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**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  
325**



**AUGUST  
2005**

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

**AVIATION MAINTENANCE ALERTS**

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The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience, cooperating 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 a Mechanical Reliability Report (MRR), a Malfunction or Defect Report (M or D), or a Service Difficulty Report (SDR). 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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*(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)*

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**AIRPLANES**

**BOEING**

**Boeing; 737-700; Loose Anticollision Light Lens; ATA 3340**

A mechanic found this aircraft's anticollision light lens (glass cover--on the tail cone) to be loose (P/N 30-0909-201). He states, "While cleaning the lens, it appeared to be loose in the housing. A very gentle pull released the lens from its housing. The lens is thick glass that could be a runway hazard if it fell from the aircraft and broke. (*I believe...*) the probable cause is Skydrol, which leaked from the rudder PCU (*power control unit*) and compromised the adhesive features of the sealant attaching the lens to the housing assembly. I recommend inspection of aircraft that have had rudder PCU Skydrol leakage problems. Some type of mechanical attachment of the lens to its housing should be considered."

Part Total Time: 893.6 hours.

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**CESSNA**

**Cessna; C150; Lost Rudder Hinge Bolt; ATA 5543**

A mechanic writes, "The upper rudder pivot bolt backed out of its self-locking nutplate at the upper (*hinge--*) while in flight..." "(*The*) rudder was ripped from the lower bell crank control, and departed the aircraft. The aircraft landed without incident. The rudder was recovered (*found*), and its upper pivot bolt was retained in the rudder cap. The bolt could be inserted in the nutplate with light, finger pressure only, and removed the same way. The nutplate was worn and had lost its locking ability. At installation of a factory new rudder assembly, a drilled AN bolt was used to include a cotter key below the nutplate." Provided part numbers are: rudder 0431001-29; nutplate NAS 682A3. (*See last April's Alerts for a similar event.*)

Part Total Time: Unknown.

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**Cessna; 421B; Cracked Wing Tip-Tank Bulkhead; ATA 2810**

An annual inspection found the aft bulkhead (P/N 0823400-63) of the left wing's tip-tank assembly (P/N 5092300-17) horizontally cracked through -- as measured from the approximate center of the inboard lightening hole to the bulkhead inboard edge. The technician describes this area as "...adjacent to the aft attach point for the tip-tank assembly. The aircraft history of this area is unknown -- it may possibly have been caused by previous ground mishandling or a 'hangar rash' type incident." (*SDRS data includes two additional, almost identical reports of cracks in the same part.*)

Part Total Time: 6, 881.4 hours.

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**Cessna; 441; Frayed Elevator Cable; ATA 2720**

A mechanic for this air operator describes finding this aircraft's R/H aft elevator cable (P/N 5815103-6CR) significantly frayed "...through 4 of the 7 strands -- failure was imminent. This cable showed no signs of wear on the previous inspection (*500 hours earlier*) and it only takes a 20 degree bend at this pulley. It should probably be inspected every 300 hours instead of the factory inspection schedule of 600 hours. (*Fuselage station number is 290. An attached note from the Flight Standards District Office in Wichita, Kansas, further describes the submitter's speculation: "...the corrosion resistant stainless steel cables seem to be more brittle than the standard steel cables.*")

Part Total Time: 4,000.0 hours.

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**PIPER****Piper; PA 28-161; Broken Nose Wheel Flange; ATA 3246**

The submitting mechanic states, "The nose wheel flange broke off during taxi. Close inspection shows the crack might have started from corrosion under the flange, which is the thinnest part of the wheel assembly. (*I*) recommend inspection on high time wheels -- especially on aircraft that do not fly frequently." (*The Cleveland nose wheel is indicated to have a part number as 551-792.*)

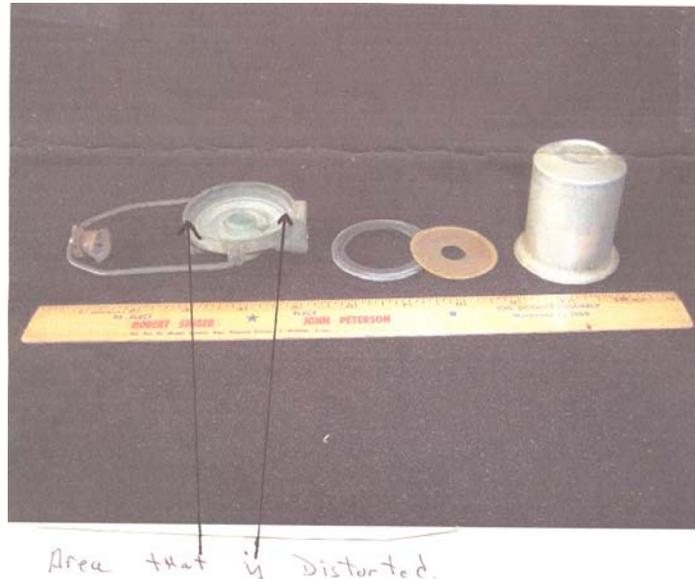
Part Total Time: 7,639.8 hours.

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**Piper; PA 28-180; Bent Fuel Gascolator Cover; ATA 2821**

This technician has observed bending deformation in the fuel filter's bowl cover (P/N 14428-00) as result of the wire assembly bail (P/N 494-644) being tightened. "Over the years, the force of the bail actually bends the frame (*to the point*) the gasket will no longer seal, and fuel will seep by the gasket when the bowl is rocked forward and aft -- 90 degrees to the location of the bail assembly. The only option to remedy the situation is to replace (*the gascolator*) with factory new or an STC replacement."

Part Total Time: 2,895.0 hours.




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#### **Piper; PA 28R-200; Cracked Elevator Tab Skins; ATA 5523**

A pilot describes this aircraft as wanting to climb, even with full nose-down trim. The subsequent inspection found the stabilator tab horn had begun to tear away from the tab skins. "This decreased overall tab effectiveness," states the mechanic. "The stabilator trim tab skin and ribs were cracked at the inboard jack screw control horn attach point. Part numbers involved are as follows: tab skins P/N 63586-00, 63586-01; new style replacement 63586-800. The tab inboard rib P/N 63587-00 and 63587-01; new style replacements 63587-002 and 63587-003. The Knots 2U stab/tab gap seal kit is installed on this aircraft. This kit may have caused excessive pressure on the tabs and caused cracks to form at each attach point."

Part Total Time: 4,853.0 hours.

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#### **Piper; PA 32R-300; Cracked Main Landing Gear Wheel; ATA 3246**

This aircraft's owner reports his plane is hard to tow. The inspecting mechanic finds the left main landing gear wheel binding (assembly 40-120C). "(I) removed the left MLG wheel and found the inner wheel half flange with an approximate 5 inch crack. The flange had separated enough to bind on the brake assembly backing plate." This wheel assembly was replaced with new parts. No defects were found in the right wheel after a similar inspection. The aircraft was returned to service. *(The P/N given for the Parker-Hannifin wheel half is 161-06102.)*

Part Total Time: Unknown.

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### **RAYTHEON (BEECH)**

#### **Raytheon (Beech); Model-90(s); Improper Use of Fuel Cross-Feed System; ATA 2820**

*(The following admonition is published as received from the Aircraft Certification Office in Wichita, Kansas: see last paragraph for contact details.)*

“This *Alert* addresses at least one occurrence of improper use of the fuel cross-feed systems in the Raytheon Beech Model 90 King Air aircraft: catastrophic consequences can result. The following represents a paraphrased scenario of the occurrence.

An in-flight pilot ran the main fuel tank dry for number two engine: it quickly began to spool down. Instead of following proper emergency procedures (as engine failure, air start, etc.), the *Fuel Cross-Feed, Single Engine Operation* check list was improperly employed and most critically applied by following a sequenced step stating, “Boost Pump (*operative engine tank*) -- OFF.” As directed, number one engine began to die.

The fuel cross-feed *checklist* was designed to be used *only* for balancing fuel after extended single engine operation, not after losing an engine to fuel starvation. The fuel cross-feed *system* gives access to opposite tanks--which will be empty if the opposite engine died of fuel starvation. Before all cross-feed operations, the fuel quantity should be checked in the appropriate tanks for adequate fuel supply. It is not advisable to cross-feed all of the fuel from the side of an inoperative engine as this may cause an interruption of fuel flow to the operating engine. Instead, discontinue the cross-feed and allow the operating engine to naturally rebalance the fuel.

Raytheon will be publishing a revision to the Pilot’s Operating Handbook and Airplane Flight Manual(s) addressing procedural changes and proper use of the cross-feed system. Owners and operators are encouraged to revise their manuals at the earliest opportunity.”

*(Further inquiry may be directed to: FAA, Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209 (316) 946-4100.)*

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### **Raytheon; BAE 125; Improper Sealing of Main Gear Side Stays; ATA 3230**

*(The following alert is published as received from the Aircraft Certification Office in Wichita, Kansas. Contact information is found at the end of this article.)*

“During normal maintenance on a Raytheon BAE 125 Hawker airplane, it was noted through visual inspection the Thiokol sealant appeared to be missing from the main landing gear side stays (P/N 25-8UN3-210 & ...-211). These are the down locking arm assemblies for the main landing gear. Disassembly of the side stay assemblies revealed Thiokol sealant appeared to have been applied to the face of the bearing during assembly. This caused sealant buildup between the side stay and the bearing race, resulting in plugging of the grease ports that supply lubrication to the bearings. Further investigation has revealed this problem to exist on both production airplanes and their spare parts. The root cause has been traced back to misinterpretation of the sealing notes on the engineering drawings.

RAC (*Raytheon Aircraft Company*) Engineering has released Safety Communiqué SC257, May 17,2005 to inspect airplanes for this defect, and to rework those assemblies if the above described conditions are found to exist. The Communiqué outlines a simple check that can be performed during landing gear lubrication to confirm the locking arm assemblies are being properly greased. During lubrication, verify that grease is extruded a minimum of 25% around the bearing circumference and from multiple locations. Failure to meet the tests as outlined in the Safety Communiqué indicates the side stay should be removed, the grease gallery checked, and any blockage corrected.”

*(Further inquiry may be directed to: FAA, Aircraft Certification Office (ACE-116W), Chris B. Morgan, Aerospace Engineer, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209 (316) 946-4154.)*

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## SOCATA

### **Socata; TBM 700; Failed Flap Attach Structure; ATA 5744**

A mechanic had the opportunity to inspect ten flap assemblies on five different Socata TMB aircraft over a period of 8 months. Eight of these ten assemblies had one or more structural attachment failures. "The bonded inserts which provide the attach points for the metal carriage assembly (P/N T700A575509800) to the honeycomb flap end-rib have failed. Inspection of the inserts reveals the seal between the bonded insert and the honeycomb structure had become compromised. Water is introduced into the honeycomb end-rib and the honeycomb structure fails." "Any flap found to have movement between the flap carriage and the flap end-rib was removed from the (*respective*) aircraft (*for inspection*)." This mechanic recommends immediate inspection for mechanical integrity of the inboard and outboard flap attach points. Any noted movement between the carriage assembly and the flap end-ribs would warrant removal and further inspection. He concludes, "The manufacturer has been contacted in regard to this situation. They feel this is an isolated instance and no action may be taken on their part." (*Flap total times and cycles for these defective attachments ranged from 1,607.2 hours with 2,323 cycles, to 4,562.1 hours with 6,608 cycles.*)

Part Total Time: (See above.)

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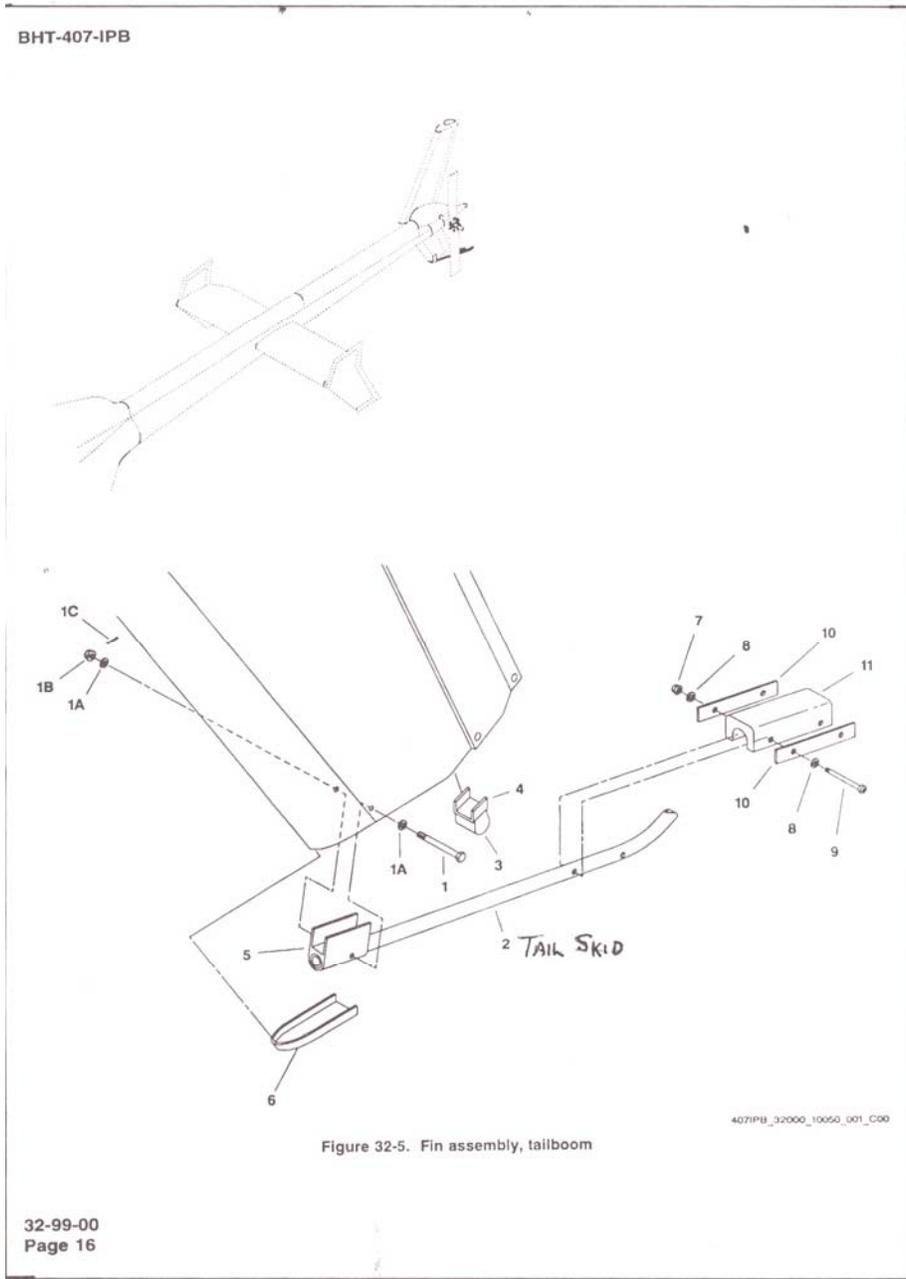
## HELICOPTERS

### BELL

#### **Bell; 407; Cracked Tail Skid; ATA 3270**

A pilot found the tail skid (P/N 206-020-110-103) to be loose during a preflight inspection. "Upon closer examination, the tail skid pulled out from the fin assembly. The tail skid had cracked completely around and through at the attachment bolt hole. By the appearance of the broken ends of the tube, this crack propagation was slow." (*He notes one occurrence of a hard landing 4 years and over 2,700 hours prior to this defect. The SDR database records another three occurrences of cracked tail skids at this same location.*)

Part Total Time: 4,517.5 hours.



## ACCESSORIES

### ELECTROSYSTEMS

#### Electrosystems; Alternator; Dragging Rotor; ATA 2434

A technician at a repair station writes, "This alternator was defective as received from ElectroSystems -- the rotor rubbing on the stator windings. This condition could easily be felt when turning the alternator drive shaft by

hand.” (P/Ns provided are as follows: alternator 4111810, rotor ES4307, and stator ES4320. Time since overhaul is 0.0 hours. The SDR database reflects five prematurely failed units, three of which specifically state Electrosystems. See the next Alert for a related defect.)

Part Total Time: 0 hours.

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### **Electrosystems; Alternator; Enlarged Diode Bores; ATA 2434**

The above repair station’s technician submitted a second alternator report. The writer states, “In preparing (*this*) alternator (P/N ALX9524R) for installation, close inspection revealed that light pressure on the negative diode caused the diode to become unseated from the bore in the housing. Inspection of the bore showed that it was oversized and had been painted during overhaul by Electrosystems. The diode bore dimension of (.499 inches +/- .001 inch is critical to reliable operation of the alternator. (The diodes rely on a press fit to maintain adequate heat dissipation and current flow and should not be installed in a bore that has paint or any other electrically resistive material in it.) This failure is exactly the same as the unit that was being replaced, and we have seen numerous other instances of ‘loose diodes’ in Electrosystems overhauled Prestolite alternators. This unit will be returned to the factory for warranty replacement or refund.” (*The diode’s bore is housed in the “end frame,” P/N ALK1242AAS-2.*)

Part Total Time: Unknown.

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## **LASERDYNE DISPLAYS**

### **Laserdyne Displays; RMU6, 8, 10, 12; Glass Face Rupture; ATA 3160**

(The following Special Airworthiness Information Bulletin is reprinted here, as received, from the Rotorcraft Directorate in Fort Worth, Texas. See below for contact information.)

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## **SPECIAL AIRWORTHINESS INFORMATION BULLETIN**



**Aircraft Certification Service  
Washington, DC**

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**SW-05-65**  
June 28, 2005

<http://www.faa.gov/aircraft/safety/alerts/>

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**This is information only. Recommendations aren’t mandatory.**

### **Introduction**

This Special Airworthiness Information Bulletin alerts you, aircraft owners and operators, that there have been two incidents involving Laserdyne Black Opal Flat Panel Display RMUIOH video monitors, *one on June 7, 2005, and a second on June 24, 2005.* The glass face on the flat panel display ruptured under pressure and blew glass

into the cockpit. We have no reports of injuries although the crew was hit by flying glass from the failed display. Although these failures occurred on helicopters, these units may also be installed on fixed wing aircraft. This may affect other Laserdyne Black Opal models to include: Any model RMU6, RMU8, RMUIO or RMUI2, with any suffix (suffixes include but are not restricted to, AH, AS, H, HX, S), that may be used in airborne applications.

### **Background**

The video display is used for a comprehensive wide range of video processing and image enhancement functions. The failed video monitors were installed under FAA field approval procedures; however, other units may have entered service by other approved means.

On the flights where the units failed, the helicopters had reached a cruising altitude of approximately 6,500 feet and had been at that altitude for approximately 15 minutes. Without warning, the glass on the front of the units ruptured, ejecting glass fragments into the cabin. The RMUIOH continued to operate normally, with video images on the screens.

Laserdyne determined that both of the failed displays might have had defective glass fronts, which couldn't be detected in the Laserdyne testing processes. Both displays were manufactured at the same time, indicating that Laserdyne may have received a faulty batch of glass from the supplier.

Laserdyne issued a Product Notice, June 26, 2005, (attached) that provides an interim measure to prevent the possibility of glass failure. Laserdyne has changed their testing procedures and is going to modify all existing and future displays.

### **Recommendations**

Before further flight, as an interim corrective measure on Laserdyne Black Opal units used to display non-essential information, we highly recommend you comply with the attached Laserdyne Product Notice that requires removing one purge screw and o-ring from all displays. This will allow the displays to operate normally. The purge screw is usually located on the underside of the unit and is painted RED.

The manufacturer has cautioned that some fogging of the glass may occur at cold temperatures when you remove the screw. If the unit is used to display essential information, we recommend you contact your local Flight Standards District Office (FSDO) for additional information.

### **For Further Information Contact**

Mathew Rigsby, Safety Management Group ASW-112, FAA Rotorcraft Directorate, Fort Worth, TX 76193-0110; phone: (817) 222-5125; fax: (817) 222-5961; email: matthew.rigsby@faa.gov.

## **PRODUCT NOTICE**

for

### **Black Opal Flat Panel Display Systems**

**26 JUNE, 2005**

**ATTENTION ALL USERS IN AIRBORNE APPLICATIONS: IMMEDIATE ACTION REQUIRED.**

#### **Purpose of Notice**

Elimination of potential glass window failure in Black Opal flat panel displays systems.

### Eligible Models

Any model RMU6, RMU8, RMU10 or RMU12, with any suffix there to (suffixes include but are not restricted to, AH, AS, H, HX, S), that may be used in airborne applications.

### Background

There is a possibility that glass windows in these models may fail under conditions of lowered ambient pressure (i.e. at altitude).

The statistics to date indicate a very low probability of occurrence (2 units out of 380 have failed over an 8 year period), however the aim of this notice is to eliminate further occurrences.

### \*\*\*IMMEDIATE ACTION\*\*\*

**For all of the eligible models listed in this notice that may be used in airborne applications: Remove one of the purge screws from the unit. These are painted red, and are usually located on the underside of the unit. The removed screw and its o-ring may be discarded.**

**This is an interim measure which removes the possibility of glass failure. IT SHOULD BE REGARDED AS A MANDATORY ACTION.**

Note: a possible adverse effect of this action is fogging of the internal surface of the window when cold.

### Further Action

Contact your local service agent regarding this notice, to schedule for a minor modification to eligible units. This may be done at a time that suits your own maintenance schedule **PROVIDED THAT** the Immediate Action described in this notice has been taken.

This modification shall restore the sealing of the unit, and shall include purge and backfill operations.

### More Information

If more detail is required, please contact your local service centre, or Laserdyne Pty Ltd: 'ph: +61 3 9390 6830 or +61 413 377 125

email: laser\_vic@laserdyne.com.au

This notice is provided as information to maintain and improve product reliability, and does not constitute an admission by Laserdyne Pty Ltd of any liability with respect to product performance or fitness for purpose.

## PARKER BRAKE DISKS

### Parker Brake Disks; Cracked Brake Disks; ATA 3242

A mechanic for an air operator noticed a trend for Parker brake disks (P/N 164-00806) to crack on their Cessna 310R. "The cracks begin where 'Parker' is stamped on the brake disk. We have found three cracks where the letter 'P' is stamped and one crack where the letter 'r' is stamped. Probable cause is the stamping location sets

up a stress point. *(I) recommend different stamping locations to prevent reoccurrence.*” *(No time data was provided with this report.)*

Part Total Time: Unknown.

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## **SUPERIOR AIR PARTS**

### **Superior Air Parts; Broken Piston Oil Ring; ATA 8530**

*(This Alert -- and the following two Alerts -- are all related to the same engine: Lycoming O 320-D3G, aircraft: Piper PA 28-151, pilot and submitter.)*

[Submission date: October 31, 2004] A pilot describes the mechanical results from having flown his aircraft on a night IFR flight from Orlando’s Kissimmee Gateway (ISM) to Miami’s Kendall-Tamiami (TMB) airports, in Florida. “I departed with 7.5 quarts of oil in the engine. When I arrived at my destination 1.4 hours later -- and performed a post flight inspection -- I found that the crankcase was down 4 quarts of oil, and there was no sign of an oil leak. Upon inspection I found the number 3 cylinder to be heavily contaminated with oil. The cylinder was removed, and *(we)* found the oil control ring *(P/N SL 3601-SC)* broken. The cylinder was inspected, new rings installed, and the aircraft returned to service. This should not happen on brand new cylinders with 200 hours.” *(The cylinders were also Superior Air, but the part numbers were not provided. Piston ring manufacturing date is noted: October 1, 2002.)*

Part Total Time: 200 hours.

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### **Superior Air Parts; Broken Piston Oil Ring; ATA 8530**

*(The previous Alert continues here, approximately 2 months later. The aircraft, engine, pilot, and submitter remain the same.)*

[Submission date: December 26, 2004] “*(I was...)* on a cross-country flight from Kendall-Tamiami (TMB), Florida to Frederick Municipal (FDK), Maryland. I was heading to my second fuel stop at Kirk Air Base (T37) in Lancaster, South Carolina when I heard a slight RPM change in the engine that was intermittent. Upon landing I performed a magneto check--one was a little rough, so I had the plugs pulled, and we found the plug on the number 4 cylinder was fouled with traces of oil and lead. The plugs were cleaned and reinstalled. To be on the safe side -- just in case I had a second oil ring failure -- I changed my flight from Frederick Municipal to Raleigh-Durham International (RDU), North Carolina. Upon landing at RDU *(I found the engine...)* had consumed over three quarts of oil. I had the cylinder pulled by Piedmont Hawthorn maintenance, and they found the oil control ring broken. This was the second ring to fail in less than 220 hours of time in service. It has the same manufacturing date as the previous ring *(and part number: October 1, 2002; P/N SL 3601-SC)*. I believe that this is a bad batch of rings and I was lucky I caught the problem before I had an engine failure.”

Part Total Time: 220 hours.

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### **Superior Air Parts; Broken Piston Oil Ring; ATA 8530**

*(The previous two Alerts continue and finish, here. The aircraft, engine, pilot, and submitter remain the same.)*

[Submission date: February 14, 2005] “Out of concern from having two previous oil ring failures that could have brought me down, I pulled cylinders 1 and 2 to replace the rings *(having)* the same production date as the ones that failed.” He does state Superior provided new rings. *(This pilot described other diagnostic efforts, including*

*gap measures and hardness testing, not reported here. The SDR database records 15 reports specifically relating to piston rings -- but not of any particular manufacturer.)*

Part Total Time: 220.0 hours.

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### **SWITLIK LIFE RAFT**

#### **Switlik Life Raft; RA46102-20; Illegal Cylinder Charge; ATA 2564**

A repair station's technician discovered an illegally charged inflation bottle (P/N S-801-2) on a life raft during a receiving inspection. This pressure cylinder was a DOT rated 3HT3000, originally manufactured in October 1973. It "...had passed its 24 year service life on October 1997, and was hydrostatically retested on December 1998 and December 2002 by registration number PMMC as shown (stamped) on the crown of the cylinder. Once a DOT 3HT3000 rated cylinder reaches its 24th year of service life it cannot be hydrostatically retested and must be removed from service. The company that serviced the life raft last, failed to comply with the FARs (CFRs) and DOT regulations for servicing the cylinder." *(One route to the applicable 49 CFR 173.34 regulations can be found through: <http://hazmat.dot.gov/exempapp/approvals/regs/173.34.htm>. The life raft manufacturer's complete name is Switlik Parachute Company: <http://www.switlik.com/>.)*

Part Total Time: *(Approximately 32 years!)*

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

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

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

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

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

The SDRS database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the 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: Daniel Roller (405) 954-3646

FAX: (405) 954-4570 or (405) 954-4655

E-mail address: [Daniel.Roller@faa.gov](mailto:Daniel.Roller@faa.gov)

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

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

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## AVIATION SERVICE DIFFICULTY REPORTS

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

# Federal Aviation Administration

## Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
<a href="#">2005FA0000936</a>			HONEYWELL	CONTROL PANEL	MISWIRED
6/16/2005				4020570901	AUTOPILOT
MODE CNTRL PNL WAS SENT FROM MFG AS REPLACEMENT FOR FAILED UNIT. NAV/HSI FUNCTION WHICH ALLOWS SELECTION SOURCE SIDE THAT AUTOPILOT IS GOING TO USE IS REVERSED. WHEN SELECT SIDE ONE AND (1) ON PANEL IS ILLUMINATED AUTOPILOT IS ACTUALLY USING SIDE (2) HSI OR SOURCE. WHEN SELECT SIDE (2) AND (2) IS ILLUMINATED ON PNL, USING SIDE (1) HSI OR SOURCE. PROBLEM WAS DISCOVERED DURING FUNCTIONAL TEST OF PNL AFTER INSTALLATION. SWITCH WAS WIRED IMPROPERLY DURING OH, MALFUNCTION WAS NOT CAUGHT DURING FINAL TESTING. DURING FINAL CKOUT, THIS FUNCTION SHOULD BE VERIFIED, IF BUGS, POINTERS AND ETC. ARE NOT SET IDENTICAL ON BOTH SIDES, AUTOPILOT IS GOING TO BE USING OFFSIDE DATA, AC WILL NOT RESPOND AS COMMANDED. (K)					
<a href="#">CA050531006</a>				TIRE	CUT
5/31/2005				256K433	MLG
(CAN) WHILE OVERHAULING A MAIN WHEEL ASSEMBLY, A DEFECT WAS FOUND IN THE NEW TIRE DURING INSTALLATION. A 1 INCH CRACK AT .2500 DEEP IN SIDE WALL WAS FOUND IN THE NEW TIRE RECEIVED FROM STORES. THE TIRE WAS TAGGED UNSERVICEABLE AND WILL BE RETURNED TO THE VENDOR FOR CREDIT CONSIDERATION.					
<a href="#">2005FA0001048</a>				SOCKET	MISMANUFACTURED
7/15/2005				NLI707924	BEACON
DEFECT IS CAUSED BY IMPROPER CLOCKING OF BASE ON BULB GLASS DURING MANUFACTURE. IMPROPERLY MOUNTED BASE CAUSES INABILITY TO ACQUIRE THE CORRET FLASH RATE IN SIDE VIEW OF LAMP ASSY. (K)					
<a href="#">2005FA0001066</a>				PRESSURE SWITCH	FAILED
7/28/2005				94E42	HEATER
DURING COMBUSTION HEATER PRESSURE DECAY TEST IAW AD2004-21-05, WE STILL TEST THE COMBUSTION AIR PRESSURE SWITCH WITH P/N 94E42, AND FOUND THAT MOST OF THE TIMES THE SWITCH FAILED OR NEEDED ADJUSTMENT					
<a href="#">2005FA0001067</a>				PRESSURE SWITCH	FAILED
7/28/2005				94E42	HEATER
DURING COMBUSTION HEATER PRESSURE DECAY TEST IAW AD2004-21-05, WE STILL TEST THE COMBUSTION AIR PRESSURE SWITCH WITH P/N 94E42, AND FOUND THAT MOST OF THE TIMES THE SWITCH FAILED OR NEEDED ADJUSTMENT.					
<a href="#">2005FA0001068</a>				PRESSURE SWITCH	FAILED
7/28/2005				94E42	HEATER
DURING COMBUSTION HEATER PRESSURE DECAY TEST I.A.W. AD2004-21-05, WE STILL TEST THE COMBUSTION AIR PRESSURE SWITCH WITH P/N 94E42, AND FOUND THAT MOST OF THE TIMES THE SWITCH FAILED OR NEEDED					

## ADJUSTMENT.

<a href="#">2005FA0001072</a>			SLIDE	LEAKING
6/8/2005			101630305	LT OVERWING
(SHOP) IN THE SHOP, UPON RECEIPT FROM THE VENDOR, A LT OVERWING SLIDE FOR A 767 AIRCRAFT WAS GIVEN A RETENTION TEST. THE TEST FAILED. THE SLIDE WAS REPACKED AND RETURNED TO SERVICE. (K)				
<a href="#">2005FA0000970</a>		CONT	CYLINDER HEAD	SEPARATED
7/1/2005		IO550F	SA55000A1	ENGINE
HEAD SEPARATED FROM CYLINDER IN FLIGHT. NO INJURIES. NO INCIDENT. (K)				
<a href="#">CA050609013</a>		PWA	ENGINE	FAILED
5/27/2005		PW127		
(CAN) OPERATORS REPORT OF FOD TO LP IMPELLER. INSPECTION REVEALED THAT REMAINING COMPONENTS IN COLD AND HOT SECTION SUFFERED MINIMAL DAMAGE WITH EXCEPTION OF ONE LP TURBINE BLADE. MOST FOREIGN MATERIAL HAD HIT LP IMPELLER EXITED BACK OUT THROUGH INTAKE. A MINIMAL AMOUNT MADE IT PAST LP IMPELLER RESULTING IN MINOR DAMAGE TO HP IMPELLER, DIFFUSER ENTRY AREAS IN ICC AND GGC. DISASSEMBLY OF ENGINE REVEALED OTHER HEAVY DAMAGE. TM HAD HEAVY METAL CONTAMINATION OF OIL SYSTEM DUE TO AN UPPER TOWER SHAFT BEARING FAILURE. IT IS OBVIOUS THAT FOD INCIDENT OCCURRED FIRST DUE TO FACT THAT ENGINE WOULD NOT BE ABLE TO RUN AFTER BEARING FAILURE. HEAVY SURFACE CORROSION WAS ALSO NOTED IN COLD SECTION OF TURBOMACHINE.				
<a href="#">2005FA0000934</a>		PWA	CRANKSHAFT	CRACKED
6/21/2005		R1340AN1	12611	ENGINE
THE CRANK PIN OF THE REAR HALF CRACKED FROM THE CRANK PIN RADIUS THRU TO THE REAR MAIN BEARING RADIUS. AFTER CLEANING AND CLOSE EXAMINATION, IT IS OUR OPINION THAT THE CRACK ORIGINATED AT THE CRANK PIN RADIUS. MACHINE MARKS ON THE REMAINING PORTION OF THE RADIUS INDICATE A PREVIOUS REWORK OF THIS AREA. (K)				
<a href="#">CA050621004</a>	AEROSP	PWA	ENGINE	FAILED
5/24/2005	ATR42*	PW121		
(CAN) BEFORE ACHIEVING TAKE-OFF POWER, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY A LOW OIL PRESSURE WARNING ANNUNCIATION. THE CREW ABORTED TAKE-OFF AND SHUT THE ENGINE DOWN. SUBSEQUENT INSPECTION REVEALED SEIZURE OF THE LOW PRESSURE ROTOR. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL ADVISE OF ROOT CAUSE, ONCE ESTABLISHED.				
<a href="#">CA050621009</a>	AEROSP	PWA	ENGINE	FAILED
6/13/2005	ATR42320	PW121		
(CAN) DURING CLIMB THE ENGINE EXPERIENCED AN UNCOMMANDED REDUCTION IN TORQUE, ACCOMPANIED BY A SLIGHT BURNING ODOR. SUBSEQUENTLY, ENGINE OIL PRESSURE REDUCED AND A FIRE WARNING ANNUNCIATED. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT-OF-DEPARTURE. MFG WILL INVESTIGATE THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.				
<a href="#">CA050614004</a>	AEROSP		SUPPORT	MISINSTALLED
6/9/2005	ATR72212		S2551032900000	REAR CARGO
(CAN) RUDDER CONTROL CABLE WAS RIDING ON CROSSMEMBER AND SEVERED CROSSMEMBER COMPLETELY IN HALF. IMPROPER INSTALLATION OF CROSSMEMBER POSITIONED WITH CABLE ABOVE MEMBER. CABLE SHOULD PASS BELOW MEMBER.				
<a href="#">CA050610001</a>	AIRBUS	GE	OVEN	SPARKS
6/2/2005	A310300	CF680C2A5	67254M	GALLEY
(CAN) CABIN CREW NOTICED SPARKS COMING FROM RT OVEN. OVEN WAS DEACTIVATED AND REPLACED AT THE NEXT MAINTENANCE STATION. OVEN ROUTED TO REPAIR SHOP FOR INVESTIGATION.				

[CA050614001](#) AIRBUS CFMINT COFFEEMAKER SHORTED  
6/14/2005 A320211 CFM565A1 4110001137 AFT GALLEY  
MID COFFEEMAKER IN AFT GALLEY U/S A SPARK CAME FROM IT AND IT WAS TURNED OFF BY F/A GALLEY POWER OFF. ACTION: C/M REPLACED. POS 505 AND 506 BREW CYCLE OPS CHECKED (SERV).

[CA050616001](#) AIRBUS CFMINT UPLOCK BROKEN  
6/16/2005 A320211 CFM565A1 D3221402200060 NLG DOOR  
WHEN GEAR WAS RETRACTED IMMEDIATELY AFTER T/O, HEARD A LOUD BANG AND GEAR DID NOT RETRACT. ECAM DIRECTED TO CYCLE GEAR. WHEN GEAR LOWERED HAD A GEAR DOORS NOT CLSD ECAM FLT DX AND MOC ADVISED A RETURN TO AIRPORT. TRANSCRIBED FROM L1470135. NLG DOOR UPLOCK ASSY REPLACED IAW MM 32-31-14. DOOR OPERATION CHECKS SERVICEABLE. REQS 2 BOLTS CHGD IAW P/P NR A320-32-20089.

[CA050629001](#) AIRBUS RROYCE O-RING DEFORMED  
6/20/2005 A330243 RB211TRENT77 NAS1602916 GREEN HYD SYS  
THREE HOURS INTO FLIGHT, AIRCRAFT EXPERIENCED LOSS OF GREEN SYSTEM HYDRAULIC FLUID. GREEN SYSTEM ENGINE DRIVEN PUMPS SELECTED OFF FOR THE REMAINDER OF FLIGHT. LANDING GEAR GRAVITY EXTENSION CARRIED OUT AND AIRCRAFT LANDED WITHOUT INCIDENT. LEAK IDENTIFIED AS O-RING BETWEEN HYDRAULIC RESTRICTOR AND CHECK VALVE OF GREEN SYSTEM PRESSURE IN NR 2 ENGINE PYLON AREA. O-RING REPLACED AND SYSTEM TESTS SERVICEABLE.

[CA050621006](#) AIRTRC PWA ENGINE FAILED  
2/7/2005 AT502B PT6A34AG  
DURING FLIGHT, ENGINE OIL PRESSURE AND TURBINE TEMPERATURES WERE REPORTED TO RISE, FOLLOWED BY AN OIL PRESSURE REDUCTION AND FLAMES EMANATING FROM THE EXHAUST. THE PILOT SHUT THE ENGINE DOWN IN FLIGHT AND COMPLETED A DEAD-STICK LANDING. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

[CA050516010](#) AIRTRC FITTING MISMANUFACTURED  
5/13/2005 AT802A 10001212S FIREWALL  
(CAN) DURING INSPECTION, A FUEL LEAK WAS DISCOVERED AT THE FWD ENGINE FIREWALL FITTING DURING A LEAK/PRESSURE CHECK. UPON INVESTIGATION IT WAS DISCOVERED THAT THE FIREWALL FITTING HAD A FACTORY MANUFACTURING DEFECT (SCORE MARK) THAT EXTENDED FROM THE HEX NUT PORTION OF THE FITTING THROUGH THE FWD CONE SEALING SURFACE. THE FITTING WAS REPLACED AND THE SYSTEM WAS LEAK AND PRESSURE CHECKED SERVICEABLE.

[CA050513005](#) AIRTRC FRAME CRACKED  
5/11/2005 AT802A 110061 FUSELAGE  
(CAN) DURING INSPECTION FUSELAGE LOWER LOGITUDINAL TUBE FRAME LT, A CRACK WAS FOUND. CRACK ESTIMATED TO BE APPROXIMATELY 1/4 TO 1/2 INCHES LENGTH. CRACK EMANATED FROM THE LT AFT FLOAT MOUNT PLATES THAT ARE ATTACHED TO THE FRAMES. PLATES ARE WELDED TO TUBES AS WELL AS REAR SPAR CROSS TUBE ASSY. THE AIRCRAFT WILL BE DISMANTLED ADEQUATELY TO FURTHER EVALUATE THE DAMAGE AND COMPLETE THE REQUIRED REPAIRS AS DETERMINED BY THE OEM. FURTHER INFORMATION WILL BE FORWARDED AS IT BECOMES AVAILABLE. THE OTHER FLOAT EQUIPPED AIRCRAFT IN THE FLEET WERE INSPECTED WITH NO DAMAGE NOTED.

[CA050614008](#) AIRTRC PWA TORQUE TUBE CRACKED  
5/18/2005 AT802A PT6A65AG 304201 RUDDER  
(CAN) DURING ANNUAL INSPECTION, RUDDER TUBE ASSY WAS FOUND TO BE UNAIRWORTHY DUE TO CRACKS.

[CA050603005](#) AMD GARRTT VALVE UNSERVICEABLE  
5/25/2005 FALCON10 TFE7312 95427322 ANTI-SKID SYSTEM  
(CAN) ON INSPECTION, LT ANTI-SKID VALVE FOUND UNSERVICEABLE. LT ANTI-SKID VALVE REPLACED.

[CA050603004](#) AMD GARRTT SERVO VALVE LEAKING

5/29/2005	FALCON10	TFE73121C	28784101	NLG STEERING
(CAN) HYDRAULIC LEAK AT NOSE GEAR. HYDRAULIC SERVO VALVE FOUND LEAKING. VALVE REPLACED.				
<a href="#">CA050608010</a>	AMD	GARRTT	SEPARATOR	MAKING METAL
3/25/2005	FALCON10	TFE73121C	30756691	AIR/OIL
(CAN) DURING OIL CHANGE, METAL FOUND IN OIL AND FILTER. SOURCE OF METAL FOUND TO BE AIR/OIL SEPARATOR ALUMINUM LIGAMENTS. PART CHANGED AS PER SB TFE731-72-3696 TO NEWPART NUMBER 3075781-1.				
<a href="#">CA050615004</a>	AMD	GARRTT	BOLT	MISINSTALLED
6/14/2005	FALCON900	TFE7315BR	33412TX080041XA	AILERON
(CAN) WHEN REINSTALLING THE LT AILERON AFTER MAINTENANCE, THE ENGINEER NOTICED THAT THE AILERON BOLTS WERE INSTALLED INCORRECTLY AT BEARING NR 1 AND NR 3 ATTACH POINTS. THE RT AILERON BOLTS WERE ALSO CHECKED AND FOUND TO BE INSTALLED INCORRECTLY. BOLTS WERE THEN REMOVED, INSPECTED AND REINSTALLED IAW MM 57-511 REF. FIGURE 1C DETAIL A. NOTE: BOLTS WERE FOUND OPPOSITE OF DETAIL A.				
<a href="#">2005FA0001047</a>	AMTR	ROTAX	SHUTTLE VALVE	LOCKED
7/7/2005	KITFOX	ROTAX*		MASTER CYLINDER
FULL STOP LANDING, BRAKES LOCKED UP AND AIRCRAFT NOSED OVER, DAMAGING THE PROPELLER AND LOWER ENGINE COWLING. MFG HAS ISSUED SL NR 23 RE: SIMILAR OR SAME PROBLEM. SOLUTION: RESTRICT BRAKE USE TO PILOT OR CO-PILOT ONLY OR REMOVE THE CO-PILOT PORTION OF THE SYSTEM URL. (NM07200506922) (K)				
<a href="#">2005FA0001041</a>	AMTR	LYC	STUD	BROKEN
7/1/2005	SKYBOLT	IO540C4B5	3813	NR 3 CYLINDER
AC WAS ENROUTE WHEN PILOT HEAR (PUFF) NOISE AND SAW OIL BEGINNING TO COME FROM ENGINE COMPARTMENT. HE THROTTLED BACK AND DID A PRECAUTIONARY LANDING AT THE NEAREST AIRPORT. THROTTLED BACK AND DID A PRECAUTIONARY LANDING. UPON INSPECTION IT WAS FOUND THAT 4 OF 8, NR 3 CYL BASE NUT STUDS (2 EA PN 3813, 2 EA PN 5015) HAD BROKEN OFF ABOUT EVEN WITH HEIGHT OF CYLINDER BASE FLANGE. APPROX 90 PERCENT OF REMAINING CYL BASE NUTS ON ENTIRE ENG WERE FINGER LOOSE. CASE AND CYLINDER WERE NDT AND NO CRACKS WERE FOUND. NEW STUDS AND NUTS WERE INSTALLED AT FAILED LOCATION, ALL CYL BASE NUTS WERE TORQUED IAW MM. SUSPECT CYL BASE NUTS WERE NOT PROPERLY TORQUED OR PROPER TORQUING SEQUENCE WAS NOT UTILIZED AT OVERHAUL. (K)				
<a href="#">2005FA0001051</a>	AMTR	LYC	MOUNT	CHAFED
7/19/2005	VANSRV6A	O320D1A	RV6A DINA 1KIT	ENGINE
LOWER RT DIAGONAL ENGINE MOUNT TUBE FOUND CHAFED DO TO EXHAUST PIPE COMING INTO CONTACT WITH THE TUBE, THIS HAPPENED DO TO THE CLOSE PROXIMITY OF THE EXHAUST SYSTEM TO THE MOUNT. CORRECTED BY REPOSITIONING EXHAUST SUPPORT CLAMPS. WHILE REPAIRING THE CHAFED TUBE IT WAS NOTED THAT A SMALL CRACK WAS DEVELOPING IN A TUBE OFF THE END OF A GUSSET ADJACENT TO THE RT LOWER SHOCK MOUNT ATTACH POINT, THIS ALSO NEEDED REPAIR BY A WELDED SLEEVE ON THE TUBE, CAUSE UNKNOWN. (GL13200508990) (K)				
<a href="#">2005FA0001013</a>	AVIAT		PLATE	BROKEN
7/1/2005	PITTSS1S		10425002	AILERON
AT APPROX 200 MPH, LT AILERON SPADE PLATE FRONT ATTACH POINT BROKE, ALLOWING SPADE PLATE TO PIVOT DOWNWARD TO A FULL VERTICAL POSITION WHERE IT STAYED UNTIL LANDING. PHOTO EVIDENCE ATTACHED SHOWS SIGNS OF PREVIOUS CRACKING AS SHOWN BY RUST. QUESTIONS ARISE AT AN ADEQUATE PREFLIGHT CHECK BEFORE FAILURE. INDICATIONS OF AEROBATIC MANEUVERS (SNAP ROLLS) IN EXCESS OF RECOMMENDED LIMITS. A DAILY AND ANNUAL INSPECTION OF THE SPADE ASSEMBLIES WILL BE ADDED TO THE MM. (K)				
<a href="#">2005FA0000939</a>	AYRES	PWA	AYRES	SUPPORT TUBE
7/1/2005	STRT34	PT6A60A		FRACTURED LANDING GEAR

THE RT LANDING GEAR COLLAPSED DURING TAKEOFF FROM A ROUGH DIRT STRIP. A LANDING GEAR SUPPORT TUBE BROKE NEAR ONE ATTACH POINT. CORROSION WAS PRESENT.

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<a href="#">CA050621016</a>	BAG	PWA	ENGINE	SHUTDOWN
6/14/2005	ATP	PW126A	PW126A	

(CAN) THE ENGINE EXPERIENCED AN IN-FLIGHT SHUTDOWN UNDER UNKNOWN CIRCUMSTANCES. MFG WILL MONITOR THE INCIDENT AND ADVISE OF ROOT CAUSE, ONCE DETERMINED.

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<a href="#">2005FA0000935</a>	BALWKS		ENVELOPE	FAILED
6/21/2005	FIREFLY7B		FFAX7B	BALLOON

BALLOON ENVELOPE FAILED FUEL CONSUMTION FLIGHT TEST. (K)

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<a href="#">2005FA0000945</a>	BBAVIA	LYC	CONTROL CABLE	SLIPPED
6/23/2005	7KCAB	IO320E2A	12339	AILERONS

AILERON CABLE SLIPPED OUT OF THE INBOARD NICOPRESS SLEEVE ON THE FORWARD AILERON CABLE IN THE LEFT WING. ALL 4 (LEFT AND RIGHT WING) CABLES WERE PURCHASED NEW FROM AMERICAN CHAMPION AIRCRAFT IN AUG, 2002 AND INSTALLED DURING THE REBUILD OF THE AIRCRAFT. ALL NICOPESS SLEEVES ON ALL 4 CABLES WERE CHECKED AND FOUND TO BE OUTSIDE OF THE GO/NO-GO GAUGE LIMIT.

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<a href="#">CA050530002</a>	BEECH	PWA	SUPPORT	CRACKED
5/27/2005	100BEECH	PT6A28	501202011	MLG DRAG LEG

(CAN) DURING SCHEDULED MAIN LANDING GEAR REPLACEMENT, UPPER DRAG LINK ATTACH FITTING AT MAIN SPAR WAS DISCOVERED CRACKED AT THE RADIUS OF THE ATTACH LUG. REFERENCE BEECH KING AIR 100 IPC CHAPTER 32-10-01 FIGURE 10-01 ITEM 54. THE BEECH 100 IPC DOES NOT LIST THE SPECIFIC BRACKET IN QUESTION. THE PART NUMBER WAS LOCATED THROUGH BEECH TECH SUPPORT. THIS BRACKET IS COMMON TO BEECH 99 AND SUPER KING AIR 200 MODELS.

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<a href="#">CA050510003</a>	BEECH	PWA	MOTOR	OVERHEATED
5/4/2005	100BEECH	PT6A28	995240257	TE FLAPS

(CAN) FLAP MOTOR OVERHEATNG, BURNING ODOR IN CABIN. FLAP MOTOR/GEARBOX ASSY REPLACED WITH OVERHAULED UNIT. VOLTAGE TO MOTOR CHKD & GROUND WIRE CHKD OKAY. CHKD FLAP SYS FOR BINDING, ACTUATORS, CABLES & FLAPS OPERATED WITHOUT BINDING. SYS CHKD FLAP MOTOR/GEARBOX ASSY, NO FAULTS NOTED. RIGGING CHKD OKAY. CONDUCTED A TEST FLT WITH FLAP MOTOR OBSERVED, FLAPS EXTENDED, & MOTOR RUNNING-ON, MOTOR HAD BURNING ODOR. DETERMINED IN FLT, WHEN FLAPS EXTENDED, DOWN LIMIT SWITCH ROLLER WENT OFF LIMIT SWITCH CAM PREVENTING FLAPS FROM STOPPING, FLAPS WENT TO END OF TRACKS & LOADED UP MOTOR. FLAP DOWN LIMIT SWITCH ADJUSTED. TEST FLT FAULT FREE. PREVIOUS MOTOR REPLACED, MOTOR HAD 94.2 HOURS SINCE OVERHAUL.

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<a href="#">2005FA0000920</a>	BEECH	PWA	RAYTHN	DRIVE ASSY	SHEARED
6/7/2005	1900D	PT6*		503801534	FLAP ACTUATOR

RT IB FLAP ACTUATOR WOULD NOT ACTUATE. UPON TEARDOWN INSPECTION DISCOVERED THE 90 DEGREE DRIVE ASSEMBLY, FLAP CABLE CONNECTOR COUPLING HAD SHEARED THE ROLL PIN THAT CONNECTS THE COUPLING TO A DRIVE GEAR. THIS 90 DEGREE DRIVE ASSEMBLY HAS NO FIELD MAINTENANCE REQUIREMENTS BEYOND LUBING AND CHECKING GEAR FREEPLAY. THIS PART IS NOT ALLOWED TO BE REPAIRED IN THE FIELD AND NO INSTRUCTIONS TO INSPECT THE SHEAR PINS. THE FLAP ACTUATOR WAS LAST EACH 10,000 CYCLE INSPECTED 9/04. (K)

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<a href="#">CA050517009</a>	BEECH	PWA	PCB	INTERMITTENT
5/15/2005	1900D	PT6A67D	10136457813	MLG

(CAN) ALL 3 GREEN GEAR INDICATIONS BLANKED OUT DURING FINAL APPROACH. AFTER CYCLING GEAR , LIGHTS RETURNED. PROBLEM FOUND WITH A125 PCB WHICH PROVIDES A COMMON GROUND FOR ALL 3 LIGHTS.

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<a href="#">CA050503005</a>	BEECH	PWA	SWITCH	FAILED
5/2/2005	1900D	PT6A67D	1013880083	MLG

(CAN) ACFT DEPARTED TERRACE AND WHEN GEAR WAS SELECTED UP IT DID NOT OPERATE. IT WAS CYCLED ONCE MORE WITH NO EFFECT. THE GEAR INDICATION SHOWED DOWN AND LOCKED SO THE CREW ELECTED TO LAND WHERE MAINTENANCE WAS AVAILABLE. LANDED UNEVENTFULLY AND DURING INSPECTION BY MAINTENANCE, NO POWER WAS PRESENT AND THE GEAR MOTOR RELAY. SUBSEQUENT TROUBLESHOOTING REVEALED A DEFECTIVE WITCH IN THE GROUND SERVICE VALVE. IT WAS REPLACED AND THE GEAR SWUNG NUMEROUS TIMES WITHOUT FAILURE. THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">CA050607004</a>	BEECH	PWA	WINDSHIELD	CRACKED
6/2/2005	1900D	PT6A67D	10138402522	COCKPIT

(CAN) DURING CRUISE FLIGHT ,THE RT WINDSHIELD CRACKED. THE FLIGHT WAS CONTINUED AND UPON LANDING THE OUTER PLY WAS FOUND CRACKED. THE DEFECT WAS FOUND TO BE WITHIN AIRWORTHINESS LIMITS FOR CONTINUED FLIGHT UNDER GMEL RESTRICTIONS. THE WINDSHIELD HAD BEEN INSTALLED OCT 8, 2004 AND REPAIRED MAY 2004. ANOTHER CMA AIRCRAFT HAD THE SAME DEFECT WITHIN MINUTES. A SDR HAS BEEN SUBMITTED FOR BOTH.

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<a href="#">CA050607003</a>	BEECH	PWA	WINDSHIELD	CRACKED
6/2/2005	1900D	PT6A67D	10138402522	COCKPIT

(CAN) DURING CRUISE FLIGHT ,THE RT WINDSHIELD CRACKED. THE FLIGHT WAS COMPLETED AND THE OUTER PLY WAS FOUND TO BE CRACKED. THE DEFECT WAS WITHIN LIMITS SET OUT IN AFM, MM AND GMEL. IT WAS DEFERRED IAW GMEL AND SUBSEQUENT FLIGHTS COMPLETED IAW RESTRICTIONS UNTIL WINDSHIELD WAS REPLACED. WINDSHIELD WAS INSTALLED SEPT 18, 2004 AND HAD BEEN REPAIRED MAY 2004. SOMETHING OF NOTE WAS THAT AS THIS AIRCRAFT WAS CALLING IN, ANOTHER CMA AIRCRAFT HAD THE SAME DEFECT WITHIN MINUTES.

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<a href="#">CA050607002</a>	BEECH	PWA	CONTROL VALVE	FAILED
6/3/2005	1900D	PT6A67D	4500SA1	BRAKE CONTROL

(CAN) AC LANDED AT INTENDED AIRSTRIP. PARKING BRAKE WAS SET AND ENGINES SHUTDOWN. WHEN AC WENT TO DEPART THE PARKING BRAKE WAS RELEASED BUT THE BRAKES STAYED ON. IT WAS FOUND THAT THE BRAKE CONTROL VALVE FAILED INTERNALLY, THE PLUNGER ACUTATOR SHAFT SHEARED TRAPPING THE BRAKE FLUID IN THE LINES TO THE BRAKES. A MAINTENANCE CREW WAS SENT TO REPLACE THE CONTROL VALVE AND THE AIRCRAFT CONTINUED ON ITS WAY.

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<a href="#">CA050621015</a>	BEECH	PWA	ENGINE	SHUTDOWN
6/19/2005	1900D	PT6A67D		

(CAN) DURING CRUISE, ENGINE OIL PRESSURE WAS OBSERVED TO FLUCTUATE AND SUBSEQUENTLY DECREASE. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED INTERNAL OIL LEAKAGE. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE, ONCE ESTABLISHED.

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<a href="#">CA050621003</a>	BEECH	PWA	ENGINE	FAILED
5/22/2005	1900D	PT6A67D		

(CAN) DURING CRUISE SMOKE BECAME EVIDENT IN THE CABIN ACCOMPANIED BY HIGH ENGINE OIL TEMPERATURE AND LOW OIL PRESSURE INDICATIONS. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION FOUND OIL LEAKING FROM THE ENGINE INLET AREA. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

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<a href="#">CA050621018</a>	BEECH	PWA	WINDSHIELD	CRACKED
6/18/2005	1900D	PT6A67D	10138402517	COCKPIT

CRACKED WINDSHIELD.

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<a href="#">CA050531005</a>	BEECH	PWA	VERTICAL GYRO	FAILED
5/29/2005	1900D	PT6A67D	332D11T	COCKPIT

(CAN) ON ROLLOUT FOR TAKEOFF AT APPROX 60 KNTS THE CAPTAINS ATTITUDE INDICATOR FLAGGED OFF AND WENT BLANK. THE T/O WAS REJECTED AND THE AIRCRAFT RETURNED TO THE GATE. DURING THE TAXI THE UNIT CAME BACK ONLINE. THE CREW CONTACTED MAINTENANCE AND AS THE UNIT WAS OPERATING THEY ELECTED

TO GO AGAIN. THE T/O WAS NORMAL BUT DURING THE CRUISE PORTION OF THE FLIGHT THE UNIT FAILED AGAIN. THEY SELECTED ALL INFO FROM THE NR 2 SYSTEM AND COMPLETED THE FLIGHT. THE AIRCRAFT WENT TO MAINTENANCE AND THE NR 1 VERTICAL GYRO WAS REPLACED AND TESTED SERVICEABLE.

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<a href="#">CA050518007</a>	BEECH	PWA	WIRE	CHAFED
5/17/2005	1900D	PT6A67D		PRESSURE SWITCH

(CAN) DURING APPROACH, THE LANDING GEAR REPORTED AS (FAILED TO OPERATE RELIABLY) REQUIRING MULTIPLE EXTENSION ATTEMPTS. TROUBLESHOOTING FOUND CHAFED WIRED AT THE HYD PACK PRESSURE SWITCH THAT WERE REPAIRED.

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<a href="#">CA050518006</a>	BEECH	PWA	FIRE LOOP	WILL NOT TEST
5/16/2005	1900D	PT6A67D		LEFT

(CAN) DURING START, CREW WAS RUNNING PREFLIGHT CHECKS AND FOUND LT FIRE LOOP WOULD NOT TEST. MAINTENANCE FOUND THE FWD FIREWALL CONNECTION WAS POOR AND WAS CORRECTED.

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<a href="#">CA050531007</a>	BEECH	PWA	WINDSHIELD	CRACKED
5/17/2005	200BEECH	PT6A41	10138402522	COCKPIT

(CAN) DURING A/C CLIMB THROUGH 10,000, RT WINDSHIELD OUTERPANE CRACKED ACROSS ENTIRE WINDOW, (WINDSHIELD HEAT ON). NO OTHER PROBLEMS OCCURED (DEPRESSURIZATION ETC) AIRCRAFT RETURNED TO BASE AND COMPLETED A NORMAL LANDING. MAINTENANCE CHANGED WINDOW AND A/C RETURNED TO SERVICE. MAINTENANCE NOTE THAT SPONGE SEAL STRIP WAS MISSING FROM PREVIOUS INSTALLATION.

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<a href="#">CA050609005</a>	BEECH	PWA	DIODE	FAULTY
6/8/2005	200BEECH	PT6A41	70HF10	MLG

(CAN) ON APPROACH THE NR 1 INVERTER WARNING LIGHT ILLUMINATED AND THE NR 1 DUAL FEED BUSS CB TRIPPED. AS GEAR WAS BEING EXTENDED AT THE TIME, GEAR DOWN SHOWED 3 GREEN BUT GEAR INTRANSIT LIGHT ALSO ILLUMINATED. PILOT OVERSHOT RUNWAY AND PERFORMED EMERGENCY GEAR EXTENSION PROCEDURE, THIS CONFIRMED GEAR DOWN AND LOCKED. TROUBLESHOT SYSTEM AFTER LANDING AND FOUND A FAULTY DIODE, THIS DISABLED A BUSS FEEDER TO NR 1 BUSS WITH THE AIRCRAFT IN THE APPROACH AT NIGHT, THERE WAS MORE THAN A 50 AMP DRAW FROM THE NR 1 BUSS SO THE REMAINING CB TRIPPED. THIS ALSO HAD THE EFFECT OF SHOWING A WARNING FOR GEAR INTRANSIT AND TOOK ALL THE NR 1 BUSS FEED SYSTEMS OFF LINE.

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<a href="#">CA050608009</a>	BEECH	PWA	PRESSURE SWITCH	INTERMITTENT
6/6/2005	200BEECH	PT6A41	1225P363	LT MLG

(CAN) ON APPROACH, CREW SELECTED GEAR DOWN AND BOTH MAIN GEAR REMAINED IN WHEEL WELLS. CREW NOTED THAT GEAR DOORS WERE MOVING SLIGHTLY ON DOWN SELECTION. TWO MORE GEAR UP/GEAR DOWN SELECTIONS WERE REQUIRED BEFORE GEAR FINALLY EXTENDED AND LOCKED INTO THE DOWN POSITION. FERRY PERMIT WAS ISSUED AND AIRCRAFT RETURNED TO BASE WITH GEAR DOWN. MAINTENANCE FOUND THE PRESSURE SWITCH WHICH CONTROLS THE HYDRAULIC LANDING GEAR SYSTEM PUMP, WHICH MAINTAINS SYSTEM PRESSURE, WAS INTERMITTENT. PRESSURE SWITCH WAS REPLACED, GEAR SWINGS COMPLETED AND AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA050610007</a>	BEECH	PWA	WINDSHIELD	FAILED
5/24/2005	200BEECH	PT6A41	1013840252	COCKPIT

(CAN) CO-PILOTS WINDSHIELD SHATTERED IN CRUISE FLIGHT AT ALTITUDE. BOTH INNER AND OUTER PANES WERE AFFECTED. AIRCRAFT RETURNED TO BASE.

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<a href="#">CA050609020</a>	BEECH	PWA	WINDSHIELD	CRACKED
6/7/2005	200BEECH	PT6A41	10138402522	COCKPIT

(CAN) DURING CRUISE AT FL 240 THE RT WINDSHIELD CRACKED ALONG THE CENTER POST. THE FLIGHT CREW REDUCED ALTITUDE AND CABIN PRESSURIZATION IAW THE AFM, AND RETURNED TO BASE. MAINTENANCE CREWS REPLACED THE WINDSHIELD.

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<a href="#">CA050510005</a>	BEECH	PWA	BRACKET	TORN
4/26/2005	200BEECH	PT6A41	10116001415	TE FLAP

(CAN) ON TUESDAY, APRIL 26, 2005 THIS AIRCRAFT SUFFERED A RIGHT HAND OUTBOARD FLAP FAILURE WHILE APPROACHING CYWG. THE CREW WERE ABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND LANDED WITHOUT FURTHER INCIDENT. ON EXIT FROM THE AIRCRAFT, THE CREW OBSERVED NR 1, 2 AND 3 FLAPS IN THE FULL DOWN POSITION. NR 4 (RT OUTBOARD) FLAP WAS IN THE FULL UP POSITION, AND ANGLED OUT FROM THE WING. INVESTIGATION REVEALED THE INBOARD GUIDE ROLLER, BOLT, WASHER AND NUT HAD BEEN TORN OUT OF BRACKET. TO THIS DATE THE ROOT CAUSE OF THIS INCIDENT HAS NOT BEEN ESTABLISHED. FURTHER INVESTIGATION IS BEING CARRIED OUT.

<a href="#">CA050607007</a>	BEECH	PWA	EXHAUST DUCT	CRACKED
5/15/2005	200BEECH	PT6A41	3022406	ENGINE

(CAN) WHILE CONDUCTING A PHASE 4 INSPECTION, THE EXHAUST STACKS WERE REMOVED FROM THE RT ENGINE. A VISUAL INSPECTION HAD INDICATED A CRACKED EXHAUST DUCT. POWER SECTION WAS REMOVED FOR INVESTIGATION AND REPAIRS. THE EXHAUST DUCT HAD CRACKING IN THE AFT END OF THE INNER CONE. THE CRACK HAD PROPAGATED ALONG THE CONE THROUGH THE EXHAUST DUCT INNER SUPPORT AND THROUGH THE INNER SUPPORT WELD BEAD.

<a href="#">CA050517008</a>	BEECH	PWA	POTENTIOMETER	FAILED
5/2/2005	200BEECH	PT6A41	CM39570	COCKPIT LIGHT

(CAN) DURING LANDING PHASE OF FLT, MLG SELECTED DOWN & 3 GREEN LIGHTS DID NOT APPEAR TO BE ON. AFTER ALL PROPER PROCEDURES, ACFT LANDED WITHOUT FURTHER INCIDENT. ONCE GENERATORS SELECTED OFF LINE, GREEN LIGHT ILLUMINATED. BEING A LATER S/N AIRCRAFT THESE LIGHTS ARE EQUIPPED WITH AN AUTOMATIC DIMMING SYS, MLG INDICATION LIGHT WILL AUTOMATICALLY DIM IF ALL THE RIGHT CONDITIONS ARE MET, GENERATORS ONLINE, COCKPIT OVERHEAD LIGHT ON, AMBIENT DAYLIGHT SENSOR SENSING LOW LIGHT, ETC IN THIS INSTANCE ALL BUT ONE OF THE CONDITIONS WERE MET, AMBIENT DAYLIGHT SENSOR SHOULD HAVE STOPPED LIGHT FROM GOING TO DIM MODE. AFTER TROUBLE SHOOTING IT WAS DISCOVERED THAT COCKPIT LIGHT POTENTIOMETER WAS MALFUNCTIONING CAUSING THE LIGHT

<a href="#">2005FA0000982</a>	BEECH	PWA	WINDSHIELD	FAILED
3/22/2005	200BEECH	PT6A60A	10138402518	COCKPIT

PILOTS WERE INCRUISE WITH WINDSHIELD HEAT ON AND WINDSHIELD (INNER) SHATTERED. TALKED TO TECH AND WAS STATED IT WAS USUALLY THE INNER THAT SHATTERS. ALTITUDE 22,000 FT CLEAR, -35 DEGREES C. NO TURBLANCE, NO ICING. (EA17200508780) (K)

<a href="#">2005FA0000960</a>	BEECH		CABLE	BROKEN
7/15/2005	400A		45A6103511	TE FLAPS

FLAP FOLLOW-UP CABLE WAS DISCOVERED CORRODED AND BROKEN IN HALF DURING AN INSPECTION.

<a href="#">ERYR682D</a>	BEECH		CABLE	BROKEN
7/15/2005	400A		45A6103511	ZONE 500

FLAP FOLLOW-UP CABLE WAS DISCOVERED CORRODED AND BROKEN IN HALF DURING AN INSPECTION.

<a href="#">CA050621012</a>	BEECH	PWA	ENGINE	FLAMED OUT
6/16/2005	400BEECH	JT15D5		

(CAN) ON DESCENT, THE ENGINE WAS REPORTED TO HAVE EMITTED A NOISE AND SUBSEQUENTLY FLAMED OUT. THE ENGINE WAS SUCCESSFULLY RE-STARTED IN FLIGHT AND THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

<a href="#">2005FA0000933</a>	BEECH	HARTZL	WASHER	IMPROPER PART
6/16/2005	58		NAS1149C0332R	HUB ASSY

WHILE PERFORMING SB WHICH INCLUDES PROPELLER, REMOVING THE MOUNTING PLATE FROM THE SLIP RING, FOUND THAT THE WASHERS USED TO HOLD THESE ITEMS TOGETHER ARE TOO WIDE AND SCORED, THE PROP

HUB. WERE ABLE TO POLISH OUT THE SCOPE MARKS ON THE HUB AND MODIFY THE WASHERS TO HAVE A SLIGHT FLATEN AREA ON ONE SIDE AS NOT TO CONTACT THE HUB. (K)

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<a href="#">IS4R200500003</a>	BEECH	CONT	COMBUSTION HEAD	WORN
5/13/2005	95B55	IO470*	51A45	HEATER

HEATER CORE RECEIVED FROM CUSTOMER. UPON TEARDOWN, FOUND INTERIOR OF THE COMBUSTION HEAD SEVERELY WORN FROM FLAME EROSION. PREVIOUS INSPECTIONS BY THIS REPAIR STATION HAVE FOUND SMALL HOLES APPEARING IN THE WALL OF THE COMBUSTION HEAD. FROM THE OUTSIDE, THE COMBUSTION HEAD APPEARS GOOD INTERNALLY, THIS COMBUSTION HEAD IS UNAIRWORTHY. BY FOLLOWING THE MFG AND MM THESE CONDITIONS WOULD HAVE BEEN FOUND EARLIER. TBO TIME IS EVERY 500 HOURS OF HEATER OPERATION OR EVERY ENGINE OVERHAUL, WHICHEVER OCCURS FIRST. (K)

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<a href="#">IS4R200500002</a>	BEECH	CONT	TUBE	CRACKED
5/13/2005	95B55	IO470*	45C40	COMBUSTION

HEATER COR RECEIVED FROM CUSTOMER. COMBUSTION TUBE FOUND CRACKED AT CROSSOVER PART WHICH CONNECTS THE INNER COMBUSTION TUBE TO THE OUTER COMBUSTION TUBE. MALFUNCTION FOUND USING A PRESSURE DECAY TEST, EVEN THOUGH THIS TEST IS NOT REQUIRED ON THE D83A28 HEATER ASSY. THE SERIAL NUMBER ON THE COMBUSTION TUBE INDICATES IT WAS MFG IN AUG 1995. RECOMMEND PRESSURE DECAY TESTS ON THESE HEATER ASSEMBLIES. AD DOES NOT APPLY TO THESE HEATERS. (K)

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<a href="#">CA050628002</a>	BEECH	PWA	ENGINE	SHUTDOWN
6/24/2005	99	PT6A28		

(CAN) A LOSS OF OIL PRESSURE WAS NOTED BY THE FLIGHT CREW WHO ELECTED TO SHUT THE ENGINE DOWN ONCE THE OIL PRESSURE APPROACHED LOWER LIMITS. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE DISCOVERED FINE BLACK PARTICLES, CARBON IN THE OIL AND DETERMINED THAT THEY WERE AFFECTING THE OIL PRESSURE REGULATOR. NO OIL LEAKS WERE NOTED AT THAT TIME. THE ENGINE WAS REMOVED FOR FURTHER INVESTIGATION. ONCE THE FINAL INVESTIGATION HAS BEEN ACCOMPLISHED MORE DETAILS WILL BE ADDED.

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<a href="#">CA050606004</a>	BEECH	PWA	CONTROLLER	MALFUNCTIONED
6/1/2005	A100	PT6A28	MC815AS1	MLG

(CAN) AFTER TAKEOFF, L G WAS SELECTED UP AND GEAR TRAVELED MOST OF WAY UP, STOPPED WITH GEAR IN TRANSIT LIGHT STILL ILLUMINATED. MANUAL EXTEN WAS COMPLETED, AC LANDED W/O FURTHER INCIDENT. DURING INSP, DAMAGE WAS DISCOVERED ON SKIN OF LT IB GEAR DOOR, LT IB CAM ASSY, LT IB CAM SUPPT BRACKET, LT IB GEAR CAM ROLLER. PREVIOUS, FLT CONTROLLER MALFUNCTION CAUSING GEAR TO OVER TRAVEL UP DIRECTION DAMAGING /CHANGING ALIGNMENT OF CAM ASSY ON LT IB GEAR DOOR. WHEN GEAR WAS SELECTED UP, CAM NO LONGER PROPERLY LINK UP WITH ROLLER AND GEAR BENT CAM OVER INSTEAD ENGAGING IT, CLOSING DOOR, CAUSING GEAR MOTOR TO BE OVER WORKED WHICH POPPED BREAKER. CONTROLLER, MOTOR, CAM ASSY WERE REPLACED. AC RETURNED TO SERVICE.

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<a href="#">CA050606001</a>	BEECH	PWA	FRAME	CRACKED
6/1/2005	A100	PT6A28	5042002857	FUSELAGE

(CAN) DURING INSP 3 CRACKS WERE FOUND IN LT FRAME AT FUSELAGE STATION 207.00. ONE OF CRACKS (CRACK NR 1) MAY HAVE BEEN CAUSED BY A SMALL HOLE THAT WAS DRILLED WITHOUT ANY EDGE DISTANCE, CRACK TRAVELED FROM DRILLED HOLE, AROUND CORNER TO LOWEST LIGHTING HOLE IN FRAME. DRILLED HOLE WAS NOT USED, IT WAS PROBABLY USED AT SOME TIME IN PAST TO HOLD PART OF INTERIOR IN PLACE. THIS HOLE WAS ALSO DRILLED THROUGH HEATING DUCT MOUNTED TO FRAME. SECOND CRACK APPEARS TO HAVE STARTED FROM LOWEST STRINGER CUTOUT, MOVED IB TO SECOND LIGHTNING HOLE FROM BOTTOM. THIRD CRACK STARTED FROM SAME STRINGER CUTOUT STARTED IT WAY DOWN TO SAME LIGHTNING HOLE AS FIRST CRACK, CRACK HAD ONLY TRAVELED ABOUT INCH. FRAME IS BEING REPLACED.

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<a href="#">CA050526003</a>	BEECH	PWA	BRACKET	CRACKED
5/23/2005	A100	PT6A28	501600036	TE FLAP

(CAN) DURING A ROUTINE INSPECTION A CRACK WAS NOTICED ON THE LT INBOARD FLAP ACTUATOR

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ATTACHMENT BRACKET, BRACKET WAS REMOVED AND A TOTAL OF 4 CRACKS WERE FOUND ON THE BRACKET SURROUNDING THE UPPER BOLTHOLE. THE FLAP WAS ALSO CRACKED UNDER THE FORWARD END OF THE BRACKET. THE FLAP WAS REPAIRED, THE BRACKET REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">CA050607008</a>	BEECH	PWA	BRACKET	CRACKED
6/2/2005	A100	PT6A28	501600036	TE FLAPS

(CAN) DO TO A CRACK BEING FOUND ON ONE OF OUR AIRCRAFT, A FLEET CAMPAIGN IS BEING COMPLETED TO INSPECT ALL THE FLAP ACTUATOR ATTACHMENT BRACKETS. DURING THIS SPECIAL INSPECTION, THE LT IB BRACKET WAS FOUND TO HAVE 4 SMALL CRACKS IN THE AREA AROUND THE FWD HOLE OF THE BRACKET. (BRACKET REPORTED IN SDR 20050526003). BRACKET REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">2005FA0000938</a>	BEECH	CONT	ROD END	BROKEN
1/27/2005	A36	IO520*	AHML6	NLG

DURING APPROACH TO LAND, IT WAS DISCOVERED BY THE PILOT THAT THE NOSE GEAR WOULD NOT EXTEND. NORMAL AND EMERGENCY GEAR EXTENSION WAS PERFORMED WITHOUT SUCCESS. THE AIRCRAFT MADE A SUCCESSFUL NOSE GEAR RETRACTED EMERGENCY LANDING. EXAMINATION BY MAINTENANCE TECHNICIANS REVEALED THAT THE AFT ROD END ON THE NOSE GEAR RETRACT ROD ASSEMBLY HAD FAILED. THE ROD END WAS INSPECTED BY A METALLURGICAL LAB AND FOUND TO BE A FRESH BREAK WITH NO INDICATION OF PRIOR CRACKING. A NEW ROD END WAS INSTALLED, GEAR RIGGED AND AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">2005FA0000900</a>	BEECH	CONT	BLADDER	CONTAMINATED
6/14/2005	A36	IO520BA	21219	FUEL CELL

CUSTOMER NOTED WHITE PARTICLES FROM QUICK DRAINS, INSPECTED, FOUND WHAT OWNER FOUND, WHITE PARTICLES. REMOVED FUEL BLADDERS. INSPECTED FOUND WHITE POWDER/ASH ON VARIOUS PLACES OF BOTH FUEL BLADDERS. FUEL BLADDERS MFG 7/04 AND 8/04. WHITE POWDER IS COMING FROM THE INSIDE OF FUEL BLADDERS. REPLACED BLADDERS WITH NEW FROM MFG UNDER WARRANTY. MFG IS AWARE OF THIS PROBLEM. CLEANED COMPLETE SYSTEM. (K)

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<a href="#">2005FA0000901</a>	BEECH	CONT	BLADDER	CONTAMINATED
6/14/2005	A36	IO520BA	212110	FUEL CELL

CUSTOMER NOTED WHITE PARTICLES FROM QUICK DRAINS. INSPECTED, FOUND WHAT OWNER FOUND WHITE PARTICLES. REMOVED FUEL BLADDERS. INSPECTED, FOUND WHITE POWDER/ASH ON VARIOUS PLACES OF BOTH FUEL BLADDERS. FUEL BLADDERS MFG 7/04 AND 8/04. WHITE POWDER IS COMING FROM THE INSIDE OF FUEL BLADDERS. REPLACED BLADDERS WITH NEW FROM MFG, UNDER WARRANTY. CLEANED COMPLETE SYSTEM. (K)

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<a href="#">2005FA0000981</a>	BEECH	CONT	BULKHEAD	CRACKED
5/31/2005	A36	IO550*	00244002465	FUSELAGE

BULKHEAD CRACKED APPROX .3750 INCH ON UPPER LT AREA ON BEND RADIUS, BULKHEAD TIES IN VERTICAL AND HORIZONTAL STABILIZERS TOGETHER. FATIGUE DUE TO HIGH TT ON AIRFRAME, PROBABLE CAUSE? (SW01200504869) (K)

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<a href="#">CA050405002</a>	BEECH		SPEED SWITCH	MALFUNCTIONED
3/16/2005	B100		30539423	LT STARTER GEN

(CAN) LT STARTER GENERATOR SYSTEM SPEED SWITCH MALFUNCTIONED. NO IGNITION WAS INITIALED AT THE PRESCRIBED PERCENTAGE N2. SWITCH REPLACED.

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<a href="#">CA050609014</a>	BEECH	GARRTT	LINK	CRACKED
6/2/2005	B100	TPE3316252B	1018100423	GEAR EXTENSION

(CAN) DURING AN INSPECTION THE EMERGENCY GEAR EXTENSION LINK WAS DISCOVERED CRACKED. THE ONLY INSPECTION METHOD WAS TO REMOVE THE PILOT'S FLOORBOARD. THE PROBLEM WITH THIS DEFICIENCY IS THAT THE MECHANICAL PUMP WILL WORK AS A SINGLE ACTION PUMP INSTEAD OF DOUBLE ACTING, THUS LOWERING THE GEAR IN AN EMERGENCY SITUATION SLOWLY. THE GEAR WOULD TAKE TWICE AS LONG TO EXTEND. THE PART WAS REPLACED.

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<a href="#">CA050531008</a>	BEECH	GARRTT	HUB	UNSERVICEABLE
5/27/2005	B100	TPE3316252B	NQ007	PROPELLER

(CAN) DURING AN AUDIT OF AD'S IT WAS DISCOVERED THAT AN ERROR HAD BEEN MADE BY THE OVERHAULER WHEN INTERPRETING AD96-18-14 WHICH RESULTED IN AN EXPIRED HUB BEING INSTALLED ON THE PROP. DURING OVERHAUL THE HUB AND BLADES WERE REPLACED. THE HUB SN HAD AN EXTRA DASH NUMBER ADDED BY MFG (-M3) INDICATING THAT AD95-01-02 HAD BEEN CARRIED OUT ON IT. THIS LED THE OVERHAULER TO BELIEVE THAT THIS SERIAL NUMBER WAS NOT AFFECTED BY AD96-18-14 WHICH WOULD HAVE RETIRED THE HUB FROM USE ON THIS AIRCRAFT. THE AD DID NOT CLEARLY STATE THAT THE DASH NUMBER WAS NOT A FACTOR. FURTHER CHECKING REVEALED THAT THE SAME MISINTERPRETATION HAD OCCURRED ON TWO OTHER PROPS IN THE PAST

<a href="#">CA050621019</a>	BEECH	PWA	WINDSHIELD	DELAMINATED
6/15/2005	B200	PT6A42	10138402517	COCKPIT

DELAMINATION AT WINDSHIELD.

<a href="#">2005FA0001000</a>	BEECH	PWA	SKIN	DELAMINATED
6/6/2005	B300	PT6A60A	10112012341	LT WING LE

DURING A POST FLIGHT CHECK, A MECHANIC NOTICED A BULGE ON THE UNDERSIDE OF THE IB LEADING EDGE OF THE LT WING. UPON FURTHER INVESTIGATION, A DELAMINATION AREA OF APPROXIMATELY 22 INCHES X 10 INCHES WAS FOUND. AFTER REMOVAL OF THE LEADING EDGE AND CLOSER EXAMINATION THE DELAMINATION WAS CONTAINED WITHIN THE EXHAUST GAS FLOW PATH FROM THE LT ENGINE IB EXHAUST STACK. AFTER CONTACTING MFG, IT WAS DETERMINED THAT THE PART WAS NOT REPAIRABLE AND THE PART MUST BE REPLACED. (GL19200504135)

<a href="#">CA050607006</a>	BEECH	PWA	WINDSHIELD	FAILED
6/2/2005	B300B350C	PT6A60A	10134802522	COCKPIT

(CAN) DURING CRUISE AT FL260 THE INNER PANE OF THE RT WINDSHIELD SHATTERED WITH A LOUD BANG, STARTLING THE CREW AND PASSENGERS. THERE IS NO APPARENT REASON FOR THE FAILURE. THE LT WINDSHIELD INNER PANE SHATTERED AND WAS REPLACED IN SEPTEMBER OF 2004 AT 1879.7 HOURS, 1835 CYCLES.

<a href="#">CA050519005</a>	BEECH	PWA	CLEVIS	OUT OF RIG
5/13/2005	C90A	PT6A21		MLG ACTUATOR

(CAN) ON INITIAL GEAR EXTENSION DURING APPROACH RT MLG DOWNLOCK LIGHT DID NOT ILLUMINATE. THE PILOTS OPERATED THE EMERGENCY GEAR EXTENSION SYSTEM HOWEVER LIGHT STILL NOT ILLUMINATE. ONLY ONCE AIR SPEED WAS REDUCED JUST PRIOR TO TOUCHDOWN DID LIGHT ILLUMINATE INDICATING A DOWN & LOCKED CONDITION. NUMEROUS MLG CYCLES WITH ACFT ON JACKS WERE CARRIED OUT HOWEVER GEAR APPEARED TO OPERATE NORMALLY. ONLY ONCE DRAG LEG SLIGHTLY LOADED IN AFT DIRECTION AT ITS CENTRE HINGE POINT, DID GEAR FAIL TO LOCK. FURTHER INVEST REVEALED THAT ALTHOUGH SPRING LOADED LOCK HOOK WOULD ENGAGE WITH NO LOAD ON DRAG LEG, ACTUATOR CLEVIS NOT ADJUSTED PER MM, LONG ENOUGH TO POSITIVELY PUSH DRAG LEG TO AN OVER CENTRE LOCKED CONDITION.

<a href="#">CA050621011</a>	BEECH	PWA	HYDROMECH UNIT	DAMAGED
6/12/2005	C90A	PT6A21	32447452	ENGINE

(CAN) DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER CHANGE WITH NO SUBSEQUENT RESPONSE TO THROTTLE LEVEL INPUT. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT-OF-DEPARTURE. SUBSEQUENT INSPECTION REVEALED A DAMAGED HYDROMECHANICAL FUEL CONTROL/FUEL PUMP ASSEMBLY.

<a href="#">2005FA0001004</a>	BEECH	CONT	RELAY	INTERMITTENT
7/5/2005	F33A	IO520*	SM50D7	DYNAMIC BREAKER

ON ROUTINE PHASE INSPECTION, THE MECHANIC PUT THE GEAR DOWN AND NOTHING HAPPENED. ON TROUBLESHOOTING, THE MECHANIC FOUND THE RELAY WAS INTERMITTENT, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

<a href="#">2005FA0000998</a>	BEECH	CONT	FITTING	CRACKED
6/23/2005	F33A	IO520*	3364000039	VERTICAL STAB

WHILE PERFORMING UNSCHEDULED MAINTENANCE, VERTICAL STABILIZER WAS REMOVED, WHILE THE MECHANIC WAS INSPECTING THE FITTINGS FOR REINSTALLATION OF THE VERTICAL STABILIZER NOTICED A CRACK COMING FROM BOTTOM RT LOWER MOUNTING HOLE ON FORWARD FITTING. AT THIS TIME NO PROBABLE CAUSE OR RECOMMENDATION. (K)

<a href="#">2005FA0001073</a>	BEECH	CONT	RELAY	INTERMITTENT
7/20/2005	F33A	IO520*	SM50D7	DYNAMIC BREAKER

PILOT REPORTED AFTER PUTTING THE GEAR SELECTOR IN THE UP POSITION THE GEAR WOULDN'T RETRACT, AFTER A FEW SECONDS THE GEAR CAME UP ON ITS OWN. ON TROUBLESHOOTING THE MECHANIC FOUND THE RELAY WAS INTERMITTENT, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

<a href="#">2005FA0001074</a>	BEECH	CONT	RELAY	INTERMITTENT
7/20/2005	F33A	IO520*	SM50D7	DYNAMIC BREAKER

PILOT REPORTED AFTER PUTTING THE GEAR SELECTOR IN THE UP POSITION THE GEAR WOULD NOT RETRACT. ON TROUBLESHOOTING THE MECHANIC FOUND THE RELAY WAS INTERMITTENT, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

<a href="#">2005FA0000984</a>	BEECH	CONT	RELAY	INTERFERENCE
7/6/2005	F33A	IO520BB	SM50D7	CABIN

GEAR REMAINS DOWN WHEN GEAR HANDLE IS SELECTED FOR GEAR UP. MAINTENANCE TECH TROUBLESHOOT GEAR SYS AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATION AT THIS TIME. DYNAMIC RELAY MFD 0445. (K)

<a href="#">2005FA0000997</a>	BEECH	CONT	RELAY	FAILED
6/24/2005	F33A	IO520BB	SM50D7	DYNAMIC BRAKE

DURING GEAR EXTENSION, GEAR DID NOT EXTEND. TROUBLESHOOTING SYSTEM FOUND DYNAMIC RELAY, DOWN SIDE OF RELAY TO RELEASE AND ALLOW GEAR TO EXTEND DOWN. PROBABLE CAUSE IS STICKING DOWN RELAY MODULE RETURNED TO MFG FOR ANALYSIS. RECOMMENDATION IS FOR MFG TO DEVELOP AN IMPROVED PRODUCT. MFD 0425. (K)

<a href="#">2005FA0000903</a>	BEECH	CONT	TRANSMITTER	FALSE INDICATION
5/27/2005	F33A	IO520BB	10238901211	FUEL FLOW

PILOT REPORTED THAT FUEL FLOW WENT TO ZERO INDICATION DURING CLIMB OUT. ALL OTHER ENGINE INDICATIONS NORMAL. UPON TROUBLESHOOTING OF THE FUEL FLOW SYSTEM FOUND FUEL FLOW TRANSMITTER WAS SENDING ZERO FUEL FLOW READINGS TO FUEL FLOW INSTRUMENT. NO RECOMMENDATIONS AT THIS TIME. (K)

<a href="#">2005FA0000928</a>	BEECH	CONT	RELAY	INTERMITTENT
6/16/2005	F33A	IO520BB	SM50D7	MLG

GEAR HANDLE HAS TO BE RECYCLED BEFORE GEAR COMES UP. MAINTENANCE TECHNICIAN TROUBLESHOOT GEAR SYSTEM AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATION AT THIS TIME. DYNAMIC RELAY MFG 0504. (K)

<a href="#">2005FA0000927</a>	BEECH	CONT	RELAY	INTERMITTENT
6/11/2005	F33A	IO520BB	SM50D7	MLG

LANDING GEAR WOULD NOT RETRACT AFTER THE 5TH CYCLE OF THE LANDING GEAR. MAINTENANCE TECHNICIAN TROUBLESHOOT GEAR SYSTEM AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATION AT THIS TIME. (K)

<a href="#">2005FA0000929</a>	BEECH	CONT	TRANSMITTER	READS HIGH
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5/7/2005	F33A	IO520BB	10238901211	FUEL FLOW
DURING POST PHASE INSPECTION RUN-UP. TECHNICIAN FOUND FUEL FLOW READING 25.5 PSI AT HIGH RPM. INSTALLED FUEL PRESSURE METERING GAGES AND FOUND FUEL TRANSMITTER READING HIGH ON ENGINE INSTRUMENT. NO RECOMMENDATIONS AT THIS TIME. (K)				
<a href="#">2005FA0000924</a>	BEECH	CONT	RELAY	INTERMITTENT
6/15/2005	F33A	IO520BB	SM50D7	MLG
AFTER TAKEOFF AND GEAR HANDLE SELECTED FOR GEAR UP. THE LANDING GEAR WOULDN'T CYCLE UP. STILL SHOWING 3 GREEN LIGHTS AND ON INTRASIT LIGHT. MAIN TECH TROUBLESHOOT SYSTEM AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATIONS AT THIS TIME. (K)				
<a href="#">2005FA0000926</a>	BEECH	CONT	PUMP	WEAK
6/14/2005	F33A	IO520BB	AA3216CW	INSTRUMENT AIR
PILOT REPORTED LOW INSTRUMENT AIR PRESSURE AT 1000 RPM. TROUBLESHOOTING SYSTEM FOUND TO BE OK, DETERMINED AIR PUMP WAS NOT PUTTING OUT SUFFICIENT PRESSURE. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME. (K)				
<a href="#">2005FA0000983</a>	BEECH	CONT	ROD END	DEFECTIVE
5/5/2005	M35	IO470C	HMX5FG	NLG
THE BEARING END PARTED FROM THE THREAD PORTION OF THE ROD END, CAUSING COLAPSE OF THE NOSE LANDING GEAR. THE DEFECT APPEARED ON ROLL OUT AFTER LANDING, WHEN THE NOSE GEAR COLLAPSED. STRUCTURAL FAILURE OF THE ROD END. (SW15200512716) (K)				
<a href="#">2005FA0000954</a>	BEECH	CONT	WHEEL	CORRODED
7/14/2005	V35A	IO520*	19949	MLG
THIS KIT WAS PURCHASED NEW AND OF THE 4 WHEEL HALVES THAT ARE PART OF THE KIT, AFTER ONLY ONE YEAR OF USE, 3 SHOWED SUCH SIGNS OF CORROSION THAT IT IS QUESTIONABLE IF THE LIFE OF THE 3 WHEEL HALVES WOULD BE OVER 2 YEARS. AFTER ITS OWN INSPECTION, THE MANUFACTURE DENYS ANY RESPONSIBILITY NOR INTEREST IN THE MATTER. I FIND IT WORTHY OF INVESTIAGATION AS TO WHY THE ONE WHEEL HALF CONTINUES TO BE IN VERY GOOD SHAPE WHILE THE OTHER 3 ARE IN SUCH A STATE OF DETERIORATION.				
<a href="#">2005FA0000955</a>	BEECH	CONT	WHEEL	CORRODED
7/14/2005	V35A	IO520*	19949	ZONE 700
THIS KIT WAS PURCHASED NEW AND OF THE 4 WHEEL HALVES THAT ARE PART OF THE KIT, AFTER ONLY ONE YEAR OF USE, 3 SHOWED SUCH SIGNS OF CORROSION THAT IT IS QUESTIONABLE IF THE LIFE OF THE 3 WHEEL HALVES WOULD BE OVER 2 YEARS. AFTER ITS OWN INSPECTION, THE MANUFACTURE DENYS ANY RESPONSIBILITY NOR INTEREST IN THE MATTER. I FIND IT WORTHY OF INVESTIAGATION AS TO WHY THE ONE WHEEL HALF CONTINUES TO BE IN VERY GOOD SHAPE WHILE THE OTHER 3 ARE IN SUCH A STATE OF DETERIORATION.				
<a href="#">CA050608008</a>	BELL		BLADE	DAMAGED
6/8/2005	206B		206010200033	MAIN ROTOR
BLADE WAS DECLARED BEYOND SALVAGE (SCRAP) ON 12-09-04 AND FOUND WITH SERVICEABLE TAG ON 04-17-05.				
<a href="#">CA050511001</a>	BELL		GROUND WIRE	MISLOCATED
5/6/2005	206B		Q23A22N	FUSELAGE
(CAN) DURING INSPECTION OF BELL 206 HELICOPTER FOR COMPLIANCE OF AD CF-2005-10 AND ASB206-05-103. (FUEL DISTRIBUTION SYSTEM INSPECTION) NOTE: FOUND GROUND WIRE Q23A22N, GROUNDED TO A DIFFERENT LOCATION. REROUTED GROUND AND GROUNDED AS PER ASB				
<a href="#">CA050525001</a>	BELL	ALLSN	BELL	SEAL
4/1/2005	206B	250C20		SERVO

(CAN) OIL LEAK REAR SEAL. OIL LEAK REPAIRED, RETURN TO SERVICE..

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<a href="#">CA050609019</a>	BELL	ALLSN		HANGER ASSY	DAMAGED
4/15/2005	206B	250C20		206040323003	T/R DRIVESHAFT

(CAN) UNUSUAL NOISE HEARD ON SHUTDOWN. NR 1 T/R DRIVESHAFT HANGER SUPPORT 206-030-433-007 FOUND TO HAVE ELONGATED HOLES FOR HANGER ASSY ATTACH SCREWS 206-040-323-003. THESE SCREWS WERE WORN .333 THROUGH. NEW HANGER MOUNT, HANGER ASSY, BEARING COLLAR, DRIVESHAFT SEGMENT AND RELATED HARDWARE INSTALLED. A/C GROUND RUN - NO VIBRATION NOTED. NO ROUGHNESS NOTED IN THE REMOVED BEARING.

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<a href="#">CA041007002</a>	BELL	ALLSN		TAIL ROTOR	MISRIGGED
10/6/2004	206B	250C20		206011810117	

(CAN) TAIL ROTOR FLAPPING ANGLE FOUND SET TO 18 DEGREES INSTEAD OF THE CORRECT ANGLE OF 12 DEGREES ALLOWING POSSIBLE CONTACT WITH TAILBOOM

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<a href="#">CA050610006</a>	BELL	ALLSN	LEARSIEGLER	DRIVE SHAFT	SHEARED
6/10/2005	206B	250C20		230322844	STARTER GEN

(CAN) ON LANDING GENERATOR FAIL LIGHT ILLUMINATED. AC SHUTDOWN, STARTER CHECKED AND SHAFT WAS FOUND TO BE SHEARED. STARTER REMOVED AND REPLACED WITH SERVICABLE.

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<a href="#">CA050623001</a>	BELL	ALLSN	BELL	SKIN	CRACKED
6/13/2005	206B	250C20		206031004023	TAILBOOM

(CAN) APPROXIMATELY 2, PLATE CRACKED

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<a href="#">CA050624001</a>	BELL	ALLSN		SUPPORT	FAILED
5/31/2005	206B	250C20B		6898731	TURBINE SECTION

(CAN) TURBINE ASSY DISMANTLED TO INSPECT AND REPAIR AS NECESSARY FOR A LOW POWER CONDITION, SUMP COVER P/N 6888547, 9-12 SEAL BORE EXCESSIVELY WORN, FOREIGN PARTICULATE FOUND IN 9-12 SEALBORE AREA. PT SUPPORT, 25-28 SERRATED SEAL PULLED (BROKE 3 TACKWELDS) ON DISASSEMBLY, 19-24 SEALBORE EXCESSIVELY WORN, FOREIGN PARTICULATE FOUND IN SUMP COVER BOSS, 3 O'CLOCK SUPPORT STRUT AND 19-24 SEALBORE AREAS, PARTICULATE ANALYZED AND FOUND TO BE GLASS BEADS MATERIAL. NOTE: MATERIAL ANALYSIS REPORT NO.05-213: IT IS CONCLUDED THAT PARTICULATE FOUND IN AIR PASSAGES CONTRIBUTED TO LOW PWR CONDITION BY EROSION OF SEALBORE MATERIAL INCREASING, LEAKAGE RATE OUT OF THRUST BALANCE CHAMBER ON FRONT SIDE OF 2ND STAGE WHEEL.

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<a href="#">CA050603003</a>	BELL	ALLSN		COMPRESSOR	SEIZED
5/24/2005	206B	250C20B		6890550	ENGINE

(CAN) OVERHAULED COMPRESSOR ASSY WAS INSTALLED ON ENGINE AS PER ALLISON 250-C20B MM. SATISFACTORY GROUND RUN/LEAK CHECKS WERE CARRIED OUT. SATISFACTORY TEST FLIGHT AND POWER CHECKS WERE CARRIED OUT. THE HELICOPTER WAS PUSHED INTO THE HANGER AND LEFT FOR TWO DAYS, FOLLOWING WHICH THE HELICOPTER WAS PUSHED OUTSIDE AND A START ATTEMPTED. THE IGNITOR FUNCTIONED BUT THE ENGINE WOULD NOT CRANK. AFTER SOME TROUBLESHOOTING, IT WAS FOUND THAT THE COMPRESSOR WOULD NOT TURN. THE COMPRESSOR ASSY WAS REMOVED AND SENT BACK TO THE OVERHAUL SHOP FOR INSPECTION.

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<a href="#">CA050602006</a>	BELL	ALLSN		BEARING	FAILED
5/19/2005	206B	250C20B			SPUR ADAPTER

(CAN) THIS WAS A NEW 2 1/2 BEARING AND NEW SPUR ADAPTER 104.4 HRS AGO , NO WARNING UNTIL STARTING, AT WHICH TIME, MAG PLUG WAS FOUND FULL. WE BELIEVE THAT THE MATERIAL WAS BAD/SOFT ON THE INNER RACE OF THE SPUR ADAPTER. WE SENT THE SUSPECTED PIECES OFF TO OUR ENGINE SUPPLIER FOR FURTHER TESTING AND VERIFICATION. THIS IS THE 2ND TIME WE HAVE HAD THE EXACT SAME PROBLEM. WE EXAMINED OUR INSTALLATION PROCEDURES WITH THE MANUFACTURER AND OUR ENGINE SUPPLIER AND NO PROBLEMS WERE NOTED. UPON NEW INFORMATION COMING TO LIGHT I WILL UPDATE ACCORDINGLY.

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<a href="#">CA050527033</a>	BELL	PWA	BELL	NUT	CRACKED
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5/16/2005	212	PT6T3	204011116001	M/R HUB
(CAN) THE M/R HUB WAS IN FOR OVERHAUL, AS PART OF THE OVERHAUL THE ACORN NUTS HAD TO BE NDT. ONE NUT PASSED AND THE OTHER REJECTED. TO CONFIRM THE NDT OF THE ACORN NUT WE SENT IT TO ANOTHER NDT AMO. STRIKE TWO THIS ACORN NUT WAS REJECTED DUE TO A CRACK. THE CRACKING WAS AROUND THE RADIUS.				
<a href="#">CA050526006</a>	BELL	PWA	LINE	FAILED
5/16/2005	212	PT6T3	70012H000Y136	HYD SYSTEM
(CAN) RAPID LOSS OF HYDRAULIC PRESSURE ON GROUND RUN-UP. FOUND TO BE BLOWN FLEX LINE AT BOTTOM FITTING CRIMP RESULTING IN LOSS OF NR 2 HYDRAULIC PRESSURE & FLUID. PROBABLE CAUSE COMBINATION OF TWISTED LINE & TRANSMISSION MOVEMENT CAUSED LINE TO FATIGUE & RUPTURE.				
<a href="#">CA050607001</a>	BELL	PWA	SADDLE	CRACKED
6/6/2005	212	PT6T3	D2571	SKID TUBE
(CAN) THE RT OUTER SADDLE CRACKED AT THE AFT SPLIT LINE AT THE RIDGE LINE FOLLOWING THE CONTOUR OF THE SKID TUBE AND CROSS TUBE. THE CRACK TURNS 90 DEGREES FROM THE TOP OF THE SADDLE TO THE REAR. THE PART WAS SENT TO HEADQUARTERS FOR INSPECTION.				
<a href="#">CA050615001</a>	BELL	PWA	FITTING	CRACKED
6/14/2005	212	PT6T3	212030158001	T/BOOM BULKHEAD
(CAN) FITTING FOUND CRACKED AT ATTACHMENT BOLT HOLE. DEFECT FOUND BY NDT TECHNICIAN USING EDDY CURRENT INSPECTION METHOD.				
<a href="#">2005FA0000923</a>	BELL	ALLSN	MONITOR	BROKEN
6/14/2005	407	250C47B	RMU10H	
3 MONITORS WERE INSTALLED DURING THE COMPLETION OF THE HELICOPTER ON AN FORM THAT WAS FIELD APPROVED. DURING LEVEL FLIGHT, AT 6500 FEET, THE OUTER PANE OF GLASS SHATTERED FROM THE FRONT OF THE MONITOR WITH VARIOUS SIZE PIECES HITTING THE CREW. MFG SENT 2 ENGINEERS WHO REVIEWED THE PROJECT. THE UNITS ARE PRESSURE TESTED FROM THE FACTORY AND APPROVED TO 30,000 FEET. (K)				
<a href="#">CA041208003</a>	BELL		FUEL CELL	CONTAMINATED
12/6/2004	412		412361639101	LT UPPER
(CAN) WHILE TROUBLE SHOOTING A FUEL INDICATION PROBLEM, TWO RED PLASTIC PROTECTIVE CAPS WERE FOUND IN THE LT UPPER AFT TANK.				
<a href="#">CA050524005</a>	BELL	PWC	BLADE	DAMAGED
5/20/2005	427	PW207D	4270160010	TAIL ROTOR
(CAN) 427 TAIL ROTOR BLADE SKIN SEPARATION. AFT OF LEADING EDGE NEAR THE TIP OF THE BLADE ON APPROX. 2 SQ. IN. OUTBOARD SIDE.				
<a href="#">2005FA0001075</a>	BELL	LYC	BUSHING	WORN
7/29/2005	47G5A	TVO435B1A	76333	ENGINE
MAGNETO IDLER GEAR SHAFT BROKE, THE BREAK WAS CAUSED BY A WORN BUSHING ON THE GEAR/SHAFT P/N'S 76091 & 76283 THAT DRIVES IT. THIS IS THE SECOND TIME THIS SHAFT BROKE. TOTAL TIME SINCE OVERHAUL 230 HOURS.				
<a href="#">ASI200501</a>	BELL	BELL	PIN	FAILED
7/15/2005	UH1H		204012104005	ROTOR HEAD
DURING 1200 OVERHAUL OUTBOARD FITTING/STRAP PIN WAS FOUND BROKEN IN HALF. PIN HAD 1085.1 HOURS SINCE NEW. DISCOLORATION AND CONDITION OF BREAK INDICATES THE BREAK WAS NOT RECENT. FITTING DAMAGE BEYOND USE. STRAP ALTHOUGH DUE RETIREMENT HAS NO SIGNIFICANT DAMAGE. PIN WAS MISSING TWO WASHERS P/N AN816L AND SEALANT ON THE ENDS. PIN HAS A LIFE LIMIT OF 2400 HOURS.				

<a href="#">ASI200501A</a>	BELL	BELL	PIN	FAILED
7/15/2005	UH1H		204012104005	M/R HEAD

DURING 1200 OVERHAUL OUTBOARD FITTING/STRAP PIN P/N 204-012-104-005, S/N DIFS12334 WAS FOUND BROKEN IN HALF. PIN HAD 1085.1 HOURS SINCE NEW. DISCOLORATION AND CONDITION OF BREAK INDICATES THE BREAK WAS NOT RECENT. FITTING DAMAGE BEYOND USE. STRAP ALTHOUGH DUE RETIREMENT HAS NO SIGNIFICANT DAMAGE. PIN WAS MISSING TWO WASHERS P/N AN816L AND SEALANT ON THE ENDS. PIN HAS A LIFE LIMIT OF 2400 HOURS.

<a href="#">2005FA0000910</a>	BOEING	SMITHSIND	HOUSING	BROKEN
4/20/2005	727*		71001297	ACTUATOR

AIRCRAFT RETURNED FROM A FLIGHT WITH HYDRAULIC FLUID LEAKING FROM ACTUATOR. FLIGHT ENGINEER WALK AROUND, FOUND BODY END BROKE OFF AT RETAINER END. UNKNOWN, THIS IS A NEW AND IMPROVED POST SB BODY. (K) (REF: 194950/LEB)

<a href="#">2005FA0000911</a>	BOEING	SARGENT	CAP	CRACKED
5/25/2005	727*		63141	ACTUATOR

CAP IS CRACKED IN BOTTOM OF PORT C. CAP IS TOO WEAK. MAKE CAP STRONGER. (K) (REF: 195902/FXS)

<a href="#">2005FA0001040</a>	BOEING	SMITHSIND	PISTON	BROKEN
6/23/2005	727*		111015	ACTUATOR

PISTON BROKE AT THE KEY GROVE, FATIGUE. (196962/FXS) (K)

<a href="#">CA050620003</a>	BOEING	PWA	STARTER	SEPARATED
6/9/2005	727217	JT8D17		NR 2 ENGINE

(CAN) CREW REPORTED NR 2 ENGINE HEAVY VIBRATION, GAUGES FLUCTUATING, ENGINE SHUT DOWN. LANDED WITHOUT INCIDENT. UPON ARRIVAL, INSPECTION OF ENGINE FOUND THE STARTER WAS SEPARATED AT SPLIT LINE, CSO OFF PRESSURE FILTER POPPED. CSD QUAD RING BOLT LOOSE, OIL IN TAIL PIPE. SUSPECT INTERNAL BEARING FAILURE. FURTHER INVESTIGATION IN PROGRESS.

<a href="#">CA050602008</a>	BOEING	PWA	ACTUATOR	INOPERATIVE
5/31/2005	727223	JT8D15	10605582	KRUGER FLAP

(CAN) ON CLIMB OUT, CREW NOTICED THAT THE NR 1 KRUGER FLAP WOULD NOT RETRACT. THE CREW LEFT THE FLAPS IN THE DOWN POSITION AND RETURNED TO BASE. MAINTENANCE REPLACED THE NR 1 KRUGER FLAP ACTUATOR AND THE A/C WAS RETURNED TO SERVICE.

<a href="#">CA050620002</a>	BOEING	PWA	BOLT	LOOSE
5/31/2005	727243	JT8D15	NAS13038	MLG SENSOR

(CAN) ON TAKEOFF, LANDING GEAR WOULD NOT RETRACT. MAINTENANCE FOUND AIR/GND PROX TARGET LEVER BOLT LOOSE. BOLT/NUT- P/N NAS 1303-8/BACN10JC3.

<a href="#">CA050617005</a>	BOEING	PWA	VALVE	STUCK
6/11/2005	727243	JT8D9A	320115	FUEL HEAT

(CAN) DURING CLIMB OUT, THE CREW NOTICED THAT NR 2 ENGINE OIL TEMPERATURE WAS INCREASING. TEMP CONTINUED TO INCREASE DURING CLIMB AND ENGINE WAS SHUT DOWN. AIRCRAFT RETURNED TO BASE. INVESTIGATION FOUND THAT THE NR 2 ENGINE FUEL HEAT VALVE WAS STUCK IN THE OPEN POSITION. THE VALVE WAS REPLACED. ALSO THE 8TH STAGE AIR DUCT JOINT WAS BLOWING HOT AIR DIRECTLY ON TO THE OIL TEMP SENSOR. LEAK WAS RECTIFIED. ENGINE RUN WAS CARRIED OUT NO FURTHER FAULTS FOUND, AIRCRAFT RETURNED TO SERVICE.

<a href="#">CA050614010</a>	BOEING	PWA	ENGINE	FAILED
6/10/2005	727243	JT8D9A		NR 2

DURING CLIMB AND AFTER DEPARTURE, NR 2 ENGINE HIGH OIL TEMP WAS EXPERIENCED. HIGH OIL TEMP SUP PROCEDURES ACCOMPLISHED, FOLLOWED BY THE ENGINE FAILURE/SHUTDOWN CHECKLIST. A/C RETURNED TO

BASE. MAINTENANCE TROUBLESHOOTING FOUND 2 SNAGS. FUEL ANT-ICE VALVE P/N 320115 FOUND TO WORK INTERMITTENTLY AND REPLACED. 20 BALL JOINT AT 8TH STAGE DUCT LEAKING HOT AIR ON TO OIL TANK. BALL JOINT RESEALED, AS A PRECAUTION OIL SYSTEM FLUSHED AND FILTER REPLACED. A/C GROUND RUN WITH NO FAULTS AND A/C RETURNED TO SERVICE.

<a href="#">CA050602001</a>	BOEING	PWA	ROTOL	RING	LEAKING
6/1/2005	72744C	JT8D7B			K-FLAP ACTUATOR

(CAN) AFTER DEPARTING YOW FOR YFB THE CREW OBSERVED AN 'A' HYD. SYSTEM FLUID LOSS CONDITION WITH 2.5 GAL. INDICATED CLIMBING THROUGH FL190. THE AIRCRAFT WAS REROUTED TO POINT OF DEPARTURE AND FUEL WAS DUMPED PRIOR TO THE LANDING AT YOW. POST ARRIVAL INVESTIGATION BY MAINTENANCE FOUND A TRUNNION SEAL ON NO.5 KRUEGER FLAP ACTUATOR HAD FAILED. BOTH 'A' SYSTEM PUMPS WERE REPLACED, THE CASE DRAIN FILTERS CHECKED AND REPLACED, NO.5 KRUEGER FLAP ACTUATOR REPLACED AND THE AIRCRAFT GROUND CHECK CARRIED OUT BEFORE THE AIRCRAFT WAS RETURNED TO SERVICE.

<a href="#">DU4R0507003</a>	BOEING	GE		SKIN	DENTED
6/30/2005	737	CFM56*			FUSELAGE

DENT AND CREASE IN LOWER FUSELAGE SKIN AT BS 907 BETWEEN S-25R - S-26R.

<a href="#">DU4R0507128</a>	BOEING	GE		SKIN	CRACKED
6/30/2005	737	CFM56*			FUSELAGE

DL/H UPPER FUSELAGE SKIN S-7L HAS 1 EA. CHERRY MAX RIVET FS 420. S/O NR 134005, OPS NR 20347.

<a href="#">2005FA0000908</a>	BOEING		PNEUDRAULICS	HOUSING	GOUGED
4/26/2005	737*			45035	VALVE

BORE IS GOUGED CAUSING LEAKAGE. TOO MUCH PLAY BETWEEN POPPET AND BORE. IMPROVE POPPET DESIGN TO HAVE TEFLON GUIDES TO PREVENT GOUGING. (K)

<a href="#">2005FA0000909</a>	BOEING			HOUSING	CRACKED
4/26/2005	737*			65447821	HYD PUMP

HOUSING CRACKED. HOUSING IS TOO WEAK. MAKE HOUSING STRONGER. (K)

<a href="#">2005FA0000917</a>	BOEING			HOUSING	CORRODED
6/13/2005	737*			45035	MLG VALVE

BORE IS PITTED CAUSING LEAKAGE. MOISTURE ALLOWED THROUGH VENT CORRODING THE UPPER BORE AND WEAKENING THE MATERIAL. IMPROVE DESIGN TO PREVENT MOISTURE FROM REACHING BORE. (K) (REF: 196593/FXS)

<a href="#">CA050616004</a>	BOEING	CFMINT		SIGN	SMOKE
6/14/2005	737*	CFM567B22			EMERGENCY EXIT

(CAN) AIRCRAFT WAS IN CRUISE WHEN A PASSENGER SEATED AT 12F, RT EMERGENCY EXIT CALLED FLIGHT ATTENDANT TO ADVISE THAT EMERGENCY EXIT LIGHT HAD FLASHED ON AND A PUFF OF SMOKE CAME OUT OF SIGN. THIS OCCURRED A SECOND TIME AND PASSENGER WAS RELOCATED, A F/A WAS STATIONED IN THE ROW WITH A FIRE EXTINGUISHER. THE A/C THEN DIVERTED WITH AN UNEVENTFUL LANDING. AFTER REACHING THE GATE ALL POWER WAS REMOVED FROM THE AC AND THE PASSENGERS WERE DEPLANED WITHOUT INCIDENT. AN INVESTIGATION IS CURRENTLY ON GOING AND THIS FILE WILL BE UPDATED AS INFORMATION IS AVAILABLE.

<a href="#">CA050610005</a>	BOEING	PWA		WARNING LIGHT	ILLUMINATED
6/9/2005	737204	JT8D15			NR 1 ENG OIL

(CAN) A/C WAS IN CRUISE WHEN THE NR 1 ENGINE OIL FILTER BYPASS LIGHT ILLUMINATED. CHECKLIST WAS ACCOMPLISHED, POWER LEVER RETARDED, AND OIL PRESSURE DECREASED WITH POWER DECREASE. LOW OIL PRESSURE LIGHT CAME ON AND ENGINE WAS SHUTDOWN. A/C CONTINUED TO DESTINATION AND HAD AN UNEVENTFUL LANDING. TROUBLESHOOTING AND MAINTENANCE CURRENTLY BEING ACCOMPLISHED, ENGINE IS BEING CHANGED. A FULL TEARDOWN REPORT AND FOLLOW UP WILL TAKE PLACE AS INFORMATION IS RECEIVED.

<a href="#">SROM20050010</a>	BOEING		LIGHT	INOPERATIVE
7/13/2005	737205		582039	EMERGENCY LIGHTS
AFT EMERGENCY EXIT LIGHT UNDER AFT F/A SEAT INOP. REMOVED AND REPLACED EMERGENCY EXIT LIGHT ASSEMBLY IAW B737MM 33-51-191.				
<a href="#">SROM20050009</a>	BOEING		LIGHT	INOPERATIVE
7/12/2005	737205		362624	EMERGENCY LIGHTS
EMERGENCY TRACK LIGHTING AT ROW 17 AFT AND L2 GROUND LEVEL EXIT LIGHT INOP. REMOVED AND REPLACED ILLUMINATION AISLE STRIP AT ROW 19 IAW 33-51-191. OPERATIONAL CHECK GOOD.				
<a href="#">SROM200500008</a>	BOEING		POWER SUPPLY	DISCHARGED
7/10/2005	737205		582212	EMERGENCY LIGHTS
RT FLOOR LEVEL EMERGENCY EXIT DOOR LIGHT INOP. REMOVED AND REPLACED RT EMERGENCY EXIT POWER SUPPLY P/N 5822-12, CABLE LEAD AND 1 EL LAMP STRIP. OPS CHECKED GOOD PER AMM 33-51-191.				
<a href="#">2005FA0000921</a>	BOEING	PWA	SKIN PANEL	CORRODED
6/12/2005	737291	JT8D15A		FUSELAGE
REMOVED CORROSION UNDER SKIN LAP JOINT, BS 787 TO BS 847, S-18R FWD OF AFT CARGO DOOR. CUT OUT CORRODED SECTION, FABRICATED FILLER, DOUBLER AND TRIPLER. INSTALLED IAW B737 SRM. FOUND DURING INSPECTION OF AD. EXTERNAL VISUAL INSPECTION OF SKIN FOR CORROSION AND DELAMINATION AT ALL LAP JOINTS IAW SB. (K)				
<a href="#">2005FA0000922</a>	BOEING	PWA	KEELBEAM	CRACKED
6/13/2005	737291	JT8D15A		FUSELAGE
FOUND 8 INCH CRACK AND CORROSION IN LOWER RT KEELBEAM LOWER CHORD DURING C-CHECK. REMOVED CORRODED RT KEELBEAM LOWER CHORD SECTION BS 540. CUT OUT APPROX 8 INCHES LOWER CHORD.				
<a href="#">DU4R0507133</a>	BOEING		SKIN	DENTED
6/30/2005	7373S1			FUELAGE
DENT IN LEFT FUSELAGE EXTERIOR SKIN BS 935 S-26L.				
<a href="#">DU4R0507134</a>	BOEING		SKIN	DENTED
6/30/2005	7373S1			FUSELAGE
CREASES IN DENTS AND ON TOP OF STRINGER 27R AT BS 951 - 952 A/Y = 24.7 A/Y 1.875 X .076.				
<a href="#">DU4R0507146</a>	BOEING		BULKHEAD	CRACKED
7/6/2005	7373S1			FUSELAGE
CRACK APPROX 8 IN BELOW WL 207 INBD SIDE RBL 5.7 APPROX 1.5" IN LENGTH AT BS 178 BULKHEAD.				
<a href="#">DU4R0507147</a>	BOEING		SKIN	DENTED
7/6/2005	7373S1			FUSELAGE
DENT 3 IN DIAMETER, DEPTH .015 INCHES FUSELAGE S 1070 S-14L FRONTIER DENT TALLY ITEM NR 3.				
<a href="#">DU4R0507149</a>	BOEING		SKIN	DENTED
7/6/2005	7373S1			FUSELAGE
DENT AT LT EXTERNAL FUSELAGE SKIN AT BS 997.5 BETWEEN S-13L AND S-14L.				
<a href="#">DU4R0507150</a>	BOEING		SKIN	DENTED
7/6/2005	7373S1			FUSELAGE
DENT AT RT EXTERNAL FUSELAGE SKIN AT BS 876 S-21R AND S-22R.				
<a href="#">DU4R0507155</a>	BOEING		STRINGER	CRACKED

7/7/2005	7373S1			FUSELAGE
STRINGER 27R CRACKED.				
<a href="#">DU4R0507156</a>	BOEING		SKIN	CRACKED
7/7/2005	7373S1			FUSELAGE
FUSELAGE EXTERNAL SKIN CRACKED AT S-24R BETWEEN BS 727D - 727E.				
<a href="#">DU4R0507157</a>	BOEING		SKIN	DENTED
7/7/2005	7373S1			FUSELAGE
DENT AT RT EXTERNAL FUSELAGE AT BS 871 BETWEEN S-22R AND S-23R.				
<a href="#">DU4R0507145</a>	BOEING	CFMINT	BULKHEAD	CRACKED
7/6/2005	7373S1	CFM563B2		FUSELAGE
CRACK APPROX. 5.5 INCHES BELOW WL 207 IB SIDE LBL 5.7 APPROX. 1.2 INCH IN LENGTH AT BS 178 BULKHEAD.				
<a href="#">DU4R0507148</a>	BOEING	CFMINT	SKIN	DENTED
7/6/2005	7373S1	CFM563B2		FUSELAGE
DENT AT RT EXTERNAL FUSELAGE SKIN AT BS 391.5 BETWEEN S-22R AND S-23R.				
<a href="#">DU4R0507144</a>	BOEING	CFMINT	FRAME	CRACKED
7/6/2005	7373S1	CFM563B2		BULKHEAD
BS 178 BULKHEAD RT SIDE AFT SIDE FRAME HAS EVIDENCE OF CRACK ABOVE AND BELOW WL 207.				
<a href="#">DU4R0507135</a>	BOEING	CFMINT	SKIN	DENTED
6/30/2005	7373S1	CFM563B2		FUSELAGE
CREASE IN DENT AT BS 971 BETWEEN S-24L-25L 2 INCHES X .86 A/Y = 23.3. S/O NR 109002, OPS NR 25863.				
<a href="#">DU4R0507153</a>	BOEING	CFMINT	SKIN	DENTED
7/7/2005	7373S1	CFM563B2		FUSELAGE
FUSELAGE SKIN HAS DENT AT BS 480 S-26R - S-28R.				
<a href="#">DU4R0507137</a>	BOEING		SKIN	DENTED
7/1/2005	737500			FUSELAGE
FOUND DENT WITH OLD YELLOW DOTS 20 INCHES AFT OF DOOR 2L.				
<a href="#">DU4R0507126</a>	BOEING		STRINGER	CRACKED
6/30/2005	737522			FUSELAGE
CABIN S-15L CRACKED, ALSO END FITTING.				
<a href="#">142</a>	BOEING		SKIN	DAMAGED
7/1/2005	737522			CARGO DOOR
AFT CARGO DOOR REQUIRES RESKIN.				
<a href="#">DU4R00507139</a>	BOEING		SKIN	GOUGED
7/1/2005	737522			NR 4 SLAT
RIGHT WING NR 4 SLAT HAS SKIN CHAFED THRU AT T/E LOWER INBOARD SKIN SURFACE.				
<a href="#">DU4R0507141</a>	BOEING		SKIN	DENTED
7/1/2005	737522			TE FLAP
RIGHT WING INBOARD FORE FLAP LOWER SKIN SURFACE HAS NUMEROUS DENTS.				

<a href="#">DU4R0507143</a>	BOEING		SKIN	DELAMINATED
7/1/2005	737522			TE FLAP
RIGHT WING INBOARD MID FLAP WEDGE LOWER T/E SKIN SURFACE DELAMINATED AND DENTED.				
<a href="#">CA050629002</a>	BOEING	CFMINT	PUMP	FAILED
6/29/2005	737522	CFM563C1	62337	HYD SYSTEM
(CAN) ON APPROACH THE NR 1 ENGINE DRIVEN HYDRAULIC PUMP (EDP) LOW PRESSURE LIGHT ILLUMINATED. THE A-SYSTEM HYDRAULIC QUANTITY WAS ALSO LOW AT 22 PERCENT. THE AIRCRAFT CONTINUED TO THE DESTINATION WITHOUT ANY INCIDENT. MAINTENANCE INSPECTION REVEALED A DAMAGED O-RING ON THE EDP INLET ELBOW. THE LEAK THAT OCCURRED CAUSED THE FLUID LEVEL TO DEplete ENOUGH TO CAUSE THE EDP TO CAVITATE. THIS CAUSED FAILURE OF THE PUMP AND CREATED THE LOW PRESSURE SITUATION. MAINTENANCE REPLACED THE EDP, O-RINGS, FILTERS AND SERVICED THE HYDRAULIC FLUID. THE AIRCRAFT WAS RETURNED TO SERVICE AFTER SUCCESSFUL LEAK TESTS WERE CONDUCTED.				
<a href="#">138</a>	BOEING	GE	SKIN	GOUGED
7/1/2005	737522	CFM56*		RT WING TE FLAP
RT WING OB FORE FLAP GOUGED ON OB END. S/O 269008, OPS NR 24931.				
<a href="#">DU4R0507002</a>	BOEING	GE	SKIN	CHAFED
7/1/2005	737522	CFM56*		NR 3 SLAT
LT WING NR 3 SLAT HAS SKIN CHAFED THRU AT T/E LOWER IB SKIN SURFACE. S/O 269008, OPS NR 24936				
<a href="#">DU4R0507159</a>	BOEING		FRAME	DENTED
7/28/2005	757232			FUSELAGE
AFT CARGO BAY LT BS 1340 AT S-25L MAIN FRAME HAS DENT.				
<a href="#">DU4R0507160</a>	BOEING		FRAME	DENTED
7/28/2005	757232			FUSELAGE
AFT CARGO BAY LT BS 1480 AT S-25L MAIN FRAME HAS DENTS.				
<a href="#">DU4R0507165</a>	BOEING		SHEAR WEB	CORRODED
7/28/2005	757232			FUSELAGE
CORROSION IN SHEAR WEB SURFACE FROM BS 1681.8 - 1720 BL 0 - BL 60R INCLUDING FASTENERS.				
<a href="#">DU4R0507166</a>	BOEING		CREASE BEAM	CORRODED
7/28/2005	757232			FUSELAGE
CORROSION ON CREASE BEAM AT 364 - 371 RBL 65.				
<a href="#">DU4R0507161</a>	BOEING		FRAME	CRACKED
7/28/2005	757232			FUSELAGE
AFT BAG PIT LT BS 1500 AT S-26L MAIN FRAME HAS DENT/CRACK.				
<a href="#">DU4R0507168</a>	BOEING		SUPPORT	CRACKED
7/28/2005	757232			FUSELAGE
CRACKED/TORN METAL SUPPORT IN CABIN FUSELAGE AT BS 1040 - 1060 JUST AFT OF FLOORBOARD 1020A.				
<a href="#">DU4R0507171</a>	BOEING		DOOR	DENTED
7/28/2005	757232			R4
R-4 DOOR IS DENTED ON THE LOWER AFT CORNER.				
<a href="#">DU4R0507170</a>	BOEING		DOOR FRAME	CRACKED

7/28/2005 757232 PAX DOOR

RT NR 2 DOOR ON FRAME 27 IS CRACKED.

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[CA050614002](#) BOEING PWA CONTROL LEVER FAILED

6/14/2005 767209 JT9D7R4D 257T110314 MLG

(CAN) FAULT: EICAS MESSAGE (LDG GEAR MONITOR) LANDING GEAR IND 3 GREEN. ALSO RECEIVED A GRN PROX (TOO LOW GEAR) RECYCLED THE GEAR. LANDED WITH NORMAL INDICATIONS. REPLACED LDG GEAR CONTROL LEVER MODULE IAW AMM 32-31-01 PG 1-5. AND CABLE TENTION ADJUSTED IAW AMM 32-31-00. OPS CHECK CARRIED OUT, ALL INDICATIONS NORMAL.

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[2005FA0001038](#) BOLKMS KAWSKI SLIDE WORN

7/25/2005 BK117B2 CABIN DOOR

ON FINAL APPROACH TO LANDING, AT 55 KTS AIRSPEED, THE PILOT GAVE PERMISSION FOR THE MEDICAL CREW TO OPEN DOORS. THE PARAMEDIC (IN THE RT SEAT) OPENED HIS DOOR. THE NURSE (IN THE LT SEAT) OPERATED THE DOOR LATCH AND BEGAN TO SLIDE THE DOOR OPEN. THE DOOR DEPARTED THE HELICOPTER AND FLEW THROUGH THE MAIN ROTOR SYSTEM AND WAS DESTROYED. INVESTIGATION REVEALED WORN FORWARD SLIDER, P/N T6408-103, WORN UPPER DOOR RAIL, P/N 117-24271-01, AND WORN LOWER RAIL, P/N 117-24283-03, COMBINED TO LET LOWER DOOR GUIDES POP OFF THE RAIL. THE WIND THEN CAUGHT THE DOOR AND BLEW IT OFF OF THE TOP RAIL, DEFORMING THE RAIL SUBSTANTIALLY.

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[CA050526001](#) BOLKMS LYC O-RING MISSING

5/20/2005 BK117B2 LTS101750B1 M832481042 ENGINE

(CAN) ON RECEIPT OF THE ENGINE AFTER INTERNAL REPAIRS CARRIED OUT BY HONEYWELL GREER, NUMEROUS MINOR OIL LEAKS WERE DETECTED AND REPAIRED BEFORE REINSTALLING THE ENGINE INTO THE AIRFRAME. HOWEVER, ON REMOVAL OF THE TORQUE METER COVER TO REPAIR AN OIL LEAK, IT WAS DISCOVERED THAT O-RING, HAD BEEN OMITTED ON REASSEMBLY HENCE THE OIL LEAK.

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[CA050614005](#) BOLKMS HOUSING CRACKED

5/27/2005 BO105CBS 105456611 ACTUATOR

(CAN) THIS UNIT WAS RECEIVED FROM THE USA FOR ROUTINE SERVICING/MAINTENACE. DURING DISASSEMBLY A CRACK WAS DISCOVERED BETWEEN THE LEE PLUG AND THE OPENING OF THE PISTON GUIDE.

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[CA050526002](#) BOLKMS BLADE ERODED

5/24/2005 BO105S 10531810 TAIL ROTOR

(CAN) THE BO105 BASED IN THE WEST HAS IN THE PAST EXPERIENCED PROBLEMS WITH PAINT EROSION ON THE TAIL ROTOR BLADES. NEW STYLE BLADES WERE INSTALLED IN THE BELIEF THAT THIS WOULD SOLVE THE PROBLEM WE WERE EXPERIENCING WITH PAINT EROSION. 50 HOURS AFTER INSTALLATION & FLT THROUGH MINOR AMOUNTS OF RAIN. MX ENGINEER NOTICED EROSION OF PAINT FROM LEADING EDGE NEAR THE TIP OF THE BLADE. MANUFACTURER REQUESTED THESE BLADES FOR ANALYSIS TO DETERMINE WHY THE PAINT WAS NOT ADHEREING TO THE SURFACE. IN THE MEANTIME WE WERE DIRECTED BY TH E MANUFACTURER TO LIGHTLY SAND & FEATHER THE AFFECTED AREA. THIS WAS DONE AND BLADES REMAINED INSERVICE FOR AN ADDITIONAL 50 HOURS PRIOR TO ARRIVAL OF REPLACEMENT BLADES.

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[CA050610003](#) BOLKMS ALLSN GEARBOX MAKING METAL

6/9/2005 BO105S 250C20B 4619002003 TAIL ROTOR

(CAN) ON INSPECTION A SMALL BUT SIGNIFICANT QUANTITY OF FUZZ WITH SOME SMALL FLAKES WAS FOUND ON THE MAGNETIC CHIP DETECTOR. THE SAME HAD BEEN NOTICED ON THE PREVIOUS100 HOUR INSPECTION. NO CHIP LIGHT HAD BEEN REPORTED. THE OIL WAS DRAINED ON THE PREVIOUS INSPECTION AND NO METAL WAS FOUND. ON THIS OCCURRENCE THE OIL WAS DRAINED AND ONE SMALL FLAKE WAS FOUND.

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[CA050610004](#) BOLKMS ALLSN PIN CRACKED

6/9/2005 BO105S 250C20B 11213152112 T/R DRIVE

(CAN) WHEN REMOVING THE REAR FLANGE ON THE LONG TAIL ROTOR DRIVE SHAFT FOR REPLACEMENT OF THE BEARING SLEEVES, TWO OF THE THREE SILVER PLATED SPRING PINS WERE FOUND CRACKED. ONE WAS

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CRACKED ALONG IT S FULL LENGTH, THE OTHER EXTENDED FROM THE BEVELED END OF THE PIN ABOUT 80 PERCENT OF IT S LENGTH. BOTH CRACKS WERE LOCATED OPPOSITE THE SPRING PIN OPENING.

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<a href="#">CA050601006</a>	BOMBDR	PWC	PUMP	FAILED
5/26/2005	DHC8400	PW150A	6617302	NR 2 HYD SYSTEM

(CAN) DURING FLIGHT, AN OPERATOR EXPERIENCED A NR 2 HYDRAULIC SYSTEM FAILURE DUE TO FLUID LOST FROM NR 2 EDP. NR 2 EDP AND PTU REPLACED.

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<a href="#">CA050617002</a>	BOMBDR	PWC	PUMP	FAILED
6/16/2005	DHC8400	PW150A	6617302	NR 2 HYD

(CAN) DURING FLIGHT, AN OPERATOR EXPERIENCED A NR 2 HYDRAULIC SYSTEM FAILURE DUE TO A FAILED NR 2 HYDRAULIC PUMP (EDP). NR 2 EDP REPLACED, FULL HYDRAULIC SYSTEM FLUSHED.

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<a href="#">CA050621017</a>	BOMBDR	PWC	ENGINE	LEAKING
6/17/2005	DHC8400	PW150A	PW150A	

(CAN) DURING TAKEOFF CLIMB, SMOKE WAS OBSERVED IN THE CABIN AND FLIGHTDECK. THE CREW DECLARED AN EMERGENCY AND RETURNED TO POINT-OF-DEPARTURE WITH ENGINE BLEEDS SELECTED (OFF). SUBSEQUENT INSPECTION REVEALED ENGINE INTERNAL OIL LEAKAGE. MFG WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE, ONCE DETERMINED.

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<a href="#">CA050620001</a>	BOMBDR	PWC	ENGINE	FAILED
6/17/2005	DHC8400	PW150A		NR 2

(CAN) AN AIRCRAFT EXPERIENCED AN ODOR AND WHITE SMOKE IN THE CABIN APPROXIMATELY 3 MINUTES AFTER TAKE OFF. THE CAPTAIN DECLARED AN EMERGENCY AND REQUESTED AN IMMEDIATE RETURN TO BASE. ON GROUND, THE ODOR AND SMOKE WAS CONFIRMED TO BE COMING FROM THE NR 2 ENGINE, THIS WAS PROVEN THROUGH ENGINE RUNS. ALSO FAULT CODE NR 938 (TURBO MACHINERY CHIP DETECTOR) WAS FLAGGED, THE P2.2 AND P3 DUCTS WERE CHECKED AND FOUND DRY, THE P2.7 VALVE AND DUCTING WAS FOUND WET WITH OIL. AN OIL LEVEL CHECK AFTER THE ENGINE RUN CONFIRMS THAT THE 2 ENGINE HAS LOST 3 QTS OF ENGINE OIL SINCE THIS MORNING. NR 2 ENGINE REPLACED.

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<a href="#">CA050617009</a>	BOMBDR	PWC	GEARSHAFT	WORN
6/15/2005	DHC8402	PW150A		LT ENGINE

(CAN) DURING FLIGHT THE LT ENGINE LOST POWER AND SPOOLED DOWN WITHOUT PRIOR WARNING. THE FLIGHT CREW REPORTED SEEING THE FUEL PRESSURE AND ENGINE WARNING LIGHTS ILLUMINATE. THE FLIGHT CREW PERFORMED THE SHUTDOWN PROCEDURE AND PROP FEATHER PROCEDURE. THE PROPELLER DID NOT RESPOND TO CONDITION LEVER INPUT AND THE CREW HAD TO USE THE ALTERNATE FEATHER SYSTEM TO FEATHER THE PROPELLER. AFTER ENGINE REMOVAL THE ACCESSORY GEARBOX ANGLE DRIVE GEARBOX COVER WAS REMOVED. THE GEARSHAFT WAS FOUND TO HAVE EXCESSIVE MOVEMENT AND WAS NOT ENGAGING THE HP ROTOR PROPERLY. PART NUMBERS AND TIMES TO FOLLOW.

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<a href="#">CA050613005</a>	BOMBDR	PWC	ENGINE	FAILED
6/7/2005	DHC8402	PW150A		RIGHT

(CAN) AC, FLIGHT TESTING FOR A MODIFICATION TO AIRTANKER (FIREFIGHTING) ROLE. DURING PUSHOVER BOTH ENGINES LOST OIL PRESS ACTIVATED MASTER CAUTION WARNING LIGHTS AND LOW OIL PRESS LIGHTS. OIL PRESS LOSS LASTED LESS THAN 12 SECONDS FOR BOTH ENG BEFORE RECOVERING TO NORMAL LEVELS. LT ENG DID NOT EXHIBIT ANY ANOMOLIES DURING OIL PRESS LOSS EVENT. RT ENG PROP RPM DROPPED INITIATING UNDERSPEED PROTECTION. SYS WORKED NORMALLY, HELD PROP RPM AT 1060 ON OVERSPEED GOV. CREW FEATHERED ENG AS PRECAUTIONARY MEASURE, RETURNED. AN INVESTIGATION IAW AMM SHOWED NO ANOMOLIES AS A RESULT OF OIL PRESS LOSS. SYS ON RT ENG FUNCTIONED NORMALLY FOR THE PROP UNDERSPEED. ROOT CAUSE OF LOSS OF OIL PRESS IS UNDER INVESTIGATION.

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<a href="#">CA050621008</a>	BOMBDR	PWC	ENGINE	FAILED
6/7/2005	DHC8402	PW150A		

DURING AN STC FLIGHT TEST, THE AIRCRAFT WAS FLOWN TO A 45 DEGREE ANGLE FOLLOWED BY A PUSH-OVER RESULTING IN A ZERO GRAVITY CONDITION. THE LOW ENGINE OIL PRSSURE WARNING ANNUNCIATED AND BOTH

PROPELLERS FEATHERED. ENGINE POWER WAS REDUCED AND OIL PRESSURE STABILIZED. WHILE THE SISTER ENGINE/PROPELLER RECOVERED, PROPELLER WENT TO OVERSPEED GOVERNING. THE CREW ELECTED TO SHUT THE ENGINE DOWN INFLIGHT. MFG WILL INVESTIGATE THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

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<a href="#">CA050621013</a>	BOMBDR	PWC	ENGINE	SHUTDOWN
6/15/2005	DHC8402	PW150A		

(CAN) DURING LEVEL FLIGHT, THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN. THE CREW SECURED THE ENGINE AND FEATHERED THE PROPELLER. SUBSEQUENT INSPECTION REVEALED METALLIC PARTICLES ON THE TURBO MACHINE CHIP DETECTOR AND IN THE ENGINE OIL FILTER. THE ENGINE HAD RECENTLY EXPERIENCED AN INCIDENT INVOLVING LOSS OF MAIN OIL PRESSURE.

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<a href="#">AMCR200500006</a>	BRAERO		WINDSHIELD	FAILED
7/21/2005	BAE125800A		24016335	COCKPIT

CREW GOT A WINDSHIELD OVERHEAT INDICATION. UPON RETURN, CONTINUITY CHECK FOUND LEFT WINDSCREEN'S NORMAL SENSOR OPEN. REPLACED WINDSHIELD.

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<a href="#">CA050617003</a>	BRAERO	RROYCE	LINE	FAILED
6/9/2005	HS7482A	DART5342	438Q2277	HYD SYSTEM

DURING TAKEOFF, THE CREW SAW THE HYDRAULIC FLOW WARNING LIGHTS ILLUMINATE. THE FLIGHT WAS TERMINATED AND THE AIRCRAFT RETURNED WHERE AN UNEVENTFUL LANDING WAS MADE. MAINTENANCE INVESTIGATION REVEALED THAT THE TOP CONNECTION UNION ON HP HYDRAULIC PIPE WAS LEAKING. THE PIPE WAS REMOVED AND INSPECTED WITH NO DEFECTS FOUND. THE CONNECTION ADAPTOR WAS INSPECTED WITH NO DEFECTS FOUND. THE PIPE WAS REINSTALLED AND HYDRAULIC SYSTEM BLED. FULL SYSTEM FUNCTION TESTS WERE CARRIED OUT, AND AN ENGINE RUN AND TAXI TEST WERE COMPLETED. NO EVIDENCE OF FURTHER LEAKAGE WAS FOUND.

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<a href="#">CA050613006</a>	BRAERO	RROYCE	WHEEL	BROKEN
6/2/2005	HS7482A	DART5342	AHM7389	MLG

(CAN) MAIN WHEEL NR 2 POSITION 15 PERCENT OF WHEEL RIM BROKEN OFF WHEEL (TIRE REMAINED PARTIALLY INFLATED). WHEEL/TIRE ASSEMBLIES REPLACED.

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<a href="#">CA050516007</a>	CARSON	GE	TUBE	LEAKING
5/10/2005	S61LSKRSKY	CT581401	S613063005315	FUEL SYSTEM

(CAN) WHILE LANDING, ONE OF THE PASSENGERS IN THE CABIN NOTICED FLUID RUNNING DOWN THE RIGHT HAND SIDE OF THE AIRCRAFT. AFTER AIRCRAFT SHUT DOWN THE ENGINEER INSPECTED THE RIGHT HAND ENGINE AND FOUND A TUBE ASSY FROM THE MAIN FUEL SUPPLY LINE HAD LOOSENED, CAUSING A FUEL LEAK. THE LINE WAS TIGHTENED AND A LEAK CHECK CARRIED OUT. THE AIRCRAFT RETURNED TO BASE WITHOUT FURTHER INCIDENT.

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<a href="#">2005FA0001017</a>	CASA	GARRTT	TRANSCEIVER	MALFUNCTIONED
5/7/2005	C212200	TPE331*	4306081100000	COCKPIT

DURING INITIAL INSTALLATION FOUND THE LOCKING HOLE ON THE RADIO WAS DAMAGED, NOT ALLOWING THE UNIT TO SEAT IN THE TRAY PROPERLY. UNIT WAS REPLACED. (AL200502602) (K)

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<a href="#">20050615</a>	CASA	GARRTT	LOCK PLATE	SEPARATED
6/15/2005	C212CC	TPE33110R	A3495	PROPELLER

INSP MX RUN-UP, VIBRATION NR 2 PROP ASSY, VIBRATED A FEW SEC THEN DIMINISHED. DISCOVERED 2 SAFETY WIRED BOLTS HEADS ON GROUND THAT SNAPPED OFF PROP ASSY. SPINNER HAD PUNCTURE DAMAGE, MINOR DAMAGE TO 2 PROP BLADES. SPINNER REMOVED, 2 LOCK WIRED BOLTS HAD SHEARED OFF FROM BLADE CLAMP & START LOCK PLATE ASSY. FOD INSPEC DISCOVERED LOCK PLATE 75 YDS FROM ACFT. NR 2 ENG REPLACED DUE TO SOAP RECOMMENDATION. NR 2 PROPELLER HAD BEEN R&R. PROPELLER BALANCING TASK COMPLETED PRIOR TO INCIDENT. START LOCK PLATE WEAR AT START LOCK CONTACT POINT. START LOCK PN 830 ROTATED PAST CONTACT SURFACE OF START LOCK PLATE (PN A-3495). FORCE APPLIED TO START LOCK PLATE CAUSED 2

ATTACHING BOLTS (A-2016) TO SHEAR.

<a href="#">2005FA0001046</a>	CESSNA	CONT		MAGNETO	DEFECTIVE
7/5/2005	140A	C9014F		4301	ENGINE
BOTH MAGS REMOVED FOR SB, 500 HOUR INSPECTION. MFG DEFECT NOTED. ROTATING MAGNET AND BEARING ASSY NOT PRESSED (FAR ENOUGH) INTO FRONT MAG HOUSING . MAGS PURCHASED NEW 1/9/98. UNEVEN WAR NOTED THROUGHOUT WITH FINE BRONZE POWDER COATING INTERNAL PARTS. OD (GREEN) IN COLOR. MORE CAREFUL ASSEMBLY OF MAG COMPONENTS AT FACTORY. (NOTE) MAG SN 14 UNITS APART. (K)					
<a href="#">CA050608003</a>	CESSNA	CONT		SEAT TRACK	CRACKED
5/31/2005	150K	O200A		04101342	COCKPIT
(CAN) AT FWD END OF SEAT TRACKS, 2 SCREWS BEYOND END OF TRACK. SCREWS ATTACH TO ANGLE UNDER FLOOR SKIN. CRACKS ORIGINATE FROM UNDER SCREW HEADS, FWD OF TRACK. TRACK, PILOT'S IB, DOES NOT HAVE UNDER FLOOR ANGLE. THERE WERE NO CRACKS THIS LOCATION. OTHER 3 WERE CRACKED. ONE CRACK ON OB TRACK WAS 3 INCHES LONG. FLOOR AND SEAT RAIL FLEXING UP AND DOWN, ANGLE THAT ATTACHES TO LWR DOOR FRAME AND FLOOR, ALSO FLEXED UP AND DOWN. THIS CHAFED HOLE IN FUEL LINE THAT PASSES UNDER IT, WHICH WAS ORIGINAL PROBLEM. CARPETING IN THIS AREA IS GLUED TO FLOOR, MAKING IT IMPOSSIBLE TO SEE. WHEN FUEL LEAK BECAME AN ISSUE, CARPET HAD TO BE PEELED UP TO GAIN ACCESS TO FUEL LINE ON PILOT'S SIDE. THEN FIRST CRACKS BECAME KNOWN.					
<a href="#">2005FA0000972</a>	CESSNA			BOLT	LOOSE
7/18/2005	152			AN45A	HORIZONTAL STAB
AFTER USING AN ORBITAL WAXING BUFFER ON THE HORIZONTAL STABILIZER, THE OWNER NOTICED LOOSENESS AT THE HORIZONTAL STABILIZER LEADING EDGE AND THE OUTBOARD EDGE. INVESTIGATION REVEALED THAT BOTH FOWARD ATTACH BOLTS, P/N AN44-5A (IPC FIG 18A ITEM 1) WERE LOOSE. BOLTS WERE RETORQUED PER MAINTENANCE MANUAL. THE VIBRATION ACTION OF THE BUFFER APPEARENTLY CAUSED THE LOOSENESS.					
<a href="#">CA050614003</a>	CESSNA	LYC		STARTER	FAILED
6/7/2005	152	O235L2C		PM2403	ENGINE
(CAN) STARTER WOULD NOT OPERATE. STARTER REMOVED. CALLED MFG DIRECT TO OBTAIN PERMISSION TO OPEN STARTER FOR EXAMINATION. NOTE: STARTER FAILED AT LESS THAN 1 HOUR TIME SINCE OVERHAUL.					
<a href="#">CA050601002</a>	CESSNA	LYC	CESSNA	BRACKET	CRACKED
5/30/2005	152	O235L2C		04320049	HORIZONTAL STAB
(CAN) PART DISCOVERED CRACKED IAW 2 PREVIOUS EXAMPLES.					
<a href="#">CA050609008</a>	CESSNA	LYC		STARTER	INOPERATIVE
6/1/2005	152	O235L2C		PM2403	ENGINE
(CAN) STARTER WOULD NOT OPERATE. STARTER REMOVED, RATTLING SOUND IN MOTOR END BY BRUSHES. STARTER RETURNED TO SUPPLIER.					
<a href="#">CA050609007</a>	CESSNA	LYC		STARTER	FOD
5/12/2005	152	O235L2C		PM2403	ENGINE
(CAN) STARTER WOULD NOT OPERATE. STARTER REMOVED, FOREIGN OBJECT AT REAR CASE OF STARTER. MOTOR RETURNED FOR WARRANTY.					
<a href="#">CA050609006</a>	CESSNA	LYC		STARTER	BURNED
4/18/2005	152	O235L2C		MMU4001	ENGINE
(CAN) STARTER WOULD NOT ENGAGE, REMOVED UNIT FOUND ARC/BURNED MARK AT REAR COVER BY BRUSHES.					
<a href="#">CA050607005</a>	CESSNA	LYC	CESSNA	SPAR	CRACKED
6/7/2005	152	O235N2C		043200121	HINGE BRACKET

(CAN) WAS REPLACING RT ELEVATOR SKIN DUE TO HINGE WEAR (OB HINGE POINT IS PART OF SKIN). CRACKS WERE FOUND ON THE SPAR P/N 0432001-21 UNDER IB HINGE BRACKET P/N 0432001-72. THESE CRACKS COULD NOT BE SEEN THRU VISUAL INSPECTION ON THE FORWARD SIDE OF THE SPAR. MFG HAS UPDATED THE SPAR ASSY WHICH COMES WITH A NEW, MORE SUPPORTED BRACKET INSTALLED TO REDUCE THIS ISSUE. IF THIS HINGE (ON THE OLDER STYLE SPAR) IS AT ALL WORN THIS AREA SHOULD BE INSPECTED WITH GREAT DETAIL. CODE DETAIL 7B) ELEVATOR WAS FOUND HAVING AN ABNORMAL AMOUNT OF PLAY DURING A PHASE INSPECTION. DURING REPAIR FOR THIS PLAY THE SPAR WAS FOUND CRACKED. NO ACTION WAS TAKEN BY FLIGHT CREW.

<a href="#">CA050630001</a>	CESSNA	CONT	CONT	BEARING	MISMANUFACTURED
6/13/2005	172A	O300D		630680	STARTER ADAPTER

(CAN) STARTER ADAPTER DISASSEMBLED FOR OVERHAUL. SHAFT GEAR REMOVED FROM BEARING WHEN NEEDLES FELL OUT, SUSPECT POSSIBLE UNAPPROVED PART. ENGINE HAD JUST BEEN INSPECTED. QUALITY AND WORKMANSHIP MADE ENGINE NON-AIRWORTHY IAW FINDING.

<a href="#">2005FA0001021</a>	CESSNA	LYC		ANTENNA	UNSERVICEABLE
4/23/2005	172M	O320*		5900051	FUSELAGE

DURING UPGRADE OF UAT, FOUND UPPER UAT ANTENNA UNSERVICEABLE. (ALO5200502606) (K)

<a href="#">2005FA0001064</a>	CESSNA	LYC		ANTENNA	INOPERATIVE
5/5/2005	172M	O320*		5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">CA050524004</a>	CESSNA	LYC	CESSNA	HINGE BRACKET	CRACKED
5/24/2005	172M	O320E2D		05310186	CRACK IN CORNER

(CAN) DURING AN INSPECTION A CRACK WAS FOUND IN THE CORNER OF A TOP RUDDER HINGE BRACKET. THE AMO HAS BEEN MONITORING THE WEAR ON THESE BRACKETS IN OUR HIGH TIME AIR FRAMES. SUBSEQUENTLY 5 HIGH TIME AIRFRAME SHAVE HAD THEIR RUDDER HINGE BRACKETS REPLACED. NO MORE CRACKS WERE FOUND BUT THE BRACKETS DID SHOW SIGNIFICANT WEAR. HAVE INCLUDED THIS INSPECTION AND REPAIR IN OUR AGING AIRCRAFT INSPECTIONS AND ARE MONITORING THE REST OF OUR FLEET.

<a href="#">CA050418004</a>	CESSNA	LYC		LINE	WORN
4/11/2005	172P	O320D2J		050011874	FUEL SYSTEM

(CAN) DURING 200 HOURS INSPECTION, FUEL LINE ASSEMBLY FROM UNION TO FUEL STRAINER FOUND WORN (DAMAGED) BY NOSE STEERING PUSH/PULL ROD ASSY. NOTE: SAME DAMAGED FOUND PREVIOUSLY WHICH SDR WAS PRODUCED IN FEBRUARY 11, 2005. NEW FUEL LINE ASSY SUPPLY BY MFG SEEM TO HAVE A BETTER CLEARANCE FT BETWEEN PARTS. SUSPECT NOSE STEERING TUBE ASSEMBLY WHEN BALL JOINT ATTACHMENT BECOME WORN/EXCESSIVE PLAY. RUB AGAINST FUEL LINE.

<a href="#">2005FA0001050</a>	CESSNA	LYC		ACTUATOR	CRACKED
7/7/2005	172RG	O360F1A6		98820152	MLG

MLG ACTUATOR CRACKED. (K)

<a href="#">2005FA0001006</a>	CESSNA	LYC		BULKHEAD	CRACKED
6/30/2005	172S	IO360A1A		05522311	PROP SPINNER

DURING 100 HR INSPECTION THE FORWARD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AROUND ALL SIX (6) BOLT HOLES. THINK THAT THE CAUSE OF THE PROBLEM IS THAT WHEN THE PROP MOUNTING BOLTS ARE TORQUED TO THE LIMITS GIVEN IN THE SRM AND THAT THE FORWARD BULKHEAD GETS PULLED DOWN SLIGHTLY INTO THE CHAMFER OF THE PROP BOLT HOLES AND THIS IN TURN STRESSES THE PART LEADING TO CRACKING. TO SOLVE THIS PROBLEM, THINK THAT THE TORQUE OF THE MOUNTING BOLTS AND THE DESIGN OF THE BULKHEAD NEED TO BE EVALUATED AND CHANGES MADE. ANOTHER SOLUTION MIGHT BE TO ADD A PLATE OVER THE MOUNTING AREA MUCH LIKE THE ONE REQUIRED FOR SOME 152 PROP INSTALLATIONS TO ALLOW THE STRESS FROM THE MOUNTING BOLTS TO BE MORE EVENLY DISTRIBUTED. (K)

<a href="#">2005FA0001005</a>	CESSNA	LYC		BULKHEAD	CRACKED
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6/29/2005 172S IO360A1A 05522311 PROP SPINNER

DURING ANNUAL INSPECTION THE FORWARD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AROUND 5 OF THE SIX BOLT HOLES. THINK THAT THE CAUSE OF THE PROBLEM IS THAT WHEN THE PROP MOUNTING BOLTS ARE TORQUED TO THE LIMITS GIVEN IN THE SRM THAT THE FORWARD BULKHEAD GET PULLED DOWN SLIGHTLY INTO THE CHAMFER OF THE PROP BOLT HOLES AND THIS IN TURN STRESS THE PART LEADING TO CRACKING. TO SOLVE THIS PROBLEM, THINK THAT THE POSSIBILITY OF DIMPLING OF THE BOLT HOLES MIGHT CORRECT THE CRACKING. (K)

[ZB0R200500003](#) CESSNA LYC CIRCUIT BREAKER SHORTED

7/6/2005 172S IO360A1A CM358910 LANDING LIGHT

DURING TRAINING FLIGHT, INSTRUCTOR AND STUDENT NOTICED SMOKE COMING FROM LANDING LIGHT SWITCH. INSTRUCTOR IMMEDIATELY TURNED MASTER SWITCH OFF AND PROCEEDED BACK TO BASE. INSPECTION IN MAINTENANCE REVEALED LANDING LIGHT BREAKER SWITCH INOPERATIVE. REPLACED WITH NEW P/N CM3589-10. SYSTEM OPS CK OK. NO EXTERNAL OR WIRING DAMAGE.

[2005FA0000996](#) CESSNA LYC LAMAR PINION GEAR BROKEN

6/27/2005 172S IO360L2A STARTER

THIS STARTER PINION GEAR FAILED. PIECES OF THE GEAR JAMMED THE STARTER MOTOR AND DAMAGED THE RING GEAR. THIS IS THE SECOND OCCURRENCE OF THIS INCIDENT ON THIS AIRCRAFT. MFG MENTIONED THAT THERE HAS BEEN PROBLEM IN PAST. IN ALL CASES BUT THIS LAST ONE, TEETH HAVE BEEN BROKEN OFF OF THE RING GEAR. THE CURRENT INCIDENT HAS ONLY DAMAGED THE RING GEAR TEETH. (K)

[2005FA0000986](#) CESSNA LYC CARBURETOR MALFUNCTIONED

6/28/2005 177 O320\* 272 ENGINE

CUSTOMER REPORTS THAT ENGINE QUIT ON FINAL. ON THE GROUND PILOT WITNESSED GAS POURING OUT FROM BOTTOM OF COWL. (K)

[2005FA0000896](#) CESSNA LYC SKIN CORRODED

5/12/2005 177A O360\* 17220044 RT WING

DURING AN ANNUAL INSP, RT WING IB L/E SKIN WAS FOUND CORRODED THROUGH BENEATH STRINGER. A POSSIBLE CAUSE FOR THE EXCESSIVE CORROSION MAY BE WATER SEEPING THROUGH THE AIR INLET HOSE INSTALLED ABOVE THE AFFECTED AREA. THIS WATER ENTERS THROUGH THE L/E AIR INLET AND CREATES RUST IN THE STEEL WIRE WOUND HOSE AND DRIPS RUST CONTAMINATED WATER ON THE WING SURFACE BELOW WHICH MAY ACCELERATE THE CORROSION PROCESS. IT IS RECOMMENDED THAT CLOSE ATTENTION BE PAID TO THAT PART OF THE WING AND TO THE CONDITION OF THE VENT HOSE DIRECTLY ABOVE IT ESPECIALLY IN AIRCRAFT THAT ARE STORED OUTDOORS. APPLYING CORROSION RESISTANT CHEMICAL TO INSIDE OF WING WOULD ALSO HELP SITUATION. (K)

[2005FA0000979](#) CESSNA CONT ACTUATOR DEFECTIVE

5/2/2005 180 O470\* MC2711B FLOAT

LT MAIN LANDING GEAR FAILED DOWN AND LOCKED POSITION, UPON INSPECTION, O-RING IN ACTUATOR PLUNGER ASSY, MS28775-214 WAS FOUND DEFECTIVE, REPLACED WITH SAME PN RE INSTALLED ACTUATO TO FLOAT ASSY. OPS CHECKED OK, NO DEFECTS NOTED. (AL05200502475) (K)

[CA050531004](#) CESSNA CONT SUPPORT BRACKET CORRODED

5/18/2005 180 O470K 071349561 FUSELAGE

(CAN) INTERGRANULAR CORROSION FOUND ON INSPECTION.

[CA050519001](#) CESSNA CONT CESSNA LEG ASSY CRACKED

5/17/2005 182J IO470S 07416011 MLG

(CAN) DUE TO A BROKEN MLG LEG ON ONE OF OUR AIRCRAFT LAST SEASON IT WAS DECIDED TO HAVE ALL MLG LEGS MAGNAFLUXED TO DETERMINE IF ANY OTHERS IN THE FLEET WERE CRACKED. EACH INSPECTION SINCE THEN, NDTD LEGS HAVE BEEN INSTALLED AND THE LEGS REMOVED FROM SERVICE HAVE BEEN TESTED. WHEN

LEGS WERE TESTED THE LT LEG WAS FOUND TO HAVE A CRACK IMMEDIATELY OB THE MLG SUPPORT BRACKET IN THE SAME PLACE WHERE THE MLG LEG BROKE ON LAST SEASON.

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<a href="#">2005FA0000974</a>	CESSNA	CONT	MAGNETO	CRACKED
7/21/2005	182P	O470S	6310	ENGINE

FOUND AN OIL LEAK COMING FROM THE BASE OF THE LEFT MAGNETO. REMOVED MAG TO REPLACE GASKET. FELT SOMETHING ON THE MOUNTING FLANGE OF THE MAG. FOUND A SECTION OF THE FLANGE ABOUT 1 1/4 INCH CRACKED WHERE THE HOLD DOWN CLIP CLAMPS THE MAG TO THE ENGINE CASE. A LITTLE HAND PRESSURE AND THE CRACKED SECTION CAME OFF.

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<a href="#">2005FA0000975</a>	CESSNA	CONT	MAGNETO	CRACKED
7/21/2005	182P	O470S	6310	ENGINE

FOUND AN OIL LEAK COMING FROM THE BASE OF THE LEFT MAGNETO. REMOVED MAG TO REPLACE GASKET. FELT SOMETHING ON THE MOUNTING FLANGE OF THE MAG. FOUND A SECTION OF THE FLANGE ABOUT 1 1/4 INCH CRACKED WHERE THE HOLD DOWN CLIP CLAMPS THE MAG TO THE ENGINE CASE. A LITTLE HAND PRESSURE AND THE CRACKED SECTION CAME OFF.

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<a href="#">2005FA0000976</a>	CESSNA	CONT	MAGNETO	CRACKED
7/21/2005	182P	O470S	6310	ENGINE

FOUND AN OIL LEAK COMING FROM THE BASE OF THE LEFT MAGNETO. REMOVED MAG TO REPLACE GASKET. FELT SOMETHING ON THE MOUNTING FLANGE OF THE MAG. FOUND A SECTION OF THE FLANGE ABOUT 1 1/4 INCH CRACKED WHERE THE HOLD DOWN CLIP CLAMPS THE MAG TO THE ENGINE CASE. A LITTLE HAND PRESSURE AND THE CRACKED SECTION CAME OFF.

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<a href="#">2005FA0000898</a>	CESSNA	LYC	HOUSING	LEAKING
6/1/2005	182T	IO540A1A5	21C2153902	LT MAG ADAPTER

AFTER ENGINE INSTALLATION, 2 HOURS INTO BREAK IN PERIOD, OIL LEAK DISCOVERED IN BOSS OF CAMSHAFT IDLER GEAR. LT MAY ADAPTER BASE, CUT TOO WIDE; HOLE THROUGH TO SHAFT SUPPORT OF IDLER GEAR. (K)

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<a href="#">2005FA0001009</a>	CESSNA	LYC	BELLCRANK	BINDING
7/1/2005	206H	IO540*		TE FLAPS

BINDING IN FLAP DR SYS AT BELLCRANKS WHERE ROD ENDS ATTACH. FLAP DR RODENDS WERE FOUND DIGGING INTO BELLCRANK ARMS AS THEY OPERATED, NML TRAVEL AS SHOWN BY RUB MARKS ON RODENDS. BELLCRANK ARMS, EXCESS CLAMPED BY RODEND ATTACH BOLTS, SOME BOLTS NOT TIGHTENED SECURELY LEAVING ROD END TO MOVE UP AND DOWN ON BOLT SHANK. WASHERS WERE INSTALLED BETWEEN RODEND BRG, BELLCRANK TO RELIEVE CLAMPING STRAIN ON ARMS, PROVIDE CLEARANCE FOR RODENDS TO OPERATE W/O BINDING ON ARMS. INTERCONNECT RODENDS WERE FOUND BINDING AT END OF TRAVEL IN DWN POSITION. BELLCRANK ANGLE DURING RIGGING, ADJUSTING RIGGING TO CLOCK BELLCRANK TRAVEL INTO USEABLE ARC THAT PREVENTS BINDING AT ENDS OF ITS RANGE WILL HELP PREVENT FURTHER DAMAGE. (K)

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<a href="#">2005FA0001022</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/21/2005	207	IO520*	5900051	FUSELAGE

DURING UPGRADE OF UAT, FOUND LOWER UAT ANTENNA UNSERVICEABLE. (AL05200502607) (K)

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<a href="#">2005FA0001023</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/21/2005	207	IO520*	5900051	FUSELAGE

DURING UPGRADE OF UAT, FOUND UPPER UAT ANTENNA UNSERVICEABLE. (AL05200502608) (K)

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<a href="#">2005FA0001020</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/4/2005	207	IO520*	5900051	UAT

DURING UPGRADE OF UAT, FOUND LOWER UAT ANTENNA UNSERVICEABLE. (ALO5200502605) (K)

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<a href="#">2005FA0001057</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/29/2005	207	IO520*	5900051	UAT

FOUND LOWER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">2005FA0001058</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/29/2005	207	IO520*	5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">2005FA0001063</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/21/2005	207A	IO520*	5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURIN UAT UPGRADE. (K)

<a href="#">2005FA0001062</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/27/2005	207A	IO520*	5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">2005FA0001055</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/23/2005	207A	IO520*	5900051	UAT

FOUND LOWER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">2005FA0001029</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
3/29/2005	207A	IO520*	5900051	FUSELAGE

FOUND LOWER UAT ANTENNA BAD DURING UAT UPGRADE. (AL05200502614) (K)

<a href="#">2005FA0001025</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/26/2005	207A	IO520*	5900051	UAT

FOUND LOWER UAT ANTENNA BAD DURING UAT UPGRADE. (K)

<a href="#">2005FA0001018</a>	CESSNA	CONT	TRANSCEIVER	MALFUNCTIONED
4/5/2005	207A	IO520*	4306081100000	COCKPIT

DURING INITIAL PROGRAMMING FOLLOWING INITIAL INSTALLATION, FOUND THE APM WOULD NOT PROGRAM. (K)

<a href="#">2005FA0001019</a>	CESSNA	CONT	TRANSCEIVER	MALFUNCTIONED
4/7/2005	207A	IO520*	4306081100000	COCKPIT

DURING GROUND FUNCTIONAL CHECKS FOLLOWING INITIAL INSTALLATION, MX20 DISPLAYS THE ERROR MESSAGE (GDL90 REQUIRES MAINTENANCE). UPON INSTALLATION OF ANOTHER UNIT, ERROR MESSAGE CLEARED, SYSTEM OPERATION SATISFACTORY. (AL05200502604) (K)

<a href="#">2005FA0001024</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/29/2005	207A	IO520*	5900051	FUSELAGE

FOUND UAT ANTENNA BAD DURING UAT UPGRADE. (ALO5200502609) (K)

<a href="#">2005FA0001026</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/23/2005	207A	IO520*	5900051	FUSELAGE

FOUND LOWER UAT ANTENNA BAD DURING UAT UPGRADE. (AL05200502611) (K)

<a href="#">2005FA0001032</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/19/2005	207A	IO520F	5900051	FUSELAGE

DURING UPGRADE OF UAT FOUND BOTH UAT ANTENNAS UNSERVIEABLE. (AL05200502617) (K)

<a href="#">2005FA0001028</a>	CESSNA	CONT	ANTENNA	UNSERVICEABLE
4/24/2005	207A	IO520F	5900051	FUSELAGE

FOUND LOWER UAT ANTENNA BAD DURING UAT UPGRADE. (AL05200502613) (K)

<a href="#">2005FA0001033</a>	CESSNA	CONT	ANTENNA	INOPERATIVE
4/12/2005	207A	IO520F	5900051	FUSELAGE
DURING UPGRADE OF UAT FOUND BOTH UAT ANTENNAS UNSERVICEABLE. (AL05200502618) (K)				
<a href="#">2005FA0001056</a>	CESSNA	PWA	ANTENNA	INOPERATIVE
4/29/2005	208B	PT6A60A	5900051	UAT
FOUND LOWER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)				
<a href="#">2005FA0001043</a>	CESSNA	CONT	ACTUATOR	BROKEN
7/18/2005	210C	IO470*	EA1614	RT MLG
GEAR ACTUATOR WAS FOUND TO BE SPLIT DOWN THE SIDE AND THE TOP HAD BROKEN INTO TWO PIECES. THE PILOT REPORTED HEARING A LOUD POP DURING THE GEAR CYCLE. THE EMERGENCY HAND PUMP WAS USELESS DUE TO THIS PROBLEM. THE AIRCRAFT MADE A SAFE LANDING AFTER A GROUND CREW PULLED THE GEAR DOWN WHILE THE PILOT FLEW DOWN THE RUNWAY. (K)				
<a href="#">2005FA0001016</a>	CESSNA	CONT	DISPLAY	MALFUNCTIONED
6/11/2005	210C	IO470*	4300270502	COCKPIT
DURING GROUND FUNCTIONAL CHECKS FOLLOWING INITIAL INSTALLATION FOUND THE MX20 MULTIFUNCTION DISPLAY WOULD NOT ACCEPT DATA FROM THE GNS480. ADDITIONALLY, THE MX20 HAD NO MAP DISPLAY UPON GPS ACQUISITION. (AL05200502601) (K)				
<a href="#">2005FA0001012</a>	CESSNA	CONT	CYLINDER HEAD	CRACKED
6/17/2005	210D	IO520A		ENGINE
ENGINE WITH 450.0 TIS AND CYLINDER NR 2 WITH THE SAME TIS, BUT 31.0 HOURS SINCE REMOVAL/REPAIR/REINSTALLATION. DURING CRUISE FLIGHT, ENG BECAME VERY ROUGH WITH LOSS OF POWER. NORMAL LANDING WAS MADE. UPON INSP OF ENG, FOUND NR 2 CYL (COLD). PERFORMED COMPRESSION CHECK, NR 2 CYL HAD NO COMPRESSION. BOROSCOPIED CYL AND FOUND CRACK PRESENT IN THE ALUMINUM CYL HEAD APPROX CENTERED ON EXHAUST VALVE SEAT AND EXTENDING IN CIRCULAR PATTERN, 2 PLUS INCHES IN EITHER DIRECTION. AFT END SEEMED TO RELIEVE ITSELF ON EDGE OF LWR SPARK PLUG BOSS (LWR SPARK PLUG HAD NO TORQUE WHAT SO EVER). THERE WAS A HOLE (.25 INCH WIDE X .375 INCH LONG) ON FWD END OF CRACK WITH EXHAUST GASES/DEPOSITS PRESENT ON CYL COOLING FINS. (K)				
<a href="#">2005FA0000969</a>	CESSNA	CONT	IMPULSE COUPLING	WORN
6/28/2005	210M	IO550*	IO400309	MAGNETO
MAGS REMOVED FOR TROUBLESHOOTING OF ENGINE HIGH ALTITUDE OPERATION PROBLEM. DURING PREINSTALLATION INSPECTION OF COUPLINGS. ONE WAS FOUND WORN BEYOND LIMITS. (K)				
<a href="#">B3OR20050718</a>	CESSNA	CONT	INTAKE PIPE	CRACKED
7/18/2005	210N	IO550*	646205	NR 4 CYLINDER
WHILE REMOVING LT MAGNETO FOR TBO, THE NR 4 CYLINDER INTAKE PIPE HAD TO BE REMOVED FOR ACCESS TO THE MAGNETO. REMOVAL OF THE INTAKE PIPE REVEALED THAT THE INTAKE PIPE HAD A CRACK IN THE FLARE END THAT IS SECURED TO THE CYLINDER INTAKE PORT. FURTHER INVESTIGATION REVEALED THAT THE NR 4 INTAKE PIPE WAS THE ONLY PIPE FOUND IN THIS CONDITION. THIS ENGINE HAD AN INTERMITTENT PROBLEM OF RUNNING ROUGH FOR A FEW MOMENTS THEN BACK TO RUNNING NORMALLY. ALL IO-550P OPERATORS SHOULD BE MADE AWARE OF THIS PROBLEM.				
<a href="#">B3OR20050627</a>	CESSNA	CONT	MANIFOLD	CONTAMINATED
6/27/2005	210N	TSIO520*	6464336P	FUEL SYSTEM
TAXI, ENG RUNS ROUGH. FUEL INJECTOR LINES DISCONNECTED, NR 5 CYL FUEL INJECTOR NOT FLOWING CORRECTLY. PROBLEM FUEL DISTRIBUTOR MANIFOLD OR SPIDER. FILTER SCREEN IN SPIDER REMOVED, 9 PARTICLES FOUND. LARGEST 7CM LONG & 1MM WIDE. MANIFOLD DISASSEMBLED & 2 PARTICLES FOUND NEAR OUTLET NR 5 CYL. LARGEST 1CM WIDE BY 1CM LONG. TWO PARTICLES HAD GOTTEN PAST FILTER SCREEN.				

AFTER FILTER SCREEN & DISTRIBUTION MANIFOLD CLEANED & REASSEMBLED. FLOW PATTERN NR 5 CYL NORMAL. FUEL SCREEN ON FUEL DISTRIBUTION MANIFOLD IS NOT LISTED FOR PERIODIC INSP OR CLEANING. ENG HAS INTERMITTENT PROBLEM OF ROUGH RUNNING, 1ST TIME INDICATION OF DEBRIS IN FUEL DISTRIBUTION MANIFOLD. IO550P OPERATORS SHOULD BE MADE AWARE OF PROBLEM.

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<a href="#">CA050609010</a>	CESSNA	CONT	CONT	PISTON	BROKEN
5/23/2005	305A	O47011		AEC654729	NR 1 CYLINDER

(CAN) DURING FLIGHT, MOMENTARY DROP IN OIL PRESSURE WAS NOTED. DURING NEXT OIL CHANGE, SIGNIFICANT AMOUNTS OF METAL AND CARBON WERE NOTED IN OIL SCREEN. DUE TO HIGH LEVELS OF CARBON, IT WAS SUSPECTED THAT AN EXHAUST VALVE HAS FAILED. NR 1 CYLINDER WAS SUSPECT. WHEN THAT CYLINDER WAS REMOVED, MARKS WERE NOTED IN PISTON. IT WAS OBVIOUS THAT SOMETHING WAS BEING BANGED AROUND INSIDE ENGINE. A CLOSE LOOK INSIDE ENGINE REVEALED THAT NR 2 PISTON WAS MISSING HALF OF ITS PISTON SKIRT. ENGINE WAS REMOVED FOR OVERHAUL. MANY OF BROKEN PIECES OF PISTON WERE LOCATED IN OIL SUMP. MOST PIECES ARE TOO LARGE TO BE REMOVED FROM DRAIN HOLE. PISTON ASSY WILL BE SENT FOR FURTHER EVALUATION.

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<a href="#">2005FA0000902</a>	CESSNA	CONT		BLADDER	LEAKING
6/14/2005	310R	IO520*			LT FUEL CELL

THE LT OB BLADDER HAD A SMALL SEEPING LEAK AND WAS IGNITED CAUSING AN EXPLOSION. THE SOURCE OF IGNITION IS UNKNOWN, BUT THE SECOND SENDING UNIT IS SUSPECTED.

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<a href="#">2005FA0000980</a>	CESSNA	CONT		PAN	CRACKED
6/14/2005	340A	TSIO520*		53120252	TAIL

AFT PAN ASSY IN TAIL CRACKED. THIS IS A RECURRING ISSUE WITH OUT FLEET. PROBABLE CAUSE IS EXCESS FLEX IN TAIL. RECOMMEND CLOSER INSPECTION DURING 100 HR/ANNUAL INSPECTIONS. (GL21200502750) (K)

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<a href="#">2005FA0000994</a>	CESSNA	CONT		LINE	CORRODED
6/9/2005	340A	TSIO520*		530010841	FUEL CROSSFEED

DURING ANNUAL INSPECTION FOUND FUEL STAINS ON CROSSFEED LINE UNDER CABIN FLOOR PANEL. FOUND CROSSFEED LINE CORRODED THROUGH. LINE WAS LEAKING AT A CORRODED AREA. THERE WAS NOTHING TOUCHING FUEL LINE. (GL21200502745) (K)

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<a href="#">DYCR200532202</a>	CESSNA			BRAKE ASSY	DAMAGED
7/26/2005	550			90C897001	ZONE 700

BRAKE IS PART OF MTOW STC BY NEWFLIGHT. BRAKE AND WHEEL ASSEMBLY FIT FINE, HOWEVER AFTER SEVERAL FLIGHT HOURS THE BRAKE LUGS ON THE INNER WHEEL HALF RUB THE PIN IN THE LOWER TORQUE LINK DAMAGING THE WHEEL HALF AND THE TORQUE LINK. AXLE NUT IS TORQUED AT INITIAL INTALL, BUT IT WAS NOTED UPON THIS DISCREPANCY THAT THE NUT WAS NOW ONLY FINGER TIGHT. LOCK SCREWS AND SAFETY WIRE WERE STILL IN PLACE.

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<a href="#">CA050518018</a>	CESSNA	PWA	CESSNA	CHAIN	MISINSTALLED
4/30/2005	550	JT15D4		556544054	TRIM CONTROL

(CAN) DURING MAJOR INSP, TRIM ACTUATOR WAS REMOVED AND REINSTALLED. WHEN ENGINEER MOUNTED TRIM CONTROL CABLE CHAIN ONTO ACTUATOR SPROCKET, INSTALLED OPPOSITE TO WAY IT WAS REMOVED. THIS CAUSED ELEV TRIM CONTROL SYS TO WORK BACKWARDS. MM DOES NOT FULLY DESCRIBE INSTALLATION OF CHAIN ON SPROCKET AND IT IS EASY TO INSTALL IT INCORRECTLY. PERSONS DOING DUAL INSPECTION OF THE SYS FAILED TO RECOGNIZE ERROR BECAUSE OF HUMAN FACTORS. ERROR WAS NOT CAUGHT UNTIL AIRCRAFT WAS TEST FLOWN WHEN HEAVIER THAN NORMAL CONTROL FORCES WERE REQUIRED TO CONTROL PITCH. RATHER THAN TROUBLESHOOT PROBLEM CREW ELECTED TO RETURN IMMEDIATELY AND LANDED WITHOUT FURTHER INCIDENT. BECAUSE OF NATURE OF THE DIFFICULTY DECLARED AN EMERGENCY.

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<a href="#">CWQR2005005</a>	CESSNA			DRAIN	POPPED
6/22/2005	560XL			68C48	FUEL SYS

FORWARD RT FUSELAGE STATIC DRAIN VALVE NOT FLUSH. NEW UNIT ORDERED AND INSTALLED, LEAK CHECKED. DURING REMOVAL OF SUSPECTED BAD PART, ENTIRE CORE POPPED OUT, CONDITION WOULD HAVE

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DIRECTLY OPENED STATIC SYSTEM. CORE OF UNIT APPEARS TO BE PRESSED AND GLUED INTO PLACE, VERY LITTLE GLUE RESIDUE APPEARED ON CORE OR BASE. THIS IS A RVSM A/C. ALSO, THE VERBIAGE IN THE IPC REFERS TO IT AS A FUEL DRAIN NOT A STATIC DRAIN.

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<a href="#">CA050608005</a>	CESSNA	PWA	DUCT	LOOSE
5/24/2005	560XL	PW545A	66150405	ACM

(CAN) DEPARTURE AFTER MAINTENANCE, AT FL 22,000 CLIMBING, CREW HEARD A LOUD BANG, THEN THE CABIN ALTITUDE BEGAN TO RISE ( DELTA PRESSURE DROPPED). THE CREW STOPPED CLIMB AND DESCENDED BELOW 10,000 FEET AND ELECTED TO RETURN TO POINT OF DEPARTURE. MAINTENANCE CREW FOUND THE AIR CYCLING MACHINE (ACM) DUCT (P/N 6615040-5) GOING TO THE WATER SEPARATOR TO BE LOOSE FROM RUBBER MATING DUCT. THE GROUND CREW REATTACHED THE DUCT ASSEMBLY AND TIGHTENED ALL CLAMPS (P/N S1891-64). PRESSURE CHECK AND LEAK DUCT CHECKED.

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<a href="#">CA050407002</a>	CESSNA	GARRTT	PUMP	FAILED
4/4/2005	650	TFE7313C	99140751	HYD SYSTEM

(CAN) AFTER TAKE-OFF, THE LT HYDRAULIC PRESSURE LOW ANNUNCIATION ILLUMINATED IN CLIMB. AIRCRAFT RETURN TO MAINTENANCE BASE. LT ENGINE HYDRAULIC DRIVEN PUMP REPLACED.

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<a href="#">2005FA0000947</a>	CESSNA		COLLAR	MISSING
6/30/2005	A185E			TAIL WHEEL

THE AIRPLANE GROUNDLOOPED. DISASSEMBLY REVEALED THAT THE TAIL WHEEL-LOCKING COLLAR WAS NOT INSTALLED ON THE TAILWHEEL ASSEMBLY. ALSO, THE STEERING NOTCH ON THE TAILWHEEL STEERING ARM WAS WORN SO THAT A LIGHT AMOUNT OF PRESSURE BY HAND WOULD ALLOW THE TAILWHEEL TO BE TURNED ABOUT ITS STEERING AXIS. THE MISSING LOCKING COLLAR WAS NOT APPARENT UNTIL THE TAILWHEEL WAS DISASSEMBLED.

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<a href="#">CA050615009</a>	CESSNA	CONT	CYLINDER HEAD	CRACKED
6/12/2005	A185E	IO520D	AEC631397	NR 2

(CAN) AS PROPELLER WAS ROTATED, AIR WAS HEARD ESCAPING FROM NR 2 CYLINDER. A CYLINDER LEAKAGE CHECK WAS CARRIED OUT TO CONFIRM LEAKAGE, AND A SOAP/WATER SOLUTION USED TO LOCATE THE CRACK. CRACK WAS LOCATED IN CYLINDER HEAD ABOVE EXHAUST VALVE AREA. CYLINDER ASSY WAS REMOVED FROM SERVICE. THIS IS THE 6TH CYLINDER ASSY FOUND IN THIS CONDITION IN THE PAST TWO MONTHS. ALL CYLINDERS WERE SAME MFG CYLINDER'S WITH APPROXIMATELY THE SAME 3 OF HOURS.

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<a href="#">2005FA0000937</a>	CESSNA	CONT	BRACKET	BROKEN
5/2/2005	A185F	IO520*	0512128	CONTROL CABLE

PILOT REPORTED THAT THE FLAPS FELT FUNNY AND THAT THEY MADE A GRINDING NOISE. INSPECTION OF FLAP SYSTEM FOUND PULLEY BRACKET FOR LT FLAP EXTEND CABLE HAD BROKEN AT 2 OF THE 4 MOUNTING SCREW TABS.

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<a href="#">CA050614009</a>	CESSNA	CONT	CRANKSHAFT	FRACTURED
5/24/2005	A185F	IO520D	649134	NR 2 MAIN

(CAN) CRANKSHAFT FRACTURED AT NR 2 MAIN BEARING JOURNAL FILLET NEXT TO NR 3 CHEEK. FAILURE IS IN LINE WITH NR 2 CONNECTING ROD JOURNAL IN AREA WHERE CRANKSHAFT IS INSPECTED FOR SUB-SURFACE CRACKS BY UT. MAIN BEARINGS WERE POUNDED TO VERY THIN METAL PIECES. NR 1, NR 2 MAIN BEARING SADDLES IN CRANKCASE WERE DAMAGED FOLLOWING FAILURE OF CRANKSHAFT, NR 2 MAIN BEARINGS. DUE TO AMOUNT OF DAMAGE, CAUSE OF FAILURE COULD NOT BE DETERMINED WITH INSPECTION EQUIPMENT AVAILABLE. CRANKSHAFT WAS MFG BY VAR PROCESS. AIRCRAFT WAS IN AN INCIDENT. CRANKSHAFT, CRANKCASE, MAIN BEARINGS, CONNECTING RODS, CYLINDERS AND PISTONS HAVE BEEN TAKEN BY NTSB.

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<a href="#">CA050530008</a>	CESSNA	CONT	ALTERNATOR	FAILED
5/17/2005	A185F	IO520F	DOFF10300JR	ENGINE

(CAN) ALTERNATOR FAILED IN FLIGHT. REPLACED UNIT.

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<a href="#">CA050526005</a>	CESSNA	CONT	CESSNA	LOCK	BROKEN
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5/26/2005	A185F	IO550D	LC6010000B	CYLINDER
(CAN) ADULT MALE WAS ADJUSTING HIMSELF IN THE FRONT RT SEAT WHEN THE SEAT COLLAPSED REARWARD. PASSENGER WAS QUITE LARGE, 250 LBS PLUS. PART FAILED AT THE FORWARD ATTACH CRIMP. WHERE IT CRIMPS ON TO THE SPLINE.				
<a href="#">CA050613009</a>	CESSNA	CONT	KING	BATTERY
6/9/2005	A188B	IO550D	DURACELL	CORRODED
(CAN) THE DURACELL BATTERIES WERE FOUND TO BE LEAKING AND CORRODED.				
<a href="#">2005FA0001008</a>	CESSNA		CESSNA	PISTON ROD
7/22/2005	R182		12802412	WORN
NOSE GEAR ACTUATOR FOUND LEAKING DURING PREFLIGHT. MAINTENANCE DISASSEMBLED AND FOUND A GROOVE AROUND THE PISTON ROD (P/N 1280241-2) WHERE THE 'O'RING AND BACKUP RINGS RIDE. REPLACED PISTON ROD ASSEMBLY, INSTALLED NEW SEALS. RE-RIGGED GEAR AND RELEASED A/C.				
<a href="#">CA050608004</a>	CESSNA	LYC		ROD END
5/26/2005	T206H	TIO540AJ1A	12602443	BENT
(CAN) ROD END ON FLAP SYNCHRONIZING ROD FOUND BENT FROM CONTACT WITH FLAP BELLCRANK DUE TO RIGGING OF FLAP SYSTEM FROM MANUFACTURE. NEW ROD INSTALLED AND SYSTEM RIGGED SO IT WOULD NOT CONTACT THE BELLCRANK.				
<a href="#">2005FA0001065</a>	CESSNA	CONT		ANTENNA
4/14/2005	T207	GTSIO520*	5900051	INOPERATIVE
FOUND UPPER UAT ANTENNA UNSERVICEABLE. (K)				
<a href="#">2005FA0001054</a>	CESSNA	CONT		ANTENNA
4/14/2005	T207	GTSIO520C	5900051	INOPERATIVE
FOUND UPPER UAT ANTENNA UNSERVICEABLE. (K)				
<a href="#">2005FA0000971</a>	CESSNA			SKIN
6/27/2005	T210*			DAMAGED
NEW TRIM TAB RECEIVED IN PRIMER. UPON PAINTING, NOW SHOWS CREASE IN UPPER SKIN FROM IB END APPROX 18 INC IN CENTER OF SKIN. CREASE PASSES THROUGH RIVETS IN FRONT OF BLOCK STIFFENER FOR TRIM ACTUATOR FITTING. FONT RIVETS IN BLOCK OVER DRIVEN CAUSING BUCKLE IN SKIN AT RIVETS. SUSPECT INTERNAL BLOCK DAMAGED. POOR WORKMANSHIP AND INSPECTION AT FACTORY. (K)				
<a href="#">2005FA0001070</a>	CESSNA	CONT		DOOR
6/23/2005	T210F	TSIO520C	1250839	FAILED
INVESTIGATION OF LOW MANIFOLD PRESSURE BY TECH RVEALED THE STEEL TAB RIVETED TO ALTERNATE AIR DOOR FOR MAGNETIC CLOSURE HAD FALLEN OFF AND ENTERED TURBOCHARGER. THE RIVETS USED TO FASTEN TAB TO DOOR WERE MISSING ALONG WITH THE TAB. THE RIVET HOLES LOOKED ELONGATED AND WERE POSSIBLY TOO LARGE AT TIME OF MFG. THE TURBOCHARGER COMPRESSOR WHEEL WAS DESTROYED AND METAL FROM TURBO ENTRED INDUCTION SYSTEM OF ENGINE. OIL FILTER REMOVED AND WAS FOUND TO BE HIGHLY CONTAMINATED WITH METAL. ENGINE WAS REMOVED FOR REPAIR ALONG WITH TURBO. SUGGEST ALTERNATE AIRDOOR SYSTEM BE INSPECTED EVERY 25 HOURS. (K)				
<a href="#">2005FA0001049</a>	CESSNA			BOLT
7/20/2005	T210H		NAS464P542	BROKEN
AIRCRAFT EXPERIENCED A NOSE GEAR FAILURE/COLLAPSE DURING TAXI IMMEDIATELY FOLLOWING LANDING. EXAMINATION OF THE AIRCRAFT AT THE SCENE REVEALED THAT THE NOSE GEAR ACTUATOR ASSEMBLY AFT ATTACHMENT BOLT HAD FAILED. THE HEAD OF THE BOLT HAD BROKEN OFF AND THE BOLT HAD SUBSEQUENTLY WORKED IT'S WAY OUT OF THE ATTACH FITTING ALLOWING THE ACTUATOR TO COME LOOSE DURING TAXI AFTER LANDING. PHYSICAL INSPECTION OF THE BOLT FOUND EVIDENCE THAT THE HEAD OF THE BOLT HAD				

MOST LIKELY BEEN SEPARATED FOR SOME TIME PRIOR TO THE INCIDENT.

<a href="#">2005R0124</a>	CESSNA		ALTIMETER	BINDS
6/28/2005	T210M		066306403	COCKPIT

ALTIMETER HANDS ARE BENT & INTERFERE WITH EACH OTHER.

<a href="#">2005FA0000999</a>	CESSNA	CONT	CYLINDER HEAD	SEPARATED
6/1/2005	T210N	TSIO520R	CCST712BCA	ENGINE

NR 2 CYLINDER HEAD SEPARATED FROM BARREL. OCURRENCE OCCURRED DURING DEPARTURE FROM AIRPORT, ENROUTE. PROBABLE CAUSE IS WORN CYLINDER OR POSSIBLE OVERBOOST. RECOMMEND WHEN PERFORMING COMPRESSION TEST THAT YOU PRESSURIZE AND SOAP CYLINDER AT BARREL AND HEAD ASSEMBLY. (CE03200509143)

<a href="#">2005FA0000959</a>	CESSNA	LYC	DRIVE ASSY	FAILED
6/21/2005	TR182	O540L3C5		STARTER

INSTALLED FACTORY OVERHAULED ENGINE ONTO AIRCRAFT. THE STARTER BENDIX WAS ENGAGED WHEN ENGINE WAS INSTALLED. AFTER FIRST START THE STARTER WOULD SPIN BUT BENDIX WOULD NOT RE-ENGAGE STARTER RING GEAR ON ENGINE. REPLAED WITH OVERHAULED SPACE STARTER (SN E123085). (K)

<a href="#">CA050616002</a>	CESSNA	CONT	OIL COOLER	CRACKED
5/13/2005	U206B	IO520D	639171	ENGINE OIL

(CAN) DURING INSPECTION OIL WAS NOTICED TO BE LEAKING, THE SOURCE OF WHICH WAS DETERMINED TO BE THE OIL COOLER AS THERE WAS A CRACK ON THE WELD ALONG THE UPPER OUTER CORNER OF THE OIL COOLER. THE OIL COOLER WAS REPLACED WITH AN OVERHAULED UNIT.

<a href="#">CA050609012</a>	CESSNA	CONT	RESERVOIR	CRACKED
6/8/2005	U206E	IO520F	121640719	FUEL SYSTEM

(CAN) PILOT REPORTED DURING WALKAROUND, FUEL DRAIN ON LT BELLY WOULD NOT STOP DRIPPING. CLOSER INSPECTION REVEALED THAT FAULT WAS IN DRAIN VALVE BUT THE RESEVOIR ITSELF AND FOUND THAT WELD WAS CRACKED ADJACENT TO MOUNTING TAB TO AIRCRAFT STRUCTURE. RESEVOIR REMOVED, REPAIRED AND REINSTALLED. THIS IS THE SECOND REMOVAL OF THIS RESEVOIR.

<a href="#">2005FA0001035</a>	CESSNA	CONT	MOUNT BRACKET	CRACKED
6/2/2005	U206F	IO520*	6805101A	ENGINE

DURING A 100 HOUR INSPECTION, FOUND THE MOUNT FOR THE FUEL FLOW TRANSDUCER CRACKED AT THE BEND RADIUS OF ALL 4 MOUNTING FLANGES. (K)

<a href="#">CA050628003</a>	CESSNA	CONT	CYLINDER HEAD	FAILED
6/26/2005	U206G	IO520F	AEC631397SN	ENGINE

(CAN) CYLINDER HEAD CRACKED.

<a href="#">2005FA0000951</a>	CESSNA	CONT	CONNECTING ROD	FAILED
5/24/2005	U206G	IO550F		ENGINE

IN SLOW DESCENT FOR LANDING AT 3,000 FT AGL, SEVERE VIBRATION OCCURRED AND THEN WITHIN 30 SECONDS A LOUD BANG AND OIL COVERING WINDSHIELD AND SIDE WINDOWS. DIVERTED FLT ABOUT 5-6 MILES AWAY AND MADE SAFE LANDING AT AIRPORT. UPON INSPECTION, NR 2 ROD PENETRATED TOP OF ENGINE CASE AND SUBSEQUENTLY SHEARED MAGNETO OFF OF CASE. SOME INDICATION OF CRANKSHAFT FAILURE, BUT UNKNOWN AT THIS TIME AS MFG HAS REQUESTED TO TEAR DOWN ENGINE AT FACTORY.

<a href="#">CA050624008</a>	CIRRUS	CONT	CONTROL CABLE	SEIZED
6/23/2005	SR20	IO360ES		MIXTURE CONTROL

(CAN) MIXTURE CONTROL WAS FOUND STIFF TO OPERATE. INSPECTION FOUND CABLE OUTER SLEEVE IS SEIZED ONTO THE INNER CABLE JUST BEHIND THE CONTROL ROD END LOCATED IN THE ENGINE COMPARTMENT. CABLE

IS ONLY 7 MONTHS OLD WITHOUT ANY SIGN OF EXTERNAL DAMAGE.

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<a href="#">CA050608007</a>	CNDAIR	PWA	PUMP	SEPARATED
6/4/2005	CL2151A10	CWASP	66EAL300	LT HYD SYSTEM

(CAN) THE AIRCRAFT WAS ON APPROACH WHEN THE LANDING GEAR WAS SELECTED AND IT DID NOT EXTEND. HYDRAULIC PRESSURE WENT TO 0 AND THE CREW INITIATED AN EMERGENCY LOWERING. THE GEAR EXTENDED AND A SUCCESSFUL LANDING WAS MADE WITHOUT INCIDENT. AN INVESTIGATION REVEALED THAT THE LT HYDRAULIC PUMP HEAD HAD SEPARATED SLIGHTLY WHICH CAUSED AN EXTREME LEAK AND DEPLETED ALL THE FLUID FROM THE RESERVOIR. EVEN THOUGH THE BOLTS FOR THE HEAD WERE LOCK WIRED THEY WERE FOUND TO BE LOOSE. ALSO, AN OUTPUT LINE WAS ALSO LEAKING AROUND ONE OF THE FLARED ENDS. THE PUMP AND LINE WAS REPLACED AND THE ENGINE AREA CLEANED. THE RESERVOIR WAS REPLENISHED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">2005FA0000932</a>	CNDAIR	GE	SKIN	CORRODED
6/16/2005	CL6002B16	CF34*	60135003	FUSELAGE

AT LT AND RT FS 755, STRINGER 3,4,5 EXTENSIVE CORROSION WAS FOUND WHERE ACU DUCT IS ATTACHED TO SKIN PANEL. NUMEROUS RIVETS WERE MISSING FROM THE STRINGERS DUE TO CORROSION DAMAGE. AIRCRAFT WAS MFG IN SEPT OF 1986. (K)

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<a href="#">2005FA0001003</a>	CNDAIR	GE	FAN	FAILED
7/6/2005	CL6002B16	CF34*	2651601	TRU COOLING

DURING OPS CHECK OF TRANSFORMER RECTIFIER SYSTEM, IT WAS NOTICED THAT THERE WAS NO AIRFLOW FROM THE INTERNAL COOLING FAN. REMOVED AND REPLACED COOLING FAN ASSEMBLY WITH NEW AND IMPROVED UNIT. THERE WAS NO NOTIFICATION TO THE FLIGHT CREW THAT THIS FAN HAD FAILED. (K)

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<a href="#">2005FA0000977</a>	CNDAIR	GE	CONTROL HANDLE	FAILED
6/28/2005	CL6002B16	CF34*	7455025	MLG

WHEN LANDING GEAR HANDLE MOVED TO EXTEND. NO MOVEMENT OF GEAR OR INDICATION OF MOVEMENT NOTED. (K)

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<a href="#">2005FA0001071</a>	CNDAIR	GE	TIRE	SEPARATED
6/19/2005	CL6002B16	CF343A	256K433	NR 4 MAIN WHEEL

(REF: PA05002) VIBRATION NOTED AT ROTATION SPEED. FLIGHT CREW RETURNED TO POINT OF ORIGIN AND LANDED UNEVENTFULLY. NR 4 TIRE TREAD SEPARATED. THE NR 4 MAIN WHEEL AND TIRE ASSY WERE CHANGED IAW MM. THE AC WAS THEN FERRIED TO A MAINTENANCE BASE TO REPAIR THE DAMAGE FROM THE TIRE FAILURE. (K)

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<a href="#">CA050502003</a>	CNDAIR	GE	LINE	BROKEN
5/2/2005	CL6002B19	CF343A1		APU FUEL FEED

(CAN) INVESTIGATION OF FUEL LEAK FROM SHROUD DRAIN REVEALED APU FUEL LINE BROKEN AT THE CROSS ADAPTOR FUEL SHROUD, LOCATED BENEATH THE CARGO FLOOR AT FS 574. CROSS ADAPTOR SHROUD REMOVED FOR APU FUEL LINE REPLACEMENT.

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<a href="#">CA050603001</a>	CNDAIR	GE	FILTER	CONTAMINATED
5/28/2005	CL6002B19	CF343B1		FUEL SYSTEM

(CAN) DURING TAKEOFF ROLL, RT FUEL FILTER CAUTION MESSAGE. AFTER RUN UP, IT OCCURRED AGAIN. EARLIER SAME DAY, LT FUEL FILTER CAUTION MESSAGE POSTED. MAINT REPLACED LT ENG FUEL FILTER PRESSURE SWITCH AND FUEL FILTER. RT ENG FILTER WAS ALSO REPLACED AND SENT FOR ANALYSIS. RESULTS OF ANALYSIS, FILTER WAS FOUND GREASY AND WHITE/BROWN IN COLOR. MATERIAL IS CARBON, GREASE (VASELINE) IN BIG AMOUNTS. TANK INSP WAS PERFORMED. APU FUEL FILTER REMOVED AND REPLACED. SAME SUBSTANCE FOUND AS WELL. FUEL ANALYSIS WAS NO CONTAMINATION. HIGH PWR ENG RUN PERFORMED FOR 15 MIN AND APU RUNNING AS WELL. INSPECTED BOTH ENG FILTER AND APU FILTERS WITH NO FURTHER FINDINGS. FILTERS REMOVED AND REPLACED. AC RELEASED FOR SERVICE.

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<a href="#">CA050528001</a>	CNDAIR	GE	WINDSHIELD	CRACKED
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5/26/2005	CL6002B19	CF343B1	NP13932110	COCKPIT
(CAN) RT WINDSHIELD CRACKED WHILE IN CRUISE. THE WINDSHIELD IS POST SB.				
<a href="#">CA050601003</a>	CNDAIR	GE	HOUSING	BROKEN
5/26/2005	CL6002B19	CF343B1	H341531	DOOR HANDLE
(CAN) ON ARRIVAL, GROUND CREW WAS UNABLE TO OPEN CARGO DOOR. INVESTIGATION BY MAINTENANCE FOUND CENTER PART OF THE DOOR HANDLE ASSY HOUSING WHERE THE SHAFT PASSES THROUGH WAS COMPLETELY BROKEN AWAY. CRJ 200 IPC REF 52-31-00 FIG.2 ITEM 20A. CARGO DOOR HANDLE ASSY WAS REPLACED.				
<a href="#">CA050613001</a>	CNDAIR	GE	SWITCH	CONTAMINATED
6/12/2005	CL6002B19	CF343B1	14034011	FIRE EXTING
(CAN) DURING CRJ SERVICE CHECK ON ROUTINE MAINTENANCE. THE MECHANIC WAS UNABLE TO PUSH-IN EITHER LT OR RT (FIRE EXT PUSH-OFF) SWITCHES/PBA. BOTH PBA ASSEMBLIES FOUND CONTAMINATED (CORROSION) WITH A WHITE POWDER DEPOSIT. REPLACED BOTH PBA ASSEMBLIES. AIRCRAFT FUNCTION CHECKED AND RETURNED TO SERVICE.				
<a href="#">CA050617001</a>	CNDAIR	GE	LANDING GEAR	FAILED
6/12/2005	CL6002B19	CF343B1		NOSE
(CAN) A/C LANDED NOSE GEAR UP, CREW UNABLE TO EXTEND NLG BY NORMAL OR MANUAL. THE NLG IS THE ORIGINAL INSTALLATION FROM PRODUCTION. STILL UNDER INVESTIGATION.				
<a href="#">CA050617010</a>	CNDAIR	GE	WINDSHIELD	BROKEN
6/7/2005	CL6002B19	CF343B1	NM1393216	COCKPIT
(CAN) RT WINDSHIELD INNER PLY BROKE DURING THE APPROACH. WINDSHIELD REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.				
<a href="#">CA050625001</a>	CNDAIR	GE	PICCOLO TUBE	CRACKED
6/20/2005	CL6002B19	CF343B1	14463108	ANTI-ICE
(CAN) WHILE CARRYING OUT INSPECTION IAW S/B 601R-30-029, MAINTENANCE FOUND 2 CRACKS IN THE OB PICCOLO TUBE ASSY. BOTH CRACKS ARE APPROX 1INCH IN LENGTH, THE FIRST CRACK IS 77.5 INCH FROM THE OB END, THE SECOND CRACK IS 83 INCH FROM OB END.				
<a href="#">CA050603002</a>	CNDAIR	GE	SEAL	OUT OF ADJUST
5/31/2005	CL6002C10	CF348C1	CC670387303	AFT CARGO DOOR
(CAN) DURING CLIMB, THE CABIN PRESSURE STARTING INCREASING AND THE CREW COULD NOT ADJUST. EMERGENCY WAS DECLARED AND THE AIRCRAFT RETURNED TO BASE. MAINTENANCE FOUND SMALL LEAKS ABOVE SERVICE DOOR, FILLET SEALANT ADDED. AFT CARGO DOOR WAS RE-ADJUSTED, ITS SEAL REPLACED. PRESSURIZATION CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. SEAL: P/N CC670-38730-3.VENDOR: INDUSTRIAL VENTILATION (CAGE: 98269) NOT LISTED IN THE DROP DOWN MENU.				
<a href="#">CA050617008</a>	CNDAIR	GE	ENGINE	FLAMED OUT
6/8/2005	CL604	CF343B1		RIGHT
(CAN) RT ENGINE ROLLED BACK, FLAMED OUT DURING CRUISE, AT FL380. NO ABNORMAL INDICATIONS SHOWN. CREW DECLARED EMERGENCY, DESCENDED TO FL210 AND RESTARTED ENGINE USING CROSS BLEED. UNEVENTFUL LANDING AT DIVERSION AIRPORT. NO LEAKS FOUND DURING GROUND RUNS. FUEL SAMPLE TAKEN. FUEL TANKS WERE DRAINED AND INSPECTED. BORESCOPE INSPECTION OF ENGINE PERFORMED NO ABNORMALITIES FOUND. ALL FILTERS AND SCREENS INSPECTED. SYSTEM CHECKED FOR LEAKS. OPERATIONAL TESTS OF LOW PRESSURE WARNING SYS CHECKED. FUEL SYS CHECKED WITH NO FAULTS FOUND. COMPLETE TROUBLESHOOTING OF ENGINE SYS CHECKED WITH NO FAULT FOUND . MFC REPLACED AND SENT FOR INVESTIGATION AS A PRECAUTION. AC RETURNED TO SERVICE FOLLOWING TEST FLIGHT .				
<a href="#">CA050518009</a>	CONAER	LYC	TRANSDUCER	LEAKING
5/11/2005	LA4200	IO360A1B6	FT60	FUEL FLOW

(CAN) A NEW FP5-L FUEL FLOW WAS INSTALLED AND LEAK TESTED ON FIRST FLIGHT. APPROX 20 MINUTES AND AIRCRAFT WAS LANDED AND PILOT REALIZED HE HAD AN ENGINE FIRE. AIRCRAFT IS TURBO CHARGED. FUEL FLOW TRANSDUCER LOCATION APPROX. 10 INCHES FROM COMPRESSOR SIDE OF TURBO. TRANSDUCER AND LINES COVERED WITH FIRE SLEEVE. IT IS BELIEVED FIRE IGNITED ON TOUCHDOWN. FUEL FLOW TRANSDUCER WAS BROUGHT BACK TO HANGAR AND TESTED FOR LEAKS. LEAK OCCURS THROUGH ELECTRONIC COMPARTMENT COVER.

<a href="#">CA050616003</a>	DHAV	PWA	WINDOW POST	CORRODED
5/30/2005	DHC3	R1340*	C3FS5250	FUSELAGE

(CAN) DURING AN UNSCHEDULED WINDSHIELD REPLACEMENT IT WAS NOTICED THE RT POST WAS CORRODED TO THE EXTENT THAT THE POST NO LONGER PROVIDED THE INTENDED SUPPORT.

<a href="#">CA050617006</a>	DHAV	PWA	MOUNT	CRACKED
5/30/2005	DHC3	R134059	C3EM215	ENGINE

FOUND CRACK IN UPPER LT ARM, WHERE THE TUBE JOINS THE CIRCULAR MOUNT.

<a href="#">CA050608006</a>	DHAV	DHAV	LEVER	MISMANUFACTURED
6/3/2005	DHC6		C6CFM144328	RUDDER PEDAL

(CAN) A NEW PART WAS PURCHASED (FROM OTHER THAN THE OEM). TO REPLACE AN UNSERVICEABLE COMPONENT. THE NEW PART ARRIVED AND WAS FOUND TO BE IMPROPERLY MANUFACTURED. THE CENTER HOLE WAS NOT DRILLED INTO THE PART AT THE PROPER SIZE, ONLY A PILOT HOLE WAS PRESENT.

<a href="#">2005FA0001007</a>	DHAV		SPAR CAP	DAMAGED
7/12/2005	DHC6300			LT WING

SMOKING MS20470DD8 RIVETS OBSERVED AT WS122 - 140 PROX DURING SCHEDULED INSPECTION. THESE RIVETS ARE CRITICAL TO WING INTEGRITY. IT APPEARS THAT THE RIVETS DID NOT PROPERLY ENGAGE THE HOLE DURING OEM INSTALLATION. SUGGEST ALL WING BOXES WITHIN 10 SERIAL NUMBER RANGE BE CLOSELY INSPECTED FOR SAME. NOTE: MFG DATES FOR THE IDENTIFIED WING BOXES ARE MAY 1995 IN ALL CASES. (K)

<a href="#">CA050623003</a>	DHAV	PWA	FLEX DRIVE	SEIZED
6/21/2005	DHC6300	PT6A27	XW200672075	WINDSHIELD WIPER

(CAN) A FEW MINUTES AFTER DEPARTURE, THE FLIGHT CREW NOTICED A BURNING ODOR FOLLOWED BY SMOKE EMITTING FROM THE GLARESHIELD. ON INVESTIGATION BY MAINTENANCE, THE FLEX DRIVE BETWEEN THE WIPER MOTOR AND PILOT CONVERTER WAS FOUND TO BE OVERHEATING AND MELTED A PORTION OF THE WINDSHIELD DEFROST DUCTING. WHEN THE FLEX DRIVE WAS REMOVED, IT WAS SEIZED. THE FLEX DRIVE WAS REPLACED, THE WINDSHIELD DEFROST DUCTING REPAIRED AND THE AIRCRAFT RETURNED TO SERVICE.

<a href="#">2005FA0001059</a>	DHAV	PWA	ANTENNA	INOPERATIVE
4/29/2005	DHC6300	PT6A45	5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

<a href="#">CA050519002</a>	DHAV	PWA	HOUSING	OUT OF LIMITS
9/20/2004	DHC8102	PW120A	2661942	BRAKE ASSEMBLY

(CAN) DURING A SCHEDULED OVERHAUL OF THE BRAKE ASSEMBLY, THE ASSEMBLY WAS PRESSURE TESTED, IT WAS THEN THAT IT WAS DISCOVERED THAT ON ONE OF THE PISTON HOUSINGS WAS LEAKING WHEN THE SYSTEM PRESSURE WAS BROUGHT TO THE MAXIMUM RATED PRESSURE. THE UNIT WAS DISASSEMBLED AND SENT FOR NDT, WHERE THEY FOUND THAT THE HOUSING HAD A CRACK IN THE SIDEWALL OF A PISTON. IT WAS DETERMINED THE CRACK WAS BEYOND LIMITS. THE UNIT WAS SCRAPPED.

<a href="#">CA050627003</a>	DHAV	PWA	PROXIMITY SENSOR	UNSERVICEABLE
6/23/2005	DHC8102	PW120A	82400033011	MLG

(CAN) IN CRUISE, PILOTS REPORTED WEIGHT ON WHEELS CAUTION LIGHT WAS INTERMITTENTLY COMING ON. MAINTENANCE PERSONNEL DID PSEU BITE CHECK AND FOUND THAT THE LT MLG NR1 PROXIMITY SENSOR CODE

CAME UP. RESISTANCE CHECK OF SENSOR FOUND THAT IT HAD VERY HIGH RESISTANCE. SENSOR REPLACED WITH SERVICEABLE UNIT, FUNCTION CHECKS CARRIED OUT AND FOUND TO BE SERVICEABLE. AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA050627002</a>	DHAV	PWA	DRIVE ASSY	BROKEN
6/24/2005	DHC8102	PW120A	5906989101	TE FLAPS

(CAN) ON ROUTINE INSPECTION FOUND THAT SECONDARY FLAP DRIVE CORE HAD BROKEN STRANDS AND BLISTERING, CORE REPLACED WITH SERVICEABLE. FUNCTION CARRIED OUT IAW MAINTENANCE MANUAL, AIRCRAFT RETURNED TO SERVICE

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<a href="#">CA050608001</a>	DHAV	PWA	WHEEL	FAILED
5/13/2005	DHC8102	PW120A	300620	MLG

(CAN) WHILE TAXING IN AFTER LANDING THE CREW HEARD A LOUD BANG ONCE AT THE GATE THE CREW INSPECTED THE AIRCRAFT AND FOUND THE LT OB TIRE WAS FLAT. MAINT FOUND A 18 INCH SECTION OF THE IB WHEEL HALF OF THE LT OB TIRE WAS MISSING. IT WAS FOUND ON THE TAXIWAY. MAINTENANCE ALSO FOUND THAT THE BRAKE UNIT INSTALLED ON AIRCRAFT WAS DAMAGED AND REQUIRED REPLACEMENT. AC WAS INSPECTED FOR FURTHER DAMAGE, NONE WAS NOTED. BOTH MAIN WHEELS AND NR 1 BRAKE ASSEMBLIES WERE REPLACED, ALL SYS FUNCTIONED. AC WAS RETURNED TO SERVICE. MAIN WHEEL ASSY HAD BEEN INSTALLED ON THE AC FOR 58 DAYS. WHEEL ASSY HAS BEEN SENT BACK TO THE MFG FOR ANALYSIS.

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<a href="#">CA050602004</a>	DHAV	PWA	HAMSTD	BLADE	UNSERVICEABLE
5/31/2005	DHC8102	PW120A	14SF	SFA13M1ROA	PROPELLER

(CAN) PILOT REPORTED THAT THEY HAD NO INDICATION OR LOAD ON B-PHASE OF NR 2 PROPELLER DEICE SYSTEM. INSPECTION OF NR 2 PROPELLER FOUND THAT NR 4 BLADE HAD AN OPEN CIRCUIT IN HEATER MAT. BLADE REPLACED WITH SERVICEABLE GROUND RUNS CARRIED OUT AND FOUND SERVICEABLE AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA050602007</a>	DHAV	PWA	LINK	WORN
5/17/2005	DHC8102	PW120A	89881	NLG STEERING

(CAN) ON LANDING PILOTS NOTICED A SHIMMY COMING FROM NOSE AREA OF THE AIRCRAFT. INSPECTION OF THE NLG FOUND EXCESSIVE PLAY IN THE NLG STEERING LINKS. LINKS REMOVED AND INSPECTED FOUND THE LINK ENDS HAD WEAR AND A CRACK IN ONE OF THE BEARING JOURNALS. SERVICEABLE LINKS, BEARINGS AND PACKINGS INSTALLED IAW CMM, CHECKED SERVICEABLE AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA050602002</a>	DHAV	PWA	STOP	DETERIORATED
4/17/2005	DHC8201		85520271003	ELEVATE

(CAN) ABNORMAL AMOUNT OF ELEVATOR TRAVEL OBSERVED DURING FLIGHT CONTROLS RANGE OF TRAVEL CHECKS. BOTH UPPER ELEVATOR STOP BUMPER ASSEMBLIES SPLIT. NO DAMAGE WAS NOTED TO THE SURROUNDING STRUCTURE. BUMPERS WERE REPLACED 264 CYCLES EARLIER. ELEVATOR STOP BUMPER ASSEMBLIES REPLACED IN ACCORDANCE AMM, AD/CF-2001-08 & AWLTR 2-20. ELEVATOR RIGGING CHECKED WITH NO PROBLEMS IDENTIFIED. INSPECTION PER IOD REDUCED.

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<a href="#">CA050602005</a>	DHAV	PWA	STOP	DETERIORATED
4/19/2005	DHC8201	PW123D	85520271003	ELEVATOR

(CAN) ABNORMAL AMOUNT OF ELEVATOR TRAVEL OBSERVED DURING FLIGHT CONTROLS RANGE OF TRAVEL CHECKS. ONE UPPER ELEVATOR STOP BUMPER ASSEMBLY MISSING AND THE OTHER UPPER ELEVATOR STOP BUMPER ASSEMBLY SPLIT. NO DAMAGE WAS NOTED TO THE SURROUNDING STRUCTURE. BUMPERS WERE REPLACED 215 CYCLES EARLIER. ELEVATOR STOP BUMPER ASSEMBLIES REPLACED IN ACCORDANCE AMM, AD/CF-2001-08 & AWLTR 2-20. ELEVATOR RIGGING CHECKED WITH NO PROBLEMS IDENTIFIED. INSPECTION PER IOD REDUCED.

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<a href="#">CA050602003</a>	DHAV	PWA	STOP	DETERIORATED
4/18/2005	DHC8201	PW123D	85520271003	ELEVATOR

(CAN) ABNORMAL AMOUNT OF ELEVATOR TRAVEL OBSERVED DURING FLIGHT CONTROLS RANGE OF TRAVEL CHECKS. ONE UPPER ELEVATOR STOP BUMPER ASSEMBLY MISSING AND THE OTHER UPPER ELEVATOR STOP

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BUMPER ASSEMBLY SPLIT. NO DAMAGE WAS NOTED TO THE SURROUNDING STRUCTURE. BUMPERS WERE REPLACED 267 CYCLES EARLIER. ELEVATOR STOP BUMPER ASSEMBLIES REPLACED IN ACCORDANCE AMM, AD/CF-2001-08 & AWLTR 2-20.ELEVATOR RIGGING CHECKED WITH NO PROBLEMS IDENTIFIED. INSPECTION PER IOD REDUCED.

<a href="#">CA050601004</a>	DHAV	PWA	HEATER	FAILED
5/30/2005	DHC8301	PW123		PITOT TUBE

(CAN) AN OPERATOR HAS EXPERIENCED A SECOND INCIDENT OF PITOT HEAT FAILURE WITH SUBSEQUENTLY LOSS OF AIRSPEED INDICATION CAUSED BY A POPPED CB.SIX WEEKS AGO THE SAME OPERATOR LOST BOTH AIRSPEEDS BY POPPED CBS PITOT HTR 1 AND 2 SIMULTANEOUS. MOISTURE HAS BEEN FOUND ON PITOT TUBE RECEPTACLES CAUSED BY WEAK SEALANT. BOMBARDIER AEROSPACE IS INVESTIGATING THE EVENTS.

<a href="#">CA050519003</a>	DHAV	PWA	HOUSING	CRACKED
1/21/2005	DHC8301	PW123	266230	BRAKE ASSY

(CAN) PILOT REPORTED GETTING A VIBRATION WHEN APPLIED BRAKE PRESSURE WHILE SLOWING DOWN AFTER LANDING AND EVEN WHILE TAXING. ENGINEERS INSPECTED THE BRAKES AND FOUND THE NR 4 POSITION BRAKE WORN TO LIMITS. BRAKE WAS REPLACED AND SENT TO THE BRAKE SHOP. THE UNIT WAS OVERHAULED AND PRESSURE TESTED, THAT IS WHEN DISCOVERED THAT A PISTON HOUSING WAS LEAKING. THE UNIT WAS DISASSEMBLED AND SENT FOR NDT INSPECTION WHERE THEY FOUND A CRACK IN THE SIDEWALL OF A PISTON HOUSING IT WAS DETERMINED TO BE BEYOND LIMITS SO THE ASSEMBLY WAS SCRAPPED.

<a href="#">UIA0507001</a>	DHAV		BELLCRANK	BROKEN
7/4/2005	DHC8311		83232013-003	NLG DOOR

NOSE LANDING GEAR DOOR MAFUNCTION IN FLIGHT,AFTER LANDING CHECK FOUND NOSE LANDING GEAR FRONT DOOR BELLCRANK BOLT HOLE BROKEN.IAW AMM32-20-26 REPLACED NEW BELLCRANK ASSY AND BOLT.AND IAW AMM FUNCTION CHECK CONDCTION NORMAL.

<a href="#">CA050519007</a>	DHAV	PWA	DHAV	CONNECTOR	BURNED
4/12/2005	DHC8311	PW123		770231	PSU

(CAN) AC WAS IN FOR FMS INSTALLATION, CONNECTOR FWD OF FIRST LT PSU WAS DISCOVERED BURNED UP, ALONG WITH WIRE SPLICES IN SYS. THIS CONNECTOR IS MAIN PWR FEED FOR ALL OF PSU ON THAT SIDE OF AC, WASN'T JUST ONE PSU AT FAULT. CONNECTOR WAS REPLACED, RETERMINATED WIRES IAW SB. SYSTEM FUNCTION, OPS TEST WERE CARRIED OUT, SYS WAS DEEMED SERVICEABLE. THESE CONNECTORS ARE PART OF THE MOD8/2924 AND WAS CARRIED AS AD. MFG WAS CONTACTED, THEY ARE AWARE OF SITUATION AS IT HAD BEEN PREVIOUSLY REPORTED. THIS CONNECTOR HAD ONE OF ITS LOCKING CLIPS BROKEN OFF, SUSPECT THAT THIS MAY HAVE BEEN CONTRIBUTING FACTOR IN THIS INCIDENT.

<a href="#">CA050609015</a>	DHAV	PWA	REDUCTION GB	MAKING METAL
6/9/2005	DHC8311	PW123	3036180	NR 2 ENGINE

(CAN) DURING ROUTINE MAINTENANCE INSPECTION , NR 2 ENGINE RGB CHIP DETECTOR FOUND FLAGGED. WHEN REMOVING CHIP DETECTOR FOR INSPECTION , AUTO SHUTOFF DID NOT ACTIVATE AS LARGE METAL CHIP FOUND HOLDING CHIP DETECTOR BASE VALVE OPEN. CHIP POSSIBLY GEAR MATERIAL. CHIP LARGE ENOUGH TO STRADDLE BOTH PINS OF CHIP DETECTOR. ENTIRE ENGINE ASSEMBLY REMOVED, TO BE FORWARDED TO REPAIR FACILITY.

<a href="#">2005FA0000931</a>	DIAMON	CONT	MAGNETO	BROKEN
6/24/2005	DA20C1	IO240B	4309	ENGINE

AFTER REMOVAL OF THE RT MAGNETO, INSPECTED THE MAGNETO AND FOUND THAT ONE END OF THE FORKEND OF THE ROTOR SHAFT HAD BROKEN OFF CAUSING THE POINT TO FAIL TO OPEN. THE MAGNETO WAS STILL UNDER WARRANTY, WAS UNABLE TO INSPECT MAGNETO FOR FURTHER DAMAGE. (K)

<a href="#">2005FA0000978</a>	DOUG	PWA	NOSE COWL	DEBONDED
6/25/2005	DC983	JT8D	5930645509	ENGINE

SKIN PANELS HAVE DELAMINATED AT FWD EDGE, COMMON TO LIP SKIN. EVIDENCE OF HIGH TEMPERATURE AS FIBERGLASS APPEARS DARKENED AND IS BRITTLE. OUTER SKINS OF BARREL ARE DEBONDED AND DISCOLORED

BY HIGH TEMPERATURE. PROBABLE CAUSE: ANTI-ICE LEFT OPERATING FOR LONG PERIOD OF TIME ON GROUND.  
(K)

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<a href="#">471082</a>	DOUG	ALIDSG	TURBINE	FAILED
7/15/2005	MD83	GTCP280	3822251-6	APU

RECEIVED SUBJECT APU WITH A BURST IMPELLER. THE OEM HAS BEEN NOTIFIED AND IS CURRENTLY UNDER INVESTIGATION FROM HONEYWELL OEM. ONCE THE INVESTIGATION IS COMPLETE AN OFFICAL REPORT WILL BE SUBMITTED TO THE CUSTOMER FROM REPAIR & OVERHAUL AND OEM ENGINEERING.

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<a href="#">2005FA0000912</a>	DOUG		CYLINDER	DELAMINATED
5/25/2005	MD900		39346901	SHIMMY DAMPER

CHROME HAS DELAMINATED IN CYLINDER BORE. IMPROPER PLATING. IMPROVE CHROME PLATING METHOD TO IMPROVE ADHESION TO CYLINDER. (K) (REF: 195920/JMG)

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<a href="#">2005FA0000913</a>	DOUG		CAP	CRACKED
5/25/2005	MD900		39143567	SHIMMY DAMPER

CAP IS CRACKED ON PORT SIDE. CATASTROPHIC FAILURE. MANUFACTURE CAP FROM SOLID BLOCK OF MATERIAL INSTAD OF CASTING PART. (K) (REF: 195920/JMG)

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<a href="#">CA050519004</a>	EMB	PWA	BRACKET	CRACKED
5/10/2005	EMB110*	PT6A34	110321632	ELEVATOR TAB

(CAN) UPON GROUND INSPECTION, THE ELEV TRIM TAB ACTUATOR BRACKET WAS FOUND BROKEN. THE BRACKET WAS REPLACED WITH A NEW AND THE TRIM TAB REINSTALLED AND RIGGED IAW M/M.

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<a href="#">CA050615005</a>	EMB	PWA	ANGLE	CRACKED
6/12/2005	EMB110P1	PT6A34	110321001	ELEVATOR

(CAN) DURING A ROUTINE MAINTENANCE INSPECTION 2 SMALL CRACKS WERE FOUND IN THE LT ELEVATOR TRIM TAB ACTUATOR SUPPORT BRACKET ATTACH POINT AREA. THE CRACKS WERE FOUND IN THE AREA AROUND THE 2 LOWER SUPPORT BRACKET BOLT HOLES. UPON FURTHER INVESTIGATION BOTH THE REINFORCING ANGLE AND THE SPAR WERE FOUND TO BE CRACKED. THE AREA WAS REPAIRED AND REINFORCED IAW THE APPLICABLE SRM.

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<a href="#">CA050628001</a>	EMB	ALLSN	TURBINE	SHUTDOWN
6/16/2005	EMB145LR	AE3007A		NR 1 ENGINE

A/C EXPERIENCED AN UNCOMMANDED SHUTDOWN OF THE NR 1 ENGINE AT FL 120 AFTER TAKEOFF. ITT WENT TO 900 DEGREES C AND THE CREW REDUCED THE THROTTLE AFTER WHICH THE ENGINE SHUTDOWN, UNCOMMANDED. THE AIRCRAFT RETURNED AND LANDED SAFELY WITH NO INJURIES REPORTED. DEBRIS WAS FOUND IN THE TAILPIPE WITH NO DAMAGE TO THE LPT3 BLADES NOTED. THE FAN COULD BE ROTATED SMOOTHLY BY HAND AND BORESCOPE OF THE HP COMPRESSOR REVEALED NO DAMAGE. ENGINE IN FOR INVESTIGATION, STRIP REPORT WILL BE SUBMITTED AT A LATER DATE.

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<a href="#">CA050621014</a>	FOKKER	PWA	BOOT	DETACHED
6/2/2005	F27MK50	PW125B		PROPELLER

(CAN) DURING CLIMB A PROPELLER DE-ICING BOOT DETACHED WITH RESULTANT DAMAGE/BEAKAGE OF A FUSELAGE WINDOW.

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<a href="#">2005FA0000925</a>	GROB	LYC	SERVO	MALFUNCTIONED
6/14/2005	G120A	AEIO540D4D5	RSA5AD1	FUEL INJECTOR

PILOT REPORTED ENGINE QUIT AFTER LANDING WITH BOOST PUMP ON. ON GROUND RUN PERFORMING MIXTURE IDLE CHECK, WE FOUND WITH BOOST PUMP OFF, WE HAD .5 INCH MANIFOLD PRESSURE DROP AND WITH BOOST PUMP ON. WE HAD 1.5 INCH MANIFOLD PRESURE DROP. ON FURTHER INVESTIGATION, WE FOUND ICO LEVER STICKY AND ROUGH WHEN YOU MOVE IT. AT THIS TIME NO PROBABLE CAUSE OR RECOMMENDATION.  
(K)

<a href="#">2005FA0001034</a>	GULSTM	RROYCE	PROXIMITY SWITCH	LOOSE
6/11/2005	G1159	SPEY5118	920070	MLG
AC DEPARTED FOR 3 DAY TRIP. AC MADE A STOP TO PICK UP 1 PASSENGER, THEN TOOK OFF AND HEADED TO PICK UP ANOTHER PASSENGER. ON EXTENDING THE GEAR, LT GEAR DOWN AND LOCKED LIGHT FAILED TO LITE. CREW TRIED 6 TIMES BY RETRACTING AND EXTENDING GEAR TO NO AVIAL. CREW THEN BLEW GEAR DOWN WITH EMERGENCY EXTENSION SYS., STILL NO LIGHT. PERFORMED A LOW AND SLOW PAST TOWER TO CONFIRM GEAR WAS DOWN, PROCEEDED TO LAND WITHOUT INCIDENT. PIC CALLED AND SAID THAT THERE WAS A CONNECTOR PLUG LOOSE IN THE LT WHEEL WELL. THE PLUG WAS REATTACHED, GEAR PINNED IN THE DOWN AND LOCKED POSITION, DEPLOY HANDLE AND D-RING STOWED. AC WAS FLOWN BACK ON FERRY PERMIT WITH THE GEAR DOWN AND LOCKED. GEAR WAS SWUNG IAW MM. (K)				
<a href="#">2005FA0000995</a>	GULSTM	RROYCE	ANGLE	CORRODED
6/24/2005	G1159A	SPEY511*	1159CS2000013	HORIZONTAL STAB
DURING REPLACEMENT OF AFT TAIL COMPT BULKHEAD CAP-ANGLE, HORIZ AND VERT STABILIZERS REQUIRED REMOVAL. AFTER REMOVAL, TECH FOUND RECENT REPAIR ACCOMPLISHED BY 3RD PARTY REPAIR STATION HAD NUMEROUS ISSUES. REPAIR WAS ACCOMPLISHED, DUE TO FINDING CORROSION DURING 24 MONTH INSPECTION. STEEL STRAPS WERE REPLACED. FOUND FOLLOWING DISCREPANCIES: BETWEEN STA 0 TO 80.81 ON LT, RT LEADING EDGES. FOUND 200+ FASTENERS. MUCH SOFTER FASTENER AND IS NOT APPROVED FOR THIS INSTALLATION. CORROSION/RUST ON STEEL STRAPS, LT AND RT TOP SKIN-114 INCORRECT FASTENERS EACH SIDE. AFT SPAR-60 INCORRECT FASTENERS. CTR SECTION UNDER FAIRING WHERE STRAPS OVERLAP-110 INCORRECT FASTENERS. CORROSION FOUND ON STEEL STRAP IN PANEL.				
<a href="#">2005FA0000967</a>	GULSTM	RROYCE	ATTACH FITTING	CORRODED
6/9/2005	G1159B	SPEY511*		RT WING
IAW MM TO COMPLY WITH THE 24 MONTH NDT REQUIREMENTS UNDER THE ULTRASONIC PART OF THE INSPECTION CORROSION WAS FOUND ON BOTH THE LT AND RT WING ATTACHMENT FITTINGS AT FS 452, BL33, LT AND RT. TECH OPS REQUIRES COMPLIANCE WITH ASC FOR A 3 PIECE FITTING PLATE. (K)				
<a href="#">FAA0507001</a>	HELIO		STRUT	FAILED
7/7/2005	H250		250-0404511	MLG
RIGHT LANDING GEAR FAILED DURING TAXI.				
<a href="#">2005FA0000888</a>	HUGHES	LYC	CYLINDER	CRACKED
6/20/2005	269C1	HO360C1A	SL36006WA20P	ENGINE
DURING 100HR COMPRESSION CHECK, AIR WAS FOUND TO BE LEAKING AROUND TOP SPARK PLUG AREA. FURTHER INSPECTION NOTED CRACK ALONG TOP COOLING FIN AREA. UPON REMOVING CYLINDER, CRACK WAS FOUND TO RUN FROM AREA AROUND TOP SPARKPLUG HOLE THROUGH EXHAUST SEAT AND THROUGH TO EXHAUST FLANGE MOUNTING STUD.				
<a href="#">2005FA0000889</a>	HUGHES	LYC	CYLINDER	CRACKED
6/20/2005	269C1	HO360C1A	SL36006WA20P	ENGINE
DURING 100HR COMPRESSION CHECK, AIR WAS FOUND TO BE LEAKING AROUND TOP SPARK PLUG AREA. FURTHER INSPECTION NOTED CRACK ALONG TOP COOLING FIN AREA. UPON REMOVING CYLINDER, CRACK WAS FOUND TO RUN FROM AREA AROUND TOP SPARKPLUG HOLE THROUGH EXHAUST SEAT AND THROUGH TO EXHAUST FLANGE MOUNTING STUD.				
<a href="#">2005FA0001052</a>	HUGHES		TRANSMISSION	UNSERVICEABLE
7/10/2005	369D		369D21500505	MAIN ROTOR
DURING ROTATION OF THE M/R HUB WHILE PERFORMING ROUTINE MAINTENANCE A NOTICEABLE (SQUEAK) WAS HEARD COMING FROM THE M/R TRANSMISSION. SUBSEQUENT INVESTIGATION ALLOWED FOR THE DISCOVERY OF THE INPUT PINION HAVING SIDE SLOPE AND THE SQUEAK WAS HEARD WITH A LISTENING DEVICE INSIDE THE TRANS AND LEAD TO THE DISCOVERY OF THE LOWER CHIP PLUG HAVING A LOT OF METAL YET NONE HAD MADE CONTACT. REMOVED TRANS, PULLED INPUT PINION AND IT AND THE BEVEL GEAR SPALLED.				

[CA050506015](#) LEAR NOZZLE LOOSE  
5/5/2005 45LEAR EXTINGUISHER

(CAN) UPON RECEIPT OF THE NEW FIRE BOTTLE IT WAS DISCOVERED THAT THE DISCHARGE NOZZLE WAS NOT SECURELY ATTACHED TO THE BOTTLE AND LOCK WIRE WAS NOT PRESENT. THERE ARE NO INSTRUCTIONS IN THE MM FOR THE NUT TO BE TORQUED OR LOCK WIRE TO BE INSTALLED. LEAR JET WAS CONTACTED AND A NEW BOTTLE IS BEING SHIPPED. THEIR SURVEY OF STOCK INDICATED THAT THERE WAS SEVERAL BOTTLES IN THIS CONDITION.

[CA050606005](#) LEAR GARRTT COUPLING MISALIGNED  
5/27/2005 45LEAR TFE7312 SD028226 BLEED AIR SYS

(CAN) DURING CLIMB OUT AFTER TAKEOFF, THE LT PYLON BLEED AIR LEAK LIGHT CAME ON. REDUCED POWER ON LT ENGINE, LIGHT WENT OUT AFTER ABOUT 1 MINUTE, RETURNED TO AIRPORT. INSPECTION FOUND IB END OF OZONE CONVERTER IN LOW PRESSURE BLEED AIR SYSTEM, MISALIGNED AND HAD BLOWN THE COUPLING SEAL P/N SD028-226. REPLACED SEAL AND REALIGNED COUPLING. GROUND RUN FUNCTION CHECK SERVICEABLE.

[CA050613003](#) LKHEED ALLSN GOVERNOR MALFUNCTIONED  
6/10/2005 188C 501D13 6506715 PROPELLER

(CAN) ON DESCEND TO A BOMBING RUN RPM AND FUEL FLOW WERE HIGH ON NR 4 ENGINE. THE ENGINE WAS SHUT DOWN AND FEATHERED, THE A/C RETURNED WITH OUT INCIDENT TO HIGH LEVEL AIRPORT. THE PROPELLER GOVERNOR WAS ADJUSTED AND THE A/C WAS RETURNED TO SERVICE.

[2005FA0000946](#) MOONEY CONT PUMP FAILED  
4/28/2004 M20R IO550G 6559211A2 ENGINE FUEL

ENGINE FAILED ON FINAL APPROACH. WAS ABLE TO RESTART AFTER LANDING BUT HAD TO PULL THE MIXTURE CONTROL LEAN ABOUT 1 INCH TO KEEP IT RUNNING. AFTER COOLDOWN, MIXTURE WAS OK AGAIN. THIS IS THE FIRST OF 3 FUEL PUMP FAILURES ON THIS AIRCRAFT/ENGINE IN APPROX 90 HOURS. THIS FUEL PUMP WAS INSTALLED ON THE ENGINE AT THE FACTORY WHEN THIS NEW ENGINE WAS BUILT. NEITHER MFG HAS BEEN ABLE TO DETERMINE THE CAUSE OF ANY OF THE PUMP FAILURES.

[2005FA0001044](#) MOONEY CONT GASCOLATOR LEAKING  
7/14/2005 M20R IO550G 512509 FUEL SYSTEM

DURING TROUBLESHOOTING, IT WAS DISCOVERED THAT THE GASCOLATOR WAS ALLOWING AIR TO BE INTRODUCED INTO THE SHIPS FUEL SYSTEM PRIOR TO THE FUEL REACHING THE ENGINE DRIVEN FUEL PUMP. INSTALLING A NEW GASCOLATOR RESOLVED THE PROBLEM. (K)

[2005FA0000950](#) MOONEY CONT PUMP FAILED  
1/15/2005 M20R IO550G 6559211A2 FUEL SYSTEM

THIRD FUEL PUMP FAILURE ON AIRCRAFT/ENGINE IN APPROX 90 HRS. FUEL PUMP RETURNED TO CONT FOR ANALYSIS BUT THEY WERE NOT ABLE TO LOCATE FOR TESTING/ANALYSIS. NEITHER MOONEY OR CONTINENTAL HAVE BEEN ABLE TO DETERMINE CAUSE OF PUMP FAILURES.

[2005FA0000991](#) NAMER PWA ATTACH ANGLE CRACKED  
6/30/2005 AT6C R1340\* WING

WING ATTACH ANGLE, CRACKING BETWEEN ROWS OF FASTENERS. (K)

[2005FA0000992](#) NAMER PWA ATTACH ANGLE CORRODED  
7/22/2005 AT6D R1340\* LT WING

WING ATTACH ANGLE, CORROSION WITH LINEAR INDICATIONS. (K)

[2005FA0000953](#) NAMER PWA ANGLE CORRODED  
6/27/2005 AT6G R1340\* 5414030 LT WING

UPON COMPLYING WITH EMERGENCY AD 2005-12-51 IT WAS DISCOVERED THE LT OUTER WING LOWER BOLTING

ANGLE P/N 54-14030 WAS HEAVILY DAMAGED BY PITTING, FILIFORM & ESPECIALLY EXFOLIATION TYPE CORROSIONS. THIS DAMAGE WAS ONLY FOUND AFTER STRIPPING PAINT & PRIMER AWAY TO PERFORM THE REQUIRED ZYGLO INSPECTION BY AD 2005-12-51. DAMAGE WAS NOT APPARENT WITH PRIMER PAINT IN PLACE. THIS TYPE DAMAGE WAS ALSO FOUND ON THE LH FWD LOWER WING CENTER SECTION BOLTING ANGLE. THIS DAMAGE WAS ALSO MIRRORED ON THE RT WING & CENTER SECTION BOLTING ANGLES. RECOMMEND CLOSE VISUAL, ZYGLO OR EDDY CURRENT INSPECTION OF ALL WING ATTACH ANGLES AT REGULAR INTERVALS.

<a href="#">2005FA0000993</a>	NAMER	PWA	ATTACH ANGLE	CORRODED
6/30/2005	SNJ2	S1H1		LT WING

WING ATTACH ANGLE, CORROSION WITH LINEAR INDICATIONS. (K)

<a href="#">CA050621010</a>	PIAGIO	PWA	BLADE	FRACTURED
6/11/2005	P180	PT6A66		TURBINE SECTION

(CAN) DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED CHANGE IN POWER ACCOMPANIED BY VIBRATIONS. THE ENGINE WAS SHUTDOWN IN FLIGHT AND A SINGLE ENGINE LANDING WAS ACCOMPLISHED. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES.

<a href="#">2005FA0000942</a>	PIPER	LYC	LANDING GEAR	NO INDICATION
7/8/2005	PA23160	IO360A1A		NOSE

PILOT DID NOT HAVE A GREEN LIGHT FOR THE NOSE GEAR ON HIS FINAL APPROACH. ATC WAS NOTIFIED AND A VISUAL WAS CONFIRMED THAT HIS NOSE GEAR WAS IN A DOWN ATTITUDE. NO INFORMATION WAS GIVEN UPON HOW MANY TIMES THE GEAR WAS CYCLED IF AT ALL. PILOT LANDED UNEVENTFUL. THE AIRCRAFT WAS INSPECTED ON THE RUNWAY AND THE NOSE GEAR INDICATOR WAS ILLUMINATED. THE AIRCRAFT WAS PUT ON JACKS , GEAR WAS CYCLED , AND AN ADJUSTMENT WAS MADE TO COMPENSATE FOR NORMAL WEAR.

<a href="#">20050605B</a>	PIPER	LYC	TORQUE TUBE	CUT
7/1/2005	PA23250	IO540C4B5	1763400	ZONE 100

IN PERFORMING AD 2003-09-13, FOUND TORQUE TUBE WORE/CUT BY LEFT RUDDER CABLE. 2 INCH LOG AND THRU TUBE WALL. TUBE HAS BEEN INSTALLED SINCE 1996 1100 HRS AGO.

<a href="#">386506171</a>	PIPER	LYC	TORQUE TUBE	CUT
7/1/2005	PA23250	IO540C4B5	1763400	RUDDER

PERFORMING AD 2003-09-13, FOUND TORQUE TUBE WORE/CUT BY LEFT RUDDER CABLE, 2 INCH LONG AND THRU TUBE WALL. TUBE HAS BEEN INSTALLED SINCE 1996 1100 HRS AGO.

<a href="#">2005FA0000943</a>	PIPER	LYC	TORQUE TUBE	CUT
7/1/2005	PA23250	IO540C4B5	1763400	ZONE 100

PERFORMING AD 2003-09-13, FOUND TORQUE TUBE WORE/CUT BY LEFT RUDDER CABLE, 2 INCHES LONG AND THRU TUBE WALL. TUBE HAS BEEN INSTALLED SINCE 1996 1100 HRS AGO.

<a href="#">2005FA0000944</a>	PIPER	LYC	TORQUE TUBE	CUT
7/1/2005	PA23250	IO540C4B5	1763400	ZONE 100

PERFORMING AD 2003-09-13, FOUND TORQUE TUBE WORE/CUT BY LEFT RUDDER CABLE, 2 INCHES LONG AND THRU TUBE WALL. TUBE HAS BEEN INSTALLED SINCE 1996 1100 HRS AGO.

<a href="#">CA050601005</a>	PIPER	LYC	WIRE	BROKEN
5/25/2005	PA23250	IO540C4B5		MLG IND SOCKET

(CAN) NO INDICATION OF (NOSE GEAR DOWN). AFTER INSPECTION, WIRE REPAIRED ON LIGHT SOCKET. CO2 BOTTLE REPLACED, SEVERAL RETRACTIONS ACCOMPLISHED.

<a href="#">2005FA0000940</a>	PIPER	LYC	PIPER	ARM	CORRODED
6/21/2005	PA23250	TIO540*		1561805	ELEVATOR TAB

WHILE INVESTIGATION AIRCRAFT ACCIDENT NR DFW05LA167 THE STABILATOR TRIM TAB ROD WAS DISCOVERED

SEPARATED AT APPROX 3 INCHES FROM TAB. VISUAL INSPECTION REVEALED CORROSION ON THE INTERIOR OF THE PART. FUTHER DETAILED INSPECTION SHOWED MINIMAL SHEAR LIP, LEADING FAILURE TO BE CORROSION FATIGUE DUE TO REPEATED LOADING. THE OPERATOR REPORTED LOSS OF STABILATOR TRIM AT 8,000 FT AND VIOLENT SHAKING OF AIRCRAFT.

<a href="#">IAD05LA064</a>	PIPER		MUFFLER	BLOCKED
7/26/2005	PA28140		66906-02	EXHAUST

MUFFLER INTERNAL BAFFLE CAME LOOSE. TAILPIPE SAFETY RODS DID NOT PROTRUDE FAR ENOUGH INTO MUFFER TO PREVENT BLOCKAGE.

<a href="#">CA050406006</a>	PIPER	LYC	FITTING	LEAKING
4/4/2004	PA28140	O320E2A		FUEL LINE

(CAN) ENGINE LOST POWER, SUBSEQUENT INSPECTION REVEALED A LOOSE FITTING ON THE INLET SIDE OF THE MECHANICAL FUEL PUMP CAUSING PUMP TO DRAW AIR THUS DEPLETING THE FUEL TO THE CARBURETOR. THE FITTING WAS TIGHTENED AND LOCK FLUID WAS USED ON THE JAM NUT ONLY, NOT THE FITTING

<a href="#">CA050624003</a>	PIPER	LYC	PISTON PIN	FAILED
6/5/2005	PA28151	O320D3G	SL134441	NR 4 CYLINDER

(CAN) 4 CYLINDER PISTON PIN PLUG FAILED (BROKEN OFF) CAUSING HIGH AMOUNT OF ALUMINUM IN OIL FILTER, CAUSING LOSS OF OIL PRESSURE DURING CRUISE.

<a href="#">2005FA0000899</a>	PIPER	LYC	CYLINDER	CRACKED
6/19/2005	PA28180	O360*	6549000	RT MAIN GEAR

UPON LANDING, RT MAIN GEAR SCISSORS ATTACHMENT LUGS BROKE FREE FROM THE CYLINDER. CODE C, WHEEL WITH SCISSORS DAMAGED RT FLAP. (K)

<a href="#">2005FA0000904</a>	PIPER	LYC	LANDING GEAR	BROKEN
6/24/2005	PA28180	O360A4A	653193	RIGHT

RT MAIN LANDING GEAR BROKE DURING LANDING AT PBF.

<a href="#">2005FA0000905</a>	PIPER	LYC	LANDING GEAR	BROKEN
6/24/2005	PA28180	O360A4A	653193	ZONE 700

RT MAIN LANDING GEAR BROKE DURING LANDING AT PBF.

<a href="#">2005FA0000906</a>	PIPER	LYC	LANDING GEAR	BROKEN
6/24/2005	PA28180	O360A4A	653193	ZONE 700

RT MAIN LANDING GEAR BROKE DURING LANDING AT PBF.

<a href="#">2005FA0001001</a>	PIPER	LYC	CONTROL CABLE	WORN
6/21/2005	PA28181	O360*	62701100	RUDDER

LT FORWARD RUDDER CABLE WORN AT FAIRLEAD PASSING THROUGH CENTER WING SPAR AT FS 108.17. THE CABLE BECAME WORN DUE TO CONTINUOUS CHAFING ON THE PHENOLIC FAIRLEAD. THE CABLE IS NOT CENTER IN THE FAIRLEAD OPENING EITHER THROUGH IMPROPER POSITIONING OF THE FAIRLEAD OR FROM IMPROPER POSITIONING OF THE PULLEY QUADRANTS DURING AIRCRAFT ASSEMBLY. THE REMEDY FOR THIS DEFECT WOULD BE TO INCREASE THE OPENING BY WHICH THE CABLE PASSES THROUGH THEREBY ALLOWING SUFFICIENT CLEARANCE FOR THE CABLE AND ELIMINATE CHAFING. (K)

<a href="#">2005FA0001002</a>	PIPER	LYC	CONTROL CABLE	WORN
6/21/2005	PA28181	O360*	62701099	AILERONS

LT AND RT PRIMARY AILERON CABLES SEVERELY WORN AT WING PULLEYS LOCATED AT WS 49.25. CABLES HAVE APPROXIMATELY 4725.4 TT. THIS DEFECT IS NOT A RESULT OF BINDING PULLEYS BUT MOST PROBABLY DUE TO SUB-STANDARD CABLE USED DURING MFG, SPECIFICALLY STAINLESS STEEL CABLE. ALTHOUGH SB 1048 IS ACCOMPLISHED AT EACH 100 HOUR AND ANNUAL INSPECTION, IT BY NO MEANS SOLVES THIS PROBLEM. IT

WOULD BE RECOMMENDED THAT ALL STAINLESS STEEL CABLES BE ELIMINATED AND GALVANIZED STEEL CABLES BE INSTALLED. (K)

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<a href="#">ZB0R200500004</a>	PIPER	LYC	PULLEY	BROKEN
7/1/2005	PA28R200	IO360A1A	481640	STABILIZER

DURING ANNUAL INSPECTION, FOUND STABILIZER TRIM AFT CABLE UPPER RT PULLEY, P/N 481-640, BROKEN IN HALF. REPLACED WITH NEW PART. RIG AND OPS CKS OK.

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<a href="#">ZB0R200500005</a>	PIPER	LYC	POTENTIOMETER	MALFUNCTIONED
7/1/2005	PA28R200	IO360A1A	67435002	PANEL LIGHTS

DURING ANNUAL INSPECTION, FOUND PANEL LIGHTS POTENTIOMETER DIMMING INOP. SWITCH WILL COME ON BRIGHT, BUT WILL NOT DIM. ALSO, LANDING GEAR LIGHTING WILL NOT DIM CORRECTLY WHEN POTENTIOMETER IS ON. REPLACED WITH NEW P/N 67435-002. OPS CK OK.

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<a href="#">CA050511003</a>	PIPER	LYC	PIPER	WIRE	SHORTED
5/6/2005	PA31325	LTIO540F2BD			SQUAT SWITCH

(CAN) AFTER TAKE OFF GEAR SELECTOR HANDLE STUCK IN UP POSITION. PILOT MADE AN UNSCHEDULED LANDING. FOUND LEFT GEAR SQUAT SWITCH WIRE SHORTING ON SCISSOR BOLT CENTER PIN. REPAIRED WIRING AND COMPLETED FIVE FAULT FREE GEAR CYCLES.

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<a href="#">CA050610002</a>	PIPER	LYC	FORK	CRACKED
6/9/2005	PA31350	LTIO540J2BD	45504006	LT MLG

(CAN) DURING A WALKAROUND THE PILOT NOTICED THE BRAKE DISC WAS RUBBING AGAINST THE SIDE OF THE GEAR FORK. AFTER THE WHEEL ASSEMBLY WAS REMOVED A CRACK WAS FOUND ON THE AXLE AT THE INNER MOST BEARING RIDE LOCATION. THE CRACK WAS MORE THAN A THIRD OF THE WAY AROUND THE AXLE. THE CRACK HAD STARTED ON THE BOTTOM AREA OF THE AXLE WHICH IS HARD TO SEE UNLESS A MIRROR IS USED DURING NORMAL INSPECTION.

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<a href="#">CA050516009</a>	PIPER	LYC	HOSE	LEAKING
5/14/2005	PA31350	LTIO540J2BD	1776692	HYD SYSTEM

DURING THE LANDING APPROACH, THE GEAR WOULD NOT COME DOWN AND LOCK. AN EMERGENCY EXTENSION WAS CARRIED OUT USING THE HANDPUMP. AFTER LANDING AN INSPECTION OF THE NOSE GEAR AREA SHOWED A LOT OF HYDRAULIC FLUID LEAKING. THIS WAS TRACED TO THE NOSE GEAR ACTUATOR UP LINE. A SMALL PINHOLE WAS FOUND IN THE HOSE. THE HOSE WAS MANUFACTURED IN 1992. PIPER CALLS FOR A PRESSURE TEST OF THE HOSES EVERY TEN YEARS WITH NO REPLACEMENT GUIDE.

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<a href="#">2005FA0001060</a>	PIPER	LYC	ANTENNA	INOPERATIVE
4/27/2005	PA31350	TIO540*	5900051	FUSELAGE

FOUND UPPER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

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<a href="#">CA050610008</a>	PIPER	LYC	FACET	HOUSING	CRACKED
6/7/2005	PA31350	TIO540J2BD		AN62341	HYD FILTER

(CAN) ON APPROACH, THE LANDING GEAR FAILED TO EXTEND WHEN SELECTED. EMERGENCY EXTENSION CARRIED OUT. LANDED SAFELY. INVESTIGATION FOUND THE CANISTER OF THE HYDRAULIC FILTER ON THE LT ENGINE FIREWALL HAD CRACKED IN THE THREADS ALLOWING FLUID TO BE PUMPED OVERBOARD. CANISTER REPLACED, FLUID REPLENISHED, GEAR SWINGS AND GROUND RUN CARRIED OUT. OPERATION NORMAL.

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<a href="#">CA050513003</a>	PIPER	LYC	PIN	BENT
4/14/2005	PA31350	TIO540J2BD	487155	MLG

(CAN) PILOT COULD NOT MOVE MLG HANDLE TO RETRACT MLG. TRIED SELECTING GEAR DOWN & WIGGLING HANDLE BUT STILL UNABLE TO RETRACT. PILOT REQUESTED RETURN TO BASE & AFTER AN UNEVENTFUL LANDING NOTICED MLG HORN SOUNDING CONTINUOUSLY, AIRCRAFT BROUGHT TO A STOP ON RUNWAY & MX NOTIFIED TO TOW ACFT FROM RUNWAY. MX PROCEEDED TO RUNWAY, COMPLETED A MLG INSPECTION TO ENSURE ALL 3 GEAR IN A SAFE & LOCKED POSITION THEN TOWED ACFT TO HANGAR. UPON FURTHER

INSPECTION MLG ANTI-RETRACTION SOLENOID PLUNGER PIN FOUND BENT & RESTRICTING ITS RETRACTION HINDERING THE SELECTION OF GEAR UP WITH HANDLE. SOLENOID WAS REPLACED WITH A SERVICEABLE SOLENOID AND F/C. THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">CA050622001</a>	PIPER	LYC	MAGNETO	FAILED
6/17/2005	PA31350	TIO540J2BD	1068291013	RT SIDE

(CAN) SHORTLY AFTER TAKEOFF THE LT ENGINE BEGAN TO SURGE. THE AIRCRAFT RETURNED FOR LANDING WITH NO PROBLEMS. A MAG CHECK CARRIED OUT ON THE GROUND REVEALED THE LT ENGINE, RT MAGNETO WAS DEAD. THE POINTS THAT CONTROL THAT SIDE OF THE DUAL MAG WERE BURNED. THE MAG HAD BEEN REPLACED THE DAY BEFORE FOR THE SAME REASON, POINTS WERE WORN. HOWEVER THE CAPACITORS WERE NOT CHANGED AT THAT TIME. FOLLOWING THIS PROBLEM THE POINTS AND CAPACITORS WERE CHANGED AND NO FURTHER PROBLEMS OCCURRED. IT IS THE OPERATORS PLAN TO MAKE THE REPLACEMENT OF THE CAPACITORS MANDATORY WHENEVER A MAGNETO IS CHANGED.

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<a href="#">CA050608011</a>	PIPER	LYC	HOSE	PUNCTURED
5/26/2005	PA31350	TIO540J2BD	1776602	LT HYD SYSTEM

(CAN) GEAR HANDLE DID NOT RETURN TO NEUTRAL. GEAR LIGHTS INDICATED 3 GREEN. HAD TO PUMP GEAR DOWN IN ORDER TO MAKE SURE GEAR WAS DOWN. SMELL OF HYDRAULIC FLUID IN COCKPIT. HAD TO WAIT UNTIL JUNE 01, 2005 FOR FAA REPAIR STATION TO TROUBLESHOOT. FOUND GEAR EXTENSION RETURN LINE WITH HOLE. REMOVED AND REPLACED HOSE, CUSTOMER SUPPLIED PART. GEAR HANDLE FUNCTIONS NORMALLY WHEN TESTED WITH RT ENG. HOSE WAS INSPECTED AND FOUND TO BE 1973 VINTAGE. INSPECTION CALLS FOR PRESSURE CHECK ALL FLUID HOSES IN WING AREA AFTER 10 YEARS TIME-IN-SERVICE. VISUALLY CHECK FOR LEAKS. HOSES THAT PASS INSPECTION MAY REMAIN IN SERVICE AND CHECKED THERE AFTER EACH FIVE YEARS TIME-IN-SERVICE.

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<a href="#">CA050616010</a>	PIPER	PWA	GOVERNOR	FAILED
6/9/2005	PA31T	PT6A28	210598	OVERSPEED

(CAN) RT ENGINE DID NOT ACHIEVE MAX NP RPM. RT ENGINE OVERSPEED GOVERNOR REPLACED WITH OVERHAULED UNIT. GROUND RUN SUCCESSFULLY REACHED MAX PROP RPM.

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<a href="#">CA050613002</a>	PIPER	PWA	HOSE	LEAKING
6/9/2005	PA31T2	PT6A135	AE7010101K0306	OIL SUPPLY

(CAN) OIL PRESSURE DROPPED PASSED 40 PSI IN FLIGHT. SHUTDOWN LT ENGINE. FOUND OIL SUPPLY HOSE FROM OIL COOLER TO TOP OF ENGINE LEAKING. REPLACED WITH NEW. INSPECTED OIL CHIP DETECTOR, FOUND NO FAULTS. ADDED ENGINE OIL TO ENGINE. PERFORMED SATISFACTORY ENGINE RUNS AND LEAK CHECK.

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<a href="#">2005FA0001061</a>	PIPER	LYC	ANTENNA	INOPERATIVE
4/28/2005	PA32301	IO540*	5900051	FUSELAGE

FOUND LOWER UAT ANTENNA UNSERVICEABLE DURING UAT UPGRADE. (K)

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<a href="#">2005FA0000966</a>	PIPER	PIPER	RIB	CRACKED
7/6/2005	PA32R301		86396002	AILERON

LEFT AILERON OUTBOARD HINGE HALF WAS CORRODED. AILERON WAS DISASSEMBLED TO REPLACE HINGE HALF. UPON REMOVING AN3 BOLTS AND HINGE HALF FROM NOSE RIB, THE LOWER BOLT HOLE IN THE NOSE RIB WAS FOUND TO HAVE A HALF INCH CRACK ADJACENT TO THE HOLE. IT IS NOT POSSIBLE TO INSPECT THIS AREA WITHOUT DISASSEMBLY OF THE AILERON.

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<a href="#">2005FA0001015</a>	PIPER	CONT	LOGIC CARD	MALFUNCTIONED
5/17/2005	PA34200T	TSIO360*	31004562801	IDU TRAY

SCC CARD INSTALLED AS PART OF THE EFIS-SV SYSTEM IAW STC NR SA02203AK WOULD NOT ALLOW THE MOVING MAP PAGE TO APPEAR ON THE IDU DURING START UP. (ALO5200502600) (K)

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<a href="#">2005FA0001042</a>	PIPER	CONT	RETAINER	CRACKED
7/8/2005	PA34220T	LTSIO360KB	631996	COWLING

PILOT REPORTED, AFTER LANDING, HE DISCOVERED OIL ALL OVER THE RT COWLING AND UNDER THE WING BEHIND THE RT ENGINE. COWLING WAS REMOVED AND A HOLE WAS FOUND IN THE NR 5 CYL INTAKE VALVE COVER. VALVE COVER WAS REMOVED AND FOUND THAT ROCKER RETAINER HAD BROKEN IN HALF. HALF OF RETAINER WAS STILL CAPTURED BY NUT AND REMAINED IN PLACE. OTHER HALF HAD FALLEN AWAY AND BECAME WEDGED BETWEEN ROCKER ARM AND VALVE COVER CAUSING THE HOLE IN THE COVER. CLY NR 1 INTAKE VALVE RETAINER WAS FOUND TO BE CRACKED. REMAINTING ARMS AND RETAINERS WERE INSPECTED ON BOTH ENGINES. TWO BROKEN RETAINERS, NEW ROCKER ARM AND PIN FOR CYL NR 5 WERE REPLACED. AC THEN RETURNED TO SERVICE. PROBABLE CAUSE, OVER TORQUED AT O/H. (K)

<a href="#">2005FA0000941</a>	PIPER		THROTTLE CABLE	BROKEN
6/20/2005	PA44180		554528	RT ENGINE

DURING CROSS COUNTRY TO KINGMAN, DURING A TOUCH AND GO PROCEDURE THE STUDENT DECREASED THE THROTTLES BUT THE RIGHT ENGINE POWER DID NOT REDUCE. DECLARED AN EMERGENCY AND DURING THE LANDING FLARE THE MIXTURE WAS CUT OFF KILLING THE ENGINE. MAINTENANCE PERSONNEL FOUND THE THROTTLE CABLE HAD BROKEN APPROXIMATELY .5 INCH INSIDE THE INSIDE THE CABLE SHEATH AT THE CABIN END OF THE CABLE. IT APPEARS TO HAVE BEEN CAUSED BY FLEXING AT THIS POINT DURING THROTTLE CHANGES.

<a href="#">2005FA0001053</a>	PIPER	LYC	ATTACH BRACKET	CRACKED
7/15/2005	PA44180	O360E1A6	9564309	MLG

DURING INSP BOTH LT AND RT MAIN GEAR DRAG LINK ATTACH BRACKETS WERE REMOVED FOR BRG REPLACEMENT DUE TO EXCESSIVE FREEPLAY AT DRAGLINK IB ATTACH END. UPON FURTHER CLEANING, PAINT RMVL AND INSP OF EACH, BOTH CASTINGS WERE FOUND CRACKED AROUND MACHINED FLAT SPOT AREA IN RADIUS OF ONE WEB OF CASTING FOR THE UPPER ATTACH BOLT HOLE. ORDERED, INSPECTED AND REJECTED 4 PAIR OF SERVICEABLE REPLACEMENT PARTS FROM MULTIPLE VENDORS AFTER CLEANING AND INSP OF EACH DUE TO SIMILAR CRACKS IN SAME AREA. PROBABLE CAUSE: FROM CYCLES AND LOADING OF COMPONENT AND INACCESSABILITY FOR ADEQUATE INSP WHILE INSTALLED. SUSPECT ALL THESE CASTINGS SHOULD BE REQUIRED TO BE REMOVED, CLEANED, INSPECTED AT SOME REQUIRED INTERVAL. (K)

<a href="#">2005FA0001045</a>	PIPER	CONT	COLLECTOR RING	DEFECTIVE
7/8/2005	PA46310P	TSIO520BE	654326E	ENGINE

THIS IS THE COLLECTOR THAT MOUNTS TO THE TOP OF THE LT TURBO. FOUND HOLES ON BOTH SIDES OF WELDS ON THE AFT END NEAR THE SMALL BALANCE TUBE. (K)

<a href="#">2005FA0001010</a>	PIPER	CONT	SLICK	POINTS	BROKEN
6/10/2005	PA46310P	TSIO520BE		M3081	MAGNETO

CONTACT SPRING BROKEN IN 300.7 HRS OF OPERATION. (K)

<a href="#">2005FA0001011</a>	PIPER	CONT	SLICK	POINTS	BROKEN
6/10/2005	PA46310P	TSIO520BE		M3081	MAGNETO

CONTACT SPRING BROKNE IN 311.1 HOURS OF OPERATION. (K)

<a href="#">2005FA0000897</a>	PIPER	LYC	SPAR	CRACKED
5/6/2005	PA46350P	TIO540*	82200696	RT WING

DURING ANNUAL INSPECTION, NOTE THAT SEVERAL RIVETS ATTACHING THE RT WING SKIN TO THE LOWER WING SPAR WERE BECOMING LOOSE (SMOKING) JUST OB OF THE MAIN GEAR DOOR AND INBOARD OF THE RIB AT WS79.5. DURING INSP OF INSIDE OF WING IN SAME AREA, A CRACK WAS FOUND ON BOTTOM OF AFT SIDE OF SPAR ANGLE WHICH STARTS AT AFT END OF THE ANGLE AND PROPAGATES FORWARD THROUGH AND BEYOND THE FIRST 2 ADJACENT BOTTOM RIVETS IB OF THE RIB AT WS 79.5. IT APPEARS THAT THE WING FLEXES CONSIDERABLY IN THAT AREA AS EVIDENCED BY THE LOOSE RIVETS. LOOSE RIVETS IN THAT AREA MAY HAVE CREATED LESS THAN DESIRABLE STRUCTURAL INTEGRITY IN AFFECTED AREA. THIS AREA SHOULD BE GIVEN SPECIAL ATTENTION ESPECIALLY IF LOOSE RIVETS ARE FOUND. (K)

<a href="#">2005FA0001036</a>	RAYTHN	GARRTT	BRACKET	WORN
3/31/2005	HAWKER800XP	TFE731*		WING TO FUSELAGE

WHILE FLYING THROUGH TURBULENCE SITTING IN THE VIP CHAIR (CABIN RT FWD FACING) A SLIGHT VIBRATION CAN BE FELT COMING THROUGH THE FLOOR AND WILL DIMINISH AFTER LEAVING TURBULENCE. AFTER TALKING WITH MFG TECH SUPPORT, THIS PROBLEM IS COME TO BE KNOWN AS (WING CLUNK). IT IS CAUSED BY THE PLAY IN THE BRACKET VERTICAL LINK SPHERICAL BEARING AND ATTACH BOLT, IE ONE OR ALL. THERE IS NO SB, IL, COMMUNIQUE OUT ON THIS PROBLEM BUT MFG IS AWARE AND HAS A REPAIR KIT OUT THAT ONLY CAN BE DONE AT MFG SERVICE CENTER. (GL13200508700) (K)

<a href="#">ZN3R475888</a>	RAYTHN	GARRTT	TURBINE BLADES	SEPARATED
7/19/2005	HAWKER800XP	TFE7315BR	30607881	

ENGINE RETURNED TO SERVICE CENTER FOLLOWING COMMANDED SHUTDOWN IN FLIGHT DUE TO EXCESSIVE VIBRATION. DURING INSPECTION, SEPARATED 3RD LPT BLADES (QTY. 3) WERE FOUND. SEPARATED BLADES WERE RETURNED TO ENGINE OEM (HONEYWELL) FOR EVALUATION. CAUSE OF BLADE SEPARATION IS UNKNOWN AT THIS TIME.

<a href="#">CA050614007</a>	ROBSIN	LYC	ENGINE	MAKING METAL
6/12/2005	R44	O540F1B5		

(CAN) WHILE CONDUCTING A 50 HR INSPECTION, THE OIL FILTER SHOWED EVIDENCE OF METAL CONTAMINATION. THERE HAVE BEEN NO COMPLAINTS FROM PILOTS IN REGARDS TO ENGINE OPERATION OR PARAMETERS. THE PARTICLES EVIDENT ARE ALUMINUM AND FEW METALLIC. THE ENGINE HAS BEEN REMOVED FROM THE AIRCRAFT FOR OVERHAUL AND FURTHER INVESTIGATION. ONCE THAT REPORT HAS BEEN ISSUED WE WILL SUBMIT THE FURTHER FINDINGS.

<a href="#">CA050606003</a>	ROBSIN	LYC	FITTING	LEAKING
6/6/2005	R44RAVENII	IO540AE2A		HYDRAULIC PUMP

(CAN) ACFT GROUNDED DURING A PRE-FLIGHT CHK WHEN HYD OIL FOUND LEAKING ON RT FWD SERVO TEE-FITTING. LINES CHECKED FOR TIGHTNESS. FITTINGS FOUND LOOSE. FITTINGS TIGHTEN & SYSTEM CHKD WITH HYD POWER PACK. NO LEAKS FOUND.

<a href="#">CA050613007</a>	SAAB	GE	SWIVEL FITTING	FAILED
6/1/2005	SF340A	CT75A2	L38710SA	RT HYD SYSTEM

(CAN) DURING DEPARTURE, LT MAIN WHEEL AND NOSE GEAR RETRACTED NORMALLY BUT RT MAIN GEAR WOULD NOT RETRACT. CREW OBSERVED HYDR FLUID LEVEL AND OPERATING PRESSURE INDICATED LOW. EMERGENCY GEAR EXTENSION AND AFTER ORBITING TO REDUCE FUEL LOAD, RETURN FOR A LANDING. INSP FOUND THAT A (SWIVEL FITTING) IN MAIN HYD RETRACTION/EXTENSION SYS OF RT MLG HAD (DEVELOPED A LEAK). INSPECTION OF SWIVEL FITTING HAD BROKEN/FAILED INTERNALLY, CAUSING LOSS OF HYD SYS PRESSURE AND FLUID CONTENT. NEW SWIVEL FITTING WAS INSTALLED ON RAMP. AC WAS FLOWN FOR RESTORATION/REPLACEMENT OF EXPLOSIVE BOLTS, GEAR SWINGS AND FUNCTION CHECKS PRIOR TO GOING BACK INTO SCHEDULED SERVICE. FAILED SWIVEL FITTING HAS BEEN RETAINED FOR EVALUATION.

<a href="#">CA050530003</a>	SKRSKY	SKRSKY	SUPPORT	UNSERVICEABLE
3/3/2005	S61N		S613520600046	M/R GEARBOX

(CAN) M/R GB TEARDOWN REVEALED HEAVY FRETTING & ELONGATED BOLT HOLES ON LOWER SURFACE OF RING GEAR & UPPER MATING SURFACE OF BEARING SUPPORT. HEAVY FRETTING TO LOWER HOUSING & STUD DAMAGE. DAMAGED BACKLASH SHIM. WEAR & DAMAGE IS CONSISTENT WITH LACK OF TORQUE TO NUTS & STUDS THAT CLAMP RING GEAR & BEARING SUPPORT TO LOWER HOUSING. LACK OF TORQUE ALLOWS RING GEAR TO MOVE & FRET SURFACE OF BEARING SUPPORT. MOVEMENT OF RING GEAR AGAINST STUDS WORKS LOOSE & RESULTS IN PULLING OUT OF THREADS IN LOWER HOUSING. ALL HOLES IN RING GEAR & BEARING SUPPORT ARE DAMAGED & ELONGATED. WORST AREA WHERE CRACK PASSES THROUGH SUPPORT & STUD TO INNER SURFACE. MX CHECK EVERY 150 HOURS,

<a href="#">CA050615010</a>	SKRSKY	ALLSN	HOUSING	CRACKED
12/31/2004	S76A	250C30S	23001955	ENG OIL BYPASS

(ENGINE OIL FILTER) BYPASS INDICATOR HOUSING CRACKED.

<a href="#">CA050629003</a>	SKRSKY	ALLSN	GOVERNOR	FAILED
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6/28/2005	S76A	250C30S	23070101	PT
PT GOVERNOR, HIGH SIDE FAILURE.				
<a href="#">CA050615007</a>	SNIAS	TMECA	SERVO	SEIZED
6/14/2005	AS350B2	ARRIEL1D1	AC67246	ROTOR
(CAN) TROUBLESHOOTING THE DEFECT, FOR HELICOPTER COMPANY.				
<a href="#">CA050615006</a>	SNIAS	TMECA	PUMP	FAILED
6/13/2005	AS350B2	ARRIEL1D1	350A35020172	HYD SYSTEM
(CAN) PILOT NOTICED STRANGE NOISE IN FLIGHT. UPON LANDING, CONDUCTED AN INVESTIGATION OF NOISE WHILE AC REMAINED RUNNING. NOISE DETERMINED TO BE COMING FROM HYD DRIVE AREA. AC WAS SHUTDOWN, PART REMOVED. DRIVEN PULLEY OF HYD SYS WAS FOUND TO HAVE ITS BEARING INNER RACE SPINNING ON PULLEY SHAFT. CAUSED SIGNIFICANT WEAR ON SHAFT, WHICH IN TURN CAUSED BEARING TO BE LOOSE ON SHAFT, RESULTING IN NOISE DURING OPERATION. HAD THIS CONDITION PERSISTED, HYD SYS FAILURE WOULD HAVE OCCURRED FORCING EMERGENCY LANDING. BEARING CONDITION WAS NORMAL, WITH NO ROUGHNESS OR BINDING FELT. SUSPECT UNDERSIZE BEARING INNER RACE OR PULLEY SHAFT, ALLOWING RACE TO SPIN ON SHAFT. PART REMOVED AND REPLACED, AC BACK IN SERVICE.				
<a href="#">CA050520003</a>	SNIAS	TMECA	SWITCH	INOPERATIVE
5/16/2005	AS350B2	ARRIEL1D1	12TW13	COLLECTIVE STICK
(CAN) DURING A GROUND RUN AND HYDRAULIC CHECKS THE HYDRAULIC WARNING HORN WOULD NOT SOUND WHEN OPERATING COLLECTIVE HYDRUALIC SWITCH. HORN WOULD NOT SOUND WHEN OPERATING COLLECTIVE HYDR. SWITCH. HYDRAULICS WOULD TURN ON AND OFF, HORN WOULD NOT TURN ON. COLLECTIVE HYDRAULIC SWITCH P/N 12TTW1-3 WAS REPLACED AND HORN FUNCTIONED PROPERLY ON AND OFF. AIRCRAFT WAS RETURNED TO SERVICE.				
<a href="#">CA050609018</a>	SNIAS	TMECA	NOZZLE	SEPARATED
5/5/2005	AS350B2	ARRIEL1D1	RTA600	EXTINGUISHER
(CAN) FIRE EXTINGUISHER TRIGER AND NOZZLE HEAD DISLODGED AND SEPARATED FORM THE MAIN BODY.				
<a href="#">CA050609017</a>	SNIAS	TMECA	PUMP	WORN
5/5/2005	AS350B2	ARRIEL1D1	704A34310006	HYD SYSTEM
(CAN) PULLEY SPLINES FOUND TO BE WORN BEYOND 2/3 DURING A 100 HR INSPECTION. COUPLING S40 REPLACED 336.4 HOURS PREVIOUSLY FOR THE SAME REASON. HYDRAULIC PUMP SPLINES FOUND 2/3 WORN. A NEW PUMP HAD BEEN INSTALLED 336.4 HOURS PREVIOUSLY FOR THE SAME REASON.				
<a href="#">CA050513002</a>	SNIAS	TMECA	AEROSP	SPAR
4/19/2005	AS350B2	ARRIEL1D1	355A12004008	T/R BLADE
(CAN) NOISE HEARD ON PITOT DAILY INSPECTION AS PART OF EUROCOPTERS CRITERIA. DISASSEMBLED BY ENGINEER AND FOUND CRACKED.				
<a href="#">CA050506006</a>	SNIAS	TMECA	COUPLING	SEPARATED
5/5/2005	AS350B2	ARRIEL1D1	350A35105901	TRANSMISSION
(CAN) STAKED WASHER ON FLECTOR WAS FOUND TO BE SEPERATED/BROKEN. THE BRAKE WAS ON OPPOSITE SIDE WHICH HAD BEEN STAKED. THIS WAS DISCOVERED DURING MAINTENANCE OF THE TRANSISSION INPUT RE-TORQUE. REPLACEMENT PART AND HARDWARE INSTALLED.				
<a href="#">2005FA0000988</a>	SNIAS	TMECA	MODULE	MAKING METAL
7/22/2005	AS350B2	ARRIEL1D1	70BM055420	ENGINE
PILOT REPORTED ENGINE CHIP LIGHT ON HIS WAY TO HANGAR. MECHANIC DID THE INSPECTIONS IAW MFG MM AND FOUND A SMALL SINGLE FLAKE ON THE ELECTRIC MAG PLUG WHICH MONITORS THE REAR BEARING OIL RETURN LINE. MECHANIC ALSO THEN FOUND MULTIPLE FLAKES OF PLATEING ON THIS CHIP PLUG. REMOVED THE (ENGINE SN9695) AND INSTALLED (ENGINE SN 9120). SENT ENGINE FOR EVALUATION AND REPAIR.				

[CA050530005](#) SNIAS TMECA PIN BROKEN  
5/23/2005 AS350B3 ARRIEL2B COWL LATCH  
(CAN) WHILE PERFORMING AD INSPECTION, THE RT AFT ENGINE COWLING LATCH WAS FOUND WITH A BROKEN HINGE PIN. A NEW PART WAS ORDERED, INSTALLED AND ADJUSTED.

[CA050518005](#) SNIAS TMECA SPRING BROKEN  
4/21/2005 AS350B3 ARRIEL2B 350A310033K1T7 ANTI-VIBRATION  
(CAN) DURING AN DI CONDUCTED BY A ENGINEER, A BROKEN SPRING WAS DISCOVERED UNDER THE CHINESE HAT. THE SPRING WAS REPLACED WITH NEW. THE OTHER SPRINGS WERE INSPECTED AND NO DEFECTS WERE FOUND. THE SPRING WHICH WAS BROKEN, SHOWED SIGNS OF A CRACK WHICH FINALLY COMPLETELY BROKE OVER TIME. THE TOTAL TIME OF THE SPRING CAN NOT BE DETERMINED AT THIS TIME.

[CA050601007](#) SNIAS TMECA EXCITER INOPERATIVE  
5/25/2005 AS350B3 ARRIEL2B 9550177760 ENGINE  
(CAN) DURING ROUTINE IGNITER TEST ONE OF THE TOWERS FROM THE EXCITER UNIT FAILED TO PROVIDE IGNITION. THE IGNITER WAS REMOVED AND REPLACED WITH NEW, WITH NO IGNITION. THE HARNESS WAS MOVED TO THE OTHER TOWER AND IGNITION WAS SUCCESSFUL . EXCITER WAS REPLACED, TEST REPEATED, AIRCRAFT RETURNED TO SERVICE.

[2005FA0001037](#) SNIAS LYC TRANSMITTER FAILED  
3/23/2005 AS350BA LTS101\* 704A37642043 ENGINE  
TRANS-PRESS FAILED AFTER A FEW HOURS OF OPERATION. (K)

[2005FA0000989](#) SNIAS TMECA TRANSMITTER FAILED  
6/6/2005 AS350BA ARRIEL1B APTE176S150G OIL PRESSURE  
AIRCRAFT WAS LIFTING OFF FOR A STANDARD TOUR AND THEN REPORTED A LOSS OF OIL PRESSURE. THE PILOT THEN RETURNED TO BASE WITH NO TROUBLE AND REPORTED TO MAINTENANCE. MECHANIC FOUND THAT THE OIL PRESSURE SENSOR HAD FAILED AND REPLACED PART. AIRCRAFT HAS BEEN RETURNED TO SERVICE. (K)

[CA050623007](#) SNIAS TMECA IGNITER INOPERATIVE  
6/4/2005 AS350BA ARRIEL1B 9550175400 ENGINE  
(CAN) ON ROUTINE INSPECTION BOTH ENGINE START IGNITERS WERE FOUND TO HAVE LOOSE CENTER ELECTRODES. REMOVED AND REPLACED WITH NEW IGNITERS.

[CA050622003](#) SNIAS TMECA IGNITER DETACHED  
6/6/2005 AS350BA ARRIEL1B 9550175400 ENGINE  
(CAN) DURING ROUTINE INSPECTION THE IGNITER WAS FOUND TO HAVE A LOOSE CENTER ELECTRODE. PART WAS REMOVED FROM SERVICE AND REPLACED WITH NEW PART. PART WAS REMOVED FROM SERVICE DUE TO PREVIOUS INSTANCES OF IGNITER CENTER ELECTRODES DETACHING AND FODDING THE TURBINE, RESULTING IN EXPENSIVE REPAIR (RE: TURBOMECA SERVICE LETTER).

[CA050613008](#) SNIAS TMECA AUXILEC DRIVE SHAFT BROKEN  
6/11/2005 AS350BA ARRIEL1B 524031 STARTER GEN  
(CAN) DURING A START FOR THE FIRST FLIGHT OF THE DAY, THE AIRCRAFT FAILED TO START. INVESTIGATION BY MAINTENANCE REVEALED A SHEARED DRIVE. THIS IS THE FIRST TIME WE HAVE EVER SEEN THIS HAPPEN. WE HAVE NOT SENT THE STARTER GEN OUT FOR REASON FOR THE BROKEN SHAFT. IF THERE IS FURTHER INFORMATION TO SUPPLEMENT, WE WILL SUBMIT THAT INFORMATION.

[CA050609009](#) SNIAS TMECA AEROSP SCREW WORN  
5/16/2005 AS350BA ARRIEL1B 350A31187320 M/R HEAD  
(CAN) CORROSION NOTED ON YELLOW BLADE (MAIN ROTOR HEAD) PITCH LINK UPPER BOLT WHERE IT ATTACHES TO BLADE HORN. REMOVED BOLT FOUND WEAR SPOT ON BOLT SHANK FROM PITCH LINK SPHERICAL

BEARING.

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<a href="#">CA050513006</a>	SNIAS	TMECA	TRIM TAB	CRACKED
5/12/2005	AS350BA	ARRIEL1B	355A12004008	T/R BLADE

(CAN) THE PILOT WAS DOING A PRE FLIGHT ON THE HELICOPTER AND NOTICED A CRACK IN THE PAINT ON THE T/R TRIM TAB. THE T/R ASSEMBLY WAS REMOVED FOR FURTHER INVESTIGATION. AFTER REMOVING THE T/R ASSY AND REMOVED SOME PAINT IT APPEARED TO BE STILL CRACKED ON THE TRIM TAB SPAN WISE.

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<a href="#">CA050524002</a>	SNIAS	TMECA	AEROSP	BEARING	FAILED
5/10/2005	AS350BA	ARRIEL1B		704A33651190	T/R SPIDER

(CAN) 1) BEARING ROUGH. 2) REPLACED SPIDER.

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<a href="#">CA050606002</a>	SNIAS		INDICATOR	FAILED
6/1/2005	AS350D		174222701	ENG OIL BY-PASS

(CAN) WHILE PERFORMING OIL BYPASS INDICATOR CHECK, THE RED INDICATOR BUTTON FAILED TO POP, TWO TESTS WERE TRIED WITH BOTH FAILING. THE A/F ENGINE OIL FILTER INDICATOR ASSY WAS REPLACED (P/N 1742227-01), ANOTHER OIL BYPASS INDICATOR CHECK WAS PERFORMED WITH THE CORRECT RESULTS.

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<a href="#">CA050609016</a>	SNIAS	LYC	FUEL CONTROL	MISRIGGED
4/6/2005	AS350D	LTS101600A2	0164248850	ENGINE

(CAN) FCU INSTALLED. PILOT DID THE FIRST START AND THE T4 INDICATED 865C AT THE HIGHEST POINT BEFORE HE SHUT IT DOWN. FCU CHECKED AND FOUND THROTTLE RIGGING WAS DONE INCORRECTLY. AT SHUTDOWN THE THROTTLE LEVER WAS LOCATED IN THE GREEN AT 15 DEGREES. THE PILOT IS UNSURE OF THE LENGTH OF TIME THE T4 WAS AT THE RED LINE SO A T4 HOT INSPECTION WILL BE CARRIED OUT. BOROSCOPE CARRIED OUT SATISFACTORY.

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<a href="#">CA050609003</a>	SNIAS	LYC	LIMIT SWITCH	FAILED
3/18/2005	AS350D	LTS101600A3	430123507	ENGINE

(CAN) DURING OVER SPEED LIMITER TEST, ENGINE NG OSCILLATING 10 PERCENT, FOLLOWED BY TOT AND ITT REPLACED OVER SPEED LIMITER - PROBLEM CORRECTED.

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<a href="#">CA050609002</a>	SNIAS	LYC	PUMP	LEAKING
3/15/2005	AS350D	LTS101600A3	430137701	FUEL SYSTEM

(CAN) DURING GROUND RUNUP, FUEL WAS LEAKING FROM FUEL PUMP, WHERE THE FUEL PUMP ATTACHES TO THE GEARBOX. FUEL PUMP RECEIVED AFTER INTERNAL SPLINE AND INSPECTION WHICH REQUIRES REMOVAL OF FRONT SEAL HOUSING TO ENABLE REMOVAL OF SHAFT. THIS SEEMS TO BE THE AREA OF THE FUEL LEAK.

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<a href="#">2005FA0000985</a>	STNSON	FRNKLN	STARTER	INOPERATIVE
7/1/2005	10STNSON	6A4165*		ENGIEN

THIS STARTER MOTOR REPORTED TO BE INOPERATIVE. PLACED IN SERVICE 3/1/2005. REMOVED FROM SERVICE 6/16/2005.

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<a href="#">CA050308017</a>	SWRNGN	GARRTT	STRUT	INCORRECT
2/28/2005	SA227AC	TPE33111U		NLG

(CAN) AIRCRAFT DEPARTED AND GEAR WAS SELECTED UP YET THE GEAR WOULD NOT STAY UP AND LOCKED. AIRCRAFT RETURNED AND MAINTENANCE FOUND THAT THE LOWER NOSE STRUT WAS NOT FULLY EXTENDED. THE OLEO HAD BEEN SERVICED WITH THE PISTON NOT IN THE PROPER POSITION WHICH LIMITED THE OLEO LENGTH. THE OLEO WAS SERVICED AND GEAR SWINGS CHECKED SERVICIBLE. AMM PROCEDURE WAS CORRECT YET WAS SUBJECT TO INTERPETATION. AIRCRAFT RETURNED TO SERVICE.

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<a href="#">2005FA0000930</a>	SWRNGN	GARRTT	ACTUATOR	BROKEN
3/23/2005	SA227AC	TPE33111U	2751016003	RT MLG WW

EMERG LAND MADE WITH RT GEAR UNSAFE LIGHT. AFTER SHUT-DOWN, RT LANDING GEAR, IB ACTUATOR WAS

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FOUND BROKEN AT FWD MOUNT, HANGING DWN BELOW GEAR DOORS FROM AFT MOUNT. (NOTE: EACH LANDING GEAR HAS 2 ACTUATORS, OB ACTUATOR HAD NO DAMAGE). BROKEN ACTUATOR APPEARS TO BE ORIG ACTUATOR, NO RECORDS CAN BE FOUND INDICATING REPLACEMENT SINCE AC WAS NEW. ACTUATOR REPLACEMENT SINCE IS (ON CONDITION) WITH NO REQUIRED OH TIME. BROKEN ACTUATOR WAS REMOVED, REPLACED, SENT FOR ANALYSIS. MFG DETERMINED THAT CRACK AT FWD MTNG HOLE, WHICH LEAD TO FAILURE, ORIGINATED IN SMALL FLAW IN METAL. GRADUALLY GREW TO POINT OF FAILURE. STATED THAT THIS IS ISOLATED INCIDENT, AND FEEL THAT NO FURTHER ACTION IS REQUIRED. (K)

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<a href="#">2005FA0000968</a>	UNIVAR	LYC	DRIVE GEAR	MALFUNCTIONED
6/21/2005	108	O540L3C5		STARTER

REMOVED DEFECTIVE STARTER (SN E111092 FROM ENGINE. INSTALLED OVERHAULED STARTER ONTO ENGINE WITH BENDIX ENGAGED. AFTER FIRST START, THE STARTER WOULD SPIN BUT NOT RE-ENGAGE STARTER BENDIX INTO RING GEAR ON ENGINE. INSTALLED PRESTOLITE STARTER. OPERATION AND GROUND RUN CHECKED GOOD. (K)

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<a href="#">2005FA0000961</a>	UNIVAR	CONT	RIB	CORRODED
7/4/2005	415C	C7512	SA3A	WING

WHILE COMPLYING WITH SB 31 METHOD 1 (INSTALLING INSPECTION PANELS) AND AD 02-26-02, FOUND LEFT INBOARD WALK BOX RIB AFT ANGLE SUPPORT COMPROMISED WITH SEVERE EXFOLIATION DAMAGE. THE ORIGINAL PIECE WAS IN A BAY COATED WITH DIRT. THE AIRCRAFT HAD BEEN STORED WITH WINGS OFF FOR 7 YEARS AND NO DEFECTS WERE NOTED WHILE LOOKING IN THE WING CENTER SECTION PRIOR TO ASSEMBLY. SINCE A BOROSCOPE HAS LIMITED ABILITY, I RECOMEND INSTALLING THE PANELS TO ALLOW REMOVAL OF DIRT AND OTHER DEBRIS THAT ACCUMULATES OVER TIME. MANUFACTURED AN ANGLE ALUMINUM BRACE FROM STANDARD ANGLE ALUMINUM TO REPLACE ORIGINAL PART.

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**END OF REPORTS**