



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**AFS-600**  
Regulatory Support Division

## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
342**



**JANUARY  
2007**

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

**AVIATION MAINTENANCE ALERTS**

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

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

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**AIRPLANES**

**AVIAT**

**Aviat: A1; Blocked Fuel Vent Lines; ATA 2810**

An unidentified submitter writes, "Both fuel vent lines (*were found*) blocked by ice. The engine stopped during taxi to the runway." The writer notes the preflight check list *does* include confirming these vent lines are free of obstructions, but suggests there should be more emphasis placed on this 'before flight' inspection criterion. (*P/N's were not included with this report, but this particular vent line is described as the one routed from the tank out to the wingtip.*)

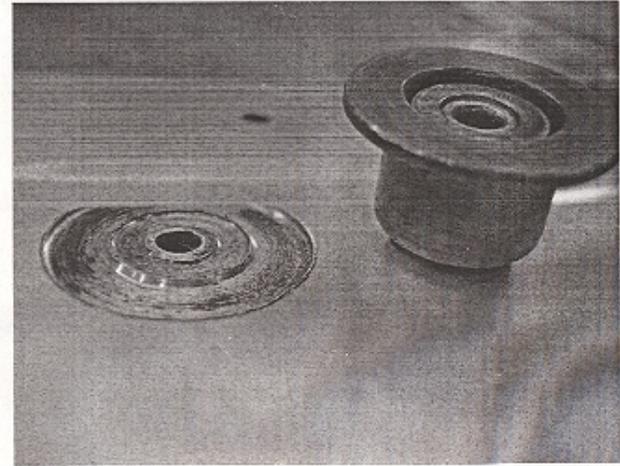
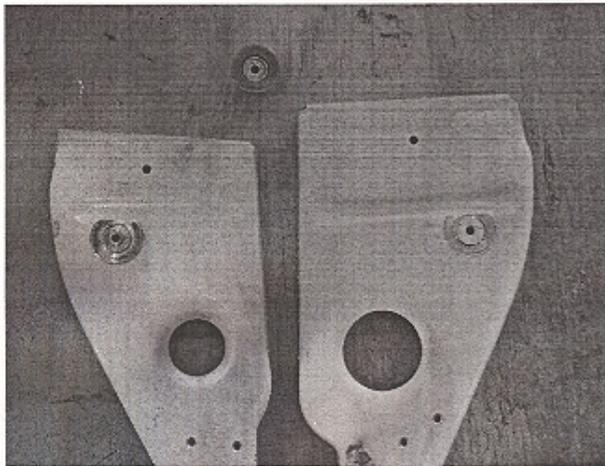
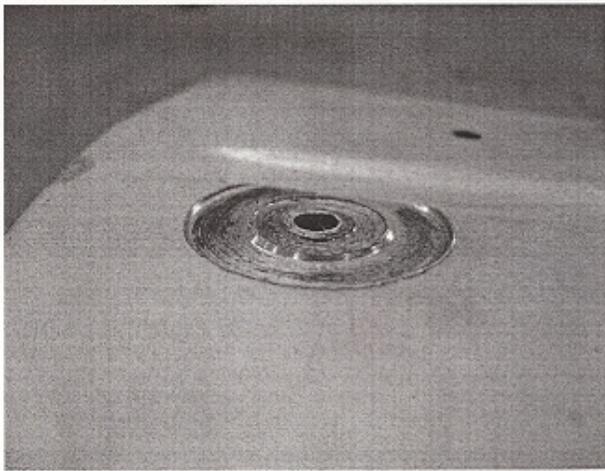
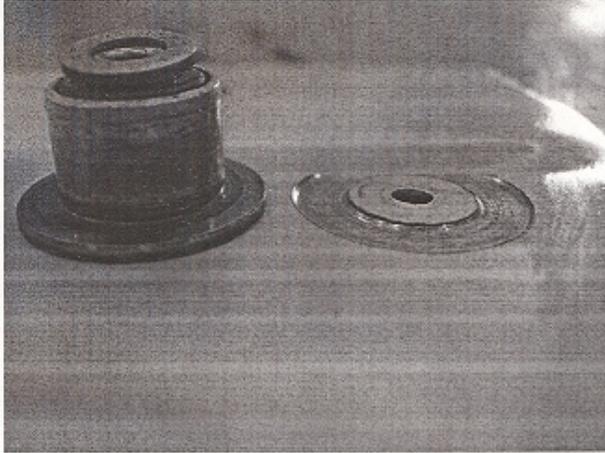
Part Total Time: (unknown).

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**BEECH**

**Beech: C90; Flap Rib & Bearing Damage; ATA 5753**

A mechanic describes a flap problem on this Raytheon King Air. "*(The left flap's aft roller bearings...)* have very little side clearance between the bearing and the flap's rib. As the bearing wears, side play increases to the point where the bearing flange contacts the rib. Raytheon has not provided any chafe protection on this side of the bearing, therefore, the bearing begins to cut into the rib as it rolls fore and aft. A small, thin Teflon washer would prevent contact and allow bearing wear to be detected before damage occurs (*RBC Bearing P/N: BC-56985*)."



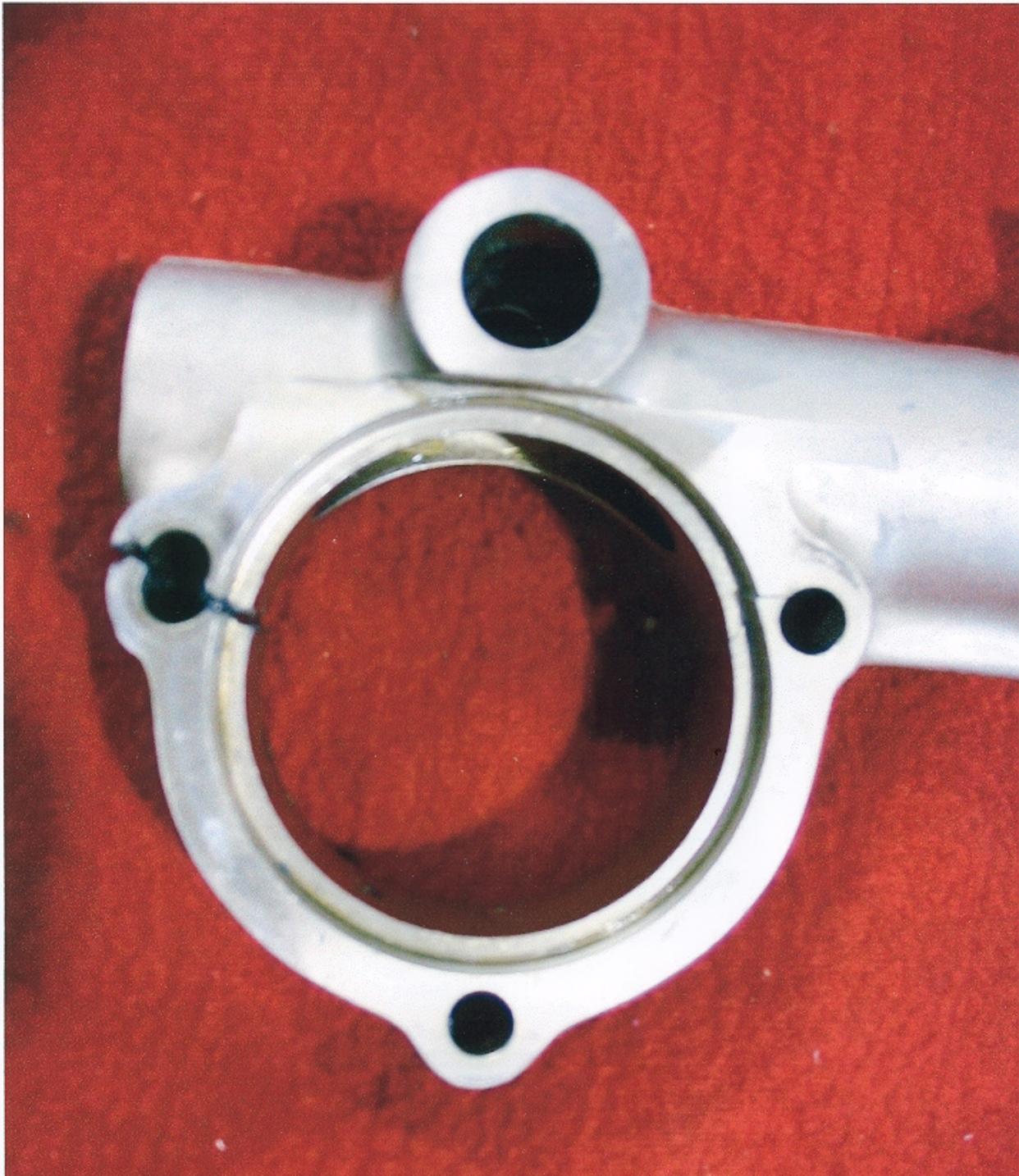
Part Total Time: (unknown).

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**CESSNA****Cessna: 172RG; Cracked, L/H Landing Gear Actuator; ATA 3233**

Two technicians from a repair station co-authored this discrepancy. “During flight, the L/H main landing gear failed to extend, but trailed—seemingly disconnected from the hydraulic system. The pilot was able to rock (*this L/H gear*) into the down and locked position and make a safe landing. Upon inspection it was determined that the (P/N 1281001-3) actuator body had cracked clear through the forward attach hole and half-way through the aft attach hole. (*This*) caused the actuator to separate when hydraulic pressure was applied, separating the piston gear shaft (P/N 9882004-1) from the sector gear (P/N 9882002-2) mounted to the pivot. The actuator’s attach bolts were found tight and their safety wire undisturbed. The actuator body was replaced with a new part (P/N 1281001-6). The actuator was resealed, reassembled, reinstalled and torqued per the 172RG Service Manual. (*We*) performed a hydraulic pressure switch check (*same ref.*) and found the pressure to be within limits.

“Damage to the actuator body is unrelated to the condition addressed in Cessna (*bulletin*) SEB01-2. (*We*) suspect failure of the actuator body may be attributed to shear stress on (*its*) attach bolt holes due to the high number of gear cycles over the life of the aircraft. Inspection of the R/H gear actuator body yielded no cracks or defects.” (*This actuator assembly, P/N 9882015-2, is located under the floor beneath the cabin’s back seat. A search of the FAA Service Difficulty Reporting System data base reflects 20 entries for this same part number since 1995.*)



*(Thanks for the great picture! So...where are these cracks you've been talking about? Ed.)*

Part Total Time: 7,005.9 hours.

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## CHAMPION

### Champion: 7ECA; Cracked Wing Spar; ATA 5711

A repair station technician writes, “A required inspection of wooden wing spars in accordance with AD 2000-25-02 revealed a compression crack in the left wing forward spar at the top, O/B of the wing-strut attach doubler plate.” (*The part number listed is 5-271L.*)



Part Total Time: 2,573.1 hours.

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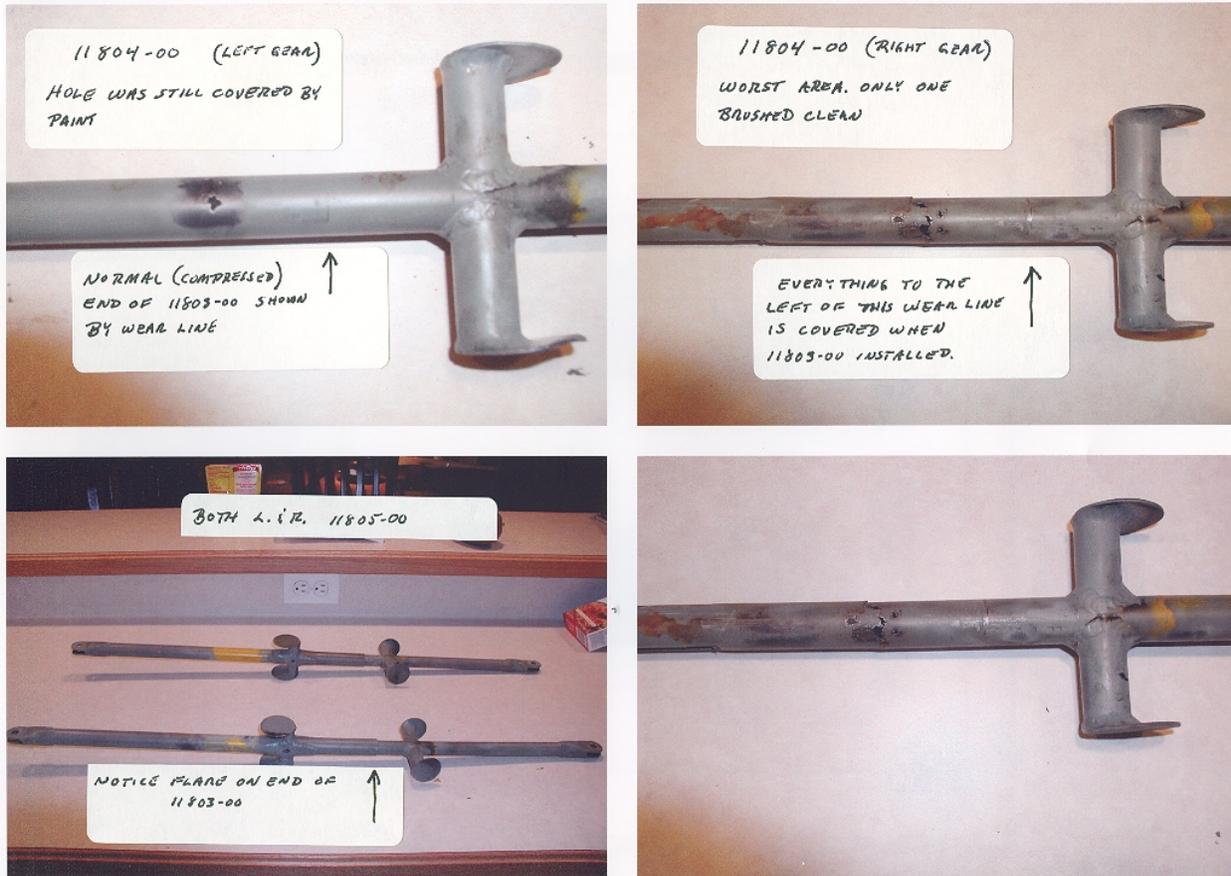
## PIPER

### Piper: PA17; Corroded Bungee Struts; ATA 3210

“While changing shock chords on this aircraft,” says a mechanic, “I noticed a discoloration of the inner strut tube (P/N 11804-00), so I removed it from the outer tube (P/N 11803-00). One of the inner strut tubes was corroded (*through*) approximately 50 per cent of its circumference. The other inner strut tube had multiple corrosion holes through all of the metal. Both short (outer) tubes showed oval elongation at the ends, indicating flexing/bending of the assembly during landing and takeoff. I believe only the relatively new bungee kept this gear from final failure and a resultant ground loop.

“The bungee chords, when installed, cover this area and also (usually) have a cloth or aluminum fairing over them. Detection of this requires removal of the fairings at a minimum, and removal of the bungee to clearly see the outer tube’s circumference. To inspect the area that failed it is necessary to disassemble the unit (P/N 11805-00) and view the inner piece (P/N 11804-00) and outer piece (P/N 11803-00) separately.

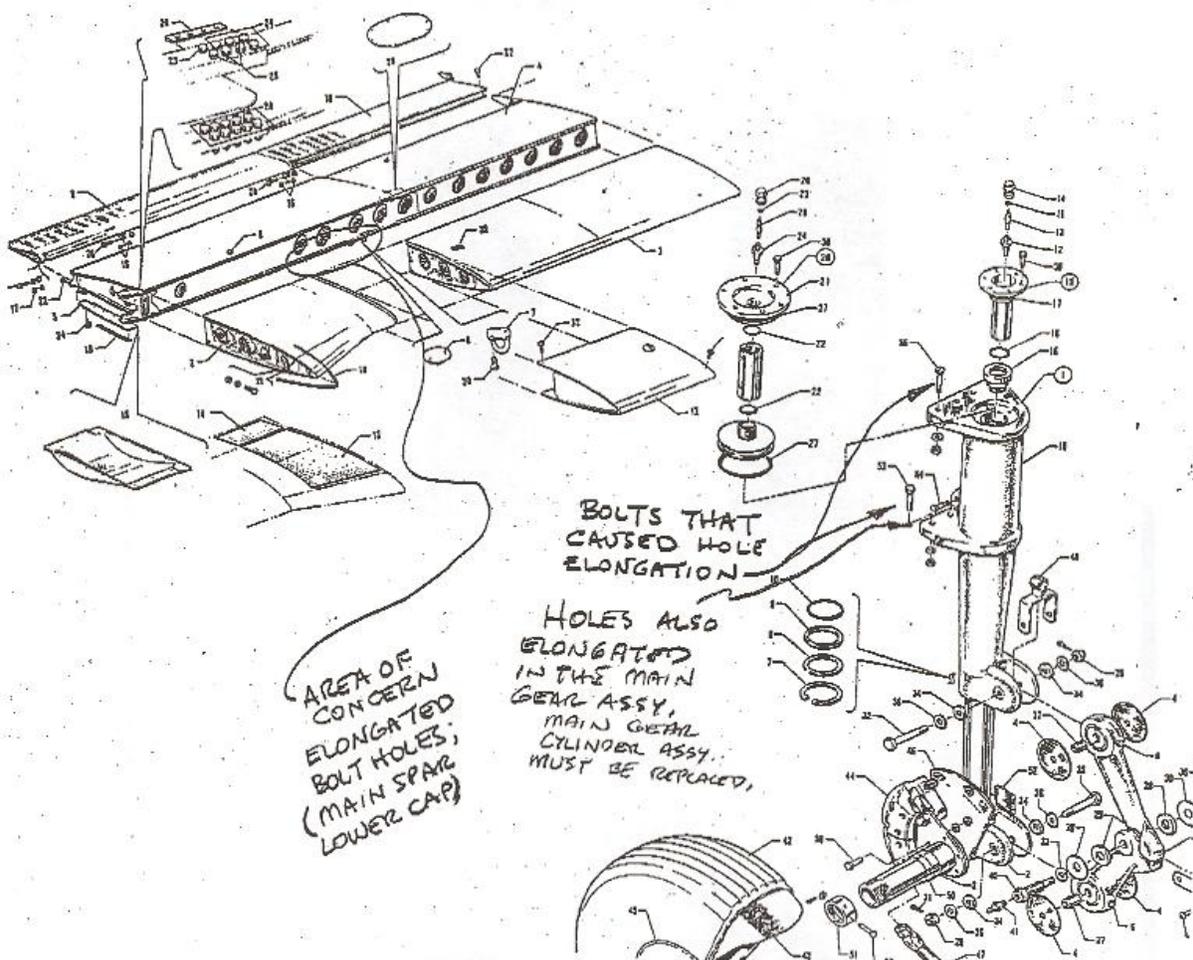
“I would recommend whenever bungee (*cords*) are changed, the pieces (*described*) should be removed from the aircraft, disassembled, and inspected for corrosion.”



(Thank-you for the admonition and pictures. Should this editor ever finish his “garage queen,” he too will have similar, rubber-band concerns.)

### Piper: PA28-140; Worn Landing Gear Mount Holes; ATA 3211

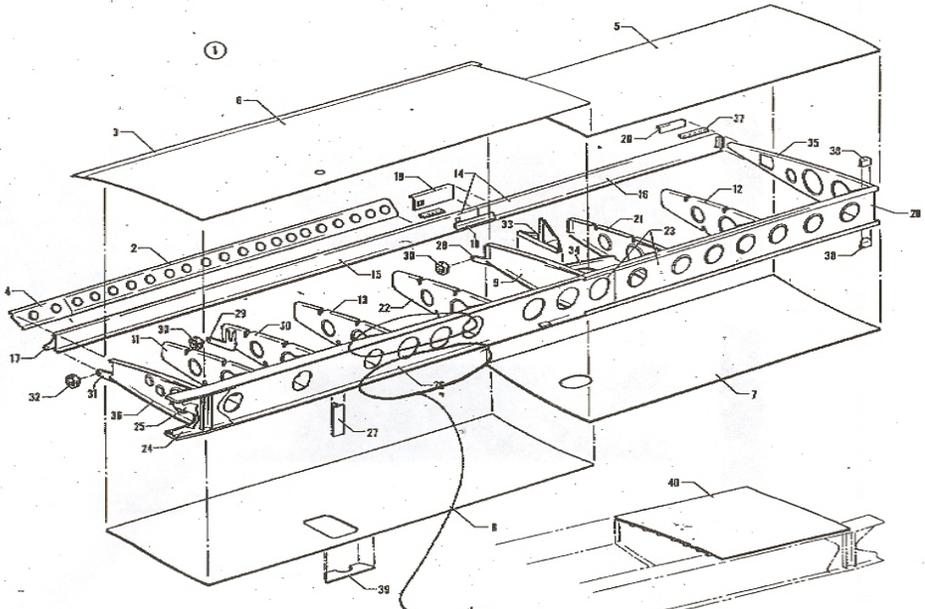
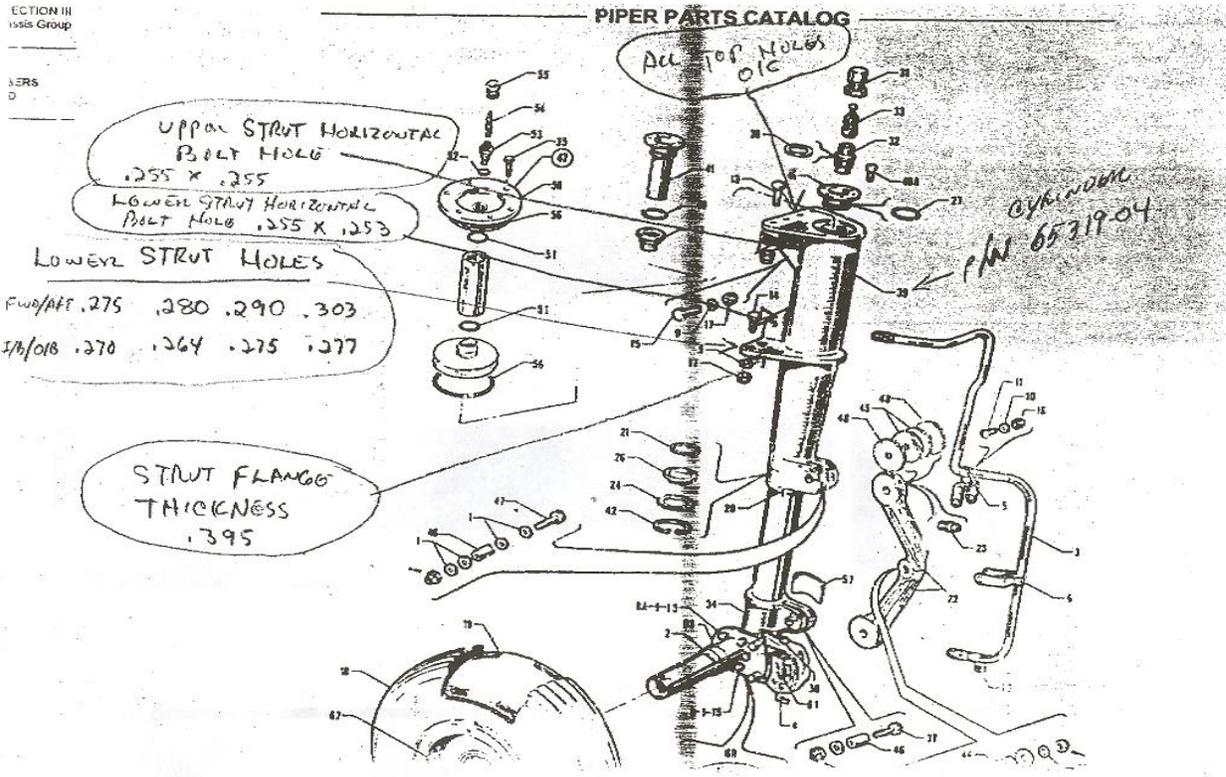
A Designated Airworthiness Representative (DAR) for a repair station describes the following defect. “During an annual inspection of the L/H main landing gear cylinder assembly (P/N 65319-04), it was found to be loose in the main wing spar. The L/H main landing gear was removed for further inspection of the main wing spar assembly’s gear attaching bolt holes and attach points. Close inspection of the wing spar showed the lower four bolt holes had been elongated. The holes in the landing gear cylinder were also found to be elongated. (Apparently, all the bolts were ‘shanked-out,’ leaving the assembly loose for some time.) The aircraft wing spar was repaired. The L/H main landing gear cylinder was replaced with a later model cylinder assembly from Piper since the original part was no longer available. (I) recommend close inspection of landing gear attach points during all inspections.”



SECTION III  
1555 Group

PIPER PARTS CATALOG

VERS  
D



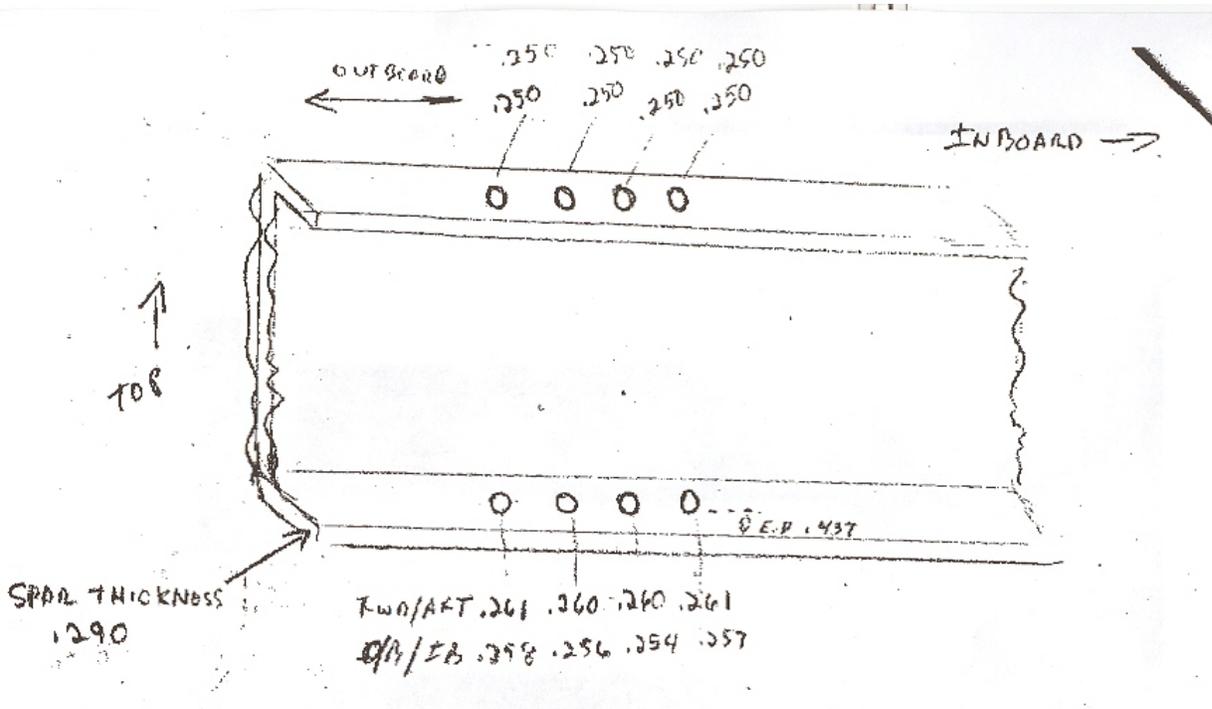
AREA OF ELONGATED MAIN LANDING GEAR BOLT HOLES, MAIN SPAR, LOWER

PIPER AIRCRAFT



CORPORATION

A10



A search of the FAA Service Difficulty Reporting System data base returns 57 entries on the base number since 1991, and 22 entries most specific to the full part number since 1995. Thanks Richard, for this thorough report—and your fax help!

Part Total Time: 3,501.06 hours.

## ROCKWELL

### Rockwell: 695A; Steering Actuator Bolt Failure; ATA 3251

Another repair station submission reads, “During landing gear extension (while on approach) the *gear in transit* light remained on, and the nose landing gear did not indicate *down and locked*. Initial fly-bys indicated the nose landing gear to be only partially extended. After recycling the gear several times, a “clunk” was heard and the nose landing gear extended. Inspection revealed the four AN3 bolts (used to secure the hydraulic steering actuator to the nose landing gear oleo strut) sheared, resulting in the steering actuator hanging only by its hydraulic lines. The unsecured steering actuator had possibly jammed between the nose landing gear strut and the radome, preventing full extension of the nose landing gear. Some radome damage was evident, though no other damage has been found.

“The four broken AN3H11A bolts can be damaged by exceeding the nose landing gear turn limits during towing. It is suspected the bolts were weakened by excessive turning (while towing) sometime in the past, and failed during this flight.”

SECTION II  
LANDING GEAR

GULFSTREAM COMMANDER PARTS CATALOG  
MODEL 8 690C (EIGHT FORTY) 895 (NINE EIGHTY)  
899D (NINE HUNDRED) 988A (ONE THOUSAND) AND 990B

B

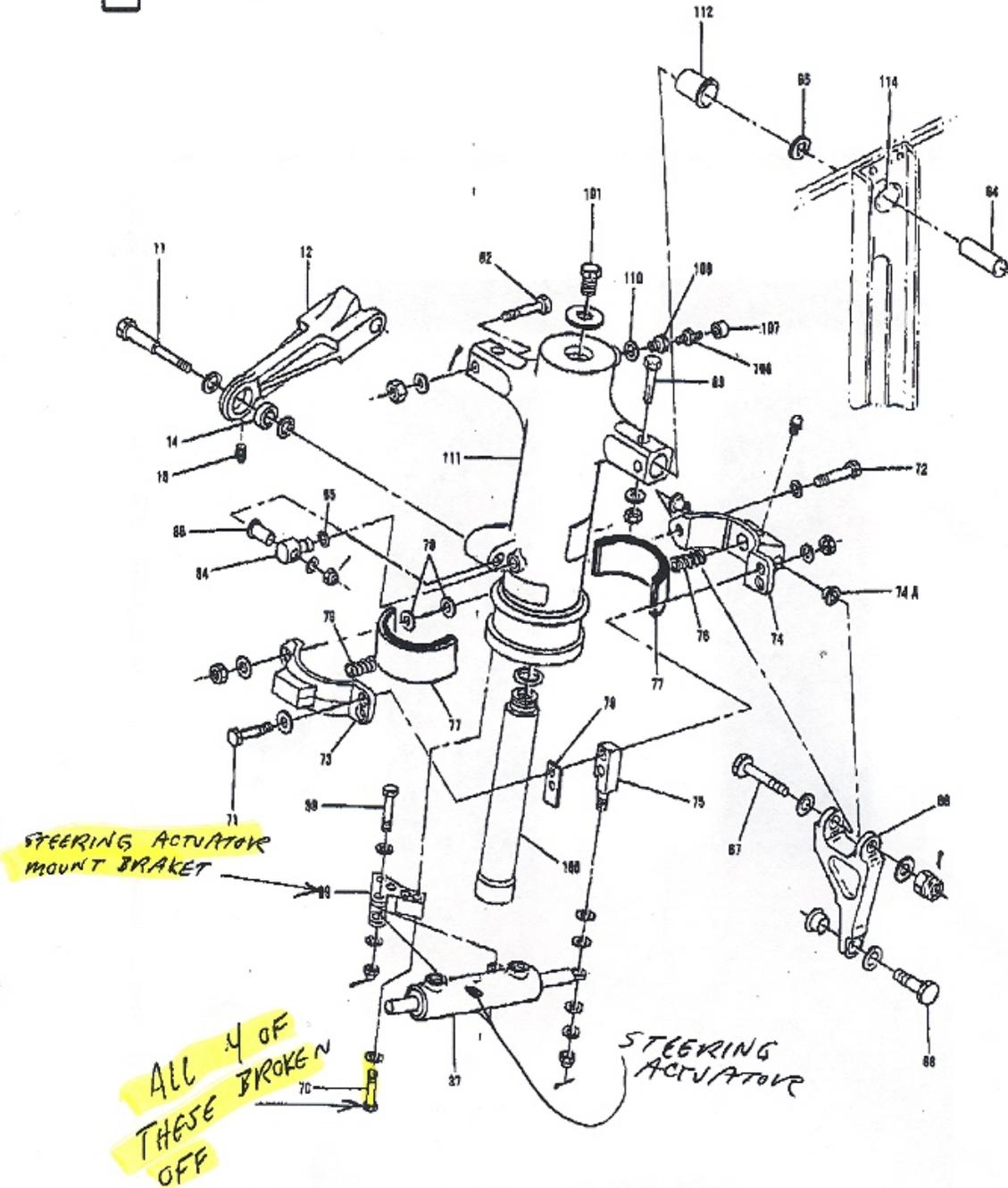


Figure 2-19. Nose Landing Gear Installation (Sheet 2 of 5)

2-113

Part Total Time: 3,934.0 hours.

# HELICOPTERS

## HILLER

### Hiller: UH-12E; Main Rotor Hub Cracked; ATA 6220

A helicopter operation submits a defect report for their aircraft's cracked rotor hub (P/N 51437-11); unfortunately, no description or dimensions were provided. What is interesting is an ongoing AD issued 34 years ago providing for recurrent, dye-penetrant inspections of this hub every 50 hours—the directive is still fulfilling its safety function (*scanned copy follows*). The rotor hub had been overhauled 264.5 hours prior to the crack's discovery, 108.5 hours short of its 2,500 hour service life. The only thing missing from this success story is photographs and much needed historical commentary—maybe next time?

### Airworthiness Directive

#### › Federal Register Information

##### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-1724; AD 73-20-03

Airworthiness Directives; Hiller Models UH-12, UH-12A, UH-12B, UH-12C, UH-12D, and UH-12E Helicopters

PDF Copy (If Available):

##### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective October 30, 1973.

##### ▼ Regulatory Information

**73-20-03 HILLER AVIATION:** Amdt. 39-1724. Applies to Hiller Model UH-12, UH-12A, UH-12B, UH-12C, UH-12D, and UH-12E Helicopters certificated in all categories.

Hiller Models UH-12, UH-12A, UH-...

Page 1 of 2

Compliance required within the next 5 hours time in service after the effective date of this AD, unless already accomplished on receipt of the airmail AD dated September 6, 1973, and thereafter at intervals not to exceed 50 hours time in service from the last inspection.

To detect cracks in the main rotor hub P/N's 51437, 51437-6, 51437-7, 51437-8, 51437-9, 51437-11, 51437-901, and 51437-11-911, accomplish the following: Conduct dye penetrant inspection of the main rotor hubs P/N's 51437, 51437-6, 51437-7, 51437-8, 51437-9, 51437-11, 51437-901, 51437-11-911, inside the hub in the area opposite the control rotor trunnion attachments. If cracks are found, replace with a new part before further flight and continue the 50 hour interval dye penetrant inspections. Report cracks found, model and serial number, and total time in service on the main rotor hub, to Chief, Aircraft Engineering Division, Federal Aviation Administration, Western Region, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. (Reporting approved by the Bureau of the Budget under B.O.B. No. 04-R0174).

This amendment is effective on October 30, 1973.

*(A search of the FAA Service Difficulty Reporting System data base records six entries for cracked rotor heads. This AD has been compressed in format and provided by the editor for reference.)*

Part Total Time: 2,391.5 hours.

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## SIKORSKY

### **Sikorsky: S-76B; Defective Fire Sensor; ATA 2612**

A technician says this aircraft was returning from a hospital with an onboard patient "...when the number one engine fire warning system was activated. The pilot reported the warning lights, horn, and 'T' handles illuminated with the fire warning indication. The warning stayed on for approximately 30 seconds and then went out. After a short period of time, the warning came back. The pilot declared an emergency..." "...and proceeded to the airport. *(Meanwhile)*, the warning system went out and came back on two additional times. The engine power was reduced to idle and then was secured using the fire 'T' handle. When the aircraft was in sight of air-traffic controllers, *(they)* reported no visible smoke trailing the aircraft. The pilot continued on and made an emergency, single engine landing without incident." No evidence of a fire was found, and subsequent troubleshooting revealed a defective fire warning sensor, P/N 6143-473205.

Part Total Time: (unknown).

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## POWERPLANTS

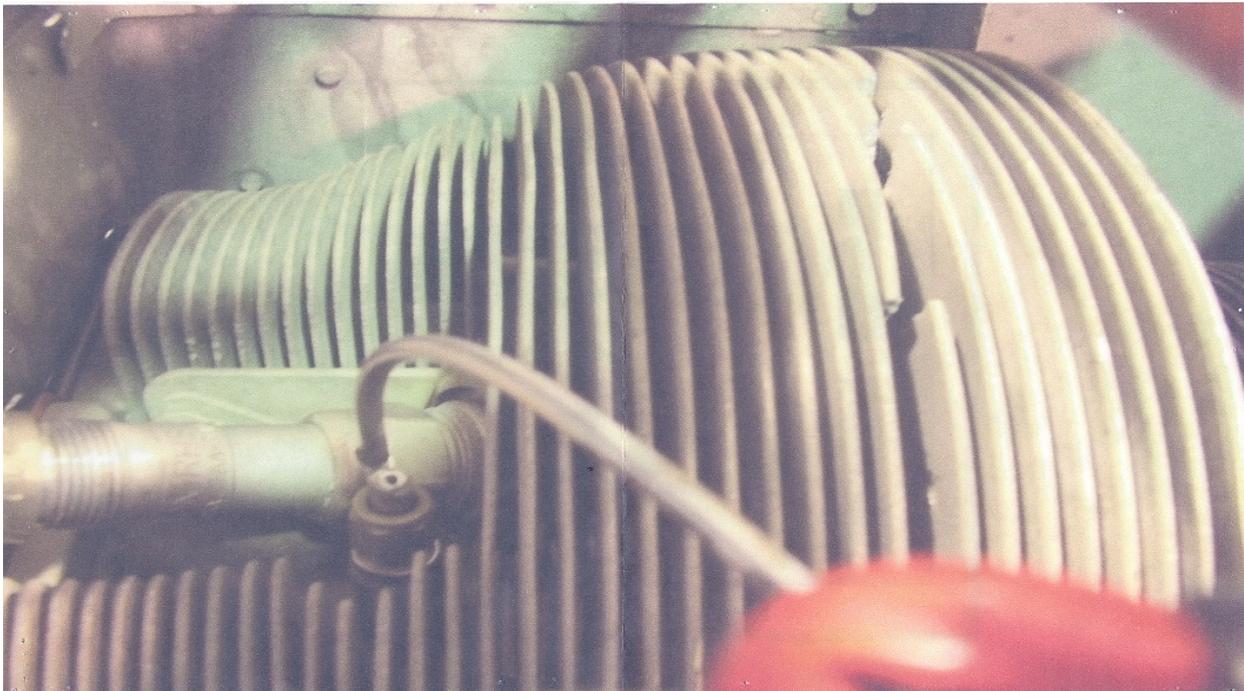
### SUPERIOR AIR

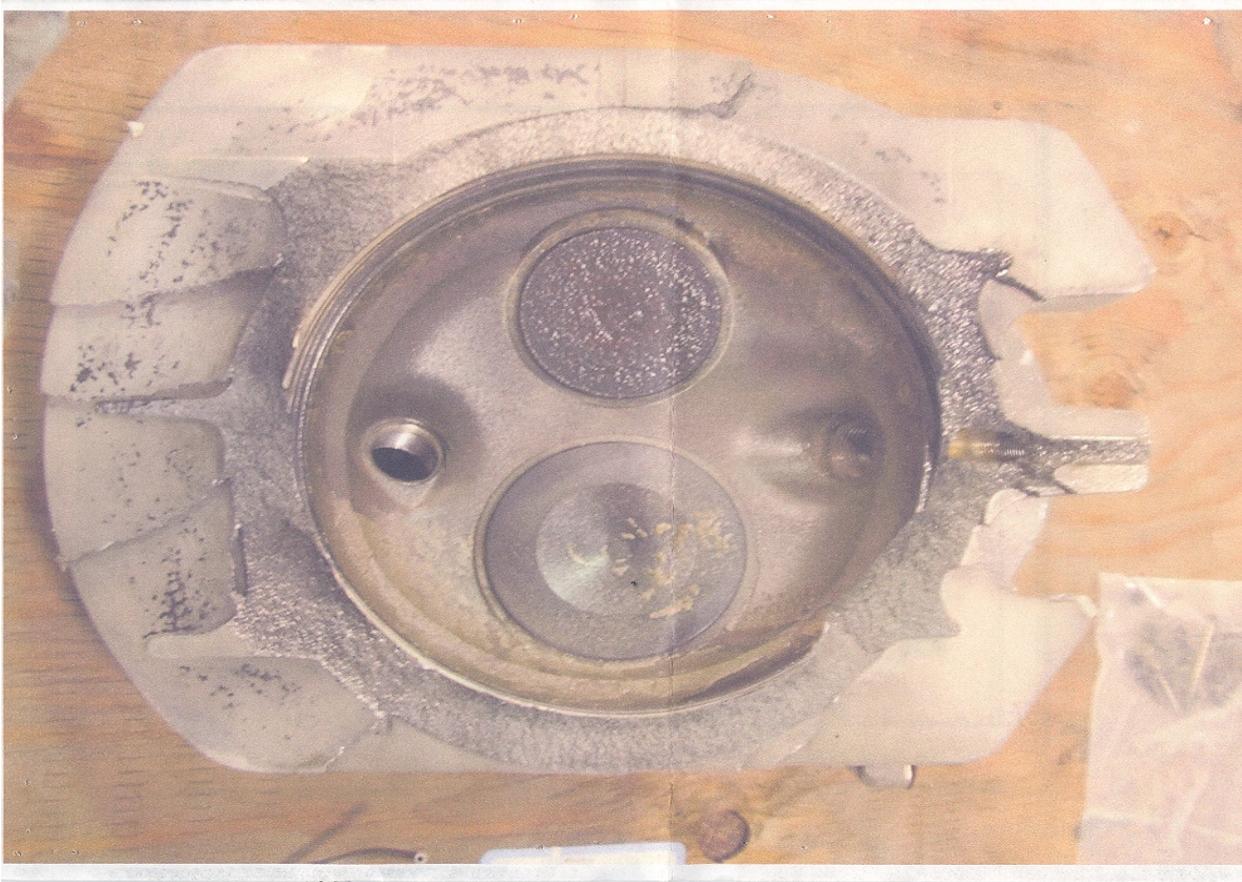
#### **Superior Air: Cylinders; Blown Cylinder Heads; ATA 8530**

*(Not exclusive to this make/model, the following truncated report references a Cessna U206 sporting a continental IO-520.)*

“Both cylinders (P/N SA52000-A20P) failed at take-off power settings within two hours of each other,” states this mechanic. “Failure consisted of complete separation of the head from the barrel, causing (additional) damage to the baffling and exhaust collector. (It also) severed the fuel injector line.”

*(The following two pictures have been vertically compressed to save space.)*





*(A search of the FAA Service Difficulty Reporting System data base records totals 32 entries since year 2000 for this exact part number.)*

Part Total Time: 616.0 hours.

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## **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) 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/>.

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

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

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

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

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

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

The SDRS 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:

Tom Marcotte  
Service Difficulty Reporting System, Program Manager  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125  
Telephone: (405) 954-6500  
SDRS Program Manager e-mail address: [9-AMC-SDR-ProgMgr@faa.gov](mailto:9-AMC-SDR-ProgMgr@faa.gov)

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## IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646

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

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

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

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

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## AVIATION SERVICE DIFFICULTY REPORTS

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

# Federal Aviation Administration

## Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
<a href="#">2006FA0001119</a>				MAGNETO	FAILED
10/20/2006				6324	ENGINE
MAGNETO IS DEAD. (K)					
<a href="#">CA061106012</a>				SEAL	INCORRECT
10/13/2006				163356	BLADE ROOTS
(CAN) PROPELLER WAS FACTORY ASSEMBLE WITH INCORRECT BLADE SEALS ON ALL 3 BLADES. P/N 1633-56 SHOULD HAVE BEEN INSTALL BUT SEALS FOR A NON-OIL FILLED HUB WERE FOUND INSTALLED INSTEAD. THIS WAS A WARRANTY REPAIR.					
<a href="#">CA061030004</a>			JET	SPRING	FAILED
10/6/2006				568195301	VERTICAL GYRO
(CAN) AT PREVIOUS REPAIR UNIT WAS ASSEMBLED WITH A SHOP FABRICATED PRELOAD SPRING OF LARGED DIAMETER AND HIGHER PRESSURE RATE PRELOAD SPRING SHOULD HAVE BEEN REMOVED WHEN MOD 5 INCORPORATED (TC NR 20061030004)					
<a href="#">2006FA0001080</a>				CONTROL VALVE	DEFECTIVE
10/16/2006				790231509	T/E FLAP
PART HAD OVERHAULED TAG INSTALLED SEPT 2004. THE PART WAS INSTALLED ON A COMMANDER AND STILL HAD THE SAME PROBLEM OF DROOPING FLAPS. WE SENT THE UNIT BACK AND THEY SAID IT NEEDED REPAIRED AND ADDITIONAL SERVICED PERFORMED. THE UNIT WAS SENT BACK TO US JULY 2005 AND THE INSTALLED ON ANOTHER AIRCRAFT IN JULY 2006 AND THE SAME PROBLEM OCCURRED WE HAD ON THE PREVIOUS AC. THIS UNIT WAS NOT ON THE AIRCRAFT LONG ENOUGH TO DO ANY KIND OF DAMAGE. WE RAN THE FLAP SYSTEM 1 TIME AND STILL SAME PROBLEM. WE SENT THE PART BACK AGAIN AND THEY SAID IT NEEDED OVERHAULED THIS TIME. WE INSTALLED A NEW FLAP VALVE ON THE AIRCRAFT AND THE PROBLEM IS GONE. (K)					
<a href="#">2006FA0001123</a>				CYLINDER	MISMANUFACTURED
11/14/2006				EC636122ST	ENGINE
INSTALLED CYLINDER ASSEMBLY ON NEWLY OVERHAULED ENGINE. DISCOVERED OIL LEAKING AROUND CYLINDER BASE DURING TEST CELL RUN. REMOVED CYLINDER AND DETERMINED THAT THE CYLINDER BASE IS NOT PROPERLY MACHINED. THERE IS NO RADIUS AT THE AREA WHERE THE O-RING SEAL IS TO SEAT. THIS DOES NOT ALLOW THE O-RING TO PROPERLY SEAL AGAINST THE CRANKCASE. USED RADIUS GAUGES AND OTHER CYLINDERS TO COMPARE AND MAKE THE DETERMINATION THAT THERE WAS A PROBLEM WITH THE CYLINDER. (K)					
<a href="#">2006FA0001120</a>				STARTER	FAILED
11/10/2006				PM2401	ENGINE
STARTER SPINS, BENDIX DOES NOT ENGAGE RING GEAR. (K)					
<a href="#">2006FA0001122</a>				CYLINDER	MISMANUFACTURED
11/14/2006				EC636122ST	ENGINE
INSTALLED CYLINDER ASSEMBLE ON NEWLY OVERHAULED ENGINE. DISCOVERED OIL LEAKING AROUND					

CYLINDER BASE DURING TEST CELL RUN. REMOVED CYLINDER AND DETERMINED THAT THE CYLINDER BASE IS NOT PROPERLY MACHINED. THERE IS NO RADIUS AT THE AREA WHERE THE O-RING SEAL IS TO SEAT. THIS DOES NOT ALLOW THE O-RING TO PROPERLY SEAL AGAINST THE CRANKCASE. USED RADIUS GAUGES AND OTHER CYLINDERS TO COMPARE AND MAKE THE DETERMINATION THAT THERE WAS A PROBLEM WITH THE CYLINDER. (K)

[2006FA0001124](#)

11/14/2006

CYLINDER

EC636122ST

MISMANUFACTURED

ENGINE

INSTALLED CYLINDER ASSEMBLY ON NEWLY OVERHAULED ENGINE. DISCOVERED OIL LEAKING AROUND CYLINDER BASE DURING TEST CELL RUN. REMOVED CYLINDER AND DETERMINED THAT THE CYLINDER BASE IS NOT PROPERLY MACHINED. THERE IS NO RADIUS AT THE AREA WHERE THE O-RING SEAL IS TO SEAT. THIS DOES NOT ALLOW THE O-RING TO PROPERLY SEAL AGAINST THE CRANKCASE. USED RADIUS GAUGES AND OTHER CYLINDERS TO COMPARE AND MAKE THE DETERMINATION THAT THERE WAS A PROBLEM WITH THE CYLINDER. (K)

[2006FA0001121](#)

11/10/2006

STARTER

ES6462382

MALFUNCTIONED

ENGINE

STARTER WILL NOT DISENGAGE. (K)

[CA060824002](#)

8/21/2006

RETAINING RING

50140251

CRACKED

MAIN WHEEL

(CAN) DURING SHOP VISIT AND UPON DISASSEMBLY FOR TIRE REPLACEMENT, RETAINING RING FOR THE OUTER WHEEL HALF FOUND SPLIT AXIAL APPROXIMATELY 60 PERCENT OF ITS CIRCUMFERENCE. (TC NR 20060824002)

[QKPR06002](#)

9/12/2006

HONEYWELL

GTCP36150RR

FCU

38828406

LEAKING

ENGINE

FUEL PRESSURE IN THE DIFFERENTIAL PRESSURE VALVE IS CAUSING SEVERE PITTING INSIDE THE FCU HOUSING. THIS PITTING EVENTUALLY BECOMES A PIN HOLE IN THE HOUSING. THIS PIN HOLE ALLOWS A STREAM OF FUEL, AT IDLE AND WHEN PRESSURE IS APPLIED, TO EXIT THE FCU. POTENTIALLY, IF THIS PROBLEM IS NOT CORRECTED IT COULD CREATE A FIRE HAZZARD.

[QKPR06001](#)

9/12/2006

HONEYWELL

GTCP36150RR

FCU

38828406

LEAKING

ENGINE

FUEL PRESSURE IN THE DIFFERENTIAL PRESSURE VALVE IS CAUSING SEVERE PITTING INSIDE THE FCU HOUSING. THIS PITTING EVENTUALLY BECOMES A PIN HOLE IN THE HOUSING. THIS PIN HOLE ALLOWS A STREAM OF FUEL, AT IDLE AND WHEN PRESSURE IS APPLIED, TO EXIT THE FCU. POTENTIALLY, IF THIS PROBLEM IS NOT CORRECTED IT COULD CREATE A FIRE HAZZARD.

[QKPR06003](#)

6/29/2006

HONEYWELL

GTCP36150RR

FCU

38828406

LEAKING

ENGINE

FUEL PRESSURE IN THE DIFFERENTIAL PRESSURE VALVE IS CAUSING SEVERE PITTING INSIDE THE FCU HOUSING. THIS PITTING EVENTUALLY BECOMES A PIN HOLE IN THE HOUSING. THIS PIN HOLE ALLOWS A STREAM OF FUEL, AT IDLE AND WHEN PRESSURE IS APPLIED, TO EXIT THE FCU. POTENTIALLY, IF THIS PROBLEM IS NOT CORRECTED, IT COULD CREATE A FIRE HAZZARD. ORIGINAL DIFFICULTY DATE 6/29/01.

[CA061115002](#)

6/16/2006

GARRTT

TFE731\*

CSD

8210263

MAKING METAL

PROPELLER

(CAN) S/N 2479220 UNIT OVERHAULED AT MFG. UNIT WAS INSTALLED ON ENGINE IN A TEST CELL AND WAS RETURNED WITH TSO: 0.0 AND REPORTED SNAG OF RESET PRESSURE TOO LOW, PART REJECTED. AFTER DISASSEMBLY AT OUR FACILITY IT WAS NOTICED THAT THE INTERNAL SHAFT ASSEMBLY WAS SCORING THE HOUSING, MAKING METAL AND PROGRESSING TOWARD SEIZURE AND POSSIBLE SHAFT SHEARING. ALTHOUGH THE CAUSE HAS NOT BEEN DETERMINED, OIL STARVATION IS SUSPECTED. UNIT HAS BEEN SENT TO (OEM) FOR A LABORATORY INVESTIGATION TO DETERMINE THE FAILURE ROOT CAUSE. RESULTS OF THE INVESTIGATION WILL FOLLOW. (TC NR 20061115002)

<a href="#">CA061102005</a>	GARRTT		FIREWALL	CRACKED
11/2/2006	TPE3315251K		K6600013	NACELLE
(CAN) CRACKS FOUND IN FIREWALL ASSEMBLY WHILE DOING SB 217. (TC# 20061102005)				
<a href="#">CA061019012</a>	LYC	PREAIR	FLOAT	UNSERVICEABLE
8/21/2006	O320*		30804	CARBURETOR
(CAN) THE CARBURETOR WAS DISASSEMBLED INSPECTED AND THE FLOAT ASSY HAD GAS IN .5 OF THE FLOAT. FLOAT HAD NO APPARENT HOLES OR CRACKS AS FLUID WAS INSIDE AND WOULD NOT DRAIN OUT. (TC NR 20061019012)				
<a href="#">CA061005001</a>	PWA		LINE	DAMAGED
10/5/2006	JT15D4			ANTI ICE SYS
(CAN) SEE REPORT ATTACHED GAS GENERATOR DISPLAYED VISIBLE SIGNS OF COKED OIL ON THE EXTERNAL CASING. ENGINE OIL LEAK WAS CAUSED BY ANTI-ICING STEEL TUBE DEBONDING FROM THE INTERMEDIATE CASE CASTING AT THE STEEL TAB USED TO LOCATE THE TUBE DURING THE CASTING PROCESS. THE TAB PROTRUDES INTO THE OIL TANK AND IF DEBONDED CAN CAUSE OIL LEAKAGE. ENGINEERING REPORT ATTACHED TO THIS SDR. (TC NR 20061005001)				
<a href="#">CA060929005</a>	PWA		DUCT	DAMAGED
9/28/2006	PT6A34		310926302	ENGINE
(CAN) WHILE PERFORMING A BOROSCOPE INSPECTION DURING A REGULARLY SCHEDULED FUEL NOZZLE CHANGE, DAMAGE WAS FOUND ON THE LARGE EXIT DUCT. THE (LED) WAS CHANGED AND UPON CLOSER INSPECTION IT WAS FOUND THAT A LARGE HOLE HAD BEEN BURNED THROUGH ONE LAYER OF THE DUCT AND CRACKS HAD FORMED IN THE SECOND LAYER. THE ENGINE HAD OF 3034.6 TSN HOURS AND 6819 CYCLES. THIS WAS THE THIRD (LED) THAT THIS OPERATOR HAS HAD PROBLEMS WITH. IT IS SUSPECTED THAT EITHER A BAD FUEL NOZZLE (NOZZLES HAVE BEEN SENT OUT FOR TESTING) OR MATERIAL DEFECT CAUSED THE FAILURE. (TC NR 20060929005)				
<a href="#">CA061124001</a>	PWA		COMPRESSOR	DAMAGED
11/23/2006	PT6A34			ENGINE
(CAN) ENGINE TEARDOWN RELATED TO AN IFSD AND A POSSIBLE COMPRESSOR FAILURE. TEARDOWN NOT YET CONCLUSIVE. IT WAS NOT A COMPRESSOR FAILURE BUT APPEARS TO BE FAILURE OF ONE OR MORE CT BLADES AND THEN CAUSED A STRUCTURAL FAILURE OF THE GAS GENERATOR CASE, WHICH THEN RESULTED IN COMPRESSOR DAMAGE. COMPRESSOR ROTOR WAS LOCKED UP BUT THE PT ROTOR WAS FREE TO ROTOATE. IT APPEARS TO BE UNECONOMICAL TO REPAIR THIS ENGINE. (TC# 20061124001)				
<a href="#">CA061123003</a>	PWA		IMPELLER	CRACKED
11/23/2006	PT6A50			ENGINE
(CAN) "IMPACT DAMAGE AND A CRACKED IMPELLER". A CRACK IN THE OUTER IMPELLER WAS FOUND. (TC# 20061123003)				
<a href="#">CA061123002</a>	PWA		ENGINE	MAKING METAL
11/23/2006	PW121		PW121	
(CAN) METAL CONTAMINATION OF TURBOMACHINE OIL SYSTEMS DETECTED VIA TREND MONITORING ANALYSIS.				
<a href="#">CA061122004</a>	PWA		GAS GENERATOR	CRACKED
11/22/2006	PW123D			ENGINE
(CAN) SEE REPORT ATTACHED REGARDING SMOKE IN THE EXHAUST DURING ENGINE SHUTDOWN. ENGINE S/N AG0060 DISASSEMBLY OF ENGINE REVEALED LARGE AMOUNT OF COKED OIL IN THE TURBINE SUPPORT CASE (NR 5 BEARING VENT TUBE AREA), WHICH IS TYPICALLY INDICATIVE OF CRACKS IN THE NR 5 BEARING SUPPORT AREA OF THE GAS GENERATOR CASE. OIL FROM THESE CRACKS CONTAMINATED THE P3 AIR SYSTEM. (TC# 20061122004)				
<a href="#">2006FA0001154</a>	RROYCE		DISC	WORN

11/13/2006

RB211524G19

RB211524G19

ENGINE

(REF NR: MDR/004/06) STRIP EXAMINATION REVEALED HEAVY RUBS TO THE LP1 TURBINE DISC AND TO THE LP1 AND LP2 TURBINE BLADES. INITIAL EXAMINATION HAS FAILED TO IDENTIFY THE CAUSE OF THE BLADE AND DISC CONTACT ALL SETTINGS APPEARING NORMAL A REVIEW OF SERVICE OPERATION HAS FAILED TO IDENTIFY ANY INCREASE IN VIBRATION IN SERVICE. (K)

[CA061103009](#)

AEROSP

PWA

ENGINE

FAILED

10/5/2006

ATR42\*

PW120

(CAN) ON TAKEOFF ENGINE POWER REDUCED UNCOMMANDED FOLLOWED BY SMOKE IN THE CABIN AIR. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION FOUND THE PROPELLER SEIZED AND METAL DEBRIS IN THE ENGINE CASES. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103009)

[CA061103006](#)

AEROSP

PWA

TUBE

CRACKED

8/10/2006

ATR42\*

PW121

OIL TRANSFER

(CAN) FOLLOWING TAKEOFF ENGINE SPEEDS REDUCED UNCOMMANDED AND AN ENGINE FIRE WARNING ACTIVATED. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION FOUND THE PROPELLER DIFFICULT TO ROTATE, EVIDENCE OF OVER-HEATING ON THE GAS GENERATOR CASE, AND A FRACTURED OIL TRANSFER TUBE. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103006)

[CA061013001](#)

AEROSP

PWA

DUCT SEAL

LEAKING

10/10/2006

ATR42300

PW120

690200

BLEED AIR SYS

(CAN) ENROUTE THE CREW OBSERVED A BLEED AIR LEAK WARNING. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED WITH NO FURTHER PROBLEM. MAINTENANCE DETERMINED THAT A BLEED AIR SYSTEM DUCT SEAL HAD FAILED. THE AIRCRAFT IS AWAITING PARTS. (TC NR 20061013001)

[CA061002010](#)

AEROSP

PWA

CONNECTOR

BURNED

9/28/2006

ATR42300

PW120

E0052R22B55SNE

ELECTRICAL PWR

(CAN) CONNECTOR WAS SHORTING ACROSS INSULATING MATERIAL. PROBLEM WAS BETWEEN ADJACENT PIN CONTACTS. MATING CONNECTOR 704VC WAS UNHARMED. BURNED CONTACTS HAD LOTS OF BLACK CARBON ON THEM. (TC NR 20061002010)

[CA061003003](#)

AEROSP

PWA

BRUSH BLOCK

UNKNOWN

9/28/2006

ATR42300

PW120

PROPELLER

(CAN) DURING CLIMB AFTER DEPARTURE THE CREW OBSERVED AN ANTI-ICE FAULT ON NR 1 POSITION. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE BRUSHES ON NR 1 BRUSH BLOCK AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061003003)

[CA061120008](#)

AEROSP

PWA

HAMSTD

SPACER

TORN

11/17/2006

ATR42300

PW120

78229911

PROPELLER

(CAN) PROPELLER BLADE INSPECTED AND FOUND TIGHT IN HUB. INVESTIGATION REVEALED PROP BLADE SPACER HAD FAILED. PROP BLADE REMOVED AND NEW SPACER INSTALLED. PROP BLADE REINSTALLED AND GROUND RUN CHECKED SERVICEABLE.

[CA061106006](#)

AEROSP

PWA

ENGINE

FAILED

11/1/2006

ATR42300

PW120

(CAN) IN CRUISE THE ENGINE EMITTED A LOUD NOISE AND ENGINE ITT TEMPERATURE WAS SEEN TO INCREASE. POST-FLIGHT INSPECTION FOUND THE PROPELLER COULD NOT BE ROTATED. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

[CA061116004](#)

AEROSP

PWA

CABLE

ARCED

11/10/2006

ATR42300

PW120

DC GENERATOR

(CAN) ON START UP THE NR 2 STARTER GENERATOR `PLUS` CABLE ARCED THROUGH A FEW INCHES FROM THE CONNECTION AT THE STARTER. THE CABLE WAS COMPLETELY SEVERED AND THE ADJACENT CONDUCTORS WERE DAMAGED. THE NR 2 GENERATOR, AFFECTED CONDUCTORS AND THE INVERTER WERE REPLACED AND THE AIRCRAFT RETURNED TO BASE WHERE ADDITION ASSESSMENT IS ON GOING.

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<a href="#">CA061106003</a>	AEROSP	PWA	ENGINE	SHUTDOWN
10/15/2006	ATR42300	PW120		

(CAN) THE ENGINE WAS REPORTED TO HAVE EXPERIENCED THREE INCIDNETS OF TORQUE FLUCTUATION RESULTING IN EITHER PROPELLER FEATHERING OR IN-FLIGHT SHUT-DOWN BETWEEN OCTOBER 15TH AND 17TH. THE ENGINE FUEL SYSTEM COMPONENTS WERE SUBSEQUENTLY REMOVED FOR INVESTIGATION. P&WC WILL MONITOR THE INVESTIGATION AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC# 20061106003)

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<a href="#">CA061006007</a>	AEROSP	PWA	PRECOOLER	UNKNOWN
8/24/2006	ATR72	PW124B	ENGINE	

(CAN) THE ENGINE LOW OIL PRESSURE WARNING ACTIVATED DURING A FLIGHT TEST. THE ENGINE WAS SHUTDOWN IN FLIGHT. THE FUEL-COOLED-OIL-COOLER AND FUEL HEATER WERE SUBSEQUENTLY REPLACED. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006007)

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<a href="#">CA061101001</a>	AIRBUS	GE	VALVE	BROKEN
10/24/2006	A310	CF680C	A2824004900200	FUEL SYSTEM

(CAN) WHILE PERFORMING A GENERAL VISUAL INSPECTION INSIDE THE RIGHT HAND/OUTER FUEL TANK, THE OUTBOARD FUEL PUMP SEQUENCE VALVE WAS FOUND BROKEN. DEBRIS OF THE SEQUENCE VALVE WHERE FOUND NEARS THE RESPECTIVE FUEL PUMP CANISTER. AREA WAS CLEAN OUT. SEQUENCE VALVE ASSEMBLY REPLACED.

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<a href="#">CA061011005</a>	AIRBUS	GE	ACCESS PANEL	MISSING
9/29/2006	A310300	CF680C2*	A5247017100200	FUSELAGE

(CAN) UPON AIRCRAFT ARRIVAL, DURING WALK AROUND INSPECTION, FOUND THE FWD CARGO DOOR LOWER FWD ACCESS PANEL, FIN811AR, MISSING. MOUNTING HARDWARE, FASTENERS AND LANYARDS WERE STILL ATTACHED TO THE CARGO DOOR. DOOR WAS INSPECTED AND NO FURTHER DAMAGE WAS NOTICED. AIRCRAFT WAS DISPATCH UNDER CDL. NEW PANEL INSTALLED OCT5/06. (TC NR 20061011005)

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<a href="#">CA061114003</a>	AIRBUS	GE	SHUTOFF VALVE	LEAKING
11/7/2006	A310304	CF680C2*	32143304	THRUST REVERSER

(CAN) DURING TAKE OFF AT APPROXIMATELY 100 KNOTS NR 1 ENGINE THRUST REVERSER UNLOCKED LIGHT ILLUMINATED ACCOMPANIED WITH EAM MESSAGE NR 1 ENG REV UNLOCK. THE FLIGHT CREW REJECTED THE TAKE OFF ROLL, CYCLED THE REVERSER WITH NO FAULTS. CREW THEN ELECTED TO RETURN TO GATE. TO AVOID FURTHER DELAY, THE REVERSER WAS DEACTIVATED AND THE FLIGHT WAS DISPATCHED UNDER MEL. DURING TROUBLE SHOOTING FOUND THE PRESSURE REGULATING AND SHUT OFF VALVE BYPASSING. PRESSURE REGULATING/SHUT OFF VALVE REPLACED AND SYSTEM TESTED SERVICEABLE.

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<a href="#">CA061114006</a>	AIRBUS	GE	A/C PACK	ODOR
11/12/2006	A310304	CF680C2*		NR 2

(CAN) IN CLIMB OUT ECAM WARNING MIN EQUIPMENT BAY SMOKE CAME ON WITH BURNING ODOR AND A SMALL AMOUNT OF SMOKE IN THE FLIGHT DECK AND FWD CABIN. AIRCRAFT RETURNED TO THE STATION. MAINTENANCE INSPECTED THE MIN EQUIPMENT COMPARTMENT (NO FINDING). DURING ECS COMPARTMENT INSPECTION FOUND A BOOT LEAKING ON NR 2 PACK HEAT EXCHANGER WITH A BURNING ODOR COMING OUT OF THE PACK. NR 2 ENGINE BLEED AND NR 2 PACK DEACTIVATED AND RELEASE UNDER MEL. GROUND RUN PERFORMED WITH NR 1 SYSTEM AND NO FURTHER WARNING AND BURNING ODOR. DURING INVESTIGATION THE BROKEN BOOT COUPLING WAS REPLACED ON NR 2 PACK. THE AIR-COOLING SYSTEM WAS CLEANED AS PER M/M AND NR 2 COALESCOR BAG WAS REPLACED. SYSTEM WAS GROUND CHECKED SERVICEABLE.

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<a href="#">CA061121001</a>	AIRBUS	GE	ENGINE	FAILED
11/19/2006	A310304	CF680C2A5		NR 2

(CAN) AFTER TAKE OFF AND DURING LEVEL AT 40,000 FT CREW GOT ECAM MESSAGE MIN EQUIPMENT SMOKE WITH OVERHEAD WITH OVERHEAD LIGHT ON AND ODOR IN THE CABIN AND COCKPIT. CREW DECIDED TO RETURN BACK TO THE AIRPORT. QRH PROCEDURES WERE FOLLOWED. BOROSCOPE CARRIED OUT ON BOTH ENGINES. FOUND EVIDENCE OF OIL IN NR 2 ENGINE COMPRESSOR. NR 2 ENGINE REPLACED.

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<a href="#">CA061110005</a>	AIRBUS	CFMINT	FIRE DETECTOR	FAILED
11/2/2006	A319112	CFM565B6	37200000	APU BAY

(CAN) APU EMERG SHUTDOWN ECAM FOLLOWED BY FIRE WARN AND MASTER CAUTION, APU SHUTDOWN VIA MASTER SWITCH, ECAM APU EMERG SHUTDOWN MSG CONTINUED WITH FIRE WARN LIGHT. APU FIRE EXT BUTTON PUSHED, INDICATIONS REMAINED, FIRE BOTTLE DISCHARGED AS PRECAUTION. NO VISIBLE SIGNS OF FIRE OR SMOKE NOTICED. FIRE WARN INDICATION REMAINED, AIRPORT FIRE DEPT CALLED AS PRECAUTION. PLEASE NOTE THAT MANUFACTURER IS L HOTELLIER, LOUIS AND DOES NOT EXIST ON DROP-DOWN LIST. (TC# 20061110005)

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<a href="#">CA061115004</a>	AIRBUS		CONTROL UNIT	MALFUNCTIONED
11/12/2006	A330243		005LG005B	MLG

(CAN) DURING CLIMB, CREW RETRACTED THE LANDING GEAR AND THE LEFT HAND GEAR UNLOCK LIGHT REMAINED ILLUMINATED ALONG WITH ASSOCIATED ECAM NR 1 SYSTEM LT GEAR TRIANGLE AND INTERMITTENT NOSE GEAR UNLOCK LIGHT. THE FLIGHT CREW ELECTED TO DIVERT INTO A MAIN MAINTENANCE BASE FOR RECTIFICATION OF THE FAULT. RECTIFICATION; NR 1 LGCIU REPLACED.

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<a href="#">CA061011004</a>	AIRBUS	RROYCE	OVEN	SMOKE
10/1/2006	A330243	RB211*	72067002M	GALLEY

(CAN) BURNING SMELL WAS NOTICED IN THE FWD GALLEY BY THE FLIGHT ATTENDANT WITH AN ASSOCIATE ECAM SMOKE WARNING OF THE FWD LAVATORY. F/A NOTICED SMELL COMING FROM NR 3 OVEN TIMER. OVEN WAS SWITCHED OFF FOR THE REMAINING OF THE FLIGHT WITH NO FURTHER PROBLEM. AIRCRAFT WAS INSPECTED AT THE ARRIVAL STATION AND THE OVEN WAS DEACTIVATED. OVEN WAS REPLACED ON ARRIVAL AT MAIN BASE. DURING SHOP INSPECTION THE OVEN OPERATION WAS NORMAL BUT A SMALL PIECE OF MELTED PLASTIC WAS FOUND AT THE FWD BOTTOM CORNER OF THE OVEN. OVEN WAS TESTED AND RETURNED TO SERVICE. (TC NR 20061011004)

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<a href="#">CA060410002</a>	AIRBUS	RROYCE	LIMITER	TRIPPED
4/2/2006	A330243	RB211*	532A000004	TE FLAPS

(CAN) AIRCRAFT ARRIVED WITH THE FLIGHT CONTROL FLAPS FAULT ECAM MESSAGE ON FINAL WHEN SELECTING FLAPS 2IN. UNABLE TO EXTEND FLAPS FROM THE 0 POSITION. DURING TROUBLE SHOOTING, FOUND THE LT FLAP TORQUE LIMITER TRIPPED. TORQUE LIMITER REPLACED AND SYSTEM CHECKED SERVICEABLE. (TC NR 20060410002)

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<a href="#">CA060410005</a>	AIRBUS	RROYCE	LIMITER	MALFUNCTIONED
4/6/2006	A330243	RB211*		TE FLAPS

(CAN) AT BEGINNING OF APPROACH, WHEN SELECTING SLATS/FLAPS DOWN, THE FLIGHT CONTROL FLAPS FAULT ECAM CAME ON. UNABLE TO EXTEND FLAPS FROM 0 POSITION. (REPEAT SNAG) DURING INVESTIGATION, FOUND THE LT TORQUE LIMITER AND THE LT ROTARY ACTUATOR TRIPPED. RESET CARRIED OUT. FOUND THE ROTARY ACTUATOR OIL CONTAMINATED WITH WATER. ALL GEARBOXES AND ROTARY ACTUATORS RE-SERVICED WITH NEW OIL AND FLAPS SYSTEM TESTED SERVICEABLE. CAMPAIGN WAS INITIATED TO REPLACE THE OIL IN ALL GEARBOXES AND ROTARY ACTUATORS OF THE A-330 FLEET. (TC NR 20060410005)

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<a href="#">CA061005005</a>	AIRBUS	CFMINT	ECU	FAILED
9/25/2006	A340313	CFM565C4	1851M43P08	NR 2 ENGINE

(CAN) DEPARTURE AND ENROUTE TO DESTINATION, NR 2 ENGINE PARAMETERS ERRATIC, THEN INDICATE THAT NR 2 EGT OVER LIMITS, THEN VIBRATION. ENGINE SHUTDOWN AND BOTTLE DISCHARGED. REPLACED ECU IAW MM, RT VSV ACTUATOR REPLACED. FADEC MOTORING CHK ACCOMPLISHED IAW MM, MIN IDLE LEAK CHK ACCOMPLISHED IAW MM, PWR ASSURANCE CHK ACCOMPLISHED IAW MM, VIBE SURVEY CHK ACCOMPLISHED IAW MM, CHK ACCOMPLISHED IAW MM. ALL CHECKS OK, ENGINE OPS WITHIN NORMAL PARAMETERS. (TC NR 20061005005)

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<a href="#">CA061018006</a>	ARONCA	CONT	SPAR	CRACKED
10/6/2006	LSA7AC	A658		LT WING
(CAN) CRACKING AT REINFORCING PLATES. PREVIOUS DAMAGE AT TIP. HAD PREVIOUS REPAIR. REPLACED BOTH FRONT AND REAR SPARS. (TC NR 20061018006)				
<a href="#">CA061108008</a>	BAG		DIODE	MELTED
10/30/2006	JETSTM3212			MLG CONTROL
(CAN) DEFECT LANDING GEAR FAILED TO EXTEND. CIRCUIT BREAKER RESET AS PER QRH. GEAR LOWERED NORMALLY. RECTIFICATION LANDING GEAR WARNING SYSTEM TROUBLESHOT. FOUND DIODE 1GA28(P/N IN4007) TO BE MELTED. ALSO FOUND CAPACITOR 1GA26(P/N 114-19152) TO BE UNSERVICEABLE. NEW CAPACITOR AND DIODE INSTALLED. GROUND TEST CARRIED OUT AND FOUND SERVICEABLE. REF. W/O 1612 AND LOG PAGE 5037. DATE CLEARED OCTOBER 31, 2006. (TC# 20061108008)				
<a href="#">CA061106009</a>	BAG		LINE	CHAFED
11/3/2006	JETSTM3212		137311D1431	HYD SYSTEM
(CAN) L/H HYDRAULIC BRAKE LINE FOUND LEAKING FLUID. LEAK FOUND AT MYCARTA CLAMPING BLOCK. NEW LINE INSTALLED. (TC# 20061106009)				
<a href="#">CA061024003</a>	BAG	GARRTT	UNKNOWN	ODOR
10/24/2006	JETSTM3212	TPE33110UG		COCKPIT
(CAN) DURING CRUISE FLIGHT CREW COULD DETECT FUMES OF AN ELECTRICAL NATURE. AIRCRAFT RETURNED TO DEPARTURE POINT WITHOUT INCIDENT. A MAINTENANCE INVESTIGATION IS UNDER WAY TO DETERMINE THE CAUSE OF THE FUMES/ODOUR. A REPORT WILL FOLLOW WHEN CAUSE IS IDENTIFIED. (TC# 20061024003)				
<a href="#">CA061020004</a>	BAG	GARRTT	LINE	CRACKED
10/14/2006	JETSTM3212	TPE33110UG	1379287L405	LT NACELLE
(CAN) P3 LINE FLANGE FOUND WITH SMALL CRACK DURING ROUTINE ENGINE CHANGE. LINE REPLACED WITH NEW UNIT. (TC# 20061020004)				
<a href="#">CA061108005</a>	BAG	GARRTT	BRACKET	CRACKED
9/12/2006	JETSTM3212	TPE33110UG	137203B5761	TE FLAP
(CAN) FLAP SLAT BRACKETS CRACKED AT RADIUS. (TC NR 20061108005)				
<a href="#">CA061109005</a>	BAG	GARRTT	BRACKET	CRACKED
9/4/2006	JETSTM3212	TPE33110UG	137204B5167	TE FLAP
(CAN) IB FLAP P/N 13760B463, SLAT BRACKETS P/N 137204B51 AND 137205B67 FOUND CRACKED AT BEND RADIUS. REMOVED AND REPLACED WITH NEW. (TC NR 20061109005)				
<a href="#">2006FA0001097</a>	BBAVIA	CONT	SPRING	DAMAGED
8/15/2006	11AC	A65*	2609	TAIL WHEEL
TAIL WHEEL SPRING STRETCHED AT HOOK CPVSWG PILOT TO LOOSE RUDDER CONTROL PAD DEPART TAXIWAY. (K)				
<a href="#">CA061002005</a>	BBAVIA	LYC	CABLE	DAMAGED
8/31/2006	7GCBC	O320A2B		AILERON TAB
(CAN) IAW AD 2005-24-10 AND MFG SERVICE LETTER NR 427, THE FLIGHT CONTROL CABLE INCLUDED IN THE WING RETROFIT KIT WAS INSPECTED FOR PROPER SWAGING. AILERON CABLES REQUIRED PROPER SWAGING. (TC NR 20061002005)				
<a href="#">CA060619013</a>	BEECH	PWA	BEECH	CORRODED
5/30/2006	100BEECH	PT6A28	115430100605	EMERGENCY EXIT
(CAN) INNER SURFACE LOWER CENTER AREA BETWEEN WINDOW AND LOWER FRAME. CORROSION SPOT 1CM				

WIDE. WHEN BLENDED MATERIAL THICKNESS WAS INSUFFICIENT. (TC NR 20060619013)

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<a href="#">CA060619014</a>	BEECH	PWA	SKIN	CRACKED
5/30/2006	100BEECH	PT6A28	5012006896	CENTER WING

(CAN) SKIN P/N 50-120068-96 CRACKED AT HIGH SHEAR FASTENERS ATTACHING SKIN TO WING ATTACH FITTING. CRACKS (2) ORIGINATE FROM EDGE OF FASTENER COUNTERSINKS AND HEAD TOWARD NEXT FASTENER LOCATION. (TC NR 20060619014)

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<a href="#">CA060911001</a>	BEECH	PWA	INDICATOR	INOPERATIVE
9/9/2006	1900C	PT6A65B		MLG

(CAN) DURING FLIGHT TRAINING GEAR WAS EXTENDED. THERE WAS NO RT MAIN GEAR DOWN AND LOCKED LIGHT. AN EMERGENCY GEAR EXTENSION WAS CARRIED OUT. RT MAIN GEAR LIGHT STILL NOT ILLUMINATED. LAMP TEST CARRIED OUT WITH GEAR HANDLE RED INTRANSIT LIGHT ILLUMINATED. PILOTS WERE UNABLE TO REMOVE LIGHT HOLDER TO INSPECT BULBS. EMERGENCY LANDING DECLARED. LANDING GEAR VISUALLY CHECKED DURING A CIRCUIT BY MAINTENANCE PERSONNEL. GEAR APPEARED DOWN AND LOCKED. AIRCRAFT LANDED WITHOUT EVENT. MAINTENANCE PERSONNEL INSTALLED GEAR PINS AND TOWED AIRCRAFT BACK TO HANGER. FAULTY BULB REPLACED AND SEVERAL GEAR SWINGS CARRIED OUT. NO FAULTS FOUND. THIS PROBLEM COULD HAVE BEEN LESS EVENTFUL IF THE PILOTS WERE MORE EASILY ABLE TO REMOVE LIGHT HOLDER. MAINTENANCE HAD SIMILAR DIFFICULTY IN REMOVING LAMP HOLDER. (TC NR 20060911001)

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<a href="#">CA061002011</a>	BEECH	PWA	CONNECTOR	DAMAGED
9/29/2006	1900C	PT6A65B	5038912131	NR 2 PROPELLER

(CAN) FAULT - LT SIDE AUTOFEATHER LIGHT DOES NOT ARM. NR 2 HIGH PRESS FEATHER SWITCH CONNECTOR, CONNECTOR PIN LETTER B REPLACED. SWITCH CONNECTORS CLEANED. PROBLEM SEEMED TO BE CAUSED BY CONTAMINATION. (TC NR 20061002011)

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<a href="#">CA061006016</a>	BEECH	PWA	PLANETARY GEAR	WORN
6/15/2006	1900C	PT6A65B		RGB

(CAN) DURING CLIMB, ENGINE POWER FLUCTUATED ACCOMPANIED BY AN INCREASE IN ITT TEMPERATURE AND LOW OIL PRESSURE. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INVESTIGATION REVEALED FIRST STAGE PLANETARY GEAR DISTRESS. (TC NR 20061006016)

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<a href="#">CA061026003</a>	BEECH	PWA	WHEEL	DEPARTED
10/25/2006	1900C	PT6A65B	50060285	MLG

(CAN) PILOTS DISCOVERED NR 4 WHEEL ASSY MISSING AFTER ARRIVING AT DESTINATION. PASSENGER SAID A BANG WAS HEARD DURING TAKE-OFF. MAINTENANCE PERSONNEL DISPATCHED TO INSPECT AIRCRAFT, AND IF INSPECTED SERVICEABLE INSTALL NEW WHEEL ASSY AND RETURN TO BASE. AIRCRAFT INSPECTED SERVICEABLE, M/W INSTALLED AND AIRCRAFT FLOWN TO BASE. O/B BEARING APPEARS TO HAVE FAILED. (TC# 20061026003)

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<a href="#">CA061106016</a>	BEECH	PWA	SWITCH	FAILED
11/4/2006	1900D	PT6A67D	1015210579	TE FLAPS

(CAN) AFTER TWO MISSED APPROACHES, THE FLAPS WOULD NOT RETRACT FROM 17 DEGREES. AIRCRAFT DIVERTED, ON THE GROUND THE FLAP ASYMETRICAL OVERRIDE SWITCH WAS USED AND FLAPS RETRACTED. THE FLAPS WERE THEN DEFERRED UNTIL MAINTENANCE INSPECTED SYSTEM AND FOUND FAULTY ASYMETRICAL SWITCH. SWITCH WAS REPLACED.

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<a href="#">CA061106017</a>	BEECH	PWA	TRANSDUCER	MALFUNCTIONED
11/4/2006	1900D	PT6A67D	1013890235	OIL PRESSURE

(CAN) ON CLIMB NR 2 ENGINE DISPLAYED OIL PRESSURE FLUCTUATIONS FROM 120 TO 60 PSI. NO LOW OIL PRESSURE LIGHTS ILLUMINATED AND NO TORQUE FLUCUATIONS. THEY ELECTED TO RETURN TO AIRPORT. MAINTENANCE REPLACED THE R/H OIL PRESSURE TRANSDUCER AND AIRCRAFT WAS TESTED AND RETURNED TO SERVICE.

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<a href="#">CA061006017</a>	BEECH	PWA	ENGINE	LEAKING
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9/9/2006 1900D PT6A67D

(CAN) IN FLIGHT THE ENGINE LOST OIL PRESSURE. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT-OF-DEPARTURE. POST-FLIGHT INSPECTION REVEALED A LOW ENGINE OIL LEVEL AND NOISES FROM THE ENGINE POWER SECTION ON ROTATION. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006017)

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[CA061006012](#) BEECH PWA ENGINE LEAKING

9/18/2006 1900D PT6A67D

(CAN) DURING TAKE-OFF CLIMB, THE ENGINE LOW OIL PRESSURE WARNING ACTIVATED AND OIL PRESSURE DECREASED TO ZERO. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. INSPECTION REVEALED OIL IN THE ENGINE EXHAUST DUCT. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006012)

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[CA061003004](#) BEECH PWA ANGLE CRACKED

9/26/2006 1900D PT6A67D 114430002179 BS 288

(CAN) WHILE COMPLETING A PRESSURIZATION CHECK OF THE CABIN, AIR WAS FOUND TO BE LEAKING OUT AROUND SPAR/ FUSE JOINT AREA. CRACKS WERE FOUND ON THE LT AND RT WING-FUSELAGE CLOSING ANGLES AT FS 288 IN THE SAME SPOTS MEASURING 1.7500 INCHES EACH. LT ANGLE IS P/N 114-430002-179 AND THE RT IS 114-430002-180. CRACKS REPAIRED IAW SRM 53-90-23. (TC NR 20061003004)

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[CA061103013](#) BEECH PWA TURBINE BLADES DAMAGED

10/5/2006 1900D PT6A67D ENGINE

(CAN) ON TAKEOFF ROLL THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY A LOSS IN POWER. TAKEOFF WAS ABORTED. SUBSEQUENT INSPECTION REVEALED DAMAGED POWER TURBINE BLADES. MFG WILL MONITOR INVESTIGATION OF THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103013)

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[CA061012004](#) BEECH PWA PWC GASKET CRACKED

10/12/2006 200BEECH PT642A 3039936 ENGINE

(CAN) GASKET PN 3007342 AND SUBSEQUENT SUPERCEDEURE TO 3039936 ARE THE ONLY GASKETS SPECIFIED FOR USE ON THE CABIN BLEED AIR PORT. THE 3039936 GASKETS ARE MADE OF A FIBER OR OTHER MATERIAL NOT WELL SUITED TO THIS HOT AND HIGH PRESSURE AREA. OTHER ENGINES LIST A METAL GASKET OPTION PN 3029677 AS APPROVED FOR INSTALLATION AT THIS PORT. MFG HAS BEEN NOTIFIED OF THIS ISSUE IN THE -42 IPC. (TC NR 20061012004)

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[CA060928004](#) BEECH PWA TORQUE KNEE CRACKED

8/17/2006 200BEECH PT6A41 1158100325 MLG

(CAN) DURING A ROUTINE INSPECTION THE LT UPPER TORQUE KNEE WAS FOUND CRACKED. THE TORQUE KNEE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. SEE ATTACHED PICTURES. (TC NR 20060928004)

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[CA060926003](#) BEECH PWA WINDSHIELD CRACKED

9/21/2006 200BEECH PT6A41 10138402524 COCKPIT

(CAN) IN HOLDING PATTERN AT 9,000 FT/-2C/WINDSHIELD HEAT ON LOW; OUTER PANE OF WINDSHIELD CRACKED FOR NO APPARENT REASON. FLIGHT CONTINUED AND LANDED WITHOUT INCIDENT. NO EVIDENCE OF BIRD STRIKE OR FOREIGN OBJECT DAMAGE NOTED. (TC NR 20060926003)

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[CA061019002](#) BEECH PWA FRAME CRACKED

10/13/2006 200BEECH PT6A41 1014300263 BS 207

(CAN) SPECIAL INSPECTION 50 WAS COMPLETED AS PER RAYTHEON MM 5-20-05, WHICH INVOLVES THE FOLLOWING: FRAME WEB FS 179 THROUGH FS 271 INSPECT THE FRAME WEBS FOR CRACKS FROM THE LIGHTNING HOLES AND STRINGER CUTOUTS. THE FRAMES SHOULD BE INSPECTED FROM THE LOWER CENTERLINE TO STRINGER 4. EXAMINE THE CROSTIES CLOSELY AT STRINGER 7 POSITION. THE INSPECTION INTERVAL IS INITIALLY 10,000 CYCLES AND AT 1000 CYCLES THERE AFTER. DURING THIS INSPECTION THE RT FUSELAGE FRAME 207.0 (P/N:101-430026-3) WAS FOUND CRACKED IN TWO LOCATIONS. THE FIRST CRACK WAS LOCATED AT THE UPPER EDGE OF THE FRAME LIGHTNING HOLE MIDPOINT OF RT STRINGER 9 AND RT STRINGER

10 (WL 103.0). THE CRACK MEASURED .900 IN LENGTH. THE SECOND CRACK WAS LOCATED AT THE LOWER END OF FRAME 207.0 AT THE U CHANNEL CUTOUT (WL 89.5), THIS CRACK EXTENDED UPWARD FOR .500. ALSO THE ATTACHING CLIP (P/N: 50-420028-11) THAT ATTACHES THE LOWER END OF FRAME 207.0 TO THE WING CENTER SECTION U CHANNEL AT (WL 87.0) HAD A .450 LONG CRACK IN THE RADIUS. THE CRACK IN FRAME 207.0 MIDPOINT OF RT STRINGER 9 AND RT STRINGER 10 (WL 103.0), HAS BEEN REPAIRED PER REPAIR DESIGN CERTIFICATE NR: C-RA06-323/D, WHILE THE CRACK AT THE LOWER END OF FRAME 207.0 AT THE U CHANNEL CUTOUT (WL 89.5), HAS BEEN REPAIRED PER RAYTHEON SRM. THE ATTACHING CLIP (P/N: 50-420028-11) THAT ATTACHES THE LOWER END OF FRAME 207.0 TO THE WING CENTER HAS ALSO BEEN REPLACED. ENGINEERING HAS NOTED THAT THESE REPAIRS ALSO BE INSPECTED WHEN CARRYING OUT THE 1000 CYCLE INSPECTION PER RAYTHEON MM SECTION 5-20-05 , SPECIAL INSPECTION 50.

<a href="#">2006FA0001150</a>	BEECH	PWA	BEECH	LOCK PLATE	MISINSTALLED
10/17/2006	200BEECH	PT6A41		998100227	MLG

DURING POST ACCIDENT INSPECTION OF RT AND LT MAIN LANDING GEAR DRAG LEGS, LOCK PLATES WERE FOUND MOUNTED WITH THE BEVEL AT THE NOSE OF THE PLATE FACING UP. INSPECTION OF 5 OTHER AC FOUND THE BEVEL FACING DOWN. REVIEW OF CURRENT REPS COMPONENT MM IS INCONCLUSIVE. (K)

<a href="#">CA060921005</a>	BEECH	PWA		WIRE	CONTAMINATED
9/19/2006	200BEECH	PT6A41			NACELLE

(CAN) CREW HAD A FIRE WARNING LIGHT COME ON IN FLIGHT, CREW FOLLOWED PROCEDURES AND TURNED THE AIRCRAFT 90 DEGREES TO RULE OUT LIGHT POSSIBLY TRIPPING DETECTORS AND LIGHT REMAINED ON. NO SIGN OF FIRE WAS NOTED VISUALLY ON WING NOR ON THE GLANCE OF INSTRUMENTATION. CREW THEN CARRIED ON AND THE LIGHT WHEN OFF PRIOR TO APPROACH. MAINTENANCE NOTIFIED AND INSPECTED, FUNCTION CHECKED SYSTEM. SYSTEM FUNCTIONED NORMALLY. WIRING IN NACELLE FOUND WET DUE TO THE WEATHER CONDITION ENROUTE WHICH WE HAVE DETERMINED A CAUSE FOR AN INTERMITTENT WARNING IN THE PAST. MAINTENANCE SEALED WIRING AS REQUIRED TO REDUCE THE CHANCE OF THIS HAPPENING WHILE FLYING IN PRECIP. (TC NR 20060921005)

<a href="#">CA061117004</a>	BEECH	LYC		CYLINDER HEAD	CRACKED
11/4/2006	95	IO360B1B		SL36006WA1	ENGINE

(CAN) DURING A ROUTINE 100 HOUR INSPECTION A CRACK WAS FOUND ON THE RH ENGINE #4 CYLINDER STARTING AT THE TOP SPARK PLUG HOLE AND CONTINUING DOWN TO THE EXHAUST PORT. THE CYLINDER WAS REMOVED AND REPLACED. (TC# 20061117004)

<a href="#">CA060624001</a>	BEECH	CONT	BEECH	BOLT	LOOSE
6/15/2006	95B55	IO470L		130909B20	AILERON

(CAN) AILERON TRIM BOLT FOUND MIGRATING OUT OF LINKAGE ARM ON LT AILERON TRIM TAB ASSEMBLY. BOLT WAS NOTED TO BE FINGER-TIGHT ONLY AND NOT SET INTO LOCKING DEVICE. NOTE: BOLT WAS FOUND IN THIS CONDITION AFTER FLIGHT CONTROLS WERE INSTALLED AFTER AIRCRAFT WAS PAINTED BY A THIRD PARTY CONTRACTOR. AS BOLT WAS BEING TIGHTENED DURING RECERTIFICATION, RESISTANCE WAS NOTED ENSURING THE LOCKING PROVISIONS WERE SERVICEABLE. COMPANY PROCEDURES ON AIRCRAFT ACCEPTANCE AFTER THIRD PARTY CONTRACT MAINTENANCE TO BE REVISED TO PREVENT RE-OCCURENCE (TC NR 20060624001)

<a href="#">2006FA0001156</a>	BEECH			FITTING	SHEARED
11/17/2006	A65				T/E FLAP

(REF NR: MOR NR OCC442) OPERATED FLIGHT NR 101, VFR CONDITIONS, FLIGHT AND APPROACH LANDING WAS NORMAL. AFTER LANDING, ROLLOUT FLAPS WERE RETRACTED. WHEN EXITING THE AC IT WAS NOTICED THAT THE INNER FLAP ON THE PORT SIDE WAS STILL DOWN. THE FLAP WAS MANUALLY RESET TO ZERO, AND THE AIRCRAFT WAS FLOWN BACT TO DEPARTURE AIRPORT. A FLAPLESS LANDING WAS CARRIED OUT. MAINTENANCE FOUND THAT THE LT IB FLAP DRIVE ASSY HAD FAILED. THE 2 LUGS THAT TRANSFER CABLE MOVEMENT 90 DEGREES INTO ACTUATOR MOVEMENT HAD SHEARED. THE LT IB FLAP COULD BE DEPLOYED FROM THE (UP) TO THE (DOWN) POSITION, BUT HAD TO BE RESET TO THE (UP) POSITION MANUALLY. THE LT OB, RT IB AND OUB FLAP DRIVE ASSY'S, FLAP GEAR BOX AND DRIVE ASSY, PN 50-3801131, PLACED ON ORDER. AIRCRAFT GROUNDED. (K)

<a href="#">2006FA0001071</a>	BEECH	PWA		WEB	CRACKED
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10/28/2006 B200 PT6A42 1011200953 LT WING  
DURING PHASE 1 THROUGH 4 INSPECTION, AFTER REMOVING MOVING ALL WING INSPECTION PANELS. 4 (EA) CRACKS NOTICED IN WEB FLANGE COMMON TO AND EMITTING FROM RIVETS ON LT IB WING BOX AREA, BL-65.50, (2EA) CRACKS AT WS 65, (1EA) CRACK AT WS 56. (K)

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[LX5R200600003](#) BEECH PWA WIRE HARNESS SHORTED  
11/15/2006 B300 PT6A60A K31C22 COCKPIT

UPON TAKEOFF ROLL, THE CREW GOT THE AUTO FEATHER OFF LIGHT AND THE MASTER CAUTION LIGHT. THE CREW THEN OPTED TO ABORT TAKEOFF ROLL AND RETURN TO RAMP WITHOUT INCIDENT. UPON RETURNING TO RAMP, THE CREW NOTICED THAT THE AUTO FEATHER CRICUIT BREAKER HAD POPPED, IT WAS RESET BUT WOULD POP AGAIN UPON PUSHING THE LT POWER LEVER FWD. THE PLANE WAS BROUGHT INTO MAINTENANCE AND THE MECHANIC FOUND THAT THERE WAS A CHAFED WIRE BEHIND THE INSTRUMENT PANEL FOR THE AUTOFEATHER SWITCH. THIS WIRE WAS REPAIRED AND THE AIRCRAFT WAS OPS CHECKED AND RETURNED TO SERVICE. (K)

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[2006FA0001151](#) BEECH KEEL CRACKED  
12/7/2006 B60 60410025601 FUSELAGE

DURING ANNUAL INSPECTION, STIFFENER PART NUMBER 60-410025-51 LOCATED UNDER THE NOSE BAGGAGE FLOOR ON THE RIGHT SIDE AT STATION 67 BETWEEN THE MAIN AND STANDBY INVERTER WAS FOUND CRACKED AROUND THE HI-LOK FASTENER HOLES. REMOVAL OF THE STIFFENER ALLOWED FURTHER INSPECTION OF THE KEEL PART NUMBER 60-410025-601, WHICH REVEALED CRACKS IN THE WEB WHICH WERE PREVIOUSLY OBSCURED BY THE INSTALLED STIFFENER. THE MIRROR IMAGE STIFFENER PART NUMBER 60-410025-49 ON THE LEFT SIDE OF THE AIRCRAFT REVEALED SIMILAR CRACKS WITH NO DAMAGE TO THE KEEL.

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[2006FA0001153](#) BEECH STIFFENER CRACKED  
12/7/2006 B60 6041002551 FUSELAGE

DURING ANNUAL INSPECTION, STIFFENER PART NUMBER 60-410025-51 LOCATED UNDER THE NOSE BAGGAGE FLOOR ON THE RIGHT SIDE AT STATION 67 BETWEEN THE MAIN AND STANDBY INVERTER WAS FOUND CRACKED AROUND THE HI-LOK FASTENER HOLES. REMOVAL OF THE STIFFENER ALLOWED FURTHER INSPECTION OF THE KEEL PART NUMBER 60-410025-601, WHICH REVEALED CRACKS IN THE WEB WHICH WERE PREVIOUSLY OBSCURED BY THE INSTALLED STIFFENER. THE MIRROR IMAGE STIFFENER PART NUMBER 60-410025-49 ON THE LEFT SIDE OF THE AIRCRAFT REVEALED SIMILAR CRACKS WITH NO DAMAGE TO THE KEEL.

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[CA061006006](#) BEECH PWA DRIVE SHAFT FRACTURED  
7/19/2006 C90 PT6A21 FUEL CONTROL

(CAN) THE FUEL CONTROL DRIVE SHAFT WAS FOUND FRACTURED. THE FUEL CONTROL MID LIFE INSPECTION WAS DETERMINED NOT TO HAVE BEEN PERFORMED. (TC NR 20061006006)

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[CA060615001](#) BEECH PWA RELAY BURNED  
6/13/2006 C90 PT6A21 6041H190 STARTER

(CAN) AIRCRAFT WAS ON A OPS 1 INSPECTION BASE . WHILE WORKING ON SNAG 1769A (OIL COMING FROM A/C COMPRESSOR). AFTER REMOVING THE UNSERVICEABLE A/C COMPRESSOR A VISUAL OF THE SURROUNDING AREA REVEALED THAT THE AIR CONDITIONER START RESISTOR PHENOLIC P/N 100-364190-31 WAS BURNED ON BOTH SIDES AND THAT ONE OF THE TERMINALS WAS BROKEN ON THE START RELAY. WE ARE GOING TO REPLACE A/C COMPRESSOR P/N ER206R-25202 , START RELAY P/N 6041H190 , PHENOLIC P/N 100-364190-31 THAT IS MOUNTED ON BOTH SIDES OF THE A/C START RESISTOR AND SERVICE SYSTEM . (TC NR 20060615001)

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[CA060922001](#) BEECH PWA CLEVELAND BEARING DESTROYED  
9/22/2006 C90A PT6A21 21401400 RT MAIN GEAR

(CAN) MAINTENANCE NOTICED FLUID LEAKING FROM THE RT MLG BRAKE ASSY. INVESTIGATION REVEALED THAT THE BRAKE ASSY. PISTON RETENTION BOLT WAS THE SOURCE OF THE LEAK. A MORE DETAILED INSPECTION DISCOVERED THAT THE RT MAIN WHEEL INNER WHEEL HALF CONE AND BEARING HAD BEEN DESTROYED. WHEEL REMOVAL SHOWED THAT THE WHEEL ASSY, AXLE, FORWARD AND AFT BRAKE CALIPERS AND LOWER TORQUE LINK HAD BEEN DAMAGED. THE WHEEL DID NOT DEPART THE AIRCRAFT AS THE OUTER WHEEL HALF

BEARING ASSY. REMAINED IN TACT AND RETAINED THE WHEEL. ON THE DAY OF DISCOVERY THE AIRCRAFT HAD RECEIVED A PRE-DISPATCH INSPECTION AND FLEW FOR A TOTAL OF 1.8 HOURS AIRTIME AND COMPLETED 5 LANDINGS. THERE WERE NO DEFECTS RECORDED IN THE JOURNEY LOG BOOK POST FLIGHT BY THE AIRCREW. IT WAS AT THIS POINT WHEN MAINTENANCE NOTICED THE FLUID LOSS FROM THE BRAKE ASSY. DURING REMOVAL OF THE WHEEL NO ABNORMALITIES WERE NOTICED IN THE BUILD UP. IT IS IMPOSSIBLE TO DETERMINE IF PROPER TORQUE HAD BEEN APPLIED DURING THE LAST INSTALLATION, ALTHOUGH WHEN A NEW WHEEL ASSY WAS INSTALLED AND THE NUT TORQUED TO THE PROPER VALUES THE COTTER PIN ALIGNED WITH THE AXLE HOLE IN THE SAME SPOT AS REMOVED. IT APPEARS TO BE A BEARING FAILURE AT THIS POINT. (TC NR 20060922001)

<a href="#">CA061027004</a>	BEECH	PWA	BEECH	SHAFT	WORN
10/21/2006	D18S	R985AN14B		1897001161	AIR VALVE

(CAN) PRIOR TO STARTUP, PILOTS` FOUND THE LH MANIFOLD HEAT CONTROL JAMMED. FURTHER INVESTIGATION DISCOVERED ONE OF THE SCREWS SECURING THE AIR VALVE PLATE TO THE AIR VALVE SHAFT HAD DEPARTED, AND THE OTHER SCREWS WERE VERY LOOSE. WRONG TYPE OF NUT WAS USED ON THE SCREWS, CONTRIBUTING TO THE LOOSE HARDWARE. PARTS MANUAL REQUIRES AN365-832 TYPE NUTS, WHILE PRESSED STEEL TYPE OF NUT WAS FOUND INSTALLED IN BOTH AIRBOXES. VALVE WAS REPAIRED AND AIRCRAFT RETURNED TO SERVICE. THIS HAD THE POTENTIAL TO BE AN ENGINE FAILURE. (TC# 20061027004)

<a href="#">CA061025006</a>	BEECH	LYC		SPAR	CRACKED
5/2/2006	E95	IO360B1B			LT WING

(CAN) DURING INSPECTION IAW FAA AD 90-08-14 AND SB53-2269 REV 2 SHORT CRACKS WERE VISUALLY FOUND EMINATING FROM 2 HUCK BOLT LOCATIONS ON THE LT FORWARD WING SPAR CARRY THROUGH WEB FACE. CRACKS WERE CONFIRMED BY LPI. REPAIRED IAW MFG FAA APPROVED DRAWING 58-40009 AND 58-4008 REV C FORWARD LT FACE ONLY. (TC NR 20061025006)

<a href="#">CA061025005</a>	BELL	ALLSN		CARTRIDGE	INTERMITTENT
9/7/2006	206B	250C20		1C27	BOOST PUMP

(CAN) ABOVE 7000 FEET BOOST PUMP LIGHT WOULD COME ON. BELOW 7000 FEET WARNING LIGHT WOULD EXTINGUISH. BOOST PUMP CARTRIDGE P/N 1C27 REPLACED. (TC NR 20061025005)

<a href="#">CA061031003</a>	BELL	ALLSN		SERVO	LEAKING
9/20/2006	206B	250C20		206076031021	ROTOR SERVO

(CAN) EXCESSIVE FLUID LEAKAGE. LEAKING BEYOND LIMITS (TC NR 20061031003)

<a href="#">CA061108002</a>	BELL	ALLSN		MOUNT	BROKEN
9/29/2006	206B	250C20		2060621021	LT ENGINE

(CAN) DURING DAILY INSPECTION PILOT NOTICED UNUSUAL PIECE OF METAL IN THE ENGINE BAY. INVESTIGATION REVEALED BROKEN LOWER LT ENGINE MOUNT. (TC NR 20061108002)

<a href="#">CA061011010</a>	BELL	ALLSN		CLUTCH	CRACKED
10/4/2006	206B	250C20B		CL422501	FREEWHEEL UNIT

(CAN) 2 SPRAG RETAINER WERE CRACKED, THEREFORE ALLOWING MISALIGNMENT AND CAUSING A NOISE. (TC NR 20061011010)

<a href="#">CA060925007</a>	BELL	ALLSN		SHAFT	SHEARED
9/23/2006	206B	250C20B			STARTER GEN

(CAN) PILOT REPORTED THAT THE STARTER WOULD NOT TURN THE ENGINE, IT WOULD JUST SPIN. MAINTENANCE FOUND THAT THE SHAFT ON THE STARTER HAD BEEN SHEARED. STARTER HAD BEEN REPLACED AND AIRCRAFT RETURN TO SERVICE. (TC NR 20060925007)

<a href="#">CA061004007</a>	BELL	ALLSN		INSERT	CRACKED
10/2/2006	206B	250C20B		206020113	VERTICAL STAB

(CAN) IN COMPLIANCE WITH CF-2006-12 THE VERTICAL FIN WAS INSPECTED WITH 10X MAGNAFLYING GLASS AND

THEN WAS LPI INSPECTED AND A CRACK WAS FOUND ON ONE OF THE INSERTS. THE FIN WAS SENT OUT FOR REPAIR. (TC NR 20061004007)

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<a href="#">CA061006021</a>	BELL		BELL	SHAFT	FAILED
10/4/2006	206L		206040004101		TRANSMISSION

(CAN) EXCESSIVE CORROSION ON SHAFT. (TC NR 20061006021)

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<a href="#">CA061019004</a>	BELL	ALLSN		INDICATOR	MALFUNCTIONED
10/3/2006	206L	250C20R			FUEL PRESSURE

(CAN) FUEL PRESSURE OVER-READING. PEGS AT 30 PSI WITH BOTH PUMPS AND GENERATOR ON. REMOVED FOR REPAIR AT INSTRUMENT SHOP. (TC NR 20061019004)

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<a href="#">CA061019005</a>	BELL	ALLSN		INDICATOR	LEAKING
10/3/2006	206L	250C20R		2060751853	TORQUE

(CAN) OIL IN GAUGE GLASS. REMOVED FOR REPAIR AT INSTRUMENT SHOP. (TC NR 20061019005)

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<a href="#">CA061011012</a>	BELL	ALLSN	TACTAIR	GLAND NUT	CRACKED
10/10/2006	206L4	250C30P		C4264278	SERVO ACTUATOR

(CAN) DURING THE FIRST OVERHAUL OF THREE SERVO ACTUATORS 2 WERE FOUND TO HAVE CRACKS ON THE GLAND THAT RETAINS THE PISTON SEAL. BOTH SERVO ACTUATOR GLAND ASSEMBLIES WERE CRACKED IN THE SAME AREA. (TC NR 20061011012)

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<a href="#">CA060410008</a>	BELL	PWA		ROD END	DAMAGED
4/2/2006	212	PT6T3		212010123101	UNKNOWN

(CAN) DURING A SCHEDULED INSPECTION OF THE ROD ENDS, IT WAS NOTED THAT THE BEARING WAS SHOWING EVIDENCE OF MOVEMENT. BEARING WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060410008)

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<a href="#">CA061106005</a>	BELL	PWA		ENGINE	MALFUNCTIONED
10/15/2006	212	PT6T3			

(CAN) DURING GROUND RUNS FOLLOWING EXTENSIVE MAINTENANCE THE POWER SECTION ACCELERATED UNCOMMANDED. POWER WAS REDUCED TO IDE AND THE ENGINE LOW OIL PRESSURE WARNING ACTIVATED. ON SHUT DOWN SMOKE WAS SEEN EMANATING FROM THE EXHAUST. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES AND RESULTANT ENGINE DAMAGE. PWC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC# 20061106005)

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<a href="#">CA060614004</a>	BELL	PWA		FITTING	CRACKED
2/24/2006	212	PT6T3		212030154101	MAIN ROTOR

(CAN) PILOT REPORTED A FORE-AFT KICK IN THE CYCLIC, AT THE SAME TIME THEY HEARD A NOISE. ON ARRIVAL OF THE AC, INSPECTED THE M/R SYSTEM, SWASHPLATE, SCISSORS AND SLEEVE, TRANSMISSION MOUNTS AND NO DAMAGE WAS FOUND. A/C WAS FLOWN AGAIN AND THE PILOT REPORTED AN INTERMITTENT LATERAL VIBRATION. ON FURTHER INSPECTION, FOUND BOTH EARS ON THE LOWER LIFT LINK FITTING WERE CRACKED. A/C WAS DISASSEMBLED TO ALLOW REPLACEMENT OF THE FITTING, A/C REASSEMBLED AND RETURNED TO SERVICE. FAILURE OF THIS FITTING WAS A RESULT OF AN INCORRECT FITTING/ATTACH BOLT CONFIGURATION, THERE ARE 2 LOWER LIFT LINK CONFIGURATIONS POSSIBLE. (TC NR 20060614004)

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<a href="#">CA061006008</a>	BELL	PWA		ENGINE	UNKNOWN
8/11/2006	212	PT6T3B			NR 2

(CAN) ON TRANSITION FROM HOVER, NR 2 POWER SECTION TORQUE DECREASED UNCOMMANDED. AN EMERGENCY LANDING FOLLOWED RESULTING IN AIRFRAME DAMAGE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006008)

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<a href="#">CA061006004</a>	BELL	PWA		ENGINE	FIRE
9/4/2006	212	PT6T3B			

(CAN) DURING FLIGHT THE FIRE WARNING ACTIVATED. THE FIRE BOTTLES WERE DISCHARGED AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED A PUNCTURED GAS GENERATOR CASE AND FIRE DAMAGE TO THE ENGINE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

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<a href="#">CA060921003</a>	BELL		PENDULUM	SEPARATED
9/16/2006	222		222011114103	MAIN ROTOR

(CAN) A/C WAS IN CRUISE FLIGHT AT 700 FT, AGL WHEN A SUDDEN VIBRATION BEGAN. THE CREW MADE AN IMMEDIATE LANDING IN A FIELD AND SHUTDOWN. INSPECTION FOUND THAT ONE M/R PENDULUM WEIGHT HAD SEPARATED AND STRUCK A M/R BLADE. THE DAMAGED AREA IS 3 INCHES LONG BY .1250-.2500 INCH WIDE AND A MAX DEPTH OF 0.0025 INCH. THE DAMAGE BLADE 222-015-500-105 S/N AMR06030 TT4840.7 (TC NR 20060921003)

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<a href="#">CA061018002</a>	BELL	ALLSN	BLADE	DAMAGED
10/14/2006	407	250C47B	407015001117	MAIN ROTOR

(CAN) UPON POST FLIGHT INSPECTION, A TEAR AND PROTRUTION OF THE LOWER SKIN, JUST AFT OF THE LEADING EDGE OUTBOARD ERROSION STRIP WAS DISCOVERED APPROXIMATELY 4 INCHES INBOARD FROM THE TIP OF THE BLADE AT STATION 206. (TC# 20061018002)

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<a href="#">CA061103017</a>	BELL	ALLSN	COMBUSTION LINER	CRACKED
10/30/2006	407	250C47B	23064570B	ENGINE

(CAN) COMBUSTION LINER FOUND CRACKED ON REMOVAL DURING TURBINE SECTION REPLACEMENT TO COMPLY WITH ROLLS ROYCE CEB A-72-6060. THIS PART IS FOUND TO BE CRACKED ANY TIME IT IS REMOVED AFTER ANY LENGTH OF TIME IN SERVICE. MANUFACTURERS MAINTENANCE MANUAL ALLOWS NO CRACKS IN THIS AREA.

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<a href="#">CA061103018</a>	BELL	ALLSN	COMBUSTION CASE	CRACKED
10/30/2006	407	250C47B	23030911K	ENGINE

(CAN) CRACK ALONG LEFT SIDE "ARMPIT" WELD LINE FOUND DURING UNSCHEDULED TURBINE REMOVAL FOR CEB A-72-6060. NO CRACKS ALLOWED IN THIS AREA.

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<a href="#">CA060814002</a>	BELL		BELL	SPINDLE	DEBONDED
7/17/2006	412			412010190105	MAIN ROTOR HUB

(CAN) ON A MAIN ROTOR HUB ASSY 2500 HOUR INSPECTION THE RED BLADE SPINDLE ASSY WAS FOUND WITH DAMPER BEARING DEBONDED. (TC NR 20060814002)

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<a href="#">CA061107004</a>	BELL			HANDLE	MISSING
11/2/2006	412EP			AR835OXT4619	PAX DOOR

(CAN) UPON TEST FLIGHT RETURN TO BASE, IT WAS NOTICED THAT THE CO-PILOT OUTSIDE DOOR HANDLE WAS MISSING, SUSPECT IT WAS LOST IN FLIGHT. (TC# 20061107004)

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<a href="#">CA061106014</a>	BELL			LANDING GEAR	MALFUNCTIONED
10/27/2006	430				

(CAN) ON APPROACH TO HELIPAD, LANDING GEAR DID NOT BE DEPLOYED. PILOT NOTICE AT THE LAST MOMENT AND ALMOST LANDED ON BELLY. ADD NO GREEN LIGHT NOR AUDIO WARNING. USE THE EMERGENCY GEAR RELEASE. LANDING UNEVENTFUL AFTERWARD. (TC# 20061106014)

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<a href="#">CA061120009</a>	BOEING	PWA		DUCT	RUPTURED
11/18/2006	727223	JT8D9		652244143	13TH STAGE SADDL

(CAN) ENROUTE TO DESTINATION, #2 ENGINE FIRE WARNING. CHECKLIST ACCOMPLISHED, ENGINE SHUTDOWN. 13TH STAGE SADDLE DUCT FOUND RUPTURED, REPLACED AND AIRCRAFT RETURNED TO SERVICE. (TC# 20061120009)

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<a href="#">CA060412003</a>	BOEING	PWA	BRACKET	CRACKED
4/11/2006	727227	JT8D9A	65225847	ENGINE CONTROLS

(CAN) WHILE INVESTIGATING A STIFF THRUST REVERSER SNAG, MAINTENANCE DISCOVERED THE NR 3 ENGINE CONTROL QUADRANT BRACKET CRACKED. BRACKET WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060412003)

<a href="#">CA061014001</a>	BOEING	PWA	VALVE	FAILED
10/11/2006	727243	JT8D9A	39854021	A/C PACK

(CAN) AFTER DEPARTURE, CREW DISCOVERED THAT THE A/C WOULD NOT PRESSURIZE. A/C RETURNED TO BASE WHERE A PACK VALVE WAS FOUND FAILED IN THE CLOSED POSITION. VALVE WAS REPLACED AND A/C RETURNED TO SERVICE. (TC NR 20061014001)

<a href="#">2006FA0001138</a>	BOEING		HOUSING	CRACKED
10/31/2006	737*		65446321	T/E FLAP

(REF NR: 212286/ FXS) HOUSING CRACKED INSIDE THE (P) PORT. CYCLIC STRESS. (K)

<a href="#">CA061124009</a>	BOEING	CFMINT	WINDOW	DELAMINATED
11/21/2006	737*	CFM567B22	58935734	COCKPIT

(CAN) ON NOV. 22, 2006 A/C 208 DURING INSPECTION OF THE NR 5 RT EYEBROW WINDOW IT WAS NOTED THAT THE NR 4 RT EYEBROW WINDOW WAS DELAMINATED BEYOND LIMITS. THE AIRCRAFT WAS REMOVED FROM SERVICE AND THE NR 4 RT EYEBROW WINDOW WAS REPLACED. BOEING IS AWARE OF THIS IN SERVICE ISSUE AND HAS INITIATED SERVICE RELATED PROBLEM (SRP) 56-0018. BOEING HAS ALSO ISSUED SERVICE BULLETIN 737-56-1017 TO PROVIDE 737NG OPERATORS WITH AN OPTION TO REPLACE THE NR 4 AND 5 WINDOWS WITH STRUCTURAL PLUGS. WESTJET IS PLANNING ON INCORPORATING THIS SERVICE BULLETIN.

<a href="#">CA061018005</a>	BOEING	PWA	SEAL	TORN
9/19/2006	737*	JT8D17	MS2877A344	STRUT

(CAN) ON CLIMB OUT, NOSE GEAR RED WARNING LIGHT STAYED ON; GEAR CYCLED TWICE, NIL CURE. AIRCRAFT PROCEEDED TO AIRPORT, LANDING WAS NORMAL. ON GROUND, NOSE GEAR SERVICED, SUBSEQUENT TAKEOFF NORMAL. ON RETURN TO BASE, ONE SEAL FOUND TORN, ALL SEALS REPLACED, FULL NOSE GEAR SERVICING CARRIED OUT. (TC NR 20061018005)

<a href="#">CA061117005</a>	BOEING	PWA	SUPPORT	CRACKED
11/6/2006	737200	JT8D17	69601002	MLG

(CAN) ON WALK AROUND AFTER LANDING FOUND CENTER SUPPORT ASSY OF GRAVEL DEFLECTOR CRACKED. CENTER SUPPORT ASSY CRACK REPAIRED. ASSEMBLY SUPPORT FITTING P/N69-60100-2 REPLACED AIRCRAFT RETURNED TO SERVICE.

<a href="#">SROM200600018</a>	BOEING		SKIN	MISREPAIRED
11/30/2006	737201			FUSELAGE

DURING OWNER REQUEST FOR REPLACEMENT OF FUSELAGE SKIN BS 907 - 1016, STR 20L - 25L (P/N 65C80736-834) TO ELIMINATE PREVIOUS PERMANENT AND TEMPORARY SKIN REPAIRS, DISCOVERED NON-STANDARD REPAIR AT BS992.80, STR 20L IDENTIFIED AS A CUTOUT IN THE ADJACENT UPPER SKIN. INSTALLED NEW REPAIR PER BOEING REPAIR INSTRUCTION 1-248459651-6, REFERENCE BOEING ISSUED FAA FORM 8100-9, DATED 30 NOV 2006.

<a href="#">CA061029001</a>	BOEING	PWA	BELLCRANK	BROKEN
10/17/2006	737201	JT8D9A	654952921	NR 2 FLAP TRACK

(CAN) NR 2 AFT FLAP BELLCRANK WAS FOUND BROKEN WHILE ACCOMPLISHING DAILY CHECK. INVESTIGATION FOUND EXCESSIVE WEAR ON THE NR 2 AFT FLAP BELLCRANK CAM TRACK WHICH RESULTED IN THE BELLCRANK POPPING OUT OF THE CAM TRACK. UPON REPLACEMENT OF THE CAM TRACK, IT WAS DETERMINED THE CAM TRACK WAS NOT INSTALLED IAW BOEING MAINTENANCE MANUAL. THE MM REQUIRES INSTALLATION OF A TAPER SHIM TO PROPERLY ALIGN TRACK SO THAT THE BELLCRANK CAM ROLLER WILL RIDE PROPERLY IN THE CAM

TRACK. WE BELIEVE THE BELLCRANK BROKE AFTER IT POPPED OUT OF THE CAM TRACK AND JAMMED WHEN THE FLIGHT CREW MOVED THE FLAPS. A FLEET CAMPAIGN FOUND 2 OTHER CAM TRACKS WITH SIMILAR WEAR AND WERE ALSO MISSING REQUIRED TAPER SHIM. THE CAM TRACKS WERE REPLACED AND INSTALLED IAW BOEING MM. WE HAVE DETERMINED THESE TRACKS WERE INSTALLED PRIOR TO ACQUISITION BY THE OPERATOR. (TC# 20061029001)

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<a href="#">SROM200600020</a>	BOEING		SPAR	CRACKED
11/30/2006	737205		657378443	ELEVATOR

DURING INSPECTION FOUND LT ELEVATOR TAB OUTBOARD HINGE FITTING TO HAVE CONSIDERABLE FLEX. UPON FURTHER EXAMINATION FOUND ELEVATOR REAR SPAR CRACKED IN THE AREA WHERE TAB HINGE FITTING ATTACHES. AD 2006-14-07/SB 737-55A1078 HAD NOT BEEN ACCOMPLISHED PRIOR TO THIS FINDING. REPLACED ELEVATOR AND TAB WITH NEW.

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<a href="#">SROM200600019</a>	BOEING		SKIN	GOUGED
12/3/2006	737205			BS 895

ON POST FLIGHT INSPECTION FOUND THREE INCH SKIN GOUGE AT FUSELAGE BS 895 BETWEEN STRS 22R AND 23R. REPAIRED WITH SKIN DOUBLER PER BOEING 737 SRM 53-30-3 AND 51-20-1.

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<a href="#">CA061011009</a>	BOEING	PWA	ACTUATOR	BYPASSING
10/4/2006	737242C	JT8D9A	65446604	MLG

(CAN) DURING DEPARTURE THE NOSE LANDING GEAR FAILED TO RETRACT. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE NOSE LANDING GEAR GRAVEL DEFLECTOR ACTUATOR WAS BYPASSING. THE UNIT WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. THE ACTUATOR REMOVED HAD BEEN REPLACED THE PREVIOUS DAY AND THE VENDOR HAS BEEN CONTACTED TO PROVIDE AN IMMEDIATE TEARDOWN REPORT. (TC NR 20061011009)

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<a href="#">CA061004003</a>	BOEING	PWA	ACTUATOR	BYPASSING
10/2/2006	737242C	JT8D9A	65446604	NLG

(CAN) ON CLIMB OUT THE NOSE LANDING GEAR FAILED TO RETRACT. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT INCIDENT. MAINTENANCE DETERMINED THAT THE NOSE LANDING GEAR GRAVEL DEFLECTOR ACTUATOR HAD FAILED. THE ACTUATOR WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061004003)

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<a href="#">CA060406006</a>	BOEING		FLOORBEAM	CRACKED
4/6/2006	737290C			BS 1016 S17L

(CAN) BS 1016 AND STR17L WEB TO FLOOR ATTACH ANGLE CRACKED AND REPAIRED IAW EA AND SRM. (TC NR 20060406006)

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<a href="#">CA060406007</a>	BOEING		FLOORBEAM	CORRODED
4/6/2006	737290C			BS 807

(CAN) CORROSION FOUND ON FWD FLANGE OF FLOORBEAM AT BS 807 RBL 56 AND REPAIRED IAW CUSTOMER EA. (TC NR 20060406007)

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<a href="#">CA060406008</a>	BOEING		STRINGER	CORRODED
4/6/2006	737290C			BS 937 S24L

(CAN) CORROSION FOUND ON STR 24L AT BS 937 AND REPAIRED IAW CUSTOMER EA (TC NR 20060406008)

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<a href="#">CA060421030</a>	BOEING		SKIN	DENTED
4/21/2006	737290C			VERTICAL STAB

(CAN) SKIN HAS A DENT IN VERTICAL STAB RT SIDE 12 INCHES AFT OF UPPER END AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421030)

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<a href="#">CA060421031</a>	BOEING		SEAT TRACK	CORRODED
4/21/2006	737290C			BS 504-616

(CAN) CORROSION ON SEAT TRACK BEAM BS 504-616 LBL 26 REPAIRED IAW CUSTOMER EA. (TC NR 20060421031)

<a href="#">CA060421032</a>	BOEING	FLOORBEAM	CORRODED
4/21/2006	737290C		BS 520

(CAN) FLOORBEAM AT BS 520 LBL 45 CORRODED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421032)

<a href="#">CA060421033</a>	BOEING	BUSHING	CORRODED
4/21/2006	737290C		HORIZONTAL STAB

(CAN) RT HORIZONTAL STABILIZER, FRONT AND REAR SPAR BUSHING CORRODED REPAIRED IAW CUSTOMER EA. (TC NR 20060421033)

<a href="#">CA060421034</a>	BOEING	BUSHING	CORRODED
4/21/2006	737290C		HORIZONTAL STAB

(CAN) LT HORIZONTAL STABILIZER FRONT AND REAR SPAR BUSHINGS CORRODED AND REPAIRED IAW CUSTOMER EA (TC NR 20060421034)

<a href="#">CA060421035</a>	BOEING	SUPPORT ANGLE	CRACKED
4/21/2006	737290C		CARGO DOOR

(CAN) MAIN CARGO DOOR NR1 LATCH SUPPORTING ANGLE CRACKED REPAIRED IAW CUSTOMER EA. (TC NR 20060421035)

<a href="#">CA060422000</a>	BOEING	ATTACH FITTING	NICKED
4/21/2006	737290C		HORIZONTAL STAB

(CAN) LT STABILIZER CENTER SECTION AFT UPPER SPAR, UPPER FWD ATTACH LUG FACE NICKED REPAIRED IAW CUSTOMER EA. (TC NR 20060422000)

<a href="#">CA060422001</a>	BOEING	STRINGER	GOUGED
4/21/2006	737290C		BS 947 S26R

(CAN) STR 26R AT BS 947 GOUGED REPAIRED IAW CUSTOMER EA. (TC NR 20060422001)

<a href="#">CA060422002</a>	BOEING	HINGE FITTING	GOUGED
4/21/2006	737290C		HORIZONTAL STAB

(CAN) RT HORIZONTAL STAB NR 1 ELEVATOR HINGE FITTING LOWER PORTION HAS A GOUGE REPAIRED IAW CUSTOMER EA. (TC NR 20060422002)

<a href="#">CA060422003</a>	BOEING	FLOORBEAM	CORRODED
4/21/2006	737290C		BS 986

(CAN) FLOORBEAM AT BS 986, LBL 18 TO LBL 52 CORRODED REPAIRED IAW CUSTOMER EA. (TC NR 20060422003)

<a href="#">CA060422004</a>	BOEING	STRUCTURE	CRACKED
4/21/2006	737290C		CARGO DOOR

(CAN) MAIN CARGO DOOR BS492 CRACKED 6 INCHES BELOW HINGE AT FRAME LIGHTNING HOLE TO THE IB EDGE REPAIRED IAW CUSTOMER EA. (TC NR 20060422004)

<a href="#">CA060422005</a>	BOEING	SKIN	GOUGED
4/21/2006	737290C		CARGO DOOR

(CAN) MAIN CARGO DOOR SKIN AT NR 6 HINGE ATTACH AREA BS 441.5 GOUGE REPAIRED IAW CUSTOMER EA. (TC NR 20060422005)

<a href="#">CA060422006</a>	BOEING	SKIN	GOUGED
4/21/2006	737290C		CARGO DOOR

(CAN) MAIN CARGO DOOR SKIN AT NR 5 HINGE STA 418 GOUGED REPAIRED IAW CUSTOMER EA. (TC NR

20060422006)

<a href="#">CA060421001</a>	BOEING	FLOORBEAM	CORRODED
4/20/2006	737290C		BS 947
(CAN) FLOORBEAM CAP AT BS 947 LBL 39 CORRODED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421001)			
<a href="#">CA060421002</a>	BOEING	FLOORBEAM	CORRODED
4/20/2006	737290C		BS 967
(CAN) FLOORBEAM CAP AT BS 967 LBL 18 CORRODED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421002)			
<a href="#">CA060421003</a>	BOEING	STRINGER	CRACKED
4/20/2006	737290C		RT WING
(CAN) RT WING FUEL TANK AT WBL 135.5 STR 2R CRACKED AND REPAIRED IAW EA. (TC NR 20060421003)			
<a href="#">CA060421004</a>	BOEING	STRINGER	CRACKED
4/20/2006	737290C		BS 947 S18R
(CAN) STR 18R AT BS 947 CRACKED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421004)			
<a href="#">CA060421009</a>	BOEING	STRINGER	CORRODED
4/20/2006	737290C		BS 520 S26L
(CAN) STR 26L AT BS 520 CORREDED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421009)			
<a href="#">CA060421010</a>	BOEING	STRINGER	CRACKED
4/20/2006	737290C		BS 500B S16L
(CAN) STR 16L AT BS 500B+13 INCHES CRACKED AT FASTNER HOLE AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421010)			
<a href="#">CA060421011</a>	BOEING	STRINGER	CORRODED
4/20/2006	737290C		BS 500B-520
(CAN) STR 26R AT BS 500B TO BS 520 CORRODED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421011)			
<a href="#">CA060421012</a>	BOEING	SKIN	CHAFED
4/20/2006	737290C		LWS 76
(CAN) LT WING UPPER SKIN, WBL 76.75 FROM AFT EDGE OF SKIN FWD FOR 9.5 INCH SKIN CHAFED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421012)			
<a href="#">CA060421023</a>	BOEING	STRINGER	CORRODED
4/21/2006	737290C		BS 350-366
(CAN) STR 28R, BS 350 TO BS 366 CORRODED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421023)			
<a href="#">CA060421024</a>	BOEING	STRINGER	GOUGED
4/21/2006	737290C		BS 925 S25L
(CAN) AFT CARGO PIT STR 25L AT BS 925 HAS A GOUGE AND REPAIRED IAW CUSTOMER EA (TC NR 20060421024)			
<a href="#">CA060421025</a>	BOEING	STRINGER	GOUGED
4/21/2006	737290C		BS 947 S26R
(CAN) STR 26R AT BS 947 GOUGED AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421025)			
<a href="#">CA060421026</a>	BOEING	FLOORBEAM	CORRODED
4/21/2006	737290C		BS 727B
(CAN) AFT CARGO PIT FLOORBEAM UPPER CHORD CORRODED AT BS 727B FROM LBL 25-45 AND REPAIRED IAW			

CUSTOMER EA. (TC NR 20060421026)

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<a href="#">CA060421027</a>	BOEING		SKIN	GOUGED
4/21/2006	737290C			BS 326 S2R

(CAN) FUSELAGE SKIN GOUGED AT BS 326, 2 INCHES ABOVE STR 2R AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421027)

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<a href="#">CA060421028</a>	BOEING		SKIN	DENTED
4/21/2006	737290C			BS 500 S25-26L

(CAN) SKIN HAS SMALL DENT BETWEEN STR 25L AND STR 26L AT BS500+13 AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421028)

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<a href="#">CA060421029</a>	BOEING		SHEAR TIE	CRACKED
4/21/2006	737290C			BS 727A S22-23R

(CAN) SHEAR TIE CRACKED AT BS 727A BETWEEN STR 22R AND 23R AND REPAIRED IAW CUSTOMER EA. (TC NR 20060421029)

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<a href="#">CA061011008</a>	BOEING	PWA	CONTROL UNIT	MALFUNCTIONED
10/4/2006	7372L9	JT8D17	473925	SMOKE DETECTION

(CAN) ON TAXI FOR DEPARTURE THE CREW OBSERVED A NR 2 CARGO PIT CAUTION INDICATION. THE AIRCRAFT RETURNED TO COMPANY RAMP WHERE MAINTENANACE DETERMINED THE SMOKE DETECTOR SYSTEM CONTROL ELECTRONICS UNIT IN THE NR 2 PIT WAS AT FAULT. THE UNIT WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061011008)

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<a href="#">PIDR2006046</a>	BOEING		SLAT	DAMAGED
11/15/2006	7373B7			LT WING

LT WING LEADING EDGE AT THE OB END OF THE NR3 SLAT DAMAGED. REPAIRED DAMAGE PER SRM 51-70-11, 51-70-14, AND 51-70-16.

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<a href="#">CA061114011</a>	BOEING	CFMINT	WINDOW	CRACKED
11/6/2006	73776N	CFM567B22	58935841	COCKPIT

(CAN) ON NOV. 6, 2006 A/C 011 EXPERIENCED A CRACKED NR 5 LT EYEBROW WINDOW. THE A/C CONTINUED TO ITS DESTINATION WITHOUT ANY FURTHER EVENTS. THE NR 5 WINDOW WAS REPLACED. BOEING IS AWARE OF THIS IN SERVICE ISSUE AND HAS INITIATED SERVICE RELATED PROBLEM (SRP) 56-0018. BOEING HAS ALSO ISSUED SERVICE BULLETIN 737-56-1017 TO PROVIDE 737NG OPERATORS WITH AN OPTION TO REPLACE THE NR 4 AND 5 WINDOWS WITH STRUCTURAL PLUGS. WESTJET IS PLANNING ON INCORPORATING THIS SERVICE BULLETIN.

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<a href="#">CA061018013</a>	BOEING		FLOORBEAM	CORRODED
10/18/2006	737790		147A550412	BS 947

(CAN) FLOORBEAM CORRODED AT BS 947.

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<a href="#">CA061114009</a>	BOEING	CFMINT	WINDOW	CRACKED
10/27/2006	7377CG	CFM567B22	58935733	COCKPIT

(CAN) ON OCT. 27, 2006 A/C 201 EXPERIENCED A CRACKED NR 4 LT EYEBROW WINDOW. THE A/C CONTINUED TO ITS DESTINATION WITHOUT ANY FURTHER EVENTS. THE NR 4 WINDOW WAS REPLACED. BOEING IS AWARE OF THIS IN SERVICE ISSUE AND HAS INITIATED SERVICE RELATED PROBLEM (SRP) 56-0018. BOEING HAS ALSO ISSUED SERVICE BULLETIN 737-56-1017 TO PROVIDE 737NG OPERATORS WITH AN OPTION TO REPLACE THENR 4 AND 5 WINDOWS WITH STRUCTURAL PLUGS. WESTJET IS PLANNING ON INCORPORATING THIS SERVICE BULLETIN. (TC# 20061114009)

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<a href="#">CA061114008</a>	BOEING	CFMINT	WINDOW	FAILED
11/1/2006	7377CG	CFM567B22	58935734	COCKPIT

(CAN) ON NOV. 1, 2006 A/C 216 EXPERIENCED A CRACKED NR 4 RT EYEBROW WINDOW. THE A/C CONTINUED TO ITS DESTINATION WITHOUT ANY FURTHER EVENTS. THE NR 4 WINDOW WAS REPLACED. BOEING IS AWARE OF THIS IN SERVICE ISSUE AND HAS INITIATED SERVICE RELATED PROBLEM (SRP) 56-0018. BOEING HAS ALSO ISSUED SERVICE BULLETIN 737-56-1017 TO PROVIDE 737NG OPERATORS WITH AN OPTION TO REPLACE THE NR 4 AND 5 WINDOWS WITH STRUCTURAL PLUGS. WESTJET IS PLANNING ON INCORPORATING THIS SERVICE BULLETIN.

<a href="#">CA061114010</a>	BOEING	CFMINT	WINDOW	FAILED
10/31/2006	7377CG	CFM567B22	58935733	COCKPIT

(CAN) ON OCT. 31, 2006 A/C 202 EXPERIENCED A CRACKED NR 4 LT EYEBROW WINDOW. THE A/C CONTINUED TO ITS DESTINATION WITHOUT ANY FURTHER EVENTS. THE NR 4 WINDOW WAS REPLACED. BOEING IS AWARE OF THIS IN SERVICE ISSUE AND HAS INITIATED SERVICE RELATED PROBLEM (SRP) 56-0018. BOEING HAS ALSO ISSUED SERVICE BULLETIN 737-56-1017 TO PROVIDE 737NG OPERATORS WITH AN OPTION TO REPLACE THE NR 4 AND 5 WINDOWS WITH STRUCTURAL PLUGS. WESTJET IS PLANNING ON INCORPORATING THIS SERVICE BULLETIN.

<a href="#">CA060413007</a>	BOEING		STRINGER SPLICE	CORRODED
4/13/2006	757200		140N01062	BS 1180

(CAN) CORRODED EXTERNAL STRAP ON RT SIDE OF FUSELAGE AT BS 1180 ALONG STRINGER 17. (TC NR 20060413007)

<a href="#">CA060413008</a>	BOEING		FAIRING	CHAFED
4/13/2006	757200		148N73081	HORIZONTAL STAB

(CAN) RT HORZ STAB TO BODY SEAL FAIRING LOWER IB GUIDE CHAFED AT FORWARD END. (TC NR 20060413008)

<a href="#">CA060413009</a>	BOEING		SPAR	CORRODED
4/13/2006	757200			LT TE FLAP

(CAN) LT OB MAIN FLAP AFT SPAR UPPER CHORD 44 INCHES OB OF MAIN FLAP IB EDGE. (TC NR 20060413009)

<a href="#">CA061010004</a>	BOEING	PWA	BOEING	SKIN	DELAMINATED
9/27/2006	767233	JT9D7R4D		184T10071	HORIZONTAL STAB

(CAN) LT HORIZONTAL STAB LEADING EDGE PANEL 332CL INNER SKIN COMPLETELY DELAMINATED. DELAMINATED SKIN WEARING INTO VERTICAL STIFFENERS LOCATED ALONG FRONT SPAR. (TC NR 20061010004)

<a href="#">CA061004002</a>	BOLKMS	ALLSN	WINDOW	SEPARATED
10/28/2005	BO105S	250C20B	M1052330115	DOOR

(CAN) AIRCRAFT HAD DEPARTED FROM HELICOPTER PAD AND WAS TRANSITING TO WEST COAST. SHORTLY AFTER TAKE-OFF AND ALMOST IN CRUISE, THE PASSENGER SITTING IN THE LT CREW SEAT HEARD A NOISE. AT THAT TIME HE NOTICED THAT THE WIND DEFLECTOR HAD BECOME SEPARATED AT THE LOWER POINT OF THE WINDOW. THE PASSENGER MANAGED TO OPEN THE SLIDING WINDOW AND SECURE THE REMAINING PORTION OF THE DEFLECTOR IN HIS HAND. THE PILOT AT THAT POINT ELECTED TO RETURN THE AIRCRAFT TO THE POINT OF DEPARTURE. UPON ARRIVAL BACK AT POINT OF DEPARTURE, THE REMAINING PORTION OF THE WIND DEFLECTOR WAS REMOVED, AIRCRAFT INSPECTED FOR ANY DAMAGE CAUSED BY FOD, AND THEN RETURNED TO SERVICE. (TC NR 20061004002)

<a href="#">CA061003005</a>	BOMBDR		HYDRAULIC SYSTEM	LEAKING
10/1/2006	BD1001A10			NR 2

(CAN) WHILE VERIFYING A NOSE WHEEL STEERING SNAG DURING TAXI TEST, A LOSS OF HYDRAULIC FLUID FROM NR 2 SYSTEM OCCURED. LT AND RT ENGINES WERE SHUTDOWN AND AREA WAS INSPECTED. HYDRAULIC FLUID WAS FOUND TO HAVE SPRAYED IN AFT FUSELAGE AND ON THE RT SIDE. (TC NR 20061003005)

<a href="#">CA060407008</a>	BOMBDR	RROYCE	ACCESS PANEL	MISSING
3/31/2006	BD7001A10	BR700710A220	GS29701378	FUSELAGE

(CAN) THE AIRPLANE LANDED AT IT'S DESTINATION WHEN CREW EXITED THE PLANE, THEY NOTICED THAT THE AFT RT BELLY ACCESS PANEL WAS MISSING. NOTHING WAS NOTICED BY CREW WHILE IN FLIGHT (VIBRATIONS). (TC NR 20060407008)

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<a href="#">CA061103005</a>	BOMBDR	PWA	SHAFT	DAMAGED
9/27/2006	DHC8400	PW123		RGB

(CAN) THE ENGINE FLAMED-OUT IN CRUISE AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS ON THE ENGINE CHIP DETECTOR AND DAMAGE TO THE TOWERSHAFT. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103005)

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<a href="#">CA061110002</a>	BOMBDR	PWC	MOTOR	BURNED
9/11/2006	DHC8400	PW150A	DL561064	NR 3 OVEN

(CAN) A OPERATOR MADE A UNSCHEDULED LANDING DUE TO HEAVY SMELL COMING FROM AFT GALLEY. INVESTIGATION SHOWED THAT THE BLOWER MOTOR OF ONE GALLEY OVEN SHOWS BURN DAMAGE. OVEN REMOVED AND SENT FOR REPAIR. (TC NR 20061110002)

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<a href="#">CA061011007</a>	BOMBDR	PWC	PUMP	CRACKED
7/21/2006	DHC8400	PW150A	6617303	NR 2 HYD SYSTEM

(CAN) DURING CRUISE AT 18000 FT, (NR 2 HYD ISO VLV, NR2 ENG HYD PUMP) AND (ROLL SPLR OB HYD) CAUTION LIGHT WERE ILLUMINATED, AND THEN, NR 2 HYD PRESS DROPPED TO 0 PSI AND QUANTITY ALSO DROPPED TO 0. EMERGENCY LANDING CONDUCTED WITH ALTERNATE LDG EXTENSION. THE AIRCRAFT WAS TOWED TO PARKING SPOT. THE GROUND INSPECTION REVEALED THAT NR 2 EDP WAS CRACKED AND HAD A (1.5 X 1.0 CM) HOLE. METAL DEBRIS WAS FOUND IN ALL FILTERS (PRESS, RETURN AND CASE DRAIN), AND DPI FOR NR 2 CASE DRAIN FILTER WAS POPPED OUT. EDP REPLACED, HYDRAULIC SYSTEM FLUSHED. (TC NR 20061011007)

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<a href="#">CA061012002</a>	BOMBDR	PWC	DISPLAY	SHORTED
5/26/2006	DHC8400	PW150A	C19190AB04	COCKPIT

(CAN) DURING FLIGHT, THE FLIGHT CREW REPORTED THAT THE COPILOT'S PFD WENT BLANK, THEN CAME BACK ON IN POST MODE (GREEN T) THEN WENT BLANK AGAIN PERMANENTLY, FOLLOWED BY A BURNING ODOR (NO VISIBLE SMOKE OR FLAMES). THE ODOR WAS CARRIED BY THE RECIRC FAN THROUGHOUT THE CABIN AND DETECTED BY THE FLIGHT ATTENDANTS. MECHANICS FOUND EVIDENCE OF SOOT AROUND THE COOLING HOLES OF THE REMOVED PFD. (TC NR 20061012002)

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<a href="#">CA061020005</a>	BOMBDR	PWC	SEQUENCE VALVE	FAILED
8/15/2006	DHC8400	PW150A	483023	NLG DOOR

(CAN) AFTER GEAR WAS SELECTED UP IN CLIMB OUT, NOSE GEAR DOOR CAUTION WAS ON TOGETHER WITH NOISE OF SPINNING WHEEL. QRH LANDING GEAR DOOR MALFUNCTION PERFORMED. AFTER GEAR WAS SELECTED DOWN DOOR CAUTION DISAPPEARED BUT WE NOW HAD AN INDICATION OF UNSAFE NOSE GEAR ( RED ). QRH ALTERNATE LANDING GEAR EXTENSION PERFORMED AND GREEN LIGHT FOR NOSE GEAR RECEIVED. NORMAL LANDING PERFORMED AND TAXIED TO PARKING. PASSENGERS AND CREW WAS BRIEFED SEVERAL TIMES DURING THE FLIGHT. NLG SOLENOID SEQUENCE VALVE REPLACED IAW 32-31-71-400-801 (TC NR 20061020005)

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<a href="#">CA061020006</a>	BOMBDR	PWC	SENSOR	FAILED
8/24/2006	DHC8400	PW150A	471515	NLG

(CAN) AFTER TAKEOFF, LANDING GEAR DID NOT RETRACT. INDICATION SHOWED 3 GREENS AND 3 REDS. AFTER EMERGENCY CHECKLIST WAS COMPLETED THE DECISION FOR RE-LANDING WAS MADE. CABIN PAX AND STATION WERE INFORMED AND SUCCESSFUL RELANDING PERFORMED. FOUND NOSE WHEEL CENTER SENSOR FAULT AND SENSOR REPLACED. (TC NR 20061020006)

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<a href="#">CA061006003</a>	BOMBDR	PWC	HAMSTD	DRIVE SHAFT	FRACTURED
9/1/2006	DHC8400	PW150A			FMU

(CAN) ON DESCENT, THE ENGINE FLAMED OUT. GROUND INSPECTION REVEALED A FRACTURED FUEL METERING

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UNIT DRIVE SHAFT. (TC NR 20061006003)

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<a href="#">CA061005010</a>	BOMBDR	PWC		SHAFT	SHEARED
9/9/2006	DHC8400	PW150A			NR 2 FMU

(CAN) DURING DESCENT INTO BASE, NR 2 ENGINE SUDDENLY SHUTDOWN. CREW GOT THE INDICATION BY A YAW AND DISCOVERED AFTERWARDS THE PROP TQ WAS ZERO. EMERGENCY DECLARED. POWERPLANT MESSAGE ON ED QRH ACTIONS WERE CARRIED OUT. PAX BRIEFED ON DESCENT AND IN TERMINAL AFTERWARDS. UNEVENTFUL APPROACH/LANDING AND TAXI. MAINT REPORT: FAULT CODES: 360/907/935/970. FMU REMOVED AND FOUND SHAFT SHEARED. FMU REPLACED EGR CARRIED OUT NORMAL. (TC NR 20061005010)

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<a href="#">CA061107003</a>	BOMBDR	PWC		PUMP	FAILED
11/2/2006	DHC8400	PW150A		6617303	HYD SYSTEM

(CAN) DURING DECENT TO THE AIRPORT PILOTS OBSERVED LOSS OF NR 2 HYD PRESSURE AND NR 2 EDP CAUTION LIGHT. THE PTU WAS SELECTED ON AND THE NR 2 HYD PRESSURE RECOVERED AND FLUID QUANTITY HAD DROPPED TO 40%. CREW ELECTED TO RETURN TO BASE. NON-EMERGENCY LANDING AND AIRCRAFT TAXIED TO RAMP UNDER ITS OWN CONTROL. NR 2 EDP HAD INTERNAL ROTATING GROUP FAILURE, EDP REPLACED.

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<a href="#">CA061124002</a>	BOMBDR	PWC		BUSS BAR	SHORTED
11/23/2006	DHC8400	PW150A	R408	697070212	NR 1 PROP

(CAN) NO.1 ENGINE SHUTDOWN DURING FLIGHT DUE PEC FAIL CAUTION LIGHT AND PROP SPEED AT 1060 RPM. FAULT CODES LH CH A/B 160 AND 162. MAYDAY CALLED AND A NORMAL LANDING PERFORMED. PAX DEBRIEFED DURING TAXING AND AFTER PARKING. MAINTENANCE DISPATCHED TO TROUBLE SHOOT. NOTE PROP ASSY ONLY INSTALLED LAST WEEK. TECHNICIAN FOUND PROP HEATER BUSBAR ASSEMBLY CHAFED BY NO.1 PROP MPU BRACKET. BUSBAR REPLACED AND BUSBAR/PICK-UP CLEARANCE CHECKED OK. ENGINE RUN, PROP RPM AND PROP DE-ICE CHECKED OK. (TC# 20061124002)

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<a href="#">CA061130001</a>	BOMBDR	PWC		ACTUATOR	FAILED
11/24/2006	DHC8400	PW150A		3994001013	PITCH TRIM

(CAN) PITCH TRIM CAUTION LIGHT AND AUTO TRIM FAIL MESSAGE APPEARED DURING CLIMB. AIRCRAFT RETURNED TO BASE. WIRING CHECKS CARRIED OUT BETWEEN THE FCECU AND PITCH TRIM ACTUATOR. (FCECU CODES 67, 63, E7 AND E3) ACTUATOR REPLACED. (TC# 20061130001)

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<a href="#">CA061114001</a>	BOMBDR	PWC		BUSS BAR	CHAFED
11/13/2006	DHC8400	PW150A		697070212	PROPELLER ASSY

(CAN) NO.1 ENGINE SHUTDOWN MANUALLY IN FLT DUE PEC FAIL CAUTION AND PROP SPEED AT 1060 RPM. FAULT CODES LH CH A/B 160 AND 162. MAINT DISPATCHED TO T/S. FOUND BUSBAR FOR PROPELLER DEICE CHAFING ON MPU BRACKET, CAUSING MPU TO PICKUP SENS FROM BUSBAR. MPU ADJUSTED AND NEW BUSBAR INSTALLED. ENGINE GROUND RUNS C/O NORMAL. (TC# 20061114001)

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<a href="#">CA061026001</a>	BOMBDR	PWC		APU	MALFUNCTIONED
10/25/2006	DHC8400	PW150A		4503067A	

(CAN) APU ENCLOSURE SUFFERED STRUCTURAL DAMAGE AFTER FUEL VAPOR IGNITED. CREW HAD TRIED TO START APU AFTER LANDING MINIMUM TWICE, UNABLE TO START. NOT POSSIBLE TO GET FAULT CODES SO MECHANIC CALLED. MECH STARTED APU AND THEN IT AUTO SHUTDOWN. MECH STARTED APU AGAIN AND SAME RESULT. MECH OBSERVED FUEL VAPOR FROM EXHAUST BUT NOT FROM FUEL DRAIN. MECH PULLED CIRCUIT BREAKER FOR FUEL SOLENOID IN ORDER TO PERFORM DRY CRANK TO VENT APU. WHEN PUSHING POWER SWITCH THERE WAS AN EXPLOSION IN THE APU BAY. DAMAGE TO THE APU ENCLOSURE AND DOORS OCCURRED. TAIL CONE TO BE REPLACED. (TC# 20061026001)

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<a href="#">CA061116005</a>	BOMBDR			SWITCH	FAILED
11/13/2006	DHC8402			8209074	RT NACELLE

(CAN) BLEED HOT CAUTION NR 2 CAME ON. CDS INTEREGATION FAULT CODE 1701. RIGHT BLEED OVERTEMPERATURE SWITCH FLAGGED. REPLACE SWITCH. SERIAL NUMBER 0781.

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<a href="#">2006FA0001159</a>	BRAERO	PWA	PUMP	FAILED
11/17/2006	BAE1251000	PW305	SC402	FUEL SYSTEM

THREE FUEL BOOST PUMPS IN OVERHAULED CONDITION, SAME PN, ORDERED FROM THE SAME VENDOR HAVE FAILED AFTER SHORT TIME ON SAME AIRCRAFT USED ON LT AND RT SIDES. 1) FUEL BOOST PUMP OVERHAULED CONDITION SN 11A557 FAILED 5/24/06 AFTER 247 HOURS. 2) FUEL BOOST PUMP OVERHAULED CONDITION SN 9AU160 FAILED 5/11/06 AFTER 232 HOURS. 3) FUEL BOOST PUMP OVERHAULED CONDITION SN 1AK23 FAILED 11/17/06 AFTER 157 HOURS. (K)

<a href="#">2006FA0001158</a>	BRAERO	PWA	PUMP	FAILED
5/11/2006	BAE1251000	PW305	SC402	FUEL SYSTEM

THREE FUEL BOOST PUMPS IN OVERHAULED CONDITION, SAME PN, ORDERED FROM SAME VENDOR HAVE FAILED AFTER SHORT TIME ON SAME AIRCRAFT USED ON LT AND RT SIDES. 1) FUEL BOOST PUMP OVERHAULED CONDITION SN 11A557 FAILED 5/24/06 AFTER 247 HOURS. 2) FUEL BOOST PUMP OVERHAULED CONDITION SN 9AU160 FAILED 5/11/06 AFTER 232 HOURS. 3) FUEL BOOST PUMP OVERHAULED CONDITION SN 1AK23 FAILED 11/17/06 AFTER 157 HOURS. (K)

<a href="#">2006FA0001157</a>	BRAERO	PWA	PUMP	FAILED
5/24/2006	BAE1251000	PW305	SC402	FUEL SYSTEM

THREE FUEL BOOST PUMPS IN OVERHAULED CONDITION, SAME PART NUMBER, ORDERED FROM THE SAME VENDER HAVE FAILED AFTER SHORT TIME ON SAME AIRCRAFT USED ON LT AND RT SIDES. 1) FUEL BOOST PUMP OVERHAULED CONDITION SN 11A557 FAILED 5/24/06 AFTER 247 HOURS. 2) FUEL BOOST PUMP OVERHAULED CONDITION SN 9AU160 FAILED 5/11/06 AFTER 232 HOURS. 3) FUEL BOOST PUMP OVERHAULED CONDITION SN 1AK23 FAILED 11/17/06 AFTER 157 HOURS. (K)

<a href="#">CA061104001</a>	BRAERO		PLATE	CORRODED
11/1/2006	BAE125800A		258TF4331	HORIZONTAL STAB

(CAN) UPON VISUAL INSPECTION AND CLEANING OF ATTACHMENT LUG AREA OF VERTICAL FIN TO HORIZONTAL STABILIZER, MECHANIC NOTICED MATERIAL FLAKING OFF OF ONE BOLT HOLE. FURTHER INSPECTION REVEALED EXFOLIATION CORROSION. SINCE THIS TYPE OF CORROSION IS DIFFICULT TO DETECT VISUALLY IT WAS ONLY WHEN THE MECHANIC WAS CLEANING THE AREA THAT HE NOTICED THE DAMAGE. UPON CONSULTATION WITH THE MANUFACTURER (RAYTHEON) THE CORROSION WAS REMOVED TO DETERMINE THE EXTENT OF PENETRATION AND COVERAGE (PHOTO ILLUSTRATION) WHICH WAS DETERMINED TO BE OUT-OF-TOLERANCE AND REQUIRED REPLACEMENT OF THE REINFORCEMENT PLATE. THIS DEFECT WAS THE FIRST TIME THE MANUFACTURER HAD COME ACROSS. ESPECIALLY SIGNIFICANT WAS THE FACT THAT IT WAS EXFOLIATION CORROSION AND NOT ANY TYPE OF SURFACE CORROSION. THE TASK TO REPLACE THE PART WAS EXTENSIVE REQUIRING SPECIALIZED JIGS, TOOLS AND MACHINING ALONG WITH RIGGING CHECKS. THE JOB WAS SUCCESSFULLY COMPLETED BY A QUALIFIED SERVICE CENTER.

<a href="#">CA061030001</a>	BRAERO	RROYCE	LINE	FRACTURED
10/28/2006	HS7482A	DART5342	316Q2277	HYDRAULIC RETURN

(CAN) WHILE EN-ROUTE THE HYDRAULIC FLOW LIGHTS ILLUMINATED AND THE HYDRAULIC PRESSURE DROPPED TO 1900PSI. THE AIRCRAFT DIVERTED, WHERE AN UNEVENTFUL LANDING WAS MADE. MAINTENANCE INVESTIGATION REVEALED THAT THE HYDRAULIC RETURN LINE BETWEEN THE HYDRAULIC CUT OUT VALVE AND THE HYDRAULIC RESERVOIR HAD FRACTURED AT THE RESERVOIR CONNECTION. THE LINE WAS REPLACED AND THE SYSTEM TESTED SERVICEABLE. AN OPTIONAL MOD (S/B 29/44, MOD 7297) RAISED BY BAE IN 1986 REPLACED THIS RIGID LINE WITH A FLEXIBLE LINE TO PRECLUDE THIS TYPE OF FAILURE. THE LINE IN QUESTION WAS A PRE-MOD ITEM. (TC# 20061030001)

<a href="#">CA061122007</a>	BRAERO	RROYCE	INDICATOR	FAILED
11/11/2006	HS7482A	DART5342	5040002902	COCKPIT

(CAN) DEPARTING THE CAPT'S HORIZON FAILED DURING TAKE-OFF. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WITHOUT INCIDENT. MAINTENANCE REPLACED THE GYRO AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC# 20061122007)

<a href="#">CA061128002</a>	BRAERO	RROYCE	INDICATOR	FAILED
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11/23/2006	HS7482A	DART5342	ASN43	NR 1 HORIZON
(CAN) DURING DEPARTURE THE CAPTAINS HORIZON FAILED ON CLIMB OUT. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WITHOUT FURTHER PROBLEM. MAINTENANACE REPLACED THE NO1. GYRO AND THE AIRCARFT WAS RETURNED TO SERVICE. (TC# 20061128002)				
<a href="#">CA061003001</a>	BRAERO	RROYCE	PRESSURE VALVE	MALFUNCTIONED
9/24/2006	HS7482A	DART5342	AC13794	BRAKE
(CAN) DURING TAXI TO POSITION THE THE MAIN HYDRAULIC SYSTEM WAS CYCLING EVERY 30 SECONDS. THE CREW RETURNED TO COMPANY RAMP. THE IB BRAKE PRESSURE REDUCING VALVE WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061003001)				
<a href="#">2006FA0001077</a>	CESSNA	CONT	CYLINDER	CRACKED
9/28/2006	150M	O200A	SA10200A1	NR 3
OIL LEAK LEAD TO FINDING CYLINDER BARREL CRACKED, MID SECTION IN COOLING FINS, .7500 WAY AROUND BARREL. (K)				
<a href="#">CA061016007</a>	CESSNA	LYC	ATTACH BRACKET	CRACKED
10/14/2006	152	O235L2C	04310093	VERTICAL STAB
(CAN) ONE OF THE TWO VERTICAL TAIL ATTACH BRACKETS WAS DISCOVERED CRACKED APPROXIMATELY 90% OF IT'S LENGTH DURING A SCHEDULED INSPECTION. THE CRACK LOCATION IS IN THE RADIUS WHERE THE VERTICAL LEG INTERSECTS THE HORIZONTAL LEG. THERE IS A SERVICE LETTER WHICH DEALS WITH THIS, HOWEVER IT DOESN'T APPLY TO THIS SERIAL NUMBER AIRCRAFT. WE ARE REPLACING THE TWO ON THIS AIRCRAFT AS WELL AS ON THE OTHER C152 IN THE FLEET. (TC# 20061016007)				
<a href="#">CA061109008</a>	CESSNA	LYC	PISTON	CRACKED
11/7/2006	152	O235L2C	LW18729	ENGINE
(CAN) HIGH OIL TEMPERATURE AND BURNING ODOR IN CABIN PROMPTED RETURN TO AIRPORT. COMPRESSION CHECK REVEALED LOW COMPRESSION NR 3 CYLINDER, REMOVAL REVEALED A PORTION OF THE SECOND RING LAND APPROX. 1.5 INCHES LONG BROKEN OFF THE PISTON AT THE 10 O`CLOCK POSITION VEIUED FROM TOP.				
<a href="#">CA061018001</a>	CESSNA	LYC	EXHAUST RISER	CRACKED
10/13/2006	172M	O320E2D	1754001	NR 3
(CAN) THE (EXHAUST) FLANGE WAS CRACKED THROUGH AND INTO THE UPPER END OF THE (EXHAUST) PIPE ITSELF, WITH THE CRACK TRAVELLING ALMOST HALFWAY AROUND THE PIPE. SUBMITTER REGULARLY FINDS THESE RISERS CRACKED AND SUSPECTS THAT A SHARP/ROUGH EDGE ON THE FLANGE CONTRIBUTES TO ITS FAILURE. THOROUGH INSPECTION OF THIS TYPE OF EXHAUST SYSTEM AT EVERY 50-HOUR INTERVAL IS RECOMMENDED BY THE SUBMITTER. EXHAUST STAINING AROUND THE TOP OF THE PIPE IS USUALLY APPARENT. PRESSURE-TESTING OF THE WHOLE SYSTEM WHILE CARRYING OUT A.D. CF90-03R2 WILL ALSO FIND THESE DEFECTS. (TC# 20061018001)				
<a href="#">2006FA0001099</a>	CESSNA	LYC	WIRE	BROKEN
11/7/2006	172N	O320*		ALTERNATOR
ALTERNATOR FAILED AND MAIN POWER BUS FEED WIRE BROKEN FROM ALTERNATOR. TERMINAL ENDS, PROBABLY DUE TO VERY TIGHT AREA AND VIBRATION. PREVENTION MIGHT BE TO ENLARGE AREA WHERE WIRES PASS THRU BAFFLING TO LIGHTEN VIBRATION AND STRESS ON WIRES BEING BENT TO FIT IN THIS AREA. (K)				
<a href="#">2006FA0001098</a>	CESSNA	LYC	PRIMER LINE	LEAKING
11/7/2006	172N	O320*	LW120981116	NR 3 CYLINDER
NOTED FUEL SPRAYING OUT WHEN TRYING TO PRIME ENGINE FOR START. FOUND LINE CRACKING AT WELDED TIP AREA. ON PRIMER LINE, WHERE IT ATTACHES TO CYLINDER FITTING. THIS IS A BAD TYPE END ON LINE. SUGGEST MORE SECURITY OF PRIMER LINES AT MORE PLACES, TO MINIMIZE VIBRATIONS. (K)				
<a href="#">CA061031002</a>	CESSNA	LYC	BULKHEAD	CRACKED
10/27/2006	172N	O320D2J	05503214	SPINNER

(CAN) BULKHEAD WAS INSTALLED IAW CESSNA SK172-156A INSTRUCTIONS. BULKHEAD HAS CRACKS CURVING AROUND BOLT HOLES ABOUT HALF INCH AWAY FROM THE HOLE EDGE AT THE INNER BEND RADIUS. NOTE: THIS IS THE FOURTH OR FIFTH IDENTICALLY CRACKED BULK HEAD FOUND ON AS MANY OTHER 172 A/C IN THE PAST THREE OR SO MONTHS AT OUR FACILITY. CESSNA IS GIVING US WARRANTY FOR THE PARTS BUT NO CORRECTIVE ACTION HAS COME FORWARD AS YET. (TC# 20061031002)

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<a href="#">2006FA0001062</a>	CESSNA	LYC	CRANKSHAFT	CORRODED
10/3/2006	172R	IO360L2A	1382712170	ENGINE

INSIDE DIAMETER WAS FOUND TO BE PITTED AFTER REMOVAL OF THE COATING CALLED URETHABOND 104. THIS COATING WAS APPLIED BY MFG. THE SURFACE APPEARED TO BE VERY ROUGH, ALMOST THREADED. THE CAUSE FOR THE CORROSION IS UNCERTAIN. A SUGGESTION FOR PREVENTION IS NOT POSSIBLE. MY SPECULATION WOULD BE THAT THE COATING IS NOT ADEQUATELY SEALING THE SURFACE FROM MOISTURE. (K)

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<a href="#">2006FA0001063</a>	CESSNA		STARTER	FAILED
10/11/2006	172S		PM2401	ENGINE

BENDIX GEAR FAILS DURING START OPERATION. INSTALLED ON 3/10/04, REMOVED ON 8/16/04. (K)

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<a href="#">2006FA0001075</a>	CESSNA	LYC	STARTER	FAILED
10/11/2006	172S	IO360A1A	PM2401H	ENGINE

THE BENDIX GEAR CRACKED/SHATTERED DURING START OPERATION. NO DAMAGE TO RING GEAR. PART INSTALLED ON 6/23/2006. PART REMOVED ON 10/11/2006. THIS IS BECOMING A VERY BIG PROBLEM WITH THESE STARTERS. (K)

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<a href="#">2006FA0001073</a>	CESSNA	CONT	BRACKET	FAILED
10/29/2006	182A	O470*	08424008	NLG

DURING LANDING ROLL OUT THE NOSE GEAR BEGAN TO SHIMMY UNTIL NOSE GEAR FAILURE. AN INSPECTION SHOWN, A FAILURE OF THE NOSE GEAR SHIMMY DAMPER BRACKET ON HOUSING. PART ORIGINAL TO 1958 INSTALLATION. (K)

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<a href="#">2006FA0001060</a>	CESSNA	LYC	LIFTER	BROKEN
10/20/2006	182S	IO540AB1A5	72877	ENGINE

LIFTER BROKE. (K)

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<a href="#">CA060928006</a>	CESSNA	CONT	MCAULY	FERRULE	CORRODED
9/15/2006	185	IO470F		C3054	PROPELLER

(CAN) PROP RECEIVED FOR 10 YR. O/H. UPON DISMANTLING DISCOVERED CORROSION DAMAGE TO FERRULE. PART IS U/S (TC NR 20060928006)

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<a href="#">CA061025004</a>	CESSNA	CONT	MCAULY	STUD	UNSERVICEABLE
10/22/2006	185F	IO520D			PROPELLER

(CAN) WHILE INSTALLING THE MCCAULEY MODEL D3A34C403-B PROPELLER ONTO A CESSNA 185, THE ENGINEER WAS TIGHTENING THE FIBER LOCK NUTS ONTO THE PROPELLER MOUNTING STUDS, WHEN ONE OF THE NUTS KEPT ON TURNING AND DID NOT SEEM TO BE GETTING ANY TIGHTER. HE TRIED ANOTHER NEW LOCK NUT BUT THE SAME THING HAPPENED AND THEN NOTICED THAT THE MOUNTING STUD WAS BEING PULLED OUT FROM THE PROP HUB. THE LOCK NUT HAD NOT BEEN TIGHTENED UP TO THE RECOMMENDED TORQUE VALUE FOR MOUNTING THE PROP BEFORE THIS STARTED TO HAPPEN. THE PROPELLER BEING INSTALLED HAD ONLY 305.7 TSO. IT WAS SENT BACK TO THE SHOP THAT OVERHAULED IT. (TC# 20061025004)

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<a href="#">CA061006013</a>	CESSNA	PWA	COMPRESSOR	SEIZED
8/15/2006	208B	PT6A114A		ENGINE

(CAN) THE ENGINE WAS REPORTED TO EMIT A LOUD NOISE AND SUBSEQUENTLY FLAMED OUT IN FLIGHT. POST-FLIGHT INSPECTION REVEALED METAL DEBRIS IN THE OIL, RUBBING NOISES FROM THE POWER SECTION AND A SEIZED COMPRESSOR. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

(TC NR 20061006013)

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<a href="#">CA061006018</a>	CESSNA	PWA	ENGINE	FIRE
9/27/2006	208B	PT6A114A		

(CAN) ON TAXI FOLLOWING LANDING, FLAMES WERE SEEN COMING FROM THE ENGINE EXHAUST. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006018)

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<a href="#">CA061006019</a>	CESSNA	PWA	BEARING CAGE	FRACTURED
9/27/2006	208B	PT6A114A		FUEL CONTROL

(CAN) ENGINE TORQUE WAS SEEN TO FLUCTUATE IN CRUISE, REDUCING TO ZERO UNCOMMANDED DURING DESCENT. POWER WAS RECOVERED USING THE FUEL CONTROL MANUAL OVER-RIDE SYSTEM. ON A SUBSEQUENT START THE ENGINE ACCELERATED UNCOMMANDED. SUBSEQUENT INSPECTION REVEALED A PRE-SB1561 FCU BEARING CAGE FRACTURE. (TC NR 20061006019)

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<a href="#">CA061010003</a>	CESSNA	PWA	LINE	CHAFED
10/10/2006	208B	PT6A114A	26106731	DE ICE

(CAN) WIRE BUNDLE SECURED INCORRECTLY LEADING TO CHAFING ON/THRU PNEUMATIC DEICE AIR SUPPLY LINES. DURING THE INITIAL COMPLETION OF THE DEICE SYSTEM TEST AND SERVICE IT WAS FOUND THAT THE WIRING BUNDLE FOR THE DEICE SOLENOIDS AND PRESSURE SWITCHES HAD BEEN SECURED IN A POSITION WHICH ALLOWED THEM TO CONTACT SUPPLY LINE P/N 261067-31, WEARING A HOLE IN THE LINE AND DAMAGING SEVERAL WIRES. DEICE PIPES P/N 2601067-31 AND -32 WERE REPLACED. WIRING WAS REPAIRED, REROUTED AND PROTECTED TO PREVENT FURTHER CONTACT WITH DEICE PIPES. THE AIRCRAFT WAS RETURNED TO SERVICE. OTHER AIRCRAFT IN THE FLEET WERE INSPECTED WITH NO FAULTS FOUND. (TC NR 20061010003)

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<a href="#">CA061103010</a>	CESSNA	PWA	FUEL CONTROL	FAULTY
10/7/2006	208B	PT6A114A		ENGINE

(CAN) ON TAKEOFF ENGINE POWER INCREASED UNCOMMANDED AND THE ENGINE WOULD NOT RESPOND TO THROTTLE INPUT. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20061103010)

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<a href="#">CA061103003</a>	CESSNA	PWA	ENGINE	OVERHEATED
9/27/2006	208B	PT6A114A		

(CAN) DURING TAXI FOLLOWING LANDING THE ENGINE EXPERIENCED AN ITT OVER-TEMPERATURE. SUBSEQUENT INSPECTION REVEALED DEBRIS IN THE EXHAUST AND HEAT DISCOLORATION OF THE AIRCRAFT COWLING IN THE EXHAUST REGION. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103003)

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<a href="#">CA061023005</a>	CESSNA	CONT	CASE	CRACKED
10/12/2006	401	TSIO520E	643202	ENGINE

(CAN) THE ENGINE HAD A SMALL OIL LEAK. AFTER REMOVING THE DIP STICK ASSEMBLY, A CRACK WAS FOUND BETWEEN NR 2 AND NR 4 CYLINDERS. THE ENGINE WAS REMOVED FOR OVERHAUL. (TC NR 20061023005)

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<a href="#">CA061030003</a>	CESSNA	CONT	CONT	GEAR	BROKEN
6/27/2006	421	GTSIO520H		631847	STARTER SHAFT

(CAN) (1)GEAR TOOTH BROKE OFF THE STARTER SHAFT GEAR IN A NEW STARTER ADAPTER ASSEMBLY CAUSING FOREIGN MATERIAL TO ENTER THE ENGINE LEADING TO FURTHER DAMAGE INSIDE THE CRANKCASE. FINAL RESULT WAS LOSS OF POWER TO THE RT ENGINE AND UNSCHEDULED LANDING. (TC NR 20061030003)

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<a href="#">FAA200612001</a>	CESSNA	CONT	CYLINDER	SEPARATED
12/6/2006	421C	GTSIO520L		

DURING TAKEOFF ROLL PILOT REPORTED A LOUD POP FROM THE LEFT ENGINE AND THE AIRCRAFT YAWED TO THE LEFT. THE TAKEOFF WAS ABORTED. VISUAL INSPECTION REVEALED THE NUMBER SIX CYLINDER HEAD HAD SEPARATED FROM THE BARREL. THE ENGINE HAD 554 HOURS SINCE OVERHAUL. THIS ENGINE WAS INSTALLED

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ON A CESSNA 421C.

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<a href="#">CA061103007</a>	CESSNA	PWA	TURBINE BLADES	FRACTURED
9/23/2006	425	PT6A112		ENGINE

(CAN) IN FLIGHT THE ENGINE EMITTED A LOUD NOISE FOLLOWED BY FLAMES FROM THE EXHAUST AND VIBRATION. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED FRACTURED COMPRESSOR TURBINE BLADES. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103007)

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<a href="#">CA061103016</a>	CESSNA	PWA	ENGINE	FLAMED OUT
10/27/2006	550	JT15D4		

(CAN) THE ENGINE FLAMED OUT IN FLIGHT FOLLOWING A COMMANDED REDUCTION IN POWER TO IDLE. PWC WILL MONITOR INVESTIGATION OF THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC# 20061103016)

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<a href="#">CA061103015</a>	CESSNA	PWA	TURBINE BLADES	FRACTURED
10/14/2006	550	JT15D4		ENGINE

(CAN) IN CRUISE THE ENGINE EXPERIENCED VIBRATIONS FOLLOWED BY A LOUD NOISE AND WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED FRACTURED TURBINE BLADES. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC# 20061103015)

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<a href="#">CA061106004</a>	CESSNA	PWA	HYDROMECH UNIT	MALFUNCTIONED
10/25/2006	560CESSNA	PW535A	8236602	ENGINE

(CAN) THE ENGINE FLAMED-OUT IN CRUISE AND THE AIRCRAFT DIVERTED FOR A SINGLE ENGINE LANDING. THE HYDROMECHANIAL FUEL CONTROL UNIT WAS SUBSEQUENTLY REPLACED. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC# 20061106004)

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<a href="#">CA061006010</a>	CESSNA	PWA	MANIFOLD	LEAKING
9/13/2006	560CESSNA	PW535A		FUEL SYSTEM

(CAN) A LOUD NOISE AND A FLASH FROM THE ENGINE WERE REPORTED ON DESCENT ACCOMPANIED BY A FIRE DETECTOR WARNING. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED SEPARATION OF THE NACELLE COWLS WITH RESULTANT AIRFRAME IMPACT DAMAGE. THE ENGINE FUEL MANIFOLD AND EXTERNALS WERE FOUND TO BE FIRE DAMAGED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006010)

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<a href="#">CA061010006</a>	CESSNA	PWA	MANIFOLD	FAILED
9/13/2006	560CESSNA	PW535A	305262701	FUEL SYSTEM

(CAN) THE PILOTS HEARD A LOUD NOISE FOLLOWED BY A MOMENTARY FIRE WARNING LIGHT. THE PILOTS SHUT THE ENGINE DOWN AND RETURNED TO BASE. AFTER LANDING THE COWLING FOR THE RT ENGINE WAS FOUND TO BE MISSING THE ENGINE DAMAGED BY FIRE AND THE TAIL DAMAGED. (TC NR 20061010006)

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<a href="#">CA061006015</a>	CESSNA	PWA	ENGINE	LEAKING
9/20/2006	560XL	PW545A		

(CAN) IN CRUISE, ENGINE OIL PRESSURE WAS SEEN TO DECREASE AND THE LOW OIL PRESSURE WARNING ACTIVATED. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED EXTERNAL OIL LEAKAGE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006015)

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<a href="#">CA061005002</a>	CESSNA	CONT	RIVET	LOOSE
10/5/2006	A185E	IO520D	0513006142	FITTING

(CAN) THE AIRCRAFT WAS DISASSEMBLED. IT WAS NOTED THAT THERE WERE SEVERAL LOOSE AND SMOKING FASTENERS THROUGH RT AFT WING FITTING BRACKET IN FUSELAGE. REFERENCED MFG PART MANUAL P527-12 FIGURE 30 INDEX NR 99. (TC NR 20061005002)

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[CA061010001](#) CESSNA CONT BULKHEAD DAMAGED  
10/3/2006 A185F IO520D 0513006142

(CAN) AT INSPECTION, SMOKING FASTENERS AT THE LT WING AFT FITTING WERE FOUND. FASTENERS WERE REPLACED AS REQUIRED. (TC NR 20061010001)

[CA061124006](#) CESSNA LYC MCAULY BOOT FAILED  
11/24/2006 T206H TIO540AJ1A B3D36C432 PROPELLER DE-ICE

(CAN) DURING PHASE NR 2 INSPECTION IT WAS NOTED ON PRE-INSPECTION RUNUP THAT THE PROP DE-ICE WAS INOPERATIVE. INVESTIGATION REVEALED THAT 2 OF THE 3 DE-ICE BOOT LEADS WERE DEFECTIVE. NEW PARTS ORDERED.

[CA061019009](#) CESSNA CONT SPRING BROKEN  
10/18/2006 T210L TSIO520H 1051324 MAGNETO

(CAN) NOTE THE SERIAL NUMBER ON THE ENGINE ON THIS FORM IS INCORRECT IT IS 217469-R. THE IMPULSE COUPLING SPRING WAS FOUND BROKEN. CUSTOMER HAD COMPLAINED OF ROUGH RUNNING CHECK MAG DROP, REMOVED MAGS AND INSPECTED. THE SPRINGS WERE BROKEN IN BOTH MAGNETOS,

[2006FA0001070](#) CESSNA CONT BEARING SEIZED  
2/23/2006 T210N TSIO520R 646275 STARTER MOTOR

OVERHAULER W/O NR 84062, O/H DATE 10/06/2006. STARTER BEARING SEIZED AFTER INSTALLATION STARTER MOTOR FAILED. (K)

[CA061130002](#) CESSNA CONT ATTACH BRACKET CRACKED  
11/9/2006 U206F IO520F 122005311 AILERON

(CAN) AILERON ATTACH BRACKET CRACKED ON RADIUS LWR LT INBD FWD. PART REMOVED AND REPLACED WITH NEW P/N 1220053-17, ALL OTHER BRACKETS CHECKED NO CRACKS FOUND.

[CA061005011](#) CESSNA CONT GOVERNOR SEIZED  
9/14/2006 U206G IO520F PROPELLER

(CAN) THE A/C WAS IN NORMAL FLIGHT AND NOTED AN OVERSPEED CONDITION FROM CRUISE RPM TO FULL POWER. CYCLING THE PROP PITCH CONTROL DID NOTHING; THE PILOT EXECUTED A FORCED LANDING. AME REMOVED THE PROP GOVERNOR AND NOTICED IT WAS SEIZED AND CONTAMINATED. REMOVED THE OIL FILTER AND NOTICED IT WAS CONTAMINATED WITH METAL PARTICLES. DRAINED THE OIL PAN WITH FRESH VARSOL AND FLUSHED THE PAN TO CLEAN ANY CONTAMINATES. INSTALLED FRESH NEW OIL AND INSTALLED NEW GOVERNOR. GROUND RUN UP WAS SATISFACTORY FOR FERRY FLIGHT TO REQUIRED BASE. PROP AND ENGINE REMOVED DUE TO OVERSPEED AND SENT TO REPAIR STATION FOR INSPECTION. (TC NR 20061005011)

[CA061018014](#) CESSNA CONT GOVERNOR MALFUNCTIONED  
9/15/2006 U206G IO520F ENGINE

(CAN) PROPELLER GOVERNOR FAILED IN FLIGHT CAUSING SEVERE OVERSPEED OF ENGINE. UPON LANDING, THE ENGINE OIL SCREEN WAS FOUND TO BE METAL CONTAMINATED. PROPELLER GOVERNOR WAS REMOVED AND METAL WAS DISCOVERED AT GOVERNOR PAD. NO SCREEN WAS PRESENT BETWEEN GOVERNOR AND ENGINE. ENGINE DISMANTLED AND OIL TRANSFER COLLAR FOUND SEVERELY WORN, THE OIL PUMP WAS DAMAGED BEYOND REPAIR, THE CRANKSHAFT WAS WORN IN THE TRANSFER COLLAR AREA AND THE CRANKCASE WAS BADLY FRETTED. ONE CAMSHAFT LOBE AND ONE LIFTER FACE WERE ALSO SEVERELY WORN. INSPECTION WAS LIMITED TO VISUAL AND MEASURING. NO NON-DESTRUCTIVE TESTING WAS CARRIED OUT. (TC NR 20061018014)

[CA061011011](#) CESSNA CONT HARTZL FITTING OPEN  
10/4/2006 U206G IO520F M5150021 PROPELLER

(CAN) PILOT EXPERIENCED EXCESSIVE GREASE LEAKAGE ON WINDSCREEN DURING TAKEOFF AND CLIMB, RETURNED TO MAINTENANCE BASE IMMEDIATELY. ON INSPECTION ONE GREASE FITTING WAS FOUND DEFECTIVE. GREASE FITTING WAS REPLACED. PROP RE-GREASED IAW PROP OWNERS MANUAL, PN115N, CHAP6-6. A/C GROUND RUN + PROP LEAK CHECKED. NO FAULTS FOUND. A/C TEST FLOWN TO ENSURE NO LEAKAGE AT

HIGH POWER SETTINGS AND FOR PROPER PROPELLER FUNCTION. CHECKED SERVICEABLE - 100HR PROPELLER INSPECTION AND LUBRICATION WAS C/O PRIOR TO FLIGHT ON OCT.3/06 (TC NR 20061011011)

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<a href="#">2006FA0001079</a>	CIRRUS	CONT	ALTERNATOR	SEPARATED
10/5/2006	SR20	IO360ES	653344	ENGINE

DURING FLIGHT, PILOT NOTICED A LOUD BANGING NOISE FROM UNDER ENGINE COWLING PILOT PROCEEDED TO LAND. AFTER LANDING, MAINTENANCE DEPARTMENT. REMOVED COWLING TO FIND THIS ALTERNATOR SEPARATION/ FAILURE. NO OTHER COMPONENTS WERE DAMAGED. INSPECTION PRIOR TO THIS FAILURE SHOWED NO DEFECT TO THIS COMPONENT. (K)

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<a href="#">CA061129006</a>	CNDAIR		BEARING	CRACKED
11/29/2006	CL2151A10		AW24VDU	LT MLG

(CAN) LT FOLDING STRUT LOWER BEARING CRACKED AT 4 PLACES.

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<a href="#">CA061201001</a>	CNDAIR		CONTROL CABLE	WORN
12/1/2006	CL2151A10		21592315122	AILERONS

(CAN) LT AILERON CONTROL CABLE WORN IN FAIRLEAD, ACCESS PANEL 740-2 (RT SIDE). CABLE NEEDS REPLACEMENT. THIS CABLE HAS BEEN REPLACED ON 2005-11-22 AND CUMULATED 151 HOURS FLYING TIME.

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<a href="#">CA061101003</a>	CNDAIR	PWA	STUD	SHEARED
10/30/2006	CL2151A10	CA3	205364205523	CYLINDER HOLD DO

(CAN) DURING ANNUAL INSPECTION OF THE RT ENGINE 5 OF THE 15 CYLINDER HOLD DOWN STUDS ON CYLINDER NO. 2 WERE FOUND SHEARED. 3 HOLD DOWN NUTS WERE LOOSE, ALL PAL NUTS WERE INSTALLED AND TIGHT. THE PART NUMBERS FOR THE SHEARED STUDS ARE AS FOLLOWS: 205364 (QTY 2), 205523 (QTY 2) AND 204850 (QTY 1). ADDITIONAL INSPECTIONS OF THE ENGINE WILL BE ACCOMPLISHED. ANY FURTHER FINDINGS/RESULTS WILL BE REPORTED.

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<a href="#">CA061102007</a>	CNDAIR	PWA	BOMBDR	HINGE	DAMAGED
9/26/2006	CL2156B11215	PW123			AILERON

(CAN) DURING AN ANNUAL INSPECTION WE FOUND BOTH AILERONS WITH SEVERE DAMAGE AT CENTER HINGE (TC NR 20061102007)

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<a href="#">CA061106008</a>	CNDAIR		WIRE HARNESS	SHORTED
11/3/2006	CL600*		M2750010JB3U00	ADG

(CAN) ADG DROPPED IN FLIGHT FOR TEST, NO POWER, LANDED NORMALLY. FOUND WIRING HARNESS AND WIRES BURNED & SHORTED AT CONNECTOR P1XC ON ADG. BOMBARDIER PSP603A WIRING MANUAL 24-25-01 FIG. 1 SHEET1. WIRING HARNESS AND CONNECTOR REPLACED.

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<a href="#">CA061130006</a>	CNDAIR		PUMP	LEAKING
11/28/2006	CL600*		6619003	HYDRAULIC SYS

(CAN) DURING CRUISE, THE NR 1 HYDRAULIC SYSTEM WAS DEPLETING AND WAS DOWN TO 20% OF CAPACITY. NO ASSOCIATED EICAS MESSAGE. AIRCRAFT WAS DIVERTED TO MAINTENANCE BASE. LEAK WAS FOUND AT NR 1 HYDRAULIC PUMP. PUMP WAS REPLACED. AIRCRAFT GROUND RUNS CARRIED OUT, SYSTEM REPLENISHED AND AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA061116003</a>	CNDAIR	GE	BULKHEAD	CRACKED
11/16/2006	CL600*	CF343A	600911545	BS 559

(CAN) BULKHEAD STRUCTURE AT STATION 559.00 CRACKED ON TWO AILERON MIXER (P/N 600-91154-5) ATTACHMENTS BOLTS. A/C HOURS:25688 A/C CYCLES:30488

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<a href="#">CA061103011</a>	CNDAIR	GE	CONTROL UNIT	FAILED
11/2/2006	CL600*	CF343A		TE FLAPS

(CAN) DURING TAKE OFF FLAP FAIL DURING FLAP RETRACTION, A/C RETURN TO TERMINAL .BREAKER RESET AS

PER OPERATING MANUAL NR 1 ABNORMAL PROCEDURE SECTION 10 P 3-4. A/C RETURN TO SERVICE ,NO FURTHER SNAG.TWO MORE TAKE -OFF WERE CARRIED OUT FOLLOWING THAT INCIDENT, NO SNAG.

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<a href="#">CA061019011</a>	CNDAIR	GE	CONDUIT	INTERFERENCE
8/6/2006	CL600*	CF348C1	CC670582071	WIRING COVER

(CAN) DURING GROUND INSPECTION NOTICED FUEL LEAK NEAR FRONT SPAR AREA IN BELLY PANEL. INSPECTION FOUND ELECTRICAL CONDUIT FOR LT FUEL BOOST PUMP, WIRE COVERING INTERFERING WITH FLARE AT BULKHEAD FITTING. THIS ALLOWED FUEL TO PASS INTO THE CONDUIT AND OUT OF BELLY. WIRING COVERING TRIMMED BACK AND CONDUIT RESECURED. (TC NR 20061019011)

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<a href="#">CA061005007</a>	CNDAIR	GE	TIRE	FAILED
10/4/2006	CL600*	CF348C1	900012001	MLG

(CAN) THE CREW REPORTED THAT DURING THE TAKEOFF ROLL THE FLIGHT ATTENDANT REPORT A LOUD BANG. AFTER CONFERENCING WITH MAINTENANCE CONTROL, THE AIRCRAFT WAS ASKED TO CONTINUE TO DESTINATION. UPON ARRIVAL, IT WAS DETERMINED THAT THE NR 4 MAIN WHEEL WAS RAGGED AND APPEARED DEFLATED. THIS IS THE SECOND (WILKERSON RETREAD) FOR THE CRJ 700/900 AS DOCUMENTED IN SDR 20060110004. (TC NR 20061005007)

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<a href="#">CA061120005</a>	CNDAIR	GE	FAN BLADE	BENT
11/19/2006	CL600*	CF348E5	4114T15P02	ENGINE

(CAN) ON APPROACH CREW SAW LARGE WHITE BIRD , FELT AND HEARD THUMP ON LEFT SIDE OF AIRCRAFT. MAINTENANCE INSPECTION FOUND #1 ENGINE INLET BYPASS FAN BLADES POSITIONS 1 THRU 5 DAMAGED AND BENT. BORESCOPE OF ENGINE COMPRESSOR FOUND NO OTHER DAMAGE. AIRCRAFT WILL BE RETURNED TO SERVICE AFTER BLADE REPLACEMENT AND SATISFACTORY GROUND RUNS. (TC# 20061120005)

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<a href="#">CA061012003</a>	CNDAIR		CIRCUIT CARD	FAILED
10/11/2006	CL6002B19		6229815704	ELEVATOR CONTROL

(CAN) DURING CLIMB OUT, ENROUTE, CREW EXPERIENCED PITCH TRIM, MACH TRIM AND STAB TRIM CAUTION INDICATIONS. CREW THOUGHT THEY EXPERIENCED FLIGHT CONTROL ISSUES. AFTER SOURCING THE QUICK REFERENCE HANDBOOK, CREW ELECTED TO DIVERT, BEING THE CLOSEST SUITABLE AIRPORT. CREW DID CONTACT MAINTENANCE TO RESET SOME CIRCUIT BREAKERS AND ALSO DID HOLD WEST OF YFC FOR FUEL BURN OFF. CREW DID DECLARE AN EMERGENCY AND DID HAVE EMERGENCY VEHICLES STANDING BY. PASSENGER ANNOUNCEMENT WAS MADE TO THE EFFECT THAT AIRCRAFT WAS HAVING A FLIGHT CONTROL PROBLEM HOWEVER EVERYTHING WAS UNDER CONTROL. PASSENGERS WERE ADVISED TO BRACE FOR LANDING. PASSENGER REACTION WAS NIL. FLIGHT LANDED SAFELY AND PASSENGERS DEPLANED. (TC NR 20061012003)

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<a href="#">CA061118001</a>	CNDAIR	GE	ENGINE	BIRD INGESTION
11/17/2006	CL6002B19	CF343A1		NR 1

(CAN) AFTER GEAR-UP SELECTION THE AIRCRAFT ENCOUNTERED A VIBRATION, FELT THROUGHOUT ENTIRE PLANE, THAT WOULD INCREASE/DECREASE WITH THROTTLE MOVEMENT. AIRCRAFT RETURNED TO THE ORIGINATING DEPARTURE STATION AND LANDED SAFELY. MAINTENANCE FOUND NR 1 ENGINE FAN BLADES DAMAGED & BIRD REMAINS ON OIL COOLER, DUE TO A LARGE BIRD INGESTION.

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<a href="#">CA061107011</a>	CNDAIR	GE	CHECK VALVE	FAILED
11/3/2006	CL6002B19	CF343A1	92E204	PRESS BULKHEAD

(CAN) THE CREW REPORTED THAT ON DESCENT THEY HAD PRESSURIZATION PROBLEMS. DURING THE DESCENT THEY GOT AUTO PRESS1 AND AUTO PRESS 2 FAIL AND MASKS DEPLOYED AND WERE USED. ALSO LT PACK HAD A BLOWN DUCT. LH PACK AIR CONDITIONING DUCT P/N601R895211-113 REPLACED BOTH 4.5 BULKHEAD CHECK VALVES REPLACED. NR 1 FOUND WITH NO SPRING LEFT. SB A601R-21-054 PG. 2 OF 18 EVIDENCE SECTION STATES: "AN AIRCRAFT WAS DEPRESSURIZED WHEN A FLAPPER ON THE BULKHEAD CHECK VALVE DETACHED AND AN AIR DUCT UPSTREAM OF THE BULKHEAD CHECK VALVE IS DISCONNECTED". BOTH CONDITIONS WERE PRESENT. O2 GENERATORS WERE REPLACED, SB APPLIED AND TEST FLIGHT WAS CARRIED OUT. AIRCRAFT RETURNED TO SERVICE.

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<a href="#">CA061101002</a>	CNDAIR	GE	CLAMP	BURNED
10/30/2006	CL6002B19	CF343A1	601R1090719	ACCESS DOOR
(CAN) ELECTRICAL ARC BURN MARKS FOUND ON THE REAR FACE OF NUTPLATES (QTY 17) FOR THE WING FUEL TANK ACCESS DOORS. AS PER THE TECHNICAL RECORDS THERE WERE TWO REPORTED LIGHTNING STRIKES ON THIS AIRCRAFT SINCE NOVEMBER 09/2005. THE BURN MARKS ARE A LIKELY INDICATION OF LIGHTNING STRIKE ENERGY PATH. SOME OF THE ACCESS CUT-OUT ON THE UNDERWING WERE FOUND PAINTED OVER. THESE PAINT WERE REMOVED, AREA RETREATED AND NEW PANELS WERE INSTALLED. (TC# 20061101002)				
<a href="#">CA061017006</a>	CNDAIR	GE	GEARBOX	FAILED
10/13/2006	CL6002B19	CF343A1	6014T81G26	LT ENGINE
(CAN) LEFT ENGINE IN-FLIGHT SHUTDOWN DUE TO ACCESORIES GEARBOX (AGB)FAILURE. AGB BORESCOPE INSPECTION REVEALED A BROKEN GEAR. AIRFRAME HOURS=25499:54. CYCLES=21133. (TC# 20061017006)				
<a href="#">CA060925005</a>	CNDAIR	GE	SCREEN	FAILED
9/22/2006	CL6002B19	CF343A1		OIL SCAVENGE
(CAN) ABOUT 50 NM EAST AND AT FL330 THE CREW REPORTED LT ENG OIL PRESSURE WARNING LIGHT WITH FLUCTUATING LOW OIL PRESSURE READINGS (20-46PSI) AT IDLE POWER LT OIL TEMP WAS INCREASING. THE CREW ELECTED TO SHUT DOWN THE LT ENGINE. LINE MAINTENANCE REMOVED LT ENGINE OIL PUMP AND INSPECTED ALL SCAVENGE SCREENS IAW SB 79-001200 OIL. FOUND SCAVENGE SCREEN PLUGGED WITH COKED OIL. REPLACED OIL PUMP AND PUMP SCREENS IAW AMM 79-21-01 ENGINE RUNS CARRIED OUT AND THE AIRCRAFT WAS RELEASED INTO SERVICE. THE OIL FILTER AND SAMPLE HAVE BEEN SENT FOR ANALYSIS. (TC NR 20060925005)				
<a href="#">CA061022009</a>	CNDAIR	GE	WINDOW	CRACKED
10/15/2006	CL6002B19	CF343B1	NP13932211	COCKPIT
(CAN) LEFT SIDE WINDOW CRACKED (NOT SHATTERED) AT FL 350 (TC# 20061022009)				
<a href="#">CA061102001</a>	CNDAIR	GE	WINDSHIELD	CRACKED
10/29/2006	CL6002B19	CF343B1	NP1393215	COCKPIT
(CAN) LT WINDSHIELD REMOVED AND REPLACED ACC AMM TASK 56-11-01-000-801. (TC# 20061102001)				
<a href="#">CA061107002</a>	CNDAIR	GE	BOLT	UNSECURE
11/3/2006	CL6002B19	CF343B1	ASB1810617	ENGINE MOUNT
(CAN) AFT ENGINE MOUNT THRUST FITTING ATTACHMENT BOLTS ARE NOT SECURED (TORQUE IS UNKNOWN AND LOCKWIRE IS NOT INSTALLED) AT RH ENGINE. TO COMPLETE THE PROCEDURE IAW AMM 71-22-01 ENGINE TO BE REMOVED. (TC# 20061107002)				
<a href="#">CA061116001</a>	CNDAIR	GE	WINDOW	CRACKED
11/9/2006	CL6002B19	CF343B1	NP1393226	COCKPIT
(CAN) AIRPLANE DIVERTED FOUND: RT SIDE-WINDOW CRACKED. RT SIDE WINDOW REMOVED ACC.AMM. RT SIDEWINDOW INSTALLED ACC AMM 56-12-01-400-801. CABIN PRESS TEST PERF., OK				
<a href="#">CA061122008</a>	CNDAIR	GE	FLAP SYSTEM	JAMMED
11/21/2006	CL6002B19	CF343B1	NA	TE FLAPS
(CAN) DURING MISSED APPROACH WHEN FLAP RETRACTION SELECTED, FLAPS REMAINED AT FULL 45DEG EXTENSION. CREW RECEIVED FLAP FAIL MESSAGE. DUE TO WEATHER CONDITIONS AIRCRAFT DIVERTED TO ALTERNATE AIRPORT WITH FLAPS REMAINING EXTENDED AT 45DEG. IN-FLIGHT FLAP RE-SET PROCEDURE CARRIED OUT WITH NO SATISFACTORY RESULT. AIRCRAFT LANDED NORMALLY AT ALTERNATE AIRPORT. AFTER ARRIVAL ON GROUND AIRCRAFT ELECTRICAL POWERED DOWN AND THEN RE-POWERED. FLAP SYSTEM FUNCTIONED NORMALLY. AIRCRAFT POSITIONED TO MAINTENANCE BASE FOR FURTHER INVESTIGATION. (TC# 20061122008)				
<a href="#">CA061117006</a>	CNDAIR	GE	APU	OVERSERVICED

11/13/2006 CL6002B19 CF343B1 38004882

(CAN) APPROXIMATELY 10 MINUTES FROM DESTINATION, AIRCRAFT DECLARED AN EMERGENCY DUE TO SMOKE IN THE LAVATORY. AIRCRAFT WAS DESCENDING THROUGH 5,000 FT WHEN THE BLEEDS WERE SWITCHED FROM ENGINES TO APU. WITHIN A SHORT PERIOD OF TIME A BURNT OIL SMELL WAS OBSERVED IN THE CABIN, AND THE LAV SMOKE DETECTOR WAS GOING OFF. THE CREW ALSO RECEIVED A "TOILET SMOKE" CAUTION MESSAGE. CREW REQUESTED EMERGENCY SERVICES BE ALERTED FOR ARRIVAL. SHORTLY THEREAFTER THE SMOKE INDICATION WENT OUT. FLIGHT LANDED SAFELY. MAINTENANCE INVESTIGATED AND FOUND THE APU OVER SERVICED. EXCESS OIL WAS DRAINED TO AN ACCEPTABLE LEVEL, AND LT & RT COALESCER BAGS P/N 753689-3 REPLACED IN ACCORDANCE WITH THE AMM 21-51. AIRCRAFT WAS THEN RUN ON APU BLEEDS FOR 30 MINUTES TO PURGE SYSTEM. NO FURTHER ODOR WAS NOTED.

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[CA061127003](#) CNDAIR GE RIB CHAFED

11/23/2006 CL6002B19 CF343B1 600102211 LT WING

(CAN) IN LEFT HAND WING TANK INBOARD BAY, STEEL BRAIDED FUEL LINE PART NUMBER 00624-AE7013343N0220 WAS FOUND CHAFING ON THE WING RIB STIFFENER PART NUMBER 600-10221-1. CHAFING OCCURRED APPROXIMATELY 9 1/2 INCHES FROM BOTTOM OF TANK. DAMAGE EXTENDS OVER AN AREA OF APPROXIMATELY 3/4 OF AN INCH WITH THE MAIN DAMAGE COVERING APPROXIMATELY 5/8 OF AN INCH INSIDE THE 3/4 INCH AREA. SEE ATTACHED PHOTOS. DAMAGE IS TAPERED FROM 0 INCHES TO APPROXIMATELY 0.120 INCHES AREA HAS NOT YET BEEN DRESSED SO FINAL DEPTH MEASUREMENTS ARE NOT AVAILABLE. (TC# 20061127003)

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[CA061013005](#) CNDAIR GE FUEL LINE LEAKING

10/8/2006 CL6002B19 CF343B1 J1175D0244AA NR 1 ENGINE

(CAN) RAMP CREW SERVICING AIRCRAFT REPORTED FUEL LEAKING FROM NR 1 ENGINE ON TAXI OUT. SHUTDOWN NR 1 ENGINE. FUEL DRIPPING FROM LOWER COWL. MAINTENANCE INSPECTION FOUND VARIABLE GUIDE VANE FUEL LINE LEAKING. LINE P/N J1175D0244AA REPLACED. LEAK CHECKED AND AIRCRAFT RETURNED TO SERVICE. NOTE: THIS PART IS NOT TRACKED AS A ROTABLE COMPONENT , TIMES PROVIDED ARE THE ENGINE INSTALLED TIMES . NR 1 ENGINE S/N 873093 , NR 1 ENGINE P/N 6089T11G01 (TC NR 20061013005)

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[CA061013006](#) CNDAIR GE BPSU MALFUNCTIONED

10/11/2006 CL6002B19 CF343B1 855D100 INTERNAL

(CAN) ON SELECTING FLAPS FOR APPROACH (FLAP FAIL) MESSAGE DISPLAYED. DUE TO WEATHER CONDITION AIRCRAFT PROCEEDED WITH MISSED APPROACH. UNABLE TO RETRACT FLAPS. AIRCRAFT DIVERTED TO NEAREST ALTERNATE AIRPORT WITH IMPROVED WEATHER , WITH FLAPS REMAINING EXTENDED AT 30 DEG. IN-FLIGHT RESET PROCEDURE FOR FLAPS UNSUCCESSFUL. AFTER ARRIVAL AT ALTERNATE AIRPORT FLAP RESET PROCEDURE CARRIED OUT , FLAPS RETRACTED TO 8 DEG AND AIRCRAFT FERRIED TO MAINTENANCE BASE. MAINTENANCE REPLACED LT BRAKE AND POSITION SENSING UNIT. RIGGING AND FUNCTION CHECKS COMPLETED. AIRCRAFT RETURNED TO SERVICE. (TC NR 20061013006)

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[CA061123008](#) CNDAIR WINDSHIELD CRACKED

11/22/2006 CL6002C10 NP13932112 COCKPIT

(CAN) RH WINDSHIELD CRACK WHILE IN CRUISE. (TC# 20061123008)

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[CA061107001](#) CNDAIR ACTUATOR MALFUNCTIONED

11/2/2006 CL6002C10 AL00102 RUDDER TRIM

(CAN) DISC-RUDDER TRIM MOVING ON ITS OWN WITHOUT INPUT FROM COCKPIT CONTROLS. PULLED C/B 2F2 IAW AOM VOL 1. INDICATOR STILL SHOWS UNCOMMANDED MOVEMENT AND PLANE STILL FLIES SIDEWAYS, FDR DOWNLLOAD WAS REQUESTED TO CONFIRM THE TRIM MOUVEMENT. MAINTENANCE WAS UNABLE TO DUPLICATE. THE RUDDER TRIM ACTUATOR WAS REPLACED IAW CRJ700 AMM 27-22-01 AND PERFORMED FUNCTIONAL TEST OF THE RUDDER TRIM SYSTEM. FOUND SYSTEM WORKING PROPERLY AT THIS TIME IAW CRJ700 AMM 27-22-00.

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[CA061024001](#) CNDAIR WINDSHIELD FAILED

10/23/2006 CL6002C10 601R3303314

(CAN) F/O WINSHIELD BROKE WHILE AT CRUISE ALTITUDE, DIVERTED C/A -RAR F/O WINDSHIELD IAW AMM (CRJ

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700) 56-11-01 REF LGPG2160865 ITEMS 1 AND 2 FOR FUNCTIONAL CHECK AND OPERATIONAL CHECK. OPS CHECKS AND FUNCTIONAL CHECKS OK. (TC# 20061024001)

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<a href="#">CA061102003</a>	CNDAIR	GE	WINDSHIELD	FAILED
10/26/2006	CL6002C10	CF348C1	NP13932113	COCKPIT

(CAN) CAPTAIN WINDSHIELD SHATTERED AT FL320 ENROUTE TO ORD. DIVERTED TO BIS. (TC# 20061102003)

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<a href="#">CA061102002</a>	CNDAIR	GE	WINDSHIELD	CRACKED
10/26/2006	CL6002C10	CF348C1	601R3303314	COCKPIT

(CAN) WINDSHIELD CHANGED AND TESTED IAW AMM TASK 56-11-01-401-801-A01.

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<a href="#">CA061116002</a>	CNDAIR	GE	WINDSHIELD	CRACKED
11/6/2006	CL6002C10	CF348C1	NP139321002	COCKPIT

(CAN) NOTIFIED BY SOC (OPERATIONS) THAT AIRCRAFT WAS DIVERTING TO IND DUE TO CAPT FWD WINDSHIELD CRACKED AT 39,000 FEET ON OUTER PLY. C/A - RAR CAPT W/S IAW CRJ 700 AMM 56-11-01 OPS CHECK LEAK CHECK GOOD.

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<a href="#">CA061010005</a>	CNDAIR	GE	FLAP SYSTEM	MALFUNCTIONED
10/9/2006	CL6012A12	CF343A		TE FLAPS

(CAN) FLAP FAIL BETWEEN 20 DEGREES TO 0 DEGREE DURING RETRACTION OF THE FLAPS AT TAKEOFF , FLAPS RESET ON GROUND IAW OPERATING MANUAL NR 1 ABNORMAL PROCEDURE SECTION 10 P3-4. A/C RETURN TO SERVICE. NO SNAG. FLAP FAIL BETWEEN 20 DEGREES TO 0 DEGREE DURING RETRACTION OF THE FLAPS AT TAKEOFF , FLAPS RESET ON GROUND IAW OPERATING MANUAL NR 1 ABNORMAL PROCEDURE SECTION 10 P3-4. A/C RETURN TO SERVICE. NO SNAG. (TC NR 20061010005)

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<a href="#">CA061025002</a>	CNDAIR	GE	SWITCH	INOPERATIVE
10/24/2006	CL604	CF343B1	13740003	OXYGEN CONTROL

(CAN) WHILE CARRYING OUT A 12 MONTH CABIN OXYGEN FUNCTIONAL TEST, FOUND THE OXYGEN CONTROL PANEL SEMI-FUNCTIONAL. THE ROTARY KNOB WOULD NOT GO TO THE "CLOSED" POSITION WITHOUT EXCESSIVE FORCE. ROTATING TO THE "OVERRIDE" POSITION FUNCTIONED PROPERLY BUT OXYGEN FLOW TO THE CABIN MASKS SEEMED RESTRICTED. SELECTING THE "THERAPEUTIC" SWITCH "ON" WAS EXTREMELY STIFF AND WOULD NOT TURN OFF WHEN SELECTED. FOUND PANEL TO BE CONTAMINATED. MOST LIKELY COFFEE AND/OR SOFT DRINK RESIDUE. NEW PANEL INSTALLED, FLOW TO CABIN OXYGEN MASKS SEEMED TO INCREASE TO DOUBLE THE FLOW RATE OF THE ORIGINAL. THERAPEUTIC SWITCH OPERATED AS NORMAL. 412 SQUADRON OPS WILL BE CONTACTED TO APPRISE PILOTS OF THE FINDINGS. (TC# 20061025002)

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<a href="#">CA061016002</a>	DHAV	PWA	STRUT	CRACKED
10/14/2006	DHC2MKI	R985AN14B	58S9241	FLOATS

(CAN) DURING 100 HOUR INSPECTION, THE L/H MIDDLE FLOAT STRUT WAS FOUND TO HAVE A 4" STRESS CRACK EXTENDING DOWN THE LEADING EDGE FROM THE TOP OF THE STRUT. THE AIRCRAFT IS OPERATED EXCLUSIVELY ON FLOATS IN A CORROSIVE ENVIRONMENT IN GENERALLY ADVERSE LANDING CONDITIONS. TSN UNKNOWN. (TC# 20061016002)

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<a href="#">CA061016004</a>	DHAV	PWA	STRUT	CRACKED
10/14/2006	DHC2MKI	R985AN14B	58S9242	FLOAT

(CAN) DURING 100 HOUR INSPECTION THE RT REAR FLOAT STRUT WAS FOUND TO HAVE A 6` STRESS CRACK ORIGINATING AT THE TOP FORWARD SIDE OF THE STRUT. TIME IN SERVICE IS UNKNOWN. TAT 22,057 HOURS. THE AIRCRAFT IS OPERATED EXCLUSIVELY ON FLOATS IN A CORROSIVE ENVIRONMENT AND GENERALLY ADVERSE LANDING CONDITIONS. (TC# 20061016004)

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<a href="#">CA061010007</a>	DHAV	PWA	DHAV	SPAR	CRACKED
10/10/2006	DHC2MKI	R985AN14B		C2TP1A	HORIZONTAL STAB

(CAN) DURING THE CF-91-42 INSPECTION THE FORWARD SPAR WAS FOUND CRACKED AT THE TOP OF THE TOP ATTACH HOLE FOR THE FORWARD ATTACH BRACKETS PN C2TP159/160. (TC NR 20061010007)

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<a href="#">CA060928005</a>	DHAV	PWA	BLADE	DAMAGED
9/25/2006	DHC2MKI	R985AN14B	R1015255	PROPELLER
(CAN) PROPELLER RECEIVED FOR O/H. UPON DISMANTLING DISCOLORATION ON THE BLADE SHANKS WAS NOTED. SHANKS WERE LIGHTLY MEDIA BLASTED AND THE DAMAGE IS MORE SEVERE THAN AT FIRST INSPECTION. BLADE SHANK RADIUS IS AT 4.194 INCHES MINIMUM FOR REPAIR IS 4.187 INCHES. THESE 3 BLADES ARE UNSERVICEABLE DUE TO THIS CORROSION. (TC NR 20060928005)				
<a href="#">CA061005003</a>	DHAV	PWA	INTAKE DUCT	CRACKED
10/5/2006	DHC2MKI	R985AN14B		ENGINE
(CAN) 5 OF THE 9 INTAKE TUBES WERE FOUND CRACKED AT THE CYLINDER FLANGE. (TC NR 20061005003)				
<a href="#">CA060407004</a>	DHAV		SKIN	CORRODED
4/3/2006	DHC3			TE FLAPS
(CAN) SKIN REPAIRS NOT MADE IAW TYPE DESIGN, AND REPLACED. LEADING EDGE CORRODED, REPAIR MADE IN THE PAST USING INCORRECT (BOGUS) STIFFENER MATERIAL, AND UNPRIMED BY INSTALLER LEAVING A CORRODED MESS. RETURNED TO CONFORMANCE WITH TYPE DESIGN. (TC NR 20060407004)				
<a href="#">CA061204002</a>	DHAV		BALLAST	FAILED
11/30/2006	DHC3		336710	CABIN LIGHTS
(CAN) ON POWER UP OF AIRCRAFT, CABIN LIGHT BALLASTS FAIL. THIS AIRCRAFT HAS HAD 10 BALLAST UNITS 3367-10 REPLACED. (TC# 20061204002)				
<a href="#">CA061004008</a>	DHAV	PWA	DUCT	DAMAGED
9/30/2006	DHC3	PT6A34	310926302	ENGINE
(CAN) DURING A REGULARLY SCHEDULED HOT SECTION INSPECTION A CRACK WAS NOTICED IN THE LARGE EXIT DUCT (LED) BEING REMOVED FROM THE ENGINE. THE CRACK WAS LOCATED ON THE DOME AT THE DOUBLE WALL SEAM. THE LED HAD BEEN RECENTLY OVERHAULED AND HAD A TSO OF 1676.9. THIS WAS THE 4TH LED DUCT THAT THIS OPERATOR HAS HAD A PROBLEMS WITH. (TC NR 20061004008)				
<a href="#">CA061004009</a>	DHAV		WASHER	MISMANUFACTURED
10/4/2006	DHC6			MLG
(CAN) WE HAVE FOUND 2 BATCHES OF C6U1156-27 MAIN LANDING GEAR WASHERS MADE FROM ALUMINUM LAMINATED SHIM MATERIAL, BUT SHOULD HAVE BEEN MADE FROM STAINLESS STEEL SHIM MATERIAL. DUE TO THE APPLICATION OF THE WASHER, THERE IS NO STRENGTH REQUIREMENT, HOWEVER, THERE IS A POTENTIAL FOR GALVANIC CORROSION. THE AFFECTED BATCHES OF WASHERS ARE WO-25363/1 AND PO43141/69. (TC NR 20061004009)				
<a href="#">CA061013003</a>	DHAV	PWA	SKIN	DAMAGED
10/11/2006	DHC6	PT6A27		LT WING
(CAN) A MAINTENANCE FACILITY RECEIVED THESE RE-LIFED WINGS FROM RW MARTIN. INCOMING INSPECTION REVEALED A LT/RT BUCKLED TOP SKIN AND DAMAGED SHROUD SKINS. THE DAMAGE DOES NOT APPEAR TO BE SHIPPING RELATED. RW MARTIN WERE NOT ABLE TO SEND AN NDT REPORT FOR DELAMINATION OF BONDED UPPER SKINS THEREFORE THE MAINTENANCE FACILITY PROVIDED AN INDEPENDENT NDT SPECIALIST TO INSPECT THE WINGS. THE PICTURES REVEAL WHERE THE SKINS WERE FOUND DELAMINATED (COLORED SPOTS). THE DELAMINATION IS MAINLY ON THE OB SKIN, WITH THE EXCEPTION OF 2 LOCATIONS: RT WING IB OF RIB WS 297.50 AND LT WING IB OF RIB WS 272. (TC NR 20061013003)				
<a href="#">CA061013004</a>	DHAV	PWA	SKIN	DAMAGED
10/11/2006	DHC6	PT6A27		RT WING
(CAN) A MAINTENANCE FACILITY RECEIVED THESE RE-LIFED WINGS FROM RW MARTIN. INCOMING INSPECTION REVEALED A LT/RT BUCKLED TOP SKIN AND DAMAGED SHROUD SKINS. THE DAMAGE DOES NOT APPEAR TO BE SHIPPING RELATED. RW MARTIN WERE NOT ABLE TO SEND AN NDT REPORT FOR DELAMINATION OF BONDED UPPER SKINS THEREFORE THE MAINTENANCE FACILITY PROVIDED AN INDEPENDENT NDT SPECIALIST TO				

INSPECT THE WINGS. THE PICTURES REVEAL WHERE THE SKINS WERE FOUND DELAMINATED (COLORED SPOTS). THE DELAMINATION IS MAINLY ON THE OB SKIN, WITH THE EXCEPTION OF 2 LOCATIONS: RT WING IB OF RIB WS 297.50 AND LT WING IB OF RIB WS 272. (TC NR 20061013004)

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<a href="#">CA061128005</a>	DHAV	PWA	COMPRESSOR	DAMAGED
11/15/2006	DHC6100	PT6A20		NR 2 ENGINE

(CAN) ON POWER APPLICATION FOR TAKEOFF, THE #2 ENGINE ACCELERATED NORMALLY TO TAKEOFF POWER. AS THE AIRCRAFT BEGAN TO CLIMB ONTO THE STEP, THE F/O OBSERVED A FLASH OF LIGHT AND HEARD A BANG FROM THE ENGINE. THE TAKEOFF WAS REFECTED AND THE AIRCRAFT RETURNED TO THE DOCK. THE ENGINE WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. INVESTIGATION REVEALED THAT THE COMPRESSOR SECTION OF THE ENGINE HAD FAILED. RESULTS OF THE TEARDOWN WILL BE FORTHCOMING. THIS ENGINE HAS BEEN OPERATING "ON CONDITION" SINCE PURCHASE IN 2002. (TC# 20061128005)

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<a href="#">CA061201005</a>	DHAV	PWA	DHAV	RIB	CRACKED
12/28/2005	DHC6200	PT6A27		C6TE1064	ELEVATOR

(CAN) WHILE PERFORMING AD CF-82-21 R1 USING A BORESCOPE, CRACKS WERE FOUND AT THE ATTACHMENT POINT OF THE TORQUE TUBE TO THE ELEVATOR RIB. SEE PHOTOS AND DAMAGE REPORT. (TC NR 20061201005)

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<a href="#">CA061020007</a>	DHAV			UNKNOWN	UNKNOWN
10/17/2006	DHC6300				

(CAN) TYPE CERTIFICATE HOLDER (TCH) RECEIVED CALL INDICATING THIS AIRCRAFT WAS IN LEVEL FLIGHT WITH AN INDICATED AIRSPEED OF 120 KNOTS. THE PILOT FELT A VIBRATION IN THE AIRFRAME, LOOKED OUT THE LT WINDOW AND SAW THAT THE LT WING WAS FLUTTERING UP AND DOWN. THE PILOT REDUCED POWER AND IMMEDIATELY RETURNED TO BASE. (TC# 20061020007)

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<a href="#">CA061019007</a>	DHAV	PWA		PRESSURE SWITCH	FAILED
10/18/2006	DHC6300	PT6A27		8190026	AUTOFEATHER SYS

(CAN) AFTER TAKE OFF WHILE REDUCING POWER FROM TAKE OFF POWER TO CLIMB, THE L/H PROP AUTOFEATHERED. AUTO FEATHER CIRCUIT BREAKER PULLED AND PROP RETURNED TO NORMAL. MAINTENANCE CONFIRMED SNAG AND REPLACED THE AUTOFEATHER PRESSURE SWITCH, CARRIED OUT GROUND RUNS AND RETURNED THE AIRCRFAT TO SERVICE. (TC# 20061019007)

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<a href="#">CA061129004</a>	DHAV	PWA	CLAMP	DAMAGED
11/29/2006	DHC6300	PT6A27		BRIDLE CABLE

(CAN) THIS DEFECT WAS ORIGINALLY IDENTIFIED IN THE SUBJECT AIRCRAFT FLIGHT LOG DATED OCTOBER 26, 2006. SUBSEQUENT INVESTIGATION BY OUR QUALITY ASSURANCE DEPARTMENT GENERATED THE REQUEST THAT A SDR BE FILED. THE AIRCRAFT ARRIVED IN OTTAWA FOR A SCHEDULED INSPECTION WITH A REPORTED AUTO-PILOT SNAG. " AUTO-PILOT U/S - SOMETIMES WON'T ENGAGE, WHEN IT DOES - IT YAWS & BANKS". ON SUBSEQUENT GROUND TESTING THE "BRIDAL CABLES" TO THE RUDDER SERVO-MOTOR WERE FOUND TO BE COMPLETELY WITHOUT TENSION. THE INSTALLATION WAS INSPECTED AND IT WAS DETERMINED THAT EVEN THOUGH THE BRIDLE CABLE TO RUDDER CABLE CLAMPS WERE INSTALLED AND TORQUED CORRECTLY THE WITNESS MARKS WERE NOT VISIBLE. IT IS BELIEVED THAT THE CLAMP SLIPPED ON THE CABLE AND OBSCURED THE ORIGINAL WITNESS MARKS. A NEW BRIDLE CABLE HAS BEEN ORDERED FOR THE INSTALLATION AND WILL BE INSTALLED.

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<a href="#">CA061106015</a>	DHAV	PWA	DIFFUSER	LOOSE
10/22/2006	DHC7102	PT6A50	3023779	ENGINE

(CAN) SHORTLY AFTER LEVELLING OFF AT 17000 FEET, THE NR 2 ENGINE BEGAN TO SURGE AFFECTING ALL ENGINE PARAMETERS. THE POWER WAS REDUCED TO ALLEVIATE THE RESULTING OVER TEMPERATURE CONDITION. AT POWER SETTING ABOVE 70% NG THE ITT WOULD FLUCTUATE WILDLY TO OVER 900 DEGREES. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. AFTER TROUBLESHOOTING, THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. THE ENGINE WAS SPLIT AND THE DIFFUSER TUBE AT 6 O-CLOCK WAS FOUND LOOSE. THIS LOOSE DIFFUSER TUBE DISRUPTED THE AIRFLOW TO THE BLEED VALVE SENSE LINE, CAUSING THE BLEED VALVES TO MALFUNCTION

AND THE ENGINE TO SURGE. THE ENGINE WAS SENT FOR REPAIR.

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<a href="#">CA061106018</a>	DHAV	PWA	LINE	BROKEN
11/3/2006	DHC7103	PT6A50	3035279	P3 SENSE

(CAN) WHILE IN CRUISE THE NR 3 ENGINE ROLLED BACK TO 60% NG.. A PRECAUTIONARY SHUT DOWN OF THE ENGINE WAS COMPLETED AND THE AIRCRAFT RETURNED TO BASE. ON INSPECTION OF THE ENGINE IT WAS FOUND THAT THE P3 SENSE LINE, FROM THE GAS GENERATOR CASE TO THE P3 FILTER, WAS BROKEN, CAUSING THE ENGINE TO ROLL BACK TO IDLE. THE SENSE LINE WAS POST P&WC S/B-4112. THIS S/B INTRODUCED A BRACKET TO HELP SUPPORT THE LINE AT THE GAS GENERATOR ATTACHMENT END. THE LINE WAS REPLACED WITH A SERVICEABLE PART, AN ENGINE RUN-UP WAS COMPLETED AND FOUND TO BE SERVICEABLE.

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<a href="#">CA061204001</a>	DHAV	PWA	WINDOW	FAILED
11/28/2006	DHC8*	PW120A	NP15790213	COCKPIT

(CAN) DURING CRUISE, THE PILOT'S SIDE WINDOW OUTER PANE SHATTERED. AN UNEVENTFUL LANDING WAS CONDUCTED. ENGINEERING INSPECTED THE AIRCRAFT AFTER LANDING AND FOUND THE SIDE WINDOW OUTER PANE HAD SHATTERED. THE SIDE WINDOW ASSEMBLY WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. (TC# 20061204001)

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<a href="#">CA061026002</a>	DHAV		BEARING	JAMMED
10/26/2006	DHC8102		FL4C62	AILERON CONTROL

(CAN) DURING THE C CHECK INSPECTION, NR 5 BEARING ON 8 IN A WING AILERONS SYSTEME CABLE FAIRLEADS WAS FOUND JAMMED AND FLAT SPOTTED. ALL CABLES PASSING THRU THE FAIRLEAD HAVE TO BE REPLACE DUE TO THE CHAFFING IN THE BEARING, THE WORSE ONE WAS THE CABLE P/N:82700519-001. THE PART NUMBER IN THE IPC WAS FL4C6-2 BUT THE NUMBER ON THE BEARING WAS P15SP1 WITH THE WORD SARMA STAMP ON IT. (TC# 20061026002)

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<a href="#">CA061106007</a>	DHAV	PWA	TUBE	FRACTURED
10/24/2006	DHC8102	PW120A	3035381	FUEL SYSTEM

(CAN) ENGINE POWER REDUCED TO IDLE UNCOMMANDED IN CRUISE. AN EMERGENCY WAS DECLARED AND THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A FRACTURED FUEL CONTROL P3 AIR SUPPLY TUBE. THE FRACTURE HAD OCCURRED IN THE WELD AREA AT THE TUBE "B" NUT. (TC# 20061106007)

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<a href="#">CA061121003</a>	DHAV	PWA	LINE	SPLIT
11/20/2006	DHC8102	PW120A	82920010255	WING

(CAN) WHILE CARRYING OUT ZONAL INSPECTION 263 AND 264, BOTH WING ROOT DRAIN LINES WERE FOUND BLOCKED AT THE BELLY DRAINS. THE ACCUMULATED WATER IN THE DRAIN LINE IN TURN FROZE AND SPLIT THE DRAIN LINE CAUSING PRESSURIZATION LEAK AND WATER AND SKYDROL TO LEAK IN THE BELLY. (TC# 20061121003)

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<a href="#">CA061103002</a>	DHAV	PWA	ADAPTER	CRACKED
11/1/2006	DHC8102	PW120A	72760059101	ACTUATOR

(CAN) A CRACK WAS DISCOVERED (C-CHECK INSPECTION) ON THE RUDDER ACTUATOR MOUNTING ADAPTOR (UPPER) TO VERTICAL STAB SPAR. THE CRACK IS APPROXIMATELY 2.5 INCHES AROUND THE CIRCUMFERENCE OF THE ADAPTOR TUBE.

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<a href="#">CA061109007</a>	DHAV	PWA	MESSIER	JOURNAL	WORN
11/2/2006	DHC8102	PW120A		104071	MLG STAB

(CAN) AIRCRAFT WAS POSITIONED ON GATE FOR NEXT FLIGHT. IT WAS THEN FOUND THAT RT MAIN LANDING GEAR PIN COULD NOT BE REMOVED. TROUBLESHOOTING BY MAINTENANCE FOUND ON THE FOLLOWING ON THE RT MAIN LANDING GEAR STABILIZER STAY ASSEMBLY. THE AFT LINED JOURNAL BUSHING (ITEM 305) FOUND TO HAVE EXCESSIVE WEAR (1/16TH 3/32ND) CAUSING THE DOWN LOCK PIVOT POINT LOCK LINK ASSEMBLY (ITEM 280) TO OVERCENTER TOO FAR. THE STAY ASSEMBLY WAS REPLACED PER DHC 8 AMM 32-10-26, OPERATION AND LEAK CHECKS CARRIED OUT WITH NO FAULTS, AND THE AIRCRAFT RETURNED TO SERVICE. REFERENCE MESSIER-DOWTY COMPONENT MAINTENANCE MANUAL 32-10-04 FIG 1, PAGES 1010-1016.

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<a href="#">CA061031001</a>	DHAV	PWA	TUBE	LEAKING
10/30/2006	DHC8102	PW120A	82920010147	MLG

(CAN) DURING CLIMB OUT CREW REPORTED LOSS OF HYDRAULIC FLUID (DOWN 1/2 QUART). FLIGHT RETURNED TO DEPARTING AIRPORT. ALL SYSTEMS WERE OPERATING NORMALLY UNTILL LANDING ROLLOUT, AT WHICH TIME CREW REPORTED NIL BRAKES. AIRCRAFT STOPPED WITH EMERGENCY BRAKE AND WAS TOWED TO RAMP AREA WITHOUT FURTHER INCIDENT. ERS WAS REQUESTED FOR ARRIVAL BUT AN EMERGENCY WAS NOT DECLARED. NO ADVERSE PASSENGER REACTION WAS NOTED. MAINTENANCE TROUBLESHOOTING FOUND THE NR 1 SYSTEM PRESSURE LINE (IPC REF. 32-42-00 FIG. 5 ITEM - 160) TO THE LT BRAKE CONTROL VALVE TO HAVE A PIN HOLE AT THE LOWER FORWARD ELBOW. REPLACED WITH A TEMPORARY FLEX LINE. SYSTEM LEAK AND FUNCTION CHECKED SERVICEABLE. AIRCRAFT AFTT-41155:50 HOURS, CYCLES-41543.

<a href="#">CA061005006</a>	DHAV	PWA	STARTER GEN	FAILED
10/4/2006	DHC8102	PW120A	23088002A	NR 2

(CAN) THE FLIGHT CREW SNAGGED THAT THE NR 2 GENERATOR FAILED. UPON FURTHER INVESTIGATION MAINTENANCE DISCOVERED THAT STARTER-GENERATOR HAD FAILED INTERNALLY. WHEN THE STARTER-GENERATOR IS COOLING DUCT AND WINDOW STRAP WERE REMOVED LOSE PIECES OF BRUSH MATERIAL FELL OUT OF THE STARTER-GENERATOR. ONE OF THE COMMUTATOR SEGMENTS WAS ALSO PARTIALLY MISSING AND MANY BRUSHES WERE CRACKED OR BROKEN. ONE OF THE DC CURRENT LIMITERS IN THE DC CONTACTOR BOX WAS ALSO FOUND TO BE OPEN. THE STARTER-GENERATOR, GENERATOR CONTROL UNIT, AND THE ASSOCIATED CURRENT LIMITER WERE REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061005006)

<a href="#">CA061016006</a>	DHAV	PWA	CASE	CRACKED
10/11/2006	DHC8103	PW121		GAS GENERATOR

(CAN) SHORTLY AFTER TAKE-OFF AT 500FT AGL THE CREW REDUCED POWER TO CLIMB POWER AND REALIZED THAT THE LT ENGINE ITT ROSE RAPIDLY TO APPROXIMATELY 850-900 DEGREES CELSIUS. THE OVER-TEMPERATURE LIGHT ILLUMINATED AND THE ENGINE OIL TEMPERATURE WAS ALSO RISING. THE ENGINE POWER WAS REDUCED TO STAY WITHIN LIMITS AND THE AIRCRAFT TURNED BACK TO LAND SAFELY WITHOUT INCIDENT. MAINTENANCE FOUND THAT THE ENGINE HAD DEVELOPED 2 SUBSTANTIAL CRACKS ON THE GAS-GENERATOR CASE. THE CRACKS MEASURED APPROXIMATELY 3.5 INCHES IN LENGTH EACH AND WERE LOCATED AT APPROXIMATELY THE 11:30 AND 10 O'CLOCK POSITIONS. IT SHOULD ALSO BE NOTED THAT THIS PORTION OF THE GAS GENERATOR CASE IS NORMALLY COVERED WITH AN INSULATION BLANKET. THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20061016006)

<a href="#">CA061106002</a>	DHAV	PWA	ENGINE	LEAKING
10/19/2006	DHC8201	PW123D		

(CAN) THE AIRCRAFT LAVATORY SMOKE DETECTOR ACTIVATED SHORTLY AFTER TAKE OFF AND OIL SMELL BECAME EVIDENT IN THE CABIN. A SMALL EXTERNAL ENGINE OIL LEAK WAS SUBSEQUENTLY FOUND. &WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC# 20061106002)

<a href="#">CA061107005</a>	DHAV		WINDSHIELD	CRACKED
11/5/2006	DHC8301		NP15790112	COCKPIT

(CAN) DURING CLIMB OUT, ALTITUDE APPROX. FL70, THE CO-PILOT NOTICED A SMALL CRACK IN THE MIDDLE OF HIS WINDSHIELD, WHICH WAS GETTING RAPIDLY BIGGER. EMERGENCY CHECKLIST FOR CRACKED WINDSHIELD WAS PERFORMED. RELANDING WAS UNEVENTFUL. A/C HANDED OVER TO MAINTENANCE. CO-PILOT'S WINDSHIELD REPLACED.

<a href="#">CA061025003</a>	DHAV	PWA	CABLE	BROKEN
10/20/2006	DHC8301	PW123	82700567001	RT AILERON

(CAN) FINDINGS DURING C-CHECK INSPECTION IN AREA WING STA 171, AFT SPAR, LT AND RT REVEALED HEAVILY CHAFED AILERON CABLES IN PULLEY AREA AT WING BS 171. ON RT SIDE THE CABLE WAS SEVERELY DAMAGED AND ONLY A PART OF ONE STRAND WAS LEFT INTACT. THE CABLE IS OF TYPE 19X7 (7 STRANDS AND WITH 19 WIRES). LAST INSPECTION PERFORMED IN 2001 (TASK 2C INTERVAL) - NO FINDINGS. ON LT SIDE APPROX 40% OF THE STRANDS/WIRES WAS BROKEN. THE PULLEYS ARE MADE OF STEEL WITH A ROLLER BEARING AND UNDERNEATH THE PULLEYS IS A CABLE GUARD. CABLE TENSION APPROX 52 LBS (AMM) INSPECTION OF A NUMBER OF PULLEYS, AILERON AND SPOILER, REVEALED HEAVY WEAR/INDENTATION AT ONE SPOT AS IF THE

PULLEY HAD BEEN. (TC# 20061025003)

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<a href="#">CA061019008</a>	DHAV	PWA	SEAL	LEAKING
10/17/2006	DHC8301	PW123	85220281007	EMERGENCY EXIT

(CAN) DURING CRUISE, FLIGHT CREW REPORTED R SIDE EMERG EXIT DOOR SEAL FAILED (LEAKING) RESULTING IN PRESSURIZATION LOSS . AIRCRAFT REQUESTED AND WAS CLEARED TO A LOWER ALTITUDE. AFTER NORMAL LANDING, MAINTENANCE INSPECTED AND REPLACED EMERGENCY EXIT DOOR SEAL. (TC# 20061019008)

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<a href="#">CA061016001</a>	DHAV	PWA	WIRE	BURNED
8/21/2006	DHC8301	PW123		AC POWER

(CAN) AN OPERATOR EXPERIENCED AN EXTERNAL AC POWER PROBLEM THAT WAS TRACED TO SEVERAL BURNED WIRES AND A BLOWN (F4) FUSE. IT IS DETERMINED THAT THE MOST PROBABLE CAUSE FOR THIS EVENT WAS THE (12 GAUGE) FEEDER CABLES CHAFING TOGETHER ON THE ADJACENT STRUCTURE. (TC NR 20061016001)

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<a href="#">CA061012005</a>	DHAV	PWA	PSEU	WARNING LIGHT
10/8/2006	DHC8301	PW123	858601	PRXY SENSOR

(CAN) AFTER TAKEOFF GEAR SELECTED UP , VISUALLY CONFIRMED GEAR WAS UP , INDICATION STILL SHOWED GEAR DOWN AND LOCKED (3 GREEN LIGHTS) , NORMAL GEAR EXTENSION AND AIRCRAFT RETURNED TO DEPARTURE AIRPORT FOR NORMAL LANDING. MAINTENANCE INSPECTION FOUND PSEU INTERNAL HISTORY SHOWING CARD FAULT . PSEU REPLACED. AIRCRAFT RETURNED TO SERVICE. (TC NR 20061012005)

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<a href="#">CA061103008</a>	DHAV	PWA	FUEL CONTROL	FAULTY
9/2/2006	DHC8301	PW123	324485718	ENGINE

(CAN) THE ENGINE FLAMEOUT IN CLIMB AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. THE HYDROMECHANICAL FUEL CONTROL UNIT WAS SUBSEQUENTLY REPLACED. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103008)

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<a href="#">CA061102006</a>	DHAV	PWA	TACTAIR	HOUSING	FAILED
10/4/2006	DHC8301	PW123			SEQUENCE VALVE

(CAN) DURING APPROACH WHEN CREW SELECTED GEAR DOWN, NR 2 HYD ENG PUMP CAUTION LIGHT ILLUMINATED DURING EXTENSION CYCLE. NOSE GEAR DOORS AND RT MAIN GEAR DOORS REMAINED OPEN, LT MAIN GEAR DOOR CLOSED. QRH ITEMS FOR NR 2 HYDRAULIC SYSTEM AND GEAR DOORS OPEN WERE COMPLETED. INVESTIGATION BY ENGINEERING DETERMINED THAT THE LEAK WAS ORIGINATING FROM THE RT MLG DOOR SOLENOID SEQUENCE VALVE. (3) OF THE FOUR BOLTS SECURING THE SOLENOID TO THE VALVE BODY HAD SHEARED RESULTING IN THE PARTIAL SEPARATION OF THE SOLENOID FROM VALVE BODY. THIS CAUSED A LOSS OF NR 2 HYDRAULIC SYSTEM QUANTITY AND PRESSURE. NO SECONDARY DAMAGE WAS CAUSED AS A RESULT OF THE FAILURE. THE SOLENOID SEQUENCE VALVE ASSEMBLY WAS REPLACED IAW THE AIRCRAFT MM 32-10-51 AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20061102006)

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<a href="#">CA061005008</a>	DHAV	PWA	WINDSHIELD	FAILED
10/21/2005	DHC8301	PW123	8SC0043007	COCKPIT

(CAN) APPROXIMATELY 53 MINUTES INTO FLIGHT, SOON AFTER LEAVING FL 190, CREW HEARD A LONG (BANG) FOLLOWED BY THE OBSERVATION OF THE CAPTAIN'S MAIN WINDSHIELD SHATTERING, CREW CONTINUED DESCENT TO FL 100 AT RESTRICTED AIRSPEED OF 188 KNOTS AND MAINTAINED A CABIN DIFFERENTIAL OF 2.6PSI IAW QRH. ENGINEERING CHANGED THE AIRCRAFT WINDSHIELD IAW MM 56-10-11. AIRCRAFT RETURNED TO SERVICE. (TC NR 20061005008)

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<a href="#">CA061002003</a>	DHAV	PWA	HONEYWELL	DIODE	BURNED
8/24/2006	DHC8301	PW123			WX RADAR SYSTEM

(CAN) ON DECENT THROUGH 10,000 FEET, F/O NOTICED A HAZY SMOKE IN THE COCKPIT. BOTH THE CAPTAIN AND THE F/O BEGAN TO FEEL A BURNING SENSATION IN THEIR THROATS. THEY DONNED THEIR OXYGEN MASKS AND REQUESTED A VISUAL DIRECT APPROACH. THERE WAS A DEFINITE ELECTRICAL SMELL IN THE COCKPIT. THE CABIN HAD A SLIGHT ODOR BUT NOT RECOGNIZABLE. PASSENGERS WERE UNAWARE OF THE SITUATION, NO PASSENGER REACTION. CREW DID NOT DECLARE AN EMERGENCY AND LANDED SAFELY WITHOUT FURTHER

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INCIDENT. MAINTENANCE DISCOVERED WEATHER RADAR INDICATOR TO BE AT FAULT. WEATHER RADAR INDICATOR AND TRANSMITTER/RECEIVER REPLACED AND TESTED SERVICEABLE. AIRCRAFT SUCCESSFULLY TEST FLOWN PRIOR TO RETURN TO SERVICE. INDICATOR HAD 865:02 HOURS AND 830 LANDINGS SINCE LAST REPAIR. AWAITING TEAR DOWN REPORT FOR FURTHER DETAILS. (TC NR 20061002003)

<a href="#">CA061004004</a>	DHAV	PWA	TUBE	CRACKED
10/2/2006	DHC8311	PW123	82960010147	RUDDER ACTUATOR

(CAN) CREW NOTICED FLUID STAINS AND ACCUMULATION ON RT SIDE OF RUDDER AND TAIL CONE. MAINTENANCE FOUND CRACK AT FIRST ELBOW FROM TOP FITTING OF NO. 1 HYDRAULIC SYSTEM PRESSURE LINE TO THE RUDDER ACTUATOR. LINE REPLACED AND SYSTEM LEAK CHECKED SERVICEABLE. IPC REF CH 27-21-00 FIG. 20 ITEM 120. AFTT 34,145:10 HOURS, AFTC 38202. (TC NR 20061004004)

<a href="#">CA061023004</a>	DHAV	PWA	WIRE	BURNED
10/16/2006	DHC8311	PW123	302114BB1	ELECTRICAL

(CAN) DURING CRUISE , FLIGHT CREW NOTICED NR 2 ENGINE LIP HEATER INDICATION SHOWING FAILURE OF LIP HEATER, DUE TO ICING CONDITIONS AT DESTINATION AIRPORT CREW ELECTED TO RETURN TO ORIGINATING AIRPORT. NORMAL LANDING. DURING MAINTENANCE INVESTIGATION FOUND NO POWER TO LIP HEATER. PROBLEM TRACED TO BURNED WIRE 30-21-14BB-18 IN WIRING BUNDLE BEHIND LAVATORY WALL ( AFT OF CO-PILOT SEAT). WIRING BUNDLE HAD CHAFED ON LAVATORY WALL CAUSING INSULATION TO BE WORN. WIRE ( AND 3 OTHER WIRES IN SAME BUNDLE) REPAIRED. AIRCRAFT RETURNED TO SERVICE. (TC# 20061023004)

<a href="#">CA061004001</a>	DIAMON	CONT	PUMP	OUT OF ADJUST
9/24/2006	DA20C1	IO240B	64936849A1	ENGINE

(CAN) AIRCRAFT ENGINE FAILED IMMEDIATELY AFTER SPIN RECOVERY. INSTRUCTOR CONFIRMED FUEL PUMP ON AND MIXTURE FULL RICH. INSTRUCTOR ESTABLISHED BEST GLIDE ATTITUDE AND RESTARTED ENGINE IAW AFM (ENGAGING STARTER). UPON LANDING AND TAXI, INSTRUCTOR KEPT POWER ABOVE 1000 RPM, SO THERE IS NO FURTHER INFO ON LOW POWER BEHAVIOR DURING THIS FLIGHT. IMMEDIATELY PUT TEST GAUGES ON, AND RAN UP AIRCRAFT. UNMETERED PRESSURE WAS APPROXIMATELY 1.6 PSI LOW AND METERED PRESSURE WAS APPROX 2 PSI LOW. IDLE MIXTURE RISE OF 10 TO 20 RPM. IT IS WORTH NOTING THAT I FELT THE ENGINE DID NOT (SOUND) AS IF IT WAS FUNCTIONING PROPERLY. WE HAVE CURRENTLY REMOVED ALL FUEL SCREENS, INSPECTED AND CLEANED. MODERATE CONTAMINATION FOUND OF SIMILAR APPEARANCE TO WHAT WAS FOUND ON JWV. FINDINGS ARE SAVED AND ON SITE. FUEL TANK WAS SAMPLED AND ALL DRAINS AND HOSES FLUSHED AND BLED. INJECTORS REMOVED AND CLEANED. MECHANICAL FUEL PUMP FLUSHED (LOW PRESSURE VALVE). FUEL PRESSURES WILL BE CHECKED AND ADJUSTED. FUEL SCREENS WILL BE INSPECTED AGAIN AT 100 HOUR INSPECTION. (TC NR 20061004001)

<a href="#">CA060918003</a>	DIAMON	CONT	DIAMON	HOOK	CRACKED
8/29/2006	DA20C1	IO240B		2256136100	CANOPY

(CAN) PILOT NOTICED CANOPY LIGHT ON IN FLIGHT AND RETURNED FOR LANDING. INSPECTION REVEALED THAT THE CANOPY LATCH PLATE ( P/N 22-5613-61-00) ON THE LT SIDE WAS BROKEN ALLOWING THE CANOPY LIGHT TO BE ILLUMINATED. 2 MICRO SWITCHES ARE USED TO TURN THE WANING LIGHT OFF ONLY WHEN BOTH LATCHES ARE FULLY CLOSED. THE SYSTEM WORKED PROPERLY WHEN ONE LATCH FAILED. SERVICEABLE LATCH INSTALLED AND SYSTEM CHECKED AND ADJUSTED IAW MM (DMM) AS REQUIRED. AIRCRAFT RELEASED. THE SYSTEM IS INSPECTED EVERY 100 HR, WHICH REQUIRES A PULL TEST TO BE CARRIED OUT FOR FRICTION VERIFICATION AND ADJUSTMENT AS REQUIRED. STRESS CAN BE APPLIED TO THE LATCH HOOK IF THE CANOPY IS ACCIDENTALLY CLOSE WITH THE LATCH IN THE CLOSED POSITION OR IF THE CANOPY LATCH IS CLOSED WITH SOMETHING OBSTRUCTING CANOPY FIT. (TC NR 20060918003)

<a href="#">CA061106001</a>	EMB	PWA	SHAFT	FRACTURED
8/21/2006	EMB120	PW118B	311196801	

(CAN) THE ENGINE SUFFERED AN IN FLIGHT SHUTDOWN AS A RESULT OF A FRACTURED TOWER SHAFT. (TC NR 20061106001)

<a href="#">CA061005009</a>	EMB		BOLT	SHEARED
10/4/2006	ERJ190100IGW			LT MLG DOOR

(CAN) LT MLG STAY AND DOOR BRACKET BOLTS SHEARED. OLD BOLTS HAVE P/N 2821-8041, AND THE NEW BOLTS HAVE P/N NAS6605D28 (BETTER QUALITY). THEY ARE BEING INSTALLED THROUGH SB 190-32-0010. (TC NR 20061005009)

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<a href="#">CA061026004</a>	GIPPLD	LYC	INDICATOR	BURNED
10/26/2006	GA8	IO540K1A5		PITOT HEAT

(CAN) PILOT REPORTED MALFUNCTION OF PITOT HEAT BREAKER SWITCH, UPON INSPECTION, CIRCUIT BOARD ATTACHED TO BACK OF SWITCH WAS FOUND BADLY BURNT AND END OF WIRE CONNECTION FROM THE PITOT TO THE POWER SWITCH WAS FOUND OVERHEATED. MAIN PITOT WAS REPAIRED. THE CIRCUIT BOARD CLAMPED BETWEEN THE BREAKER SWITCH AND THE PITOT HEAT WIRE WAS U/S DUE TO OVERHEAT. THIS INSTALLATION APPEARS TO BE FROM FACTORY. 2 POSSIBLE CAUSES OF THIS FAILURE: 1) FIBERGLASS CIRCUIT BOARD COULD NOT STAND UP TO PRESSURE OF ATTACHMENT SCREW. DUE TO POOR CONNECTION, THE CONNECTION WOULD HAVE HEATED UP AND UPON GETTING HOT ENOUGH, RESIN IN FIBERGLASS BOARD WOULD HAVE DISINTEGRATED CAUSING PITOT HEAT FAILURE. 2) PRINTED CIRCUIT BOARD HAS WIRING CONNECTED TO A GROUND. DUE TO VIBRATION AND EXTREMELY CLOSE PROXIMITY TO A 12V POWER SOURCE, CONNECTION MAY HAVE OCCURED CAUSING HEAT AND THE DISINTEGRATION OF THE CIRCUIT BOARD. THIS WOULD ACCOUNT FOR THE PILOT MENTIONING THAT THE BREAKER SWITCH WAS TRIPPING AFTER A SHORT PERIOD OF TIME WHEN PITOT HEAT WAS SWITCHED ON.

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<a href="#">CA061026005</a>	GRUMAN		SUPPORT	UNSERVICEABLE
10/16/2006	TS2ACALFORST			ENG CONTROLS

(CAN) IN SOME CASES, THE WELD BRAZING THAT CONNECTS THE TELEFLEX CONTROL SUPPORT BEARINGS TO THE ENGINE CONTROL QUADRANT ASSEMBLY HAVE BEEN FOUND TO BE CRACKED OR HAVE INSUFFICIENT BONDING TO THE BEARING SUPPORT PLATE. THIS PROBLEM, IN ADDITION TO INTERNAL WEAR IN THE BEARINGS, CAN CAUSE ADDITIONAL STRESS TO THE REMAINING BRAZED WELD. IN EXTREME CASES THE BEARING CAN SEPARATE FROM THE BEARING SUPPORT PLATE AND CAUSE UNEXPECTED POWERPLANT SETTINGS. ORIGINALLY DISCOVERED IN AUGUST 2002 - CASCADE AEROSPACE ISSUED A SERVICE BULLETIN (SB 3127-001) TO INSPECT THE ENTIRE FLEET WITHIN SEVEN DAYS OR 60 FLIGHT HOURS (WHICHEVER CAME FIRST). RECURRING NDT INSPECTIONS WERE SCHEDULED EVERY 400 HOURS TAT OR DURING AN ANNUAL (WHICHEVER CAME FIRST). TERMINATION OF THE SERVICE BULLETIN IS BY REPLACING THE ORIGINAL BEARING SUPPORT ASSY WITH A NEW, IMPROVED ASSY AVAILABLE FROM CASCADE AEROSPACE. NO MORE PROBLEMS WERE DISCOVERED UNTIL THIS SDR. SUBMISSION. PREVIOUS AIRCRAFT AFFECTED: S/N 028, AUGUST 2002 (TC# 20061026005)

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<a href="#">CA061027002</a>	GULSTM	GARRTT	AEROCD	SPAR	CRACKED
10/23/2006	690A	TPE3315		41000823	VERTICAL STAB

(CAN) DURING ANNUAL X-RAY INSPECTION OF THE VERTICAL STABILIZER, A CRACK WAS DETECTED ON THE LEFT HAND SIDE OF THE VERTICAL STABILIZER CENTRE SPAR AT THE 4TH FASTENER ABOVE THE DOUBLER. THE CRACK APPEARS TO RUN INTO THE RADIUS OF THE CENTRE SPAR. THE AIRCRAFT WILL BE REPAIRED PRIOR TO BEING RELEASED BACK INTO SERVICE. (TC# 20061027002)

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<a href="#">2006FA0001067</a>	GULSTM	LYC	COMPRESSION RING	IMPROPER
9/26/2006	G44	GO480B1C	SI74673	PISTON

SUPERIOR COMPRESSION RINGS PN 74673 WERE INSTALLED DURING OVERHAUL, AFTER 3.0 HRS OF RUNNING A BORE SCOPE INSPECTION REVEALED SOME STRANGE BLACKENING OF THE CYLINDER WALLS. A CYLINDER WAS REMOVED TO INVESTIGATE AND THE TOP (2) COMPRESSION RINGS ONLY SHOWED CONTACT ON THE BOTTOM HALF INDICATING THAT THE BEVEL ON THE FACE OF THE RING WAS FACING THE WRONG WAY FOR A COMPRESSION RING. AFTER COMPARING THIS SUPERIOR RING TO A MFG RING IT APPEARS THE SUPERIOR RING IS DEFECTIVE, NUMBERED WRONG, BUT DOES NOT MATCH THE SHAPE OF THE RING AND INFORMATION OBTAINED FROM MFG TECH SUPPORT. SUBSEQUENTLY ALL CYLINDER HAVE BEEN REMOVE TO REPLACE THESE RINGS. RECOMMEND THAT ALL RINGS FROM MFG BE RECALLED FROM THE SYSTEM FOR SAFETY OF FLIGHT REASONS. ABNORMAL AND SUDDEN LOSS OF POWER WILL RESULT. (K)

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<a href="#">2006FA0001057</a>	GULSTM	RROYCE	ACTUATOR	FAILED
10/25/2006	GIV	TAY6118	1159SCP40211RW	THRUST REVERSER

APPROXIMATELY 20 MINUTES INTO THE FLIGHT, THE CREW NOTIFIED MAINTENANCE THAT THEY HAD A (T/R REV UNLOCK) LIGHT. THE CREW BROUGHT BACK POWER AND THE LIGHT EXTINGUISHED, CREW THEN SELECTED (EMERGENCY STOW) AND RETURNED TO DEPARTURE WITHOUT INCIDENT. AS THE AIRCRAFT ROLLED UP WITH ENGINES RUNNING, MAINTENANCE NOTED THE LT T/R DROOPED APPROX .1250 INCH, BUT STILL NOT ON THE SECONDARY LOCK (S HOOKS). THIS ACTUATOR HAD BEEN INSTALLED IN FEB 2006. A NEW REPLACEMENT ACTUATOR PN: 1159CP402-11, SN 2268 HAS BEEN INSTALLED WITH NO FAULTS NOTED AND THE AC HAS BEEN RETURNED TO SERVICE. (K)

<a href="#">CA061002001</a>	GULSTM	RROYCE	BOLT	WRONG PART
10/2/2006	GIV	TAYMK6118	AS21040	ENGINE

(CAN) NON APPROVED AS21040 BOLT WAS FOUND. BOLT HEAD WAS MACHINED TO ADD PN AS21040. BOLT END ALSO MACHINED WITH A CENTER HOLE, THREAD LENGTH SHORTER AND DIAMETER OF BOLT IS UNDERSIZE. BOLT LOCATIONS ON ENGINE; CLIPPING POINT FOR P3 AIR TUBE TO FFR UNION P3 LIMITER, IP BLEED VALVE CLAMPING SEAL/RETAINING SEAL AND LP FUEL FILTER MOUNTING BOLT. (TC NR 20061002001)

<a href="#">BS2R2120003</a>	HUGHES	LYC	HUGHES	PULLEY BRACKET	BROKEN
11/17/2006	269C	HIO360D1A	269A5472	BELT DRIVE SYSTE	

ONE OF THE TWO BELT DRIVE CLUTCH ACTUATOR CABLE PULLEY BRACKETS BROKE CLEAN ACROSS BETWEEN THE FRAME MOUNT HOLE AND THE PULLEY MOUNT HOLE DURING ENGAGEMENT OF THE ROTOR SYSTEM. DURING THE SUBSEQUENT TAKE OFF ATTEMPT THE ROTOR RPM WOULD BLEED OFF RAPIDLY DUE TO DRIVE BELT SLIPPAGE ANY TIME THE M/R COLLECTIVE CONTROL WAS RAISED. THE AIRCRAFT WAS SHUT DOWN AND THE PROBLEM INVESTIGATED BY THE OPERATOR THEN MAINTENANCE PERSONELL WERE NOTIFIED.

<a href="#">CA061002008</a>	HUGHES	ALLSN	BEARING	SPALLED
9/15/2005	369D	250C20B	369D25146	TRANSMISSION

(CAN) M/R TRANSMISSION CHIP DETECTOR FOUND TO HAVE A LARGE AMOUNT OF METAL. SOURCE FOUND TO BE THE T/R O/P PINION ROLLER BEARING INNER RACE. THE INNER RACE WAS FOUND TO HAVE HEAVY SPALLING IN A LARGE AREA. (APPROXIMATELY .550 INCH X .200 INCH) (TC NR 20061002008)

<a href="#">2006FA0001139</a>	ISRAEL	GARRTT	WIRE	CHAFED
11/1/2006	1124A	TFE731*		ENGINE

AIRCRAFT ARRIVED WITH INOPERATIVE STRATER-GENERATOR. TROUBLESHOOTING REVEALED INOPERATIVE GENERATOR, FAILED GENERATOR CONTROL UNIT, AND FAILED CONTROL RELAY. FURTHER TROUBLESHOOTING FOUND (A) AND (D) LEADS TO STARTER-GENERATOR AT ENGINE WIRING WAS BRITTLE AND HAD BARE SPOT CHAFFED TO ENGINE INLET MOUNTING STRUT. THIS ISSUE SHOULD BE CONSIDERED FOR ALL GENERAL AVIATION AIRCRAFT, NOT JUST THIS MFG. WE HAVE NOTED CONDITION ON SEVERAL AIRCRAFT. THIS IS THE FIRST INCIDENT, HOWEVER, THAT HAD CHAFFING AND A CIRCUIT SHORT. RECOMMEND INSPECTION AT NEXT ACCESS FOR ALL GENERAL AVIATION TURBOJET AIRCRAFT AS THIS WIRING IS LOCATED IN EXTREME ENVIRONMENTAL CONDITIONS, WITHIN THE ENGINE COWLING. (K)

<a href="#">CA061115005</a>	LEAR	GARRTT	PUMP	FAILED
11/6/2006	35LEAR	TFE731*	307085063	LT ENGINE FUEL

(CAN) AIRCRAFT WAS CLEARED FOR T/O. POWER WAS ADVANCED TO 93.5% N1 ON BOTH ENGINES. APPROXIMATELY 1 SECOND LATER LT ENGINE FAILED. T/O WAS REJECTED. AME TROUBLESOT THE SNAG AND DISCOVERED THAT THE LT ENGINE FUEL PUMP PRESSURE WAS NOT WITHIN ACCEPTABLE LIMITS. FUEL PUMP AND FUEL CONTROL UNIT REPLACED.

<a href="#">2006FA0001152</a>	LEAR	GARRTT	DAMPER	BROKEN
11/8/2006	35LEAR	TFE73122B	30721631	NR 1 ENGINE

AIRCRAFT ARRIVED 10/31/2006 TO TROUBLESHOOT A RUMBLE FROM THE NR 1 ENGINE. UPON INVESTIGATION, FOUND 1 FAN BLADE TO HAVE A BROKEN MIDSPAN DAMPER. (K)

<a href="#">CA061110007</a>	LEAR	GARRTT	ENGINE	FAILED
10/26/2006	45LEAR	TFE7312	TFE73120BR	

(CAN) DURING POST/PREFLIGHT INSPECTION MAINTENANCE PERSONNEL NOTICED NICKS ON 2 OF THE THE THIRD STAGE TURBINE BLADES. ENGINE HAS BEEN REMOVED AND SENT TO AN HEAVY MAINTENANCE FACILITY FOR INVESTIGATION AND REPAIR. A RENTAL ENGINE HAS BEEN INSTALLED AND THE AIRCRAFT RETURNED TO SERVICE (TC# 20061110007)

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<a href="#">CA061006009</a>	LEAR	PWA	ENGINE	FLAMED OUT
9/8/2006	60LEAR	PW305A		

(CAN) THE ENGINE FLAMED OUT ON DESCENT. AN INFLIGHT RELIGHT WAS SUCCESSFULLY ACCOMPLISHED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006009)

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<a href="#">CA061103012</a>	LEAR	PWA	EEC	FAILED
10/12/2006	60LEAR	PW305A	1240KDC0400	

(CAN) THE ENGINE FLAMED OUT ON DESCENT. THE PROBLEM COULD NOT BE DUPLICATED ON THE GROUND AND THE EEC WAS SUBSEQUENTLY REPLACED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103012)

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<a href="#">2006FA0001155</a>	LKHEED	RROYCE	FRAME	CRACKED
10/9/2006	10113853	RB21122*		FUSELAGE

(REF NR: 06DA063) DURING C-CHECK, MAINTENANCE TASK 53-02-1000 INSP FS 983 FRAME. A CRACK, 3 INCHES) FOUND AT LT, BY A CLOSE VISUAL INSP AND CONFIRMED BY NDT. NRC NR 546 RAISED FOR CORRECTIVE ACTION. (K)

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<a href="#">CA060412002</a>	LKHEED	ALLSN	LINE	MISSING
4/11/2006	188C	501D13	6793969	ENGINE

(CAN) NR 2 ENGINE HAD A HUNG RESTART WHILE ON A TRAINING FLIGHT, THE ENGINE WAS SHUTDOWN, SECURED AND THE (3) ENGINE PROCEDURES WHEN FOLLOWED ON THE FLIGHT AND LANDING TO THE MAINTENANCE BASE. THE PRIMER PRESSURE LINE WAS FOUND TO BE NOT INSTALLED ON THIS ENGINE. THE PRIMER SYSTEM HAD BEEN PUT BACK INTO SERVICE AFTER THE ENGINE HAD BEEN ACQUIRED FROM AN OPERATOR THAT HAD TAKEN THEM OUT OF SERVICE IAW SB. (TC NR 20060412002)

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<a href="#">CA061016005</a>	LKHEED	ALLSN	GYRO	MALFUNCTIONED
10/12/2006	382G	501D22A	79266941	COCKPIT

(CAN) DURING DESCENT THE CREW OBSERVED A GYRO FLAG AND THE A/P DISENGAGED. THE COMPASS BEGAN TO OSCILLATE WITH A COMPARATOR FAIL LIGHT INDICATION. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 VG AND THE AIRCRAFT WAS RETURNED TO SERVICE AFTER SATISFACTORY GROUND TEST. (TC NR 20061016005)

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<a href="#">CA061017005</a>	LKHEED	ALLSN	DOWNLOCK SWITCH	OUT OF ADJUST
10/16/2006	382G	501D22A		MLG

(CAN) DURING DEPARTURE THE NOSE LANDING GEAR FAILED TO RETRACT ON TAKE-OFF. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WITHOUT FURTHER PROBLEM. MAINTENANCE ADJUSTED THE DOWNLOCK SWITCH AND CARRIED OUT A GEAR SWING BEFORE THE AIRCRAFT WAS RETURNED TO SERVICE. (TC# 20061017005)

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<a href="#">CA061011001</a>	MTSBSI	GARRTT	BEARING	FAILED
8/29/2006	MU2B60	TPE33110	31030351	ENGINE

(CAN) AN IN-FLIGHT SHUTDOWN WAS CARRIED OUT WHEN THE ENGINE STARTED TO SURGE AND THE NEGATIVE TORQUE SYSTEM (NTS) PULSE. UPON DISASSEMBLY AT AN ENGINE REPAIR FACILITY, IT WAS NOTED THAT THE CAUSE WAS PREMATURE WEAR AND SUBSEQUENT FAILURE OF THE DUAL P/N: 3103035-1 BEARINGS. FAILURE OF THIS BEARING SET CAUSED LOSS OF ENGAGEMENT BETWEEN THE SPUR GEAR P/N: 896804-2 AND THE MATING GEAR IN THE TORQUE SENSOR. THE INTEGRITY OF THE FCU DRIVE TRAIN WAS LOST AND THE ENGINE FAILED WHEN THE FUEL CONTROL STOPPED BEING DRIVEN. THE ENGINE IS BEING OVERHAULED AT THIS TIME. IT IS TO BE NOTED THAT AN OIL SAMPLE WAS TAKEN 9.7 HOURS PRIOR TO THE FAILURE. THE SAMPLE CAME BACK

(INSPECT THIS ENGINE IMMEDIATELY) ONE WEEK AFTER THE ENGINE HAD FAILED. THE AUTHORIZED LAB HAD PROCESSED THE SAMPLE THE DAY FOLLOWING THE IN-FLIGHT SHUTDOWN. (TC NR 20061011001)

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<a href="#">CA061004005</a>	PIAGIO	PWA	ACTUATOR	FAILED
9/26/2006	P180	PT6A66	114068003	NLG STEERING

(CAN) PILOTS REPORTED NOSE GEAR STEERING FAILURE. NOSE GEAR ACTUATOR REPLACED. SYSTEM TESTED AND AIRCRAFT RETURNED TO SERVICE (TC NR 20061004005)

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<a href="#">CA061006005</a>	PILATS	PWA	COUPLING	FRACTURED
8/31/2006	PC1245	PT6A6		PUMP

(CAN) THE ENGINE EXPERIENCED AN UNCOMMANDED ACCELERATION IN FLIGHT. THE ENGINE WAS SHUTDOWN AND SUCCESSFULLY RE-LIT AND THE UNCOMMANDED ACCELERATION REPEATED. THE ENGINE WAS AGAIN SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A FRACTURED FUEL CONTROL / FUEL PUMP COUPLING. (TC NR 20061006005)

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<a href="#">CA061107006</a>	PILATS	PWA	GEARBOX	DAMAGED
12/15/2005	PC1245	PT6A6	311433701	ENGINE

(CAN) THE ENGINE LOST OIL PRESSURE IN FLIGHT RESULTING IN LOSS OF THE AIRCRAFT. SUBSEQUENT INVESTIGATION REVEALED THAT A PROTECTIVE COATING HAD BEEN IMPROPERLY APPLIED TO THE AGB HOUSING AT THE PRIOR ENGINE OVERHAUL. THE COATING DEBONDED AND BLOCKED THE OIL PUMP INLET RESULTING IN LOSS OF OIL PRESSURE. IT WAS FURTHER DETERMINED THAT RECOMMENDED PERIODIC VISUAL INSPECTIONS OF THE PUMP INLET HAD NOT BEEN PERFORMED BY THE OPERATOR. (TC NR 20061107006)

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<a href="#">CA061012001</a>	PILATS	PWA	CLUTCH	CRACKED
10/12/2006	PC1245	PT6A67B	200031800	PITCH SERVO

(CAN) DURING A ROUTINE PHASE INSPECTION, THE AREA AROUND THE PITCH SERVO IS INSPECTED. DURING THIS, THE FRICTION PLATE WAS DISCOVERED TO BE CRACKED IN HALF. THE PITCH SERVO CLUTCH WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061012001)

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<a href="#">CA061010002</a>	PILATS	PWA	BEARING	TWISTED
10/10/2006	PC1245	PT6A67B	5325012044	MLG FORK

(CAN) AFTER LANDING, CREW REPORTED TO MAINTENANCE THAT THEY HAD A HARD SHIMMY IN THE RUDDER PEDALS. UPON INSPECTION WE FOUND THE NOSE STEERING BRACKETS BENT AND THE SPRING STRUT UNABLE TO MOVE. THE STEERING STRUT CONNECTED TO THE STEERING HAD FAILED CAUSING THE FORK BEARING TO TWIST. THE BENT BRACKET WAS REPLACED AND THE SPRING STRUT WAS SERVICED. THE SYSTEM WAS FUNCTION CHECKED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20061010002)

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<a href="#">2006FA0001095</a>	PIPER	LYC	SLICK	ROTOR	SHEARED
11/16/2006	PA28161	O320D3G		M3548	MAGNETO

RT MAGNETO ROTOR SHEARED DIRECTLY UNDER THE PLASTIC ROTOR GEAR.

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<a href="#">CA061011002</a>	PIPER	LYC	PIPER	CONNECTOR	BROKEN
8/30/2006	PA28180	O360A4A		6345703	RUDDER TRIM ARM

(CAN) WHEN MANUAL RUDDER TRIM WAS APPLIED IN CLIMB THERE WAS NO RESPONSE. SUBSEQUENT INSPECTION FOUND THAT THE ARM THAT CONNECTS THE TRIM ACTUATOR TO THE RUDDER CONTROL ASSEMBLY HAD BROKEN OFF THE ASSEMBLY AT THE EDGE OF THE WELD. THE COMPLETE RUDDER TRIM ARM ASSEMBLY WAS REMOVED AND REPLACED WITH A NEW UNIT SUPPLIED FROM MFG. METAL FATIGUE IS SUSPECTED. (TC NR 20061011002)

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<a href="#">CA060925003</a>	PIPER	LYC	PIPER	CONNECTOR	BROKEN
8/30/2006	PA28180	O360A4A		6345703	RUDER TRIM ARM

(CAN) WHEN MANUAL RUDDER TRIM WAS APPLIED THE RUDDER FAILED TO RESPOND. SUBSEQUENT INSPECTION FOUND THAT THE ARM THAT CONNECTS THE TRIM ACTUATOR TO THE RUDDER CONTROL ASSEMBLY HAD BROKEN OFF THE ASSEMBLY AT THE EDGE OF THE WELD. THE COMPLETE RUDDER TRIM ARM ASSEMBLY WAS

REMOVED AND REPLACED WITH A NEW UNIT. METAL FATIGUE IS SUSPECTED. (TC NR 20060925003)

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<a href="#">ZB0R20060003</a>	PIPER		BAR	CRACKED
11/20/2006	PA28R200		67174000	RUDDER PEDALS

DURING PROGRESSIVE INSPECTION, FOUND PILOT LT RUDDER BAR CROSS-OVER JOINT CRACKED AT WELD.

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<a href="#">CA061011003</a>	PIPER	LYC	CONTROLLER	DEFECTIVE
9/27/2006	PA31	TIO540A2C	4708849004	LT ENGINE

(CAN) DURING A FLIGHT, THERE WAS A LOSS OF LT ENGINE OIL PRESSURE. THE AFFECTED ENGINE WAS SHUTDOWN AND AN UNSCHEDULED LANDING ACCOMPLISHED. AFTER INVESTIGATION, THE DENSITY CONTROLLER WAS FOUND DEFECTIVE. THE SEAL WAS RUPTURED ON THE (INTAKE) SIDE AND OIL WAS LEAKING INTO THE ENGINE AIR INTAKE. (TC NR 20061011003)

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<a href="#">CA061004006</a>	PIPER	LYC	BEARING	BROKEN
10/1/2006	PA31350	LTIO540J2BD		CRANKSHAFT

(CAN) THE AIRCRAFT DEPARTED THE RUNWAY FOR A 1 HOUR TRIP. APPROXIMATELY 17 MINUTES INTO THE CRUISE PORTION OF FLIGHT THE PILOT NOTICED A LOSS IN OIL PRESSURE FOLLOWED BY NOISE FROM THE RT ENGINE. THE PILOT IMMEDIATELY FEATHERED THE PROP AND SHUTDOWN THE ENGINE. THE WEATHER WAS OK AND ELECTED TO RETURN TO THE DEPARTURE RUN-WAY AND LANDED WITHOUT INCIDENT. AN INVESTIGATION REVEALED THAT THE CRANKSHAFT BROKE AT THE NR 2 BEARING JOURNAL. (TC NR 20061004006)

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<a href="#">CA061031004</a>	PIPER	LYC	HINGE	CRACKED
10/17/2006	PA31350	TIO540J2BD		PAX DOOR

(CAN) CABIN LOWER ENTRANCE DOOR FORWARD HINGE LOOSE, DOOR MOVES UP AND DOWN WHEN PASSENGERS STEP ON THE LOWER DOOR STEP. FOUND THE FORWARD DOOR HINGE ATTACHMENT FRAME CRACKED AT THE ATTACHMENTS FOR THE HINGE, ALLOWING THE DOOR SILL AND CABIN FLOOR AT THE ENTRANCE TO MOVE UP AND DOWN WHEN A LOAD WAS APPLIED TO THE DOOR. FRAME REPLACED WITH NEW PART AND DOOR REINSTALLED. (TC# 20061031004)

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<a href="#">CA060615004</a>	PIPER	LYC	THROTTLE CABLE	FAILED
6/9/2006	PA31350	TIO540J2BD	2489418	LT ENGINE

(CAN) AC DEPARTED AND A SHORT TIME LATER THE PILOT REPORTED THE LT ENGINE THROTTLE / MANIFOLD WAS SET AT 38 AND WAS NOT RESPONDING. THE PILOT DIVERTED BACK. ON DESCENT THE LT ENGINE MANIFOLD STAYED CONSTANT AT 38, THE EGT BEGAN TO RISE, ALONG WITH THE CYLINDER HEAD, AND OIL TEMPERATURE. THE AIRCRAFT LANDED SAFELY WITH BOTH ENGINES RUNNING. ONCE ON THE GROUND THE LT ENGINE WAS SHUTDOWN, TAXIED TO RAMP ON RT ENGINE. THE LT ENGINE WAS INSPECTED, FOUND TO HAVE LOST ALL ENGINE OIL. THE ENGINE SUSTAINED EXTENSIVE DAMAGE. MAINTENANCE DETERMINED THE LT THROTTLE CABLE IN THE CABIN PEDESTAL HAD FAILED. THE THROTTLE CABLE WIRES HAD SEVERED APPROXIMATELY .3125 FROM THE SWAGED PORTION OF THE ROD END. UNFORTUNATELY ON A ROUTINE INSPECTION THIS PORTION OF THE CABLE BELOW THE ROD END IS COVER BY THE CABLE SLEEVE AND CAN NOT BE VIEWED. THE LT HAND ENGINE THROTTLE CABLE WAS REPLACED P/N: 24894-18. THE LT ENGINE WAS REMOVED, AND REPLACED WITH A NEW FACTORY OVERHAUL UNIT. THE AIRCRAFT WAS TEST FLOWN, ENGINE RUN IN PROCEDURE COMPLETED AND RETURNED AIRCRAFT TO SERVICE. (TC NR 20060615004)

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<a href="#">CA061024002</a>	PIPER	LYC	ENGINE	MALFUNCTIONED
10/20/2006	PA31P	TIGO541E1A	TIGO541E1A	RIGHT

(CAN) AFTER TAKEOFF, RT ENGINE STARTED MAKING POWER FLUCTUATIONS WITH A RAPID EGT RISE. RT ENGINE WAS SHUT DOWN IN DESCENT AND AIRCRAFT RETURNED SAFELY. A MAINTENANCE INVESTIGATION IS UNDER WAY TO DETERMINE THE CAUSE. REPORT TO FOLLOW WHEN CAUSE IS IDENTIFIED. (TC# 20061024002)

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<a href="#">CA061002006</a>	PIPER	LYC	LANDING GEAR	FAILED
9/28/2006	PA31P	TIGO541E1A		RIGHT

(CAN) DEFECT: UNABLE TO PUT DOWN GEAR AND GET 3 GREEN LIGHTS. UPON 4TH TRY WHILE IN A HARD RT TURN, FINALLY GOT RT MAIN GEAR DOWN AND LOCKED. AIRCRAFT RETURNED TO BASE WITH LANDING GEAR IN DOWN/LOCKED POSITION UNDER FERRY FLIGHT PERMIT. RECTIFICATION: LANDING GEAR INSPECTED, SYSTEM

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FLUSHED AND BLED IAW MFG MM. LANDING SWUNG 50 FAULT FREE TIMES. UNABLE TO DUPLICATE FAULT. AIRCRAFT RETURNED TO SERVICE. (TC NR 20061002006)

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<a href="#">CA061002007</a>	PIPER	LYC	FUEL CONTROL	FAILED
9/28/2006	PA31P	TIGO541E1A	25245019	ENGINE

(CAN) UNCONTROLLABLE POWER FLUCTUATIONS AT HIGH POWER SETTINGS ON LT ENGINE. FOUND FUEL CONTROL UNIT P/N 2524501-9 S/N 70084801 TO BE UNSERVICEABLE. REPLACED WITH REBUILT UNIT P/N 2524501-9 S/N 70157810. SYSTEM GROUND RUN SERVICEABLE. (TC NR 20061002007)

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<a href="#">CA061030006</a>	PIPER	PWA	MOUNT	CRACKED
10/27/2006	PA31T	PT6A28		ENGINE

(CAN) THE TOP ENGINE MOUNT PAD, LOCATED ON THE GAS GENERATOR CASE, HAD A CRACK ON THE WELD LINE APPROX. 1.75 INCHES LONG. (TC# 20061030006)

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<a href="#">2006FA0001059</a>	PIPER	LYC	LIFTER	BROKEN
10/20/2006	PA32300	IO540K1A5	72877	ENGINE

LIFTER BROKE. (K)

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<a href="#">2006FA0001061</a>	PIPER	LYC	LIFTER	BROKEN
10/20/2006	PA46350P	TIO540AE2A	AEL72877	ENGINE

LIFTER BROKE. (K)

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<a href="#">2006FA0001096</a>	PIPER	PWA	MOUNT	CRACKED
11/6/2006	PA46500TP	PT6*	102460036	ENGINE

CUSTOMER REPORTED THAT HYDRAULIC PUMP KENP CYCLING. INSPECTED LANDING GEAR ACTUATORS FOR LEAKS. FOUND NLG ACTUATOR ATTACH CRACKED ON ENGINE MOUNT. INSTALLING NEW ENGINE MOUNT IAW SB 1154A WILL SOLVE MALFUNCTION. (K)

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<a href="#">CA060410001</a>	RAYTHN	GARRTT	ADC	MALFUNCTIONED
4/4/2006	HAWKER800XP	TFE7315BR	ADS86	COCKPIT

(CAN) THE FLIGHT CREW HAD SNAGGED THE NEUTRAL FUEL TANK FULL INDICATION AS NOT SHOWING FULL WHEN THE TANK WAS ACTUALLY FULL. IN CONJUNCTION WITH THIS DEFECT THEY ALSO REPORTED THAT THE LVMO TEST WAS NOT FUNCTIONING. BOTH THESE DEFECTS WERE ACTIONED AND DURING THE TESTING OF THE LVMO SYSTEM WE WERE DIRECTED BY THE AMM TO CONDUCT THE ADC SELF TEST IAW MM 34-10-17 ADS-86 TEST. THE TEST PROCEDURE REQUIRES THAT DURING THE TEST THAT THE (MACH TRIM FAIL) LIGHT ILLUMINATES. WHEN THE TEST WAS ATTEMPTED, THIS LIGHT DID NOT ILLUMINATE. BOTH THE AIR CREW MANUAL AND THE MM INDICATED THAT THE LIGHT WILL ILLUMINATE DURING THIS TEST. THE MACH TRIM SYSTEM WAS FULLY TESTED AND WAS FOUND TO BE FUNCTIONING NORMALLY. THE MFG TECH REP WAS CONTACTED AND PUT US IN CONTACT WITH BOTH AVIONICS/ELECTRICAL TECHNICAL SERVICES. AFTER SEVERAL PHONE CONVERSATIONS MFG AND SERVICES AGREED THAT THERE WAS AN ERROR IN BOTH THE AIR CREW MANUAL AND THE MM FOR AIRCRAFT WITH ADS-86 COMPUTERS. WHEN CONDUCTING THE ADS TEST THE MACH TRIM FAIL LIGHT WILL NOT ILLUMINATE. AIRCRAFT COMPANY ISSUED A LETTER CONFIRMING THIS ERROR AND INDICATED THAT REVISIONS TO BOTH MANUALS WOULD BE FORTH COMING. (TC NR 20060410001)

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<a href="#">CA061122001</a>	RKWELL	LYC	WASTEGATE VALVE	FAILED
11/20/2006	700	TIO540R2AD	4709549001	

(CAN) WHEN THE PILOTS APPLIED MAX POWER FOR TAKE-OFF THE LH ENGINE WOULD ONLY PRODUCE 30 INCHES M.P. THE TAKE-OFF WAS STOPPED AND THE AIRCRAFT RETURNED TO CHALKS. AFTER FOUND NO FAULTS. THE TURBO WHEEL WAS ABLE TO TURN FREELY. THE WASTE GATE WAS CHANGED OUT. REMOVED S/N WC-60101 AND INSTALLED S/N ML0144. THE AIRCRAFT WAS GROUND RUN AND THE MANIFOLD PRESSURE WAS AT MAX 44 INCHES AS REQUIRED. SYSTEMS CHECKED SERVICEABLE. (TC# 20061122001)

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<a href="#">CA061018004</a>	RKWELL	LYC	CYLINDER HEAD	BROKEN
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10/7/2006	700	TIO540R2AD		RBLW12967EC	ENGINE
<p>(CAN) AFTER CLIMB OUT THE LT ENGINE LOST POWER AND A LOUD BANG WAS HEARD. THE ENGINE (PROPELLER) WAS FEATHERED AND THE AIRCRAFT RETURNED TO THE AIRPORT WITHOUT INCIDENT. UPON INSPECTION IT WAS FOUND THAT THE NR 2 CYLINDER ASSEMBLY WAS CRACKED/BROKEN BETWEEN THE HEAD AND BARREL. THIS ALLOWED THE HEAD TO MISALIGN AND ALLOWED THE PUSH ROD TUBES TO LEAK OIL ONTO THE TOP COWL. THE CYLINDER WAS REMOVED AND AN OVERHAUL ASSEMBLY INSTALLED. THE ADJACENT CYLINDER WAS INSPECTED AND FOUND SERVICEABLE, OIL AND SCREWS WERE INSPECTED SERVICEABLE. THE ENGINE WAS GROUND RUN AND CHECKED SERVICEABLE. (TC NR 20061018004)</p>					
<a href="#">2006FA0001064</a>	ROBSIN	LYC		ROCKER	CRACKED
10/12/2006	R22BETA	O360J2A		17F19357	NR 4 CYLINDER
<p>NR 4 CYLINDER INTAKE ROCKER ARM CRACKED/SPLIT INTO 2 PIECES. CRACK/ SPLIT RUNS CROSS-WAYS NEAR ROCKER BOSS ON VALVE STEM SIDE OF ROCKER ARM. AGGRESSIVE MACHINING OF ROCKER ARM AND OR ROCKER ARM INCORRECTLY CONTACTING KEEPER SPRING ASSEMBLY. (K)</p>					
<a href="#">CA061107009</a>	ROBSIN	LYC	CONT	DISTRIBUTOR GEAR	FAILED
11/6/2006	R44	O540F1B5			MAGNETO
<p>(CAN) DURING CRUISE FLIGHT, THE PILOT NOTICED A CHANGE IN ENGINE NOISE AND A SLIGHT YAW FOLLOWED BY THE LOW ROTOR HORN. PILOT DECREASED POWER WHICH RESULTED IN THE ROTOR RPM RECOVERING TO A NORMAL SETTING. THE PILOT FINISHED THE SHORT FLIGHT AT A LOWER POWER SETTING AND LANDED THE AIRCRAFT WITHOUT FURTHER INCIDENT. AFTER LANDING, A MAGNETO CHECK WAS CONDUCTED WHICH RESULTED IN THE ENGINE QUITTING WHEN THE R/H MAG WAS SELECTED. WHEN THE MAGNETO WAS REMOVED, A FEW TEETH WERE FOUND BROKEN OFF THE DISTRIBUTOR GEAR.</p>					
<a href="#">CA061030002</a>	ROBSIN	LYC		BEARING	DAMAGED
10/10/2006	R44	O540F1B5		C0411	DAMPER
<p>(CAN) ABNORMAL SOUND HEARD ON SHUTDOWN. ON FURTHER INSPECTION THE INNER RACE OF THE DAMPER BEARING ON THE TAIL ROTOR DRIVESHAFT HAD BEEN FOUND TO HAVE SPUN. THE INNER RACE OF THE BEARING IS NOT ALLOWED ANY MOVEMENT RELATIVE TO THE DRIVE SHAFT. THE TAIL ROTOR DRIVE SHAFT ASSEMBLY WAS REPLACED WITH A SERVICEABLE UNIT. (TC NR 20061030002)</p>					
<a href="#">2006FA0001160</a>	ROBSIN	LYC	ROBSIN	HOUSING	LEAKING
11/4/2006	R44RAVENII	IO540*			M/R BLADE
<p>FLUID LEAKING FROM MAIN ROTOR BLADE PITCH BEARING HOUSING.</p>					
<a href="#">CA060718003</a>	ROBSIN	LYC	ROBSIN	BEARING RACE	ROUGH
7/17/2006	R44RAVENII	IO540AE1A5		C0411	TAIL ROTOR
<p>(CAN) IT WAS NOTICED THAT THE DAMPER BEARING HAD TURNED ON THE TAIL ROTOR DRIVE SHAFT. SLIPPAGE MARKS WERE ABOUT .5 INCH APART. THE BEARING WAS REMOVED SO IT COULD BE INSPECTED, AND POSSIBLY REINSTALLED. THE BEARING WAS FOUND TO BE ROUGH. IT WAS ALSO NOTED THAT THE GREASE IN THE BEARING WAS A DIFFERENT COLOR THAN THE GREASE IN THE SAME BEARING IN OTHER AIRCRAFT, AND PARTS IN STORES. THE BONDED PLATES WERE THE BEARING SITS WERE MEASURED AND FOUND TO HAVE A TOTAL INDICATED RUNOUT OF .0045 INCH. MANUFACTURES LIMIT IS .003 INCH. THE TAIL ROTOR DRIVE SHAFT ASSEMBLY IS TO BE REPLACED WITH A NEW UNIT. (TC NR 20060718003)</p>					
<a href="#">CA061002004</a>	ROBSIN	LYC		FRAME	CRACKED
8/5/2006	R44RAVENII	IO540AE1A5		C04618	NACELLE
<p>(CAN) AFT TAB WAS FOUND TO BE CRACKED UPON ROUTINE SCHEDULED INSPECTION. NEW FRAME ORDERED AND HELICOPTER WAS NOTIFIED OF THE PROBLEM. THEY HAVE SINCE RELEASED A NEW BULLETIN ADDING A CLAMP TO THE FRAME. THIS AIRCRAFT IS REGISTERED WITH MFG FOR WHEN THE CORRECTIVE PARTS BECOME AVAILABLE. (TC NR 20061002004)</p>					
<a href="#">CA061002009</a>	ROBSIN	LYC	ROBSIN	WIRE	CHAFED

9/26/2006 R44RAVENII IO540AE1A5 C0581 1520 CYCLIC GRIP  
(CAN) GRIP ASSEMBLY OPENED TO INSTALL CARGO HOOK SWITCH AND FOUND STARTER BUTTON WIRE CHAFED UP AGAINST A GRIP MOUNTING SCREW. THE INSULATION WAS SPLIT OPEN 0.25 INCH AND 2 WIRE STRANDS REMAINED UNBROKEN. (TC NR 20061002009)

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[CA060929004](#) SAAB GE WHEEL MISSING  
9/28/2006 340B CT79B 50104882A MLG

(CAN) AFTER ARRIVAL, THE CAPTAIN WAS NOTIFIED THAT THE AIRCRAFT NR 3 MAINWHEEL WAS MISSING. MAINTENANCE INSPECTION REVEALED THAT ALTHOUGH THE WHEEL NUT AND LOCKING BOLT WERE IN PLACE THE WHEEL ITSELF WAS MISSING. (TC NR 20060929004)

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[CA061130003](#) SAAB GE ELEMENT CHAFED  
10/1/2006 SF340A CT75A2 51533172 OVERTEMP

(CAN) AIRCRAFT RETURNED TO BASE SHORTLY AFTER DEPARTURE DUE TO A NR 2 BLEED AIR LEAK LIGHT ILLUMINATION DURING CLIMB OUT. THE BLEED AIR WAS SELECTED OFF BUT THE LIGHT REMAINED ILLUMINATED. IAW THE REQUIRED PROCEDURES THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT LANDED UNEVENTFUL. INSPECTION OF THE AIRCRAFT BY MAINTENANCE DETERMINED THAT THE WARNING LIGHT WAS A FALSE INDICATION CAUSED BY A CHAFED BLEED AIR SENSE LINE IN THE AFT RT WING TRAILING EDGE. THE AFFECTED SENSE LINE WAS REPLACED. AN ADDITIONAL INSPECTION OF THIS AREA HAS BEEN ISSUED FOR COMPLETION ON THE ADJACENT SIDE OF THIS AIRCRAFT AS WELL AS A PLANNING CARD TO INSPECT THE SECOND AIRCRAFT IN THE FLEET. (TC NR 20061130003)

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[CA061016003](#) SAAB GE CLAMP CRACKED  
10/6/2006 SF340A CT75A2 M8505237 ENGINE

(CAN) ENGINE CONTROL CLAMP FOUND CRACKED ON ENGINE INSPECTION. REFERENCE AIRCRAFT IPC 71-00-02 FIG 15, ITEM NR 6 THE PART WAS NOT IDENTIFIED BY A SPECIFIC PN MARKED ON THE CLAMP. SUSPECT POSSIBLE UNAPPROVED PART PREVIOUSLY INSTALLED. (TC NR 20061016003)

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[CA061018003](#) SKRSKY PWA SKRSKY ROD BROKEN  
10/10/2006 S64E JFTD12A4A 641026005104 DAMPER PISTON

(CAN) THE AIRCRAFT WAS INVOLVED IN AERIAL LOGGING OPERATIONS AND HAD JUST SHUT DOWN FOR IT'S MIDDAY MAINTENANCE. THIS MAINTENANCE INVOLVES A FLUID LEVELS CHECK, SERVICING AND INSPECTION OF CRITICAL AREAS ON THE AIRCRAFT. ON THIS PARTICULAR DAY THE MAIN ROTOR DAMPERS WERE BEING CHECKED FOR PROPER OPERATION AND ASSOCIATED LINKAGE WEAR. THIS IS ACCOMPLISHED BY SWEEPING THE CORRESPONDING MAIN ROTOR BLADE BACK AND FORTH AT THE TIP END TO EXTEND AND RETRACT THE DAMPER PISTON AND ROD. WHEN THE AME CAME TO CHECK THE SUBJECT DAMPER HE DISCOVERED THE BLADE MOVED BACK AND FORTH FREELY WITH NO RESISTANCE FROM THE DAMPER. A CLOSER INSPECTION OF THE DAMPER BY A SECOND AME WHILE THE BLADE WAS BEING MOVED REVEALED THE DAMPER PISTON ROD HAD BROKEN AT THE FORK ATTACHMENT END. A THOROUGH INSPECTION OF THE MAIN ROTOR HEAD REVEALED ONLY MINOR SURFACE DAMAGE AND NO OTHER FAILURES. THE FLIGHT CREW REPORTED THAT THEY HAD NOT FELT OR NOTICED ANYTHING ABNORMAL IN THE ROTOR SYSTEM DURING THE LAST FLIGHT SHUTDOWN. AS A PRECAUTIONARY MEASURE THE ENTIRE MAIN ROTOR HEAD ASSEMBLY WAS REMOVED AND RETURNED WITH THE FAILED DAMPER FOR FURTHER EVALUATION IN DETERMINING THE CAUSE OF THIS FAILURE. FOLLOWING THE INSTALLATION OF A REPLACEMENT MAIN ROTOR HEAD, THE AIRCRAFT UNDERWENT A COMPLETE GROUND CHECK OUT AND TEST FLIGHT PRIOR TO BEING RETURNED TO SERVICE. (TC NR 20061018003)

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[CA061011013](#) SKRSKY PWA TURBINE BLADES BROKEN  
10/7/2006 S64E JFTD12A4A 597602A ENGINE

(CAN) THE AIRCRAFT WAS INVOLVED IN AERIAL LOGGING OPERATIONS, ON A SHORT FINAL APPROACH TO THE LOG LANDING THE AIRCRAFT DEVELOPED A VERY NOTICEABLE HIGH FREQUENCY VIBRATION THAT WAS FELT BY THE FLIGHT CREW THROUGHOUT THE AIRCRAFT INCLUDING THE FLIGHT CONTROLS. THE VIBRATION WAS ALSO ACCOMPANIED BY A VERY LOUD GROWLING NOISE. A SCAN OF THE AIRCRAFT INSTRUMENTS REVEALED NOTHING ABNORMAL. THE PILOT ELECTED TO CONTINUE THE APPROACH TO DROP OFF THE LOAD AT THE LOG LANDING AND THEN MADE A PRECAUTIONARY LANDING AT A NEAR BY LOCATION ON THE BEACH OF THE LAKE. AFTER SHUTDOWN, AN EXTENSIVE INSPECTION OF THE ENTIRE AIRCRAFT CARRIED OUT BY MAINTENANCE

PERSONNEL REVEALED A LARGE AMOUNT OF METAL PARTICLES FUSED TO THE INSIDE SURFACE OF THE NR 2 ENGINE'S EXHAUST DUCT INDICATING THE ENGINE HAD EXPERIENCED SOME FORM OF INTERNAL FAILURE. A FLIGHT PERMIT WAS OBTAINED AND THE AIRCRAFT WAS FLOWN ONE KILOMETER TO IT'S SERVICE LANDING WITH THE NR 2 ENGINE INOPERATIVE. AFTER THE ENGINE COMPRESSOR AND FREE TURBINE WERE SEPARATED AN INSPECTION OF THE 2ND STAGE GAS PRODUCER TURBINE REVEALED ABOUT 75 PERCENT OF ONE BLADE WAS MISSING. A REPLACEMENT ENGINE WAS INSTALLED AND AFTER A COMPLETE GROUND CHECK THE AIRCRAFT WAS RETURNED TO SERVICE. THE FAILED COMPRESSOR AND DAMAGED FREE TURBINE WERE RETURNED FOR EVALUATION OF THE FAILURE AND REPAIR. (TC NR 20061011013)

<a href="#">2006FA0001137</a>	SKRSKY	PWA	TURBINE BLADES	FRACTURED
11/6/2006	S64E	JFTD12A4A	597602	NR 2 ENGINE

(REF NR: MDR06-092) VIBRATION FELT BY CREW, UPON LANDING, MAINTENANCE PERSONNEL FOUND METAL PARTICLES IN NR 2 ENGINE EXHAUST. UPON CLOSER EXAMINATION, A 2ND STAGE TURBINE BLADE WAS FOUND TO BE FRACTURED APPROXIMATELY 1 INCH FROM THE ROOT. THE FRACTURED PIECE BROKE OFF AND CAUSED SOME ADDITIONAL DAMAGE TO THE 2ND STAGE TURBINE BLADES AND EXTENSIVE DAMAGE TO THE FREE TURBINE AS IT DEPARTED. (K)

<a href="#">CA061101005</a>	SKRSKY		WHEEL	CRACKED
10/29/2006	S76A		5004410	MLG

(CAN) WHEEL CRACKED AND AUDIBLE AIR ESCAPING FOUND ON DAILY INSPECTION (TC# 20061101005)

<a href="#">CA061023002</a>	SKRSKY		HINGE FITTING	CRACKED
10/19/2006	S92A		9220902411043	PAX DOOR

(CAN) THE FOLLOWING INFORMATION REFERS TO CHC HELICOPTERS INTERNATIONAL GROUND OCCURRENCE REPORT ,WHICH WAS SUBMITTED BY OUR BASE IN MALAYSIA: "ON CARRYING OUT 50 HOUR INSPECTION ON PASSENGER DOOR AND HINGES, FOUND FORWARD UPPER HINGE CRACKED. CRACK WAS RUNNING FROM UPPER AFT BOLT HOLE AND DOWN ALONG HINGE FITTING". PLEASE NOTE THAT THIS PARTICULAR HINGE FITTING HAS ONLY BEEN INSTALLED SINCE AUGUST 2006. . THE PREVIOUSLY INSTALLED HINGE FITTING WAS FOUND CRACKED ON 22 AUGUST 2006 AND HAD FLOWN A TOTAL OF 168.6 HOURS (AIRCRAFT WAS UNDERGOING 50 HOURS INSPECTION. DID NOT RESULT IN ANY OTHER FAILURE. INSPECTION/MAINTENANCE WAS CONTINUED AND REPORT SUBMITTED. (TC# 20061023002)

<a href="#">CA061002002</a>	SKRSKY	GE	ENGINE	FAILED
9/9/2006	S92A	CT79B	3066T90G02	NR 1

(CAN) THE FOLLOWING REPORT REFERS TO FLT OCCURRENCE REPORT NR 06-00894. THE AIRCRAFT WAS OPERATING FOR CUSTOMER ON AN OFFSHORE FLIGHT. AT APPROX 09.58 WHILE ON SHORT FINAL APPROACH (IN VMC), 2 POPS WERE HEARD BY THE CREW. A MISSED APPROACH WAS INITIATED, AND DURING THE CLIMB OUT IT WAS APPARENT THE NR 1 ENGINE HAD HIGH TGT AND LOWER TORQUE THAN THE NR 2 ENGINE. DURING THE CLIMB SEVERAL MORE POPS WERE HEARD. AFTER REACHING A SAFE HEIGHT, THE EMERGENCY CHECKLIST WAS FOLLOWED FOR (COMPRESSOR STALLING) ON THE NR 1 ENGINE. IAW THE CHECKLIST, THE NR 1 ENGINE WAS BROUGHT BACK TO IDLE, AND THE COMPRESSOR STALLING CEASED. THE CREW THEN ELECTED TO RETURN TO DEPARTURE, WITH NR 1 ENGINE AT IDLE, IAW THE EMERGENCY CHECKLIST, AS THERE WERE NO FURTHER SIGNS OF STALLING. ALL IAW NR 1 ENGINE PARAMETERS WERE NORMAL. B11 WAS INFORMED BY RADIO WE WERE RETURNING . SUBSEQUENT INVESTIGATION IDENTIFIED ENGINE FOD DAMAGE AND A RIVET MISSING FROM THE INTAKE. (TC NR 20061002002)

<a href="#">CA061011014</a>	SNIAS	TMECA	FUEL CONTROL	LEAKING
10/5/2006	AS350B2	ARRIEL1D1	1D1	

(CAN) FUEL SMELL WAS REPORTED IN THE CABIN WHEN THE HEATER WAS TURNED ON. FCU WAS REMOVED AND FUEL WAS FOUND IN THE P2 AIR CHAMBER WHEN THE FCU WAS INVERTED. FCU WAS REMOVED AND RETURNED TO MFG FOR REPAIRS. FCU RAN 712.6 HRS SINCE LAST REPAIR. FCU P/N 2915145338508 S/N A969B (TC NR 20061011014)

<a href="#">CA061030007</a>	SNIAS	TMECA	RETAINER	CRACKED
5/18/2006	AS350B2	ARRIEL1D1	350A37116220	DROOP STOP

(CAN) ON THE DAILY CHECK BY THE ENGINEER THE MAIN ROTOR BLADE DROOP STOP RING RETAINER WAS FOUND CRACKED BELOW THE RETAINER CLAMP. NO FURTHER DAMAGE. (TC NR 20061030007)

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<a href="#">CA060922002</a>	SNIAS	TMECA	SNIAS	STOP	FAILED
9/21/2006	AS350B2	ARRIEL1D1		350A37116200	MAST YOKE

(CAN) DAILY INSPECTION REVEALED YOKE ASSEMBLY STOP WAS BROKEN BELOW THE ATTACHMENT POINT. THE CABLE CLIP LOWER EDGE WOULD FOLLOW THE CRACK LINE. THE CABLE CLIP WOULD NOT CONTAIN THE BROKEN COMPONENT AND COULD CREATE FURTHER PROBLEMS IF UNIT BECOMES DISLODGED FROM THE RING. THE GRANULAR COMPOSITION OF THE BREAK MAY INDICATE A METALLURGICAL PROBLEM. THIS PART WAS NOT TESTED BUT IS BEING RETAINED IF MORE INVESTIGATION IS REQUIRED. (TC NR 20060922002)

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<a href="#">CA060804007</a>	SNIAS	TMECA		COUPLING	LEAKING
8/3/2006	AS350BA	ARRIEL1B		S40	HYD PUMP

(CAN) PILOT FELT STIFFNESS IN FLIGHT CONTROLS AND LANDED. INVESTIGATION REVEALED THAT THE SLEEVE COUPLING INTERNAL SPLINES HAD WORN EXCESSIVELY SO THAT THE FLIGHT CONTROL HYDRAULIC PUMP WAS NO LONGER DRIVEN BY THE DRIVE BELT FROM THE MAIN GREAR BOX. THE FAILED COUPLING SHOWS SIGNS OF MILD CORROSION IN THE INTERNAL SPLINES. THE COUPLING WAS LUBRIATED DURING THE LAST SCHEDULED INSPECTION 30 HOURS PREVIOUSLY. THE SLEEVE COUPLING WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. DISCUSSION WITH OTHER OPERATORS INDICATE AN INCREASE IN THE SLEEVE COUPLING FAILURE RATE SINCE THE INTRODUCTION OF THE POLY V DRIVE BELT AS REQUIRED BY AD CF-2004-10 ( SB 63.00.08) ISSUED 4 JUNE 2004. (TC NR 20060804007)

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<a href="#">CA060616001</a>	SNIAS	TMECA		SPHERICAL STOP	UNSERVICEABLE
3/26/2006	AS350BA	ARRIEL1B		704A33633211	MAIN ROTOR

(CAN) A/C HAD ABNORMAL VIBRATION AND WOULD NOT STAY IN TRACK. SPHERICAL STOPS HAD EXCESSIVE RUBBER LOSS AND SEPARATION. INSTALLED NEW SPHERICAL STOPS AND M/R COULD BE BALANCE AND TRACKED WITH NO ABNORMAL VIBRATION. (TC NR 20060616001)

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<a href="#">CA061108001</a>	SNIAS	TMECA		MOUNT	DAMAGED
11/7/2006	AS350BA	ARRIEL1B		350A35101700	HYDRAULIC PUMP

(CAN) DURING A 100 HOUR INSPECTION IT WAS DISCOVERED THAT TWO OF THE FOUR RIVETS USED TO ATTACH THE BEARING SUPPORT TO THE PUMP MOUNT WERE BROKEN. THE BEARING SUPPORT AND ATTACHING RIVETS ARE NOT LISTED IN THE AS350 ILLUSTRATED PARTS CATALOG, AS THEY ARE PART OF THE PUMP MOUNT. THE PUMP MOUNT WILL BE REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. (TC# 20061108001)

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<a href="#">CA061103004</a>	SOCATA	PWA		OIL SYSTEM	OVERTEMP
9/25/2006	TBM700	PT6A64			ENGINE

(CAN) IN FLIGHT ENGINE OIL TEMPERATURE WAS SEEN TO INCREASE ACCOMPANIED BY A DROP IN OIL PRESSURE. THE ENGINE WAS SHUTDOWN IN FLIGHT. POST FLIGHT INSPECTION REVEALED DEBRIS IN THE ENGINE OIL SYSTEM AND EVIDENSE OF OIL LEAKAGE FROM THE ENGINE DRAIN. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061103004)

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<a href="#">CA061006020</a>	SOCATA	PWA		ENGINE	SEIZED
9/25/2006	TBM700	PT6A64			

(CAN) ENGINE OIL TEMPERATURE WAS SEEN TO INCREASE IN FLIGHT ACCOMPANIED BY A LOSS OF OIL PRESSURE. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED OIL IN THE ENGINE DRAINS AND SEIZURE OF THE POWER SECTION. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20061006020)

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<a href="#">CA061006002</a>	SWRNGN	GARRTT		ACTUATOR	MALFUNCTIONED
10/1/2006	SA226AT	TPE33110UA		2719087007	NOSE STEERING

(CAN) MAINTENANCE WAS COMPLETING AN ENGINE CHANGE. AN AME TAXI'D THE AIRCRAFT FROM THE HANGER TO THE DESIGNATED RUNUP AREA. ON THE TAXI WAY, THE AIRCRAFT ABRUPTLY VEERED TO THE RT, AND THE RT PROPELLER STRUCK A TAXIWAY MARKER. THE ENGINE WAS SHUTDOWN AND DAMAGE WAS EVIDENT TO THE

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PROPELLER. THE ENGINE AND PROPELLER WERE REPLACED. THE NWS SYSTEM WAS TROUBLESHOT, NO ELECTRICAL CONTROL FAULTS WERE EVIDENT. THE NWS DID FAIL ON A SUBSEQUENT GROUND RUN WITH ANOTHER AME. ALL NWS COMPONENTS AT THE NOSE GEAR WERE REPLACED WITH SERVICEABLE PARTS - ACTUATOR, MANIFOLD, PRESSURE SWITCH, SERVO VALVE. NO FAULTS WERE NOTED ON TAXI TESTS OR TEST FLIGHTS. (TC NR 20061006002)

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<a href="#">CA061027003</a>	SWRNGN		TORQUE SENSOR	DAMAGED
10/14/2006	SA226TC		31017263	RT ENGINE

(CAN) UPON TAXI INTO AIRPORT, THE RT ENGINE SHUT DOWN DUE TO THE CENTER GEAR ON THE TORQUE SENSOR SHAFT & WHERE NUT HOLDS THE GEAR ON BROKE OFF. AT THIS TIME THE A/C WAS AT THE TERMINAL AND NO PROBLEMS AROSE DUE TO THIS INCIDENT. SUSPECT THE NUT ON THE SHAFT WAS OVERTORQUED AT OVERHAUL BY A APPROVED OUTSIDE FACILITY. THE R/H ENGINE WAS REPLACED AND THE ENGINE P-54108 WAS FORWARDED TO THE ENGINE SHOP FOR REPAIR. (TC# 20061027003)

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<a href="#">2006FA0001074</a>	SWRNGN	GARRTT	SERVO	MALFUNCTIONED
10/31/2006	SA226TC	TPE3313U	350501	NLG STEERING

AIRCRAFT PULLS TO THE RT. OPERATOR REMOVED AND REPLACED NOSE STEERING SERVO, FLUSHED OUT LINES AND REPLACED FILTER. OPS CHECK GOOD IAW MFG MM. (K)

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<a href="#">CA060927003</a>	SWRNGN	GARRTT	SKIN	CRACKED
9/27/2006	SA227AC	TPE33111U		WINS

(CAN) PERIMETER WAS INFORMED FROM ANOTHER OPERATOR OF THE SAME AIRCRAFT OF POTENTIAL WING SKIN CRACKS EMINATING FROM THE LT AND RT BATTERY VENT SCOOPS INSTALLED IN THE LOWER WING SKIN BETWEEN THE NACELLE AND FUSELAGE. INITIAL VISUAL INSPECTION REVEALED NO CRACKS BUT WITH THE USE OF EDDY CURRENT THE CRACKS WERE DISCOVERED AND FOUND PROGRESSING FROM 3 OF THE 4 CORNERS OF THE BATTERY VENT SCOOP AT THE WING SKIN. THE 4 AC OF THIS TYPE INSPECTED, 3 HAD CRACKS FOUND ON THE LOWER WING BATTERY VENT SCOOPS. THEY WERE INSPECTED AND ALL FOUND WITH EDDY CURRENT INSPECTION METHOD. REPAIR DESIGN CERTIFICATE RDC C-RA06-235/D HAS BEEN APPROVED FOR THE REPAIR OF THIS DEFECT. (TC NR 20060927003)

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**END OF REPORTS**