



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**AFS-600**  
*Regulatory Support Division*

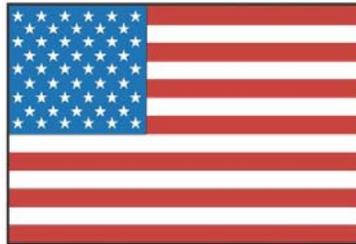
## ADVISORY CIRCULAR

43-16A

---

# AVIATION MAINTENANCE ALERTS

---



**ALERT  
NUMBER  
370**



**MAY  
2009**

# CONTENTS

## AIRPLANES

AIRBUS .....	1
BEECH .....	1
BELLANCA .....	2
BOMBARDIER .....	5
CESSNA .....	6
DIAMOND .....	10
PIPER .....	10

## AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....	11
IF YOU WANT TO CONTACT US .....	13
AVIATION SERVICE DIFFICULTY REPORTS .....	13

---

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

**AVIATION MAINTENANCE ALERTS**

---

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

---

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

---

**AIRPLANES**

**AIRBUS**

**Airbus: A319; Corroded Main Gear Tie Bolts; ATA 3246**

*(The following compiles three reports for the same airplane.)*

An unidentified submitter states, "Upon disassembly of the main gear wheel assembly, all 18 bolts were found to be corroded. These bolts (P/N 431304) showed no signs of the required anti-seize compound having been used prior to wheel build-up (see Goodrich CMM 32-41-20, page 8001). This issue is directly related to SDR's BUEA634C3309, BUEA63C52090, and BUER634C52093 as all four main gear wheel assemblies have the same problem."

*(The wheel component P/N 315301. Aircraft total cycles: 6,320.)*

Part Total Time: 14,835.0 hours (aircraft).

---

**BEECH**

**Beech: B200; Failing Ice-Vane Control Arm; ATA 7510**

A repair station technician says, "The left engine nacelle ice-vane control arm had worn or destroyed bushings at all three actuating control-arm drive links, creating potential for FOD to the engine. When this ice-vane is in the retracted position there are no hard stops to keep it from vibrating." *(Control arm P/N 101-910026-191.)*

Part Total Time: 100.0 hours.

---

## **BELLANCA**

### **Bellanca: 8KCAB; Failed Seat Hinge; ATA 2510**

*(FAA Coordinator Mr. Dale Gauger of American Champion Aircraft Corporation provided the following defect report. Contact information can be found at the article's end.)*

"The rear seat (P/N 7-1500; revision B) failed at the left hinge point. The AN3 series bolt pulled through the hinge lugs which are welded to the seat frame bottom. The right hinge holes show elongation, but remain intact. This aircraft was doing spin training at the time of the incident. I recommend the seat frame be modified to current standards as found on newer aircraft."

**BELLANCA**  **CITABRIA PARTS MANUAL**

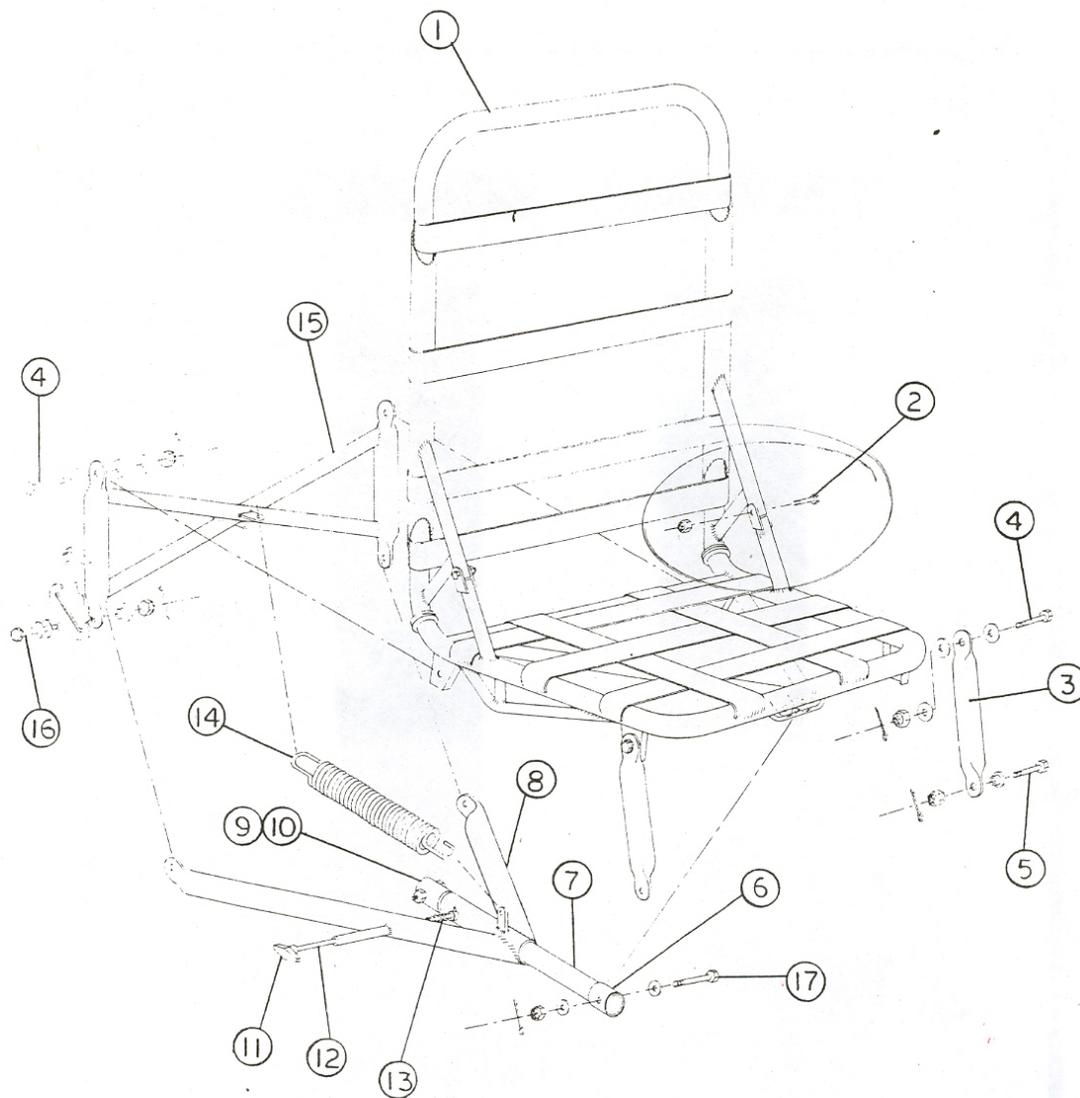
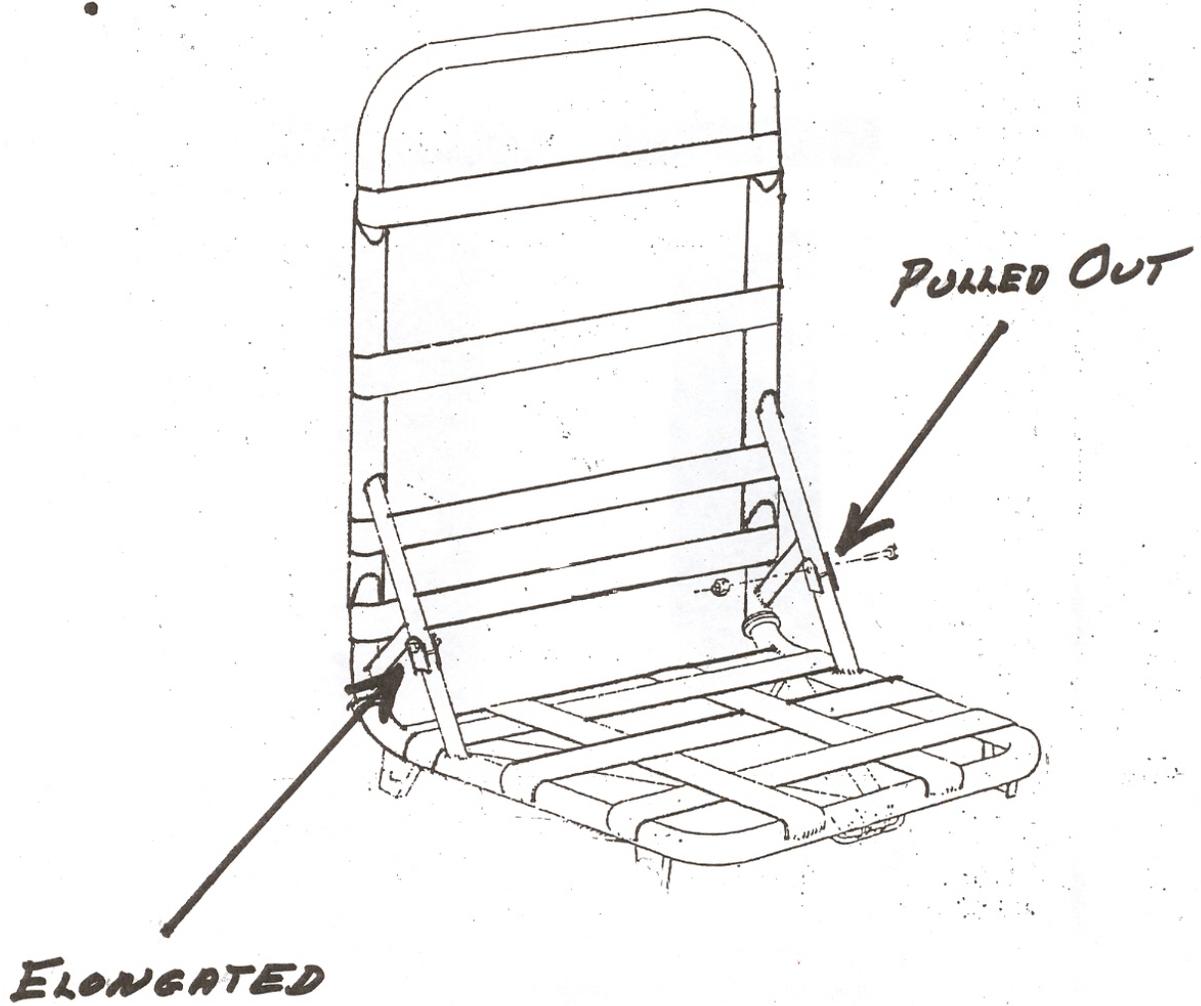
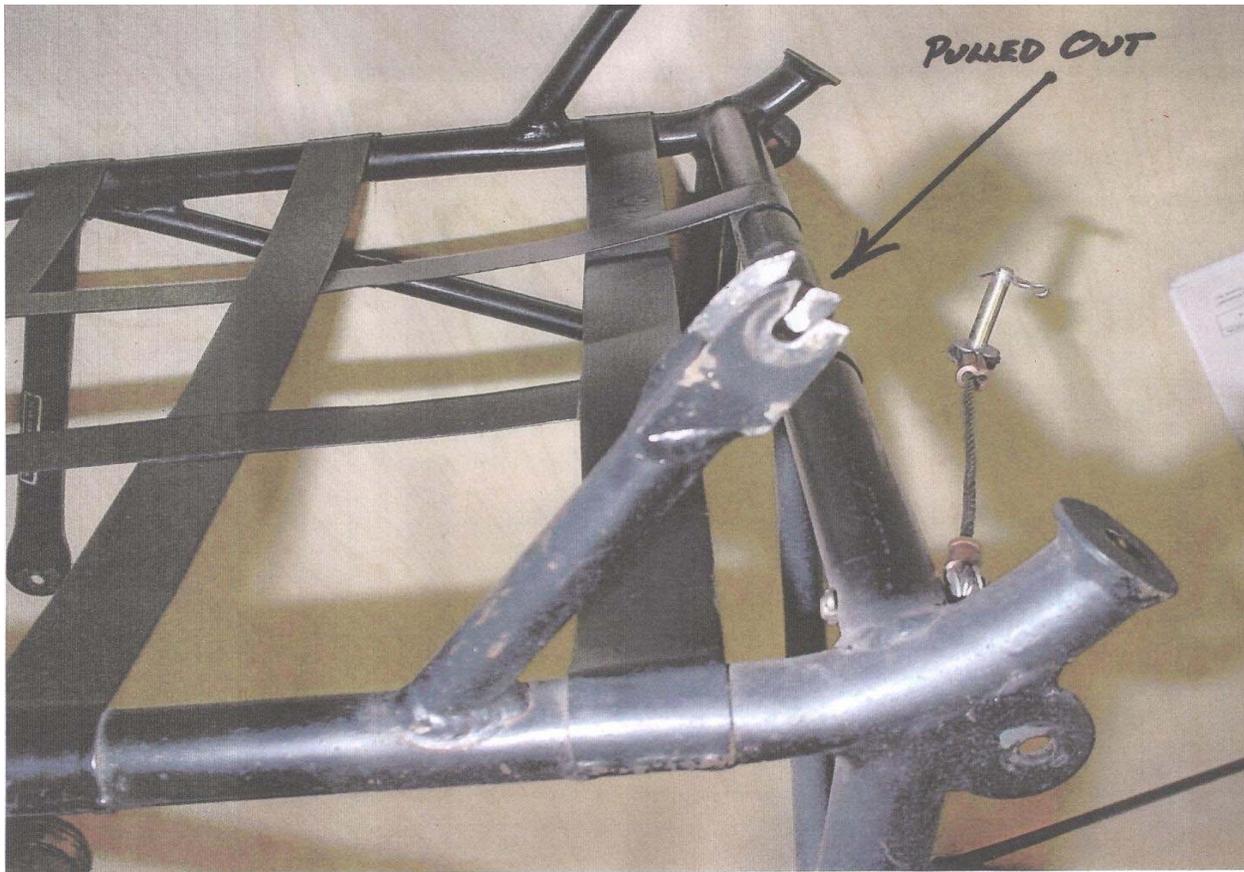


FIGURE 18  
INSTALLATION ADJUSTABLE SEAT

Reissued 5-1-79





*(For further information contact Mr. Dale Gauger, American Champion Aircraft Corporation, 32032 Washington Ave., Rochester, WI. 53167; Ph: 262-534-6315; E-mail: aca-dmir@tds.net.)*

Part Total Time: 1,290.0 hours.

---

## BOMBARDIER

### **Bombardier: CL600; Landing Gear Handle Interference; ATA 3234**

A quality assurance specialist writes, "Discrepancy: the landing gear handle is difficult to actuate to the up position. Multiple attempts were required to actuate the gear handle.' The lighted cover panel was found loose on the gear handle assembly. (We) removed the light panel to investigate. One screw from the backside of the panel was found to have fallen out and was interfering with the gear-up release mechanism. This screw was reinstalled and tightened—(and all others were checked)—and the light panel installed. Multiple gear swings were performed with no faults noted."

*(Landing gear control Panel P/N 7-45502-5. A search of the FAA Service Difficulty Reporting System (SDRS) database revealed 14 reports for this part number.)*

Part Total Time: 1,176.1 hours.

---

**CESSNA****Cessna: 172S; Cracked Propeller Bulkhead; ATA 6113**

"(There have been...) repeated findings of cracks (on this propeller's bulkhead)," writes an unknown submitter, "at the edge of the washer foot-print. (I suggest a material...) alloy or hardware change may help (resolve this problem)."

(Propeller bulkhead P/N: 0552231-1. Given there are at least 15 of these in the SDRS database, I'd have to agree with you—Ed.)

Part Total Time: 570.0 hours.

---

**Cessna: T310Q; Failed Nose Gear Retraction Rod-end; ATA 3230**

"When retracting the gear after take-off," says an FAA Safety Inspector, "the pilot heard a loud 'crack'—and the nose gear would not retract. The aircraft landed with the nose gear trailing aft; it collapsed (at touch-down). Inspection revealed the rod-end under the pilot's floor that connects the nose gear retract rod to the bell crank separated, causing the nose gear to become disconnected from the landing gear transmission." (Part numbers were not provided with this report.)

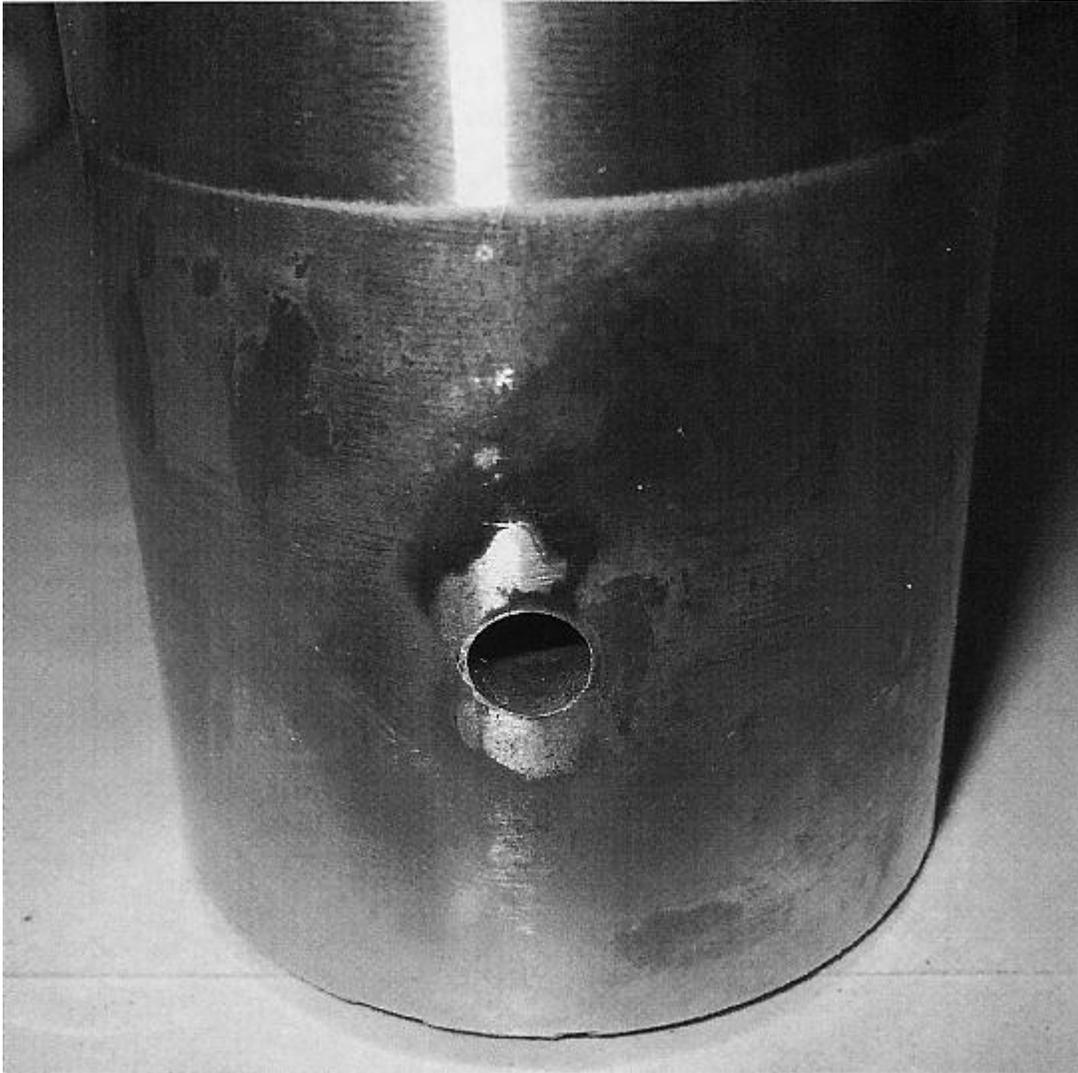
Part Total Time: (unknown),

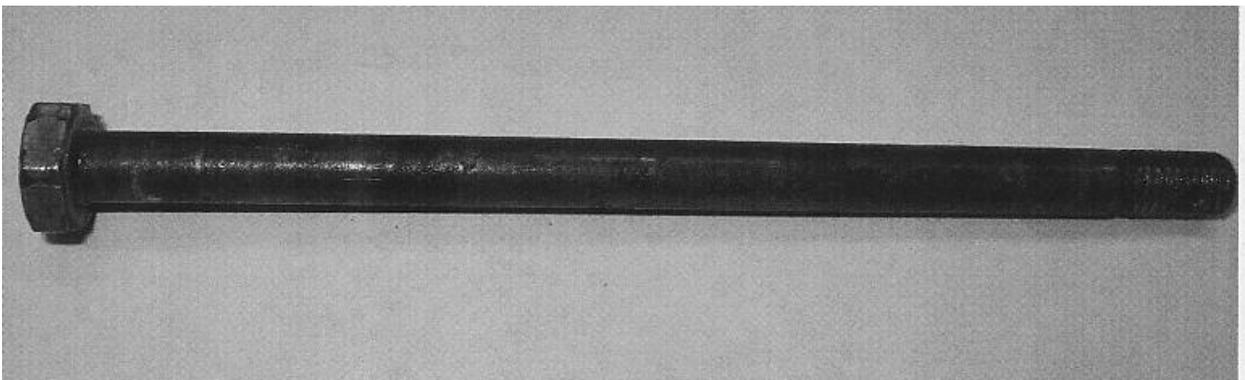
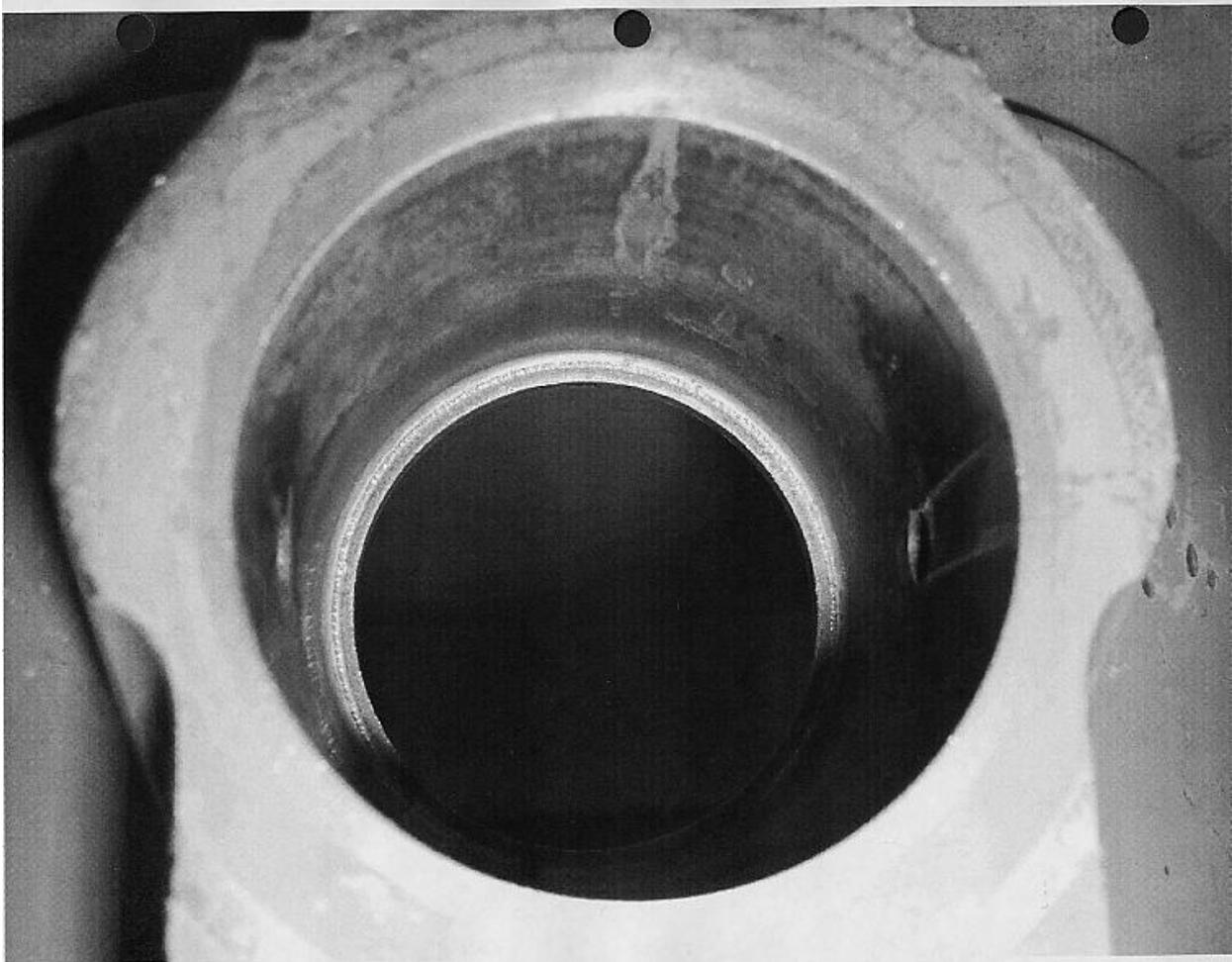
---

**Cessna: 560; Loose Nose Gear Fork; ATA 3222**

A repair station technician writes, "During a 1-5 phase inspection (we) found excessive (movement) in the nose gear forward and aft play-check. After further inspection, the nose gear fork was found loose on the piston. When the safety bolt was removed the fork fell from the piston—these (parts) should be an interference fit. (Given) this is a low-time aircraft, the (loose fork defect) appears to be a manufacturing problem." (Piston/fork assembly P/N: 6642000-3.)







Part Total Time: 1,554.6 hours.

---

## DIAMOND

### **Diamond: DA40; Passenger Door Separation; ATA 5210**

*(The following description compiles two reports on the same aircraft from different dates.)*

An FAA submission filed in 2007 states, "While taxiing into take-off position on the runway, the aft passenger door departed the airframe."

*(Rear, passenger door P/N DA4-5221-00-00-2; part time: 225.3 hours.)*

In 2008 a second defect report states, "On take-off climb-out, the aft passenger door departed the airframe." (Part time: 536.0 hours. The SDRS database includes at least 8 additional entries for this part number. See also the next entry.)

Part Total Time: 380.7 hours *(average)*.

---

### **Diamond: DA40; Passenger Door Separation; ATA 5210**

*(The same FAA submitter as above continues with two additional defect reports on a different DA40 aircraft during the same timeframes.)*

"On the take-off roll (at the point of rotation) the aft passenger door departed the airframe." (Passenger door P/N DA4-5221-00-00-2; part time: 615.0 hours.)

An inspection in 2008 "...found cracks in the aft passenger door hinge."

*(Part time for this second door: 628.0 hours. The SDRS database includes at least 8 additional entries for this part number. See also the previous entry.)*

Part Total Time: 621.5 hours *(average)*.

---

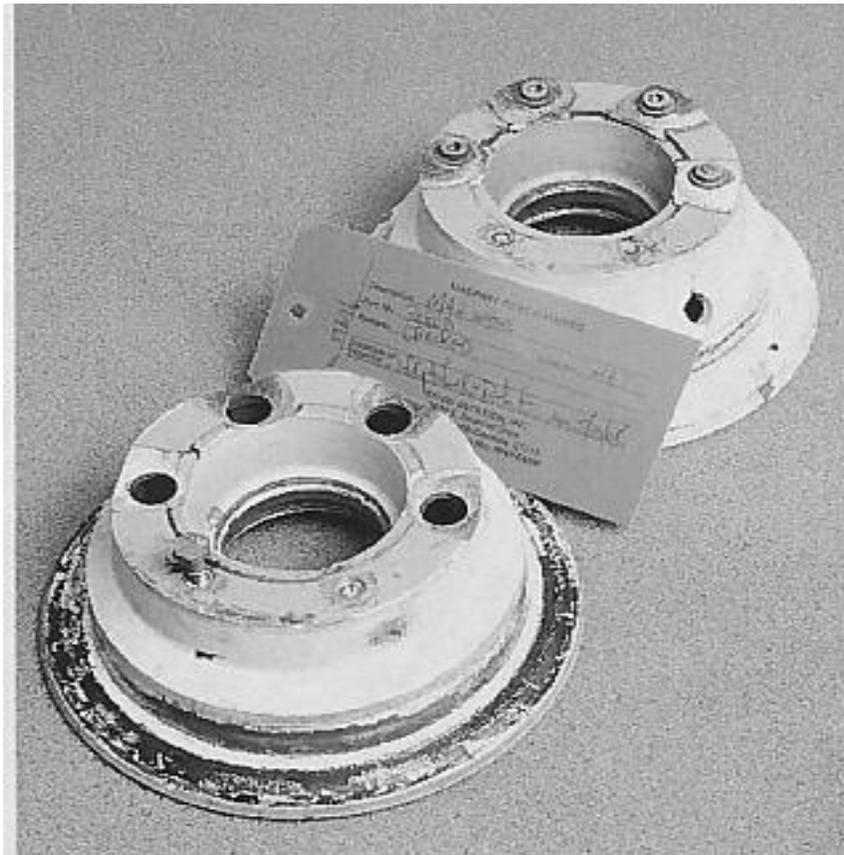
## PIPER

### **Piper: PA23; Corroded Main Gear Wheels and Tie-bolts; ATA 3246**

*(Two reports were filed for this description, one for each main gear.)*

A repair station submitter states, "During a routine inspection, the *(mechanic)* encountered difficulty removing the L/H main gear wheel assembly axle retaining nut. He stopped and deflated the tire. The wheel was then easily removed. Following removal the wheel was found to be severely corroded and all but one wheel-half retaining bolt had failed. The log book entry indicated the wheel had last been disassembled 217 hours *(previously)*."

*(Cleveland Wheel and Brake Assembly P/N 3080D.)*



Part Total Time: (unknown).

---

## 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](mailto: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](mailto:Daniel.Roller@faa.gov)

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

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

---

### **AVIATION SERVICE DIFFICULTY REPORTS**

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting (SDR) System 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
<a href="#">CA090304002</a>				SWITCH	FAILED
3/2/2009				4530023	EMERGENCY BEACON
(CAN) THE REMOTE SWITCH FAILED A FUNCTION TEST DURING SCHEDULED MX. FURTHER INVESTIGATION REVEALED THE GROUND WIRE FROM THE SWITCH HAD BROKEN OFF DUE TO A POOR SOLDIER CONNECTION.					
<a href="#">CA090305011</a>				IMPULSE COUPLING	WORN
2/19/2009					MAGNETO
(CAN) IMPULSE COUPLING PIN WAS WORN 0.130 INCH. MAX WEAR 0.050 INCH.					
<a href="#">CA090305012</a>				IMPULSE COUPLING	WORN
3/4/2009					MAGNETO
(CAN) IMPULSE COUPLING STOP PIN WAS WORN BEYOND ALLOWABLE LIMITS.					
<a href="#">CA090309010</a>				BRAKE DISC	MISMANUFACTURED
3/5/2009				133268	MLG
(CAN) BRAKE DISCS RECEIVED, DURING RECEIVING INSP WERE FOUND TO BE POORLY MFG WITH JAGGED EDGES AND LOW QUALITY OF MACHINING. THESE BRAKE DISCS WERE REJECTED BY PERIMETER'S QUALITY DEPARTMENT AS THESE DISCS ARE PRONE TO CRACKING IN THE DEFECTIVE AREAS. DISCS HAVE BEEN RETURNED TO MFG FOR EXCHANGE WITH ACCEPTABLE PARTS.					
<a href="#">CA090401017</a>				TUBE	FAILED
4/1/2009				302246401	MLG
(CAN) TUBE FAILED - POTENTIAL RUBBER OR MANUFACTURING DEFECT (TC# 20090401017)					
<a href="#">CA090401018</a>				TIRE	FAILED
4/1/2009				0923150	MLG TIRE
(CAN) TUBE FAILED - POTENTIAL RUBBER OR MANUFACTURING DEFECT.					
<a href="#">CA090401019</a>			MICHEL	TUBE	FAILED
4/1/2009				0923150	TIRE
(CAN) TUBE FAILED - POTENTIAL RUBBER OR MANUFACTURING DEFECT.					
<a href="#">CA090403007</a>				ATTACH BRACKET	BROKEN
4/2/2009					ELT
(CAN) BLACK PLASTIC SPACER BAND IS BEING BROKEN WHEN CASE SCREWS AT THE REAR OF UNIT IS OVER TIGHTENED DURING ANNUAL RECERTS. WHEN SPACER IS BROKEN THE BACK OF UNIT CAN BE OVER TIGHTENED. THE ELT WILL NOT FIT INTO MOUNTING TRAY WHEN THE 2 CASE HALVES ARE SQUEEZED TOGETHER TOO TIGHT.					

<a href="#">2009FA0000307</a>		PWA	SHAFT	WORN
4/3/2009			310045001	ACCY GEARBOX
THE OVERHAUL PROCESS OF GEARSHAFT PN 310045001 INCLUDES REMOVING THE WORN SPLINES OF THE INPUT PORTION OF THE GEAR AND WELDING ON A NEW SPLINE SECTION. IN THIS CASE THE TEETH OF THE NEW SPLINE SECTION ARE SLIGHTLY UNDERSIZED NOT ALLOWING THE GEAR TO MESH WITH A NEW SPLINED QUILL SHAFT USED TO DRIVE THE COMPRESSOR OF THE A/C UNIT. THIS SPECIFIC GEARSHAFT IS LOCATED ON THE LOW SPEED PAD OF THE ACCY GEARBOX. (K)				
<a href="#">CA090401005</a>		ALLSN	PROBE	DAMAGED
4/1/2009		250C20B	23073525	COMPRESSOR
(CAN) ENGINE TECH RECEIVED NEW ITEM FROM STOCK. PART INSPECTED PRIOR TO INSTALLATION. PRESSURE PROBE WAS FOUND TO HAVE AN INSUFFICIENT AMOUNT OF BRAZE MATERIAL AT THE JOINT WHERE THE TUBE AND ELBOW ARE JOINED TOGETHER. IMPORTANT: MFG ISSUED AN ALERT CEB A-1374 IN MAY 2000 ADDRESSING THIS PROBLEM WITH THE PREVIOUS PN 6850921. MFG THEN RELEASED PN 23073525 TO REPLACE THE OLD P/N WITHIN 300 HOURS OF FLIGHT TIME. THIS PROBLEM CONTINUES TO EXIST WITH PN 23073525.				
<a href="#">CA090306004</a>		ALLSN	ORIFICE	DIRTY
2/2/2009		250C20B	2525841	OVERSPEED BLEED
(CAN) ENGINE PWR LOST WITH N2/NR SPEED DECELERATING TO ABOUT 90 PERCENT DURING LEVEL CRUISE FLIGHT AT 2000 FT. PILOT PROCEEDED TO EXECUTE SUCCESSFUL EMERGENCY LANDING. MX INSPECTED THE FUEL SYS FINDING NO APPARENT FAULT. A GROUND RUN WAS PERFORMED SATISFACTORILY. AS A PRECAUTION, FCU, PT GOVERNOR AND FUEL NOZZLE WERE REPLACED. ACFT RETURNED TO SERVICE. FURTHER INVESTIGATION IN O/H SHOP CONCLUDED THAT THE MOST PROBABLE CAUSE OF THE DECELERATION WAS CONTAMINANTS DISLODGED FROM THE PT GOVERNOR OVERSPEED BLEED ORIFICE AND MOMENTARILY TRAPPED BETWEEN THE O/S LEVER AND THE ORIFICE SEAT, BLEEDING OFF "PY" DIRECTLY FROM THE FCU, FOR WHICH THE GOVERNING SECTION OF THE PT GOVERNOR COULD NOT TOTALLY COMPENSATE FOR. THE PT GOVERNOR TSO=1673.1 HRS				
<a href="#">2009FA0000260</a>		ALLSN	RROYCE	PINION GEAR
3/30/2009		250C20B	6889700	MAKING METAL TORQUE METER
ENGINE CAME INTO SHOP FOR METAL IN OIL. UPON DISASSEMBLY TORQUE METER GEAR, P/N 23035299, S/N NN505263 PRIMARY FAILED PART. PINION GEAR P/N 6889700 S/N KU507731 SECONDARY FAILED PART FOR SOURCE OF MIO. BOTH GEARS SCRAPPED DUE TO WEAR WITH A TT IN SERVICE OF 871.2 HOURS.				
<a href="#">CA090327006</a>		LYC	PISTON	CRACKED
2/18/2009		O320A2B	75413	ENGINE
(CAN) ENGINE TORN DOWN DUE TO PROPELLER STRIKE, CUSTOMER DECIDED TO OVERHAUL ENGINE. PISTON REMOVED FROM CYLINDER AND 2 PISTONS WERE FOUND TO HAVE CRACKS IN PISTON SKIRT. PISTONS AVAILABLE IF REQUIRED.				
<a href="#">2009FA0000272</a>		PWA	FUEL NOZZLE	DAMAGED
3/23/2009		JT8D219	80913701	ENGINE
DURING DISASSEMBLY OF THE DIFFUSER MODULE IT WAS NOTICED THAT THE FUEL NOZZLES AT NR 1 AND NR 2 POSITIONS HAD SUSTAINED DAMAGE DUE TO THE AIR SCOOP WELD FAILING, THUS ALLOWING THE AIR SCOOP TO ROTATE AND CAUSE FRETTING EROSION TO THE HEAT SHIELD AND NOZZLE BODY ASSY. EXTRA WORK COMPARING DAMAGE TO A SECTIONED NOZZLE SUPPORT SHOW'S A FURTHER 0.012 INCH (ESTIMATED) WEAR WOULD HAVE RESULTED IN A PRIMARY FUEL FLOW PASSAGE BREACH. ESTIMATED FRETTING EROSION TO NR 2 NOZZLE S/N HK18 IS APPROX 0.161 INCH. THIS IS A KNOWN PROBLEM WITH EARLY PN -200 FUEL NOZZLES. THESE NOZZLES ARE PRE 6034, 6196, 6240, 6361 AND 6405. AD 95-02-16 HAS ADDRESSED THIS ISSUE WITH THE NR 7 FUEL NOZZLE ONLY - IT DOES NOT MANDATE COMPLIANCES WITH REMAINING FUEL NOZZLES. ENG CTR RECOMMENDS FITMENT OF POST MOD 6405 NOZZLES. (K)				
<a href="#">2009F00025</a>		PWA	PWC	BUSHING
3/25/2009		PT6A27	3032363	CRACKED RGB GEAR

ENGINE OIL PRESSURE WAS LOW DURING ENGINE OPERATION. MAIN OIL FILTER SHOWED METAL. SIGNIFICANT METAL FOUND IN REDUCTION GEARBOX CHIP DETECTOR AND STRAINER. ON TEARDOWN OF REDUCTION GEAR SECTION OF ENGINE, ONE OF THE GEARS IN THE SECOND STAGE REDUCTION GEAR CARRIER ASSY WAS FOUND TO HAVE A BUSHING CRACKED, BROKEN AND COMING APART.

---

<a href="#">CA090325004</a>	PWA	TURBINE BLADES	FAILED
1/19/2009	PT6A34AG		ENGINE

(CAN) DURING A SPRAY RUN, AFTER A NORMAL T/O, THE ENGINE LOST POWER AND THE PILOT IMMEDIATELY DUMPED THE CONTENTS OF THE HOPPER BEFORE MAKING A FORCED LANDING IN AN UNPLANTED FIELD. THE TOUCHDOWN WAS SMOOTH, HOWEVER AFTER APPROX 50 FEET, THE WHEELS DUG IN AND THE ACFT NOSED OVER. THE PROPELLER HIT THE GROUND BEFORE THA ACFT FELL BACK ON ITS TAIL WHEEL. THE PILOT WAS NOT INJURED AND IT APPEARS THAT THE DAMAGE TO THE ACFT IS LIMITED TO THE PROPELLER. ENGINE DISASSEMBLY AT MFG REVEALED CT AND PT BLADE FRACTURES. PARTS WILL BE REQUESTED FOR FURTHER INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

<a href="#">CA090311006</a>	PWC	EEC	FAILED
3/2/2009	PW206C		RIGHT ENGINE

(CAN) PILOT NOTICED NO TQ INDICATION ON RT ENG DURING RESTORATION OF ENG CONTROL TO ITS NORMAL POSITION, AFTER A EEC LIGHT ILLUMINATION. EEC LIGHT WENT OUT, ACFT FUNCTIONED NORMALLY, FLIGHT CONTINUED. ON SHORT FINAL TO HOME BASE, LIGHT CAME ON AGAIN, ACFT LANDED AND WAS SHUTDOWN NORMALLY. DURING SUBSEQUENT FLIGHT, 10 SEC INTO HOVER A EEC FAIL LIGHT ILLUMINATED. ACFT LANDED BUT LT ENGINE COULD NOT BE SHUTDOWN BY NORMAL PROCEDURES. ENGINE SHUTDOWN HAD TO BE PERFORMED WITH THE THROTTLE (MANUALLY). CRITICAL FAULT REGISTERED FOR THE LT ENG. TROUBLESHOOTING ON-GOING. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

<a href="#">CA090226004</a>	RROYCE	COMBUSTION LINER	MISREPAIRED
2/18/2009	RB211TRENT89	FW16870	ENGINE

(CAN) DURING COMBUSTION LINER MX, IT WAS NOTICED THAT WELDING OPERATION WAS NOT CARRIED OUT AS INSTRUCTED IN THE MM. FUSION WELDING WAS CARRIED OUT WITHOUT USING FILLER WIRE. ALL SUSPECT COMBUSTION LINERS HAVE BEEN IDENTIFIED AND ARE BEING INVESTIGATED. PN AFFECTED FW16870, FW16794, FW 27486.

---

<a href="#">CA090401010</a>	AEROSP	PWA	PACKING	DAMAGED
3/18/2009	ATR42*	PW121		FEATHERING PUMP

(CAN) RT ENGINE WAS SHUTDOWN DURING A SCHEDULED REVENUE FLIGHT. THE ACFT WAS DIVERTED WHERE A SINGLE ENGINE LANDING WAS PERFORMED. POST FLIGHT INSP REVEALED A DAMAGED PREFORMED PACKING BETWEEN THE FEATHERING PUMP AND THE CASE. PACKING WAS REPLACED AND FOLLOWING THE REQUIRED TESTS THE ENGINE AND THE ACFT RETURNED INTO SERVICE.

---

<a href="#">COEA2009033003912</a>	AEROSP	FLOORBEAM	CORRODED
3/30/2009	ATR42300	S53372411204	FUSELAGE

IN HEAVY CHECK MAJOR REPAIR: FOUND LEVEL 2 CORROSION ON TOP SIDE OF FLOORBEAM 17 AT FRAME 17. CORROSION REMOVED AND BLENDED FOUND TO EXCEED DAMAGE TOLERANCE. CUT OUT AND FABRICATED REPAIR SPLICE FOR FLOORBEAM.

---

<a href="#">CA090217001</a>	AEROSP	PWA	GCU	MALFUNCTIONED
2/13/2009	ATR42300	PW120		NR 2

(CAN) WHILE ENROUTE, THE CREW OBSERVED A NR 2 DC GENERATOR FAULT WHICH PERSISTED AFTER RESET ATTEMPT. THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MX REPLACED THE NR 2 GCU AND THE ACFT WAS RETURNED TO SERVICE.

---

<a href="#">CA090227004</a>	AEROSP	PWA	COOLER	CRACKED
2/25/2009	ATR42300	PW120	481141029	ENGINE OIL
(CAN) COMMENCING THE DESCENT, THE CREW OBSERVED OIL PRESSURE FLUCTUATION ON THE NR 1 ENGINE ACCOMPANIED BY 2 FLASHES OF THE RED LOCAL ALERT. NO CCAS ALERT WAS OBSERVED. THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MX OBSERVED A LOSS OF ENGINE OIL CONDITION AND DETERMINED THAT THE ENGINE OIL COOLER WAS THE SOURCE OF THE LEAK. THE ACFT IS AWAITING REPLACEMENT PARTS.				
<a href="#">CA090326003</a>	AEROSP	PWA	STICK SHAKER	FALSE ACTIVATION
3/24/2009	ATR42300	PW120		STALL WARNING
(CAN) DEPARTING, THE CREW OBSERVED A STICK SHAKER/PUSHER FAULT. THE FAULT WAS CLEARED AND THE ACFT CONTINUED TO DESTINATION. THE FAULT REOCCURRED PRIOR TO LANDING AND THE ACFT DIVERTED. MX TROUBLESHOOTING WAS UNABLE TO DUPLICATE THE FAULT. THE ACFT HAS RETURNED TO SERVICE WITH NO REPORTED PROBLEM.				
<a href="#">CA090313005</a>	AEROSP	PWA	LANDING GEAR	MALFUNCTIONED
3/6/2009	ATR42300	PW120	D2268604012	RIGHT
(CAN) AT TAKEOFF DEPARTURE, THE CREW OBSERVED "FAIL TO RETRACT" INDICATION ON THE RT MAIN GEAR. THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MX INSPECTED THE UPLOCK BOX AND ASSOCIATED CONNECTOR WITH NO FINDINGS. SEVERAL GEAR SWINGS WERE CARRIED OUT WITH NO FAULT INDICATION. THE ACFT WAS RETURNED TO SERVICE.				
<a href="#">CA090227003</a>	AEROSP	PWA	WARNING LIGHT	FALSE ACTIVATION
2/4/2009	ATR42320	PW121		CREW DOOR
(CAN) ON TAKEOFF, THE CREW OBSERVED A CREW/FREIGHT DOOR WARNING INDICATION. THE ACFT COMPLETED THE CIRCUIT AND LANDED. THE CREW HAD GROUND HANDLING CHECK THE EXTERNAL LOCK LEVER AND FOUND IT NOT FULLY STOWED. THE LEVER WAS CYCLED AND CONFIRMED FULLY SEATED THE CREW OBSERVED NO WARNING INDICATION. THE ACFT DEPARTED AND CONTINUED TO DESTINATION WITHOUT FURTHER PROBLEM.				
<a href="#">CA090331006</a>	AEROSP	PWA	TURBINE BLADES	FRACTURED
3/13/2009	ATR72	PW127		ENGINE
(CAN) DURING T/O, THE ENG PARAMETERS FLUCTUATED AND THEN DROPPED TO ZERO. A SINGLE ENG LANDING WAS PERFORMED AT THE DEPARTURE AIRPORT. PRELIMINARY INSP REVEALED POWER TURBINE BLADE FRACTURES. THE ENG WILL BE REMOVED AND FORWARDED FOR INVESTIGATION AND REPAIR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.				
<a href="#">CA090311008</a>	AEROSP	PWA	B-NUT	MISINSTALLED
3/7/2009	ATR72	PW127		FUEL MANIFOLD
(CAN) DURING TAKEOFF AT 70 KNOTS, THE NR1 ENGINE FIRE WARNING CAME ON. CAPT ABORTED TAKEOFF AND CARRIED OUT THE FIRE PROCEDURE, INCLUDING FIRING THE 2 FIRE EXTINGUISHERS. THE FIRE WARNING WENT OFF AND THE ACFT WAS TAXIIED BACK TO THE GATE WHERE PASSENGERS WERE DISEMBARKED NORMALLY. POST EVENT INSP REVEALED SOOT MARKS ON THE WINGS AND NACELLE INDICATING A FIRE. FURTHER EXAMINATION REVEALED QTY 2 FUEL MANIFOLD "B" NUTS TO BE IMPROPERLY SECURED. THE FUEL NOZZLE ASSY HAD RECENTLY BEEN REPLACED BY THE OPERATOR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.				
<a href="#">CA090401013</a>	AEROSP	PWA	DRAIN LINE	BURNED
3/20/2009	ATR72	PW127		ENGINE
(CAN) ON APPROACH, DURING A TRAINING FLIGHT, THE ENGINE FIRE WARNING AND LOW OIL PRESSURE LIGHTS CAME ON. THE CREW SHUTDOWN THE ENGINE AND AN UNEVENTFUL SINGLE ENGINE LANDING WAS PERFORMED. POST FLIGHT INSP REVEALED A BURNED DRAIN LINE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.				

<a href="#">2009F00026</a>	AGUSTA	ALLSN	COMPRESSOR WHEEL	DAMAGED
4/7/2009	A109C	250C20R1	23032624	NR 1 ENGINE
PILOT REPORTED NR 1 ENG LOW WARNING LIGHT AND NR 1 ENG LOW AURAL ACTIVATED WITH CORRESPONDING DECREASE IN ENG SOUND. NR 1 ENG N1 WAS AT 28 PERCENT AND TOT WAS RISING, REACHING APPROX 1000 DEGREES C. PROCEEDED TO PULL NR 1 ENG THROTTLE TO IDLE AND THEN TO OFF. CONTINUED TO DESTINATION AND PERFORMED SINGLE ENG LANDING. UPON INSP, MX VERIFIED THAT ENG OIL RESERVOIR WAS FULL, NO SIGNS OF EXTERNAL DAMAGE OR LEAKAGE, N2 AND ROTOR SYS TURNED FREELY, COMPRESSOR INTAKE CLEAN AND FREE OF FOD. N1 SYS WAS LOCKED UP, COMPRESSOR WOULD NOT TURN. FOUND SMALL CHUNKS OF METAL IN ENG BAY, BELIEVED TO BE COMPRESSOR BLADES. AFTER REMOVAL OF LWR COMPRESSOR CASE HALF FOUND THAT 4TH STAGE COMPRESSOR BLADES WERE SHEARED OFF AT ROOT/DISK. REMOVED COMBUSTION CHAMBER AND FOUND 1ST STG TURBINE BLADES DAMAGED, OUTER 3RD OF BLADES BROKEN OFF.				
<a href="#">U0GA2008092378215</a>	AGUSTA		FIRE WARNING	ILLUMINATED
9/23/2008	AB139			NR 1 ENGINE
IN LEVEL FLIGHT WHILE CONDUCTING A PT91 FERRY FLIGHT A NR 1 ENGINE FIRE CAS MESSAGE AND AURAL WARNING OCCURED WITHIN 30 SECONDS THE NR 2 ENGINE FIRE CAS MESSAGE AND AURAL WARNING SOUNDED THERE WAS NO OTHER INDICATION OF A FIRE THE ECL'S FIRE BOTTLE SELECTORS OR THE PMS FIRE LIGHT WERE NOT ILUMINATED THE FIRE COULD NOT BE CONFIRMED SHORTLY AFTER A NR1-NR 2 EEC FAILURE CAS MESSAGE OCCURED THERE WAS NO FLUCTUATION OF ENGINE PARAMETERS ON THE ENGINE POWERPLANT PAGE PILOTS DECENDED TO MINIMUM SAFE ALTITUDE AND LANDED AT BASE WITHOUT FURTHER INCIDENT				
<a href="#">AC2A2008093078342</a>	AGUSTA	PWC	ROD END	BROKEN
9/30/2008	AB139	PT6C67C		T/R DAMPER
DURING TRANSITION FROM CLIMB TO CRUISE FLIGHT THE ACFT DEVELOPED A SEVERE VIBRATION. FOUND TAIL ROTOR DAMPER ROD END BROKEN. REPLACED TAIL ROTOR BLADE AND DAMPER.				
<a href="#">U0GA2008080877721</a>	AGUSTA	PWC	WARNING MESSAGE	MULTIPLE IND
8/8/2008	AB139	PT6C67C		
MULTIPLE CAS MESSAGES TO INCLUDE ENG FIRE, BAG FIRE, EEC FAI AND NUMEROUS OTHERS. CAPTAINS A/S, VSI AND ALTIMETER AND NR2 PI INDICATION FAILED				
<a href="#">AC2A2007032871967</a>	AGUSTA	PWC	SCREEN	BROKEN
3/28/2007	AB139	PT6C67C		NR 1 INLET
NR 1 ENGINE INLET SCREEN HAS BROKEN WIRES.				
<a href="#">U0GA2009030780996</a>	AGUSTA	PWC	OIL SYSTEM	LEAKING
3/7/2009	AB139	PT6C67C		NR 1 ENGINE
DURING THE INITIAL DESCENT FROM 4500 FT, CRUISING ALTITUDE, ACFT SUFFERED A PRESSURE LOSS TO NR 1 ENGINE OIL SUPPLY, APPROX 8 MINUTES FROM LANDING. OIL PRESSURE INDICATION FLICKERED TO A YELLOW CAUTION MOMENTARILY. POST FLIGHT INSP CONFIRMED MASS OIL LOSS FROM NR1 ENGINE.				
<a href="#">CA090327003</a>	AIRBUS	GE	ACTUATOR	FAULTY
3/23/2009	A310304	CF680C2*	31059321	RT NR4 SPOILER
(CAN) DURING TAXI OUT CREW LOST YELLOW HYD SYS. FOUND AT FAULT RT NR 4 SPOILER ACTUATOR. ACTUATOR REPLACED, YELLOW HYD SYS FILLED AND TESTED SERVICEABLE.				
<a href="#">CA090325001</a>	AIRBUS	GE	LANDING GEAR	MALFUNCTIONED
3/24/2009	A310304	CF680C2*		NOSE
(CAN) BEFORE LANDING, THE CREW REPORTED ON VHF THAT THEY HAD TO C/O A MANUAL EXTENSION OF THE NOSE LANDING GEAR DUE TO NO GREEN LIGHT INDICATION FOR THE NOSE GEAR. REFERENCE TO ACFT DEFECT				

LOG 1030911. TROUBLESHOOTING IS GOING ON AT THIS TIME.

---

<a href="#">CA090216006</a>	AIRBUS	RROYCE	VIDEO UNIT	SMOKE
2/14/2009	A330*	RB211*		CAIBN

(CAN) APPROX 30 MINUTES AFTER DEPARTURE, THE CREW REPORTED THAT THE VIDEO MONITOR AT SEAT 29F WAS SMOKING. POWER TO THE ENTERTAINMENT SYS WAS TURNED OFF AND THE MONITOR STOPPED SMOKING. ACFT TIMES WERE: 33815 FH, 5420 FC. XM RELEASE DATE FOR THE ACFT: FEB 13 '09.

---

<a href="#">2009FA0000314</a>	AIRBUS		HYDRAULIC SYSTEM	LEAKING
2/17/2009	A330323			MLG

ACFT DEPARTED, BUT PROMPTLY RETURNED. PILOT DISCREPANCY STATES; CLIMBING OUT OF 5000 FT, OUT EYES BEGAN TO BURN AND STING, AND A STRONG ODOR FILLED THE COCKPIT. PROBABLE CAUSE RELATES TO HYD LEAK ON RT MLG ASSY. PATHWAY FOR INGESTION INTO AIR CONDITIONING IS BEING EVALUATED.

---

<a href="#">CA090403001</a>	AIRBUS	CFMINT	BFGOODRICH	RELEASE PIN	FAILED
3/30/2009	A340313	CFM565C4			L3 DOOR SLIDE

(CAN) DURING OPS TEST OF THE SLIDE/RAFT DEPLOYMENT, WITH THE EMERGENCY CONTROL HANDLE OF THE DOOR IN ARMED POSITION, DOOR HANDLE WAS LIFTED UP, THE DOOR STARTED TO OPEN WHEN THE DOOR DAMPER AND EMERGENCY OPERATION CYLINDER FIRED. HOWEVER, DOOR FAILED TO OPEN FULLY WHEN THE AFT RELEASE PIN ON THE SLIDE/RAFT FAILED TO RELEASE, RESULTING IN THE FWD END OF THE SLIDE/RAFT WEIGHING DOWN ON TOP OF THE FWD GIRT FITTING AND THE AFT END OF THE SLIDE/RAFT STILL REMAINED ATTACHED TO THE DOOR. THIS PRECARIOUS POSITION PREVENTED THE DOOR FROM OPENING FULLY. FEARING THE DEPLOYMENT OF THE SLIDE/RAFT INTO THE CABIN, THE AFT ATTACHMENT RAIL ON THE DOOR STRUCTURE WAS RELEASED TO FREE THE SLIDE/RAFT, THE DOOR WAS THEN PUSHED OPEN AND THE SLIDE/RAFT PUSHED OUTWARDS TO DEPLOY.

---

<a href="#">2009FA0000325</a>	AIRTRC		RIB	CRACKED
4/22/2009	AT802A		204031	WING

DURING ANNUAL INSPECTION, 13 CRACKED L/E RIBS WERE FOUND BETWEEN 66.375" AND 160.125" ON THE LT AND 70.25" AND 201.0" ON THE RT WING. THESE CRACKS WERE IN THE RIB BODY AND RAN ALONG THE UPPER SKIN ATTACH FLANGE. THE CRACKS STARTED AT THE AFT END OF THE FLANGE. LENGTHS WERE BETWEEN 0.0625" AND 0.5". CORRECTIVE ACTION WILL CONSIST OF INSTALLING P.N. 21062-(1 OR 2) AND 21068-(1 OR 2) DOUBLERS IAW DRAWING 21065 - LE RIB - 802 AFTER THE INSTALLATION OF ADDITIONAL INSPECTION HOLES IAW DRAWING 21066 - ADDITIONAL INSP. PLATE - WING L/E - 802. SINCE THIS WAS THE SECOND AIRCRAFT FOUND WITH THESE TYPE CRACKS THE DECISION WAS MADE TO INSTALL THE ABOVE MENTIONED DOUBLERS ON ALL RIBS IN THE ABOVE AREAS. THESE TWO AIRCRAFT HAVE ONLY BEEN USED AS S.E.A.T. FIREFIGHTING AIRCRAFT SINCE THE CURRENT OWNER ACQUIRED THEM. BOTH A/C HAVE PT6A-67AG ENGINES & THE LARGE DIAMETER HARTZELL PROP INSTALLED. CAUSE OF THE PROBLEM IS SUSPECTED TO BE THE FLIGHT REGIME THAT THESE A/C ARE SUBJECT TO, (IE. ROUGH AIR, FLYING @ CLOSE TO GROSS WEIGHT, ETC.)

---

<a href="#">CA090311004</a>	AMD	PWC	ENGINE	MALFUNCTIONED
3/3/2009	FALCON2000	PW306C		NR 1

(CAN) IN DESCENT AT AROUND 8000FT (ENG NR 1 NO DISPATCH) CAS MESSAGE ANNUNCIATED FOLLOWED BY SOME VIBRATION FROM LT ENG. N1 ROLLED BACK TO AROUND 25 PERCENT FOLLOWED BY CAS MESSAGE (ENG 1 SURGE PROTECT). THE CREW ELECTED TO SHUTDOWN THE ENGINE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

<a href="#">2009FA0000274</a>	AMD	GARRTT	SWITCH	RUPTURED
3/27/2009	FALCON900EX	TFE73160	7G979	HYD SYSTEM

FAILURE OF HYDRAULIC PRESSURE SWITCH (R2DW) RESULTED IN THE LOSS OF ALL HYDRAULIC FLUID IN NR 1 HYDRAULIC SYSTEM.

---

<a href="#">CA090225003</a>	BBAVIA	LYC	TRANSFER TUBE	CRACKED
2/24/2009	8GCBC	O360C2E	13B2712185	CRANKSHAFT

(CAN) DURING THE REPAIR OF CORROSION PITTING IN THE CRANKSHAFT BORE, A CRACK WAS DISCOVERED COMING FROM THE CUTOUT ON THE OIL TRANSFER TUBE. THE CRACK APPEARS TO BEGIN AT THE CORNER OF THE CUTOUT PROCEEDING AROUND THE CIRCUMFERENCE OF THE TUBE TOWARD THE OPPOSITE SIDE OF THE CUTOUT. FOLLOWING DISCUSSION WITH THE REPAIR FACILITY IT WAS DETERMINED THAT THE FAILURE OF THIS PART COULD RESULT IN THE PART BEING SLUNG FROM THE CRANKSHAFT BY CENTRIFUGAL FORCE INTO THE CASE LEADING TO A POSSIBLE MAIN BRG FAILURE. AS A RESULT THE ENGINE IS BEING REMOVED FROM THE ACFT AND BEING SENT TO A REPAIR FACILITY FOR TEARDOWN AND REPAIR.

---

<a href="#">CA090225006</a>	BEECH	PWA	CIRCUIT BREAKER	BURNED
2/21/2009	100BEECH	PT6A28	MS265745	DE ICE SYSTEM

(CAN) WHILE CLIMBING OUT, BURNED PLASTIC SMELL AND SURFACE DE-ICE CIRCUIT BREAKER POPPED OUT. CREW ISOLATED SYS. CREW CONTINUED TO MAIN BASE AS ICING CONDITIONS WERE NOT PRESENT. MX FOUND THE TERMINAL AT SYS CIRCUIT BREAKER CORRODED AND BURNED. TERMINAL AND SYS CIRCUIT BREAKER REPLACED. ACFT GROUND RUN C/OUT AND SYS FUNCTIONAL TESTED SERVICEABLE.

---

<a href="#">CA090304013</a>	BEECH	PWA	ENGINE	FIRE
2/19/2009	100BEECH	PT6A28	PT6A28	

(CAN) WHILE CLIMBING THROUGH FL115, A LOSS OF POWER OCCURRED WITH FLAMES VISIBLE COMING OUT OF THE EXHAUST. THE PILOT ELECTED TO SHUT THE ENGINE DOWN AND RETURN TO THE POINT OF DEPARTURE FOR A SINGLE ENGINE LANDING. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

<a href="#">CA090401004</a>	BEECH	PWA	BARREL	FAILED
3/30/2009	100BEECH	PT6A28	50820042605	NLG STEERING

(CAN) AFTER LANDIING, THE PILOT WAS TAXING BACK TO BASE, WHEN HE TRIED TO TURN LEFT HE HEARD A BANG, AND WAS UNABLE TO TURN LEFT WITH NORMAL RUDDER PEDAL DEFLECTION. BRAKING AND DIFFERENTIAL ENGINE POWER WERE USED FOR STEERING TO THE LEFT. INSP FOUND THE NOSE WHEEL STEERING BARREL ASSY PN 50-820042-605 HAD FAILED AT THE END OF THE HSG WHERE THE RETAINMENT CLIP HOLDS THE BUNGEE SPRING IN, THUS MAKING LT TURNS INEFFECTIVE. A NEW BARREL ASSY WAS INSTALLED AND NOSE STEERING FUNCTIONED NORMALLY. POSSIBLE CAUSE, THE AFT WAS WASHED THE DAY BEFORE THE FLIGHT, WATER MAY HAVE GOTTEN INTO THE NOSE WHEEL UPPER HOUSING AND MAY HAVE FROZEN, CAUSING UNDUE STRESS ON THE NOSE WHEEL STEERING MECHANISMS CAUSING IT TO FAIL.

---

<a href="#">CA090401008</a>	BEECH	PWA	LANDING GEAR	COLLAPSED
2/2/2009	100BEECH	PT6A28		LEFT

(CAN) THE LT MAIN GEAR COLLAPSED WHILE THE ACFT WAS PULLED OUT OF THE HANGAR. THE NOSE OF THE ACFT HAD TO BE RAISED SO THE VERTICAL STABILIZER WOULD CLEAR THE UPPER DOOR FRAME. MX RAISED THE ACFT WITH GROUND EQUIPMENT AND SECURED THE GEAR DOWN. THE ACFT WAS INSPECTED, THE EXTERNAL CARGO COMPARTEMENT WAS SEVERELY DAMAGED BUT PREVENTED THE AIRFRAME FROM CONTACTING THE GROUND. THE DAMAGES WERE LIMITED TO THE DRAG LEG AND THE RETRACT MECHANISM. A FERRY PERMIT WAS AUTHORIZED AND THE ACFT WAS FLOWN TO A MX BASE. THE TECH LOGS REVEALED THAT THERE WAS NO RECENT MX ON LANDING GEARS. THE ACFT WAS RECENTLY ACQUIRED BY THE OPERATOR. THE DAMAGED ACTUATOR WAS REPLACED AND SENT TO THE AUTHORISED DEALER FOR EXPERTISE. THE DAMAGED PARTS WERE REPLACED. RETRACTION TEST WERE CARRIED OUT AND THE ACFT WAS RELEASED FOR SERVICE.

---

<a href="#">CA090325006</a>	BEECH	PWA	FCU	FAULTY
2/26/2009	100BEECH	PT6A28		ENGINE

(CAN) DURING CRUISE, THE CREW NOTED A GRADUAL DECREASE IN ENGINE TORQUE DOWN TO 50 PERCENT. ACTIVATION OF THE ENGINE ICE VANE HAD LITTLE EFFECT AND AT 20 PERCENT TORQUE, THE ENGINE AUTO-FEATHERED. IT WAS SHUTDOWN AND SECURED. THE FLIGHT CONTINUED TO DESTINATION WHERE A SINGLE ENGINE LANDING WAS PERFORMED. TROUBLESHOOTING IDENTIFIED A FAULTY FUEL CONTROL UNIT, WHICH WAS REPLACED BEFORE THE ACFT WAS RETURNED TO SERVICE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

<a href="#">CA090312008</a>	BEECH	PWA	MOTOR	INOPERATIVE
-----------------------------	-------	-----	-------	-------------

3/10/2009	100BEECH	PT6A28		1153800025	MLG
(CAN) WHILE ON APPROACH, THE CREW WAS UNABLE TO GET THE LANDING GEAR DOWN. THEY ELECTED TO RETURN TO AIRFIELD AND COMPLETED THE EMERGENCY LANDING GEAR LOWERING PROCEDURES. ALL 3 GEAR CAME DOWN AND THE AIRPLANE LANDED SAFELY.					
<a href="#">CA090309001</a>	BEECH	PWA	BEECH	CONTROL TUBE	CRACKED
3/7/2009	100BEECH	PT6A28	115610010	1156100181	ELEVATOR ASSY
(CAN) DURING PLANNED INSP REQUIRED BY S/B 21-45 A, .5 INCH CRACK WAS FOUND ON THE ELEVATOR CONTROL TUBE CENTER SUPPORT CASING.					
<a href="#">CA090318003</a>	BEECH	PWA		SWITCH	FAILED
3/11/2009	100BEECH	PT6A28		MS250261	TE FLAPS
(CAN) IN FLIGHT, THE FLAP UP SWITCH FAILED CAUSING THE FLAP MOTOR TO DRIVE THE FLAPS TO A MORE UP POSITION WHICH BURNED OUT THE FLAP MOTOR AND TWISTED THE FLAP ACTUATOR DRIVE CABLES. WE ARE REPLACING THE UP LIMIT SWITCH, FLAP ACTUATOR DRIVE CABLES, FLAP MOTOR AND GEARBOX AND 3 FLAP TRACKS WHICH ARE CLOSE TO THEIR MAX WEAR LIMITS. WE ARE INSPECTING THE FLAP ACTUATORS AND FLAP MOTOR CIRCUIT BREAKER.					
<a href="#">CA090403004</a>	BEECH	PWA		ENGINE	MAKING METAL
3/18/2009	100BEECH	PT6A28			LEFT
(CAN) DURING T/O CLIMB, THE LT ENGINE MADE A LOUD NOISE. THE FLIGHT CREW OBSERVED A CHIP LIGHT AND SHUTDOWN THE ENGINE. AN EMERGENCY WAS DECLARED AND THE ACFT RETURNED TO DEPARTURE POINT WHERE A SINGLE-ENGINE LANDING WAS MADE. A SIGNIFICANT AMOUNT OF MAGNETIC DEBRIS, INCLUDING BEARING MATERIAL, WAS FOUND ON THE CHIP DETECTOR AND THE PROPELLER WAS HARD TO ROTATE. ENGINE WILL BE REMOVED AND SENT FOR INVESTIGATION AND REPAIR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.					
<a href="#">CA090312003</a>	BEECH	PWA		SELECTOR	UNSERVICEABLE
3/6/2009	1900C	PT6A65B		A4503M122	MLG
(CAN) THE LANDING GEAR RELAY CIRCUIT BREAKER "POPPED" IN FLIGHT, GEAR MANUALLY EXTENDED. GEAR HANDLE ASSY REPLACED WITH SERVICEABLE UNIT. NUMEROUS GEAR SWINGS CARRIED OUT. NO FAULTS FOUND. THE GEAR HANDLE SWITCH WAS TESTED BY MX. THE SWITCH WHEN SELECTED DOWN WAS FEEDING POWER (APPROX 17 VDC) TO THE UP SIDE OF THE LANDING GEAR RELAY. THIS IS THE REASON FOR THE RELAY CB POPPING. THERE ARE FOUR MICROSWITCHES IN THE SELECTOR ASSY THAT RIDE ON CAMS.					
<a href="#">CA090302007</a>	BEECH	PWA		STRINGER	CORRODED
2/27/2009	1900C	PT6A65B		STRINGERJ	LT WING
(CAN) SEVERE CORROSION FOUND IN LT WING STRINGER J STN 124.588. MFG RDO CONTACTED REGARDING REPAIR PROCEDURE.					
<a href="#">CA090219005</a>	BEECH	PWA		SPAR CAP	CORRODED
2/16/2009	1900C	PT6A65B		10162001448	HORIZONTAL STAB
(CAN) SEVERE CORROSION FOUND ON RT HORIZONTAL STABILIZER LOWER SPAR CAP AT STN. 90.00. MFG RDO OFFICE CONTACTED FOR REPAIR.					
<a href="#">CA090310013</a>	BEECH	PWA		HUB	CRACKED
3/10/2009	1900D	PT6A67D		E3932	PROPELLER
(CAN) DURING LPI, A CRACK WAS FOUND IN ONE OF THE MOUNTING FLANGE DOWEL HOLES. HUB IS U/S IAW MANUAL NR 202ARV3R31.					
<a href="#">CA090304005</a>	BEECH	PWA		SUPPORT BRACKET	CRACKED
2/28/2009	200BEECH	PT642A		1019400017	THROTTLE CABLE

(CAN) THE FLIGHT CREW SNAGGED THE JOURNEY LOG WITH A DEFECT OF "AUTOFEATHER U/S". MX REPLACED THE HIGH PRESSURE AUTOFEATHER SWITCH. THE FLIGHT CREW REPORTED NO FURTHER PROBLEMS. 6 DAYS LATER A DIFFERENT FLIGHT CREW COMPLAINED OF AUTOFEATHER PROBLEMS ON FINAL APPROACH. MX CARRIED OUT RE-RIGGING AND THE FLIGHT CREW CARRIED OUT 2 MORE FLIGHTS AND THE NEXT DAY AGAIN REPORTED PROBLEMS WITH THE AUTOFEATHER SYS. AN INVESTIGATION INTO THE PROBLEM WITH THE AUTOFEATHER PROBLEM REVEALED A BROKEN THROTTLE CABLE SUPPORT BRACKET. THE CAUSE OF THE FAILURE IS UNKNOWN.

---

<a href="#">CA090402006</a>	BEECH	PWA	ATTACH BRACKET	BROKEN
2/26/2009	200BEECH	PT642A	1019400017	THROTTLE CABLE

(CAN) THE FLIGHT CREW EXPERIENCED PROBLEMS WITH THE AUTO-FEATHER SYS. MX HAD DIFFICULTY TRYING TO RIG IAW MM. DURING THE TROUBLESHOOTING OF THE AUTO-FEATHER PROBLEM, THE THROTTLE CABLE ATTACHMENT BRACKET WAS FOUND BROKEN. THE BRACKET ASSY WAS REPLACED AND SYS RE-RIGGED IAW MM AND RETURNED TO SERVICE.

---

<a href="#">CA090327004</a>	BEECH	PWA	BALLAST	SHORTED
3/24/2009	200BEECH	PT6A41	6900042	CABIN LIGHTS

(CAN) UPON INSP FOUND BALLAST TO NR 4 WINDOW LIGHTING TO BE SHORTED. BALLAST REMOVED, WIRES CUT AND CAPPED, CONNECTOR TIED OFF. NR 4 WINDOW LIGHTING REMOVED FROM ACFT POWER, CIRCUIT RE-ACTIVATED, NO FURTHER FAULTS FOUND. CABIN LIGHTING SUFFICIENT FOR NORMAL OPERATIONS. PARTS ON ORDER FOR NR 4 WINDOW LIGHTING.

---

<a href="#">CA090326009</a>	BEECH	PWA	SKIN	CRACKED
3/19/2009	200BEECH	PT6A41	115430100109	EMERGENCY EXIT

(CAN) CRACK FOUND ON EMERGENCY EXIT EXTERNAL SKIN, LOWER REAR CORNER DURING REGULAR DOOR AND ESCAPE HATCH INSP IAW MM 52-20-00 PG. 204.

---

<a href="#">CA090330002</a>	BEECH	PWA	DUCT	CRACKED
3/22/2009	200BEECH	PT6A41	3022406	EXHAUST

(CAN) NR 2 PWR OUTPUT SECTION EXHAUST DUCT CRACKED AND DAMAGED, SUBSEQUENT PWR TURBINE BLADE DAMAGE. NO ENG PWR OR PERFORMANCE WAS EFFECTED DURING FLIGHT OPERATIONS. DAMAGE TO POWER OUTPUT SECTION EXHAUST DUCT WAS FOUND DURING ENG EXHAUST OUTLET REPLACEMENT. ENG WAS REMOVED AND SENT FOR REPAIR.

---

<a href="#">CA090319002</a>	BEECH	PWA	FLEX DRIVE	FAILED
3/17/2009	200BEECH	PT6A41	1013800005	TE FLAPS

(CAN) LT OTBD FLAP FLEXIBLE DRIVE SHAFT FAILURE ON APPROACH.

---

<a href="#">CA090304012</a>	BEECH	PWA	ENGINE	FIRE
2/22/2009	200BEECH	PT6A41		LEFT

(CAN) DURING CRUISE, AT FL250, FLAMES AND DEBRIS WERE OBSERVED COMING OUT OF LT EXHAUST STACK. THE ENGINE WAS SHUTDOWN AND SECURED BEFORE A SINGLE ENGINE LANDING WAS ACCOMPLISHED. THE ENGINE HAS BEEN REMOVED AND RETURNED TO MFG FOR INVESTIGATION.

---

<a href="#">CA090406004</a>	BEECH	PWA	TORQUE LINK	CRACKED
4/1/2009	200BEECH	PT6A41	1018100321	MLG

(CAN) DURING PHASE INSP, THE RT UPPER TORQUE LINK WAS FOUND TO BE CRACKED AT THE CENTER JOINT. THE CRACK STARTED FROM THE GREASE HOLE AND SPREAD ABOUT 70 PERCENT ACROSS THE END.

---

<a href="#">2009FA0000291</a>	BEECH	PWA	SOLENOID VALVE	CORRODED
4/6/2009	200BEECH	PT6A41	1013800181	CABIN DOOR

ACFT WOULD NOT MAKE MAX DIF IN FLIGHT, AND THE PASSENGER SAID THAT THEY COULD HEAR ALOT MORE WIND NOISE AROUND THE CABIN DOOR AREA THAN NORMAL. GROUND CHECKED THE SYS AND FOUND THAT THE

CABIN DOOR PNEUMATIC VALVE WAS STUCK IN THE CLOSED POSITION. THIS VALVE IS IN A LOW AREA OF THE BLEED AIR SYS AND IS PRONE TO WATER GETTING INTO THE VALVE AND CORRODING IT. THIS VALVE NEEDS TO BE REMOVED AT SOME INSP TIME INTERVAL AND CLEANED THIS WOULD KEEP THIS FROM HAPPENING.

---

<a href="#">2009FA0000282</a>	BEECH		COVER	MISSING
4/6/2009	300BEECH		5012010218	ZONE 500

LOWER AFT WING BOLT COVERS CONTINUE TO BE A PROBLEM IN KEEPING THEM ATTACHED TO THE ACFT. THE HOLDING FEATURES OF THE COVER PLATE SEEM TO WORK LOOSE AND THE SMALL SPRING STEEL PIECES CRACK AFTER TIME CAUSING THE PANEL TO LIFT JUST ENOUGH TO COME OFF IN THE AIRSTREAM. THIS IS AN OLD PROBLEM BUT WE CONTINUE TO HAVE TO BUY COVERS.

---

<a href="#">2009FA0000283</a>	BEECH	PWA	TURBINE BLADES	DAMAGED
12/18/2008	300BEECH	PT6A60A	3029312	FIRST STAGE

STIFF PROP NOTICED ON SHUTDOWN. FOUND AT DISASSEMBLY: 1ST STG PT BLADES-7EA BLADES WITH PT SHROUD RUB. 1 EA COMPLETE BALDE COMING OUT OF PT DISK. 1ST STG PT STATOR, HEAVY BLADE RUB IN BLADE PATH AREA. 1ST STG PT DISK (PN 17B905 - MARKED K DIA. 6.1762. ACTUAL MEASUREMENT 6.215 AND 6.187, 90 DEGREES FROM 6.215. (K)

---

<a href="#">CA090302009</a>	BEECH	PWA	MOTOR	UNSERVICEABLE
2/26/2009	300BEECH	PT6A60A	M710501	MLG

(CAN) ON APPROACH THE PILOTS SELECTED GEAR DOWN AND AFTER 15 SECONDS WITH THE GEAR NOT EXTENDING THE LANDING GEAR CONTROL CIRCUIT BREAKER TRIPPED. A COUPLE ATTEMPTS WERE MADE BY THE CREW WITH THE SAME RESULT. THE CREW EXTENDED THE GEAR DOWN USING THE HAND PUMP AND LANDED WITH NO PROBLEMS. AFTER INSPECTION THE LANDING GEAR ELECTRIC MOTOR WAS FOUND TO BE THE PROBLEM AND IS CURRENTLY BEING REPLACED.

---

<a href="#">CA090302003</a>	BEECH	PWA	SEAL	DAMAGED
3/2/2009	300BEECH	PT6A60A	5043006127	PAX DOOR

(CAN) NUMEROUS ISSUES WITH WHISTLING DOOR SEAL ON THIS ACFT. ACFT INCURS HIGH CYCLES/UTILIZATION AND DOOR SEAL DAMAGE, HAS ALWAYS BEEN A PROBLEM, BUT TYPICALLY LAST 800+ HOURS. RECENTLY THE DOOR SEAL HAS BEEN COMING OUT OF THE TRACK THAT IT SITS IN. OCCASIONALLY WHEN THE SEAL COMES OUT IT GETS PINCHED AND SUBSEQUENTLY GETS A HOLE IN IT. DOOR SEAL LIFE IS AVERAGING 100 HOURS RECENTLY. (LAST 3-4 MONTHS) CREW TYPICALLY REPORTS WHISTLING OR GENERAL NOISE FROM THE CABIN DOOR - NO PRESSURIZATION ISSUES GENERALLY. SUSPECT THAT THE PART OF THE SEAL THAT IS INSTALLED IN THE TRACK MAY BE SLIGHTLY UNDERSIZED COMPARED TO THE OLDER SEALS - OTHER ACFT IN THE FLEET HAVE HAD NO ISSUES RECENTLY. NO OLD DOOR SEALS TO COMPARE MEASUREMENTS TO, AND WE'RE NOT ABLE TO SAFELY REMOVE ANOTHER SEAL WITHOUT DAMAGING IT. DOOR RIGGING HAS BEEN CHECKED WITH NO ISSUES.

---

<a href="#">CA090319011</a>	BEECH	PWA	LINK	BENT
3/17/2009	300BEECH	PT6A60A	1018102051	MLG DOOR ACT

(CAN) ON A PRE-FLIGHT INSP THE LT OTBD LINK ASSY DOOR ACTUATOR WAS FOUND BENT AND THE DOOR ACTUATOR ROLLER WAS FOUND DAMAGED. MANUAL RETRACTION TEST WERE CARRIED OUT AFTER THE DAMAGED PARTS WERE REPLACED AND NO FAULTS WERE FOUND. CAUSE OF THE DAMAGE TO THE BRACKET WAS FROM THE LANDING GEAR WHEN RETRACTED. REASON FOR THE DAMAGE HAS NOT BEEN DETERMINED AT THIS TIME. UNSURE, A ROCK MAY HAVE BEEN RESTING IN AREA (SPIT UP BY A TIRE) WHICH WHEN GEAR WAS RETRACTED DAMAGED THE ASSY.

---

<a href="#">CA090320005</a>	BEECH	PWA	RAYTHN	ATTACH FITTING	DAMAGED
3/12/2009	300BEECH	PT6A60A		351153961	FLAP TRACK

(CAN) DURING DI, NOTICED THAT THE OTBD LT FLAP SEEMED TO RETRACT TOO FAR INTO THE UP POSITION, ONCE INVESTIGATING, FOUND THAT THE INBD ATTACH BRACKETS (WING STATION 140.110) ON THE AIRFRAME SIDE THAT HOLDS THE OB FLAP ON HAD CRACKED. THE FLAP WAS REMOVED TO ACCESS THE DAMAGED AREA WHERE IT WAS NOTICED THE 2 CLIPS (P/N AND 35-115396-1 35-115396-4) ON THAT ATTACH THE BOTTOM WING SKIN TO THE IB FLAP TRACK WERE TORN WHERE THEY ATTACH TO THE FLAP TRACK AND THE 2 STIFFENERS (P/N 35-115398-1 AND 35-115398-3) THAT LOCATE THE FLAP TRACK TO THE REAR SPAR THE BOTTOM HOLE OF BOTH

BRACKETS WERE CRACKED.

---

<a href="#">2009FA0000296</a>	BEECH	PWA	PACKING	MISSING
4/16/2009	400A	JT15D5	AS3209015	SPEED SENSOR

NOTED OIL LEAKAGE AROUND LOWER N2 SPEED SENSOR DURING SCHEDULED INITIAL AIRFRAME/ENGINE INSPECTION. FOUND O-RING SEAL MISSING FROM SPEED SENSOR (REF. JT15D-5/-5R IPC 73-20-05 FIG. 1, ITEM 30). ENGINE RECORDS NOT AVAILABLE, CANNOT VERIFY WHETHER SENSOR REMOVED OR REPLACED SINCE INITIAL ENGINE BUILD.

---

<a href="#">2009F00030</a>	BEECH	PWA	INLET	DAMAGED
4/22/2009	400A	JT15D5	45A35022602	RT ENGINE

DURING SCHEDULED INSP, IT WAS DISCOVERED THAT 1 INLET RIVET HEAD WAS MISSING FROM THE NR 2 ENGINE INLET INNER SKIN (BARREL). THE INLET WAS INSTALLED 288.1 HOURS 206 CYCLES AFTER REPAIR DUE TO SAME CONDITION OF SEVERAL MISSING AND CRACKED RIVETS ON THE INNER SKIN. NO ABNORMAL VIBRATION INDICATED BY ACFT INSTRUMENTS OR FLIGHT CREW. INSP OF THE ENGINE REVEALED NO FOD DAMAGE.

---

<a href="#">2009FA0000264</a>	BEECH		HEATER	SMOKE
3/27/2009	58		B4500	CABIN

PILOT STATED THAT HE TURNED ON THE CABIN HEATER. AFTER 10 MINUTES OF HEATER OPERATION, HE SMELLED AND SAW WHITE SMOKE IN THE COCKPIT AND CABIN AREA. THE PILOT SHUT OFF THE CABIN HEATER AND PULLED THE CABIN HEATER CIRCUIT BREAKER. USING FRESH VENTILATING AIR, HE CLEARED THE SMOKE FROM THE CABIN. INVESTIGATION OF THE HEATER SYS REVEALED THAT THE ELECTRONIC FUEL PUMP LOCATED IN THE NOSE GEAR WELL HAD A SMALL HOLE BURNED IN THE SIDE OF CASE. A SMALL AREA AFT OF THE HOLE EXHIBITED SIGNS OF EXCESSIVE HEAT. THE HOLE APPEARS TO HAVE BURNED FROM THE INSIDE OF THE UNIT TO THE OUTSIDE.

---

<a href="#">2009FA0000290</a>	BEECH	CONT	CYLINDER	CRACKED
3/15/2009	58P	TSIO520*	TISN12BCA	ENGINE

FOUND (2) ECI CYLINDERS CRACKED. CYLINDERS ARE CRACKED BETWEEN THE 17TH AND 18TH FIN AS LOOKING AT CYLINDER INSTALLED FROM THE BARREL TO THE HEAD, IN THE EXHAUST CHAMBER AREA. FOUND BY DOING COMPRESSION. LET ENGINE COOL OFF AND SOAP LEAK TEST. REMOVED THE REMAINING CYLINDERS AND FOUND THAT THE EXHAUST VALVE AREA ARE VERY LEAD FOULED. CUSTOMERS FLIES PLANE 75 DEGREES RICH OF PEAK. (K)

---

<a href="#">2009FA0000289</a>	BEECH	CONT	CYLINDER	CRACKED
3/16/2009	58P	TSIO520WB	TISN12BCA	ENGINE

FOUND (2) ECI CYLINDERS CRACKED ARE CRACKED BETWEEN THE 17TH AND 18TH FIN AS LOOKING AT CYLINDER INSTALLED FROM THE BARREL TO THE HEAD. IN THE EXHAUST CHAMBER AREA. FOUND BY DOING COMPRESSION. LET ENGINE COOL OFF AND SOAP LEAK TEST. REMOVED THE REMAINING CYLINDERS AND FOUND THAT THE EXHAUST VALVE AREA ARE VERY LEAD FOULED. CUSTOMER FLIES PLANE 75 DEGREES RICH OF PEAK. (K)

---

<a href="#">CA090329005</a>	BEECH	LYC	TUBE	DEFECTIVE
2/27/2009	76	LO360A1G6	302246401	TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

---

<a href="#">CA090329006</a>	BEECH	LYC	TUBE	DEFECTIVE
2/13/2009	76	LO360A1G6	302246401	TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

---

<a href="#">CA090401016</a>	BEECH	LYC	TUBE	DEFECTIVE
2/27/2009	76	LO360A1G6	0923150	MLG TIRE

(CAN) POTENTIAL RUBBER OR MANUFACTURING DEFECT.

---

<a href="#">CA090321001</a>	BEECH	PWA	BEECH	PIN	BROKEN
3/19/2009	A100	PT6A28		998100651	MLG DRAG LEG

(CAN) DURING INSPECTION MECHANIC NOTICED UPPER DRAG LEG PIN, ON THE RT DRAG LEG ASSEMBLY, WAS BROKEN AT THE GREASE HOLE JOURNAL.

<a href="#">2009FA0000292</a>	BEECH	PWA		FLOW VALVE	FAILED
4/3/2009	A200	PT6*		10138001315	CABIN PRESSURE

DURING CLIMB TO ALTITUDE CABIN FAILED TO MAKE MAXIMUM DIFFERENTIAL PRESSURE AND HAD A HIGHER THAN NORMAL CABIN. FOUND A P3 AIR TUBE DISSCONNECTED AT RT HEAT EXCHANGER IN RT WING. ON MX FLIGHT FOUND LT FLOW CONTROL VALVE WEAK. REPLACED DUCT AND FLOW CONTROL VALVE.

<a href="#">2009FA0000269</a>	BEECH	PWA		BOLT	FAILED
4/1/2009	A200	PT6A41		10140833	WING FITTING

WHILE REPLACING THE RT WING FWD WING BOLT AND BARREL NUT, HEARD A POP WHILE TIGHTENING THE NEW BOLT BEFORE REACHING FINAL TORQUE. REMOVED NEW BOLT/BARREL NUT AND FOUND THE THREADS DAMAGED AND PULLED-OUT OF BARREL NUT. THE BOLT WAS ALSO DAMAGED BUT APPEARED TO NOT HAVE FAILED. THE TORQUE PROCEDURE FOR THIS BOLT IS UNIQUE AND USES AN EXPANDABLE WASHER STACK WHICH WILL CEASE TURNING UPON REACHING FINAL TORQUE, WHICH IS ESTIMATE IN EXCESS OF 600 FT/LBS. WHEN THE POP OCCURRED, THE MECHANIC STILL HAD ROTATION OF THE EXPANDABLE WASHER AND THE BOLT THREADS WERE NOT PROTRUDING PAST THE BARREL NUT, SO NO OVERTORQUE OCCURRED. THE BOLT INSTALLATION DIRECTIONS WERE FOLLOWED INCLUDING LUBRICATION PRIOR TO ASSEMBLY. WE OBTAINED ANOTHER WING BOLT KIT FROM MFG AND PROCEEDED TO INSTALL WITH NO PROBLEMS OR DEFECTS. THE FAILED BOLT/NUT KIT S/N WAS 496 AND THE SUCCESSFULLY INSTALLED BOLT/NUT KIT S/N WAS 501. BOTH 8130-3'S WERE FROM MFG AND DATED 12/8/2008. THESE BOLTS ARE THE TENSION STYLE BOLTS.

<a href="#">2009FA0000255</a>	BEECH			WIRE	ARCED
3/13/2009	A36				ZONE 100

THIS IS ACTUALLY A G-36. THE ENGINE LOST POWER ON CLIMBOUT. TROUBLESHOOTING REVEALED THAT THE FUEL DELIVERY LINE 36-920001-13 HAD A HOLE ARCED IN IT FROM AN ELECTRICAL WIRE, P6 PIN 14 WIRE H21A20. THE WIRE BUNDLE HAD BEEN RUBBING AGAINST THE FUEL LINE AND HAD CHAFED THROUGH THE INSULATION ON THE WIRE. THE CENTER CONDUCTOR CONTACTED THE ALUMINUM FUEL LINE AND ARCED A HOLE THROUGH IT. THE HOLE CAUSED THE ENGINE DRIVEN FUEL PUMP TO SUCK AIR. THE PILOT TURNED THE ELECTRIC FUEL BOOST PUMP ON TO ENABLE HIMSELF TO SAFELY LAND BACK AT DEPARTURE. THE FUEL LINE THAT HAD THE HOLE ARCED IN IT RAN FROM THE FUEL SELECTOR TO THE AFT SIDE OF THE FIREWALL, FWD AND ABOVE THE PILOTS RUDDER PEDALS. WE REPLACED THE LINE PN 36-920001-13 AND REPAIRED THE WIRE. WE TIED THE WIRE BUNDLE TO PREVENT THE CHAFING THAT HAD BEEN OCCURRING.

<a href="#">2009FA0000304</a>	BEECH	PWA		WINDSHIELD	CRACKED
10/21/2007	B200	PT6A60A		10138402522	COCKPIT

CO-PILOTS WINDSHIELD INSTALLED, OCT 25, 2001 AT ACFT TT 5173.4, LANDING 5598. WINDSHIELD CRACKED IN FLIGHT OCT 21, 2007. APPROX 30 MINUTES AFTER DEPARTURE RT WINDSHIELD EXPERIENCED SEVERE CRACKING. PILOT RETURNED TO DEPARTURE. (K)

<a href="#">2009FA0000267</a>	BEECH	PWA		CONTROL ROD	BENT
4/1/2009	C90	PT6*		5052112812	AILERONS

BOTH AILERON CONTROL TUBES P/N 50-521128-12 WERE BENT AND DISTORTED. REMOVAL OF TUBES FROM BELLCRANK AND AILERON NECESSARY FOR INSPECTION. SUSPECT DAMAGE INCURRED DUE TO GUST LOCK NOT BEING USED.

<a href="#">2009FA0000278</a>	BEECH	PWA		ENGINE	FIRE
4/2/2009	C90	PT6A20A			RIGHT

APPROX 30 MINUTES INTO FLIGHT, WHILE CRUISING AT 17,000 MSL, RT ENGINE MADE UNUSUAL NOISE, FLAMES WERE SEEN FROM EXHAUST DUCTS, ENGINE WAS SHUTDOWN. CREW DECLARED AN EMERGENCY AND MADE AN UNEVENTFUL LANDING. ASSISTANCE WAS REQUIRED DUE TO DIFFICULTY WHILE TAXING ON ONE ENGINE.

FAILURE IS BELIEVED TO BE CONTAINED IN THE POWER SECTION OF THE ENGINE. IT IS UNKNOWN AT THIS TIME WHICH COMPONENT MAY HAVE FAILED. UPON REMOVAL OF ENGINE FURTHER INVESTIGATION WILL BE PERFORMED.

---

<a href="#">FCPR200900110</a>	BEECH		BLADE	DAMAGED
4/17/2009	E55			PROPELLER

UPON DISASSEMBLY OF PROPELLER, FOUND THAT THE THREADED AREA OF THE HUB THAT SUPPORTS THE DOME HAD DAMAGED THREADS WHICH WERE NOT DETECTED AT OVERHAUL. PROPELLER BLADES APPEAR TO HAVE NOT BEEN PROPERLY SHOT PEENED IAW THE LATEST REVISION OF THE PROPELLER OVERHAUL MANUAL. FOUND THE MOUNTING STUDS IN THE PROPELLER HUB WERE NOT INSTALLED WITH THE THREAD INSERTS LISTED IN THE LATEST REVISION OF THE PROPELLER OVERHAUL MANUAL.

---

<a href="#">FCPR200900111</a>	BEECH		BLADE	DEFECTIVE
4/17/2009	E55			PROPELLER

UPON DISASSEMBLY OF PROPELLER, FOUND THAT THE PROPELLER BLADES APPEAR TO HAVE NOT BEEN PROPERLY SHOT PEENED IAW THE LATEST REVISION OF THE PROPELLER OVERHAUL MANUAL. FOUND THE MOUNTING STUDS IN THE PROPELLER HUB WERE NOT INSTALLED WITH THE THREAD INSERTS LISTED IN THE LATEST REVISION OF THE PROPELLER OVERHAUL MANUAL.

---

<a href="#">2009FA0000301</a>	BEECH		RELAY	INTERMITTENT
4/5/2009	F33A		SM50D7	MLG

PILOT REPORTED AFTER PUTTING THE GEAR SELECTOR IN THE UP POSITION, THE GEAR FAILED TO RETRACT, PILOT THEN PUT THE GEAR SELECTOR IN THE DOWN POSITION AND RETURNED TO BASE. ON TROUBLESHOOTING, THE MECHANIC CYCLED GEAR SEVERAL TIMES AND WAS UNABLE TO GET THE GEAR TO FAIL. PROBABLE CAUSE AT THIS TIME, UNKNOWN. RECOMMENDATION IT TO REPLACE RELAY UNTIL MFG DESIGNS A BETTER RELAY. (K)

---

<a href="#">2009FA0000300</a>	BEECH		CIRCUIT BREAKER	UNSERVICEABLE
4/2/2009	F33A		35380132103	MLG

PILOT REPORTED AFTER LANDING, THE LANDING LIGHT CIRCUIT BREAKER SWITCH WAS VERY HOT TO THE TOUCH, AFTER FURTHER INVESTIGATION, WE REPLACED THE SWITCH. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME. (K)

---

<a href="#">CA090309002</a>	BELL	ALLSN	MOUNT	CORRODED
2/26/2009	206B	250C20J	206062101101	ENGINE

(CAN) DURING COMPLIANCE OF TB206-89-129 (REMOVAL OF ENGINE MOUNT LEG CLAMSHELL DAMPERS), IT WAS NOTICED AFTER THE REMOVAL OF THE CLAMSHELL DAMPERS AND THEIR PACKING MATERIAL, EXTREME CORROSION WAS FORMING UNDER THE PRIMER, WHICH WAS FOUND TO BE BEYOND LIMITS. ALL 6 ENGINE LEGS WERE FOUND TO BE CORRODED OR DAMAGED BEYOND LIMITS. LEGS P/N 206-062-101-101, 206-062-103-018, AND 206-062-102-013 WERE FOUND TO HAVE CORROSION BEYOND LIMITS. LEGS P/N 206-062-102-013 (2EA) TO THE ENGINE MOUNT ATTACHMENTS WERE FOUND WORN BEYOND LIMITS. THIS WAS DUE TO THE ENG MOUNTS NOT BEING INSTALLED PROPERLY, IN A PREVIOUS MX ACTIVITY, WHICH ALLOWED THE MOUNT TO BECOME LOOSE IN THE BUSHING BORES. LEG P/N 206-062-103-017 WAS FOUND TO BE DAMAGED BEYOND LIMITS CAUSED BY INCORRECT INSTALLATION CARRIED OUT ON A PREVIOUS INSTALLATION. LEG P/N 206-062-101-102 WAS FOUND TO HAVE DAMAGE BEYOND LIMITS, CAUSED BY THE CLAMSHELL CONTACTING THE ENGINE LEG. THIS DAMAGE ON 5 OF THE LEGS WOULD NOT BE FOUND IF THE TECH BULLETIN HAD NOT BEEN CARRIED OUT. THERE IS NO SCHEDULE MX REQUIRED BY THE MFG ON THE ENG LEG ASSY'S, AS FAR AS REMOVING THE CLAMSHELLS.

---

<a href="#">ULXR2009022580899</a>	BELL	ALLSN	MODULE	INOPERATIVE
2/25/2009	206B3	250C20J	206375017101	IGNITION SYSTEM

AUTO REIGNITION SYS DID NOT TEST ON PREFLIGHT INSP. REPLACED AUTO REIGNITION MODULE AND CORRECTED PROBLEM. CAUSE OF FAILURE INSIDE BOX IS UNKNOWN.

---

<a href="#">2009FA0000313</a>	BELL	ALLSN	PUMP	FAILED
-------------------------------	------	-------	------	--------

4/17/2009 206L3 250C30 752501 HYDRAULIC SYSTEM  
LOSS OF HYDR POWER WHILE IN FLIGHT. ALSO ROTOR TACH WENT TO ZERO. LOW ROTOR CAUTION LIGHT CAME ON AND HORN SOUNDED.

---

[YTRR2008121880114](#) BELL ALLSN BLADE DAMAGED  
12/18/2008 206L3 250C30 MAIN ROTOR

ON POST FLIGHT INSP, PILOT FOUND BOTH MAIN ROTOR BLADES HAD EVIDENCE OF IMPACT DAMAGE. FURTHER INSP REVEALED THAT BOTH MAIN ROTOR BLADES HAD CONTACTED THE WINGLETS ON THE HORIZ STABILIZER. THE PILOT REPORTED THAT IN CRUISE FLIGHT HE ENCOUNTERED SOME TURBULENCE AND THE ACFT EXPERIENCED HIGH POSITIVE AND NEGATIVE G LOADS. HE SUSPECTS THAT THE BLADES MADE CONTACT WITH THE WINGLETS DURING THIS ENCOUNTER. AS A PRECAUTION THE M/R BLADES, M/R HUB, MAST ASS'Y, HORIZ STABILIZER AND BOTH WINGLETS WERE REPLACED WITH SERVICEABLE UNITS.

---

[AC2A2008120579692](#) BELL ALLSN THROTTLE CABLE BROKEN  
12/5/2008 206L3 250C30 ENGINE

ENGINE WOULD NOT RESPOND TO THROTTLE INPUTS. SUSPECT A BROKEN THROTTLE CABLE.

---

[AC2A2008090878102](#) BELL ALLSN UNKNOWN UNKNOWN  
9/8/2008 206L3 250C30P ENGINE

DEPARTED AIRPORT AT 0951 WITH VFR CONDITIONS, CLEAR SKIES 12 MILES VISIBILITY. 1.5 MILES SOUTHWEST AT AN ALTITUDE OF 500 FT AND CLIMBING, HEARD A LOUD REPORT ASSOCIATED WITH A HARD RT YAW AND NR DECREASING THROUGH 92 PERCENT. HAD JUST PASSED OVER A CLEAR AREA AND HAD NO SAFE LANDING AHEAD OF ME. IMMEDIATELY REDUCED COLLECTIVE, ROLLED THE THROTTLE TO FLIGHT IDLE AND ENTERED A HARD RT TURN. MADE A MAYDAY CALL ON 122.8 AND SWITCHED TO 123.07 FOR A SECOND MAYDAY CALL. AN AUTO ROTATIONAL LANDING WAS MADE TO A DRY SAND PIT WITH NO DAMAGE TO THE ACFT.

---

[CA090316004](#) BELL PWA TURBINE BLADES SEPARATED  
3/14/2009 212 PT6T3B POWER SECTION

(CAN) HELI SKIING AFTER PASSENGERS DEPLANED, THE PILOT WAS GIVEN THE OK TO DEPART, THE PILOT ROLLED UP THE THROTTLES AND HEARD A NOISE OFF THE NR POWER SECTION AND AN AIRFRAME VIBRATION. SHUTDOWN ENGINE AND VIBRATION AND NOISE WENT AWAY.

---

[CA090311001](#) BELL SPHERICAL BEARIN DEFECTIVE  
3/9/2009 407 407001320109 CONTROL LEVER

(CAN) ACFT DEVELOPED LIMITED LATERAL CYCLIC CONTROL MOVEMENT PRIOR TO TAKEOFF DUE TO THE CONTROL LEVER'S SPHERICAL BRG NOT BEING STAKED, THE BEARING WORKED ITS WAY OUT OF LEVER THUS LIMITING CYCLIC CONTROL LATERAL MOVEMENT.

---

[CA090304011](#) BELL PWA GEARBOX CRACKED  
2/13/2009 412EP PT6T3 MAIN ROTOR

(CAN) PILOT REPORTED OIL PRESSURE FLUCTUATIONS ON THE NR 1 ENGINE DURING FLIGHT. PILOT SHUTDOWN ENGINE AND CARRIED OUT A SINGLE ENGINE PRECAUTIONARY LANDING. POST FLIGHT INSP REVEALED A CRACK ON THE AGB HSG AND OIL LOSS ON THE NR1 ENGINE. ENGINE IS BEING REPLACED. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

---

[ULXR2009021080900](#) BELL PWA TUBE WORN  
2/10/2009 412EP PT6T3 NACELLE

THIS TUBE WAS WORN AROUND THE CIRCUMFERENCE AT THE POINT WHERE IT PASSES THROUGH THE FIREWALL BOOT. DISCOVERED DURING A 300 HOUR INSP AND REPLACED.

---

[ULXR2009021080901](#) BELL PWA TUBE WORN  
2/10/2009 412EP PT6T3 NACELLE

THIS TUBE WAS WORN AROUND THE CIRCUMFERENCE AT THE POINT WHERE IT PASSES THROUGH THE FIREWALL BOOT. DISCOVERED DURING A 300 HOUR INSP AND REPLACED.

---

<a href="#">ULXR2009021080903</a>	BELL	PWA	TUBE	WORN
2/10/2009	412EP	PT6T3		THROTTLE CONTROL

THIS TUBE WAS WORN AROUND THE CIRCUMFERENCE AT THE POINT WHERE IT PASSES THROUGH THE FIREWALL BOOT. DISCOVERED DURING A 300 HOUR INSP AND REPLACED.

---

<a href="#">AC2A2009010180117</a>	BELL	PWC	SWITCH	FAILED
1/1/2009	427	PW207D		

TRIPLE SWITCH FAILED.

---

<a href="#">AC2A2008102278763</a>	BELL		VOLT REGULATOR	INOPERATIVE
10/22/2008	430			NR 2 GENERATOR

AFTER RESETTING THE NR 2 GENERATOR FOR 3 TIMES IT WAS DETERMINED THAT THE VOLTAGE REGULATOR WAS THE PROBLEM.

---

<a href="#">AC2A2008102278764</a>	BELL		UNKNOWN	UNKNOWN
10/22/2008	430			EFIS DISPLAY

UPPER EFIS DISPLAY IS POWERED WHEN BATTERY SWITCH IS TURNED ON WITH EFIS POWER SWITCH IN THE OFF POSITION.

---

<a href="#">2009FA0000273</a>	BELL	BELL	BEARING	SPALLED
2/9/2009	430		430310461101	SWASHPLATE

DURING SCHEDULED LUBRICATION OF THE MAIN ROTOR SWASHPLATE, METAL PARTICLES WERE OBSERVED IN THE GREASE PURGED FROM THE SWASHPLATE. (PLEASE NOTE THAT MFG ALERT SB 430-99-9 REQUIRES THAT GREASE PURGED FROM SWASHPLATE BEARING BE INSPECTED FOR METAL PARTICLES AT EACH LUBRICATION INTERVAL, IF BEARING PN 460-310-450-101 IS INSTALLED. THIS SWASHPLATE HAD BEEN UPDATED, AT MFG, TO THE CONFIGURATION OF TECHNICAL BULLETIN 430-00-25. THIS SWASHPLATE INCORPORATES A PN 430-310-461-101 BEARING, TO WHICH THE RECURRING GREASE INSPECTION REQUIREMENT DOES NOT APPLY.)

---

<a href="#">2009FA0000275</a>	BELL	ALLSN	NUT	LOOSE
2/9/2009	430	250C40B	222012717001	TAIL ROTOR

DURING COURSE OF SCHEDULED INSP, NUT RETAINING THE TAIL ROTOR PITCH CHANGE CONTROL BEARING WAS FOUND TO BE LOOSE ALLOWING BEARING INNER RACE TO SPIN ON ITS SEAT. BEARING RETAINING NUT PN 222-012-717-001 IS PREVENTED FROM MOVING BY THE USE OF A LOCKRING PN 222-012-721-001. THIS LOCKRING IS ATTACHED TO THE BEARING RETAINING NUT WITH (2) SCREWS AND PREVENTED FROM ROTATING WITH THE ENGAGEMENT OF (3) TANGS INTO SLOTS IN THE CROSSHEAD. THE NUT IS THEN LOCKED BY BENDING THE LOCKRING INTO SLOTS IN THE NUT. IN THIS CASE, THE LOCKRING WAS NOT BENT TO RETAIN THE NUT. THIS IS THE SECOND INCIDENT WE HAVE OBSERVED OF FAILURE TO BEND THE LOCKRING INTO THE NUT. IT IS OUR FEELING THAT THIS IS A DESIGN PROBLEM. NORMALLY THE SCREWS WOULD RETAIN THE NUT, BUT THERE IS AN EXTRA STEP IN THIS CASE. THE LOCK RING SHOULD BE REDESIGNED SO THAT THE SCREWS WILL BE THE RETAINING FEATURE OR AT MINIMUM A NOTE SHOULD BE ADDED TO THE OVERHAUL MANUAL ALERTING THE TECH TO THE EXTRA STEP.

---

<a href="#">AC2A2008080377650</a>	BELL	ALLSN	WARNING MESSAGE	FALSE ACTIVATION
8/3/2008	430	250C40B		FADEC

DURING THE RETURN FLIGHT FROM, EXPERIENCED A ECU (FADEC) FAILURE ON THE NR 2 ENGINE. IAW THE EMERGENCY PROCEDURES, REDUCED THE THROTTLE ON THE NR 2 ENGINE AND SWITCHED TO MANUAL CONTROL. PILOT NOTIFIED DEPARTURE APT OF THE PROBLEM AND EXECUTED AN UNEVENTFUL LANDING. MECHANICS REPORTED THE IIDS INDICATED A ECU FAULT AMSOLFLT AND NR 2 MECU FAULT. T AFTER PERFORMING INSPECTION TASK AND CLEANING HMU AND ECU, CONNECTOR PLUGS NO FAULTS WERE FOUND.

<a href="#">AC2A2009031081018</a>	BELL	ALLSN	WARNING MESSAGE	ILLUMINATED
3/10/2009	430	250C40B		
LANDED AT 0945 WHEN THE 1 M/ECU 2 LIGHT ILLUMINATED IN FLIGHT. MX CAME OUT TO THE ACFT & CLEARED THE FAULT WITH COMPUTER. TOOK OFF AT 1025 AND 5 MINUTES INTO THE FLIGHT THE M/ECU 2 LIGHT ILLUMINATED & THEN IT ILLUMINATED WITH THE 1 M/ECU 2. TURNED AROUND, BACK TO DEPARTURE AND NOTIFIED MX AND SHUTDOWN.				
<a href="#">AC2A2009031181030</a>	BELL	ALLSN	WARNING MESSAGE	ILLUMINATED
3/11/2009	430	250C40B		
TAKING OFF FROM SP 77A TO WD 109 AND THE 1 M/ECU 2 LIGHT ILLUMINATED ALONG WITH THE ECU LIGHT ABOVE THE NR 1 TORQUE AND THE FADEC HORN. WENT TO THE MANUAL MODE ON THE NR 1 AND RETURNED TO DEPARTURE, LANDED AND SHUT DOWN.				
<a href="#">CA090224001</a>	BOEING	PWA	WINDSHIELD	FAILED
2/22/2009	727233	JT8D15	65C343482	COCKPIT
(CAN) THE ACFT SUFFERED AN OUTER PANE FAILURE ON RT WINDSHIELD AT THE TOP OF THE CLIMB. THE ACFT DIVERTED AND LANDED WITHOUT FURTHER PROBLEM. MX REPLACED THE WINDSHIELD AND THE ACFT WAS RETURNED TO SERVICE.				
<a href="#">CA090304004</a>	BOEING		VALVE	FAILED
3/4/2009	727277		421495	FUEL HEAT
(CAN) NR 1 ENGINE FUEL HEAT VALVE STUCK IN THE "OPEN" POSITION. ENGINE OIL TEMPERATURE ROSE TO YELLOW BAND. AS A PRECAUTIONARY MEASURE, CREW ELECTED TO SHUTDOWN NR 1 ENGINE AT THE TOP OF DESCENT. A ONE ENGINE INOPERATIVE LANDING WAS CARRIED OUT WITH NO FURTHER INCIDENT.				
<a href="#">2009FA0000261</a>	BOEING	CFMINT	RING	DAMAGED
3/20/2009	737*	CFM567B26US	3381117010	3RD STG LPT
ESN 890964 WAS REMOVED FROM WING FOLLOWING A BSI, WHICH IDENTIFIED LOT STAGE 3 AND 4 BLADE DAMAGE IN EXCESS OF AMM ACCEPTANCE LIMITS. DURING DISASSEMBLY OF THE LPT MODULE, THE STAGE 3 LPT ROTATING RING WAS FOUND TO DISPLAY AREAS OF MISSING MATERIAL AND CRACKING OVER A CIRCUMFERENTIAL SPAN OF APPROXIMATELY 10 INCHES. THIS CONDITION HAS NOT BEEN SEEN PREVIOUSLY AT THIS FACILITY. (K)				
<a href="#">2009FA0000326</a>	BOEING	CFMINT	RING	FAILED
3/20/2009	737*	CFM567B26US	3381117010	LPT
ESN 890964 WAS REMOVED FROM WING FOLLOWING A BSI, WHICH IDENTIFIED LPT STAGE 3 AND 4 BLADE DAMAGE IN EXCESS OF AMM ACCEPTANCE LIMITS. DURING DISASSEMBLY OF THE LPT MODULE. THE STAGE 3 LPT ROTATING RING WAS FOUND TO DISPLAY AREAS OF MISSING MATERIAL AND CRACKING OVER A CIRCUMFERENTIAL SPAN OF APPROXIMATELY 10 INCHES. THIS CONDITION HAS NOT BEEN SEEN PREVIOUSLY. (K)				
<a href="#">CA090311005</a>	BOEING	GE	SLIDING WINDOW	CRACKED
3/8/2009	737*	CFM567B24	141A481016	COCKPIT
(CAN) DURING CRUISE FLIGHT, THE F/O NR 2 SLIDING WINDOW CRACKED. QRH PROCEDURES WERE FOLLOWED, THE OUTER PANE WAS CRACKED , THE FLIGHT CONTINUED TO DESTINATION. THE WINDOW WAS REPLACED AND THE WINDOW HEAT CONTROLLER WAS REPLACED ON THE CHANCE THAT A DEFECTIVE CONTROLLER MAY HAVE CONTRIBUTED TO THE CRACK.				
<a href="#">CA090227002</a>	BOEING	PWA	LANDING GEAR	ICED
2/24/2009	737210C	JT8D17		NOSE
(CAN) DEPARTING, THE CREW OBSERVED A FAIL TO RETRACT INDICATION ON THE NLG. THE ACFT RETURNED TO				

POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MX WAS UNABLE TO CONFIRM THE CAUSE FOR THE MALFUNCTION ALTHOUGH THE CREW REPORTED ENCOUNTERING SLUSH WHILE TAXIING TO POSITION POSSIBLY INDUCING ICE FOULING. THE NOSE GEAR WAS SERVICED A GEAR SWING CARRIED OUT AND THE ACFT RETURNED TO SERVICE.

<a href="#">CA090323005</a>	BOEING	PWA	TURBINE	FAILED
3/22/2009	737217	JT8D17		NR 2 ENGINE

(CAN) AFTER TAKEOFF, THE CREW OBSERVED A SUDDEN LOSS OF POWER ON NR 2 ENGINE COINCIDENT WITH AN UNUSUAL VIBRATION AND NOISE. THE CREW CARRIED OUT AN INFLIGHT SHUTDOWN OF NR 2 ENGINE. THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER DIFFICULTY. MX INVESTIGATION CONFIRMS A TURBINE FAILURE EVENT. THE ORIGIN OF THE FAILURE IS UNKNOWN AS TO WHETHER THE INITIATION POINT WAS IN THE HPT OR LPT. NOTE TIME IN SERVICE SINCE REFURB(NOT O/H) IS 7100HR AND 4300CY BUILD SPEC IS 10,000HR/6000CY.

<a href="#">CA090313006</a>	BOEING	PWA	STRUT	LOW
3/12/2009	737242C	JT8D9A		NLG

(CAN) FOLLOWING DEPARTURE, THE CREW OBSERVED A FAIL TO RETRACT INDICATION ON THE NOSE GEAR. THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MX FOUND A LOW OLEO PRESSURE CONDITION. THE OLEO WAS SERVICED AND THE ACFT WAS RETURNED TO SERVICE.

<a href="#">CA090219009</a>	BOEING	PWA	DEFLECTOR	DAMAGED
2/18/2009	737275C	JT8D17	657661125	NLG

(CAN) NOSE LANDING GEAR, GRAVEL DEFLECTOR, PLATE, RETAINER AND FIBERGLASS SKIN WITH WEARS, GOUGES, CORROSION AND NICKS. GRAVEL DEFLECTOR COMPONENTS WITH LUGS AND BORES CORRODED. ASSY DEFLECTOR ASSY PN: 65-76611-26 SN: 9994 MODIFICATION INCORPORATED 39-1067.

<a href="#">CA090225009</a>	BOEING	CFMINT	WINDSHIELD	BROKEN
2/21/2009	737800*	CFM567B26US	58935577	COCKPIT

(CAN) ON PUSHBACK, CAPTAIN NR 2 WINDOW SHATTERED. EXCESSIVE HEAT WAS NOTICED. SWITCH TURNED OFF AND CIRCUIT BREAKER PULLED. NO OVERHEAT LIGHT ILLUMINATED. ACFT RETURNED TO GATE AND WINDSHIELD GLASS WAS REPLACED.

<a href="#">CA090225005</a>	BOEING	RROYCE	FAIRING	DEPARTED
2/21/2009	75728A	RB211535E437		THRUST REVERSER

(CAN) AFTER A HIGH POWER ENGINE RUN, MX FOUND DAMAGED AND MISSING FAIRINGS (COMPRESSOR), WHEN FAIRINGS DEPARTED ACFT, THEY CAUSED DAMAGE TO THE THRUST REVERSER BLOCKER DOOR ARMS. IT IS POSSIBLE THAT ONE FAIRING WAS NOT CORRECTLY SECURED WHICH RESULTED IN OTHERS BEING DAMAGED.

<a href="#">CA090309007</a>	BOEING	PWA	SEAT	JAMMED
3/6/2009	767333	PW4060	3A09000250	COCKPIT

(CAN) DURING CRUISE, THE CAPT'S SEAT BECAME JAMMED IN THE FULL FWD POSITION (THEY HAD DIFFICULTY WITH THE MOTOR, AND THERE WAS NO ELECTRICAL REVERSE). A PHONE PATCH WAS ESTABLISHED WITH MX CONTROL. THE FIRE AXE WAS USED TO DISLodge THE SEAT AND THE FLIGHT CONTINUED NORMALLY. CAPT SEAT ASSY REPLACED AND CHECKED SERVICEABLE.

<a href="#">N9990001274</a>	BOEING		ATTACH FITTING	CRACKED
4/8/2009	777*		314W14424	ENGINE INLET

THE UPPER ATTACH RING PN 314W1442-4 OF THE SN 000428 ENGINE INLET HAS 4 CRACKS, (1 EA) 2.55 INCH LONG, (1 EA) 1.85 INCH LONG, (1 EA) 4.07 INCH LONG, AND (1 EA) 2.04 INCH LONG. THE MATING STRUCTURE WAS NDI'D (NO DEFECT NOTED) AND THE UPPER ATTACH RING WAS REMOVED AND REPLACED. THE MFG IS AWARE OF THE CONDITION. HOURS AND CYCLES WERE NOT PROVIDED. (K)

<a href="#">CA090323003</a>	BOEING	GE	DRAIN LINE	LEAKING
3/20/2009	777333ER	GE90115B	272W499029	HYD SYSTEM

(CAN) DURING WALKAROUND CHECK, FOUND HYDR LEAK COMING FROM CENTER SYS PRESSURE AND CASE DRAIN FILTER MODULE. LEAK WAS IDENTIFIED AS COMING FROM ONE END OF THE CASE DRAIN TUBE. FURTHER EXAMINATION REVEALED THAT THE LEAK WAS BETWEEN THE TUBE AND THE SWAGED END FITTING.

---

<a href="#">GVNA2009021180700</a>	BOLKMS	TMECA	BULB	MALFUNCTIONED
2/11/2009	BK117C2	ARRIEL1E2		OIL TEMP

NR 1 ENG OIL TEMP WENT TO THE RED LINE AND THEN ERRATIC. PILOT SHUTDOWN ENGINE AND MADE A PRECAUTIONARY LANDING. REPLACED TEMP BULB WITH NEW, FUNCTION CHECK GOOD.

---

<a href="#">U0GA2008090478074</a>	BOLKMS	ALLSN	WIRE	BROKEN
9/4/2008	BO105CBS	250C20		FIRE DETECTOR

NR 2 ENGINE FIRE LIGHT ILLUMINATED IN FLIGHT. FOUND 2 BROKEN WIRES ON UPPER FIRE DETECTOR. REPLACED 2 TERMINAL ENDS AND OPS CHECK GOOD.

---

<a href="#">CA090227001</a>	BOMBDR	HNYWL	PRESSURE SENSOR	MALFUNCTIONED
2/25/2009	BD1001A10	AS90711A	B3303646	ENGINE OIL

(CAN) PILOT REPORTS DURING DESCENT HE REVIEWED THE EICAS. HE SAW THE RT ENGINE OIL PRESSURE WAS INDICATING RED AND VERY LOW. HE PULLED THE POWER BACK ON THE RT ENGINE AND THE PRESSURE WENT AS LOW AT 10PSI. HE PUSHED THE POWER BACK UP AND THE OIL PRESSURE INCREASED TO THE MID 20S, BUT REMAINED RED. NO CAS MESSAGES POSTED DURING THIS EVENT. HE SHUTDOWN THE RT ENGINE AND FINISHED THE DESCENT, APPROACH, AND LANDING ON (1) ENGINE WITHOUT FURTHER ISSUES. ONCE AT THE FBO, THE PILOT INTERROGATED THE MDC AND FOUND THE CURRENT FAULT MESSAGE: ATA 71-00 POWERPLANT RT ENGINE OIL PRESSURE FAILED/WIRING OIL PRESSURE SENSOR 1A. B3-303646, MCID 1001.

---

<a href="#">CA090303005</a>	BOMBDR	HNYWL	UNKNOWN	UNKNOWN
2/26/2009	BD1001A10	AS90711A		

(CAN) ENGINE NO ACCELERATION PILOT REPORTED THEY POSITIONED FOR LINE UP ON THE RUNWAY. PILOT ADVANCED BOTH THRUST LEVERS TO THE T/O POSITION AND THE RT ENGINE WOULD NOT ACCELERATE AND REMAINED AT IDLE. THE TEE POINTER ON THE N1 INDICATOR REMAINED AT THE IDLE POSITION. CREW TAXIED BACK TO PARKING AND CONTACTED MFG. OPERATOR ADVISED THIS WAS FADEC CHANNEL NOT-IN-COMMAND ISSUE RELATED TO A "STATE 2 THUST REVERSER FAULT. CREW SHUTDOWN THE ACFT AND PLACED THE RED GUARDED MX SWITCH IN THE ENTRYWAY TO ON AND CYCLED THE FADEC RT CHANNEL A AND RT CHANNEL B C/B'S THEN RESET THE RED GAURDED MX SWITCH. CREW STARTED THE RT ENGINE AND PERFORMED OPS CHECK OF THE RT THRUST LEVER WITH NO DEFECTS NOTED. OP'S CONTINUED.

---

<a href="#">CA090325005</a>	BOMBDR	RROYCE	RECEPTACLE	SHORTED
3/10/2009	BD7001A11	BR700710A220		GALLEY

(CAN) DURING FLIGHT, SOME 250 NM AFTER TAKEOFF, HOT CUP WAS INSERTED INTO ITS SOCKET. WHEN PLUG TERMINAL PINS TOUCHED THE POWER RECEPTACLE THEY WERE ALSO IN CONTACT WITH THE ALUMINIUM PANEL WHICH ALSO HAS A METAL HONEYCOMB STRUCTURE. A SHORT CIRCUIT TO GROUND THROUGH THE PANEL CAUSED A FLASH AND CREATED SMOKE AND FUMES. IT DESTROYED THE CUP, AC PDE AND TRIP SETTING MODULE AND DAMAGED THE PANEL AND ITS MOUNTING BRACKET.

---

<a href="#">CA090323004</a>	BOMBDR	PWC	CONTROL UNIT	FAULTY
3/20/2009	DHC8400	PW150A	C1486742004	TE FLAPS

(CAN) AFTER TAKEOFF, THE FLAPS STOPPED AT 4 DEGREES. THE FLAP PWR CAUTION LIGHT CAME ON. CLIMBED TO 300 FT ON A HEADING OF 120 AND CALLED FOR THE CHECK LIST. UPON COMPLETION OF CHECK LIST THE CAUTION LIGHT REMAINED ON, AT THIS TIME ASKED FOR A TURN. FOLLOWED SOP'S AND EMERGENCY CHECK LIST TO A (T). DECLARED AN EMERGENCY AND LANDED ON RUNWAY 05. THE LANDING WAS UNEVENTFUL AND TAXIED CLEAR OF THE RUNWAY AT FOXTROT. EMERGENCY VEHICLES GAVE THE ALL CLEAR AND SINCE BRAKE COOLING WAS NOT A FACTOR, TAXIED TO LANDMARK. FLAP CONTROL UNIT CONTINUOUS BIT FAULT IN CSD. FIM TASK 27-50-00-810-807 COMPLETE. FAULT DID NOT RE-OCCUR AFTER FUNCTIONAL TEST.

---

<a href="#">CA090323006</a>	BOMBDR	PWC	WINDSHIELD	CRACKED
-----------------------------	--------	-----	------------	---------

3/21/2009 DHC8400 PW150A 80260007 COCKPIT

(CAN) PILOT REPORT WHILE CLIMBING THROUGH FL205 FOR FL230 NOTICED THAT THE LT WINDSHIELD HAD 2 CRACKS EXTENDING FROM THE UPPER RT CORNER TO APPROX .666 OF THE WINDSHIELD GOING LT AND UP AGAIN (SEMI-CIRCLES). SLOWED DOWN COORDINATE WITH ATC AND STARTED AN IMMEDIATE DESCENT AT 3000 FPM AND TURN BACK TO DEPARTURE. ACCOMPLISHED THE "CRACKED WINDSHIELD " CHECK LIST. CALLED TO LET THEM KNOW ALERTED THE BACK END . BELOW 6000 FEET (AFTER THE PLANE HAS BEEN DEPRESSURIZED IAW THE CHECK LIST) DUMPED THE CABIN AND LANDED NORMALLY ON RWY 26. MX PERSONNEL REPLACED THE WINDSHIELD AND ACFT RETURN TO SERVICE.

[CA090325003](#) BOMBDR PWC OIL SYSTEM LEAKING

3/25/2009 DHC8400 PW150A NR 1 ENGINE

(CAN) DURING APPROACH NR 1 PEC CAUTION LIGHT ILLUMINATED, NR 1 ENGINE OIL PRESSURE WARNING. FLIGHT CREW SHUTDOWN NR1 ENGINE. CREW ADVISED MX CONTROL THAT PROPELLER WOULD NOT FEATHER. ACFT LANDED WITH NR 1 ENGINE SHUTDOWN WINDMILLING AT 560 RPM. MX MENTIONED THERE IS SIGNS OF OIL LEAK ON NR 1 ENGINE. ENGINE FAILURE REQUIRING ENGINE REPLACEMENT. MFG TO INVESTIGATE ENGINE FAILURE.

[CA090403008](#) BOMBDR PWC CONTACTOR LOOSE

3/28/2009 DHC8400 PW150A 10962242 DC BOX

(CAN) DURING CLIMBOUT FROM BASE, THE FLIGHT CREW SAW MULTIPLE CAUTION LIGHTS APPEAR ON THE CAWP. STALL PUSHER SYS FAIL, ELEVATOR FEEL, INBD ANTI SKID, OTBD ANTI SKID, AND THEN BOTH OF THE F/O'S SCREENS WENT BLANK. THEN THE FLIGHT CREW LOST DME, LOST AUTOPILOT, LOST ALT SEL, THEY ALSO LOST BOTH NR 2 SIDES OF THE RADIO'S, FROM BOTH ARCDU'S. UNSCHEDULED LANDING COMPLETED. INVESTIGATION CONCENTRATED ON THE CONTACTORS IN THE FWD DC CONTACTOR BOX. FURTHER INVESTIGATION SHOWED A PROBLEM WITH THE K2 CONTACTOR. THE CONTACTOR APPEARED TO BE NOT CORRECTLY INSTALLED. THERE WAS BETWEEN A .040 AND.050 GAP BETWEEN THE BOTTOM OF THE CONTACTOR AND THE BUS BAR. ONE OF THE ATTACHING SCREWS HAD BEEN SHEARED IN THE BUS BAR ALONG WITH THE WASHER BEING FOUND MELTED. THE DEFECT COULD BE RE-PRODUCED BY MANIPULATING THE K2 CONTACTOR. REPLACEMENT BUSBAR, K2 CONTACTOR AND ATTACHING HARDWARE COMPLETED.

[CA090330001](#) BOMBDR PWC PROXIMITY SENSOR MALFUNCTIONED

3/17/2009 DHC8400 PW150A 401020201 LT MLG

(CAN) ON APPROACH WHEN GEAR WAS SELECTED DOWN, ONLY 2 GREEN GEAR LIGHTS ILLUMINATED (NOSE AND RT MAIN). LT MAIN INDICATION WAS GEAR UNSAFE AND GEAR DOOR OPEN. A GO-AROUND WAS CONDUCTED. NO CAUTION LIGHTS WERE ILLUMINATED AND GEAR WAS CYCLED ONCE WITH THE SAME RESULT. QRH ITEMS WERE ACTIONED AND OBTAINED A GEAR SAFE INDICATION ON THE ALTERNATE GEAR-LOCKED-DOWN INDICATOR AND RETURNED FOR A NORMAL LANDING. LINE MX INVESTIGATION/TROUBLESHOOTING IDENTIFIED FAILURE OF THE LGDLK1 SENSOR ON THE LT MLG. PROXIMITY SENSOR REPLACED AND FOLLOWING APPROPRIATE GROUND CHECKS IAW THE ACFT MM. ACFT WAS RELEASED BACK TO SERVICE WITHOUT FURTHER INCIDENT.

[CA090311007](#) BRAERO PWA ENGINE FLAMED OUT

3/4/2009 HAWKER1000 PW305B

(CAN) DURING DESCENT, THE STARTER GENERATOR (OUT) WARNING CAME ON FOLLOWED BY ENGINE FLAMEOUT. THE CREW LANDED THE ACFT SINGLE ENGINE AT DESTINATION. TROUBLESHOOTING IS ON-GOING. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

[2009FA0000268](#) CESSNA CONT MUFFLER FAILED

4/1/2009 150D O200A 04504004 EXHAUST

DURING DESCENT TO LANDING THE PILOT EXPERIENCED A HIGH OIL TEMPERATURE FOLLOWED BY A HOT SMELL AND SMOKE ENTERING THE COCKPIT. ENGINE LOST POWER AS A RESULT OF THE (P) LEAD WIRE SHIELDING MELTING TO THE RT MAGNETO AND GROUNDING OUT.

[CA090331004](#) CESSNA CONT CESSNA SCREW MISSING

3/20/2009 150H O200A 12200981 AN5158R6 RT AILERON

(CAN) THE PILOT NOTED HIS AILERON CONTROLS WERE SLUGGISH DURING FLIGHT AND THE CONTROL WHEEL WAS OFF CENTER DURING LEVEL FLIGHT. DURING ROUTINE INSPECTION, IT WAS FOUND THAT THE UPPER AILERON PULLEY BRACKET SCREW AND NUT WERE MISSING. THE PULLEY BRACKET WAS SLIGHTLY BENT OVER CAUSING THE AILERON TENSION TO BE SLACK, THUS CAUSING SLUGGISH CONTROL AND CONTROL COLUMN OFF CENTER FROM NEUTRAL THE MISSING SCREW AND NUT WAS REPLACED. THE PULLEY BRACKET WAS INSPECTED - NO DEFECTS FOUND. THE AILERON SYS WAS RE-RIGGED AND THE ACFT RETURNED TO SERVICE.

<a href="#">CA090403009</a>	CESSNA	CONT		HUB	CORRODED
4/3/2009	150H	O200A		DCM695	PROPELLER

(CAN) HUB BUSHING BORES CORRODED BEYOND REPAIR. PROP IS SCRAP.

<a href="#">CA090401020</a>	CESSNA	CONT		BULKHEAD	CRACKED
3/3/2009	150L	O200A		04500465	SPINNER

(CAN) BULKHEAD CRACKED.

<a href="#">CA090401015</a>	CESSNA	CONT		TUBE	DEFECTIVE
3/4/2009	150M	O200A		302246401	MLG TIRE

(CAN) POTENTIAL RUBBER OR MANUFACTURING DEFECT.

<a href="#">CA090329001</a>	CESSNA	CONT		TUBE	DEFECTIVE
3/16/2009	150M	O200A		0923150	TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

<a href="#">CA090329002</a>	CESSNA	CONT		TIRE	DEFECTIVE
2/14/2009	150M	O200A			TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

<a href="#">CA090329003</a>	CESSNA	CONT		TUBE	DEFECTIVE
2/4/2009	150M	O200A		0923150	TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

<a href="#">CA090329004</a>	CESSNA	CONT		TUBE	DEFECTIVE
2/15/2009	150M	O200A		0923150	TIRE

(CAN) POTENTIAL RUBBER OR MFG DEFECT.

<a href="#">CA090321002</a>	CESSNA	CONT	CONT	VALVE SPRING	UNSERVICEABLE
3/20/2009	150M	O200A		21361	CYLINDER

(CAN) INTERMITTENTLY ENGINE WOULD RUN ROUGH - CYLINDER LOW COMPRESSION. FOUND ONE OF THE LOCKS OUT OF POSITION RESULTING IN VALVE SEAT EXTENDING HIGHER AND RESULTING IN POSSIBLE CONTACT WITH ROCKER ARM. ROCKER ARM NO SIGNS OF DAMAGE NOTED. CYLINDER REPLACED WITH REPAIRED UNIT.

<a href="#">CA090326012</a>	CESSNA	LYC	SLICK	DRIVE GEAR	WORN
3/23/2009	152	O235L2C		4381	MAGNETO

(CAN) DURING PRE-TAKEOFF GROUND RUN MAGNETO FUNCTION CHECK, PILOT NOTICED LT MAGNETO NOT WORKING. MX REPLACED MAGNETO AND RETURNED ACFT TO SERVICE. MAGNETO OPENED UP AND PLASTIC DUST PARTICLES WERE FOUND THROUGHOUT AND ON POINTS. DRIVE GEAR HAD MIGRATED UP AND WORN THROUGH MAIN DISTRIBUTOR GEAR CAUSING THE DUST PARTICLES. MAGNETO WAS INSPECTED APPROX 300 HOURS EARLIER IAW MANDATORY 500-HR INTERNAL INSP AND WAS FOUND SATISFACTORY.

<a href="#">CA090305008</a>	CESSNA	LYC		RIB	CRACKED
2/28/2009	152	O235L2C		043200159	HORIZONTAL STAB

(CAN) RIB CRACKED.

---

<a href="#">CA090310002</a>	CESSNA	LYC		MAGNETO	DEFECTIVE
3/4/2009	172L	O320E2D		4271	ENGINE

(CAN) ENGINE WOULD NOT START. MX FOUND THE MAGNETO WAS NOT FIRING. REPLACED WITH NEW MAGNETO. ENGINE RUNUP WAS SUCCESSFUL.

---

<a href="#">CA090304006</a>	CESSNA	LYC		MOUNT	CRACKED
3/3/2009	172M	O320E2D		05510171	ENGINE

(CAN) ENGINE MOUNT CRACK FOUND ON 50HR INSP. CRACK WAS FOUND IN THE LOWER LT CLUSTER PERPENDICULAR TO THE WELD RUNNING A TOTAL OF .7500" ALONG THE VERTICAL TUBE.

---

<a href="#">CA090227010</a>	CESSNA	LYC	CAP	ATTACH FITTING	CRACKED
2/27/2009	172M	O320E2D		21761	FLOATS

(CAN) AFTER INSTALLATION OF FLOATS, TECH NOTICED SMALL CRACK IN FWD LUG OF TOP FITTING ON BOTH FWD STRUTS.

---

<a href="#">CA090310001</a>	CESSNA	LYC		CARBURETOR	CONTAMINATED
1/19/2009	172N	O320H2AD		105217	ENGINE

(CAN) IN CRUISE, AFTER GOING THROUGH SOME TURBULENCE, THE ENGINE LOST SOME POWER (MAX 2100 RPM), SO THEY RETURNED TO THE AIRPORT. MX RUN UP THE NEXT DAY CONFIRMED THE PROBLEM IN THAT THE ENGINE STARTED AND IDLED NORMALLY, IT WAS HARD TO GET PAST 1500 RPM. CARBURETOR WAS REMOVED AND DISSASSEMBLED AND 4 OR 5 CHUNKS OF TORQUE-SEAL WAS FOUND IN THE FUEL BOWL AND 1 CHUNK FOUND IN THE OPENNING TO THE MAIN JET. THIS WAS PARTIALLY BLOCKING THE FUEL FLOW. CARB CLEANED AND REASSEMBLED AND ENGINE RAN NORMALLY. IT IS SUSPECTED THAT THE PIECES OF TORQUE SEAL ENTERED THE CARB THRU THE DRAIN PLUG, WHEN THE DRAIN PLUG WAS REINSTALLED AT A PREVIOUS INSP.

---

<a href="#">CA090312001</a>	CESSNA	LYC		SPRING	DISCONNECTED
2/13/2009	172N	O320H2AD		03101465	RUDDER CONTROL

(CAN) ON FEB 13/2009 AT 14927.1 TAT, ACFT WAS REPORTED BY FLIGHT CREW TO HAVE AN EXCEPTIONALLY LOOSE RUDDER RETURN SPRING (LT SIDE). MX INVESTIGATION FOUND THE SPRING HAD BECOME DISCONNECTED. A NEW SPRING WAS INSTALLED AND RUDDER CONTROL SYS WAS FOUND TO BE SERVICEABLE. SUSPECT SPRING TO HAVE BECOME DISCONNECTED DURING GROUND HANDLING AFTER PREVIOUS FLIGHT ON FEB 8/2009.

---

<a href="#">CA090331007</a>	CESSNA	LYC		REGULATOR	FAILED
3/25/2009	172P	O320D2J		R25400	

(CAN) ALTERNATOR QUIT CHARGING - REPLACED VOLTAGE REGULATOR AND THAT FIXED IT.

---

<a href="#">CA090304007</a>	CESSNA	LYC	SLICK	ROTOR	MISINSTALLED
3/4/2009	172P	O320D2J	4371	4371	MAGNETO

(CAN) MAG WAS RECEIVED FOR PROP STRIKE INSP ON AN ENG. WHEN DISASSEMBLED ROTOR GEAR WAS WORN ON TOP EDGE OF THE TEETH WHERE THE DISTRIBUTOR GEAR SITS DOWN ON THIS EDGE. DISTRIBUTOR GEAR TEETH WERE WORN AT THE BASE OF THE TEETH. CAUSE OF INTERFERENCE WAS DETERMINED TO BE THAT THE ROTOR WAS NOT SEATED INTO BRGS AND HSG ALLOWING MISALIGNMENT OF THE 2 GEARS. THIS ALSO CAUSED THE CAM THAT OPENS THE POINTS TO SIT TOO HIGH AND NOT FULLY CONTACT THE POINTS ASSY. THIS MAG HAS 1713 HOURS, SHOWS THAT IT MAY NOT BE A SERIOUS ISSUE, BUT IF THE ROTOR HAD BEEN ANY HIGHER THE BRGS IN THE DISTRIBUTOR BLOCK MAY HAVE BEEN SIDE LOADED WHICH COULD CAUSE THE MAG TO FAIL. THIS MAG MAY BE REPLACED DUE TO THE PROP STRIKE AT 1713 HOURS. THE CUSTOMER HAS NOT INFORMED US OF THEIR DECISION AT THIS TIME. 20090304007)

---

<a href="#">CA090326011</a>	CESSNA	LYC		FUEL LINE	LEAKING
3/23/2009	172R	IO360L2A		S14956	FUEL PRESSURE

(CAN) OWNER ADVISED THAT FUEL WAS DRIPPING FROM WING ROOT AREA AFTER TANKS WERE FILLED. INSP

---

REVEALED THAT THE RUBBER FUEL HOSE USED TO JOIN HARD LINES FROM WING TANKS TO HARD LINES IN FUSELAGE WAS IN VERY POOR CONDITION. ONE HOSE WAS WEEPING FROM FINE LONGITUDINAL CRACKS IN THE RUBBER. IN SOME SECTIONS THE OUTER RUBBER LAYER COULD BE PEELED OFF REVEALING THE INNER REINFORCING BRAID. THIS IS THE SECOND TIME WE HAVE FOUND THIS CONDITION WITH THE SAME PN HOSE AND MODEL OF ACFT.

<a href="#">CA090326005</a>	CESSNA	LYC	LINE	MELTED
3/16/2009	172RG	O360F1A6	S10711	PILOT SYSTEM

(CAN) PILOT REPORTED THAT AIRSPEED INDICATOR WAS READING 20 KNOTS LOW. WHEN PITOT HEAD WAS REMOVED IT WAS FOUND THAT THE PLASTIC PITOT LINE WAS MELTED HALF WAY THRU BY THE WIRES TO THE PITOT HEAT ELEMENT. AS THESE WIRES GET WARM WITH THE PITOT HEAT ON, IT IS IMPORTANT TO ENSURE THE PITOT LINE IS NOT TOUCHING THESE WIRES.

<a href="#">CA090331008</a>	CESSNA	LYC	ALTERNATOR	FAILED
3/28/2009	172S	IO360L2A	991059111RX	

(CAN) ALTERNATOR QUIT CHARGING - REPLACED ALTERNATOR.

<a href="#">CA090403005</a>	CESSNA	LYC	VALVE	STICKING
3/3/2009	172S	IO360L2A	25765841	FUEL DISTRI

(CAN) IF THE ACFT WAS PARKED OUTSIDE IN COLD WEATHER (BELOW 0°C) THE FUEL WOULD NOT FLOW FOR PRIMING WHEN THE BOOST PUMP WAS ACTIVATED. CONSULTATION IDENTIFIED A SB (SIL-RS-84) ADDRESSING THE PROBLEM OF COLD STARTS DUE TO INADEQUATE CLEARANCES WITHIN THE VALVE CAUSING STICKING OF THE PISTON WHEN THE METAL CONTRACTS IN THE COLD. ONCE THE ENGINE OR VALVE IS PREHEATED AND STARTED, OPERATION IS NORMAL. VALVE WAS REPLACED.

<a href="#">2009FA0000305</a>	CESSNA	LYC	GASKET	NOT SEATED
4/17/2009	177B	O360A1F6D	CFO1001	OIL FILTER

DURING REPLACEMENT OF THE CANISTER-TYPE OIL FILTER AT THE TIME OF OIL CHANGE, IT IS TRICKY TO ACHIEVE A GOOD SEAL OF THE CANISTER AGAINST THE SEAT THROUGH THE FILTER GASKET THAT IS SUPPLIED WITH THE CFO100-1 FILTER KIT. THE GASKET VERY EASILY SLIPS INSIDE THE CANISTER DURING TIGHTENING OF THE CANISTER RETAINING BOLT. EXTREME CARE MUST BE TAKEN TO ENSURE THAT IT DOES NOT SLIP INSIDE. IF IT DOES SLIP INSIDE, THERE IS A STRONG OIL LEAK DURING THE RUN-UP CHECK. THIS FAILURE OF PROPER GASKET SEALING HAS HAPPENED NOT ONLY TO ME AS A PART 91 PRIVATE PILOT CHANGING MY OWN OIL, BUT ALSO TO BOTH MECHANICS IN THE SHOP I USE. SO FAR, REMOVAL, CLEANING AND DRYING OF THE GASKET, AND REINSTALLATION HAS RESULTED IN A GOOD SEAL, A BETTER DESIGN COULD SAVE US LOST OIL, AND HAVING TO PAY THE MECHANIC FOR EXTRA TIME AND CLEANUP. THIS HAS BEEN AN ON-GOING ISSUE FOR AT LEAST 3 YEARS.

<a href="#">2009FA0000294</a>	CESSNA	CONT	STRUT	WORN
4/10/2009	182	O470*	05430161	NLG

DURING ENGINE CHANGE AND ENGINE MOUNT CHANGE, THE AIR/OIL SEPARATOR BREATHER TUBE WAS REMOVED (ATTACHED BY THREE CLAMPS TO THE FIREWALL) FROM THE FIREWALL. THE MFG HAD ROUTED THE BREATHER TUBE SO THAT IT WOULD EXIT THE COWLING JUST AFT THE FIREWALL ONTO THE BELLY OF THE ACFT. THE MFG HAD ROUTED THE BREATHER TUBE SO THAT IT WAS TOUCHING THE CO-PILOTS SIDE OF THE LWR NOSE GEAR CASTING. ACFT RECORDS SHOW THAT THIS BREATHER TUBE HAS NEVER BEEN REMOVED SINCE THE ACFT WAS MFG IN 1956. THE VIBRATION CAUSED BY 2051.1 HOURS OF ENGINE OPERATION CAUSED A SIGNIFICANT AMOUNT OF WEAR, SO MUCH WEAR IN FACT THAT MFG CONSIDERED THIS PART TO BE UNSERVICEABLE, AND IT WAS REMOVED AND REPLACED. THIS MECHANIC HAS A CONCERN THAT THIS IS A SIGNIFICANT SAFETY ITEM AND CANNOT BE INSPECTED WITHOUT SPECIAL EMPHASIS BEING PLACED ON MECHANICS DURING ANNUAL INSPECTIONS. SUGGEST MFG CONSIDER NOTIFYING OWNER/OPERATORS OF THIS POTENTIAL PROBLEM, AND THE NEED TO MOVE THE BREATHER TUBE ON SIMILARLY EQUIPPED ACFT TO ENABLE CLOSE VISUAL INSP OF THE ENTIRE LWR NOSE GEAR CASTING ASSEMBLY.

<a href="#">2009FA0000281</a>	CESSNA	CONT	REINFORCEMENT	CRACKED
3/31/2009	182	O470R	07120487	HORIZONTAL STAB

FOUND DURING ANNUAL INSP, LT ATTACHMENT PIVOT POINT FOR HORIZ STAB (REINFORCEMENT ASSY PN 07120487) CRACKED AT BOLT HOLE EXTENDING TO EDGE OF BRACKET. REPLACED REINFORCEMENT ASSY AND IB BRACKET PN 0712302-1. ACFT TT AND PART TT 7201. (K)

<a href="#">2009FA0000299</a>	CESSNA	CONT	ELT	BROKEN
4/8/2009	182B	O470*	AK451	CABIN

WHILE UNDER INITIAL TEST, JUST PRIOR TO INSTALLING THIS NEW UNIT IN THE ACFT, THE CONTROL TOGGLE SWITCH ON THE FRONT OF THE UNIT BROKE, THE TOGGLE ARM CAME OFF. IT WAS NOT ABUSED IN ANY WAY, IT WAS JUS A NORMAL TEST. UNIT IS BEING REPAIRED, BUT WHEN CALLED ON 4-7-2009 THE MGMT SEEMED MORE INTERESTED IN BLAMING THE MECHANIC FOR THE FAILURE THAN LOOKING FOR ROOT CAUSE OF ANY KIND WITH THE SWITCH OR OTHER UNITS. WITH THIS SWITCH BROKEN THE UNIT COULD NOT BE "ARMED", TURNED "ON" OR "OFF" VIRTUALLY MAKING THE UNIT USELESS IN AN EMERGENCY. (K)

<a href="#">CA090218002</a>	CESSNA	LYC	WIRE	DAMAGED
11/11/2008	182S	IO540AB1A5		

(CAN) DURING MASTER SWITCH SELECTION TO ON, NO POWER WAS OBSERVED ANYWHERE IN ACFT. TROUBLESHOT A FEW TIMES, EVERY TIME, WHEN MX TRIED TO DUPLICATE SNAG, UNABLE TO FAULT. FINALLY, WAS ABLE TO FAULT, FOUND THAT BUSS (BUS) TIE STRAP FROM ALTERNATOR CONTACTOR (SOLENOID) TO THE TOP START OF BOTH CIRCUIT BREAKERS WERE PRE-LOADED TO APPLY A PRESSURE TO PULL THE STUDS AWAY FROM THE BREAKERS. THIS ALLOWED THE CIRCUIT BREAKERS TO SEPARATE AT THE DESIGNED SPLIT IN THE BREAKER WHICH STOPPED THE BREAKER FROM FUNCTIONING PROPERLY AND THUS NOT ALLOWING CURRENT TO FLOW THROUGH THE BREAKER TO THE ACFT BUSES.

<a href="#">CA090225013</a>	CESSNA	CONT	HINGE	CRACKED
2/25/2009	207	IO520F	12200521112	AILERON

(CAN) LT AND RT OTBD AILERON HINGES, ATTACH FLANGES CRACKED IN RADIUS. LT AND RT OTBD AILERON HINGES REPLACED WITH NEW. RIVETING CARRIED OUT IAW AC 43-13-1B, CHAP. 4-57. AILERON REMOVAL AND INSTALLATION CARRIED OUT IAW MM NR D2060-1-13, CHAP. 6-10. DUAL INSP CARRIED OUT.

<a href="#">CA090310014</a>	CESSNA	PWA	TUBE	DAMAGED
3/6/2009	208	PT6A114		LANDING GEAR

(CAN) ACFT LANDED WITH A FLAT TIRE. THE WHEEL ASSY WAS CHANGE ON THE RUNWAY. WHEN THE TIRE WAS REMOVED IT WAS DISCOVERED THAT THE BALANCE PATCHES (2) WERE LOOSE IN THE TIRE. THE PATCHES LOOKED WORN, INDICATING THAT THEY HAD BEEN LOOSE FOR SOME TIME. SUSPECT THAT THE TUBE WAS DAMAGED BY LOOSE BALANCE PATCHES CAUSING THE BLOW OUT. THE TUBE THAT WAS USED IN THIS INSTALLATION WAS PN 302-120-402.

<a href="#">CA090331011</a>	CESSNA	PWA	TIRE	FLAT
3/28/2009	208B	PT6A114A	8901250TR15	LANDING GEAR

(CAN) TIRE FOUND FLAT IN HANGAR - REPLACED WITH NEW.

<a href="#">CA090331010</a>	CESSNA	PWA	TIRE	FLAT
3/16/2009	208B	PT6A114A	8901250TR15	LANDING GEAR

(CAN) TIRE WENT FLAT PUTTING ACFT IN HANGAR - REPLACED WITH NEW.

<a href="#">CA090331009</a>	CESSNA	PWA	TIRE	FLAT
3/25/2009	208B	PT6A114A	8901250TR15	RT MLG

(CAN) RT MAIN TIRE WENT FLAT ON RAMP - REPLACED WITH NEW.

<a href="#">CA090304015</a>	CESSNA	PWA	FILTER	UNKNOWN
2/23/2009	208B	PT6A114A		P3

(CAN) PILOT WAS PREPARING FOR TAXIING, BUT WHEN HE ELECTED TO ADVANCE THE POWER LEVER THERE WAS NO RESPONSE FROM THE ENGINE. ACFT RETURNED TO GATE. THE P3 FILTER WAS REPLACED AND THE

ACFT RETURNED TO SERVICE.

---

<a href="#">CA090304016</a>	CESSNA	PWA	TURBINE BLADES	DAMAGED
2/7/2009	208B	PT6A114A		ENGINE

(CAN) WHEN POWER WAS APPLIED FOR TAKEOFF, A LOUD NOISE WAS HEARD FROM THE ENGINE. THE ENGINE WAS SHUTDOWN AND EXTENSIVE PT BLADE DAMAGE WAS DISCOVERED. ENGINE IS TO BE REMOVED AND FORWARDED FOR INVESTIGATION AND REPAIR.

---

<a href="#">2009FA0000330</a>	CESSNA	CONT	BULKHEAD	CRACKED
4/1/2009	2105	IO470*		FUSELAGE

INSP PURSUANT TO AD-72-07-09 REVEALED A CRACK IN THE UPPER LT FLANGE AREA OF THE BULKHEAD. BULKHEAD WAS REPLACED. (K)

---

<a href="#">2009FA0000320</a>	CESSNA	CONT	BELLCRANK	FAILED
3/26/2009	310K	IO470*	08421022	MLG

IDLER BELLCRANK FAILED DURING RETRACTION CYCLE. THIS BELLCRANK IS CAST ALLOY. IN MY OPINION IT SHOULD BE A MACHINE PART. (K)

---

<a href="#">CA090320004</a>	CESSNA	CONT	TUBE	SPLIT
3/19/2009	310R	IO520M	0923440	TIRE

(CAN) AFTER LANDING, PILOT NOTICED ACFT DRAGGING TO ONE SIDE. ACFT WAS STOPPED, PILOT GOT OUT AND NOTICED LT TIRE WAS FLAT. MX WENT OUT AND REPLACED WHEEL ASSY. ACFT BROUGHT BACK TO HANGAR. TIRE WAS DISASSEMBLED, THE TUBE HAD SPLIT ON THE JOINT LINE. NO REASON FOR SPLIT COULD BE FOUND.

---

<a href="#">2009FA0000279</a>	CESSNA	CONT	ROD	OBSTRUCTED
8/13/2007	337	IO360CB		NR 4 CYLINDER

TOTAL & SUDDEN ENGINE FAILURE DUE TO NR 4 CYLINDER CONNECTING ROD NUT COMING IN CONTACT WITH BOTTOM OF CYLINDER BARREL. BOTTOM OF BARREL EXTENTS 1 INCH .400 INTO CASE & THERE IS ONLY .010 - .020 INCH CLEARANCES BETWEEN BOTTOM OF CYLINDER BARREL & CONNECTING ROD NUT WHEN CYLINDER COMES UP TO TOP DEAD CENTER. CONNECTING ROD NUTS, ORIGINAL STYLE WERE CASTLE NUT WITH COTTER PIN. CLEARANCE WAS SO MINIMAL PIECES COTTER PIN BROKE OFF & FOUND IN ENGINE SCREENS. MFG CHANGED TO A 12 POINT CONNECTING ROD NUT WITH NO COTTER PIN WHICH OFFERS MORE CLEARANCE & SOLVED PROBLEM OF BROKEN COTTER PIN, BUT NEVER MADE MANDATORY. ENGINE BUILDERS STILL SELLING & INSTALLING CASTLE NUTS WITH COTTER PINS IN THESE ENGINES. THERE ARE STILL SERVICE INFORMATION LETTER SIL93-15 & CRITICAL SERVICE BULLETIN CSB96-13 ABOUT INSTALLING COTTER PIN. MFG PUBLISHED CRANKCASE HALF SERVICEABLE LIFE LIMIT FOR THIS ENGINE IS 4.554 INCH, & DECK TO DECK CASE WIDTH 9.108 INCH. CRANKCASE SERVICED MILLED THIS CASE TO SERVICE LIFE LIMITS BY REMOVING ONLY .003 INCH FROM ONE SIDE OF CASE & .005 FROM OTHER SIDE. WHEN FAILURE REPORTED HAVE APPROVAL TO REMOVE .025 OF AN INCH. THIS IS ANOTHER PROBLEM BECAUSE IF THAT AMOUNT WAS EVER MILL IT WOULD MEAN CERTAIN FAILURE OF THE ENGINE AND CASE PENETRATION. THERE IS NO WAY TO SEE THIS LACK OF CLEARANCE WHILE BUILDING UP THE ENGINE IN THE NORMAL STEPS AND PROCEDURES SPELLED OUT IN THE OVERHAUL MANUAL, BUT IF FOR INSPECTION PURPOSES ONE HALF OF THE CASE IS ASSEMBLED. WITH THE CRANKSHAFT BEARING, A CYLINDER, PISTON AND CONNECTION ROD YOU CAN SEE HOW CLOSE THESE PARTS COME TO EACH OTHER BY ROTATING THE CRANKSHAFT IN ONE SIDE OF THE CASE HALF. FIT TEST. A SIMPLE SOLUTION WOULD BE TO REMOVE .050 TO .100 INCH FROM THE BOTTOM OF EACH BARREL TO ALLOW ROOM FOR EXPANSION OF THESE CRITICAL ROTATING PARTS.

---

<a href="#">CA090323007</a>	CESSNA	CONT	MCAULY	CYLINDER	SPLIT
3/23/2009	402B	TSIO520A		C3550	PROPELLER

(CAN) PROPELLER WOULD NOT CYCLE AND MOVED INTO FEATHER. CYLINDER HAS SWOLLEN SIGNIFICANTLY AND HAS SPLIT. RED DYED OIL PRESENT BETWEEN CYLINDER AND HUB.

---

<a href="#">2009FA0000262</a>	CESSNA	CONT	BOLT	LOOSE
3/7/2009	402CESSNA	TSIO520E		MLG

THE MLG ASSEMBLIES ON THIS ACFT WERE REMOVED TO BETTER FACILITATE A COMPLETE AND DETAILED INSP OF THE ASSEMBLIES. THIS WAS DONE DURING THE CURSE OF AN ANNUAL INSP ON THE ACFT. THE TRUNNIONS WERE STRIPPED OF PAINT AND ZYGLO NDT DYE PENETRANT INSPECTED TO CHECK FOR ANY SURFACE DEFECTS WITH SPECIAL ATTENTION PAID TO THE AREAS AROUND THE ACTUATOR ATTACH POINT TABS. NO DEFECTS WERE NOTED. THE GEAR PARTS WERE PRIMED AND REPAINTED AND NEW BUSHINGS AND BOLTS INSTALLED AS NEEDED. THE GEAR WAS THEN INSTALLED INTO THE ACFT, SERVICED AS REQUIRED THEN RIGGED EXACTLY IN THE ORDER PRESCRIBED IAW MM. BECAUSE OF KNOWN PRIOR EXPERIENCE OF GEAR PROBLEMS WITH OTHER 300 AND 400 SERIES ACFT GREAT CARE WAS USED TO COMPLETE THE RIGGING PROCEDURE ON THIS ACFT EXACTLY IAW MM WITH THE RESULTS DOUBLE AND TRIPLE CHECKED FOR ACCURACY. NUMEROUS GEAR SWINGS GAVE NO INDICATION OF IMPENDING PROBLEMS. THE ACFT WAS THEN TEST FLOWN AND AFTER THE 3RD LANDING THE RT GEAR COLLAPSED ON LANDING ROLLOUT. THE TRUNNION FITTING WAS FOUND TORN FROM THE TRUNNION ASSY AND THE NAS464P4-26 BOLT WAS FOUND COMPLETELY SHEARED. THE PILOT COULD HEAR THE SEPARATION HAPPEN WHICH HE SAID SOUNDED LIKE A LOUD POP WHICH WAS ALSO HEARD FROM ABOUT 200 YARDS AWAY. TECH SUPPORT SHED NO LIGHT ON WHAT MAY BE THE CAUSE. IT WAS HOPED THAT THERE WOULD BE MORE INFO AVAILABLE ESPECIALLY BECAUSE OF SO MANY ACFT EXPERIENCING SUCH SIMILAR OCCURRENCES. ONE CONCLUSION CAN BE MADE THAT BECAUSE THE GEAR RIGGING ON THESE ACFT REQUIRES A COMPLEX INTERACTION OF SEVERAL ASSEMBLIES, ALL OF WHICH MUST BE ADJUSTED IN EXACTLY THE CORRECT ORDER AS TO NOT ALLOW THE WEAKER LINKS IN THE SYSTEM UNDUE STRAIN, MM INSTRUCTIONS SIMPLY ARE NOT DETAILED ENOUGH OR RIGGING PROCEDURAL STEPS ARE TOO AMBIGUOUS AND/OR TOO OPEN TO INTERPRETATION. (K)

---

<a href="#">CA090403002</a>	CESSNA	CONT	CONNECTING ROD	WORN
3/17/2009	414	TSIO520NB	11621RAM	PISTON

(CAN) PISTON PIN BUSHING FAILED DUE TO LACK OF LUBRICATION. ENG DISMANTLED AND FAILURE DETERMINED TO BE CASUED BY SEALANT BLOCKING THE PISTON COOLING JET TO NR 2 CYLINDER. THE PROBLEM SEEMED TO BE CAUSED BY THE USE OF EXCESSIVE SEALANT (POSSIBLY LOCKTITE 515) THROUGHOUT THE ENGINE AT OVERHAUL. THE SEALANT MIGRATED THROUGH THE OIL GALLERIES AND CREATED A BLOCKAGE IN THE NR 2 PISTON COOLING NOZZLE, STOPPING THE FLOW OF OIL TO THE PISTON PIN BUSHING, THUS CAUSING IT TO PICK UP ON THE PISTON PIN.

---

<a href="#">2009FA0000270</a>	CESSNA		SEAT BELT	MISINSTALLED
4/1/2009	525A		47990202	

MAINTENANCE DISCOVERED THE INCORRECT PN SEAT BELT INSTALLED ON THE FWD RT SIDE FACING SEAT (BUCKLE OPENED LT TO RT). THE PN BELT INSTALLED IS 4799020-2 WHICH IS FOR THE AFT LT FACING TOILET SEAT. THIS ACFT WAS DELIVERED FROM THE FACTORY IN THIS CONFIGURATION. RECOMMEND INSP OF ALL SIDE FACING SEATS FOR PROPER SEAT BELT INSTALLATION/ORIENTATION. REFER TO BELOW NOTE FROM THE 525A TYPE CERTIFICATE DATA SHEET. TYPE CERTIFICATE DATA SHEET (NOTE 4) STATES: THE RT SIDE FACING SEAT LAP BELT SHALL HAVE A BUCKLE WHICH OPENS FROM RIGHT TO LEFT AND THE LT SIDE FACING BELTED TOILET LAP BELT SHALL HAVE A BUCKLE WHICH OPENS FROM LT TO RT, THEREBY PREVENTING THE BUCKLE'S OWN INERTIA FROM CAUSING IT TO OPEN. ANY OTHER CONFIGURATION MUST BE VERIFIED BY DYNAMIC TEST.

---

<a href="#">2009FA0000303</a>	CESSNA		MOTOR	LOOSE
4/6/2009	550		991001554	TE FLAPS

FOUND THE HSG OF THE MOTOR TO ITS MOUNTING FLANGE LOOSE AND CHUCKING. MOTOR HAD OBVIOUSLY BEEN TAMPERED WITH, SCREW HEADS WERE GALLED AND MOTOR HSG HAD CHAFE OR WEAR MARKS AS IF IT HAD BEEN INSTALLED IN AN ACFT. ORDERED NEW PART FOR INSTALL. (K)

---

<a href="#">CA090219011</a>	CESSNA	PWA	BELLCRANK	CRACKED
2/18/2009	550	JT15D4	553312535	RUDDER

(CAN) MX INS PHASE 5, VISUAL INSP OF RUDDER, FOUND PROBLEM WITH RUDDER BELLCRANK. NOTICED PAINT THAT WAS ROUGH LOOKING AND AROUND THE WELD OF THE LOWER WELDED ON PLATE. THE PAINT WAS CRACKED, CORROSION WAS EVIDENT THROUGH THE PAINT. NDT WAS REQUESTED TO CHECK THE DEPTH OF CORROSION AND LOOK FOR OTHER DEFECTS IN THIS AREA. NDT TECH CARRIED OUT INSP OF THE AREA WITH NDT TECHNIQUES AND ADVISED OF FINDINGS. CORROSION PRESENT AND A CRACK IN THE WELD. BELLCRANK IS A TORQUE TUBE WITH (3) PLATES AND ONE FLANGE WELDED ONTO IT.

---

<a href="#">CA090325011</a>	CESSNA	PWA		WINDOW	CRACKED
3/24/2009	560CESSNA	JT15D5		551128547	COCKPIT
<p>(CAN) AT FLIGHT LEVEL 370, THE COCKPIT LT SIDE WINDOW OUTER PANE CRACKED. THE CRACK WAS A 7 INCH CRACK ON THE FWD LWR CORNER. THE ACFT THEN RETURNED TO BASE WITH NO FURTHER INCIDENT. UPON REMOVAL OF THE LT SIDE WINDOW IT WAS FOUND THAT SEVERAL OF THE FASTENERS WERE CORRODED. IT WAS ALSO FOUND THAT AT 2 OTHER LOCATIONS AROUND THE WINDOW, CRACKS HAD DEVELOPED FROM OTHER SCREW HOLES. THE MX PROGRAM HAS A COCKPIT SIDE WINDOW INSP USING A PRISM METHOD EVERY 300 HRS OR 12 MONTHS. THE LAST INSP WAS COMPLETED 171 FLIGHT HOURS PRIOR TO THE EVENT.</p>					
<a href="#">2009FA0000322</a>	CESSNA	PWA		ROD END	BINDING
4/15/2009	560CESSNA	JT15D5		P39920	LT SQUAT SWITCH
<p>ON TAKEOFF, PILOT COULD NOT SELECT LANDING GEAR UP. ACFT RETURNED AND COMPLETED A NORMAL LANDING. TROUBLESHOOTING REVEALED A BINDING ROD END BEARING ON THE LT SQUAT SWITCH CAUSED SWITCH TO INTERMITTENTLY NO ACTUATE. REPLACED ROD END BEARING AND RIGGED IAW MM. RETRACTION TEST COMPLETED SATISFACTORILY. (K)</p>					
<a href="#">CA090403003</a>	CESSNA	PWA		FUEL CONTROL	MALFUNCTIONED
2/24/2009	560CESSNA	PW535A			ENGINE
<p>(CAN) WHILE AT FL 280, THE PILOT RETARDED THE THROTTLES TO SLOW DOWN THE ACFT. WHEN LATER ADVANCING THE THROTTLES, THE LT ENGINE WOULD NOT RESPOND AND BEGAN SPOOLING BACK. IT WAS SHUTDOWN AND SECURED BEFORE LANDING. THE PROBLEM WAS TRACED TO FUEL SYS COMPONENTS (FUEL CONTROL, FLOW DIVIDER AND FUEL FLOW TRANSMITTER) WHICH WERE REPLACED BEFORE THE ACFT WAS RETURNED TO SERVICE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.</p>					
<a href="#">CA090324003</a>	CESSNA	PWA	HONEYWELL	FUEL CONTROL	LEAKING
3/23/2009	560XL	PW545A			APU
<p>(CAN) DURING DAILY INSP OF ACFT, FUEL WAS NOTICED COMING OUT OF THE APU ENCLOSURE DRAIN MAST. APU COMPARTMENT WAS ACCESSED TO DETERMINE THE SOURCE OF THE FUEL AND IT WAS NOTED THAT THE ENCLOSURE WAS DAMP WITH FUEL. ENCLOSURE WAS CLEANED OF ALL FUEL AND COMPLETED A GROUND RUN OF APU TO DETERMINE SOURCE. DURING RUN, FUEL FROM THE MANIFOLD CONNECTION TO A SECONDARY NOZZLE WAS SPRAYING FUEL ONTO THE BURNER CAN PRODUCING SMOKE. CLOSER INSP REVEALED THAT THE LINES GOING TO THE SECONDARY NOZZLE WERE LOOSE. CONTACTED MFGS AND BOTH STATED THAT THE FUEL LINES SHOULD NOT HAVE LOOSENED AND RECOMMENDED THAT ALL FUEL NOZZLES (4 SECONDARY AND 2 PRIMARY) ALONG WITH THE MAINFOLD BE REPLACED PRIOR TO REACTIVATION OF APU. THIS IS THE SECOND OCCURANCE OF THE FUEL MANIFOLD LINE LOOSENING OFF THE FUEL NOZZLE ON THIS APU WITHIN THE LAST YEAR.</p>					
<a href="#">CA090305010</a>	CESSNA	PWA		STRUT	LOW
3/2/2009	560XL	PW545A			RT MLG
<p>(CAN) RT MLG OLEO FAILED TO EXTEND FULLY WHEN THE CREW RETRACTED THE GEAR. THE RT MAIN TIRE STRUCK THE AFT OTBD EDGE OF THE WHEEL CAUSING DAMAGE TO THE STRUCTURE WITHIN THE RT WHEEL WELL. CREW DID NOT HAVE ANY INDICATION OF A PROBLEM OR FEEL THE WHEEL STRIKE THE ACFT. DAMAGE WAS FOUND DURING A DI. BOTH LT AND RT MAIN GEAR OLEOS WERE CHECKED FOR PROPER SERVICING AND WERE FOUND TO BE 50 PSI LOW ON AIR CHARGE. BOTH WERE SENT TO MFG FOR REPAIR ON THE ADVICE OF TECH SUPPORT. WAITING FOR A STRIP REPAIR.</p>					
<a href="#">CA090227006</a>	CESSNA	PWC		UNLOCK SWITCH	STUCK
2/25/2009	560XL	PW545B		65430087	RT MLG
<p>(CAN) WHEN CARRYING OUT THE GEAR SWINGS AS CALLED UP IN SB 560XL-32-40, MX OBSERVED THAT THE RT MAIN GEAR UNLOCK SWITCH S3 WAS JAMMED IN THE CLOSED POSITION. THERE IS NO INDICATION TO SAY THAT THIS SWITCH WAS NOT WORKING CORRECTLY. THE GEAR SWINGS THAT WERE CALLED UP AS A PART OF THE SB WOULD NOT HAVE FOUND THIS PROBLEM. THE LANDING GEAR FUNCTIONAL CHECK IS CALLED UP FOR THIS ACFT BEING ON A MSG-3 INSP PROGRAM. IT IS FOUND ON INSP DOCUMENT 8 DUE AT 48 MONTHS OR 2400</p>					

HOURS. NONE MSG-3 ACFT WOULD DO THIS ON A PHASE II AT 300 HOURS OR 24 MONTHS.

---

<a href="#">2009FA0000276</a>	CESSNA	GARRTT	SYMBOL GENERATOR	FAILED
4/3/2009	650	TFE7313C	7003400603	E/E BAY

BOUGHT AN EXCHANGED SG-603 SYMBOL GENERATOR WITH AN 8130 THAT SAID REPAIRED ON IT. INSTALLED PART IN AIRCRAFT, IT HAD THE VERY SAME FAILURE AS THE INCOMING FAILURE ON THE SERVICE REPORT. THIS IS NOT THE FIRST TIME PROBLEMS WITH THIS PART. MFG SERVICE REPORT SAID REPAIRED BUT PART STILL HAS SAME PROBLEM.

---

<a href="#">CA090219008</a>	CESSNA	ALLSN	CESSNA	SWITCH	FAILED
2/18/2009	750	AE3007C		DS2311	THRUST REVERSER

(CAN) FLIGHT CREW REPORTED RT REVERSER FAILED TO DEPLOY ON LANDING. SYS TROUBLESHOT AND FAULT ISOLATED TO THE OTBD DEPLOY SWITCH. SWITCH REPLACED IAW KIT DS231-1-2SKS AND REVERSER FUNCTION TESTED SERVICEABLE IAW 78.

---

<a href="#">2009FA0000321</a>	CESSNA	CONT	BLADE	CRACKED
4/15/2009	T207A	TSIO520M	D3A34C401	PROPELLER

THE ACFT WAS TAKEN OUT OF SERVICE DUE TO A BLADE THAT ROTATED FREELY IN THE HUB AND WAS NOT CONNECTED TO THE PITCH CHANGE MECHANISM. THE PROPELLER WAS DISASSEMBLED AND THE RETENTION AREA OF ONE BLADE WAS FOUND TO BE CRACKED APPROX 3 INCHES ACROSS THE RETENTION AREA OF ONE BLADE WAS FOUND TO BE STAMPED ON THE BLADE BUTT SHOWED THE BLADE MODEL TO BE A 90DFA-12, THE TIP AREA OF THE BLADE WAS FOUND TO HAVE BEEN RESHAPED TO AN INCORRECT BLADE PLATFORM FOR THE BLADE MODEL NR. THE PROPELLER IS SUSPECTED TO HAVE BEEN IN A MAJOR GROUND STRIKE AND THE BLADES WERE RESHAPED, REMOVING ANY EVIDENCE OF GROUND STRIKE DAMAGE AND REINSTALLED INTO A PROPELLER ASSY. THE PROP WAS ALSO FOUND UNDER THE MINIMUM DIAMETER FOR THIS APPLICATION BY .5 INCH. THE BLADES SHOULD HAVE BEEN REJECTED DUE TO THE STRIKE DAMAGE AND NOT MEETING THE MINIMUM WIDTH, THICKNESS AND BLADE PLATFORM SPECIFICATIONS. (K)

---

<a href="#">2009FA0000329</a>	CESSNA	CONT	HINGE BRACKET	BROKEN
4/15/2009	TU206F	IO520C	122005217	LEFT

LOWER SUPPORTING ANGLE CRACKED FROM MANY YEARS AND HOURS OF FATIGUE. THIS ACFT HAS BEEN OPERATED ON UNIMPROVED BACK COUNTRY DIRT LANDING STRIPS WHICH POUND AND SHAKE THESE ACFT EXTREMELY. THIS TYPE OF PART FAILURE IS TO BE EXPECTED UNDER THE CONDITIONS THIS ACFT HAS BEEN SUBJECTED TO. THIS WAS NOT A FAILURE WHICH WOULD CAUSE A CONTROL LOSS AIRWORTHINESS. (K)

---

<a href="#">CA090402003</a>	CESSNA	CONT	SCREW	MISSING
3/20/2009	U206	IO520D	AN5158R6	AILERON PULLEY

(CAN) THE PILOT NOTED HIS AILERON CONTROLS WERE SLUGGISH DURING FLIGHT AND THE CONTROL WHEEL WAS OFF CENTER DURING LEVEL FLIGHT. DURING ROUTINE INSP IT WAS FOUND THAT THE UPPER AILERON PULLEY BRACKET SCREW AND NUT WERE MISSING. THE PULLEY BRACKET WAS SLIGHTLY BENT OVER CAUSING THE AILERON TENSION TO BE SLACK THUS CAUSING SLUGGISH CONTROL AND CONTROL COLUMN OFF CENTER FROM NEUTRAL. THE MISSING SCREW AND NUT WAS REPLACED. THE PULLEY BRACKET WAS INSPECTED - NO DEFECTS FOUND. THE AILERON SYS WAS RE-RIGGED AND THE ACFT RETURNED TO SERVICE.

---

<a href="#">CA090302001</a>	CESSNA	CONT	ALTERNATOR	FAILED
2/27/2009	U206E	IO520F	D0FF10300JR	

(CAN) CHARGING SYS QUIT - BATTERY WENT DEAD - FOUND ALTERNATOR HSG LOOSE AND ALTERNATOR WOULD NOT SPIN WHEN FIELD POWER APPLIED.

---

<a href="#">2009FA0000327</a>	CESSNA	CONT	HINGE BRACKET	BROKEN
4/15/2009	U206F	IO550D	122005218	RT AILERON

LOWER SUPPORTING ANGLE CRACKED FROM MANY YEARS AND HOURS OF FATIGUE. THIS ACFT HAS BEEN OPERATED ON UNIMPROVED BACK COUNTRY DIRT LANDING STRIPS WHICH POUND AND SHAKE THESE ACFT

---

EXTREMELY. THIS TYPE OF PART FAILURE IS TO BE EXPECTED UNDER THE CONDITIONS THIS ACFT HAS BEEN SUBJECTED TO. THIS IS NOT A FAILURE WHICH WOULD CAUSE A CONTROL LOSS OR AIRWORTHINESS. THIS IS THE REASON ACFT WITH THIS MANY HOURS SHOULD BE CONSIDERED WORN OUT AND REPLACED. (K)

<a href="#">2009FA0000323</a>	CESSNA	CONT	SPRING	BROKEN
4/22/2009	U206G	IO520F		STARTER CLUTCH

STARTER CLUTCH SPRING BROKE DURING ENGINE START AT ENGINE TIME SINCE FACTORY REBUILT: 421.3 SECOND CLUTCH SPRING BROKE AT ENGINE HOURS: 592.3 BOTH SPRINGS BROKE DURING ENGINE START SEQUENCE WHEN THE START WAS ABORTED.

<a href="#">CA090313007</a>	CESSNA	CONT	BULKHEAD	CRACKED
2/6/2009	U206G	IO520F	121213613	HORIZONTAL STAB

(CAN) DURING A ROUTINE 100 HOUR INSP, A CRACK WAS DISCOVERED IN THE STN 209 BULKHEAD AT THE UPPER EDGE OF THE LT STABILIZER ATTACHMENT DOUBLER. SEB 88-3 PROVIDES FOR MODIFICATION THAT INCORPORATES ADDITIONAL STRUCTURAL MEMBERS ON THE HORIZ STABILIZER ATTACH BULKHEAD (STN 209) THIS MODIFICATION WAS COMPLIED WITH ON THIS ACFT. CONTINUED AIRWORTHINESS INSP NR 53-40-04 " FUSELAGE VERTICAL FIN ATTACHMENTS " RECOMMEND VISUAL AND DYE PENETRANT INSP OF THIS BULKHEAD AT 12000 HOURS AND REPETITIVE INSPECTIONS EACH 2000 HOURS THEREAFTER. THE INSP RECOMMENCED IN THE CAP MANUAL ARE NOT PART OF THE OPERATORS MX SCHEDULE APPROVAL.

<a href="#">2009FA0000308</a>	CIRRUS	CONT	SLICK	BRUSHES	ERODED
4/1/2009	SR20	IO360ES			MAGNETO

DURING A MX RUN, A HIGH MAG DROP WAS NOTED. UPON FURTHER INSP THE LT MAGNETO WAS DISCOVERED THAT THE CARBON BRUSH OF THE DISTRIBUTOR HAD COMPLETELY ERODED AWAY AND EVIDENCE OF ARCING AND MELTING OF THE BRUSH BLOCK ASSY. (K)

<a href="#">2009FA0000295</a>	CIRRUS	CONT	FLANGE	CRACKED
4/14/2009	SR22	IO550*		ALTERNATOR

CUSTOMER REPORTED LARGE OIL LEAK. INSPECTED AND FOUND NR 2 STANDBY ALTERNATOR MOUNTING FLANGE CRACKED. .7500 OF THE FLANGE HAD COMPLETELY SEPARATED FROM THE ALTERNATOR. ONLY ONE MOUNTING STUD HELD THE ALTERNATOR ON THE ENGINE. CORRECTIVE ACTION WAS TO INSTALL A NEW ALTERNATOR.

<a href="#">CA090319009</a>	CNDAIR	PWA	INTAKE	DAMAGED
3/19/2009	CL2151A10	CWASP	820001	NR 1 ENGINE

(CAN) DURING B CHECK INSP NR 1, ENGINE INTAKE SCOOP MISSING ONE ROW OF RIVETS HOLDING RUBBER BOOT, DAMAGE TO BLOWER OCCURED DUE TO INGESTION OF RIVETS.

<a href="#">CA090319007</a>	CNDAIR	PWA	CABLE	WORN
3/18/2009	CL2151A10	CWASP	2159282416	INTERCONNECT

(CAN) DURING B CHECK INSP, VISUAL INSP OF CABLE SYS, THE RT FLAP INTERCONNECT CABLE IS WORN BEYOND LIMITS JUST OTBD OF NR 2 NACELLE. WS 91.20 PANEL 841-3. WHEN THE FLAP IS IN THE UP POSITION THE CABLE VIBRATED IN THE FAIRLEAD HOLE CAUSING WEAR. THE MICARTA IS TO BE OPENED TO ALLOW PROPER CLEARANCE.

<a href="#">CA090402002</a>	CNDAIR	PWA	SPAR	CORRODED
4/1/2009	CL2151A10	CWASP	21510024808	STA 175 AND 120

(CAN) WHILE PERFORMING C1 CHECK ON THE AIRPLANE ,VISUAL INSP DISCLOSED SEVERE CORROSION AT THE LWR SECTION OF THE FRONT SPAR AT STATION 120 AND 175 JUST BELOW THE NACELLE. WAITING E/O TO COMPLETE THE JOB.

<a href="#">CA090309003</a>	CNDAIR	PWA	BOLT	WRONG PART
2/6/2009	CL2151A10	PW123	NAS6204	RUDDER TQ TUBE

(CAN) ACFT WAS DELIEVERED WITH NAS6204 (MATL ALLOY STEEL, CADMIUM PLATED) INSTEAD OF NAS6304 BOLTS

(A286 CRES).

---

<a href="#">CA090403006</a>	CNDAIR	PWA	GOVERNOR	OVERSPEED
3/16/2009	CL2151A10	R2800CA3		PROPELLER

(CAN) LEVEL AT 9000 FT, 80 MILES FROM THE POINT OF TAKEOFF, LT ENGINE STARTED TO OVERSPEED THE RPM. RETURNED TO AIRPORT AND REPLACEMENT OF NEW GOVERNOR WAS DONE. ACFT WAS RUN UP AND NEXT FLIGHT PROVED THE ACFT BACK TO SERVICE.

---

<a href="#">CA090227007</a>	CNDAIR	PWA	FUEL HEATER	CRACKED
2/27/2009	CL2156B11215	PW123	312007502	

(CAN) DURING AN ANNUAL INSP, AN ENGINEER DID A FUNCTIONAL CHECK OF THE ENG FOR LEAK CHECK DETECTION AND FOUND AN FUEL LEAK CLOSE TO THE ATTACH BRACKET ON THE WELDING SPOT, AT THE TIP OF THE PEN.

---

<a href="#">CA090402004</a>	CNDAIR	GE	DUCT	RUPTURED
3/18/2009	CL600*	CF348C5		BLEED SYSTEM

(CAN) CROSSOVER DUCT HAS RUPTURE AT EXPANSION BELLOWS ON OPPOSITE SIDE FROM FIRE WIRES. PART IS TRACKED AS EXPEDABLE.

---

<a href="#">CA090309005</a>	CNDAIR	LYC	HOUSING	GALLED
3/5/2009	CL600*	ALF502L2C	639403LYA	DOOR HANDLE

(CAN) AFTER LANDING THE MAIN CABIN DOOR FAILED TO OPEN. WHEN THE INTERNAL DOOR RELEASE HANDLE WAS ACTUATED THE EXTERNAL HANDLE FAILED TO EXTEND. THIS WOULD NOT ALLOW THE ROTARY MOTION OF THE EXTERNAL HANDLE THAT IS REQUIRED TO RELEASE THE CAMS THAT SECURE THE DOOR IN THE CLOSED POSITION. INVESTIGATION REVEALED GALLING ON THE INTERNAL BARREL OF THE HSG PN 63940-3LYA AND DIRT ACCUMULATION. THE SUBJECT PART IS NOT AVAILABLE AND THE ENTIRE HSG ASSY PN 4245-7 WAS REPLACED.

---

<a href="#">CA090309006</a>	CNDAIR	LYC	SHAFT	FAILED
3/5/2009	CL600*	ALF502L2C	215D8001509	THRUST REVERSER

(CAN) PART DATE OF MFG-5-14-81 THRUST REVERSER FAILED TO FULLY STOW AFTER THRUST REVERSER CHECK DURING TAXI. INVESTIGATION REVEALED THAT FLEXSHAFT P/N: 215D8011-509 HAD FAILED INTERNALLY AND CAUSED THE REVERSER TO NOT STOW.

---

<a href="#">CA090325009</a>	CNDAIR		CONTROL CABLE	CHAFED
3/17/2009	CL6002B16			ELEVATOR

(CAN) DURING 60/180 MONTH INSP, FOUND ELEVATOR CONTROL CABLE CHAFING ON ELECTRICAL CONDUIT , THE CHAFING DAMAGE IS THE HALF WAY THROUGH . CHECKED THE ELECTRICAL WIRING , NO DAMAGE WAS FOUND . THE CONTROL CABLE WILL BE REPLACED FOR SAFETY REASONS , NO OBVIOUS DAMAGE SEEN.

---

<a href="#">2009FA0000280</a>	CNDAIR		STRUCTURE	CRACKED
3/23/2009	CL6002B16			FUSELAGE

STC SA8168NM-D WAS INSTALLED ON THIS ACFT AND INCLUDED AN ACTIVE NOISE AND VIBRATION CONTROL SYS. CRACKS HAVE BEEN DISCOVERED IN PRIMARY STRUCTURE (AFT PRESSURE BULKHEAD STIFFENERS) WHERE (2) SHAKERS WERE ATTACHED. RECOMMEND SUSPENDING USE OF THIS SYS IMMEDIATELY AND HAVING ANY OTHER INSTALLATION OF THIS SYS INSPECTED FOR CRACKS BEFORE FURTHER FLIGHT. AIRFRAME TT IS 2820 AND THE STC ITEMS HAVE BEEN INSTALLED SINCE THE AIRFRAME WAS NEW. CRACKS WERE VISIBLE TO THE EYE AT (2) LOCATIONS, EACH APPROX 4 INCHES LONG, (1) CRACK AT ANOTHER LOCATION WAS DETECTED BY EDDY CURRENT INSP, AND NOT VISIBLE TO THE EYE. (K)

---

<a href="#">2009FA0000265</a>	CNDAIR		UNKNOWN	UNKNOWN
3/13/2009	CL6002B16			

WHEN ACFT IS POWERED FROM ESSENTIAL BUSS OR POWERED FROM BATTERY BUSS, COCKPIT ANNUNCIATORS ARE FLASHING IN RHYTHM OF MASTER CAUTION LIGHT FLASH. WHEN MASTER CAUTION FLASH GOES OFF, ANNUNCIATORS IN COCKPIT COMING ON. WHEN MASTER CAUTION FLASH GOES ON, LIGHTS IN COCKPIT GOES

---

OFF. IN THE CASE OF AN EMERGENCY, WHEN THE ACFT IS POWERED EITHER FROM BATTERIES ONLY OR ESSENTIAL BUSS WITHOUT BATTERY POWER, FLT CREW CAN NOT SEE MALFUNCTIONING ANNUNCIATOR BECAUSE THEY ARE ALL FLASHING. THIS PROBLEM IS ONLY SEEN, WHEN LIGHT BRT/DIM SWITCH IS IN THE BRT POSITION. CARRIED OUT DC STATIC CONVERSION SYS FUNCTIONAL TEST IAW AMM 24-31-00/REV.56. DURING STEPS 40, 47 AND 60: BRT/DIM SWITCH IN BRT-POSITION, ADDITIONAL ANNUNCIATORS SWITCHING BETWEEN BRT AND DIM RELATING TO THE MASTER CAUTION FLASHER, BRT/DIM SWITCH TO DIM-POSITION, ADDITIONAL ANNUNCIATOR-RELAYS IN BOXES SWITCHING IN A RATE AS DESCRIBED ABOVE BUT NO EFFECT VISIBLE IN THE COCKPIT. BRT/DIM SWITCH IN BRT-POSITION AND LIGHT-TEST SWITCH TO TEST-POSITION. PILOT INSTRUMENT PANEL, CENTER PEDESTAL ADDITIONAL ANNUNCIATORS FLASHING AND COPILOT INSTRUMENT PANEL ADDITIONAL ANNUNCIATORS ARE FLASHING ONE TIME AND THEN SWITCHING AUTOMATICALLY IN DIM-FUNCTION - STEADY ON.

<a href="#">EWCR604ME5112</a>	CNDAIR		ADG	UNWANTED DEPLOY
4/17/2009	CL6002B16			

DURING CRUISE FLIGHT, THE APU WAS SHUTDOWN AND A UNCOMMANDED DEPLOYMENT OF THE AIR DRIVEN GENERATOR OCCURRED. ACFT WAS FLOWN TO NEAREST ADEQUATE AIRPORT AND ADG WAS STOWED AND DEACTIVATED IAW MEL. ACFT CONTINUED FLIGHT AND WAS TURNED OVER TO MX AT THE END OF SCHEDULED TRIP.

<a href="#">CA090319006</a>	CNDAIR		CARBON SEAL	LEAKING
2/20/2009	CL6002B19		755469D	LEFT IDG

(CAN) FLT CREW REPORTED LT ENGINE OIL PRESSURE FLUCTUATION BETWEEN 28 AND 53 PSA ON FINAL APPROACH. LT OIL TEMP IS 15 DEG WARMER THAT THE RT ENGINE. THEN L OIL PRESS WARNING MSG. ACFT LANDED WITHOUT FURTHER INCIDENT. MX FOUND LT IDG CARBON SEAL LEAKING. REPLACED LT ENG IDG CARBON SEAL AND MOUNTING RING IAW AMM 72-60-00 AND 05-018A. PERFORMED OIL CONSUMPTION RUNS IAW AMM 71-00-00. NO FURTHER DEFECTS NOTED. ACFT RETURNED TO SERVICE.

<a href="#">CA090319001</a>	CNDAIR		PRIORITY VALVE	FAILED
3/4/2009	CL6002B19		4622	MLG

(CAN) AFTER TAKEOFF, FLT CREW REPORTED GEAR DISAGREE WHEN GEAR SELECTED UP AND NOSE GEAR SHOWING NOT UP AND LOCKED (APPROX 15 SECONDS AFTER SELECTING GEAR UP). QRH FOLLOWED, ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT FURTHER INCIDENT. MX FOUND PRIORITY VALVE FAILING TEST IAW AMM 32-30-00. REMOVED AND REPLACED NLG PRIORITY VALVE IAW AMM 32-33-15 AND OPS CHECKED. NO FURTHER DEFECTS NOTED. ACFT RETURNED TO SERVICE.

<a href="#">CA090319003</a>	CNDAIR		WINDOW	CRACKED
3/13/2009	CL6002B19		NP1393222	COCKPIT

(CAN) FLT CREW REPORTED THAT THE RT SIDE WINDOW CRACKED WHILE PASSING THROUGH FL290. ACFT RETURNED TO DEPARTURE AIRPORT AND LANDED WITHOUT FURTHER INCIDENT. REMOVED AND REPLACED FOS SIDE WINDOW IAW AMM 56-12-01 AND OPS CHECKED AND LEAK CHECKED. ACFT RETURNED TO SERVICE. WINDOW IS PRE-SB.

<a href="#">CA090319004</a>	CNDAIR		WINDOW	CRACKED
3/3/2009	CL6002B19		NP13932210	COCKPIT

(CAN) FLT CREW REPORTED THAT THE FOS SIDE WINDOW OUTER PLY SHATTERED DURING CLIMBOUT AT FL110. ACFT RETURNED TO DEPARTURE AIRPORT AND LANDED WITHOUT FURTHER INCIDENT. MX REMOVED AND REPLACED RT SIDE WINDOW AND PERFORMED LEAK CHECK. NO FURTHER DEFECTS NOTED. ACFT RETURNED TO SERVICE.

<a href="#">CA090319005</a>	CNDAIR	GE	SCAVENGE PUMP	CONTAMINATED
3/12/2009	CL6002B19	CF343B1	6087T04P06	RT ENGINE

(CAN) FLT CREW REPORTED IN CRUISE THE RT ENGINE OIL PRESSURE AND OIL TEMPERATURE HIGH. ACFT DIVERTED AND LANDED WITHOUT FURTHER INCIDENT. MX INVESTIGATION REPORTED CARBON PIECES IN SCREEN LUBE AND SCAVENGE OIL PUMP. REMOVED AND REPLACED RT ENGINE OIL PUMP. OPS CHECKS PERFORMED IAW AMM AND NO FURTHER DEFECTS NOTED. ACFT RETURNED TO SERVICE.

<a href="#">CA090312013</a>	CNDAIR	GE	ELECTRICAL SYS	FIRE
3/1/2009	CL6002B19	CF343B1		
(CAN) IT WAS REPORTED THAT AFTER STARTING THE APU THE CAPTAIN NOTED THE OVERHEAD COCKPIT AREA BEGAN TO FILL WITH HEAVY BLACK SMOKE. THE COCKPIT AREA CONTINUED TO BURN RESULTING IN AN OVAL SHAPED 18 INCH HOLE THAT HAD BURNED THROUGH THE UPPER COCKPIT CANOPY AREA AT APPROX MID FUSE AFT OF STN 280 ON THE LT SIDE.				
<a href="#">CA090312014</a>	CNDAIR	GE	CHECK VALVE	BROKEN
2/11/2009	CL6002B19	CF343B1	350023000	LT RAM AIR DUCT
(CAN) ON TAXI OUT, AFTER BLEEDS TRANSFERRED TO APU, FLT CREW REPORTED SMOKE SMELL IN COCKPIT. PACKS SELECTED OFF AND SMOKE CLEARED. ACFT RETURNED TO GATE. MX FOUND CHECK VALVE IN LT RAM AIR DUCT BROKEN. CHECK VALVE REPLACED AND OPS CHECKED GOOD. NO SMOKE NOTED AT THIS TIME. ACFT RETURNED TO SERVICE.				
<a href="#">CA090326016</a>	CNDAIR	GE	COALESCER BAG	ODOR
3/19/2009	CL6002B19	CF343B1		
(CAN) AT FL230, FLT CREW REPORTED THAT WHEN TURNING UP TEMP ON LT PACK, THEY GOT A STRONG BURNED OIL ODOR IN THE COCKPIT. THEY DESCENDED AND TURNED LT PACK OFF AND ODOR WENT AWAY. THE ACFT CONTINUED ON AND LANDED WITHOUT ANY FURTHER INCIDENTS. MX INSPECTED ACM, OK OIL COLOR NORMAL. OPERATED SYS AND OIL ODOR COMES BACK AS SOON AS LT PACK IS TURNED ON. REMOVED AND REPLACED LT PACK COALESCER BAG IAW AMM 21-51-13 AND OPS CHECKED. NO FUTHER OIL ODOR NOTICED. ACFT RETURNED TO SERVICE.				
<a href="#">CA090326017</a>	CNDAIR	GE	WINDSHIELD	FAILED
3/16/2009	CL6002B19	CF343B1	NP13932111	COCKPIT
(CAN) FLT 2428, AFTER DEPARTURE FROM DAY, THE FLT CREW REPORTED A L WINDSHIELD HEAT (C) MSG JUST BEFORE THE CAPTAINS WINDSHIELD SHATTERED (AT FL250). THE ACFT RETURNED TO DAY AND LANDED WITHOUT FURTHER INCIDENT. MX REMOVED AND REPLACED THE LT WINDSHIELD AND LT WINDSHIELD CONTROLLER IAW THE AMM. OPS CHECKS AND LEAK CHECK CARRIED OUT. NO FURTHER DEFECTS NOTED. WINDSHIELD NP139321-11 03269H5135 SHATTERED OUTER PLY LT 12216/12631.				
<a href="#">CA090226002</a>	CNDAIR	GE	WARNING LIGHT	ILLUMINATED
2/23/2009	CL6002B19	CF343B1		MLG
(CAN) AFTER T/O, "GEAR DISAGREE" WARNING MSG ON LDG RETRACTION. NOSE GEAR DOES NOT RETRACT. FLIGHT ABORTED. ALTERNATE LDG EXTENSION PERFORMED. A/C LANDED AT ORIGIN AIRPORT (VLC). FUNCTIONAL TEST OF LDG EXTENSION/RETRACTION SYS IAW AMM 32-30-00-720-801 PERFORMED AND OK. AS A PREVENTIVE MEASURE, NLG PRIORITY VALVE IAW AMM 32-33-15-000/400-801, AND THE PSEU AS AMM 32-61-01-000/400-801 WERE REPLACED. NLG SHOCK ABSORBER WAS SERVICED IAW AMM 12-12-32-610-803.				
<a href="#">CA090107010</a>	CNDAIR	GE	UNKNOWN	ODOR
12/20/2008	CL6002B19	CF343B1		CABIN
(CAN) STRONG ODOR IN CABIN AND COCKPIT WITH APU AND/OR ENGINE BLEED AIR SELECTED ON. ODOR DOES NOT DISSIPATE. C/A IN PROGRESS.				
<a href="#">CA090225012</a>	CNDAIR	GE	ENGINE	FLAMED OUT
2/24/2009	CL6002B19	CF343B1		RT AND LT
(CAN) DUAL ENGINE FLAME OUT ON DESCENT. PRELIMINARY INFORMATION (VERBAL)- SUBJECT TO CHANGE: FLIGHT 8876, ON DESCENT, DUAL ENGINE FLAME OUT. ADG AUTO DEPLOYED. BOTH ENGINES RE-STARTED SUCCESSFULLY USING WIND MILLING PROCEDURE. ACFT LANDED AT DESTINATION. FDR AND CVR BEING REMOVED AND SENT TONIGHT AND SHOULD BE ON-SITE TOMORROW MORNING. ACFT PARKED IN SANTANDER. NO ACTIVITIES ARE PLANNED BEFORE TOMORROW MORNING. SER PENDING. CF343B1 873615 (LT) 872428 (RT)				
<a href="#">CA090223011</a>	CNDAIR	GE	CARBON SEAL	LEAKING
2/23/2009	CL6002B19	CF343B1	6047T63P04	NR 1

(CAN) ON CLIMB AT FL 180, VISIBLE SMOKE IN CABIN COMPARTMENT AND "SMOKE TOILET" MESSAGE ON ED1. FLIGHT ABORTED, ACFT LANDED AT ORIGIN AIRPORT. MX FOUND LT NR 1 CARBON SEAL LEAKING. LT NR 1 CARBON SEAL REPLACED IAW AMM 72-20-00-000/400-802. CARBON SEAL ELEMENT 6047T63P04 N/A NOT KNOWN 20762:37/17595.

---

<a href="#">CA090405001</a>	CNDAIR	GE	DUCT	LEAKING
3/25/2009	CL6002B19	CF343B1	601R950687	CABIN AIR

(CAN) ON CLIMB OUT, THE CREW REPORTED A CARGO BTL LO CAUTION MESSAGE. THE QRH WAS FOLLOWED AND IT WAS DECIDED TO RETURN TO WHERE THE ACFT LANDED WITHOUT INCIDENT. MX FOUND A BROKEN DUCT COMING OFF THE LT PACK HEAT EXCHANGER THAT HAD CAUSED THE BOTTLE TO DISCHARGE. THE PACK WAS DEFERRED ALONG WITH THE CARGO FIRE SUPPRESSION SYS. THE CARGO BOTTLE WAS REPLACED ON MAR 25 AND THE BROKEN DUCT WAS REPLACED ON MAR 26. NO FURTHER DEFECTS NOTED. DUCT 601R95068-7, LEAKING PACK.

---

<a href="#">CA090405002</a>	CNDAIR	GE	ACTUATOR	MALFUNCTIONED
3/15/2009	CL6002B19	CF343B1	853D10024	RT TE FLAP

(CAN) FLAP FAIL MSG POSTED AT 41 DEG WHEN FLAPS SELECTED TO 45 DEG ON APPROACH. ACFT LANDED WITHOUT FURTHER INCIDENT. BRAKE TEMP 4,3,4,4. MX REMOVED AND REPLACED RT INBD OUTER FLAP ACTUATOR AND OPS CHECKED FLAP SYS. NO FURTHER DEFECTS NOTED. ACFT RETURNED TO SERVICE. FLAP ACTUATOR 853D100-24 3978, RT NR 3, 5571/5324 (ACTUATOR TIMES).

---

<a href="#">CA090326018</a>	CNDAIR	GE	HANDLE	DEFECTIVE
3/12/2009	CL6002C10	CF348C1	533443	MLG

(CAN) FLT 2233, FLT CREW REPORTED NO GEAR MOVEMENT WHEN GEAR SELECTED UP. QRH FOLLOWED AND ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT FURTHER INCIDENT. MX REMOVED AND REPLACED LANDING GEAR SELECTOR HANDLE AND OPS CHECKED GEAR RETRACTION SYS SERVICEABLE. DEFECT REPORTED AGAIN ON NEXT FLIGHT. SELECTOR HANDLE 53344-3 B0229 SERVICEABLE 10728/10624.

---

<a href="#">CA090312011</a>	CNDAIR	GE	CONTROL ROD	LOOSE
3/6/2009	CL6002C10	CF348C5	BA670904543	ELEVATOR

(CAN) ON CLIMBOUT, MOVED THE YOKEBACK AND FORTH FELT A BIND IN THE CONTROLS AND HAD LIMITED PITCH CONTROL OF THE ACFT. RETURNED TO RDU. RETORQUED PILOTS ELEVATOR CONTROL ROD LEVER P/N BA670-90454-3ASSY AND PERFORMED 2 FCFS, REFER TO IPC 27-31-12 FIGURE 1 ITEM 60.

---

<a href="#">CA090312012</a>	CNDAIR	GE	WINDOW	CRACKED
3/1/2009	CL6002C10	CF348C5	601R3303319	COCKPIT

(CAN) AT FL 370 HEARD POP NOISE AND THE LT SIDE WINDOW CRACKED. NO PRESSURIZATION PROBLEMS. WE DESCENDED TO LOWER ALTITUDE AND COMPLIED WITH QRH. THE LT SIDE WINDOW WAS REMOVED AND REPLACED.

---

<a href="#">CA090326015</a>	CNDAIR	GE	DUCT	CRACKED
3/24/2009	CL6002C10	CF348C5B1		HPC STATOR

(CAN) WHILE ON CLIMB MODE, OBSERVED LT ENGINE OIL PRESS WITH RED INDICATION (8L), OIL TEMP INCREASING FOLLOWED AOM PROCEDURE AND CONTINUED WITH ENGINE SHUTDOWN. ENGINE OIL PRESS. STAYED AT 182P. REMOVED AND REPLACED LT ENGINE. FOUND CRACKED DUCT ON HPC STATOR CASE. GEE965436, LT 11,279:22/7,990/2,617:53.

---

<a href="#">CA090223012</a>	CNDAIR	GE	COMPRESSOR	CONTAMINATED
2/19/2009	CL6002C10	CF348C5B1		ENGINE

(CAN) SMOKE AFT LAV ON CLIMB-OUT. CREW RETURNED TO DEPARTURE AIRPORT. ENGINE COMPRESSOR WASH HAD BEEN CARRIED OUT DURING MX NIGHT PREVIOUS TO FLIGHT DEPARTURE. MX CARRIED OUT POST COMPRESSOR WASH CHECK LIST IAW AMM 72-00-00. NO FUTHER DEFECT NOTED. TEST FLIGHT ALSO PERFORMED WITH NO DEFECTS NOTICED. ACFT RETURNED TO SERVICE.

---

<a href="#">CA090226001</a>	CNDAIR	GE	WARNING LIGHT	ILLUMINATED
2/24/2009	CL6002D24	CF348C5		MLG

(CAN) ON FINAL APPROACH WHEN GEAR SELECTOR WAS SELECTED DOWN, GEAR DID NOT RESPOND. RECEIVED A "GEAR DISAGREE" AURAL MESSAGE AND WARNING. AFTER DISCUSSIONS WITH TECH, MADE A RETURN TO DEPARTURE. WHEN APPROACHED AIRPORT, MADE AN ALTERNATE GEAR EXTENSION AND THE GEAR INDICATED DOWN AND LOCKED. LANDING WAS UNEVENTFUL ALLTHOUGH TAXI HAD TO BE MADE BY USING BRAKES AND DIFF THRUST. ACFT BROUGHT IN HANGAR FOR TROUBLESHOOTING. ACFT PUT ON JACK AND LANDING GEAR EXTENSION/RETRACTION TESTED. UNABLE TO DUPLICATE SNAG. WIRING CHECKED BETWEEN PSEU AND LDG HANDLE AND BETWEEN PSEU AND SELECTOR VALVE, ALL GOOD. LANDING GEAR SELECTOR VALVE ON ORDER. WILL BE REPLACED.

<a href="#">CA090324002</a>	CNDAIR	GE	ENGINE	FLAMED OUT
3/20/2009	CL6002D24	CF348C5		

(CAN) METEOROLOGICAL CONDITION WAS: RAIN MODERATE, ICE MODERATE. DURING THE APPROACH PHASE AT 7000 FEET, SPEED 220 KNOTS, LIGHTNING STRIKE IMPACTED THE ACFT. FOR FEW SECONDS RT ENG FLAME OUT OCCURRED AND R FLAMEOUT CAUTION MESSAGE WAS DISPLAYED ON EICAS, AFTER THAT, THE AUTO RELIGHT RESTARTED THE ENGINE, AND BOTH ENGINES OPERATED IN NORMAL CONDITION. IGNITION CONT PUSHBUTTON WERE ALREADY ACTIVE AND CONT IGNITION MESSAGE STATUS WAS DISPLAYED ON THE EICAS. ILS, DME 1 AND 2 SIGNALS HAVE BEEN LOST. AFTER FEW SECONDS BOTH ILS INFORMATION DISPLAYED AGAIN BUT WITHOUT DME FUNCTION. DME INFORMATION CAME BACK ON GROUND AFTER ABOUT 10 MINUTES FROM LIGHTNING STRIKE. BA RECOMMENDED TO PERFORM THE AMM LIGHTNING STRIKE INSPECTION. MFG RECOMMENDED TO PERFORM A FEW MFG LIGHTNING STRIKE INSP. BA RECOMMENDED TO PERFORM THE AMM TASK FOR NAV SYS.

<a href="#">CA090401011</a>	CNDAIR	GE	HOLDER	MELTED
4/1/2009	CL604	CF343B		GALLEY

(CAN) NEON LIGHT, PLASTIC HOLDING CLAMP MELTED DOWN. THIS NEON IS LOCATED IN THE CABIN GALLEY. IT HAS BEEN DETECTED BY THE ODOR (SMELL IN THE CABIN). MFG HAS BEEN ADVISED AND THEY WILL WRITE A CONDITION REPORT. AT THE TIME OF THE SNAG, ACFT WAS ON EXTERNAL POWER AND VOLTAGE WAS CHECKED NORMAL.

<a href="#">CA090318002</a>	CNDAIR	GE	BALANCE TUBE	BLOCKED
3/5/2009	CL604	CF343B		WING

(CAN) FOLLOWING RECEPTION OF ADVISORY WIRE NR AW604-28-0082, BORESCOPE INSP HAS BEEN PERFORMED IN THE 1 AND 3 INCHES FUEL BALANCE TUBES OF BOTH WINGS. THE RESULT IS, ALL TUBES SEALED WITH PRC ARE PARTIALLY BLOCKED (ESTIMATED AVERAGE BLOCKAGE 10 TO 20 PERCENT, 1 AT 50 PERCENT). ALL BALANCE TUBES ARE TO BE REPLACED OR MODIFIED. IT CAUSED OVER THE YEARS, A LOT OF FUEL SPILLAGE, RAMP CLEANING, DELAYS NOT TO FORGET THE RISK OF ACCIDENT.

<a href="#">MDR4012009002</a>	COLUMB	CONT	TUBE	CHAFED
4/1/2009	LC42550FG350	IO550N	6546273	ENGINE CASE

THE OIL FILLER TUBES ARE BEING CHAFED BEYOND MFG LIMIT OF .010 DUE TO CONTACT WITH THE CYLINDER BAFFLING BETWEEN CYLINDERS NR 2 AND 4. SHOULD THE TUBE CHAFE COMPLETELY THROUGH, AN OIL LEAK WILL OCCUR AND DEPENDING HOW MUCH THE ENGINE CASE IS PRESSURIZING, ALL OIL COULD BE LOST. RECOMMEND MFG COME OUT WITH BULLETIN TO MAKE A GREATER RELIEF CUT IN BAFFLE TO PREVENT BAFFLE FROM CHAFING THE OIL FILLER TUBE ASSY. (K)

<a href="#">MDR4012009003</a>	COLUMB	CONT	TUBE	CHAFED
4/2/2009	LC42550FG350	IO550N	6546273	ENGINE CASE

THE OIL FILLER TUBES ARE BEING CHAFED BEYOND MFG LIMIT OF .010 DUE TO CONTACT WITH THE CYLINDER BAFFLING BETWEEN CYLINDERS NR 2 AND 4. SHOULD THE TUBE CHAFE COMPLETELY THROUGH, AN OIL LEAK WILL OCCUR AND DEPENDING HOW MUCH THE ENGINE CASE IS PRESSURIZING, ALL OIL COULD BE LOST. RECOMMEND MFG COME OUT WITH BULLETIN TO MAKE A GREATER RELIEF CUT IN BAFFLE TO PREVENT BAFFLE FROM CHAFING THE OIL FILLER TUBE ASSY. (K)

<a href="#">CA090313004</a>	CVAC	ALLSN	BLADE	UNSERVICEABLE
-----------------------------	------	-------	-------	---------------

3/10/2009	340CVAC	501D13D	A6441FN606	PROPELLER
(CAN) PROP BLADE CUFF DAMAGED, LARGE CHUNK FOUND MISSING (8 INCH BY 8 INCH) AND DE-ICE BOOT DE-LAMINATED. ON PREVIOUS FLIGHT PILOT REPORTED - DE-ICE SELECTED ON PROP DE-ICE AMMETER PEGGED FULL DEFLECTION WHEN SAID BLADE SEQUENCED. UPON INSPECTION OF THE AFT SIDE OF THE PROP REGULATOR MAINTENANCE FOUND ADEL CLAMP RUBBER MISSING AND CUTTING INTO BLADE DE-ICE BOOT POWER WIRE, CAUSING MASSIVE SHORT TO GROUND. THIS CAUSED STRUCTURAL FAILURE OF THE CUFF MATERIAL. FLEET CAMPAIGN DIRECTIVE HAS BEEN INITIATED TO INSPECT ALL ADEL CLAMPS FOR INTEGRITY.				
<a href="#">CA090305005</a>	CVAC	ALLSN	ARM	LACK OF LUBE
3/3/2009	340CVAC	501D13D		NLG STEERING
(CAN) ON TAKEOFF ROLL, ACFT HAD A VIOLENT NOSE SHIMMY. ONE OF THE NOSE WHEELS WAS ROTATED 180 DEGREES AND THE STEERING TORQUE ARM WAS GREASED.				
<a href="#">CA090316003</a>	CVAC	ALLSN	VOLT REGULATOR	UNSERVICEABLE
3/11/2009	340CVAC	501D13H	3S2060DR113A	AC GENERATOR
(CAN) SMELL OF SMOKE WAS PRESENT IN THE COCKPIT. ALL POWER WAS SHUTOFF IN ACFT. ACFT LANDED WITHOUT 0 INCIDENT. THE AC GENERATOR VOLTAGE REGULATOR WAS FOUND DEFECTIVE. REGULATOR REPLACED AND GROUND CHECKED SERVICEABLE.				
<a href="#">CA090327002</a>	DHAV	PWA	BEARING	WRONG PART
3/26/2009	DHC2MKI	R985*	DPP4	LT ELEVATOR
(CAN) DURING REBUILD OF THE LT ELEVATOR THE TECH FOUND THE OTBD BRG TO BE THE WRONG SIZE (TOO WIDE) AND MISSING ONE CIRCLIP TO RETAIN BRG IN HSG. BRG WAS REPLACED WITH PROPER BRG AND CIRCLIP.				
<a href="#">CA090402009</a>	DHAV	PWA	CONTROL CABLE	FRAYED
4/2/2009	DHC2MKI	R985*	C2CF813A	ELEVATOR
(CAN) CABLE FRAYED AT STN 228 FAIRLEAD.				
<a href="#">CA090402010</a>	DHAV	PWA	CONTROL CABLE	FRAYED
4/2/2009	DHC2MKI	R985*	C2CF815A	ELEVATOR
(CAN) CABLE FRAYED AT PULLEY AT STN 228.				
<a href="#">CA090402008</a>	DHAV	PWA	CONTROL CABLE	FRAYED
4/2/2009	DHC2MKI	R985AN14B	C2CF741AND	RUDDER
(CAN) CABLE FRAYED AT PULLEY LOCATED AT STN 49.				
<a href="#">CA090324007</a>	DHAV	PWA	FITTING	CORRODED
3/23/2009	DHC2MKI	R985AN14B	VALTBS12091R	WING STRUT
(CAN) DURING A 800 HR INSP WINGS REMOVED FOR PAINT AND CORROSION WAS FOUND UNDER WING STRUT FITTING ON PN VALTBS1209-1R, REMOVED PART AND INSTALLED NEW ATTACH FITTING.				
<a href="#">CA090324008</a>	DHAV	PWA	FITTING	MISMANUFACTURED
3/23/2009	DHC2MKI	R985AN14B	VALTBS12091R	WING STRUT
(CAN) DURING THE REPLACEMENT OF A (VALTBS1209-1R) WING STRUT GEAR ATTACH FITTING, THE OLD FITTING WAS COMPARED TO THE NEW FITTING AND IT WAS NOTED THAT THE HOLE PATTERNS DID NOT MATCH. THE NEW FITTING WOULD NOT FIT.				
<a href="#">CA090326014</a>	DHAV	PWA	BUSHING	CORRODED
3/23/2009	DHC2MKI	R985AN14B	C2W783	WING STRUT
(CAN) DURING AN 800 HOUR INSP, STRUTS REMOVED FOR DE-CORRODING AND PAINT, UPPER STRUT BOLT FOUND TO BE RUSTED AND SEIZED TO FWD PLATE BUSHING IN WING. UPON REMOVAL OF BOLT BUSHING CAME				

OUT WITH BOLT. BUSHING AND BOLTS REPLACED WITH NEW. RECOMMENDED YEAR INSP AND LUBRICATION OF UPPER AND LOWER STRUT BOLTS IN C2W1115-1 AND -2 STRUTS.

---

<a href="#">CA090227008</a>	DHAV	PWA	BULKHEAD	CRACKED
2/19/2009	DHC2MKI	R985AN14B	D1820R	SPINNER

(CAN) DURING AN ANNUAL INSPECTION A TECH FOUND CRACKS AROUND THE SPACER MOUNT BOLT HEADS ON REAR FACE OF BULKHEAD. THE PROP WAS REMOVED AND PARTIALLY DISASSEMBLED REAR BULKHEAD AND FOUND SUBSTANTIAL CRACKING UNDER CENTER REINFORCING PLATE ON FWD FACE OF REAR BULKHEAD.

---

<a href="#">CA090227009</a>	DHAV	PWA	ATTACH FITTING	CORRODED
2/19/2009	DHC2MKI	R985AN14B	C2W781A782A	WING STRUT

(CAN) DURING AN INSP, A TECH FOUND LIGHT CORROSION ON STEEL WING STRUT ENDS. STRUTS REMOVED DECORRODED AND REPAINTED. PRIOR TO REINSTALLATION OF STRUTS, STRUT ATTACH LUGS CLEANED AND INSPECTED. DURING INSP THE TECH FOUND CORROSION LINES IN FWD FACE OF REAR ATTACH STRAPS.

---

<a href="#">CA090302010</a>	DHAV	PWA	MOUNT	MISMANUFACTURED
3/2/2009	DHC6		C6FSM123427	NLG

(CAN) IT WAS DETERMINED THAT DURING THE FORMING STAGE, THE PARTS BEING MFG UNDER WO-32387/1 WERE INCORRECTLY FORMED.

---

<a href="#">CA090302006</a>	DHAV	PWA	ADAPTER	CORRODED
3/2/2009	DHC6300	PT6A27	C6WM10321	REAR SPAR

(CAN) DURING INSP THE REAR SPAR ADAPTER WAS FOUND HEAVILY CORRODED. MORE INFO TO FOLLOW.

---

<a href="#">CA090228001</a>	DHAV	PWA	HOUSING	MISINSTALLED
2/28/2009	DHC6300	PT6A27	C6CFM12681	ELEVATOR LEVER

(CAN) DURING SCHEDULED MX, THE LWR BRG HSG ASSY ON THE ELEVATOR LEVER ASSY LOCATED BENEATH THE COCKPIT WAS FOUND TO BE INSTALLED UPSIDE DOWN. SUBSEQUENT RUBBING DAMAGE HAS RESULTED AND THE PART DEEMED UNSERVICEABLE.

---

<a href="#">CA090305003</a>	DHAV	PWA	CONNECTOR	DAMAGED
3/5/2009	DHC6300	PT6A27	CN034	SATELLITE PHONE

(CAN) WHILE ASSEMBLING THIS CONNECTOR AS PART OF A SATELLITE PHONE INSTALLATION THE TECH NOTED THAT THE PINS WOULD NOT PROPERLY ENGAGE IN ALL THE PLUG SOCKETS. AFTER SEVERAL ATTEMPTS TO COMPLETE THE INSTALLATION THE PINS SEEMED TO ENGAGE, HOWEVER SOME PINS WERE PUSHED OUT OF THE CONNECTOR WHEN THE CONNECTOR WAS PLUGGED IN. THIS INCIDENT OCCURRED WITH A CUSTOMER SUPPLIED CONNECTOR ALSO. A REVIEW OF THIS WITH OTHER TECHS IN THE AVIONICS DEPT HAS TURNED UP 2 OTHER DIFFICULTIES WITH THE SAME CONNECTOR. WE ARE CURRENTLY WORKING WITH THE MFG TO RECTIFY THIS DIFFICULTY. AFTER DISCUSSING THE PROBLEM WITH THE MFG AND INSPECTING THE CONNECTOR, A PIN WAS INSERTED AS A TEST. A VERY FIRM PUSH WAS REQUIRED BEFORE AN AUDIBLE SNAP WAS HEARD. THE PIN WAS THEN CHECKED AND FOUND ENGAGED. THE TECHNICIAN PERFORMING THE BUILD-UP WAS CONCERNED THE PLASTIC CONNECTOR WOULD BE DAMAGED IF TOO MUCH FORCE WAS APPLIED TO THE PLASTIC CONNECTOR. IF SUFFICIENT FORCE IS NOT APPLIED THE PINS WILL NOT PROPERLY ENGAGE AND WILL LIKELY LEAD TO SYS PROBLEMS IN THE FUTURE.

---

<a href="#">CA090401006</a>	DHAV	PWA	LEG ASSY	MISINSTALLED
4/1/2009	DHC6300	PT6A27	C6UM11108	MLG

(CAN) A FRESH D-CHECKED GEAR LEG (RT) WAS TO BE INSTALLED ON ACFT. WHEN ATTEMPTING TO MOUNT THE LWR PLATE ASSY TO THE GEAR LEG, IT WAS FOUND THAT 3 OF THE 4 MOUNT HOLES HAD IMPROPERLY INSTALLED HELI-COILS. WHILE ATTEMPTING TO INSTALL BOLTS, THESE HELI-COILS WOULD WIND OUT OF THEIR RESPECTIVE HOLES. NEW HELI-COILS WERE THEN INSTALLED.

---

<a href="#">CA090311009</a>	DHAV	PWA	GOVERNOR	UNSERVICEABLE
3/9/2009	DHC6300	PT6A27	8210004	PROPELLER

(CAN) AFTER TAKEOFF, ON RETURN TO BASE THE PILOT FOUND THAT HE COULD NOT CONTROL THE LT PROP. THE PROP STAYED IN FULL FINE EVEN WHEN PROP LEVER WAS SELECTED TO FULL COURSE OR TO FEATHER. AFTER LANDING AT BASE MX INSPECTED THE LT ENG RIGGING, AND LT PROP. EVERYTHING APPEARED NORMAL SO THE LT PROP GOVERNOR WAS REPLACED, AND RIGGED. RUN-UPS WERE COMPLETED AND NORMAL PROP CONTROL WAS ACHIEVED. THE ACFT WAS RELEASED AND A SHORT TEST FLIGHT CONFIRMED NORMAL PROP CONTROL. UPON INSP OF THE REMOVED PROP GOVERNOR IT WAS FOUND TO BE VERY HARD TO TURN THE DRIVE SHAFT, ALMOST COMPLETELY SEIZED. THE PROP GOVERNOR HAS BEEN SENT TO A REPAIR STATION FOR INSP AND REPAIR. A FINDING REPORT HAS BEEN REQUESTED FROM THE REPAIR STATION AS THERE WAS ONLY 1508 TSO ON THE GOVERNOR.

<a href="#">CA090317002</a>	DHAV		CABLE	BROKEN
3/17/2009	DHC7*		73220015003	NLG

(CAN) WHILE PREPARING ACFT TO BE WEIGHED, A MECHANIC WAS IN THE NOSE GEAR WHEEL WELL AND NOTICED THAT THE NLG GROUND SAFETY LATCH WAS NOT IN THE SAFE POSITION. GROUND SAFETY DOOR WAS PULLED OUT MAKING IT APPEAR THAT THE NLG GROUND LOCK WAS ENGAGED BUT THE CABLE WAS BROKEN THUS PREVENTING THE NLG DOWNLOCK FROM ENGAGING. THE ACFT MRB HAS A REQUIREMENT TO INSPECT THESE CABLES EVERY 1800 HOURS AT THE "C-CHECK". THE OPERATOR HAS A 1200-HOUR INSP REQUIREMENT AND WAS LAST INSPECTED APPROX 370 HOURS AGO. CABLE BROKE INTERNALLY WITHIN THE CABLE CONDUIT AND WITHOUT PHYSICALLY CHECKING THAT THE DOWNLOCK HAS BEEN ENGAGED IT IS VIRTUALLY IMPOSSIBLE TO KNOW WHEN A CABLE HAS BEEN BROKEN.

<a href="#">CA090326002</a>	DHAV	PWA	BELLCRANK	BROKEN
3/26/2009	DHC8*	PW120A	83232013103	MLG DOOR

(CAN) AFTER SELECTING GEAR DOWN FOR LANDING THE NOSE GEARS DOORS CAUTION LIGHT ILLUMINATED. AFTER LANDING THE PILOTS NOTED THAT THE FWD DOORS WERE JAMMED IN THE HALF OPEN POSITION. UPON INVESTIGATION, MX CREW FOUND THE GEAR DOOR ACTUATING BELLCRANK LUG BROKEN WHERE IT CONNECTS TO THE OVERCENTER LINK. BELLCRANK HAS SINCE BEEN REPLACED AND LANDING GEAR FUNCTIONAL TEST COMPLETED. ACFT HAS NOW RETURNED TO SERVICE.

<a href="#">CA090406001</a>	DHAV	PWA	PEDESTAL	CRACKED
3/13/2009	DHC8*	PW120A	LM43163	ENGINE MOUNT

(CAN) 2 CRACKS WERE FOUND IN THE (CRITICAL) CONICAL AREA. ONE LOCATED 2.125 IN AND THE OTHER AT 2.600 IN FROM THE TOP THREADED AREA.

<a href="#">CA090325002</a>	DHAV	PWA	STRUCTURE	CRACKED
3/23/2009	DHC8102	PW120A		NLG DOOR

(CAN) ACFT SUSTAINED A BIRD STRIKE TO THE NOSE GEAR AREA ON APPROACH. MX INVESTIGATION FOUND EVIDENCE OF IMPACT AND DAMAGE TO THE RT AFT NOSE LANDING GEAR DOOR LEADING EDGE. THE RT AFT NLG DOOR P/N 85310278-010, S/N 24BAC025 WAS REMOVED AND DEFERRED IAW THE CDL 32-3. THE DOOR LEADING EDGE IS DEFORMED AND THERE IS A CRACK IN THE COMPOSITE STRUCTURE OF THE DOOR JUST AFT OF THE LEADING EDGE.

<a href="#">CA090316001</a>	DHAV	PWA	CASE	RUPTURED
3/15/2009	DHC8102	PW120A		ACTUATOR

(CAN) NO RESPONSE NOTICE FROM THE RT OTBD SPOILER DURING PRE-FLIGHT CHECKS BY THE CREW. THE ACFT RETURNED TO GATE AND A HYDR LEAK WAS OBSERVED AT THE RT WING. FURTHER INVESTIGATION REVEALED THAT THE RT OTBD SPOILER ACTUATOR CASING HAD RUPTURED AND CAUSED THE LEAK. THE ACTUATOR WILL BE REPLACED. LAST REPAIR ORDER SHOWS IT WAS REPAIRED DUE TO A FRACTURED CASE.

<a href="#">CA090312005</a>	DHAV	PWA	FRAME	CRACKED
2/26/2009	DHC8102	PW120A	85320534103	FUSELAGE

(CAN) WHILE CARRYING OUT A ROUTINE INSP OF THE ACFT, A CRACK WAS NOTICED IN THE AFT FRAME MEMBER OF THE RT FWD EMERGENCY EXIT SURROUND AT THE LWR CORNER (STN X264.1 RHS). THE FRAME MEMBER (P/N 85320534-103) WAS CRACKED FROM THE LIGHTENING HOLE TO THE INNER SURFACE AT STRINGER 22R. A TEMPORARY REPAIR IAW RD8-53-2823 WAS CARRIED OUT. WHILE REMOVING THE SIDEWALL PANELS TO GAIN

ACCESS FOR THIS REPAIR, THE NEXT FRAME AFT (STN X270.5) WAS ALSO FOUND CRACKED AT STRINGER 22. THIS FRAME (P/N 85320220-105) WAS REPLACED WITH A -111 AT THE EXISTING FACTORY SPLICES IAW THE REQUIREMENTS OF THE SRM. DURING REMOVAL OF THE SEAT TRACK FOR ACCESS TO REPAIR THE FRAME AT X270.5 A THIRD FRAME WAS FOUND CRACKED AT STN X312.35. THE FRAME (P/N 85320094-107) WAS PERMANENTLY REPAIRED BY SPLICING IN A NEW SECTION FROM STRINGER 20 TO 27 IAW RD8-53-10572.

<a href="#">CA090305014</a>	DHAV	PWA		ENGINE	LEAKING
3/3/2009	DHC8102	PW120A			LEFT

(CAN) SHORTLY AFTER TAKEOFF THE CREW NOTICED SMOKE IN THE CABIN. THEY RETURNED TO DEPARTURE AND LANDED SAFELY. INSP OF THE ACFT REVEALED OIL IN THE LT ENG INTERCOMPRESSOR CASE. THE ENGINE IS BEING REPLACED PRIOR TO THE ACFT BEING RETURNED TO SERVICE.

<a href="#">CA090312002</a>	DHAV	PWA		PLACARD	MISINSTALLED
3/12/2009	DHC8106	PW121	4555019		POWER TERMINALS

(CAN) PWR AND GROUND LABEL IS INSTALLED BACKWARDS ON ELT BUZZER FROM FACTORY. ONE TERMINAL HAS A RED MARK ON IT, BUT IS LABELED NEGATIVE. DURING POST INSTALLATION TESTING, BUZZER DID NOT SOUND. WIRING WAS DOUBLE CHECKED TO ENSURE CORRECT POLARITY. BUZZER REMOVED AND INSTALLED WITH POSITIVE WIRE CONNECTED TO TERMINAL WITH RED MARK, AND GROUND WIRE TO OTHER. BUZZER THEN SOUNDED WHEN EXPECTED. DURING TESTING IT WAS SUBSEQUENTLY NOTICED THAT ELT FAULT LIGHT IS FLASHING 7 TIMES INDICATING A BATTERY FAULT. AT THIS TIME IT IS UNKNOWN IF INCORRECT BUZZER CONNECTION CAUSED EXCESSIVE CURRENT DRAW ON THE ELT TO TRIGGER THE BATTERY FAULT. ELT HAS BEEN REMOVED AND SENT TO AUTHORIZED REPAIR FACILITY FOR EVALUATION.

<a href="#">CA090320001</a>	DHAV	PWA		DRAIN	CLOGGED
3/15/2009	DHC8311	PW123		AE7013107G01	PROPELLER

(CAN) WHILE TROUBLESHOOTING A RT PROPELLER SHAFT LEAK MX FOUND 2 DRAIN HOSE LINES CLOGGED WITH OLD COKED OIL (LINES ARE LOCATED ADJACENT TO THE HOT SECTION OF THE ENGINE). ONE HOSE WAS ABLE TO BE CLEARED. HOSE P/N AE7013107G0180 (IPC REF CH 71-70-00 FIG 20 ITEM 40) COULD NOT BE CLEARED AND WAS REPLACED. MAINT ALSO NOTED THAT ON A FEW RECENT ENGINE CHANGES ON ACFT SIMILAR DRAIN HOSES (P/N DSC286A4-0173 AND DSC286A4-0180, IPC REF CH 71070-00 FIG 20 ITEMS 330 AND 340) WERE SIMILARLY FOUND CLOGGED BUT WERE ABLE TO BE CLEARED.

<a href="#">CA090331002</a>	DHAV	PWA	DHAV	PIN	MIGRATED
3/30/2009	DHC8311	PW123		85210156101	HANDRAIL

(CAN) THE FLIGHT CREW ARRIVED AT THE ACFT AND WAS UNABLE TO OPEN THE MAIN CABIN DOOR FROM OUTSIDE. MX CREW FOUND THE MAIN CABIN DOOR FWD HANDRAIL UPPER ATTACHMENT POINT PIN (REF IPC 52-10-00-30-210) JAMMING WITH THE STAIRCASE. PIN WAS RE-POSITIONED AND THE DOOR OPENED. FURTHER INVESTIGATION REVEALED THAT THE LOCKING RIVET SECURING THE PIN HAD BROKEN ALLOWING THE PIN TO MIGRATE. THE PIN WAS SECURED AND THE ACFT RETURNED TO SERVICE.

<a href="#">CA090326010</a>	DHAV	PWA		STRUCTURE	DAMAGED
3/25/2009	DHC8311	PW123			AILERON

(CAN) ACFT STRUCK BY LIGHTNING ON APPROACH. LT AILERON TIP REPLACED. P/N-35740407-007.REF:DEF: 836797,836938 AND WO-185137,NR-00001

<a href="#">CA090304003</a>	DHAV	PWA		DRIVE NUT	DEFECTIVE
2/28/2009	DHC8311	PW123		82760176103	ELEVATOR TRIM

(CAN) (HEAVY MAINTENANCE) SUPPLIED ACFT ACCESSORIES (OVERHAUL FACILITY) WITH PARTS FOR AN ELEVATOR TRIM ACTUATOR. TRIM ACTUATOR ASSEMBLED AND CERTIFIED. INSTALLED THE ELEVATOR TRIM ACTUATOR AND FOUND ON THE FUNCTIONAL CHECK THAT THE ELEVATOR TRIM ACTUATOR HAD INCORRECT TRAVEL. THE ELEVATOR TRIM ACTUATOR WAS SENT BACK FOR WARRANTY. WARRANTY DENIED. CONFIRMED DEFECT WITH DRIVE NUT.

<a href="#">CA090217003</a>	DHAV	PWA	HONEYWELL	CONNECTOR	DAMAGED
2/10/2009	DHC8315	PW123			WX RADAR SYSTEM

(CAN) WHILE TROUBLESHOOTING WEATHER RADAR INDICATION SNAG, CONNECTOR AT WEATHER RADAR R/T OPENED FOR INSPECTION. ALL PINS FOUND REVERSED MEANING WIRE CRIMPED ON/IN "CONTACT" END. THE "BARREL" END WAS NOW THE "CONTACT". CONNECTOR 3441 P60 WIRES RETERMINATED, SYS TESTED SERVICEABLE.

---

<a href="#">CA090225008</a>	DIAMON	CONT	THROTTLE CABLE	BROKEN
2/21/2009	DA20C1	IO240B	A15500550	ENGINE

(CAN) DURING ENGINE START, THE ENGINE RPM INCREASED TO ABOVE 2000RPM AND PILOT WAS UNABLE TO DECREASE RPM. MX FOUND THE THROTTLE CABLE HAD BROKEN INTERNALLY. INVESTIGATION FOUND THE CABLE HAD BROKEN AT THE APPROXIMATE LOCATION OF WHERE THE CABLE HSG EXITS THE FIREWALL.

---

<a href="#">CA090401003</a>	DIAMON	CONT	THROTTLE CABLE	BROKEN
3/23/2009	DA20C1	IO240B	A15500550	ENGINE

(CAN) IN FLIGHT PILOT REPORTED LOSS OF THROTTLE CONTROL. THROTTLE WENT TO FULL AS DESIGNED. ACFT FLOWN BACK AND ENGINE SHUTDOWN, LANDED SAFELY. INSP REVEALED THROTTLE INNER CABLE BROKEN WHERE CABLE GOES THRU FIREWALL. NEW CABLE INSTALLED.

---

<a href="#">CA090401002</a>	DIAMON	CONT	ROD END	WORN
3/24/2009	DA20C1	IO240B	A9500670D	HF3M
				MIXTURE CABLE

(CAN) DURING INSP THE ROD END WHICH ATTACHES THE MIXTURE CABLE TO THE MECHANICAL FUEL PUMP MIXTURE CONTROL ARM WAS FOUND TO HAVE EXCESSIVE PLAY IN THE BALL AREA. THE ROD END WAS REMOVED FROM THE ARM ONLY TO FIND IT FALLING INTO PIECES. NEW ROD END INSTALLED.

---

<a href="#">CA090324009</a>	DIAMON	CONT	STARTER	MALFUNCTIONED
3/13/2009	DA20C1	IO240B		ENGINE

(CAN) OIL PRESSURE DROPPED BELOW RED LINE ON THIRD CIRCUIT. MINIMUM OIL PRESSURE IS 10 POUNDS, PILOT REPORTED OIL PRESSURE AT 3 POUNDS UPON LANDING. MX CONFIRMED OIL PRESSURE BELOW MINIMUM AND WAS NOT AN INDICATION FAULT. MAGNETIC OIL PLUG REMOVED AND INSPECTED AND METAL WAS FOUND ON PLUG. OIL FILTER WAS THEN REMOVED/CUT OPEN AND METAL CONTAMINATION WAS FOUND IN FILTER MEMBRANES. SUSPECTED SOURCE OF CONTAMINATION WAS FROM STARTER. STARTER REMOVED AND CONFIRMED TO BE THE SOURCE OF THE PENCIL SHAVING TYPE METAL DEPOSITS FOUND IN FILTER AND MAGNETIC PLUG. STARTER IS AN INTERNAL MOUNTED STARTER WHICH ENGAGES A GEAR, P/N 656762, LOCATED IN THE ACCESSORY GEARBOX. INSP OF THE STARTER GEAR ALSO SHOWED SIGNS OF DAMAGE. IT IS SUSPECTED THAT THE STARTER WAS ENGAGED DURING A "DEAD MAGNETO CHECK" WHICH IS A COMMON PRACTICE IN GENERAL AVIATION PRACTICES, IN WHICH THE KEY IS TURNED RAPIDLY TO "OFF" AND THEN BACK TO BOTH POSITION CONFIRMING THAT THE ENGINE QUITS WHEN THE KEY IS TURNED TO THE "OFF POSITION. IT IS BELIEVED THAT THE KEY WAS TURNED BEYOND THE BOTH POSITION THUS ENGAGING THE STARTER TO THE STARTER DRIVE GEAR WHILE THE ENGINE WAS IDLING AT 1000 RPM +/- 25 RPM. THE FUNCTION OF THE MAGNETOS HOWEVER CAN BE CONFIRMED WITH A MFG APPROVED METHOD OF CHECKING MAGNETO OPERATION CONTAINED IN THE POH. THE DEAD MAG CHECK HAS BEEN BANNED FROM USE ON ALL ACFT HERE (IN ADDITION TO THIS PRACTICE IT HAS ALSO BEEN OBSERVED THAT BACKFIRES ARE INDUCED BY THIS METHOD OF CHECKING MAGNETO OPERATION WHICH HAS BEEN DISCOURAGED BY THE AMO.)

---

<a href="#">CA090324004</a>	DIAMON	CONT	PEDAL	CRACKED
2/9/2009	DA20C1	IO240B	2227218100	BRAKE

(CAN) DURING SCHEDULED INSP, FOUND CRACKED PEDAL ON PILOT SIDE LT BRAKE PEDAL.

---

<a href="#">2009FA0000315</a>	DIAMON	FUEL TANK	LEAKING
4/10/2009	DA40	D41281710001	RT WING

DURING ANNUAL INSP, FOUND SMALL FUEL LEAKS ORIGINATING FROM PIN-HOLE SIDE VOIDS IN BELD BEADS FROM TANK MANUFACTURING. FOUND 1 LEAK PER TANK AT DIFFERENT LOCATIONS. INNER TANK PN DA41-2817-10-001, SN 1340, LEAK FOUND BELOW LOW LEVEL SENSOR BOSS WELD BEAD. MIDDLE TANK - PN DA4-2817-20-0071, SN 0670, LEAK FOUND ON OUTLET COLLAR WELD BEAD. OUTER TANK - PN D41-2807-30-00, SN 0469, LEAK FOUND ON PERIMETER WELD BEAD FOR INNER END CAP. RECOMMENDED REPAIR WOULD REQUIRE SPOT WELD OVER VOID. THIS ACFT RECEIVED WARRANTY REPLACEMENT TANKS FOR CORRECTIVE ACTION. (K)

---

<a href="#">2009FA0000316</a>	DIAMON		TANK	LEAKING
4/10/2009	DA40		DA42817200071	LT WNG
DURING ANNUAL INSP, FOUND SMALL FUEL LEAKS ORIGINATING FROM PIN-HOLE SIDE VOIDS IN BELD BEADS FROM TANK MANUFACTURING. FOUND 1 LEAK PER TANK AT DIFFERENT LOCATIONS. INNER TANK PN DA41-2817-10-001, SN 1340, LEAK FOUND BELOW LOW LEVEL SENSOR BOSS WELD BEAD. MIDDLE TANK - PN DA4-2817-20-0071, SN 0670, LEAK FOUND ON OUTLET COLLAR WELD BEAD. OUTER TANK - PN D41-2807-30-00, SN 0469, LEAK FOUND ON PERIMETER WELD BEAD FOR INNER END CAP. RECOMMENDED REPAIR WOULD REQUIRE SPOT WELD OVER VOID. THIS ACFT RECEIVED WARRANTY REPLACEMENT TANKS FOR CORRECTIVE ACTION. (K)				
<a href="#">2009FA0000317</a>	DIAMON		TANK	LEAKING
4/10/2009	DA40		D4128073000	LT WNG
DURING ANNUAL INSP, FOUND SMALL FUEL LEAKS ORIGINATING FROM PIN-HOLE SIDE VOIDS IN WELD BEADS FROM TANK MANUFACTURING. FOUND 1 LEAK PER TANK AT DIFFERENT LOCATIONS. INNER TANK PN DA41-2817-10-001, SN 1340, LEAK FOUND BELOW LOW LEVEL SENSOR BOSS WELD BEAD. MIDDLE TANK - PN DA4-2817-20-0071, SN 0670, LEAK FOUND ON OUTLET COLLAR WELD BEAD. OUTER TANK - PN D41-2807-30-00, SN 0469, LEAK FOUND ON PERIMETER WELD BEAD FOR INNER END CAP. RECOMMENDED REPAIR WOULD REQUIRE SPOT WELD OVER VOID. THIS ACFT RECEIVED WARRANTY REPLACEMENT TANKS FOR CORRECTIVE ACTION. (K)				
<a href="#">2009FA0000256</a>	DIAMON	DIAMON	TUBE	BENT
3/25/2009	DA42		D6032338232	ZONE 700
WHEN THE PILOT SELECTED THE LANDING GEAR HANDLE DOWN HE GOT A GEAR UNSAFE INDICATION AND COULD NOT GET IT TO CLEAR. THE ACFT LANDED WITHOUT INCIDENT. INVESTIGATION REVEALED THE NLG CAMP BOLT TUBE P/N D60-3233-82-32 WAS BENT AND THE ENDS FLARED WERE THE GUDGEONS P/N D50-3233-82-31 GO INTO THE CAMP BOLT TUBE ENDS. ALSO ONE OF THE GUDGEONS WAS MISSING CAUSING THE NLG ASSEMBLY TO TWIST AND BIND. THIS IS THE SECOND INCIDENT WITH A DA42 NLG INVOLVING THE CAMP BOLT TUBE AND GUDGEON SEE SDR #2009FA0000234 DATED 3/17/09. IT LOOKS LIKE THE NLG ACTUATOR IS PUTTING TOO MUCH FORCE ON THE CAMP BOLT TUBE WHEN THE NLG IS IN THE EXTENDED POSITION.				
<a href="#">2009FA0000297</a>	DOUG		FITTING	CORRODED
4/10/2009	MD11		ARB71701	FUSELAGE
FOUND CORROSION ON 4 EA HOLES AND LUG FACES OF LT FRAME FITTING. REMOVED CORROSION AND INSTALLED REPAIR BUSHING IAW APR-TPR-09-0014-04B. (K)				
<a href="#">2009FA0000298</a>	DOUG		FITTING	CORRODED
4/10/2009	MD11		ARB71701	RT WING
FOUND CORROSION ON 4 EA HOLES AND LUG FACES OF RT FRAME FITTING. REMOVED CORROSION AND INSTALLED REPAIR BUSHINGS IAW ARP-TPR-09-0014-04B. (K)				
<a href="#">2009FA0000258</a>	ECLIPS	PWC	BUSHING	LOOSE
1/12/2009	ECLIPSEEA500	PW610FA		HORIZONTAL STAB
HORIZ STAB FOUND TO HAVE EXCESSIVE FREE-PLAY DURING INSP OF DEICE BOOTS EAC WO 6029759. IT IS UNKNOWN WHAT WO THE CONDITION WAS ACTUALLY REPORTED ON. THE ACFT WAS UNDERGOING A WORK PACKAGE FOR IT'S SECOND 300HR INSP. UPON FURTHER INVESTIGATION FOUND FWD MOUNT FASTENERS (2 EA. PN: NAS1997C12DT) WOULD TURN BY FINGER WHEN ANOTHER TECH SHOOK THE HORIZ STAB. UPON REMOVAL OF THE HORIZ STAB IT WAS DISCOVERED THAT THE COUNTERSINK BUSHINGS PRESSED INTO THE FWD LUGS OF THE STABILIZER WERE OFFSET DRILLED OR MILLED/REAMED LEAVING A FRACTION OF THE 100 DEGREE REDUCED HEAD FASTENERS MAKING CONTACT WITH THE COUNTERSINK BUSHINGS ON THE HORIZONTAL STABILIZER. THE PRESSED BUSHINGS ON THE FWD LUGS OF THE PN: 55-1039271 VERTICAL STRUCTURE COULD BE PUSHED OUT WITH FINGER PRESSURE. THIS MECHANIC WAS RELUCTANT TO SUBMIT AN SDR AT THE TIME SINCE IT WAS THOUGHT THAT EAC WOULD CONTINUE BUSINESS AND ENGINEER A SOLUTION. THE BANKRUPTCY OF EAC PREVENTED THAT. THERE IS CONCERN THAT OTHER EARLY SN AC MAY HAVE OR DEVELOP THIS CONDITION.				
<a href="#">CA090304009</a>	EMB	PWA	ENGINE	INOPERATIVE

2/7/2009

EMB110\*

PT6A34

LEFT

(CAN) IT WAS REPORTED THAT DURING AN ATTEMPTED EMERGENCY LANDING, ACFT CRASHED IN THE RIVER CLOSE TO THE DESTINATION AIRPORT. THERE ARE 4 CONFIRMED SURVIVORS. WRECKAGE HAS BEEN RECOVERED FROM THE RIVER AND TRANSPORTED TO THE CITY, WHERE PRELIMINARY EXAMINATION TOOK PLACE. THE ENGINES WERE SENT FOR EXAMINATION. RT ENGINE 56198 SHOWED CONTACT SIGNATURES CONSISTENT WITH IT MAKING POWER AT IMPACT. NO PRE-IMPACT ANOMALIES WERE NOTED. LT ENGINE 56896 DID NOT SHOW ANY INDICATIONS THAT IT WAS MAKING POWER AT IMPACT. NO PRE-IMPACT ANOMALIES WERE NOTED. LT ENGINE CONTROLS AND ACCESSORIES ARE BEING FORWARDED & WILL CONDUCT TESTING/EXAMINATION WITH INVESTIGATION TEAM PARTICIPATING. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

[CA090305013](#)

EMB

PWA

DUCT

CRACKED

3/3/2009

EMB110P1

PT6A34

(CAN) DURING A DAILY INSP AN AME FOUND THE ENGINE OIL TO BE DIRTY AND IT HAD A YELLOWISH COLOR. FURTHER INSP OF THE ENGINE REVEALED A CRACKED INNER EXHAUST OUTLET DUCT. THE ENGINE WAS REPLACED AND THE ACFT RETURNED TO SERVICE.

[I7ER 0901](#)

EMB

SEAT FRAME

CRACKED

4/6/2009

EMB145LR

410710061

CABIN

BASE FRAME ASSY (LEG) HAVE BEEN FOUND CRACKED IN THE AREA SURROUNDING ATTACHMENT FROM FRAME TO SEAT. ON THIS PARTICULAR ACFT 10 DOUBLE SEAT BASE FRAME (LEG) ASSEMBLIES WERE FOUND CRACKED. THIS PARTICULAR PART HAS BEEN REMOVED AND REPLACED WITH NEW PART.

[CA090326001](#)

EMB

GE

COFFEEMAKER

SMOKE

3/23/2009

ERJ170200SU

CF348E5A1

3510005201

GALLEY

(CAN) COFFEE MAKER STARTED TO SMOKE DURING CLIMB OUT, FA TURNED OFF POWER FROM THE GALLEY CB PANEL. SHE INFORMED THE FLIGHTDECK WHO ALSO TURNED OFF GALLEY POWER FROM THE FLIGHTDECK. THE SMOKE CLEARED BUT A BURNING SMELL LINGERED IN THE CABIN. THE CREW DECIDED TO RETURN TO DEPARTURE AND WAS MET BY LOCAL FIRE RESCUE. MAINTENACE REMOVED THE COFFEE MAKER AND NOTED A WIRE LOOSE OF THE TOP OF THE COFFEE MAKER HAD BEEN ARCING AGAINST THE HOUSING (POSITION 303A) IN THE AFT GALLEY. BOTH COFFEE MAKERS WERE REMOVED FOR INVESTIGATION, SIGNS OF ARCING WERE CLEANED AND AREA INSPECTED. NEW COFFEE MAKERS WERE INSTALLED AND TESTED. AIRCRAFT WAS RETURNED TO SERVICE.

[CA090320002](#)

EMB

GE

BEARING

DAMAGED

3/18/2009

ERJ170200SU

CF348E5A1

TORQUE TUBE

(CAN) AILERON CONTROL COLUMN FOUND TO BE STIFF IN THE AIR. THE CAUSE WAS FOUND TO BE ONE OF THE SEALED BRGS. ENTIRE TORQUE TUBE ASSY HAS BEEN REPLACED.

[CA090219003](#)

EMB

GE

CONNECTOR

DAMAGED

2/18/2009

ERJ190100IGW

CF3410E5A1

GALLEY

(CAN) DURING GALLEY REMOVAL, ELECTRICAL CONNECTORS FOUND WITH DAMAGED/MISSING BACKSHELLS.

[CA090220002](#)

EMB

GE

CONTROL TUBE

BENT

2/17/2009

ERJ190100LR

CF3410E5A1

AILERON

(CAN) ACFT, AFTER COMPLETING REF/A/B, MX NOTICED BOTH THE LT AND RT AILERON TORQUE TUBE ASSEMBLIES WERE BENT. CABLES FOUND LOOSE UPON ARRIVAL. ALL AILERON CABLES TIGHTENED ACCORDING TO REF/A/AND/B/AND. DUE TO CURVATURE OF TUBES, CABLES ARE NOW SITTING LOWER IN THEIR RESPECTIVE BELLCRANKS. IF THE TUBE WERE TO BE STRAIGHT, THE CABLE WOULD BE CENTERED IN THE MIDDLE OF THE BELLCRANK. GIVEN THAT THEY ARE SITTING LWR, THE CABLES DO NOT SEEM TO BE WEARING ON THE LWR FLANGE OF THE BELLCRANKS. THE BEST METHOD TO MEASURE THE DEFLECTION WAS TO FIX A STRING TO THE CENTER OF THE TUBE AT UPPER SUPPORT AND THEN TO THE CENTER OF TUBE AT LOWER END. IF THE TUBE WERE STRAIGHT, STRING WOULD STAY IN CENTER OF THE TUBE OVER ENTIRE LENGTH. THIS WAS OBVIOUSLY NOT CASE IN THIS INSTANCE. AFTER MARKING APPROXIMATE CENTER OF THE TUBE WITH A PEN AT THE MIDWAY

POINT ALONG LENGTH OF THE STRING, WE THEN MEASURED THE DISTANCE FROM THE MARKED CENTERLINE OF THE TUBE TO WHERE THE STRING WAS OFFSET. ALTHOUGH THIS MEASUREMENT IS ONLY APPROXIMATE, IT GIVES A ROUGH IDEA OF THE AMOUNT OF DEFLECTION IN EACH TUBE. THE DEFLECTION IN THE LT TUBE WAS MEASURED TO BE APPROX. 0.25 INCH, WHILE THE DEFLECTION IN THE RT TUBE WAS APPROX. 0.15 INCH. THE 2 OTHER ACFT CURRENTLY IN OUR HANGAR (MSN 19000019 & 17000090) ARE IN THE SAME CONDITION.

<a href="#">CA090326004</a>	EMB	GE	SKIN	DEFORMED
3/22/2009	ERJ190100LR	CF3410E5A1		WING

(CAN) LT AND RT LWR WING SKIN DEFORMATION FOUND IN AREA OF RIBS 21-22 AND STRINGER 23-25 BETWEEN NACA DUCT PANELS AND THE PRESSURE RELIEF PANEL.

<a href="#">CA090306002</a>	EMB	GE	FLOORBEAM	CORRODED
2/27/2009	ERJ190200LR	CF3410E5A1		FUSELAGE

(CAN) AFT GALLEY FLOOR AREA WAS FOUND WITHOUT SEALANT BETWEEN THE FLOORBOARDS. WITH FLOORBOARDS REMOVED, CORROSION WAS DISCOVERED ON SEVERAL FLOORBEAMS, SEAT TRACKS AND SHEAR PLATES.

<a href="#">2009FA0000284</a>	ENSTRM	LYC	MOUNT	CRACKED
3/31/2009	F28F	HIO360*		RIGHT

TROUBLESHOOTING A TRACKING DISCREPANCY, IT WAS FOUND THAT THE RT FWD MOUNT LOCATION OF THE PYLON HAD CRACKED AS WELL AS THE GUSSET. THE CRACK WAS NOT VISIBLE THROUGH THE UPPER SIDE PANELS JUST BELOW THE FUEL TANKS. THE CRACK WAS NOT FOUND UNTIL THE FUEL TANKS WERE REMOVED. THE CRACK IS AROUND THE LARGE TUBE JUST AFT OF THE M.G.B MOUNT. THE TRACKING ISSUE WAS SIMPLY THAT THE 1:1 VIBRATION COULD NOT BE LOWERED TO AN ACCEPTABLE NUMBER AND WOULD NOT REPEAT WITH NO ADJUSTMENTS MADE. (K)

<a href="#">CA090403011</a>	FOUND	LYC	TIE BOLT	FAILED
3/27/2009	FBA2C1	IO540*	U320	MLG

(CAN) IT WAS THE USUAL ON TOUCHDOWN, BUT WE HAD A 15-20 KNOT WIND TO HELP SLOW THINGS DOWN AND FOUND THE LANDING NOT REMARKABLE IN ANY WAY. SAME WITH TAKEOFF, THEN 3 MORE HOURS OF FLYING AND CARIBOU SURVEY, AND BACK. AS THE WEIGHT CAME OFF THE WINGS ONTO THE GEAR IN SMOOTH SOFT SNOW, WE JUST SETTLED TO THE LEFT, SO THE BOLT WAS OBVIOUSLY ALREADY TOAST. HAVE NEVER HEARD OF THE BOLT IN QUESTION FAILING, CONDUCTED AN MRB AND HAVE ASKED THE TSB TO EVALUATE THE BOLT. ENGINEERING HAS TESTED THE BOLT AND DESIGN AGAIN BECAUSE OF OTHER UNRELATED PROBLEMS WITH THE LANDING. THE BOLT IN QUESTION SHOULD NOT HAVE FAILED DUE TO THE DESIGN. SB WAS RELEASED, ENGINEERING ELECTED TO INCREASE THE BOLT SIZE. CUSTOMER HAD THE SB IN STOCK BUT HAD NOT YET INSTALLED IT ON THE ACFT. WE WILL CONTINUE THE MRB PROCESS AND KEEP YOU INFORMED.

<a href="#">CA090226003</a>	GULSTM	LYC	BRACKET	LOOSE
2/24/2009	500S	IO540E1B5	31018135	NLG

(CAN) DURING GEAR SWING INSP, IT WAS NOTED THAT ON THE NOSE GEAR DOWN AND LOCKED CYCLE THERE WAS CONSIDERABLE MOVEMENT ON THE ACFT STRUCTURE THAT ATTACHES TO THE NOSE GEAR ACTUATOR. ON CLOSER EXAMINATION, IT WAS DISCOVERED THAT THE RIVETS HOLDING THE BRACKETS TO THE ACFT STRUCTURE WERE SHEARED. GEAR SWING INSP OF 5 OTHER LIKE ACFT, FOUND 2 OTHERS WITH SMOKING AND SHEARED RIVETS.

<a href="#">2009FA0000306</a>	GULSTM	LYC	PIN	WORN
4/1/2009	500S	TIO540*	ED10057	NOSE STRUT

PIN IS WORN AND STOP NOSE WHEEL FROM CANTERING, WHEN GEAR WAS RETRACTED, NOSE WHEEL GOT JAMMED IN THE WHEEL WELL AND WOULD NOT EXTEND OR RETRACT. ACFT LANDED WITH NOSE WHEEL NOT FULLY EXTENDED. (K)

<a href="#">CA090312007</a>	GULSTM	GARRTT	SWITCH	OUT OF RIG
3/11/2009	690	TPE3315251K		MLG

(CAN) ON THE DOWN WIND, THE LANDING GEAR WAS SELECTED DOWN AND THE NOSE GEAR INDICATED AN UNSAFE LIGHT. THE GEAR WAS CYCLED AND COULD BE OBSERVED COMING DOWN FROM THE REFLECTION IN THE PROP SPINNER. TOWER CONFIRMED 3 GEAR DOWN ON A LOW PASS. THE ACFT LANDED WITHOUT INCIDENT AND THE MX ENGINEERS INSPECTED THE NOSE GEAR AND FOUND A SWITCH SLIGHTLY OUT OF RIG. THIS WAS ADJUSTED AND THE ACFT RETURNED WITHOUT INCIDENT.

---

<a href="#">2009FA0000285</a>	GULSTM		WIRE	SHORTED
4/7/2009	G1159			WING

DURING A SCHEDULED MX VISIT & TROUBLESHOOTING OF LT WING LOGO LIGHT DEFECT, A WIRING SHORT WAS FOUND BETWEEN THE WING/TIP TANK DISCONNECT AND THE BULKHEAD CONNECTOR IN THE TIP TANK DRY BAY. THE WIRING WAS REMOVED FROM THE CONDUIT (RUNNING THROUGH THE WET AREA OF THE TIP TANK) AND FOUND SEVERELY BURNED AND CHAFED. UPON FURTHER INSP OF THE CONDUIT IN THE LT TIP TANK, IT WAS ALSO FOUND THAT THE CONDUIT ITSELF HAD SUFFERED A BURN SUFFICIENT TO PENETRATE THE WALL OF THE CONDUIT, LEAVING THE BURNED AND CHAFED WIRING EXPOSED IN THE WET AREA OF THE TANK. THE WIRING HAS BEEN REMOVED AND REPLACED WITH NEW, WITH AN ADDITIONAL ANTI CHAFE HEAT SHRINK PROTECTION. THE CONDUIT HAS ALSO UNDERGONE A LOCAL SWAGE REPAIR TO REGAIN ITS INTEGRITY IN THE WET AREA. WITH A DETAILED INTERNAL INSP OF THE LT TIP TANK SHOWING NO FURTHER DISCREPANCIES. AS A PRECAUTION, THE RT TIP TANK INTERNAL WIRING WAS INSPECTED AND FOUND IN A LESS SEVERE, BUT SIMILARLY BURNED AND CHAFED CONDITION. THIS RT WIRING HAS ALSO BEEN REMOVED AND REPLACED WITH NEW, ALSO BEING INSTALLED WITH ANTI CHAFE PROTECTION. AS A FURTHER PRECAUTION THE INTERNAL AREA WAS VISUALLY INSPECTED, WITH NO FINDINGS.

---

<a href="#">CA090313009</a>	HUGHES	ALLSN	BLADES	BROKEN
2/20/2009	369D	250C20B	6890550	COMPRESSOR

(CAN) ENGINE EXPERIENCED A COMPRESSOR STALL IN CRUISE. PILOT RETURNED TO BASE, AS THE ENGINE WAS LOADED UP FOR LANDING 2 MORE COMPRESSOR STALLS OCCURRED. ACFT WAS LANDED AND SHUTDOWN WITHOUT FURTHER INCIDENT. COMPRESSOR WAS SENT TO REPAIR SHOP WHERE IT WAS NOTED THAT THE CASE HALVE STATORS BELOW THIS STAGE WERE BADLY DAMAGED AS WELL AND THEREFORE HARD TO ASCERTAIN WHICH HAD FAILED, THE WHEEL BLADE OR A CASE HALVE STATOR. NO STATORS ABOVE THIS FAILED 5TH STAGE WHEEL SHOW ANY DAMAGE OR FOD.

---

<a href="#">MDR4012009005</a>	LANCAR	CONT	TUBE	CHAFED
4/1/2009	LC40550FG	IO550N	6546273	ENGINE CASE

THE OIL FILLER TUBES ARE BEING CHAFED BEYOND MFG LIMIT OF .010 DUE TO CONTACT WITH THE CYLINDER BAFFLING BETWEEN CYLINDERS NR 2 AND 4. SHOULD THE TUBE CHAFE COMPLETELY THROUGH, AN OIL LEAK WILL OCCUR AND DEPENDING HOW MUCH THE ENGINE CASE IS PRESSURIZING, ALL OIL COULD BE LOST. RECOMMEND MFG COME OUT WITH BULLETIN TO MAKE A GREATER RELIEF CUT IN BAFFLE TO PREVENT BAFFLE FROM CHAFING THE OIL FILLER TUBE ASSY. (K)

---

<a href="#">MDR40120009004</a>	LANCAR	CONT	TUBE	CHAFED
4/1/2009	LC41550FG	TSIO550A	6546274	ENGINE CASE

THE OIL FILLER TUBES ARE BEING CHAFED BEYOND MFG LIMIT OF .010 DUE TO CONTACT WITH THE CYLINDER BAFFLING BETWEEN CYLINDERS NR 2 AND 4. SHOULD THE TUBE CHAFE COMPLETELY THROUGH, AN OIL LEAK WILL OCCUR AND DEPENDING HOW MUCH THE ENGINE CASE IS PRESSURIZING, ALL OIL COULD BE LOST. RECOMMEND MFG COME OUT WITH BULLETIN TO MAKE A GREATER RELIEF CUT IN BAFFLE TO PREVENT BAFFLE FROM CHAFING THE OIL FILLER TUBE ASSY. (K)

---

<a href="#">MDR4012009001</a>	LANCAR	CONT	TUBE	CHAFED
4/1/2009	LC42550FG	IO550N	6494062	ENGINE CASE

THE OIL FILLER TUBES ARE BEING CHAFED BEYOND MFG LIMIT OF .010 DUE TO CONTACT WITH THE CYLINDER BAFFLING BETWEEN CYLINDERS NR 2 AND 4. SHOULD THE TUBE CHAFE COMPLETELY THROUGH, AN OIL LEAK WILL OCCUR AND DEPENDING HOW MUCH THE ENGINE CASE IS PRESSURIZING, ALL OIL COULD BE LOST. RECOMMEND MFG COME OUT WITH BULLETIN TO MAKE A GREATER RELIEF CUT IN BAFFLE TO PREVENT BAFFLE FROM CHAFING THE OIL FILLER TUBE ASSY. (K)

---

<a href="#">BKER 20090420 1</a>	LEAR		GENERATOR	FAILED
---------------------------------	------	--	-----------	--------

4/20/2009

35A

RIGHT

DEPARTED, RT GEN AMBER ANNUNCIATOR LIGHT ILLUMINATED IN-FLIGHT, 0 AMPS ON RT SIDE. COMPLIED WITH CHECKLIST AND RESET PROCEDURES FOR SINGLE GEN FAIL. NO RESET WAS POSSIBLE. RETURNED TO DEPARTURE FOR MX.

[CA090401012](#)

LEAR

PWA

COMPRESSOR  
BLADE

FRACTURED

3/16/2009

60LEAR

PW305A

ENGINE

(CAN) DURING T/O ROLL, THE PILOT HEARD A LOUD NOISE AND THE ENGINE VIBRATION WARNING LIGHT CAME ON. AS THE ACFT WAS ALREADY AT V1 SPEED, THE PILOT REDUCED THE POWER AND CONTINUED THE T/O. EMERGENCY WAS DECLARED AND THE ACFT RETURNED TO ORIGIN WHERE A SINGLE ENGINE LANDING WAS PERFORMED. MX CREW BORESCOPE THE ENGINE AND FOUND ONE COMPRESSOR BLADE FRACTURED. THE ENGINE HAS BEEN REMOVED AND WILL BE SENT FOR INVESTIGATION AND REPAIR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

[CA090227005](#)

LKHEED

ALLSN

OIL SYSTEM

LEAKING

2/26/2009

382G

501D22A

NR 4 PROPELLER

(CAN) ENROUTE, THE CREW OBSERVED A LOW OIL QUANTITY LIGHT ON NR 3 PROPELLER DURING THE DESCENT. THE ACFT WAS RETURNING TO POINT OF DEPARTURE WHEN APPROX 100 MILES FROM DESTINATION THE NR 4 PROPELLER WAS OBSERVED TO EXCEED THE NORMAL OPERATING RPM PERCENT RANGE. THE NR 4 PROPELLER WAS FEATHERED AND THE ENGINE SHUTDOWN. THE ACFT LANDED AT DESTINATION WITHOUT FURTHER PROBLEM. MX TROUBLESHOOTING IN PROGRESS FOR THE NR 3 ENGINE LOW OIL CONDITION AND THE NR 4 ENGINE SHUTDOWN.

[CA090310012](#)

MAULE

LYC

MCAULY

HUB

UNSERVICEABLE

3/10/2009

M7235

IO540W1A5

D6244

PROPELLER

(CAN) CORROSION PITS FOUND IN ONE BRG SEAT AREA. HUB IS UNSERVICEABLE IAW MANUAL NR SPM100-1.

[CA090310011](#)

MAULE

LYC

MCAULY

BLADE

CORRODED

3/9/2009

M7235C

IO540W1A5

82NDA2

PROPELLER

(CAN) UPON LPI INSP OF INTERNAL BORE OF BLADE, IT WAS FOUND THAT THERE WAS CORROSION COVERING MOST OF THE BORE SURFACE. MANUAL NR BOM100-1 ALLOWS REWORK OF 10 PERCENT OF THE SURFACE AREA. BLADE IS UNSERVICEABLE.

[CA090310010](#)

MOONEY

CONT

BLADE

CORRODED

3/6/2009

M20K

TSIO520NB

82NEA55

PROPELLER

(CAN) DURING LPI INSP, CORROSION FOUND IN O-RING GROOVE. UNREPAIRABLE IAW MANUAL NR BOM100-1.

[2009FA0000254](#)

MOONEY

WIRE

MELTED

3/25/2009

M20R

LANDING LIGHT

PILOT REPORTED THE DEFROST BLOWER CIRCUIT BREAKER POPS WHEN BLOWER IS NOT IN USE. TROUBLESHOOTING REVEALED THE LANDING LIGHTS STAYED ON WHEN THE LANDING LIGHT CIRCUIT BREAKER WAS PULLED. AFTER APPX 20 SECONDS OF LANDING LIGHT OPERATION THE DEFROST BLOWER C/B WOULD POP. INSP REVELED THE LANDING LIGHT WIRE AT LARGE CONNECTOR PL/RC104A ON RT SIDE CB PANEL ASSY WAS MELTED ON BOTH SIDES OF THE CONNECTOR AND ON ONE SIDE HAD FUSED TOGETHER WITH 2 OTHER WIRES (DEFROST BLOWER AND LANDING GEAR WARNING) IN THE HARNESS. THIS MALFUNCTION MOST LIKELY RESULTED FROM THE LANDING LIGHT BEING LEFT ON IN FLIGHT FOR AN EXTENDED PERIOD OF TIME. SB M20-286 (M20J,K,M,R,S) ADDRESSES THIS CONDITION AND RECOMMENDS COMPLIANCE WITHIN 100 HRS OR AT NEXT ANNUAL.

[CA090226005](#)

NAVION

CONT

BLADE

UNSERVICEABLE

2/26/2009

STCNAVION

IO550B

82NDB2

PROPELLER

(CAN) CORROSION FOUND IN BLADE "O-RING" GROOVE THAT IS NOT REPAIRABLE IAW MFG MM BOM100-1R4.

<a href="#">CA090311003</a>	PIAGIO	PWA	OIL SYSTEM	MALFUNCTIONED
2/27/2009	P180	PT6A66		ENGINE

(CAN) PILOT REPORTED OIL PRESSURE DROP SETTING OFF LOW OIL PRESSURE WARNING. PILOT ELECTED TO SHUTDOWN AND SECURE THE ENGINE. A SINGLE-ENGINE LANDING WAS ACCOMPLISHED. THE ENGINE WILL BE RETURNED TO MFG FOR INVESTIGATION, UPDATES WILL BE PROVIDED IN DUE COURSE.

<a href="#">2009FA0000271</a>	PILATS		POWERPACK	CRACKED
4/1/2009	PC1245		PPEV3008EA3B	HYDRAULIC SYS

DISCOVERED HYDR FLUID LEAKING FROM LT UNDER WING TO FUSELAGE FAIRING. FOUND 7 INCH CRACK IN THE AFT FACE OF THE HYDR PUMP CASTING CAP ON THE NON-DRIVE END, ORIGINATING FROM LT SIDE OF CASTING AT APPROX THE 9 O'CLOCK POSITION, EXTENDING UP AND OVER THE REGULATOR AND THE FILTER PORTIONS OF THE CASTING, ENDING APPROX 1.5 INCH FROM THE RT SIDE OF THE CASTING. PROBABLE CAUSE UNKNOWN. NO RECOMMENDATIONS AT THIS TIME. A SEARCH UNDER AIRFRAME AND APPLIANCE MFG RESULTED IN NO AD'S AGAINST THIS APPLIANCE.

<a href="#">2009FA0000277</a>	PILATS		WIRE HARNESS	MISMANUFACTURED
4/3/2009	PC1245			PITOT HEAT

BOTH PILOT AND CO-PILOT AIRSPEED INDICATORS DECREASED IN AIRSPEED INDICATION FROM 200 KTS TO 0 KTS AT RATE OF APPROX 4 KTS PER MIN. NOTICED WHEN VOLTMETER PROBE WAS ATTACHED TO CIRCUIT BREAKER LOAD SIDE, THAT THE WIRE ATTACHED TO THE RING TERMINAL OF THE LOAD SIDE, WAS 20 AWG. SERVICE BULLETIN ISSUED AND ENGINEERING CHANGE TO THIS CIRCUIT, CHANGING THE CIRCUIT BREAKER FROM A 7.5 AMP TO 15.0 AMP, AND CHANGING THE WIRE SIZE FROM 20 AWG TO 16 AWG. ACFT WE ARE CURRENTLY WORKING ON IS EXEMPT FROM THIS SERVICE BULLETIN. SUBMITTER STATES, HYPOTHESIS EXISTS THAT THE WIRING "LOOMS" WERE CREATED PRIOR TO THE ISSUANCE OF SB 34-007, AND THAT DURING THE PRODUCTION RUN THIS LOOM WAS ISSUED TO THIS AIRCRAFT WITH NO WIRIN

<a href="#">5APR577Y7</a>	PILATS	PWA	SERVO	STICKING
4/17/2009	PC1245	PT6A67B	9786111103	STICK PUSHER

WHILE PERFORMING STICK PUSHER SYSTEM FUNCTIONAL CHECK DURING AND ANNUAL INSPECTION; DISCOVERED THAT THE STICK PUSHER SERVO (PN 978.61.11.103, AND PN 501-1684-04) WOULD NOT FULLY DISENGAGE DURING THE INTERRUPT PORTION OF THE CHECK, NOT ALLOWING "FREE" MOVEMENT OF THE CONTROL YOKE IN THE PITCH AXIS. REMOVED AND REPLACED THE STICK PUSHER SERVO TO CORRECT THE DISCREPANCY.

<a href="#">5APR577Y6</a>	PILATS	PWA	BRAKE DISC	BROKEN
4/9/2009	PC1247	PT6A67B	244755	MLG BRAKE

DURING AN ANNUAL INSP, THE LT MAIN WHEEL WAS REMOVED TO REPACK THE WHEEL BEARINGS. IT WAS DISCOVERED THAT THE OTBD BRAKE DISC ON THE LT BRAKE WAS BROKEN INTO 2 PIECES. THE BRAKE ASSY WAS REMOVED AND REPLACED.

<a href="#">CA090325010</a>	PIPER	LYC	HUB	UNSERVICEABLE
3/25/2009	PA18125	O320B2B	1A175GM8245	PROPELLER

(CAN) DURING AN INSP IAW CAR 625, APPENDIX C, PARAGRAPH 5 IT WAS FOUND THAT CORROSION IN THE MOUNTING BOLT HOLES HAS RENDERED THE PROPELLER UNSERVICEABLE.

<a href="#">CA090330003</a>	PIPER	LYC	BRACKET	FRACTURED
3/30/2009	PA23	O320*	1705200	RT STABILIZER

(CAN) THE RT INBD ELEVATOR BRG SUPPORT BRACKET FOUND FRACTURED ACROSS THE AFT TIP THAT SUPPORTS/RETAINS THE ELEVATOR BRG.

<a href="#">CA090319013</a>	PIPER	LYC	CABLE	SHEARED
3/12/2009	PA28140	O320E3D		THROTTLE

(CAN) THE PILOT WAS CLEARED TO LAND, ATTEMPTED TO THROTTLE DOWN BUT THROTTLE WAS

UNRESPONSIVE. EVASIVE ACTION WAS TAKEN, MIXTURE WAS LEANED TO DECREASE ENGINE SPEED (RPM), AND THE ACFT SAFELY LANDED UNDER THESE CONDITIONS. AN APPRENTICE ENGINEER, UNDERTOOK THE SITUATION TO INVESTIGATE, TROUBLESHOOT AND REPAIR IAW THE APPLICABLE STANDARDS OF AIRWORTHINESS. AFTER UNBOLTED THE THROTTLE END OF THE CONTROL ROD, IT PULLED OUT OF THE SLEEVE WITH EASE WITH NO CABLE ATTACHED. INSPECTED THE CABLE, BOTH ROD AND SLEEVE AND THE BRACKET FOR THE THROTTLE AND MIXTURE CONTROLS AND NOTICED THE CABLE HAD SHEARED AT THE CRIMP OF THE ROD AND THE SLEEVE WAS BENT TO FACILITATE THE SHARP BEND IN THE BRACKET. SUSPECTED AND DEEMED THE BRACKET TO BE THE WRONG PART FOR THE S/N OF THE ACFT AND HAD A SENIOR AME INSPECT THE SITUATION AND HE TOO, DEEMED THE PART TO BE THE WRONG PART FOR THE S/N OF ACFT. CROSS REFERENCED THE P/N AND S/N OF THE BRACKET 63964-00 AND IT WAS FOR S/N 28-20002 TO 28-24999. USING THE S/N OF ACFT 28-7325341, LOOKED UP THE P/N FOR THE CORRECT BRACKET P/N 69317-00 FOR S/N 28-25000 AND UP. SEARCHED ANOTHER ACFT THAT WE ARE CURRENTLY USING SPARE PARTS FROM AND FOUND IT TO BE THE CORRECT BRACKET FOR THIS ACFT S/N. SENIOR AME CHECKED FINDINGS AND DEEMED THEM TO BE CORRECT. INSTALLED THE BRACKET. THEN REMOVED THE SERVICEABLE THROTTLE CABLE, P/N 455-353 AND INSTALLED IT ON ACFT. RERIGGED THE THROTTLE CABLE AND HAD A SENIOR AME AND A INSPECTOR INSPECT MY INSTALLATION AND OVERVIEW MY METHODS AND IT WAS DEEMED CORRECT. CONDUCTED AN ENGINE GROUND RUNUP AND ALL WAS FOUND SATISFACTORY.

<a href="#">2009FA0000319</a>	PIPER		HANDLE	INOPERATIVE
4/7/2009	PA28151			MLG

ACFT WAS ENROUTE TO PICK UP PASSENGERS FOR A ROUTINE ACFT DEMONSTRATION. DURING PREPARATION FOR LANDING, AN ATTEMPT WAS MADE TO EXTEND THE LANDING GEAR, HOWEVER THE LANDING CONTROL HANDLE COULD NOT BE MOVED FROM THE "UP" POSITION. THE AIR CREW WAS SUCCESSFULLY ABLE TO ACCOMPLISH AN ALTERNATE LANDING GEAR EXTENSION AND SUBSEQUENT UNEVENTFUL LANDING. TROUBLESHOOTING BY TECHS DETERMINED THAT THE LANDING GEAR CONTROL HANDLE ASSY FAILED INTERNALLY. VISUAL INSP OF THE CONTROL HANDLE REVEALED NO DISCREPANCIES. TECH SUPPORT WAS GIVEN THE PART TO ENSURE THAT FURTHER DETAILED EVALUATION OF THE PART IS ACCOMPLISHED. A NEW LANDING GEAR CONTROL HANDLE, SAME PN, WAS INSTALLED. OPS CHECKS OF LANDING GEAR CONTROL SYSTEM WERE SATISFACTORY. (K)

<a href="#">CA090401007</a>	PIPER	LYC	ROCKER	BROKEN
3/24/2009	PA28151	O320E3D	58297M54	ENGINE

(CAN) AFTER TAKEOFF AND JUST AS THE PILOT WAS SETTING THE ACFT UP FOR CRUISE THE ENGINE STARTED TO RUN ROUGH AND THERE WAS A POPPING SOUND. PILOT DIVERTED TO A NEARBY AIRPORT AND LANDED WITHOUT INCIDENT. AME RAN ENGINE FOR A MINUTE OR SO AND FOUND THAT NR 3 EXHAUST STACK WAS COLD. REMOVED THE SPARK PLUG AND DID COMPRESSION CHECK FOUND EVERYTHING WAS NORMAL, REMOVED VALVE COVER AND FOUND EXHAUST ROCKER ARM WAS BROKEN, AND THE PUSH ROD WAS DAMAGED. INSTALLED NEW PUSH ROD AND ROCKER ARM. REINSTALLED VALVE COVER ENGINE RAN UP NO PROBLEMS. LOOKS LIKE THE ROCKER ARM CRACKED AT THE OILING HOLE. ENGINE SHOP WAS CONTACTED THAT OVERHAULED THE ENGINE 69HRS AGO AND WAS TOLD THAT THE ROCKER ARM WAS NOT NEW BUT HAD BEEN INSPECTED BEFORE BEING REINSTALLED IN ENGINE.

<a href="#">2009FA0000293</a>	PIPER	LYC	ENGINE	BURNED
4/10/2009	PA28161	O320*		

THE ACFT EXPERIENCED A COMPLETE LOSS OF ENGINE POWER AFTER LANDING. THE PILOT TRIED TO RESTART THE ACFT ENGINE TWICE, WHILE ON RUNWAY 27R. AFTER ALLOWING APPROX 20 SECONDS FOR THE STARTER TO COOL THE PILOT NOTICED SMOKE FOLLOWED BY FLAMES. THE PILOT EXITED THE ACFT WITH THE HALON FIRE EXTINGUISHER IN HAND, BUT THE EXTINGUISHER WAS INOPERATIVE. THE PILOT ALSO NOTICED A STEADY STREAM OF FUEL POURING FROM THE UNDERSIDE OF THE COWLING, AS THE FLAMES ENGULFED THE ENTIRE ENGINE COMPARTMENT. THE EXAMINATION REVEALED THAT THE ENTIRE ENGINE COMPARTMENT, INCLUDING THE POWERPLANT, ITS ACCESSORIES, MOUNT, HARDWARE, COWLINGS AND FIRE-WALL HAD BEEN DAMAGED BY THE HEAT AND FIRE. THE FIRE APPEARED TO HAVE STARTED NEAR THE AIR BOX ON THE BOTTOM LT OF THE ENGINE AND IGNITED THE FUEL THAT HAD OVER FLOWED INTO AIR BOX. CONSEQUENTLY, THE AIR BOX APPEARED TO HAVE BEEN BLOWN APART FROM THE INSIDE OUT, AS IF IT WAS FULL OF FUEL WHEN IT IGNITED. THE FIRE THEN SPREAD TO COVER THE ENTIRE ENGINE COMPARTMENT CAUSING INTENSE HEAT AND FIRE DAMAGE THROUGH OUT.

<a href="#">CA090303006</a>	PIPER	CONT	MAIN BEARING	FAILED
3/2/2009	PA28R201T	TSIO360F	632857	ENGINE
<p>(CAN) LARGE PIECE OF FERROUS MATERIAL FOUND IN OIL PICKUP SCREEN DURING ROUTINE INSP, PIECE IDENTIFIED AS PORTION OF CTR MAIN BRG. ENGINE REMOVED FROM ACFT, DISASSEMBLED, INSP CONFIRMS COMPLETE FAILURE OF NR 2 CTR MAIN BRG. IN CONJUNCTION, CRANKCASE BRG SADDLE HEAVILY DAMAGED. CRANKCASE FAILS DIMENSIONAL INSPECTIONS AND MUST BE REMOVED FROM SERVICE. SOME EVIDENCE OF MINOR METAL CONTAMINATION FOUND IN OIL PUMP AND SCAVAGE PUMP. ENGINE HAS EXTENSIVE HISTORY OF CYLINDER REMOVAL AND RE-INSTALLATION. AIR CREW REPORT A DEVELOPING VIBRATION PROBLEM FOR APPROX THE LAST 175 HOURS.</p>				
<a href="#">CA090326013</a>	PIPER	CONT	DIMMER	OVERHEATED
3/26/2009	PA28RT201T	TSIO360FB	587779	INSTRUMENT PANEL
<p>(CAN) PILOT OBSERVED SMOKE AND ODOR COMING FROM INSTRUMENT PANEL IN THE AREA OF ELECTRICAL SWITCHES, ELECTRICAL SYS WAS SWITCHED OFF AND ACFT LANDED SUCCESSFULLY. AFTER EXTENSIVE INSP TO DETERMINE CAUSE THE NAV LIGHT/RADIO DIMMER SWITCH WAS FOUND INOPERATIVE AND OVERHEATED. DIMMER/SWITCH AND LOCAL WIRING WAS REPLACED WITH NEW AND ELECTRICAL SYS OPERATED NORMALLY. ACFT WAS RELEASED BACK TO SERVICE.</p>				
<a href="#">CA090317003</a>	PIPER	LYC	LINE	FRACTURED
3/13/2009	PA31	TIO540A2B	LW120980200	FUEL SYSTEM
<p>(CAN) FUEL INJECTOR LINE BETWEEN MANIFOLD AND NR 1 CYLINDER FAILED AT BEND ABOVE CYLINDER, CAUSING PARTIAL LOSS OF POWER. RESULTING VIBRATION LIKELY CAUSED SUBSEQUENT FAILURE OF 3 CYLINDER ATTACH STUDS, 50-15 AND 38-13.</p>				
<a href="#">CA090303001</a>	PIPER	LYC	TUBE	CRACKED
2/25/2009	PA31	TIO540A2C	AHE88D94C2	HEATER
<p>(CAN) PILOT REPORTED BLACK DIRT IN WINDSHIELD AFTER FLIGHT, MECHANIC PERFORM PRESSURE DECAY TEST AND FOUND CRACKED BETWEEN CHAMBERS, THIS AREA WAS NOT ACCESSIBLE ENOUGH TO SEE THE DAMAGE.</p>				
<a href="#">CA090317004</a>	PIPER	LYC	SERVO CONTROL	DAMAGED
3/9/2009	PA31325	TIO540F2BD	25245008	FUEL MIXTURE
<p>(CAN) DURING FLIGHT THE ENGINE SURGED. MIXTURES COULD NOT BE ADJUSTED. FUEL SERVO WAS REPLACED AND NO FURTHER ISSUES WERE NOTED.</p>				
<a href="#">CA090319010</a>	PIPER	LYC	SCREW	OVERTORQUED
3/16/2009	PA31325	TIO540F2BD	NAS1351C428	HYD MANIFOLD
<p>(CAN) DURING A TEST FLIGHT FOR THE POWER PAK CHANGE, IT WAS REPORTED THAT THE LANDING GEAR SELECTOR LEVER WAS VERY WEAK AND SLUGGISH IN RETURNING TO NEUTRAL. THE HANDLE WOULD STOP APPROX .2500 BEFORE IT CONTACTED THE NEUTRAL STOP. UPON FURTHER INVESTIGATION IT WAS DISCOVERED THAT THE 4 SCREWS (NAS1315C4-28) ATTACHING THE MANIFOLD TO THE POWER PAK WERE OVER TORQUED, CAUSING THE LANDING GEAR SELECTOR SPOOL TO BIND AND SEVERLY TIGHTEN UP THE ROTATIONAL FREEDOM OF THE SELECTOR ARM. SCREWS WERE RE-TORQUED TO 35 IN/LBS IAW THE PA31 MM AND SUCCESSFUL GEAR SWINGS WERE CARRIED OUT. THE VENDER WAS CONTACTED.</p>				
<a href="#">CA090319008</a>	PIPER	LYC	POWERPACK	MISMANUFACTURED
3/16/2009	PA31325	TIO540F2BD	21350011	HYD SYSTEM
<p>(CAN) THE DEFECT WAS NOTICED WHEN RIGGING WAS BEING CONDUCTED OF THE POWER PAK. THE RIGGING HOLE WAS MISSING IN THE LOWER PART OF THE BODY TO ENSURE NEUTRAL IS BEING SET FOR THE SELECTOR ARM. COULD NOT RIG SELECTOR HANDLE CONTROL IAW PA31 MM SEC 6, PARA 6-105 AND 6-87.</p>				
<a href="#">CA090317001</a>	PIPER	LYC	CASE	LOOSE
3/16/2009	PA31350	LTIO540J2BD	149NLR	STARTER

(CAN) DURING A 100 HOUR INSP, THE RT ENGINE STARTER REAR CASE WAS FOUND LOOSE. THE STARTER WAS REPLACED.

---

<a href="#">CA090312009</a>	PIPER	LYC	DOOR	OPEN
3/10/2009	PA31350	LTIO540J2BD	5329615	MAIN PAX

(CAN) PILOTS REPORTED LWR ENTRANCE DOOR OPENED AT 2000 FT. "DOOR UNSAFE" ANNUNCIATOR LIGHTS WERE CHECKED "OUT" PRIOR TO TAKEOFF. PILOT RETURNED TO DEPARTURE AIRPORT WITHOUT FURTHER INCIDENT. PILOTS INSPECTED DOOR AND LATCHING MECHANISMS AND CLOSED AND LOCKED DOOR NORMALLY AND ELECTED TO CONTINUE FLIGHT TO BASE WITHOUT FURTHER INCIDENT. MX INSPECTED DOOR AND SURROUNDING STRUCTURE FOR DAMAGE. NO DAMAGE OR MECHANICAL FAULT EVIDENT. DOOR OPERATION CHECKED NUMEROUS TIMES WITH CONSIDERABLE FORCE INSIDE THE DOOR AND DOOR CHECKED SECURE. DOOR WARNING LIGHT OPERATION ALSO CHECKED SERVICEABLE. THE ONLY VISIBLE FAULT WAS THE FWD LOWER DOOR FWD SUPPORT CABLE SCREWS AT FUSELAGE ATTACHMENT FITTING FOUND SHEARED. MX COULD NOT IDENTIFY POSITIVE FAULT, OTHER THAN NORMAL WEAR, WITH THE DOOR OR LATCHING MECHANISM. AS A PRECAUTIONARY ACTION, DOOR LATCHING MECHANISM AFT LATCH PLATE P/N 41256-02, AFT DOOR LATCH BUSHING P/N 20737-44, AND DOOR LATCH SPRING P/N 83302-69 WERE REPLACED AND DOOR LATCH ADJUSTED. LWR DOOR FWD SUPPORT CABLE FUSELAGE ATTACH FITTING WAS RE-SECURED. DOOR OPERATION CHECKED SERVICEABLE.

---

<a href="#">CA090303007</a>	PIPER	LYC	DOWNLOCK SWITCH	OUT OF ADJUST
2/23/2009	PA31350	LTIO540J2BD	487862	MLG

(CAN) ON APPROACH, THE PILOT NOTICED THE RT GEAR DOWN LOCK INDICATOR GREEN LIGHT WAS NOT ILLUMINATED. A MISSED APPROACH WAS CARRIED OUT AT WHICH TIME THE LIGHT ILLUMINATED. THE PILOT LANDED UNEVENTFULLY AND RETURNED THE ACFT TO BASE HANGAR. THE DOWNLOCK SWITCH WAS ADJUSTED AND LUBED AND 7 (SEVEN) GEAR SWINGS WERE CARRIED OUT WITHOUT FAULT. ACFT RETURNED TO SERVICE.

---

<a href="#">CA090331005</a>	PIPER	LYC	SHIMMY DAMPENER	MALFUNCTIONED
3/17/2009	PA31350	LTIO540J2BD	01500100	NLG

(CAN) BENT SHIMMY DAMPER ROD CAUSED NOSE WHEEL TO JAM TO MAX. RT DEFLECTION AND WHEN GEAR WAS RETRACTED CAUSED MISALIGNMENT OF THE ALIGNER ASSY AND THE GUIDE BRACKET. GEAR SELECTION UP OR DOWN WAS AFFECTED AND RESULTED IN AN EMERGENCY LANDING WITH A UNLOCKED NOSE DOWN CONFIGURATION.

---

<a href="#">CA090306001</a>	PIPER	LYC	PLUG	LOOSE
3/5/2009	PA31350	LTIO540J2BD	RSA10ED1 383493	FUEL SERVO ASSY

(CAN) RT ENGINE FUEL INJECTION SERVO PLUG P/N 383493 FOUND LOOSE WHILE CARRYING OUT REPETITIVE INSP IAW AD2009-02-03. PLUG SAFETY WIRE WAS INTACT BUT PLUG WAS LOOSE BY HAND CHECK. TERMINATING ACTION CARRIED OUT BY REPLACING GASKET P/N 365533 WITH GASKET P/N 2577258 AND COMPLETING ALL OTHER AD REQUIREMENTS. NOTE: THERE WERE NO REPORTS OF ABNORMAL ENGINE OPERATION.

---

<a href="#">CA090219018</a>	PIPER	LYC	ALTERNATOR	MALFUNCTIONED
2/14/2009	PA31350	LTIO540J2BD		

(CAN) WHILE CONDUCTING TRAINING FLIGHTS, AN ACFT REPORTED ELECTRICAL PROBLEMS DURING LANDING. GROUND INSP REVEALED THAT THE BATTERIES WERE DEAD. MX WAS DISPATCHED FOR REPAIRS. FURTHER INVESTIGATION FOUND RT ALTERNATOR DRIVE BELT LOOSE AND LT ALTERNATOR UNSERVICEABLE. MX REPLACED THE BATTERY AND LT ALTERNATOR. THE RT ALTERNATOR DRIVE BELT WAS ALSO ADJUSTED. THE ACFT WAS RETURNED TO SERVICE.

---

<a href="#">CA090406002</a>	PIPER	LYC	TIRE	FAILED
4/2/2009	PA31350	LTIO540J2BD	40140	NLG

(CAN) DUE TO A VIBRATION ON THE TAKEOFF ROLL, THE PILOTS REJECTED THE TAKEOFF. THEY SUSPECTED AN ISSUE WITH THE NOSE WHEEL THAT WAS CONFIRMED AFTER SHUTTING DOWN THE ACFT ON THE RUNWAY. THE TIRE WAS SEVERELY DAMAGED AT THE TIME AND WAS EVEN MORE DAMAGED AFTER TOWING TO THE HANGAR.

---

THE TIRE AND TUBE HAD BEEN REPLACED 55 HOURS PREVIOUSLY WITH MFG TIRE AND TUBE.

---

<a href="#">CA090406003</a>	PIPER	LYC	TIRE	DAMAGED
3/27/2009	PA31350	LTIO540J2BD	40140	LANDING GEAR

(CAN) THE TIRE WAS DISCOVERED FLAT DURING CHECKS PRIOR TO START. THE TIRE AND TUBE WERE REMOVED FROM THE WHEEL. THERE WAS NO NOTICABLE DEFECT ON THE TUBE. THE VALVE STEM AND CAP WERE STILL ATTACHED TO THE WHEEL. THE TIRE AND TUBE WAS DISCARDED BY THE REPAIR SHOP BEFORE THE QA COULD INSPECT IT. THE TIRE AND TUBE HAD BEEN REPLACED WITH NEW PRODUCTS 75 HOURS PRIOR TO THIS.

---

<a href="#">CA090304010</a>	PIPER	LYC	TUBE	FAILED
2/27/2009	PA31350	TIO540J2BD	G156006	NLG TIRE

(CAN) MFG TIRE TUBE PN G15/6.00-6 MANUFACTURED JAN 2008 BATCH NR 1A22 JAN 12, 2009 NOSE TIRE AND TUBE REPLACED WITH NEW AT 13503.5 TTSN, AIRFRAME FEB 06, 2009 NOSE TIRE AND TUBE REPLACED WITH NEW AT 13509.1 TTSN AIRFRAME TIME ON TUBE 5.6 TTSN 25 DAYS FEB 27, 2009 NOSE TIRE AND TUBE REPLACED WITH NEW (TUBE INSTALLED) AND 13526.3 TTSN AIRFRAME. TIME ON TUBE 17.2 HRS 21 DAYS. IT SHOULD BE NOTED THAT BOTH OF THE TUBES FAILED IN APPROX THE AREA ON THE UPPER SURFACE. BOTH THE WHEEL HUB AND TIRES WERE INSPECTED FOR A PROBABLE CAUSE OF THE FAILURE AND NONE WAS FOUND.

---

<a href="#">CA090310005</a>	PIPER	LYC	SPAR	CRACKED
3/9/2009	PA32300	IO540K1A5	6354300	RUDDER

(CAN) LOWER FWD RUDDER SPAR FOUND CRACKED. CRACKS FOUND STEMMING FROM THE 2 RIVETS USED TO ATTACH RUDDER HORN.

---

<a href="#">2009FA0000324</a>	PIPER	LYC	ATTACH BRACKET	LOOSE
4/14/2009	PA32R301T	TIO540*	38047003	NLG ACTUATOR

THE NOSE GEAR ACTUATOR AFT ATTACH BRACKET WAS SHIFTING DURING GEAR FUNCTION CHECK. DISCOVERED THE BRACKET ATTACH ANGLE RIVETS HAD SHEARED, CAUSING THE NOSE GEARWELL SKIN TO BUCKLE. THE ANGLE IS SECURED BY 3 AN470AD-4 AND 3 BLIND RIVETS. THE LENGTH OF THE ANGLE IS INSUFFICIENT TO DISTRIBUTE THE LOAD ALONG THE GEARWELL SKIN. THE ANGLE ASSY NEEDS TO BE APPROX TWICE IN LENGTH, ALLOWING MORE AREA FOR ADDITIONAL RIVETS. ALSO THE ATTACH BRACKET MOUNT BOLTS NEED TO BE LOCATED IN THE CENTER OF ANGLE ASSY. THE CURRENT CONFIGURATION PLACES THE MOUNT BOLTS AT THE FWD EDGE OF ANGLE ASSY.

---

<a href="#">CA090302002</a>	PIPER	LYC	PUMP	FAILED
1/16/2009	PA34200	IO360C1E6	1B56	FUEL SYS

(CAN) INSTALLED OVERHAULED FUEL PUMP ON ACFT 30/01/08, PUMP FAILED 16/01/09.

---

<a href="#">CA090223014</a>	PIPER	LYC	MOUNT	CRACKED
2/20/2009	PA34200	IO360C1E6	96366000	ENGINE

(CAN) CRACK FOUND DURING A ROUTINE 400 HOUR INSP. REPLACEMENT PART ORDERED AND RECEIVED. CRACKED APPEARED TO BE NEW. TUBING CRACKED AND SEPARATED. CRACK APPEARED ON LWR PORTION OF ENGINE MOUNT WITHIN 1.5 CM OF WELD.

---

<a href="#">CA090223016</a>	PIPER	LYC	LANDING GEAR	CRACKED
2/20/2009	PA34200	IO360C1E6	9555123	NLG

(CAN) CRACK FOUND DURING 400 HOUR ACFT INSP. SMALL CRACK FOUND WHEN INSPECTING NOSE LANDING GEAR. CRACK WAS AT THE ATTACHMENT POINT OF THE PIVOT CHANNEL FOR THE NOSE GEAR STEERING. PART REPLACED WITH OVERHAULED PART.

---

<a href="#">2009FA0000288</a>	PIPER		LONGERON	CRACKED
4/1/2009	PA34200T			FUSELAGE

THE BOTTOM AND TOP EDGES OF THIS SKIN ARE FORMED INTO LONGERONS WHICH PROVIDE EMPENNAGE STRUCTURE FROM CABIN TO REARMOST TAIL CONE BULKHEAD. THE LONGERONS ATTACH TO A STEEL FITTING

WHICH IS ATTACHED TO THE AFT BULKHEAD FOR MOUNTING THE STABILATOR. THE BOTTOM LONGERON IS CRACKED JUST FWD OF WHERE IT ATTACHES TO THE STEEL FITTING (PN 62414-01). THE CRACK ENCOMPASSES THE ENTIRE CROSS SECTION OF THE LONGERON PORTION OF THIS SKIN. (K)

---

<a href="#">2009F00027</a>	PIPER		CABLE	DAMAGED
4/14/2009	PA34220T		700117	ROLL SERVO MOTOR

FAILURE OCCURRED WITH THE AUTOPILOT ROLL SERVO BRIDLE CABLE. THE BRIDLE CABLE APPARENTLY JUMPED AND OVERLAPPED ITSELF ON THE SERVO SPOOL, EFFECTIVELY JAMMING THE AILERON DURING CLIMB OUT IN A TURN TO THE LT. THE AP WAS NOT ENGAGED AT THE TIME AND THE PIC WAS ABLE TO LEVEL THE ACFT BY FORCEFULLY USING RT AILERON AND DIFFERENTIAL POWER FROM THE ENGINES.

---

<a href="#">2009FA0000257</a>	PIPER	GARRTT	ENGINE	DAMAGED
3/25/2009	PA34220T	TFE7315R	TFE7315R1H	ZONE 400

PILOT REPORTED THAT THE RT ENGINE LOST OIL PRESSURE AND RPMS. NO N1 INDICATION. ENGINE WAS SHUT DOWN AND ACFT RETURNED TO DEPARTURE.

---

<a href="#">CA090310009</a>	PIPER	CONT	CONT	ROD BEARING	BROKEN
3/6/2009	PA46310P	TSIO550C		642398	ENGINE

(CAN) ENG RECEIVED FOR CYL CHANGE, FOUND CAMSHAFT WITH SOME PITS. ON DISASSEMBLY OF ENG TO REPAIR CAMSHAFT FOUND NR 4 CONNECTING ROD BRG SHELL ON ROD END SPLIT IN HALF. OTHER CONNECTING ROD BRG WERE ALSO SHOWING SIGNS OF WEAR. TSN APPROX 1400 HOURS NORMAL TBO FOR ENG IS 2000 HOURS.

---

<a href="#">CA090206004</a>	RAYTHN	WILINT	THROTTLE CABLE	FROZEN
2/5/2009	390	FJ442A	390389006	NR 2

(CAN) PREMIER 1A ACFT, NR 2 THROTTLE CABLE FROZEN (MOISTURE) IN FLIGHT. THROTTLE CABLES BOTH FORE AND AFT SHEATHING BLOWN THROUGH WITH PRESSURIZED DRY NITROGEN AND FOUND SIGNIFICANT MOISTURE PRESENT. ACFT CABLES TO BE REPLACED PRIOR TO NEXT FLIGHT IAW MM.

---

<a href="#">CA090304014</a>	RAYTHN	PWA	ENGINE	MALFUNCTIONED
2/20/2009	C90GT	PT6A21		

(CAN) UNCONTROLLED ENGINE ACCELERATION DURING FLIGHT. FLIGHT CONTINUED WITH CLA TO MINIMUM POSITION TO REDUCE POWER. ENGINE IS BEING REMOVED.

---

<a href="#">AMCR200902</a>	RAYTHN		BUSHING	MISSING
3/26/2009	HAWKER800		258WG1791	AILERONS

DURING ROUTINE INSP, FOUND TRAIL OF BLACK SOOT STREAMING FROM RT AILERON OTBD HINGE POINT. DISCOVERED BUSH MISSING IN AILERON SIDE OF HINGE WHEN CHECKING FOR PLAY. THE ARE (2) BUSHINGS REQUIRED, BUT ONLY ONE WAS INSTALLED ON AIRFRAME SIDE. OTHER FLIGHT CONTROLS OK.

---

<a href="#">CA090310008</a>	RAYTHN		RETAINING NUT	MISMANUFACTURED
3/5/2009	HAWKER800XP		25UM77	LANDING GEAR

(CAN) THE PROBLEM DEALS WITH INSUFFICIENT BAKE TIMES DURING HYDROGEN DE-EMBRITTEMENT RELIEF AFFECTING CADMIUM PLATE, CHROME PLATE, PHOSPHATING AND NITAL ETCH PROCESSES. AS A CONTAINMENT ACTION MFG (41-89) ARE FOCUSED ON INVESTIGATING THE SIDE STAY, NOSE LANDING GEAR (NLG) AND MAIN LANDING GEAR (MLG) COMPONENTS. THE ROOT CAUSE IS UNDER INVESTIGATION AND A SPECIAL TEAM HAS BEEN FORMED TO REVIEW SYSTEMIC ISSUE WITHIN MFG PROCESSES.

---

<a href="#">2009FA0000286</a>	RAYTHN	GARRTT	BRUSH BLOCK	BROKEN
4/8/2009	HAWKER800XP	TFE7315BR	230801903	STARTER GEN

DURING SCHEDULED INSP, ENGINE NR 1, NR 2 AND APU STARTER/GENERATORS, BRUSH INSPECTION SHOWED THE WIRES WERE BROKEN OFF SEVERAL BRUSH ASSEMBLIES. THE WEAR INDICATORS SHOWED APPROX. 50

PERCENT LIFE REMAINING. TBO AND LAST OVERHAUL AGENCY ARE UNKNOWN. THE RIVETS SECURING THE WIRES TO THE BRUSH APPEAR TO HAVE SHEARED. IT IS UNKNOWN IF THIS WAS A BAD RUN OF BRUSHES OR PARTS FROM THE LOWEST BIDDER.

---

<a href="#">CA090225011</a>	RAYTHN	GARRTT	DIODE	SHORTED
2/23/2009	HAWKER900XP	TFE7315R	1324088	PANEL

(CAN) PILOT REPORTED SMOKE COMING FROM UNDER COPILOTS SEAT, WITH BATTERY SWITCHED OFF AND MASTER REFUEL PANEL POWERED ON. MASTER REFUEL VALVE WAS OPEN, MAIN FUEL VALVES WERE OPEN. OCCURENCE OCCURED WHILE ACFT WAS PARKED ON GROUND. MX ACTION REMOVED SHORTED DIODES CR9 AND CR10 AND INSTALLED NEW DIODES P/N 132408-8 AT PANEL DA SUBPANEL J. INSTALLED NEW FUSE P/N 5920-99-012-0080 ON ZL PANEL, F23 LOCATION FOR REFUEL PANEL. OPS CHECKED SATISFACTORY IAW MM, CHAPTER 28-22-00.

---

<a href="#">JJWA2008032577743</a>	ROBSIN		TUBE	CHAFED
3/25/2008	R44			A/C PACK

FOUND WIRING TO FREEZE SWITCH HAD CHAFED THROUGH THE CAPILLARY TUBE TEMP SENSOR RELEASING ALL IT'S REFRIGERANT, CAUSING SWITCH TO OPEN AND NOT ALLOW COMPRESSOR TO RUN. SWITCH NOT FIELD REPLACEABLE, HAD TO SEND TO FACTORY FOR REPAIRS. INSTALLED SPIRAL WRAP ANTI-CHAFE TO WIRING ON REPAIRED PART TO PREVENT REOCCURENCE. NOTIFIED PRODUCT SUPPORT OF PROBLEM AND WAS TOLD A SB WOULD BE ISSUED.

---

<a href="#">JJWA2008080877744</a>	ROBSIN	LYC	WIRE	CHAFED
8/8/2008	R44RAVENII	IO540AE1A5		SWITCH

DURING SEARCH FOR POSSIBLE REFRIGERANT LEAKS ON NEW ACFT, CHECKED WIRING TO FREEZE SWITCH BEHIND EVAPORATOR TO AFT CABIN WALL, AND FOUND THE WIRE WAS RUBBING ON THE FREEZE SWITCH CAPILLARY TUBE, WITH NO DAMAGE TO EITHER COMPONENT AT THIS TIME. INSTALLED SPIRAL WRAP AROUND 2 WIRES TO FREEZE SWITCH TO PREVENT WIRING FAILURE. WILL FWD THIS REPORT TO MFG TECH SUPPORT. HISTORY FROM ANOTHER ACFT IN MARCH 2008 ON SDR CONTROL NUMBER 120510 DATED 03/25/2008: FOUND WIRING TO FREEZE SWITCH HAD CHAFED (AND ELECTRICALLY SHORTED AND BURNED) THROUGH THE CAPILLARY TUBE TEMP SENSOR RELEASING ALL IT'S REFRIGERANT, CAUSING SWITCH TO OPEN AND NOT ALLOW COMPRESSOR TO RUN. SWITCH NOT FIELD REPLACEABLE, HAD TO SEND TO FACTORY FOR REPAIRS. INSTALLED SPIRAL WRAP ANTI-CHAFE TO WIRING ON REPAIRED PART TO PREVENT REOCCURENCE. NOTIFIED MFG PRODUCT SUPPORT OF PROBLEM AND WAS TOLD A SB WOULD BE ISSUED.

---

<a href="#">CA090307001</a>	ROBSIN	LYC	HOUSING	CRACKED
1/25/2009	R44RAVENII	IO540AE1A5		STARTER GEN

(CAN) DURING A PREFLIGHT INSP, THE HSG WAS NOTED TO BE CRACKED. STARTER WAS REPLACED AND NO FUTHER ISSUES WERE NOTED.

---

<a href="#">CA090305004</a>	SAAB	GE	LIMITER	FAULTY
3/4/2009	SF340A	CT75A2	9121836104	RUDDER CONTROL

(CAN) MX CREW HAD AN ISSUE WITH THE RUDDER LIMITER UNIT. THEY FOUND THE UNIT TO HAVE 3 BURNED TRANSISTORS ON THE CIRCUIT BOARD. P/N OF THE RUDDER LIMITER UNIT IS (9121836-10-4). THE FAULTY UNIT HAD A STICKER STAMPED WITH THE DATE, 1988 ON IT. THE ACTUAL TIME IN SERVICE IS UNKNOWN. THIS UNIT IS BEING REPLACED WITH THE SAME P/N.

---

<a href="#">AC2A2008092678457</a>	SKRSKY	ALLSN	MASTER CAUTION	FAILED
9/26/2008	S76A	250C30		

MASTER CAUTION FAILURE.

---

<a href="#">U0GA2009020280588</a>	SKRSKY	ALLSN	ATTACH FITTING	CRACKED
2/2/2009	S76A	250C30		BS 300

DURING MX AND INSP FOUND STA 300 LT UPPER ATTACHMENT FITTING FWD SIDE CRACKED. REPAIR IN

---

## PROGRESS.

<a href="#">AC2A2009010380118</a>	SKRSKY	ALLSN	BLEED VALVE	UNKNOWN
1/3/2009	S76A	250C30		NR 1 ENGINE
WHILE FLYING, NOTICED THAT THE T5 OF THE NR 1 ENGINE WAS RUNNING APPROX 40-50 DREGREES HIGHER THAN IT HAD BEEN RUNNING AT CRUISE POWER SETTINGS. AFTER LANDING BACK AT THE BASE, PERFORMED AN ACCELERATION BLEED VALVE CHECK IAW THE CHECKLIST. WHEN THE CIRCUIT BREAKER WAS PULLED THERE WAS NO CHANGE IN THE T5. A LOG BOOK ENTRY WAS MADE.				
<a href="#">U0GA2009031381060</a>	SKRSKY	ALLSN	FIRE WARNING	FALSE INDICATION
3/13/2009	S76A	250C30		NR 1
DURING CRUISE DESCENT TO DESTINATION, NR1 ENGINE FIRE LIGHTS, FIRE WARNING AUDIO AND FIRE T-HANDLE LIGHT CAME ON. CHECKED FOR SECONDARY INDICATIONS ON THE INSTRUMENTS, AND THERE WERE NONE. HAD NO INDICATIONS OF SMOKE OR FLAMES. STARTED A DESCENT TO A LOWER ALTITUDE, AND AS A PRECAUTION STARTED TO RETARD NR 1 THROTTLE TO IDLE. AT THAT TIME THE FIRE LIGHTS ALL WENT OUT, AND STAYED OUT. PROCEEDED TO DESTINATION, AND LANDED WITHOUT FURTHER OCCURRENCE. MADE LOG BOOK ENTRY, INFORMED MX, AND LCH OPERATIONS.				
<a href="#">AC2A2009031781075</a>	SKRSKY	ALLSN	INDICATOR	MALFUNCTIONED
3/17/2009	S76A	250C30		MLG
AFTER TAKEOFF, PLACED LANDING GEAR CONTROL LEVER UP, THE 3 GREEN LIGHTS EXTINGUISHED, BUT THE RED UNSAFE LIGHT REMAINED ON. WHILE THE ACFT WAS BEING SLOWED, IAW THE EMERGENCY PROCEDURES CHECKLIST.				
<a href="#">AC2A2009032781235</a>	SKRSKY	ALLSN	LANDING GEAR	MALFUNCTIONED
3/27/2009	S76A	250C30		
HAD UNSAFE LANDING GEAR INDICATION AFTER PLACING LANDING GEAR LEVER DOWN. RECYCLED GEAR LEVER SEVERAL TIMES, SAME INDICATION, NO LT MAIN GEAR LIGHT WITH A RED UNSAFE LIGHT. FOLLOWED EMERGENCY PROCEDURE CHECKLIST AND RETURNED TO BASE.				
<a href="#">U0GA2009010280126</a>	SKRSKY	TMECA	FIRE WARNING	FALSE INDICATION
1/2/2009	S76A	ARRIEL1		
DURING FLIGHT, THE FIRE HANDLE LIGHTS AND THE CAUTION FIRE WARNING LIGHT ILLUMINATED WITH THE TONE IN THE HEADSET. NO SECONDARY INDICATIONS ON THE ENGINE. FOLLOWED EMERGENCY PROCEDURE AND LANDED AT BASE.				
<a href="#">U0GA2008073177618</a>	SKRSKY	TMECA	SEARCH LIGHT	SMOKE
7/31/2008	S76A	ARRIEL1		COCKPIT
SEARCHLIGHT CIRCUIT BREAKER POPPED, RESET AND PILOTS DETECTED SMOKE. OPENED CIRCUIT CONTINUED FLIGHT WITH NO FURTHER ODOR OF SMOKE. NORMAL ACFT SHUTDOWN.				
<a href="#">U0GA2008073177633</a>	SKRSKY	TMECA	CIRCUIT BREAKER	SMOKE
7/31/2008	S76A	ARRIEL1		SEARCH LIGHT
RT SIDE HSI FAILED FOUND CB ABOVE THE SEARCH LIGHT CONTROL BREAKER POPPED AND THE PILOTS CLOCK DISPLAY BLANK RESET CIRCUIT BREAKER THEN DETECTED SMOKE OPENED CIRCUIT SMOKE ODOR WENT AWAY. ACFT LANDED SAFELY.				
<a href="#">EGRR2008101278415</a>	SKRSKY	TMECA	STRUT	DISCHARGED
10/12/2008	S76C	ARRIEL1		NLG
ACFT ARRIVED WITH DISCREPANCY, STRUT LOOSES PRESSURE. REMOVED STUT ASSY P/N 2070A100, PERFORMED VISUAL INSP, REPLACED PACKINGS ON TOP OF HSG, SERVICED STRUT WITH NITROGEN AND FOUND A CRACK .75 INCH IN THE OUTER CYLINDER P/N 2070-2. REPLACED STRUT WITH NEW ASSY.				

[EGRR2008101278416](#) SKRSKY TMECA STRUT DISCHARGED  
10/12/2008 S76C ARRIEL1 NLG

ACFT ARRIVED WITH DISCREPANCY, STRUT LOOSE PRESSURE. REMOVED STRUT ASSY P/N 2070A100, PERFORMED VISUAL INSP, REPLACED PACKINGS ON TOP OF HSG, SERVICED STRUT WITH NITROGEN AND FOUND A CRACK .7500 INCH IN THE OUTER CYLINDER P/N 2070-2. REPLACED STRUT WITH NEW ASSY.

[U0GA2009122580145](#) SKRSKY TMECA AUTOPILOT SYS MALFUNCTIONED  
12/25/2008 S76C ARRIEL2S2

WHILE ON A FULLY COUPLED ILS 15, ON THE PILOT SIDE (NR 1 SIDE), SEVERAL SECONDS BEFORE THE OCCURRENCE, ACFT WAS HUNTING FOR THE GLIDE SLOPE. WHILE COUPLED THE AFCS WAS MAKING CORRECTION FOR THE GLIDE SLOPE THEN MADE AN ABRUPT NOSE UP OF ABOUT 40-60 DEGREES NOSE UP AND AN ABRUPT PWR REDUCTION. DISENGAGE OF AUTOPILOT AND RECOVERED AT APPROX 50 TO 100 FEET ABOVE HOUSES WEST OF THE LOCALIZER. ADVISED TOWER FOR AIR TAXI TO PARKING. TOTAL EVENT TIME 15-30 SECONDS. AFTER LANDING CALLED TOWER TO SEE IF THERE WAS A ATTITUDE ALERT, TOWER ADVISED THERE WAS BUT DID NOT CALL BECAUSE IT WAS A CRITICAL PHASE OF FLIGHT. REMOVED FOCA CARD FOR DOWNLOAD. ACFT LOG BOOK WRITTEN UP FOR AFCS HARD OVER.

[EGRR2008062577287](#) SKRSKY GE CONTROL PANEL DEFECTIVE  
6/25/2008 S92A CT78A MLG

DURING MX CHECK FLIGHT, LANDING GEAR WOULD NOT EXTEND. VERIFIED CIRCUIT BREAKERS WERE NOT OPEN. EXTENDED LANDING GEAR WITH EMERGENCY BLOW DOWN PROCEDURES. MX TROUBLESHOT SYS AND FOUND LANDING GEAR CONTROL PANEL DEFECTIVE. REPLACED PANEL WITH SERVICEABLE ASSY SYS TEST NORMAL. PERFORMED REQUIRED MX AFTER BLOWDOWN AND RETURNED ACFT TO SERVICE.

[CA090223008](#) SKRSKY GE WEB CRACKED  
1/7/2009 S92A CT78A FUSELAGE

(CAN) DURING A ROUTINE MX INSP, A SMALL CRACK-LIKE INDICATION HAD BEEN DISCOVERED ON A WEB OF THE MGB HSG ON AIRCRAFT 920057. THE LOCATION OF THE INDICATION HAS BEEN DESCRIBED AS BEING ON (1) OF (4) STIFFENING WEBS THAT CONNECTS THE MAIN HSG WALL TO THE CYLINDRICAL PORTION OF THE HSG THAT SUPPORTS THE LT INPUT MODULE. THE CRACK WAS UNDER WATCH IAW INSTRUCTIONS ISSUED BY MFG PM92-SS-09-001. TRANSMISSION WAS SUBSEQUENTLY REPLACED.

[2009FA0000302](#) SNIAS TEE FITTING LOOSE  
3/16/2009 AS350B 702A30550001 FUSELAGE

HOSE NUT WOULD TORQUE DOWN BUT LINE WAS STILL LOOSE AND LEAKED. A LINE REMOVE FROM ANOTHER HELICOPTER WORKED FINE. NEW LINES INSTALLED AND LINE THAT WAS INSTALLED PRIOR AND LEAKED WAS FITTED TO THE NEW TEE AND WORKED FINE. AT TOTAL OF (3) NEW LINES WERE FITTED TO THE NEW TEE AND ALL LEAKED. THE SAME LINES WERE ALL TRIED ON ANOTHER HELICOPTER AND LEAKED THERE ALSO. THE TEE WITH THE LAST LINE STILL INSTALLED WAS RETURNED TO MFG FOR THE ANALYSIS. (2) OTHER HOSES OF THE SAME PN WERE REJECTED DUE TO A COATING ON THE METAL CONNECTIONS, WOULD BREAK APART INTO FINE FLAT PIECES AND FLY AROUND AND WENT INTO THE HOSES. (K)

[CA090227011](#) SNIAS TMECA CONE SEPARATED  
2/23/2009 AS350B ARRIEL1B ENGINE

(CAN) A/C WAS IN CRUISE AT 5000 FT WHEN A LOUD POP WAS HEARD ACCOMPANIED BY A SINGLE TORQUE OSCILLATION. PILOT REDUCED HIS POWER TO LAND. A BURNING OIL ODOR WAS DETECTED ON THE DESCENT. THE PILOT LANDED NORMALLY WITH FULL POWER AVAILABLE ON LANDING. INVESTIGATION REVEALED THAT THE AIR INLET CONE OF THE AXIAL COMPRESSOR HAD COME UNDONE AND ENTERED THE COMPRESSOR CAUSING SERIOUS FOD. THERE WERE NO PREVIOUS VIBRATIONS OR OTHER INDICATIONS PREVIOUS TO THE FAILURE. ENGINE WAS REMOVED AND SHIPPED TO MFG FOR EXAMINATION AND REPAIR.

[CA090305007](#) SNIAS LYC HOSE CRACKED  
3/4/2009 AS350B2 LTS101\* 704A34412038 HYD SYSTEM

(CAN) NEW HYD HOSES WERE REPLACED IAW SB 29.00.10 DURING 12 YEARS CALENDAR TIME SHEDULE

INSPECTION. DURING INITIAL GROUND RUN FOR LEAK CHECK AFTER MX, THE ENGINEER SAW AN HYD FINE MIST DURING START SEQUENCE AND ADVISE THE PILOT TO SHUTDOWN. THE HYD HOSE WAS REMOVED AND A FINE CRACK WAS NOTICE AT THE 90 DEG. FITTING.

<a href="#">2009FA0000266</a>	SNIAS	TMECA	UROCOP	NUT	MISINSTALLED
3/20/2009	AS350B3	ARRIEL2B1		350A37116421	M/R SHAFT

WHILE PERFORMING AN AFTER LAST FLIGHT (ALF) OF THE DAY INSP OF THE DESCRIBED HELICOPTER, IT WAS DISCOVERED THAT THE RING NUTS, (PN 350A37-1164-21, QTY 12 ) OF THE MAIN ROTOR (M/R) HEAD BOLTS WERE INSTALLED INCORRECTLY, THEY HAD BEEN INSTALLED UPSIDE DOWN AND THE CLIP, CABLE (PN E0043-6C0, A LARGE ZIP TIE) WAS ABSENT FROM AROUND THE YOKE ASSY STOPS. MFG TECH SUPPORT WAS CONTACTED IMMEDIATELY AND MADE AWARE OF THIS SITUATION. DUE TO THE AMOUNT OF TIME ON THIS HELICOPTER AND IN REVIEW OF THE ACFT RECORDS AS RECEIVED, IT APPEARS AS THOUGH THE M/R SHAFT ASSY WAS ASSEMBLED THIS WAY AT TIME OF MANUFACTURE. WITH THE FULL SUPPORT OF MFG THE M/R SHAFT ASSY WAS REPLACED IN ITS ENTIRETY ALONG WITH THE 12 RING NUTS AND 12 M/R HEAD BOLTS BEFORE FURTHER FLIGHT. AS A RECOMMENDATION, INSPECT THE RING NUTS OF THE M/R SHAFT ASSEMBLIES OF ALL NEW HELICOPTERS CLOSE TO THE S/N OF THIS HELICOPTER WHICH IS S/N 4563 OR MANUFACTURED 6 MONTHS PRIOR TO THE DATE OF THIS HELICOPTERS DATE OF MANUFACTURE, WHICH IS DEC. 2008 AND OF ANY MANUFACTURED SINCE THIS DATE FOR THE CORRECT INSTALLATION OF THE RING NUTS AND THE PRESENCE OF THE CLIP, CABLE AROUND THE YOKE ASSY STOPS.

<a href="#">2009FA0000263</a>	SNIAS	TMECA		STARFLEX	DEBONDED
3/31/2009	AS350B3	ARRIEL2B1		350A31191600	MAIN ROTOR

DURING PRE-FLIGHT INSPECTION PILOT WAS INSPECTING STARFLEX IAW AD 2002-03-52. SEPARATION OF THE ARM END BUSHES WAS FOUND ON ALL (3) ARM ENDS. FURTHER INVESTIGATION REVEALED THAT ONE BUSHING HAD BECOME COMPLETELY DETACHED FROM THE STARFLEX.

<a href="#">2009FA0000334</a>	SNIAS	TMECA		LINE	LOOSE
4/17/2009	AS350BA	ARRIEL1B		0301037950	FCU P2

DURING ROUTINE INSP FOUND P2 LINE LOOSE AT FUEL CONTROL. THE B-NUT WAS STILL TIGHT. APPLIED LIGHT UPWARD FORCE AND LINE PULLED OUT OF B-NUT. REMOVED B-NUT AND FOUND REMAINDER OF BROKEN FLARE. SLEEVE WAS ALSO SEIZED IN B-NUT. RECOMMEND PERIODIC REMOVAL AND INSP OF LINE. (K)

<a href="#">CA090219010</a>	SWRNGN	GARRTT		WINDSHIELD	DELAMINATED
2/17/2009	SA226TC	TPE33110UA		2719442004	COCKPIT

(CAN) FLIGHT CREW REPORTED THE FOLLOWING: APPROX TEN MINUTES AFTER LEVELING OFF AT 17000 FT, THE CREW NOTED THAT THE F/O SIDE WINDSHIELD HAD SEVERAL SMALL CRACKS IN THE TOP RT CORNER AS WELL AS ONE LARGER CRACK THAT LOOKED SIMILAR TO WHEN A ROCK HITS A CAR WINDSHIELD. THEY COULD ALSO SEE SMALL FRAGMENTS OF GLASS SLIDING DOWN IN BETWEEN WHAT APPEARED TO BE TWO PANES OF GLASS. THE CREW WAS NOT SURE AT WHAT POINT DURING THE FLIGHT THE PROBLEMS STARTED TO OCCUR, BUT THERE WERE NO PROBLEMS EARLIER IN THE MORNING. MX EXAMINED THE WINDSHIELD AND FOUND MAJOR DELAMINATION AND CRACKS ON THE WINDOW. IN VARIOUS AREAS AROUND THE WINDOW THE INNER PANE WAS BEGINNING TO SEPARATE FROM THE OUTER PANE AND OVER TIME MAY HAVE FALLEN INWARD. THIS COMPANY HAD A SIMILAR FAILURE A FEW MONTHS AGO IN WHICH THE INNER PANE SEPARATED, FELL INWARD TOWARDS THE CREW IN THE COCKPIT. MX HAS REPLACED THE WINDSHIELD AND RETURNED THE AIRCRAFT TO SERVICE.

<a href="#">CA081031003</a>	UROCOP	TMECA		CONTROL UNIT	MALFUNCTIONED
10/10/2008	EC120B	ARRIU2F		911TS08Y	

(CAN) THE ACFT HAS AN ELECTRICAL CONTROL BOX CALLED THE LACU. WHICH CONTROLS COCKPIT LIGHTING AND VARIOUS OTHER SWITCHES INCLUDING BATTERY MASTER, RADIO MASTER, POSITION LIGHTS, AND ANTI-COLLISION LIGHTS AND SO ON. ON A FLIGHT THEY WERE DOING THE CREW BEGAN TO SMELL A TOXIC BURNING SMELL, LIKE THERE WERE PLASTICS BURNING. THEN THEY NOTICED SMOKE RISING FROM THE LACU AT WHICH POINT THEY PERFORMED AN UNSCHEDULED LANDING. UPON INSPECTION OF THE LACU AND THE ACFT, FOUND THAT THERE HAD BEEN CHAFING AT BOTH THE POSITION LIGHT AND ANTI-COLLISION LIGHT ASSYS AT THE TAIL SECTION CAP. WHICH MAKES SENSE AS TO WHY THE LACU HAD A FAILURE, BUT BEFORE THE LACU FAILED THE ASSOCIATED CIRCUIT BREAKERS DID NOT POP. THE INSP OF THE LACU SHOWED THAT THE FAILURE INTERNALLY HAD OCCURRED ON THE POSITION AND ANTI-COLLISION LIGHT CIRCUITS. MFG DOES HAVE A SB REGARDING

CHAFING IN THE TAIL SECTION THAT HADN'T BEEN COMPLIED WITH, WHICH SURE IF IT HAD BEEN COMPLIED WITH THIS OCCURRENCE WOULD NOT HAVE HAPPENED, BUT WHAT IF THERE WAS A SHORTING TYPE FAILURE SOMEWHERE ELSE IN THE CIRCUIT, THEN AGAIN THE LACU WOULD HAVE FAILED BEFORE THE CIRCUIT BREAKER WOULD HAVE POPPED. THE SERVICE BULLETIN IS SB 33002. THE WORK AND INSP WERE COMPLETED ON W/O A4853.

<a href="#">CA090313001</a>	ZLIN	LYC	CABLE	FRAYED
3/9/2009	Z242L	AEIO360A1B6	Z14244130000	ELEVATOR TRIM

(CAN) THE FWD ELEVATOR TRIM CABLE WAS DISCOVERED WITH BROKEN STRANDS DURING INSPECTION.

<a href="#">CA090324005</a>	ZLIN	LYC	GEAR	INOPERATIVE
3/20/2009	Z242L	AEIO360A1B6		STARTER

(CAN) THE STARTER GEAR FAILED TO ENGAGE DURING OPS CHECK WHILE UNDERGOING SCHEDULED MX.

<a href="#">CA090324001</a>	ZLIN	LYC	IMPULSE COUPLING	WORN
3/20/2009	Z242L	AEIO360A1B6		MAGNETO

(CAN) THE IMPULSE COUPLING PAWLS AND STOP PIN WERE FOUND WORN BEYOND MFG TOLERANCES.

<a href="#">CA090219001</a>	ZLIN	LYC	CABLE	FRAYED
2/18/2009	Z242L	AEIO360A1B6	Z4244120000	ELEVATOR TRIM

(CAN) THE AFT TRIM CABLE WAS DISCOVERED FRAYED DURING SCHEDULED MAINTENANCE.

<a href="#">CA090219002</a>	ZLIN	LYC	CABLE	FRAYED
2/18/2009	Z242L	AEIO360A1B6	Z4243130000	TE FLAPS

(CAN) THE FLAP CENTER CABLE WAS DISCOVERED FRAYED DURING SCHEDULED MAINTENANCE.

<a href="#">CA090305009</a>	ZLIN	LYC	SEAL	LEAKING
1/25/2009	Z242L	AEIO360A1B6		ENGINE

(CAN) THE PILOT HAD TO MAKE A PRECAUTIONARY LANDING ON A FROZEN LAKE. THE PILOT DETECTED SOMETHING BURNING AND NOTICED OIL SPLATTER ON THE RT SIDE OF THE CANOPY GLASS. WHILE REVIEWING HIS PRECAUTIONARY LANDING INFO IN THE FLIGHT MANUAL HE OBSERVED THE ENG OIL PRESSURE HAD DROPPED INTO THE YELLOW AT WHICH TIME HE LINED UP FOR A PRECAUTIONARY LANDING ON THE LAKE. DURING THE APPROACH THE ENG LOW OIL PRESSURE WARNING LIGHT ILLUMINATED. INVESTIGATION REVEALED THAT A SIGNIFICANT AMOUNT OF ENG OIL HAD BEEN LOST THROUGH THE CRANKCASE TO CRANKSHAFT FRONT SEAL AND THAT THIS SEAL HAD DISLODGED APPROXIMATELY .3333 THE WAY AROUND OUT OF THE CRANKCASE. THE ENGINE OIL BREATHER SYS WAS INSPECTED FOR OBSTRUCTIONS INCLUDING ICE FORMATION BUT NOTHING WAS FOUND. IT IS SUSPECTED THAT ANY ICE THAT WOULD HAVE FORMED WOULD HAVE MELTED AWAY FROM THE ENGINE'S LATENT HEAT AFTER THE ACFT WAS SHUT DOWN.

<a href="#">CA090305006</a>	ZLIN	LYC	OIL SYSTEM	LOW PRESSURE
1/25/2009	Z242L	AEIO360A1B6		ENGINE

(CAN) THE ACFT WAS ON A CROSS COUNTRY FLIGHT WHEN IT HAD TO MAKE A PRECAUTIONARY LANDING. THE PILOT OBSERVED THAT THE LOW OIL PRESSURE WARNING LIGHT HAD ILLUMINATED AND THAT THE ENGINE OIL PRESSURE HAD DROPPED INTO THE YELLOW RANGE, CONTINUING TO DROP INTO THE RED. THE PILOT ALSO REPORTED THAT THE ACFT WAS SURGING IN POWER (PROPELLER DID NOT HAVE ADEQUATE OIL TO MAINTAIN PITCH). INVESTIGATION REVEALED THAT A SIGNIFICANT AMOUNT OF ENGINE OIL HAD BEEN LOST THROUGH THE CRANKCASE TO CRANKSHAFT FRONT SEAL BETWEEN THE LIP OF THE SEAL AND THE CRANKSHAFT SURFACE. THE ENGINE OIL BREATHER SYS WAS INSPECTED FOR OBSTRUCTIONS BEFORE THE ACFT WAS BROUGHT INSIDE A HANGAR FOR REPAIRS. THE ENGINE OIL BREATHER OVERBOARD PIPE WAS OBSERVED TO BE FROZEN CLOSED APPROX 40MM FROM THE END OF THE TUBE.

<a href="#">CA090310004</a>	ZLIN	LYC	DISTRIBUTOR GEAR	LOOSE
-----------------------------	------	-----	------------------	-------

