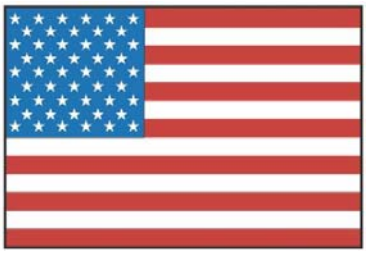
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 390

JANUARY 2011

CONTENTS

AIRPLANES

BOEING 1
BOMBARDIER.....7
DE HAVILLAND.....7
HAWKER.....10
PIPER.....11

HELICOPTERS

SCHWEIZER.....12

POWERPLANTS

CONTINENTAL 14

ACCESSORIES

ADC 16

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....18
IF YOU WANT TO CONTACT US 19
AVIATION SERVICE DIFFICULTY REPORTS 19

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

AVIATION MAINTENANCE ALERTS

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

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

AIRPLANES

Boeing: 777; Improper Service of Evacuation Slide; ATA 2565

An unidentified submitter states, "During a preliminary inspection of the evacuation ramp/slide the following discrepancies were noted:

1) The main pack cover was installed backwards.

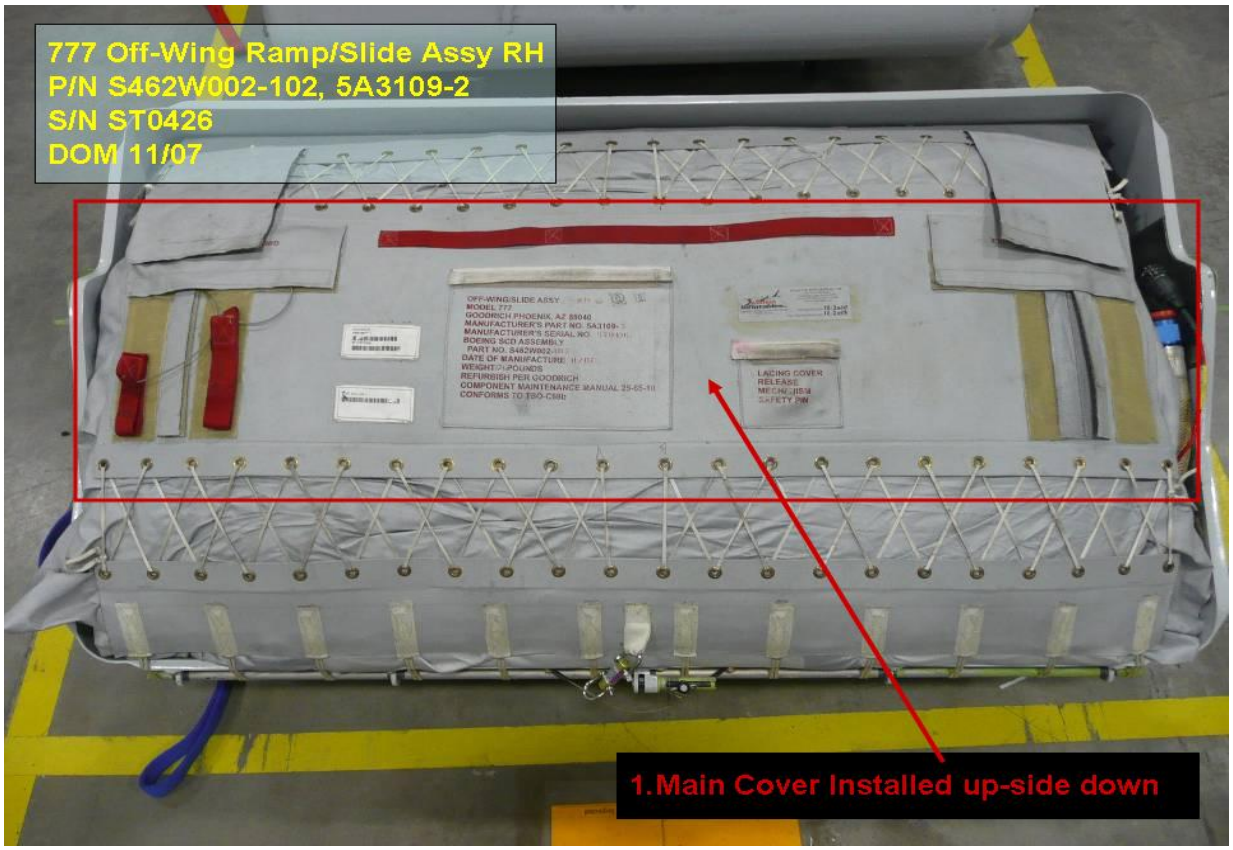
2) The proper pack contour (dimensions) were not achieved.

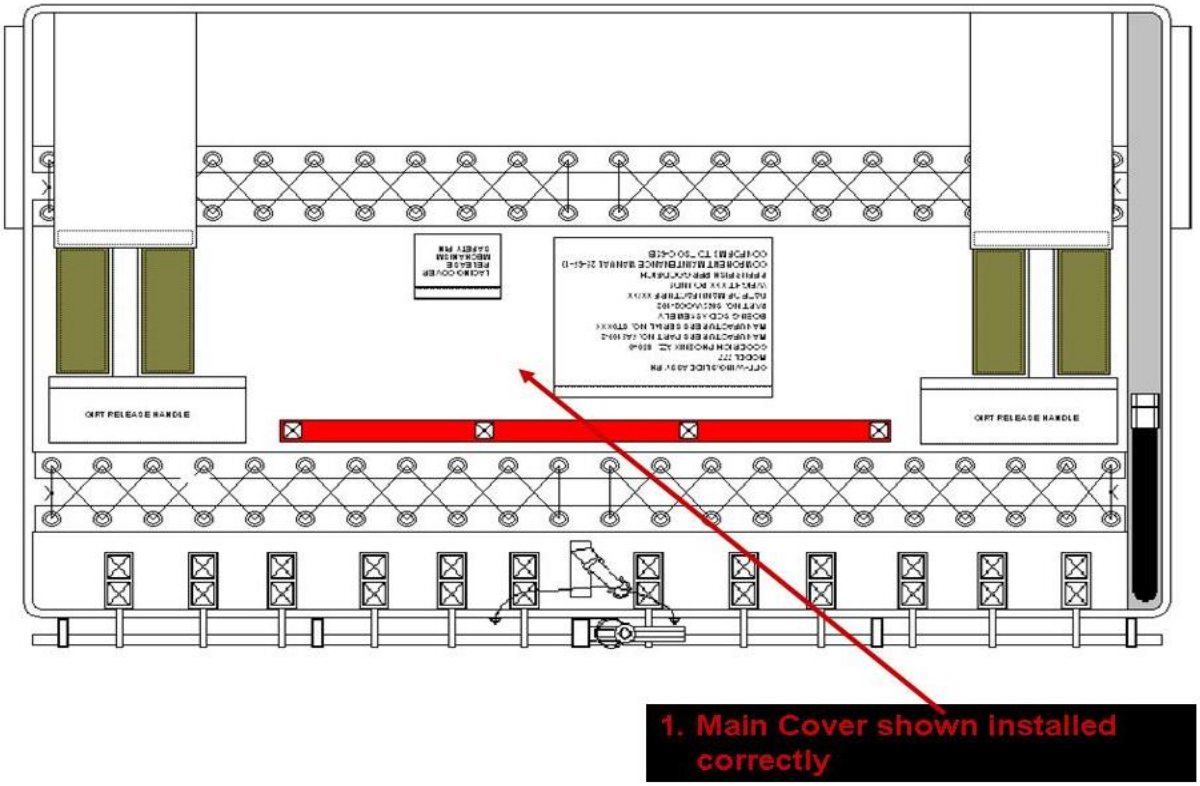
3) The slide pack release cables were incorrectly routed.

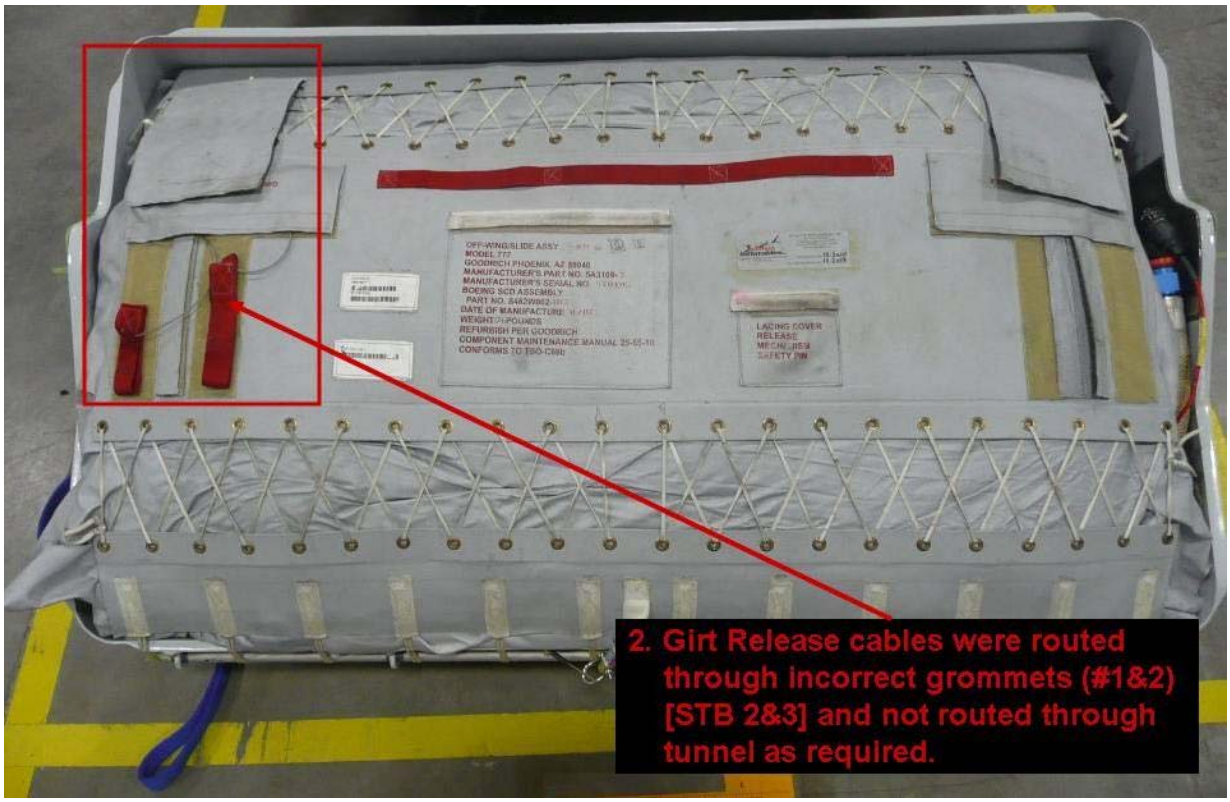
4) Roughly 80 % of the corrosion resistant coatings were missing from the aluminum Release Rod Assembly.

5) A length of round black cord was discovered wrapped around the inflatable inside the slide pack. This black cord was drawn tight around the inflatable folds and securely tied off. It is believed the black cord was used as a folding aid during slide packing.

"With these conditions present, it is not likely this Evacuation Ramp/Slide would have been able to function as designed in the event of an emergency." *(Goodrich Component P/N: 5A31092.)*


777 Off-Wing Ramp/Slide Assy RH
P/N S462W002-102, 5A3109-2
S/N ST0426
DOM 11/07
1.Main Cover Installed up-side down


OUT RELEASE HANDLE
OUT RELEASE HANDLE
1. Main Cover shown installed correctly



GOODRICH
PACKING INSTRUCTIONS
5A3109 SERIES, RH

H. Secure the manual girt release cables according with the following.

(1) Route manual girt release cables between second and third grommets. (See Figure 93).

(2) Attach girt cable handles to velcro retainers, and lay cables along velcro tunnel. (See Figure 93).

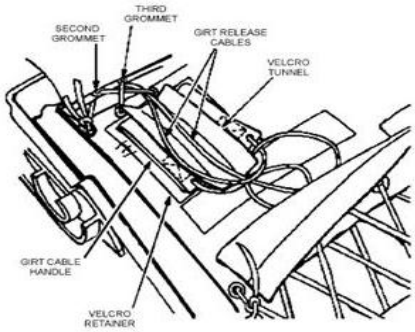


Figure 93

501634 Rev. D Page 97

THIS DOCUMENT SUBJECT TO THE CONTROLS AND RESTRICTIONS ON THE FIRST PAGE.

GOODRICH
PACKING INSTRUCTIONS
5A3109 SERIES, RH

(3) Secure upper velcro cover flap, and close velcro tunnel. Coil excess cables and secure them beneath lower velcro cover flap.

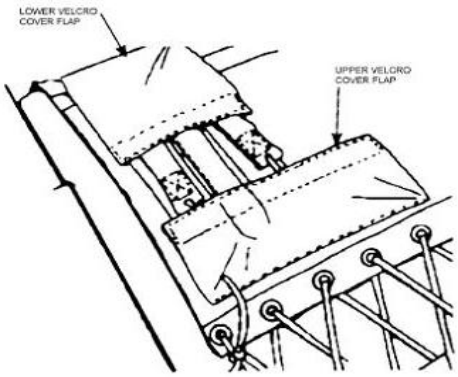
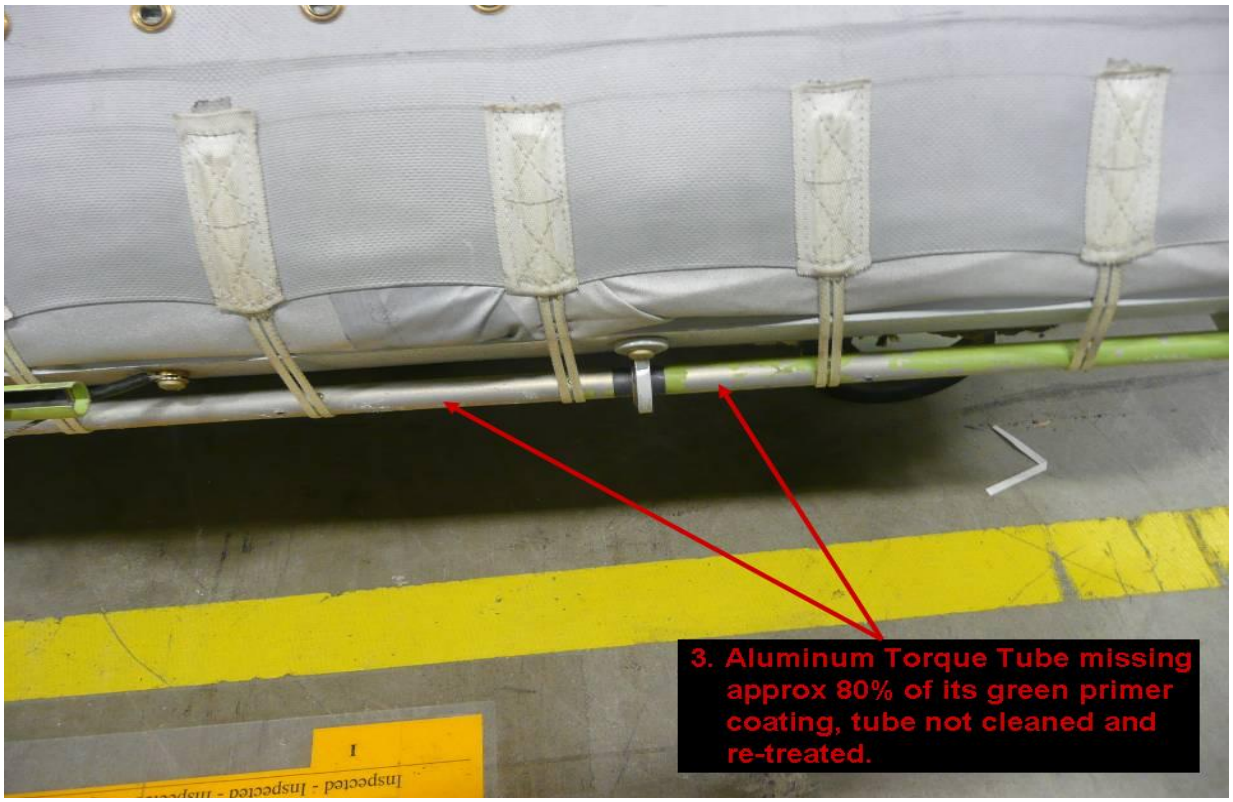


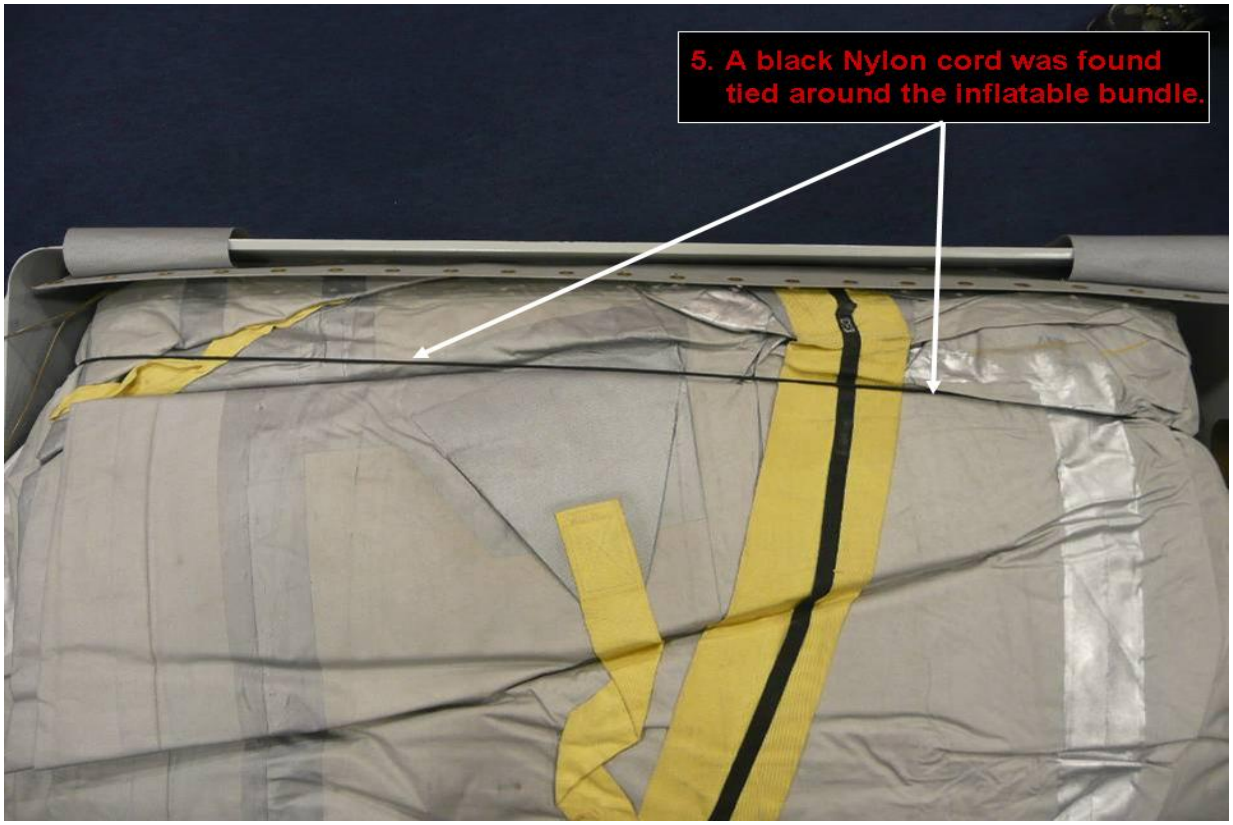
Figure 94

Rev. D Page 98 **501634**

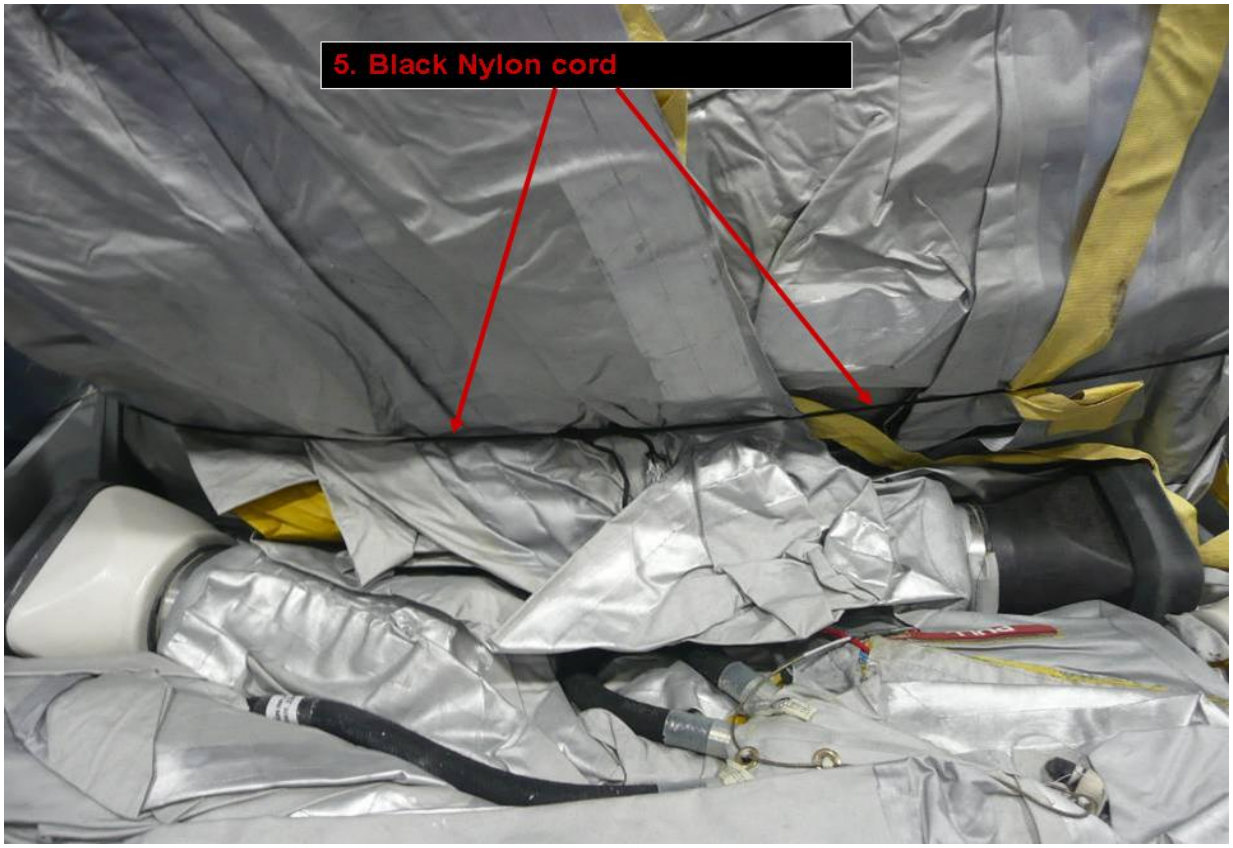
THIS DOCUMENT SUBJECT TO THE CONTROLS AND RESTRICTIONS ON THE FIRST PAGE.

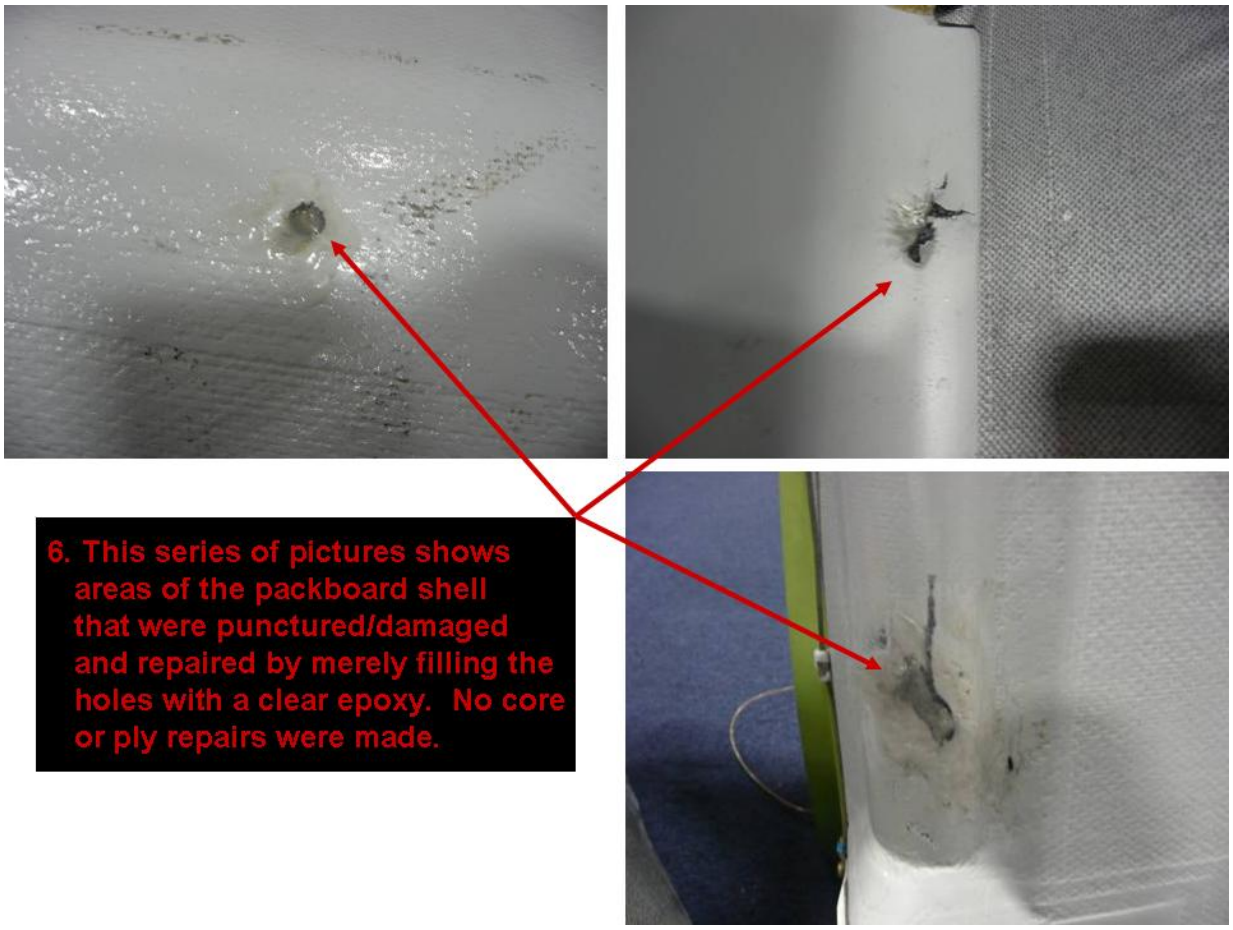
2. Girt Release cables routing instructions


3. Aluminum Torque Tube missing approx 80% of its green primer coating, tube not cleaned and re-treated.


5. A black Nylon cord was found tied around the inflatable bundle.

5. Black Nylon cord


5. Black Nylon cord

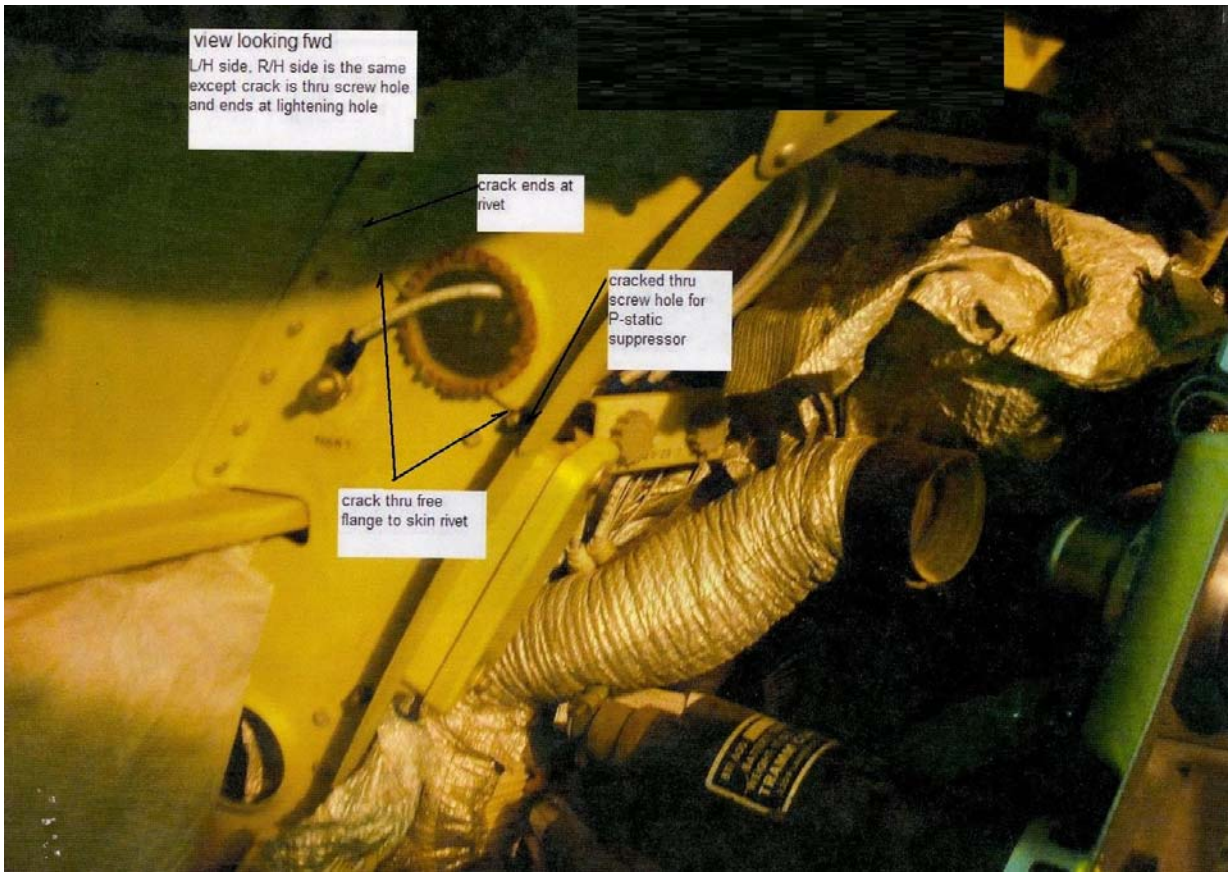


(Thank-you for such thorough documentation. I'd wager you win all your debates, too—Ed.)

Part Total Time: 336.0 hours (since overhaul)

Bombardier; CL600-2412; Cracked Fuselage Frame; ATA 5311

A repair station submitter says, "The forward fuselage frame at station 235 above the pilot's and copilot's floor was found cracked during a 240-month inspection. Refer to the attached picture."



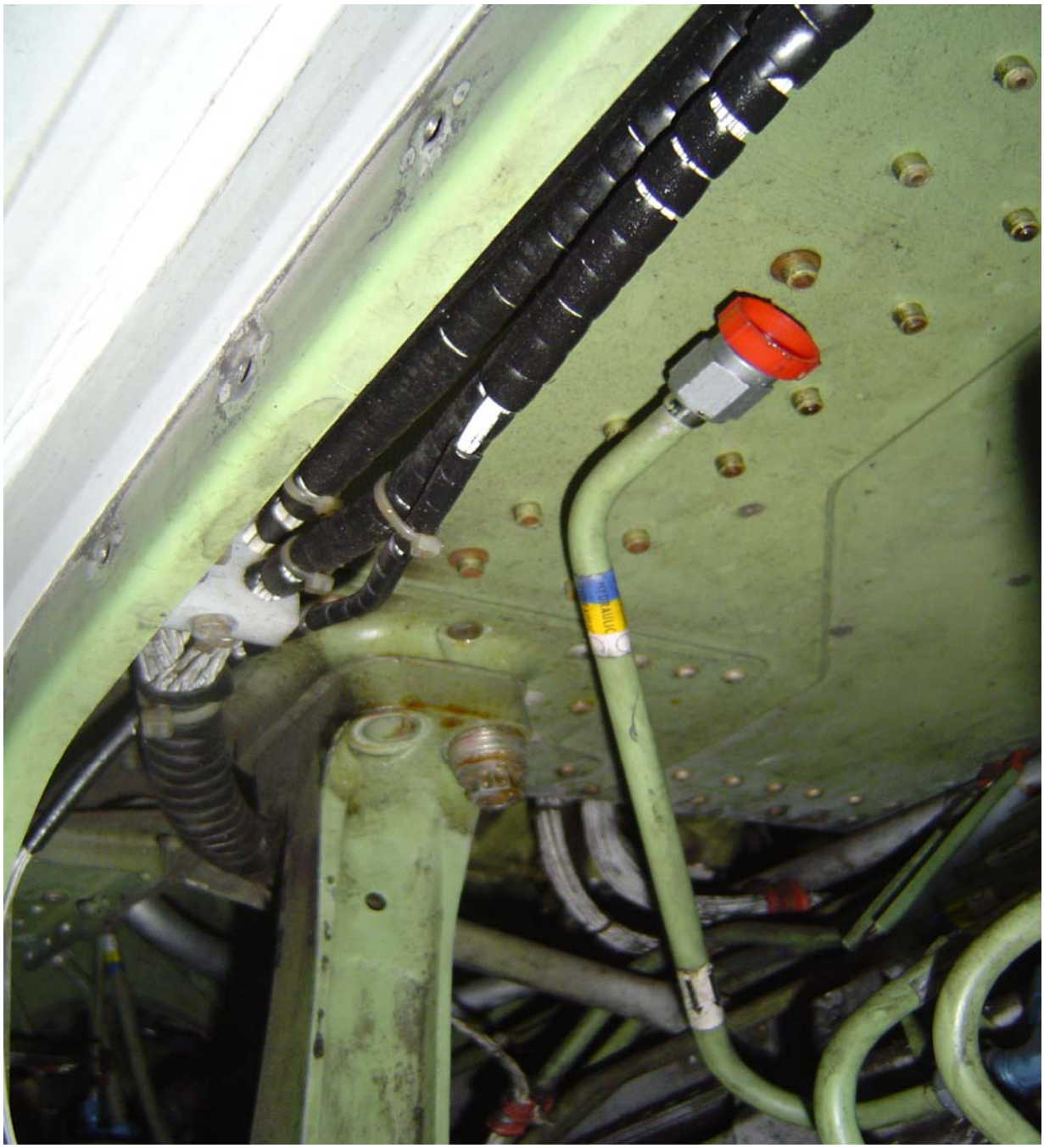
(Structural frame P/N's: 600-34014-102 and -107. The photo's obvious black rectangle is the artful contribution by this editor to remove identification data.)

Part Total Time: 9,884.6 hours

---

de Havilland: DHC8-103; Failed Spar Bolt; ATA 5740

"While inspecting for a possible hydraulic leak at the R/H wing root, " says this Hawaiian submitter, "maintenance discovered one of the wing bolts for the rear spar steel support struts had failed. The bolt head had separated from the shank of the bolt and was dangling from the safety wire. Upon removal, it appears that corrosion may have been a factor in the failure. The incident has been reported to the manufacturer, and the effected parts are in quarantine waiting disposition. The location *(of this bolt)* is at station X424.12; Z174.54 on the R/H side of the aircraft. It is the forward, outboard bolt of the rear spar support strut (hockey stick)."



(Bolt P/N: MS2125H08056. What a scary bolt! Thanks for sharing this...nightmare? Also, look twice at this total time.)

Part Total Time: 44,818.0 hours

Hawker: 850XP; Malfunctioning Hyd. Non-Return Valve; ATA 2910

A repair station technician writes, "The aircraft departed after routine maintenance. Upon opening the main air valves *(MAV's)* the pilots noticed smoke in the cabin. They declared an emergency and returned to the airport. An investigation found hydraulic fluid in the bleed air ducting. During servicing, hydraulic fluid bypassed the non-return valve in the R/H pipe connecting the hydraulic reservoir to the bleed air supply that provides head pressure to the hydraulic system. During subsequent ground runs no smoke was noted. The aircraft was returned to service. *(While)* sitting overnight, the hydraulic fluid migrated into the bleed air system. When the MAV's were opened after departure, hot air was allowed to contact the hydraulic fluid and produce smoke—*(which then)* transferred to the cabin.

"All contaminated components were cleaned and reinstalled. The malfunctioning valve was replaced. *(Additionally)*, a servicing non-return valve on the reservoir was *(also)* replaced. The aircraft was returned to service, departing without further incident." *(No P/N's accompanied this report.)*

Part Total Time: 825.0 hours

Piper: PA28R-201; Cracked Rudder Horn Weld Assembly; ATA 5541

(The following combines two identical reports on the same type but different N-numbered aircraft.)

"The inner portion of rudder horn tube (P/N 63547-000) cracked at weld assembly (P/N 63546-000) on the underside of the weld bead," reports this submitter. "The area in question exhibited signs of excessive weld penetration along with projecting globules. The probable cause of the crack occurrence is weakening of metal from improper welding techniques. To prevent reoccurrence the manufacturer should re-examine the heat range requirement in order to gain proper depth of weld penetration, insuring fission of base metal and filler rod."

(Aircraft times: 4649.9 and 4742.7 hours.)

Part Total Time: 4,696.3 hours (average)

Piper: PA31-350; Failed Fuel Cell; ATA 2810

A mechanic states, "A fuel cell seam failed while the aircraft was parked on the ramp. *(It)* suddenly emptied its contents. There were no prior indications of improper installation or other damage. The bulk of the fuel followed the main spar into the belly of the aircraft, then out through drain holes, vents, and seams in the skin." *(Floats and Fuel Cells P/N: 5712.)*

Part Total Time: 94.7 hours

Piper: PA46-350P; Fractured L/H Side Pilot's Window; ATA 5610

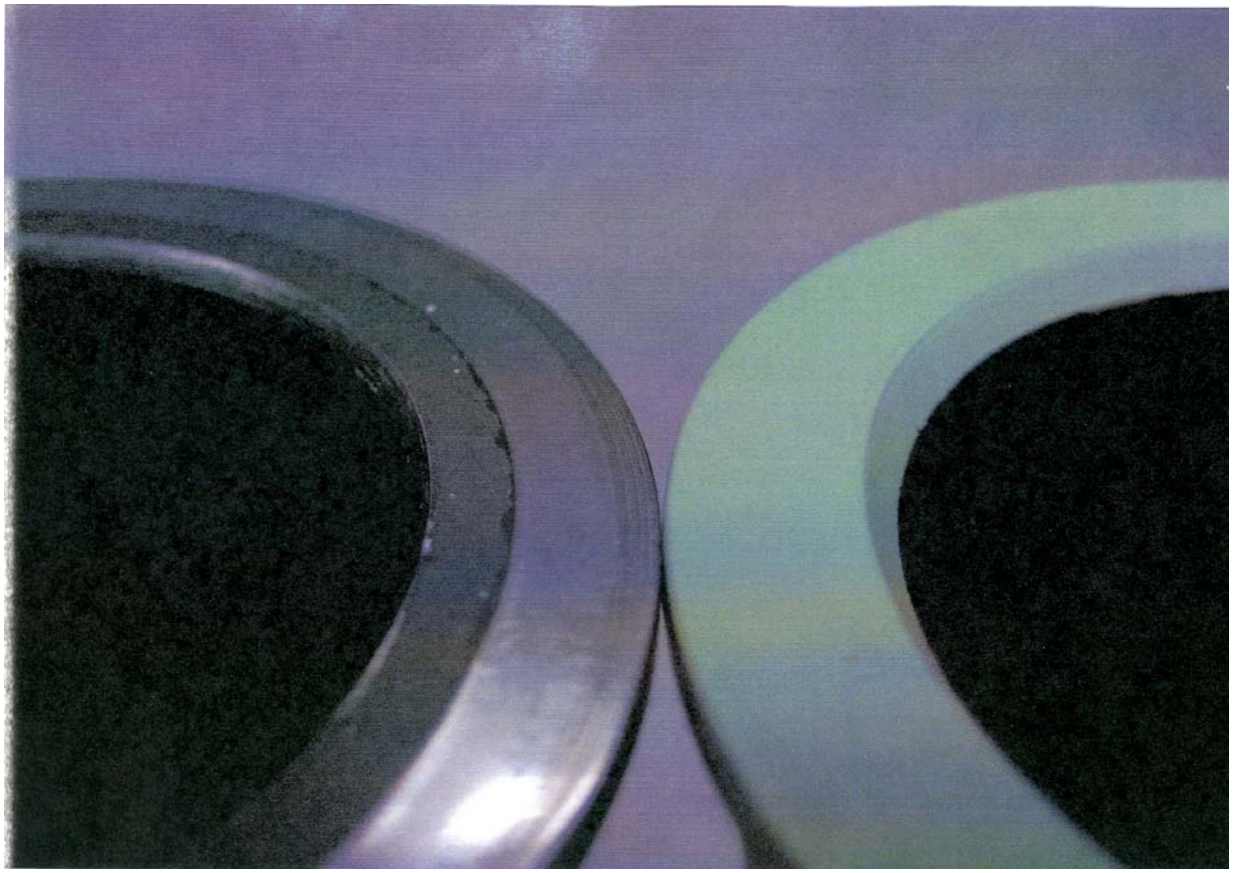
"The pilot leveled off around 15,000 feet," says this technician. "The left side, cockpit window fractured and the center part departed the aircraft, removing the pilot's headset in *(the same process)*. Piper SB1175A pertains to cracking at the lower aft rear corner of the storm window. That area of the window remained in tact. A new window (P/N 82282-022) without the storm window was installed."

Part Total Time: 2,439.8 hours

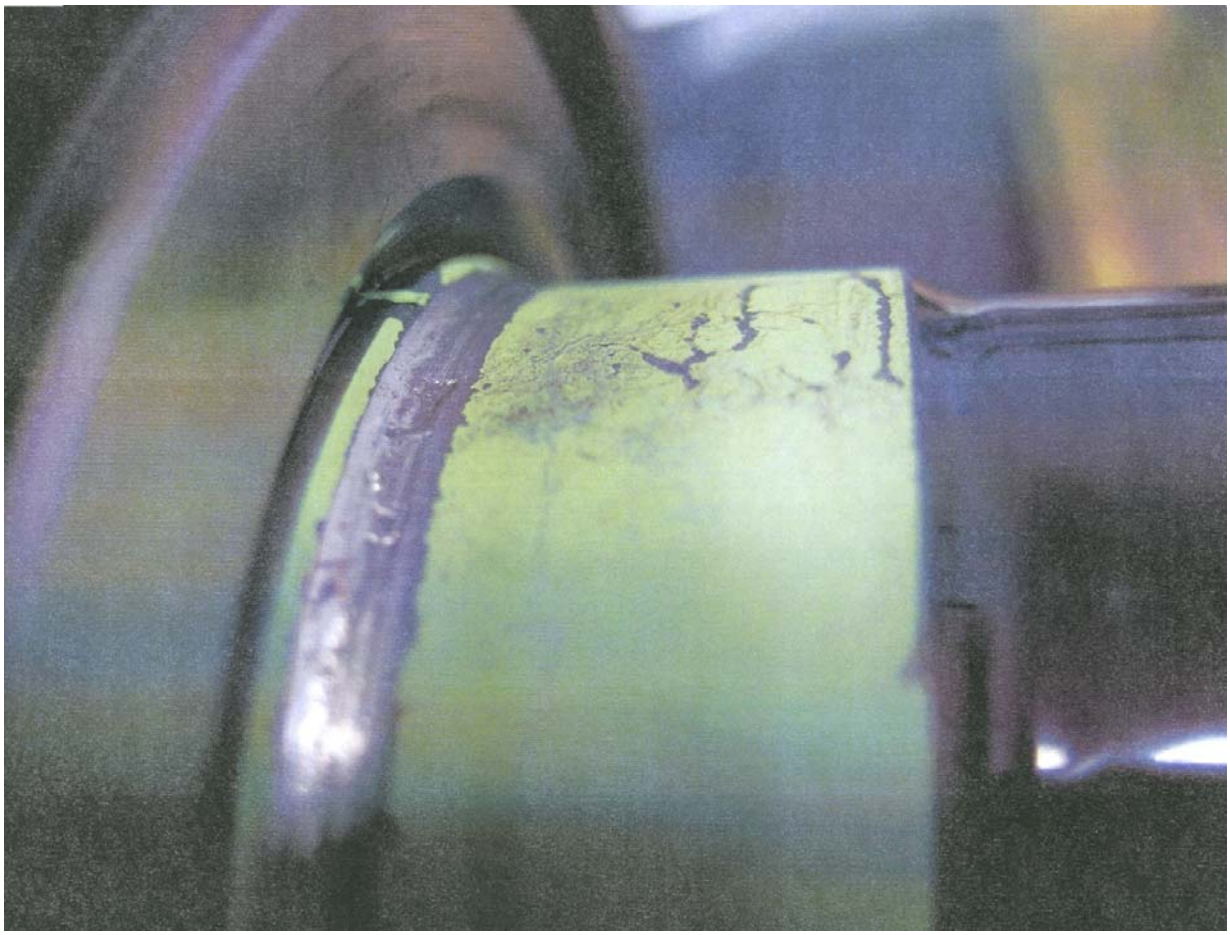
HELICOPTERS

Schweizer: 300C; Incorrectly Manufactured Thrust Bearing; ATA 6300

"During *(an inspection)* the main rotor drive shaft was found to be worn just above the main rotor thrust bearing," says this technician. "Upon further inspection the wear was determined to be caused by the main rotor thrust bearing tube not being chamfered in the contact area. This was confirmed by comparison with a new thrust bearing tube. The manufacturer has been contacted and the main rotor drive shaft sent for their evaluation." *(Thrust bearing P/N: 269A18135. Inspection intervals included 800-hour inspections, 12- and 24- month inspections.)*



14

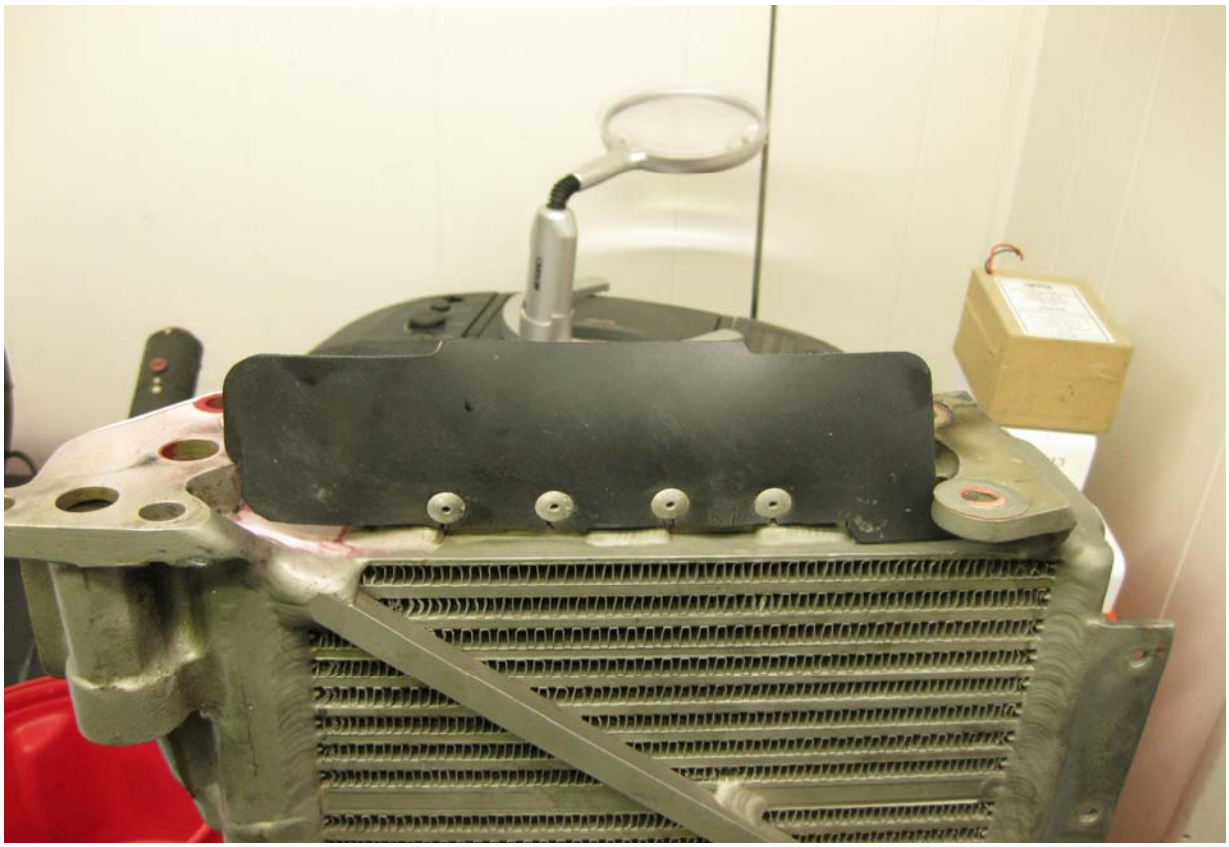


Part Total Time: 2,601.0 hours

POWERPLANTS

Continental: IO550B; Cracked Oil Cooler; ATA 7921

An unidentified repair station mechanic writes, "After an oil change with a new customer, *(the same)* customer complained of oil on top of the nose gear well area behind and below the engine. The engine compartment was cleaned of oil, ground run, and the engine compartment was inspected for leaks. None were noted. The customer contacted this shop the following week after flying over the weekend with the same complaint. The engine compartment was cleaned again and the pilot instructed to fly the plane just around the pattern and return to the shop. A few drops of fresh oil were noted. An oil hose was removed to inspect the oil cooler where it is bolted to the engine core. There appeared to be a small crack in this area around the aft lower mounting bolt hole. The cooler was removed and a much larger crack was discovered that could not be seen as mounted to the engine. This part and most labor was covered under a warranty program provided by the over-hauler, a well known and respected *(business)*. It appears to this inspecting mechanic the oil cooler could have developed the crack in one of two ways. There could have been a casting flaw in the metal at the time of manufacturer or overhaul. This mechanic also discovered a way to create stress in this area at the time of installation. If the bottom three mounting nuts are tightened on the studs before the top two are fully seated, the top nuts will bottom out on the mounting flange and create a bending motion at the bottom of the cooler in the area of the discovered crack. Care should be taken during installation to turn the top nuts all the way down before the bottom ones. Pictures have been included with this report."



(Thank-you for the close-up photos! I apologize for squashing them just a bit—Ed.)

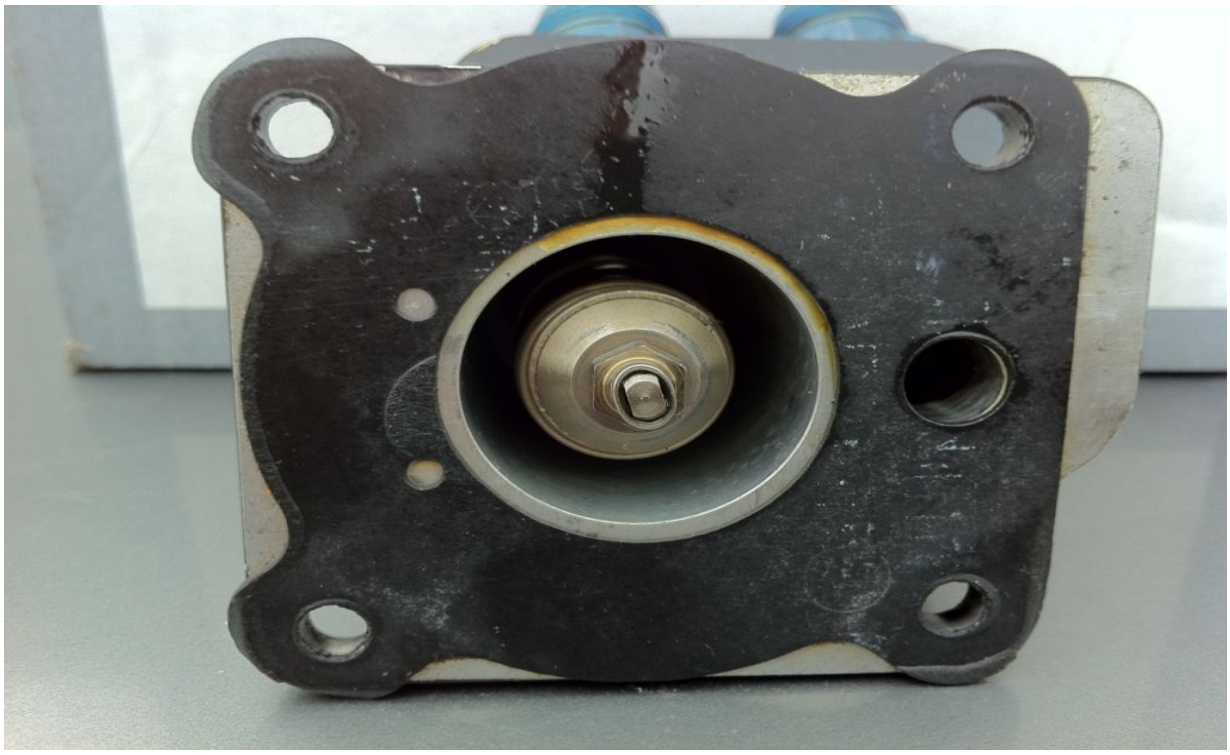
Part Total Time: 696.0 hours

ACCESSORIES

ADC: Vernatherm Adapter; 700117; Occluded Oil Return; ATA 8550

(The following description applies to a Lycoming O360A1D on a Mooney M20C airplane.)

This general aviation submission says, "*(I)* removed the Vernatherm housing (P/N 700117) which was installed IAW ADC's STC SA4172NM (dated 04/01/1993) as *(an)* adapter for *(an)* external oil filter. *(During the airplane's...)* Annual Inspection I discovered two problems related to the original ADC Vernatherm housing (P/N 700117). 1) Wear marks on the seat of the valve indicated the Vernatherm was not centered over the port in the accessory case (preventing the Vernatherm from fully closing). It appeared to be striking the seat about 0.065 inches off center. 2) The port for oil returning from the oil cooler was about 60% occluded by the base of the Vernatherm." "*(I had to buy a new housing from ADC...)* which is the same part number, but it has been redesigned with a recess machined in the housing to allow less restriction over the port which returns the oil from the oil cooler. The new housing was installed and the seating of the Vernatherm confirmed with the use of Prussian blue dye on the seat of the valve. A test flight *(was performed)."*



(Original housing)

(Replacement housing)

(Both photographs have been vertically compressed by an estimated 20% to allow for fit—and top/bottom comparison—Ed.)

Part Total Time: 1,131.0 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

In the past, the last two pages of the Alerts contained a paper copy of FAA Form 8010-4, Malfunction or Defect Report. To meet the requirements of *Section 508, this form will no longer be published in the Alerts; however, the form is available on the Internet at: http://forms.faa.gov/forms/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 database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the following address.

The SDRS and iSDR web site point of contact is:

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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	**Aircraft Model**	**Engine Model**	**Component Model**	**Part Number**	**Part Location**
2010FA0001179				DIAPHRAGM	MISMANUFACTURED
11/15/2010			DPF2	343451	FCU

MATERIAL USED TO PRODUCE A BYPASS DIAPHRAGM IS SUSPECT OF NONCONFORMANCE TO SPEC. FURTHER TESTING REVEALED THAT NONCONFORMING MATERIAL HAS BEEN SHIPPED TO MFG. THE DIAPHRAGM IS COMPOSED OF A NYLON REINFORCING MESH AND SYNTHETIC RUBBER. REQUIREMENTS IN QUESTION ARE DEFINED BY MFG MATERIAL SPEC ES-0612 FOR THE SYNTHETIC RUBBER AND SUPPLIER DISCLOSED THAT TENSILE AND ELONGATION PROPERTIES ARE LOWER THAN MINIMUM LIMITS. REQUIREMENTS ARE TENSILE 1100 - 1700 PSI AND ELONGATION 500 - 700 PERCENT.

2010F00239				PROPELLER	CRACKED
11/18/2010					

PROPELLER HAS A CRACK IN DOWEL PIN HOLE.

2010FA0001207				AIR FILTER	MISMANUFACTURED
11/30/2010				BA24	

FOR APPROX A MONTH, NOTICED EITHER DURING ANNUAL INSP OR OIL CHANGES, THAT SEVERAL BA-24 AIR FILTERS HAVE FAILED. IT APPEARS THAT THE ADHESIVE USED ON THE SEAM IS FAILING AND THE FILTER SEPARATES ALLOWING UNFILTERED AIR TO ENTER THE INDUCTION SYS. WE ARE A BUSY SERVICE CENTER AND MAINTAIN NUMEROUS ACFT. I WISH THERE WAS A WAY TO ASCERTAIN THE BATCH NR OF THE AFFECTED FILTER ELEMENTS, BUT THAT IS NOT POSSIBLE AS AIR FILTER BATCH NR INFO IS NOT PART OF A NORMAL LOG ENTRY. WE ARE NOT THE ONLY SHOP EXPERIENCING THIS AND APPRECIATE YOUR HELP FOR A RESOLUTION.

2010FA0001178		GE		FILTER	DETERIORATED
11/15/2010		CFM56*		2684696001	

(C7GR) ON 2 HMU'S RETURNED FOR FUNCTIONAL ISSUES, FOUND THE EHSV NOZZLE CLOGGED, PREVENTING PROPER OPERATION OF THE EHSV. THE FIRST CONFIRMED FIELD EVENT WAS BECW7260 (2731 HRS TSN), REMOVED ON OR ABOUT JUNE 28, 2010 FOR AN IN-FLIGHT SHUTDOWN AS A RESULT OF A "POP" HEARD DURING CRUISE & SUBSEQUENT ENGINE SPOOL-DOWN. BITE CODE 75-10382, VSV DEMAND VERSUS POSITION DISAGREEMENT FAULT, RECORDED. RAR TESTING CONFIRMED THAT THE VSV EHSV WAS UNRESPONSIVE TO CURRENT COMMANDS (HEAD AND ROD PRESSURES DID NOT CHANGE WITH CHANGES TO CURRENT COMMANDS). FURTHER INVESTIGATION OF EHSV AT MFG, REVEALED NOZZLE BLOCKED SOLID WITH A SINGLE PARTICLE OF SILVER SULFIDE. A TEAR-DOWN INSP OF VALVE REVEALED ORIGIN OF SILVER SULFIDE WAS SILVER BRAZE ON FILTER ASSY FOR 1ST STAGE SUPPLY TUBE, WHICH APPEARED TO HAVE DEGRADED. BRAZE IS IAW AMS4763. BLOCKED NOZZLE DIAMETER IS 0.011", NOMINAL. FILTER PN 2684696-001 IS USED IN ALL 6 EHSVS ON THE HMU. CAUSE OF IFSD CONFIRMED TO BE BLOCKED NOZZLE RESULTING FROM INTERNALLY-GENERATED CONTAMINATION. ORIGIN OF CONTAMINATION IS DEGRADED SILVER BRAZE IN EHSV 1ST STAGE FILTER ASSY

2010FA0001251		IAE		TURBINE BLADES	CORRODED
11/19/2010		V2528D5		2A5001	ENGINE

(Z3EY) THIS ENGINE IS UNDERGOING MX. DURING ROUTINE VISUAL INSP, EXCESSIVE CORROSION WAS

DETECTED IN THE FIR TREE ROOTS. THIS ISSUE HAS BEEN DETECTED ON OTHER HUBS AT THIS FACILITY AND MFG EXPECTS TO BE PRESENTING INFO REGARDING POSSIBLE CAUSES BY EARLY DEC, 2010. THE ITEM HAS BEEN REMOVED FROM SERVICE.

2010FA0001174		IAE	HUB	DAMAGED
10/28/2010		V2528D5	2A5001	ENGINE

(Z3EY) THIS ENGINE IS UNDERGOING MX. DURING ROUTINE FPI, 11 LINEAR INDICATIONS WERE DETECTED ON THE FIR TREE ROOT PRESSURE FACES. THIS HAS BEEN DETECTED ON OTHER HUBS. THE ITEM HAS BEEN REMOVED FROM SERVICE.

2010FA0001204	AGUSTA	PWA	CIRCUIT BREAKER	SHORTED
11/26/2010	A119	PT6B37A	MS26574012L	COCKPIT

THE PILOT REPORTED THAT THE SAS NR1 , NR1 INVERTER AND THE NR2 ECU FAILED DURING FLIGHT. THE PILOT MADE A PRECAUTIONARY LANDING AT AIRPORT WITH OUT INCIDENT. AFTER TROUBLESHOOTING THE DISCREPANCY THE MECHANIC FOUND THAT THE EMERGENCY BUS CIRCUIT BREAKER SHORTED OUT WHICH SHORTED OUT THE HSI INDICATOR AND THE K8601 RELAY AFTER REPLACING COMPONENTS OPS CHECK WAS GOOD.

AC2R12062010001	AGUSTA	PWC	ANGLE	CRACKED
12/6/2010	AB139	PT6C67C	3P5333A19651	ZONE 100

(AC2R) CRACKED FORE AND AFT ANGLE, PN 3P5333A19561, RT SIDE FUEL DRY BAY AREA.

EE4Y100494	AIRBUS		SHEAR PLATE	CORRODED
11/12/2010	A319132		D53471124202	ZONE 200

UPPER REAR FUSELAGE, PAX CABIN, AFT SERVICE AREA, FROM STA 2936 TO STA 2992 +Y120 FLOOR STRUCTURE, SHEAR PLATE CORRODED (FLOOR STRUCTURE SHEAR PLATE PN: D53471124202) NOTE: THE SHEAR PLATE CORROSION REQUIRES A MAJOR REPAIR).

EE4Y100516	AIRBUS	IAE	BUMPER BLOCK	WORN
12/1/2010	A319132	V2524A5		THRUST REVERSER

(EE4Y) ENG NR2, INBD/ LT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. THE WEAR REQUIRES A MAJOR REPAIR.

EE4Y100514	AIRBUS	IAE	BUMPER BLOCK	WORN
12/1/2010	A319132	V2524A5		THRUST REVERSER

(EE4Y) ENGINE NR1, OTBD/LT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. THE WEAR REQUIRES A MAJOR REPAIR.

EE4Y100515	AIRBUS	IAE	BUMPER BLOCK	WORN
12/1/2010	A319132	V2524A5		THRUST REVERSER

(EE4Y) ENGINE NR1, INBD/RT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. THE WEAR REQUIRES A MAJOR REPAIR.

EE4Y100520	AIRBUS	IAE	BUMPER BLOCK	WORN
12/1/2010	A319132	V2524A5		THRUST REVERSER

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

EE4Y100562	AIRBUS	IAE	FITTING	CRACKED
12/14/2010	A319132	V2524A5	D5451010520000	NR 1 NACELLE

(EE4Y) ENGINE NR1, PYLON BOX STA 648 RIB09 FITTING WITH CRACK. NOTE: THE FITTING'S CRACK REQUIRES A MAJOR REPAIR.

EE4Y100532	AIRBUS	IAE	FLOOR SUPPORT	CORRODED
12/6/2010	A319132	V2524A5	D5347219220000	ZONE 200

(EE4Y) PAX CABIN, AFT SERVICE AREA, UPPER REAR FUSELAGE, FROM STA 2835 TO STA 2884 +Y76.5 FLOOR STRUCTURE BEAM CORRODED (BEAM PN: D5347219220000) NOTE: THE CORROSION REQUIRES A MAJOR REPAIR.

EE4Y100555	AIRBUS	IAE	SKIN	CORRODED
12/14/2010	A319132	V2524A5	D5453005220300	ZONE 400

(EE4Y) ENGINE NR1, PYLON AFT FIXED FAIRING, INBD/RT LATERAL SKIN PANEL WITH CORROSION. CORROSION REQUIRES A MAJOR REPAIR.

EE4Y100556	AIRBUS	IAE	SKIN	CORRODED
12/14/2010	A319132	V2524A5	D5453005220200	ZONE 400

(EE4Y) ENGINE NR2, PYLON AFT FIXED FAIRING, INBD/LT LATERAL SKIN PANEL WITH CORROSION (PANEL PN: D5453005220200) NOTE: THE CORROSION REQUIRES A MAJOR REPAIR.

EE4Y100557	AIRBUS	IAE	SKIN	CORRODED
12/14/2010	A319132	V2524A5	D5453005220300	ZONE 400

(EE4Y) ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD/RT LATERAL SKIN PANEL WITH CORROSION. CORROSION REQUIRES A MAJOR REPAIR.

EE4Y100534	AIRBUS	IAE	SEAT TRACK	CORRODED
12/7/2010	A319132	V2524A5	D5347219021100	ZONE 200

(EE4Y) PAX CABIN, AFT SERVICE AREA, UPPER REAR FUSELAGE FROM STA 2786 TO STA 2796 -Y1292 SEAT TRACK CORRODED (SEAT TRACK PN: D5347219021100) THE CORROSION REQUIRES A MAJOR REPAIR.

EE4Y100492	AIRBUS	IAE	SKIN	ERODED
11/12/2010	A319132	V2524A5	D54530052203	NR 1 PYLON

ENGINE NR 1, PYLON AFT FIXED FAIRING, LT LATERAL SKIN PANEL WITH EROSION FROM STA867/ RIB12 TO STA928/ RIB15. (SKIN PANEL PN: D54530052203) NOTE: THE SKIN EROSION REQUIRES A MAJOR REPAIR.

EE4Y100491	AIRBUS	IAE	SKIN	ERODED
11/12/2010	A319132	V2524A5	D54530052202	NR 2 NACELLE

ENGINE NR 2, PYLON AFT FIXED FAIRING, LT LATERAL SKIN PANEL WITH EROSION FROM STA 867/ RIB12 TO STA 928/ RIB15. (SKIN PANEL PN: D54530052202) NOTE: THE SKIN EROSION REQUIRES A MAJOR REPAIR.

EE4Y100493	AIRBUS	IAE	SKIN	ERODED
11/12/2010	A319132	V2524A5	D54530052202	NR 1 NACELLE

ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD/ LT LATERAL SKIN PANEL WITH EROSION FROM STA867/ RIB AND STA928/ RIB15. (SKIN PANEL PN: D54530052202) NOTE: THE SKIN EROSION REQUIRES A MAJOR REPAIR.

2010FA0001194	AIRBUS		LINK	CORRODED
11/22/2010	A320232		D5754148700000	ZONE 500

LT WING SHROUD BOX FWD INBD SUPPORT LINK CORRODED. NO CORROSION REMOVAL LIMITS AVAILABLE. SUPPORT LINK IS LISTED AS PRIMARY/ FATIGUE CRITICAL STRUCTURE.

2010FA0001166	AIRBUS		PLATE	CRACKED
11/11/2010	A320232		D533706820000	ZONE 700

CRACK AT FASTENER HOLES ON CONNECTION PLATE FOR LT MLG DOOR ACTUATOR MOUNT FITTING. CONNECTION PLATE IS LISTED AS PRIMARY STRUCTURE. R & R PLATE IAW SRM 51-72-11.

2010FA0001169	AMD	GARRTT	LINE	MISINSTALLED
11/1/2010	FALCON50MYST	TFE731*	F50B742506	HYDRAULIC SYS

(EBVR) FOUND NR 2 BRAKE SYSTEM CROSS CONNECTED, LT PEDAL OPERATES RT BRAKE, RT PEDAL OPERATES LT BRAKE. FOUND PLUMBING IN NOSE WHEEL SWAPPED. REF IPC 32-40-40-10, ITEMS 210 AND 290. CORREDTED PROBLEM BY CONNECTING LINES TO CORRECT LOCATIONS, FUNCTION CHECKED AND FOUND OPS CHECK CORRECT. RECOMMEND COMPLIANCE WTH SB 515, LANDING GEAR BRAKE SYS EMERGENCY BRAKE INSTALLATION CK.

2010FA0001171	AMD	GARRTT	LINE	FAILED
11/1/2010	FALCON50MYST	TFE731*	F50B742502	HYD SYSTEM

(EBVR) FOUND NR 2 BRAKE SYSTEM CROSS CONNECTED, LT PEDAL OPERATES RT BRAKE, RT PEDAL OPERATES LT BRAKE. FOUND PLUMBING IN NOSE WHEEL SWAPPED. REF IPC 32-40-40-10, ITEMS 210 AND 290. CORREDTED PROBLEM BY CONNECTING LINES TO CORRECT LOCATIONS, FUNCTION CHECKED AND FOUND OPS CHECK CORRECT. RECOMMEND COMPLIANCE WTH SB 515, LANDING GEAR BRAKE SYS EMERGENCY BRAKE INSTALLATION CK.

2010FA0001203	AMD	GARRTT	GASKET	MISINSTALLED
11/29/2010	FALCON900EX	TFE731*		BLEED DUCT

THE NR 1 ENGINE H/P BLEED AIR TUBE GASKET STACK WAS INCORRECTLY ASSEMBLED CAUSING A BLEED AIR LEAK WHERE THE STACK ATTACHES TO THE ENGINE.

2010FA0001239	AMTR		FABRIC	LEAKING
11/14/2010	SSD1			ELEVATOR

LT ELEVATOR FILLED WITH WATER FROM OVERNIGHT RAIN, MAKING THE CONTROL SURFACE UNBALANCED. SEVERE ELEVATOR FLUTTER WAS ENCOUNTERED DURING TAKEOFF CLIMB. THE ACFT MADE AN EMERGENCY LANDING. BETTER SEALING OF THE FABRIC COVERING AT THE CONTROL HORN AND USE OF MORE AND LARGER WATER DRAIN HOLES, IN THE T/E COULD HAVE PREVENTED THE WATER ACCUMULATION. THIS COULD APPLY TO MOST FABRIC COVERED ACFT.

FJT07014871	BAG	GARRTT	BEARING	FAILED
2/28/2007	JETSTM3201	TPE33112UHR	31010922	SCAV PUMP

THE ACFT WAS ON APPROACH, TOWER REPORTED SMOKE COMING FROM THE LT ENGINE. THE ACFT LANDED WITHOUT INCIDENT. UPON INSP OF LT ENGINE, FOUND OIL LEAKING FROM REAR TURBINE BEARING HOUSING. SUSPECT REAR TURBINE BEARING SCAVENGE PUMP FAILURE AND SUBSEQUENT SEAL FAILURE CAUSING LOSS OF OIL INTO EXHAUST STREAM. THERE WAS NO EVIDENCE OF OIL LOSS FORWARD OF THE REAR TURBINE BRG. TEARDOWN REPORT CONFIRMED THAT THE REAR TURBINE BRG FAILED. SCHEDULED ENGINE CHANGE. RETURNING UNSERVICEABLE ENGINE TO O/H FACILITY FOR TEARDOWN AND EVALUATION. TEARDOWN REPORT RECEIVED 2/28/07. PN BEARING HAS A LIFE OF 3500 HRS. DUE REPLACEMENT IAW SB TPE331-72--180R31. BRG DUE REPLACEMENT WITH BRG PN 3108098-1, SB TPE331-72-0189R31.

2010FA0001185	BBAVIA	LYC	BLADE	DELAMINATED
11/17/2010	8KCAB	AEIO360H1B		PROPELLER

APPROX 8 INCHES OUT FROM BLADE CUFF IN CTR OF THE BACK OF THE PROP FOUND TO BE AN AREA OF DELAMINATION 1 INCH DIAMETER.

2010F00251	BEECH	PWA	DOWNLOCK SWITCH	INTERMITTENT
12/11/2010	1900C	PT6A60A	1003810061	NLG

ON APPROACH TO THE AIRPORT, THE GEAR WAS SELECTED DOWN BUT THERE WAS NO INDICATION THE NOSE GEAR WAS DOWN AND LOCKED. THE GEAR WAS CYCLED SEVERAL TIMES AND CYCLED MANUALLY ONCE BUT THERE WAS STILL NO NOSE GEAR DOWN INDICATION. THE ACFT RETURNED TO BASE. ON APPROACH THE GEAR WAS AGAIN SELECTED DOWN AND THIS TIME ALL GEAR INDICATED DOWN AND LOCKED. A TOWER FLY-BY WAS CONDUCTED AS A SAFETY PRECAUTION AND THE ACFT LANDED WITHOUT INCIDENT. MX TROUBLESHOT THE PROBLEM TO A INTERMITTENT NOSE GEAR DOWNLOCK SWITCH AND REPLACED THE SWITCH.

2010FA0001234	BEECH	CONT	LINE	CORRODED
12/7/2010	95B55	IO470*		ZONE 200

ACCESSED & CLOSELY INSPECTED RT FUEL FLOW/PRESSURE GAGE LINE WHERE IT CROSSED DEFROST DUCT BECAUSE IT LOOKED LIKE THEY MAY BE CONTACTING. FOUND EXTENSIVE CORROSION AT POINT OF CONTACT. AFTER LINE WAS REMOVED, SLIGHT BENDING PRESSURE CRACKED AREA WIDE OPEN AND THAT CORROSION HAD PENETRATED INSIDE OF LINE & LINE WAS NOT LEAKING.

2010FA0001173	BEECH	CONT	ENGINE	FLUCTUATES
10/11/2010	95C55	IO520C		RIGHT

(V7AR) DURING CRUISE FLIGHT THE RT ENGINE WENT TO 2700 RPM THEN DROPPED TO 1100 RPM. THE PILOT DID NOT NOTICE ANY OTHER GAGE READINGS. THE ENGINE STOPPED AND THE PILOT WAS UNABLE TO RESTART. THE ACFT LANDED OK. THE ENGINE HAS NOT BEEN INSPECTED.

2010FA0001188	BEECH	CONT	PULLEY	LOOSE
11/3/2010	A36	IO550*		STARTER

(OY1R) AFTER LANDING, PILOT NOTICED OIL DRIPPING FROM BELLY OF ACFT. FURTHER INSP REVEALED AC DRIVE PULLEY MOUNTED AT AFT SIDE OF STARTER ADAPTER HOUSING LOOSE WHEN MOVED SIDE TO SIDE BY HAND. DURING REMOVAL OF STARTER ADAPTER HSG , IT WAS NOTED THAT THE SHAFT THAT DRIVES THE AC BELT PULLEY WAS SHEARED INSIDE OF THE HSG JUST AFT OF GEAR SPLINES AND PRIOR TO WHERE IT EXITS THE HSG. WHEN THE SHAFT FAILED IT DAMAGED THE SHAFT OIL SEAL AND ALLOWED OIL TO EXIT ENGINE. WHEN OIL WAS DRAINED, IT WAS NOTED TO ONLY CONTAIN APPROX 5 QTS FROM A NORMAL 12 QT CAPACITY. OIL FILTER WAS REMOVED AND INSPECTED WITH NO NOTED DEFECTS. PILOT REPORTED THAT OIL PRESSURE AND TEMPS WERE IN THE NORMAL RANGE PRIOR TO LANDING AND NO INDICATION OF FAILURE WAS NOTED.

2010FA0001199	BEECH	CONT	CAMSHAFT	SPALLED
11/24/2010	B36TC	TSIO520UB	629726	ENGINE

DURING CYLINDER REPLACEMENT DUE TO LOW COMPRESSION FOUND NR3 & NR4 INTAKE LOBE ON CAM WORN AND SPALLING. ENGINE REMOVED FOR CAM REPLACEMENT OR ENGINE O/H. SPALLING OF LIFTER FACES ALSO NOTED.

2010FA0001238	BEECH	LYC	PISTON RING	BROKEN
12/7/2010	C24R	IO360A1B6		NR 4 CYLINDER

OPERATOR COMPLAINED OF ENGINE SURGING 25 RPM OF 2400 RPM. STATED THAT THE NR 4 CYL WAS 70 DEGREES COLDER THAN THE OTHER CYLINDERS. LANDED AND CHECKED OIL. FOUND OIL ON TOP OF THE ENGINE, SUSPECTED TO COME FROM THE SPLIT CASE. FOUND NO DAMAGE TO EXTERIOR OF ENGINE. FOUND OIL BLACK JUST AFTER BEING CHANGED 7 HRS BEFORE. OIL HAD A STRONG ODOR OF COMBUSTION. BOTH SPARK PLUGS WAS OIL FOULED. REMOVAL OF THE NR 4 CYL REVEALED THE OIL SCRAPPER RING AND SECOND COMPRESSION RING HAD BROKEN. CAUSE UNKNOWN.

FCPR2010000235	BEECH	PWA	BEECH	GEAR	CRACKED
11/10/2010	C90	PT6A135A		91810011	MLG GEARBOX

(FCPR) AT THE 6 YEAR LANDING GEAR INSP, FOUND INDICATION OF CRACK IN INPUT GEAR.

FCPR201000237	BEECH	PWA	BRACE	CORRODED
10/28/2010	C90	PT6A135A	50810250	MLG

LT AND RT MLG UPPER BRACE ASSY FOUND SEVERELY CORRODED INSIDE BORE.

FCPR201000236	BEECH	PWA	STRUT	CORRODED
10/28/2010	C90	PT6A135A	508102905	LT MLG

(FCPR) LT LANDING GEAR CYLINDER SEVERELY CORRODED INTERNALLY AT LOWER END.

YUUR101220105690	BEECH		CONNECTOR	SEPARATED
12/7/2010	E90		69711	PROP DE ICE SYS

(YUUR) DURING PRE-INSP GROUND RUNS THE PROPELLER DE-ICE AMPERAGE WAS NOTED LOW. INSP REVEALED THE BLADE DE-ICE BOOT LEAD IS A 2 PIECE ASSY WITH A MOLEX TYPE CONNECTOR SECURED TO THE BLADE. INSIDE THE CONNECTOR THERE IS AN ORANGE PIECE OF FOAM FOR SEALING THE CONNECTOR. THIS CONNECTOR HAS NO LOCKING DEVICE AND WAS SEPARATING CAUSING LOSS OF CONTACT WE BELIEVE BY THE PRESSURE FROM THE FOAM. C/A WAS TO INSTALL A SMALL TIE WRAP AROUND THE CONNECTOR.

2010FA0001196	BEECH	CONT	CIRCUIT BREAKER	FAILED
11/23/2010	F33A	IO520BB	35380132103	LANDING LIGHT

PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1821 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 7284. NOTICED NEW CIRCUIT BREAKER MFG. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0001212	BELL	ALLSN	HYDROMECH UNIT	MALFUNCTIONED
12/1/2010	206B3	250C20J	206076022101	HYD SYSTEM

LOSS OF HYD POWER AND WITHOUT NR INDICATED.

FOTR2019813836	BOEING	PWA	SHEAR TIE	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

CORROSION ON SHEAR TIE AT BS 700 BETWEEN STR 27L & 28L. CUT OUT DAMAGE AREA AT SHEAR TIE BS 700 STR 27L-28L DIM. 5.5" X 1" IAW SRM 53-10-4 FIG 5. FABRICATED SHEAR TIE REPAIR MAT USED 7075-T6 .063" PO 90010179 DIM. 5.5" X 4.5" IAW SRM 53-10-4, FIG 13 TREATED AND PRIMED SHEAR TIE REPAIR IAW SRM 51-10-2. PERFORMED ALTERNATIVE 10X VISUAL INSPECTION OF COUNTERSINK HOLES AT SKIN ATTACHMENT IAW SRM 53-10-4 FIG 13, STEP 2. NO SIDE EFECTS NOTED . SHEAR TIE INSTALLED ON STA 700 STR 27L - 28L IAW SRM 53-10-4 FIG 13.

FOTR2019813837	BOEING	PWA	INTERCOSTAL	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

CORROSION ON ITERCOSTAL BETWEEN BS 700-720 & STR 27L - 28L. REMOVED INTERCOSTAL AT BS 700-720 BETWEEN STR 27L-28L IAW SRM 51-30-2. FAB NEW INTERCOSTAL FROM 7075-T6 .032" PO 90010274 DIM 19.5" X 8.5" IAW SRM 53-10-2 FIG 3 & 51-20-1 FIG 3 & 51-30-5. PART TREATED AND PRIMED IAW SRM 51-10-2 NEW INTERCOSTAL INSTALLED AT BS 700-720, STR 27L-28L.

FOTR2019813535	BOEING	PWA	STRINGER SPLICE	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

CORROSION ON STRINGER SPLICE AT BS 720, STR 28R. REMOVED STRINGER SPLICE FROM STA 680-720, STR SPLICE 28R IAW SRM 51-30-2. FAB STRINGER SPLICE FROM PN BAC1498-132 7075-T6 PO 2014392 DIM 12" & STRINGER FABRICATED FROM PN BAC1498-145 7075-T6 PO 90010545 DIM 41" IAW SRM 53-10-3 FIG 1 DET I & 53-10-2 FIG 9. TREATED & PRIMED NEW FAB PARTS IAW SRM 51-10-2 INSTALLED NEW STRINGER & STRINGER SPLICE BETWEEN STA 68-720, STR 28R.

FOTR2019813833	BOEING	PWA	SHEAR TIE	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

(FOTR) BETWEEN STR 27R-28R, BS 720 SHEAR TIE CORRODED. CUT OUT DAMAGED AREA AT SHEAR TIE STA 720, STR 27R - 28R 5.5" X 1" IAW SRM 53-10-4, FIG 15 FAB REPAIR SHEAR TIE FROM 7075-T6 .063" PO 90010179 DIM 6" X 2" LOCATED & DRILLED AT STA 720 BETWEEN STR 27R-28R, PART TREATED & PRIMED IAW SRM 53-10-4 FIG 15, 53-10-2, 51-30-5, 51-30-6, 51-10-2. PERFORMED VISUAL 10X INSP OF COUNTERSINK HOLES AT FUSELAGE ATTACMENT IAW SRM 53-10-4, FIG 15, STEP 2. NO CRACKS NOTED. PART INSTALLED ON FRAME 720 STR 27R-28R IAW SRM 53-10-4 FIG. 51, 51-30-2.

FOTR2019813627	BOEING	PWA	STRINGER	CORRODED
11/19/2010	727223	JT8D15		ZONE 100

(FOTR) BS 1130, STR 27 L HAS CORROSION AT STRINGER FITTING. CUT & REMOVED STRINGER 14 .7500" LONG

FROM 1120 TO 1135 STR 27L. FABRICATED STRINGER REPAIR HAT SECTION MAT USED BAC 1498-145-7075-T6, PO 90010545 DIM 14.7500 LONG. SPLICE MAT. USED BAC 1498-131-7075-T6, PO 90010664 DIM 14 /12 LONG TREATED PRIMED & INSTALLED REPAIR PARTS IAW SRM 51-30-2; 51-10-3 FIG 1, 53-10-2, FIG 9, & 51-10-2.

FOTR2019813655	BOEING	PWA	SKIN	PUNCTURED
11/19/2010	727223	JT8D15		LT WING TE FLAP

(FOTR) ON THE LT INBD MID FLAP SKIN IS PUNCTURED NEAR INBD END ON LWR SURFACE WHERE AFT FLAP MATES WITH MID FLAP. REMOVED DAMAGED AREA CUT OUT SIZE 4.5" X 4.0" LT MID FLAP INBD AFT LOWER T/E SKIN, IAW SRM 51-10-1 AND 57-50-4. OBTAINED MAT FOR FILLER 2024-T3 .032", PO 90010222 AND DOUBLER 2024-T3 .040" PO 900729 FAB REPAIR FILLER AND DOUBLER IAW SRM 57-50-4 FILLER DIM. 4.8" X 3.78" DOUBLER 5.3750" X 5.2500" TREATED AND PRIMED PARTS IAW SRM 51-10-2 INSTALLED REPAIR FILLER AND DOUBLER IAW SRM 51-30-2 AND 57-50-4.

FOTR2019814000	BOEING	PWA	INTERCOSTAL	CRACKED
11/22/2010	727223	JT8D15		ZONE 200

BS 360 BETWEEN STRINGER 6 & 7 LT INTERCOSTAL IS CRACKED. CUT OUT DAMAGED AREA .2500" X .5" ON INTERCOSTAL STA 360 BETWEEN STR 6 & 7L IAW SRM 51-40-3, FIG 1. FABRICATED REPAIR DOUBLER FROM 2024-T3 .050" 2.7500" X 4" PO900107515 IAW SRM 51-40-3 FIG 1. TREATED AND PRIMED DOUBLER IAW SRM 51-10-2. INSTALLED DOUBLER IAW SRM 51-40-3, FIG 1.

FOTR2019813445	BOEING	PWA	BEAM	CORRODED
11/22/2010	727223	JT8D15		ZONE 300

LT HORIZ STAB EXFOLIATED CORROSION AT T/E BETWEEN ELEV STA 99.97 AND ELEV STA 136.50. REMOVED CORROSION DAMAGE FROM LT HORIZ STABILIZER UPPER T/E BEAM AT SS 132.00, IAW SRM 51-10-6 & FVCI DWG 55-10591-1 REV NEW, MATERIAL LOSS .052" FROM ORIGINAL THICKNESS OF .100" WITH .048" MATERIAL REMAINING, BLENDOUT FOUND TO BE BEYOND ALLOWABLE SRM LIMITS. FABRICATED -1 REPAIR STRAP 3.4375" X 13.5625" FROM 2024-T3 .063 MATERIAL PO 9009667 IAW FVCI DWG 55-10591-1, REV. NEW, TREATED AND PRIMED REPAIR STRAP & REWORKED AREA OF UPPER T/E BEAM IAW SRM 51-10-2. INSTALLED REPAIR STRAP ON LT HORIZ STAB. UPPER T/E BEAM AT SS. 132.00 IAW FVCI REPAIR DWG 55-*10591-1 REV.NEW W/8110-3 DATED 11-09-2010. NO ADDITIONAL DAMAGE TOLERANCE EVALUATION FOR THIS STRUCTURE. REPAIR IAW SRM 51-00-4 FCBS LIST FIG 4 ,TABLE V.

FOTR2091813273	BOEING	PWA	FRAME	DAMAGED
11/22/2010	727223	JT8D15		ZONE 200

BS 1148 AT STR 14R FRAME HAS 2EA DRILL STARTS UNDER GILLINER SUPPORT. CUT OUT DAMAGE AREA DIM. 1.3750" X 1" IAW SRM 51-40-3, FIG 1. FABRICATED ANGLE FROM 7075-0 .100" PO 824299 IAW SRM 51-40-3, FIG 1. HEAT TREATED TO 7075-T6 .100" TREATED AND PRIMED PART IAW SRM 51-10-2. INSTALLED REPAIR PART IAW SRM 51-40-3, FIG 3. DTE REQUIRED WITHIN 12 MONTHS.

FOTR2019813582	BOEING	PWA	FRAME	CRACKED
11/22/2010	727223	JT8D15		ZONE 100

BS 985, RBL 24, FRAME SUPPORT IS CRACKED AT LIGHTNING HOLE. REMOVED FLOOR SUPPORT FROM BS 950E-990 BETWEEN RBL 8 TO RBL 16 IAW SRM 51-30-2. REMOVED FRAME IAW SRM 51-30-2. FABRICATED FRAME FROM 7075-0 .040" PO9009504 IAW SRM 53-10-2 AND 51-40-3. HEAT TREATED TO 7075-T6. TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED FRAME FLOOR SUPPORT IAW SRM 51-30-2.

FOTR2019813804	BOEING	PWA	FRAME	DAMAGED
11/22/2010	727223	JT8D15		ZONE 200

BS 360 BEWTEEN STR 5L & 6L FRAME SPLICE HAS DRILL HOLE THROUGH RADIUS. REMOVED DAMAGED ANGLE IAW SRM 51-30-2 LOCATED & DRILLED NEW ANGLE PN AE727-2-360-11 IAW SRM 51-20-1 AND AET DWG AE727-0-360 REV H. INSTALLED ANGLE AT BS 360 BETWEEN STR 5 & 6 LT IAW SRM 51-30-2.

FOTR2019813610	BOEING	PWA	FRAME	DENTED
11/22/2010	727223	JT8D15		ZONE 200

CABIN FRAME IS DENTED AT BS 420, STR 7R. CUTOUT DAMAGED AREA DIM. 1" X 1.7500" ON FRAME STA 420, STR 7R IAW SRM 53-10-4, FIG 1, FABRICATED REPAIR PARTS FROM 7075-0 .050" DIM. 11" X 3.5" 2EA PO 20006220 IAW SRM 53-10-4 FIG 1. HEAT TREATED TO 7075-T6. TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED REPAIR PARTS IAW SRM 53-10-4, FIG 1.

FOTR2019813754	BOEING	PWA	FRAME	DENTED
11/22/2010	727223	JT8D15		ZONE 200

BS 380, FRAME HAS DENT AT STR 5R. CUTOUT DAMAGED AREA 1" X 1.2500" AT BS 380 FRAME STR 5R IAW SRM 53-10-4. FABRICATED REPAIR PARTS FROM 7075-0 .050" PO 20006220 DIM 11" X 3.5" 2EA IAW SRM 53-10-4, FIG 1. HEAT TREATED TO T6. TREATED AND PRIMED PARTS IAW SRM 51-10-2 INSTALLED REPAIR IAW SRM 53-10-4, FIG 1.

FOTR2019813611	BOEING	PWA	FRAME	DENTED
11/22/2010	727223	JT8D15		ZONE 200

CABIN HAS FRAME DENTED AT BS 440, STR 7R. CUTOUT DAMAGE AREA DIM. 1" X 2.3750" AT BS 440, STR 7R IAW SRM 53-10-4, FIG 1. FABRICATED PARTS FROM 7075-0 .050" DIM 11" X 3.5" 2EA. PO 20006220 IAW SRM 53-10-4 FIG 1. HEAT TREATED PARTS TO 7075-T6. TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED REPAIR PARTS IAW SRM 53-10-4, FIG 1.

FOTR2019813835	BOEING	PWA	SHEAR TIE	CORRODED
12/1/2010	727223	JT8D15		BS 720 S28L/R

(FOTR) CORROSRION ON SHEAR TIE AT BS 720 BETWEEN STR 28L-28R. REMOVED CORRODED SHEAR TIE FROM STA 720 BETWEEN STR 28L & 28R IAW SRM 51-30-2. FABRICATED SHEAR TIE FROM 7075-T6 .063" PO 90010179 IAW SRM 53-10-2 FIG 3, 53-10-4 FIG 11, 51-30-5, 51-30-6. TREATED AND PRIMED IAW SRM 51-10-2 & INSTALLED SHEAR TIE AT STA 720 BETWEEN STR 28L & 28R IAW SRM 51-30-2.

FOTR2019813826	BOEING	PWA	INTERCOSTAL	DAMAGED
11/17/2010	727223	JT8D15		ZONE 100

INTERCOSTAL IS BENT AT FLOOR SUPPORT RBL 4 IN AFT CARGO. REMOVED INTERCOSTAL AT STA 950F-970, RBL 4, IAW SRM 51-30-2. FABRICATED FROM 7075-T6 .040" PO 9009608 IAW SRM 53-10-2 TREATED AND PRIMED PART IAW SRM 51-10-2 INSTALLED INTERCOSTAL IAW SRM 51-30-2.

FOTR2019813648	BOEING	PWA	SKIN	GOUGED
11/17/2010	727223	JT8D15		ZONE 500

DEEP GOUGE MARKS ON LT OTBD FORE FLAP AT INBD END L/E. BLENDED GOUGE OUT OF LIMITS IAW SRM 57-50-1 FABRICATED AND INSTALLED DOUBLER REPAIR IAW SRM 57-50-4. MATERIAL USED 2024-T3 .063" PO 90010274 SIZE 3.5" X 4.25".

FOTR2019813819	BOEING	PWA	SKIN	DAMAGED
11/17/2010	727223	JT8D15		ZONE 500

EVALUATE EXISTING DENT AT LT INBD FORE FLAP LOWER SURFACE, 28" FROM INBD EDGE. EVALUATED DENT ON LT INBD FOREFLAP LOWER SURFACE & DENT WAS FOUND TO HAVE SHARP CREASE & BEYOND ALLOWABLE LIMITS IAW SRM 57-50-1 FIG 3. REMOVED DAMAGE/ CLEANED & PREPARED AREA IAW SRM 51-40-20, PAR 7, PG 12, FABRICATED REPAIR DOUBLER APPROX 8.5" X 6.5" FROM 2024-T3 .016 PO 9007406 IAW SRM 51-40-20 PAR 8 & SRM 57-50-2, FIG 3, BONDED REPAIR IAW SRM 51-40-20 PAR 20, CLEANED, SEALED AND FINISHED REPAIR IAW SRM 51-40-20-PAR 22.

FOTR2019813259	BOEING	PWA	SKIN	DAMAGED
11/17/2010	727223	JT8D15		LT WING TE FLAP

LT WING INBD FLAP, AFT FLAP HAS TEMP REPAIR C/W PERMINENT REPAIR IAW CUSTOMER REQUEST. REMOVED DAMAGED AREA; SANDED, CLEANED AND PREPPED AREA IAW SRM 51-40-20 PAR 7. REPAIRED LT WING INBD AFT FLAP UPPER SURFACE BY HOT BONDING REPAIR ON IAW SERM 51-40-20, PAR 20.

FOTR2019813583	BOEING	PWA	INTERCOSTAL	DAMAGED
11/17/2010	727223	JT8D15		ZONE 100

BS 950E-950F INTERCOSTAL IS BENT AT FLOOR SUPPORT RBL 4 AFT CARGO. REMOVED INTERCOSTAL AT STA 950E-950F RBL4 IAW SRM 51-30-2. FABRICATED INTERCOSTAL FROM 7075-T6 .040". PO 9009608. IAW SRM 53-10-2. TREATED AND PRIMED PART IAW SRM 51-10-2. INSTALLED INTERCOSTAL IAW SRM 51-30-2.

FOTR2019813595	BOEING	PWA	WEB	DAMAGED
11/17/2010	727223	JT8D15		ZONE 100

LT SIDE OF AIRSTAIR AREA, INSIDE FUSELAGE TORQUE BOX, WEB AT BS.1223 HAS DRILL DAMAGE IN UPPER INBD CORNER. CUT OUT DAMAGE AREA DIM. 1" X 1" IAW SRM 51-40-2. FABRICATED FILLER PO 9009504 AND DOUBLER FROM PO 9008186. TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED REPAIR PARTS IAW SRM 51-40-2. DTE REQUIRED WITHIN 12 MONTHS.

FOTR2019813362	BOEING	PWA	ANGLE	DAMAGED
11/18/2010	727223	JT8D15		RT WING

CRACK INBD AILERON, RT WING UPPER PANEL. REMOVED PANEL & CRACKED ANGLE AT INBD AILERON RT WING UPPER PNL IAW SRM 51-30-2. FABRICATED NEW ANGLE FROM 2024-T3. PO 900997 DIM. 5" X 2" IAW SRM 51-20-1, FIG 7 AND SRM 51-10-3 & SRM 51-30-6. TREATED AND PRIMMED IAW SRM 51-10-2. INSTALLED NEW ANGLE AND PANEL IAW SRM 51-30-2 AT INBD AILERON RT UPPER PANEL.

FOTR2019813724	BOEING	PWA	SEAT TRACK	CORRODED
11/20/2010	727223	JT8D15		ZONE 200

BS 960, RBL 24, SEAT TRACK HAS GOUGE. REMOVED CORROSSION FOUND TO BE OUT OF LIMITS IAW SRM 51-10-6 & 53-10-1 FIG 3. FABRICATED SEAT TRACK AND SPLICE FROM BAC1503-100122-7178T6 AND BAC1520-792-7178T6511 AND 7075-T6 .250 TREATED AND PRIMED PARTS IAW SRM 51-10-2. INSTALLED REPAIR PARTS IAW SRM 51-30-2.

FOTR2019813689	BOEING	PWA	SEAT TRACK	CORRODED
11/20/2010	727223	JT8D15		ZONE 200

BS 1070-1010, SEAT TRACK LBL 48 IS CORRODED. REMOVED CORROSION ON UPPER FLANGE OF LBL 48, SEAT TRACK SECTION EVALUATED ARE FOUND AREA TO BE OUT OF LIMITS. REMOVED SEAT TRACK SECTION FROM BS 1010-1130 LBL48. FABRICATED NEW SEAT TRACK SECTION FROM BAC1520-792-7178-T6511, APPROX DIM 127" X 8" INSTALLED NEW SEAT TRACK SECTION AT LBL48, FROM BS 1010-1130 IAW SRM 51-10-6, SRM 53-10-1 FIG 3, SRM 51-30-2, SRM 53-10-12 FIG 1, SRM 51-10-2 AND SRM 51-30-2.

FOTR/20198/13440	BOEING	PWA	FRAME	DAMAGED
11/16/2010	727223	JT8D15		ZONE 200

STA 720, FRAME HAS FASTENER W/NO ED IN WINDOW AREA ON LT SIDE. CUTOUT DAMAGE AREA DIM. 1" X .7500", FABRICATED FRAME REPAIR 2EA PARTS, MATERIAL USED 7075-0. PO 90016396, DIM 13" X 3" & 13" X 4" IAW. SRM 53-10-4. HEAT TREATED PART FROM 7075-0 TO 7075-T6. IAW FAS ENG REPORT NR 2-37153-801 REV A. LOCATED AND DRILLED 2EA. REPAIR PARTS IAW SRM 51-30-5 TREATED AND PRIMED IAW SRM 51-10-2 INSTALLED REPAIR FRAME IAW SRM 51-30-2.

FOTR20198913427	BOEING	PWA	FRAME	DAMAGED
11/16/2010	727223	JT8D15		ZONE 200

STA 720E FRAME HAS FASTENERS W/ NO ED IN RT SIDE WINDOW AREA. CUTOUT DAMAGED AREA DIM. 1" X 3/4" IAW SRM 53-10-4, FIG 1. FAB. FRAME REPAIR 2EA PARTS MAT. USED 7075-0 .071" PO 90016396 DIM 13.5" X 3" & 13.5 X 4" IAW SRM 53-10-4, FIG 1 HEAT TREATED PARTS FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR 2-37153-801 REV A LOCATED AND DRILLED 2EA PARTS IAW SRM 51-30-5. PARTS TREATED AND PRIMED AND INTALLED AT FRAME 720E IAW SRM 51-10-2 & 51-30-2.

FOTR2019813271	BOEING	PWA	FRAME SPLICE	CHAFED
11/16/2010	727223	JT8D15		BS 1166

BS 1166 BETWEEN STRINGER 5 & 6 R GILLINER SUPPORT IS CHAFING AGAINST FRAME SPLICE. REMOVED FRAME SPLICE IAW SRM 51-30-2. FABRICATED FRAME SPLICE APPROX. DIM 8.3750" X 4.3750" IAW SRM 53-10-2, FIG 5 AND SRM 51-20-1, FIG 7. INSTALLED FRAME SPLICE AT BS 1166 BETWEEN STRINGER 5 & 6 IAW SRM 51-30-2.

FOTR2019813282	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

BS 950A FRAME HAS 2 FASTENERS W/NO ED IN WINDOW AREA ON RT SIDE. CUT OUT DAMAGED AREA DIM. 1" X .7500" IAW SRM 53-10-4, FIG 1 FABRICATED FRAME REPAIR 2 EA PARTS MAT USED 7075-0 .071" PO 90016396. DIM. 12.5" X 3" & 12.5" X 4" IAW SRM 53-10-4, FIG 1. HEAT TREATED PARTS FROM 7075-0 TO 7075-T6 IAW FAS ENG. REPORT NR 2-37153-801 REV A. LOCATED AND DRILLED FRAME REPAIR IAW SRM 51-30-5. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED FRAME REPAIR IAW SRM 51-30-2.

FOTR2019813696	BOEING	PWA	FLOORBEAM	CRACKED
11/26/2010	727223	JT8D15		ZONE 200

(FOTR) CRACK AROUND BOLT HOLE, FLOORBEAM RBL 12 AT FS 950D. C/W HFEC INSPECTED IAW NDTM PT6. 51-00-00, FIG 23. CRACK NOTED AT FASTENER HOLE. TRIMMED OUT DAMAGE AREA DIM. 4" X 2" IAW SRM 53-10-8, FIG 3 FAB. FLOORBEAM REPAIR UPPER CORD MAT USED BAC1505-100617 7075-T6. PO 20172134, DIM 16" LONG FAB 2EA SUPPORT ANGLES MAT USED BAC 14890-2785 7075-T6 PO 20172134 DIM 16" X 2" FAB 2 EA STRAPS MAT USED BAC1512-3396 DIM 16" X 1" PO 2011362 AND BAC 1512-3353 7075-T6, PO 29067580 DIM 12" X 1" IAW SRM 53-10-8 FIG 3. TREATED AND PRIMED IAW SRM 51-10-2 INSTALLED ALL REPAIR PARTS IAW SRM 51-30-2.

FOTR2019813439	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

STA 720E, FRAME HAS FASTENERS W/NO ED IN WINDOW AREA ON LT SIDE. CUT OUT DAMAGE AREA DIM 1" X .7500" FAB FRAME REPAIR 2EA PARTS MAT. USED 7075-0 .071" PO 90016396, DIM 13.5" X 3" & 13.5" X 4", ALL IAW SRM 53-10-4, FIG 1 HEAT TREATED PART FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR2-37153-801 REV A. LOCATED & DRILLED 2EA FRAME REPAIR IAW SRM 51-30-5 PART TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED REPAIR FRAME IAW SRM 51-30-2.

FOTR2019813744	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

BS 440, RBL 60 FRAME HAS DOUBLE DRILL AT FLOOR LEVEL. CUT DAMAGE AREA AT STA 440 RT FRAME DIM 1.2500" X 1" IAW SRM 51-40-3. FAB NEW REPAIR FRAME FROM 7075-0 .063" PO NR 9009913. DIM 10" X 4" LOCATED, DRILLED & HEAT TREATED TO T6 CONDITION IAW FAS ENG. REPORT 2-87153-801 REV A. INSTALLED, TREATED & PRIMED ALL IAW SRM 51-30-5, 51-30-6,51-30-2,51-10-2.

FOTR2019813280	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

BS 910 FRAME HAS 2 FASTENERS W/NO E.D. AT GILLINER SUPPORT IN WINDOW AREA ON RT SIDE. CUT OUT DAMAGE AREA DIM 1" X .7500" IAW SRM 53-10-4, FIG 1. FABRICATED FRAME REPAIR 2EA PARTS MAT USED 7075-0 .071" PO 90016396. DIM 14.5" X 3", 14.5" X 4" IAW SRM 53-10-4, FIG 1. HEAT TREATED PARTS FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT 2-37153-801 REV A LOCATED AND DRILLED 2 EA REPAIR FRAME IAW SRM 51-30-5 TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED REPAIR FRAME IAW SRM 51-30-2.

FOTR2019813717	BOEING	PWA	FLOORBEAM	DAMAGED
11/20/2010	727223	JT8D15		ZONE 200

BS 1110, FLOORBEAM AT LBL 60 HAS NUTPLATE FASTENER AT EDGE OF PLUGED HOLE. CUT OUT DAMAGE SECTION 14.2500" X 2" IAW SRM 53-10-8. FABRICATED UPPER CORD FROM BAC1505-100617 7075-T6 PO 20172139, 20.1250"X 2.1250", 2EA ANGLES SUPPORTS FROM BAC1490-2785 7075-T6, PO 20172139, DIM 10.3750" X 2.5" & 2 EA REINFORCMENT STRAP FROM BAC 15102-3353 7075-T6 DIM 15.7500" X .8750" PO9006904 IAW SRM 51-10-2 INSTALLED REPAIR AT BS 1110, FLOORBEAM, LBL 60 IAW SRM 53-10-8, FIG 3.

FOTR2019813426	BOEING	PWA	FRAME	DAMAGED
11/29/2010	727223	JT8D15		ZONE 200

STA 720F FRAME HAS FASTENERS W/NO E.D. IN WINDOW AREA. CUT OUT DAMAGE AREA DIM. 1" X .7500" IAW SRM 53-10-4, FIG 1. FABRICATED FRAME REPAIR MAT, USED 7075-0 .071" PO NR 90016396. DIM 13.5" X 3" AND 13.5" X 4" IAW SRM 53-10-4, FIG 1. HEAT TREATED PARTS FROM 7075-0 TO 7075-T6 IAW FAS ENG. REPORT NR 2-37153-801 REV A. LOCATED AND DRILLED IAW SRM 51-30-5. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED FRAME

REPAIR IAW SRM 51-30-2.

FOTR2019813278	BOEING	PWA	FRAME	DAMAGED
11/29/2010	727223	JT8D15		ZONE 200

BS 950F, FRAME HAS 2 RIVETS W/NO E.D. IN WINDOW BELT AREA. CUT OUT DAMAGE AREA 1" X .7500" IAW SRM 53-10-4, FIG 1. FABRICATED FRAME REPAIR 2 EA PARTS MAT USED 7075-0 .071" PO 900163-801, REV A; LOCATED AND DRILLED IAW SRM 51-30-5, HEAT TREATED FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR 2-37153-801, REV A. TREATED AND PRIMED IAW SRM 51-10-2, INSTALLED REPAIR PARTS IAW SRM 51-30-2.

FOTR2019813790	BOEING	PWA	SKIN	CORRODED
11/29/2010	727223	JT8D15		ZONE 100

UPON REMOVAL OF INTERCOSTAL FOUND FUSELAGE SKIN TO BE CORRODED BETWEEN BS 700-720 STR 28R-27R. REMOVED 8" BODY FAIRINGS FROM 710 TO 720 LT AND RT IAW SRM 51-30-2. CUT DAMAGE AREA AND FOUND OUT OF LIMITS DIM 53" X 51" FROM STA 680 TO 720+14.5" IAW SRM 53-30-3, FIG 12. FAB SKIN FROM 2024-T3 .063" DIM 53" X 50.5" PO 20198112 & FAB SPLICE FROM 2024-T3 .071" DIM 50.5" X 6" PO 90010664 ALL IAW SRM 53-30-2, FIG 12. DETAIL XII, TREATED AND PRIMED ALL PARTS & AREAS FROM 680 TO 720+15" IAW SRM 51-10-2. NEW SKIN & SPLICE INSTALLED FROM 680 TO 720+14 IAW SRM 53-30-3, FIG 12, DETAIL XII. REINSTALLED 8 EA BODY FAIRINGS SUPPORT FROM STA 710 TO 720A LT & RT SRM 51-30-2.

FOTR2019813745	BOEING	PWA	FLOORBEAM	DAMAGED
11/29/2010	727223	JT8D15		ZONE 200

BS 420, RBL 60, FLOORBEAM HAS DOUBLE DRILL. CUT OUT DAMAGE AREA DIM 10.5" X 1" IAW SRM 53-410-8, FIG 8. FAB 2 EA ANGLES REPAIRS FROM 7075-0 .090" PO 9009880 DIM 18" X 3" & 7075-0 .071 PO B90010396, DIM 15" X 3" IAW SRM 53-10-8, FIG 8. HEAT TREATED PART FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR 2-37153-801 REV A, FAB FILLER FROM BAC 1505-100669-7075 PO NR 2911980 DIM 10" X 1" IAW SRM 53-10-8, FIG 8. ALL PARTS TREATED AND PRIMED IAW SRM 51-10-2. PARTS INSTALLED ON FLOORBEAM 420 RBL 60 IAW SRM 53-10-8, FIG 8 & 51-30-2.

FOTR2019813839	BOEING	PWA	STRINGER	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

(FOTR) CORROSION ON STR 28L AT BS 68-720. REMOVED STR 28L AT STA 680-720 IAW SRM 51-30-2. FAB NEW STRINGER FROM PN 1498-145 7075-T6 PO 90010545 DIM 41" IAW SRM 53-10-3 FIG 1 & 53-10-2, FIG 9. TREATED AND PRIMED NEW PART IAW SRM 53-10-3 FIG 1& 53-10-2 FIG 9.

FOTR2019813834	BOEING	PWA	SHEAR TIE	CORRODED
11/24/2010	727223	JT8D15		ZONE 100

SHEAR TIE CORRODED AT BS 685 BETWEEN STR 25L & 26L. REMOVED SHEAR TIE AT STA 685 BETWEEN STR 25L-26L IAW 51-30-2. FABRICATED NEW SHEAR TIE FROM 7075-T6 .040" DIM 14" X 4" PO 9009608 IAW SRM 51-20-1. NEW SHEAR TIE TREATED AND PRIMED IAW SRM 51-10-2. SHEAR TIE REPAIR INSTALLED AT STA 685 BETWEEN STR 25L-26L IAW SRM 51-30-2.

FOTR20198/13413	BOEING	PWA	FLOOR SUPPORT	CRACKED
11/24/2010	727223	JT8D15		ZONE 200

MAIN CABIN OVERWING FLOORBEAM T-CORD CRACKED AT RADIUS BS 760 45.5. REMOVED DAMAGED T-CORD FROM STA 760-870, RBL 45 IAW SRM 51-30-2. FABRICATED NEW T-CORD FROM BAC1506-1108 7075-T6 PO 2019835 DIM 109.6250" X 3.6250" IAW SRM 53-10-2, FIG 7. INSTALLED T-CORD IAW SRM 51-30-2 AT MAIN CABIN OVERWING FLOORBEAM T-CORD BS 760-870 RBL 45.

FOTR2019813832	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

REMOVAL OF GILLINER ATTACH ANGLE ON LT SIDE OF FUSELAGE AT TOP OF WINDOW LEVEL REVEALED DOUBLE DRILL HOLES IN FRAME AT FS 720D. CUT DAMAGED AREA DIM. .800" X .800" AT STA 720D FAB NEW REPAIR PARTS 2EA ANGLES FROM 7075-0 PO 90010396 DIM. 13.2500" X 3". LOCATED AND DRILLED ON FRAME 720D IAW SRM 53-10-4 FIG 1, 51-30-5, & 51-30-6. PARTS HEAT TREATED TO 7075-T6 IAW FAS ENG REPORT 2-37153-801 REV 6. PARTS

& AREA TREATED AND PRIMED IAW SRM 51-10-2 FRAME REPAIR INSTALLED AT FRAME 720D IAW SRM 53-10-4 FIG 1 & 51-30-2.

FOTR/20198/13725	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

(FOTR) BWS 910, FRAME LT SIDE OF FUSELAGE HAS A DOUBLE DRILL AT FLOOR LEVEL. CUT OUT DAMAGED AREA DIM .700" X .500" ON FRAME STA 910 LT FLOOR LEVEL IAW SRM 51-40-3, FIG 1. FAB DOUBLER FROM 7075-0 .80" PO 9009327 IAW SRM 51-40-3, FIG 1. TREATED AND PRIMED PART IAW SRM 51-10-2. INSTALLED REPAIR DOUBLER IAW SRM 51-40-3, FIG 1 DTE REQUIRED WITHIN 12 MONTHS.

FOTR2019813831	BOEING	PWA	FRAME	DAMAGED
11/26/2010	727223	JT8D15		ZONE 200

REMOVAL OF GILLINER ATTACH ANGLE ON LT SIDE OF FUSELAGE AT TOP OF WINDOW LEVEL REVEALED DOUBLE DRILL HOLES IN FRAME AT FS 720C. CUT OUT DAMAGED AREA DIM. .800" X .800" AT STA 720C. FAB 2EA REPAIR ANGLES FROM 7075-0 PO 90010396 DIM. 13.5" X 13.5" X 4" IAW SRM 53-10-4 FIG 1. LOCATED & DRILLED ON STA 720C IAW SRM 51-230-5 & 51-30-6 & 53-10-4 FIG 1. PARTS HEAT TREATED TO T6 IAW FAS ENG REPORT 2-37153-801 REV A. PARTS & AREA TREATED AND PRIMED IAW SRM 51-10-2. FRAME REPAIR INSTALLLED AT STA 720C IAW SRM 51-30-2 & 53-10-4, FIG 1.

FOTR2019813838	BOEING	PWA	INTERCOSTAL	CORRODED
11/30/2010	727223	JT8D15		ZONE 100

(FOTR) CORROSION ON INTERCOSTAL BETWEEN BS 720-700 STR 27R-28R. REMOVED CORRODED INTERCOSTAL FROM BETWEEN STA 720-700, STR 27R-28R IAW SRM 51-30-2. FABRICATED NEW INTERCOSTAL FROM 7075-T6 .032" 19.5" X 8.5" PO 90010274 IAW SRM 53-10-2, FIG 3. SRM 51-20-1 FIG 1 & SRM 51-30-5 TREATED AND PRIMED IAW SRM 51-10-2. INSTALLED INTERCOSTAL BETWEEN BS 700 TO 720 IAW SRM 51-30-2.

FOTR2019813419	BOEING	PWA	INTERCOSTAL	CORRODED
11/30/2010	727223	JT8D15		ZONE 100

(FOTR) CORROSION ON LOWER FLANGE OF INTERCOSTAL AT BS700 BETWEEN STR 28R - 27R. REMOVED INTERCOSTAL AT STA 700 BETWEEN STR 28R AND 27R IAW SRM 51-30-2. FABRICATED INTERCOSTAL FROM 7075-T6 .032" PO 90010274 DIM 19.5" X 8.5" IAW SRM 53-10-2 FIG 3, SRM 51-20-1 FIG 3, 51-30-5. TREATED AND PRIMED IAW SRM 51-10-2 INSTALLED NEW INTERCOSTAL AT STA 700 BETWEEN STR 28R & 27R IAW SRM 51-30-2.

FOTR2019813281	BOEING	PWA	FRAME	DAMAGED
11/30/2010	727223	JT8D15		ZONE 200

(FOTR) STA 950B FRAME HAS 2 FASTENERS W/NO ED AT GILLINER SUPPORT IN WINDOW AREA ON RT SIDE. CUT OUT DAMAGE AREA 1" X .7500" IAW SRM 53-10-4, FIG 1. FABRICATED FRAME REPAIR 2EA PARTS MAT USED 7075-0 .071 PO 90016396 DIM 13.7500" X 3", 13.7500" X 4" IAW SRM 53-10-4 FIG 1. HEAT TREATED PART FROM 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR 2-37153-801 REV A LOCATED AND DRILLED 2EA FRAME IAW SRM 51-30-5. TREATED AND PRIMED IAW SRM 51-10-2. INSTALLLED FRAME REPAIR IAW SRM 51-30-2.

FOTR2019813414	BOEING	PWA	FLOORBEAM	CRACKED
11/30/2010	727223	JT8D15		ZONE 200

(FOTR) MAIN CABIN OVERWING FLOORBEAM T-CORD CRACKED AT RADIUS BS 760, LBL 45.50. REMOVED DAMAGED T-CORD FROM BS 760 LBL 45.50 IAW SRM 51-30-2. FABRICATED NEW T-CORD FROM BAC15061105-7075-T6 PO 2019835 DIM 110" IAW SRM 53-10-2, FIG 7 INSTALLED T-CORD IAW SRM 51-30-2.

FOTR2019813847	BOEING	PWA	FLOORBEAM	CORRODED
11/18/2010	727223	JT8D15		ZONE 200

STA 1130, FLOORBEAM LBL 0-9 FOUND CORRODED. CUT DAMAGE AREA AT LWR CHORD OF FLOORBEAM STA 1130 DIM. 5.75" X 2" IAW SRM 53-10-8, FIG 10. C/W HFEC INSP IAW NDTM PT6 51-00-00, FIG 23. DO DEFECTS NOTED. EXTENDED CUTOUT .040" NEW DIM 5.79 X 2" FAB 2EA ANGLES FROM 7075-0 .100" PPO 82499 DIM 11.5" X 3" & 11.5" X 3" FAB FILLER FROM 7075-T6 .160" PO 29119110 DIM 5.7500" X 2" FAB 2 EA RADIUS FILLERS FROM 7075-T6 .160" DIM 14" X 1" PO 29119110 & STRAP FROM 7075-T6 .100" PO 9009093 DIM 24" X 2" ALL IAW SRM 53-10-8, FIG 10. HEAT

TREATED 7075-0 TO 7075-T6 IAW FAS ENG REPORT NR 2-37153-801 REV A, ALL PARTS TREATED AND PRIMED AND INSTALLED ON FLOORBEAM LOWER CORD STA 1130, IAW SRM 51-10-2, 51-30-2, 53-10-8, FIG 10.

FOTR2019813418	BOEING	PWC	SHEAR TIE	CORRODED
11/24/2010	727223	PW545B		ZONE 100

CORROSION ON SHEAR TIE AFT SIDE OF BS 700 BETWEEN STR 28L-27L. CUT OUT DAMAGED AREA AT STA 700 BETWEEN STR 27L - 28L DIM 5.5" X 1" IAW SRM 51-10-1. FAB NEW AFT REINFORCEMENT SHEAR TIE FROM 7075-T6 .050" PO 90010289 DIM 6" X 2"IAW SRM 51-10-3 & 51-20-1. LOCATED & DRILLED ON STA 70 BETWEEN STR 27L & 28L IAW SRM 51-30-5 & 51-30-6. TREATED & PRIMED IAW SRM 51-10-2. SHEAR TIE REINFORCEMENT INSTALLED AT AFT SIDE OF STR 700 BETWEEN STR 27L - 28L IAW SRM 51-30-2.

FOTR2019813376	BOEING	PWC	SKIN	CORRODED
11/24/2010	727223	PW545B		RT WING TE FLAP

CORROSION ON RT OTBD FWD FLAP. REMOVED DAMAGE, SANDED, CLEANED PREPPED AREA IAW SRM 51-40-20. FABBED DOUBLES FROM 2024-T3 .020" PO 9009917, APPROX 12" X 3". HOT BONDED DOUBLER TO PREPPED AREA IAW SRM 51-40-20. CLEANED, SEALED AND FINISHED REPAIR IAW SRM 51-40-20, 57-50-2, FIG 3, PG 5.

FOTR2019813712	BOEING	PWA	SEAT TRACK	CORRODED
11/23/2010	727233	JT8D15		ZONE 200

SEAT TRACK IS CORRODED AT LBL 24. CA/ REMOVED DAMAGED SEAT TRACK FROM STA 950+10 TO 1130 LBL 24 IAW SRM 51-30-2. FAB NEW SEAT TRACK FROM BAC1520-792-T65 PO NR 90010566 DIM. 25' LONG. LOCATED & DRILLED AREA & SEAT TRACK, TREATED AND PRIMED SEAT TRACK INSTALLED FROM STA 950+10 TO 1130, LBL24 ALL IAW SRM 53-10-5, FIG 1,51-30-5, 51-10-2,& 51-30-2.

2010FA0001248	BOEING	RROYCE	LIGHT	INOPERATIVE
12/16/2010	757236	RB211*		R1 DOOR

R1 DOOR EXTERIOR LIGHT INOP. (EMERGENCY EXIT SLIDE LIGHT)

ABXR201012110055	BOEING	PWA	SKIN	CRACKED
12/11/2010	767222	JT9D*	141T3230	BS 335 S34-34L

DURING C-CHECK FOUND LT & RT AIR PHONE ANTENNAS CRACKED AT STA 335, S-34 LT & RT AND S-35 LT & RT. REMOVED ANTENNAS AND REPAIRED MOUNTING HOLES IAW AMES REA B653-60299-MR.

ABXR201012110056	BOEING	PWA	SKIN	CRACKED
12/11/2010	767222	JT9D*	148T3111	ZONE 200

DURING C-CHECK FOUND FUSELAGE SKIN CRACKED .5" AT STA. 1654, S-5L. REPAIRED IAW SRM.

ABXR2010111900053	BOEING	PWA	FLOOR SUPPORT	CRACKED
11/19/2010	767222	JT9D7R4D	141T0051160	ZONE 100

(ABXR) DURING C-CHECK FOUND COCKPIT FLOOR SUPPORT BEAM CRACKED AT STA 246, LBL 25. R & R ANGLE IAW SRM.

ABXR2010111900054	BOEING	PWA	SKIN	CRACKED
11/19/2010	767222	JT9D7R4D	148T3111	ZONE 200

(ABXR) SKIN CRACKED AT STA 1645, STRINGER 7L. REPAIRED SKIN IAW SRM.

2010F00245	BOEING	PWA	PUMP	FAILED
11/25/2010	76733A	PW4060	10605823	HYD SYSTEM

PITCH ENHACEMENT SYS, HYD POWER TRANSFER UNIT FAILURE/RUPTURE. WHILE TESTING SPOILERS, AILERONS AND FLAPS A LARGE HYD LEAK WAS NOTICED FROM THE HORIZ STAB COMPARTMENT. CONDITIONS IMEDIATLY PRIOR TO SHUTDOWN OF HYD; LT HYD PUMP ON(QYT 1.4), THEN RT HYD PUMP ON (QTY0.94), ALL WING AND TAIL SHUTOFF VALVES (6 OF) SELECTED TO OFF. CONDITIONS IMEDIATLY AFTER SHUTDOWN OF HYD; LT HYD PUMP OFF (QYT1.4), THEN RT HYD PUMP OFF (QTY0.70), BIG PUDDLE ON THE FLOOR, HORIZ STAB

COMPARTMENT WET, NOT MISTY. PTU TEST HAD BEEN ACCOMPLISHED DURING PRE-DEACT PHASE OF CHECK, AND PASSED. CHANGED PTU.

2010FA0001211	BOEING	GE	GE	TURBINE BLADES	MISSING
11/20/2010	777	GE90115B	GE90	2209M30P01	LPT STG-1

(B-16709) RT ENGINE HIGH VIBRATION DURING CLIMB AFTER FL210- 4.3 MAX FELT NEAR R4 DOOR AND ADJACENT CABIN, AIR TURN BACK. PERFORM BSI ON NR2 ENGINE FOUND LPT-1, STG-1 BLADE MISSING AND LPT STG-1 TO STG-4 BLADES DAMAGED, R & R NR2 ENGINE.

QMLDMG1473	BOLKMS		SKIN	DENTED
11/24/2010	BK117A4		11722801	ZONE 100

(QMLD) VARIOUS DENTS, PUNCTURES, AND GOUGES TO THE OUTER SKIN OF THE LOWER FUSELAGE BELLY AREA. THE INTERNAL FRAME IS DEFORMED IN ONE LOCATION ALSO. SUBMITTED DAMAGE. AWAITING A REPAIR SCHEME.

AMCR201011	BOMBDR	HNYWL	THERMOSTAT	SEPARATED
11/23/2010	BD1001A10	AS90711A	4391S1471	WATER HEATER

"LAVATORY WATER" CIRCUIT BREAKER POPPED. FOUND WATER HEATER TO BE AT FAULT. REMOVED PLASTIC COVER ON HEATER AND FOUND THERMOSTAT BODY HAD SEPARATED (POOR SOLDER JOINT) WHICH EXPOSED THE CONTACTS AND SHORTED OUT THE UNIT. HEATER MFG MAY 2008.

UO2R272721	BOMBDR		LIFE RAFT	WRONG PART
11/11/2010	BD7001A10		1218FAUL0901115	CABIN

(UO2R) THE RAFT, SN 12UL-00371 WOULD NOT HAVE DEPLOYED BECAUSE THE BURST STRAP THAT WAS USED IS NOT APPROVED TYPE. IT ACTUALLY WAS A BRAIDED STRAP MATERIAL. THE BURST STRAP THAT IS SUPPOSED TO BE USED IS OF CANOPY MATERIAL AND THERE IS A .5 INCH SLIT TO ALLOW IT TO BURST. THIS IS WHAT CALLED OUT IN THE MM AND NOT THE STRAP THAT WAS ON IT.

SROM2010016	CASA	GARRTT	SERVO	JAMMED
11/22/2010	C212	TPE33110	7002260723	RUDDER

RUDDER SERVO FAILED 4.4 HOURS AFTER INSTALL. RUDDER WENT HARD OVER TO THE LT AND JAMMED IN PLACE. ONCE POWER WAS REMOVED THE PILOTS COULD AT LEAST MOVE THE RUDDER EVEN THOUGHT THE CLUTCH WAS STILL ENGAGED. UPON TEARDOWN FOUND CLUTCH HUB SCREWS HAD BACKED OUT CAUSING CLUTCH ENGAGEMENT WITH NO POWER APPLIED. APPARENT MECHANICAL FAILURE DUE TO HUB RETAINING SCREWS BACKING OUT; MOST LIKELY FROM VIBRATION DURING CLUTCH OPERATION. REPAIRED UNIT AND INCORPORATED SB 7002260-22-A0013.

KGBR2010112910004	CASA	GARRTT	SPAR CAP	CORRODED
11/29/2010	C212CC	TPE331*		CENTER WING

(KGBR) CORROSION ON CTR WING UPPER SPAR CAP "T" ON THE LOWER SURFACE OF THE FWD FLANGE UNDER NUTPLATE AT CWS 1821.

KGBR2010112910005	CASA	GARRTT	SPAR CAP	CORRODED
11/29/2010	C212CC	TPE331*		CENTER WING

CORROSION ON CTR WING UPPER SPAR CAP "T" ON THE LOWER SURFACE OF THE FWD FLANGE UNDER NUTPLATE AT CWS 1821.

KGBR2010112910001	CASA	GARRTT	ATTACH FITTING	CORRODED
11/29/2010	C212CC	TPE331*		HORIZONTAL STAB

CORROSION ON FUSELAGE TO HORIZONTAL STABILIZER ATTACH FITTINGS.

KGBR2010112910002	CASA	GARRTT	ATTACH FITTING	CORRODED
11/29/2010	C212CC	TPE331*	212A04730002	HORIZONTAL STAB

CORROSION ON FUSELAGE TO HORIZONTAL STABILIZER ATTACH FITTINGS.

KGBR2010112910003	CASA	GARRTT	ANGLE	CORRODED
11/29/2010	C212CC	TPE331*	21221000541	FUSELAGE

CORROSION ON FUSELAGE CHINE ANGLE BELOW THE COCKPIT FLOOR.

ZB0R201000008	CESSNA	LYC	CASE	LEAKING
11/11/2010	172M	O320*		ENGINE

(ZB0R) DURING OIL CHANGE, TECH FOUND NR3 CASE SEAM BOLT ON TOP HAD OIL ON IT. RUN-UP REVEALED CASE SEAM LEAKING 1" FWD OF BOLT. ENGINE REMOVED FOR OVERHAUL.

2010FA0001186	CESSNA	LYC	CARBURETOR	DAMAGED
11/1/2010	172P	O320D2J	105217	ENGINE

PILOTS MADE A PRECAUTIONARY LANDING AFTER THEY WERE UNABLE TO RETARD THE ENGINE THROTTLE BELOW 2100 RPM. IN ORDER TO LAND, THE MIXTURE WAS MOVED TO THE IDLE CUTOFF POSITION PRIOR TO THE LANDING FLARE. AN OFF-BASE AIRPORT WAS SELECTED AS A LANDING SITE DUE TO THE LARGE RUNWAY AVAILABLE, AND THE AVAILABILITY OF ARFF. UPON INSP BY OFF-FIELD MX , IT WAS FOUND THAT THE ACCELERATOR PUMP DISCHARGE TUBE BECAME DETACHED FROM THE BOSS, AND HAD BECOME LODGED BETWEEN THE THROTTLE PLATE AND THE CARBURETOR THROAT INHIBITING THROTTLE MOVEMENT. THE ACCELERATOR TUBE WAS FOUND BENT AT THE TIP, DEPRESSIONS WERE FOUND IN THE SIDE OF THE THROTTLE PLATE, AND SCRATCHES WERE OBSERVED IN THE THROAT OF THE CARBURETOR CONSISTENT WITH THE DISCREPANCY. NOTE, THIS CARBURETOR WAS SHIPPED WITH AN OVERHAULED ENGINE IN OCT 2006 DIRECTLY FROM MFG. CARBURETOR WAS SUPPLIED TO MFG FROM O/H FACILITY.

2010FA0001163	CESSNA	LYC	CONTROL CABLE	FRAYED
11/9/2010	172S	IO360L2A	0510105362365	RT AILERON

(U72S) DURING PASE III INSP FOUND RT AILERON CONTROL CABLES FRAYED AGAINST PN 0522647-10, FAIRLEAD ASSY, FWD OF AILERON AUTOPILOT SERVO. BOTH CABLES PN 0510105-362 AND 0510105-365 EFFECTED.

2010FA0001230	CESSNA	LYC	CESSNA	STRUT	DAMAGED
12/2/2010	172S	IO360L2A		07436311	NLG

(OG5S) DURING ROUTINE (PHASE) INSP, THE NOSE GEAR OLEO STRUT WAS DISASSEMBLED FOR REPLACEMENT OF O-RINGS. DURING DISASEMBLY, THE TECH FOUND THE INNER STRUT TUBE AT THE TOP HAD RETAINING PINS WHICH WERE DAMAGED ALLOWING LOWER PART OF TUBE TO BE WORKED LOOSE FROM UPPER PART. THE ONLY WAY TO FIND THIS TYPE OF DAMAGE IS TO COMPLETELY DISSASEMBLE NOSE STRUT.

2010FA0001184	CESSNA	LYC	BULKHEAD	CRACKED
10/22/2010	172S	IO360L2A	05522311	SPINNER

(OG5S) CRACK WAS FOUND PROTRUDING FROM PROP ATTACH BOLT HOLES IN THE FWD SPINNER BULKHEAD.

2010FA0001183	CESSNA	LYC	BULKHEAD	CRACKED
10/27/2010	172S	IO360L2A	05522311	SPINNER

(O2GS) CRACK WAS FOUND PROTRUDING FROM PROP ATTACH BOLT HOLES IN THE FWD SPINNER BULKHEAD.

2010FA0001187	CESSNA	LYC	GYRO	FAILED
11/3/2010	172S	IO360L2A	1U14901515	ATTITUDE

INSTALLED O/H ATTITUDE GYRO, PN 1U14901515 OR S3326-2RX, SN T92573Q. UNDER W/O 0358583, DATED 09/23/10. GYRO FLAG RETRACTED AND SPUN UP BUT GYRO WOULD NOT ERECT. INSTALLED O/H GYRO PN S3326-2RX, SN T91155Q, O/H UNDER W/O 0358831 DATED 09/23/2010. OPS AND LEAK CHECK SATISFACTORY.

2010FA0001226	CESSNA	LYC	DRAG LINK	LOOSE
11/16/2010	177RG	IO360A1B6	20430071	NLG

BOLT PN NAS464-5A15 AND BUSHING PN NAS75-5-102 BACKED OUT OF NOSE GEAR DRAG LINK PN 20430071 AND

HEAD OF BOLT WENT THROUGH ENGINE MOUNT TUBE AS GEAR WAS LOWERED. BOLT ATTACHES NOSE GEAR HYD ACTUATOR TO THE DRAG LINK. THIS TOOK SEVERAL GEAR CYCLE TRIES BUT EVENTUALLY GEAR WAS DOWN AND LOCKED AND LANDED WITHOUT INCIDENT. THE BOLT IN QUESTION ONLY EXTENDS THROUGH ITS ASSOCIATED BUSHING .176 INCHES WHICH SCREWS INTO AN INSERT IN THE DRAG LINK. THERE IS NO SAFETY WIRE PROVISION FOR THIS BOLT.

2010FA0001191	CESSNA	CONT	GPS	FAILED
10/2/2010	182B	O470*		

ALTITUDE 11,000 (VFR ON TOP - IFR FLIGHT PLAN) DURING CRUISE FLIGHT THE GARMIN GPS 430W FAILED TO THE DR MODE. SATELLITE ACQUISITION WAS LOST. AFTER ABOUT 30 MINUTES IT RE-ACQUIRED THE SATELLITES AND CONTINUED TO FUNCTION TO DESTINATION. TRANSITIONED TO A GARMIN 496 WHILE THE 430 WAS IN DR. NOTE: THE GARMIN 430 IS MORE USEFUL IN DR MODE THAN TURNED OFF. IF YOU CYCLE THE 430 WHILE IT IS IN DR MODE, IT WILL NOT COME BACK ON. IT ALSO FAILED THE NEXT DAY. A COUPLE OF DAYS LATER IT FUNCTIONED COMPLETELY NORMALLY ON THE WAY BACK. 4:00 HRS. AVIONICS SHOP CALLED GARMIN BUT NO CAUSE OF THE FAILURE COULD BE DETERMINED. IT HAS NOT MALFUNCTIONED SINCE. (11-20-10)

2010FA0001216	CESSNA	CONT	BULKHEAD	CRACKED
12/3/2010	182P	O470*	07126107	STA 230.18

DURING ANNUAL INSPECTION AD 72-07-09 WAS DUE FOR RE-INSPECTION, DURING INSPECTION FOUND THAT THE AFT BULKHEAD WAS CRACKED ON THE LEFT AND RIGHT SIDE FROM THE RUDDER CUT OUT TO THE BULKHEAD FLANGE.AS SHOWN IN CESSNA SERVICE LETTER SE72-3 FIG 1. THE CRACKS WERE APPROXIMATELY .45" LONG.

JRUR2010121518HP	CESSNA	LYC	DOUBLER	CRACKED
12/15/2010	182T	IO540AB1A5	075360024	FIREWALL

A CRACK WAS DISCOVERED IN THE FIREWALL FORWARD DOUBLER. THE CRACK IS LOCATED BEHIND THE "COWL EXIT RAMP- RIGHT HAND" (P/N 0752732-2 SEE MANUFACTURE IPC REV 19 53-10-00 ITEM 241). THE LONGEST SECTION OF CRACK IS 6 INCHES LONG. THERE IS ALSO A SECONDARY CRACK (3/4 INCH LONG) RADIATING OUT FROM THE RIVET HOLE AT THE CENTER OF THE 6 INCH CRACK. ANOTHER SMALL CRACK (3/4 INCH LONG) WAS FOUND JUST OUTBOARD OF THE 6 INCH CRACK DURING RIVET REMOVAL IN PREPARATION FOR REPAIR. THIS AREA IS VERY DIFFICULT TO INSPECT ON A P1 (50 HR) WITH THE LOWER COWLING INSTALLED. IT IS STILL DIFFICULT TO INSPECT WITH THE LOWER COWLING REMOVED ON A P2 (100HR) OR P3 (ANNUAL), BUT IT IS ACCESSIBLE. THERE WAS SUBSTANTIAL DIRT AND OIL BUILD UP IN THE AREA BEHIND THE COWL EXIT RAMP MAKING THE AREA HARDER TO INSPECT.

JRUR20101215910HP	CESSNA	LYC	DOUBLER	CRACKED
10/4/2010	182T	IO540AB1A5	075360024	FIREWALL

(JRUR) A CRACK WAS DISCOVERED IN THE FIREWALL FWD DOUBLER (PN 0753600-24). THE CRACK WAS LOCATED BEHIND THE COWL EXIT RAMP- RT (PN 0752732-2). THE CRACK WAS 2-3 INCHES LONG. THIS AREA IS VERY DIFFICULT TO INSPECT ON A P1 (50 HR) WITH THE LOWER COWLING INSTALLED. IT IS STILL DIFFICULT TO INSPECT WITH THE LOWER COWLING REMOVED ON A P2 (100HR) OR P3 (ANNUAL), BUT IT IS ACCESSIBLE. THERE WAS SUBSTANTIAL DIRT AND OIL BUILD UP IN THE AREA BEHIND THE COWL EXIT RAMP MAKING THE AREA HARDER TO INSPECT.

2010FA0001229	CESSNA	CONT	ATTACH BRACKET	CRACKED
9/7/2010	210M	TSIO520*	07326015	HORIZONTAL STAB

DURING ROUTINE ANNUAL INSP, THE RT FWD HORIZ STABILIZER ATTACH BRACKET WAS FOUND CRACKED. SB87-2 CALLS FOR KIT 210-118 TO BE INSTALLED. THE NEW FITTINGS PN 21320191 ARE BEEFED UP AND THE BULKHEAD IS ALSO. DUE TO THE CRITICAL NATURE OF THIS ATTACH FITTING, IT SHOULD BECOME MANDATORY TO REPLACE THE OLDER FITTINGS WITH THE NEWER TYPE OR AT MINIMUM, A DYE PENETRANT INSP BE CARRIED OUT AT 100 HR INTERVALS.

2010FA0001200	CESSNA	CONT	CAMSHAFT	WORN
11/17/2010	210M	TSIO520*	655284	ENGINE

METAL PARTICLES FOUND DURING OIL CHANGE. FURTHER INVESTIGATION FOUND CAMSHAFT LOBES WORN PAST LIMITS AND LIFTER BODIES MISSING SOME METAL. AD 2009-24-52 PREVIOUSLY COMPLIED WITH AND LIFTER

675915 HAD BEEN REPLACED PRIOR TP PRIOR "0" TIME O/H PERFORMED 468.2 HR BEFORE FAILURE NOTED.

2010FA0001182	CESSNA	CONT	SUPPORT	DETACHED
11/5/2010	401	IO520*	08221805	MLG

2 OF THE 3 BOLTS ATTACHING THE UPPER HALF OF THE LT MLG SIDE BRACE SUPPORT BRACKET WERE FOUND MISSING. THE STRESS IMPOSED ON THE REMAINING BOLT CAUSED IT TO BE PULLED THROUGH THE ATTACHING STRUCTURE. THE FAILURE OF THIS ATTACHMENT CAUSED THE GEAR TO NOT ACQUIRE A DOWN AND LOCKED POSITION. INSPECTION OF THE ATTACHMENT ON THE RT GEAR REVEALED 1 OF THE 3 BOLTS TO BE QUITE LOOSE. THE DOUBLERS, PN 0822580-1, WHICH ARE TO BE INSTALLED IN CONJUNCTION WITH THE BOLTS, WERE NOT FOUND TO BE INSTALLED.

2010FA0001221	CESSNA	CONT	SUPPORT	BROKEN
11/4/2010	414A	TSIO550A	C6175	LT SPINNER

WITH ENGINES RUNNING, PILOT NOTICED PIECES COMING OUT OF SPINNER. DURING INSP, DISCOVERED THAT THE LT SPINNER SUPPORT WAS COMING APART. AND SEVERAL PIECES FELL ON THE GROUND. THE SPINNER WAS NOT PROPERLY SHIMMED CAUSING THE SPINNER SUPPORT TO BE LOOSE AND VIBRATING DURING ENGINE RUN. INSTALLED A NEW SPINNER SUPPORT AND SHIMMED AS REQUIRED.

2010FA0001175	CESSNA		BLOWER MOTOR	BURNED OUT
11/7/2010	501		57051	ZONE 100

UPON TURNING THE COCKPIT DEFOG FAN TO LOW, SMOKE WAS OBSERVED COMING FROM THE DEFOG VENTS. SWITCH WAS RETURNED TO THE OFF POSITION AND THE CIRCUIT BREAKER FOR THE CABIN AIR SYS WAS PULLED. AN UNEVENTFUL LANDING WAS MADE. DURING REPAIR IT WAS NOTED THAT THE FRONT DEFOG BLOWER FAN BEARING HAD SEIZED AND THE INTERNAL WINDINGS OF THE MOTOR HAD CAUSED THE SMOKE. CIRCUIT BREAKER DID NOT TRIP. AFTER REVIEWING THE ELECTRICAL DIAGRAMS IT WAS NOTED THAT THE SYS IS DESIGNED TO COVER (4) 5 AMP MOTORS WHEN OPTIONAL SB21-8 IS INSTALLED. SB21-8 IS NOT ACCOMPLISHED IN THIS ACFT. ONLY (2EA) 5 AMP MOTORS ARE USED IN THIS INSTALLATION AND THE CIRCUIT IS PROTECTED BY A 20 AMP CIRCUIT BREAKER. THIS BREAKER SHOULD BE A MAXIMUM OF A 10 AMP BREAKER.

2010FA0001168	CESSNA	WILINT	BOLT	BACKED OUT
11/12/2010	525B	FJ44	MS920812	NR 1 BEARING

ENGINE WAS RETURNED FOR HIGH VIBRATION/NOISE. DURING FLIGHT, REPORTED A NOISE AND VIBRATION IN THE CABIN. FIELD TROUBLESHOOTING COULD NOT IDENTIFY THE ISSUE. THE 1E LP VIBRATION WAS MEASURE AT 1.5 -1.75 IPS. UPON RECEIPT IN THE REPAIR STATION THE ENGINE WAS BORESCOPE INSPECTED WITH NO FINDINGS. THE AS RECEIVED RUN CONFIRMED THE HIGH 1ELP VIBRATION. UPON DISASSEMBLY, ONE OF THE NR1 BEARING HOUSING BOLTS AT THE 6 O'CLOCK POSITION HAD COME LOOSE AND STUCK TO THE INSIDE DIAMETER OF THE IP ROTOR DRUM. COKED OIL CAUSED THE BOLT TO STICK TO THE ROTOR.

2010FA0001225	CESSNA	PWA	MOTOR	INTERMITTENT
11/17/2010	560CESSNA	JT15D5	MB38A1	FAN

DURING FLIGHT, THE OVERHEAD FAN STOPPED WORKING AND WOULD COME ON INTERMITTENTLY. DURING TROUBLESHOOTING, ON GROUND POWER, TAPPING THE MOTOR STARTS THE FAN TURNING TEMPORARILY. SUSPECTED INTERNAL WIRING FAULT. RECOMMENDATIONS: DEVELOP AND APPROVE AN AFTERMARKET BLOWER BY A DIFFERENT MFG.

2010FA0001237	CESSNA	PWA	MOTOR	INTERMITTENT
11/17/2010	560CESSNA	JT15D5	MB38A1	CABIN FAN

DURING FLIGHT, THE OVERHEAD FAN STOPPED WORKNG AND WOULD COME ON INTERMITTENTLY. DURING TROUBLESHOOTING, ON GROUND POWER, TAPPING THE MOTOR STARTS THE FAN TURNING TEMPORARILY. SUSPECTED INTERNAL WIRING FAULT. RECOMMENDATION: DEVELOP AND APPROVE AN AFTERMARKET BLOWER BY A DIFFERENT MFG.

CWQR201006	CESSNA	PWA	DOOR	STUCK
12/14/2010	560CESSNA	PW535A		EMERGENCY EXIT

(CWQR) DURING A SCHEDULED MX EVENT, THE EMERGENCY EXIT DOOR WAS REMOVED. REMOVAL OF THE EMERGENCY EXIT DOOR WAS FOUND TO BE VERY DIFFICULT. REQUIRED 2 TECHS AND 10 MINUTES TO WORK DOOR LOOSE. THE OPERATOR VERIFIED THAT EMERGENCY DOOR INSP ASL-560-52-04 HAD PREVIOUSLY BEEN COMPLIED WITH. BELIEVE THAT SINCE THE LAST INSP THE DOOR FRAME AND SEAL HAD TAKEN SET AND THE SEAL HAD ADHEARED TO THE EMERGENCY EXIT FRAME. REPLACED THE E-EXIT DOOR SEAL, COMPLIED WITH EMERGENCY EXIT DOOR OPS TEST AND REINSTALLED DOOR AND PREFORMED ACFT PRESSUE CHECK. OPS CHECKED GOOD.

2010FA0001193	CESSNA	PWA	PUMP	CLOGGED
11/15/2010	560CESSNA	PW545A	99121905	FUEL

AFTER A NORMAL START, LT POWER LEVER WAS ADVANCED TO TAXI, AND WHEN RETARDED SLIGHTLY TO ADJUST POWER SETTING, THE "LOW FUEL PRESSURE" ANNUNCIATOR WAS NOTED TO BE ILLUMINATED BRIEFLY FOLLOWED BY THE "LT FUEL PUMP ON" ANNUNCIATOR. TURNING THE ELECTRIC FUEL PUMP SWITCH TO "OFF" AND BACK TO "NORMAL" EXTINGUISHED THE "LT FUEL PUMP ON" ANNUNCIATOR. THE THROTTLE LEVER WAS ADVANCED, AND RETARDED AS BEFORE, AND THE PROBLEM REPEATED ITSELF. CONFERRING WITH TECH REPS, IT WAS SUGGESTED TO INSPECT THE ENGINE FUEL FILTER, WHICH WAS DONE, AND NO CONTAMINATES WERE FOUND. FUEL PUMP PRESSURE SWITCH, PN 9912033-2 WAS SWAPPED RT TO LT BUT THE PROBLEM DID NOT FOLLOW, AND THEY WERE RETURNED TO THEIR NORMAL POSITIONS. MX TEAM FROM ICT TO DEFUEL, INSPECT, TROUBLESHOOT THE PROBLEM. THE RESULTS WERE FINDING A SMALL (APPARENTLY) PLASTIC FRAGMENT RESTRICTING THE OUTPUT OF THE LT FUEL EJECTOR (JET) PUMP, PN 9912190-5. THE ACFT WAS RE FUELED, OPS & LEAK CHECKED "OK", AND RETURNED TO SERVICE. AS OF THIS WRITING, THE PARTICLE IN QUESTION, AND IT'S SOURCE, HAVE NOT BEEN IDENTIFIED. THE FUEL CONTROL WAS RECENTLY REPLACED ON THE LT ENGINE, AND THIS MAY HAVE BEEN THE SOURCE, AS IT PROVIDES THE MOTIVE FLOW FUEL PRESSURE TO THE EJECTOR.

CNQ820101123001	CESSNA	GARRTT	SKIN	DAMAGED
10/8/2010	650	TFE731*		FUSELAGE

(CNQ8) FOUND SHY EDGE DISTANCE ON 2 RIVETS ON THE PILOT AND COPILOT SIDE.

2010FA0001233	CESSNA	GARRTT	SKIN	MISINSTALLED
6/23/2010	650	TFE731*		FUSELAGE

(CNQ8) FOUND SHY EDGE DISTANCE ON 2 RIVETS ON THE PILOTS AND COPILOTS SIDE WINDOW FRAMES REQUIRING REPLACEMENT OF THE SKINS.

2010FA0001192	CESSNA	LYC	TAPPET	MAKING METAL
11/22/2010	R182	O540J3C5	15B26064	ENGINE

THESE TAPPETS WERE SOME OF THE FIRST PRODUCED, UNDER THIS NEW PN. FOUND 8 OF 12 IN THE ENGINE IN DISTRESSED CONDITION AND MAKING METAL. PN 15B26064

2010FA0001223	CESSNA	LYC	TIRE	FAILED
10/22/2010	T206H	TIO540*	606C668	MLG

DURING LANDING ROLL THE PILOT EXPERIENCED AN ABNORMAL DRAG TO THE LT, OBSERVED THE LT MAIN TIRE HAD GONE FLAT AND CAME TO A STOP ON THE RUNWAY. THE ACFT WAS THEN TOWED TO THE HANGAR AND THE INSP PROCESS BEGAN. UPON INSP, IT WAS DISCOVERED THAT THE RUBBER USED FOR DYNAMIC BALANCE WEIGHT BY THE MFG HAD DEBONDED FROM THE INSIDE OF THE TIRE AND HAD WORN INTO THE TUBE CAUSING THE TUBE TO RUPTURE AND CONSEQUENTLY A RAPID LOSS OF TIRE PRESSURE. THE PROBLEM CAUSE APPEARS TO BE IMPROPER BONDING OF THE DYNAMIC WEIGHT TO THE INSIDE OF THE TIRE. ONLY THE EXTREME OUTSIDE EDGE OF THE WEIGHT APPEARED TO HAVE BEEN BONDED. TO PREVENT ANY RECURRENCE, WOULD RECOMMEND THE APPLICATION OF ADDITIONAL BONDING TO THE DYNAMIC WEIGHT SURFACE AREA DURING MFG.

2010FA0001215	CESSNA	CONT	FITTING	BROKEN
10/4/2010	T210M	TSIO520R	MS208228D	RETURN OIL LINE

(GBBR) THE ENGINE SUFFERED CATASTROPHIC FAILURE DUE TO ENGINE OIL STARVATION CAUSED BY THE FAILURE/BREAKAGE OF THE TURBOCHARGER OIL RETURN LINE FITTING AT THE REAR OF THE ENGINE. THE LOSS OF ENGINE OIL ULTIMATELY RESULTED IN AN UNCONTAINED FAILURE OF THE NR4 CYLINDER CONNECTING ROD

THROUGH THE TOP OF THE ENGINE CASE. RECOMMEND ALL ALUMINUM AN FITTINGS IN OIL OR FUEL SYSTEMS ON ENGINE OR ENGINE COMPONENTS BE REPLACED WITH NEW AT ENGINE O/H.

GBBR155E	CESSNA	CONT	FITTING	BROKEN
9/24/2010	T210M	TSIO520R	MS208228D	ZONE 400

(GGBR) THE ENGINE SUFFERED CATASTROPHIC FAILURE DUE TO ENGINE OIL STARVATION CAUSED BY THE FAILURE/BREAKAGE OF THE TURBOCHARGER RETURN OIL LINE FITTING AT THE REAR OF THE ENGINE. THE LOSS OF ENGINE OIL ULTIMATELY RESULTED IN THE UNCONTAINED FAILURE OF THE NR 4 CYLINDER CONNECTING ROD THROUGH THE TOP OF THE ENGINE CASE. OUR POLICY HAS BEEN MODIFIED TO INCORPORATE THE REPLACEMENT OF ALL FLUID CARRYING ALUMINUM FITTINGS IN CONJUNCTION WITH ENGINE REPLACEMENT/ O/H. RECOMMEND THAT THERE BE A LIFE LIMIT ESTABLISHED FOR ACFT ALUMINUM FITTINGS.

2010FA0001164	CESSNA	CONT	CAMSHAFT	WORN
11/3/2010	T210M	TSIO520R	655384	ENGINE

WORN CAMSHAFT (PN 655384, SN 34962) DISCOVERED DURING CYLINDER CHANGE (LOW COMPRESSION) CYLINDERS NR3 & NR4 INTAKE LOBES ONLY. NEW LIFTERS WERE INSTALLED WITH THE NEW CAMSHAFT AT INSTALLATION. INITIATOR STATES THIS HAS BEEN A PROBLEM MORE THAT A FEW TIMES. MFG PROCESS.

2010FA0001170	CESSNA	CONT	MCAULY	HUB	FAILED
10/28/2010	T210M	TSIO520R		D30259	RT MAIN WHEEL

RT MAIN WHEEL HUB BROKE ON LANDING, AFTER NORMAL TOUCHDOWN WITH NO BRAKING. BROKEN AREA OF WHEEL HAS CORROSION AT BOTTOM OF THREADS. WHEEL TURNED SIDEWAYS DAMAGING BRAKE TORQUE PLATE AXEL AND BRAKE LINE.

2010FA0001177	CESSNA	CONT	CASE	PUNCTURED
11/15/2010	T210N	TSIO520R		ENGINE

PILOT REPORTED LOSSING OIL PRESSURE FOLLOWED BY LOSS OF POWER. AFTER FORCED LANDING ON DIRT ROAD, INSP SHOWED CONNECTING ROD HAD PENETRATED UPPER LT SIDE OF MAIN CASE.

2010FA0001172	CESSNA	LYC	IGNITION SWITCH	INOPERATIVE
10/21/2010	TR182	IO540*	C2925010105	

ACFT LOST ELECTRICAL POWER DURING LANDING, PILOT IN COMMAND NOTICED THE GEAR WAS NOT LOCKED IN THE DOWN POSITION AND DID A GO AROUND. PILOT HAND PUMPED THE GEAR DOWN AND LANDED THE ACFT WITH ANY PROBLEMS. AFTER TROUBLESHOOTING, FOUND THAT THE STARTER AND STARTER CONTACTOR WAS INOPERATIVE. REPLACED BOTH ITEMS AND THEN NOTICED THAT THE IGNITION SWITCH WOULD STICK IN THE START POSITION. REMOVED IGNITION SWITCH FROM ACFT TO FURTHER THE TROUBLESHOOTING AND DETERMINED THAT THE IGNITION SWITCH WAS THE PROBLEM AND CAUSED THE STARTER TO STAY IN THE START POSITION.

2010FA0001232	CESSNA	CONT	CYLINDER	CRACKED
12/7/2010	U206F	IO550F	AEC631397	ENGINE

THE ENGINE HAS APPROX 300 HOURS SINCE MAJOR O/H, THE ENGINE HAD LOW COMPRESSION, UPON BOROSCOPE ALL 6 CYLINDERS WERE REPORTED CRACKED, VARIOUS HEAD CRACKING.

2010FA0001227	CIRRUS	CONT	ALTERNATOR	FAILED
11/30/2010	SR22	IO550N	657199E	NR2 POSITION

NR 2 ALTERNATOR FAILED.

V0XR413Y111810012	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN FLOOR SEAT RAIL, RT SIDE FUS STA, 847.00, CORROSION ON TRACK WAS REMOVED BUT NEED TO CHECK FOR REMAINING MATERIAL THICKNESS. REMOVED, FABRICATED DAMAGED PORTION AND INSTALLED IAW REO 670-53-00-074, SRM 51-42-01 AND SRM 51-21-16, W/C 2124.

V0XR413Y111810017	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, FUS STA 724.08 RT, SIDE WALL SEAT RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074, REV "A" AND SRM 51-41-02 AND 51-21-16, W/C 2130.

V0XR413Y111210009	CNDAIR	GE	ANGLE	CORRODED
11/12/2010	CL6002C10	CF348C5B1		SERVICE DOOR

(V0XR) SERVICE DOOR MID CAP CORRODED. REMOVED AND INSTALLED NEW PORT IAW SRM 51-42-06 AND SRM 53-21-23 W/C 1051.

V0XR413Y111810013	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		BS 421

MAIN CABIN, RT SIDE, FUS STA 421.00, SIDE WALL SEAT RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074 AND SRM 51-42-01 AND 51-21-16, W/C 2126.

V0XR413Y111810014	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, RT SIDE, FUS STA 785.15, SEAT RAIL SIDE WALL, HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074, AND SRM 51-41-02 AND 51-21-16 W/C 2127.

V0XR413Y111810015	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, FUS STA 813.70 RT SIDE WALL SEAT RAIL HAS CORROSION. REMOVED, FABRICATED NEW PORTION, AND INSTALLED IAW REO 670-53-00-074 SRM 51-41-02 AND 51-21-16, W/C 2128.

V0XR413Y111810016	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, FUS STA 909.00 RT SEAT RAIL SIDE WALL HAS CORROSION. REMOVED CORROSION TO A SMOOTH CONTOUR IAW SRM 51-12-00 AND 53-41-49, W/C 2129.

V0XR413Y111810018	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, FUS STA: 708.00 RT SIDE SEAT RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074 AND SRM 51-41-02 AND 51-21-16, W/C 2131.

V0XR413Y111810019	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN, FUS STA 863.00, LT SIDE, SEAT SIDE RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074 AND SRM 51-41-02 AND 51-21-16, W/C 2132.

V0XR413Y111810021	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN FUS STA 813.70 LT SIDE WALL SEAT RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED NEW SEAT RAIL IAW REO 670-53-00-074 AND SRM 51-41-02 AND SRM 51-21-16, W/C 2134.

V0XR413Y111810022	CNDAIR	GE	SEAT TRACK	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

MAIN CABIN LT FUS STA 708.00 SIDE WALL SEAT RAIL HAS CORROSION. REMOVED, FABRICATED AND INSTALLED, NEW SEAT RAIL IAW REO 670-53-00-074 AND SRM 51-41-02 AND 53-41-49 AND 51-21-16, W/C 2135.

V0XR413Y113010003	CNDAIR	GE	BULKHEAD	CORRODED
11/30/2010	CL6002C10	CF348C5B1		BS 785

(V0XR) MAIN CABIN FUS STA: 785.15 RT, SIDE WALL SEAT RAIL HAS MINOR CORROSION. R & R MAIN CABIN FS 785.15 SEAT TRACK RT SIDE IAW SRM 51-41-02: 51-21-06. W/C 2099

V0XR413Y113010004	CNDAIR	GE	BULKHEAD	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 200

(V0XR) MAIN CABIN, FUS STA 761.85 LT SIDE WALL SEAT RAIL HAS MINOR CORROSION. REMOVED, FABRICATED NEW PORTION OF SEAT TRACK AND INSTALLED IAW RED. 670-53-00-074 SRM:51-41-02 SRM:51-21-16. W/C 2098.

V0XR413Y113010005	CNDAIR	GE	SILL	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 200

(V0XR) FLOOR SILL STA 280-319 RT CORRODED. REMOVED, DRILLED AND INSTALLED FLOOR SILL FS 280.00-319.7, RT SIDE IAW SRM 51-42-06: 51-40-06: 51-40-11: 51-42-10: 51-42-20: 51-45-00: 51-21-11: 51-23-00. W/C 2083.

V0XR413Y113010006	CNDAIR	GE	SUPPORT FITTING	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) SUPPORT FITTING STA 288, RBL 36 CORRODED. INSTALLED NEW FITTING IAW SRM 53-11-4-220-80/1033 PG10. W/C 1058

V0XR413Y111210011	CNDAIR	GE	SEAT TRACK	CORRODED
11/12/2010	CL6002C10	CF348C5B1		ZONE 200

LT SEAT TRACK AFT OF "E" DOOR AT 785 HAS CORROSION (SIDE RAIL). PREPAIRED NEW SEAT RAIL IAW REO 670-53-00-074 IAW CSP B-008 53-41-49 INSTALLED LT SEAT TRACK AFT SIDE OF "E" DOOR, W/C 2078.

V0XR413Y111210012	CNDAIR	GE	BULKHEAD	CORRODED
11/12/2010	CL6002C10	CF348C5B1		ZONE 200

STA 280, LT LOWER BULKHEAD PANEL CORRODED. REMOVED, FABBED AND INSTALLED STA 280 LT LOWER BULKHEAD PANEL IAW SRM 53-11-10.

V0XR413Y111210013	CNDAIR	GE	BULKHEAD	CORRODED
11/12/2010	CL6002C10	CF348C5B1		ZONE 200

STA 280 RT LOWER BULKHEAD PANEL CORRODED. REMOVED, FABBED AND INSTALLED RT LOWER BULKHEAD PANEL STA 280 IAW SRM 53-11-10.

V0XR413Y111210014	CNDAIR	GE	FLOOR SUPPORT	CORRODED
11/12/2010	CL6002C10	CF348C5B1		ZONE 200

FS 280, FLOOR SUPPORT CHANNEL BETWEEN LBL-9 AND RBL-9 CORRODED BEYOND REPAIR. FABRICATED FLOOR SUPPORT CHANNEL IAW SRM 53-11-10.

V0XR413Y112110010	CNDAIR	GE	SEAT TRACK	CORRODED
11/12/2010	CL6002C10	CF348C5B1		BS 785

RT SEAT TRACK AFT OF "E" DOOR AT 785 HAS CORROSION (SIDE RAIL). PREPAIRED SEAT RAIL IAW REO 670-53-00-074 INSTALLED SEAT TRACK RT AFT OF "E" DOOR AT 785, W/C 2077.

V0XR413Y111810011	CNDAIR	GE	WEB	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

RT WEB FS 280 TO FS 320 CORRODED. R & R RT SILL WEB IAW SRM 51-42-6, W/C 2112.

V0XR413Y111810009	CNDAIR	GE	FLOOR SUPPORT	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

SERVICE DOOR FLOOR SUPPORT LOWER ANGLE CORRODED. R & R SERVICE DOOR FLOOR SUPPORT MOUNTING ANGLE IAW SRM 51-42-6, W/C 2107.

V0XR413Y113010007	CNDAIR	GE	BULKHEAD	CORRODED

11/30/2010	CL6002C10	CF348C5B1		BS 288

(V0XR) SUPPORT FITTING STA 288, RBL 18 CORRODED. INSTALLED NEW FITTING IAW SRM 53-11-41-220-80/1033 PG.10. W/C 1057.

V0XR413Y113010008	CNDAIR	GE	THRESHOLD	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) PASSENGER DOOR THRESHOLD MID CAP CORRODED BEYOND LIMITS. R & R PASSENGER THRESHOLD MID CAP IAW SRM 53-11-10. W/C 1047.

V0XR413Y113010009	CNDAIR	GE	SILL	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) AFT CARGO LWR DOOR SILL CORRODED. R & R NEW LOWER SILL CARGO DOOR IAW SRM 51-41-00, SRM 51-42-06, SRM 51-42-13, SRM 51-42-15. W/C 1041.

V0XR413Y113010010	CNDAIR	GE	CROSSBEAM	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) FS280 CROSSBEAM CORRODED BEYOND REPAIR. R & R CROSSBEAM AT FS 280 IAW REO. 670-53-11-047. W/C 1035.

V0XR413Y113010011	CNDAIR	GE	BULKHEAD	CORRODED
11/30/2010	CL6002C10	CF348C5B1		ZONE 100

(V0XR) FS 280 AFT LWR SIDE OF BULKHEAD CORRODED BEYOND REPAIR LT AND RT. FABRICATED AND INSTALLED LT AND RT AFT LWR BULKHEAD AT FS 280 IAW REO 670-53-11-052. W/C 1044

V0XR413Y113010012	CNDAIR	GE	FLOOR SUPPORT	CORRODED
11/30/2010	CL6002C10	CF348C5B1		BS 280

FLOOR CHANNEL SUPPORT AT STA 280 IS CORRODED. R & R FLOOR CHANNEL SUPPORT IAW SRM 51-42-06. W/C 1052

V0XR413Y111210001	CNDAIR	GE	WEB	CORRODED
11/12/2010	CL6002C10	CF348C5B1		BS 280

(V0XR) STA 280 RT FLOOR SILL WEB CORRODED. R & R RT STA 280 FLOOR SILL WEB IAW SRM 53-21-45.

V0XR413Y111210002	CNDAIR	GE	FLOORBEAM	CORRODED
11/12/2010	CL6002C10	CF348C5B1		BS 280

(V0XR) STA 280, FLOORBEAM CORRODED BEYOND REPAIR. R & R STA 280 FLOORBEAM IAW REO 670-53-11-047, REV E, W/C 1042.

V0XR413Y111210003	CNDAIR	GE	MOUNT FITTING	CORRODED
11/12/2010	CL6002C10	CF348C5B1		GALLEY

(V0XR) FWD INBD GALLY FLOOR MOUNT AT RBL 18.00 AND FS285 IS CORRODED. REMOVED AND REPLACED FWD INBD GALLEY FLOOR MOUNT IAW SRM 51-10-06, W/C 1043.

V0XR413Y111210004	CNDAIR	GE	MOUNT FITTING	CORRODED
11/12/2010	CL6002C10	CF348C5B1		GALLEY

(V0XR) FWD OTBD GALLEY FLOOR MOUNT AT RBL 36.00 & FS 285 IS CORRODED. R & R FWD OTBD GALLEY FLOOR MOUNT IAW SRM 51-10-06, W/C 1044.

V0XR413Y111210005	CNDAIR	GE	MOUNT FITTING	CORRODED
11/12/2010	CL6002C10	CF348C5B1		GALLEY

(V0XR) FWD GALLEY AFT MOUNT BRACKET AT RBL 4 CORRODED. R & R FWD GALLEY AFT MOUNT FITTING IAW SRM 53-00-00, W/C 2093.

V0XR413Y111210006	CNDAIR	GE	SILL	CORRODED
11/12/2010	CL6002C10	CF348C5B1		FUSELAGE

(V0XR) MAIN CARGO DOOR INNER SILL CORRODED OUT OF LIMITS. R & R MAIN CARGO DOOR INNER SILL IAW SRM 51-42-6, W/C 1049.

V0XR413Y112110007	CNDAIR	GE	STRUCTURE	CORRODED
11/12/2010	CL6002C10	CF348C5B1		ZONE 200

(V0XR) PAX ENTERY DOOR MID CAP HAS CORROSION. REMOVED AND INSTALLED NEW CAP ANGLE. IAW SRM 51-41-02 AND SRM 53-21-23, W/C 2100.

V0XR413Y111210008	CNDAIR	GE	SUPPORT BRACKET	CORRODED
11/12/2010	CL6002C10	CF348C5B1		BS 320

(V0XR) ENTRY DOOR FLOOR SUPPORT BRACKET CORRODED APPROX FS 320 FWD CAP ANGLE. REMOVED AND INSTALLED NEW SUPPORT BRACKET IAW SRM 51-42-06 AND SRM 53-21-23, W/C 2101.

V0XR413Y111810001	CNDAIR	GE	SILL	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

AFT BAGGAGE COMP. LOWER SILL CORRODED. R & R AFT BAGGAGE COMP LOWER SILL IAW SRM 51-42-06 AND 51-42-13, W/C 2089.

V0XR413Y111810004	CNDAIR	GE	BULKHEAD	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

FWD BULKHEAD LOWER WEB AREA, LT AND RT HAS CORROSION, STA 280. REMOVED FWD BULKHEAD LOWER WEB LT AND RT AT ST 280, FABRICATED, TREATED AND PRIMED, INSTALLED IAW SRM 51-42-6, 53-11-10, 51-25-06 AND AMM 51-21-01, W/C 2098.

V0XR413Y111810005	CNDAIR	GE	MOUNT FITTING	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

FWD LT CLOSET INBD MOUNT FITTING CORRODED APPROX FS 320. R & R LT CLOSET INBD MOUNT FITTING IAW SRM 51-42-21, W/C 2103.

V0XR413Y111810006	CNDAIR	GE	FLOOR SUPPORT	CORRODED
11/18/2010	CL6002C10	CF348C5B1		ZONE 200

PAX ENTRY AFT FLOOR SUPPORT CAP ANGLE CORRODED. R & R PAX ENTRY AFT FLOOR SUPPORT CAP ANGLE IAW SRM 51-42-21, W/C 2105.

U43R2010AF0000204	DIAMON	LYC	STARTER GEN	FAILED
11/10/2010	DA40	IO360M1A	14924LS	ENGINE

STARTER FAILED ON INTIAL START ATTEMPT. NO MOVEMENT OF THE BENDIX GEAR AT ALL BUT YOU COULD HEAR THE POWER APPLIED TO THE STARTER. R2 STARTER MOC'D FOUND OK. THEN RETURNED THE ACFT TO SERVICE. THIS MAKES THE THIRTY SEVENTH (37) STARTER IN LESS THAN (2) YEARS OF OPERATION.

NX4R20101150005	DIAMON		CONTROL CABLE	FRAYED
10/28/2010	DA42		SF12579	RUDDER

THIS ACFT UTILIZES AN "S" TUBE METHOD OF ADJUSTING THE RUDDER PEDAL DISTANCE FROM THE PILOT/CO-PILOT SEATS, SINCE THE SEAT FORE/AFT POSITION IF FIXED AND NON ADJUSTABLE. RUDDER CABLES EXIT THE "S" TUBE SYS ABOUT 4 IN AFT OF THE RUDDER CABLES. THE CABLES, PN-SF12579 ARE VISIBLE FOR ABOUT 8 IN OF SPAN BEFORE THEY ENTER THE UPHOLSTERY ON EITHER SIDE OF THE CABIN. ABOUT MIDWAY OF THIS SPAN, THE CABLES HAD FRAYED BROKEN STRANDS LOCATED AT THE 6 O'CLOCK ANGLE OF THE CABLE. SO FAR, ONLY THE PILOT'S SIDE CABLES HAVE BEEN FOUND FRAYED. THERE HAVE NO INSTANCES ON THE CO-PILOT'S SIDE.

NX4R00003	DIAMON		FUEL TANK	CRACKED

12/10/2010	DA42			LEFT

(N3XR) DURING AN ANNUAL INSP, THE TECH NOTICED A WET FUEL STAIN UNDER THE LT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, THE TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.

NX4R00005	DIAMON		FUEL TANK	CRACKED
11/3/2010	DA42		D6028141200	RIGHT

DURING AN ANNUAL INSP, THE TECH NOTICED A WET FUEL STAIN UNDER THE RT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, THE TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.

NX4R00004	DIAMON	LYC	FUEL TANK	CRACKED
10/5/2010	DA42	IO360M1A		RIGHT

DURING THE PREFLIGHT INSP, THE PILOT NOTICED A WET FUEL STAIN UNDER THE RT AUX FUEL TANK. WHEN THE TANK WAS REMOVED, TANK WAS FOUND TO BE CRACKED AROUND SEVERAL OF THE AFT SPOT WELD LOCATION ON THE LOWER AFT SURFACE OF THE TANK.

2010F00248	DOUG	GE	STRUCTURE	CORRODED
12/1/2010	DC1010	CF66D		HORIZONTAL STAB

(VGQY) RT HORIZ STABILIZER INTEGRAL LOWER CHORD AND STR NR1, STA XE 48.500 TO XE 67.333 FOUND WITH CORROSION.

EE4Y1206504	DOUG		DOUBLER	CORRODED
12/6/2010	DC982		5911412309	ZONE 100

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT LOWER FUSELAGE MID CARGO COMPARMENT FROM Y STA 674 TO Y STA 693 BETWEEN LONG 29 AND 30 LT INTERNAL DOUBLER WITH CORROSION.

EE4Y1206505	DOUG		DOUBLER	CORRODED
12/6/2010	DC982		5911412309	ZONE 300

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT LOWER FUSELAGE STA Y 712 AND STA Y 731 BETWEEN LONGERON 29 AND 30 LT ANTENNA CUT OUT INTERNAL DOUBLER WITH CORROSION.

EE4Y1206506	DOUG		DOOR FRAME	CRACKED
12/6/2010	DC982		5911412309	ZONE 100

DURING STRUCTURAL INSP REPORTED AT LOWER FUSELAGE MID CARGO COMPARMENT FROM Y STA 636 TO Y STA 655 BETWEEN LONG 29 AND 30 LT INTERNAL DOUBLER CUTOUT WITH CORROSION.

EE4Y1206507	DOUG		DOUBLER	CORRODED
12/6/2010	DC982		5911412309	ZONE 100

(EE4Y) DURING INSP, REPORTED AT LOWER FUSELAGE STA Y 598 TO STA Y 617 BETWEEN LONG 29 AND 30 LT ANTENNA CUTOUT INTERNAL DOUBLER WITH CORROSION.

EE4Y1206503	DOUG		SUPPORT	CORRODED
12/6/2010	DC982		39536353	ZONE 200

(EE4Y) DURING STRUCTURAL INSP, REPORTED AT UPPER FUSELAGE G2 GALLEY SUPPORT ATTACHMENT SURFACE WITH CORROSION AT STA Y209, -X11 AND Y218, -X11, -X56.

EE4Y100544	DOUG		STRINGER	CRACKED
12/13/2010	DC982		49176501	ZONE 100

(EE4Y) DURING STRUCTURAL INSP, FOUND AT Y STA 1338 LONG. 29 LT, END FITTING WITH CRACK.

EE4Y100543	DOUG		SHEAR TIE	CORRODED

12/13/2010	DC982		9936073	BS 636 S29-30R

DURING STRUCTURAL INSP, FOUND AT Y STA 636 BETWEEN LONG 29R AND 30, SHEAR TIE CLIP CORRODED.

EE4Y100546	DOUG		SKIN	CORRODED
12/14/2010	DC982		2024T3	ZONE 100

(EE4Y) LOWER FUSELAGE BETWEEN YSTA 1155 AND YSTA 1174, AND BETWEEN LONG 28L AND LONG 29R, SKIN CORRODED.

EE4Y0100545	DOUG		DOUBLER	CORRODED
12/13/2010	DC982			ZONE 100

AFT CARGO COMPT INTERNAL DOUBLER CORRODED AT STA Y1198, BETWEEN LONG 27R AND LONG 28R.

FOTR2016910895	DOUG		STRUCTURE	CRACKED
10/18/2010	MD83			RT WING

(FOTR) RT WING FIXED L/E STA XW300 CRACKED. NR10895, WO20169 FASI.

2ARF201011003	DOUG	PWA	SKIN	DENTED
11/21/2010	MD83	JT8D219		PAX DOOR

(2ARF) DURING OVERNIGHT CHECK WAS DETECTED A DENT OF 1.0 X 0.750 INCHES AT LOW FWD OF THE AIRPLANE FRONT LT DOOR. MX EVALUATED THE DENT IAW SRM 53-04, FIG 38, SHEET 18 DETECTING DENT DIMENSIONS IN PERMISSIBLE LIMITS; SO PRESSURIZATION CHECK WAS PERFORMED IAW MM 21-30-00, NO LEAKS WERE FOUND. MX PERFORMED THE STRAIGHTENING AT FRONT LT DOOR IAW DPS 2.70-13 PARAGRAPH 1, 1.2, 1.3 AND 1.4, ALL CORRECT.

2010FA0001165	EMB	RROYCE	FIRE BOTTLE	LEAKING
11/10/2010	EMB135BJ	AE3007A1E	BA225571	ZONE 900

DURING A L1/L2 INSP THE GALLEY AND LAVATORY TRASH BIN FIRE EXTINGUISHER BOTTLES WERE REMOVED FOR A WEIGHT CHECK. A VISUAL INSP REVEALED THAT BOTH BOTTLES WERE EMPTY, THE PLUGS THAT ARE NORMALLY SOLDERED IN THE DISCHARGE TUBES HAD MIGRATED PARTIALLY OUT AND RELEASED THE AGENT. THERE WAS NO EVIDENCE FIRE OR OVERHEAT ON THE BOTTLES OR IN THE TRASH BINS. THE PLUGS MUST HAVE BEEN IMPROPERLY SOLDERED IN PLACE DURING MFG. THE BOTTLES ARE P/N BA22557-1, S/N 35065, AND 35062.

V0XR201011120013	EMB		GUSSET	CORRODED
11/12/2010	EMB145LR		14522226003	ZONE 100

(V0XR) LT GUSSET AT FRAME 59-60 IS CORRODED BEYOND LIMITS. R & R LT GUSSET.

V0XR201011160001	EMB		GUSSET	CORRODED
11/17/2010	EMB145LR		14530634001	ZONE 100

(V0XR) LT GUSSET AT FRAME 36-39 IS CORRODED. R & R LT GUSSET.

V0XR201011160002	EMB		SEAT TRACK	CORRODED
11/17/2010	EMB145LR		14530637005	ZONE 100

(V0XR) UPPER SEAT TRACK AT FRAME 47 IS CORRODED. R & R UPPER SEAT TRACK.

V0XR201011160003	EMB		ANGLE	CRACKED
11/17/2010	EMB145LR		14567291001	WNG-BDY FAIRING

(V0XR)LT LOWER WING TO BODY FAIRING ATTACHMENT ANGLE IS CRACKED. R & R ATTACHMENT ANGLE.

V0XR201011160004	EMB		ANGLE	CRACKED
11/17/2010	EMB145LR		14567291002	WNG-BDY FAIRING

(V0XR) RT LOWER WING TO BODY FAIRING ATTACHMENT ANGLE IS CRACKED. R & R ATTACHMENT ANGLE.

V0XR201011160005	EMB		ANGLE	CRACKED
11/17/2010	EMB145LR		14566044604	WNG-BDY FAIRING

(V0XR) RT LOWER WING TO BODY FAIRING ATTACHMENT ANGLE IS CRACKED. R & R ATTACHMENT ANGLE.

V0XR201011230007	EMB		FRAME	CORRODED
11/23/2010	EMB145LR			ZONE 100

(VOXR) REPAIR AT FROM FRAME 20 IS CORRODED BEYOND LIMITS. R & R REPAIR. W/C 1076

V0XR2010110900008	EMB		SILL	CORRODED
11/9/2010	EMB145LR		14525800009	ZONE 100

(V0XR) LEFT FLOOR SILL FROM FRAMES 36-42 IS CORRODED BEYOND LIMITS. R & R FLOOR SILL. W/C 1090

V0XR2010110900009	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A1	14525800013	ZONE 100

(V0XR) LEFT SILL FROM FRAMES 42-48 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1089

V0XR2010110900004	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A1	14521725025	ZONE 100

(V0XR) SILL AFT OF SERVICE DOOR IS CORRODED BEYOND LIMITS. R & R SILL.

V0XR2010110900005	EMB	RROYCE	GUSSET	CORRODED
11/9/2010	EMB145LR	AE3007A1	14522460013	ZONE 100

(V0XR) GUSSET FROM FRAMES 20-23 ON CTR OMEGA BEAM IS CORRODED BEYOND LIMITS. R & R GUSSET.

V0XR210111050005	EMB	RROYCE	SILL	CORRODED
11/5/2010	EMB145LR	AE3007A1	14520609001	ZONE 100

(V0XR) LT SILL BETWEEN FRAMES 13-29 IS CORRODED BEYOND LIMITS. R & R LT SILL.

V0XR201011220002	EMB	RROYCE	SILL	CORRODED
11/22/2010	EMB145LR	AE3007A1	14525800014	ZONE 100

(V0XR) RT SILL AT FRAME 41-48 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1067

V0XR201011220003	EMB	RROYCE	GUSSET	CORRODED
11/22/2010	EMB145LR	AE3007A12	14530634005	ZONE 100

(V0XR)LT GUSSET AT FRAME 39-41 IS CORRODED BEYOND LIMITS. R & R LY GUSSET. W/C 1068

V0XR201011220004	EMB	RROYCE	SILL	CORRODED
11/22/2010	EMB145LR	AE3007A12	14525800010	ZONE 100

(V0XR) RT SILL AT FRAME 36-41 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1072

V0XR201011260001	EMB	RROYCE	GUSSET	CORRODED
11/26/2010	EMB145LR	AE3007A12	14522460015	ZONE 100

(V0XR) GUSSET AT FRAME 17-18 Y0.0 - LY 479.0 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1087.

V0XR201011240005	EMB	RROYCE	GUSSET	CORRODED
11/24/2010	EMB145LR	AE3007A12	14522226003	ZONE 100

(V0XR) CTR GUSSET AT FRAME 59-61 IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1089

V0XR201011240006	EMB	RROYCE	GUSSET	CORRODED
11/24/2010	EMB145LR	AE3007A12	14526437001	ZONE 100

(V0XR) RT GUSSET AT FRAME 59-61 IS CORRODED OUT OF LIMITS. R & R GUSSET. W/C 1090

V0XR201011240007	EMB	RROYCE	SUPPORT ANGLE	CORRODED
11/24/2010	EMB145LR	AE3007A12		ZONE 100

(V0XR) SUPPORT ANGLES AT FRAME 19-23 LY 0.0 IS CORRODED OUT OF LIMITS. R & R ANGLE. W/C 1116

V0XR201011240008	EMB	RROYCE	SILL	CORRODED
11/24/2010	EMB145LR	AE3007A12	14525422001	ZONE 100

(V0XR) LT SILL AT FRAME 60-65S CORRODED OUT OF LIMITS. R & R ANGLE. W/C 2108

V0XR201011240009	EMB	RROYCE	GUSSET	CORRODED
11/24/2010	EMB145LR	AE3007A12	14522226003	ZONE 100

(V0XR) LT GUSSET AT FRAME 59-61 LY-479.0S CORRODED OUT OF LIMITS. R & R ANGLE. W/C 2109

V0XR201011240010	EMB	RROYCE	SILL	CORRODED
11/24/2010	EMB145LR	AE3007A12	14521725025	ZONE 800

(V0XR) RT SILL AT SERVICE DOOR AT FRAME 22-23 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1075

V0XR201011230002	EMB	RROYCE	ANGLE	CORRODED
11/23/2010	EMB145LR	AE3007A12	14529150009	ZONE 100

(VOXR) SCALLOPED ANGLE AT FRAME 23 BETWEEN CTR BEAM AND SILL IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1055.

V0XR201011230003	EMB	RROYCE	SILL	CORRODED
11/23/2010	EMB145LR	AE3007A12	14520609005	ZONE 100

(VOXR) SILL FROM FRAME 24-29 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SILL. W/C 1056

V0XR201011230004	EMB	RROYCE	SILL	CORRODED
11/23/2010	EMB145LR	AE3007A12	14520609001	ZONE 100

(VOXR) LT SILL FROM FRAME 23-29 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1057

V0XR201011120012	EMB	RROYCE	DOUBLER	CORRODED
11/12/2010	EMB145LR	AE3007A12	14525991004	ZONE 100

(V0XR) RT DOUBLER PARTITION AT FRAME 60 IS CORRODED BEYOND LIMITS. R & R RT DOUBLER PARTITION.

V0XR201011120002	EMB	RROYCE	CHANNEL	CORRODED
11/12/2010	EMB145LR	AE3007A12	14521721009	ZONE 100

(V0XR) FWD DIGITAL PLATE FROM RY780.0 - LY780.0 AT FRAME 14-17 IS CORRODED BEYOND LIMITS. R & R DIGITAL PLATE.

V0XR201011120005	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14522460015	ZONE 100

(V0XR) GUSSET AT FRAME 17-18 YO.O - LY 470.0 IS CORRODED BEYOND LIMITS. R & R GUSSET.

V0XR201011240003	EMB	RROYCE	DOUBLER	CORRODED
11/24/2010	EMB145LR	AE3007A12	14522461011	ZONE 100

(V0XR) DOUBLER AT RY 479.0, FRAME 20-22 IS CORRODED OUT OF LIMITS. R & R DOUBLER. W/C 1083

V0XR201011240001	EMB	RROYCE	GUSSET	CORRODED
11/24/2010	EMB145LR	AE3007A12	14522460013	ZONE 100

(V0XR) CTR GUSSET AT FRAME 19-23 Y0.0 IS CORRODED OUT OF LIMITS. R & R CTR GUSSET. W/C 1081

V0XR201011240002	EMB	RROYCE	FLOOR SUPPORT	CORRODED
11/24/2010	EMB145LR	AE3007A12	14521713005	ZONE 100

(V0XR) RT OMEGA BEAM AT RY 479.0 FRAME 19-25 IS CORRODED OUT OF LIMITS. R & R BEAM. W/C 1082

V0XR201011240004	EMB	RROYCE	FLOOR SUPPORT	CORRODED
11/24/2010	EMB145LR	AE3007A12	14521721009	ZONE 100

(V0XR) FWD DIGITAL PLATE AT FRAME 14-16 IS CORRODED OUT OF LIMITS. R & R DIGITAL PLATE. W/C 1086

V0XR201012020001	EMB	RROYCE	ATTACH FITTING	CRACKED
12/2/2010	EMB145LR	AE3007A12	14572167003	WING TO BODY

(V0XR) LT WING TO BODY FAIRING ATTACHMENT STRIP AT STA 17445.0 - 16143.5 IS CRACKED. REMOVED AND REPLACED STIP. W/C 5063

V0XR201012020002	EMB	RROYCE	ATTACH FITTING	CRACKED
12/2/2010	EMB145LR	AE3007A12	14572167002	WG-BDY FAIRING

(V0XR) RT UPPER WING TO BODY FAIRING ATTACHMENT STRIP AT STA 16143.0 - 14967.0 IS CRACKED. R & R STIP. W/C 6009

V0XR201012020003	EMB	RROYCE	ATTACH FITTING	CRACKED
12/2/2010	EMB145LR	AE3007A12	14572167004	WG-BDY FAIRING

(V0XR) RT WING TO BODY FAIRING UPPER AFT STRIP IS CRACKED. R & R STIP. W/C 6010

V0XR201011220001	EMB	RROYCE	SILL	CORRODED
11/22/2010	EMB145LR	AE3007A12	14525800013	ZONE 100

(V0XR) LT SILL AT FRAME 41-48 IS CORRODED BEYOND LIMITS. R & R LT SILL. W/C 1066.

V0XR201011290004	EMB	RROYCE	SILL	CORRODED
11/29/2010	EMB145LR	AE3007A12	14521725403	ZONE 100

(V0XR) RIGHT SILL SERVICE DOOR AT FRAME 19-20 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1084

V0XR201011290005	EMB	RROYCE	GUSSET	CORRODED
11/29/2010	EMB145LR	AE3007A12	14530634003	ZONE 100

(V0XR) CENTER FLOOR GUSSET AT FRAME 36-40 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 2153

V0XR201011290006	EMB	RROYCE	SEAT TRACK	CORRODED
11/29/2010	EMB145LR	AE3007A12	14530659011	ZONE 100

(V0XR) SEAT TRACK POSITION B BETWEEN FRAME 19-24 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2172

V0XR2010110900006	EMB	RROYCE	GUSSET	CORRODED
11/9/2010	EMB145LR	AE3007A12	14530635003	ZONE 100

(V0XR) CTR GUSSET FROM FRAMES 53-59 ON CTR OMEGA BEAM IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1086

V0XR2010110900007	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A12	14529495001	ZONE 100

(V0XR) LEFT SILL FROM FRAMES 53-59 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1088

V0XR201011090001	EMB	RROYCE	SUPPORT BRACKET	CORRODED
11/9/2010	EMB145LR	AE3007A12	14524131009	PAX DOOR

(V0XR) PAX DOOR THRESHOLD SUPPORT BRACKETS ARE CORRODED BEYOND LIMITS. R & R DOOR SUPPORT BRACKETS.

V0XR201011090002	EMB	RROYCE	FLOOR SUPPORT	CORRODED
11/9/2010	EMB145LR	AE3007A12	14521718007	ZONE 100

(V0XR) SUPPORT ANGLE AT LY-479.0, FRAME 18-19 IS CORRODED BEYOND LIMITS. R & R SUPPORT ANGLE.

V0XR2010110900032	EMB	RROYCE	FLOOR SUPPORT	CORRODED
11/9/2010	EMB145LR	AE3007A12	14521718005	ZONE 100

(V0XR) SUPPORT ANGLE AT LY-479.0, FRAME 18-19 IS CORRODED BEYOND LIMITS. R & R SUPPORT ANGLE.

V0XR2010110900010	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A12	14529495005	ZONE 100

(V0XR) RIGHT SILL FROM FRAMES 53-59 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1091

V0XR2010110900011	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A12	14520609007	ZONE 100

(V0XR) RIGHT SILL FROM FRAMES 31 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1092

V0XR2010110900012	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A12	14520609005	ZONE 100

(V0XR) RIGHT SILL FROM FRAMES 24-29 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1094

V0XR2010110900013	EMB	RROYCE	PARTITION	CORRODED
11/9/2010	EMB145LR	AE3007A12	14525991003	ZONE 100

(V0XR) LEFT FWD PARTITION AT FRAME 60 IS CORRODED BEYOND LIMITS. R & R DOUBLER. W/C 2082

V0XR2010110900014	EMB	RROYCE	SILL	CORRODED
11/9/2010	EMB145LR	AE3007A12	14525422003	ZONE 100

(V0XR) RIGHT SILL AT FRAMES 61-65 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 2083

V0XR201011120001	EMB	RROYCE	FRAME	CORRODED
11/12/2010	EMB145LR	AE3007A12	14522178605	SERVICE DOOR

(V0XR) SERVICE DOOR LOWER FRAME IS CORRODED BEYOND LIMITS. R & R SERVICE DOOR LOWER FRAME.

V0XR201011120003	EMB	RROYCE	ANGLE	CORRODED
11/12/2010	EMB145LR	AE3007A12	14590083005	ZONE 100

(V0XR) FWD DIGITAL PLATE FROM RY780.0 - LY780.0 AT FRAME 14-17 IS CORRODED BEYOND LIMITS. R & R REINFORCEMENT ANGLE PLATE.

V0XR201011120004	EMB	RROYCE	PROFILE	CORRODED
11/12/2010	EMB145LR	AE3007A12	14525140023	ZONE 100

(V0XR) PROFILE AT FRAME 17-18 OTBD OF LY 470.0 IS CORRODED BEYOND LIMITS. R & R PROFILE.

V0XR201011120008	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14530635001	ZONE 100

(V0XR) LT GUSSET FRAME 53-59 IS CORRODED BEYOND LIMITS. R & R LT GUSSET.

V0XR201011120009	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14530635005	ZONE 100

(V0XR) LT GUSSET OMEGA BEAM AT FRAME 30 IS CORRODED BEYOND LIMITS. R & R LT GUSSET.

V0XR201011120010	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14530634007	ZONE 100

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

V0XR201011120011	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14521699003	ZONE 100

(V0XR) LT DIGITAL PLATE AT FRAME 19-23 IS CORRODED BEYOND LIMITS. R & R LT DIGITAL PLATE.

V0XR201011230001	EMB	RROYCE	ANGLE	CORRODED
11/23/2010	EMB145LR	AE3007A12	14529063007	ZONE 100

(VOXR) ANGLE ON FRAME 23 RY780.0 POSITION CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1054

V0XR201011120006	EMB	RROYCE	ANGLE	CORRODED
11/12/2010	EMB145LR	AE3007A12	14529150009	ZONE 100

(V0XR) SCALLOPED ANGLE AT RY 780.0 - Y0.0 FRAME 23.5 IS CORRODED BEYOND LIMITS. R & R ANGLE.

V0XR201011120007	EMB	RROYCE	GUSSET	CORRODED
11/12/2010	EMB145LR	AE3007A12	14522226003	ZONE 100

(V0XR) CTR GUSSET FRAME 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET.

V0XR201011230008	EMB	RROYCE	FLOOR SUPPORT	CORRODED
11/23/2010	EMB145LR	AE3007A12	14522459003	ZONE 100

(VOXR) FLOOR SUPPORT AT FRAME 19-20 IS CORRODED BEYOND LIMITS. R & R SUPPORT. W/C 1080

V0XR201011230009	EMB	RROYCE	PROFILE	CORRODED
11/23/2010	EMB145LR	AE3007A12	14521718007	ZONE 100

(VOXR) FLOOR SUPPORT ANGLE AT FRAME 19-20 LY 4790. IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED PROFILE. W/C 1085

V0XR201011230005	EMB	RROYCE	SILL	CORRODED
11/23/2010	EMB145LR	AE3007A12	14530633001	ZONE 100

(VOXR) LT GUSSET FROM FRAME 23-29 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1058

V0XR201011230006	EMB	RROYCE	GUSSET	CORRODED
11/23/2010	EMB145LR	AE3007A12	14530634007	ZONE 100

(VOXR) GUSSET FROM FRAME 39-46 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1069

V0XR201011220005	EMB	RROYCE	ANGLE	CORRODED
11/22/2010	EMB145LR	AE3007A12	14524131011	PAX DOOR

(V0XR) PAX DOOR ANGLE IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1078

V0XR201011220006	EMB	RROYCE	ANGLE	CORRODED
11/22/2010	EMB145LR	AE3007A12	14524131009	PAX DOOR

(V0XR) PAX DOOR ANGLE IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1078

V0XR201011220007	EMB	RROYCE	MOUNT	CORRODED
11/22/2010	EMB145LR	AE3007A12	73210503	GALLEY

(V0XR) FWD GALLEY INBD MOUNTS ARE CORRODED BEYOND LIMITS. R & R FITTINGS. W/C 2085

V0XR201011220008	EMB	RROYCE	ANGLE	CORRODED

11/22/2010	EMB145LR	AE3007A12	14567291002	ZONE 600

(V0XR) RT WING LOWER WING TO FAIRING ATTACHMENT BRACKET IS CRACKED. R & R ANGLE. W/C 6008

V0XR201011290001	EMB	RROYCE	SILL	CORRODED
11/29/2010	EMB145LR	AE3007A12	14525800009	ZONE 100

(V0XR) SILL AT FRAME 36-42L IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1073

V0XR201011290002	EMB	RROYCE	SILL	CORRODED
11/29/2010	EMB145LR	AE3007A12	14522178605	ZONE 100

(V0XR) SERVICE DOOR SILL IS CORRODED BEYOND LIMITS. R & R SERVICE SILL. W/C 1074

V0XR201011290003	EMB	RROYCE	SILL	CORRODED
11/29/2010	EMB145LR	AE3007A12	14521725001	ZONE 100

(V0XR) LT SILL AT FRAME 19-23L IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1077

2010FA0001242	LEAR	GARRTT	LANDING LIGHT	FAILED
12/13/2010	45LEAR	TFE731*	4587	ZONE 700

LANDING LIGHT BULBS, OPERATES FOR 10 SECONDS THEN BURNS OUT. FORMING MILKY COATING ON INSIDE SURFACE OF LIGHT. SUSPECT MFG DEFECT SINCE ALL 3 FAILURES ARE OF THE SAME LOT NUMBER. LOT NRS NR1) 02-03-06 17 0824, NR2) 02-03-06 17 0823 NR3) 02-03-06 17 0824.

2010FA0001180	LEAR	GARRTT	CHECK VALVE	BROKEN
11/15/2010	55LEAR	TFE731*	M9422	LT ENGINE BLEED

NO PRESSURIZATION FAULTS WERE NOTED DURING PREFLIGHT CHECKS. DURING CLIMBOUT THE CABIN ALTITUDE INCREASED WITH AMBIENT ALTITUDE. PRESSURIZATION CHECKLISTS WERE FOLLOWED AND THE ACFT RETURNED TO DEPARTURE AIRPORT AND LANDED WITHOUT INCIDENT. GROUND OPS CHECKS FOUND LOW CABIN AIR INFLOW WHEN "CABIN AIR" SWITCH WAS TURNED ON. TROUBLESHOOTING REVEALED THAT 2 OF THE 4 LT BLEED AIR CHECK VALVE SEGMENTS WERE MISSING. CHECK VALVE SEGMENTS WERE FOUND LODGED IN THE FLOW CONTROL VALVE CAUSING IT TO HANG UP AND NOT OPERATE CORRECTLY. SEGMENTS WERE REMOVED AND THE ACFT WAS REASSEMBLED, ALL FUNCTIONAL CHECKS WERE SATISFACTORY.

PF5R001	LET		CONTROL CABLE	FRAYED
11/30/2010	L23SUPERBLAN		A740254N	RUDDER

(PF5R) RUDDER CABLES REPLACED DUE TO BROKEN STRANDS.

PF5R12032010001	LET		HINGE BRACKET	CRACKED
12/3/2010	L23SUPERBLAN		A730258	RT ELEVATOR

DISCOVERED CRACK IN THE RT ELEVATOR HINGE BRACKET DURING INSP.

2010FA0001228	NAMER	PWA	HINGE	DAMAGED
11/3/2010	SNJ6	R1340*		RT AILERON

RT WING TIP, AILERON, BRACKET AND HINGE DAMAGED. APPEARS TO BE CONTACT WITH PAVEMENT.

2010FA0001244	PIAGIO	PWA	AUTOFEATHER SYS	MALFUNCTIONED
12/11/2010	P180	PT6*		LT PROPELLER

LT ENGINE GOING INTO FEATHER IN FLIGHT.

2010FA0001197	PIAGIO	PWA	WARNING LIGHT	ILLUMINATED
11/22/2010	P180	PT6A11		PAX DOOR

RED CABIN DOOR ANNUNCIATOR IN FLIGHT.

2010FA0001201	PIAGIO	PWA	WARNING LIGHT	ILLUMINATED
11/24/2010	P180	PT6A66		

BAGGAGE DOOR LIGHT IN FLIGHT.

2010FA0001206	PIAGIO	PWA	UNKNOWN	FUMES
11/29/2010	P180	PT6A66		CABIN

DURING CLIMB OUT, CREW NOTICED ODORLESS HAZE FILLING THE AFT CABIN. THE FLIGHTCREW IMMEDIATELY RETURNED TO THE DEPARTURE AIRPORT FOR A UNEVENTFUL LANDING.

2010FA0001195	PIAGIO	PWA	PROPELLER	MALFUNCTIONED
11/22/2010	P180	PT6A66		

UNCOMMANDED AUTOFEATHER ON APPROACH.

2010FA0001246	PIAGIO	PWA	FLT CONTROLS	FROZEN
12/14/2010	P180	PT6A66		

CONTROLS FROZEN ON SHORT FINAL, THEN UN -FROZE, LANDED WITHOUT INCEDENT.

2010F00241	PILATS	PWA	PRESSURE SWITCH	LEAKING
11/14/2010	PC1245	PT6A66	9738114304	HYD SYSTEM

ABOUT 25 MILES OUT, ENROUTE, MEDICAL CREW INFORMED ME THAT THEY HAD HEARD A LOUD SOUND FOLLOWED BY A "THUD" THAT THEY FELT UNDERNEATH THE LT SIDE OF THE ACFT. DID NOT HEAR OF FEEL OR HEAR WHAT THEY HAD JUST EXPERIENCED, ASKED THEM TO SHOW SPECIFICALLY WHERE THE ABNORMAL NOISE WAS COMING FROM. IT LOOKED LIKE IT WAS AROUND THE LT MLG. TURNED THE ACFT BACK TOWARDS THE NEAREST AIRPORT, NOTIFIED THE COMMUNICATIONS CTR AND LANDED WITHOUT FURTHER INCIDENT.

5APR20101115001	PILATS	PWA	LANDING GEAR	MALFUNCTIONED
11/13/2010	PC1245	PT6A67B		

(5APR) THE ACFT WAS DEPARTING, ENROUTE. DURING DEPARTURE, THE LANDING GEAR UNLOCKED BUT WOULD NOT RETRACT (3 RED LANDING GEAR LIGHTS). THE CREW SELECTED THE LANDING GEAR CONTROL HANDLE TO THE DOWN POSITION AND GOT 2 GREEN LANDING GEAR LIGHTS INDICATING THAT BOTH MLG WERE DOWN AND LOCKED. THE CREW HAD TO USE THE HYD SYS HAND PUMP TO GET THE NLG DOWN AND LOCKED (3 GREEN LIGHTS). THE FLIGHT WAS COMPLETED WITH THE LANDING GEAR DOWN. THE ACFT TROUBLESHOOTING/REPAIR HAS NOT STARTED YET. OPEN

2010FA0001202	PILATS	PWA	RELAY	DEFECTIVE
11/23/2010	PC1245	PT6A67B	9740926112	HYD SYSTEM

ACFT WAS DEPARTING. THE GEAR HANDLE WAS SELECTED UP. THE HYD PUMP WAS NOT HEARD TO ACTIVATE AND THE HYD CAWS LIGHT ILLUMINATED 2-3 SECONDS LATER. THE LANDING GEAR LIGHTS STAYED IN THE "3 GREEN" POSITION. THE HYD POWER RELAY PN 974.09.26.112 WAS CONFIRMED TO BE STICKING AND WAS REPLACED. SN OFF: N326 ON: R711. THIS RELAY WAS INSTALLED (NEW) 7 HOURS EARLIER FOR THE SAME PROBLEM REPORTED IN THE REFERENCED SDR'S. NOTE: THIS WAS A PART 91K FLIGHT.

5APR577Y46	PILATS	PWA	PRESSURE SWITCH	MALFUNCTIONED
11/13/2010	PC1245	PT6A67B	9738114304	HYD SYSTEM

LANDING GEAR WOULD NOT RETRACT. WHEN THE CONTROL HANDLE WAS PLACED BACK TO THE DOWN POSITION BOTH MLG LOCKED IN THE DOWN POSITION, BUT THE NLG DIDN’T AND THE HYD HAND PUMP HAD TO BE USED TO LOCK THE NLG DOWN. PROBLEM COULD NOT BE DUPLICATED BY MX. THE HYD POWER FAULT ISOLATION PROCEDURE IAW THE PC-12 MM, 12-29-00-00-00A-420A-A WAS COMPLETED WITH NO FAULTS FOUND. THE LANDING GEAR WAS CYCLED OVER 15 TIMES WITH NO FAULTS NOTED. THE HYD SYS ACCUMULATOR PRESSURE WAS 100 PSI LOW AND WAS SERVICED. THERE WAS EVIDENCE OF HYD FLUID ON THE OUTSIDE OF THE HYD SYS LOW PRESSURE SWITCH WHICH WAS REPLACED. BOTH OF THESE ISSUES HAVE HAPPENED

BEFORE WITHOUT SIMILAR CONSEQUENCE, AND SINCE THE PROBLEM COULD NOT BE DUPLICATED CANNOT BE IDENTIFIED AS THE CAUSE OF THIS PROBLEM. AS A PRECAUTION THE FOLLOWING 2 COMPONENTS WERE REPLACED.

5APR577Y49	PILATS	PWA	BRAKE DISC	CRACKED
12/6/2010	PC1247	PT6A67	244759D	BRAKE ASSY

(5APR) PILOT REPORTS: LT BRAKE BINDS IN LT TURNS. FOUND LT MLG BRAKE ASSY WITH OTBD DISC CRACKED. R & R LT MLG BRAKE ASSY WITH SERVICEABLE UNIT.

5APR577Y50	PILATS	PWA	WIRE	BROKEN
12/4/2010	PC1247	PT6A67B	4K17B24	TORQUE INDICATOR

(5APR) ORIGINAL FLIGHT DIVERTED DUE TO PILOT REPORT OF "ERRATIC TORQUE INDICATION WITH ALL OTHER INDICATIONS NORMAL" T/S TORQUE INDICATION SYS AND FOUND WIRE BUNDLE TO TORQUE TRANSDUCER WITH A BROKEN WIRE TO PIN "C" (WIRE IDENTIFIER 4K17B24) AT 1.125 INCHES BACK FROM THE CONNECTOR PLUG. REMOVED PORTION OF DAMAGED WIRE, AND RE-PINNED CONNECTOR. SELF TEST C/W, NO FURHER DISCREPANCY NOTED.

5APR577Y48	PILATS	PWA	BRAKE DISC	CRACKED
12/5/2010	PC1247	PT6A67B	284759D	ZONE 700

(5APR) DURING LINE CHECK FOUND RT SIDE BARKE ASSY HAS CRACKED OTBD DISC. R & R RT MLG BRAKE ASSY WITH SERVICEABLE UNIT.

5APR577Y51	PILATS	PWA	BRAKE DISC	CRACKED
12/5/2010	PC1247	PT6A67B	244759D	ZONE 700

(5APR) FOUND LT MLG BRAKE ASSY HAS CRACKED DISC. ACFT IS CURRENTLY DOWN DUE 100 HOUR INSPECTION, WILL COMPLY WITH BRAKE CONVERSION STC/SAO1376CH AT THAT TIME.

5APR577Y47	PILATS	PWA	GOVERNOR	CONTAMINATED
11/25/2010	PC1247	PT6A67B	9682013160	PROPELLER

(5APR) PILOT REPORTS: INTERMITTENT PROPELLER TONE CHANGE IN CRUISE, NP INDICATION DROP INTO THE 700'S (RPM'S) ALL OTHER INDICATIONS NORMAL. VISUALLY INSPECTED THE BETA RING AND CABLE. CLEANED AND DRIED ELECTRICAL CONNECTION AT THE CSU (PROPELLER GOVERNOR)FOR THE PROPELLER SPEED INDICATION. NO DEFECTS NOTED. ENGINE RAN BY THE CREW WITH NO DEFECTS NOTED. THE PN FOR THE PROPELLER GOVERNOR IS 968.20.13.160 AND THE OTHER GOVERNOR COMPANY PN IS 8217-137.

2010FA0001241	PIPER	LYC	CYLINDER	CRACKED
11/22/2010	PA28161	O320D2G	LW12416	NR 4

"ON NOVEMBER 13, 2010 AT APPROX NOON, EXPERIENCED AN EMERGENCY. FLYING APPROX 8 MILES NORTHWEST OF AIRPORT AT APPROX 3,000 FT AGL. HAD DEPARTED AIRPORT AT APPROX 11:30 PM. THE ENGINE SUDDENLY BEGAN RUNNING VERY ROUGH CAUSING THE AIRFRAME TO SHAKE SLIGHTLY. REDUCED POWER TO ELIMINATE THE AIRFRAME SHAKING AND BEGAN LOOKING FOR A LOCATION TO MAKE AN EMERGENCY LANDING. NOTICED THE SMELL OF BURNING OIL AT ABOUT THE SAME TIME THE ENGINE BEGAN TO RUN ROUGHLY. ALSO NOTICED A SMALL AMOUNT OF BLACK SMOKE BEGINNING TO ACCUMULATE NEAR MY FEET." PILOT STATED. THE NR4 CYLINDER BARREL WAS FOUND TO BE CRACKED 90 PERCENT AROUND THE CIRCUMFERENCE AT MID BARREL.

2010FA0001181	PIPER	LYC	WIRE	CHAFED
7/3/2010	PA28236	O540J3A5		WARNING SWITCH

IMPROPER INSTALLATION OF THE STANDBY VACUUM SAFETY SWITCH AND ASSOCIATED WIRING CAUSING THEM TO FOUL. THE PILOT SIDE CONTROL CHAINS, BEHIND THE PANEL, WHILE IN MANEUVERING FLIGHT. THE SWITCH WAS INSTALLED APPROX 3 HOURS PRIOR TO THE INCIDENT FLIGHT. ON THE FLIGHT PRIOR TO THE INCIDENT FLIGHT, NOTICED A VERY SLIGHT NOTCHINESS TO THE FORE/AFT CONTROL MOVEMENT AND APPLIED LUBRICANT TO THE CONTROL SHAFT. ON THE INCIDENT FLIGHT, DURING CRUISE, NOTICED THAT THE NOTCHINESS HAD RETURNED AND BECAME WORSE AS ACFT ENTERED AND MANEUVERED IN THE PATTERN. A

DEFINITE "CATCH" WAS NOTED DURING FINAL APPROACH MANEUVERING, THE ROUND-OUT AND FLARE. UPON LANDING, EXAMINED UNDER THE PANEL AND SAW THAT 1 OF THE WIRES TO THE SWITCH HAD BECOME CAUGHT IN THE PILOT SIDE AILERON CONTROL CHAIN AND SPROCKET AND WAS CUT. ADDITIONALLY, THE SWITCH ITSELF WAS DAMAGED FROM CONTACT WITH THE CONTROL CHAINS. A REPLACEMENT SWITCH WAS INSTALLED BY ANOTHER SHOP.

2010FA0001176	PIPER	LYC	GASCOLATOR	WORN
10/29/2010	PA28RT201	IO360C1C6		ZONE 100

EXPERIENCED A SIGNIFICANT LOSS OF ENGINE POWER & ROUGHNESS DURING CLIMBOUT WHEN POWER WAS REDUCED AT 1500 FEET MSL. POWER WAS RESTORED AT FULL THROTTLE AND FULL RICH. A SECOND ATTEMPT TO REDUCE POWER AT 3000 FEET RESULTED IN THE SAME LOSS OF POWER. AFTER LANDING, FOUND NO LEAKING FUEL FROM FUEL HOSES, FILLED FUEL TANKS TO 25 GA EACH (THE FUEL LEVEL DURING THE INCIDENT WAS ABOUT 10 GA). THE PROBLEM DID NOT REPEAT ON THE GROUND DURING AN EXTENSIVE RUN UP. FURTHER EXAMINATION LED TO THE DISCOVERY THAT THE FUEL BOWL (GASCALATOR) COULD BE MANUALLY WOBBLED FWD AND AFT CAUSING FUEL TO LEAK OUT ALL OVER MY HAND. COPILOT TIGHTENED THE GASCALATOR AND SAID "ITS TIGHT NOW" WHEN I PUSHED ON IT, IT WOBBLED AND SPILLED GAS ALL OVER MY HAND. REPLACE THE GASCALATOR WITH A NEW ONE AND THE PROBLEM HAS NOT REOCCURRED. UPON INSP OF THE DEFECTIVE PART WE FOUND THAT THE THREADS ON THE BALE WERE STRIPPED SO AS TO CAUSE IT TO TURN HARD BUT NOT ACTUALLY TIGHTEN THE CUP. THERE ARE A LARGE NR OF ACFT IN SERVICE WITH GASCALATORS WHICH ARE 20, 30 OR EVEN 40 YEARS OLD SOME OF WHICH MAY HAVE DEFECTIVE GASCALATORS WHICH APPEAR NORMAL. THESE MAY CAUSE AND ACFT TO CRASH. NOTICE SHOULD BE SENT TO CHECK FOR WORN THREADS AND REPLACE IF NECESSARY.

2010FA0001214	PIPER	LYC	CONNECTOR	BURNED
12/2/2010	PA31350	TIO540*	E303	HEATER

(QV0R) INSPECTED ACFT IAW SB NR 1004. FOUND HEATER WIRE BADLY BURNED AT MOLEX CONNECTOR E303 AS DESCRIBED IN THE "PURPOSE:" SECTION OF THE SB, HOWEVER WIRE WAS BLACKED FOR .7500" ON THE MALE CONNECTOR PIN AND DISCOLORED FOR A FURTHER .7500". A SMALL SECTION OF INSULATION HAD BURNED COMPLETELY OFF OF THE WIRE AS WELL. THE FEMALE PIN SHOWED NO BLACKENING AND WAS DISCOLORED FOR .7500". FEMALE CONNECTOR WAS FOUND TO HAVE SPREAD LEADING TO A LOOSE FIT WITH THE MALE. THE CONNECTOR BLOCK WAS BADLY BURNED HOWEVER THE DAMAGE WAS LIMITED TO THE AREA OF THE EFFECTED WIRE.

2010FA0001236	PIPER	CONT	ELT	MALFUNCTIONED
12/9/2010	PA34200T	TSIO360*	4536603	

(BIER) ELT REMOVED FOR INSP AND TESTING IAW CFR PART 91.207D. DURING BENCH TESTING OF ME-406 ELT, THE ELT WOULD NOT TURN OFF OR RESET. INTERNAL BATTERY HAD TO BE UNPLUGGED TO PREVENT ELT FROM REPEATED TRANSMITTION. ELT PN 453-6603, SN 14668 WAS SENT FOR NEEDED REPAIRS UNDER THEIR WO 34431, DATED 12/02/2010. RETURNED THE ELT WITH A COPY OF THE WORK ORDER AND FAA FORM 8130-3. RESULTS FORM COBHAM: COULD NOT DUPLICATE INDICATED PROBLEM. UPON RECEIPT OF THE ELT, INITIATED A TEST OF THE ME-406 ELT USING TESTER PN 453-1000, A TESTER RECOMMENDED BY MFG TO TEST THE MESSAGING FEATURE OF THE ME-406 IAW ME-406 MANUAL PARAGRAPH 4.4.10. ONCE AGAIN THE ELT ASSY WOULD NOT RESET AFTER TESTING THE "G" SWITCH. ELT HAS BEEN SENT AGAIN!

2010FA0001205	PIPER	LYC	SPACER	BROKEN
11/29/2010	PA44180	O360A1H6		IMPULSE COUPLING

LT MAGNETO ON THE RT ENGINE CUT OUT WHILE RUNNING ENGINE. AFTER REMOVING THE MAGNETO NOTICED THAT THE IMPULSE COUPLING HUB SPACER HAD BROKEN AWAY FROM THE RIVETS AND SPLIT INTO 2 PIECES.

E81RTT40346	RAYTHN	PWA	LUCAS	BEARING	DISINTEGRATED
11/15/2010	B300RAYTHEON	PT6A6		APC03600918BN	STARTER GEN

(E81RINVESTIGATED REPORTED IN-FLIGHT LOSS OF LT ENG DC GENERATOR FUNCTION. INITIAL VISUAL INSP OF LT ENGINE STARTER GENERATOR SHOWED INTERNAL FAILURE, METALLIC DEBRIS IN ADJACENT ENGINE COMPARTMENT AREA. UPON DISASSEMBLY, FOUND ANTI-DRIVE END BRG HAD FAILED, CAUSING ARMATURE ASSY TO CONTACT ADJACENT STATOR WINDINGS AND BRUSH HOLDERS, ETC. DRIVE SHAFT FOUND NOT

SHEARED, DRIVE END BRG WAS STILL ABLE TO ROTATE. IAW AVAILABLE RECORDS, NEW DRIVE END AND ANTI-DRIVE END BRGS INSTALLED AT O/H WERE PN APC03-6009-18BN BRGS MFG IN 2004.

2010FA0001190	ROBSIN	LYC	ACTUATOR	INOPERATIVE
11/12/2010	R22	O360J2A	A0512	BELT TENSIONER

DURING 100 HR, ANNUAL INSP, BELT TENSION ACTUATOR (PN A051-1) WOULD NOT OPERATE PROPERLY TO FACILITATE NECESSARY CHECKS/INSP. DURING TROUBLESHOOTING, IN-LINE FUSE FOR ELECTRIC GEAR MOTOR ASSY (PN A051-2) HAD BLOWN. CONDUCTED TROUBLESHOOTING IAW MM TO ISOLATE MALFUNCTION IN GEAR MOTOR ASSY. TROUBLESHOOTING AND METER READINGS INDICATED AN ELECTRICAL SHORT INSIDE THE ELECTRIC MOTOR HSG OF GEAR MOTOR ASSY. CONTACTED HELICOPTER MFG AND SPOKE WITH TECH ABOUT THE FREQUENCY OF OCCURRENCE WITH FAILURES ON GEAR MOTOR ASSY, ESPECIALLY SINCE THIS IS A PART 91 OPERATED ACFT WITH ONLY 403.7 HRS TT ON AIRFRAME AND A051-2 COMPONENT. TECH INFORMED ME THAT "IT HAPPENS" SOMETIMES. BELT TENSION ACTUATOR ASSY (PN: A051-1) CONTROLS AND MAINTAINS THE NECESSARY TENSION TO TRANSMIT ENGINE POWER TO MAIN/TAIL ROTOR DRIVE SYS. FAILURE OF THIS COMPONENT, OR THE INABILITY TO MAINTAIN THE PROPER TENSION, WILL RESULT IN LOSS OF MAIN ROTOR DRIVE AND SUBSEQUENT FORCED LANDING/AUTOROTATION. DURING REMOVAL OF THE FAILED GEAR MOTOR ASSY (PN A051-2), COULD NOT IDENTIFY ANY EXTERNAL SOURCES FOR THE ELECTRICAL SHORT, SOURCE FOR MOISTURE CONTAMINATION, WEAR/ABUSE OR ANY LOSS OF HOUSING INTEGRITY. A NEW GEAR MOTOR ASSY WAS ORDERED AND INSTALLED INTO THE ACFT. GROUND CHECKS AND SUBSEQUENT FLIGHT CHECK REVEALED NO ABNORMALITIES AND THE SYS WAS FUNCTIONING IAW WITH MFG SPECIFICATIONS AT THE TIME TO RELEASE TO THE CUSTOMER.

2010FA0001219	ROBSIN	LYC	BLADE	DAMAGED
11/11/2010	R22BETA	O360J2A		MAIN ROTOR

(9C9S) MAIN ROTOR BLADE FAILED AD 2007-26-12 INSPECTION. BECAUSE BLADE SKIN SEPARATION UNDER TIP CAP.

2010FA0001220	ROBSIN	LYC	BLADE	SEPARATED
11/18/2010	R22BETA	O360J2A	A0164	MAIN ROTOR

(9C9S) FAILED AD 2007-26-12 INSP BECAUSE BLADE SKIN SEPARATION UNDER TIP CAP.

2010FA0001217	ROBSIN	LYC	BLADES	SEPARATED
11/5/2010	R44RAVENII	IO540*	C0165	ROTOR

(9C9S) ROTOR BLADE FAILED INSPECTION FOR AD 2007-26-12 AND MFG SB NR72 R44II.

2010FA0001218	ROBSIN	LYC	BLADES	DAMAGED
11/5/2010	R44RAVENII	IO540*	C0165	MAIN ROTOR

(9C9S) MAIN ROTOR BLADE FAILED INSPECTION FOR AD 2007-26-12 AND MFG SB NR 72, R44II.

2010FA0001224	SNIAS	TMECA	COMPRESSOR	SEIZED
11/16/2010	AS350B3	ARRIEL2B1	5900081	A/C PACK

PILOT REPORTED, DURING NORMAL FLIGHT, AIR COND SYS BEGAN TO BLOW WARM AIR FOLLOWED BY HYD SYS WARNING LIGHT ILLUMINATION. DUAL HYD SYS ALLOWED PILOT TO PERFORM PRECAUTIONARY LANDING WITHOUT INCIDENT. POST FLIGHT INVESTIGATION REVEALED THAT BOTH THE A/C COMPRESSOR DRIVE BELT AND THE ADJACENT HYD PUMP DRIVE BELTS WERE SHREDDED. A/C COMPRESSOR APPEARS TO HAVE SEIZED CAUSING FAILURE OF DRIVE BELT WITH DEBRIS FROM BELT INDUCING FAILURE OF ADJACENT HYD DRIVE BELT. ALSO OF NOTE, WAS THAT A/C SYS REFRIGERANT RECOVERY WAS APPROX 65 PERCENT OF RATED CAPACITY. NO A/C SYS LEAKS WERE DETECTED. THE A/C SYS IS INSTALLED UNDER STC SH3509SW.

2010F00243	SNIAS	TMECA	CONNECTOR	DIRTY
11/11/2010	AS350B3	ARRIEL2B1		

AMBER GOV CAUTION MESSAGE APPEARED FOR APPROX 2-3 SECONDS IN FLIGHT 2 MILES OUT FROM LANDING IN COVENANT MEDICAL CENTER. ON SHUTDOWN ACFT DISPLAYED A (FAILURE DETECTED) MESSAGE. MX WAS NOTIFIED AND A MECHANIC WAS SENT TO THE ACFT. THE ACFT WAS PARKED TO THE FAR SIDE OF THE PAD

WITH ADEQUATE ROOM FOR OTHER ACFT TO COME AND GO UNTIL MX COULD ARRIVE.

2010FA0001198	SNIAS	TMECA	SEAL	UNSERVICEABLE
11/3/2010	AS350B3	ARRIEL2B1	770441	T/R GEARBOX

SEAL WAS LEAKING - HAVE NOTICED AN INCREASE IN T/R GEARBOX SEAL FAILURES.

2010F00242	SNIAS	TMECA	WARNING LIGHT	FALSE ACTIVATION
11/20/2010	AS350BA	ARRIEL1	ARRIEL1B	ENGINE

DURING TRAINING FLIGHT, ENG CHIP LIGHT WOULD INTERMITTENTLY ILLUMINATE AND FLICKER. LANDED ACFT AND CALLED DUTY MECHANIC. MX PERFORMED REQUIRED OPERATIONS TO RETURN ACFT TO SERVICE AND CONTINUED PLANNED EVENTS.

2010FA0001247	TECNAM	ROTAX	CONNECTING ROD	BROKEN
10/9/2010	P2004BRAVO	ROTAX912ULS	912ULS	NR3 CYL

NR3 CRANKSHAFT ROD FAILED IN FLIGHT - KNOCKING A HOLE IN THE CRANK CASE. ENGINE REMAINED RUNNING AND PILOT WAS ABLE TO RETURN ACFT TO AIRPORT. ONE QUART OF OIL WAS REMAINING IN THE OIL TANK. PERFORMED A TEAR DOWN INSPECTION AND WAS UNABLE TO COME UP WITH A CONCLUSIVE CAUSE FOR THIS ENGINE FAILURE. COPY OF THEIR REPORT ATTACHED.

2010FA0001243	ZINAIR	LEG ASSY	FATIGUED
12/13/2010	CH2000	20L41	NLG

ON DECEMBER 1, 2010, ACFT WAS ON A LOCAL TRAINING FLIGHT AND IN THE PATTERN PRACTICING TOUCH AND GO LANDINGS. FIRST LANDING WAS UNEVENTFUL, ON SECOND LANDING THE ACFT TOUCHED DOWN ON THE MAINS, THEN THE NOSE TOUCHED DOWN, THE INSTRUCTOR THOUGHT THE NOSE TIRE HAD GONE FLAT, BUT THEN NOTICED THE NOSE FORK EXIT ON THE LT SIDE OF THE ACFT AND WENT PAST THEM. INSP OF THE ACFT FOUND THE PLATE WELDED ONTO THE BOTTOM OF THE NOSE GEAR LEG FAILED, CAUSING THE NOSE GEAR FORK TO SEPARATE FROM THE NOSE GEAR LEG. THE OPERATOR HAS ANOTHER ACFT, INSPECT OF THE WELD ON THE NOSE GEAR LEG OF THIS ACFT, USING DYE PENETRANT ALSO FOUND A CRACK DEVELOPING ON THE NOSE GEAR LEG PLATE AREA.