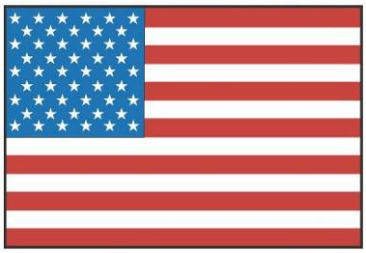
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 408

JULY 2012

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

AVIATION MAINTENANCE ALERTS

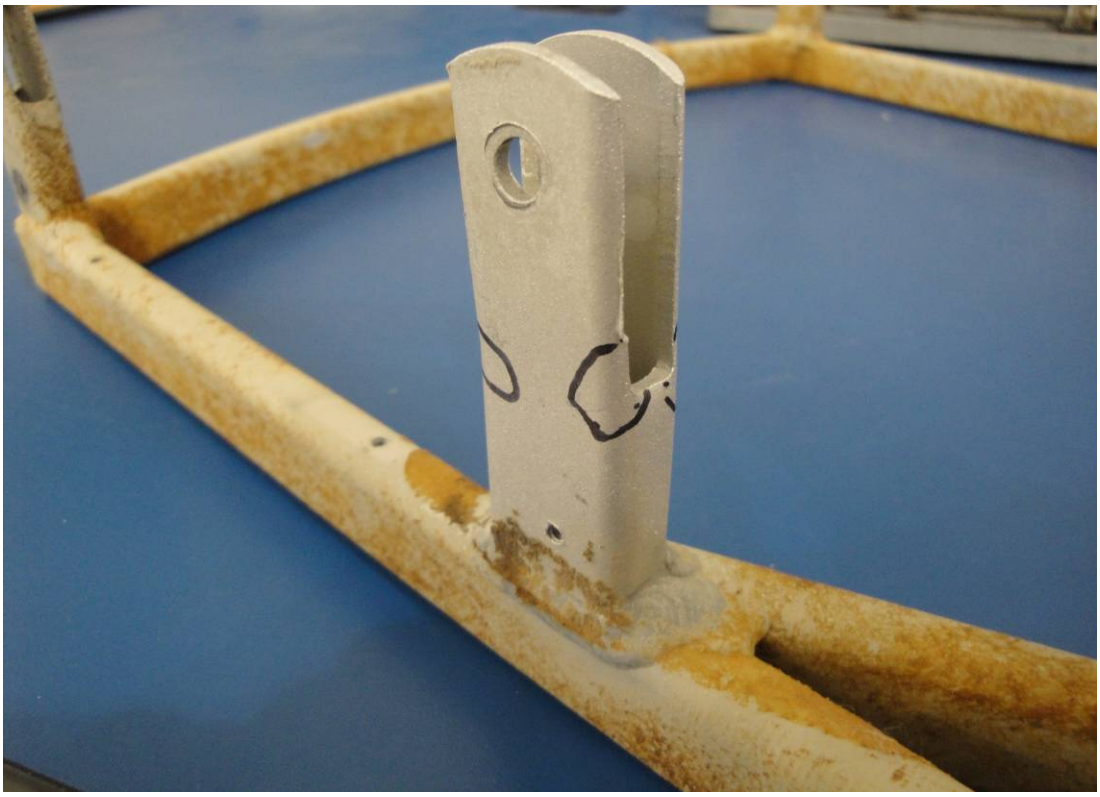
The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain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

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

AIRPLANES

Cessna: 172P; Cracked Seat Frame; ATA 2510

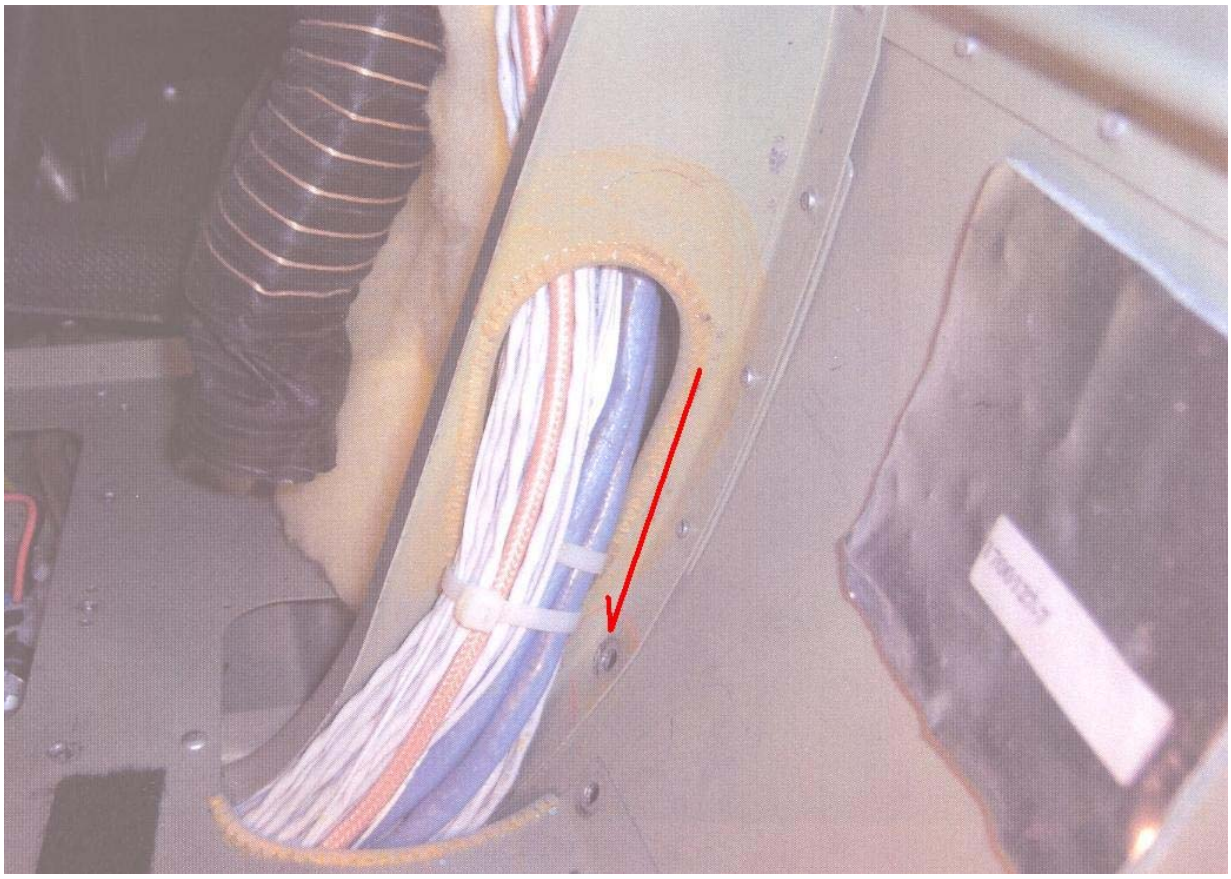
A general aviation submitter writes, "The pilot's lower seat frame support legs cracked at the frame rail cut outs (where they attach to the seat height adjustment arms)." *(Seat frame P/N: 05142047.)*

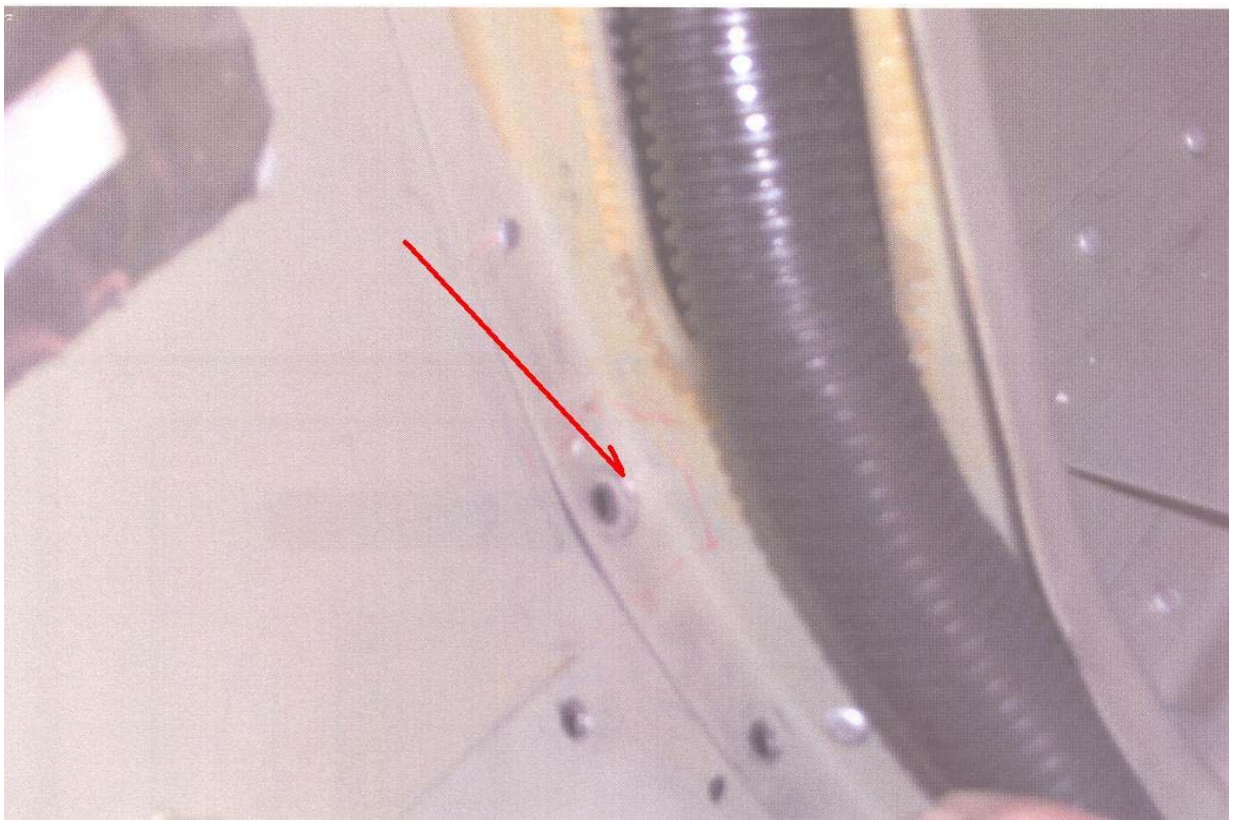


Part Total Time: 5,150.0 hours

Cessna: 182T; Cracked Fuselage Bulkhead Flanges; ATA 5312

"Cracks were found in the flange of both the L/H and R/H fuselage bulkheads at station 17," says a repair station technician. "*(These)* cracks are radiating from the upper bolt hole where the fueling step attaches. The bolt hole(s) is too close to the bend radius of the bulkhead, causing distress when the bolt is tightened. This is the second instance *(we have)* found in 'Restart' aircraft *(post 1996)." (Bulkhead P/N: 0713787110713787. Indicating arrows have been added—Ed.)*

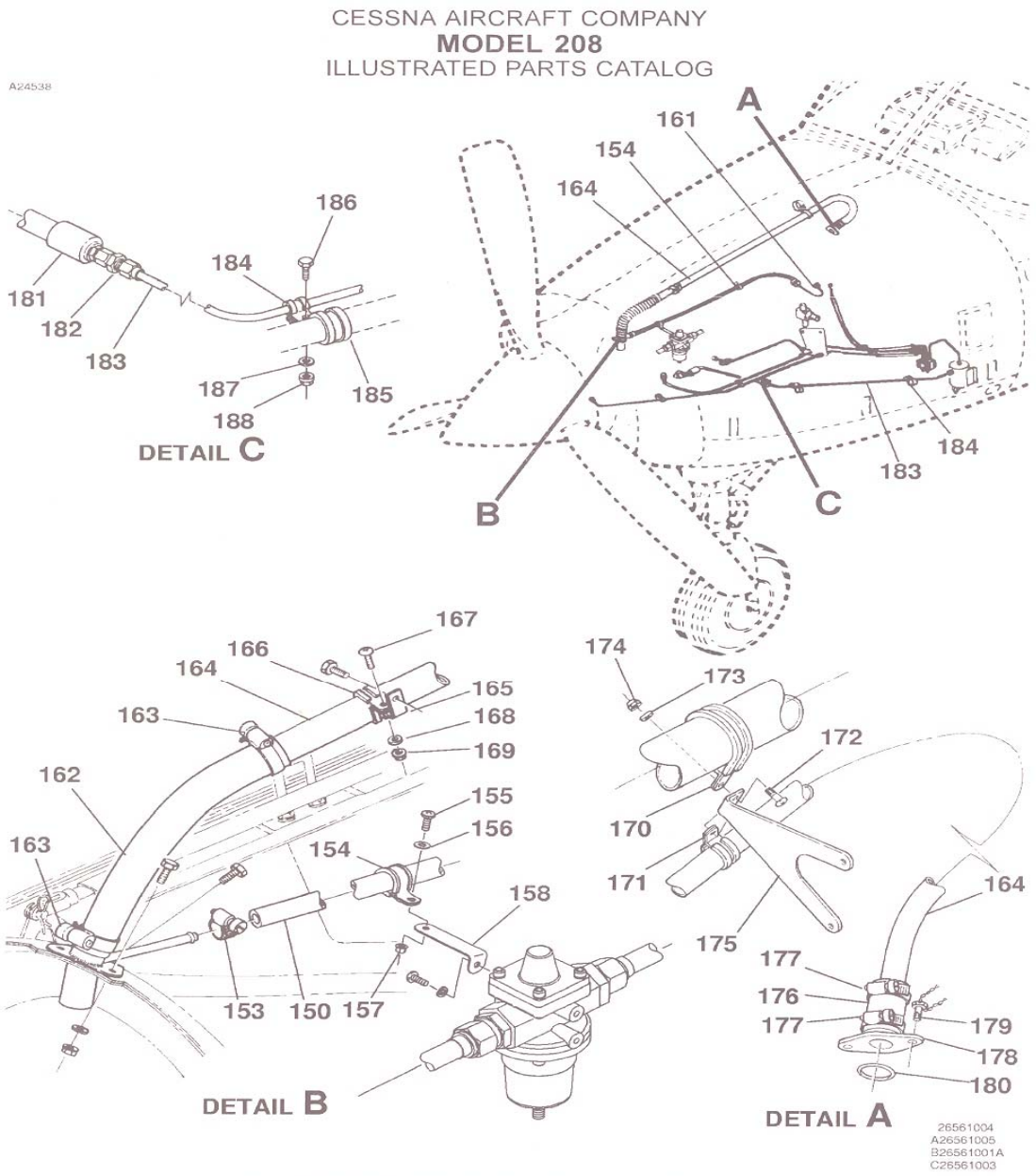




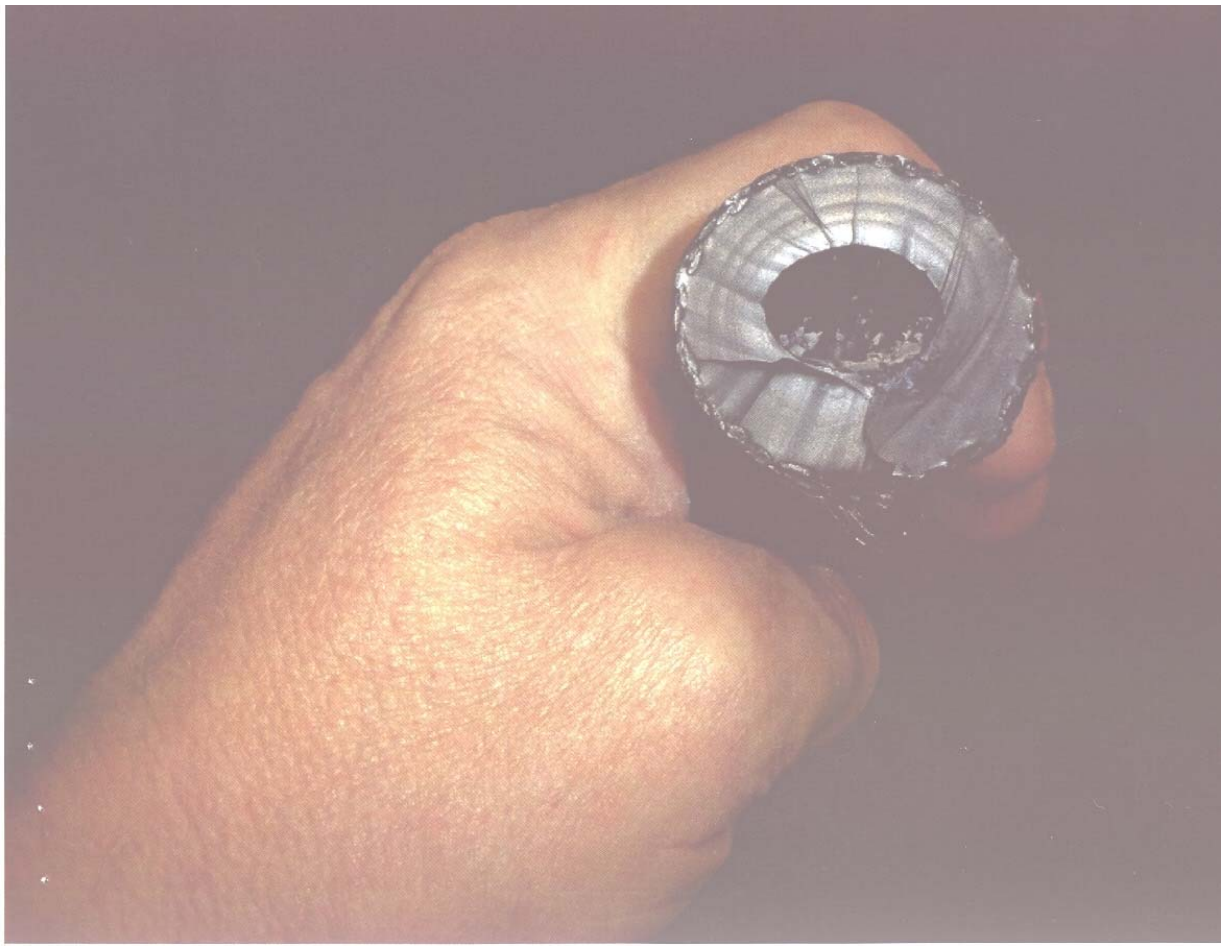
Part Total Time: 496.0 hours

Cessna: 208B; Collapsed Engine Vent line; 7261

"The pilot reported an unusual amount of oil was being consumed," says a repair station mechanic. "And *(during)* his inbound flight *(he said)* the oil pressure gauge was fluctuating. There were no visible signs of an external oil leak. *(While performing)* a ground run maintenance noted the torque *(indication)* was *(also)* fluctuating. And when bleed air was turned on, a fine mist of oil was emitted from the heater vents. Subsequent troubleshooting found the engine vent line had collapsed, internally pressurizing the case and causing the oil to leak internally into the compressor."



OIL BREATHER AND ENGINE DRAINS INSTALLATION
FIGURE 01 (SHEET 3)



(Hose P/N: S51-14.)

Part Total Time: (unknown)

Mooney: M20J; Blocked Fuel Tank Drains; ATA 2810

A mechanic states, "This aircraft has been repeatedly repaired to correct fuel leaks. Every drain hole has been covered up, allowing water and fuel to be trapped in the outboard bays. Also, the drain valve receptacle drain holes were covered with sealant, causing water to collect up to one-half inch before it could be removed over the top of the receptacle—instead of the bottom.

"This aircraft experienced a rough running engine on takeoff, most likely *(caused)* by water ingestion. Upon opening the tanks, a large amount of water was found still in the tanks, even after a complete draining, and *(significant)* fuel still trapped in the middle bay. We have often seen this *(fuel drainage problem).*

"I request a re-evaluation of Airworthiness Directive 85-24-03. Currently this AD is a one-time directive to inspective fuel tanks for compliance with Mooney Service Bulletin M20-230. The AD should be made recurring—and mandatory to have all fuel tank repairs made in accordance with Mooney SB M20-230, not just an inspection to *(verify)* original factory compliance."

(Wow! This is a scary description for anyone about to pull back on the stick/column. Our Alerts do get diligent scrutiny from lots of interested folks, but I will specifically send a copy of your report and a draft copy of this month's Alerts issue to an engineer cohort in the Small Airplane Directorate—Ed.)

Part Total Time: (unknown)

Mooney: M20TN; Loose Engine Isolator Mount Bolts; ATA 7120

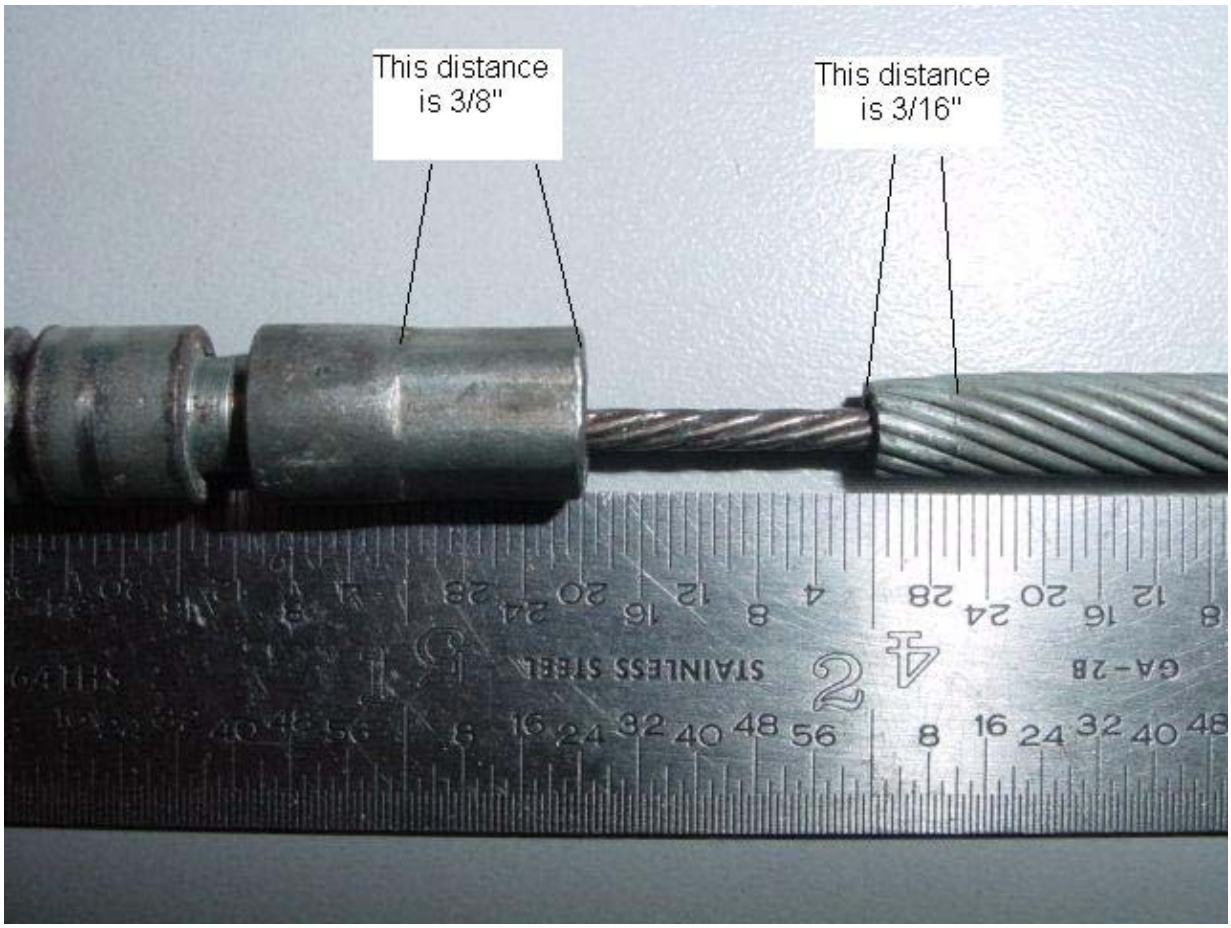
"*(I)* discovered all four engine isolator mount bolts loose during a 100 hour inspection, noting *(these bolts)* do not have a safety wire or locking provision. I also found several areas of chafing related to the engine not being secured to the engine bed mount. All engine isolators were removed and inspected. I found metal shavings between the upper and lower isolators, and the left aft engine mount bracket thread insert pulled and cross threaded. Both rear engine mount brackets were replaced with new, and the front engine isolator mounts replaced with a new kit. I reinstalled the existing rear isolator mount kit IAW IPC and AMM *(parts catalog and maintenance manual).*

"I found installing the isolator mounts and bolts very difficult. The engine mount brackets do not align with the engine bed mount focal rings. With all the isolators installed and the bolts torqued, the isolators are displaced from centerline and are laterally loaded. The isolators do not seat on the full circumference of the focal ring. I removed all the isolator mounts for further inspection of the bed mount, and contacted the aircraft manufacturer about the alignment issues. I measured the mount and found the engine bed mount focal ring centerlines are too narrow by 0.2500 inches on all four corners. No deformities of the bed mount were noted." *(Mount P/N: 590030501. A Continental TSIO550G sits in this airplane's engine mount.)*

Part Total Time: 944.0 hours

Piper: PA44-180; Throttle Cable Separation; ATA 7603

"During climb out and around 600-700 AGL (above ground level)," says this submitter, "the instructor pilot reduced the R/H throttle to idle to simulate engine failure. The student pilot simulated feathering the R/H propeller—and when attempting to set zero thrust, the instructor discovered there was no thrust available. The R/H engine was secured, and emergency declared, and an uneventful landing performed. Upon inspection of the R/H engine *(we found)* the engine end of the swaged portion of the throttle cable had failed, allowing only the cable housing to move when the throttle lever in the cockpit was *(actuated)*. Further inspection of the failed swaged area leads me to conclude that during initial assembly of this particular throttle cable *(P/N 554528)* the cable housing had not been inserted into the cable end far enough before the end was swaged onto the cable housing."

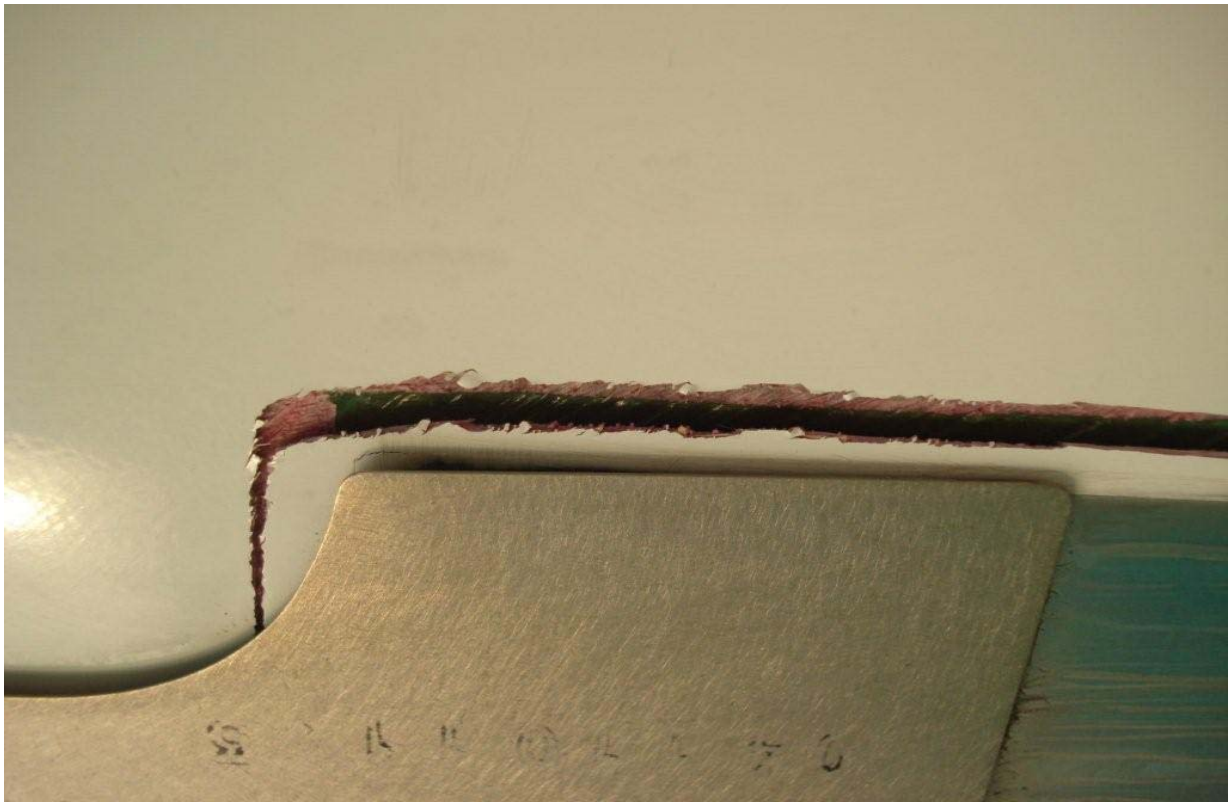


Part Total Time: 1,051.0 hours

HELICOPTERS

Agusta: AW139; Cracked Tail Rotor Blade; ATA 6410

"During the daily check after flight," says this submitter, "the mechanic noticed a crack on one tail rotor blade just aft of the erosion shield, extending from the inboard end of the shield to within 8 inches of the outboard tip of the blade. The maximum opening of the crack is 0.1875 inches at the inboard end. The crack is evident on both upper and lower sides of the blade, indicating the leading edge plies are *(separating)*. *(Blade P/N: 3G6410A00131.)*



Part Total Time: 2,834.0 hours

POWERPLANTS

Continental: IO550N; Cracked Exhaust Manifold; ATA 7810

(This and the following report both reference Cirrus SR22 aircraft, but different registration numbers.)

A technician states, "*(I believe this exhaust manifold...)* is a common failure point on these aircraft having turbo-normalizing systems (installed under STC SA10588SC and SE10589SC). During a pre-buy inspection, *(I)* found the L/H exhaust manifold assembly was blistered and cracked in two places between cylinder numbers two and four. This happens because the slip joint becomes frozen due to lack of proper maintenance. Aggravating this condition is the installed heat shield covers this area from all but the most detailed inspections. The heat shield may also be reflecting heat back at the exhaust, causing the failure point to always occur beneath the shield. The manufacturer of the turbo-normalizing system has a service instruction (S/11-01) to address this issue. However, *(I)* have noted this inspection is not being performed on a routine basis on several aircraft *(serviced)* at this facility. This *(defect/report)* is only one of several aircraft having identical failures, including one which involved the exhaust pipe separating into two pieces. *(That failure resulted in...)* a 0.1250 inch gap, allowing exhaust gasses into the engine compartment.

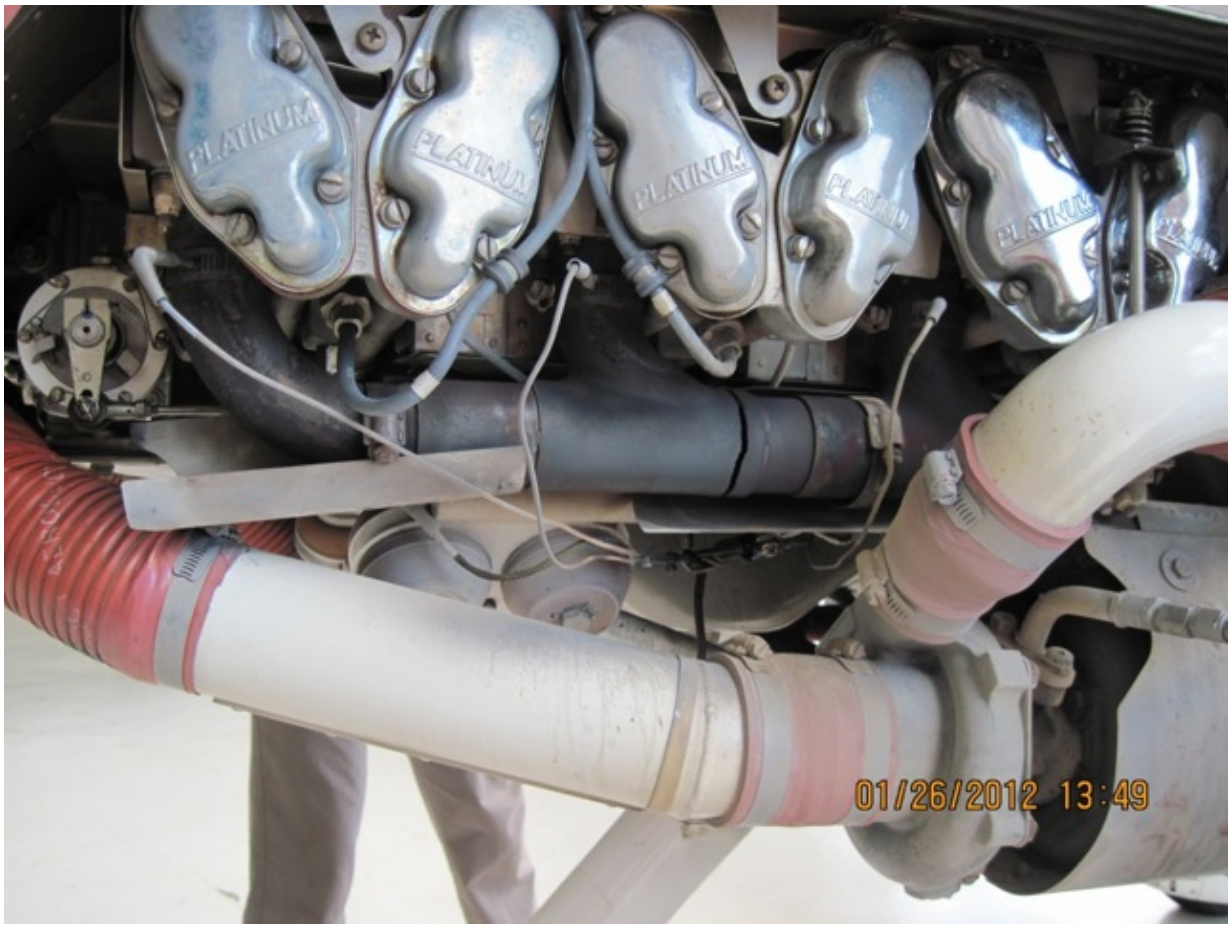
"In my opinion, aircraft with this turbo-normalizing system installed should have an AD *(Airworthiness Directive)* with a 50 hour inspection requirement." *(Exhaust P/N: 226850002.)*

Part Total Time: 901.0 hours

Continental: IO550N; Cracked Exhaust Manifold; ATA 7810

(This is the second of two reports describing defects on the exhaust systems of this Cirrus SR22 aircraft.)

More thoroughly described in the previous report, the same submitter provides this second report and photos. "During routine maintenance, *(we)* found the L/H exhaust manifold had cracked into two pieces between cylinder numbers two and four." *(Exhaust P/N: 226850002.)*



Part Total Time: 990.0 hours

PROPELLERS

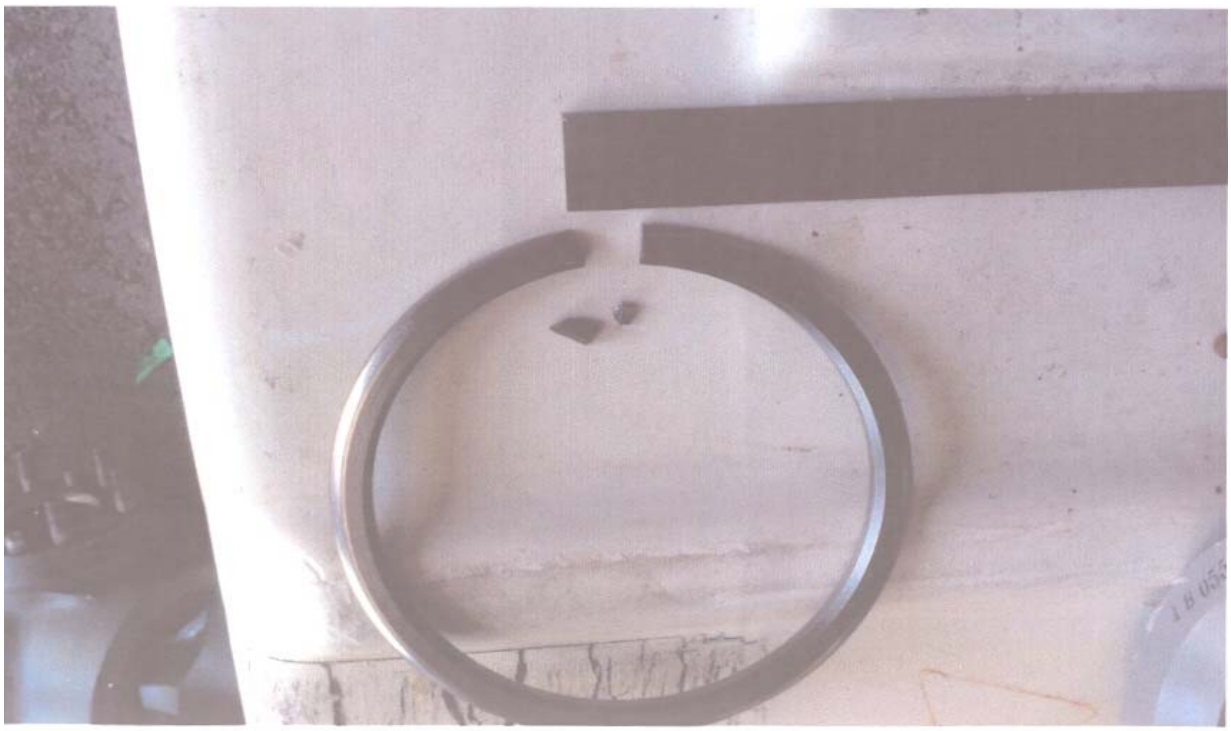
McCauley: D3A32C406-C; Broken Bearing Race; ATA 6111

(This report references a Beechcraft A36 aircraft.)

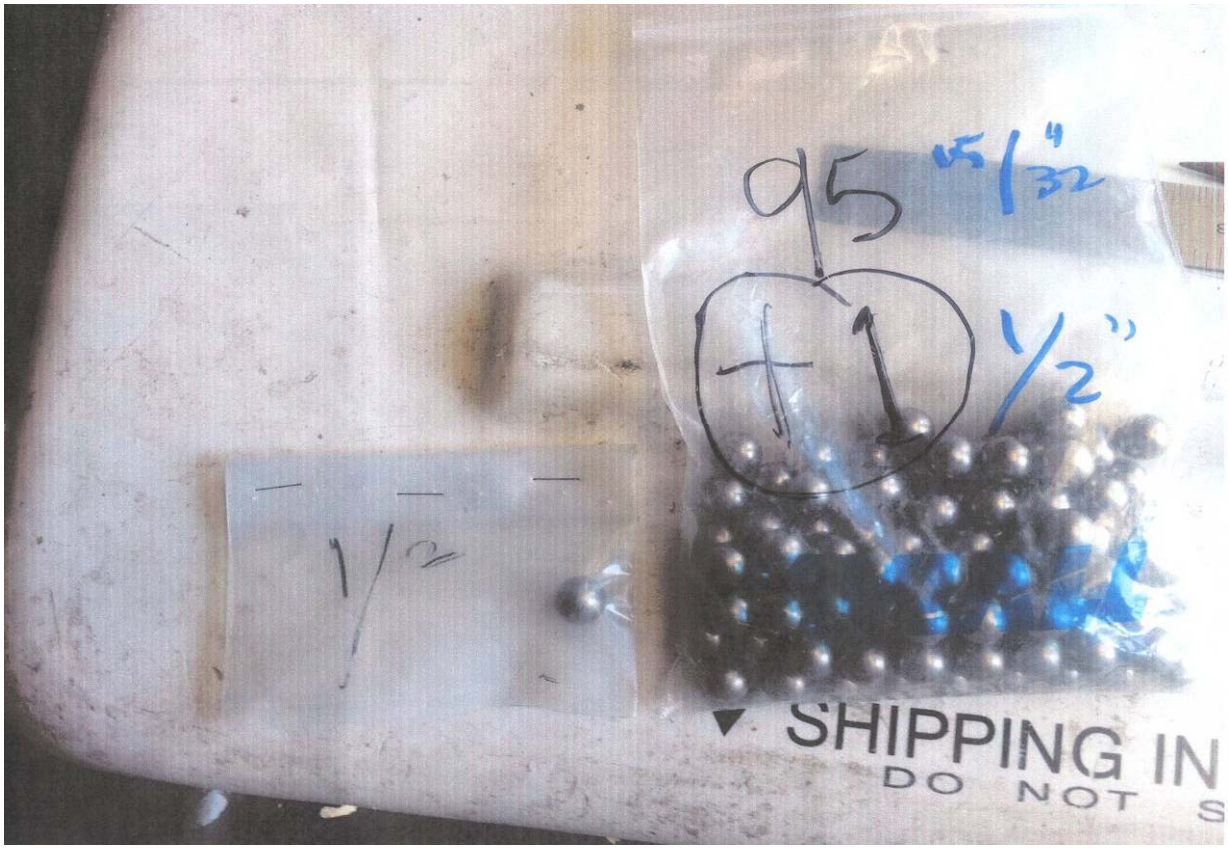
"The owner noticed a few specs of oil on the nose cowl," writes this mechanic. "The propeller was removed to replace the Crankshaft O-ring, but during removal *(I)* discovered the oil seepage was actually coming from a blade. The seepage was considered minor and the propeller operation appeared normal. However, the decision was made to have the propeller sent to a propeller shop and checked out. *(The repair shop)* recommended an overhaul due to the calendar time on the prop.

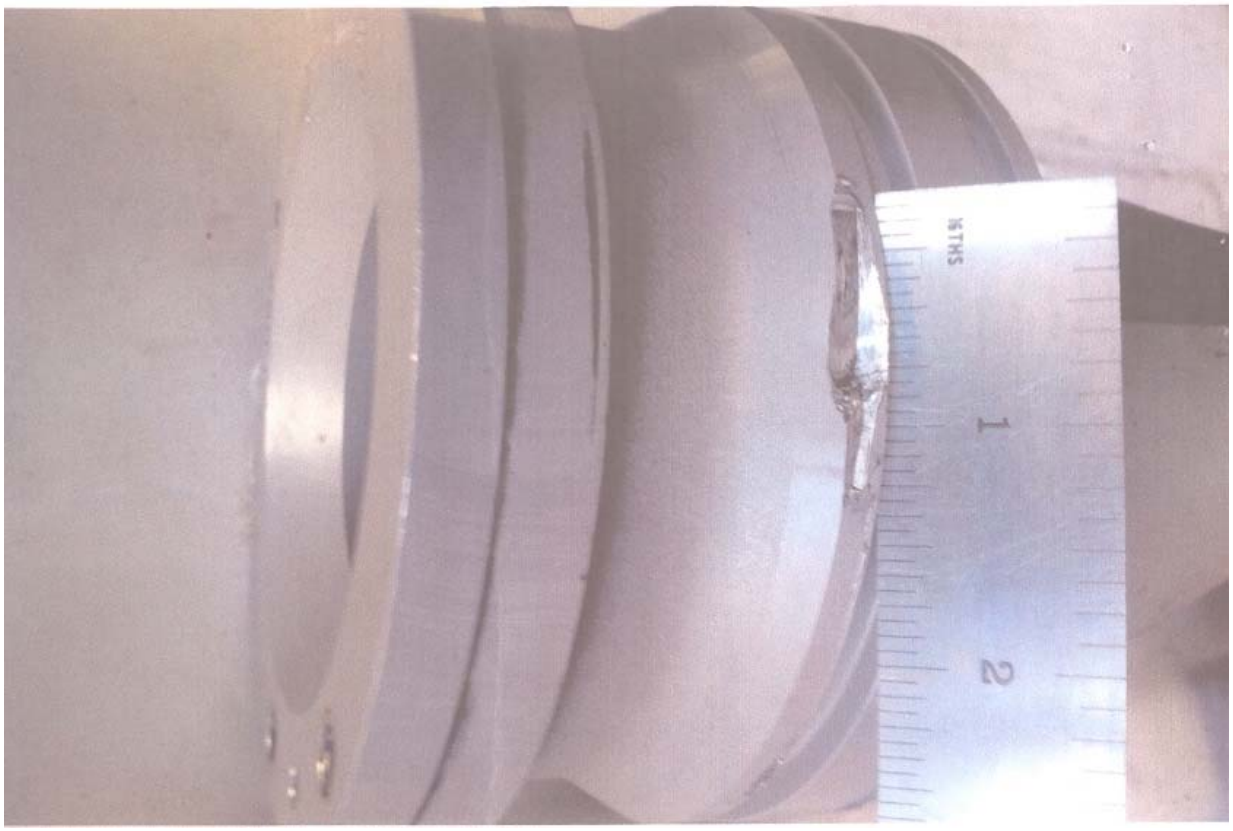
"During disassembly, the propeller shop discovered on blade was frozen. Further inspection found the bearing race broken, with approximately one inch *(of the race)* missing. Both the blade and the hub had a sizable gouge. Also, 95 of the ball bearings measured the proper size of 15/32 inches, but one bearing measured 16/32 inches.

"The blade and hub were not repairable. It appears the oversized bearing caused the damage. Complete failure of the propeller was imminent."



16THS


95
15/32"
1/2"
1/2
SHIPPING IN
DO NOT S



Part Total Time: 170.47 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

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

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number / Difficulty Date	Aircraft Make / Aircraft Model	Engine Make / Engine Model	Component Make / Component Model	Part Name / Part Number	Part Condition / Part Location
2012FA0000334				LIFE VEST	FAILED
5/24/2012				PO1074101	
LIFE PRESERVER, DRY ROT FROM EXCESSIVE SUN EXPOSURE.					
2012FA0000335				LIFE VEST	SEPARATED
5/24/2012				PO723E105P	
ADHESIVE SEPERATED FROM ORAL INFLATION VALVE ON LIFE VEST.					
2012FA0000336				LIFE VEST	SEPARATED
5/24/2012				PO723E105P	
ADHESIVE SEPARATED FROM CELL AND ORAL INFLATION TUBE.					
ICRR20120620002				LINK	OUT OF TOLERANCE
6/19/2012				601370161	ZONE 400
DURING ULTRASONIC TESTING A DEFECT WAS DISCOVERED IAW NDT MANUAL CSP A-010-71-21-103.					
ICRR20120620001				LINK ASSY	OUT OF TOLERANCE
6/19/2012				601370161	ENGINE MOUNT
DURING ULTRASONIC TESTING A DEFECT WAS DISCOVERED LINK ASSY OUT OF TOLERANCE IAW NDT MANUAL CSP A-010-71-21-103.					
2012FA0000374		IAE		BLADE	CRACKED
5/21/2012		V2527A5		6A7635	ENGINE
ENGINE UNDERGOING MX. DURING ROUTINE NDT INSPECTION, A CRACK WAS DETECTED IN THE DOVETAIL AT THE TOP OF THE BEDDING AREA AND ACROSS THE FRONT FACE. ALSO NOTED WAS FRETTING DAMAGE ADJACENT TO THE CRACK. THE ITEM HAS BEEN REMOVED FROM SERVICE.					
2012FA0000361	AGUSTA			BLADE	CRACKED
5/29/2012	AW139			3G6410A00131	TAIL ROTOR
DURING PREFLIGHT INSPECTION, FOUND POSSIBLE CRACK AT TAIL ROTOR BLADE. LOCATION WHERE THE FWD STRAP MEETS THE POCKET ON THE L/E, APPROX LENGTH .750. REMOVED TAIL ROTOR BLADE FROM SERVICE FOR FURTHER INSPECTION.					
DT1R20120606005	AGUSTA			SLIP RING	CHAFED
5/10/2012	AW139			4G6420V00151	ZONE 300
DURING POST-FLIGHT INSPECTION, THE T/R FIPS SLIP RINGWIRES WERE FOUND TO BE CHAFED AND BROKEN, CAUSING ARCING DAMAGE ON THE TAIL ROTOR HUB DAMPER BRACKETS.					
2012FA0000342	AGUSTA			BLADE	CRACKED
5/27/2012	AW139			3G6410A00131	TAIL ROTOR

DURING DAILY CHECK AFTER FLIGHT, MECHANIC NOTICED CRACK ON 1 TAIL ROTOR BLADE, JUST AFT OF EROSION SHIELD, EXTENDING FROM THE INBD END OF EROSION SHIELD TO WITHIN APPROX 8" OF OTBD TIP OF THE BLADE. MAX OPENING OF CRACK, APPROX .1875" AT INBD END. CRACK IS EVIDENT ON BOTH UPPER AND LOWER SIDES OF BLADE, INDICATING THAT L/E COVER PLIES ARE DEPARTING.

EE4Y2012060100219	AIRBUS		FLOOR SUPPORT	CORRODED
5/15/2012	A319132		D5367423920000	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT, FLOOR SUPPORT FITTING WITH CORROSION FROM FR58 TO FR59 AT STRINGER 38LH. DAMAGED PART WAS REPLACED IAW SRM 51-72-11, UNDER THE NON ROUTINE ITEM.

EE4Y2012060100218	AIRBUS		FLOOR SUPPORT	CORRODED
5/15/2012	A319132		D5347112420200	ZONE 200

PAX CABIN BETWEEN FR69 AND FR70 +X125 FLOOR CHANNEL WITH CORROSION. DAMAGED PART WAS REPLACED IAW THE SRM 51-72-11, UNDER THE NON ROUTINE ITEM.

EE4Y2012060100217	AIRBUS		FLOOR SUPPORT	CRACKED
5/15/2012	A319132		D5347112420300	ZONE 200

PAX CABIN BETWEEN FR69 AND FR70 -Y1250MM FLOOR SUPPORT WITH CRACK. DAMAGED PART WAS REPLACED IAW THE SRM 51-72-11, UNDER THE NON ROUTINE ITEM.

EE4Y2012060100221	AIRBUS		ANCHOR FITTING	CORRODED
5/12/2012	A319132		D57259162000	ZONE 500

LOWER FUSELAGE LT MLG RETRACTION ANCHORAGE ACTUATOR FITTING WITH CORROSION. DAMAGED PART WAS REPAIRED FOLLOWING REPAIR INSTRUCTIONS 70562772/011 DTD MAY 23, 2012 AND TD J1 S2 19995 2012 ISSUE A.

EE4Y2012060100222	AIRBUS		ANCHOR FITTING	CORRODED
5/15/2012	A319132		D57259162001	ZONE 600

RT WING, MLG RETRACTION ANCHOR ACTUATOR FITTING WITH CORROSION. DAMAGE PART WAS REPAIRED IAW AIRBUS REPAIR INSTRUCTIONS 70562772/011, DTD MAY 23, 2012 AND TD J1-S2 19995 2012 ISSUE A.

EE4Y2012051700172	AIRBUS		SUPPORT BEAM	CORRODED
4/19/2012	A319132		D5347217220500	ZONE 200

PAX CABIN BETWEEN FR 66 - 67, -Y50 FLOOR SUPPORT BEAM WITH CORROSION. DAMAGED PART WAS REPLACED IAW THE SRM 51-72-11, PARAGRAPH 4 AND 6.

EE4Y2012052100195	AIRBUS	AIRBUS	SKIN	CONTAMINATED
4/27/2012	A319132			RUDDER

DURING THERMOGRAPHIC INSPECTION METHOD, VERTICAL STABILIZER RUDDER, RT SIDE PANEL HAS TRAPPED FLUID AT HOISTING POINT NR 2. DAMAGED AREA WAS REPAIRED IAW REPAIR INSTRUCTIONS NR 70561884/006 AND 70561884/007.

EE4Y2012060500223	AIRBUS		TIE DOWN	CORRODED
4/27/2012	A319132		D2557206222000	ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT BETWEEN FR25 TO FR28 LOWER SECTION TIE DOWN WITH CORROSION. TIE DOWN WAS REPLACED IAW AMM TASK 25-54-41-400-001-A .

EE4Y2012060500224	AIRBUS		TIE DOWN	CORRODED
4/27/2012	A319132		D2557206222800	ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT FR25 TO FR28 LOWER SECTION TIE DOWN CRACKED. TIE DOWN REPLACED IAW AMM TASK 25-54-41-400-001-A.

EE4Y2012060500225	AIRBUS		TIE DOWN	CORRODED

4/27/2012	A319132	D2557206221800	ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT BETWEEM FR25 TO FR28 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-54-41-400-001-A.

EE4Y2012060500226	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206222000	ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT BETWEEN FR28 AND FR30 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-54-41-400-001-A.

EE4Y2012060500227	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206221800	CARGO BAY

LOWER FUSELAGE FWD CARGO COMPARTMENT BETWEEN FR28 AND FR30 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-54-41-400-001-A.

EE4Y2012060500228	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206222000	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR59 AND FR69 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500229	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206221800	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR59 AND FR69 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500230	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206221800	ZONE 100

LOWERFUSELAGE AFT CARGO COMPARTMENT BETWEEN FR55 AND FR59 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM 25-55-41-400-001-A.

EE4Y2012060500231	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206222000	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR55 AND FR59 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-4000-001-A.

EE4Y2012060500232	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206228200	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR55 AND FR59 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500234	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206227200	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR55 AND FR59 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500235	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206221800	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR47 AND FR55 LOWER SECTION TIE DOWN CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500236	AIRBUS	TIE DOWN	CORRODED
4/27/2012	A319132	D2557206222000	ZONE 100

LOWER FUSELAGE AFT CARGO COMPARTMENT BETWEEN FR47 AND FR55 LOWER SECTION TIE DOWN

CORRODED. TIE DOWN REPLACED IAW AMM TASK 25-55-41-400-001-A.

EE4Y2012060500237	AIRBUS		FRAME	CRACKED
4/28/2012	A319132		D53230226200	ZONE 100

LOWER FUSELAGE FR 34 STR 31LT SUPPORT FRAME CRACKED. SUPPORT FRAME REPLACED IAW SRM 51-72-11.

EE4Y2012060500238	AIRBUS		SUPPORT ANGLE	CORRODED
4/29/2012	A319132		D2547030024000	ZONE 200

UPPER FUSELAGE PAX CABIN LAVATORY A LOWER SUPPORT ANGLE CORRODED. ANGLE REPLACED IAW AMM TASK 25-41-41-400-001-A PARA 4C STEPS G AND H.

EE4Y2012060500239	AIRBUS		LIGHT	FAILED
5/18/2012	A319132		2LA45516303	ZONE 200

UPPER FUSELAGE PAX CABIN ILLUMINATION TEST SHOWS CLASS 3, FAILURE. REPLACED AND TESTED PAX CABIN READING LIGHTS AT POSITIONS 25C AND 25D IAW THE AMM TASK REF: 23-73-64-000-001-A AND 23-73-64-400-001-A SASTISFACTORY CONDITION.

EE4Y2012060500240	AIRBUS		LAMP	FAILED
5/18/2012	A319132		GE1810	ZONE 200

UPPER FUSELAGE RIGHT FWD OVERWING EXTERIOR EMERGENCY LIGHT INOPERATIVE. REPLACED AND TESTED RT FWD OVERWING EXTERIOR EMERGENCY LIGHT LAMP IAW THE AMM TASK REF: 33-51-15-000-001-A, PARA 1 THROUGH 4A,STEP 2 AND 33-51-15-400-001-A PARA 1 THROUGH 4B, STEP 2 AND 4E SASTIFACTORY CONDITION.

EE4Y2012061100242	AIRBUS		FLOOR SUPPORT	CRACKED
6/4/2012	A319132		D5347047520600	ZONE 100

LOWER FUSELAGE, AFT CARGO COMPARTMENT, BS 20294, OVER STRINGER 38 LT, FLOOR SUPPORT PROFILE CRACKED. DAMAGED PART WAS REPLACED IAW SRM 51-72-11 PARA 4 AND 6.

EE4Y201205240215	AIRBUS		PANEL	CRACKED
5/15/2012	A320214		D55184250004	HORIZONTAL STAB

FOUND LT HORIZONTAL STAB PANEL ASSY CRACKED.

EE4Y201205060185	AIRBUS		FRAME	CORRODED
5/6/2012	A320214			THRUST REVERSER

NR 1 ENGINE OTBD THRUST REVERSER UPPER ACTUATOR FWD FRAME BORE WAS FOUND CORRODED.

EE4Y201205060184	AIRBUS		FRAME	CORRODED
5/6/2012	A320214			THRUST REVERSER

ENGINE NR 2 INBD THRUST REVERSER LOWER AND UPPER ACTUATORS, FWD FRAME BORES WERE FOUND CORRODED.

EE4Y201205060183	AIRBUS	BFGOODRICH	FRAME	CORRODED
5/6/2012	A320214			THRUST REVERSER

ENGINE NR 2 OTBD THRUST REVERSER UPPER ACTUATOR, FWD FRAME BORE WAS FOUND WITH CORROSION.

EE4Y201205060182	AIRBUS		FRAME	CORRODED
5/6/2012	A320214			THRUST REVERSER

ENGINE NR 1 INBD THRUST REVERSER LOWER ACTUATOR, FWD FRAME BORE WAS FOUND WITH CORROSION.

EE4Y201204170186	AIRBUS	AIRBUS	ANCHOR FITTING	CORRODED
4/17/2012	A320214		D57259162000	LT MLG

LOWER FUSELAGE LT MAIN LANDING GEAR RETRACTION JACK ANCHORAGE FITTING WAS FOUND WITH

CORROSION.

EE4Y201204170187	AIRBUS	AIRBUS	ANCHOR FITTING	CORRODED
4/17/2012	A320214		D57259162001	RT MLG

LOWER FUSELAGE RT MLG RETRACTION JACK ANCHORAGE FITTING WAS FOUND WITH CORROSION.

EE4Y201204180188	AIRBUS	AIRBUS	TRUNNION	WORN
4/18/2012	A320214			FLAP TRACK

LT WING INBD FLAP INBD TRACK, TRUNNION FITTING WAS FOUND WITH WEAR.

EE4Y201204240189	AIRBUS		SKIN	CORRODED
4/24/2012	A320214			LT WING

LT WING T/E AREA, TOP SKIN PANEL 2 OVERHANG LOWER SURFACE WAS FOUND CORRODED AT RIB 7 LOCATION.

EE4Y201204240190	AIRBUS		SKIN	CORRODED
4/24/2012	A320214			ZONE 500

LT WING T/E AREA TOP SKIN PANEL 2 OVERHANG LOWER SURFACE WAS FOUND CORRODED AT RIB 10 LOCATION.

EE4Y201204240191	AIRBUS		SKIN	CORRODED
4/24/2012	A320214			ZONE 500

LT WING T/E TOP SKIN PANEL 2 OVERHANG LOWER SURFACE WAS FOUND WITH CORROSION AT RIB 14 LOCATION.

EE4Y201204200192	AIRBUS		SKIN	CORRODED
4/20/2012	A320214			ZONE 600

RT WING T/E AREA TOP SKIN PANEL 2 OVERHANG LOWER SURFACE WAS FOUND WITH CORROSION BETWEEN RIBS 15 AND RIB 16.

2012FA0000352	AMTR		WINDOW	DEPARTED
6/4/2012	LANCAIRIVP			CABIN

DURING CRUISE AT 20,000 FT, HEARD A BANG, AND THEN PILOT`S EARS POPPED. DESCENDED TO 11,000 FT. A PHYSICAL REVIEW OF ACFT REVEALED THE LT REAR WINDOW BEHIND ENTRANCE DOOR ALMOST COMPLETELY MISSING, EXCEPT FOR A SMALL PIECE IN THE UPPER RT CORNER.

2012FA0000331	AMTR		WIRE	LOOSE
4/25/2012	SEAWIND			HYD VALVE

A WIRE BECAME LOOSE THAT ATTACHED TO A HYD VALVE THAT RELEASED THE PRESSURE ON THE LANDING GEAR DOWN CYLINDERS. THIS LET THE LANDING GEAR FOLD UPON LANDING. THE WIRE CONNECTION WAS TIGHTENED.

PIYRS201205301715	BEECH		SKIN	CRACKED
5/30/2012	200BEECH		1016400003	ZONE 300

DURING REMOVAL OF ACCESS PANELS FOR COMPLETION OF VERTICAL AND HORIZONTAL STABILIZER INSPECTIONS, DISCOVERED NUMEROUS SKIN CRACKS AT ACCESS PANEL ATTACH POINTS. SUSPECT IMPROPER INSTALLATION OF KIT PN 101-6003-0003 DURING COMPLETION OF SB 55-3835 "INSTALLATION OF EMPENNAGE INSPECTION ACCESS PANELS".

E81R20120606002	BEECH		ACCESS PANEL	CORRODED
6/6/2012	200BEECH		101120076602	ZONE 600

DURING SCHEDULED AIRFRAME INSPECTION, FOUND EXTENSIVE CORROSION DAMAGE TO THE COVER MOUNTING FLANGE AREA OF THE RT WING CENTER SECTION UPPER SKIN AUXILLIARY FUEL CELL COVER DISH.

SIMILAR DAMAGE NOTED ON OTHERWISE CLEAN AND HANGARED LOW-TIME LATER SN B200 AND ACFT IN THIS AREA. MORE DETAILED INSP OF THIS AREA ADDED IN LATEST MM REVISION PHASE INSP GUIDES. RECOMMEND THE AUX FUEL CELL COVERS AND NACELLE FUEL CELL COVERS HAVE 12-MONTH INSP ADDED TO THE MM SPECIAL INSPECTIONS GUIDE. ALSO RECOMMEND A SB INCORPORATING "BEST PRACTICES" SUMMARIZED FOR CONTROLLING CORROSION IN THESE AREAS.

E81R20120606001	BEECH	COVER	CORRODED
6/6/2012	200BEECH	10112010827	ACCESS PANEL

DURING SCHEDULED AIRFRAME INSPECTION, FOUND EXTENSIVE CORROSION DAMAGE TO COVER MOUNTING FLANGE OF LT WING CENTER SECTION UPPER SKIN AUXILLIARY FUEL CELL ACCESS COVER DISH. HAVE NOTED SIMILAR DAMAGE TO OTHER OTHERWISE CLEAN AND HANGARED LOW-TIME ACFT IN THIS AREA. MORE DETAILED INSP OF THIS AREA ADDED IN LATEST MM REV PHASE INSP GUIDES. RECOMMEND THE AUX FUEL CELL COVER AND NACELLE FUEL CELL COVERS HAVE 12-MONTH INSPECTIONS ADDED TO THE SPECIAL INSPECTIONS GUIDE. ALSO RECOMMEND A SB INCORPORATING ALL "BEST PRACTICES" SUMMARIZED FOR CONTROLLING CORROSION IN THESE AREAS.

2012FA0000339	BEECH	WIRE	SHORTED
5/10/2012	400A		

DURING A D-CHECK INSPECTION, WIRING IN THE AFT BAGGAGE RT LOWER AREA IT WAS NOTED THAT THERE WERE SOME BURNED WIRES ON THE P490 CONNECTOR. THESE HAD SHORTED OUT AND HAD BURNED THRU THE INSULATION. THE GROUND SHIELD WIRE W812 HAD MELTED INSULATION AND FUSED TO ANOTHER GROUND WIRE. THE WIRES ALSO AFFECTED WERE WIRE NR 22BL WHICH GOES TO THE R PCB ASSY. WIRE 22WH WHICH GOES TO THE R GEN CONTROL UNIT. THIS NEEDS TO BE INSPECTED THOROUGHLY AS THIS CAN CAUSE INDICATION PROBLEMS IN THE COCKPIT AND COULD POSSIBLY CAUSE A FIRE. THE DAMAGED WIRES WERE REPLACED.

2012FA0000340	BEECH	WIRE	SHORTED
5/10/2012	400A		

DURING A D-CHECK INSPECTION, WIRING IN AFT BAGGAGE LT LOWER AREA, IT WAS NOTED THAT THERE WERE SOME BURNED WIRES ON THE P489 CONNECTOR. THESE HAD SHORTED OUT AND HAD BURNED THRU THE INSULATION. THE GROUNDED SHIED WIRE W811 HAD MELTED INSULATION AND FUSED TO ANOTHER GROUNDED WIRE. THE WIRES ALSO AFFECTED WERE: THE 22 BL WHICH GOES TO THE PCB ASSY, WIRE NR 22 WH WHICH GOES TO THE LT GEN CONTROL UNIT. THIS NEEDS TO BE INSPECTED THOROUGHLY AS THIS CAN CAUSE INDICATION PROBLEMS IN THE COCKPIT AND COULD POSSIBLY CAUSE A FIRE. THE DAMAGED WIRES WERE REPLACED.

2012FA0000319	BEECH	WIRE	BURNED
5/4/2012	400A		

DURING A D-CHECK INSPECTION, WIRING IN THE AFT BAGGAGE RT LOWER AREA IT WAS NOTED THAT SOME WERE BURNED. THESE HAD SHORTED OUT AND HAD BURNED THRU INSULATION. THE W740 RT FAN N1 RPM INDICATOR. THE W748 RT TURBINE N2 INDICATOR. WIRES WERE REPLACED.

RSUR201206110001	BEECH	CONT	GOVERNOR	FAILED
6/7/2012	58	IO550C	B210800	PROPELLER

DURING FLIGHT, RT ENGINE INCREASED IN RPM UNCOMMANDED. FLUCTUATED RPM. ADJUSTED RT PROP CONTROL TO FEATHER AND INCREASED IT TO 2000 RPM. RT ENGINE THEN STABILIZED IN RPM AT 2000. UPON LANDING TRIED TO CHANGE THE RT PROP RPM BUT COULDN'T INCREASE PROP CONTROL PAST A CERTAIN POINT. FOUND THE PITCH CONTROL ARM ON GOVERNOR WOULD NOT PHYSICALLY MOVE PAST A CERTAIN POINT. THERE WAS NO EVIDENCE OF METAL ON THE SCREEN WHERE THE PROP GOVERNOR ATTACHES TO THE ENGINE.

2012FA0000377	BEECH	LYC	COTTER PIN	DAMAGED
4/23/2012	76	O360*		LT PROPELLER

LEFT PROPELLER FEATHERED IN FLIGHT FOR TRAINING. UNABLE TO UNFEATHER PROPELLER. FOUND CLEVIS PIN MISSING ON LEFT PROPELLER, CONTROL ARM AT CONTROL QUADRANT. FOUND EVIDENCE OF WEAR AT LT

AND RT PROP CONTROL ARM, CAUSED BY FEATHER DETENT SPRING, SUSPECT THAT THE COTTER PIN ON LT CLEVIS PIN WAS DAMAGED, WORN THRU BY DETENT, CAUSING THE COTTER PIN TO FAIL AND CLEVIS PIN TO FALL OUT. RECOMMEND THAT THE COTTER PIN BE INSTALLED WITH COTTER PIN TOWARDS THE LT SIDE OF PROP CONTROL ARM TO AVOID CONTACT BY FEATHER DETENT SPRING WITH THE COTTER PIN.

2012FA0000363	BEECH	CONT	BLADE	GOUGED
5/30/2012	A36	IO520*		PROPELLER

NOTICED OIL ON NOSE COWL. PROP REMOVED TO REPLACE CRANKSHAFT O-RING. BUT DURING REMOVAL, IT WAS DISCOVERED THAT THE SEEPAGE WAS ACTUALLY COMING FROM A BLADE. SEEPAGE WAS CONSIDERED MINOR AND PROPELLER OPERATION APPEARED NORMAL. REPAIR SHOP DISCOVERED DURING DISASSEMBLY THAT 1 BLADE WAS FROZEN. FURTHER INSPECTION FOUND THE BEARING RACE BROKEN AND ABOUT 1 IN MISSING. THE BLADE HAD A SIZEABLE GOUGE AS WELL AS THE HUB. ALSO, 95 OF THE BALL BEARINGS MEASURED THE PROPER SIZE OF .4687". HOWEVER 1 BEARING MEASURED 16/32" (.5"). THE BLADE AND HUB WERE NOT REPAIRABLE. IT APPEARS THAT THE OVERSIDE BEARING CAUSED THE DAMAGE AND THAT A COMPLETE FAILURE OF THE PROP WAS IMMINENT.

2012FA0000364	BEECH	CONT	CIRCUIT BREAKER	FAILED
6/9/2012	F33A	IO520BB	353801132103	LANDING LIGHT

PILOT REPORTED THAT THE LANDING LIGHT WAS NOT WORKING. DURING TROUBLESHOOTING FOUND THAT THE LANDING LIGHT CIRCUIT BREAKER WAS FOUND TO BE AT FAULT. THE CIRCUIT BREAKER WAS INSTALLED ON 03 APRIL 2010 WITH A TSN OF 1507 WITH AN ESTEMATED 6028 CYCLES. INSTALLED A NEW LANDING LIGHT CIRCUIT BREAKER AND OPS CHECKED WAS GOOD.

2012FA0000369	BEECH	CONT	CIRCUIT BREAKER	FAILED
6/10/2012	F33A	IO520BB	3538013273	ALTERNATOR

PILOT REPORTED THE ALTERNATOR FAILED. DURING TROUBLESHOOTING, FOUND THE ALTERNATOR CIRCUIT BREAKER HAD FAILED. CIRCUIT BREAKER WAS INSTALLED 04 APRIL 2009 WITH A TSN OF 2617.5 HRS AND AN ESTIMATED 10470 CYCLES. INSTALLED A NEW ALTERNATOR CIRCUIT BREAKER AND OPS CHECKED GOOD.

2012FA0000365	BEECH	CONT	SWITCH	FAILED
6/9/2012	F33A	IO520BB	35380132103	TAXI LIGHT

PILOT REPORTED THAT THE TAXI LIGHT WAS NOT WORKING. DURING TROUBLESHOOTING FOUND THAT THE TAXI LIGHT CURCUIT BREAKER SWITCH WAS FOUND TO BE AT FAULT. THE SWITCH WAS INSTALLED ON 09 AUG 2010 WITH A TSN OF 1128 WITH AN ESTEMATED 4512 CYCLES. INSTALLED A NEW TAXI LIGHT BREAKER SWITCH AND OPS CHECK WAS GOOD. NO CAUSE OR RECOMENDATIONS AT THIS TIME.

2012FA0000366	BEECH	CONT	CIRCUIT BREAKER	FAILED
6/9/2012	F33A	IO520BB	3538013273	ALTERNATOR

PILOT REPORTED THAT THE ALTERNATOR WAS NOT WORKING. DURING TROUBLESHOOTING, FOUND THAT THE ALTERNATOR FIELD CIRCUIT BREAKER SWITCH WAS FOUND TO BE AT FAULT. THE SWITCH WAS INSTALLED ON 07 APRIL 2009 WITH A TSN OF 3098 WITH AN ESTEMATED 12392 CYCLES. INSTALLED A NEW ALTERNATOR FIELD BREAKER SWITCH AND OPS CHECK WAS GOOD. NO CAUSE OR RECOMENDATIONS AT THIS TIME.

E81R2012060600001	BEECH	BEECH	DRAG BRACE	CHAFED
6/6/2012	F90			NLG

DURING COMPLETE PHASE 1-4 INSPECTIONS, NOTED LOWER END OF NLG DRAG BRACE, UPPER BRACE ASSY. CONTACTING TYPE MS15001-4 RT ANGLE GREASE FITTING INSTALLED ON UPPER AFT SIDE OF THE NOSE GEAR STRUT ASSY. REPLACED GREASE FITTING WITH STRAIGHT STYLE MS15002-1 GREASE FITTING, CLEARANCE CHECK OK. BOTH FITTING PN'S LISTED IN THE F90 ILLUSTRATED PARTS CATALOG 32-21-01 (NR 32). RECOMMEND TECH INSTALLING LANDING GEAR SHOULD CLOSELY CHECK THE INSTALLATION FOR ANY CLEARANCE OR OTHER PROBLEMS FOLLOWING INITIAL INSTALLATION AS INCORRECT PARTS MAY HAVE BEEN INSTALLED, OR POSITIONED INCORRECTLY, ETC.

CHIR201205212201	BOEING	BOEING	BOLT	SHEARED
5/21/2012	234		114R22012	AFT ROTOR HEAD

THE CONNECTING BOLT WAS REMOVED FROM THE ROTOR HEAD AND A HAIR LINE CRACK WAS FOUND UNDER THE HEAD OF THE BOLT DURING A VISUAL INSPECTION. THE CRACK WAS CONFIRMED BY AN NDT INSPECTION.

SPUY20120620004	BOEING	SPAR	CORRODED
6/20/2012	727212		LT WING

LT WING FRONT SPAR LOWER CHORD SHOWS CORROSION BETWEEN WS 304.0 AND WS 320.5

7AHR201205222466	BOEING	FRAME	CORRODED
5/22/2012	7372X6C		ACCESS DOOR

AFT TAIL CONE ACCESS DOOR PANEL NR 3802 FRAME HAS CORRODED RIVET HEADS AND RUB PADS. REMOVED RIVETS AND RUB PADS FROM TAIL CONE ACCESS DOOR IAW SRM 51-30-2. FABRICATED NEW RUB PADS AND INSTALLED RUB PADS AND NEW FASTENERS AS IAW SRM 51-30-2.

7AHR201205222209	BOEING	STRINGER SPLICE	CORRODED
5/22/2012	7372X6C		BS 907

CORROSION AT FUSELAGE STA 907 AT STR 27L AT STRINGER SPLICE. REMOVED STRINGER SPLICE AND STRINGER CLIP DUE TO CORROSION FOUND TO BE OUT OF LIMITS IAW SRM 51-30-02. FABRICATED REPAIR COMPONENTS IAW SRM 53-10-03. INSTALLED REPAIR COMPONENTS IAW SRM 51-30-02.

7AHR201205222468	BOEING	FAIRING	DAMAGED
5/22/2012	7372X6C		NR 3 FLAP

NR 3 FLAP FAIRING FORWARD LOWER L/E IS DAMAGED. REPAIRED IAW SRM`S 51-30-2, & 51-40-3.

7AHR201205292272	BOEING	SHEAR TIE	CORRODED
5/24/2012	7372X6C		ZONE 100

CORROSION AT FUSELAGE STA 400 AND STRINGER 26R, FUSELAGE FRAME. REMOVED CORRORED SHEAR TIE IAW SRM 51-30-02, FABRICATED AND ISTALLED A NEW SHEAR TIE IAW SRM 51-10-02 AND 51-30-02.

7AHR201205242213	BOEING	SUPPORT	CRUSHED
5/24/2012	7372X6C		BS 727

BS 727 AT STRINGER 19R HORIZONTAL BULKHEAD PANEL SUPPORT FRAME IS CRUSHED IN AFT PIT. REMOVED HORIZONTAL BULKHEAD PANEL SUPPORT FRAME AT FUSELAGE STATION 727 IAW SRM 51-30-2. FABRICATED NEW SUPPORT FERAME IAW SRM 51-20-01. INSTALLED NEW SUPPORT FRAME IAW SRM 51-30-02

7AHR201205242207	BOEING	STRINGER	CORRODED
5/24/2012	7372X6C		BS 1016 S24L

CORROSION AT BS 1016 AT AFT PRESSURE BULKHEAD AT STRINGER 24L. REMOVED STRINGER END FITTING AND ALSO FOUND END OF STRINGER WAS ALSO CORRODED. FABRICATED NEW STINGER END FITTING AND STRINGER SPLICE, ALL REPAIR PARTS INSTALLED IAW SRM 53-10-3.

7AHR201205242306	BOEING	PLATE	GOUGED
5/24/2012	7372X6C		NR 2 NACELLE

NR 2 ENGINE CROSSBEAM LOWER INBD ENGINE TO WING FAIRING HAS GOUGES ON CROSSBEAM FACE. REMOVED DAMAGED PLATE FROM CROSSBEAM IAW 51-30-2. FABRICATED NEW PLATE IAW SRM 51-20-1. INSTALLED NEW PLATE ON CROSSBEAM FACE SRM 51-30-2.

7AHR201205252424	BOEING	FLOORBEAM	CORRODED
5/25/2012	7372X6C		BS 787

CORROSION ON FLOORBEAM AT STA 787 AND RBL 40 THROUGH 55. REMOVED CORROSION IAW SRM 51-30-2.

FABRICATED FLOORBEAM REPAIR IAW ECO 53-04407-1. INSTALLED FABRICATED FLOORBEAM IAW DWG 53-04407-1.

7AHR201205252210	BOEING	STRINGER SPLICE	CORRODED
5/25/2012	7372X6C		BS 907 S26L

CORROSION ON STRINGER SPLICE AT STA 907 AT STRINGER 26L. FOUND STRINGER SPLICE TO BE EXFOLIATED OUT OF LIMITS. REMOVED STRINGER SPLICE IAW SRM 51-30-2. FABRICATED STRINGER SPLICE FILLER MATERIAL IAW SRM 53-10-3 AND INSTALLED REPAIR PARTS IAW SRM 51-30-2.

7AHR201205252294	BOEING	SKIN	CORRODED
5/25/2012	7372X6C		HORIZONTAL STAB

LT HORIZONTAL STABILIZER UPPER SURFACE REAR SPAR HAS A BROKEN RIVET HEAD AND A BULGE IN SKIN AROUND BROKEN RIVET AT STABILIZER STATION 66.5. REMOVED T/E SKIN FASTENERS. DISCOVERED CORROSION AROUND AFT SPAR OF HORIZONTAL STABILIZER. REMOVED CORROSION ON AFT SPAR OF LT HORZ STAB. FABRICATED REPAIR DOUBLER AND FILLER MATERIALS IAW SRM 5510-3. INSTALLED ALL REPAIR PARTS IAW SRM 51-30-2.

7AHR201205252279	BOEING	STRINGER CLIP	CRACKED
5/25/2012	7372X6C		BS 277 S15R

STRINGER CLIP CRACKED AT FUSELAGE BS 277 AT STRINGER 15R. REMOVED DAMAGED STRINGER CLIP IAW SRM 51-30-02. FABRICATED NEW STRINGER CLIP IAW SRM 51-30-06. INSTALLED NEW STRINGER CLIP IAW SRM 51-30-2.

2012F00110	BOEING	SLIDE	MISOVERHAULED
6/2/2012	767	101630306	OVERWING

DURING PACKING OF THE EVACUATION RAMP/SLIDE, NOTED INCORRECT SHEAR-PIN RESTRAINTS INSTALLED DURING PREVIOUS MX. THERE WERE THREE SHEAR-PIN RESTRAINTS INCORRECTLY INSTALLED, TWO 170LB SHEAR-PIN RESTRAINTS, INSTALLED BUT SHOULD BE TWO 70LB SHEAR-PIN RESTRAINTS, ONE 375LB SHEAR-PIN RESTRAINTS, INSTALLED BUT SHOULD BE ONE 280LB SHEAR-PIN RESTRAINT. IT IS LIKELY THAT THE EXTRA 100LB SHEAR RATING OF THE INCORRECT SHEAR-PINS WOULD HAVE RESULTED IN AN INCOMPLETE DEPLOYMENT OR INFLATABLE DAMAGE RENDERING THE EVACUATION RAMP/SLIDE UNUSABLE IF DEPLOYED. THIS EVACUATION RAMP/SLIDE WAS RECEIVED, PACKED IN FAIR CONDITION FOR OVERHAUL. MARKINGS ON THE PACKBOARD COVER INDICATE THAT THE UNIT HAD BEEN PREVIOUSLY OVERHAULED IN MARCH OF 2011. THE INCORRECT SHEAR-PIN RESTRAINTS WERE R & R WITH THE NEW/CORRECT ONES.

ABXR201206010051	BOEING	DOOR	MISREPAIRED
6/1/2012	767338	146T63013	ZONE 800

EXTERNAL DOUBLER EXISTING REPAIR AT STA 1439 TO 1461, STR 25 LT TO 27 LT NEEDS EVALUATED. R & R DOUBLER AND REPAIRED DAMAGE IAW REA B652-59860-MR, AND SRM 52-30-01 FIG 201.

ABXR2012030100052	BOEING	SKIN	MISREPAIRED
6/1/2012	767338	146T6335	

STA 1417, STRINGER 30, LT TO 31, LT NEEDS EVALUATED FOR COMPLIANCE TO SRM. UPON REPAIR REMOVAL A DENT WAS DISCOVERED EXCEEDING SRM LIMITS. REA B652-59863-MR REV IR DATED 5/21/12 PROVIDED INSTRUCTION TO REMOVE THE DENT AND REPAIR IAW SRM 52-30-01, FIG 201.

2A6R2012060700001	BOLKMS	BOLKMS	ROTOR SHAFT	CRACKED
6/6/2012	BK117B1		4639205016	MAIN ROTOR

UPON INSTALLATION OF MAIN ROTOR TRANSMISSION - EXCESSIVE VERTICAL PLAY WAS NOTED. UPON WITHDRAWL OF ROTOR MAST FROM GEARBOX FOR SPACER TUBE INSPECTION, A CRACK WAS NOTED ON ROTOR SHAFT. VERIFIED BY VISUAL 10 POWER MAGNIFICATION.

2012FA0000324	CESSNA	CONT	LATCH	FAILED
5/9/2012	162	O200*		DOOR

LEFT DOOR FWD LATCH FAILED TO ENGAGE AND OPENED IN FLIGHT CAUSING DOOR TO FOLD IN HALF.

OU1R20120621001	CESSNA		CESSNA	SEAT FRAME	CRACKED
6/20/2012	172P			05142047	CABIN

PILOTS LOWER SEAT CUSHION FRAME SUPPORT LEGS CRACKED AT CUT OUTS ON FRAME RAIL WHERE ATTACH TO SEAT HEIGHT AJUSTMENT ARMS ON INFINATE ADJUSTABLE SEAT.

NX4R201204200054	CESSNA			CONTROL CABLE	WORN
4/20/2012	172S			0510105339	RUDDER

DURING A ROUTINE INSPECTION OF THE RUDDER CABLE, WAS FOUND WORN AND SEPARATE STRAND CAUGHT ON A SHOP RAG. THIS WEAR OCCURED AT FS 65-33.

NX4R201205200055	CESSNA			CONTROL CABLE	BROKEN
5/20/2012	172S			0510105308	ELEVATOR

DURING A ROUTINE INSP ELEVATOR CABLE, PN-0510105-308, WAS FOUND TO HAVE BROKEN STRANDS. THIS OCCURED AT FS 65.33.

NX4R201205220053	CESSNA			CONTROL CABLE	BROKEN
5/1/2012	172S			0510105391	ELEVATOR

DURING A ROUTINE INSPECTION, THE AFT UPPER ELEVATOR CONTROL CABLE WAS FOUND TO HAVE BROKEN STRANDS AT THE REAR PULLEY AT BULKHEAD 205.81. MANY OF THE BROKEN STRANDS APPEARED TO HAVE BROKEN DUE TO TENSION, NOT CHAFING.

2012FA0000351	CESSNA			STRUT	DAMAGED
6/5/2012	172S				NLG

DURING SCHEDULED INSPECTION, INNER NOSE STRUT TUBE UPPER CAP RIVETS WERE FOUND TO BE MIGRATING.

2012FA0000350	CESSNA	LYC		MANIFOLD	OBSTRUCTED
6/5/2012	172S	IO360L2A		LW257656470	FUEL SYSTEM

ENGINE ROUGHNESS REPORTED BY CREW. PROBLEM CONFIRMED BY MX AND TROUBLESHOT TO FUEL DISTRIBUTION MANIFOLD NOT DISTIBUTING FUEL EQUALLY TO ALL CYLINDERS. MANIFOLD AND ENGINE ONLY HAD 7.6 HRS TSMOH BY MFG. MANIFOLD WAS REPLACED AND ENGINE RAN SMOOTHLY.

2012FA0000322	CESSNA	LYC	LYC	UNKNOWN	FAILED
4/9/2012	172S	IO360L2A			CYLINDER

SOMETHING INSIDE CYLINDER LET GO SO THAT THE ROD WAS NO LONGER CONNECTED TO THE PISTON. BOTTOM OF THE PISTON WAS DESTROYED. WRIST PIN RIDES WAS DESTROYED FROM BANGING INTO BOTTOM OF CYLINDER. EITHER THE PISTON LET GO, OR THE ROD LET GO OF THE WRIST PIN.

2012FA0000349	CESSNA	LYC		HOSE	LEAKING
5/9/2012	172S	IO360L2A		124F0014CR0370	FUEL SYSTEM

ENGINE HAD SLIGHT VIBRATIONS ON DOWNWIND, THROTTLE WAS ADDED WITH VIBRATION INCREASE. ENGINE DIED ON FINAL AND ACFT GLIDED TO RUNWAY SAFELY. ENGINE RESTARTED BUT WOULD NOT RUN WELL. ON INSPECTION, THE FUEL SERVO TO FLOW DIVIDER FUEL HOSE WAS FOUND TO HAVE EVIDENCE OF LEAKAGE. HOSE WAS REPLACED AND ENGINE WAS RUN AND FOUND TO RUN SMOOTHLY WITH NO VIBRATIONS. TESTING OF THE HOSE FOUND THAT NO LEAKS WERE PRESENT WHEN HIGH PRESSURE WAS APPLIED BUT WHEN PRESSURE WAS BLEDED IT SHOWED EVIDENCE OF LEAKING AROUND COLLAR WHERE FITTING IS SWEDGED TO THE HOSE. THE PROBLEM AREA IS COVERED BY FIRE SLEEVE WHICH WOULD DELAY ANY EVIDENCE OF LEAKAGE.

2012FA0000359	CESSNA	PWA		VENT LINE	COLLAPSED
5/18/2012	208B	PT6A114		S5114	ENGINE

THE PILOT REPORTED AN UNUSUAL AMOUNT OF OIL WAS BEING CONSUMED, AND ON HIS INBD FLIGHT THE OIL PRESSURE GAUGE WAS FLUCTUATING. THERE WERE NO VISIBLE SIGNS OF AN EXTERNAL OIL LEAK. ON THE GROUND RUN MX ALSO NOTED THE TORQUE WAS FLUCTUATING. WHEN BLEED AIR WAS TURNED ON A FINE MIST OF OIL WAS EMITTED FROM THE HEATER VENTS. TROUBLESHOOTING FOUND THE ENGINE VENT LINE HAD COLLAPSED INTERNALLY PRESSURIZING THE CASE AND CAUSED THE OIL TO LEAK INTERNALLY INTO THE COMPRESSOR.

2012F00094	CESSNA		CONTROL PANEL	INOPERATIVE
5/18/2012	210L		PAN8081	EMERGENCY LIGHT

EMERGENCY LIGHTS COMING ON WHEN AIRCRAFT POWER TURNED OFF.

GNMA201205230001	CESSNA		WEB	CRACKED
5/23/2012	414A			NLG DOOR

NLG SUPPORT WEB HAS CRACKS BOTH LT AND RT.

2012FA0000321	CESSNA	CONT	CRANKCASE	CRACKED
3/5/2012	421C	GTSIO520*	642135	ENGINE

ON COMLETION OF A ROUTINE INSPECTION, A CRACKED ENGINE CASE STARTING AT NR 5 CYLINDER AND REARWARD 2.5"

CNQR2012052286445	CESSNA	PWC	GEARBOX	CRACKED
5/22/2012	510	PW615FA		ZONE 400

A CRACK WAS DISCOVERED IN THE ENGINE ACCESSORY GEARBOX NEAR THE STARTER/GENERATOR MOUNTING FLANGE. DURING THE AIRCRAFT`S LAST FLIGHT IT EXPERIENCED A GENERATOR BEARING FAILURE. DURING THE POST RUNS, AFTER PART REPLACEMENT AN OIL LEAK WAS DISCOVERED COMING FROM A HAIRLINE CRACK IN THE GEARBOX. CRACK WAS VERIFIED VIA EDDY CURRENT INSPECTION.

CWQR20120523031	CESSNA		CHANNEL	CRACKED
5/23/2012	560XL		661206911	FWD CARGO DOOR

DURING A SCHEDULED INSP, WE FOUND THE FWD BAGGAGE DOOR HINGE ASSY CRACKED IN SEVERAL PLACES. 2 CRACKS IN SUPPORT CHANNEL 66120720-2 AND ONE CRACK ON CHANNEL 6612069-11. THE CRACKS WERE FOUND BY VISUAL INSP. THIS ACFT HAD SB560XL-52-13 INSTALLED AT THE FACTORY. AN SCR HAS BEEN SENT TO UNDER NR 621734.

CWQR20120523032	CESSNA		CHANNEL	CRACKED
5/23/2012	560XL		661206911	FWD CARGO DOOR

DURING A SCHEDULED INSP WE FOUND THE FWD BAGGAGE DOOR HINGE ASSY CRACKED IN SEVERAL PLACES. 2 CRACKS IN SUPPORT CHANNEL 66120720-2 AND 1 CRACK ON CHANNEL 6612069-11. THE CRACKS WERE FOUND BY VISUAL INSP. THIS ACFT HAD SB560XL-52-13 INSTALLED AT THE FACTORY. AN SCR HAS BEEN SENT TO MFG UNDER NR 621735.

CWQR20120611039	CESSNA		HINGE BRACKET	CRACKED
6/11/2012	560XL		663400361	ZONE 300

DURING A SCHEDULED INSPECTION, FOUND THE RT ELEVATOR OTBD HINGE BRACKET CRACKED USING EDDY CURRENT NDT METHOD.

CWQR20120613040	CESSNA		CABLE	FRAYED
6/13/2012	680CE		S37793D430N	BRAKE

DURING A SCHEDULED MX EVENT, FOUND THE PILOT'S RT BRAKE CONTROL CABLE FRAYED ABOUT 50 PERCENT. DID NOT SEE ANY ISSUES WITH THE CABLE RUN OR RUBBING ON STRUCTURE, ETC.

CWQR20120601034	CESSNA		HINGE BRACKET	CRACKED
6/1/2012	680CE		693200443	ELEVATORS

DURING A SCHEDULED INSPECTION, FOUND THE LT ELEVATOR OTBD HINGE BRACKET CRACKED. THE CRACK WAS FROM THE EDGE OF AND ALONG THE BRACKET RADIUS AND ABOUT .5" LONG. A PICTURE OF THE BRACKET AND AN SDR 623043 HAS BEEN SENT TO MFG. THE BRACKET WILL ALSO BE SENT TO MFG FOR EVALUATION.

2012FA0000329	CESSNA	PWC	PUMP	DAMAGED
5/3/2012	680CE	PW306C	99146821	

EXTENSIVE FRETTING DAMAGE ON PRIMARY JET PUMP FITTINGS AND ATTACHING LINE FITTINGS WHERE WIGGINS CLAMP W991-18DE ARE INSTALLED. DAMAGE OCCURRS TO ADJACENT PLUMBING PN 6926100-123, 6926100-13, 6926100-15, AND 6926100-76. DAMAGE HAS BEEN FOUND TO THESE MODELS DURING TANK INSPECTION 28-10-00-201 CONDITION FOUND IS DANGEROUS AND UNAIRWORTHY.

2012FA0000330	CESSNA	WATER SEPARATOR	CORRODED
5/10/2012	750	7903013	

BOTH LT AND RT WATER SEPARATOR HAVE CORROSION UNDER INSULATION PN 5715526-8. THIS IS AN AREA THAT IS NOT NORMALLY LOOKED AT DURING THE WATER SOCK CLEANING/ RESTORATION. MODEL EC22 DWS-1.

2012FA0000375	CESSNA	WIRE	BURNED
6/6/2012	TU206G	PB7	ELECTRICAL

PILOT REPORTED SMOKE IN COCKPIT AND TERMINATED FLIGHT. FOUND WIRE PB7 FROM FIELD CIRCUT BREAKER TO ALTERNATOR SWITCH BURNED AND MELTED INTO WIRE BUNDLE. MELTING AND HEAT DAMAGED APPROX 10-12 WIRES IN THE BUNDLE. VOLTAGE REGULATOR FAILURE CAUSED THE 24 GA WIRE TO BURN WITHOUT TRIPPING THE 5 AMP BREAKER. FOUND THE FIELD WIRE AND AT LEAST 4 OTHER WIRES HAD BEEN PINCHED AND EXPOSED AT THE CIRCUT BREAKER PANEL UPPER RT CORNER. WIRE PB 7 SHOULD BE OF AT LEAST 18 GA TO SUPPORT THE LOAD TO TRIP THE 5 AMP CB. REPLACED DAMAGED WIRING AND INSTALLED NEW VOLTAGE REGULATOR.

2012FA0000343	CIRRUS	CONT	CASE	CRACKED
5/29/2012	SR20	IO360*		RT ENGINE

DURRING PRE FLIGHT FOUND OIL ON COWLING. INVESTIGATION FOUND A CRACK IN THE RT FWD TOP OF THE ENGINE CASE.

2012FA0000326	CIRRUS	CONT	TUBE	CHAFED
4/24/2012	SR20	IO360ES	655241	NR 3 CYLINDER

THE ACFT DEPARTED GTU AND SHORTLY AFTER, THE PILOT EXPERIENCED A ROUGH RUNNING ENGINE. THE PILOT ELECTED TO RETURN TO THE AIRPORT IMMEDIATELY. REMOVED TOP COWLING, NOTICED THAT NR 1 AND 5 INTAKE TUBES, WHERE THEY ATTACH TO THE CYLINDER HEAD WAS CHAFED AND BROKEN. AFTER FURTHER INVESTIGATION, NOTICED THAT NR 1 AND 5 INTAKE TUBES MIGHT BE CHAFING AS WELL. REMOVED ALL 3 INTAKE TUBES AND REPOSITIONED THE TUBES TO BE IN THE CERTER OF THE COLLAR THAT HOLDS THEM TO THE CYLINDER. PROBABLE CAUSE IS THAT THE INTAKE TUBE WAS NOT CENTERED IN THE HOLD DOWN COLLAR WHICH OVER TIME THE TUBE CHAFED AGAINST THE COLLAR AND THEN EVENTUALLY BROKE.

2012FA0000346	CIRRUS	TUBE	TORN
5/30/2012	SR22	S00202	

THE PILOT INDICATED THAT DURING TAKEOFF, NOTED VIBRATION AND EXCESSIVE SHAKING. SUSPECTED A FLAT TIRE, AND RETURNED TO DEPARTURE, LANDED WITHOUT INCIDENT. THE TIRE WAS FULLY INFLATED DURING PRE-FLIGHT, AND WAS VERIFIED BY A SECOND PILOT ONBOARD. INSPECTED TIRE AND THE INNER TUBE REMOVED. TIRE SHOWED VERY LITTLE SIGNS OF WEAR, BUT INNER TUBE HAD A 1INCH TEAR BETWEEN THE SIDEWALL AND TREAD AREA 180 DEGREES OPPOSITE OF THE FILL VALVE. THERE WAS NOTHING INSIDE THE TIRE, OR PUNCTURE INDICATIONS THAT MAY HAVE CAUSED THIS FAILURE. FOUND SAIB CE-11-47 DATED 8/9/11 ADDRESSED INNER TUBE FAILURES IN COLD WEATHER. THIS IS AN ONGOING PROBLEM THESE INNER TUBES.

2012FA0000345	CIRRUS	TUBE	CUT
5/30/2012	SR22	0923080	NLG TIRE

NLG TIRE WENT FLAT DURING TAXI TO RUNWAY. DURING TEARDOWN OF THE NOSE WHEEL AND TIRE ASSY, A SMALL CUT OR RUPTURE MEASURING .25" WAS OBSERVED ON THE SIDEWALL OF THE TUBE, APPROX 180 DEGREES FROM THE VALVE STEM ON THE OPPOSITE OF THE OF THE TUBE. THE END OF THE DEFECT WAS AT A RADIAL MFG LINE IN THE TUBE. NO APPARENT DEFECTS WERE OBSERVED IN THE CORRESPONDING SECTIONS OF THE INSIDE OF THE TIRE AND RIM. TIRE AND TUBE RECORDED TO HAVE BEEN INSTALLED AT 264.9 HOURS. CURRENT TIME 362.7 HOURS. TIME ON TIRE AND TUBE WERE RECORDED TO BE 97.8 HOURS.

2012FA0000367	CIRRUS	CONT	EXHAUST HEADER	BLISTERED
6/9/2012	SR22	IO550N	226850002	ENGINE BAY

DURING A PRE-BUY INSPECTION, IT WAS FOUND THAT THE LT EXHAUST MANIFOLD ASSY WAS BLISTERED AND CRACKED IN 2 PLACES BETWEEN THE NR 2 AND NR 4 CYLINDERS.

2012FA0000368	CIRRUS	CONT	EXHAUST HEADER	FRACTURED
1/26/2012	SR22	IO550N	226850002	ENGINE

DURING ROUTINE MX, IT WAS FOUND THAT THE LT EXHAUST MANIFOLD HAD CRACKED INTO 2 PIECES BETWEEN THE NR 2 AND NR 4 CYLINDERS.

2012FA0000323	CIRRUS	CONT	ALTERNATOR	WRONG PART
4/18/2012	SR22	IO550N	649304R	

BROKEN MOUNTING FLANGE OF ALTERNATOR HOUSING AND IMPROPER ALTERNATOR INSTALLED IAW SN OF ACFT AND ENGINE.

2012FA0000355	CIRRUS	CONT	CHECK VALVE	OBSTRUCTED
6/2/2012	SR22	TSIO550A	646717	ZONE 400

DURING SCHEDULED ANNUAL INSPECTION, OIL COOLER REMOVED TO PERFORM A WELD REPAIR TO A CRACKED MOUNTING FLANGE. AFTER REINSTALLATION AND COMPLETION OF THE ANNUAL, A POWER RUN UP WAS SCHEDULED. AFTER TAXI OUT AND UPON POWER APPLICATION FOR THE RUN UP, THE COCKPIT FILLED WITH SMOKE. ENGINE AND ALL COMPONENTS WERE SOAKED WITH OIL. REMOVED AND DISASSEMBLED TURBINE OIL PRESSURE LINE CHECK VALVE. A SMALL PIECE OF GASKET MATERIAL WAS FOUND LODGED IN THE CHECK VALVE. IT IS ASSUMED THAT THE CHECK VALVE REMAINED OPEN AFTER THE LEAK CHECK RUN UP WHICH OCCURRED SHORTLY BEFORE THE SCHEDULED FLIGHT. THE CHECK VALVE WAS CLEANED AND REASSEMBLED. ALL DUCTS AND HOSES CLEANED. RUN UP AND FLIGHT SUCCESSFUL.

2012FA0000372	CNDAIR		COMPUTER	FAILED
6/7/2012	CL6002B16		6228971022	TCAS

TCAS INTERMITTENT DURING FLIGHT AND FAILED DURING DESCENT.

2012F00098	CNDAIR	GE	SKIN	DAMAGED
5/3/2012	CL6002B16	CF34*		THRUST REVERSER

INSPECTION OF THE LT AND RT THRUST REVERSER ASSEMBLIES, FOUND THE RT TORQUE BOX SKIN TO HAVE NUMEROUS CRACKS AND 1 LARGE TRIANGULAR PIECE BROKEN OUT, AND THE LT TORQUE BOX TO HAVE CRACKS IN THE SKIN ALONG THE EDGE OF THE INBD BLOCKER DOOR HOUSING. FURTHER INSPECTION FOUND THAT THE NACELLE DIVERTER FAIRING SEAL WAS 85 PERCENT MISSING. THERE WERE VERY SMALL PIECES STILL IN TACT. MFG TECH REP REPORTS THAT IF THIS SEAL IS MISSING, AIR WILL GET UNDER THE BLOCKER AND SAM PANELS ON THE TORQUE BOX AND CAN CAUSE DAMAGE. THIS APPEARS TO BE THE RESULTS. THE CONDITION OF THE SEAL IS CRITICAL TO THE CONTINUED HEALTH OF THE TORQUE BOX. INSPECTION OR REPLACEMENT OF THIS SEAL IS IMPERATIVE. LT TORQUE BOX SN SB/RJNAC/CO469 - RT TORQUE BOX SN SB/RJNAC/CO 468.

2012F00099	CNDAIR	GE	SKIN	DAMAGED
5/3/2012	CL6002B16	CF34*	22850201585	THRUST REVERSER

INSPECTION OF THE LT AND RT THRUST REVERSER ASSEMBLIES FOUND THE RT TORQUE BOX SKIN TO HAVE

NUMEROUS CRACKS AND 1 LARGE TRIANGULAR PIECE BROKEN OUT, AND THE LT TORQUE BOX TO HAVE CRACKS IN THE SKIN ALONG THE EDGE OF THE INBD BLOCKER DOOR HOUSING. FURTHER INSPECTION FOUND THAT THE NACELLE DIVERTER FAIRING SEAL WAS 85 PERCENT MISSING. THERE WERE VERY SMALL PIECES STILL IN TACT. MFG TECH REP REPORTS THAT IF THIS SEAL IS MISSING, AIR WILL GET UNDER THE BLOCKER AND SAM PANELS ON THE TORQUE BOX AND CAN CAUSE DAMAGE. THIS APPEARS TO BE THE RESULTS. THE CONDITION OF THE SEAL IS CRITICAL TO THE CONTINUED HEALTH OF THE TORQUE BOX. INSPECTION OR REPLACEMENT OF THIS SEAL IS IMPERATIVE. LT TORQUE BOX SN SB/RJNAC/CO469 - RT TORQUE BOX SN SB/RJNAC/CO 468.

V0XR20120508J0041	CNDAIR	FLOORBEAM	CORRODED
6/1/2012	CL6002C10	CC670332929	ZONE 100

FS 280 FLOORBEAM CORRODED (BUBBLING PAINT), R & R FS 280 FLOORBEAM IAW SRM 51-42-06, 53-11-41.

V0XR20120604J0040	CNDAIR	FLOORBEAM	CORRODED
6/1/2012	CL6002C10	CC670341757	ZONE 100

FS 280 FLOORBEAM CORRODED BEYOND SERVICEABLE LIMITS. R & R FS 280 FLOORBEAM IAW REO 670-53-11-047. TREATED AND PRIMED REPAIR AREA IAW SRM 51-25-06.

V0XR20120604J0041	CNDAIR	FLOORBEAM	CORRODED
6/1/2012	CL6002C10	CC670332929	ZONE 100

FS 280 FLOORBEAM CORRODED (BUBBLING PAINT), R & R FS 280 FLOORBEAM IAW SRM 51-42-06, 53-11-41.

V0XR20120604J0042	CNDAIR	CABLE	DAMAGED
6/1/2012	CL6002C10	601R3181273	PAX DOOR

ICE BREAKER CABLE LOCATED IN PASSENGER DOOR DAMAGED BEYOND SERVICEABLE LIMITS. R & R PASSENGER DOOR ICE BREAKER CABLE IAW AMM 52-11-15.

V0XR20120604J0044	CNDAIR	SILL	CORRODED
6/1/2012	CL6002C10	SH6703217223	ZONE 100

RT FWD SILL CORRODED BEYOND SERVICEABLE LIMITS AT FS 319. FABRICATED AND INSTALLED DOUBLER REPAIR ON RT FORWARD SILL IAW REO 670-53-21-853.

V0XR20120604J0045	CNDAIR	DRAG ANGLE	CRACKED
6/1/2012	CL6002C10	601R317725	ZONE 800

PAX DOOR AFT DRAG ANGLE CRACKED. REPAIRED PAX DOOR AFT DRAG ANGLE CRACK IAW SRM 52-11-04, 51-25-06, & 51-21-01.

V0XR20120604J0046	CNDAIR	INSULATION	DAMAGED
6/1/2012	CL6002C10	BA670455859	EMERGENCY EXIT

RT OVERWING EMERGENCY EXIT DOOR HAS 6 PIECES OF INSULATION SATURATED, OR DAMAGED BEYOUND SERVICEABLE LIMITS. R & R DAMAGED INSULATION IAW AMM 25-82-02-400-803.

V0XR20120604J0050	CNDAIR	FAIRING	DAMAGED
6/1/2012	CL6002C10	MM67035021001	ZONE 300

RAM AIR INLET DUCT DAMAGED BEYOND SERVICEABLE LIMITS. REPAIRED.

V0XR05082010J0029	CNDAIR	FLOORBEAM	CORRODED
5/7/2012	CL6002C10	CC670332929	ZONE 100

FS 279 FLOORBEAM CORRODED AT RBL 9 TO LBL 9 BEYOND SERVICEABLE LIMITS. INSTALLED NEW FLOORBEAM IAW SRM 51-42-13, 51-42-21.

N6WA2012050701	CNDAIR	BULB	INOPERATIVE
5/7/2012	CL6002C10		EMERGENCY LIGHT

EMERGENCY LIGHT IN AISLE AT ROW 15 INOPERATIVE. REPLACED BULB. IAW AMM 33-51-09, OPS CHECKED GOOD.

V0XR05082012J0031	CNDAIR	CAP	CORRODED
5/7/2012	CL6002C10	SH670318216	THRESHOLD

PASSENGER DOOR THRESHOLD BOTTOM AFT CAP CORRODED BEYOND SERVICEABLE LIMITS, FS 349.00. R & R PASSENGER DOOR THRESHOLD LOWER AFT CAP IAW SRM 51-42-00, 51-10-06.

V0XR05082012J0032	CNDAIR	CAP	CORRODED
5/7/2012	CL6002C10	SH670318215	THRESHOLD

PASSENGER DOOR THRESHOLD BOTTOM ANGLE FWD CAP CORRODED BEYOND SERVICEABLE LIMITS, FS 349.00. R & R PASSENGER DOOR THRESHOLD LOWER ANGLE FWD CAP IAW SRM 51-42-00, 51-10-06.

V0XR05082012J0033	CNDAIR	SEAT TRACK	CORRODED
5/7/2012	CL6002C10	85331039101	ZONE 200

LEFT SEAT TRACK AT FS 785.15, AFT OF OVERWING EXIT DOOR, CORRODED BEYOND SERVICEABLE LIMITS. CLEANED AND BLENDED SEAT TRACK, BLENDED 0.018" WITHIN THE MAXIMUM 0.35" LIMIT IAW SRM 53-41-49.

V0XR201205080040	CNDAIR	FLOORBEAM	CORRODED
6/1/2012	CL6002C10	CC670341757	ZONE 100

FS 280 FLOORBEAM CORRODED BEYOND SERVICEABLE LIMITS. R & R FLOORBEAM IAW REO 670-53-11-047. TREATED AND PRIMED REPAIR AREA IAW SRM 51-25-06.

V0XR20120508J0042	CNDAIR	CABLE	CORRODED
6/1/2012	CL6002C10	CC670332929	ZONE 100

ICE BREAKER CABLE LOCATED IN PASSENGER DOOR DAMAGED BEYOND SERVICEABLE LIMITS. R & R PASSENGER DOOR ICE BREAKER CABLE IAW AMM 52-11-15.

V0XR20120604J0043	CNDAIR	BULKHEAD WEB	CORRODED
6/1/2012	CL6002C10	CC670341704	ZONE 100

FS 280 RT LOWER BULKHEAD WEB CORRODED BEYOND SERVICEABLE LIMITS. R & R FS 280 RT LOWER BULKHEAD WEB, IAW REO 670-53-11-265 AND REO 670-53-22-594, AND SRM 51-25-06.

V0XR20120604047	CNDAIR	SKIN	DAMAGED
6/1/2012	CL6002C10		RT AILERON

RT AILERON ASSY HAS A HOLE IN THE UPPER SURFACE AT THE OTBD T/E BEYOND SERVICEABLE LIMITS. REMOVED DAMAGED PORTION OF AILERON ASSY, FABRICATED AND INSTALLED PATCH OVER DAMAGED AREA IAW REO 670-57-61-001, AND SRM 51-21-11, 51-42-11, & 51-25-00.

V0XR201206040048	CNDAIR	SKIN	DAMAGED
6/1/2012	CL6002C10		ZONE 600

RT AILERON ASSY HAS A HOLE IN THE UPPER SURFACE AT THE OTBD T/E BEYOND SERVICEABLE LIMITS. REMOVED DAMAGED PORTION OF AILERON ASSY, FABRICATED AND INSTALLED PATCH OVER DAMAGED AREA IAW REO 670-57-61-001, AND SRM 51-21-11, 51-42-11, & 51-25-00.

2012FA0000376	COLUMB	CONT	SEAL	SPLIT
6/6/2012	LC41550FG400	TSIO550C	641307	CRANKSHAFT

ENGINE CRANK SHAFT SEAL SPLIT ALONG SEAL FACE. ENGINE WAS LOOSING OIL THRU SEAL.

IU6R201206123572	DOUG	HOUSING	CRACKED
6/12/2012	DC8*	0711346100	VALVE

VALVE BROKEN AND CRACKED, PIN HOLE FOUND ON HOUSING.

IU6R20120525	DOUG	CONTROL VALVE	CRACKED
5/24/2012	DC9*	0711346100	THRUST REVERSER

CONTROL VALVE HAS A BROKEN CRACKED AND PIN HOLE FOUND ON HOUSING.

2012FA0000371	DOUG	HANDSET	INOPERATIVE
6/12/2012	DC983	62274008	PA/INTERPHONE

L1 HANDSET INOP, PA INTERPHONE FLIGHT DECK.

2012FA0000332	FRCHLD	BRAKE SYS	SENSITIVITY
4/6/2012	24C8C		MLG

BRAKE SYS INSTALLED IN ACFT BY FIELD APPROVED MAJOR ALTERATION. ALTERATION INCLUDED MASTER CYLINDERS, BRAKE CALIPERS, ROTORS, AND WHEELS REMOVED FROM AIRPLANE. APPROX 10 HRS AFTER INSTALLATION OF ALTERED BRAKE SYS A LOW TIME TAIL WHEEL PILOT PURCHASED THE AIRPLANE AND DURING FAMILIARIZATION FLIGHTS FLIPPED THE AIRPLANE UPSIDE DOWN OVER ITS NOSE ON LANDING ROLL OUT BY APPLYING BRAKES. SUBSTANTIAL DAMAGE TO AIRPLANE OCCURRED. EXPERIENCED TAIL WHEEL PILOTS WHO FLEW THE AIRPLANE PRIOR TO ACCIDENT REPORTED BRAKES WERE EXTREMELY SENSITIVE AND DIFFICULT TO USE APPROPRIATELY. PILOTS REPORTED TAIL OF AIRPLANE WOULD COME OFF THE GROUND DURING ROUTINE BRAKING WHILE TAXIING IF NOT VERY CAREFUL. FAA FSDO IIC ADVISED OWNER TO REMOVE THE BRAKE SYSTEM AND REINSTALL BRAKE SYS FROM STANDARD CONFIGURATION BEFORE FURTHER FLIGHT. BRAKING EFFECTIVENESS APPEARS TO BE TOO GREAT FOR GROSS WEIGHT OF AIRPLANE WITH 310 BRAKE SYSTEM INSTALLED.

GR4D20120530013	GULSTM	RROYCE	LUG	CORRODED
5/30/2012	GIV	TAY6118	1159SB20623	RIGHT WING

RT AFT LUG ON SPONSON RIB HAS PITTING IN BORE.

2012FA0000358	INDUSA	SPAR	MISINSTALLED
6/7/2012	T211THORPEDO		WING

NUMEROUS RIVETS RUNNING VERTICALLY THROUGH TOP AND BOTTOM OF SPAR WEB ANGLE WERE IMPROPERLY BUCKED. ALSO AROUND GEAR SUPPORT TUBE INSIDE WING. THESE RIVETS 2117 HOLD WING SKINS TO SPAR WEB ON TOP AND BOTTOM OF WING.

2012FA0000325	LEAR	WIRE	DAMAGED
4/30/2012	35A		FIRE LOOP

LEFT ENGINE FIRE WARNING LIGHT ILLUMINATED ON FINAL APPROACH. ALL OTHER INDICATIONS WERE NORMAL. FOUND DAMAGED & FRAYED WIRE IN PYLON FOR AFT BODY FIRE LOOP. CUT BACK WIRE LEAD, CRIMPED NEW CONNECTOR PIN ON LEAD AND REASSEMBLED CONNECTOR. OPS CHECK OF SYS WAS NORMAL AFTER REPAIR.

2012F00095	LEAR	MASTER SWITCH	FOD
5/10/2012	55LEAR	2PB363	STEERING SYSTEM

CREW REPORTED UNABLE TO TAXI TO RUNWAY BECAUSE OF A STEERING PROBLEM. THE CREW CANCELLED TAKEOFF CLEARANCE AND TAXIED ONTO THE TAXI WAY. THE CREW HAD NO FURTHER ISSUES DURING THEIR TAXI BACK. THE CREW MADE THE DECISION THE ACFT WAS SAFE FOR DEPARTURE. NO FURTHER PROBLEMS WERE REPORTED. MX PERFORMED A OPS CHECK ON THE STEERING SYS (32-50-00 (C) AND FOUND THE SYS TO BE FULLY OPERATIONAL WITH THE EXCEPTION OF THE CO-PILOTS CONTROL YOKE STEERING MASTER SWITCH FOUND TO BE STICKING FROM FOD. REMOVED, CLEANED AND REINSTALLED CO-PILOTS CONTROL WHEEL CONTROL SWITCH WITH NO FURTHER PROBLEMS.

2012FA0000344	LEAR	DOOR	DEPARTED
5/29/2012	55LEAR	542215120	ZONE 700

AFTER LANDING, IT WAS FOUND THAT THE RT MLG OTBD FAIRING DOOR HAD DEPARTED DURING FLIGHT. THE HINGE (WHICH IS PART OF THE DOOR ASSY) HAD TORN ALONG THE RIVET LINE, AND THE PUSHROD ATTACHMENT FITTING WAS ALSO TORN. NO DAMAGE TO ANY OTHER ACFT COMPONENTS OR STRUCTURES WAS

NOTED.

2012FA0000347	MOONEY	CONT	MOUNT	MISMANUFACTURED
5/31/2012	M20TN	TSIO550G	590030501	ENGINE

DISCOVERED ALL 4 ENGINE ISOLATOR MOUNT BOLTS LOOSE DURING A 100 HOUR INSPECTION. NOTED THAT THE ISOLATOR MOUNT BOLTS DO NOT HAVE A SAFETY WIRE OR LOCKING PROVISION. FOUND SEVERAL AREAS OF CHAFING RELATED TO THE ENGINE NOT SECURED TO ENGINE BED MOUNT. REMOVED ALL ENGINE ISOLATORS & INSPECTED. FOUND METAL SHAVINGS BETWEEN UPPER & LOWER ISOLATORS. FOUND LT AFT ENGINE MOUNT BRACKET THREAD INSERT PULLED & CROSS THREADED. REPLACED BOTH REAR ENGINE MOUNT BRACKETS WITH NEW. REPLACED FRONT ENGINE ISOLATOR MOUNTS WITH NEW KIT, AND REINSTALLED EXISTING REAR ISOLATOR MOUNTS KIT, IAW IPC AND AMM. FOUND INSTALLING ISOLATOR MOUNTS & BOLTS VERY DIFICULT. ENGINE MOUNT BRACKETS DO NOT ALIGN WITH ENGINE BED MOUNT FOCAL RINGS. WITH ALL ISOLATORS INSTALLED & BOLTS TORQUED ISOLATORS ARE DISPLACED FROM CENTERLINE & ARE LATERALLY LOADED. ISOLATORS DO NOT SEAT ON FULL CIRCUMFERENCE OF FOCAL RING. REMOVED ALL ISOLATOR MOUNTS FOR FURTHER INSPECTION OF BED MOUNT. CONTACTED ACFT MFG ABOUT THE ALIGNMENT ISSUES. MEASURED MOUNT IAW DWG AND FOUND THE ENGINE BED MOUNT FOCAL RING CENTERLINES ARE TOO NARROW BY .2500" ON ALL 4 CORNERS. NO DEFORMITIES OF THE BED MOUNT NOTED.

2012FA0000357	PARTEN	LYC	SERVO	DEFECTIVE
5/23/2012	P68	IO360A1B	252405411	FUEL INJECTION

WITH AFFECTED FUEL INJECTION SERVO INSTALLED ON ENGINES, ENGINE DOES NOT ACCELERATE THOUGH THE 1950-2000 RPM RANGE.

2012FA0000353	PIPER	DUKES	MOTOR	BURNED OUT
6/6/2012	PA24260		414000218	BOOST PUMP

ELECTRIC FUEL PUMP FAILED AND CAUSED SMOKE AND BURNING SMELL IN AIRCRAFT. FUEL PUMP IS LOCATED BELOW CO-PILOT FEET FLOOR PANELS. PUMP HAD 27.2 TOTAL AIRFRAME HOURS OF OPERATION SINCE O/H. CURRENT FLIGHT WAS PATTERN WORK, WHERE PUMP WAS LEFT ON FOR ABOUT 30 MINUTES. THIS PUMP WAS RECENTLY OVERHAULED.

2012FA0000379	PIPER	LYC	ARTEX	BATTERY PACK	DISCHARGED
6/14/2012	PA28161	O145A1		4526499	ELT

BATTERY PACK FOUND COMPLETELY DEAD DURING ANNUAL/ 100 HR INSPECTION.

2012FA0000338	PIPER	LYC	LINE	LEAKING
5/10/2012	PA28180	O360*		OIL PRESSURE

OIL LEAK ON BACK SIDE OF FIREWALL, UNDER THE PANEL ON THE ENGINE OIL PRESSURE HARD LINE AFTER COMPLETING ENGINE CHANGE DURING FIRST ENGINE RUN-UP, FOUND EXCESSIVE CORROSION ON THE LINE WHERE IT PASSES THRU THE FIREWALL INSIDE THE FIREWALL GROMMENT - SUSPECT LINE CRACKED WHERE IT WAS CORRODED AT WHEN BEING FLEXED DURING ENGINE CHANGE. INSTALLED NEW OIL PRESSURE LINE.

2012FA0000378	PIPER	ARTEX	BATTERY PACK	DISCHARGED
4/30/2012	PA28181		4526499	ELT

BATTERY PACK FOUND COMPLETELY DEAD DURING ANNUAL/ 100 HR INSPECTION.

2012FA0000360	PIPER	FITTING	FAILED
5/23/2012	PA28R200	67031002	LT MLG

PILOT WAS INFORMED BY TOWER THAT THE LT GEAR WAS DOWN. PILOT PERFORMED EMERGENCY GEAR EXTENSION. LT GEAR DID NOT INDICATE A DOWN AND LOCKED POSITION. ACFT LANDED WITHOUT INCIDENT. UPON INSP THE LT GEAR FITTING BROKE AT THE ATTACH POINT OF THE ACTUATOR AND DOWNLOCK HOOK TURNBUCKLE. DOWN LOCK HOOKS WERE FOUND IN A VERTICAL POSITION. ACFT WAS FORTUNATE TO HAVE LANDED AND TAXIED SAFELY. FURTHER INSP HAD SHOWN POSSIBLE EVIDENCE OF AN EXISTING CRACK WHICH LED TO TOTAL FAILURE OF PART. TO CORRECT FURTHER FAILURES, A DETAILED INSP OR NDT OF LT AND RT GEAR FITTINGS IS SUGGESTED.

2012FA0000320	PIPER		HOUSING	CRACKED
7/8/2011	PA30		2075209	RT MLG

ACFT ENCOUNTERED A SLIGHTLY HARDER-THAN-NORMAL LANDING. ON PARKING, IT WAS NOTICED THAT FLUID WAS ON THE GROUND BELOW THE RT MAIN GEAR. JACKING THE ACFT, CLEANED AND INSPECTED THE STRUT FOR ANYTHING OBVIOUS. DISASSEMBLED, RESEALED AND REASSEMBLED THE LOWER STRUT. DURING LOWERING THE GEAR AND SERVICING THE NITROGEN, THAT`S WHEN THE LEAK WAS READILY APPARENT.

2012F00103	PIPER		O-RING	DETERIORATED
5/7/2012	PA32R300		492585	HYD SYSTEM

O-RING DETERIORATED ALLOWING HYD FLUID TO BYPASS, RESULTING IN NOT ENOUGH DOWN PRESSURE TO PLACE NOSE GEAR FULLY DOWN AND LOCKED AND ACTIVATE NOSE GEAR LIGHT. ALSO MAIN GEAR WOULD NOT RETRACT. SPRING PRESSURE PLACED NOSE GEAR FULLY DOWN AS SPEED SLOWED BELOW 85 KTS. AND LIGHT ILLUMINATED.

2012FA0000362	PIPER		OIL COOLER	FAILED
5/2/2012	PA44180			

OIL COOLER WAS INSTALLED. ACFT WAS GROUND RAN. NO LEAKS NOTED. ACFT WAS RETURNED TO SERVICE. APPROX 35 MIN INTO FLIGHT, COOLER FAILED. INSPECTION AND PRESSURE CHECK OF COOLER SHOWED FAILURE AND LEAK NEXT TO REPAIR.

2012FA0000318	PIPER	LYC	PUMP	LEAKING
4/17/2012	PA46350P	TIO540AE2A	200F5002	FUEL SYSTEM

DURING AN ANNUAL INSPECTION, THE ENGINE DRIVEN FUEL PUMP WAS FOUND TO BE LEAKING FUEL FROM THE RELIEF VALVE GASKET. FUEL WAS ALSO FOUND IN THE UPPER DECK PRESSURE LINES AT THE PUMP. SB REFERENCES THE EXACT SAME PROBLEM AND INCLUDES THE MODEL NR OF THIS PUMP BUT NOT THE SN. REF MSG 113.

2012FA0000327	SCWZER	ALLSN	IMPELLER	CRACKED
5/9/2012	269D	250C20W	269D4530001	OIL COOLER

OIL COOLER IMPELLER WAS INSPECTED FOR CRACKS IN THE BLADE/SHOUD REGION IAW MFG RECOMMENDATIONS EVERY 100 HRS OF OPERATION. 2 CRACKS WERE CONFIRMED AND SEVERAL OTHERS SUSPECTED. THE CURRENTLY MFG IMPELLER, 269D4530-001, IS APPARENTLY THE LATEST GENERATION THAT EVOLVED FROM PREVIOUS INCIDENTS AND FAILURES WHICH STILL DOES NOT WITHSTAND THE ROTATIONAL AND VIBRATIONAL STRESSES. THE MFG HAS BEEN INFORMED OF THE PROBLEM AND STILL OTHER AGENCIES AND OPERATORS HAVE EXPERIENCED THIS IDENTICAL PROBLEM. THIS IS OUR 2ND MALFUNCTION/DEFECT REPORT ON THIS LATEST GENERATION OF IMPELLERS WHICH ARE 2 MONTHS APART WITH EXACT HRS THAT FAILURE OCCURRED. THIS PARTICULAR IMPELLER (269D4530-001) WAS MADE TO PERFORM WITH LONGER SERVICE LIFE OF 3000 HRS. FAILURE OCCURRED AT 1099.9 HRS TSN.

2012FA0000328	SCWZER	ALLSN	IMPELLER	CRACKED
5/9/2012	269D	250C20W	269D4530001	OIL COOLER

OIL COOLER IMPELLER WAS INSPECTED FOR CRACKS IN THE BLADE/SHOUD REGION IAW MFG RECOMMENDATIONS EVERY 100 HOURS OF OPERATION. 2 CRACKS WERE CONFIRMED AND SEVERAL OTHERS SUSPECTED. THE CURRENTLY MFG IMPELLER, 269D4530-001, IS APPARENTLY THE LATEST GENERATION THAT EVOLVED FROM PREVIOUS INCIDENTS AND FAILURES WHICH STILL DOES NOT WITHSTAND THE ROTATIONAL AND VIBRATIONAL STRESSES. THE MFG HAS BEEN INFORMED OF THE PROBLEM AND STILL OTHER AGENCIES AND OPERATORS HAVE EXPERIENCED THIS IDENTICAL PROBLEM. THIS PARTICULAR IMPELLER (269D4530-001) WAS MADE TO PERFORM WITH LONGER SERVICE LIFE OF 3000 HRS. FAILURE OCCURRED AT 1099.9 HRS TSN.

2012FA0000373	SCWZER		HANDLE	BROKEN
5/27/2012	G164A		A2944101	AG HOPPER

ACFT ENGAGED IN AGRICULTURAL OPS. AFTER A PASS ON A FIELD, PILOT ATTEMPTED TO CLOSE HOPPER DOOR WITH DRY RELEASE HANDLE. HANDLE BROKE AT ONE HINGE PIVOT POINT RENDERING HANDLE INPUT INOPERATIVE. DUST CONTINUED TO EXIT HOPPER AND PILOT DID NOT WANT TO DISCHARGE DUST OVER THE

DIRECTION ACFT WAS GOING AND DECIDED TO CIRCLE BACK TO AN AVAILABLE LANDING LOCATION. PILOT TURNED ACFT, APPARENTLY FLEW THROUGH DUST FLOATING IN AIR AND THE DUST IGNITED AND THE FIRE FOLLOWED ACFT. BEFORE TOUCHDOWN, FLAMES APPROACHED HOPPER. ACFT LANDED AND ROLLED ON TO A GRASS SURFACE, FLIPPED AND BECAME ENGULFED IN FLAMES.

2012FA0000354	SNIAS	TMECA	STARFLEX	CRACKED
4/13/2012	AS350B1	ARRIEL1D	350A31190700	M/R HEAD

UPON PERFORMING (ALF) AFTER LAST FLIGHT INSPECTION, IAW MM 05-21-00-603. VISUAL INSPECTION OF THE MAIN ROTOR HEAD STARFLEX IT WAS DETERMINED THERE WAS A CRACK THAT WAS BEYOND ALLOWABLE LIMITS.

2012FA0000380	SNIAS	TMECA	STARTER GEN	INOPERATIVE
6/18/2012	AS350B2	ARRIEL1D1	150SG122Q	

DURING LOW ALTITUDE FLIGHT, PILOT OBSERVED RAD ALT INDICATOR FLUCTUATE, FUEL PUMP CAUTION LIGHT ILLUMINATED, BATTERY VOLTAGE DROP TO 15 VOLTS, RADIOS INOPERATIVE. AMMETER INDICATED NO OUTPUT, HOWEVER GENERATOR FAIL ANNUNCIATOR DID NOT ILLUMINATE. WHEN REMOVED A RATTLING COULD BE HEARD INSIDE THE STARTER GENERATOR. MATERIAL FOUND LYING LOOSE IN COOLING FAN AREA. SHAFT NOT SHEARED AND ABLE TO ROTATE. SUSPECT POSSIBLE ARMATURE FAILURE. AWAITING TEARDOWN REPORT.