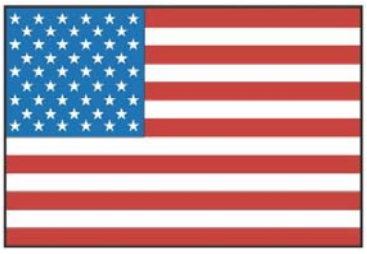
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 336

JULY 2006

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

AVIATION MAINTENANCE ALERTS

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

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

AIRPLANES

BEECH

Beech (Raytheon): A36; Fuel Tank Bladder Contamination; ATA 2810

A repair station technician states, "A customer reported 'white particles' coming from the *(aircraft's)* quick drains." Two fuel bladders were removed and inspected: evidence of the white powder was found in various places in both tanks. They were replaced with new units from the original manufacturer who was made aware of the problem. *(Part numbers provided are 2121-9-1 and 2121-10-2.)*

Part Total Time: 9.7 hours.

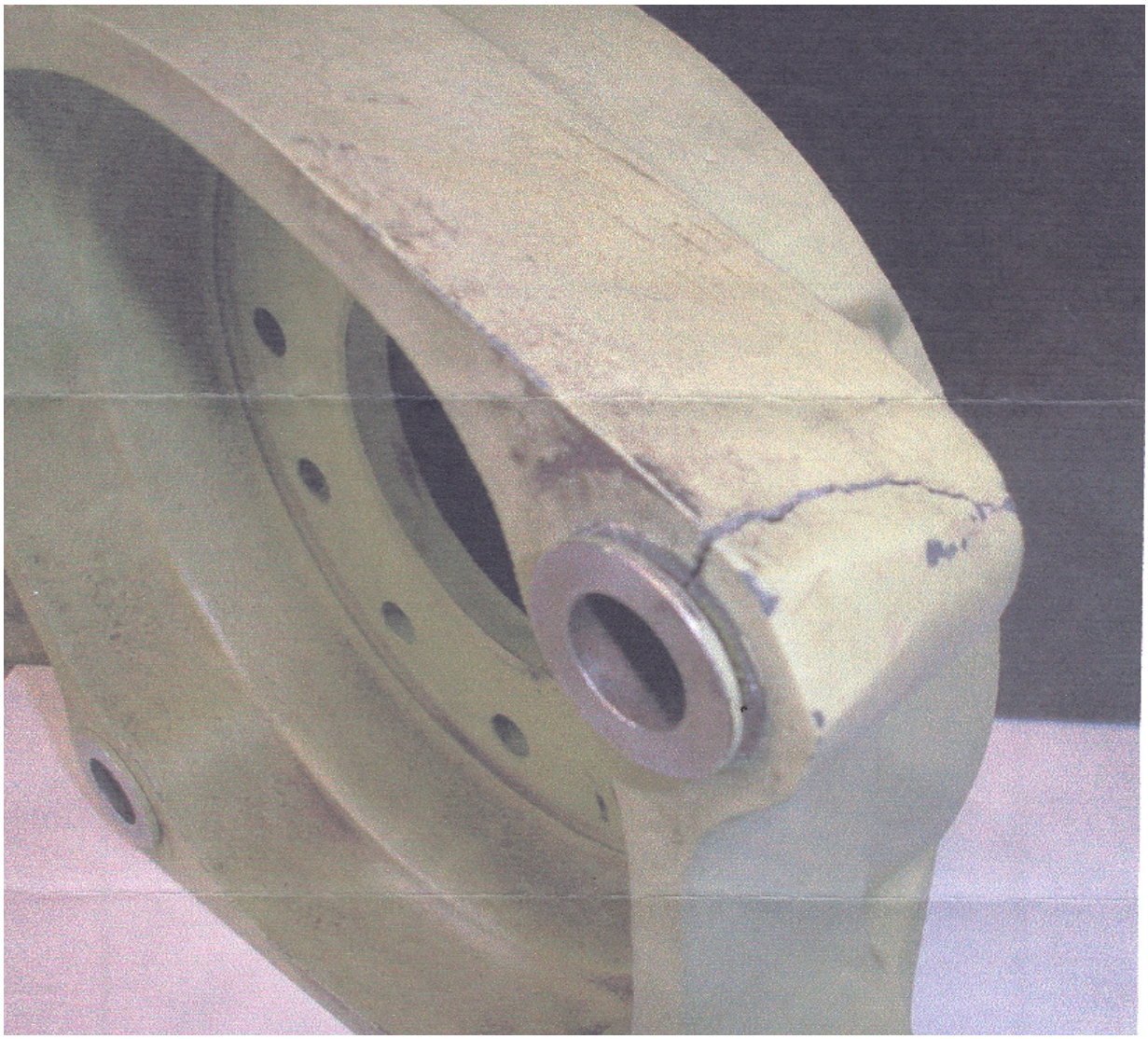
Beech (Raytheon): E55; Failed Nose Gear Retraction Rod-End; ATA 3230

"After takeoff," states this repair station technician, "the landing gear was retracted and a banging noise was heard by the pilot. It became apparent the nose gear retract mechanism had broken and that the nose gear did not retract properly. The aircraft was flown to its destination airport where the nose gear collapsed on landing—as expected. Investigation of the mechanism revealed a broken and spread rod-end *(Beech P/N HMXL6FG)* located under the landing gear transmission. *(It is)* connected to the nose landing gear push-pull tube *(Beech P/N 36-820011-9)*. The probable cause *(of this defect)* is suspected to be an out-of-rig condition that eventually caused failure. No evidence of foreign objects was evident. Special inspections of rigging at regular intervals is recommended to avoid recurrence of this incident."

Part Total Time: (unknown).

Beech (Raytheon): E90; Cracked Main Gear Torque Plate; ATA 3242

A mechanic states, "During a phase 1 and 2 inspection a crack was found in this Cleveland part attached to the R/H gear assembly. The crack is on the torque plate upper forward brake cylinder pin attach hole. A bushing installed in this hole has no sign of damage. Probable cause of cracking would be stress related." *(Torque plate P/N 075-15500.)*



Part Total Time: 8,273.7 hours.

Beech (Raytheon): 200; Broken Chain Link in Gear Extension: 3230

"The link in the landing gear extension chain was found broken and in the belly of the aircraft," says this submitter. "This breakage prevented the extension of the nose gear." *(Connecting link P/N 131378-25-CL.)*

Part Total Time: (unknown).

Beech (Raytheon): A200; Sheared Cabin Door Bolt; ATA 5210

(Not shown here are reference page copies that were included with this report: Beech C-12 Internal Parts Catalog 52-10-02 item 68 and Beech A200 52-10-02 item 122.)

A mechanic states, "During routine maintenance to replace the cabin door hardware *(as required by the maintenance manual)* a bolt was found sheared inside the *(latch)* bracket. *(Bolt P/N NAS 1103-21D; Bracket P/N 50-430062-19.)* There have been multiple SDRS *(Service Difficulty Reports)* of cabin doors opening in flight due to failure of similar hardware. We recommend replacement of the door latch mechanism *(and its)* pins and bolts at 5,000 cycles rather than the manufacturer's recommended 10,000 cycles."

Part Total Time: (unknown).

Beech (Raytheon): B200; Loose Elevator Torque-Tube Rivets; ATA 2730

The mechanic writing this report describes finding free play in the L/H elevator. "*(I)* found the L/H elevator torque tube (P/N 101-610019-5) mounting flange—from the tube assembly *(itself)* to the elevator *(structure)*—with its rivets working loose. This allowed the elevator to have 1.5 inches of play. This *(defect)* was found during a 400 hour lubrication inspection. The recommendation to prevent reoccurrence is *(for the manufacturer)* to use solid rivets, not blind rivets."

Part Total Time: 3,808.4 hours.

CESSNA

Cessna: 210; Cracked Hydraulic Line; ATA 2910

A landing gear hydraulic line described as the (*door open line)* failed, resulting in the aircraft landing with the main landing gear up. The submitting mechanic states, "The ferule on the nose landing gear door open line cracked along stress risers created by a flaring tool vice. *(This)* resulted in loss of hydraulic fluid to operate the landing gear." *(The part number for this line was not provided. This defect is yet another example of little things creating great consequences. SDRS data reflects at least three similar failures.)*

Part Total Time: (unknown).

Cessna: 560XL; Arcing Fuel Level Switch; ATA 2842

A submitter describes the following difficulty with a fuel level switch. "The right low fuel level system was inoperative. *(I)* removed the switch and found signs of arcing on the top side of the switch. *(I)* troubleshot further and found the PC *(printed circuit)* board was defective. It is not known if the switch damaged the PC board. This is not the first time we have seen a defective float switch with signs of arcing. However, it is the first time that a damaged PC board was associated with it. It was noted when the float switch is in the 'high fuel level' position the contact surfaces are aligned. When the switch is in the 'low fuel level' the contacts are *(almost)* completely misaligned." *(Part number for this switch is 99144272.)*

Part Total Time: 2,291.0 hours.

ENGINES

LYCOMING

Lycoming: O-320-E3D; Premature Camshaft Wear; ATA 8520

"During an annual inspection, ferrous metal flakes were found in the oil filter," states the submitter. "Several pieces *(were also)* found in the finger strainer. *(All of these pieces)* were sent to Textron Lycoming for analysis. It was reported by them that the ferrous metal came from the camshaft and tappet bodies. The engine was removed

for overhaul. Time since overhaul is 2,092.9 hours. The camshaft was replaced at 1,164.4 hours since overhaul. Total time on the Camshaft is 928.5. The average oil change interval since overhaul is 91 hours. *(I)* recommend the 50 hour oil change interval recommended by Textron Lycoming be strictly adhered to." *(The camshaft P/N LW-18837 returns five additional entries from SDRS data.)*

Part Total Time: 928.5 hours.

Lycoming: O360 A4M; Premature Camshaft Wear; ATA 8520

Quite similar to the previous report, another mechanic writes, "At annual inspection, metal was found in the oil filter. The engine was torn down and the camshaft and lifter bodies were found to be damaged. *(These parts)* were purchased from Superior Air Parts...and installed in accordance with TBO *(time between overhaul)*. Failure occurred at TSO *(time since overhaul—800.0 hours indicated)*. It appears the failure was caused by manufacturing defect." *(Provided part numbers: Camshaft--SL18840; Lifter Bodies--SL72877. SDRS returns five additional entries for each part number.)*

Part Total Time: 800.0 hours.

CONTINENTAL

Continental: IO520E; Cracked Crankshaft; ATA 8520

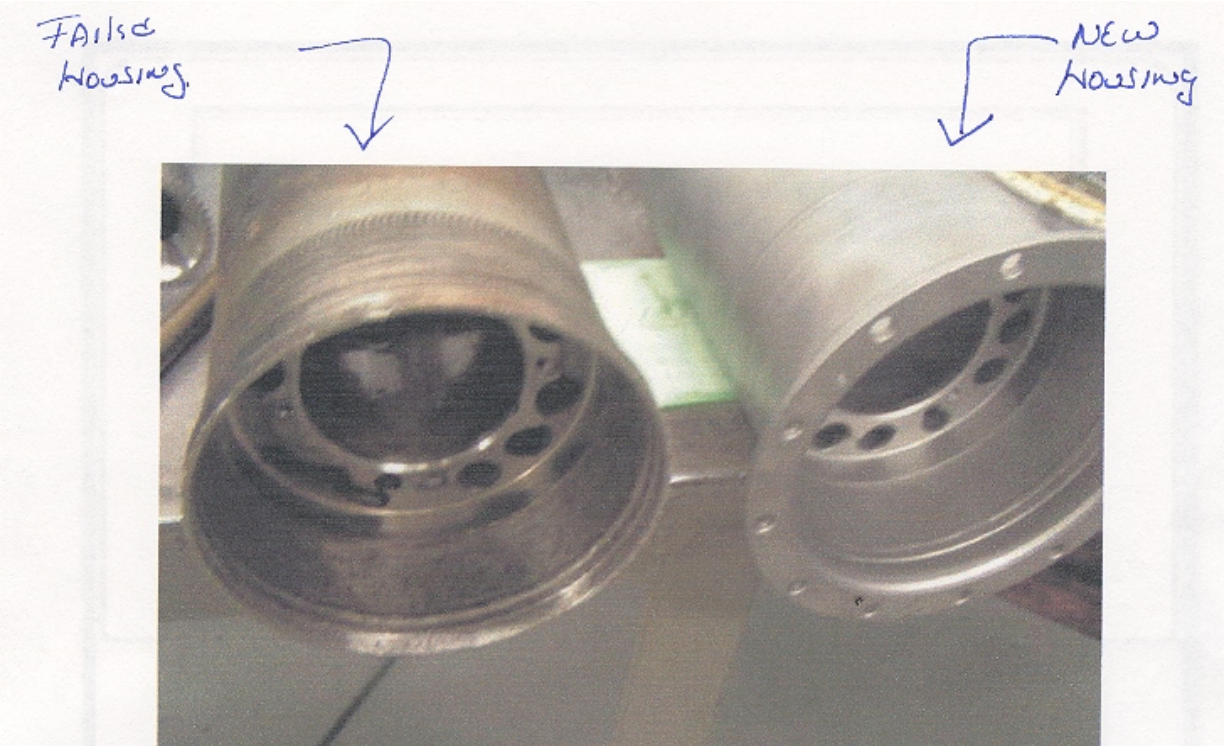
This engine's crankshaft is described by a mechanic as having developed a crack "...behind the prop flange—*(approximately ½ the circumference of the shaft)* while in flight...." *(Crankshaft P/N 633620 returns four additional from SDRS data.)*

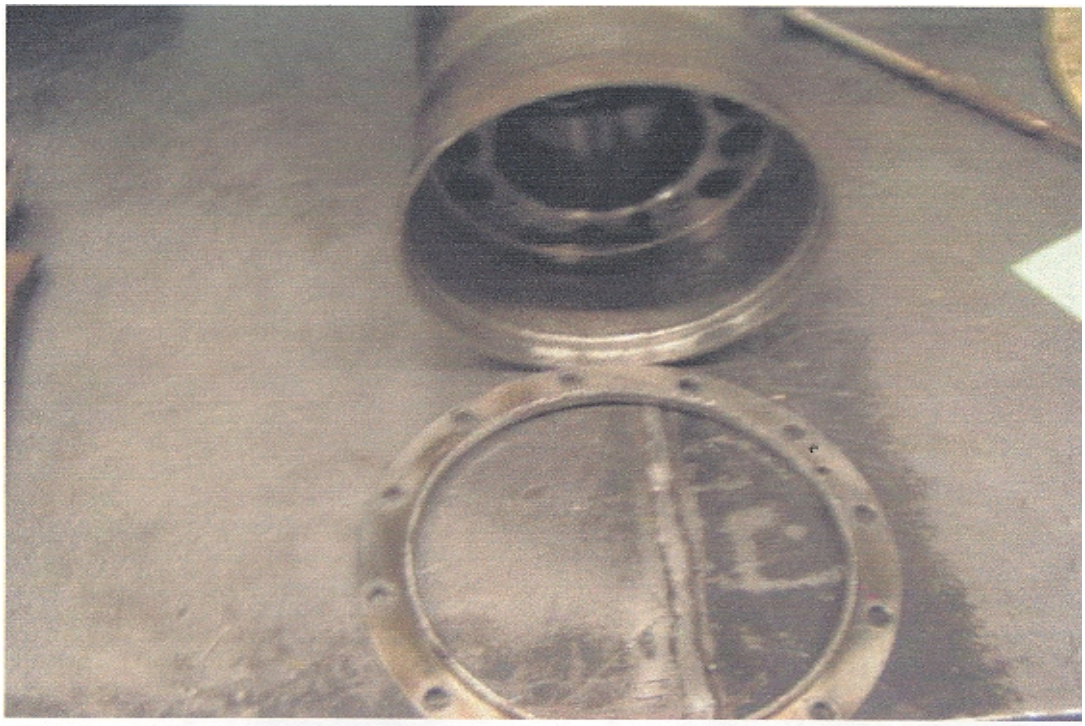
Part Total Time: 591.2 hours.

PRATT & WITNEY

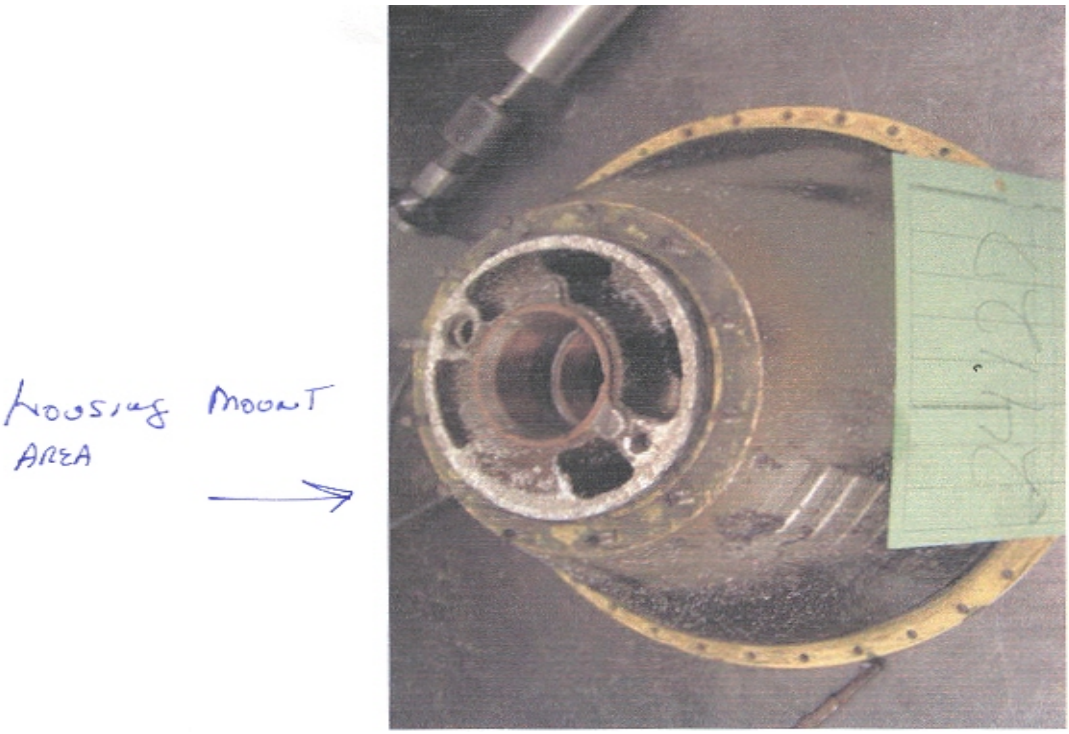
Pratt & Whitney: PT6A-20; Broken Turbine Shaft Housing ; ATA 7250

The submitting repair station technician and an attending FAA field inspector provided the following description and documentation of a cracked and broken turbine shaft housing (P/N 3104279-01). "I assisted in the investigation of an occurrence of an in-flight engine shut-down. The investigation consisted of witnessing an engine disassembly and determining why the engine failed. Investigation revealed the engine failure was caused by an over-speed condition of the engine as result of a power turbine shaft housing failure. *(Disassembly of the engine)*...revealed the housing assembly for the power turbine shaft had failed at the flange *(at the base of the housing)*, allowing the power turbine shaft to uncouple from the gear case. This allowed the engine to over-speed, leading to the power turbine blade failures. Inspection of the housing revealed a crack was present for some time prior to the engine failure."





Failed housing.

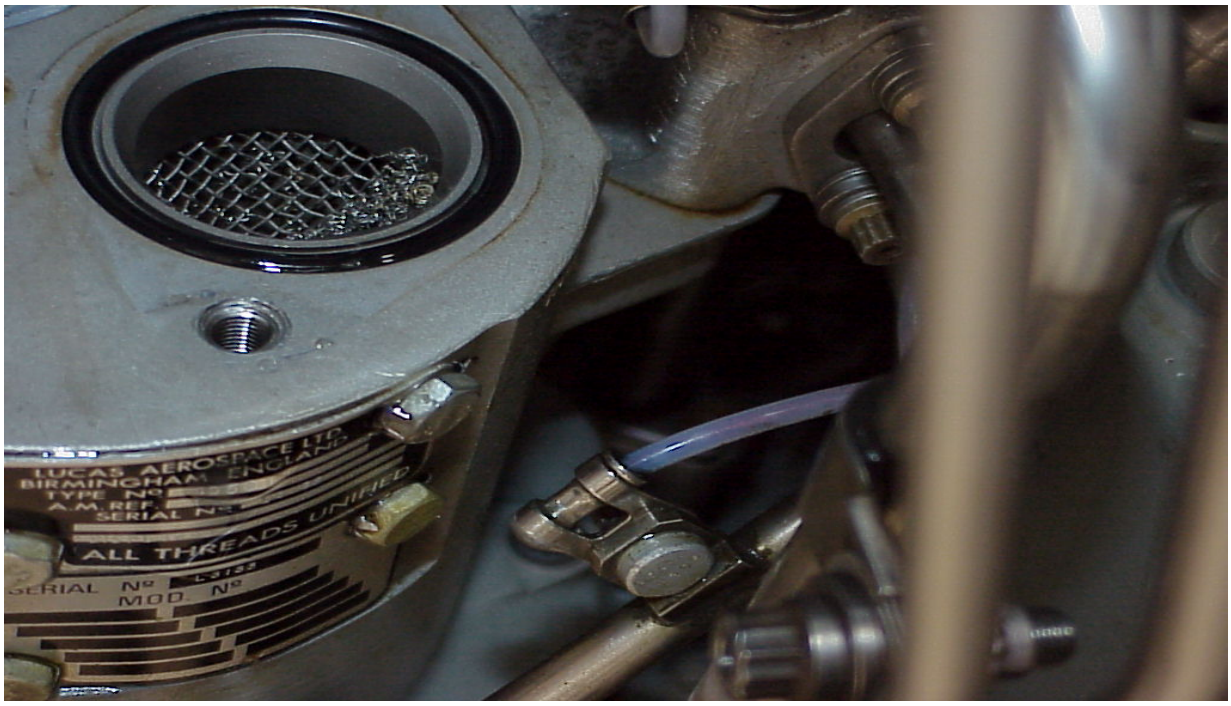


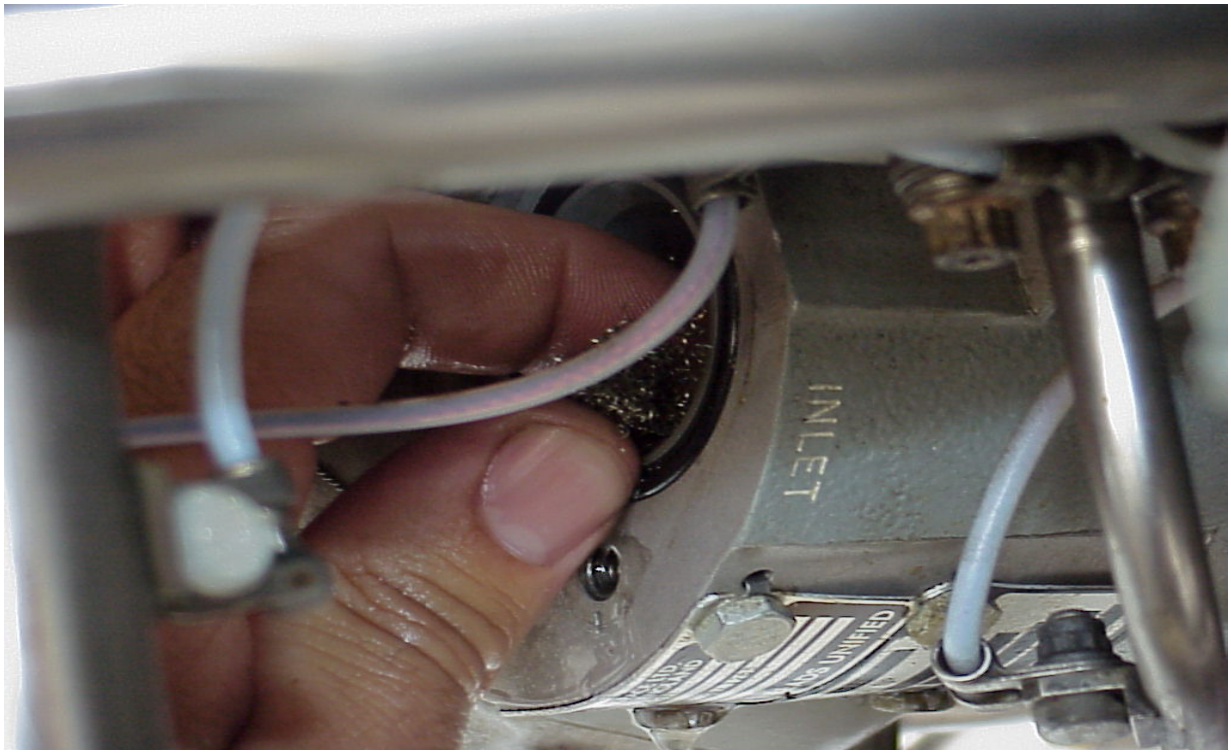
Part Total Time: (unknown).

ROLLS ROYCE

Rolls Royce: TAY 611-8; Fuel Pump Contamination; ATA 7310

A Gulfstream GIV was "input" to a repair station due to an intermittent fuel quantity indication. The submitter states, "...it was also elected to have the terminating action of AD 2005-03-06 complied with by incorporating Tay Service Bulletin 73-1592: 'Replacement of Fuel Tubes (P/N JR33021A).' When *(the repair station)* removed the tubes for replacement they discovered substantial amounts of metal shavings had accumulated against the inlet screens on the high pressure fuel pumps on both engines. All findings were immediately forwarded to Rolls Royce for guidance. *(The repair station sent)* a sample of the metal to an independent testing lab to have the metal analyzed to help make a judgment as to what it was and where it came from. The findings from the lab indicated the metal was consistent with airframe metals. Rolls Royce came back with recommendations to have the fuel system components of both engines downstream of the low-pressure fuel filters inspected and or repaired as necessary. Both engines were removed and forwarded *(to a specializing facility)* for repairs and test cell evaluations." *(Later, these engines were reinstalled and the aircraft was returned to service.)* "We have failed to explain where the metal came from and how it got there." *(Twenty-one digital photographs were included with this submission—three are shown here. The visual implications are quite dramatic.)*


LUCAS AEROSPACE LTD.
BIRMINGHAM ENGLAND
TYPE Nº
A.M. REF.
SERIAL Nº
ALL THREADS UNIFIED
SERIAL Nº
MOD. Nº


INLET

Part Total Time: (unknown).

PROPELLERS

MC CAULEY

McCauley: 3AF32C528-A; Improper Assembly; ATA 6111

A technician states, “This propeller came into our shop for an STC *(supplemental type certificate)* blade angle change on a new propeller. On our first check of the blade angle we got four degrees and knew something was wrong, so we pulled the dome—the piston snap ring had not been installed from the factory.” *(Snap ring P/N A-1636-16.)*

Part Total Time: 0.0 hours.

ACCESSORIES

ELECT. WIRE

Elect. Wire: Fluoropolymer Insulation *(Typical W-22759/43)*; ATA 2400

(The following safety article is published as received from the Fort Worth Rotorcraft Directorate. Contact information can be found at the article's end.)

Concerns

Electrical wire with cross-linked fluoropolymer insulation has been identified as an influence in causing corrosion of electrical components. This type of insulation is common in several dash number configurations of Mil Std. W-22759 wire, and there may be other wire that also uses this type of insulation.

Data indicates wire with cross-linked fluoropolymer insulation will emit trace amounts of fluorine and contribute to the creation of hydrofluoric acid (a corrosive agent that reacts with moisture). If proper controls are in place during manufacture and storage, the occurrence of corrosion can be minimized. This corrosion is red in color and has been referred to as "Red Plague". There have been verified cases of this type of corrosion on helicopters and space shuttle program applications. This type of corrosion can compromise electrical wiring by the same factors associated with other types of corrosion.

Background

An FAA safety recommendation was issued to the FAA Rotorcraft Directorate Fort Worth, Texas. This safety recommendation addressed two malfunction/ defect reports, one from a repair station and another from a helicopter operator. These reports addressed the existence of copper oxidation in 10 and 16 gage wires, for two Sikorsky S-76C helicopters. Additional investigation, by the reporting sources, revealed the same oxidation in other circuits. An FAA investigation discovered NASA had issued an advisory about the same type of corrosion, associated with the same type of wire insulation. Given the information gained by the NASA advisory and an accompanying white paper, there are concerns associated with the use of this type of wiring insulation in any helicopters.

Recommendations:

- Pre-wired Harness Assemblies
  - Pre-wired and stored wiring harnesses should be inspected for the appearance of "Red Plague" (a darkening of otherwise shiny metal surfaces, and/or evidence of reddish corrosion).
- Manufactured or Modified/Repaired Aircraft
  - Aircraft that have been manufactured or modified/repaired during the last six months using wire with cross-linked fluoropolymer insulation should be inspected for evidence of "Red Plague" corrosion.
- **Storing of Wiring Harness Assemblies**
  - Pre-wired harness assemblies should be removed from sealed bags and stored in packages that will allow any trace amounts of fluorine to escape. Wiring assemblies should be stored in a controlled humidity environment. The preferred environment would be a dry nitrogen atmosphere.
- **Awareness of Manufacturing Processes**
  - The manufacturing process of wire that uses cross-linked fluoropolymer insulation can affect the escaping rate of trace amounts of fluorine. The preferred method for cooling the insulation extrusion during manufacture is to use dry nitrogen.

For Further Information Contact

Robert McCallister, Safety engineer, FAA Fort Worth Rotorcraft Directorate Standards Staff, Fort Worth, TX 76137; Phone (817) 222-5121; fax (817) 222-5961; email: Robert.r.mccallister@faa.gov

(These last entries on Electrosystems, Kelly, and Lamar will clear the "starter" pile from my desk. Kelly constitutes the largest part of the stack—I suspect they also produce the greatest number of these units! Readers are reminded no correlation necessarily exists between reporting frequency and brand quality for <u>any</u> of these Alert articles—Ed.)

ELECTROSYSTEMS

Electrosystems: Starter: MHB 4016; Sheared Splines; ATA 8011

"The pilot reported grinding noise from the engine compartment when the starter was engaged," states a mechanic. "The starter was removed. The armature was found with two splines sheared off and the intermediate gear was missing two teeth. The cause is unknown. This is the third armature *(failure)* within the past six months having the same defect." *(Armature P/N MHB 2399S. Not clarified in the last sentence is whether or not this third failure is with the same model starter. SDRS records four additional items relating to the MHB 4016 starter.)*

Part Total Time: 40.0 hours.

KELLY AEROSPACE

Kelly Aerospace: Starter: MHB 6016; Failed Bendix; ATA 8011

...part one...

The mechanic states, "*(I)* installed a factory overhauled engine onto this aircraft *(Cessna 182 with Lycoming 540L3C5D).* The Kelly Aerospace starter bendix was engaged when the engine was installed. After first start the starter would spin, but the bendix would not re-engage the starter ring gear on the engine. This starter *(S/N E111092)* was replaced with *(another)* overhauled Kelly Aerospace starter *(S/N E123085)." (SDRS records four additional items relating to the MH 6016 starter. A generic "starter" data base query returns almost 300 entries from which to study.)*

Part Total Time: 0.0 hours.

...part two...

(Our mechanic continues here with the same aircraft on the same day—with the same problem. Another part generates another defect report.)

"*(I had previously removed...)* the defective Kelly Aerospace starter *(S/N E11092)* from the engine. *(I)* installed Kelly Aerospace overhauled starter *(S/N E123085)* on to the aircraft with the bendix engaged. After the first start the starter would spin but not re-engage the starter bendix into the ring gear on the engine. *(I)* installed a Prestolite starter MHB 4016 (S/N 6120763). Operation and ground run checked good." *(So...if you think this mechanic is experiencing frustration with starters, read the next submission for "streamlined frustration.")*

Part Total Time: 0.0 hours.

Kelly Aerospace: Starter: ES646275-1; Locked Starters; ATA 8011

(The following is a composite of nine separate reports on the same model starter from the same submitting repair station. Generally excluded from an <u>Alert</u> article, serial numbers listed here help demonstrate earnest intent of the submitter.)

A technician describes these nine Kelly starter defects as, "Starter does not turn freely by hand *(1 ea.);* unable to turn starter by hand *(5 ea.);* or new starter does not turn freely by hand *(3 ea.)*." Serial numbers listed are: F050672, F050674, F050665, F050666, F050681, F050682, F050684, F080941, and F061641. *(This particular part number returns 12 entries from the SDRS base.)*

Part(s) Total Time: 0.0 hours.

LAMAR TECHNOLOGY

Lamar Technology: Starter: PM2401; Failed Bendix; ATA 8011

An operator of an air taxi writes, "We operate three Cessna 172 model *(aircraft)* and have replaced seven of these *(Lamar)* starters already, including unit S/N 85681216 which was overhauled by the manufacturer. *(All of these units failed)* with barely 100 hours of flying *(time)*. The main problem with this starter is that servicing can be accomplished only by the manufacturer, which on this particular unit amounted to $407.35. The other units were replaced by Cessna under new aircraft warranty claims. Only one failure occurred at the home base, leaving our aircraft stranded at other airports, including international locations. Every time we have replaced these units *(it has been with)* new or factory overhauled components, which confirms there is a quality/materials problem." *(The above serial number is a "best guess" of hand-written material. Not mentioned in the narration, this report indicates the bendix was "cracked or split" by entry of the same in the "part condition" block. As with the previous report, this particular part number also returns 12 entries from the SDRS base.)*

Part Total Time: 100.0 hours.

AIR NOTES

ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

One of the recent improvements to the Flight Standards Service Aviation Information Internet web site is the inclusion of FAA Form 8010-4, Malfunction or Defect Report. This web site is still under construction and further changes will be made; however, the site is now active, usable, and contains a great deal of information.

Various electronic versions of this form have been used in the past; however, this new electronic version is more user friendly and replaces all other versions. You can complete the form online and submit the information electronically. The form is used for all aircraft except certificated air carriers who are provided a different electronic form. The Internet address is: http://av-info.faa.gov/SDRX/

When the page opens, select "M or D Submission Form" and, when complete, use the "Add Service Difficulty Report" button at the top left to send the form. Many of you have inquired about this service. It is now available, and we encourage everyone to use this format when submitting aviation, service-related information.

PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

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

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

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

John Jackson
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-6486
SDRS Program Manager e-mail address: 9-AMC-SDR-ProgMgr@faa.gov

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number / Difficulty Date	Aircraft Make / Aircraft Model	Engine Make / Engine Model	Component Make / Component Model	Part Name / Part Number	Part Condition / Part Location
AU510001474			HONEYWELL	LIGHT	OPEN
12/12/2005				40023344	INDICATOR
(AUS) ATTITUDE INDICATOR PANEL LAMPS ON BEZEL BLOWN. FOUND DURING INSPECTION IAW AD/RAD/043.(AD/SB DESC: AD/RAD/O43) (CASA# 510001474)					
AU510001968				HUB	DAMAGED
12/12/2005				D65591	PROPELLER
CHECK OF PROPELLER HUB BEFORE FITMENT TO AIRCRAFT FOUND UNACCEPTABLE DAMAGE IN BLADE/HUB SOCKET RADIUS. THIS IS A CRITICAL AREA AND THE MANUFACTURER ADVISED THAT THE HUB BE SCRAPPED.					
2006FA0000554				STARTER	INOPERATIVE
5/23/2006				ES6462382	ENGINE
STARTER IS DIFFICULT TO TURN. (K)					
2006FA0000557				STARTER	INOPERATIVE
5/17/2006				MZ6222	ENGINE
WHINNING STARTER, WOULD NOT ENGAGE. (K)					
2006FA0000558				DIAPHRAGM	WORN
5/9/2006					FUEL PUMP
DURING DISASSEMBLY FOR OVERHAUL, OVER THE PAST FEW MONTHS, HAVE NOTED THAT THE STEEL WASHER ON TOP OF THE DIAPHRAGM STEM IS LOOSE ON THE STEM AND IN SOME CASES IS PARTIALLY EATEN THROUGH OR WORN AWAY BY HAMMERING AGAINST UPSET END OF DIAPHRAGM STEM. IF WASHER COMES COMPLETELY OFF, FUEL PUMP WILL BE INOPERABLE. SOME WASHERS HAVE BEEN OBSERVED TO BE WORN 60-80 PERCENT THROUGH THEIR THICKNESS. SB NR 548A IS APPLICABLE TO THIS ISSUE. HOWEVER, MANY OF THE PUMPS WITH WORN/LOOSE WASHERS ARE OUTSIDE DATE CODES COVERED BY SB. THIS HAS BEEN OBSERVED IN MODELS 15472 AND 15473. AT THE SAME TIME, A MODEL 16775 WAS DISCOVERED TO HAVE A WORN/LOOSE WASHER. THIS MODEL NR WAS NOT IN THE SB. (K)					
CA060220003			BOMBDR	SCREEN	DAMAGED
2/16/2006				MDL15R2001	APU INLET
A COMPRESSOR INLET SCREEN MODIFICATION, AWI RECEIVED INFORMATION FROM STANDARD AERO LATE ON FEB 16,2006 THAT THREE OR FOUR OF THE SCREENS HAD RUPTURED IN SERVICE AND THERE WAS A POSSIBILITY THAT FOD TO THE ENGINE HAD OCCURRED. THE PARTS WERE SHIPPED TO AWI AND RECEIVED FEB. 17, 2006, THERE ARE SOME SCREENS THAT HAVE BEEN PERFORATED. BUT, THE INLET SCREENS DO NOT APPEAR TO HAVE BEEN IN SERVICE. THE RUBBER AROUND THE INLET SCREENS IS NOT BURNED FROM ENGINE HEAT AND THE SCREENS ARE NOT BLACKENED. AEROSPACE WELDING TAKES THIS MATTER VERY SERIOUSLY AND A MATERIAL REVIEW BOARD MEETING HAS BEEN CALLED FOR MONDAY AFTERNOON FEB 20,2006 TO REVIEW AND RESOLVE THIS MATTER AS SOON AS POSSIBLE.					
AU510001707			HONEYWELL	CONVERTER	OUT OF TOLERANCE
12/8/2005				4040831901	DADC

DIGITAL AIR DATA COMPUTER (DADC) PRESSURE CONVERTER PS AND PT SENSORS OUT OF TOLERANCE. FOUND DURING INSPECTION IAW AD/RAD/43 AMDT5 PART1.

AU510001875	HONEYWELL	SENSOR	OUT OF LIMITS
12/12/2005	AZ810	4040831901	DADC

DIGITAL AIR DATA COMPUTER (DADC) PRESSURE CONVERTER (PS AND PT SENSOR) OUT OF TOLERANCE.

CA060111001		CIRCUIT BREAKER	BURNED
1/3/2006			

AIRCRAFT HAD NR 1 AC GENERATOR INOPERATIVE (GOES OFFLINE AFTER 20 SECONDS). INITIALLY, THE GENERATOR HAD BEEN REPLACED, HOWEVER, THE DISCREPANCY REMAINED. SUBSEQUENTLY, CIRCUIT BREAKER, P/N 2TC2-5 FOUND WITH HOLE BURNT IN THE SIDE. FOR RECTIFICATION PURPOSES, CONTACTOR RELAY 2421-K1 REPLACED. RING CONNECTORS TO CB3 AND CB5 REPLACED, P/N HC-AJN022 (CONTACTOR RELAY), P/N 2TC2-5 (CB3) & (CB5).

CA060330002		VALVE	DAMAGED
3/30/2006		AVZ4B11198	FUEL SYSTEM

ELECTRIC MOTOR SECTION OF PUMP ASSY WAS FOUND DURING INSPECTION TO MISSING A "C" CLIP AND PLUG. REPLACED WITH SERVICABLE UNIT.

CA060110006		CABLE	DAMAGED
1/10/2006		82700561003	ELEVATOR

DURING CHECK , 2 CHAIN CABLE ASSY`S, P/N 82700561-003, TITLED "ELEV TRIM AND ELEV GUST LOCK CONTROL" INSPECT OF CHAINS, REF AD CF-2005-38, WAS FOUND INCORRECTLY ASSEMBLED AND SUPPLIED BY SPARES. ASSY FOUND INCORRECTLY BUILT WHEN ATTEMPTING TO INSTALL AS PER AMM 27-36-01, PARA B, STEP 3. SPECIFIES THAT CHAIN PLATE IS REQ`D TO BE ON INBD SIDE OF SPROCKET. THIS CAN'T BE ACCOMP WITH NEW CHAIN ASSY IN ITS PRESENT CONFIG (DWG 82700561 SHOWS THE DIMENSIONS AND CORRECT ORIENTATION OF ASSY). TECH HELP DESK E-MAILED, ADVISED OF ISSUE & REQUESTED TO PULL THEIR DRAWINGS TO CONFIRM OUR FINDINGS. REQUESTED INSPECT EXISTING INVENTORY TO CONFIRM IF THEIR SPARES WERE ALSO AFFECTED. REPLACEMENT CHAIN CABLE ASSY`S ORDERED AOG AND REQUEST ALSO MADE TO MODIFY EXISTING ASSY`S FOR INSTALLATION.

CA060616004		WHEEL	MISMANUFACTURED
5/24/2006		40289	MLG

PURCHASED EIGHT CLEVELAND 40-289 WHEEL ASSEMBLIES NEW FROM FACTORY, RETURNED FIVE ASSEMBLIES DUE TO WHEELS INSPECTED BY EDDY CURRENT AND FOUND SEVERAL CASTING FLAWS (VOIDS) IN BEAD AREAS. WHEEL ASSEMBLIES RETURNED TO FACTORY FOR INVESTIGATION BY THEIR QA DEPARTMENT, HAVE NOT RECEIVED ANY RESPONSE FROM PARKER AEROSPACE AS OF JUNE 9/06. TWO WHEEL ASSEMBLIES RETURNED THROUGH KADEX AERO SUPPLY, NO SERIAL NUMBERS LISTED. THREE WHEEL ASSEMBLIES RETURNED THROUGH AVIALL (CALGARY), SERIAL NUMBERS AS FOLLOWS: 4553/4578, 4581/4554, 4575/NSN.

CA060526005	SKRSKY	FREEWHEEL UNIT	DAMAGED
5/9/2006		6107435000060	M/R GEARBOX

LT P/N 61074-35000-061 S/N C144-00286 RT P/N 61074-35000-060 S/N C144-00279 THESE UNITS WERE CHANGED UPON REQUEST OF THE CUSTOMER AFTER A SUSPECTED FREEWHEEL SLIP. SEE ATTACHED REPORT AND DIGITAL PICTURES FOR DETAILS. UNABLE TO ATTACH FILES, WILL E-MAIL THEM. THESE UNITS HAVE BEEN SENT TO WALDRON AND COMPANY FOR ANALYSIS.

CA060112006	ALLSN	TURBINE BLADES	BROKEN
1/5/2006	250C*	6886407	ENGINE

TURBINE RECEIVED AT ESSENTIAL TURBINES IN A DISASSEMBLE STATE. LOG CARDS REFLECT THAT THE TURBINE HAD BEEN INVOLVED IN A HARD LANDING. IT HAD BEEN INSPECTED AND SENT TO MAC-V AVIATION WHO RE-ASSEMBLED THE ENGINE. MAC-V STATED VIA A PHONE CALL THAT THE HARDWARE WAS MIXED IN THE COMBUSTION SECTION AND COULD NOT FIND ALL OF THE NUTS, BOLTS ETC. OUR INVESTIGATION LEADS US TO

BELIEVE THAT THE HARD LANDING WAS NOT A FACTOR. THE FAILED TURBINE WHEEL WILL BE FORWARDED TO THE SAFETY BOARD TO EVALUATE THE REASON FOR FAILURE, POSSIBLY DUE TO FOD FROM ITEM MISSED DURING RE-ASSEMBLY.

CA051206005	ALLSN	COUPLING	DAMAGED
12/1/2005	250C20	6870832	TURBINE ASSY

DURING A CONVERSATION BETWEEN ESSENTIAL TURBINES INC (ETI) PROCUREMENT MANAGER, AND CENTRAL ROMANA CORPORATION LTD., LA ROMANA, DOMINICAN REPUBLIC (T.809-723-1372, 809-523-8232, 809-813-9350 FAX 305-574-7873), A QUERY WAS ABOUT PARTS THAT (ETI) WAS ASSUMED TO HAVE SUPPLIED. ETI REQUESTED THE CERTIFICATION COPIES AND RECEIVED FAA 8130.3 WITH ESSENTIAL TURBINES INC ON IT AND AMO18-09 DATED 11/10/2005. CERTIFICATES ARE IDENTIFIED WITH 68708324 & 6898977-H PN RESPECTIVELY. ETI, Q.A. MANAGER HAS SENT ETI TRANSPORT CANADA AMO37-94 & EASA 145.7117 CERTS TO THE COMPLAINANT.

CA060227005	ALLSN	SUPPORT	CRACKED
2/24/2006	250C28B	6898806	ENGINE

ON REMOVAL OF TURBINE SECTION FROM ENGINE ASSY ONE OF THE FWD SUPPORT STUTS WAS FOUND TO BE CRACKED. TURBINE ASSY SENT FOR REPAIR. RECOMMEND BETTER VISUAL INSPECTIONS ON SCHEDUELED INSPECTIONS AND POSSIBLY VIBRATION CHECKS.

CA051209003	ALLSN	ALLSN	ENGINE	MALFUNCTIONED
12/3/2005	AE3007A			LEFT

(CAN) A/C WAS IN ROUTE TO DESTINATION, WHEN 20 MINUTES INTO THE FLIGHT, THE CAPTAIN NOTICED THAT EICAS INDICATIONS FLICKERED OFF THEN ON. LT ENGINE THEN SHUTDOWN UNCOMMANDED AND CREW RECEIVED NUMEROUS EICAS MESSAGES. (TC NR 20051209003)

AU510002167	GARRTT	BULL GEAR	BROKEN
7/11/2005	TPE33110	8937396	ENGINE

CHIP LIGHT ON IN FLIGHT. STRIP INSPECTION FOUND THAT THE ENGINE BULL GEAR HAD BROKEN TEETH.

CA060104006	GE	MANIFOLD	FAILED
12/28/2005	CF650E2	9196M44G01	SUMP

OPERATOR REPORTED N1 VIBRATION AND METAL CONTAMINATION OF A SUMP SCAVENGE SCREEN AND MASTER CHIP DETECTOR. THE ENGINE WAS REMOVED FOR FURTHER INVESTIGATION. DURING INITIAL TROUBLESHOOTING, LOOSE MATERIAL WAS HEARD TUMBLING IN THE SPINNER CONE AND EVIDENCE OF OIL LEAKAGE FROM UNDER THE SPINNER WAS OBSERVED. THE SPINNER CONE WAS REMOVED FOR INVESTIGATION. OBSERVED CATASTROPHIC FAILURE OF THE A SUMP MANIFOLD ASSEMBLY. SIX OF THE TEN MOUNTING BOLTS WERE FOUND SHEARED. ENG HAS BEEN SCHEDULED FOR DISASSEMBLY AND FURTHER INVESTIGATION IN EARLY JANUARY. THE OEM WILL BE ADVISED AND WILL ASSIST WITH THE INVESTIGATION. FURTHER DETAILS WILL BE FORWARDED TO THE TCCA WHEN AVAILABLE.

CA060413004	GE	WIRE HARNESS	MISMANUFACTURED
2/21/2002	CT581401	5003T78P04	ENGINE

SIX NEW HARNESSES WERE SENT TO COLUMBIA HELICOPTERS FOR JET CAL TEST. ALL SIX FAILED. THIS WAS THE RESULT OF AN ENGINE NOT PASSING TEST ON THE TEST STAND AND THE FAULT WAS FOUND TO BE A NEW T5 HARNESS. AFTER THAT WE HAVE BEEN SENDING ALL NEW T5 HARNESS OUT FOR JET CAL BEFORE BEING INSTALLED ON AN ENGINE.

AU510002155	LYC	CRANKSHAFT	BROKEN
9/11/2005	IO540E1B5	75038	ENGINE

CRANKSHAFT BROKEN COMPLETELY THROUGH AT NR 1 CRANKPIN JOURNAL.

AU510002033	LYC	LYC	TUBE	LOOSE
12/12/2005	O360A1F6		68484	CRANKSHAFT

OIL TRANSFER TUBE LOOSE IN CRANKSHAFT. SUSPECT POOR QUALITY OF FLARING. INVESTIGATION FOUND

TWO OTHER CRANKSHAFTS WITH THE SAME PROBLEM.

AU510001908	LYC	CAM FOLLOWER	FAILED
12/12/2005	TIO540J2BD	72877R	ENGINE

(AUS) ECI PNO 72877R CAM FOLLOWERS FAULTY. LIFTERS ARE BADLY WORN AND CAMSHAFT LOBES DAMAGED. ENGINES FITTED WITH THIS PN LIFTERS INCLUDE MFG TIO540J2BD AND O320D2J MODELS. (MATERIAL - ORGANIZATIONAL) (CASA NR 510001908)

CA051221004	LYC	CRANKSHAFT	SEPARATED
12/6/2005	TIO540R2AD	13F17760	ENGINE

CRANKSHAFT FAILED AT THROW BETWEEN NR 2 MAIN JOURNAL (AS NUMBERED BACK TO FRONT) AND NR 4 CRANK PIN. CRACK STARTED AT RADIUS OF MAIN JOURNAL AND PROPAGATED APPROX 70% THROUGH THROW BEFORE SEPARATING. AFTER SEPARATION, THROW BETWEEN NR 3 ROD AND NR 3 MAIN FRACTURED THROUGH FROM OVERLOAD. APPEARS TO HAVE BEEN INITIATED BY STRESS RISER CREATED BY SLIGHT STEP IN RADIUS. (POSSIBLY CREATED FROM BEING TOUCHED ACCIDENTALLY BY GRINDING WHEEL WHEN CRANKSHAFT WAS REWORKED.) CRANKSHAFT WAS (TC# 20051221004).

CA060110005	PWA	SHROUD	DISTORTED
1/4/2006	PT6A114A	311074102	COMPRESSOR

DURING A RECTIFICATION INSPECTION OF RENTAL ENGINE, CT SHROUD SEGMENT RETAINING RING OF POST SB 1627 CONFIG FOUND LOOSE AND MINOR SHIFTING OF CT SHROUD SEGMENT WAS NOTED. CT SHROUD SEGMENT-RETAINING RING WAS OF POST SB 1627 CONFIG AND CT SHROUD SEGMENTS (P/N 3053094) WERE PER SB 1628. QTY 6-RUB SPOTS WERE NOTED ON CT SHROUD SEGMENTS WITH MINOR RUB ON CT BLADES. CT SHROUD SEGMENT-RETAINING RING WAS FOUND DISTORTED AND PARTIALLY DISENGAGED FROM RETAINING GROOVE OF CT SHROUD HOUSING. NO OVER HEATING/BURNING OF HOT SECTION PARTS NOTED. INSPECT OF CT SHROUD HOUSING WAS DONE AND ROUNDNESS OF ALL CRITICAL DIAMETERS NOTED WITHIN O/H MANUAL LIMIT. SHIFTING OF CT SHROUD SEGMENTS WAS DUE TO PARTIAL DISENGAGEMENT OF CT SHROUD SEGMENTS RETAINING RING FROM CT SHROUD HOUSING RETENTION GROOVE.

CA060531023	PWA	ENGINE	MAKING METAL
5/24/2006	PT6A27		

DURING CRUISE, ENGINE OIL PRESSURE WAS REPORTED TO DECREASE ACCOMPANIED BY AN UNCOMMANDED REDUCTION IN POWER. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED METALLIC DEBRIS ON THE ENGINE CHIP DETECTOR AND AN INABILITY TO ROTATE. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060405002	PWA	ENGINE	MAKING METAL
4/5/2006	PT6A50		

ENGINE OIL METAL CONTAMINATION WAS REPORTED AND ENGINE SENT TO APPROVED ENGINE FACULITY.

CA060307004	PWA	PWA	BOLT	FAILED
3/3/2006	PT6A65AR	PT6A65AR	MS949034	GEARBOX

(CAN) THE POWER SECTION OF ENGINE S/N PCE-PS 97533 WAS REMOVED DUE TO SEIZED CONDITION. THE REASON FOR REMOVAL AS DESCRIBED BY THE OPERATOR WAS FAILURE ON START-UP. THE POWER SECTION ROTATION HUNG ON LIGHT UP, RELEASED AND HUNG UP AGAIN. START ABORTED. POWER SECTION BINDS UP DURING MANUAL ROTATION. (TC NR 20060307004)

CA051129008	PWA	ENGINE	FIRE
11/2/2005	PT6A68		

DURING AEROBATIC MANEUVERS (RAYTHEON T-6A) SMOKE AND FUMES BECAME EVIDENT IN THE COCKPIT. P&WC WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051223006	PWA	WARNING LIGHT	ILLUMINATED
11/30/2005	PT6A68		ENGINE

DURING SPIN RECOVERY MANEUVERS THE ENGINE CHIP DETECTOR WARNING ANNUNCIATED ACCOMPANIED BY VIBRATION. THE AIRCRAFT DIVERTED FOR AN UNSCHEDULED LANDING. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060306006		PWA	TURBINE BLADES	DAMAGED
3/6/2006		PT6T3	311532101	POWER SECTION

(CAN) POWER SECTION WAS RECEIVED FROM THE OPERATOR FOR REPAIR DUE TO HIGH VIBRATION LEVELS. INSPECTION REVEALED THAT THE COMPRESSOR TURBINE BLADES HAD SUFFERED EXTENSIVE DAMAGE. 12 CT BLADES WERE FOUND DAMAGED TO VARYING DEGREES OF THE BLADE SURFACE MISSING. ANOTHER 12 BLADES EXHIBITED FATIGUE CRACKING EMANATING FROM THE TRAILING EDGE OF THE BLADE. (TC NR 20060306006)

CA060410006	PWA	MESSIER	CYLINDER	CORRODED
4/6/2006	PW126A			MLG

AT DISASSEMBLY BY FIRST AIR MAINTENANCE SERVICES (EASA APPROVAL NR 145-7030) THE OUTER CYLINDER WAS FOUND TO HAVE SEVERE CORROSION, VIRTUALLY PERFORATED AND ASSESSED AS INELIGIBLE FOR RETURN TO SERVICE. THE RECORDS INDICATE THE LANDING GEAR ASSEMBLY WAS REMOVED FROM AIRCRAFT SE-LGX (WEST AIR SWEEDEN).

CA051205006	PWC		MANIFOLD	MISSING
11/7/2005	PW150A		AS3209010012	FUEL SYSTEM

SEVERAL PACKINGS P/N AS3209-010 AND AS3209-012 WERE NOT INSTALLED DURING ASSY OF FUEL MANIFOLDS TO FLOW DIVIDER. ASSEMBLER SUBSEQUENTLY REALIZED OMITTED ONE OF TWO O-RINGS AT FUEL MANIFOLD LOCATION OF ONE ENG. ENG TECH MADE RESEARCHES TO TRACK ENG SERIAL NUMBER. P&WC REQUESTED THAT THE CUSTOMER LANDS HIS A/C TO CHECK ENGINE AND CONFIRM THE MISSING O-RING. PREVENTIVE ACTION WAS ALSO REQUESTED TO PREVENT ANY FUTURE OCCURRENCE. ASSEMBLY INSTRUCTION WAS AMENDED TO CLEARLY SHOW WERE THE TWO PARALLEL O-RINGS MUST BE INSTALLED PRIOR TO SLIDING THE FUEL MANIFOLD INTO THE FLOW DIVIDER. THE INVESTIGATION SHOWED THAT THIS WAS AN ISOLATED CASE.

CA060614001	RROYCE	RROYCE	OIL COOLER	UNSERVICEABLE
6/14/2006	TAYMK6118	JR28548A	JR28548A	FUEL OIL

5 FUEL COOL OIL COOLERS (FCOC) RE-CALLED FROM SOUTHWEST COOLER SERVICE INC, APPROVED SUPPLIER FOR ROLLS-ROYCE CANADA) DUE TO FAA UNAPPROVED PART NOTIFICATION NR 2005-00187. ROLLS-ROYCE CANADA HAVE RE-ROUTED 5 SUSPECT UNAPPROVED FCOCS TO SERCK AVIATION (OEM APPROVED SUPPLIER) FOR RE-OVERHAUL. SERCK AVIATION HAS REPORTED FCOC WITH MISSING; THERMO ADAPTOR, NUTS AND WASHERS FROM END COVERS AND ALSO ONE FCOC MATRIX (CORE) THAT FAILED PRESSURE TEST DUE TO 11 TUBES JOINT (FERRULE) LEAKS. THE FCOC WERE PREVIOUSLY DECLARED OVERHAULED CONDITION BY SOUTHWEST COOLER SERVICE INC UNDER RRC PURCHASE ORDER. RRC ENGINEERING AND ROLLS-ROYCE OEM ARE EVALUATING IN SERVICE COOLERS OVERHAULED BY SOUTHWEST COOLER INC.

CA060615006		WRIGHT	ROD END	BROKEN
6/14/2006		982C9HE2	M4612BFG	

DURING GROUND OPERATION THE PILOT FELT A "CLUNK" IN THE RUDDER SYSTEM WHILE OPERATING THE SERA SYSTEM. MAINTENANCE CREWS INVESTIGATED AND FOUND THE SERA LOCK ACTUATOR ROD END HAD BROKEN. THE ROD END WAS REPLACED, THE SYSTEM WAS FUNCTION CHECKED SERVICEABLE AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA060531017	AEROSP	PWA	ENGINE	MALFUNCTIONED
5/21/2006	ATR42*	PW120		

(CAN) ON APPROACH, ENGINE TORQUE WAS REPORTED TO FLUCTUATE AND THE ENGINE WAS SUBSEQUENTLY SHUTDOWN IN FLIGHT. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060425006	AEROSP	PWA	TOWERSHAFT	DAMAGED
4/5/2006	ATR42*	PW121		AGB

DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED SHUT DOWN. SUBSEQUENT INSPECTION

REVEALED A DISTRESSED ACCESSORY DRIVE TOWER SHAFT.

CA060419001	AEROSP	PWA	PITOT HEAD	OBSTRUCTED
4/18/2006	ATR42300	PW120		

DURING TAKEOFF ROLL, THE CREW OBSERVED A 20 KT DIFFERENTIAL BETWEEN ASIS. THE TAKEOFF WAS REJECTED AND THE AIRCRAFT RETURNED TO RAMP. MAINTENANCE CLEARED DEBRIS FROM THE CAPT'S PITOT PROBE AND CONDUCTED A SYSTEM LEAK CHECK. THE AIRCRAFT WAS RETURNED TO SERVICE.

CA051129009	AEROSP	PWA	TOWERSHAFT	FRACTURED
11/8/2005	ATR42300	PW120		ENGINE

THE ENGINE FLAMED OUT DURING CLIMB. AN EMERGENCY WAS DECLARED AND THE FLIGHT DIVERTED. SUBSEQUENT INVESTIGATION REVEALED A FRACTURED TOWERSHAFT. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051129015	AEROSP	PWA	CONNECTOR	CONTAMINATED
11/13/2005	ATR42300	PW120		TORQUE SENSOR

ON APPROACH, ENGINE TORQUE COULD NOT BE REDUCED BELOW 40 PERCENT. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INVESTIGATION REVEALED A CONTAMINATED TORQUE SENSOR CONNECTOR.

CA060605009	AEROSP	PWA	WIRE	CHAFED
6/3/2006	ATR42300	PW120		AC GEN

(CAN) WE HAD BEEN HAVING TROUBLES WITH NR 2 AC GENERATOR FAULTS IN FLIGHT. AFTER READING SDR NR 20050427005, WE CHECKED OUR ATR AND DISCOVERED NR 2 AC GEN WIRING CHAFING AND ARCING ON NR 2 STARTER GENERATOR COOLING DUCT. WIRING REPAIRED AND INSULATED AS REQUIRED. WIRING SECURED TO PREVENT FUTURE CHAFING. (TC NR 20060605009)

CA060606006	AEROSP	PWA	FILTER	CLOGGED
6/5/2006	ATR42300	PW120		FUEL SYS

(CAN) IN CRUISE FLIGHT CREW NOTICED NR 1 ENGINE FUEL FILTER CLOG LIGHT ON. AIRCRAFT RETURNED TO BASE. MAINTENANCE REMOVED NR 1 ENGINE LP AND HP FUEL FILTERS FOR INSPECTION. LARGE AMOUNTS OF CONTAMINENTS FOUND IN LP. FILTERS WERE REPLACED. GROUND RUN CARRIED OUT. THIS IS THE SECOND OCCURANCE OF FUEL CLOG WARNING. 1ST AFTER 25 HRS FOLLOWING C-CHECK INSP. THE SECOND 1000HRS FOLLOWING C-CHECK. (TC NR 20060606006)

CA060612001	AEROSP	PWA	WIRE HARNESS	INOPERATIVE
6/6/2006	ATR42300	PW120		LT MLG

DURING DEPARTURE, THE LANDING GEAR WOULD NOT RETRACT. THE AIRCRAFT RETURNED TO POINT OF DEPATURE AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE UPPER WIRING HARNESS ON THE LT MAIN LANDING GEAR AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA060227012	AEROSP	PWA	PACKING	CUT
2/1/2006	ATR42320	PW121		RGB OIL SYS

THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED AND THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A CUT O-RING PACKING AT THE PROPELLER CONTROL UNIT ADAPTER INTERFACE TRANSFER TUBE.

CA051129014	AEROSP	PWA	HOUSING	LEAKING
11/2/2005	ATR42500	PW127		OIL FILLER

DURING CRUISE, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED AND THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED THE OIL TANK OIL FILTER HOUSING TO BE LEAKING.

CA060403018	AEROSP	PWA	PWC	OIL SYSTEM	LOW PRESSURE
3/29/2006	ATR42500	PW127	PW127E		ENGINE

DURING CLIMB, ENGINE OIL PRESSURE WAS OBSERVED TO FLUCTUATE FOLLOWED BY A LOSS OF OIL PRESSURE. THE ENGINE WAS SHUT DOWN IN FLIGHT. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060425012	AEROSP	PWA	ENGINE	LEAKING
4/16/2006	ATR72	PW127		OIL SYS

DURING CLIMB, ENGINE LOW OIL PRESSURE WARNING ACTIVATED. ENGINE SUBSEQUENTLY EMITTED A NOISE AND EXPERIENCED AN UNCOMMANDED POWER REDUCTION. POST-FLIGHT INSPECTION REVEALED NO OIL REMAINING IN THE ENGINE AND SEIZURE OF THE HIGH PRESSURE ROTOR. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060227009	AEROSP	PWA	WARNING LIGHT	ILLUMINATED
2/3/2006	ATR72	PW127		ENGINE OIL SYS

DURING CRUISE, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT GROUND TESTING WAS UNABLE TO DUPLICATE THE EVENT. THE OIL PRESSURE TRANSMITTER AND LOW OIL PRESSURE SWITCH WERE REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA060227008	AEROSP	PWA	ENGINE	MALFUNCTIONED
1/29/2006	ATR72	PW127		

IN CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION ACCOMPANIED BY AN UNCOMMANDED INCREASE IN PROP SPEED. THE ENGINE WAS SHUT DOWN IN FLIGHT. GROUND INSPECTION WAS UNABLE TO DUPLICATE THE PROBLEM. THE ENGINE FUEL CONTROL UNIT, FUEL PUMP, FADEC, ELECTRICAL HARNESS AND TORQUE SENSOR WERE SUBSEQUENTLY REPLACED. P&WC WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060228016	AEROSP	PWA	ENGINE	FLAMED OUT
2/22/2006	ATR72	PW127		

ON DESCENT, THE ENGINE FLAMED OUT AND THE PROPELLER FEATHERED. A RE-LIGHT ATTEMPT WAS UNSUCCESSFUL. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060129002	AEROSP	PWA	PUMP	FAULTY
1/15/2006	ATR72	PW127	50099820	FUEL BOOST

(CAN) DURING CRUISE, THE ENGINE LOST POWER AND WAS SHUTDOWN INFLIGHT. SUBSEQUENT INVESTIGATION DETERMINED THE HYDROMECHANICAL FUEL CONTROL TO BE FAULTY. FUEL CONTROL AND FUEL PUMP WERE REPLACED. (TC NR 20060129002)

CA060531021	AEROSP	PWA	TURBINE BLADES	FAILED
5/23/2006	ATR72212	PW127		TURBINE SECTION

(CAN) DURING TAKEOFF CLIMB, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY AN UNCOMMANDED POWER REDUCTION AND A FIRE WARNING. THE ENGINE WAS SHUTDOWN IN FLIGHT, AT WHICH POINT THE FIRE WARNING DEACTIVATED. THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531021)

CA060425017	AEROSP	PWA	ENGINE	MALFUNCTIONED
4/20/2006	ATR72212	PW127		

ON TAKEOFF AND CLIMB, THE ENGINE WAS REPORTED TO EXHIBIT PARTIAL POWER LOSS AND WAS SHUTDOWN IN FLIGHT. POST-FLIGHT INSPECTION REVEALED NO ANOMALIES. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051129007	AEROSP	PWA	ENGINE	FLAMED OUT
10/28/2005	ATR72212A	PW127		

DURING CLIMB, THE ENGINE FLAMED OUT. THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. P&WC WILL

MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051223008	AEROSP	PWA	CIRCUIT BOARD	CRACKED
10/30/2005	ATR72212A	PW127		AUTOFEATHER

DURING CLIMB, THE ENGINE EXPERIENCED UNCOMMANDED TORQUE FLUCTUATIONS AND THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED AN INTERMITTENTLY FAULTY AUTOFEATHER UNIT DUE TO A CRACKED INTERNAL CIRCUIT BOARD.

CA060601004	AEROSP	PWA	PRESSURE VALVE	INOPERATIVE
5/30/2006	ATR72212A	PW127		OIL SYSTEM

(CAN) IN TAKE-OFF CLIMB, THE ENGINE LOW OIL PRESSURE WARNING ACTIVATED AND THE ENGINE WAS SHUTDOWN IN FLIGHT. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. THE ENGINE OIL PRESSURE REGULATING VALVE WAS REPLACED. (TC NR 20060601004)

AACSDR061006B	AGUSTA	AIRCOM	LINE	MAINT ERROR
6/10/2006	A119			AIR CONDITIONER

AIR CONDITIONING SYSTEM STC NR SR00463DE UTILIZES RIGID FREON LINES RUNNING FORE AND AFT ON THE ENGINE DECK. AT THE FORWARD END, THESE LINES CONNECT TO FLEX LINES. AT THIS CONNECTION THE LINES WERE SWAPPED. THE CONNECTIONS ARE LOCATED RIGHT NEXT TO EACH OTHER AND THE LINES RUN PARALLEL, MAKING THIS A VERY EASY MISTAKE. THESE LINES SHOULD UTILIZE DIFFERENT FITTINGS TO PREVENT THIS FROM HAPPENING.

CA060220001	AIRBUS	GE	WIRE HARNESS	BURNED
2/14/2006	A310	CF680C2*	E0266QF20EO261	TOILET

AIRCRAFT ARRIVED AT STATION WITH A DEFECT LOG REPORT OF THE FORWARD LAVATORY NOT FLUSHING. TROUBLESHOOTING FOUND THAT 4 WIRES BETWEEN THE FLUSH MOTOR AND THE TIMER UNIT WERE BROKEN. IT WAS NOTED THAT MINOR ARCH/BURNING OF THE WIRES HAD OCCURRED. ALL 4 WIRES AND PINS WERE REPLACED AND SYSTEM WAS TESTED SERVICEABLE.

CA030115009	AIRBUS	GE	PANEL	MISSING
12/9/2002	A310300	CF680C2*	A5247007020200	

UPON A/C ARRIVAL FROM FLIGHT, FOUND ON WALK AROUND 3 MISSING PANELS (PANELS 134ER; P/N A5247007020600, 134CR; P/N A5247007020200, 134DR; P/N A5247007020400). HOLDING BRACKETS THOSE PANELS WERE ALSO FOUND TO BE DAMAGED. NEW HOLDING BRACKETS WERE FABRICATED IAW SRM 51-72-10 AND PANELS INSTALLED IAW AMM 53-13-00. THESE PANELS ARE OFTEN HIT BY CARGO LOADING EQUIPMENT OR STEPPED ON BY THE CARGO HANDLERS.

CA060228003	AIRBUS	GE	PICKUP	CONTAMINATED
2/26/2006	A310300	CF680C2*	9028A000201	TE FLAPS

AIRCRAFT LANDED WITH FULL SLATS AND NO FLAPS. UNABLE TO EXTEND FLAPS ON LANDING. SYSTEM TORQUE LIMITERS AND SCREW JACKS LIMITER INSPECTED AND NO FAULT FOUND. DURING TROUBLESHOOTING, THE LT AND RT POWER PICK UP UNITS WERE FOUND CONTAMINATED WITH SKYDROL AND READOUTS NOT MEETING THE MM LIMITS. BOTH UNITS REPLACED AND SYSTEM TESTED SERVICEABLE.

CA051130001	AIRBUS	GE	FLAP SYSTEM	MALFUNCTIONED
11/28/2005	A310304	CF680C2*		TE FLAPS

DURING APPROACH, ECAM MESSAGE CAME ON FLAP SYSTEM 1 AND 2 FAULT AT POSITION 15/20. RETURNED FLAP TO 0 THE SAME THING HAPPENED ON SECOND ATTEMPT. DURING INSPECTION, FOUND THE RIGHT TORQUE LIMITER FLAP GEAR BOX NR 1 INDICATOR TRIPPED. INDICATOR RESET AND OIL LEVEL CHECKED ON NR 1, 2 AND 3 GEARBOXES. ALL FOUND NORMAL. SYSTEM OPERATED SEVERAL TIMES. UNABLE TO DUPLICATE PROBLEM. AD F2005-174 COMPLETED AND SYSTEM FOUND SERVICEABLE.

CA060502003	AIRBUS	GE	WIRE	BURNED
4/22/2006	A310304	CF680C2A5		NAV LIGHT

(CAN) DURING AIRCRAFT TOWING, THE NAV 2 POSITION LIGHT CB POPPED. UNABLE TO RESET. DURING INVESTIGATION, FOUND THE 4 WIRES FROM THE LIGHT UNIT ASSY (7LA) BURNED ABOUT 8 INCHES LONG. WIRING WAS REPLACED AND LIGHT ASSEMBLY AND RELAY WERE REPLACED AS PRECAUTIONARY MEASURE. SB 30-0627-33-SB01 WILL BE INCORPORATED IN ALL AIRCRAFT TO UPGRADE THE NAVIGATIONAL LIGHT SYSTEM AND PREVENT THIS TYPE OF PROBLEM. (TC NR 20060502003)

CA060502002	AIRBUS	GE	WIRE	BURNED
4/27/2006	A310304	CF680C2A5		

(CAN) DURING ROUTINE INSPECTION, FOUND THE ELECTRICAL OUTLET WIRE FIN 8ME CHAFED ON FRAME 17 BETWEEN STR 28 AND 29 RT SIDE. THE GROMMET PROTECTION HAD FALLEN OFF FROM THE FRAME AND WIRE WAS HANGING ON THE FRAME WITH THE RESULT OF ARCING AND FRAME DAMAGE. THE WIRING AND FRAME WAS REPAIRED. A FLEET CAMPAIGN HAS BEEN INITIATED TO INSPECT THIS AREA ON ALL A-310. (TC NR 20060502002)

CA060307007	AIRBUS	CFMINT	BLEED AIR SYS	INOPERATIVE
3/2/2006	A319112	CFM565B6	26361090018	NR 2

(CAN) DISPATCHED WITH BLEED NR 2 OFF IAW MEL. LT WING LEAK IN CRUISE EMERGENCY DESCENT COMPLETED. REMOVED ACCESS PANELS FOR ZONE 521 BLEED DUCT FROM THE ENG NR 1 PYLON TO THE FUSELAGE. REMOVED ACCESS DOORS TO AIR CONDITIONING UNITS (191+192). REMOVED BELLY FAIRINGS FOR ACCESS TO BLEED DUCT FWD OF THE AIR CONDITIONING UNITS. (TC NR 20060307007)

CA051206002	AIRBUS		FAN	ODOR
12/6/2005	A319114		EVT3454H	AVIONICS BAY

VENT EXTRACT FAULT. BURNING ODOR NOTICED PRIOR TO MESSAGE. EXTRACT FAN SET TO OVRD. ODOR DISAPPEARED. EXTRACT BLOWER REPLACED AS PER AMM 21-26-51. OPERATIONAL TEST C/O THROUGH CFDS, NO FAULT.

CA060117001	AIRBUS	GE	ENGINE	INOPERATIVE
1/17/2006	A319114	CFM565A		NR 1

ECAM MSG ENG 1 LOW OIL PRESS ON APPROACH/AGAIN ON GRD DROPPED TO 13 PSI ENG SHUTDOWN. TSM 79-00-00 PG 1, FOUND OVER 2 GAL OF OIL IN AGB-OIL DRAINED AND CKD SUPPLY FILTER/SCAVENGE FILTER AND MAG PLUGS. ALL OK, CK AGB SCAVENGE LINE, CLEAR, CK OIL TANK STRAINER, CLEAR. GRD RUN AT T/O POWER AND LEAK CK OK.

CA060104008	AIRBUS	GE	REDUCER	SHEARED
1/4/2006	A319114	CFM565A	0CFM565A5	P3 LINE

IN CLIMB THRU FL185, ENG NR 2 PWR REDUCED TO 74.5 N1/1200 KGH FF. ENG PARAMETERS NORMAL WHEN PWR REDUCED TO LOWER SETTINGS. ENG NR 1 NORMAL THROUGHOUT. FOUND PS3 LINE REDUCER SHEARED AS PER TSM 77-00-00-810-833. REDUCER REPLACED AS PER AIRBUS STANDARD PRACTICES. GROUND RUN CHKD SERV.

CA060110007	AIRBUS	GE	OVEN	SHORTED
1/10/2006	A319114	CFM565A	8201170000	AFT GALLEY

OVEN NR 02-02-17535 OVEN NR 3 IN AFT GALLEY EMITTED AN ELECTRIC SHOCK TO F/A UPON TOUCHING IT. MEL ERASED IN CCS AND CB PULLED AND COLLARED BY FLIGHT CREW. REPLACED NR 3 OVEN CONTROLLER FUNCTION CHECK SATISFACTORY.

CA060104007	AIRBUS	CFMINT	UPLOCK	DAMAGED
1/4/2006	A320211	CFM565A1	201122006	MLG

AFTER T/O ECAM L/G DOORS NOT CLOSED. CYCLED LDG GEAR. ECAM RE-APPEARED. LT MAIN GEAR DOOR SHOWED PARTIALLY OPEN IN AMBER. GEAR DOORS SHOW CLOSED WHEN GEAR DOWN. LT GEAR DOOR UPLOCK ASSY REPLACED AS PER TASK, 32-31-33-400-002.

CA031224001	AIRBUS	CFMINT	WIRE HARNESS	CHAFED
12/16/2003	A320211	CFM565A1		SMOKE DETECTOR

F/A NOTICED SPARK FROM OXYGEN PNL. A/C REMAINED IN SERV SEVERAL DAYS. UPON INSPECT, WIRE BUNDLE DIRECTLY ABOVE LAV "E" SMOKE DETECT FOUND CHAFFED ON SMOKE DETECT. INSPECT FOUND ROUTING OF WIRE BUNDLE WITH LITTLE CLEARANCE BETWEEN BUNDLE AND DETECTOR AND REPEAT OF INCIDENT WITH MORE SERIOUS CONSEQUENCES COULD BE LIKELY. WIRED BUNDLE RECEIVES IT'S POWER FROM 2000 C/B PANEL AND SUPPLIES PWR TO AFT CARGO LOADING SYS, AFT DRAIN MAST AND VARIOUS RIBBON HEATERS, ETC. FEW A/C WERE INSPECTED 401, 408, 410, 219, 224 HERE. NO A/C HAD WIRE BUNDLE TOUCHING SMOKE DETECTOR. HOWEVER, DISTANCE BETWEEN BUNDLE AND SMOKE DETECTOR IS NEVER SAME. NOTICED FLEXIBLE EXTRACT DUCT IS NEVER INSTALLED SAME WAY.

CA060307008	AIRBUS	CFMINT	VANE	CHAFED
3/6/2006	A320211	CFM565A1		3RD STAGE VSV

(CAN) NR 1 ENG STALL, ENG 1 SHUTDOWN AND LANDED. BORESCOPE CARRIED OUT IAW AMM 72-00-00-200-003 AND 72-31-00-290-001 FOUND 3 RD STAGE VSV VANES RUBBING ON IB END MAKEING A GROOVE WITH DISPLACED METAL AT BOTH ENDS OF VANE TRAVEL. (TC NR 20060307008)

CA030117006	AIRBUS	IAE	HOSE	CHAFED
1/16/2003	A320231	V2500A1	AE707910	HYD SYSTEM

HYDRAULIC HOSE FOUND CHAFFED THROUGH ON ENGINE 1 GREEN HYDRAULIC SYSTEM PUMP PRESSURE TRANSDUCER. REF. 29-11-49-80A TUBES INSTL-HYDRAULIC, V2500, ENGINE 1, ZONE 400/ITEM 310.

AU510002220	AIRBUS	IAE	VALVE	FAULTY
12/12/2005	A320232	V2527A5	6730010000	PNEUMATIC SYS

NR 2 ENGINE BLEED SYSTEM FAN AIR VALVE SUSPECT FAULTY.

AU510001766	AIRBUS	IAE	HINGE PIN	LOOSE
12/12/2005	A320232	V2527A5	D9251015520000	BATTERY BOX

(AUS) 103VU PANEL HINGE PIN LOOSE. NO CONTACT WITH ADJACENT ELECTRICAL HARNESS. FOUND DURING INSPECTION IAW AD/A320/175.(AD/SB DESC: AD/A320/175) (CASA NR 510001766)

CA060404002	AIRBUS		DISK	RUPTURED
3/29/2006	A321211		L95F50603	CENTER TANK

FUEL AUTO TRANSFER FAULT ECAM IN CLIMB. SELECTED MAN AS PER ECAM. REALIZED NR 1 TANK WAS FEEDING BOTH ENG AND UNBALANCE INCREASED. UNABLE TO GET FUEL FROM CENTER OR RIGHT TANK. RETURNED TO YYZ. RECTIFICATION: TSM TASK 28-12-00-810-801 CARRIED OUT. OVERPRESSURE PROTECTOR DISK 96QM RUPTURED. REMOVED TASK 28-12-41-000-003 AND INSTALLED TASK 28-12-41-400-003 MM TASK 28-25-00-869-001 FUEL TRANSFER AND PANEL LEAK CHECK CARRIED OUT SERVICEABLE.

CA060221003	AIRBUS	GE	HMU	MALFUNCTIONED
2/20/2006	A321211	CFM56*	8061532	NR 2 ENGINE

AFTER T/O YOW EN ROUTE YVR ENG 2 COMPRESSOR VANE MSG SEVERAL TIMES DURING FLIGHT. CREW ELECTED TO DIVERT TO YUL. ACFT ROUTED TO BASE FOR INVEST. HMU REPLACED AS PER T/S.

AU510001470	AIRBUS		SOLENOID VALVE	SHORTED
12/6/2005	A330*		CH251040	SLAT CONTROL

(AUS) RH SLAT SOLENOID (34CW) SHORT CIRCUITING TO CHASSIS. (OTHER CAUSE: MATERIAL) (CASA# 510001470)

AU510001651	AIRBUS	GE	DISPLAY	FAILED
5/7/2005	A330*	CF680		NAVIGATION

CAPTAIN`S LT AND FIRST OFFICER`S DISPLAY UNITS READ `DATA INVALID` FOR APPROXIMATELY 20 SECONDS AND THEN RETURNED TO NORMAL DISPLAY.

AU510001666	AIRBUS	GE	TIRE	LOW PRESSURE

12/12/2005	A330*	CF680		NLG

LEFT NOSE WHEEL TIRE LOW PRESSURE. NOSE SHIMMY ALSO EVIDENT.

AU510001522	AIRBUS	GE	PROXIMITY SENSOR	FALSE INDICATION
12/12/2005	A330*	CF680	893301	CARGO DOOR

AFT CARGO DOOR OPEN INDICATION. INSPECTION FOUND THE DOOR SECURE. SUSPECT FAULTY SENSOR.

AU510001537	AIRBUS	GE	PROXIMITY SENSOR	FAULTY
12/12/2005	A330*	CF680	893301	CARGO DOOR

AFT CARGO DOOR WARNING. INVESTIGATION FOUND THE DOOR CLOSED AND LOCKING MECHANISM SERVICEABLE. SUSPECT CAUSED BY FAULTY SENSOR.

AU510001562	AIRBUS	GE	COMPUTER	FAILED
12/12/2005	A330*	CF680	LA2K2B100D80000	FLT CONTROL

FLIGHT CONTROL PRIMARY COMPUTER (FCPC) FAILED. FCPC REMOVED AND SENT FOR TEST AND REPAIR. INVESTIGATION FOUND THE POWER SUPPLY FAULTY.

AU510001899	AIRBUS	GE	LIGHT	FAILED
12/12/2005	A330*	CF680		COCKPIT

FO READING LIGHT FAILED. SMOKE AND FUMES IN COCKPIT. INVESTIGATION FOUND SWARF MATERIAL IN THE LENS ASSEMBLY FOLLOWING REMOVAL OF THE COVER.

AU510001917	AIRBUS	GE	SLIDE	FAILED
12/12/2005	A330*	CF680		L1 DOOR

(AUS) DURING EMER EVAC FOR FIRE WARNING, DOOR 1L SLIDE FAILED TO DEPLOY. DOOR OPENING HANDLE HAD BEEN MOVED TO FULL UP POSITION, DOOR WAS FOUND TO HAVE OPENED APPROX 3 INCHES, JAMMED IN THAT POSITION. DOOR ARMING HANDLE HAD BEEN MOVED FROM ARMED POSITION TO DISARMED POSITION. SLIDE GIRT BAR WAS STILL ATTACHED TO DOOR FRAME FLOOR FITTINGS, SLIDE WAS STILL WITHIN DOOR COVER. FILLING VALVE NUT ON DOOR ASSIST ACT WAS LOOSENED TO RELEASE REMAINING PRESS IN ACT. AFTER SLIGHT RELEASE OF PRESS, DOOR OPENED AUTOMATICALLY, SLIDE DEPLOYED NORMALLY. DETERMINED DOOR HAD BECOME JAMMED BECAUSE PRESS FROM DOOR ASSIST ACT FORCED DOOR AGAINST DOOR FRAME, PREVENTED DOOR FROM BEING MOVED TO CLOSED POSITION. (CASA NR 510001917)

CA051205005	AIRBUS	RROYCE	ENGINE	MAKING METAL
12/5/2005	A330*	RB211*		NR 1

PRELIMINARY INVESTIGATION AND TROUBLESHOOTING HAS NOTED UNUSUALLY HIGH N3 INDICATION DURING A GROUND START ATTEMPT, WHICH SUGGESTS THAT THE ACCESSORY GEARBOX MAY HAVE LOST COUPLING TO THE N3 ROTOR. AS FURTHER SUPPORTING EVIDENCE, THE MASTER CHIP DETECTOR WAS FOUND WITH SIGNIFICANT CONTAMINATION. THE TROUBLESHOOTING FINDINGS ARE CONSISTENT WITH OTHER INDUSTRY OCCURRENCES THAT ARE CURRENTLY UNDER INVESTIGATION BY ROLLS ROYCE, WHERE THE ACCESSORY GEARBOX LOST MECHANICAL DRIVE FROM N3 ROTOR. REFERENCE ROLLS ROYCE WORLD WIDE COMMUNICATION WW10379/1 AND WW10345. WILL BE REQUESTING A FULL INVESTIGATION AT ENGINE TEAR DOWN.

CA060104005	AIRBUS	RROYCE	OVEN	SHORTED
1/4/2006	A330*	RB211*	820317000	FWD GALLEY

FWD GALLEY OVEN FIRE EXTINGUISHED WITH 2 FIRE EXT BOTTLES ACTION. FWD GALLEY NR1/NR 2 OVENS REPLACED. FUNCT CHKD SERV NR 1 OFF HK76R5 NR 2 OFF 8203-17-000 S/N 9403-6150. NR 1 ON 8203-17-000, S/N 96-11-7934 NR 2 ON 568K81.

CA060405005	AIRBUS	RROYCE	CANISTER	BROKEN
2/13/2006	A330*	RB211*	FRH280002	BOOST PUMP

FOB 5100 KG WING CROSSFEED SELECTED ON AS PER ATB 376. FUEL IS 2500KG IN EACH TANK. NO FUEL IN

OUTERS AND TRIM. ON SHORT FINAL "L TANK LOW FUEL" ON ECAMLTANK INDICATED 1200 KG AND RIGHT TANK 3500 KG REF SNAG 4205167. FOUND RT WING NR 1 MAIN BOOST PUMP CANNISTER DELIVERY ELBOW BROKEN AT FLANGE CONNECTION TO FUEL FEED MANIFOLD. NEW ELBOW INSTALLED WITH NEW SEALS. OPERATION CHECK OF FEED SYSTEM COMPLETED. CHECKS SERVICEABLE.

CA051208001	AIRBUS	RROYCE	MESSIER	TIRE	BLOWN
12/8/2005	A330*	RB211*		300828	MLG

AFTER T/O FROM YYC, A LARGE PIECE OF TIRE RUBBER WAS FOUND ON RUNWAY, NO UNUSUAL INDICATIONS IN COCKPIT. LANDED IN LHR WITH EMERG SERVICES IN STANDBY, TIRE IS SHREDDED. ACCOMPLISHED INSPECTION AFTER TIRE BLOWN AS PER AMM 05-51-12, REF L4044129 FOR FINDINGS. REPLACED NR 6 TIRE DUE BLOWN AND MATING TIRE NR 5 AS PER AMM 32-41-11-400-801.

CA051202005	AIRBUS	RROYCE	STEERING SYS	MALFUNCTIONED
11/29/2005	A330243	RB211*	C24780003	NLG

DURING LEVELING A/C FOR WEIGHT AND BALANCE PURPOSES, GREEN SYS ELECT HYD PUMP WAS TURNED ON TO POSITION HORIZ STAB, A/C WAS BEING LEVELED USING 5 LANDING GEAR AXLE JACK POINTS, N/G STEERING SWITCH WAS SELECTED OFF AND N/G STEERING BY-PASS PIN INSTALLED. AT THE MOMENT OF SYSTEM PRESSURIZATION NOSE LANDING IMMEDIATELY SWUNG 90 DEG. T/S CARRIED OUT USING BITE INFO; AIRBUS INDUSTRIES WAS ALSO SOLICITED FOR ASSIST. AN EXISTING TFU 32.51.00.020 DETAILS A SIMILAR PROBLEM. A RECOMMENDATION WAS RECEIVED FROM AIRBUS TO REPLACE THE SELECTOR VALVE (FIN 5113GC) PRIOR TO NEXT FLT, WHICH WAS ACCOMP AND SENT UNIT OUT FOR ANALYSIS. ADDITIONAL T/S RELATED TO A CLASS 3 FAULT THAT MAY BE RELATED REMAINS TO BE INVESTIGATED.

AU510001752	AIRBUS	GE	CONTROL UNIT	FAULTY
12/12/2005	A330300	CF680	RAI2811M0103	SMOKE DETECTOR

(AUS) CARGO COMPARTMENT SMOKE WARNINGS. FORWARD CARGO FIRE BOTTLES DISCHARGED. EMERGENCY LANDING CARRIED OUT. LOCAL AUTHORITIES REPORTED A (WHITE POWDER) IN THE WHEEL WELL AREA. DURING EMERGENCY EVACUATION, DOOR 1L ESCAPE SLIDE FAILED TO DEPLOY. ALL OTHER SLIDES DEPLOYED SUCCESSFULLY. INVESTIGATION FOUND THE FALSE SMOKE WARNING WAS CAUSED BY A DESIGN DEFICIENCY IN THE SMOKE DETECTOR CONTROL UNIT (SDCU). NOTE: FAILURE OF THE SLIDERAFT TO DEPLOY IS COVERED BY SDR 510001917. (CASA NR 510001752)

CA060404003	AIRBUS	CFMINT	VIDEO DISPLAY	BURNED
3/29/2006	A340313	CFM565C4	845438421	CABIN

4H VIDEO MACHINE GOT REALLY HOT AND SMELLED BURNED AT THE END OF FLIGHT. THICK WHITE SMOKE CAME FROM PTV. FOUND PTV OPERATION SERV. FOUND SEAT PWR SUPPLY U/S AND ODOR OF SMOKE. DEACTIVATED BY PULLING AND COLLERING C/B.

CA060531008	AIRTRC	PWA	ENGINE	FAILED
4/28/2006	AT502	PT6A15AG		

(CAN) THE ENGINE WAS REPORTED TO HAVE LOST POWER IN FLIGHT LEADING TO A FORCED LANDING AND RESULTANT AIRFRAME DAMAGE. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531008)

CA060606004	AIRTRC	PWA	CLEVELAND	LINE	CRACKED
6/5/2006	AT502B	PT6A34AG	3098C	20700600	BRAKE ASSY

(CAN) PILOT REPORTED RT BRAKE ALWAYS GOES SOFT WHILE TAXING. AFTER INSPECTING ENTIRE BRAKE INSTALLATION FOR LEAKS, FOUND THE FWD AND AFT BRAKE CALIPER INTERCONNECT HOSE, FWD FITTING CRACKED. THIS CRACK WAS ONLY APPARENT WHEN THE BRAKES HEAT UP AND THE CRACK OPENED AS IT EXPANDED, CAUSE FLUID TO LEAK. THE HOSE WAS REPLACED WITH NEW UNIT AND BRAKES BLED WITH NO FURTHER FAULTS. (TC NR 20060606004)

CA060407006	AIRTRC	PWA	PUMP	LEAKING
4/3/2006	AT802	PT6A67A	510767	FUEL SYSTEM

DURING DE-INHIBITING INSPECTION, A FUEL LEAK WAS DETECTED AT THE REAR OF THE FUEL PUMP ASSEMBLY.

CA060303010	AIRTRC	PWA		HOSE	CHAFED
3/3/2006	AT802A	PT6A67A			BRAKE

WHILE PERFORMING A GEAR SWING DURING THE ANNUAL INSPECTION, IT WAS DISCOVERED THAT THE MLG BRAKE HOSES WERE ROUTED SO THAT THEY WERE RUBBING DIRECTLY ON THE TREAD PORTION OF THE TIRES. THE STRAIGHT BULKHEAD FITTINGS P/N AN832-4D (4 OF) WERE REPLACED WITH 45 DEGREE BULKHEAD FITTINGS AND BRAKE HOSES WERE CHECKED FOR CLEARANCE ON A SUBSEQUENT GEAR SWING WITH NO RUBBING NOTED. BRAKE SYSTEM WAS BLED. THE OTHER AIRCRAFT IN THE FLEET WILL BE INSPECTED.

CA060124005	AMBLP	ROTAX	ROTAX	ARM	CRACKED
1/18/2006	A150	ROTAX912F3			AIRBOX

(CAN) ENGINE RECIEVED FOR OVERHAUL WITH AIRBOX INSTALLED. THE CARB DRIP TRAYS ARE CONNECTED TO THE AIRBOX BY A SUPPORT ARM WITH TWO SCREWS HOLDING THE TRAYS ONTO THE SUPPORT ARM. THE DRIP TRAY SUPPORT ARM WAS FOUND CRACKED AT THE HOLES FOR THE SCREWS. (TC 20060124005)

CA051209004	AMD	GARRTT		PUMP	MALFUNCTIONED
11/30/2005	FALCON10	TFE7312		4005303	HYDRAULIC SYS

HYD NR 1 ANNUNCIATOR ILLUMINATED AFTER TAKEOFF. HYDRAULIC PRESSURE WAS LOST ON SYSTEM 1. QUANTITY WAS SUFFICIENT AND STANDBY SYSTEM WORKED NORMALLY. HYD NR 1 SYSTEM PRESSURE PUMP HAS BEEN REPLACED, P/N 40053-03, S/NOFF AH-16041A, S/NON AH-16086A. FILTER INSPECTED AND GROUND TEST CARRIED OUT OK.

THMN4113SQ118	AMD			COWLING	CRACKED
5/8/2006	FALCON20			MY20552302	RT ENGINE

RT UPPER ENGINE COWL SKIN CRACKED AT FWD SEAL BRACKET. MADE AIRWORTHY REPAIR IAW SRM 54-20-43.

CA051129011	AMD	PWA		ENGINE	MALFUNCTIONED
11/8/2005	FALCON2000	PW306B			

DURING CLIMB, THE ENGINE EMITTED A LOUD NOISE AND SHUT DOWN UNCOMMANDED. SUBSEQUENT INSPECTION REVEALED DAMAGE TO THE TURBOMACHINE. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060129014	AMD	PWA		ENGINE	ODOR
1/4/2006	FALCON2000	PW306B	PW308C		

(CAN) THE ENGINE WAS REPORTED TO EXHIBIT OIL SMELL IN CABIN AIR ACCOMPANIED BY HIGH OIL CONSUMPTION. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20060129014)

2006FA0000619	AMD			CONTROL PANEL	FAILED
6/23/2006	FALCON50MYST			7503611	FIRE DETECTION

FIRE CONTROL PANEL FAILED.

CA060410003	AMD	GARRTT		DOOR	DAMAGED
3/21/2006	FALCON50MYST	TFE73131C		F50B258707	S DUCT

DURING TAKEOFF, THE NR 2 ENGINE "FAIL" LIGHT ILLUMINATED. THE TAKEOFF WAS REJECTED AND THE AIRCRAFT RETURNED TO THE RAMP. MAINTENANCE WAS CONTACTED AND UPON INVESTIGATION IT WAS DISCOVERED THAT NR 2 ENGINE S DUCT DOOR AFT LATCH HAD NOT BEEN COMPLETELY ENGAGED WITH THE HOOK. BOTH THE FRONT AND REAR LATCHES WERE RE-ENGAGED AND THE DOOR WAS CHECKED FOR PROPER SECURITY. THE CREW RESUMED THE FLIGHT AND A NORMAL TAKEOFF WAS CONDUCTED.

CA060615002	AMD	GARRTT		GUIDE	BENT

6/4/2006	FALCON50MYST	TFE73131C	F50B381003111	HORIZONTAL STAB

GUIDE PLATE SEPARATED FROM HORIZONTAL STAB FILLET, WAS FOUND LYING BETWEEN VERTICAL STABILIZER AND HORIZONTAL STABILIZER. UNIT HAD BEEN CRUSHED BETWEEN HORIZONTAL STAB AND VERTICAL STAB AS STAB WAS TRIMMED POTENTIAL THAT GUIDE PLATE COULD HAVE MOVED AFT AND JAMMED ELEVATOR LINKAGE. UNIT WAS REMOVED STRAIGHTENED AND REATTACHED TO HORIZONTAL STAB FILLET ASSEMBLY PER MANUFACTURERS INSTRUCTIONS "SRM SI-20-05, S0-10-04, HORIZONTAL STAB WAS TRIMMED THROUGHOUT ITS ENTIRE RANGE AND NO DISCREPANCIES FOUND.

CA060116005	AMD		COOLING FAN	SEIZED
1/3/2006	FALCON900B		TVT10728H3	

WHILE ON THE GROUND WITH THE APU RUNNING, SMOKE WAS OBSERVED IN THE CABIN. THE CREW IMMEDIATELY SHUT DOWN THE APU. THE TURBO COOLING FAN WAS FOUND SEIZED.

2006FA0000618	AMD		CONTROL PANEL	FAILED
6/23/2006	STCFALC50		7503611	FIRE DETECTION

FIRE CONTROL PANEL FAILED.

2006FA0000544	AMTR	AMTR	DRIVE GEAR	DAMAGED
5/26/2006	AVIDFLYER	CUYUNA430		ENGINE

ACCIDENT INVESTIGATION. ON CLIMB-OUT ENGINE RPM INCREASED AND PROPELLER RPM DECREASED. THE GRD-2000 GEAR REDUCTION UNIT WAS DISASSEMBLED AND THE DRIVE GEAR WAS FOUND TO DAMAGED. (TEETH GONE)

AU510002168	AMTR		BEARING	MISMANUFACTURED
2/11/2005	LC41550FG		13889	WHEEL

NEW WHEEL BEARING HAD TWO ROLLERS MISSING. FAULTY MFG.

AU510001680	AMTR		PUMP	FAILED
4/8/2005	LC41550FG		216CWRWIP	VACUUM SYS

EXCESSIVE AMOUNT OF VACUUM PUMPS FAILING EITHER ON FITMENT OR SHORTLY AFTER. THESE PUMPS ARE PURCHASED FROM AERO ACCESSORIES INC.

AU510001765	AMTR		PUMP	FAILED
4/8/2005	LC41550FG		216CWWIP	VACUUM SYS

(AUS) VACUUM PUMPS FAILED. (OTHER CAUSE: MATERIAL - DEBRIS REMAINING AFTER FAILURE) (CASA NR 510001765)

AU510001912	AMTR	LYC	TIRE	DISINTEGRATED
12/12/2005	LC41550FG	IO540N1A5	252752	NLG

(AUS) NOSE WHEEL TYRE DISINTEGRATED CIRCUMFERENTIALLY. INVESTIGATION FOUND EXCESSIVELY LONG NOSEWHEEL SPAT ATTACHMENT SCREWS WHICH CUT INTO THE TYRE AS IT ROTATED. INCORRECT PART. (CASA NR 510001912)

AU510001855	AYRES	PWA	ROD END	BROKEN
6/9/2005	S2RT15RESTD	PT6A15AG	40024T008	HORIZONTAL STAB

LT HORIZONTAL STABILIZER ATTACHMENT BOLT BROKEN AT TOP OF THREADED AREA UNDER CLEVIS. FOUND WHEN STABILIZER REMOVED FOR PAINTING. INSPECTION FOUND ALL OTHER ATTACHMENT BOLTS RUSTED AND PITTED IN THE SAME AREA.

CA060425015	AYRES	PWA	TURBINE BLADES	FRACTURED
4/5/2006	S2RT34NORMAL	PT6A34AG		ENGINE

ON TAKEOFF, THE ENGINE WAS SEEN TO EMIT SMOKE AND SPARKS FROM THE EXHAUST. SUBSEQUENT INVESTIGATION REVEALED FRACTURED COMPRESSOR TURBINE BLADES. PWC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

AU510001464	BAC	LYC	PIN	INSTALLED
9/6/2005	146100A	ALF502R5	201138002	NLG

(AUS) NOSE LANDING GEAR FAILED TO RETRACT. INVESTIGATION FOUND NLG PIN STILL INSTALLED. PERSONNEL/MAINTENANCE ERROR. (CASA# 510001464)

AU510001836	BAC	LYC	O-RING	FAILED
10/9/2005	146200A	ALF502R5		HYDRAULIC SYS

LOSS OF HYDRAULIC FLUID. INVESTIGATION FOUND A FAILED O-RING SEAL AT THE PIPE CONNECTOR ON NR 2 HIGH PRESSURE MANIFOLD. THIS PIPE SUPPLIES GREEN SYSTEM HIGH PRESSURE FLUID THROUGH THE STANDBY GENERATOR ISOLATION VALVE.

AU510001710	BAG	LYC	FRAME	CRACKED
10/8/2005	BAE146100A	ALF502R5		FUSELAGE

FUSELAGE FRAME 15 AND FRAME 41 CRACKED. FOUND DURING INSPECTION IAW AD/BAE146/116.

AU510001880	BAG	LYC	FRAME	CRACKED
5/9/2005	BAE146100A	ALF502R5		FUSELAGE

FUSELAGE FRAMES 15 AND 18 CRACKED, FOUND DURING INSPECTION IAW AD/BAE146/116.

AU510001709	BAG		WIRE	SHORTED
10/8/2005	BAE146300A			FUEL SYSTEM

RT INNER FUEL BOOST PUMP PRESSURE SWITCH TO PRINTED CIRCUIT BOARD WIRE SHORT CIRCUITED.

AU510001495	BAG		SELECTOR	FAILED
12/12/2005	BAE146300A		643500100	MLG

LANDING GEAR SELECTOR LEVER WOULD NOT MOVE TO THE `UP` POSITION.

AU510001750	BAG	LYC	INDICATOR	DAMAGED
12/12/2005	BAE146300A	ALF502*		TAIL STRIKE

(AUS) AIRCRAFT EXPERIENCED A HIGH SINK RATE DURING LANDING. INVESTIGATION FOUND THAT THE MAIN LANDING GEAR AND TAILSKID CONTACTED THE GROUND CAUSING DAMAGE TO THE TAIL STRIKE INDICATOR. (CASA NR 510001750)

AU510001967	BAG	LYC	BOLT	SHEARED
6/10/2005	BAE146300A	ALF502R5	HLT912AP109	WING SPAR

CENTER FUEL TANK WING SPAR ATTACHMENT BOLTS (4OFF) HAD SHEAR BOLT HEADS. FUEL LEAKING FROM CENTER TANK AT RT FRONT CORNER ABOVE THE WING TO FUSELAGE ATTACHMENT LINK AT FRAME 26 RIB 2.

AU510001664	BAG	LYC	HINGE	CORRODED
2/8/2005	BAE146300A	ALF502R5	HC528B0039002	RT MLG DOOR

RT MAIN LANDING GEAR DOOR HINGE FITTINGS CORRODED IN BORES. BEARING HOUSINGS ALSO CONTAINED PITTING AND RUST DEPOSITS ON THE OUTER SURFACES. FOUND DURING INSPECTION IAW BAE SYSTEMS ISB 52-113 REV 1 AND AAES AD ER BA6-32-10-43B AND UK CAA AD G-2005-0017.

AU510001532	BAG	GARRTT	PLATE	CRACKED
12/12/2005	JETSTM3107	TPE33110U		BS 223

PASSENGER CUTOUT INTERCOSTAL UPPER JOINT PLATE LOCATED AT FS 223 LT CRACKED. FOUND DURING INSPECTION IAW AD/JETSTREAM/98 AND SB51-JA030544 R1.

CA060529004	BAG	GARRTT	FLANGE	SPLIT
4/28/2006	JETSTM3212	TPE33110UG	8210263C	PROP GOVERNOR

FOUND OIL DRIPPING UNDER RIGHT ENGINE AFTER SHUT DOWN, ENGINE CLEANED AND CASE NEGATIVE PRESSURE CHECKED, FOUND SERVICEABLE. ENGINE GROUND RUN/MAX POWER CARRIED OUT. OIL FOUND TO BE LEAKING FROM THE PROP GOVERNOR. PROP GOVERNOR REPLACED WITH SERVICEABLE UNIT P/N 8210-263C, S/N 1812067. GROUND RUN CARRIED OUT SATISFACTORY.

CA060525003	BAG	GARRTT	ENGINE	MALFUNCTIONED
5/25/2006	JETSTM3212	TPE33110UG		RIGHT

IN CRUISE, RT ENGINE TORQUE INCREASED TO 104.5%, WHEN TTL TURNED OFF WENT TO 120%. FUEL FLOW ON RT ENG DROPPED TO 200LBS.

CA060104004	BAG	GARRTT	WINDSCREEN	CRACKED
1/2/2006	JETSTM3212	TPE33110UG	01379377C405	COCKPIT

AT CRUISE ALT 20,000 FT, NOTICED CRACK AND SUBSEQUENT FLAME WITHIN LAYERS OF LT WINDSHIELD. FLAME SELF EXTINGUISHED WITH DE-SELECTION OF WINDSHIELD HEAT. DURING DESCENT ADDITIONAL CRACKING. DIVERTED TO CYMM. MX DISPATCHED, REPLACED WINDSHIELD. UPON MX REVIEW FOLLOWING WAS DETERMINED; THE PART WAS IN SERVICE ON THIS A/C ON REGISTER SINCE 2003 JANUARY AND PRIOR. NO ABNORMALITIES OBSERVED DURING REMOVAL REGARDING INSTALLATION, EXCEPT FOR PRC APPLIED OVER EXT SCREW HEADS. AIRFRAME VOLTAGE AND CURRENT OUTPUT TO LT WINDOW HEAT SYS FOUND NORMAL. NO EVIDENCE OF MISTORQUE OF SECURING SCREWS OBSERVED. MX PRELIMINARY CONCLUSION, MALFUNCTION LEADING TO A SHORT CIRCUIT OF INTERNAL HEAT FILAMENTS OF WINDSHIELD.

CA060116001	BAG	GARRTT	VALVE	CRACKED
1/12/2006	JETSTM3212	TPE33110UG	HTE400005	RT HYD SYSTEM

ON APPROACH, UPON FLAP SELECTION, NO SYSTEM HYD PRESSURE. EMERG GEAR SELECTION USED TO EXTEND L/G, AND TO OBTAIN 10 DEGREES FLAP. A/C LANDED W/O INCIDENT, DUE TO LOSS OF SYS HYD PRESSURE, N/W STEERING INOP AND MAIN BRAKING WAS LIMITED. TOWED TO HANGAR. MX FOUND PN HTE400005 CHECK VALVE CRACKED, WHICH RESULTED IN LOSS OF SYS HYD FLUID. CHECK VALVE WAS REPLACED, SYS WAS REPLENISHED AND BLED, OPS CHECKED SERVICEABLE. COMPANY ISSUED FLEET INSP TO DETERMINE IF A COMMON PROBLEM WITH FACTORY INSTALLATION. FOUND MULTIPLE A/C WITH THESE NRV'S CRACKED IN RADIUS. (FPI, 10X MAG. GLASS REQUIRED TO DETECT.) VALVE'S REPLACED AS REQ`D AND MFG TO BE CONTACTED. DEFECTIVE VALVES TAGGED AND ON FILE FOR FURTHER INSPECT.

CA051214001	BAG	GARRTT	GENERATOR	FAILED
12/13/2005	JETSTM3212	TPE33110UG	51539002B	AC REGULATOR

(CAN) IAW AMM 24-30-00 501 DC GENERATION-ADJUSTMENT/TEST. GENERATOR VOLTAGE MUST BE WITHIN 0.3 VOLTS OF EACH OTHER. WHEN REPLACING COMPONENTS IN THE GENERATOR SYSTEM, A CHECK OF THE GCU'S VOLTAGE IS RECOMMENDED AS NUMEROUS HOURS OF TROUBLESHOOTING AND PARTS REPLACEMENT WILL OCCUR. (TC NR 20051214001)

2006FA0000577	BBAVIA	CONT	GAUGE	STUCK
5/21/2006	7CCM	C90*	2731	COCKPIT

AIRCRAFT LOST POWER AND LANDED IN A HAYFIELD UP ON ITS NOSE. PILOT STATED HE CHECKED THE FUEL GAUGE PRIOR TO THE FLIGHT AND IT READ (HALF FULL). HE DID NOT VISUALLY CHECK THE QUANTITY. INVESTIGATION REVEALED FUEL TANK TO BE EMPTY AND GAUGE STUCK IN THE (HALF FULL) POSITION. (K)

2006FA0000595	BBAVIA	LYC	SPAR	CRACKED
6/2/2006	7ECA	O235C1	5271L	LT WING

REQUIRED INSPECTION OF WOODEN WING SPARS IN ACCORDANCE WITH AD. REVEALED A COMPRESSION CRACK IN THE LT WING FWD SPAR AT THE TOP OB OF WING STRUT ATTACH DOUBLER PLATE. (K)

CA060424005	BBAVIA	LYC	FRAME	CRACKED
4/12/2006	8GCBC	O360C1E	21949	FUSELAGE

DURING THE COMPANY STRUCTURAL INSPECTION AND REPAIR PROGRAM (SIRP), THE RIGHT SIDE OF THE FUSELAGE FRAME WAS FOUND CRACKED IN THE AREA WHERE THE RIGHT MAIN GEAR LEG RESTS AGAINST THE AIRFRAME. THE CRACK WAS LONGITUDINAL AND WAS ABOUT 1 1/8" LONG.

CA060424006	BBAVIA	LYC	SPAR	DAMAGED
4/24/2006	8GCBC	O360C2E	5428L	LT WING TE FLAP

2 HOLES FOR MOUNTING INBD FLAP HINGE BRACKET LWR ATTACH AND INBD BOLT FOR SHIM PLATE BOTH FOUND CRUDELY DRILLED AND VERY OVAL.

CA060421020	BBAVIA	LYC	CRANKSHAFT	CORRODED
3/23/2006	8GCBC	O360C2E	74968	ENGINE

CORROSION FOUND UNDER PID AT FWD ID.

CA060421021	BBAVIA	LYC	CRANKSHAFT	CORRODED
3/23/2006	8GCBC	O360C2E	74968	ENGINE

CORROSION FOUND UNDER PID FWD ID.

CA060421019	BBAVIA	LYC	CRANKSHAFT	CORRODED
3/23/2006	8GCBC	O360C2E	74968	ENGINE

(CAN) FWD INNER DIA CRANKSHAFT CORRODED BEYOND LIMITS IAW AWD 98-02-08. (TC NR 20060421019)

CA060116006	BBAVIA	LYC	CRANKSHAFT	CORRODED
1/11/2006	8GCBC	O360C2E	74968	ENGINE

THE CRANKSHAFT A/C WAS INSPECTED DUE TO A FAILURE OF A CRANKSHAFT ON ANOTHER AIRCRAFT IN THE FLEET (INTERNAL CORROSION). UPON REMOVAL OF THE FRONT CRANK PLUG AND CLEANING OF THE CRANKSHAFT, IT DISCOVERED THAT URETHABOND COATING WAS BLISTERING. URETHABOND REMOVED AND CORROSION WAS FOUND WITHIN FIRST INCH OF CRANK. ENGINE WAS A FACTORY EXCHANGE OVERHAUL (21 APR 2002) AND THE CRANK HAD BEEN RE-WORKED. THE CRANKSHAFT WAS AT MAX ID THEREFORE PITTING FROM CORROSION COULD NOT BE COMPLETLY REMOVED. CRANK WAS INSPECTED BY AN APPROVED AMO(NDT) AS PER LYC SB 505B AND NO FAILING INDICATION WERE FOUND. CRANK WAS MARKED PID AND DID NOT REQURIE ANY INTERNAL INSPECTIONS UNTIL 2000-HRS.

2006FA0000591	BBAVIA	LYC	SLEEVE	BROKEN
6/8/2006	8KCAB	AEIO360*	714145	FUEL LINE

CREW REPORTED STRONG ODOR OF FUEL IN CABIN.MX INSPECTED FOUND FUEL LEAKING ONTO CARPET ON THE FWD LEFT SIDE OF CABIN. TRACED LEAK TO THE VENT LINE HEADER TANK ATTACH FITTING. FITTING FOUND TO BE TIGHT BUT LINE CRACKED AT COMPRESSION SLEEVE CONNECTOR. LINE AND CONNECTOR REPLACED NO LEAKS NOTED.

2006FA0000590	BBAVIA	LYC	VENT LINE	CRACKED
6/8/2006	8KCAB	AEIO360*	714145	FUEL CELL

CREW REPORTED STRONG SMELL OF FUEL IN CABIN. MX INSPECTED FOUND FUEL LEAKING ONTO CARPET ON THE FWD LT SIDE OF CABIN. TRACED LEAK TO THE VENT LINE HEADER TANK ATTACH FITTING. FITTING FOUND TO BE TIGHT BUT LINE CRACKED AT COMPRESSION SLEEVE CONNECTOR. LINE AND CONNECTOR REPLACED NO LEAKS NOTED.

CA051109004	BEECH	PWA	TORQUE LINK	CRACKED
7/13/2002	100BEECH	PT6A28	508103237	MLG

UPON INSPECTION DISCOVERED MLG TORQUE LINKS CRACKED AT CENTER BOLT ATTACH POINTS. TORQUE LINKS SUBSEQUENTLY REPLACED.

CA051202001	BEECH	PWA	WIRE	LOOSE
11/24/2005	100BEECH	PT6A28	G13A22	MLG

WIRE G13A22 CAME OFF AT V3-1 EMERGENCY EXTENSION HANDLE SAFETY SWITCH. THIS CAUSED THE GEAR TO NOT RETRACT WHEN SELECTED TO THE UP POSITION. POSSIBLE CAUSE OF LOOSE WIRE, MAY BE THAT THE WIRE WAS MOVED DURING FUSELAGE INSPECTION, WHICH MAY HAVE LOOSENED ATTACHING HARDWARE.

CA060219001	BEECH	PWA		SEAL	CUT
1/17/2006	100BEECH	PT6A28		1158100714	TORQUE SHAFT

RUBBER SEAL DETERIORATED ALLOWING METAL SPRING TO CUT A LARGE GROOVE IN THE TORQUE SHAFT.

CA060502000	BEECH	PWA		SKIN	CRACKED
4/24/2006	100BEECH	PT6A28		5012016318	WING

(CAN) SKIN CRACKED AT HILOC FASTENERS ATTACHING SKIN TO AFT FLANGE OF WING ATTACH FITTING. CONDITION EVIDENT ON BOTH LT AND RT SKINS OF WING CENTER SECTION. MFG HAS A FIELD REPAIR TO DEAL WITH THESE CRACKS. CRACKS FOUND VISUALLY WITH WING BOLT COVERS REMOVED. (TC NR 20060502000)

CA060402001	BEECH	PWA		SKIN	CRACKED
3/27/2006	100BEECH	PT6A28		11564000098	VERTICLE STAB TE

TRAILING EDGE SKIN, RT SIDE CRACKED APPROX 1 INCH AT MAIN SPAR STATION. CRACK STARTS AT ONE JO BOLT FASTENER LOCATION AND GOES DOWN TO EDGE OF SKIN. MOST OF THE CRACK WAS HIDDEN BY THE LOWER RIGHT STABILIZER ATTACH/FAIRING ANGLE P/N 97-440025-14.

CA060125004	BEECH	PWA		CAM	BROKEN
1/24/2006	1900C	PT6A65B		50910276BSC	

HEARD A BANG DURING APPROACH, FOUND RT UPPER FWD COWL INNER PORTION HAD LIFTED FROM NORM POSITION. FOUND CAM BOLT FAILED THAT PROVIDES TENSION TO LWR COWL ASSY. OVER CTR COWL FASTENERS ON THESE A/C (4) INSTILL CONSIDERABLE FORCE AND HAVE A HISTORY ON ALL SIMILAR INSTALLATIONS WITH VARIOUS FAILURE MODES. AS A RESULT, INSTALLED A BACKUP SYS OF PROVIDING HARDPOINTS TO ALLOW .032 LOCKWIRE TO BE INSTALLED BETWEEN TWO COWL HALVES, SHOULD ANY OF CAM POINTS FAIL. LOCKWIRE ON INBD POINTS ALSO FAILED BUT OUTER POINTS HELD THRU CONCLUSION OF FLT. COWL SUSTAINED SOME DAMAGE REQUIRING REPLACEMENT. NOW LOOKING AT DEVELOPING AN STC TO REMOVE ORIG CAM SYS ENTIRELY AND GOING WITH AN OVERLAP ARRANGEMENT AND SEVERAL CAMLOCKS INSTEAD.

CA051206009	BEECH	PWA	LUCAS	BEARING	WRONG PART
11/23/2005	1900C	PT6A65B		03600923	STARTER GEN

STARTER-GEN SUFFERED A BEARING FAILURE THAT TOOK THE GENERATOR OFF-LINE. THE ANTI-DRIVE END (ADE) BEARING FAILED, CAUSING THE ARMATURE TO DESTROY ITSELF BY RUBBING ON THE STATOR POLES. ON DISASSEMBLY BY OVERHAUL SHOP, THE BEARING WAS FOUND TO BE P/N 03-6009-23, WHICH IS NOT APPROVED IN THE 23085-001 ST-GEN. THE CORRECT BEARING IS P/N 03-6009-18.

CA060518004	BEECH	PWA		WINDSCREEN	FAILED
5/8/2006	1900C	PT6A65B		10138402523	COCKPIT

WINDSCREEN INSIDE PANE SHATTERED IN FLIGHT.

CA060526001	BEECH	PWA		SHROUD	LOOSE
5/25/2006	1900C	PT6A65B		3037347	ENGINE

DURING TAKEOFF ROLL IT WAS NOTED, RT ENG ITT WAS AT RED LINE AND ENG TQ WAS BELOW REQUIRED T/O VALUE. T/O WAS ABORTED AND A/C RETURNED TO RAMP. DURING MX INVESTIGATION, LARGE INCREASES IN ITT READINGS COULD BE SEEN WHEN SELECTING BLEED AIR ON OR ACCELERATING ENG. ENGINE WAS SPLIT AT THE C FLANGE AND THE CT VANE SHROUD SEGMENTS WERE FOUND TO BE LOOSE AND CONTACTING THE CT DISC BLADES. PART OF ONE SEGMENT WAS MISSING AND THERE WAS IMPACT DAMAGE NOTED ON THE PT TURBINE WITH METAL IN THE EXHAUST STACKS. ENGINE IS BEING REPLACED AND SENT FOR INVESTIGATION AND REPAIR TO AN APPROVED ENGINE OVERHAUL FACILITY. THE ENGINE HAS COMPLETED 90 HOURS SINCE THE LAST HOT SECTION REPAIR.

CA060615003	BEECH	PWA		ENGINE	SURGES

6/15/2006	1900C	PT6A65B		LEFT

ON CLIMB-OUT, THE AIRCRAFT EXPERIENCED A LEFT ENGINE SURGE WITH HIGH ITT AND LOW OIL PRESSURE INDICATIONS. THE CREW SHUT DOWN THE ENGINE IN FLIGHT AND RETURNED FOR AN UNEVENTFUL LANDING. MAINTENANCE PERSONNEL REPORTED DEBRIS IN THE EXHAUST AND OIL LEAKING FROM THE ENGINE. THERE IS ALSO AN UNUSUAL NOISE WHEN THE PROPELLER IS ROTATED BY HAND. THE ENGINE WILL BE REMOVED TO AN APPROVED OVERHAUL FACILITY FOR INVESTIGATION.

CA060218001	BEECH	PWA	MOTOR	BURNED
2/14/2006	1900D	PT6A67D	571302	MLG

AFTER TAKEOFF, AIRCRAFTS LANDING GEAR WOULD NOT RETRACT. CREW CONTACTED MX AND CREW AND MX DECIDED TO LEAVE THE LANDING GEAR DOWN AND CONTINUE THE 30 MINUTE FLIGHT TO THE MAIN BASE. ALL INDICATIONS SHOWED THAT THE LANDING GEAR WAS DOWN AND LOCKED. THE AIRCRAFT LANDED AND DEPLANED THE PASSENGERS AND RETURNED TO THE HANGAR. WHEN MAINTENANCE TROUBLESHOT THE LANDING GEAR SYSTEM THE FAULT WAS FOUND WITH THE MOTOR. MOTOR WAS REPLACED AND GEAR SWINGS CARRIED OUT SATISFACTORY. THE PCB WAS ALSO REPLACED DUE TO THE TIME DELAY BUT THIS HAD NOTHING TO DO WITH THIS FAULT. AIRCRAFT THEN RETURNED TO SERVICE.

CA060205001	BEECH	PWA	WIRE	BURNED
2/2/2006	1900D	PT6A67D	10936102247	DC POWER

ON START, THE CREW ATTEMPTED TO START THE RIGHT ENGINE. BUT NO LUCK STARTING THE ENGINE. AIRCRAFT BROUGHT TO HANGAR AND MAINTENANCE DISPATCHED. UPON ARRIVAL, MAINTENANCE ATTEMPTED TO START THIS ENGINE. NO JOY. THE STARTING ONLY HAD APPROX 300 HOURS REMAINING TIL OVERHAUL THEREFORE MAINTENANCE REPLACED THE STARTER THINKING THIS WOULD BE THE FAULT. THE STARTER GENERATOR WAS NOT THE FAULT. INSPECTION REVEALED THAT THE STARTER CABLE FEED THRU WAS BURNT UP ALONG WITH THE DC POWER PANEL. THE STARTER LUG. REPLACED THE FEED THRU CABLE AND THE POWER PANEL AND ENGINE START AND RUNS CARRIED OUT. NOW CHECKING SERVICEABLE.

CA051213009	BEECH	PWA	UPLOCK SWITCH	MALFUNCTIONED
12/9/2005	1900D	PT6A67D	1003810061	NLG

A/C SCHEDULED DEPARTURE AND DESTINATION. AFTER T/O CREW SELECTED GEAR UP AND THEY HAD THE INTRANSIT LIGHT STAY ON (GEAR HANDLE LIGHT). CREW CALLED MX FROM THE AIR AND CYCLED GEAR. CYCLING OF GEAR DID NOT MATTER. MX AND CREW DECIDED IT WOULD BE BEST TO RETURN TO ITS MAIN MX BASE. CREW DID HAVE ALL THREE GREEN WITH GEAR DOWN THEREFORE KNEW IT WAS NOT A PROBLEM WITH AN UNSAFE LANDING. CREW OFF LOADED PAX`S AND RETURNED A/C TO HANGAR. MX JACKED A/C AND T/S SYSTEM. T/S REVEALED THAT CONTACTS WITHIN THE UPLOCK SWITCH WERE CLOSED RESULTING IN THE IN TRANSIT LIGHT STAYING ON. MX REPLACED N/G UPLOCK SWITCH AND CARRIED OUT OP CHECKS. ALL CHECKED OK. A/C WAS RETURNED TO SERVICE.

AU510001493	BEECH	PWA	ENGINE	LOW PRESSURE
12/12/2005	1900D	PT6A67D		OIL SYSTEM

RT ENGINE LOST OIL PRESSURE. ENGINE SHUT DOWN WHEN OIL PRESSURE DROPPED TO 60 PSI.

CA051207005	BEECH	PWA	UPLOCK SWITCH	INTERMITTENT
12/6/2005	1900D	PT6A67D	H111541	LG RETRACT SYS

ON CLIMB WHEN GEAR WAS SELECTED UP, THE INTRANSIT LIGHT IN GEAR HANDLE STAYED ILLUMINATED. PILOT CYCLED GEAR AND DOWNLOCK GREEN LIGHTS GOOD BUT HANDLE ALWAYS RED IN GEAR UP POSITION. ELECTED TO RETURN TO MAINTENANCE BASE. THE GEAR WAS GOOD IN THE DOWN AND LOCKED POSITION, EMERG SERVICES WHERE ON STANDBY AND AN UNEVENTFUL LANDING WAS DONE. MAINTENANCE FOUND THAT THE LT LANDING GEAR UPLOCK SWITCH WAS INTERMITTENT AND WAS REPLACED.

CA051129002	BEECH	PWA	SPRING	FRACTURED
11/14/2005	1900D	PT6A67D	1295240051	AILERONS

DURING TAXI, THE FLIGHT CREW NOTICED A FULL LEFT BIAS DEFLECTION IN THE AILERON SYSTEM. MAINTENANCE FOUND ONE OF THE AILERON INTERCONNECT SPRINGS HAD FRACTURED AT THE END RING THAT

PROVIDES CONNECTION TO THE BRIDLE. IT IS FELT THAT THE ISSUE MAY HAVE BEEN INDUCED DURING PHASE INSPECTION REQUIREMENTS TO REMOVE THE SPRINGS DURING TENSIONING PROCEDURES AND THAT TOOL MARKS FROM PLIERS OR OTHER MECHANICAL MEANS MAY HAVE SCORED THE SPRING PROVIDING AREAS FOR STRESS RISERS TO DEVELOP. A COMPANY SUPPLEMENTAL INSPECTION HAS BEEN INSERTED INTO OUR PROCESS CONTROL FOR THIS ISSUE.

CA051130008	BEECH	PWA	STARTER GEN	FAILED
11/30/2005	1900D	PT6A67D	23078019	ENGINE

ATTEMPTED TO START THE LEFT ENGINE BUT NO SUCCESS. MAINTENANCE WAS NOTIFIED AND AIRCRAFT BROUGHT BACK INTO HANGAR. SYSTEM INSPECTED AND FOUND THAT STARTER GENERATOR AT FAULT. REPLACED STARTER GENERATOR AND ENGINE RUN PERFORMED. SYSTEM CHECKED SATISFACTORY AND NO LEAKS PRESENT. AIRCRAFT RETURNED TO SERVICE.

CA060106003	BEECH	PWA	WIRE	DAMAGED
1/5/2006	1900D	PT6A67D		UPLOCK SWITCH

UPON ARRIVAL, THE GEAR WAS SELECTED DOWN BUT NO DOWN AND LOCKED ANNUNCIATORS ILLUMINATED. THE IN TRANSIT LIGHT WAS ALSO NOT ILLUMINATED SO THE PILOT DID A FLY BY OF TOWER TO CONFIRM GEAR POSITION, THEY ALSO HAD EMERGENCY SERVICES ON STANDBY. AN UNEVENTFUL LANDING WAS COMPLETED. AS THE AIRCRAFT WAS BEING SHUTDOWN THE CREW NOTICED THAT THE CB FOR THE ANNUNCIATORS WAS POPPED. RESET THE CB AND ALL THE ANNUNCIATORS ILLUMINATED AS REQUIRED. A SPECIAL FERRY PERMIT WAS ISSUED TO RETURN THE AIRCRAFT TO A MAINTENANCE BASE. MAINTENANCE FOUND A CHAFED WIRE ON THE HARNESS FOR THE RT UPLOCK MICROSWITCH. GEAR SWUNG AND AIRCRAFT RETURNED TO SERVICE.

CA060106004	BEECH	PWA	WINDSHIELD	CRACKED
1/5/2006	1900D	PT6A67D	10138402523	COCKPIT

DEPARTING AIRPORT THE LT HEATED WINDSHIELD CRACKED. TURNED AROUND AND MADE AN UNEVENTFUL LANDING. THE AIRCRAFT WAS SENT TO MAINTENANCE WHO REPLACED THE WINDSHIELD.

CA060418003	BEECH	PWA	WIRE	CHAFED
4/7/2006	1900D	PT6A67D		MLG

CREW REPORTED LEFT MAIN GEAR NOT INDICATING GREEN BUT WAS DOWN AND LOCKED. MAINTENANCE FOUND WIRE IN WHEEL WELL AREA CHAFFED TO ACTUATOR DOWNLOCK. WIRE REPAIRED AND PROTECTED.

CA060503004	BEECH	PWA	LEARSIEGLER	SHAFT	SHEARED
5/1/2006	1900D	PT6A67D			STARTER GEN

IN CRUISE, LT GEN FAIL LIGHT ILLUMINATED. ATTEMPTED TO RESET GEN BUT IT STILL WOULD NOT COME ON LINE. SHORTLY AFTER GEN FAILURE, LT ENG FIRE WARNING IND ALSO CAME ON. LT ENG WAS SHUTDOWN AND ENG FIRE BOTTLE WAS DISCHARGED. MX INSPECTED A/C. FOUND LT STARTER GEN HAD FAILED INTERNALLY AND PAINT ON UNIT WAS BLISTERED INDICATING IT HAD DRASTICALLY OVERHEATED. ALSO REVEALED STARTER GEN DRIVE SPLINE HAD SHEARED. INSP CARRIED OUT IAW MM. STARTER GEN, FIRE BOTTLE WERE REPLACED, AND A/C RETURNED TO SERV. NOTED FIRE WIRE IS LOCATED IN CLOSE PROX TO STARTER/GEN. STARTER/GEN WAS INSTALLED PREVIOUS DAY IN A REPAIRED CONDITION, AT TIME OF FAILURE STARTER/GEN HAD ONLY ACCUMULATED 1.6 HRS SINCE REPAIR.

CA060531009	BEECH	PWA	ENGINE	MALFUNCTIONED
5/8/2006	1900D	PT6A67D		

(CAN) DURING TAKE-OFF ROLL THE ENGINE WAS REPORTED TO EMIT A LOUD NOISE ACCOMPANIED BY SEIZURE OF THE POWER SECTION. SUBSEQUENT INSPECTION REVEALED DAMAGED POWER TURBINE BLADES. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531009)

CA060525004	BEECH	PWA	BRACKET	CRACKED
5/24/2006	1900D	PT6A67D	35165050271	ACTUATOR

(CAN) DURING A BASE INSPECTION THE RT OB FLAP ACTUATOR BRACKET WAS FOUND CRACKED. WHEN THE BRACKET WAS REMOVED FROM THE SKIN, IT WAS DISCOVERED THAT THE SKIN WAS ALSO CRACKED. FURTHER INSPECTION REVEALED THAT THE RIB UNBER THE SKIN WAS ALSO DAMAGED. THE FLAP WILL BE REPLACED. (TC

NR 20060525004)

CA060126008	BEECH	PWA	BEECH	BEARING	WORN
1/24/2006	1900D	PT6A67D	1306300001	MS289135	RUDDER

(CAN) DURING A GENERAL WALKAROUND THE RUDDER WAS MOVED BY HAND. NOTICING THAT THE RUDDER SEEMED TO MOVE UP AND DOWN AND APPEARED TO RUB AGAINST THE TAIL CONE. RUDDER ATTATCHMENT INSPECTED. INVESTIGATION REVEALED THAT ALL THREE BEARINGS HAVING SOME PLAY. THE LOWER BEARING SEEMED TO CAUSE THE RUDDER TO DROP. THIS INTURN WORE THE CLEVIS BRACKETS. REPLACED ALL THREE BEARINGS AND BOTH CLEVIS BRACKETS. RUDDER REINSTALLED AND TRAVEL CHECKED OK. AIRCRAFT RETURNED TO SERVICE. (TC NR 20060126008)

CA060531015	BEECH	PWA	ENGINE	MAKING METAL
5/21/2006	1900D	PT6A67D		

(CAN) DURING DESCENT THE ENGINE WAS REPORTED TO LOSE POWER ACCOMPANIED BY A FIRE. THE CREW DEPLOYED FIRE EXTINGUISHERS AND SHUT THE ENGINE DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED METAL IN THE ENGINE EXHAUST. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060531016	BEECH	PWA	BLADE	FAILED
5/30/2006	1900D	PT6A67D		ENGINE

(CAN) UPON APPLYING TAKEOFF POWER FOR DEPARTURE, THE PILOT HEARD A LOUD BANG. HE THEN INITIATED A SUCCESSFULL REJECTED TAKEOFF. UPON STOPPING, A PASSENGER CAME FORWARD AND STATED THAT HE THOUGHT SOMETHING FELL OFF THE RT WING. THE RT ENGINE WAS SECURED. THE AIRCRAFT TAXIED BACK TO THE GATE AND PASSENGERS DISEMBARKED. UPON INVESTIGATION BY MAINTENANCE THE RT ENGINE SEEMS TO HAVE SUFFERED A POWER TURBINE BLADE FAILURE. THE DEBRIS FROM THE BLADES IS WHAT THE PASSENGERS WOULD HAVE SEEN. ENGINE WILL BE FORWARDED TO THE MFG FOR INVESTIGATION. SDR WILL BE LEFT OPEN AND UPDATED WITH INVESTIGATION FINDINGS. (TC NR20060531016)

CA060601005	BEECH	PWA	TURBINE BLADES	FRACTURED
5/31/2006	1900D	PT6A67D		ENGINE

(CAN) DURING TAKE-OFF ROLL THE ENGINE EMITTED A LOUD NOISE AND TAKE-OFF WAS ABORTED. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES AND RESULTS, EXHAUST STUB DAMAGE. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060601005)

CA060531024	BEECH	PWA	TURBINE BLADES	DAMAGED
4/29/2006	1900D	PT6A67D		ENGINE

(CAN) DURING TAKEOFF ROLL, THE ENGINE WAS REPORTED TO VIBRATE ACCOMPANIED BY AN UNCOMMANDED REDUCTION IN POWER. TAKEOFF WAS ABORTED. SUBSEQUENT INSPECTION REVEALED DAMAGED POWER TURBINE BLADES. MFG WILL MONITOR INVESTIGATION OF THE EVENT AND REPORT ON ROOT CAUSE ONCE DETERMINED. (TC NR 20060531024)

CA060606008	BEECH	PWA	RELAY	DAMAGED
5/27/2006	1900D	PT6A67D	MS24166D1	LOW HEAT

(CAN) WHEN GROUND POWER WAS APPLIED TO THE AIRCRAFT IT WAS NOTICED THAT THE LT HEATED WINDSHIELD WAS WARM AND ANTI-ICE SWITCH WAS OFF. POWER TO WINDSHIELD, LIMITER IN LT NACELLE, WAS PULLED. INSP OF THE LT WINDSHIELD ANTI-ICE HI/LO RELAYS, BEHIND INSTRUMENT PANEL, REVEALED THAT TERMINAL A2 OF LO HEAT RELAY HAD HEAT DAMAGE AND WAS NO LONGER ATTACHED TO RELAY, IT WAS STILL ATTACHED TO WIRE H16A8, WIRE WAS NO LONGER ATTACHED TO RELAY AND ABOUT ONE INCH OF THE INSULATION FROM WIRE END WAS MISSING. RELAY INTERNAL CONTACTS A1 TO A2 SHOW EXCESSIVE PITTING AND ARCING. RELAY MS24166-D1 WAS REPLACED AND WIRE H16A8 WAS ALSO REPLACED. (TC NR 20060606008)

CA060129012	BEECH	PWA	ENGINE	LOW PRESSURE
1/2/2006	1900D	PT6A67D	PT6A6D	

(CAN) DURING TAKE-OFF ROLL, THE ENGINE LOW PRESSURE WARNING ANNUNCIATED AND THE TAKE-OFF WAS

ABORTED. MFG WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129012)

CA060614005	BEECH	PWA		CASE	LEAKING
6/9/2006	1900D	PT6A67D			ENGINE

APPROX 20 MIN INTO CRUISE FLIGHT, THE LT LOW OIL PRESSURE LIGHT CAME ON . THE ENGINE WAS SHUT DOWN AS IT REACHED 50 PSI. ELECTED TO RETURN TO PLACE OF DEPARTURE AND A SUCCESSFUL LANDING WAS MADE. UPON STOPPING A LARGE QUANTITY OF OIL WAS FOUND UNDERNEATH LT ENGINE COWL. MAINTENANCE WAS DISPATCHED AND A COMPLETE REPORT WILL FOLLOW WITH FURTHER FINDINGS.

CA060309005	BEECH	PWA	BEECH	RIVET	LOOSE
3/7/2006	200BEECH	PT642A		1016100197	TORQUE TUBE

(CAN) PHASE INSPECTION REVEALED SLIGHT MOVEMENT BETWEEN THE TORQUE TUBE AND THE ACTUATING ARM. THE ASSEMBLY IS SECURED BY 8 CHERRY LOCK RIVETS THAT WERE BEGINNING TO WORK, ALLOWING SUBTLE PLAY IN THE ASSEMBLED JOINT. TORQUE TUBE ASSEMBLY DETERMINED TO BE NON-REPAIRABLE AND WILL BE REPLACED. (TC NR 20060309005)

CA060501006	BEECH	PWA		VANE	CRACKED
4/17/2006	200BEECH	PT642A		1019100203	INTAKE

(CAN) VANE FOUND SEVERELY CRACKED ON VISUAL INSPECTION. CRACK APPEARS TO HAVE STARTED AT LEADING EDGE OF VANE FROM THE HINGE AREA. HINGE WAS FOUND CRACKED ALSO. DAMAGE POSSIBLY ACCELERATED DUE TO FLUTTER OF THE DAMAGED VANE. (TC NR 20060501006)

AU510002161	BEECH	PWA		SEAL	DAMAGED
12/12/2005	200BEECH	PT642A			FUEL FILTER

LT ENGINE FUEL FILTER BOWL SEAL DISPLACED AND FUEL LEAKING. FILTER BOWL WAS CORRECTLY LOCKWIRED.

CA060427000	BEECH	PWA		MOUNT	LOOSE
4/3/2006	200BEECH	PT642A		50980002185	ENGINE

(CAN) BOTH LOWER ENGINE MOUNT FITTINGS P/N 50-980002-185 CONTAINING THE ENGINE MOUNT BARREL NUTS WERE FOUND LOOSE BY LIFTING ON THE NON ENGINE MOUNT AND OBSERVING THE LOWER LEGS OF THE MOUNT IN RELATION TO THE FIREWALL. THE OB FITTING HAD MORE MOVEMENT THAN THE IB. AN ENGINE MOUNT WOULD TAKE A HARDER LIFT TO SHOW MOVEMENT. THE FASTENERS ARE VISIBLE THROUGH THE NACELLE SIDE HATCHES. IF LOOSE THEY COULD EXHIBIT HEAVY SMOKING AND A BLACK GREASE LIKE BUILDUP AT EACH FASTENER. (TC NR 20060427000)

CA060403013	BEECH	PWA	PWC	ENGINE	POWER LOSS
3/15/2006	200BEECH	PT642A	PT6A42		ENGINE

(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED SHUT DOWN. THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510001997	BEECH	PWA		BULKHEAD	CRACKED
12/12/2005	200BEECH	PT642A			FUSELAGE

REAR PRESSURE BULKHEAD EXTENDER NR 7 CLEAT CRACKED.

AU510001701	BEECH	PWA		CONNECTOR	DAMAGED
10/7/2005	200BEECH	PT642A		MS3450KT3685	FIRE DETECTION

LT ENGINE SUFFERED FROM FALSE FIRE WARNING INDICATIONS. INVESTIGATION FOUND LOW INSULATING RESISTANCE IN FIREWALL CONNECTOR J102. CONNECTOR WAS SECTIONIZED AND EVIDENCE OF INTERNAL CRACKING AND TRACKING WAS FOUND.

CA051223012	BEECH	PWA		ENGINE	VIBRATION

12/16/2005	200BEECH	PT642A		

ON DESCENT, THE ENGINE WAS REPORTED TO VIBRATE ACCOMPANIED BY AN UNCOMMANDED POWER ROLL-BACK AND SHUT DOWN. A SUCCESSFUL IN-FLIGHT RELIGHT WAS ACCOMPLISHED. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510002003	BEECH	PWA	INVERTER	FAILED
6/10/2005	200BEECH	PT642A	334977E14	CABIN LIGHTS

FLUORESCENT CABIN LIGHTING SYSTEM COLD CATHODE INVERTER FAILED INTERNALLY.

CA060403007	BEECH	PWA	PUMP	UNSERVICEABLE
2/20/2006	200BEECH	PT642A		FUEL SYS

ON DESCENT, THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN. THE FUEL CONTROL UNIT AND FUEL PUMP WERE SUBSEQUENTLY REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA060531020	BEECH	PWA	ENGINE	MALFUNCTIONED
5/15/2006	200BEECH	PT6A21		

(CAN) DURING CLIMB THE ENGINE WAS REPORTED TO EMIT A NOISE AND WAS SHUT DOWN IN FLIGHT. AN EMERGENCY WAS DECLARED AND THE AIRCRAFT DIVERTED. THE AIRFRAME WAS DAMAGED IN THE SUBSEQUENT LANDING (OVERSHOOT). MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531020)

CA060606011	BEECH	PWA	LINE	LEAKING
6/5/2006	200BEECH	PT6A41	130F0014S0314	OIL

(CAN) WHILE APPLYING TAKEOFF POWER THE PILOTS NOTICED SMOKE IN THE CABIN AND ABORTED THE TAKEOFF WITHOUT INCIDENT. DURING INVESTIGATION MAINTENANCE DISCOVERVED THAT A RECENTLY REPLACED OIL PRESSURE LINE TO THE TORQUE TRANSMITTER MANIFOLD WAS LEAKING AT THE FLARE FITTING. THE HOSE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20060606011)

CA060129005	BEECH	PWA	ENGINE	FIRE
1/20/2006	200BEECH	PT6A41		

(CAN) THE ENGINE WAS REPORTED TO EMIT A LOUD NOISE ACCOMPANIED BY A LOSS IN POWER AND FLAMES EMINATING FROM THE EXHAUST. THE ENGINE WAS SHUT DOWN IN FLIGHT. MFG WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20060129005)

CA060129013	BEECH	PWA	COMPRESSOR	DAMAGED
1/2/2006	200BEECH	PT6A41		ENGINE

(CAN) DURING DESCENT, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION, ACCOMPANIED BY NOISE AND FLAMES EMANATING FROM THE EXHAUST. THE ENGINE WAS SHUT DOWN IN FLIGHT, AN EMERGENCY DECLARED AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED COMPRESSOR SECTION DAMAGE. MFG WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129013)

CA051109006	BEECH	PWA	WINDSHIELD	FAILED
10/11/2005	200BEECH	PT6A41	10138402521	COCKPIT

DURING CLIMB-OUT, THE PILOT NOTICED THAT SUDDENLY THE INNER PLY OF THE CAPTAINS HEATED WINDSHIELD SHATTERED. THERE WAS NO INDICATION OF IMPACT, OR ANY OTHER APPARENT REASON, THAT MAY HAVE CAUSED THIS. THE AIRCRAFT RETURNED TO THE DEPARTURE AERODROME WITHOUT FURTHER INCIDENT WHERE MAINTENANCE PERSONNEL INSPECTED THE WINDSHIELD. A FERRY PERMIT WAS OBTAINED TO FERRY THE AEROPLANE TO THE COMPANY'S MAINTENANCE BASE WHERE THE WINDSHIELD WAS REPLACED. DURING THE REPLACEMENT PROCESS NOTHING WAS FOUND THAT MAY HAVE EXPLAINED WHY THE WINDSHIELD SHATTERED IN THE FIRST PLACE.

CA060501003	BEECH	PWA	FUEL CONTROL	FAILED
4/7/2006	200BEECH	PT6A41	324475520	ENGINE

(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED POWER ROLL-BACK. THE ENGINE WAS SHUTDOWN IN FLIGHT. THE FUEL CONTROL UNIT WAS SUBSEQUENTLY REPLACED. (TC NR 20060501003)

CA060529009	BEECH	PWA	PUMP	FAILED
5/18/2006	200BEECH	PT6A41	HP3001	HYDRAULIC SYS

(CAN) MAINTENANCE INSPECTED THE AIRCRAFT, FOUND MAIN 60A CB TRIPPED RESET CB AND SYSTEM APPEARED TO FUNCTION NORMAL FURTHER INVESTIGATION FOUND HYDRAULIC PUMP WOULD INTERMITTENTLY (ONLY OCCUR ON FIRST SYSTEM POWER UP) INTERNALLY BYPASS CAUSING LOW PRESSURE OUTPUT AND PUMP RUN-ON UNTIL CB WOULD TRIP INVESTIGATION OF THE SYSTEM FOUND WIRE (SPRING MATERIAL) IN FIRST CHECK VALVE OFF PUMP AND MAIN FILTER HYDRAULIC PUMP REPLACED, SYSTEM FLUSHED AND FUNCTION CHECKED. (TC NR 20060529009)

CA060531005	BEECH	PWA	FUEL CONTROL	INOPERATIVE
4/7/2006	200BEECH	PT6A41	324475520	ENGINE

(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED. THE FUEL CONTROL WAS SUBSEQUENTLY REPLACED. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20060531005)

CA060224004	BEECH	PWA	WINDSHIELD	FAILED
2/22/2006	200BEECH	PT6A41	10138402522	COCKPIT

WHILE IN CRUISE FLT AT FL 270, APPROXIMATELY 250 MILES INTO THE MIDDAY FLT, FLIGHT CREW REPORTED HEARING A MILDLY LOUD BANG WITHIN THE CABIN. THEY THEN NOTICE SMALL SHARDS OF GLASS FALLING ONTO THE LAP OF THE FIRST OFFICER. THE INNER PANE OF THE RIGHT WINDSHIELD HAD SHATTERED. THE CREW INITIATED THE STANDARD PROCEDURE FOR A CRACKED WINDSHIELD IAW THE POH BY REDUCING THEIR CRUISE SPEED, DESCENDED TO 14000 FEET AND REDUCE CABIN DIFFERENTIAL TO 4.0 PSI. THE FIRST OFFICER DONED HIS GOGGLES AND THEY RETURNED SAFELY. THE WINDSHIELD WAS REPLACED AND THE AIRCRAFT WILL BE RETURNED TO SERVICE UPON COMPLETING THE CURE TIME FOR THE SEALANT. NOTE THAT THE OAT AT THE TIME OF THE FLIGHT AT 270 WAS -47'C.

CA060223002	BEECH	PWA	TUBE	SPLIT
2/22/2006	200BEECH	PT6A41	302039402	TIRE

A NORMAL LAND UP UNTIL, SENSED WHAT FELT LIKE DRAGGING BRAKE ON RT M/G. ONCE SAFELY STOPPED, AND ENG`S SHUT DOWN, CREW EXITED A/C, DISCOVERED RT O/B WHEEL ASSY FLAT TIRE. RETURNED TO A/C TO FIND TWO OTHER TIRES FLATTENED. THESE WERE BOTH RT AND LT INBDS TIRES. PLANE RETURNED TO BASE. ONCE THE WHEEL ASSEMBLIES WERE TAKEN APART FOR TIRE/TUBE REPLACEMENT, DISCOVERED INNER TUBES HAD SPLIT IN A RADIAL DIRECTION ACROSS TUBE. THE FOLLOWING MORNING, MX FOUND 4TH MAIN WHEEL, THE ONE NOT PREVIOUSLY REPLACED, ALSO LOST IT'S AIR OVERNIGHT. A SIMILAR SPLIT WAS FOUND IN INNER TUBE. ALL 4 WHEELS WERE NEW JUDGING FROM CONDITION. A/C FLEW DURATION OF FLT IN EXTREME COLD CONDITIONS (-40'C) AT FL 230.

CA060103001	BEECH	PWA	ENGINE	FAILED
1/2/2006	200BEECH	PT6A41		RIGHT

AT APPROXIMATELY 09:30 THIS MORNING, THE RT ENGINE OF KING AIR 200 HAD AN IN-FLIGHT TORQUE ROLL BACK TO APPROX 200 FT LBS, WITH A RISE IN ITT TO APPROX 680 DEG C, WITH A POPPING NOISE AND CORRESPONDING FLAMES FROM THE RT ENGINE EXHAUST. THE CREW INITIATED THE ENGINE SHUTDOWN.

CA051220008	BEECH	PWA	TUBE	CUT
12/20/2005	200BEECH	PT6A41	302039402	MLG TIRE

WHEEL ASSY P/N 101-8002-3 ASSEMBLED USING GOODYEAR TIRE P/N 301-392-641 AND TUBE P/N 302-039-402. AFTER 34 HRS TO 250 HRS OF OPERATION, TUBES WOULD FAIL. PERIODIC AIR PRESSURE TESTING WOULD REVEAL A TIRE PRESSURE LOSS OF 10 LBS. THE TUBE WAS REMOVED AND CUTS WERE EVIDENT. THIS IS THE 7TH TIME THIS HAS HAPPENED IN 6 WEEKS PRIOR. THE AREA THAT THE TUBES ARE CUT ARE ADJACENT TO A MANUFACTURES STICKER ON THE INSIDE OF THE TIRE.

CA051208008	BEECH	PWA	BULKHEAD	CRACKED

12/2/2005	200BEECH	PT6A41		FUSELAGE

WHILE TROUBLESHOOTING A PRESSURIZATION SNAG ON THE AIRCRAFT UNDERGOING MAINTENANCE AT OUR FACILITY, DISCOVERED AN APPROXIMATELY 3.5 LONG CRACK IN A SECTION OF THE BULKHEAD LOWER FLANGE ATTACHED AT THE REAR SPAR AT FS 227. THE CRACK WAS CAUSING A MAJOR PRESSURIZATION LEAK THAT COULD BE FELT OUTSIDE OF THE AFT SPAR BOX ON THE EXTERIOR OF THE AIRCRAFT. NO SPECIFIC REPAIR INSTRUCTIONS ARE PROVIDED IN THE MAINTENANCE MANUAL FOR THIS DAMAGE. A CANADIAN DAR WAS CONTRACTED TO PROVIDE A REPAIR DESIGN FOR THE ABOVE AND REPAIRS WERE COMPLETED AS PER APPROVAL. UPON COMPLETION OF REPAIRS A PRESSURIZATION TEST WAS COMPLETED.

AU510001673	BEECH	PWA		STRINGER	CRACKED
12/12/2005	200BEECH	PT6A41			BS 190

FUSELAGE CLEATS AND STRINGERS CRACKED AND CORRODED IN THE FOLLOWING AREAS, CLEAT AT LOWER LONGERON LT SIDE CRACKED AT FRAME ATTACHMENT FS 216.125 2 LT SIDE STRINGER CORRODED ON END AT FS 190.6 3. CLEAT AT STRINGER 6 LT HAS RIVETS MISSING AT FS 227.

CA051209001	BEECH	PWA	BEECH	WINDOW	CRACKED
12/8/2005	200BEECH	PT6A41		1014301833	EMERGENCY DOOR

LEVELING OFF AT 19000 FT, CREW HEARD FAINT CRUNCH SOUND WITHIN CABIN. PAX SITTING AT EMERG EXIT NOTIFIED FLT CREW OF LOUD GUNSHOT TYPE NOISE. THEN NOTICED OUTER WINDOW PANE FOR EMERG EXIT CRACKED. CREW PROMPTLY REDUCED THEIR ALT TO 11000 FT AND DIALED CABIN UP TO OBTAIN CABIN PRESS DIFF OF APPROX 1.0 PSI. SAFELY CONTINUED TO DESTINATION. RETURN FLT WAS CONDUCTED UNPRESSURIZED. MX INSPECTED OUTER SURFACE OF WINDOW AND FOUND IT DELAMINATED AND THE CRACK IN A MOON SHAPE FROM TOP TO BOTTOM FACING FWD. CRACKED PORTION PROTRUDING SLIGHTLY OUTWARDS. ONCE REMOVED, INNER SURFACE OF WINDOW FOUND TO BE INTACT. NO DAMAGE FOUND ON OUTER SURFACE OF WINDOW THAT MIGHT INDICATE WHERE CRACK MIGHT HAVE ORIGINATED.

CA060217001	BEECH	PWA	DIODE	FAILED
2/14/2006	200BEECH	PT6A41	70H10A	COCKPIT

CREW REPORTS THAT MULTIPLE SYSTEMS AND ANNUNCIATORS UNSERVICEABLE. MAINTENANCE PERSONAL DISPATCHED AND FOUND THAT NR 1 DUAL FED ELECTRICAL BUS HAD FAILED BOTH MAIN FEED DIODES (P/N 70H10A). DIODES REPLACED AND FUNCTION CHECKED SERVICEABLE. COMPANY HAS NOW IMPLEMENTED A MONTHLY REPETITIVE CHECK OF THE BUS SYSTEM DUE TO THE DORMANT FAILURE RISK OF THESE DIODES.

CA060403019	BEECH	PWA	ENGINE	FAILED
4/29/2006	200BEECH	PT6A41		

THE ENGINE WAS REPORTED TO HAVE EXPERIENCED AN INFLIGHT SHUTDOWN. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS ON THE ENGINE CHIP DETECTOR. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051114007	BEECH	PWA	LINK	BROKEN
10/19/2005	200BEECH	PT6A41	9981004311	MLG

AFTER SELECTION OF GEAR UP ON DEPART, GEAR STOPPED PART WAY THROUGH ITS TRAVEL AND HAD TO BE EXTENDED BY MEANS OF ALT EXTENSION SYSTEM. A/C LANDED UNEVENTFUL WITH 3 GREEN, DOWN AND LOCKED. INSPECTION OF A/C INITIALLY INDICATED A BROKEN LT INBOARD MAIN GEAR DOOR SWIVEL LINK. THE GEAR CONTROL C/B WAS ALSO TRIPPED. AFTER RESETTING BREAKER, GEAR WAS CYCLED FOR INVESTIGATION AND IT WAS NOTED THAT LEFT MAIN GEAR ACT EXHIBITED AN ABNORMAL NOISE DURING CYCLE AND APPEARED SLOWER. ACTUATOR REMOVED FOR INSPECTION AND FOUND TO HAVE AN AREA OF TRAVEL WHICH WAS ROUGH AND STIFF TO EXTEND AND RETRACT WHEN ROTATED BY HAND. ACTUATOR WAS REPLACED ALONG WITH THE SWIVEL LINK AND GEAR DOOR BRACKETS. ALL GEAR DOOR LINKAGES WERE INSPECTED FOR CONDITION AND GEAR FUNCTION CHECKS CARRIED OUT. ALL KING AIR 200 AIRCRAFT IN THE FLEET WERE INSPECTED FOR CONDITION OF THE GEAR DOOR LINKS AND BRACKETS WITH NO DEFECTS DISCOVERED.

CA060117005	BEECH	PWA	WINDSHIELD	BROKEN
1/14/2006	200BEECH	PT6A41	10138402522	COCKPIT

DURING CRUISE AT 19,000 FT ALTITUDE, CABIN DIFF OF 5.8 PSI, THE INNER PANE OF THE CO-PILOT'S WINDSHIELD SHATTERED. THE CREW LANDED THE AIRCRAFT SAFELY AT IT'S DESTINATION.

CA060419004	BEECH	PWA	LIMIT SWITCH	FAILED
4/7/2006	200BEECH	PT6A41	BZ2RQ181A2	MLG

A NEW LANDING GEAR GEARBOX WAS INSTALLED IN THE AIRCRAFT. SEVERAL DAYS LATER THE CREW WERE UNABLE TO SELECT THE GEAR UP AFTER TAKEOFF. THE AIRCRAFT RETURNED AND LANDED NORMALLY. THE UP LIMIT SWITCH WAS FOUND TO BE DAMAGED WHERE THE INTERNAL CONTACTS WERE NOT MAKING AND NOT ALLOWING THE GEAR TO BE POWERED FOR A GEAR UP SELECTION. IT IS NOT KNOWN WHEN THE SWITCH WAS DAMAGED AS IT WAS REPLACED AT THE TIME THE GEARBOX WAS REPLACED. THE SWITCH IS IN AN AREA THAT IS DIFFICULT TO REACH THEREFORE MAKING THE RIGGING ALSO DIFFICULT.

CA051003005	BEECH	PWA	PRESSURE SWITCH	NO INDICATION
8/13/2005	200BEECH	PT6A65B	10038901819	FUEL SYSTEM

FUEL WARNING LIGHT WOULD NOT INDICATE WHEN A/C WAS SHUT DOWN, IT IS SUPPOSE TO UNDER NORMAL PROCEDURES. SWITCH WAS REPLACED WITH SAME PART NUMBER AND CORRECT AS PER IPC. NEW SWITCH ALSO WOULD NOT WORK. A SECOND NEW SWITCH WAS TRIED, IT ALSO DID NOT WORK. AFTER CONVERSATIONS WITH BEECHCRAFT TECHNICAL REP, IT WAS DISCOVERED SWITCH HAS A VENT HOLE SHOULD BE OPEN TO ATMOSPHERE. FAILING SWITCHES HAD METAL TAG THAT COVERED THE VENT HOLE. SUSPECT SWITCHES HAD TAG REMOVED AND THE SWITCHES WERE TESTED AND FOUND SERVICEABLE. INFORMATION WAS FORWARDED TO BEECHCRAFT AND THEY ARE INFORMING THE VENDOR OF THIS ERROR.

AU510002002	BEECH	PWA	FUEL CONTROL	FAILED
12/10/2005	200CBEECH	PT642A	324476812	ENGINE

ENGINE FUEL CONTROL UNIT FAILED. FORWARD BEARING COLLAPSED. BEARING WAS OLD PRE-MOD TYPE.

AU510001509	BEECH	PWA	CABLE	FAULTY
12/12/2005	200CBEECH	PT642A	1015240895	RUDDER TAB

RUDDER TAB CONTROL CABLE OVERRAN RUDDER TAB ACTUATOR CABLE DRUM. INVESTIGATION FOUND THE CABLE RIGGING WAS OUT OF ADJUSTMENT.

CA051208009	BEECH	PWA	STRUCTURE	PULLED
12/2/2005	200CBEECH	PT6A41		

AFT STRAKES RIVETS PULLED THROUGH ON THE TAIL TO FUSELAGE JOINT. ADVISED ENGINEERING AND GAINED INSTRUCTIONS FOR REPAIR AND COMPLETED, AIRCRAFT RETURNED TO SERVICE. CAUSE OF THE RIVETS PULLING THROUGH IS UNKNOWN AT THIS TIME.

AU510001892	BEECH	PWA	SQUAT SWITCH	OUT OF ADJUST
12/12/2005	200CBEECH	PT6A41	444EN496	MLG

RT MAIN LANDING GEAR SQUAT SWITCH ADJUSTED TO MINIMUM TOLERANCE PREVENTING RETRACTION OF THE LANDING GEAR. SWITCH ADJUSTED AND LANDING GEAR RETRACTION WAS NORMAL.

CA051107002	BEECH	PWA	LINK	BROKEN
11/4/2005	200CBEECH	PT6A41	50820189	NLG STEERING SYS

ONCE LANDED , FLT CREW PROCEEDED TO STEER A/C OFF RUNWAY, WERE UNABLE. BY APPLYING THE BRAKES AND DIFFERENTIAL ENGINE POWER SETTINGS, ABLE TO MANEUVER A/C OFF RUNWAY AND OVER TO MX HANGAR. MX PERSONNEL FOUND STEERING LINK SEVERED IN HALF APPROX MID SPAN AND HANGING DOWN. UPON FURTHER INVESTIGATION, FOUND STEERING BUNGEE (P/N 50-820034-3) WAS JAMMED NOT ALLOWING SPRING TO COMPRESS IN ONE DIRECTION. THIS JAMMED BUNGEE CAUSED STEERING LINK TO BREAK ONCE STEERING PRESSURE WAS APPLIED TO RUDDER PEDALS. WHEN MX PERSONNEL DISASSEMBLED THE BUNGEE MECHANISM, FOUND THREE LARGE INTERNAL WASHERS BENT OVER AND CRUMPLED WITHIN MECHANISM. THE REASON FOR THIS TYPE OF FAILURE IS UNKNOWN.

CA060317011	BEECH	PWA	HYDRAULIC SYSTEM	LEAKING

3/14/2006 200CBEECH PT6A41

ON INVESTIGATING A HYDRAULIC LEAK IN THE NR 1 GEAR WELL AREA, CRACKS WERE NOTED IN THE CHANNELS P/N 101-120025-57 AND P/N 101-120025-55 AS WELL AS THE ANGLE'S P/N 101-120025-67 AND 101-120025-68. THE A/C HAD A HYDRAULIC GEAR INSTALLED IN 1988 (REPLACING THE MECHANICAL GEAR ACTUATORS), AND AT THAT TIME HAD 2403.9 HOURS ON THE AIRFRAME. THE NR 2 GEAR WELL WAS INSPECTED FOR SIMILAR DAMAGE AND NONE WAS NOTED. THE AFFECTED PARTS WERE REPLACED GEAR SWINGS ACCOMPLISHED AND THE A/C RETURNED TO SERVICE.

AU510001890 BEECH PWA SCREW LOOSE

12/12/2005 300BEECH PT6A60A NAS22112 WING FITTING

OUTER WING FORWARD UPPER BATHTUB FITTING TO UPPER SKIN PANEL ATTACHMENT SCREWS LOOSE. SUSPECT SCREWS INCORRECTLY TORQUED DURING MANUFACTURE.

AU510001884 BEECH PWA SCREW LOOSE

12/12/2005 300BEECH PT6A60A NAS22112 WING SKIN

OUTER WING FORWARD UPPER BATHTUB FITTING TO UPPER SKIN PANEL ATTACHMENT SCREWS LOOSE. SUSPECT SCREWS INCORRECTLY TORQUED DURING MANUFACTURE.

AU510001876 BEECH CONT PISTON BROKEN

12/12/2005 3533 IO470J ENGINE

NR 6 CYLINDER PISTON BROKEN AT GUDGEON. CONNECTING ROD BIG END CAP BROKEN OFF.

CA060303002 BEECH PWA SPAR CRACKED

2/1/2006 3TM R985AN14B 18144L WING

CENTER SECTION FUSELAGE REAR WING CARRY-THRU SPAR CRACKED 3/4" FROM TOP OF SPAR RUNNING DOWNWARD AT EDGE OF REINFORCEMENT INSIDE FUSELAGE AT REAR LT FLOAT FITTING STATION NR 199.5 BULKHEAD NR 8.

2006FA0000602 BEECH CIRCUIT CARD INTERMITTENT

5/30/2006 400A 6227410302 FCC

FLIGHT CREW REPORTED AUTOPILOT PITCH TRIM FAILURE ANNUNCIATION CAME ON DURING CLIMB WITH AUTO PILOT DISCONNECTED. AIRCRAFT REPPORTED TO HAVE PITCH-UP MOVEMENT. FOUND NR 1 FCC-850 CARD INTERMITTENTLY NOT CROSS-TALKING TO NR 2 FCC-850 CARD. REPLACED NR 1 FCC 850 CARD WITH OVERHAULED UNIT. GROUND/FLIGHT CHECKS SATISFACTORY. (K)

2006FA0000601 BEECH FUSE FAILED

6/1/2006 400A 251005 EMER BUSS

FLIGHT CREW REPORTED NO BATTERY VOLTAGE INDICATION ON VOLTMETER WITH ALL DC BUSSES POWERED. TROUBLESHOOTING FOUND AIRCRAFT WOULD NOT GO INTO EMERGENCY POWER OR PERFORMED FEEDER FAULT TEST. FOUND 5A MICROFUSE F105 CONNECTED TO K005 EMERGENCY BUSS POWER RELAY OPEN. REPLACED F105 FUSE, ALL DC POWER FUNCTIONS NORMAL, NO FAULTS NOTED. (K)

2006FA0000603 BEECH SERVO INTERMITTENT

5/30/2006 400A 6226717004 YAW DAMPER

FLIGHT CREW REPORTED PILOTS CONTROL WHEEL TRIM INTERRUPT/AUTOPILOT DISENGAGE SWITCH NOT DISCONNECTING YAW DAMPER ON FINAL APPROACH. FOUND CONTROL WHEEL SWITCH OPERATIONS NORMAL. REPLACED SVO-85C YAW DAMPER SERVO WITH OVERHAULED UNIT. ALSO, REPLACED NR 1 FCC-850 CARD WITH OVERHAULED UNIT TO CORRECT ADDITIONAL AUTOPILOT INTERMITTENT PITCH TRIM FAILURE FAULT. GROUND AND FLIGHT TESTS SATISFACTORY. (K)

0MKR20064 BEECH BEECH RIB CRACKED

5/25/2006 400A 45A21104641 HORIZ STAB

LT IB ROLLER SUPPORT RIB FOUND CRACKED. P/N 45A21104-641 WAS REMOVED AND REPLACED WITH NEW. DUE

TO THE NUMBER OF THESE WE ARE SEEING, IT IS LIKELY THE ENTIRE 400A FLEET HAS A PROBLEM IN THIS AREA.

CA051223001	BEECH	PWA	ENGINE	FLAMED OUT
11/28/2005	400A	JT15D5		

DURING CRUISE AT 38K FEET, BOTH ENGINES FLAMED-OUT. IN-FLIGHT RELIGHT ATTEMPTS WERE UNSUCCESSFUL AND THE AIRCRAFT DIVERTED FOR A DEAD-STICK LANDING. P&WC WILL PARTICIPATE IN THE INVESTIGATION OF THIS INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510002007	BEECH	CONT	DRIVE SHAFT	FAILED
12/12/2005	58	IO520C		CSU

CSU DRIVE ASSEMBLY FAILED. INVESTIGATION CONTINUING.

AU510001670	BEECH	CONT	ARM	SHEARED
12/12/2005	58	IO520C	5052432651	RUDDER CONTROL

PILOT`S LT RUDDER PEDAL ARM SHEARED.

AU510001435	BEECH	CONT	FITTING	CRACKED
2/6/2005	58	IO520C	24300259	WING SPAR

(AUS) UPPER LH REAR SPAR FITTING CRACKED. (OTHER CAUSE: MATERIAL) (CASA# 510001435)

AU510001580	BEECH	CONT	FRAME	CRACKED
12/7/2005	58	IO520C	P1756021	FUSELAGE

(AUS) FUSELAGE FRAMES PN P1756-02/1 AND PN P1756-01/1 LOCATED IN WING FORWARD SPAR CARRY THROUGH SECTION CRACKED. FOUND DURING INSPECTION IAW AD. (CASA NR 510001580)

AU510001440	BEECH	CONT	RELAY	FAILED
7/6/2005	58	IO550*	SM50D7	DYNAMIC RELAY

(AUS) LANDING GEAR RETRACTION SYSTEM DYNAMIC RELAY FAULTY.(OTHER CAUSE: HIGH HOURS) (CASA# 510001440)

AU510001653	BEECH	CONT	VENT LINE	LEAKING
12/12/2005	58	IO550*	6017001079	RT FUEL VENT

RT FUEL VENT LEAKING. INVESTIGATION FOUND THAT THE SEALANT AROUND THE VENT TUBE IN THE RT WET WING FUEL TANK HAD DETERIORATED ALLOWING FUEL TO LEAK INTO THE VENT LINE.

2006FA0000580	BEECH	CONT	CONNECTING ROD	UNKNOWN
5/8/2006	58	IO550*		LT ENGINE

50 MILES OUT OF HOME BASE, PILOT HEARD A (POP) CAME FROM LEFT ENGINE, THEN NOTICED OIL PRESSURE START THE FALL. FEATHERED PROP AND SECURED ENGINE. MADE A UNEVENTFUL LANDING. INSP FOUND NR 4 CYLINDER ON L/E DDEPARTED FROM ENGINE AND NR 4 ROD BROKEN. SUSPECT EITHER ROD BOLTS FAILED OR IMPROPERLY TORQUED, OR CYLINDER IMPROPERLY TORQUED. ENGINE COMPLETE LOSS. (K)

AU510001900	BEECH	CONT		COUPLING	SHEARED
12/12/2005	58	IO550B	216CW		VACUUM PUMP

RT VACUUM PUMP FAILED. INVESTIGATION FOUND THE PUMP JAMMED AND FULL OF CARBON VANE DEBRIS. DRIVE SHAFT FAILED AT SHEAR POINT. PUMP IS OUTSIDE OF THE SN RANGE AS INDICATED IN TEMPEST SB-003.

AU510001656	BEECH	CONT	LINE	LEAKING
12/12/2005	58	IO550C	292000017	FUEL SYSTEM

MAIN FUEL LINE LOCATED IN RT NACELLE LEAKING IN AREA ABOVE THE ELECTRIC FUEL PUMP. INVESTIGATION FOUND LINE CORRODED.

0079965A	BEECH		HUB	CORRODED

4/4/2006	58P		E71693	PROPELLER
PROPELLER HUB HAS INTERNAL AND EXTERNAL CORROSION				
AU510001469	BEECH		BRACKET	CRACKED
12/12/2005	76		1051300001	AILERON
(AUS) LH AND RH AILERONS PNO 105-130000-1 (LH) AND PNO 105-130000-2 (RH) SPARS AND DOUBLER BRACKETS CRACKED AT PUSHROD SUPPORT BRACKETS. (CASA# 510001469)				
AU510001482	BEECH		SPAR	CRACKED
12/12/2005	76		1051300002	AILERON
(AUS) RT AILERON UPPER DOUBLER AND SPAR CRACKED. CRACK LENGTHS 10MM (0.39IN) IN DOUBLER AND 5MM (0.196IN) IN SPAR. (CASA# 510001482)				
AU510001458	BEECH	BEECH	STRUCTURE	CRACKED
12/12/2005	76			AILERONS
(AUS) LT AND RT AILERONS PNO 105-130000-1 (LT) AND PN 105-130000-2 (RT) SPARS AND DOUBLER BRACKETS CRACKED AT PUSHROD SUPPORT BRACKETS. FLEET INSPECTION FOUND SIMILAR CRACKING ON FOUR OF SEVEN AIRCRAFT. (CASA# 510001458)				
2006FA0000612	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	RT WINGFEATHERIN
CRACK IN RT FORWARD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
2006FA0000613	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	RT WING
CRACK IN RT FWD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
2006FA0000614	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	ZONE 100
CRACK IN RT FWD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
2006FA0000615	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	ZONE 100
CRACK IN RT FWD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
2006FA0000616	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	ZONE 100
CRACK IN RT FWD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
2006FA0000617	BEECH		FRAME	CRACKED
6/21/2006	76		1054200116	ZONE 100
CRACK IN RT FWD WING BOLT ATTACH FRAME, P/N: 105-420011-6.				
AU510001460	BEECH		SPAR	CRACKED
12/12/2005	76			AILERON
(AUS) LT AND RT AILERONS PNO 105-130000-1 (LT) AND PN 105-130000-2 (RT) SPARS AND DOUBLER BRACKETS CRACKED AT PUSHROD SUPPORT BRACKETS. (CASA# 510001460)				
AU510001510	BEECH	LYC	BRACKET	CRACKED
12/12/2005	76	O360A1G	10598000023	RT NACELLE
RT ENGINE FIREWALL BRACKET CRACKED ON BOTH SIDES OF ANCHOR NUT. FOUND DURING INSPECTION IAW				

AD/BEECH76/10-2.

CA060410009	BEECH	LYC	CHANNEL	CRACKED
4/1/2006	76	O360A1G6D	10541000057	NLG ACTUATOR

DISCOVERED DURING INSPECTION. NLG ACTUATOR ATTACH BRACKET WAS FOUND CRACKED FROM THE EDGE OF THE BRACKET, THROUGH A LIGHTENING HOLE AND OUT THE OTHER SIDE. THE AREA IS DIFFICULT TO INSPECT. THIS IS THE SUPPORT CHANNEL THAT THE UPPER END OF THE NLG ACTUATOR ATTACHES TO.

AU510001756	BEECH	LYC	PISTON RING	DETERIORATED
12/12/2005	76	O360A1G6D	AEL74241PL	ENGINE

(AUS) ENGINE OIL FOUND TO BE VERY BLACK. INSPECTION FOUND THE PLASMA COATING ON THE TOP PISTON RINGS ON ALL FOUR CYLINDERS FRACTURED. (CASA NR 510001756)

CA060516003	BEECH	PWA	ACTUATOR	CRACKED
5/15/2006	99	PT6A27	505211984	RT OB FLAP

ROUTINE VISUAL INSPECTION OF THE FLAP ACTUATORS INDICATED THAT THE OUTBOARD ATTACHMENT FLANGE OF THE RT OUTBOARD FLAP ACTUATOR WAS CRACKED. THERE WAS NO EVIDENCE OF THE ACTUATOR BEING DROPPED OR OTHERWISE ABUSED. THE FLANGE WAS BENT SLIGHTLY INBOARD AND THERE WAS EVIDENCE OF THE ACTUATOR CHAFFING ON THE MOUNTING FRAME DURING ITS NORMAL OPERATING CYCLE.

CA060425019	BEECH	PWA	SKIN	CRACKED
4/25/2006	99	PT6A27	999800007	LT NACELLE

VISUAL INSPECTION INDICATED A CRACK ON LT ENGINE NACELLE IB SKIN JUST FORWARD OF WING LEADING EDGE. CRACK RAN VERTICALLY JUST AFT OF IB NACELLE INSPECTION PANEL. A RIVET THAT ATTACHES THE NACELLE FILLET STRIP TO THE WING WAS INCLUDED IN THE CRACK. THERE WAS NO REPORT OF A HARD LANDING AND NO ADJACENT STRUCTURE IS DAMAGED.

CA051122001	BEECH	PWA	NUT	MISMANUFACTURED
11/21/2005	99	PT6A28	817911018	WING

THE CREW WENT TO INSTALL A WING BOLT RETAINING NUT ON THE AIRCRAFT. IT WAS NOTICED THAT THE NUT WAS MISSING ONE OF THE TWO PLASTIC LOCKING DEVICES. IT APPEARS THE PLASTIC WAS NEVER INSTALLED IN ONE HOLE. THIS IS THE SECOND NUT THAT WAS FOUND WITH PROBLEMS. PREVIOUSLY ANOTHER NUT HAD BAD THREADS IN IT EVEN THOUGH IT WAS NEW.

CA060124001	BEECH	PWA	BEECH	PINION GEAR	BROKEN
1/21/2006	99	PT6A28		1158100283	ACTUATOR

(CAN) THE GEAR ACTUATOR WAS REMOVED FROM THE AIRCRAFT FOR A RELUBE AND END PLAY CHECK IAW AD72-10-04R2 PART B AND C. WHEN IT WAS CLEANED UP THE MECHANIC NOTICED THAT SEVERAL OF THE TEETH ON THE PINION GEAR WERE BROKEN OFF. THERE WAS NO OBVIOUS REASON FOR FAILURE OF THE TEETH. THIS WAS THE FIRST INSPECITON SINCE THE ACTUATOR WAS INSTALLED AFTER OVERHAUL. THE ACTUATOR ALSO FAILED THE END PLAY CHECK BY .003 THOUSANDS OF AN INCH. (TC NR 20060124001)

CA060126001	BEECH	PWA	BEECH	TORQUE TUBE	CRACKED
1/25/2006	99	PT6A28	115610010341	115610010325	ELEVATOR

(CAN) DURING THE 100 HR INSPECTION THE TAIL CONE WAS REMOVED TO INSPECT THE TORQUE TUBES IAW INSPECTION PACKAGE. THE LT TORQUE TUBE WAS FOUND CRACKED AROUND HALF THE TUBE BRACE. IT HAD BEEN 100 HRS SINCE THE LAST INSPECTION. THE PN OF THE BRACKET IS 115-610018-1 (TC NR 20060126001)

CA060531012	BEECH	PWA	ENGINE	MAKING METAL
5/27/2006	99	PT6A28		POWER SECTION

(CAN) IN CRUISE, THE CHIP LIGHT ACTIVATED ON THE LT ENGINE. THE ENGINE WAS SHUTDOWN AS A PRECAUTION AND THE AIRCRAFT DIVERTED TO NEAREST FIELD FOR NORMAL LANDING. CFR WAS REQUESTED TO BE ON STANBY. THERE WAS NO OTHER INDICATIONS OF ENGINE PROBLEMS. THE CHIP PLUG WAS REMOVED AND CLEANED. THE OIL SYSTEM WAS FLUSHED AND CHECKED AGAIN FOR CONTAMINATION. AS A PRECAUTION

THE AIRCRAFT WAS FLOWN TO AN ENGINE OVERHAUL FACILITY WHERE THE ENGINE WAS REMOVED. DETAILS OF THE OVERHAUL FINDINGS WILL BE FORWARDED WHEN AVAILABLE. (TC NR 20060531012)

CA060228015	BEECH	PWA		MOUNT	DAMAGED
1/19/2006	99AFACH	PT6A27		9998000060463	RT ENGINE

DURING A SCHEDULED DETAILED NR 3 INSPECTION, OBSERVED THE RT ENGINE MOUNT ASSY HAD SEPARATED APPROX 1/4 OF AN INCH FROM RT NACELLE. LIFTING OF ENG WITH CRANE CONFIRMED MOVEMENT. VISUAL INSPECTION REVEALED 2 OF THE 4 UPPER INBD BOTTOM ENGINE MOUNT CASTING RIVITS SHEARED. THIS AREA IS DIFFICULT TO INSPECT. REMOVAL OF THE INBD AND OUTBD NACELLE SKINS IS THE ONLY WAY TO GAIN ACCESS TO THE UPPER CASTINGS FOR INSPECTION WHICH WERE FOUND WITH SIGNS OF RIVET FAILURE. THE RT ENGINE, PROPELLER, COWLINGS, AND FUSELAGE SUFFERED SUDDEN STOPPAGE DAMAGE BY A DEER STRIKE 125 HOURS PRIOR TO THESE OBSERVATIONS WHICH MAY HAVE ATTRIBUTED IN THIS FAILURE. REPAIRS C/O BY R.D.C.

CA051122003	BEECH	PWA		INVERTER	FAILED
11/19/2005	A100	PT6A28			AC SYSTEM

THE PILOT IN COMMAND REPORTED THE NR 2 INVERTER CIRCUIT BREAKER POPPED. ON INVESTIGATION, THE NR 2 INVERTER AND ASSOCIATED RELAY WIRING SHOWED SIGNS OF OVERHEATING. THE WIRING FOR THE RELAY OVERHEATED TO THE POINT THAT ONE OF THE WIRES SEPARATED FROM THE POLE OF THE RELAY.

CA051107004	BEECH	PWA	BENDIX	RESISTOR	OPEN
11/1/2005	A100	PT6A28		EA85098	VOLT REGULATOR

LT GEN FAIL ANNUNCIATOR LIGHT ILLUMINATED IN CRUISE. ATTEMPED RESET BY SWITCHING LT GEN OFF, WAITED 10 SECONDS, THEN SWITCHED BACK ON. RESULT WAS BRIEF SMALL PUFF OF SMOKE FROM INSTRUMENT PANEL, SUBSEQUENTLY FOUND TO BE BURN OF GPS ANNUNCIATOR BRT/DIM/TEST MODULE P/N 3423-P14 C/B, THEN PILOT SIDE ALT C/B TRIPPED. ATC WAS ADVISED AND IMMEDIATE RETURN TO AERODROME OF DEPARTURE REQUESTED. LANDED WITHOUT FURTHER INCIDENT. AMO INVESTIGATION REVEALED LT GENERATOR HAD FAILED DUE TO AN OPEN CIRCUIT RESISTOR IN THE VOLTAGE REGULATOR, AND THAT RESETTING CAUSED A VOLTAGE SPIKE WHICH BURNED OUT GPS MODULE C/B DESCRIBED ABOVE, AND ALSO DAMAGED ALT SELECTOR P/N 065-0053-00 AND TRIPPED PILOT SIDE ALT C/B.

CA060217002	BEECH	PWA		ACTUATOR	DAMAGED
2/7/2006	A100	PT6A28		79990022A	NLG

NOSE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF. MAINTEANCE DID MULTIPLE GEAR SWINGS BUT COULD NOT DUPLICATE THE PROBLEM. THE ACTUATOR WAS REMOVED AND PUT IN A TEST STAND WHERE IT FINALLY FAILED STAYING IN THE LOCKED POSITION. A OVERHAULED ACTUATOR WAS INSTALLED AND THERE HAS BEEN NO MORE PROBLEMS REPORTED.

CA060601002	BEECH	PWA		DUCT	CRACKED
5/31/2006	A100	PT6A28			ENGINE

(CAN) CRACK DEVELOPED IN THE DOMED PORTION OF THE SMALL EXIT DUCT BESIDE THE WELD. FOUND DURING THE BOROSCOPE INSPECTION. (TC NR 20060601002)

CA051206004	BEECH	PWA		INTERCOSTAL	CRACKED
12/1/2005	A100	PT6A28			BULKHEAD

DURING A SPECIAL INSPECTION AFTER FINDING DAMAGE ON OTHER AIRCRAFT, THE AFT PRESSURE BULKHEAD WAS FOUND CHAFED BY BOTH THE CENTER INTERCOSTAL AND THE OUTBOARD INTERCOSTAL ADJACENT TO THE TAIL ACCESS DOOR. NDT WAS COMPLETED AND A CRACK FOUND AT THE OUTBOARD LOCATION.

CA060320003	BEECH	PWA	BEECH	SUPPORT BRACKET	CRACKED
3/9/2006	A100	PT6A28		1156100153	

(CAN) CRACK FOUND ON IB SUPPORT BRACKET WHILE CARRYING OUT REPETITVE INSPECTION MSB 2145. TORQUE TUBE REPLACED WITH NEW. (TC NR 20060320003)

CA060307003	BEECH	PWA	BEECH	ACCUMULATOR	FAILED

1/25/2006	A100	PT6A28	11538011119	HORIZONTAL STAB

(CAN) THE ABOVE P/N FAILED SENT FOR REPAIR THEN FAILED AGAIN WITH IN 5.3 HRS. SERVICEABLE ACTUATOR INSTALLED WITH NO MORE PROBLEMS. (TC NR 20060307003)

CA060127002	BEECH	PWA	ELT	INTERMITTENT
1/23/2006	A100	PT6A28	ELT10	CABIN

(CAN) ELT FAILED THE ACTIVATION TEST DURING THE ROUTINE INSPECTION. THE UNIT HAD THE BATTERY REPLACED AND RECERTIFIED 21 DAYS EARLIER. AVIONICS SHOP FOUND THE PROBLEM TO BE A INTERMITTENT ON/OFF SWITCH. (TC NR 20060127002)

CA060127004	BEECH	PWA	SWITCH	UNSERVICEABLE
1/26/2006	A100	PT6A28	10038900161	FUEL DRAIN

(CAN) FLOAT SWITCH FAILED INTERNALLY CAUSING THE EPA CAN TO DRAIN OVERBOARD ON SHUTDOWN. (TC NR 20060127004)

CA060406003	BEECH	PWA	DUCT	DISCONNECTED
3/30/2006	A100	PT6A28	9755501115	HEAT DUCT

DURING A ROUTINE INSPECTION OF THE CABIN HEATING DUCTS THE HOT AIR DUCT ASSEMBLY P/N 97-555011-15 ITEM NR 22 IN PICTURE NR 1 WAS FOUND DISCONNECTED AT THE AFT END. 2 DUCTS FURTHER FWD WERE FOUND CRACKED ALLOWING THEM TO MOVE FWD AND ALLOWING THIS DUCT TO DISCONNECT FROM ITEM NR 23. ONCE THE DUCT HAD DISCONNECTED THE CABIN HEAT WAS FLOWING INTO THE FLOOR AND ONTO THE DE-ICE PRESSURE TUBE P/N 50-970101-143 ITEM 81 IN PICTURE NR 2. THE HEAT ALLOWED A 15 INCH SECTION OF THE DE-ICE TUBE DEFORM AND COLLAPSE RESTRICTING THE AIRFLOW TO THE TAIL PART OF THE DE-ICE SYSTEM. IT IS UNCLEAR WHETHER OR NOT THE TAIL DE-ICE SYSTEM WAS SERVICEABLE.

CA060613004	BEECH	PWA	BEARING	MISINSTALLED
6/12/2006	A100	PT6A28	50380043	MLG ACTUATOR

DURING ACT ENDPLAY CHECK AND LUBE OF N/G ACT 50-820208-5, NOTICED THRUST BEARING IMPROPERLY INSTALLED. INSTRUCTIONS IN COMPONENT MM ARE TO INSTALL BEARING WITH P/N AWAY FROM GEAR, THIS BEARING HAD BEARING MANUF P/N AND WORD THRUST ON ONE SIDE AND RAYTHEON P/N ON OTHER, ALLOWING YOU TO FOLLOW INSTRUCTIONS AND HAVING A 50% CHANCE OF GETTING IT RIGHT. THIS BEARING WAS INSTALLED BACKWARDS WITH RAYTHEON P/N AWAY FROM GEARS PUTTING ACTUAL THRUST SIDE TOWARDS GEARS OPPOSITE TO THRUST LOADS. ACT WAS FURTHER INSPECTED AND SMALL AMT OF SPALLING FOUND ON GEARS. ACT IS BEING RETURNED TO OVERHAUL FACILITY WERE BEARING AND GEARS WILL BE REPLACED. THIS ACT WAS REMOVED FOR IT FIRST ENDPLAY CHECK SINCE LAST OVERHAUL WITH A TSO OF 1041 LANDING. RAYTHEON WAS CONTACTED AND ARE INVESTIGATING THE MATTER IN ORDER TO CORRECT.

CA060227024	BEECH	PWA	MOUNT	DETACHED
1/16/2006	A100A	PT6A27	509800891	RT ENGINE

UPPER INBOARD ENGINE MOUNT FITTING RT NACELLE UNDER SKIN FOUND DETACHED. SUBSEQUENT INSPECTION OF OTHER FITTINGS ON SAME AIRCRAFT (THERE ARE 4) FOUND ALL WITH ATTACHING FASTENER DEFECTS SUCH AS LOOSE OR SHEARED. AREA IS ALMOST UN-INSPECTABLE. SUGGEST BOROSCOPE INSPECTION OR REMOVING A PORTION OF NACELLE SKIN IF ENGINE MOUNT MOVEMENT IS DETECTED IN FITTING AREA.

AU510001736	BEECH	CONT	CONTROL CABLE	FRAYED
4/8/2005	A36	IO520BA	3652400023	ELEVATOR

(AUS) ELEVATOR CONTROL CABLE FRAYED. INSPECTION FOUND AT LEAST 4 STRANDS BROKEN INTERNALLY. (CASA NR 510001736)

2006FA0000586	BEECH	GARRTT	STARTER GEN	SEIZED
5/18/2006	B100	TPE3316	230790001	

RT ENGINE WOULD NOT START. TROUBLESHOT AND FOUND RT STARTER GENERATOR SEIZED DUE TO BRUSHES WORN BEYOND LIMITS AND PIGTAILS ARCHING TO ARMATURE. (K)

CA051202003	BEECH	GARRTT	CONTROL PANEL	BURNED
11/25/2005	B100	TPE3316252B		TRIM INDICATOR

A BURNT ODOR WAS NOTICED FOLLOWED BY SMOKE IN THE COCKPIT, COMING FROM THE TRIM INDICATOR LIGHT PANEL. THE PILOT CLOSED THE RHEOSTAT AND RETURNED TO BASE. AFTER INSPECTION OF THE LIGHT PANEL, HUMIDITY WAS FOUND UNDER THE PANEL, WHICH CAUSED A SHORT CIRCUIT. THE PANEL WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA051109002	BEECH	GARRTT	STRINGER	CRACKED
11/7/2005	B100	TPE3316252B		NR 10

DURING AN INSPECTION OF THE ELEVATOR CABLES, AFT OF THE REAR PRESSURE BULKHEAD, THE ENGINEER DISCOVERED A CRACK IN THE NR 10 STRINGER OF THE AFT PRESSURE BULKHEAD. THIS AIRCRAFT HAS A CVR INSTALLED IAW STC 'SA-02-26' AND THE MOUNTING TRAY FOR THE CVR TIES INTO THE NR 10 STRINGER. THE CRACK IS APPROX 2" LONG AND LOCATED ON THE LT OUTBOARD SIDE.

CA060405003	BEECH	GARRTT	ADAPTER	CRACKED
3/16/2006	B100	TPE3316252B	B441172	OIL FILTER

DURING AN INSPECTION OF THE "OIL FILTER ADAPTER", IT WAS FOUND CRACKED IN TWO PLACES. A SMALL OIL LEAK WAS EVIDENT. THE PART WAS REPLACED.

CA060406002	BEECH	GARRTT	TORQUE TUBE	CORRODED
4/3/2006	B100	TPE3316252B		ELEVATOR

DURING AN INSPECTION OF THE ELEVATOR TORQUE TUBE, THE PRIMARY ELEVATOR TORQUE TUBE WAS FOUND CORRODED. THE PART WAS REPLACED.

CA060405008	BEECH	PWA	SEAL	FAILED
1/19/2006	B200	PT642A	3022375	FCU/FUEL PUMP

AIRCRAFT DEPARTED AND ON CLIMB THE PILOT REPORTED A LOW OIL PRESSURE INDICATION ON THE LEFT HAND ENGINE. THE AIRCRAFT RETURNED TO BASE. A TECHNICIAN WAS CALLED IN, AND FOUND THAT THE FCU/FUEL PUMP DRIVE SEAL HAD MIGRATED, AND WAS LEAKING. A NEW SEAL P/N:3022375 AND SEAL CARRIER P/N:3004085 WERE INSTALLED. ENGINE GROUND RUNS COMPLETED SATISFACTORY, AIRCRAFT RETURNED TO SERVICE.

CA060329001	BEECH	PWA	MOTOR	FAILED
3/21/2006	B200	PT642A		MLG

AFTER TAKEOFF, EN ROUTE TO DESTINATION, GEAR WARNING LIGHT CAME ON. PILOT TRIED EXTENDING THE GEAR AND NO EXTENSION WAS NOTED. AIRCRAFT RETURNED TO BASE AND GEAR WAS EXTENDED USING MANUAL EXTENSION. AIRCRAFT PUT ON LOCKS. GEAR MOTOR CIRCUIT BREAKER WAS FOUND POPPED AND ACCUMULATOR WAS FOUND TO BE LOW IN PRESSURE. CIRCUIT BREAKER WAS RESET AND ACCUMULATOR CHARGED TO PROPER PRESSURE. GEAR SWUNG SEVERAL TIMES WITH NO ABNORMAL RESULTS. AIRCRAFT RETURNED TO SERVICE.

CA051206010	BEECH	PWA	DOWNLOCK SWITCH	FAILED
12/1/2005	B200	PT642A		NLG

ON APPROACH, CREW DID NOT GET A NOSE GEAR DOWN INDICATION ON SELECTION. EMERG PROCEDURES COMPLETED WITH NO INDICATION. FLY BY VISUAL SHOWED NOSE GEAR DOWN, INDICATION ILLUMINATED ON TOUCH DOWN. MAINTENANCE FOUND NOSE GEAR ACTUATOR INTERNAL DOWN LOCK SWITCH TO BE INTERMITTENT. ACTUATOR REPLACED.

CA060419007	BEECH	PWA	BEECH	BOLT	FAILED
4/12/2006	B200	PT642A	504300377	504300377	PAX DOOR

WHILE CLIMBING THROUGH 10000 FT, A LOUD BANG WAS HEARD FOLLOWED BY A CONSTANT HISSING SOUND. THE FLIGHT RETURNED UNEVENTFULLY AND MAINT FOUND THE UPPER FWD DRAW BOLT ROLLER HAD FAILED

CAUSING THAT PORTION OF THE DOOR TO SHIFT SLIGHTLY. BOTH UPPER DRAW BOLT ROLLERS WERE REPLACED AND DOOR INSPECTED FOR FURTHER DAMAGE. NONE WAS FOUND AND GROUND CHECKS WERE C/O SERVICEABLE.

CA060531013	BEECH	PWA		ENGINE	SURGES
4/27/2006	B200	PT642A			

(CAN) DURING CRUISE THE ENGINE WAS REPORTED TO SURGE AND SUBSEQUENTLY FLAME OUT. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISEOF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531013)

CA060410004	BEECH	PWA		PUMP	UNSERVICEABLE
4/9/2006	B200	PT642A		02532330003	RT ENGINE

ON TAKEOFF, THE CREWS ROTATED AND HAD RT ENGINE POWER ROLL BACK. CREWS FEATHERED AND SHUT DOWN THE ENGINE AND TURNED AROUND AND LANDED. MAINTENANCE FOUND FUEL LEAKING FROM RT ENGINE DRIVEN HIGH PRESSURE FUEL PUMP P/N 025323-300-03. PUMP ASSY REPLACED AND GROUND RUN, FLIGHT TEST SERVICEABLE.

CA060403015	BEECH	PWA	PWC	FUEL SYS	FLUCTUATES
3/16/2006	B200	PT642A	PT6A42		ENGINE

DURING INITIAL DESCENT, ENGINE FUEL FLOW WAS OBSERVED TO FLUCTUATE. THROTTLE INPUT RESULTED IN EXCESSIVE INTERTURBINE TEMPERATURE INCREASE AND THE ENGINE WAS SHUT DOWN IN FLIGHT. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051116003	BEECH	PWA		BOOT	TORN
11/13/2005	B200	PT642A		SMR504108	DE-ICE SYS

IN CRUISE FLIGHT, A THUMPING NOISE WAS DETECTED ON THE RIGHT SIDE OF AIRCRAFT. AFTER LANDING IT WAS FOUND THAT A NEWLY INSTALLED RIGHT INBOARD WING BOOT LOWER HALF HAD TORE LOOSE FROM THE GLUE, AND WAS TRAILING BEHIND THE AIRCRAFT ABOUT 8 FEET HITTING THE LOWER PORTION OF THE WING AND THE RIGHT SIDE OF THE BAGGAGE POD. IT APPEARS THE GLUE UNDER THE BOOT DID NOT HOLD, MAY BE DUE TO THE GLUE FREEZING DURING SHIPPING.

CA060422009	BEECH	PWA	BEECH	LOCK NUT	MISSING
4/21/2006	B200	PT6A41		130909B40130909	MLG ACTUATOR

DURING L/G EXT IN FLT, LT MAIN AND NOSE GEAR DOWN AND LOCKED IND PRESENT, WITH NO RT IND AND LOUD BANGING SOUND FROM RT SIDE OF A/C. C/O FLY-BY TO VISUALLY VERIFY ALL THREE LANDING GEARS WERE DOWN. A/C LANDED SAFELY, VERIFIED ALL 3 L/G WERE DOWN AND LOCKED BEFORE TAXING A/C OFF RUNWAY. DURING INSPECTION ACT TQ TUBE TO ACT DRIVE BOLT FOUND MISSING. TQ TUBE END AND ACT DRIVE INSPECTED FOR DAMAGE/CRACKS WITH 10X MAGNIFYING GLASS. NO DAMAGE EVIDENT. INNER TQ TUBE SPACER REPLACED DUE TO SOME SCORING OF INNER BORE. A NEW DRIVE BOLT AND LOCK NUT WAS INSTALLED ON LT AND RT ACT. LANDING GEAR SYSTEM INSPECTION/RIGGING C/O: GOOD IAW KA200 MM NR 101-590010-19B9 CHAPTER 32-30-00. FIVE FAULT FREE GEAR SWINGS C/O.

CA060317010	BEECH	PWA	BEECH	ACTUATOR	SEIZED
3/11/2006	B200	PT6A64		50820285	NLG

NOSE LANDING GEAR ACTUATOR SEIZED AND OVER-LOADED MLG MOTOR BREAKER.

AU510001575	BEECH	PWA		SERVO	FAULTY
12/12/2005	B200C	PT642A		7002260903	YAW DAMPER

RUDDER AUTOPILOT SERVO/YAW DAMPER FAULTY, OTHER CAUSE: FAILURE OF INTERNAL MECHANISM.

CA051215001	BEECH	PWA		ACTUATOR	FAILED
12/6/2005	B200C	PT642A		99810057651	MLG

AFTER T/O, GEAR WAS SELECTED UP AND CLUNK WAS HEARD, T/O CONTINUED TO SAFE ALT AND WAS VISUALLY CONFIRMED THAT RT GEAR HAD NOT RETRACTED. THE GEAR WAS RECYCLED DOWN 3 GREEN LIGHTS CONFIRMED ALL GEAR DOWN AND LOCKED. A/C RETURNED TO AIRPORT AND LANDED W/O FURTHER INCIDENT.

FURTHER INVESTIGATION BY MX REVEALED THAT RT GEAR ACTUATOR HAD FAILED INTERNALLY. ACTUATOR WAS REPLACED AND A/C RETURNED TO SERVICE. FAILED ACTUATOR IS BEING RETURNED TO THE OVERHAUL FACILITY FOR FURTHER INVESTIGATION, AT OUR REQUEST, THE FAA WILL BE SUPERVISING THE DISASSEMBLY OF THE ACTUATOR. THIS ACTUATOR HAD 2339 LANDING SINCE OVERHAUL.

CA051222004	BEECH	PWA	SPAR	CORRODED
12/9/2005	B300	PT6A60A	10111007315	LT WING

A/C IN FOR 5 YR WING BOLT REPLACEMENT AND MAIN SPAR LWR FITTING VISUAL INSPECT. LWR FWD LT WING BOLT DIFFICULT TO REMOVE AND UPON REMOVAL MODERATE CORROSION WAS OBSERVED IN BOLT BORES. LOOKING AT BOLT BORES FROM FRONT, GREATEST CORROSION APPEARED TO BE AFT AIRFRAME LUG AND AFT WING LUG. MILD CORROSION NOTED IN FWD AIRFRAME LUG. NDT WAS CARRIED OUT ON LUG W/NO CRACKS FOUND. ALL OTHER BOLTS WERE SERVICEABLE. RAYTHEON WAS CONTACTED FOR ASSESSMENT OF DAMAGE FOUND AND FOLLOWING SEVERAL DELAYS APPROVED A/C FOR LIMITED RETURN TO SERV UNDER REPAIR ORDER NUMBER FR-KA-01836 REV 1. THIS TEMP REPAIR WAS APPROVED FOR 250 HRS OR NINE WEEKS AT WHICH POINT A PERMANENT REPAIR MUST BE CARRIED OUT. PERMANENT REPAIR ENTAILS INSTALLING BUSHINGS IN THE WING LUGS. RT WING HAD BUSHINGS INSTALLED ABOUT 4 YRS AGO AFTER EXCESSIVE PLAY WAS FOUND IN LWR FWD FITTING. ALL WING BOLTS ON BOTH SIDES WERE REPLACED AT TIME AND COATED WITH CORROSION PREVENTIVE.

CA051213006	BEECH	PWA	HOSE	BURST
12/13/2005	B300	PT6A60A	1013800159	LT BRAKE DEICE

DURING DAILY INSPECTION, THE AME FOUND THE LT BRAKE DEICE HOSE (P/N 101-380015-9) BURST NEAR UNION (P/N 832-12D).

CA060301007	BEECH	PWA	BEECH	NUT PLATE	DAMAGED
2/24/2006	B300	PT6A60A	1018200351	K10004	MLG

AIRCRAFT WAS ON APPROACH. POSITIVE NOSE GEAR DOWN LOCK WAS NOT INDICATING USING THE NORMAL SYSTEM. EMERGENCY GEAR DOWN WAS REQUIRED TO HAVE POSITIVE DOWN AND LOCK INDICATION. NOSE LANDING GEAR INSPECTION WAS CARRIED OUT OF THE GREEN LIGHT INDICATOR SWITCHES ON THE ACTUATOR AND DRAG BRACE. THE SWITCH STOP WAS BACKED OFF INTO THE ANCHOR NUT. STOP WAS RERIGGED AND SECURED. LANDING GEAR SWING CARRIED OUT AS PER B300 MM AND CHECKED SERVICEABLE.

CA051202008	BEECH	PWA	ANGLE	CRACKED
11/9/2005	B300	PT6A60A	504300431329	CABIN DOOR

WHEN COMPLYING WITH SPECIAL INSPECTION ON CABIN DOOR, DISCOVERED CRACKED CABIN DOOR SILL ANGLE AT TOP OF DOOR. ADVISED TO HAVE A SPARE PART ON HAND BEFORE DOING INSPECTION. PART WAS CRACKED ALONG WIDTH OF THE ANGLE RUNNING FORE AND AFT FROM AFT END OF THE DOOR. APPROX LENGTH WAS 8" ALONG THE ATTACHMENT RIVETS. THIS A/C IS CONTRACTED TO DO AIR AMBULANCE 7 DAYS/WEEK AND HAD ACCRUED APPROX 2000 HOURS IN THIS TYPE OF USE BY TWO OPERATORS. PREVIOUS INSPECTION DETECTED NO PROBLEM 1000 CYCLES PREVIOUS. THE PART WAS ALSO INADVERTENTLY THROWN OUT AFTERWARDS SO IT IS NOT AVAILABLE. INCREASED OUR INSPECTION FREQUENCY IN THIS AREA DUE TO HEAVY USE IT IS SUBJECTED TO.

2006FA0000584	BEECH	PWA	TRIM TAB	MISMANUFACTURED
6/2/2006	C90	PT6A11	96630000335	RUDDER TRIM

WHEN INSPECTED IAW SB, THIS AC WAS IDENTIFIED AS MISSING THE DRAIN PROVISIONS. C/A WAS TAKEN IAW SB. DURING OUR RESEARCH INTO THIS MATTER IT WAS IDENTIFIED THAT THE CCORRELATING AD TO THIS ISSUE. THIS IS A NEARLY NEW AC. (K)

CA060216003	BEECH	PWA	FRAME	CRACKED
2/15/2006	C90	PT6A28		WING

UPON BEGINNING A PHASE 3 INSPECTION, A TECHNICIAN DISCOVERED A SMALL CRACK ON THE RIGHT FORWARD LOWER SPAR HINGE CAP. THE CRACK WAS OUT FROM THE FOURTH FASTENER FORWARD TOWARD THE HINGE EDGE. A SMALL AREA OF PAINT HAD BEEN FLAKED AWAY IN THIS AREA. MORE PAINT WAS REMOVED IN THIS AREA IN AID TO FURTHER INVESTIGATE THE DISCREPANCY. IT WAS CLEARLY VISIBLE TO SEE WITHOUT

ANY NDT INSPECTION METHODS REQUIRED. THE AIRCRAFT WAS REMOVED FROM SERVICE. IT WAS NOTED THE PREVIOUS EDDY CURRENT INSPECTION (AS REQUIRED IAW THE RAYTHEON SIRM) WAS CONDUCTED IN THIS AREA IN JANUARY 2005, 754.8 HOURS AGO.

2006FA0000471	BEECH	BFGOODRICH	WHEEL HALF	CRACKED
4/12/2006	C90A		300257	LT MLG

LEFT MAIN WHEEL (INBOARD HALF) FOUND CRACKED. PROBLEM SHOWED ITSELF DUE TO WHEEL/TIRE ASSY SUFFERING A SLOW LEAK OF AIR PRESSURE. THIS IS NOT THE SAME PROBLEM REPORTED FOR THIS AIRCRAFT ON 4/27/2006. THIS IS A PREVIOUS OCCURRENCE ON THE OTHER SIDE. BOTH MAIN WHEELS HAVE NOW BEEN CHANGED.

2006FA0000567	BEECH	PWA	BEARING	FAILED
6/1/2006	C90A	PT6*		FCU

THE BEARING IN FUEL CONTROL UNIT FAILED CAUSING THE LT ENGINE TO SURGE AND EXCEED THE N1, ITT AND TORQUE LIMITS. THE ITT EXCEEDED 1000 C AND THE TORQUE EXCEEDED 1500 FT POUNDS FOR 5-10 SECONDS. SHORTLY AFTER TAKEOFF, PILOTS REPORTED PLANE HAD YAWED TO THE RT AND FIRST CORRECTED FOR THE YAW BEFORE NOTICING ITT AND TORQUE ABOVE RED LINE. PILOTS THEN REDUCED POWER AND RETURNED TO AIRPORT. ENGINE WAS REMOVED FOR REPAIR AND ALL ROTATING PARTS WERE FOUND TO BE IN NEED OF REPLACEMENT. IN-SITU TEST HAD BEEN DONE REGULARLY AND NO INDICATION OF BEARING INSPECTION BUT IT IS AT THE END OF THE NOTES UNDER THE FUEL SYSTEM INSPECTION. BEARINGS ARE CALLED OUT FOR INSP/ REPLACEMT AT MID TBO OR 6 YEARS.

CA060403014	BEECH	PWA	SEAL	LEAKING
3/16/2006	C90A	PT6A21		PROPELLER

DURING FLIGHT, AN ENGINE OIL LEAK WAS OBSERVED AND THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A LEAKING PROPELLER SHAFT SEAL AND A LOOSE BETA VALVE RETAINING NUT.

CA051216003	BEECH	PWA	RESISTOR	OVERHEATED
12/15/2005	C90A	PT6A21	2K40D10	CABIN LIGHTS

DURING ROUTINE INSPECTION, FOUND RESISTOR R145 (ATA 33-21-01 PAGE 4) OVERHEATED. INSULATION ABOVE THE RESISTOR WAS SCORCHED AND BURNED.

CA051222006	BEECH	PWA	RESISTOR	OVERHEATED
12/20/2005	C90A	PT6A21	2K40D10	LIGHTS

WHILE CARRYING OUT COMPANY CAMPAIGN 681-33-21-018, RESISTOR R145 FOR FLUORESCENT LIGHT CIRCUIT FOUND SHOWING SIGNS OF OVERHEATING. SYSTEM DISABLED AND DEFERRED.

CA051222007	BEECH	PWA	RESISTOR	OVERHEATED
12/20/2005	C90A	PT6A21	2K40D10	CABIN LIGHTS

RESISTOR R145 FOR FLUORESCENT LIGHT CIRCUIT FOUND SHOWING SIGNS OF OVERHEATING WHILE CARRYING OUT COMPANY CAMPAIGN 681-33-21-018. SYSTEM DISABLED AND DEFFERED.

CA051222009	BEECH	PWA	RESISTOR	OVERHEATED
12/22/2005	C90A	PT6A21	2K40D10	CABIN LIGHTS

VISUAL INSPECTION CARRIED OUT AS PER CAMPAIGN NOTICE 681-33-21-018. RESISTOR VISUAL INSPECTED OKAY. SCORCHING FOUND ON INSULATION BLANKET. SYSTEM CB PULLED AND PLACARDED.

CA060425009	BEECH	PWA	ENGINE	MALFUNCTIONED
4/9/2006	C90A	PT6A21		

ON APPROACH, ENGINE TORQUE AND FUEL FLOW WERE SEEN TO FLUCTUATE. THE ENGINE WAS SUBSEQUENTLY SHUT DOWN IN FLIGHT. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060106002	BEECH	PWA	ENGINE	FAILED
12/20/2005	C90A	PT6A21		LEFT

WHILE IN FINAL DESCENT, THE FLIGHT CREW DISCOVERED THAT THEY DID NOT HAVE FULL AUTHORITY OVER THE LEFT ENGINE. THE LEFT ENGINE COULD NOT BE REDUCED BELOW 800 LBS TORQUE. ENGINE CONTROL WAS STILL AVAILABLE IN A RANGE FROM 800 LBS TO MAX TORQUE. FLIGHT CREW OPTED TO SECURE LEFT ENGINE AND CARRY OUT A SINGLE ENGINE LANDING IN FREDERICTON WITH CFR STANDBY. ENGINE SHUTDOWN AND FEATHERING OF PROP WAS NORMAL. INITIAL INSPECTION SHOWS ALL LINKAGE NORMAL. FURTHER DIAGNOSIS BEING CONDUCTED.

CA060110001	BEECH	PWA	RESISTOR	OVERHEATED
1/6/2006	C90A	PT6A21	2K40D10	PANEL LIGHT

DURING SPECIAL INSPECTION AS PER CAMPAIGN 681-33-21-018, FOUND RESISTOR R145 (ATA 33-21-01 PAGE 4) OVERHEATED. INSULATION ABOVE THE RESISTOR WAS SCORCHED AND BURNED. THE SYSTEM WAS DEACTIVATED AND DEFERRED.

CA060110003	BEECH	PWA	RESISTOR	OVERHEATED
1/6/2006	C90A	PT6A21	2K40D10	PANEL LIGHTS

DURING SPECIAL INSPECTION AS PER CAMPAIGN 681-33-21-018, FOUND RESISTOR R145 (ATA 33-21-01 PAGE 4) OVERHEATED. INSULATION ABOVE THE RESISTOR WAS SCORCHED AND BURNED. THE SYSTEM WAS DEACTIVATED AND DEFERRED.

CA060320001	BEECH	PWA	SEAL	DAMAGED
3/16/2006	C90A	PT6A21	311466001	PROPELLER

IN CRUISE 16,000 FT, NOTICED OIL LEAK ON TOP RT FWD ENG COWL. LEAK PROGRESSIVELY GOT WORSE, PILOTS ELECTED TO RETURN TO BASE. EVEN THOUGH ENG OIL TEMP AND PRESS NORM, PILOTS SHUTDOWN RT ENG. CREW DECLARED EMERG. BECAUSE QTY OF OIL LOST, PROP SHAFT SEAL SHOULD BE LOOKED AT. RT PROP SEAL HAD BEEN REPLACED 2 DAYS EARLIER DUE TO OIL LEAKAGE IN NOSE CASE AREA. MX FOUND FAULTY PROP SEAL WAS WRONG P/N. BY TIME OF DISCOVERY OUR P & W FSR WAS ON SITE, WENT BACK TO OUR STORES AND PULLED THE REMAINING SEAL IN STOCK STAMPED 3114661-01, AND IT TO WAS WRONG PART INSIDE, (3114660-01). WITNESSED BY FSR. SEALS CAME FROM CPWA, PACKAGED ON 02/2000. BECAUSE OF LOSS OF OIL/AIR PRESSURE IN THE RGB, OIL WAS ALLOWED TO MIGRATE PAST NR 3 AND 4 BEARING AND INTO EXHAUST AREA, P & W ADVISED TO SPLIT ENG AND REPLACE INSULATION BLANKET IN PWR SECTION DUE TO OIL CONTAM. THIS IS CURRENTLY BEING DONE. SEALS AND PACKAGES ARE BEING RETAINED AND ARE AVAILABLE UPON REQUEST.

CA060317008	BEECH	PWA	PUMP	LEAKING
3/15/2006	C90A	PT6A21	3034794	FUEL SYS

VISUAL INSPECTION CARRIED OUT IAW SERVICEABILITY CHECK. PRE-DISPATCH CHECK NOTICED FUEL UNDER THE RT ENGINE. INSPECT FUEL FILTER AND DRAINS WITH THE BOOST PUMP ON AND NO LEAKAGE WAS FOUND. REMOVED FUEL PUMP DRAIN HOSE AND A LARGE AMOUNT OF FUEL WAS EXPELLED FROM THE FUEL PUMP DRAIN. THE FUEL PUMP/FUEL CONTROL ASSEMBLY WAS REMOVED FROM SERVICE DUE TO SUSPECTED INTERNAL BEARING WASHOUT DUE TO SEAL FAILURE.

CA060317009	BEECH	PWA	LEARSIEGLER	BEARING	FAILED
3/17/2006	C90A	PT6A21			STARTER GEN

VISUAL INSPECTION CARRIED OUT IAW OPERATION FOUR. NOTICED METAL DUST ON BACK OF THE ACCESSORY GEARBOX AND FOUND IT TO BE MAGNETIC. REMOVED STARTER GENERATOR AND FOUND THE QUILL SHAFT BEARING HAD FAILED. UNIT WAS REMOVED FROM SERVICE.

CA060530008	BEECH	PWA	LINE	CRACKED
5/30/2006	C90A	PT6A21	3027039	FUEL CONTROL

(CAN) AIRCRAFT HAD TAXIED TO RUN-UP AREA PRIOR TO TAKEOFF. WHILE COMMENCING ENGINE RUN-UP NOTICED THAT THERE WAS NO THROTTLE RESPONSE ON THE RT ENGINE. CREW CONTACTED MAINTENANCE AND REQUESTED A TOW BACK TO THE HANGER. MAINTENANCE FOUND THAT THE FUEL FEED LINE FROM THE

FCU TO THE FUEL FLOW DIVIDER WAS CRACKED AND SPRAYING FUEL INSIDE THE ENGINE NACELLE. CRACK WAS AT THE FCU END OF THE FUEL LINE, CRACK RAN PARALLEL WITH THE SWAGGED FERRULE. FUEL LINE REPLACED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060530008)

CA060125006	BEECH	PWA	SHAFT SEAL	LEAKING
1/13/2006	C90A	PT6A21		FUEL PUMP

(CAN) WHILE DOING A GROUND RUN TO VERIFY THE COMPASS SYSTEM, TECH NOTICED UNCOMMANDED ACCELERATION AND DECELERATION OF THE RT ENGINE. VISUAL INSPECTION IDENTIFIED BLUE DYE WASHOUT FROM THE FUEL PUMP TO FUEL CONTROL UNIT SEAL AREA AND CONFIRMED A FAULT. THE FUEL CONTROL UNIT AND FUEL PUMP ASSEMBLY WERE REMOVED AND REPLACED WITH SERVICEABLE UNITS. (TC NR 20060125006)

CA051213004	BEECH	PWA	CYLINDER	SEPARATED
7/15/2005	D18S	R985AN14B	126741	ENGINE

ON DAILY INSPECTION, FOUND OIL SPATTERING ON SIDE OF NR 5 CYLINDER AND EXCESSIVE STAINING AT BARREL TO SLEEVE JUNCTION OF NR 6 CYLINDER. NOTICED EXCESSIVE CLEARANCE BETWEEN COOLING FIN ON BARREL AND CYLINDER HEAD OF NR 6 CYLINDER, INDICATING THAT CYLINDER HEAD WAS SEPARATING FROM THE BARREL. REMOVED NR 6 CYLINDER AND INSTALLED SERVICEABLE REPLACEMENT CYLINDER. CYLINDER S/N 25997 RETURNED TO O/H AGENCY, AWAITING REPORT.

AU510002160	BEECH	CONT	CABLE	FAILED
1/11/2005	D55	IO520C	5038901219	POWER LEVER

LH ENGINE THROTTLE CABLE FAILED IN AREA UNDER SHEATH.

AU510001901	BEECH	CONT	AERO	DRIVE SHAFT	SHEARED
12/12/2005	F33A	IO520B			VACUUM PUMP

(AUS) VACUUM PUMP FAILED. INVESTIGATION FOUND THE PUMP JAMMED AND FULL OF CARBON VANE DEBRIS. DRIVE SHAFT FAILED AT SPLINED SECTION AND NOT AT SHEAR POINT AS DESIGNED. PUMP IS OUTSIDE OF THE SN RANGE AS INDICATED IN TEMPEST SB-003. (AD/SB DESC: TEMPEST SB-003) (OTHER CAUSE: MATERIAL) (CASA NR 510001901)

CA060227023	BEECH	PWA	MOTOR	UNSERVICEABLE
2/24/2006	F90	PT6A135	M710501	NLG

NOSE GEAR FAILED TO EXTEND CORRECTLY AS INDICATED BY GEAR IN TRANSIT. GEAR EXTENDED MANUALLY AND LANDED WITHOUT INCIDENT. CAUSE UNDER INVESTIGATION AT THIS TIME.

CA060127003	BEECH	PWA	INDICATOR	FAILED
1/19/2006	F90	PT6A135	903800097	FUEL FLOW

(CAN) FUEL FLOW INDICATIONS WENT INTERMITTENT THEN FAILED IN FLIGHT. FOUND TRANSMITTER TO HAVE FAILED INTERNALLY. TIME ON UNIT APROX.5000 HRS. (TC NR 20060127003)

CA060403008	BEECH	PWA	SPLINE	WORN
1/12/2006	T34C	PT6A25		FUEL PUMP

THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION WHICH RESULTED IN THE AIRCRAFT CRASHING. INVESTIGATION DETERMINED THE FUEL PUMP SPLINE TO BE SUFFICIENTLY WORN TO RESULT IN THE LOSS OF ENGINE FUEL FLOW.

CA060425011	BEECH	PWA	TURBINE BLADES	DAMAGED
4/7/2006	T34C1	PT6A25		ENGINE

DURING A TRAINING FLIGHT, THE ENGINE WAS REPORTED TO EMIT NOISES AND SMOKE FOLLOWED BY AN UNCOMMANDED POWER REDUCTION AND FLAME OUT. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060605010	BELL	LYC	TRANSMISSION	MAKING METAL

5/13/2006	204B	T5313B	204040009061	MAIN ROTOR

(CAN) METAL PARTICLES FOUND IN TRANSMISSION INTERNAL FILTER AFTER ROUTINE INSPECTION. NO CHIP LIGHT INDICATION. OIL DRAINED WITH NEW FILTER INSTALLED, AIRCRAFT RUN FOR ONE HOUR ON GROUND WITH METAL PARTICLES FOUND IN INTERNAL AND INLINE FILTER ASSY. NO CHIP LIGHT INDICATION. TRANSMISSION WAS REMOVED WITH T.S.N. 6631.1 T.S.O. 472.3 (TC NR 20060605010)

CA060602004	BELL	LYC	DRAG BRACE	CRACKED
5/29/2006	205A1	T5317A	204011179003	MAIN ROTOR

(CAN) THE DRAG BRACE WAS IN THE COMPONENT SHOP GETTING ITS 1200 HR INSPECTION/24 MONTH INSPECTION. THE DRAG BRACE ASSEMBLY WAS PREPARED FOR NDT MAGNETIC PARTICLE INSPECTION. THE NDT SHOP FOUND THIS FITTING WAS CRACKED ON THE IB CURVE. (TC NR 20060602004)

CA060331005	BELL	LYC	SADDLE	CRACKED
3/27/2006	205A1	T5317A		SKID TUBE

CRACK WAS FOUND ON SKID TUBE AT FORWARD CROSSTUBE MOUNTING SADDLE. THERE WAS NO REPORT OF A HARD LANDING WITH THIS AIRCRAFT AT THIS TIME. TIMES FOR THESE SKID TUBES WERE NOT AVAILABLE.

CA060524001	BELL	LYC	FITTING	CRACKED
5/19/2006	205A1	T5317A	212030154101	

AIRCRAFT WAS ON SEISMIC DRILL MOVE JOB. THE ENGINEER WAS DOING HIS DAILY INSPECTION WHEN NOTICED THAT ONE EAR OF THE LIFT LINK FITTING WAS APPEARED CRACKED. A CLOSER VISUAL LOOK CONFIRMED IT WAS CRACKED. INVESTIGATING IF THE BUSHING WAS WRONG FOR THIS INSTALLATION. THE BELL 205 PARTS MANUAL AND TB 205-91-88 ARE NOT TO CLEAR OF THE DIFFERENT BUSHINGS NEEDED.

CA060222001	BELL		LINE	CRACKED
2/17/2006	206B		206061677001	FUEL SYSTEM

ON REINSTALLATION OF FUEL LINES IN FUEL VALVE COMPARTMENT TUBE ASSY WAS TORQUED AND FERRULE WAS FOUND TO BE CRACKED. TUBE ASSY WAS SUSPECTED TO BE CRACKED ON REMOVAL BUT NO LEAKS DETECTED. LINE REMOVED FROM SERVICE. RECOMMEND BETTER VISUAL INSPECTION OF ALUMINUM LINES AND PROPER TORQUE PROCEDURES.

CA051220011	BELL		BLADE	LOOSE
12/13/2005	206B		206016201131	TAIL ROTOR

AS THE ENGINEER WAS CONDUCTING A DAILY CHECK WITH THE PILOTS, IT WAS NOTED UNUSUAL AMOUNT OF MOVEMENT OF THE T/R BLADE TO THE HUB ASSEMBLY. FURTHER INVESTIGATION IT WAS REVEALED THAT THE STAKED SLEEVE ONTO THE T/R BLADE AND THE SPHERICAL FEATHERING BEARING WAS LOOSE. THE LOOSENESS WAS BETWEEN THE SLEEVE AND THE T/R BLADE. THE SPHERICAL BEARING WAS A OLDER P/N BEARING THE BLADE WAS SENT AWAY FOR REPAIR.

CA051211001	BELL	ALLSN	FUEL CONTROL	MALFUNCTIONED
11/22/2005	206B	250C20	23034702	ENGINE

PILOT LANDED ON REMOTE LEASE SITE AND UPON LOWERING THE COLLECTIVE THE ENGINE DID AN UNCOMMANDED DECEL TO 75 PERCENT. PILOT ROLLED THROTTLE BACK TO IDLE AND TRIED TO ROLL THROTTLE BACK TO 100 PERCENT. ENGINE WOULD NOT RETURN PAST 75 PERCENT. MAINTENANCE WAS CALLED AND FUEL CONTROL WAS REPLACED.

CA060117006	BELL	ALLSN	PIN	UNSERVICEABLE
11/22/2005	206B	250C20	206928110	TAIL ROTOR

THREADED PORTION OF EXPANDABLE PIN FOUND SHEARED OFF, REPLACED WITH SERVICEABLE ASSEMBLY. ASSEMBLY WAS FOUND TO BE BROKEN DURING A GROUND RUN. THIS PIN IS PART OF THE QUICK DISCONNECT PEDAL SYSTEM.

CA051205008	BELL	ALLSN	BELL	STOP	CRACKED
12/5/2005	206B	250C20		206011160101	M/R HUB

DURING OVERHAUL OF MAIN ROTOR HUB, NDT OF THE STATIC STOPS FOUND CRACKS IN CORNERS. THE ASSEMBLY HAS TWO STOPS, AND BOTH WERE CRACKED.

CA060306015	BELL	ALLSN	VOLT REGULATOR	FAILED
10/21/2005	206B	250C20	15891F	

(CAN) NO CHARGE. REPLACED VOLTAGE REGULATOR. (TC NR 20060306015)

CA060306016	BELL	ALLSN	TACHOMETER	FAILED
10/28/2005	206B	250C20	D22A690	MAIN ROTOR

(CAN) NO ROTOR TACH INDICATION. REPLACED TACH. (TC NR 20060306016)

CA060605005	BELL	ALLSN	SKID	CORRODED
6/1/2006	206B	250C20B	206020110005	MLG

(CAN) DURING A ROUTINE 300 HR INSP OF THE AC, IT WAS NOTED THAT A SMALL PIECE OF PAINT HAD FALLEN OFF OF THE LOWER AFT END OF THE TAIL SKID ASSY, AT THE LOWER WELD BEAD JOINT. UPON FURTHER INVESTIGATION, IT WAS NOTED THAT A SMALL HOLE (APPROX .1875) WAS PRESENT. WHEN THE WELD AREA WAS INSPECTED ON THE OPPOSITE SIDE, A SMALL AREA OF CORROSION WAS ALSO NOTED, BUBBLING UNDER THE PAINT. THE CORROSION WAS REMOVED WHICH REVEALED ANOTHER SMALL HOLE (APPROX .1875). THIS AREA OF THE TAIL SKID ASSY IS ALSO THE LOWEST POINT, WHERE WATER AND CONDENSATION CAN BE TRAPPED. A NEW TAIL SKID ASSY WAS PURCHASED AND INSTALLED ON THE AIRCRAFT. (TC NR 20060605005)

CA060605006	BELL	ALLSN	WEB	CRACKED
5/31/2006	206B	250C20B	206031121023	FUSELAGE

(CAN) DURING A ROUTINE 300 INSP ON THE AIRFRAME, A CRACK WAS NOTED ON UPPER AFT SECTION OF THE SEAT WEB ASSY. THIS AREA IS PRONE TO STRESS AND CRACKS WHEN THE SEAT PANEL (THAT IS ATTACHED TO IT) IS REMOVED, AND NO SUPPORT IS ADDED TO THE TOP OF THIS WEB ASSY. PEOPLE TEND TO LEAN OVER THIS AREA, PUTTING THEIR HANDS ON THE TOP OF THE WEB AND THE WEB ENDS UP SUPPORTED THE PERSONS WEIGHT. THIS IS THE PROBABLE CAUSE OF THE CRACK, WHICH CAN HAPPEN OVER TIME. THE WEB ASSY WAS REPLACED WITH A NEW PIECE, AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060605006)

CA060605008	BELL	ALLSN	LONGERON	CRACKED
5/31/2006	206B	250C20B	206031123059	FUSELAGE

(CAN) DURING A ROUTINE 300 HR INSP, A CRACK WAS FOUND ON THE LONGERON ABOVE THE LT REAR PASSENGER DOOR, AT THE FWD ATTACHMENT TO THE ROLLOVER BULKHEAD. THE CRACK ORIGINATED AT THE ATTACHING RIVETS. THE LONGERON WAS REPLACED WITH A NEW PIECE, AND THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060605008)

CA060606009	BELL	ALLSN	CONTROL CABLE	BROKEN
5/29/2006	206B	250C20B	412B0220	THROTTLE

(CAN) CABLE BROKE APPROXIMATELY 9.5 FROM END. (TC NR 20060606009)

CA060303017	BELL	ALLSN	IGNITER	FAILED
6/4/2005	206L	250C20R	CH34168	ENGINE

NO IGNITION. REPLACED IGNITER.

CA060303018	BELL	ALLSN	VOLT REGULATOR	FAILED
7/19/2005	206L	250C20R	206075447007	

AT START UP NO CHARGE. REPLACED VOLTAGE REGULATOR.

CA051202002	BELL	ALLSN	TAIL BOOM	CRACKED
11/23/2005	206L	250C20R	206033001003	BS 45

DURING THE CLEANING OF THE TAIL BOOM, A CRACK WAS FOUND AT BOOM STATION 45". THE CRACK ORIGINATED FROM A RIVET THE TOP LEFT SLIP (FOR THE CAMLOC FITTING). THE CRACK MEASURED 3.5" AND

RUNS ON AN 80 DEGREES ANGLE.

CA060227002	BELL	ALLSN	STIFFENER	CRACKED
2/23/2006	206L	250C20R	206032319023	FUSELAGE

AFTER REMOVAL OF AFT FUSELAGE FAIRING FOR REPAIR. VISUAL INSPECTION AND CLEANING OF AFT FUSELAGE A STIFFENER FOUND CRACKED. STIFFENER REPLACED NEW.

CA060403010	BELL	ALLSN	RROYCE	TUBE	BROKEN
3/26/2006	206L1	250C28B	6896024CP		ENGINE

PILOT HEARD A BIG "BANG" FROM ENGINE AND LOST POWER. THE PILOT LANDED IN THE BUSH WITHOUT DAMAGING THE A/C. AFTER THE INSPECTION OF THE COMPRESSOR BY THE MECHANIC, FOUND THE COMPRESSOR IN BAD SHAPE, CONFIRMED FOD WAS IN TO THE COMPRESSOR. MECHANIC CHECKED AND FOUND SOME LITTLE METAL PIECES IN THE INTAKE BEHIND THE INLET SCREEN, FINALLY FOUND THE INJECTOR TUBE BROKEN ON THE WELDING POINT.

CA060120002	BELL	ALLSN	BEARING RACE	CORRODED
1/17/2006	206L1	250C28B	206011111003	M/R TRUNNION

(CAN) ON A SCHEDULED 1200 HR M/R CORROSION INSPECTION THE INNER RACE OF THE M/R TRUNNION BEARING WAS FOUND TO BE SEVERLY CORRODED TO THE POINT THAT THE INNER RACE WAS CRACKED. THIS BEARING RACE IS THERMALLY PRESS FIT AND THE TIGHT TOLLERANCE, SEVERE CORROSION AND FLIGHT LOADS CAUSED THIS RACE TO CRACK (TC NR 20060120002)

CA060105003	BELL	ALLSN	MAST	MAKING METAL
12/8/2005	206L1	250C28B	206040014105	MAIN ROTOR

M/R MAST WAS REPLACED 4 HOURS PREVIOUSLY. PILOT HAD A TRANSMISSION CHIP LIGHT AND NOTIFIED TOWER OF LANDING DUE TO A MX PROBLEM. ENGINEER INSPECTED F/W, TRANSMISSION, AND MAST CHIP DETECTORS. FOUND HAIR LIKE SLIVER ON THE UPPER MAST BRG CHIP DETECTOR AND ON THE TRANSMISSION OIL MONITOR, AS PER BELL 206L-1 CHIP DETECTOR GUIDE C/O INSPECTION AS REQUIRED, C/O OPERATIONAL CHECK AND 20 MIN GROUND RUN AS PER BELL 206L-1 MM. CHECK CHIP DETECTORS, OIL REPLACED, FILTER INSPECTED AND REPLACED AND ANOTHER OPERATIONAL CHECK C/O. SLIVERS MAY HAVE BEEN FROM MAST INSPECTION OR OIL CANS? SOURCE UNKNOWN. AIRCRAFT RETURNED TO SERVICE WITH A SATISFACTORY TEST FLIGHT.

CA060420002	BELL	ALLSN	BULKHEAD	CRACKED
4/7/2006	206L1	250C30	206032308003	TAILBOOM

WHILE PERFORMING 100 HR INSPECTION OF THE ATTACHMENT HOLES FOR TAILBOOM FOUND A CRACK ORIGINATING FROM UPPER RIGHT HOLE. CRACK WAS 1 INCH IN LENGTH. BULKHEAD WAS REPLACED.

CA051122002	BELL	ALLSN	WEB	CRACKED
10/26/2005	206L1	250C30	206333110	FUSELAGE

WHILE PERFORMING A 1200 HR INSPECTION ON THE VERTICAL TUNNEL AND BOXBEAM A CRACK WAS NOTICED ON THE RIGHT VERTICAL WEB\SKIN AND THE VERTICAL ANGLE STIFFENER INSIDE THE TUNNEL. THIS AREA HAD BEEN REPAIRED PREVIOUSLY IN 1996 BY ANOTHER REPAIR STATION. THIS AREA IS KNOWN FOR CRACKS AND IS ALREADY ADDRESSED IN THE STRUCTURAL REPAIR MANUAL.

CA060224003	BELL	ALLSN	FUEL CONTROL	FAILED
2/22/2006	206L1	250C30	84250077	ENGINE

ON A TWO MINUTE COOL DOWN AFTER ONE HOUR FLIGHT, THE ENGINE STARTED TO SURGE, THE PILOT SHUTDOWN THE ENGINE AND AFTER A MOMENT TRIED A RESTART BUT IT WOULD NOT LIGHT-OFF. THE ENGINEER FOUND NO FUEL WOULD COME OUT OF FCU. FCU WAS REPLACED.

CA060413005	BELL	ALLSN	FUEL CONTROL	BROKEN
4/12/2006	206L1	250C30P	23070613	ENGINE

ONE OF THE FUEL CONTROL BYPASS COVER SCREWS BROKE CAUSING FUEL TO LEAK INTO THE ENGINE BAY.

THIS IS TO BE INSPECTED EVERY 100 HOURS IAW ALLISON 250 C30 CEB A-73-3075R1 WHICH IT WAS.

CA060424009	BELL		YOKE	OBSTRUCTED
3/27/2006	206L3			COCKPIT

WITH THE COLLECTIVE IN THE MID TO FULL DOWN POSITION AND THE CYCLIC FULL FORWARD AND LEFT THE RT CONTROL YOKE CONTACTS THE WINDSCREEN DEFROST HEATER PIPE.

CA051220003	BELL		SKIN	DAMAGED
12/16/2005	206L4			VERTICAL STAB

DURING A SCHEDULED DESTRUCTIVE TEST, FOUND SOME STABILIZER SKINS DAMAGED WITH TOOL MARKS AT SOME INSERT HOLES.

CA030124002	BELL	ALLSN	UNION	OBSTRUCTED
1/22/2003	206L4	250C30P		GOVERNOR

DIFFICULTY TO START ENGINE. UNION FITTING OBSTRUCTED WITH METALLIC PARTICLES.

CA051124003	BELL		BEARING	UNSERVICEABLE
9/20/2005	212		RSS9	

NEW SPHERICAL BEARING RECEIVED WITH EXCESSIVE AXIAL PLAY. AXIAL PLAY OF THE INNER RACE TO OUTER RACE WAS MEASURES AT 0.032" THE BHT-ALL-SPM LIMIT FOR A USED BEARING IS 0.030". THE BEARING HAS BEEN RETURNED TO BHT FOR WARRANTY WITH A BHT MMIR.

CA051104019	BELL	PWA	BLEED VALVE	STUCK
8/3/2005	212	PT6T3		ENGINE

COMPRESSOR STALL CAUSED OSCILLATIONS IN AIRFRAME. ENGINE POWER REDUCED TO IDLE. A SINGLE ENGINE LANDING CARRIED OUT IN NEAR BY FIELD. ENGINE REPLACED WITH SERVICEABLE UNIT. IT WAS FOUND TO BE A STUCK CLOSED, BLEEDVALVE AND 3RD STAGE COMPRESSOR BLADE DAMAGE.

CA060104009	BELL	PWA	BELL	SHAFT	CRACKED
1/4/2006	212	PT6T3		2660163501	BLOWER

PERFORMED MAGNETIC PARTICLE INSPECTION IAW BHT-ALL-SPM, SHAFT P/N 2660-1635-01 WAS FOUND TO BE CRACKED IN KEY WAY, PART HAS BEEN SUBSEQUENTLY SCRAPED. BELL HELICOPTER HAS BEEN NOTIFIED FOR INTEREST AND INFORMATION ONLY.

CA060605012	BELL	PWA	BLADE	CRACKED
5/25/2006	212	PT6T3	212015501115	MAIN ROTOR

(CAN) MAIN ROTOR BLADE SMALL DEBOND FOUND ON LOWER SURFACE APPROX 81.5 INCHES FROM BUTT END JUST AFT OF THE STAINLESS STEEL LEADING EDGE STRIP ON DISASSEMBLY. (APRIL 07 2006) BLADE WILL BE INSPECTED WHEN ARRIVING BACK FOR REPAIR EVALUATION. PAINT REMOVED FROM DEBOND AREA WITH A SMALL CRACK FOUND CHORD WISE APPROX .7500 OF AN INCH LONG.(MAY 25 2006) (TC NR 20060605012)

CA060601006	BELL	PWA	DETECTOR	FAILED
3/27/2006	212	PT6T3	2090753261	RPM LIMIT

(CAN) ENGINE OUT LIGHT STAYS ON AFTER ENGINES STARTED. RPM LIGHT INTERMITTENT WITH RPM IN NORMAL OPERATING RANGE.THE RELIABILITY OF THESE UNITS ARE NOT GOOD.IN OUR FLEET OF 4 BELL 212'S WE GO THROUGH 6 RPM BOXES IN 1 SUMMER (TC NR 20060601006)

CA060524007	BELL	PWA	CONTROL UNIT	MALFUNCTIONED
5/19/2006	212	PT6T3	51509002	FUEL QTY IND

(CAN) TROUBLESHOOTING A FUEL QUANTITY INDICATING A/C SYSTEM DEFECT. WITH BOTH POWER SECTIONS RUNNING THE FUEL QUANTITY INDICATION WOULD CHANGE WITH NO FUEL ADDED. FUEL QUANTITY SELECTOR WOULD BE POSITIONED TO LT TANK AND VERY SLOWLY THE INDICATOR WOULD SHOW THE CORRECT QUANTITY. THEN MOVE THE SELECTOR TO RT TANK AND THE FUEL QUANTITY WOULD REACT VERY SLOWLY THE FUEL

INDICATOR WOULD READ THE CORRECT QUANTITY. THEN MOVE THE SELECTOR BACK TO THE LEFT TANK AND THE READING WOULD BE DIFFERENT THAN THE ORIGINAL FUEL INDICATION. WHAT WAS FOUND THE LEFT DC CONTROL UNIT WAS AFFECTING THE A/C FUEL QUANTITY INDICATING SYSTEM. UNIT REPLACED, FUNCTIONAL/ OPERATIONAL TEST, A/C RETURNED TO SERVICE. (TC NR 20060524007)

CA060329003	BELL	PWA	BELL	CASE	BROKEN
7/30/2005	212	PT6T3	212040001123	204040353023	TRANSMISSION

WHILE IN CRUISE, A LOUD BANG WAS HEARD AND AC SHUDDERED. AC SETTLED OUT AND CREW DIVERTED TO AIRPORT. INSPECTION OF AC REVEALED MAIN TRANSMISSIOM SUPPORT CASE BROKEN AT DRAG LINK ATTACHMENT POINT. AC GROUNDED AND MAIN TRANSMISSION REPLACED. AC RELEASED BACK TO SERVICE.

CA060329005	BELL	PWA	ENGINE	FAILED
8/1/2005	212	PT6T3		NR 2

WHILE IN CRUISE, A LOUD BANG WAS HEARD FOLLOWED BY AIRFRAME SHUDDER. AN EMERGENCY WAS DECLARED AND AIRCRAFT STARTED LANDING PROCEDURES. NR 2 ENGINE INDICATING FAILURE AND ROLLED BACK. AIRCRAFT SUCCESSFULLY LANDED IN A FIELD. POWER RECOVERY OF NR 2 ENGINE ABORTED DUE TO COMPRESSOR STALL. AC WAS SHUTDOWN AND GROUNDED UNTIL POWER SECTION COULD BE REPLACED.

CA060129016	BELL	PWA	CASE	FRACTURED
12/13/2005	212	PT6T3B		COMPRESSOR

(CAN) DURING APPROACH, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION ACCOMPANIED BY NOISE AND VIBRATION. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT ISPECTION REVEALED A FRACTURED INLET CASE STRUT. (TC NR 20060129016)

CA060531010	BELL	PWA	ROTOR	MALFUNCTIONED
4/4/2006	212	PT6T3B		MAIN ROTOR

(CAN) FOLOWING CLIMB THE MAIN ROTOR SPEED DECREASED UNCOMMANDED AND THE LOW ROTOR RPM WARNING ACTIVATED. AN EMERGENCY LANDING WAS CARRIED OUT RESULTING IN AIRFRAME DAMAGE. NR WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR20060531010)

CA060118002	BELL	PWA	ENGINE	MALFUNCTIONED
1/16/2006	212	PT6T3B		NR 1

(CAN) HELI-SKING: AC DROPPED SKIERS AT TOP, HAD LIFTED OFF MOUNTAIN TO GO TO SKIER PICK UP PAD. AC WAS ON A DESCENDING, SLIDE SLIPPING, PILOT CARRIED OUT A SCAN OF INDICATORS, NOTICE NR AT 99 PERCENT, DESCENDING TO 98 PERCENT, WAS EXPECTING A 101 PERCENT FOR HIM TO BEEP DWN TO 100 PERCENT. ENG OUT LIGHT NR1 ENG CAME ON AS WELL AS OTHER LIGHTS. NG, ITT WERE DECREASING ON NR 1 ENG. CREEPED NR BACK UP TO 100 PERCENT. ALSO CONFIRMED THAT THROTTLE WAS FULL OPEN. LEVEL OUT AC, ISOLATED DEAD PWR SEC AND RETURNED TO HANGAR. NORMAL SHUTDOWN ON NR 2 PWR SEC. MAINT BOTH PWR SEC WERE STARTED UP ON GROUND, BOTH PWR SEC STARTED NML, OPS CHECK APPEARED TO BE NML. AC GROUNDED TO TROUBLESHOOT THE DEFECT. (TC NR 20060118002)

CA051223005	BELL	PWA	COMPRESSOR	DAMAGED
11/14/2005	212	PT6T3B		ENGINE

DURING A MAINTENANCE CHECK FLIGHT, THE ENGINE EMITTED A LOUND NOISE ACCOMPANIED BY AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED DAMAGE TO THE COMPRESSOR AND INLET AREA. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510001454	BELL	PWA	GEARBOX	MAKING METAL
4/6/2005	212	PT6T3B	PT6T3B6	COMBINING

(AUS) COMBINING GEARBOX METAL CONTAMINATION. (CASA# 510001454)

CA060524008	BELL	LYC	SPINDLE	BROKEN
5/24/2006	214B	T5508D	214030606005	TRANSMISSION

DONT HAVE ANY OTHER INFO AT THIS TIME, AS THIS INCIDENT JUST OCCURRED THIS MORNING. WILL ADD INFORMATION AS IT COMES IN. THIS INCIDENT SEEMS VERY SIMILAR TO ONE 16 OCT 1996 NTSB REPORT NUMBER A96P0231. WITH ONE GOOD DIFFERENCE, NO LOSS IN FLIGHT CONTROL AND SAFE LANDING. PART WAS NOTED AND X-RAYED AT TIME OF OVERHAUL.

CA060317007	BELL		BELL	HORN	CRACKED
2/13/2006	214B1			214001920101	ELEVATOR

CRACK FOUND ON ELEVATOR HORN ASSY ON REGULAR INSPECTION. REMOVED FROM SERVICE AND REPLACED WITH NEW ASSEMBLY. PART HAS A RETIREMENT LIFE OF 2500 HOURS.

CA051223002	BELL			SEAL	DISLODGED
11/15/2005	407			209340265103	FREEWHEEL UNIT

THE AFT SEAL OF THE FREEWHEEL UNIT CAME OUT FROM THE AFT CAP WHILE THE ENGINE WAS RUNNING.

CA051220002	BELL			SKIN	DAMAGED
12/16/2005	407		407023801109		VERTICAL STAB

DURING A SCHEDULED DESTRUCTIVE TEST, FOUND SOME STABILIZER SKINS DAMAGED WITH TOOL MARKS AT SOME INSERT HOLES.

CA051223004	BELL	ALLSN		CLUTCH	CRACKED
12/12/2005	407	250C47B		406040506101	FREEWHEELING

4 FATIGUE CRACKS WERE FOUND AROUND TWO LOWER ENGINE ATTACHMENT BOLT HOLES.

CA051208006	BELL	ALLSN	BELL	SKIN	CRACKED
11/28/2005	407	250C47B	BELL407	206033003161	FUSELAGE

SKIN FOUND TO BE CRACKED DURING ROUTINE INSPECTION.

CA060123003	BELL	ALLSN		TURBINE WHEEL	DAMAGED
1/21/2006	407	250C47B		6898663	ENGINE

(CAN) PILOT HEARD LOUD SQUEALING NOISE FOLLOWED BY VIBRATION WHILE IN CRUISE FLIGHT WITH PASSENGERS. ELECTED TO LAND IMMEDIATELY. NORMAL LANDING AWAY FROM BASE CARRIED OUT. INSPECTION FOUND DAMAGE TO ENGINE TURBINE SECTION, SUSPECT 3RD STAGE TURBINE WHEEL PROBLEM. ENGINE REMOVED AND REPLACED. TURBINE WILL BE SENT FOR INSPECTION. (TC NR 20060123003)

AU510001984	BELL	PWA		NUT	CRACKED
12/12/2005	412	PT6T3			FUEL HOSE

FUEL SYSTEM HOSE ASSEMBLY NUT CRACKED ON FLARE FITTING. FUEL LEAKING.

CA060129008	BELL	PWA		FUEL CONTROL	FAULTY
1/10/2006	412	PT6T3B			ENGINE

(CAN) DURING FLIGHT, THE ENGINE LOST POWER FOLLOWED BY (ENGINE OUT) AND (LOW ROTOR SPEED) WARNING ANNUNCIATIONS. A SINGLE-ENGINE UNSCHEDULED LANDING WAS CARRIED OUT. SUBESQUENT INSPECTION REVEALLED A FAULTY AUTOMATIC FUEL CONTROL UNIT. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20060129008)

CA060116008	BELL			PANEL	MISMANUFACTURED
1/13/2006	412EP			205032814103	TAILBOOM

MFG WAS ADVISED BY A SUPPLIER THAT PANELS WERE PROCESSED UNDER A DIFFERENT CURE CYCLE THAN THE ONE PRESCRIBED BY THE MFG PROCESS SPECIFICATION.

CA060116009	BELL			PANEL	MISMANUFACTURED
1/13/2006	412EP				TAILBOOM

MFG WAS ADVISED BY A SUPPLIER THAT PANELS WERE PROCESSED UNDER A DIFFERENT CURE CYCLE THAN THE ONE PRESCRIBED BY THE MFG PROCESS SPECIFICATION.

CA060224002	BELL		CYCLIC CONTROL	OBSTRUCTED
2/17/2006	427			COCKPIT

CYCLIC STICK FWD MOVEMENT RESTRICTED BY T/R PEDAL STOP MECHANISM CABLE. T/R PEDAL STOP MECHANISM CABLE BRACKET 427-001-296-103 FOUND MISLOCATED.

CA060608004	BELL		BOLT	LOOSE
5/11/2006	427			TAIL BOOM

THE VERTICAL FIN WAS FOUND LOOSE DURING A SCHEDULE INSPECTION. ONE ATTACHMENT BOLT WAS SHANKED-OUT. ANOTHER BOLT WAS LOOSE BUT NOT SHANKED. NO OTHER DAMAGE WAS REPORTED.

CA060403002	BELL	PWC	WIRE STRIKE	DAMAGED
3/30/2006	427	PW207D	STC	

DURING COOL DOWN AT IDLE RPM CYCLIC CONTROL STICK WAS MOVED FORWARD AND MAIN ROTOR BLADE (QTY 2) CONTACTED THE UPPER CUTTER OF THE WIRE STIKE PROTECTION SYSTEM.

CA051125002	BELL	ALLSN	CONTROL TUBE	CHAFED
11/9/2005	430	250C40B	430001007101	TAIL ROTOR

T/R CONTROL TUBE 430-001-007-101, FOUND WITH CHAFING MARKS. TUBE WAS REPLACED WITH NEW -105.

CA051125003	BELL	ALLSN	CONTROL TUBE	CHAFED
11/9/2005	430	250C40B		TAIL ROTOR

T/R CONTROL TUBE 430-001-007-101 FOUND WITH CHAFING MARKS. TUBE WAS REPLACED WITH NEW -105.

AU510002143	BELL		BLADE	CORRODED
12/12/2005	47		47642117105	TAIL ROTOR

TAIL ROTOR BLADE CORRODED AND DELAMINATED. DELAMINATION IS LOCATED AT THE OUTBOARD TIP OF THE LEADING EDGE ABRASION STRIP.

AU510002174	BELL		BLADE	CORRODED
12/12/2005	47		47642117105	TAIL ROTOR

(AUS) TAIL ROTOR BLADE CORRODED AND DELAMINATED IN AREA UNDER OB TIP OF ABRASION STRIP. (CASA NR 510002174)

AU510002119	BELL	LYC	SHAFT	CRACKED
8/11/2005	47G2	VO435A1F	477271611	THROTTLE

THROTTLE/COLLECTIVE CONTROL SHAFT CRACKED IN AREA HIDDEN BY GEAR.

AU510001577	BELL	LYC	SHAFT	WRONG PART
8/6/2005	47G3B1	TVO435B1A	476452051	TAIL ROTOR

TAIL ROTOR GEARBOX PINION SHAFT WORN AND INCORRECT PART. BELL 47 SI 428 CALLED FOR REPLACEMENT OF P/N 47-645-205-1 WITH P/N 47-645-205-3 SHAFT.

CA060417001	BELL	LYC	ENGINE	SHUTDOWN
4/14/2006	47G4	VO540B1B3		

HELICOPTER WAS FLYING ALONG AND ENGINE QUIT, SUCCESSFUL AUTOROTATION WAS ACCOMPLISHED. UPON INVESTIGATION OF ENGINE, IT WAS FOUND THAT NONE OF THE VALVES WERE OPENING OR CLOSING AND THEREFORE SUGGESTS THAT CAM SHAFT IS NOT TURNING OR HAS BROKEN, ENGINE IS BEING SENT FOR TEARDOWN INSPECTION AT THIS TIME.

AU510001896	BNORM	LYC	BNORM	SPACER	WORN

12/12/2005	BN2B26	O540E4B5	EQUIPMENT	NB31B133	ELEVATOR

LT OB ELEVATOR SPACER (DISTANCE PIECE) WORN BEYOND LIMITS. AS A RESULT THE ELEVATOR SUPPORT STRUCTURE WAS CRACKED TO THE POINT OF NEAR SEPARATION.

CA030120005	BOEING	PWA	CONTROL PANEL	FLUCTUATES
1/9/2003	727223	JT8D15A	80053258	CABIN PRESSURE

AT FLIGHT LEVEL 25,000 FT, IT WAS OBSERVED CABIN PRESSURE WAS CLIMBING 1,000 FT - 2,000 FT PER MINUTE. AIRCRAFT RETURNED TO BASE WITHOUT INCIDENT. CABIN PRESSURE CONTROL PANEL REPLACED AND CHECKED SERVICEABLE IAW WITH MM 21-30-00. NO FURTHER INCIDENT DURING SUBSEQUENT FLIGHT.

CA060403028	BOEING	PWA	FUEL CONTROL	MALFUNCTIONED
4/1/2006	727225	JT8D9A	7436024	NR 2 ENGINE

AT CRUISE ALTITUDE(FL350), THE NR 2 ENGINE WAS SURGING AND DROPPING POWER. ENGINE ANTI ICE AND FUEL HEAT CHECK C/W, NO CHANGE, ENGINE FAILURE- SHUTDOWN CHECK LIST C/W, NR 2 ENGINE SHUTDOWN INFLIGHT. MAINTENANCE INSPECTED AIRCRAFT IAW PW MM 72-00-00 PAGE 531. ENGINE FUEL PUMP/FCU PACKAGE REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA060119003	BOEING	PWA	ACTUATOR	LEAKING
1/17/2006	727231	JT8D15A	65C3575816	UPLOCK

(CAN) ON APPROACH, NLG FAILED TO EXTEND NORMALLY. SUSPECT POSSIBLE FREEZING IN UPLOCK MECHANISM AND/OR BUNGEE LINK. MANUAL EXTENSION USED, NLG EXTENDED AND LOCKED. AIRCRAFT LANDED WITHOUT INCIDENT. UPON INSPECTION BY MAINTENANCE SUSPECTED ACTUATOR BYPASSING INTERNALLY. ACTUATOR REPLACED. (TC NR 20060119003)

CA060119004	BOEING	PWA	ACTUATOR	FROZEN
1/17/2006	727231	JT8D15A	69141001	MLG

(CAN) ON APPROACH, NLG FAILED TO EXTEND NORMALLY. SUSPECT POSSIBLE FREEZING IN UPLOCK MECHANISM AND/OR BUNGEE LINK. MANUAL EXTENSION USED. NLG EXTENDED AND LOCKED. AIRCRAFT LANDED WITHOUT INCIDENT. UPON INSPECTION BY MAINTENANCE SUSPECTED BUNGEE ACTUATOR FROZEN. BUNGEE LINK REPLACED. (TC NR 20060119004)

CA060427004	BOEING	PWA	SHUTOFF VALVE	MALFUNCTIONED
4/25/2006	727233	JT8D15		CABIN PRESSURE

(CAN) CLIMBING THROUGH FL20 THE F/E ADVISED OF PRESSURIZATION PROBLEMS. AFTER REDUCING TO 10,000 FT. CABIN INDICATED 10,000 WITH 3 PSI DIFF.WHEN THRUST REDUCED THE DIFF WAS 0. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE PRESSURIZATION CONTROL PANEL AND THE PRESSURE CONTROL MODULATING SOV. THE SYSTEM WAS FUNCTION CHECKED AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 020060427004)

CA060608001	BOEING	PWA	SWITCH	MALFUNCTIONED
6/4/2006	727233	JT8D15		CARGO DOOR

AFTER DEPARTURE ON AN ACCEPTANCE FLIGHT AFTER HEAVY MAINTENANCE, THE CREW OBSERVED A NR 1 CARGO DOOR UNSAFE INDICATION. THE WARNING LIGHT EXTINGUISHED AT 7.2 PSID AFTER REDUCING ALTITUDE TO 11K FT. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WHERE THE SWITCH WAS ADJUSTED AND THE AIRCRAFT RELEASED FOR RETURN TO SERVICE.

CA060216006	BOEING	PWA	PUMP	UNKNOWN
2/16/2006	727247	JT8D15	3823002	NR 2 FUEL TANK

ON CLIMB, NR 2 RT AFT FUEL BOOST PUMP CB RELEASED FOLLOWED BY NR 2 LT AFT CB RELEASING APPROX 3 MIN LATER, NR 2 RT FWD CB RELEASED AND NR 2 LT FWD BOOST PUMP LOW PRESS LIGHT ILLUMINATED INTERMITTENTLY. A/C RETURNED TO DEPARTURE. MX INSPECTED ALL EFFECTED PUMPS, CONNECTORS, BREAKERS AND SWITCHES, NO FAULTS FOUND. BREAKERS WERE RESET, PUMPS WERE RUN FOR AN HOUR. DURING THIS TIME PUMPS WERE SELECTED OFF AND ON NUMEROUS TIMES. A/C RETURNED TO SERV & OPERATED WITH NO INCIDENT. MX REINSPECTED ALL OF ABOVE ALONG WITH CHECKING NR 2 TANK FOR FUEL

CONTAMINATION. NOTHING FOUND. DUE TO UNUSUAL CIRCUMSTANCES MAINT HAS DECIDED TO REPLACE THREE EFFECTED BOOST PUMPS, BREAKERS AND SWITCHES.

AU510001461	BOEING	PWA		LINE	DAMAGED
10/6/2005	727277	JT8D15		651784961	HYDRAULIC SYS

(AUS) HYDRAULIC PIPES PNO 65-17849-61 AND PNO 65-17849-4014 RUBBING TOGETHER CAUSING ONE PIPE TO BE HOLED. LOSS OF HYDRAULIC FLUID. INVESTIGATION FOUND A FAILED `P` CLIP ON ONE OF THE PIPES WHICH ALLOWED THE PIPES TO RUB TOGETHER.(OTHER CAUSE: AGE) (CASA# 510001461)

AU510001965	BOEING	PWA		ENGINE	BIRD INGESTION
4/10/2005	727277	JT8D15		JT8D15	

NR 1 ENGINE BIRDSTRIKE. INVESTIGATION FOUND THE REMAINS OF THREE FLYING FOXES. THOROUGH INSPECTION OF THE ENGINE FOUND NO OBVIOUS DEFECTS. A WATER WASH WAS CARRIED OUT AND THE AIRCRAFT RELEASED TO SERVICE.

AU510001985	BOEING	PWA	BOEING	SPAR	CRACKED
12/12/2005	727277	JT8D15	657278411	651693541	LT ELEVATOR

LT ELEVATOR REAR SPAR CRACKED. FOUND DURING INSPECTION IAW AD/B727/100.

AU510001660	BOEING	PWA	BOEING	SKIN	CRACKED
12/12/2005	727277	JT8D15	B727200GROUP		BS 480-720B

FUSELAGE SKIN LAP JOINTS CRACKED. JOINTS WERE LOCATED AT STRINGER 4R BETWEEN BS 480 AND BS 720B AND AT STRINGER 26L BETWEEN STN 560 AND STN 580. FOUND DURING MEDIUM FREQUENCY EDDY CURRENT (MFEC) INSPECTION IAW AD/B727/160 AND SB727-53AO222.

AU510001519	BOEING	PWA		DOOR FRAME	CRACKED
12/12/2005	727277	JT8D15			FUSELAGE

NR 3 CARGO DOOR LOWER FORWARD FRAME RADIUS AND `T` FRAME CRACKED THROUGH THREE FASTENER HOLES. FOUND DURING INSPECTION IAW SB 727-52-0149.

AU510001526	BOEING	PWA	BFGOODRICH	WHEEL	CRACKED
12/12/2005	727277	JT8D15		101376	MLG

MAIN WHEEL INNER HUB CRACKED APPROXIMATELY 35MM (1.377IN) BELOW THE MATING FACE AND EXTENDING THROUGH TO THE OUTSIDE OF THE HUB AT THE TIE BOLT HOLE SEAT RADIUS. CRACK LENGTH 18MM (0.708IN). CRACK IS LOCATED OUTSIDE OF AREAS LAID DOWN IN THE MAINTENANCE MANUAL. FOUND USING EDDY CURRENT INSPECTION.

AU510001545	BOEING	PWA		DUCT	BROKEN
4/7/2005	727277	JT8D15		65222723	NR 2 ENGINE

NR 2 ENGINE INLET ANTI-ICE DUCT FLANGE COUPLING LIP FRACTURED AND SEPARATED. EVIDENCE OF A PRE-EXISTING CRACK.

AU510001874	BOEING	PWA		SUPPORT FITTING	CRACKED
12/7/2005	727277	JT8D15			ENGINE

LT AND RT ENGINE FORWARD SUPPORT FITTING ASSEMBLIES CRACKED. LT PYLON FITTING CRACKED AT HOLE `F`. RT PYLON FITTING CRACKED AT HOLE `P`. FOUND DURING INSPECTION IAW AD/B727/151 AND BOEING SB 727-54A0010.

CA060309003	BOEING	PWA		TURBINE BLADES	FAILED
2/19/2006	727281	JT8D17			ENGINE

(CAN) ON START UP THE CREW WAS UNABLE TO SUCCESSFULLY START THE NR 2 ENGINE. LARGE PIECES OF TURBINE BLADES WERE DISCOVERED LAYING IN THE TAILPIPE AREA. THE ENGINE WAS REPLACED AND A/C RETURNED TO SERVICE. (TC NR 20060309003)

AU510001744	BOEING	PWA		BEARING	COLLAPSED
10/8/2005	7272J4	JT8D17			DRAG CONTROL

GROUND SPOILER QUADRANT UPPER AND LOWER BEARINGS COLLAPSED. SPOILER DIFFERENTIAL MIXER P/N 10-60841-8 ROUGH IN OPERATION.

AU510001527	BOEING	PWA		PRESSURE PANEL	CORRODED
12/12/2005	7272J4	JT8D17			FUSELAGE

FUSELAGE STRUCTURE PRESSURE WEB CORRODED. WEB IS LOCATED AT FS 46 IN THE MAIN LANDING GEAR WHEEL WELL.

AU510001528	BOEING	PWA		BEAR STRAP	CORRODED
12/12/2005	7272J4	JT8D17			NR 3 CARGO DOOR

NR 3 CARGO DOOR BEAR STRAP INNER SURFACE CORRODED.

AU510001492	BOEING	PWA		SKIN	CORRODED
12/12/2005	7272J4	JT8D17			BS 822

CABIN WING CENTER SECTION UPPER SKIN PANEL CORRODED. PANEL IS LOCATED AT FS 822 RBL12.

AU510001894	BOEING			ODOR	DETECTED
10/9/2005	737				COCKPIT

BURNING SMELL ON FLIGHT DECK. SMELL TRACED TO FAULTY P5-9 PANEL. AIRCRAFT IS FOREIGN REGISTERED.

AU510002166	BOEING			INSULATION	DAMAGED
12/12/2005	737*				HOT WATER LINE

HEATED POTABLE HOT WATER PIPE INSULATION AND ATTACHING CLAMPS HEAT DAMAGED. SUSPECT WATER IN PIPE IS NOT THERMOSTATICALLY CONTROLLED. PIPE SUPPLIES HOT WATER TO VIP SUITE. AIRCRAFT IS RAAF VIP.

AU510001745	BOEING			ADC	FAILED
9/8/2005	737*				

AIR DATA COMPUTER FAILED. AIRCRAFT IS FOREIGN REGISTERED.

CA051124009	BOEING	CFMINT	HONEYWELL	TURBINE BLADES	DAMAGED
11/22/2005	737*	CFM567B22		38403031	APU

ITEM/ISSUE IS NON SDR REPORTABLE REQUIREMENT. PMI REQUESTED ITEM TO BE FILED TO BRING VISIBILITY TO ISSUE. APU INOP DUE TO AUTOSHUT DOWN, TURBINE SCAVENGE RETURN LINE BROKEN RESOLUTION NOTES: DUE BROKEN OIL SCAVENGE RETURN LINE. TURBINE AREA INSPECTED AS PER HONEYWELL SIL APU-91. NO BLADE SHIFT NOTED (NO RUBBING OR TIP CURL). APU CENTER BODY CAP APPEARS TO BE CRACKED BETWEEN UPPER SUPPORT STRUTS, SOME OIL STAINING NOTED ON BOTTOM OF BODYCAP.

CA060104010	BOEING	CFMINT		VIDEO DISPLAY	ODOR
1/1/2006	737*	CFM567B22		50401100003	SEAT 20E

A/C WAS ON DESCENT WHEN A BURNING SMELL WAS NOTICED COMING FROM SEAT 20E VDU. THE IFE SYSTEM WAS DEACTIVATED. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEAR DOWN REPORT WILL BE REQUESTED.

CA060105001	BOEING	CFMINT		VIDEO DISPLAY	SMOKE
1/3/2006	737*	CFM567B22		50401100003	SEAT 6D

A/C WAS IN CRUISE WHEN SMOKE WAS OBSERVED COMING FROM SEAT 6D VDU. THE IFE SYSTEM WAS DEACTIVATED. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEAR DOWN REPORT WILL BE

REQUESTED.

CA051213008	BOEING	CFMINT	VALVE	MALFUNCTIONED
12/13/2005	737*	CFM567B22	38805	GND SPOILER

A/C HAD AN AIR TURNBACK AFTER TAKEOFF FROM YYZ. PIREP A43921 READS "LANDING GEAR DOES NOT RETRACT WHEN LANDING GEAR LEVER MOVED TO UP POSITION". MAINTENANCE FOUND THE GROUND SPOILER INTERLOCK VALVE RIGGED TO IT'S FAR LIMIT. THE INTERLOCK VALVE WAS RIGGED IAW AMM 26-62-61, GEAR SWINGS WERE CARRIED OUT WITH NO FAULTS FOUND AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA060608008	BOEING	CFMINT	EXTINGUISHER	LEAKING
6/6/2006	737*	CFM567B22	898052	COCKPIT

THE A/C WAS AT CRUISE WHEN A HISSING SOUND WAS HEARD. IT WAS DETERMINED TO BE LEAKAGE FROM THE PORTABLE FIRE EXTINGUISHER IN THE FLIGHT DECK. THE HISS CHANGED TO A LOUD WHISTLE AS IT INCREASED. THE CAPTAIN GRABBED THE TOP OF THE EXTINGUISHER AND TWISTED IT AND THE LEAK STOPPED. THE EXTINGUISHER HAS BEEN RETRIEVED AND IS BEING SENT TO THE VENDOR FOR COMPLETE INVESTIGATION AND ANALYSIS. ONCE THOSE RESULTS HAVE BEEN RECEIVED THEY WILL BE ADDED TO THIS POSTING.

CA060126005	BOEING	CFMINT	VIDEO DISPLAY	SMOKE
1/23/2006	737*	CFM567B22	50401100003	SEAT 11B

(CAN) ON JANUARY 23, 2006 A/C WAS IN CRUISE WHEN SMOKE WAS OBSERVED COMING FROM SEAT 11B VDU. THE IFE SYSTEM WAS DEACTIVATED. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE. (TC NR 20060126005)

AU510001846	BOEING	GE	EEC	FAULTY
12/9/2005	737*	CFM56*	2042M67P02	NR 1 ENGINE

NR 1 ENGINE ELECTRONIC CONTROL (EEC) FAULTY.

AU510001848	BOEING	GE	HONEYWELL	TIRE	DELAMINATED
12/9/2005	737*	CFM56*			MLG

NR 4 MAIN WHEEL TIRE TREAD DELAMINATED AT INBOARD SIDEWALL. TIRE HAS A RETREAD DATE R1 505.

AU510001570	BOEING	GE	CONTROLLER	FAILED
6/6/2005	737*	CFM567B24	285A178010	INTERPHONE

(AUS) FLIGHT ATTENDANT HANDSET CONTROLLER FAILED. (CASA NR 510001570)

AU510002044	BOEING	PWA	PIPE	LEAKING
12/12/2005	737200	JT8D7	65445101378	HYDRAULIC SYS

HYDRAULIC PIPE LOCATED IN NR 2 ENGINE NACELLE LEAKING.

SROM200600010	BOEING	PWA	CASE	CRACKED
5/23/2006	737201	JT8D15	648031	NR 2 ENGINE

DURING HEAVY MAINTENANCE INSPECTION FOUND CRACKED OUT SECTION IN REAR EXHAUST CASE OF NR 2 ENGINE. REPLACED WITH OVERHAULED UNIT.

CA060609004	BOEING	PWA	ANTI-ICE VALVE	INOPERATIVE
6/7/2006	737201	JT8D9A	320115	

IN CLIMB, THE PORT ENGINE COWL ANTI-ICE LITE ILLUMINATED BRIGHT. THE AIRCRAFT RETURNED TO BASE. THE PORT ANTI-ICE VALVE WAS REPLACED, CHECKED SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE.

2006FA0000588	BOEING	PWA	CAP	INOPERATIVE
6/7/2006	737205	JT8D17A		CHECK VALVE

AFTER COMPLETING 2 FLIGHTS, (A) HYDRAULIC SYSTEM BECAME INOPERATIVE. A LARGE AMOUNT OF FLUID WAS NOTED ON THE GROUND UNDER THE LT WHEEL. UPON FURTHER INVESTIGATION IT WAS NOTED THAT THE RT (A) SYSTEM MODULE CHECK VALVE INSTALLATION CAP HAD SHEARED IN THE MODULE CHECK VALVE INSTALLATION CAP HAD SHEARED IN THE MODULE PACKAGE, ALLOWING A LARGE QUANTITY OF HYDRAULIC FLUID TO BE LOST. DO NOT HAVE A PROBABLE CAUSE OR ANY RECOMMENDATIONS. (K)

CA060220002	BOEING	PWA		SKIN	CRACKED
2/16/2006	737242C	JT8D9A		737200C	FUSELAGE

DURING THE PREFLIGHT INSPECTION 2 CRACKS WERE OBSERVED IN THE FUSELAGE SKIN. BOTH DEFECTS WERE APPROXIMATELY 2 INCHES IN LENGTH. THE LOCATION IS ESTIMATED TO BE BS 750 STR 19/20. THE AIRCRAFT IS CURRENTLY OUT OF SERVICE FOR REPAIR.

CA060424007	BOEING	PWA	GARRTT	FIRE LOOP	FAULTY
4/22/2006	737248C	JT8D9A	GTCP85129		APU

AFTER ARRIVAL AT DESTINATION AND DURING TAXI, A FIRE INDICATION WAS OBSERVED WHEN APU WAS STARTED. FIRE DRILL CARRIED OUT, EMERGENCY CREW FOUND NO EVIDENCE OF FIRE AND THE AIRCRAFT WAS TOWED TO GATE FOR PASSENGERS DEPLANE. AIRCRAFT RELEASED ON MEL, APU INOP.

CA060525005	BOEING			SKIN	GOUGED
5/25/2006	7372Q8C				BS 245

FOUND SKIN GOUGE AT BS 245 2" INBD OF STR 25L. REPAIRED IAW CUSTOMER EA.

CA060525006	BOEING			SKIN	DAMAGED
5/25/2006	7372Q8C				BS 1016-1028

EXISTING REPAIR AT BS 1016 AND 1028 FROM STR 15L TO 12L DAMAGED BEYOND LIMITS (DENTED) AND REPAIR IAW CUSTOMER EA.

CA060525007	BOEING			FRAME	CRACKED
5/25/2006	7372Q8C				BS 490 S24R

FWD PIT DOOR WAY AFT FRAME BS 490 STR 24R CRACKED AND REPAIRED IAW CUSTOMER EA.

AU510001456	BOEING			ACTUATOR	FAILED
12/12/2005	737300			550030017	AILERONS

(AUS) RT OUTBOARD AILERON LOCKOUT ACTUATOR FAILED IN PARTLY EXTENDED POSITION. WORKSHOP INVESTIGATION OF THE ACTUATOR FOUND INTERNAL CORROSION. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (OTHER CAUSE: MATERIAL - AGE - ENVIRONMENT) (CASA# 510001456)

PIDR2006001	BOEING			ATTACH FITTING	DAMAGED
6/8/2006	73735B				HORIZ STAB

DURING AN A-CHECK/BRIDGING CHECK FOR RETURN TO SERVICE FROM STORAGE, MAINTENANCE DISCOVERED A TIME LIMITED BLENDOUT REPAIR TO THE AFT FACE OF THE LEFT HORIZONTAL STABILIZER LOWER FORWARD ATTACH LUG. REWORKED AFT FACE OF LOWER FORWARD ATTACH LUG PER DELTA ENGINEERING REPAIR/AUTHORIZATION 089066-14 REVISION D DATED 5/10/06 WITH FAA 8100-9 APPROVAL DATED 5/30/2006.

AU510001746	BOEING	GE		GIRT BAR	FAULTY
12/12/2005	737376	CFM563B1		737M25651013	SLIDE

(AUS) DOOR R1 ESCAPE SLIDE GIRT BAR CONTACTING DOOR FRAME.

PIDR2006008	BOEING			SKIN	DENTED
6/13/2006	7373L9				FUSELAGE

DURING A-CHECK/BRIDGING CHECK FOR RETURN TO SERVICE FROM STORAGE, INSPECTION NOTED A DENT IN THE FUSELAGE SKIN BEYOND ALLOWABLE LIMITS AT BS 887 STR 22 LT. REPAIRED PER SRM 53-00-01.

PIDR2006009	BOEING		SKIN	DAMAGED
6/6/2006	7373L9			HORIZ STAB

DURING A-CHECK/BRIDGING CHECK FOR RETURN TO SERVICE FROM STORAGE, DAMAGE NOTED ON THE RIGHT HORIZONTAL STABILIZER APPROXIMATELY 8 FEET FROM THE INBOARD END. REPAIRED PER SRM 55-10-01.

PIDR2006007	BOEING		SKIN	DENTED
6/19/2006	7373L9			BS 887-907

DURING A-CHECK/BRIDGING CHECK FOR RETURN TO SERVICE FROM STORAGE, INSPECTION NOTED DENTS BEYOND ALLOWABLE LIMITS IN FUSELAGE SKIN FROM BS887 TO BS907 BETWEEN STR20RT AND STR22RT. REPAIRED IAW SRM 53-00-01.

AU510001850	BOEING	CFMINT	CONTROL PANEL	FAILED
11/9/2005	737400	CFM563C	4051601937	AUTOPILOT

AUTOPILOT MODE CONTROL PANEL (MCP) FAILED.

AU510001524	BOEING	CFMINT	GCU	FAILED
12/12/2005	737476	CFM563C	948F4583	AC SYSTEM

NR 1 GENERATOR CONTROL UNIT (GCU) FAILED.

AU510001687	BOEING	CFMINT	OUTFLOW VALVE	FAILED
12/12/2005	737476	CFM563C	7110033	CABIN PRESSURE

PRESSURIZATION SYSTEM AFT OUTFLOW VALVE FAILED TO OPEN. INVESTIGATION FOUND A DEFECTIVE AC MOTOR AND AC POTENTIOMETER.

AU510002009	BOEING	CFMINT	SYMBOL GENERATOR	FAILED
6/10/2005	737476	CFM563C	6229436100	ATTITUDE

CAPTAIN`S SYMBOL GENERATOR FAILED.

AU510002014	BOEING	CFMINT	IRU	FAILED
12/12/2005	737476	CFM563C	HG1050AD04	ATTITUDE GYRO

NR 1 INERTIAL REFERENCE UNIT (IRU) FAILED.

AU510001672	BOEING	CFMINT	BEARING	FAILED
12/12/2005	737476	CFM563C	1060779124A	LE SLAT

LT WING OUTBOARD KRUGER FLAP NOSE LINK EYE END SHEARED.

AU510001457	BOEING	CFMINT	SERVO	FAILED
10/6/2005	737476	CFM563C	AR6460M2	AUTOPILOT TRIM

(AUS) AUTOPILOT STABILISER TRIM SERVO FAILED. WORKSHOP INVESTIGATION FOUND ROTOR GEAR STRIPPED AND ROTOR BEARING JOURNAL WORN. (OTHER CAUSE: AGE) (CASA# 510001457)

AU510001496	BOEING	CFMINT	SENSOR	FAULTY
12/12/2005	737476	CFM563C	189929	SLATS

NR 3 LEADING EDGE FLAP RETRACTION SENSOR FAULTY.

AU510001468	BOEING	CFMINT	ACTUATOR	FAILED
11/6/2005	737476	CFM563C	AR7077M3	STAB

(AUS) STABILISER ELECTRIC TRIM ACTUATOR FAILED. CAUSED BY WORN AND STICKING CLUTCH. (OTHER CAUSE: STICKING CLUTCH PLATES) (CASA# 510001468)

AU510002104	BOEING	CFMINT	TIRE	DEBONDED

12/12/2005	737476	CFM563C		MLG

NR 3 MAIN WHEEL TIRE TREAD DEBONDED.

AU510002105	BOEING	CFMINT	ACTUATOR	FAULTY
12/12/2005	737476	CFM563C	654492532	MLG

LT MAIN LANDING GEAR ACTUATOR FAULTY. LT MAIN LANDING GEAR NOT FULLY RETRACTED.

AU510001907	BOEING	CFMINT	INDICATOR	FAULTY
12/12/2005	737476	CFM563C	2061141	TE FLAPS

(AUS) TRAILING EDGE FLAP ASSYMETRY. FLAPS RECYCLED AND OPERATED NORMALLY. INVESTIGATION CONTINUING. (CASA NR 510001907)

AU510001571	BOEING	CFMINT	SLIDE	FAULTY
5/7/2005	737476	CFM563C	D31591478	

DOOR L1 ESCAPE SLIDE PRESSURE OUTSIDE OF OPERATING RANGE.

AU510002047	BOEING	CFMINT	ADAPTER	FAULTY
12/12/2005	737476	CFM563C	DG1035AB03	DAA

RT INERTIAL REFERENCE SYSTEM (IRS) FAILED. CAUSED BY FAULTY RT DIGITAL ANALOGUE ADAPTER (DAA).

AU510002038	BOEING	CFMINT	DOOR	MISREPAIRED
12/12/2005	737476	CFM563C		LAVATORY

PAPER AND LINEN WASTE RECEPTACLE DOORS IN TOILETS NOT SEALING. INVESTIGATION FOUND LAV A (FWD) TO BE LATCHING SECURELY BUT NOT SEALING. INVESTIGATION REVEALED EXTRA STRIKER PLATE BONDED OVER EXISTING STRIKER PLATE CAUSING DOOR TO SIT OUT FURTHER THAN REQUIRED. EXTRA PLATE REMOVED. DOOR IS NOW SEALING. LAV B (MID) HINGE REQUIRED TO BE ADJUSTED IN SO THAT THE WASTE COMPARTMENT INNER DOOR COULD SEAL ADEQUATELY. PAINT REMOVED FROM STRIKER PLATE TO ENSURE MAGNETIC LATCH OPERATION. WASTE CONTAINER OUTER DOOR FOULS INNER DOOR HINGE AREA WHEN CLOSED CAUSING A SLIGHTLY PRE-LOADED CONDITION ON THE OUTER DOOR LATCH ASSEMBLY. FOUND DURING INSPECTION IAW AD/GENERAL/48 AND EI 734-25-2R9.

AU510001727	BOEING	CFMINT	WINDOW	DAMAGED
12/8/2005	737476	CFM563C	5893543135	COCKPIT

CAPTAIN`S NR 1 WINDOW CRACKED DUE TO ARCING.

AU510001728	BOEING	CFMINT	SLIDE	NO TEST
12/8/2005	737476	CFM563C	737M25651013	R1 DOOR

DOOR 1R ESCAPE SLIDE FAILED TO DEPLOY NORMALLY DURING TEST. SLIDE CONTACTED EDGE OF DOOR DURING OPENING CAUSING IT TO TWIST SIDEWAYS.

AU510002152	BOEING	CFMINT	SPRING	FAILED
12/12/2005	737476	CFM563C	6933691	ELEVATOR

ELEVATOR FEEL SPRING BROKEN.

AU510002153	BOEING	CFMINT	IRU	FAILED
12/12/2005	737476	CFM563C	HG1050AD04	LEFT

LT INERTIAL REFERENCE UNIT (IRU) FAILED.

AU510002177	BOEING	CFMINT	FRAME	CRACKED
11/11/2005	737476	CFM563C		FUSELAGE

FUSELAGE FRAMES (21OFF) CRACKED AT PASSENGER SERVICE UNIT (PSU) ATTACHMENT POINTS. FOUND DURING EDDY CURRENT INSPECTION IAW EI 737-53-68R3 AND NDT TECHNIQUES E-13 AND E-18.

AU510001552	BOEING	CFMINT	COUPLER	FAULTY
3/7/2005	737476	CFM563C		HF RADIO

NR 2 HF SYSTEM FAILED. NEW TRANSMITTER FITTED BUT PROBLEM REMAINED. SUSPECT FAULTY COUPLER.

AU510002148	BOEING	CFMINT	PANEL	MISINSTALLED
12/11/2005	737476	CFM563C		VERTICAL STAB

VERTICAL STABILIZER RT LOWER PANEL INCORRECTLY FITTED BETWEEN FORWARD AND AFT ATTACHMENT POINTS.

AU510001547	BOEING	CFMINT	ACTUATOR	FAILED
1/7/2005	737476	CFM563C	AR6460M2	AUTOPILOT

AUTOPILOT STABILIZER TRIM ACTUATOR FAILED DUE TO STRIPPED ROTOR GEAR AND WORN ROTOR BEARING JOURNAL.

AU510001584	BOEING	CFMINT	WIRE	BURNED
8/7/2005	737476	CFM563C		

(AUS) WIRE LOCATED ON THE BACK OF PLUG D4001P LOCATED BEHIND THE E I RACK BURNED DUE TO CONTACT WITH TRAY DISCONNECT BRACKET. (OTHER CAUSE: MATERIAL) (CASA NR 510001584)

AU510001913	BOEING	CFMINT	TRANSMITTER	FAULTY
12/12/2005	737476	CFM563C	1817389	TE FLAPS

(AUS) LT FLAP POSITION TRANSMITTER FAULTY. (CASA NR 510001913)

CA060309004	BOEING		SKIN	CHAFED
3/8/2006	737490		65C32362	BS 871-883

(CAN) FUSELAGE SKIN CHAFFING BS 871 TO 883 AT STR 1-2 L REPAIRED IAW EA 5330-02065 (TC NR 20060309004).

CA060228008	BOEING	CFMINT	LINE	CHAFED
2/27/2006	737522	CFM563C	65C265101024	HYD SYSTEM

FLUID LEAK ON RT GEAR "UP" HYDRAULIC RETURN LINE NOTICED DURING OVERNIGHT CHECK. LINE WAS CHAFED THROUGH DUE TO RUBBING ON A BRACKET. LINE REPLACED,GEAR SWING CARRIED OUT AND AIRCRAFT RETURNED TO SERVICE. TT-37255:17 TC-22887.

CA060418004	BOEING	CFMINT	COVER	SCORED
4/17/2006	737522	CFM563C1	301350238	OIL INLET

MAINTENANCE WAS CARRYING OUT A 7 DAY CHECK ON AIRCRAFT WHEN NOTICED SIGNS OF OIL LEAKING IN THE AFT SECTION OF THE NR 2 ENGINE. ON INVESTIGATION, THE OIL WAS FOUND TO BE LEAKING PAST THE OIL INLET COVER FOR THE NR 5 BEARING AREA. THE COVER WAS FOUND TO HAVE SCORING ON THE INTERIOR SMALL RADIUS. THE COVER WAS REPLACED WITH A SERVICEABLE UNIT. THIS SAME ITEM WAS REPLACED FOR A SIMILAR PROBLEM IN JULY 2005.

CA060531001	BOEING	CFMINT	WINDOW	FAILED
5/30/2006	737522	CFM563C1	58935734	COCKPIT

ON APPROACH, THE F/O'S NR 4 EYEBROW WINDOW SHATTERED. APPROACH CONTINUED AND AN UNEVENTFUL LANDING FOLLOWED. WINDOW REPLACED.

CA060111002	BOEING	CFMINT	BRACKET	SPLIT
1/11/2006	737522	CFM563C1	69215313	FUSELAGE

ON LANDING IN YYZ,FORWARD ATTENDANTS SEAT BELT CAME FREE OF THE ATTACH BRACKET. UPON INVESTIGATION IT WAS FOUND THAT A WASHER WAS MISSING FROM THE RETAINING BOLT. THIS MISSING WASHER WAS LEFT OFF THE BOLT AT INSTALLATION BY A PREVIOUS OPERATOR.

CA060425013	BOEING	CFMINT	PUMP	FAILED
4/25/2006	737522	CFM563C1	623337	HYD SYSTEM

AFTER TAKEOFF, CREW NOTICED A LOW HYDRAULIC PRESSURE INDICATION WHEN THE LANDING GEAR WAS RETRACTED. LATER IN THE CLIMB THERE WAS AN INDICATION FOR LOSS OF HYDRAULIC PRESSURE FROM THE NR 1 ENGINE DRIVEN PUMP. THE CREW ELECTED TO RETURN TO BASE FOR MAINTENANCE DUE TO THE UNAVAILABILITY OF REPLACEMENT PARTS AT THEIR DESTINATION. THE AIRCRAFT RETURNED AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 ENGINE DRIVEN HYDRAULIC PUMP. AFTER SUCCESSFUL LEAK AND PRESSURE CHECKS, THE AIRCRAFT WAS RETURNED TO SERVICE.

CA060523002	BOEING	CFMINT	WINDOW	CRACKED
5/19/2006	737522	CFM563C1	5893543129	COCKPIT

CAPTAINS NR 1 WINDOW SPIDER CRACKED AT 34,000 FT, WINDOW CRACKED THROUGH OUT 50% OF THE WINDOW IN THE OUTER PANE ONLY. AIRCRAFT FERRIED TO BASE FOR NR 1 WINDOW CHANGE.

CA051229001	BOEING	CFMINT	CONTROL CABLE	MISRIGGED
12/24/2005	737522	CFM563C1	BACC2C3D00525EG	NLG STEERING SYS

DURING A SEVEN DAY CHECK OF AIRCRAFT C-FCGF, THE NOSE WHEEL STEERING CABLE WAS FOUND TO BE ROUTED AROUND AN AFT ATTACHMENT BOLT FOR THE NOSE WHEEL METERING VALVE ASSEMBLY. THE CABLE HAD BEEN RIGGED AND TENSIONED IN THAT POSITION. THE CABLE WAS DISENGAGED FROM THE BOLT, INSPECTED AND RE-RIGGED. THE BOLT ALSO HAD TO BE REPLACED DUE TO WEAR FROM THE CABLE. A RECORDS SEARCH SHOWS THAT THE LAST TIME THE CABLES HAD BEEN DISCONNECTED AND RE-RIGGED WAS AT TIMCO IN LAKE CITY FL DURING A C CHECK DATED 20 NOV 2004.

CA060523010	BOEING		FLOORBEAM	CORRODED
5/23/2006	737724		14A55067	BS 986

FOUND FLOORBEAM AT BS 986 CORRODED AT CLIPNUT HOLES BETWEEN RBL 47 AND RBL 18.

CA060523011	BOEING		FLOORBEAM	CORRODED
5/23/2006	737724		141A550424	BS 328

FOUND FWD CABIN AREA FLOORBEAM AT 328 BRL 41 CORRODED.

CA060523012	BOEING		LIGHT	INOPERATIVE
5/23/2006	737724		7002246001	SEAT ROW 14ABC

FOUND SEAT ROW 14ABC RED EMERG EXIT LIGHT DOES NOT ILLUMINATE.

AU510002100	BOEING	GE	ANTENNA	BROKEN
5/11/2005	73776N	CFM56*	1010524	VHF SYSTEM

NR 2 VHF ANTENNA BROKEN IN HALF. BROKEN SECTION MISSING. SUSPECT CAUSED BY FOD.

AU510001832	BOEING	GE	WHEEL	WRONG PART
6/9/2005	7377BX	CFM56*	277A6000204	MLG

INCORRECT PART NUMBER MAIN WHEEL FITTED TO LT MAIN LANDING GEAR NR 2 POSITION. WHEEL FITTED WAS PNO 277A6000-204 WHICH IS FOR FITMENT TO 737-800 SERIES AIRCRAFT. THE CORRECT P/N 277A6000-206 IS FITTED TO 737-700 SERIES. THE INCORRECT WHEEL IS A HIGH GROSS WEIGHT (HGW) MAIN WHEEL WITH A TIRE DIAMETER 25.4MM (1IN) GREATER THAN THE CORRECT LOW GROSS WEIGHT (LGW) MAINWHEEL. INCORRECT PART PERSONNEL/MAINTENANCE ERROR.

AU510002150	BOEING	GE	PIN	WORN
12/12/2005	7377BX	CFM56*		HORIZONTAL STAB

HORIZONTAL STABILIZER REAR SPAR PINS (3OFFLH AND 3OFFRH) WORN BEYOND LIMITS. FORWARD SPAR RT LOWER BOLT WORN BEYOND LIMITS. FOUND DURING INSPECTION IAW AD/B737/224.

AU510001569	BOEING	GE	TRANSCEIVER	CONTAMINATED

8/7/2005	7377BX	CFM567B24	6225132633	WX RADAR SYS

(AUS) WEATHER RADAR TRANSCEIVER CONTAMINATED WITH WATER FROM FORWARD TOILET HAND BASIN OVERFLOW.

AU510001566	BOEING	GE	LIGHT	ARCED
10/6/2005	7377BX	CFM567B24	137884E13	GALLEY

(AUS) REAR GALLEY POWER NR 2 INDICATOR LIGHT DAMAGED AND WIRES W315-61-16A AND W315-62-16N DAMAGED FROM ARCING.

AU510001472	BOEING		WARNING SYSTEM	FAULTY
12/6/2005	7377Q8			OVERHEAT

(AUS) LT WING TO BODY OVERHEAT LIGHT ILLUMINATED FOLLOWING NR 2 ENGINE START. INVESTIGATION FOUND CODE 10 (LOOP 1A SHORTED) IN ALARM MEMORY. CODES CLEARED AND UNIT FUNCTIONED NORMALLY. (OTHER CAUSE: UNABLE TO ESTABLISH THE CAUSE) (CASA# 510001472)

AU510001473	BOEING		DETECTOR	FAULTY
12/12/2005	7377Q8		M1761	OVERHEAT

(AUS) NR 1 WING TO BODY OVERHEAT LIGHT ILLUMINATED. INVESTIGATION FOUND DETECTOR M1761. (OTHER CAUSE: NOT KNOWN AT THIS STAGE) (CASA# 510001473)

AU510001462	BOEING		ODOR	DETECTED
12/12/2005	7377Q8			CABIN

(AUS) FAINT BURNING INSULATION ODOR. INVESTIGATIONS COULD FIND NO SOURCE OF THE ODOURS. (OTHER CAUSE: UNABLE TO FIND ANY FAULT) (CASA 510001462)

AU510002097	BOEING	GE	PUMP	LEAKING
6/11/2005	7377Q8	CFM56*		APU FUEL SYS

APU FUEL PUMP LEAKING BEYOND LIMITS.

AU510001835	BOEING	GE	LATCH	BROKEN
8/9/2005	7377Q8	CFM56*	HA2261	NACELLE DOOR

ENGINE CORE COWL NR 6 LATCH BROKEN. FURTHER INVESTIGATION FOUND NR 1, NR 3, NR 4 AND NR 5 LATCHES CRACKED.

AU510001662	BOEING	GE	MODULE	FAULTY
12/12/2005	7377Q8	CFM56*		FUEL SYSTEM

P5-2 FUEL SYSTEM FLIGHT DECK MODULE FAULTY.

AU510001663	BOEING	GE	SPOILER	OUT OF ADJUST
12/12/2005	7377Q8	CFM56*		

FLIGHT SPOILER OPERATION FAULTY. INVESTIGATION FOUND SPOILER ADJUSTMENT OUT OF LIMITS.

AU510001523	BOEING	GE	BEARING	FAILED
12/12/2005	7377Q8	CFM56*	21830	HYDRAULIC PUMP

HYDRAULIC SYSTEM `A` ELECTRIC PUMP FAILED. INVESTIGATION FOUND THE FAILURE WAS CAUSED BY FAILURE OF THE PRE-MOD SB 57186-29-291 TRUNNION NEEDLE BEARING.

AU510001883	BOEING	GE	BRAKE	BINDING
12/12/2005	7377Q8	CFM56*	26123011	NR 2

MAIN LANDING GEAR NR 2 BRAKE BINDING. INVESTIGATION FOUND FOD TO ROTOR AND STATOR ASSEMBLIES.

AU510001722	BOEING	GE	CABLE	MISROUTED

9/8/2005	7377Q8	CFM56*	EAL4	ELEVATOR

LT LOWER ELEVATOR CONTROL CABLE INCORRECTLY ROUTED AT FUSELAGE FRAME LOCATED AT BS 1138. CABLE IS ROUTED OVER FRAME INSTEAD OF THROUGH LIGHTENEING HOLE. CABLE HAS CAUSED DAMAGE TO FRAME.

AU510001548	BOEING	GE	BEARING	FAILED
5/7/2005	7377Q8	CFM56*	21830	HYDRAULIC PUMP

HYDRAULIC SYSTEM `B` NR 1 ELECTRIC HYDRAULIC PUMP FAILED. NIL PRESSURE AND METAL CONTAMINATION. INVESTIGATION FOUND THE FAILURE WAS DUE TO FAILURE OF THE PRE-MOD SB 57186-29-291 TRUNNION NEEDLE BEARING P/N 21830.

AU510002008	BOEING		WINDSHIELD	FAILED
12/12/2005	737800*			COCKPIT

CAPTAIN`S NR 2 WINDSHIELD OUTER PANE SHATTERED.

AU510001467	BOEING		ACTUATOR	FAILED
12/6/2005	737800*		6355B000103	AUTOPILOT

(AUS) AUTOPILOT STABILISER TRIM ACTUATOR MOTOR FAILED. (CASA# 510001467)

AU510001484	BOEING		HYDRAULIC SYSTEM	LOW PRESSURE
12/12/2005	737800*			B SYSTEM

(AUS) HYDRAULIC B-SYSTEM LOW PRESSURE. INVESTIGATION CONTINUING. (CASA# 510001484)

AU510002222	BOEING	GE	HEAT EXCHANGER	CRACKED
7/12/2005	737800*	CFM56*	1828203	A/C PACK

RT AIR CONDITIONING PACK HEAT EXCHANGER CRACKED AND LEAKING.

AU510001499	BOEING	GE	PUMP	CAVITATES
12/12/2005	737800*	CFM56*		FUEL BOOST

CENTER FUEL TANK PUMPS CAVITATES.

AU510001500	BOEING	GE	SEAL	LEAKING
12/12/2005	737800*	CFM56*	657676510	WINDOW

FOUND CABIN WINDOW 15A INNER AND OUTER PANES TOUCHING AND FULL OF WATER. INVESTIGATION FOUND SEAL LEAKING.

AU510001501	BOEING	GE	WIRE	DAMAGED
12/12/2005	737800*	CFM56*		FUEL SYSTEM

NR 2 AFT FUEL PUMP LOW PRESSURE LIGHT ILLUMINATED AND CIRCUIT BREAKER TRIPPED. INVESTIGATION FOUND FUEL PUMP WIRING BADLY BURNT AT EARTH PIG TAIL FERRULE. IT APPEARS THAT WHEN THE WIRING HARNESS WAS MANUFACTURED, ONE OR ALL THREE PHASE POWER WIRES TO THE PUMP WERE CUT DURING THE CRIMP PREPARATION. WHEN THE EARTH PIG TAIL FERRULE FOR THE METAL SHEATH OVER THE TOP OF THE THREE PHASE WIRES WAS CRIMPED, IT PROVIDED A PATH TO SHORT THE THREE PHASE WIRES TO EARTH. SUSPECT MANUFACTURING ERROR.

AU510002101	BOEING	GE	ODOR	DETECTED
6/11/2005	737800*	CFM56*		CABIN

ELECTRICAL BURNING ODOR IN CABIN IN AREA OF ROW 18. EXTENSIVE INVESTIGATION COULD FIND NO CAUSE FOR THE ODOR.

AU510001815	BOEING	GE	CIRCUIT BREAKER	TRIPPED

12/12/2005	737800*	CFM56*		APU FIRE EXTING

APU FIRE EXTINGUISHING SYSTEM CIRCUIT BREAKER PULLED AND RED COLLARED. CIRCUIT BREAKER RESET AND SYSTEM TESTED SERVICEABLE. SUSPECT CIRCUIT BREAKER PULLED WHEN MEL APPLIED AND NOT RESET WHEN MEL CLEARED.

AU510001661	BOEING	GE	CABLE	BROKEN
12/12/2005	737800*	CFM56*		DRAG CONTROL

GROUND SPOILER INTERLOCK CABLE BROKEN. INVESTIGATION FOUND VERY STIFF BEARING OPERATION DUE TO MOISTURE INGRESS INTO THE BEARING LINER LEAD TO FATIGUE AND ULTIMATELY FAILURE OF THE CABLE RODEND.

AU510001826	BOEING	GE	CONNECTOR	BROKEN
12/12/2005	737800*	CFM56*	DP1204	HYD PUMP

LOSS OF SYSTEM `A` HYDRAULIC PRESSURE AND QUANTITY. INVESTIGATION FOUND THE NR 1 ENGINE DRIVEN HYDRAULIC PUMP CONNECTOR DP1204 HARD PLASTIC INSERT BROKEN. METAL CONTAMINATION OF HYDRAULIC FILTER. BURNING SMELL DURING TAKEOFF SUSPECTED TO BE HYDRAULIC PUMP OIL RESIDUE.

AU510002103	BOEING	GE	TRANSCEIVER	FAILED
12/12/2005	737800*	CFM56*	8221710001	WX RADAR

WEATHER RADAR TRANSCEIVER FAILED.

AU510001525	BOEING	GE	HMU	FAULTY
12/12/2005	737800*	CFM56*	1853M56P09	NR 1 ENGINE

NR 1 ENGINE HYDROMECHANICAL UNIT (HMU) FAULTY. INVESTIGATION FOUND THE DEFECT WAS CAUSED BY FAILURE OF THE FMV RESOLVER BODY ASSEMBLY.

AU510001685	BOEING	GE	ACTUATOR	FAILED
1/8/2005	737800*	CFM56*	MA20A10011	FUEL SELECTOR

NR 2 ENGINE SPAR VALVE ACTUATOR FAILED. NR 2 ENGINE FAILED TO START.

AU510001688	BOEING	GE	RELAY	FAULTY
12/12/2005	737800*	CFM56*	KDAE4F	FUEL BOOST PUMP

CENTER FUEL TANK RT BOOST PUMP CONTROL RELAY R55 FAILED.

AU510001689	BOEING	GE	SEAL	FAILED
8/8/2005	737800*	CFM56*		APU

APU BLEED VALVE AND DUCTS CONTAMINATED WITH OIL. INVESTIGATION FOUND THE APU LOAD COMPRESSOR SEAL FAILED.

AU510002118	BOEING	GE	OVEN	FAILED
11/11/2005	737800*	CFM56*		GALLEY

SPARKS AND ELECTRICAL FUMES EMANATING FROM REAR GALLEY AREA. INSPECTION COULD FIND NO FAULTS BUT THE OVEN WAS REPLACED AS A PRECAUTION. INVESTIGATION CONTINUING.

AU510002125	BOEING	GE	CLAMP	FRACTURED
11/11/2005	737800*	CFM56*	BACC1DU400ABE	APU BLEED AIR

(AUS) APU BLEED AIR DUCT FRACTURED. BLEED AIR SUPPLY DUCT SEPARATED IN HORIZONTAL STABILISER COMPARTMENT. (CASA# 510002125)

AU510001838	BOEING	GE	HOSE	LEAKING
9/9/2005	737800*	CFM56*	1550121221	HYDRAULIC SYS

(AUS) RT ENGINE DRIVEN HYDRAULIC PUMP TO PYLON QUICK DISCONNECT PRESSURE HOSE LEAKING.

AU510001840	BOEING	GE	CONTROLLER	FAULTY
6/8/2005	737800*	CFM56*	71211997101AC	CABIN PRESSURE

NR 2 CABIN PRESSURE CONTROLLER FAULTY.

AU510001842	BOEING	GE	REGULATOR	FAULTY
2/9/2005	737800*	CFM56*		PNEUMATIC SYS

LT BLEED AIR FAILURE. BLEED AIR REGULATOR AND PRECOOLER CONTROL VALVE REPLACED. INVESTIGATION FOUND PRECOOLER CONTROL VALVE FAULTY. POPPET SET AND ADAPTER PLATE WORN. SIGNIFICANT CONTAMINATION INSIDE VALVE. BLEED AIR REGULATOR ALSO FAILED SHOP TEST. RELIEF VALVE AND POPPET WORN. PRECOOLER CONTROL VALVE AND BLEED AIR REGULATOR DEFECTS CONSIDERED TO ADVERSELY AFFECT PRECOOLER OPERATION WITH THE BLEED OVER TEMPERATURE SWITCH ACTIVATING THE BLEED TRIP LIGHTS. THESE DEFECTS CONSIDERED TO BE DUE TO ENGINE VIBRATION.

AU510001546	BOEING	GE	RADIO	FAILED
2/7/2005	737800*	CFM56*		HF SYSTEM

NR 2 HF RADIO NOT TRANSMITTING.

AU510002023	BOEING	GE	LANDING GEAR	MALFUNCTIONED
12/12/2005	737800*	CFM56*		NOSE

AFTER TAKEOFF, NOSE LANDING GEAR EXTENDED WHEN LANDING GEAR LEVER WAS SELECTED TO `OFF`. NLG WAS NOT OVERSPED. INVESTIGATION COULD FIND NO FAULTS WITH THE EXTENSION/RETRACTION SYSTEM.

AU510001557	BOEING	GE	BOLT	DISLODGED
6/7/2005	737800*	CFM56*	BACW10BP4CD	L1 DOOR

DOOR L1 UPPER GATE STUCK IN LOCKED POSITION DUE TO LOWER ROD ASSEMBLY BOLT DISLODGED IN THE TORQUE BOX ASSEMBLY. SUSPECT BOLT INSUFFICIENTLY TORQUED.

AU510001558	BOEING	GE	COMPRESSOR WHEEL	WRONG PART
5/7/2005	737800*	CFM56*		ENGINE

NR 2 ENGINE FAN BLADE PLATFORMS NR 1 AND NR 4 LOCATED OPPOSITE NR 13 AND NR 16 FAN BLADES WERE NOT CHANGED WHEN NR 13 AND NR 16 FAN BLADE PLATFORMS WERE CHANGED AS DIRECTED BY SB CFM56-7B-0353. NR 13 AND NR 16 FAN BLADE PLATFORMS WERE CHANGED TO P/N 340-001-814-0. NR 1 AND NR 4 PLATFORMS WERE P/N 340-001-809-0.

AU510002039	BOEING	GE	CONNECTOR	DAMAGED
8/10/2005	737800*	CFM56*		HYDRAULIC PUMP

HYDRAULIC PUMP CONNECTOR AND MATING RECEPTACLE CONTAMINATED WITH HYDRAULIC FLUID AND BADLY BURNT. ONE OF THE CONNECTOR SOCKETS WAS WELDED ONTO THE PUMP CONNECTOR PINS.

AU510002157	BOEING	GE	WINDOW	CRACKED
12/12/2005	737800*	CFM56*	58935734	COCKPIT

COCKPIT NR 4 (EYEBROW) WINDOW INNER PANE SHATTERED.

AU510001720	BOEING	GE	WINDOW	FAILED
6/8/2005	737800*	CFM56*	58935734	COCKPIT

NR 4 RT FLIGHT COMPARTMENT WINDOW INNER PANE SHATTERED. WINDOW HEAT SYSTEM WAS FOUND TO BE SERVICEABLE.

AU510002051	BOEING	GE	PROXIMITY SENSOR	FAULTY
12/12/2005	737800*	CFM56*	189929	NR 6 SLAT

NR 6 LEADING EDGE SLAT POSITION PROXIMITY SENSOR FAULTY.

AU510002052	BOEING	GE	DISPLAY	FAILED
12/12/2005	737800*	CFM56*	6225135002	WX RADAR SYS

WEATHER RADAR PEDESTAL FAILED.

AU510002164	BOEING	GE	MOTOR	FAILED
12/12/2005	737800*	CFM56*	6355B000103	STAB

STABILIZER TRIM MOTOR FAILED. CIRCUIT BREAKER TRIPPED.

AU510002045	BOEING	GE	VAPOR BARRIER	OUT OF LIMITS
12/12/2005	737800*	CFM56*		WING

WING CENTER SECTION FUEL VAPOR BARRIER UNDER LIMITS IN THE FOLLOWING SIX AREAS ON THE TRIANGLE POCKET-FRONT SPAR/SIDE OF BODY, TP3-R THICKNESS 1.7 2. TP3-L 2.2, TP6-L 5.9 4. TP9-L 2.0 SHEAR FITTING, FRONT SPAR CORNER WITH TOP PANEL 5. SF4-R 6.3 6. SF5-R 5.8 FOUND DURING INSPECTION IAW AD/B737/245 AND SB 737-57-1250.

AU510001573	BOEING	GE	SWITCH	FAULTY
7/7/2005	737800*	CFM56*		FUEL BOOST PUMP

CENTER FUEL TANK RT BOOST PUMP RUNNING WHEN SWITCH `OFF`. SUSPECT FUEL PANEL CONTROL SWITCH.

AU510001743	BOEING	GE	HOSE	LEAKING
12/12/2005	737800*	CFM56*	AS13806NO130L	LT ACM

LT AIR CONDITIONING PACK AIRCYCLE MACHINE SENSE LINE LEAKING. HOSE APPEARS TOO LONG CAUSING TO TIGHT A CURVE RAD.

AU510001567	BOEING	GE	WIRE	SEPARATED
7/7/2005	737800*	CFM567B24	W6491001620	WX RADAR SYS

(AUS) WEATHER RADAR SYSTEM WIRES PN W6491-0016-20 AND PN W6491-0065-24 FOUND PULLED OUT OF TERMINAL BLOCK GD383. SUSPECT WIRES DISTURBED DURING AIRCRAFT MODIFICATION. SEE ATTACHMENT FOR INVESTIGATION DETAILS.(OTHER CAUSE: WIRES FOUND PULLED OUT OF TERMINAL BLOCK) (CASA NR 510001567)

AU510001465	BOEING	GE	O-RING	DETERIORATED
12/12/2005	737800*	CFM567B24		GASKET

(AUS) ENGINE TURBINE REAR FRAME OIL COVER GASKET PNO 340-179-401-0 AND O-RING SEAL PNO 649-393-271-0 DETERIORATED AND LEAKING. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA# 510001465)

AU510001475	BOEING	GE	GE	PIN	LOOSE
12/12/2005	737800*	CFM567B24		6497823000	COMPRESSOR

(AUS) DURING FAN LUBE INSPECTION OF THE FAN HUB FOUR (4) FORWARD BOOSTER SPOOL PINS WERE FOUND TO BE VISIBLY LOOSE. AFTER A TORQUE CHECK OF THE REMAINDER, A FURTHER FIVE (5) PINS WERE FOUND TO BE LOOSE. TOTAL NUMBER OF UNDERTORQUED PINS NINE (9). (OTHER CAUSE: UNABLE TO ESTABLISH THE CAUSE) (CASA 510001475)

AU510001436	BOEING	GE	WATER SEPARATOR	CRACKED
9/6/2005	737800*	CFM567B24	23404061	CABIN CLIMATE

(AUS) AIR CONDITIONING SYSTEM FORWARD WATER SEPARATOR CRACKED ALONG INBOARD WELDED SEAM. CRACK LENGTH APPROXIMATELY 50.8MM (2IN).(OTHER CAUSE: CRACKED ALONG THE WELDED SEAM) (CASA# 510001436)

AU510001446	BOEING	GE	RING	DISLODGED
12/6/2005	737800*	CFM567B24		NR 1 ENGINE

(AUS) NR 1 ENGINE BLEED AIR SYSTEM HIGH STAGE VALVE GATE SEALING RING DISLODGED, PREVENTING VALVE FROM FULLY CLOSING. INVESTIGATION FOUND THE HIGH STAGE VALVE BUTTERFLY PLATE SEALING RING CLIP FAILED ALLOWING THE SEALING RING TO JAM THE THE VALVE IN THE SLIGHTLY OPEN POSITION ALLOWING AIR TO BYPASS PLATE AND ACTIVATE OVERPRESSURE SWITCH WHEN THE ENGINE ACCELLERATED.

AU510002054	BOEING	GE	TRANSMITTER	FAILED
12/12/2005	737800*	CFM567B24	8221710001	WX RADAR SYS

(AUS) WEATHER RADAR TRANSMITTER/RECEIVER FAILED. (CASA NR 510002054)

CA060216004	BOEING		BLOCK	OVERHEATED
2/16/2006	7378Q8		RBGB161	TERMINAL BLOCK

REPLACING AFT WATER DRAIN MAST DUE TO INOPERATIVE HEATER. GROUND TERMINAL BLOCK GD11996 WAS FOUND DAMAGED WITH SIGNS OF OVERHEATING. WIRES DISCONNECTED AND CAPPED, AND EFFECTED CIRCUIT BREAKERS PULLED TO ISOLATE TERMINAL BLOCK UNTIL REPLACEMENT PART AVAILABLE.

CA060120003	BOEING	BOEING	CONNECTOR	CRACKED
1/19/2006	7378Q8		69744131	SHUTOFF VALVE

(CAN) RT ENGINE HYDRAULIC SHUTOFF VALVE FOUND LEAKING. FAULT TRACED TO CRACKED CONNECTOR - IPC REF 29-11-81-01, ITEM 50. CONNECTOR REPLACED. (TC NR 20060120003)

CA051222008	BOEING	GE	BOLT	MIGRATED
12/21/2005	7378Q8	CFM56*	BACB30LE8DK83	FLAP FAIRING

DURING GROUND INSPECTION IT WAS DISCOVERED THAT AFT ATTACHMENT BOLT OF THE NR 3 FLAP FAIRING HAD MIGRATED INBOARD AND PUNCTURED A HOLE THROUGH THE COMPOSITE FAIRING. THE AIRCRAFT WAS REMOVED FROM SERVICE FOR REPAIRS. UPON FURTHER INVESTIGATION, THREE(3) OF THE FAIRING AFT ATTACHMENT BOLTS WERE FOUND WITHOUT COTTER PINS INSTALLED, TWO NUTS HAD BACKED OFF AND THE THIRD HAD SEPARATED COMPLETELY ALLOWING THE BOLT TO MIGRATE. THIS AIRCRAFT HAD RECENTLY HAD A BASE VISIT DURING WHICH THE FAIRING WAS REMOVED FOR ACCESS. AN INVESTIGATION IS UNDERWAY WITH THE MRO THAT PERFORMED THE WORK.

AU510001564	BOEING	GE	PANEL	SEPARATED
12/12/2005	747*	CF680C2*	313U23162	NR 2 NACELLE

(AUS) NR 2 ENGINE IB SAILBOAT FAIRING HYDRAULIC VALVE ACCESS PANEL MISSING. SUSPECT PANEL INCORRECTLY SECURED. IMPACT DAMAGE CAUSED TO LEADING EDGE OF LT HORIZONTAL STABILIZER.

AU510001729	BOEING	GE	COOLING FAN	FAILED
7/8/2005	747*	CF680C2B2	732591D	CABIN AIR

UPPER RECIRCULATION FAN FAILED. CIRCUIT BREAKER `OHD RECIRC FAN PWR 2` R7 ON P415 TRIPPED. INVESTIGATION FOUND FAN BEARINGS HAD FAILED.

AU510001717	BOEING	RROYCE	TRUNNION	CRACKED
12/12/2005	747338	RB211524*	65B143012	MLG

RT WING LANDING GEAR AFT TRUNNION CRACKED ON INTERNAL SURFACE OF THE SPIGOT BORE LOCATED APPROX 241.3MM (9.5IN) FORWARD OF THE AFT FACE BETWEEN THE 6 O`CLOCK AND 9 O`CLOCK POSITIONS. CRACK CONFIRMED USING HIGH FREQUENCY EDDY CURRENT (HFEC) INSPECTION. FOUND DURING INSPECTION IAW AD/B747/81 AND EI 747-32-48. FOLLOWING REMOVAL OF PAINT AND CADMIUM PLATING, THE TRUNNION WAS AGAIN INSPECTED USING FLUORESCENT PENETRANT INSPECTION (FPI) AND MEDIUM AND HIGH FREQUENCY EDDY CURRENT INSPECTION. THESE INSPECTIONS AS WELL AS VISUAL INSPECTION COULD NOT VERIFY THE CRACKING. SUSPECT CRACK INDICATION ORIGINATED IN THE PLATING AND NOT THE BASE METAL.

AU510002016	BOEING	RROYCE	PUMP	FAILED
3/10/2005	747338	RB211524*	PAC102MK4S	FUEL SYSTEM

NR 3 ENGINE FUEL PUMP LOW PRESSURE IMPELLER SHEARED. INVESTIGATION FOUND THE FAILURE OF THE PUMP WAS CAUSED BY VIBRATIONS THAT WERE INTRODUCED BY THE INTERACTION OF THE IMPELLER

SYMMETRICAL SUPPORT PINS WITH THE SPACER TUBE. THESE VIBRATIONS CAUSED A LOSS OF TORQUE ON THE SCREWED PLUG P/N 77083508 WHICH ALLOWED THE IMPELLER P/N 77085495 TO MOVE ON THE GEAR SHAFT P/ N 77086297. THIS MOVEMENT CAUSED THE IMPELLER TO LOCK ON THE IMPELLER BACK PLATE AND INSERT ASSEMBLY RESULTING IN THE SHEARED QUILL SHAFT.

AU510001843	BOEING	RROYCE		INTERPHONE	UNSERVICEABLE
12/12/2005	747338	RB211524*			CABIN

CABIN INTERPHONE SYSTEM FAULTY. INVESTIGATION CONTINUING.

AU510002110	BOEING	RROYCE		SOLENOID	CORRODED
12/12/2005	747338	RB211524*	1387T1005		UPLOCK ACTUATOR

LT WING LANDING GEAR UPLOCK ACTUATOR SOLENOID CORRODED. A CORROSION LIKE SUBSTANCE WAS FOUND AROUND THE CANNON PLUG AND PART OF THE OPERATING SOLENOID OUTER CASE WAS CORRODED AWAY.

AU510001829	BOEING	RROYCE		INTERCOSTAL	CRACKED
12/12/2005	747338	RB211524*		85CH70020A	BS 140

INTERCOSTAL CRACKED. CRACK LOCATED AT FORWARD FACE OF BS 140 FPB AT LBL 20 AT 2 O`CLOCK POSITION LOOKING AFT. FOUND DURING INSPECTION IAW AD/B747/159 AND EI 747-053-0215.

AU510001830	BOEING	RROYCE	BOEING	FRAME	CRACKED
12/12/2005	747338	RB211524*		141U10423	FUSELAGE

FOUND FUSELAGE INNER CHORD RING CRACKED. CRACK LOCATED AT FASTENER HOLE LBL 33.5 AND WL 153 BS 140 FPB (REAR FACE). FOUND DURING INSPECTION IAW AD/B747/159 AND EI 747-053-0215.

AU510001485	BOEING			HUMIDIFIER	FAILED
12/12/2005	747400				CABIN CLIMATE

(AUS) SMOKE ON FLIGHT DECK WHEN HUMIDIFIER ACTIVATED. SMOKE STOPPED WHEN HUMIDIFIER SWITCHED OFF. AIRCRAFT IS FOREIGN REGISTERED. (OTHER CAUSE: UNKNOWN) (CASA# 510001485)

AU510001712	BOEING			ACTUATOR	LEAKING
10/8/2005	747400				MLG

LOSS OF NR 1 HYDRAULIC SYSTEM FLUID. INVESTIGATION FOUND THE RT BODY GEAR POSITIONING ACTUATOR HYDRAULIC FUSE LOWER `B` NUT LOOSE AND LEAKING. AIRCRAFT IS FOREIGN REGISTERED.

AU510001753	BOEING			B-NUT	LOOSE
12/12/2005	747400				NR 1 HYD SYSTEM

(AUS) NR 1 HYDRAULIC SYSTEM LEAKING. INVESTIGATION FOUND A LOOSE B-NUT ON THE LANDING GEAR TRUCK POSITIONING ACTUATOR FUSE LOCATED ON THE AFT WHEEL WELL AT STN 1440. AIRCRAFT IS FOREIGN REGISTERED. (CASA NR 510001753)

AU510001891	BOEING			LOCK	FAULTY
12/12/2005	747438			232U212220B	PAX DOOR

ELECTRICAL BURNING ODOR ON FLIGHT DECK AND IN UPPER DECK CABIN. INVESTIGATION FOUND FLIGHT DECK DOOR LOCK HOT. FURTHER INVESTIGATION FOUND THE FLIGHT DECK DOOR ELECTRIC STRIKER ASSEMBLY HAD FAILED.

AU510001471	BOEING			WIRE HARNESS	DAMAGED
12/12/2005	747438				FUEL INDICATOR

(AUS) CENTRE WING TANK DAISY CHAIN HARNESS DAMAGED. HARNESS CONTAINED A SUBSTANTIAL GASH ON THE OUTER INSULATION AND INTO THE SHIELD. THE HARNESS HAD ALSO BEEN SHARPLY KINKED AND WEAKENED IN TWO OTHER LOCATIONS. SUSPECT HARNESS DAMAGED DURING PREVIOUS TANK ENTRY. (CASA# 510001471)

AU510001455	BOEING		SEAL	FAILED
12/12/2005	747438		M01AC0101091	MOTOR

(AUS) SMOKE ODOR ON FLIGHT DECK. ODOR DISAPPEARED WHEN THE HUMIDIFIER WAS TURNED OFF. WORKSHOP INVESTIGATION FOUND THAT BOTH BALL BEARINGS IN THE HUMIDIFIER ELECTRIC MOTOR ASSEMBLY PNO M01AB0101-101 HAD COLLAPSED. THIS RESULTED IN THE MOTOR ROTOR RUBBING ONTO THE MOTOR STATOR LEADING TO THE HEATING UP OF THE WINDINGS RESULTING IN THE ODOR. THE CAUSE OF THE COLLAPSED BEARINGS HAS BEEN ATTRIBUTED TO A FAULTY ROTATING LIP SEAL PNO M01AC0101-091 WHICH ALLOWED THE INGRESS OF WATER INTO THE UPPER AND LOWER BEARING LOCATION. SEE ATTACHMENT FOR INVESTIGATION DETAILS.(OTHER CAUSE: MATERIAL) (CASA# 510001455)

AU510002109	BOEING	GE	SPOILER	FAULTY
12/12/2005	747438	CF680C2*		

SPOILER SYSTEM FAULTY. AIRCRAFT ROLLED TO THE RIGHT WHEN SPEEDBRAKE DEPLOYED. INVESTIGATION CONTINUING.

AU510001895	BOEING	GE	COOLING FAN	FAILED
12/12/2005	747438	CF680C2*		

SMOKE AND FUMES IN COCKPIT. INVESTIGATION FOUND THE CHILLER BOOST FAN CIRCUIT BREAKER TRIPPED. INVESTIGATION FOUND THE FAN FORWARD BEARING HAD COLLAPSED ALLOWING THE IMPELLER BLADES TO RUB ON THE CASE AND THE FAN MOTOR ROTOR AND STATOR TO RUB.

AU510002049	BOEING	RROYCE	LIGHT	OVERHEATED
12/12/2005	747438	RB211524*		R1 DOOR

ENHANCED CABIN LIGHTING SYSTEM LOCATED ABOVE DOOR 1R OVERHEATED. FIRE AND SMOKE IN CABIN. BCF FIRE EXTINGUISHER DISCHARGED.

AU510002050	BOEING	RROYCE	CONTROL SYSTEM	FAULTY
12/12/2005	747438	RB211524*		VIDEO SYS

PASSENGER ENTERTAINMENT SYSTEM VIDEO CONTROL CENTER FAULTY.

AU510001713	BOEING	RROYCE	GYRO	FAILED
4/8/2005	747438	RB211524*	H321BTM	ATTITUDE

STANDBY ATTITUDE INDICATOR TOPPLED.

AU510002013	BOEING	RROYCE	TIRE	DEFLATED
12/12/2005	747438	RB211524*		MLG

NR 12 MAIN WHEEL TIRE PRESSURE REDUCING STEADILY. INVESTIGATION FOUND THAT THE TIRE CARCASS HAD BEEN PUNCTURED BY FOD.

AU510001714	BOEING	RROYCE	INDICATOR	FAILED
12/12/2005	747438	RB211524*	H321BTM	ATTITUDE

STANDBY ATTITUDE INDICATOR TOPPLED.

AU510001715	BOEING	RROYCE	ACTUATOR	FAILED
10/8/2005	747438	RB211524*	1U11986	MLG DOOR

NOSE LANDING GEAR DOOR ACTUATOR FAILED. INVESTIGATION OF THE ACTUATOR IN THE WORKSHOP FOUND A FAILURE OF THE DOOR ACTUATOR INTERNAL LOCKING MECHANISM. PART OF THE LOCKING RAM AND PISTON LOCK KEYWAY HAD FRACTURED.

AU510001716	BOEING	RROYCE	RIB	CRACKED
8/8/2005	747438	RB211524*	65B1086366	WING

RT WING FIXED TRAILING EDGE RIB AT LOCATED AT WBL 432.65 SEVERED APPROXIMATELY 457.2MM (18IN)

FORWARD OF THE TRAILING EDGE.

AU510002158	BOEING	RROYCE	PIPE	BROKEN
12/12/2005	747438	RB211524*	UL37981	ENGINE FUEL

NR 3 ENGINE MANIFOLD FUEL DRAIN LINE BROKEN AND LEAKING AT WELDED JOINT LOCATED BETWEEN THE FUEL DRAIL TUBE AND THE END FITTING AT THE MANIFOLD END OF THE ASSEMBLY.

AU510002159	BOEING	RROYCE	PIPE	LEAKING
12/12/2005	747438	RB211524*	UL37981	ENGINE FUEL

FUEL LEAKING FROM NR 3 ENGINE. ENGINE CHANGED. INVESTIGATION FOUND THE FUEL MANIFOLD DRAIN TUBE FRACTURED IN THE TUBE BORE AT THE EDGE OF THE WELD.

AU510002043	BOEING	RROYCE	RADAR	FAULTY
12/12/2005	747438	RB211524*	6225136203	WX SYS

WEATHER RADAR FAULTY.

AU510001556	BOEING	RROYCE	BEACON	NO TEST
1/7/2005	747438	RB211524*	ELP362D	UNDERWATER LOCAT

UNDERWATER LOCATION BEACON (ULB) FAILED TEST IAW EI 744-023-0182R04 AND AD/REC/1.

AU510001561	BOEING	RROYCE	TIRE	FAILED
12/12/2005	747438	RB211524*		MLG

LT BODY GEAR NR 6 MAIN WHEEL TIRE TREAD SEPARATED. LOSS OF TIRE PRESSURE.

AU510001665	BOEING	RROYCE	TIRE	DEFLATED
12/12/2005	747438	RB211524*		MLG

NR 10 MAIN LANDING GEAR TIRE DEFLATED.

AU510001839	BOEING	RROYCE	DRIVE ASSY	FAULTY
9/9/2005	747438	RB211524*	6225136203	WX RADAR SYS

WEATHER RADAR ANTENNA DRIVE PEDESTAL FAULTY.

AU510001682	BOEING	RROYCE	WIRE HARNESS	WORN
12/12/2005	747438	RB211524*		ADC

UNABLE TO RESET LEFT ADC POWER CIRCUIT BREAKER. INVESTIGATION FOUND TRANSFORMER T131 IN P6 INOPERATIVE. FURTHER INVESTIGATION FOUND P7 WIRING LOOM CHAFING ON `AOA ALT L` CICUIT BREAKER (A13). `L ADC PWR` CIRCUIT BREAKER WIRE W007-131-22 FOUND BURNT AND BROKEN. `LEFT VOR/MAX RCVR` CIRCUIT BREAKER WIRE W007-162-22 FOUND CHAFED AND `AOA L` AND `ALTN L` CIRCUIT BREAKER WIRING AND LUGS FOUND BURNT (W007-587-22).

AU510001849	BOEING	RROYCE	SOLENOID	FAILED
9/9/2005	747438	RB211524*	232U212220B	PAX DOOR LATCH

STRONG ODOR ON FLIGHT DECK. INVESTIGATION FOUND THE FLIGHT DECK DOOR CIRCUIT BREAKER P6-3 D21 TRIPPED. FLIGHT DECK DOOR EMERGENCY PANEL INOPERATIVE AND DOOR LATCH WAS WARM. INVESTIGATION FOUND THE COCKPIT DOOR LOCK SOLENOID HAD FAILED.

AU510002015	BOEING	RROYCE	RROYCE	PANEL	DAMAGED
3/10/2005	747438	RB211524*		UL37842	ENGINE COWLING

NR 1 ENGINE LT FORWARD LOWER CARBON FIBER PANEL P/N UL37842 DAMAGED. FORWARD SUPPORT BRACKETS (2OFF) P/N UL24084A FOUND SHEARED/CRACKED TO COMPRESSOR CASING. CORE PANEL SUPPORT BRACKETS (3OFF) UNSERVICEABLE. LT LOWER `A` FRAME TO CORE CUFF PANELS DAMAGED/MISSING. LOWER CUFF PANEL P/N UL27564 AND UPPER CUFF PANEL P/N UL27563 MISSING.

AU510001466	BOEING	RROYCE	PUMP	FAULTY
7/6/2005	747438	RB211524G19	6098976	FUEL BOOST

(AUS) NO4 MAIN FUEL BOOST PUMP FAILED RESISTANCE CHECK AS PER AD/B747/173. (CASA# 510001466)

AU510002058	BOEING	RROYCE	PANEL	MISSING
12/12/2005	747438	RB211524G19	UL37842	NR 4 NACELLE

(AUS) NR4 ENGINE LOWER (A) FRAME SEALING FAIRING UPPER PANEL MISSING AND LOWER FAIRING SLIGHTLY DAMAGED ON THE AFT CORNER. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510002058)

AU510002053	BOEING	RROYCE	PULLEY	SEIZED
12/12/2005	747438	RB211524G19	BACP30M1A	AILERON CONTROL

(AUS) AILERON SYSTEM SLIGHTLY STIFF. LT TRIM ACTUATOR CHANGED BUT DEFECT REMAINED. INVESTIGATION FOUND A SEIZED PULLEY IN AILERON CONTROL SYSTEM. PULLEY LOCATED AT LT AB CABLE RUN AT STN 380 WL 283. (CASA NR 510002053)

AU510002171	BOEING	RROYCE	PUMP	FAULTY
12/12/2005	747438	RB211524G19	PAG102MK1	FUEL SYSTEM

(AUS) NR 1 ENGINE DRIVEN FUEL PUMP SUSPECT FAULTY. INVESTIGATION CONTINUING. (CASA NR 510002171)

AU510001582	BOEING	RROYCE	TIRE	LOW PRESSURE
8/7/2005	747438	RB211524G19		MLG

(AUS) NR 3 MAIN LANDING GEAR TIRE PRESSURE LOW. FOD FOUND IN TREAD. (OTHER CAUSE: MATERIAL - ENVIRONMENT) (CASA NR 510001582)

AU510001583	BOEING	RROYCE	WIRE HARNESS	SHORTED
1/7/2005	747438	RB211524G19		LIGHTS

(AUS) LIGHTING WIRING SHORT CIRCUIT. INVESTIGATION FOUND DAMAGED INSULATION ON WIRE W4003-575-22R LOCATED ABOVE THE COPILOT`S PFD. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510001583)

AU510002163	BOEING	GE	PANEL	MISSING
12/12/2005	74748E	CF680C2*	311U2060177	NACELLE

NR 3 ENGINE IB STRUT ACCESS PANEL MISSING.

CA051021003	BOEING	RROYCE	TERMINAL	DAMAGED
10/21/2005	757200	RB211535E437	35108	CCT BREAKER

DURING VISUAL INSPECTION, NOTICED DISCOLORATION ON FASTON TERMINAL AND INSULATION ON WIRE NR W1272-2001R-12 AT CIRCUIT BREAKER C-0392, TERMINAL B2. R1 WINDOW HEAT CIRCUIT BREAKER, NO FAULTS WERE REPORTED ON THE FUNCTIONING OF WINDOW HEAT. TERMINAL REPLACED IAW BOEING SWPM 20-30-11, AND WINDOW HEAT FUNCTION TESTED IAW AMM 30-41-00.

CA040513004	BOEING	RROYCE	SLIDE	MISINSTALLED
5/12/2004	757236	RB211535E437	D31041147	CABIN

ADDITIONAL PARTS P/N D30854 S/N 0278 AND P/N 61571 S/N 0175, DURING OVERHAUL INSPECTION BY AIR CRUISERS ALL 3 SLIDES WERE FOUND IMPROPERLY PACKED WITH IMPROPER RESTAINTS. THIS COULD HAVE A SERIOUS PROBLEM IF UNITS WERE DEPLOYED.

CA051229002	BOEING	RROYCE	GOVERNOR	UNSERVICEABLE
12/26/2005	75728A	RB211535E437	FFG052AC	FUEL FLOW

DURING FLIGHT FROM YYC TO PVR, NR 2 ENGINE LOST PARTIAL POWER. FLIGHT CONTINUED WITHOUT INCIDENT.

MAINTENANCE INVESTIGATION DETERMINED THE FUEL FLOW GOVERNOR TO BE AT FAULT. THE GOVERNOR WAS REPLACED, POWER PERFORMANCE RUNS CARRIED OUT SATISFACTORY AND THE AIRCRAFT RETURNED TO SERVICE.

CA060502007	BOEING	RROYCE	HEAT SHIELD	DELAMINATED
5/6/2005	75728A	RB211535E437		THRUST REVERSER

(CAN) NR 1 ENG RT THRUST REVERSER COWL AFT HEAT SHIELD DAMAGED (DISBONDED). REPAIR FOR HEATSHIELD IN OEM MANUAL. (TC NR 20060502007)

AU510001563	BOEING	GE	IDG	FAILED
12/12/2005	767*	CF680C2*	AM739515B	AC

(AUS) RT INTEGRATED DRIVE GENERATOR (IDG) FAILED. INVESTIGATION FOUND PUMP AND MOTOR ASSEMBLY CYLINDER BLOCKS WORN BEYOND LIMITS AT VARIOUS PISTON AND SLIPPER BORES. NUMEROUS OTHER COMPONENTS ALSO SEVERELY WORN. SUSPECT CAUSED BY OIL CONTAMINATION. IDG SCAVENGE FILTER CONTAMINATED. SEE ATTACHMENT FOR INVESTIGATION DETAILS. (CASA NR 510001563)

CA060516007	BOEING	GE	PPG	WINDSCREEN	FAILED
5/13/2006	767*	CF680C2B6F	141480149	141480149	COCKPIT

LOCATION APPROX 30 DEGREES WEST AT FL 320 - IAS M .8 AS REPORTED BY THE FLIGHT CREW: WHILE IN CRUISE THE FLIGHT CREW NOTICED A CRACK STARTING IN THE UPPER LEFT CORNER OF THE CAPTAINS FORWARD WINDOW (NR 1) WITH IN A FEW MINUTES THE CRACK HAD SPREAD ALMOST ALL THE WAY TO THE FAR RIGHT. SHORTLY AFTER THAT THE CREW OBSERVED ARCING OF THE WINDOW HEATER ELEMENT AND LEFT THE WINDOW HEAT IN THE OFF POSITION. APPROXIMATELY ONE MINUTE LATER THE ENTIRE VIEWING AREA OF THE WINDOW CRAZED. THE FLIGHT CREW OBSERVED THE CRAZING TO BE THE OUTER PLY AND CONTINUED THE FLIGHT WITHOUT FURTHER INCIDENT.

AU510002042	BOEING	GE	CONTROL ROD	SEPARATED
12/10/2005	767*	CFM56*	113A93061	TE FLAP CONTROL

RT INBOARD FLAP OUTBOARD FAIRING ATTACHMENT ROD SEPARATED. INVESTIGATION FOUND THE CONTROL ROD FROM FLAP LOWER SURFACE TO THE AFT LINKAGE OF THE FAIRING HAD BECOME DETACHED AND THE LOWER BEARING HAD PULLED OUT OF THE ROD.

AU510001748	BOEING	RROYCE	OVEN	FAULTY
12/12/2005	767*	RB211524*	8653020000	GALLEY

(AUS) NR 5 REAR GALLEY OVEN FAULTY. SMOKE AND FUMES IN CABIN. SUSPECT CAUSED BY SHORTED/BURNED OVEN FAN MOTOR. (CASA NR 510001748)

CA060228004	BOEING	PWA	PSEU	MALFUNCTIONED
2/26/2006	767233	JT9D7R4D	846802	MLG

SELECTING LANDING GEAR DOWN, STATUS MSG 'LDG GEAR MONITOR' CAME ON AND REMAINED ON, DURING LANDING, TAXI, AND PARKING. PSEU CARD FAILED ILLUM. PSEU REPLACED PER AMM 32-09-04 PB 401. PSEU BITE TEST OKAY. MESSAGES CLEARED. OKAY TO PROCEED.

AU510001502	BOEING	GE	STRAP	CRACKED
12/12/2005	767277	CF680A	145T252422	BULKHEAD

REAR SPAR BULKHEAD SIDE FITTING RT FAIL/SAFE STRAP CRACKED. STRAP IS LOCATED AT SECTION 45 STN 955. FOUND DURING INSPECTION IAW AD/B767/201, BOEING ALERT SB 767-53A0100 AND AAES AD ER B76-53-10-39A. FURTHER INVESTIGATION ALSO FOUND CORROSION ON THE RT LONGERON CHORD, PRESSURE DECK CLOSEOUT `T` FITTING. THE AIRCRAFT SKIN AND THE FACE OF THE FAIL/SAFE STRAP ABUTTING THE SKIN, TO ASSESS THE EXTENT OF CORROSION ON THE FACE OF THE FAIL/SAFE STRAP. THE RT WING REAR SPAR UPPER KICK FITTING WAS REMOVED. ON REMOVAL CORROSION WAS ALSO FOUND ON THE ABUTTING FACE OF THE KICK FITTING.

AU510001841	BOEING	GE	FAN	FAILED

8/9/2005	767300	CF680C2*	732591D	EXHAUST

ELECTRICAL BURNING SMELL ON FLIGHT DECK. INVESTIGATION FOUND THE FORWARD EQUIPMENT EXHAUST FAN FAILED. FAN BEARINGS COLLAPSED AND ROTOR WORN OUT.

CA051206001	BOEING	GE	COFFEEMAKER	BURNED
12/6/2005	767300	CF680C2B6F	3510004403	CTR GALLEY

IN CRZ VENTRE GALLEY COFFEE MAKER GAVE A FLASH AND ASH WAS DEPOSITED ALL AROUND, ELEC FUMES SMELT BY F/A`S, ALL CBS IN AREA PULLED, UTIL BUSSES DEPOWERED. DIVERTED YYT FOR MTCE/SAFETY CK. FOUND LOWER C/M MID GALLEY HEATING ELEMENT INSULATION BLOWN OUT WITH POWDER EVIDENT AND CB POPPED ON UNIT C/M REMOVER AND ALL MID GALLEY CBS PULLED AND COLLARED, WATER SUPPLY ALSO SHUTOFF FOR EXTRA PRECAUTION. NEW C/MKR INSTALLED, OPERATION CHKS SERV.

CA060413001	BOEING	GE	TURBINE	FAILED
4/6/2006	767300	CF680C2B7		NR 1 ENGINE

EGT EXCEEDANCE OF NR 1 ENG DURING CLIMB FOLLOWED BY VIBRATION AND ROLLBACK. DAMAGE TO LP TURBINE WAS FOUND.

CA060302001	BOEING	GE	SUNDSTRANDAI	BEARING	DAMAGED
2/27/2006	767300	CF680C2B7			COOLING FAN

FORWARD EQUIPMENT COOLING FAN BEARINGS APPEARED TO BE DAMAGED AND THE FAN SHOWS SIGNS OF RUBBING ON THE CASE.

AU510002040	BOEING	RROYCE	CONTROLLER	FAULTY
5/10/2005	767300	RB211524*	1305026	CABIN PRESSURE

NR 2 CABIN PRESSURE CONTROLLER FAULTY.

AU510002036	BOEING	RROYCE	TORQUE TUBE	WORN
7/10/2005	767300	RB211524*	256T280014	LE SLAT CONTROL

LEADING EDGE SLAT TORQUE TUBE COUPLING SPLINES WORN AT NR 5 LEADING EDGE SLAT GEARBOX. INVESTIGATION ON REMOVAL FOUND THAT THE SPLINES (SPLINE FITTING P/N 256T2806-1 WERE COMPLETELY MISSING FROM THE TORQUE TUBE FITTING. THE TORQUE TUBE COUPLING P/N 256T2801-1 APPEARS IN SATISFACTORY CONDITION WITH ONLY A SMALL AMOUNT OF WEAR EVIDENT.

AU510001893	BOEING	RROYCE	FILTER	FAILED
12/12/2005	767300	RB211524*	271T00424	HYDRAULIC SYS

CENTER NR 1 HYDRAULIC SYSTEM PRESSURE FILTER BOWL FAILED. LOSS OF HYDRAULIC FLUID.

AU510001845	BOEING	RROYCE	WIRE	WORN
2/9/2005	767300	RB211524*	W105201322	WARNING SWITCH

SMOKE IN COCKPIT EMANATING FROM NEAR TO CAPTAIN`S GLARE SHIELD. INVESTIGATION FOUND A CHAFED WIRE AT PIN 13 OF THE CAPTAIN`S CAUTION/WARNING SWITCH ASSEMBLY ON THE GLARE SHIELD.

AU510001683	BOEING	RROYCE	BOLT	BROKEN
4/8/2005	767300	RB211524*		SEAT BACK

SEAT 3E SEAT BACK INBOARD ATTACHMENT BOLTS SHEARED.

AU510001684	BOEING	RROYCE	HOSE	FAILED
1/8/2005	767300	RB211524*	AS11708K0165	HYD SYSTEM

RT HYDRAULIC PUMP PRESSURE LINE FAILED. LOSS OF HYDRAULIC FLUID. SUSPECT CAUSED BY FATIGUE TO TO PRESSURE SPIKES CAUSED BY PUMP ACTIVATION.

AU510001506	BOEING	RROYCE	PIN	MISSING

3/6/2005	767300	RB211524*		PAX OXYGEN

PASSENGER OXYGEN GENERATOR BAND CLAMP PIN LOCKS MISSING.

AU510001649	BOEING	GE	ANTI-ICE VALVE	FAILED
12/12/2005	767338	CF680C	2790583108	AIR INTAKE

LT ENGINE ANTI-ICE VALVE FAILED.

AU510001650	BOEING	GE	ACTUATOR	LEAKING
12/12/2005	767338	CF680C	15425001	DRAG CONTROL

RT HYDRAULIC SYSTEM QUANTITY DECREASING. INVESTIGATION FOUND RT NO7 SPOILER ACTUATOR FILTER CAP PNO 1542615 LEAKING.

AU510001844	BOEING	GE	CIRCUIT CARD	FAULTY
5/9/2005	767338	CF680C	285N04329	CENTRAL WARNING

EICAS SIGNAL CONSOLIDATION CARD (SCC) FAILED.

AU510002128	BOEING	GE	OIL SYSTEM	LOW
12/12/2005	767338	CF680C2*		APU

APU OIL QUANTITY LOW. INVESTIGATION CONTINUING.

AU510001999	BOEING	GE	FILTER	CONTAMINATED
5/10/2005	767338	CF680C2*		RT ENGINE FUEL

RT ENGINE FUEL FILTER CONTAMINATED WITH BLACK SOOTY DEPOSITS. FURTHER INVESTIGATION FOUND A LESSER DEGREE OF THE SAME DEPOSITS IN THE LT ENGINE FUEL FILTER. EXTENSIVE FUEL DRAINS FOUND TO BE CLEAR. INVESTIGATION CONTINUING.

AU510001690	BOEING	GE	COMPUTER	FAULTY
3/8/2005	767338	CF680C2*	8221033100	EICAS

LT ENGINE INDICATION AND CREW ALERT SYSTEM (EICAS) COMPUTER FAULTY.

AU510001507	BOEING	GE	VALVE	FAULTY
10/6/2005	767338	CF680C2*	2780539103	PNEUMATIC DIST

LT BLEED ISOLATION VALVE FAULTY. WORKSHOP INVESTIGATION FOUND THE FAILURE WAS DUE TO AN WORN AND INOPERATIVE MOTOR ASSEMBLY.

AU510001508	BOEING	GE	PUMP	FAULTY
12/6/2005	767338	CF680C2*	5006003C	FUEL BOOST

RT FORWARD BOOST PUMP TRIPPED CIRCUIT BREAKER WHEN PUMP SWITCHED `ON`. INVESTIGATION FOUND THE BOOST PUMP FAILED. WORKSHOP INSPECTION FOUND THAT THE IMPELLER FINS HAD EXCESSIVE WEAR FROM RUBBING IN THE PUMP HOUSING. THE HOUSING ALSO HAD SEVERE EROSION ON THE STRUT AREAS AND EXCESSIVE WEAR IN THE IMPELLER BORE INSIDE DIAMETER. THE PUSH ROD, INSTALLED EXTERNALLY, WAS ALSO FOUND TO BE BENT.

AU510001505	BOEING	GE	COMPRESSOR	OVERHEATED
12/12/2005	767338	CF680C2*	288237	POTABLE WATER

FUMES IN CABIN PRIOR TO BOARDING. INVESTIGATION FOUND POTABLE WATER COMPRESSOR EXTREMELY HOT. INVESTIGATION FOUND THAT ON REMOVAL OF THE CAPS AND COVER BOTH STAGES HAD WATER IN BELLOWS AND VALVES. THE SECOND STATE (HIGH-PRESSURE) REED WAS FRACTURED AT THE OUTPUT AND THE DRIVE SLIPS OFF THE CAMS. THE OVER-PRESSURE BALL VALVE WAS STAINED FROM WATER AND HAD MULTIPLE SET MARKS INDICATING THAT THE UNIT HAD BEEN OVER PRESSURIZED. THE MOTOR STATOR AND ROTOR WAS BURNT WHICH WOULD HAVE CAUSED THE BURNING SMELL IN THE CABIN. THE UNIT HAD INGESTED WATER AND WAS DAMAGED BEYOND ECONOMICAL REPAIR.

AU510002111	BOEING	GE	GE	MEC	LEAKING
2/11/2005	767338	CF680C2*		8061865	LT ENGINE

LT ENGINE MAIN ENGINE CONTROL (MEC) LEAKING AT THE FORWARD ATTACHMENT FLANGE.

AU510002113	BOEING	GE	HOSE	LEAKING
12/12/2005	767338	CF680C2*	AS11706K0280	RT MLG CYLINDER

RT MAIN LANDING GEAR RETRACTION CYLINDER DOWN LINE HOSE LEAKING. LOSS OF HYDRAULIC FLUID.

AU510002115	BOEING	GE	FITTING	SHEARED
12/12/2005	767338	CF680C2*	113T2271Y44	TE FLAPS

LT INBOARD TRAILING EDGE FLAP OUTBOARD HINGE FITTING OUTBOARD LUG SHEARED. FOUND DURING INSPECTION IAW AD/B767/188 (EI 767-57-073).

AU510001565	BOEING	GE	ROD END	CORRODED
12/12/2005	767338	CF680C2*	113T24015	TE FLAPS

(AUS) IB AFT FLAP DEFLECTION CONTROL ROD PULLED OUT OF IB RODEND. INSPECTION FOUND RODEND BADLY CORRODED AND THREAD STRIPPED.

AU510002048	BOEING	GE	ADC	FAILED
12/12/2005	767338	CF680C2*	4040800906	COCKPIT

AIR DATA COMPUTER (ADC) FAILED.

AU510001904	BOEING	GE	CLUTCH	FAULTY
12/12/2005	767338	CF680C2*		POWER LEVER

(AUS) NR 1 ENGINE AUTO THROTTLE CLUTCH PACK FAULTY. INVESTIGATION FOUND THE TORQUE LIMITER FAILED TO JUMP TO THE NEXT POSITION AT THE FORCE OF 49 POUNDS TO 60 POUNDS FOR BOTH CLUTCHES. (CASA NR 510001904)

AU510001747	BOEING	GE	PUMP	FAULTY
12/12/2005	767338	CF680C2*		FUEL BOOST

(AUS) RT FWD BOOST PUMP SUSPECT FAULTY. CB POPPED. ON DISASSEMBLY INVESTIGATION FOUND SEVERE SCORING WAS ON PUMP HSG IMPELLER BORE INSIDE DIAMETER, SHAFT AND ROTOR ASSY WAS SCORED ON BRG JOURNAL AREA. SEVERE SCORING COULD BE CAUSED BY FOD PASSING THROUGH PUMP. EVIDENCE OF FOD WAS NOT FOUND DURING DISMANTLE INDICATING THAT IT HAD PASSED THROUGH. ABNORMAL WEAR ON SHAFT BRG JOURNAL, POSSIBLY CAUSED BY FOD, HSG CARBON BRG AREA CAUSED IMPELLER TO RUB ON HSG IMPELLER BORE RESULTING IN AN EXCESSIVE AMPERAGE DRAW,CAUSED CB TO TRIP. (CASA NR 510001747)

AU510001741	BOEING	GE	SHUTOFF VALVE	FAILED
12/12/2005	767338	CF680C2*	7321870018	FLIGHT CONTROL

FLAP/SLAT SHUTOFF VLV LOCATED IN RT W/W LEAKING. INSPECTION FOUND CAP P/N 732-18718 HAD AN OPEN CRACK AT LAST/OUTERMOST THREAD RUNNING 270 DEGREES AROUND ITS CIRCUMFERENCE (CRACKED THROUGH). HEX-NUT END OF ALUMINUM CAP HAD LIFTED BY 0.1 INCHES UNDER HYD PRESS. CRACK WAS LOCATED ON PRESSURE SIDE OF `O` RING SEAL. CLOSE EXAM OF FRACTURE SURFACE SHOWED THAT CRACK STARTED AT ROOT OF LAST THREAD, PROPAGATED 0.050` AXIALLY (TOWARD THE SHUT-OFF VALVE MODULE), TRAVELED 75% OF WAY AROUND CAP'S OUTSIDE DIAMETER BEFORE FAILING RADIALLY WITH ONE FRACTURE PLANE. NO BEACH MARKS WERE EVIDENT ON FINAL FRACTURE PLANE, INDICATING SUDDEN FAILURE. CRACK COULD HAVE INITIALIZED DUE TO OVER-TORQUING DURING ASSY, OR FROM SUBSTANDARD COMPONENT DESIGN/MANUFACTURE (CAUSING EXCESSIVE LOAD ON FINAL THREAD WITH HYD PRESSURIZED). CRACK WOULD HAVE BEEN PRESENT FOR A CONSIDERABLE AMT OF TIME BEFORE PROPAGATING THROUGH CAP WALL. SEE ATTACHMENT FOR INVESTIGATION DETAILS.

AU510002037	BOEING	GE	ROTOR	DISINTEGRATED
12/12/2005	767338	CF680C2*	S160T400510	NR 6 BRAKE

MAIN LANDING GEAR NR 6 BRAKE ROTOR DISINTEGRATED.

AU510002041	BOEING	GE	PNEUMATIC SYSTEM	FAULTY
11/10/2005	767338	CF680C2*		LT ENGINE

LT ENGINE PRV WARNING WHEN TAKEOFF THRUST SET. MESSAGE CLEARS WHEN THRUST REDUCED. INVESTIGATION CONTINUING.

AU510002162	BOEING	GE	VALVE	FAULTY
12/12/2005	767338	CF680C2*		PNEUMATIC DIST

RT ENGINE PRESSURE REDUCING VALVE (PRV) SUSPECT FAULTY.

AU510001647	BOEING	GE	LIGHT	FAILED
12/12/2005	767338	CF680C2*		CABIN

STRONG BURNING ODOR IN CABIN FORWARD GALLEY AREA. INSPECTION FOUND A BURNT FLUORESCENT TUBE ABOVE SEAT 2JK.

AU510001553	BOEING	GE	ACTUATOR	FAULTY
12/12/2005	767338	CF680C2*	7321861001	LE FLAPS

LEADING EDGE SLAT DISAGEE MESSAGE. INVESTIGATION FOUND THAT THE INBOARD LEADING EDGE SLAT BYPASS VALVE ROTARY ACTUATOR WAS INTERMITTENT IN OPERATION.

AU510001554	BOEING	GE	CONTROLLER	FAILED
2/7/2005	767338	CF680C2*	79275515	PNEUMATIC DIST

LT ENGINE PNEUMATIC SYSTEM PRESSURE REDUCING VALVE (PRC) CONTROLLER FAILED. INVESTIGATION CONTINUING.

AU510001555	BOEING	GE	ENGINE	BIRD INGESTION
2/7/2005	767338	CF680C2*	CF680C2B6	RIGHT

RT ENGINE BIRDSTRIKE. THREE FAN BLADES DAMAGED BEYOND LIMITS LAID DOWN IN MAINTENANCE MANUAL.

AU510001870	BOEING	GE	SKIN	CRACKED
12/12/2005	767338	CF680C2*	311T245013	RT NACELLE

RT ENGINE STRUT INBOARD SKIN CRACKED FROM UPPER AFT RADIUS OF 442AL ACCESS PANEL CUTOUT THROUGH RIVET HOLE. CRACK IS LOCATED IN INTERNAL DOUBLER AS WELL. CRACK WAS CONFIRMED USING NDT. CRACK LENGTH APPROXIMATELY 63.5MM (2.5IN).

AU510001871	BOEING	GE	SKIN	CRACKED
2/9/2005	767338	CF680C2*	311T245025	RT NACELLE

RT ENGINE STRUT INBOARD SKIN CRACKED FROM UPPER AFT RADIUS OF 442AL ACCESS PANEL CUTOUT AND THROUGH RIVET HOLE. CRACK CONFIRMED USING NDT. CRACK LENGTH APPROXIMATELY 58.4MM (2.3IN). CRACK ALSO EXISTS IN INTERNAL DOUBLER AS WELL.

AU510001550	BOEING	GE	TORQUE TUBE	SHEARED
12/12/2005	767338	CF680C2*	256T2800112	LE SLAT CONTROL

INBOARD LEADING EDGE DRIVE SHAFT/TORQUE TUBE SHEARED. DRIVE SHAFT SHOWED SIGNS OF SEVERE CHAFING DAMAGE DUE TO WATER SUPPLY LINE AND ADJACENT CLAMP. TORQUE TUBE HAD BEEN WORN THROUGH BY MORE THAN 50 PERCENT OF THICKNESS PRIOR TO FAILURE DURING MAINTENANCE.

AU510001551	BOEING	GE	SCREW	MISSING
12/12/2005	767338	CF680C2*		COVER

LT THRUST REVERSE LEVER COULD BE LIFTED WITH FORWARD THRUST LEVER OFF IDLE. THE THRUST LEVER

TOP COVERS WERE REMOVED AND IT WAS FOUND THAT THE AFT TWO FASTENERS OF THE LEFT THRUST LEVER BAULK RAIL INSTALLATION WERE MISSING. THIS ALLOWED THE LEFT THRUST REVERSE SELECTION BY THE BAULK PIN ON THE LEFT LEVER PUSHING THE RAIL OUT OF THE WAY. WITH THE FORWARD THRUST LEVER OFF IDLE, THE RAIL SHOULD HAVE STOPPED THE THRUST REVERSE LEVER FROM BEING LIFTED.

AU510001749	BOEING	GE	HOSE	WORN
12/12/2005	767338	CF680C2*	AS11506K0264	BRAKE SYS

(AUS) LOSS OF RT HYDRAULIC SYSTEM FLUID. INVESTIGATION FOUND NR 3 BRAKE HYDRAULIC HOSE CHAFED THOUGH. (CASA NR 510001749)

AU510001910	BOEING	GE	PRESSURE VALVE	FAULTY
12/12/2005	767338	CF680C2*		BLEED AIR SYS

(AUS) RT ENGINE BLEED AIR SYSTEM PRESSURE REGULATING VALVE (PRV) FAILED. INVESTIGATION FOUND EXCESSIVE BUTTERFLY SHAFT PLAY DUE TO WORN CARBON SHAFT BUSHINGS. (CASA NR 510001910)

AU510001592	BOEING	GE	SWITCH	FAULTY
9/7/2005	767338	CF680C2*	10AT3041	DRAG CONTROL SY

(AUS) SPOILER WARNING ON TAKEOFF. SUSPECT FAULTY POSITION SWITCH. (CASA NR510001592)

CA060526003	BOEING	GE	DUCT	RUPTURED
5/24/2006	767375	CF680C2*	1885M24601	11TH STAGE

(CAN) L GEN CONT MSG ILLUMINATED, IN FLIGHT CHECKLIST C/O, L GENERATOR CONTROL REMAINED OFF. ON CLIMB OUT, L OIL PRESS EICAS FLASHED RED NUMBERS DECREASING WENT BLANK - OIL TEMP INCREASING - QRH FOLLOWED ENGINE SHUT DOWN. FOUND CB FOR LEFT ENGINE OIL PRESSURE TRANSMITTER TRIPPED. FOUND BLEED DUCT RUPTURED AT A PREVIOUS REPAIR. THE TRIANGULAR SHAPED HOLE APPROX 2" ALONG EACH SIDE ALLOWED 11TH STAGE AIR FOR THE TURBINE CASE COOLING SYSTEM TO BE DIRECTED ONTO WIRING BUNDLES. WIRES WERE DAMAGED INCLUDING THOSE FOR THE PERMANET MAGNET GENERATOR AND FOR THE IDG. WIRE P/NS DAMAGED: W5302-301B-18 W5302-301R-18 W5302-301Y-18 (TC# 20060526003)

CA051221006	BOEING	GE	COOLING FAN	SEIZED
12/21/2005	767375	CF680C2B6	732591A	E/E BAY

CREW REPORTED SLIGHT SMOKE AND PLASTIC BURNING ODOR IN COCKPIT. ACFT DIVERTED TO SNN. MX CARRIED OUT INSPECTION, FOUND EQUIP COOL EXHAUST FAN FAILED AND TRIPPED THE CB, AREA INSP. NO FURTHER DAMAGE FOUND, FAN PLACED ON MEL ACFT DISPATCHED.

CA060301002	BOEING	PWA	CARRIER ASSY	BURNED
2/27/2006	7673Y0	PW4060	26124121A	NR 4 BRAKE

GND CREW REPORTED BRAKE FIRE ON RT MAIN GEAR AFTER SHUTDOWN. FIRE EXTINGUISHED. FOUND NR 4 BRAKE PISTONS WORN THROUGH STATORS AND INTO THE ROTORS. AXLE INSPECTED AS PER AMM 05-51-15-212-001 AND 05-51-14 PB201. AXLE OK. BRAKE REPLACED AS PER JC 6-232A. WHEEL ASSY. REPLACED AS PER JC 6-232B. FURTHER INFO WILL FOLLOW WITH WHEEL/BRAKE SHOP REPORT.

AU510001686	BOEING		WARNING SYSTEM	MULTIPLE FAIL
1/8/2005	777			

AIR TURN BACK DUE EICAS LOW AIRSPEED WARNING/AUTO THROTTLE UNRELIABLE/ AUTOPILOT NOT FLYING TO CORRECT COMMANDS/HARD OVER SLIP INDICATION. AIRCRAFT IS FOREIGN REGISTERED. FOR INFORMATION ONLY.

AU510002218	BOEING		WINDSHIELD	CRACKED
4/12/2005	777			COCKPIT

CAPTAIN`S WINDSCREEN CRACKED. AIRCRAFT IS REGISTERED IN NEW ZEALAND.

AU510001725	BOLKMS	LYC	GOVERNOR	FAULTY
5/8/2005	BK117B1	LTS101750B1	430121205	LT ENGINE

LT ENGINE POWER TURBINE GOVERNOR FAULTY. ENGINE OVERSPED TO 110.9%. OVERSPEED INSPECTION FOUND NIL DEFECTS.

AU510001877	BOLKMS	LYC	ENGINE	MAKING METAL
12/12/2005	BK117B2	LTS101750B1		NR 1

NR 1 ENGINE CHIP DETECTOR LIGHT ILLUMINATED. INSPECTION FOUND A FINE HAIRLIKE METAL SLIVER. ENGINE INSPECTED IAW MAINTENANCE MANUAL AND DECLARED SERVICEABLE.

AU510002056	BOLKMS	LYC	CABLE	DAMAGED
12/12/2005	BK117B2	LTS101750B1	AFGO326925	CARGO HOOKS

(AUS) BAMBI BUCKET FULL OF WATER CARRIED BELOW AIRCRAFT ON CARGO HOOK FELL OFF WHEN HOOK INADVERTENTLY RELEASED. INVESTIGATION OF THE CARGO HOOK MANUAL RELEASE CABLE FOUND IT TO BE DAMAGED. FURTHER INVESTIGATION FOUND THAT THE OUTER SHEATH HAD BEEN DAMAGED PREVIOUSLY AND CORROSION AND BROKEN WIRE STRANDS HAD BEEN COVERED WITH TAPE. THE DAMAGED OUTER SHEATH HAD CAUSED THE INNER CABLE TO KINK AND ALLOW THE MANUAL CABLE RELEASE MECHANISM TO OPERATED WHEN A FULL BUCKET LOAD WAS ATTACHED. SUSPECT CABLE DAMAGE HAD OCCURRED BEFORE THE AIRCRAFT WAS PURCHASED BY THE PRESENT OWNER. PERSONNEL/MAINTENANCE ERROR. ILLEGAL REPAIR. (CASA NR 510002056)

CA051205004	BOLKMS	ALLSN	MODULE	CORRODED
11/30/2005	BO105S	250C20B	27E462	INSTRUMENT PANEL

CORROSION WAS FOUND ON A RELAY SOCKET AND ASSOCIATED WIRING CAUSING SYSTEM FAILURE. MOISTURE HAD MIGRATED INTO THE NOSE COMPARTMENT CAUSING CORROSION ON THE DIMMING MODULE COMPONENTS.

CA060530001	BOLKMS	ALLSN	TRANSMISSION	MAKING METAL
5/27/2006	BO105S	250C20B	4638001001	MAIN ROTOR

DURING CRUISE, MAIN ROTOR TRANSMISSION METAL PARTICLES LIGHT ILLUMINATE IN COCKPIT. LAND IMMEDIATELY IN SMALL CLEARING NEAR A ROAD. IT WAS A SECOND EVENT TO OCCUR WITHIN LAST 10 MINS, BUT FIRST TIME, WARNING LIGHT HAD EXTINGUISHED WHEN PILOT ACTIVATED PULSE CHIP DETECTOR SWITCH. FOUND A HAIR LIKE PIECE OF METAL, VERY SMALL. PROBABLY REMAINS OF A .003" IN OF WIRE USE TO VERIFY OPERATION OF PULSE SYSTEM DURING PREVIOUS SCHEDULE INSPECTION. THE DETECTOR WAS CLEANED AND REINSTALLED, THE LIGHT REMAIN OFF. A 20 MINUTES GROUND RUN WAS CARRIED OUT. WARNING LIGHT REMAIN OFF. DETECTOR WAS REMOVED, INSPECTED (NO PARTICLE FOUND) AND REINSTALLED. A/C WAS THEN RETURNED TO SERVICE.

CA060112001	BOLKMS	ALLSN	COMBUSTION CASE	CRACKED
1/7/2006	BO105S	250C20B	6870992	ENGINE

CREW REPORTED ABNORMALLY HIGH TOT ON NR 1 ENGINE. INVESTIGATION REVEALED A CRACK IN THE RT ARMPIT AREA OF THE OUTER COMBUSTION CASE. THE OUTER COMBUSTION CASE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA051109001	BOLKMS	ALLSN	COMPRESSOR	DAMAGED
10/29/2005	BO105S	250C20B		ENGINE

FOLLOWING A REPORT OF HIGHER THAN NORMAL TOT ON NR 2 ENGINE A POWER CHECK WAS CONDUCTED AND TROUBLESHOOTING LED TO SPLITTING THE COMPRESSOR FOR INSPECTION. SUBSTANTIAL DAMAGE WAS FOUND ON THE 5TH AND 6TH ROW STATOR VANES AND 6TH STAGE ROTOR BLADES. NO DAMAGE WAS EVIDENT FORWARD OF THE FIFTH COMPRESSOR STAGE. TWO STATOR BLADES WERE MISSING LEADING THE OPERATOR TO BELIEVE THAT A BLADE SEPARATION HAD CAUSED THE DAMAGE.

CA051212004	BOMBDR		ENGINE	CONTAMINATED
12/4/2005	BD7001A10			

(CAN) APPROX 20 MINUTES INTO THE FLIGHT, DURING CRUISE AT FL450, THE CREW REPORTED THAT A RED EICAS (L ENG OIL PRESS LOW) MESSAGE POSTED ALONG WITH THE LT OIL PRESSURE INDICATION TURNING RED

AND READING 26 PSI. THE CREW FOLLOWED THE AFM CHECKLIST AND SHUTDOWN THE LT ENGINE AND RETURNED TO THE AIRPORT. A BORESCOPE INSPECTION WAS SUBSEQUENTLY PERFORMED, AND NUMEROUS FIBERS SIMILAR IN APPEARANCE TO A SHOP RAG WERE FOUND LODGED IN SEVERAL SCAVENGE SCREENS. THE ENGINE WAS REMOVED AND REPLACED WITH A LOANER AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20051212004)

CA051213002	BOMBDR	RROYCE	TIRE	FAILED
12/9/2005	BD7001A10	BR700710A220	382K032	MLG

A/C DEPARTED, NR 2 TIRE BLOW OUT ON LANDING. SHORTLY AFTER LANDING, CREW REPORTED LOST NR 2/3 HYD SYSTEMS. AS A RESULT OF THIS, LOST ALL BRAKING AND STEERING AND RT T/R WAS STUCK IN DEPLOYED POSITION. A/C DRIFTED TO RT AND EXITED RUNWAY INITIALLY ONTO A HIGH SPEED TAXIWAY, THEN ON TO GRASS, A/C CAME TO A STOP ON GRASS SEVERAL YARDS FROM RUNWAY. AFTER EXITING A/C, CREW FOUND NR 2 TIRE BLOWN, HYD LINES AND ELECTRICAL HARNESS SEVERED. THE INBD FLAP ACT BROKEN IN TWO AND DAMAGE TO AFT W/W AREA.

CA060129003	BOMBDR	PWA	FUEL CONTROL	CONTAMINATED
11/16/2005	DHC8400	PW123		ENGINE

(CAN) DURING CLIMB THE ENGINE LOST POWER AND THE PROPELLER AUTOFEATHERED. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED SOOT CONTAMINATION OF THE FUEL CONTROL PY ORIFICE. (TC NR 20060129003)

CA060531004	BOMBDR	PWC	SCOOP	DETERIORATED
4/26/2006	DHC8400	PW150A		NR 5 BEARING

(CAN) THE ENGINE FLAMED OUT ON ROTATION RESULTING IN AN ABORTED TAKE-OFF. SUBSEQUENT INVESTIGATION REVEALED DAMAGE TO THE HPT STUB SHAFT AS A RESULT OF NR 5 BEARING OIL SCOOP DETERIORATION. (TC NR 20060531004)

CA060125001	BOMBDR	PWC	WIRE HARNESS	INOPERATIVE
1/19/2006	DHC8400	PW150A	471515	NLG

(CAN) AFTER TAKEOFF AND LANDING GEAR SELECTED UP, ALL GREEN AND RED UNLOCK LIGHTS REMAINED ON. AIRCRAFT RETURNED TO AIRPORT. MAINT: PSEU PRESENT FAULTS NG WOW 2, NWCENT LOGGED. LANDING GEAR RETRACTION TEST CONFIRMED FAULT. HARNESS RESISTANCE CHECK CONFIRMED OPEN CIRCUIT. REPLACED WOW2/NWCENT HARNESS ASSY THEN LDG AND NW STEERING TESTED OK. (TC NR 20060125001)

CA060501002	BOMBDR	PWC	ENGINE	FLAMED OUT
4/26/2006	DHC8400	PW150A		

(CAN) ON TAKEOFF ROTATION THE ENGINE EMITTED A LOUD NOISE AND FLAMED OUT. TAKEOFF WAS ABORTED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060501002)

CA060203006	BOMBDR	PWC	CLUTCH	UNKNOWN
1/29/2006	DHC8400	PW150A	82740061020	RT SPOILER

FLIGHT CREW FOUND THEY COULD NOT OPERATE THE CONTROL WHEEL CCW DIRECTION AFTER ENGINE STARTING. THE FLIGHT WAS CANCELLED. MAINTENANCE FOUND THE MICROSWITCH ON THE RT SPOILER CLUTCH ASSY CONTACTING WITH THE BRACKET-UPPER MOUNTING. THE CONTACT WAS CAUSED BY THE IMPROPER INSTALLATION OF THE MICROSWITCH SCREWS. BOMBARDIER AEROSPACE IS INVESTIGATING THIS EVENT.

CA060206001	BOMBDR	PWC	WIRE HARNESS	UNKNOWN
1/29/2006	DHC8400	PW150A	471509	NLG WOW

AN AIRCRAFT EXPERIENCED INTERMITTENT WOW CAUTION LIGHT DURING FLIGHT. MAINTENANCE TELL US THAT THERE IS NO CURRENT FAULT TO BE FOUND IN THE PSEU NVM. HOWEVER, THE NLG WOW 1 SENSOR SHOWS A HISTORY OF FAULTS IN RIGGING HISTORY. WOW 1 SENSOR HARNESS IN NLG REPLACED. A/C RTS.

CA060206004	BOMBDR	PWC	WIRE HARNESS	UNKNOWN
1/29/2006	DHC8400	PW150A	471515	NLG WOW

AN AIRCRAFT EXPERIENCED AN INTERMITTENT WOW CAUTION LIGHT DURING FLIGHT. MAINTENACE PERSONNEL FOUND THAT THERE IS NO CURRENT FAULT TO BE FOUND IN THE PSEU NVM. HOWEVER, THE LT GEAR WOW 2 SENSOR SHOWS A HISTORY OF FAULTS IN FAULT HISTORY. WOW NR 2 HARNESS IN NLG REPLACED. A/C RTS.

CA060206007	BOMBDR	PWC	WIRE HARNESS	UNKNOWN
1/29/2006	DHC8400	PW150A	471515	NLG CENTERING

AN AIRCRAFT HAD TO RETURN TO FIELD BECAUSE OF FAILURE OF THE LANDING GEAR TO RETRACT. UPON INVESTIGATION AND INTERROGATION OF THE PSEU THE FAULT CODES WERE UNREASONABLE FAR -00. NLG WOW 2/CENTERING HARNESS REPLACED. A/C RTS.

CA060206008	BOMBDR	PWC	WIRE HARNESS	UNKNOWN
2/1/2006	DHC8400	PW150A	471515	NLG

AN AIRCRAFT EXPERIENCED A WOW CAUTION LIGHT DURING FLIGHT. MAINTENANCE FOUND PSEU INDICATED NR 2 WOW UNREASONABLE FAR, WITH TARGET PLACED IN FRONT OF SENSOR, THERE WAS NO CHANGE. THE TECHNICIANS CHANGED THE NLG NR 2 WOW HARNESS PER AMM 32-21-11-400-801, AND PSEU SHOWS NO FAULTS. A/C RTS.

CA060206009	BOMBDR	PWC	SEQUENCE VALVE	MALFUNCTIONED
2/3/2006	DHC8400	PW150A	483023	NLG DOOR

DURING DESCENT, THE NLG DID NOT EXTEND UNDER NORMAL EXTENSION, ALTERNATE RELEASE USED. MAINTENANCE REPLACED THE NLG DOOR SOLENOID SEQUENCE VALVE, CONDUCTED HYD BLEEDING AND GEAR SWINGS. A/C RTS.

CA051223014	BOMBDR	PWC	ENGINE	MAKING METAL
12/21/2005	DHC8400	PW150A		

DURING FLIGHT, SMOKE WAS DETECTED IN THE CABIN AIR ACCOMPANIED BY A REDUCTION IN ENGINE OIL PRESSURE. THE AIRCRAFT DIVERTED FOR A UNSCHEDULED LANDING. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS IN THE ENGINE OIL SYSTEM. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051219002	BOMBDR	PWC	SEQUENCE VALVE	MALFUNCTIONED
12/12/2005	DHC8400	PW150A	483023	RT MLG DOOR

RT MLG FAILED TO RETRACT. MLG SELECTOR LEVER SWITCHED TO THE UP POSITION, GEAR RETRACTED NORM, BUT ON RT MLG DOOR STAYED OPEN. WHEN MLG SELECTOR LEVER IS SWITCHED BACK TO DOWN POSITION, RT MLG DOOR CLOSE AND STAYED IN THIS POSITION. NLG AND LEFT MLG EXTENDED NORMAL. RIGHT MLG STAYED IN UP AND LOCKED POSITION. EXTENDED RIGHT MLG WITH THE ALTERNATE SYSTEM DOOR OPENED NORMAL AND GEAR FELL DOWN. AFTER APPROX 5-10 SECONDS, DOORS START TO CLOSE. BOTH MLG DOOR WERE HIT HARD BY MLG. MLG DOORS WERE DAMAGED. FOR INFO, INHIBIT SWITCHED WAS SET TO INHIBIT, BOTH ALTERNATE RELEASE DOORS WERE OPENED. RT MLG DOOR SOLENOID SEQUENCE VALVE REPLACED. AIRCRAFT RETURNED TO SERVICE.

CA060119005	BOMBDR	PWC	WIRE HARNESS	DAMAGED
1/19/2006	DHC8400	PW150A		NLG

(CAN) LANDING GEAR FAILED TO RETRACT: 3X RED AND 3X GREEN ON (UP) SELECTION. ON ARRIVAL THE ENGINEERS HAVE FOUND A FAULT WITH NWCENT UNREASONABLY FAR. OPERATOR IS REPLACING THE WOW 2 HARNESS P/N 47151-5. (TC NR 20060119005)

CA060123001	BOMBDR	PWC	FLEX LINE	RUPTURED
1/17/2006	DHC8400	PW150A	AE7128852	NLG LOCK ACT

(CAN) CREW FOUND A PUDDLE OF THE HYDRAULIC FLUID ON THE GROUND AROUND OF THE NLG STRUT AFTER THE AIRCRAFT WAS PARKED. NLG WHEEL WELL WAS WET CONDITION. RESULT OF THE INSPECTION, FOUND

WIRE BRAID BROKEN AND FLUID LEAKAGE ON THE FLEXIBLE HOSE CONNECTED TO THE NLG LOCK ACTUATOR (UP) SIDE. HYDRAULIC FLUID QTY OF THE NR 2 SYSTEM WAS DOWN TO 35 PERCENT. THE BROKEN HOSE WAS REPLACED. BOTH NOSE WHEEL ASSEMBLIES WERE REPLACED. NR 2 HYD FLUID LEVEL WAS ADJUSTED (REFILL). LEAKAGE AND OPERATION CHECK NR 2 HYD SYSTEM (FLT CONTROL, STEERING) OPERATION CHECK AND AIR BLEED NR 2 HYD SYSTEM WITH GHPU. (TC NR 20060123001)

CA060109002	BOMBDR	PWC	WIRE HARNESS	DAMAGED
1/6/2006	DHC8400	PW150A	471515	NLG WOW

AIR TURN BACK DUE TO NR 2 WOW CAUTION LIGHT. NLG WOW 2 HARNESS REPLACED. AIRCRAFT RETURNED TO SERVICE.

CA060530009	BOMBDR	PWA	ACTUATOR	INOPERATIVE
5/25/2006	DHC8402	PW120A	JV5	AUTOFEATHER SYS

(CAN) DURING PRE-FLIGHT CHECKS WHEN PROP AUTOFEATHER, ON EITHER ENG, WAS SET TO TEST AND PWR LEVER ADVANCED, PROP WOULD GO INTO TEST (FEATHER) AND STAY THERE, RELEASING TEST SWITCH, SETTING PWR LEVERS TO IDLE DID NOT UN-FEATHER PROP. AUTOFEATHER SELECT SWITCH HAD TO BE SET TO (OFF) FOR SYS TO RETURN TO NORMAL. AUTOFEATHER WOULD ARM NORMALLY WHEN PWR LEVERS WERE ADVANCED TO TAKEOFF PWR, PROBLEM ONLY OCCURRED WHEN SYS WAS SET TO TEST. SYS WAS DE-ACTIVATED, AC WAS OPERATED UNDER MEL. MAINT FOUND PIECE OF ACTUATOR (JV5) FOR NR 1 PWR CNTRL MICROSWITCH (S13) HAD BROKEN OFF, WAS KEEPING MICOSWITCH (S13) CLOSED ALL THE TIME. MICROSWITCH AND ACTUATOR WERE REPLACED, AUTOFEATHER SYS TESTED NORMAL.

CA060129015	BRAERO	PWA	LINE	FRACTURED
1/3/2006	BAE1251000	PW305B	31B576201	PNEUMATIC SYS

(CAN) FOLLOWING TAKEOFF, THE ENGINE FIRE WARNING ANNUNCIATED AND THE ENGINE WAS REPORTED TO BE (TRAILING SMOKE). THE ENGINE WAS SHUTDOWN IN FLIGHT, AN EMERGENCY DECLARED AND THE FLIGHT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED NO EVIDENSE OF FLUID LOSS OR FIRE. A BLEED VALVE PNEUMATIC TUBE WAS FOUND FRACTURED. (TC NR 20060129015)

CA060425010	BRAERO	PWA	ENGINE	MALFUNCTIONED
4/8/2006	BAE1251000	PW305B		

DURING CRUISE, THE ENGINE SURGED FOLLOWED BY AN UNCOMMANDED POWER REDUCTION TO IDLE. THE WAS NO SUBSEQUENT RESPONSE TO THROTTLE INPUT. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051130009	BRAERO	GARRTT	WIRE HARNESS	FAILED
11/23/2005	BAE125800A	TFE7315R		NLG

ON APPROACH WHEN GEAR SELECTED DOWN, GEAR UNSAFE LIGHT CAME ON, GEAR IN TRANSIT. GOT ALL (3) GREENS LEFT, RIGHT AND NOSE, BUT NOSE UNSAFE LIGHT REMAINED ON. DID FLY BY, TOWER REPORTED NOSE GEAR APPEARS TO BE DOWN. PILOTS CONFIRMED (3) GREENS FOR GEAR, IT WAS DETERMINED THAT NOSE GEAR DOORS ON NOSE MAY NOT BE CLOSING AFTER THE GEAR WAS DOWN AND LOCKED. LANDING WAS MADE WITH NO FURTHER PROBLEMS. ON INVESTIGATION FOUND BOTH WIRES TO MICROSWITCH ON STRUT BROKEN AT THE HARNESS CLAMPING. REPAIRED BROKEN WIRES ON HARNESS. C/O GEAR FUNCTIONAL AS PER RAYTHEON MM SERVICEABLE. ADJUSTED CLAMPING ON STRUT MICROSWITCH HARNESS. CHECKED ON GEAR SWINGS OK.

CA051130010	BRAERO	GARRTT	BRACKET	UNSERVICEABLE
11/23/2005	BAE125800A	TFE7315R	1407000130001	LT WING TE FLAP

ON APPROACH WITH FLAPS SELECTED TO 15 DEG STALL IDENT LIGHT CAME ON THE ANNUNCIATOR PANEL. ON INVESTIGATION FOUND FLAP OUTBD MICROSWITCH OFF THE CAM FROM SWITCH ASSY. FURTHER INVESTIGATION WAS CARRIED OUT AND FOUND THE OUTBD BRACKET BROKEN FOR SWT SUPPORT. REPLACED OUTBD BRACKET P/N 140-700013-0001 WITH NEW UNIT. C/O RIGGING AND FUNCTIONALS AS PER RAYTHEON MM CH.27-33-23-501. C/O FUNCTIONALS ON STALL IDENT SERVICEABLE.

CA060418006	BRAERO	RROYCE	WARNING HORN	OVERHEATED

4/13/2006	HS7482A	DART5342	V0214	MLG

ON TAKEOFF, THE FLIGHT FINE PITCH STOP WARNING HORN SOUNDED FOLLOWED BY AN ACRID SMELL. ON APPROACH THE SHOWING GEAR DOWN AND LOCKED THE CREW OBSERVED AN UNDERCARRIAGE FLAG ON THE ASI AND ELECTED TO HAVE VISUAL CONFIRMATION FROM THE GROUND THAT THE GEAR APPEARED SAFE. THE AIRCRAFT LANDED AT POINT OF DEPARTURE WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE FFPS HORN SEVERELY OVERHEATED THE HORN WAS REPLACED AND ALL RELATED SYSTEMS WERE CHECKED IN CONJUNCTION WITH NLG SWING. SMOOTH OVERWEIGHT LANDING CARRIED OUT. AIRCRAFT RETURNED TO SERVICE.

CA060127005	BRAERO	RROYCE	ENGINE	FAILED
1/24/2006	HS7482A	DART5342	DART5342	NR 1

(CAN) ON DESCENT INTO AIRPORT, THE NR 1 ENGINE FAILED. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. (TC NR 20060127005)

CA060619009	BRAERO	RROYCE	MOUNT	LOOSE
6/8/2006	HS7482A	DART5342		COMPRESSOR CASE

WHILE CARRYING OUT MAINTENANCE ON THE RT ENGINE, MAINTENANCE PERSONNEL FOUND LOOSE HARDWARE WHILE OPENING UP THE LOWER PORTION OF THE ENGINE COWLING. FURTHER INVESTIGATION REVEALED THAT THIS HARDWARE, CONSISTING OF ONE NUT AND ONE BROKEN STUD WITH THE NUT STILL ATTACHED, CAME FROM THE OUTBOARD ENGINE MOUNT FOOT. AT THIS TIME, IT WAS ALSO DISCOVERED THAT THE OTHER RETAINING NUTS ON THIS FOOT WERE ALSO SLIGHTLY LOOSE. THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. AN IN-FIELD REPAIR WILL BE CARRIED OUT ON THE ENGINE.

CA060609002	BRAERO	RROYCE	TRANSMITTER	FAILED
4/6/2006	HS7482A	DART5342	1004PGSB	TORQUETRANSMTTER

(CAN) TAKEOFF WAS REJECTED WHEN THE RT ENGINE TORQUE GAUGE BEGAN TO INDICATE ERRATICALLY, MEL 77-02 WAS USED FOR RELIEF AND THE AIRCRAFT CONTINUED ITS TRIP. MAINTENANCE DETERMINED THAT THE TORQUE TRANSMITTER HAD FAILED. THE TRANSMITTER WAS REPLACED, TESTED SERVICEBLE , MEL CLEARED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060609002)

CA030120006	CESSNA	CONT	ALTERNATOR	FAILED
1/16/2003	150	O200A	DOFF10300F	

ON OVERHAUL OF THE ALTERNATOR THE RECTIFIER P/N ES4113, BRUSH P/N E4118, AND BEARING P/N ES4104. ALL THESE PART NUMBERS ARE NON-APPROVED. ALTERNATOR BUILD UP CARRIED OUT WITH APPROVED PARTS.

CA060203005	CESSNA	CONT	STOP	FAILED
1/31/2006	150F	O200A	AD200020	RUDDER

NO JAMMING OR EVIDENCE OF SEE ON EITHER RUDDER STOPS.

CA060303014	CESSNA	CONT	STOP FITTING	FAILED
1/31/2006	150F	O200A		RUDDER

SDA AL-2000-04 CF-2000-20R2 SEB 01-1 COMPLETED, NO EVIDENCE OF JAMMING OR RUBBING ON EITHER RUDDER STOPS.

CA051222005	CESSNA	CONT	CONT	SHAFT	BROKEN
12/19/2005	150M	O200A	633661	633661	ALTERNATOR

ELECTRICAL FAILURE ALTERNATOR REMOVED SHAFT FOUND BROKEN ALTERNATOR STILL TURNS NOT SEIZED. DRIVE GEAR AND CAM GEAR FOUND WORN DUE TO DRIVE GEAR BEING NOT ATTACHED TO THE ALTERNATOR. ALTERNATOR REPLACED CAM AND DRIVE GEAR, RETAINER AND BUSHINGS REPLACED.

AU510001828	CESSNA	LYC	MOTOR	SHORTED
2/9/2005	152	O235L2C	MMU4001R	STARTER

ENGINE STARTER MOTOR INTERNAL SHORT CIRCUIT.

CA051211002	CESSNA	LYC	BAR	WORN
10/21/2005	152	O235L2C	04115262	RUDDER

DURING A 100 HR INSPECTION OF THE CESSNA 152, THE REAR RUDDER BAR WAS FOUND TO HAVE A HOLE WORN THROUGH IT ON THE CO-PILOT SIDE. THE PLASTIC CENTER CONSOLE IS ATTACHED TO THE RUDDER PEDAL COVERS WITH SCREWS. IF THE SCREWS ARE TOO LONG, THEY WILL WEAR INTO THE RUDDER BAR OVER TIME. THIS COULD EVENTUALLY CAUSE THE RUDDER BAR TO FAIL CAUSING THE LOSS OF RUDDER CONTROL. THIS WAS THE SECOND OF TWO IDENTICAL FINDINGS ON TWO DIFFERENT 152 AIRPLANES WITH APPROX 7300 AIRFRAME HOURS.

AU510001964	CESSNA	LYC	RIB	CRACKED
7/10/2005	152	O235L2C	432001E15	HORIZONTAL STAB

HORIZONTAL STABILIZER INBOARD LEADING EDGE RIBS CRACKED. REMOVAL OF HORIZONTAL STABILIZER INBOARD RIBS REVEALED ONE PIECE 0.5 SQ INCH OF FLANGE COMPLETELY CRACKED AWAY STARTING FROM APEX RELIEF HOLE. THIS AREA IS NOT NORMALLY VISIBLE FOR INSPECTION. ONE OTHER FLANGE CRACK EXTENDED 12.7MM (0.5IN) FURTHER UNDER SKINS. THIS AREA IS ALSO NOT NORMALLY VISIBLE FOR INSPECTION. IN TOTAL, FOUR CRACKS (THREE RT AND ONE LT) WERE FOUND MAKING THE STABILIZER UNSERVICEABLE.

CA051130002	CESSNA	LYC	ALTERNATOR	FAILED
11/19/2005	152	O235L2C	DOFF10300BR	

ALTERNATOR SYSTEM FAILURE IN FLIGHT. ALL ELECTRICS WENT OFF LINE. UNKNOWN CAUSE. BOTH ALTERNATOR AND VOLTAGE REGULATOR FOUND UNSERVICEABLE. ALTERNATOR POSITIVE LEAD TO BUS BAR, CONNECTORS AT BOTH ENDS FOUND DISCOLORED FROM HEAT AND/OR ARCING.

CA051130003	CESSNA	LYC	RADIO	MALFUNCTIONED
11/21/2005	152	O235L2C		

HUGH STATIC OVER VOICE WHEN TRANSMITTING. RECEIVING 5/5.

CA051129004	CESSNA	LYC	BRACKET	CRACKED
11/18/2005	152	O235L2C	04320049	STABILIZER

DURING INSPECTION OF AD 80-11-04, BRACKET P/N 0432001-9 FOUND CRACKED AT THE SAME TIME, REAR SPAR P/N 0432001-56 AND REINFORCEMENT P/N 0432001-15 FOUND ALSO CRACKED. ALL THOSE 3 PARTS REPLACED WITH NEW. AVAILABLE FROM CESSNA.

AU510002027	CESSNA	LYC	HORN	CORRODED
10/10/2005	152	O235L2C	4310074	RUDDER

RUDDER HORN CORRODED IN AREA OF CABLE ATTACHMENT.

2006FA0000573	CESSNA	CONT	CESSNA	RIB	CRACKED
5/25/2006	172	O300A		053100121	RUDDER

RIB, CRACKED AT VERTICAL HINGE LINE JUNCTURE. STRESS FROM COUNTER WEIGHT AND NORMAL WEAR. AGE OF THE PART AND THE WIND. SUBMITTER RECOMMENDS CLOSE INSPECTION AND REPLACEMENT OF PART IF DAMAGED. (K)

CA051221007	CESSNA	CONT	SPAR	CRACKED
11/23/2005	172E	O300D	053200198	STAB

THE STABILIZER FORWARD SPAR WAS CRACKED AND BUCKLED AT THE CENTER LIGHTENING HOLE. THERE WERE 2 SMALL CRACKS RADIATING OUTWARD. STABILIZER WAS REPAIRED AS PER CESSNA SEB94-8.

CA060405009	CESSNA	CONT	ENGINE	MAKING METAL
4/5/2006	172F	O300C		

OIL SCREEN BYPASS LIGHT CAME ON INFLIGHT. SCREEN INSPECTION FOUND FERROUS AND NON-FERROUS

METAL IN QUANTITY.

AU510002001	CESSNA	CONT	FORK	CORRODED
6/10/2005	172F	O300C	AN16132LL	AILERONS

RT AILERON BELLCRANK FORK CORRODED. FOUND DURING INSPECTION IAW AWB 27-1. AIRCRAFT HAS SPENT MOST OF ITS LIFE OUTDOORS.

CA030108008	CESSNA	LYC	RHEOSTAT	FAILED
12/11/2002	172I	O320E2D	S18802	INSTRUMENT PANEL

THIS 'SDR' IS BEING RAISED BECAUSE OF AD 93-24-15 AND SEB92-33R1 REGARDING INSTRUCTIONS OF RHEOSTAT P/N RD-0015H-1600. WHEN AN AD IS ISSUED, AS THIS ONE WAS, REGARDING AN IMPROVED PART THE REGULATORY BODY SHOULD ENSURE PARTS CATALOGS OR MAINTENANCE MANUALS ARE CHANGED TO REFLECT THESE CHANGES. SHOULD THIS PART BE REQUIRED IN THE FUTURE, IT IS POSSIBLE FOR THE PART LISTED IN THE PARTS CATALOG BE ORDERED AND INSTRUCTED, WHICH WOULD INVALID THE AD ALAREADY ENTERED IN THE TECH LOGS AS BEING CARRIED OUT, THUS REINTRODUCING THE ORIGINAL PROBLEM BACK INTO THE AIRCRAFT.

CA060621003	CESSNA	LYC	CYLINDER HEAD	CRACKED
6/20/2006	172K	O320E2D	CL41CCST041CA	ENGINE

ENGINE RUNNING ROUGH FOUND NR 1 CYLINDER HEAD CRACKED.

2006FA0000543	CESSNA	LYC	ELT	DEFECTIVE
5/15/2006	172L	O320E2D	AK450	FUSELAGE

BRAND NEW ELT UNIT WAS INSTALLED ON THE AIRCRAFT 8/04. UNIT WORKED AFTER INSTALLATION WITH REMOTE PANEL, G-SWITCH AND TOGGLE SWITCH LOCATED ON THE UNIT AND AT SUBSEQUENT ANNUAL INSPECTION. AIRCRAFT HAS FLOWN APPROXIMATELY 25 HOURS SINCE INSTALLATION. ELT UNIT WAS FOUND DEFECTIVE DURING A ROUTINE INSPECTION ON 5/15/06. THE 6 (D) BATTERIES WERE FOUND TO BE AT FULL CHARGE, NO SIGNS OF CORROSION. UNIT SENT BACK TO MFG FOR WARRANTY REPAIR.

2006FA0000581	CESSNA		BULKHEAD	CRACKED
5/4/2006	172M		05503214	PROP SPINNER

DURING ROUTINE SCHEDULED PHASE INSPECTION. FOUND FORWARD PROP SPINNER BULKHEAD CRACKED RADIALLY OUTWARD FROM MOUNTING BOLT HOLES NEXT TO BEND RADIUS. PROPELLER MOUNTING BOLT BOLT TORQUE AND INDEXING FOUND CORRECT. SUSPECT EITHER IMPROPER HEAT TREAT DURING MFG, OR POSSIBLY TOO TIGHT OF BEND RADIUS. (K)

CA060530004	CESSNA	LYC	AIR BOX	SEPARATED
5/12/2006	172M	O320E2D	055211313	ENGINE

STUDENT REMOVED CARB HEAT AFTER EXERCISE AND A/C RPM RESPONDED BY DROPPING, SO CARB HEAT WAS REAPPLIED. ENG CONTINUED TO GET ROUGHER AND POWER WAS ADDED. ENDED UP WITH FULL POWER/CARB HOT AND ENGINE RESPONSE WAS 1900 RPM/75 KTS DESCENDING. ANY CHANGE TO PUT CARB HEAT CAUSED RPM TO DROP SIGNIFICANTLY (BELOW 1500 RPM) LEFT AT POWER FULL/CARB HOT. ALL ENG INSTRUMENTS READING NORM. A/C WAS NOTICEABLY SHAKING DUE TO ROUGH ENG. ENG RESPONSE STAYED THIS WAY UNTIL ON FINAL, WHERE RESPONSE BECAME NORMAL AND LANDING UNEVENTFUL. UPON EXAM FOUND CARB AIR BOX HAD BEEN REPAIRED PREVIOUSLY, THE PATCH REPAIR RIVETS FAILED, CAUSING REPAIR PATCH TO FALL INSIDE AIR BOX AND PARTIALLY BLOCK CARBURETOR INTAKE. APPLICATION OF CARB HEAT MOVED LOOSE PIECE AND KEPT IT FROM BLOCKING THE INTAKE COMPLETELY.

CA060104001	CESSNA	LYC	MOUNT	CRACKED
11/20/2005	172M	O320E2D	05510171	ENGINE

CRACK ON ENGINE MOUNT CROSS BRACE.

CA060104002	CESSNA	LYC	CARBURETOR	FAILED
12/11/2005	172M	O320E2D	105217	ENGINE

CARBURETOR FAILED TO SHUT ENGINE DOWN WHEN MIXTURE PULLED OUT TO IDLE CUTOFF POSITION.

CA060419003	CESSNA	LYC	PRECISION	SCREW	LOOSE
4/7/2006	172M	O320E2D		43564	IDLE MIXTURE

ON FINAL APPROACH TO LAND, THE ENGINE QUIT. AIRCRAFT GLIDED TO A LANDING AND ROLLED CLEAR OF THE ACTIVE RUNWAY. ENGINE WOULD NOT RESTART, PUSHED AIRCRAFT TO PARKING SPOT. WHEN AME EXAMINED THE ENGINE FOUND THE IDLE MIXTURE CONTROL SCREW HAD WORKED LOOSE AND DEPARTED THE AIRCRAFT IN FLIGHT. REPLACED MIXTURE SCREW AND ENGINE RAN FINE. ALL MIXTURE SCREWS WILL BE LOCKWIRED FOR SAFETY FROM NOW ON.

AU510002029	CESSNA	LYC	CESSNA	SPAR	CRACKED
12/12/2005	172M	O320E2D		53200198	HORIZONTAL STAB

HORIZONTAL STABILIZER FRONT SPAR CRACKED. FOUND DURING INSPECTION IAW AD/CESSNA170/59.

CA060303013	CESSNA	LYC	CESSNA	ROLLER	MISSING
2/11/2006	172M	O320E2D		0523921	TE FLAP

12 HOURS AFTER THE AIRCRAFT CAME BACK FROM A PAINT JOB, A FLIGHT INSTRUCTOR HEARD A BANG AS THEY WERE RETRACTING THE FLAPS AFTER LANDING. AFTER TAXIING BACK TO THE HANGAR, AND UPON SUBSEQUENT INSPECTION, OUR FLIGHT INSTRUCTOR REPORTED THE LT IB AFT FLAP ROLLER MISSING.

CA060117003	CESSNA	LYC		GEAR	SEIZED
1/13/2006	172M	O320E2D		7297088	VACUUM PUMP

VACUUM PUMP DRIVE SHAFT SEIZED AND SHEARED OFF 2 GEAR TEETH.

CA051220004	CESSNA	LYC		MOUNT	CRACKED
12/12/2005	172M	O320E2D		05510171	ENGINE

DURING INSPECTION (ANNUAL), CRACK FOUND ON ENGINE MOUNT. MOUNT REMOVED FOR REPAIR AND RE-INSTALLED FOLLOWING REPAIR.

CA060407007	CESSNA	LYC		TACHOMETER	FAILED
3/31/2006	172M	O320E2D		9848025	ENGINE

PILOTS FELT ENGINE WAS NOT PRODUCING FULL POWER RETURNED TO BASE. ENGINE INSPECTED BY AN APPROVED AVIATION COMPANY, ALL ENGINE PARAMETERS WERE NORMAL. HOWEVER, THEY DISCOVERED THE TACHOMETER WAS 100 RPM LOW AT FULL POWER. REPLACED TACHOMETER.

CA051202006	CESSNA	LYC		LINE	CHAFED
11/28/2005	172M	O320E2D		05011874	FUEL DIST

FUEL PIPE BETWEEN STAINER AND UNION WORN ALMOST THROUGH BY NOSE STEERING ROD. PART REPLACED WITH CLEARANCE TO ROD.

CA051202007	CESSNA	LYC		CARBURETOR	WORN
11/21/2005	172M	O320E2D		105217	ENGINE

CARBURETOR BOWL TO BODY WAS FOUND TO BE LOOSE. ATTACHMENT SCREWS LOCK TABS WERE IN PLACE, HOWEVER DUE TO HIGH TIME (ON CONDITION ENGINE) THE ASSY HAD BECOME LOOSE ASSUMABLY DUE TO AGE AND VIBRATION. AN OVERHAULED CARB WAS INSTALLED.

CA060309002	CESSNA	LYC		FUEL CONTROL	UNSERVICEABLE
2/25/2006	172M	O320E2D			

(CAN) ON TAKEOFF, THE STATIC RPM WAS ABOUT 2200RPM. AFTER TAKE-OFF AT AN ESTIMATED 300-400FT AGL THE ENGINE FAIRLY ABRUPTLY DROPPED IN RPM AND THE AIRCRAFT BEGAN TO DESCEND. THE ENGINE WAS RUNNING ROUGH AND SOUNDED WEAK BUT STILL RUNNING AT 2000 RPM. PILOT THOUGHT (NOT SURE)HE PULLED ON CARB HEAT AND THEN TRIED TO WORK THE THROTTLE A BIT WITH NO SATISFACTORY RESPONSE. BY THE TIME THE AIRCRAFT WAS TAXIED TO THE HANGAR THE THROTTLE RESPONSE HAD RETURNED TO

NORMAL. (TC NR 20060309002)

2006FA0000551	CESSNA	LYC	BULKHEAD	CRACKED
5/17/2006	172N	O320*	05522311	SPINNER

DURING AN ANNUAL INSPECTION OF THE PROPELLER IT WAS NOTICED THAT THERE WERE CRACKS AROUND 3 OF THE BOLT HOLES OF THE FORWARD SPINNER BULKHEAD. THE PROBLEM CAUSE IS THAT THE BULKHEAD IS BEING STRESSED AND BENT AS IT IS BEING TIGHTENED AGAINST THE PROPELLER HUB. IT IS SUGGESTED THAT THE SPINNER BULKHEAD BE MADE OF A THICKER MATERIAL. (K)

2006FA0000548	CESSNA	LYC	BULKHEAD	CRACKED
5/17/2006	172N	O320*	05522311	SPINNER

DURING AN ANNUAL INSPECTION FO THE PROPELLER IT WAS NOTICED THAT THERE WERE CRACKS AROUND 3 OF THE BOLT HOLWS OD THE FORWARD SPINNER BULKHEAD. THE PROBABLE CAUSE IS THAT THE BULKHEAD IS BEING STRESSED AND BENT AS IT IS BEING TIGHTENED AGAINST THE PROPELLER HUB. IT IS SUGGESTED THAT THE SPINNER BULKHEAD BE MADE OF A THICKER MATERIAL. (K)

CA060224009	CESSNA	LYC	SEAT	CRACKED
2/24/2006	172N	O320D2J	051402133	COCKPIT

WHILE DOING 100HR INSPECTION ON AIRCRAFT AME WAS DOING THE SEAT RAIL INSPECTION NOTICED PILOTS SEAT WAS LOOSE WHEN HE MOVED IT BACK. ON FURTHER INSPECTION OF THE SEAT IT WAS DISCOVERED THAT ONE OF THE ATTACHMENT LEGS USED TO ATTACH THE SEAT TO THE PEDESTAL WAS CRACKED AND ONE OF THE LEGS WAS BROKEN. SEAT WAS REMOVED AND NEW PARTS ORDERED.

CA060406001	CESSNA	LYC	RELAY	DEFECTIVE
3/29/2006	172N	O320H2AD		UHF SYS

RELAY IS USED TO POWER THE RADIO-NAVIGATION SYSTEM. ON A TRAINING FLIGHT INSTRUMENT APPROACH, SMOKE WAS NOTICED UNDER THE INSTRUMENT PANEL. THE APPROACH WAS ABORTED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE PERSONNEL CARRIED OUT A DETAILED INSPECTION OF ALL THE RADIOS, INSTRUMENTS AND WIRING AND NOTHING WAS DISCOVERED, HOWEVER, WHEN THE 'AVIONICS MASTER' SWITCH WHICH FEEDS THE RADIOS WAS SELECTED 'ON' THE RADIOS BECAME UNSTABLE. THE AVIONICS MASTER SWITCH WAS SELECTED OFF AND THE AIRCRAFT WAS DISPATCHED TO THE NEAREST AVIONIC FACILITY.

CA030122005	CESSNA	LYC	INDICATOR	READS HIGH
12/16/2002	172N	O320H2AD	264600053	OIL PRESSURE

AT HIGH RPM, THE OIL PRESSURE GAUGE WAS READING PAST THE RED LINE. ENGINE OIL PRESSURE WAS CHECKED USING EXTERNAL GAUGE FOUND TO BE WITHIN MANUFACTURES LIMITS. OIL PRESSURE GAUGE WAS REPLACED. THE OLD GAUGE WAS INSPECTED AND NOTHING COULD BE SEEN CAUSING THE PROBLEM. OIL PRESSURE LINE WAS CLEANED OUT AND NOTHING WAS FOUND IN IT OTHER THAN OIL.

CA060530006	CESSNA	LYC	ENGINE	FAILED
5/25/2006	172N	O320H2AD		

(CAN) ON TAKE-OFF THE AIRCRAFT WOULD NOT DEVELOP FULL POWER SO THE PILOT ABORTED THE TAKE-OFF. AIRCRAFT WAS BROUGHT INTO THE HANGER AND AME'S REMOVED COWLING AND REMOVED VALVE COVERS. IT WAS NOTED THAT ALL THE CLEARANCES ON THE VALVES WERE TOO LOOSE. AIRCRAFT HAD A NEW ROLLER LIFTERS AND CAM INSTALLED IAW STC SE 03-3 ONLY 24.0 HRS BEFORE BY AN APPROVED ENGINE SHOP. ENGINE SHOP WAS CONTACTED AND THEY CONTACTED OWNER OF STC. OWNER OF THE STC WAS CONTACTED AND THEY REQUESTED THAT THE ENGINE BE SHIPPED TO THEM FOR REPAIR. (TC NR 20060530006)

CA060125002	CESSNA	LYC	COLLAR	CRACKED
1/20/2006	172N	O360A4A	07601316	INSTRUMENT PANEL

(CAN) DURING INSPECTION THE PILOT CONTROL COLUMN WAS NOTICED TO HAVE MORE MOVEMENT OFF-AXIS THAN THE CO-PILOT CONTROL PANEL. THE PILOT'S CONTROL COLUMN SUPPORT & LOCK COLLAR WAS FOUND TO BE CRACKED LONGITUDINALLY AND WAS REPLACED NEW. (TC# 20060125002)

AU510001578	CESSNA	LYC		GEAR	BROKEN
12/12/2005	172N	O360A4M	MHB6016		STATER

(AUS) ENGINE STARTER MOTOR DRIVE GEAR DISINTEGRATED DURING START. STARTER MOTOR FRONT HOUSING DAMAGED. (CASA NR 510001578)

AU510001754	CESSNA	LYC	SLICK	COIL	FAULTY
7/8/2005	172P	O320*		M3975	MAGNETO

(AUS) MAGNETO COIL FAULTY. INVESTIGATION FOUND THE SECONDARY WINDINGS OPEN CIRCUITED. (CASA NR 510001754)

CA060608002	CESSNA	LYC		CYLINDER	CRACKED
6/7/2006	172P	O320D2J		LW12416	NR 2

OIL LEAK FOUND COMING FROM ENGINE COWLING. AFTER FURTHER INVESTIGATION A CRACK WAS DISCOVERED IN THE NR 2 CYLINDER BARREL.

CA060228013	CESSNA	LYC		SWITCH	SEIZED
2/20/2006	172P	O320D2J		TTGCTA201TWB	EXTERIOR LIGHTS

UPON APPROACH TO LAND, PILOT TURNED ON LANDING LIGHT AND OBSERVED A SMALL AMOUNT OF SMOKE COMING FROM THE SWITCH AND WAS UNABLE TO TURN THE SWITCH OFF DUE TO IT SEIZING IN THE 'ON' POSITION. TURNED OFF THE AIRCRAFT MASTER SWITCH INSTEAD AND LANDED SAFELY. THE SWITCH WAS REPLACED. THE REMOVED SWITCH LOOKED NORMAL ON THE OUTSIDE BUT THE WHITE PORTION WAS SLIGHTLY BLACKENED.

AU510002154	CESSNA	LYC		TUBE	WORN
1/11/2005	172R	IO360L2A		4330222	RUDDER CONTROL

RUDDER TO NOSE WHEEL STEERING TUBE WORN. TUBE IS A SEALED UNIT BUT WHEN IT WAS CUT OPEN FOR INVESTIGATION IF WAS FOUND THAT THE STEERING RODEND FITTING HAD ALMOST PULLED THROUGH THE WASHER THAT TRANSFERS THE LOAD TO THE SPRING. IF THE ROD PULLED COMPLETELY THROUGH THE WASHER THE RODEND COULD PICK UP ON THE SPRING AND CAUSE RUDDER CONTROL PROBLEMS.

AU510001742	CESSNA	LYC		CONTROL CABLE	WORN
12/12/2005	172R	IO360L2A		510105365	AILERON

RT AILERON CARRY THROUGH CABLE WORN TO LIMITS. CABLE WAS WORN BY THE PHENOLIC RUB BLOCK LOCATED AT WS 71.125.

CA060223001	CESSNA	LYC		SEAT BACK	DAMAGED
2/23/2006	172R	IO360L2A		051421518	COCKPIT

WHILE PERFORMING NORMAL MAINTENANCE IT WAS NOTED THAT THE PILOTS SEAT BACK WAS TILTED MORE ON THE LEFT THAN THE RIGHT. THE SEAT WAS REMOVED AND THE MATERIAL WAS REMOVED FROM THE SEAT BACK WHICH REVEALED A CRACKED SEAT BACK FRAME AT THE PIONT WERE THE ALUMINUM SEAT MOUNT CASTING ENDS IN THE SQUARE ALUMINUM TUBING WHICH FORMS THE SEAT BACK.

AU510002122	CESSNA	LYC	LAMAR	GEAR	BROKEN
7/11/2005	172R	IO360L2A		2005001	STARTER

ENGINE STARTER DRIVE GEAR DISINTEGRATED.

AU510001676	CESSNA	LYC	LAMAR	GEAR	BROKEN
12/12/2005	172R	IO360L2A		2005001	STARTER

(AUS) STARTER MOTOR DRIVE GEAR DISINTEGRATED DURING ENGINE CRANKING.

2006FA0000578	CESSNA	LYC		ACTUATOR	CRACKED
7/10/2005	172RG	O360*		12810013	LT MLG

DURING FLIGHT, LT MLG FAILED TO EXTEND BUT TRAILED, DISCONNECTED FROM HYD SYS. PILOT WAS ABLE TO ROCK LT MLG INTO DOWN AND LOCKED POSITION, MADE SAFE LANDING. DETERMINED, ACTUATOR BODY HAD CRACKED THROUGH FWD ATTACH HOLE, HALF THROUGH AFT ATTACH HOLE, WHICH CAUSED ACT TO SEPARATE WHEN HYD PRESS WAS APPLIED THUS SEPARATING ACTUATOR PISTON GEAR SHAFT FROM SECTOR GEAR MOUNTED TO PIVOT. ACT ATTACH BOLTS WERE FOUND TIGHT, SAFETY WIRE UNDISTURBED. ACTUATOR BODY WAS REPLACED, ACTUATOR WAS RESEALED, REASSEMBLED, REINSTALLED AND TORQUED IAW SRM. SUSPECT FAILURE OF ACTUATOR BODY MAY BE SHEAR STRESS ON ACTUATOR ATTACH BOLT HOLES DUE TO HIGH NR OF GEAR CYCLES. INSP OF RT GEAR ACT BODY, NO CRACKS OR DEFECTS. (K)

2006FA0000585	CESSNA	LYC	ALTERNATOR	SHORTED
5/18/2006	172S	IO360A1A	991059111RX	ENGINE

ALTERNATOR WENT SEVERE OVER VOLT DUE TO INTERNAL SHORT IN THE FIELD WINDINGS. SHORT FRYED THE ACU AND BOSS 1 DIODE (AVIONICS BUSS) DUE TO BADLY DAMAGED ACU, ACU COULD NOT GET ALTERNATOR OFF LINE. DUE TO BOSS 2 DIODE FAILURE AVIONICS BUSS WAS HOT WITH AVIONICS MASTER OFF OVER VOLT BURNED UP ALL RADIOS. ALL ENGINE GAUGES, FUEL GAUGES ANNUNICATOR PANEL AND FLASHING BEACON. THIS IS THE 5TH ALTERNATOR WITH MAJOR PROBLEMS IN THE PAST 11 MONTHS. (K)

2006FA0000592	CESSNA	LYC	BULKHEAD	CRACKED
6/5/2006	172S	IO360A1A	0522311	SPINNER

DURING A 100 HOUR INSPECTION FO THE PROPELLER IT WAS NOTICED THAT THE FORWARD SPINNER BULKHEAD HAD CRACKS AROUND ALL 6 BOLT HOLES. THE PROBABLE CAUSE IS DURING THE TORQUING PROCESS THE BULKHEAD IS BEING STRESSED AND BENT AS IT IS PULLED TIGHT TO THE PROP HUB. IT IS SUGGESTED THAT THE SPINNER BULKHEAD BE MADE OF THICKER MATERIAL. (K)

2006FA0000550	CESSNA	LYC	BULKHEAD	CRACKED
5/11/2006	172S	IO360A1A	05522311	SPINNER

DURING 100 HRS INSPECTION, FOUND FORWARD SPINNER BULKHEAD CRACKED IN 2 PLACES AROUND PROPELLER BOLT HOLES. RECOMMENDATION: DIMPLING OF BOLT HOLES. (K)

2006FA0000549	CESSNA	LYC	CABLE	FRAYED
5/16/2006	172S	IO360L2A	0510105365	RT AILERONS

DURING A 100 HOURS INSPECTION THE RT AILERON CROSSOVER CABLE WAS FOUND TO BE FRAYED AT THE PHANALIC BLOCK. PROBABLE CAUSE IS FRICTION BETWEEN THE CABLE AND THE WARE BLOCK. TO PREVENT RECURRENCE REMOVE PHANALIC BLOCK AND INCREASE TENSION ON CABLES. (K)

CA060427001	CESSNA	LYC	GEAR	CRACKED
4/19/2006	172S	IO360L2A	13S19646	CRANKSHAFT

(CAN) CRANKSHAFT GEAR HAD TWO SMALL MPI INDICATIONS ON ONE GEAR TOOTH. THE GEAR ALSO HAD VISUAL DAMAGE TO 3 GEAR TEETH. CRANKSHAFT GEAR WAS REMOVED FROM SERVICE AND REPLACED WITH NEW GEAR. (TC NR 20060427001)

CA060418005	CESSNA	LYC	MAIN BEARING	FAILED
4/14/2006	172S	IO360L2A	LW13521	CONNECTING ROD

CONNECTING ROD BEARINGS ON NR 1 AND NR 4 RODS SIGNIFICANT SURFACE DELAMINATION. BROKEN PIECES 1/2"L BY 1/8"W FOUND IN BETWEEN CONNECTING ROD BEARING AND CRANKSHAFT.

CA060616003	CESSNA	LYC	SWITCH	HOT
5/30/2006	172S	IO360L2A	CM358910	LANDING LIGHT

WHEN THE PILOT WENT TO TURN OFF LANDING LIGHT SWITCH, FOUND TO BE HOT AND THE LANDING LIGHT WOULD NOT TURN OFF, THE SWITCH FINALLY TURNED OFF. THE SWITCH WAS REPLACED WITH A NEW UNIT.

2006FA0000598	CESSNA	CONT	GUSSET	CRACKED
6/13/2006	175	GO300*	051313210	ENGINE MOUNT

FOUND 2 OF 4 ENGINE MOUNT TO FIREWALL BRACKETS CRACKED, BRACKETS ARE LOCATED IN CABIN,

ATTACHING AC SKIN TO FIREWALL. POSSIBLE CAUSE OF CRACKING MAY BE OVERTORQUING OF ENGINE MOUNT TO FIREWALL BOLTS. (K)

2006FA0000599	CESSNA	CONT	GUSSET	CRACKED
6/13/2006	175	GO300*	05131329	ENGINE MOUNT

FOUND 2 OF 4 ENGINE MOUNT TO FIREWALL BRACKETS CRACKED. BRACKETS ARE LOCATED IN CABIN, ATTACHING AC SKIN TO FIREWALL. POSSIBLE CAUSE OF CRACKEING MAY BE OVERTORQUING OF ENGINE MOUNT TO FIREWALL BOLTS. (K)

2006FA0000597	CESSNA	CONT	GUSSET	CRACKED
6/13/2006	175	GO300*	051313211	ENGINE MOUNT

FOUND 2 OF 4 ENGINE MOUNT TO FIREWALL BRACKETS CRACKED, BRACELETS ARE LOCATED IN CABIN, ATTACHING AC SKIN TO FIREWALL. POSSIBLE CAUSE OF CRACKING MAY BE OVERTORQUING OF ENGINE MOUNT TO FIREWALL BOLTS. (K)

2006FA0000561	CESSNA	CONT	ATTACH BRACKET	CRACKED
5/31/2006	175	IO360*	051313211	ENG MOUNT

ENGINE MOUNT ATTACHMENT BRACKET WITH CRACKS AT THE 12 AND 6 O`CLOCK POSITION. CRACKS ON IB AND OB SIDES OF THE AN960-616 WASHER. NORMAL FLIGHT CONDITIONS UNDER WHICH IT OCCURRED. POSSIBLE CAUSE AN960-616 WASHER TOO SMALL. LARGER AREA AND THICKER WASHER NEEDED TO SUPPORT THE UPPER ENGINE MOUNT LOAD. (K)

2006FA0000560	CESSNA	FRNKLN	ATTACH BRACKET	BROKEN
4/30/2006	175	6A350C1	051313211	ENG MOUNT

ENGINE MOUNT ATTACHMENT BRACKET BROKEN AND WITH CRACKS AT THE 12 AND 6 O`CLOCK POSITION. CRACKS ON IB AND OB SIDES OF THE AN960-616 WASHER. NORMAL FLIGHT CONDITIONS UNDER WHICH IT OCCURRED. POSSIBLE CAUSE AN960-616 WASHER TOO SMALL. LARGER AREA AND THICKER WASHER NEEDED TO SUPPORT THE UPPER ENGINE MOUNT LOAD. (K)

2006FA0000559	CESSNA	LYC	ATTACH BRACKET	CRACKED
4/30/2006	175	IO360A1A	051313211	ENG MOUNT

ENGINE MOUNT ATTACHMENT BRACKET BROKEN AND WITH CRACKS AT THE 12 AND 6 O`CLOCK POSITION. CRACKS ON IB AND OB SIDES OF THE AN960-616 WASHER. NORMAL FLIGHT CONDITIONS UNDER WHICH IT OCCURRED. POSSIBLE CAUSE AN960-616 WASHER TOO SMALL. LARGER AREA AND THICKER WASHER NEEDED TO SUPPORT THE UPPER LOAD. (K)

AU510001681	CESSNA	LYC	ROD END	SEPARATED
2/7/2005	177B	O360A1F		POWER LEVER

CARBURETOR THROTTLE ARM DISCONNECTED FROM RODEND DUE TO USE OF INCORRECT HARDWARE. LIMITED INFORMATION PROVIDED. PERSONNEL/MAINTENANCE ERROR.

CA060619006	CESSNA	CONT	MCAULY	HUB	CRACKED
6/6/2006	180C	O470L	2A36C29	C2343	PROPELLER

MCCAULEY PROPELLER 2A36C29-AG, SERIAL NR 591003, WORK ORDER NR T69972, C-FLVF. PROPELLER RECEIVED FOR 10 YEAR OVERHAUL. LAST OVERHAUL 1996, NOW 442.5 HOURS SINCE OVERHAUL. FOUND HUB C2343, SERIAL NR 591003, CRACKED IN THREADS THAT THE BLADE RETENTION NUT SCREW INTO, FOUND WITH EDDY CURRENT.

AU510001674	CESSNA	CONT	DRIVE BELT	LOOSE
10/7/2005	180K	O470U		ALTERNATOR

ALTERNATOR DRIVE BELT LOOSE. LOSS OF ELECTRICAL POWER.

AU510001443	CESSNA	CONT	SKIN	CRACKED
12/12/2005	182D	O470R		TE FLAP

(AUS) LH AND RH WING FLAP SKINS CRACKED. WHEN THE SKINS WERE REMOVED FOR REPLACEMENT, INTERNAL CORROSION WAS ALSO FOUND.(OTHER CAUSE: AGE) (CASA# 510001443)

AU510001998	CESSNA	CONT	ROCKER	DETERIORATED
10/10/2005	182F	O470R		ENGINE

ROCKER ARMS (2OFF) HAD HARD FACING FAILURE. FOUND DURING INSPECTION IAW AD/ENG/4 AMDT9.

AU510002094	CESSNA	CONT	CYLINDER	FAULTY
5/10/2005	182H	O470R	AEC642068STA	ENGINE

PISTON RINGS PREMATURELY WORN AND DETERIORATED CAUSING HIGH OIL CONSUMPTION AND POWER LOSS. CYLINDER VALVE GUIDES WORN AND EXHAUST VALVE REPLACED.

CA060419005	CESSNA	CONT	CYLINDER HEAD	LEAKING
4/18/2006	182N	O470R		NR 1

LEAKAGE FOUND BETWEEN BARREL AND HEAD.

AU510001572	CESSNA	CONT	EXHAUST VALVE	WORN
12/12/2005	182P	O470R		NR 3 CYLINDER

NR 3 CYLINDER EXHAUST VALVE STEM WORN EXCESSIVELY. WEAR WAS APPROXIMATELY 3.175MM (0.125IN). SUSPECT INCORRECT VALVE GUIDE/VALVE COMBINATION.

CA051220005	CESSNA	CONT	ROD	BROKEN
12/2/2005	182P	O470R	07436082	RUDDER PEDAL

DURING TAXI (AFTER HARDWIND DURING THE DAY WITH THE AIRCRAFT PARKED WITH TAIL TO THE WIND), AT THE END OF THE DAY THE PILOT HAD NO CONTROL ON PEDALS FOR TAXIING. THE PILOT SIDE RT PEDAL WAS JAMMED IN PLACE. AFTER EVALUATION OF PROBLEM, FOUND A BROKEN ROD END FROM ROD ASSEMBLY 0743608-2 ON SKIN UNDER FLOOR, PILOT SIDE RT PEDAL ATTACHMENT TO RUDDER CABLE AND STEERING CONTROL BELLCRANK. THE BROKEN ROD WAS FOUND STOCKED BETWEEN RIB AND PEDAL.

AU510001734	CESSNA	LYC	FITTING	FAULTY
12/12/2005	182S	IO540AB1A5	7133661	WING STRUT

(AUS) LT FORWARD DOORPOST WING STRUT ATTACHMENT FITTING MISSING 2 RIVETS PN MS20470AD6. FITTING AND SURROUNDING STRUCTURE SHOW EVIDENCE OF REWORK DURING MFG.(MANUFACTURING QUALITY CONTROL ISSUE) (CASA NR 510001734)

AU510001735	CESSNA	LYC	SCREW	DEFECTIVE
12/12/2005	182S	IO540AB1A5	7606931	FIREWALL

(AUS) CONTROL COLUMN/ELEVATOR BELLCRANK TORQUE TUBE SUPPORT SCREWS PNO MS35206-228 (2OFF3) DEFECTIVE. SCREWS APPEAR TO HAVE BEEN OVERTORQUED DURING ASSEMBLY. (OTHER CAUSE: MANUFACTURING QUALITY CONTROL ISSUE) (CASA NR 510001735)

CA060105004	CESSNA	LYC	CONTROL CABLE	FRAYED
1/5/2006	206H	IO540AC1A5	NIL	WATER RUDDER

WATER RUDDER STEERING CABLES ARE FRAYED WHERE IT ENTERS THE SIDE OF THE FLOAT. THE MAIN CAUSE OF THIS IS A MISALIGNMENT OF THE HOLE ON THE SIDE OF THE FLOAT TO THE ACTUAL POSITIONING OF THE RUN. IN SOME CASES, THE CABLE HAD CUT A 1/4" SLOT ON THE FLOAT SIDE SKIN DUE TO THIS MISALIGNMENT.

CA060620006	CESSNA	CONT	SOLENOID	STUCK
6/20/2006	207A	IO520F	51577A1	STARTER

UPON DESCENT TO LAND FROM A .4 HRS FLIGHT, THE ELECTRICAL POWER WENT OUT AND WAS UNABLE TO BE RESET BY CYCLING THE MASTER SWITCH. THE PILOT C/O NORDO PROCEDURES AND LANDED WITHOUT INCIDENT. UPON INVESTIGATION IT WAS FOUND THAT THE START SOLENOID HAD REMAINED CLOSED UPON START UP CAUSING THE MASTER SOLENOID TO OVERHEAT AND FAIL CAUSING ELECTRICAL POWER TO GO OUT.

THE START SOLENOID AND MASTER SOLENOID WERE REPLACED NEW. ALL WIRING WAS INSPECTED AND FOUND TO BE GOOD. AS A PRECAUTIONARY MEASURE THE STARTER AND STARTER DRIVE WERE REPLACED. THE A/C WAS GROUND RUN AND SYSTEMS CHECKED SERVICEABLE.

CA060606010	CESSNA		PRESSURE SWITCH	FAILED
6/3/2006	208		GPP125040	HYD SYSTEM

(CAN) UPON APPROACH FOR LANDING, WHEELGEAR WOULD NOT EXTEND (AMPHIBIAN AIRCRAFT) ABORTED APPROACH , AICRAFT LANDED ON FLOATS AT WATER BASE. AIRCRAFT PLACARDED (FLOATPLANE OPERATION ONLY). (TC# 20060606010)

CA060227010	CESSNA	PWA	COMPRESSOR	SEIZED
2/4/2006	208	PT6A114		ENGINE

THE ENGINE ACCESSORY GEARBOX CHIP DETECTOR WARNING ANNUNCIATED IN FLIGHT AND AN UNSCHEDULED LANDING WAS CARRIED OUT. SUBSEQUENT INSPECTION REVEALED SEIZURE OF THE COMPRESSOR SECTION. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510001487	CESSNA	PWA	BLADE	CORRODED
10/6/2005	208	PT6A114		PROPELLER

(AUS) PROPELLER BLADE CRACKED SPANWISE ON THE LEADING EDGE APPROXIMATELY 140MM (5.5IN) FROM BLADE TIP. FURTHER INVESTIGATION FOUND SEVERE INTERNAL EXFOLITAION CORROSION. THE SAME PROPELLER HAD A SIMILAR DEFECT APPROXIMATELY 50 HOURS PREVIOUS. (CASA# 510001487)

AU510001737	CESSNA	PWA	SUPPORT	CORRODED
2/8/2005	208	PT6A114A	26320208	HORIZONTAL STAB

(AUS) LT HORIZONTAL STABILIZER OUTER HINGE FITTING CONTAINED SEVERE EXFOLIATION CORROSION. AIRCRAFT OPERATES AS A SEAPLANE IN A SALTWATER ENVIRONMENT. SEE ATTACHMENTS FOR PHOTOGRAPHS OF DEFECT.(OTHER CAUSE: ENVIRONMENT) (CASA NR 510001737)

AU510002165	CESSNA		BOLT	SHEARED
10/11/2005	208B		S346161	HORIZONTAL STAB

HORIZONTAL STABILIZER FORWARD LT ATTACHMENT BOLT SHEARED. AIRCRAFT IS PNG REGISTERED.

CA060223005	CESSNA		SPRING	WEAK
2/23/2006	208B		26012031	DOOR LATCH

AIRCRAFT DEPARTED AND AFTER TAKEOFF, ATC INFORMED THE PILOT THAT THE AFT POD CARGO DOOR WAS OPEN. THE AIRCRAFT RETURNED AND THE PILOT IN COMMAND INSPECTED THE DOOR, HINGES AND AND THE POD AND FOUND NO DAMAGE. THE AIRCRAFT DEPARTED AND MAINTENANCE INSPECTED THE DOOR AND FOUND THE DOOR SERVICEABLE. FOUND THE AFT LATCH SPRING WEAK AND REPLACED SPRING AS A PRECAUTION.

CA060223004	CESSNA	PWA	JACKSCREW	FAILED
2/20/2006	208B	PT6A114	26612159	ELEVATOR TRIM

ELEVATOR TRIM SCREW JACK (RT) FAILED ON INSTALLATION.

CA060228005	CESSNA	PWA	JACKSCREW	DAMAGED
2/20/2006	208B	PT6A114	26612159	ELEVATOR TRIM

THE LT ELEVATOR TRIM JACK WAS REMOVED AND DISASSEMBLED FOR INSPECTION AFTER THE RT TRIM JACK FAILED ON INSTALLATION. THE LT TRIM JACK WAS FOUND TO CONTAIN NO GREASE. THE JACK WAS INSPECTED, LUBRICATED IAW AMM 27-30-02, 9A, REASSEMBLED, TESTED AND RETURNED TO SERVICE.

CA060227021	CESSNA	PWA	LINE	FRACTURED
2/21/2006	208B	PT6A114A		REDUCTION GBOX

DURING FLIGHT, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED FOLLOWED BY AN UNCOMMANDED ROLL BACK IN ENGINE POWER. THE ENGINE WAS SECURED IN FLIGHT AND A SUCCESSFUL FORCED LANDING

ACCOMPLISHED. SUBSEQUENT INSPECTION REVEALED A FRACTURED PRESSURE OIL TRANSFER TUBE ELBOW. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060228014	CESSNA	PWA	WING	MISINSTALLED
2/6/2006	208B	PT6A114A		BOTH

DURING INSPECTION, FOUND INBD EDGES OF BOTH LT AND RT FLAP ASSEMBLIES WERE TOUCHING FUSELAGE IN FULL UP POSITION. MX DEPART COMPLETED INSPECTIONS OF FOLLOWING AREAS FLAP ATTACHMENT, FLAP RIGGING, FLAP STRUCTURE FOR BENDING OR WARPING, STRUCTURE OF WINGS FOR BENDING OR WARPING. NOTHING WAS FOUND. 13 MONTHS PREVIOUS, WINGS WERE REMOVED TO FACILITATE INSPECTIONS FOR CORROSION AND STRUCTURAL DAMAGE. WHEN WINGS WERE REINSTALLED ATTACHING HARDWARE REPLACED WITH NEW. REAR ATTACH POINTS OF WINGS ARE ADJUSTABLE TO SET WING AT PROPER ANGLE. WINGS WERE ADJUSTED OUT AND A TEST FLT WAS COMPLETED. ALL OTHER CARAVANS IN FLEET WERE INSPECTED, NO FAULTS FOUND. CESSNA WAS ALSO MADE AWARE OF THE SITUATION.

CA060228009	CESSNA	PWA	JACKSCREW	FAILED
2/22/2006	208B	PT6A114A	2661259	ELEVATOR TRIM

AS A PRECAUTION FOLLOWING THE FAILURE ON INSTALLATION OF A SIMILAR TRIM JACK ON A DIFFERENT AIRCRAFT, BOTH ELEVATOR TRIM JACKS ON FSKS WERE REMOVED AND DISASSEMBLED TO INSPECT FOR CORRECT LUBRICATION. THE LT TRIM JACK (S/N CA0009) WAS FOUND TO BE CORRECTLY LUBRICATED. THE RT TRIM JACK (S/N CA0008) WAS FOUND TO BE DEVOID OF GREASE. BOTH JACKS WERE CLEANED, INSPECTED, REPACKED WITH GREASE IAW AMM 27-30-02 9A. REASSEMBLED, FUNCTION TESTED, AND RETURNED TO SERVICE.

CA060425014	CESSNA	PWA	ENGINE	FLAMED OUT
4/16/2006	208B	PT6A114A		

DURING CLIMB, THE ENGINE EMITTED A LOUD NOISE AND FLAMED OUT. A DEADSTICK LANDING WAS SUCCESSFULLY ACCOMPLISHED. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051129017	CESSNA	PWA	ENGINE	POWER LOSS
11/8/2005	208B	PT6A114A		

DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED AND UNRECOVERABLE REDUCTION IN POWER ACCOMPANIED BY A REDUCTION IN FUEL FLOW AND COMPRESSOR SPEED. THE FLIGHT DIVERTED. P&WC WILL MONITOR THE INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060223003	CESSNA	PWA	ACTUATOR	FAILED
2/20/2006	208B	PT6A114A	26612159	ELEVATOR TRIM

ELEVATOR TRIM SCREW JACK FAILED ON INSTALLATION.

AU510001531	CESSNA	PWA	COMPRESSOR	FAILED
12/12/2005	208B	PT6A114A	4764HD	A/C PACK

CABIN AIRCONDITIONING COMPRESSOR FAILED. FLUID LEAKING FROM REAR CASE AND ALL COVER BOLTS LOOSE. REAR COVER WAS REMOVED AND INTERNAL DAMAGE FOUND. SUSPECT DAMAGE CAUSED BY INCORRECT ROTATION OF COMPRESSOR DUE TO THIS MODEL OF COMPRESSOR NOT BEING MANUFACTURED TO ROTATE IN A COUNTERCLOCKWISE DIRECTION.

CA060227004	CESSNA	PWA	TURBINE BLADES	DAMAGED
1/22/2006	208B	PT6A114A		ENGINE

THE PILOT REPORTED A LOSS OF ENGINE POWER AND ATTEMPTED A FORCED LANDING. THE AIRCRAFT CRASHED DURING THE ATTEMPT. PRELIMINARY INVESTIGATION HAS REVEALED TURBINE BLADE DISTRESS. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060403009	CESSNA	PWA	PWC	ENGINE	POWER LOSS
3/9/2006	208B	PT6A114A	PT6A114A		ENGINE

DURING CLIMB, THE ENGINE EXPERIENCED AN UNCOMMANDED LOSS OF POWER. THE AIRCRAFT CRASHED ON ATTEMPTING TO RETURN TO POINT OF DEPARTURE. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060403011	CESSNA	PWA	PWC	ENGINE	POWER LOSS
3/5/2006	208B	PT6A114A	PT6A114A		ENGINE

THE ENGINE EMITTED A LOUD NOISE FOLLOWED BY AN UNCOMMANDED INFLIGHT SHUTDOWN. THE AIRCRAFT DEPARTED THE RUNWAY ON LANDING RESULTING IN SIGNIFICANT AIRFRAME DAMAGE. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051205003	CESSNA	PWA	ENGINE	FOD
11/29/2005	208B	PT6A114A		

DURING CRUISE, THE PILOT HEARD A LOUD WHINING SOUND FROM THE ENGINE. MX FOUND THE WHINING STARTED AT 850 PROP RPM. THE RGB CHIP AND THE MAIN OIL FILTER WAS EXAMINED AND CLASS 3 UNACCEPTABLE DEBRIS IAW MM CHAP 79 WAS FOUND. THIS COUPLED WITH THE NOISE FROM THE ENGINE RESULTED IN THE ENGINE BEING REMOVED AND SENT TO AN APPROVED MAINTENANCE FACILITY. NO RESULTS FROM THE INVESTIGATION ARE YET AVAILABLE.

CA060309007	CESSNA	PWA	TRANSDUCER	FLUCTUATES
3/8/2006	208B	PT6A114A	99103386	CONNECTOR

(CAN) DURING CRUISE FLIGHT FUEL FLOW INDICATOR STATED FLUCUATING FROM 80 LBS - 350 LBS/HR. A/C RETURNED TO BASE AND UPON INSPECTION BY MAINT. IT WAS DISCOVERED THAT THE CANNON PLUG ATTACHED TO THE FUEL FLOW TRANSDUCER WAS DIRTY. CONNECTION WAS CLEANED, A/C GROUND RUN SERVICEABLE AND RETURNED TO SERVICE. (MFG OF THE FUEL FLOW INDICATION IS: RIGAN DATA SYSTEMS) (TC NR 20060309007)

CA060125003	CESSNA	PWA	CONTROL CABLE	DAMAGED
1/19/2006	208B	PT6A114A	2660001114	AILERONS

(CAN) DURING NORMAL INSPECTION IT WAS FOUND THAT ONE OF THE AILERON WING LOOP CABLES WAS WEARING INTO THE SIDE OF THE LIGHTNING HOLE OF THE FIRST WING RIB ON THE LT WING. THE CABLE WAS DAMAGED AS WELL. THE AIRCRAFT WAS GROUNDED UNTIL THE CABLE WAS REPLACED, THE DAMAGE TO THE LIGHTNING HOLE WAS DRESSED OUT AND THE RUBBER SEAL/GUIDE JUST IB OF THE WING RIB (ON THE FUSELAGE) WAS REPLACED. THE OTHER CARAVANS IN OUR FLEET WERE INSPECTED IN THAT AREA, NO OTHER DEFECTS WERE FOUND. (TC NR 20060125003)

CA060501001	CESSNA	PWA	ENGINE	FAILED
4/26/2006	208B	PT6A114A		

(CAN) DURING CRUISE THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY AN UNCOMMANDED POWER LOSS. THE ENGINE WOULD NOT RESPOND TO THROTTLE INPUT. A SUCCESSFUL DEAD-STICK LANDING WAS ACCOMPLISHED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060501001)

CA060307005	CESSNA		MOTOR	ERRATIC
1/6/2006	210		1280811	MLG

(CAN) GEAR MOTOR CHANGED DUE TO ERATIC GEAR OPERATION. GEAR MOTOR WAS SPRAYING SOLDER. PRESSURE SWITCH ADJUSTED TO SPEC FOR GEAR OPEARTION. (TC NR 20060307005)

AU510001732	CESSNA	CONT	BULKHEAD	CRACKED
2/8/2005	2105	IO470S	12134071	FUSELAGE

(AUS) FUSELAGE DOORPOST BULKHEAD CRACKED. FOUND DURING INSPECTION IAW AD/C205/21. (AD/SB DESC: AD/C205/21) (CASA NR 510001732)

CA060228010	CESSNA	CONT	MAGNETO	FAILED
6/21/2005	2105	IO470S	BL3493108	ENGINE

ROUGHNESS ON STARTUP OF LT MAGNETO.

CA060228011	CESSNA	CONT		MAGNETO	FAILED
12/5/2005	2105	IO470S		BL3493108	ENGINE

NR 1 CYLINDER NOT FIRING. TRACED BACK TO INTERNAL PROBLEM WITH MAGNETO, RETURNED FOR WARRANTY.

CA060228012	CESSNA	CONT		OIL COOLER	CRACKED
7/2/2005	2105	IO470S		654593	ENGINE OIL

OIL LEAK FROM OIL COOLER.

AU510001857	CESSNA	CONT	CONT	SPRING	BROKEN
1/4/2005	210N	IO520L		643109	STARTER ADAPTER

ENGINE STARTER ADAPTER CLUTCH SPRING TANG BROKEN OFF.

AU510002145	CESSNA	CONT	BENDIX	IMPULSE COUPLING	DAMAGED
3/11/2005	210R	IO520L	103493505	10400309	MAGNETO

MAGNETO IMPULSE COUPLING CAM FLYWEIGHT TIP BROKEN OFF. RETURN SPRING MISSING FROM UNDER FLYWEIGHT. FOUND DURING INSPECTION IAW AD/ELECT/75.

CA060301001	CESSNA	CONT	CONT	CONTACTOR	ARCED
2/25/2005	210R	IO520L		S24431	STARTER ENG

DURING TAXI TO POSITION, PILOT HEARD UNUSUAL STATIC ON HEADSET AND A LARGER THAN NORMAL AMPS DRAW. RETURNED TO CHOCKS; WHILE STILL RUNNING CHECKED SYSTEM AND SUDDENLY ALL APPEARED NORMAL. ENGINE WAS SHUT DOWN, MAINTENANCE WAS CONTACTED. A RESTART WAS TRIED BUT NO STARTER ENGAGEMENT. STARTER AND CONTACTOR WAS CHANGED. UPON INVESTIGATION, APPEARS STARTER REMAINED ENERGIZED DUE TO FAULTY CONTACTOR. THIS FRIED THE STARTER.

AU510002117	CESSNA	CONT		CLAMP	FAILED
12/12/2005	310K	IO470V	D4170		PROPELLER

NR 2 PROPELLER BLADE COUNTERWEIGHT CLAMP FAILED.

AU510001703	CESSNA	CONT		BELLCRANK	SHEARED
12/12/2005	310Q	IO470V		CESSNA	NLG

NOSE LANDING GEAR IDLER BELLCRANK SHEARED AT THE TWO BOLT HOLES FOR THE FORWARD AND AFT PUSH-PULL TUBES. SUSPECT CAUSED BY WORN UPLOCK.

CA060602003	CESSNA	CONT		THROTTLE CABLE	BROKEN
6/2/2006	310Q	IO470VO		991026720	ENGINE

(CAN) DOING UPPER AIR WORK, IT WAS NOTICED THEIR WAS NO THROTTLE RESPONSE FROM RT ENGINE. THE ENGINE WAS RUNING NORMAL SO THE CREW RETURNED TO AIRPORT AND DID A NORMAL LANDING AND SHUTDOWN OF ENGINE ON TOUCHDOWN. MAINTENANCE FOUND THE THROTTLE CABLE BROKEN AT THE FUEL CONTROL UNIT WHERE THE FLEX CABLE IS CRIMPED INTO THE SOLID ROD. PARTS ON ORDER. (TC NR 20060602003)

AU510002129	CESSNA	CONT		DOWNLOCK	FAULTY
11/11/2005	310R	IO520M			MLG

LT AND RT MAIN LANDING GEAR DOWNLOCKS FOUND TO BE IN AN UNSAFE CONDITION.

AU510001859	CESSNA	CONT		BRUSH BLOCK	DAMAGED
12/12/2005	310R	IO520M		ALE2045BS	ALTERNATOR

ALTERNATOR HAD HIGH RESISTANCE IN BOTH BRUSH BLOCK CONNECTIONS.

CA051201001	CESSNA	CONT	IDLER ASSY	CRACKED
11/30/2005	310R	IO520MB	08411066	BELLCRANK GEAR

DURING ROUTINE INSPECTION OF THE RIGHT MAIN LANDING GEAR, A SMALL CRACK IN PAINT HAS BEEN FOUND ON THE UPPER RADIUS OF THE BELLCRANK GEAR IDLER DOOR ARM. NON DESTRUCTIVE TEST CONFIRMED THE CRACK AND THE PART HAS BEEN REPLACED.

2006FA0000564	CESSNA		LINE	CORRODED
4/18/2006	340A		530010854	CABIN

DURING AC MAINT, A STRONG FUEL ODOR WAS OBSERVED IN CABIN OF THE AC. THIS AC HAD SAT IDLE ON RAMP FOR AT LEAST 10 MONTHS. EXTERIOR OF AC WAS INSPECTED FOR OBVIOUS FUEL LEAKS WITH NONE BEING DETECTED. BY THIS TIME FUEL SMELL IN CABIN HAD CLEARED UP, AC ENGINES WERE OPERATED. DURING PART OF THIS OPERATION, MECH WAS RUNNING ENGINES WITH FUEL SYS IN CROSSFEED POSITION, AGAIN NOTICED A STRONG FUEL ODOR. AC WAS BROUGHT BACK TO HANGER, FLOOR PANELS WERE TAKEN UP IN AREA OF CROSSFEED LINES WHERE THEY RUN THROUGH CABIN AREA. IT WAS OBSERVED THAT A HEATER DUCT THAT WAS RUNNING PERPENDICULAR TO CROSSFEED LINES AND WAS IN CONTACT WITH LINES HAD CAUSED CORROSION TO FORM AND RESULTED IN PINHOLES IN BOTH LINES. (K)

CA060112008	CESSNA	CONT	INTERCOSTAL	DAMAGED
12/15/2005	401A	TSIO520VB		RUDDER PEDAL

CAPTAINS OUTBOARD RUDDER PEDAL MOUNT BLOCK INTERCOSTAL AT STN 118.55, REPAIRED DUE TO CRACKED.

2006FA0000606	CESSNA		SKIN	CRACKED
6/22/2006	402B			LT WING

DURING AN ANNUAL INSPECTION, A CRACK WAS FOUND ON THE LT WING SKIN AT THE OB AILERON ATTACH POINT, WHICH IS ALSO THE MAIN FUEL TANK AFT ATTACH POINT. UPON FURTHER INSPECTION OF AREA, THE RIVETS THAT ATTACH THE AILERON SUPPORT TO THE REAR SPAR WERE FOUND SHEARED, CAUSING THE MAIN FUEL TANK TO HAVE MOVEMENT. IF LEFT UNDETECTED, COULD CAUSE MAIN FUEL TANK STRESS AT THE FORWARD ATTACH POINTS, CRACKED REAR SPAR OR POSSIBLE SEPARATION OF TANK. THIS IS THE SECOND AIRCRAFT THAT THIS PROBLEM WAS FOUND ON.

2006FA0000607	CESSNA		SKIN	CRACKED
6/22/2006	402B			LT WING

DURING AN ANNUAL INSPECTION, A CRACK WAS FOUND ON THE LT WING SKIN AT THE OB AILERON ATTACH POINT, WHICH IS ALSO THE MAIN FUEL TANK AFT ATTACH POINT. UPON FURTHER INSPECTION OF AREA, THE RIVETS THAT ATTACH THE AILERON SUPPORT TO THE REAR SPAR WERE FOUND SHEARED, CAUSING THE MAIN FUEL TANK TO HAVE MOVEMENT. IF LEFT UNDETECTED, COULD CAUSE MAIN FUEL TANK STRESS AT THE FORWARD ATTACH POINTS, CRACKED REAR SPAR OR POSSIBLE SEPARATION OF TANK. THIS IS THE SECOND AIRCRAFT THAT THIS PROBLEM WAS FOUND ON.

CA060112007	CESSNA	CONT	INTERCOSTAL	DAMAGED
1/1/2006	402C	TSIO520VB		RUDDER PEDAL

PILOTS OUTBOARD INTERCOSTAL RUDDER PEDAL MOUNT REPAIRED DUE TO SEVERAL SMALL CRACKS.

2006FA0000417	CESSNA	CONT	PACKING	OUT OF POSITION
3/29/2006	402C	TSIO520VB		ENGINE

#1 CYLINDER EXHAUST PUSHROD HOUSING PACKING BLEW OUT. SUSPECT POSSIBLE CRANKCASE PRESSURIZATION. PACKING HAD SMALL CUT MOST LIKELY FROM INSTALLATION HOWEVER THAT SOULD NOT HAVE ALLOWED IT TO BLOW OUT.

AU510001529	CESSNA	CONT	UPLOCK SWITCH	DAMAGED
9/6/2005	404	GTSIO520M		MLG

LT MAIN LANDING GEAR MICROSWITCH DAMAGED INTERNALLY.

AU510001530	CESSNA	CONT	CESSNA	UPLOCK SWITCH	FAILED
12/12/2005	404	GTSIO520M		602EN556B	MLG

LT MAIN LANDING GEAR UPLOCK MICROSWITCH FAULTY.

AU510001695	CESSNA	CONT	LYC	BEARING	DAMAGED
12/12/2005	404	GTSIO520M		634503M010	CRANKSHAFT

ENGINE METAL CONTAMINATION. BULK STRIP FOUND THAT THE TWO REARMOST MAIN BEARINGS WERE DAMAGED. INSPECTION OF THE CRANKSHAFT IN THE VICINITY OF THE TWO REARMOST JOURNALS FOUND CRACKS RUNNING LONGITUDINALLY ACROSS JOURNALS TO THE CRANK.

AU510001447	CESSNA	CONT		BOLT	BROKEN
12/12/2005	404	GTSIO520M		655961	ENGINE

(AUS) ENGINE INTERNAL DAMAGE. SUSPECT CAUSED BY FAILURE OF NR 5 CONNECTING ROD BOLT OR CONNECTING ROD. INVESTIGATION CONTINUING.

AU510001970	CESSNA	CONT		HUB	CORRODED
12/12/2005	404	GTSIO520M		C501	PROPELLER

PROPELLER HUB CORRODED BEYOND LIMITS IN BLADE SOCKET AREA.

AU510001816	CESSNA	CONT		STUD	BROKEN
12/12/2005	404	GTSIO520M		6461402	NR 5 CYLINDER

RT ENGINE NR 5 CYLINDER HOLD-DOWN STUDS (2OFF) BROKEN OFF FLUSH WITH THE CYLINDER BASE.

AU510001856	CESSNA	CONT		SWITCH	FAILED
3/6/2005	404	GTSIO520M		99100791	STARTER

LT ENGINE STARTER SWITCH FAILED. SWITCH REMAINED ENGAGED.

AU510001730	CESSNA	CONT	PRESTOLITE	BEARING	COLLAPSED
12/12/2005	404	GTSIO520M			ALTERNATOR

RT ENG DRIVEN ALT FAILED. ALT DRIVE COUPLING SHEARED AND ALT FRONT BEARING COLLAPSED. RED ELASTOMER MAT`L FROM ALT DRIVE COUPLING AND MINOR METALLIC PARTICLES VISIBLE INTERNALLY THRU ALT ATTACHMENT PORT. ALT DISASSEMBLED AND INSPECTED. FRONT BEARING SERIOUSLY DETERIORATED. SEVERAL BALL BEARINGS MISSING, 2 SEVERELY DEFORMED AND REMAINDER SHOWING SIGNS OF DISTRESS. FRONT BEARING SEAL DEFORMED BY MIGRATION OF MISSING BALL BEARINGS THROUGH SEAL INTO ENG. ROTOR LOOSE DUE TO FRONT BEARING FAILURE AND HAD CONTACTED STATOR. A MIXTURE OF GREASE AND OIL WAS FOUND ADHERING TO INTERNAL SURFACE OF FRONT ALT HOUSING. GREASE/OIL MIXTURE EXHIBITED A PATTERN CONSISTENT WITH BEING FLUNG OUT OF ALT FRONT BEARING.

AU510002176	CESSNA	CONT		CONNECTOR	FAULTY
12/12/2005	404	GTSIO520M			MLG

(AUS) RT MAIN LANDING GEAR DOWN MICROSWITCH WIRE CONNECTOR FAULTY. SUSPECT CONNECTOR WAS NOT AN APPROVED ITEM. (OTHER CAUSE: MAINTENANCE CONTROL ISSUE) (CASA NR 510002176)

2006FA0000621	CESSNA			SKIN	CRACKED
6/22/2006	414				RT WING

DURING AN ANNUAL INSPECTION, A CRACK WAS FOUND ON THE RT WING SKIN AT THE OB AILERON ATTACH POINT, WHICH IS ALSO THE MAIN FUEL TANK AFT ATTACH POINT. UPON FURTHER INSPECTION OF AREA, THE RIVETS THAT ATTACH THE AILERON SUPPORT TO THE REAR SPAR WERE FOUND SHEARED, CAUSING THE MAIN TANK TO HAVE MOVEMENT. IF LEFT UNDETECTED, COULD CAUSE MAIN FUEL TANK STRESS AT THE FWD ATTACH POINTS, CRACKED REAR SPAR OR POSSIBLE SEPARATION OF THE TANK.

2006FA0000622	CESSNA			SKIN	CRACKED

6/22/2006	414			ZONE 600

DURING AN ANNUAL INSPECTION, A CRACK WAS FOUND ON THE RT WING SKIN AT THE OB AILERON ATTACH POINT, WHICH IS ALSO THE MAIN FUEL TANK AFT ATTACH POINT. UPON FURTHER INSPECTION OF AREA, THE RIVETS THAT ATTACH THE AILERON SUPPORT TO THE REAR SPAR WERE FOUND SHEARED, CAUSING THE MAIN TANK TO HAVE MOVEMENT. IF LEFT UNDETECTED, COULD CAUSE MAIN FUEL TANK STRESS AT THE FWD ATTACH POINTS, CRACKED REAR SPAR OR POSSIBLE SEPARATION OF THE TANK.

AU510001704	CESSNA	CONT	ELBOW	WORN
10/1/2005	414A	TSIO520N	642232	AIR INDUCTION

RT ENGINE AIR INDUCTION HOSE FLEXIBLE ELBOW TORN ON INSIDE RADIUS.

01676201	CESSNA	CESSNA	BOLT	FAILED
6/21/2006	421A		NAS464414	ZONE 700

LANDING GEAR COLLAPSED DURING ROLLOUT AFTER LANDING. UPON INSPECTION IT WAS NOTED THAT A BOLT CONNECTING THE DOWNLOCK BELLCRANK TO THE UPPER STRUT ASSEMBLY HAD FAILED. THE BOLT HEAD WAS MISSING ALLOWING ALL OF THE FORCE FROM THE BELLCRANK TO BE APPLIED DIRECTLY AND ENTIRELY TO THE FORWARD ATTACH LUG ON THE UPPER STRUT CAUSING THE LUG TO BREAK AND THE GEAR TO COLLAPSE. MAINTENANCE RECOMMENDS TIME CHANGE ON BOLT AND AN NDT INSPECTION OF LUGS AND SURROUNDING AREA AT THE SAME TIME.

CA051220007	CESSNA	CONT	BELLCRANK	BROKEN
12/7/2005	421B	GTSIO520H	08411066	MLG DOOR

AIRCRAFT LAND GEAR EXTENSION CARRIED OUT AS NORMAL ON AIRPORT APPROACH. ON THE GROUND, THE PILOT NOTICED THAT THE RIGHT MAIN GEAR INBOARD DOOR WAS NOT CLOSED. UPON FURTHER INSPECTION BY AN AME, RT GEAR DOOR RETRACTION SYSTEM BELLCRANK P/N 0841106-6 WAS FOUND TO HAVE FAILED COMPLETELY AND HAD BROKEN IN TWO. A NEW BELLCRANK HAS BEEN INSTALLED AND THE GEAR SYSTEM HAS BEEN CHECKED FOR SIGNS OF STRESS, RUBBING OR INTERFERENCE. ALL WITH NO FAULTS FOUND. SEVERAL GEAR RETRACTION TEST HAVE BEEN CARRIED OUT. THE LEFT GEAR DOOR MATCHING BELLCRANK HAS BEEN CHECKED FOR CRACKS USING MAGNAFLUX FLUORESCENT PENETRANT. THE FAILED BELLCRANK DID SHOW SIGNS OF A WORKING FATIGUE CRACK AND CONSEQUENT FAILURE.

AU510001911	CESSNA	CONT	GEAR	DAMAGED
12/12/2005	421C	GTSIO520N	537432	CRANKSHAFT

(AUS) ENGINE CRANKSHAFT GEAR MISSING TEETH. SUSPECT CAUSED BY A PIECE OF METAL FROM THE STARTER ADAPTER GEAR JAMMING IN THE GEAR TEETH. METAL CONTAMINATION OF ENGINE. (CASA NR 510001911)

AU510002173	CESSNA	GARRTT	OUTFLOW VALVE	FAULTY
12/12/2005	441	TPE331*	47061RX	CABIN PRESSURE

(AUS) CABIN EMERGENCY PRESSURIZATION VALVE HAD UNCOMMANDED ACTUATION. (CASA NR 510002173)

AU510001966	CESSNA	GARRTT	GOVERNOR	FAULTY
7/10/2005	441	TPE331*	8971609	PROPELLER

LT ENGINE PROPELLER GOVERNOR FAULTY.

AU510002093	CESSNA	GARRTT	ENCODER	FAILED
12/12/2005	441	TPE331*	433006228	ALTIMETER

ALTIMETER ENCODER OUTPUT FAILED GIVING FALSE READINGS.

AU510002108	CESSNA	GARRTT	SWITCH	SHORTED
12/12/2005	441	TPE33110	1CH16	NLG ACTUATOR

NOSE LANDING GEAR ACTUATOR DOWNLOCK SWITCH SHORT CIRCUIT.

AU510001993	CESSNA	GARRTT	ALTIMETER	FAILED
12/12/2005	441	TPE3318	433006228	COCKPIT

ENCODING ALTIMETER FAILED.

AU510001538	CESSNA	GARRTT	TENSIONER	SHEARED
12/12/2005	441	TPE3318	5ARM3006LV3	HF ANTENNA

HF ANTENNA SUPPORT AND TENSION UNIT SNAPPED AT ANTENNA CONNECTION TO VERTICAL STABILIZER.

AU510001724	CESSNA	GARRTT	RIVET	CRACKED
12/12/2005	441	TPE3318		ELEVATOR

ELEVATOR LT OUTBOARD HINGE BRACKET ATTACHMENT RIVET HEAD CRACKED. FOUND DURING INSPECTION IAW AD/C400/102 AMDT3.

AU510001559	CESSNA	GARRTT	ACTUATOR	FAULTY
12/12/2005	441	TPE3318	99101363	RT MLG

RT MAIN LANDING GEAR NIL DOWN INDICATION.

AU510002156	CESSNA	GARRTT	DOOR	SEPARATED
12/12/2005	441	TPE3318	521309126	CARGO BAY

LT FORWARD NOSE LOCKER SEPARATED FROM AIRCRAFT SEVERING BOTH HINGES. ONE BAG LOST OVERBOARD. DOOR STRUCK PROPELLER CAUSING A TORQUE SHIFT IN THE ENGINE. LT ENGINE, PROPELLER AND LT WING INBOARD LEADING EDGE DAMAGED. INVESTIGATION CONTINUING.

AU510002026	CESSNA	GARRTT	ENGINE	SEIZED
12/12/2005	441	TPE3318		RIGHT

RT ENGINE SEIZED. INVESTIGATION CONTINUING.

AU510001885	CESSNA	GARRTT	RIB	CRACKED
12/12/2005	441	TPE3318	57222062	RT WING

RT CANTED RIB CAP CRACKED BENEATH REPAIR.

AU510001886	CESSNA	GARRTT	RIB	CRACKED
12/12/2005	441	TPE3318	57200014S	RT WING

RT CANTED RIB CAP FORWARD PN 5720001-4S AND AFT PN 5720001-6S ANGLES CRACKED, FOUND DURING EDDY CURRENT INSPECTION.

AU510001767	CESSNA	GARRTT	CAP	CRACKED
12/12/2005	441	TPE3318	57222062	RT WING

(AUS) RT WING CANTED RIB CAP CRACKED. CRACK LENGTH APPROXIMATELY 40MM (1.574IN). CRACK WAS LOCATED IN THE RADIUS OF THE UPPER CAP AND TRAVELLED REARWARDS FROM THE AUXILIARY SPAR. FOUND DURING NDI IAW SB CQB03-01 PART B REV 1. (AD/SB DESC: SB CQB03-01 PART B REV 1) (CASA NR 510001767)

CA060227020	CESSNA	PWA	ENGINE	POWER LOSS
2/13/2006	550	JT15*		

ON DESCENT, THE ENGINE WAS REPORTED TO EMIT A GRINDING NOISE ACCOMPANIED BY AN UNCOMMANDED POWER LOSS. THE ENGINE WAS SHUT DOWN IN FLIGHT AND A SINGLE-ENGINE LANDING ACCOMPLISHED AT POINT OF DESTINATION. GROUND INSPECTION REVEALED INTERNAL ENGINE DAMAGE. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060227022	CESSNA	PWA	ENGINE	FAILED
2/20/2006	550	JT15D4		

THE ENGINE EXPERIENCED AN UNCOMMANDED IN-FLIGHT SHUT DOWN AFTER TAKEOFF. SUBSEQUENT INSPECTION REVEALED DEBRIS IN THE ENGINE EXHAUST. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060227014	CESSNA	PWA	ENGINE	FLAMED OUT
2/10/2006	550	JT15D4		

THE ENGINE FLAMED OUT DURING TAXI. SUBSEQUENT INVESTIGATION COULD NOT DUPLICATE THE PROBLEM. THE ENGINE FUEL FILTER WAS REPLACED, THE AIRFRAME RIGGING CHECKED AND THE AIRCRAFT RETURNED TO SERVICE.

CA060224011	CESSNA	PWA	BATTERY PACK	CORRODED
2/23/2006	550	JT15D4	65181097	EMERGENCY LIGHT

DURING A PHASE INSPECTION, EMERGENCY LIGHT OPERATIONAL CHECK, THE LIGHTS FAILED TO TURN ON. FURTHER INVESTIGATION REVEALED THAT THE EMERGENCY LIGHT POWER SUPPLY WAS DAMAGED. ALL BATTERIES CELLS WERE CORRODED AND THE BATTERY BOX MELTED. THE BATTERY PACK 2 AMP FUSE CHECKED SERVICEABLE. BATTERY PACK WAS REPLACED.

CA051220001	CESSNA	PWA	PARKERHANFIN	SEAL	LEAKING
12/19/2005	550	JT15D4		15802101	BEARING CAP

ON LANDING, OBSERVED NO BRAKING ACTION EVEN THOUGH BRAKE PEDALS HARD. EMERG BRAKING UTILIZED & A/C CLEAR OF RUNWAY, NORMAL BRAKING ACTION RETURNED. NO FAULT LIGHTS INDICATING ANTI-SKID FAILURE. MX NOTICED UPON REMOVING LT WHEEL BEARING CAP, ANTI-SKID DRIVE COUPLING TANGS SHEARED OFF. WATER WAS ALSO OBSERVED DRAINING OUT OF WHEEL SPEED TRANSDUCER HOUSING. CLEAR THAT WATER IN AXLE HOUSING FROZE WOULD NOT ALLOW WHEEL SPEED TRANSDUCER TO ROTATE. THIS WOULD SHOW ANTI-SKID SYSTEM THAT LT WHEEL WAS IN A SKID AND SYSTEM WOULD NOT ALLOW BRAKE PRESSURE TO BE APPLIED TO RT BRAKE. A NEW TRANSDUCER WAS INSTALLED ON LT WHEEL, COMPANY CONVENIENCE. RT AXLE HOUSING FOUND FREE OF WATER.

CA060608010	CESSNA	PWA	CHANNEL	BROKEN
5/31/2006	550	JT15D4	5565096	RUDDER PEDAL

PILOTS REPORTED THAT WHEN THE RUDDER PEDALS ARE BOTH PUSHED, THE CO-PILOT'S INSTRUMENT LIGHTS DIM. INVESTIGATION REVEALED THAT THE PILOT'S RUDDER SUPPORT BRACKET WAS BROKEN AT THE TOP OF THE ATTACH CHANNEL. THE CO-PILOTS INSTRUMENT LIGHT RHEOSTAT WAS ALSO DAMAGED. THE SUPPORT CHANNEL AND THE RHEOSTAT WERE BOTH CHANGED.

CA060529010	CESSNA	PWA	SERVO	MALFUNCTIONED
5/21/2006	550	PW530A	991230512	BRAKE ANTI-SKID

DURING LANDING, ANTI-SKID INOP ANNUNCIATOR ILLUMINATE THEN EXTINGUISH. ROLLOUT WAS UNEVENTFUL AND DUE LONG RUNWAY, NO BRAKE APPLICATION AT ALL BUT AT END OF RUNWAY RT TURN TO TAXIWAY, BRAKES WERE NON-RESPONSIVE BUT PEDALS WERE EXTREMELY HARD. MX FOUND PRESS STILL LOCKED IN SYS FROM A/S SERVO "UPSTREAM" SEVERAL HOURS POST INCIDENT. NO BRAKE PRESS AVAILABLE AT BRAKE UNITS. PWR BRAKE MOTOR NOT CYCLING AS USUAL DUE PRESS LOCK. EVEN WITH ANTI-SKID SWITCHED OFF, BRAKES WOULD NOT RETURN TO MANUAL, MASTER CYLINDER HYD BRAKE SYS AS PER SYS DESIGN. PRESS DID BLEED OFF HOURS LATER AND SYS RETURNED TO NORM OPS W/O EXT ACTIONS. UNKNOWN WHY TEMP ANTI-SKID LITE DURING LANDING WHICH SEEMS TO HAVE CAUSED ENTIRE BRAKE SYSTEM TO LOCK OUT AS DESIGNED, BUT DID NOT RESUME NORMAL FUNCTION AFTER LITE EXTINGUISHED. POSSIBLE DETECTED INTERNAL FAULT WITH SERVO OR WHEEL SPEED TRANSDUCERS OR POWER BRAKE SYS. HYD LOCK THAT REMAINED SEVERAL HOURS CAN ONLY BE CONTROLLED BY SERVO PORTING, DID NOT RELEASE FOR SEVERAL HOURS EVEN WITH ANTI-SKID SWITCH OFF. ONCE PRESSURE DROPPED, POWER BRAKE MOTOR CYCLED AS EXPECTED AND ALL FUNCTIONS NORM. SERVO AND WHEEL TRANSDUCERS REPLACED ON SPEC. STRIP REQUESTED FOR SERVO AS PREVIOUS "HARD BRAKE" SCENARIOS FOUND ON OTHER A/C DID NOT PROVIDE POSITIVE FAILURE MODE REASONS.

CA060129009	CESSNA	PWA	FUEL CONTROL	FAULTY
12/25/2005	550	PW530A	381850012	

(CAN) ON APPROACH, THE ENGINE DID NOT RESPOND TO THROTTLE INPUT. AN EMERGENCY WAS DECLARED AND A LANDING ACCOMPLISHED WITH THE THROTTLE IN THE IDLE DETENT. SUBSEQUENT INSPECTION REVEALED A FAULTY FUEL CONTROL UNIT. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129009)

CA060227017	CESSNA	PWA	FUEL CONTROL	MALFUNCTIONED
2/15/2006	550	PW530A	81850011	ENGINE

DURING DESCENT, THE ENGINE WAS FOUND TO NOT RESPOND TO THROTTLE LEVER INPUT AND WAS SHUT DOWN IN FLIGHT. THE ENGINE FUEL CONTROL UNIT AND FLOW DIVIDER VALVE WERE SUBSEQUENTLY REPLACED.

CA060425020	CESSNA	PWA	HMU	MALFUNCTIONED
4/22/2006	550	PW530A		ENGINE

ON TAKEOFF ROLL, ENGINE POWER ROLLED BACK MARGINALLY AND WAS CORRECTED BY A THROTTLE ADJUSTMENT. POWER FLUCTUATIONS WERE REPORTED DURING CLIMB. IN CRUISE, POWER ROLLED BACK UNCOMMANDED AND THE ENGINE WAS FOUND NOT TO RESPOND TO THROTTLE INPUT. THE AIRCRAFT DIVERTED AND ON DESCENT ENGINE THROTTLE AUTHORITY WAS REGAINED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060425016	CESSNA	PWA	COMPRESSOR	STALLED
4/17/2006	560CESSNA	JT15D5		ENGINE

DURING CLIMB, THE ENGINE EXPERIENCED COMPRESSOR STALLS ACCOMPANIED BY AN UNCOMMANDED POWER ROLL-BACK AND FUMES IN THE CABIN AIR. THE FLIGHT WAS DIVERTED. SUBSEQUENT INSPECTION REVEALED LP COMPRESSOR BOOST ROTOR DAMAGE. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060303004	CESSNA	PWA	SHUTTLE VALVE	LEAKING
5/31/2005	560CESSNA	PW535A	211111	BRAKE ASSEMBLY

BRAKE SHUTTLE VALVE LEAKING HYDRAULIC FLUID (SKYDROL) INTO PNEUMATIC EMERGENCY BRAKE CONTROL SYSTEM NECESSITATING THE REPLACEMENT OF THE EMERGENCY BRAKE CONTROL VALVE P/N 895232-0875. SHUTTLE VALVE REPLACED SYSTEM CHECK SERVICEABLE.

CA060303005	CESSNA	PWA	FILTER	CONTAMINATED
1/16/2006	560CESSNA	PW535A	305262401	RT FUEL SYS

RT ENGINE FUEL FILTER CONTAMINATED WITH LINT FROM LARGE (12" X 30") TOWEL WHICH WAS FOUND IN THE RT INTEGRAL WING TANK. THE TOWEL WAS "INSTALLED" BY CESSNA AIRCRAFT FACTORY WHEN THE AIRCRAFT WAS BUILT. THE TOWEL WAS OUTBOARD OF THE BOOST AND EJECTOR PUMPS AND DID NOT AFFECT THE OPERATION OF ENGINE OR PUMPS.

CA060303006	CESSNA	PWA	CONTROL CABLE	BROKEN
1/16/2006	560CESSNA	PW535A	556555038CR	AILERON

RT AILERON CONTROL YOKE CROSSOVER CABLE BROKEN STRANDS. THIS WAS FOUND ON PHASE 5 INSPECTION AND IS A COMMON FINDING AT 1200 HOURS OF USE.

CA060303007	CESSNA	PWA	CONTROL CABLE	BROKEN
1/16/2006	560CESSNA	PW535A	656512037CR	AILERONS

LT AILERON CONTROL YOKE CROSSOVER CABLE BROKEN STRANDS. THIS WAS FOUND AT PHASE 5 INSPECTION AND IS A COMMON FINDING AT 1200 HOURS.

CA060303008	CESSNA	PWA	CESSNA	SEAL	FAILED
1/16/2006	560CESSNA	PW535A		651126619	ESCAPE HATCH

ESCAPE HATCH SEAL MIGRATING UNDER CABIN PRESSURE TO THE EXTERIOR OF THE AIRCRAFT. DUE TO POOR BONDING TO THE HATCH STRUCTURE. REPLACED SEAL AND PRESSURIZED AIRCRAFT, SERVICEABLE.

CA060303009	CESSNA	PWA		TIRE	SEPARATED
1/16/2006	560CESSNA	PW535A		0316138	NLG

NOSE WHEEL TIRE, TREAD IS STARTING TO SEPARATE FROM TIRE.

CA060303011	CESSNA	PWA	HAMSTD	BYPASS VALVE	FAILED
2/4/2006	560CESSNA	PW535A	73838426	7547512	ACM

BYPASS VALVE INTERMITTENTLY STICKING IN OPEN (HOT) POSITION, UNABLE TO CONTROL CABIN AIR TEMPERATURE IN AUTO OR MANUAL SELECTION. REPLACED VALVE, GROUND CHECK OF VALVE OPERATION SATISFACTORY.

CA060303012	CESSNA	PWA	CESSNA	GAUGE	FAILED
2/10/2006	560CESSNA	PW535A	651710021	S53FC	RESERVOIR

BRAKE HYDRAULIC RESERVOIR UPPER AND LOWER SIGHT GAGES UNSERVICEABLE, SIGHT GAGE FLOATS ABSORBED SKYDROL BRAKE FLUID AND WOULD NOT FLOAT, MAKING IT IMPOSSIBLE FOR THE (PILOT) TO DETERMINE THE BRAKE FLUID LEVEL.

CA060129006	CESSNA	PWA	ENGINE	FLAMED OUT
1/18/2006	560CESSNA	PW535A		

(CAN) THE ENGINE FLAMED OUT DURING GROUND HANDLING OPERATIONS. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129006)

CA060129001	CESSNA	PWA	ENGINE	LOW PRESSURE
1/25/2006	560CESSNA	PW535A	PW535A	

(CAN) DURING CRUISE, THE LOW OIL PRESSURE WARNING ANNUNCIATED. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED FOR AN UNSCHEDULED LANDING. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129001)

CA060129004	CESSNA	PWA	ENGINE	DAMAGED
1/23/2006	560CESSNA	PW545A	PW545A	

(CAN) DURING CLIMB, THE CREW OBSERVED ENGINE TEMPERATURE AND FUEL FLOW SPLIT. THE FLIGHT DIVERTED TO POINT OF DEPARTURE AND THE ENGINE WAS SHUT DOWN DURING DESCENT. SUBSEQUENT INSPECTION REVEALED DAMAGE TO THE ENGINE INNER BYPASS DUCTING CONSISTENT WITH AN INTERNAL ENGINE FIRE. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129004)

2006FA0000472	CESSNA	FLOAT SWITCH	INOPERATIVE
5/2/2006	560XL	99144272	FUEL SYS

THE RIGHT LOW FUEL LEVEL SYSTEM WAS INOPERATIVE. REMOVED SWITCH AND FOUND SIGNS OF ARCING ON THE TOP SIDE OF THE SWITCH. TROUBLESHOT FURTHER AND FOUND THE PC BOARD WAS DEFECTIVE. IT IS NOT KNOWN IF THE SWITCH DAMAGED THE PC BOARD. THIS IS NOT THE FIRST TIME WE HAVE SEEN A DEFECTIVE FLOAT SWITCH WITH SIGNS OF ARCING, HOWEVER, IT IS THE FIRST TIME THAT A DAMAGED PC BOARD WAS ASSOCIATED WITH IT. IT WAS NOTED THAT WHEN THE FLOAT SWITCH IS IN THE 'HIGH FUEL LEVEL' POSITION THE CONTACT SURFACES ARE ALIGNED. WHEN THE SWITCH IS IN THE 'LOW FUEL LEVEL' THE CONTACTS ARE NEARLY COMPLETELY MISALIGNED.

CWQR2006011	CESSNA	CONTROL CABLE	FRAYED
6/26/2006	560XL	666000134	ELEVATOR TRIM

DURING A PHASE 1-4 INSPECTION THE ELEVATOR TRIM CABLE ASSEMBLY WAS FOUND TO BE FRAYED WHERE IT PASSES THROUGH THE HORIZONTAL STABILIZER. THE CABLE APPEARS TO HAVE BEEN INSTALLED PROPERLY AND IT DOES NOT LOOK AS IF IT WAS DAMAGED DURING INSTALLATION. AN SCR HAS BEEN SUBMITTED TO CESSNA CITATION UNDER 242171.

CWQR2006012	CESSNA	CONTROL CABLE	FRAYED

6/26/2006	560XL		666000134	ELEVATOR TRIM

DURING A PHASE 1-4 INSPECTION THE ELEVATOR TRIM CABLE ASSEMBLY WAS FOUND TO BE FRAYED WHERE IT PASSES THROUGH THE HORIZONTAL STABLIZER. THE CABLE APPEARS TO HAVE BEEN INSTALLED PROPERLY AND IT DOES NOT LOOK AS IF IT WAS DAMAGED DURING INSTALLATION. AN SCR HAS BEEN SUBMITTED TO CESSNA CITATION UNDER 242172.

CA051129012	CESSNA	PWA	ENGINE	FLAMED OUT
11/10/2005	560XL	JT15D5		

DURING TAKEOFF, THE ENGINE FLAMED OUT. THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051129013	CESSNA	PWA	ENGINE	SMOKE
11/10/2005	560XL	PW545A		

DURING CRUISE, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED ACCOMPANIED BY OIL SMOKE AND ODOR IN THE CABIN AIR. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED FOR AN UNSCHEDULED LANDING. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060425004	CESSNA	PWA	OIL SYSTEM	LEAKING
4/5/2006	560XL	PW545A		ENGINE

DURING CRUISE, ENGINE OIL PRESSURE WAS SEEN TO FLUCTUATE ACCOMPANIED BY SMOKE AND ODOR IN THE CABIN AIR. ENGINE OIL PRESSURE SUBSEQUENTLY REDUCED TO ZERO AND THE ENGINE WAS SHUT DOWN IN FLIGHT. PWC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE, ONCE DETERMINED.

2006FA0000566	CESSNA	PWA	WINDSHIELD	CRACKED
5/24/2006	560XL	PW545A	991438011	COCKPIT

PILOTS WINDSHIELD OUTER PANE CRACKED AT 39,000 FT. IT IS BELIEVED THAT A HEATING ELEMENT SHORTED CAUSING THE OUTER PANE TO CRACK. WINDSHIELD REMAINS STRUCTURALLY INTERGRAL WITH THE OUTER PANE CRACKED. MFG ENGINEERING IS EVALUATING THE FAILURE. (K)

CA060224008	CESSNA	GARRTT	CESSNA	TURNBUCKLE	CHAFED
2/24/2006	650	TFE7313C		MS21251B5S	CONTROL CABLES

DURING A SCHEDULED PHASE 5 INSPECTION ON CESSNA 650 C-FIMO, THE TECHNICIAN DISCOVERED THAT THE LT AND RT AILERON OUTBOARD AFT CABLE CHAFED THROUGH THE LOKCLAD AND THE TURNBUCKLE WAS DAMAGED.

CA060228017	CESSNA	PWA		OIL SYSTEM	LOW
2/27/2006	680CE	PW306B	PW306C		ENGINE

FOLLOWING TAKEOFF ENGINE OIL PRESSURE DECREASED AND THE ENGINE WAS SHUT DOWN IN FLIGHT. THE AIRCAFT DIVERTED FOR AN UNSCHEDULED LANDING. P&WC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060608009	CESSNA		WINDSHIELD	FAILED
6/2/2006	750		99143809	COCKPIT

AIRCRAFT IN CRUISE AT 41000 FT, SMALL CRACK STARTED AT BOTTOM OB LOWER CORNER. WITHIN 15 SECONDS THE CRACK EXTENDED ABOUT 3 INCHES THEN WITHIN ABOUT 30 SECONDS THE OUTER PANE SHATTERED. THE AIRCRAFT WAS FLOWN TO A AIRPORT AND LANDED WITHOUT INCIDENT. THE AIRCRAFT WAS FERRIED TO A SERVICE CENTER UNPRESSURIZED AND A NEW WINDSHIELD INSTALLED.

AU510001918	CESSNA	LYC	BRACKET	CRACKED
8/9/2005	A152	O235L2C	4320049	HORIZONTAL STAB

HORIZONTAL STABILIZER UPPER PLATE CRACKED IN AREA ADJACENT TO VERTICAL STABILIZER BRACKET ATTACHMENT. CRACK LENGTH 5MM (0.196IN).

AU510001977	CESSNA	LYC		SPAR	CORRODED
12/12/2005	A152	O235L2C		4224076	RT WING

RT WING SPAR STRAP CONTAINED AREAS OF HEAVY CORROSION BETWEEN THE MATING FACES OF THE SPAR ANGLE AND SPAR STRAP LOCATED MAINLY IN THE TANK BAY AREA.

AU510001978	CESSNA	LYC		ANGLE	CORRODED
12/12/2005	A152	O235L2C		4224152	RT WING

RT WING SPAR ANGLE CONTAINED AREAS OF HEAVY CORROSION BETWEEN THE MATING FACES OF THE ANGLE AND SPAR CHANNEL AND THE ANGLE AND THE SPAR STRAP. CORROSION WAS MAINLY LOCATED IN THE AREA OF THE TANK BAY.

AU510001979	CESSNA	LYC		SPAR	CORRODED
12/12/2005	A152	O235L2C		4224056	RT WING

RT WING SPAR CHANNEL HEAVILY CORRODED IN AREAS ON THE MATING FACE BETWEEN THE CHANNEL AND THE SPAR ANGLE.

CA060619001	CESSNA	CONT	MCAULY	BLADE	CRACKED
2/17/2006	A185E	IO520D	D2A34C58NO	S90AT4	PROPELLER

PROPELLER D2A34C58, SERIAL NR 705814, WORK ORDER NR T68807, C-FYJJ. PROPELLER RECEIVED FOR 10 YEAR OVERHAUL. LAST OVERHAUL MARCH 1996, NOW 800.5 HOURS SINCE OVERHAUL. FOUND BLADE S-90AT-4, SERIAL NR C75151YS, CRACKED IN BLADE THREADS, FOUND WITH EDDY CURRENT.

CA060619003	CESSNA	CONT	MCAULY	HUB	CRACKED
2/17/2006	A185E	IO520D	D2A34C58NO	D4716	PROPELLER

(CAN) PROPELLER D2A34C58-NO, SERIAL NR 705814, WORK ORDER NR T68807, C-FYJJ. PROPELLER RECEIVED FOR 10 YEAR OVERHAUL. LAST OVERHAUL MARCH 1996, NOW 800.5 HOURS SINCE OVERHAUL. FOUND HUB D4716, SERIAL NR 705814, CRACKED IN THREADS THAT THE BLADE RETENTION NUT SCREW INTO, FOUND WITH EDDY CURRENT.

CA060518003	CESSNA	CONT		STRUT	SHEARED
5/11/2006	A185F	IO520D	3450A	34A2000204	ATTACH FITTING

DURING TOUCH DOWN, INSTRUCTOR HEARD THE VOICE ADVISORY SYSTEM WITH THE MESSAGE "CHECK GEAR" AND LOST THE LIGHT ON THE BLOCK INDICATOR P/N 2A11179-001 ON THE RIGHT AND SIDE. DECIDED TO LAND ON LAKE WITH SMALLER WAVE WITH NO PROBLEM. THE INSTRUCTOR FOUND THE FORWARD STRUT RT P/N 34A2000-204 BROKEN AT THE ATTACHMENT FITTING UPPER FORWARD RT P/N 34A2062-014.

CA060516004	CESSNA	CONT	CESSNA	REINFORCEMENT	CRACKED
5/13/2006	A185F	IO520D	12320008	07321014	STABILIZER

EXCESSIVE MOVEMENT FOUND AT AFT LT HINGE ASSY, INSIDE REINFORCEMENT P/N 0732106-1, ALSO FOUND CRACKED.

CA051221001	CESSNA	CONT		HINGE	MISREPAIRED
12/15/2005	A185F	IO520D			SEAT BACK

UPON INSPECTION, MAINTENANCE PERSONNEL DISCOVERED SEVERAL PLACES WHERE NAILS AND LOCK PINS WERE USED IN PLACE OF THE PROPER NAS561 PINS. SAFETYING METHOD WAS "BENT OVER" INSTEAD OF LOCK WIRE. LOCATIONS WERE TRIM WHEEL, SEAT BACK HINGE POINTS AND SEAT LOCK MECHANISM. HAVE PICTURE OF UNAPPROVED PARTS TO ATTACH TO FILE.

CA060116007	CESSNA	CONT	CESSNA	BRACKET	BROKEN
1/15/2006	A185F	IO520D		0512128	BS 65.33

UPON APPROACH TO LAND ON LAKE, FLAPS 10 SELECTED. A/C IMMEDIATELY BEGAN TO ROLL TO LT, RETURNED FLAPS TO ZERO, A/C RETURNED TO LVL FLT. TRIED TO DEPLOY FLAPS AGAIN (SLOWLY) AND OBSERVED RT FLAP DEPLOYED NORMALLY, LT FLAP DID NOT MOVE, A/C THEN RETURNED TO WHERE A FLAPLESS LANDING WAS

CARRIED OUT WITH NO FURTHER PROBLEMS. ONCE ON GROUND PILOT SELECTED FLAPS 10 AND NOTED WHILE RT FLAP DEPLOYED IMMEDIATELY, LT FLAP SLOWLY FELL TO POSITION. ONCE IN HANGAR AND OPENED UP FOR INSPECT IT WAS DISCOVERED THAT FLAP PULLEY BRACKET (LT) AT STA 65.33 DETACHED/TORN FROM BULKHEAD ASSY THUS CAUSING PULLEY TO NO LONGER BE ATTACHED TO AIRFRAME CAUSING FLAP TO MALFUNCTION. PILOT CONFIRMED FLAPS FUNCTIONING NORMALLY FOR T/O.

CA060425002	CESSNA	CONT	RIB	CRACKED
4/25/2006	A185F	IO520D	05230821	RT WING

RIGHT WING RIB AT STN 40.125 AFT UPPER FLANGE CRACKED ALONG BEND RADIUS.

AU510001658	CESSNA	CONT	CYLINDER	FAILED
12/12/2005	P210N	TSIO520P	TIST712BCA	ENGINE

NR 2 CYLINDER HEAD SEPARATED FROM BARREL. FURTHER INVESTIGATION FOUND THAT ALL CYLINDERS (6OFF) SHOULD HAVE BEEN REPLACED IN JULY 2004 IAW ECI SB 04-1.

CA060203007	CESSNA		GUARD	LOOSE
2/2/2006	T206H		126011131	AILERON CABLE

WHILE INSTALLING ALTERNATOR/WIRING UPGRADE, IT WAS NOTICED THAT THE STRAP COVER WAS LOOSE ON THE CABLE GUARD ON THE LEFT SIDE AILERON CONTROL QUADRANT. SUBSEQUENT INSPECTION REVEALED THE RIGHT SIDE WAS ALSO LOOSE. TOP AND BOTTOM SCREWS ON THE LEFT AND RIGHT SIDE WERE TOO SHORT DUE TO A WASHER BEING PLACED IN BETWEEN THE STRAP COVER AND THE AILERON CABLE GUARD FROM THE FACTORY. INSUFFICIENT THREAD DEPTH INTO NUTPLATE, IE: 2 THREADS HOLDING ALL 4 FASTENERS = NOT IN SAFETY. A CONDITION REPORT WAS SENT TO THE CESSNA FIELD REP TO INVESTIGATE QUALITY CONTROL ISSUES IN REGARDS TO THE POSSIBILITY OTHER NEW A/C AFFECTED.

2006FA0000593	CESSNA	LYC	LINE	LEAKING
6/6/2006	T206H	TIO540*	12806160	RT MLG BRAKE

DURING NORMAL OPERATION RT BRAKE STARTED LEAKING. REMOVED WHEEL FAIRING AND FOUND A SCREW FROM THE FAIRING CHAFING INTO THE LOWER BRAKE LINE CAUSING THE LINE TO LEAK AND ALMOST FAIL, THEREFORE IT IS RECOMMENDED THAT PROPER ROUTING IS ASSURED DURING INSPECTIONS AND THIS AREA IS ROUTINELY INSPECTED FOR LEAKS AT EVERY PREFLIGHT. (K)

AU510001486	CESSNA	CONT	CRANKCASE	DAMAGED
12/12/2005	T210L	TSIO520H		ENGINE

(AUS) CRANKCASE HOLED. LOSS OF POWER IN NR 4 AND NR 6 CYLINDERS. (CASA# 510001486)

CA060526004	CESSNA	CONT	SLICK	IMPULSE COUPLING	BROKEN
5/19/2006	U206B	IO520D		M3050	MAGNETO

DURING FLT, PILOT NOTICED A VERY SLIGHT RPM DROP AND SLIGHT ROUGHNESS. UPON LANDING A GROUND RUN WAS PERFORMED AND WHEN THE IGNITION SWITCH WAS SELECTED TO RT MAG, ENGINE DIED OFF BEFORE SELECTING BACK TO LT OR BOTH. WHEN COWLS WERE REMOVED IT WAS EVIDENT THAT RT MAG HAD SEPARATED FROM ATTACH FLANGE AND WAS LAYING JUST FWD OF ITS ATTACHMENT POINT. UPON INSPECTION OF MAG IT APPEARS THAT IMPULSE COUPLING HAD FAILED INTERNALLY AND THROUGH ROTATION AND CENTRIFICAL FORCE HAD WORN AWAY THE CASING OF THE MAG TO THE POINT OF SEPARATION. MAG WAS REPLACED WITH A NEW UNIT, THE ACCY CASE GEARS WERE VISUALLY INSPECTED, AND THE OIL AND FILTER WERE CHANGED AT THAT TIME AND AGAIN 3 HOURS LATER.

CA060605003	CESSNA	CONT	CYLINDER HEAD	CRACKED
6/1/2006	U206F	IO520F	SA52000A1	ENGINE

AIRCRAFT HAD JUST TAKEN OFF WHEN THE PILOT HEARD A LOUD BANG, HE TURNED AROUND AND LANDED AGAIN. UPON INSPECTION OF THE ENGINE, FOUND THE NR 4 CYLINDER WAS CRACKED AT THE HEAD JUST ABOVE THE THREADS WHERE THE HEAD AND CYLINDER ARE JOINED. CYLINDER WAS REMOVED AND REPLACED. HAD ENCOUNTERED THE SAME PROBLEM WITH NR 6 AND NR 2 ABOUT 160 HOURS EARLIER HAD TROUBLE WITH NEW PILOTS AND THOUGHT THIS WAS CAUSING PROBLEM. OVERHAUL WAS CARRIED OUT AT AERO RECIP, THEY

WERE CONTACTED AND WILL BE INSTALLING 6 NEW CYLINDERS.

AU510001585	CESSNA	CONT		STARTER	FAILED
12/12/2005	U206F	IO550F		6462382	ENGINE

(AUS) ENGINE STARTER MOTOR FAILED TO TURN OVER. INVESTIGATION FOUND A FAILED BRUSH SPRING JAMMED BETWEEN THE BRUSH AND COMMUTATOR. (CASA NR 510001585)

AU510001488	CESSNA	CONT		CYLINDER	SEPARATED
12/12/2005	U206F	IO550F		AEC631397	ENGINE

(AUS) ENGINE CYLINDER HEAD SEPARATED FROM BARREL. SUSPECT DEFECTIVE CASTING. (OTHER CAUSE: IT`S FAIRLY OBVIOUS THAT CASTING WAS DEFECTIVE) (CASA# 510001488)

AU510001817	CESSNA	CONT		SHAFT	SHEARED
1/9/2005	U206G	IO520F			VACUUM PUMP

VACUUM PUMP DRIVE SHAFT SHEARED DUE TO INTERNAL PUMP FAILURE.

CA060519002	CESSNA	CONT		CYLINDER HEAD	CRACKED
5/18/2006	U206G	IO520F		TIST712ACA	ENGINE

CYLINDERS 5 - 6 WERE FOUND TO HAVE CRACKED CYLINDER HEADS DURING A CYLINDER LEAKAGE CHECK. A SOAP WATER SOLUTION WAS USED TO AID IN LOCATING THE CRACKS.

AU510001976	CESSNA	CONT	HARTZL	CYLINDER	UNSERVICEABLE
12/12/2005	U206G	IO520F			PROPELLER

DURING STRIP IT WAS FOUND THAT THE PROPELLER CYLINDER HAD BEEN OVERTORQUED WHEN LAST FITTED. FURTHER INVESTIGATION FOUND THAT THE NUT HOLDING THE PISTON UNIT TO THE CONTROL ROD WAS LOOSE AND THE SPLIT PIN WAS SHEARED. THE REMAINS OF THE SPLIT PIN WERE FOUND IN THE PROPELLER ON EITHER SIDE OF THE PISTON. DAMAGE TO THE UNDERSIDE OF THE PISTON HAD BEEN DRESSED OUT. SUSPECT THAT THE CYLINDER AND PISTON HAD BEEN REMOVED AND REFITTED WITHOUT USING THE CORRECT TECHNIQUES OR TOOLS.

AU510002169	CESSNA	CONT		SUMP	WORN
7/11/2005	U206G	IO520F		633412	ENGINE

OIL DIPSTICK WORE A HOLE IN THE SUMP. OIL LEAKING.

AU510002028	CESSNA	CONT		IGNITION SWITCH	WORN
12/12/2005	U206G	IO520F		L2925010105	COCKPIT

IGNITION SWITCH INTERNAL CONTACTS WORN WITH EVIDENCE OF ARCING. FOUND DURING INSPECTION IAW AD/ELEC/59.

AU510001858	CESSNA	CONT	CONT	CLUTCH SPRING	BROKEN
12/12/2005	U206G	IO520F		643109	STARTER ADAPTER

ENGINE STARTER ADAPTER CLUTCH SPRING TANG BROKEN OFF.

AU510001863	CESSNA	CONT		CRANKSHAFT	DAMAGED
8/9/2005	U206G	IO520F		PN649134ASSY	ENGINE

ENGINE CRANKSHAFT COUNTERWEIGHT HANGER BLADE HOLES OUT OF ROUND.

CA060306018	CESSNA	CONT		PUMP	FAILED
3/3/2006	U206G	IO520F		AA216CWOHE	AIR PUMP

(CAN) AIR PUMP WAS INSTALLED IN AIRCRAFT AND FAILED AFTER 144 HOURS. (TC NR 20060306018)

CA060306019	CESSNA	CONT		PUMP	FAILED

3/4/2006	U206G	IO520F	AA216CWOHE	AIR PUMP

(CAN) AIR PUMP WAS INSTALLED IN AIRCRAFT AND FAILED AFTER 0.7 HOURS, FAILED DURING THE RUN UP. (TC NR 20060306019)

AU510001865	CESSNA	CONT	CYLINDER	UNSERVICEABLE
7/9/2005	U206G	IO550F	AEC631397	ENGINE

ENGINE CYLINDER DAMAGED. A PIECE OF THE NICKEL CARBIDE BORE COATING MISSING FROM THE TOP AREA OF THE CYLINDER BORE. SIZE OF MISSING PIECE APPROXIMATELY 20MM BY 5MM BY 0.254MM DEEP (0.78IN BY 0.19IN BY 0.010IN DEEP). THE SECOND COMPRESSION RING WAS ALSO FOUND BROKEN IN TWO PLACES APPROXIMATELY 40MM (1.57IN) APART. THE FLOATING PIECE WAS JAMMED IN THE PISTON RING GROOVE AND WAS STARTING TO BREAK UP.

AU510001738	CHILD	LYC	STITCHING	LOOSE
12/12/2005	S2APITTS	AEIO360A1A		WING SKIN

(AUS) TOP WING FABRIC RIB STITCHING LOOSE AND BROKEN. INSPECTION FOUND UNAPPROVED KNOTS IN THE STITCHING WHICH SLIPPED WHEN PULLED. SEE ATTACHMENT FOR PHOTOGRAPHS. (CASA NR 510001738)

2006FA0000546	CIRRUS	CONT	BRACKET	CRACKED
5/26/2006	SR20	IO360CONT	657046	ENGINE

ALTERNATOR BRACKET FOUND CRACKED. NEW PART IS OF A HEAVIER DESIGN BUT RETAINS THE SAME PART NUMBER.

AU510002149	CIRRUS	CONT	PISTON	DAMAGED
12/12/2005	SR20	IO360E		ENGINE

NR 3 CYLINDER SEVERELY DAMAGED. INVESTIGATION CONTINUING.

AU510001762	CIRRUS	CONT	ALTERNATOR	FAILED
12/12/2005	SR20	IO360E	ES4024LP	ENGINE

(AUS) ALTERNATOR FAILED. INVESTIGATION FOUND STATOR TO DIODE FEEDER WIRES CHAFING ON HOUSING AND SHORTED. BRUSH WIRE TAIL FOUND TO BE RUNNING ON STATOR BRUSH RING. (CASA NR 510001762)

AU510002057	CIRRUS	CONT	MAGNETO	FAILED
12/12/2005	SR20	IO360E	6314653271	ENGINE

(AUS) LT AND RT MAGNETOS PREMATURELY WORN. LT MAGNETO, HIGH VOLT CONTACT TERMINALS IN DIST BLOCK/CAP ARE ERODED/ARCED. HIGH VOLT DIST ARM TIP HAS ERODED CENTER WIPER ELECTRODE, ARCED END W/PITTING, MATERIAL BREAK DOWN. POINTS SHOW SIGNS OF PITTING WITHIN SERVICE LIMITS. CONDENSER MEASURED .35. RT MAGNETO, DIST SHAFT CARBON BRUSH/SPRING ASSY WORN BEYOND LIMITS, CARBON BRUSH AND SPRING BURNED AWAY. SPRING LEAF ON COIL HAS BEEN BURNED BY ARCING. HIGH VOLT CONTACT TERMINALS IN DIST BLOCK/CAP ARE ERODED/ARCED. HIGH VOLT DIST ARM TIP HAS ERODED CENTER WIPER ELECTRODE, ARCED END WITH PITTING, MATERIAL BREAK DOWN. POINTS SHOW SIGNS OF PITTING WITHIN SERVICE LIMITS. CONDENSER MEASURED .35. (CASA NR 510002057)

CA051202004	CIRRUS	CONT	CRANKCASE	CRACKED
12/1/2005	SR20	IO360ES		ENGINE

MULTIPLE CRACKS FOUND ON RIGHT CRANKCASE THRU BOLT BOSS JUST UNDER THE UPPER REAR HOLE OF THE NR 1 ALTERNATOR MOUNTING BRACKET.

2006FA0000576	CIRRUS	CONT	NUT	SPLIT
6/6/2006	SR22	IO550*		NR 4 CYLINDER

THRU STUD NUT SPLIT ON NR 4 CYLINDER TOP THRU STUD. (K)

CA051108002	CIRRUS	CONT	BOLT	WORN
11/8/2005	SR22	IO550N	AN334	AIR BOX

INDUCTION AIR BOX SUPPORT MOUNTING BOLT (AN3-34 BOLT) IS WORN PREMATURELY BY SUPPORT BRACKET 15671-002. THE SAME BOLT ALSO IS WEARING AT CONTACT AREA FROM ALTERNATE AIR DOOR SUPPORT BEARING P/N 50200-101. THIS BOLT SUPPORTS THE INDUCTION AIR BOX ONTO THE CRANKCASE AND ACTS AS THE HINGE FOR THE ALTERNATE INDUCTION AIR DOOR. TO INSPECT THIS DAMAGE, THE AIR BOX HAS TO BE REMOVED AND DISASSEMBLE.

CA051108003	CIRRUS	CONT	SPRING	WORN
11/4/2005	SR22	IO550N	51381001	EXHAUST PIPE

DURING FIRST 100 HOUR INSPECTION, FOUND LEFT EXHAUST TAIL PIPE SUPPORT SPRING END LOOP WORN ABOUT 80 PERCENT AT CONTACT AREA TO MOUNTING BRACKET.

AU510001691	CIRRUS	CONT	LINE	LEAKING
12/12/2005	SR22	IO550N	20139001	FUEL SYSTEM

FUEL SUPPLY PIPE P/N 20139-001 AND FUEL RETURN PIPE P/N 20138-001 LEAKING AT `TEE` FITTING. `TEE` FITTINGS ARE PART OF THE FERRY TANK SYSTEM AND SHOULD BE REMOVED WHEN THE FERRY TANK IS REMOVED. PIPE FLARES WERE POORLY MANUFACTURED. INCORRECT PART.

AU510002175	CIRRUS	CONT	LINE	DAMAGED
12/10/2005	SR22	IO550N	11443005	FUEL SYSTEM

(AUS) FUEL PIPES LEAKING. FUEL WAS FOUND TO HAVE BEEN LEAKING FROM THE BLANKED T-FITTINGS THAT WERE INSTALLED IN THE FUEL SELECTOR TO FIREWALL SUPPLY LINE PN 11443-005 AND THE RETURN LINE PN 11444-005. ON REMOVAL THE FUEL LINES WERE FOUND TO HAVE VERY POOR/DAMAGED FLARES AT THE T-FITTING ENDS. FITTINGS ARE INSTALLED AS PART OF THE FERRY TANK INSTALLATION. (CASA NR 510002175)

AU510001764	CIRRUS	CONT	BATTERY	FAULTY
12/12/2005	SR22	IO550N	G243	MASTER

(AUS) AIRCRAFT BATTERY INTERNAL FAULT. BATTERY HAD HIGH CURRENT DRAW CAUSING LOSS OF ELECTRICAL POWER. (CASA# 510001764)

AU510001759	CIRRUS	CONT	SOLENOID	FAILED
3/6/2005	SR22	IO550N	687181A24VVN1113	STARTER

(AUS) STARTER SOLENOID FAILED. SUSPECT CAUSED BY FAILURE AND CRACKING OF END CAP WHICH ALLOWED COPPER DUST TO LEAK OUT. (CASA NR 510001759)

AU510001760	CIRRUS	CONT	SOLENOID	FAILED
12/12/2005	SR22	IO550N	PN687181A24VVN11	STARTER

(AUS) STARTER SOLENOID FAILED. SUSPECT CAUSED BY FAILURE AND CRACKING OF END CAP WHICH ALLOWED COPPER DUST TO LEAK OUT. (CASA# 510001760)

CA060222002	CNDAIR	PWA	HAMSTD	BOLT	SHEARED
2/22/2006	CL2151A10	CA3		72429	PROP BARREL

ON RE-ASSEMBLY OF A 43E60-583 PROPELLER, THE TORQUE SEQUENCE OF THE BARREL BOLTS WAS BEING ACCOMPLISHED AS PER CANADAIR MAINTENANCE MANUAL SUPPLEMENT 61-10-51. WHEN TORQING ONE OF THE BARREL BOLTS P/N 72429, THE HEAD SHEARED OFF OF THE BOLT SHANK JUST AS MAXIMUM TORQUE WAS BEING REACHED. IT WAS OBSERVED THAT THE WEIGHT INSERT IN THE MIDDLE OF THE BOLT WAS CORRODED AND COULD BE THE CAUSE OF THE HEAD SHEARING.

CA051228001	CNDAIR	PWA	FRAME	CRACKED
12/19/2005	CL2151A10	CA3	21531062882	BS 388 RBL 51

WHILE PERFORMING AD 1997-07R2 A HORIZONTAL CRACK WAS DISCOVERED ON THE RT FORWARD OUTBOARD FUSELAGE FRAME ANGLE FS 388.00 RBL 51.00. THE CRACK WAS LOCATED APPROXIMATELY IN LINE WITH THE BOTTOM WING SKIN. THE FRAME ANGLE WAS COMPLETELY CRACKED OFF AND COULD BE SEEN QUITE PLAINLY WITH THE NAKED EYE. BOMBARDIER WAS CONTACTED AND A REQUEST FOR AN ENGINEERING REPAIR ORDER

WAS MADE.

CA060427007	CNDAIR	PWA	CHECK VALVE	SEPARATED
4/25/2006	CL2151A10	CWASP	AN62498	HYD SYSTEM

(CAN) AFTER COMPLETING A WATERDROP, BOTH WATERDOORS FAILED TO CLOSE AND LOCK. AC EXPERIENCED A COMPLETE HYDR FAILURE CAUSED BY FAILURE OF ONE-WAY CHECK VALVE IN MAIN PRESSURE LINE AT WING STA 54 ON RT WING LE. THIS CHECK VALVE'S PURPOSE IS TO STOP HYD PRESSURE FLOWING BACK TO ENG DRIVEN PUMP WHEN USING GROUND TEST EQUIPMENT, AUXILARY HYD PUMP. AC PERFORMED EMERGENCY LANDING GEAR EXTENSION, RETURNED TO BASE, LANDED SAFELY. CHECK VALVE HSG IS CONSTRUCTED OF ALUMINUM. AFTER RECEIVING REPORTS OF FAILURE OF THIS CHECK VALVE, MFG PRODUCED SB 215-0466(STAINLESS STEEL CHECK VALVES)TO RECTIFY THIS PROBLEM. OUR ORGANIZATION WILL EMBODY THIS SB. ORDERED THESE CHECK VALVES(2 PER AC) TO BE INSTALLED. (TC NR 20060427007)

CA060303021	CNDAIR	PWA	FUEL CELL	LEAKING
3/3/2006	CL2156B11215	PW123	CL215640024	RT NR 3

(CAN) WHILE UNDERGOING 12 MONTH INSPECTION, FUEL WAS FOUND DRIPPING FROM THE RT WING TIP. ALL 8 FUEL CELLS FROM THE RT WING WERE REMOVED FOR LEAK CHECK. 6 OUT OF 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED. (TC NR 20060303021)

CA060303022	CNDAIR	PWA	FUEL CELL	LEAKING
3/3/2006	CL2156B11215	PW123	CL21564002	RT NR 2

(CAN) WHILE UNDERGOING 12 MONTH INSPECTION, FUEL WAS FOUND DRIPPING FROM THE RT WING TIP. ALL 8 FUEL CELLS FROM THE RT WING WERE REMOVED FOR LEAK CHECK. 6 OUT OF 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED. (TC NR 20060303022)

CA060303023	CNDAIR	PWA	FUEL CELL	LEAKING
3/3/2006	CL2156B11215	PW123	CL215640011	RT NR 1

(CAN) WHILE UNDERGOING 12 MONTH INSPECTION, FUEL WAS FOUND DRIPPING FROM THE RT WING TIP. ALL 8 FUEL CELLS FROM THE RT WING WERE REMOVED FOR LEAK CHECK. 6 OUT OF 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED. (TC NR 20060303023)

CA060303020	CNDAIR	PWA	FUEL CELL	LEAKING
3/3/2006	CL2156B11215	PW123	CL215640026	RT WING

WHILE UNDERGOING IT'S 12 MTH INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. ALL 8 FUEL CELLS FROM THE RIGHT WING WERE REMOVED FOR LEAK CHECK. 6 OUT OF 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED.

CA060303019	CNDAIR	PWA	FUEL CELL	LEAKING
3/3/2006	CL2156B11215	PW123	CL21564002	RT NR 6

WHILE UNDERGOING IT'S 12 MTH INSPECTION FUEL WAS FOUND DRIPPING FROM THE RT WING TIP. ALL 8 FUEL CELLS FROM THE RT WING WERE REMOVED FOR LEAK CHECK. 6 OUT OF 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. DEFECTIVE CELLS WILL BE REPLACED.

CA060302008	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	CL215640751	

WHILE COMPLETING THE A 500 HR INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERRING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060302002	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	215640011	NR 1

WHILE COMPLETING THE A 500 HR INSPECTION, FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERRING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT FUEL SYSTEM. THE A/C WAS

DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060302003	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	21564002	NR 2

WHILE COMPLETING THE A 500 HR INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT HAND FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE.

CA060302004	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	215640024	NR 3

WHILE COMPLETING THE A 500 HR INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT HAND FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060302005	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	215640026	NR 5

WHILE COMPLETING THE A 500 HR INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERRING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT HAND FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060302006	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	21564002	NR 6

WHILE COMPLETING THE A 500 HR INSPECTION, FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT HAND FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060302007	CNDAIR	PWA	FUEL CELL	LEAKING
2/23/2006	CL2156B11215	PW123	215640751	NR 8

WHILE COMPLETING THE A 500 HR INSPECTION FUEL WAS FOUND DRIPPING FROM THE RIGHT WING TIP. BY TRANSFERRING FUEL IT WAS DETERMINED THAT THE LEAK WAS IN THE RIGHT HAND FUEL SYSTEM. THE A/C WAS DEFUELED AND THE FUEL CELLS WERE TAKEN OUT AND CHECKED FOR LEAKS. UPON INSPECTION 6 OUT OF THE 8 CELLS WERE FOUND TO BE LEAKING INCLUDING THIS ONE. CELL WAS REMOVED AND REPLACED.

CA060110004	CNDAIR	GE	TIRE	SEPARATED
1/6/2006	CL600*	CF34*	362K821	NR 2

ON TAKEOFF, THE NR 2 MAIN TIRE RECAP DEPARTED THE TIRE CAUSING DAMAGE TO MLG SIDE STAY SPRINGS AND RETAINING PINS, INBD FLAP AND VANE, THE WING LOWER SKIN AFT OF THE LT GEAR BAY, AND THE INBD SPOILER FITTING ASSEMBLY. SIGNS OF FOD NOTED IN THE LT ENGINE BUT DETAILED INSPECTION AND BOROSCOPE SHOWED NO DAMAGE SUSTAINED. MAIN TIRE PRESSURES NOTED AS FOLLOWS NR 1 198 PSI, NR 2 140 PSI, NR 3 198 PSI, NR 4 198 PSI, S/N (D) IS TIRE SERIAL NUMBER NOT ASSEMBLY, RECAPPED AT WILKERSON.

CA060303003	CNDAIR	GE	COLLINS	CONNECTOR	CORRODED
2/21/2006	CL600*	CF34*	6227384001		ANTENNA

WHILE TROUBLESHOOTING A DEFERRAL FOR AN ADF SIGNIFICANT CORROSION AND A BROKEN PIN WAS DISCOVERED ON THE BELLY MOUNTED ADF ANTENNA CONNECTOR. THE ASSOCIATED CONNECTOR WAS ALSO CORRODED AND CONTAINED THE BROKEN PIN. IT IS ASSUMED MOISTURE FROM THE AIRCRAFT INTERIOR FOUND ITS WAY INTO THE CONNECTOR AND POOLED CAUSING THE CORROSION. THE ANTENNA SEALS AERODYNAMIC AND PRESSURE WERE IN A SERVICABLE STATE. MAINTENANCE REPLACED THE ADF ANTENNNA, CONNNECTOR PLUG AND PINS AND RETURNED THE AIRCRAFT TO SERVICE.

CA060413003	CNDAIR	GE	BALLAST	BURNED
3/27/2006	CL600*	CF34*	BR9500106	CABIN LIGHTS

EN ROUTE A PASSENGER NOTICED AN ELECTRICAL BURNING SMELL. HE ALERTED THE F/A WHO ALERTED THE CAPTAIN. CAPTAIN CONFIRMED THE SMELL. AIRCRAFT THEN DIVERTED. AIRCRAFT LANDED UNEVENTFULLY WITH NO NEED FOR EMERGENCY SERVICES. AIRCRAFT PROCEEDED TO GATE. IN SPITE OF CREW AND SOC ADVISING STOC THAT THIS WAS A POTENTIAL EMERGENCY, DEPLANEMENT OF PASSENGERS WAS DELAYED 45 MINUTES. MAINTENANCE FOUND LIGHT BALLAST AT ROW 23 U/S. BALLAST WAS REMOVED AND NEW BALLAST INSTALLED. AIRCRAFT WAS VENTED FOR AN EXTENDED PERIOD AND RETURNED TO SERVICE.

CA060619005	CNDAIR	GE	B-NUT	LEAKING
6/6/2006	CL600*	CF34*	B030212604	HYD SYSTEM

AFTER TAKEOFF, "NR 2 HYD LOW PRESS" CAUTION MESSAGE WAS DISPLAYED. THE AIRCRAFT RETURNED TO THE ORIGINATING AIRPORT AND PERFORMED AN EMERGENCY LANDING. MAINTENANCE FOUND THE FORWARD NR 2 BRAKE ACCUMULATOR CONNECTING HYDRAULIC LINE'S NUT LOOSE (CRJ700/900 IPC 29-17-06, FIG.23-AA1, ITEM NR 90). THE NUT WAS RE-TORQUED AS PER STANDARD PRACTICES AND NR 2 ENGINE DRIVEN PUMP (P/N 66190-3, S/N K0651) WAS REPLACED AS A PRECAUTION. NR 2 HYDRAULIC SYSTEM WAS SERVICED AND AIRCRAFT RETURNED TO SERVICE. NO MAINTENANCE HAS BEEN PREVIOUSLY PERFORMED ON THE HYDRAULIC LINE, NEITHER ON NR 2 BRAKE ACCUMULATOR. AIRFRAME HOURS WERE: 2625:04 AND CYCLES WERE: 1280.

2006FA0000589	CNDAIR		BATTERY	LEAKING
4/12/2006	CL6001A11			ELT

A STRONG ACIDIC ODOR WAS PRESENT AFTER REMOVING ELT BATTERY FROM ELT INSPECTION FOUND A THICK WHITE LIQUID ON THE NEGATIVE SIDE OF ONE BATTERY CELL. THE EXPIRATION DATE OF THE ELT BATTERY IS APRIL 2010 (4 MORE YEARS). THE ELT BATTERY OUTPUT IS 13.2 VOLTS. (K)

2006FA0000563	CNDAIR	LYC	ADG	DEPLOYED
4/24/2006	CL6001A11	ALF502*	728318	NOSE BAY

AIR DRIVEN GENERATOR (ADG) UNEXPECTED DEPLOYED ON POST TAKEOFF CLIMB OUT. PRECAUTIONARY LANDING ACCOMPLISHED. ADG MECHANICALLY RETRACTED/ SAFED; AIRCRAFT FERRIED TO MAINTENANCE DEPOT. ALL WORK ACCOMPLISHED IAW MM. (K)

CA060405011	CNDAIR		OIL COOLER	LEAKING
3/31/2006	CL6002B19		1603662	APU

SHORTLY AFTER TAKEOFF, THE CREW REPORTED SMOKE IN THE CABIN AND RETURNED TO FIELD. UPON LANDING, THE CREW DISCHARGE THE APU FIRE BOTTLE. AFTER FURTHER TROUBLESHOOTING, THE SITUATION WAS DUPLICATED AND IT WAS REPORTED THAT THE APU OIL COOLER WAS CLOGGED. REMOVED AND REPLACED OIL COOLER OPS CHECK GOOD.

CA060120001	CNDAIR		WINDSHIELD	CRACKED
1/18/2006	CL6002B19		NP1393216	COCKPIT

(CAN) FO WINDSHIELD OUTER PLY CRACKED IN FLIGHT. REMOVED AND REPLACED WINDSHIELD. WINDSHIELD IS PRE AD 2001-35-R1 (BA SB 601R56-04). (TC NR 20060120001)

CA060424001	CNDAIR		FUEL CONTROL	MALFUNCTIONED
4/3/2006	CL6002B19		414T70P02	ENGINE

RT ENGINE N1, N2 AND FUEL FLOW FLUCTUATING CLIMBING FROM 10000 FT AND THEN CLIMBING FROM 10000 FT TO FL210 THE RT ENGINE N1, N2 AND FUEL FLOW WERE FLUCTUATING RAPIDLY. THE FLIGHT DIVERTED AND LANDED WITHOUT INCIDENT. THE CREW REPORTED THAT FLUCTUATION CEASED WHEN THE THROTTLES WERE RETARDED FOR LANDING. THE FUEL CONTROL WAS REPLACED IN ACCORDANCE WITH AMM.

CA060616008	CNDAIR		WINDOW	CRACKED
6/10/2006	CL6002B19		NP1393222	COCKPIT

THE RT SIDE WINDOW CRACKED WHILE IN CRUISE. FLIGHT WAS DIVERTED TO MAINTENANCE BASE. WINDOW

REPLACED IN ACCORDANCE WITH AMM. THIS WINDOW IS A PRE-SERVICE BULLETIN.

CA060117002	CNDAIR	GE	DUCT	FAILED
1/17/2006	CL6002B19	CF343A1		14TH STG

L14TH DUCT MSG ON DESCENT. ACTIONED CHECKLIST AND SHUTDOWN ENGINE. CHANGED DETECTOR ELEMENT A59WK. OP TEST CARRIED OUT IAW AMM SERV.

CA060404006	CNDAIR	GE	BUSHING	WORN
3/23/2006	CL6002B19	CF343A1	600230681	HORIZONTAL STAB

ON DEPARTURE (200 KTS GEAR UP FLAPS 0), A LOW FREQUENCY VIBRATION WAS FELT THROUGH THE AIRCRAFT, BOTH FLIGHT DECK AND CABIN. VIBRATION WAS NOTICEABLE ENOUGH TO SHAKE SEATS SIDE TO SIDE, ENGINE FAN VIBRATION 0.2 AND 0.5, SMOOTH AIR FLIGHT CONDITIONS. CHECKED COMPLETE AIRCRAFT AND FOUND ALL FOUR HORIZONTAL STABILIZER BUSHINGS (WHICH HOLD STAB ON) SLIGHTLY WORN. BUSHING REPLACED AS PER SB 601R-55-007 PARTS A & B ONLY. OVERSIZE BUSHINGS NOT REQUIRED IAW SB, STANDARD BUSHINGS INSTALLED. AIRCRAFT TEST FLOWN AND COULD NOT REPRODUCE DEFECT.

CA060405004	CNDAIR	GE	BOMBDR	FASTENER	SHEARED
3/31/2006	CL6002B19	CF343A1		HST22DU522	ELEVATOR

HI-LIGHT FASTENERS (P/N HST22DU5-22) THAT ATTACHES LINKS (P/N 601R24056-55) TO FITTINGS (P/N 601R24056-51 ON LT AND FITTINGS P/N 601R24056-49 ON THE RT ELEVATOR), FOUND WITH SHEARED HEADS.

CA060403020	CNDAIR	GE	ELBOW	SPLIT
4/2/2006	CL6002B19	CF343A1	MS21907D6	HYD SYSTEM

45 DEGREE UNIVERSAL ELBOW FITTING FOUND SPLIT WITH HYDRAULIC FLUID LEAKAGE ON THE NR 2 HYDRAULIC SYSTEM, IPC 29-11-00, FIG 20, VIEW K, ITEM NR 45. FITTING REPLACED WITH THE SYSTEM CHECKED SERVICEABLE.

CA051208010	CNDAIR	GE	ANGLE	CRACKED
12/8/2005	CL6002B19	CF343A1	601370038182	FS 640

WHILE REPLACING THE ENGINE PYLON BOLTS AS PER THE SB601R-54-005, THE AME WORKING IN THE AREA NOTICED THAT BOTH THE LT AND RT SIDE FORMED ANGLES INSIDE ENGINE PYLON AT STA FS 640, STRINGER 10 WERE CRACKED. BOTH ANGLES P/N 601-37003-81 FOR THE LHS AND ANGLE P/N 601-37003-82 FOR THE RHS WERE REMOVED AND REPLACED.

CA060124006	CNDAIR	GE	FUEL CONTROL	UNSERVICEABLE
1/18/2006	CL6002B19	CF343A1	8063489	NR 1 ENGINE

(CAN) NR 1 ENGINE FAILED TO START WITH IGNITION OPERATING NORMALLY. 5 ATTEMPTS WERE MADE BY THE FLIGHT CREW. GROUND PERSONNEL NOTED EXTREME AMOUNT OF FLAMES COMING FROM THE JETPIPE AND ADVISED FLIGHT CREW. FUEL CONTROL SN WYG85082 REPLACED, ENGINE GROUND RUN, STARTS NORMAL. GROUND CHECKED SERVICEABLE. FDR DOWNLOAD SHOWED 2300 LBS OF FUEL FLOW ON START. NORMAL FUEL FLOW ON START EQUALS APPROX. 400 LBS. AFFECTED MFC IS BEING SENT FOR INVESTIGATION AND CORRECTIVE ACTION AS APPLICABLE. (TC NR 20060124006)

CA060607003	CNDAIR	GE	ENGINE	FAILED
6/4/2006	CL6002B19	CF343A1	CF343A1	

(CAN) DURING CLIMB AT 2000 FT THE NR1 ENGINE FAILED, N1 DROPPED OFF AND TGT PEGGED. EMERGENCY WAS DECLARED AND AC RETURNED AND LANDED SAFELY. THIS REPORT IS INITIAL ONLY, FURTHER INFORMATION WILL BE FORWARDED ON RECEIPT OF THE TEARDOWN REPORT FROM THE MANUFACTURER. (TC NR 20060607003)

CA060605004	CNDAIR	GE	THRUST REVERSER	FAILED
6/3/2006	CL6002B19	CF343A1	22850809801	LEFT

(CAN) FLIGHT CREW REPORTED THAT THEY RECEIVED A (L REV UNLOCKED) CAUTION MESSAGE ON RUNWAY AND LINED UP FOR TAKEOFF WITH NO REPORTED CHANGE TO THE N1 OR N2 INDICATIONS. MESSAGE THEN

FLICKERED ON AND OFF. WHILE TAXIING BACK TO THE GATE THE MESSAGE WENT OUT. AFTER AC SHUTDOWN MESSAGE REAPPEARED. REV LOCKED OUT IAW MEL 78-30-02 AND TASK 78-30-00-040-802. TRACK ASSY NOTED TO BE CRACKED IAW REO 601R-78-30-3253. AC FERRIED, TRACK ASSY REPLACED. AC RELEASED INTO SERVICE. (TC NR 20060605004)

CA060604002	CNDAIR	GE	APU	INOPERATIVE
5/25/2006	CL6002B19	CF343A1	38004883	

(CAN) WHILE TAXING IN PREPARATION FOR TAKEOFF, CREW NOTED SMOKE AROUND AC, TOWER REPORTED SMOKE, FLAMES COMING FROM AFT AREA OF AC UNDER NR 2 ENG. APU WAS SHUTDOWN, CREW THEN ELECTED TO TAXI OFF ACTIVE TAXIWAY TO A NON ACTIVE TAXIWAY. SHORTLY AFTER STOPPING AC, AN APU FIRE MESSAGE WAS POSTED ON EICAS. CREW COMPLETED QRH PROCEDURE FOR APU FIRE. CREW DISCHARGED AT LEAST ONE FIRE BOTTLE, AND FIRE INDICATIONS EXTINGUISHED. CFR RESPONDED AND DISCHARGED HALON INTO APU ENCLOSURE. CREW THEN EVACUATED PASSENGERS THROUGH MAIN CABIN DOOR EXIT USING QRH PROCEDURE. ONE PASSENGER SUSTAINED A CUT FINGER. NO OTHER INJURIES REPORTED. THE APU WAS REPLACED, AC RETURNED TO SERVICE.

CA060309001	CNDAIR	GE	SWITCH	FAILED
2/8/2006	CL6002B19	CF343A1	9960013	AUTOPILOT

(CAN) ON DEPARTURE, THE FLIGHT CREW REPORTED THEY HAD LOST THE AUTOPILOT, MACH TRIM AND THE STAB TRIM. NR 1 STAB TRIM SWITCH WAS NOTICED TO BE STICKY AND HARD TO DISENGAGE. THE CREW WAS ADVISED THAT IT WAS PROBABLY THE NR 1 (CAPT'S) DISENGAGE SW (P/N 996-0013) AT FAULT AND CAUSING BOTH CHANNELS TO DISENGAGE AND THAT THE SWITCH NEEDED TO BE REPLACED. THE CREW CONTINUED ON IN A SLIGHTLY NOSE UP ATTITUDE AND THE AUTOPILOT UNSERVICEABLE. THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT AND THE SWITCH (P/N 996-0013) HAS BEEN REPLACED (TC NR 20060309001)

CA051206003	CNDAIR	GE	FITTING	CRACKED
9/21/2005	CL6002B19	CF343A1	601R38593	PROX SWITCH

DURING SCHEDULED MAINTENANCE, SLIDER FITTING FOR PROXIMITY SWITCH PS17MB ON SERVICE DOOR WAS FOUND CRACKED. UPON FURTHER INSPECTION EXTENSIVE CORROSION WAS FOUND ON PART. SLIDER FITTING WAS REPLACED AND PROXIMITY SWITCH RERIGGED. PART TIMES AND CYCLES UNKNOWN. AIRCRAFT TOTAL TIME AND CYCLES: 21277:48 HOURS, 17532 CYCLES.

CA060606007	CNDAIR	GE	BOMBDR	PUSH-PULL CABLE	FAILED
6/2/2006	CL6002B19	CF343B1	848847	848847	HYDRAULIC PUMP

(CAN) DURING CLIMB CREW RECEIVED NR 3 HYDRAULIC HIGH TEMPERATURE CAUTION LIGHT. CREW ELECTED TO RETURN TO ORIGINATING AIRPORT. MAINTENANCE REPLACED NR 3 B HYDRAULIC PUMP. A/C RETURNED TO SERVICE. (TC NR 20060606007)

CA060607001	CNDAIR	GE	ROTOR	SEIZED
5/23/2006	CL6002B19	CF343B1		LT ENGINE N2

(CAN) AS THE AIRCRAFT WAS CLIMBING, FLIGHT CREW HEARD A LOUD BANG AND LOST THE LT ENGINE. THEY NOTICED THAT THE ITT WAS AT 998 DEGREES AND AN ENGINE (VIB) ON THE N2 GAUGE. IT WAS FOUND THAT THE LT ENG N2 ROTOR WAS FOUND SEIZED WITH HAVING THE LT ENGINE REPLACED IAW AMM 71-00-00. ALL ENGINE PERFORMANCE, FUNCTION AND OPERATIONAL CHECKS CARRIED OUT. ALL ENGINE POST GRD RUN LEAK CHECKS CARRIED OUT. AS FOR NOW, THE PROBLEM IS STILL YET TO BE DETERMINED AND THIS SDR WILL BE UPDATED AS SOON AS THERE IS MORE INFORMATION AVAILABLE. (TC NR 20060607001)

CA051212001	CNDAIR	GE	RELAY	OVERHEATED
12/8/2005	CL6002B19	CF343B1	D1822A	

AT FL230, ALL THE TUBES EICAS AND PFD'S WENT BLANK THEN FLASHED ON AND OFF. NEXT AC BUS1 CAUTION MESSAGE. LEFT AUTO TRANSFER FAIL AND GENERATOR 1 OFF CAUTION. COCKPIT HAD ELECTRICAL OVERHEATING SMELL. NO SMOKE VISIBLE IN COCKPIT OR CABIN. COMPLETED THE QRH FOR PREVIOUS MESSAGES ALSO STAB TRIM AND MACH TRIM CAUTION MESSAGES APPEARED AND CLEARED BY FOLLOWING QRH. EFIS COMP MON WITH IAS YELLOW ON AIRSPEED. AUTOPILOT NOSE UP TRIM CAUTION AND WOULD NOT CLEAR PER QRH.

CA051207006	CNDAIR	GE	PPG	WINDSHIELD	CRACKED
12/4/2005	CL6002B19	CF343B1	NP13932211	NP13932211	COCKPIT

DURING APPROACH, LT COCKPIT SIDE WINDSHIELD SHATTERED. NO LOSS OF PRESSURIZATION. MAINTENANCE REPLACED LT SIDE WINDSHIELD, AIRCRAFT RETURNED TO SERVICE.

CA060405010	CNDAIR	GE	ACCUMULATOR	MALFUNCTIONED
4/3/2006	CL6002B19	CF343B1	0860163002	BRAKE

ON TAXI-OUT CREW REPORTED HEARING A LOUD POP AND THE RAMP PERSONNEL NOTIFIED THE CREW OF A HYDRAULIC LEAK FROM THE NOSE AREA AND THE AIRCRAFT RETURNED TO THE GATE. UPON FURTHER INVESTIGATION MAINTENANCE FOUND THE AFT END CAP ON THE BRAKE SYSTEM HYDRAULIC ACCUMULATOR HAD FAILED. WHEN THE END CAP FAILED, IT BLEW THROUGH THE PRESSURE BULKHEAD INTO THE AVIONICS BAY CAUSING DAMAGE TO PITOT AND HYD LINES, BRAKING CONTROL RODS, WIRING AND SURROUNDING STRUCTURE. ROUTE CAUSE OF THE FAILURE WILL BE PROVIDED ONE THE STRIP REPORT IS AVAILABLE.

CA051222001	CNDAIR	GE	CONTACTOR	BURNED
12/14/2005	CL6002B19	CF343B1		AVOINIC BAY

PILOT EXPLAINED THAT AT ABOUT 24,000 FEET BEGAN EXPERIENCING ELECTRICAL FAILURES AND LOST AC BUS 2 AND GEN 2. DURING ATTEMPT TO RESET GEN 2 AND BUS 2 HE BEGAN LOSING GEN 1 AND BUS 1 AT THIS TIME PROBABLY AFTER LOSING ESSENTIAL BUS ADG DEPLOYED. AFTER TALKING WITH MAINT CONTROL WAS ABLE TO RESET GEN 2 AND REGAIN AC BUS 2 WAS NOT ABLE TO RESET GEN 1 OR AC BUS 1 AND DID NOT ATTEMPT TO START THE APU. UPON INSPECTION ON THE GRD, DID NOT FIND ANY IRREGULARITIES WITH EITHER OF THE ENGINE GENERATORS. DURING AN INSPECTION OF THE AVIONICS BAY THE CONTACTORS ON THE LEFT SIDE OF THE AVIONICS BAY WERE DAMAGED BEYOND RECOGNITION AND THERE WAS HEAVY SMOKE AND SOME HEAT DAMAGE.

CA051222002	CNDAIR	GE	FUEL CONTROL	MALFUNCTIONED
12/15/2005	CL6002B19	CF343B1		RT ENGINE

DURING FLT, DURING DESCENT, RT THRUST LEVER ON RT ENG WAS UNRESPONSIVE AND THAT IND REMAINED AT 40% EVEN AFTER CREW EXERCISED BOTH THRUST LEVER'S POSITION TO CONFIRM THAT RT ENGINE WAS NON-RESPONSIVE. CREW THEN FOLLOWED QRH PROCEDURES, SHUT DOWN RT ENGINE, DECLARED EMERGENCY AND DID A SINGLE ENGINE LANDING WITHOUT FURTHER INCIDENT. PLEASE NOTE THAT RT ENG ON A/C WAS NOT ORIG ENG INSTALLED AT THE FACTORY. ORIGINAL RT ENG WAS ROBBED A COUPLE WEEKS AGO OR SO FOR A/C 7588 THAT DID AN IFSD ON 29-NOV-05 IN SOUTH BEND. THE OTHER RT ENG THAT WAS THEN INSTALLED ON A/C 8024 AFTER ROBBING ORIG ENG CAME FROM KNOXVILLE AND WAS S/N 872699, FLEET LEADER IN TIME SHOWING 11,736 FLT HRS & 10, 899 FLT CYCLES.

CA051222003	CNDAIR	GE	BLADES	DAMAGED
12/19/2005	CL6002B19	CF343B1		RT ENGINE

RT ENG IFSD WHEN AT FLT LVL 30,000 FT, CREW REPORTED EXCESSIVE VIBRATION ON RT ENG WAS FELT AND THEN SHUT DOWN ON ITS OWN. CREW THEN FOLLOWED QRH, DECLARED EMERGENCY AND DID A SINGLE ENGINE LANDING WITH NO FURTHER INCIDENT. A LOT OF BLADES DAMAGED INSIDE INLET/INTAKE. ALMOST, ALL BLADES ARE DAMAGED AND AT LEAST 3 HAVE HUGE CHUNK OF BLADES BROKEN OFF AND MISSING. WHEN INSPECTING INTAKE, ONE CHUNK OF BLADE WAS STUCK IN AND WENT PARTIALLY THROUGH INLET CASE. ANOTHER PIECE OF BLADE DID A SERIOUS DENT AND ALMOST WENT COMPLETELY THROUGH THE KEVLAR CONTAINMENT RING WHILE TAIL PIPE HAS A WARBLE SHAPE AT BACK END. CHIP DETECTOR LIGHT FOR RT ENG WAS ON AND WOULD NOT RESET. BASED ON THE VISUAL DAMAGE, PINNACLE DECIDED TO REPLACE RT ENG.

CA060523001	CNDAIR	GE	ARM	FAILED
5/22/2006	CL6002B19	CF343B1	22850291109	THRUST REVERSER

DURING AN "R" CHECK, LINE MAINTENANCE FOUND THE LT THRUST REVERSER BLOCKER DOOR AT THE 5 O'CLOCK POSITION TORN OUT. THE ACTUATING ROD (P/N 228-50291-109) WAS STUCK THROUGH THE DIVERTER FAIRING IPC REF 78-34-01. AREA INSPECTED FOR POSSIBLE DAMAGE TO FAN CASE, NONE FOUND. DIVERTER FAIRING (LOWER PORTION) REPLACED. BLOCKER DOOR AND ACTUATING ROD REPLACED. LEFT THRUST REVERSER CHECKED SERVICEABLE AND AIRCRAFT RETURNED TO SERVICE.

CA030119007	CNDAIR	GE	WINDSHIELD	CRACKED
1/7/2003	CL6002B19	CF343B1	NP1393216	COCKPIT

PERFORMED TECH FERRY FLIGHT AC FERRY FLIGHT APPROVAL AND REPLACED WINDSHIELD ACC AMM 56-11-01.

CA060103002	CNDAIR	GE	WINDSHIELD	CRACKED
12/14/2005	CL6002B19	CF343B1	NP1393219	COCKPIT

FOUND LEFT WINDSHIELD CRACKED. LEFT WINDSHIELD REMOVED AND REPLACED ACCORDING AMM PROCEDURE.

CA051228003	CNDAIR	GE	PITOT HEAD	BENT
12/27/2005	CL6002B19	CF343B1	6670658	

BIRD STRIKE DURING FLIGHT. MAINTENANCE INSPECTION AFTER LANDING FOUND 2 SMALL DENTS ON THE RT WING LEADING EDGE AT WS89.34 AND RT PITOT HEAD DAMAGED/BENT. LEADING EDGE DENTS ALLOWABLE FOR CONTINUED SERVICE, RT PITOT HEAD REPLACED. AIRCRAFT RETURNED TO SERVICE.

CA060103003	CNDAIR	GE	CONTACT	BURNED
12/30/2005	CL6002B19	CF343B1	1K4XD	

"UPON POWER UP, GOT AC UTIL 1 OFF + MAIN BATT CHGR MESSAGES". MAINTENANCE DISCOVERED HEAT DAMAGE TO CONTACTOR 1K4XD. CONTACTOR REPLACED.

CA060407001	CNDAIR	GE	WINDSHIELD	CRACKED
4/1/2006	CL6002B19	CF343B1	NP13932112	COCKPIT

RT WINDSHIELD CRACKED AT FL180. FOLLOWED BY "R WSHLD HEAT" MSG. WINDSHIELD REPLACED IAW AMM 56-11-01. WINDHIELD WAS A POST SERVICE BULLETIN.

CA060112013	CNDAIR	GE	WINDSHIELD	CRACKED
1/8/2006	CL6002B19	CF343B1	NP1393219	COCKPIT

LT WINDSHIELD FOUND CRACKED BEFORE FLIGHT. LT WINDSHIELD REPLACED AND TESTED IAW TO AMM PROCEDURE.

CA051130007	CNDAIR	GE	LANDING GEAR	MALFUNCTIONED
11/29/2005	CL6002B19	CF343B1		NOSE

AFTER TAKEOFF DURING GEAR RETRACTION, RECEIVED THE FOLLOWING WARNING MESSAGES: NOSE DOOR OPEN, GEAR DISAGREE. AIRCRAFT HAD DEPARTED FROM CONTAMINATED RUNWAY. AIRCRAFT CONTINUED TO DESTINATION AND USED ALTERNATE EXTENSION TO LOWER GEAR. AIRCRAFT LANDED NORMALLY. MAINTENANCE FOUND ACCUMULATION OF SLUSH ON MLG AND NLG OLEOS AND SWITCHES. SLUSH REMOVED, GEAR SWINGS CARRIED OUT, GEAR FUNCTIONED NORMALLY. AIRCRAFT RETURNED TO SERVICE.

CA060108002	CNDAIR	GE	WINDSHIELD	CRACKED
1/3/2006	CL6002B19	CF343B1	NP1393211	

DURING APPROACH, THE LEFT WINDSHIELD CRACKED.

CA060112003	CNDAIR	GE	INSULATION	BURNED
1/11/2006	CL6002B19	CF343B1	601R40467239	

BURNT INSULATION BLANKET FOUND IN CARGO UNDERFLOOR AREA ON RT SIDE OF AIRCRAFT AROUND HEATED LAV WATER SERVICE PORT.

CA060421013	CNDAIR	GE	WINDOW	CRACKED
4/17/2006	CL6002B19	CF343B1	NP1393225	COCKPIT

THE LEFT COCKPIT WINDOW CRACKED DURING CRUISE AT FL330. WINDOW REPLACED, AIRCRAFT RETURNED TO SERVICE.

CA060423001	CNDAIR		LINK ASSY	BROKEN
3/30/2006	CL6002C10		272955	AILERONS

RT AILERON OUTBOARD PCU OUTPUT LINK ASSEMBLY BROKEN. WHILE PERFORMING 5000 HOURS INSPECTION FOR THE FLUTTER DAMPENER MAINTENANCE FOUND RT AILERON OUTBOARD PCU OUTPUT LINK ASSEMBLY BROKEN.

CA060122001	CNDAIR		LIGHT	CONTAMINATED
1/19/2006	CL6002C10		2LA0069137	COCKPIT

(CAN) CO-PILOT'S FLOOD LIGHT BELOW I-STRAP AREA WAS CONTAMINATED BY WATER, WHICH SHORTED THE FLOOD LIGHT AND MELTED. (TC NR 20060122001)

CA060405012	CNDAIR		WINDSHIELD	CRACKED
3/26/2006	CL6002C10		NP13992113	COCKPIT

ON CLIMB, THE PILOT WINDSHIELD CRACKED. A/C RETURNED TO BLOCK. THIS WAS A POST SB WINDSIELD. WINDSHIELD WAS REMOVED AND REPLACED IN ACCORDANCE WITH AMM.

CA060616009	CNDAIR		WINDOW	CRACKED
6/11/2006	CL6002C10		NP139221	

THE INNER PLY OF THE LT WINDOW CRACKED WHILE ON APPROACH. WINDOW WAS REPLACED IN ACCORDANCE WITH AMM. THE WINDOW IS A PRE-SERVICE BULLETIN.

CA060521001	CNDAIR	GE	SUPPORT BRACKET	BROKEN
5/18/2006	CL6002C10	CF34*	6272017203	

PRIOR TO FLT, PILOTS CALLED TO HAVE RT SERVICED WITH OIL. MECHS NOTICED RT HAD BEEN SERVICED SEVERAL TIMES IN RECENT HISTORY. INVESTIGATION FOUND BROKEN BRACKET THAT HOLDS EDP OUTLET HYD LINE TO AGB. BROKEN BRACKET HAD CHAFED A HOLE IN AGB CASING CAUSING OIL LEAKAGE. ACCORDING TO LOGBOOK IN RDU 3 QTS OIL WAS ADDED TO RT ENG BEFORE FERRY FLT. NO ENG RUNS BEFORE FERRY TO DESTINATION WHERE IT WAS NOTED, HYD LINE WAS NOT SECURED NOR WAS BRACKET REMOVED. OIL LVL PER EICAS WAS 14%. OIL ALL OVER COWLING AND BACK OF ENG. 14% LOW OIL LVL IS CONSISTENT WITH LOW OIL PRESS IN FLT AND QRH PILOT COMMANDED IFSD. MESA HAVE GE A/C SERV ON SITE TO ROB AN AGB FROM A SPARE ENG AND INSTALL THIS A/C 10104 RT. INITIAL "ROOT CAUSE" APPEARS TO BE BREAKAGE OF EDP OUTLET LINE SUPPORT BRACKET SHORTS QEC PN 627-2017-203, AIPC 29-11-16, FIG 01-A01, ITEM 20 FOR REASONS NOT YET KNOWN. BROKEN BRACKET CHAFED A HOLE THROUGH ENG AGB CASING. OIL LEAK SUFFICIENT TO LEAD TO 14% REMAINING OIL LOSS DURING FLT, LOW OIL PRESS WARNING, INDICATE OIL PRESS OF 12 PSI AND PILOT COMMANDED IFSD.

CA060112012	CNDAIR	GE	WINDSHIELD	BROKEN
12/29/2005	CL6002C10	CF34*	NP13932111	COCKPIT

ON LANDING, THE CAPTAINS WINDSHIELD SHATTERED. MAINTENANCE REPLACED WINDSHIELD.

CA060108001	CNDAIR	GE	WINDSHIELD	CRACKED
1/4/2006	CL6002C10	CF343B1	NP1393216	COPILOT'S

RIGHT WINDSHIELD CRACKED DURING CLIMB. DIVERTED FLIGHT BACK TO DEPARTURE AIRPORT.

CA060421014	CNDAIR	GE	BLEED VALVE	STICKING
4/16/2006	CL6002C10	CF348C1	4157T43P01	4TH STAGE

AT V1 ON TAKEOFF, SMOKE AFT LAV WARNING ILLUMINATED. CONTINUED TAKEOFF, DECLARED EMERGENCY AND RETURNED TO ORD. 4TH STAGE SHUTOFF VALVE FOUND DEFECTIVE. VALVE REPLACED AND OPS CHECK GOOD.

CA060302013	CNDAIR	GE	WINDOW	CRACKED
2/26/2006	CL6002C10	CF348C1	NP1393226	COCKPIT

COPILOT SIDE WINDOW BROKEN. SIDE WINDOW CHECKED, FOUND MIDDLE PLY DAMAGED. RT SIDE WINDOW ACC

AMM TASK 56-12-01-000-801 CHANGED.

CA060302014	CNDAIR	GE	OUTFLOW VALVE	MALFUNCTIONED
2/28/2006	CL6002C10	CF348C1	GG670980041	CABIN PRESSURE

UNABLE TO PRESSURIZE CABIN IN FLIGHT. AIRCRAFT RETURNEDTO FIELD OF ORIGIN. GROUND VALVE REPLACED.

CA060407002	CNDAIR	GE	CONTROL CABLE	FROZEN
3/30/2006	CL6002C10	CF348C1		AILERONS

RIGHT AILERON JAMMED IN DOWN POSITION AFTER FLIGHT. DURING LANDING GROUND ROLL AFTER CROSSWIND LANDING, STUCK CONTROL WHEEL TO RIGHT AFTER RT AILERON INPUT. RIGHT AILERON IN DOWN-POSITION. LT AND RT AILERON CABLE CIRCUIT AND PULLEYS CONTAMINATED WITH DEICING FLUID. CLEANING PERFORMED. OPERATIONAL TEST OF AILERON CONTROL SYSTEM ACC AMM 27-11-00-710-801-A01, AMM 27-11-00-710-802-A01 PERFORMED. DOUBLE INSPECTION PERFORMED.

CA060607005	CNDAIR	GE	WINDOW	CRACKED
5/20/2006	CL6002C10	CF348C1	NP13932212	COCKPIT

(CAN) DESCENDING THROUGH 11,000 FEET, F/O SIDE WINDOW CRACKED MX REMOVED AND REPLACED SIDE WINDOW IAW CRJ 700 AMM 56-12-01. W/S HEAT CHECKS GOOD, NO LEAKS NOTED. (TC NR 20060607005)

CA060605001	CNDAIR	GE	LINE	RUPTURED
5/30/2006	CL6002C10	CF348C1	S694603	OXYGEN SYS

(CAN) PASSING ABOUT 17000 FT ON CLIMBOUT FROM DFW AN QXYGEN LEAK OCURRED FROM OBSERVERS MASK COMPARTMENT AND DEPLETED ALL THE QXYGEN. FOLLOWED OXY LO PRESS PROCEDURE, DECLARED EMERGENCY, DESCENDED AND RETURNED TO DFW. TROUBLESHOT A/C AND FOUND O2 LINE BEHIND OBSERVERS O2 MASK RUPTURED. REPLACED LINE IAW CRJ MM 35-11-03. INSTALLED SERVICEABLE CREW O2 BOTTLE IAW CRJ MM 35-11-03. NO LEAKS NOTED. LINE REF TO AIPC 35-13-01 FIG 01-A01 PAGE 2 ITEM 70. (TC NR 20060605001)

CA060604001	CNDAIR	GE	BUSS BAR	DAMAGED
5/22/2006	CL6002C10	CF348C1	S69381	

(CAN) C/B 1D6 (DC 1 FEED) POPPED ON SHORT FINAL CAUSING VARIOUS SYSTEMS TO GO INOP. THEY DID A GO AROUND RESETTING THE C/B, IT POPPED AGAIN ON SHORT FINAL. MAINT FOUND THE BUS BAR BETWEEN CBP-D1 AND CBP-1-D7 (IPC 24-08-01, ITEM 275)WAS NOT SECURED DAMAGING THE CIRCUIT BREAKER. MAINT REPLACED THE DAMAGED CIRCUIT BREAKER AND TIGHTENED THE BUS BAR. OPS GOOD. (TC NR 20060604001)

CA060104000	CNDAIR	GE	WIRE	BURNED
12/21/2005	CL6002D24	CF34*		FLOOD LIGHT

FLT 5046 CLT-RTF, WHEN THE FO'S SIDE FLOOD LIGHT WIRING CAUGHT FIRE. A/C LANDED WITHOUT INCIDENT AND THE CREW HAD EXTINGUISHED FIRE IN APPROX 4 SECONDS PER THE CAPTAIN. A/C IMPOUNDED BY NTSB AND WAS RELEASED BACK TO MX UPON OUR RECEIPT OF DIGITAL PICTURES OF DAMAGE. UPON INITIAL INVESTIGATION MX INSPECTED LIGHT, REMOVED COVER AND FOUND A SMALL AMOUNT OF MOISTURE. THIS FIRE ALSO BURNED THROUGH THE FLOOD LIGHT WIRING AND MELTED SOME OF THE LIGHT ASSEMBLY. MX REMOVED AND REPLACED THE LIGHT ASSY.

CA060407005	CNDAIR	GE	HINGE FITTING	CRACKED
4/5/2006	CL6012A12	CF34*	CC6701057113	MLG DOOR

LHS MAIN LANDING GEAR (MLG) P/N CC670-10520-965, S/N 15042 AND RT MLG DOOR P/N CC670-10520-966, S/N (SAME AS RHS) WERE CRACKED AT THE AFT HINGE FITTING P/N CC670-10571-13 (SEE PIX.1) AND AT FORWARD HINGE FITTING P/N CC670-10570-5 (SEE PIX.2). LOOSE FASTERNERS WERE ALSO FOUND ON THE INBOARD AND OUTBOARD SIDE OF THE DOORS.

CA060428002	CNDAIR	GE	TRANSFORMER	INOPERATIVE
4/28/2006	CL6012A12	CF343A	175E28CT	INDICATOR

(CAN) LOSS OF NR 1 MASI, NR 1 ALTIMETER, FDR, NR 1 ADI PITCH AND ROLL INFO, COMPASS INFO, NR 1 ESSENTIAL BUS AND LOSS 26 VAC. CAUSE OF FAULT FOUND TO BE BROKEN WIRES AT T2XD POST NR 3. TRANSFORMER LOCATED ON BACK OF C/B PANEL C. (TC NR 20060428002)

CA060228001	CNDAIR	GE	WINDSHIELD	CRACKED
2/15/2006	CL604	CF343B1	6003303025	

WHILE CRUISING THE LT WINDSHIELD OUTER PLY CRACKED. THE AIRCRAFT CONTINUE INTO WHERE A NEW WINDSHIELD WAS INSTALLED.

CA060426003	CVAC	ALLSN	ENGINE	FAILED
4/24/2006	340CVAC	501D22		

(CAN) DURING CRUISE, THE CREW NOTICED THE TIT SPIKED TO 1100 DEGRESS F. THE HORSEPOWER DECREASED AND THE ZONE 1 FIRE BELL SOUNDED. THE E HANDLE AWAS PULLED AND THE ENGINE WAS SHUT DOWN AND THE PROPELLER FEATHERED. THE AIRCRAFT LANDED. MAINTENANCE CREW INSPECTED THE AIRCRAFT AND NO STRUCTURAL DAMAGE WAS NOTED. THE ENGINE QEC WILL BE REPLACED WITH A SERVICEABLE UNIT. THE ENGINE IS BEING RETURNED AND WILL BE INSPECTED TO DETERMINE THE CAUSE OF THE FAILURE. (TC NR 20060426003)

CA030115007	CVAC	ALLSN	FITTING	CRACKED
12/23/2002	340CVAC	501D22	AN21220D	HOSE

TWO HOSE ASSEMBLIES (390A20D4.8 AND 390A20D12.5) FROM A FUEL SUPPLY "Y" MANIFOLD WAS REMOVED AND ROUTED TO OUR INTERNAL OVERHAUL SHOP FOR REPLACEMENT OF THE HOSES. UPON DISASSEMBLY, IT WAS DISCOVERED THAT THREE OF THE FOUR FITTINGS (SOCKETS) (AN212-20D) WERE CORRODED AND CRACKED LONGITUDINALLY. ONE WAS CRACKED ON BOTH SIDES OF THE FITTING (ACTUALLY SPLIT IN TWO), THE OTHER TWO WERE CRACKED ON ONE SIDE ONLY WHERE THE FIRE SLEEVES COVER THE FITTINGS. IT WOULD APPEAR THAT THE FIRE SLEEVES TRAPPED MOISTURE AND THUS CORRODED THE FITTINGS. UNFORTUNATELY, THERE ARE NO PHOTOS AVAILABLE AS THE FITTINGS WERE DISCARDED ACCIDENTALLY. PLEASE REFER TO THE PICTURES FROM SDR 20030115004 FOR IDENTICAL PARTS AND CONSISTENT TYPE CRACKS.

CA060302012	CVAC	ALLSN	WIRE HARNESS	MISINSTALLED
1/18/2006	440	501D13		LT ENGINE

AIRCRAFT ON A TEST FLIGHT AND DURING AN RPM DECAY TEST, THE LT ENGINE POWER LEVER WAS REDUCED BELOW 1400 HP. THE RPM THEN STARTED TO DECAY BELOW PRESCRIBED LIMITS. DUE TO THIS, THE CREW ELECTED TO SHUT DOWN THE ENGINE. THE PROBLEM ONLY OCCURRED BELOW 1400 HP. THE CREW CARRIED OUT SEVERAL RESTARTS, WHICH DID NOT RESOLVE THE OCCURRENCE AND ELECTED TO LAND WITH THE ENGINE SHUT DOWN. TROUBLE SHOOTING IDENTIFIED AN INCORRECT WIRING CONFIGURATION, WHICH WAS CORRECTED.

CA060516008	CVAC	ALLSN	GENDYN	WIRE HARNESS	CHAFED
5/12/2006	440	501D13D	CV580A		ELT WIRING

DURING INSTALLATION OF ELT REMOTE SWITCH WIRING, ROUTING OF THE WIRE BEHIND THE FORWARD RT EQUIPMENT SHELF, SEVERAL WIRES WERE FOUND CHAFING INTO THE WIRE BUNDLE THAT RUNS VERTICALLY BEHIND THE SHELF. THE WIRES WERE CHAFING ON THE BACK EDGE OF THE FLOOR. THE WIRING WAS REPAIRED AND SECURED AND THE FLOOR WAS TRIMMED TO ENSURE ADEQUATE CLEARANCE. ALL OTHER AIRCRAFT IN THE FLEET WERE INSPECTED WITH NO OTHER DAMAGE REPORTED.

CA060617001	CVAC	ALLSN	STEERING SYS	MALFUNCTIONED
6/9/2006	440	501D22	10150	NLG

AFTER T/O, DURING L/G RETRACTION, NOSE WHEELS ENTERED W/W IN A RT TURN ATTITUDE, EVIDENT FROM WEAR MARKS ON TIRES AND RUBBER ON INTERIOR WALLS OF W/W. WHEN A/C LANDED, NOSE WHEELS WERE STILL TURNED TO THE RIGHT, UNKNOWN TO AIRCREW. CAPT TRIED TO STRAIGHTEN NOSE WHEELS OUT BUT HAD TO TRY A COUPLE TIMES BECAUSE THERE WAS NO RESPONSE FROM STEERING ACTUATOR. NOSE WHEEL STEERING DID RESPOND TO INPUTS AND AIRCRAFT WAS ABLE TO TAXI. IT APPEARS THAT ACTUATOR HAD AN UNCOMMANDED STEERING INPUT UPON TAKEOFF AND LOCKED IN THAT POSITION UNTIL LANDING. ACTUATOR WAS CHANGED AND AIRCRAFT DEEMED SERVICEABLE. ACTUATOR WAS SENT BACK TO TYPE CERTIFICATE

HOLDER OF AIRCRAFT FOR ANALYSIS.

AU510001511	CVAC	PWA	MANIFOLD	SEPARATED
12/12/2005	PBY6ABABB	R183092	25717	CYLINDER

(AUS) RT ENGINE NR 9 CYLINDER INDUCTION MANIFOLD SEPARATED FROM CYLINDER AND WAS FOUND LAYING IN THE LOWER COWL FLAP AREA. INVESTIGATION FOUND THE MANIFOLD ATTACHMENT NUT HAD BACKED OFF ALLOWING THE MANIFOLD TO PULL OUT OF THE CYLINDER AND REAR CASE. (CASA NR 510001511)

AU510002123	DHAV	DHAVXX	FORK	BROKEN
12/12/2005	DH82	GIPSYMAJOR1	HF5000	RT MLG

RT MAIN LANDING GEAR COMPRESSION LEG LOWER FORK END FITTING FAILED. LOWER END OF LEG CONTACTED THE GROUND.

CA060301005	DHAV		COWL LATCH	DAMAGED
2/28/2006	DHC2MK3		60L12AA	NACELLE

INSPECTION PERSONNEL AT VIKING AIR HAVE DISCOVERED A REOCCURENCE OF SUBSTANDARD COWL LATCHES; THIS ISSUE WAS PREVIOUSLY RAISED, AND ADDRESSED THROUGH 2 SERVICE BULLETINS, TB/7 (FOR THE TURBO BEAVER) AND 6/34 (FOR THE TWIN OTTER).

CA060127008	DHAV	PWA	BOLT	SEIZED
12/14/2005	DHC2MK3	PT6A27	CSP28229	ENG MOUNT

(CAN) UPON SCHEDULED REMOVAL OF LOANER ENGINE FOR RETURN TO MFG, 2 OF THE TOP MOUNT BOLTS WERE DISCOVERED TO BE SEIZED IN PLACE. ENGINE WAS RETURNED TO MFG WITH MOUNT IN PLACE FOR THEM TO REMOVE. THIS IS THE SECOND OCCURANCE OF THIS PROBLEM WITHIN OUR COMPANY, THE FIRST WAS DURING AN ENGINE CHANGE. UPON DISCUSSION WITH OTHER OPERATORS UTILIZING THESE BOLTS, DETERMINED THAT THE PROBLEM IS NOT ISOLATED TO US. (TC NR 20060127008)

CA051208003	DHAV	DHAV	BOLT	WRONG PART
11/12/2005	DHC2MKI	C2FS3203A	AN6A	LANDING GEAR

WRONG BOLTS INSTALLED AT LOWER FUSELAGE STRUT TO BIRDCAGE STRUCTURE. AN6-A INSTALLED, SHOULD BE AN176-13A CLOSE TOLERANCE BOLTS, AS PER DEHAVILLAND DRAWING C2FS5123A.

CA060524002	DHAV	PWA	WHEEL	CORRODED
5/12/2006	DHC2MKI	R98539A	VALTBS12091	MLG

THIS PART WAS INSTALLED MAY 31/04 IN ACCORDANCE WITH VIKING AIR GROSS WEIGHT INSTRUCTION. IT WAS NOTICED THAT EARLY CORROSION HAD BEGUN AT THE WHEEL GEAR ATTACHMENT HOLE. THE CORROSION WAS DEEP AND THE PART WAS REPLACED WITH A NEW UNIT. POSSIBLE CAUSE FOR THE PREMATURE CORROSION IS WHEN THE STEEL BUSH WAS INSTALLED, REMOVING THE ANNODIZING FROM THE MACHINED HOLE, THAN ALLOWING DISSIMILAR CORROSION TO HAPPEN.

CA060529008	DHAV	PWA	VENT	WRONG PART
5/24/2006	DHC2MKI	R98539A	C2P1551A	FUEL SYSTEM

THIS FRONT TANK FUEL VENT TUBE FOUND TO HAVE DISCONNECTED FROM THE RUBBER BLADDER. THE HOSE CLAMP WAS TIGHT BUT THE TUBE WAS ABLE TO WORK ITSELF FROM THE BLADDER CAUSING FUEL LEAKAGE AND GASES TO ESCAPE FROM THE BLADDER. IN INVESTIGATING THIS OCCURRENCE IT WAS NOTICED THAT THIS VENT LINE WHICH HAD A DEHAVILLAND P/N DID NOT HAVE A BULK ON THE END, EVEN THOUGH THE DEHAVILLAND DRAWING P/N C2P1551A CLEARLY SHOWS THIS BULBED END. THIS PART WAS REPLACED WITH A NEW DEHAVILLAND UNIT.

CA060531003	DHAV	PWA	CYLINDER HEAD	CRACKED
5/25/2006	DHC2MKI	R985AN14B	899353	NR 2

CYLINDER ASSEMBLY NR 2 HEAD FOUND CRACKED BETWEEN SPARK PLUG HOLES. OH ASSEMBLY INSTALLED.

CA060420001	DHAV	PWA		CHECK VALVE	CRACKED
4/10/2006	DHC2MKI	R985AN14B		374475	FUEL SYSTEM

ON ROUTINE INSPECTION AFT FUEL CHECK VALVE FOUND CRACKED, P/N 525 GG 1/2D, 3-744-75. MINOR COLOR TO SHOW THAT FUEL LEAKING. NO LEAK INDICATION AT LAST INSPECTION 50.20 HOURS PREVIOUS.

CA060528001	DHAV	PWA		MAGNETO	INOPERATIVE
9/24/2004	DHC2MKI	R985AN14B		B196689RH	ENGINE

(CAN) MAGNETO NOT FUNCTIONING PLUS MAGNETO UNSERVICEABLE. (TC NR 20060528001)

CA060221004	DHAV	PWA		ROD	CORRODED
2/8/2006	DHC2MKI	R985AN14B		C2CF619A	ELEVATOR

FOUND ELEVATOR ROD ASSEMBLY RUSTY AD HOLES RUSTED THROUGH TUBE AND WHEN ROD END WAS REMOVED SEVERAL TEASPOONS OF RUSTED METAL FLAKES CAME OUT OF THE TUBE, FOUND DURING AN EXTENSIVE 100 HOUR INSPECTION.

CA060220004	DHAV	PWA		HINGE PIN	WRONG PART
2/8/2006	DHC2MKI	R985AN14B		C2TP199	STABILIZER

DURING A ROUTINE 100 HOUR INSPECTION, ALL FOUR ELEVATOR HINGE PINS WERE FOUND TO BE HOMEMADE. AIRCRAFT WAS RECENTLY IMPORTED FROM VENEZULA.

CA060221001	DHAV	PWA	DHAV	SPAR	CRACKED
2/8/2006	DHC2MKI	R985AN14B	DHC2L20	C2W927A	LT WING

DURING MAINTENANCE (WING REMOVAL) FRONT SPAR WEB FOUND CRACKED AT ROOT FITTING. ONCE DOUBLER WAS REMOVED, THE CRACK WAS FOUND TO HAVE BEEN STOP DRILLED.

CA060221002	DHAV	PWA		CHANNEL	WRONG PART
2/8/2006	DHC2MKI	R985AN14B		C2FS537A	

FOUND CHANNEL ASSEMBLY WAS MADE FROM APPROXIMATELY .125 STEEL. CHECKED WITH VIKING AND WAS INFORMED THAT CHANNEL IS .080 ALUMINUM. AIRCRAFT WAS RECENTLY IMPORTED FROM VENEZULA.

CA060307006	DHAV	PWA		MOUNT	CRACKED
3/3/2006	DHC2MKI	R985AN14B		C2CF177A	RUDDER PEDALS

(CAN) UPON LANDING, PILOT NOTICED THAT RUDDER PEDALS FELT LOOSE. HAD NO PROBLEM WITH TAXING AND ON THE WATER. AC WAS REMOVED FROM SERVICE, INSP CARRIED OUT. CABLES WERE FOUND TO BE LOOSE. BELLY PNLS WHERE REMOVED, RUDDER BAR ASSY WAS INSPECTED. IT WAS NOTICED THAT RUDDER TUBES ON LT SIDE WERE RUBBING TOGETHER. UPON FURTHER VISUAL INSP IT WAS NOTICED THAT MOUNT ASSY P/N C2CF177A WAS PULLED AWAY FROM ITS SUPPORT TUBE. WELD THAT SECURES IT TO TUBE HAD FAILED WHICH CAUSED STRESS ON OTHER SUPPORT TUBE, CAUSED MOUNT ASSY TO CRACK, COME AWAY FROM TUBE WHICH IN TURN CAUSED SLACK IN CABLES. RUDDER BAR WAS REMOVED FROM AC, PICTURES TAKEN, BAR WAS SENT FOR REPAIRS AS NO SPARE ASSY WAS AVAILABLE. (TC NR 20060307006)

CA060406009	DHAV			ARM	LOOSE
4/3/2006	DHC3			C3WA121	AILERON

MASS BALANCE ARM EXHIBITED LOOSENESS, AND WAS MOVING IN EXCESS OF 1/2 INCH AT THE END WHEN MOVED WITH MINIMAL HAND PRESSURE. AILERON DISASSEMBLED, FASTENERS REPLACED AND RETURNED TO SAFE AND FIT CONDITION IAW TYPE DESIGN.

CA060403021	DHAV			TUBE	CRACKED
4/3/2006	DHC3			AJ78241	MLG

AFT LT STRUT TUBE CRACKED PN AJ78-24-1.

CA060403022	DHAV			STRUT	CRACKED

4/3/2006	DHC3		J78221	MLG

AFT LT STRUT CLEVIS CRACKED.

CA060403023	DHAV		CLEVIS	CRACKED
4/3/2006	DHC3		AJ78211	MLG

AFT RT SPREADER CLEVIS CRACKED.

CA060403024	DHAV		PLATE	CORRODED
4/3/2006	DHC3		J781112	FLOAT

SEVERE CORROSION ON FWD AND AFT FLOAT BUILD-UP ESPECIALLY LOWER SURFACES OF P/N J78-11, J78-12.

CA060403025	DHAV		CLEVIS	DAMAGED
4/3/2006	DHC3		J7819	

J78-19 CLEVIS, RT AND LT FRONT STRUT LOWER. HOLE IN FITTING FILLED WITH ROD, HOLE MOVED AND LIKELY IN A NON-COMPLIANT MANNER DURING MFG.

CA060403029	DHAV		DOOR	CORRODED
4/3/2006	DHC3		C3FS24950	FUSELAGE

THE LT STRUT, FUSELAGE DOOR WAS CORRODED THROUGH. SURFACE RUST PITTING WAS NOTICED, AND A PUNCH WAS DRIVEN THROUGH THE TUBE WITH MINIMAL EFFORT SEVERAL TIMES. RT STRUT EXHIBITED SEVERE PITTING ALSO, AND WAS ALSO REMOVED FOR REPLACEMENT. LOGBOOKS INDICATED THAT THE STRUTS WERE INSPECTED AUG 20, 2001 IAW S/B 3/29 BY AMO 78-92.

2006FA0000579	DHAV		DOOR FRAME	CORRODED
4/20/2006	DHC3			FUSELAGE

FORWARD FUSELAGE STRUTS (DOOR POSTS) CORRODED THROUGH FROM INSIDE OUT. THIS IS THE SAME DESIGN AS THE DOOR POST THAT ARE REQUIRED BY AD TO BE REPLACED EVERY 15 YEARS OR INSPECTED ANNUALLY BY ULTRASOUND. (K)

CA060301006	DHAV		COWL LATCH	DAMAGED
2/28/2006	DHC6		60L12AA	NACELLE

INSPECTION PERSONNEL AT VIKING AIR HAVE DISCOVERED A REOCCURRENCE OF SUBSTANDARD COWL LATCHES; THIS ISSUE WAS PREVIOUSLY RAISED, AND ADDRESSED THROUGH 2 SERVICE BULLETINS - TB/7 (FOR THE TURBO BEAVER) AND 6/34 (FOR THE TWIN OTTER).

CA060109003	DHAV	PWA	COLLAR	INCORRECT
1/30/2005	DHC6	PT6A27	7117717	NLG STEERING

THE STEERING COLLAR WAS ASSEMBLED AT THE FACTORY INCORRECTLY. THERE ARE TWO DISCS WHICH ARE ATTACHED TO THE COLLAR. ONE DISC IS BARE METAL AND IS SUPPOSED TO BE AT THE SIDE THAT IS FACING THE STRUT TOUCHING THE FRICTION DISC (WHICH IS GLUED TO THE STRUT ITSELF). THE OTHER DISC IS A SPECIAL DISC WITH A SPECIAL COATING WHICH FACES THE PLASTIC DISC POINTING TOWARDS THE LOCKNUT. THIS DISC HAS A SMALLER DIAMETER AND CAN NOT BE INSTALLED TOWARDS THE STRUT. CUSTOMER CORRECTED THE SITUATION HIMSELF AND HEROUX HAS BEEN CONTACTED.

CA060425005	DHAV	PWA	ENGINE	POWER LOSS
4/4/2006	DHC6	PT6A27		

DURING CLIMB, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SUBSEQUENTLY SHUT DOWN IN FLIGHT. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060216007	DHAV	BARRYCTRLS	MOUNT	CRACKED
12/25/2005	DHC6300	73512562	73512562	ENGINE MOUNT

DURING EDDY CURRENT INSPECTION PER MULDIVES AD CAD/2005/1, A CRACK INDICATION WAS FOUND IN THE

RADIUS OF THE TOP ENGINE VIBRATION ISOLATOR MOUNT.

CA051206008	DHAV		STRUT	DAMAGED
12/6/2005	DHC6300		713321	NLG

FLIGHT CREW REPORTED A CONSTANT LOSS OF FLUID AND PRESSURE OF NOSE STRUT ASSEMBLY. NOSE STRUT DISASSEMBLED TO BE RE-SEALED. THE RETAINING SCREW THAT HOLDS THE PISTON NUT SECURE WAS NOT WOUND IN PROPERLY/COMPLETELY. THIS PROTRUDING SCREW HEAD THEN MADE REPEATED CONTACT WITH THE INSIDE OF THE FLOATING PISTON, CREATING DEEP GOUGES IN THE PISTON INTERNAL SURFACE. THIS CAUSED SHAVINGS OF ALUMINUM FROM PISTON TO BE DISPERSED THROUGHOUT STRUT AND TORE UP THE INTERNAL O-RINGS CAUSING LEAKAGE.

CA060612007	DHAV	PWA	LEG ASSY	DAMAGED
6/10/2006	DHC6300	PT6A27	C6U1180	MLG

DURING A NORMAL LANDING PROCEDURE, THE LEFT MAIN LANDING GEAR BROKE OFF FOR A REASON UNKNOWN TO US. THE AIRCRAFT CONTINUED TO SKID ON THE STUD OF THE GEAR UNTIL COMING TO A COMPLETE STOP. AT THE END, THE AIRCRAFT TIPPED TO THE LEFT AND DAMAGED THE LEFT WING TIP. THERE WERE NO PERSONAL INJURIES. THE DAILY INSPECTION HAD BEEN PERFORMED AS USUAL AND THE PRE FLIGHT DID NOT SHOW ABNORMALITIES EITHER. THE TOTAL WEIGHT WAS WITHIN LIMITS.

CA060123004	DHAV	PWA	WINDOW	MISSING
1/20/2006	DHC6300	PT6A27	C3FS5152	PAX DOOR

(CAN) AFTER A TRAINING FLIGHT, AC CAME BACK TO DEPARTURE, WHERE ON THE VISUAL INSPECTION OF EXTERIOR OF FUSELAGE IT WAS NOTICED THAT RT AFT DOOR WAS MISSING EXTERIOR PART OF WINDOW (PLEXIGLASS) INCLUDING WEATHER STRIP AND THE FILLER STRIP. INTERIOR PART OF THE WINDOW (SCRATCH PANE) REMAINED IN PLACE. SURROUNDING AREA ON DOOR AND ALL AFT STRUCTURES THAT COULD HAVE BEEN IN CONTACT WITH THE WINDOWS TRAJECTORY WAS INSPECTED AND NO DAMMAGE WAS FOUND. AT THE TIME OF THIS REPORT, WINDOW, WEATHER AND FILLER STRIPS WERE ORDERED AND AWAITING PARTS. OPERATOR HAS INITIATED A ONE-TIME FLEET INSPECTION ON COMPANY CAMPAIGN NOTICE 451-56-30-004. (TC NR 20060123004)

CA060403012	DHAV	PWA	PWC	BLEED VALVE	FAULTY
3/10/2006	DHC6300	PT6A27	310082903		COMPRESSOR

DURING APPROACH, THE ENGINE EMITTED AN UNUSUAL NOISE FOLLOWED BY AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A FAULTY COMPRESSOR BLEED VALVE.

CA060227016	DHAV	PWA		ENGINE	POWER LOSS
2/6/2006	DHC6300	PT6A27			

DURING DESCENT, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY A LOSS IN POWER. A SINGLE-ENGINE LANDING WAS ACCOMPLISHED. PWC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060216008	DHAV	PWA	BARRYCTRLS	MOUNT	CRACKED
10/5/2005	DHC6300	PT6A34	73507217	73512562	ENGINE MOUNT

TOP, ENGINE VIBRATION ISOLATOR MOUNT (RIGHT ENGINE) WAS FOUND CRACKED DURING INSPECTION.

CA060607002	DHAV	PWA	METERING TUBE	FAILED
6/5/2006	DHC6300	PT6A34	13A04270006	STRUT

(CAN) FRACTURED AT LOWER THREAD WHERE THE TUBE SCREWS INTO THE PISTON. THIS ALLOWED THE UPPER AND LOWER SECTIONS OF THE SHOCK STRUT TO DISENGAGE CAUSING GEAR COLLAPSE. THE FAILED TUBE IS MADE OF ALUMINUM ALLOY. PART AND PICTURES AVAILABLE UPON REQUEST (TC NR 20060607002)

CA051130012	DHAV	PWA	LIGHT	BURNED
11/25/2005	DHC7*	PT6A50	BR6314101	CABIN LIGHTS

DURING PRESTART CHECKS BOTH THE PAX AND CREW NOTICED A BURNING ODOR AND THE FLIGHT WAS ABORTED. MAINTENANCE INSPECTION REVEALED A CHARRED RECEPTACLE FOR THE FLUORESCENT TUBE IN THE WINDOW LIGHT. FURTHER INVESTIGATION HAS SHOWN THAT BOTH THE RECEPTACLE AND THE BALLAST MAY HAVE BEEN AT FAULT. A CURRENT AD CF-2004-26R1 IS OUT FOR THE DASH-8 THAT USES THE SAME FLUORESCENT LIGHTING SYSTEM.

CA060224001	DHAV	PWA	SKIN	DEPARTED
2/16/2006	DHC8*	PW120A	85720062010	RT WING LE

DURING TAKEOFF THE AIRCRAFT LOST THE RT INBOARD LEADING ASSY 611AR UPON ROTATION. THE LEADING EDGE SECTION REPORTEDLY BLEW OFF, AND OVER THE TOP OF THE WING AND CAME DOWN WITHIN THE AIRPORT BOUNDARY AREA TOWARDS THE END OF THE RUNWAY. THE AIRCRAFT WAS ABLE TO PERFORM A CIRCUIT AND LANDED SAFELY. ENGINEERING INSPECTED THE AIRCRAFT AND REPORTED THAT THE UPPER LEADING EDGE ATTACHMENT SCREWS WERE STILL IN PLACE AFTER LANDING, BUT ONLY TWO OF THE 26 LOWER ATTACHMENT SCREWS WERE IN PLACE. ONE SCREW WAS LOCATED TOWARDS THE INBOARD SIDE AND ONE AT THE OUTBOARD SIDE. THE OTHER 24 ATTACHMENT SCREWS WERE MISSING.

CA051223009	DHAV	PWA	ENGINE	SHUTDOWN
12/3/2005	DHC8*	PW121		

ON APPROACH, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY AN UNCOMMANDED REDUCTION IN POWER. THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS AT THE ENGINE CHIP DETECTORS AND FILTERS. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060227003	DHAV	PWA	ENGINE	FAILED
2/21/2006	DHC8*	PW121	PW121	NR 1

DURING DESCENT AN OPERATOR EXPERIENCED AN INCIDENT IN SEVERE TURBULENCE WHERE BOTH PROPELLERS/ENGINES WERE OVERSPEED. THE NR 1 ENGINE HAD THE TORQUE SHAFT BREAK AND THE POWER TURBINE BLADES SEPARATE. BOTH PROPELLERS/ENGINES TO BE REPLACED.

CA060227001	DHAV	PWA	BRAKE ASSY	LEAKING
2/26/2006	DHC8*	PW123	21599	RT MLG

BRAKES ON RT MLG CAUGHT FIRE DURING LANDING AND CAUSED A 'FLASH FIRE'. FIRE WAS CAUSED BY FLUID LEAKING FROM BRAKE UNIT AND COMING INTO CONTACT WITH HOT BRAKING SURFACE. AN OFF-DUTY PILOT WITNESSED INCIDENT FROM PAX CABIN AND REPORTED FIRE WAS A 'FLASH BALL' THAT EXTINGUISHED ALMOST IMMEDIATELY. A/C'S FWD MOTION AND PROP WASH BLEW SMOKE AND FLAMES AFT. BOTH TIRES BLEW, FIRE DEPART WERE ON SCENE APPROX 3 MINS AFTER INCIDENT AND COOLED GEAR DOWN, INITIALLY WITH A MIST AND THEN WITH A SPRAY AND THEN A FAN WAS USED TO FURTHER REDUCE TEMP. TEMP READING TAKEN APPROX 23 MINS AFTER INCIDENT SHOWED 350 DEGREES F. A TEMP READING TAKEN A FURTHER 10 MINS LATER SHOWED 240 DEGREES F. A VISUAL INSPECTION OF LWR END OF DRAG STRUT SHOWED NO BLISTERING OR DISCOLORATION OF THE PAINT. INDICATING THAT DRAG STRUT WAS NOT AFFECTED BY INCIDENT. RT MLG SHOCK STRUT AND BRAKE/WHEEL ASSY TO BE REPLACED.

CA051223013	DHAV	PWA	ENGINE	MAKING METAL
12/21/2005	DHC8*	PW123		

DURING CRUISE, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED ACCOMPANIED BY OIL PRESSURE FLUCTUATIONS. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS ON THE TURBOMACHINE CHIP DETECTOR AND AN OIL LEAK AT THE TORQUE-SHAFT COVER. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051223011	DHAV	PWA	ENGINE	VIBRATION
12/16/2005	DHC8*	PW123		

IN FLIGHT, ODORS WERE DETECTED IN THE CABIN. SUBSEQUENTLY ENGINE VIBRATIONS OCCURRED ACCOMPANIED BY AN INDICATED LOSS OF TORQUE. THE ENGINE WAS SHUTDOWN IN FLIGHT. INSPECTION REVEALED NOISES INTERNAL TO THE ENGINE ON ROTATING THE PROPELLER. P&WC WILL INVESTIGATE THE

EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051221005	DHAV	PWA	DOWNLOCK SENSOR	MALFUNCTIONED
11/30/2005	DHC8*	PW123	82455025303	LT MLG

DURING GEARS RETRACTION TESTS FOR TASK 3230/09 ITEM 100, FOUND LT MAIN LANDING GEAR ALTERNATE DOWN LOCK INDICATION INDICATING "DOWN AND LOCKED " WHILE THE GEAR WAS STILL RETRACTED. MOST PROBABLE CAUSE, FAILURE OF LIGHT SENSITIVE DIODE IN CABLE ASSY. LT MLG ALTERNATE DOWN INDICATION CABLE REPLACED.

CA060425018	DHAV	PWA	ENGINE	MALFUNCTIONED
4/24/2006	DHC8*	PW123		NR 1

ON TAKEOFF, THE NR 1 ENGINE AUTOFEATHERED AND THE NR 2 ENGINE UP TRIMMED. THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060118001	DHAV	PWA	RELAY	BURNED
1/16/2006	DHC8*	PW123	KCD4N	COCKPIT

WHEN WINDSCREEN HEAT SELECTED TO WARM UP ON THE GROUND, SMOKE AND SPARKS CAME FROM RT FWD CORNER OF OVERHEAD PANEL. WINDSCREEN HEAT RELAY 3041-K6 FOUND BURNED, RELAY BASE ALSO FOUND DAMAGED.

CA060403017	DHAV	PWA	PWC	ENGINE	POWER LOSS
3/21/2006	DHC8*	PW123D	PW123D		ENGINE

DURING CRUISE, THE ENGINE EMITTED A LOUD NOISE FOLLOWED BY A LOW ENGINE OIL PRESSURE INDICATION AND AN UNCOMMANDED ENGINE SHUT DOWN. SUBSEQUENT INSPECTION REVEALED METAL CONTAMINATION AND A SEIZED COMPRESSOR. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051223007	DHAV	PWA	TORQUE SENSOR	FAULTY
11/28/2005	DHC8101	PW120A		REDUCTION GBOX

DURING CLIMB, THE ENGINE PROPELLER FEATHERED UNCOMMANDED ACCOMPANIED BY AN ENGINE OVER-TORQUE. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED A FAULTY ENGINE TORQUE SENSOR.

CA051230002	DHAV	PWA	HONEYWELL	WIRE HARNESS	SHORTED
11/9/2005	DHC8102	PW120A		2210P12210P2	FLT GUIDANCE

YAW DAMPER AND AUTOPILOT FAILED ON BOTH SIDES DURING CRUISE. FLT CONTINUED WITH NO PROBLEMS. BOTH FGC’S WERE FOUND TO BE U/S. 2 NEW FGC’S AND A KNOWN SERVICEABLE SERVO WERE INSTALLED RESULTING IN 2 MORE U/S FGC’S UPON FURTHER INVESTIGATION, FOUND A FAULT WITH CLUTCH POS CIRCUIT. PULLED CONNECTOR AT PRESS DOME AND FOUND PIN F AT 2210-P2 GROUNDED, THEN WENT TO 2210-P1 WHEN THAT CONNECTOR WAS PULLED PIN F WAS NOW OPEN BUT SHORTED TO PIN N. COMPLETED A FULL INSPECTION BETWEEN BOTH CONNECTORS AND FOUND NO VISUAL FAULTS. STARTED AT FRONT MOVING WIRE BUNDLES AND FOUND FACTORY SPLICE FOR SHIELDING ON PIN N HAD CHAFFED INTO WIRE ON PIN F WIRE NUMBER 2210-5K20-2. WHEN FUNCTION TESTING THE A/P WHEN THERE IS A SNAG, FIRST HANG SERVICEABLE SPARE SERVO'S AND PUT THE A/C INTO FLT MODE TO TRY AND PROTECT THE FGC'S, BUT FOUND THERE IS NO PROTECTION.

AU510002120	DHAV	PWA	LINE	FAILED
9/11/2005	DHC8102	PW120A	DSC252B40124	HYD SYSTEM

NOSE LANDING GEAR ACTUATOR FLEXIBLE HYDRAULIC LINE RUPTURED. LOSS OF NR 2 SYSTEM HYDRAULIC FLUID.

CA060525001	DHAV	PWA	WINDSHIELD	CRACKED
5/17/2006	DHC8102	PW120A	07802	COCKPIT

UPON DESCENT BETWEEN 8000 FT AND 9000 FT, THE CREW NOTICED SPARKS COMING FROM THE LT WINDSHIELD. SIMULTANEOUSLY, THE WINDSHIELD DEVELOPED A CRACK. THE WINDSHIELD HEAT WAS IMMEDIATELY TURNED OFF AND THE AIRCRAFT WAS DEPRESSURIZED. THE AIRCRAFT LANDED SAFELY 10 MINUTES LATER WITH NO FURTHER INCIDENT.

CA060525002	DHAV	PWA	JANITROL	O-RING	FAILED
5/13/2006	DHC8102	PW120A			OIL COOLER

AIRCRAFT DEPARTED NORMALLY AND ON CLIMB-OUT, THE NR 2 OIL PRESSURE ANNUNCIATOR ILLUMINATED BRIEFLY, AIRCRAFT THEN RETURNED TO DEPARTURE AIRPORT. MAINTENANCE INVESTIGATION REVEALED THAT THE NR 2 OIL COOLER WAS LEAKING OIL AND OIL WAS LEAKING FROM THE VERNATHERM VALVE ASSEMBLY. THE OIL COOLER WAS REPLACED AND THE VERNATHERM VALVE ASSEMBLY (45E04-1) WAS TRANSFERRED TO THE NEW OIL COOLER WITH NEW O-RINGS (25C85-128/129/130). GROUND RUNS CARRIED OUT AND NO LEAKS EVIDENT. AIRCRAFT RETURNED TO SERVICE. OIL COOLER REMOVED IS OUT FOR REPAIR AT THIS TIME.

CA051214003	DHAV	PWA	LINE	CHAFED
12/7/2005	DHC8102	PW120A	82970410119	HYDRAULIC SYS

THE NR 2 HYDRAULIC INDICATION WAS SHOWING "0" WHILE THE QUANTITY DECREASING. AN ALTERNATE GEAR EXTENSION WAS PERFORMED AND THE AIRCRAFT HAD LANDED SAFELY WITHOUT INCIDENT. MAINTENANCE FOUND THAT THE EDP PRESSURE LINE WAS LEAKING IN THE NACELLE DUE TO CHAFFING. THE LINE WAS REPLACED. ALSO, THE ENGINE DRIVEN PUMP WAS REPLACED AS A PRECAUTION. THE AIRFRAME HOURS WERE 45227:27, THE AIRFRAME CYCLES WERE 54992.

AU510001821	DHAV	PWA	ANTENNA	FAILED
2/9/2005	DHC8102	PW120A	MI585353	WX RADAR SYS

WEATHER RADAR ANTENNA FAILED.

CA051208011	DHAV	PWA	ACTUATOR	CRACKED
9/23/2005	DHC8102	PW120A	A44700009	SPOILER

15 MINUTES AFTER DEPARTURE, CREW REPORTED THAT THE NR 1 HYDRAULIC SYSTEM FLUID QUANTITY DROPPED TO LESS THAT ONE US QUART, AND PRESSURE WENT TO ZERO. THE AIRCRAFT RETURNED TO BASE UPON WHICH MAINTENANCE DISCOVERED THAT THE RT INBOARD FLIGHT SPOILER ACTUATOR HOUSING HAD CRACKED ON THE BODY SURROUNDING THE FORWARD END OF THE ACTUATOR SLEEVE. A BROKEN PIECE OF THE ACTUATOR BODY WAS DISLODGED AND FELL INTO THE AFT SECTION OF THE REAR SPAR ON THE RT WING. MAINTENANCE REPLACED THE SPOILER ACTUATOR AND FUNCTION CHECKED IT PER AMM 27-14-05. SYSTEM WAS BLED AND LEAK CHECKED SERVICEABLE.

AU510001975	DHAV	PWA	LANDING GEAR	MALFUNCTIONED
7/10/2005	DHC8102	PW120A		

WHEN THE LANDING GEAR WAS SELECTED `UP` THE NOSE LANDING GEAR DOORS FAILED TO CLOSE. THE GEAR WAS RECYCLED AND THE NLG DOORS INDICATED `CLOSED`. THOROUGH TESTING AND INVESTIGATION IAW MAINTENANCE MANUAL FAILED TO FIND A CAUSE FOR THE DEFECT AND THE AIRCRAFT WAS RETURNED TO SERVICE WITH NO FURTHER INCIDENTS.

CA060219002	DHAV	PWA	REGULATOR	MALFUNCTIONED
9/8/2005	DHC8102	PW120A	38962E	DE ICE SYSTEM

NR 2 ENGINE FORWARD DE-ICE VALVE P/N 28E96-2D WAS FOUND DAMAGED DURING 3 MONTH LUMP INSPECTION WHILE PERFORMING ZONAL TASK CARD 422 (PANEL 422DT) THERE DC FEED CABLES WERE POSITIONED WRONG AND HAD CHAFED THROUGH RUBBER COATING OF TERMINAL AND HAD SHORTED AGAINST FORWARD DE-ICE VALVE, THERE WAS SUBSTANTIAL DAMAGE TO THE VALVE, RESULTING IN AN UNRESTRICTED BLEED AIR LEAK FROM THE BOTTOM OF THE VALVE. VALVE WAS REMOVED, THE CABLES WERE INSPECTED WITH NO DAMAGE NOTED THEN REPOSITIONED AND THE TERMINAL COVERS WERE REPLACED. THE SURROUNDING AREA WAS ALSO INSPECTED WITH NO DAMAGED NOTED. THE VALVE WAS REPLACED, LEAK AND FUNCTION CHECKED SERVICEABLE, PANEL 422DT WAS RESEALED WITH PRC 1422 B1/2.

AU510001719	DHAV	PWA	SMOKE DETECTOR	FAULTY

12/12/2005	DHC8102	PW120A	473054	CARGO BAY

REAR BAGGAGE LOCKER SMOKE DETECTOR FAULTY.

AU510001757	DHAV	PWA	ACTUATOR	FAILED
12/12/2005	DHC8102	PW120A	A44700009	SPOILERS

(AUS) RT IB ROLL SPOILER ACTUATOR BODY FAILED ALLOWING LOSS OF HYDRAULIC FLUID. (OTHER CAUSE: MATERIAL) (CASA NR 510001757)

AU510001437	DHAV	PWA	TERMINAL	LOOSE
9/6/2005	DHC8103	PW121		WINDSHIELD

(AUS) LT FRONT WINDSHIELD ANTI-ICE SYSTEM TERMINAL L1 LOOSE AND SHOWING SIGNS OF OVERHEATING. (OTHER CAUSE: VIBRATION) (CASA# 510001437)

CA060110002	DHAV	PWA	PROBE	MALFUNCTIONED
1/8/2006	DHC8201	PW123D	MS280344	OIL TEMPERATURE

DURING CRUISE, THE LT OIL TEMPERATURE INDICATION WAS NOTICED TO BE INTERMITTENTLY FLUCTUATING AND UNSERVICEABLE. CREW ELECTED TO RETURN THE AIRCRAFT TO BASE WHERE AN APPROACH AND LANDING WAS CARRIED OUT WITHOUT INCIDENT. ENGINEERING INVESTIGATION REVEALED THAT THE ENGINE'S OIL TEMPERATURE PROBE WAS UNSERVICEABLE. THE PROBE IN QUESTION WAS REPLACED AND FOLLOWING REQUIRED ENGINE RUNS AND CHECKS THE AIRCRAFT WAS RELEASED BACK TO SERVICE WITHOUT FURTHER INCIDENT.

CA060519003	DHAV	DHAV	SPRING	BROKEN
5/18/2006	DHC8202		82740037101	GUST LOCK

1 OF 2 AILERON GUST LOCK SPRINGS FOUND BROKEN WHEN PANELS REMOVED TO PERFORM OTHER MAINTENANCE REF IPC 27-12-00 FIG 20, ITEM 210. AIRCRAFT TOTAL TIME 19575 HOURS, 12119 CYCLES.

AU510001659	DHAV	PWA	PUMP	FAILED
12/12/2005	DHC8202	PW123D	5008269H	ENGINE FUEL

NR 2 ENGINE FUEL PUMP INPUT SHAFT SHEARED. PUMP TURNED FREELY.

AU510001822	DHAV	PWA	CONTROL ROD	FOULED
1/9/2005	DHC8202	PW123D		LT PROPELLER

LT PROPELLER CONTROL ROD ATTACHMENT BOLT SPLIT PIN TAIL FOULING ON POWER LEVER CONTROL ROD RODEND LOCKNUT LOCKWIRING. THIS CAUSED THE LT PROPELLER CONTROL LEVER TO STICK AND THE LT POWER LEVER TO MOVE THE PROPELLER CONTROL LEVER WAS MOVED.

AU510001478	DHAV	PWA	BOOT	DAMAGED
12/12/2005	DHC8202	PW123D	8510237002	HORIZONTAL STAB

(AUS) RT OUTER TAILPLANE RUDDER BOOT TORN AND LIFTING IN AREA LOCATED IN FRONT OF THE ELEVATOR HORN. (OTHER CAUSE: MATERIAL - ENVIRONMENT) (CASA# 510001478)

CA060404004	DHAV	PWA	BFGOODRICH	DISC	DAMAGED
3/14/2006	DHC8202	PW123D		2445901	RT MLG BRAKE

DURING BRAKE ASSY OVERHAUL THE TECHNICIAN DISCOVERED THE ROTATING DISC WAS BADLY DAMAGED. AFTER FURTHER INVESTIGATION, IT WAS FOUND THAT THE KEYWAYS ON THE WHEEL ASSEMBLY WERE MISALIGNED ON THE BRAKE DISC DURING INSTALLATION. THE BRAKE ASSY WAS INSPECTED DURING OVERHAUL WITH NO DAMAGE FOUND ON IT. THE WHEEL ASSY WAS ALSO REPLACED AND SENT FOR NDT ALSO WITH NO DAMAGE FOUND ON IT. THE ONLY ITEM THAT WAS REPLACED ON THE WHEEL ASSY WERE THE KEYWAYS P/N 170-209-2. THE ROTATING DISC P/N 244-590-1 WAS REPLACED AND AIRCRAFT FOUND SERVICEABLE.

AU510001869	DHAV	PWA	POTENTIOMETER	FAULTY
12/12/2005	DHC8202	PW123D	70007641	ALTIMETER

ALTIMETER POTENTIOMETER NON-LINEAR IN OPERATION.

AU510002034	DHAV	PWA	HAMSTD	TUBE	UNSERVICEABLE
12/12/2005	DHC8202	PW123D		8148291	PROPELLER

LT PROPELLER TRANSFER TUBE DRIVE PIN LOOSE. DURING TEST FOR AXIAL RETENTION OF THE DRIVE PIN, IT WAS FOUND TO MOVE WITH LESS THAN THE REQUIRED 25-30 POUNDS FORCE. FOUND DURING INSPECTION IAW AD/PHS/22.

AU510002025	DHAV	PWA		TRANSFER TUBE	FAULTY
12/12/2005	DHC8202	PW123D		8148291	PROPELLER

RT PROPELLER TRANSFER TUBE DRIVE PIN LOOSE. DURING TEST FOR AXIAL RETENTION OF THE DRIVE PIN, IT WAS FOUND TO MOVE WITH LESS THAN THE REQUIRED 25-30 POUNDS FORCE. FOUND DURING INSPECTION IAW AD/PHS/22.

AU510001568	DHAV	PWA	HONEYWELL	LAMP	FAILED
8/7/2005	DHC8202	PW123D		40023344	INDICATOR

(AUS) PANEL LIGHTS FOR ATTITUDE INDICATOR BLOWN. (OTHER CAUSE: MATERIAL) (CASA NR 510001568)

AU510002046	DHAV	PWA		TIRE	DAMAGED
12/12/2005	DHC8202	PW123D			MLG

NR 4 MAIN WHEEL TIRE DEFLATED. INSPECTION FOUND A 100MM (4IN) CUT IN THE SIDEWALL.

AU510001761	DHAV	PWA		WHEEL	MISINSTALLED
12/12/2005	DHC8202	PW123D		314353	MLG

(AUS) LT IB MAIN WHEEL ASSY INCORRECTLY FITTED. INVESTIGATION FOUND THAT DURING INSTALLATION INNER WHEEL HALF BRAKE ROTOR DRIVE KEYS HAD NOT BEEN ENGAGED WITH THE ROTOR SLOTS. THIS RESULTED IN THE WHEEL HALF DRIVE KEYS DRIVING THE BRAKE ROTORS VIA THEIR CHAMFERED EDGES. IN ADDITION SOME DAMAGE TO THE BRAKE ROTOR WAS FOUND. PERSONNEL/MAINTENANCE ERROR. (CASA NR510001761)

AU510001586	DHAV	PWA		ACTUATOR	FAILED
3/7/2005	DHC8202	PW123D		85770012003	LT SPOILER

(AUS) LT IB ROLL SPOILER ACTUATOR FAILED. (CASA NR 510001586)

CA060531007	DHAV	PWA		SPLINE	WORN
4/27/2006	DHC8202	PW123D			FUEL CONTROL

(CAN) ENGINE TORQUE WAS REPORTED TO FLUCTUATE IN CRUISE BY AS MUCH AS 50 PERCENT AND THE ENGINE WAS SHUTDOWN IN FLIGHT. SUSEQUENT INVESTIGATION REVEALED WORN MECHANICAL FUEL CONTROL DRIVE SPLINES. (TC NR 20060531007)

CA051205001	DHAV	PWA		HOSE	RUPTURED
11/30/2005	DHC8301	PW123		DSC252B40124	NLG

AT T/O WHEN L/G WAS SELECTED 'UP', ABNORMAL IND LIGHTS WERE OBSERVED ON THE GEAR SELECTOR ANNUNCIATOR PANEL. IN ADDITION NR 2 OUTBOARD SPOILER CAUTION LIGHTS ILLUMINATED WITH NR 2 HYD SYSTEM IND GAUGES BOTH AT ZERO. FOLLOWING A MANUAL GEAR EXTENSION, A/C RETURNED TO BASE WHERE A LANDING WAS CARRIED OUT W/O INCIDENT. ENGINEERING INVESTIGATION REVEALED THAT A PRESSURE FLEXIBLE HOSE TO THE NLG DRAG STRUT RETRACTION ACTUATOR HAD RUPTURED LIBERATING THE HYDRAULIC FLUID CONTENT FROM THE NR 2 HYDRAULIC SYSTEM. BOTH NLG RETRACTION ACTUATOR FLEXIBLE HOSES WERE REPLACED, NR2 HYD SYSTEM CONTENT REPLENISHED AND THE SYSTEM BLEED IAW MM REQUIREMENTS. RELATED TO SERVICE DIFFICULTY ALERT AL-2003-11.

CA060127009	DHAV	PWA		SMOKE DETECTOR	MALFUNCTIONED
12/28/2005	DHC8301	PW123		473054	CARGO BAY

EN ROUTE CAPT CONTACTED MX TO ADVISE BAGG SMOKE DETECT LIGHT FLICKERED A COUPLE OF TIMES. A

FEW MINS LATER CAPT CONTACTED FLT DISPATCH AGAIN TO ADVISE LIGHT WAS NOW ON CONSTANT, DECLARED EMERG DIVERTING TO YYY. COMMUNICATION WAS LOST WITH FLT AND A CALL WAS MADE TO MONTREAL ATC TO OBTAIN FURTHER INFO. ATC ADVISED FULL EMERG WAS DECLARED, FLT CREW ON OXYGEN, SMOKE IN COCKPIT. FLT LANDED, PAX DEPLANED UNDER NORMAL CONDITIONS. AT NO TIME WAS SMOKE IN COCKPIT. REPLACED SMOKE DETECTORS IN CARGO AREA AND TESTED SYS. RELEASED A/C INTO SERVICE. A/C HAS CONTINUED IN SERV TO DATE WITH NO FURTHER INCIDENCES. ONE OF DETECTORS WAS FOUND IN 2 PREVIOUS EVENTS, DETERMINED IT WAS COST EFFECTIVE TO SCRAP UNIT OUT.

CA060127001	DHAV	PWA	DOOR	SEPARATED
1/27/2006	DHC8301	PW123	85410617005	RT NACELLE

(CAN) ON ARRIVAL TO BASE, THE DOOR FOR THE REFUEL PANEL WAS FOUND TO HAVE SEPARATED FROM THE NACELLE. THE HINGES, HINGE ATTACHMENT BOLTS AND SMALL FRAGMENTS OF THE COMPOSITE PANEL REMAINED ATTACHED. (TC NR 20060127001)

CA060424008	DHAV	PWA	SHAFT	BROKEN
4/21/2006	DHC8301	PW123	87620130101	PROPELLER

FLIGHT CREW REPORTED EXCESS BACKLASH AND PROP SYNC DOES NOT SYNC. PROP WANDERING + - 5 TO 7 RPM. ENGINE SPRING STRUT ASSEMBLY REPLACED. AFTER DISASSEMBLY IN THE O/H SHOP, SHAFT P/N 87620130-101 WAS FOUND BROKEN AT POINT RIVET P/N MS204170AD3. THE SIZE OF THE RIVET HOLE LEAVES MINIMAL MATERIAL AROUND THE SHAFT, WHICH IS PRONE TO BREAKING UNDER VIBRATION.

CA060221011	DHAV	PWA	BRACKET	CRACKED
2/20/2006	DHC8301	PW123	85711570102	AILERON

DURING CRUISE FLIGHT, CREW REPORTED AILERON CONTROL SEEMED STIFF. AFTER NORMAL LANDING MAINTENANCE INSPECTION FOUND RT AILERON SUPPORT BRACKET FOR AILERON INPUT QUADRANT CRACKED. CAUSING OUTBOARD AILERON QUADRANT TO RUB ON BRACKET. THIS AIRCRAFT IS PRE MOD 8/2160. DEHAVILLAND SB 8-57-27 REFERS TO THIS BRACKET CRACKING.

CA060517002	DHAV	PWA	HAMSTD	PCU	FAULTY
5/16/2006	DHC8311	PW123	78249047	78249047	NR 1 PROP SYS

SHORTLY AFTER TAKEOFF, NR 1 PROP WENT SLOWLY IN AND OUT OF FEATHER (GENTLY) THREE TIMES. PRECAUTIONARY SHUT DOWN OF NR 1 ENGINE CARRIED OUT. AIRCRAFT DIVERTED TO NEAREST AIRPORT. MAINTENANCE INSPECTED AND REPLACED NR 1 PROP CONTROL UNIT, GROUND RUN AND LEAK CHECKED SERVICEABLE. AIRCRAFT RETURNED TO SERVICE.

CA060519001	DHAV	PWA	BOLT	MISSING
5/18/2006	DHC8311	PW123	NAS110410	KEELBEAM

LT AND RT FWD (STN387) KEEL BEAM (STR 31L/31R) TO FRONT SPAR ATTACH BOLTS MISSING (X2). BOLTS NOT INSTALLED BY MANUFACTURER REF IPC 53-41-00 FIG 10 ITEMS 330, 333 AND 335. A/C TOTAL TIME 14.0 HRS.

CA060418001	DHAV	PWA	KEY	FAILED
3/17/2004	DHC8311	PW123	NAS558P4048	RT ELEVATOR

ELEVATOR TRIM SCREW JACK ASSEMBLY SPROCKET SPINS WITHOUT ANY MOVEMENT OF SCREWDRIVE. FOUND KEY, P/N NAS558P404-8 TO BE MISSING CAUSING NO ELEVATOR TRIM TO BE AVAILABLE ON RIGHT SIDE. REFERENCE DASH 8/300 IPC 27-38-00; FIGURE 15; ITEM 160. SCREW JACK REPLACED.

CA030130008	DHAV	PWA	CYLINDER	CORRODED
1/26/2003	DHC8311	PW123	10195101	MLG

AFTER A VERY COLD OPERATION DAY, A/C TOWED TO HANGAR. DURING INSPECTION, MECH FOUND LT MLG WITH NO CHROME PORTION VISIBLE AND AREA WET. LT MLG INNER CYLINDER REMOVED TO GAIN ACCESS FOR INSPECTION AND SEAL REPLACEMENT. FOUND LWR INNER CYLINDER WHERE LOWER BEARING SEATS SHOWING SOME CORROSION AND PITTING IAW MESSIER DOWTY MANUAL THIS AREA HAS A VERY LOW DAMAGE TOLERANCE THAT HAS BEEN EXCEEDED. SO OUTER CYLINDER REPLACED. QUALITY ASSURANCE INVESTIGATION C/OUT AND FOUND THAT THIS GEAR ASSY HAS LESS THEN AFT OF IS TIME BEFORE O/H AND NOTHING INTO BOMBARDIER MX PROGRAM REQUIRE INSPECTION INTO THIS AREA OR ANY TYPE OF FLUID REPLACEMENT.

THINK THAT LOWER INNER PORTION OF MLG STRUT IS EXPOSED TO WATER (HUMIDITY) THAT COULD BE TRAP. WILL ADJUST OUR MX PROGRAM TO REACT TO PREVENT THIS FINDING.

AU510001878	DHAV	PWA		O-RING	DAMAGED
12/12/2005	DHC8315	PW123		NAS16126A	ROLL SPOILER

RT INBOARD ROLL SPOILER ACTUATOR BULKHEAD UNION FITTING SLIGHTLY LOOSE IN ACTUATOR BODY CAUSING FAILURE OF THE UNION O-RING SEAL AND LOSS OF HYDRAULIC FLUID. SPOILER ACTUATOR HAD BEEN REPLACED AT LAST MAINTENANCE CHECK AND IT IS SUSPECTED THAT EITHER THE RIGID LINE CONNECTION OR THE BULKHEAD FITTING HAD NOT BEEN CORRECTLY RETORQUED.

AU510001434	DHAV	PWA	HONEYWELL	SENSOR	OUT OF LIMITS
9/6/2005	DHC8315	PW123		4040831901	DADC

(AUS) DIGITAL AIR DATA COMPUTER (DADC) PS AND PT SENSORS OUT OF TOLERANCE.(AD/SB DESC: AD/RAD/43 AMDT 5, PART 1) (OTHER CAUSE: CALIBRATION SHIFT) (CASA# 510001434)

AU510002006	DHAV	PWA		DOOR	OPEN
12/12/2005	DHC8315	PW123			ALT MLG EXTEND

LANDING GEAR FAILED TO RETRACT. INVESTIGATION FOUND THAT THE ALTERNATE GEAR EXTENSION DOOR IN THE FLIGHT DECK FLOOR WAS OPEN. WITH THIS DOOR OPEN THE LANDING GEAR CYCLE WILL NOT COMMENCE.

AU510001593	DHAV	PWA		SHUTOFF VALVE	FAILED
12/12/2005	DHC8315	PW123		7786863	LT BLEED SYS

(AUS) LT BLEED AIR HIGH PRESSURE SHUTOFF VALVE (HPSOV) FAILED. (CASA NR 510001593)

AU510001591	DHAV	PWA		CIRCUIT BOARD	UNSERVICEABLE
12/7/2005	DHC8315	PW123		9506747	INTERPHONE

(AUS) PASSENGER SERVICE UNITS (PSU) FAULTY. INVESTIGATION FOUND PSU CONTROL CIRCUIT BOARDS HAD BEEN HEAT DAMAGED. INVESTIGATION INTO THE CAUSE OF THE CIRCUIT BOARDS DAMAGE REVEALED THAT THE WIRE ON THE OUTLET SIDE OF ALL OF THE PSU CONTROL CIRCUIT BOARDS HAD CHAFED INSULATION ALLOWING SHORT CIRCUIT TO GROUND. THIS UNCONTROLLED SHORT CIRCUIT RESULTED IN THE OUTLET TRANSISTOR BURNING OUT ON ALL PSU CONTROL CIRCUIT BOARDS.(CASA NR 510001591)

AU510001758	DHAV	PWA		LOCK	INCORRECT
12/12/2005	DHC8315	PW123			NLG

(AUS) NOSE LANDING GEAR WOULD NOT RETRACT. INVESTIGATION FOUND THE NOSE LANDING GEAR GROUND LOCK (ENGAGED). PERSONNEL/MAINTENANCE ERROR. (CASA NR 510001758)

AU510001916	DHAV	PWA		AMPLIFIER	UNSERVICEABLE
12/12/2005	DHC8315	PW123		30326E11	SMOKE DETECTOR

(AUS) BAGGAGE COMPARTMENT SMOKE DETECTOR CONTROL AMPLIFIER FAILED.(OTHER CAUSE: SHIFT IN DESIGN PROPERTIES.) (CASA NR 510001916)

000000002	DIAMON		DIAMON	FORK	CRACKED
5/30/2006	DA20C1			2032200800	NOSE WHEEL

DISCOVERED 8 CRACKS, 4 PER SIDE APPROXIMATELY 1 INCH FORWARD OF NOSE GEAR AXLE ADJACENT TO FAIRING ATTACH POINT HOLES.

CA060414001	DIAMON	CONT		HUB	CRACKED
4/14/2006	DA20C1	IO240B			PROPELLER

4 INCHES LONGITUDINAL CRACK FROM TIP TO HUB ON NR 2 BLADE. PROPELLER REMOVED FROM SERVICE. CRACK SIMILAR TO CRACK ON A/C C-GGMV,

CA060221010	DIAMON	CONT		BRACKET	CRACKED

2/16/2006	DA20C1	IO240B	2224121400	ALTERNATOR

DURING ROUTINE INSPECTION, A SMALL CRACK WAS DISCOVERED ON THE ALTERNATOR BRACKET. FURTHER INSPECTION REVEALED THAT THE TOP NUT TCM P/N 2443 WHICH IS USED TO MOUNT THE BRACKET TO THE ENGINE WAS STRIPPED. THE NUT ATTACHES TO ONE OF THE ENGINE THRU STUDS AT THE FORWARD MAIN BEARING. LUCKILY THE STUD WAS NOT DAMAGED AND A NEW BRACKET AND NUT WERE INSTALLED AND TQ`D. IT WAS ALSO NOTED THAT ALT BRACKET MOUNTING HOLES ARE LARGER THAN THE STUDS AND BOLT USED TO SECURE THE BRACKET TO ENG. THESE WERE TAUGHT AT FIRST TO BE ELONGATED BUT THE NEW BRACKET SUPPLIED BY THE MANUFACTURE REVEALED THEY WERE MANUFACTURED THIS WAY. A REQUEST WAS SENT TO THE MANUFACTURE FOR EXPLANATION.

CA060221008	DIAMON	CONT	BLADE	CRACKED
2/9/2006	DA20C1	IO240B	W69EK763	PROPELLER

DURING PRE-FLIGHT INSPECTION, THE PILOT INSTRUCTOR DISCOVERED A POSSIBLE CRACK ON THE PROPELLER. CLOSER INSPECTION REVEALED AN APPROXIMATELY 4" CRACK ON NR 2 BLADE OF PROPELLER. THE CRACK IS DEVELOPED LONGITUDINAL ON BLADE FROM TIP TO HUB. NO IMPACT MARK OR OTHER DAMAGE TO PROPELLER OBSERVED. PROPELLER REMOVED FROM SERVICE.

CA051215002	DIAMON	CONT	SEAL	LOOSE
12/12/2005	DA20C1	IO240B		FLAP ACTUATOR

PILOT REPORTED FLAPS WOULD NOT RETRACT. INSPECTION FOUND SEAL MIGRATED INTO FLAP SWITCHES. RE-GLUED PER DIAMOND INSTRUCTIONS. THIS UNIT HAD BEEN RE-GLUED TWICE BEFORE. DIAMOND IS LOOKING INTO A MECHANICAL SEAL RETENTION SOLUTION, AND HAS OFFERED TO CONTINUE TO REPLACE THE UNITS UNDER WARRANTY. NEW UNITS HAVE BEEN INSTALLED IN THE PAST AND STILL FAIL. OCCURRENCES SEEM TO BE CONCENTRATED BETWEEN NOVEMBER AND MARCH, THIS WOULD INDICATE A COLD WEATHER OPERATION PROBLEM.

CA060414002	DIAMON	CONT	BLADE	CRACKED
4/14/2006	DA20C1	IO240B		NR 2

4 INCHES CRACK FROM TIP TO HUB ON NR 2 BLADE, SIMILAR TO THAT REPORTED WITH SDR #20060221008. PROPELLER REMOVED FROM SERVICE.

CA060123005	DIAMON	CONT	INERTIA REEL	BROKEN
1/10/2006	DA20C1	IO240B		SHOULDER BELT

(CAN) PILOT REPORTED THAT THE REEL MECHANISM IN THE LT SHOULDER HARNESS ASSEMBLY ON THE RT SEAT WAS DEFECTIVE AND WAS NOT ALLOWING THE BELT TO RETRACT. AFTER REMOVAL, THE BELT WAS FINALLY RETRACTED AFTER SHAKING THE LOOSE NYLON PIECES THAT HAD BROKEN, INSIDE THE REEL. IT WAS THEN NOTED THAT THE BELT WOULD GO IN AND OUT AS IT NORMALLY DOES BUT THE INERTIA REEL WAS NO LONGER LOCKING. BELT ASSY. WAS REPLACED WITH NEW UNIT (TC NR 20060123005)

2006FA0000568	DIAMON		SPRING	LOOSE
6/1/2006	DA40			RUDDER

THIS HAS TO DO WITH RUDDER CENTERING BUNGEES OR SPRINGS THERE IS ONE ON BOTH SIDES OF THE RUDDER. AFTER FLT, MECHANIC NOTICED SOME PARTS SETTING ON RUDDER HORN AS IF THEY HAD BEEN REMOVED AND PUT THERE, AN INSP OF RUDDER, IT WAS DETERMINED THAT THEY FELL OFF JUST AS AC WAS PARKED AS ALL OF PARTS FOR BUNGEE WAS THERE. AFTER CONSULTING MAINT, PARTS ALONG WITH AC PARTS WERE REASSEMBLED USING LOCK TIGHT AS THERE IS NO LOCKING DEVICE. PNS FOUND ON RUDDER ARE: (ROD, D60-2723-00-31) (SPACER, D60-2723-00-32) (SPRING, VD-283A-10) (SPACER, D60-2723-00-33) IF THESE PARTS WOULD HAVE FALLEN OUT IN FLIGHT THIS COULD HAVE LOCKED UP THE RUDDER. SUGGEST THERE SHOULD BE SOME SORT OF LOCKING DEVICE INSTALLED. (K)

2006FA0000574	DIAMON	LYC	DIAMON	FLANGE	BROKEN
5/31/2006	DA40	IO360A1A			EXHAUST RISER

FOUND NR 2 CYLINDER EXHAUST RISER FLANGE BROKEN. DISCOVERED WHEN DISASSEMBLY EXHAUST FOR MODIFICATION IAW MSB-4000411. PROBABLE CAUSE OF BREAKING FROM EXCESS VIBRATION. RECOMMEND

INSTALLING MSB-40-004/1 MUFFLER BRACE. (K)

CA060306020	DORNER	GARRTT	RELAY	INOPERATIVE
3/4/2006	DO228202	TPE3315251K	MS24178D1	TE FLAPS

(CAN) ON APROACH FLAPS WERE SELECTED TO THE NR 2 POSITION AND DID NOT RESPOND . SYSTEM TROUBLESHOOTING FOUND THE RELAY TO BE NOT FUNCTIONING . RELAY WAS REPLACED WITH A SERVICABLE UNIT AND FLAPS TESTED NORMAL (TC NR 20060306020)

CA051223016	DORNER	PWA	BOOT	SPLIT
11/8/2005	DO328100	PW119C	29S7D524008	RT HORIZ. STAB

CREW REPORTED A FAIL INDICATION FOR THE RT HORIZONTAL STAB DEICE BOOT. UPON INSPECTION BY MAINTENANCE THE BOOT HAD A 12 INCH SPLIT AND WAS REPLACED. NO IN FLIGHT HANDLING PROBLEMS WHERE REPORTED.)

CMRR200606012	DORNER	PWA	HONEYWELL	POWER SUPPLY	FAILED
5/26/2006	DO328300	PW306B	DU870	7018704902	EFIS

THE NR 1 MFD DISPLAY UNIT REFERENCED HEREIN FAILED DURING GROUND OPERATIONS PRIOR TO FLIGHT. THE SUSPECTED SPECIFIC COMPONENT FAILURE IS THE HIGH VOLTAGE POWER SUPPLY UNIT PN: 7018704-902 INSTALLED INSIDE THE CRT DISPLAY UNIT. FURTHER INSPECTION WILL BE REQUIRED TO VERIFY THE EXACT CAUSE OF DU FAILURE.

CMRR200606013	DORNER	PWA	HONEYWELL	POWER SUPPLY	FAILED
5/26/2006	DO328300	PW306B	DU870	7018704902	DISPLAY

THE NR 1 PFD HONEYWELL DISPLAY UNIT REFERENCED HEREIN FAILED DURING GROUND OPERATIONS PRIOR TO FLIGHT. THE SUSPECTED SPECIFIC COMPONENT FAILURE IS THE HIGH VOLTAGE POWER SUPPLY UNIT PN:7018704-902 INSTALLED INSIDE THE CRT DISPLAY UNIT. FURTHER INSPECTION WILL BE REQUIRED TO VERIFY THE EXACT CAUSE OF DU FAILURE.

CA060608005	DOUG	ALLSN	ALLSN	IMPELLER	CRACKED
1/30/2006	600N	250C47M		23064613	COMPRESSOR

(CAN) PILOT REPORTED HIGH TURBINE TEMPERATURES IN FLIGHT, RETURNED TO MAINTENANCE FACILITY AND FOUND CRACK IN COMPRESSOR SCROLL AREA UPON VISUAL INSPECTION AFTER LANDING. ENGINE ASSY WAS REMOVED AND COMPRESSOR INLET WAS INSPECTED AND FOUND TO HAVE A DAMAGED IMPELLER BLADE. COMPRESSOR ASSY WAS REMOVED AND SENT FOR FURTHER INSPECTION. IT WAS LATER DETERMINED THE BLADE HAD FAILED FROM A PREVIOUS REPAIR CARRIED OUT TO REMOVE FOD DAMAGE TO THAT BLADE. SPARE ENGINE WAS INSTALLED AND AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20060608005)

CA060608006	DOUG	ALLSN	TAIL BOOM	SEPARATED
3/21/2006	600N	250C47M	600N3500505	

(CAN) AIRCRAFT INVOLVED IN EXTERNAL LIFT OPERATIONS. TAIL BOOM ASSY SEPARATED FROM FUSELAGE IN FLIGHT, AIRCRAFT CRASHED ON RT SIDE OF FUSELAGE IN A REMOTE CLEARING. CAUSE OF FAILURE IS UNDER INVESTIGATION. (TC NR 20060608006)

AU510001700	DOUG	PWA	BRAKE	FAULTY
1/7/2005	DC3CS1C3G	R183092		MLG

RT BRAKE GRABBED CAUSING LT MAIN LANDING GEAR TO RUN OFF TAXIWAY AND BECOME BOGGED. INVESTIGATION COULD FIND NO FAULT WITH THE BRAKE SYSTEM EXCEPT FOR A LARGER THAN USUAL AMOUNT OF DUST WHICH WAS ATTRIBUTED TO OPERATING IN THE OUTBACK.

CA060126006	DOUG	PWA	DOUG	ATTACH FITTING	CRACKED
1/26/2006	DC6A	CWASP		5484911503	MLG

(CAN) DURING ANNUAL INSPECTION, AD 89-11-07 WAS BEING ACCOMPLISHED. THE LT IB MLG ATTACH FITTING WAS FOUND TO BE CRACKED BETWEEN THE 4TH AND 5TH FASTENER HOLES ON THE OB VERTICAL LEG. THERE WERE 2 CRACKS NOTED. THE LENGTH OF THE CRACK RUNNING BETWEEN THE 2 FASTENER HOLES IS

APPROXIMATELY .7500 INCH. THERE WAS A SECOND CRACK NOTED RUNNING IN AN OUTWARD DIRECTION AND IS APPROXIMATELY .2500 INCH IN LENGTH. THE FITTING IS BEING REPLACED WITH A SERVICEABLE FITTING. (TC NR 20060126006)

CA060529005	DOUG	PWA	O-RING	DISPLACED
5/29/2006	DC6B	CB3	493476	NR 4 ENGINE

NR 4 ENGINE OUTBOARD UPPER OIL TRANSFER TUBE PLUG FOUND LOOSE AND THE O-RING WAS FOUND DISPLACED, CAUSING RAPID OIL DEPLETION COVERING THE COWLS WITH OIL. MAINTENANCE STAFF NOTED THIS DEFECT DURING GROUND OPERATION BETWEEN FLIGHTS. THE PLUG WAS REMOVED AND THE THREADS WERE CHECKED SERVICEABLE. THE O-RING WAS REPLACED. THE PLUG WAS INSTALLED AND TORQUED IAW MAINTENANCE MANUAL. THE ENGINE WAS GROUND RUN, PROP FEATHER OPERATIONAL CHECK COMPLETED. A LEAK CHECK WAS COMPLETED SERVICEABLE. A LEAK CHECK WAS ALSO COMPLETED UPON COMPLETION OF FLIGHT AND AIRCRAFT WAS SERVICEABLE.

CA060529006	DOUG	PWA	O-RING	DISPLACED
5/29/2006	DC6B	CB3	493476	ENGINE

DURING GROUND OPERATION BETWEEN FLIGHTS, MAINTENANCE CREW DISCOVERED OIL ON THE COWL FLAPS. UPON INVESTIGATION IT WAS DISCOVERED THAT THE UPPER OUTBOARD OIL TRANSFER TUBE PLUG WAS LOOSE. THE O-RING HAD BECOME DISPLACED. THE PLUG WAS REMOVED AND THE THREADS WERE INSPECTED AND FOUND SERVICEABLE. THE O-RING WAS REPLACED. THE PLUG WAS RE-INSTALLED AND TORQUED IAW MM. THE ENGINE WAS GROUND RUN, A PROP FEATHER FUNCTION CHECK AND LEAK CHECK WERE ACCOMPLISHED. ENGINE WAS SERVICEABLE. THE AIRCRAFT COMPLETED A FLIGHT AND A LEAK CHECK WAS ACCOMPLISHED WITH NO SIGNS OF FURTHER LEAKAGE NOTED.

2006FA0000620	DOUG	PWC	HOSE	CRACKED
6/8/2006	MD900	PW207E	5100400	XMSN OIL

PILOT NOTICED TRANSMISSION OIL PRESSURE INDICATION DROPPED FROM GREEN TO YELLOW TO RED. MADE UNSCHEDULED LANDING. FOUND FWD LT TRANSMISSION OIL COOLER HOSE LEAKING. HOSE IS A FLEXIBLE STAINLESS STEEL HOSE WITH A STAINLESS STEEL OUTER BRAID. HOSE WAS INSPECTED AFTER REMOVAL AND FOUND TO BE CRACKED. REPLACED HOSE P/N 900D3409526-105.

CA060227018	EMB	PWA	ENGINE	LEAKING
2/13/2006	EMB110*	PT6A28		OIL SYS

DURING CLIMB, THE ENGINE EMITTED A NOISE ACCOMPANIED BY AN UNCOMMANDED REDUCTION IN POWER AND INCREASE IN TURBINE TEMPERATURE. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. GROUND INSPECTION REVEALED AN ENGINE OIL LEAK. THE ENGINE HAD BEEN OVERHAULED 100 HOURS PRIOR TO THE EVENT, WHERE IT WAS CONVERTED UNDER STC TO A PT6A-34 CONFIGURATION. PWC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051129010	EMB	PWA	ENGINE	FAILED
11/8/2005	EMB110*	PT6A34		

ON CLIMB, THE ENGINE WAS REPORTED TO HAVE EMITTED A NOISE ACCOMPANIED BY A LOSS OF POWER. THE AIRCRAFT DIVERTED TO DEPARTURE AND SUBSEQUENTLY CRASHED. MFG WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051129016	EMB	PWA	DRIVE SHAFT	FRACTURED
11/5/2005	EMB110P1	PT6A34		FUEL PUMP

DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION AND WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A FRACTURED FUEL PUMP DRIVE SHAFT.

CA060411001	EMB	PWA	PROPELLER	MALFUNCTIONED
4/4/2006	EMB110P1	PT6A34	HCB3TN3C	RIGHT

ON THE TAKEOFF ROLL, THE RT PROPELLER RPM WOULD ONLY GO TO 83% AND NOT BEYOND. THE AIRCRAFT RETURNED TO THE HANGAR WHERE MAINTENANCE FOUND THE RT PROPELLER TO BE AT FAULT. THE

PROPELLER WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. THE PROPELLER HAS BEEN SENT TO A REPAIR FACILITY FOR FURTHER INVESTIGATION.

AU510001504	EMB	PWA	DOOR	MISSING
12/12/2005	EMB110P1	PT6A34	110272407	MLG

RT MAIN LANDING GEAR INBOARD DOOR MISSING. HINGES AND DOOR OPERATING RODS BROKEN.

AU510001837	EMB	PWA	STEERING SYS	UNSERVICEABLE
11/9/2005	EMB110P2	PT6A34	110P241020	NLG

NOSE WHEEL STEERING SYSTEM FAULTY. STEERING SYSTEM TRAVEL WAS RESTRICTED. LT MAIN LANDING GEAR AND NOSE GEAR RAN OFF RUNWAY AND BECAME BOGGED IN THE SOFT SURFACE AT THE SIDE OF THE RUNWAY.

AU510001702	EMB	PWA	OIL SYSTEM	LOW PRESSURE
12/12/2005	EMB120	PW118A		ENGINE

ENGINE OIL SYSTEM PRESSURE FLUCTUATING. INSPECTION FOUND LOW OIL LEVEL BUT NO EVIDENCE OF LEAKS. OIL TOPPED UP WITH NO FAULTS SINCE.

AU510002131	EMB	PWA	SMOKE	DETECTED
12/12/2005	EMB120	PW118A		CABIN

MODERATE AMOUNT OF SMOKE IN COCKPIT CAUSED OXYGEN MASKS TO BE FITTED. FLIGHT ATTENDANTS ALSO ADVISED OF SMOKE IN THE CABIN AND PASSENGER OXYGEN WAS ALSO DEPLOYED. INVESTIGATION IN PROGRESS TO FIND THE CAUSE OF THE SMOKE.

AU510001905	EMB	PWA	HOSE	FAILED
12/12/2005	EMB120	PW118A	AE1011469EO122	MLG DOOR ACT

(AUS) LT MAIN LANDING GEAR IB DOOR ACTUATOR CLOSE HYDRAULIC HOSE FAILED. LOSS OF HYDRAULIC FLUID. INVESTIGATION ALSO FOUND THAT THE HOSE PN WAS INCORRECT IAW THE IPC. SUSPECT INCORRECT PN HOSE WAS FITTED BY A PREVIOUS OPERATOR. (CASA NR 510001905)

AU510002011	EMB	PWA	EADI	FAILED
12/10/2005	EMB120	PW118A	6226342022	COCKPIT

CAPTAIN`S ELECTRONIC ATTITUDE DIRECTION INDICATOR (EADI) FAILED.

AU510001589	EMB	PWA	FILTER	UNSERVICEABLE
12/3/2005	EMB120	PW118A	WF331451	ENGINE OIL

(AUS) ENGINE OIL FILTER BULGED OUT ON BOTTOM SURFACE. (CASA NR 510001589)

CA051219004	EMB	PWA	CIRCUIT CARD	CORRODED
11/22/2005	EMB120ER	PW118	5190601	AUDIO CONTROL

ON APPROACH, A LOAD SIDE TONE WAS HEARD IN THE HEADSETS. PILOTS WERE UNABLE TO ESTABLISH COMMUNICATION WITH ATC DUE FOR FEEDBACK HUM NOISE GENERATED IN AUDIO SYSTEM, AND ALSO EMERG SELECTION IN AUDIO CONTROL PANEL WAS INOP. TROUBLESHOOTING FOUND THE AUDIO REMOTE ELECTRONIC UNIT (REU) CIRCUIT CARD NR 1 (P/N 5190-60-1) CONNECTORS CONTACT TO MAIN MOTHERBOARD WAS HEAVY CORRODED DUE THE PROTECTIVE COATING AT CIRCUIT BOARD WAS NOT APPLIED AS PER MIL 1-46058 AS STATED IN COMPONENT MM, THUS SHORTING OUT ALL SIGNALS AND INDUCING FEED BACK NOISES. THIS REPAIRED UNIT WAS RECEIVED FROM THE FAA REPAIR STATION AVTECH CORPORATION NR IG6R621N ON DECEMBER 2003 AND INSTALLED ON THE AIRCRAFT WITHIN THE SAME MONTH.

CA060116002	EMB	ALLSN	BEARING	FAILED
1/16/2006	EMB145	AE3007A	23069576	ENGINE

ENGINE CAE311908 CAME IN THE SHOP FOR METAL DEBRIS IN THE FILTER. DURING ENGINE DISASSEMBLY IT WAS FOUND THAT NR 6 MID SPAN BEARING ASSEMBLY HAD FAILED. MID-SPAN BEARING OUTER RACE WAS STILL

IN ITS HOUSING AND ONLY 3 ROLLERS AND A PIECE OF BEARING CAGE WERE FOUND. THE RADIAL DRIVE QUILL SHAFT WAS FOUND BROKEN ABOVE THE SPLINES CONNECTING TO THE RADIAL DRIVE BEVEL GEARSHAFT. SIMILAR OCCURRENCE ON MID SPAN GEAR TRAIN SYSTEM ON OTHER ENGINES HAD CAUSE IN FLIGHT SHUTDOWN.

CA060227011	EMB	GE	RELEASE ACTUATOR	MALFUNCTIONED
2/25/2006	ERJ170100LR	CF348E5A1	19071100403	MLG DOWNLOCK

LEFT MAIN GEAR DID NOT RETRACT AFTER TAKEOFF. NO GEAR PIN ON MAIN WERE FOUND ON ARRIVAL, PARK BRAKE REMAINED ON AFTER BRAKE HANDLE RELEASED. LT MLG DOWNLOCK RELEASE ACTUATOR REPLACED IAW AMM 32-31-05-000-801-A AND 32-31-05-400-801-A. GEAR SWING CARRIED OUT AS PER AMM 32-33-00-710-801-A. ALL FUNCTIONS NORMAL.

CA060306017	EMB	GE	SLIDE	FAULTY
3/3/2006	ERJ170100LR	CF348E5A1	4A40302	L1 DOOR

(CAN) IAW FLEET ENGINEEERING REQUEST VERIFY L-1, R-1, L-2 AND R-2 SLIDE FOR ANY EXTRA LACING AROUND THE SLIDE PACK OPENING PIN. CONTACT MOC FOR INSTRUCTIONS AND PHOTOS OF PROPER INSTALLATION . REPORT FINDING FOR EACH DOOR AND CORRECTIVE ACTION IF REQUIRE. L1 DOOR SLIDE ASSEMBLY REPLACED IAW AMM,NEW SLIDE ASSY INSTALLED IAW AMM. (TC NR 20060306017)

CA060125007	EMB	GE	UNKNOWN	MULTIPLE FAIL
1/25/2006	ERJ190100IGW	CF34*		UNKNOWN

(CAN) ON TAXI OUT (TWICE) EICAS MESSAGES A/T FAIL, A/P FAIL, AFCS FAIL, MACH TRIM FAIL, SHAKER, ANTICIPATED, ADS 2 FAIL, TAT NR 2 FAIL,ADS FAIL, WINDSHEAR FAIL, AOA LIMIT FAIL, ADS PROBE NR 1 FAIL, ADS PROBE NR 2 FAIL, ADS PROBE NR 3 FAIL, ADS PROBE NR 4 FAIL, STALL PROTECTION FAIL, YD FAIL, ECT. ACTION: ADS PROBES, ADS SYSTEM, TEST CARRIED OUT IAW AMM 34-13-01-06 SYSTEM CHECKS SERVICEABLE. STILL UNDER INVESTIGATION WITH FLEET MANAGEMENT AND MFG ENGINEERING. (TC NR 20060125007)

AU510001864	FOKKER	RROYCE	ROD	CRACKED
12/9/2005	F28MK0100	TAY62015	A16084003	SPOILER

RH LIFT DUMPER SYSTEM VERTICAL ROD CRACKED.

AU510001861	FOKKER	RROYCE	BOLT	SHEARED
12/9/2005	F28MK0100	TAY62015	FON21185V46	SPOILER

RT LIFT DUMPER SYSTEM NR 1 BELLCRANK INBOARD UPPER ATTACHMENT BOLT SHEARED.

AU510001862	FOKKER	RROYCE	BEARING	LOOSE
12/9/2005	F28MK0100	TAY62015	MS212306	SPOILER

RT LIFT DUMPER NR 3 BELLCRANK HORIZONTAL ROD ATTACHMENT BEARING MIGRATED OF POSITION.

AU510001866	FOKKER	RROYCE	BOLT	LOOSE
12/12/2005	F28MK0100	TAY62015		SPOILER

NR 1 LT LIFT DUMPER SYSTEM BELLCRANK SPIGOT ATTACHMENT BOLTS LOOSE.

AU510001867	FOKKER	RROYCE	BEARING	WORN
12/9/2005	F28MK0100	TAY62015	MS1410414	LT WING FLAP

LT WING TRAILING EDGE FLAP TRACK FORWARD SUPPORT BEARING WORN.

AU510001868	FOKKER	RROYCE	BEARING	WORN
12/9/2005	F28MK0100	TAY62015	MS1410414	RT WING TE FLAP

RT WING FLAP TRACK BEAM ASSEMBLY FORWARD SUPPORT BEARING WORN.

AU510001726	FOKKER	RROYCE	PIPE	FRACTURED

12/12/2005	F28MK0100	TAY65015		HYDRAULIC SYS

HYDRAULIC PIPE LOCATED ON THE FORWARD WALL OF THE REAR CARGO HOLD LEAKING. INVESTIGATION FOUND A FRACTURED FLARE. PIPE WAS A -4 STAINLESS STEEL TYPE.

AU510001648	FOKKER	RROYCE	PITOT HEAD	FAULTY
12/12/2005	F28MK0100	TAY65015	8538R	PITOT SYSTEM

NR 3 PITOT HEAD HEATING SYSTEM FAILED.

AU510001721	FOKKER	RROYCE	HOSE	FAILED
12/12/2005	F28MK0100	TAY65015	FON1390606	SMOKE DETECTOR

LT TOILET SMOKE DETECTOR TO AIR EJECTOR HOSE SPLIT AT EJECTOR END. RT SMOKE DETECTOR TO AIR EJECTOR TUBE SIDEWALL COLLAPSED. HOSES ALLOW FOR AIRFLOW THROUGH SMOKE DETECTORS.

AU510002024	FOKKER	RROYCE	FAIRING	CRACKED
12/12/2005	F28MK0100	TAY65015		EXHAUST

ENGINE EXHAUST SPOKE FAIRING CRACKED IN TWO PLACES AT THE 7:30 O`CLOCK AND 9 O`CLOCK POSITIONS.

AU510002018	FOKKER	RROYCE	IGNITER	WORN
12/12/2005	F28MK0100	TAY65015	Y1836	NR 2 ENGINE

NR 2 ENGINE IGNITER WORN.

AU510002019	FOKKER	RROYCE	RROYCE	SOLENOID	FAULTY
12/12/2005	F28MK0100	TAY65015		1159SCP4081	THRUST REVERSER

NR 2 ENGINE THRUST REVERSER INTERMITTENT WARNING. INVESTIGATION FOUND THE SECONDARY LOCK SOLENOID HAD A FAULTY INTERNAL SWITCH.

AU510001708	FOKKER	RROYCE	APU	INOPERATIVE
12/8/2005	F28MK0100	TAY65015		

APU FAILED TO START. INVESTIGATION CONTINUING.

AU510001541	FOKKER	RROYCE	TARGET	DEBONDED
1/7/2005	F28MK0100	TAY65015		MLG

RT MLG LWR TOGGLE TARGET PARTIALLY DISBONDED. LANDING GEAR WAS BEING FITTED TO A/C AFTER BEING IN STORAGE FOR SEVERAL YEARS.

AU510001542	FOKKER	RROYCE	DISPLAY	FAULTY
3/7/2005	F28MK0100	TAY65015	6220847541	MULTFUNCTION

MULTI FUNCTION DISPLAY UNIT (MFDU) SUSPECT FAULTY.

AU510001544	FOKKER	RROYCE	WINDSHIELD	CRACKED
4/7/2005	F28MK0100	TAY65015	D20543405	WINDSHIELD

NR 1 WINDSHIELD CRACKED. CRACK ORIGINATES NEAR ELEMENT.

AU510001549	FOKKER	RROYCE	BEARING	WORN
1/7/2005	F28MK0100	TAY65015	FON62125R06K	SPOILERS

LIFT DUMPER ACTUATOR RODEND BEARING WORN.

AU510001887	FOKKER	RROYCE	SWITCH	FAULTY
12/12/2005	F28MK0100	TAY65015		ENGINE ANTI ICE

NR 1 ENGINE ANTI-ICE SWITCH FAULTY.

AU510001903	FOKKER	RROYCE	DRIVE SHAFT	SHEARED

12/12/2005	F28MK0100	TAY65015			STARTER

(AUS) APU STARTER MOTOR DRIVESHAFT SHEARED. INVESTIGATION FOUND THAT THE BROKEN END WAS JAMMED IN THE CLUTCH ASSEMBLY. (CASA NR 510001903)

AU510001740	FOKKER	RROYCE		EXCITER	FAULTY
12/12/2005	F28MK0100	TAY65015	GTCP36150R	105160001	APU

APU IGNITION EXCITER UNIT FAULTY.

AU510001521	FOKKER	RROYCE	IGNITER	FAILED
12/12/2005	F28MK0100	TAY65015	CH34313	APU

APU IGNITER PLUG FAILED. WORKSHOP INVESTIGATION FOUND THAT ONLY APPARENT FAULT WAS SLIGHT SOILING ON THE CERAMIC INSIDE OF THE CONNECTOR END OF THE IGNITER. THERE WAS NO OBVIOUS SIGN OF ARCING ACROSS THE CERAMIC SURFACE. WHEN THE IGNITER WAS CLEANED, THERE WAS NO OTHER SIGNS OF A DEFECT. THE IGNITER WAS CONNECTED TO THE LEAD ON AN OPERATIONAL APU AND RUN THROUGH THE START CYCLE WITH THE APU FUEL TURNED OFF. THE IGNITER FIRED CORRECTLY AND WITHOUT ANY SIGN OF FAILURE FOR THE ENTIRE CYCLE.

AU510001517	FOKKER	RROYCE	PSEU	FAULTY
8/6/2005	F28MK0100	TAY65015	858202	

PROXIMITY SYSTEM ELECTRONIC UNIT (PSEU) INTERMITTENT OPERATION.

AU510001518	FOKKER	RROYCE	COMPUTER	FAULTY
11/6/2005	F28MK0100	TAY65015		AUTOPILOT

AUTOPILOT COMPUTER INTERMITTENT FAULT.

AU510002130	FOKKER	RROYCE	OXYGEN BOTTLE	LEAKING
12/12/2005	F28MK0100	TAY65015	176225	CREW SYSTEM

COCKPIT OXYGEN BOTTLE LEAKING FROM VALVE.

AU510002126	FOKKER	RROYCE	PRESSURE SWITCH	FAILED
10/11/2005	F28MK0100	TAY65015	6607P98D	HYD SYS

LT AND RT HYDRAULIC PRESSURE SWITCHES FOR THE NR 2 STABILIZER SYSTEM FAULTY.

AU510002127	FOKKER	RROYCE	TOTALIZER	FAULTY
10/11/2005	F28MK0100	TAY65015	0106KIP02018	FUEL INDICATION

FUEL INDICATING SYSTEM COMBINED PROCESSOR TOTALIZER UNIT (CPT) FAULTY.

AU510001540	FOKKER	RROYCE	PRESSURE SWITCH	FAULTY
12/12/2005	F28MK0100	TAY65015	1453PGCP115	ENGINE FUEL

RT ENGINE LP FUEL PRESSURE SWITCH FAULTY.

AU510001533	FOKKER	RROYCE	PUSHROD	CRACKED
1/7/2005	F28MK0100	TAY65015	A16160431	SPOILER

NR 1 RT INBOARD LIFT DUMPER BELLCRANK PUSHROD CRACKED IN TWO PLACES.

AU510001534	FOKKER	RROYCE	CONNECTOR	LOOSE
12/12/2005	F28MK0100	TAY65015		ENGINE

ENGINE INDICATION SYSTEM PRESSURE BULKHEAD CONNECTOR P2874 LOOSE.

AU510001972	FOKKER	RROYCE	DRIVE SHAFT	SHEARED
8/10/2005	F28MK0100	TAY65015		STARTER

NR 1 ENGINE STARTER DRIVESHAFT SHEARED. SUSPECT CAUSED BY ERRATIC PRESSURE PULSES FROM APU AIR SUPPLY.

AU510002219	FOKKER	RROYCE		CONTROL SYSTEM	FAULTY
5/12/2005	F28MK0100	TAY65015			ELEVATOR

ELEVATOR CONTROL SYSTEM MESSAGE ON MULTI FUNCTION DISPLAY UNIT (MFDU).

AU510001481	FOKKER	RROYCE	MENASCO	NIPPLE	MISSING
12/12/2005	F28MK0100	TAY65015		3019	TE FLAPS

(AUS) FLAP BALL NUT GREASE NIPPLE MISSING.(OTHER CAUSE: UNKNOWN) (CASA# 510001481)

AU510001497	FOKKER	RROYCE		STRUT	FAULTY
12/12/2005	F28MK0100	TAY65015		201072013	MLG

LT MAIN LANDING GEAR STRUT INTERNAL SLEEVE MIGRATED OUT OF POSITION AND BLOCKED BLEED PLUG HOLE, FOUND DURING INSPECTION IAW AD/F100/64.

AU510001498	FOKKER	RROYCE		STRUT	CRACKED
12/12/2005	F28MK0100	TAY65015			MLG

RT MAIN LANDING GEAR STRUT BLEED PORT CRACKED, FOUND DURING INSPECTION IAW AD/F100/64.

AU510001654	FOKKER	RROYCE	RROYCE	BEARING	WORN
12/12/2005	F28MK0100	TAY65015	TAY65015	UP60336	INLET GUIDE VANE

LT ENGINE INLET GUIDE VANE BEARINGS PNO UP60336 (1OFF) AND PNO EU61711 (2OFF) WORN. FOUND DURING INSPECTION IAW SB TAY-75-1655.

AU510001655	FOKKER	RROYCE		CONNECTOR	LEAKING
12/12/2005	F28MK0100	TAY65015			PILOT O2 SYS

CREW OXYGEN MASK BOX ASSEMBLY CONNECTOR LEAKING. LOSS OF OXYGEN.

AU510001438	FOKKER	RROYCE		RELAY	FAILED
8/6/2005	F28MK0100	TAY65015		M401D4F003	INVERTER

(AUS) EMERGENCY INVERTER SYSTEM TRANSFER RELAY FAILED.(OTHER CAUSE: MATERIAL) (CASA# 510001438)

AU510001439	FOKKER	RROYCE		MICROPHONE	FAULTY
12/12/2005	F28MK0100	TAY65015		63333007	COCKPIT

(AUS) HAND MICROPHONE SWITCH STICKING.(OTHER CAUSE: STICKY SWITCH - MATERIAL) (CASA# 510001439)

AU510001833	FOKKER	RROYCE		FAN BLADE	DAMAGED
9/9/2005	F28MK0100	TAY65015			ENGINE

ENGINE LP FAN BLADE CONTAINED NICKS IN THE LEADING EDGE. THE DAMAGE WAS BLENDED OUT AND AN EDDY CURRENT INSPECTION IS DUE WITHIN 50 HOURS. INVESTIGATION CONTINUING.

AU510001834	FOKKER	RROYCE		PUMP	OBSTRUCTED
8/9/2005	F28MK0100	TAY65015			EJECTOR

RT ENGINE ENVIRONMENTAL DRAIN TANK EJECTOR PUMP BLOCKED.

AU510002116	FOKKER	RROYCE	HONEYWELL	CONTROL PANEL	FAULTY
12/12/2005	F28MK0100	TAY65015		G699035	TRANSPONDER

NR 2 ATC TRANSPONDER SYSTEM CONTROL PANEL DISPLAY DIGITS NOT VISIBLE.

AU510002112	FOKKER	RROYCE		TRANSPONDER	FAILED
12/12/2005	F28MK0100	TAY65015		75178E11	ATC

NR 2 ATC TRANSPONDER FAILED. INVESTIGATION CONTINUING.

AU510001987	FOKKER	RROYCE	IGNITER	FAILED
12/10/2005	F28MK0100	TAY65015	Y1836	NR 1 ENGINE

NR 1 ENGINE IGNITER PLUG FAILED.

AU510001988	FOKKER	RROYCE	APU	FAILED
12/10/2005	F28MK0100	TAY65015		APU BAY

APU AUTO SHUTDOWN. INVESTIGATION COULD FIND NO FAULTS. DURING TEST FLIGHT THE APU AGAIN SHUT DOWN. INVESTIGATION CONTINUING.

AU510001989	FOKKER	RROYCE	PUMP	FAILED
11/10/2005	F28MK0100	TAY65015		HYDRAULIC SYS

NR 2 SYSTEM HYDRAULIC PUMP FAILED. INVESTIGATION CONTINUING.

AU510001973	FOKKER	RROYCE	THERMOCOUPLE	BROKEN
8/10/2005	F28MK0100	TAY65015	38760033	BLEED AIR SYS

APU AIR SUPPLY ERRATIC WITH PULSES CAUSING FAILURE OF THREE AIRSTARTERS. INVESTIGATION FOUND APU THERMOCOUPLE BREAKING DOWN.

AU510001974	FOKKER	RROYCE	TRIM SWITCH	FAULTY
3/10/2005	F28MK0100	TAY65015	FON9126422	STAB

STABILIZER TRIM SWITCH INTERMITTENT DUE TO FAULTY WIRE TERMINATION.

AU510001667	FOKKER	RROYCE	SMOKE DETECTOR	FAULTY
12/12/2005	F28MK0100	TAY65015		LAVATORY

REPORT OF CIGARETTE SMOKE SMELL IN CABIN. TOILET SMOKE DETECTOR DID NOT ACTIVATE ALARM. INVESTIGATION CONTINUING.

AU510002102	FOKKER	RROYCE	PSEU	FAULTY
4/11/2005	F28MK0100	TAY65015	858202	MLG

PROXIMITY SENSING ELECTRONIC UNIT (PSEU) FAULTY.

AU510002106	FOKKER	RROYCE	PUMP	LOW PRESSURE
2/11/2005	F28MK0100	TAY65015		FUEL BOOST

NR 1 CENTER WING TANK BOOST PUMP LOW PRESSURE.

AU510002107	FOKKER	RROYCE	SHUTOFF VALVE	FAULTY
12/12/2005	F28MK0100	TAY65015	3925308	BLEED AIR SYS

RT BLEED AIR PRESSURE REGULATING AND SHUTOFF VALVE (PRSOV) FAULTY.

AU510001512	FOKKER	RROYCE	SOLENOID	STICKING
1/6/2005	F28MK0100	TAY65015		THRUST REVERSER

NR 2 ENGINE THRUST REVERSER SECONDARY LOCK SOLENOID BINDING IN LAST 2MM (0.078IN) OF TRAVEL.

AU510001513	FOKKER	RROYCE	TRIM SWITCH	FAULTY
4/6/2005	F28MK0100	TAY65015		AUTOPILOT SYS

NR 2 TRIM SWITCH FAULTY.

AU510001514	FOKKER	RROYCE	DISPLAY	FAULTY
1/6/2005	F28MK0100	TAY65015		COCKPIT

MULTI FUNCTION DISPLAY UNIT (MFDU) FAULTY.

AU510001515	FOKKER	RROYCE		SKIN	LIGHTNING STRIKE
8/6/2005	F28MK0100	TAY65015			FUSELAGE

LIGHTNING STRIKE ON FUSELAGE WITH EXIT HOLE FOUND IN RT ELEVATOR TRAILING EDGE.

AU510001516	FOKKER	RROYCE		RELAY	FAULTY
8/6/2005	F28MK0100	TAY65015			THRUST REVERSER

NR 2 THRUST REVERSER RELAY FAULTY.

AU510001914	FOKKER	RROYCE	FOKKER	BOLT	LOOSE
12/12/2005	F28MK0100	TAY65015		NOTKNOWN	AILERON

(AUS) LT AILERON TAB OB HINGE BRACKET ATTACHMENT BOLTS LOOSE. BOLTS WERE THREADBOUND IN ANCHOR NUTS. INVESTIGATION FOUND INCORRECT BOLTS WERE FITTED BY A PREVIOUS OPERATOR IN THE US. (CASA NR 510001914)

AU510001915	FOKKER	RROYCE		CONTROL CABLE	MISRIGGED
12/12/2005	F28MK0100	TAY65015			TE FLAPS

(AUS) CONTROL CABLES FOR FLAPS (F1 AND F2) WERE FOUND TO BE 43LB LOW IN TENSION. THE LT AILERON WING CABLE WAS 30LB LOW. THE LT AND RT AILERON UPFLOAT CABLES WERE 45LB LOW. (CASA NR 510001915)

AU510001579	FOKKER	RROYCE		SHUTOFF VALVE	FAULTY
12/7/2005	F28MK0100	TAY65015		3925308	PNEUMATIC SYS

(AUS) PNEUMATIC SYSTEM PRESSURE REGULATING SHUTOFF VALVE (PRSOV) FAULTY. (CASA NR 510001579)

AU510001751	FOKKER	RROYCE		FUEL CONTROL	FAILED
12/12/2005	F28MK0100	TAY65015		38828405	APU

(AUS) APU AUTO-SHUTDOWN IN FLIGHT. INVESTIGATION FOUND A FAULTY FUEL CONTROL UNIT. (CASA NR 510001751)

AU510001587	FOKKER	RROYCE		COMPUTER	FAULTY
12/7/2005	F28MK0100	TAY65015		6227476411	AUTOPILOT

(AUS) AUTOPILOT COMPUTER SUSPECT FAULTY. (CASA NR 510001587)

AU510001588	FOKKER	RROYCE		SLIDE	FAULTY
12/7/2005	F28MK0100	TAY65015		D31841101	RIGHT

(AUS) RT ESCAPE SLIDE FAILED TO DEPLOY CORRECTLY. FOLLOWING MANUAL OPERATION THE SLIDE INFLATED BUT WAS NOT CORRECTLY ORIENTATED TO THE DOOR OPENING. SUSPECT CAUSED BY FAULTY PACKING OF THE SLIDE AT THE LAST OVERHAUL. (CASA NR 510001588)

CA060424002	FOUND	LYC		FLY WIRE	BROKEN
4/10/2006	FBA2C	IO540*		AN676AC6300	MLG

THE AIRCRAFT IS EQUIPPED WITH AEROCET 3450 AMPHIBIAN FLOATS. AFTER A TWO-HOUR FLIGHT AND AT 3000 FT ALTITUDE ON APPROACH FOR LANDING, THE PILOT HEARD A LOUD NOISE. NO TURBULENCE WAS NOTED AT THE TIME AND AN UNEVENTFUL LANDING WAS COMPLETED. UPON GROUND INSPECTION THE FORWARD FLY WIRE (ASSEMBLY P/N: U613) WAS OBSERVED TO HAVE BROKEN APPROXIMATELY 3 1/2 INCHES FROM THE LOWER END. FLY WIRE WAS REPLACED, AREA INSPECTION CONDUCTED WITH NO FURTHER DISCREPANCIES AND THE AIRCRAFT WAS RETURNED TO SERVICE. THE PART IN QUESTION HAS BEEN SENT FOR A FAULT ANALYSIS. A CLOSE VISUAL INSPECTION INDICATED A POSSIBLE FLAW IN THE MATERIAL.

CA060112009	FRCHLD	GARRTT		INDICATOR	INOPERATIVE
1/12/2006	SA227CC	TPE33111U		2719158007	TORQUE

ON TAKEOFF, THE TORQUE INDICATOR WENT TO ZERO. TAKEOFF ABORTED AND AIRCRAFT RETURNED TO BLOCKS. MAINTENANCE REPLACED INDICATOR AND RELEASED AIRCRAFT AFTER SATISFACTORY GROUND RUN.

CA051213007	FRCHLD	GARRTT	STARTER GEN	INTERMITTENT
12/8/2005	SA227CC	TPE33111U	23079010	LT ENGINE

GENERATOR DROPPED OFF LINE, GENERATOR RESET AND WAS FINE FOR REMAINDER OF LEG. UPON LANDING GENERATOR DROPPED OFF LINE AND AGAIN WAS RESET WITH NO FURTHER PROBLEMS. UPON FURTHER INVESTIGATION MAINTENANCE FOUND WHAT HAD THE APPEARANCE OF REMNANTS OF A BEARING CAGE AS WELL AS BRUSH PIECES. STARTER GENERATOR WAS REMOVED AND SERVICEABLE STARTER GENERATOR INSTALLED. AIRCRAFT RETURNED TO SERVICE.

CA060104011	FRCHLD	GARRTT	WINDSHIELD	CRACKED
1/2/2006	SA227DC	TPE33112UHR	27194423REV3	COCKPIT

LT WINDSHIELD CRACKED WHILE AT FL250. CREW CARRIED ON TO BASE AT LOWER ALTITUDE AND SLOWER AIRSPEED. MAINTENANCE IS CHANGING WINDSHIELD.

AU510002000	GIPPLD	LYC	CYLINDER	CRACKED
5/10/2005	GA200	O540A1D5	C36001D	ENGINE

ENGINE CYLINDERS (2OFF) CRACKED IN CYLINDER HEAD AREA.

AU510002133	GIPPLD		TRIM SYSTEM	FAULTY
12/12/2005	GA8			ELEVATOR

(AUS) RUNAWAY ELEVATOR TRIM SYSTEM. AIRCRAFT IS FOREIGN REGISTERED. (CASA NR 510002133)

AU510001483	GIPPLD	LYC	BLADE	FAILED
9/6/2005	GA8	IO540K1A5		PROPELLER

(AUS) PROPELLER BLADE TIP SEPARATED IN FLIGHT. APPROXIMATELY 228.6 (9IN) OF BLADE SEPARATED. SEVERE VIBRATION CAUSED ENGINE TO SEIZE DURING EMERGENCY LANDING. AIRCRAFT IS REGISTERED AND OPERATING IN CANADA. (CASA# 510001483)

2006FA0000545	GROB		RUDDER PEDAL	CRACKED
5/11/2006	G103ATWINII			COCKPIT

SIGNIFICANT CORROSION NOTED AT HORIZONTAL BASE OF LEFT RUDDER PEDAL. RUDDER PEDAL CRACKED AND STARTED TO DEFORM SLIGHTLY IN THE VICINITY OF THE CRACK. THE RUDDER PEDAL IS PLATED AND THE CORROSION APPEARED TO HAVE STARTED FROM THE INSIDE BUT THE EXACT CAUSE HAS YET TO BE DETERMINED. THESE PEDALS SHOULD BE EXAMINED AT LEAST EVERY YEAR DURING THE ANNUAL INSPECTION WITH A MIRROR AND LIGHT.

AU510001969	GROB	LYC	HUB	CORRODED
12/12/2005	G115C	O360A1F6	D65591	PROPELLER

PROPELLER HUB CORRODED BEYOND LIMITS INTERNALLY IN AREA LOCATED AROUND LOWER CONTROL ROD BORE BOSS.

AU510002055	GROB	LYC	COVER	CRACKED
12/12/2005	G115C	O360A1F6	4060575	GOVERNOR

(AUS) PROPELLER GOVERNOR CONTROL HEAD BROKEN AWAY IN AREA LOCATED BELOW THE LEVER RETURN SPRING. LOSS OF APPROXIMATELY 2 QUARTS OF OIL. (CASA NR 510002055)

CA060403016	GULSTM	PWA	ENGINE	MAKING METAL
3/23/2006	200	PW306B		

(CAN) DURING CLIMB, THE ENGINE EMITTED A LOUD NOISE FOLLOWED BY AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED METAL DEBRIS IN THE ENGINE EXHAUST. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

(TC NR 20060403016)

AU510001503	GULSTM	LYC	LINE	BROKEN
6/6/2005	500S	IO540E1B5	6158124A	FUEL SYS

(AUS) RT ENGINE NR 2 CYLINDER FUEL INJECTOR LINE BROKEN AT NIPPLE. (CASA NR 510001503).

AU510002170	GULSTM	LYC	SEAL	WORN
12/12/2005	500S	IO540E1B5		CYLINDER ASSY

RT MAIN LANDING GEAR RAM SEALS WORN AND LEAKING. LOSS OF HYDRAULIC FLUID.

CA051209005	GULSTM	GARRTT	BRACKET	CRACKED
12/1/2005	690	TPE3315251K	510003357	FLAP PULLEY

(CAN) LT FLAP PULLEY ASSY UPPER BRACKET FOUND CRACKED AT FORWARD IB LOWER CORNER RELIEF. A SECOND AC IN COMPANY FLEET OF 6 FOUND CRACKED IN SAME LOCATION. (TC NR 20051209005)

CA051209006	GULSTM	GARRTT	ANGLE	CRACKED
12/9/2005	690	TPE3315251K	2330270501	PAX DOOR

(CAN) REENFORCING ANGLES ON INSIDE OF DOOR AT UPPER AND LOWER HINGES FOUND CRACKED. (TC NR 20051209006)

CA060117004	GULSTM	GARRTT	SPAR	CRACKED
11/5/2004	690D	TPE3315	4300143	HORIZONTAL STAB

INSPECTION OF THE AIRCRAFT FOUND THE HORIZONTAL STABILIZER UPPER HORIZONTAL SPAR CRACKED. CRACKED SPAR REMOVED AND NEW PART INSTALLED.

CA051129005	GULSTM	GARRTT	UPLOCK	FAILED
10/25/2005	690D	TPE3315	713058503	LT MLG

FAILED TO DISENGAGE. SECOND EXTENSION WORKED FINE.

CA060501004	GULSTM	GARRTT	WINDOW	CRACKED
4/28/2006	690D	TPE3315	3600151	COCKPIT

(CAN) COCKPIT LT OVERHEAD WINDOW SHOWED SIGNS OF PRESSURIZATION LEAK. WINDOW REMOVED TO REPLACE GASKET AND FOUND WINDOW CRACKED. CRACKS ORIGINATING FROM 4 SCREW ATTACHMENT HOLES. NEW WINDOW INSTALLED. (TC NR 20060501004)

CA060501005	GULSTM	GARRTT	WINDOW	CRACKED
4/28/2006	690D	TPE3315	3600152	COCKPIT

(CAN) COCKPIT RT OVERHEAD WINDOW REMOVED FOR INSPECTION AFTER FINDING THE LT WINDOW CRACKED. WINDOW FOUND TO HAVE 2 CRACKS ORIGINATING FROM 2 SCREW ATTACHMENT HOLES. WINDOW REPLACED WITH NEW. (TC NR 20060501005)

2006FA0000572	GULSTM	GARRTT	BOLT	SHEARED
5/19/2006	695A	TPE33110	AN3H11A	NLG STEERING ACT

DURING LANDING GEAR EXTENSION ON APPROACH, (GEAR IN TRANSIT) LIGHT REMAINED ON, NLG DID NOT INDICATE DOWN AND LOCKED. INITIAL FLY BYS INDICATED NLG TO BE ONLY PARTIALLY EXTENDED. AFTER RECYCLING GEAR SEVERAL TIMES, CLUNK WAS HEARD, NLG EXTENDED. INSP REVEALED 4 (AN3) BOLTS USED TO SECURE HYD STEERING ACTUATOR TO NLG OLEO STRUT, SHEARED RESULTING IN STEERING ACTUATOR HANGING ONLY BY ITS HYD LINES. UNSECURED STEERING ACTUATOR HAD POSSIBLY JAMMED PREVENTING FULL EXTENSION OF NLG. RADOME DAMAGE WAS EVIDENT, NO OTHER DAMAGE HAS BEEN FOUND. 4 BROKEN BOLTS CAN BE DAMAGED BY EXCEEDING NLG TURN LIMITS DURING TOWING. BOLTS WERE WEAKENED BY EXCESSIVE TURNING WHILE TOWING. SOMETIME IN PAST, FAILED DURING FLIGHT. (K)

CA060323004	HELIO		MOUNT	CRACKED

3/23/2006	H250			ENGINE

FWD FUSELAGE TUBING MOUNTING BOSSES FOR THE ENGINE MOUNT, AND THE L/H MAIN GEAR REAR ATTACH FITTING FOUND CRACKED DURING INSPECTION. THE AREAS CRACKED WERE THE WELD JOINTS OF ALL 4 FWD FITTINGS AND THE INNER WELD JOINT ON THE LANDING GEAR FITTING. ALL WELDS APPEAR TO BE FACTORY WELDS. CAUSE OF FAILURE BELIEVED TO BE THAT WELD JOINTS WERE NOT PROPERLY NORMALIZED FROM FACTORY CAUSING BRITTLE REGIONS WITHIN THE WELDED AREA ITSELF.

CA051212002	HILLER		BLADE	FAILED
8/14/2005	UH12D		2253110104	MAIN ROTOR

A SEVERE VERT VIBRATION OCCURRED WHEN HELICOPTER ENTERED A SPRAY RUN. VIBRATION CEASED JUST BEFORE LANDING ON A NEARBY ROAD. ROTOR HEAD WAS REMOVED AND NDT'D FOR CRACKS, NONE FOUND. HELICOPTER WAS RE-ASSEMBLED, ALL FLT CONTROLS WERE CHECKED FOR DAMAGE AND SECURITY, AND TEST FLOWN OK UNTIL AUTO-ROTATION WAS ENTERED. VERT VIBRATION RE-OCCURRED, BUT DISAPPEARED WHEN POWER APPLIED. MAIN ROTOR BLADES WERE CHECKED AND ADJUSTED FOR TRACK AND BALANCE AND NEXT FLT, VERT VIBRATION DEVELOPED WHILE UNDER PWR, AT APPROX 40 KNOTS IAS. HELICOPTER IMMEDIATELY LANDED ON THE ROAD BELOW, WITH A TAILROTOR STRIKE RESULTING. HIGH TIME MAIN ROTOR BLADES HAVE BEEN RETIRED AND TAILROTOR SUDDEN STOPPAGE INSPECT IN PROGRESS.

CA060303015	HUGHES	LYC	INDICATOR	FAILED
5/30/2004	269C	HIO360D1A	269A4107	OIL PRESSURE

OIL PRESSURE UNSERVICEABLE. REPLACED CLUSTER ASSEMBLY.

CA060303016	HUGHES	LYC	VALVE	INCORRECT
11/25/2005	269C	HIO360D1A		FUEL SYSTEM

FUEL SYSTEM SENDER INCORRECT VALVE. REPLACED SENDER.

CA060224006	HUGHES	LYC	ADAPTER	BROKEN
2/15/2006	269C1	HO360C1A	LW15416	RT MAGNETO

DURING 25 HOUR INSPECTION, OIL WAS DRAINED FROM ENGINE AND FOUND BEARING CAGE BALL RETAINER MADE OF PLASTIC (KIND OF) ON ENGINE OIL SCREEN. REMOVED BOTH MAGNETO DRIVE ADAPTER ASSEMBLY AND FOUND THE PROBLEM ON THE RT ADAPTER (BALL RETAINERS MISSING). REPLACED THE PART P/N LW15416.

CA051206006	HUGHES	LYC	CRANKSHAFT	CRACKED
11/1/2005	269C1	HO360C1A	13B27123	ENGINE

ENGINE WAS IN FOR OVERHAUL. CRACK FOUND IN CRANKSHAFT WITH MPI. NO RECORD OF BLADE STRIKE.

CA060306007	HUGHES	LYC	MAGNETO	FAILED
1/10/2006	269C1	HO360C1A	4347	ENGINE

(CAN) AIRCRAFT HARD TO START AND 125 DROOP. REPLACED LT MAGNETO. (TC NR 20060306007)

CA060306012	HUGHES	LYC	BRACKET	CRACKED
11/18/2005	269C1	HO360C1A	269A8598	FUSELAGE

(CAN) BRACKET CRACKED. REPLACED BRACKET. (TC NR 20060306012)

CA060306013	HUGHES	LYC	STARTER	FAILED
1/13/2006	269C1	HO360C1A	31B21064	ENGINE

(CAN) STARTER NOT OPERATING. REPLACED STARTER. (TC NR 20060306013)

CA060220005	HUGHES		LINK	CRACKED
2/15/2006	369D	369D21200503	369H120351G	M/R HUB

(CAN) DURING A 100 HOUR INSPECTION THE ENGINEER NOTICED A CRACK ON ONE OF THE EARS OF THE LEAD LAG LINK OF THE MAIN ROTOR HUB ASSEMBLY. CRACK PROPAGATED FROM THE BUSHING OUTWARD. (TC NR

20060220005)

AU510002144	HUGHES	ALLSN	GEARBOX	MAKING METAL
12/12/2005	369D	250C20B	369D25434	TAIL ROTOR

(AUS) TAIL ROTOR GEARBOX METAL CONTAMINATION. INVESTIGATION FOUND THE INPUT SHAFT REAR BEARING PN 369D25417 TO BE UNSERVICEABLE. INPUT SHAFT PN 369D25434 CRACKED IN AREA UNDER BEARING. (CASA NR 510002144)

CA030108017	HUGHES	ALLSN	TAIL ROTOR	DEPARTED
12/14/2002	369D	250C20B		

(CAN) AC WAS AT A HEIGHT OF 6-10 FT ABOVE GROUND TRAVELING AT 20MPH IN CROSSWIND. AT TIME OF PROBLEM, FAIR AMOUNT OF LT PEDAL WAS BEING USED. AC TRAVELED APPROX 30FT CROSSWIND WHEN LOUD BANG WAS HEARD BY PILOT FOLLOWED BY T/R ASSY FLYING PASSED PILOTS CHIN BUBBLE. PILOT ROLLED THROTTLE OFF TO STOP ROTATION OF AC, LANDED AC ON A NEARLY LEVEL OR FAIRLY LEVEL SPOT. AC HAD COMPLETED ONE HALF OF A REVOLUTION BY TIME PILOT GOT IT ON GROUND. NO FURTHER DAMAGE TO AC. WIND: SOUTH 20KMH. ELEVATION: 8000FT. TOTAL TIME: 13000HRS. TT ON TYPE: 6000HRS. PILOT OBSERVATION: IT APPEARS TO ME THAT THE T/R GEARBOX BLEW APART. AT NO TIME DID THE T/R COME IN CONTACT WITH THE GROUND OR SNOW. (TC NR 20030108017)

CA060320004	HUGHES	ALLSN	DATA PLATE	LOOSE
3/20/2006	369D	250C20B	369A81433	FUEL TANK

(CAN) GLUE ON DATA TAG DETERIORATED DUE TO CONTACT WITH FUEL AND WAS LOCATED AT BOTTOM OF FUEL TANK (TC NR 20060320004)

CA060322009	HUGHES	ALLSN	BELT	FAILED
3/8/2006	369D	250C20B	369D25623	BLOWER

(CAN) DURING A 100 HOUR INSPECTION THE BLOWER BELT WAS NOTED AS HAVING SEVERAL TEETH MISSING. BELT IS IDENTIFED WITH THE PN IN WHITE MARKER. BELT TENSION WAS VERIFIED AFTER INSTALLATION AND NO DEFECTS WERE NOTED DURING THE NEXT 3-100 HOUR INSPECTIONS. NO VIBRATIONS OR NOISE WERE NOTED. (TC NR 20060322009)

CA051123006	HUGHES	ALLSN	HUGHES	TIP CAP	DAMAGED
8/14/2005	369D	250C20B			M/R BLADE

(CAN) A/C HAD A BLADE REPLACED DUE TO A CRACK. NEW BLADE WAS VERY DIFFICULT TO BALANCE, SEEMED HEAVIER THAN THE OTHERS. BALANCING OF BLADES MET CRITERIA AND IT WAS RELEASED FOR SERVICE. SWEEPING OF BLADES WAS USELESS IN ACHIEVING BALANCE. SECOUND DAY OF THE JOB PILOT STARTED AC AND WAS ROLLING UP TO IDLE WHEN AC WENT INTO MODERATE M/R INBALANCE. ENGINE WAS SHUTDOWN. CREW MEMBER NOTICED A WHITE MIST COMING OUT OF TIP CAP. ON SHUTDOWN, PILOT NOTICED THAT TRAILING TIP CAP WAS MISSING OFF END OF ONE BLADE, THAT THERE SEEM TO BE A SLIGHT DEFORMATION IN SKIN TOP AND BOTTOM APPROX. 8 IN. FROM TIP. BLADE WAS RETURNED TO THE MFG FOR EVALUATION. (TC NR20051123006)

AU510001652	HUGHES	ALLSN	LEG ASSY	CRACKED
7/7/2005	369E	250C20B	369H600131	MLG

(AUS) LT REAR LANDING GEAR LEG CRACKED FROM CROSS BRACE LOWER BOLT HOLE. CRACK LENGTH APPROXIMATELY 9.525MM (0.375IN). SEE ATTACHMENT FOR IPC REFERENCE. (OTHER CAUSE: AGE, MATERIAL, OPERATES ON FIXED FLOATS) (CASA NR 510001652)

AU510002099	HUGHES	ALLSN	BLADE	DELAMINATED
6/10/2005	369E	250C20R	500P3100101	TAIL ROTOR

(AUS) TAIL ROTOR BLADE DELAMINATED. AREA OF DELAMINATION APPROXIMATELY 38.1MM LONG BY 9.525MM WIDE (1.5IN BY 0.375IN). SEE ATTACHMENT FOR PHOTOGRAPHS. (OTHER CAUSE: VOID DEVELOPED FROM POOR PREP WHEN REPAIRED BY HTC) (CASA 510002099)

2006FA0000552	HUGHES		CABLE	BROKEN

5/13/2006	500N		500N72205	ROTAT CONE CNTRL

PILOT WAS PRACTICING AUTOROTATION AND FELT A CHANGE IN THE PEDALS. AFTER TOUCHDOWN, HE ATTEMPTED TO HOVER BY RAISING THE COLLECTIVE, AND THE HELICOPTER BEGAN TO SPIN, HE LOWERED THE COLLECTIVE, AND SHUTDOWN. NO DAMAGE TO THE HELICOPTER WAS NOTED. THE ROTATING CONE CONTROL CABLE WAS FOUND TO HAVE A CLEAN BREAK. THE OTHER CABLES WERE INSPECTED AND FOUND OK. PAN 500N72205 CABLE WAS INSPECTED AT THE LAST 300 HR INSPECTION AND WAS FOUND TO BE AIRWORTHY. THIS PART IS NOT A LIFE LIMITED PART SO NO RECORD OF HRS IN SERVICE IS AVAILABLE. RECOMMEND A SERVICE LIFE FOR THE CABLE: 1000 HRS. (K)

CA051115006	KAMAN	LYC		STRUCTURE	CRACKED
7/5/2004	K1200	T5317A			CARGO DOOR

ON MAINTENANCE SHUTDOWN DURING A NORMAL HELI LOGGING DAY, DURING INSP OF FLIGHT CONTROLS THE APPRENTICE NOTICED SOME SMOKING COMING FROM THE BOTTOM CORNER OF THE STBD OCTAGONAL CARGO DOOR. UPON FURTHER INSP IT WAS DETERMINED TO BE A CRACK.

CA041203005	LAKEAC	LYC	EBC	BATTERY	WRONG PART
10/19/2004	250LAKE	IO540C4B5		BP1045	ELT

UNDER MANUF INSPECTION AND RECERTIFICATION PROCESS, CANADIAN AIR MOTIVE FOUND ILLEGAL AND UNAPPROVED BATTERY PACK INSIDE ELT (NOT EXPIRED CONDITION AUG 2006). AS PER EBC MANDATORY CLASS 1 SERVICE BULLETIN NO.: 8401, ONLY GS21 OR GS51 IS APPROVED FOR THIS ELT MODEL. THIS SB 8401 IS IN CONFLICT WITH BATTERIES APPROVED BY TRANSPORT CANADA AND INDUSTRY CANADA (AIRWORTHINESS NOTICE NO.: B014 EDITION 5; 28 MARCH 2002).

AU510001818	LEAR	GARRTT	PUMP	FAULTY
12/12/2005	35A	TFE73122B	30719496	RT ENGINE OIL

RT ENGINE OIL LUBRICATION PUMP FAULTY. OIL WAS NOT SCAVENGED FROM NR 6 BEARING AREA AND WAS LEAKING OUT THROUGH THE BEARING SEAL.

AU510001819	LEAR	GARRTT	SHAFT	FAILED
12/12/2005	35A	TFE73122B		ENGINE

ENGINE CHIP DETECTOR CONTAMINATED WITH METAL PARTICLE. SUSPECT ACCESSORY SECTION TOWER SHAFT OR POWER SHAFT FAILED. INVESTIGATION CONTINUING.

CA060404001	LEAR	GARRTT	HOSE	CRACKED
4/3/2006	35A	TFE73122B	MILH55934	RT PITOT/STATIC

DURING A SCHEDULED INSPECTION, THE AVIONICS TECHNICIAN VISUALLY DISCOVERED SEVERAL HOSES CRACKED IN THE RT PITOT/STATIC CIRCUIT. HOSES WERE FOUND CRACKED AND LEAKING ON THE LT PITOT/STATIC CIRCUIT APPROXIMATELY 1 MONTH AGO. THESE PARTICULAR HOSES WERE INSTALLED FOR RVSM CONVERSION.

AU510001718	LEAR	GARRTT	TIRE	FAILED
12/12/2005	35A	TFE73122B	184F102	NLG

NOSE WHEEL TIRE SHREDDED ON FIRST TAKEOFF FOLLOWING FITMENT. TIRE FRAGMENTS BROKE THE LENS ON THE LOWER ANTI-COLLISION BEACON AND ENTERED THE RT ENGINE CAUSING DAMAGE TO THE INLET DUCT AND A NUMBER OF FAN BLADES. SUSPECT MANUFACTURING FAULT.

CA060421016	LEAR	GARRTT	HOSE	CRACKED
4/13/2006	35LEAR	TFE73122B	AN62704D0300	PITOT STATIC SYS

CREW REPORTED A +- 400FT SPLIT WITH ALTEMETERS. FOUND PITOT/STATIC HOSE CRACKED. NOTE: OUR LEARJET 35 FLEET OF AIRCRAFT WERE RVSM CONVERTED WITH A LEARJET STC, THESE HOSES ARE PART OF THE CONVERSION AND FOUND THIS PROBLEM WITH OTHER LEARJET 35 RVSM CONVERTED AIRCRAFTS IN OUR FLEET.

CA060310001	LEAR	GARRTT	FUEL CAP	LOOSE

3/2/2006	35LEAR	TFE73122B	4572	LT

(CAN) DURING TAKEOFF ROLL AND ATC NOTICED FUEL COMING OUT OF THE LT TIP TANK. ATC CONTACTED THE CREW ABOUT THE SITUATION. THE CREW ELECTED TO DUMP FUEL FROM THE RT TIP TANK DUE TO FUEL IMBALANCE AND LAND THE AIRCRAFT WITH NO FURTHER INCIDENT. THE FUEL CAP WAS FOUND BY AIRPORT MAINTENANCE CREW ON THE RUNWAY. MAINTENANCE EXAMINED THE FUEL CAP AND NOTICED THE LOCKING MECHANISM HAD EXCESSIVE PLAY AND THE LOCKING TAB COULD EASILY BE TRIGGERED UNLOCK. TECHNICIAN ALSO VERIFIED THE RT FUEL CAP AND NOTICED IT WAS ALSO DEFECTIVE. BOTH CAPS WERE REPLACED. (TC NR 20060310001)

2006FA0000596	LEAR		ACTUATOR	LEAKING
6/7/2006	45LEAR		6632201000005	NLG

DURING MAINTENANCE, TECH DISCOVERED LEAKING NLG ACTUATOR. FACILITY GAINED ACCESS, REMOVED AND REINSTALLED THE ACTUATOR WITH A REPAIRED UNIT AND RETURNED THE AC TO SERVIC. DURING ATTEMPT TO BEGAN NORMAL TOWING OPERATIONS TO POSITION THE AIRCRAFT FOR DEPARTURE, NLG BEGAN TO RETRACT. IMMEDIATELY CEASED THE TOWING OPERATION AND WERE ABLE TO PLACE A JACK UNDERNEATH THE AIRCRAFT TO SUPPORT IT AND PREVENT ANY DAMAGE. WITH LANDING GEAR FULLY EXTENDED AN INTEGRAL MECHANISM HOLDS THE ACTUATOR DOWN AND LOCKED UNTIL HYDRAULIC PRESSURE IS APPLIED. SUSPECT FAILURE OF INTEGRAL LOCKING MECHANISM. (K)

CA060421015	LEAR	GARRTT	WIRE	CHAFED
4/2/2006	45LEAR	TFE731*		PAX LIGHT

DURING CRUISE, PAX ADVISED CREW PAX TABLE LIGHT SWITCH WAS VERY HOT. PILOT PULLED CB, OPENED CABIN SIDE PANEL AND DISCONNECTED SWITCH CONNECTORS. AFTER INVESTIGATION, FOUND LIGHT CONTROL SWITCH P/N: 30600557 (CUSTOMER P/N: SP-45-33) WIRING WAS CHAFING ON CUP HOLDER LOWER BRACKET. ALSO FOUND CUP HOLDER LATCH WAS MELTED, CUP HOLDER DAMPER (ACTUATOR) SEALS WERE MELTED AND WAS LEAKING, CUP HOLDER SPRING BECAME ANNEALED CONDITION. NO MORE SPRING ACTION AND THE SIDEWALL AC PLUG PLASTIC COVER WAS DEFORMED DUE TO HEAT. NOTICE THAT WHEN A SIDEWALL AC PLUG RECEPTACLE WAS INSTALLED, THAT RECEPTACLE WOULD PUSH ON SWITCH WIRING AGAINST CUP HOLDER LOWER BRACKET AND ANY MOVEMENT OF CUP HOLDER WOULD DAMAGE THE WIRING.

AU510001860	LEAR	GARRTT	WIRE	SHORTED
12/12/2005	45LEAR	TFE731*		BUSS BAR

BUSS BAR CABLE SHORT CIRCUITED TO RT CIRCUIT BREAKER PANEL. FURTHER INVESTIGATION FOUND A LOOSE CONNECTING SCREW ON THE ICE DETECTION CIRCUIT BREAKER WHICH HAD BURNT OUT.

AU510001520	LEAR	GARRTT	WIRE	UNSERVICEABLE
12/12/2005	45LEAR	TFE731*	356043255	FIRE DECTECTOR

E36 FIRE WIRE ELEMENT LOCATED IN FORWARD WING TO FUSELAGE AREA UNSERVICEABLE. NO PHYSICAL DAMAGE COULD BE FOUND.

CA051228002	LEAR	GARRTT	STARTER GEN	FAILED
12/26/2005	45LEAR	TFE731*	6608458005	LT ENGINE

CLIMBING THRU 30000 FT, THE CREW FELT A VIBRATION IN AIRFRAME. SHORTLY AFTER LT ENGINE GENERATOR FAILED. THE CREW THEN DIVERTED TO AN ALTERNATE AIRPORT WITH APPROPRIATE FACILITIES TO FIX THE PROBLEM. THOUGH BEFORE THEY ARRIVED THEY AGAIN FELT THE SAME VIBRATION THIS TIME COMING FROM THE RT SIDE. CONTINUED TO MAKE 28VDC UNTIL SHUTDOWN. UPON INSPECTING RT STARTER GENERATOR IT AS WELL WAS ON ITS WAY OUT (MAKING METAL)AND WILL ALSO BE REPLACED. ITS P/N IS 6608458-005 S/N 991039 WITH A TSO OF ONLY 153 HOURS. BOTH OF THESE S/G'S HAVE HAD THE SB TO GO 1200 HOURS INBETWEEN OVERHAULS. OBVIOUSLY THESE DID NOT MAKE IT. PERHAPS THE INCREASED LOAD (NOT MORE THAN 190 AMPS) CAUSED THE SECOND S/G TO PACK IT IN.

CA060123006	LEAR	GARRTT	PIN	BURNED
1/19/2006	45LEAR	TFE731*	D3899926FJ4	CONNECTOR

(CAN) WHILE DE-FUELING AC FOR ROUTINE MAINT, IT WAS DISCOVERED THAT LT WING WOULD NOT DE-FUEL.

MAINT FOUND THAT STBY FUEL PUMP WAS NOT WORKING. TROUBLESHOOTING FOUND CONNECTOR PLUG P221 UNDER CENTER PEDESTAL HAD A BURNED PIN AND CONNECTOR. PLUG AND CONNECTION BOTH SHOWED SIGNS OF OVERHEATING RESULTING FROM A SHORT CIRCUIT. C/B PROTECTING THIS SYS NEVER TRIPPED. IT IS A 15 AMP C/B. INVESTIGATION REVEALED EICAS INDICATION FOR STBY PUMP WAS (ON), INDICATING PUMP WAS WORKING WHEN IT WAS NOT. CONNECTOR PLUG WAS REPLACED AND FUNCTION CHECKS CARRIED OUT, RETURNED TO SERVICE. DISCUSSION WITH MFG FSR IS ON GOING TO DETERMINE HOW THIS COULD HAPPEN. (TC NR 20060123006)

CA060618001	LEAR	GARRTT	TURBINE	NICKED
6/16/2006	45LEAR	TFE731*		ENGINE

DURING A WALK AROUND, MAINTENANCE PERSONNEL NOTICED A PAINT CHIPPED INSIDE THE LT THRUST REVERSER. FURTHER INVESTIGATION FOUND OVER A DOZEN NICKS ON THE 3ND STAGE TURBINE. ENGINE WILL BE REMOVED AND SENT TO AN HEAVY MAINTENANCE FACILITY AND A LOANER ENGINE WILL BE INSTALLED.

CA060618002	LEAR	GARRTT	SKIN	BIRD STRIKE
6/17/2006	45LEAR	TFE731*		RT TE FLAP

ON APPROACH, ON FLAIR AIRCRAFT HIT A BIRD. ONCE ON THE GROUND THE CREW REPORTED TO MAINTENANCE PERSONAL WHO AFTER INSPECTING THE AIRCRAFT FOUND A DENT ON THE RT FLAP BOTTOM SKIN. DUE TO THE LOCATION OF THE DENT WHICH WAS NOT COVERED UNDER SRM. SUPPORT ENGINEERING WAS CONTACTED AND A ENGINEERING DISPOSITION WAS ISSUED TO RETURN THE AIRCRAFT INTO SERVICE. AN INSPECTION OF THE AREA IS REQUIRED APPROXIMATELY EVERY 50 HOUR UNTIL REPAIR IS COMPLETED OR ANOTHER FLAP IS INSTALLED.

CA060620005	LEAR	GARRTT	FLAP SYSTEM	MALFUNCTIONED
6/18/2006	45LEAR	TFE731*		TE FLAPS

DURING DESCENT FROM 41,000 FT, AT -54 DEGREES TO 26,000 FT WITH NO FLAP SELECTION. "FLAP FAILED" AMBER CAS MESSAGE ILLUMINATED. AT 5000 FT, THE CREW WAS ABLE TO RESET THE FLAP SYSTEM AND AN UNEVENTFUL LANDING WAS MADE. TECHNICIAN FROM LEARJET INC WAS DISPATCHED TO INSPECT AND RETURN THE AIRCRAFT TO SERVICE, AFTER WHICH THE AIRCRAFT FOR FURTHER TROUBLESHOOTING.

CA051205002	LEAR	GARRTT	ENGINE	BIRD INGESTION
12/3/2005	45LEAR	TFE7312		LEFT

ON TAKEOFF ROLL, A BIRD WAS INJESTED THROUGH THE LT ENGINE. THE CREW ABORTED TAKEOFF AND SHUTDOWN. THE ENGINE AND ENGINE INLET WILL BE REPLACED AND SENT FOR REPAIR.

CA060224010	LEAR	GARRTT	LEAR	SWIVEL	LEAKING
2/22/2006	45LEAR	TFE7312		42302200	PYLON DUCT

ENGINE PYLON DUCT OVERHEAT CAS MESSAGE LIGHT ILLUMINATED 25 MINUTES INTO FLIGHT. AIRCRAFT RETURNED TO BASE. ENGINE GROUND RAN AND FOUND THAT LIGHT EXTINGUISHES WITH POWER BELOW 50%. PYLON DUCT REPLACED.

CA060228002	LEAR	GARRTT	DIODE	FAILED
2/24/2006	45LEAR	TFE7312	5918411	ANTI-ICE SYSTEM

DURING PREDEPARTURE CHECK, THE LT ANTI-ICE VALVE FAILED TO OPEN. DURING TROUBLESHOOTING OF THE SYSTEM FOUND THE DIODE D25 HAD HIGH RESISTANCE PREVENTING THE ANTI-ICE SHUTOFF VALVE TO GET A GROUND WHEN REQUIRED. NEW DIODE WAS INSTALLED AND SYSTEM FUNCTIONED CHECK NORMAL.

CA060620004	LEAR	GARRTT	CONTROL LEVER	FAILED
6/15/2006	45LEAR	TFE7312	6901315	TE FLAPS

ON APPROACH INTO TUCSON WHEN FLAP WAS SELECTED TO 8 DEGREE "FLAP FAILED " AMBER CAS ILLUMINATED. AIRCRAFT LANDED UNEVENTFULLY AND LEARJET INC, TUCSON REPLACED THE FLAP CONTROL LEVER ASS'Y AND RETURNED THE AIRCRAFT INTO SERVICE.

2006FA0000562	LEAR	GARRTT	BLANKET	DAMAGED

5/18/2006	55LEAR	TFE731*	40653481	STABILIZER

THIS INCIDENT HAPPENED IN FLIGHT. CREW REPORTED THAT THERE WAS NO INDICATION IN COCKPIT, THAT THERE WAS A PROBLEM. CREW DISCOVERED DAMAGE TO RT HORIZONTAL STAB ICE GUARD BLANKET DURING THERE POST FLIGHT INSPECTION. IB SECTION OF THE RT ICE GUARD BLANKET WAS DAMAGED. UPON FURTHER INVESTIGATION BY MECHANICS, WAS NOTED THAT A HOLE HAD BEEN MADE IN THE HORIZONTAL LEADING EDGE BY THE ARCING OF THE HORIZONTAL LEADING EDGE ICE GUARD BLANKET WIRING. THE RT HORIZONTAL STAB LEADING EDGE AND ICE GUARD BLANKET WERE REPLACED. (K)

CA060531018	LEAR	PWA	BLEED VALVE	FAILED
5/22/2006	60LEAR	PW305A		ENGINE

(CAN) ON APPROACH, THE ENGINE EXPERIENCED COMPRESSOR STALLS ACCOMPANIED BY A RISE IN INTER-TURBINE TEMPERATURE AND ODORS IN THE CABIN. THE ENGINE WAS SHUTDOWN IN FLIGHT. THE ENGINE BLEED VALVES AND BLEED VALVE SOLENOID WERE SUBSEQUENTLY REPLACED. (TC NR 20060531018)

CA060531019	LEAR	PWA	EEC	MALFUNCTIONED
5/22/2006	60LEAR	PW305A		ENGINE

(CAN) DURING CLIMB THE ENGINE EEC FAULT LIGHT ACTIVATED FOLLOWED BY A LOUD NOISE AND A LOSS OF POWER. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. THE EEC WAS SUBSEQUENTLY REPLACED. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531019)

CA060531014	LEAR	PWA	PANEL	FRACTURED
5/17/2006	60LEAR	PW305A		BYPASS DUCT

(CAN) DURING GROUND INSPECTION METAL DEBRIS WAS FOUND LODGED IN THE ENGINE BYPASS DUCTING. THE ENGINE'S INNER BYPASS DUCT PANELS WERE FOUND FRACTURED. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060531014)

CA030113012	LKHEED	RROYCE	FUEL TANK	CONTAMINATED
12/14/2002	10113853	RB211524B402		

TANK 2R INBD, QTY HIGHER THAN NORMAL WITH QTY SWITCH LIGHT LATCHED IN. FUEL QTY GAUGES OK. INBD QTY READS 4000 LBS, WITH TOTAL BELOW 7000LBS. PER FAULT ISOLATION AMM 28-27-00 P 107, REPLACED BOOST PUMP CHECK VALVES PER AMM 28-24-03 (NIL FIX). FUEL WAS STILL TRANSFERRING FROM OUTER INTO INNER TANK (GRAVITY FLOW). FAULT FOUND TO BE A PAPER TOWEL (FACE WIPE) LOGGED IN THE FWD FLAPPER CHECK VALVE OF THE TANK 2R INNER TANK/BOOST PUMP BOX. PAPER TOWEL REMOVED AND TANK 2R TRANSFER CHECKED SERVICEABLE PER AMM 28-27-00.

CA060413002	LKHEED	ALLSN	FRICTION BRAKE	DAMAGED
4/6/2006	382G	501D22A		THROTTLE

DURING TRANSITION TO DESCENT, NR 3 THROTTLE WOULD NOT RETARD FULLY. THE CREW ELECTED TO CARRY OUT A PRECAUTIONARY SHUTDOWN OF NR 3 ENGINE. A NORMAL LANDING WAS COMPLETED. MAINTENANCE WAS UNABLE TO DETECT A FAULT DURING POST FLIGHT ASSESSMENT.

CA060601001	LKHEED	ALLSN	GASKET	FAILED
5/31/2006	382G	501D22A		ENGINE

(CAN) DEPARTING, CREW OBSERVED A NACELLE OVER HEAT INDICATION ON NR 2 ENGINE. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. ON APPROACH THE LT MAIN GEAR FAILED TO INDICATE DOWN AND LOCKED, AFTER VISUAL CONFIRMATION THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE GASKET AT THE UPPER MANIFOLD 14TH STAGE BLEED AND THE LT MAIN GEAR DOWNLOCK SWITCH. THE AFFECTED SYSTEMS WERE FUNCTION CHECKED AND THE THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20060601001)

AUCR200600006	LKHEED		SPAR CAP	CRACKED
5/31/2006	P3A		9010621	LT WING

DURING SCHEDULED INSPECTION FOUND CORROSION INDUCED CRACK IN UPPER AFT SPAR CAP EXTENDING OUTBOARD FROM PREVIOUS REPAIR IN THE AREA OF FLAP TRACK 5, WS 346. DURING DISASSEMBLY TO EFFECT REPAIR FOUND ADDITIONAL STRESS CORROSION FRACTURE ON UPPER AFT SPAR CAP AT FLAP TRACK 4, WS 275. THE AFFECTED AREAS RECEIVE A DETAILED INSPECTION ANNUALLY.

2006FA0000569	MAULE	LYC	SCREW	LOOSE
6/6/2006	MT7235	IO540W1A5	6351	MAGNETO

CHECKED TIMING BOTH WERE OUT OF TIME. REMOVED BOTH MAGS, THE PIVOT SCREW WAS LOOSE. REPLACED POINTS & CAP, WITH 500 HR INSP. BOTH MAGS WERE INSTALLED NEW IN 04/2002 AT 46.1 TT.

AU510001820	MOONEY	LYC	SPAR	CORRODED
1/9/2005	M20C	O360A1D		WING

DURING MOD REPAIR, NUMEROUS DEFECTS FOUND RELATING MAINLY TO CORROSION IN WING & ATTACH STRUCTURE. FOLLOWING DEFECTS FOUND, EXFOLIATION OF EXTRUSIONS ON REAR SPAR CAPS IN BOTH W/W. CNTR SECTION OF 1 PIECE WING OPENED UP FOR INSPECT & REVEALED OLD FIBERGLASS TYPE INSULATION & 2 DEAD RATS. CLEANING THIS AREA REVEALED SEVERE EXFOLIATION OF EXTRUSIONS AROUND LT MAIN SPAR ATTACHMENT FITTING. REMOVAL OF WING TO FURTHER ASSESS VIABILITY OR REPAIR & REVEALED MORE CORROSION OF STEEL FRAME AT WING ATTACHMENT FITTINGS AND FUSELAGE STR`S EXFOLIATING AT ATTACHMENT TO STEEL TUBE FRAME. WING ATTACHMENT BOLTS SEVERELY RUSTED & BOLTS AND LOCKWIRE WERE STILL PAINTED BLUE FROM PREVIOUS PAINT JOB TO A/C SOME YEARS PRIOR.

AU510001881	MOONEY	LYC	CONTROL WHEEL	CRACKED
12/12/2005	M20G	O360A1D	917010507	COCKPIT

CONTROL WHEEL CRACKED FROM TOP BOLT HOLE.

2006FA0000547	MOONEY	LYC	EXHAUST RISER	CRACKED
6/2/2006	M20M	TIO540AF1B	40B19822	ENGINE

CUSTOMER SENT IN THE EXHAUST SYSTEM BECAUSE OF CRACKS FOUND IN THE WELDS OF THE RISER LEGS TO THE STACK TUBES OF THE NR 1 AND NR 2 SECTIONS. ADVISED CUSTOMER TO REPLACE COMPONENTS. CUSTOMER BOUGHT NEW PARTS AND BROUGHT THEM IN TO HAVE ATTACHING PIECES INSTALLED TO CHECK ALIGNMENT. THE CUSTOMERS REQUIREMENTS THAT THEY FIT UNIFORMLY. GENERAL COMMENTS REGARDING THESE PARTS: THE WORKMANSHIP OF THE NEW PIECES WAS GENERALLY POOR IN MY OPINION, NOT REPRESENTATIVE OF THE TYPE OR QUALITY THAT SHOULD BE EXPECTED FROM A MAJOR AIRCRAFT ENGINE MANUFACTURER. IF IMPROVEMENTS ARE NOT MADE TO THE COMPONENTS ON THIS ENGINE/AIRCRAFT MODEL, SIGNIFICANT SAFETY PROBLEMS SHOULD BE EXPECTED.

CA060425008	MRCHTI	PWA	ENGINE	MALFUNCTIONED
4/10/2006	S20522R	JT15*		

DURING TAXI, THE ENGINE WAS FOUND NOT TO RESPOND TO THROTTLE INPUT AND SUBSEQUENTLY EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE ENGINE WAS SHUT DOWN. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA051129018	MRCHTI	PWA	ENGINE	FLAMED OUT
11/22/2005	S20522R	JT15*		

DURING A TRAINING FLIGHT, THE ENGINE FLAMED OUT WHEN THE POWER LEVEL WAS RETARDED TO IDLE POSITION. A SUCCESSFUL IN-FLIGHT RE-LIGHT WAS ACCOMPLISHED. P&WC WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA060523005	MTSBSI	GARRTT	NUT	CRACKED
5/16/2006	MU2B36A	TPE3315	NAS57712A	WING

WHILE CARRYING OUT A WINGS OFF INSPECTION AND COMPLYING WITH SERVICE BULLETIN 103/57-004 WING ATTACHMENT HARDWARE. INSPECTION, THE RT LOWER FORWARD WING ATTACH BOLT BARRELL NUT WAS FOUND CRACKED THROUGH THE ENTIRE THREADED PORTION OF THE NUT. THE NUT WAS REPLACED AND TORQUED IN ACCORDANCE WITH THE S/B RECOMMENDATIONS.

AU510001536	NAMER		ATTACH FITTING	CRACKED
12/12/2005	AT6			FITTING

EDDY CURRENT INSPECTION OF WING ATTACHMENT FITTINGS FOUND CRACK INDICATIONS. FURTHER TESTING USING FLUORESCENT PENETRATION FAILED TO DETECT THE CRACK. FOUND DURING INSPECTION IAW AD/AT-6/1.

AU510001535	NAMER	PWA	ATTACH FITTING	CRACKED
12/12/2005	T6G	R1340AN1		WING

EDDY CURRENT INSPECTION OF WING ATTACHMENT FITTINGS FOUND CRACK INDICATIONS. FURTHER TESTING USING FLUORESCENT PENETRATION FAILED TO DETECT THE CRACK. FOUND DURING INSPECTION IAW AD/AT-6/1.

AU510001675	NEWZE	LYC	BOLT	SHEARED
12/12/2005	FU24954	IO720A1B		CONNECTING ROD

(AUS) NR 2 CYLINDER CONNECTING ROD BIG END BOLT FAILED WITH OTHER BIG END BOLT BENT. NR 2 CYLINDER SEPARATED FROM CRANKCASE. (OTHER CAUSE: MATERIAL - HIGH HOURS) (CASA NR 510001675)

AU510002124	PARTEN	LYC	DOOR	SEPARATED
11/11/2005	P68B	IO360A1B6	68260411	EMERGENCY EXIT

RT SIDE EMERGENCY EXIT POPPED OUT ON TAKEOFF. INVESTIGATION COULD FIND NO FAULTS. SUSPECT CAUSED BY PREVIOUS PASSENGER INTERFERENCE WITH LOCKING LEVER.

AU510001994	PARTEN	LYC	FITTING	CORRODED
6/1/2005	P68B	IO360A1B6	68530171	AILERONS

TORQUE TUBE ATTACHMENT FITTING CORRODED. LIMITED INFORMATION PROVIDED.

PAI52006S4188	PIAGIO		TUBE	CHAFED
6/22/2006	P180		80237666403A	ANTI ICE SYS

DURING D-CHECK (3000 HOUR INSPECTION) FOUND WING LEADING EDGE ANTI-ICE PLUMBING CHAFFED 50 PERCENT OF WALL THICKNESS BY LEADING EDGE TEMP SENSOR BRACKET.

CA051223003	PIAGIO	PWA	ENGINE	OVERTEMP
11/29/2005	P180	PT6A66		

DURING CLIMB, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY AN INDICATED ITT OVER-TEMPERATURE. THE PILOT SHUT THE ENGINE DOWN IN FLIGHT AND DIVERTED TO POINT OF ORIGIN. SUBSEQUENT INSPECTION REVEALED FRACTURED POWER TURBINE BLADES. PWC WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051117008	PIAGIO	PWA	WHEEL	CRACKED
11/15/2005	P180	PT6A66	314611	MLG

RT WHEEL ASSY WAS FOUND U/S AFTER INSPECTION. FOUND THAT THE INNER WHEEL WAS CRACKED AND THE WHEEL ASSY WAS REPLACED WITH A SERVICEABLE UNIT.

CA060227019	PILATS	PWA	ENGINE	MALFUNCTIONED
2/19/2006	PC12	PT6A67B		

ON APPROACH, THE ENGINE WAS FOUND NOT TO RESPOND THE THROTTLE LEVER INPUT. THE PILOT ENGAGED THE FUEL CONTROL MANUAL OVER-RIDE AND REGAINED AUTHORITY OVER THE ENGINE. P&WC WILL MONITOR THE INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060227007	PILATS	PWA	FUEL CONTROL	FAILED
1/11/2006	PC12	PT6A67B		ENGINE

DURING AIRCRAFT FLIGHT TESTING, THE ENGINE DID NOT RE-LIGHT FOLLOWING A COMMANDED INFLIGHT SHUT

DOWN FOR RE-LIGHT TEST PURPOSES. A DEAD STICK LANDING WAS ACCOMPLISHED. THE FUEL CONTROL UNIT AND FLOW DIVIDER VALVE WERE SUBSEQUENTLY REPLACED. P&WC WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

AU510001494	PILATS	PWA	ACTUATOR	FAULTY
12/12/2005	PC12	PT6A67B	65000560059	AUTOPILOT

AUTOPILOT PITCH ACTUATOR INCORRECT OPERATION. ACTUATOR HAD BEEN MODIFIED IAW HONEYWELL SB KSA372-M1 TO COMPLY WITH PILATUS SB 22-004 AND AD/PC12/39A1.

CA060129007	PILATS	PWA	GOVERNOR	FAULTY
1/12/2006	PC12	PT6A67B	3037685	OVERSPEED

(CAN) DURING CRUISE THE PROPELLER SPEED DECREASED. AN UNSCHEDULED LANDING WAS CARRIED OUT WHICH RESULTED IN A PROPELLER STRIKE. SUBSEQUENT INSPECTION REVEALED A FAULTY PROPELLER OVERSPEED GOVERNOR. IAW WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20060129007)

CA060129010	PILATS	PWA	ENGINE	MALFUNCTIONED
1/11/2006	PC12	PT6A67B		

(CAN) DURING FLIGHT TEST OPERATIONS (PERFORMING ENGINE RELIGHT) ENGINE DID NOT RELIGHT. A DEADSTICK LANDING WAS ACCOMPLISHED. MFG WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20060129010)

AU510001581	PILATS	PWA	ACCUMULATOR	LEAKING
12/12/2005	PC12	PT6A67B	9603001291	HYD SYSTEM

(AUS) HYDRAULIC ACCUMULATOR LEAKING.(OTHER CAUSE: HIGH CYCLES) (CASA NR 510001581)

CA060307002	PILATS	PWA	PROXIMITY SWITCH	FAULTY
3/5/2006	PC1245	PT6A67B	9733033111	

(CAN) DURING CRUISE, THE (AIR/GROUND) LIGHT ON THE CAWS PANEL ILLUMINATED. UPON TOUCHDOWN, THE LIGHT WENT OUT. INVESTIGATION REVEALED A FAULTY LT GROUND PROXIMITY SWITCH. THE SWITCH WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. (TC NR 20060307002)

CA060405006	PILATS	PWA	LAMP	FAILED
4/4/2006	PC1245	PT6A67B	9728787158	NAV LIGHTS

THE A/C WAS MODIFIED PER LSTC 0-LSA06-001/D, INSTALLATION OF LED NAV LAMPS. LAMPS WERE INTSTALLED PER DRAWINGS ECA-12-TM-05-197. SINCE THIS INSTALLATION THREE NAV LAMP FAILURES HAVE OCCURRED, ONE TIME ON THE RIGHT LED AND TWICE ON THE TAIL NAV LED. THE CAUSE IS UNKNOWN AT THIS TIME, HOWEVER PILATUS A/C HAS BEEN NOTIFIED OF THIS PROBLEM. AT THE FIELD LEVEL, MOISTURE IS SUSPECTED TO BE ENTERING THE UNIT'S THROUGH THE GROMMET WHERE THE WIRING GOES INTO THE LIGHT ASSY. NO CONCRETE EVIDENCE AT THIS TIME AND WILL WAIT FOR THE MANUFACTURER TO RESPOND ON A FIX FOR THIS PROBLEM.

CA030108012	PILATS	PWA	TIMER	ERRATIC
12/27/2002	PC1245	PT6A67B	9598901014	DE-ICE SYS

THIS DE-ICE TIMER WAS RECEIVED WITH AN "INSPECTED" TAG. AFTER INSTALLATION, THE SYSTEM FAILED AFTER 7.7HRS. INVESTIGATION REVEALED THAT THE TIMER WOULD "CHATTER" AND THE BOOT INFLATION SEQUENCE WOULD BECOME ERRATIC. THE TIMER WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA040608001	PILATS	PWA	DRIVE SHAFT	SHEARED
6/6/2004	PC1245	PT6A67B	5243212161	NR 2 GENERATOR

ON RETURN, PILOT NOTED GEN 2 FAILURE IN CRUISE AND CONT`D ON TO COMPLETE FLT. NR 1 GEN AUTO COVERS FOR NR 2 GEN WHEN A FAILURE OCCURS. INVESTIGATION BY MX REVEALED SHEARED DRIVE SHAFT FOR NR 2 GEN. SHAFT BROKE AT PROPER SHEAR POSITION WITH NO DAMAGE TO ANY OTHER COMPONENT. CAUSE IS UNCLEAR, BUT THERE IS SOME SCORING ON DRIVESHAFT AT FWD BEARING INNER RACE POSITION.

BEARING APPEARS IN GOOD COND W/NO BINDING OR ROUGH SPOTS. GEN 2 ALSO APPEARS IN GOOD MECH CONDITION W/NO BEARING DISTRESS OR DRAG ON ALT SHAFT. IT IS SUSPECTED THAT CYCLE LIFE COULD HAVE POSSIBLE AFFECTED SHAFT LIFE AS LOADS ARE CLOSE TO 100 AMPS AFTER STARTUP TO RECHARGE BATTERIES. ALIGNMENT OF SHAFT LOOKS GOOD, NO GREAT AMT OF SPLINE WEAR AT ENG DRIVE OR SHAFT SPLINE.

CA060228006	PILATS	PWA	ROSEMOUNT	VANE	INOPERATIVE
2/22/2006	PC1245	PT6A67B		9754421421	AOA TRANSMITTER

DURING A ROUTINE PHASE 5 INSPECTION , THE LT AOA VANE HEATER WAS FOUND TO BE INOPERATIVE. ASSY REPLACED WITH SERVICEABLE UNIT.

CA060228007	PILATS	PWA	CONTROL VALVE	INTERMITTENT
1/19/2006	PC1245	PT6A67B	9599020135	CABIN TEMP

TEMPERATURE CONTROL VALVE FOUND TO INTERMITTENTLY STICK AT HOT POSITION CAUSING A DUCT TEMPERATURE WARNING. VALVE REPLACED WITH SERVICEABLE ASSY.

CA051129006	PILATS	PWA	COMPUTER	MALFUNCTIONED
11/28/2005	PC1245	PT6A67B	9754423104	STICK PUSHER

PILOT RETURNED TO RAMP FOLLOWING NORMAL DEPARTURE AND REPORTED THAT SHORTLY AFTER TAKEOFF THE "STICK SHAKER" WAS OPERATING AND OPERATED MOST OF THE WAY THROUGH THE CIRCUIT TO RETURN TO RUNWAY AND THE RAMP. AIRCRAFT WAS BROUGHT INTO HANGAR AND A "CHECK" OF THE STICK PUSHER SYSTEM WAS PERFORMED. IT WAS DISCOVERED THAT LT AOA TRANSMITTER WAS INITIATING A SHAKE AT 10 DEGREES INSTEAD OF THE NORMAL PER CHECK 32 DEGREES. RT AOA TRANSMITTER WAS ALSO TESTED AND SHAKE WAS AT NORMAL 32 DEGREES. A SERVICEABLE SPARE STICK SHAKER COMPUTER WAS INSTALLED AND A COMPLETE "FUNCTION TEST" PERFORMED. ALL SYSTEMS NORMAL. A PRECAUTIONARY TEST FLIGHT PERFORMED ALL SYSTEM FUNCTIONING NORMAL.

CA060620001	PILATS	PWA	SOLENOID VALVE	STICKING
6/14/2006	PC1245	PT6A67B		FEATHERING

FEATHERING SOLENIOD VALVE STICKING INTERMITTENTLY IN FEATHER POSITION AND THEREFORE PROP STAYS FEATHERED AFTER ENGINE START. FAULT ONLY OCCURS DURING QUICK TURN AROUNDS ON HOT DAYS. AFTER ENGINE COOLS VALVE OPERATES NORMALY.

CA060620002	PILATS	PWA	SOLENOID VALVE	STICKING
6/15/2006	PC1245	PT6A67B	1310160	FEATHERING

(CAN) OVERSPEED GOVERNOR REPLACED WITH AN OVERHAULED UNIT (DUE TO FEATHERING VALVE STICKING INTERMITTANTLY SEE SDR 20060620001) AND DURING FEATHER CHECK THE PROP WOULD NOT COME OUT OF FEATHER. ELECTRICAL SYSTEM CHECKED. NO FAULTS FOUND. ANOTHER SERVICEABLE OVERSPEED GOV. INSTALLED AND OPERATION CHECKED SERVICEABLE. AIRCRAFT RETURNED TO SERVICE.

CA060531011	PILATS	PWA	ENGINE	POWER LOSS
5/11/2006	PC7	PT6A25		

(CAN) THE ENGINE WAS REPORTED TO HAVE LOST POWER FOLLOWING TAKE-OFF, RESULTING IN A FORCED LANDING.

CA060227015	PIPER	LYC	MOUNT	FAILED
2/23/2006	PA12	O320A2B		AFT FLAP PULLEY

FLAP PULLEY MOUNT INSTALLED IN AFT FUSELAGE CABIN AS PER STC SA578AL AT UNKNOWN TIME, FAILED IN FLIGHT. MOUNT WAS WELDED TO FUSELAGE BRACE TUBE 5/8".035 WALL. TUBING FATIGUED AROUND WELD AND PULLEY MOUNT SHIFTED CAUSING MISALIGNMENT OF PULLEY TO CABLE. THIS CAUSED THE PULLEY TO SUBSEQUENTLY FAIL ON CLIMB AND A LOSS OF "DOWN" FLAP CONTROL. THE TUBING AROUND THE WELD APPEARED WORKED DOWN TO .025" BY UNKNOWN PERSON WHO INSTALLED IT. AIRCRAFT LANDED WITHOUT INCIDENT.

CA051221002	PIPER	LYC	ATTACH BRACKET	CORRODED

12/8/2005	PA18	O320A2B		WING

REINFORCEMENT STRAP AT REAR SPREADER BAR ATTACHMENT LUG; INTERGRANULAR CORROSION DESTROYED PART FROM INSIDE OUT RESULTING IN LOOSE FASTENER.

CA051221003	PIPER	LYC	LONGERON	ROTTED
12/2/2005	PA18150	O320A2B		FUSELAGE

UPPER RT LONGERON AT TAIL WAS ROTTED. TUBING WAS REPLACED AS REQUIRED.

AU510001448	PIPER	LYC	SPAR	CRACKED
12/12/2005	PA23150	TIO540J2BD	4019008	AILERONS

(AUS) LT AILERON SPAR AND DOUBLER LOCATED BEHIND THE HINGE ATTACHMENT AND CONTROL INPUT HINGE CRACKED IN TWO PLACES. SPAR HAD BEEN PREVIOUSLY REPAIRED. SUSPECT REPAIR WAS POORLY DESIGNED AND NOT STRONG ENOUGH. AILERON HAD BEEN REMOVED FOR A BEARING REPLACEMENT. (AD/SB DESC: AD/PA31/118) (OTHER CAUSE: HIGH HOURS - DEFICIENT REPAIR) (CASA# 510001448)

CA060602002	PIPER	LYC	TUBE	SEPARATED
5/26/2006	PA23250	IO540C4B5	30670000	HEATER EXHAUST

(CAN) DURING REMOVAL OF A BIRDS NEST IN THE FRESH AIR INTAKE LOCATED IN THE NOSE OF THE AIRCRAFT THE HEATER EXHAUST TUBE WAS FOUND TO BE UNSERVICEABLE. THE TUBE ITSELF IS A (WOUND) TUBE AND THE WINDINGS NEAR THE ATTACH POINT HAD SEPARATED THAT WOULD ALLOW HOT EXHAUST TO CONTACT THE TUBE SHROUD. (TC NR 20060602002)

AU510002132	PIPER	LYC	RIVET	MISSING
12/12/2005	PA24250	O540A1D5		WING SPAR

WING REAR SPAR ATTACHMENT PLATE RIVETS (7OFF) MISSING. INVESTIGATION CONTINUING.

CA060427002	PIPER	LYC	CONNECTING ROD	GALLED
4/13/2006	PA25235	O540B2B5	74502	ENGINE

(CAN) CONNECTING RODS REMOVED FROM ENGINE AT 192.0HRS DUE TO PROP STRIKE. RODS INSPECTED IAW SB439A, AND ALL 6 RODS HAD FRETTING AND GALLING ON THE CONNECTING ROD BEARING BORE SURFACE. THE RODS WERE REPAIRED AND RETURNED TO SERVICE. THE PREVIOUS OVERHAUL RECORDS HAD NOT INDICATED COMPLIANCE WITH SB439A. (TC NR 20060427002)

AU510002020	PIPER	LYC	CYLINDER	DAMAGED
6/10/2005	PA28140	O320D3G	TISN41	NR 2

NR 2 CYLINDER BORE COATING MISSING, PISTON RINGS WORN AND SCORING ON PISTON SKIRT.

CA060221012	PIPER	LYC	CAMSHAFT	SPALLED
2/20/2006	PA28140	O320E3D	18810	ENGINE

SPALLING ON CAM AND LIFTERS.

CA051213005	PIPER	LYC	CYLINDER HEAD	CRACKED
12/11/2005	PA28140	O320E3D	75184	ENGINE

CRACKED FROM TOP SPARK PLUG TO BOTTOM SPARK PLUG.

CA060125008	PIPER	LYC	BAR	CRACKED
1/24/2006	PA28140	O320E3D	6342008	RUDDER

(CAN) PILOTS SIDE LT RUDDER BAR, CRACK FOUND ON COLLER BETWEEN ACCUATING ARM (FOR RUDDER CABLE) AND RUDDER BAR. 2 ADDITIONAL CRACKS WERE FOUND ADJACENT TO THE INITAL CRACK. (TC NR 20060125008)

CA060124004	PIPER	LYC	BELLCRANK	CRACKED

1/24/2006	PA28140	O320E3D	6342008	RUDDER CABLE

(CAN) CRACKS ON THE LT RUDDER CABLE ATTACHING BELLCRANK FOR MORE INFORMATION INCLUDING PICTURES CONTACT SUBMITTER. (TC NR 20060124004)

CA051223015	PIPER	PWA	ROD END	STIFF
12/20/2005	PA28140	PT6A34	3011587	POWER LEVER

ON POWER REDUCTION FOR DESCENT, THE ENGINE DID NOT RESPOND TO THROTTLE LEVER INPUT. THE ENGINE WAS SHUTDOWN ON FINAL APPROACH AND A DEAD-STICK LANDING ACCOMPLISHED. SUBSEQUENT INSPECTION REVEALED THE FUEL CONTROL INTER-CONNECT ROD END TO BE STIFF AND LIMITED IN MOVEMENT DUE TO A SEIZED ROD-END BALL SWIVEL.

CA051223010	PIPER	PWA	CSU	LEAKING
12/7/2005	PA28140	PT6A61	3032098	ENGINE

DURING CRUISE, THE ENGINE LOST OIL PRESSURE AND WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED A LEAK AT THE CSU PITCH LOCK SOLENOID.

AU510001983	PIPER	LYC	BULKHEAD	CRACKED
12/12/2005	PA28151	O320E3D	62444005	FUSELAGE

REAR FUSELAGE BULKHEAD CRACKED. FOUND FOLLOWING REMOVAL OF STEEL FORWARD FIN ATTACHMENT FITTING.

CA060523003	PIPER	LYC	PUMP	FAILED
4/18/2006	PA28151	O320E3H	AF15472	FUEL SYS

THIS MECHANICAL FUEL PUMP HAS BEEN INSTALLED NEW. ENGINE RUN-UP DONE WITHIN PARAMETER WITH FUEL PRESSURE NORMAL AT ALL RPM ON GROUND STATIC RUN-UP. OWNER RUN-UP BEFORE FLIGHT FOUND FUEL PRESSURE NORMAL. INFLIGHT IN CRUISE DURING CIRCUIT AT THE AIRPORT ENGINE QUIT AND RESTART AFTER WITH ELECTRIC PUMP ON. THE FUEL GAUGE PRESSURE SHOWING FULL 10 PSI AND STAY AT 10. ON GROUND FUEL SYSTEM CHECK WITH GROUND EQUIPMENT TESTER SHOWING RIGHT INDICATING ON AIRCRAFT GAUGE. PUMP REPLACED WITH NEW LYCOMING PUMP, RUN-UP DONE AND FLIGHT TEST OK. DEFECTIVE PUMP RETURNED TO ENGINE SHOP.

AU510001990	PIPER	LYC	FRAME	CRACKED
12/12/2005	PA28161	O320D3G		FUSELAGE

REAR FUSELAGE FRAME AND DOUBLER CRACKED AND CORRODED. SUSPECT MATING SURFACES NOT PRIMED DURING MANUFACTURE.

AU510001477	PIPER	LYC	ELBOW	CRACKED
1/6/2005	PA28161	O320D3G	6930100	ENGINE OIL

(AUS) RH ENGINE ACCESSORY CASE OIL INDICATOR PORT SCREW-IN ELBOW FAILED. SEE ATTACHMENT FOR PHOTOGRAPH OF FAILED ITEM. (CASA# 510001477)

AU510001902	PIPER	LYC		COUPLING	SHEARED
12/12/2005	PA28161	O320D3G	215CC		VACUUM PUMP

(AUS) VACUUM PUMP FAILED. INVESTIGATION FOUND THE PUMP JAMMED AND FULL OF CARBON VANE DEBRIS. DRIVE SHAFT FAILED AT SHEAR POINT. PUMP IS OUTSIDE OF THE SN RANGE AS INDICATED IN TEMPEST SB-003. (OTHER CAUSE: MATERIAL) (CASA NR 510001902)

2006FA0000600	PIPER	LYC	SPAR	CORRODED
6/9/2006	PA28180	O360*	63460000	STABILATOR

WHILE OPENING SOME SKIN LAPS TO TREAT SURFACE CORROSION THE LT SIDE OF THE MAIN SPAR ABOUT 2.5 FEET FROM TIP WAS FOUND TO HAVE SEVERE INTERGRANULAR CORROSION TO THE POINT WHERE A 4-5 INCH LONGITUDNAL CRACK ABOUT .2500 INCH WIDE WAS FOUND. PART WAS SCRAPPED AND REPLACED WITH NEW ASSY, TREATED AC WITH ACF50. (K)

AU510001888	PIPER	LYC	ALTERNATOR	FAILED
12/12/2005	PA28181	IO360A1A	411810	ENGINE

ALTERNATOR FAILED. FOLLOWING REMOVAL IT WAS NOTICED THAT THE ALTERNATOR DID NOT HAVE A DATA PLATE ATTACHED IDENTIFYING EITHER SERIAL NUMBER OR PART NUMBER.

CA051230004	PIPER	LYC	SPAR	CRACKED
12/30/2005	PA28R200	IO360C1C		WING

WING MAIN SPAR EXTRUSION CRACKED AT MAIN LANDING GEAR SIDESTAY SUPPORT BRACKETS, LT AND RT SIDES. CRACKS RUN SPANWISE IN FILLET RADIUS AND IN WEB. TWO CRACKS VISIBLE IN EACH SIDE, LONGEST CRACK IS ABOUT 1.25" LONG. CRACKS EXTEND THROUGH FULL THICKNESS OF THE SPAR WEB. INITIALLY DETECTED THROUGH INSPECTION HOLE LOOKING AT FORWARD SIDE OF SPAR WEB, CONFIRMED BY REMOVAL OF SIDESTAY SUPPORTS AND INSPECTION FROM AFT SIDE. THE SIDESTAY BRACKETS ARE SUBJECT OF AD 97-01-01 R1. NO AD ADDRESSES THIS DEFECT. WINGS ARE NOT ORIGINAL TO THIS AIRCRAFT SO TSN CANNOT BE READILY DETERMINED.

CA060421017	PIPER	LYC	ALTERNATOR	FAILED
4/13/2006	PA28R201T	IO360C1C6	4111810	ENGINE

THE ALTERNATOR HAS BEEN OVERHAULED AND FAILED.

AU510001451	PIPER	LYC	LYC	SCREW	BROKEN
12/12/2005	PA28RT201	IO360C1C			COWLING

(AUS) ENGINE COWL SUPPORT BRACKET ATTACHMENT SCREW BROKEN ALLOWING SUPPORT BRACKET TO INTERFERE WITH THE NOSE LANDING GEAR DOWN MICROSWITCH STRIKER PLATE.(OTHER CAUSE: MATERIAL) (CASA# 510001451)

CA060116003	PIPER	LYC	CYLINDER	CRACKED
1/6/2006	PA30	IO320B1A	AEL65102	ENGINE

IN RESPONSE TO AD 2005-26-10 ISSUED BY THE FAA, INSPECTED AIRCRAFT TO DETERMINE IF ANY OF SUSPECT SN CYLINDERS INSTALLED. FOUND 2 CYLINDERS ON LT ENGINE WERE PART OF THE AD REQUIREMENT FOR REPLACEMENT. ON CLOSER EXAMINATION OF ONE OF THESE CYLINDERS (NR 3), FOUND A CRACK EXTENDING FROM THE SPARK PLUG HOLE AROUND THE EXHAUST PORT AND PARTIALLY AROUND THE BARREL. THERE WAS A SIGNIFICANT LEAK OF COMPRESSION. BOTH CYLINDERS ARE PRESENTLY BEING REPLACED. ALL OTHER CYLINDERS MADE BY ECI AND ON OUR AIRCRAFT WILL BE MONITORED CLOSELY AS REPLACE THEM ALL PER THE AD SCHEDULE.

CA051116004	PIPER	LYC	ARM	FAILED
11/3/2005	PA30	IO320B1A	21890	NLG

DURING FLIGHT TRAINING, GEAR RETRACTION CAUSED UNUSUAL NOISE AND GEAR FAILED TO RETRACT. ON SELECTING GEAR DOWN, 3 GREEN LIGHTS WERE NOTED BUT VISUAL INSPECTION OF NOSE GEAR IN MIRROR SHOWED NOSE WHEEL RANTED 5-10" TO LEFT. A LANDING AT AIRPORT WAS CARRIED OUT WITH LANDING NORMAL BUT GROUND STEERING WAS NOT NORMAL. THE AIRCRAFT WAS TAXIED TO A HANGAR RAMP WHEN INSPECTION REVEALED THE STEERING ARM ON TOP OF NOSE STRUT WAS DISLOCATED DUE TO ATTACHMENT BOLTS BEING SHEARED OFF. THIS WAS PROBABLY CAUSED BY NOSE GEAR STEERING LIMITS BEING EXCEEDED BY GROUND TOWING OPERATIONS.

CA051114004	PIPER	LYC	BRACKET	CRACKED
11/14/2005	PA31	IO540M1A5	46357000	MLG DOOR

PREVIOUSLY REPAIRED BRACKET DISCOVERED CRACKED AT BOLT HOLE. THIS PART IS RIVETED TO THE TOP OF THE WING IN THE WHEEL WELL. SUSPECTED CAUSE OF THE DEFECT IS TOO MUCH STRAIN ON THE PART OVER TIME DUE TO AN IMPROPERLY RIGGED LANDING GEAR DOOR ACTUATOR.

CA060328003	PIPER	LYC	SKIN	CORRODED
10/15/2005	PA31	TIO540A2B	40659002	LT WING

ON DE-ICER BOOT REPLACEMENT DUE TO WEAR AND CONDITION FOUND LT WING AND LT HORIZONTAL STAB LEADING EDGE SKINS CORRODED. THERE WERE HOLES THROUGH THE METAL. SKINS WERE BEYOND REPAIR AND HAD TO BE REPLACED. RT SIDE WAS FOUND OK.

CA051130011	PIPER	LYC		DRIVE ASSY	SHEARED
11/25/2005	PA31	TIO540A2B			FUEL PUMP

IN CRUISE, WHEN LT ENGINE LOST POWER. CREW RETARDED THROTTLE AND CALLED ATC. DURING THIS TIME, DISCOVERED NO FUEL PRESSURE INDICATED ON LT ENGINE AND SELECTED BOOST PUMP ON. REGAINED FULL POWER AND LANDED AT THE CLOSEST PRACTICAL AIRPORT. INVESTIGATION REVEALED PUMP DRIVE ON AFFECTED FUEL PUMP TO BE SHEARED OFF IN THE SHEAR AREA, ALTHOUGH THE PUMP APPEARS UNDAMAGED AND TURNS NORMALLY. ENGINE WAS INSPECTED, PUMP REPLACED WITH A SERVICEABLE PUMP, AND THE AIRCRAFT RETURNED TO SERVICE. DUE TO THE FACT THAT THIS PUMP IS ONLY 155.1 HOURS SINCE NEW, IT IS SCHEDULED TO BE SENT TO KELLY AEROSPACE FOR FURTHER INVESTIGATION.

AU510001879	PIPER	LYC	OZONE	ROD END	BROKEN
12/12/2005	PA31	TIO540A2B		762554	ACTUATOR

LT MAIN LANDING GEAR RETRACTION ACTUATOR ROD END BROKEN. FURTHER INVESTIGATION OF THE NOSE LANDING GEAR AND RT MAIN LANDING GEAR ACTUATOR ROD ENDS FOUND SLIGHT BENDING IN THE THREADED AREA OF THE NLG ROD END.

CA060119002	PIPER	LYC		CASE	CRACKED
10/12/2005	PA31	TIO540A2C			LT ENGINE

IN FLIGHT AT LOW CRUISE SETTING, PILOT REPORTED HEARING A BANG, FELT A "SHUTTER", AND EXPERIENCED A LOSS OF POWER IN THE LEFT ENGINE. ENGINE WAS SHUT DOWN, PROP FEATHERED, AND AIRCRAFT LANDED SAFELY. THE ENGINE CASE WAS FOUND CRACKED. THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE. ENGINE IS CURRENTLY BEING STORED. NO DISASSEMBLY OR INVESTIGATION HAS TAKEN PLACE.

AU510001889	PIPER	LYC	OZONE	ROD END	FAILED
10/7/2005	PA31	TIO540A2C		762554	ACTUATOR

RT MAIN LANDING GEAR ACTUATOR ROD END FAILED. FOLLOWING REPLACEMENT OF THE RODEND, THE RT MAIN LANDING GEAR COULD NOT BE RIGGED DUE TO EXCESSIVE WEAR IN THE DRAG LINK BUSHES AND BOLTS AND THE DOWNLOCK HOOK AND PIN. GEAR WAS RERIGGED FOLLOWING REPLACEMENT OF THE WORN PARTS.

CA051207003	PIPER	LYC	CONAER	PUMP	LOW PRESSURE
12/1/2005	PA31	TIO540A2C	200F5002	200F5002	RT ENGINE

PILOT NOTICED LOW FUEL PRESSURE ON APPROACH. UPON FURTHER INVESTIGATION, MAINTENANCE DETERMINED THAT THERE WAS FUEL LEAKING PAST THE RELIEF VALVE WHICH AT A LOW ENGINE RPM WOULD GIVE LOW FUEL PRESSURE.

AU510001668	PIPER	LYC		ROD END	FAILED
12/12/2005	PA31	TIO540A2C		762554	MLG ACTUATOR

RT MAIN LANDING GEAR ACTUATOR RODEND FAILED. RT MAIN LANDING GEAR WOULD NOT EXTEND AND THE AIRCRAFT MADE A WHEELS UP LANDING.

AU510001539	PIPER	LYC		CYLINDER	FAILED
5/4/2005	PA31	TIO540A2C		LW12966	ENGINE

RT ENGINE METAL CONTAMINATION. INSPECTION FOUND NR 3 CYLINDER AND PISTON DAMAGED. SUSPECT CAUSED BY DETONATION.

AU510001699	PIPER	LYC		BEARING	FAILED
11/7/2005	PA31	TIO540A2C		10353060	MAGNETO

LT ENGINE RT MAGNETO FAILED. INVESTIGATION FOUND THE MAGNETO BEARING HAD COLLAPSED. HEAT GENERATED DISCOLORED THE CAM ASSEMBLY AND MELTED THE PLASTIC BLOCK ON THE CONTACT ASSEMBLY

CAUSING THE CONTACTS TO STAY CLOSED. SUSPECT CAUSED BY INCORRECT LUBRICATION OF BEARING.

AU510001854	PIPER	LYC	ATTACH BRACKET	CRACKED
5/9/2005	PA31	TIO540A2C	4020043	RT AILERON

RT AILERON CRACKED IN AREA OF CONTROL ROD/SPAR ATTACHMENT BRACKET. FOUND DURING COLOR CONTRAST DYE PENETRANT INSPECTION IAW AD/PA31/118.

CA060524005	PIPER	LYC	TURBOCHARGER	LEAKING
5/14/2006	PA31	TIO540A2C	4066109020	ENGINE

DURING INSPECTION, OIL WAS FOUND IN BOTH THE COMPRESSOR AND TURBINE SECTIONS OF THE TURBO. THIS INDICATES THAT THE CENTER SECTIONS OIL SEALS WERE FAILING.

CA060524006	PIPER	LYC	PUMP	LOW PRESSURE
5/14/2006	PA31	TIO540A2C	200F5002	FUEL SYSTEM

DURING GROUND RUN, FUEL PRESSURE OUTPUT FROM THE LEFT ENGINE WAS BELOW NORMAL, AND WOULD FLUCTUATE AT LOWER IDLE SPEEDS. THE FUEL SERVO SCREEN WAS CHECKED DURING THE INSPECTION AND BITS OF METAL WERE FOUND. THE PUMP WAS REMOVED AND WHEN THE DRIVE SPLINE WAS ROTATED BY HAND A RESISTANCE TO ROTATION WAS FELT AT A CERTAIN POINT.

CA060526002	PIPER	LYC	GARRTT	BYPASS VALVE	CRACKED
4/6/2006	PA31	TIO540A2C		LW1277885	TURBOCHARGER

RIGHT ENGINE NOT DEVELOPING INCHES OF HG. AFTER RUN-UP AND ATTEMPTED TO ADJUST DENSITY CONTROLLER, WASTEGATE (VALVE - EXHAUST BYPASS) WAS CHECKED AND BUTTERFLY VALVE FOUND TO BE ROTATING FREELY ON ITS SHAFT. AFTER REMOVAL OF SAID PART, THE WASTEGATE VALVE WAS INSPECTED AND SHOWED SIGNS OF CORROSION, CRACKING AND CORRODED/SHEARED HOLDING STUD. ENGINE WAS ON CONDITION, NORMAL OPERATION WAS ACHIEVED AFTER REPLACEMENT OF PART.

CA060524004	PIPER	LYC	PUMP	FAILED
5/21/2006	PA31	TIO540A2C	A10014D44	FUEL BOOST

(CAN) PILOT REPORTED RT FUEL BOOST PUMP UNSERVICEABLE. TROUBLESHOOTING FOUND POWER TO THE PUMP. WHEN THE PUMP WAS CHECKED, THERE WAS NO CONTINUITY THROUGH THE PUMP. THE REPLACMENT PUMP WAS CHECKED AND FOUND TO HAVE 13 OHMS. (TC NR 20060524004)

AU510001590	PIPER	LYC	BOWL	FAILED
11/7/2005	PA31	TIO540A2C		HYD SYS

(AUS) LT HYDRAULIC FILTER BOWL FAILED ALLOWING LOSS OF FLUID TO THE LEVEL OF THE ENGINE DRIVEN PUMP STANDPIPE. (CASA NR 510001590)

AU510001982	PIPER	LYC	CYLINDER	CRACKED
12/12/2005	PA31	TIO540V2AD	LW18852	ENGINE

LT ENGINE NR 5 CYLINDER CRACKED AROUND TOP.

CA060530003	PIPER	LYC	O-RING	FAILED
5/20/2006	PA31325	TIO540F2BD	MS2877816	HYDRAULIC FILTER

(CAN) O-RING IN HYDRAULIC FILTER BOWL BLEW OUT SIDE BETWEEN THE BOWL SEATS. THERE ARE 2 DIFFERENT TYPES SIZES OF O-RING FOR THIS SET UP AS THERE ARE 2 SLIGHTLY DIFFERENT BOWL TYPES. THE O-RINGS ARE THE SAME COLOR AND VERY CLOSE IN SIZE MAKING IT REAL EASY TO PUT THE LARGER O-RING ON THE SMALLER BOWL. THE SMALLER O-RING WILL WORK ON THE LARGER BOWL BUT NOT VISE VERSA. ONCE INSTALLED IT IS IMPOSSIBLE TO TELL WHICH O-RING IS THERE. (TC NR 20060530003)

AU510001444	PIPER	LYC	BYPASS VALVE	DISINTEGRATED
10/6/2005	PA31350	LTIO540J2BD	53E22144A	ENGINE OIL TEMP

(AUS) RH ENGINE OIL BYPASS VALVE (VERNATHERM) BREAKING UP IN AREA OF CIRCLIP RING. METAL

CONTAMINATION OF OIL SYSTEM. (OTHER CAUSE: MATERIAL) (CASA# 510001444)

AU510001995	PIPER	LYC	CAMSHAFT	WORN
12/12/2005	PA31350	LTIO540J2BD	19341	ENGINE

RT ENGINE METAL CONTAMINATION. INVESTIGATION FOUND CAMSHAFT LOBE FOR INLET VALVE ON NR 5 AND NR 6 CYLINDERS FAILED/WORN.

AU510001898	PIPER	LYC	REGULATOR	LEAKING
12/12/2005	PA31350	LTIO540J2BD	A23D0475	HEATING SYSTEM

CABIN HEATER FUEL PRESSURE REGULATOR LEAKING FUEL FROM DIAPHRAGM.

AU510001731	PIPER	LYC	LINK	CRACKED
3/3/2005	PA31350	LTIO540J2BD	40336000	NLG

(AUS) LINKAGE CRACKED. FOUND DURING INSPECTION IAW MFG SL 1088. (AD/SB DESC: MFG SL 1088) (CASA NR 510001731).

CA060118004	PIPER	LYC	PUSHROD	CHAFED
12/12/2005	PA31350	LTIO540J2BD	72257	ENGINE

(CAN) CYLINDER BAFFLE TIE ROD P/N 71562-03 WAS FOUND WITH A SECURING INTER CYLINDER BAFFLE, ADEL CLAMP MISSING. THIS HAD ALLOWED THE BAFFLE TIE ROD TO RAISE UP TO THE POINT WHERE IT CAME INTO CONTACT WITH THE LOWER SIDE OF THE NR 4 CYLINDER EXHAUST PUSH ROD TUBE. IT IS SUGGESTED THAT ALL MAINTENANCE PERSONNEL ENSURE THAT THESE ADEL CLAMPS ARE IN PLACE AS THEY HOLD THE TIE ROD AWAY FROM THE UNDERSIDE OF THE PUSH ROD TUBES. (TC NR 20060118004)

AU510001723	PIPER	LYC	SHAFT	BROKEN
4/8/2005	PA31350	LTIO540J2BD		TURBOCHARGER

RT ENGINE TURBOCHARGER MAIN SHAFT BROKEN. ENGINE HAD JUST BEEN FITTED FOLLOWING OVERHAUL AND AIRCRAFT WAS ON ACCEPTANCE FLIGHT.

AU510002035	PIPER	LYC	HUB	LEAKING
12/12/2005	PA31350	TIO540J2BD	C7361	PROPELLER

RED DYE LEAKING FROM PROPELLER HUB. INSPECTION FOUND THE CYLINDER SCREWS TIGHT AND LOCKWIRED. SUSPECT FAULTY MANUFACTURE OF GASKET P/N C7361.

AU510001705	PIPER	LYC	PIPER	SPAR	CRACKED
12/12/2005	PA31350	TIO540J2BD			AILEON

RT AILERON ASSEMBLY SPAR CRACKED IN AREA UNDER THE AILERON PUSH-PULL ROD ATTACHMENT BRACKET. FOUND USING COLOR CONTRAST DYE PENETRANT INSPECTION IAW AD/PA31/118 AMDT1.

AU510001706	PIPER	LYC	PIPER	SPAR	CRACKED
12/12/2005	PA31350	TIO540J2BD			AILERON

LT AILERON ASSEMBLY SPAR CRACKED IN AREA UNDER THE AILERON PUSH-PULL ROD ATTACHMENT BRACKET. FOUND USING COLOR CONTRAST DYE PENETRANT INSPECTION IAW AD/PA31/118 AMDT1.

CA051116011	PIPER	LYC	LINK ASSY	CRACKED
11/3/2005	PA31350	TIO540J2BD	40336000	ACTUATOR ATTACH

WHEN CARRYING OUT SL1088 CRACKS WERE FOUND AT THE ACTUATOR LUGS ON THE LINK ASSY. IAW SERVICE LETTER. NEW LINK ASSY INSTALLED.

CA051116012	PIPER	LYC	LINK ASSY	CRACKED
11/10/2005	PA31350	TIO540J2BD	40336000	NLG

THE ACTUATOR ATTACH LUGS ON THE LINK ASSY WERE FOUND TO BE CRACKED IAW THE SERVICE LETTER. NEW

LINK ASSY INSTALLED.

CA060428003	PIPER	LYC	FILTER	CRACKED
4/25/2006	PA31350	TIO540J2BD	460635	HYD SYSTEM

(CAN) ON LANDING THE AIRCRAFT LOST HYD PRESSURE AND A EMERGENCY EXTENTION WAS SUCCESSFULLY CARRIED OUT. ON INSPECTING THE CAUSE OF THE HYD LEAK THE RT FILTER BOWL WAS FOUND TO BE LEAKING. WHEN REMOVING THE BOWL THE THIRD THREAD DOWN FROM THE TOP OF THE BOWL WAS FOUND CRACKED (ABOUT HALF WAY AROUND THE BOWL) ALLOWING THE FILTER BOWL TO TIP TO A ANGLE ALLOWING THE HYD PRESSURE TO BLOW THE FLUID OUT. A NEW ASSY WAS INSTALLED WITH NO MORE PROBLEMS REPORTED. (TC NR 20060428003)

AU510001996	PIPER	LYC	HINGE	CRACKED
12/12/2005	PA31350	TIO540J2BD	4752932	MLG DOOR

MAIN LANDING GEAR INBOARD DOOR HINGE ASSEMBLY CRACKED IN ATTACHMENT ANGLES.

CA051220010	PIPER	LYC	PISTON RING	WORN
12/12/2005	PA31350	TIO540J2BD		CYLINDER

IN CRUISE, PILOT NOTICED DROP IN OIL PRESSURE AND CLIMB IN OIL TEMPERATURE ON THE LEFT ENGINE. A TRACE OF OIL APPEARED ON THE COWLING. THE ENGINE WAS SHUT DOWN AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE DETERMINED THAT THREE CYLINDERS REQUIRED REPLACING DUE TO EXCESSIVE LEAKAGE PAST THE RINGS.

CA030123005	PIPER	LYC	NUT	DAMAGED
1/20/2003	PA31350	TIO540J2BD	383B	CYLINDER

DURING AIRCRAFT SCHEDULED INSPECTION EVENT, MAINTENANCE PERSONNEL FOUND A CYLINDER BASE NUT LODGED IN THE OIL PUMP SCAVENGE SCREEN ORIFICE. THE NUT WAS TOO BIG IN SIZE TO BE REMOVED FROM ENGINE; THEREFORE ENGINE ACCESSORY CASE, OIL PAN AND THREE (3) CYLINDERS WERE REMOVED. THE NUT WAS RETRIEVED, AND THE ENGINE WAS INSPECTED INTERNALLY. IT WAS CONCLUDED THAT THE NUT WAS LEFT IN THE ENGINE BY MISTAKE BY THE OVERHAUL FACILITY. THE ENGINE HAS A TOTAL OF 330 HRS TSO. THE ENGINE WAS REASSEMBLED AND RETURNED TO SERVICE.

CA051230003	PIPER	LYC	CRANKCASE	CRACKED
12/3/2005	PA31350	TIO540J2BD	KO509	ENGINE

OIL LEAK REAR OIL ACCESS DOOR LT ENGINE. UPON FURTHER INVESTIGATION IT WAS DISCOVERED THAT CRANKCASE WAS CRACKED BETWEEN NR 4 AND NR 6 CYLINDERS. THIS ENGINE ONLY HAD 361.2 TSO. THE CRANKCASE HAD APPROX 5669 HRS SINCE NEW. THIS ENG WAS INSTALLED MAY 03/2005 REPLACING AN ENGINE WITH THE EXACT SAME CRACK IN THE EXACT SAME LOCATION, THAT ENGINE WAS AT 1749.4 TSO.

CA060413006	PIPER	LYC	GARRTT	SEAL	FAILED
4/13/2006	PA31350	TIO540J2BD		4038180047	TURBOCHARGER

PRIOR TO A TRAINING FLIGHT THE PILOT NOTED THE LT ENGINE OIL LEVEL TO BE AT 9 QUARTS. AFTER THE FLIGHT, OIL WAS FOUND ON THE LT GEAR DOOR AND THE ENGINE WAS DOWN TO 6 QUARTS. MAINTENANCE INSPECTED THE ENGINE AND FOUND OIL AT THE LOW POINT OF THE TURBOCHARGER AND BADLY OIL FOULED SPARK PLUGS. THE TURBOCHARGER OIL SEAL HAD FAILED AND WAS ALLOWING OIL INTO THE COMPRESSOR SIDE OF THE TURBO. THE OIL WAS THE BEING INDUCTED INTO THE CYLINDERS WITH A PORTION OF IT BEING BURNED AND A PORTION OF IT BEING EXHAUSTED.

AU510001693	PIPER	LYC	DIAPHRAGM	LEAKING
12/12/2005	PA31350	TIO540J2BD		FUEL PUMP

LT ENGINE FUEL PUMP DIAPHRAGM LEAKING.

AU510001694	PIPER	LYC	BOLT	LOOSE
12/12/2005	PA31350	TIO540J2BD		BRAKE ASSY

LT AND RT MAIN WHEEL BRAKE BACKING PLATE ATTACHMENT BOLTS LOOSE.

AU510001452	PIPER	LYC	LINK	CRACKED
6/6/2005	PA31350	TIO540J2BD	4033600	MLG

(AUS) NOSE LANDING GEAR LINK ASSEMBLY CRACKED IN LUG AREA. FOUND DURING INSPECTION IAW PIPER SL 1088. (AD/SB DESC: PIPER SL1088) (OTHER CAUSE: HIGH HOURS) (CASA# 510001452)

AU510001449	PIPER	LYC	LINK	CRACKED
6/5/2005	PA31350	TIO540J2BD	40336000	MLG

(AUS) NOSE LANDING GEAR DOWN LINK CRACKED. FOUND DURING INSPECTION IAW PIPER SL 1088. (AD/SB DESC: PIPER SL 1088) (OTHER CAUSE: MATERIAL - AGE - HIGH HOURS) (CASA 510001449)

CA060516005	PIPER	LYC	LYC	GASKET	DAMAGED
5/3/2006	PA31350	TIO540J2BD	LIO540J2BD	AS349101	ENGINE

WHILE FLYING CRUISE FLIGHT NOTICED ENGINE OIL PRESSURE DROPPING. SHUT DOWN RT ENGINE AND RETURNED TO BASE. UPON INVESTIGATION FOUND THAT THE GASKET UNDERNEATH VACUUM PUMP DAMAGED. VACUUM PUMP CHANGED PRIOR TO FLIGHT. OIL LEAK NOT DETECTED ON RUN UP. GASKET P/N AS3491-01 REPLACED. AIRCRAFT GROUND RUN LEAK CHECKED OK. NO FURTHER DAMAGE FOUND.

AU510002096	PIPER	LYC	PULLEY	LOOSE
7/10/2005	PA31350	TIO540J2BD		ALTERNATOR

ALTERNATOR DRIVE PULLEY CAME LOOSE AND DAMAGED ALTERNATOR COOLING FAN. A PIECE OF THE COOLING FAN CAME OFF AND ENTERED THE ALTERNATOR CAUSING AN INTERNAL SHORT CIRCUIT.

CA060203004	PIPER	LYC	ENGINE	FAILED
1/30/2006	PA31350	TIO540J2BD		RIGHT

DURING CRUISE FLIGHT, THE CREW HAD A SUDDEN LOSS OF POWER ON THE RIGHT HAND ENGINE. THE ENGINE WAS FEATHERED AND THE AIRCRAFT WAS DIVERTED TO THE NEAREST AIRPORT. AFTER LANDING THE ENGINE WAS INSPECTED FOR ANY EXTERNAL DAMAGE OR OIL LEAKS NONE WERE FOUND. OIL FILTER WAS REMOVED, METAL WAS FOUND SO FLIGHT WAS TERMINATED AND ENGINE ORDERED.

AU510001671	PIPER	LYC	DOWNLOCK	STICKING
1/8/2005	PA31350	TIO540J2BD	4550429	RT MLG

RT MAIN LANDING GEAR FAILED TO EXTEND. INVESTIGATION FOUND THE RT MAIN LANDING GEAR DOWNLOCK WAS STUCK DUE TO CARBON BUILDUP FROM EXHAUST AND ALSO LUBRICATION DRYING OUT.

CA060531025	PIPER	LYC	LINK ASSY	CRACKED
5/31/2006	PA31350	TIO540J2BD	4033600	NLG

(CAN) FOUND PART CRACKED ON 1 LUG EXACTLY WHERE NOTED IN PIPER SERVICE LETTER 1088. THIS CRACK WAS VISIBLE WITH THE NAKED EYE, BUT ONLY AFTER THE PAINT WAS REMOVED. (TC NR 20060531025)

CA051219005	PIPER	LYC	GPS	MALFUNCTIONED
12/4/2005	PA31P	TIGO541E1A	KLN90B	COCKPIT

THE GPS SYSTEM WENT THROUGH NORMAL SELF-TEST AND DID NOT FLAG AS INOP. HOWEVER, THE TRACKS DISPLAYED BETWEEN WAYPOINTS WERE INCORRECT. UPON FURTHER INVESTIGATION THE SYSTEM DATE WAS DISPLAYED AS APR 20, 1986 AND COULD NOT BE CORRECTED ON ANY SYSTEM OR START-UP PAGE WHILE IN FLIGHT. POST-FLIGHT DISCUSSION WITH THE MANUFACTURER REVEALED THAT THIS PROBLEM WAS DUE TO THE 1024 WEEK DATE ROLLOVER OF GPS SYSTEMS.

CA060119001	PIPER	LYC	GEAR	FAILED
9/9/2005	PA31P	TIGO541E1A		PROPELLER

(CAN) ON SHUTDOWN, PILOT HEARD A REPETITIVE SOUND, FROM THE LT ENGINE. INVESTIGATION SHOWED THE PROP GEAR HAD TEETH MISSING. EVIDENCE, METAL TEETH PIECES IN OIL SCREEN. NO RESISTANCE IN PROP ROTATION FOR ABOUT 10 DEGREES. ENGINE REPLACED, AIRCRAFT RETURNED TO SERVICE. (TC 20060119001)

CA051117009	PIPER	PWA		CONTROL CABLE	BROKEN
11/13/2005	PA31T	PT6A28		46129002	CONTROL LEVER

UPON WALK AROUND, OUTSIDE RECIRCULATED, PRESSURIZED CONTROL LEVERS FOUND WITHOUT ANY TENSION. CONTROL LEVER CONTROL CABLE REPLACED.

CA051103012	PIPER	PWA		EVAPORATOR	MALFUNCTIONED
10/28/2005	PA31T	PT6A28		4624500	CABIN CONTROLLER

DURING DESCENT, PILOT ADJUSTED CABIN CONTROLLER AND VERY SHORTLY AFTER HEARD A BANG FOLLOWED BY A DECOMPRESSION. DROPPED DOWN TO THEIR CLEARED ALTITUDE AND LANDED UNEVENTFULLY. UPON FURTHER INSPECTION IT WAS DISCOVERED THAT THE FRESH AIR DISTRIBUTION HOSE ON THE EVAPORATOR SLIPPED OFF.

CA051208005	PIPER	PWA		PIPE	LOOSE
12/2/2005	PA31T	PT6A28			CABIN

CABIN DEPRESSURIZED AT 13000 FEET, CABIN RATE OF CHANGE SPIKED +6500 FEET AND DIFF TO ZERO. FRESH AIR PIPE DISCONNECTED IN FLIGHT. PIPE REPOSITIONED, CLAMP TIGHTENED AND CHECKED OK.

CA060404005	PIPER	PWA		WIRE	BROKEN
4/3/2006	PA31T	PT6A28			DC REGULATOR

IN CRUISE, PILOT NOTICED THAT THE RIGHT GENERATOR ANNUNCIATOR WAS ON AND THERE WAS NO INDICATION ON THE RIGHT AMMETER. THE GENERATOR WOULD NOT COME ONLINE AND THE GENERATOR WAS SWITCHED OFF. THERE WAS NO FURTHER EVENTS AND THE AIRCRAFT LANDED WITHOUT INCIDENT. AFTER EXTENSIVE TROUBLESHOOTING, A BROKEN WIRE WAS DISCOVERED OFF THE RIGHT OVERLOAD SENSOR. THE WIRE WAS REPAIRED AND SYSTEM TESTED SERVICEABLE.

CA060510013	PIPER	PWA		RIB	CRACKED
5/9/2006	PA31T	PT6A28		46530003	HORIZONTAL STAB

DURING A ROUTINE INSPECTION, THE LT OB STABILIZER RIB WAS FOUND CRACKED NEAR THE HINGE ATTACH AREA. THE RIB WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

AU510001991	PIPER	LYC		BULKHEAD	CRACKED
12/12/2005	PA32300	IO540K1A5		62404003	FUSELAGE

REAR FUSELAGE BULKHEAD CRACKED. FOUND FOLLOWING REMOVAL OF FORWARD FIN ATTACHMENT FITTING.

AU510002147	PIPER	LYC		SUPPORT	CORRODED
12/12/2005	PA32300	IO540K1A5			LT WING

LT WING REAR SUPPORT CORRODED. FOUND DURING INSPECTION IAW AD/PA32/27 AMDT2.

AU510001882	PIPER	LYC	HARTZL	HUB	DAMAGED
12/12/2005	PA32300	IO540K1A5		D220117	PROPELLER

PROPELLER HUB DAMAGED. SUSPECT CAUSED BY GROUND STRIKE. FOUND DURING INSPECTION IAW AD/PHZL/77 AMDT2.

2006FA0000604	PIPER	LYC		CONTROL CABLE	SEPARATED
6/14/2006	PA32RT300	IO540K1G5D		62701159	ELEVATORS

CABLE TURNBUCKLE MALE END SEPARATED AT FITTING DURING ROLLOUT AFTER LANDING. FITTING SEEMS TO HAVE CORRODED FROM THE SHANK CORE AND PROGRESSED OUTWARD TO THE SURFACE OVER TIME. (K)

2006FA0000608	PIPER	LYC		CONTROL CABLE	SEPARATED
6/12/2006	PA32RT300	IO540K1G5D		62701159	ELEVATOR

UP ELEVATOR CABLE SEPARATED IN LANDING FLARE.

2006FA0000609	PIPER	LYC	CONTROL CABLE	SEPARATED
6/12/2006	PA32RT300	IO540K1G5D	62701159	ZONE 300

UP ELEVATOR CABLE SEPARATED DURING LANDING FLARE.

2006FA0000610	PIPER	LYC	CONTROL CABLE	SEPARATED
6/12/2006	PA32RT300	IO540K1G5D	62701159	ZONE 300

UP ELEVATOR CABLE SEPARATED DURING LANDING FLARE.

2006FA0000611	PIPER	LYC	CONTROL CABLE	SEPARATED
6/12/2006	PA32RT300	IO540K1G5D	62701159	ZONE 300

UP ELEVATOR CABLE SEPARATED DURING LANDING FLARE.

2006FA0000583	PIPER		CONTROL CABLE	BROKEN
10/31/2003	PA32RT300T		62701159	STABILATOR

MS21260S4LH STABILATOR PRIMARY CONTROL CABLE TERMINAL END FRACTURED SHORTLY AFTER THE PILOT ROTATED AND STARTED HIS CLIMB OUT. THE PILOT MADE AN EMERGENCY LANDING AND THE AIRCRAFT SUSTAINED SUBSTANTIAL DAMAGE TO THE PROP, ENGINE, COWLING, AND NOSE GEAR. THE PILOT WAS NOT INJURED. THE .040 SAFETY WIRE USED TO SAFETY THE ELEVATOR TURNBUCKLE MAINTAINED THE INTEGRITY OF THE CONTROL SYSTEM ALLOWING THE PILOT TO MAINTAIN CONTROL UTILIZING THE TRIM AND ENGINE POWER. NTSB SAFETY RECOMMENDATION A-01-6 THROUGH -8 DATED APRIL 16, 2001 AND SPECIAL AIRWORTHINESS ALERT BULLETIN CE-02-05R1 ADDRESS THIS PROBLEM AND ATTRIBUTE IT TO CHLORIDE STRESS CORROSION OVER A PROLONGED CALENDAR TIME OF 18-20 YEARS.

2006FA0000555	PIPER	LYC	CLIP	MISSING
5/19/2006	PA34200	IO360A1A		ENGINE

THE RETAINING CLIP FROM THE ROD END EITHER BROKE OR FELL OFF CAUSING THE THROTTLE CABLE TO DETACH FROM THE FUEL INJECTION SERVO. THE ENGINE THEN WENT TO FULL POWER. ENGINE HAD TO BE SHUT DOWN AND FEATHERED IN ORDER TO LAND THE AIRCRAFT. RECOMMEND USING PN 452-606 BEARING INSTEAD WITH APPROPRIATE HARDWARE AND COTTER PIN. (K)

2006FA0000582	PIPER	CONT	BOLT	LOOSE
5/22/2006	PA34200T	TSIO360*	401421	NLG

NOSE GEAR RETRACTED ON LANDING. FOUND BOLT PN 401-421 (AN6-41A) LOOSE WHERE NOSE GEAR MOUNT BOLTS TO BULKHEAD AT STA 49.5. THIS RELEAVED DOWNLOCK LINK OVER CENTER POSITION. BOLTS SHOULD BE CHECKED EACH 500 HRS. (K)

AU510002146	PIPER	CONT	HINGE	CORRODED
12/12/2005	PA34200T	TSIO360E	95539000	RUDDER

RUDDER HINGE BRACKET CORRODED.

AU510002141	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	LTSIO360RB	6543511	FUEL SYS

RT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002135	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	LTSIO360RB	6543511A1	FUEL SYSTEM

RT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002136	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	LTSIO360RB	6543511A1	FUEL SYS

RT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

2006FA0000565	PIPER	CONT	BULKHEAD	CRACKED
10/5/2005	PA34220T	TSIO360*	100738005	SPINNER

THIS AC WAS NEW IN 3/3/2002. LT AND RT SPINNER BULKHEADS HAVE HAD TO BE REPLACED TWICE. FIRST SET OF SPINNER BULKHEADS WERE REPLACED 12/28/2004, WITH 563.3 HOURS ON THEM. PROPS WERE BALANCED TO PREVENT FURTHER PROBLEMS. SECOND SET OF SPINNER BULKHEADS WERE REPLACED 8/26/05 WITH 165.9 HOURS ON THEM. FINDING CRACKS CAN BE DIFFICULT BECAUSE BULKHEAD IS SANDWICHED BETWEEN 2 SHIMS. FIRST SUSPECTED THAT THERE WAS ONLY 1 CRACK ON EACH BULKHEAD BUT AFTER REMOVING BULKHEAD AND THE SHIMS, NOTICED THAT EVERY HOLE HAD A CRACK COMING FROM IT. PROBABLE CAUSE COULD BE IMPROPER INSTALLATION OF PROPELLER MOUNTING BOLTS OR DEFECTIVE MATERIAL. RECOMMEND TAKING CLOSE LOOK EACH 100 HR, IF POSSIBLE LOOKING UNDER SHIMS. (K)

2006FA0000571	PIPER	CONT	POINTS	FAILED
5/31/2006	PA34220T	TSIO360KB	10382585	ENGINE

THE POINTS WHICH ONLY HAD A TOTAL OF 9.3 HR, HAD THE PLASTIC PORTION WHICH RIDES THE CAM, MELT ON THE METAL OF THE POINTS WHICH REDUCED THE GAP TO CAUSE MISFIREING. CAPACITOR CHECKED GOOD AND WAS NOT REPLACED ON THE 500 HR INSP. AFTER A NEW POINT SET WERE INSTALLED CHANGED THE CAPACITOR. NOTE: WIRE BROKE ON OLD CAPACITOR. (K)

AU510002137	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	6543513A1	FUEL SYS

RT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002138	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	6543511A1	FUEL SYS

RT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002139	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	6543512	FUEL SYS

LT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002140	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	6543514A1	FUEL SYS

LT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002134	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	654351	LT ENGINE FUEL

LT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002142	PIPER	CONT	PUMP	CONTAMINATED
12/12/2005	PA34220T	TSIO360RB	6543514A1	FUEL SYSTEM

LT ENGINE DRIVEN FUEL PUMP CONTAMINATED AND WORN INTERNALLY. SUSPECT CAUSED BY CONTAMINATION FROM ELECTRIC FUEL PUMP VANES AND/OR BRUSH MATERIAL.

AU510002022	PIPER	CONT	SHAFT	WORN
12/12/2005	PA34220T	TSIO360RB		FUEL PUMP

ENGINE DRIVEN FUEL PUMP LEAKING. THE PUMP WAS DISMANTLED AND THE FOLLOWING DEFECTS WERE FOUND, ROTOR SHAFT FOUND WITH EXCESSIVE WEAR AND EXTREME SCORING, DEEP SCORING IN SHAFT BEARING (BUSHING), LOWER FACE OF ROTOR SHAFT HAS CONTACTED AND DAMAGED LOWER THRUST PLATE. THE WEAR ON PARTS HAS ALLOWED THE ROTOR TO BE LOADED TO ONE SIDE CAUSING WEAR ON LINER WALL 5. ROTOR SHAFT (AT VANE SEGMENTS) SHOWS SIGNS OF BEING SUBJECT TO EXTREME HEAT.

AU510002032	PIPER	LYC	ELECTROSYS	BEARING	LOOSE
12/12/2005	PA39	IO320B1A		ALE1003K	ALTERNATOR

LT ENGINE ALTERNATOR DRIVE END BEARING SPINNING IN HOUSING. ALTERNATOR ROTOR RUBBING ON STATOR. LOSS OF BEARING GREASE.

CA060427005	PIPER	PWA	WIRE	CORRODED
4/25/2006	PA42720	PT6A61	688160	SWITCH

(CAN) DURING CLIMB FLIGHT CREW SMELLED AND VISUALLY CONFIRMED SMOKE IN COCKPIT. THEY SHUTOFF WINDSHIELD HEAT AND PITOT/STALL HEAT AND SMOKE DISSIPATED. FLIGHT RETURNED TO POINT OF DEPARTURE FOR INVESTIGATION. MAINTENANCE FOUND SURFACE CORROSION ON PITOT/STALL HEAT SWITCH WIRING CONNECTORS. CONNECTORS AND SWITCH REPLACED NEW. OPERATIONS CHECK C/O SATISFACTORY AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20060427005)

CA051108005	PIPER	PWA	FITTING	CRACKED
11/7/2005	PA42720	PT6A61	4028600	MLG

PART NUMBER 43286-02 (2 OF) WERE REMOVED FROM STOCK FOR INSTALLATION ON PA42-720 AS REQUIRED BY A/C MX SCHEDULE REPLACEMENT INTERVAL. CLOSE INSPECTION PRIOR TO INSTALLATION REVEALED BOTH FITTINGS (PART NUMBER 40286-00) WERE CRACKED WHERE THEY MATE WITH THE PIVOT SHAFT. BOTH UNITS IDENTIFIED AS UNSERVICEABLE AND WILL BE RETURNED TO THE MANUFACTURER.

CA060411002	PIPER	PWA	BRAKE	FAILED
4/10/2006	PA42720	PT6A61		LEFT

LEFT SIDE BRAKE FAILED ON LANDING CAUSING RIGHT MAIN TIRE TO BLOW OUT. NO DAMAGE TO A/C.

CA060405007	PIPER	PWA	OUTFLOW VALVE	MALFUNCTIONED
11/25/2005	PA42720	PT6A61	7331802	CABIN PRESSURE

DURING AN EVENT, NR 2 INSPECTION OF THE EMERGENCY PRESSURIZATION SYSTEM, VALVE ASSY (BY-PASS) P/N 73318-00-1) WAS REMOVED FROM RT WING ROOT AREA, FURTHER INSPECTION FOUND EXTENSIVE CORROSION IN THIS VALVE AND REDUCER P/N: 584-124 (A55-16-12). SYSTEM CLEANED. BENCH TESTED VALVE, FOUND U/S. SUSPECT MOISTURE RESTING IN VALVE AND REDUCER OVER A LONG PERIOD OF TIME CAUSED VALVE FAILURE.

CA060516010	PIPER	PIPER	PIN	CORRODED
4/18/2006	PA44180	7872322	6750200	LT MLG

DURING LT MLG REMOVAL SEVERE CORROSION WAS OBSERVED ON THE INNER SURFACE OF THE MLG RETAINER PIN. FURTHER INVESTIGATION REVEALED LOSS OF APPROXIMATELY 50% OF THE OUTER CHROME SURFACE AND THE PIN RETENTION BOLT HAD LOST 20% OF IT'S SHANK DIAMETER NEAR TO THE HEAD. INSPECTION OF THE RT RETAINER PIN ASSEMBLY ON THIS AIRCRAFT ALSO SHOWED SIMILAR DAMAGE. FAILURE OF THIS BOLT WOULD ALLOW MIGRATION OF THE RETAINER PIN AND COLLAPSE OF THE MLG ASSEMBLY. BOTH MLG RETAINER PIN ASSEMBLIES WERE REPLACED WITH NEW AND UPON INSTALLATION THE RETAINER PIN CAVITIES WERE PACKED WITH GREASE TO EXCLUDE WATER FROM THIS AREA.

CA060516009	PIPER	LYC	PIPER	PIN	CORRODED
4/24/2006	PA44180	O360*	7872322	6750200	MLG

DURING LT MLG GEAR REMOVAL A SUBSTANTIAL AMOUNT OF WATER WAS OBSERVED INSIDE MLG RETAINER PIN ASSY. FURTHER INVESTIGATION REVEALED DEEP PITTING ON INNER SURFACE OF PIN, LOSS OF APPROX 50 PERCENT OF CHROME PLATING ON EXT OF PIN AND ASSY RETENTION BOLT HAD LOST APPROX 35% OF IT'S SHANK DIAMETER NEAR TO IT'S HEAD. FAILURE OF THIS BOLT WOULD ALLOW RETAINER PIN TO MIGRATE OUT OF

POSITION AND RESULT IN MLG COLLAPSE. THIS DAMAGE BEARS RESEMBLENCE TO A SERVICE DIFFICULTY ALERT AL-2004-06 REPORTED IN 2004. RT RETAINER PIN ASSY ALSO SHOWED SEVERE CORROSION. MLG RETAINER PIN ASSEMBLIES WERE REPLACED WITH NEW AND UPON INSTALLATION RETAINER PIN CAVITIES WERE PACKED WITH GREASE TO EXCLUDE WATER FROM THIS AREA.

CA060508007	PIPER	LYC	CONTROL CABLE	FRAYED
4/18/2006	PA44180	O360A1H	62701123	AILERON

DURING EVENT INSPECTION OF DETAILED WING (RT) BROKEN STRANDS WERE OBSERVED ON RT AILERON BALANCE CABLE AS IT PASSED OVER A PULLEY AT WING STATION 22.00. CABLE AND PULLEY WERE REMOVED. CABLE WAS REPLACED NEW, PULLEY WAS CLEANED INSPECTED, LUBRICATED AND RETURNED TO SERVICE. THERE IS VERY LITTLE CONTROL CABLE DEFLECTION OVER THE PULLEY'S IN THIS LOCATION. ROUTINE CLEANING AND LUBRICATION OF PULLEY MAY FORESTALL CONTROL CABLE WEAR IN THIS AREA.

CA060508008	PIPER	LYC	SPAR	CRACKED
4/18/2006	PA44180	O360A1H	86444800	NLG

DURING COMPLETION OF PIPER SB 1143 A 3/4" CRACK WAS OBSERVED RADIATING OUT FROM THE LOWER AFT BOLT HOLE OF THE NLG DRAG LINK TRUNNION MOUNTING. FURTHER INVESTIGATION REVEALED A 1/2" CRACK RADIATING OUT FROM THE LOWER AFT BOLT HOLE OF THE RT DRAG LINK TRUNNION MOUNTING. AIRCRAFT LT AND RT NOSE SPAR ASSEMBLIES WERE REPLACED NEW.

CA060508009	PIPER	LYC	SPAR	CRACKED
4/24/2006	PA44180	O360A1H	86444800	FUSELAGE

DURING COMPLETION OF SB1143, A 1 INCH CRACK WAS OBSERVED RADIATING OUT FROM THE LOWER AFT BOLT HOLE OF THE LT DRAG LINK TRUNNION MOUNTING. FURTHER INVESTIGATION REVEALED A .5 INCH CRACK RADIATING OUT FROM LOWER AFT BOLT HOLE OF RT DRAG LINK TRUNNION MOUNTING. AIRCRAFT LT AND RT NOSE SPAR ASSEMBLIES WERE REPLACED NEW.

CA060508010	PIPER	LYC	RIB	CRACKED
4/18/2006	PA44180	O360A1H	7847506	WS 49.25

DURING COMPLETION OF INSPECTION REQUIRED SB 1161, A 2 INCH LONG CRACK WAS OBSERVED IN THE LT WING RIB AT STN 49.25. THE CRACK WAS LOCATED IN THE BEND RADIUS UNDER THE MAIN LANDING GEAR (MLG) SIDE BRACE ASSEMBLY (PN 95643-08). A NEW RIB WAS INSTALLED. BEFORE RE-INSTALLATION SHARP CORNERS ON THE SIDE BRACE MOUNT WERE POLISHED TO REDUCE THE POSSIBILITY OF CHAFING THE RIB IN THE AFFECTED AREA.

CA060508011	PIPER	LYC	RIB	CRACKED
4/18/2006	PA44180	O360A1H	7847507	WS 49.25

DURING COMPLETION OF INSPECTION REQUIRED SB 1161, A 3 IN LONG CRACK WAS OBSERVED IN THE RT WING RIB AT STN 49.25. THE CRACK WAS LOCATED IN THE RIB BEND RADIUS UNDER THE MLG SIDE BRACE MOUNT (PN 95643-09). A NEW RIB WAS INSTALLED. BEFORE RE-INSTALLATION SHARP CORNERS ON SIDE BRACE MOUNT WERE POLISHED TO REDUCE THE POSSIBILITY OF CHAFING WITH THE RIB IN THIS AREA.

CA060508012	PIPER	LYC	RIB	CRACKED
4/24/2006	PA44180	O360A1H	7847507	WS 49.25

DURING COMPLETION OF INSPECTION REQUIRED BY PIPER SB 1161, A 2.5 INCH LONG CRACK WAS OBSERVED IN THE RT WING RIB AND 3 INCH LONG IN THE LT WING RIB AT STN 49.25. THE CRACKS WERE LOCATED IN THE BEND RADIUS UNDER THE MLG SIDE BRACE MOUNT (PN 95643-09). NEW RIBS WERE INSTALLED. BEFORE RE-INSTALLATION SHARP CORNERS ON SIDE BRACE MOUNT WERE POLISHED TO REDUCE THE POSSIBILITY OF CHAFING THE RIBS IN THIS AREA.

CA060125005	PIPER	LYC	BENDIX	POINTS	WORN
1/19/2006	PA44180	O360E1A6		10382585	MAGNETO

(CAN) WHEN PERFORMING GROUND RUNUP,CHECKING MAGS ON RT ENG, ENG WOULD QUIT WHEN RUNNING ON LT MAG ONLY. TROUBLESHOOTING REVEAL THAT LT POINTS WERE WORN SO MUCH THAT THEY WERE NOT OPENNING. POINTS WERE REPLACED AND ENGINE RAN NORMAL AGAIN. THIS HAS BEEN RECURRING,

INTERMITTENT PROBLEM, WHERE YOU CANNOT COUNT ON HOW LONG THE POINTS WILL LAST. PLASTIC NYLON ARM THAT RIDES ON THE CAM, WEARS PREMATURELY UNTIL ITS WORN SO MUCH THAT THE POINTS NO LONGER OPEN AND THEN IT QUITS FIRING. SAME PROBLEM WITH THE DUAL MAGNETO. ALSO IT IS A DIFFICULT AREA TO GET AT TO SEE THE PONTS, USUALLY IT'S ON A 500 HOUR INSPECTION ITEM. (TC NR 20060125005)

CA060425007	PIPER	PWA	ENGINE	MALFUNCTIONED
4/2/2006	PA46350P	PT6*		

DURING CRUISE, ENGINE SPEED INCREASED UNCOMMANDED ACCOMPANIED BY A MANUAL OVERRIDE LIGHT INDICATION. THE ENGINE WAS SHUT DOWN IN FLIGHT. FOLLOWING TWO UNSUCCESSFUL ATTEMPTS, THE ENGINE WAS RE-STARTED IN FLIGHT AND THE AIRCRAFT CONTINUED TO DESTINATION. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060227006	PIPER	PWA	FUEL CONTROL	MALFUNCTIONED
1/30/2006	PA46500TP	PT6A42	41380102	ENGINE

THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION IN CRUISE AND WOULD NOT RESPOND TO THROTTLE LEVER INPUT. THE PILOT ACTIVATED THE FUEL CONTROL MANUAL OVER-RIDE AND ACCOMPLISHED AN UNSCHEDULED LANDING. GROUND INSPECTION COULD NOT DUPLICATE THE INCIDENT. THE FUEL CONTROL UNIT WAS SUBSEQUENTLY REPLACED.

CA060419002	PIPER	LYC	SPAR	CRACKED
4/17/2006	PA60601	IO540K1J5	PA60601	WING

CRACK WAS NOTICED DURING AN ANNUAL INSPECTION WITH THE AID OF FLASHLIGHT AND MIRROR. THE DEFECT AREA IS JUST AFT OF THE NR 2 ENGINE FIREWALL THROUGH AN INSPECTION PANEL LOCATED ON THE WING UPPER SURFACE. MORE INFORMATION TO FOLLOW CONFIRMING THE CRACK(S) WITH HFEC NDT INSPECTION. ALSO THE WING STATION NUMBER AND PART NUMBER WILL BE PROVIDED.

CA060129011	PROPJT	PWA	ENGINE	SHUTDOWN
1/11/2006	200A	PW306B		

(CAN) ON ROLL OUT FOLLOWING LANDING, THE PILOT REPORTED AN UNCOMMANDED ENGINE SHUT DOWN. THE ENGINE BLEED VALVES AND BLEED VALVE SOLENOID WERE SUBSEQUENTLY REPLACED. (TC NR 20060129011)

CA060531022	PROPJT	PWA	SEAL	DAMAGED
5/24/2006	200A	PW306B	30B296301	ACCESSORY GBOX

(CAN) DURING CRUISE, THE ENGINE LOW OIL PRESSSURE WARNING ACTIVATED. THE ENGINE WAS SHUTDOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INVESTIGATION REVEALED A DAMAGED AND LEAKING ACCESSORY GEARBOX LIP SEAL. (TC NR 20060531022)

CA060601003	PROPJT	PWA	PACKING	MISINSTALLED
5/27/2006	200A	PW306B		OIL CAP

(CAN) THE ENGINE LOW OIL PRESSURE WARNING ACTIVATED IN CRUISE AND THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED OIL LOSS ASSOCIATED WITH A MISINSTALLED OIL CAP O-RING PACKING. (TC NR 20060601003)

CA060516001	RAYTHN	GARRTT		INVERTER	FAILED
5/14/2006	HAWKER800XP	TFE7315BR	100160001	100160001	ELECT SYS

AIRCRAFT DEPARTED AND DURING CLIMB-OUT AN INDICATION OF XS1 BUS FAILURE. THE CREW COMPLETED THE COCKPIT ABNORMAL CHECK LIST FOR THE ITEM AND RETURNED TO DEPARTURE. MAINTENANCE WAS ADVISED AND MET THE AIRCRAFT UPON ITS RETURN. INVESTIGATION FOUND THE ODOR OF BURNT ELECTRICAL UPON OPENING OF THE AFT EQUIPMENT BAY DOOR. FURTHER INVESTIGATION REVEALED THE NR 1 STATIC INVERTER TO BE FAILED. AN HOUR HAD ELAPSED SINCE THE AIRCRAFT WAS SHUT DOWN AND THE INVERTER WAS STILL HOT TO THE TOUCH AND THE ODOR OF BURNT ELECTRICAL WAS MOST EVIDENT. THE INVERTER WAS REPLACED AND THE AC ELECTRICAL SYSTEM WAS FUNCTION TESTED SERVICEABLE. THE AIRCRAFT WAS RETURNED TO SERVICE.

AU510001450	REIMS	PWA	ODOR	DETECTED

4/6/2005	F406	PT6A112		CABIN

(AUS) ELECTRICAL BURNING ODOR IN CABIN. INVESTIGATION CONTINUING. (OTHER CAUSE: PENDING FINAL REPORT) (CASA 510001450)

AU510001441	REIMS	PWA	ANTENNA	FAILED
5/6/2005	F406	PT6A112		HF SYSTEM

(AUS) NR 2 HF ANTENNA BROKE AT EMPENNAGE ATTACHMENT POINT.

AU510001479	REIMS	PWA	INDICATOR	FAULTED
12/12/2005	F406	PT6A112		COCKPIT

(AUS) LH VERTICAL SPEED INDICATOR (VSI) NEEDLE FLUCTUATING. GROUND TEST COULD FIND NO FAULTS WITH THE SYSTEM. NO FURTHER REPORTS OF PROBLEMS. (OTHER CAUSE: UNKNOWN) (CASA# 510001479)

AU510001480	REIMS	PWA	MOTOR	FAILED
4/5/2005	F406	PT6A112	11341041	A/C PACK

(AUS) REAR AIR CONDITIONING SYSTEM ELECTRIC MOTOR FAILED. (CASA# 510001480)

AU510001669	REIMS	PWA	WHEEL	CRACKED
1/8/2005	F406	PT6A112	313721	MLG

(AUS) LT MLG WHEEL ASSEMBLY HAD 2 SECTIONS OF THE BEAD MISSING. TIRE DEFLATED DURING LANDING ROLL. (CASA NR 510001669)

AU510001986	REIMS	PWA	ENGINE	FAILED
10/10/2005	F406	PT6A112	3029300	RIGHT

(AUS) RT ENGINE FAILED DURING LANDING ROLL WHEN REVERSE THRUST WAS DE-SELECTED. THOROUGH INVESTIGATION COULD FIND NO CAUSE FOR THE DEFECT. SUSPECT THE FUEL FLOW MAY HAVE DROPPED TOO FAR WHILE REDUCING NEGATIVE THRUST TO A POINT THAT THE ENGINE FLAMED OUT. THE AIRCRAFT HAS RETURNED TO SERVICE WITH NO FURTHER ISSUES NOTED. (CASA NR 510001986)

AU510001897	REIMS	PWA	COOLING FAN	ODOR
12/12/2005	F406	PT6A112	3133759	AVIONICS

(AUS) ODOR IN COCKPIT. INVESTIGATION FOUND ODOR ONLY BECAME PRESENT WHEN THE AIR CONDITIONING SYSTEM WAS SELECTED OFF. FURTHER INVESTIGATION FOUND THE ODOR CAME FROM RECENTLY INSTALLED AVIONICS INSTRUMENT COOLING FANS. FANS WERE CHECKED SERVICEABLE. FANS HAD BEEN FITTED IAW EO F406-21-416 ISSUE1. (OTHER CAUSE: ENVIRONMENT) (CASA NR 510001897)

CA060530005	RKWELL	LYC	ROCKER COVER	SEPARATED
5/16/2006	700	TIO540R2AD	72242	LT ENGINE

DURING TAKEOFF, THE CREW NOTED THE LT ENGINE SURGING AND SMOKE FROM THE EXHAUST. THE AIRCRAFT COMPLETED THE TAKEOFF AND CAME BACK FOR LANDING WITHOUT ANY TROUBLE. CLOSER INVESTIGATION FOUND THE TAB THAT IS ATTACHED TO THE ROCKER COVER HAD COME OFF. THIS TAB HOLDS BOTH INTAKE AND EXHAUST ROCKER SHAFTS IN PLACE. THE EXHAUST ROCKER SHAFT WAS OUT OF PLACE AND THE INTAKE SHAFT HAD COME OUT AND BROKE THE BOSS OFF THE CYLINDER HEAD. THE ROCKER COVERS ARE MANUFACTURED BY MILLENIUM, THE ORIGINAL LYCOMING COVERS HAVE THE TAB BONDED ALONG THE ENTIRE MATING SURFACE. MILLENIUM COVERS HAVE ONLY TWO SMALL SPOT WELDS. ORDERED ALL NEW CYLINDER COVERS TO REPLACE THESE LIFTER COVERS.

CA051214002	RKWELL	LYC	CRANKSHAFT	BROKEN
12/7/2005	700	TIO540R2AD	13F17785	RT ENGINE

DURING LAST LEG OF THE DAY, 10 MINUTES FROM LANDING, A WOOSHING NOISE WAS HEARD FROM THE RT ENGINE, OIL PRESSURE, RPM, FUEL FLOW AND VACUUM INDICATIONS FOR THE RT ENGINE WENT TO ZERO. MANIFOLD PRESSURE WENT TO 39". THE ENGINE WAS SHUT DOWN AND PROP FEATHERED. THE FLIGHT FINISHED ITS FINAL AND LANDED UNEVENTFUL. ON THE GROUND, THE PROP COULD BE MOVED WITHOUT

RESISTANCE, SPARK PLUGS REMOVED AND A VISUAL OF THE PISTONS NOT MOVING WITH THE PROP TURNING. ENGINE WAS REMOVED AND SENT TO OVERHAUL AT AVIATION TECH CONSULTING FOR FURTHER TEAR DOWN.

AU510001576	ROBSIN	LYC	ROBSIN	ARM	WORN
12/12/2005	R22	O320B2C		A2041	SWASHPLATE

MAIN ROTOR UPPER SCISSOR ARM WORN IN AREA OF SWASHPLATE BEARING ATTACHMENT. BOLT ALSO WORN.

AU510001906	ROBSIN	LYC		BLADE	DISTORTED
10/9/2005	R22ALPHA	O320B2C		A0164	MAIN ROTOR

(AUS) MAIN ROTOR BLADE BENT. BEND LOCATED IN AREA APPROXIMATELY 200MM (7.8IN) OB OF THE BLADE DOUBLER AND RUNNING ALONG THE CHORDWISE AXIS. A STRINGLINE WAS RUN DOWN THE LEADING EDGE OF THE BLADE AND THE DEVIATION FROM THIS AT THE BEND WAS 19MM TO 20MM (0.74IN TO 0.78 IN) DOWNWARD. FOUND DURING BLADE REMOVAL AND REPLACEMENT. (CASA NR 510001906)

AU510002172	ROBSIN	LYC		FILTER	MISMANUFACTURED
11/11/2005	R22ALPHA	O320B2C		ES48108	ENGINE OIL

(AUS) ENGINE OIL FILTER ELEMENT INCORRECTLY BONDED. CARDBOARD FILTER SEAM WAS ONLY JUST HOLDING TOGETHER. (CASA NR 510002172)

CA060306014	ROBSIN	LYC		SWITCH	FAILED
10/28/2005	R22BETA	O320B2C		B2272	INTERCOM

(CAN) TRIM INTERMITTENT. REPLACED SWITCH. (TC NR 20060306014)

CA060224007	ROBSIN	LYC	POINTER	SWITCH	FAILED
2/16/2006	R22BETA	O320B2C			ELT

WHEN THE PILOT ACTIVATE THE ELT REMOTE SWITCH IN THE CABIN, THE ELT FAIL TO ACTIVATE. REPLACED ELT.

AU510001459	ROBSIN	LYC		DRIVE BELT	DISTORTED
7/6/2005	R22BETA	O320B2C		A1902	ENG TO XMSN

(AUS) ENGINE TO TRANSMISSION DRIVE SYSTEM `V` BELTS STRETCHED.(OTHER CAUSE: MATERIAL) (CASA 510001459)

AU510002095	ROBSIN	LYC	ROBSIN	SEAL	DISLODGED
8/11/2005	R22BETA	O360J2A		A9661	CLUTCH ASSY

ENGINE/TRANSMISSION CLUTCH ASSEMBLY FORWARD AND AFT SEALS DISLODGED IN HOUSING. NO OIL LOSS WAS NOTICED. SUSPECT SEALS ARE BEING HYDRAULICALLY PRESSED OUT DUE TO THE EXCESS OIL IN THE CLUTCH BEING UNABLE TO BLEED BACK TO THE RESERVOIR.

AU510001696	ROBSIN	LYC		SHAFT	BROKEN
7/7/2005	R22BETA	O360J2A		1052945	MAGNETO

MAGNETO SHAFT SHEARED BETWEEN BEARING P/N 10-81806 AND BEARING SLEEVE PNO 10-357078. FRACTURE LINES EVIDENT AT BREAK POINT.

AU510002031	ROBSIN	LYC		TAIL BOOM	DISTORTED
12/12/2005	R22BETA	O360J2A		A02323	

TAILBOOM DISTORTED IN FIRST BAY. FOUND DURING INSPECTION FOLLOWING HARD LANDING.

AU510001697	ROBSIN	LYC		MUFFLER	CRACKED
12/12/2005	R44	IO540AE1A5		C16932	ENGINE

MUFFLER CRACKED AND DISTORTED IN AREA OF TAILPIPE ATTACHMENT WELD.

AU510001442	ROBSIN	LYC		MUFFLER	UNSERVICEABLE

6/6/2005	R44	IO540AE1A5	C16932	EXHAUST

(AUS) MUFFLER ASSEMBLY DEFORMED AROUND EXHAUST PIPE.(OTHER CAUSE: MATERIAL - POSS CHANGE IN MATL. THICKNESS) (CASA# 510001442)

CA051208012	ROBSIN	LYC	BOLT	CRACKED
12/5/2005	R44	O540F1B5	A6502	MAIN ROTOR

BOLT WAS SENT FOR NDT AS PART OF THE 2200HR AIRCRAFT OVERHAUL. THE CRACK WAS FOUND ON THE MOUNTING TANGS THAT ARE PART OF THE BOLT HEAD. THIS CRACK COULD NOT BE SEEN BY A NORMAL VISUAL INSPECTION. THIS IS NOT THE FIRST TIME THIS BOLT HAS BEEN FOUND CRACKED DURING THE 2200 HR OVERHAUL.

AU510001698	ROBSIN	LYC	MUFFLER	CRACKED
11/7/2005	R44	O540F1B5	C1693	LEFT

MUFFLER CRACKED ON LT SIDE. LT COLLECTOR ALSO CRACKED.

AU510002030	ROBSIN	LYC	MUFFLER	FAILED
12/12/2005	R44	O540F1B5	C1693	ENGINE

MUFFLER ASSEMBLY COLLAPSED AROUND TAILPIPE IN AREA LOCATED UNDER THE HEATER SHROUD.

CA060301003	ROBSIN	LYC	ELT	WEAK
3/1/2006	R44	O540F1B5	PS400010	CABIN

DURING ANNUAL RECERTIFICATION, FOUND G SWITCH WEAK. ELT SENT BACK TO OVERHAUL FACILITY.

CA060301004	ROBSIN	LYC	ELT	WEAK
3/1/2006	R44	O540F1B5	PS400010	CABIN

DURING ANNUAL RECERTIFICATION, FOUND G SWITCH WEAK. ELT SENT BACK TO OVERHAUL FACILITY.

CA060228021	ROBSIN	LYC	ELT	MALFUNCTIONED
2/10/2006	R44	O540F1B5	PS400010	CABIN

DURING AN ANNUAL ELT RECERTIFICATION A FUNCTION CHECK OF THE G SWITCH WAS CARRIED OUT. IT WAS NOTED TO SET OFF PRIOR TO ITS REQUIRED SETTING (FAULTY G SWITCH). ELT HAS BEEN SENT BACK TO POINTER FOR REPAIR.

CA060306001	ROBSIN	LYC	MOTOR	FAILED
10/1/2005	R44	O540F1B5	C0559	LATERAL TRIM

(CAN) TRIM MOTOR NOT OPERATING. REPLACED TRIM. (TC NR 20060306001)

CA060306002	ROBSIN	LYC	CONTROL BOX	FAILED
10/15/2005	R44	O540F1B5	D1402	TRIM

(CAN) LONGITUDINAL TRIM NOT WORKING. REPLACED TRIM BOX. (TC NR 20060306002)

CA060306003	ROBSIN	LYC	SHROUD	WORN
11/21/2005	R44	O540F1B5	C1692	EXHAUST PIPE

(CAN) WORN AT END OVER ENGINE EXHAUST PIPE DUE TO LOOSENESS. REPLACED PART. (TC NR 20060306003)

CA060306004	ROBSIN	LYC	TRIM SWITCH	FAILED
2/28/2006	R44	O540F1B5	T40032	

(CAN) TRIM SWITCH INTERMITTENT. REPLACED SWITCH. (TC NR 20060306004)

CA051124004	ROBSIN	LYC	ANCHOR	CRACKED
11/24/2005	R44	O540F1B5	C3485	SEAT BELT

DURING AIRCRAFT, OVERHAUL THE PILOT/COPILOT SEAT BELT ATTACH POINTS WERE FOUND CRACKED.

CA060112011	ROBSIN	LYC		PUMP	CONTAMINATED
1/5/2006	R44	O540F1B5		D5001	HYD SYS

DURING GROUND CHECK, THE PILOT NOTED PROBLEMS WITH FLIGHT CONTROL CHECK WITH HYDRAULICS. MAINTENANCE FOUND FERROUS DEBRIS IN THE FILTER. THE HYDRAULIC PUMP WAS REPLACED, AND SYSTEM FLUSHED. NO FURTHER DEFECTS FOUND. PUMP WAS SENT BACK TO MFG.

CA060306009	ROBSIN	LYC		HORN	FAILED
11/11/2004	R44	O540F1B5		B3201	

(CAN) HORN NOT PRODUCING HORN SOUND. HORN REPLACED. (TC NR 20060306009)

CA060523004	ROBSIN	LYC		BUCKLE	CRACKED
5/12/2006	R44	O540F1B5		C6284	STRAP

(CAN) METAL STRAP BETWEEN MOUNTING POINT AND BUCKLE IS CRACKED IN TWO. TIME ON THIS PART IS UNKNOWN. TAFT 5902 MFG HAS DEVELOPED A NEW SEAT BELT BUCKLE THAT REPLACES THE STAINLESS STEEL STRAP WITH A FABRIC STRAP. (TC NR 20060523004)

CA051206007	ROBSIN	LYC		ACTUATOR	WRONG PART
11/29/2005	R44	O540F1B5	BC3151002	3151031	STARTER

STARTER WAS REMOVED SLOW TO CRANK. OVERHAUL SHOP FOUND MOTOR BEARINGS FAILED/SEIZED. LINEAR ACTUATOR REMOVED WAS AN AFTER-MARKET AUTOMOTIVE PART, MADE BY UNIPOINT OF TAIWAN. THIS ACTUATOR (SOLENOID) DIFFERS FROM THE OEM PART: (1) ALIGNMENT OF MOUNTING HOLES TO ELECTRICAL TERMINALS IS ROTATED 90º; AND (2) THE TWO MAIN CONTACTOR TERMINALS ARE REVERSED. THIS COULD CAUSE CONFUSION WHEN CONNECTING POWER LEADS.

CA060608007	ROBSIN	LYC		STRUCTURE	MISMANUFACTURED
5/27/2006	R44	O540F1B5			TAILBOOM

DURING SCHEDULED MANDATORY REPLACEMENT OF THE HORIZONTAL STABILIZER IT WAS DETERMINED THAT THE NEW PART SUPPLIED BY THE MANUFACTURE WAS INCORECTLY MANUFACTURED. THE MOUNTING HOLES FOR THE ATTACHMENT OF THE VERTICAL STABILIZERS WERE FOUND TO BE INCORRECTLY LOCATED AND THE ASSOCIATED ANCHOR NUTS WERE MISALIGNED FROM THE HOLES. PART WAS RETURNED TO THE MANUFACTURE TO DETERMINE THE CAUSE OF THE DEFECT.

CA060307010	ROBSIN	LYC	BENDIX	DISTRIBUTOR BLK	WORN
3/6/2006	R44	O540F1B5		10357426	MAGNETO

(CAN) DURING A 500 HR INSPECTION FOUND DISTRIBUTOR BLOCK BUSHING WORN. THIS CAUSED THE GEAR TO WOBBLE. WHEN THE GEAR WOBBLED THE ELECTRODE MADE CONTACT WITH THE BLOCK TERMINALS. THIS CAUSED THE GEAR TO STRIP AND ELECTRODE TO BREAK. BUSHING POSSIBLY DID NOT HAVE ENOUGH LUBRICATION. (TC NR20060307010)

CA060310002	ROBSIN	LYC		STARTER	WEAK
2/27/2006	R44	O540F1B5		BC3151002	ENGINE

(CAN) STARTER WOULD NOT TURN OVER ENGINE. TROUBLESHOOTING REVEALED A STARTER PROBLEM. STARTER WAS REPLACED, AND NO FURTHER DEFECTS WERE NOTED. (TC NR 20060310002)

CA060606001	ROBSIN			WARNING HORN	INTERMITTENT
6/5/2006	R44RAVENII			B3203	COCKPIT

(CAN) WARNING HORN WOULD NOT BE TRIGGERED BY THE COLLECTIVE MICRO SWITCHES. THE UNIT WOULD ONLY CLICK WHEN ACTIVATED AND TAPPING DIRECTLY ON THE UNIT WOULD THEN TRIGGER THE HORN. WIRING WAS CORRECT, AND NOT PART OF THE SNAG. (TC NR 20060606001)

CA060523006	ROBSIN			WIRE	LOOSE

5/22/2006	R44RAVENII			C05914	

(CAN) WHILE INSTALLING OPERATIONAL GEAR INTO A NEW AIRCRAFT, THE MAIN LEAD TO THE BUS BAR ON THE CIRCUIT BREAKER PANEL WAS FOUND LOOSE. THE HARDWARE DID HAVE A LOCK WASHER. THIS SAME PROBLEM WAS FOUND ON OTHER AIRCRAFT. (TC NR 20060523006)

CA060523007	ROBSIN			WIRE	LOOSE
5/22/2006	R44RAVENII			C05914	

(CAN) WHILE INSTALLING OPERATIONAL GEAR INTO A NEW AIRCRAFT, THE MAIN LEAD TO THE BUS BAR ON THE CIRCUIT BREAKER PANEL WAS FOUND LOOSE. THE HARDWARE DID HAVE A LOCK WASHER. THIS SAME PROBLEM WAS FOUND ON OTHER AIRCRAFT. (TC NR 20060523007)

CA060523008	ROBSIN			WIRE	LOOSE
5/22/2006	R44RAVENII			C05914	

(CAN) WHILE INSTALLING OPERATIONAL GEAR INTO A NEW AIRCRAFT, THE MAIN LEAD TO THE BUS BAR ON THE CIRCUIT BREAKER PANEL WAS FOUND LOOSE. THE HARDWARE DID HAVE A LOCK WASHER. THIS SAME PROBLEM WAS FOUND ON OTHER AIRCRAFT. (TC NR 20060523008)

CA060523009	ROBSIN			WIRE	LOOSE
5/22/2006	R44RAVENII			C05914	

(CAN) WHILE INSTALLING OPERATIONAL GEAR INTO A NEW AIRCRAFT, THE MAIN LEAD TO THE BUS BAR ON THE CIRCUIT BREAKER PANEL WAS FOUND LOOSE. THE HARDWARE DID HAVE A LOCK WASHER. THIS SAME PROBLEM WAS FOUND ON OTHER AIRCRAFT. (TC NR 20060523009)

CA051216001	ROBSIN	LYC		SERVO	LEAKING
12/12/2005	R44RAVENII	IO540*		D2121	

HYDRAULIC LEAKS ON VARIOUS COMPONENTS IN THE SYSTEM. 3 SERVOS WERE REPLACED DUE TO LEAKING AROUND PILOT VALVES. HYDRAULIC PUMP D500-1 (TSN 805.3) WAS ALSO REPLACED BECAUSE OF LEAKING. DUE TO THE HYDRAULIC LEAKS ON THE FORWARD SERVOS, THE RUBBER TRANSMISSION WERE REPLACED.

CA051220009	ROBSIN	LYC	CONT	HOUSING	CRACKED
12/20/2005	R44RAVENII	IO540*		10400075	MAGNETO

MAGNETO WAS REMOVED FROM THE AIRCRAFT FOR ROUTINE INSPECTION. MOUNTING LUG FOUND CRACKED DURING 500HR MAGNETO INSPECTION. POSSIBLE BAD CASTING, OR OVERTORQUE ON HOLD DOWN NUT DURING INSTALLATION OF MAGNETO AT THE FACTORY.

CA051212003	ROBSIN	LYC		ELT	MALFUNCTIONED
12/11/2005	R44RAVENII	IO540*		PS400010	CABIN

AIRCRAFT WAS IN A TURN WHEN THE ELT WENT OFF. THE PILOT STATED THE TURN WAS NOT OUTSIDE OF A NORMAL MANOUVER. ELT WAS RESET BY REMOTE SWITCH IN THE COCKPIT.

CA051212005	ROBSIN	LYC		BEARING	SPUN
12/12/2005	R44RAVENII	IO540*		C04111	TAIL ROTOR

DURING INSPECTION, THE TAIL ROTOR DRIVESHAFT DAMPER BEARING WAS NOTED TO HAVE MOVED ON THE TAIL ROTOR DRIVE SHAFT. THE WITNESS MARKS WERE MOVED ABOUT .250". THE BEARING FEELS FINE, AND THERE DOES NOT APPEAR TO BE ANY OTHER PROBLEMS. ROBINSON HELICOPTERS DOES NOT ALLOW ANY MOVEMENT BETWEEN THE BEARING AND THE DRIVE SHAFT. THE ASSEMBLY IS BEING REMOVED AND RETURNED TO THE FACTORY.

CA051207002	ROBSIN	LYC	ROBSIN	HOUSING	WORN
12/4/2005	R44RAVENII	IO540*	C0065	C2641	TRANSMISSION

PITOT LINE WAS FOUND WEARING INTO TRANSMISSION HOUSING. THE WEAR IS ON THE CURVE OF THE HOUSING. THE COMPANY HAS STARTED AN INSPECTION OF THIS AREA FOR ALL R44II IN THE FLEET.

CA060518001	ROBSIN	LYC	LYC	RING GEAR	DAMAGED
5/12/2006	R44RAVENII	IO540*	31M22972	72566	ENGINE

THE PILOT REPORTED DIFFICULTY STARTING THE AIRCRAFT. UPON INSPECTION TEETH WERE NOTED TO BE MISSING OFF THE STARTER RING GEAR. THE ASSEMBLY WAS REPLACED. THE STARTER DID NOT HAVE ANY DEFECTS ON THE DRIVE GEAR, AND WAS NOT REPLACED. ROBINSON KNOWS THERE IS A PROBLEM WITH THE STARTER RING GEARS. THEY HAVE CHANGED THE BRANDS OF STARTERS INSTALLED AT THE FACTORY FROM B&C TO SKYTEC. THIS AIRCRAFT HAS THE B&C STARTER INSTALLED.

CA060217003	ROBSIN	LYC		ELT	ACTIVATED
2/13/2006	R44RAVENII	IO540*		PS400010	CABIN

ELT ACTIVATED IN FLIGHT. ELT REPLACED WITH SERVICEABLE UNIT.

CA060112010	ROBSIN	LYC		RING GEAR	DAMAGED
1/8/2006	R44RAVENII	IO540AE1A5		72566	STARTER

STARTER RING GEAR REPLACED AFTER 201.1 HOURS. MISSING TEETH. AIRCRAFT TOTAL TIME 441.3.

CA060303001	ROBSIN	LYC		PUMP	FAILED
3/1/2006	R44RAVENII	IO540AE1A5		B8187B	FUEL SYS

DURING START UP THE AUX FUEL PUMP C/B POPPED. FUEL PUMP WAS REPLACED AND NO FURTHER DEFECTS WERE NOTED. HAVE AUDITED THE FUEL PUMP ISSUE. HAVE HAD SEVERAL PUMPS IN THE LAST YEAR FAIL.

CA060118003	ROBSIN	LYC	CONT	CLAMP	FAILED
1/17/2006	R44RAVENII	IO540AE1A5	BL6006163	1050765	MAGNETO COIL

ENGINE MAGNETO COIL CLAMP FAILED.

CA051128011	ROBSIN	LYC		GEARBOX	WORN
11/28/2005	R44RAVENII	IO540AE1A5		C2641	MAIN ROTOR

AIRCRAFT WAS DOWN FOR OTHER MAINTENANCE. WHEN THE FUEL TANK WAS REMOVED THE C729-14 PITOT LINE WAS FOUND WEARING INTO TRANSMISSION HOUSING. THE WEAR IS ON THE CURVE, AND IS APPROX. 0.045" TO 0.050" DEEP. THIS AREA HAD NOT BEEN ACCESSED SINCE THE AIRCRAFT WAS NEW. CONTACTING ROBINSON HELICOPTERS TO FIND OUT WHAT TYPE OF DAMAGE LIMITS ARE ALLOWED, AND WHAT FURTHER ACTION WILL BE REQUIRED.

CA060123002	ROBSIN	LYC		SERVO	LEAKING
1/18/2006	R44RAVENII	IO540AE1A5		D2121	FLT CONTROLS

(CAN) SERVO REMOVED FROM SERVICE BECAUSE OF A HYDRAULIC FLUID LEAK. SERVO WAS INSTALLED AT THE FACTORY. (TC NR 20060123002)

CA060228022	ROBSIN	LYC		PUMP	SEIZED
4/22/2005	R44RAVENII	IO540AE1A5		B8187B	FUEL SYSTEM

DURING AN ATTEMPTED START, THE AUX FUEL PUMP LIGHT ILLUMINATED. SYSTEM WOULD NOT FUNCTION. FURTHER INVESTIGATION FOUND PUMP SEIZED. PUMP REPLACED AND NO FURTHER DEFECTS WERE NOTED.

CA060228019	ROBSIN	LYC		PUMP	FAILED
2/20/2006	R44RAVENII	IO540AE1A5		B8187B	FUEL

DURING START UP PILOT COULD NOT PRIME THE AIRCRAFT. FURTHER INVESTIGATION FOUND PUMP FAILED. PUMP REPLACED AND NO FURTHER DEFECTS NOTED.

CA060228020	ROBSIN	LYC		PUMP	FAILED
10/28/2005	R44RAVENII	IO540AE1A5		B8187B	FUEL SYSTEM

DURING START UP PILOT COULD NOT PRIME AIRCRAFT. FURTHER INVESTIGATION FOUND PUMP HAD FAILED. PUMP REPLACED AND NO FURTHER DEFECTS WERE NOTED.

CA060109001	ROBSIN	LYC		SERVO	LEAKING
1/3/2006	R44RAVENII	IO540AE1A5		D2121	HYDRAULIC

DURING DAILY INSPECTION, NOTICEABLE AMOUNT OF HYDRAULIC FLUID LEAKING FROM SERVO. GROUND RUN DETERMINED PILOT VALVE SOURCE OF LEAK. AFT SERVO REMOVED AND RETURNED TO ROBINSON HELICOPTERS FOR WARRANTY REPAIRS.

CA060424004	ROBSIN	LYC	ROBSIN	CLAMP	FAILED
3/31/2006	R44RAVENII	IO540AE1A5			EXHAUST SHIELD

DURING PREFLIGHT INSPECTION, TAIL PIPE EXHAUST HEAT SHIELD P/N D317-1 WAS FOUND BENT AFT. FURTHER INVESTIGATION DETERMINED THAT THE FWD CLAMP FOR THE SHIELD HAD FAILED AND CAME OFF IN FLIGHT ALLOWING THE AIRFLOW TO CATCH THE SHIELD AND BENT IT AFT. ROBINSON HELICOPTER HAS UPGRADED THE TWO CLAMPS WHICH SECURE THE SHIELD TO A LARGE CLAMP SIZE. HEAT SHIELD AND CLAMPS REPLACED.

CA060112002	ROBSIN	LYC		SERVO	LEAKING
1/11/2006	R44RAVENII	IO540AE1A5		D2121	ROTOR FLT CONTRO

HYDRAULIC LEAK FROM SERVO. SERVO REMOVED FOR REPAIR AND REPLACED WITH SERVICEABLE UNIT.

CA060302009	ROBSIN	LYC	ROBSIN	SEAL	LEAKING
2/20/2006	R44RAVENII	IO540AE1A5			HYDRAULIC PUMP

INPUT SEALS FOUND TO BE LEAKING DURING INSPECTION. PUMP WAS REPLACED WITH SERVICEABLE UNIT.

CA060302010	ROBSIN	LYC		SEAL	LEAKING
2/20/2006	R44RAVENII	IO540AE1A5			SERVO

LOWER PISTON SEAL WAS FOUND LEAKING. SERVO WAS REPLACED WITH A SERVICEABLE UNIT.

CA060302011	ROBSIN	LYC	ROBSIN	SEAL	LEAKING
2/20/2006	R44RAVENII	IO540AE1A5		VARIOUS	SERVO

UPPER PISTON SEAL LEAKING. NEW SEAL AND O-RING INSTALLED. NO FURTHER DEFECTS FOUND.

CA060425001	ROBSIN	LYC		RELAY	STUCK
4/23/2006	R44RAVENII	IO540AE1A5		VF741H11	FUEL PUMP

AFTER PRIMING THE ENGINE, IT WAS NOTED THAT THE AUX FUEL PUMP WOULD NOT SHUT OFF. THE TROUBLE WAS TRACED TO THE CONTROL RELAY. THE INTERNAL POINTS IN THE RELAY HAD STUCK TOGETHER AND WERE KEEPING THE CIRCUIT CLOSED. THE RELAY WAS REPLACED, AND NO FURTHER DEFECTS WERE FOUND.

CA060112004	ROBSIN	LYC		PUSH-PULL ROD	WORN
1/11/2006	R44RAVENII	IO540AE1A5		C12131	MAST

WHILE REMOVING A HYDRAULIC SERVO, IT WAS NOTED THAT THE PUSH PULL TUBE FROM THE SERVO TO THE SWASHPLATE WAS WEARING WHERE IT PASSED THROUGH THE MIDDLE RIB OF THE MAST FAIRING. THE CHAFING WAS MINOR, AND HAD ONLY GONE THOUGH THE TOP LAYER OF PAINT, AND STARTED ON THE PRIMER. THE ENGINEERS SUSPECT THAT THE LOWER RIBS OF THE MAST WERE NOT CENTERED PROPERLY DURING MANUFACTUER, AND WERE ALTERING THE POSITION OF THE MIDDLE RIB.

CA060104003	ROBSIN	LYC		CONTROLLER	FAILED
10/1/2005	R44RAVENII	IO540AE1A5		D2782	GOVERNOR

GOVERNOR FAILED TO CONTROL ENGINE RPM. WHEN THROTTLE INCREASED TO 100% ROTOR SPEED. GOVERNOR CONTROL ASSEMBLY REPLACED WITH NEW. AIRCRAFT GROUND RUN AND TEST FLIGHT SATISFACTORY.

CA060228018	ROBSIN	LYC		PUMP	SEIZED
2/6/2006	R44RAVENII	IO540AE1A5		B8187B	FUEL SYSTEM

PILOT WAS ATTEMPTING TO START THE AIRCRAFT AND THE AUX PUMP LIGHT ILLUMINATED AND THE CB

POPPED. IT WAS RESET AND AGAIN THE CB POPPED. THE PUMP WAS REPLACED AND NO FURTHER DEFECT WAS NOTED.

CA060510014	ROBSIN	LYC	RELAY	STUCK
5/3/2006	R44RAVENII	IO540AE1A5	B2804	GOVERNOR

THE GOVERNOR (OFF) WARNING LIGHT WAS STAYING ON, REGARDLESS OF THE STATUS OF THE GOVERNOR. BY ALL CHECKS THE GOVERNOR WAS WORKING WHEN TURNED ON, AND TURNING OFF WHEN THE SWITCH WAS TURNED OFF, HOWEVER THE (GOVERNOR OFF) LIGHT STAYED ON AT ALL TIMES. THE CONTROL RELAY FOR THE LIGHT WAS FOUND TO BE STICKING, KEEPING THE LIGHT ON. RELAY WAS REPLACED, AND NO FURTHER DEFECTS WERE FOUND.

CA060518002	ROBSIN	LYC	GEAR	DAMAGED
5/2/2006	R44RAVENII	IO540AE1A5	72566	STARTER

PILOT REPORTED DIFFICULTY STARTING THE AIRCRAFT. TEETH WERE FOUND TO BE MISSING FROM THE STATER RING GEAR. THE STARTER RING GEAR ASSEMBLY WAS REPLACED. AIRCRAFT TAFT 1187.3.

CA060606002	ROBSIN	LYC	WARNING HORN	FAILED
5/12/2006	R44RAVENII	IO540AE1A5	B3203	

(CAN) LOW ROTOR RPM WARNING HORN NOT SOUNDING. REPLACED WITH A SERVICEABLE UNIT, NO FURTHER FAULTS FOUND. (TC NR 20060606002)

CA060606005	ROBSIN	LYC	GAUGE	STICKING
5/12/2006	R44RAVENII	IO540AE1A5	624600718	CYLINDER HEAD

(CAN) CHT WAS REPORTED TO BE STICKING. THE GAUGE WAS FOUND TO BE NOT INSTALLED PROPERLY, CAUSING THE NEEDLE TO RUB ON THE FACE. THE GAUGE WAS REINSTALLED, AND NO FURTHER FAULTS WERE FOUND. (TC NR 20060606005)

CA060328008	ROBSIN	LYC	PUMP	FAILED
3/27/2006	R44RAVENII	IO540AE1A5	D7431	FUEL SYS

AS PILOT WAS READY FOR TAKEOFF, THE AUX PUMP LIGHT ILLUMINATED AND THE BREAKER POPPED. PILOT LANDED AND NOTIFIED MAINTENANCE. REPLACED THE PUMP ASSY. THE PUMP ASSY ALSO HAS A WELDON PUMP P/N B8187-B S/N 105188.

CA060331001	ROBSIN	LYC	ROBSIN	BEARING	SPUN
3/30/2006	R44RAVENII	IO540AE1A5		C0411	T/ROTOR DRIVE

DURING INSPECTION IT WAS NOTED THAT THE T/R D/S ASSY BEARING HAD SPUN. THE INNER RACE ROTATED ON SHAFT ROTATED 1/4 TURN AND WITNESSED BY TORQUE SEAL. DRIVESHAFT REPLACED.

CA060331003	ROBSIN	LYC	POINTER	G SWITCH	WEAK
3/31/2006	R44RAVENII	IO540AE1A5	PS400010		ELT

ELT WAS BEING RECERTIFIED AND TESTED IN-HOUSE. THE G SWITCH WAS FOUND WEAK. ELT WAS RETURNED TO POINTER FOR FURTHER REPAIR.

CA060307011	ROBSIN	LYC	BENDIX	DISTRIBUTOR GEAR	STRIPPED
3/6/2006	R44RAVENII	IO540AE1A5		10357586	MAGNETO

(CAN) REMOVED DUE TO ROUGH RUNNING ENGINE. ONCE THE MAGNETO WAS INSPECTED FOUND DISTRIBUTOR GEAR TEETH WERE STIPPED. DUE TO POSSIBLE BACKFIRE ON ENGINE. (TC NR 20060307011)

CA051207001	ROBSIN	LYC	ROBSIN	HOUSING	CHAFED
12/1/2005	R44RAVENII	IO540AE1A5			TRANSMISSION

PITOT LINE WAS FOUND WEARING INTO TRANSMISSION HOUSING. THE WEAR IS ON THE CURVE OF THE HOUSING. THE COMPANY HAS STARTED AN INSPECTION OF THIS AREA FOR ALL R44II IN THE FLEET.

CA060403026	ROBSIN	LYC	B-NUT	LEAKING

4/3/2006	R44RAVENII	IO540AE1A5	D4523	HYD SYSTEM

HYDRAULIC FLUID LEAKING FROM FITTING. BACKUP NUT ON FITTING FOUND UNDER TORQUED. FACTORY TORQUE SEAL AND PAL NUT WERE FOUND UNDISTURBED. BACKUP NUT RETORQUED AND NO FURTHER DEFECTS FOUND.

CA051205009	ROBSIN	LYC	SERVO	LEAKING
12/1/2005	R44RAVENII	IO540AE1A5	D2121	PILOT VALVE

TWO SERVOS REMOVED. BOTH INSTALLED NEW AT THE FACTORY WITH THE SAME TIME ON THEM. BOTH SERVOS LEAKING HYDRAULIC FLUID FROM THE PILOT VALVE.

CA051205010	ROBSIN	LYC	SERVO	CONTAMINATED
12/1/2005	R44RAVENII	IO540AE1A5	D2121	

HYD SERVO WAS REMOVED FOR HYD LEAK. WHEN THE UPPER ROD-END WAS REMOVED, WATER WAS FOUND IN THE SHAFT OF THE SERVO. NO SIGNS OF CORROSION WERE NOTED. SERVOS IN THE R44 ARE MOUNTED VERTICALLY, AND UNLIKE OTHER HELICOPTERS WITH VERTICAL SERVOS, THE UPPER ROD ENDS DO NOT GET SEALED WITH PRO-SEAL. THE END OF THE SHAFT HAS TWO TANGS FOR A LOCK ASSEMBLY. WHEN FULLY ASSEMBLED IT IS POSSIBLE THAT WATER COULD ENTER AT THAT POINT. THE PICTURES ATTACHED ARE NOT OF THE SERVO IN QUESTION.

CA060116004	SAAB		SEAT TRACK	CORRODED
1/12/2006	340B		B530042	BS 297-375

DURING THE 4K2Y BRIDGE CHECK VISIT, THE AISLE LT SIDE SEAT TRACK BL 18.3 WAS FOUND TO HAVE AREAS OF CORROSION FORWARD OF FRAME STA 375 BEYOND ALLOWABLE LIMITS IAW SRM. THE AISLE LT SIDE SEAT TRACK BL 18.3 WILL BE REPLACED WITH A NEW SEAT TRACK SECTION P/N B53004-2 AT FRAME STA 297-375 AND REPAIR BEAM P/N B53004-3 IAW THE COMPANY APPROPIATE EO.

AU510002012	SAAB	GE	WARNING SYSTEM	FAULTY
12/12/2005	340B	CT79B		BLEED AIR SYS

RT ENGINE BLEED AIR LEAK LIGHT ILLUMINATED. INVESTIGATION CONTINUING.

AU510001560	SAAB	GE	DISPLAY	FAULTY
5/7/2005	340B	CT79B		MFDU

AVIONICS SMOKE WARNING AND HOT ODOR IN COCKPIT. AVIONICS MPU RERACKED. SMOKE DETECTOR REMOVED FOR CLEANING DURING MAINTENANCE. MULTIPLE PRINTED CIRCUIT BOARDS REMOVED AND DUST DISTURBED DURING TAWS INSTALLATION.

AU510001971	SAAB	GE	DETECTOR	FAULTY
7/10/2005	340B	CT79B	1734362450	OVERHEAT SYS

LT ENGINE TAILPIPE OVERHEAT DETECTOR FAULTY. SUSPECT CAUSED BY WATER INGRESS DUE TO HEAVY RAIN.

AU510001847	SAAB	GE	CONTROL CABLE	BROKEN
2/9/2005	SF340A	CT75A	C822249	POWER LEVER

RT ENGINE POWER LEVER CABLE BROKEN AT END FITTING WHERE IT ATTACHES TO THE HYDROMECHANICAL UNIT (HMU).

CA060306008	SCWZER	LYC	FUEL CONTROL	MALFUNCTIONED
1/12/2006	269D	HIO360D1A	252434710	ENGINE

(CAN) CANNOT UNJUST IDLE MIXTURE. REPLACED FUEL CONTROL. (TC NR 20060306008)

CA060322003	SKRSKY	GE	COMBUSTION CASE	CRACKED
3/14/2006	S61L	CT581401	6003T07G01	ENGINE

(CAN) THE PILOT NOTICED A GRADUALLY INCREASING ENGINE OIL PRESSURE, AND T5, ALONG WITH

DECREASING OIL PRESSURE. AFTER SHUTDOWN, THE ENGINE WAS INSPECTED, AND A CRACK FOUND IN THE LOWER COMBUSTION CASE HALF. THE ENGINE WAS REMOVED FOR CASE REPLACEMENT AND TEST CELL RUN TO DETERMINE IF ALL INDICATIONS WERE A RESULT OF AIR LOSS THROUGH THE CASE CRACK. (TC NR 20060322003)

CA060608011	SKRSKY	GE	SKRSKY	COVER	CRACKED
5/18/2006	S61L	CT581401		S613520060103	M/R GEARBOX

MAIN GEAR BOX WAS BEING REMOVED FOR INPUT FREEWHEEL REPLACEMENT. A CRACK WAS DETECTED ON THE RT FOOT OF REAR COVER, AS WELL AS A CRACK ON THE RT REAR AIRFRAME FITTING. THE ALIGNMENT FIXTURE WAS USED TO CHECK THE BOX BEAM, AND FOUND TO BE MISALIGNED. THE RT REAR AND LT FRONT FITTINGS WERE REPLACED TO CORRECT ALIGNMENT, AND GEAR BOX WAS REPAIRED AND REINSTALLED.

CA051118002	SKRSKY			CLEVIS	MISMANUFACTURED
1/17/2005	S61N		S611020003	S611221010082	M/R HEAD

THE LOCKING CHANNEL FOR THE KEY IS NOT COMPLETELY MACHINED WHICH RESULTS IN NOT BEING ABLE TO FULLY ADJUST THE PITCH ROD ASSY. SEE ATTACHED PHOTOGRAPHS NR 2 IS A CORRECTLY MACHINED CHANNEL AND NR 1 IS THE FAULTY PART IN QUESTION. THE PART WAS RETURNED TO THE OEM WITH A CORRECTIVE ACTION REPORT WITH A FOLLOW UP E-MAIL DATED THE 10TH NOVEMBER 2005. NO REPLY TO THE ROOT CAUSE TO DATE.

CA051121002	SKRSKY	GE		BEARING RACE	DAMAGED
6/16/2005	S61N	CT581401		SB2158102	FREEWHEEL

UPON VISUAL INSPECTION BEFORE INSTALLATION IT WAS NOTED THAT THE BEARING HAD MULTIPLE AXIAL SCORING MARKS ON THE INNER RACE SURFACE. THESE MARKS WERE DETECTABLE WITH A SCRIBE AND WERE BEYOND ALLOWABLE LIMITS AS PER THE OVERHAUL MANUAL. THE BEARING WAS RETURNED TO THE OEM WHO SUPPLIED A NEW BEARING BUT DID NOT REPLY WITH A CAUSE AND ANALYSIS TO THE PROBLEM. A FOLLOW UP E-MAIL REQUESTING THE RESULTS OF THEIR FINDINGS WAS SENT 10-NOV-05.

CA060517003	SKRSKY	GE	SKRSKY	DAMPER	LEAKING
5/5/2006	S61N	CT581402	S616561500	S616561500	YAW CONT SYS

PILOT FELT A YAW ON APPROACH, AND AFTER CONFIRMING A YAW HARDOVER, SWITCHED OFF AUX HYDRAULICS, AND CONTINUED TO LAND. ON INSPECTION IT WAS FOUND THAT THE PEDAL DAMPER WAS LEAKING EXCESSIVELY DUE TO A BROKEN BOLT AND CAP.

CA060621001	SKRSKY	PWA		ENGINE	FAILED
6/15/2006	S64E	JFTD12A4A			

A/C INVOLVED IN HELI-LOGGING OPS WITH A/C IN HOVER MADE A MODERATE PWR REDUCTION TO REPOSITION GRAPPLE ON A LOG. AS PWR WAS REDUCED A "WHOOSH" SOUND WAS HEARD AND N1 WARNING HORN ACTIVATED FOR NR 2 ENG. FLT CREW IDENTIFIED AND CONFIRMED THAT NR 2 ENG ENCOUNTERING A ROLL-BACK AND PROCEEDED TO SHUT ENG DOWN TO COUNTER RISING ENG T5 TEMP. WITH ENG SECURED AND NR T5 TEMP LIMITS EXCEEDED FLT CREW ELECTED TO RESTART NR 2 ENG SINCE A/C HAD 15 KILOMETER FERRY FLT BACK TO ITS SERV LANDING. ENG WAS SUCCESSFULLY RESTARTED AND A/C RETURNED TO SERV LANDING W/O FURTHER INCIDENT. A COMPLETE INSPECTION OF ENG AND RELATED LINKAGES REVEALED NOTHING ABNORM. ENG FUEL FILTER WAS INSPECTED FOR CONTAM WITH NO FAULT FOUND. AS STANDARD PROCEDURE FOLLOWING AN ENG ROLL-BACK, ENG (FCU) AND ENG FUEL PRESSURIZING AND DUMP VLV (P&D VALVE) WERE REMOVED AND RETURNED TO ERICKSON AIR-CRANE INC. FOR INTERNAL INSPECTION AND TESTING. A REPLACEMENT FCU AND P&D VALVE INSTALLED AND AFTER A GROUND RUN AND CHECK OF ENG A/C RETURNED TO SERV.

2006FA0000556	SKRSKY			A/C PACK	BURNED
5/12/2006	S76A			S76A12	AC SYSTEM

AFTER THE DAYS FLIGHT, THE PILOT REPORTED THAT THE AIR CONDITIONING SYSTEM WAS INOPERATIVE. MAINTENANCE WENT TO CHECK THE FREON CHANGE, WHEN THEY OPENED THE BAGGAGE AREA A FAINT SMELL OF BURNT WIRING WAS DETECTED. UPON INSPECTION IT WAS FOUND THAT WIRE A1K925A1130AMP WAS BURNT THRU. THE CURRENT LIMITER AND ITS MOUNT WERE HEAT DAMAGED. THE RELAY K9 FOR THE AIR

CONDITIONING SYSTEM ALSO LOOKS LIKE IT WAS EXPOSED TO HEAT. THE DAMAGED PARTS WERE REMOVED, THE SYSTEM DEACTIVATED AND STOWED. REP WAS CALLED AND IS COMING TO SEE WHAT WAS FOUND. NO OTHER SYSTEMS ON BOARD THE AIRCRAFT ARE EFFECTED AND ALL DAMAGE CONFINED TO THE AIR-CONDITIONING SYSTEM. (K)

CA051216002	SKRSKY	NOZZLE	DAMAGED
12/15/2005	S76A	7635109105068	M/R GEARBOX

THESE TWO OIL JET ASSEMBLIES WERE RECEIVED NEW AND CHECKED FOR CORRECT ORIENTATION OF THE OIL DELIVERY HOLE. BOTH UNITS FAILED WHEN COMPARED TO A USED ASSEMBLY. THIS OIL JET SPRAYS ON TO THE GEAR MESH OF THE INPUT BEVEL PINION P/N 76351-09132-102 AND BEVEL GEAR P/N 76351-09011-105 AND -106. THERE ARE 2 NOZZLE ASSEMBLIES IN EACH MAIN GEARBOX P/N 76351-09500-043/044.

CA051123001	SKRSKY	ADAPTER	WORN
8/10/2005	S76A	RF981213	M/R GBOX FILTER

COMPLETE LOSS OF MAIN GEARBOX OIL AND OIL PRESSURE AS A RESULT OF MGB OIL FILTER OUTLET FLUID ADAPTER ASSEMBLY SEPARATION FROM HOUSING DURING FLIGHT. CAUSE OF FITTING DISENGAGEMENT UNDER INVESTIGATION. FOR ADDITIONAL DETAILS CONTACT CHC HELICOPTERS INTERNATIONAL.

CA051123005	SKRSKY	ALLSN	HOSE	UNSERVICEABLE
11/20/2005	S76A	250C30S	MS8005K280P	M/R GEARBOX

WHILE GROUND RUNNING AIRCRAFT, OIL HOSE BURST AND DRAINED MGB OIL OVERBOARD.

CA051213003	SKRSKY	ALLSN	BEARING	SEIZED
10/17/2005	S76A	250C30S	W200PP	OIL COOLER

NR 2 ENGINE OIL OVER TEMPERATURE WAS OBSERVED BY CREW DURING ROUTINE FLIGHT. SINGLE ENGINE LANDING WAS EXECUTED AT NEAREST AIRPORT. UPON INSPECTION IT WAS APPARENT THAT NR 2 ENGINE OIL COOLER BLOWER FAILED. THE REAR BEARING SEIZED, BLOWER SHAFT SHEARED NEAR THE FRONT BEARING. IT WAS ALSO APPARENT THAT A SLEEVE REPAIR OF REAR BEARING CAGE FAILED (SLEEVE VISIBLE ON OUTER RACE OF THE BEARING). NR 2 ENGINE AND OIL COOLER BLOWER REPLACED, A/C RETURNED TO SERVICE. THE BLOWER ASSEMBLY TSO=727.7, BEARING TSN=UKN.

CA060605007	SKRSKY	ALLSN	SHAFT	BROKEN
6/3/2006	S76A	250C30S	7636109103104	ENGINE

(CAN) THREADED END BROKEN OFF DURING ASSY. (ENGINE POWER OUTPUT ADAPTOR SHAFT) (TC NR 20060605007)

2006FA0000540	SKRSKY	FIRE DETECTOR	FALSE ACTIVATION
5/8/2006	S76B	7630607902103	NR 1 ENGINE

ENROUTE, WHEN NR 1 ENG FIRE WARNING SYS WAS ACTIVATED. PILOT REPORTED WARNING LIGHTS, HORN AND T-HANDLES ILLUMINATED WITH FIRE WARNING INDICATION. WARNING STAYED ON FOR 30 SECONDS, WENT OUT. AFTER SHORT PERIORD OF TIME, WARNING CAME BACK. PILOT DECLARED EMERGENCY WITH GRR CONTROLLERS. WARNING WENT OUT AND CAME BACK ON 2 ADDITIONAL TIMES. ENG PWR WAS REDUCED TO IDLE,THEN WAS SECURED USING FIRE T-HANDLE. WHEN AC WAS IN SIGHT, IT WAS REPORTED, NO VISIBLE SMOKE TRAILING AC. PILOT CONTINUED, MADE EMERGENCY LANDING W/O INCIDENT. ENG WAS OPENED AND INSPECTED FOR ANY VISIBLE SIGNS OF DAMAGE. NO FIRE INDICATIONS. TROUBLESHOOTING RESULTED FROM DEFECTIVE FIRE WARNING SENSOR, REPLACED. AC RETURNED TO SERVICE.

CA051121003	SKRSKY	BEARING CAGE	DAMAGED
6/6/2005	S76C	SB3615102	M/R GEARBOX

BEARING CAGE SHAKE TEST EXCEEDED THE ALLOWABLE TOLERANCE OF 0.025" THE AVERAGE RECORDED ON THIS BEARING WAS 0.051". THE BEARING WAS RETURNED TO THE OEM AND A REPLACEMENT RECEIVED. NO CAUSE AND ANALYSIS HAS BEEN PROVIDED. A FOLLOW UP E MAIL WAS SENT 10-NOV-05.

AU510001739	SKRSKY	TMECA	ENGINE	MALFUNCTIONED

12/12/2005	S76C	ARRIEL1		NR 2

NR 2 ENGINE CHIP DETECTOR MAGNETIC PLUGS (3OFF) CONTAMINATED WITH TYPE 3 FUZZ. PREVIOUS SOAP ANALYSIS NORMAL. ENGINE REMOVED FOR REPAIR AND INVESTIGATION.

AU510002121	SKRSKY	TMECA	CONNECTOR	CONTAMINATED
3/11/2005	S76C	ARRIEL1S		FIRE DETECTOR

NR 1 ENGINE FIRE WARNING SYSTEM GAVE FALSE INDICATIONS. SUSPECT CONNECTOR CONTAMINATED.

AU510001909	SKRSKY	TMECA	MODULE	SEIZED
3/9/2005	S76C	ARRIEL1S	70BM037330	ENGINE

(AUS) NR 1 ENGINE, NR 2 AND NR 3 MODULES SEIZED. INVESTIGATION CONTINUING. (CASA NR 510001909).

CA060127007	SNIAS	TMECA	WIRE HARNESS	WORN
1/27/2006	AS332L	MAKILA1A	330A63622309	DE ICE SYS

(CAN) A/C RETURNED FROM AN OFFSHORE TRIP, THE MAINTENANCE STAFF WERE CARRING OUT A ROUTINE TURN AROUND CHECK AND FOUND THE M/R DEICE HARNESS BROKEN AT THE CONNECTOR PLUG. MAINTENANCE DEPT REPLACED THE HARNESS AND THE A/C RETURNED TO THE FLYING SCHEDULE. (TC NR 20060127007)

CA060419006	SNIAS	TMECA	TIE BOLT	SHEARED
4/18/2006	AS332L	MAKILA1A	332A32323300	ENGINE MOUNT

(CAN) A/C RETURNED FROM AN OFFSHORE TRIP, MAINTENANCE PERSONNEL WERE CARRYING OUT THE TURN AROUND CHECKS AND FOUND THAT ONE OF THE 3 ENGINE TIE BOLTS WAS ONLY HELD IN PLACE BY THE LOCKING WIRE. ONCE THE LOCK WIRE WAS CUT THE BOLT WAS PULLED OUT AND FOUND TO BE SHEARED IN THE THREADED AREA. A/C WAS INSPECTED WITH NO OTHER PROBLEMS FOUND, TIE BOLT WAS ORDERED. (TC NR 20060419006)

CA051123003	SNIAS	TMECA		BUSHING	CRACKED
11/22/2005	AS332L	MAKILA1A	332A33000106	330A33316620	TAIL ROTOR HEAD

DURING THE DAILY INSPECTION, IT WAS NOTICED BLACK T/R BLADE FLAPPING HINGE HADE A LITTLE MORE RESISTANCE, (SIDE TO SIDE MOTION) THAN THE OTHER BLADES. AFTER FURTHER INVESTIGATION IT WAS FOUND THAT THE BUSHING HAD SOME BRINELLING, WHEN THE BUSHING WAS REMOVED FOR REPLACEMENT, A CRACK WAS FOUND ALONG THE LENGTH OF THE BUSHING. IT WAS UPON REMOVAL OF THIS BUSHING THAT IT WAS NOTICED THAT THREE OF THE NEEDLE BEARINGS WERE DAMAGED AS WELL. ALL ASSOCIATED PARTS WERE THEN INSPECTED, WORN AND DAMAGED PARTS WERE REPLACED, VIBE CHECKS CARRIED OUT AND CHECKED SATISFACTORY.

CA060306005	SNIAS	TMECA	CONTROL LEVER	WORN
1/6/2006	AS350*	ARRIEL1B	350A33105803	T/R GEARBOX

(CAN) CONTROL TUBE WORN IN ATTACH POINT OF CONTROL LEVER. REPLACED LEVER. (TC NRV 20060306005)

CA051128012	SNIAS	TMECA	TRANSMITTER	UNSERVICEABLE
10/28/2005	AS350B	ARRIEL1B	704A37642043	OIL PRESSURE

A RESISTANCE CHECK OF THE TRANSMITTER WAS CARRIED OUT. IT REVEALED AN OPEN CIRCUIT. TX ORDERED AOG. PREVIOUS LOG ENTRY REVEALED THIS TRANSMITTER WAS JUST INSTALLED AUG 30 05.

CA051115004	SNIAS		BLADE	CRACKED
7/1/2005	AS350B2		355A11002009	MAIN ROTOR

DURING A BFF INSPECTION, A LARGE CHORDWISE CRACK (130MM LONG) WAS DISCOVERED ON THE UPPER SURFACE OF A M/R BLADE APPROX 1150MM FROM BLADE ROOT (AREA C). A/C WAS GROUNDED AND REPLACEMENT BLADE WAS ORDERED.

2006FA0000594	SNIAS	TMECA	MANIFOLD	COKED
4/27/2006	AS350B2	ARRIEL1	0292208230	GAS GEN

DURING A 500 HR (T-INSPECTION), COULD NOT SPIN COMPRESSOR DISK, DUE TO GAS GENERATOR INJECTION MANIFOLD COKING. MFG TECH REMOVED AND REPLACED INJECTION MANIFOLD ON MODULE NR 3. (K)

CA060323003	SNIAS	TMECA	SWITCH	MALFUNCTIONED
2/24/2006	AS350B2	ARRIEL1D1	MS2771923	COLLECTIVE

THE PILOT WAS CARRYING OUT HIS/HER PRE FLIGHT HYDRAULIC TEST "FAILED", HORN WAS UNABLE TO SOUND DUE TO FAULTY SWITCH.

CA051125010	SNIAS	TMECA	BEARING	DELAMINATED
11/24/2005	AS350B2	ARRIEL1D1	704A33633211	M/R BLADES

WHILE DOING A 500 HOUR (T)INSPECTION IT WAS NOTED THAT THE RUBBER WAS DELAMINATING ON TWO OUT OF THE THREE SPHERICAL THRUST BEARINGS. CRACKING APPEARS TO BE BETWEEN THE RUBBER AND THE METAL PIECE INBOARD SIDE OF SPHERICAL STOP. THE RUBBER APPEARED WET ALL THE TIME SO AS PER MM INSPECTION CRITERIA IT WAS FOUND THAT THE DELAMINATION WAS BEYOND LIMITS. WITH ONLY 52.7 HOURS ON THE UNITS IT WAS DISCOURAGING.

CA060524009	SNIAS	TMECA	BEARING	FLAKING
5/20/2006	AS350B2	ARRIEL1D1	9609000408	GAS GEN

WHILE IN CRUISE, THE PILOT HAD AN ENGINE CHIP INDICATION AND RETURNED TO BASE. THE AME LOOKED AT THE REAR BEARING CHIP DETECTOR AND FOUND METAL ON THE PLUG.

CA060510010	SNIAS	TMECA	ENGINE	MAKING METAL
5/3/2006	AS350B2	ARRIEL1D1	ARRIEL1D1	

ON ENGINE STARTUP, THE PILOT NOTICED A FLICKERING ENGINE CHIP LIGHT, SECONDS LATER THE CHIP LIGHT CAME ON SOLID. ENGINE WAS SEEN SMOKING AND OIL COMING FROM EXHAUST STACK. ENGINE WAS SHUTDOWN AFTER APP 1 MINUTE OF OPERATION. ENGINE HAS BEEN SENT TO OVERHAUL COMPANY FOR INVESTIGATION AND REPAIR. ENGINE HAD 91.9 HOURS SINCE OVERHAUL. ENGINE IS AT THE OVERHAUL COMPANY AT THE MOMENT AND A DETAILED REPORT WILL BE COMING AT A LATER DATE.

CA060524003	SNIAS	TMECA	YOKE	MISSING
5/19/2006	AS350B2	ARRIEL1D1	350A37122823	M/R HEAD & MAST

(CAN) THE ENGINEER WAS LOOKING AT THE AIRCRAFT AND NOTICED THE THE M/R STATIC STOP YOKE BROKEN OFF AND MISSING OUT OF 3. THE OTHER STATIC STOPS WERE INSPECTED AND FOUND ONE CRACKED. THE AC WAS GROUNDED AND APPROPRIATE PARTS WERE ORDERED. (TC NR 20060524003)

CA060324003	SNIAS	TMECA	LINE	BROKEN
3/24/2006	AS350B2	ARRIEL1D1	0301007710	FUEL SYS

A/C WOULD NOT START, FOUND LINE WAS BROKEN. IF THE CONDITIONS WERE RIGHT A FIRE MAY HAVE OCCURRED ON START UP. TURBOMECA HAS REPLACEMENT LINE WITH AN INCREASED DIAMETER AND WALL THICKNESS. THE SB STATES, IN ORDER TO MINIMIZE THE POSSIBILITY OF THE PIPE RUPTURE DUE TO DISTORTION SB 292 73 0339 UPDATE 1.

CA060324004	SNIAS	TMECA	LINE	BROKEN
3/24/2006	AS350B2	ARRIEL1D1	0301007720	INJECTOR

THE PILOT WAS TRYING TO START THE ENGINE, IT WOULD NOT START. UPON INSPECTION OF THE STARTING PROBLEM IT WAS FOUND THE THIS LINE WAS BROKEN. TURBO MECA HAVE A REPLACEMENT LINE WITH AN INCREASED DIAMETER AND WALL THICKNESS. THE SB IS RECOMMENDED/OPTIONAL. SB292 73 0339 UPDATE 1.

2006FA0000575	SNIAS	TMECA	SOLENOID	INOPERATIVE
3/9/2006	AS350B3	ARRIEL2B	L810BQ54	AUTOTHROTTLE

PROLONGED OPERATION IN MANUAL MODE CAN CAUSE SOLENOID OVERHEATING AND PISTON SEIZURE. FAILURE OF THE PISTON MOVEMENT MAY RESULT IN THE PILOT BEING UNABLE TO APPLY ADDITIONAL MANUAL THROTTLE BEYOND THE VOL (GATE). THIS CAN RESULT IN ROTOR RPM DECAY IN CERTAIN CRITICAL SITUATIONS. WHILE PERFORMING MAINTENANCE OF COLLECTIVE TWIST GRIP THROTTLE AUTO/MAN SOLENOID PISTON,

SYSTEM WAS ACTIVATED FOR 10 MIN. FOLLOWING A 30 SECOND TIME IN WHICH SOLENOID WAS RELAXED PWR WAS AGAIN APPLIED. PISTON FAIL TO FULLY SEAT IN THE SOLENOID. PART WILL BE REPLACED. CMD AS350-06-15 RESCINDED AND REPLACED BY CMD AS350-06-16. NEW CMD CHANGES RELAXED TIME FROM 30 SEC TO 15 MIN TO ALLOW THE SOLENOID TO COOL BEFORE REACTIVATION. (K)

RX8R2006002	SNIAS	TMECA	SOLENOID	DEFECTIVE
6/7/2006	AS350B3	ARRIEL2B	L810BQ54	THROTTLE SYS

TWIST GRIP SOLENOID DOES NOT STAY IN THE MANUAL MODE POSITION (RETRACTED) WHEN MANUAL MODE IS SELECTED. AFTER APPROXIMATELY 5 MINUTES SOLENOID WILL GRADUALLY EXTEND, LOCKING THE TWIST GRIP IN THE AUTO POSITION AS THE SOLENOID HEATS UP FROM USE. THIS COULD CREATE A BIG PROBLEM IN AN EMERGENCY SITUATION WHERE THE PILOT SELECTS MANUAL MODE FOR CONTROL OF TWIST GRIP FOR POWER AND WOULD NOT HAVE IT (AFTER APPROX 5 MINUTES) DUE TO SOLENOID LOCKING THE TWIST GRIP. NOTE: THIS PART WAS JUST INSTALLED, NEW.

CA060621006	SNIAS	TMECA	PRESSURE SWITCH	LEAKING
6/21/2006	AS350B3	ARRIEL2B	9550179130	FUEL LOW

DURING A START, PILOT NOTICED A FUEL PRESSURE WARNING LIGHT NOT EXTINGUISHING. CONTINUED WITH THE START THROUGH TO IDLE. THEN SHUT THE AIRCRAFT DOWN AFTER 10 SECONDS AT IDLE. AFTER SHUT DOWN OPENED UP THE ENGINE COWLING AND NOTICED FUEL ON THE ENGINE DECK. FUEL WAS COMING FROM THE WEEP HOLE OF THE PRESSURE SWITCH WITH AIRCRAFT BOOST PUMP ON.

CA051208007	SNIAS	LYC	UROCOP	B-NUT	CRACKED
11/11/2005	AS350BA	LTS101600A3		366A541088	ACCUMULATOR

(CAN) DECREASED OF 15 RPM OBSERVED IN FLIGHT. LEAK CHECK COMPLETE AND LEAK FOUND ON ACCUMULATOR P/N : 366A54-1088. ACCUMULATOR B-NUT TIGHT AND LEAK CHECK COMPLETED, LEAK FOUND ACCUMULATOR REMOVED FROM AC AND FOUND CRACK AND FALL IN 2 PIECES REPLACED WITH NEW ACCUMULATOR. AC SENT BACK TO SERVICED. (TC NR 20051208007)

CA051220006	SNIAS	LYC	SERVO	INOPERATIVE
12/6/2005	AS350BA	LTS101600A3	AC67244	MAIN ROTOR

(CAN) PILOT REPORTED STIFF RAPID LT MOVEMENT AND COLLECTIVE STICK RISING. AIRCRAFT TESTED ON HYDRAULIC BENCH AND WE FOUND THAT LT SERVO WAS SLOWER TO RETRACT. THE AIRCRAFT WAS OPERATING CORRECTLY AFTER AFFECTED SERVO WAS REPLACED. THIS PROBLEM WAS IMPOSSIBLE TO CREATE UNDER NORMAL FLIGHT CONDITIONS. PILOT REPORTED THE FAULT DURING LANDING IN SNOW, DOING RAPID UP-DOWN MOTION TO STABILIZE THE AIRCRAFT. THE AFFECTED SERVO HAD 110 HOURS REMAINING FOR ITS SCHEDULED OVERHAUL. (TC NR 20051220006)

CA060221007	SNIAS	TMECA	SERVO	FAILED
2/4/2006	AS350BA	ARRIEL1B	SC5083	FLT CONTROLS

(CAN) ON GROUND RUN: WHEN HYDRAULIC TEST PUSH BUTTON DEPRESSED AND ACCUMULATORS EMPTY, THE CYCLIC WOULD MOVE HARD TO THE LEFT. SWITCHED LT SERVO AND RT SERVO. THIS PROBLEM MOVED WITH SERVO TO THE RT SIDE. INSTALLED A NEW OVERHAUL SERVO ON THE RT SIDE WHICH CLEARED UP OUR PROBLEM. AC HYDRAULIC SYSTEM NOW OPERATES IAW TYPE. (TC NR 20060221007)

CA060216005	SNIAS	TMECA	IGNITER	BROKEN
2/15/2006	AS350BA	ARRIEL1B	9550175400	ENGINE

(CAN) DURING A 100 HR INSPECTION THE IGNITORS WERE REMOVED AND IT WAS FOUND THAT THE CERAMIC SURROUNDING CENTER ELECTRODE WAS LOOSE. BOTH IGNITORS WERE CHAMPIONS. ENGINE VIB CHECK WAS CARRIED OUT AND FOUND WITHIN LIMITS. LT IGNITOR S/N 04020731 AND RT S/N 03124329. (TC NR 20060216005)

CA060224005	SNIAS	TMECA	ENGINE	FAILED
2/7/2006	AS350BA	ARRIEL1B		

IN(CAN) AIR OPERATOR: MODULE 3: CENTRIFUGAL COMP. INDUCER PN 0292251370 S/N 1260FT LIFE LIMIT 14000CYC ACTUAL 14711CYC. CENTRIFUGAL COMP. IMPELLER PN 2292252980 S/N 1019FB LIFE LIMIT 14000CYC ACTUAL 14711CYC. REF: MM NR 29201931, CHAP 05-10-03 PAGE 9 (OCT 2003). MODULE 4: FREE TURBINE DISK PN

2292802500 S/N ADB4234YC LIFE LIMIT 10000CYC ACTUAL 10727CYC. REF: MM NR 29201931, CHAP 05-10-03 PAGE 10 (DEC 1996). (TC NR 20060224005).

CA051116013	SNIAS	TMECA	FUEL CONTROL	MALFUNCTIONED
11/14/2005	AS350BA	ARRIEL1B	0164548660R	ENGINE

DURING FINAL STAGE OF RECON OF CONFINED AREA, THE ROTOR OVERSPEED (POSSIBLE ENGINE OVER SPEED) MORE THAN 450 RPM, NEEDLE PEGGED AT MAX READING. EMERGENCY PROCEDURES WERE CARRIED OUT THROUGH RAISING COLLECTIVE AND THROTTLE RETARDING BUT THESE ATTEMPTS WERE NOT SUCCESSFUL. AIRCRAFT SETTLED IN TO 60 FT POPLAR TREES, AIRCRAFT WAS SUBSTANTIALLY DAMAGED WITH NO PERSONAL INJURIES. ACCIDENT IS CURRENTLY UNDER TSB INVESTIGATION AND THIS SDR IS CONSIDERED OPEN PENDING SYSTEM, COMPONENT TESTING AND TSB FINDINGS. HOWEVER, THE FCU IS SUSPECT AT THIS POINT IN TIME.

CA060326001	SNIAS	TMECA	CONTROL CABLE	UNSERVICEABLE
3/25/2006	AS350BA	ARRIEL1B	704A34130184	TAIL ROTOR

PILOT REPORTED T/R PEDALS FELT STICKY. CABLE WAS INVESTIGATED AND FOUND STIFF AND ROUGH. CABLE WAS CHANGED PROBLEM WAS SOLVED. INSIDE CABLE MOISTURE AND CORROSION WERE FOUND.

CA060607006	SNIAS	TMECA	TRANSMITTER	ERRATIC
6/7/2006	AS350BA	ARRIEL1B	704A37642043	ENGINE OIL IND

(CAN) TRANSMITTER PRODUCED ERRATIC AND ABNORMALLY LOW OIL PRESSURE INDICATIONS AT ENGINE IDLE SPEED. (TC NR 20060607006)

CA060605002	SNIAS	TMECA	DISK	FAILED
5/23/2006	AS350BA	ARRIEL1B	350A35105901	ROTOR

(CAN) DURING A 500 HOUR INSPECTION, WHILE INSPECTING THE ENGINE TO MGB ASSY IAW MM, WC 63-00-00-601, AME NOTICED BLACK MARKS AROUND 3 OUT OF 6 BOLTS LINKING DISK ASSY TO POWER SHAFT (MARKS LIKE (SMOKING RIVETS). USING A 13MM WRENCH, COULD EASILY ROTATE THOSE 3 BOLTS BY THE HEAD. THE COTTER PINS WERE NORMALLY INSTALLED BUT THE BOLTS HAD LOST THEIR TORQUE. AFTER REMOVAL, BUSINGS OF THE DISK ASSY SHOWED FRETTING MARKS, AND WERE PARTIALLY UNCRIMPED. REPLACED DISK ASSY AND ASSOCIATED HARDWARE PLUS INSPECTIONS ASKED FOR BY WC 63-00-00-601 C/O. (TC NR 20060605002)

CA060306010	SNIAS	TMECA	TRANSMITTER	FAILED
6/29/2005	AS350BA	ARRIEL1B	704A37642043	OIL PRESSURE

(CAN) NO OIL PRESSURE INDICATION. REPLACED PRESSURE GENDER. (TC NR 20060306010)

CA060306011	SNIAS	TMECA	ARMATURE	FAILED
10/14/2005	AS350BA	ARRIEL1B		STARTER GEN

(CAN) START UP SPARK/SMOKE FROM STARTER. REPLACED STARTER. (TC NR 20060306011)

CA051209002	SNIAS	LYC	PIPE	MISLOCATED
12/8/2005	AS350D	LTS101600A	350A72100509	BLEED AIR

(CAN) THE BLEED AIR HEATER PIPE WAS DISCOVERED LOOSE DURING A WINTER TEAR DOWN INSPECTION. THE CRIMPED COLLAR CAME LOOSE AND ALLOWED THE PIPE TO SLIDE OUT OF THE B-NUT. (TC NR 20051209002)

CA060605011	SNIAS	LYC	GOVERNOR	MALFUNCTIONED
5/29/2006	AS350D	LTS101600A2	430110116	MAIN ROTOR

(CAN) HELICOPTER STARTED NORMALLY BUT WHEN THE THROTTLE WAS ADVANCED TO THE GATE (100 PERCENT NR), THE MAIN ROTOR STARTED OVERSPEEDING (400 RPM APPROX). THE THROTTLE WAS THEN PULLED BACK AND THE ROTOR SPEED DROPPED. WHEN THE THROTTLE WAS ADVANCED INTO THE GATE AGAIN, THE NR STARTED OSCILLATING BETWEEN 360 AND 400 NR WITH NO INPUT FROM THE THROTTLE OR COLLECTIVE. THE GOVERNOR WAS REPLACED AND THE PROBLEM WENT AWAY. (TC NR 20060605011)

AU510001711	SOCATA	LYC	PISTON RING	DETERIORATED
12/12/2005	TB10TOBAGO	O360A1A	AEL74241PL	ENGINE

NR 2 CYLINDER PISTON TOP COMPRESSION RING PLASMA COATING DELAMINATING. TOP RINGS ON ALL OTHER PISTONS SHOWING SIGNS OF DELAMINATION BEGINNING TO OCCUR.

AU510001823	SOCATA	LYC	HINGE	CORRODED
12/12/2005	TB10TOBAGO	O360A1A	TB10310000	RUDDER

FOUND TOP RUDDER HINGE CORRODED.

AU510001824	SOCATA	LYC	MOUNT	CRACKED
12/12/2005	TB10TOBAGO	O360A1A	TB1050001000	ENGINE

ENGINE MOUNT CRACKED. FOUND DURING INSPECTION IAW AD/TB10/8 AND TBSB NO 16/1.

AU510001825	SOCATA	LYC	HINGE	CORRODED
12/12/2005	TB10TOBAGO	O360A1A	TB1034020001	ELEVATOR TAB

RT STABILATOR HINGE CORRODED, AD/SB DESC: CASA SCHEDULE 5.

AU510001679	SOCATA	LYC	PISTON RING	DELAMINATED
12/12/2005	TB10TOBAGO	O360A1A	AEL74241PL	ENGINE

TOP COMPRESSION RINGS ON ALL PISTONS DELAMINATING.

2006FA0000587	SOCATA	LYC	CYLINDER	UNSERVICEABLE
2/2/2006	TB20TRINIDAD	IO540*	TB2047007	LT MLG

MLG HYD CYL, PN TB2047007/SN WO300497 WAS REMOVED AND SENT FOR INTERNAL LEAK AND A VERY STIFF SPOT ABOUT CENTER OF TRAVEL. CYL WAS RETURNED, REPAIRED, WARRANTY AS IS. INSTALL CYL ON LT MLG. INTERNAL LEAK NO LONGER EXISTED. UPON TESTING EMERGENCY EXTENSION CYL WOULD NOT ALLOW LT MAIN TO EXTEND, STIFF SPOT CENTER OF TRAVEL, CAUSE: REPAIR STATION STAMPED TAG, DISTORTING CYLINDER? CYLINDER HAS TO BE REPLACED WITH SERVICEABLE UNIT. (K)

CA060327003	SOCATA		LINE	CONTAMINATED
3/24/2006	TBM700			PITOT/STATIC SY

DURING BIANNUAL ALTIMETER SYSTEM TEST AND INSPECTION PILOTS ALTIMETER AND VSI RESPONDED ERRATICALLY TO INCREASING/DECREASING PRESSURE. WATER DROPLETS WERE FOUND IS PILOTS STATIC SYSTEM BETWEEN NR 1 LEFT STATIC VENT AND Y CONNECTION TO RIGHT VENT.

CA051012008	STBROS	ALIDSG	AMERIKING	BATTERY	LEAKING
10/11/2005	SC72	TPE331201A			ELT

ELT WAS LEAKING ACID FROM THE "D" CELL BATTERIES INSTALLED IN THE UNIT. THIS WAS FOUND DURING ROUTINE INSPECTION. ACID WAS NEUTRALIZED ON AIRFRAME, AND UNIT. AIRFRAME WAS REPRIMED. ELT WAS INSPECTED/CLEANED/NEUTRALIZED. NEW BATTERIES INSTALLED, AND FUNCTION TESTED NORMAL.

CA060221006	SWRNGN	GARRTT	PANEL	CRACKED
2/11/2006	SA226TC	TPE33110UA	2762019111	RT NACELLE

WHILE UN-COWLING, RT ENGINE MAINTEANCE FOUND A PIECE OF STAINLESS STEEL IN THE LOWER SECTION OF COWL. INVESTIGATION REVEALED A HOLE IN THE LT SIDE OF ASPIRATOR ASSEMBLY ABOVE THE OIL COOLER. THE ASPIRATOR WAS REPLACED AND AIRCRAFT SINCE RETURNED TO SERVICE. THE MOST PROBABLE CAUSE WOULD BE FATIGUE CRACKING LEADING TO THE PIECE FALLING INTO THE LOWER COWLING.

CA060221009	SWRNGN	GARRTT	CONTROL CABLE	FAILED
2/13/2006	SA226TC	TPE33110UA	C8102419	POWER LEVER

CREW ATTEMPTED TO START THE ENGINE ON 4TH LEG OF THE DAY. ENGINE ACCELERATED TO 30 PERCENT AND TEMPERATURE INCREASED. ENGINE WAS SHUT DOWN. MAINTENANCE DISCOVERED THE POWER LEVER CABLE HAD SEVERED IN THE PEDASTAL AND THE ENGINE WAS STUCK IN FULL REVERSE. (REVERSE IS SELECTED ON SHUTDOWN TO PUT THE PROPS ON THE START LOCKS). THE CABLE WAS REPLACED WITH A SERVICEABLE PART AND THE ENGINE PERFORMED NORMALLY.

CA060407009	SWRNGN	GARRTT	RECEPTACLE	CRACKED
4/27/2005	SA226TC	TPE33110UA	2720063907	PAX DOOR

WHEN COMPLYING WITH SERVICE LETTER 226-SL-027, WHICH DEALS WITH INSPECTION OF THE DOOR CLICK CLACK RECEPTACLES, TWO WERE FOUND CRACKED ON THE PASSENGER DOOR. THIS IS THE FIRST TWO PASSENGER DOOR RECEPTACLES THIS OPERATOR HAS FOUND CRACKED. ONE WAS BROKEN IN HALF WHEN IT WAS REMOVED.

CA060428001	SWRNGN	GARRTT	OIL FILTER	BROKEN
4/27/2006	SA226TC	TPE33110UA	P1070	ENGINE

(CAN) DURING A ROUTINE DAILY INSPECTION THE OIL FILTER BYPASS PIN WAS FOUND POPPED INDICATING AN OBSTRUCTED OIL FILTER. UPON INSPECTION OF THE FILTER IT WAS FOUND TO BE BROKEN AT THE OIL INLET MOUNTING FLANGE. PREVIOUS SDR'S HAVE BEEN ISSUED FOR THIS PROBLEM, REFERENCE SDR NR 20031024003, 20031024002, 20031024004. A OIL SAMPLE WAS COMPLETED ON THE ENGINE. THE FILTER WHICH WAS REMOVED WAS A PMA FILTER WITH A PART NUMBER OF P-1070. OEM FILTER NORMALLY USED IS A 3001436-1. (TC NR 20060428001)

CA060112005	SWRNGN	GARRTT	DOOR	JAMMED
1/10/2006	SA226TC	TPE33110UA	2755001177	LANDING GEAR

DURING APPROACH, CREW ATTEMPTED TO EXTEND L/G AND NOTICED RT MAIN WAS NOT DOWN AND LOCKED. IT WAS DETERMINED LANDING GEAR WAS NOT COMING OUT OF RT W/W. IT TOOK SEVEN ATTEMPTS TO GET LANDING GEAR TO COME DOWN AND LOCK INTO POSITION. INSPECTION REVEALED RT I/B GEAR DOOR HINGES WERE WORN, ALTHOUGH NOT EXCESSIVE, THAT TWO RT MLG DOORS OVERLAPPED DURING RETRACTION AND DID NOT ALLOW GEAR TO COME DOWN OUT OF W/W WHEN IT WAS EXTENDED FOR LANDING. INSPECTION OF DOOR REVEALED SOME DENTS AND TEARING OF SKIN EDGE ON DOOR WHERE L/G GEAR WAS HITTING DOOR DURING ATTEMPTS TO EXTEND LANDING GEAR. LANDING GEAR DOOR WAS REPLACED AND DOOR AND GEAR RIGGING CHECKED. AIRCRAFT HAS SINCE RETURNED TO SERVICE.

CA060530007	SWRNGN	GARRTT	CARRIER ASSY	MAKING METAL
5/15/2006	SA226TC	TPE33110UA	3582681	ENGINE

(CAN) OIL SAMPLE RECEIVED FROM WEAR CHECK INDICATING HIGH OIL FILTER WEIGHT W/MAJOR ALUMINUM, MINOR CARBON STEEL IN SAMPLE. ENG REMOVED FOR INSP. DURING TEARDOWN: PLANETARY CARRIER SPLINE LOCKS STRIPPED/DESTROYED. CARRIER WORN DUE TO EXCESS PIN LOADING. ALL CARRIER GEARS EXCESS GEAR WEAR. INSP REVEALED THAT BOLT NR180 IN REDUCTION GEARBOX LOOSENED, CAME IN CONTACT W/ACCESSORY SPUR GEAR CAUSING SPUR GEAR DAMAGE, OIL DETECTOR DAMAGE. MOST COMPONENTS IN REDUCTION GEAR BOX EXIBITED SIGNS OF EXCESS VIBRATION, BOLTS WHICH WERE UNDER TORQUE AS INDICATED BY WEAR PATTERNS ON WASHERS HAD LOOSENED. PROP INSTALLED ON THIS ENG WAS INSPECTED AND FOUND SERVICEABLE. REASON FOR VIBRATION NOT DETERMINED. (TC NR 20060530007)

CA060126007	SWRNGN	GARRTT	HARTZL	BLADE	DAMAGED
1/20/2006	SA226TC	TPE33110UA	HCB3TN5	T10282N	PROPELLER

(CAN) DISCOVERED WARPED TRAILING EDGE OF PROPELLER BY MAINTENANCE. UNIT HAD BEEN OVERHAULED FEB 2003 THEN RETURNED FOR THIN TRAILING EDGE APRIL 2003. REPAIRED BY SAME FACILITY. TRAILING EDGE WAS SIGNIFICANTLY THINNER THAN SIMILAR IN FLEET. REMOVED PROPELLER FROM SERVICE. (TC NR 20060126007)

AU510001445	SWRNGN		CYLINDER	FAILED
9/6/2005	SA227*		2751501XX	MLG

(AUS) RH MAIN LANDING GEAR STRUT CYLINDER FAILED IN AREA OF LOWER YOKE/PISTON RETAINING RING GROOVE. STRUT COLLAPSED DURING LANDING. SEE ATTACHMENTS FOR PHOTOGRAPHS OF DEFECT. (OTHER CAUSE: UNKNOWN) (CASA# 510001445)

AU510002021	SWRNGN	GARRTT	CONTROL VALVE	FAILED
11/10/2005	SA227*	TPE331*	60064911	ANTI SKID SYS

RT MAIN LANDING GEAR NR 2 WHEEL LOCKED UP ON LANDING CAUSING THE TIRE TO BURST. INVESTIGATION

FOUND THE RT MAIN LANDING GEAR AXLE HAD WATER INGRESS AND THE ANTI-SKID WIRING HAD HIGH RESISTANCE. THE WIRING WAS REPLACED BUT THE ANTI-SKID SYSTEM WAS STILL INOPERATIVE. FURTHER INVESTIGATION FOUND THE OUTBOARD ANTI-SKID CONTROL VALVE FAILED.

AU510001827	SWRNGN	GARRTT	ACM	FAILED
5/9/2005	SA227*	TPE3311	20475546	CABIN COOLING

RT AIRCYCLE MACHINE (ACM) FAILED. SMOKE AND FUMES IN AIRCRAFT.

CA060427003	SWRNGN	GARRTT	LINE	LEAKING
4/19/2006	SA227*	TPE33111U	27810061011	HYDRAULIC SYS

(CAN) AIRCRAFT WAS SITTING IN THE HANGER WHEN MAINTENANCE NOTICED A PUDDLE OF HYD FLUID ON THE GROUND UNDER THE AIRCRAFT BY THE LT CENTER SECTION, STATION 27.103. THE LINE HAD A HAIRLINE CRACK AT THE FWD BEND INSIDE THE WING CENTER SECTION. THE LINE WAS PART OF THE GEAR UP PRESSURE SYSTEM. THE LINE WAS REPLACED AND GEAR SWINGS CARRIED OUT SERVICIBLE. (TC NR 20060427003)

AU510001677	SWRNGN	GARRTT	ENGINE	FLUCTUATES
12/12/2005	SA227*	TPE33112UA		LEFT

(AUS) LT ENGINE EGT, TORQUE AND FUEL FLOW FLUCTUATING. LT FUEL BYPASS VALVE AND LT EGT SHORT LEAD CHANGED. GROUND RUNS AND TEST FLIGHT CARRIED OUT WITH NIL DEFECTS EVIDENT.

AU510001678	SWRNGN	GARRTT	FCU	FAULTY
12/12/2005	SA227*	TPE33112UA	89778016	ENGINE

LT ENGINE EGT, TORQUE AND FUEL FLOW FLUCTUATING. FUEL CONTROL UNIT CHANGED. GROUND RUN AND TEST FLIGHT CARRIED OUT SERVICEABLE.

AU510001476	SWRNGN	GARRTT	LINE	WORN
4/6/2005	SA227*	TPE33112UHR	27810322682	HYD SYSTEM

(AUS) LH ENGINE DRIVEN HYDRAULIC PUMP PRESSURE LINE CHAFED AND HOLED BY OIL TANK UNION. LOSS OF HYDRAULIC PRESSURE RESULTED IN AN EMERGENCY LANDING. DUE TO NO HYDRAULIC PRESSURE, THE ANTISKID WAS NOT AVAILABLE AND THE BRAKES LOCKED UP. NO1, NO2 AND NO3 TYRES WERE FLATSPOTTED AND NO2 TYRE BLEW OUT. (CASA# 510001476)

AU510001733	SWRNGN	GARRTT	ACM	SEIZED
12/12/2005	SA227*	TPE33112UHR	20475546	CABIN COOLING

(AUS) LT AIRCYCLE MACHINE COOLING TURBINE SEIZED. (MATERIAL) (CASA NR 510001733)

AU510001574	SWRNGN	GARRTT	SPAR	CRACKED
10/7/2005	SA227*	TPE3312		WING

WING SPAR INNER WEB CUTOUT CRACKED IN THREE PLACES. THREE CRACKS WERE FOUND IN THE STARBOARD INNER WEB STRINGER 13 CUTOUT MEASURING 12.7MM (0.5IN), 3.175MM (0.125IN) AND 9.525MM (0.375IN). FOUND DURING INSPECTION IAW AD/SWSA226/86. SEE ATTACHMENTS FOR FURTHER INFORMATION AND DIAGRAMS.

AU510002221	SWRNGN	GARRTT	LINE	CRACKED
8/12/2005	SA227*	TPE3312	8945682	LT ENG FUEL

LT ENGINE FUEL PIPE LOCATED BETWEEN THE START PRESSURE REGULATOR AND THE FUEL FLOW TRANSMITTER CRACKED AND LEAKING.

AU510001491	SWRNGN	GARRTT	WINDSHIELD	CRACKED
12/12/2005	SA227AC	TPE33111U	262113E19	COCKPIT

LT WINDSHIELD SEVERELY CRACKED. RT WINDSHIELD SEVERELY DELAMINATED.

AU510001463	SWRNGN	GARRTT	SHROUD	DISLODGED
2/6/2005	SA227AC	TPE33111U	31020224	ENGINE

(AUS) ENGINE SECOND STAGE IMPELLER SHROUD MOVED FORWARD OPENING UP THE SECOND STAGE COMPRESSOR CLEARANCE AND DRAGGING THE OUTER TRNSITION LINER PNO 3102102-3 ONTO THE REAR FACE OF THE SECOND STAGE IMPELLER PNO 893482-5 DAMAGING BOTH PARTS. (AD/SB DESC: PILOT REPORTED PROBLEM TO ENGINEERING) (OTHER CAUSE: PROCESS MISSED DURING O/H OF THE PART) (CASA# 510001463)

AU510001992	SWRNGN	GARRTT	GARRETTLTD	CONTROL CABLE	BROKEN
7/10/2005	SA227AC	TPE33111U		74390420	POWER LEVER

LT ENGINE POWER CONTROL CABLE BROKEN BETWEEN POWER LEVER AND CABLE JOINT.

AU510002010	SWRNGN	GARRTT	LINE	DETERIORATED
12/5/2005	SA227AC	TPE33111U		HYD SYSTEM

NUMEROUS RIGID HYDRAULIC AND FUEL PIPES DETERIORATED. PIPES WERE CRACKED, CORRODED AND CHAFED.

AU510001873	SWRNGN	GARRTT	LINE	BROKEN
12/12/2005	SA227AC	TPE33111U		ANTI-ICE SYS

BLEED AIR DE-ICE LINE BROKEN AT OUTBOARD EDGE OF RIGHT AILERON. LINE HAD FALLEN TO THE UNDERSIDE OF THE AILERON AND JAMMED BETWEEN THE WING LOWER CLOSEOUT PANEL AND THE AILERON LOWER LEADING EDGE WITH THE `B` NUT FITTING ON THE LINE INHIBITING AILERON TRAVEL.

CA060606012	SWRNGN	GARRTT	BEARING	FAILED
5/30/2006	SA227AC	TPE33111U		LT MAIN WHEEL

(CAN) MAINT WAS ADVISED BY BASE AT DEPARTURE THAT LT IB MAIN WHEEL ASSY HAD FALLEN OFF AC ON TAKEOFF. AC CONTINUED TO MAINT BASE WHERE IT DID FLY BY TO DETERMINE IF WHEEL WAS MISSING. IT WAS DETERMINED THAT WHEEL ASSY WAS NOT ON THE AC. AC LANDED WITHOUT INCIDENT. LWR GEAR ASSY WAS REMOVED AND REPLACED WITH SERVICEABLE LWR GEAR, WHEEL ASSEMBLIES INCLUDING BRAKES. AC RETURNED TO SERVICE. UPON INVESTIGATION OF LWR GEAR IT WAS DISCOVERED THAT OUTER WHEEL BRG WAS HEAT DISCOLORED, OUTER RACE AND CAGE WERE MISSING. INNER RACE SHOWED NO SIGNS OF HEAT DISCOLORATION, CAGE WAS STILL ON THE INNER RACE ALTHOUGH QUITE DAMAGED. FOR AN UNDETERMINED REASON OUTER RACE FAILED AND CAUSED ALL DAMAGE. (TC NR 20060606012)

AU510002151	SWRNGN	GARRTT	BEARING	FAILED
12/12/2005	SA227AT	TPE33111U		ENGINE

RT ENGINE GEARBOX FUEL PUMP DRIVE BEARING FAILED.

CA051208004	UROCOP	TMECA	O-RING	DEFORMED
11/30/2005	EC120B	ARRIU2F	809510	FILTER SHROUD

(CAN) PRIOR TO THE SECOND FLIGHT OF THE DAY THE PILOT NOTICED HYDRAULIC FLUID ON THE SIDE OF THE FUSELAGE. FURTHER INSPECTION REVEALED LEAK ORIGINATED FROM THE HYDRAULIC COMPACT UNIT. THE O-RING ON THE FILTER SHROUD HAD FAILED. O-RING REPLACED. AIRCRAFT GROUND RUN FOR LEAK CHECK AND RETURNED TO SERVICE. (TC NR 20051208004)

CA060124003	UROCOP	TMECA	SPHERICAL STOP	CORRODED
1/19/2006	EC120B	ARRIU2F	ASNA00190961	COLLECTIVE

(CAN) ON MONDAY 16 JANUARY 2006, PILOT REPORTED COLLECTIVE WAS ROUGH AT HIGH POWER SETTING. HE WAS UNABLE TO REPLICATE. (TC NR 20060124003)

CA060425003	UROCOP	PWA	ENGINE	DAMAGED
4/2/2006	EC135P1	PW206B		

DURING FLIGHT, THE ENGINE EMITTED TWO LOUD NOISES ACCOMPANIED BY A CHIP DETECTOR WARNING INDICATION. TWO MINUTES LATER THE ENGINE FLAMED OUT ON APPROACH. INSPECTION REVEALED INTERNAL ENGINE DAMAGE, FRACTURE OF AN ENGINE CASE AND RELEASE OF A SEGMENT OF AN ACCESSORY DRIVE GEAR. PWC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA060227013	UROCOP	PWA	EXHAUST DUCT	FRACTURED
2/10/2006	EC135P1	PW206B		ENGINE

DURING FLIGHT, A LOUD WHISTLING NOISE WAS REPORTED BY THE CREW. SUBSEQUENT INSPECTION REVEALED THE ENGINE-MOUNTED AIRFRAME EXHAUST DUCT HAD FRACTURED AND LIBERATED WITH RESULTANT DAMAGE TO THE MAIN ROTOR AND VERTICAL FIN. P&WC WILL MONITOR THE INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA051130006	ZLIN	LYC	IMPULSE COUPLING	MISSING
11/30/2005	Z242L	AEIO360A1B6	M3100	MAGNETO

AS A RESULT OF PREVIOUS MAGNETO FAILURES, IMPLEMENTED A 100 HR INSPECTION OF ALL IMPULSE COUPLED MAGNETOS ON ALL ZLIN 242L AIRCRAFT. DURING ONE OF THESE INSPECTIONS ONE OF THE IMPULSE COUPLING PAWLS HAD A SPRING MISSING. THIS SPRING ALLOWS THE PAWL TO ENGAGE TO THE PIN ON THE MAGNETO HOUSING FOR STARTING. IN THIS CONDITION THE MAGNETO WOULD ONLY FIRE EVERY SECOND ROTATION DURING THE STARTING PROCESS.

END OF REPORTS