



U.S. Department
of Transportation

**Federal Aviation
Administration**

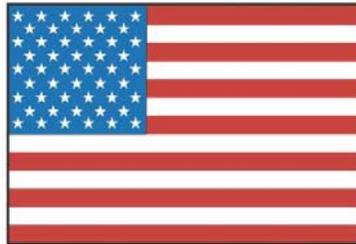
AFS-600

Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
391**



**FEBRUARY
2011**

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

AVIATION MAINTENANCE ALERTS

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

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

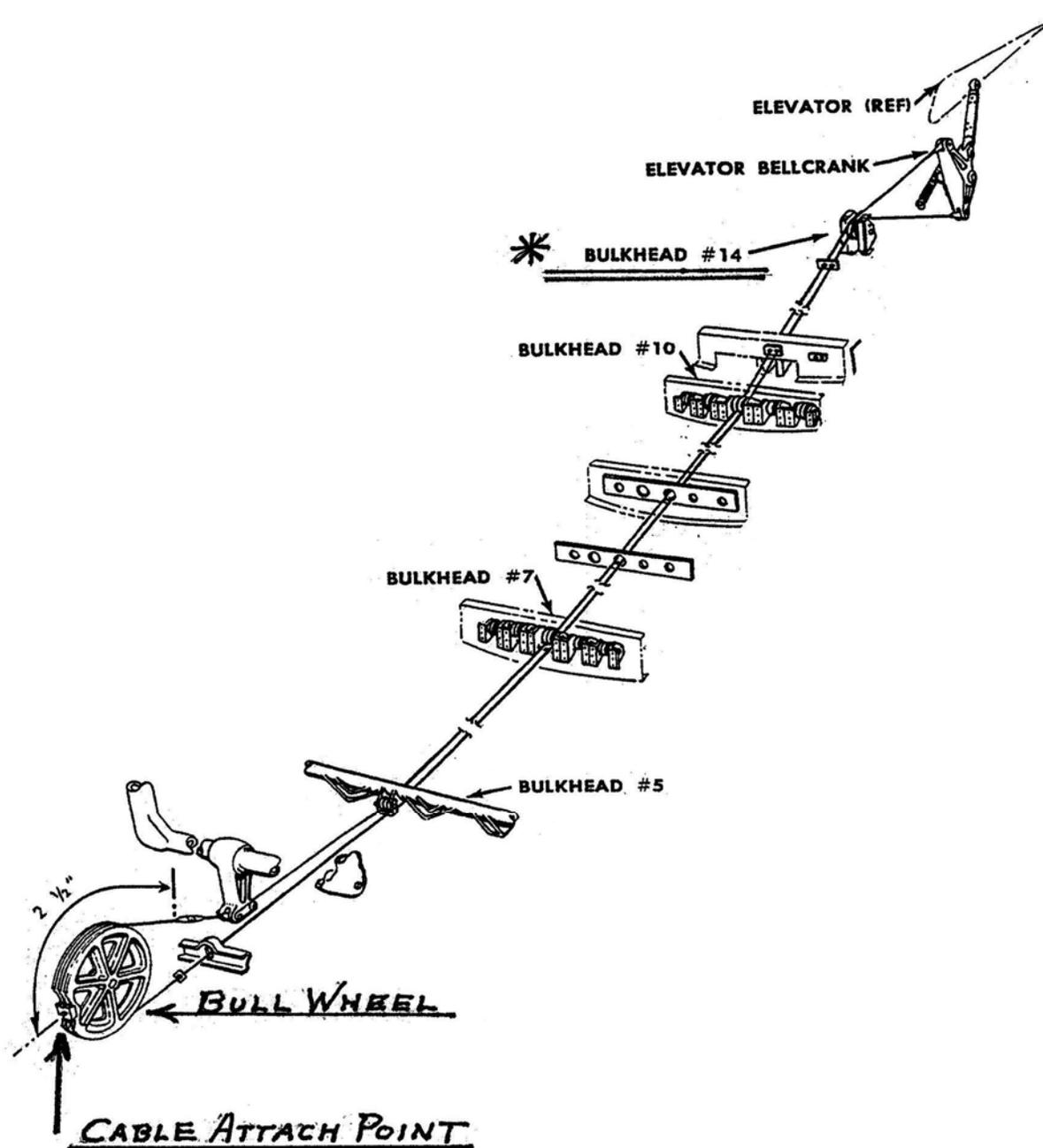
AIRPLANES

Beechcraft: E18S; Broken Elevator Cable; ATA 2730

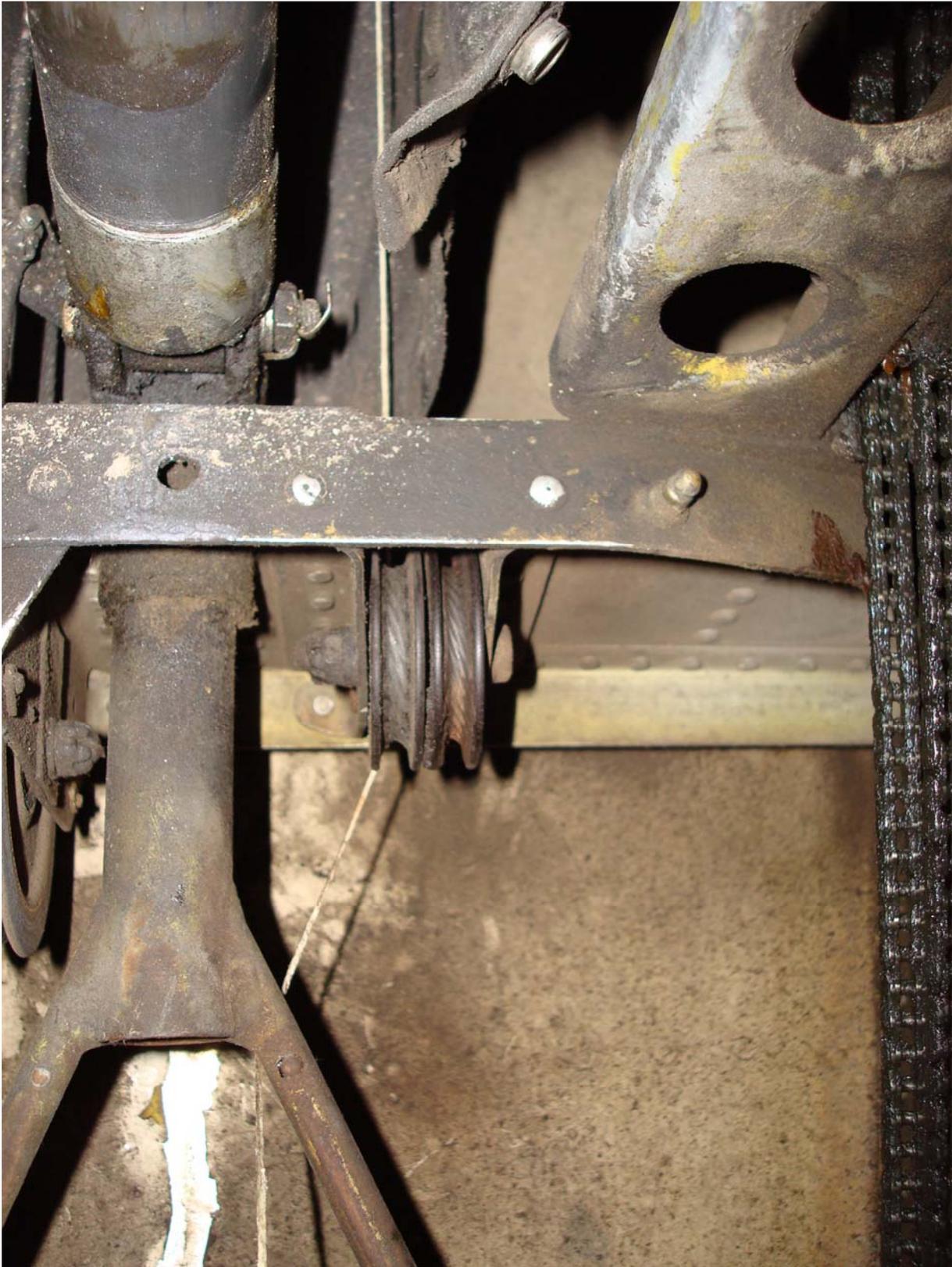
(An aviation inspector from the Milwaukee Flight Standards Office provides this defect report. Contact information is found below the last photograph.)

Inspector Anderson states, "This report concerns an operational check flight after an Annual inspection. After takeoff, the pilot heard a "snap" and the aircraft pitched up. The pilot realized he had lost down elevator. Control of the aircraft was regained by the use of power reduction, help from the passenger in the right hand seat, and elevator trim. The aircraft returned for a successful high speed wheel landing.

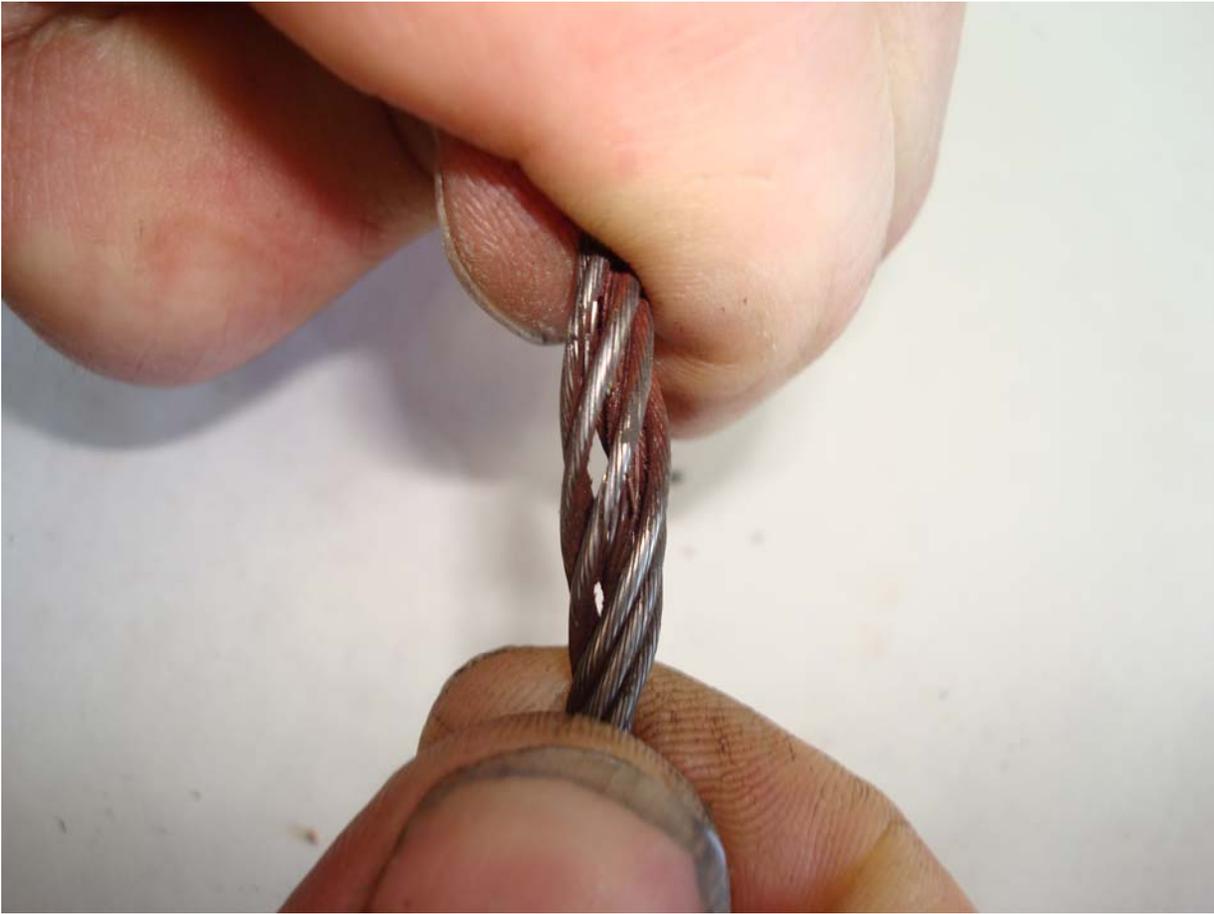
"The cable appears to be galvanized steel and was completely covered with Paralketone. The break was at the pulley above the tail wheel, at bulkhead number 14. The pulley was free to rotate, however, it did show signs of wear—possibly from over tensioning of the cable. After removal of the cable from the aircraft, further inspection revealed broken strands in the area of its attachment to the elevator control *bull wheel* (reference the attached figure). Note the total time on the elevator cable (P/N 414-187097-1) is unknown."



BEECH 18 ELEVATOR CONTROL









(For further information contact Aviation Safety Inspector Timothy H. Anderson, Milwaukee Flight Standards District Office, 4915 South Howell Avenue, Milwaukee, Wisconsin, 53545; phone 414-486-2920. Also reference SDRS control number 2011FA0000154.)

Part (aircraft) Total Time: 17,918.8 hours

Beechcraft: M35; Cracked Flap (Leading Edge); ATA 5753

"(I) performed an inspection," says this repair station submitter, "according to Hawker Beechcraft Safety Communiqué number 313/FAA SAIB CE-11-21. The R/H flap leading edge was found cracked (approx. 1.50 inches) in the vicinity of the 'flap actuator bracket'. The nose rib was also cracked. This flap (P/N: 35165050606) was removed for repairs."

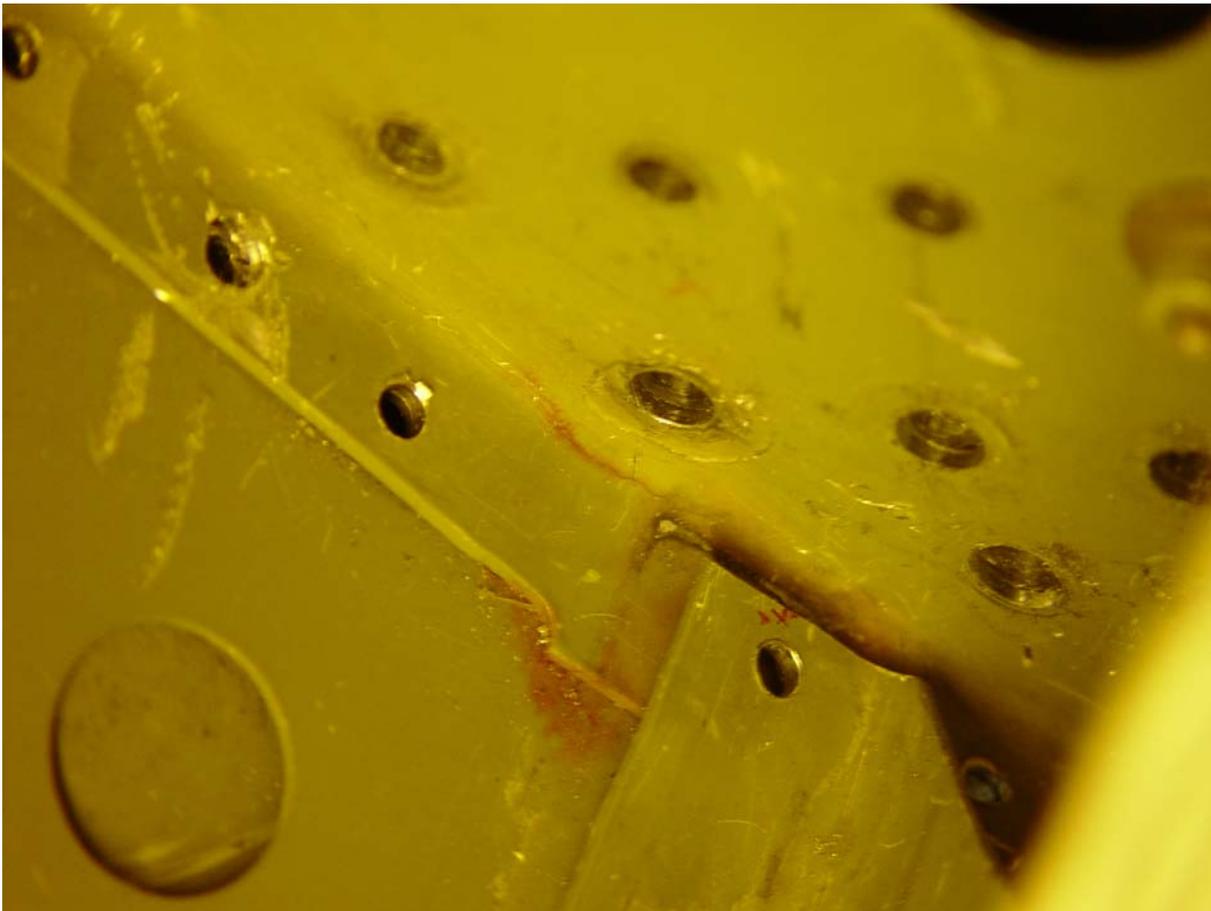


(Note—the SDRS database reflects four such defects.)

Part Total Time: 3,700.0 hours

Beechcraft: 58; Cracked Spar Web; ATA 5711

"A Beechcraft Barron 58...was in for a routine maintenance inspection at the operator's home facility," says this technician. "During the Annual Inspection a crack in the right forward spar web bend radius (forward side) was noticed during a visual inspection of the area. A dye penetrant inspection was performed and the crack was verified. The inspection was performed following the Hawker Beechcraft Corporation Barron 55 and 58 Maintenance Manual: P/N 55-590000-13G, Rev. G2, dated October 1, 2010; Section 53-00-00, page 202; B(1) 'Wing Forward Spar Carry-through Structure Inspection—Without Repair Kit'. The aircraft was then flown to our facility for verification of the crack and the installation of Hawker Beechcraft Corp. Kit P/N 58-4008-9 (which is applicable to this aircraft serial number TH-1990). It should be noted AD90-08-14 'Wing Spar Structure'—and Beechcraft MSB2269 Rev. 1 'Fuselage: Wing Forward Spar Carry-Through Structure Inspection and/or Reinforcement' are not applicable to this aircraft by serial number. The crack was found in the area referenced in both the AD and MSB, but 'stop' applicability for this aircraft model 58 was at serial number TH-1475. The Hawker Beechcraft Corp. Kit P/N 58-4008-9 was installed on both the right and left forward spar, forward web structure in accordance with Beech Aircraft Corporation Kit Information—Reinforcement Installation Instructions, Drawing number 58-4009 and Kit Information Drawing number 58-4008, Revision C."

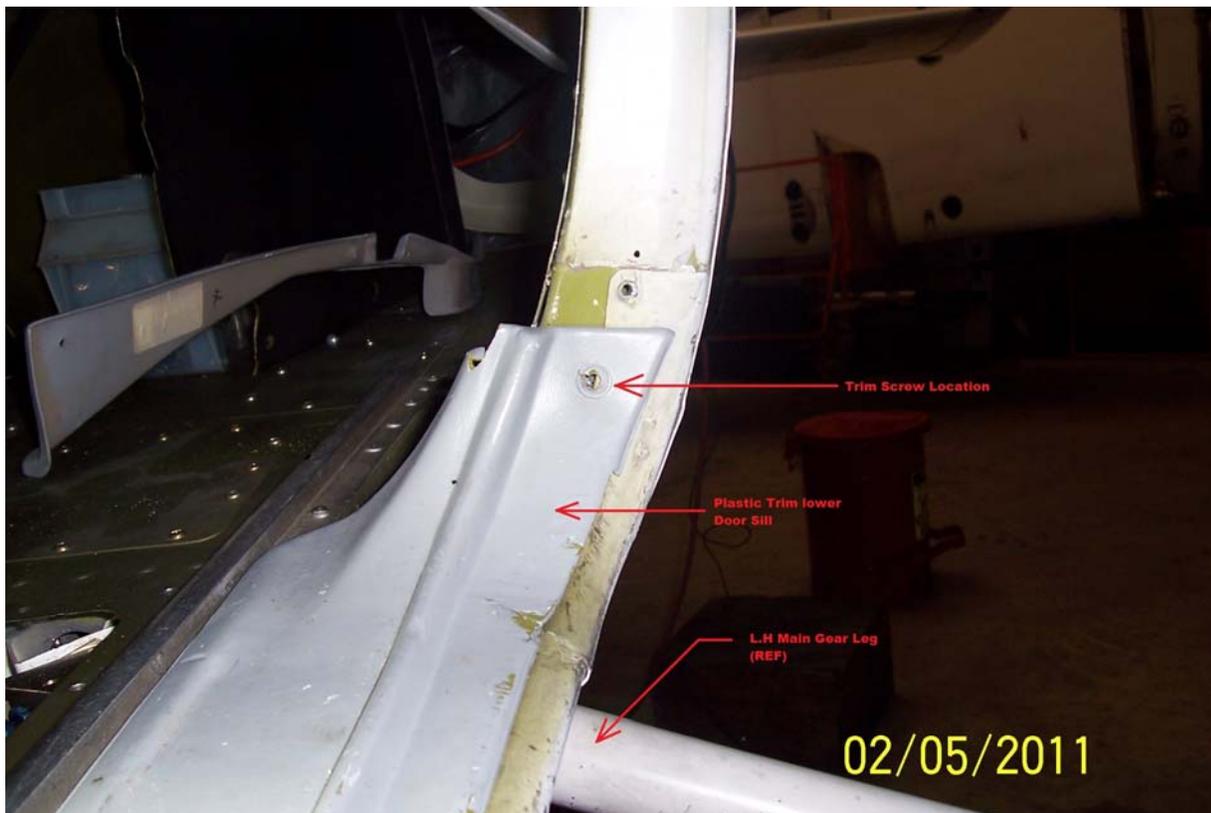


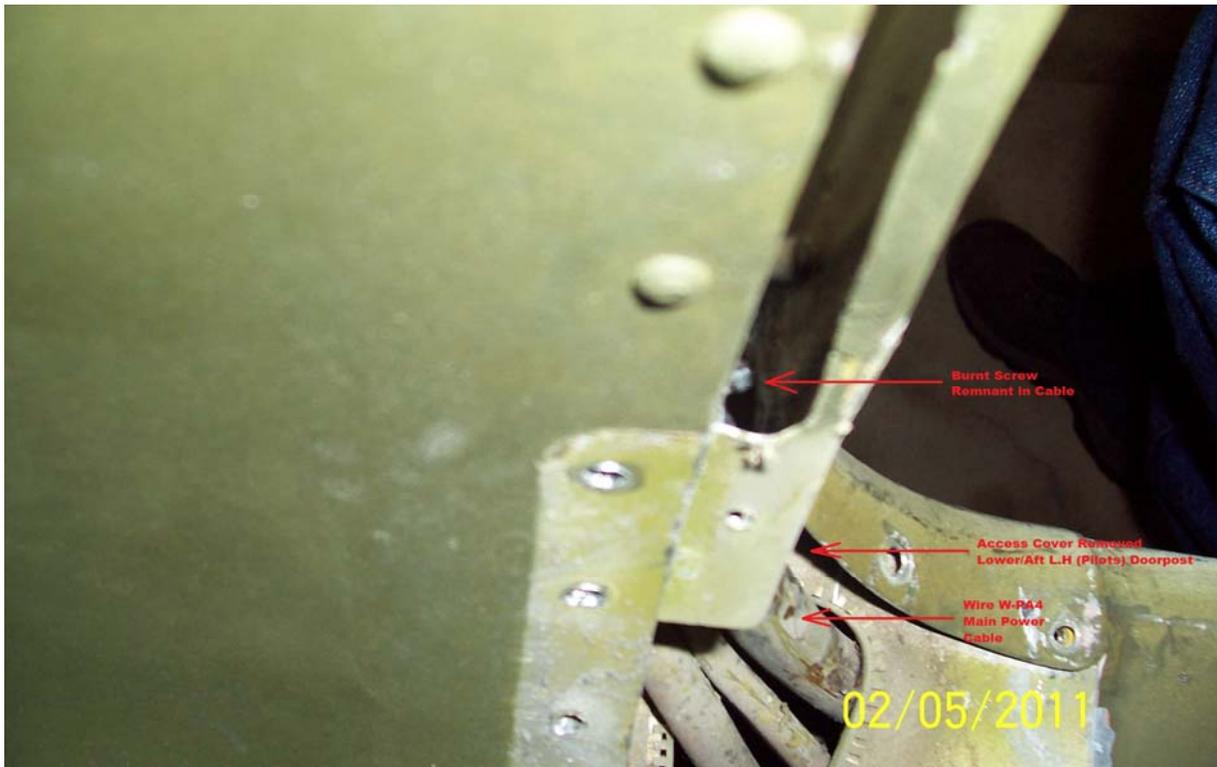
(Trick photography! Not only is the crack quite apparent, but the overall photo provides a nice example of an inside/outside optical illusion—Ed.)

Part Total Time: 2,242.0 hours

Cessna: 177RG; Power Cable Short; ATA 2497

A technician writes, "(I) found an improperly sized (too long) interior trim replacement screw installed in the pilot side lower door sill opening, shorting into the Main Power Cable (P/N W-PA4). The pilot (*had*) complained of intermittent panel lighting/flickering, and recent regulator replacement (twice) and alternator/charging issues."







(Thank-you for the photo effort. Please excuse my artistic butchering of your last picture—trying to save space—Ed.)

Part Total Time: 5,190.0 hours

Cessna: 208; Cracked Horizontal Stabilizer Spar; ATA 5511

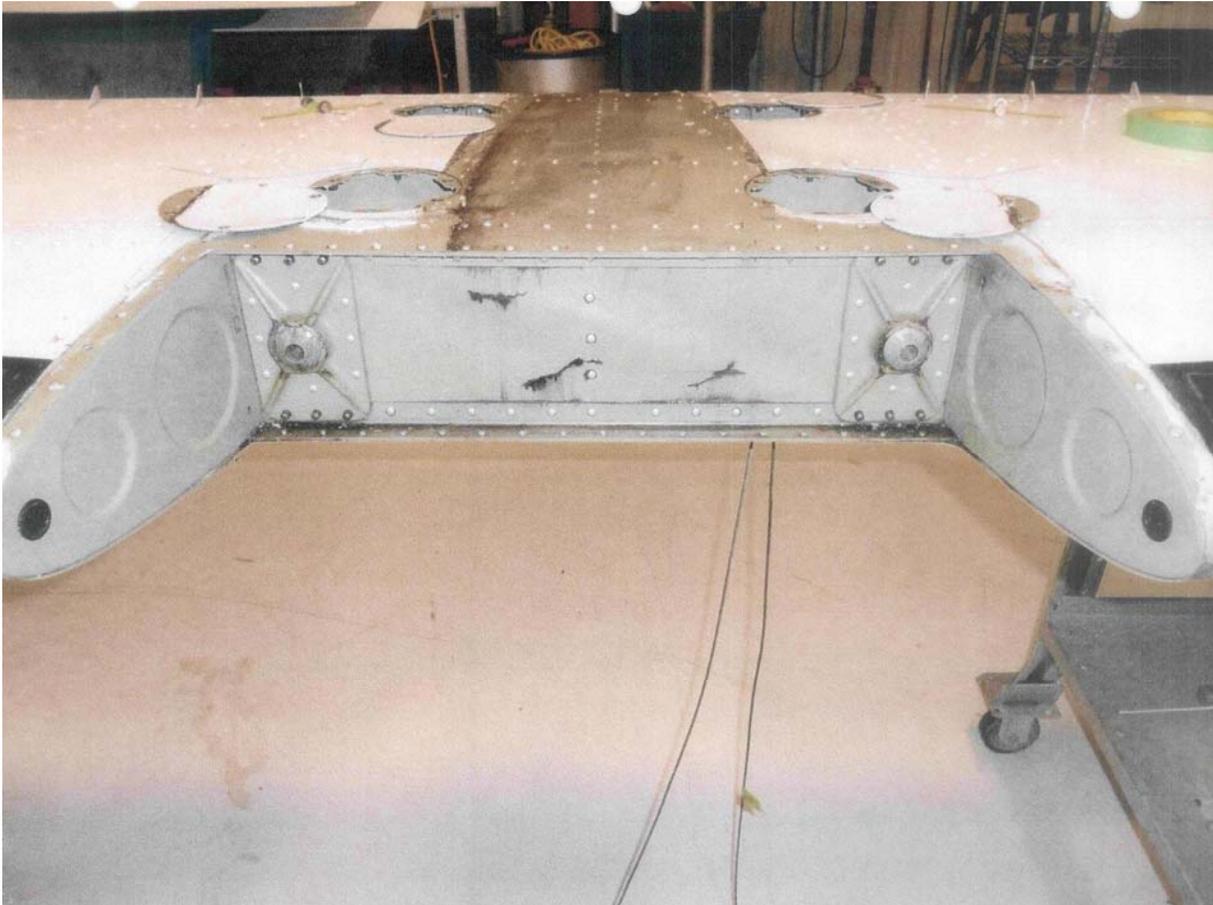
(The FAA's Small Airplane Directorate provides this safety admonition. Contact information is found at the discussion's end. Readers might also view the original SDR report: Control Number 2011FA0000145.)

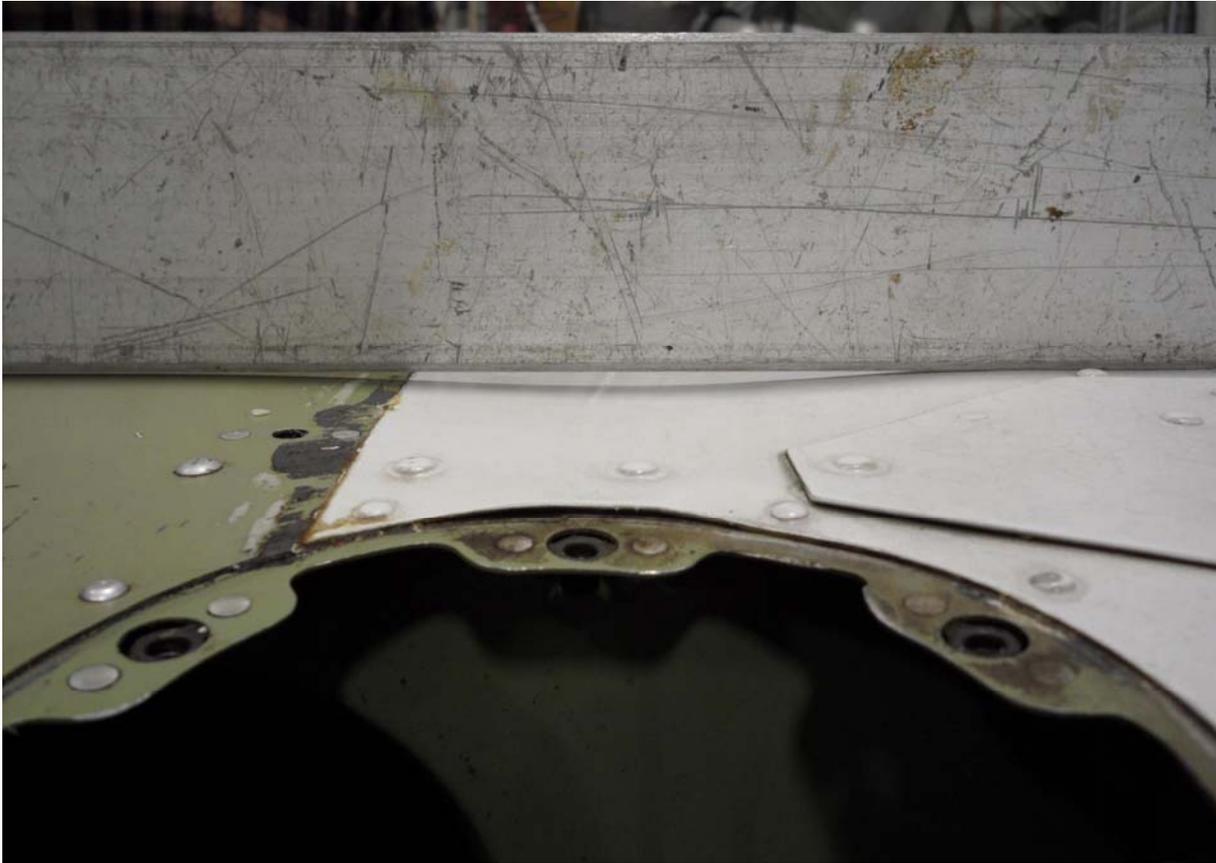
"During a phase 10 inspection of a Cessna 208 (on floats), maintenance personnel discovered multiple cracks in the center section spar of the horizontal stabilizer (P/N 26300038). Several ribs were also found wrinkled and distorted, and a straight-edge confirmed deformation of the stabilizer's top surface.

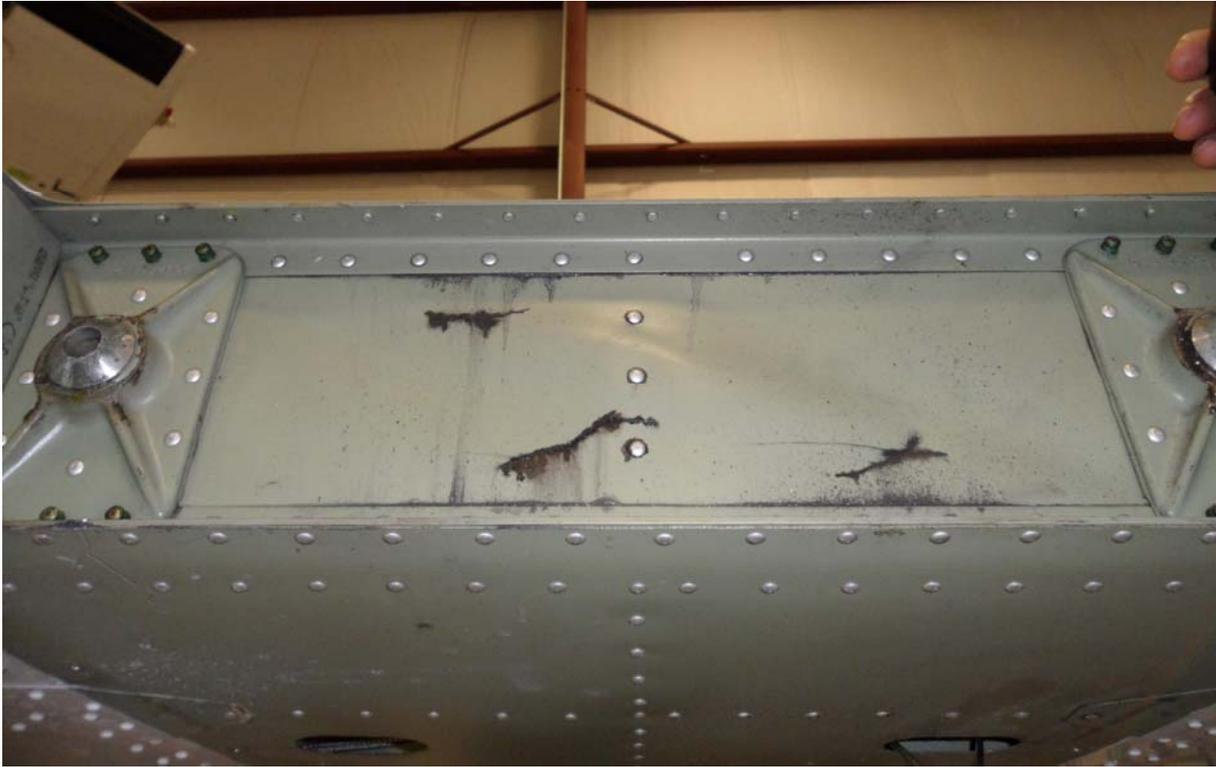
Removal of this stabilizer revealed extensive damage to the center spar web, rendering it unairworthy. Subsequent investigation determined the damage was caused by cleaning personnel using this critical flight surface as a work platform during cleaning of the tail area.

Inspection of this operator's remaining fleet of aircraft found no other problems. The stabilizer was repaired and reinstalled. *No Step* placards were fixed on all subject aircraft in the effected areas. The total cost of this repair exceeded \$17,000.00—not including down-time of the aircraft.

Operators should be vigilant for those ground operations that can cause aircraft damage—cleaning activity is but one example. Proper training and adequate support equipment (proper stands) are critical elements for elimination of this kind of safety hazard and economic waste."







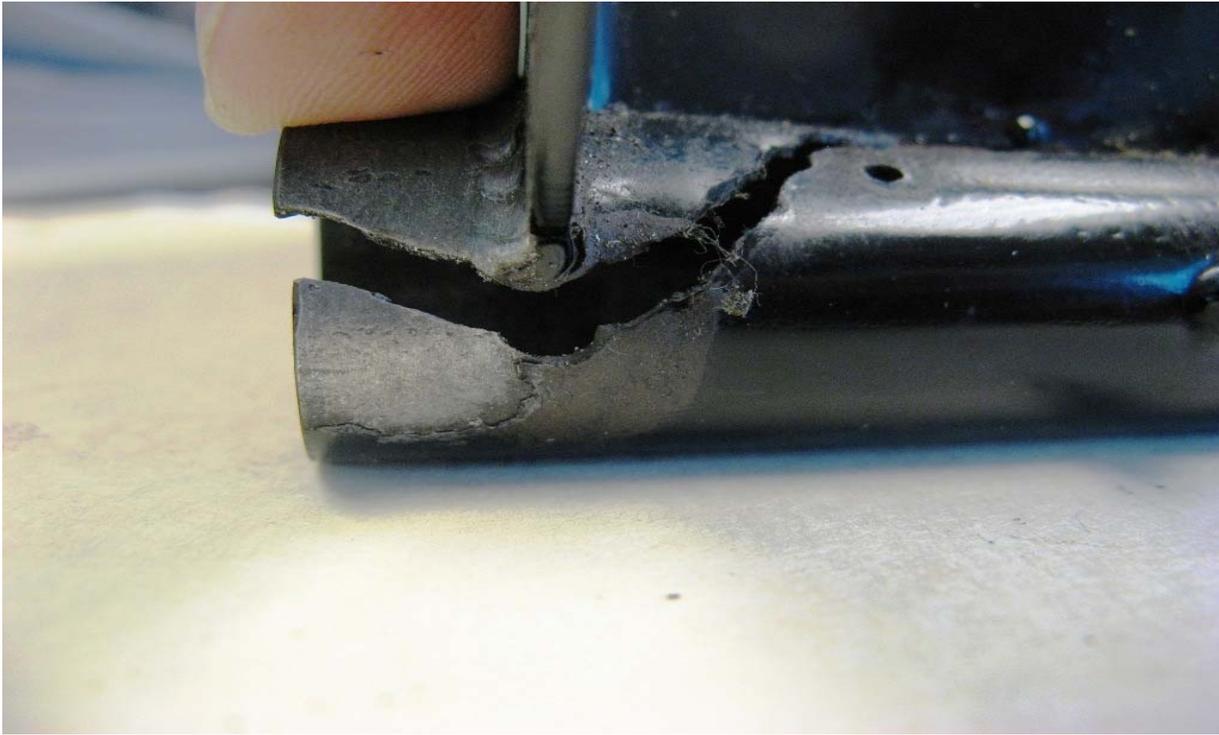


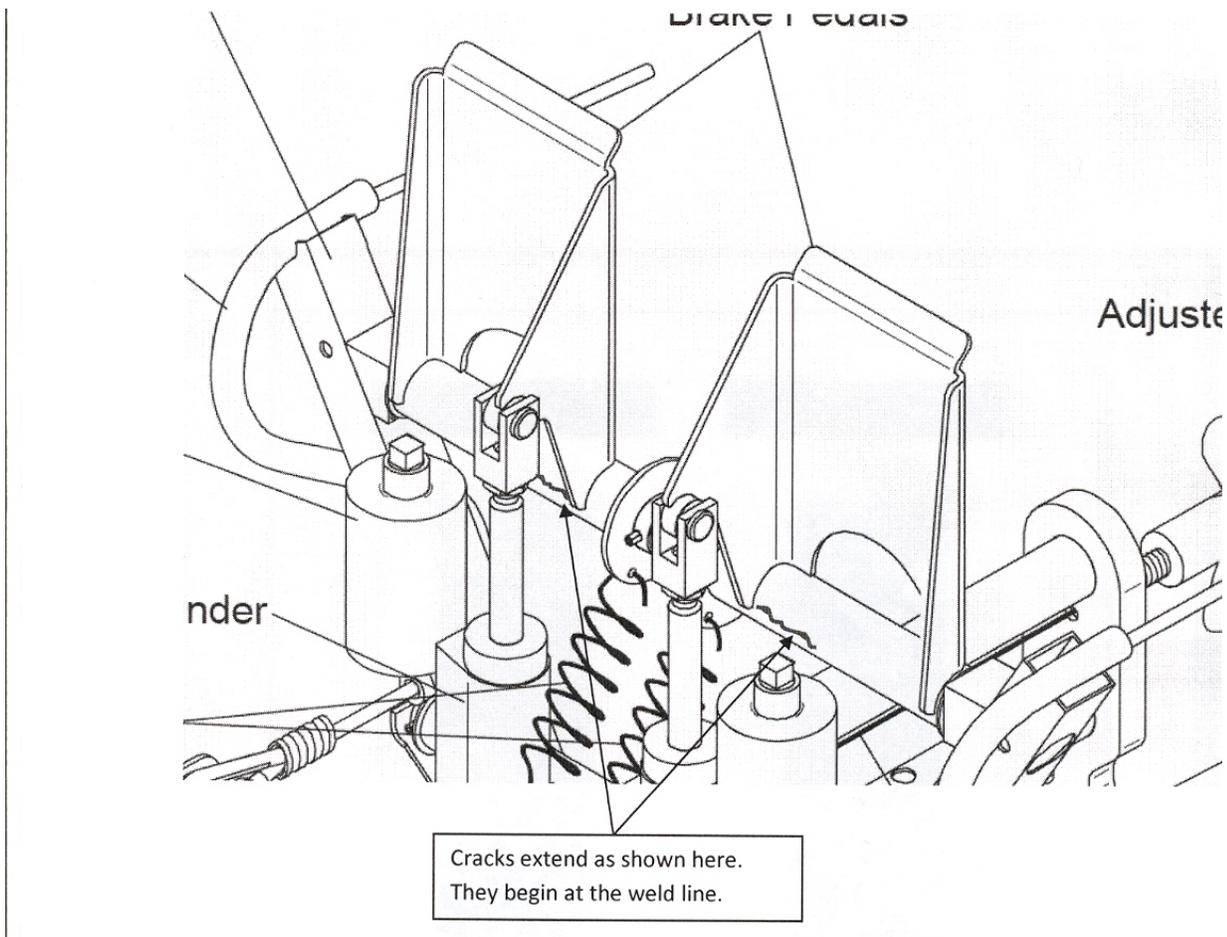
(For further information contact Aerospace Engineer Barry Ballenger, 901 Locust St., Kansas City, MO. 64106; phone 816-329-4152.)

Part Total Time: 2,609.0 hours

Diamond: DA42; Broken Pedal Pivot Tubes; ATA 2720

A flight school submission states, "During preflight, the flight crew noticed the rudder pedals were no longer symmetrical, compared to each other. A maintenance technician inspected the co-pilot's L/H pedal (P/N DA4-2723-35-00) and noticed the vertical web connecting the pedal to the brake master cylinder rod had torn at the welded intersection of the tube. The tear/crack in the horizontal pedal pivot tube indicates a torsion failure of that tube."





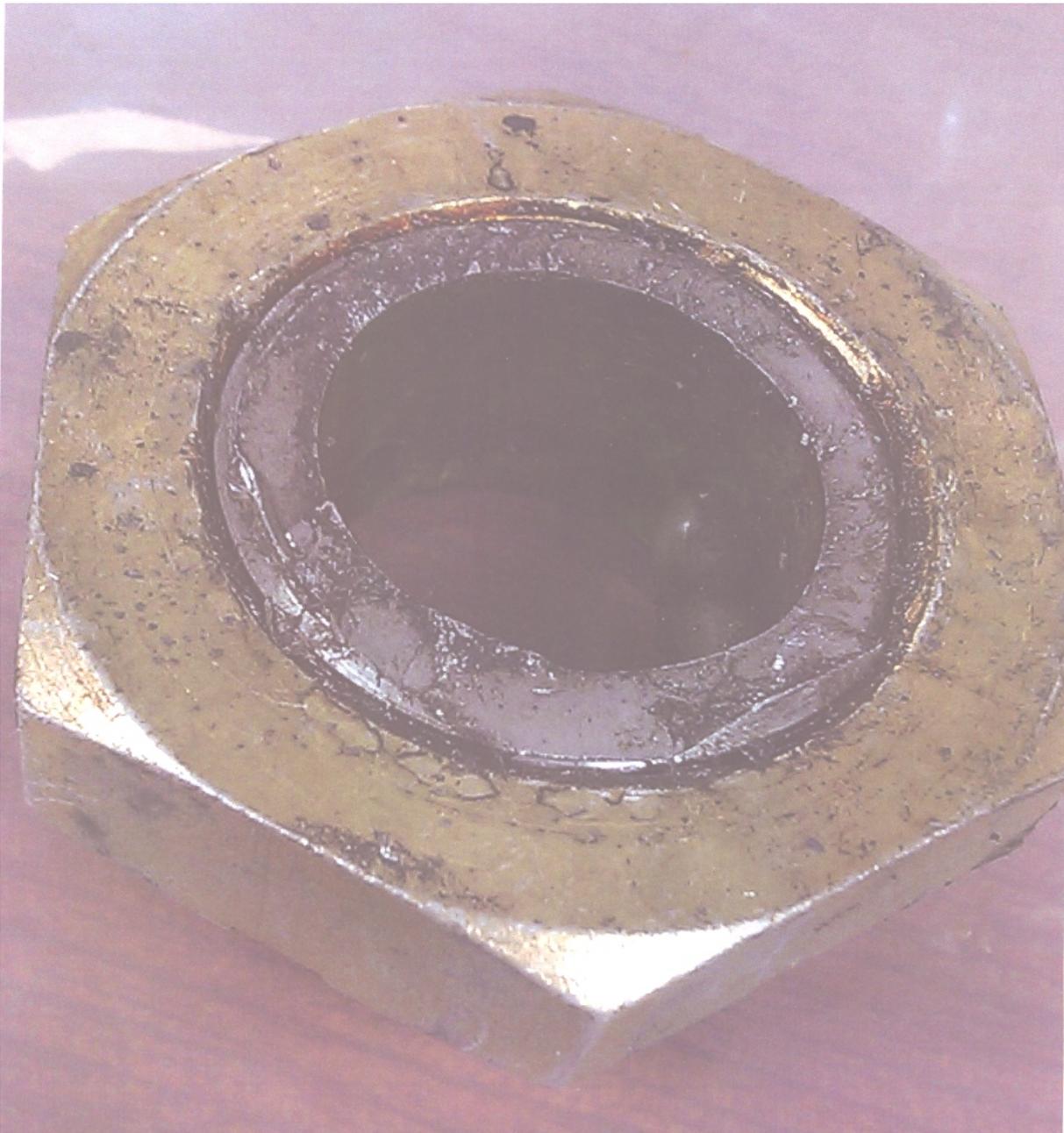
Part Total Time: 1,648.0 hours

Embraer: 145; Sheared Landing Gear Axle; ATA 3213

"This event occurred late in the evening," says a quality manager, "during disassembly of the landing gear at overhaul. While accomplishing the un-torque check IAW SP145-32-0097, the nut fell off the subject axle as torque was applied to the upper attach axle (P/N 23092029001). The axle had sheared at the point where the threads entered the nut. The operator was informed of the defect by phone and e-mail, (*and provided this defective*) axle."





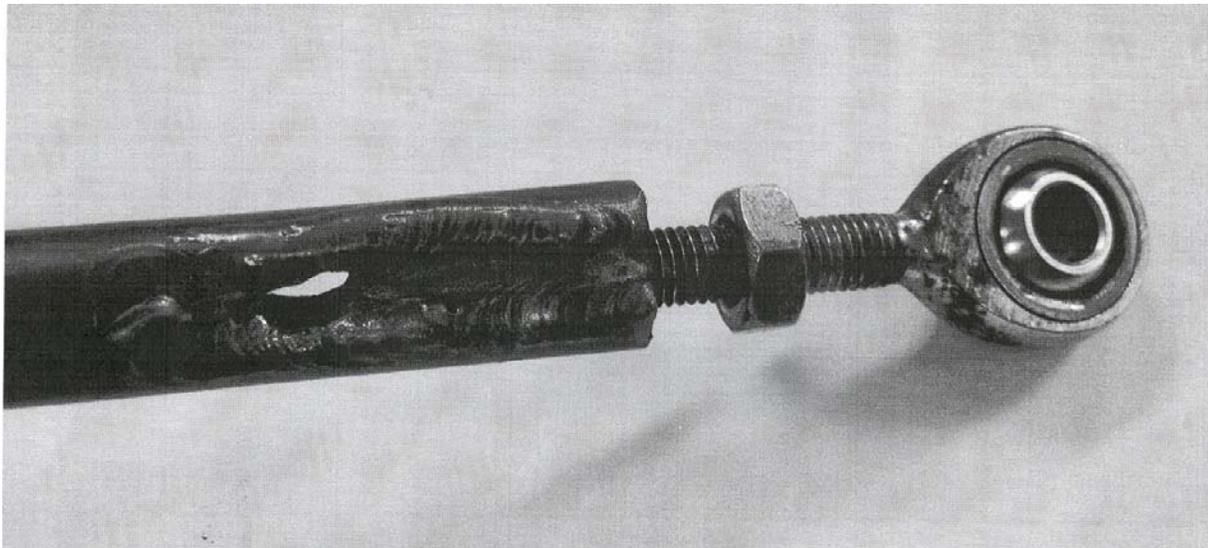


(Note the first photo has been slightly widened by this editor to fit the available space.)

Part Total Time: 25,128.0 hours

Piper: PA23-250; Corroded Elevator Trim Arm; ATA 2731

A repair station technician states, "The elevator trim arm assembly (P/N 15618-05) is corroded to the point of having a 3/16 inch hole through both sides of the aft end of the tube."



Part Total Time: 9,032.0 hours

HELICOPTERS

Sikorsky: S92A; Cracked Planetary Gear; ATA 6320

"A large crack was discovered (*propagating*) through the web section of this planetary gear," says a chief inspector. "(*It was found...*) while conducting an MPI (*magnetic particle inspection*) as a normal part of the repair process. Sikorsky and HSI have been notified; they will be conducting a full metallurgical investigation." (*Gear P/N: 9235115171101.*)





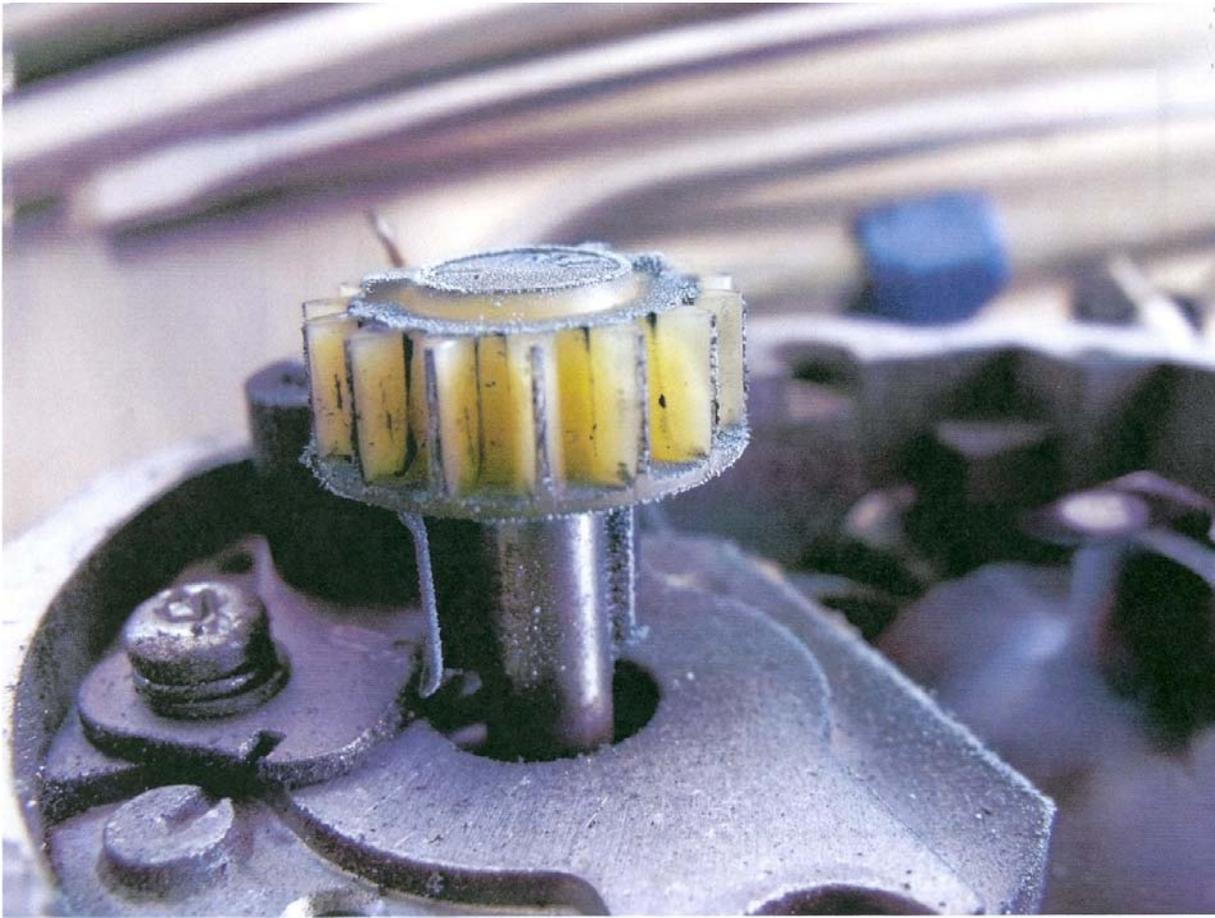
Part Total Time: (unknown)

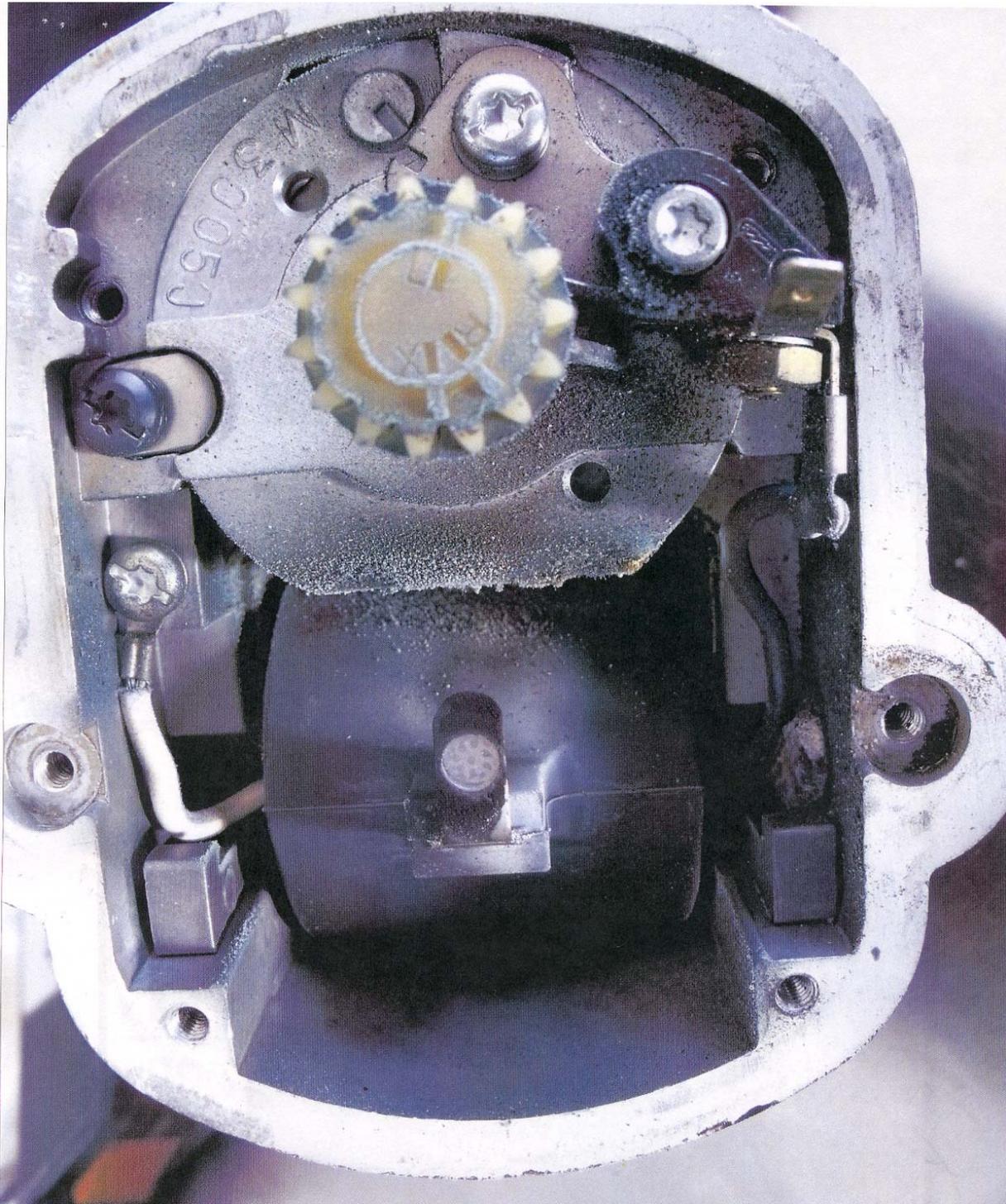
ACCESSORIES

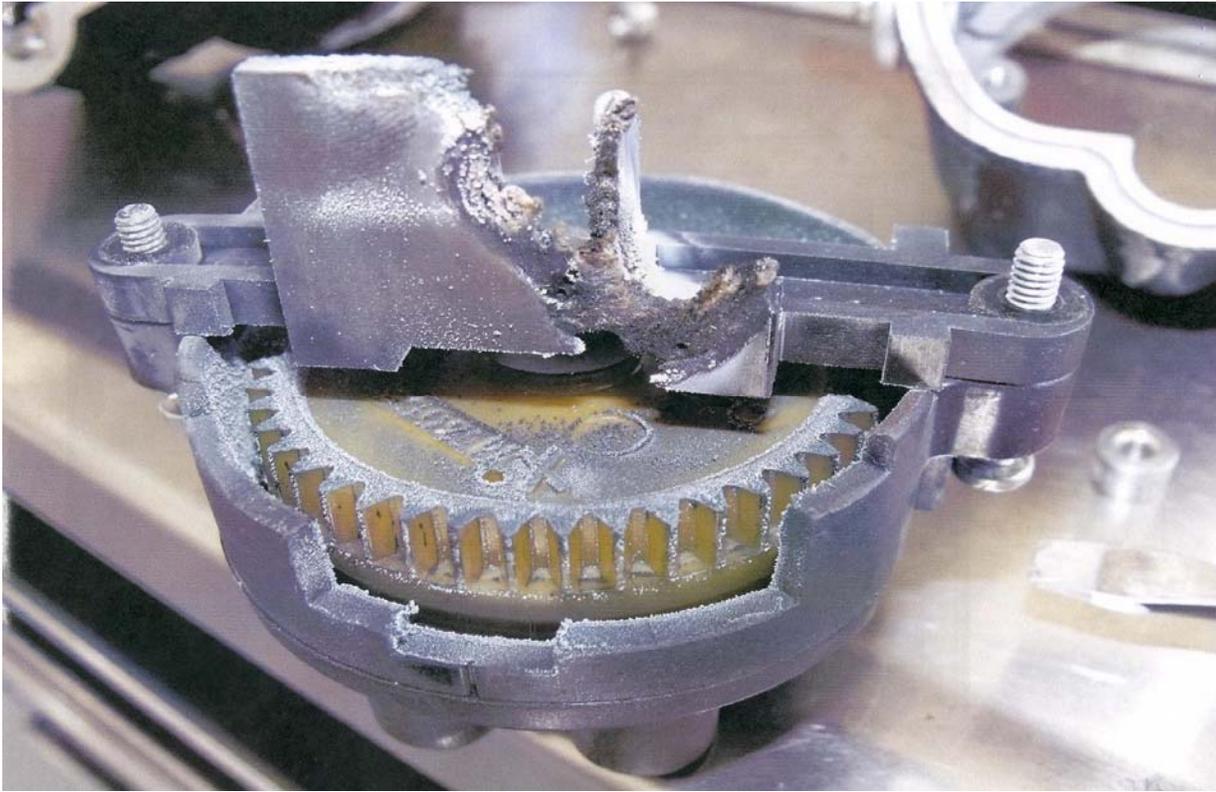
Slick Magneto: 6351; Burned Distributor Block; ATA 7414

A general aviation submitter states, "(I) removed the left magneto (*from a Cessna 182T*) for a 500-hour inspection and found the distributor block assembly burned through—pieces were floating around inside the (*unit*). A large amount of dust coated the surfaces, and burning was evident on the coil and rotor housing. The carbon brush and cam were extremely worn. During pre-inspection run-up the magneto drop was no more than 75-80 RPM at 1800 RPM—mixture full rich.

"According to the engine log the magnetos were removed and replaced at tachometer time of 1,007.7 hours for a 500 hour inspection." (*The SDRS database reflects at least ten of these particular magnetos.*)









Part Total Time: 477.0 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

In the past, the last two pages of the Alerts contained a paper copy of FAA Form 8010-4, Malfunction or Defect Report. To meet the requirements of *Section 508, this form will no longer be published in the Alerts; however, the form is available on the Internet at: <http://forms.faa.gov/forms/faq8010-4.pdf>. You can still download and complete the form as you have in the past.

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

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

IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
2010FA0001260			WINSLOW	FIRING HEAD	MISINSTALLED
12/21/2010				3RA11441	LIFE RAFT
LIFE RAFT WAS IMPROPERLY PACKED BY MFG AND WOULD NOT HAVE BEEN USABLE IN AN EMERGENCY. BOTTLE WAS INSTALLED ACROSS THE CENTER OF THE CONTAINER PLACING THE FIRING HEAD AT A 90 DEGREE ANGLE TO THE SIDE OF THE CASE AND THE FIRING LINE WAS ROUTED THROUGH THE FOLDED LIFE RAFT AND OUT THE OPPOSITE SIDE OF THE CASE.					
2010FA0001261			WINSLOW	FIRING HEAD	MISINSTALLED
12/21/2010				3RA11441	LIFE RAFT
LIFE RAFT WAS IMPROPERLY PACKED BY MFG AND WOULD NOT HAVE BEEN USABLE IN AN EMERGENCY. BOTTLE WAS INSTALLED ACROSS THE CENTER OF THE CONTAINER PLACING THE FIRING HEAD AT A 90 DEGREE ANGLE TO THE SIDE OF THE CASE AND THE FIRING LINE WAS ROUTED THROUGH THE FOLDED LIFE RAFT AND OUT THE OPPOSITE SIDE OF THE CASE.					
2010FA0001262			WINSLOW	FIRING HEAD	MISINSTALLED
12/22/2010				3RA11441	LIFE RAFT
LIFE RAFT WAS IMPROPERLY PACKED BY MFG AND WOULD NOT HAVE BEEN USABLE IN AN EMERGENCY. BOTTLE WAS INSTALLED ACROSS THE CENTER OF THE CONTAINER PLACING THE FIRING HEAD AT A 90 DEGREE ANGLE TO THE SIDE OF THE CASE AND THE FIRING LINE WAS ROUTED THROUGH THE FOLDED LIFE RAFT AND OUT THE OPPOSITE SIDE OF THE CASE.					
CA101102007		CONT		GEAR SHAFT	CRACKED
11/1/2010		TSIO550C		655711	SCAVENGE PUMP
(CAN) MAGNETIC PARTICLE INSPECTION SHOWED A CRACK BEGINNING CLOSE TO THE END OF THE SCAVENGE PUMP GEAR SPLINE, PROGRESSING AROUND THE END OF THE SPLINE ABOUT 1/8".					
2010FA0001263		LYC		CRANKSHAFT	CORRODED
12/27/2010		O320B2B			ENGINE
CRANKSHAFT ID FOR CORROSION. DURING THE REMOVAL OF CRANKSHAFT EXPANSION PLUG STD 1211, CRANKSHAFT INTERNAL URETHABOND 104 WAS FOUND BUBBLED. REMOVED URETHABOND 104 AND FOUND CORROSION PITS THOUGHOUT THE TOP 3.5 INCH SURFACE. ENGINE IS FACTORY O/H, AD98-02-08 COMPLIED WITH DURING THAT TIME. "PID" WAS STAMPED ON CRANKSHAFT FLANGE. ACCORDING TO AD "CRANKSHAFTS CONTAINING "PID" STAMPED ON THE OUTSIDE DIAMETER OF THE PROPELLER FLANGE ARE EXEMPT FROM THE INSP REQUIREMENTS OF THIS AD. THERE SHOULD BE A (1) TIME INSP OF ALL CRANKSHAFTS STAMPED WITH "PID" TO DETERMINE ID CONDITION.					
2011F00001	AEROSP	PWA		POWER SUPPLY	INOPERATIVE
12/29/2010	ATR72212A	PW127		3013000	EMERGENCY LIGHTS
FWD EMERGENCY LIGHTS FAIL TEST. POWER SUPPLY INOPERATIVE.					
EE4Y100510	AIRBUS	IAE		FLOORBEAM	CORRODED

12/1/2010 A319132 V2524A5 D5347219320000 ZONE 200
PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA AT STA 2884 -Y76.5 FLOOR SUPPORT STRUCTURE BEAM CORRODED (BEAM PN: D5347219320000) THE CORROSION REQUIRES A MAJOR REPAIR.

[EE4Y100511](#) AIRBUS IAE FLOOR SUPPORT CORRODED

12/2/2010 A319132 V2524A5 D5347219220000 ZONE 200

(EE4Y) PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA FROM STA 2799 TO STA 2884, +76.5 FLOOR SUPPORT STRUCTURE BEAM CORRODED (BEAM PN: D5347219220000) NOTE: THE CORROSION REQUIRES A MAJOR REPAIR.

[EE4Y100528](#) AIRBUS IAE BUMPER BLOCK WORN

12/7/2010 A319132 V2524A5 THRUST REVERSER

(EE4Y) ENGINE NR 2, OTBD/RT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. NOTE: THE BUMPER WEAR REQUIRES A MAJOR REPAIR.

[EE4Y100551](#) AIRBUS IAE SEAT TRACK CORRODED

12/14/2010 A319132 V2524A5 D5347213320200 ZONE 200

(EE4Y) PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA FROM STA 2785 TO STA 2794 +Y765 SEAT TRACK CORRODED. (SEAT TRACK PN: D5347213320200) NOTE: THE CORROSION REQUIRES A MAJOR REPAIR.

[EE4Y100561](#) AIRBUS IAE BUMPER BLOCK WORN

12/14/2010 A319132 V2524A5 THRUST REVERSER

(EE4Y) ENGINE NR2, OTBD/RT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE AFT BUMPER WITH WEAR. NOTE: THE BUMPER WEAR REQUIRES A MAJOR REPAIR.

[2010FA0001208](#) AIRBUS FITTING CORRODED

12/1/2010 A320232 D5347039420400 CARGO BAY

CORROSION ON AFT CARGO COMPARTMENT FITTING (FLOOR STRUCTURE). FITTING IS LISTED AS PRIMARY STRUCTURE. NO CORROSION REMOVAL LIMITS AVAILABLE. R & R FITTING IAW SRM 51-42-11.

[2010FA0001209](#) AIRBUS PLATE CRACKED

12/1/2010 A320232 D5337068220000 MLG WW

CRACK AT FASTENER HOLE ON CONNECTION PLATE FOR RT MLG DOOR ACTUATOR MOUNT FITTING. R & R CONNECTION PLATE IAW SRM 51-72-11.

[2010FA0001253](#) AMTR LYC ROCKER BOSS BROKEN

12/14/2010 RV9A IO360A1A NR 2 CYLINDER

FAILURE OF NR 2 CYLINDER ROCKER ARM BOSSES RESULTING IN ROUGH RUNNING ENGINE, DAMAGE TO ROCKER ARM COVER, AND LOSS OF OIL.

[2010FA0001271](#) AMTR AMTR EXHAUST VALVE FAILED

10/16/2010 SKYSCOOTER JABIRU2200A 4596074 NR 2 CYL

REDUCED POWER FROM 2900 RPM TO 2600 RPM, ALL ENGINE INSTRUMENTS IN NORMAL RANGE. EXPERIENCED SEVERE ENGINE VIBRATIONS LASTING ABOUT 10 SECONDS RESULTING IN CATASTROPHIC ENGINE FAILURE. DAMAGE CONTAINED WITHIN ENGINE CASE WITH NO LOSS OF OIL OR FUEL. CYLINDER HEAD FROM NR 2 CYLINDER WAS REMOVED TO INSPECT DAMAGE. HEAD OF NR2 EXHAUST VALVE WAS BROKEN OFF CLEANLY HORIZONTAL TO THE VALVE STEM. THE PISTON WAS DESTROYED. WRIST PIN REMAINS ATTACHED TO CONNECTING ROD. CONNECTING ROD TWISTED AND REMAINS ATTACHED TO CRANKSHAFT. SEVERE DAMAGE TO CYLINDER HEAD & CYLINDER. SUSPECT VALVE FAILED DUE TO LEAN OPERATION, CAUSING HIGH EGT ON EXHAUST VALVE. (NO EGT INDICATING SYS)

2010FA0001189	BALWKS		HOSE	LEAKING
8/9/2010	FIREFLY824		49SBSET	FUEL HOSE
HOT AIR BALLOON WAS DELIVERED FOR AN ANNUAL INSP, INCLUDING SCHEDULED REPLACEMENT OF ALL PROPANE FUEL HOSES. (7) REPLACEMENT FUEL HOSES SUPPLIED, WERE DELIVERED WITH THE LP GAS POL TYPE FITTING ATTACHED TO THE HOSE COUPLINGS. THE HOSES WERE PRESSURE TESTED FOR LEAKS AND INSTALLED INTO THE HOT AIR BALLOON GONDOLA BY REPAIR STATION, ACCORDING THE THE MFG TECHNICAL DATA, THE ENTIRE FUEL SYS WAS AGAIN PRESSURE TESTED FOR LEAKS AND RETURNED TO SERVICE. 3 LEAKS DEVELOPED ON 3 DIFFERENT HOSES WITHIN 3 MONTHS OF INSTALLATION, ALL AROUND THE THREADED CONNECTIONS NEAR THE POL FITTINGS. SYS WAS REMOVED FROM SERVICE AND THE CONNECTION WERE EXAMINED BY INSPECTOR. ALL CONNECTION SHOWED EVIDENCE OF PIPE DOPE ON THE EXPOSED THREADS AND ALL FITTINGS WERE FOUND TO BE TORQUED TIGHTLY TOGETHER. THERE WAS NO EVIDENCE OF CRACKING OR DAMAGE TO THE FITTINGS. THE CONNECTIONS WERE DISASSEMBLED, CLEANED, PIPE DOPE WAS RE-APPLIED AND THEN REASSEMBLED. NO SUBSEQUENT LEAKS WERE FOUND AND THE ACFT WAS RETURNED TO SERVICE. IT APPEARS AN INSUFFICIENT AMOUNT OF PIPE DOPE WAS USED ON THE FITTING THREADS DURING INITIAL ASSY. LEAKS MAY HAVE BEEN INITIATED IN PART BY THE ONSET OF COLD WEATHER. RECOMMEND THAT MFG INSURE THAT SUFFICIENT PIPE DOPE IS APPLIED TO COUPLING THREADS TO PREVENT LEAKAGE IN ALL TEMPERATURE RANGES.				
2011F00000	BEECH	PWA	STARTER GEN	DESTROYED
12/21/2010	100BEECH	PW305	23091002	ZONE 400
DURING CRUISE FLIGHT, EXPERIENCED VIBRATION, BELIEVED TO BE FROM ENGINE AREA. VIBRATION INCREASED, BUT DID NOT SHOW ON EVM INDICATOR, FOLLOWED BY GEN 1 FAIL INDICATION, WITH BUS TIE CLOSED IN FLIGHT. ACFT MADE UNSCHEDULED LANDING. MX FOUND NR1 STARTER GEN FAILED, COOLING FAN ON GEN SHATTERED, SHAFT SHEARED, MANY BROKEN PIECES OF UNIT IN ENGINE COWLING.				
2011F00002	BEECH		DRAG BRACE	CRACKED
12/28/2010	18S		404188446	MLG
PILOT, REPORTED A NORMAL LANDING. TAPPED ON BRAKES, RT MLG COLLAPSED. ACFT REMOVED FROM ACTIVE RUNWAY. SECURED & INSPECTED RT MLG. INSPECTION REVEALED FAILURE DUE TO BROKEN DRAG BRACE. DRAG BRACE BROKE APPROX 3 " FROM BOTTOM HINGE WHERE IT ATTACHES TO RT STRUT. IT APPEARS DRAG BRACE DEVELOPED AN INTERNAL CRACK WHICH CAUSED STRUCTURE OF DRAG BRACE TO WEAKEN CAUSING GEAR TO COLLAPSE. BOTTOM HINGE GREASE FITTING LOOSE. HINGE BUSHING FROZEN IN-PLACE & SHOWED SIGNS OF CORROSION ON INSIDE WALLS OF BUSHING. BUSHING BOLT WORN DUE TO SPINNING IN BUSHING. TOP HINGE BUSHING HAD MINOR SCORING CORROSION INSIDE WALLS OF BUSHING. DRAG BRACE TUBE SHOWS SIGNS OF CORROSION INSIDE WALLS OF TUBE.				
CA100723004	BEECH	PWA	LINE	CRACKED
7/22/2010	1900C	PT6A65B	3033260	ENGINE
ON TAKEOFF, ENGINE WAS UNABLE TO ACHIEVE FULL POWER AND ACFT RETURNED TO BASE. A NORMAL LANDING WAS CARRIED OUT. UPON INSP, THE P3 LINE FROM THE COMPRESSOR CASE TO THE FCU WAS FOUND CRACKED, PREVENTING FULL P3 AIR FROM REACHING THE FCU. LINE WAS REPLACED, NO FURTHER ISSUES.				
E81RJT22919	BEECH	PWC	WIRE	BROKEN
12/28/2010	400A	JT15D5D		BLEED AIR SYS
(E81R) DURING DESCENT "A/C FAIL" ANNUNCIATOR LIGHT ILLUMINATED AND EMERGENCY PRESSURIZATION SYS ACTIVATED. DURING TROUBLESHOOTING FOUND WIRE E067-P0108B-22 WIRE BROKEN AT BLEED AIR OVERPRESSURE SWITCH CONNECTOR P0108. REPAIRED WIRING AT CONNECTOR AND REPLACED DIRTY WATER SEPARATOR ASSY. COALESCER. ENVIRONMENTAL SYS OPS OK ON GROUND RUN-UP.				
2010FA0001268	BEECH	CONT	RIB	CRACKED
12/23/2010	58	IO520*		RT WING TE FLAP
(CFOR) WHILE COMPLYING WITH MFG SAFETY COMMUNIQUE NR313 TITLED "FLAP ACTUATOR ATTACHMENT BRACKET AND NOSE RIB ASSEMBLY", DISCOVERED A CRACK ON RIB (PN35-165050-84) ORIGINATING FROM THE LIGHTENING HOLE. AFTER REMOVING THE RT FLAP FROM THE WING AND REMOVING THE ACTUATOR ATTACH				

BRACKET FROM THE FLAP, ANOTHER CRACK WAS FOUND IN THE SKIN (PN 95-160000-82 UNDER THE BRACKET.

2010FA0001265	BEECH	CONT	NIAGARA	SUPPORT	BROKEN
12/29/2010	58	IO550C			OIL COOLER

DURING AN A ANNUAL INSP IT WAS NOTICED THAT THE LT ENGINE OIL COOLER FWD FACE EXTERNAL DIAGONAL SUPPORT BAR HAD BROKEN OFF HALF WAY FROM THE CTR TO THE BOTTOM INBD CORNER. UNIT REMOVED FOR REPAIR.

CA100723003	BEECH	PWA		DOWNLOCK SWITCH	FAILED
7/16/2010	C90A	PT6A21		903610373	MLG

(CAN) PILOTS WERE PERFORMING TOUCH AND GO APPROACHES WHEN ON THE 6TH TAKE-OFF, THE LANDING GEAR FAILED TO RETRACT UPON SELECTING GEAR HANDLE UP. PILOTS ALERTED THE TOWER AND THE BELLS SOUNDED AT APPROX 14:45 LOCAL. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. TOWER NOTIFIED THAT THE ACFT WAS SECURED AT 14:58 HRS LOCAL. MX JACKED THE ACFT AND PERFORMED SEVERAL LANDING GEAR CYCLES AND NOTED THAT WHEN GEAR WAS SELECTED DOWN, THE HYD PUMP CONTINUED TO RUN UNTIL THE CIRCUIT BREAKER POPPED. MX ISOLATED THE FAULT TO THE LT MLG DOWNLOCK SWITCH. THE SWITCH WAS REPLACED, AND SEVERAL GEAR SWINGS CARRIED OUT WITHOUT FURTHER INCIDENT AND THE ACFT WAS RETURNED TO SERVICE.

QMLRMD7084	BELL		POST		DENTED
8/3/2010	407		407030310107		BS 81

DENT BEYOND LIMITS ON LT SIDE OF CENTER POST ASSY P/N: 407-030-310-107 AT STATION 81.00 MIDDLE STRINGER.

FOTR2021700661	BOEING		FRAME		CRACKED
1/11/2011	727223				ZONE 200

(FOTR) REMOVED DAMAGED AREA FROM FRAME AT STR 17L DIMENSION 2.2500" X 1.5" IAW SRM 51-10-1, AND 51-30-2. FABRICATED REPAIR IAW SRM 51-40-3 FROM 7075-0 DIMENSION 9.1" X 4.1" PO 20198132. HEAT TREATED TO 7075T6 IAW FASI REPORT 2-37153-801A. FABRICATED CLIP FROM 7075-T6 PO 9009729, DIMENSION 4" X 3.5". TREATED AND PRIMED REPAIR PARTS IAW SRM 51-10-2. INSTALLED REPAIR PARTS IAW SRM 51-40-3, 51-30-2.

FOTR202170064	BOEING		FRAME		DENTED
1/11/2011	727223				ZONE 200

(FOTR) LT FUSELAGE CABIN INTERIOR HAS FRAME DENTED AT BS 720, STR 16L. CUTOUT DAMAGED AREA ON FRAME DIMENSION 9" X .9" AT BS 720, STR 16L IAW SRM 51-10-1. FABRICATED FRAME REPAIR FROM 7075-T6 .063" PO 90010361, DIMENSION 5.5" X 17.3" IAW SRM 51-40-3, FIG 1. TREATED AND PRIMED IAW SRM 51-10-2, INSTALLED REPAIR IAW SRM 51-40-3, FIG 1 AND 51-30-2.

FOTR2021700725	BOEING		SEAT TRACK		CORRODED
1/11/2011	727223				ZONE 200

(FOTR) MAIN CABIN CARGO DECK, AT BS 560-580 LBL 45 INBD SIDE OF SEAT TRACK FLANGE HAS CORROSION. REMOVED CORROSION ON CABIN SEAT TRACK LBL 45, BS 560-580 IAW SRM 51-10-1, FOUND OUT OF LIMITS. REMOVED SEAT TRACK FROM BS 480-689 IAW SRM 51-30-2. FABRICATED SEAT TRACK FROM BAC1520-792, 7178-T6511, PO 9006746 IAW SRM 53-10-3. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED SEAT TRACK IAW SRM 53-10-3 AND 51-30-2.

FOTR2021700821	BOEING		FRAME		DENTED
1/11/2011	727223				ZONE 200

(FOTR) CABIN FRAME AT BS 560 BETWEEN STR 15R-16R DENTED. CUTOUT DAMAGED AREA ON BS 560 BETWEEN STR 15R-16R, DIMENSION 1.1" X 1.1" IAW SRM 51-40-3, FIG 1. FABRICATED REPAIR ANGLE FROM 7075-T6 .071" PO 9009519, DIMENSION 6.5" X 3.5" AND REPAIR FILLER FROM 7075-T6 .063" DIMENSION 1.1" X 1.1" IAW SRM 53-10-2, FIG 3 AND 51-40-3, FIG 1. TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED FRAME REPAIR IAW SRM 51-40-3, FIG 1.

FOTR/20217/00826	BOEING		FRAME		DAMAGED
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1/11/2011	727223		ZONE 200
<p>(FOTR) CABIN FRAME AT BS 680 BETWEEN STR 16L-17L HAS DOUBLE DRILLED HOLES. CUTOUT DAMAGED AREA DIMENSION 1.4" X .6" ON BS 680 BETWEEN STRINGER 16L-17L IAW SRM 51-40-3 FIGURE 1. FABRICATED REPAIR ANGLE FROM 7075-T6 .050" PO 9009353 DIMENSION 7" X 3.6" IAW SRM 51-40-3, FIG 1 AND 53-10-2 FIG 3. INSTALLED REPAIR IAW SRM 51-40-3, FIG 1 AND 51-30-2.</p>			
FOTR/20217/00827	BOEING	FRAME	DAMAGED
1/11/2011	727223		ZONE 200
<p>(FOTR) MAIN CABIN FRAME AT BS 700 BETWEEN STR 16L-17L HAS DOUBLE DRILLED HOLES. CUTOUT DAMAGED AREA AT BS 700 DIMENSION 1" X .8" IAW SRM 51-10-1. FABRICATED DOUBLER FROM 7075-T6 .063 PO 90010361, DIMENSION 6.8750" X 3.5" IAW SRM 51-40-3, FIG 1. INSTALLED REPAIR PART IAW SRM 51-10-1, 51-40-3 FIG 1 AND 51-30-5.</p>			
FOTR2021700828	BOEING	FRAME	DAMAGED
1/11/2011	727223		ZONE 200
<p>(FOTR) MAIN CABIN FRAME AT BS 720A BETWEEN STR 16L-17L HAS DOUBLE DRILLED HOLE. CUTOUT DAMAGED AREA, DIMENSION 1" X .75" IAW SRM 51-10-1. FABRICATED DOUBLER FROM 7075-T6 PO 90010361, .063" DIMENSION 5.8750" X 3.8750" IAW SRM 51-40-3, FIG 1. INSTALLED REPAIR PART IAW SRM 51-40-3, FIG 1 AND 51-30-5.</p>			
FOTR/20217/00378	BOEING	FRAME	DENTED
1/11/2011	727223		ZONE 200
<p>(FOTR) CABIN FRAME AT BS 380 DENTED BETWEEN STR 5R-6R, REMOVED DAMAGE AREA OF BS 380 FRAME AT STR 5R-6R, DIMENSION 15" X 4" IAW SRM 53-10-4, FIG 1. FABRICATED REPAIR FRAME AND 2 EACH SPLICES FROM 7075-0 .050 PO 90010501 AND HEAT TREATED TO T-6 IAW SRM 53-10-04, FIG 1 AND FASI REPORT NR2-37153-801A, TREATED AND PRIMED IAW SRM 51-10-2, INSTALLED REPAIR IAW SRM 53-10-4, FIG 1 AND SRM 51-30-2.</p>			
FOTR/20217/00381	BOEING	FRAME	DENTED
1/11/2011	727223		ZONE 200
<p>(FOTR) CABIN FRAME DENTED AT BS 400 BETWEEN STRINGER 5R-6R. REMOVED DAMAGED AREA OF BS 400 FRAME AT STR 5R-6R DIMENSION 2.25" X 4" IAW SRM 53-10-4 FIG 1, FABRICATED REPAIR FILLER AND 2 EACH SPLICES FROM 7075-0, .050, PO 90010501 AND HEAT TREATED TO T-6 IAW SRM 53-10-4, FIG 1 AND FASI REPORT 2-37153-801A, TREATED AND PRIMED IAW SRM 51-10-2, INSTALLED REPAIR IAW SRM 53-10-4, FIG 1 AND SRM 51-30-2.</p>			
FOTR/20217/00507	BOEING	INTERCOSTAL	DENTED
1/11/2011	727223	655610136	ZONE 100
<p>(FOTR) C1 DOOR CUTOUT INTERCOSTAL IS DENTED AT UPPER FLANGE BS 627 BETWEEN STR 24R-25R. REMOVED DAMAGED INTERCOSTAL IAW SRM 51-30-2. LOCATED AND DRILLED NEW INTERCOSTAL PN 65-56101-36, PO 2021752. AND INSTALLED AT BS 627 BETWEEN STR 24R-25R IAW SRM 51-30-2,51-30-5 AND 51-30-6.</p>			
FOTR2021700626	BOEING	STRINGER	CORRODED
1/11/2011	727223		ZONE 100
<p>(FOTR) STR 27L BETWEEN BS 720F-740 IS CORRODED. CUT DAMAGED STR DIMENSION 12" LONG IAW SRM 53-10-3, FIG 1. FABRICATED REPAIR STR FROM BAC1498-147 7075T62 PO 2014059 DIMENSION 11.4375" LONG AND FABRICATED REPAIR STR SPLICE FROM BAC1498-131 7075-T6 PO90010803 DIMENSION 10.8750" LONG IAW SRM 53-10-3, FIG 1 AND 53-10-2 FIG 9. TREATED AND PRIMED IAW SRM 51-10-2. STR REPAIR INSTALLED ON STR 27L BETWEEN BS 720F AND 740 IAW SRM 53-10-3, FIG 1.</p>			
FOTR2021700631	BOEING	SKIN	DENTED
1/11/2011	727223		ZONE 100
<p>(FOTR) AFT LOWER FUSELAGE EXTERIOR SKIN LT SIDE AT STATION 1148-1160 AND BETWEEN STR 25L-26L, SKIN IS DENTED. CUT DAMAGED AREA OUT OF UPPER LAP SKIN DIMENSION 4.5" X 5.5". FABRICATED REPAIR FILLER FROM 2024-T3 .063 PO 90010580 DIMENSION 12" X 14". FABRICATED REPAIR DOUBLER FROM 2024-T3, .071, PO 90010841 DIMENSION 15" X 12". TREATED AND PRIMED IAW SRM 51-10-2. REPAIR DOUBLER AND FILLER INSTALLED</p>			

AT BS 1160 IAW SRM 53-30-3 FIG 14 AND SRM 51-30-2.

FOTR2021700651	BOEING		WEB	CRACKED
1/11/2011	727223			ZONE 200

(FOTR) CABIN INNER WEB DENTED AT BS 640, STR 6L. (AFT MAIN CARGO DOOR). C/W HFEC ON WEB IAW NDTM 51-00-00 FIGURE 23, PART 6. CRACK FOUND. REMOVED TRIM PANEL FROM BS 520-600, REMOVED AFT UPPER INNER SKIN FROM BS 600-560. FABRICATED NEW INNER SKIN FROM 2024-T3 .080 PO 90010831, DIMENSION 51.75" X 43" IAW DWG AE5072, REV D. TREATED AND PRIMED PARTS IAW SRM 51-10-2, INSTALLED UPPER AFT INNER SKIN AND TRIM PANEL IAW SRM 51-30-2, 51-30-5 AND 51-30-6.

FOTR2021700653	BOEING		SHEAR TIE	CRACKED
1/11/2011	727223			ZONE 200

(FOTR) FUSELAGE CABIN INTERIOR, HAS CRACK INDICATION ON SHEARTIE, STR 8R BS 1130. REMOVED FASTENERS AT FUSELAGE FRAME IN MAIN CABIN BS 1130 STR 8R IAW SRM 51-30-2. C/W HFEC INSP IAW NDTM 51-00-00, FIG 23, PART 6. NO CRACKS NOTED. CUT SHEARTIE DIMENSION 6.2' X .2" IAW SRM 53-10-4, FIG 11. FABRICATED SHEARTIE REPAIR FROM 7075-0 .080 PO 900327, DIMENSION 3.5" X 6.2" IAW SRM 53-10-4, FIG 11. HEATED TREATED PART FROM 7075-0 TO 7075-T6 IAW REPORT 2-37153-801A. PARTS LOCATED AND DRILLED AT BS 1130 STR 8R IAW SRM 51-30-5 AND 51-30-6. PARTS TREATED AND PRIMED IAW SRM 51-10-2. SHEARTIE AND SHEARTIE SUPPORT ANGLE INSTALLED IAW SRM 51-30-2 AND 53-10-4, FIG 11.

FOTR2021700656	BOEING		INTERCOSTAL	CRACKED
1/11/2011	727223			ZONE 200

(FOTR) FUSELAGE CABIN INTERIOR, INTERCOSTAL IS CRACKED AT STR 16L BETWEEN BS 348-360. REMOVED FASTENERS FOR ACCESS IAW SRM 51-30-2. FABRICATED NEW DOUBLER REPAIR FROM 2024-T3 .063 PO 90010689, DIMENSION 5" X 3" IAW SRM 51-40-2. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED NEW DOUBLER REPAIR IAW SRM 51-30-2 AND 51-40-2.

FOTR2021700658	BOEING		STRINGER	GOUGED
1/11/2011	727223			ZONE 200

(FOTR) FUSELAGE CABIN INTERIOR HAS GOUGE AT FRAME BS 360 STR 6L. CUTOUT DAMAGED AREA AT STR 6L BS 360, DIMENSION 9.8750" FABRICATED STR FILLER FROM BAC 1498-143-7075T6 DIMENSION 9.8750". FABRICATED STRAP PLATES NR1 (1 EA) FROM 2024T3 .250" DIMENSION .8" X 12.2500". FABRICATED STRAP PLATE NR2 (2 EA) FROM 7075T6 .125" DIMENSION 1" X 8.2500". FABRICATED STRAP PLATE NR 3 (2 EA) FROM 2024T3 .090" DIMENSION 1" X 12.3750". INSTALLED REPAIR STR PARTS IAW SRM 51-30-2, 51-10-1, 53-10-1, AND 53-10-3 FIG 3.

FOTR2021700682	BOEING		SEAT TRACK	CORRODED
1/11/2011	727223			ZONE 200

(FOTR) LT FUSELAGE CABIN INTERIOR, HAS SURFACE CORROSION ON SEAT TRACK FLANGE BETWEEN BS 720A-720D, LBL 24. REMOVED CORROSION AND FOUND TO BE OUT OF LIMITS IAW SRM 53-10-1, FABRICATED NEW SEAT TRACK FROM BAC1520-792 7178-T6511 PO 90010776 DIMENSION 17'1.7500" LONG IAW SRM 53-10-5, FIG 1. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED SEAT TRACK IAW SRM 51-30-2 AND 430-10-5, FIG 1.

FOTR2019813815	BOEING	PWA	STRUCTURE	CRACKED
12/3/2010	727223	JT8D15	651751738	TORQUE BOX

RT SIDE OF AFT AIRSTAR TORQUE BOX UPPER CORD IS CRACKED AT AIRSTAIR ACTUATOR FITTING. REMOVED UPPER CHORD FROM RT SIDE AFT AIRSTAIR TORQUE BOX STA BS 1263 IAW 51-30-2. INSTALLED NEW ANGLE, PN 65-17517-38. PO NR 20198118 IAW SRM 51-30-2 & SB 53-0129, REV 5.

SROM2010017	BOEING	CFMINT	COMPRESSOR BLADE	NICKED
12/16/2010	7377BD	CFM567B22		NR 2 ENGINE

NR 2 ENG BIRD STRIKE AND INGESTION AT THE 9 O'CLOCK POSITION. BLOOD AND FEATHERS FOUND ON BLADES IN BYPASS PATH AND BOOSTER INLET. CONDITIONAL INSP COMPLIED WITH IAW AMM 05-51-18 AND 71-00-00. NO DEFECTS NOTED. ENGINE BORESCOPE INSP OF HIGH PRESSURE COMPRESSOR BLADES COMPLIED WITH.

BLADES CHECKED GOOD WITH MINOR DEFECTS NOTED, ALL WITHIN LIMITS IAW MM 72-00-00.

AALA20100816SJU01	BOEING		SLAT	DAMAGED
8/16/2010	757223			LT WING

SJU INFLIGHT JFK-BGI - CREW REPORTED HOLE IN LEFT TRAILING EDGE SLAT. EMERGENCY DECLARED FLIGHT DIVERTED SJU LANDED WITHOUT INCIDENT. AIRCRAFT REMOVED FROM SERVICE. REPLACED LEFT WING NUMBER 5 INBOARD SLAT. SYSTEM GROUND CHECK NORMAL OPERATION.

AALA20101111TUL02	BOEING		ANGLE	CORRODED
11/11/2010	757223		18511	FUSELAGE

CREASE ANGLE CORRODED STATION 1031. REPLACED ANGLE.

2011FA0000003	BOEING		CHARGER	FAILED
1/3/2011	767383		20121	EMERGENCY LIGHT

RT WING SLIDE EMERGENCY LIGHT L391 INOP. R & R POWER SUPPLY BATTERY CHARGER.

2010FA0001259	CESSNA	CONT	CARBURETOR	CONTAMINATED
11/16/2010	172	O300A	MA3	ENGINE

ENGINE LOST POWER CAUSING ACFT TO MAKE AN EMERGENCY LANDING IN A SOFT FIELD RESULTING IN THE ACFT FLIPPING OVER AND CAUSING SUBSTANTIAL DAMAGE. UPON INVESTIGATION THE FAA FOUND MICROBIOLOGICAL GROWTH IN THE CARBURETOR'S FUEL BOWL AT THE DRAIN PLUG AREA CAUSING FUEL BLOCKAGE AT THE FUEL CHANNEL AND SUBSEQUENT LOSS OF POWER. THIS COULD BE AVOIDED BY REMOVING THE CARBURETOR DRAIN PLUG AT SPECIFIED INTERVALS AND DRAINING THE MOISTURE THAT MAY ACCUMULATE IN THAT AREA. RECOMMENDED INTERVAL: EVERY 100 HOURS OR AT EACH ANNUAL INSP.

2011FA0000004	CESSNA	ROTAX	LINK	CRACKED
12/31/2010	172E	ROTAX912ULS	05430358	NLG STEERING

THE NOSE GEAR UPPER STRUT TORQUE LINK HAD 2 CRACKS (1CRACK ON EACH SIDE) OF THE LOWER SIDE NEAR TO THE UPPER ATTACH POINT. IN TRYING TO FIND THE OWNER AN AIRWORTHY SERVICEABLE 1, CONTACTED 7 MAJOR SALVAGE DEALERS IN THE USA. THESE DEALERS FOUND THE SAME TYPE CRACKS IN THEIR LINKS. SUPPLIED THE DEALERS WITH A DIGITAL PHOTO OF THE DAMAGED PART. FINALLY FOUND AN UNCRACKED LINK FROM A DEALER, BUT HE FOUND 4 OF HIS WERE ALSO CRACKED. IF THE LINK WERE TO FAIL THERE WILL BE LOSS OF NOSE WHEEL STEERING AND IF THE LINK WERE TO FAIL AFTER TAKEOFF THERE IS THE POSSIBILITY OF THE NOSE WHEEL TURNING 90 DEGREES OR MORE, WHICH COULD RESULT IN COMPLETE LOSS OF THE ACFT, PILOT AND OCCUPANTS.

BIGR12/15/10	CESSNA	LYC	CONTROL CABLE	FRAYED
12/15/2010	172N	O320*	051015262	ZONE 500

DURING ANNUAL INSP THE LT AND RT AILERON CABLES (P/N MC0510105-262) WERE FOUND TO HAVE HALF OF THE WIRE STRANDS BROKEN AT A IDLER PULLEY INBD OF THE AILERON BELLCRANKS. BOTH CABLES WERE REPLACED AND ACFT WAS RERIGGED NO OTHER DEFECTS WERE NOTED.

2011FA0000000	CESSNA	LYC	CONDENSER	SHORTED
1/3/2011	172P	O360A4M	M3984	LT MAGNETO

ENGINE WILL ROTATE WITH STARTER BUT WILL NOT START. ACFT ENGINE REPLACED WITH ENGINE IAW STC SA-703-GL, ENGINE O/H WITH NEW MAGNETO'S AND HAS NOW ACCUMULATED 32.7 HS. FOUND THE LT MAGNETO CONDENSOR FAILED. THIS ENGINE MODIFIED BY STC TO START ON LT MAGNETO ONLY, WITH THE LT MAGNETO CONDENSOR FAILURE THE LT MAGNETO WAS INOPERATIVE. REPLACED THE LT MAGNETO CONDENSOR PN M-3984, REASSEMBLED MAGNETO AND REINSTALLED. SUBSQUENT OPS SATISFACTORY.

2010FA0001255	CESSNA	CONT	CONT	CYLINDER HEAD	BROKEN
12/22/2010	182P	O470S		646680	NR 6 CYLINDER

IN CRUISE FLIGHT, ENGINE STARTED TO LOSE POWER AND BACKFIRE. PILOT MADE AN EMERGENCY LANDING IN

FIELD WITH NO DAMAGE TO ACFT. VISUAL INSP OF THE ENGINE WAS ACCOMPLISHED. THE NR 6 CYLINDER WAS FOUND TO HAVE FAILURE OF EXHAUST ROCKER ARM BOSS RESULTING IN THE ROCKER ARM WRIST PIN TO BECOME DETACHED WITH PART OF THE ROCKER ARM BOSS ADHERED TO THE PIN AND UNABLE TO FUNCTION. THIS RESULTED IN THE EXHAUST PUSH ROD TUBE TO BECOME INEFFECTIVE CAUSING THE EXHAUST VALVE TO REMAIN CLOSED ALL OF THE TIME.

JRUR20101216715HP	CESSNA		DOUBLER	CRACKED
5/5/2010	182S		075360024	FIREWALL

(JRUR) A 1.25 INCH LONG CRACK WAS DISCOVERED IN THE FIREWALL FWD DOUBLER (PN 0753600-24). THE CRACK WAS LOCATED ON THE LOWER LT QUADRANT OF THE FWD FIREWALL DOUBLER. THE CRACKED LOCATION CAN BE FOUND BY LOCATING THE "BRACKET-PARKING BRAKE CONTROL" AFT OF THE FIREWALL (REV 19, CHAPTER 32-32-02, FIGURE 01, ITEM NR38, PN 0713070-20) . TRANSLATE THIS LOCATION TO THE FWD SIDE OF THE FIREWALL. THE CRACK WAS CENTERED AROUND THE TOP RIVET ATTACHING THE (BRACKET-PARKING BRAKE CONTROL) TO THE FIREWALL AND FIREWALL DOUBLER. WHEN THE PARKING BRAKE HANDLE IS PULLED, THIS AREA OF THE FIREWALL & FIREWALL DOUBLER FLEX A LITTLE. IT IS VERY PROBABLE THAT THIS FLEXING ACTION HAS CAUSED THIS CRACK IN THE FIREWALL DOUBLER. 2 SMALL DENTS CAN BE SEEN IN THE FIREWALL FROM THE "BRACKET-PARKING BRAKE CONTROL".

JRUR2010122019HP	CESSNA	LYC	DOUBLER	CRACKED
12/20/2010	182T	IO540AB1A5	075360024	FIREWALL

(JRUR) A 1.5 INCH LONG CRACK WAS DISCOVERED IN THE FIREWALL FWD DOUBLER (PN 0753600-24). THE CRACK WAS LOCATED ON THE LOWER LT QUADRANT OF THE FWD FIREWALL DOUBLER. THE CRACKED LOCATION CAN BE FOUND BY LOCATING THE "BRACKET-PARKING BRAKE CONTROL" AFT OF THE FIREWALL (SEE IPC REV 19, CHAPTER 32-32-02, FIGURE 01, ITEM NR38, PN 0713070-20) . TRANSLATE THIS LOCATION TO THE FWD SIDE OF THE FIREWALL. THE CRACK WAS CENTERED AROUND THE TOP RIVET ATTACHING THE "BRACKET-PARKING BRAKE CONTROL" TO THE FIREWALL AND FIREWALL DOUBLER. WHEN THE PARKING BRAKE HANDLE IS PULLED, THIS AREA OF THE FIREWALL & FIREWALL DOUBLER FLEX A LITTLE. IT IS VERY PROBABLE THAT THIS FLEXING ACTION HAS CAUSED THIS CRACK IN THE FIREWALL DOUBLER. 2 SMALL DENTS CAN BE SEEN IN THE FIREWALL FROM THE "BRACKET-PARKING BRAKE CONTROL".

2010FA0001269	CESSNA		SHAFT	FAILED
12/20/2010	208		26012672	A/C PACK

NOTICING HIGH FAILURE RATE BETWEEN SHAFT (PN 2601267-2) AND GEAR (PN 3100450-01) LESS THAN 1,000 HRS. WHEN REPLACING GEAR WITH MFG O/H GEAR, NEW SHAFT DOES NOT FIT INTO GEAR. TRIED OTHER ACFT MFG NEW AIR CONDITIONER DRIVE SHAFTS AND THEY INSTALLED WITH NO PROBLEM. THIS IS THE 3RD MFG SHAFT/GEAR REPLACEMENT THIS YEAR, ENCOUNTERED SAME PROBLEM WITH EACH INSTALL. THE PROBLEM WAS CORRECTED BY INSTALLING SEVERAL DIFFERENT SHAFTS, (PN 2601267-2), UNTIL THE CORRECT FIT COULD BE ACHIEVED.

2010FA0001252	CESSNA	CONT	ENGINE	FAILED
9/17/2010	340A	TSIO520NB		NR 2

ENGINE SN 51773 WAS O/H UNDER WO 41675 ON 7/02/2010 AND INSTALLED IN POS 2. ACFT WAS OPERATED NORMALLY WITHOUT ANY INCIDENTS. ON 9/17/2010 THE ACFT RECEIVED A THOROUGH PREFLIGHT INSP ALONG WITH ENGINES RUN UP WITH NO DISCREPANCIES NOTED. 20 MINUTES AFTER TAKEOFF, THE ACFT HAD A CATASTROPHIC ENGINE FAILURE OF THE NR 2 ENGINE (SN 519773). NO OIL RESIDUE WAS NOTED ON THE ENGINE NARCELLE. ENGINE WAS REMOVED AND SENT FOR INSP. THE CREW THAT OPERATED THE ACFT INFORMED OF 2 QT OIL CONSUPTION ON THE NR 2 ENGINE.

2010FA0001270	CESSNA	PWA	SEAT BACK	BROKEN
12/16/2010	551	JT15D4	551900922	SEAT ASSY

UPPER SEAT BASE ASSY CRACKED AT CHAIR BACK ATTACH POINTS. STRESS ON CHAIR BACK AND METAL FATIGUE PROBABLE CAUSE. PREVIOUS INAPPROPRIATE REPAIR. CHAIR WAS REPAIRED IAW STC STO1043WI, PN 42-0312K, AND DWG D-10394, REV A.

FCPR201000238	CESSNA	GARRTT	SPLICE PLATE	CORRODED
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12/20/2010	650	TFE731*	622112419	WS 32.0
9 CORRODED AREAS WERE FOUND ON THE LOWER SPLICE PLATE (PN 6221124-19) AT WS 32.00 COMMON TO THE LT SKID BOND ASSY (PN 6221264-47). 2 ELONGATED FASTENER HOLES AND 1 OVERSIZED FASTENER HOLE WERE ALSO FOUND ON THE LT LOWER SPLICE PLATE (PN 6221124-19) AT WS 32.00 COMMON TO THE SKID RAIL BOND ASSY. (PN 6221264-47).				
2010FA0001213	CESSNA	CONT	ROD BOLT	LOOSE
12/2/2010	T210N	TSIO520R		CONNECTING ROD
PILOT EXPERIENCED ENGINE SUDDEN STOPPAGE IN FLIGHT AND MADE UNSCHEDULED LANDING. ANALYSIS OF THE CATASTROPHIC ENGINE FAILURE INDICATED FAILURE OCCURED WHEN THE NR5 CONNECTING ROD SEPARATED. THE CAUSE OF FAILURE OF THE CONNECTING ROD WAS A LOOSE ROD BOLT IN THE NR5 CONNECTING ROD. TIME SINCE MAJOR O/H - 4.5 HOURS.				
2010FA0001272	CESSNA	CONT	SKIN	CRACKED
12/23/2010	T337H	IO550N	142256626	LT WING
(EH4R) A CRACK APPROX 1.5 INCHES IN LENGTH, RUNNING FORE AND AFT IN THE LT WING UPPER L/E SKIN AT WS 61.00 WAS DISCOVERED DURING ROUTINE MX INSP. INSP OF INSIDE L/E STRUCTURE FROM WS 49.12 TO WS 79.60 WAS PERFORMED. THE FOLLOWING DISCREPANCIES WERE FOUND: THE .032 2024 T3 "J" TYPE STRINGER, PN 1422578-11 (FIG 5, ITEM 39, STRINGER-UPPER, IPC 607-12) THAT EXTENDS FROM WS 66.0. A DETAILED BORE SCOPE INSP OF THE FRONT SPAR FROM WS 49.12 TO WS 79.60 AND AN EDDY-CURRENT INSP OF THE L/E SKIN FROM WS 55.50 TO WS 66.0 REVEALED NO OTHER DEFECTS. SAME INSP WAS PERFORMED ON RT WING. THE .032 2024 T3 "J" TYPE STRINGER, PN 1422578-1 (FIG 5, ITEM 21, STRINGER-UPPER IPC 607-12) THAT EXTENDS FROM WS 23.0 TO WS 66.0 HAS AN APPROX .2500 INCH CRACK AT THE END TERMINATING AT WS 66.0. THE .032 2024 T3 "J" TYPE STRINGER, PN 1422578-11 (FIG 5, ITEM 39, STRINGER-UPPER, IPC 607-12 THAT EXTENDS FROM WS 66.0 TO WS 121.60 HAS AN APPROX .2500 INCH CRACK AT THE END TERMINATING AT WS 66.0. THE DETAILED BORE SCOPE INSP OF THE FRONT SPAR FROM WS 49.12 TO WS 79.60 AND AN EDDY-CURRENT INSP OF THE L/E SKIN FROM WS 55.50 TO WS 66.0 REVEALED NO OTHER FAULTS. T				
2010FA0001273	CESSNA	CONT	SKIN	CRACKED
12/23/2010	T337H	IO550N	14225503	WS61.00
A CRACK APPROX 2 INCHES IN LENGTH, RUNNING FORE AND AFT IN THE LT WING UPPER L/E SKIN AT WS 61.00 DISCOVERED DURING INSP. INSP OF THE INSIDE L/E STRUCTURE FROM WS 49.12 TO WS 79.60 WAS PERFORMED.				
2010FA0001222	CESSNA	CONT	MAGNETO	FAILED
11/4/2010	TU206G	TSIO520M	103493504	LEFT
THIS O/H MAGNETO WAS INSTALLED ON THE ACFT IAW MM AND STANDARD PRACTICES, TIMED TO ENG IAW MM. THE ENGINE WAS RUNUP IAW POH AND THE MAG CHECK WAS SATISFACTORY. THE ENGINE WAS SHUTDOWN AND COWLING INSTALLED. AT THE NEXT ENGINE STARE, THE LT MAGNETO FAILED TO FUNCTION, WAS REMOVED AND FOUND TO HAVE A BINDING PROBLEM WITH RESPECT TO ROTATION. ALSO, THE IMPULSE COUPLING WAS LOCKED UP AND WOULD NOT FUNCTION. THE MAG DRIVE COUPLING AND RETAINER WERE DAMAGED, CAUSING A SHIFT IN THE TIMING. EXAMINATION SHOWED A BINDING IN THE ROTATING PARTS OF THE MAGNETO AND A GRINDING SOUND. THE PART WILL BE RETURNED TO THE SUPPLIER FOR WARRANTY.				
2010FA0001240	CESSNA	CONT	WIRE HARNESS	FAULTY
12/8/2010	U206A	IO520A	M1767	IGNITION
ENGINE MISFIRING AT ALL POWER SETTINGS. DIAGNOSED FAULT TO BE THE IGNITION HARNESS LEADS. UTILIZING AN EASTERN TECHNOLOGY IGNITION HARNESS TESTER. IT WAS DETERMINED ALL THE BOTTOM LEADS WERE EITHER INTERMITTENT OR NONFUNCTIONAL FOR BOTH MAGNETOS. INSTALLING A NEW HARNESS COMPLETELY ELIMINATED THE MISFIRE CONDITION.				
2010FA0001258	CIRRUS	CONT	SLICK	DISTRIBUTOR BLK
12/20/2010	SR20	IO360*		MELTED MAGNETO
DURING A 500 HOUR INSP, COMPLIANCE OF M/N 6314 MAGNETOS, LT MAGNETO SHOWED SIGNS OF EXTREAM HIGH HEAT INTERNALLY. SB SB3-08A ADDRESSES PROBLEM CAUSED BY "SOFT" CARBON BRUSHES PACKAGED				

FROM SEPT 1, 2004 THROUGH AUGUST 14, 2008. TT OF MAGNETO WAS DOCUMENTED AS 1672.8. MAGNETO CASE SCREW HAD FACTORY APPLIED TORQUE SEAL IN PLACE. BREAKER POINT ASSY HAD PLASTIC MATERIAL MELTED AROUND IT. FURTHER DISASSEMBLY REVEALED SOURCE OF MELTED PLASTIC AS MATERIAL FROM THE DISTRIBUTER BLOCK & GEAR ASSY. CARBON BRUSH WAS SEVERLY WORN AS DESCRIBED AND ILLUSTRATED IN SB3-08A, PAGE 2.

2011FA0000001	CNDAIR	GE	SELECTOR VALVE	FAILED
12/31/2010	CL6002B16	CF34*	601R751461	NLG

UPON LIFTOFF, FLIGHT CREW SELECTED GEAR UP. THE NLG WOULD NOT RETRACT AND THE NOSE GEAR DOORS WOULD NOT OPEN WITH THE "RETRACT COMMAND". THE MAIN GEAR DID RETRACT. FLIGHT CREW DECLARED AN EMERGENCY WITH ATC AND RETURNED TO DEPARTURE AIRPORT WITH ALL LANDING GEAR INDICATING DOWN AND LOCKED. AFTER LANDING, MX WAS UNABLE TO OPEN NLG DOOR WITH ELECTRICAL SELECTION VIA GROUND SERVICING SWITCH. DOOR SELECTOR VALVE WAS CHECKED FOR ELECTRICAL CONTINUITY AND AN "OPEN" WAS DISCOVERED IN THE VALVE'S WINDINGS. REPLACED VALVE AND RETURNED ACFT TO SERVICE.

V0XR413Y113010002	CNDAIR		SUPPORT FITTING	CORRODED
11/30/2010	CL6002C10			ZONE 200

(V0XR) SUPPORT FITTING STA 288, LBL 36 CORRODED. R & R IAW SRM 53-21-43. W/C 1055

V0XR413Y113010001	CNDAIR	GE	SUPPORT FITTING	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) SUPPORT FITTING STA 288, LBL 18 CORRODED. R & R FITTING IAW SRM 53-21-43. W/C 1056

V0XR413Y122210011	CNDAIR	GE	ANGLE	CORRODED
12/22/2010	CL6002C10	CF348C5B1		THRESHOLD

KICKPLATE ANGLE, PASSENGER DOOR LWR THRESHOLD CORRODED. R & R KICKPLATE ANGLE DOOR LWR THRESHOLD IAW SRM 51-42-06, W/C 1068.

V0XR413Y122210012	CNDAIR	GE	TRAY	CORRODED
12/22/2010	CL6002C10	CF348C5B1		L-BAND ANTENNA

AVIONICS BAY STA 195, STR 27 FWD LWR L-BAND ANTENNA TRAY CORRODED. R & R CORROSION AND OPS CK TCAS ANTENNA. IAW ARM 34-43-07. OPS CHECK OK. W/C 1072

V0XR413Y122210013	CNDAIR	GE	SILL	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 100

AFT CARGO DOOR THRESHOLD LOWER SILL CORRODED. R & R LOWER SILL AFT CARGO DOOR IAW SRM 53-61-23/ SRM 51-42-06/ SRM 51-42-13, W/C 2084.

V0XR413Y122210014	CNDAIR	GE	SEAT TRACK	CORRODED
12/22/2010	CL6002C10	CF348C5B1		BS 797

MAIN PAX CABIN, RT SIDE WALL SEAT RAIL, FUS STA: 797.00 HAS LIGHT CORROSION. GROUND CORROSION, CLEANED, AND EVALUATED SEAT RAIL IAW SRM 53-41-49. DETERMINED OUT OF TOLERANCE. R & R STA 785, 15-797, W/C 2120

V0XR413Y122210006	CNDAIR	GE	THRESHOLD	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) FITTING, PASSENGER DOOR THRESHOLD CORRODED. R & R FITTING CLOSING IAW SRM 51-42-06. W/C 1048

V0XR413Y122210001	CNDAIR	GE	THRESHOLD	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 200

(V0XR) PASSENGER DOOR THRESHOLD MID CAP CORRODED. R & R MID CAP ANGLE IAW SRM 51-41-02. W/C 1039

V0XR413Y122210007	CNDAIR	GE	FITTING	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 100
(V0XR) FITTING STA 310 LBL 18 CORRODED. R & R FITTING IAW SRM 51-42-21. W/C 1049				
V0XR413Y122210002	CNDAIR	GE	CROSSBEAM	CORRODED
12/22/2010	CL6002C10	CF348C5B1		BS 280
(V0XR) STA 280 CROSSBEAM CORRODED BEYOND LIMITS. R & R CROSSBEAM FS 280.00 IAW REO 670-53-11-047 W/C 1040				
V0XR413Y122210003	CNDAIR	GE	BULKHEAD	CORRODED
12/22/2010	CL6002C10	CF348C5B1		BS 280
(V0XR) STA 280 BULKHEAD LOWER LT AND RT PANELS CORRODED. R & R LWR BULKHEAD LT AND RT PANELS IAW SRM 53-11-10 (STA 280). W/C 1045				
V0XR413Y122210004	CNDAIR	GE	SILL	CORRODED
12/22/2010	CL6002C10	CF348C5B1		BS 280-310
(V0XR) FLOOR SILL STRUCTURE FS 280-310 LT CORRODED. R & R LT FLOOR SILL FS 280-310 IAW SRM 51-42-06. W/C 1046				
V0XR413Y122210005	CNDAIR	GE	ANGLE	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 100
(V0XR) SERVICE DOOR SURROUND STRUCTURE LWR THRESHOLD MOUNTING ANGLE CORRODED. R & R MOUNTING ANGLE IAW SRM 51-42-06/SRM 53-21-23/SRM 51-40-11. W/C 1047				
V0XR413Y122210008	CNDAIR	GE	FLOORBEAM	CORRODED
12/22/2010	CL6002C10	CF348C5B1		ZONE 100
(V0XR) FLOOR SUPPORT, STA 280 BL 0 CORRODED.				
V0XR413Y122210009	CNDAIR	GE	FLOORBEAM	CRACKED
12/22/2010	CL6002C10	CF348C5B1		BS 280
(V0XR) T-FITTING, STA 280, RVL 11.16 CRACKED. R & R TEE FITTING, STA 280, RBL 11.16 IAW SRM 51-42-21. W/C 1051				
2010FA0001250	DHAV	PWA	ATTACH BRACKET	CORRODED
11/9/2010	DHC2*	R985*	BSFS159160	HORIZONTAL STAB
BOTH LT AND RT FWD HORIZ STABILIZER ATTACH BRACKETS WERE INSTALLED AS PART OF THE AOG AIR SUPPORT WING ANGLE MOD (STC SA01258NY) DURING ANNUAL INSP FOUND HORIZ STABILIZER FWD ATTACH TO BE LOOSE. PART IS ATTACHED TO THE FWD SPAR OF THE HORIZ STABILIZER WITH 2 BOLTS. THE AREA OF CONCERN IS THE CTR ATTACH POINT, WHERE THE FUSELAGE ATTACH POINTS CONNECT TO THE BRACKETS. THE PART IS MADE OF ALUMINUM AND HAS 2 STEEL BUSHINGS PRESSED INTO THE FITTING. THESE BUSHINGS ARE BELOW ALUMINUM SURFACE SO THE ATTACH POINT ON THE FUSELAGE WEARS INTO THE ALUMINUM BRACKET. DUE TO THIS BEING INSTALLED ON A SEA-PLANE, CORROSION SETS IN CAUSING THE STABILIZER TO HAVE EXCESSIVE PLAY ON THE FWD EDGE. CORRECTION PUT IN FLANGED STEEL BUSHING SO THE FUSELAGE ATTACH POINTS WOULD CONTACT THE STEEL BUSHING INSTEAD OF THE ALUMINUM BRACKET.				
CA100729002	DIAMON	ROTAX	TUBE	CUT
7/24/2010	DA20A1	ROTAX912F3		TIRE
FOLLOWING A NORMAL LANDING, THE ACFT SUFFERED A FLAT TIRE ON TAXI BACK TO THE RAMP. UPON DISASSEMBLY OF THE WHEEL, IT WAS DISCOVERED THAT THE INNER TUBE WAS CUT BY A LOOSE CORD ON THE INSIDE OF THE TIRE. THIS IS THE 3RD SIMILAR INCIDENT WITHIN 6 MONTHS AT THIS FACILITY, ALL WITH THE SAME TIRE PN. UPON INVESTIGATION THE OTHER TIRES ALSO HAD A LOOSE CORD ON THE INSIDE OF THE TIRE WITH A CORRESPONDING SLICE IN THE INNER TUBE.				

GSPA893DS	DIAMON		GPS	FAILED
12/16/2010	DA40		0110108000	COCKPIT
(GSPR) OWNER REPORTED GPS "BLANKED OUT" AND WAS INOPERATIVE.				
NX4R20101118001	DIAMON		TANK	CRACKED
11/18/2010	DA42		D6028141100	ZONE 400
(N3XR) DURING AN ANNUAL INSP, THE TECH NOTICED A WET FUEL STAIN UNDER THE LT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, THE TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.				
NX4R20101004001	DIAMON	LYC	TANK	CRACKED
10/4/2010	DA42	IO360M1A	D6028141100	ZONE 400
DURING AN ANNUAL INSP, THE TECH NOTICED A WET FUEL STAIN UNDER THE LT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, THE TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.				
NX4R00006	DIAMON	THIELT	FUEL CELL	CRACKED
11/24/2010	DA42	TAE1250299	D6028141200	RT AUX
DURING AN ANNUAL INSP, THE TECH NOTICED A WET FUEL STAIN UNDER THE RT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, THE TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.				
EE4Y100539	DOUG		LONGERON	CORRODED
12/15/2010	DC982		59364311	BS 1200 L28L
(EE4Y) LOWER FUSELAGE, AFT CARGO COMPARTMENT AT Y STA 1200 LONG 28 LT WITH CORROSION.				
EE4Y100540	DOUG		LONGERON	CORRODED
12/15/2010	DC982		59360271	ZONE 100
(EE4Y) LOWER FUSELAGE, AFT CARGO COMPARTMENT AT Y STA 1200, LONG 29 LT WITH CORROSION.				
EE4Y100542	DOUG		LONGERON	CORRODED
12/15/2010	DC982		59360281	ZONE 100
(EE4Y) LOWER FUSELAGE, AFT CARGO COMPARTMENT AT Y STA 1200, LONG 30 WITH CORROSION.				
EE4Y100541	DOUG		LONGERON	CORRODED
12/15/2010	DC982			ZONE 100
(EE4Y) LOWER FUSELAGE, MID CARGO COMPARTMENT FROM Y STA 590 TO 780 LONG 30 CORRODED.				
EE4Y100547	DOUG		SKIN	CORRODED
12/10/2010	DC982			BS 712-731
(EE4Y) LOWER FUSELAGE, MID CARGO COMPARTMENT FROM STA 712 TO STA 731 BETWEEN LONGERON 29LT & 29RT PLATING (SKIN) WITH CORROSION. NOTE: THE CORROSION (BLENDOUT) REQUIRES A MAJOR REPAIR.				
EE4Y100538	DOUG		FRAME	CORRODED
12/10/2010	DC982		3936492501	ZONE 100
(EE4Y) LOWER FUSELAGE AFT CARGO COMPARTMENT Y:STA 1155 BETWEEN LONGERON 29R AND LONGERON 30, FORMER RIB WITH CORROSION.				
EE4Y100536	DOUG		FLOORBEAM	CORRODED
12/10/2010	DC982		5936597511	ZONE 100
(EE4Y) LOWER FUSELAGE FWD CARGO COMPARTMENT STA Y 465 +X16 AND -X13 FLOOR SUPPORT TEE				

CORRODED.

EE4Y100537	DOUG	FLOORBEAM	CORRODED
12/10/2010	DC982	5936597513	ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT STA Y 370 BETWEEN -X8 AND +X15 FLOOR SUPPORT TEE CORRODED.

EE4Y20110004	DOUG	SUPPORT FITTING	CORRODED
1/10/2011	DC982	5956034561	ZONE 100

(EE4Y) LOWER FUSELAGE AFT CARGO COMPARTMENT Y STA 1287 BETWEEN LONGERONS 27 AND 28RT AND BETWEEN LONGERONS 27 AND 28LT SUPPORT FITTING CORRODED.

EE4Y1012015	DOUG	SKIN	DENTED
12/30/2010	DC983		ZONE 100

(EE4Y) LOWER EXTERNAL FUSELAGE AT STA 1288 BETWEEN LONGERONS 25L AND 26L SKIN WITH DENT. PERMANENT REPAIR WAS PERFORMED ON THE FUSELAGE SKIN IAW SG09530002 VIEW H1, SHEETS 1 AND 10.

EE4Y1012004	DOUG	SUPPORT FITTING	CORRODED
12/27/2010	DC983	39361901	ZONE 200

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT UPPER FUSELAGE PAX CABIN FWD RT DOOR CUTOUT SLIDE SUPPORT FITTING WITH CORROSION

EE4Y1012002	DOUG	FLOOR SUPPORT	CORRODED
12/24/2010	DC983	3957317501	ZONE 100

(EE4Y) LOWER FUSELAGE, AFT CARGO COMPARTMENT, ST Y STA 1152, BETWEEN LONG 30 AND 28R, FLOOR SUPPORT CORRODED.

EE4Y1012003	DOUG	FRAME	CRACKED
12/27/2010	DC983		ZONE 200

(EE4Y) REAR FUSELAGE, FRAME CANTED STA 1463 -X8.5 OTBD CHORD (CAP) WITH CRACK. NOTE: THE CAP CRACK REQUIRES A MAJOR REPAIR.

EE4Y1012009	DOUG	SKIN	DENTED
12/30/2010	DC983		FUSELAGE

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT UPPER EXTERNAL FUSELAGE BETWEEN STA 55 AND STA 62 AT +Z15 RT SIDE SKIN WITH DENT.

EE4Y1012010	DOUG	SKIN	DENTED
12/30/2010	DC983		FUSELAGE

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT LOWER EXTERNAL FUSELAGE AT STA 38-Z 2.5 RT SIDE SKIN WITH DENT.

EE4Y1012005	DOUG	SKIN	DAMAGED
12/27/2010	DC983		ZONE 200

DURING STRUCTURAL INSP, REPORTED AT UPPER EXTERNAL FUSELAGE AT STA 214 BETWEEN LONGERONS 17L AND 18L SKIN WITH BLEND OUT.

EE4Y1012006	DOUG	SKIN	CORRODED
12/27/2010	DC983	2024T3CLADSHEET	ZONE 100

(EE4Y) EXTERNAL FUSELAGE SKIN AT AFT TOILET SERVICE PANEL CUTOUT Y STA 1311, BETWEEN LONG 21L AND 22L, SKIN CORRODED.

EE4Y1012007	DOUG	SKIN	DELAMINATED
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12/28/2010	DC983		DOOR
LT WING T/E BUTTE DOOR DELAMINATED.			
EE4Y1012008	DOUG	SKIN	CORRODED
12/27/2010	DC983		RT WING
(EE4Y) RT WING, FRONT SPAR AREA STA XFS 129 , L/E LOWER PLATING WITH CORROSION. NOTE: THE CORROSION REQUIRES A MAJOR REPAIR.			
EE4Y1101027	DOUG	SEAT TRACK	CORRODED
1/4/2011	MD83		FUSELAGE
UPPER FUSELAGE PAX CABIN AT STA 218, -X55 SEAT TRACK WITH CORROSION. DAMAGED SEAT TRACK WAS REPAIRED IN ACCORDANCE WITH MD-80 SRM 53-05 FIGURE 4F VIEW E.			
V0XR201012230031	EMB	SEAT TRACK	CORRODED
12/23/2010	EMB145LR	14532605003	ZONE 100
(V0XR) RT SEAT TRACK D-2 BETWEEN 30-35 IS CORRODED BEYOND LIMITS. R & R RT SEAT TRACK. W/C 2132			
V0XR201012230032	EMB	SEAT TRACK	CORRODED
12/23/2010	EMB145LR	14532606015	ZONE 100
(V0XR) LT SEAT TRACK A-4 BETWEEN 35-47 IS CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 2122			
V0XR20101221001	EMB	GUSSET	CORRODED
12/21/2010	EMB145LR	14522460015	ZONE 100
(V0XR) GUSSET AT FR 17-18, Y0.0, LY-479.0 IS CORRODED OUT OF LIMITS. REMOVED AND REPLACED GUSSET IAW EMB145 SRM 51-10-02, 51-10-03, AND 51-40-02. W/C 1074			
V0XR20101221002	EMB	FLOOR SUPPORT	CORRODED
12/21/2010	EMB145LR	14521713605	ZONE 100
(V0XR) RT HAT BEAM AT RY 479.0, FR 19-25 IS CORRODED OUT OF LIMITS. R & R RT OMEGA BEAM FROM FR 19-25 IAW SRM 51-40-00 AND 51-20-03. W/C 1079.			
V0XR20101221003	EMB	SILL	CORRODED
12/21/2010	EMB145LR	14521725001	ZONE 100
(V0XR) LT SILL AT FR 18-23 IS CORRODED OUT OF LIMITS. R & R LT SILL FROM FR 18-23 IAW SRM 51-40-02. W/C 1081			
V0XR20101221004	EMB	SUPPORT BRACKET	CORRODED
12/21/2010	EMB145LR	14524131009	ZONE 100
(V0XR) PAX DOOR THRESHOLD SUPPORT BRACKETS CORRODED OUT OF LIMITS. R & R ANGLES IAW SRM 51-20-03. W/C 1084			
V0XR20101221005	EMB	SILL	CORRODED
12/21/2010	EMB145LR	14520609001	ZONE 100
(V0XR) LT SILL AT FR 23-29 IS CORRODED OUT OF LIMITS. R & R SILL AT FR 23-29 IAW SRM 51-40-02. W/C 1106			
V0XR20101221006	EMB	SILL	CORRODED
12/21/2010	EMB145LR	14520609005	ZONE 100
(V0XR) RT SILL AR FR 23-29 IS CORRODED OUT OF LIMITS. R & R RT SILL AT FR 23-29 IAW SRM 51-10-02, 51-20-03, 51-40-02, CMP 51-21-04. W/C 1114			
V0XR20101221007	EMB	SILL	CORRODED
12/21/2010	EMB145LR	14529495001	ZONE 100

(V0XR) LT SILL AT FR 53-59 IS CORRODED OUT OF LIMITS. R & R SILL IAW SRM 53-24-10, 51-10-02, 51-20-03, 51-40-02, CMP 51-21-04. W/C 2081

V0XR201012230001	EMB	PROFILE	CORRODED
12/23/2010	EMB145LR	14525994003	ZONE 100

(V0XR) LT PROFILE AT FR 61 IS CORRODED OUT OF LIMITS. R & R LT PROFILE. W/C 1063

V0XR201012230002	EMB	GUSSET	CORRODED
12/23/2010	EMB145LR	14522460013	ZONE 100

(V0XR) CTR GUSSET AT YO.O FR 20-23 IS CORRODED OUT OF LIMITS. R & R CTR GUSSET. W/C 1073

V0XR201012230003	EMB	FLOOR SUPPORT	CORRODED
12/23/2010	EMB145LR	14522459003	ZONE 100

(V0XR) FLOOR SUPPORT AT YO.O FR 19-20 IS CORRODED OUT OF LIMITS. R & R FLOOR SUPPORT. W/C 1077

V0XR201012230004	EMB	PROFILE	CORRODED
12/23/2010	EMB145LR	14521718007	ZONE 100

(V0XR) PROFILE AT FR 20 IS CORRODED OUT OF LIMITS. R & R PROFILE. W/C 1078

V0XR20101221009	EMB	SILL	CORRODED
12/21/2010	EMB145LR	14529495003	ZONE 100

(V0XR) LT SILL AT FR 59-60 IS CORRODED OUT OF LIMITS. R & R LT SILL AT FR 59-60 IAW SRM 51-40-02, 51-10-02, 51-20-02, AND CPM 51-21-05. W/C 2085

V0XR201012230006	EMB	DOUBLER	CORRODED
12/23/2010	EMB145LR	14522461011	ZONE 100

(V0XR) DOUBLER AT RY 479.0 FR 20-22 IS CORRODED OUT OF LIMITS. R & R DOUBLER. W/C 1082

V0XR201012270019	EMB	FLOOR PANEL	CORRODED
12/27/2010	EMB145LR	14533959401	COCKPIT

(V0XR) COCKPIT FLOOR PANEL 221GF IS DAMAGED BEYOND LIMITS. R & R FLOOR PANEL. W/C 2157

V0XR201012270020	EMB	SEAL	WORN
12/27/2010	EMB145LR	14525921901	HORIZONTAL STAB

(V0XR) LT HORIZONTAL INBD L/E SEAL PANEL 333DL IS WORN BEYOND LIMITS. R & R SEAL. W/C 3063

V0XR201012270021	EMB	ATTACH ANGLE	CRACKED
12/27/2010	EMB145LR	14567291001	LT WING

(V0XR) LT FWD BOTTOM WING-FAIRING ATTACHMENT ANGLE IS CRACKED. R & R ANGLE. W/C 5068

V0XR201101110013	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14522460015	ZONE 100

(V0XR) HORSHOE DIGITAL FR 17-18 FROM LY 479.0 TO Y0.0 IS CORRODED OUT OF LIMITS. R & R DIGITAL.

V0XR201101110014	EMB	DOUBLER	CORRODED
1/11/2011	EMB145LR	14522461015	ZONE 100

(V0XR) RT BEAM DOUBLER AT FR 18 IS CORRODED BEYOND LIMITS. R & R DOUBLER.

V0XR201101110016	EMB	SILL	CORRODED
1/11/2011	EMB145LR	14525800010	ZONE 100

(V0XR) RT SILL FR 36-41 IS CORRODED BEYOND LIMITS. R & R SILL.

V0XR201101110017	EMB	SILL	CORRODED
1/11/2011	EMB145LR	14525800016	ZONE 100
(V0XR) RT SILL FR 48-52 IS CORRODED BEYOND LIMITS. R & R SILL.			
V0XR201101110018	EMB	SILL	CORRODED
1/11/2011	EMB145LR	14525800013	ZONE 100
(V0XR) LT SILL FR 41-48 IS CORRODED BEYOND LIMITS. R & R SILL.			
V0XR201101110024	EMB	BRACKET	BROKEN
1/11/2011	EMB145LR	14526324001	ZONE 800
(V0XR) UPLOCK BRACKET FOR CARGO DOOR BROKEN. R & R BRACKET.			
V0XR201101110015	EMB	ANGLE	CORRODED
1/11/2011	EMB145LR	14522466009	ZONE 100
(V0XR) SCALLOPED ANGLE AT FR 18 RY 780.0 TO LY 479.0 IS CORRODED BEYOND LIMITS. R & R DOUBLER.			
V0XR201101120001	EMB	GUSSET	CORRODED
1/12/2011	EMB145LR	14526437001	ZONE 100
GUSSET AT FR 59-62 RY 479.0 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101120003	EMB	PROFILE	CORRODED
1/12/2011	EMB145LR	14525140023	ZONE 100
PROFILE AT FR 17 - 18 FROM LY780.0 IS CORRODED BEYOND LIMITS. R & R PROFILE.			
V0XR201101120004	EMB	SILL	CORRODED
1/12/2011	EMB145LR	14590070005	ZONE 100
AFT SILL AT FR 22-23 FROM RY780.0 IS CORRODED BEYOND LIMITS. R & R SILL.			
V0XR201101120005	EMB	SUPPORT ANGLE	CORRODED
1/12/2011	EMB145LR	1452459003	ZONE 100
SUPPORT ANGLE AT FR 19 - 20 FROM Y0.0 IS CORRODED BEYOND LIMITS. R & R ANGLE.			
V0XR201101120006	EMB	SUPPORT ANGLE	CORRODED
1/12/2011	EMB145LR	14590082003	ZONE 100
SUPPORT ANGLE AT FR 20 FROM Y0.0 IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1098			
V0XR201101120007	EMB	DOUBLER	CORRODED
1/12/2011	EMB145LR	14522461011	ZONE 100
DOUBLERS AT FR 20 - 22 FROM RY479.0 IS CORRODED BEYOND LIMITS. R & R DOUBLERS.			
V0XR201101120008	EMB	FLOOR SUPPORT	CORRODED
1/12/2011	EMB145LR	14521700007	ZONE 100
LEFT FWD OMEGA BEAM AT FR 14-23 IS CORRODED BEYOND LIMITS. R & R BEAM.			
V0XR201101120009	EMB	GUSSET	CORRODED
1/12/2011	EMB145LR	14521699003	ZONE 100
LEFT GUSSET AT FR 20 - 24 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR2011011200010	EMB	STRIP	CORRODED
1/12/2011	EMB145LR	14572167004	ZONE 100

RIGHT UPPER WING TO BODY FAIRING STRIP BETWEEN STA 16143.5 - 17445.0 IS CRACKED. R & R GUSSET.

V0XR2011011200011	EMB	SILL	CORRODED
1/12/2011	EMB145LR	14525382001	ZONE 100

RIGHT SILL FR 65 - 68 IS CORRODED BEYOND LIMITS. R & R SILL.

V0XR2011011200012	EMB	BRACKET	CORRODED
1/12/2011	EMB145LR	14572110002	ZONE 100

WING TO BODY FAIRING BRACKET BETWEEN FR 48-49 IS CRACKED. R & R STRIP.

V0XR2011011200013	EMB	SEAT TRACK	CORRODED
1/12/2011	EMB145LR	14530659001	ZONE 100

(V0XR) SEAT TRACK POS B AT FR 24-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

V0XR2011011200014	EMB	SEAT TRACK	CORRODED
1/12/2011	EMB145LR	14530659009	ZONE 100

(V0XR) SEAT TRACK POS B AT FR 52-60 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

V0XR2011011200015	EMB	SEAT TRACK	CORRODED
1/12/2011	EMB145LR	14532605015	ZONE 100

(V0XR) SEAT TRACK POS D AT FR 36-47 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

V0XR2011011200016	EMB	SEAT TRACK	CORRODED
1/12/2011	EMB145LR	14532605001	ZONE 100

SEAT TRACK POS D AT FR 24-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

V0XR2011011200017	EMB	SEAT TRACK	CORRODED
1/12/2011	EMB145LR	14532605017	ZONE 100

SEAT TRACK POS D AT FR 47-52 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

V0XR2011011200018	EMB	CHANNEL	CORRODED
1/12/2011	EMB145LR	14523171003	ZONE 100

RT HAT BEAM AT FR 58-62 IS CORRODED BEYOND LIMITS. R & R BEAM HAT.

V0XR2011011200019	EMB	PARTITION	CORRODED
1/12/2011	EMB145LR	14523171003	ZONE 100

LT LOWER PARTITIAN AT FR 61 IS CORRODED BEYOND LIMITS. R & R PARTITIAN.

V0XR201101120002	EMB	SILL	CORRODED
1/12/2011	EMB145LR	14525422003	ZONE 100

RIGHT SILL AT FR 61-65 IS CORRODED BEYOND LIMITS. R & R SILL.

V0XR201101130004	EMB	SEAT TRACK	CRACKED
1/13/2011	EMB145LR	14530659011	ZONE 100

SEAT TRACK POS B FR 18-24 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2139.

V0XR201101050001	EMB	GUSSET	CORRODED
1/5/2011	EMB145LR	14530633001	ZONE 100

(V0XR) LT GUSSET FROM FRAMES 23-29 ARE CORRODED BEYOND LIMITS. R & R GUSSET.

V0XR201101050002	EMB	GUSSET	CORRODED
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1/5/2011	EMB145LR	14520609001	ZONE 100
(V0XR) LT SILL FROM FRAMES 23-29 ARE CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101050003	EMB	SILL	CORRODED
1/5/2011	EMB145LR	14520609005	ZONE 100
(V0XR) RT SILL FROM FRAMES 24-29 ARE CORRODED BEYOND LIMITS. R & R SILL.			
V0XR201101070005	EMB	GUSSET	CORRODED
1/7/2011	EMB145LR	14522226003	ZONE 100
(V0XR) GUSSET AT Y0 FRAME 59-62 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101070006	EMB	SILL	CORRODED
1/7/2011	EMB145LR	14520609007	ZONE 100
(V0XR) RT SILL FRAME 29-35 IS CORRODED BEYOND LIMITS. R & R RT SILL.			
V0XR201101070007	EMB	SILL	CORRODED
1/7/2011	EMB145LR	14525422001	ZONE 100
(V0XR) LT SILL FRAME 61-65 IS CORRODED BEYOND LIMITS. R & R LT SILL.			
V0XR201101070008	EMB	GUSSET	CORRODED
1/7/2011	EMB145LR	14522226003	ZONE 100
(V0XR) GUSSET AT LY479.0 FRAME 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101070009	EMB	SILL	CORRODED
1/7/2011	EMB145LR	14521725001	ZONE 100
(V0XR) SILL AT LY780.0 FRAME 19-24 IS CORRODED BEYOND LIMITS. R & R SILL.			
V0XR201101070001	EMB	SUPPORT ANGLE	CRACKED
1/7/2011	EMB145LR	14567291002	WNG-BDY FAIRING
(V0XR) LOWER RT WING TO BODY FAIRING SUPPORT ANGLE IS CRACKED. R & R RT ANGLE.			
V0XR201101070002	EMB	SUPPORT ANGLE	CRACKED
1/7/2011	EMB145LR	14567291001	WNG-BDY FAIRING
(V0XR) LOWER LT WING TO BODY FAIRING SUPPORT ANGLE IS CRACKED. R & R LT ANGLE.			
V0XR201101070003	EMB	ANGLE	CRACKED
1/7/2011	EMB145LR	14524131009	ZONE 100
(V0XR) SHAPE U ANGLE ON PASSENGER DOOR ENTRY CORRODED BEYOND LIMITS. R & R ANGLE.			
V0XR201101070004	EMB	ANGLE	CRACKED
1/7/2011	EMB145LR	14524131011	ZONE 100
(V0XR) SHAPE U ANGLE ON PASSENGER DOOR ENTRY CORRODED BEYOND LIMITS. R & R ANGLE.			
V0XR201012280002	EMB	SILL	CORRODED
12/29/2010	EMB145LR	14525800010	ZONE 100
(V0XR) RIGHT FLOOR SILL AT FRAME 36-41 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1091			
V0XR201012280003	EMB	FLOOR SUPPORT	CORRODED
12/29/2010	EMB145LR	2024T3050	ZONE 100
(V0XR) LT OMEGA BEAM AT FRAME 48 IS CORRODED BEYOND LIMITS. R & R DAMAGED AREA ON OMEGA BEAM.			

W/C 1110

V0XR201101110001	EMB	ATTACH ANGLE	CRACKED
1/11/2011	EMB145LR	14566044603	LT WING ATTACH
(V0XR) LT LOWER FWD WING ATTACHMENT ANGLE CRACKED. R & R ATTACHMENT ANGLE.			
V0XR201101110002	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14530634003	ZONE 100
(V0XR) GUSSET ON CENTER BEAM AT FR 36-41 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101110003	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14530634007	ZONE 100
GUSSET ON CTR BEAM AT FR 41-46 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101110004	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14530633006	ZONE 100
(V0XR) GUSSET ON CTR BEAM AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
V0XR201101110005	EMB	SILL	CORRODED
1/11/2011	EMB145LR	14525800014	ZONE 100
(V0XR) RT SILL AT FR 41-48 IS CORRODED OUT OF LIMITS. R & R RT SILL.			
V0XR201101110006	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14530633003	ZONE 100
(V0XR) CTR GUSSET AT FR 23-29 IS CORRODED OUT OF LIMITS. R & R GUSSET.			
V0XR201101110007	EMB	STRUCTURE	CORRODED
1/11/2011	EMB145LR	14521721009	ZONE 100
(V0XR) FWD DIGITAL AT FR 14-16 AT RY 780.0 TO RY780.0 IS CORRODED OUT OF LIMITS. R & R DIGITAL.			
V0XR201101110008	EMB	FLOOR SUPPORT	CORRODED
1/11/2011	EMB145LR	14530628001	ZONE 100
(V0XR) CTR OMEGA BEAM AT FR 17-25 AT Y0.0 IS CORRODED OUT OF LIMITS. R & R OMEGA BEAM.			
V0XR201101110009	EMB	GUSSET	CORRODED
1/11/2011	EMB145LR	14522460013	ZONE 100
(V0XR) CTR GUSSET FR 20-23 AT Y0.0 IS CORRODED OUT OF LIMITS. R & R GUSSET.			
V0XR201101110010	EMB	ANGLE	CORRODED
1/11/2011	EMB145LR	14529150009	ZONE 100
(V0XR) SCALLOPED ANGLE FR 23 AT Y0.0 TO RY 780.0 IS CORRODED OUT OF LIMITS. R & R ANGLE.			
V0XR201101110011	EMB	FLOOR SUPPORT	CORRODED
1/11/2011	EMB145LR	14521719003	ZONE 100
(V0XR) OMEGA CTR BEAM FR 14-18 IS CORRODED OUT OF LIMITS. R & R OMEGA CTR BEAM.			
V0XR201101110012	EMB	CHANNEL	CORRODED
1/11/2011	EMB145LR	14524151005	ZONE 100
(V0XR) CTR HAT CHANNEL BEAM SUPPORT FR 14 Y0.0 IS CORRODED OUT OF LIMITS. R & R SUPPORT.			
V0XR201101110019	EMB	SILL	CORRODED

1/11/2011	EMB145LR		14521725401	ZONE 100
(V0XR) FWD SILL FR 19-20 AT RY 780.0 IS CORRODED BEYOND LIMITS. R & R SILL.				
V0XR201101110020	EMB		SEAT TRACK	CORRODED
1/11/2011	EMB145LR		14532606015	ZONE 100
(V0XR) SEAT TRACK POSITION A FR 36-47 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.				
V0XR201101110021	EMB		SEAT TRACK	CORRODED
1/11/2011	EMB145LR		14532606003	ZONE 100
(V0XR) SEAT TRACK POSITION A FR 30-36 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.				
V0XR201101110022	EMB		SEAT TRACK	CORRODED
1/11/2011	EMB145LR		14530659003	ZONE 100
(V0XR) SEAT TRACK POSITION B FR 30-36 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.				
V0XR201101110023	EMB		GUSSET	CORRODED
1/11/2011	EMB145LR		14573504406	ZONE 100
(V0XR) RT WINGTIP TO WING L/E GUSSET IS CRACKED. R & R GUSSET.				
V0XR201012280004	EMB	RROYCE	FLOOR SUPPORT	DAMAGED
12/28/2010	EMB145LR	AE3007A1	14520600003	ZONE 100
(V0XR) FLOOR SUPPORT BEAM DAMAGED BEYOND LIMITS. R & R BEAM. W/C 1112				
V0XR201012280005	EMB	RROYCE	GUSSET	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14530633006	ZONE 100
(V0XR) CTR GUSSET AT FRAME 29-35 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1144				
V0XR201012280006	EMB	RROYCE	GUSSET	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14530633005	ZONE 100
(V0XR) LT GUSSET AT FRAME 29-35 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1145				
V0XR201012280007	EMB	RROYCE	SILL	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14520609007	ZONE 100
(V0XR) RT SILL AT FRAME 29-35 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1146				
V0XR201012280008	EMB	RROYCE	PARTITION	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14525991603	ZONE 100
(V0XR) LT PARTITIAN AT FRAME 61 IS CORRODED BEYOND LIMITS. R & R LT PARTITIAN. W/C 2089				
V0XR201012280009	EMB	RROYCE	SEAT TRACK	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14532606011	ZONE 100
(V0XR) LEFT SEAT TRACK A-1 AROUND FASTENER IS CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 2119				
V0XR201012280010	EMB	RROYCE	PROFILE	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14525994003	ZONE 100
(V0XR) LT OTBD PROFILE AT FRAME 61 IS CORRODED BEYOND LIMITS. R & R PROFILE. W/C 2172				
V0XR201012280011	EMB	RROYCE	ATTACH FITTING	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14572115402	RT WING

(V0XR) RT INBD L/E WING-FAIRING ATTACHMENT STRIP CRACKED. R & R STRIP. W/C 6017

V0XR201012280012	EMB	RROYCE	ATTACH FITTING	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14572167004	RT WING

(V0XR) RT TOP WING-FAIRING ATTACHMENT STRIP CRACKED. R & R STRIP. W/C 6018

V0XR201012280013	EMB	RROYCE	ATTACH FITTING	DAMAGED
12/28/2010	EMB145LR	AE3007A12	14572167002	ZONE 100

(V0XR) RT TOP WING-FAIRING ATTACHMENT STRIP CRACKED. R & R STRIP. W/C 6020

V0XR201012300001	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14532606017	ZONE 100

(V0XR) LEFT SEAT TRACK A-5 HAS CORROSION AROUND FASTENER HOLES. R & R SEAT TRACK. W/C 2123

V0XR201012300002	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530659003	ZONE 100

(V0XR) CENTER SEAT TRACK B-5 HAS CORROSION AROUND FASTENER HOLES. R & R SEAT TRACK. W/C 2126

V0XR201012300003	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530658003	ZONE 100

(V0XR) RIGHT CENTER SEAT TRACK C-2 BETWEEN FRAME 30-35 HAS CORROSION AROUND FASTENER HOLES. R & R SEAT TRACK. W/C 2128

V0XR201012300004	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530658007	ZONE 100

(V0XR) RIGHT CENTER SEAT TRACK C-4 BETWEEN FRAME 47-52 HAS CORROSION AROUND FASTENER HOLES. R & R SEAT TRACK. W/C 2129

V0XR201012300005	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530658009	ZONE 100

(V0XR) RT CTR SEAT TRACK C-5 BETWEEN FRAME 52-60 HAS CORROSION AROUND FASTENER HOLES. R & R SEAT TRACK. W/C 2130

V0XR201012300006	EMB	RROYCE	SUPPORT	BROKEN
12/30/2010	EMB145LR	AE3007A12	14534802003	ZONE 100

(V0XR) CABLE GUIDE SUPPORTS BROKEN. R & R CABLE GUIDE SUPPORTS. W/C 2200

V0XR201012300007	EMB	RROYCE	SUPPORT	BROKEN
12/30/2010	EMB145LR	AE3007A12	14534802001	ZONE 100

(V0XR) SUPPORTS BROKEN AT FRAME 34. R & R SUPPORTS. W/C 1154

V0XR201012300008	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530659011	ZONE 100

(V0XR) LT CTR SEAT TRACK B-1 HAD CORROSION AROUND FASTENER HOLES. R & R LT SEAT TRACK. W/C 2124

V0XR2010123000.10	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530659003	ZONE 100

(V0XR) LT CTR SEAT TRACK B-3 HAD CORROSION AROUND FASTENER HOLES BETWEEN FRAME 30-35. R & R LT SEAT TRACK. W/C 2126

V0XR201012300011	EMB	RROYCE	FLOOR PANEL	DELAMINATED
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12/30/2010	EMB145LR	AE3007A12	14521843401	ZONE 100
(V0XR) CARGO FLOOR PANEL 272AF IS DELAMINATED. R & R CARGO PANEL. W/C 2197				
V0XR201012300012	EMB	RROYCE	ATTACH ANGLE	DELAMINATED
12/30/2010	EMB145LR	AE3007A12	14566044603	LT WING
(V0XR) LT FWD BOTTOM WING-FAIRING ATTACHMENT ANGLE IS CRACKED. R & R ANGLE. W/C 5069				
V0XR201012230007	EMB	RROYCE	SILL	CORRODED
12/23/2010	EMB145LR	AE3007A12	14521725015	ZONE 100
(V0XR) RT SILL AFT OF SERVICE DOOR FR 22-23 IS CORRODED OUT OF LIMITS. R & R RT SILL. W/C 1075				
V0XR201012230008	EMB	RROYCE	SILL	CORRODED
12/23/2010	EMB145LR	AE3007A12	14522178605	ZONE 100
(V0XR) SILL AT SERVICE DOOR IS CORRODED OUT OF LIMITS. R & R SILL. W/C 1085				
V0XR201012230009	EMB	RROYCE	ANGLE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14522466009	ZONE 100
(V0XR) SCALLOPED ANGLE AT FR 18 IS CORRODED OUT OF LIMITS. R & R ANGLE. W/C 1086				
V0XR20101223010	EMB	RROYCE	ANGLE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14521699003	ZONE 100
(V0XR) GUSSET AT LY-479.0 AT FR 18-23 IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1087				
V0XR20101223011	EMB	RROYCE	PROFILE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525140023	ZONE 100
(V0XR) PROFILE AT FR 17-18 OTBD OF LY 479.0 IS CORRODED OUT OF LIMITS. R & R PROFILE. W/C 1088				
V0XR20101223012	EMB	RROYCE	PROFILE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525800014	ZONE 100
(V0XR) SILL AT FR 41-48R IS CORRODED OUT OF LIMITS. R & R SILL. W/C 1092				
V0XR20101223013	EMB	RROYCE	SILL	CORRODED
12/23/2010	EMB145LR	AE3007A12	14521725613	ZONE 100
(V0XR) RT SILL FWD OF SERVICE DOOR AT FR 19-20 IS CORRODED OUT OF LIMITS. R & R SILL. W/C 1076				
V0XR20101223014	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530634005	ZONE 100
(V0XR) FLOOR GUSSET AT FR 39-46L IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1095				
V0XR20101223015	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530634011	ZONE 100
(V0XR) FLOOR GUSSET AT FR 46-52 IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1098				
V0XR20101223022	EMB	RROYCE	PROFILE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525523003	ZONE 100
(V0XR) LT PROFILE ANGLE BEAM AT FR 66-67 IS CRACKED UNDER BAGGAGE COMPARTMENT. R & R BEAM. W/C 1136				
V0XR20101223023	EMB	RROYCE	PROFILE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530634003	ZONE 100

(V0XR) GUSSET AT FR 36-39 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2073

V0XR20101223024	EMB	RROYCE	SILL	CORRODED
12/23/2010	EMB145LR	AE3007A12	14529495005	ZONE 100

(V0XR) RT SILL AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2080

V0XR20101223025	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14522226003	ZONE 100

(V0XR) CTR GUSSET AT FR 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2087

V0XR20101223026	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14522226003	ZONE 100

(V0XR) LT GUSSET AT FR 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2088

V0XR20101223027	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14520609003	ZONE 100

(V0XR) LT SILL AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2112

V0XR20101223028	EMB	RROYCE	GUSSET	DAMAGED
12/23/2010	EMB145LR	AE3007A12	14541338402	ZONE 100

(V0XR) CO-PILOTS LOWER AFT SIDEWALL PANEL IS DAMAGED. R & R SIDEWALL. W/C 2117

V0XR20101223029	EMB	RROYCE	SEAT TRACK	CORRODED
12/23/2010	EMB145LR	AE3007A12	14532606003	ZONE 100

(V0XR) LEFT SEAT TRACK A-3 IS CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 2121

V0XR20101223030	EMB	RROYCE	SEAT TRACK	CORRODED
12/23/2010	EMB145LR	AE3007A12	14532605015	ZONE 100

(V0XR) RIGHT SEAT TRACK D-3 IS CORRODED BEYOND LIMITS. R & R RT SEAT TRACK. W/C 2133

V0XR201012230033	EMB	RROYCE	BUSHING	CORRODED
12/23/2010	EMB145LR	AE3007A12	14527191009	RUDDER

(V0XR) BUSHINGS AT FWD RUDDER AT PCU-2 CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 3059

V0XR201012270007	EMB	RROYCE	BEAM	CORRODED
12/27/2010	EMB145LR	AE3007A12	14540484403	ZONE 100

(V0XR) RT BEAM AT FRAME 58-61 IS CORRODED BEYOND LIMITS. R & R BEAM. W/C 2079

V0XR201012270008	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14530635003	ZONE 100

(V0XR) CTR GUSSET AT FRAME 53-59 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2082

V0XR201012270009	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14530635001	ZONE 100

(V0XR) LT GUSSET AT FRAME 53-59 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2083

V0XR201012270010	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14526437001	ZONE 100

(V0XR) RT GUSSET AT FRAME 53-59 IS CORRODED BEYOND LIMITS. R & R BEAM, GUSSET WAS PRE-INSTALLED ON BEAM. W/C 2086

V0XR201012270011	EMB	RROYCE	SILL	CORRODED
12/27/2010	EMB145LR	AE3007A12	14525422003	ZONE 100
(V0XR) RT SILL AT FRAME 60-65 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 2107				
V0XR201012270012	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532606001	ZONE 100
(V0XR) LT SEAT TRACK A-2 AT FRAME 24-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2120				
V0XR201012270013	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532606015	ZONE 100
(V0XR) LT SEAT TRACK A-4 AT FRAME 35-47 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2122				
V0XR20101223016	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530634009	ZONE 100
(V0XR) LT FLOOR GUSSET AT FR 46-52R IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1099				
V0XR20101223017	EMB	RROYCE	GUSSET	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530633001	ZONE 100
(V0XR) LT FLOOR GUSSET AT FR 23-29 IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1105				
V0XR20101223018	EMB	RROYCE	FLOOR SUPPORT	CORRODED
12/23/2010	EMB145LR	AE3007A12	14530633001	ZONE 100
(V0XR) LT OMEGA BEAM AT FR 45 IS CORRODED OUT OF LIMITS. R & R BEAM. W/C 1111				
V0XR20101223020	EMB	RROYCE	ANGLE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525523001	ZONE 100
(V0XR) LT PROFILE ANGLE BEAM AT FR 66-67 IS CRACKED UNDER BAGGAGE COMPARTMENT. R & R BEAM. W/C 1136				
V0XR201012270001	EMB	RROYCE	SILL	CORRODED
12/27/2010	EMB145LR	AE3007A12	14525800011	ZONE 100
(V0XR) SILL AT FRAME 48-52 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1097				
V0XR201012230005	EMB	RROYCE	CHANNEL	CORRODED
12/23/2010	EMB145LR	AE3007A12	14521713605	ZONE 100
(V0XR) CTR HAT BEAM AT YO.O FR 19-20 IS CORRODED OUT OF LIMITS. R & R CTR HAT BEAM. W/C 1080				
V0XR201012270018	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532605009	ZONE 100
(V0XR) RT SEAT TRACK D-5 AT FRAME 52-60 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2135				
V0XR201012270004	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14530633006	ZONE 100
(V0XR) GUSSET AT FRAME 24-29 Y0.0 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1113				
V0XR201012270014	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532605001	ZONE 100
(V0XR) RT SEAT TRACK D-1 AT FRAME 24-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2131				
V0XR201012270015	EMB	RROYCE	SEAT TRACK	CORRODED

12/27/2010	EMB145LR	AE3007A12	14532605003	ZONE 100
(V0XR) RT SEAT TRACK D-2 AT FRAME 30-35 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2132				
V0XR201012270016	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532605015	ZONE 100
(V0XR) RT SEAT TRACK D-3 AT FRAME 35-47 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2133				
V0XR201012270017	EMB	RROYCE	SEAT TRACK	CORRODED
12/27/2010	EMB145LR	AE3007A12	14532605017	ZONE 100
(V0XR) RT SEAT TRACK D-4 AT FRAME 47-52 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2134				
V0XR201012270005	EMB	RROYCE	PROFILE	DAMAGED
12/27/2010	EMB145LR	AE3007A12	14525522005	ZONE 100
(V0XR) RT OTBD PROFILE AT FRAME 65 HAS NUMEROUS HOLES DRILLED AROUND NUTPLATE. R & R PROFILE W/C 1129				
V0XR201012270006	EMB	RROYCE	PARTITION	CORRODED
12/27/2010	EMB145LR	AE3007A12	14525991004	ZONE 100
(V0XR) RT PARTITIAN AT FRAME 61 IS CORRODED BEYOND LIMITS. R & R PARTITIAN. W/C 2078				
V0XR20101223019	EMB	RROYCE	ANGLE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525681011	ZONE 100
(V0XR) LT PROFILE ANGLE BEAM AT FR 66-67 IS CRACKED UNDER BAGGAGE COMPARTMENT. R & R BEAM. W/C 1136				
V0XR20101223021	EMB	RROYCE	ANGLE	CORRODED
12/23/2010	EMB145LR	AE3007A12	14525681007	ZONE 100
(V0XR) LT PROFILE ANGLE BEAM AT FR 66-67 IS CRACKED UNDER BAGGAGE COMPARTMENT. R & R BEAM. W/C 1136				
V0XR201012300009A	EMB	RROYCE	SEAT TRACK	CORRODED
12/30/2010	EMB145LR	AE3007A12	14530658003	ZONE 100
(V0XR) RT CTR SEAT TRACK C-2 HAD CORROSION AROUND FASTENER HOLES BETWEEN FRAME 30-35. R & R RT SEAT TRACK. W/C 2128				
V0XR201012300009	EMB	RROYCE	TRACK	WORN
12/30/2010	EMB145LR	AE3007A12	14566279401	TE FLAP
LEFT WING OTBD FLAP CENTER TORQUE BOX TRACK WORN. R & R TRACK ASSY. W/C 5072				
V0XR201012270002	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14530634001	ZONE 100
LEFT FLOOR GUSSET AT FRAME 36-3948-52 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1089				
V0XR201012270003	EMB	RROYCE	GUSSET	CORRODED
12/27/2010	EMB145LR	AE3007A12	14530634001	ZONE 100
LEFT GUSSET AT FRAME 36-39 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1089				
V0XR201012280001	EMB	RROYCE	SILL	CORRODED
12/28/2010	EMB145LR	AE3007A12	14525800016	ZONE 100
SILL AT FRAME 48-52 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1093				

V0XR201012280002A	EMB	RROYCE	GUSSET	CORRODED
12/28/2010	EMB145LR	AE3007A12	14530634007	ZONE 100

(V0XR) CTR GUSSET AT FRAME 39-46 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1094

V0XR201012280003A	EMB	RROYCE	SILL	CORRODED
12/28/2010	EMB145LR	AE3007A12	14525800013	ZONE 100

(V0XR) SILL AT FRAME 42-48L IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1096

2010FA0001210	HUGHES	ALLSN	GOVERNOR	MALFUNCTIONED
7/20/2010	369E	250C20	252466715	TURBINE

THE PILOT IN COMMAND (PIC) REPORTED THAT WHILE INCREASING POWER IN A LEVEL FLIGHT ATTITUDE, THAT THE NR (MAIN ROTOR SPEED, RPM) AND THE N2 (ENGINE POWER TURBINE SPEED, RPM) INCREASED ABOVE 110 PERCENT N2. AN INITIAL ATTEMPT TO LOWER THE NR/N2 RPM WITH THE N2 BEEP/ TRIM SWITCH WAS UNRESPONSIVE. THE PIC IMMEDIATELY ROLLED THE THROTTLE BACK SLIGHTLY AND THE NR/N2 RESPONDED ACCORDINGLY. DURING THE OVERSPEED, THE PIC EXPERIENCE A SUDDEN RT YAW MOVEMENT OF THE HELICOPTER. THE PIC DID NOT NOTE WHAT THE ENGINE TOT (TURBINE OUTLET TEMPERATURE) READING WAS AND THERE WAS NO EXCEEDANCE RECORDED ON THE TOT INSTRUMENT. THE ENGINE TORQUE GAUGE REGISTERED AN EXCEEDANCE OF 99.6 PSI. THE POWER TURBINE GOVERNOR, PN: 23065123, SN: 24606, WAS REMOVED. NO SUBSEQUENT PROBLEMS WERE NOTED WHILE PERFORMING FUNCTIONAL FLIGHT TESTING WITH THE REPLACED GOVERNOR IAW MM 72-00-00, FIGURE 17. THE ENGINE WAS REMOVED AND SENT TO A MX CTR FOR COMPLETE INSPECTION.

2010FA0001245	PIAGIO		INDICATOR	FAILED
12/12/2010	P180			LT AIRSPEED

AIRSPEED INDICATOR ON LT SIDE FAILED IN DECENT, RETURNED TO NORMAL OPERATION AT LOWER ALTITUDE.

2011FA0000002	PIAGIO	PWA	UNKNOWN	UNKNOWN
1/1/2011	P180	PT6A66		PROPELLER

UNCOMMANDED AUTOFEATHER ON APPROACH.

2010FA0001249	PIPER	LYC	SPRING	BROKEN
12/16/2010	PA24250	O540*	SL14995	PUSHROD SHROUD

TRACING AN ENGINE OIL LEAK, IT WAS DISCOVERED THAT THE PUSHROD SHROUD TUBE RETAINING SPRINGS (SL14995) HAD FAILED ON ALL 6 CYLINDERS. THE PART FAILED BY BREAKING INTO 2 OR MORE FRAGMENTS; THIS ALLOWED THE SHROUD TO UNSEAT FROM THE HEAD AND LEAK OIL. ALL 6 SPRINGS WERE REPLACED.

2010FA0001266	PIPER	LYC	CONTROL CABLE	BROKEN
12/29/2010	PA32300	IO540K1G5		STABILATOR

LOWER FWD STABILATOR CONTROL CABLE, THREADED ROD END BROKE AT THE SAFETY WIRE WRAP WHERE IT THREADS INTO THE TURNBUCKLE THE ONLY THING HOLDING CABLE TOGETHER WAS A SINGLE STRAND OF .041 SAFETY WIRE.

CA100723002	PIPER	LYC	SPINNER	CRACKED
7/14/2010	PA44180	LO360E1A6		PROPELLER

WHEN SPINNER REMOVED CRACKS FOUND MIGRATING FROM SPINNER BULKHEAD MOUNTING HOLES TO PROPELLER. CRACKS FOUND ON 6 OF THE BOLT HOLE ATTACH POINTS. CRACKS FOUND ON THE SPINNER FILLET PLATES. A NEW PART WAS PURCHASE AND INSTALLED.

2010FA0001267	PIPER	LYC	CLAMP	CRACKED
12/29/2010	PA46350P	TIO540AE2A	LW120936	TURBOCHARGER

UPON VISUAL INSPECTION OF THE EXHAUST SYS, DURING THE ANNUAL INSP, IT WAS FOUND THE THE UPPER V-BAND CLAMP LOCATED ON THE TURBOCHARGER WASTEGATE HAD CRACKED AND WAS SEPARATING. UPON

REMOVAL OF THE CLAMP IT WAS FOUND THAT THE GASKET (PN 75845) HAD BLOWN OUT AND WAS BLOWING HOT EXHAUST ONTO THE REAR PORTION OF THE V-BAND CLAMP CAUSING IT TO CRACK AND SEPARATE.

2010FA0001254	ROBSIN	LYC		BRACKET	BROKEN
12/13/2010	R44RAVENII	IO540AE1A5	RSA10AD1	D73211	FUEL CONTROL

PILOT REPORTED THAT AFTER ENGINE START AND DURING GROUND OPERATION WAS UNABLE TO REACH 100 PERCENT. ENGINE RPM DURING ACCELERATION FROM IDLE TO FULL THROTTLE. A NORMAL ENGINE SHUTDOWN WAS PERFORMED. PILOT NOTED MIXTURE CONTROL KNOB COULD NOT BE RETURNED TO FULL RICH. MX DISCOVERED THE BRACKET THAT SECURES THE MIXTURE CABLE AT THE FUEL CONTROL, BROKEN. THIS CAUSED THE CABLE TO BE UNSUPPORTED FROM THE FIREWALL TO THE MIXTURE CONTROL LEVER OF THE FUEL CONTROL, THUS PREVENTING PROPER OPERATION OF THE CABLE INNER WIRE. THE CABLE INNER WIRE REMAINED CONNECTED TO THE MIXTURE CONTROL LEVER AND ALTHOUGH THE PILOT HAD MOVED THE MIXTURE KNOB TO FULL RICH AT START-UP, THE CONTROL LEVER WAS NOT BEING MOVED TO THE FULL RICH POSITION. THIS PREVENTED THE ENGINE FROM BEING ABLE TO REACH 100 PERCENT RPM. IT APPEARS THAT THE NORMAL ACTUATION OF THE MIXTURE CONTROL CABLE FLEXES THE BRACKET AND WILL CAUSE IT TO FATIGUE AND EVENTUALLY FAIL. THE CONCERN IS THAT IF THE BRACKET WERE TO FAIL DURING FLIGHT THAT THE WEIGHT OF THE CABLE WOULD OVERCOME THE FUEL CONTROL MIXTURE LEVER SPRING THAT WOULD NORMALLY MOVE A BROKEN CABLE INNER WIRE TO THE FULL RICH POSITION. THE LEVER WOULD BE PULLED FROM FULL RICH TO SOME DEGREE AND EFFECT THE ENGINE OPERATION AND RPM AND THEREFORE EFFECT ROTOR RPM.

AC2R20101214001	SKRSKY	ALLSN		GEARBOX	MAKING METAL
12/14/2010	S76A	250C30S		7635109500044	MAIN ROTOR

(AC2R) APPROX 2 MILES FROM LANDING, THE MAIN GEARBOX CHIP LIGHT ILLUMINATED. PERFORMED THE MAIN GEARBOX CAUTION LIGHT ILLUMINATED EMERGENCY PROCEDURE AND LANDED. MX FOUND 1 FLAKE ON PLUG, PERFORMED A SERVICEABILITY CHECK AND RETURNED ACFT TO SERVICE. RECHECK OF CHIP PLUGS IN 3 TO 8 HOURS.

QMLRMD9951	SNIAS	TMECA		SUPPORT FRAME	MISLOCATED
12/29/2010	AS350B3	ARRIEL2B1			BS 115

(QMLR) 2 EA, 190 DIA BRACKET INSTALLATION HOLES WERE MISLOCATED ON THE OEM SUPPORT FRAME DURING INSTALLATION OF A SUPPORT BRACKET.

2010FA0001264	SNIAS	TMECA		OIL CAP	DETACHED
12/28/2010	AS350B3	ARRIEL2B1			ENGINE

THE ENGINE OIL RESERVOIR CAP CAME OFF IN FLIGHT RESULTING IN SIGNIFICANT OIL LOSS. HELICOPTER RETURNED TO BASE WITH NO PROBLEMS ENCOUNTERED. THE ISSUE IS MANUFACTURER'S "UNIQUE" RETAINING MECHANISM FOR CAP. RETAINING MECHANISM IS EASILY DISLODGED AND YET STILL APPEARS TO BE LOCKING CAP IN PLACE. UNLESS YOU ARE SPECIFICALLY LOOKING AT THE RETAINING MECHANISM DURING A PREFLIGHT AND YOU KNOW WHAT IT IS SUPPOSE TO LOOK LIKE WHEN IT IS IN THE LOCKED POSITION IT CAN BE EASILY OVERLOOKED. RECOMMEND THAT MFG DEVISE SOME TYPE OF SAFETY DEVICE FOR THEIR RETAINING MECHANISM. ALSO THIS SHOULD BE ADDED TO THEIR BEFORE FIRST FLIGHT (BFF) CHECKLIST.
