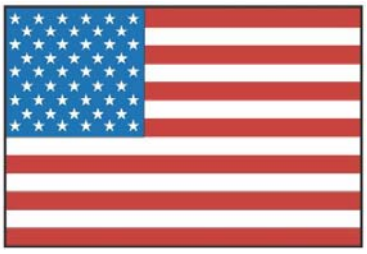
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 337

AUGUST 2006

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

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience, 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.

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

AIRPLANES

BEECH

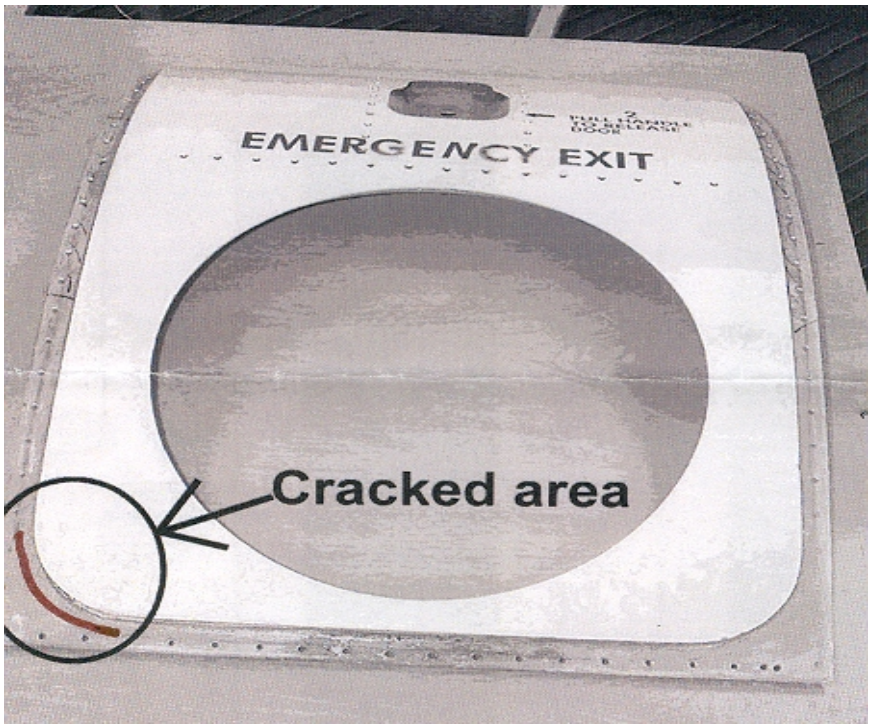
Beech (Raytheon): 58; Chafing Fuel Line; ATA 2820

A repair station mechanic submitted this defect report. "While retracting and extending the landing gear for adjustment of a drooping inboard main wheel door, abnormal noise and vibration *(was noted at mid-cycle)*. Further investigation found the R/H main landing gear retract rod assembly chafing on the wheel well's fuel cross feed tubes (P/Ns 002-920000-49 and 002-920000-51). Visual inspection of these fuel tubes found the chafing to be negligible. (I) repositioned and secured the fuel tubes as required for clearance with the retract rod during retraction/extension operations. A one time inspection of this area is recommended *(to prevent)* chafing and subsequent fuel leakage." *(Aircraft total time: 187.4 hours. The SDRS data base reflects two similar discrepancies.)*

Part Total Time: 187.4 hours.

Beech (Raytheon): 200; Cracked Emergency Exit Door Skin; ATA 5220

A mechanic writes "During a phase 1 - 4 inspection, the emergency exit hatch outer skin was found cracked at the inboard surface. *(The crack propagated...)* through the entire ninety degree radius of the lower aft corner of the skin assembly (P/N 115-430100-661A). The crack length *(measured)* approximately six inches." *(Aircraft total cycles: 9,366.)*

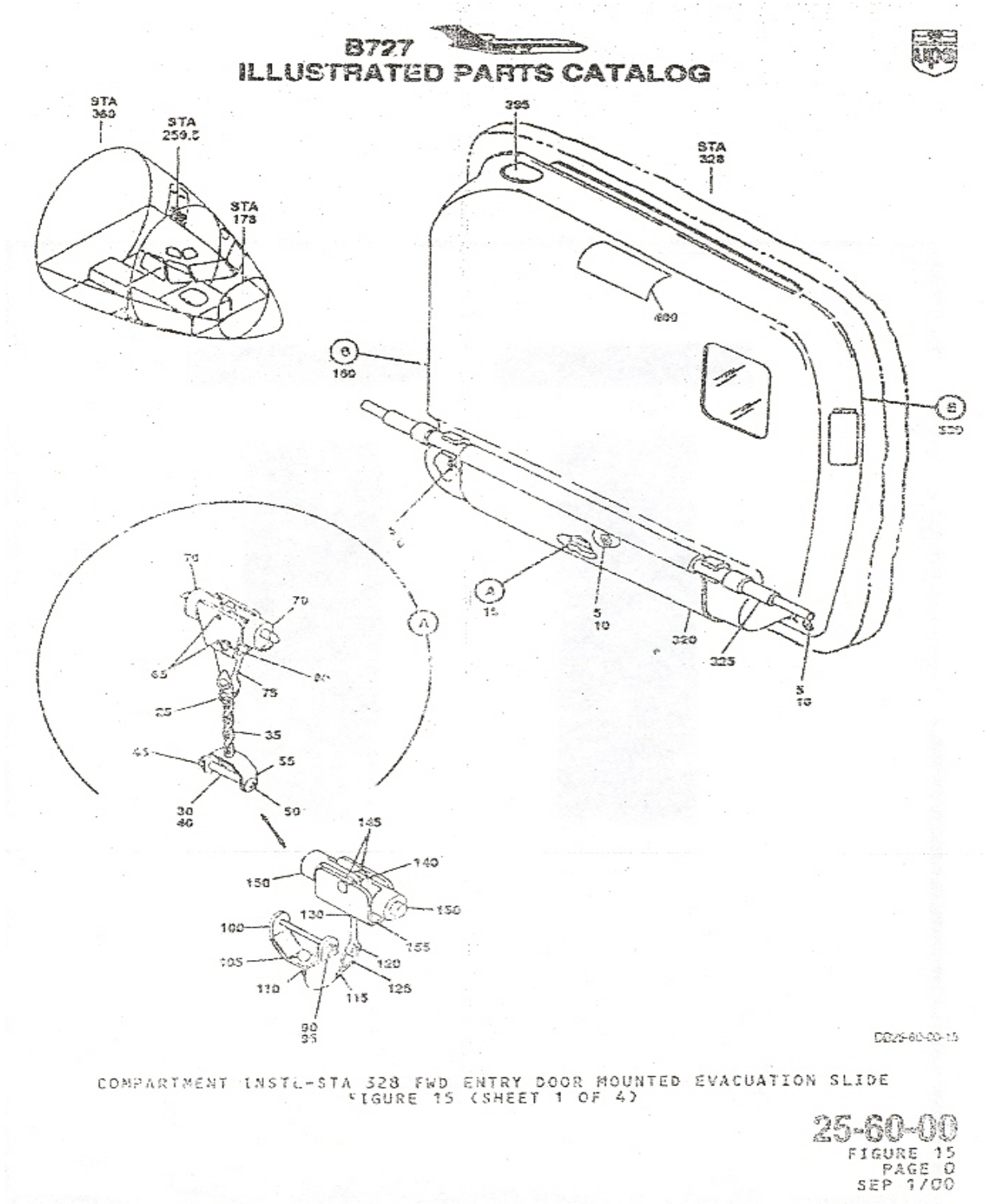


Part Total Time: 7,331.0 hours.

BOEING

Boeing: 727-100QF; Emergency Slide Chain Detachment; ATA 2565

An Irish repair station submission reads, "During a 'C' check routine inspection of the forward door emergency escape slide, the slide bustle latch chain was found detached from the split ring. *(This)* split ring had become elongated and its ring coils separated—thus allowing the chain to detach *(see drawing item number 25 - next page)*. The slide would not have inflated if required. The chain and ring assembly will be replaced." *(This editor has zero experience with emergency slides. I'm presuming the split ring elongation occurred through inadvertent/undetected damage from some activity not related to the assembly's function. Speculation as to cause was not provided. P/Ns: Split ring - BACR12BU9B; Chain assembly - 65C19901-21. The SDRS data base holds at least one additional entry of this same discrepancy.)*



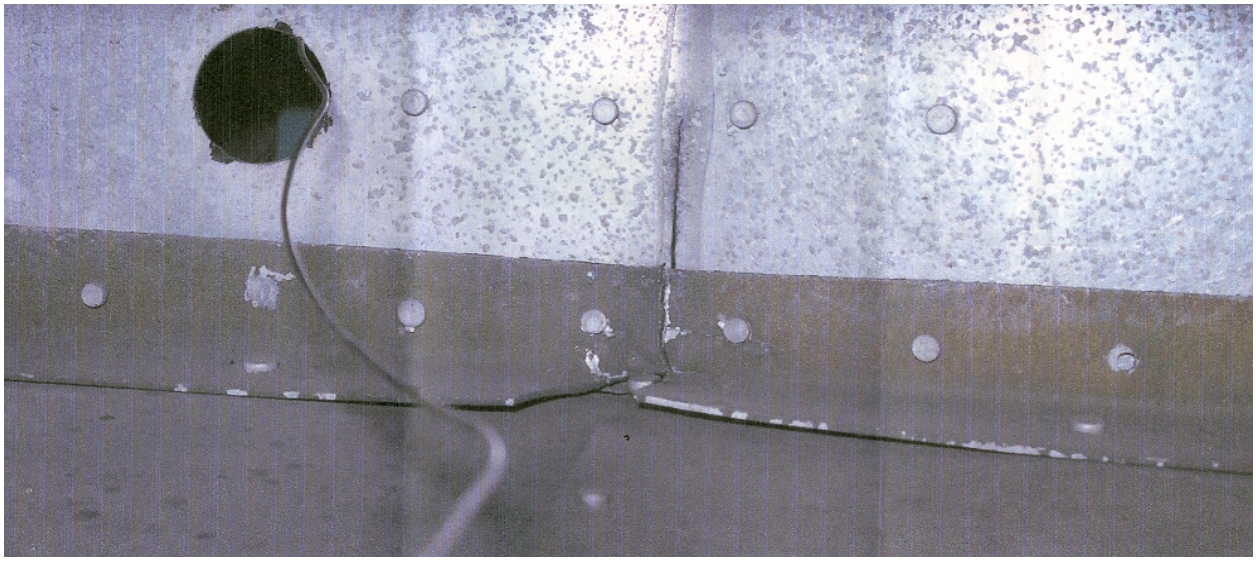
Part Total Time: (unknown).

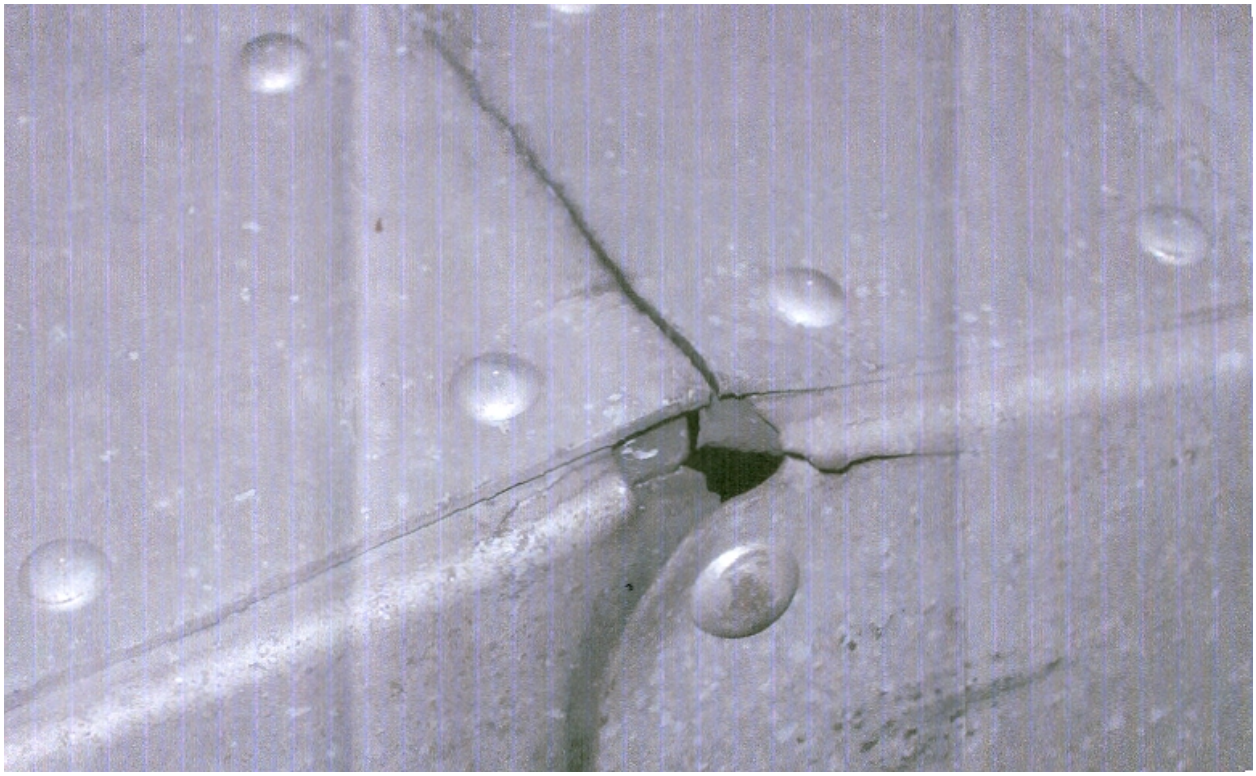
CESSNA

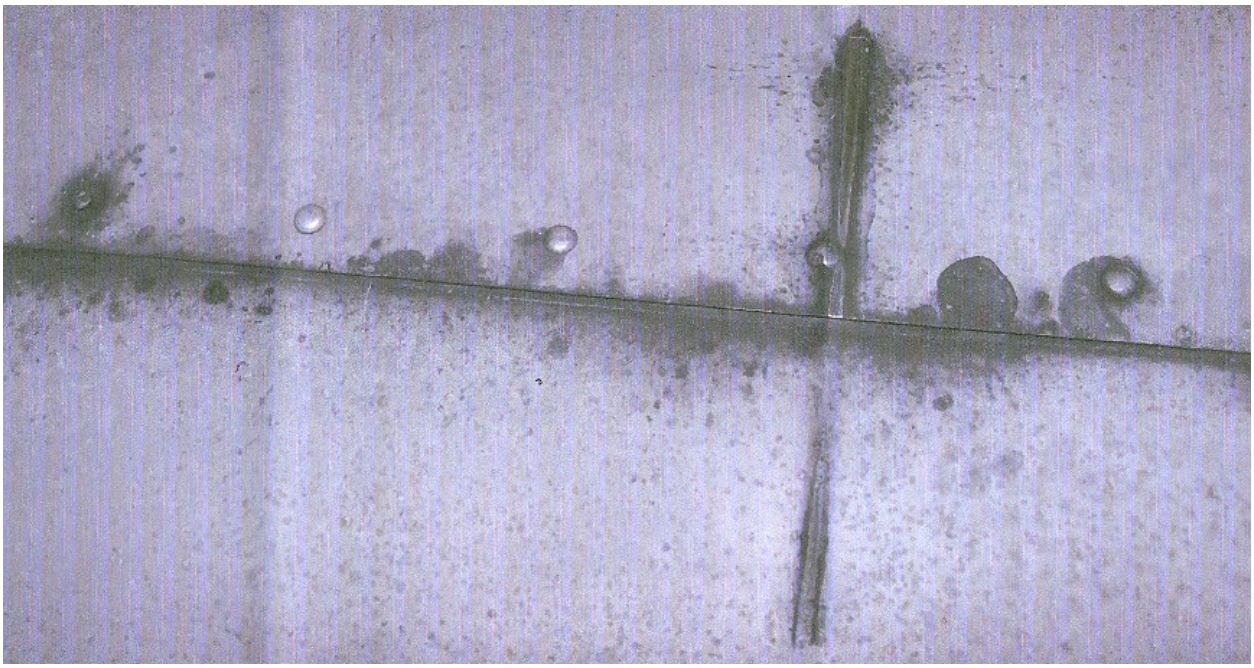
Cessna: 152; Cracked Horizontal Stabilizer Spar; ATA 5511

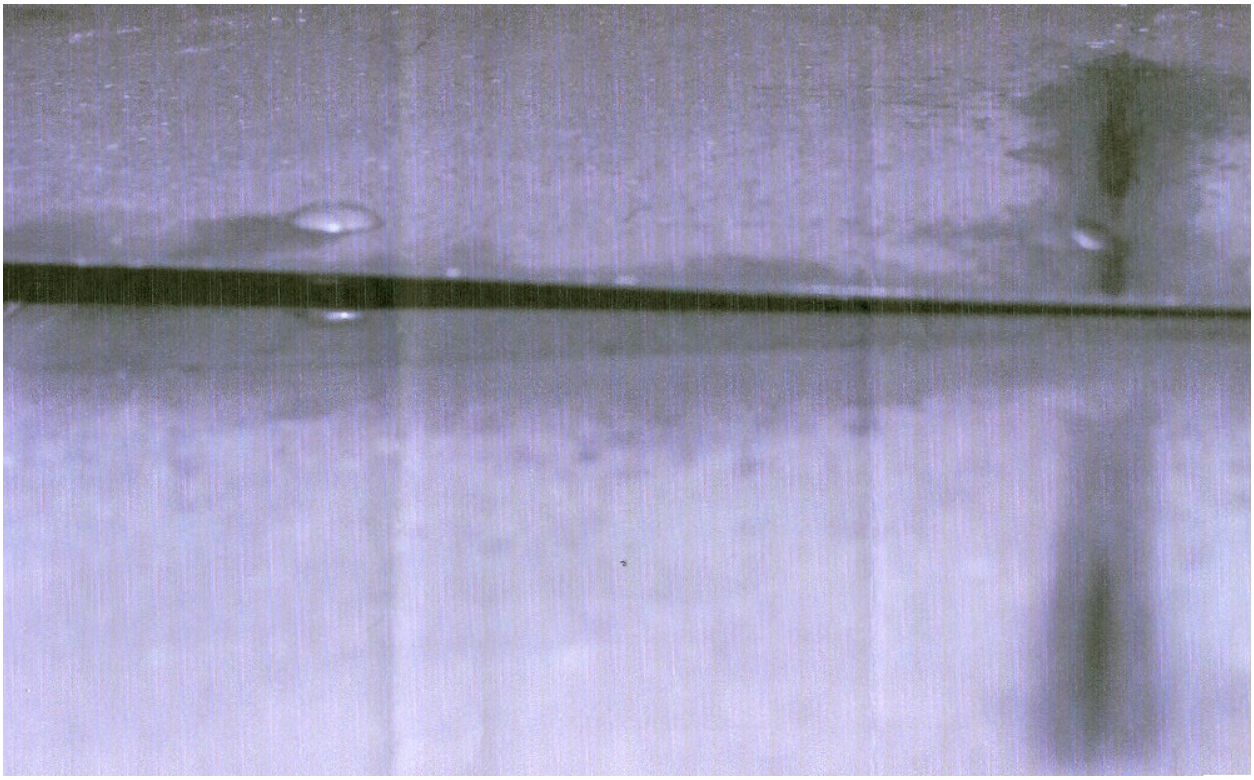
A mechanic writes, "On a routine 100 hour inspection a crack was found on the horizontal stabilizer's front apex: *(specifically)* the lower angle (P/N 0432001-44: see photo number 1) and the reinforcement plate (P/N 0432001-44: photo number 2). The lower skin rivet seam *(was also found)* fretted and loose (photos 3 and 3A.) Upon removal and disassembly *(additional defects)* ...were discovered: cracked skin (P/N 0432001-55: photo 4) and a cracked spar (P/N 0432001-56: photos 5 and 6).

"This is an earlier serial numbered aircraft which apparently did not have the reinforcement angle (P/N 0432007-3) as installed on later serial numbered aircraft. This aircraft also has Bolen's 'conversion to tail wheel'—it has spent a portion of its total time *(in this configuration)."* The Supplemental Type Certificate number provided for this conversion is SA 175GL. *(Excellent sequential documentation: thank-you! Of the seven photos, I could rationalize cutting only the close-up number six—but I didn't. Each tells a piece of this story: the close-up should drive it home. All of these pictures have been cropped and vertically compressed. Some day...soon...we hope to facilitate appending documents and photos to the electronic, defect submission forms—or maybe a separate server/mail account, etc. Currently I have to scan—what you already have scanned—which doesn't help the "picture," right?—Ed.)*









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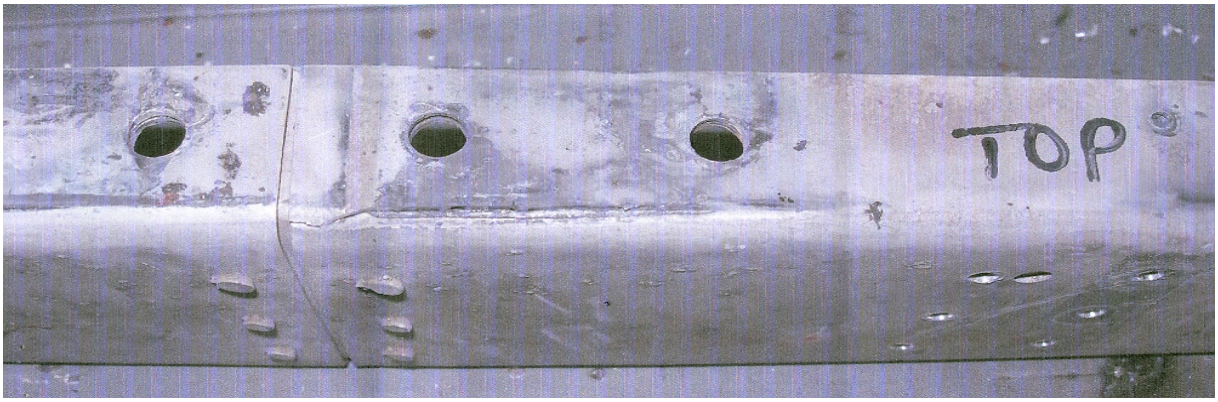
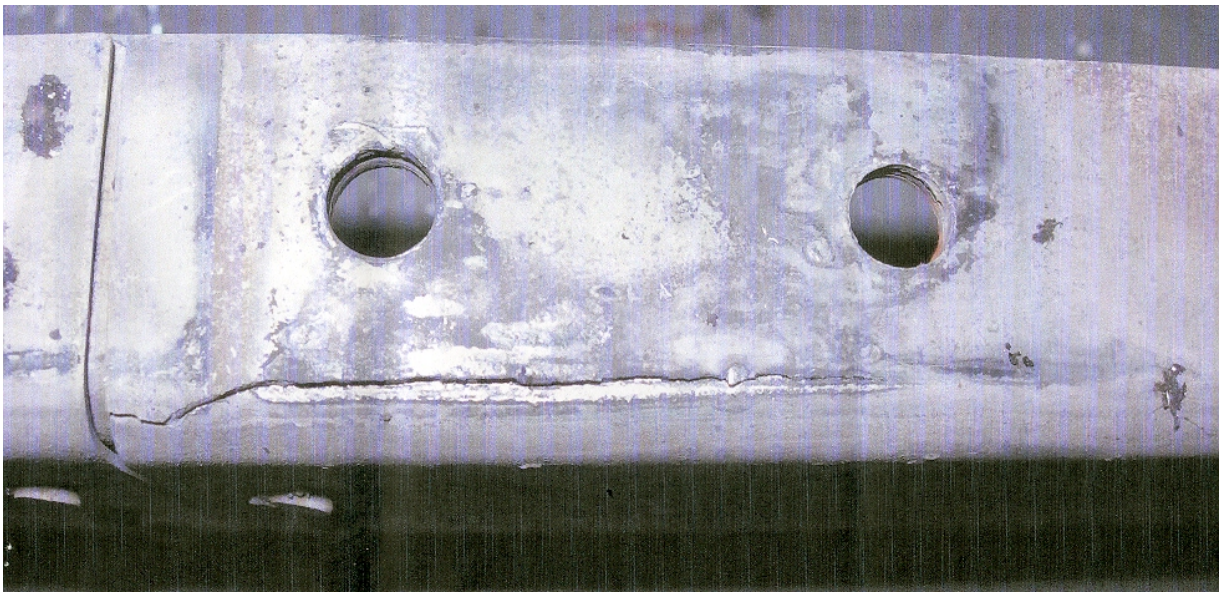




Part Total Time: 8,207.6 hours.

Cessna: 170B; Cracked Brake Cylinder Assemblies; ATA 3242

(The following report describes a defect concerning the Supplemental Type Certificate brake installation: SA13GL.)

A submitter states, "In both brake assemblies (P/N 30-63A) the cylinders (P/N 091-02200) were found to be cracked across and parallel to the anchor bolt hole (bolt P/N 069-00400). This is the second aircraft I have found with cracks in *(these cylinder assemblies)*. This *(brake)* area is readily accessible and should be part of the preflight inspection. The cracks are easily seen when you are looking for them."

Part Total Time: (unknown).

Cessna: 172B; Broken Control Yoke; ATA 2701

A mechanic writes, "Upon flaring *(this aircraft)* during landing—and at normal weights—the control yoke broke at the outside left radius. This caused the nose wheel of the aircraft to drop at a greater speed...." *(Yes...that makes sense—especially since we small-airplane-types land with only one hand...the one holding the broken piece...so much for elevator authority!)* However "...part of the yoke was still attached to the assembly, so aileron control was maintained." *(Sounds more like '...there was no crosswind'--making aileron control moot. It's hard to picture the control column snapping forward and the pilot's left arm still in the flare position with a piece of the yoke in hand—and with quasi-connecting pieces of plastic maintaining roll authority! P/N provided for the yoke: 0513166-3. At least one additional such breakage can be found in the SDRS data base.)*

Part Total Time: (unknown).

Cessna: 172R; Torn Cowling Lord Mounts; ATA 5400

"During a routine, 100 hour inspection," writes this mechanic, "two of the 'Lord' cowling mounts that secure the lower engine cowling to the airframe were found torn in half *(P/N J-7444-42)*. This is a recurring problem on all 13 C-172R and S model aircraft operated by a local flight school. If not corrected, this could lead to a loss of the engine cowling in flight." *(There are approximately six additional data base entries related to cowling mounts.)*

Part Total Time: (less than) 100 hours.

Cessna: 77RG; Cracked Actuator Bracket Assembly; ATA 3230

(This defect could drive a mechanic crazy—good "eyeball" from the submitter.) While attempting to rig the nose gear (after an engine and mount overhaul) it was *(found to be)* impossible to maintain the proper clearances, and the lock would not snap over-center on the down cycle. While watching the actuator it seemed to move *(improperly)*. Upon further inspection of the upper attach point (using a very bright light) the bracket assembly was found to be severely cracked (P/N 2013003-5). (I) would recommend close visual inspection at each annual." *(SDRS contains and almost identical discrepancy in the data base.)*

Part Total Time: 3,675.0 hours.

Cessna: 185E; Broken Main Gear Strut; ATA 3213

This air taxi operator writes "The gear *(strut: P/N 074-1001-7)* broke on landing rollout. *(These struts have...)* an estimated 700 hours on 3600 Fluidine Skis and an estimated 7,000 hours on GAR Aero wheel adapters with 8.50 x 10 inch tires. It is recommended *(there be more frequent and/or appropriate)* inspections or life-limitations *(placed on parts)*. *(A hand drawing indicates the break was complete, occurring at the bottom of the L/H strut—at the top mount holes. The provided part number included a question mark.)*

Part Total Time: (estimated) 9,900 hours.

Cessna: 210M; Failed Landing Gear Warning Horn; ATA 3260

(The following discrepancies are provided by Aerospace Engineer Francisco Osciak who works for the National Airworthiness Directorate of Argentina. Oklahoma's 105-degree, 70 percent humidity weather contrasts starkly with his e-mail description of their corresponding winter weather: 62 degrees and 65 percent humidity. Get me a ticket!)

"During landing, the pilot *(of this aircraft)* forgot to extend the landing gear—a gear up landing was carried out. An accident investigation included a satisfactory operational check of the landing gear retraction/extension system, but the warning horn failed to operate. After disassembling the Warning Unit Assembly, a burned diode was discovered. (Warning Assembly P/N: 1270733-2, figure 135 of Parts Catalog P637-12, index number 34. Diode P/N: IN4001, page 20-148 of Service Manual D2057-3-13.)

"We then consulted the applicable Service Manual (D2057-3-13, pages 2-28 and 2-29) and realized there is not a specific item to check the operation of the gear warning horn. This situation *(no operational check of the horn)* also takes place in the Cessna 172RG, 177RG, and 182 RG Service Manuals. *(However...)* this kind of item *(operational check)* does exist in many other service manuals. For example, on the 310F through 310K Service Manual, page 1-16G it is stated: 'Gear Indicator Light and Warning Horn—check for operation (gear extended and retracted)'.

"Taking into account all of the above, we respectfully think Cessna should revise the 172RG, 177RG, 182RG, 210, and T210 Service Manuals (or issue a Temporary Revision to each one) in order to include an inspection item requiring the operational check of the gear warning horn...." *(You would make a great editor, Francisco. I'll see what I can do at my end to help this along. Thanks—Ed.)*

Part Total Time: 4,530.0 hours.

Cessna: 210E; Cracked Main Gear Saddles; ATA 3211

The submitter states, "*(I)* replaced both main landing gear saddles (P/N 1241423-1 and -2) at annual inspection. Both were found to have hair line cracks in the radius above the inboard U-bolt hole by using the dye-penetrant inspection method."

Part Total Time: 1,400.0 hours.

Cessna: 414; Cracked Main Gear Bellcrank Assembly; ATA 3230

A submitter states, "The L/H main gear bell crank assembly *(P/N 5045010-19)* cracked and failed when the gear was selected to 'up.' The L/H main gear returned to 'down and locked.' The bell crank tube broke and twisted as it failed—the crack radiating from the rear welds to the fork bolt socket and forward." *(Six beautiful, hi-resolution photos accompanied this discrepancy—which were promptly cropped, compressed, and reduced in resolution.)*

(There are at least two additional torque tube cracks in the SDR data base.)

Part Total Time: 5,216.6 hours.

Cessna: 560; Broken Welds on Nose Gear Torque Tube; ATA 3230

A mechanic states, "*(This aircraft's)* nose gear doors were observed to be drooping slightly. The nose gear retract linkage was inspected and the torque tube was found to have a broken weld on one end-cap *(P/N 5542102-9)*. It is recommended to inspect *(these)* welds carefully during periodic inspections."

Part Total Time: (unknown).

Cessna: 560; Chaffing Hydraulic Line; ATA 2910

Another repair station for Cessna 560 aircraft provided this important discrepancy. "A hydraulic line (P/N 6556000-20) on the left engine was making contact with a fuel line (P/N 3042937-01). This caused chaffing in excess of 20% of the wall thickness on the hydraulic line and 10 to 15% wall thickness on the fuel line. Both lines were replaced with factory new parts. After *(their installation)* part contact was still being made and required slight adjustments to the bends on the lines to maintain adequate clearance."

Part Total Time: 900.0 hours.

Cessna: 650; Loose Metering Pin *(internal-strut)*; ATA 3213

A company technician states, "The R/H main gear oleo strut would not compress (after landing) more than 50% of normal. The aircraft was jacked and service of the strut was checked as normal. The aircraft was lowered off jacks and the strut compressed as normal. On the next landing the strut again would not compress. The oleo *(assembly P/N 6241115-4)* was removed from the aircraft and disassembled. The metering pin *(P/N 6241113-2)* inside the strut was loose and moving around inside the strut. Further examination of the metering pin revealed the nylon thread locking device showed no evidence of ever contacting the threads inside the upper barrel. This locking device was too deep *(within)* the recess provided in the metering pin. This condition did not provide the self-locking feature and thus allowed the pin to rotate and come loose. Damage to the upper barrel of the oleo was extensive and had to be replaced. The part number of the locking device is NAS1283N375. It is also noted the component manual for this oleo does not have the correct installation instructions for this particular *(oleo)* part number. It does have the proper instructions for other part number oleos contained in the same manual." *(Time since this strut's overhaul was given as 901.0 hours and 768 landings.)*

Part Total Time: 7,929.2 hours *(estimated).*

DASSAULT

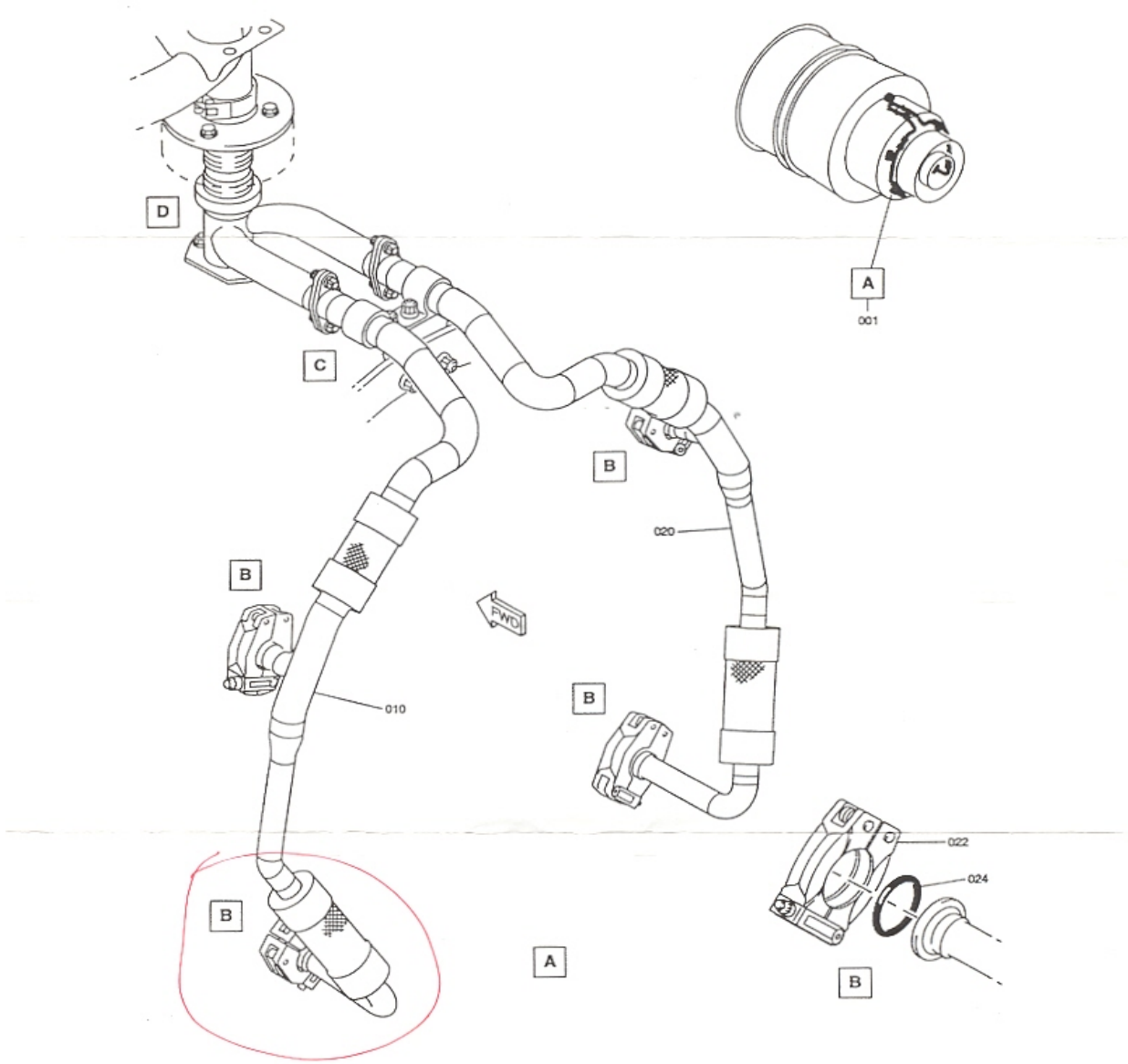
Dassault: DA-50; Cracked High Pressure Bleed Air Duct; ATA 3610

A repair station technician writes, "During a scheduled number two engine change inspection noticed the high pressure bleed air duct *(P/N SBJ33057-401)* was cracked at the center, bleed air tap. The crack appeared to originate at the weld and progressed radially approximately 2.25 inches toward the braided flex coupling. A new duct was ordered and installed. The cracked duct will be sent to Dassault for engineering evaluation. This is the second high pressure bleed air duct found cracked during recent engine changes. The first duct found cracked was on number three engine (P/N SBJ33055-401) with some difference in configuration, but the same application. *(This duct)* was also replaced with a new part from Dassault Falcon Jet."

FALCON 50EX ILLUSTRATED PARTS CATALOG 50EX
IPC 361020-35 H.P.-AIR INST, SHEET 1

Effectivity :

Partial printing: January 9, 2006 14:29 *Rev. Date:* APR 30/04 folio - 1/1



Part Total Time: 3,051.4 hours.

GULFSTREAM

Gulfstream: IV; Cracked Hydraulic Valve; ATA 2910

A director of maintenance at a repair station writes, “This aircraft was on a flight from Teterboro to Morristown, N. J. On departure the crew received a ‘check hydraulic quantity’ caution light. The cockpit indications revealed a loss of combined hydraulic fluid, *(prompting)* the flight crew to declare an emergency and a return to Teterboro. *(The subsequent)* maintenance investigation revealed the Flight Power Shut-off valve assembly housing was cracked *(P/N GAC 1159SCH-246-3A or 5855-1)*. This is the second incident of a cracked housing within our fleet. An upgraded -5 assembly was procured from Gulfstream and the aircraft was returned to service. We have communicated our concerns to *(a representative)* at Gulfstream and have encouraged a proactive resolution to a rather severe situation.” *(This valve is found in the R/H wheel well. There may be additional information on this discrepancy forthcoming. The SDRS data base records eight entries involving loss of hydraulic system fluid on this type aircraft.)*

Part Total Time: 1,043.0 hours.

LEARJET

Learjet: 36; Replacement Strobe Lens Defect; ATA 3340

An unknown technician writes, “The FAA/PMA approved replacement *(lens)* splits or cracks upon installation. The shape is slightly different from the *(original)*, Learjet P/N 2488502-37. *(The substitute part)* ...P/N RN2488502-37 is being sold by March Aviation *(as equivalent to the original Learjet part).”*

(Ancillary information includes the tail strobe's catalogue reference: IPC 33-41-20. Two trace outlines provided by the submitter clearly show poor radius conformity and increased circumference in the replacement part.)

Part Total Time: 0.0 hours.

Learjet: 45; Frayed Elevator Control Cable; ATA 2730

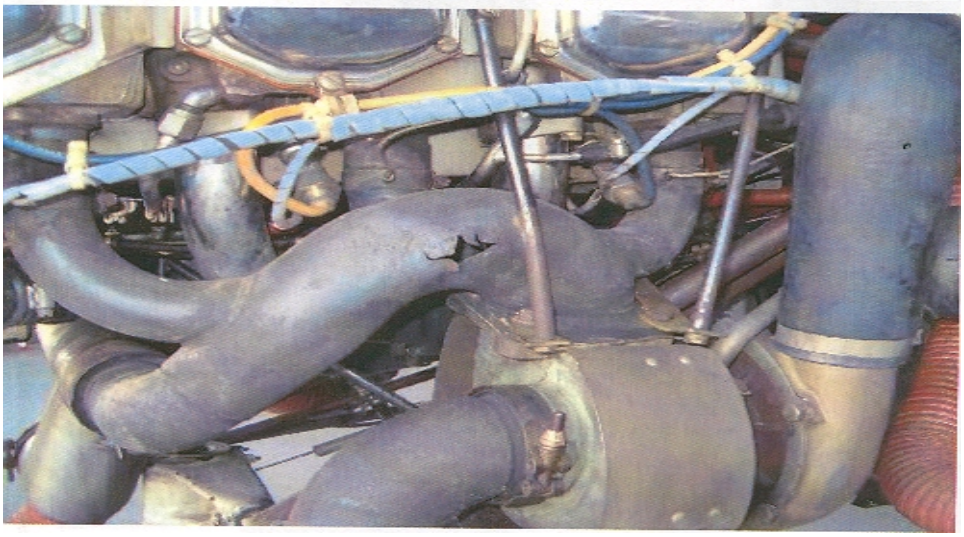
A repair station technician writes, “During the initial 5,000 hour cable inspection (I) noted extensive damage to the lower left aft elevator control cable and the pressurization system vacuum line at fuselage station 495 (under the SKI storage box in the rear baggage bay). The pressurization vacuum line was found mis-routed, causing damage to the elevator control cable and the vacuum line. (I) recommend engineering evaluate the need for a one-time inspection of this area on all like aircraft with less than 5,000 accumulated flight hours.” *(Elevator Cable P/N 7627302026-001. Aircraft time and cycles: 4,224.68 hours; 3,183 cycles.)*

Part Total Time: 4,224.68.

ROCKWELL

Rockwell: 114; Cracked STC Exhaust Risers: ATA 7810

A submitter describes finding multiple holes and cracks in the exhaust risers of this aircraft's STC turbo system *(supplemental type certificate SA00356DE).* These exhaust units were deemed unserviceable after only 207.8 hours since new. Nineteen photos were attached to this discrepancy, only a few of which are provided here. An added note indicates the new, replacement risers also cracked after just 140.0 hours.



Part Total Time: 207.8 hours.

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.

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.

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

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

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

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

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

The SDRS data base contains records dating back to 1974. At the current time, we are receiving approximately 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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	**Aircraft Model**	**Engine Model**	**Component Model**	**Part Number**	**Part Location**
CA060502005				BRAKE ASSY	DAMAGED
4/28/2006				266278	MLG

FOLLOWING MX ONE OF OUR AME NOTICED THAT ONE OF OUR SPARE BRAKE ASSY P/N 2-1605-2 S/N 0378 MADE BY GOODRICH SEAM DIFFERENT FROM THE ONE REMOVED FROM THE A/C. THE REMOVED BRAKE SHOWN 2 INNER SUPPORT FLANGE OF .5 INCH AND THE SPARE ONE SHOWN ONE SINGLE FLANGE OF 1.375 INCHES. THE DOUBLE FLANGE IS WELL IDENTIFIED ON THE MANUFACTURER CMM BUT NO SPECIFICATION OF THE SINGLE ONE. THE MANUF REQUIRED THE UNIT FOR INVESTIGATION. ON THE PRELIMINARY STATUS THIS UNIT IS NOT PER MANUF SPEC DRAWING. INVESTIGATION STILL IN PROGRESS. THIS BRAKE ASSY IS SHOWING THE FOLLOWING DATA, P/N 266-278 CHG C, P/N 260-903 CHG B, S/N 0378 DATE OF MAN 08-01, INSP NR 04-90.

CA060310005			ACK	BATTERY	CORRODED
3/8/2006				MN1300	ELT

AT ANNUAL CERTIFICATION OF ELT, THE BATTERIES REMOVED FROM CASE FOR INSPECTION. FOUND ONE BATTERY LEAKING CAUSING CORROSION ON THE BATTERY CONTACT AT BOTTOM OF CASE. BATTERY CASE AND BATTERIES REPLACED ABD UNIT TESTED SATISFACTORY.

CA060317003				BUSHING	CRACKED
3/17/2006				CRS8517319	MLG

(CAN) 16 NEW BUSHINGS RECEIVED, P/N CRS85-173-19 ALL FAILED NDT REQUIREMENT PRIOR TO INSTALL DUE TO CRACK IN THE BORE AREA. (TC NR 20060317003)

AU510001791				CIRCUIT CARD	FAULTY
12/12/2005				7006988975	ADC

(AUS) DIGITAL AIR DATA COMPUTER (DADC) CIRCUIT CARD ASSEMBLY (CCA) INTERNAL FAULT. FOUND DURING INSPECTION IAW AD/INST/9 AND FAR43E.(AD/SB DESC: AD INST 9 FAR43E) (OTHER CAUSE: MATERIAL) (CASA NR 510001791)

2006FA0000628				TURBOCHARGER	INOPERATIVE
6/13/2006				4066109026	

TURBO WILL NOT PRODUCE BOOST. (K)

2006FA0000629				ALTERNATOR	INOPERATIVE
6/15/2006				ALY6521	

ALTERNATOR WOULD NOT ENGAGE. (K)

2006FA0000605				DISPLAY	MALFUNCTIONED
6/21/2006					COCKPIT

TO DATE, HAVE EXPERIENCED 12 SEPARATE FAILURES OF THE MULTIFUNCTION DISPLAYS (MFD) WITH 6 OF THE 7 AIRCRAFT. THESE FAILURES HAVE OCCURRED EITHER IN FLIGHT OR ON THE GROUND. THERE IS NO APPARENT PATTERN OR FOREWARNING RELATED TO THESE FAILURES. THESE FAILURES CAUSE AN UNAIRWORTHY CONDITION OF THE AIRCRAFT DUE TO THE LACK OF OIL TEMPERATURE INDICATION. ALSO, ACCORDING TO THE PA 28-161 MFG POH, SECTION 9, SUPPLEMENT 10, SECTION 2, PARAGRAPH B TITLED "MFD LIMITATIONS", ITEM 4,

(AIRCRAFT DISPATCH IS PROHIBITED WHEN THE MFD IS INOPERATIVE.) CURRENTLY, MANUFACTURERS ARE INVESTIGATING THIS PROBLEM, BUT NO RESOLUTION HAS BEEN FOUND.

AACSDR61006	AGUSTA	LONGERON	CRACKED
6/10/2006		1090371231	TAILBOOM

DURING FLIGHT A BANG WAS HEARD, AIRCRAFT SHUDDERED MOMENTARILY, PILOT SUSPECTED BIRD STRIKE. FLIGHT CONTINUED TO LANDING SITE. AIRCRAFT WAS INSPECTED FOR DAMAGE, NO EVIDENCE OF BIRD STRIKE OR ANY DAMAGE WAS NOTED. DURING A SUBSEQUENT AIRFRAME INSPECTION LT UPPER TAILBOOM TO FUSELAGE FITTING WAS FOUND CRACKED. A/C AND COMPONENT TOTAL TIME APPROXIMATELY 1900.0 HRS.

AU510001644	HONEYWELL	CONVERTER	OUT OF LIMITS
12/12/2005	AZ810	4040831901	DADC

(AUS) DIGITAL AIR DATA COMPUTER (DADC) PRESSURE CONVERTER FAILED MANUFACTURER`S TEST. FOUND DURING INSPECTION IAW AD/RAD/43.(AD/SB DESC: AD/RAD/43 (FAR 43, APP. E)) (OTHER CAUSE: MATERIAL) (CASA NR 510001644)

AU510001692		SUPPORT	BROKEN
9/7/2005			BALLOON BASKET

(AUS) BALLOON NYLON SUPPORT POLES CRACKED AND BROKEN. (OTHER CAUSE: GROUND HANDLING OF BASKET) (CASA NR 510001692)

2006FA0000654		TURBOCHARGER	LEAKING
6/21/2006		4066109005	ENGINE

LEAKING BETWEEN HOT AND COLD SECTION. (K)

2006FA0000671		MAGNETO	FAILED
6/27/2006		6364	ENGINE

DEFECTIVE COIL WINDINGS FOUND. SECONDARY READINGS INDICATE DISCONTINUOUS INTERNAL CONDUCTORS. READINGS VARIED FROM NO RESISTANCE (INDICATING AN OPEN CIRCUIT) TO VERY HIGH, OUT OF TOLERANCE OHMS OF RESISTANCE (20 TIMES NORMAL). OHMMETER WAS CALIBRATED RECENTLY, CROSS REFERENCED AGAINST OTHER COILS TO VERIFY TEST EQUIPMENT USED, WAS STILL FUNCTIONING DURING THIS INSP. OPERATOR OF THIS COMPONENT REPORTED NO DETECTABLE OPERATIONAL MALADIES. SECONDARY WINDING FAILURES MAY AFFECT ENG STARTING, PRODUCE MISFIRING, OR NON-OPERATIONAL IGNITION FROM THE AFFECTED MAGNETO. O.E.M. TYPE (TORQUE SEAL) PRODUCT INTACT AT TIME OF INSP, INDICATING NO INTERNAL MAINT OR INSP SINCE MAGNETO WAS MANUFACTURED.

CA060331004		OIL FILTER	DAMAGED
3/31/2006		CH481101	ENGINE

(CAN) UPON RECEIPT OF NEW OIL FILTER, THREADS WERE FOUND TO BE GALLED. (TC NR 20060331004)

2006FA0000653	SLICK		
6/26/2006			

HIGH MAGNETO DROP. (K)

2006FA0000686		NUT	FAILED
7/14/2006		ACA1373	PROPELLER

WHEN TORQUING OUTER CLAMP NUT P/N ACA1373, 1 EACH NEW OUTER CLAMP NUT THREADS FAILED BEFORE REACHING SPECIFIED TORQUE. PROPELLER WAS BEING REASSEMBLED DURING OVERHAUL. ASSEMBLED USING CALIBRATED TOOLS AND NEW HARDWARE.

2006FA0000662		SHAFT	CRACKED
6/29/2006		538715	TAIL ROTOR

MAGNETIC PARTICLE INSPECTION 7 PCS WITH TRANSVERSE CRACKS INDICATIONS ON O.D. OF THE PART

CA060215002	ALLSN		FILTER	DAMAGED
2/13/2006	250C20		6870032N	OIL SYSTEM

(CAN) ENGINE OIL FILTER, VENDOR NR IS 05228-759280-101. THERE WAS A PROBLEM WITH ONE OF THE SEAMS IN ONE OF THE ELEMENTS NOT BEING SEALED. ALL OF THE PTI FILTERS IN STOCK WERE INSPECTED AND FOUND THE SAME DEFECT IN EACH FILTER. THE FILTERS WERE PURCHASED AND THE VENDOR HAS BEEN NOTIFIED OF THIS DEFECT AND ALL THE FILTERS HAVE BEEN PLACED IN QUARANTINE STORES PENDING RETURN TO THE VENDOR. (TC NR 20060215002)

CA060208005	ALLSN	ALLSN	COUPLING	DEFECTIVE
9/18/2005	250C20B	6890550	230765593	ENGINE

SAGS WAS REPLACED DUE TO PITTING AND SPALLING DURING THIS SHOP VISIT. ON JUNE 29, 2005, NEW SAGS, 2 ½ BEARING AND RETAINING RING WERE SENT TO CUSTOMER FOR REPLACEMENT DUE TO SAGS DAMAGE. AFTER 191.4 HOURS USAGE, ON SEP 18, 2005, CAC-33575 WAS SENT IN AGAIN FOR SAGS WARRANTY CLAIM (MAKING METAL). COMPRESSOR WAS DISASSEMBLED AND COMPLETE INSPECTION WAS DONE. IT WAS FOUND THE RETAINING RING WAS BROKEN, 2 ½ BEARING WAS MISPLACED AND SAGS WAS WORN OUT. THE FURTHER INVESTIGATION SHOWED THAT THE NON-CONFORMANCE OF ADAPTER COUPLING MIGHT CAUSE THIS PROBLEM.

CA060131005	ALLSN	ALLSN	TURBINE WHEEL	CRACKED
1/20/2006	250C20R	6898735	23001967	ENGINE

TURBINE RECEIVED AT ETI FOR REPAIR. NR 3 TURBINE WHEEL INSPECTED ON TEARDOWN. NR 3 TURBINE WHEEL SENT TO NDT FOR FPI. CRACKS WERE FOUND ON RIM. LOG CARDS SHOW THAT NR 3 TURBINE WHEEL (S/N HX-84-131) HAS TTSN: 819.1 AND TCSN: 770. NR 3 TURBINE WHEEL LIFE IS TT: 4450 ^ TC: 6000.

CA060504003	ALLSN	ALLSN	BEARING CAGE	FAILED
4/28/2006	250C30P	23005655	23005747	GEARBOX

BEARING, REMOVED FROM GEARBOX DURING 3500 HOURS INSPECTION, HAS BEEN PREVIOUSLY ASSEMBLED WITH ONE BALL NOTICEABLY SMALLER THAN THE OTHER BALLS IN THE BEARING ASSEMBLY. REF ROLLS-ROYCE IPC, 14W4, 72-60-00, FIG.2, P.5, ITEM 39.

CA060510009	CONT	CONT	SHAFT	BROKEN
5/8/2006	IO520MB		629435	STARTER ADAPTER

THREE GEAR TEETH BROKEN OFF AND MISSING. ONE OTHER TOOTH CRACKED.

CA060126002	GE		ENGINE	MAKING METAL
1/18/2006	CT7TP*		CT78A	NR 2

NR 2 ENGINE CHIP LIGHT WAS EXPERIENCED ON OB LEG TO THE FPSO. THE AIRCRAFT WAS TURNED AROUND FOR DEPARTURE POINT. THERE WAS A SECOND INDICATION OF OIL BYPASS, HIGHER TGT AND LOWER OIL PRESSURE. ENGINE WAS SHUTDOWN BY THE FLIGHT CREW. THE AIRCRAFT RETURNED TO BASE ON SINGLE ENGINE WITHOUT FURTHER INCIDENT. UPON ARRIVAL BACK TO BASE THE ENGINE WAS INVESTIGATED AND FOUND TO HAVE METAL CONTAMINATION ON THE CHIP PLUG AND SUMP SCREENS. THE ENG WAS REPLACED AND FORWARDED TO THE MFG FOR A FURTHER INVESTIGATION.

60806	LYC	HARTZL	BLADE	CRACKED
6/8/2006	IO540K1K5		FC7663R	PROPELLER

CRACKED BLADE SHANK.

AU510002067	LYC		METERING JET	MISMANUFACTURED
12/12/2005	O360A1F6		47739	CARBURETOR

CARBURETOR JET INCORRECTLY MANUFACTURED. METERING HOLE MACHINED OUT OF ROUND. JET IS A NEW ITEM REMOVED FROM OVERHAUL KIT P/N 286-1670-F.

AU510002180	LYC		VALVE	MISMANUFACTURED
12/12/2005	O540E4C5		242528	CARBURETOR

(AUS) CARBURRETOR MIXTURE VALVE FAULTY MANUFACTURE. INSPECTION FOUND THE BRASS VALVE END OF THE MIXTURE VALVE ASSEMBLY HAD NOT BEEN CORRECTLY SWAGED CAUSING THE BRASS END TO TURN ON THE CABLE. (CASA NR 510002180)

2006FA0000651	PWA	BLADE	SEPARATED
6/28/2006	JT15D1A	3028601	ENGINE

DURING POST LEASE INSPECTION, FOUND 1 HIGH TURBINE BLADE SEPARATED AT MID SPAN. APPARENTLY NO OPERATIONAL PROBLEMS. MFG HAS PRODUCED REPLACEMENT BLADES UNDER SPARE PARTS BULLETIN 75. (K)

CA060510004	PWA	BLADE	FAILED
5/10/2006	PT6*		ENGINE

FAILED ENGINE SENT TO O/H SHOP WHERE ALL CT BLADES WERE FOUND DAMAGED/BROKEN. SIGNIFICANT DOWNSTREAM DAMAGE WAS EVIDENT. CAUSE OF CT BLADE FAILURE NOT DETERMINED BUT LUGS WERE BROKEN OFF THE CT STATOR AS A RESULT OF HEAVY CONTACT BETWEEN CT DISK AND CT STATOR. ENGINE OEM IS CURRENTLY INVESTIGATING RECENT RASH OF CT BLADE FAILURES ON THIS PT6A-114 ENGINE FAMILY.

AU510001645	PWA	NOZZLE	WRONG PART
12/12/2005	PT642A		FUEL INJECTOR

(AUS) INCORRECT FUEL NOZZLE SHEATHS FITTED AT ENGINE OVERHAUL. FUEL NOZZLES WERE PRE SB3250 AND SHEATHS WERE POST SB3250. INCORRECT PART. PERSONNEL/MAINTENANCE ERROR. (CASA NR 510001645)

CA060502004	PWA	SHROUD	DISTORTED
4/24/2006	PT6A135	3020159	TURBINE

DURING HOT SECTION KIT REPAIR OF A PT6A-135 ENG, CT SHROUD SEGMENT-RETAINING RING WAS FOUND LOOSE AND PARTIALLY DISENGAGED FROM CT SHROUD HOUSING RETAINING GROOVE. MINOR SHIFTING OF CT SHROUD SEGMENTS WERE NOTED (SEE PHOTOGRAPH NR 1 AND 2). THE CT SHROUD SEGMENT-RETAINING RING (P/N 3020159) WAS OF PRE SB 1627 CONFIG AND CT SHROUD SEGMENTS (P/N 3053094) WERE OF PRE SB 1628 CONFIGURATION QTY 7-RUB SPOTS WERE NOTED ON THE CT SHROUD SEGMENTS WITH RUB ON CT BLADES. CT SHROUD SEGMENT-RETAINING RING WAS FOUND DISTORTED AND PARTIALLY DISENGAGED FROM THE RETAINING GROOVE OF CT SHROUD HOUSING. NO OVER HEATING/BURNING OF HOT SECTION PARTS NOTED. INSPECTION OF CT SHROUD HOUSING WAS DONE AND ROUNDNESS OF ALL CRITICAL DIAMETERS NOTED WITHIN O/H MANUAL LIMIT. THE SHIFTING OF THE CT SHROUD SEGMENTS WAS DUE TO PARTIAL DISENGAGEMENT OF THE CT SHROUD SEGMENTS RETAINING RING FROM THE CT SHROUD HOUSING RETENTION GROOVE.

CA060215003	PWA	CARRIER ASSY	DISPLACED
2/10/2006	PT6A6	3027977	RGB

(CAN) OPERATOR COMPLAINED OF NOISE FROM THE REDUCTION GEARBOX, EXCESSIVE PROPELLER LOOSENESS AND METAL ON THE RGB CHIP DETECTOR. UPON GEARBOX DISMANTLE AND EXAMINATION OF THE 2ND STAGE CARRIER (PN 3027977), THE SLEEVE USED TO REPAIR THE NR 5 BEARING JOURNAL WAS FOUND TO HAVE SHIFTED OFF OF THE JOURNAL (REFER TO FIGURES 1 AND 2). NO SECONDARY DAMAGE TO THE REDUCTION GEARBOX ASSEMBLY WAS NOTED. THE SLEEVE REPAIR IS PERMITTED ON 2ND STAGE CARRIER PN 3027977 FOR OTHER ENGINE MODELS, AND THIS PART NR IS ELIGIBLE FOR USE ON THE ENGINE, HOWEVER SLEEVE REPAIR IS PROHIBITED IAW MM 3034543 FOR THE ENGINE APPLICATION. (TC NR 20060215003)

CA060403005	PWA	ENGINE	MAKING METAL
3/2/2006	PT6A67R		

(CAN) IN FLIGHT, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED AND THE ENGINE WAS SHUTDOWN. SUBSEQUENT INSPECTION REVEALED METALIC DEBRIS IN THE ENGINE OIL. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE EXTABLISHED. (TC NR 20060403005)

CA060214006	AEROSP	ALLSN	ALLSN	WASHER	MISSING
2/10/2006	AS355*	250C20R1		6820588	GEARBOX

(CAN) AS ENG NR 2 WAS INCREASED, EXCEEDANCE ON INSTR PANEL, M/R READING HIGH ON TRIPLE TACH, NO INDICATION OF N2 SPEED ON TACH INDICATOR. FOUND N2 GOV GEAR FREEWHEELING, DISENGAGED FROM

INTERNAL GB N2 DRV SYS. TEARDOWN OF GB REVEALED BRG RETAINING WASHER WAS MISSING, N2 PWR TRAIN IDLER GEAR ASSY. WASHER RETAINS BRG ON IDLER GEAR SUPT SHAFT. KEY WASHER RETAINED BRG ON IDLER SUPT SHAFT, UNTIL BRG INNER RACE WORE EDGE OF KEY WASHER ALLOWING BRG TO SLIDE AXIALLY, DISENGAGE N2 TACH DRV GEARTRAIN. WITH N2 TACH DRV GEARTRAIN DISENGAGED FROM N2 DRV, ENG COULD OVERSPEED. WEAR ON ID OF N2 PWR TRAIN IDLER BRG, PORTION OF KEY WASHER, IDLER GEAR. PREVIOUS CHIP LIGHTS REPORTED ARE RESULT OF WEAR. (TC NR 20060214006)

AU510001872	AEROSP	TMECA	PROBE	FAILED
12/12/2005	AS355N	ARRIEL1C	9550124240	ENGINE TEMP

(AUS) NR 1 ENGINE T4 TEMPERATURE PROBE SEPARATED FROM ENGINE. LOCKING NUT STILL FIRMLY ATTACHED TO MOUNTING POINT. (CASA NR 510001872)

AU510001643	AEROSP	TMECA	COUPLING	CRACKED
12/12/2005	AS365N2	ARRIEL1C	365A34103301	T/R DRIVE

(AUS) TAIL ROTOR DRIVESHAFT FORWARD FLEXIBLE COUPLING CRACKED. INVESTIGATION FOUND MECHANICAL DAMAGE ON THE EDGE OF THE COUPLING AT ONE END OF THE CRACK. (OTHER CAUSE: MATERIAL - IMPACT DAMAGE) (CASA NR 510001643)

CA060328004	AEROSP	PWA	UPLOCK SWITCH	FAILED
3/27/2006	ATR42300	PW120	C245890002	MLG

(CAN) DEPARTING, THE CREW OBSERVED AN UNSAFE(RED) WARNING ON NR 2 MAIN LANDING GEAR AFTER RETRACTION WAS SELECTED. THE CREW RETURNED TO POINT OF DEPARTURE AND AND CARRIED OUT A NORMAL CONFIGURATION LANDING. MAINTENANCE DETERMINED THAT THE UNSAFE CONDITION INDICATION WAS FALSE DUE TO A FAILED UPLOCK BOX. THE NR 2 MAIN GEAR UPLOCK BOX WAS REPLACED, TESTED SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE.(TC NR 20060328004)

CA060509008	AEROSP	PWA	BALLAST	OVERHEATED
5/5/2006	ATR42300	PW120	E033601	LIGHT

(CAN) LAMP SOCKET OVERHEATED AT BALLAST 27LG CAUSING SMOKE ODOR IN CABIN. (TC NR 20060509008)

CA060202002	AEROSP	PWA	OIL SYSTEM	LEAKING
2/1/2006	ATR42300	PW120		NR 1 ENGINE

AFTER DEPARTING, THE CREW OBSERVED LOSS OF OIL PRESSURE ON NR 1 ENGINE. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WITHOUT FURTHER INCIDENT.

CA060129021	AEROSP	PWA	ENGINE	POWER LOSS
1/21/2006	ATR72212A	PW127		

DURING CRUISE, ENGINE EXPERIENCED AN UNCOMMANED POWER REDUCTION. THE ENGINE WAS SHUT DOWN IN FLIGHT. PWC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060314001	AIRBUS	GE	COVER	MISSING
3/9/2006	A310300	CF680C2*	A5247015100200	CARGO DOOR

THE AIRCRAFT ARRIVED FROM FLIGHT WITH ONE OF THE FORWARD CARGO DOOR ACCESS PANEL LATCH COVER MISSING. DURING INVESTIGATION FOUND THE PANEL ATTACHMENT AREAS HAD ELONGATED, WHICH ALLOWED THE ATTACHMENT SCREWS TO PASS THROUGH THE ACCESS PANEL. NEW PANEL ASSY WAS INSTALLED.

AU510001600	AIRBUS	GE	VALVE	LEAKING
9/7/2005	A330*	CF680	HTE900212	FUEL SELECTOR

LOW PRESSURE FUEL VALVE LEAKING. INVESTIGATION CONTINUING.

AU510001601	AIRBUS	GE	ASPIRATOR	FAILED
11/7/2005	A330*	CF680		ESCAPE SLIDE

SLIDERAFT FAILED FLAT FIRE TEST. INSPECTION OF THE INFLATABLE ASSEMBLY FOUND THREE HOLES AND ONE INDENTATION COMMON TO THE LOWER INFLATION TUBE. THIS SLIDERAFT ASSEMBLY WAS FITTED WITH P/N 4A3791-3 PLASTIC PRESSURE RELIEF VALVES (PRV) ON BOTH THE UPPER AND LOWER TUBES, WHICH ACCOUNTED FOR LEAKAGE FAILURE OF THE UPPER TUBE. ADDITIONALLY, THE PN 5A3265-1 ASPIRATOR WAS FOUND TO BE SIGNIFICANTLY DISTORTED. INITIAL INDICATIONS SHOW THAT THE ASPIRATOR BODY TRACE LINE MATCHES THE APPROXIMATE LOCATION OF THE HOLES.

AU510002059	AIRBUS	GE	LUG	BROKEN
12/12/2005	A330*	CF680	F535760800020	VERTICAL STAB

(AUS) VERTICAL STABILIZER ACCESS LADDER UPPER ATTACHMENT LUGS BROKEN. SUSPECT CAUSED BY POOR SHIMMING OF THE UPPER ATTACHMENT FITTINGS. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510002059)

AU510001946	AIRBUS	GE	WIRE	FAILED
12/12/2005	A330300	CF680		EMERGENCY LIGHT

(AUS) DOOR 3 EMERGENCY EXIT LIGHTS (2OFF) FAILED. SUSPECT WIRING DEFECT. (CASA NR 510001946)

CA060511002	AIRBUS	CFMINT	MANIFOLD	CRACKED
5/10/2006	A340313	CFM565C4	630130018	PAX OXYGEN

AIRCRAFT HAD 22 MANIFOLDS FOUND CRACKED. LOOKED AT ANOTHER AIRCRAFT TO PROVIDE SPARES, BUT FOUND MOST OF ITS MANIFOLDS CRACKED TOO. DRAGER (VENDOR) CONTACTED, AND WILL PROVIDE REPLACEMENTS. MANIFOLD IS MADE OF A VARIETY OF PLASTIC, WHICH IS BRITTLE.

CA060214002	AIRBUS	CFMINT	LOCK	MALFUNCTIONED
2/14/2006	A340313	CFM565C4	28850009	THRUST REVERSER

(CAN) THRUST REVERSER NR 4 UNLOCKED. SHUTDOWN NR4 V/S ON OVERWEIGHT LANDING 500FT/MIN LANDING WT 233000 KG. SEE FMR M1243972. ACTION:411T/S 78-31-00-810-970 CARRIED OUT NO FAULT FOUND. SUSPECT PRIMARY LOCK P/N 2885000-9 LOCATED AT IB UPPER SIDE. 4 LOCK PLUGS ARE LOCATED IN THE OB PARTS BOX. (TC NR 20060214002)

CA060508014	AIRTRC	PWA	BOLT	LOOSE
5/8/2006	AT802A	PT6A67	MS1699799	MLG

(CAN) DURING THE ACCOMPLISHMENT OF THE ANNUAL INSPECTION OF THE LANDING GEAR, MAINTENANCE STAFF NOTICED THAT THE LT IB AND RT OB TORQUE PLATES THAT SECURE THE BRAKE CALIPERS WERE LOOSE. THE 6 BOLTS TAHT SECURE THE TORQUE PLATES TO THE MAIN WHEEL AXLE ASSEMBLY WERE LOOSE CAUSING THE PLATES TO SHIFT AS THE WHEELS WERE ROTATED BACK AND FORTH. THE OTHER AIRCRAFT IN THE FLEET WILL BE INSPECTED TO ENSURE ALL THE BOLTS ARE TIGHT. (TC NR 20060508014)

CA060210003	AMD	GARRTT	HOSE	COLLAPSED
1/31/2006	FALCON10	TFE7312	FAL1007	RT SLAT

(CAN) DURING APPROACH THE FLIGHT CREW NOTICED THAT THE RT OB SLAT WAS NOT SHEDDING ICE WITH THE WING ANTI-ICE ACTIVATED. UPON INSPECTION THE RT OB SLAT FLEX HOSE WAS FOUND TO BE SLIGHTLY COLAPSED INTERNALLY. ANTI-ICE SYSTEM WAS ACTIVATED 44 TIMES. (TC NR 20060210003)

CA060515006	AMD	GARRTT	FCU	INOPERATIVE
5/14/2006	FALCON10	TFE73121C		

(CAN) UPON RIGGING OF FCU, LOW IDLE STOPS ON THE THROTTLE QUADRANT WERE ADJUSTED TO ACHIEVE DESIRED 20 DEGREES ON THE FCU. THIS ADJUSTMENT WOULD NOT PHYSICALLY ALLOW THE QUADRANT TO DEPLOY THE THRUST REVERSERS. ENGINES WERE GROUND RUN AND FOUND TO BE SERVICEABLE, ALTHOUGH THRUST REVERSERS WERE NOT CHECKED DURING GROUND RUN. THE THROTTLE QUADRANT ONLY ALLOWS FOR THE THRUST REVERSERS TO BE DEPLOYED IN ONE POSITION. NOTE THAT THE ENGINE FCU MUST BE RIGGED AT THE IDLE POSITION ON THE QUADRANT TO ALLOW THE THRUST REVERSER TO BE DEPLOYED AND TO SET THE IDLE POSITION. (TC NR 20060515006)

2006FA0000670	AMD		COMPUTER	INTERMITTENT

6/22/2006	FALCON2000			FLT MANAGEMENT

ALL 3 FMS INTERMITTENTLY RESETS IN FLIGHT WITH INFORMATION RETURNING AT RANDOM.

2006FA0000643	AMD	GARRTT	ROD	CHAFED
6/9/2006	FALCON50MYST	TFE731*	50B275103B	TE FLAPS

WHEN COMPLYING WITH SB, FOUND FLAP ROD LOCATED IN RT MAIN LANDING GEAR COMPARTMENT CHAFFED AT IB END. FLAP ROD STIRRUP INSTALLED INCORRECT CAUSING ROD TO CHAFFE WHEN FLAPS ARE OPERATED. REMOVED STIRRUP REPOSITIONED 180 DEGREES. REINSTALLED AND REPLACED FLAP ROD WITH NEW. (K)

2006FA0000656	AMD	GARRTT	ENGINE	DAMAGED
6/20/2006	FALCON900EX	TFE73160	TFE73160	NR 1

AT FL350, AIRCRAFT EXPERIENCED A LOUD BANG AND FAILURE OF NR 1 ENGINE (ITT WENT TO RED AND N1 APPROXIMATELY 20 PERCENT). ENGINE WAS SHUTDOWN. DURING DESCENT EXPERIENCED VIBRATION IN AIR FRAME AND CONTROL COLUMN. POST FLIGHT INSPECTION REVEALED EXTENSIVE DAMAGE TO THE NR 1 ENGINE REAR TURBINE BLADES AND COOKIE CUTTER. NO EXTERNAL DAMAGE WAS NOTED. ENGINE WAS REPALCED. (K)

2006FA0000667	AMTR	LYC	PUMP	FAULTY
7/7/2006	VANSRV4	IO360A1A	15473	FUEL SYS

T/O ROLL OK, ENG STARTED LOSING PWR JUST AFTER T/O AT APROX 150 FT, DETECTED A SLIGHT MISS OR LOSS OF PWR, MADE A SHARP LT TURN , ENG CONTINUED TO LOSE PWR, SWITCHED ON BOST PUMP AT THIS TIME, ENG SEEMED TO RESPOND FOR A SECOND, BUT CONTINUED TO LOSE PWR, MADE ANOTHER LT, LANDED, PULLED AC BACK TO HANGER. AC HAS VISION VM1000 INSTRUMENT. CKD LAST FLT READINGS, FUEL PRES LOW 18 PSI, HIGH OF 29 PSI. RESTARTED ENG, IDLE WAS OK, FUEL PRESS WAS JUMPING FROM 20 TO 31 PSI. PWR WAS INCREASED TO FULL PWR, HELD APROX 30 SECONDS, ENG STARTED LOSING PWR, BOOST PUMP ON NO CHANGE. TURNED BOOST PUMP OFF, WATCHED FUEL PRESS, IT WAS JUMPING FROM 19 TO 31 PSI THEN DOWN TO 23. BYPASSED ENG DRIVEN PUMP AND ENG RAN, HELD PWR.

AU510001808	BAC	LYC	BAC	SKIN	CRACKED
12/12/2005	146300A	ALF502R5			AILERON

LT AILERON PN HC576C0077-000 CRACKED AT THE SECOND OUTBOARD AILERON HINGE FOR THE OUTBOARD TAB. RT AILERON PN HC576C0077-001 ALSO CRACKED AT THE OUTBOARD TAB HINGE.

AU510002070	BAG	LYC	ANTI-SKID SYS	FAULTY
12/12/2005	BAE146200A	ALF502R5		MLG

FOLLOWING TWO BURST TIRES ON NR 1 MAIN WHEEL, MAINTENANCE CHANGED THE GREEN SYSTEM ANTI-SKID VALVE FOR NR 1 WHEEL POSITION. INVESTIGATION CONTINUING.

AU510001940	BAG	LYC	FRAME	CRACKED
12/12/2005	BAE146300A	ALF502R5		FUSELAGE

(AUS) FUSELAGE FRAME 43 CRACKED. FOUND DURING INSPECTION IAW AD/BAE146/116. (OTHER CAUSE: MATERIAL) (CASA NR 510001940)

AU510001941	BAG	LYC	FRAME	CRACKED
12/12/2005	BAE146300A	ALF502R5		FUSELAGE

(AUS) FUSELAGE FRAME 41 AND FRAME 43 CRACKED. FOUND DURING INSPECTION IAW AD/BAE146/116. (OTHER CAUSE: MATERIAL) (CASA NR 510001941)

AU510001797	BAG	LYC	JACKSHAFT	CORRODED
12/12/2005	BAE146300A	ALF502R5	P308450102	LIFT SPOILER

(AUS) LT CENTER AND RT OB LIFT SPOILER JACKS CORRODED BEYOND LIMITS IN PISTON THREADS FOR EYE ENDS. FOUND DURING INSPECTION IAW AAES ER BA6-27-60-23B AND BAE SYSTEMS SB 27-176. (CASA NR 510001797)

AU510002205	BAG	LYC	HOSE	FAILED
12/12/2005	BAE146300A	ALF502R5	SA7670006127	NLG

NOSE LANDING GEAR RETRACTION ACTUATOR FLEXIBLE HYDRAULIC HOSE RUPTURED. LOSS OF GREEN SYSTEM HYDRAULIC FLUID.

AU510002203	BAG	GARRTT	CLAMP	BROKEN
2/12/2005	JETSTM3107	TPE33110U		HYDRAULIC SYS

(AUS) HYDRAULIC PIPES PN 1379007D441 AND PN 1379007D443 LOCATED IN LT WING LEADING EDGE RUBBING TOGETHER DUE TO A BROKEN CLAMP. ONE PIPE WAS WORN THROUGH. LOSS OF HYDRAULIC FLUID. (OTHER CAUSE: BROKEN CLAMP) (CASA NR 510002203)

CA060209005	BAG	GARRTT	STARTER GEN	FAILED
2/7/2006	JETSTM3212	TPE33110UG	23079009	RT

(CAN) RT GENERATOR FAILER INDICATION ON APPROACH. CREW LANDED A/C WITH NO MORE PROBLEMS. STARTER/GENERATOR REPLACED. STARTER/GEN 67.9 HOURS REMAINING BEFORE OVERHAUL DUE. BRUSH INSPECTED TO BE 20 PERCENT REMAINING. (TC NR 20060209005)

CA060328006	BAG	GARRTT	WINDOW	CRACKED
3/23/2006	JETSTM3212	TPE33111U	1379377C406	COCKPIT

(CAN) DURING FLIGHT THE COPILOT WINDOW CRACKED, NO SOUND WAS HEARD. THE CAPTAIN IMMEDIATELY INITIATED DESCENT TO A SAFER LEVEL AND CONTINUED TO LAND. THE WINDOW WAS FOUND TO BE CRACKED ON THE EXTERNAL LAYER WITH NO OBVIOUS INITIATING POINT AND REMOVED FROM THE AIRCRAFT. (TC NR 20060328006)

CA051205007	BBAVIA	LYC	CRANKSHAFT	CORRODED
12/1/2005	8GCBC	O360C2E	74965	ENGINE

(CAN) THE CRANKSHAFT OF THIS AIRCRAFT WAS INSPECTED DUE TO A FAILURE OF A CRANKSHAFT OF ANOTHER AIRCRAFT IN THE FLEET (INTERNAL CORROSION). UPON REMOVAL OF THE FRONT CRANK PLUG AND CLEANING OF THE CRANKSHAFT. IT WAS DISCOVERED THAT THE URETHABOND COATING WAS PEELING AND IT SUBSEQUENTLY PEELED COMPLETELY AWAY FROM THE CRANK. FURTHER INSPECTION FOUND CORROSION ON THE FIRST INCH OF THE CRANKSHAFT. THIS CRANKSHAFT HAD NOT BEEN RE-WORKED IN THE PAST SO THERE WAS ENOUGH MATERIAL TO CLEAN THE CRANK AND RETURN IT TO SERVICE. ENGINE WAS OVERHAULED ON 3 MAR 99 AND WAS MARKED PID NOT REQUIRING ANY INTERNAL INSPECTIONS UNTIL 2000-HRS. (TC NR20051205007)

CA060127006	BBAVIA	LYC	LANDING GEAR	CRACKED
1/27/2006	8GCBC	O360C2E	71461	

(CAN) 2 SMALL CRACKS UNDER UPPER RADIUS OF LANDING GEAR.

CA060124002	BBAVIA	LYC	RUDDER PEDAL	CRACKED
1/20/2006	8GCBC	O360C2E	315372LR	COCKPIT

(CAN) DURING THE COMPANY STRUCTURAL INSPECTION AND REPAIR PROGRAM (SIRP), THE AIRCRAFT RUDDER PEDALS WERE SENT FOR NDT INSPECTION WHERE IT WAS DISCOVERED THAT BOTH LT AND RT REAR RUDDER PEDALS WERE CRACKED. THESE PEDALS ARE AN OLDER STYLE PEDAL AND ARE NO LONGER AVAILABLE FROM MFG. (TC NR 20060124002)

CA060201004	BEECH	PWA	HINGE BRACKET	CRACKED
1/29/2006	100BEECH	PT6A28	1154400311	FUSELAGE

A 3/4 INCH CRACK WAS DISCOVERED WHEN MAINTENANCE WENT TO CHANGE A BUSHING.

CA060315006	BEECH	PWA	SHUTOFF VALVE	UNKNOWN
3/14/2006	1900C	PT6A65B	1183890051	FUEL SYSTEM

DURING PRE FLIGHT INSPECTION, FUEL PRESSURE ANNUNCIATOR EXTINGUISHED WHILE THE FIRE WALL

SHUTOFF VALVE T HANDLE WAS PULLED. THIS INDICATED THAT THE VALVE WAS STILL OPEN. DURING THE MX T/S IT WAS FOUND THAT VALVE POSITION INDICATOR ARM WAS CONTACTING THE FUEL FILTER BRACKET AND PREVENTING THE VALVE FROM CLOSING. REWORK OF THE BRACKET GAVE ENOUGH CLEARANCE FOR THE VALVE TO OPERATE NORMALLY. THE RIGHT HAND SIDE WAS CHECKED AND THE VALVE WAS FROM A DIFFERENT MANUFACTURER AND HAD A MUCH SMALLER INDICATOR ARM. THIS WOULD NOT INTERFERE WITH THE BRACKET. THE MANUFACTURES PART NUMBERS ARE: LEFT - ZMV13 (CIRCLE SEAL CONTROLS) RIGHT - AV24B1351BR.

CA060511005	BEECH	PWA	SKIN	CORRODED
4/14/2006	1900C	PT6A65B	11443007529	FUSELAGE

(CAN) HEAVY CORROSION BETWEEN SKIN AND STRINGERS (BONDED) AT STRINGER SPLICES IN BELLY AT CENTERLINE STRINGER AND 2 LT AND RT OF CENTER. (TC NR 20060511005)

CA060511006	BEECH	PWA	SKIN	CRACKED
4/18/2006	1900C	PT6A65B	1141200487374	WING

(CAN) OB FWD CORNER OF COLLECTOR TANK OPENING. SKINS P/N 114-120048-73 AND 74 FOUND CRACKED. HEAVY SKIN .071 (TC NR 20060511006)

CA060511008	BEECH	PWA	DOUBLER	CRACKED
4/26/2006	1900C	PT6A65B	11412004854	WING

(CAN) DOUBLER P/N 114-120048-54 FOUND CRACKED AT FWD OB CORNER. CAN NOT SEE CRACK UNLESS COLLECTOR FUEL TANK IS REMOVED. (TC NR 20060511008)

CA060511009	BEECH	PWA	LANDING GEAR	MALFUNCTIONED
5/11/2006	1900C	PT6A65B		

(CAN) GEAR WAS RETRACTED AND GEAR HORN AND GEAR HANDLE LIGHT STAYED ON. (TC NR 20060511009)

AU510001632	BEECH	PWA	CABLE	FAILED
12/12/2005	1900D	PT6A67D	1295140591	PAX DOOR

CABIN DOOR TOP FORWARD LATCHING CABLE SNAPPED ALLOWING TOP FORWARD LOCK TO UNLATCH.

CA060503002	BEECH	PWA	STARTER GEN	SEIZED
5/1/2006	1900D	PT6A67D	23078019	LT ENGINE

IN CRUISE, LT GEN FAIL LIGHT ILLUM. ATTEMPT TO RESET GEN, IT WOULD NOT COME ON LINE. AFTER GEN FAILURE, LT ENG FIRE WARN IND ALSO CAME ON. LT ENG WAS SHUT DOWN AND ENG FIRE BOTTLE WAS DISCHARGED AS PER RELATED CHECKLIST. LANDED SAFELY. MX INSPECTED A/C, FOUND LT STARTER-GEN FAILED INTERNALLY AND PAINT ON UNIT BLISTERED INDICATING IT HAD DRASTICALLY OVERHEATED. INVESTIGATION REVEALED STARTER-GEN DRIVE SPLINE HAD SHEARED. APPROPRIATE INSPECTIONS CARRIED OUT PER MM. STARTER GEN AND FIRE BOTTLE REPLACED, A/C RETURNED TO SERVICE. FIRE WIRE IS LOCATED IN CLOSE PROX STARTER-GEN. STARTER-GEN INSTALLED PREV DAY IN REPAIRED CONDITION, AT TIME OF FAILURE STARTER-GEN HAD ONLY ACCUMULATED 1.6 HOURS SINCE REPAIR.

CA060503003	BEECH	PWA	STARTER GEN	FAILED
5/1/2006	1900D	PT6A67D	23078019	LT ENGINE

IN CRUISE, LT GEN FAIL LIGHT ILLUM. CREW ATTEMPT RESET, GEN BUT WOULD NOT COME ON LINE. AFTER GEN FAILURE, LT ENG FIRE WARNING INDICATION ALSO CAME ON. LT ENG WAS SHUT DOWN AND ENG FIRE BOTTLE DISCHARGED PER CHECKLIST. A/C LANDED SAFELY. MX INSPECT A/C AND FOUND LT STARTER-GEN FAILED INTERNALLY AND PAINT ON UNIT WAS BLISTERED INDICATING DRASTICALLY OVERHEATED. INVESTIGATION REVEALED, STARTER-GEN DRIVE SPLINE SHEARED. INSPECTIONS PER MM. STARTER GEN AND FIRE BOTTLE REPLACED, A/C RETURNED TO SERVICE. FIRE WIRE IS LOCATED IN CLOSE PROXIMITY TO STARTER-GEN. STARTER-GEN INSTALLED PREVIOUS DAY IN A REPAIRED CONDITION, AT TIME OF FAILURE STARTER-GEN HAD ONLY ACCUMULATED 1.6 HOURS SINCE REPAIR.

CA060202001	BEECH	PWA	WIRE	CHAFED
1/31/2006	1900D	PT6A67D		CARGO BAY

A/C BROUGHT INTO HANGAR AFTER THE DAY OF FLYING. WHILE IN THE HANGAR THE CARGO DOOR WARNING CAME ON. INSPECTED THE DOOR WARNING AND FOUND THE DOOR AJAR SWITCH STICKY AND THE LATCH HANDLE SWITCH CRACKED. SWITCHES REPLACED ALL CHECKED OK. THE REASON FOR THIS SDR IS THAT DURING THE INSPECTION OF THE CARGO DOOR ELECTRICAL SYSTEM FOUND THAT THE LOWER WIRING HAS BEEN CHAFING ON THE DOOR. THIS COULD POSSIBLE CAUSE ERRONEOUS INDICATIONS IN THE FUTURE. SPIRAL WRAP WAS PLACED ON THE WIRING AND WIRING RESECURED TO TYWRAP POINTS. WOULD SUGGEST THAT THIS WIRING BE SPIRAL WRAPPED TO PREVENT THIS FROM CAUSING A FAULT IN THE FUTURE.

CA060510007	BEECH	PWA	SHAFT	CORRODED
5/7/2006	1900D	PT6A67D		EMERGENCY EXIT

INTERNAL CABIN PORTION OF PHASE 3 INSPECTION FOUND BOTH RT EMERG EXIT DOORS WOULD NOT OPEN FROM INSIDE. BOTH DOORS WERE REMOVED VIA EXT HANDLE AND DISASSEMBLED, UPON INSPECTION, FOUND RT COUPLING P/N 129-514065-2 WAS MATED TO SHAFT P/N 129-514033-2 AT ALL TIMES. HANDLE LINKAGE WAS REMOVED AND DISASSEMBLED. FOUND THERE WAS JUST ENOUGH SURFACE CORROSION ON EXT SURFACE OF THE SHAFT AND INTERNAL SURFACE OF COUPLER TO KEEP EXTERIOR HANDLE ENGAGED AT ALL TIMES WHICH IN TURN USED THE OUTSIDE HANDLE AS A STOP WHEN TRYING TO OPEN THE EXIT FROM INSIDE. COUPLER WAS REMOVED FROM THE SHAFT AND SURFACE CORROSION REMOVED. UNIT WAS REASSEMBLED AND EMERG EXIT HANDLE FUNCTION TESTED SERVICEABLE.

2006FA0000695	BEECH		CONNECTOR	FAILED
2/2/2006	200BEECH			WINDSHIELD HEAT

WHILE INVESTIGATING PILOTS AND CO-PILOTS WINDSHIELD HEAT BEING INOPERATIVE, CONNECTION AT DC PWR DISTRIBUTION PNL WAS AT FAULT. USING MFG WIRING DIAGRAM, CONNECTIONS AT JUNCT 195 AND PLUG 195 HAD BEEN SUBJECTED TO EXCESS HEATING TO POINT THAT WIRE AND WIRING INSULATION BEING BURNED AS A RESULT CONNECTIONS BEING LOOSE. STRAIN RELIEF FOR PLUG DOES NOT ENSURE A SECURE CONNECTION FOR 8 AWG WIRE TO MAINTAIN A POS CONTACT. END RESULT IS CONNECTIONS WORK LOOSE, BEGIN TO ARC. ARCING GENERATES HEAT. BURNING WIRE, CAUSING SOCKET CONNECTION, PIN TO BECOME BRITTLE AND WEAK. THIS FAILURE OF CONNECTION RENDER WINDSHIELD HEAT SYS INOPERATIVE. HEAT GENERATED FROM CONNECTION FAILURE CREATES A POTENTIAL FIRE HAZARD FOR AC.

CA060503009	BEECH	PWA	EXTRACTOR	CRACKED
4/2/2006	200BEECH	PT6A41	780000	EXHAUST GAS

DURING INSPECTION THE ENGINEER NOTICED A CRACK IN ONE OF THE EXHAUST GAS EXTRACTORS. FURTHER INVESTIGATION ON THE REMAINING EXHAUST GAS EXTRACTORS REVEALED CRACKS AS WELL. THE PARTS WERE REPAIRED AND REINSTALLED.

AU510001630	BEECH	PWA	KEELBEAM	CRACKED
12/12/2005	200BEECH	PT6A41		FUSELAGE

KEEL WEB LOCATED IN NOSE WHEEL WELL CRACKED IN AREA OF AIR CONDITIONING PIPE P-CLAMP ATTACHMENT. FOUND DURING INSPECTION IAW AD/B200/21 AMDT 11.

AU510001628	BEECH	PWA	FRAME	CORRODED
12/12/2005	200BEECH	PT6A41		FUSELAGE

(AUS) FUSELAGE FRAME LOCATED AT FS226.875 UNDER THE RT SEAT ROW CORRODED IN AREA BETWEEN 2 STRINGERS. CORROSION EXTENDED UP THE FRAME WEB. FOUND DURING INSPECTION IAW AD/B200/21 AMDT 11.(AD/SB DESC: AD/B200/21 AMDT 11) (CASA NR 510001628)

AU510001629	BEECH	PWA	RIVET	SHEARED
12/12/2005	200BEECH	PT6A41		WINDSHIELD

(AUS) LT WINDSHIELD UPPER OB CORNER DOUBLER HAD 4 SHEARED RIVETS. FOUND DURING INSPECTION IAW AD/B200/21 AMDT 11.(AD/SB DESC: AD/B200/21 AMDT 11) (OTHER CAUSE: MATERIAL) (CASA NR 510001629)

CA060210008	BEECH	PWA	LATCH	LOOSE
2/9/2006	200BEECH	PT6A41		RT COWL

(CAN) RT ENGINE COWLING UNLATCHED IN FLIGHT (CALLED IN PRIORITY LANDING). RT ENGINE COWLING INSPECTED, FOUND FORWARD LATCH WAS LOOSE. RT ENGINE COWLING SECURED. RETRAINING CARRIED OUT WITH FLIGHT CREW AND TECHNICIANS ON PROPER COWLING LATCHING PROCEDURES. (TC NR 20060210008)

2006FA0000668	BEECH		SPINNER	BROKEN
6/30/2006	300BEECH			RT PROPELLER

RT PROPELLER WAS OVERHAULED AND INSTALLED IN THE RT POSITION. ENGINE RAN TO LEAK CHECK AND FUNCTIONAL CHECK PROPELLER SYSTEM ON THE RT SIDE AND TO FULL POWER FOR APPROXIMATELY 60 SECONDS. A SLIGHT CHANGE IN THE HARMONICS WAS NOTED BUT NOT A SIGNIFICANT CHANGE. AIRCRAFT RETURNED TO HANGER AFTER THE MAINTENANCE RUN UP AND A LEAK CHECK WAS PERFORMED. IT WAS NOTED THAT ONE BLADE HAD A LARGE AMOUNT OF GREASE ON THE BLADE FACE. THE SPINNER WAS REMOVED AND IT WAS FOUND BY VISUAL INSPECTION THAT A BLADE CLAMP BOLT HAD BROKEN AT THE HEAD. THE HEAD OF THE BOLT WAS RECOVERED LODGED IN THE HUB AND BULKHEAD AREA. THE BOLT P/N ACA-1372.

AU510001930	BEECH	PWA	LOCK NUT	MISSING
12/12/2005	300BEECH	PT6A60A		RUDDER PEDAL

(AUS) RUDDER PEDAL INTERCONNECT TUBE DISCONNECTED AT PILOT`S RUDDER PEDAL BELLCRANK. INVESTIGATION FOUND THE ATTACHING BOLT PNO 130909B81 AND WASHER ON THE FLOOR AND THE NUT ON TOP OF THE BELLCRANK. NIL EVIDENCE OF A SPLIT PIN WAS FOUND. THE NYLOC NUT WAS INSPECTED AND NIL EVIDENCE OF THREAD CUT INTO THE NYLOC WAS FOUND. SUSPECT THE NUT HAD BEEN ONLY SCREWED ON BY THREE OR FOUR THREADS AND HAD NOT LOCKED. PERSONNEL/MAINTENANCE ERROR MANUFACTURING ERROR. AIRCRAFT IS OPERATED BY THE AUSTRALIAN MILITARY AND HAS ONLY OPERATED FOR APPROXIMATELY 95 HOURS SINCE NEW. SEE ATTACHMENT FOR FURTHER INFORMATION. (OTHER CAUSE: NUT NOT FITTED & LOCKED AT MANUFACTURE) (CASA# 510001930)

2006FA0000665	BEECH		LANDING GEAR	COLLAPSED
7/11/2006	35BEECH			NOSE

NOSE LANDING GEAR COLLAPSED.

2006FA0000648	BEECH		CONNECTOR	DAMAGED
6/14/2006	400A		35823071	WIRE HARNESS

INVESTIGATED REPORT OF FLAP ASYMMETRY ANNUNCIATOR LIGHT FLICKERING IN-FLIGHT. FOUND WIRE C458A22 ROUTED SO THAT EXCESSIVE WIRE TENSION AT P156 PLUG WAS CAUSING INTERMITTENT CONTACT WITH A156 PC BOARD J1 CONNECTOR. REROUTED WIRING AS REQUIRED FOR REVEALING WIRE TENSION AT P156 PLUG. FLAP ASSYMETRY FUNCTIONAL TEST SATISFACTORY. (K)

071106KTR	BEECH		SCREW	SHEARED
4/10/2006	400A		AN501A105	LANDING GEAR

UPON REMOVAL OF THE PLUNGER TUBE ASSEMBLY FROM THE LANDING GEAR CYLINDER, FOUND THE2 AN501A10-5 SCREWS THAT SECURE THE PLUNGER TUBE HEAD TO THE PLUNGER TUBE HAD SHEARED. THE CONDITION RESULTED IN LOOSE PARTS, WHICH CAUSED ONLY MINIMAL INTERNAL STRUT DAMAGE, AND AFFECTED THE SHOCK CHARACTERISTICS OF THE AFFECTED LANDING GEAR STUT.

LJCR2453796	BEECH		DUCT	OUT OF LIMITS
3/1/2006	400A		45A403041	

DURING SCHEDULED MAINTENANCE, FOUND BRAIDING AROUND FLEXIBLE BELLOWS DISBONDED FROM ENTIRE CIRCUMFERENCE. NEW REPLACEMENT DUCT ASSEMBLIES NOT AVAILABLE FROM MANUFACTURER. REPLACED WITH SERVICEABLE UNIT. INSPECTED REPLACEMENT UNIT PER AD 2001-03-06 EFF. 3-21-2001

2006FA0000650	BEECH	PWA	ANTENNA	DEBONDED
6/20/2006	400A	JT15D5	CI108	FUSELAGE

INVESTIGATED PILOT REPORT OF LOSS OF NR 1 AND NR 2 VHF COMMUNICATION RADIOS WHEN FLYING IN PRECIPITATION. IAW P-STATIC TESTING FOUND POOR NR 1 AND NR 2 VHF ANTENNAS BONDS TO FUSELAGE. CLEANED, REBONDED AND REINSTALLED ANTENNAS. ALSO INSTALLED LT FUEL VENT LINE BONDING JUMPER. P-

STATIC TESTS AND OPERATIONAL TESTS SATISFACTORY AFTER REPAIRS. SUGGEST VHF ANTENNAS BE REMOVED AND CLOSELY INSPECTED AT SCHEDULED INTERVALS, SUCH AS AN INITIAL 5000 HR OR 10 YEAR INSPECTION, FOLLOWED BY RECURRING 1200 HR OR 2 YEAR INTERVALS (IN CONUNCTION WITH C-CHECK INSPECTIONS).

2006FA0000634	BEECH	PWA	LINK	WORN
5/19/2006	400A	JT15D5	45A431755	LT ENGINE

DURING OPERATIONAL CHECK FLIGHT OF AIRCRAFT, PILOT ADVANCED POWER LEVERS FORWARD AND NOTED LT ENG (N) REACHED MAX OF 117 PERCENT N2, REACHED MAXIMUM OF 100 PERCENT. IT IS DETERMINED THAT PROBABLE CAUSE OF OVERSPEED WAS ACHIEVED BY WORN THROTTLE LEVER LINK NOT PROVIDING ACCURATE RANGE OF MOTION TO CORRECTLY ACTUATE THROTTLE STOP. ENGINE LEVERS WERE ENABLE TO ADVANCE FURTHER THAN NORMAL, CAUSING OVERSPEED CONDITION. IT IS RECOMMENDED THAT LINK AND ASSOCIATED HARDWARE BE REPLACED. (K)

AU510001928	BEECH	PWA	ARM	BROKEN
12/12/2005	400A	JT15D5	20200081	IDLER

LT ENGINE THRUST REVERSER INBOARD LOWER IDLER ARM BROKEN AT BEARING END BATWING ATTACHMENT POINT. DURING INVESTIGATION CRACKS WERE ALSO FOUND IN THE UPPER THRUST REVERSER SKIN THROUGH A ROW OF NINE RIVETS.

2006FA0000705	BEECH		LINE	CHAFED
7/20/2006	58		9696001123	LT PROPELLER

LT PROPELLER ACCUMULATOR OIL LINE WAS CHAFED BY THE SHROUD FOR THE FUEL PUMP HOSE.

2006FA0000706	BEECH		LINE	CHAFED
7/20/2006	58		9696001123	LT PROPELLER

LT PROPELLER ACCUMULATOR OIL LINE WAS CHAFED BY THE SHROUD FOR THE FUEL PUMP HOSE.

2006FA0000707	BEECH		LINE	CHAFED
7/20/2006	58		9696001123	LT PROPELLER

LT PROPELLER ACCUMULATOR OIL LINE WAS CHAFED THROUGH BY THE SHROUD FOR THE FUEL PUMP HOSE. OIL LEAK WAS OBSERVED. THE CAUSE WAS DETERMINED AND REMEDIED BEFORE LOSS OF SIGNIFICANT AMOUNT OIL.

AU510002188	BEECH	CONT	BOLT	SHEARED
12/12/2005	58	IO520C	536379	CRANKSHAFT

CRANKSHAFT GEAR RETAINING BOLTS SHEARED. LOSS OF DRIVE TO GOVERNOR.

AU510001610	BEECH	CONT	LANDING GEAR	OUT OF ADJUST
6/6/2005	58	IO520C		NOSE

NOSE LANDING GEAR RETRACTION SYSTEM MISRIGGED. NLG FAILED TO FULLY RETRACT INTO THE WHEEL WELL, LEAVING THE DOORS WIDE OPEN AND THE NOSEWHEEL HANGING OUT BY APPROXIMATELY 127MM TO 152.4MM (5IN TO 6IN). NLG WAS CORRECTLY RIGGED IN THE DOWN POSITION.

AU510001611	BEECH	CONT	CAM	MISSING
6/6/2005	58	IO520C		WARNING SYS

LANDING GEAR WARNING HORN FAILED TO OPERATE WHEN THROTTLES CLOSED. INVESTIGATION FOUND NO SWITCHES, BRACKETS OR ROLLERS IN WARNING SYSTEM. LT ENGINE FCU WARNING SYSTEM ACTIVATING CAM MISSING. NO WIRING FITTED FORWARD OF THE FIREWALL. PERSONNEL/MAINTENANCE ERROR.

CA060512001	BEECH	CONT	WINDOW	SEPARATED
5/1/2006	58	IO550C	3541029114	EMERGENCY EXIT

(CAN) EMERGENCY EXIT WINDOW OPENED ON TAKEOFF. WINDOW WENT FROM VENT POSITION TO EXIT

POSITION INTO FREE AIR AND HINGE BROKE OFF AND WINDOW DETACHED FROM AIRCRAFT. IT IS POSSIBLE THAT AT SOME PRIOR FLIGHT THE WINDOW WAS OPENED INCORRECTLY. WE HAVE OPERATED A FLEET OF 7 AIRCRAFT WITH THE SAME TYPE WINDOW WITH NO PRIOR PROBLEMS. (TC NR 20060512001)

PT196042	BEECH	CONT	JAM-NUT	LOOSE
6/15/2006	58	IO550C	9638003013	PROP GOVERNOR

RT PROPELLER RPM DECREASES TOWARD FEATHER BEFORE PROP CONTROL IS BROUGHT BACK INTO FEATHER DETENT. FOUND JAM NUT ON FEATHER SPEED ADJUSTMENT SCREW HAD WORKED LOOSE AND THE ADJUSTMENT SCREW WAS BACKING OUT. THE DESIGN OF THESE NUTS HAS BEEN CHANGED IN THE LAST FEW YEARS, THE EARLY TYPE DID NOT SEEM TO LOOSEN. IF THE ADJUSTMENT SCREW HAD CONTINUED TO BACK OUT, THE ENGINE COULD HAVE EXPERIENCED AN UNCOMMANDED FEATHER WITH LITTLE OR NO WARNING. SUGGEST CHECKING TORQUE OF JAM NUT AT EACH INSPECTION AND APPLICATION OF TORQUE PUTTY UNTIL BETTER RETENTION SYSTEM IS DEVELOPED. (K)

OMKR20064	BEECH		FITTING	CRACKED
7/12/2006	65A90		5012007378	WING SPAR

DURING ACCOMPLISHMENT OF AD 89-25-10, BOTH THE FOREWARD, LOWER, INBOARD, BATHTUB FITTINGS WERE FOUND WITH TWO EACH 1/4" CRACKS. THE FEATHERED EDGE CRACKS EXTENDED INTO THE BOLT HOLE RADIUS, AND THE SLOT CRACKS EXTENDED UPWARD. BOTH FITTINGS WERE CRACKED VIRTUALLY THE SAME. PARTS WERE REPLACED WITH NEW.

AU510001770	BEECH	LYC	GASKET	FAILED
12/12/2005	65B80	IO720A1B		OIL COOLER

RT ENGINE OIL COOLER LOWER FITTING GASKET FAILED. LOSS OF ENGINE OIL.

2006FA0000644	BEECH		FRAME	CORRODED
6/28/2006	76		10581002367	FUSELAGE

A-FRAME TUBE ASSY FAILED AT CORROSION PREVENTION PORT CAUSING LT MAIN GEAR COLLAPSE. (K)

AU510001633	BEECH	LYC	LINE	CHAFED
1/7/2005	76	O360A1G		FUEL SYSTEM

ENGINE FUEL LINE CHAFED AND WORN BY THROTTLE CABLE. LOSS OF APPROXIMATELY 5 GALLONS OF FUEL. THROTTLE CABLE HAD BEEN RECENTLY REPLACED.

AU510002074	BEECH	LYC	CONT	POINTS	UNSERVICEABLE
12/12/2005	76	O360A1G		10382585	MAGNETO

RT MAGNETO CONTACT BREAKER POINT LOOSE ON SPRING ASSEMBLY. CONTACTS HAD BEEN REPLACED APPROXIMATELY 13 HOURS PREVIOUSLY. SUSPECT BREAKER INCORRECTLY SWAGED ONTO SPRING.

AU510001792	BEECH	LYC	PISTON RING	DELAMINATED
12/12/2005	76	O360A1G6D	AEL74241PL	ENGINE

(AUS) ENGINE PISTON TOP COMPRESSION RINGS EXHIBITED SLIGHT SIGNS OF DELAMINATION. ENGINE OIL VERY DIRTY. PREMATURE WEAR ALSO FOUND ON EXHAUST VALVE ROTATING CAPS. (CASA NR 510001792)

AU510002202	BEECH	LYC	GARKENYON	PLUG	CRACKED
12/12/2005	76	O360A1G6D		A2176B	NLG ACTUATOR

(AUS) NOSE LANDING GEAR ACTUATOR END PLUG CRACKED IN AREA OF SPANNER FLATS. LOSS OF HYDRAULIC FLUID. (CASA NR 510002202)

CA060509005	BEECH	LYC	POWERPACK	FAILED
5/17/2005	76	O360A1G6D	105932B	HYD SYS

(CAN) LANDING GEAR FAILED TO EXTEND. CREW ACTIVATED EMERGENCY EXTENSION. STILL NO INDICATION ON RT GEAR POSITION. SWITCHED BULBS ON GEAR INDICATOR AND DISCOVERED ONE BULB U/S. LANDING CARRIED

OUT NORMALLY. FOUND HYDRAULIC POWER PUMP MOTOR BRUSHES WORN. REPLACED WITH OVERHAULED UNIT, REPLACED CONTROL RELAY AS WELL. RECORDS RESEARCH DISCOVERED AVERAGE LIFE IS APPROX. 1700 HOURS BETWEEN FAILURES, WE HAVE ELECTED TO PLACE THIS PART ON A 1500 HOUR REPLACEMENT. (TC NR 20060509005)

AU510001777	BEECH	LYC		SPAR	FAULTY
12/12/2005	77	O235L2C		LH10810000023RH1	WINGS

LT AND RT WING REAR SPARS PNO 108-100000-23 (LT) AND P/N 108-100000-24 (RT) FAULTY. EVIDENCE OF WING MOVEMENT AT SKIN INTERSECTIONS ON TOP OF EACH WING.

CA060317001	BEECH	PWA	BEECH	ACTUATOR	FAILED
3/14/2006	99	PT6A20		99810057652	MLG

(CAN) ON DEPARTURE, A LOUD BANG WAS HEARD AFTER GEAR WAS SELECTED UP, LANDING GEAR (IN TRANSIT) LIGHT REMAINED ON. GEAR WAS CYCLED, NO FURTHER NOISES WERE HEARD, (IN TRANSIT) LIGHT REMAINED ON. PASSENGER SEATED IN REAR ADVISED PILOT, RT MLG WAS NOT RETRACTING. PILOT SELECTED GEARDOWN AND OBSERVED THAT ALL 3 GREEN, GEAR DOWN AND LOCKED LIGHTS WERE ILLUMINATED. AC WAS FLOWN WITH GEAR DOWN AND LANDED WITHOUT INCIDENT. AC WAS JACKED UP, A GEAR SWING CARRIED OUT, NOTED THAT DRIVE TO RT MLG ACTUATOR WAS ROTATING, ACTUATOR WOULD NOT EXTEND OR RETRACT, REPLACED, AC RETURNED TO SERVICE. WHEN ACTUATOR WAS TESTED DRIVE WAS ROTATED AND THERE WAS SLIGHT RESISTANCE FELT, PINION DID NOT ENGAGE SCREW HSG.

CA060512002	BEECH	PWA	HARTZL	BOOT	DEPARTED
5/10/2006	99	PT6A28	HCB3TN3B	4E220010	BLADE DEICE

(CAN) DURING MAINT WALK AROUND, COMPLETE PROP BLADE DE-ICE BOOT HAD DEPARTED AC. AIRFRAME, ENG WAS INSPECTED FOR FOD DAMAGE FROM DE-ICE BOOT. DETERMINED THAT BOOT HAD SEPERATED FROM AC DAY BEFORE DURING TAKE-OFF. PILOT FELT VIBRATION FROM LT ENG DURING RUN-UP, DURING TAKE-OFF FLUCTUATION OF TORQUE INDICATION FOR ENG, THEN SETTLED OUT FOR REST OF FLIGHT BECAUSE VIBRATION WENT AWAY. FURTHER INVESTIGATION SHOWS DE-ICE BOOT WAS THROWN ALONG LENGTH OF BLADE THEN DEPARTED AC (RUBBER STREAKS OUT TO BLADE TIP). GLUE ON BLADE LOOKED TO BE IN NORMAL CONDITION, NO DETERIORATION OF GLUE BED. DETERMINED 2 BOOTS ON THAT PROP WERE CHANGED, CANNOT DETERMINE IF IT WAS ONE OF REPLACED BOOTS.

2006FA0000631	BEECH	PWA	LINE	RUPTURED
6/2/2006	99A	PT6*	1240016CR0164	HYDRAULIC SYS

DURING CLIMBOUT THE (GEAR IN TRANSIT) AND (DO NOT REVERSE) ANNUNCICATOR ILLUMINATED AND THEN THE LANDING GEAR CIRCUIT BREAKER POPPED. PILOT CONTINUED, HAND PUMPED THE GEAR TO GET 3 GREEN. LANDED OK. INVESTIGATION DETERMINED THAT HYDRAULIC HOSE ON THE LT UP LINE HAD RUPTURED. (K)

CA060613001	BEECH	PWA	SUPPORT BEAM	CRACKED
6/8/2006	A100	PT6A28	504200337	RUDDER QUAD

UNDER THE PILOTS FLOORBOARDS AT FLIGHT STATION 107, THE PILOTS RUDDER QUADRANT SUPPORT BEAM WAS FOUND CRACKED. THESE CRACKS WERE FOUND AT 2 OF THE 4 NUT PLATES. FOUND THESE SAME CRACKS ON 3 OTHER OF OUR AIRCRAFT AROUND THE SAME LOCATIONS. THE BEAM WAS REPLACED.

CA060207002	BEECH	PWA	SUPPORT BEAM	CRACKED
2/7/2006	A100	PT6A28	504200337	RUDDER QUAD

(CAN) UNDER THE PILOTS FLOOR BOARDS AT FLIGHT STATION 107 THE PILOTS RUDDER QUADRANT SUPPORT BEAM WAS FOUND CRACKED. THESE CRACKS WERE FOUND AT THE TOP BEND RADIUS AND AT SOME HOLES FOR NUT PLATES. WE HAVE FOUND THESE SAME CRACKS ON 3 OTHER OF OUR AIRCRAFT AROUND THE SAME LOCATIONS. THE BEAM WAS REPLACED AND CHECKED SERVICABLE (TC NR 20060207002)

15462006H1	BEECH	RELAY	BURNED
7/10/2006	A200	6041H190	NR 2 STARTER

NR 2 START RELAY SHORTED TO GROUND DURING ENGINE START, APPARENTLY DUE TO WATER INCURSION OR CONTACT CORROSION. RELAY BURNED BUT START WAS SECURED BEFORE ADJACENT WIRE BUNDLE WAS

DAMAGED. RELAY REPLACED. NEW RELAYS APPEAR TO HAVE ADDITIONAL SEALANT TO PREVENT THIS PROBLEM. MAY BE RELATED TO CORROSIVE ATMOSPHERE AS 2 OTHER IDENTICAL AIRCRAFT HAVE HAD SIMILAR FAILURES CAUSING MORE SEVERE DAMAGE AT THIS SITE.

2006FA0000710	BEECH	CONT	CONT	CRANKCASE	CRACKED
7/20/2006	A36	IO550B	IO550B		ENGINE

ENGINE CASE CRACKED NEAR (7TH) STUD BETWEEN CYLINDERS 2 AND 4. PROBLEM FOUND WHEN INVESTIGATING OIL LEAK.

CA060504006	BEECH	GARRTT	TORQUE TUBE	WORN
5/3/2006	B100	TPE3316252B	11561010325	ELEVATOR

WHILE CHECKING THE ELEVATOR SYSTEM FOR FREEDOM OF MOVEMENT, EXCESSIVE PLAY WAS NOTICED IN THE LEFT ELEVATOR. THE PLAY WAS ISOLATED TO THE ELEVATOR TORQUE TUBE FITTING. THE TORQUE TUBE WAS REPLACED WITH A NEW ASSEMBLY. THE TORQUE TUBE WAS INSPECTED AND FOUND TO HAVE OVER-SIZED TAPER PINS INSTALLED FROM THE MANUFACTURE.

CA060130005	BEECH	PWA	HINGE	FAILED
1/24/2006	B200	PT642A		CABIN DOOR

CABIN DOOR SIDE OF HINGE WAS REPLACED ON MARCH 15 2005 AT 5248.4 TTAF AND 4829 CYCLES. DOOR SIDE OF HINGE FAILED JAN 23 2006 AT 5846.8 TTAF AND 5480 CYCLES DOOR AND HINGE AREA WAS INSPECTED AND NO ADDITIONAL DAMAGE WAS NOTED CHERRYMAX RIVETS WHICH WERE INSTALLED WERE FOUND TO BE INCORRECT SIZE. RECTIFICATION WAS TO REPLACE CHERRYMAX RIVETS WITH SOLID RIVETS.

CA060317005	BEECH	PWA	CIRCUIT BOARD	CRACKED
9/7/2005	B200	PT642A		STATIC INVERTER

(CAN) STATIC INVERTER BOARD CRACKED AND MOISTURE SHORTED BOARD. (TC NR 20060317005)

AU510001942	BEECH	PWA	RING	CRACKED
12/12/2005	B200C	PT642A	3030252	STATOR VANE

(AUS) POWER TURBINE STATOR VANE RING CRACKED AND SEPARATED AT THE ROOT ENDS WITH CURLING OF THE TIPS. (OTHER CAUSE: NOT KNOWN AT THIS STAGE) (CASA# 510001942)

AU510001787	BEECH	LYC	RIB	CORRODED
12/12/2005	C24R	IO360A1B6	16916000520	TE FLAPS

(AUS) LT FLAP IB HINGE BRACKET ATTACHMENT RIB SEVERELY CORRODED. FOUND DURING INSPECTION IAW AD/23/43.(AD/SB DESC: AD/ 23/43) (CASA NR 510001787)

2006FA0000649	BEECH	PWA	SWITCH	OUT OF LIMITS
6/22/2006	C90	PT6A60A	1013840283	CABIN PRESSURE

DURING SCHEDULED 12 MONTH TEST OF CABIN ALTITUDE WARNING SYSTEM FOUND BAROMETRIC SWITCH OPERATING OUT OF SPECIFIED MM. REPLACED PN 1013384028-3 SWITCH ASSY. CABIN ALTITUDE WARNING TESTS WITHIN SPECIFIED SERVICE LIMITS ON RETEST. SUGGEST A SB BE ISSUED TO REPLACE OLDER PN BAROMETRIC SWITCHES THAT TEND TO FAIL BETWEEN TEST PERIODS WITH MORE RELIABLE SWITCHES. (K)

CA060509000	BEECH	PWA	SKIN	WORN
5/1/2006	C90A	PT6A21	5012015682	FUSELAGE

(CAN) SKIN P/N 50-120156-82 (PRESSURE VESSEL) EXIBITING WEAR MARK ALONG FASTENER ROW ATTACHING FILLET P/N 50-420023-24 TO IT. WEAR MARK NOT READILY VISIBLE WITHOUT PULLING AWAY FILLET FROM SURFACE OF SKIN. WEAR MARK IS CAUSED BY LOOSENING OF FILLET TO SKIN FASTENERS AND SUBSEQUENT CHAFFING. UN-NOTICED, THIS CONDITION COULD LEAD TO PRESSURE VESSEL RUPTURE. (TC NR 20060509000)

CA060130002	BEECH	PWA	WINDSCREEN	FAILED
1/25/2006	C90A	PT6A21		COCKPIT

WHILE IN CRUISE FLIGHT AT FL230, THE LT WINDSHIELD INNER PANE SHATTERED. THE WINDSHIELD ANTI-ICE HAD BEEN SELECTED AT NORMAL SINCE DEPARTURE AND THE OAT WAS –38°C. THE CREW CONTACTED ATC TO DECLARE AN EMERGENCY AND REQUESTED RETURN TO AIRPORT. THE CREW THEN COMPLETED THE CRACKED OR SHATTERED WINDSHIELD CHECKLIST. AS A PRECAUTION, THE OXYGEN MASKS WERE DONNED BY THE CREW MEMBERS AND PASSENGERS. THE CAPTAIN FLEW THE APPROACH AND THE CO-PILOT FLEW THE DESCENT TO VISUAL AND LANDED SAFELY ON RWY 06.

2006FA0000632	BEECH	CONT	CONTROL CABLE	FRAYED
6/20/2006	F33A	IO520*	00252400023	RUDDER

AT ANNUAL INSP RT AFT RUDDER CABLE WAS FOUND FRAYED ALMOST IN TWO. CABLE WAS FOUND ROUTED OVER THE TOP OF ONE CABLE PULLEY GUARD PIN, AND UNDER ANOTHER AT SAME LOCATION IN AFT TAIL SECTION. CABLE REMOVED APPEARED TO BE THE ORIGINAL CABLE INSTALLED IN AIRCRAFT AT FACTORY. LOGBOOKS DID NOT REVEAL ANY EVIDENCE THAT THE CABLE HAD EVER BEEN REMOVED OR DISCONNECTED THAT MAY HAVE CAUSE THIS. BY THE AMOUNT OF CABLE THAT WAS FRAYED, IT APPEARS TO HAVE BEEN RUBBING ON THE PULLEY GUARD PIN FOR SOME TIME. IT IS SUSPECTED THAT THIS CABLE WAS ROUTED INCORRECTLY AT THE FACTORY. POSSIBLE QUICK FASHION ANNUAL PREVIOUS. RECOMMEND THOROUGH ANNUAL IN ITS ENTIRETY.

CA060130003	BEECH	PWA	SHROUD	DAMAGED
1/16/2006	F90	PT6A135	3053094CL9	HOT SECTION

ROUTINE BOROSCOPE INSPECTION OF HOT SECTION COMPONENTS REVEALED THAT TWO CT SEGMENTS HAD DROPPED OUT OF PLACE AND CONTACTED CT WHEEL. THE SEGMENT RETAINING RING P/N 3020139 WAS FOUND OUT OF PLACE AND THE CT BLADES HAD WORN BEYOND LIMITS DUE TO HEAVY TIP RUB. THE WHEEL WAS REBLADED AND SEGMENTS REPLACED WITH P/N 3035673CL12 AND RETAINING RING P/N 3110741-02, SB1627 AND SB1628 WERE EMBODIED.

CA060130004	BEECH	PWA	SHROUD	DAMAGED
1/16/2006	F90	PT6A135	3053094CL14	HOT SECTION

ROUTINE BOROSCOPE INSPECTION OF HSI COMPONENTS FOUND TWO SEGMENTS HAD DROPPED OUT OF POSITION. POWER SECTION REMOVED AND CT COMPONENTS INSPECTED. CT BLADES FOUND TO HAVE CONTACTED SEGMENT ENDS AND RETAINING RING P/N 3020159 FOUND OUT OF PLACE. SEGMENTS REPLACED WITH NEW P/N 3053094CL16 AND NEW RETAINING RING P/N 3020159 AND ALTERNATE SEGMENTS AND RING NOT AVAILABLE IN THE REQUIRED CLASS. ENGINE REASSEMBLED. SB1627 EMBODIED.

CA060314004	BEECH	PWA	CIRCUIT BREAKER	BROKEN
3/13/2006	F90	PT6A135	16001260	MLG

LANDING GEAR FAILED TO EXTEND WHEN SELECTED. POWERPACK C/B OPEN.

CA060315007	BELL	LYC	YOKE	CRACKED
3/2/2006	205A1	T5313B	204072921009	CARGO TRACK

CRACKS ORIGINATING IN ATTACHMENT BOLT HOLES.

AU510001926	BELL	ALLSN	TRUNNION	CRACKED
12/12/2005	205B	250C20J	206012E11	TAIL ROTOR HUB

(AUS) TAIL ROTOR HUB ASSEMBLY TRUNNION CRACKED ON INNER BEARING RACE. (OTHER CAUSE: MATERIAL) (CASA NR 510001926)

CA060131004	BELL	ALLSN	TEE FITTING	CRACKED
1/27/2006	206B	250C20	AN8345D	SERVO ACTUATOR

WHILE IN CRUISE FLIGHT, THE PILOT FELT FEEDBACK SHOCK IN THE CYCLIC CONTROL. THE PILOT ISOLATED HYDRAULICS AND MADE AN UNSCHEDULED LANDING. MAINTENANCE CREW PERFORMED AN INSPECTION OF THE HYDRAULIC FLIGHT CONTROL SYSTEM. A TEE FITTING THE LEFT HAND SERVO ACTUATOR WAS FOUND CRACKED AROUND HALF IT'S DIAMETER RESULTING IN A LEAK.

CA060213002	BELL	ALLSN	AIRCOM	AIR DUCT	MELTED

2/12/2006	206B	250C20	ES721822	CABIN HEATER

(CAN) DURING MAINTENANCE, AN AME NOTICED THAT HE COULD NOT MOVE THE HEATER AIR OUTLET. ON CLOSER INVESTIGATION, HE FOUND THE OUTLET MELTED. NO OTHER DAMAGE WAS NOTED. (TC NR 20060213002)

CA060316007	BELL	ALLSN	MANIFOLD	MALFUNCTIONED
3/14/2006	206B	250C20B	7U7467	HYDRAULIC SYS

DURING PILOT TRAINING AIRCRAFT COMPLETED A HYDRAULICS OFF LANDING. HYDRAULIC SWITCH WAS THEN TURNED BACK ON AND THE FORE AND AFT MOVEMENTS CAME BACK HOWEVER THE LATERAL MOVEMENTS DID NOT COME BACK TO NORMAL HYDRAULIC ON. AIRCRAFT WAS THEN SHUT DOWN AND HYDRAULIC SOLENOID/MANIFOLD WAS CHANGED. SUSPECT OBSTRUCTION IN THE LATERAL SECTIONS OF THE MANIFOLD. AIRCRAFT HAS SINCE RETURNED TO SERVICE AFTER ASSEMBLY WAS CHANGED. DELAY IN REPORTING WSDR WAS DUE TO THE SYSTEM NOT GIVING ME FULL ACCESS TILL THE NEXT DAY.

AU510001932	BELL	ALLSN	PITCH HORN	DAMAGED
12/12/2005	206B1	250C20J	206011E11	MAIN ROTOR HUB

(AUS) MAIN ROTOR HEAD PITCH HORN DAMAGED BEYOND REPAIR. INVESTIGATION FOUND THAT AN INDENTATION IN THE PITCH HORN UPPER SURFACE WAS PREVIOUS DAMAGE THAT HAD BEEN BLENDED AND PAINTED OVER. FOLLOWING REMOVAL OF THE PAINT IT WAS FOUND THAT THE DAMAGE WAS BEYOND THE ALLOWABLE LIMITS SET OUT IN THE REPAIR AND OVERHAUL MANUAL. FURTHER INVESTIGATION FOUND THAT THE DAMAGE TOLERANCES HAD BEEN AMENDED BY THE MANUFACTURER AND THE DAMAGE WAS NOW WITHIN ACCEPTABLE LIMITS. NIL DEFECT. (OTHER CAUSE: INCORRECT DAMAGE CRITERION USED) (CASA# 510001932)

CA060202006	BELL		ANGLE	CRACKED
2/1/2006	206B3		206031106079	FUSELAGE

ANGLE FROM VERTICAL TUNNEL TO BOX BEAM CRACKED.

CA060213008	BELL	BELL	SKIN	CRACKED
2/10/2006	206L		206033004051	TAILBOOM

(CAN) DURING A 100 HOUR INSPECTION THE ENGINEER DISCOVERED 2 CRACKS EMINATING FROM 2 RIVETS ON THE THE TAIL ROTOR GEARBOX ATTACH SUPPORT. THE CRACKS GO OUT TO THE EDGE OF THE SKIN. THE RIVETS WERE ALSO FOUND TO BE SMOKING OR LOOSE. (TC NR 20060213008)

CA060504008	BELL	ALLSN	BLADE	OUT OF TOLERANCE
5/3/2006	206L1	250C28B	206016201131	TAIL ROTOR

THE BLADE WAS SENT TO ROTOR BLADES INCORPORATED FOR INSPECTION AS REQUIRED BY ASB 206L-04-127 REVISION C PART 3 AND BY AD CF-2004-05R1 PART D. ROTOR BLADES INCORPORATED HAS REPORTED THAT THE BLADE HAS FAILED THE INSPECTION AND IS BELOW TOLERANCE. THE BLADE IS HELD FOR DISPOSAL AT ROTOR BLADES INCORPORATED AT THE REQUEST OF BELL HELICOPTER. ROTOR BLADES INCORPORATED HAS PROBABLY FILED AN SDR IN THE USA.

CA060316003	BELL	ALLSN	PUMP	LEAKING
3/14/2006	206L3	250C30P	6896822	ENGINE

AFTER COMPLETION OF 300 HR ENGINE INSPECTION ENGINE WAS BEING GND RUN AND LEAK CHECKED. FUEL WAS NOTICED IN ENGINE COMPARTMENT AFTER INVESTIGATING DRAIN LINE WAS REMOVED FROM OVERBOARD DRAIN FOR FUEL PUMP AND EXCESSIVE LEAK WAS DETECTED. PUMP REMOVED AND REPLACED WITH SERVICEABLE UNIT.

CA060322005	BELL	ALLSN	CHNDLREVANS	SPLINE	WORN
8/10/2005	206L4	250C30P	11331002A1	1132431	FUEL PUMP

THE ENGINE LOST POWER BECAUSE THE ENGINE DRIVEN FUEL PUMP FAILED. THE CAUSE OF THE PUMP FAILURE WAS DISENGAGEMENT OF THE DRIVE SHAFT SPLINES FROM THE DRIVER GEAR SPLINES DUE TO EXCESSIVE WEAR.

CA060503001	BELL	PWA	WIRE	BROKEN
4/26/2006	212	PT6T3	212075369001	CLOG INDICATOR

DURING ROUTINE INSPECTION, THE INDICATOR WAS SHOWING RED INDICATING FILTER BYPASS CONDITION. UPON INVESTIGATION BY AME NONE OF THE FILTERS HAD BYPASSED ON THE INTEGRATED VALVE AND FILTER ASSEMBLY. AT THIS TIME IT WAS DETERMINED THAT THE CLOGGING INDICATOR WAS THE PROBLEM AND THIS WAS REPLACED AND FUNCTION CHECKED OK. 6.1 HOURS LATER THE SAME CONDITION WAS NOTICED ON THE CLOG INDICATOR AND THE WIRES WERE FOUND TO HAVE BROKEN OFF. THE WIRES WERE SOLDERED BACK AND INDICATOR REPLACED AT A LATER DATE.

CA060313011	BELL	PWA	COLLECTIVE STICK	BROKEN
2/2/2006	212	PT6T3	212001181001	COCKPIT

THE AME WAS MANIPULATING THE COLLECTIVE STICK TO EXPOSE GREASE FITTINGS ON THE SWASHPLATE DURING A ROUTINE SERVICING OPERATION. WHEN THE COLLECTIVE STICK WAS PULLED UP, STICK ASSY DETAIL P/N 212-001-181-001 BROKE AND SEPARATED AT THE SLOT WHERE THE NR 2 THROTTLE STOP PIN IS LOCATED, BETWEEN THE TWO THROTTLE GRIPS.

CA060515004	BELL	PWA	BLADE	CORRODED
5/8/2006	212	PT6T3	212010750105	TAIL ROTOR

(CAN) AT REASSEMBLY OF T/R BLADES IT WAS NOTED THAT WHITE POWDER WAS PRESENT IN THE CUFF AREA OF THE BLADES. BLADES QTY 2 WERE SENT TO COMPOSITE TECHNOLOGY FOR EVALUATION. BOTH BLADES WERE SCRAPPED DUE TO DEEP CORROSION INSIDE OF UPPER AND LOWER GRIP PLATES. TOTAL TIME ON THE BLADES 582.4 HOURS SINCE NEW. (TC NR 20060515004)

CA060209004	BELL	LYC	HORN	CRACKED
2/6/2006	214B1	T5508D	214001920101	ELEVATOR

(CAN) AFTER LANDING AND SHUTDOWN, DURING REGULAR INSPECTION, A CRACK WAS FOUND IN THE ELEVATOR HORN ASSY. PART WAS REMOVED AND REPLACED BEFORE FURTHER FLIGHT. (UNDER CODES F1 WAS USED HOWEVER FLIGHT CONTROLS WERE NOT AFFECTED, AS PILOT DID NOT NOTICE ANY CHANGE IN FLIGHT CARACTERISTICS. THE ELEVATOR WAS STILL ABLE TO FUNCTION NORMALY WITH THE CRACK. (TC NR B20060209004)

2006FA0000679	BELL	PWA	CHIP DETECTOR	CONTAMINATED
6/26/2006	412EP	PT6*		NR 1 ENGINE

AC EXPERIENCED NR 1 ENG CHIP LIGHT. MASTER CAUTION WAS EXTINGUISHED, LIGHT WENT OUT. ABOUT 2 SECONDS LATER LIGHT CAME BACK ON WITH MASTER CAUTION, WAS AGAIN EXTINGUISHED, WENT OUT THEN CAME BACK ON. PILOT ELECTED RETURN TO BASE. AFTER LIGHT CAME ON AGAIN FOR 4TH OR 5TH TIME IN 2 MINUTES, PILOT DECIDED TO SECURE ENG, FUEL VALVES AND BOOST PUMPS WERE LEFT ON, IN EVENT THAT THEY NEED TO RESTART ENG. ENG HAD JUST COME OUT OF 300 HR INSP, FLIGHT TO BASE, LANDING WAS UNEVENTFUL. MAINT WAS DISPATCHED, INSPECTED CHIP PLUGS, FOUND A SMALL SILVER ON PLUG. SILVER WAS REMOVED, CHIP PLUG WAS REINSTALLED, SAFETY WIRED. AC WAS 20 MINUTE RUN CHECK FOR ANY ADDITIONAL CHIP LIGHTS AND WAS RELEASED BACK INTO SERVICE. (K)

CA060612003	BELL		NUT	CRACKED
6/5/2006	430		NAS12918	PYLON

ONE (1X) NUT FOUND CRACKED.

2006FA0000655	BLANCA	LYC	POWERPACK	STUCK
6/8/2006	1419	O435A	750B	LANDING GEAR

RELIEF VALVE IN LANDING GEAR POWER PACK WAS STUCK. WOULD NOT ALLOW LANDING GEAR HYDARULIC SYSTEM PRESSURE TO BE RELIEVED TO ALLOW GEAR TO EXTEND. RESULT GEAR UP LANDING. POST INCICENT TESTING VALVE WORKED NORMALLY. (K)

2006FA0000638	BNORM		CONTROL ROD	DAMAGED
6/21/2006	BN2A		NB45D1803	RUDDER

AFTER TAKEOFF THE PILOT NOTICED THAT THE RUDDER HAD TO MUCH PLAY IN FLIGHT. HE LANDED AND TAXIED BACK IN. UPON INSPECTION THE RUDDER CONTROL ROD WAS FOUND TO BE DAMAGED, FROM A WIND STORM THE NIGHT BEFORE. TO PREVENT REOCCURANCE, THE AIRCRAFT RUDDER SHOULD BE LOCKED IN PLACE AFTER EACH FLIGHT.

AU510002200	BNORM	LYC	EXHAUST PIPE	MISSING
12/12/2005	BN2A8	O540E4C5		LT ENGINE

(AUS) APPROXIMATELY 457.2MM (18IN) OF LT ENGINE RT TAILPIPE BANK AND CLAMP MISSING. FURTHER INVESTIGATION ALSO FOUND CRACKING ON NR 3 AND NR 5 CYLINDER EXHAUST RISERS. ENGINE LOWER COWL ALSO SUFFERED SCORCHING DAMAGE. (CASA NR 510002200)

CHI44188	BOEING		COVER	CRACKED
5/18/2006	1072		107D25535	MIXER BOX

CRACK DISCOVERED IN THE MIX BOX COVER, PN 107D25535. THE CRACK RUNS FROM JUST UNDER THE WEB ON THE TOP OF THE MIX BOX LT SIDE, INTO THE O-RING GROOVE IN THE FRONT OF THE COVER. CRACK IS APPROX 6 INCHES OVERALL IN LENGTH. DAMAGED AREA OF THE COVER HAS BEEN SENT TO LABORATORY FOR ANALYSIS. (K)

CHI2852	BOEING	GE	GE	LOCK NUT	FAILED
4/19/2006	1072	CT581401		2002T29P01	PWR TURBINE

UPON RECEIPT OF ENGINE FOR MAINTENANCE, IT WAS DISCOVERED THAT THE POWER TURBINE LOCKNUT HAD LOST TORQUE AND BACKED OFF OF THE POWER TURBINE TIE BOLT. THE PROBABLE CAUSE WAS LOSS OF TORQUE. A SPECIAL INSPECTION WAS INITIATED TO INCLUDE INSPECTING RUN-ON TORQUE. A SPECIAL INSPECTION WAS INITIATED TO INCLUDE INSPECTING RUN-ON TORQUE AND PERFORMING AN NDT INSP OF ALL LOCKNUTS IN INVENTORY AND THOSE UNDERGOING MAINT. ALL LOCKNUTS CURRENTLY INSTALLED ON AC WILL BE REPLACED AND THOSE LOCKNUTS WILL BE RETURNED TO REPAIR STA FOR INSP. MFG WILL BE NOTIFIED OF INCIDENT IMMEDIATELAY. (K)

CHIR823CA	BOEING	BLADE	DEBONDED
6/8/2006	234	114R170244	TAIL ROTOR

ROTOR BLADE HAD A LARGE SKIN DEBOND ON THE LOWER SURFACE FROM THE TRIM TAB OB, BETWEEN STA 227 AND STA 329 APPROXIMATELY 475-500 SQ INCHES (ALLOWABLE REPAIR LIMITS ARE 20 INCHES SPAN WISE AND 13 INCHES CHORD WISE. UNBONDED SKIN WAS REMOVED TO EXPOSE HONEYCOMB CORE FOR INSPECTION. HONEYCOMB WAS OIL FREE AND APPEARED TO BE IN GOOD CONDITION. THE ROTOR BLADE WILL UNDERGO FURTHER INVESTIGATION TO DETERMINE THE PROBABLE CAUSE AND REPAIR SCHEME, IF POSSIBLE. MFG HAS BEEN NOTIFIED. (K)

AU510002196	BOEING	RROYCE	APU	FAILED
12/12/2005	717200	BR700715A130	762904E	

(AUS) APU AUXILIARY POWER CONVERSION AND DISTRIBUTION UNIT FAILED. SEE ATTACHMENT FOR INVESTIGATION DETAILS.(OTHER CAUSE: AGE) (CASA NR 510002196)

CA060503007	BOEING	PWA	SWITCH	FAILED
4/27/2006	727223	JT8D15A	AE4888100	CARGO DOOR

AT FL380, MAIN CARGO DOOR LIGHT ILLUMINATED ACCOMPANIED BY "LATCH LOCK PIN NOT ENGAGED" ON DOOR CONTROL PANEL. A/C TURNED BACK AND DURING DESCENT LIGHTS REMAINED ILLUMINATED UNTIL CABIN PRESSURE WAS REDUCED TO MINIMUM AT WHICH POINT BOTH LIGHTS HAVE EXTINGUISHED. UPON ARRIVAL, MAINTENANCE FOUND THAT FORWARD LATCH PIN MICRO-SWITCH TRIGGER PLATE COTTER PIN WAS INFERRING WITH A RIVET TAIL ON THE DOOR SKIN DOUBLER. THIS WAS A POSSIBLE CAUSE FOR DOOR INDICATION. AFTER ACCESS TO THE AREA WAS PROVIDED BY REMOVING THE ACCESS PANEL, TRIGGER PLATE WAS FREED UP BY REPOSITIONING THE COTTER AND OPERATIONALLY CHECKED SERVICEABLE. SWITCH AND PLATE ASSY REPLACED AS A PRECAUTION.

CA060316005	BOEING	PWA	CIRCUIT BREAKER	FAILED
3/2/2006	727223	JT8D17	50086003	ELECTRICAL SYS

CREW REPORTED ON DEPARTURE/CLIMB-OUT, ALL FUEL TANK NR 1 AND NR 2 BOOST PUMP CB'S POPPED. EXTENSIVE VISUAL INSPECTION OF PUMPS, WIRING CONNECTORS, ELECTRICAL HARNESSES AND SPLICES CARRIED OUT. THE FOLLOWING COMPONENTS REPLACED: NR 2 GENERATOR HARNESS FROM FIRE WALL DISCONNECT TO GENERATOR REPLACED DUE TO HIGH RESISTANCE. NR 1 GENERATOR CB (GCB) REPLACED DUE TO 47V DROP ACROSS T2-L2. NR 2 GENERATOR CN (GCB) REPLACED, SUSPECT FAULT. NR 1 GENERATOR CONTROL PANEL PRECAUTIONARY REPLACEMENT. ALL CB'S RESET, SYSTEM FUNCTION TESTED SERVICEABLE. NO FURTHER REPORTS. THIS AIRCRAFT WAS IN STORAGE FOR PREVIOUS 18 MONTHS PRIOR TO RE-ENTERING SERVICE. THE DEFECTS APPEAR TO BE RELATED TO THIS STORAGE PERIOD.

CA060316006	BOEING	PWA	RELAY	FAILED
2/21/2006	727223	JT8D17	91248075	FUEL SYSTEM

ALL 4 FUEL BOOST PUMP CIRCUIT BREAKERS POPPED IN FUEL TANK NR 2. RECTIFICATION: 1 RELAY 109 ESS NR 2 BUS REPLACED. MAINTENANCE DETERMINED L1 AND L2 TERMINALS SHORTED TOGETHER CAUSING INTERNAL DAMAGE. LEFT AFT BOOST PUMP RELAY REPLACED.

CA060213006	BOEING	PWA	MANIFOLD	CRACKED
2/9/2006	727227	JT8D9A	577957	ENGINE

(CAN) AFTER DEPARTURE, THE NR 2 FIRE WARNING CAME ON THROUGH CLIMB, POWER LEVER REDUCED WITH SUBSEQUENT WARNING EXTINGUISHING AND AIRCRAFT RETURNED. INSPECTION CARRIED OUT AND FOUND THE NR 2, 13TH STAGE FUEL HEAT DUCT RUPTURED AT BOTH ENDS. THE DUCT WAS THEN REPLACED. (TC NR 20060213006)

CA060321003	BOEING		DOOR	MISSING
3/21/2006	727247		6556235159	HYD BAY

(CAN) AIRCRAFT WAS LEAVING ON-ROUTE. SHORTLY AFTER TAKEOFF AT APPROX. 12000 FT. THE CREW NOTICED A VIBRATION. ALL INDICATIONS WERE NORMAL AND THE AIRCRAFT CONTINUED. AFTER TAXIING TO THE RAMP THE MAINTENANCE PERSON NOTICED THAT THE HYDRAULIC SERVICING BAY DOOR WAS MISSING. AN INVESTIGATION WAS PERFORMED AND IT WAS FOUND THAT THE MAINTENANCE PERSON HAD NOT CLOSED THE DOOR PROPERLY. NOT ALL LATCHES HAD NOT BEEN CLOSED PROPERLY. SERVICEABLE DOOR AND HINGE WAS INSTALLED AND THE AIRCRAFT WAS INSPECTED. THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060321003)

CA060208009	BOEING	PWA	O-RING	SWOLLEN
2/7/2006	727247	JT8D15	NAS1611130	HYD SYSTEM

(CAN) SHORTLY AFTER TAKEOFF, CREW NOTICED SYS (A) HYDR INDICATED ZERO QTY. CREW DECLARED AN EMERGENCY, ASKED FOR A RETURN TO AIRPORT. CREW REQUESTED A FUEL DUMP, THIS WAS APPROVED BY ATC. AFTER FUEL DUMPING WAS COMPLETED AC RETURNED AIRPORT FOR ARRIVALS ILS 29. AC LANDED SAFELY AND WAS TOWED TO RAMP. INSP WAS ACCOMPLISHED. CAUSE OF HYDR FAILURE WAS FAILED O-RING EXTRUDING FROM IB FLAP PWR UNIT HYDR MOTOR. MOTOR ASSY AND O-RING REPLACED, (A) SYSTEM FILTERS REMOVED, INSPECTED FOR METAL. FILTERS FOUND CLEAN. OB MOTOR WAS REMOVED, INSPECTED, FOUND SERVICEABLE. IAW MM FILTERS TO BE REINSPECTED AFTER 200 HOURS. AC HYDR SYS SERVICED, AC WAS RETURNED TO SERVICE. (TC NR 20060208009)

CA060213003	BOEING	PWA	TRANSMITTER	FAILED
2/10/2006	727247	JT8D15	18157014	IB TE FLAP

(CAN) AIRCRAFT EXPERIENCED A FLAP ASYMMETRY ON APPROACH. CREW DECLARED AN EMERGENCY AND ELECTRICLY DROVE THRU FLAPS TO LANDING CONFIGURATION. AIRCRAFT LANDED SAFELY AND WAS TAXIED TO THE HANGER. HANGER MAINTENANCE CONFIRMED THE LT IB FLAP TRANSMITTER AS THE CAUSE. LT IB FLAP TRANSMITER REPLACED AND ENTIRE FLAP SYSTEM CHECKED FOR RIGGING IAW THE MM. NO FURTHER FAULTS FOUND. SUBMITTER WILL UP-DATE THIS SDR AS MORE INFORMATION COMES IN FROM FLIGHT CREW. (TC NR 20060213003)

2006FA0000657	BOEING	PWA	SUPPORT	CRACKED
7/20/2006	72725C	JT8D5	65192613	LT AILERON

DURING C-CHECK ROUTINE INSPECTION A 1 INCH CRACK (APPROX) WAS FOUND IN LT OB AILERON LOCKOUT

MECHANISM SUPPORT ASSY CASTING IN THE RADIUS AREA OF THE AILERON CRANK PIVOT POINT. SUPPORT ASSY IS BEING REPLACED BY ASSY PN 65-2177613. (K)

AU510001960	BOEING	PWA	PWA	NUT	SEPARATED
2/10/2005	727277	JT8D15	JT8D15	448774	POWER LEVER

(AUS) NR 2 ENGINE POWER CONTROL LEVER CONTROL CRANK RETAINING NUT LOCATED ON THE MAIN ACCESSORY GEARBOX CROSS SHAFT ADRIFT. THE CRANK MOVED OFF THE CROSS SHAFT AND POWER LEVER CONTROL WAS LOST. THE RESULT OF THE UNCONTROLLED POWER LEVER ALLOWED AN UNCOMMANDED INCREASE IN FUEL FLOW RESULTING IN A RISE IN EGT. THE START LEVER BECAME JAMMED AT 50 PERCENT TRAVEL DUE TO INTERFERENCE OF THE POWER LEVER CONTROL RODS HAVING MOVED OFF THE MAIN ACCESSORY GEARBOX CROSS SHAFT. INVESTIGATION FOUND THAT THE LOCKWIRE ON THE CROSS SHAFT POWER LEVER CRANK RETAINING NUT HAD BROKEN. THIS ALLOWED THE RETAINING NUT TO EVENTUALLY BACK OFF WITH THE RESULTING CONSEQUENCES. (CASA NR 510001960)

AU510001646	BOEING	PWA	HINGE PIN	CRACKED
12/12/2005	727277	JT8D15	69144105	HORIZONTAL STAB

(AUS) LT HORIZONTAL STABILIZER OUTER HINGE PIN CRACKED IN AREA OF THREAD ROOT ADJACENT TO SPLIT PIN HOLES. FOUND DURING MAGNETIC PARTICLE INSPECTION IAW SB727-55A0090R1 PART 4 AND AD/B727/173.(AD/SB DESC: AD/B727/173, SB727-55A0090R1) (CASA# 510001646)

AU510001954	BOEING	PWA	COMPRESSOR	MISREPAIRED
12/12/2005	727277	JT8D15	848101	NR 3 ENGINE

NR 3 ENGINE FIRST STAGE COMPRESSOR BLADE BLENDED BEYOND LIMITS IN MAINTENANCE MANUAL. RECORDS GAVE NO INDICATION OF BLEND REPAIR BEING CARRIED OUT.

AU510002077	BOEING	PWA	GUIDE VANE	FRACTURED
12/12/2005	727277	JT8D15		1ST STAGE NOZZLE

(AUS) NR 1 ENGINE FIRST STAGE NOZZLE GUIDE VANE (NGV) BURNED THROUGH. NGV WAS LOCATED ADJACENT TO NR 9 COMBUSTION CHAMBER. SUSPECT CAUSED BY CRACKING ON THE LEADING EDGE ALLOWING HOT AIR TO PENETRATE THE NGV. FOUND DURING INSPECTION OF THE COMBUSTION CHAMBERS IAW AD/JT8D/20 (PW SB5639). (OTHER CAUSE: MATERIAL) (CASA NR 510002077)

2006FA0000645	BOEING	PWA	CONTROL VALVE	FAILED
11/8/2005	72730C	JT8D5	511000	FIRE EXTINGUISH

NR 2 ENGINE FIRE EXTINGUISHING SELECTOR CONTROL VALVE FAILED TO OPEN DURING ROUTINE TESTING IAW UPS ROUTINE TASK CARD TC 2-221-12. THE VALVE SOLENOID HOUSING WAS NOTED AS BEING CORRODED. (K)

AU510001790	BOEING		BALLAST	FAILED
12/12/2005	737		79341	CABIN LIGHTS

(AUS) ELECTRICAL BURNING SMELL IN CABIN. INVESTIGATION FOUND EVIDENCE OF OVERHEATED FLUORESCENT CABIN LIGHTING BALLAST. AIRCRAFT IS FOREIGN REGISTERED. (CASA NR 510001790)

AU510001938	BOEING	CFMINT	OVEN	FAILED
12/12/2005	737*	CFM563C	GENM2585013	GALLEY

(AUS) SMOKE AND FUMES IN FORWARD GALLEY. INVESTIGATION FOUND GALLEY OVEN C206 CIRCUIT BOARD DIODE BURNED. INVESTIGATION ALSO FOUND A BURNED RESISTOR R429 ON THE POWER SWITCH BOARD PNO LK25-85-4B. (OTHER CAUSE: MATERIAL) (CASA NR 510001938)

CA060202005	BOEING	CFMINT	VIDEO DISPLAY	MALFUNCTIONED
2/1/2006	737*	CFM567B22		SEAT 3C

A/C WAS IN CRUISE WHEN THE VDU AT SEAT 3C WENT BLANK FOLLOWED BY A SLIGHT ELECTRICAL SMELL. THE IFE SYSTEM WAS DEACTIVATED. MAINTENANCE PLACED THE VDU ON MEL. THIS SDR WILL HAVE THE DEFECTIVE COMPONENT PART NUMBER AND SERIAL NUMBER UPDATED WHEN THAT INFORMATION IS AVAILABLE.

AU510001637	BOEING	GE	SPACER	INCORRECT
12/12/2005	737*	CFM56*		COMPRESSOR

(AUS) NR 2 ENGINE FAN BLADE SPACERS WERE INCORRECT PART. FAN BLADES NR 9, NR 10, NR 17, NR 18, NR 19 AND NR 20 WERE AFFECTED. INCORRECT PN 340-001-261-0 SPACERS FITTED. CORRECT PNO 340-001-215-0. INCORRECT PART. PERSONNEL/MAINTENANCE ERROR. (CASA NR 510001637)

AU510001796	BOEING	GE	WINDOW	FAILED
12/12/2005	737*	CFM567B24	141A481018	COCKPIT

(AUS) F/O NR 2 SLIDING WINDOW SHATTERED. (CASA NR 510001796)

AU510002080	BOEING	GE	BRAKE	LEAKING
10/11/2005	737*	CFM567B24	26123121	NR 1

(AUS) NR 1 MAIN LANDING GEAR BRAKE ASSEMBLY LOWER PISTON WET WITH HYDRAULIC FLUID. LARGE PUDDLE OF HYDRAULIC FLUID FOUND. BRAKE CHANGED. INVESTIGATION CONTINUING AS TO EXACT SOURCE OF LEAK FROM BRAKE. (CASA NR 510002080)

AU510002061	BOEING	GE	ENGINE	CONTAMINATED
12/12/2005	737*	CFM567B24	CFM567B24	

(AUS) OILY FUMES IN COCKPIT AND CABIN. AIRCRAFT TURNED BACK AND OVERWEIGHT LANDING WAS CARRIED OUT. OVERWEIGHT LANDING INSPECTION CARRIED OUT WITH NIL FAULTS. SUSPECT FUMES CAUSED BY INHIBITING FLUID REMAINING IN ENGINE FOLLOWING ENGINE CHANGE. INVESTIGATION CONTINUING. (CASA NR 510002061)

CA060314003	BOEING	PWA	UNKNOWN	MULTIPLE FAIL
3/12/2006	737*	JT8D17A		

WHILE CLIMBING THROUGH 15000 FT, THE FOLLOWING WAS ENCOUNTERED: CABIN EMERGENCY LIGHTS FLASHING. THRUST REVERSER ISOLATION VALVE OPEN ILLUMINATED. NOSE GEAR UNSAFE INDICATION (GEAR RETRACTED). DFDR ILLUMINATED. CARGO OVERHEAT/DETECTION FAULT. APU FAILED TO START WHEN SELECTED. CAPTAIN HSI COMPUTER FLAG. CSD LOW OIL PRESSURE ILLUMINATED. ON SHORT FINAL, THE MAIN GEAR GREEN LIGHTS TURNED RED. OVERHEAD MASTER CAUTION WOULD NOT EXTINGUISH. AFTER TOUCH DOWN, THE FOLLOWING WAS FURTHER EXPERIENCED, NR 1 ENGINE THRUST REVERSER WOULD NOT OPERATE. MAIN GEAR ILLUMINATED GREEN AND THEN BLACK. VERY FAINT GEAR CONFIGURATION HORN SOUNDED FOR 30 SECONDS. A FAINT ELECTRICAL SMELL WAS OBSERVED. F/O STATED THAT IT WAS A STRONG ODOR OF HOT ELECTRICS.

AU510002186	BOEING	PWA	TEE FITTING	CRACKED
12/12/2005	737200	JT8D7	BACT16AS060406D	AIRSPEED PITOT

AIRSPEED SWITCH PITOT TEE FITTING CRACKED AND LEAKING ON SMALL DIAMETER END.

AU510002215	BOEING	PWA	ACTUATOR	LEAKING
2/12/2005	737200	JT8D7	65448616	FLIGHT CONTROL

ACTUATOR LOCATED IN LT WING LEAKING. LIMITED INFORMATION PROVIDED.

CA060206012	BOEING	PWA	BEARING RACE	WORN
1/28/2006	737275C	JT8D9A	106054554	ELEVATOR MAST

(CAN) LOW FREQUENCY OSCILLATION FELT THROUGH AIRFRAME DURING CLIMB BETWEEN 240-270 KTS. NO CHANGE WITH AUTOPILOT ON OR OFF. (NOTE: THIS WAS NOT VIBRATION) HORIZ STAB PIVOT BEARINGS ON BOTH THE LT AND RT SIDE WERE REPLACED, BEARING HOUSING WAS REPLACED ON LT SIDE . ELEVATOR INPUT BEARINGS ON ELEVATOR MAST WERE REPLACED BOTH LT AND RT SIDE. FOLLOW UP ACTION THERE HAS BEEN A HARD FAILURE FOUND. COMPONENTS HAVE BEEN REPLACED. THERE IS NO FOLLOW UP REQUIRED. AC REMOVED FROM SERVICE FOR HORIZONTAL PIVOT BEARING REPLACEMENT.

2006FA0000635	BOEING	CFMINT	SHAFT	FRACTURED

6/8/2006	737300	CFM563C1	9514M71PO4	ENGINE

REF: MRD/001/06 - AC CUFFERED AN ABORTED TAKEOFF. INVESTIGATION REVEALED FAILURE AND LIBERATION OF THE HPT REAR SHAFT WHERE A SECTION OF MATERIAL MEASURING 3.5 INCH CIRCUMFERENCE HAD LIBERATED AROUND THE 3 SEAL TOOTH RACK. SIMILAR FAILURES HAVE BEEN EXPERIENCED ON ENGINE. PARTS ARE RETURNED TO MFG FOR INVESTIGATION. EDDY CURRENT INSPECTION INTO 3Q95. (K)

AU510002195	BOEING	RROYCE	SKIN	DAMAGED
12/12/2005	737300	RB211524*		FUSELAGE

FUSELAGE SKIN TORN ACROSS RIVET ON STRINGER 39L FRAME 1197 AND 132 LOCATED JUST OUTBOARD OF PREVIOUS PATCH. A SLIGHT BULGE IN THE SKIN WAS NOTED.

PIDR2006010	BOEING		REPAIR	IMPROPER
7/17/2006	737330			FUSELAGE

EXISTING REPAIR AT BS887 AND STR25RT NOT IN COMPLIANCE WITH THE SRM. REPLACED EXISTING REPAIR IAW SRM 53-00-01 REPAIR 31.

PIDR2006006	BOEING		SKIN	CRACKED
6/8/2006	73735B			NR 3 SLAT

INSPECTION NOTED SEVERAL CRACKS IN THE NR 3 SLAT LOWER TRAILING EDGE SKIN BELOW THE SLAT ACTUATOR. REPAIRED DAMAGED AREA PER SRM 57-43-01.

PIDR2006005	BOEING		SKIN	CRACKED
6/8/2006	73735B			NR 5 SLAT

INSPECTION NOTED CRACKS AT SEVERAL FASTENER LOCATIONS IN THE NR 5 SLAT LOWER TRAILING EDGE SKIN PANEL UNDER THE SLAT ACTUATOR. REPAIRED DAMAGED AREA IN ACCORDANCE WITH SRM 57-43-01.

PIDR2006004	BOEING		SKIN	CRACKED
6/8/2006	73735B			NR 5 SLAT

INSPECTION NOTED A GOUGE ON THE NR 5 SLAT UPPER LEADING EDGE SURFACE 28 INCHES FROM THE INBOARD END (SS169.0). REPAIRED DAMAGED AREA IN ACCORDANCE WITH PACE AIRLINES REPAIR PROCEDURE REPORT EA 57-140 DATED 05/20/06 WITH FAA DER APPROVED 8110-3 DATED MAY 20, 2006.

PIDR2006002	BOEING		SKIN	CHAFED
6/8/2006	73735B			TR FLAPS

INSPECTION NOTED A CHAFED AREA ON AN EXISTING SRM ALUMINUM REPAIR DOUBLER ON THE RIGHT WING OUTBOARD FLAP MID-FLAP LEADING EDGE 20 INCHES FROM THE INBOARD END. REPAIRED DAMAGED AREA IN ACCORDANCE WITH PACE AIRLINES REPAIR PROCEDURE REPORT EA 57-145 DATED 05/25/06 WITH FAA DER APPROVAL FORM 8110-3 DATED MAY 30, 2006.

PIDR2006003	BOEING		SKIN	DAMAGED
6/8/2006	73735B			FUSELAGE

AN EXISTING REPAIR TO THE FUSELAGE SKIN BETWEEN THE L1 DOOR HINGES JUST FORWARD OF THE DOOR REQUIRES REWORK TO REMOVE THE DAMAGE. REWORKED DAMAGED AREA IAW EA NR 53-146 DATED 05/26/06 WITH FAA DER APPROVED 8110-3 DATED MAY 27, 2006..

AU510002193	BOEING	CFMINT	STRINGER	CRACKED
12/12/2005	737476	CFM563C		FUSELAGE

FUSELAGE STRINGER SPLICE CRACKED. CRACK LENGTH APPROXIMATELY 5MM (0.200IN). UPON REMOVAL OF THE SPLICE THERE WAS EVIDENCE OF MULTI-SITE CRACKING ON OUTBOARD SURFACE OF SPLICE (TWO HOLES). FOUND DURING EDDY CURRENT INSPECTION OF FUSELAGE UPPER LOBE FASTENER HOLE LOCATED AT STRINGER 4L, BS 907.

AU510001606	BOEING	CFMINT	PUMP	FAULTY

12/12/2005	737476	CFM563C	7086005	ENGINE FUEL

NR 2 ENGINE HAS A HISTORY OF STARTING DIFFICULTIES AND FLUCTUATING PARAMETERS. INVESTIGATION FOUND FUEL PUMP HAD NO FLOW AT LOW SPEED AND WAS WELL BELOW LIMIT OF FLOW AT HIGHER SPEED. THE PUMP GEARS WERE FOUND SCORED. THIS CAUSED DAMAGE TO THE BEARINGS AND THE `O` RING WHERE THE BEARINGS ARE SEATED IN THE HOUSING ALLOWING SOME FUEL TO BYPASS AND CAUSE LOW FUEL FLOW FROM THIS PUMP.

AU510002184	BOEING	CFMINT	DOOR FRAME	CRACKED
11/11/2005	737476	CFM563C		FUSELAGE

FORWARD CARGO DOOR CUTOUT AFT FRAME WEB CRACKED. CRACK LENGTH APPROXIMATELY 17.78MM (0.700IN). FOUND DURING EDDY CURRENT INSPECTION IAW AD/737/242 AND BOEING SB 737-53A1228.

AU510002185	BOEING	CFMINT	VALVE	STICKING
12/12/2005	737476	CFM563C	737M28500011	NR 2 ENGINE

NR 2 ENGINE SPAR VALVE FAULTY.

AU510001933	BOEING	CFMINT	PUMP	FAILED
12/12/2005	737476	CFM563C	GENM29501013	HYDRAULIC SYS

HYDRAULIC SYSTEM `B` HYDRAULIC PUMP FAILED.

AU510001934	BOEING	CFMINT	FRAME	CRACKED
5/9/2005	737476	CFM563C		FUSELAGE

FUSELAGE FRAMES CONTAINED 28 CRACKS AT PASSENGER SERVICE UNIT (PSU) ATTACHMENT POINTS. FOUND DURING EDDY CURRENT INSPECTION IAW EI 737-53-68R3 AND B737 NTM PT6 51-00-00 FIG 4 AND FIG 16.

AU510002060	BOEING	CFMINT	SHROUD	FAILED
12/12/2005	737476	CFM563C		TURBINE

(AUS) LT ENGINE FAILED TO START. INVESTIGATION FOUND ENGINE SEIZED AND A SMALL AMOUNT OF DEBRIS IN THE TAILPIPE. BOROSCOPE INSPECTION FOUND DAMAGE TO HIGH PRESSURE TURBINE (HPT). INVESTIGATION FOUND THE HPT SHOUD HAD FAILED AND LODGED BETWEEN THE HPT BLADES AND THE FIRST STAGE LPT NOZZLE GUIDE VANE CAUSING THE N2 TO SEIZE. FURTHER INVESTIGATION CONTINUING. (CASA NR 510002060)

AU510001921	BOEING	CFMINT	CABIN PRESSURE	FAULTY
12/12/2005	737476	CFM563C		

(AUS) AIRCRAFT PRESSURISED ON LANDING. NUMEROUS COMPONENTS CHANGED. INVESTIGATION CONTINUING. (CASA NR 510001921)

AU510001772	BOEING	CFMINT	TURBINE BLADES	DAMAGED
12/12/2005	737476	CFM563C		ENGINE

(AUS) NR 1 ENGINE MAKING (POPPING) SOUNDS. SOUNDS INCREASED WHEN THRUST LEVER INCREASED AND DECREASED WHEN THRUST LEVER RETARDED. BORESCOPE INSPECTION FOUND HPC BLADES DAMAGED BEYOND LIMITS. INVESTIGATION CONTINUING. (CASA NR 510001772)

AU510001638	BOEING	CFMINT	FLAP SYSTEM	STICKING
12/12/2005	737476	CFM563C		FLAP CONTROL

(AUS) LT FLAP STOPPED. FLAP ASSYMETRY. INVESTIGATION CONTINUING. (CASA NR 510001638)

CA060321002	BOEING	CFMINT	BRAKE	FAILED
3/17/2006	737522	CFM563C	214747	

(CAN) UPON LANDING (MONCTON) WITH THE ANTI-SKID SYSTEM OPERATING UNDER MEL 32-2 (ANTI-SKID SYSTEM INOP), THE AC LANDED ON A BARE RUNWAY AND BLEW 3 MAIN WHEEL TIRES AND BADLY SCUFFED THE FOURTH. ALL FOUR MAIN TIRES REPLACED. AIRCRAFT FERRIED. UPON FURTHER INVESTIGATION,THE NOSE GEAR SAFETY SENSOR AND E11 CIRCUIT CARD WERE REPLACED. FURTHER INVESTIGATION ON-GOING. TIMES:

37418:14 CYCLES: 22960 (TC NR 20060321002)

CA060214004	BOEING	CFMINT	TIRE	DEFLATED
2/14/2006	737522	CFM563C1	314381	NOSE GEAR ASSY

(CAN) WHEN MAINTENANCE ARRIVED AT THE GATE FOR THE DAY'S FIRST DEPARTURE, IT WAS NOTICED THAT THE LT NOSE TIRE WAS FLAT. UPON FURTHER INVESTIGATION IT WAS DISCOVERED THAT THE RT NOSE TIRE WAS ALSO FLAT. BOTH NOSE ASSEMBLIES REPLACED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060214004)

CA060202003	BOEING	CFMINT	HYDRAULIC LINE	CHAFED
1/29/2006	737522	CFM563C1		THRUST REVERSER

HYDRAULIC LEAK DISCOVERED ON STOW LINE TO LT INBOARD THRUST REVERSER SYNC ACTUATOR ON NR 2 ENGINE, CAUSED FROM RUBBING ON AN ANGLE EDGE SUPPORT. LINE REMOVED AND FITTINGS CAPPED. A FLEET CAMPAIGN IS NOW IN PROGRESS TO CHECK ALL SYNC ACTUATOR LINES FOR DAMAGE.

CA060313009	BOEING	CFMINT	APU	FAILED
3/12/2006	737522	CFM563C1	170101106A	APU BAY

AFTER A FLIGHT FROM A HOLIDAY RESORT, THE AIRCRAFT HAD LANDED AT HOME BASE AND WAS TAXIING TO THE GATE. AN APU START WAS ATTEMPTED BUT THE UNIT WOULD NOT START. ON INSPECTION, THE APU APPEARS TO HAVE HAD AN INTERNAL FAILURE.

CA060508002	BOEING	CFMINT	WINDOW	CRACKED
5/6/2006	737522	CFM563C1	58935734	COCKPIT

ON APPROACH FLIGHT, CREW REPORTED THAT THE FIRST OFFICERS NR 4 EYEBROW WINDOW HAD CRACKED. ON ARRIVAL, WINDOW WAS INSPECTED AND REPLACED.

AU510001920	BOEING	GE	LINE	CHAFED
12/12/2005	73776N	CFM567B24	272A165154	SLAT HYD SYS

(AUS) LT WING NR 2 LEADING EDGE SLAT ACTUATOR HYDRAULIC PIPE CHAFED AND LEAKING DUE TO INSUFFICIENT CLEARANCE BETWEEN THE PIPE AND THE ACTUATOR. LOSS OF HYDRAULIC FLUID. (CASA NR 510001920)

AU510002216	BOEING	GE	A/C PACK	CONTAMINATED
3/12/2005	7377BX	CFM56*		

STRONG OIL SMELL IN COCKPIT AND CABIN. INVESTIGATION FOUND OIL CONTAMINATION OF THE AIR CONDITIONING AND PNEUMATIC SYSTEMS.

AU510002076	BOEING	CFMINT	VAPOR BARRIER	OUT OF LIMITS
1/11/2005	7377Q8	CFM567B2US		FUME BARRIER

(AUS) SECONDARY FUEL VAPOUR BARRIER OUT OF LIMITS IN THE FOLLOWING AREAS:- TP3-R 0.001, TP3-L 0.001, TP6-R 0.001, TP6-L 0.001, TP9-R 0.001, TP9-L 0.003, SF2-R 0.005, SF1-L 0.003, SF2-L 0.002. SF3-R 0.002, SF4-R 0.004, SF3-L 0.002, SF4-L 0.006 FOUND DURING INSPECTION IAW AD/737/245 AND SB 737-57-1250. (AD/SB DESC: AD/B737-245) (CASA NR 510002076)

AU510002071	BOEING	GE	VAPOR BARRIER	FAULTY
12/12/2005	7377Q8	CFM56*		WING

FUEL VAPOR BARRIER LOCATED IN CENTER WING BOX WAS FOUND TO BE BELOW MINIMUM THICKNESS AND LIFTING. FOUND DURING INSPECTION IAW AD/737/245 AND BOEING SB 737-57-1250.

AU510002088	BOEING	GE	OUTFLOW VALVE	FAULTY
9/11/2005	7377Q8	CFM56*		CABIN PRESSURE

PRESSURIZATION SYSTEM PROBLEMS. INVESTIGATION FOUND INBOARD AND OUTBOARD POSITIVE PRESSURE RELIEF VALVES TO BE UNSERVICEABLE. BOTH VALVES REPLACED. OUTBOARD VALVE CURRENTLY CONSIDERED

TO BE THE PRIMARY CAUSE OF THE CABIN DEPRESSURIZATION EVENT.

AU510001636	BOEING	GE	MANIFOLD	LEAKING
12/12/2005	7377Q8	CFM56*		APU

APU FUEL MANIFOLD LEAKING.

AU510002208	BOEING	GE	RADIO	FAILED
12/12/2005	737800*	CFM56*		HF SYSTEM

BOTH HF RADIO SYSTEMS FAILED TO TUNE. A WEAK BACKGROUND HASH COULD BE HEARD ON NR 2 HF SYSTEM ONLY. INVESTIGATION CONTINUING.

AU510002209	BOEING	GE	TRANSCEIVER	FAULTY
12/12/2005	737800*	CFM56*	8221710001	WX RADAR

WEATHER RADAR TRANSCEIVER FAULTY.

AU510002210	BOEING	GE	PUMP	FAILED
12/12/2005	737800*	CFM56*	887477	HYDRAULIC SYS

HYDRAULIC PUMP FAILED. CIRCUIT BREAKER TRIPPED AND PUMP ELECTRIC MOTOR HAD A BURNED ODOR. INVESTIGATION CONTINUING.

CA060324002	BOEING	GE	WIRE HARNESS	DAMAGED
3/22/2006	737800*	CFM56*	W1134360118	FUEL PUMP

A/C HAS NR 2 AFT FUEL PUMP LOW PRESSURE LIGHT ILLUMINATE ON TAXI. A/C RETURNED TO GATE AND IT WAS DISCOVERED THAT ASSOCIATED CIRCUIT BREAKER WAS TRIPPED. FURTHER INVESTIGATION REVEALED WIRE W1134-3601-18 HAD SHORTED TO GROUND. MOC CONSULTED WITH BOEING ENGINEERING AND THE WIRE WAS TEMPORARILY REPAIRED IAW THE BOEING STANDARD WIRING PRACTICES MANUAL WITH A 10 DAY CONSTRAINT. THE WIRE IS TO BE PERMANENTLY REPAIRED THIS WEEKEND. THIS DEFECT HAS ALSO BEEN SUBMITTED TO THE BOEING FSE AS THIS IS AN IN SERVICE ISSUE.

AU510002206	BOEING	GE	TIRE	FAILED
1/12/2005	737800*	CFM56*	DR29620T	MLG

NR 2 MAIN WHEEL TIRE TREAD SEPARATED. TIRE WAS RETREAD LEVEL R2. DAMAGE WAS CAUSED TO THE LT INBOARD TRAILING EDGE FLAP AND LT INBOARD LOWER WING FIXED TRAILING EDGE PANEL.

AU510001950	BOEING	GE	PROBE	BLOCKED
2/10/2005	737800*	CFM56*	0851HT1	ADC

AIRCRAFT SUFFERED MOTH STRIKES DURING TAKEOFF. CAPTAIN`S PITOT PROBE BLOCKED BY MOTH FOD.

AU510001951	BOEING	GE	BOLT	LOOSE
2/10/2005	737800*	CFM56*		BLOCKER DOOR

NR 2 ENGINE THRUST REVERSER BLOCKER DOOR DRAG LINK/DOOR ATTACHMENT BOLT NUT AND WASHER MISSING ALLOWING BOLT TO DROP DOWN AND GOUGE AND DAMAGE DOOR BEYOND LIMITS.

AU510002194	BOEING	GE	FAN BLADE	BIRD STRIKE
12/12/2005	737800*	CFM56*	3400010260	ENGINE

NR 2 ENGINE FAN BLADES (4OFF) DAMAGED BY BIRDSTRIKE.

AU510002075	BOEING	GE	HEAT EXCHANGER	CRACKED
12/12/2005	737800*	CFM567B24	1828203	A/C PACK

(AUS) LT AND RT AIR CONDITIONING PACK SECONDARY HEAT EXCHANGERS CRACKED.

AU510001786	BOEING	GE	COUPLER	FAILED

3/7/2005	737800*	CFM567B24	8220987003	HF COMMS

(AUS) NR 1 HF SYSTEM ANTENNA COUPLER FAILED. (CASA NR 510001786)

AU510001793	BOEING	GE	AUDIO PANEL	FAULTY
12/12/2005	737800*	CFM567B24	5145142	COCKPIT

(AUS) SMOKE AND FUMES IN IN COCKPIT. INVESTIGATION FOUND CAPTAIN`S INTERPHONE SYSTEM AUDIO SELECTOR PANEL FAULTY WITH THE MIC SELECTOR SWITCH STUCK AND THE LED NOT WORKING. SUSPECT CAUSED BY FLUID SPILLAGE CAUSING CORROSION. (CASA NR 510001793)

AU510002182	BOEING	GE	HONEYWELL	METERING VALVE	FAULTY
12/12/2005	737800*	CFM567B24			HMU

(AUS) NR 2 ENGINE HYDROMECHANICAL UNIT (HMU) FUEL METERING VALVE FAULTY. (CASA NR 510002182)

AU510001627	BOEING	GE	SEAL	LEAKING
12/12/2005	737800*	CFM567B24		APU

(AUS) APU LEAKING OIL INTO AIR DUCTING. STRONG OIL SMELL IN COCKPIT. INVESTIGATION FOUND THE APU LOAD COMPRESSOR SEAL FAILED AND LEAKING. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (OTHER CAUSE: LOAD COMP SEAL LEAKAGE) (CASA NR 510001627)

AU510001813	BOEING	GE	CONTROL PANEL	FAILED
12/12/2005	737800*	CFM567B24	G699010	ATC TRANSPONDER

(AUS) ATC TRANSPONDER CONTROL PANEL FAILED. (CASA NR 510001813)

CA060328007	BOEING		BATTERY PACK	FAILED
3/28/2006	737824		D71701100	EMERGENCY LIGHT

(CAN) PERFORMING EMERGENCY LIGHT AT L1,R1 AND R2 DOORS LIGHTS FAILED TO ILLUMINATE AT TEST THIS IS PART OF SERVICE CHECK BATTERY PACK REPLACED (TC NR 20060328007)

AU510001595	BOEING	RROYCE	TIRE	DAMAGED
12/7/2005	747338	RB211524*		MLG

NR 3 REAR TIRE ASSEMBLY CONTAINED A DEEP CUT. INVESTIGATION FOUND CUT TO BE OUT OF LIMITS.

AU510002178	BOEING	RROYCE	PANEL	MISSING
12/12/2005	747338	RB211524D419		NACELLE

(AUS) NR 4 ENGINE VIGV ACCESS PANEL MISSING. INVESTIGATION ALSO FOUND THE LP COMPRESSOR ACOUSTIC LINING DAMAGED AT THE 6 O`CLOCK POSITION WITH A HOLE APPROXIMATELY 150MM BY 100MM (6IN BY 4IN) IN THE SKIN. VIGV CONTROLLER PANEL SUPPORT STRUCTURE ALSO DAMAGED. (CASA NR 510002178)

AU510001639	BOEING	RROYCE	FRAME	SCRATCHED
12/12/2005	747338	RB211524D419		BULKHEAD

(AUS) FORWARD PRESSURE BULKHEAD AFT FACE OUTER CHORD SCRATCHED IN BEND RADIUS LOCATED AT LBL46/WL235 AND RBL24/WL268. SUSPECT A SHARP OBJECT WAS USED TO REMOVE SEALANT. FOUND DURING INSPECTION IAW AD/B747/159. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510001639)

AU510001783	BOEING		BOLT	LOOSE
10/8/2005	747400			ENGINE

NR 3 ENGINE INFLIGHT SHUTDOWN DUE TO OIL LOSS. INVESTIGATION FOUND LOOSE BOLTS (2OFF) ON THE TRANSFER DRIVE LOWER FITTING. AIRCRAFT IS FOREIGN REGISTERED.

AU510002192	BOEING	GE	BATTERY	DAMAGED

12/12/2005	747438	CF680C2*		EMERGENCY LIGHT

DOOR 5 CREW REST CEILING EMERGENCY LIGHTING PACK DAMAGED. EVIDENCE OF FIRE TO THE UNIT AND DAMAGE TO THE SURROUNDING AREA.

AU510002190	BOEING	RROYCE	FAIRING	DAMAGED
12/12/2005	747438	RB211524*		NR 3 NACELLE

NR 3 ENGINE LOWER RT COMPRESSOR FAIRING DAMAGED WITH A PIECE MISSING.

AU510001596	BOEING	RROYCE	CONNECTOR	LOOSE
12/7/2005	747438	RB211524*		WINDOW HEAT

CAPTAIN`S WINDOW HEAT BOTTOM LT CONNECTION LOOSE AND ARCING.

AU510002079	BOEING	RROYCE	PANEL	MISSING
9/11/2005	747438	RB211524*		COMPRESSOR

(AUS) SMALL TITANIUM PANEL MISSING FROM ENGINE COMPRESSOR SECTION. (CASA# 510002079)

AU510001939	BOEING	RROYCE	STRIKER	FAILED
12/12/2005	747438	RB211524G19	232U212220B	COCKPIT DOOR

(AUS) COCKPIT DOOR LOCK ELECTRICAL STRIKER ASSEMBLY OVERHEATED AND FAILED. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR510001939)

AU510002179	BOEING	RROYCE	FAIRING	MISSING
12/12/2005	747438	RB211524G19	UL27562	NACELLE

(AUS) NR 2 ENGINE UPPER LT (A) FRAME FAIRINGS PN UL27562 AND PN UL27561 DAMAGED/MISSING. UPPER HALF DAMAGED AND LOWER HALF MISSING. (CASA NR 510002179)

AU510001773	BOEING	RROYCE	FAIRING	SEPARATED
12/12/2005	747438	RB211524G19	UL27562	THRUST REVERSER

(AUS) NR 3 ENGINE THRUST REVERSER BLOCKER DOOR DAMAGED. INVESTIGATION FOUND THE RT INNER (A) FRAME FAIRING FAILED AND A PIECE WEDGED UNDER THE BLOCKER DOOR. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510001773)

CA060214007	BOEING	RROYCE	BEARING	SEIZED
2/10/2006	757*	RB211535E437	BACB10ET06	ELEVATOR

(CAN) REPORTED THAT ELEVATOR FELT HEAVY FOR BOTH CAPT AND F/O. AILERON NORMAL. TROUBLESHOOTING SHOWED THAT THE ROLLER BEARING THAT RIDES IN THE ELEVATOR INPUT CAM WAS SEIZED, CAUSING HIGHER THAN NORMAL FORCE REQUIED TO MOVE FLIGHT CONTROL OUT OF (DETENT). BEARING REPLACED AND SYSTEM CHECKED IAW AMM 27-31-17 P216, OPS FOUND NORMAL. AFTER BEARING REPLACEMENT, NO FURTHER DEFECTS NOTED. (TC NR 20060214007)

CA060315005	BOEING	RROYCE	MONITOR	ODOR
3/12/2006	757236	RB211535E437	RDAV2133	COCKPIT

ELECTRICAL BURNING SMELL FROM MONITOR. MONITOR SWITCHED 'OFF'. SMELL DISSIPATED. MONITOR ELECTRICALLY DISCONNECTED.

AU510001598	BOEING	GE	FRAME	CRACKED
12/12/2005	767277	CF680A	STA18095	BULKHEAD

FUSELAGE-BODY STATION 1809.5 BULKHEAD RT FORWARD OUTER CHORD CRACKED IN LOWER FORWARD HOLE. FOUND DURING INSPECTION IAW AD/B767/146 AMDT2 AND AAES AD ER NO B76-53-36F.

AU510002217	BOEING	GE	WARNING MESSAGE	ACTIVATED
2/12/2005	767277	CF680A		SLAT

SLAT ASYMMETRY WARNING. INVESTIGATION CONTINUING.

AU510002191	BOEING	RROYCE	FSEU	FAULTY
12/12/2005	767300	RB211524*		TE FLAP CONTROL

TRAILING EDGE FLAP ASYMMETRY MESSAGE. FLAP/SLAT ELECTRONIC UNIT (FSEU) RERACKED AND MESSAGE CLEARED.

AU510001603	BOEING	RROYCE	SEAL	FAILED
12/12/2005	767300	RB211524*	113T22036	TE FLAP

LT WING LT INBOARD FLAP OUTBOARD UPPER SEAL SEPARATED DURING TAKEOFF.

AU510001812	BOEING	RROYCE	RROYCE	BLOCKER DOOR	DAMAGED
12/12/2005	767300	RB211524*			THRUST REVERSER

(AUS) RT ENGINE THRUST REVERSER BLOCKER DOORS (3OFF) DAMAGED. INVESTIGATION ALSO FOUND RT ENGINE GAS GENERATOR FAIRING AT RT SIDE (A) FRAME DAMAGED. RT ENGINE GAS GENERATOR FAIRING (A) FRAME FAIRING LOWER HALF DAMAGED. RT ENGINE GAS GENERATOR FAIRING (A) FRAME FAIRING TOP HALF MISSING. DURING GAS GENERATOR FAIRING REPLACEMENT FORWARD ATTACHMENT BRACKETS (4OFF) FOUND DAMAGED. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510001812)

AU510001962	BOEING	GE	FILTER	CONTAMINATED
4/10/2005	767338	CF680C2*	AC9227F1740	RT ENGINE FUEL

RT ENGINE FUEL FILTER CONTAMINATED.

AU510001597	BOEING	GE	BEARING	COLLAPSED
10/7/2005	767338	CF680C2*		CHILLER FAN

NR 1 AFT GALLEY CHILLER FAULTY. WORKSHOP INVESTIGATION FOUND THE FAN BLOWER MOTOR BEARINGS COLLAPSED.

AU510001602	BOEING	GE	ANTI-ICE VALVE	FAULTY
10/7/2005	767338	CF680C2*	2780537104	RT WING

RT WING ANTI-ICE MESSAGE. THERMAL ANTI-ICE VALVE FAULTY.

AU510002189	BOEING	GE	IDG	FAILED
12/12/2005	767338	CF680C2*		AC GEN

RT ENGINE INTEGRATED DRIVE GENERATOR (IDG) FAILED. INVESTIGATION CONTINUING.

AU510001782	BOEING	GE	FUEL SYS	FAULTY
11/8/2005	767338	CF680C2*		

UNCOMMANDED INFLIGHT FUEL TRANSFER. INVESTIGATION COULD NOT FIND ANY MECHANICAL CAUSE FOR THE DEFECT.

AU510001774	BOEING	GE	IDG	FAILED
10/8/2005	767338	CF680C2*	766088B	GENERATOR

(AUS) RT INTEGRATED DRIVE GENERATOR (IDG) FAILED. INITIAL INVESTIGATION FOUND BENT PINS 2, 9 AND 10 ON ELECTRICAL CONNECTOR (B). STRIP AND INVESTIGATION FOUND THE LT AND RT FIXED END CYLINDER BLOCKS TO PORT PLATES MATING FACES WERE SCORED. THE CONTROL CYLINDER`S CONTROL ROD WAS FOUND TO BE VERY NOTCHY IN OPERATION. (CASA NR 510001774)

CA060307001	BOEING	GE	CONTROL PANEL	MALFUNCTIONED
3/4/2006	767375	CF680C2B6F	6224717004	COCKPIT

ON CLIMB-OUT YVR, NO A/T, NO CMD BARS, NO A/P L AND C. NO L NAV, (ACFT RETURNED TO YVR). REPLACED MCP PER AMM 22-11-02 PB 201.

CA060216002	BOLKMS	ALLSN	CALIPER	BINDING
1/24/2006	BO105C	250C20B	AHA1121	MAIN ROTOR BRAKE

(CAN) PISTON DOES NOT RETRACT INTO CALIPER HOUSING AFTER BRAKING CAUSING ROTOR BRAKE PAD TO REMAIN IN CONTACT WITH BRAKE DISC. (TC NR 20060216002)

CA060313003	BOLKMS	ALLSN	BLADES	INOPERATIVE
3/9/2006	BO105S	250C20B	10531980	TAIL ROTOR

(CAN) AFTER FLIGHT, PILOT REPORTED THAT THE T/R PEDALS WERE STIFF. PEDAL TENSION WAS CHECKED WITH THE AIRCRAFT RUNNING AND IN FLIGHT AND MEASURED AT 30 LBS TENSION. THE T/R BLADES WERE REPLACED BY SERVICEABLE UNITS AND PROBLEM DISAPPEARED, TENSION ON PEDALS RETURNED TO NORMAL AT 14 LBS. THE A/C WAS RETURNED TO SERVICE. (TC NR 20060313003)

PNC20063	BOMBDR	TIRE	SEPARATED
7/21/2006	BD1001A10	269K431	LANDING GEAR

TIRE SIDEWALL SEPERTED AT SEVERAL LOCATIONS ABOUT ONE INCH ABOVE BEAD SEAT,NEAR MOLDING MARK. ABOUT A ONE INCH LONG VOID.

PNC20062	BOMBDR	TIRE	BULGED
7/21/2006	BD1001A10	269K431	LANDING GEAR

BULGE ON SIDEWALL OF TIRE THAT EXTENDS INTO THE TREAD. BULGE SIZE 2.5 INCHES X 2.5 INCHES X .7INCH HIGH.

PNC2006001	BOMBDR	TIRE	BULGED
7/18/2006	BD7001A10	269K431	LANDING GEAR

SIDE WALL BULGED 4 INCHES BY 4 INCHES BY APPROX 3 INCHES HIGH. ISSUE ADDRESSED BY ADVISORY WIRE AW300-32-0040.

CA060320006	BOMBDR	CONTROLLER	INOPERATIVE
3/10/2006	BD7001A10	21195761011	ENGINE

(CAN) THE PROBLEM OCCURED ON THE 11/03/2006. DUE TO INTERNET CAPACITY TO DISPLAY THE RIGHT DATE, THE DATE OF MARCH 10 WAS WRITTEN IN THE (OCCURENCE DATE) ABOVE DUE TO INTERNET INCAPACITY TO DISPLAY CERTAIN DATE. FLIGHT CREW NOTICED A LT ENGINE ROLL BACK AT CLIMB. PROBLEM OCCURED TWICE BEFORE ENGINE FLAMED OUT. ENGINE AUTO RESTARTED. WAS FINE FOR THE REST OF THE FLIGHT. AMBER FADEC FAIL CAS POSTED. AFTER LANDING LT T/R WOULD NOT STOW. 3-13-06 REPLACED LT ENGINE FADEC ECU A AND RT ENGINE FADEC ECU B REMOVED AS A PRECAUTIONARY MEASURE. GROUND RUNS OPS CHECKS GOOD. (TC NR 20060320006)

CA060504001	BOMBDR	HMU	ACTIVATED
3/17/2006	BD7001A10	442324	LT ENGINE

(CAN) CREW TAXIED OUT,TESTED THRUST REVERSER JUST PRIOR TO TAKEOFF. PLACED BOTH PWR LEVERS IN T/O DETENT, STARTED T/O ROLL. FELT AC SWERVE LT OF CTR LINE. CREW NOTICED LT ENG WAS STILL AT IDLE WITH PWR LEVER IN TAKEOFF DETENT. CREW ABORTED TAKEOFF. NO EICAS MESSAGES WERE POSTED DURING THIS EVENT. LT AND RT N1 BUGS BOTH TARGETED T/O PWR ON DISPLAY DURING THIS EVENT. CREW TAXIED OFF RUNWAY. CREW TRIED TO RUN-UP LT ENG ON RAMP, IT WOULD NOT ACCELERATE. NO EICAS MESSAGES POSTED. CHECKED TIME LIMITED DISPATCH, STATUS CLEAR FOR LT ENG. LT ENG EEI DOWNLOAD REVEALED THAT HMU METERING VALVE DID NOT APPEAR TO RESPOND TO THRUST COMMAND. HMU REMOVED AND REPLACED. BOTH ECU'S ALSO REPLACED. (TC NR 20060504001)

CA060106001	BOMBDR	HNYWL	ENGINE	MALFUNCTIONED
1/1/2006	BD7001A10	AS90711A		LEFT

(CAN) ON CLIMB OUT CREW REPORTED A LOUD THUMP FOLLOWED BY A DROP IN LT ENGINE OIL PRESSURE AND AN AIRFRAME VIBRATION. CREW SHUT DOWN THE ENGINE DELARED AN EMERENCY AND RETURNED TO AIRPORT. LT ENGINE REMOVED AND LOANER INSTALLED. (TC NR 20060106001)

CA060213001	BOMBDR	PWC	ACTUATOR	OVERHEATED
2/12/2006	DHC8400	PW150A	800600M03005	NR 2 NACELLE

(CAN) ABOUT TEN MINUTES AFTER TAKEOFF NR 2 ENGINE OIL TEMPERATURE STARTED RISING, CREW WENT THROUGH CHECKLIST CLOSED BYPASS DOORS, TEMPERATURE WAS ABOVE 107 DEGREES FOR ABOUT 20 MINUTES AND ABOVE 115 DEGREES FOR ABOUT 10 MINUTES. TEMPERATURE PEAKED AT 122 DEGREES THEN IT STARTED COOLING AGAIN ON OUR DESCENT BACK TO BASE. BY THE TIME THE CREW LANDED, THE TEMPERATURE WAS NORMAL AT 94 DEGREES. OIL COOLER DOOR ACTUATOR WAS DETERMINED TO BE THE CAUSE. THE OIL COOLER DOOR ACTUATOR REPLACED. (TC NR 20060213001)

CA060210002	BOMBDR	PWC	GROUND WIRE	LOOSE
2/9/2006	DHC8400	PW150A		MLG SELECTOR

PILOT REPORTED THAT THE LANDING GEAR DID NOT EXTEND ON SELECTION. AN ALTERNATE GEAR EXTENSION SELECTION WAS CARRIED OUT AND THE AIRCRAFT LANDED WITH OUT INCIDENT. THE PSEU HISTORY AND PRESENT FAULT WERE AS FOLLOWS: "DIN 01A FAULT"(DISCRETE INPUT EXTEND COMMAND) THE PROBLEM WAS TRACED TO A LOOSE GROUND "GS9" CONNECTED TO THE LANDING GEAR CONTROL AND INDICATION PANEL CONNECTOR P55 PIN "P". REF: WDM 32-61-00 SHT 7 OF 12 PAGE 1.

CA060421018	BOMBDR	PWC	DIODE	UNKNOWN
4/21/2006	DHC8400	PW150A	591841	AILERON/RUDDER

FOUND RUDDER TRIM FAST MOTION RT SIDE WAS U/S. FAULT CONFIRMED FOUND AILERON/RUDDER TRIM DIODE CR2 WIRE A, UN-CLIP. PANEL TESTED IAW CMM 27-15-01-700-801. AFTER FURTHER INVESTIGATION, FOUND CONNECTOR PINS P/N M39029/58-363 INSTALLED WERE WRONG TYPE AND REPLACED WITH PINS P/N M39029/1-101 IN REF TO CMM 27-15-01. CR2 SPLICE, P/N 591842-1, REPLACED AND TESTED SERVICEABLE IAW CMM 27-15-01, AND SYS TESTED IAW AMM 27-13-16-000-801/-400-801.

CA060206010	BOMBDR	PWC	WIRE HARNESS	FAILED
2/3/2006	DHC8400	PW150A	471515	NLG

(CAN) AFTER TAKEOFF THE GEAR FAILED TO RETRACT UPON GEAR UP SELECTION. MAINTENACE FOUND NWCENT OPEN ON THE PSEU. NLG WOW 2/ CENTERING HARNESS REPLACED. A/C RTS. (TC NR 20060206010)

CA060207003	BOMBDR	PWC	TARGET	MISSING
2/7/2006	DHC8400	PW150A	46503105	MLG UPLOCK ASSY

(CAN) AFTER THE LANDING GEAR SELECTED TO UP DURING CLIMB, THE LT DOOR AMBER INDICATION REMAINED ON AS WELL AS THE LT MLG RED INDICATOR REMAINED ON. CREW RETURNED TO BASE. MAINTENANCE FOUND: LT UP-LOCK SENSOR INDUCTANCE REPORTED TO BE OUT OF LIMITS. THE LOW INDUCTANCE FOR THE UP-LOCK SENSOR HAS BEEN TRACED TO A MISSING TARGET ON THE UP-LOCK. MLG UPLOCK ASSY TO BE REPLACED. (TCNR 20060207003)

CA060320005	BOMBDR		SOCKET	BROKEN
3/20/2006	DHC8402		CL12068161	MLG DOOR

(CAN) DURING C-CHECK, FUNCTIONAL CHECK ON TASK CARD 3230/15 (OPERATIONAL CHECK OF LANDING GEAR DOOR SEQUENCE CONTROL CIRCUIT) DOES NOT WORK. AFTER INVESTIGATION, RELAY (3260-K9) SOCKET FOUND BROKEN AND PINS OLDER SOCKET UNGLUED. WIRE WERE FOUND HANGING LOOSE WITH A HI RISK OF CONTACT WITH STRUCTURE. POSSIBILITY OF (WOW) CIRCUIT FAILURE AND THE MOST IMPORTANT, IMPOSSIBILITY OF GEARS EXTENSION IN ALTERNATED RELEASE IN CASE OF EMERGENCY EXTENSION. (TC NR 20060320005)

CA060616005	BRAERO	RROYCE	ENGINE	SHUTDOWN
6/14/2006	HS7482A	DART5342		NR 2

(CAN) IN CRUISE, ENROUTE TO DESTINATION, THE NR 2 ENGINE AUTO FEATHERED AND SHUTDOWN. THE AIRCRAFT DIVERTED AND LANDED WITHOUT FURTHER PROBLEM. THE NR 2 ENGINE WILL BE REPLACED ON SITE. NO CONCLUSION AS TO THE CAUSE HAVE BEEN ARRIVED AT. (TC NR 20060616005)

CA060321001	BRAERO	RROYCE	FUEL FILTER	FAILED
3/16/2006	HS7482A	DART5342		ENGINE

(CAN) DEPARTING, THE CREW OBSERVED A FUEL FILTER INDICATION ON NR 2 ENGINE. THE TAKEOFF WAS REJECTED AND THE AIRCRAFT RETURNED TO THE COMPANY RAMP. MAINTENANCE REPLACED THE FILTER AND AFTER SATISFACTORY GROUND RUN THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060321001)

CA060214003	CASA	GARRTT	CONTROL CABLE	BROKEN
2/7/2006	C212CC	TPE33110R	LN93614C46R210	AILERONS

(CAN) DURING ROUTINE MAINTAENANCE INSPECTION, SEVERAL WIRES FOUND BROKEN ON RT AILERON CONTROL CABLE AS IT PASSES AROUND CABLE PULLEY AT FRAME 4. PULLEY FOUND SEIZED TO BOLT. CABLE, PULLEY AND BOLTS REPLACED. (TC NR 20060214003)

CA060209006	CESSNA	CONT	BULKHEAD	CRACKED
2/8/2006	150	O200A	0411951	MLG WW

(CAN) DURING AN ANNUAL INSPECTION, AM AME NOTICED THE MLG STRUT BULKHEAD UNDER THE CABIN FLOOR HAD SMALL CRACKS. UPON FURTHER INSPECTION WITH THE FLOORS REMOVED IT WAS FOUND THE ENTIRE MLG ATTACHMENT BULKHEAD/BOX STRUCTURE WAS NEAR FAILURE. MANY COMPONENTS MAKE UP THE ENTIRE BOX STRUCTURE AND MANY OF THEM WERE CRACKED OR FAILED. ALL THE DAMAGED AND CRACKED COMPONENTS WERE REPLACED WITH NEW PARTS AND REASSEMBLED. THE PN OF THE 2 BULKHEADS ARE 0411951-5 AND -6. (TC NR 20060209006)

CA060509003	CESSNA	CONT	ALTERNATOR	DEFECTIVE
5/1/2006	150C	O200A	DOFF10300F	ENGINE

(CAN) STATOR AND RECTIFIER DEFECTIVE. (TC NR 20060509003)

AU510001800	CESSNA	CONT	STIFFENER	CORRODED
12/12/2005	150H	O200A	4118991	FUSELAGE

(AUS) LT LANDING GEAR GEAR ATTACHMENT SADDLE (STIFFENER) CORRODED IN AFT LOWER SECTION. EVIDENCE OF DELAMINATION THROUGH THE FULL HEIGHT OF THE LOWER SECTION. SEE ATTACHMENT FOR PHOTOGRAPHS OF DEFECT. (CASA NR 510001800)

CA060316009	CESSNA	CONT	EXHAUST VALVE	STICKS
3/1/2006	150H	O200A		ENGINE

EXHAUST VALVE STICKY.

2006FA0000684	CESSNA	LYC	FITTING	MISINSTALLED
7/17/2006	150M	O320E2D	04320052	RT STAB

ON PREFLIGHT INSP, APPLIED A +/- 5 LB UP AND DOWN FORCE ON RT STABILIZER TIP, HEARD A GRUNTING SOUND. FURTHER INVESTIGATION REVEALED A SMALL RELATIVE MOTION BETWEEN STABILIZER AFT FITTING, 0432005-2, AND FUSELAGE. REMOVING NUT OPENED A 0.020 INCH AIR GAP BETWEEN FITTING AND FUSELAGE. CLEANING GAP WITH A CLOTH DIDN’T SHOW ANY METAL PARTICLES. THE FIX WAS TO FABRICATE A 0.020 INCH SHIM. THIS FITTING IS A VERY RIGID CHANNEL SUCH THAT IF THERE WAS AN AIR GAP IT MAY NOT CLAMP ON TO THE FUSELAGE FITTING HARD ENOUGH WITH BOLT TORQUE. THIS MAY NOT BE A DEFECTIVE PART, JUST TOLERANCE STACK UP. LEFT SIDE FITTING WAS CHECKED. IT REQUIRED A 0.010 INCH SHIM. THESE 2 AFT MNT POINTS ARE LOAD CYCLED MORE FREQUENTLY.

2006FA0000685	CESSNA	LYC	FITTING	LOOSE
7/17/2006	150M	O320E2D	04320052	RT STAB

ON PREFLIGHT INSP, APPLIED A +/- 5 LB UP AND DOWN FORCE ON RT STABILIZER TIP AND HEARD A GRUNTING SOUND. FURTHER INVESTIGATION REVEALED A SMALL RELATIVE MOTION BETWEEN STABILIZER AFT FITTING, 0432005-2, AND FUSELAGE. REMOVING NUT, OPENED A 0.020 INCH AIR GAP BETWEEN THE FITTING AND FUSELAGE. CLEANING GAP WITH A CLOTH DIDN’T SHOW ANY METAL PARTICLES. FIX WAS TO FABRICATE A 0.020 INCH SHIM. FITTING IS A VERY RIGID CHANNEL THAT IF THERE WAS AN AIR GAP IT MAY NOT CLAMP ON TO FUSELAGE FITTING HARD ENOUGH WITH BOLT TORQUE. THIS MAY NOT BE A DEFECTIVE PART, JUST TOLERANCE STACK UP. LT SIDE FITTING WAS CHECKED. IT REQUIRED A 0.010 INCH SHIM.THESE 2 AFT MOUNTING POINTS ARE LOAD CYCLED MORE FREQUENTLY.

2006FA0000674	CESSNA	LYC		SPRING	BROKEN
6/12/2006	152	O235*		031019613	RUDDER PEDALS

FLIGHT INSTRUCTOR WAS DEMO-ING A STALL TO STUDENT. MANUVER STARTED AT 2700 FT. CONTROLS LOCKED UP- AC WENT NOSE DOWN. FLT INST RECOVERED AT 700 FT. (K)

CA060321010	CESSNA	LYC		CONTROL CABLE	WORN
9/20/2005	172N	O320H2AD		S123017	CARB HEAT

(CAN) THIS REPORT HAS BEEN RESUBMITTED. THE INTERNAL PART OF THE BOUDEN CABLE WAS FOUND TO BE EXCESSIVELY WORN DURING INSPECTION. SEE ATTACHED PHOTO (TC NR 20060321010)

CA060509002	CESSNA	LYC		SWITCH	DEFECTIVE
4/28/2006	172N	O320H2AD		S21604	LANDING LIGHT

(CAN) PILOT WAS IN CRUISE WITH LANDING LIGHT ON, WHEN SHE SMELLED SMOKE AND NOTICED SMOKE COMING FROM LANDING LIGHT SWITCH. SMOKE STOPPED WHEN SWITCH TURNED OFF AND PILOT SQUAWKED 7700 FOR HELP AND SHE WAS ADVISED TO LAND. AGAIN IT WAS CONFIRMED THAT THE SWITCH WOULD SMOKE WHEN TURNED ON, BUT NOT WHEN OFF. PILOT FLEW AIRCRAFT HOME WITH LANDING LIGHT OFF, WHERE MAINTENANCE CONFIRMED PROBLEM AND REPLACED THE SWITCH. NOTE: THIS IS NOT AN UNCOMMON PROBLEM WITH THESE SWITCHES. (TC NR0 20060509002)

CA060509006	CESSNA	LYC		CYLINDER HEAD	CRACKED
5/4/2006	172P	O320D2J		SL32006WAZOP	ENGINE

(CAN) ONE CRACK RUNNING BETWEEN UPPER SPARK PLUG HOLE AND EXHAUST VALVE. SECOND CRACK FROM LOWER SPARK PLUG HOLE EXTENDING APPROX 1 INCH INTO CYL HEAD. (TC NR 20060509006)

AU510001784	CESSNA	LYC		GEAR	DISINTEGRATED
9/8/2005	172P	O360A4M		EBB131A	STARTER

ENGINE STARTER MOTOR DRIVE GEAR DISINTEGRATED. ENGINE RING GEAR DAMAGED.

AU510001943	CESSNA	LYC		SERVO	CONTAMINATED
12/12/2005	172R	IO360L2A		70148001	FUEL

(AUS) FUEL SERVO CONTAMINATED WITH OILY RESIDUE LOCATED BEHIND THE VENTURI. CONTAMINATION WAS CONSISTANT WITH PRECISION SIL RS-40.(OTHER CAUSE: ENVIRONMENT) (CASA NR 510001943)

CA060510002	CESSNA	LYC		RIB	CRACKED
5/2/2006	172RG	O360F1A6		24130015	RUDDER

AT A 100 HOUR INSPECTION A CRACK WAS FOUND UNDER THE LEFT INBOARD RUDDER BAR BLOCK, AT THE MOST FORWARD BOLT HOLE. RUDDER BLOCK HAD ABNORMAL MOVEMENT. CRACK COULD ONLY BEEN SEEN AFTER BLOCK WAS REMOVED.

CA060330001	CESSNA	LYC	CESSNA	PIN	CRACKED
3/29/2006	172RG	O360F1A6		12802091	NLG ACTUATOR

(CAN) NO GEAR DOWN INDICATION UNTILL RECYCLED SEVERAL TIMES. INSPECTION REVEALED CRACKED DOWNLOCK PIN (REF SEB 95-20)AND WORN ACTUATOR BEARING END PIN HOLE. (TC NR 20060330001)

2006FA0000624	CESSNA		CESSNA	SHIMMY DAMPENER	LEAKING
6/7/2006	177B			174302120	MLG

PART BECAME SUSPECT WHEN DAMPENER FLUID WAS NOTICED DRIPPING OFF END OF SHAFT. DURING THE CLEANING/INSP. COMPRESSED AIR WAS INTRODUCED TO SHAFT'S OPEN END. AIR BUBBLES WERE OBSERVED AT BASE OF PISTON. FOUND CRACK ON DAMPENER SHAFT AT BASE OF PISTON. CRACK IS NOTICEABLE 360 DEGREES AROUND SHAFT EVEN THOUGH SHAFT IS STILL INTACT. LOSS OF FLUID MAY HAVE EXAGGERATED VIBRATIONS CAUSING SHAFT TO FATIGUE OR MFG HEAT TREATING PROCESSES SINCE SHAFT IS NOT BROKEN COMPLETELY THROUGH. INSPECT IMMEDIATELY IF FLUID IS SEEN DRIPPING FROM THE END OF THE SHAFT. OR, REMOVE AND DYE PENETRANT INSPECT SHIMMY DAMPENER SHAFT AT NEXT 25/50 HOUR MAINTENANCE

INTERVAL.

2006FA0000647	CESSNA	LYC		PIN	BROKEN
6/28/2006	177RG	IO360A1B6		20410202	MLG ACTUATOR

ACTUATOR RETAINING PIN, FRACTURED. (K)

2006FA0000646	CESSNA	LYC		SUPPORT	BROKEN
6/28/2006	177RG	IO360A1B6		20410201	MLG

MLG ACTUATOR SUPPORT WEB BROKEN AND CRACKED. (K)

2006FA0000687	CESSNA			SEAT TRACK	DAMAGED
7/14/2006	180A				

A BOLT WAS INSTALLED ON THE FORWARD MOST HOLE ON THE SEAT TRACK FOR USE AS A FORWARD STOP. THE SEAT COULD BE POSITIONED OVER THE HOLE AND THE SEAT LOCKING PIN WOULD ENGAGE, BUT NOT FULLY DUE TO THE BOLT PASSING THROUGH THE HOLE. THE MFG DESIGN DOES NOT ALLOW THE PIN TO ENTER THROUGH THE SEAT STOP HOLE.

2006FA0000688	CESSNA			SEAT	MISINSTALLED
7/14/2006	180A				

A BOLT WAS INSTALLED ON THE FORWARD MOST HOLE ON THE SEAT TRACK FOR USE AS A FORWARD STOP. THE SEAT COULD BE POSITIONED OVER THE HOLE AND THE SEAT LOCKING PIN WOULD ENGAGE, BUT NOT FULLY DUE TO THE BOLT PASSING THROUGH THE HOLE. THE MFG DESIGN DOES NOT ALLOW THE PIN TO ENTER THROUGH THE SEAT STOP HOLE.

CA060327004	CESSNA	CONT		TORQUE LINK	CRACKED
3/21/2006	182G	O470R		07436051	NLG

(CAN) NOSE GEAR UPPER TORQUE LINK WAS FOUND CRACKED INSIDE UPPER CORNER ON THE LT SIDE. FORGING NR 0543034-497, 2014 KAE-2A (TC NR20060327004)

CA060505003	CESSNA			RIB	CRACKED
5/5/2006	185F				LT WING

RIB ASSEMBLY ON WING CRACKED AT ATTACHMENT POINT TO SPAR. SPAR WAS UNDAMAGED BUT TRACK WAS REPLACED. AIRCRAFT HAS 10870.3 HOUR ON IT AT TIME OF REPAIR POSSIBLE TIME FATIGUED PART.

2006FA0000669	CESSNA			CONE BOLT	FAILED
7/12/2006	188B			NAS15288	LT MLG

LT LANDING GEAR STRUT IB ATTACHMENT BOLT HEAD POPPED OFF DURING TAXI CAUSING PARTIAL GEAR COLLAPSED

CA060514001	CESSNA	CONT	CESSNA	TORQUE LINK	CRACKED
5/13/2006	207	IO550F	1243800205	12436351	NLG

(CAN) NOSE LANDING GEAR UPPER TORQUE LINK FOUND CRACKED ON BOTH LT AND RT SIDE OF LWR WEB. CRACK WAS DETECTED VISUALLY DURING 50 HR INSP AND LUBRICATION OF NOSE LANDING GEAR. THIS PART WAS INSTALLED NOVEMBER 2001, PREVIOUS PART HAD SAME CRACKS IN SAME LOCATION. (TC NR 20060514001)

AU510001936	CESSNA	PWA	MCAULY	BLADE	CRACKED
12/12/2005	208	PT6A114A			PROPELLER

PROPELLER BLADE CRACKED AT 40` STATION. FURTHER INVESTIGATION OPENED UP THE CRACK AND FOUND A LARGE AREA OF CORROSION.

CA060207004	CESSNA	PWA	HARTZL	BOOT	MISSING
2/5/2006	208B	PT6A114A		4E256010	PROPELLER

(CAN) WHILE ON A ROUTINE LOCAL TRAINING FLIGHT, THE PILOT EXPERIENCED SEVERE VIBRATION FROM THE

ENGINE/PROPELLER. RETURNING TO THE AIRFIELD THE AIRCRAFT WAS LANDED SAFELY. INSPECTION REVEALED THAT ONE PROPELLER BLADE DE-ICER BOOT HAD DETACHED FROM THE BLADE AND WAS MISSING. THE MISSING BOOT HAD BEEN INSTALLED ON SEPT 9/2005 AND HAD ACCRUED 343.7 HRS TSN. (TC NR 20060207004)

CA060403006	CESSNA	PWA	ENGINE	FLAMED OUT
3/5/2006	208B	PT6A114A		

(CAN) INFLIGHT THE ENGINE EMITTED A LOUD NOISE, INTERTURBINE TEMPERATURE INCREASED AND THE ENGINE FLAMED OUT. A DEAD-STICK LANDING WAS CARRIED OUT RESULTING IN SIGNIFICANT AIRCRAFT DAMAGE. MFG WILL INVESTIGATE AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060403006)

N8142G	CESSNA	CONT	FIREWALL	CRACKED
6/27/2006	210K	IO550*	12534095	FUSLEAGE

WHILE UNDERGOING AN ANNUAL INSPECTION THE ENGINE FIREWALL WAS FOUND TO BE CRACKED WHERE THE EXHAUST HANGER BRACKETS ATTACH ON THE LT SIDE. ADDITIONAL CRACKING WAS ALSO FOUND ON THE INNER BULKHEAD.

FAA0607001	CESSNA	CONT	FIREWALL	CRACKED
6/27/2006	210K	IO550*	12534095	ZONE 100

WHILE UNDERGOING AN ANNUAL INSPECTION THE ENGINE FIREWALL WAS FOUND TO BE CRACKED WHERE THE EXHAUST HANGER BRACKETS ATTACH ON THE LT SIDE. ADDITIONAL CRACKING WAS ALSO FOUND ON THE INNER BULKHEAD.

FAA0607002	CESSNA	CONT	FIREWALL	CRACKED
6/27/2006	210K	IO550*	12534095	ZONE 100

WHILE UNDERGOING AN ANNUAL INSPECTION THE ENGINE FIREWALL WAS FOUND TO BE CRACKED WHERE THE EXHAUST HANGER BRACKETS ATTACH ON THE LT SIDE. ADDITIONAL CRACKING WAS ALSO FOUND ON THE INNER BULKHEAD.

2006FA0000672	CESSNA	CONT	DIODE	INOPERATIVE
1/4/2006	210M	IO520L	IN4001	WARNING UNIT

DURING LANDING, FORGOT TO EXTEND THE LANDING GEAR AND GEAR UP LANDING WAS CARRIED OUT. ACCIDENT INVESTIGATION INCLUDED A SATISFACTORY OPS CHECK OF LANDING GEAR RETRACTION/EXTENSION SYSTEM, BUT WARNING HORN FAILED TO OPERATE. AFTER DISASSEMBLING THE WARNING UNIT ASSEMBLY, A BURNED DIODE WAS FOUND OUT. THEN CONSULTED SM AND REALIZED THAT THERE IS NOT A SPECIFIC ITEM TO CHECK THE OPERATION OF THE GEAR WARNING HORN. THIS SITUATION ALSO TAKES PLACE WITH MFG SRM. GEAR INDICATOR LIGHT AND WARNING HORN-CHECK FOR OPERATION (GEAR EXTENDED AND RETRACTED).

CA060207005	CESSNA	CONT	AXLE	CRACKED
2/7/2006	305A	O47011	0641124	MLG

(CAN) DURING A STRUCTURAL INSPECTION, A CRACK WAS FOUND IN RADIUS OF PART WHERE THE CYLINDER PORTION MEET THE BLOCK WHERE THE BOLTS ARE. BOTH AXLES (QTY 2) WERE CRACKED. ONE WAS VERY EASY TO SEE. THE OTHER APPEARED UNDER LIQUID PENETRANT. PARTS HAVE BEEN REPLACED BY NEW PARTS. DND HAVE A SPECIAL INSPECTION ON THAT PART FOR THE MFG OPERATED BY THE MILITARY. SOME WERE FOUND WITH CRACKED AXLES 3 YEARS AGO. (TC NR 20060207005)

AU510001798	CESSNA	CONT	SHEAR PIN	FAILED
12/12/2005	310R	IO520M	332X375TYPE3	ELEVATOR

ELEVATOR ACTUATOR DRIVE SHEAR PINS FAILED.

CA060131003	CESSNA	CONT	CABLE	BENT
1/20/2006	337C	IO360C	S160315865	FUEL SELECTOR

AIRCRAFT WAS IN CRUISE FLT WHEN THE PILOT ATTEMPTED TO CHANGE LT FUEL SELECTOR FOR FORWARD ENGINE TO A DIFFERENT TANK. WHEN SELECTED THE KNOB STOPPED AT THE 1/2 WAY POINT CAUSING FUEL FLOW AND ENGINE POWER TO DECREASE. THE PILOT SHUT DOWN THE ENGINE AND CONTINUED TO BASE

WITHOUT FURTHER INCIDENT. UPON MAINTENANCE INSPECTION, THE SELECTOR CABLE WAS FOUND KINKED. THE SELECTOR MECHANISM AND SELECTOR KNOB MECHANISM WERE BOTH FOUND TO MOVE FREELY. NO OTHER DISCREPENCIES FOUND. NEW CABLE BEING INSTALLED.

CA060508001	CESSNA	CONT	CONT	FUEL LINE	BROKEN
5/4/2006	337G	IO360G	IO360G	630662	REAR ENGINE

SHORTLY AFTER TAKEOFF, THE PILOT OF A CESSNA 337 NOTICED THAT FUEL PRESSURE ON THE REAR ENGINE BEGAN TO DROP OFF AND THE ENGINE BEGAN TO RUN ROUGH. TURNED ON THE ELECTRIC BOOST PUMP AND THE ENGINE CONTINUED TO RUN NORMALLY. ELECTED TO RETURN TO THE AIRPORT AND LANDED WITHOUT INCIDENT. AN INSPECTION OF THE REAR ENGINE REVEALED A BROKEN FUEL INJECTOR LINE FOR THE NUMBER SIX CYLINDER. THE LINE HAD SEVERED COMPLETELY OFF FROM THE FUEL MANIFOLD SPIDER. A SERVICEABLE LINE WAS INSTALLED AND LEAK CHECKS CARRIED OUT. THE AIRCRAFT WAS RETURNED TO SERVICE.

2006FA0000682	CESSNA	CONT	CONT	CRANKCASE	CRACKED
7/17/2006	401B	TSIO520E			ENGINE

FOUND A CRACK IN BOTH CASE HALF AT THE FOURTH AFT BOLT HOLE FROM FRONT OF CASE AT 12 O'CLOCK POSITION. CRACKS WERE FOUND ON AN INSPECTION OF ENGINE.

2006FA0000683	CESSNA	CONT	CONT	CRANKCASE	CRACKED
7/17/2006	401B	TSIO520E			ENGINE

FOUND A CRACK IN BOTH CASE HALVES AT THE FOURTH AFT BOLT HOLE FROM FRONT OF CASE AT 12 O'CLOCK POSITION. CRACKS WAS FOUND ON AN INSPECTION OF ENGINE.

CA060510011	CESSNA	CONT	TRUNNION	CRACKED
5/2/2006	401B	TSIO520EB	5041000206	RT MLG

THE RT MAIN LANDING GEAR OLEO WENT FLAT AFTER LANDING. A CRACK WAS NOTICED ON THE UPPER TRUNNION, JUST UNDER THE SIDE BRACE ATTACH FITTING. THE UPPER TRUNNION WAS REPLACED.

AU510001608	CESSNA	CONT	LINE	CRACKED
12/12/2005	402C	TSIO520VB	520010785	FUEL DIST

LINE LOCATED IN RT WING ROOT CRACKED. LIMITED INFORMATION PROVIDED.

AU510001594	CESSNA	CONT	LINE	WORN
12/12/2005	402C	TSIO520VB	560010960	FUEL SYSTEM

(AUS) RT ENGINE FUEL SUPPLY LINE LOCATED BETWEEN FUEL BOWL AND NACELLE CHAFED THROUGH ON WING STRUCTURE LIGHTENING HOLE. FUEL LEAKING INTO WING. (CASA NR 510001594)

AU510001619	CESSNA	CONT	HEATER	FAULTY
12/12/2005	404	GTSIO520M	8259JR2	CABIN

(AUS) CABIN HEATER FAULTY. SMOKE IN CABIN. INVESTIGATION FOUND THE FORWARD VENT BLOWER INOPERATIVE DUE MOTOR BRUSH HANGUP. INSPECTION OF THE HEATER FOUND DISCOLORATION ON THE HEATER OUTER SHROUD. INTERNAL INSPECTION FOUND THE PAINT ON THE INSIDE OF THE HEATER SHROUD HAD CAUGHT FIRE RESULTING IN THE SMOKE IN THE CABIN. DUCT OVERTEMP SWITCH ALSO TRIPPED. (CASA NR 510001619)

AU510002082	CESSNA	CONT	CIRCUIT CARD	FAILED
8/11/2005	404	GTSIO520M		GPS

GPS DATA CARD FAILED.

AU510001799	CESSNA	CONT	SWITCH	UNSERVICEABLE
12/12/2005	404	GTSIO520M	602EN556B	GEAR UPLOCK

(AUS) RT MAIN LANDING GEAR UPLOCK MICROSWITCH FAILED. SWITCH HAD ONLY 54.5 HOURS OPERATION SINCE REPLACEMENT. (CASA NR 510001799)

AU510001489	CESSNA	CONT	BEARING	FAILED
12/12/2005	404	GTSIO520M	643503	ENGINE

(AUS) ENGINE METAL CONTAMINATION. WORKSHOP STRIP AND INVESTIGATION FOUND NR 2 AND NR 3 MAIN BEARINGS FAILED. BEARING SHELLS BROKE UP CAUSING DAMAGE TO CRANKCASE AND SEVERE DAMAGE TO CRANKSHAFT WITH CRACKING ON JOURNALS. (CASA NR 510001489)

2006FA0000626	CESSNA		CABLE	SHORTED
6/12/2006	421A		K3A2	LT STARTER

DURING STARTING OF LT ENGINE, SMOKE WAS OBSERVED COMING FROM THE LOUVERS ON TOP OF THE LT ENGINE. THE ENGINE WAS SHUTDOWN AND THE SMOKE SUBSIDED. INSP REVEALED THAT THE 2-GAUGE STARTER AND ALTERNATOR POWER CABLES WERE BURNED IN HALF NEAR THE TURBOCHARGER. FOURTEEN OTHER WIRES IN THE SAME BUNDLE WERE ALSO BURNED IN HALF OR SEVERELY HEAT DAMAGED. THE ELECTRICAL FIRE WAS A RESULT OF THE STARTER CABLE SHORTING TO GROUND ON THE TURBO SUPPORT BRACKET (PN 5155101-20). THE ELECTRICAL WIRE BUNDLE HAD BEEN RESTING ON THIS BRACKET FOR SOME TIME UNTIL THE WIRE INSULATION WAS CHAFFED THROUGH. INSP OF THE OTHER ENGINE REVEALED SIMILAR CHAFFING AND POSSIBLILITY OF A SHORT. (K)

CA060327005	CESSNA	PWA	TIRE	CUT
3/24/2006	425	PT6A112	650C063	MLG

(CAN) LT MAIN TIRE POSSIBLE SIDEWALL PUNCTURE DURING LANDING ROLLOUT. NO OTHER DISCREPANCIES NOTED OTHER THAN DAMAGED SIDEWALL. NO DAMAGE TO AIRCRAFT OR OTHER COMPONENTS NOTED. (TC NR 20060327005)

CA060313010	CESSNA	LUCAS	BRUSHES	BROKEN
3/7/2006	441		M230881320	STARTER GEN

SCHEDULED MX CHECK OF BRUSHES, OPERATOR FOUND 1 BRUSH HAMMERPLATE BROKEN OFF DURING INSPECTION OF BRUSHES. RETURNED UNIT TO OVERHAUL AMO FOR REPAIRS. UNIT HAS ONLY 90 HOURS TSO. AMO FOUND ALL BRUSHES CHIPPED AT T/E AND WORN FROM OSCILLATION MOTION IN BRUSH HOLDERS. ANOTHER BRUSH HAD A BROKEN HAMMERPLATE. ARMATURE COMMUTATOR HAS ONE BAR PROTRUDING ABOVE TURNED DIA BY .003" IND RUNOUT. MAX ALLOWED IS .0002". ARMATURE HAD BEEN REWOUND AT OVERHAUL, SO HAS ONLY 90 HOURS ON IT. STEEL HUB OF COMMUTATOR IS DARKENED, CONSISTENT WITH HIGH HEAT. TO REPAIR, ARMATURE WAS REPLACED WITH REWOUND ONE, AND OEM REGULAR BRUSHES INSTALLED. REMOVED ARMATURE AND BRUSHES ARE QUARANTINED. WRITER IS CONCERNED THAT HIGHER INTERNAL RESISTANCE OF MIRAJ LONG LIFE BRUSHES GENERATED HEAT DURING STARTER-GENERATOR OPERATION THAT EXCEEDED MAX DESIGN OPERATING TEMP OF COMMUTATOR, RESULTING IN COMMUTATOR FAILURE, WHICH DAMAGED THE BRUSHES.

AU510002204	CESSNA	GARRTT	UPLOCK HOOK	CRACKED
2/12/2005	441	TPE331*	574122214	LANDING GEAR

(AUS) RT MAIN LANDING GEAR UPLOCK HOOK CRACKED. (CASA NR 510002204)

AU510001814	CESSNA	GARRTT	MCAULY	SPRING	BROKEN
12/12/2005	441	TPE331*		C5022	PROPELLER

(AUS) PROPELLER FEATHERING AND UNREVERSING SPRING FAILED. (CASA# 510001814)

CA060207001	CESSNA	GARRTT	AXLE	CRACKED
1/30/2006	441	TPE33110	57411501	NLG

(CAN) THE FORK, AXLE ASSY WAS SENT TO SHOP FOR BUSHING REPLACEMENT, INPECTION AND PAINTING. THEY FOUND THE AXLE BACK PLATE CRACKED. NEW AXLE FITTED.

AU510001944	CESSNA	GARRTT	GOVERNOR	FAULTY
12/12/2005	441	TPE3318	8971604	PROPELLER

(AUS) RT ENGINE PROPELLER GOVERNOR FAULTY. INVESTIGATION CONTINUING. (CASA NR 510001944)

AU510001768	CESSNA	GARRTT	BRACKET	CRACKED
12/12/2005	441	TPE3318	58321672	ELEVATOR

(AUS) LT ELEVATOR OB HINGE ASSY IB ATTACHMENT BRACKET CRACKED IN LOWER FORWARD RADIUS. FOUND DURING INSPECTION IAW AD/C400/102 AMDT 3 PART 3. BOTH LT AND RT ELEVATOR OB BRGS STIFF IN OPERATION. (AD/SB DESC: AD/C400/102 AMDT 3 PART 3) (CASA NR 510001768)

AU510001769	CESSNA	GARRTT	BULB	BURNED OUT
12/12/2005	441	TPE3318	MS25237327	MLG INDICATOR

(AUS) RT MAIN LANDING GEAR POSITION INDICATOR LIGHT BULB BLOWN. (CASA NR 510001769)

AU510002181	CESSNA	GARRTT	ACM	FAILED
12/12/2005	441	TPE3318	73838416	

AIR CYCLE MACHINE (ACM) FAILED AND EMERGENCY PRESSURISATION VALVE AUTOMATICALLY OPENED.

AU510001776	CESSNA	GARRTT	RIB	CRACKED
12/12/2005	441	TPE3318	57222061	LT WING

LT WING ROOT CANTED RIB UPPER CAP LOCATED AT CWS 26.85 CRACKED.

AU510002089	CESSNA	GARRTT	SKIN	CRACKED
10/11/2005	441	TPE3318	57544104	RT NACELLE

UPPER AFT RT NACELLE SKIN CRACKED AND CORRODED.

AU510001809	CESSNA	GARRTT	RIB	CRACKED
2/9/2005	441	TPE3318	5720013S	LT WING

LT WING UPPER FORWARD PN 572001-3S AND AFT PN 572001-5S DRAG ANGLES CRACKED. FOUND DURING EDDY CURRENT INSPECTION IAW CQB03-1 REV 1. EDDY CURRENT INSPECTION REVEALED A TOTAL OF NINE CRACKS ALL AROUND 5MM (0.196IN) IN LENGTH.

CA060322006	CESSNA		VALVE	STUCK
3/16/2006	525		991242322	HYD SYSTEM

LANDING GEAR DID NOT COME UP ON CLIMB. PILOT FOUND COMPLETE FAILURE OF ALL HYDRAULIC SYSTEM. ON TROUBLESHOOTING, FOUND SOLENOID LANDING VALVE SCREEN STUCK ON VALVE SEAT CAUSING COMPLETE BYPASS OF THE HYDRAULIC FLUID. THIS VALVE WAS PLANNED TO BE REPLACED AT NEXT VISIT IAW SB 525-24-10.

CA060324001	CESSNA	WILINT	ENGINE	FAILED
3/16/2006	525	FJ441A		

DURING CLIMB-OUT, ENGINE BEGAN TO VIBRATE AND COMPRESSOR STALL. OIL PRESSURE WENT TO ZERO. PILOT PERFORMED SHUTDOWN AND RETURNED TO AIRPORT. POST FLIGHT INSPECTION OF ENGINE REVEALED METAL ON CHIP COLLECTORS AND THE SPOOLS DID NOT TURN FREELY (BEARING NOISE). THE MANUFACTURER WILL PROVIDE A TEARDOWN REPORT SOON.

CA060209001	CESSNA	PWA	HOSE	BURST
1/31/2006	550	JT15D4	CM3574D460B0	HYD SYSTEM

(CAN) LANDING THE CREW DEPLOYED THE THRUST REVERSERS AND GOT 6 LIGHTS FOLLOWED BY (HYD LOW LEVEL) AND (HYD LOW FLOW) LIGHTS. MAINTENANCE FOUND ONE LINE P/N CM3574D460B000S ON THE LT SIDE HAD BURST. REPLACED LINE WITH NEW. INSPECTED BOTH PRESSURE FILTERS AND NO METAL WAS FOUND. THE HYDRAULIC RESERVOIR WAS SERVICED AND THE THRUST REVERSER AND SPEED BRAKES WERE FUNCTION CHECKED. STARTED RT ENGINE TO PERFORM FUNCTION CHECKS. INSPECTED HYDRAULIC FILTERS FOR METAL, NONE FOUND. AIRCRAFT PLACED ON JACKS AND GEAR SWING COMPLETED. AIRCRAFT RETURNED TO SERVICE. (TC NR 20060209001)

2006FA0000680	CESSNA	PWA	SEAT FRAME	CRACKED

6/22/2006	550	JT15D4		551900922	CHAIR

UPPER CHAIR BASE ASSEMBLY CRACKED AT CHAIR BACK ATTACH POINTS. CHAIR WAS REPAIRED IAW STRUCTURAL SEAT REPAIR. (K)

CA060214001	CESSNA	PWA		TUBE	MELTED
2/13/2006	550	JT15D4	10357626	NN5040	OUTFLOW VALVE

(CAN) DURING UNSCHEDULED MAINT FOR AN UNRELATED MAINTENANCE ISSUE, THE POLYFLOW LINE PROVIDING ATMOSPHERIC REFERENCE PRESSURE TO THE RT OUTFLOW VALVE WAS FOUND MELTED AND OPEN TO CABIN PRESSURE. THE POLYFLOW LINE WAS TOO LONG AND WAS POSITIONED IN SUCH A WAY AS TO REST AGAINST THE EMERGENCY PRESSURIZATION LINE P/N: 6515201-3. THE HEAT FROM THE EMERGENCY PRESSURIZATION LINE CAUSED NYLON TUBING TO MELT. NEW TUBING OF THE CORRECT LENGTH WAS INSTALLED AND ROUTED CLEAR OF THE EMERGENCY PRESSURIZATION LINE. AIRCRAFT WAS RETURNED TO SERVICE. AC SERVICES HAS INITIATED CAMPAIGN 851-21-30-031TO INSPECT THE REST OF OUR FLEET FOR CORRECT INSTALLLATION OF THE POLYFLOW LINE. (TC NR 20060214001)

CA060515007	CESSNA	PWA	BLADE	BROKEN
5/12/2006	560CESSNA	JT15D5		ACM

(CAN) THE PILOTS REPORTED THAT THEY HEARED A HUM COMING FROMTHE A/C SYSTEM. THE ACM WAS INSPECTED AND FOUND ONE COMPRESSOR BLADE BROKEN OFF NEAR THE ROOT AND THE OTHER BLADES HAD LEADING EDGE DAMAGE. (TC NR 20060515007)

AU510002092	CESSNA	PWA	BELLOWS	BROKEN
9/11/2005	560CESSNA	JT15D5	65525026	AIR INTAKE

LT ENGINE AIR INTAKE ANTI-ICE SYSTEM BELLOWS BROKEN AT WELD.

AU510001945	CESSNA	PWA	LEAD	BROKEN
12/12/2005	560CESSNA	JT15D5		FLAP SELECTOR

(AUS) FLAP SELECTOR MICROSWITCH POWER WIRE OPEN CIRCUIT. (CASA NR 510001945)

CWQR2006014	CESSNA	CABLE ASSY	FRAYED
7/12/2006	560XL	666000134	ELEVATOR TRIM

REQUESTED CABLE INSPECTION OF AFT ELEVATOR TRIM CABLE, BECAUSE AC IN THE FLEET OF THIS SN BLOCK AND TIME SHOWED SIGNS OF FRAYING. DURING INSPECTION FOUND THE CABLE FRAYED AS IT TRANSVERSED THE PULLEY. REMOVED CABLE AND CHAIN ASSEMBLY AND PREFORMED LOOP CHECK, THIS SHOWED MORE STRANDS BROKEN THEN WHEN VISUALLY INSPECTED ON AIRCRAFT. PRIOR TO REMOVAL THE CABLE TENSION WAS CHECKED AND FOUND TO BE WITHIN LIMITS, CABLE AND PULLEYS HAD GOOD ALIGNMENT AND NO ABNORMAL WEAR ON THE PULLEYS. AN SCR HAS BEEN SUBMITTED TO MFG UNDER NR 244358

CWQR2006013	CESSNA	CONTROL CABLE	FRAYED
6/28/2006	560XL	666000134	ELEVATOR

DURING A PHASE 1-4 INSPECTION THE ELEVATOR TRIM CABLE ASSEMBLY WAS FOUND TO BE FRAYED WHERE IT PASSES THROUGH THE HORIZONTAL STABILIZER. THE CABLE APPEARS TO HAVE BEEN INSTALLED PROPERLY AND DOES NOT LOOK AS IF IT WAS DAMAGED DURING INSTALLATION. AN SCR HAS BEEN SUBMITTED TO CESSNA CITATION UNDER # 242686

CWQR2006015	CESSNA	CABLE	FRAYED
7/17/2006	560XL	666000134	ELEVATOR TRIM

DURING A SCHEDULED INSP ON THIS AIRCRAFT THE OPERATOR REQUESTED THAT WE INSPECT THE AFT CABLES ON THE ELEVATOR TRIM SYSTEM. PRIOR TO REMOVAL WE CHECKED THE CABLE TENSION, FOUND IT TO BE 30 LBS CABLE TENSION SHOULD BE 45 +/-5 LBS AT 75 DEGREES. INSP AFTER THE CABLE WAS REMOVED REVEALED 1 COMPLETE STRAND BROKE AND SEVERAL WIRES. THE DAMAGED AREA WAS LOCATED DIRECTLY OVER THE PULLEY WHEN THE TAB IS IN THE 2-3 DEGREE DOWN POSITION. THIS IS THE FIFTH ELEVATOR TRIM CABLE THIS REPAIR STATION HAS FOUND DAMAGED ON THIS MODEL AIRCRAFT WITH TOTAL TIME OF 5000 +/-500 HOURS. AN SCR HAS BEEN SUBMITTED TO MFR UNDER NR 244926

AU510002069	CESSNA	CONT	MOTOR	MISMANUFACTURED
12/12/2005	A150L	O200A	C12ST21S	STARTER

(AUS) ENGINE STARTER MOTOR HAD NO DRAIN HOLE DRILLED. THIS ALLOWED OIL TO ACCUMULATE IN THE PINION AREA AND LEAK PAST THE ADAPTER PLATE GASKET.

AU510001919	CESSNA	LYC	BRACKET	CRACKED
9/9/2005	A152	O235L2C	4320049	HORIZONTAL STAB

(AUS) HORIZONTAL STABILIZER UPPER PLATE CRACKED IN AREA ADJACENT TO VERTICAL STABILIZER BRACKET ATTACHMENT. CRACK LENGTH 7MM (0.275IN). (AD/SB DESC: SEB 03-6) (CASA NR 510001919)

CA060514004	CESSNA	CONT	CYLINDER HEAD	CRACKED
4/12/2006	A185E	IO520D	TIST712ACA	ENGINE

(CAN) CYLINDERS 3, 1, AND 3 REPLACED DUE TO CRACKED CYLINDER HEAD. ALL CYLINDERS ON THIS ENGINE WHERE REPLACED AT 347.7 HRS SINCE OVERHAUL IAW E.C.I. SB 04-1. (TC NR 20060514004)

CA060515005	CESSNA	CONT	SPAR	CRACKED
5/1/2006	A185F	IO520D	107326022	HORIZONTAL STAB

(CAN) 1) SPAR (P/N 0732602-2 2) REINFORCEMENT (P/N 0732603-1 3) BRACKETS (P/N 0732101-4 ALL 3 OF ABOVE ITEMS WERE FOUND CRACKED AND REPLACED. (TC NR 20060515005).

CA060509001	CESSNA	CONT	FLAP TRACK	CRACKED
5/2/2006	A185F	IO520D	122101015	TE FLAPS

(CAN) LT IB FLAP TRACK, FWD ANGLES, AGAINST SPAR FOUND CRACKED AT BEND RADIUS, LOWER END. (TC NR 20060509001)

CA060209003	CESSNA	CONT	GOVERNOR	DAMAGED
2/2/2006	R172K	IO360KB		PROPELLER

(CAN) ENGINE OVERSPEED ON A TOUCH AND GO LANDING AT AIRPORT, ON TAKEOFF. ENGINE WAS REPORTED ROUGH ON THE RETURN FLIGHT. THE INSTRUCTOR AND THE OWNER ONBOARD DECIDED TO DECLARE AN EMERGENCY AND LAND BACK WHERE THE AIRCRAFT IS BASED AT THIS TIME. MAINTENANCE HAS DISCOVERED THAT THE SPARK PLUGS WHERE FOULED AND IN POOR SHAPE THE PROP GOVENOR WAS REMOVED FOUND BITS OF A RUBBER SEAL OR O-RING MATERIAL. GOVERNOR WAS SENT OUT FOR TESTING AND RECERTIFICATION. THIS WORK WAS ACCOMPLISHED ON FEB 8 2006. (TC NR 20060209003)

CA060316002	CESSNA	LYC	TERMINAL	BROKEN
2/27/2006	R182	O540J3C5		ALTERNATOR

PILOT REPORTED TOTAL LOSS OF ELECTRICAL POWER. FOUND A BROKEN TERMINAL ON ALTERNATOR OUTPUT WIRE. DURING THE GROUND RUN, FOLLOWING REPAIR, ENGINE STARTED NORMALLY FROM THE BATTERY WITHOUT CHARGING FIRST, AND CHARGING SYSTEM FUNCTIONED NORMALLY.

CA060316004	CESSNA	CONT	FITTING	GOUGED
3/6/2006	T207A	TSIO520M	12212055	LT WING

DURING WING REMOVAL FOR PAINT, LT LOWER WING STRUT FITTING WAS FOUND TO HAVE A GOUGE OF APPROXIMATELY 1/8" FROM STRUT FAIRING SCREW.

CA060511001	CESSNA	CONT	DOOR FRAME	CRACKED
5/11/2006	T207A	TSIO520M	12118061	FUSELAGE

.5 INCH CRACK FOUND IN LOWER LT DOOR POST JAMB DURING ROUTINE INSPECTION.

CA060201001	CESSNA	CONT	SPAR	CRACKED
2/1/2006	T210N	TSIO520R	12212352	RT WING

A 100 HR INSPECTION WAS STARTED A CRACK WAS DISCOVERED AT THE RIGHT FRONT SPAROUT BOARD END

WHERE IT ATTACHES TO THE SUB SPAR. THE CRACK IS VERTICAL RUNNING APPROXIMATELY 1 1/2 TO TWO INCHES IN LENGTH. THE CRACK STARTS AT THE TOP AND RUNS DOWN THROUGH A RIVET AND CONTINUES ON.

2006FA0000666	CESSNA	CONT	IMPELLER	MISMANUFACTURED
6/23/2006	TU206F	TSIO520M	629218	OIL SYSTEM

INSTALLED NEW ENGINE FOLLOWED RECOMMENDED PROCEDURES FOR BREAK IN. REMOVED & CUT OPEN OIL FILTER AT 1.4 HRS TTSN, AT 7.9HRS, & AT 24.7HRS. NORMAL PRACTICE WITH A NEW OR OVERHAULED ENGINE. EACH TIME FILTERS WERE NORMAL FOR A NEW ENGINE. ACFT DUE A 100 HR INSPECTION AT 38.9HRS TTSN. DURING INSPECTION, EXCESSIVE METAL APPEARED TO BE BRASS NOTED IN OIL FILTER. TOOK OFF STARTER DRIVE & FOUND NO PROBLEMS. TOOK OFF ROCKER COVERS TO SEE IF A ROCKER ARM BUSHING BAD. DISCOVERED THAT BUSHINGS IN OIL PUMP DRIVEN IMPELLER EXCESSIVELY WORN. IMPELLER WOULD CONTACT AN EDGE WITHIN PUMP. RECEIVED NEW PUMP ASSY. BEFORE INSTALLING PUMP PREFORMED DIMENSIONAL INSPECT OF IMPELLER & SHAFT, WITHIN NEW PARTS LIMITS. FLEW THE ACFT FOR .8 HOURS & CUT OIL FILTER AGAIN. AGAIN AN EXCESSIVE BRASS METAL IN FILTER. PULLED OFF NEW OIL PUMP & MEASURED SAME BUSHING TO SHAFT CLEARANCE OUT OF TOLERANCE.

2006FA0000681	CESSNA		HANDLE	DEFECTIVE
6/1/2006	U206F		05170392	REAR DOOR

DOOR HANDLE WAS SPINNING INDEPENDENTLY OF THE MECHANISM FOR THE DOOR LATCH. THE PORTION OF THE HANDLE WITH THE SPLINE IS PRESSED INTO THE HANDLE. THE PRESS FIT WAS DEFECTIVE ALLOWING THE HANDLE TO SPIN FREELY. (K)

AU510001780	CESSNA	CONT	CYLINDER	DETERIORATED
12/12/2005	U206F	IO550F	AEC631397	ENGINE

ENGINE CYLINDER NICKEL CARBIDE CYLINDER WALL COATING SEPARATED FROM BARREL. AREA OF MISSING COATING WAS APPROXIMATELY 10MM BY 35MM (0.39IN BY 1.37IN) LOCATED AT THE TOP OF THE BORE NEAR THE TOP SPARK PLUG HOLE.

AU510001781	CESSNA	CONT	CONT	SPRING	BROKEN
4/7/2005	U206G	IO520F		643109	STARTER ADAPTER

ENGINE STARTER ADAPTER SPRING END TANG BROKEN OFF.

CA060514002	CESSNA	CONT	CYLINDER HEAD	CRACKED
5/11/2006	U206G	IO520F	TIST712ACA	ENGINE

(CAN) CYLINDERS NR 2 AND NR 4 WHERE FOUND TO BE CRACKED IN THE CYLINDER HEAD DURING A 200 HR INSPECTION. CYLINDER NR 2 HAD 798.1 HOURS SINCE NEW. CYLINDER NR 4 HAD 897.8 HOURS SINCE NEW. TOTAL TIME ON ENGINE IS 1504.2 HOURS SINCE OVERHAUL. ALL CYLINDERS WHERE INSTALLED NEW AT OVRHAUL. CYLINDER NR 4 WAS REPLACED AT 606.4 HRS DUE TO CRACKED CYLINDER HEAD. AT 706.0 HRS CYLINDERS 1,2,3,5,6 WHERE ALL REPLACED DUE CRACKED CYLINDER HEADS DETECTED IN CYLINDER ASSY NR 2,3, AND 6 (TC NR 20060514002)

CA060514003	CESSNA	CONT	CYLINDER HEAD	CRACKED
4/29/2006	U206G	IO520F	TIST712ACA	ENGINE

(CAN) DURING 200 HR INSPECTION CYLINDERS 1,2, AND 5 WHERE FOUND TO BE CRACKED IN THE CYLINDER HEAD CRACKS WHERE DETECTED VISUALLY AND WITH THE AID OF CYLINDER LEAKAGE CHECK AND SOAP WATER SOLUTION. (TC 20060514003)

AU510002211	CESSNA	CONT	BEARING	FAILED
3/11/2005	U206G	IO520F	SA642720	ENGINE

CRANKSHAFT NR 2 MAIN BEARING SHELL PROTRUDING MORE THAN NORMAL OUTSIDE OF THE CRANKCASE SADDLE. WHEN THE ENGINE WAS STRIPPED DOWN THE NR 2 BEARING SHELL LOCATED IN THE LT CRANKCASE FELL APART INTO AT LEAST FIVE PIECES. DAMAGE TO THE CRANKCASE WAS ALSO FOUND DUE TO THE FORE AND AFT MOVEMENT OF THE BEARING. SEVERE WEAR IN THE TANG LOCATING AREA.

AU510002212	CESSNA	CONT	CRANKSHAFT	DAMAGED

12/12/2005	U206G	IO520F		631716	ENGINE

CRANKSHAFT DAMAGED. MAGNETIC PARTICLE INSPECTION OF CRANKSHAFT FOLLOWING NR 2 MAIN BEARING FAILURE (SEE SDR510002211) FOUND INDICATIONS OF HEAT CRACKS ON THE RADIUS OF NR 2 MAIN JOURNAL. CRANKSHAFT WAS REJECTED.

AU510002213	CESSNA	CONT	CONT	SPRING	BROKEN
12/12/2005	U206G	IO520F		643109	STARTER ADAPTER

STARTER ADAPTER SPRING BROKEN IN HALF.

AU510002085	CESSNA	CONT	CYLINDER	CRACKED
12/12/2005	U206G	IO520F	AEC631397A	NR 2

NR 2 CYLINDER CRACKED AND LEAKING IN AREA LOCATED BETWEEN THE SECOND AND THIRD FINS BACK FROM THE TOP SPARK PLUG HOLE. CRACKS ALSO FOUND UNDER THE TOP SPARK PLUG HOLE, BETWEEN THE SPARK PLUG AND EXHAUST VALVE SEAT INSIDE THE CYLINDER AND INSIDE THE EXHAUST PORT FROM THE EXHAUST VALVE SEAT HEADING TOWARDS THE LOWER SIDE OF THE CYLINDER. CYLINDER FALLS OUTSIDE THE RANGE COVERED BY ECI SB SI04-1.

AU510002064	CIRRUS	CONT	ALTERNATOR	FAILED
12/12/2005	SR20	IO360E	S4024LP	

(AUS) ALTERNATOR FAILED. INVESTIGATION FOUND DEFECTIVE INSULATORS AND BATTERY POST TO ALTERNATOR BODY ARCING. (CASA NR 510002064)

AU510002183	CIRRUS	CONT	LINE	DAMAGED
12/12/2005	SR20	IO360E	11443005	FUEL SYS

(AUS) FUEL PIPES PN 11443-005 AND PN 11444-005 CRACKED/DAMAGED ON FLARES AT THE (T) FITTING ENDS. SWARF WAS ALSO FOUND ON THE FLARES. (CASA NR 510002183)

2006FA0000677	CIRRUS	CONT	MUFFLER	DETERIORATED
7/1/2006	SR22	IO550N	14836001	EXHAUST

REPLACED LT MUFFLER ON AIRCRAFT DO TO THE DETERIORATED CONDITION OF THE SPARK ARRESTER INSIDE OF THE MUFFLER. LT SIDE SPARK ARRESTER MELTED AND FOLDED OVER. LT MUFFLER, PN 14836001. THE FIRST DETECT REPORT WAS FILED WHEN AC HAD A TT 682 HRS. BOTH LT AND RT SPARK ARRESTERS HAD FOLDED OVER AGAIN. THATS 413 HRS SINCE LAST TIME. RECOMMEND MANDITORY REPLACEMENT AT A SPECIFIED TIME OR REDESIGN OF ARRESTERS. (K)

CA060213004	CNDAIR	GE	LINE	CRACKED
2/10/2006	CL2151A10	CF348C1	MM67075294009	NR 2 HYD SYS

(CAN) TOTAL LOSS OF NR 2 HYDRAULIC FLUID, FROM A RUPTURE ON THE PRESSURE MANIFOLD LINE P/N MM670-75294-009. NR 2 HYDRAULIC LINES P/N MM670-75294-009, MM670-75294-005 AND SUPPORT CLAMPS P/N MM670-75800-041, MM670-75800-029 ALL REPLACED. ENGINE DRIVEN PUMP FAILED AND REPLACED. IT IS SUSPECTED THE CAVITATIONS CAUSED BY THE FAILURE OF THE ENGINE DRIVEN PUMP CAUSED EXCESSIVE BUFFETING IN THE HYDRAULIC LINES. THE BUFFETING OF THESE LINES CAUSED DAMAGE TO THE CLAMPS AND RESULTED IN THE HYDRAULIC LINE CHAFING THROUGH UNTIL TOTAL LOSS OF HYDRAULIC FLUID OCCURED. (TC NR 20060213004)

CA060321009	CNDAIR	PWA	FUEL CELL	LEAKING
3/21/2006	CL2151A10	PW123	CL21564075	LT WING

(CAN) DURING A SCHEDULED INSPECTION IT WAS OBSERVED THAT THE LEFT HAND WING WAS LEAKING FUEL. ALL 8 FUEL CELLS WERE REMOVED FOR LEAK CHECK AND 6 OUT OF 8 WERE FOUND LEAKING INCLUDING THIS ONE. LEAKING CELLS WILL BE REPLACED. (TC NR 20060321009)

CA060321005	CNDAIR	PWA	FUEL CELL	LEAKING
3/21/2006	CL2156B11215	PW123	CL21564001	LT WING

(CAN) WHILE UNDERGOING A SCHEDULED INSPECTION FUEL WAS FOUND DRIPPING FROM THE LT WING. ALL 8 FUEL TANKS WERE REMOVED FOR LEAK CHECK. THIS AND SEVERAL OTHER CELLS WERE FOUND LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED. (TC NR 20060321005)

CA060321008	CNDAIR	PWA	FUEL CELL	LEAKING
3/21/2006	CL2156B11215	PW123	CL21564002	LT WING

(CAN) DURING A SCHEDULED INSPECTION IT WAS OBSERVED THAT THE LT WING WAS LEAKING FUEL. ALL 8 FUEL CELLS WERE REMOVED FO LEAK CHECK AND 6 OUT OF 8 WERE FOUND LEAKING INCLUDING THIS ONE. LEAKING CELLS WILL BE REPLACED. (TC NR 20060321008)

CA060330006	CNDAIR	PWA	FUEL CELL	LEAKING
3/30/2006	CL2156B11215	PW123	2156400	RT WING

(CAN) DURING INSPECTION FOR A FUEL LEAK OF THE RT WING. ALL CELLS WERE REMOVED FOR LEAK CHECK. CELLS NR 1,2,4,6 AND 7 WERE FOUND LEAKING. CELLS WILL BE REPLACED. (TC NR 20060330006)

CA060321006	CNDAIR	PWA	FUEL CELL	LEAKING
3/21/2006	CL2156B11215	PW123	CL215640026	NR 2

WHILE UNDERGOING A SCHEDULED INSPECTION FUEL WAS FOUND DRIPPING FROM THE LEFT WING. ALL 8 FUEL TANKS WERE REMOVED FOR LEAK CHECK. THIS AND SEVERAL OTHER CELLS WERE FOUND LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED.

CA060321007	CNDAIR	PWA	FUEL CELL	LEAKING
3/21/2006	CL2156B11215	PW123	CL215640022	NR 6

DURING A SCHEDULED INSPECTION IT WAS OBSERVED THAT THE LEFT WING WAS LEAKING FUEL. ALL 8 FUEL CELLS WERE REMOVED FOR LEAK CHECK AND 6 OUT OF 8 WERE FOUND LEAKING INCLUDING THIS ONE. LEAKING CELLS WILL BE REPLACED.

CA060612005	CNDAIR	PWA	BOMBDR	PRESSURE SWITCH	INTERMITTENT
6/12/2006	CL2156B11215	PW123		215T752322	ELEVATOR SYS

DURING A FLIGHT, HAD 3 SUCCESS IFS INPUTS FROM THE ELEVATOR SYSTEM THEY WERE IN NORMAL MODE AND SUDDENLY ITS WENT TO MANUAL MODE AND BACK TO NORMAL IN A COUPLES OF A FEW SECONDS WITHOUT ANY ACTION FROM THE CREWS .

CA060515002	CNDAIR	GE	VENT LINE	CORRODED
5/3/2006	CL600*	CF341A	600626401	FUEL

(CAN) MASTER REFUEL PANEL CHECK TO CHECK VALVE FOR OP, FUEL CAME OUT OF LT NACA SCOOP APPROX 2 GALLON, THEN STOP. MAINT WAS ADVISE THIS WAS ONLY HAPPEN WHEN AC WAS PARKED OVERNIGHT. FIGURED THERE WAS A BAD O-RING IN VENT SYS. FUEL WAS DRAINED, FUEL PANELS REMOVED. NOTICED ON VENT LINE, FUEL WAS LEAKING THRU IT. FOUND PIPE HAD A HOLE, CORRODED. PIPE HAD A CAP INTALLED TO THIS VENT LINE, AN UNNAPROVED MOD WAS C/O ON VENT SYS. SB CAME OUT YEARS EARLIER TO REMOVE DRAIN LINE THAT WAS CONNECTED TO PIPE TO DRAIN ANY FUEL THAT COLLECTED IN VENT SYS BY USE OF EJECTOR PUMP. THIS UNAPPROVED MOD, WATER COLLECTED AT BOTTOM OF PIPE, CORRODED THRU. SB WAS COMPLIED WITH, SYSTEM CHECK SERVICABLE (TC NR 20060515002)

2006FA0000625	CNDAIR	GE	TUBE	CHAFED
6/20/2006	CL6002B16	CF34*	604752383	HYD SYSTEM

PRESSURE LINE FROM NR 1 ENGINE DRIVEN PUMP CHAFED AT AFTMOST CLAMP LOCATION (NEAR NR 1 SYSTEM RESERVOIR) UNTIL THE LINE FAILED UNDER PRESSURE CAUSING A COMPLETE LOSS OF NR 1 HYDRAULIC SYSTEM IN FLIGHT. CLAMP CUSHION FAILED CAUSING METAL TO METAL CONTACT. SUSPECT THAT DEFECT WAS NOT READILY VISIBLE BEFORE FAILURE. (K)

CA060208001	CNDAIR	THROTTLE CABLE	BROKEN
1/30/2006	CL6002B19	1603730007	COCKPIT

(CAN) THE LT ENGINE WOULD NOT GO BELOW 82 PERCENT WHEN THE THROTTLE WAS RETARDED TOWARD IDLE.

THE LT ENGINE WAS SHUT DOWN IAW QRH INSTRUCTION. TROUBLESHOOTING REVEALED THE CABLE ASSEMBLY FROM THE GEARBOX TO MFC BROKEN. CABLE WAS REPLACED IAW AMM. (TC NR 20060208001)

CA060319001	CNDAIR		WINDSHIELD	FAILED
3/19/2006	CL6002B19			COCKPIT

(CAN) APROX 19 MIN AFTER TAKEOFF, AIRCRAFT REPORTED SMOKE, SPARKS AND FIRE IN THE COCKPIT, COMING FROM THE PILOTS WINDSHIELD. WINDSHIELD HEAT WAS IMMEDIATELY SWITCHED OFF AND FIRE/SPARKS EXTINGUISHED. AIRCRAFT RETURNED TO BLOCKS. INITIAL VERBAL REPORT FROM MAINTENANCE CONTROL INDICATES THAT THE PILOT WINDSHIELD HEAT TERMINAL BLOCK IS BURNED, THERE IS SOME SOOT ON THE COCKPIT CELING PANEL AND A SMALL PORTION(TC NR 20060319001)

CA060515001	CNDAIR	GE	PANEL	MISSING
5/10/2006	CL6002B19	CF343A1	2285008114	NOSE COWL

(CAN) DURING FLT NR 1 ENG NOSE COWL LWR ACCESS PNL DEPARTED AC (ACCESS PNL). FLIGHT EXPERIENCED A SLIGHT BUFFET DURING FLT. UPON LANDING, FLT CREW DISCOVERED NOSE COWL LWR ACCESS PNL WAS MISSING. DAMAGE TO TRANSLATING COWL, UPPER NOSE COWL ACCESS PNL, CAUSED BY DEPARTING LWR ACCESS PNL. NR OF LWR ACCESS PNL FASTENERS WERE FOUND STILL ATTACHED MAIN ENG COWLING. PORTION OF DEPARTED ACCESS PNL WAS FOUND 1500 FT SHORT OF RUNWAY (REMAINDER OF PNL SEC WAS NOT RECOVERED). NEW LWR COWL ACCESS PNL WAS INSTALLED, DAMAGED TRANSLATING COWLING, UPPER NOSE COWL ACCESS PNL WERE REPLACED. SHORTS SB (INSP OF COWLING ACCESS PNL FASTENERS ISSUED SEPT/05) IS PRESENTLY BEING CARRIED OUT ON FLEET.

CA060211002	CNDAIR	GE	WINDOW	CRACKED
2/7/2006	CL6002B19	CF343A1	NP1393226	COCKPIT

(CAN) THE COPILOT SIDEWINDOW CRACKED IN DESCENT. WINDOW REPLACED, AIRCRAFT RELEASED TO SERVICE. (TC NR 20060211002)

CA060211003	CNDAIR	GE	TURNBUCKLE	SEPARATED
10/12/2005	CL6002B19	CF343B1		THROTTLES

(CAN) WHEN STARTING APPROACH, THROTTLES WERE PULLED BACK, A LOUD BANG WAS WITNESSED AND FELT IN A/C. ENG NR 1 STARTED TO LOSE POWER IMMEDIATELY, FOLLOWED BY LOW OIL PRESSURE WARNING. ITT ROSE UP TO 1230 DEG CELSIUS AND HIGH ENGINE VIBRATION WERE FELT. ENG WAS SHUTDOWN BY CREW. SINGLE ENG APPROACH AND LANDING, UNEVENTFUL LANDING. DURING INSP, MAINT FOUND BOTH TURNBUCKLES STG 2 OF VG LINKAGE WERE FOUND SEPARATED FROM VG SHAFT. SOME DAMAGED COMPRESSOR BLADES OF LAST FOUR STAGES WERE OBSERVED. CAUSE FOR STAGE 2 TURNBUCKLE PROBLEMS IS (MOST LIKELY)INTERFERENCE BETWEEN VG SHAFT CLEVIS AND TURNBUCKLE JAM NUT ITSELF. BRG ROD END SHEARED CLOSE TO THE NUT. (TC NR 20060211003)

CA060211004	CNDAIR	GE	BLADES	DAMAGED
10/11/2005	CL6002B19	CF343B1		COMPRESSOR

(CAN) FLIGHT CREW REPORTED SEEING HIGH NR 1 ENGINE ITT > 900 DEG CELSIUS, TOGETHER WITH ENGINE VIBRATION. N1 STARTED TO SPOOL DOWN AND FLUCTUATING N2 WAS SEEN. CREW SHUTDOWN THE ENGINE AND RETURNED TO DEPARTURE. SUCCESSFUL SINGLE ENGINE LANDING WAS PERFORMED. FAN AND TURBINE LOOKED NORMAL AND TURNED NORMALLY. GEARBOX TURNED AND ALSO SEEMS NORMAL. CHIP DETECTOR FOUND CLEAN. OIL FILTER SHOWED A SMALL AMOUNT OF CHIPS. OIL IN GEARBOX LOOKED NORMAL. FOUND IN EXHAUST A LOT OF METAL CHIPS. BORESCOPE INSPECTION OF THE AIRFLOW SECTION SHOWED DAMAGED COMPRESSOR ROTOR BLADES STAGE 10 THROUGH 14. (TC NR 20060211004)

CA060403004	CNDAIR	GE	SHROUD	FAILED
3/5/2006	CL6002B19	CF343B1	601R626765	COLLECTOR BOX

(CAN) DURING A POST HEAVY CHECK INSPECTION IT WAS DISCOVERED THAT A FUEL LEAK COMING OFF THE FUSELAGE DRAINS AT STATION 559.00 AND 574.00. AFTER INVESTIGATION, IT WAS DETERMINED THAT THE FUEL LEAK WAS COMING FROM THE FUEL COLLECTOR BOX SHROUD (P/N 601R62676-5). A BRACKET INSIDE THE COLLECTOR BOX IS BROKEN AND CHAFED ON THE LT ENGINE FEED LINE. THE AIRCRAFT IS CURRENTLY DOWN AND AWAITING PARTS (TC NR 20060403004)

CA060318002	CNDAIR	GE	SELECTOR VALVE	FAILED
3/12/2006	CL6002B19	CF343B1	601R7520617	NLG

(CAN) A GEAR DISAGREE MESSAGE ON EICAS ALONG WITH MASTER WARNING AFTER GEAR DOWN SELECTION. ON INVESTIGATION, IT WAS NOTED NLG DID NOT SHOW DOWN AND LOCKED. DOING A FLY BY, CONTROL TOWER WAS ABLE TO VERIFY THE NLG WAS NOT DOWN. CREW PROCEEDED WITH QRH PROCEDURES AND ACTIVATED MANUAL RELEASE HANDLE WITHOUT OBTAINING THE DESIRED RESULT. THE MLG HANDLE WAS THEN CYCLED AND ONLY THEN DID THE GEAR INDICATE DOWN AND LOCKED. AN EMERGENCY WAS DECLARED. THE AIRCRAFT LANDED WITHOUT FURTHER EVENT. MAINTENANCE REPLACED THE NLG SELECTOR VALVE AND UPLOCK ACTUATOR. ALL SUBSEQUENT CHECKS IAW AMM. AIRCRAFT WAS RELEASED BACK TO SERVICE. NLG UPLOCK ACTUATOR P/N 1660-103, S/N NGL10329/99 TSN 15283.42 (TC NR20060318002)

CA060320008	CNDAIR	GE	WINDOW	CRACKED
3/15/2006	CL6002B19	CF343B1	NP1393225	COCKPIT

(CAN) EN ROUTE DISCOVERED 2 CRACKS IN LT SIDE WINDOW, DIVERTED. LT SIDE WINDOW REPLACED AND TESTED IAW AMM PROCEDURE. AIRCRAFT RETURNED TO SERVICE. (TC NR 20060320008)

CA060318001	CNDAIR		APU	ODOR
3/15/2006	CL6002C10		WE38007703	

(CAN) CREW REPORTED SMOKE AFT LAV WARNING MSG ABORTED T/O AND EVACUATED PAX THROUGH MAIN DOOR ON RUNWAY. REPORTED SMELL ONLY, NO VISIBLE SMOKE. SOURCE OF SMOKE SMELL BELIEVED TO BE APU BLEEDS. APU WAS REPLACED IAW AMM. (TC NR 20060318001)

CA060131001	CNDAIR		WIRE HARNESS	DAMAGED
1/24/2006	CL6002C10			

DURING T/S OF INOP LAV LIGHTS, FOUND 6 WIRES BELOW FLOOR, RT SIDE AFT FWD SERVICE DOOR DAMAGED, BURNED. SMALLER HARNESS IS ROUTED UNDER LARGER HARNESS. TWO BUNDLES WERE NOT SECURED AND THIS ALLOWED 2 HARNESSES TO RUB UNTIL CENTER CONDUCTORS EXPOSED AND A POWER AND GROUND MADE CONTACT RESULTING IN BLACK RESIDUE ON THE HARNESSES. WIRING WAS REPLACED AND HARNESS SECURED TO ELIMINATE THE FOULING. FOLLOWING WIRES ARE DAMAGED, OUTER JACKET DAMAGE WIRE NO ATA SYSTEM FBF7941-22 28-40-00, REFUEL/DEFUEL PANEL FBG6885-18 33-21-00, RT CEILING LT DIM/BRT FBG6884-18 33-21-00, RT CEILING LT DIM CONTROL CORE EXPOSED WIRE NO ATA SYSTEM FBF6420-22 33-24-00, FASTENER SEAT BELT SIGN FBH6770-22 33-22-00, PSU TEST FBH6771-22 33-22-00 PSU RESET, ALL SIX (6) WIRES HAVE SPLICE REPAIRS. DAMAGED BUNDLE WAS TY-WRAPPED TOGETHER, DAMAGE WAS WIRE ON WIRE.

CA060514005	CNDAIR		WINDSHIELD	CRACKED
5/10/2006	CL6002C10		NP13932112	COCKPIT

(CAN) RT WINDSHIELD CRACKED ON CLIMBOUT AT 7000 FT, A/C RETURNED TO BASE. WINDSHIEL WAS REPLACED IAW AMM. THIS WAS A POST SB WINDHIELD. (TC NR 20060514005)

CA060208002	CNDAIR		CONTROL CABLE	STUCK
1/19/2006	CL6002C10		6224404101	ELEVATOR

(CAN) DURING APPROACH ELEVATOR CONTROL STUCK MOMENTARILY. APPROX 5 LB CONTROL FORCE BROKE ELEVATOR CONTROL FREE. ELEVATOR CONTROL OPERATED NORMALLY FOR APPROACH AND LANDING. AUTO PILOT PITCH SERVO CONDITION AND CABLE TENSION, PERFORMING A SLIP CLUTCH CHECK OF THE PITCH SERVO MOUNT, PERFORM OPERATIONAL CHECK OF THE AUTOPILOT SYSTEM. ALSO COMPLETED LUBRICATION OF THE ELEVATOR SERVO IAW REQUEST. ALL CHECKS WERE GOOD AND LUBRICATION COMPLETED (TC NR 20060208002)

CA060403001	CNDAIR	GE	WINDSHIELD	BROKEN
3/28/2006	CL6002C10	CF348C1	NP13932113	COCKPIT

(CAN) ENROUTE THE OUTER PLY PILOT WINDSHIELD SHATTERED AND IMPAIRED CAPT'S VIEW . A/C DIVERTED WINDSHIELD REPLACED, AIRCRAFT DECLARED SERVICEABLE. (TC NR 20060403001)

CA060503010	CNDAIR	GE	WINDSHIELD	CRACKED

4/20/2006	CL6002C10	CF348C1	601R3303318	COCKPIT

RIGHT FORWARD WINDSHIELD CRACKED DURING DESCENT FROM 350 TO 330. REMOVED AND INSTALLED F/O'S WINDSHIELD. RIGHT FORWARD WINDSHIELD CRACKED DURING DESCENT FROM 350 TO 330. REMOVED AND INSTALLED F/O'S WINDSHIELD.

CA060515003	CNDAIR	GE	VENT LINE	CORRODED
5/3/2006	CL6012A12	CF341A	600626401	

(CAN) REFUELLING WAS C/O, MASTER REFUEL PANEL CHECK C/O TO CHECK VALVE FOR OPERATION, WHAT WAS NOTICED, FUEL CAME OUT OUT OF THE LT NACA SCOOP APPROXIMATE 2 GALLON, THEN STOP. MAINT WAS ADVISED,THIS WAS ONLY HAPPENING WHEN A/C WAS PARK OVERNIGHT. SO MAINT CREW FIGURED THAT THERE WAS A BAD O-RING IN VENT SYS. A/C RETURED TO MAINT, FUEL WAS DRAINED AND FUEL PANELS REMOVED, FOUND VENT LINE, FUEL WAS LEAKING THRU IT. PIPE WAS REMOVED, FOUND PIPE HAD A HOLE THRU IT, CORRODED. PIPE HAD AN A CAP INTALLED TO THIS VENT LINE, A UNAPPROVED MOD WAS C/O ON VENT SYS. BY DOING THIS UNAPPROVED MOD WATER COLLECTED AT BOTTOM OF PIPE AND CORRODED THRU. S/B WAS COMPLIED WITH AND SYSTEM CHECK SERVICABLE. (TC NR 20060515003)

CA060403003	CNDAIR		OUTFLOW VALVE	FAILED
2/19/2006	CL604		1036322	CABIN PRESSURE

(CAN) ON A FLIGHT DURING CLIMB OUT AT FL 110 AND CLEARED FOR FL150 A (CABIN ALT) EICAS MESSAGE POSTED. THE CREW OBSERVED THAT CABIN ALTITUDE WAS CLIMBING IN AN UNUSUAL HIGH RATE. WHEN CABIN ALTITUDE REACHED 10000 FEET CREW DECIDED TO CONTROL IN MANUAL MODE. NO RESPONSED WAS NOTED. NOW GOR A MASTER WARNING DUE TO CABIN ALTITUDE HIGHER THAN 10000 FEET AND O2 MASKS DROPPED AND CREW PUT THEIR OWN MASKS ON. CREW DECIDED TO LEVEL OFF AT 15000 FEET AND FERRY FLOWN THE AIRCRAFT AT LOW LEVEL. ALSO OUTFLOW VALVE P/N 103664-2 WAS REPLACED AS BOTH VALVES FAILED THE TO PASS THE AMM TESTING. (TC NR 20060403003)

CA060504007	CNDAIR	GE	BRACKET	FRACTURED
4/25/2006	CL604	CF34*	600913563	TRANSMITTER

PRIOR TO A/C DEPARTURE, AND DURING A GROUND CHECK OF THE FLIGHT SPOILERS, THE LT SPOILER INDICATED IT WAS EXTENDED WHILE SURFACE WAS PHYSICALLY IN STOWED POSITION (AS COMMANDED BY SPOILER LEVER). FLIGHT SPOILER POSITION TRANSMITTER WAS INSPECTED AND FOUND TO BE LOOSE. MAINTENANCE SECURED TRANSMITTER, AND ITEM WAS DEFERRED IN ACCORDANCE WITH MEL. BRACKET WAS REPLACED UPON RETURN IN ACCORDANCE WITH AMM. BRACKET WAS FOUND WITH FRACTURES IN TWO PLACES ON BORE OF PART.

CA060317004	DHAV	PWA	TORQUE TUBE	FAILED
3/16/2006	DHC2MKI	R985AN14B	C2UT473	WATER RUDDER

(CAN) WHILE TAXING FLOAT EQUIPED AIRCRAFT, PILOT HAD COMPLETE FAILURE OF WATER RUDDER STEERING SYSTEM. UPON INSPECTION IT WAS FOUND THAT THE TORQUE TUBE HAD CRACKED, SPLITTING INTO TWO PIECES. FURTHER VISUAL INSPECTION FOUND THAT THE TORQUE TUBE WAS SEVERLY CORRODED INSIDE. THIS CORROSION WAS MOST LIKELY CAUSED FROM WATER COLLECTING INSIDE THE TUBE DUE TO LACK OF DRAINAGE BECAUSE OF THE TILLER BAR WHICH IS ATTACHED HORIZONTALLY AT THE BASE OF THE VERTICAL TORQUE TUBE. (TC NR 20060317004)

CA060321012	DHAV	PWA	TUBE	UNSERVICEABLE
3/3/2006	DHC2MKI	R985AN14B	C2FS3203A	BIRD CAGE

DIAGONAL BIRD CAGE TUBE FOUND TO BE BELOW LIMITS DURING ULTRASONIC INSPECTION.

CA060329002	DHAV	PWA	CYLINDER HEAD	CRACKED
3/27/2006	DHC2MKI	R985AN14B		ENGINE

(CAN) PILOT REPORTED JUST AFTER T/O, HEARD A POP AND THE ENGINE LOST A BIT OF POWER WITH SLIGHT VIBRATION. JUST AFTER THIS HE COULD SMELL A BIT OF BURNED OIL SMELL. AIRCRAFT RETURNED TO POINT OF DEPARTURE. INSPECTION INTO PROBLEM FOUND THAT NR 7 CYLINDER HAD SEPARATED BETWEEN HEAD AND BARREL. CYLINDER HAD 136.2 HRS SINCE OVERHAUL. ULTRASONIC INSPECTION OF CYLINDER IAW A/D 78-08-07

WAS CARRIED OUT AT OVERHAUL. CYLINDER ASSEMBLY WAS REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE (TC NR 20060329002)

CA060512006	DHAV	PWA	FLAP	CRACKED
5/8/2006	DHC2MKI	R985AN14B	C2E1079	CARB HEAT

(CAN) THE CARB HEAT FLAP ASSEMBLY HAD CRACKED UNDER THE DOUBLER PLATE, ALONG THE RIVET ATTCH LINE THAT CONNECTED THE FLAP/DOOR TO THE ACTUATING SHAFT BRACKET. (TC NR 20060512006)

CA060211001	DHAV	PWA	PLATE	DAMAGED
2/10/2006	DHC2MKI	R985AN14B		PROPELLER

(CAN) SHEARED RIVETS ON BACKPLATE FACE. (TC NR 20060211001)

CA060321011	DHAV	PWA	STRUT	FAILED
1/30/2006	DHC2MKI	R985AN14B	C2FS3282A	DOOR POST

(CAN) ULTRASONIC INSPECTION REVEALED THAT THE RT DOOR POST STRUT HAD FAILED THE INSPECTION CRITERIA. NEW DOOR POST STRUTS INSTALLED. (TC NR 20060321011)

CA060512003	DHAV	GARRTT	BOLT	FAILED
5/9/2006	DHC3	TPE33112UHR	C3US1563	RT WHEEL

(CAN) WHILE PERFORMING A 100 HOUR INSPECTION ON THE MLG WHEEL SKIS, MAINTENANCE FOUND THE RT WHEEL SKI ATTACH BOLT P/N:C3US156-3 TO BE BENT AND CRACKED. BOLT ATTACHES THE SKI BRACKET ASSEMBLY LINK P/N: C3US108-34 TO THE MLG STRUT AND AXLE. THE BOLT HAS CRACKED AT THE START OF THE RADIUS WHERE THE DIAMETER OF THE BOLT CHANGES FRON .500 NR DIA TO .750 IN DIA IT APPEARS THAT THE CRACK OCCURED ON THE TOOLING MARK. (TC NR 20060512003)

CA060321013	DHAV	PWA	HINGE BRACKET	DAMAGED
2/3/2006	DHC3	R134059	C3FS4727	HORIZ STAB

BOTH THE FORWARD HORIZONTAL STABILIZER ATTACH HINGE BRACKETS (C3FS472-7 RT AND C3FS473-7 LT) WERE FOUND TO BE BUSHED BEYOND SERVICEABLE LIMITS. VIKING AIR HAD GIVEN A MAXIMUM OD OVERSIZE BUSHING OF .500. DURING INSPECTION THE BUSHINGS WERE MEASURED AT .650 + BOTH BRACKETS WERE REPLACED WITH NEW PARTS.

CA060321015	DHAV	PWA	FUEL CELL	DAMAGED
12/15/2005	DHC3	R134059	C3PT315	WING

ALL OF THE BLADDER STYLE FUEL CELLS REQUIRED EXTENSIVE WORK OR REPLACEMENT, PN# C3PT31-5, C3PT32-5, C3PT33-5, C3PT34-5 THE FUEL CELLS WERE REPLACED AS REQUIRED. THE AVERAGE DATE OF THE TANK MANUFACTURE WAS NOTED TO BE 1956.

CA060321014	DHAV	PWA	BAR	CORRODED
2/1/2006	DHC3	R134059	C3FS145	WING

DURING A VISUAL INSPECTION OF THE OTTER TIE BAR ASSEMBLY A LARGE COLLECTION OF DEAD FLY CARCASSES WERE FOUND CRAMMED INTO THE "U" CHANNEL SECTION OF THE TIE BAR. ON FURTHER INVESTIGATION WITH THE BUG BIOMASS IT BECAME EVIDENT THAT THE BAR HAD STARTED TO EXFOLIATE. THE TIE BAR ASSEMBLY WAS REPLACED. A CONTRIBUTING FACTOR TO THE FAILURE MAY HAVE BEEN THE FACT THAT THE INSPECTION HOLES THAT WERE INCORPORATED TO INSPECT THE TIE BAR HAD NEVER BEEN ADEQUATELY RESEALED AFTER THE LAST INSPECTION.

CA060321017	DHAV	PWA	HOUSING	WORN
2/9/2006	DHC3	R134059	C3CF1267	ELEV QUADRANT

THE ELEVATOR QUADRANT BEARING HOUSING WAS WORN BEYOND LIMITS AT THE BEARING ATTACH POINTS, REF NRB538.

CA060322001	DHAV	PWA	HOUSING	WORN
2/9/2006	DHC3	R134059	C3CF1277	RUDDER QUADRANT

THE RUDDER QUADRANT BEARING HOUSING WAS WORN BEYOND LIMITS AT THE BEARING ATTACH POINTS/PIVOT POINT.

CA060321016	DHAV	PWA	BULKHEAD	CRACKED
1/3/2006	DHC3	R134059	C3FS3413	FUSELAGE

THE FOLLOWING FLOOR SUPPORTING STRUCTURE WAS FOUND TO BE UNSERVICEABLE IN THE CABIN AREA PN NR C3FS34-13 BULKHEAD LOWER STATION 133.33, C3FS13-27 BULKHEAD LOWER STATION 153.77, C3FS51-27 BULKHEAD LOWER STATION 174.2, C3FS58-15 BULKHEAD LOWER STATION 194.00 REPEATED HEAVY LOADS TO THE FLOOR AREA OVER 23'000 HRS HAD DAMAGED OR WEAKENED THE STRUCTURAL INTEGRITY OF THE FLOORBEAM ATTACH POINTS. ALL OF THE TOP BULKHEAD FLANGES WERE DAMAGED AT THE INTERSECTION OF THE FLOORBEAMS REF #C3FS351-2. THIS DEFECT IS ESPECIALLY IMPORTANT SINCE THE REAR CABIN SEAT/SEAT BELT RESTRAINT IS INDIRECTLY ATTACHED TO THE FLOOR BULKHEADS.

CA060322002	DHAV	PWA	FITTING	WORN
2/9/2006	DHC3	R134059	C3CF1073	T/E FLAP

BOTH INBOARD FLAP(C3CF104-5) TUBE END ASSEMBLIES (LT AND RT WINGS) C3CF107-3 WERE REPLACED DUE TO WEAR AND LOOSE ATTACH FASTENERS. FAILURE OF THE PLUG END ON THE FLAP CONTROL TUBE COULD LEAD TO AN ASYMMETRIC FLAP CONDITION.

CA060502006	DHAV		PUMP	FAILED
4/30/2006	DHC4A		6307901	HYDRAULIC SYS

AFTER REPLACING A PUMP DUE TO TIME-EX, NEXT 3 PUMPS INSTALLED FAILED. ALL FAILED DUE TO SHAFT SHEARING. FILTERS PULLED AFTER 1ST FAILURE, THERE WAS ONLY TRACE EVIDENCE OF METAL AND NOTHING ELSE. FILTER WAS CLEANED, REINSTALLED IAW MM. AFTER NEXT 2 FAILURES FILTERS PULLED AGAIN WITH NO METAL FINDINGS. FIRST FAILED PUMP, DISASSEMBLED IT TO TRY AND FIND CAUSE FOR FAILURE. DISASSEMBLY FOUND 2 OF PISTONS SEIZED DUE TO OVERHEATING AND SEPARATED FROM SWASH PLATE. 1 PISTON HAD END TORN OFF AND HAD GENERATED A FAIR AMT OF METAL CONTAM INTERNALLY TO PUMP. STILL INVESTIGATING CAUSE OF OVERHEATING THAT FAILED ORIG PUMP. UNABLE TO CHECK OTHER 2, SHIPPED ALREADY. AWAITING THE REPAIR SHOPS REPORT.

CA060313002	DHAV		BUSHING	MISMANUFACTURED
3/8/2006	DHC6		C6FSM182031	ADAPTOR

(CAN) THE RAISED BUSHING AREA OF THE ADAPTOR ARE NOT MACHINED AT THE CORRECT ANGLE. BOTH MACHINED SURFACES ARE ANGLED AFT, THIS CAUSES THE HORIZONTAL AND VERTICAL STABILZERS TO SIT OFF SET ON AN ANGLE AND NOT DOWN FLUSH. MARKING ON THE ADAPTOR ALONG WITH THE PN ARE NR 451443, W/O 0928, AUG 11/99 AND FIRST ARTICAL. PLEASE REFER TO S/B 6/454 AND 6/516 FOR MORE DETAILS. (TC NR 20060313002)

CA060315004	DHAV	PWA	RELAY	FAILED
3/9/2006	DHC6200	PT6A20	A700AP	REVERSE CURRENT

A/C SHUT DOWN AFTER FLT, CREW REPORTED NR 2 GENERATOR WARNING LIGHT DID NOT ILLUMINATE. A/C WAS RUN FOR TROUBLESHOOTING, DURING WHICH TIME GEN FUNCTIONED INTERMITTENTLY. WHEN ENGINES WERE SHUT DOWN, SMOKE BEGAN TO EMANATE FROM THE ELECTRICAL BAY IN THE CABIN CEILING. ALL ELECT PWR WAS REMOVED FROM AIRCRAFT AND SMOKING STOPPED. INVESTIGATION REVEALED THAT NR 2 REVERSE CURRENT RELAY HAD FAILED INTERNALLY AND WAS HEAVILY HEAT DAMAGED. LARGE ELECTRICAL LEADS ATTACHED TO IT SHOWED SIGNS OF OVERHEATING AS WELL. ALL DAMAGED WIRING WAS REPLACED, AS WELL AS THE RT REVERSE CURRENT RELAY AND THE RT VOLTAGE REGULATOR. AIRCRAFT WAS RETURNED TO SERVICE.

CA060208011	DHAV	PWA	FCU	FLUCTUATES
2/2/2006	DHC6200	PT6A20	25244392	ENGINE

(CAN) WHEN AC WAS ABOUT 10 MIN FROM LANDING, ON DESCENT, ENG POWER LEVERS WERE RETARDED FROM 38 LBS OF TORQUE. THE RT ENGINE TQ AND T5 STARTED FLUCTUATING. RT POWER LEVER WAS BROUGHT BACK FURTHER BUT TQ AND T5 CONTINUED TO RISE. RT POWER LEVER WAS PUT TO IDLE AND PROP LEVER TO FULL FINE IN AN ATTEMPT TO REDUCE TQ AND T5 HOWEVER BOTH PARAMETERS STILL INCREASED FURTHER TO 55

LBS OF TQ AND 900 DEGREES ON T5. ENG WAS SHUT DOWN AND THE AC LANDED WITHOUT INCIDENT. FCU WAS REPLACED, RIGGED AND ENGINE RUN-UPS COMPLETED. AC WAS FLOWN BACK TO BASE. RT POWER SECTION WAS REMOVED AND SENT FOR AN OVER TORQUE INSPECTION, AND THE FCU SENT FOR REPAIR. (TC NR 20060208011)

AU510001604	DHAV	PWA	PANEL	MISMARKED
3/6/2005	DHC6200	PT6A27		INSTRUMENT PANEL

NO LABELS ON DUAL RADIOS/INDICATORS AND ADVISORY LABELS AS REQUIRED BY ANO 108.34 SECTION 6.2.

AU510001605	DHAV	PWA	FUEL SYS	FAULTY
11/7/2005	DHC6200	PT6A27		

FUEL SYSTEM SUSPECT FAULTY. LIMITED INFORMATION PROVIDED.

CA060208012	DHAV	MOUNT	BROKEN
10/19/2005	DHC6300	PK73507217	RT ENGINE

(CAN) ON TAKE-OFF THERE WAS A NOISE AND THE AC NOSE HAD AN UNCONTROLLED PITCH UP, AND IT YAWED TO THE RT AND THE TORQUE PRESSURE FELL TO 80 PERCENT. THE TAKE-OFF WAS ABORTED AND THE AC RETURNED TO THE DOCK. IT WAS THAN DISCOVERED THAT THE RT ENGINE MOUNT WAS BROKEN. (TC NR 20060208012)

CA060208008	DHAV	LONGERON	FRACTURED
2/1/2002	DHC6300	73507217	LT NACELLE

(CAN) ON TAKE-OFF THE ENGINE TORQUE INDICATION OBSERVERED DROPPING OFF, ABORTED TAKE-OFF. OBSERVED LEFT ENGINE SAGGING IN THE COWLING. (TC# 20060208008)

CA060208010	DHAV	MOUNT	BROKEN
5/7/2004	DHC6300	73512562	RT ENG

(CAN) AFTER LIFT-OFF IT WAS NOTICE A POWER LOSS ON THE RT TORQUE GAUGE. THE WEATHER CONDITIONS WERE VERY BAD THE POWER WAS REDUCED AND THAN THE A/C LANDED 2 MINUTES AWAY. WHEN THE A/C WAS SECURE AND ENGINE SHUT OFF IT WAS NOTICED THAT THE ENGINE MOUNTS ON THE RT ENGINE WERE BROKEN AND THE COWLING OPENED 2 INCH WITH SOME POPPED LATCHES. RT FLIGHT CONTROLS WERE FOUND DAMAGED. (TC NR 20060208010)

CA060208013	DHAV	MOUNT	BROKEN
2/28/2005	DHC6300	73512562	LT ENGINE

AFTER A SMOOTH LANDING, THE A/C HIT AN ABNORMALLY LARGE WAVE, WHICH CAUSED THE A/C TO GET AIRBORNE THAN CAME DOWN HARD ON A SMALLER WAVE, WHICH RESULTED IN A LARGE JOLT TO THE A/C. IT WAS THEN NOTICED THAT THE LT ENGINE AND POWER LEVERS HAD SHIFTED FORWARD. IT WAS ALSO NOTICED THAT THE LT ENGINE HAD DROPPED A BIT.

CA060208014	DHAV	MOUNT	BROKEN
10/19/2005	DHC6300	73512562	ENGINE

(CAN) AFTER LANDING IT WAS NOTICED NO REVERSE ON THE RT ENGINE AND THE THERE WAS STIFFNESS IN THE OPERATION OF THE POWER LEVERS THAN IT ULTIMATLLY GOT STUCK. MAINTENANCE IDENTIFIED THE PROBLEM AS A BROKEN ENGINE MOUNT. (TC NR20060208014)

CA060208015	DHAV	MOUNT	BROKEN
1/30/2006	DHC6300	73512562	ENGINE

(CAN) THE PILOT REPORTED AFTER LANDING THE LT ENGINE WAS BROKEN. THE MAINTENANCE CREW REPLACED THE BROKEN TOP LT ENGINE MOUNT ALONG WITH THE VIBRATION ISOLATOR AND NEW GASKETS AND ATTACHMENT BOLTS. (TC NR 20060208015)

CA060210001	DHAV	PWA	FITTING	CRACKED
2/9/2006	DHC6300	PT6A27	C6WM102727	RT WING

(CAN) UPON INSPECTION OF WING FRONT SPAR ADAPTER FITTINGS IAW REO 6-57-30-013, CRACKS WERE FOUND ON THE LT AND RT WING FRONT SPAR ADAPTER FITTINGS AS FOLLOWS; LT WING, BETWEEN WING STATION 35.15 AND 47.5, ONE CRACK BETWEEN 5TH AND 6TH RIVET. LT WING, BETWEEN WING STATION 47.5 AND 60.0, ONE CRACK BETWEEN THE 7TH AND 8TH RIVET. RT WING BETWEEN WING STATION 35.15 AND 47.5, ONE CRACK BETWEEN 4TH AND 5TH RIVET. AIRCRAFT ADVISED. (TC NR 20060210001)

CA060330005	DHAV	PWA	MOUNT	MISMANUFACTURED
3/30/2006	DHC6300	PT6A27	C6WM151928	ENGINE

(CAN) ENGINE MOUNT PLATE INCORRECTLY MANUFACTURED. THE HOLE FOR THE ENGINE MOUNT BOLT (MS21250-06042) IS NOT DRILLED AT THE CORRECT ANGLE. THE HOLE FROM THE MOUNT PLATE TO THE FITTING, ENGINE MOUNT P/N C6WM 1517-28 DOES NOT LINE UP. MARKINGS ON THE PLATE ARE, P/N C6WM 1519-28, W/O14947/1 AND AUG 12/04. (TC NR 20060330005)

AU510002187	DHAV	PWA	RETAINING RING	MISSING
12/12/2005	DHC6300	PT6A27	AS3217146	PROPELLER SHAFT

ENGINE PROPELLER SHAFT ADAPTER PLUG RETAINING RING MISSING. ADAPTER PLUG P/N 3013146 DISLODGED AND LOOSE IN THE PROPELLER SHAFT INTERNAL BORE. RETAINING RING COULD NOT BE FOUND. SUSPECT RETAINING RING HAD NOT BEEN INSTALLED. PERSONNEL/MAINTENANCE ERROR. AIRCRAFT IS REGISTERED IN PNG.

CA060504002	DHAV	PWA	DRIVE ASSY	FAILED
3/27/2006	DHC7102	PT6A50	4006719904	ELEVATOR SERVO

CLIMB TO FL 120, AT FL 085 COMMUNICATION ESTABLISHED WITH APPROACH, AND INSTRUCTED TO MAINTAIN FL 080. CAPT TOLD GO TO DESCENT AND MAINTAIN 080, AUTOPILOT WAS ENGAGED, CAPT REALIZED A/C WAS STILL CLIMBING AND THE WHEEL TRIM WAS TRIMMING FULL NOSE-UP, FO PUSHING ON CONTROL COLUMN, CAPT IMMEDIATELY DISENGAGE AUTO-PILOT, RESULT WAS A SUDDEN PITCH ATTITUDE CHANGE, A/C STARTED TO VIBRATE AND A VERY SCARY MOVEMENT OF A/C FOLLOWED. FLT RESUMED NORMALLY AFTERWARD, AND LANDED SAFELY AT AIRPORT. THE FOLLOWING WAS CARRIED OUT TO T/S & RECTIFY SNAG. AUTO-PILOT FUNCTION CHECKED, FOUND TOUCH CONTROL STEERING NOT WORKING. AUTO-PILOT COMPUTER REPLACED, ELEVATOR SERVO REPLACED, AS PER MM 22-10-00. AUTO-PILOT FUNCTION CHECK CARRIED OUT AS PER MM 22-10-00, SYSTEM WORKED OK. ELEV CNTRL SYS INSPECTED FOR SECURITY AND TRAVEL FROM COLUMN TO ELEV SPRING TAB, ALL ITEMS FOUND SERVICEABLE. ELEV TRIM INSPECTED FOR TRAVEL, SERVO AND CHAIN INSPECTED, NO DEFECTS FOUND. PITCH DISCONNECT MECH INSPECTED EACH ELEVATOR SYSTEM INDEPENDENTLY CHECKED FOR FULL TRAVEL, NO DEFECTS FOUND. A/C TEST FLOWN, NO DEFECTS FOUND. A/C RELEASED TO SERVICE.

2006FA0000636	DHAV		WIRE	FAILED
5/1/2006	DHC8*			EXCITER

EXCITER ROTOR LEAD WIRES BREAK AT SOLDER CONNECTION TO DIODE. (K)

2006FA0000637	DHAV		WIRE	FAILED
5/1/2006	DHC8*			EXCITER

EXCITER ROTOR LEAD WIRES BROKEN AT SOLDER CONNECTION TO DIODES. (K)

CA060315002	DHAV	PWA	CARBON SEAL	DAMAGED
3/14/2006	DHC8*	PW120A	3037223	NR 2 ENGINE

IN CRUISE, AT FL200, OBSERVED SHORT INTERMITTENT ILLUMINATION OF OIL PRESS WARN LIGHT OF NR 2 ENG. IND OF SLIGHT OIL PRESS FLUCTUATIONS OF CORRESPONDING GAUGE COUPLED WITH HIGHER OPERATING OIL TEMP ON NR 2 ENG. CREW DECIDED TO DIVERT A/C TO BASE WHERE NORM APPROACH AND LANDING. INVESTIGATION REVEALED SLIGHTLY LWR THAN NORM OIL LEVEL NR 2 ENG. OIL LEVEL ADJUSTED TO MM LEVELS AND FOLLOWING SATIS ENG GROUND RUNS A/C RETURNED TO SERVICE. FOLLOWING DAY OF OPERATION, INVESTIGATIONS WERE UNDERTAKEN TO ENSURE OIL CONSUMPTION NOT COMPROMISED AND DURING INVESTIGATIONS IT WAS REVEALED SEALING FACE OF BREATHER SYS CARBON SEAL DAMAGED WHICH COMPROMISED EFFICIENCY ON BREATHER SYSTEMS OP RESULTING IN INCREASED OIL CONSUMPTION. CARBON SEAL WAS REPLACED AND A/C RETURNED TO SERVICE WHERE OP W/OUT INCIDENT.

CA060210009	DHAV		ANGLE	CORRODED
2/10/2006	DHC8102		85310109	BULKHEAD

(CAN) DURING A C-CHECK HEAVY CORROSION WAS FOUND ON THE FRONT PRESSURE BLK STA 120.0 ON THE LOWER AFT CAP ANGLE P/N 85310109 AND ON THE FORWARD CAP ANGLE P/N 85310108. THE DAMAGE WAS SUBMITTED TO MFG WHO ISSUE A SPECIFIC REPAIR TO BE CARRIED OUT. (TC NR 20060210009)

CA060330007	DHAV	PWA	CONTACTOR	STUCK
3/30/2006	DHC8102	PW120A	SM601BA20A1	HYD CIRCUIT BRKR

(CAN) AFTER TAKE-OFF THE PILOTS WERE COMPLETING THE AFTER TAKE-OFF CHECKS AND THEY NOTICED THAT THE NR 2 HYDRAULIC STANDBY POWER UNIT WAS INDICATING PRESSURE EVEN WITH THE SPU SELECTED OFF. THE PILOTS ELECTED TO RETURN TO BASE FOR FURTHER INVESTIGATION. THE MAINTENACE STAFF FOUND THAT THE HYDRAULIC REMOTE CIRCUIT BREAKER CONTACTOR WAS STUCK IN THE ON POSITION. CONTACTOR WAS REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060330007)

CA060327002	DHAV	PWA	SHAFT	SEIZED
3/23/2006	DHC8102	PW120A	745583	TE FLAPS

AFTER LANDING, THE PILOT WAS UNABLE TO RETRACT THE FLAPS. UPON INVESTIGATION BY MAINTENANCE, THE FLAP SECONDARY DRIVE CABLE WAS FOUND SIEZED (THE INNER CABLE HAD BROKEN STRANDS WHICH JAMMED THE CABLE). THE SECONDARY DRIVE CABLE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA060203001	DHAV	PWA	FUEL LINE	DAMAGED
2/1/2006	DHC8102	PW120A	8280127119	LT ENGINE

IT WAS DISCOVERED DURING OVERNIGHT ROUTINE MAINTENANCE THAT THE FUEL LINE IN THE LT ENGINE COMPARTMENT HAD BEEN IN CONTACT WITH A BRAIDED SHIELDED WIRE HARNESS CAUSING SEVERAL PIN HOLES WITHIN THE FUEL LINE CAUSING AN ATOMIZING EFFECT OF THE FUEL WITHIN THE ENGINE NACELLE. FUEL LINE WAS REPLACED AND WIRE HARNESS RESECURED TO ENSURE TO CONTACT WITH FUEL LINE. AIRCRAFT GROUND RUN AND RELEASED INTO SERVICE.

CA060508006	DHAV	PWA	RELAY	SEPARATED
5/8/2006	DHC8102	PW121	CL12068161	NR 2 ECU

DURING THE ACCOMPLISHEMENT OF THE TASK 7320/02 (OPERATIONAL CHECK OF DUPLICATED ECU POWER SUPPLIES AND INTEGRITY OF DIODES), THE 7611-K4 (ENG NR 2 ECU) RELAY BASE WAS FOUND UNGLUED. THIS SITUATION REMOVED ALL THE POWER FOR THE ECU AND LIVE THE ENGINE IN MANUEL MODE. IN ADDITION, THE FREE RELAY BASE GIVE THE OPPORTUNITY OF SHORTING TO THE ELECTRICAL PINS WITH THE ADJACENT STRUCTURE.

CA060508003	DHAV	PWA	RELAY	DAMAGED
5/8/2006	DHC8106	PW121	CL12068161	NR 1 ECU

DURING A "C" CHECK INSPECTION, DURING THE OPERATIONAL CHECK OF "DUPLICATED ECU POWER SUPPLIES AND INTEGRITY OF DIODES CHECK" (TASK 73-20-02), THE BASE OF THE RELAY 7611-K3 (ENG NR 1 ECU) WAS FOUND UNGLUED. WITH THIS RELAY DISCONNECTED, THE ECU OF THIS ENGINE GOES IN MANUAL MODE DUE TO THE FULL LOSS OF POWER. IN ADDITION, THE FREE RELAY BASE RESULT IN A HI-RISK OF SHORTING WITH THE STRUCTURE.

AU510002214	DHAV	PWA	PUMP	FAILED
12/12/2005	DHC8202	PW123D	5008269H	FUEL

NR 2 ENGINE DRIVEN FUEL PUMP INPUT SHAFT SHEARED. FUEL PUMP COULD TURN FREELY.

CA060322010	DHAV	PWA	FUEL CONTROL	LOOSE
3/15/2006	DHC8301	PW123	324485318	ENGINE

DURING CRUISE PILOT REPORTED ENGINE PARAMETERS WANDERING. NH +-0.4% NL +- 0.2%, RPM +- 2 . MAINTENANCE INSPECTION FOUND POWER LEVERS ARMS LOOSE (LOW TORQUE/STILL COTTER PINNED ARMS RETIGHTEN AT ALL PIVOT POINTS AND RE-COTTER PINNED. AIRCRAFT RETURNED TO SERVICE FUEL CONTROL

UNIT HAD BEEN INSTALLED FOR 1106 HR/1331 CY.

CA060322007	DHAV	PWA		CONNECTOR	BURNED
3/21/2006	DHC8311	PW123		MS3476L2241S	ELEVATOR HEAT

(CAN) DURING CLIMB POSITION LT CIRCUIT BREAKER POPPED. MAINTENANCE TROUBLE SHOOTING FOUND REAR PRESSURE BULKHEAD (STA 708.45) PLUG CONNECTOR (9811-J9) TO HAVE SEVERAL BURNED PINS. ELEVATOR HORN HEAT , LOGO LIGHTS AND AFT POSITION LTS ARE ALL CONNECTED THRU THIS CONNECTOR PLUG. ELEVATOR HORN HEAT, POSITION LIGHTS , AND LOGO LIGHTS HAD REPORTED PREVIOUS INTERMITTANT FAULTS. CONNECTOR REPLACED AND TESTED SERVICEABLE. (TC NR 20060322007)

CA060216001	DHAV	PWA	BFGOODRICH	BEARING	FAILED
2/15/2006	DHC8311	PW123		03600923	STARTER GEN

(CAN) ORIG SNAG (STARTER SWITCH DOES NOT AUTO DELATCH) DRIVE END BEARING FAILURE (03-6009-23) STARTER GENERATOR HAS BEEN MODIFIED TO -008 (S/B -8-24-81) (TC NR 20060216001)

AU510001956	DHAV	PWA		CONTROL COLUMN	LOOSE
4/10/2005	DHC8315	PW123		82710081	COCKPIT

(AUS) RT CONTROL COLUMN LOWER ATTACHMENT RIVETS LOOSE. CONTROL COLUMN HAD APPROXIMATELY 5MM (0.196IN) FORE AND AFT MOVEMENT WHEN LOCKED. (CASA NR 510001956)

AU510002207	DHAV	PWA		HOSE	RUPTURED
12/12/2005	DHC8315	PW123		DSC252B40124	NR 2 HYD SYS

NOSE LANDING GEAR DRAG STRUT RETRACTION ACTUATOR FLEXIBLE HOSE RUPTURED. LOSS OF NR 2 HYDRAULIC SYSTEM FLUID.

AU510001931	DHAV	PWA		TRANSMITTER	FAILED
12/12/2005	DHC8315	PW123		APT761000100DW	OIL PRESSURE

LT ENGINE OIL PRESSURE TRANSMITTER FAILED.

AU510001599	DHAV	PWA		LANDING GEAR	LOCKED
12/12/2005	DHC8315	PW123			NOSE

NOSE LANDING GEAR FAILED TO RETRACT. INVESTIGATION FOUND THE LANDING GEAR GROUND LOCK STILL FITTED. GROUND LOCK HAD NOT BEEN STOWED FOLLOWING PUSHBACK. PERSONNEL/MAINTENANCE ERROR.

AU510001924	DHAV	PWA		FAIRING	BIRD STRIKE
12/12/2005	DHC8315	PW123		85350966	RT WING ROOT

(AUS) RT WING ROOT FAIRING SUFFERED A FRUIT BAT STRIKE DURING LANDING. THE BAT CAUSED A HOLE IN THE KEVLAR FAIRING BUT DID NOT PENETRATE. THE HOLE SIZE WAS APPROXIMATELY 180MM (7.08IN). (OTHER CAUSE: BIRDSTRIKE) (CASA NR 510001924)

CA060316008	DIAMON			BLADE	CRACKED
3/15/2006	DA20C1			W69EK763	PROPELLER

CRACK FOUND ON TRAILING EDGE OF PROPELLER TIP.

CA060314002	DIAMON	CONT	GARMIN INTL	CIRCUIT BOARD	BURNED
2/2/2006	DA20C1	IO240B		GMA340	AUDIO PANEL

THREE GARMIN AUDIO PANELS GMA 340 HAD TO BE SENT BACK TO GARMIN FOR REPAIRS DUE TO A SHORT CIRCUIT OCCURRING WHEN PLUGGING IN HEADSETS WITH THE MASTER SWITCH ON. FIRST WAS ON JANUARY 17, 2006, LAST TWO OCCURRED ON SAME DAY FEB 2, 2006. OPERATING AIRCRAFT FOR A LITTLE MORE THAN TWO YEARS, SUSPECTED FIRST FAILURE MAY HAVE BEEN AN ISOLATED EVENT DUE TO FACT THAT REPLACEMENT OF UNIT, WITH A LOANER, FROM ATLANTIC AVIONICS, WORKED JUST FINE. DIAMOND ISSUED SB DAC1-23-01 REV 0 TITLED DA20 C1 - GMA 340 ISOLATION DIODES ISSUED 08 DECEMBER 2004. NOT PROVIDED A COPY OF BULLETIN UNTIL AFTER FAILURES.

CA060504004	DIAMON	CONT	ENGINE	FAILED
4/26/2006	DA20C1	IO240B		

ENGINE QUIT ON APPROACH, ONCE LANDED THE PILOT RESTARTED THE ENGINE AND TAXIED TO THE PARKING AREA. THE AIRCRAFT WAS INSPECTED AND IT SEEMS TO BE FUEL PRESSURE THAT WAS THE CAUSE OF THE ENGINE FAILURE. RIGGING AND MULTIPLE TESTS WERE CONDUCTED AND THE PROBLEM DID NOT RE-APPEAR.

CA060330003	DOUG		MOUNT	CRACKED
3/30/2006	600N		500N3139	GEARBOX

(CAN) CRACKS WERE FOUND IN THE MOUNT IS SIMILAR LOCATION ON 2 COMPANY AIRCRAFT. (TC NR 20060330003)

CA060323002	DOUG	PWA	CYLINDER	CRACKED
3/11/2006	DC3CS1C3G	R183092	1830	NR 13

THE EXHAUST EAR OF NR 13 CYLINDER DEVELOPED A CRACK WHICH AFFECTED THE VALVE CLEARANCE OF THE EXHAUST VALVE, RESULTING IN A ROUGH RUNNING ENGINE. CYLINDER ASSEMBLY WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

AU510001795	DOUG	PWA	ENGINE	MALFUNCTIONED
12/12/2005	DC3CS1C3G	R183092		

ENGINE SHUT DOWN DUE TO ROUGH RUNNING. INVESTIGATION CONTINUING.

2006FA0000640	DOUG		CARRIER ASSY	CRACKED
7/5/2006	MD83		35006931	UNKNOWN

CARRIER PN 3500693-1 FOUND CRACKED DURING PENERANT INSPECTION OF PART. PART WAS BEING INSPECTED FOR OVERHAUL REPAIR, CRACK IS BEYOND REPAIR LIMITS.

CA060129018	EMB	PWA	TURBINE BLADES	FRACTURED
12/28/2005	EMB110*	PT6A34		GAS GENERATOR

DURING CRUISE, ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION ACCOMPANIED BY NOISE. ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED FRACTURED COMPRESSOR TURBINE BLADES.

CA060214005	EMB	PWA	BLOWER	BURNED
2/13/2006	EMB110P1	PT6A34	C180559A1	CABIN AIR

(CAN) DURING CRUISE FLIGHT, WITH NO PASSENGERS ON BOARD, THE CREW NOTICED AN ELECTRICAL BURNING SMELL IN THE AIRCRAFT AND SMOKE IN THE CABIN. THE AIRCRAFT WAS DIVERTED TO THE NEAREST SUITABLE AIRPORT AND LANDED. UPON INVESTIGATION MAINTENANCE PERSONNEL DISCOVERED THAT THE SMELL AND SMOKE WAS COMING FROM THE CABIN BLOWER. THE CABIN BLOWER WAS DISABLED AND DEFERRED AND A GROUND RUN WAS COMPLETED WITH NO FURTHER SMOKE OR BURNING SMELL NOTED. THE AIRCRAFT WAS THEN RETURNED TO SERVICE. ONCE THE AIRCRAFT RETURNED TO A MAINTENANCE BASE THE BLOWER WAS REMOVED AND SENT OUT FOR REPAIR AND A COMPONENT STRIP REPORT. (TC NR 20060214005)

CA060328002	EMB	PWA	CHANNEL	CRACKED
3/26/2006	EMB110P1	PT6A34	1101411073004	HORIZONTAL STAB

(CAN) DURING COMPLETION OF A 6C INSP, MAINT FOUND A CRACK IN THE FWD LT HORIZONTAL STABILIZER MACHINED CHANNEL. THIS PARTICULAR INSP WAS COMPLETED DUE TO AD 83-03-03R6 REQUESTING AN INITIAL INSP AND MODIFICATION OF ATTACHMENT AREA. INITIAL REQUIREMENTS WERE PREVIOUSLY COMPLETED BY A PREVIOUS OPERATOR. A REPEAT INSP IS NOW CALLED UP DURING 6C INSP AS REQUIRED BY AD. CRACK WAS FOUND IN NEW MODEL OF MACHINED CHANNEL PART NR 110-4A-1411-07-16 THAT WAS PREVIOUSLY REPLACED. A VISUAL INSP OF ALL SURROUNDING AREA WAS COMPLETED AND AN EDDY CURRENT INSPECTION OF REMAINING FITTING WAS COMPLETED AND NO OTHER DISCREPANCY WAS FOUND. CHANNEL WILL BE REPLACED AND AIRCRAFT WILL BE RETURNED TO SERVICE. (TC NR 20060328002)

AU510001811	EMB	PWA	BFGOODRICH	BOLT	BROKEN

12/12/2005	EMB120	PW118A	314461	MS2125005016	MGL WHEEL

(AUS) LT OB MAIN WHEEL TIE BOLTS BROKEN. INVESTIGATION CONTINUING. (CASA NR 510001811)

AU510001929	EMB	PWA	CONTROL WHEEL	CRACKED
12/12/2005	EMB120	PW118A	12006325007	COCKPIT

CAPTAIN`S CONTROL WHEEL CRACKED AT BEND APEX.

CA060208004	EMB	MODULE	FAULTY
2/8/2006	ERJ190100IGW	70282721801	SPOILERS

(CAN) SPOILER FAULT CAUTION AT 33000. THE AIRCRAFT DID YAW AS A SPOILER PANEL EXTENDED AND RETRACTED. QRH PROCEDURES CARRIED OUT. SPOILERS CONFIRMED RETRACTED VISUALLY FROM CABIN. IB MULTIFUNCTION SPOILERS INDICATED A FAULT ON MFD FLIGHT CONTROL PAGE FLT CTRL NO DISPATCH AFTER LANDING. ACTION: FLIGHT CONTROL MODULE REPLACED IAW AMM 27-03-02 (TC NR 20060208004)

AU510001949	FOKKER	RROYCE	SKIN	LIGHTNING STRIKE
12/12/2005	F28MK0100	TAY62015		FUSELAGE

EVIDENCE OF LIGHTNING STRIKE ON FUSELAGE AT STN 9305, STN 9805 AND STN 10253. INVESTIGATION CONTINUING.

AU510001963	FOKKER	RROYCE	DRIVE SHAFT	SHEARED
7/10/2005	F28MK0100	TAY65015		STARTER

NR 2 ENGINE AIR STARTER DRIVE SHAFT SHEARED.

AU510002086	FOKKER	RROYCE	IDG	FAULTY
9/11/2005	F28MK0100	TAY65015	740508	AC GENERATOR

LT ENGINE INTEGRATED DRIVE GENERATOR (IDG) FAULTY. LT GENERATOR LINE CONTACTOR P/N S6002206 ALSO CHANGED.

AU510002087	FOKKER	RROYCE	PRESSURE SWITCH	FAULTY
10/11/2005	F28MK0100	TAY65015		FUEL SYSTEM

FUEL TRANSFER PUMP PRESSURE SWITCH FAULTY.

AU510001802	FOKKER	RROYCE	HONEYWELL	MOTOR	SHEARED
12/12/2005	F28MK0100	TAY65015		51895411	STARTER

APU STARTER MOTOR DRIVE SHAFT SHEARED.

AU510001947	FOKKER	RROYCE	SHUTOFF VALVE	FAILED
12/12/2005	F28MK0100	TAY65015	40E183SNGWD03086	ENG ANTI-ICE SYS

LT ENGINE ANTI-ICE PRESSURE REGULATING AND SHUTOFF VALVE (PRSOV) FAILED.

AU510001948	FOKKER	RROYCE	MOTOR	FAULTY
12/12/2005	F28MK0100	TAY65015	9401037	XFLOW VALVE

FUEL SYSTEM RT CROSS FLOW VALVE MOTOR FAULTY. VALVE STUCK IN CLOSED POSITION.

AU510001807	FOKKER	RROYCE	INDICATOR	FAULTY
1/9/2005	F28MK0100	TAY65015	H301BAM	ART HORIZ

STANDBY ARTIFICIAL HORIZON (AH) FAULTY. AH HAS A SLIGHT TILT TO THE LEFT.

AU510001953	FOKKER	RROYCE	GCU	FAILED
5/10/2005	F28MK0100	TAY65015	740514C	NR 2 GENERATOR

NR 2 GENERATOR CONTROL UNIT (GCU) FAILED. NR 2 GENERATOR TRIPPED OFF LINE.

AU510001804	FOKKER	RROYCE	BOLT	BROKEN
12/12/2005	F28MK0100	TAY65015		MAIN WHEEL ASSY

NR 2 MAIN WHEEL TIE BOLT BROKEN. BOLT HEAD MISSING. INVESTIGATION CONTINUING.

AU510001805	FOKKER	RROYCE	IRU	FAILED
12/12/2005	F28MK0100	TAY65015	HG1050AD04	

NR 2 INERTIAL REFERENCE UNIT (IRU) INTERMITTENTLY FAILS CODE 2. INVESTIGATION CONTINUING.

AU510001959	FOKKER	RROYCE	BOLT	INCORRECT
5/10/2005	F28MK0100	TAY65015		SPOILER

(AUS) LT LIFT DUMPER ACTUATOR NR 3 AND NR 4 ATTACHMENT BOLTS NOT LOCKWIRED. PERSONNEL/MAINTENANCE ERROR. (CASA NR 510001959)

AU510001961	FOKKER	RROYCE	DRIVE SHAFT	SHEARED
7/10/2005	F28MK0100	TAY65015		STARTER

(AUS) NR 2 ENGINE AIR STARTER DRIVESHAFT SHEARED. (OTHER CAUSE: AWAITING STRIP REPORT) (CASA NR 510001961)

AU510001935	FOKKER	RROYCE	STRINGER	CORRODED
12/12/2005	F28MK0100	TAY65015		BS 13851

NR 3 LT STRINGER LOCATED AT STN 13851 IN THE FORWARD CARGO COMPARTMENT CORRODED.

AU510002078	FOKKER	RROYCE	LINE	CRACKED
11/11/2005	F28MK0100	TAY65015	D71281649	HYD SYSTEM

(AUS) HYDRAULIC PIPE CRACKED AND LEAKING. LOSS OF HYDRAULIC FLUID. (CASA NR 510002078)

AU510001923	FOKKER	RROYCE	COOLING FAN	FAULTY
12/12/2005	F28MK0100	TAY65015	6451101	AVIONICS

(AUS) AVIONICS COOLING FAN NOISY IN OPERATION.

CA060511007	FRCHLD	GARRTT	STRIKER	LOOSE
5/9/2006	SA227CC	TPE33111U	2751000305	LT GEAR

(CAN) AFTER GEAR SWING TO CHECK FOR HYD LEAK IT WAS NOTED THAT THE LT GEAR DID NOT EXTEND. THE LT OB STRIKER ON THE LT CAM ASSY WAS LOOSE AND NOT CONTACTING ACTUATOR AREA FOR UPLOCK RELEASE. THE BOLT WAS REMOVED FROM STRIKER AND FOUND TO BE STRIPPED AND THE NUT HAD BACKED OFF CAUSING THE STRIKER TO BE VERY SLOOPY AND NOT CONTACTING THE ACTUATOR ARM ON UPLOCK INTERMITTANTLY. NEW BOLT AND NUT INSTALLED AND SWINGS ACCOMPLISHED SERVICIBLE. AIRCRAFT RETURNED TO SERVICE. (TC NR 20060511007)

AU510002073	GIPPLD	LYC	CRANKSHAFT	FAULTY
12/12/2005	GA8	IO540K1A5	13F27727	ENGINE

(AUS) CRANKSHAFT REMOVED AND REPLACED DUE TO APPLICABILITY WITH AD AND SB 566. (AD/SB DESC: SB 566 AND AD/LYC/112) (CASA NR 510002073)

AU510001788	GIPPLD	LYC	PUMP	FAILED
12/12/2005	GA8	IO540K1A5	41400017RX	FUEL BOOST

(AUS) AUXILIARY FUEL PUMP DRIVE SHEARED. PUMP IS LOCATED BENEATH COPILOT SEAT.(OTHER CAUSE: MATERIAL) (CASA NR 510001788)

AU510001789	GIPPLD	LYC	PUMP	FAILED
12/8/2005	GA8	IO540K1A5	RG17980DM	FUEL SYS

(AUS) ENGINE DRIVEN FUEL PUMP FAILED. (CASA NR 510001789)

CA051117005	GIPPLD	LYC	CONTROL CABLE	BROKEN
11/17/2005	GA8	IO540K1A5	W83420	JACK SCREW

(CAN) AC DEPARTED, WHEN STAB TRIM STARTED TO RUN AWAY TO NOSE UP POSITION. PILOT HAD TO HOLD WHEEL TO KEEP IN POSITION ON CLIMB. AC LANDED AT MAINT BASE TO GET CHECKED OUT. CABLE TENSION WAS BROUGHT UP TO MAX TENSION IAW MM. WHEN TENSION WAS CHECKED ON 17TH IT WAS 2 POUNDS LESS. TEMPERATURE CHANGE. WHEN ATTEMPTING TO BRING TENSION BACK UP TO MAX, TRIM CABLE SNAPED NEAR FWD DRUM. IN APRIL AND MAY OF 2005 TRIM SYS WAS DOING A SIMILAR THING, MFG SUPPLIED US WITH NEW SCREW JACK, CABLE ASSY WHICH CURRED PROBLEM UNTIL NOW. TRIM CABLE HAS A TENSION OF 15 + OR - 5 WHICH SEEMS HIGH FOR A .0625 CABLE BUT HAS TO BE TO KEEPING TRIM SYS IN PLACE AS THERE IS NO FRICTION LOCK OR RATCHET SYS. (TC NR 20051117005)

AU510002072	GROB	LYC	SPRING	WORN
12/12/2005	G115C	O360A1F6	A22131	PROPELLER

PROPELLER COARSE PITCH STOP P/N A2420-30 AND SPRING P/N A2213-1 WORN. SPRING WAS PREVENTED FROM RETURNING THE BLADES TO THE FINE PITCH POSITION AFTER SHUTDOWN.

CA060201002	GRUMAV	HARTZL	BEARING	CORRODED
2/1/2006	STCSCANTY30	HC83V202C		PROPELLER

UPON MPI INSPECTIONS, IT WAS NOTED THAT 2 A14B BEARINGS, 2 C838-6 CLAMPS, 1 C1404 HUB, AND 1 A1496-0 ARM WERE ALL CORRODED BEYOND LIMITS. THROUGH DIMENSIONAL INSPECTIONS THE FOLLOWING PARTS WERE FOUND TO BE WORN BEYOND SERVICEABLE LIMITS, 1 B806 CYLINDER AND ONE A871 MUSHROOM.

CA060201003	GRUMAV	HARTZL	CLAMP	CORRODED
2/1/2006	STCSCANTY30	HC83V202C		PROPELLER

UPON MPI INSPECTION IT WAS NOTED THAT 2 A14B BEARINGS, 3 C838-6 CLAMPS, 1 C1404 HUB, AND 2 A1496-0 ARMS WERE ALL CORRODED BEYOND LIMITS. THROUGH DIMENSIONAL INSPECTIONS THE FOLLOWING PARTS WERE FOUND TO BE WORN BEYOND SERVICEABLE LIMITS,1 B806 CYLINDER AND 1 A871 MUSHROOM.

608062	GULSTM	LYC	HARTZL	CLAMP	CRACKED
6/8/2006	500	O540*		D68315A	PROPELLER

BLADE CLAMPS CRACKED.

608063	GULSTM	LYC	HARTZL	CLAMP	CRACKED
6/8/2006	500	O540*		D68315A	PROPELLER

BLADE CLAMP CRACKED.

AU510001955	HUGHES	CONT	HUGHES	SHAFT	LOOSE
12/9/2005	269C	IO360G	269A517537	269A5154	M/R GEARBOX

(AUS) LATERAL CYCLIC CONTROL BELLCRANK LOOSE. DISASSEMBLY AND INVESTIGATION OF THE TRANSMISSION FOUND THAT THE BELLCRANK MOUNTING SHAFT ATTACHED TO THE TRANSMISSION HAD NO SPLIT PIN WHICH ALLOWED THE NUT TO WORK LOOSE AND COME OFF THE SHAFT. THE NUT AND WASHER WERE FOUND SITTING IN THE RING GEAR CARRIER. THE RING GEAR CARRIER HAD GROOVES WORN INTO IT BY THE LOOSE NUT AND/OR WASHER MAKING IT AND THE TRANSMISSION UNSERVICEABLE. THE NUT/WASHER/SPLIT PIN ARE FITTED INTERNALLY IN THE TRANSMISSION. PERSONNEL/MANUFACTURING ERROR. (CASA NR 510001955)

CA060213005	HUGHES	LYC	BEARING	BROKEN
12/20/2005	269C1	HO360C1A	LW14227	MAGNETO

(CAN) SMALL METAL FRAGMENT DISCOVERED WHILE CHANGING ENGINE OIL. FOUND TO BE PART OF A BEARING KEEPER IN RT MAGNETO ADAPTER BEARINGS. THIS IS THE SECOND TIME THIS PROBLEM HAS OCCURRED ON THIS AIRCRAFT. (TC NR 20060213005)

AU510001641	HUGHES	ALLSN	STROBE	WRONG PART

7/4/2005	369A	250C18	A470A402A469A	EXTERIOR

(AUS) INCORRECT STROBE LIGHT FITTED. THE INCORRECT LIGHT WAS APPROXIMATELY 50MM (1.96IN) HIGHER THAN THE ORIGINAL LIGHT. THIS EXTRA HEIGHT BROUGHT THE LIGHT INTO THE TRACKING AREA OF THE MAIN ROTOR BLADES WHICH CONSEQUENTLY IMPACTED ON THE LIGHT CAUSING UNREPAIRABLE DAMAGE TO ALL FOUR MAIN ROTOR BLADES. INCORRECT PART. PERSONNEL/MAINTENANCE ERROR. (OTHER CAUSE: INCORRECT STROBE FITTED) (CASA NR 510001641)

CA060509007	HUGHES	ALLSN	STRUT	CRACKED
5/4/2006	369D	250C20B	369H600131	MLG

(CAN) WHILE DOING A 100 HOUR INSPECTION OF THE AIRCRAFT THE ENGINEER NOTICED SOME CRACKED PAINT ON THE BOTTOM SIDE OF THE STRUT EMINATING FROM THE LANDING GEAR BRACE BOLT HOLE. HE THEN REMOVED SOME OF THE PAINT AND REVEALED A CRACK 1.5 INCHES LONG GOING OUTWARDS TOWARD THE LANDING GEAR DAMPER ATTACH POINT. (TC NR 20060509007)

CA060208006	HUGHES	ALLSN	ALLSN	SCROLL	CRACKED
2/7/2006	369D	250C20B		23059598	ANTI ICE BOSS

(CAN) ON INSPECTION THE ENGINEER WAS TAKING APART THE ANTI-ICE BODY 6856984 FOR INSPECTION AND FOUND A CRACK AROUND THE BOSS. (TC NR 20060208006)

CA051117006	HUGHES	ALLSN	BLADE	CRACKED
7/21/2005	369D	250C20B	369D2110052	MAIN ROTOR

(CAN) DURING TRAINING FOR TORQUE EVENT INSPECTION (AWD2003-24-01) A POSSIBLE CRACK WAS FOUND. THE M/R BLADE WAS REMOVED FOR A BETTER VISUAL LOOK WITH THE 10X GLASS. THE BLADE WAS ALSO INSPECTED BY COUGAR NDE LTD. AND CONFIRMED THE CRACK. MHI PO NR 20385. THE CRACK WAS 4 INCHES LONG ACROSS THE DOUBLER. (TC NR 20051117006)

CA051117004	HUGHES	ALLSN	MOUNT BRACKET	CRACKED
11/17/2005	369D	250C20B	369D2562611	OIL COOLER

(CAN) DURING SCHEDULED 300 HOUR AIRFRAME INSPECTION, A CRACK WAS FOUND IN THE COOLING FAN MOUNT. PART WAS REMOVED AND NEW PART WAS ORDERED ON MHI PO NR 204119. UNSERVICEABLE PART IS AVAILABLE IF REQUIRED. (TC 20051117004)

AU510002066	HUGHES	ALLSN	WASHER	FAILED
12/12/2005	369E	250C20B	HS1551238	TAIL ROTOR

(AUS) TAIL ROTOR FORK ASSEMBLY NUT TABWASHER FAILED ALLOWING THE NUT TO WORK LOOSE. AIRCRAFT THEN SUFFERED A LOSS OF TAIL ROTOR CONTROL WHICH RESULTED IN A FORCED LANDING WITH MINOR AIRCRAFT DAMAGE. INVESTIGATION FOUND A BROKEN INTERNAL TAB ON THE TABWASHER.(OTHER CAUSE: UNKNOWN) (CASA NR 510002066)

CA060215001	LEAR	GARRTT	HOSE	CRACKED
2/13/2006	35LEAR	TFE73122B	AERROQUIP206	PITOT SYS

(CAN) DURING A SCHEDULED PITOT/STATIC CHECK, THE AVIONICS TECHNICIAN DISCOVERED A LEAK ON THE LT PITOT CIRCUIT. AFTER FURTHER TROUBLESHOOTING, THE TECHNICIAN DISCOVERED A HOSE THAT WAS CRACKED (MIL-H-5593-4). THE HOSE WAS REPLACED AND THE SYSTEM WAS SERVICEABLE. (TC NR 20060215001)

CA060330004	LEAR	GARRTT	INDICATOR	FAILED
3/26/2006	45LEAR	TFE7312	7013348931	TE FLAPS

(CAN) ON APPROACH, CREW NOTICED THAT AFTER FLAP WAS SELECTED LT FLAP INDICATION MOVED NORMALLY WHERE RT FLAP INDICATION REMAINS AT ZERO DEGREES POSITION. CREW DID NOT FEEL ANY FLAP ASSYMETRY. AC DID NOT REGISTER A FLAP ASSYMETRY, DID NOT PROVIDE A FLAP FAIL CAS MESSAGE. CREW NOTED THIS AS AN INDICATION PROBLEM ONLY. MAINT TROUBLESHOT SYS AND CONFIRMED IT TO BE AN INDICATION PROBLEM ONLY, REASON WHY AC DID NOT PROVIDE A FLAP FAIL CAS MESSAGE. FURTHER TROUBLESHOOTING DISCOVER INDICATION PROBLEM TO BE CAUSED BY RT DATA ACQUISITION UNIT, PORTION OF FLAP POSITION ON CHANNEL (B) HAD FAILED AT ZERO DEGREES POSITION. A REPAIRED DAU WAS INSTALLED

AND AC WAS RETURNED TO SERVICE. (TC NR 20060330004)

AU510002081	LEAR	GARRTT	ACTUATOR	LEAKING
9/11/2005	45LEAR	TFE7312	66276E12	SPOILERS

(AUS) RT WING SPOILER ACTUATOR LEAKING. LOSS OF HYDRAULIC FLUID.(OTHER CAUSE: MATERIAL) (CASA NR 510002081)

AU510001794	LEAR	GARRTT	ACTUATOR	UNSERVICEABLE
12/12/2005	45LEAR	TFE7312	C1444881	TE FLAPS

(AUS) RT OB FLAP ACTUATOR WORN EXCESSIVELY IN GIMBAL TO SCREWJACK ATTACHMENT AREA. FURTHER INVESTIGATION FOUND THE ACTUATOR GIMBAL LOWER PIN MISSING. UPPER GIMBAL PIN RETAINING CLIP CORRODED. (OTHER CAUSE: MATERIAL - AGE) (CASA NR 510001794)

AU510001771	LEAR	GARRTT	SQUAT SWITCH	FAILED
12/12/2005	45LEAR	TFE7312	444EN3R	RT MLG

(AUS) RT MAIN LANDING GEAR IB SQUAT SWITCH FAILED. (OTHER CAUSE: AGE) (CASA NR 510001771)

CA060313001	LEAR	GARRTT	SEAL	MISSING
3/10/2006	45LEAR	TFE7312	70820262	APU

(CAN) AFTER EXPERIENCING DC POWER DIFFICULTIES OVER SEVERAL TIMES, FURTHER INSPECTION REVEALED WATER STAINS ON TOP OF THE LT AFT POWER DISTRIBUTION PANEL (PDP). AFTER REMOVING THE PDP COVERS, WHITE POWDER ALUMINUM LIKE CORROSION WAS FOUND INSIDE THE COVERS. INTERNAL PCB HAD 2 LARGE CORROSION SPOTS OVER SEVERAL CONTACTS. FOUND DIRECTLY ON TOP OF THE LT AFT PDP WAS A MATING FLANGE FOR APU COOLING. THIS FLANGE WAS LEAKING WATER FROM RAIN AND FREQUENT AIRCRAFT WASHING. THE SEALING WAS FOUND TOO THIN ALL OVER THE FLANGE AND SEALING WAS COMPLETELY MISSING WHERE THE 4 RETAINING BOLTS WERE DUE TO FLIGHT VIBRATIONS OVER TIME. (TC NR 20060313001)

CA060310007	LEAR	GARRTT	ISOLATION VALVE	FAULTY
3/9/2006	45LEAR	TFE7312	LJ78352005	THRUST REVERSER

(CAN) ON TAKEOFF THE LT ENGINE INDICATION SHOWS AN AMBER (REV), WHICH MEANS THE LT THRUST REVERSER IS ARMED WHEN THE AIRCRAFT IS AIRBORNE AND/OR THE THRUST REVERSER IS ARMED WITH THE POWER LEVER ABOVE IDLE POSITION. THE CREW RETURNED. THE SYSTEM WAS TROUBLESHOT TO A DEFECTIVE PRESSURE SWITCH ON THE LT THRUST REVERSER ISOLATION VALVE. AN ISOLATION VALVE ON ORDER. (TC NR 20060310007)

CA060310008	LEAR	GARRTT	SWITCH	MISRIGGED
3/8/2006	45LEAR	TFE7312		PAX DOOR

(CAN) WHILE CLIMBING THRU FL400 THE CAS MESSAGE (ENTRY DOOR) ILLUMINATED, THERE WAS NO PRESSURIZATION PROBLEM AND NO WHISTLING SOUND. THE AIRCRAFT RETURNED WHERE AN AIRCRAFT MAINTENANCE ENGINEER INSPECTED THE DOOR AND CHECKED THE DOOR WARNING SWITCHES FOR PROPER RIGGING. DOOR SWITCHES WERE S-115, AND S-117 THRU S-121 WERE RE-RIGGED. SYSTEM WAS FUNCTION CHECKED AND THE AIRCRAFT RETURNED HOME. (TC# 20060310008)

2006FA0000652	LEAR	GARRTT	GAUGE	BROKEN
6/1/2006	45LEAR	TFE7315BR		FIRE BOTTLE

THIS THE THIRD FIRE BOTTLE FOUND, ON 2 DIFFERENT AIRCRAFT WITH THE PRESSURE GAUGE SCALE BROKEN FREE FROM ITS MOUNTED POSITION. THE RESULT WAS A FALSE INDICATION OF AGENT (HALON CBRF3) PRESENT INSIDE THE BOTTLE. THE LOCAL QA MANAGER IS LAUNCHING A FORMAL INVESTIGATION WITH THE MFG QA. FORTUNATELY THIS AC WAS NOT INVOLVED IN AN ACCIDENT OR INCIDENT. GOOD ROOT CAUSE ANALYSIS AND CRITICAL THOUGHT FOUND THIS DEFECT. (K)

CA060129019	LEAR	PWA	ENGINE	MALFUNCTIONED
1/2/2006	60LEAR	PW305A		

DURING START, AN ENGINE FADEC WARNING LIGHT ANNUNCIATED ACCOMPANIED BY FUEL AND FLAME

EMANATING FROM THE ENGINE EXHAUST. THE START WAS ABORTED. PWC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060129017	LEAR	PWA	LINE	FRACTURED
12/25/2005	60LEAR	PW305A		FUEL EJECTOR

FUEL WAS FOUND LEAKING FROM THE ENGINE NACELLE FOLLOWING LANDING AND TAXI. INSPECTION REVEALED A FRACTURED ENGINE FUEL EJECTOR TUBE.

AU510001778	MAULE	LYC	BOLT	WRONG PART
8/8/2005	MT7235	IO540W1A5	AN7	MLG

MAIN LANDING GEAR BOLT INCORRECT PART. BOLT IS AN AN7-24 TYPE ITEM.

2050506	MOONEY	LYC	LYC	BUSHING	LACK OF LUBE
6/21/2006	M20J	IO360A3B6	IO360A3B6D		MAGNETO DRIVE

CRANKCASE WAS FIELD REPAIRED BY INSTALLING A BUSHING IN THE MAGNETO DRIVE GEAR BOSS. IT APPEARS THE OIL SUPPLY HOLE WAS NOT DRILLED IN THE BUSHING. THE BUSHING WAS STARVED FOR OIL AND METAL WAS FOUND IN THE OIL AND FILTER, THE BUSHING WAS LOOSE AND DAMAGED FROM OIL STARVATION.

2006FA0000675	MOONEY	LYC	BUSHING	SPUN
7/3/2006	M20J	IO360A3B6		ENGINE

FOUND DURING ANNUAL INSP, AN ALUMINUM BUSHING THAT IS LOCATED IN ACCESSORY CASE, WHERE MAGNETO DRIVE GEAR IS LOCATED HAD BECOME LOOSE IN CASE AND SPUN. FOUND THIS PROBLEM, WERE NOT ABLE TO INSTALL MAGNETO CORRECTLY, WHEN MAGNETO WAS INSTALLED, IMPULSE COUPLING WOULD SOMETIMES NOT ENGAGE. FOUND AT LAST OVERHAUL, ACCESSORY CASE WAS SENT OUT FOR OVERHAUL TO ECI. TALKING TO TEAR DOWN PERSONNEL, SAID THAT THIS IS AN APPROVED REPAIR TO INSTALL AN ALUMINUM BUSHING IF IT IS DONE CORRECTLY, THERE SHOULD HAVE BEEN A DRILLED HOLE IN THE BUSHING FOR LUBRICATION, BUT NO HOLE. THUS NOT ALLOWING LUBRICATION TO BUSHING AREA, ALLOWING EXCESSIVE WEAR AND PART FAILURE. SUGGEST WELDING AREA AND DRILLING NEW BOSS. (K)

CA060503006	MTSBSI	GARRTT	PLENUM	CRACKED
12/20/2005	MU2B36	TPE3316	8939735	ENGINE

(CAN) AIRCRAFT TOOK OFF FROM AIRPORT RUNWAY 15 OR A COURIER FLIGHT. THE AIRCRAFT CRASHED ABOUT 500 METERS EAST OF, AND APPROXIMATELY ABEAM, THE SOUTH END OF RUNWAY 15, ABOUT 300 METERS BEYOND THE AIRPORT PERIMETER. A POST-CRASH FIRE OCCURRED. THE AIRCRAFT WAS DESTROYED. THE TWO PILOTS WERE FATALLY INJURED. A TEAR-DOWN OF THE TWO ENGINES HAS DETERMINED THAT THE LT ENGINE FAILED AS A RESULT OF THE COMBUSTION CASE ASSEMBLY (PLENUM) RUPTURING ALONG ITS ENTIRE LENGTH AND MUCH OF ITS CIRCUMFERENCE. THE ORIGIN OF THE RUPTURE WAS FOUND TO BE A FATIGUE CRACK IN A REINFORCING WELD BETWEEN THE P3 AND BLEED AIR BOSSES. (TC NR 20060503006)

CA060503005	MTSBSI	GARRTT	PLENUM	CRACKED
12/20/2005	MU2B36	TPE3316	8939735	ENGINE

(CAN) AC TOOK OFF, AC CRASHED, POST-CRASH FIRE OCCURRED. AC WAS DESTROYED. BOTH PILOTS FATALLY INJURED. DURING TEAR-DOWN OF RT ENG (WHICH WAS FOUND TO BE OPERATING AT HIGH POWER ON IMPACT) P3, BLEED AIR BOSS WELDS WERE EXAMINED BY FPI USING A 2X POWER MAGNIFYING GLASS WITH NO CRACKS NOTED. LOCATION BETWEEN P3, BLEED AIR BOSSES WAS THEN SECTIONED. A SMALL CRACK ABOUT .5 MM DEEP AND 3.5 MM LONG WAS VISUALLY DETECTED ALONG TOE OF P3 BOSS WELD. CRACK OPENED FOLLOWING RELEASE OF RESIDUAL STRESSES WHEN CUT. CRACK WAS EXAMINED, FOUND TO BE FATIGUE IN NATURE, ORIGINATING FROM OUTER SURFACE. NO FLUORESCENT PENETRANT RESIDUE WAS NOTED ON SURFACES OF CRACK, INDICATING PENETRANT HAD NOT PENETRATED CRACK.

2006FA0000696	MTSBSI	PWA	WIRE	BURNED
2/10/2006	MU300	JT15D4		

SHORT CIRCUIT, WIRES BURNED ON LT CNTRL JUNCT BOX AREA. DURING SCHEDULED B INSP IAW MM, FOUND WIRES BURNED, DAMAGED ON CABLE LOOM CONNECTOR P AND J 230. DUE TO SHORT CIRCUIT ON TRIPLE WIRES, INSULATION OF SHIELD TERM SUSPECT ON CABLES LOOM CONNECTORS. SB MUST BE APPLIED WHICH

MODIFIES SHIELDS GROUND TERM RELOCATION. ALL WIRES AT EFFECTED CONNECTORS TO BE IDENTIFIED, CIRCUITS CHECKED IAW AC WIRING DIAGRAM, CHECKED FOR CONTINUITY, INSULATION RESIST CHECKS ON ALL WIRES NOT ONLY TO DETERMINE IF ANY OF SCREENED CABLES ARE BREAKING DOWN BUT ALSO NOT BREAKING DOWN TO ADJACENT CABLES FURTHER DOWN WIRING LOOM IN AREAS THAT CAN NOT BE VISUALLY INSP DAMAGED WIRES REPAIRED, CONNECTORS REPLACED IAW MM.

CA060209002	NAMER	WRIGHT	PRESSURE VALVE	INOPERATIVE
2/7/2006	B25J	R260035	MS288891	NLG

(CAN) AC NOSE WHEEL STEERING INDICATOR SHOWED A NON-CENTRED CONDITION OF NOSE WHEEL IMMEDIATELY AFTER TAKE-OFF. AFTER SEVERAL LOW FLYOVERS TO VISUALLY CHECK CONDITION, EMERGENCY WAS DECLARED, AC WAS LANDED. POST LANDING, NOSE OLEO WAS DISCOVERED TO HAVE BECOME FULLY DEFLATED (ALTHOUGH THERE WAS NO OIL LEAKAGE), WHICH PREVENTED OLEO FROM FULLY EXTENDING, THUS NOT ALLOWING INTERNAL CENTERING DEVICE TO CENTER THE WHEEL. SOURCE OF LEAK WAS DETERMINED TO BE A LEAKING HIGH PRESSURE INFLATION VALVE (SCHRADER). WHILE VALVE IS CORRECT ONE, CALLED FOR IN PARTS MANUAL, STANDARD PRACTICE TO INSTALL MECHANICALLY CLOSED VALVES. THIS WAS DONE, OPERATION OF OLEO CENTRING DEVICE WAS CONFIRMED. (TC NR 20060209002)

AU510001922	NAMER	PWA	ANGLE	CORRODED
12/12/2005	SNJ4	R1340AN1	66130131	LT WING

(AUS) WING LT UPPER ANGLE CORRODED IN 2 BOLT HOLES. FOUND DURING INSPECTION IAW WS-622-REV1.0.(OTHER CAUSE: AGE) (CASA NR 510001922)

PAI5200641881	PIAGIO		STOP	BROKEN
6/28/2006	P180		80363216801	RUDDER

DURING D CHECK (3000 HOUR INSPECTION) FOUND RUDDER STOP LOCATED AT BOTTOM OF RUDDER BROKEN IN TWO. BREAK OCCURRED AT SCREW HOLES USED TO ATTACH WEAR STRIP TO RUDDER STOP. SMALL AREA OF METAL EXISTS AROUND THE SCREW HOLES, SUGGEST REDESIGN OF THIS PART.

CA060129020	PILATS	PWA	FUEL CONTROL	FAULTED
1/10/2006	PC12	PT6A67B		ENGINE

DURING TAXI, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUT DOWN. SUBSEQUENT INSPECTION REVEALED A FAULTY FUEL CONTROL UNIT. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060131002	PILATS	PWA	CONTROLLER	FAILED
1/27/2006	PC1245	PT6A67B	5829C00	CABIN TEMP

PILOT SELECTED ENVIRONMENTAL SYSTEMS TO AUTO PRIOR TO FLIGHT AND RECEIVED A CAUTION LIGHT ON PANEL THAT THE SYSTEM WAS NOT FUNCTIONING. THE SYSTEM WAS CYCLED ON AND OFF THEN AN INCREASE IN POWER WAS APPLIED AND THE CAUTION LIGHT EXTINGUISHED INDICATING NORMAL. FURTHER FLIGHTS THAT DAY WERE UNEVENTFUL. MAINTENANCE TROUBLESHOOTING VIA THE MANUAL SWITCH FROM FULL COLD THEN FULL HOT RESULTED IN A STUCK IN HOT VALVE. THE TEMP VALVE WAS REPLACED AND SYSTEM FUNCTIONED FINE. AIRCRAFT TTSN 4650HRS,CYC 3286, THE ORIGINAL VALVE WAS REPLACED AT 3837 HRS 2662 CYC. THE ONE REPORTED FAILED AT 810 HRS AND 622 CYC.

CA060317012	PILATS	PWA	WIRE	FAILED
3/11/2006	PC1245	PT6A67B		TE FLAPS

(CAN) FLAPS FAILED TO EXTEND ON LANDING. FLAPS WORKED INTERMITTENTLY IN THE HANGER. VARIOUS FAULTS CODES WERE NOTED BUT THEY WERE NOT CONSISTENT AFTER RESETTING THE SYSTEM. UPON FURTHER INVESTIGATION IT WAS NOTED THAT THE WIRES TO THE P029 PLUG TO THE FCWU HAD FAILED INSULATION ABOUT A INCH BACK FROM THE PLUG UNDERNEATH THE FIRST CLAMP. DAMAGED SECTION OF THE WIRING WAS REMOVED AND THE PLUG REPLACED. FLAPS WERE RESET ETC. AND OP'S CHECKED NORMAL. THIS PLUG AND WIRING WERE INSTALLED AS PART OF SB 27008 WHICH WAS INCORPORATED ON THE A/C AT 26 AFTT AND 12 TC. (TC NR 20060317012)

CA060508004	PILATS	PWA	PRESSURE SWITCH	MALFUNCTIONED

5/1/2006	PC1245	PT6A67B	973811430	HYDRAULIC SYS

AFTER TAKEOFF AND GEAR UP SELECTION WAS COMPLETED, THE CREW HAD A HYD. LIGHT ON THERE CAWS. RETURNED AND UPON GEAR DOWN SELECTION THE GEAR MOTOR FAILED TO RUN. GEAR DID A FREE FALL AND LOCKED DOWN. ONCE IN HANGAR IT WAS NOTED THAT HYDRAULIC CONTROL CB WAS OUT. CB WAS RESET AND THE DEFECT COULD NOT BE DUPLICATED. PLEASE NOTE THIS AIRCRAFT HAD BEEN EXPERIENCING HYDRAULIC LIGHTS ON LANDING. (THIS NOTIFIED CREW THE PUMP HAD RUN MORE THAN SIX TIMES IN THE PAST HOUR OF FLIGHT) THIS DEFECT COULD NEVER BE DUPLICATED IN THE HANGAR EITHER. MAINTENANCE REPLACED THE HYDRAULIC SYSTEM PRESSURE SWITCH AS A PRECAUTIONARY MEASURE AND NEITHER DEFECT HAS SINCE REOCCURRED.

CA060322004	PILATS	PWA	PILATS	DEICE SYSTEM	CRACKED
3/20/2006	PC1245	PT6A67B	571101207	5302412140	INLET

DURING MAINTENANCE OPERATION NOTICED EXHAUST SOOT TRAIL FROM INNER EDGE OF DEICE LIP ASSY. REMOVAL OF DEICER LIP ASSY FROM COWL REVEALED A CRACK ON INNER PART OF LIP DEICE ON INLET SIDE. DEICE LIP ASSY REPLACED WITH NEW. P/N; OF CRACKED DEICE LIP ASSY IS 530.24.12.140.

2006FA0000641	PIPER	LYC	STARTER	MISOVERHAULED
6/23/2006	PA23160	O320*	MZ4204R	ENGINE

UPON RECEIPT OF STARTER, INITIAL INSPECTION REVEALED LOOSE HARDWARE ATTACHING FRONT HOUSING TO STATOR HOUSING. DISASSEMBLED UNIT AND FOUND TWO PIECES OF SOLDER IN ARMATURE AREA; ONE APPROX .2500 X .7500 X .0625 INCH, THE SECOND APPROX .2500 INCH X 2 INCHES X .0625 INCH. ALSO FOUND 1 OF 4 BRUSHES NOT SEATED IN BRUSH HOLDER AND NOT IN CONTACT WITH COMMUTATOR. FASTENER HOLES IN STATOR HOUSING WERE STRIPPED AS THOUGH FASTENERS WERE OVER-TORQUED TO SEAT FRONT HOUSING IN STATOR HOUSING. RECOMMEND RE-EVALUATE OVERHAUL PROCEDURES, QUALITY CONTROL, AND POST-OVERHAUL TEST PROCEDURES. RECOMMEND ALL OPERATORS CAREFULLY INSPECT COMPONENTS RECEIVED BEFORE INSTALLING ON AIRCRAFT.

CA060206011	PIPER	LYC	PISTON RING	SEIZED
5/23/2003	PA23250	IO540C4B5		NR 6 CYLINDER

(CAN) AIRCRAFT WAS AIRBORNE FOR APPROXIMATELY 10 MINUTES WHEN ENGINE OIL TEMPERATURE OBSERVED HIGHER THAN USUAL. ENGINE SEEMED TO RUN ROUGH, AIRCRAFT RETURNED TO AIRPORT AND LANDED WITHOUT INCIDENT. UPON INSPECTION FOUND NR 6 CYLINDER IN AN ALMOST SEIZED CONDITION. RINGS WERE SEIZED TO PISTON. CYLINDER ASSEMBLY REMOVED FROM SERVICE AND NEW ASSEMBLY INSTALLED. GROUND RUNS COMPLETED NO FURTHER FAULTS NOTED. (TC NR 20060206011)

2006FA0000633	PIPER	LYC	LINE	BROKEN
12/13/2005	PA23250	IO540C4B5	LW120980170	FUEL INJECTOR

THIS PART BROKE ON THE WELDED AREA NEXT TO B-NUT. ALL CLAMPS WERE PROPERLY LOCATED AND TIGHT. THIS FAILURE COULD HAVE BEEN FROM FATIGUE CAUSED BY OVERTORQUING B-NUT TO FUEL NOZZLE. SUGGEST PAYING ATTENTION TO PROPER TORQUE VALVES. (K)

2006FA0000627	PIPER	LYC	WASHER	CRACKED
6/5/2006	PA25235	O540*	71907	COUNTER WEIGHT

COUNTER WEIGHT RETAINING WASHER P/N 71907 CRACKED AND BROKE. THIS ALLOWED THE COUNTER WEIGHT RETAINING PIN TO FALL OUT. ENGINE SEIZED.

2006FA0000630	PIPER	LYC	BENDIX	CONTACT	BROKEN
6/12/2006	PA25235	O540B2B5		ES10357174	MAG POINTS

MAG FAILED IN FLIGHT, UPON INSPECTION POINTS WERE FOUND TO BE BROKEN WITH 44 HOURS TT ON THE POINTS. THE SPRING PORTION WAS BROKEN DUE TO A DEFECT IN THE STAMPING WHICH SET UP A STRESS POINT AT THE ATTACH SCREW. RECOMMEND MFG CONTACT ASSY BE INSPECTED FOR PROPER BENDING OF THE PARTS AND REMOVE FROM SERVICE THAT DO NOT HAVE PROPER FORMING OF THE SPRING. (K)

CA060504009	PIPER	LYC	LYC	CAMSHAFT	DAMAGED

5/4/2006	PA28140	O320E2A	O320E2A	76097	ENGINE

CYLINDERS REMOVED FOR ON CONDITION INSPECTION, CAMSHAFT FOUND TO HAVE SEVERE CORROSION AND DAMAGE TO ALL LOBES. ENGINE DISASSEMBLED FOR OVERHAUL, AND THE FOLLOWING WAS FOUND; BOTH INTAKE LOBES ON CAMSHAFT DESTROYED, ALL TAPPET BODIES DAMAGED, OIL PUMP HOUSING P/N 78528 DAMAGED BEYOND REPAIR, AND OIL PUMP IMPELLERS DAMAGED. ALL INTERNAL COMPONENTS OF THE ENGINE HAD MINOR DAMAGE FROM METAL CONTAMINATION IN THE OIL.

CA060316010	PIPER	LYC		GEAR	CRACKED
3/16/2006	PA28140	O320E3D			STARTER BENDIX

THE STARTER BENDIX GEAR WAS BROKEN IN 3 THREE PLACES. THE STARTER HOLD DOWN BOLTS WERE EITHER BROKEN OR STRETCHED. SINCE THE STARTER AND ALT HAVE A SUPPORTING BRACE BETWEEN THEM, VERY STRONGLY SUSPECT THAT THE STARTER WAS ENGAGED WHILE THE ENGINE WAS RUNNING. THE STARTER SW WAS CHECKED FOR DEFECTS BUT NONE FOUND.

CA060328005	PIPER	LYC	CHAMPION	SEAL	COLLAPSED
3/21/2006	PA28140	O320E3D		PH481101	OIL FILTER

(CAN) INTERNAL SEAL BETWEEN CARTRIDGE AND BASE PLATE COLLAPSED INTO CENTER OF FILTER. (TC NR 20060328005)

AU510002063	PIPER	LYC		EXHAUST VALVE	SEIZED
12/12/2005	PA28151	O320D3G		LW12416PO10	NR 3 CYLINDER

(AUS) NR 3 CYLINDER EXHAUST VALVE SEIZED IN VALVE GUIDE.

AU510001927	PIPER	LYC	CLEVELAND	SPACER	INCORRECT
12/12/2005	PA28181	O360A4M			BRAKE CALIPER

(AUS) RT MAIN LANDING GEAR BRAKE CALIPER SPACER INCORRECTLY FITTED ON THE WRONG SIDE ALLOWING THE CALIPER TO FALL OUT OF THE GUIDES. MAINTENANCE ERROR. (OTHER CAUSE: WHEEL SPACER PLACED ON INCORRECT SIDE OF WHEEL) (CASA NR 510001927)

CA060612004	PIPER	LYC		POWERPACK	FAILED
6/9/2006	PA28R200	IO360C1C		HYC5005	HYD SYS

HYDRAULIC POWER PACK BRUSHES FAILED, PART REPLACED.

AU510002068	PIPER	LYC		FRAME	CRACKED
12/12/2005	PA28R201	IO360C1C6		62444005	FUSELAGE

REAR FUSELAGE FRAME P/N 62444-005 AND DOUBLER P/N 79272-000 CRACKED AND CORRODED.

AU510002090	PIPER	LYC	HARTZL	GOVERNOR	FAILED
3/11/2005	PA31	TIO540A2C		F624	PROPELLER

RT ENGINE PROPELLER GOVERNOR COUPLING GEAR PNO A-3181 DRIVE TEETH (8OFF) SHEARED.

AU510001810	PIPER	LYC		TURBOCHARGER	FAILED
2/8/2005	PA31350	LTIO540J2BD		4091709001	RT ENGINE

RT ENGINE TURBOCHARGER FAILED.

AU510001634	PIPER	LYC		HOSE	FRACTURED
7/7/2005	PA31350	LTIO540J2BD		193F0004D0330	RT ENGINE

RT ENGINE SUMP TO DIFFERENTIAL PRESSURE CONTROLLER FAILED. HOSE IS MANUFACTURED FROM 306 RUBBER AND IT IS SUSPECTED THAT THE MATERIAL IS INCAPABLE OF WITHSTANDING HIGH TEMPERATURES. ORIGINAL PIPER HOSE P/N 39999-14.

AU510001614	PIPER	LYC		TAILPIPE	CRACKED

4/6/2005	PA31350	LTIO540J2BD	AEA40111729801	TURBOCHARGER

(AUS) RT ENGINE TURBOCHARGER TAILPIPE CRACKED FOR APPROX 90 PERCENT OF CIRCUMFERENCE. TAILPIPE ALSO CONTAINED 3 HOLES RANGING IN DIAMETER FROM 12.7 MM TO 25.4MM (0.5IN TO 1IN). (CASA NR 510001614)

AU510001615	PIPER	LYC	MOUNT	CORRODED
4/6/2005	PA31350	TIO540J2BD		ENGINE

(AUS) RT ENGINE IB UPPER ENGINE MOUNT BRACKET RIVETS (3OFF) SHEARED AND BRACKET SEPARATED FROM STRUCTURE BY APPROXIMATELY 3.175MM (0.125IN). CORROSION FOUND BETWEEN BRACKET AND AIRCRAFT STRUCTURE. (CASA NR 510001615)

AU510001616	PIPER	LYC	PLUG	CRACKED
4/6/2005	PA31350	TIO540J2BD	752731	NLG

(AUS) NOSE LANDING GEAR AXLE PLUGS CRACKED DUE TO OVERTORQUING. AXLE BOLT BADLY CORRODED. (CASA NR 510001616)

AU510001617	PIPER	LYC	ROD END	LOOSE
4/6/2005	PA31350	TIO540J2BD	89307000	MIXTURE CONTROL

(AUS) LT ENGINE MIXTURE CONTROL RODEND LOOSE. BALL WAS ONLY RETAINED BY SECONDARY RETAINER CLIP. FINGER PRESSURE COULD DISCONNECT RODEND FROM FCU. (CASA NR 510001617)

AU510001618	PIPER	LYC	RETAINER	LOOSE
4/6/2005	PA31350	TIO540J2BD		MLG

(AUS) LT MAIN LANDING GEAR FORWARD TRUNNION BOLT RETAINER HAD 1 OF 2 RIVETS SHEARED ALLOWING TRUNNION BOLT TO PIVOT IN SPAR INSTEAD OF IN TRUNNION BUSH. (CASA NR 510001618)

CA060203003	PIPER	LYC	PIPER	WIRE HARNESS	BROKEN
1/29/2006	PA31350	TIO540J2BD	4550402		MLG

(CAN) WHEN LANDING GEAR WAS SELECTED ON APPROACH THE LT GEAR DOWN AND LOCKED LIGHT DID NOT COME ON. CREW CHECKED THE BULB AND NOTIFIED AIR RADIO OF THE SITUATION. A FLY PAST WAS CARRIED OUT AND THE GEAR WAS CONFIRMED TO BE DOWN AND LOCKED. THE AIRCRAFT LANDED AND THE GEAR WAS INSPECTED FOR THE PROBLEM, A BROKEN WIRE WAS IDENTIFIED AND REPAIRED. (TC NR 20060203003)

AU510001613	PIPER	LYC	PIPER	AILERON	FOD
4/6/2005	PA31350	TIO540J2BD			AILERON SYSTEM

(AUS) RAG LODGED BETWEEN LT OB AILERON BALANCE CABLE PULLEY AND CABLE LOCATED BELOW CABIN FLOOR. FOD. PERSONNEL/MAINTENANCE ERROR. (CASA NR 510001613)

AU510001620	PIPER	LYC	SHOCK MOUNT	BROKEN
4/6/2005	PA31350	TIO540J2BD	475109	INSTRUMENT PANEL

PILOT`S INSTRUMENT PANEL ONLY SECURED BY TWO OF FOUR SHOCK MOUNTS. COPILOT`S PANEL HAD ALL FOUR SHOCK MOUNTS BROKEN. PANEL WAS HELD IN PLACE BY PLUMBING AND WIRING.

AU510001621	PIPER	LYC	UPLOCK ROLLER	SEIZED
4/6/2005	PA31350	TIO540J2BD		LT & RT MLG

LT AND RT MAIN LANDING GEAR UPLOCK ROLLERS SEIZED.

AU510001785	PIPER	LYC	LINK	CRACKED
12/12/2005	PA31350	TIO540J2BD	4033600	NLG

NOSE LANDING GEAR LINK ASSEMBLY CRACKED AS REFERENCED IN PIPER SL 1088.

CA060622001	PIPER	LYC	NOZZLE	CONTAMINATED
6/21/2006	PA31350	TIO540J2BD	LW18853	ENGINE

TOWER ADVISED PILOT OF SMOKE FROM LEFT ENGINE ON CLIMB-OUT. MAINTENANCE FOUND CONTAMINATION IN 1 OF THE FUEL INJECTION NOZZLES. SOURCE COULD NOT BE DETERMINED.

AU510001622	PIPER	LYC	VALVE	OUT OF LIMITS
4/6/2005	PA31350	TIO540J2BD		

(AUS) LT AND RT ENGINES BOTH OVERDUE FOR 400 HOUR VALVE INSPECTION. NO RECORD OF INSPECTION BEING CARRIED OUT. (CASA NR 510001622)

AU510001623	PIPER	LYC	SPRING	CORRODED
4/6/2005	PA31350	TIO540J2BD	71056003	ELEVATOR

(AUS) ELEVATOR DOWN SPRING SEVERELY CORRODED. (CASA NR 510001623)

AU510001625	PIPER	LYC	RIB	CRACKED
4/6/2005	PA31350	TIO540J2BD		CENTER WING

(AUS) RIB LOCATED IN CENTER OF RT WHEEL WELL CRACKED. (CASA NR 510001625)

AU510001626	PIPER	LYC	CABLE	SEIZED
4/6/2005	PA31350	TIO540J2BD		FUEL SHUTOFF

(AUS) LT FUEL SHUTOFF CABLE SEIZED. (CASA NR 510001626)

2006FA0000660	PIPER	LYC	BUSHING	FAILED
7/10/2006	PA32300	IO540*		MAGNETO

MAGNETO'S DISTRIBUTOR GEAR BUSHING FAILED RESULTING IN AN ACCIDENT. MAGNETO LAST OVERHAULED EIGHT YEARS BEFORE. DFW06LA172

AU510001607	PIPER	LYC	LANDING GEAR	COLLAPSED
1/7/2005	PA32RT300	IO540K1G5		

LT MAIN LANDING GEAR COLLAPSED. AIRCRAFT AND LANDING GEAR DAMAGED.

CA060502008	PIPER	CONT	ACK	BATTERY	LEAKING
4/27/2006	PA34200T	TSIO360E		MN1300	ELT

(CAN) ELT BATTERIES LEAKED. (TC NR 20060502008)

AU510001779	PIPER	CONT	ALTERNATOR	FAULTY
12/12/2005	PA34220T	TSIO360KB	ALX9525B	ENGINE

LT AND RT ALTERNATORS REMOVED FROM AIRCRAFT FOR INTERNAL INSPECTION FOLLOWING PURCHASE OF AIRCRAFT. BOTH ALTERNATORS WERE FOUND TO CONTAIN NUMEROUS DEFECTS. ALTERNATORS HAD ONLY 12 HOURS TSO. ALTERNATORS WERE `KELLY AEROSPACE` ITEMS.

AU510002065	PIPER	LYC	BOLT	SHEARED
12/12/2005	PA38112	O235L2C	AN6H14A	LT MLG

(AUS) LT MAIN LANDING GEAR ATTACHMENT BOLT SHEARED. LT MAIN LANDING GEAR COLLAPSED. (OTHER CAUSE: MATERIAL - ENVIRONMENT) (CASA NR 510002065)

THMN4165SQ117	PIPER	SKIN	CRACKED
6/30/2006	PA39		TE FLAP

FLAP LT IB LWR SKIN CRACKED. MADE AIRWORTHY REPAIR IAW PA-39 SERVICE MANUAL, CHAPTER 4 PG 1F6 AND AC 43.13-1B SECTION 4 PARAGRAPH 4-57 FIGURE 4-6 AND SECTION 4 PARAGRAPH 4-58 FIGURE 4-16.

THMN4165SQ118	PIPER	SKIN	CRACKED
6/30/2006	PA39		RT WING

CRACK IN RT WING OB SKIN NEAR SPAR. MADE AIRWORTHY REPAIR IAW PA-39 SERVICE MANUAL CHAPTER 4 PG

1F6 AND AC43.13-1B SECTION 4 PARAGRAPH 4-57 FIGURE 4-6 AND SECTION 4 PARAGRAPH 4-58 FIGURE 4-16

THMN4165SQ123	PIPER		SKIN	CRACKED
6/30/2006	PA39			LT NACELLE

LT ENGINE COWL CRACKED AT FWD FASTENER. MADE AIRWORTHY REPAIR IAW PA-39 SRM CHAPTER 4 PG 1F6 AND AC43.13-1B SECTION 4 PARAGRAPH 4-57 FIGURE 4-6 AND SECTION 4 PARAGRAPH 4-58 FIGURE 4-16.

2006FA0000678	PIPER	GARRTT	FORK	CRACKED
7/13/2006	PA421000	TPE331*	7521604	LT MAIN GEAR

PILOT REPORTED A LEAKING LT MAIN GEAR STRUT, BUT WAS LEAKING FROM JOINT BETWEEN ALUMINUM FORK ASSY AND CHROMED STEEL STRUT TUBE. STRUT DISASSEMBLED AND A RADIAL CRACK WAS FOUND, 2 INCH LOGN AND .5 INCH. BELOW TOP OF ALUMINUM FORK ASSY. A SERIOUS ACCIDENT COULD RESULT IF THE FORK ASSY DETACHED UPON LANDING. NO DAMAGE OR HARD LANDINGS REPORTED. (K)

CA060208003	PIPER	LYC	TRUNNION	CRACKED
2/7/2006	PA44180	O360E1A6	67054003	NLG

(CAN) PART OF THE INSPECTION PROGRAM INCLUDES LANDING GEAR SERVICING. THE GEAR TRUNNIONS ARE FITTED WITH GREASE HOLES AND/OR FITTINGS TO ALLOW QUICK AND EASY SERVICING DURING SCHEDULED INSPECTIONS. WHILE CARRYING OUT THIS SERVICING ON THE NOSE GEAR TRUNNION GREASE WAS NOTED COMING OUT OF AN ODD LOCATION. PAINT WAS STRIPPED FROM THE LOWER KNUCKLE AND REVEALED CRACKS TOP AND BOTTOM. A SERVICEABLE INSPECTED UNIT WAS INSTALLED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060208003)

AU510001631	PIPER	LYC	PIPER	RESISTOR	BURNED
12/7/2005	PA44180	O360E1A6		484498	DIMMER

INSTRUMENT PANEL LIGHTING DIMMER 22 OHM RESISTOR BURNED.

CA060202004	PIPER	LYC	MOUNT	CRACKED
1/18/2006	PA44180	O360E1A6	8621202	LEFT ENGINE

WHILE CARRYING OUT SCHEDULED 100 HOUR INSPECTION ON LEFT ENGINE A CRACK ON THE LT ENGINE MOUNT TOP OUTBOARD SECTION WAS NOTED. MOUNT WAS REMOVED, REPAIRED AND REINSTALLED.

2006FA0000693	PIPER	CIRCUIT BREAKER	OPEN
7/18/2006	PA46500TP		COCKPIT

DURING ROUTINE FLIGHT, GEAR WOULD NOT EXTEND UPON SELECTING GEAR LEVER DOWN. FOUND 25 AMP HYDRAULIC PUMP CIRCUIT BREAKER OPEN. RESET BREAKER AND GEAR OPERATED NORMALLY. GEAR OPERATED NORMAL FOR SEVERAL CYCLES AFTERWARD. HYDRAULIC SYSTEM WAS INSPECTED, INCLUDING CHECK FOR EXCESSIVE CURRENT DRAW WITH NO DISCREPANCY NOTED. INITIAL CURRENT DRAW ON PUMP SPIKES ABOVE THE 25 AMP LIMIT OF CB BUT IS WITHIN THE OPERATING LIMITS OF THE CB.THIS IS SECOND TIME THIS PROBLEM HAS BEEN NOTED ON THIS AIRCRAFT. THIS SAME SCENARIO HAS BEEN NOTED ON T2 OTHER AIRCRAFT. RECOMMEND REPLACEMENT OF CB TO HIGHER CURRENT (30 AMPS MINIMUM). THIS MAY REQUIRE PARTIAL REWIRING OF SYSTEM DUE TO INCREASED CURRENT.

2006FA0000694	PIPER	CIRCUIT BREAKER	OPEN
7/18/2006	PA46500TP		COCKPIT

DURING ROUTINE FLIGHT, GEAR WOULD NOT EXTEND UPON SELECTING GEAR LEVER DOWN. FOUND 25 AMP HYDRAULIC PUMP CIRCUIT BREAKER OPEN. RESET BREAKER AND GEAR OPERATED NORMALLY. GEAR OPERATED NORMAL FOR SEVERAL CYCLES AFTERWARD. HYDRAULIC SYSTEM WAS INSPECTED, INCLUDING CHECK FOR EXCESSIVE CURRENT DRAW WITH NO DISCREPANCY NOTED. INITIAL CURRENT DRAW ON PUMP SPIKES ABOVE THE 25 AMP LIMIT OF CB BUT IS WITHIN THE OPERATING LIMITS OF THE CB.THIS IS SECOND TIME THIS PROBLEM HAS BEEN NOTED ON THIS AIRCRAFT. THIS SAME SCENARIO HAS BEEN NOTED ON TWO OTHER AIRCRAFT. RECOMMEND REPLACEMENT OF CB TO HIGHER CURRENT (30 AMPS MINIMUM). THIS MAY REQUIRE PARTIAL REWIRING OF SYSTEM DUE TO INCREASED CURRENT.

CA060316001	RAYTHN	GARRTT	CLAMP	FAILED

3/9/2006	HAWKER800XP	TFE7315BR	BAS2452502	RT INTAKE

DURING INSPECTION, RT ENGINE COWLING WAS OPENED AND TECHNICIAN FOUND PARTS OF RUBBER HOSE INSIDE COWLING. FURTHER INVESTIGATION LEAD TO OPENING OF THE RT LOWER ACCESS PANEL WHERE THE CLAMP FOR THE RT LOW PRESSURE BLEED AIR TO THE MIXING VALVE DUCT WAS FOUND BROKEN AND PARTS OF THE RUBBER DUCT. CLAMPS WERE FOUND NOT LOCKWIRED. IT IS FELT THAT THE CLAMP FAILED LEADING TO THE FAILURE OF THE DUCT ASSEMBLY. THE CREW HAD NO INDICATION OF DUCT FAILURE. DUCT ASSEMBLY AND BOTH CLAMPS WERE REPLACED AND THE LT LOW PRESSURE DUCT TO MIXING VALVE WAS INSPECTED AND FOUND TO BE LOCKWIRED AND SECURED.

AU510001853	REIMS	PWA	CONTROL COLUMN	STICKING
11/9/2005	F406	PT6A112	936401312	COCKPIT

(AUS) CONTROL YOKE STICKING DURING ROLL INPUT. INVESTIGATION FOUND THE CONTROL YOKE CONTACTING THE LT DEFOG VENT. FURTHER INVESTIGATION FOUND THE BOLT HOLES CONTAINED WITHIN THE CONTROL COLUMN YOKE WERE ELONGATED. (CASA NR 510001853)

AU510002062	REIMS	PWA	TIRE	DEFLATED
12/12/2005	F406	PT6A112		MLG

(AUS) RT MAIN LANDING GEAR TIRE DEFLATED. SUSPECT TIRE DAMAGED BY FOD.(OTHER CAUSE: MATERIAL) (CASA NR 510002062)

CA060323001	RKWELL	LYC	BENDIX	HOUSING	CRACKED
1/31/2006	700	TIO540R2AD		1068291013	MAGNETO

(CAN) DURING SCHEDULED MAINTENANCE, AN OIL LEAK WAS NOTED AT THE RT ENGINE MAGNETO GASKET. THE MAGNETO WAS REMOVED TO REPLACE A DEFECTIVE GASKET. UPON CLOSER INSPECTION A SMALL CRACK WAS FOUND ALONG THE MAGNETO MOUNTING FLANGE. OIL WAS SEEPING THROUGH THE CRACK. THE CRACK WAS HIDDEN BY THE MAGNETO RETAINING CLAMP, NUT AND LOCK WASHER. (TC NR 20060323001)

AU510001640	ROBSIN	LYC	MUFFLER	CRACKED
12/12/2005	R44	IO540AE1A5	C16932	ENGINE

(AUS) MUFFLER CRACKED AND DISTORTED IN AREA OF TAILPIPE ATTACHMENT. (OTHER CAUSE: MATERIAL) (CASA NR 510001640)

CA060322008	ROBSIN	LYC	STARTER	MALFUNCTIONED
3/20/2006	R44	O540F1B5	BC3151002	ENGINE

(CAN) AIRCRAFT FAILED TO START. STARTER WAS REMOVED AND A OVERHAULED UNIT WAS INSTALLED AND NO FURTHER DEFECTS WERE NOTED. STARTER JUST COME OUT OF A REPAIR, 20.5 HRS EARLIER FOR INTERMITTENT/ERRATIC OPERATION. (TC NR 20060322008)

CA060208007	ROBSIN	LYC	SERVO	LEAKING
2/7/2006	R44	O540F1B5	D2121	ROTOR

(CAN) DURING AN INSPECTION HYDRAULIC LEAKS WAS FOUND AROUND THE FWD AND AFT SERVOS.THE RT FWD SERVO S/N 0251 AND THE AFT SERVO S/N 0667 WERE REMOVED AND NEWLY OVERHAULED ARE BEING INSTALLED. (TC NR 20060208007)

CA060307009	ROBSIN	LYC	BENDIX	SHAFT	WORN
3/6/2006	R44	O540F1B5		10357479	MAGNETO

DURING A 500 HR MAG INSPECTION, FOUND SHAFT FOR THE ROTATING MAGNET WORN BEYOND LIMITS. BELIEVE SOMEONE HAD TRIED TO CHANGE THE COUPLING AND THEN COULD NOT PULL COUPLING OFF THE SHAFT. THE NUT WAS REINSTALLED, TIGHTEN AND NEW COTTER PIN INSTALLED, BUT FAILED TO TORQUE THE NUT. THIS IN TURN DID NOT LOAD THE SPACER PROPERLY WHICH THEN WORN THE SHAFT PREMATURELY.

CA060313006	ROBSIN	LYC	SERVO	LEAKING
3/10/2006	R44RAVENII	IO540AE1A5	D2121	MAIN ROTOR

SERVO FOUND LEAKING FROM TOP AND BOTTOM OF CYLINDER BARREL. SERVO REMOVED AND REPLACED WITH A SERVICEABLE UNIT. THE ATTACHED PHOTOS SHOW THE SERVO AREAS THAT HAVE BEEN LEAKING. THE BULK OF THE OIL HAS BEEN CLEANED OFF THE SERVO, BUT IT CAN STILL BE SEEN WHERE THE LEAKS WERE COMING FROM.

CA060313007	ROBSIN	LYC		SERVO	LEAKING
3/10/2006	R44RAVENII	IO540AE1A5		D2121	ROTOR

SERVO WAS FOUND LEAKING FROM TOP AND BOTTOM OF CYLINDER BARREL. SERVO WAS REMOVED AND REPLACED WITH A SERVICEABLE UNIT.

CA060130001	ROBSIN	LYC	ROBSIN	SPRING	BROKEN
1/16/2006	R44RAVENII	IO540AE1A5		E02400373500S	ROTOR BRAKE

DURING THE FIRST 100 HR INSPECTION CARRIED OUT ON THE AIRCRAFT, IT WAS NOTICED THAT THE ABOVE SPRING WAS BROKEN. IT APPEARS TO HAVE BROKEN AT THE UPPER ATTACHMENT POINT WHERE IT ATTACHES TO THE LOWER ROTOR BRAKE CALIPER ARM. THE SPRING WAS REPLACED WITH NEW.

CA060508013	ROBSIN	LYC	ROBSIN	SEAL	LEAKING
5/6/2006	R44RAVENII	IO540AE1A5	D2121		SERVO

(CAN) SERVO FOUND TO HAVE AN EXCESSIVE OIL LEAK FROM THE UPPER SEAL. THE SERVO WAS REPLACED WITH A SERVICEABLE UNIT. THIS SERVO HAD BEEN REMOVED 109.4 HOURS BEFORE FOR A SEAL LEAK. THE SERVO WAS RETURNED AT THAT TIME TO MFG FOR REPAIR. (TC NR 20060508013)

CA060316011	ROBSIN	LYC		RING GEAR	CHIPPED
2/19/2006	R44RAVENII	IO540AE1A5		72566	STARTER

TEETH FOUND MISSING DURING INSPECTION. SERVICEABLE SUPPORT ASSEMBLY INSTALLED. SUSPECT PROBLEM WITH THE STARTER/RING GEAR ENGAGEMENT. A CHIPPED TOOTH WAS ALSO FOUND ON THE STARTER. STARTER P/N BC315-100-4 WAS ALSO REPLACED AT THE SAME TIME.

CA060510001	ROBSIN	LYC		PUMP	LOOSE
5/8/2006	R44RAVENII	IO540AE1A5		B8187B	FUEL SYS

(CAN) PUMP WAS FOUND TO BE NOISY DURING ENGINE PRIMING. WHEN THE PUMP WAS REMOVED THE HOUSING AROUND THE ELECTRIC MOTOR WAS ALSO FOUND TO BE LOOSE. (TC NR 20060510001)

CA060210006	ROBSIN	LYC		PUMP	NOISY
2/2/2006	R44RAVENII	IO540AE1A5		B8187B	FUEL SYS

(CAN) PILOT RECORDED A DEFECT THAT THE PUMP WAS MAKING A GRINDING NOISE. PUMP ASSEMBLY WAS REPLACED. NO FURTHER DEFECTS NOTED. (TC NR 20060210006)

AU510001803	SAAB	GE		ACTUATOR	SLUGGISH
12/12/2005	340B	CT79B		AIR864101	RT MLG

RT MAIN LANDING GEAR RETRACTION ACTUATOR SLUGGISH IN OPERATION. INVESTIGATION CONTINUING.

AU510001952	SAAB	GE		ENGINE	FAILED
12/12/2005	340B	CT79B			LEFT

PASSENGER REPORTED `FLAMES OF RED METAL COMING FROM LEFT ENGINE 3-4 METRES BACK` AND AN EMERGENCY LANDING WAS CARRIED OUT. ENGINEERING INSPECTION THE IGV`S, FIRST STAGE COMPRESSOR, AFT FACE OF POWER TURBINE ASSEMBLY FOUND NIL DAMAGE. A GROUND POWER ASSURANCE RUN WAS CARRIED OUT. TAKEOFF MARGIN WAS 33.2 DEGREES C. SHIFT FROM LAST GPA RUN MINIMAL. AIRCRAFT HAS OPERATED SERVICEABLE SINCE.

CA060509004	SAAB	GE		WASHER	MELTED
5/8/2006	340B	CT79B		AN960JD616	STARTER GEN

WHILE CONDUCTING A VISUAL INSPECTION OF THE PORT STARTER GENERATOR GROUND POINT SEALANT

REMOVED. IT WAS DISCOVERED THAT THE ALUMINUM WASHERS, P/N AN960JD616, BETWEEN THE GROUND POINT ATTACH BOLT AND THE BRACKET HAD MELTED. THE GROUND POINT BRACKET SHOWED EVIDENCE OF ARCING AND THE GROUND POINT ATTACH BOLT SHOWED EVIDENCE OF CORROSION. INSPECTION OF A SECOND AIRCRAFT C-GMNM S/N 340B-364 REVEALED CORROSION ON THE ALUMINUM WASHERS P/N AN960JD616. AN INSPECTION OF THE BALANCE OF SAAB 340 FLEET IS ON GOING.

AU510002201	SAAB	GE	VALVE	SEIZED
12/12/2005	340B	CT79B	683702	MLG

(AUS) LANDING GEAR EMERGENCY UPLOCK VALVE SEIZED. (OTHER CAUSE: INDETERMINABLE) (CASA NR 510002201)

AU510002091	SAAB	GE	ENGINE	MAKING METAL
12/12/2005	SF340A	CT75A	6053T87G01	LEFT

LT ENGINE OIL SYSTEM CHIP DETECTOR CONTAMINATED WITH METAL FUZZ. ANALYSIS FOUND THE METAL TO BE BEARING MATERIAL.

AU510001806	SAAB	GE	POWER CABLE	SEPARATED
12/12/2005	SF340A	CT75A2	C821805	LT ENGINE

LT ENGINE POWER CABLE SEPARATED IN AREA LOCATED BETWEEN WHEEL WELL AND CABLE TERMINAL PULLEY SECTOR.

AU510001958	SAAB	GE	ENGINE	SHUTDOWN
4/10/2005	SF340A	CT75A2		RIGHT

(AUS) RT ENGINE PARAMETERS DECREASED AND ENGINE SHUTDOWN. EXTENSIVE INVESTIGATION COULD FIND NO CAUSE FOR THE SHUTDOWN. THE AIRCRAFT WAS RETURNED TO SERVICE AND HAS OPERATED WITHOUT FURTHER INCIDENT. (OTHER CAUSE: UNKNOWN) (CASA NR 510001958)

CA060310006	SKRSKY		FLANGE	FAILED
3/10/2006	S61A		S6125203480	ROTOR BRAKE

ATTEMPTED TO REPLACE A PART DAMAGED BEYOND REPAIR. A PART WAS LOCATED AND ACQUIRED TO REPLACE DAMAGED UNIT. PART WAS DELIVERED TO US FOR REVIEW. SUPPLIER SUBMITTED VARIOUS CERTIFICATION DOCUMENTS TO VALIDATE PART. PART JOURNAL IS UNDERSIZE AND IN NEED OF A CHROME REPAIR PER THE MANUAL. THE ONLY DOCUMENT THAT WAS NOT SUPPLIED WAS AN 8130-03 ATTESTING THAT SIKORSKY HAD ACCEPTED THE MANUFACTURED PART AS AIRWORTHY. ATTEMPTED TO CONTACT VENDOR ABOUT NEED OF THIS DOCUMENT, AND IT IS AT THIS TIME THAT IT WAS DISCOVERED THAT PART WAS AN OVERRUN PART. TOLD VENDOR WE COULD NOT USE THE UNIT AND WOULD RETURN IT

CA060313008	SKRSKY	ALLSN	PUMP	FAILED
3/7/2006	S76A	250C30S	7665009808102	HYDRAULIC SYS

PUMP FAILURE.

CA060315001	SNIAS	TMECA	BRACKET	CRACKED
3/14/2006	AS332L	MAKILA1A	332A67145620	M/R DEICE SYSTEM

DURING A ROUTINE DAILY INSPECTION, TWO MAIN ROTOR DEICE BRACKET WERE FOUND TO HAVE CRACKS IN THE SAME AREA. THESE BRACKETS WERE REPLACED AND THE A/C RETURNED TO SERVICE.

CA060503008	SNIAS	TMECA	B-NUT	LOOSE
4/28/2006	AS350B2	ARRIEL1D1		ENGINE FUEL

DURING T/S OF START SYS OF SISTER A/C, START INJECTOR ON RT SIDE OF ENG WAS REMOVED FOR COMPARISON INSPECTION. AFTER INSPECTION ORIG INJECTOR WAS INSTALLED. NO CROSS CHECK INSPECTION, NOR GROUND-RUN WERE COMPLETED. NEXT DAY PILOT NOTED A STAGNATED/HUNG START, AND ADVANCED THROTTLE TO EMERG POSITION TO LIGHT OFF ENGINE. ENG WAS THEN SHUT DOWN AND MX WAS CALLED. ENGINEER ON SITE GOT PILOT TO ATTEMPTED ANOTHER START AND VISUALLY NOTICED SPRAYING FUEL IN ENG BAY, START WAS ABORTED. UPON CLOSE INSPECTION, B-NUT ON START INJECTOR LINE WAS FOUND TO HAVE

NO TQE AND LOOSE ON TEE FITTING. TIGHTENED LINE TO PROPER TQ AND THE START WAS ATTEMPTED AGAIN. PERFORMED START/GROUND-RUN/LEAK CHECK ALL SYSTEMS FUNCTIONING NORMAL.

CA060509009	SNIAS	TMECA	CHIP DETECTOR	SHORTED
4/14/2006	AS350B2	ARRIEL1D1	0235237790	ENGINE

IN FLIGHT, THE PILOT NOTICED THE ENGINE CHIP LIGHT ILLUMINATE. LANDED AND THE ENGINEER LOOKED AT THE CHIP DETECTORS AND NO METAL WAS FOUND. THEN RE INSTALLED THE CHIP DETECTORS AND CARRIED OUT A GROUND RUN. AFTER 10 MINUTES OF GROUND RUNNING ANOTHER CHIP LIGHT OCCURRED. AFTER THE ENGINE COOLED OFF THE CHIP LIGHT WOULD GO OUT. THE ELECTRICALLY OPERATED CHIP DETECTOR WAS FOUND TO CAUSE A LIGHT WHEN HOT AND THEM EXTINGUISH WHEN COOLED OFF.

CA060210004	SNIAS	TMECA	PUMP	FAILED
1/26/2006	AS350B2	ARRIEL1D1	P94B12208	LT FUEL BOOST

(CAN) BOOST PUMP JUST STOPPED WORKING. REMOVED AND INSTALLED OVERHAUL PUMP SAME P/N AND ALL IS OK. (TC NR 20060210004)

CA060331002	SNIAS	TMECA	INJECTOR	CRACKED
3/29/2006	AS350B2	ARRIEL1D1	0301007720	FUEL SYSTEM

(CAN) UPON LANDING AT A MOUNTAIN TOP (6000 FT) ASL. PILOT UNABLE TO COMPLETE ENGINE START. AFTER ARRIVAL OF AME IS HAS BEEN DISCOVERED THAT RT FUEL INJECTOR PIPE WAS CRACKED AROUND ENTIRE CIRCUMFERENCE AT THE FLARE END. PIPE SUBSEQUENTLY REPLACED WITH SERVICEABLE. A/C RETURNED TO SERVICE. (TC NR 20060331002)

2006FA0000639	SNIAS	TMECA	SOLENOID	MALFUNCTIONED
5/25/2006	AS350B3	ARRIEL2B	L810BQ54	THROTTLE SYS

WHILE PERFORMING CHECK OF TWIST GRIP SOLENOID, ENGAGED SOLENOID BY PLACING THE AUTO/MAN SWITCH TO MAN MODE FOR A TOTAL OF 10 MINUTES. AFTER 10 MINUTE PERIOD HAD ELAPSED. RETURNED AUTO/MAN SWITCH TO AUTO. AFTER 15 SECONDS, MOVED AUTO/MAN SWITCH BACK TO MAN, PISTON FROM SOLENOID FAILED TO MOVE. PISTON SHOULD HAVE RETRACTED IMMEDIATELY. SOLENOID OVERHEATED AND MALFUNCTIONED. RECOMMENDATION TO PREVENT RECURRENCE: REPLACING CURRENT PN OF SOLENOID WITH ONE THAT CAN EITHER RUN COOLER OR WITHSTAND THE HEAT. (K)

CA060613002	SNIAS	TMECA	WARNING LIGHT	FALSE INDICATION
6/13/2006	AS350B3	ARRIEL2B		WARNING PANEL

UNIT RECEIVED AS INSPECTED. INSTALLED THE WARNING PANEL IN THE HELICOPTER AND ON GROUND RUN DISCOVERED THAT THE MAIN GEAR BOX RED PRESSURE LIGHT WOULD NOT EXTINGUISH. WARNING PANEL REPLACED AND THE LIGHT GOES OUT.

CA060313005	SNIAS	LYC	STARTER GEN	NOISY
3/9/2006	AS350BA	LTS101600A3	23032027	ENGINE

VIBRATION ON START TO 60 PERCENT, AND STRANGE NOISE FROM THE ENGINE, FOUND BROKEN STARTER.

CA060510003	SNIAS	LYC	FCU	FAILED
5/3/2006	AS350BA	LTS101600A3	430128806	ENGINE

ON SECOND START OF THE DAY, A FLAME WAS SEEN COMING OUT OF EXHAUST AND A RAPID INCREASE IN TURBINE OUTLET TEMPERATURE. AFTER SEVERAL MINUTES, A SECOND ATTEMPT WAS GIVEN WITH SIMILAR RESULTS.

CA060131006	SNIAS	TMECA	SPHERICAL STOP	DELAMINATED
10/11/2005	AS350BA	ARRIEL1B	704A33633208	MAIN ROTOR

THIRD SPHERICAL STOP FOUND DELAMINATED SHORTLY AFTER REPLACEMENT OF 2 PREVIOUSLY, SEPT 9,2005. UNIT OUT OF LIMITS. REPLACED WITH NEW PART.

CA060131007	SNIAS	TMECA	TRANSMITTER	FAILED

11/4/2005	AS350BA	ARRIEL1B	704A37642043	OIL PRESSURE

OIL PRESSURE INDICATION FAILED ON FERRY FLIGHT. TROUBLESHOOTING REVEALED PRESSURE TRANSMITTER INDICATES AND OPEN CIRCUIT WHEN ENGINE IS RUNNING. REMOVED TRANSMITTER AND INSTALLED PN 60310-01 SN N/K WITH NO SUCCESS. INSTALLED -043 AND A/C INDICATES OIL PRESSURE.

CA060612006	SNIAS	LYC	UNKNOWN	UNKNOWN
6/10/2006	AS350D	LTS101600A2		

ON FINAL APPROACH, APPROX 300 FT AGL, PILOT HEARD LOW ROTOR HORN ACTIVATE AND ENG LOOSE PWR. A SUCCESSFUL AUTOROTATION WAS COMPLETED WITH NO FURTHER INCIDENT. AFTER LANDING, ENG WAS STILL RUNNING AND ONCE COLLECTIVE WAS LOWERED, ENG RETURNED TO FULL PWR. PILOT TRIED RAISING COLLECTIVE AND EVERY TIME DID SO, ENG WOULD DECELERATE AND M/R RPM WOULD DECAY UNTIL COLLECTIVE WAS LOWERED AGAIN. A/C WAS SHUT DOWN AND EXAMINED BY ENGINEER. NO DEFECTS FOUND, AIRCRAFT WAS STARTED AND OPERATED NORM. PILOT WAS ABLE TO HOVER A/C W/OUT RE-EXPERIENCING PREVIOUS SYMPTOMS. SYMPTOMS COULD NOT BE DUPLICATED AND CAUSE OF DECEL COULD NOT BE DETERMINED THEREFORE ALL ENG CONTROL COMPONENTS WERE REPLACED BEFORE FURTHER FLT.

AU510001642	SOCATA	LYC	PISTON RING	DELAMINATED
12/12/2005	TB10TOBAGO	O360A1A	AEL74241PL	ENGINE

(AUS) ENGINE CYLINDERS (4OFF) HAD TOP PISTON RINGS DELAMINATING. PLASMA FACE SECTION COMING AWAY FROM BASE MATERIAL. ALL 4 CYLINDERS ALSO HAD EXCESSIVELY WORN EXHAUST VALVE GUIDES AND 2 EXHAUST VALVES REQUIRED REPLACEMENT. (CASA NR 510001642)

2006FA0000676	STBROS		SPRING	BROKEN
7/6/2006	SD360		A3496	FEATHER SYSTEM

FEATHERING SPRING WAS FOUND TO BE BROKEN WHILE STILL INSTALLED IN SPRING KIT. THE SPRING BROKE IN 3 DIFFERENT PIECES. KIT WAS DISASSEMBLED AND INSPECTED FOR FURTHER DAMAGE. NOTE: PROPELLER WAS REMOVED FROM SERVICE 08-DEC-00. (K)

CA060321004	SWRNGN	GARRTT	CABLE	BROKEN
3/17/2006	SA226TC	TPE33110UA	C8102414	

(CAN) FLIGHT CREW REPORTED THAT DURING START THE RPM WAS UNCONTROLLABLE AND INITIATED A MANUAL SHUT DOWN. MAINTENANCE DISCOVERED THE POWER LEVER BROKEN APPROX. 4 INCHES FROM THE END JUST SHORT OF THE QUICK DISCONNECT FITTING. DUE TO THE FACT THAT THE TELE-FLEX CABLE IS LOCATED INSIDE A (SHEATH) THE DEFECT IS NOT DETECTABLE UNTIL THE CABLE BREAKS. IT APPEARS AS THOUGH THE CABLE HAS BEEN CONTACTING THE INNER PORTION OF THE SHEATH FOR SOME TIME AND THE FACT THAT THE PILOTS PULL THE POWER LEVER INTO REVERSE EVERY SHUT DOWN CAUSED SOME WORK HARDENING OF THE MATERIAL WHICH ULTIMATELY CAUSED IT TO FAIL. (TC NR 20060321004)

AU510001635	SWRNGN	GARRTT	WIRE HARNESS	DETERIORATED
12/12/2005	SA226TC	TPE3313UW	2782015810	FUEL SYSTEM

FUEL BOOST PUMP WIRING HARNESSES PN 27-82015-810 AND PN 27-82015-811 DETERIORATED. FOUND DURING INSPECTION IAW AD/SWA226/51 AND SB226-28-011.

AU510002083	SWRNGN	GARRTT	WIRE	WORN
10/11/2005	SA227*	TPE331*		CONTROL VALVE

LANDING GEAR CONTROL VALVE CONNECTOR PLUG WIRE WORN AND SHORT CIRCUITING TO PIN `B`.

AU510002084	SWRNGN	GARRTT	BLADE	LIGHTNING STRIKE
10/11/2005	SA227*	TPE331*	4HFR34C652	PROPELLER

LIGHTNING STRIKE ON AIRCRAFT EXITED THROUGH LT PROPELLER BLADE. UNKNOWN POINT OF ENTRY. ENGINE AND PROPELLER REMOVED FOR LIGHTNING STRIKE INSPECTION.

AU510001957	SWRNGN	GARRTT	STRUCTURE	DAMAGED
5/10/2005	SA227*	TPE33112UA		AILERON

(AUS) DURING CONTROL CHECKS AILERONS FELT STRANGE WHEN MOVED IN LT DIRECTION. INVESTIGATION FOUND THE RT AILERON HAD SUFFERED INTERFERENCE DAMAGE WITH THE WING LOWER TRAILING EDGE CAUSING THE AILERON SKIN TO BIND WITH THE WING SKIN AND JAM. FURTHER INVESTIGATION FOUND EVIDENCE OF A FOREIGN OBJECT COMING INTO CONTACT WITH THE WING/AILERON SKIN (WITNESS MARKS) AT THE INBOARD EDGE OF THE AILERON AND THE WING LOWER TRAILING EDGE AT THE SAME LOCATION.(OTHER CAUSE: FOREIGN OBJECT DAMAGE) (CASA NR 510001957)

AU510001937	SWRNGN	GARRTT	ENGINE	FLUCTUATES
12/12/2005	SA227*	TPE33112UHR	TPE33112UH	RIGHT

(AUS) RT ENGINE EXPERIENCED 20 PERCENT TO 30 PERCENT TORQUE DROP WITH ASSOCIATED EGT FLUCTUATIONS. MAINTENANCE INVESTIGATION COULD NOT FIND ANY FAULTS AND ENGINE PARAMETERS WERE NORMAL. AIRCRAFT RETURNED TO SERVICE. (CASA NR 510001937)

AU510002198	SWRNGN	GARRTT	BOLT	SHEARED
12/12/2005	SA227*	TPE33112UHR	NAS660421	LT MLG

(AUS) LT MAIN LANDING GEAR UPLOCK ROLLER BOLT SHEARED. (CASA NR 510002198)

AU510002199	SWRNGN	GARRTT	LINE	WORN
12/12/2005	SA227AC	TPE33111U	2781032777	HYDRAULIC SYS

(AUS) HYDRAULIC PIPES LOCATED IN LT ENGINE BAY CHAFING TOGETHER. ONE PIPE WORN THROUGH AND LEAKING. LOSS OF HYDRAULIC FLUID. (CASA NR 510002199)

AU510001925	SWRNGN	GARRTT	INDICATION SYS	FAULTY
12/12/2005	SA227AC	TPE33111U		FUEL QUANTITY

(AUS) NO1 ENGINE SHUT DOWN DUE TO FUEL STARVATION. INVESTIGATION FOUND THE FUEL GAUGE INDICATION WAS 400LBS FUEL QUANTITY LHS AND 250LBS FUEL QUANTITY RHS. THE MAGNETIC STICKS SHOWED NIL LHS AND NIL RHS. ACTUAL FUEL EMPTIED FROM TANKS INTO CONTAINERS AT WAS 2 LITRES LHS AND 28 LITRES RHS. SUSPECT FAULTY FUEL INDICATING SYSTEM. INVESTIGATION CONTINUING.(OTHER CAUSE: UNDER INVESTIGATION) (CASA# 510001925)

AU510001775	SWRNGN	GARRTT	LINE	LOOSE
12/12/2005	SA227AC	TPE33111U		LT ENGINE OIL

(AUS) LT ENGINE MAIN OIL PRESSURE LINE TO BETA MANIFOLD LOOSE AND LEAKING. LOSS OF ENGINE OIL. (OTHER CAUSE: UNKNOWN) (CASA NR 510001775)

CA060313004	SWRNGN	GARRTT	LINE	CHAFED
3/8/2006	SA227AC	TPE33111U	2781032776	HYD SYSTEM

HYD FLUID LEAKING FROM LEFT ENGINE COMPARTMENT. PRESSURE LINE FROM HYD PUMP TO FIREWALL FOUND CHAFED AND LEAKING. LINE WAS CHAFED ON A UNION FITTING ON THE OIL TANK IN A "OUT OF VIEW" AREA. LINE REPLACED, GEAR SWINGS CARRIED OUT, HYD RESEVOIR TOPPED UP AND AIRCRAFT RETURNED TO SERVICE.

2006FA0000673	SWRNGN	GARRTT	GARRTT	BEARING	CORRODED
3/16/2006	SA227AC	TPE33111U		31080412	ENGINE

DUE TO CHIP LIGHT ILLUMINATION. TEST RUN COMPLETED. TORQUE SYS CALIBRATION AND ALL REQUIRED FUNCTIONAL/LEAK CHECKS CARRIED OUT. NEW TORQUE DATA ISSUED. NTS TRIF CK REQUIRED PRIOR TO RETURN TO SERVICE. PERFORMED SOAP SAMPLE WITHIN 10-25 OPERATING HRS. FAILURE OF ACCY GEAR ASSY BRG WAS ATTRIBUTED TO RUST PITTING ON ROLLING ELEMENT SURFACES. SIMILAR PITTING WAS FOUND ON FWD PROP SHAFT BRG WITH SPALLING. LOOSENING OF ONE PLANETARY PIN CAUSED CHAFFING OF PIN AND SCORING OF CARRIER. ALL REMAINING BRGS IN ENGINE WERE DISASSEMBLED FOR INSP. ALL BRGS WITH RIVETED CAGES WHICH DID NOT ALLOW FOR INSP WERE REPLACED AS A PRECAUTIONARY MEASURE DUE TO SUSPECTED RUST PITTING.

AU510001490	SWRNGN	GARRTT	PANEL	BURNED OUT
12/12/2005	SA227AC	TPE33111U	271911583	COCKPIT

(AUS) NON-ESSENTIAL BUSS PANEL BACKLIGHTING SHORT CIRCUITED INTERNALLY DUE TO CORROSION CAUSED BY MOISTURE INGRESS. HEAT BUILDUP IN PANEL CAUSED OVERHEATING AND SMOKE IN COCKPIT. (CASA NR 510001490)

CA060511004	SWRNGN	GARRTT	FRCHLD	BOLT	SHEARED
5/9/2006	SA227AC	TPE33111U	2751500001	AN324A	TRUNNION

PILOT REPORTED LOSS OF GREEN LIGHT AND TRANSIT LIGHT ON THE NOSE GEAR DURING TAXI INTO AIRPORT. PILOT SHUTDOWN AC AND EMPTIED AIRCRAFT. MAINTENANCE MOVED AIRCRAFT TO SAFE LOCATION AND WHILE JACKING THE AIRCRAFT NOTICED THAT NOSE WHEEL PIVOTED SIDEWAYS. UPON INVESTIGATION IT WAS NOTED THAT THE UPPER GEAR TRUNNION PIN RETAINING BOLTS WERE SHEARED AND MISSING. THEY WERE STILL IN PLACE YET THE HEADS WERE SHEARED OFF. REMOVED AND INSPECTED THE LOWER PIN RETAINING BOLTS AND FOUND THEM CORRODED AND READY TO SHEAR. ALL UNSERVICEABLE BOLTS REPLACED AND GEAR SWINGS CHECKED SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE.

2006FA0000658	TCRAFT	CONT	NOZZLE	CRACKED
7/10/2006	BC12D	IO550N	652312112E	FUEL SYSTEM

DURING MAINTENANCE THE MECHANIC WAS REPLACING THE FUEL INJECTION NOZZLES DUE TO THE REQUEST OF THE OWNER. THE OWNER WANTED TO INSTALL A NEW KIT THE POSITION-TUNED FUEL INJECTION NOZZLES IAW THE ID SID05-7. DURING THE INSTALLATION OF THESE NOZZLES 1 CRACKED PRIOR TO REACHING THE TORQUE VALUE AS LISTED IN SID05-7.

CA060328001	UROCOP	TMECA	FCU	LEAKING
3/20/2006	EC120B	ARRIU2F	0319878030	ENGINE

(CAN) DURING ROUTINE DAILY INSPECTION AFTER A FLIGHT, FUEL LEAK NOTICED AT THE MAIN FUEL OUTLET FITTING (NIPPLE) ON THE FCU. SUSPECT O-RING P/N 9794099203 DEFECTIVE. (TC NR 20060328001)

CA060315003	UROCOP	TMECA	WINDSHIELD	CRACKED
2/9/2006	EC130B4	ARRIEL2B	350A25902500	COCKPIT

(CAN) DURING INSPECTION BEFORE FLIGHT THE PILOT FOUND A CRACK IN THE CENTER WINDSHIED. CRACK WAS IN THE LOWER RT CORNER AND WAS 4 INCHES LONG. CRACK WAS STOP DRILLED AND TAPED IAW ECC INSTRUCTION NR 8598. CENTER WINDOW WAS REPLACED AT ECC. (TC NR 20060315003)

END OF REPORTS