



U.S. Department
of Transportation

**Federal Aviation
Administration**

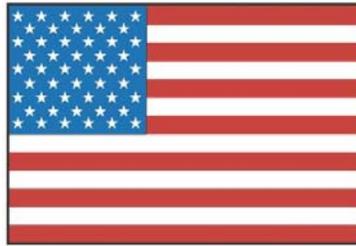
AFS-600

Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
384**



**JULY
2010**

CONTENTS

AIRPLANES

BOMBARDIER.....	1
CASA.....	6
CESSNA.....	10
DIAMOND.....	15

POWERPLANTS

CONTINENTAL.....	17
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AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....	20
IF YOU WANT TO CONTACT US.....	21
AVIATION SERVICE DIFFICULTY REPORTS.....	21

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

AVIATION MAINTENANCE ALERTS

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

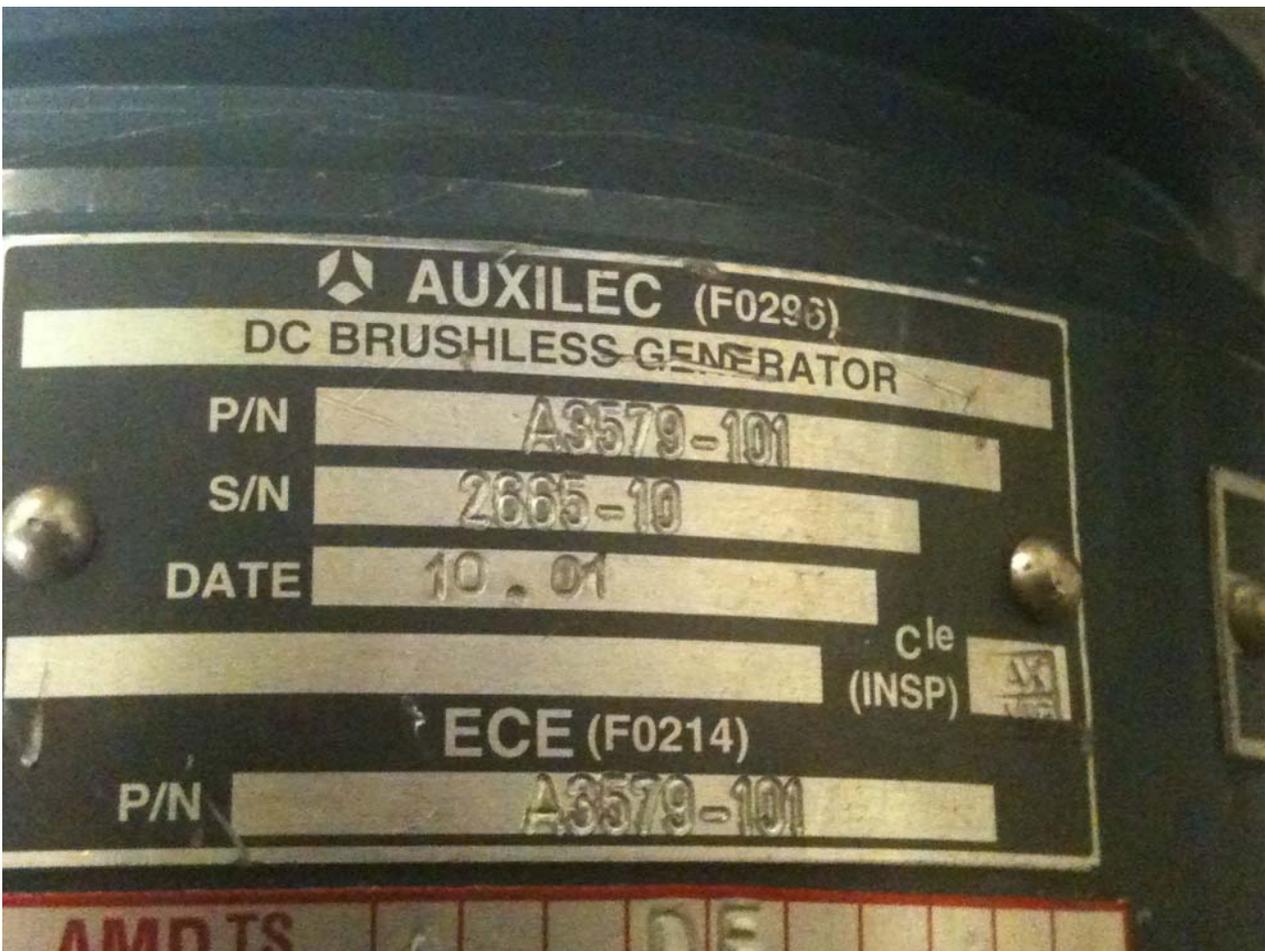
(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)

AIRPLANES

Bombardier: BD100-1A10; Sheared Generator Spline Shaft; ATA 2421

About this aircraft an unidentified technician states, "The APU (*auxiliary power unit*) goes off line as soon as it is loaded. The APU generator spline shaft (*was found*) sheared off."





(The SDRS database reflects seven of these units.)

Part Total Time: 1,492.0 hours

Bombardier: CL600; Engine Cowl Support Rod; ATA (N/A)

(The following Service Advisory comes from our sister organization, Transport Canada.)



Transport
Canada

Transports
Canada

TP 7394

No.		1/4
N°	AV-2010-04	
Date	2010-04-20	

**SERVICE DIFFICULTY
ADVISORY**

This Service Difficulty Advisory brings to your attention a potential problem identified by the Service Difficulty Reporting Program. It is a non-mandatory notification and does not preclude issuance of an airworthiness directive.

Subject

Engine core cowl stay support strut/rod

Purpose:

The purpose of this advisory is to inform the aviation community of the importance for the correct stowage of engine core cowl stay support strut/rods for all Bombardier Regional Jet Series (CL-600-2B19) and Challenger 600 (CL-600-2A12/2B16) aircraft with CF34-1 & CF34-3 engines.

Background:

Transport Canada Civil Aviation (TCCA), has been made aware of several cases where the upper core cowl door stay support strut/rod was not in its correctly stowed position, resulting in in-flight engine shutdowns.

In one occurrence after the aircraft was parked with the left engine throttle jammed at high power, the flight crew lost control of the aircraft, travelling about 220 meters before striking a building.

Bombardier has determined that, for a CF34-1 & CF34-3 engine installed in the left position, an unstowed upper core cowl door stay support strut/rod can interfere with the throttle control mechanism.

An important step prior to the closure of all engine core cowls is to ensure the correct stowage of the stay support strut/rod. If done incorrectly, the scenario as seen in figures 1 & 2 may occur, where the strut/rod can fall into the rotational path of the main fuel control unit (MFC) link lever:

To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1 800 305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp

24-0028 (01-2005)

**AVIS DE
DIFFICULTÉS EN SERVICE**

Cet avis aux difficultés en service a pour but d'attirer votre attention sur un problème possible qui a été révélé par le Programme de rapports de difficultés en service. Il est une notification facultative et n'exclut pas nécessairement la publication d'une consigne de navigabilité.

Sujet

Support du capotage du noyau central du moteur

Objet :

Le présent avis a pour objet d'informer le milieu aéronautique de l'importance de bien rentrer les supports du capotage du noyau central du moteur de tous les avions Regional Jet (CL-600-2B19) et Challenger 600 (CL-600-2A12/2B16) de Bombardier équipés de moteurs CF34-1 et CF34-3.

Contexte :

On a signalé à Transports Canada, Aviation civile (TCAC) plusieurs cas où le support supérieur du capotage du noyau central du moteur n'avait pas été rentré correctement, ce qui s'est traduit par des arrêts moteurs en vol.

Dans un cas, une fois l'avion stationné alors que la manette des gaz de gauche était bloquée à un réglage de puissance élevée, l'équipage de conduite a perdu la maîtrise de l'avion, lequel a parcouru quelque 220 mètres avant de heurter un immeuble.

Bombardier a établi que, dans le cas de moteurs CF34-1 et CF34-3 installés à gauche, un support supérieur du capotage du noyau central du moteur non rentré pouvait nuire au mécanisme de commande des gaz.

Une étape importante précédant la fermeture de tous les capotages du noyau central du moteur consiste à s'assurer que leur support est bien rentré. Si cette étape n'est pas effectuée correctement, le scénario illustré aux figures 1 et 2, selon lequel le support peut tomber à l'intérieur du champ de rotation du renvoi du régulateur de carburant principal (MFC), peut survenir :

Pour demander un changement d'adresse, veuillez contacter le Centre des communications de l'Aviation civile (AARC) à Place de Ville, Ottawa (Ontario) K1A 0N8, ou 1 800 305-2059, ou www.tc.gc.ca/AviationCivile/communications/centre/adresse.asp.



No. N°	AV-2010-04	2/4
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Even though the following figures represent aircraft post Service Bulletin (SB) CF34-NAC-71-013C and pre SB CF34-NAC-71-045A / -054, the possibility for a core cowl support strut/rod jam exists for any configuration.

Même si les figures suivantes représentent un avion après le bulletin de service (BS) CF34-NAC-71-013C et avant le BS CF34-NAC-71-045A / -054, le risque de blocage du support du capotage du noyau central du moteur existe dans toutes les configurations.

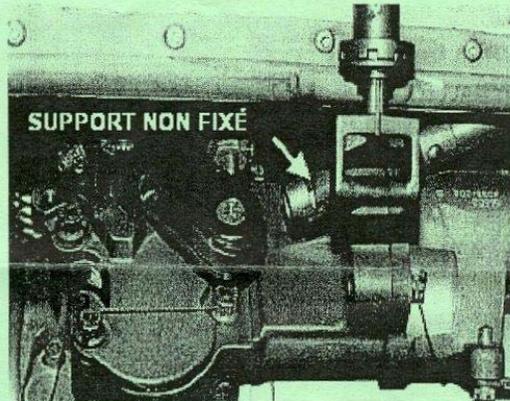
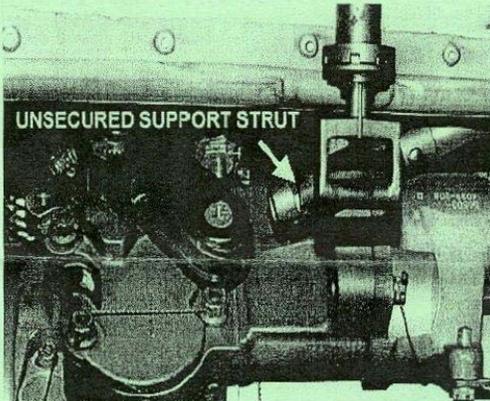


Figure 1. Fuel Control Link lever at 100% N1 Position

Figure 1. Renvoi du régulateur de carburant à la position 100 % N1

When the engine throttles are retarded towards the idle position, the MFC link lever can contact the support strut/rod and create a jam condition as seen below in figure 2.

Lorsque les manettes des gaz sont ramenées à la position de ralenti, le renvoi du MFC peut entrer en contact avec le support et créer un blocage comme celui illustré à la figure 2 ci-dessous.

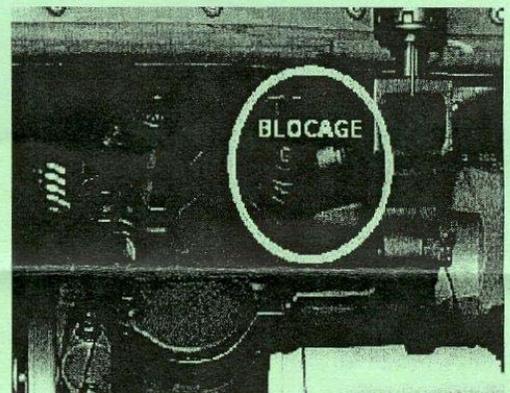
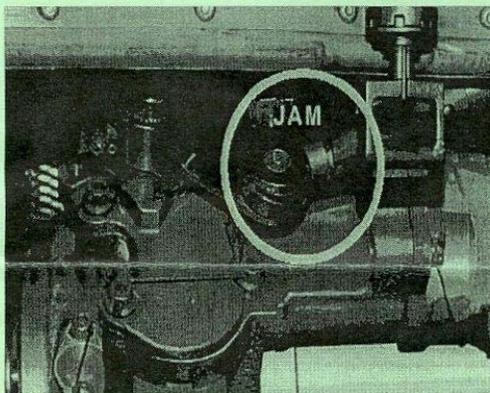


Figure 2. Fuel Control Link lever at 93% N1 Position

Figure 2. Renvoi du régulateur de carburant à la position 93 % N1

In this condition the engine RPM cannot be controlled or reduced below 93% N1 and can only be shutdown by the operation of the applicable ENG FIRE PUSH switch.

On ne peut alors réguler le régime moteur ni le réduire au-dessous de 93% N1, et on ne peut couper le moteur qu'au moyen du bouton POUSSOIR INCENDIE MOTEUR.

No. N°	AV-2010-04	3/4
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Recommended Action:

It is essential that all defined procedures found in Aircraft Maintenance Manual (AMM) 71-12-01-410-802, Temporary Revision (TR) 71-137 are followed, ensuring that:

1. The primary lock has properly engaged its clip pin on the core cowl door as seen in figure 3;

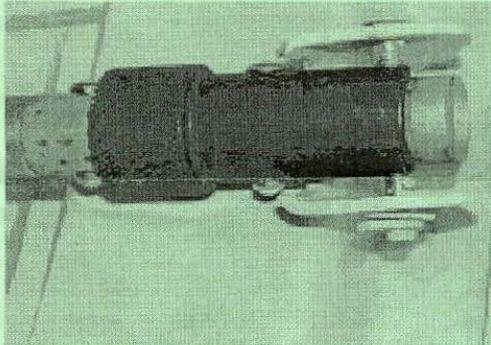


Figure 3. Primary Lock Correctly Engaged

2. The stay support strut/rod secondary lock pin is correctly oriented as seen in figure 4;

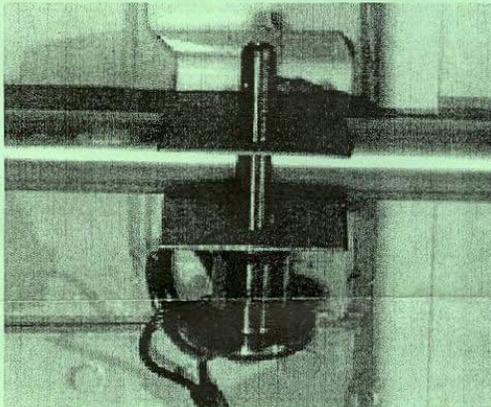


Figure 4. Secondary Lock Pin Correctly Installed as seen when the core cowl is in the open position

Note that the secondary lock pin will be inverted (pin pointing up) as seen in figure 4 when the core cowl is open, as normally seen during maintenance activities but will be positioned (pin pointing down), with the core cowl in the closed position. The AMM has been corrected, which was in error prior to TR 71-137, to stipulate this important pin configuration.

Mesure recommandée :

Il est essentiel de suivre toutes les procédures définies figurant à la révision temporaire (RT) 71-137 du manuel de maintenance de l'aéronef (MMA) 71-12-01-410-802 en s'assurant que :

1. le verrou principal s'est bien inséré dans sa goupille de serrage sur le capotage du noyau central, comme l'illustre la figure 3;

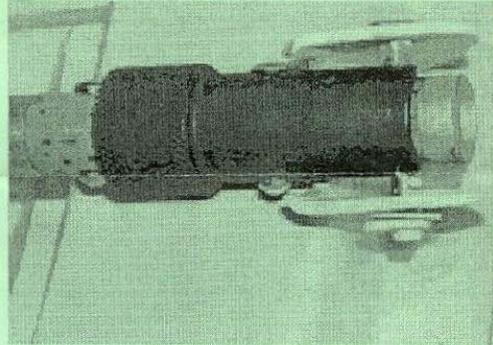


Figure 3. Verrou principal bien inséré

2. la goupille du verrou secondaire du support est bien orientée, comme l'illustre la figure 4.

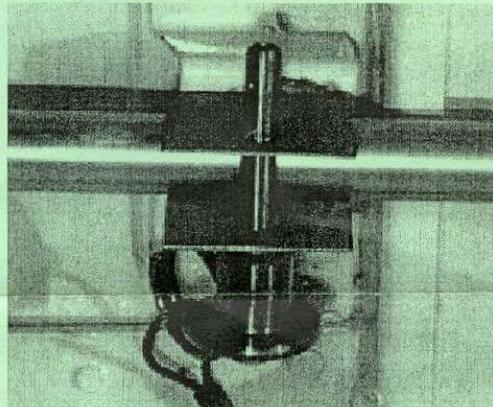
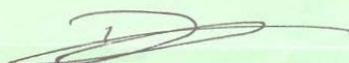


Figure 4. Goupille du verrou secondaire bien installée, capotage du noyau central en position ouverte

Il importe de remarquer que la goupille du verrou secondaire est inversée (pointe vers le haut), comme l'illustre la figure 4, lorsque le capotage du noyau central est ouvert, comme c'est habituellement le cas pendant les activités de maintenance, mais qu'elle est à l'endroit (pointe vers le bas), lorsque le capotage principal est fermé. Le MMA, lequel était erroné avant la RT 71-137, a été corrigé afin de préciser ce fait important concernant la goupille.

	<table border="1" style="border-collapse: collapse;"> <tr> <td style="font-size: small;">No. N°</td> <td style="text-align: center;">AV-2010-04</td> <td style="text-align: center;">4/4</td> </tr> </table>	No. N°	AV-2010-04	4/4
No. N°	AV-2010-04	4/4		
<p>Defects, malfunctions and failures occurring on aeronautical products are to be reported to Transport Canada, Continuing Airworthiness in accordance with CAR 521 mandatory Service Difficulty Reporting requirements.</p>	<p>Les défauts, les mauvais fonctionnements et les pannes de produits aéronautiques devraient être signalés au Maintien de la navigabilité aérienne de Transports Canada, conformément aux exigences du RAC 521 qui obligent à transmettre des rapports de difficultés en service.</p>			
<p>For further information, contact a Transport Canada Centre, or Gary Voght, Continuing Airworthiness, Ottawa at 613-952-4357, facsimile 613-996-9178, or email CAWWEBFeedback@tc.gc.ca</p>	<p>Pour de plus amples renseignements, communiquer avec un Centre de Transports Canada ou avec Gary Voght, Maintien de la navigabilité aérienne, à Ottawa, téléphone 613-952-4357 télécopieur 613-996-9178 ou courrier électronique CAWWEBFeedback@tc.gc.ca</p>			
<p>For Director, National Aircraft Certification</p>	<p>Pour le directeur, Certification nationale des aéronefs</p>			
 Derek Ferguson Chief, Continuing Airworthiness Chef, Maintien de la navigabilité aérienne				
<p>Note: For the electronic version of this document, please consult the following Web address: www.tc.gc.ca/CivilAviation/certification/menu.htm</p>	<p>Nota : La version électronique de ce document se trouve à l'adresse Web suivante : www.tc.gc.ca/aviationcivile/certification/menu.htm</p>			

Part Total Time: (N/A)

CASA: C212CC; Corroded Longeron; ATA 5313

An air carrier submission says, "The longeron that connects the left fuselage sidewall and belly has one spot of corrosion between frames 3 and 4 at approximate station 4100. The longeron is 3.2 MM thick, and is formed as an angle. The corrosion damage extends at least halfway into the beam (thickness) and moves into the bend radius. This (*corrosion spot*) is about 0.50 inches in diameter."





(Part number for this longeron: 21221000541. This airplane has more issues; see the next entry—Ed.)

Part Total Time: 16,761.0 hours

CASA: C212CC; Cracked Horz. Stabilizer Attach Fittings; ATA 5551

The previously reported aircraft has another defect. The submission states, "Three each horizontal stabilizer attach fittings (*fuselage side*) were found to be cracked, and three others were found with intergranular corrosion. Six of the eight (*fittings*) are beyond limits (*P/N 2122415XX*)."





Part Total Time: 16,761.0 hours

Cessna: 172S; Frayed Aileron Cable; ATA 2710

"During a routine inspection," says a flight school submission, "the aileron cable (P/N 0510105-364) was found shiny (*worn*) where it passes through the ceiling pulley cluster. When it was viewed through a strong magnifying glass many broken strands could be seen."





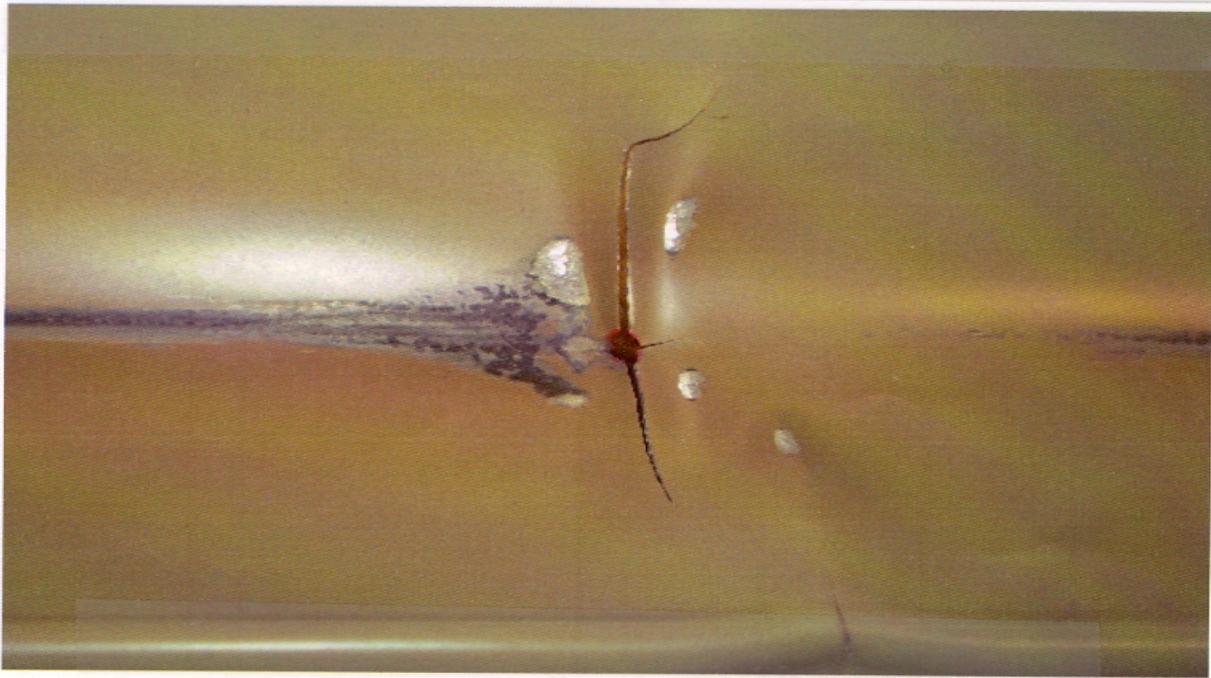


(This part number hits 14 times in the SDRS database. Thank-you for the photo effort—Ed.)

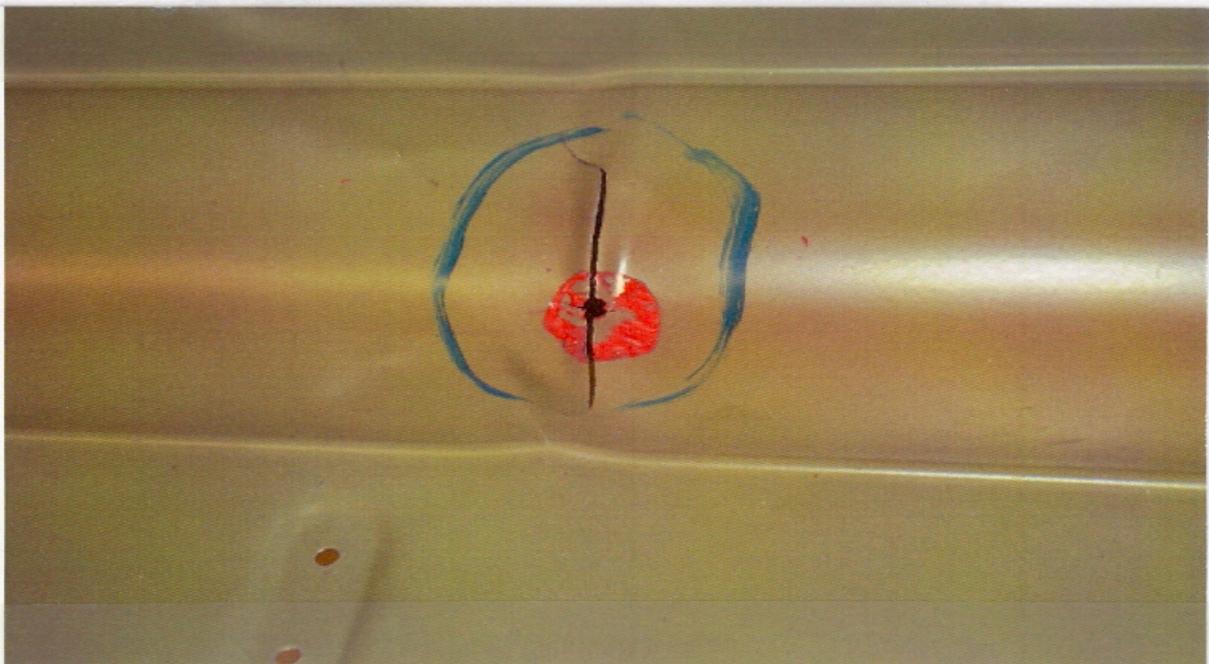
Part Total Time: 2,311.0 hours

Cessna: 680; Cracked Diffuser Ducts; ATA 3010

A repair station technician describes a heat duct defect. "We have found these wing bleed air heated leading edge diffusers cracked or deformed on numerous aircraft. This (*particular*) discrepancy was found while performing A301001 Wing/Horizontal Stabilizer Bleed Air Anti-Ice System Detailed Inspection. Task 30-10-00-220 is part of Inspection Document nine—a 48 month inspection. This discrepancy was likely caused by thermal expansion and flight vibrations of the wing leading edge, anti-ice piccolo tube. The piccolo tube is hard mounted to the diffuser with no vibration dampeners or means to compensate for thermal expansion. The material for the diffusers is thin and bends easily. We have also found the piccolo tubes chafing on the diffusers. We recommend the diffusers be built with a heavier material and the piccolo tube mounting to be redesigned. This occurrence was corrected by replacement of the effected parts." (*Diffuser P/N's 6922520-53, -54, -55, and -56.*)



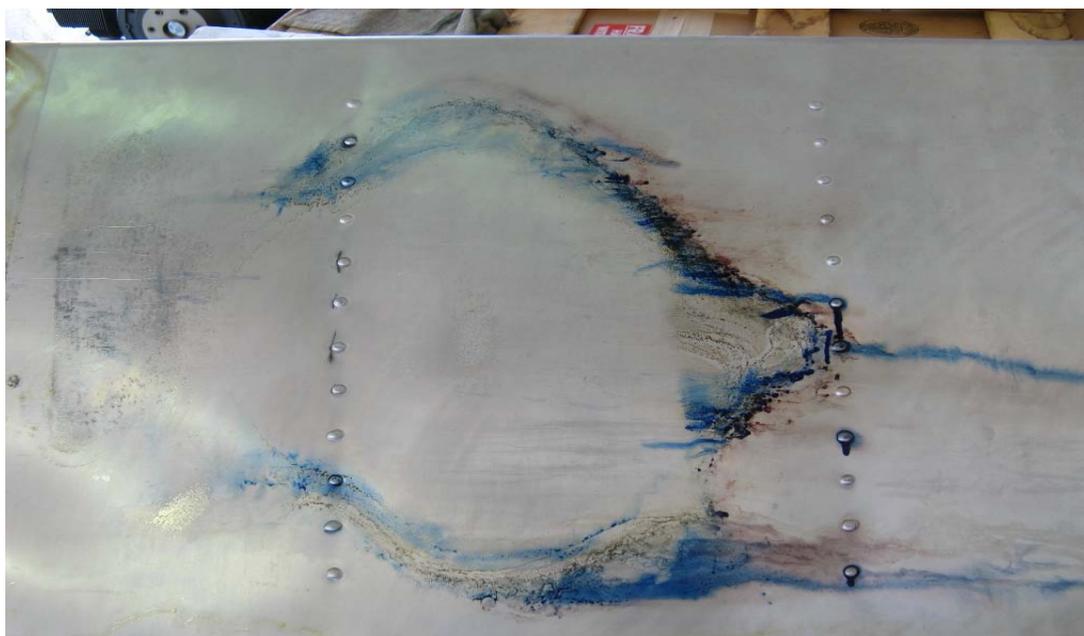
DIFFUSER = 6922520-53, 6922520-54
6922520-55, 6922520-56



Part Total Time: 3,042.3 hours

Diamond: DA42; Cracked Fuel Tanks; ATA 2810

A flight school reports, "During a routine inspection a fuel stain was noted in the left auxiliary tank area. The tank was removed and inspected. There were cracks found at several of the weld points where an internal baffle is welded to the bottom panel of the tank. A new tank (P/N D6028141100) was installed."

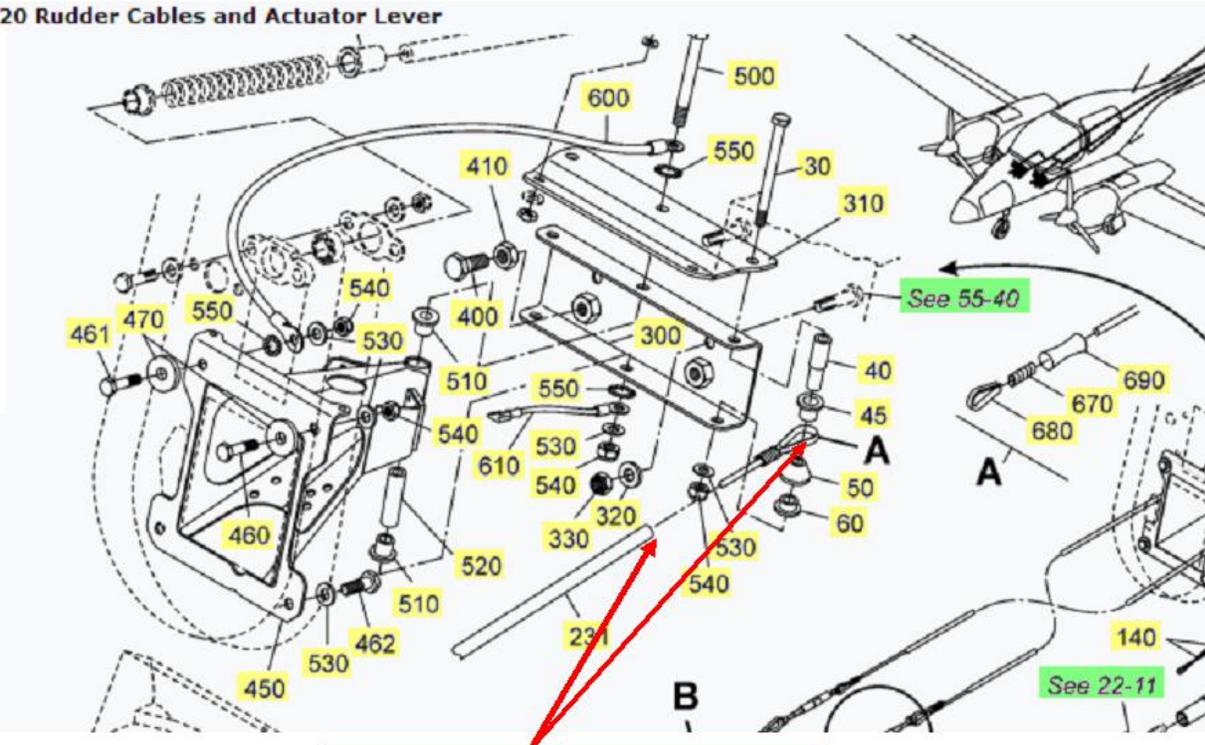


Part Total Time: 625.0 hours

Diamond: DA42; Chafed Rudder Cable; ATA 2720

An unidentified submitter states, "During a routine inspection, the rudder cable (P/N CA13190) was found worn with broken strands where it exits the (*guide*) tube (P/N 157727) about two inches forward of the rudder bell crank. This is approximately on the rudder hinge line. Once the cable was removed, additional wear was found 33 inches inside the tube. Since both ends of the cable are swaged, this cable would never be removed to inspect for that wear (*occurring*) midway in the protective tube."

27-20 Rudder Cables and Actuator Lever



Left arrow shows location of wear. Rt. Arrow is where cable is attached to rudder Bellcrank.



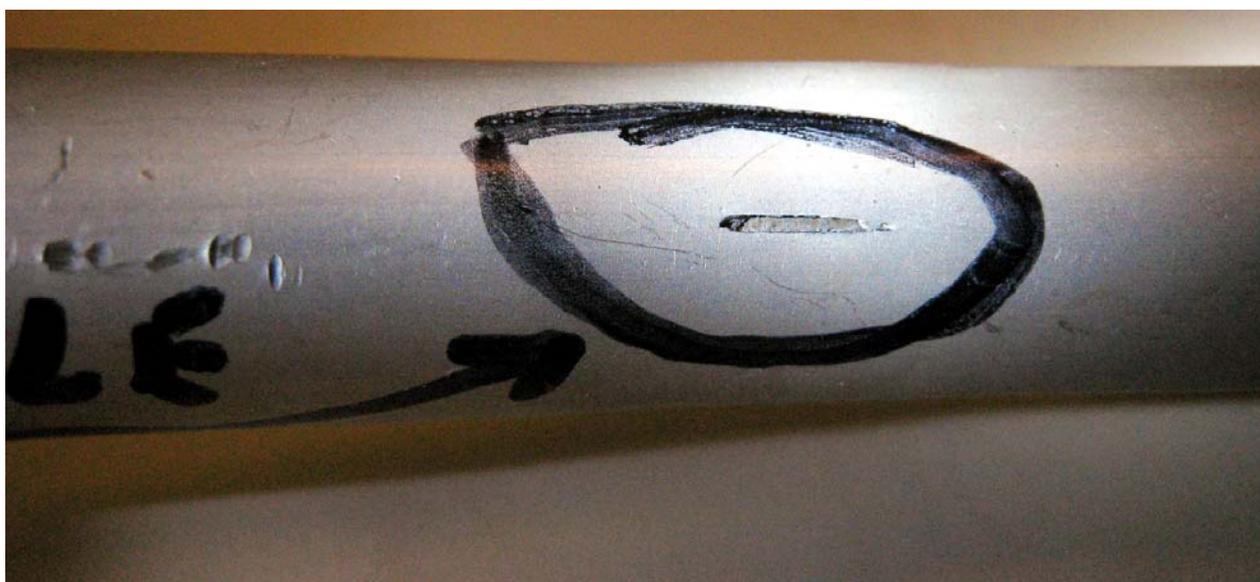
Part Total Time: 1,313.0 hours

POWERPLANTS

Continental: IO550C; Leaking Dipstick Housing; ATA 8550

A technician states, "During a routine oil change a puddle of oil was observed in the bottom of the cowling. No oil was spilled while filling the crankcase. Having seen this problem several times in the past, the mechanic immediately knew to look at the dipstick tube (P/N 6494061) in the chafed area. As in all the previous situations, the hole is located at the first inside bend below the filler opening. Even though the OEM says they are not aware of the problem, most of our in-service engines show some sign of chafing which can be observed by looking down the oil fill opening on the crank case side of the tube. Fortunately, once the dipstick is in place, it tends to fill the chafed opening and very little oil can escape through the hole. The attached photos show the dipstick through the chafed hole—it actually creates a decent seal."



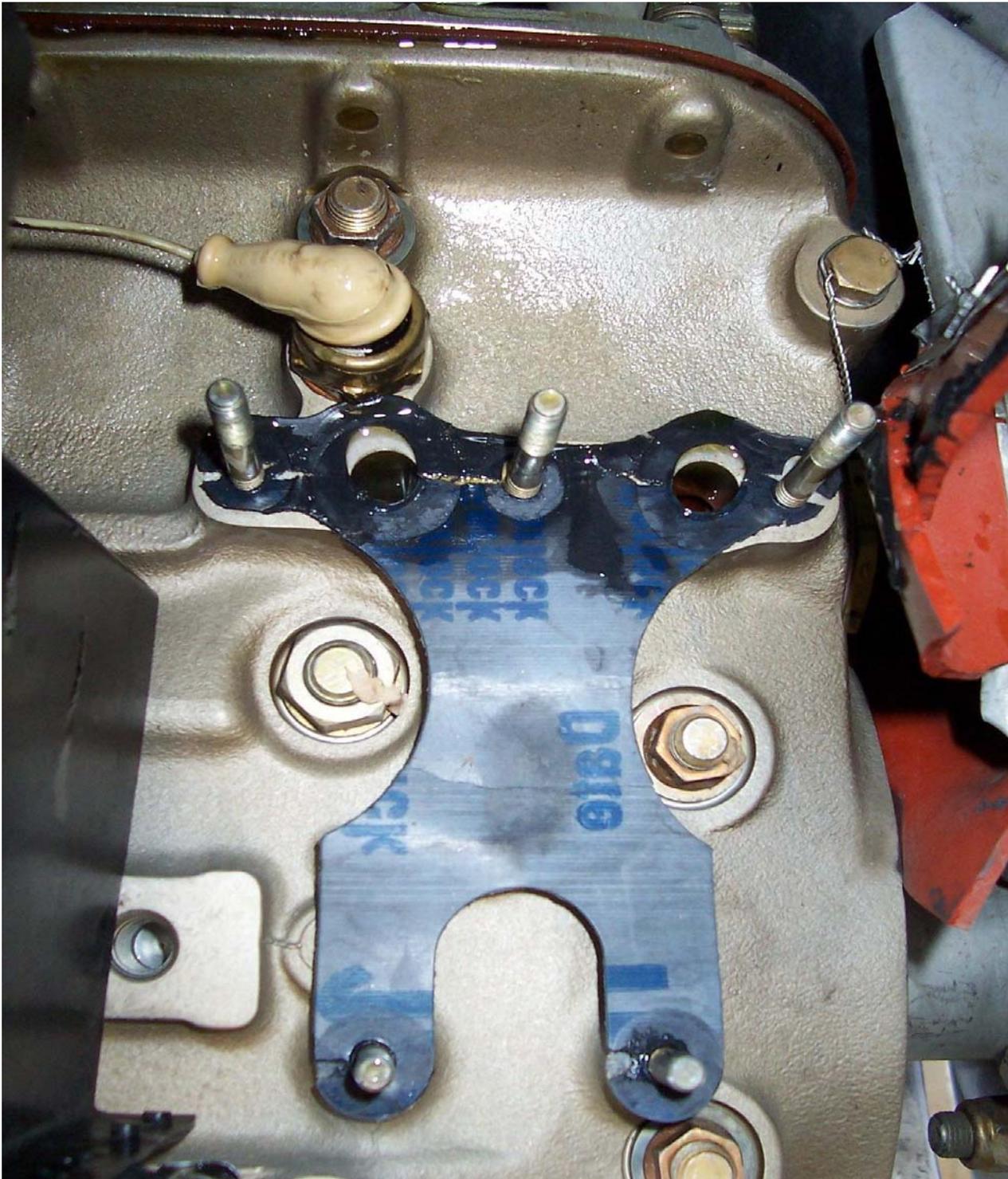


Part Total Time: 1,209.0 hours

Continental: IO470N; Failed Oil Cooler Gasket; ATA 7921

(The following short report references a Beech V35 aircraft. The photograph is excellent. Unfortunately, how or why the gasket failed is not included.)

A technician for an aviation company says, "The oil cooler gasket failed."



Part Total Time: 160.0 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

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

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
2010F00130	AIRBUS			VENT	ICED
6/2/2010	A330*				CABIN AIR

WHILE AT CRUSING ALTITUDE 39,000 FT, THERE WERE A SERIES OF LOUD AND PROLONGED CRACKLING/CRUNCHING NOISES COMING FROM THE AIRVENTS. THE CRACKLING NOISES WERE THEN FOLLOWED IN SEQUENCE BY A SLIDING NOISES (E.G. SMALL PEBBLES OR CHIPS GOING DOWN A METAL OR PLASTIC CHILDREN'S OUTDOOR SLIDE). THIS SEQUENCE WAS LOUD ENOUGH THAT IT COULD BE HEARD VERY CLEARLY NOT WITHSTANDING THE FACT THAT WE WERE WATCHING IN IN-FLIGHT MOVE WITH HEADPHONES ON. IT WAS SO LOUD, THAT MANY OTHER PASSENGERS TOOK OFF THEIR EARPHONES TO FIGURE OUT WHERE THE NOISE WAS COMING FROM. I HAD THE EXACT SAME EXPERIENCE ON ANOTHER A330 ABOUT TWO YEARS AGO AND WAS TOLD BY THE FLIGHT CREW CHIEF THAT THE NOISE WAS THE THAWING/BREAKING OF ICE INSIDE THE AIRVENTS. IN REALITY, THAT'S EXACTLY WHAT IT SOUNDED LIKE. EVEN SO, THIS EXPLANATION SEEMS VERY UNSATISFACTORY TO ME, GIVEN THAT I'VE NEVER HEARD IT ON ANY OTHER PLANE BEFORE, AND I DON'T SEE HOW A PLANE CAN TAKE ON THAT MUCH ICE, WITH NOWHERE FOR IT GO, OVER THE COURSE OF A LONG FLIGHT. IN THE FIRST INSTANCE, IT WAS 10 HOURS, AND LAST WEEK, IT WAS 3 HOURS. PLEASE ADVISE WHETHER THIS IS SOME DESIGN FLAW OR OTHER MALFUNCTION.

2010FA0000528	AMTR			FITTING	BROKEN
6/1/2010	GLASAIRIISRG			MS20822	MLG

OWNER/PILOT OF THIS ACFT WAS PERFORMING TOUCH & GOES WHEN PREPARING FOR 2ND LANDING, NOTICED DID NOT HAVE A GREEN MLG DOWN LIGHT FOR THE LT MLG. FLEW PAST TOWER & VERIFIED THIS FACT. NOTED ALSO DIDN'T HAVE HYD PRESSURE. A SAFE LANDING WAS MADE WITH MINOR DAMAGE TO THE ACFT AND NO INJURIES TO PILOT. UPON EXAMINATION OF ACFT, IT WAS DETERMINED THAT ONE OF THE LT MLG ACTUATOR HYD FITTINGS HAD BROKEN OFF OF THE ACTUATOR. ALLOWING THE HYD SYS TO LOOSE A SUBSTANTIAL AMOUNT OF FLUID THAT WOULD NOT RETRACT OR EXTEND THE MLG COMPLETELY. EXAMINATION OF BROKEN FITTING SHOWS THAT IT FAILED AT A POINT FLUSH WITH ACTUATOR HSG. 90 DEGREE ELBOW PORTION REMAINED ATTACHED TO FLEXIBLE HOSE ASSY. EXAMINATION OF MLG WELL & GENERAL LAYOUT OF MLG COMPONENTS SHOWS FLEX HOSE MAY HAVE BEEN STRESS LOADED WHILE GEAR LEG WAS UP. THIS MAY HAVE PUT UNDUE STRESS ON HOSE ASSY & FOCUSED HIGH LOADS ON HOSE ELBOW AT ACTUATOR HSG. IT ALSO APPEARED THE GEAR ACTUATOR MAY ALSO BE RUBBING AGAINST TOP OF WHEEL WELL.

2010FA0000516	BEECH			WINDSHIELD	CRACKED
5/28/2010	2000			10138402518	COCKPIT

RT WINDSHIELD CRACKED.

2010FA0000515	BEECH	CONT		ROTOR SHAFT	SHEARED
5/28/2010	35C33A	IO520*			ALTERNATOR

ALTERNATOR FAILED IN FLIGHT. THIS IS THE 3RD FAILURE IN LESS THAN 100 HRS (18HRS, 17HRS, & 36HRS) THE PREVIOUS (2) WERE REPLACED UNDER WARRANTY. ALL (3) HAVE HAD IDENTICAL ROTOR SHAFT TORSIONAL FAILURE JUST INTERNAL TO THE ALTERNATOR BETWEEN THE FAN AND THE INBD BEARING.

2010FA0000524	BEECH	CONT		RELAY	FAILED
6/4/2010	F33A	IO520BB		SM50D7	MLG

((VJ3R)) ON ROUTINE PHASE INSP, MECHANIC FOUND THE DYNAMIC BREAKER FAILED ON RELAY. PROBABLE

CAUSE AT THIS TIME UNKNOWN. RECOMMENDATION IS TO REPLACE RELAY UNTIL MFG DESIGNS A BETTER RELAY.

2010FA0000523	BEECH	CONT	CIRCUIT BREAKER	INOPERATIVE
6/4/2010	F33A	IO520BB	35380132103	TAXI LIGHT

PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING , TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1516 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 6064. NOTICED NEW CIRCUIT BREAKER, NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000514	BELL	ALLSN	TACH GENERATOR	MALFUNCTIONED
5/24/2010	206L3	250C30	2060733731	MAIN ROTOR

HYD PRESSURE FAILURE IN FLIGHT, ACCOMPANIED BY LOSS OF ROTOR TACH NEEDLE (WENT TO ZERO) AND LOW ROTOR RPM CAUTION LIGHT ILLUMINATION.

2010FA0000525	BELL	ALLSN	BELL	BEVEL GEAR	CRACKED
6/7/2010	407	250C47B		407040035101	M/R TRANSMISSION

MAIN ROTOR TRANSMISSION WAS MAKING VERY SMALL AMOUNTS OF METAL, BUT ENOUGH TO KEEP SETTING OFF THE CHIP DETECTOR. STRAINED OIL AND FILTER LOOKED NORMAL. TEAR DOWN INSPECTION, FOUND BEVEL GEAR COMPLETELY CRACKED THROUGH. THERE WHERE NO OVER TORQUE INDICATIONS. UNKNOWN IF GEAR HAS MFG DEFECT? (IMPROPER HEAT TREATMENT?) THIS GEAR SHOULD NOT CRACK CLEAR THROUGH. NO MATTER HOW CLEAN YOUR FILTER BOWEL LOOKS OR HOW SMALL THE AMOUNT OF METAL FOUND, HEED YOUR MULTIPLE CHIP DETECTOR INDICATIONS AND INSPECT YOUR TRANSMISSION.

EE4Y100209	BOEING		STRINGER	CORRODED
6/9/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE E & E COMPARTMENT FROM BS 352 TO BS 360, STR 22 LT WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 177).

EE4Y100203	BOEING		FLOORBEAM	CORRODED
6/8/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BS 860, RBL 3 CARGO FLOORBEAM WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 220).

EE4Y100204	BOEING		SUPPORT	CRACKED
6/8/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BS 794 BETWEEN STR 22R AND STR 23R SUPPORT WITH CRACK. (W/O Y10122, SUB JOB 1, ITEM 227).

EE4Y100186	BOEING		INTERCOSTAL	CRACKED
6/2/2010	7372X6C			ZONE 200

((EE4Y)) UPPER FUSELAGE CARGO CABIN BS 294.5 INTERCOSTAL CRACKED AT STRINGER 11 LT. (WO Y10122, SUB JOS 2, ITEM 97).

EE4Y100184	BOEING		INTERCOSTAL	CRACKED
6/2/2010	7372X6C			ZONE 200

((EE4Y)) UPPER FUSELAGE CARGO CABIN BS 294.5 INTERCOSTAL CARCKED AT STRINGER 12 LT. (WO Y10122, SUB JOB 2, ITEM 97).

EE4Y100205	BOEING		INTERCOSTAL	CRACKED
6/8/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BS 817 BETWEEN STR 24R AND 25R INTERCOSTAL WITH CRACK. (W/O Y10122, SUB JOB 1, ITEM 228).

EE4Y100212	BOEING	STRINGER	CORRODED
6/9/2010	7372X6C		BS 892 S26R
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT BS 892, STRINGER 26RT WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 210).			
EE4Y100213	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT BS 727B BETWEEN RBL 25 AND LBL 25 FLOORBEAM UPPER CHORD UPPER SURFACE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 212).			
EE4Y100214	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT BS 500B AT LBL 55 FLOORBEAM UPPER CHORD LOWER SURFACE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 214).			
EE4Y100215	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CABIN FLOORBEAM UPPER CHORD AT B STA 947.6 BETWEEN BL 0 TO LBL 45 WITH CORROSION AT SEVERAL PLACES. (W/O Y10122, SUB JOB 2, ITEM 142).			
EE4Y100202	BOEING	STIFFENER	CRACKED
6/8/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT AT BS 500B BL STIFFENER WITH CRACK. (W/O Y10122, SUB JOB 1, ITEM 216).			
EE4Y100216	BOEING	FLOOR SUPPORT	CORRODED
6/9/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX CABIN FLOORBEAM UPPER SKIN WITH CORROSION BETWEEN STA 480-520, LBL 45-65. (W/O Y10122, SUB JOB 2, ITEM 144).			
EE4Y100217	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX CABIN FLOORBEAM WITH CORROSION AT STA 500A BETWEEN LBL 25 & LBL 40. (W/O Y10122, SUB JOB 2, ITEM 145).			
EE4Y100218	BOEING	WEB	CORRODED
6/9/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX CABIN FLOOR WEB WITH CORROSION BETWEEN STA 420 & 440, LBL 40 TO LBL 65. (W/O Y10122, SUB JOB 2, ITEM 154).			
EE4Y100195	BOEING	FLOORBEAM	CORRODED
6/5/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT FLOORBEAM AT BS 847 FROM RBL 30 TO RBL 55 FLOORBEAM LOWER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 94).			
EE4Y100197	BOEING	STRINGER	CRACKED
6/5/2010	7372X6C		ZONE 200
((EE4Y)) MAIN CARGO CABIN AT BS 500B+3 AND BS 500B+13,5 AT SCANNING LIGHT AREA STRINGER 16 RT WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 134).			
EE4Y100201	BOEING	PAN	CRACKED
6/5/2010	7372X6C		ZONE 200

((EE4Y)) PAX CABIN MAIN CARGO DOOR LOWER PAN AT STA 475 AND STA 405 WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 135).

EE4Y100199	BOEING	SKIN	CRACKED
6/5/2010	7372X6C		CARGO DOOR

((EE4Y)) UPPER FUSELAGE MAIN CARGO DOOR, AT BS 460 LOWER FRAME SKIN WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 116).

EE4Y100200	BOEING	VERTICAL BEAM	CRACKED
6/5/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT BS 727+4 LBL 17, WL 156 BULKHEAD VERTICAL BEAM FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 207).

EE4Y100227	BOEING	FLOORBEAM	CORRODED
6/11/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT BS 500A, BTWN LBL 25 AND RBL 25 FLOORBEAM UPPER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 208).

EE4Y100112	BOEING	DUCT	CRACKED
5/28/2010	7372X6C		ZONE 100

LOWER FUSELAGE LT AIR CONDITIONING BAY, PRIMARY HEAT EXCHANGER EXHAUST DUCT CRACKED.

EE4Y100170	BOEING	SPAR	CORRODED
5/31/2010	7372X6C		ZONE 500

((EE4Y)) LT WING FRONT SPAR LOWER CHORD FLANGE WITH CORROSION AT W STA 520. (W/O Y10122, SUB JOB 5, ITEM 1).

EE4Y100171	BOEING	SPAR	CORRODED
5/31/2010	7372X6C		ZONE 500

((EE4Y)) LT WING FRONT SPAR LOWER CHORD FLANGE WITH CORROSION AT W STA 602. (W/O Y10122, SUB JOB 5, ITEM 3).

EE4Y100193	BOEING	FLOORBEAM	CORRODED
6/4/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 867 FROM RBL 60 TO LBL 60 FLOORBEAM LOWER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 112).

EE4Y100194	BOEING	CARGO TRACK	CORRODED
6/4/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT FROM BSTA 716 TO 727B CARGO TRACK WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 77).

EE4Y100187	BOEING	HINGE PIN	CORRODED
6/2/2010	7372X6C	6937451502	ZONE 300

DURING THE ACCOMPLISHMENT OF ECO 3472R4, RELATED TO AD 2004-19-10 (SB737-55A1077) WAS FOUND THE HORIZONTAL STABILIZER PIVOT HINGE INNER PIN WITH CORROSION ON ITS SHANK. (W/O Y10122, SUB JOB 9, ITEM 24).

EE4Y100207	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT AT BS 500B, LBL 39, WL 200 FLOORBEAM LOWER FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 170).

EE4Y100229	BOEING		STRINGER	CORRODED
6/11/2010	7372X6C			ZONE 100
((EE4Y)) LOWER FUSELAGE CARGO COMPARTMENT AT BS 865.5, STR 27R WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 229).				
EE4Y100230	BOEING		BEAR STRAP	CRACKED
6/11/2010	7372X6C			ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT BS 844 BETWEEN STRINGERS 23 & 24RH, BEAR STRAP DOUBLER WITH CRACK. (W/O Y10122, SUB JOB 1, ITEM 230).				
EE4Y100110	BOEING		SUPPORT ANGLE	CRACKED
5/28/2010	7372X6C			ZONE 100
((EE4Y)) LOWER FUSELAGE AT B/S 535.5 WL 144 LBL 45, WING TO BODY SUPPORT ANGLE WITH CRACK.				
EE4Y100228	BOEING		HINGE PIN	CORRODED
6/11/2010	7372X6C			ZONE 300
((EE4Y)) HORIZONTAL STABILIZER PIVOT HINGE IAW ECO 3472 PART II. (W/O Y10122, SUB JOB 2, ITEM 94).				
EE4Y100111	BOEING		SKIN	DELAMINATED
5/28/2010	7372X6C			ZONE 100
((EE4Y)) LOWER FUSELAGE LT AIR CONDITIONING BAY DOOR INNER SKIN DELAMINATED AT STA 138.				
EE4Y100119	BOEING	BOEING	ATTACH FITTING	CORRODED
5/29/2010	7372X6C		69353646	BS 867 FRAME
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 867 LSTR 20 CLIP WITH CORROSION.				
EE4Y100100121	BOEING	BOEING	ATTACH FITTING	CRACKED
5/29/2010	7372X6C		69353521	BS 727A FRAME
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BS 727A, S25L WITH CRACK.				
EE4Y100120	BOEING	BOEING	ATTACH FITTING	CORRODED
5/29/2010	7372X6C		69353523	BS 867 FRAME
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BS 867, S26L CLIP WITH CORROSION.				
EE4Y100123	BOEING		STRINGER CLIP	CRACKED
5/29/2010	7372X6C			BS 400 S4R
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 400 STR 4R AND STR 10R STRINGER TIE CLIPS WITH CRACK.				
EE4Y100130	BOEING		STRINGER CLIP	CRACKED
5/29/2010	7372X6C			BS 400 S10R
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AL B/S 400 STR 10R, STRINGER TIE CLIP WITH CRACK.				
EE4Y100124	BOEING		STRINGER CLIP	CRACKED
5/29/2010	7372X6C			ZONE 200
((EE4Y)) UPPER FUSALAGE MAIN CARGO CABIN AT B/S 420 STR 5R, STRINGER TIE CLIPS WITH CRACK.				
EE4Y100185	BOEING		INTERCOSTAL	CRACKED
6/2/2010	7372X6C			ZONE 200
((EE4Y)) UPPER FUSELAGE CARGO CABIN BS 294.5 STR, 8 LT INTERCOSTAL WITH CRACK. (WO Y10122, SUB JOB 2,				

ITEM 96).

EE4Y100208	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT AT BS 500A, RBL 25, WL 207 FLOORBEAM UPPER FLANGE LOWER FACE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 1736).			
EE4Y100188	BOEING	FLOOR SUPPORT	CORRODED
6/2/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT FROM BS 460 TO BS 520, BL 0, WL 200 FLOOR SUPPORT UPPER AND LOWER FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 174).			
EE4Y100206	BOEING	FLOORBEAM	CORRODED
6/9/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT AT BS 500, LBL 22, WL 200 FLOORBEAM LOWER FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 169).			
EE4Y100192	BOEING	FRAME	CORRODED
6/4/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 1006, STR 20L, FRAME WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 136).			
EE4Y100113	BOEING	CONNECTOR	BROKEN
5/28/2010	7372X6C		POWER SUPPLY
LOWER FUSELAGE FWD CARGO COMPARTMENT BATTERY POWER SUPPLY GROUND CONNECTION BROKEN.			
EE4Y100114	BOEING	SKIN	CANNING
5/28/2010	7372X6C		ZONE 100
((EE4Y)) LOWER EXTERNAL FUSELAGE AT B/S 360.5 BETWEEN STRINGERS 22R AND 23R SKIN WITH OIL CAN.			
EE4Y100115	BOEING	INTERCOSTAL	CRACKED
5/28/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE CARGO CABIN B/S 294.5 INTERCOSTALS CRACKED (2EA) AT STRINGER 11 AND 12 LT.			
EE4Y100116	BOEING	INTERCOSTAL	CRACKED
5/28/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE CARGO CABIN B/S 294.5 STRINGER 8 LT INTERCOSTAL ANGLE CRACKED.			
EE4Y100118	BOEING	INTERCOSTAL	CRACKED
5/28/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE CARGO CABIN B/S 360 STR 14 LT INTERCOSTAL WEB CRACKED.			
EE4Y100131	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		BS 420
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 420 STR 10, STRINGER TIE CLIP WITH CRACK.			
EE4Y100125	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		BS 440 S3R
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 440 STR 3, STRINGER TIE CLIPS WITH CRACKS.			
EE4Y100132	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 440 STR 4R, STRINGER TIE CLIP WITH CRACK.

EE4Y100133	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN B/S 440 STR 10R, STRINGER TIE CLIP WITH CRACK.

EE4Y100126	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 460 STR 4R STRINGER TIE CLIP WITH CRACK. WORK ORDER Y10122, SUBJOB 2, ITEM 65.

EE4Y100127	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 616 STR 3R STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 66.

EE4Y100128	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 685 STR 4R STRINGER TIE CLIP WITH CRACK. WORK ORDER Y10122, SUB JOB 2, ITEM 67.

EE4Y100129	BOEING	STRINGER CLIP	CRACKED
5/29/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 706 STR 10L STRINGER TIE CLIP CRACK. WORK ORDER Y10122, SUB JOB 2, ITEM 68.

EE4Y100134	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 727A STR 7R STRINGER TIE CLIP WITH CRACK. WO Y10122, SUB JOB 2, ITEM 69.

EE4Y100135	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 727B STR 5R, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 70.

EE4Y100136	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 727B STR 7R, STRINGER TIE CLIP WITH CRACK. WORK ORDER Y10122, SUB JOB 2, ITEM 70.

EE4Y100137	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 747 STR 8L, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 71.

EE4Y100138	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 747 STR 5L, STRINGER TIE CLIP WITH CRACK. WORK ORDER Y10122, SUB JOB 2, ITEM 71.

EE4Y100139	BOEING	STRINGER CLIP	CRACKED
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5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 747 STR 5R, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 71.			
EE4Y100140	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 767 STR 6L, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 72.			
EE4Y100141	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 767 STR 5R, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 72.			
EE4Y100142	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 787 STR 3R, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 73.			
EE4Y100143	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 787 STR 5R, STRINGER TIE CLIP WITH CRACK. W/O Y10122, SUB JOB 2, ITEM 73.			
EE4Y100144	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 787 STR 6R, STRINGER TIE CLIP WITH CRACKED. W/O Y10122, SUB JOB 2, ITEM 73.			
EE4Y100146	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		ZONE 500
LT WING L/E SKIN WITH CRACK AT WBL 384. (W/O Y10122, SUB JOB 5, ITEM 9).			
EE4Y100147	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		ZONE 600
((EE4Y)) RT WING FRONT SPAR SECTION LEADING EDGE SKIN WITH CRACK AT WBL 405. (WORK ORDER Y10122, SUB JOB 6, ITEM 12).			
EE4Y100148	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		ZONE 600
((EE4Y)) RT WING FRONT SPAR SECTION, LEADING EDGE SKIN WITH CRACK AT WBL STA 280.76. (W/O Y10122, SUB JOB 6, ITEM 16).			
EE4Y100150	BOEING	STRINGER CLIP	CRACKED
5/30/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT BSTA 727A STR 25L WITH CLIP CRACKED. (W/O Y10122, SUB JOB 1, ITEM 71).			
EE4Y100149	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT DOOR INNER SKIN AT BS 440 BETWEEN BEAM 2,3 WITH CRACK. (W/O Y10122, SUB JOB 1, ITEM 67).			

EE4Y100151	BOEING	SUPPORT	CRACKED
5/30/2010	7372X6C		ZONE 100
((EE4Y)) LOWER FUSELAGE AFT CARGO DOOR CUT-OUT AT BSTA 793 FROM STR 22R TO 25R STOP FITTING INNER SUPPORT CRACKED. (WORK ORDER Y10122, SUB JOB 1, ITEM 84).			
EE4Y100152	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		CARGO DOOR
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT DOOR INNER SKIN CRACKED. (W/O Y 10122, SUB JOB 1, ITEM 95).			
EE4Y100153	BOEING	CHANNEL	CRACKED
5/30/2010	7372X6C		BS 874
((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 847 STR 19R CHANNEL CRACKED. (W/O Y10122, SUB JOB 1, ITEM 135).			
EE4Y100154	BOEING	FLOORBEAM	CORRODED
5/30/2010	7372X6C		ZONE 200
UPPER FUSELAGE MAIN CARGO CABIN AT B/S 986.5 FLOORBEAM UPPER CHORD WITH CORROSION BETWEEN LBL 16 AND RBL 45. (W/O Y10122, SUB JOB 2, ITEM 100).			
EE4Y100155	BOEING	CROSSBEAM	CORRODED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT BL 0 BETWEEN B/ 986.5 AND B/S 1006, CROSS BEAM UPPER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 2, ITEM 102).			
EE4Y100156	BOEING	FLOOR SUPPORT	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX AT BSTA 328 BL 30L FLOOR ANGLE WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 107).			
EE4Y100158	BOEING	FLOORBEAM	CORRODED
5/30/2010	7372X6C		ZONE 200
UPPER FUSELAGE PAX CABIN AT BSTA 294 FLOORBEAM UPPER FLANGE WITH CORROSION BETWEEN BL 12R TO BL 55R. (W/O Y10122, SUB JOB 2, ITEM 111).			
EE4Y100157	BOEING	FLOORBEAM	CORRODED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX CABIN AT BSTA 328 BETWEEN BL 12R TO BL 55R, FLOOR BEAM UPPER FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 2, ITEM 109).			
EE4Y100159	BOEING	FLOOR SUPPORT	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) UPPER FUSELAGE PAX CABIN AT BSTA 328 BL 35R FLOOR ANGLE WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 112).			
EE4Y100160	BOEING	SKIN	CRACKED
5/30/2010	7372X6C		ZONE 200
((EE4Y)) EXTERNAL UPPER FUSELAGE AT B/S 533 STR 16R FUSELAGE SKIN WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 115).			
EE4Y100163	BOEING	FLOORBEAM	CORRODED
5/31/2010	7372X6C		ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CRAGO COMPARTMENT AT BSTA 787 FROM BL 0 TO BL 60L FLOORBEAM LOWER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 82).

EE4Y100162	BOEING		FLOORBEAM	CORRODED
5/31/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE FWD CARGO COMPARTMENT AT BS 500A, BL 50R, WL 200 FLOORBEAM LOWER FLANGE WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 68).

EE4Y100161	BOEING		SKIN	BULGED
5/31/2010	7372X6C			ZONE 100

((EE4Y)) LOWER EXTERNAL FUSELAGE AT STRINGER 26L B/S 874.5 WITH BULDGED SKIN. (WORK ORDER Y10122, SUB JOB 1, ITEM 5).

EE4Y100164	BOEING		STRINGER	CORRODED
5/31/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 877 STR 26L WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 117).

EE4Y100165	BOEING		FLOORBEAM	CORRODED
5/31/2010	7372X6C			ZONE 100

((EE4Y)) LOWER FUSELAGE AFT CARGO COMPARTMENT AT BSTA 887 BL 30L TO BL 60L FLOOR BEAM UPPER CHORD WITH CORROSION. (W/O Y10122, SUB JOB 1, ITEM 125).

EE4Y100166	BOEING		SKIN	DENTED
5/31/2010	7372X6C			ZONE 200

((EE4Y)) UPPER EXTERNAL FUSELAGE AT B/S 959.5 BETWEEN STRINGER 4R AND 5R SKIN WITH DENT. (W/O Y10122, SUB JOB 2, ITEM 59).

EE4Y100167	BOEING		STRINGER CLIP	CRACKED
5/31/2010	7372X6C			ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 616 STR 3L STRINGER TIE CLIP WITH CRACK. (W/O Y10122, SUB JOB 2, ITEM 66).

EE4Y100168	BOEING		FLOORBEAM	CORRODED
5/31/2010	7372X6C			ZONE 200

((EE4Y)) UPPER FUSELAGE MAIN CARGO CABIN AT B/S 1016 FLOORBEAM UPPER FLANGE WITH CORROSION FROM BL 45R TO BL 45L. (W/O Y10122, SUB JOB 2, ITEM 98).

EE4Y100169	BOEING		STRAP	CORRODED
5/31/2010	7372X6C			ZONE 200

((EE4Y)) UPPER FUSELAGE PAX CABIN FROM BSTA 340 TO BSTA 310 BL 45L FLOOR STRAP WITH CORROSION. (W/O Y10122, SUB JOB 2, ITEM 105).

EE4Y100179	BOEING	PWA	SPAR	CORRODED
6/1/2010	7372X6C	JT8D17		LWS 460

((EE4Y)) LT WING FRONT SPAR LOWER CHORD FLANGE WITH CORROSION AT W STA 460. (WO Y10122, SUB JOB 5, ITEM 1).

EE4Y100108	BOEING	PWA	STRINGER	CRACKED
5/28/2010	7372X6C	JT8D17		ZONE 300

EMPENNAGE TAIL COMPARTMENT FWD CORNER OF THE HORIZ STABILIZER CUTOUT AT THE UPPER HORIZ BEAM STRINGER S-5A RT CRACKED FROM BS 1138 TO BS 1142.

EE4Y100109	BOEING	PWA	STRINGER	CORRODED
5/28/2010	7372X6C	JT8D17		ZONE 100
LWR FUSELAGE AFT CARGO COMPARTMENT AT B STA 767, STR 20L WITH CORROSION.				
EE4Y100180	BOEING	PWA	ANGLE	CORRODED
6/1/2010	7372X6C	JT8D17A	65495647	ZONE 500
((EE4Y)) LT WING NR 2 SLAT OTBD MAIN TRACK AREA LOWER ANGLE WITH CORROSION. (W/O Y10122, SUB JOB 5, ITEM 18).				
VGQY2010052000010	BOEING		SKIN	CRACKED
5/20/2010	747243B			ZONE 500
DRWS NR:0381, LT WING UPPER SKIN SURFACE FRONT SPAR AT APPROX WS420 FOUND SKIN CRACKED. REPAIR CARRIED OUT PER SRM 51-40-14 REV. 116				
VGQY2010051900008	BOEING		MOUNT	CORRODED
5/19/2010	747243B		65B943491	NR 3 ENGINE
CORROSION PRODUCTS (RUST) NR 3 ENGINE - PYLON / AFT UPPER MOUNT / MATING SURFACE. COMPLIED WITH EN 1090-10, NR 3 & NR 4 STRUT NAC WL 131 LWR AFT SPAR NAC STA 286 FILLER DOUBLER 65B94115-7 FOUND WITH SURFACE RUST.				
VGQY2010061100030	BOEING		RIB	CRACKED
6/11/2010	747243B		65B10945	LT WING
LT WING SURGE TANK WS 1516.6 RIB / LOWER CHORD FOUND CRACKED / ACCESS FROM TANK PANEL 555AB.				
VGQY2010051800005	BOEING		MOUNT	CORRODED
5/18/2010	747281F		65B943503	NR 3 ENGINE
DRWS NR 0020, NR 3 ENGINE AFT. UPPER MOUNT FOUND RUST. REMOVED AND REPROTECTED PER OHM CMM 71-20-02. MATERIAL REMOVED = 0.008", FOUND WITHIN LIMITS PER OHM CMM 71-20-02.				
2010F00119	BOEING		SKIN	DELAMINATED
6/2/2010	7472F6B			ZONE 400
PYLON NR 2, SKIN PYLON NR 2 DELAMINATION (RT INNER SIDE)BETWEEN NAC STA 201.4 TO NAC STA 286,00.				
WGFY2010FA0765013	BOEING		SKIN	CORRODED
6/3/2010	7472F6B		65B144523	ZONE 500
((WGFY)) THERE IS GAP L=2.73 INCH. W=0.78 INCH .T=0.029 BETWEEN LT LOWER SURFACE AND UNDER WING FUSE PIN FITTING PYLON NR 1 WING STA 116.8. PERFORMED A DETAIL VISUAL INSPECTION OF THE REPAIR ZONE, C-CHECK PERFORMED REPEAT DVI INSPECTION OF THE SUBJECT AREA IAW SB 747-54A2182 R2. REQUIREMENT AT 1200 FLIGHT CYCLES INTERVAL NOT TO EXCEED 24 MONTHS.				
WGFY2010FA0765014	BOEING		SKIN	DELAMINATED
6/3/2010	7472F6B			ZONE 400
((WGFY)) PYLON NR 3 LT INNER SKIN DELAMINATION (BETWEEN NAC STA 201.60 TO 240.00) PERFORMED DVI OF THE REPAIR ZONE AT THE REPEAT "C" CHECK, PERFORM REPEAT DVI INSPECTION PER SB 747 54A2182R2 REQUIREMENT AT 1200 FLIGHT CYCLE INTERVAL NOT TO EXCEED 24 MOUNTHS				
WGFY2010FA0765011	BOEING		SKIN	DELAMINATED
6/2/2010	7472F6B		65B940511	NR 2 PYLON
((WGFY)) PYLON NR 2, SKIN PYLON NR 2 DELAMINATION (RT INNER SIDE) BETWEEN NAC 201,4 TO NAC STA 286,00. PERFORM A REPEATED DVI OF THE SUBJECT REPAIRED AREAS AT EVERY "C" CHECK OR 18 MONTHS, WHICH EVER OCCURS FIRST.				

[2010F00120](#) BOEING GE SKIN DELAMINATED
6/2/2010 7472F6B CF650* 65B940511 NR 2 PYLON
PYLON NR2, SKIN PYLON NR2 DELAMINATION (RT INNER SIDE) BETWEEN NAC STA 201.4 TO NAC STA 286,00.

[WGFY2010FA0000495](#) BOEING GE STIFFENER CRACKED
5/25/2010 7472F6B CF650E2 65B100984 BS 980
FUSELAGE RT SIDE VERTICAL STIFFENER STA 980, RBL 11,33 WAS CRACKED AND PERFORM HFEC INSPECTION METHOD TO ENSURE CRACK :+/- 20MM. REPLACED VERTICAL STIFFENER IAW SRM 51-30-02 PART 116.

[2010F00118](#) BOEING MOOG HOUSING CRACKED
5/28/2010 757* 33217771 FLIGHT SPOILER
THIS COMPONENT HAS AN AD (92-17-10) AGAINST IT. THIS AD REQUIRED, WITHIN 48 MONTHS AFTER THE EFFECTIVE DATE OF THIS AD, REPLACE THE PCA'S ON ALL INBD SPOILERS (POSITIONS 4, 5, 6, 7, 8, AND 9), IAW ALERT SB 757-27A0105, DATED DECEMBER 5, 1991. ALERT SB 757-27A0105 CALLED FOR THE INSTALLATION OF PCU'S THAT HAVE CHANGES TO THE BLOCKING AND RELIEF VALVE HSG AND TRUNNION ROD SEALS WILL PREVENT THE SPOILER FLOAT CAUSED BY THE INTERNAL LEAKAGE. OLD PCU'S COULD BE UPDATED IAW THE SB 3321480-27-07 TO INCORPORATE THE NEW HSG. THE NEW HSG (PN 3321777-1) ARE ANODIZED BLUE FOR IDENTIFICATION PURPOSES. THE UNIT NOTED ABOVE WAS RECEIVED. DURING NDT INSPECTION IT WAS NOTED THAT THE BLOCKING AND RELIEF VALVE HOUSING IS CRACKED. THE HSG IS BLUE AND HAS THE PN 3321777-1 ON IT. THAT MEANS THAT IT IS IN COMPLIANCE WITH THE AD BUT IT STILL CRACKED.

[IPXA10560070](#) BOEING PWA FLOOR PANEL BROKEN
5/21/2010 75724APF PW2040 BS 720-820
INSPECTION TYPE:C3, MCB FLOOR PANEL BROKEN AT 2 EA INSERT LOCATIONS, BS 720-820 LBL 45-60 WL 208. DAMAGE BEYOND REPAIRABLE LIMITS. FABRICATED REPLACEMENT PANEL.

[AMCR201003](#) BOMBDR TIRE BULGED
6/1/2010 BD1001A10 269K431 ZONE 700
(AMCR) WHILE ACFT WAS AT A SERVICE CTR FOR MX, MX FOUND A BULGE ON THE LT INBD MAIN TIRE. BULGE WAS GOLF BALL SIZE, PROTRUDED ABOUT .7500", AND WAS LOCATED ON SIDEWALL NEAR WHERE THE SIDEWALL AND TREAD CAP MEET. THIS WAS THE ORIGINAL TIRE SINCE ACFT WAS NEW.

[ZB0R20100002](#) CESSNA CONT MASTER SWITCH BURNED
5/31/2010 172S IO360* S344311 INSTRUMENT PANEL
((ZB0R)) PILOT REPORTED BURNING SMELL AND FAILURE OF AVIONICS BUSS NR 2 ON RUN-UP. ACFT REPORTED TO MX. TROUBLESHOOTING REVEALED AVIONICS MASTER SWITCH RT SIDE (BUSS 2) ARCING INTERNALLY. REPLACED AVIONICS SWITCH AND OPS CK OK.

[2010FA0000513](#) CESSNA LYC SLICK BRUSHES WORN
5/27/2010 182T IO540AB1A5 6351 M3215 MAGNETO DISTRIBUTOR
UPON DISASSEMBLY OF THE RT MAGNETO FOR RECOMMENDED 500 HR. MAGNETO INSPECTION, FOUND THE DISTRIBUTOR BRUSH BADLY WORN. WEAR IS EXACTLY AS DESCRIBED IN SB3-08A FIG 1, ALTHOUGH MORE EXTREME. THIS MAGNETO SN AND MFG DATE ARE WELL OUTSIDE OF THE AFFECTED APPLICABILITY RANGE AS LISTED BY THE SB AND THE INSTALLED BRUSH HAD NEVER BEEN REPLACED SINCE MFG, ALTHOUGH IT HAD BEEN INSPECTED AT THE LAST 500 HR. MAGNETO INSPECTION, 469.6 HRS. AGO WITH NO DEFECTS NOTED. THE OTHER MAGNETO ON THIS SAME ENGINE EXHIBITED MORE EXTREME WEAR SIGNS AND WAS ALSO UNAFFECTED ACCORDING TO THE SB. THE MFG HAS PREVIOUSLY BEEN CONTACTED IN REGARDS TO ABNORMAL BRUSH WEAR IN OTHER MAGNETOS OUTSIDE THE SB AFFECTIVITY RANGE, AND APPARENTLY IS NOT CONCERNED.

[2010FA0000512](#) CESSNA LYC SLICK BRUSHES WORN
5/27/2010 182T IO540AB1A5 6351 M3215 DISTRIBUTOR BLK

UPON DISASSEMBLY OF THE LT MAGNETO FOR RECOMMENDED SLICK 500 HR. MAGNETO INSP, FOUND THE DISTRIBUTOR BRUSH BADLY WORN AND ABOUT TO BREAK OFF. WEAR IS EXACTLY AS DESCRIBED IN SB3-08A FIG 1, ALTHOUGH MUCH MORE EXTREME. THIS MAGNETO SN AND MFG DATE ARE WELL OUTSIDE OF THE AFFECTED APPLICABILITY RANGE AS LISTED BY THE SB AND THE INSTALLED BRUSH HAD NEVER BEEN REPLACED SINCE MFG, ALTHOUGH IT HAD BEEN INSPECTED AT THE LAST 500 HR MAGNETO INSP, 469.6 HRS. AGO WITH NO DEFECTS NOTED. THE OTHER MAGNETO ON THIS SAME ENGINE EXHIBITED SIMILAR WEAR SIGNS AND WAS ALSO UNAFFECTED ACCORDING TO THE SB. THE MFG HAS PREVIOUSLY BEEN CONTACTED IN REGARDS TO ABNORMAL BRUSH WEAR IN OTHER MAGNETOS OUTSIDE THE SB AFFECTIVITY RANGE, AND APPARENTLY DOES NOT CARE.

DD2RW900000	CESSNA	CONT		CLUTCH SPRING	OVERHEATED
4/8/2010	340A	TSIO520NB		AS539800M30	STARTER

((DD2R)) NEWLY O/H STARTER ADAPTER FAILED 1.4 HOURS AFTER INSTALLATION. DISASSLY AND FAILURE ANALYSIS OF UNIT REVEALED OVERHEATED AND MANGLED CLUTCH SPRING. SPRING HAD A COLLAPSED COIL THAT HAD WOUND AROUND THE SHAFT GEAR MINOR DIAMETER BETWEEN CLUTCH DRUM AND INTEGRAL SPUR GEAR. THE COLLAPSED COIL HAD OVERHEATED SHAFTGEAR SO SEVERELY THAT IT TWISTED IN TWO. MANGLED CLUTCH SPRINGS AND SEPARATED SHAFTGEARS MAKE IN-FLIGHT ENGINE RE-START IMPOSSIBLE. BOTH CAUSE SIGNIFICANT OIL CONTAMINATION. SHAFTGEAR SEPARATION STOPS OPERATION OF TURBOCHARGER SCAVENGE PUMP, COULD CAUSE LOSS OF OIL PAST TURBOCHARGER SEALS, POSSIBLE ENGINE OIL STARVATION. A SEPARATED SHAFTGEAR COULD DAMAGE CRANKCASE PILOT BRG AND CAM/CRANK GEAR TEETH, POSSIBLE ENGINE POWER LOSS. STRONGLY SUSPECT STARTER MOTOR RUN-ON AFTER ENGINE START. STARTER RUN-ON CAN ONLY BE CAUSED BY A FAULTY ACFT STARTER SWITCH OR RELAY. MOST STARTER RELAYS ARE AIRFRAME PARTS NOT REPLACED AT O/H OR REPAIR OF ENGINE AND STARTER. IF STARTER ADAPTER FAILURE OCCURS, RECOMMEND TROUBLESHOOTING AND FAILURE ANALYSIS OF ENTIRE ACFT STARTING SYS TO DETERMINE THE ROOT CAUSE(S) IN ORDER TO PREVENT RECURRENCE OF THE FAILURE. RECOMMEND ACFT STARTER RELAY REPLACEMENT EVERY 10 YEARS OR 3,000 HOURS OR EVERY SECOND ENGINE CHANGE, WHICHEVER COMES FIRST, AND WHENEVER STARTER ADAPTER FAILURE OR STARTER MOTOR FAILURE OCCUR. RELAY INSP CRITERIA SHOULD INCLUDE MINIMUM LIMITS FOR SPRING FORCE AND CONTACT GAP.

DD2RW900001	CESSNA	CONT	CONT	CLUTCH SPRING	OVERHEATED
4/29/2010	340A	TSIO520NB		AS539800M30	STARTER

((DD2R)) NEWLY O/H'D STARTER ADAPTER FAILED APPROX 5 HOURS AFTER INSTALLATION. DISASSEMBLY & FAILURE ANALYSIS OF UNIT REVEALED OVERHEATED AND MANGLED CLUTCH SPRING. SPRING HAD A COLLAPSED COIL THAT HAD WOUND AROUND THE SHAFTGEAR MINOR DIAMETER BETWEEN CLUTCH DRUM AND INTEGRAL SPUR GEAR. COLLAPSED COIL HAD OVERHEATED THE SHAFTGEAR SO SEVERELY THAT IT TWISTED IN TWO. MANGLED CLUTCH SPRINGS AND SEPARATED SHAFTGEARS MAKE IN-FLIGHT ENGINE RE-START IMPOSSIBLE. BOTH CAUSE SIGNIFICANT OIL CONTAMINATION. SHAFTGEAR SEPARATION STOPS OPERATION OF TURBOCHARGER SCAVENGE PUMP, COULD CAUSE LOSS OF OIL PAST TURBOCHARGER SEALS, POSSIBLE ENGINE OIL STARVATION. A SEPARATED SHAFTGEAR COULD DAMAGE CRANKCASE PILOT BRG AND CAM/CRANK GEAR TEETH, POSSIBLE ENGINE POWER LOSS. STRONGLY SUSPECT STARTER MOTOR RUN-ON AFTER ENGINE START. STARTER RUN-ON CAN ONLY BE CAUSED BY A FAULTY ACFT STARTER SWITCH OR RELAY. MOST STARTER RELAYS ARE AIRFRAME PARTS NOT REPLACED AT O/H OR REPAIR OF ENG AND STARTER. IF STARTER ADAPTER FAILURE OCCURS, WE RECOMMEND TROUBLESHOOTING AND FAILURE ANALYSIS OF ENTIRE ACFT STARTING SYS TO DETERMINE THE ROOT CAUSE(S) IN ORDER TO PREVENT RECURRENCE OF THE FAILURE. RECOMMEND THAT THE ACFT STARTER RELAY BE REPLACED EVERY 10 YEARS OR 3,000 HOURS OR EVERY SECOND ENGINE CHANGE AND WHENEVER STARTER ADAPTER FAILURE OR STARTER MOTOR FAILURE OCCUR. RELAY SERVICE INFO SHOULD INCLUDE MINIMUM SPRING FORCE AND CONTACT GAP. THIS IS FOURTH SUCH FAILURE SEEN.

UVVR2010060900012	CESSNA			SKIN	CORRODED
6/9/2010	425			591200017S26	ZONE 100

(UVVR) EXTERIOR SIDE OF FUSELAGE BOTTOM SKINS CORRODED FS 307.94 - FS 316.94, BL2L TO BL3R. FOUND UPON REMOVAL OF STORMSCOPE ANTENNA, MM, ZONE 311 & N 312.

UVVR2010060900013	CESSNA			SKIN	CORRODED
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6/9/2010	425		511130358	ZONE 200
(UVVR) EXTERIOR SIDE OF OF FUESELAGE, TOP SKIN CORRODED FS 200.75 TO FS 212.87, BL6R TO BL9.5R. FOUND UPON REMOVAL OF VHF COMMUNICATIONS ANTENNA, MM, ZONE 252.				
UVVR2010060700009	CESSNA	PWA	FITTING	CRACKED
6/7/2010	425	PT6A60	59510483	ENGINE MOUNT
RT ENGINE INBD ENGINE MOUNT FITTING WAS FOUND CRACKED APPROX .30 INCHES IN LENGTH DURING INSPECTION.				
UVVR2010060700010	CESSNA	PWA	FITTING	CRACKED
6/7/2010	425	PT6A60A	59510482	ENGINE MOUNT
RT ENGINE OTBD ENGINE MOUNT FITTING WAS FOUND CRACKED APPROX .20 INCHES IN LENGTH DURING INSPECTION.				
UVVR2010060800011	CESSNA	PWA	CESSNA	FORK
6/7/2010	425	PT6A60A	58420005	CRACKED NLG STRUT
((UVVR)) WHILE PERFORMING SUPPLEMENTARY INSPECTION DOCUMENT NR 32-20-02 A .25" CRACK WAS FOUND IN THE RT AXLE BORE OF THE NLG FORK ASSY.				
UVVR2010060200008	CESSNA	PWA	SKIN	CORRODED
6/2/2010	425	PT6A60A	51220032AND59221	ZONE 600
((UVVR)) RT OTBD WING L/E SKIN CORRODED UNDER AERODYNAMIC FILLER AT SKIN SPLICE SEAM JUST OTBD OF NACELLE STRUCTURE. CORROSION IS AT LEVEL 3. IT APPEARS THAT MOISTURE HAS SEEPED UNDER DEICE BOOT AT SKIN SPLICE SEAM WHERE THE 2 SECTIONS OF L/E ARE SPLICED TOGETHER.				
2010FA0000520	CESSNA	CONT	STARTER	BROKEN
6/1/2010	A185F	IO520*	C12ST3	ENGINE
STARTER HAS A PARTIAL SEPARATION BETWEEN THE HOUSING THAT ATTACHES TO THE STARTER ADAPTER AND THE MAIN STARTER HSG. EXTERIOR BOLTS THAT SECURE THE HSGS TOGETHER ARE INTACT AND TIGHT. PILOT REPORTED STARTING DIFFICULTY. PROBLEM WAS VISIBLY OBVIOUS. STARTER WAS REPLACED.				
V0XR201006090001	DHAV		THRESHOLD	CORRODED
6/9/2010	DHC8106		8532686101	ZONE 100
(V0XR) PASSENGER DOOR SILL THRESHOLD IS CORRODED BEYOND LIMITS. R & R THRESHOLD. W/C 8031				
V0XR201006030001	DHAV		FLOOR SUPPORT	CORRODED
6/3/2010	DHC8106		85330217007	ZONE 100
(V0XR) LT FLOOR TRACK AT STA 589.5. CORRODED BEYOND LIMITS. R & R FLOOR TRACK. W/C 1086				
V0XR201006030002	DHAV		FLOOR SUPPORT	CORRODED
6/3/2010	DHC8106		85330217007	ZONE 100
(V0XR) LT FLOOR TRACK AT STA 589.5. IS CORRODED BEYOND LIMITS. R & R FLOOR TRACK. W/C 1086				
V0XR20100607001	DHAV	PWA	DOOR FRAME	CRACKED
6/8/2010	DHC8311	PW123	85330272103	BS 607
(V0XR) FWD LOWER CARGO DOOR FRAME X.607.00 CRACKED. R & R LOWER CARGO FRAME.				
U43R2010AF0000189	DIAMON	LYC	PUMP	FAILED
6/7/2010	DA40	IO360M1A	5100009	FUEL BOOST
2ND PREFLIGHT OF THE MORNING, CREW PREFORMED A FUNCTION CHECK OF THE ELECTRIC FUEL PUMP. INTERNAL FAILURE OF THE FUEL PUMP WAS THE CAUSE.				

U43R2010FA0000188	DIAMON	LYC	STARTER	FAILED
6/2/2010	DA40	IO360M1A	14924LS	ENGINE

STARTER HAD WORKED FOR 2 STARTS EARLIER IN THE DAY. THE 3RD FLIGHT ATTEMPT, THE STARTER DIDN'T WORK AT ALL. CHECKED CONNECTIONS THEY WERE TIGHT. HAD PLENTY OF VOLTAGE INDICATED. PROBLEM APPEARS TO BE IN THE STARTER. ITS UNDER WARRANTY RETURNED TO THE MFG. REPLACEMENT STARTER WORKED FINE.

U43R2010AF0000187	DIAMON	LYC	PUMP	FAILED
5/20/2010	DA40	IO360M1A	5100009	FUEL SYSTEM

(U43R) DURING 1ST PRE-FLIGHT OF THE DAY. CREW PERFORMED A FUNCTION CHECK OF THE FUEL PUMP, NO INDICATION OF ANY OPERATION AT ALL ON THE MFD OR ANY SOUND OF OPERATION.

2010FA0000598	GULSTM	LYC	CAMSHAFT	BROKEN
5/15/2010	112	IO360C1D6	AEL18840	ENGINE

PILOT STATED THE ENGINE BECAME ROUGH AFTER TAKEOFF. RETURNED TO AIRPORT & LANDED. FOUND NR 1 CYLINDER TO BE COLDER THAN REST. PULLED ROCKER COVER & NOTED THE VALVES WERE NOT MOVING WHEN ROTATING ENGINE. PULLED ROCKER ARMS & PUSHRODS BUT FOUND NO PROBLEMS. REMOVED ENGINE FROM ACFT & BROUGHT TO REPAIR STATION. REMOVED A CYLINDER & FOUND CAMSHAFT BROKEN. DISASSEMBLED REMAINDER OF ENGINE. VALVES MOVED FREELY IN GUIDES & NO OTHER UNUSUAL PROBLEMS NOTED WITH ENGINE. CAMSHAFT INSTALLED NEW 236.48 HOURS PREVIOUSLY WITH NEW 72877 LIFTERS. CAMSHAFT IS BROKEN ABOUT 3 3/4" FROM FORWARD END. THE FRACTURE APPEARS TO ORIGINATE AT THE BASE OF LETTERS E AND L OF THE METAL STAMPED PART NUMBER, FORWARD OF THE NR 1 & 2 INTAKE LOBE. RECOMMEND THAT THE PART NUMBER BE APPLIED TO THE PART BY A METHOD OTHER THAN METAL STAMPING.

2010F00131	GULSTM	LYC	LYC	CYLINDER	SEPARATED
6/2/2010	680FL	IGSO540B1A		O5K21269	NR 5

FAILURE OF LOWER UNIT CYL NR 5, SEPARATED FROM CRANKCASE.

AMCR201002	GULSTM		TIRE	BULGED
5/26/2010	GIV		217K221	NLG

(AMCR) DURING POSTFLIGHT INSPECTION, MX FOUND A BULGE ON THE LT NOSE TIRE. THE BULGE WAS ABOUT 1 INCH DIAMETER AND EXTENDED OUT .2500 INCH. THE BULGE WAS LOCATED ON THE SIDEWALL JUST BELOW THE TREAD CAP.

AMCR201005	GULSTM		ELBOW	CRACKED
6/10/2010	GIVG400		MS21908D6	FUEL SYSTEM

DURING PILOT'S POST-FUELING WALKAROUND INSPECTION, FUEL WAS OBSERVED DRIPPING FROM THE WHEEL WELL KEEL BEAM AREA. MX FOUND A CRACKED ALUMINUM ELBOW ON THE APU FUEL SHUTOFF VALVE LOCATED IN THE WHEEL WELL. CRACK WAS LOCATED ON THE SHORT LEG OF THE ELBOW EXTENDING FROM THE END OF THE OPENING DOWN TO INNER SHOULDER. THIS WAS AN ORIGINAL FACTORY INSTALLATION. RECOMMEND MFG USE STEEL FITTINGS FOR FLAMMABLE FLUID LINES.

AMCR201004	GULSTM		TIRE	OUT OF ROUND
6/3/2010	GV		217K221	ZONE 700

(AMCR) DURING TAKEOFF AND LANDING, CREW REPORTED A NOSE GEAR SHIMMY. MX FOUND THE LT NOSE TIRE TO BE OBLONG-OUT OF ROUND. THERE WAS NO UNUSUAL WEAR OR FLAT SPOTS ON TIRE. MX REPLACED WHEEL ASSY.

EVGR060210	HELIO	LYC	FIRE DETECTOR	CHAFED
6/2/2010	H295	GO480G1D6		ZONE 400

(EVGR) THE FIRE DETECTION LOOP IN THE ENGINE COMPARTMENT CHAFED AGAINST SCAT TUBE CAUSING INTERMITTENT ALARM. THE UNIT IS FIRE DETECTION SYSTEM INSTALLED UNDER STC SA1586SO.

2010FA0000519	HUGHES	ALLSN	WARNING LIGHT	FALSE ACTIVATION
5/29/2010	369E	250C20B		ENG CHIP DETECT
PILOT EXPERIENCED AN ENGINE CHIP LIGHT DURING A TOUR FLIGHT AND PROCEEDED TO LAND AT AN OFFSITE AIRPORT. MX ARRIVED ON SCENE AND FOUND THAT THE LIGHT WAS NO LONGER ON. THE MECHANIC INSPECTED UPPER AND LOWER ENGINE CHIP DETECTORS AND FOUND NO EVIDENCE OF METAL. WIRING AND CONNECTOR PLUGS WERE INSPECTED BUT PROBLEM COULD NOT BE DUPLICATED. ACFT WAS RETURNED TO SERVICE				
2010FA0000518	LKHEED	WRIGHT	ARM	BROKEN
5/15/2010	P2V7	R3350*	428409	SPOILERS
((NI6R)) FOUND THAT AT FULL AILERON DEFLECTION AND DESCENT SPOILERS DEPLOYED, WHEN ROLLING AILERONS OUT OF FULL TRAVEL BINDING OCCURED BETWEEN PN 428409 AND PN 428414, CAUSING FAILURE OF PN'S 428409 AND 428410. THIS RENDERS THE ROLL AND DESCENT SPOILERS INOPERATIVE AND DOES NOT EFFECT AILERON TRAVEL. THIS PROBLEM WAS DISCOVERED FOLLOWING ANNUAL MX, UPON INVESTIGATION DISCOVERED THAT THE PROBLEM WAS CAUSED BY THE LACK OF CLEARANCE BETWEEN THE PREVIOUSLY MENTION PARTS AT THE FULL TRAVEL LIMITS. DESCENT SPOILER SYS WAS INSTALLED BY 337 IN 2004 AND PROVIDES A MEANS OF DEPLOYING THE ROLL SPOILERS SIMULTANEOUSLY TO AID IN SLOWING THE ACFT. DEVELOPED AND INSTALLED A SIMILAR SYS IN 2002 AND FOUND THIS PROBLEM AND CORRECTED BY MEANS OF A MOD TO PN 428409 THAT ALLOWS FOR CLEARANCE BETWEEN THE 2 PARTS AT FULL TRAVEL. WE HAVE DISSABLED THE DESCENT SPOILER SYS BY PULLING AND LOCKING OUT THE CONTROL CIRCUIT BREAKERS FOR THE DESCENT SPOILER SYS. THIS LEAVES THE ROLL CONTROL SPOILERS FULLY OPERATIONAL. WE HAVE SUBMITTED PAPERWORK TO THE DENVER ACO TO REFIT THIS ACFT WITH THE DESCENT SPOILER SYS.				
2010FA0000517	LKHEED	WRIGHT	SPOILER SYS	BROKEN
5/15/2010	P2V7	R3350*	428409	ZONE 600
((NI6R)) FOUND THAT AT FULL AILERON DEFLECTION AND DESCENT SPOILERS DEPLOYED, WHEN ROLLING AILERONS OUT OF FULL TRAVEL BINDING OCCURRED BETWEEN P/N 428409 AND P/N 428414, CAUSING FAILURE OF PN'S 428409 AND 428410. THIS RENDERS THE ROLL AND DESCENT SPOILERS INOPERATIVE AND DOES NOT EFFECT AILERON TRAVEL. THIS PROBLEM WAS DISCOVERED FOLLOWING ANNUAL MX, UPON INVESTIGATION DISCOVERED THAT THE PROBLEM WAS CAUSED BY THE LACK OF CLEARANCE BETWEEN THE PREVIOUSLY MENTION PARTS AT THE FULL TRAVEL LIMITS. THE DESCENT SPOILER SYS WAS INSTALLED BY 337 IN 2004 AND PROVIDES A MEANS OF DEPLOYING THE ROLL SPOILERS SIMULTANEOUSLY TO AID IN SLOWING THE ACFT. OPERATOR DEVELOPED AND INSTALLED A SIMILAR SYSTEM IN 2002 AND FOUND THIS PROBLEM AND CORRECTED BY MEANS OF A MOD TO PN 428409 THAT ALLOWS FOR CLEARANCE BETWEEN THE 2 PARTS AT FULL TRAVEL. WE HAVE DISABLED THE DESCENT SPOILER SYS BY PULLING AND LOCKING OUT THE CONTROL CIRCUIT BREAKERS FOR THE DESCENT SPOILER SYS. THIS LEAVES THE ROLL CONTROL SPOILERS FULLY OPERATIONAL. WE HAVE SUBMITTED PAPERWORK TO THE DENVER ACO TO REFIT THIS ACFT WITH THIS OPERATORS' DESCENT SPOILER SYSTEM.				
5APR577Y38	PILATS	PWA	SKIN	CRACKED
5/25/2010	PC1247	PT6A67B	5553012038	VERTICAL STAB
DURING AN ANNUAL INSPECTION, DISCOVERED A 46MM LONG CRACK IN THE SKIN ON THE RT SIDE OF THE VERTICAL STABILIZER. THE CRACK IS ROUGHLY 55MM FROM THE TOP OF THE SKIN AND 250MM FWD OF THE REAR END OF THE SKIN. SUBMITTED A DEFECT REPORT TO THE MFG AND RECEIVED AN EASA APPROVED REPAIR MEMO TO REMOVE THE SECTION OF CRACKED SKIN AND INSTALL A DOUBLERS.				
5APR577Y39	PILATS	PWA	BRAKE DISC	BROKEN
6/1/2010	PC1247	PT6A67B	244759C	ZONE 700
((5APR)) DURING A LINE CHECK THE LT BRAKE OTBD BRAKE DISC WAS DISCOVERED BROKEN INTO 4 PIECES. REMOVED DEFECTIVE BRAKE AND INSTALLED (CLEVELAND) MAIN WHEEL AND BRAKE CONVERSION KIT 199-241 ON BOTH MAIN GEAR IAW STC SA01376CH.				
2010FA0000521	PIPER	CONT	CONTROL CABLE	BROKEN
6/2/2010	J3C*	O200A		ZONE 400

ACFT MADE AN EMERGENCY LANDING DUE TO POWER LOSS DURING FLIGHT. WEATHER WAS CONDUCIVE TO CARBURETOR ICING.

2010FA0000529	PIPER	LYC	TORQUE LINK	BROKEN
6/8/2010	PA28180	O360*	633066	LT MLG

LT MLG TORQUE LINK BROKE ABOUT 1" BELOW UPPER MOUNT AFTER LANDING. TORQUE LINK WAS SENT TO NTSB FOR TESTING WITH THE FOLLOWING REPORT. THE FATIGUE ORIGIN AREAS CONTAINED NO EVIDENCE OF GOUGE DAMAGE OR CORROSION DAMAGE. ON ONE SIDE OF THE LINK THE FATIGUE CRACK EXTENDED APPROX THROUGH 40 PERCENT OF THE WALL AND ON THE OTHER SIDE THE FATIGUE CRACK EXTENDED THROUGH APPROX 30 PERCENT OF THE WALL.

2010FA0000526	PIPER	LYC	OIL COOLER	FAILED
6/7/2010	PA28236	O540*	8000074	ENGINE

NEW OIL COOLER INSTALLED FAILED WITH ONLY A TOTAL OF 29 CUMMLATIVE HOURS AT THE BRAZE WELD OF THE CASING.

2010FA0000527	SOCATA		BRACKET	CRACKED
6/7/2010	TBM700			FUSELAGE

ATTEMPTING TO START USING A GPU, GPU WAS WORKING NORMAL AND HAD LIGHT OFF OF THE FUEL, ELECTRIC SYS WENT DEAD. THEN IT CAME BACK ON, CONTINUING TO TURN THE STARTER. QUICKLY TURNED OFF THE IGNITION SWITCH AND FUEL CUTOFF. NO HOT START, TEMPS GOT UP HIGH 300'S. ASSUMED THE FBO'S GPU DIED. HOOKED UP ANOTHER GPU. 2ND GPU STILL NOTHING, DID A NORMAL BATTERY START AND GOT TO OUR DESTINATION. ON OUR NEXT FLT, GPU HOOKED UP TO START, IT WOULD NOT POWER SHIP. JIGGLED GPU POWER CABLE AND PUSHED IT IN TO MAKE SURE IT HAD GOOD CONTACT AND POWER CAME UP. GPU WORKED FINE UP UNTIL THE STARTER MOTOR ON, AND NO POWER. A BROKEN GROUNDING STRAP THAT CONNECTS TO FIREWALL, BRACKET ATTACHED TO THE FIREWALL CRACKED AND ARCED ELECTRICITY FROM GPU, THROUGH STRAP. VIBRATION MAY HAVE CRACKED THE BRACKET.
