECTOR VALVE	INTERMITTENT
5/8/2004	1900C	PT6A65B	623372	HYD POWER

(CAN) DURING APPROACH THE CREW NOTICED THAT THE LANDING GEAR WAS LOUDER THAN USUAL AND SLOWER TO EXTEND. MAINTENANCE FOUND THE POWER PACK SELECTOR VALVE TO BE INTERMITTENT AND THE POWER PACK TO BE NOISY. WITH THE AIRCRAFT ON JACKS THERE WERE TIMES WHEN THE GEAR WOULD FAIL TO EXTEND WHEN SELECTED AND HAD TO BE MANUALLY EXTENDED. POWER PACK ASSY INCLUDING THE

SELECTOR VALVE WAS REPLACED AND THE LANDING GEAR TESTED SERVICEABLE. AIRCRAFT WAS PLACED BACK INTO SERVICE ON MAY 13TH.

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<a href="#">CA040407013</a>	BEECH	PWA	HARTZL	BEARING	CRACKED
2/21/2004	1900D	PT6A67D	HCE4A3I	C792	PROP BLADE

(CAN) PROPELLER WAS REMOVED FROM THE AIRCRAFT TO REPAIR DAMAGE TO THE ERROSION SHIELD INSTALLED ON NR 1 BLADE. UPON SPLITTING THE HUB 2 OB BLADE BEARINGS WERE FOUND TO BE CRACKED. ALL 4 BLADE BEARINGS HAVE BEEN REPLACED BY NEW D7745 BEARINGS IAW MM NR 143A AND S/B 61-258 .

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<a href="#">CA040407014</a>	BEECH	PWA	HARTZL	THRUST BEARING	CRACKED
4/1/2004	1900D	PT6A67D	HCE4A3I	C0792	PROPELLER

(CAN) PROPELLER WAS REMOVED FROM AIRCRAFT DUE TO EXCESSIVE GREASE LEAKAGE AND BLADE END PLAY. UPON SPLITTING THE HUB IT WAS FOUND THAT 2 BLADE THRUST BEARINGS HAD CRACKED.

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<a href="#">CA040517003</a>	BEECH	PWA		FITTING	CRACKED
5/15/2004	99	PT6A28		501200742	MAIN SPAR

(CAN) DURING A ROUTINE DETAILED INSPECTION, MAINTENANCE DISCOVERED A CRACK IN THE LT UPPER FORWARD WING FITTING OF THE WING CENTER SECTION. NDT, USING LPI AND EDDY CURRENT CONFIRMED THIS AS A CRACK. THIS AIRCRAFT HAS FLOWN 513.9 SINCE LAST NDT IAW MFG SIRM. AIRCRAFT GROUNDED AND MANUFACTURER NOTIFIED.

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<a href="#">2004FA0000507</a>	BEECH	LYC		STUD	BROKEN
4/13/2004	A2324	IO360A2B		5015	CYLINDER

NR 4 DECK STUD BROKEN AT 8 O'CLOCK POSITION.

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<a href="#">2004FA0000575</a>	BEECH	CONT		WIRE HARNESS	BROKEN
6/24/2004	A36	IO520BA		M1740R	NR 4 CYLINDER

THE SHIELDING ON THE IGN LEAD ON 4 CYLINDERS AT THE PLUG ENDS FRAYED AND BROKEN ALLOWING IGN NOISE TO BE HEARD OVER AIRCRAFT RADIO. PREVENTS PILOT FROM UNDERSTANDING ATC SHIELDING BROKE RT AT (B) ASSEMBLY. THIS IS THE RED SLICK IGN HARNESS.

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<a href="#">2004FA0000576</a>	BEECH	CONT		BEARING	FAILED
6/21/2004	A36	IO550B		637817	STARTER ADAPTER

UPON RETURN FROM A TRAINING FLIGHT A LARGE QUANTITY OF OIL WAS FOUND IN THE ENGINE COWL AND ON THE GROUND UNDER THE AIRCRAFT. AFTER WASHING THE ENGINE DOWN, AND AN ENGINE RUN, IT WAS DETERMINED THAT THE OIL WAS COMING FROM THE AIR CONDITIONING DRIVE SHAFT SEAL IN THE STARTER ADAPTER ASSEMBLY. FURTHER DISASSEMBLY AND INSPECTION REVELED THAT THE BALL BEARING, JUST BEHIND THE SEAL, HAD COME APART. NO METAL WAS FOUND IN THE OIL FILTER OR THE STRAINED ENGINE OIL. INSPECT SEAL AT PREFLIGHT TO DETECT EXCESSIVE LEAKAGE.

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<a href="#">CA040429008</a>	BEECH	GARRTT		TIRE	CHAFED
4/15/2004	B100	TPE3316252B		0283353	MLG

(CAN) MECHANIC NOTICED THAT TIRE SIDEWALL HAD RUBBED AGAINST BRAKE HOUSING, CREATING A GROOVE IN THE RUBBER. THERE WAS STATIC CLEARANCE BUT WHEN THE TIRE FLEXED ON LANDING IT COULD RUB AGAINST THE BRAKE HOUSING. CLEVELAND WHEELS AND BRAKES HAD BEEN INSTALLED IN AUGUST OF 1996 IAW STC SA646GL, OVERSIZE TIRES INSTALLED IAW CAT STC SA00185LA IN JANUARY OF 1997. THERE HAD BEEN NO PROBLEMS NOTED UNTIL RECENTLY. ALL CORRECT PARTS WERE IN PLACE. OTHER THREE TIRES WERE ALSO RUBBING, SOME WORSE THAN OTHERS. A SECOND COMPANY B100 ALSO HAD THE PROBLEM. REVERTED TO ORIGINAL SMALLER TIRES TO ALLEVIATE THE PROBLEM. MFG MAY HAVE CHANGED PROFILE OF TIRE AND THIS HAS CREATED PROBLEM BUT CANNOT CONFIRM THIS.

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<a href="#">CA040519004</a>	BEECH	PWA		RUDDER PEDAL	WORN
5/12/2004	B200	PT6A42		5052432627	COCKPIT

(CAN) RUDDER PEDAL ATTACH POINT BROKEN AT BUSHING ATTACH.

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<a href="#">CA040428003</a>	BEECH	PWA	EXHAUST STACK	CRACKED
4/19/2004	B200	PT6A42	FA572618R	LT ENGINE

(CAN) DURING ROUTINE INSPECTION A CRACK WAS NOTED AT THE LIP HEAT WELD TO THE FORWARD SECTION OF THE EXHAUST STACK. EXHAUST UNIT WAS ORDERED AND INSTALLED WITHOUT ANY INCIDENT.

<a href="#">2004FA0000524</a>	BEECH	PWA	TORQUE TUBE	LOOSE
7/1/2004	B200C	PT6A60A	1016100197	ELEVATOR

DURING AN INSPECTION, THE LT ELEVATOR CORNTOL TORQUE TUBE THAT ATTACHES TO IB END RIB OF THE LT ELEVATOR WAS FOUND TO HAVE PLAY BETWEEN THE ACTUATING HORN AND THE TORQUE TUBE ITSELF. THE COLLAR WITH THE FLANGE AND THE 4 MOUNTING BOLTS ATTACHING THE TORQUE TUBE TO THE END RIB WERE TIGHT, BUT THE 8 RIVETS ATTACHING THE ACTUATING HORN TO THE TUBE HAD BECOME LOOSE ALLOWING FOR POTENTIAL UNCOMMANDED MOVEMENT (FLUTTER) OF THE ELEVATOR.

<a href="#">2004FA0000523</a>	BEECH	PWA	TORQUE TUBE	LOOSE
6/1/2004	B200C	PT6A60A	1016100198	ELEVATOR

DURING PHASE INSPECTION, THE RT ELEVATOR CONTROL TORQUE TUBE THAT ATTACHES TO THE IB END RIB OF THE RT ELEVATOR WAS FOUND TO HAVE PLAY BETWEEN THE COLLAR WITH THE FLANGE THAT BOLTS TO THE END RIB AND THE TORQUE TUBE ITSELF. THE 4 MOUNTING BOLTS WERE TIGHT TO THE END RIB, BUT THE RIVETS ATTACHING THE COLLAR TO THE TUBE HAD BECOME LOOSE ALLOWING FOR POTENTIAL UNCOMANDED MOVEMENT (FLUTTER) OF THE ELEVATOR. (WP19200405628)

<a href="#">CA040316001</a>	BEECH	PWA	WIRE	MISWIRED
3/1/2004	B300B350C	PT6A60A		SQUIB

(CAN) WHEN THE ENGINEER WAS TASKED TO PERFORM A SCHEDULED SQUIB REPLACEMENT IAW THE MAINTENANCE SCHEDULE, HE FOUND THAT THE SQUIB WIRING WAS INCORRECTLY WIRED. SOLUTION: THE ENGINEER RE-WIRED THE SQUIB CORRECTLY.

<a href="#">CA040519010</a>	BEECH	PWA	O-RING	PINCHED
5/13/2004	B300B350C	PT6A60A	AS3209114	RGB TRNS OIL TUB

(CAN) RT ENGINE SHUTDOWN DUE TO OIL PRESSURE, LIGHT ON AND OIL PRESSURE BETWEEN 60 AND 60 PSI. AFTER INVESTIGATION FOUND ONE O-RING LEAKING ON RT ENGINE REDUCTION GEARBOX OIL TRANSFER TUBE, REPLACED O-RING P/N AS3209-114. AFTER DISCUSSION WITH PILOTS, DID NOT EXCEED TRANSIENT LIMITS IAW MFG MM 3034342 REV.26 CHAP 71-00-00 TABLE 503, OIL LEVEL ADJUSTED, LOST OF 5 QTS OF OIL. ENGINE INSPECTED IAW MFG MM 3034342 REV.26 CHAP 72-00-00 INSP.Q. RUN-UP CARRIED OUT, OIL FILTER CHECKED FOR CONTAMINATION. FOUND SERVICEABLE. NOTE: CHIP DETECTOR TO BE CHECK DAILY FOR ONE WEEK, MIN25 HOURS. (IAW EMM 72-00-00 P640 Q(2)(B), OIL FILTER TO BE CHECK BETWEEN 25-65 HOURS.

<a href="#">CA040405006</a>	BEECH	PWA	HOSE	CRACKED
3/30/2004	C90A	PT6A21	9091010017	ANTI-ICE SYS

(CAN) DURING PHASE 3 INSPECTION THE RT ENGINE IB INLET ANTI-ICE TUBE WAS FOUND CRACKED. UNIT REPLACED WITH NEW.

<a href="#">CA040405007</a>	BEECH	PWA	COWLING	CRACKED
3/30/2004	C90A	PT6A21	109910029117	LT ENGINE

(CAN) DURING PHASE 3 INSPECTION THE LT ENGINE LOWER AFT COWL WAS FOUND CRACKED A LONG A SEAM WELD. UNIT WAS REPAIRED IAW COMPANY PROCEDURE ASSY 681-71-10-0093.

<a href="#">CA040427011</a>	BEECH	PWA	SWITCH	OUT OF ADJUST
1/12/2004	D17S	R985AN1		LT MLG

(CAN) LT MAIN LDG GEAR (DOWN) MICROSWITCH OUT OF ADJUSTMENT CAUSING (NOT LOCKED DOWN) INDICATION. SWITCH READJUSTED, GEAR SWINGS COMPLETED WITH ALL OPERATIONS AND INDICATIONS NORMAL.

<a href="#">CA040518011</a>	BELL		BLADE	CRACKED
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5/11/2004	206B		2060016201131	TAIL ROTOR
(CAN) CHORDWISE CRACK, APPROX 2.8 INCHES LONG, OBSERVED TO START AT LEADING EDGE RUNNING TOWARDS TRAILING EDGE. LOCATED 0.5 INCHES AWAY FROM THE OB TIP OF DOUBLER. ONLY ONE SIDE OF THE TAIL ROTOR BLADE IS CRACKED.				
<a href="#">CA040512004</a>	BELL	ALLSN	CYCLIC STICK	CRACKED
5/12/2004	206B	250C20	206001342001	COCKPIT
(CAN) DURING ROUTINE INSPECTION CYCLIC TUBE P/N 206-001-342-001 WAS FOUND CRACKED AT THE UPPER BOLT HOLE ON THE PILOTS SIDE SLOT ATTACHMENT. THIS TUBE HAD ACCUMULATED 408.7 HOURS SINCE ITS LAST INSPECTION MAY 20, 2003. THIS INSPECTION IS A 1200 HOUR REQUIREMENT IAW MFG BHT-206-A/B SERIES MAINTENANCE MANUAL. WE HAVE RETAINED A COMPANY REQUIREMENT TO ALSO INSPECT THIS PART ANNUALLY. A SECOND CYCLIC TUBE P/N 206-001-342-001 REMOVED FROM AN AIRCRAFT ON OVERHAUL WAS ALSO FOUND CRACKED IN THE SAME AREA. THIS PART HAD ACCUMULATED 298 HOURS SINCE ITS LAST INSPECTION. ASSB 206-85-29 AND BHT-206 A/B-SERIES M/M BOTH REFERENCE THE INSPECTION REQUIREMENTS.				
<a href="#">CA040427015</a>	BELL	ALLSN	MOUNT	CRACKED
4/16/2004	206L	250C20R	206032303014	RT ENGINE
(CAN) CLIP AND FITTING AT RT ENGINE MOUNT LOCATION HAS CRACK DAMAGE. REMOVED CLIP P/N 206-032-303-014 AND FITTING P/N 206-031-337-004 AND REPLACED WITH NEW CLIP P/N 206-032-303-230S AND NEW FITTING P/N 206-033-670-104S. RT ENGINE PAN UPPER LONGERON FOUND TO HAVE INTER GRANULAR CORROSION. REMOVED AND ARE PLACED WITH NEW LONGERON P/N 206-031-314-125S. REPAIRS CARRIED OUT AMO 100/94 UNDER WORK ORDER NR 24122. APRIL 16, 2004.				
<a href="#">CA040428007</a>	BELL	ALLSN	TURBINE	FAILED
4/28/2004	206L	250C20R		ENGINE
(CAN) THIS MORNING THE PILOT WAS IN CRUISE WHEN A LOUD BANG OCCURRED AND THE TOT INCREASED. WITH NO ENGINE, THE PILOT AUTOROTATED TO A CLEAR SPOT TO THE GROUND. NO DAMAGE TO AIRCRAFT. THE ENGINE HAD FAILED. A VISUAL OF THE TURBINE SECTION SHOWS SUBSTANTIAL DAMAGE. AT THIS TIME UNKNOWN SOURCE OF WHAT CAUSED THIS DAMAGE.				
<a href="#">CA040427014</a>	BELL	ALLSN	COUPLING	WORN
4/14/2004	206L	250C20R2	9A1424	OIL PUMP
(CAN) UPON INSPECTION, SPLINE/COUPLING P/N 9A1424 WAS FOUND WORN. REMOVED OIL PUMP AND TACH GENERATOR AND MATING COUPLING P/N 9A1424 FOR INSPECTION AND REPAIR. REPLACED WITH NEW GLOBE TACH GEN P/N 22A650 S/N 6209 AND OHC OIL PUMP P/N 206-140-190-005 S/N SPF82 AS REPLACEMENT OF SPLINE REQUIRES REPLACEMENT OF ALL MATING SURFACES.				
<a href="#">CA040428004</a>	BELL	ALLSN	ELT	FAILED
4/19/2004	206L	250C20R2	AK450	CABIN
(CAN) UPON ANNUAL RE-INSPECTION FOR RE-CERTIFICATION PURPOSES, AVIOINICS SHOP REPORTED ELT S/N 353494 FAILS TEST PROBABLY DUE TO A BAD CRYSTAL. UPON BEING ADVISED THAT A COMPANY DOES NOT SUPPLY PARTS, OPERATOR PURCHASED AND INSTALLED A NEW ELT ON THE AIRCRAFT.				
<a href="#">CA040407008</a>	BELL	ALLSN	BRUSHES	WORN
4/3/2004	206L4	250C30P	303001383	STARTER GEN
(CAN) ON INSPECTION OF THE START/GEN BRUSHES IT WAS DISCOVERED THAT THE REAR BRUSHES WERE SLIGHTLY SHORTER (MORE WORN) THAN THE FORWARD BRUSHES. REPLACED BRUSHES AND INSPECTED AGAIN AFTER 100 HOURS. FOUND THE AFT BRUSHES WITH A MUCH HIGHER DEGREE OF WEAR IN RELATION TO LAST INSPECTION ALSO ONE OF THE BRUSH WIRES HAD COME OFF THE BRUSH, CHANGED START/GEN.				
<a href="#">CA040428001</a>	BELL	PWA	ACCESS DOOR	CRACKED
4/27/2004	212	PT6T3	212060822001	COWL
(CAN) DURING THE DAILY INSPECTION THE COWL INSPECTION DOOR HINGE WAS FOUND LOOSE ALLOWING THE DOOR TO HANG DOWN. UPON REMOVAL OF THE COWLING IT WAS FOUND THAT THE ATTACH FLANGE FOR THE				

COWL ACCESS DOOR HINGE WAS CRACKED ACROSS 75 PERCENT OF THE FLANGE LENGTH. THE DOOR WAS REMOVED AND THE FLANGE REPAIRED. IF THE CRACK HAD EVENTUALLY CROSSED THE FLANGE THE DOOR COULD HAVE FALLEN UPON THE MAIN DRIVESHAFT SHAFT, WHICH ROTATES AT 6600 RPM DURING FLIGHT. THERE WAS POTENTIAL FOR SERIOUS DAMAGE.

<a href="#">CA040410001</a>	BOEING	LYC	DRIVE ASSY	CRACKED
4/1/2004	234	AL5512	234D33003	MAIN ROTOR

(CAN) DURING INSPECTION IAW AD 2004-06-51 A CRACK WAS DETECTED IN THE UPPER EXTENSION 37 INCHES FROM THE TOP. SHAFT WAS REMOVED FROM SERVICE AND RETURNED TO MFG FOR INSPECTION. MFG IS CONDUCTING INSPECTIONS OF ALL IN-SERVICE SHAFTS AND SPARES TO ELIMINATE ANY SHAFT FROM THE SYSTEM THAT HAS ARC BURNS.

<a href="#">CA040519011</a>	BOEING	PWA	KEELBEAM	CRACKED
5/19/2004	727227	JT8D9A		FUSELAGE

(CAN) WHILE TROUBLESHOOTING APU SNAG, MAINT DISCOVERED A CRACK IN THE KEEL BEAM WEB( STA 870 LOAD CONTROL VALVE AREA) THE DAMAGE IS BEING REPAIRED IAW SRM 53-10-9.CRACK LENGTH APPROX 3.5 INCHES.

<a href="#">CA040409002</a>	BOEING	PWA	SWITCH	MALFUNCTIONED
4/4/2004	72725C	JT8D7B		TE FLAPS

(CAN) ON CLIMB OUT NR 5 KREUGER FLAP INTRANSIT LIGHT ILLUMINATED. A/C RETURNED ANC. SWITCH REPLACED AND OVERWEIGHT LANDING INSPECTION C/W.

<a href="#">CA040408010</a>	BOEING	PWA	WARNING LIGHT	FALSE ACTIVATION
4/7/2004	7272H3	JT8D9A		CONFIGURATION

(CAN) THE CREW OBSERVED AN AURAL CONFIGURATION WARNING ON TAKE OFF WHEN THE GEAR WAS SELECTED UP AND FLAP 15. THE A/C RETURNED TO BLOCKS WHERE IT WAS DETERMINED THAT THE SPEED BRAKE WARNING SWITCH WAS OUT OF ADJUSTMENT. THE SWITCH WAS ADJUSTED AND THE TOW CS CHECKED SERVICEABLE IAW MM31-26-25 AND THE A/C WAS RETURNED TO SERVICE.

<a href="#">CA040513006</a>	BOEING	PWA	FLAP TRACK	CONTAMINATED
5/8/2004	72744C	JT8D7B		FLAP SYSTEM

(CAN) DEPARTING, THE CREW OBSERVED A DIAGEEMENT BETWEEN IB AND OB FLAP POSITION. THE AIRCRAFT CONTINUED TO YFB BYPASSING YSR. MAINTENANCE IN YFB FOUND SIGNIFICANT CONTAMINATION DUE TO POOR RUNWAY CONDITION AT YRB (SLUSH AND MUD) AND SUSPECT FLAP SYSTEM FOULED BY THIS CONTAMINATION. THE AIRCRAFT WAS CLEANED AND CHECKED SERVICEABLE, DEPARTURE FOR YOW WAS UNEVENTFUL.

<a href="#">CA040513005</a>	BOEING	PWA	SKIN	CRACKED
5/12/2004	737201	JT8D9A		FUSELAGE

(CAN) DURING ROUTINE CHECK A 2.5 INCH (TWO AND A HALF INCH) CRACK WAS FOUND ON THE OUTER FUSELAGE SKIN AT F.S. 943 AND 945.5 STRINGER 24R. CRACK REPAIRED IAW SRM 53-30-3 FIG 48 DETAIL 9 PAGE 284. TIMES 61271:42 CYCLES 59436.

<a href="#">CA040427004</a>	BOEING	GE	WINDSHIELD	FAILED
4/22/2004	767*	CF680C2B6F	141T480150	COCKPIT

(CAN) DURING CRUISE, FIRST OFFICER WINDSHIELD NON STRUCTURAL OUTER PANE SHATTERED. WINDSHIELD TOTAL TIME 9,854 HRS. AIRCRAFT TOTAL TIME 50,585 HRS.

<a href="#">CA040407001</a>	BOEING	GE	ENGINE	LEAKING
4/6/2004	767333	CF680C2B6F		LEFT

(CAN) LT ENGINE SHUTDOWN, OIL IND LOW, FOUND OIL IN TAIL PIPES. REPORT TO FOLLOW.

<a href="#">CA040513003</a>	BOEING	GE	COMPUTER	FAILED
5/13/2004	767375	CF680C2B6	4040800906	RT ADC

(CAN) AFTER T/O EICAS MSGS (RUDDER RATIO,AILERON LOCKOUT) ALTIMETER, AIRSPEED, IVSI OUTSIDE LIMITS BETWEEN CAPT AND F/O, AUTO PILOTS WOULD NOT ENGAGE. NOTE: MOC REQUESTED F/O ALT ADC BE SELECTED, FAULT CLEARED. FLT CREW ELECTED TO RTN TO YVR. RT ADC FAULT BULB SHOWS AFTER TEST. ADC REPLACED AND FUNCTION CHECK SERV.

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<a href="#">CA040407009</a>	BOLKMS		HOUSING	CRACKED
4/7/2004	BO105LSA3		105456611	ACTUATOR

(CAN) DURING TESTING THE ACTUATOR SHOWED HIGH INTERNAL LEAKAGE. AFTER INVESTIGATION IT WAS DISCOVERED THAT THE HOUSING WAS CRACKED INTERNALLY. THE CRACK IS IN THE SERVO VALVE AXIS OF THE HOUSING AND APPEARS TO ORIGINATE FROM A DRILLED PASSAGE. THIS ASSEMBLY RECEIVED FROM AN AIRCRAFT IN THE USA.

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<a href="#">CA040405005</a>	BOLKMS	ALLSN	BREEZE	RELEASE CABLE	FAILED
3/30/2004	BO105S	250C20B		145202	CARGO HOOK ASSY

(CAN) WHILE SLINGING OPERATIONS WERE BEING CONDUCTED, THE LOAD WAS INADVERTENTLY RELEASED DUE TO FAILURE OF THE RELEASE CABLE ASSEMBLY SWAGING AT THE LOWER END.

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<a href="#">CA040405004</a>	BOLKMS	ALLSN		O-RING	LEAKING
3/16/2004	BO105S	250C20B			CONNECTOR

(CAN) FUEL WAS OBSERVED LEAKING FROM THE CONNECTOR ON TOP OF THE FUEL FILTER ASSEMBLY. REMOVAL OF THE CONNECTOR PLUG REVEALED FUEL CONTAMINATION INSIDE THE PLUG. THE O-RING LOCATED INSIDE THE CONNECTOR HOUSING WAS DAMAGED CAUSING LEAKAGE.

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<a href="#">CA040427017</a>	BOMBDR			TRANSDUCER	MALFUNCTIONED
4/20/2004	BD7001A10			201095001	BRAKE PEDAL

(CAN) AFTER LANDING, DURING ROLL OUT AND TAXI, THE PILOT REPORTED THAT HIS LT BRAKE PEDAL WAS GRINDING AND WOULD NOT SPRING BACK UNLESS HE TAPPED IT AND QUICKLY RELEASED THE PEDAL. ALSO, THE AIRCRAFT PULLED SLIGHTLY TO THE LT WHILE THE PEDAL WAS STUCK. THE LT BRAKE PEDAL TRANSDUCER (LVDT) WAS REPLACED AND TESTED IAW AIRCRAFT MM. THE AIRCRAFT WAS RETURNED IN SERVICE WITH NO FURTHER EVENT.

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<a href="#">CA040427010</a>	BOMBDR	RROYCE	PARKERHANFIN	SCREW	GALLED
4/6/2004	BD7001A10	BR700710A110			PITCH TRIM ACT

(CAN) DURING INCORPORATION OF SERVICE BULLETIN THE SERVICE CENTER TECHNICIAN FOUND GALLING ON THE ACME SCREW AND A SMALL PIECE OF THE SCREW THREAD WAS MISSING. THE PITCH TRIM ACTUATOR WAS REMOVED FROM THE AIRCRAFT AND SHIPPED TO THE VENDOR FOR INVESTIGATION. NEW UNIT INSTALLED AND AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA040408012</a>	BOMBDR	RROYCE		TORQUE TUBE	DISCONNECTED
4/1/2004	BD7001A10	BR700710A220		5910461	RT SLAT

(CAN) ON APPROACH THE CREW SELECTED SLATS TO GO OUT AND GOT A FAIL MESSAGE ON EICAS. POST LANDING INSPECTION REVEALED THAT THE LT SLAT PARTIALLY DEPLOYED AND THE RT SLAT WAS STOWED. MAINTENANCE CREW FOUND THE RT TORQUE TUBE DISCONNECTED FROM THE SLAT POWER DRIVE UNIT. THE COUPLING BOLT NOT ENGAGE THROUGH THE PDU SHAFT. NO DAMAGE WAS FOUND ON THE SYSTEM AND SURROUNDING STRUCTURE. BOLT RE-INSTALL IAW MM AND AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA040408001</a>	BOMBDR	RROYCE		EEC	MALFUNCTIONED
3/26/2004	BD7001A10	BR700710A220			RT ENGINE

(CAN) OPERATOR REPORTED A RECENT IN-FLIGHT OCCURRENCE WHERE, AFTER APPROXIMATELY 2 HOURS INTO THE FLIGHT, AT 41,000 FEET, THE RT ENGINE SHUT DOWN AND AN AMBER FADEC FAIL.

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<a href="#">CA040514003</a>	BOMBDR	PWC		CONTROL CABLE	WORN
5/11/2004	DHC8402	PW150A			SPOILER

(CAN) PLEASE TAKE NOTE THAT FOLLOWING MFG Q400 AOM NR 122 MANY AILERON AND SPOILER CONTROL

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CABLES WERE FOUND WORN TO OR CLOSE TO LIMIT ON OUR A/C WITH ONLY 2038HRS AND 2858 CYCLES SINCE MFG. SIMILAR FINDING WERE FOUND ON OUR OTHER Q400 S/N 4004( 1610HRS AND 2100 CYCLES ). THE MAJOR DIFFERENCE BETWEEN THE 2 A/C WAS THAT 4003 CABLES FOUND DIRTY BUT TENSION OK AND 4004 TENSION LOWER THAN SPECIFIED IN THE AMM BUT CABLES WERE CLEAN.

<a href="#">2004FA0000525</a>	BRAERO	GARRTT	BULB	FAILED
5/17/2004	HS125700A	TFE7313R1H	JKL6839	MLG INDICATOR

ON APPROACH CREW SELECTED THE GEAR HANDLE DOWN, THE NOSE DOWNLOCK ANNUNCIATOR DID NOT ILLUMINATE WITH GEAR HANDLE IN DOWN POSITION. CREW ATTEMPTED TO CHANGE THE NOSE DOWNLOCK ANNUNCIATOR BULBS, BUT COULD NOT REMOVE THE ANNUNCIATOR. WHEN THE AIRCRAFT ARRIVED AT THE HANGAR, REMOVED THE NOSE GEAR DOWN LOCK ANUNCIATOR, THE ANNUNCIATOR HOUSES FOUR BULBS, TWO FOR GEAR UP ANNUNCIATION, TWO FOR THE DOWN AND LOCKED ANNUNCIATION. THE TWO BULBS FOR THE DOWN AND LOCKED ANNUNCIATION WERE BURNED OUT. REPLACED THE DOWNLOCK BULBS AND ANNUNCIATORS TEST GOOD. INSTALLED A SCREW DRIVER ON THE AC TO ASSIST IN REMOVING THE ANNUNCIATOR. (GL05200405284)

<a href="#">CA040518012</a>	BRAERO	RROYCE	ANTENNA	OUT OF POSITION
5/7/2004	HS7482A	DART5342	AVSAT100	GPS

(CAN) DURING ROUTINE SERVICING MAINTENANCE OBSERVED THAT THE GPS ANTENNA ON THE CROWN OF THE AIRCRAFT STA 108F-126F BETWEEN STR O AND 2L TO BE OUT OF POSITION. INSPECTION FOUND FATIGUE CRACKING ALONG BOTH SIDES AND THE FRONT EDGE WAS BEGINNING TO LIFT AWAY. THE AIRCRAFT WAS REPAIRED AND RETURNED TO SERVICE. BOTH DOUBLER AND AIRCRAFT SKIN SUFFERED FATIGUE FAILURE.

<a href="#">CA040429009</a>	BRAERO	RROYCE	HINGE	BROKEN
4/27/2004	HS7482A	DART5342		CARGO DOOR

(CAN) UPON OPENING FORWARD BAGGAGE DOOR TO UNLOAD BAGS THE UPPER FORWARD DOOR HINGE BROKE AWAY FROM THE FUSELAGE. THE A/C WAS THEN SHUTDOWN AND OFFLOADED. SCREWS ATTACHING HINGE TO FUSELAGE BROKE. SCREW PN 6DSS4910 HINGE (UPPER) PN 2D12172HINGE (LOWER) PN 2D13024PIN PN 4D11535 CORRECT SCREWS WERE INSTALLED.

<a href="#">2004FA0000529</a>	CESSNA	CONT	CYLINDER	CRACKED
4/26/2004	150L	O200A	SA10200A20	ENGINE

PILOT REPORTED ENG RUNNING ROUGH AND SMELLED OIL IN COCKPIT SHORTLY AFTER TAKE OFF, MANAGED TO MAKE EMERGENCY LANDING ON DEPARTURE AIRPORT, DETERMINED CYLINDER NR 2 BARREL CRACKED ALMOST ALL THE WAY AROUND 2.8750 INCHES UP FROM BASE CAUSE UNKNOWN EXCEPT POSSIBLE DEFECTIVE PART. SOLUTION SHOULD BE TO CHECK OUT CYLINDER BARRELS AT ANNUAL INSPECTION OR 100 HOUR AND EACH TIME COWL REMOVED FOR LEAKS AND CRACKS AND IF LEAKS OIL OR SEE CRACK IN BARREL SHOULD BE EASIER TO FOLLOW. SN ON HEAD IS F20056.

<a href="#">CA040427008</a>	CESSNA	LYC	SPARK PLUG	CONTAMINATED
4/7/2004	152	O235L2C	REM37BY	ENGINE

(CAN) DURING TAKEOFF, PILOT NOTICED ROUGH RUNNING ENGINE AND POWER LOSS. THREE OF THE FOUR LOWER SPARK PLUGS WERE LEAD CONTAMINATED. NR 2 SPARK PLUG ELECTRODES WERE (WELDED) OVER WITH LEAD.

<a href="#">CA040427006</a>	CESSNA	LYC	SPARK PLUG	FAILED
4/15/2004	152	O235L2C	REM37BY	ENGINE

(CAN) DURING RUN UP ABNORMAL DROP. RT MAGNETO PROBLEM TRACED TO DEFECTIVE SPARK PLUG.

<a href="#">CA040407012</a>	CESSNA	LYC	MCAULY	HUB	CRACKED
3/26/2003	152	O235L2C			PROPELLER

(CAN) PROPELLER FOUND CRACKED AT BOLT HOLES WHILE COMPLYING WITH AD 2003-12-05. PROPELLER WAS PREVIOUSLY NOT CRACKED WHILE COMPLYING WITH AD 97-06-16 (PREVIOUS VERSION OF 2003-12-05). TWO RADIAL 1/2 INCH CRACKS AROUND TWO BOLT HOLES WERE LOCATED WITH LPI AND VISIBLE WITH 10X MAGNIFIER. REMOVED PROP FROM SERVICE. SIMILAR PROP PREVIOUSLY REMOVED FROM SERVICE ON

ANOTHER COMPANY C-152.

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<a href="#">CA040428005</a>	CESSNA	LYC	SPARK PLUG	FAILED
4/15/2004	152	O235L2C	REM37BY	ENGINE

(CAN) DURING RUN UP, ABNORMAL DROP IN RT MAGNETO NOTED. PROBLEM TRACED TO FAULTY SPARK PLUG. TIME IN SERVICE 1 HOUR.

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<a href="#">CA040429010</a>	CESSNA	CONT	HUB	CORRODED
4/29/2004	170A	O300A		PROPELLER

(CAN) UPON INSPECTION SEVERE CORROSION IN HUB CAVITY AND IN MOUNTING BORE. DIMENSIONS AT MINIMUM BEFORE REWORK. PROPELLER IS UNSERVICEABLE.

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<a href="#">CA040429005</a>	CESSNA	LYC	FILTER ADAPTER	MALFUNCTIONED
4/7/2004	172M	O320E2D	75528	ENGINE OIL

(CAN) IN CRUISE THE OIL TEMPERATURE CLIMB INTO THE RED ZONE. THE THERMOSTATIC VALVE WAS REPLACED AND A TEST FLIGHT WAS CARRIED OUT WITH THE ENGINE STILL OVERHEATING. WE REPLACED THE OIL FILTER ADAPTER P/N 75528 AND THE OIL SCREEN HOUSING P/N 69510 AND EVERYTHING RETURNED TO NORMAL.

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<a href="#">CA040429006</a>	CESSNA	LYC	PROPELLER	CORRODED
4/29/2004	172M	O320E2D	1C160DTM755	

(CAN) PROPELLER WAS RECIEVED FOR 5 YR. CORROSION IAW CAR 625, APPENDIX C, PARAGRAPH 5. PROPELLER SPACER WAS VERY DIFFICULT TO REMOVE. UPON VISUAL INSPECTION OF SPACER DOWEL HOLES IT WAS FOUND THAT THEY WERE CORRODED BEYOND REPAIR RENDERING THE PROPELLER UNSERVICEABLE. THIS PROPELLER HAD BEEN PREVIOUSLY INSPECTED ON JULY 10/96 MAKING IT 3 YEARS OVER DUE FOR SERVICE. IF THE MAINTENANCE SCHEDULE SET OUT IN THE CARS HAD BEEN FOLLOWED, THIS PROPELLER MAY HAVE BEEN REPAIRED AND RETURNED TO SERVICE.

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<a href="#">2004FA0000577</a>	CESSNA	LYC	SEALANT	SEPARATED
7/14/2004	172M	O360A4M	STC SA4428S	AIR BOX

ACFT HAD LOW POWER DURING TAKE OFF, DURING THE FOLLOW-UP INSPECTION THE MECH. FOUND PIECES OF SILICON MISSING AROUND THE CARB INTAKE SUSPECTED THAT IT WAS INGESTED THROUGH THE CARB DURING TAKE OFF. THIS ACFT HAD STC NR SA4428SW INSTALLED ON 9-16-98 PART OF THIS INSTALLATION WAS TO MOD THE AIR BOX AND INSTALL AN ADAPTER PLATE WITH SILICON SEALANT BETWEEN THE PLATE AND THE AIR BOX A PIECE OF THIS SEALANT WAS MISSING.

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<a href="#">SO1550</a>	CESSNA		RIB	CRACKED
6/10/2004	172N		053100695	VERTICAL STAB

DURING HIDDEN DAMAGE INSPECTION AFTER BIRDSTRIKE ON VERTICAL STABILIZER LEADING EDGE, FOUND FORMING RIB ASSY CRACKED. REPLACED WITH NEW PART.

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<a href="#">2004FA0000553</a>	CESSNA	LYC	DIPSTICK	DESTROYED
7/1/2004	172N	O320H2AD	LW14784	ENGINE

PILOT CHKD OIL DURING PREFLIGHT, REINSERTED DIPSTICK, TURNED C/W UNTIL SNUG. INSTRUCTOR PILOT CHECKED DIPSTICK AND FOUND SNUG. AFTER T/O OIL BEGAN STREAMING FROM COWL. PILOT RETURNED TO BASE AND MADE UNEVENTFUL LANDING. AMT OPENED COWL AND FOUND THAT DIPSTICK WAS MISSING. REMOVED AND CUT OIL FILTER, FOUND MASSIVE AMTS OF ALUMINUM SUBSTANCE IN FILTER ELEMENT. REMOVAL OF SUMP SCREEN REVEALED PIECES OF ALUMINUM ROD IN BOTTOM OF SUMP. WITH CYLINDER NR 4 NEAR TDC, DIPSTICK COULD BE FULLY INSERTED INTO CRANKCASE ALONG CRANKSHAFT, AND CROSS-THREADED UNTIL SNUG WHEN TILTED SLIGHTLY AFT. LOCATION OF SMALL ACCESS DOOR ON THE TOP OF COWL OF AC IT IS DIFFICULT TO VISUALLY INSPECT DIPSTICK FOR PROPER THREAD ENGAGEMENT.

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<a href="#">2004FA0000564</a>	CESSNA	LYC	HANDLE	OUT OF ADJUST
7/12/2004	172R	IO360A1A	CJ1028	PAX DOOR

CABIN DOOR LATCH ASSEMBLY, TWO IN FLEET. THE DOOR LATCH ASSEMBLIES CONTINUALLY GET OUT OF ADJUSTMENT CAUSING THE INSIDE DOOR HANDLE TO FALL TO THE CLOSED POSITION WHEN THE DOOR IS CLOSED FROM THE OUTSIDE. THIS CAUSES THE DOOR TO LOCK AND BE UNABLE TO OPEN FROM THE OUTSIDE. PROPER TEACHING OF DOOR CLOSING PROCEDURES HELPS, BUT ON A FLIGHT SCHOOL / RENTAL AIRCRAFT IT IS NOT ALWAYS POSSIBLE.

<a href="#">2004FA0000565</a>	CESSNA	LYC	HANDLE	OUT OF ADJUST
7/12/2004	172R	IO360A1A	CJ1028	PAX DOOR

CABIN DOOR LATCH ASSEMBLY, TWO IN FLEET. THE DOOR LATCH ASSEMBLIES CONTINUALLY GET OUT OF ADJUSTMENT CAUSING THE INSIDE DOOR HANDLE TO FALL TO THE CLOSED POSITION WHEN THE DOOR IS CLOSED FROM THE OUTSIDE. THIS CAUSES THE DOOR TO LOCK AND BE UNABLE TO OPEN FROM THE OUTSIDE. PROPER TEACHING OF DOOR CLOSING PROCEDURES HELPS, BUT ON A FLIGHT SCHOOL / RENTAL AIRCRAFT IT IS NOT ALWAYS POSSIBLE.

<a href="#">2004FA0000567</a>	CESSNA	LYC	MOUNT	CRACKED
6/1/2004	172RG	O360*	24130023	NLG ACTUATOR

FOUND AT 100 HOUR INSPECTION. NOSE GEAR ACTUATOR MOUNT, CRACKED AFT OF NOSE GEAR ACTUATOR.

<a href="#">2004FA0000547</a>	CESSNA	LYC	RUDDER PEDAL	DAMAGED
5/26/2004	172RG	O360F1A6		COCKPIT

PILOTS REPORTED AFTER PERFORMING A SIMULATED WING FIRE MANUEVER (A STEEP TURN TO THE LEFT) THEY HEARD A LOUD BANG AND THEN LOST CONTROL OF THE RUDDER. THE AIRCRAFT LANDED SAFELY. MAINTENANCE INSPECTED THE RUDDER SYSTEM AND FOUND THE WELD ASSEMBLY GEARS HAD (JUMPED) A TOOTH AND REDUCED RUDDER TRAVEL TO APPROX .3333 OF NORMAL TRAVEL. AFTER REMOVAL OF THE WELD ASSEMBLIES MAINTENANCE FOUND THE BULKHEADS THAT THE OUTBOARD RUDDER BEARINGS MOUNTED TO HAD ELONGATED HOLES THAT WOULD ALLOW THE BEARING TO SHIFT FORWARD WHEN EXCESSIVE PRESSURE WAS APPLIED TO THE OB RUDDER PEDALS ON EITHER SIDE OF THE COCKPIT. THE RUDDER BEARINGS SHOWED NO ABNORMAL WEAR FOR THIS TYPE OF AIRCRAFT. ONE TIME OCCURANCE BEFORE SB 98-3.

<a href="#">2004FA0000510</a>	CESSNA	LYC	ALTERNATOR	DETACHED
6/2/2004	172RG	O540*	DOFF10300BR	ENGINE

PILOT REPORTED HE THOUGHT ALTERNATOR THREW THE BELT. REMOVED THE COWLING, FOUND ALTERNATOR LYING IN ENGINE COMPARTMENT, WIRING INTACT, COOLING FINS TORN OFF BELT PULLEY, BELT SHREDDDD. AN7-40A MOUNTING BOLT NOT FOUND. BELT ADJUSTMENT BRACKET AN5 ATTACH BOLT FOUND IN COWLING WITH SAFETY WIRE, BOLT HOLE THREADS IN ENGINE CASE STRIPPED/WORN. INSTALLED HELI-COIL IN BOLT HOLE. INSTALLED EXCHANGE ALTERNATOR WITH NEW ATTACH HARDWARE AND BELT. RUN-UP CHECK NORMAL. PROBABLE CAUSE IS FAILURE OF AN7 BOLT OR NUT, ALLOWING ALTERNATOR TO BECOME UN-ATTACHED.

<a href="#">2004FA0000571</a>	CESSNA	LYC	SERVO	INOPERATIVE
6/10/2004	172S	IO360L2A	25765361	ENGINE FUEL

AIRCRAFT WAS REPORTED, ENGINE DIES ON IDLE SPEED, EXCESSIVE RICH MIXTURE, BLACK SMOKE EMITTED FROM EXHAUST. IDLE SPEED AND MIXTURE COULD NOT BE ADJUSTED IAW AD 2001-06-17 INSTRUCTIONS REF D, L, I, THRU 2, 1.

<a href="#">CA040427018</a>	CESSNA	LYC	RIB	CRACKED
4/27/2004	172S	IO360L2A	053200199	HORIZONTAL STAB

(CAN) DURING INSPECTION OF HORIZONTAL STABILIZER ATTACH BOLT HOLES INSPECTION IAW MFG SB04-55-01, FOUND RT AFTER ATTACHMENT HOLE ON THE RIB HAS TWO .0937 INCH LONG CRACKS. THE CRACKS ARE HIDDEN UNDER THE MOUNTING WASHER.

<a href="#">2004FA0000459</a>	CESSNA	CONT	HINGE BRACKET	CORRODED
5/25/2004	190	W670*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING

COMPLETELY ACROSS THE BEARING BOSS CRACKING AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000500</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	190	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000476</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	190	L6	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000440</a>	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195		0322790	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

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<a href="#">2004FA0000441</a>	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195		03227091	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

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<a href="#">2004FA0000505</a>	CESSNA		HINGE BRACKET	CRACKED
5/25/2004	195		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000495</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITION: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000499</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE

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CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000488</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000496</a>	CESSNA	JACOBP	HINGE BRACKET	CRACKED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000504</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000464</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000479</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000477</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/ OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000497</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000475</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING

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CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000484</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000453</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM INBOARD AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

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<a href="#">2004FA0000463</a>	CESSNA	JACOBS	HINGE BRACKET	CRACKED
5/25/2004	195	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000494</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000502</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000445</a>	CESSNA	PWA	HINGE BRACKET	CORRODED
5/25/2004	195	R985*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

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<a href="#">2004FA0000443</a>	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195A		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE

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CRACKING OF BRACKETS. (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

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<a href="#">2004FA0000485</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000493</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1		AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000492</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS ( THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000498</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000471</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000491</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000506</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000460</a>	CESSNA	JACOBS	HINGE BRACKET	CRACKED
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5/25/2004	195A	L4*	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKET AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000468</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000480</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000483</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKES SPANNING COMPLETELY ACROSS THE BEARING BOSS AND OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000501</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L4*	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000489</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L6	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000490</a>	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	L6	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				
<a href="#">2004FA0000473</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755A1	0322709	AILERON
INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).				

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<a href="#">2004FA0000461</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS)

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<a href="#">2004FA0000467</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1		AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000465</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000466</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000503</a>	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

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<a href="#">2004FA0000560</a>	CESSNA		LATCH	INOPERATIVE
4/15/2004	208B			CARGO DOOR

CARGO DOOR OPENED IN FLIGHT. INSPECTED DOOR AND ADT LATCH.

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<a href="#">2004FA0000516</a>	CESSNA	CONT	ARM	INOPERATIVE
5/19/2004	210E	IO520A		NLG DOOR

NOSE GEAR ON THIS AC WOULD NOT EXTEND DURING NORMAL, SUBSEQUENT EMERG L/G EXTEND PROCEDURE. UPON JACKING AC, FREEING NOSE GEAR, IT WAS DISCOVERED NOSE L/G DOOR ACTUATION ARM AND ROLLER ASSY WAS POSITIONED ON AFT SIDE OF NOSE GEAR FORK. WHEN WEIGHT OF AC WAS ONCE AGAIN ON NOSE GEAR, NOSE L/G STRUT WAS COMPLETELY COLLAPSED. IT IS POSSIBLE THAT AT THE TAKE-OFF PRIOR TO THIS INCIDENT, THAT NOSE GEAR DID NOT EXTEND FULLY, DOOR ACTUATION ARM WAS ABLE TO ROLL TO AFT SIDE OF NOSE L/G FORK. AC WAS PREVIOUSLY MODIFIED. STC NR SA 3612SW, WHICH ELIMINATES MAIN GEAR DOORS AND MODIFIES NOSE GEAR DOOR ACTUATION METHOD BY INSTALLING MECHANICAL ARM, ROLLER ASSY AGAINST NOSE GEAR FORK ARE MISSING ON THIS INSTALLATION.

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<a href="#">O05R200400116</a>	CESSNA		HUB	CRACKED
6/17/2004	425		C701	PROPELLER

PROPELLER HUB CRACKED.

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<a href="#">6346753</a>	CESSNA	GARRTT	FRAME	BROKEN
7/7/2004	441	TPE33110	081278216	SEAT

CO-PILOTS BOTTOM WAS BROKEN IN THE REAR AT BOTH .2500 INCH AND .5000 INCH TUBES ON THE RT AND LT SIDE WHERE THE SIDE TUBES ATTACH TO THE REAR CROSS PIECE AT THE GUSSETS. FORWARD CROSS PIECE TUBING WAS BROKEN AT THE LT SEAT ADJUSTMENT BRACKETS AND CRACKED HALF WAY THROUGH AT THE RT ADJUSTMENT BRACKETS.

<a href="#">CA040412004</a>	CESSNA	GARRTT	TUBE	CRACKED
2/21/2004	441	TPE33110	571531025	BLEED AIR

(CAN) DURING FLIGHT THE CREW NOTICE AN INTERMITTENT WING O/H WARNING. MAINTENANCE WAS CONTACTED AND THE AIRCRAFT INSPECTED. INSPECTION REVEALED A CRACK IN BLEED AIR TUBE PN 5715310-25. THE TUBE WAS REPLACE. THERE WAS NO RESULTING DAMAGE FROM THE BLEED AIR LEAK.

<a href="#">200401</a>	CESSNA	WILINT	TRANSPONDER	MALFUNCTIONED
3/30/2004	525A	FJ44	GTX330TXP	RUDDER CONTROL

INSTALLED VARIOUS RADIOS IN THIS AIRCRAFT INCLUDING THE GTX 330 TRANSPONDER INTO THE LOWER SECTION OF THE CAPTAINS INSTRUMENT PANEL. MONTHS LATER, WHILE THE AIRCRAFT WAS UNDERGOING A PHASE 5 INSPECTION AT THE MFG, IT WAS DISCOVERED THAT THE NEWLY INSTALLED TRANSPONDER WAS INTERFERING WITH THE RUDDER BELLCRANK ABOVE THE PILOTS RUDDER PEDALS AND PREVENTING THE RUDDER FROM ACHIEVING FULL TRAVEL TO THE LEFT. THE LOSS OF TRAVEL WAS IDENTIFIED AS BEING 6 DEGREES DURING A FLIGHT CONTROL (THROW) CHECK. REMANUFACTURED THE PANEL AND RELOCATED THE NR TRANSPONDER TO A MORE APPROPRIATE LOCATION WITH ADEQUATE CLEARANCE.

<a href="#">409798</a>	CESSNA		NUT	LOOSE
6/29/2004	550			WHEEL BEARING

WHEN REMOVING WHEEL FOR TIRE CHANGE FOUND THE LT MAIN WHEEL NUT HAD NOT BEEN TIGHTENED CAUSING RUINED BEARING SEALS. THIS WAS THE FIRST ACCESS SINCE THE AIRCRAFT WAS DELIVERED NEW FROM THE FACTORY.

<a href="#">A001ABB</a>	CESSNA		PUSHROD	BENT
6/18/2004	550		55653421	RT ELEVATOR

RIGHT ELEVATOR PUSH ROD WAS INITIALLY REMOVED FROM THE AIRCRAFT WHEN IT WAS DISCOVERED DURING AN INSPECTION TASK THAT THIS ROD WAS ASSEMBLED USING ALUMINUM RIVETS, SHOULD BE MONEL RIVETS PER THE TASK. UPON REMOVAL, INSPECTION PERSONNEL DISCOVERED THAT THIS ROD WAS BENT. REMOVAL OF LEFT ELEVATOR PUSHROD REVEALED THAT IT TOO WAS BENT - CORRECT RIVETS WERE INSTALLED. BENDS IN THESE RODS WERE NOT READILY APPARENT UNTIL REMOVAL FROM AIRCRAFT. TWO NEW RODS WERE ORDERED FROM CESSNA. ONE ROD ROLLED PERFECTLY STRAIGHT ON A SURFACE PLATE, THE OTHER APPEARED TO BE MIS-MANUFACTURED. THIS ROD WHILE NOT OBVIOUSLY BENT, OSCILLATED WHEN ROLLED ON THE SURFACE PLATE. THE FORMED END WITH A CLEVIS FORK INSTALLED WAS NOT FORMED INTO A SYMETRICAL CONE SHAPE - THE ROD END BEING OFFSET FROM CENTER. WE SENT THIS ON BACK TO UNCLE CESSNA AND THEY SENT US ANOTHER - THIS ONE CHECKED OK.

<a href="#">CA040512007</a>	CESSNA	PWA	CESSNA	BOLT	WORN
4/4/2004	550	JT15D4		NAS130436	BELLCRANK

(CAN) DURING SERVICEABILITY CHECK, THE AME FOUND THE ELEVATOR SYSTEM SEEMED LOOSE. HE ALSO FOUND THAT HE COULD MOVE BOTH ELEVATORS IN THE OPPOSITE DIRECTION SLIGHTLY. FURTHER TROUBLESHOOTING REVEALED THAT THE UPPER CONTROL TUBE TO BELL CRANK BOLT WAS INSUFFICIENTLY TORQUED AND THE BOLT WAS WORN. THE BELL CRANK WAS ALSO WORN .003 ON ONE SIDE OF THE MOUNT HOLE AND .007 ON THE OTHER. THERE IS NO ALLOWABLE WEAR TOLERANCE GIVEN FOR THIS PART. AN AIRCRAFT SERVICES CAMPAIGN NOTICE WAS ISSUED TO INSPECT THE REST OF THE FLEET.

<a href="#">CA040316003</a>	CESSNA	PWA		SWITCH	OVERHEATED
3/11/2004	550	JT15D4		MS243313	MLG

(CAN) AC WAS SITTING ON RAMP WITH GROUND POWER ATTACHED TO AC, AC MASTER SWITCH ON. SMOKE

ORIGINATING FROM LOWER SIDE OF IB SECTION OF RT WING. CREW WAS NOTIFIED, AC WAS POWERED DOWN ELECTRICALLY, GPU REMOVED. SMOKE STOPPED WITH POWER OFF, VERIFIED TO BE COMING FROM RT WHEEL WELL. CAUSE OF SMOKE WAS QUICKLY ISOLATED TO LANDING LIGHT SAFETY SWITCH IN RT MAIN GEAR WELL. THIS PLUNGER TYPE SWITCH IS ACTIVATED BY GEAR DOOR, UPON RETRACTION, REMOVES POWER SOURCE TO LANDING LIGHT AS BACK UP TO COCKPIT SWITCH. NORMALLY POWER IS ALWAYS APPLIED THROUGH THIS SWITCH. FAULT WAS ISOLATED TO SWITCH ONLY, WITH NO ASSOCIATED HEAT DISTRESS TO AC OR TO WIRING. AC ELECTRICAL SYS WAS VERIFIED SERVICEABLE, SWITCH REPLACED.

<a href="#">2004FA0000425</a>	CESSNA		SKIN	DELAMINATED
6/1/2004	560CESSNA		6524010810	AILERON

AILERON TRAILING EDGE DELAMINATED WITH LOSS OF MATERIAL.

<a href="#">CA040518001</a>	CESSNA	PWA	MANIFOLD	LEAKING
2/3/2004	560CESSNA	PW535A	655601110	ENGINE OIL

(CAN) OIL MANIFOLD FLARE FITTING MADE VERY POORLY, VERY ROUGH/SCRAPPED SURFACE ON FLARE MATING SURFACE, ALLOWING FITTING TO WEEP OIL. REPLACEMENT PART WAS NOT MUCH BETTER BUT NO OIL LEAKS.

<a href="#">CA040519001</a>	CESSNA	PWA	SOLENOID	WEAK
4/1/2004	560CESSNA	PW535A	183238001	THRUST REVERSER

(CAN) SECONDARY THROTTLE RT UNABLE TO ADVANCE PAST FLIGHT IDLE AFTER RT THRUST REVERSER DEPLOYED DUE TO WEAK INTERLOCK SOLENOID. SOLENOID ASSEMBLY 183238-001 REPLACED. OPERATION OF RT AND LT SECONDARY THROTTLE INTERLOCKS CHECK SATISFACTORY.

<a href="#">CA040519002</a>	CESSNA	PWA	TUBE	WORN
4/19/2004	560CESSNA	PW535A	655551117	BLEED AIR

(CAN) TUBE CHAFED INSIDE SUPPORTING CLAMP P/N S2894-24 TUBE 6555511-17 AND CLAMP (REVISED P/N 471-24) REPLACED LT AND RT ENGINE. THIS WAS FOUND DURING PERFORMANCE OF SB 560-71-05 WHICH WAS TO INSPECT TUBE AND INSTALL REVISED CLAMP.

<a href="#">CA040518009</a>	CESSNA	PWA	SWITCH	OUT OF LIMITS
3/26/2004	560CESSNA	PW535A	1173T423	UNDERTEMP

(CAN) LT ENGINE ANTI-ICE LIGHT SLOW TO EXTINGUISH. LT UNDERTEMP SWITCH GOES OFF AT 340 DEGREES F, SHOULD GO OFF AT 300+/-7 DEGREES F. NEW SWITCH INSTALLED AND OPERATION CHECKED SATISFACTORY.

<a href="#">CA040518010</a>	CESSNA	PWA	DRIVE ASSY	LEAKING
3/26/2004	560CESSNA	PW535A		COMPRESSOR

(CAN) AIR CONDITIONER COMPRESSOR DRIVE PULLEY SHAFT OIL SEAL LEAKING OIL. AIR COMPRESSOR REPLACED.

<a href="#">2004F00156</a>	CESSNA		ACTUATOR	FAILED
1/31/2004	650		7003974731	NLG

MCO - GEAR UNLOCK FLIGHT STAYED ON FAFTER TAKEOFF FROM NAPLES. TOOK AIRPLANE TO ORLANDO FOR REPAIR. FGC 'B' FAILED EN ROUTE TO ORLANDE. NOSE LANDING GEAR ACTUATOR OUT OF ADJUSTMENT. NR 2 FLIGHT GUIDANCE COMPUTER FAULTY. ADUSTED NLG ACTUATOR, PERFORMED L/G SWING PER CESSNA M/M OPS NORMAL. REPLACED NR 2 FGC, OPS CHECK PER 650 MM 34/21/01 IS GOOD. (M)

<a href="#">CA040213002</a>	CESSNA	GARRTT	CESSNA	TORQUE TUBE	MISINSTALLED
2/12/2004	650	TFE7313C		6233174200	RUDDER

(CAN) RECEIVED A RUDDER TORQUE TUBE NOT PROPERLY ASSEMBLED, FROM A MANUFACTURER. A RIB WAS NOT INSTALLED CORRECTLY DURING A MANUFACTURING PROCESS.

<a href="#">CA040512002</a>	CESSNA	CONT	CONTROL CABLE	FRAYED
5/3/2004	A185F	IO520D	051010513	AILERONS

(CAN) FRAYED AT PULLEY WING ROOT, PULLEY NOT SEIZED.

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<a href="#">CA040512003</a>	CESSNA	CONT		CONTROL CABLE	FRAYED
5/3/2004	A185F	IO520D		051010516	AILERON

(CAN) FRAYED AT WING ROOT PULLEY.

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<a href="#">CA040519008</a>	CESSNA	CONT	ACK	BATTERY	LEAKING
5/19/2004	A185F	IO520D		MN1300	ELT

(CAN) DURING ANNUAL PERFORMANCE TEST IT WAS NOTICED THAT DURACELL MN1300 BATTERIES DATED MAR 2010 WERE LEAKING WHAT APPEARED TO BE BATTERY ACID. WHEN THE VOLTAGE OF THE BATTERIES WAS CHECKED IT WAS FOUND THAT THE AFFECTED BATTERIES WERE BELOW TWO VOLTS. ELT BATTERY CASE WAS CLEANED AND FULL SET OF NEW BATTERIES WERE INSTALLED. ELT WAS FUNCTIONAL TESTED AND FOUND TO BE MEET MANUFACTURERS SPECIFICATIONS.

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<a href="#">CA040408008</a>	CESSNA	CONT	BENDIX	GEAR	DAMAGED
4/4/2004	A185F	IO550D			DISTRIBUTER

(CAN) DURING A RUN-UP FOR A 50 HOUR INSPECTION THE AME NOTED THAT THE LT MAG WAS TOTALLY DEAD. UPON INSPECTION IT SHOWED THAT 2 TEETH ON THE DRIVE GEAR FOR THE DISTRIBUTOR WERE TOTALLY MISSING. THESE TEETH BEING MISSING WOULD NOT ALLOW THE DISTRIBUTOR ON THE MAG TO FUNCTION CORRECTLY. THE OLD MAGNETO HAD 47.4 SINCE 500 HOUR INSPECTION AND 93.9 SINCE OVERHAUL. THE MAGNETO WAS REPLACED AND THE ENGINE WAS GROUND RUN AND LEAK CHECKED, ENGINE FOUND TO BE WORKING AS IT SHOULD WITH THE NEW MAG.

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<a href="#">2004FA0000580</a>	CESSNA	CONT		BOLT	MISSING
7/14/2004	T210J	TSIO520H		AN37	THROTTLE

WHILE MAKING A APPROACH TO THE AIRPORT FOR LANDING, THE PILOT ADDED POWER WITH NO ENGINE RESPONSE. THE THROTTLE CABLE DISCONNECTED FROM THE ENGINE CONTROL ARM DUE TO THE THROTTLE ATTACHING BOLT MISSING ALONG WITH THE WASHER, NUT AND COTTER PIN. THROTTLE WORKED FIND WHEN MOVED FROM THE COCKPIT. AIRCRAFT HAD THE ENGINE REMOVED APRIL 04 FOR METAL CONTAMINATION AND REINSTALLED.

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<a href="#">2004FA0000536</a>	CESSNA			WIRE	CHAFED
7/1/2004	T210N				VERTICAL STAB

FOUND BEACON CIRCUIT WIRING RUNNING UP THROUGH THE VERTICAL STABILIZER CHAFED IN 3 PLACES WHERE THE WIRES WERE ROUTED THROUGH 3 RIBS. REPLACED THE WIRES AND INSTALLED THE NEW WIRES IN A FIBERGLASS LOOM TO PREVENT FURTHER CHAFING. OPERATOR STATED THE BEACON CIRCUIT BREAKER WOULD POP IN TURBULENCE.

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<a href="#">2004FA0000558</a>	CESSNA	CONT		ATTACH BRACKET	MISINSTALLED
5/3/2004	T210N	TSIO520*		12320412	HORIZONTAL STAB

WHEN PN 1232041 ARE INSTALLED, INCORRECT FIT UNLESS SK210-125 ALSO INSTALLED ON STA 209.0 BULKHEAD. NO CORRELATING REFERENCE IN MFG PARTS OR SERVICE. TOOK 2 WEEKS WITH MFG TECH TO WORK OUT. IMPROPER FIT CAUSES STRESS AND BINDING ON PARTS THAT COULD LEAD TO FAILURE AND LOSS OF AIRCRAFT. OLD STYLE FITTING CLEAR RIVETS IN BULKHEAD BUT NEW PART KITS, SHOP RIVET LEAVING APPROX .075 GAP UNLESS 210-125 DONE TO CHANGE TO COUNTERSINK RIVETS.

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<a href="#">CA040518005</a>	CESSNA	CONT	CESSNA	LINE	RESTRICTED
5/6/2004	T303	TSIO520AE		2500010071	FUEL CROSSFEED

(CAN) DURING CRUISE FLIGHT, PILOT SELECTED CROSSFEED FOR RT ENGINE. SHORTLY AFTERWARDS, THE RT ENGINE LOST POWER/FUEL FLOW. SELECTOR WAS RETURNED TO NORMAL, AND ENGINE CONTINUED TO RUN NORMALLY. MAINTENANCE DISCOVERED UPON INSPECTION THAT THERE WERE 2 LONG STRINGS, AND NUMEROUS BITS OF PRC SEALANT THAT CAME OUT OF THE LINE WHEN BLOWN OUT WITH COMPRESSED AIR. MOST LIKELY SOURCE OF CONTAMINATION WAS WHEN FUEL TANK MAINTENANCE WAS CARRIED OUT, AND NOT ALL REMOVED SEALANT WAS CLEANED OUT OF TANK. AIRCRAFT THOROUGHLY GROUND RUN AND RELEASED.

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NO FURTHER OCCURRENCE.

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<a href="#">CA040518006</a>	CESSNA	CONT	NEEDLE	STUCK
5/6/2004	T303	TSIO520AE	C668022101	TACHOMETER

(CAN) PILOT REPORTED THAT LT TACH NEEDLE WAS STUCK AT 2400 RPM. INDICATOR REPLACED AND TESTED SERVICEABLE WITH NEW GAUGE. INTERNAL PROBLEM WITH GAUGE, SENT TO REPAIR FACILITY.

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<a href="#">2004FA0000534</a>	CESSNA	LYC	NUT	MISSING
4/27/2004	TR182	O540*	22500531	THROTTLE

JUST TURNED FINAL AND WENT TO PULL POWER BACK AND FOUND NO THROTTLE RESPONSE. PILOT WAS ABLE TO LAND USING MAG SWITCH TO ADD AND REDUCE POWER. UPON INSPECTION FOUND LOCK NUT MISSING FROM THROTTLE CONNECTION AND BOLT LAYING HALF OUT OF THROTTLE /TURBO ACTUATOR. (MS203651032C AND 22500531). INSPECTED BOLT FOUND NO DEFECTS. INSTALLED NEW BOLT, NUT, BEARING, AND WASHERS. OPS NORMAL.

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<a href="#">2004FA0000530</a>	CESSNA	CONT	SPAR	CRACKED
5/10/2004	TU206G	TSIO520*	12310345	RUDDER

LT SKIN CRACKED 6 INCHES AFT OF LOWER RUDDER HINGE POINT. RT SKIN WRINKLED 6 INCHES AFT OF LOWER HINGE POINT. LOWER RIB CRACKED 5 INCHES AFT OF SECURING POINT TO FORWARD RUDDER SPAR, CRACKED ON LT SIDE. PROBABLE CAUSE UNNECESSARY ROUGHNESS. (WP25200406045)

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<a href="#">2004FA0000531</a>	CESSNA	CONT	SPAR	CRACKED
5/10/2004	TU206G	TSIO520*	12310372	RUDDER

LT SKIN CRACKED 6 INCHES AFT OF LOWER RUDDER HINGE POINT. RT SKIN WRINKLED 6 INCHES AFT OF LOWER HINGE POINT. LOWER RIB CRACKED 5 INCHES AFT OF SECURING POINT TO FORWARD RUDDER SPAR, CRACKED ON LT SIDE. PROBABLE CAUSE UNNECESSARY ROUGHNESS. (WP25200406045)

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<a href="#">2004FA0000532</a>	CESSNA	CONT	SPAR	CRACKED
5/10/2004	TU206G	TSIO520*	12310346	RUDDER

LT SKIN CRACKED 6 INCHES AFT OF LOWER RUDDER HINGE POINT. RT SKIN WRINKLED 6 INCHES AFT OF LOWER HINGE POINT. LOWER RIB CRACKED 5 INCHES AFT OF SECURING POINT TO FORWARD RUDDER SPAR, CRACKED ON LT SIDE. PROBABLE CAUSE UNNECESSARY ROUGHNESS. (WP25200404045)

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<a href="#">CA040405003</a>	CIRRUS	CONT	CARTRIDGE	FAILED
12/17/2003	SR20	IO360ES		ELEVATOR

ON APPROACH, PILOT DISENGAGED AUTOPILOT, FOUND ELEVATOR CONTROL TO BE STUCK IN FIXED POSITION, PITCH TRIM CONTROL WAS STILL AVAILABLE BOTH UP AND DOWN. AFTER SEVERAL ATTEMPTS TO (FREE) CONTROL WITH NO SUCCESS THE PILOT "JERKED" CONTROL BACK. CONTROL BROKE FREE ENOUGH TO PROVIDE "UP" ELEVATOR CONTROL. PILOT LANDED WITHOUT INCIDENT. AC WAS MOVED INTO HEATED HANGAR WHERE INITIAL INSPECTION REVEALED ELEVATOR TO BE VERY DIFFICULT TO MOVE IN EITHER DIRECTION. ELEVATOR WAS ABLE TO BE MOVED TO FULL TRAVELS IN BOTH DIRECTIONS WITH RELATIVE EASE ALTHOUGH PITCH TRIM CARTRIDGE MADE MORE "NOISE" THAN NORMAL. PITCH TRIM CARTRIDGE WAS REMOVED AND REPLACED WITH NEW PART. REMOVED PART WAS INSPECTED WITH NO ANOMALIES NOTED.

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<a href="#">CA040316005</a>	CNDAIR	LYC	ENGINE	FOD
12/6/2003	CL600*	ALF502L		

(CAN) CREW REPORTED ENGINE VIBRATION DURING DESCENT. SUBSEQUENT TROUBLESHOOTING ON THE GROUND CONFIRMED THE VIBRATION ON DURING ENGINE DECELERATION. FOD DAMAGE WAS DISCOVERED IN THE ENGINE CORE AND HOT SECTION. THE ENGINE WAS REPAIRED AND THE AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA040317001</a>	CNDAIR	GE	PROXIMITY SWITCH	MALFUNCTIONED
2/22/2004	CL6002B19	CF343A1	840534	PAX DOOR

(CAN) ON CLIMB OUT AT APPROX FL290, (PAX DR OUT HNDL) CAUTION MESSAGE ILLUMINATED. CREW COMPLIED

WITH QRH, INCLUDING VISUALLY VERIFYING ALL 8 ALIGNMENT INDICATORS CONFIRMED DOOR LOCKED AND OUTER HANDLE STOWED. CAS MESSAGE PERSISTED. LANDING WAS UNEVENTFUL AND NO EMERGENCY WAS DECLARED. REPLACED PROXIMITY SWITCH PS2MB. PASSED OPS TEST, AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA040408002</a>	CNDAIR	GE	SWITCH	FAILED
4/3/2004	CL6002B19	CF343A1	22850741115	THRUST REVERSER

(CAN) THRUST REVERSER UNLOCK LIGHT AND REVERSER ICON ON NR 1 GAUGE CAME ON IN FLIGHT AT FLIGHT LEVEL 210QRH CARRIED OUT, LIGHT REMAIN ON FOR THE REST OF THE FLIGHT.

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<a href="#">CA040308006</a>	CNDAIR	GE	COMPUTER	MALFUNCTIONED
3/8/2004	CL6002B19	CF343A1		FLT DIR

(CAN) FAULT:FD AND ALL RAW DATA FAILURE X3 DURING FINAL APPROACH. FOUND EVIDENCE OF DIRT INSIDE IAPS CARD CAGE, CLEANED,'SERV.'

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<a href="#">CA040210002</a>	CNDAIR	GE	CONTROL BOX	MISSING
2/5/2004	CL6002B19	CF343A1	601R3103914	RT MLG WW

(CAN) PRIOR FIRST FLIGHT OF DAY, PILOT NOTICED THAT GEAR BAY OVERHEAT TEST WAS INOPERATIVE. MECHANIC WENT TO INSPECT LOOPS IN WHEEL WELL AND DISCOVERED THAT RT WHEEL BIN WAS MISSING. AFTER INSP, NO DAMAGE WAS FOUND ON FASTENERS HOLES, HOWEVER SENSING LOOP AC CONNECTOR WAS TORN APART. CONNECTOR WAS REPAIRED, A NEW WHEEL BIN WAS INSTALLED AND AC RETURNED TO SERVICE. OPERATOR LAUNCHED A FLEET INSPECTION ON ALL THEIR AIRCRAFT TO INSPECT WHEEL BIN INSTALLATION, NOTHING ABNORMAL WAS FOUND EXCEPT SOME AC HAD A FEW FASTENERS MISSING. AN INTERNAL INVESTIGATION IS CURRENTLY ON GOING AT THIS OPERATOR TO TRY TO UNDERSTAND THIS OCCURRENCE. NOTE: THE P/N IN QUESTION 601R31039-146.

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<a href="#">CA040406001</a>	CNDAIR	GE	ENGINE	VIBRATION
4/2/2004	CL6002B19	CF343A1		LEFT

(CAN) MFG HAS RECEIVED A REPORT WHICH WE FEEL IS A REPORTABLE EVENT. LT ENG OIL PRESS WARNING MESSAGE POSTED WITH LT ENGINE OIL QUANTITY DECREASING. LT ENGINE VIBS INCREASED UP TO 3.5 MILS. ENGINE SHUT DOWN IAW QRH. FLIGHT DIVERTED. CARBON SEAL NR 7 ( P/N AS1895-7-150) REPLACED. CHIP DETECTOR VERIFIED OK. COMPRESSOR AND TURBINE BOROSCOPIED - NO FINDING. ENGINE RUN PERFORMED, FOR 20 SECONDS, NORMAL, THEN ENGINE VIB FROM 0.4 TO 2.8 MILS. OIL LOST THROUGH JET PIPE. ENGINE REPLACED.

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<a href="#">CA040515002</a>	CNDAIR	GE	FITTING	CRACKED
5/10/2004	CL6002B19	CF343A1	17064103	MLG

(CAN) LT MAIN FITTING WAS FOUND CRACKED DURING INSPECTION IAW SB601R-32-079E. THE MAIN FITTING HAD BEEN INSPECTED BY EDDY CURRENT ON 22-APR-04 WITH NO FINDINGS (20599 TFH, 16653 TFC). NO EVIDENCE WAS FOUND OF INCORRECT SHOCK STRUT SERVICING OR STRUCTURAL DAMAGE. BOTH MLG ASSYS WILL BE REPLACED AND SENT TO MFG FOR INVESTIGATION. THE A/C HAS NO HISTORY OF HEAVY LANDINGS OR REJECTED TAKEOFFS.

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<a href="#">CA040515001</a>	CNDAIR	GE	TRIM SWITCH	FAILED
5/5/2004	CL6002B19	CF343B1	272613	RUDDER

(CAN) RUDDER TRIM GOES FULL RT WITHOUT INPUT COMMAND. WITH NOSE LT SELECTED, TRIM MOVES FURTHER RT. AIRCRAFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. REMOVED AND REPLACED RUDDER TRIM PANEL AND OPS CHECKED. NO FURTHER DEFECTS NOTED.

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<a href="#">CA040427002</a>	CNDAIR	GE	BLADE	DAMAGED
4/16/2004	CL6002B19	CF343B1		COMPRESSOR

(CAN) DURING BOROSCOPE INSPECTION , DAMAGE FOUND ON COMPRESSOR BLADES . MAUFACTURER WAS ADVISED AND GE ADVISED ENGINE REPLACEMENT. ENGINE REPLACED IAW MM PROCEDURE.

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<a href="#">CA040427003</a>	CNDAIR	GE	PRIORITY VALVE	FAILED
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4/24/2004	CL6002B19	CF343B1	5323300	NLG
<p>(CAN) AFTER TAKE OFF CREW SELECTED GEAR UP AND RECEIVED A (GEAR UP DISAGREE) MESSAGE WITH AMBER CAUTION MESSAGE ON THE RT MAIN GEAR INDICATOR. AFTER LANDING THE CREW RECEIVED HYD PUMP 3B (HIGH TEMP) MESSAGE . A/C WAS RETURNED TO DEPARTURE AIRPORT. MAINTENANCE PERSONNEL REPLACED THE 3B HYD PUMP AND THE NOSE LANDING GEAR PRIORITY VALVE AND HYD FILTER AND CARRIED OUT SEVERAL GEAR RETRACTIONS AND FOUND IT SERVICEABLE A/C HOURS WERE 8810 AND 6799 CYCLES.</p>				
<a href="#">CA040429002</a>	CNDAIR	GE	CABLE	DAMAGED
4/29/2004	CL6002B19	CF343B1	2R595730011	PAX DOOR
<p>(CAN) BROKEN STRANDS ON MAIN ENTRANCE DOOR ASSIST CABLE AT THE POINT WHERE THE CABLE STARTS TO OVERLAP ITSELF ON THE DOOR ACTUATOR SERVO DRUM FOR THR FIRST TIME. CABLE REPLACED. IPC REFERENCE : CRJIPC MANUAL CHAPTER 52-11-08, FIGURE 1A , ITEM 45. NOTE: THE CABLE HAD BEEN REPLACED ON PREVIOUS AIRCRAFTS THAT HAS COME THROUGH C-CHECK INSPECTIONS. THE DAMAGE TO THIS CABLE HAS BEEN IN THE SAME AREA EVERYTIME.</p>				
<a href="#">CA040403002</a>	CNDAIR	GE	ENGINE	MALFUNCTIONED
3/28/2004	CL6002C10	CF348C1	412T03G02	RIGHT
<p>(CAN) ON MARCH 28TH, PILOT REPORTS (AFTER A 5-6 MIN TAXI, THRUST LEVERS ADVANCED FOR T/O BUT PRIOR TO BRAKES RELEASE, RT ENGINE FLAMEOUT MSG. ITT ON RH ENGINE 1012 DEGREES C. ENGINE STARTED TO RELIGHT BY ITSELF (FADEC RELIGHT) BUT CREW SHUT OFF THE FUEL PRIOR TO FADEC RELIGHT.WORK PERFORMED PRIOR TO RELEASE TO SERVICE INCLUDE: EXTERNAL INSPECTION OF ENGINE, VG, BORESCOPE HPT, COMBUSTION SECTION, POWER ASSURANCE RUNS, FADEC, MDC AND FDR DOWNLOADS SENT TO ASA ENGINEERING, ON MAR 31ST, PROBLEM RE-OCCURED. THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.</p>				
<a href="#">CA040514001</a>	CNDAIR	GE	SHAFT	SHEARED
5/13/2004	CL604	CF343B1		A/C PACK
<p>(CAN) AFTER ENGINE START CREW WAS UNABLE TO OBTAIN COLD AIR-CONDITIONED AIR OUT OF THE LT AIR CONDITIONING PACK. ENGINES WERE SHUTDOWN AND MAINTENANCE WAS NOTIFIED OF THE SNAG. MAINTENANCE DISCOVERED THAT THE LOW LIMIT VALVE, BUTTERFLY VALVE WAS NO LONGER ATTACHED TO ITS SHAFT. THE BUTTERFLY VALVE WAS LOCATED IN THE DUCT JUST BELOW THE AIR-COOLING TURBINE. THE AIR-COOLING TURBINE WAS ALSO REPLACED AS A PRECAUTION DUE TO SUSPECTED FOD DAMAGE. A NEW LOW LIMIT VALVE AND AIR-COOLING TURBINE WERE INSTALLED AND THE AIRCRAFT RETURNED TO SERVICE.</p>				
<a href="#">CA040316002</a>	CNDAIR	GE	CONTROL UNIT	FAILED
2/23/2004	CL604	CF343B1	8220179013	DISPLAY
<p>(CAN) BLEED AIR OVERHEAT CONDITION (LT HAND) DOWNSTREAM OF ENG BLEED AIR SHUT OFF VALVE. WARNING WAS INTERMITTENT, BUT REMAINED ON. FOLLOWING AFM PROCEDURES, LT ENG WAS SHUT DOWN IN FLIGHT WHEN WARNING PERSISTED AFTER AFFECTED BLEED VALVE WAS CLOSED. AC WAS DIVERTED DEFECT WAS TROUBLESHOT. AFTER SWAPPING BLEED LEAK CONTROL UNITS, DEFECT APPEARED TO BE RECTIFIED. DEFECT REOCCURRED WHILE AC POWER RED UP IN HANGAR. REVEALED THAT SOURCE OF FALSE INDICATION ORIGINATED IN NR 1 DISPLAY CONTROL UNIT (DCU). INVESTIGATION DID NOT REVEAL PREVIOUS EXAMPLES OF THIS TYPE OF FAILURE. DCU IS DESCRIBED AS A COMPLEX COMPUTER THAT MONITORS VARIOUS SYS AND DISPLAYS FAILURES, FAULTS TO FLIGHT CREW. DCU WAS REPLACE.</p>				
<a href="#">CA040113011</a>	CVAC	ALLSN	ALLSN	DRIVE ASSY
12/1/2003	440	501D13D	6858647	STRIPPED ALTERNATOR
<p>(CAN) AFTER PROPS WENT OUT OF SYNC, ENG DRIVEN COMP LOW OIL LIGHT ILLUMINATED. EDC DISCONNECT WAS SELECTED, FLUCTUATING GB OIL PRESSURE WAS OBSERVED. PRESS FLICKERED FROM 200 PSI TO 120 PSI ABOUT EVERY 5 SECONDS. SHUTDOWN CARRIED OUT, AC RETURNED TO BASE OEI. TEARDOWN, PRELIMINARY REPORT INDICATES STRIPPED SPLINES ON ALTERNATOR DR SHAFT ASSY, ALTERNATOR DR SHAFT NUT FOUND LOOSE, REAR BRG ALTERNATOR DR ASSY FOUND LOOSE DURING DISMANTLING. INCIDENT OCCURED 35.6 HOURS AFTER NOSE CASE WAS REPAIRED FOR EXCESSIVE (.025") RADIAL PLAY OF PROP SHAFT, DURING INVESTIGATION FOR OIL TRANSFER FROM EDC TO REDUCTION GB. EXCESS RADIAL PLAY WAS DISCOVERED WHILE CHANGING PROP SHAFT SEAL FOR OIL LEAKAGE FROM FRONT OF NOSE CASE.</p>				

<a href="#">CA040427012</a>	DHAV	PWA	ENGINE	FAILED
4/26/2004	DHC6300	PT6A27		RIGHT

(CAN) IN CRUISE FLIGHT THE PILOT HEARD A BANG AND THE RT ENGINE STOPPED TURNING. THE PROP WAS FEATHERED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. AFTER LANDING, THE PROPELLER COULD NOT BE TURNED BY HAND.

<a href="#">CA040513002</a>	DHAV	PWA	WHEEL	SEPARATED
5/10/2004	DHC8101	PW123	314802	LT MLG

(CAN) AN OPERATOR EXPERIENCED AN IN-FLIGHT MAIN WHEEL SEPARATION ON TAKE-OFF. A REQUEST WAS MADE FOR EMERGENCY PERSONNEL AND EQUIPMENT TO BE ON STANDBY. AFTER A NORMAL EXTENSION OF THE LANDING GEAR VISUAL INSPECTION CONFIRMED THAT LT INNER MAIN WHEEL WAS MISSING. A/C MADE AN UNSCHEDULED LANDING. MAIN WHEEL BEARING FAILURE FOUND TO BE THE CAUSE. INVESTIGATION ON-GOING.

<a href="#">CA040427001</a>	DHAV	PWA	GENERATOR	LIGHTNING STRIKE
4/26/2004	DHC8102	PW120A		DC SYSTEM

(CAN) ON APPROACH, AIRCRAFT WAS STRUCK BY LIGHTENING . BOTH DC GENERATORS WENT OFF LINE AND RESET IAW QUICK REFERENCE HAND BOOK (QRH) . LIGHTENING ENTERED AT NOSE GEAR DOOR AND EXITED AT TAIL CONE AND THE TAIL SKID . LIGHTENING STRIKE INSPECTION CARRIED OUT BY MAINTENANCE IAW MM 5-50-31 AND THE FOLLOWING COMPONENTS FOUND DAMAGED AND REPLACED 1)- RADOME P/N 4426X-2-10 S/N 0159 2)- STROBE LAMP ASSY. P/N 01-0770417-003- STATIC WICK.

<a href="#">CA040514004</a>	DHAV	PWA	GOVERNOR	MALFUNCTIONED
4/30/2004	DHC8102	PW120A	8210161C	OVERSPEED

(CAN) DURING APPROACH AT 8000 FEET, NR 2 ENGINE UNCOMMANDED FEATHER . ENGINE SHUT DOWN . NORMAL LANDING. MAINTENANCE REPLACED PROP TRANSFER TUBE , PCU AND FCU, WITHOUT CORRECTING PROBLEM. OVERSPEED GOVERNOR AND OVERSPEED GOV HYD PUMP REPLACED, GROUND RUNS SUCCESSFUL. AIRCRAFT RETURNED TO SERVICE. OVERSPEED GOV AND OVERSPEED GOV HYD PUMP SENT TO VENDOR FOR INVESTIGATION/REPAIR.

<a href="#">CA040406006</a>	DIAMON	CONT	PUMP	INOPERATIVE
3/29/2004	DA20C1	IO240B	5367001	FUEL SYSTEM

(CAN) AIRCRAFT HAD JUST BEEN RETURNED TO SERVICE AFTER A LONG PERIOD OF STORAGE (ABOUT 18 MONTHS). THE AIRCRAFT FLEW 11.7 AFTER RETURNING FROM STORAGE BEFORE THE FUEL PUMP FAILED.

<a href="#">CA040408005</a>	DIAMON	CONT	PUMP	FAILED
4/2/2004	DA20C1	IO240B	5867001	ENG FUEL

(CAN) PILOT REPORTS: INCONSISTENCIES IN FUEL PRESSURE, FUEL PRESSURE WAS CHECKED AND FOUND THAT THE LOW SIDE OF THE ELECTRIC FUEL PUMP WAS NEAR NIL. HIGH SIDE WAS 5.5. THE FUEL PUMP FAILURE IS BELIEVED TO BE CAUSED BY THE AIRCRAFT BEING OUT OF SERVICE FOR LONG PERIOD OF TIME 15-16 MONTHS. FUEL TANK WAS HALF FULL DURING THIS TIME. THE FUEL SYSTEM PRESSURE HAD BEEN CHECKED ON ENGINE INSTALLATION AND WAS FOUND TO BE WELL WITHIN LIMITS.

<a href="#">2004FA0000556</a>	DIAMON		SELECTOR	MISPINNED
6/16/2004	DA40		EFS20X2	FUEL

THIS FLEET OPERATOR OPERATES 10 DA40 AIRCRAFT. THERE WAS A PILOT REPORT OF THE FUEL SELECTOR NOT FUNCTIONING PROPERLY, AND NOT ALLOWING THE PILOT TO SELECT THE OTHER TANK. A FLEET INSPECTION WAS INITIATED, AND THIS AIRCRAFT WAS FOUND TO HAVE THE SELECTOR SHAFT UNIVERSAL JOINTS WITH LOOSE OR MISSING ATTACH PINS.

<a href="#">CA040429003</a>	DOUG	PWA	PROXIMITY SENSOR	OUT OF TOLERANCE
4/27/2004	DC983	JT8D219	833703	RT MLG

(CAN) RT MAIN LANDING GEAR LIGHT (RED) WAS ILLUMINATED WHEN GEAR SELECTED DOWN. VISUAL CHECK

CONFIRMED GEAR DOWN AND LOCKED. MAINTENANCE FOUND DOWN LOCK PROX SENSOR OUT OF TOLERANCE. PROX SENSOR REPLACED AND TESTED SERVICEABLE.

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<a href="#">CA040429004</a>	DOUG	PWA		STRAINER	CLOGGED
4/28/2004	DC983	JT8D219			RT ENGINE OIL

(CAN) RT ENGINE OIL STRAINER CLOG LIGHT ILLUMINATED IN FLIGHT. PRECAUTIONARY ENGINE SHUTDOWN IN FLIGHT. RT ENGINE OIL STRAINER FOUND WITH CARBON PARTICLES, FILTER CLEANED AND REINSTALLED. ENGINE RUN-UP CARRIED OUT AND ENGINE RELEASE SERVICEABLE.

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<a href="#">2004FA0000578</a>	DOUG	PWC	DOUG	HUB	CRACKED
7/19/2004	MD900	PW207E		900R2101006107	MAIN ROTOR

DURING ACCOMPLISHMENT OF A.D. 2002-10-05, (MAIN ROTOR UPPER HUB INSP.) FOUND (2) OUT OF (10) HOLES CRACKED IN UPPER HUB FLANGE AS DEPICTED IN MFG SERVICE BULLETIN 900-072.

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<a href="#">CA040514002</a>	EMB	PWA		BRACKET	CRACKED
5/10/2004	EMB110*	PT6A34		110321004	ELEVATOR TAB

(CAN) DURING AIRCRAFT DI BY MAINTENANCE THE ELEVATOR TRIM TAB WAS FOUND TO HAVE EXCESSIVE PLAY. INVESTIGATION REVEALED THE ATTACH BRACKET FOR THE TRIM TAB ACTUATOR WAS CRACKED AND THE ACTUATOR BRACKET WAS MOVING WITH THE ACTUATOR ALLOWING THE EXCESSIVE PLAY IN THE ELEVATOR TRIM TAB.

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<a href="#">CA040519003</a>	FRCHLD	RROYCE		TIRE	SEPARATED
5/4/2004	F27F	DART5297E		95X1612	MLG

(CAN) UPON LANDING, THE LT IB TIRE RE-TREAD SEPARATED FROM THE TIRE.

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<a href="#">CA040429001</a>	GULSTM	GARRTT		WIRE	FAILED
4/27/2004	690A	TPE3315251K			BETA SWITCH

(CAN) DURING CRUISE, THE RT ENGINE BETA LIGHT ILLUMINATED. ALL PROPELLER AND ENGINE PERFORMANCE WAS NORMAL. THE FLIGHT CREW SHUT DOWN THE AFFECTED ENGINE AND FEATHERED THE PROPELLER AS A PRECAUTION. THE AIRCRAFT RETURNED TO THE AIRPORT. UPON INVESTIGATION, MAINTENANCE DISCOVERED THE FAULT WAS WITH THE BETA LIGHT SWITCH WIRE. THE WIRE WAS REPAIRED AND THE SYSTEM FUNCTION CHECKED SERVICEABLE AND THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">2004FA0000551</a>	GULSTM	GARRTT		STATOR	DAMAGED
6/6/2004	695A	TPE33110			ENGINE

DURING ENGINE START THE OPERATOR OBSERVED SMOKE EXITING THE ENGINE EXHAUST DUCT. THE OPERATOR SHUT THE ENGINE DOWN. VISUAL INSPECTION REVEALED OIL AND IMPACT DAMAGE IN THE EXHAUST PATH. THIRD STAGE TURBINE WHEEL BLADES WERE FRACTURED. FRAGMENTS FROM THE FRACTURED BLADES ENTERED THE GAS FLOW PATH RESULTING IN SECONDARY IMPACT DAMAGE TO THE THIRD STAGE STATOR, AFT SCAVENGE PUMP OIL TRANSFER TUBE AND SHIELD, AFT SCAVENGE PUMP COVER, EGT HARNESS, ENGINE EXHAUST DUCT AND AIRFRAME EXHAUST PIPE. THE THIRD STAGE STATOR SEAL ASSEMBLY LOWER RETAINER SEGMENT WAS SEPARATED FROM THE RETAINER RIVETS AND EXITED THE ENGINE THROUGH THE EXHAUST. THE RETAINER RIVETS AND SPACERS REMAINED IN THE STATOR SEAL.

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<a href="#">2004FA0000514</a>	GULSTM	RROYCE		FIRE BOTTLE	MISMARKE
5/24/2004	GIV	TAY6118			LEFT

DURING THE LT FIRE BOTTLE WEIGHT CHECK, THE INSPECTOR NOTICED THE COLOR OF THE CABLE MARKER TIES AND THE HEAT SHRINK SLEEVES FOR THE LT BOTTLE, DID NOT MATCH THE COLOR OF THE DECALS ON THE PLUMBING, EVEN THOUGH THE NOMENCLATURE ON THE TIES IS CORRECT. ASC WAS INSTALLED IN PRODUCTION IN 1995. AD WAS ISSUED TO ENSURE ASC146A IS INCORPORATED. ORDERED REPLACEMENT TIES, SHRINK SLEEVES, AND TERMINALS TO CORRECT THE PROBLEM. NOTIFIED THE MFG AND RECOMMENDED THEY CHECK OTHER GIV'S IN THIS SN RANGE.

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<a href="#">CA040427013</a>	HUGHES	LYC		SHAFT	BROKEN
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3/12/2004 269C1 HO360C1A 269A510351 M/R GEARBOX  
(CAN) BEARING SIZE DUE TO LACK OF LUBRICATION. DUE TO INCORRECT INSTALLATION AT REPAIR.

[2004FA0000570](#) ISRAEL GARRTT SHUTOFF VALVE LEAKING  
6/15/2004 1124 TFE731\* 275503 OXYGEN

THIS VALVE INSTALLED PREVIOUSLY TO COMPLY WITH REQUIREMENTS OF AD 2003-11-07. FOUND DURING INSPECTION THAT VALVE WILL NOT SHUT OFF OXYGEN FLOW WHEN TURNED TO CLOSED. REPLACED VALVE WITH NEW PN 27550-3, THIS CORRECTED PROBLEM.

[CA040430002](#) ISRAEL GARRTT PUMP FAILED  
4/25/2004 ASTRASPX TFE7314R 30607591 FUEL SYSTEM

(CAN) RT ENGINE FUEL FILTER BY-PASS LIGHT FLICKERING AT TAKE-OFF CLIMB POWER SETTINGS. AIRCRAFT RETURN TO MAINTENANCE BASE, MAINTENANCE TECHNICIAN FOUND FUEL FILTER CONTAMINATED BY A LOTS OF FINE GREY SEDIMENT. IT WAS DETERMINED THAT THE ENGINE DRIVEN MOTIVE FLOW PUMP WAS DEFECTIVE. THE PUMP WAS REPLACED AS WELL AS THE FUEL FILTER, FUEL CONTROL UNIT, FLOW DIVIDER AND FUEL MANIFOLD NOZZLES. AIRCRAFT RETURN TO SERVICE.

[2004FA0000573](#) LANCAR CONT CLAMP CRACKED  
6/2/2004 LC40550FG IO550N CK002 FUEL PRESS TRANS

AD WAS COMPLIED WITH AT 250 HOURS BY INSP AND INSTALLATION OF MFG SERVICE KIT (PN CK-002) (WORM TYPE CLAMP) INSTALLED ON THE FUEL PRESSURE TRANSDUCER. THE CLAMP WAS TORQUED TO THE EXACT TORQUE AS CALLED. 6/2/04-DURING AN OIL CHANGE THE CLAMP SUPPLIED IN KIT CK0002 WAS FOUND CRACKED IN TWO, NO LONGER SECURING THE TRANSDUCER. THE PROBLEM IS CAUSED BY COMMON TYPE STAINLESS HOSE CLAMP BEING TIGHTENED AROUND A SQUARE TRANSDUCER BRACKET. THE BRACKET PUTS VERY SHARP STRESS MARKS IN FOUR SPOTS OF THE CLAMP CAUSING IT TO CRACK. RECOMMEND PROMPT REVISION TO AD NOTE.

[CA040429007](#) LEAR GARRTT RESERVOIR CRACKED  
4/8/2004 35LEAR TFE73122B 231707510 HYD SYSTEM

(CAN) DURING INSPECTION, FLUID LEAK WAS FOUND AROUND FILLER AREA. EDDY CURRENT INSPECTION CONFIRMED A 1INCH CRACK IN THE WELD AT FILLER NECK. CRACK WAS WELD REPAIRED IAW MFG INSTRUCTIONS, PENETRANT INSPECTED AND RESERVOIR PROOF PRESSURE TESTED D TO 30 PSI.

[2004F00153](#) LEAR ELECTRICAL SYS FAILED  
5/20/2004 60LEAR DC SYSTEM

TOTAL AIRCRAFT ELECTRICAL FAILURE IN FLIGHT. PILOT DECLARED IN FLIGHT EMERGENCY AND LANDED AIRCRAFT ON DIMINISHING DC POWER. (M)

[2004F00154](#) LEAR UPLOCK OUT OF ADJUST  
2/23/2004 60LEAR MLG

RAISED GEAR AND HEARD 6-10 LOUD THUMPS, AIRCRAFT YAWED RUDDER PEDALS BACK AND FORTH. BOTH MAIN RED LIGHTS ON, THEN LIGHTS WENT OUT AND ALL WAS NORMAL. LOWERED GEAR, BURNED FUEL DOWN AND LANDED. REMOVED, ADJUSTED AND REINSTALLED LT MLG UPLOCK STRIKER PLATE. (M)

[2004FA0000561](#) LET ROCKER CRACKED  
4/29/2004 L23 A730201N ELEVATOR

NDT ELEVATOR ROCKER IAW ASTM E-1444. CLEANED AND MAGNETIC PARTICLE INSPECTED IAW ASTM E-1444 AND NDT MT-001. CRACKS FOUND IN SEVERAL PLACES. LACK OF PENETRATION AROUND MANY WELDS. RED TAGGED PART.

[CA040427009](#) LKHEED RROYCE COUPLING CRACKED  
4/25/2004 1011385114 RB21122B S305201 HYD SYSTEM

(CAN) DURING TAXI TO THE GATE, THE HYDRAULIC SYSTEM STARTED TO DECREASE RAPIDLY. QRH WAS

PERFORMED BY THE CREW. HYDRAULIC LEAK WAS FOUND AT NR 3 PYLON REAR SPAR AREA. FOUND CONNECTION WING O-FLEX COUPLING CRACKED ON SYSTEM D SUCTION LINE FOR E.D.P. NO OBVIOUS DAMAGE WAS FOUND ON TUBE AND FLANGE, AND COUPLING WAS REPLACED. SUSPECT THE COUPLING WAS DAMAGE BY VIBRATION SINCE THE TUBE CLAMP AND HARDWARE WERE FOUND NOT PROPERLY SECURE. CLAMP AND HARDWARE REPOSITIONED AND SECURED CORRECTLY.

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<a href="#">CA040408009</a>	LKHEED	ALLSN	GEARBOX	CONTAMINATED
4/30/2004	382G	501D22A	6850209	NR 2

(CAN) ENROUTE, THE A/C HAD A NR 2 RGB CHIP LIGHT INDICATION. THE ENGINE WAS SHUT DOWN AND FLIGHT CONTINUED. THE A/C WAS 3 ENGINE FERRIED, FOR RGB CHANGE OUT. THE RGB WAS REPLACED AND THE A/C RETURNED TO SERVICE.

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<a href="#">CA040409001</a>	MOONEY	LYC	MOONEY	TUBE	BENT
4/7/2004	M20C	O360A1D		915019000	MLG DOWNLOCK

(CAN) RT MAIN GEAR COLLAPSED ON LANDING ROLL OUT. INITIAL FINDING MAIN GEAR ACTUATING TUBE INSIDE BELLY IS BENT. IT IS UNKNOWN IF THIS TUBE WAS BENT BEFORE OR AS RESULT OF GEAR COLLAPSE. FURTHER INFORMATION WILL FOLLOW AS MORE DETAIL INSPECTION/DISASSEMBLY IS REQUIRED FOR ROOT CAUSE.

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<a href="#">2004FA0000549</a>	MOONEY	CONT	MOONEY	HEAT SHIELD	GOUGED
7/10/2004	M20R	IO550*	M20R	600429503	ISOLATOR

HEAT SHIELD WAS FOUND TO BE MAKING CONTACT WITH TUBULAR ENGINE MOUNT. THIS CONTACT CREATED A GOUGE APPROXIMATELY .200 INCH IN LENGTH AND APPROXIMATELY .045 INCH DEEP.

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<a href="#">CA040120003</a>	PIAGIO	PWA	WHEEL	DAMAGED
1/18/2004	P180	PT6A66	300677	NLG

(CAN) THE AIRCRAFT ABORTED THE TAKE OFF DUE TO A FLAT NOSE TIRE. THE WHEEL ASSEMBLY WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. THE WHEEL REMOVED WAS FOUND TO HAVE BEEN PUNCTURED BY THE TOW BAR.

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<a href="#">CA040406004</a>	PILATS	PWA	ACTUATOR	FAILED
4/6/2004	PC12	PT6A67B	9787315301	

(CAN) PILOT REPORTED A CLACKING NOISE IN FLIGHT COMING FROM THE INSTRUMENT PANEL. DURING TROUBLESHOOTING THE INTERNAL BY PASS DOOR WAS FOUND INOP. IN THE CLOSED POSITION. FURTHER INVESTIGATION REVEALED AN INTERNAL FAILURE AS THE STOP BUTTON THAT ACTUATES THE INTERNAL LIMIT MICRO SWITCH HAD FALLEN OUT OF PLACE. THUS ALLOWING THE ACTUATOR TO GO BEYOND THE ALLOWABLE LIMITS. THE ACTUATOR HAD COMPLETELY UNSCREWED ITSELF FROM THE LINEAR PORTION AND UNDER LOAD WOULD HAVE CONTINUED TO OPERATE AND CAUSE A THUMPING SOUND UNTIL THE MOTOR FAILED.

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<a href="#">2004FA0000512</a>	PIPER	LYC	CYLINDER	DAMAGED
3/3/2004	PA23250	IO540*	B24521	PROPELLER

CYLINDER (PN B2452-1) SEPARATED FROM PROPELLER ON GROUND RUN. INSPECTION SHOWED THREAD DAMAGE OF CYLINDER. AFTER DISCUSSION WITH MANUFACTURER THE LIKELY CAUSE IS DUE TO HIGH PRESSURE FROM GOVERNOR, USUALLY CAUSED BY STICKING PRESSURE RELIEF VALVE.

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<a href="#">CA040426008</a>	PIPER	LYC	RELEASE PIN	WORN
4/26/2004	PA24260	IO540D4A5		NLG DOOR

(CAN) ON ANNUAL INSPECTION, WAS UNABLE TO RELEASE DOOR FOR EMERGENCY GEAR EXTENSION. PIN WAS FOUND WORN, AND RETURNED TO MFG FOR REPAIR. PIN REINSTALLED AND PROBLEM REPEATED, INVESTIGATION REVEALED NOSE DOOR SYSTEM WAS RIGGED TOO TIGHT. REPEATED CALLS TO MANUFACTURER WERE MADE FOR ASSISTANCE OR INSTRUCTIONS. NO REPAIR OR MAINTENANCE MANUAL EXISTS. 'WE JUST USE A SHUT ON THE WALL AND RIG IT UNTIL WE'RE HAPPY'. I WAS TOLD FINALLY WAS GIVEN VERBAL INSTRUCTIONS AND WAS ABLE TO RIG THE SYSTEM AND TEST EMERGENCY GEAR EXTENSION SUCCESSFULLY. TWO PROBLEMS: WORN PIN MAKING GEAR EXTENSION IMPOSSIBLE. NO MANUAL OR TECHNICAL SUPPORT FROM MANUFACTURER.

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<a href="#">2004FA0000508</a>	PIPER	LYC	STUD	SHEARED
5/4/2004	PA28140	O320*		NR 4 CYLINDER

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PILOT REPORTS EXHAUST PIPE LOOSE ON NR 4 CYLINDER. FOUND 4 STUDS SHEARED ON CYLINDER HOLD DOWN FLANGE. THIS CAUSED EXHAUST TO VIBRATE LOOSE. CHECK NUTS ON ANNUAL OR ANYTIME EXHAUST STUDS DROP OUT.

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<a href="#">CA040519009</a>	PIPER	LYC	CYLINDER	BROKEN
3/12/2004	PA28140	O320E2A	LW12597	ENGINE

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(CAN) BROKEN RINGS IN CYLINDER NR 4. FOUND AT ANNUAL INSPECTION. COMPRESSION TEST AND METAL IN OIL FILTER.

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<a href="#">CA040430003</a>	PIPER	LYC	HUB	CORRODED
4/30/2004	PA28140	O320E2A		PROPELLER

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(CAN) PROPELLER RECEIVED FOR 5 YR. CORROSION INSPECTION IAW CAR 625, APPENDIX C, PARA. 5. UPON VISUAL INSPECTION OF THE HUB, CORROSION WAS FOUND IN ONE OF THE PROP BOLT HOLES. THE MANUFACTURER HAS BEEN CONTACTED TO SUPPLY MINIMUM SPEC'S FOR THIS AREA. NOT ENOUGH MATERIAL REMAINS TO REMOVE CORROSION DAMAGE. PROPELLER IS UNSERVICEABLE.

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<a href="#">CA040430004</a>	PIPER	LYC	ALTERNATOR	FAILED
4/26/2004	PA28140	O320E2A	2642997	ENGINE

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(CAN) AFTER OVERHAUL WAS CONDUCTED, BEARINGS REF X-4130 AND X-4612 WERE NON-APPROVED PARTS.

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<a href="#">2004FA0000509</a>	PIPER	LYC	BRAKE	MALFUNCTIONED
5/4/2004	PA28181	O360*		LANDING GEAR

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DURING ANNUAL, SPONGY BRAKE FOUND. UNABLE TO BLEED. FOUND (AGED) HYD OIL LEAD TO DETERIORATION OF SEALS IN 4 TOE BRAKES AND PARKING BRAKE. NO RECORD OF ANY PREVIOUS REPAIR. SUGGEST AC OVER 10 YEAR OLD HAVE SYSTEM FLUSH AND SEAL REPLACEMENT.

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<a href="#">2004FA0000513</a>	PIPER	LYC	DOOR	FAILED
5/19/2004	PA28R201	IO360C1C6	67775000	HEAT BOX

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PARTIAL LOSS OF ENGINE POWER OCCURRED JUST AFTER TAKEOFF. THE MANIFOLD PRESSURE DROPPED TO 15 INCHES HG, RPM DROPPED TO 1900. PRE TAKEOFF ENGINE RUN UP, ALTERNATE AIR CHECK WAS REPORTED AS NORMAL. A POST FLIGHT INSPECTION REVEALED THAT ALTERNATE AIR (HEAT BOX) DOOR HAD SEPARATED FROM ALTERNATE AIR BOX ASSY, WAS INGESTED INTO FUEL SERVO INTAKE, PARTIALLY BLOCKED ENGINE INDUCTION AIR FLOW AND RESULTED IN A PARTIAL LOSS OF POWER. MS20470AD3 RIVETS (3EA) THAT SECURE DOOR TO AIR BOX ASSY HAD FAILED. IMPROPERLY BUCKED RIVETS DUE TO EXCESSIVE SPRING TENSION DURING ASSY AND/OR TOO MUCH SPRING TENSION FOR THE RIVETS TO BEAR.

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<a href="#">2004FA0000511</a>	PIPER		DRAG BRACE	CRACKED
5/28/2004	PA28R201T		7642603	NLG

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PILOT REPORTED A LOUD SOUND SIMILAR TO A RIFLE SHOT WHILE IN CRUISE FLIGHT AT 7500 FEET MSL. IMMEDIATELY, THE LANDING GEAR UNSAFE LIGHT ILLUMINATED. PRIOR TO LANDING, HE LOWERED THE GEAR NORMALLY AND GOT DOWN AND LOCKED INDICATIONS FOR ALL THREE LANDING GEAR. LANDING WAS NORMAL. THE UPPER DRAG BRACE WAS CRACKED JUST FORWARD OF THE AREA WHERE THE LANDING ACTUATOR ATTACHES TO THE BRACE. THERE DID NOT APPEAR TO BE ANY OTHER DAMAGE IN THE AREA. A POSSIBLE CAUSE OF FAILURE IS FATIGUE DUE TO THE NR OF HOURS OR CYCLES ON THE PART. (SW13200404055)

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<a href="#">CA040406003</a>	PIPER	LYC	SEAL	LEAKING
4/3/2004	PA31350	TIO540J2BD		EDP

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(CAN) DURING A ROUTINE ENGINE INSPECTION THE NR 1 ENGINE COWL WAS REMOVED TO FACILITATE THE INSPECTION ON THE ENGINE. WHEN THE COWL WAS REMOVED IT WAS NOTED THERE WAS A LARGE BLUE STAIN ON THE BOTTOM OF THE COWL, JUST BELOW THE ENGINE DRIVEN FUEL PUMP. THIS FUEL PUMP IS OF THE NEW STYLE INSTALLED TO ELIMINATE THE REPETITIVE INSPECTION ON AD2003-14-03.

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<a href="#">CA040519006</a>	PIPER	LYC		BOOT	FAILED
5/18/2004	PA31350	TIO540J2BD			DE-ICE SYS
<p>(CAN) DURING CLIMB OUT, THE LT PROP LOST A DE-ICE BOOT. THE PILOT HEARD IT AND RETURNED TO THE AIRPORT. THE REMAINING 2 DE-ICE BOOTS WERE REMOVED AND THE PROP WAS INSPECTED TO BE SERVICEABLE. THE PROP DE-ICE CIRCUIT BREAKER WAS PULLED AND THE COCKPIT PLACARDED (NOT TO BE OPERATED IN KNOWN ICING).</p>					
<a href="#">CA040519007</a>	PIPER	LYC		CABLE	BROKEN
5/10/2004	PA31350	TIO540J2BD		2489407	PROPELLER
<p>(CAN) THE PROPELLER CABLE WORE WHERE IT ATTACHES TO THE SUPPORT CONNECTED TO THE STARTER JUST BELOW THE GOVERNOR. THIS AREA OF THE ASSEMBLY CANNOT BE VISUALLY INSPECTED. THE CREW NOTICED ON TAKING OFF, THE LOSS OF PROP PITCH CONTROL, REDUCED MANIFOLD PRESSURE, COMPLETED PROP OVERSPEED CHECK AND MADE AN UNEVENTFUL LANDING BACK AT LA RONGE. THE PROP CABLE WAS REPLACED AND THE AIRCRAFT WAS GROUND RUN, RIGGED TO SPEC, AND RETURNED TO SERVICE.</p>					
<a href="#">2004FA0000572</a>	PIPER	LYC		BOLT	CORRODED
5/10/2004	PA31350	TIO540J2BD		AN546	DOWNLOCK SWITCH
<p>PILOT DECLARED AN EMERGENCY WHEN HE HAD A GEAR UNSAFE LIGHT AFTER THE GEAR EXTENDED. (AC EVENTUALLY LANDED SAFELY). GEAR DOWNLOCK DID NOT GO ALL THE WAY TO THE LOCK POSITION AND ACTIVATE THE SWITCH. (DOWNLOCK WAS FOUND CORRODED TO THE BOLT) MM , PUT A FEW DROPS OF OIL ON THE BOLT AT ANNUAL/100 HOUR. THE PROBLEM IS THE OIL DOES NOT WICK INTO THE AREA WHERE IT PIVOTS. ALSO, HOT ENGINE EXHAUST BLOWING ACROSS THE BOLT EVENTUALLY NEGATES ANY LUBRICATION ACTION. RECOMMEND BOLT, GET CHANGED PERIODICALLY AND PUT NEVER SEIZE ON THE BOLT WHEN INSTALLING. IF NOTHING ELSE, THE (NEVER SEIZE) WOULD KEEP THINGS MOVING!</p>					
<a href="#">2004F00146</a>	PIPER	LYC	SLICK	POINTS	FAILED
5/17/2004	PA32300	IO540K1G5		M3637	LT MAGNETO
<p>INVESTIGATION OF MAGNETO FAILURE FOUND THAT THE CONTACT ARM OF THE PRIMARY POINT SET HAD SNAPPED OFF. THE BREAK OCCURED AT THE AREA WHERE THE STIFFENER FLANGES FLATEN OUT. JUST AT THE EDGE OF THE NYLON BLOCK. UNABLE TO DETERMINE CAUSE OF FAILURE. (AL05200402443)</p>					
<a href="#">2004FA0000550</a>	PIPER	LYC		EXHAUST VALVE	BROKEN
7/7/2004	PA32R300	IO540K1G5		73111	ENGINE
<p>THE PILOT REPORTED A LOSS OF POWER AND LOSING ALTITUDE TO AIR TRAFFIC. AN EMERGENCY LANDING WAS ACCOMPLISHED AT A PUBIC AIRPORT. MAINTENANCE PERSONNEL FOUND THE NR 2 CYLINDER HAD A BROKEN EXHAUST VALVE, WITH THE PISTON AND CYLINDER DAMAGED DUE TO THE HEAD OF THE VALVE IN THE CYLINDER. THE STEM OF THE VALVE WAS STILL ON THE ENGINE. THE ENGINES WAS LAST OVERHAULED ON 08/24/1983.</p>					
<a href="#">2004FA0000522</a>	PIPER	CONT		MASTER SWITCH	FAILED
4/15/2004	PA34200T	TSIO360*		9937713	COCKPIT
<p>WATER FROM WASHING THE AIRCRAFT WENT DOWN LEFT SIDE WINDOW INTO SWITCH PANEL CAUSING MASTER SWITCH TO ACTIVATE MASTER SOLENOID (WHEN IN OFF POSITION). THE WATER FROM WASHING ALSO CAUSED LT ENGINE STARTER SWITCH TO ACTIVATE STARTER SPINNING PROPELLER (WHEN IN OFF POSITION). NOTE: PROP STARTED TO SPIN ABOUT 1 HOUR AFTER WASHING.</p>					
<a href="#">2004FA0000521</a>	PIPER	CONT		SWITCH	FAILED
4/15/2004	PA34200T	TSIO360*		9937711	STARTER
<p>WATER FROM WASHING THE AIRCRAFT WENT DOWN LEFT SIDE WINDOW INTO SWITCH PANEL CAUSING MASTER SWITCH TO ACTIVATE MASTER SOLENOID (WHEN IN OFF POSITION). THE WATER FROM WASHING ALSO CAUSED LT ENGINE STARTER SWITCH TO ACTIVATE STARTER SPINNING PROPELLER (WHEN IN OFF POSITION) NOTE: PROP STARTED TO SPIN ABOUT 1 HOUR AFTER WASHING.</p>					
<a href="#">2004FA0000569</a>	PIPER	CONT		FITTING	CORRODED

2/26/2004 PA34200T TSIO360\* 6852700 WINDSHIELD FRAME

BOTH LOWER AFT WINDSHIELD FRAME STEEL FITTING VERY CORRODED. WINDSHIELD LEAK AND INSULATION HOLDING MOISTURE ON FITTING. NEED TO BE INSPECTED MORE OFTEN AND CLEANED AND TREATED.

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[2004FA0000568](#) PIPER CONT FITTING CORRODED

2/26/2004 PA34200T TSIO360\* 62522000 WINDSHIELD FRAME

BOTH LOWER AFT WINDSHIELD FRAME STEEL FITTING VERY CORRODED. WINDSHIELD LEAK AND INSULATION HOLDING MOISTURE ON FITTING. NEED TO BE INSPECTED MORE OFTEN AND CLEANED AND TREATED.

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[CA040427016](#) PIPER PWA MASTER SWITCH WORN

4/24/2004 PA42720 PT6A61 688219 COCKPIT

(CAN) NEARING FINAL APPROACH THE PILOT NOTICED HE HAD LOST PRIMARY AVIONICS POWER AND THE STANDBY POWER SUPPLY HAD ENGAGED TO PROVIDE BASIC POWER. AN UNEVENTFUL LANDING WAS CARRIED OUT. MAINTENANCE DETERMINED THE AVIONICS MASTER SWITCH (PUSH TO ENGAGE, PUSH AGAIN TO DISENGAGE) HAD DISENGAGED TO THE (OFF) POSITION BY ITSELF. THE INTERNAL LATCHING MECHANISM IS NOT VISIBLE FOR INSPECTION AND THE SWITCH IS IN THE PROCESS OF BEING REPLACED.

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[CA040517002](#) PIPER LYC CONTROL CABLE FRAYED

5/11/2004 PA44180 O360A1H 62701160 AT TRIM SERVO

(CAN) WHILE REMOVING AN ELECTIC TRIM SERVO FOR THE STABILATOR SYSTEM, IT WAS NOTICED THAT THE FORWARD STABILATOR TRIM CABLE WAS FRAYED AT THE AREA THAT IT WAS WOUND AROUND THE ELECTIC TRIM SERVO PULLEY. THE CABLE WAS REPLACED WITH A NEW ONE. THIS AREA SHOULD BE INSPECTED CLOSELY AT THE TWO PULLEYS ON THE SERVO. IT IS DIFFICULT TO SEE ANY DEFECT ON THE CABLE UNLESS THE TRIM IS RUN COMPLETELY IN BOTH DIRECTIONS.

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[CA040408007](#) PIPER LYC SPRING BROKEN

4/8/2004 PA44180 O360A1H 6716800 NLG

(CAN) DURING A LANDING GEAR INSPECTION THE NOSE LANDING GEAR INNER ASSIST SPRING WAS FOUND BROKEN AT THE UPPER HOOK. THERE WAS NO INDICATION OF ANY LANDING GEAR MALFUNCTION IN THE FLIGHT PREVIOUS TO THE INSPECTION. THE LANDING GEAR INSPECTION WAS PART OF AN EVENT NR 2 INSPECTION ON THE AIRCRAFT. A SIMILAR FAILURE OF THIS SPRING HAPPENED ON ANOTHER AC IN OUR FLEET. IT WAS NOTICED BY A PILOT WHEN THE GEAR WAS SELECTED DOWN THE NOSE TOOK APPROX 2 MINUTES TO EXTEND. (THERE WAS AN SDR SUBMITTED ON THIS NR 20021121004 )THIS SPRING GETS A CLOSE LOOK EVERY 50 HOURS AT EACH EVENT ON THE AIRCRAFT.

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[2004FA0000535](#) SCWZER PWA BOLT SHEARED

6/23/2004 G164A R1340AN1 MS20008H20 MLG

AIRCRAFT WAS LOADED WITH 1600LBS OF FERTILIZER AND WAS TAKING OFF TO THE SOUTH ON A DIRT RUNWAY. PILOT WAS APPROACHING 65 MPH, WHEN THE RT MAIN WHEEL AND TIRE SEPARATED FROM THE AIRCRAFT. PROPELLER STRUCK THE GROUND SEVERAL TIMES, CAUSING THE AIRCRAFT TO FLIP OVER AND CAME TO REST FACING NORTH. INSPECTORS FOUND BRAKE ATTACHMENT CLIP APPROX 270 FEET FROM AIRCRAFT WRECKAGE ON THE RUNWAY. RT WHEEL AND TIRE ASSY. STILL HAD THE AIRCRAFT AXLE ATTACHED. THREE ATTACHMENT BOLTS THAT SECURE THE AXLE SHAFT TO THE RT SPRING GEAR HAD SHEARED OFF. TWO OF THE THREE BOLTS SHOWED SIGNS OF CORROSION, BEFORE SHEARING.

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[SEA04LA125](#) SCWZER PWA CYLINDER CRACKED

7/15/2004 G164B R134059 ENGINE

CYLINDER SEPARATED BETWEEN 2ND AND 3RD HORIZONTAL FINS THROUGH THE SPARK PLUG BOSS. ENGINE LOST POWER AND THE AIRCRAFT NOSED OVER ON EMERGENCY LANDING CAUSING SUBSTANTIAL DAMAGE. THIS CYLINDER HAD BEE OVERHAULED THREE PREVIOUS TIMES.

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[CA040519005](#) SKRSKY PWA PUMP FAILED

5/6/2004 S64E JFTD12A4A 636716 ENGINE OIL

(CAN) THE FLIGHT CREW WAS ALERTED BY THE ILLUMINATION OF THE ENGINE OIL PRESSURE WARNING LIGHT

FOR NR 1 ENGINE. A CHECK OF THE CORRESPONDING OIL PRESSURE INDICATOR RELIEVED ZERO PSI. THE CREW IMMEDIATELY SHUT DOWN THE SUBJECT ENGINE, RETURNED TO THE SERVICE LANDING AND MADE A SINGLE ENGINE LANDING. A SUBSEQUENT INSPECTION OF THE ENGINE FOR LOW OIL LEVEL, CLOGGED FILTER, MALFUNCTIONING OIL PRESSURE REGULATOR, PRESSURE SWITCH, TRANSMITTER AND INDICATOR REVEALED NO FAULT WITH ANY. IT WAS CONCLUDED THAT THE FAULT HAD TO BE WITH THE ENGINE OIL PUMP. CONSEQUENTLY THE ENGINE WAS REMOVED AND RETURNED FOR REPAIR.

<a href="#">CA040408014</a>	SNIAS	TMECA	BELT	BROKEN
4/2/2004	AS350BA	ARRIEL1B	704A33690004	HYD PUMP

(CAN) HYDRAULIC PUMP PULLEY BROKE DURING FLIGHT. UNSCHEDULED LANDING CARRIED OUT WITHOUT INCIDENT. BELT REPLACED, AIRCRAFT RETURNED TO SERVICE.

<a href="#">CA040512006</a>	SNIAS	TMECA	SWITCH	FAILED
5/10/2004	AS350BA	ARRIEL1B	12TW13	COLLECTIVE

(CAN) AFTER START UP PILOT TESTED THE HYD SYSTEM IAW FLIGHT MANUAL AND HAD HYD FAIL LIGHT BUT NO HORN. FLIGHT WAS ABORTED. THE HYD CUTOFF SWITCH ON THE PILOTS COLLECTIVE WAS FOUND TO BE U/S. SWITCH CHANGED A/C RETURNED TO SERVICE.

<a href="#">CA040211009</a>	SWRNGN	GARRTT	SCREW	OUT OF ADJUST
2/9/2004	SA227AC	TPE33111U		GOVERNOR

(CAN) RT ENGINE WOULD NOT MAKE TARGET TORQUE ON TAKE OFF AFTER 'MAX TORQUE' ADJUSTMENT. AIRCRAFT ABORTED TAKE OFF AND RETURNED TO BLOCKS. MAINTENANCE FOUND GOVERNOR INTERFERENCE DUE TO INPROPER SCREW 'X' ADJUSTMENT. SCREW 'X' WAS ADJUSTED TO MANUFACTURERS SPECIFICATIONS AND AIRCRAFT RELEASED FOR TEST FLIGHT. AIRCRAFT WAS FOUND SERVICEABLE ON TEST FLIGHT AND RELEASED TO SERVICE.

<a href="#">2004FA0000541</a>	UNIVAR	CONT	SUPPORT	CORRODED
1/17/2004	415C	A75*		BATTERY BOX

THE SUPPORT ASSY THAT SUPPORTS THE BATTERY BOX AND BATTERY IS SEVERLY CORRODED. NO PART NUMBER FOUND IN MFG PARTS CATALOG.

<a href="#">CA040430001</a>	UNIVAR	CONT	RIB	CORRODED
4/26/2004	415CD	C8512F	13017R	CENTER WING

(CAN) DURING INSPECTION TO COMPLY WITH AD 2003-21-01 SEVERE CORROSION FOUND ON FORWARD END OF RIB, AFT OF REAR SPAR, IN THE RT CENTER SECTION, BETWEEN THE FUSELAGE AND WING. THE CORROSION WAS NOT READILY NOTICEABLE UNTIL INSTALLATION OF INSPECTION PANELS SK 80-2 IAW SB 31 REV 1. THIS ALLOWED ACCESS TO THIS AREA WHICH OTHERWISE IS HARD TO SEE, EVEN THOUGH THE WINGS WERE REMOVED TO COMPLY WITH THE INSPECTION REQUIREMENTS OF 2003-21-01.

<a href="#">32029B</a>	WACO		CABLE	DEFECTIVE
7/15/2004	UPF7			BRAKE SYS

CABLE ASSY CONNECT BRAKE PEDALS TO MASTER CYLINDERS WERE INSPECTED UNDER MORE SCRUTINY AFTER FINDING DEFECTIVE CABLE SECURING OIL TANK. CABLE ENDS APPEARED TO BE OLD STYLE WOVEN CABLE SPLICE. FOUND CABLE WAS WRAPPED AROUND THIMBLE, SAFETY WIRE WAS WRAPPED AROUND TWO PIECES OF CABLE, JOINT SOLDERED. CORROSION PRESENT IN SOLDERED SAFETY WIRE EVIDENCED AS A GREENISH, WHITE POWDER. CABLES HAVE BURNED LOOKING AREAS AT SOLDERED AREA THAT MAY HAVE BEEN CAUSED BY TORCH USED TO HEAT AREA. AC WAS REBUILT IN 1987. LOGBOOK ENTRIES DO NOT INDICATE CABLES WERE CHANGED. HAD CABLE FAILED, BRAKES WOULD BECOME INOPERATIVE. CABLE SPLICE IS UNAIRWORTHY. AC SHOULD NOT HAVE PASSED ANNUAL INSPECTIONS WITH THESE CABLES INSTALLED.

<a href="#">32029A</a>	WACO		CABLE	BROKEN
7/15/2004	UPF7			OIL TANK

CABLE ASSEMBLY THAT SECURES THE OIL TANK BROKE ON REINSTALLATION OF THE OIL TANK. ON FIRST LOOK, THE CABLE ENDS APPEARED TO BE THE OLD STYLE WOVEN CABLE SPLICE. AFTER THE CABLE BROKE WHILE TIGHTENING THE TURNBUCKLE, IT WAS FOUND THE CABLE WAS WRAPPED AROUND THE THIMBLE, SAFETY WIRE

WAS WRAPPED AROUND THE TWO PIECES OF CABLE, AND THE JOINT SOLDERED. THE AIRCRAFT WAS REBUILT IN 1987. THE LOGBOOK ENTRIES DO NOT INDICATE WHETHER THE CABLE WAS CHANGED. HAD THE CABLE FAILED, THE OIL TANK WOULD HAVE NOT BEEN RESTRAINED AND FREE TO MOVE ON THE TUBING MOUNT. THIS TYPE OF CABLE SPLICE IS UNAIRWORTHY AND PRESENTED A SIGNIFICANT SAFETY HAZARD. NICOPRESS SLEEVES WOULD HAVE BEEN THE APPROPRIATE METHOD TO FABRICATE THE CABLE.

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<a href="#">CA040408013</a>	ZLIN	LYC	TEE FITTING	SEPARATED
4/8/2004	Z242L	AEIO360A1B6	L24276000600	PICK UP TUBE

(CAN) DURING AN ENGINE REMOVAL THE OIL DRAIN TEE FITTING WAS FOUND TO HAVE THE PICK UP TUBE LOOSE IN THE TEE FITTING. THIS PROBLEM WAS PREVIOUSLY REPORTED IN AN SDR. A MANDATORY SB WAS ISSUED FROM THE MANUFACTURER (MSBZ242L/42A) AND THE FITTINGS WERE REPAIRED AND TESTED IAW THE SB. THIS FITTING WILL BE REPAIRED IAW THE SB AND THEN TESTED IAW THE SB. IF THIS FITTING HAD SEPARATED THE RESULT WOULD HAVE BEEN A RESTRICTION IN THE OIL SYSTEM WITH LOW OIL PRESSURE IN THE ENGINE.

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<a href="#">CA040406005</a>	ZLIN	LYC	BAFFLE	BROKEN
4/5/2004	Z242L	AEIO360A1B6	L24266710000	MUFFLER

(CAN) DUE TO PREVIOUS DISCOVERIES OF BROKEN INTERNAL BAFFLES INSIDE THE NR 1 EXHAUST SILENCER ON OTHER AIRCRAFT IN OUR FLEET, AN INTERNAL INSPECTION HAS BEEN CALLED UP EVERY 100 HOURS TO COINCIDE WITH A 100 HR INSPECTION. THIS PARTICULAR BAFFLE WAS FOUND BROKEN DURING A WALK AROUND BY A STUDENT. IT WAS NOTICED THAT A PIECE OF METAL WAS HANGING OUT THE NR 2 EXHAUST SILENCER EXIT. THERE HAS BEEN OTHER SDR'S SUBMITTED ON THIS SUBJECT.

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**END OF REPORTS**

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