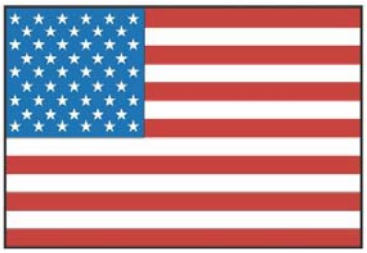
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 382

MAY 2010

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

AVIATION MAINTENANCE ALERTS

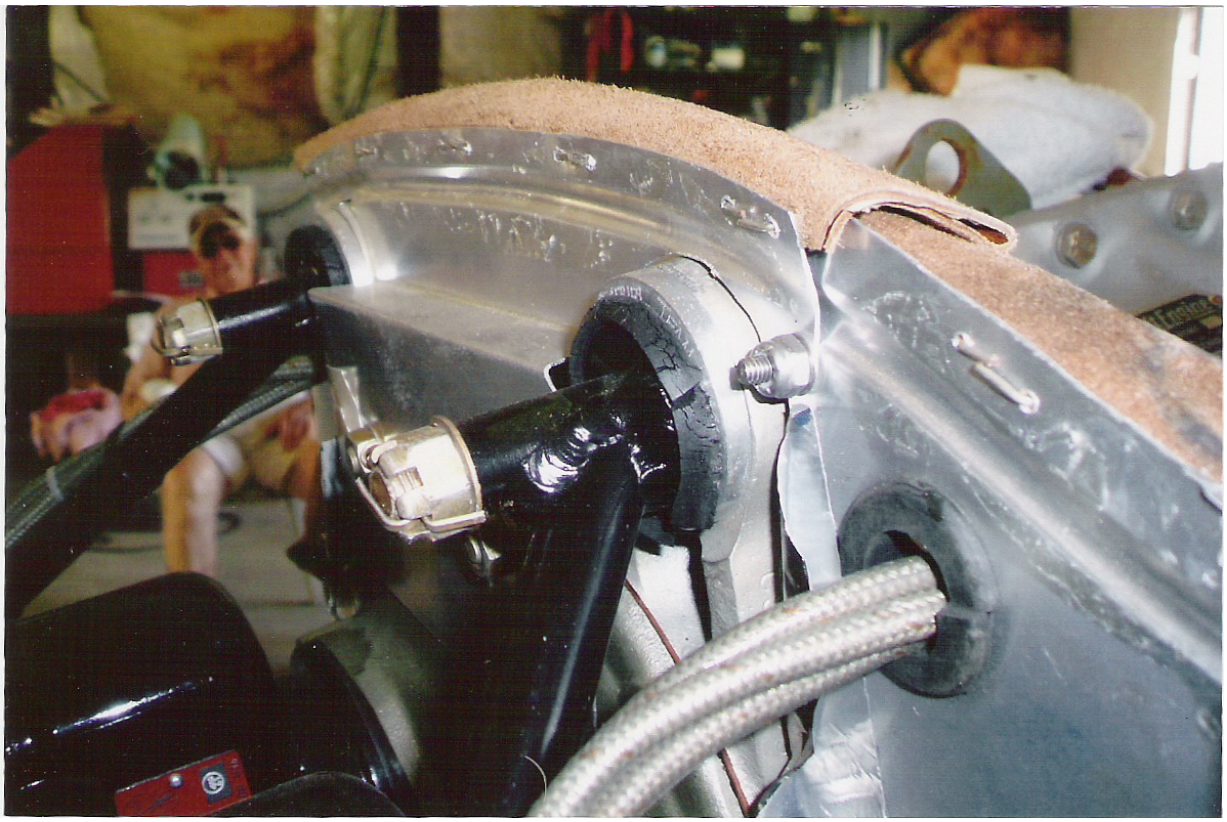
The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain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

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

AIRPLANES

Airtractor: AT301; Cracked Isolator Mounts; ATA 7120

An unidentified submitter writes, "The engine isolator mounts (P/N 22387) were replaced when the aircraft was restored. At the first Annual Inspection (with approximately 60 hours total time) these mounts showed excessive cracking and deterioration—requiring replacement. The lower mounts showed the most amount of wear, with the area around the metal engine mount cracked two-thirds way around, *(and there were)* pieces missing. *(I)* was told by the aircraft owner that he had heard the *(rubber)* mount composition had recently been changed. I have no recommendations at this time, other than to closely monitor *(these mounts)*."

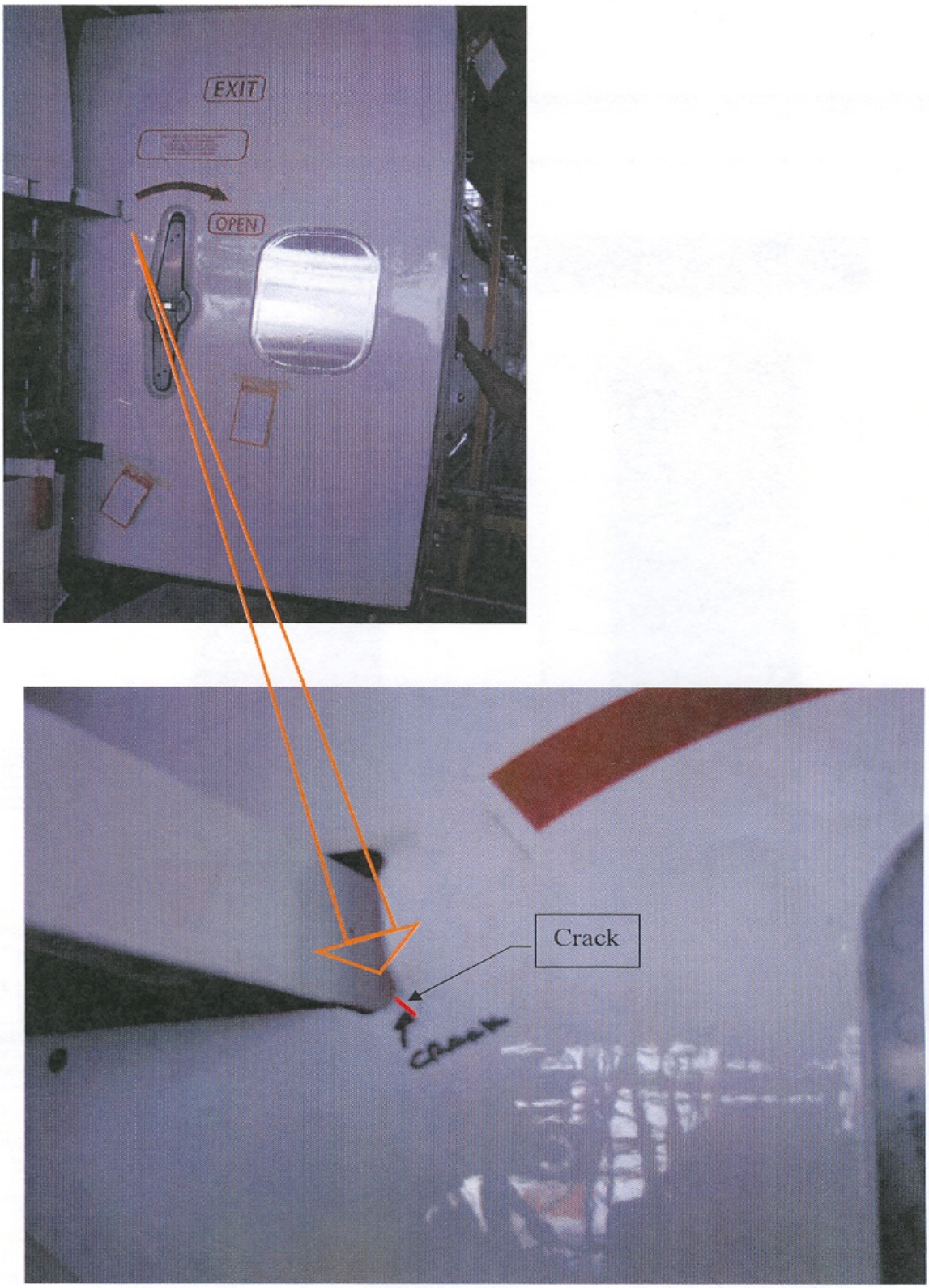


Part Total Time: 60.0 hours

Boeing: 747-281F; Cracked Door Doubler; ATA 5210

A very short submission from an unknown source writes, "The main entry door's number one upper outer skin doubler *(has a)* crack 0.35 inches at the upper hinge door *(mount)*."

RR551 MED No 1LH – Hinge Cut Out Doubler Crack



BOEING SERVICE BULLETIN 747-52-2144

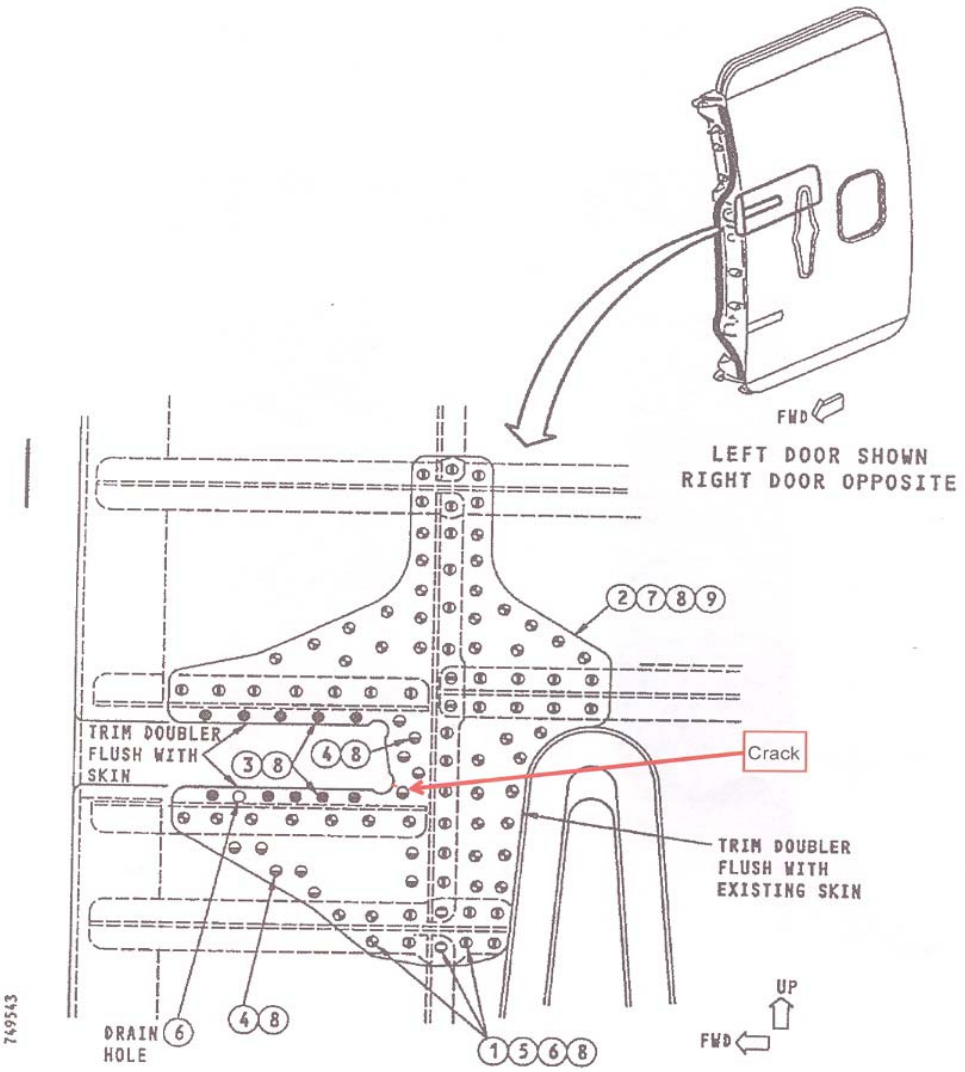


FIGURE 3. MAIN ENTRY DOOR NO. 1 UPPER OUTER SKIN HINGE CUTOUT MODIFICATION, GROUP 1 THRU 4 AIRPLANES

Sep 15/78
REV. 2: Oct 31/91

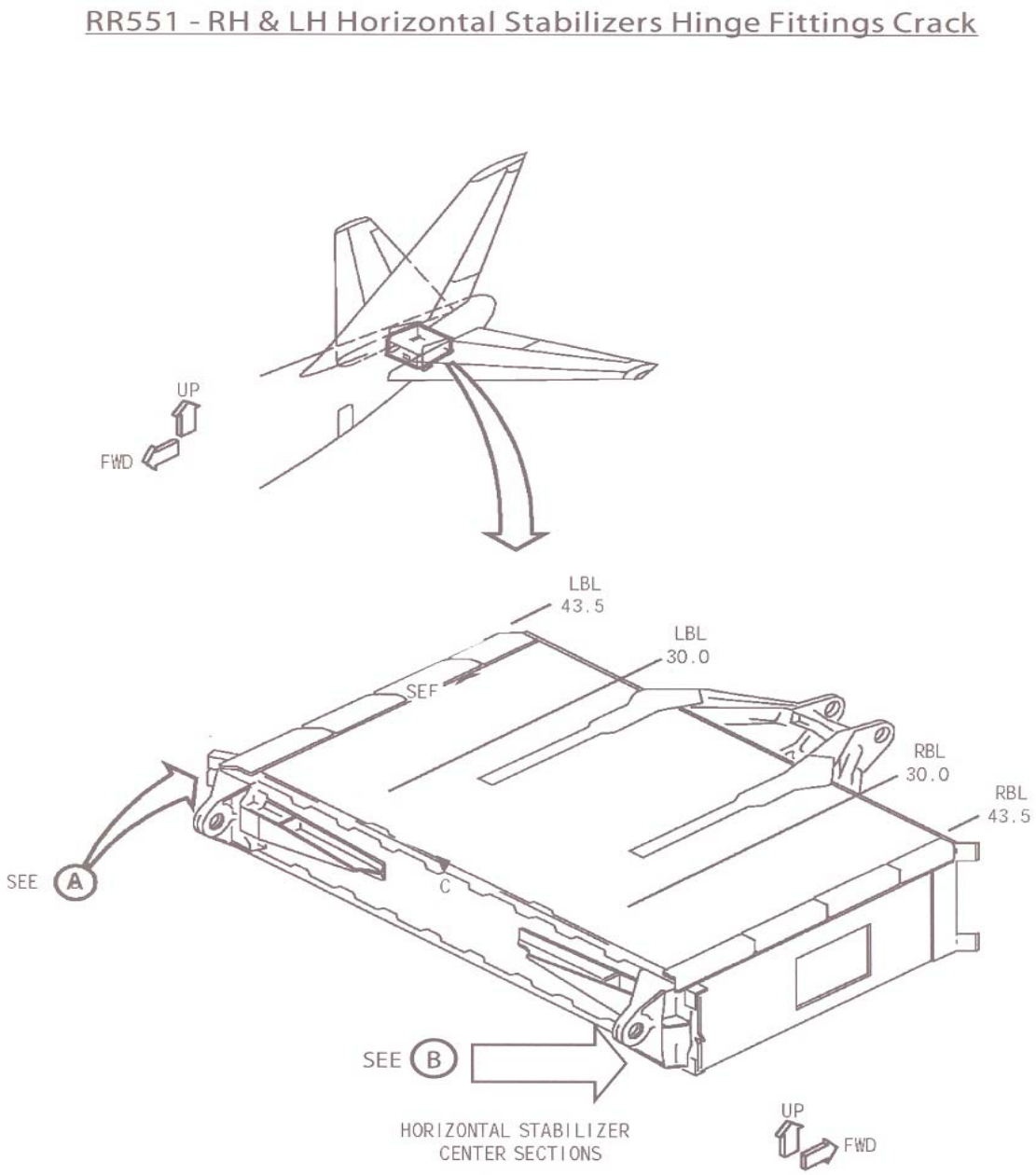
747-52-2144
27

(No part numbers were provide with this report.)

Part Total Time: 101,362 hours

Boeing: 747-281F; Cracked Horz. Stabilizer Hinge Fitting; ATA 5551

The previous submitter provides another discrepancy report stating, "The L/H and R/H horizontal stabilizer hinge fitting had two cracks each: 0.8 and 0.9inches, and 0.85 and 1.1 inches, *(respectively)*."



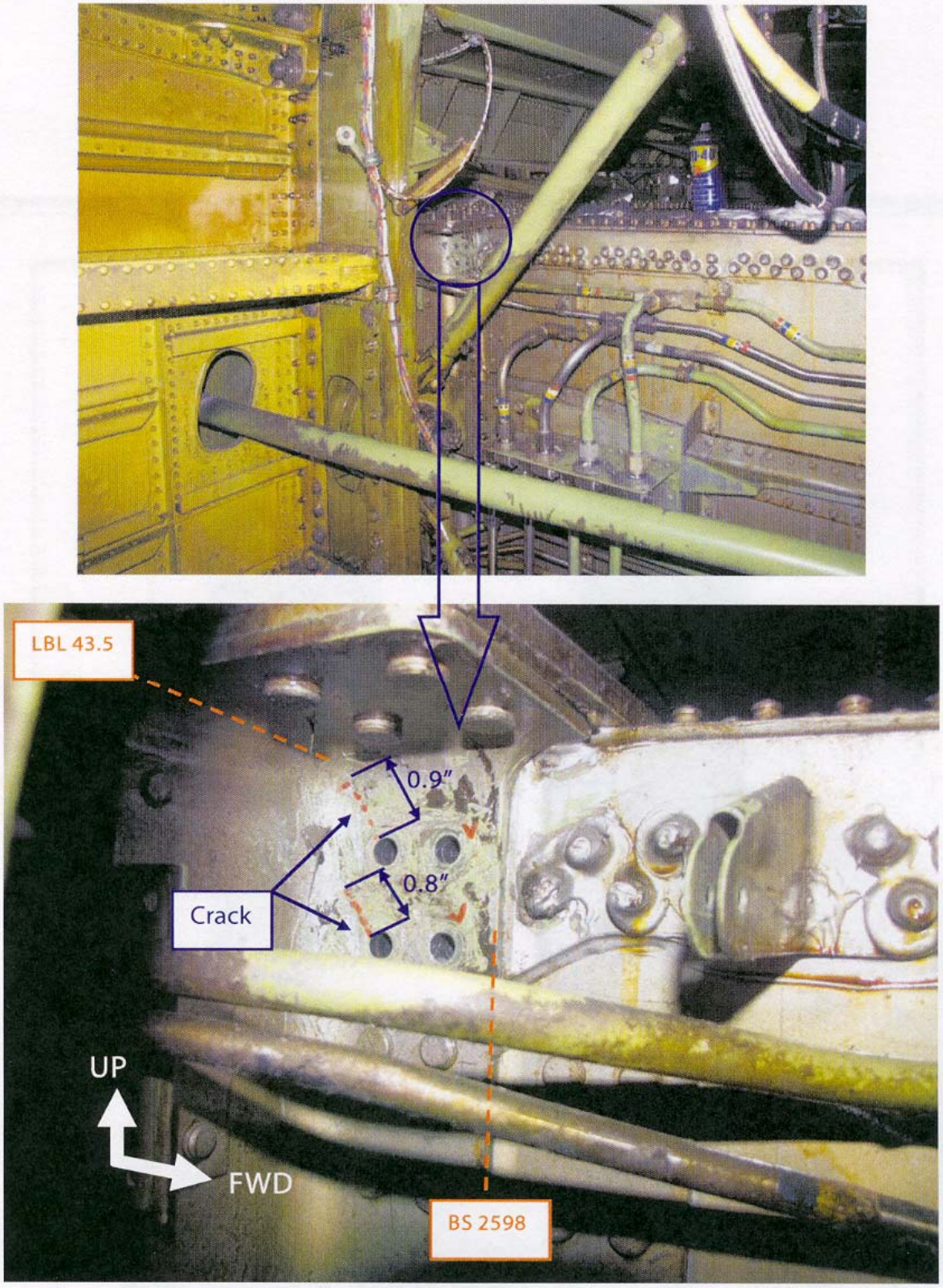


Figure A. LH Horizontal Stabilizers Hinge Fittings Crack
View Looking Forward

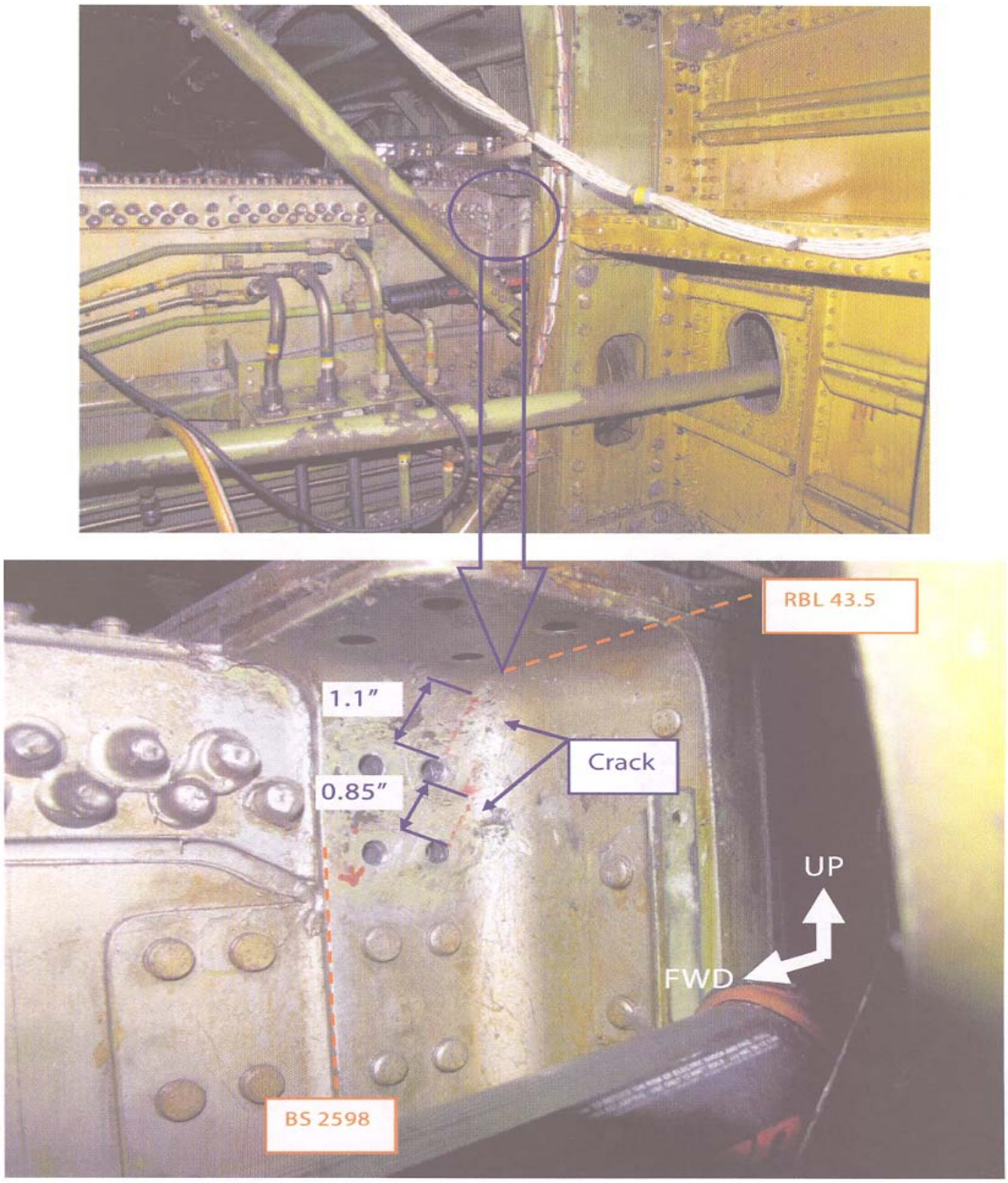


Figure B. RH Horizontal Stabilizers Hinge Fittings Crack
View Looking Forward

(No part numbers were provide with this report.)

Part Total Time: 101,362 hours

Cessna: 402C, 414A, 421C; Cracked Main Gear Trunnion; ATA 3213

(The Wichita Aircraft Certification Office provides the following safety admonition. Contact information follows the discussion.)

The FAA has received a Safety Recommendation (09.385) suggesting an Airworthiness Directive be issued for non-destructive inspections on Cessna landing gear (P/N 5141103), effecting models 402C, 414A, and 421C. This recommendation stems from a Cessna 402C gear failure in August 2009 (photos attached).

Cessna is working to develop Supplemental Inspection Documents (SID; number 32-10-05) for these specific aircraft. They have developed a *surface eddy current* process to inspect for cracks on the main gear (upper barrel), targeting both the actuator and upper torque link attachment fittings (photo 3). The crack initiating this failure can just be seen in the last picture—an internal view of the gear cylinder where this kind of defect may first be detected. The Cessna inspection requirement is expected to be available by August, 2011. It is scheduled to be accomplished at 5,000 landings, and thereafter at each 2,000 landings.

The gear failure depicted below occurred on an airplane estimated to have 30,000 landing cycles during 12,000 hours of flight time. Search of the FAA's *Service Difficulty Reporting System* (SDRS) database generated 28 failed gear reports (for these models) in a production fleet of 2,290 airplanes. Model 402C alone produced 21 of these reports—681 of these aircraft were built between 1979 and 1985.

Photo 1: Cessna 402C with a collapsed main landing gear.

Photo 2: Gear strut removed from airplane (P/N 51401103).

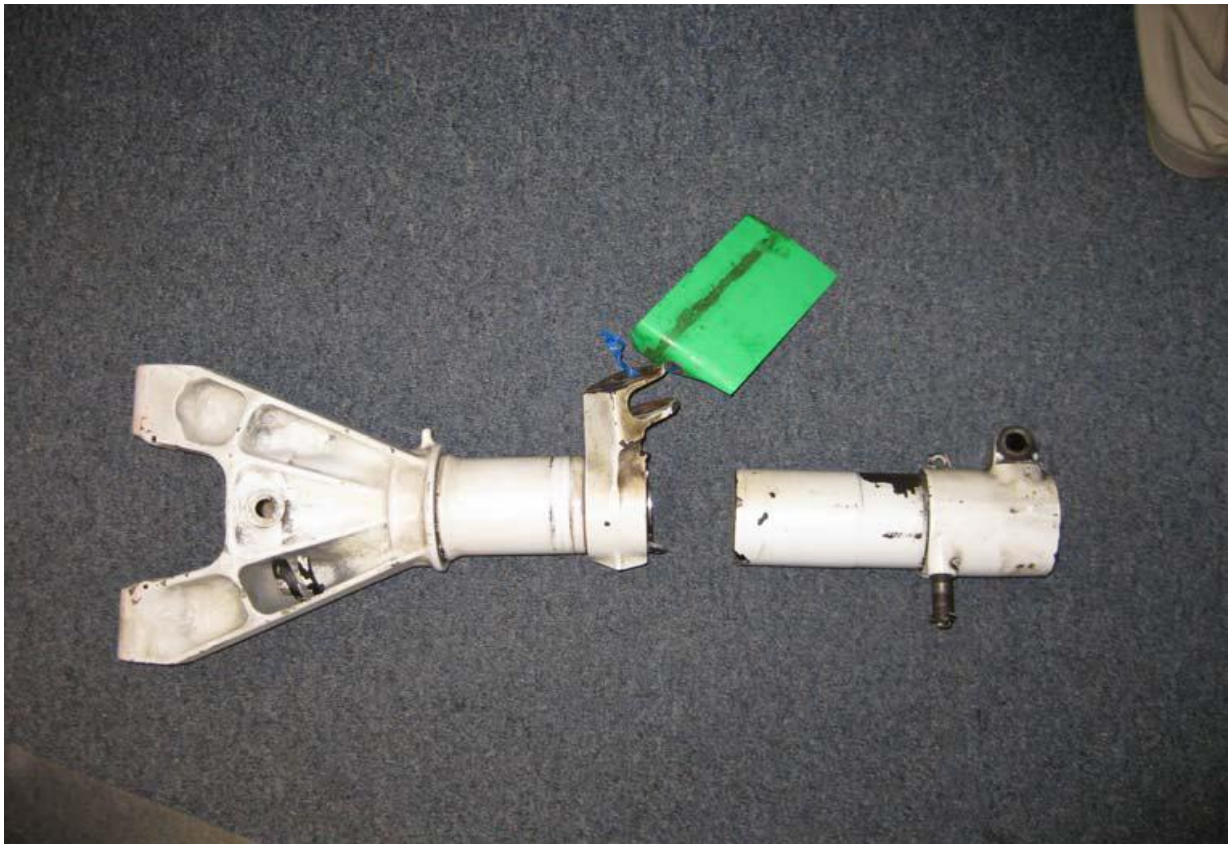


Photo 3: The same part removed from another airplane, illustrating a crack that may be found during an inspection.

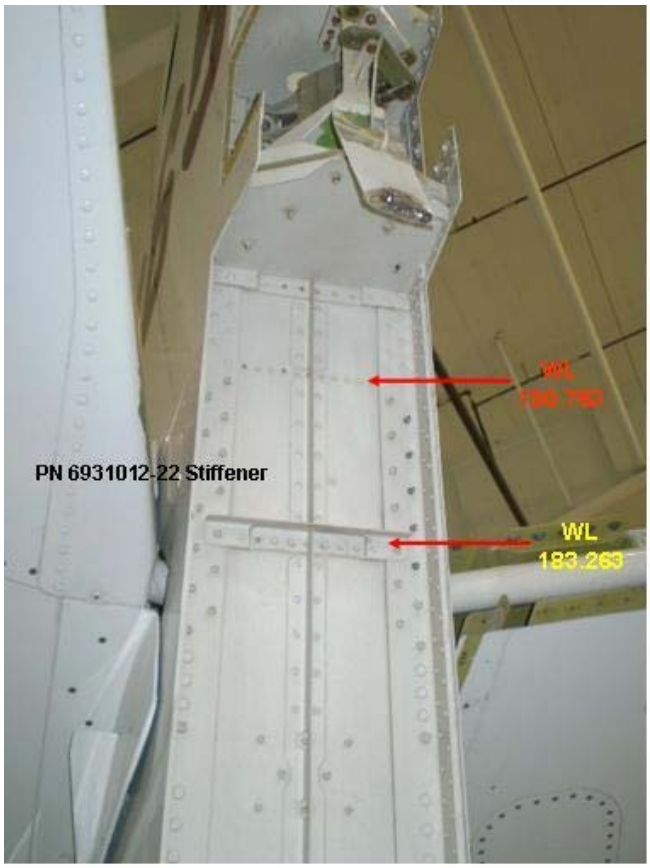
Photo 4: An internal view of the above part showing initial crack development.

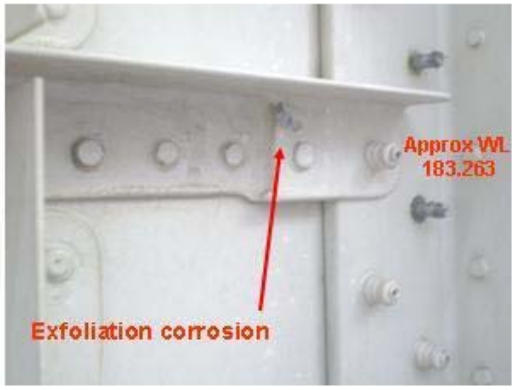
(For further information contact Aerospace Engineer Gary Park: Wichita Aircraft Certification Office, 1801 Airport Road, Room 100; Wichita, Kansas; 67209; phone 316-946-4123)

Part Total Time: (N/A)

Cessna: 680CE; Vertical Stabilizer Spar Corrosion; ATA 5531

An unidentified general aviation technician states, "During replacement of the rudder hinge brackets on the vertical stabilizer's rear spar *(P/N 693101222)*, exfoliation corrosion was found on the *1)* lower bracket (P/N 6931050-10) of the upper rudder hinge point; and *2)* on the lower bracket (P/N 693105012) and upper bracket (P/N 6931050-11) of the middle rudder hinge point. Exfoliation corrosion was also noted on the vertical stabilizer aft spar stiffener (P/N 65931012-22) at approximate water line WL 190.763. *(This stiffener)* required replacement."



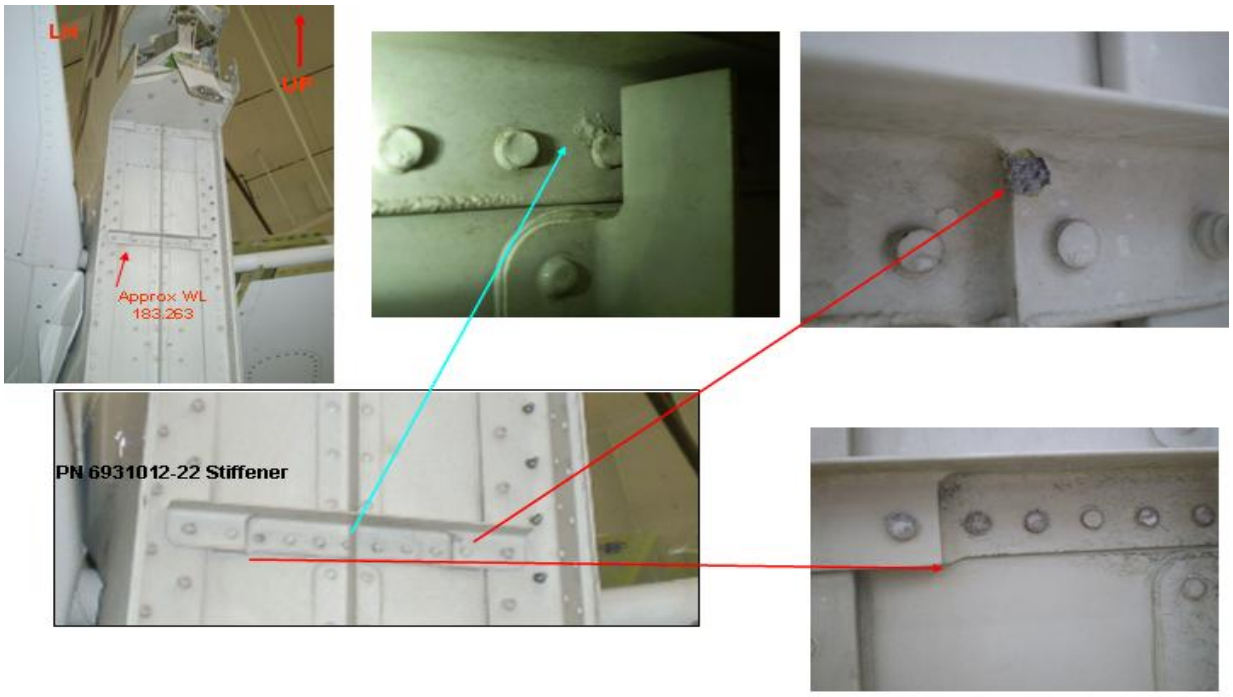


Ref IPC 55-30-00 item 166 Spar Assy:

PN 6931002-2 aft spar assy.

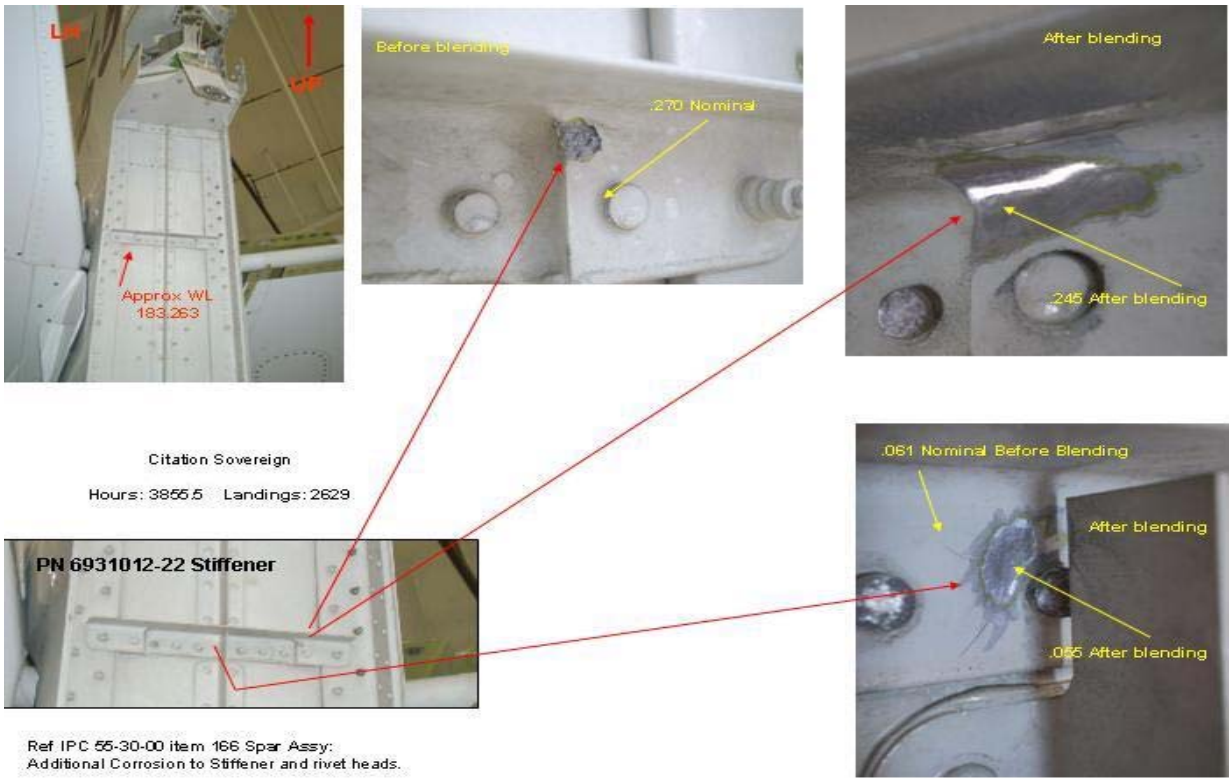
Citation Sovereign

Hours: 3855.5 Landings: 2629



Ref IPC 55-30-00 item 166 Spar Assy:
Additional Corrosion to Stiffener and rivet heads.

Citation Sovereign
680-0057
Hours: 3855.5 Landings: 2629



Citation Sovereign

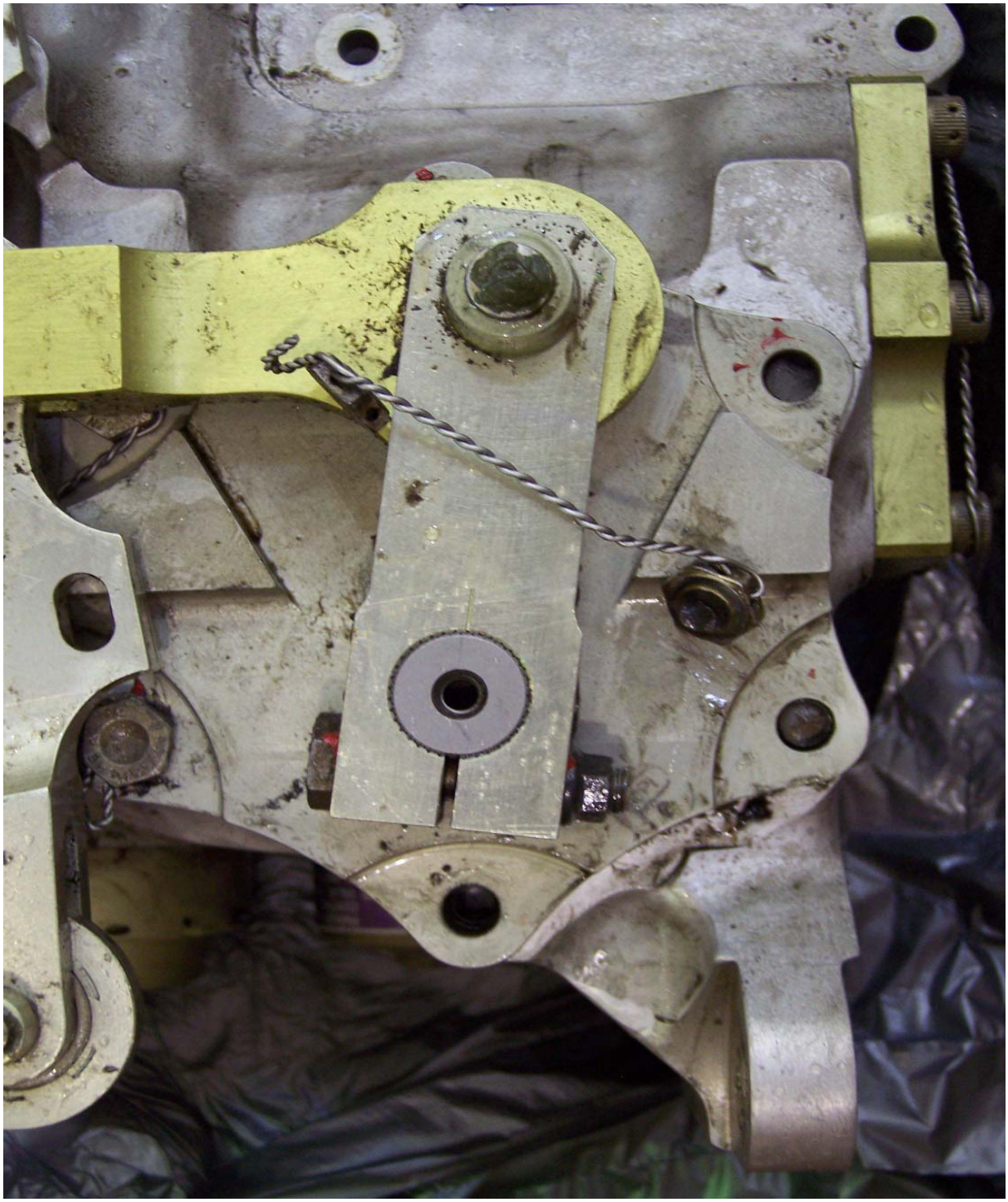
Hours: 3855.5 Landings: 2629

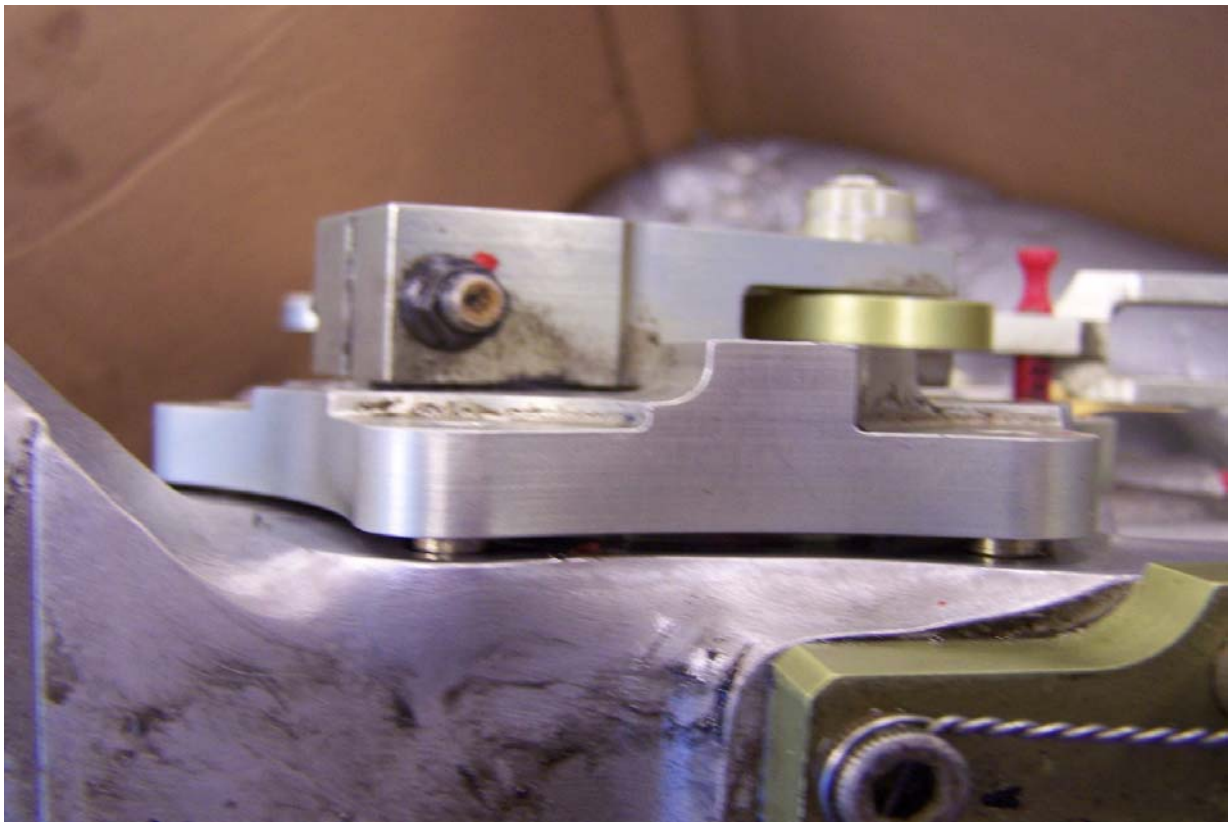
Ref IPC 55-30-00 item 166 Spar Assy:
Additional Corrosion to Stiffener and rivet heads.

Part Total Time: 3,856.0 hours

Embraer: 145EP; Broken Bolts in Rudder PCU; ATA 2720

Another unidentified submitter says, "The pilot reported a number two Low Quantity on the EICAS *(engine indicating crew alert system)* while on the ground. Maintenance inspected and found the rudder power control unit *(PCU)* to be leaking. *(This unit)* was removed and replaced in accordance with EMB 145 Maintenance Manual 27-22-03. It operationally and leak checked good. *(We)* serviced the number two hydraulic system IAW EMB 145 AMM 12-13-01. The aircraft was returned to service. The *(defective)* rudder PCU was missing *(several)* bolt *(heads)*—causing the leakage." *(The SDRS database includes ten of these PC units, none but this one having a reported bolt problem!)*





(The PCU is from Parker-Hannifin. Great photos; but very scary scenario! I wish you would have speculated as to why this might have occurred. For example: if those steel bolts thread into an aluminum casting, we could probably rule out over-torque as an issue--right? Or, are there nut plates on the other side? Might the bolts, then, be defective? Have you seen this before? Would 24,000 hours indicate an extreme bolt life for this application? Have the bolts and/or the PCU been flagged for any kind of failure analysis? Please keep me informed of any similar PCU events via e-mail on the Alerts address page. Thank-you—Ed.)

Part Total Time: 23,982.0 hours

Learjet: 60; Undersized Spoileron Bearings; ATA 2760

A general aviation submitter writes, "New spoileron bearings (P/N AA401-12) that were ordered *(for this aircraft)* were received with their outside diameter below the tolerance listed in the SRM *(structural repair manual)*—causing a loose fit when installed. The SRM *(calls for)* 0.4400 inch outside diameter, with no tolerance allowed. All bearings received have measured 0.438 inches." "Reference Learjet 60 SRM: 51-71-03, page 1 and 2, item 12."

Part Total Time: 7,291 hours (aircraft)

Univar: 415-C; Sheared Brake Clevis; ATA 3240

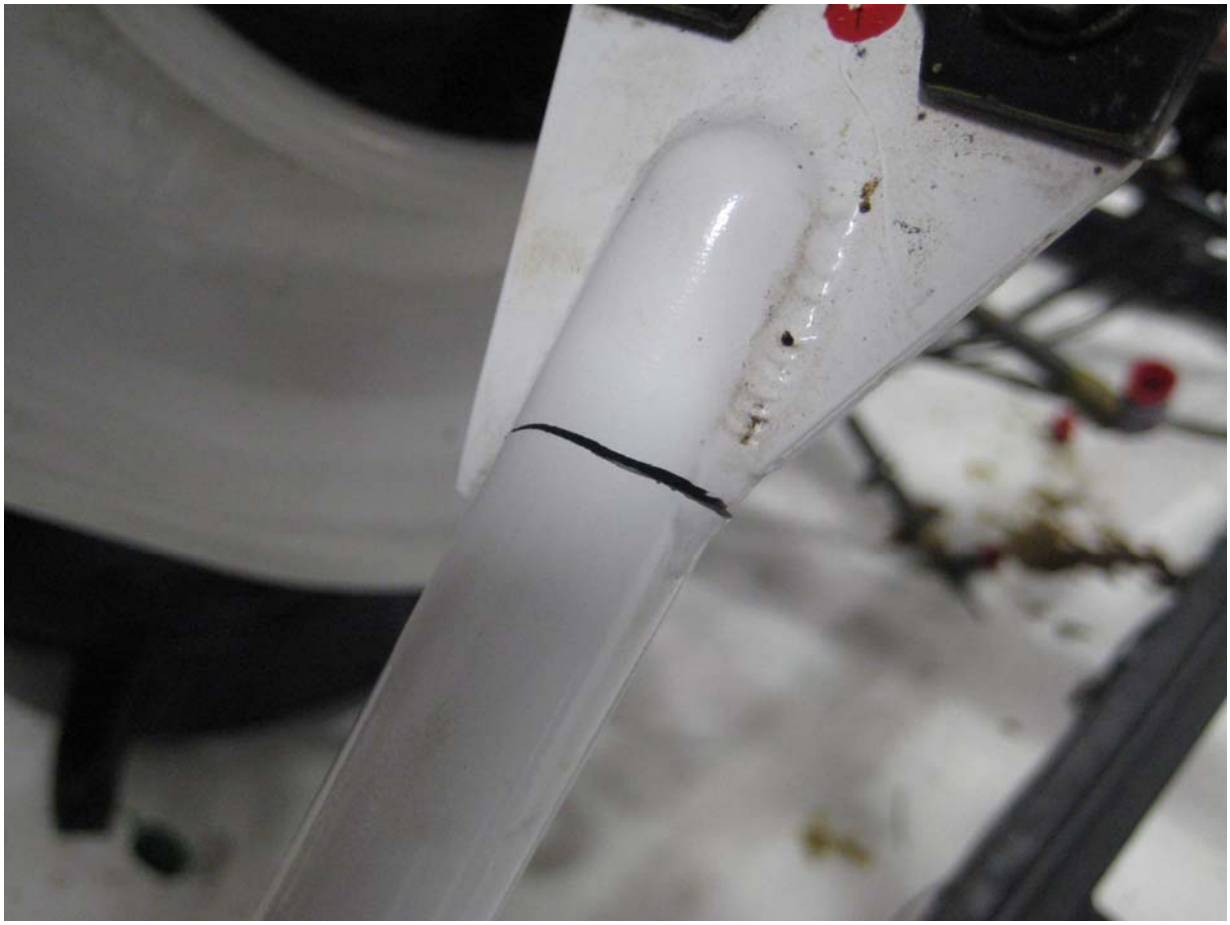
"On landing," says this general aviation technician, "*(this aircraft)* lost braking action. An investigation found the brake piston clevis rod—between the brake pedal arm and the master cylinder—had sheared below the lock nut." *(Piston clevis rod P/N: 4008. Component name and P/N: Brake Arm; 41533458. See photo below.)*

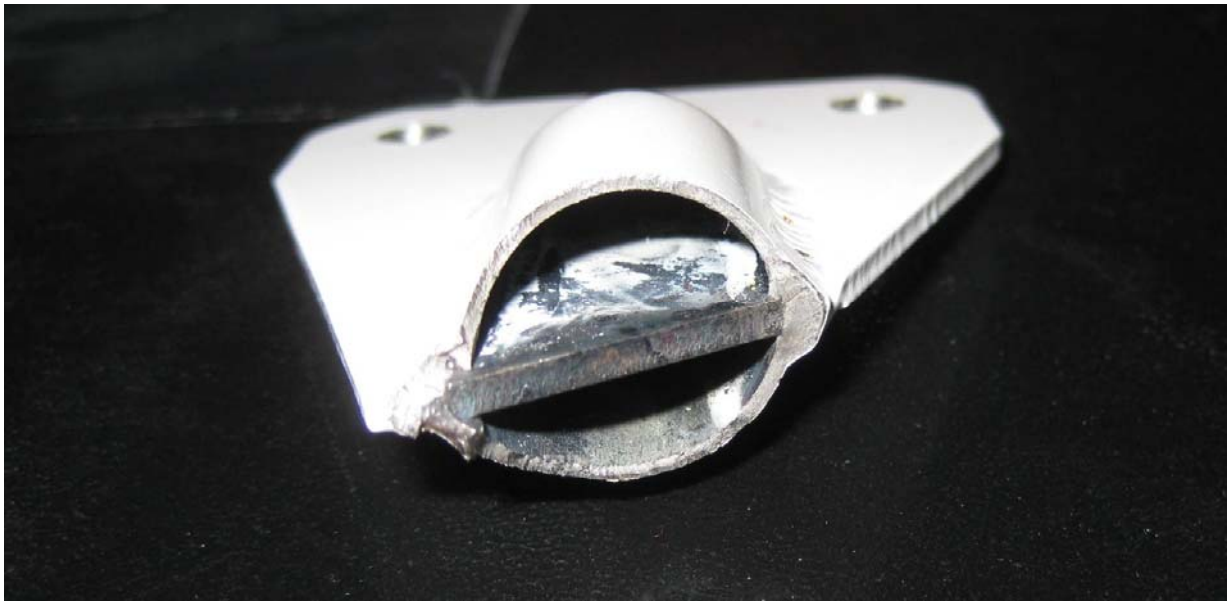
Part Total Time: 617.0 hours

HELICOPTERS

Schweizer: 269C; Cracked Support Strut; ATA 5302

"During unscheduled maintenance," states an unidentified general aviation technician, "the lower drive support strut *(P/N 269A5423009)* was found to be cracked 90 per cent through the tube—where the upper attach lug is welded. Upon removal, the lug completely separated from the tube. If this tube had separated during flight, loss of main rotor torque would have occurred."





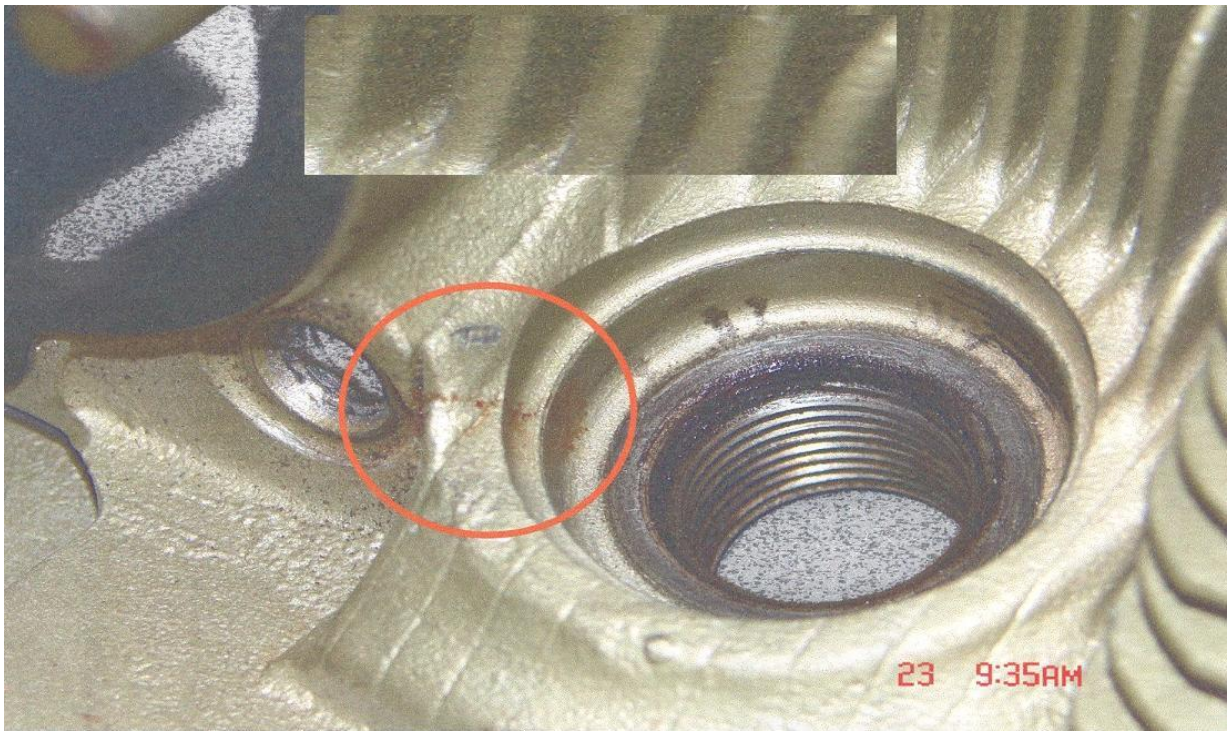
(Okay.... That is scary!—Ed.)

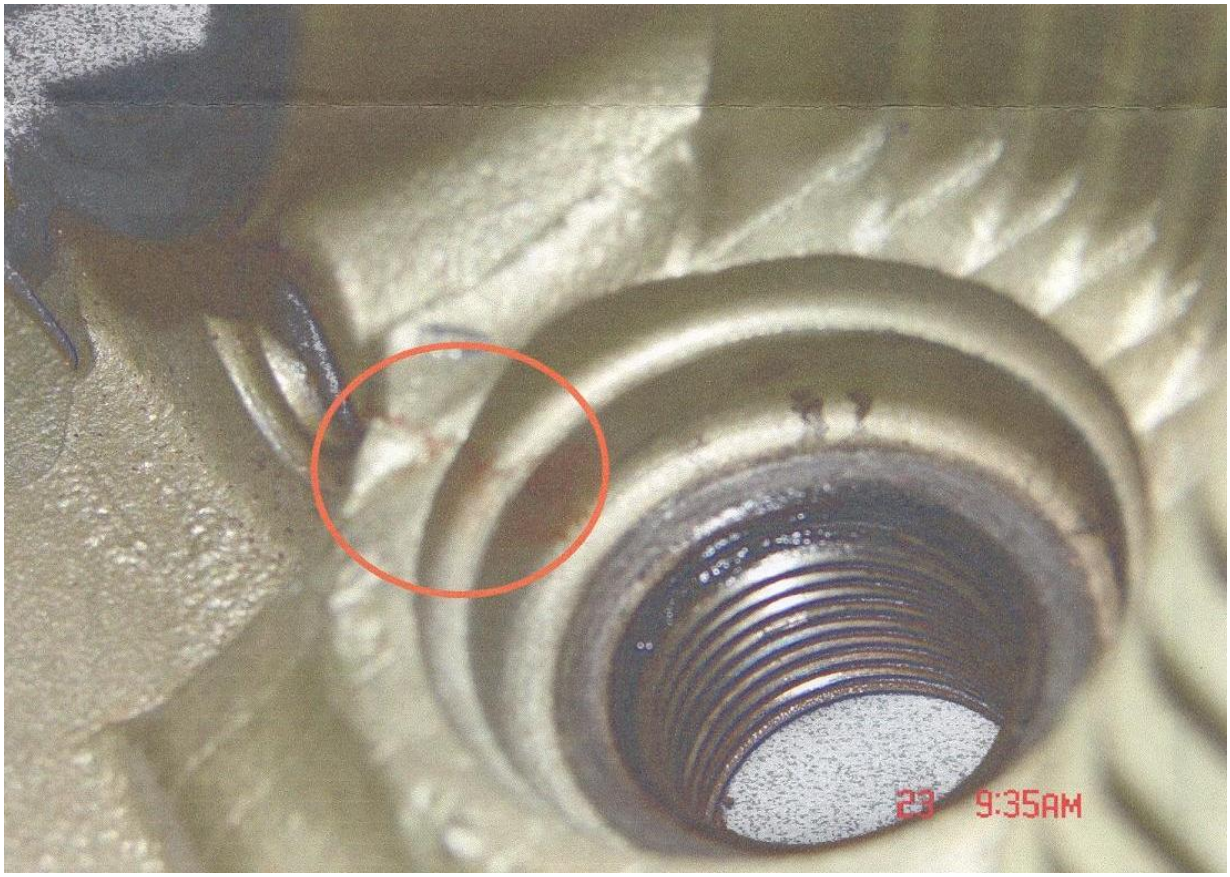
Part Total Time: 6,527 hours

POWERPLANTS

Continental: IO-550-N25; Cracked Cylinder Head; ATA 8530

A Chief Inspector for a repair station says, "During an Annual Inspection, *(we)* found a fuel stain trailing from the fuel injector nozzle port toward the spark plug hole on number three cylinder *(P/N 655465)*. This cylinder has 980.9 hours since new. The engine was manufactured in July of 2003. It was installed in this Lancair 550FG in August 2003 by the Lancair company."





(See March Alerts for similar report—Ed.)

Part Total Time: 980.9 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

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

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

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	**Aircraft Model**	**Engine Model**	**Component Model**	**Part Number**	**Part Location**
2010FA0000297				BEARING	FAILED
4/7/2010			RR12670F	RB56637	BOOSTER PUMP

DURING OVERHAUL OF THE CENTRIFUGAL FUEL BOOSTER PUMP 2 NEW ARMATURE SHAFT BEARINGS (PN: RB56637) WERE INSTALLED. ABOUT AN HOUR INTO THE BRUSH RUN-IN SEQUENCE, AN UNUSUAL NOISE WAS HEARD. THE NOISE WAS TRACED TO THE 2 NEWLY REPLACED BRGS. THE BRGS WERE SUBSEQUENTLY REMOVED FROM THE PUMP AND FOUND TO HAVE SOME ROUGHNESS.

COEA2010042107901	AEROSP			INTERCOSTAL	CORRODED
4/21/2010	ATR42320			S53371252200	FUSELAGE

HEAVY CK COE: LEVEL 2 CORROSION: LT STR 12A INTERCOSTAL BETWEEN FR 18 & 19 NEAR FORWARD CARGO DOOR IS CORRODED. INTERCOSTAL WAS REMOVED AND REPLACED PER ATR SRM.

2010FA0000298	AGUSTA			BLADE	CRACKED
3/19/2010	A109A			109010301115	MAIN ROTOR

(JBZR) DURING PILOT PRE-FLIGHT INSP, FOUND APPROX (1) 2.5 INCH LONG DELAMINATION AND A (2ND) .7500 INCH LONG DELAMINATION OF THE END PLIES OF ONE MAIN ROTOR BLADE, ALONG THE BLADE TIP END.

2010F00074	AIRBUS	RROYCE		OIL FILTER	DEBONDED
3/25/2010	A330300	RB211TRENT77		QA07168	ENGINE

ENGINE OIL PRESSURE FILTER RESIN DE-BONDING: DURING THE ROUTINE INSP PROCESS (IAW AMM 79-22-43, PG BLOCK 701) OF ENGINE OIL PRESSURE FILTERS, PN QA07168, DE-BONDING OF THE RESIN SECURING THE FILTER END-CAPS TO THE FILTER MEDIA WERE FOUND. TESTING OF THE UNITS SHOWED THAT THEY FAILED THE MFG TEST CRITERIA. THE DE-BONDING IS LIMITED TO FILTERS WITH SN BEGINNING RT3-. A NEW UNUSED FILTER, SN RT3-4146 HAS BEEN INSPECTED AND DE-BONDING OF EQUAL MAGNITUDE TO THAT OF USED FILTERS WAS RECORDED.

2010FA0000341	AIRTRC	PWA		ISOLATOR	SPLIT
4/14/2010	AT301	R1340*		22378	ENGINE MOUNT

ENGINE ISOLATOR MOUNTS PN 22387 WERE REPLACED WHEN ACFT RESTORED. FIRST ANNUAL AFTER INSTALLATION WITH APPROX 60 HRS TIS MOUNTS SHOWED EXCESSIVE CRACKING AND DETERIORATION REQUIRING REPLACEMENT. LOWER MOUNTS SHOWED THE MOST AMOUNT OF WEAR WITH THE AREA AROUND THE METAL ENGINE MOUNT CRACKED 2/3 THE WAY AROUND, AND PIECES MISSING. WAS TOLD BY ACFT OWNER, HE HAD HEARD THE MOUNT COMPOSITION HAD RECENTLY BEEN CHANGED. NO RECOMMENDATIONS AT THIS TIME OTHER THAN TO CLOSELY MONITOR.

2010FA0000284	AMD			NONE	NONE
3/15/2010	FALCON900				NONE

(JGVR) THESE CONTROL COLUMNS WERE REMOVED FOR ACCESS FOR AN EPIC INSTALLATION. UPON REINSTALLATION, IT WAS NOTICED THAT IF THE AILERON PUSH-PULL TUBE BOLT IS INSTALLED IAW ILLUSTRATION IN THE MM AND THE IPC. THE THREADS FROM THE BOLT WILL CONTACT THE CONTROL COLUMN CABLE. TECHS STATE THAT THEY HAVE SEEN THIS CONDITION ON ANOTHER OCCASION. PUSH-PULL TUBE ROD

WAS ROTATED 180 DEGREES AND CHECKED FOR CLEARANCEES AT BOTH ROD ENDS. NO CLEARANCE ISSUES AT THIS TIME. MM AND PARTS CATALOG SHOULD BE UPDATED TO REFLECT PROPER CONTROL ROD FIXED NUT PLATE POSITION.

2010FA0000386	AMTR	LYC	CARBURETOR	DEFECTIVE
4/16/2010	RV7A	O360A1A	AVXIO41641	ENGINE

PARTIAL LOSS OF POWER ON DEPARTURE AT 1,000` AGL. AFTER RETURNING TO LAND, ENGINE ROUGHNESS INCREASED. DURING TAXI IN, MAX ATTAINABLE RPM WAS 900. MECHANIC TROUBLESHOT AND DETERMINED THE PROBLEM TO BE FUEL STARVATION. FUEL SUPLY TO THE CARBURETOR WAS NORMAL AND ALL ENG CONTROLS FUNCTIONED NORMAL, PROMPTING THE DISASSEMBLY OF THE CARBURETOR. INTERMAL INSP REVEALED AN ANSWER. THE BOSS IN THE BOTTOM OF THE CARBURETOR WHICH RECEIVES THE MIXTURE SHAFT HAD ROTATED COUNTER-CLOCKWISE IN THE HSG. THIS PRODUCED THE SAME EFFECT AS PULLING THE MIXTURE CONTROL KNOB. LUCKILY, WAS CLOSE TO AN AIRPORT AND ABLE TO MAKE AN EMERGENCY RETURN.

2010FA0000391	AMTR		HOSE	FAILED
4/19/2010	TURBINLEGEND			HYD SYSTEM

ON APPROACH THE PILOT SELECTED GEAR DOWN AND DID NOT DOWN AND LOCKED LIGHT ON NOSE GEAR, GEAR WAS RECYCLED AND NOSE LANDING GEAR DID NOT INDICATE SAFE. EMERGENCY EXTENSION SYSTEM ACTIVATED AND STILL NO SAFE INDICATION. AIRCRAFT LANDED WITH GEAR PARTIALLY EXTENDED. POST LANDING INSPECTION REVEALED THAT ELECTRIC HYDRAULIC PUMP WAS NOT FUNCTIONING. HIGH PRESSURE HYDRAULIC HOSE EXITING PUMP FAILED DUE TO UNKNOWN REASON (HOSE WAS NOT IDENTIFIED BY PART NUMBER AND CURE DATE NOT ON THAT SECTION OF HOES) AND HYDRAULIC SYSTEM DEPLETED OF FLUID

2010FA0000277	BEECH	PWA	OIL FILTER	SPLIT
3/31/2010	200BEECH	PT6A42	302925701	ENGINE

DURING A 200 HR OIL FILTER INSP, THE ENGINE OIL FILTER INTERNAL FINGER SCREEN "CONE" WAS FOUND SPLIT AT THE WELDED OR SOLDERED JOINT.

2010F00078	BEECH	PWA	OIL FILTER	SPLIT
3/31/2010	200BEECH	PT6A60A	302925701	ENGINE

DURING A 200 HOUR OIL FILTER INSP THE ENGINE OIL FILTER INTERNAL FINGER SCREEN "CONE" WAS FOUND SPLIT AT THE WELDED OR SOLDIERED JOINT.

2010FA0000296	BEECH	LYC	LINE	SPLIT
4/7/2010	95	AEIO360*		ENGINE OIL

DURING FLIGHT, SHUTDOWN THE RT ENGINE DUE TO OIL LOSS. AN INITIAL ASSESSMENT OF THE CAUSE WAS DUE TO THE ONE OF THE OIL LINE FROM THE OIL COOLER APPEARED TO SPLIT WHERE IT WAS ROUTED TO CLOSE TO AN EXHAUST MANIFOLD.

2010FA0000418	BEECH	CONT	CONT	EXHAUST VALVE	BROKEN
4/28/2010	A36	IO550B	IO550B14B	646286	NR 2 CYLINDER

AIRCRAFT EXPERIENCED POWER LOSS, VIBRATION, AND LOW NR 2 EGT. ON INSPECTION THE NR 2 CYLINDER EXHAUST VALVE WAS FOUND TO BE MISSING ABOUT HALF OF IT'S FACE

2010FA0000281	BEECH	LYC	FUEL NOZZLE	FOD
12/15/2009	A36	TIO540J2BD	GLT20628540GI	FUEL SYSTEM

(HOQR) ENGINE WOULD NOT MAKE RATED POWER AND WAS ROUGH RUNNING ONCE ACFT WAS OF THE GROUND. TROUBLESHOT ISSUE AND FOUND IT TO BE FOREIGH OBJECTS ON THE AIR SIDE OF THE FUEL INJECTOR NOZZLES. THE FOREIGH OBJECTS APPEARED TO BE O-RING MATERIAL INTRODUCED THRU THE INSTALLATION OF THE COLLARS OVER THE FUEL INJECTOR NOZZLES. A RE-DESIGNED COLLAR AND NEW FUEL INJECTOR NOZZLES WERE SENT. REPLACEMENT OF THE FUEL INJECTOR NOZZLES CORRECTED THE ISSUE.

2010FA0000280	BEECH	LYC	WASTEGATE VALVE	LEAKING

12/15/2009	A36	TIO540J2BD	LW12778X	TURBOCHARGER

OIL LEAKING FROM WASTEGATE ACTUATOR SHAFT. R & R WASTEGATE WITH A SECOND O/H UNIT. SECOND WASTEGATE ALSO LEAKED OUT THE ACTUATOR SHAFT. CHECKED INSTALLATION AND FOUND IT TO BE INSTALLED IAW STC NR SA 762NW INSTALLATION INSTRUCTION 68-1, DATED MAY 1, 1979, AND DWG 68-10021. REASEARCHED ORIGINAL INSTALL OF THIS ENGINE AND MFG WIDE CYLINDER FLANGE MM AND THERE IS NO REF TO ROUTING THE WASTEGATE VENT LINE BACK TO THE CRANKCASE. IT WAS SUGGESTED TO RELOCATE VENT TUBE FROM CRANKCASE AND ROUT IT TO BE VENTED OVERBOARD. ONCE THIS WAS DONE THE OIL LEAK FROM THE ACTUATOR WENT AWAY. UPON CONTACTING STC HOLDER WITH THIS INFO, THEY ARE NOT WILLING TO APPROVE ANY CHANGE TO THE DESIGN.

2010F00086	BEECH	BEECH	FASTENER	MISSING
4/6/2010	B300			FRAME

DURING A PHASE 3 AND 4 INSP MISSING RIVETS WERE DISCOVERED AT STA 100.5 ON THE LOWER FUSELAGE FRAME 128-555148-605 UNDER THE COPILOTS FLOORBOARDS JUST AFT OF THE RUDDER PEDALS. THE 4 MISSING RIVETS WERE SUPPOSE TO ATTACH THE FRAME TO AN OTBD CLIP. THERE WAS NO INDICATION THAT THE RIVETS WERE EVER INSTALLED AND MORE THAN LIKELY WERE MISSED DURING PRODUCTION OF THE ACFT.

2010FA0000383	BEECH		GASKET	OUT OF POSITION
4/3/2010	C23		CP0711	INTAKE

GASKET IS OUT OF PLACE AND IS BEING INGESTED INTO INTAKE.

2010FA0000384	BEECH		GASKET	OUT OF POSITION
4/3/2010	C23		CP1150	INTAKE

GASKET IS OUT OF PLACE AND IS BEING NGESTED INTO INTAKE.

2010FA0000339	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/14/2010	F33A	IO520*	35380132103	EXTERIOR LIGHTS

(VJ3S) NO POWER THROUGHT THE C/B SWITCH. INTERNAL FIALURE.

2010FA0000290	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/5/2010	F33A	IO520BB	35380132103	TAXI LIGHT

(VJ3R) PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1319 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 5276. NOTICED NEW CIRCUIT BREAKER. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000291	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/5/2010	F33A	IO520BB	35380132103	TAXI LIGHT

(VJ3R) PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1072 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 4288. NOTICED NEW CIRCUIT BREAKER. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000292	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/5/2010	F33A	IO520BB	35380132103	TAXI LIGHT

(VJ3R) PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1271 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 5084. NOTICED NEW CIRCUIT BREAKER. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000293	BEECH	CONT	CIRCUIT BREAKER	FAILED

4/5/2010	F33A	IO520BB	35380132103	TAXI LIGHT

(VJ3R) PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 859 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 3436. NOTICED NEW CIRCUIT BREAKER. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000288	BEECH	CONT	PUMP	LOW PRESSURE
4/4/2010	F33A	IO520BB	AA3216CW	

(VJ3R)ON PHASE RUN UP MECHANIC NOTICED THE GYRO WARNING LIGHT ON. UP ON TROUBLESHOOTING THE MECHANIC DETERMINED THE VANES ON THE AIR PUMP WERE WORN AND WAS NOT PRODUCING ENOUGH PRESSURE. INSTALLED NEW PUMP, SYS WORKED NORMAL. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000294	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/5/2010	F33A	IO520BB	35380132103	CABIN

(VJ3S) PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1500 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 6000. NOTICED NEW CIRCUIT BREAKER. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000340	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/14/2010	F33A	IO520BB	58380132103	LANDING LIGHT

(VJ3S) PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT AD 2008-13-17 HAD BEEN COMPLETED 1248 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 4992. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2010FA0000295	BEECH		ROD END	CRACKED
4/2/2010	F35		HM5S	NLG

NOSE GEAR RETRACT ASSY ROD END FAILED. IT APPEARED THAT THE ROD END HAD BEEN CRACKED AND THE CRACK WAS NOT DETECTED DURING LAST ANNUAL INSP. THE ROD END FAILED AND THE NOSE GEAR FOLDED UP ON LANDING CAUSING DAMAGE TO THE NOSE OF THE ACFT AND PROPELLER. THE ROD END IS IN A DIFFICULT POSITION TO INSPECT AND THE CRACK MAY BE HARD TO DETERMINE.

FOTR20006NR4888	BOEING		NOSE COWL	GOUGED
1/28/2010	7272A1		65196854141	ZONE 400

NR 3 ENGINE NOSE COWL AT 4 O`CLOCK POSITION T/E GOUGED. REPAIRED ON FASI WO 20006, N/R 04888. REPAIRED NR 3 ENGINE NOSE COWL T/E AT 4 O'CLOCK POSITION IAW B727 SRM 54-10-3 FIG 3, REV 102. MATERIAL USED: ANGLE; 2024-T3, 0.063, DIM: 10.0 BY 2.0, FILLER; 2024-T3, 0.050, DIM: 1.50 BY 0.750, SHIM; 2024-T3, 0.050, DIM: 1.0 BY 1.125. CUT OUT DIM: 1.50 BY 0.750.

FOTR20006NR1971	BOEING		SHEAR TIE	CRACKED
2/5/2010	7272A1		6515937	ZONE 200

STA 600 STR 16L SHEAR TIE CRACKED. REPAIRED ON FASI W/O NR 20006, NR 01971, REPLACED CRACKED SHEAR TIE AND DOUBLER AT BS 680, STR 16L IAW B727 SRM 53-20-2 FIG 3 AND 53-10-4 FIG 11, REV 102. MATERIAL USED: 7075-O, HEAT TREATED TO T6 CONDITION. DIM.; DOUBLER; 6 BY 5 BY 0.050, SHEAR TIE; 6 BY 21 BY 0.050.

FOTR20006NR5222	BOEING	PWA	BOEING	SPAR	DAMAGED
1/29/2010	7272A1	JT8D17R			ZONE 300

C/W AD2008-17-14 SB 727-55-0089 ELEVATOR REAR SPAR AT THE TAB HINGE LOC. IAW PARA (A) REPLACEMENT OF THE ELEVATOR REAR SPAR AND SUPPORT FITTING IAW PART 2 OF S/B 727-55-0089 REV 1 (RT). REPAIRED ON FASI WO 20006. N/R 05222- R & R ELEVATOR REAR SPAR AND SUPPORT FITTINGS AT RT SIDE WITH KIT PN: 65C37663-2 IAW S/B 727-55-0089 REV 1, DATED 3/2/2000. ACCOMPLISHED WEIGHT AND BALANCE, NEW MOMENT 120.9 IN. LBS WITHIN LIMITS.

FOTR20006NR4709	BOEING	PWA	STIFFENER	CORRODED
1/27/2010	7272A1	JT8D17R	6915768	ZONE 100

(FOTR) CORROSION AT 227.8 BULKHEAD, BL 0 SKIN INTERIOR, JUST AFT OF EQUIPMENT BAY ACCESS DOOR. REPAIRED ON FASI WO 20006. N/R 04709- R & R DAMAGED STIFFENER AT BL 0 STA 227.8 IAW SRM 51-30-2, 53-10-1 FIG. 1, REV 102 AND DWG 69-15768. MATERIAL USED: 7075-T6, 0.063", DIM.; 9.0" X 7.9".

2010FA0000345	BOEING	GE	STIFFENER	CRACKED
4/15/2010	747281F	CF650E2		NR 2 PYLON

PYLON NR 2 INBD NR 3 STIFFENER CRACK 0.67 INCH BETWEEN NAC STA 248 AND NAC STA 259 ON THE RT SIDE.

2010FA0000346	BOEING	GE	HINGE FITTING	CRACKED
4/15/2010	747281F	CF650E2		HORIZONTAL STAB

HORIZ STABILIZER LT 2 PLACES 0.9 INCH AND 0.8 INCH & RT 2 PLACES 1.1 INCH AND 0.85 INCH, HINGE FITTING CRACKED.

2010FA0000343	BOEING	GE	DOUBLER	CRACKED
4/15/2010	747281F	CF650E2		ZONE 800

MAIN ENTRY DOOR NR 1 UPPER OUTER SKIN DOUBLER CRACK, 0.35 INCH AT UPPER HINGE DOOR.

2010FA0000344	BOEING	GE	SKIN	CORRODED
4/15/2010	747281F	CF650E2		ZONE 100

FWD CARGO LOWER FUSELAGE SKIN AT STA 1000 WAS CORRODED LEVEL 2.

2010FA0000342	BOEING	GE	STIFFENER	CRACKED
4/15/2010	747281F	CF650E2		NR 1 PYLON

PYLON NR 1, INBD NR 3, STIFFENER CRACK.

2010FA0000359	BOEING		SKIN	WORN
8/8/2008	7472B5F		65B904483	PYLON

(KADY) WEAR DAMAGE WAS FOUND ON THE CAP SKIN OF THE NR 1 PYLON AT NAC STA 210.00-221.90 WL 187.63-190.60.

2010FA0000360	BOEING		SKIN	WORN
8/8/2008	7472B5F		65B904483	PYLON

(KADY) WEAR DAMAGE WAS FOUND ON THE CAP SKIN OF THE NR 4 PYLON AT NAC STA 210.00-221.90 NAC WL 187.63-190.68.

2010FA0000331	BOEING		SEAT TRACK	CORRODED
7/12/2008	7472B5F			FUSELAGE

(KADY) CORROSION AT SEAT TRACK BS 1500, RBL 98.58. MAJOR REPAIR ACCOMPLISHED BY BLEND OUT OF CORROSION AND FABRICATE AND INSTALL A REPAIR STRAP.

2010FA0000333	BOEING		COWLING	DELAMINATED
7/17/2008	7472B5F			NR 2 ENGINE

(KADY) DELAMINATION ON THE NR 2 ENG NOSE COWL. MINOR REPAIR ACCOMPLISHED BY FABRICATE REPAIR DOUBLER, STRAP AND CURE AFTER BOND.

2010FA0000355	BOEING		SKIN	CORRODED
7/1/2008	7472B5F			PYLON

(KADY) CORROSION AT NR 1 PYLON OTBD CAP SKIN. MINOR REPAIR ACCOMPLISHED BY BLEND OUT THE CORROSION AND APPLY FINISH TREATMENT.

2010FA0000356	BOEING	SEAT TRACK	WORN
7/9/2008	7472B5F		CABIN

(KADY) ENLARGE THE MAIN DECK SEAT TRACK PIN HOLE AT SEC 42. MAJOR REPAIR ACCOMPLISHED BY OVERSIZE REAM AND INSTALL FREEZE PLUG BUSH.

2010FA0000353	BOEING	SKIN	WORN
6/9/2008	7472B5F	65B007263	COWLING

(KADY) WORN AT OUTER SKIN AND STIFFENER OF NR 4 LT SIDE COWL. MONOR REPAIR ACCOMPLISHED BY TRIM OUT THE DAMAGED SKIN AND STIFFENER AND INSTALL REPAIR DOUBLER.

2010FA0000352	BOEING	SKIN	PUNCTURED
6/9/2008	7472B5F	65B9155715	COWLING

(KADY) PUNCTURE OF NR 4 ENGINE LT SIDE FAN COWL INNER SKIN. MINOR REPAIR ACCOMPLISHED BY TRIM OUT THE DAMAGED SKIN AND INSTALL FILLER AND REPAIR DOUBLER.

2010FA0000354	BOEING	FLOORBEAM	CRACKED
6/24/2008	7472B5F	34065B10927529	FUSELAGE

(KADY) CRACK AT FLOORBEAM WEB AT UPPER DECK BS 340, 400, AND 500. MAJOR REPAIR ACCOMPLISHED BY TRIM OUT THE CRACKED FLOORBEAM AND INSTALL REPAIR FILLER AND REPAIR DOUBLER.

2010FA0000350	BOEING	FAIRING	CRACKED
5/23/2008	7472B5F	65B9007113	SLOT SEAL

(KADY) NR 1, 3 AND 4 ENG SLOT SEAL FAIRING FASTENER HOLES WORN. MINOR REPAIR ACCOMPLISHED BY OVERSIZE, THE AFFECTED HOLES AND INSTALL NEW GROMMET ASSY.

2010FA0000351	BOEING	SKIN	WORN
6/10/2008	7472B5F	65B007263	FUSELAGE

(KADY) WORN AT OUTER SKIN AND FLANGE OF FRAME. MINOR REPAIR ACCOMPLISHED BY TRIM OF DAMAGED SKIN AND FRAME AND INSTALL FILER AND REPAIR ANGLE AND REPAIR DOUBLER.

2010FA0000357	BOEING	FLOORBEAM	DAMAGED
8/5/2008	7472B5F		FUSELAGE

(KADY) AN ELONGATED FASTENER HOLE WAS FOUND ON THE UPPER DECK FLOORBEAM UPPER CHORD AT STA 380, LBL 22/12.

2010FA0000358	BOEING	FRAME	CRACKED
8/5/2008	7472B5F		FUSELAGE

(KADY) A CRACK WAS FOUND ON THE FRAME AT STA 1680, S13R-S14R.

2010FA0000332	BOEING	SEAT TRACK	WORN
7/14/2008	7472B5F		CABIN

(KADY) ENLARGE THE MAIN DECK SEAT TRACK PIN HOLE AT SEC 44 AND 46. MAJOR REPAIR ACCOMPLISHED BY OVERSIZE REAM AND INSTALL FREEZE PLUG BUSH.

2010F00082	BOEING	FRAME	CRACKED
1/14/2010	7472B5F	65B0250284	BS 2598 BULKHEAD

(KADY) CRACK AT FLANGE OF INNER CHORD OF BS 2598 BULKHEAD. MAJOR REPAIR ACCOMPLISHED BY TRIM OUT THE CRACKED CHORD AND INSTALL REPAIR PART INCLUDING SPLICE ANGLE.

2010F00083	BOEING	SKIN	CORRODED
7/1/2008	7472B5F		NR 4 PYLON

(KADY) CORROSION AT NR 4 PYLON OTBD CAP SKIN. MINOR REPAIR ACCOMPLISHED BY BLEND OUT THE CORROSION AND APPLY FINISH TREATMENT.

2010F00079	BOEING	SKIN	CRACKED
1/13/2010	7472B5F	65B007264	NR 3 NACELLE

(KADY) CRACK WAS FOUND ON THE SKIN OF THE NR 3 ENGINE RT SIDE COWL AT NAC STA 225.95.

2010F00084	BOEING	SKIN	CRACKED
6/30/2008	7472B5F	65B9045211	NR 3 PYLON

(KADY) CRACK WAS FOUND NR 3 PYLON INBD SKIN.

2010F00085	BOEING	SKIN	DAMAGED
7/4/2008	7472B5F	65B904529	NACELLE

(KADY) AN ENLARGED HOLE WAS FUND ON THE OTBD SKIN AT NAC STA 286.50.

2010FA0000365	BOEING	SKIN	DAMAGED
2/23/2010	747300	65B12736129	LT WING

(KADY) REPLACE TIME LIMITED REPAIR WITH PERMANENT REPAIR - LT WING L/E SKIN.

2010FA0000366	BOEING	DOOR	DELAMINATED
2/23/2010	747300	65B9003228	RT STRUT

(KADY) DISBOND (24.0" X 3.5") WAS FOUND BETWEEN OUTER SKIN (65B90036-2) AND ALUMINUM HONEYCOMB CORE (65B90036-18) OF THE NR 1 RT STRUT FAIRING DOOR (65B90032-28).

2010FA0000369	BOEING	DOOR	DELAMINATED
2/20/2010	747300	65B9003229	LT STRUT

DISBOND (21.0" X 5.0") WAS FOUND BETWEEN OUTER SKIN (65B90036-2) AND ALUMINUM HONEYCOMB CORE (65B90036-18) AND CRACK (2.0", 1.3" LONG) ON OUTER SKIN (65B90036-2) OF THE NR 1 LT STRUT FAIRING DOOR (65B90032-29).

2010FA0000371	BOEING	FITTING	DAMAGED
4/15/2008	747300	65B903358	NACELLE

(KADY) FRETTING DAMAGE.

2010FA0000361	BOEING	FRAME	CRACKED
2/17/2010	747300	65B9031024	NACELLE

(KADY) CRACK AT AFT FLANGE OF UPPER FRAME OF NR 1 ENGINE. MAJOR REPAIR ACCOMPLISHED BY TRIM OUT OF DAMAGED FRAME AND INSTALL REPAIR PARTS.

2010FA0000374	BOEING	SKIN	WORN
4/1/2008	747300		PYLON

(KADY) WORN DAMAGE WAS FOUND ON THE CAP SKIN OF THE NR 1 PYLON. THE DAMAGED CAP SKIN IS REPAIRED IAW SRM.

2010FA0000376	BOEING	SKIN	DEBONDED
4/17/2008	747300	65B00726459	NACELLE

(KADY) DISBONDED INNER DOUBLER WAS FOUND ON THE NR 1 LT SIDE COWL SKIN AT NAC STA 192.05-204.55, NAC WL 100-110.

2010FA0000362	BOEING	LONGERON	WORN
2/20/2010	747300	65B00726256	NACELLE

(KADY) WORN AND BROKEN OF UPPER LONGERON AT NR 1 ENGINE RT SIDE COWL. MINOR REPAIR

ACCOMPLISHED BY TRIM OUT THE DAMAGED UPPER LONGERON AND INSTALL REPAIR PARTS.

2010FA0000363	BOEING	LONGERON	WORN
2/20/2010	747300	65B00726256	NACELLE

(KADY) WORN AND BROKEN OF UPPER LONGERON AT NR 2 ENGINE RT SIDE COWL. MINOR REPAIR ACCOMPLISHED BY TRIM OUT THE DAMAGED UPPER LONGERON AND INSTALL REPAIR PARTS.

2010FA0000326	BOEING	LONGERON	WORN
2/16/2010	747300	65B00726256	NR 4 COWL

(KADY) WORN AND BROKEN OF UPPER LONGERON AT NR 4 ENGINE SIDE COWL. MONOR REPAIR ACCOMPLISHED BY TRIM OUT THE DAMAGED UPPER LONGERON AND INSTALL REPAIR PARTS.

2010FA0000327	BOEING	SKIN	DAMAGED
2/16/2010	747300	65B007264	NACELLE

(KADY) SHARP NICK AND GOUGES AT NR 4 LT SIDE COWL SKIN NAC STA 165.0. MINOR REPAIR ACCOMPLISHED BY TRIM OUT THE DAMAGED SKIN AND INSTALL REPAIR PARTS.

2010FA0000328	BOEING	CREASE BEAM	CRACKED
2/11/2010	747300	65B04913807808	FUSELAGE

(KADY) CRACK AT CREASE BEAM AT BS 1260 STG R 5 BOTH SIDES. MINOR REPAIR ACCOMPLISHED BY REPLACING OF CRACKED CREASE BEAM WEBS.

2010FA0000330	BOEING	BULKHEAD	CRACKED
2/10/2010	747300	65B903107880	NACELLE

(KADY) CRACKED 2 PLACES AT NR 1 ENGINE REAR MOUNT BULKHEAD WEB. MAJOR ALTERATION ACCOMPLISHED BY REPLACING OF AFFECTED FRAME WEBS.

2010FA0000364	BOEING	FLOORBEAM	CRACKED
2/16/2010	747300	65B1092745	FUSELAGE

(KADY) CRACK WAS FOUND ON THE WEB OF THE UPPER DECK FLOORBEAM AT STA 340 RT SIDE.

2010FA0000372	BOEING	FLOORBEAM	CRACKED
2/16/2010	747300	65B1092745	FUSELAGE

(KADY) CRACK WAS FOUND ON THE WEB OF THE UPPER DECK FLOORBEAM AT STA 340 RT SIDE.

2010FA0000373	BOEING	SKIN	DAMAGED
2/23/2010	747300	65B12736129	LT WING

(KADY) REPLACED TIME LIMITED REPAIR WITH PERMANENT REPAIR - LT WING L/E SKIN.

2010FA0000329	BOEING	CREASE BEAM	CRACKED
2/11/2010	747300	65B04913809	FUSELAGE

(KADY) CRACK AT CREASE BEAM AT BS 1240, STG 7L. MINOR REPAIR ACCOMPLISHED BY REPLACING OF CRACKED CREASE BEAM WEB.

2010FA0000377	BOEING	LONGERON	CRACKED
4/17/2008	747300	65B00726459	NACELLE

(KADY) CRACK WAS FOUND ON THE UPPER LONGERON AND SKIN OF THE NR ENG LT SIDE COWL.

2010FA0000378	BOEING	SKIN	CRACKED
4/18/2008	747300	65B9005518	NACELLE

(KADY) CRACK WAS FOUND ON THE NR 2 ENG RT SIDE COWL UPPER SKIN AT NAC STA 226.95-236.85.

2010FA0000379	BOEING			FRAME	CHAFED
4/4/2008	747300				FUSELAGE

(KADY) FRAME DAMAGE CAUSED BY CHAFING WITH SCREW AT BS 1540 BETWEEN STGR 19 AND 22 RT SIDE. MAJOR REPAIR ACCOMPLISHED BY CUT AND REMOVE FRAME AND INSTALL REPAIR PARTS INCLUDING ORIGINAL SEGMENT AND SPLICE PLATE.

2010FA0000380	BOEING			INTERCOSTAL	CRACKED
3/28/2008	747300				FUSELAGE

(KADY) FASTENER HOLE CRACK AT INTERCOSTAL WEB OF BS 1265 RT SIDE AND REPLACEMENT OF EXISTING REPAIR FOR LT SIDE TO REPLACE TIME LIMITED REPAIR INSTALLED LAST VISIT. MAJOR REPAIR ACCOMPLISHED BY CUT OUT OF END PORTION OF INTERCOSTAL WEB AND INSTALL REPAIR PARTS INCLUDING FILLERS AND REPAIR DOUBLERS.

2010FA0000381	BOEING			DOOR FRAME	CRACKED
4/15/2008	747300			65B0431111	FUSELAGE

FRAME CRACK NR 2 LT SIDE AND 4 BOTH SIDES MAIN ENTRY DOOR. MAJOR REPAIR ACCOMPLISHED BY CUT OUT CRACKED FRAME AND INSTALL REPAIR FILLER AND REPAIR DOUBLERS.

2010FA0000382	BOEING			STRINGER SPLICE	CRACKED
5/9/2008	747300			65B189924	FUSELAGE

(KADY) CRACK AT STRINGER SPLICE AT BS 520, STGR 10 RT SIDE. MAJOR REPAIR ACCOMPLISHED BY FABRICATION AND REPLACING OF THE AFFECTED SPLICE FITTING.

2010FA0000375	BOEING			SKIN	DAMAGED
4/15/2008	747300			65B9005518	NACELLE

(KADY) A BENT DAMAGE WAS FOUND ON THE NR 1 RT SIDE COWL SKIN AT NAS STA 155.61, NAC WL100.

2010FA0000403	CESSNA			HUB	CRACKED
3/23/2010	152				PROPELLER

(IT6R) PROPELLER SENT FOR AD 2010-04-05. PROPELLER TT 5379.2. PROPELLER HAS A CRACK DOWN THE L/E BOLT HOLE AND CLEAR AROUND THE HUB FACE DOWN THE SIDE OF THE HUB VISUALLY ABOUT 1.5 INCHES. CRACK CAN BE SEEN VISUALLY ABOUT .5" DOWN THE BOLT HOLE.

2010FA0000389	CESSNA	LYC		GEAR	CRACKED
4/16/2010	172M	O360A4M	4373	M3827	MAGNETO

DISASSEMBLED BOTH MAGS TO COMPLY WITH SB3-08A. PRIOR TO REASSEMBLY MECHANIC NOTED THAT THE MAG ROTOR GEARS (PN M3827) ON BOTH MAGS HAD NUMEROUS CRACKS IN ONE OF THE GEAR TEETH. ORDERED 2 NEW GEARS AND FOUND NUMEROUS CRACKS IN ONE OF THE NEW GEARS AS WELL. ALL 3 GEARS HAD CRACKS IN THE SAME GEAR TOOTH. THE GEARS ARE MARKED WITH A LINE FOR LT AND RT ROTATION. THERE ARE 3 GEAR TEETH BETWEEN THE LT INDEX TOOTH AND THE RT INDEX TOOTH. ALL OF THE CRACKS IN ALL 3 GEARS WERE IN THE TOOTH ADJACENT TO THE LT INDEX TOOTH. THE CRACKS ARE FROM THE TOP LAND OF THE TOOTH INTO THE BOTTOM LAND AND EXTEND A SHORT DISTANCE INTO THE GEAR BODY. LT MAG: MFG 4373 SN 08052105 125.5 HOURS SINCE NEW; RT MAG: MFG 4370, SN 08060556, 125.5 HOURS SINCE NEW; NEW GEAR: AFT PN M3827, PO: T36925, LOT: 30-15310 0.0 HOURS SINCE NEW. BOTH NEW GEARS WERE PACKAGED SEPERATELY AND BOTH PACKAGES HAD THE SAME INFORMATION ON THE TAGS.

2010FA0000276	CESSNA	CONT	SLICK	CONTACT	BROKEN
2/22/2010	180D	O470*		M3081	LT MAGNETO

DURING ROUTINE ENGINE RUNUP, ENGINE DIED WHEN SWITCHED TO LT MAGNETO. REMOVED LT MAGNETO. OPENED TO INVESTIGATE, AND FOUND CONTACT ASSY BROKEN IN 2 PIECES. NO OTHER. DAMAGE FOUND. INSTALLED NEW CONTACT ASSY PN M3081. REINSTALLED MAGNETO. FUNCTIONAL, TEST GOOD. THERE WAS NO APPARENT REASON FOR THE COMPONENT FAILURE. TTSN 3.9.

2010FA0000271	CESSNA		RUDDER PEDAL	LOOSE
3/2/2010	182Q		07606781	COCKPIT

DURING AN ANNUAL INSP THE PILOT`S RT RUDDER PEDAL WAS FOUND LOOSE. UPON REMOVAL, THE BRAKE ATTACH HOLE AND THE PIVOT HOLES WERE FOUND WORN.

2010FA0000336	CESSNA	CONT	BAFFLE	BROKEN
4/12/2010	210N	IO520L	1250251	ENGINE

(M2ZR) FOLLOWING TAKEOFF, PILOT DETECTED AN UNUSUAL ENGINE SOUND ACCOMPANIED BY LOSS OF ENGINE POWER. PILOT RETURNED TO AIRPORT, LANDING DOWNWIND ON A TAXI WAY. INSP OF ENGINE REVEALED RT MUFFLER PN 1250251-16 BAFFLE/FLAME CONE ASSY. HAD COME LOOSE AND WAS OBSTRUCTING THE EXHAUST OUTLET. FURTHER INSP REVEALED LT MUFFLER ASSY. BAFFLE/FLAME CONE WAS ALSO LOOSE. REPLACED LT AND RT MUFFLER ASSY.

2010FA0000275	CESSNA	CONT	CLAMP	CRACKED
1/11/2010	340A	TSIO520NB	NH1000089770	WASTEGATE

DURING AN ANNUAL INSPECTION, THE CLAMP BETWEEN THE EXHAUST PIPE AND WASTEGATE ELBOW ON THE RT ENGINE WAS FOUND WITH A 2 INCH CRACK ALONG THE CIRCUMFERENCE.

2010FA0000387	CESSNA	CONT	BRACKET	BROKEN
4/1/2010	404	GTSIO520F	581514612	ELEVATOR

(H12R) PREFLIGHT CONTROL CHECKED GOOD, THE ELEVATOR WAS HITTING THE CONTROL STOPS, ON TAKEOFF THE ACFT HAD PARTIAL ELEVATOR CONTROL, ON LANDING THE ACFT HAD PARTIAL ELEVATOR CONTROL, BEFORE FURTHER FLIGHTS THE CONTROLS WERE CHECKED, THE ELEVATOR BELLCRANK BRACKET WAS FOUND BROKEN OFF OF ITS ATTACHMENT TO THE SPAR. THE RIVETS WERE WORN THRU AND THE HOLES WERE ELONGATED. THE 15,000+ HOURS ON THE PART AND THE LACK OF MX AND PROPER INSPECTIONS ARE THE REASONS FOR THIS PART FAILURE.

2010FA0000274	CESSNA	CONT	CLAMP	CRACKED
3/9/2010	421B	GTSIO520*	NH100089750	TURBO TAILPIPE

DURING AN ANNUAL INSP, THE CLAMP BETWEEN THE TURBO AND EXHAUST OVERBOARD ON THE LT ENGINE WAS FOUND WITH A 4.5 IN CRACK ALONG THE CIRCUMFERENCE.

2010FA0000404	CESSNA		SEAT FRAME	BROKEN
3/24/2010	550		551900947	CABIN

(GVRR) UPPER SEAT BASE ASSY CRACKED AT CHAIR BACK ATTACH POINTS. STRESS ON CHAIR BACK AND METAL FATIGUE PROBABLE CAUSE. CHAIR WAS REPAIRED IAW STC 01042WI.

2010FA0000287	CESSNA		SEAT FRAME	BROKEN
3/10/2010	550		551900922	UNKNOWN

(GVRR) UPPER SEAT BASE ASSY CRACKED AT CHAIR BACK ATTACH POINTS. STRESS ON CHAIR BACK AND METAL FATIGUE PROBABLE CAUSE. ALSO PREVIOUS INAPPROPRIATE REPAIR. CHAIR WAS REPAIRED IAW STC 01042WI.

WTXR173J01	CESSNA	PWA	CONNECTOR	MISINSTALLED
3/29/2010	560CESSNA	PW535A		FIRE LOOP

AT THE LT ENGINE FIRE LOOP, IT WAS DISCOVERED THAT BECAUSE THE THREADED CONNECTORS ARE OF THE SAME THREAD TYPE BETWEEN THE WIRING FOR THE FIRE LOOP AND THE FIRE LOOP ITSELF, IT IS VERY EASY FOR THE WIRES AND LOOPS TO BE CONNECTED INCORRECTLY WHICH WOULD PREVENT AN INDICATION OF FIRE IN THE COCKPIT IF ONE EXISTED. DURING NORMAL OPERATION, THE SYS APPEARS TO FUNCTION NORMALLY. THE ONLY WAY TO DETERMINE IF WIRED CORRECTLY/INCORRECTLY IS BY VISUAL INSP.

2010FA0000334	CESSNA	CESSNA	STIFFENER	CORRODED
4/9/2010	680CE		693101222	AFT SPAR

DURING REPLACEMENT OF RUDDER HINGE BRACKETS ON VERTICAL STABILIZERS REAR SPAR, EXFOLIATION

CORROSION WAS FOUND ON THE LOWER BRACKET (P/N: 6931050-10) OF THE UPPER RUDDER HINGE POINT, LOWER BRACKET (P/N: 6931050-12) & UPPER BRACKET (P/N: 6931050-11) OF THE MIDDLE RUDDER HINGE POINT. ALSO NOTED EXFOLIATION CORROSION ON VERTICAL STAB AFT SPAR STIFFENER (P/N: 6931012-22) AT APPROXIMATE WL 190.763, REQUIRING REPLACEMENT OF STIFFENER.

2010FA0000283	CESSNA	ALLSN	PUMP	OVERHEATED
3/15/2010	750	AE3007C	LR553852	LT FUEL BOOST

(JZ2R) FUEL PUMP WAS FOUND TO HAVE OVER HEATED TO THE POINT THAT THE SOLDIER HOLDING IT TOGETHER WAS MELTED. HEAT CAUSED THE PHENOLIC COVER TO BECOME MELTED AS WELL.

2010FA0000367	CESSNA		SWITCH	INOPERATIVE
4/16/2010	S550		991207612	COCKPIT

OVERSPEED WARNING INOPERATIVE. TESTED ON GROUND AND FOUND OVERSPEED WARNING SWITCH, P/N 9912076-12, S/N 173 TO BE OUT OF CALIBRATION. REMOVED AND REPLACED SWITCH WITH OVERHAULED UNIT, S/N 259. TESTED AND UNIT FAILED. R & R SWITCH WITH INSPECTED UNIT, S/N 09J108. TESTED AND UNIT FAILED. REMOVED AND REPLACED SWITCH WITH OVERHAULED UNIT, S/N 152. TESTED AND UNIT FAILED. REMOVED AND REPLACED SWITCH WITH OVERHAULED UNIT, S/N 191.

2010FA0000385	CIRRUS	CONT	PLACARD	WRONG PART
4/1/2010	SR20	IO360ES	22042002	COCKPIT

INCORRECT MANEUVERING SPEED (VO) PLACARD WAS FOUND TO BE INSTALLED ON NEW ACFT. THE INSTALLED PLACARD, LOCATED ON THE FAR LT SIDE OF THE INSTRUMENT PANEL (NEXT TO THE PFD), INDICATED "MANEUVERING SPEED: VO 133 KIAS". THE CORRECT PLACARD SHOULD INDICATE "MANEUVERING SPEED: VO 130 KIAS". AFTER COMMUNICATING WITH MFG TECH SUPPORT, IT WAS DETERMINED THAT A MANEUVERING SPEED PLACARD FOR THIS MODEL (PN 22042-001) WAS INSTALLED BY MISTAKE AT THE FACTORY. CORRECT PLACARD FOR THIS ACFT, SN 2016, IS PN 22042-002. THE TECH REP RESPONDED IMMEDIATELY AND DISPATCHED THE CORRECT PLACARD THE SAME DAY THE PROBLEM WAS REPORTED. MFG TECH EXPRESSED ASSURANCE THAT THE ISSUE WOULD BE BROUGHT TO ATTENTION OF THEIR QA DEPT.

2010FA0000408	CIRRUS	CONT	TORQUE TUBE	LOOSE
4/23/2010	SR22	IO550N	10146005	ELEVATOR

THE (2) BLIND RIVETS ATTACHING THE FLANGE TO THE TORQUE TUBE WERE FOUND LOOSE AND "WORKING" ON THE ELEVATOR. NOT THAT AD 01-25-03 WAS PREVIOUSLY COMPLIED WITH, AND THE DIMPLED (AD) RIVET WAS INSTALLED. THIS COMPONENT MAY REQUIRE CONTINUED INSP AT SOME HOURLY INTERVAL.

V0XR201004160002	DHAV		SEAT TRACK	CORRODED
4/16/2010	DHC8106		14530659011	ZONE 100

LT LOWER SEAT TRACK AT FR 17-24 IS CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 2182.

V0XR201004160002A	DHAV		GUSSET	CORRODED
4/16/2010	DHC8106		14522226003	ZONE 100

CTR GUSSET FR 59-61 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1154. (V0XR)

V0XR201004160001	DHAV		SEAT TRACK	CORRODED
4/16/2010	DHC8106		85320490133SP	ZONE 100

LT SEAT TRACK FR 182-484 IS CORRODED BEYOND LIMITS. R &R LT SEAT TRACK.

V0XR201004260001	DHAV	PWA	SEAT TRACK	CORRODED
4/26/2010	DHC8106	PW120	85320490135SP	ZONE 100

(V0XR) RT SEAT TRACK RAIL FR 182.0 TO 424.12 CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1087.

V0XR201004260002	DHAV	PWA	SEAT TRACK	CORRODED
4/26/2010	DHC8106	PW120		ZONE 100

(V0XR) LT SEAT TRACK DRIP RAIL CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2225.

V0XR201004260003	DHAV	PWA	SEAT TRACK	CORRODED
4/26/2010	DHC8106	PW120	14532605017	ZONE 100

(V0XR) RT UPPER SEAT TRACK FR 46-52 CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1098.

2010FA0000347	DIAMON	CONT	STARTER	MISMANUFACTURED
3/9/2010	DA20C1	IO240B	C12ST2S	ENGINE

STARTER FAILED DURING ATTEMPTED ENGINE START. UPON REMOVAL, GALLING WAS EVIDENT ON STARTER NOSE BOWL FROM STARTER PINION GEAR. DAMAGE WAS ALSO FOUND ON THE AFT SIDE OF THE ENGINE CASE, JUST FWD OF THE STARTER PINION GEAR. THE STARTER PINION GEAR HAS EIGHT TEETH, WHILE THE MAINTENANCE MANUAL DESCRIBES A NINE-TOOTH PINION GEAR.

2010FA0000310	DOUG		FINGER DOUBLER	CORRODED
3/26/2010	DC871F			FLOOR WEB

(SPUY) DURING ROUTINE C-CHECK INSP, FLIGHT COMPARTMENT - HORIZ PRESS PANEL (SUB FLOOR) FINGER DOUBLER CORRODED AT STA 58.000 AND LBL 19.

2010FA0000305	DOUG		SKIN	DAMAGED
3/26/2010	DC871F			LT WING TE FLAP

(SPUY) DURING ROUTINE C-CHECK INSPECTION, LT WING INBD FLAP - AFT UPPER SURFACE SKIN PANEL SHOWS SCRATCHES AND (05EA) DENTS (STA XW 1.000 - 91.000).

2010FA0000304	DOUG		SKIN	DENTED
3/26/2010	DC871F			RT WING TE FLAP

(SPUY) DURING ROUTINE C-CHECK INSPECTION, RT WING INBD FLAP - FWD UPPER SURFACE SKIN PANEL SHOWS DENTS (STA XW 104.000-122.000)

2010FA0000301	DOUG		HOOK	CRACKED
3/26/2010	DC871F			DOOR HOLD OPEN

(SPUY) DURING ROUTINE C-CHECK INSPECTION, FUSELAGE NOSE SECTION SKIN - FWD PASSENGER DOOR HOLD OPEN HOOK CRACKED .5" AT STA FS 15,000, L-16.

2010FA0000309	DOUG		ANGLE	CRACKED
3/26/2010	DC871F			BS 1690

(SPUY) DURING ROUTINE C-CHECK INSPECTION, AFT FUSELAGE INTERNAL SECTION- RING ANGLE CRACKED AT STA FS 1690.000 BETWEEN 30L AND L36.

2010FA0000311	DOUG		STRUCTURE	CRACKED
3/26/2010	DC871F			LT WING

(SPUY) DURING ROUTINE C-CHECK INSPECTION, LT OTBD WING L/E INNER SECTION. LOWER PLATING CRACKED AT STA XFS 597.500.

2010FA0000300	DOUG		DOUBLER	WORN
3/26/2010	DC871F			FUSELAGE

(SPUY) DURING ROUTINE C-CHECK INSP, FUSELAGE NOSE SECTION, INTERNAL DOUBLER WORN AND BROKEN AT STA FS-156.00 (THRU NR 2 ACCESS DOOR. GROUND PNEU CONNECTION).

2010FA0000303	DOUG		SKIN	DENTED
3/26/2010	DC871F			RT WING TE FLAP

(SPUY) DURING ROUTINE C-CHECK INSPECTION, RT WING OTBD FLAP - AFT LOWER SURFACE SKIN PANEL

SHOWS INTERM REPAIR AND DENT (STA XF375.00-415.00).

2010FA0000316	DOUG	UNKNOWN	UNKNOWN
3/26/2010	DC873		SCHEDULED MAINT

(SPUY) DURING ROUTINE C-CHECK INSPECTION, R & R EXISTING REPAIR LOCATED FS 1180.000- 1200.000, L36 WITH A REPAIR IAW APPROVED DATA (SRM) LIST ANY AND ALL REINSPECTIONS ON THE NON-ROUTINE.

2010FA0000324	DOUG	FRAME	WORN
3/26/2010	DC873		THRUST REVERSER

(SPUY) DURING ROUTINE C-CHECK INSPECTION, NR 2 ENGINE. T/R FIXED STRUCTURE FRAME WORN, STA YN 203.000 AT 5 O`CLOCK POSITION RT.

2010FA0000312	DOUG	SKIN	CORRODED
3/26/2010	DC873		VERTICAL STAB

(SPUY) DURING ROUTINE C-CHECK INSPECTION, VERT STAB - CORROSION BETWEEN SKIN AND BEADED DOUBLER (STA ZR 153.000 - 281.963).

2010FA0000325	DOUG	FRAME	WORN
3/26/2010	DC873		THRUST REVERSER

(SPUY) DURING ROUTINE C-CHECK INSPECTION, NR 3 ENG LT T/R FIXED STRUCTURE FRAME WORN, STA YN 203.000 AT 7 O`CLOCK POS.

EE4Y1004072	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 699, BETWEEN LONG 5R AND 10R COOPESA FOUND FRAME WITH DOUBLE HOLES AND HOLES AT THE FRAME RADIUS.

EE4Y1004073	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 718, BETWEEN LONG 5R AND 6R COOPESA FOUND FRAME I/B FLANGE WITH DOUBLE HOLE.

EE4Y1004074	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 465, BETWEEN LONG 12L AND 14L COOPESA FOUND FRAME WITH DOUBLE HOLE.

EE4Y1004075	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 237, BETWEEN LONG 3L AND 10L COOPESA FOUND FRAME WITH DOUBLE HOLE.

EE4Y1004076	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 294, BETWEEN LONG 3R AND 16R COOPESA FOUND FRAME WITH DOUBLE HOLES.

EE4Y1004077	DOUG	FRAME	DAMAGED
4/14/2010	DC915F		FUSELAGE

DURING THE UPPER FUSELAGE, CARGO CABIN AT STA 351, BETWEEN LONG 3R AND 14R COOPESA FOUND FRAME WITH DOUBLE HOLES IN SEVERAL PLACES.

V0XR201003390001	EMB	SEAT TRACK	CORRODED

3/29/2010	EMB145EP	14530659007	ZONE 100

LT LOWER SEAT TRACK BETWEEN FR 47-52 CTR FUSELAGE II IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2158.

V0XR201003220003	EMB	GUSSET	CORRODED
3/22/2010	EMB145EP	14530633006	ZONE 100

CTR GUSSET FRM 2-35 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1079.

V0XR201003220005	EMB	ANGLE	CORRODED
3/22/2010	EMB145EP	14524131011	ZONE 100

ANGLE(S) UNDER PASSENGER DOOR SILL IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1062.

V0XR1003230001A	EMB	BEAM	CORRODED
3/23/2010	EMB145EP	14521713005	ZONE 100

CTR BEAM Y0.0 FROM FR 17-24 IS CORRODED BEYOND LIMITS. R & R CTR BEAM. W/C 1066.

V0XR201003230001	EMB	SEAT TRACK	CORRODED
3/23/2010	EMB145EP	14532606009	ZONE 100

UPPER LT SEAT TRACK BETWEEN FR 53-59 CTR FUSELAGE IV IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2153.

V0XR201003240008	EMB	GUSSET	CORRODED
3/24/2010	EMB145EP	14530634011	ZONE 100

CTR GUSSET AT FRM 46-52 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1133.

V0XR201004270002	EMB	GUSSET	CORRODED
4/27/2010	EMB145EP	1452226003	FUSELAGE

(V0XR) CORRECTION TO NR3 MAJOR EQUIPMENT IDENTITY: CTR GUSSET AT FR 59-61 Y.0.0 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1088.

V0XR201004270003	EMB	SILL	CORRODED
4/27/2010	EMB145EP	14525422003	ZONE 100

(V0XR) RT SILL AT FR 61-65 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1089.

V0XR201004270004	EMB	PARTITION	CORRODED
4/27/2010	EMB145EP	14525991004	ZONE 100

(V0XR) RT LOWER PARTITION AT FR 61 IS CORRODED BEYOND LIMITS. R & R RT PARTITION. W/C 2102.

V0XR201004270001	EMB	PROFILE	CORRODED
4/27/2010	EMB145EP	14524199005	ZONE 100

(V0XR) CORRECTION TO NR5 SPECIFIC PART OR STRUCTURE CAUSING DIFFICULTY: PROFILE AT FR 16 LY-479.0 - LY 780.0 IS CORRODED BEYOND LIMITS. R & R PROFILE. W/C 1076.

V0XR201004270005	EMB	PROFILE	CORRODED
4/27/2010	EMB145EP	14525994003	ZONE 100

(V0XR) LT PROFILE AT FR 61 IS CORRODED BEYOND LIMITS. R & R LT PROFILE. W/C 2103.

V0XR201004270007	EMB	SEAT TRACK	CORRODED
4/27/2010	EMB145EP	14532606003	ZONE 100

(V0XR) LT UPPER SEAT TRACK AT FR 30-36 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1091.

V0XR201004270008	EMB		SEAT TRACK	CORRODED
4/27/2010	EMB145EP		14532606001	ZONE 100

(V0XR) LT UPPER SEAT TRACK AT FR 23-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1092.

V0XR201004270009	EMB		GUSSET	CORRODED
4/27/2010	EMB145EP		14526437001	ZONE 100

(V0XR) RT GUSSET AT RY- 479.0 FR 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1087.

V0XR201004270006	EMB		STRUCTURE	CORRODED
4/27/2010	EMB145EP		14521699003	ZONE 100

(V0XR) LT DIGITAL AT LY-479.0 FR 18-23 IS CORRODED BEYOND LIMITS. R & R LT DIGITAL. W/C 1061.

V0XR201004260005	EMB	ALLSN	PROFILE	CORRODED
4/26/2010	EMB145EP	AE3007A	14524196001	ZONE 100

(V0XR) PROFILE AT FR 22 LY 479.0 - LY 780.0 IS CORRODED BEYOND LIMITS. R & R PROFILE. W/C 1062.

V0XR201004260006	EMB	ALLSN	SEAT TRACK	CORRODED
4/26/2010	EMB145EP	AE3007A	14532606015	ZONE 100

LT UPPER SEAT TRACK AT FR 36-46 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1093.

V0XR201004260004	EMB	ALLSN	SEAT TRACK	CORRODED
4/26/2010	EMB145EP	AE3007A	14532605009	ZONE 100

(V0XR) RT UPPER SEAT TRACK FR 52-57 CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1099.

V0XR201004260007	EMB	ALLSN	SEAT TRACK	CORRODED
4/26/2010	EMB145EP	AE3007A	14532605003	ZONE 100

(V0XR) RT UPPER SEAT TRACK AT FR 30-36 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 1096.

V0XR201003300001	EMB	ALLSN	SEAT TRACK	CORRODED
3/30/2010	EMB145EP	AE3007A	14530658007	ZONE 100

RT LOWER SEAT TRACK BETWEEN FR 47-52 CTR FUSELAGE III IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2155.

V0XR201003260009	EMB	ALLSN	FLOOR SUPPORT	CORRODED
3/26/2010	EMB145EP	AE3007A	14521721009	ZONE 100

LT OTBD FWD DIGITAL FR 14-17 IS CORRODED BEYOND LIMITS. R & R DIGITAL. W/C 2102

V0XR201003390002	EMB	ALLSN	SEAT TRACK	CORRODED
3/29/2010	EMB145EP	AE3007A	14530658007	ZONE 100

RT LOWER SEAT TRACK BETWEEN FR 47-52 CTR FUSELAGE II IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2155.

V0XR201003390003	EMB	ALLSN	SEAT TRACK	CORRODED
3/29/2010	EMB145EP	AE3007A	14530658005	ZONE 100

RT LOWER SEAT TRACK BETWEEN FR 36-47 CTR FUSELAGE III IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2159.

V0XR201004160003	EMB		PROFILE	CORRODED
4/16/2010	EMB145LR		14525140023	ZONE 100

PROFILE ON LT SIDE BETWEEN LY 479.0 AND LY 780.0 AT FR 17-18 IS CORRODED BEY0ND LIMITS. R & R PROFILE.

W/C 1204.

V0XR201004160004	EMB	SEAT TRACK	CORRODED
4/16/2010	EMB145LR	14530659011	ZONE 100

LT LOWER SEAT TRACK AT FR 17-24 IS CORRODED BEYOND LIMITS. R & R LT SEAT TRACK. W/C 2182.

V0XR201004160005	EMB	SEAT TRACK	CORRODED
4/16/2010	EMB145LR	14532606011	ZONE 100

LT UPPER SEAT TRACK AT FR 17-24 IS CORRODED BEYOND LIMITS. R & R LT UPPER SEAT TRACK. W/C 2183.

V0XR201004090001	EMB	CHANNEL	CORRODED
4/9/2010	EMB145LR	14521713005	ZONE 100

RT HAT CHANNEL BEAM AT RY 479.0 FR 16-24 IS CORRODED BEYOND LIMITS. R & R CHANNEL BEAM. W/C 1132.

V0XR201004130001	EMB	PROFILE	CORRODED
4/13/2010	EMB145LR	14524199401	ZONE 100

PROFILE AT FR 17 LY-479.0 TO LY-780.0 IS CORRODED BEYOND LIMITS. R & R PROFILE. W/C 1143.

V0XR201004130002	EMB	SILL	CORRODED
4/13/2010	EMB145LR	14520609001	ZONE 100

LT SILL AT FR 23-29 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1199.

V0XR201004130003	EMB	GUSSET	CORRODED
4/13/2010	EMB145LR	14530633006	ZONE 100

CTR GUSSET AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1169.

V0XR201004130004	EMB	SILL	CORRODED
4/13/2010	EMB145LR	14529495005	ZONE 100

RT SILL AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1200.

V0XR201004130005	EMB	SILL	CORRODED
4/13/2010	EMB145LR	14520609005	ZONE 100

RT SILL AT FR 23-29 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1198.

V0XR201004070005	EMB	SEAT TRACK	CORRODED
4/7/2010	EMB145LR	14530659007	ZONE 100

LT LOWER SEAT TRACK AT FR 46-52 IS CORRODED BEYOND LIMITS. R & R LT LOWER SEAT TRACK. W/C 2186.

V0XR201004070006	EMB	SEAT TRACK	CORRODED
4/7/2010	EMB145LR	14532606017	ZONE 100

LH UPPER SEAT TRACK AT FR 46-52 IS CORRODED BEYOND LIMITS. R &R LT UPPER SEAT TRACK. W/C 2187.

V0XR201004080002	EMB	SILL	CORRODED
4/8/2010	EMB145LR	14525800012	ZONE 100

RT SILL FR 348-52 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1182.

V0XR201004090002	EMB	FLOORBEAM	CORRODED
4/9/2010	EMB145LR	14522466009	ZONE 100

FLOOR SUPPORT ANGLE AT LY 479.0 TO RY 780.0 FR 18 IS CORRODED BEYOND LIMITS. R & R SUPPORT ANGLE. W/C 1136.

V0XR201004150003	EMB	PROFILE	CORRODED

4/15/2010	EMB145LR		14521718007	ZONE 100
AFT FLOOR SUPPORT AT LY 479.0 FR 19-20 IS CORRODED BEYOND LIMITS. R & R FLOOR SUPPORT. W/C 1142.				
V0XR201004150006	EMB		ANGLE	CORRODED
4/15/2010	EMB145LR		14529063007	ZONE 100
ANGLE AT RY 780.0 FR 23 IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1163.				
V0XR201004150007	EMB		SILL	CORRODED
4/15/2010	EMB145LR		14520609007	ZONE 100
RT SILL FR 29-35 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1168.				
V0XR201004150009	EMB		GUSSET	CORRODED
4/15/2010	EMB145LR		14530633001	ZONE 100
GUSSET OMEGA BEAM LY 479.0 FR 23-29 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1167				
V0XR201004140001	EMB		SILL	CORRODED
4/14/2010	EMB145LR		14529495003	ZONE 100
LT SILL FR 59-60.5 IS CORRODED BEYOND LIMITS. R & R LT SILL. W/C 1159.				
V0XR201004150008	EMB		GUSSET	CORRODED
4/15/2010	EMB145LR		14530634003	ZONE 100
CTR GUSSET FR 35-39 IS CORRODED BEYOND LIMITS. R & R CTR GUSSET. W/C 1176.				
V0XR201004140003	EMB		SEAT TRACK	CORRODED
4/14/2010	EMB145LR		14530637006	ZONE 100
RT UPPER SEAT TRACK SUPPORT FR 48-52 IS CORRODED BEYOND LIMITS. R & R RT SEAT TRACK. W/C 2215.				
V0XR201004140002	EMB		SILL	CORRODED
4/14/2010	EMB145LR		14525422001	ZONE 100
LT SILL FR 61-65.5 IS CORRODED BEYOND LIMITS. R & R LT SILL. W/C 1193.				
V0XR201004150005	EMB		ANGLE	CORRODED
4/15/2010	EMB145LR		14529150009	ZONE 100
SCALLOPED ANGLE AT Y0.0 - RY 780.0 FR 23 IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1162.				
V0XR201004080003	EMB		SEAT TRACK	CORRODED
4/8/2010	EMB145LR		14532605017	ZONE 100
RT UPPER SEAT TRACK FR 46-53 IS CORRODED BEYOND LIMITS. R & R RT UPPER SEAT TRACK. W/C 2184.				
V0XR201004080001	EMB		SILL	CORRODED
4/8/2010	EMB145LR		14525800010	ZONE 100
RT SILL FR 35-41 IS CORRODED BEYOND LIMITS. R & R RT SILL. W/C 1175.				
V0XR201004080004	EMB		SEAT TRACK	CORRODED
4/8/2010	EMB145LR		14532606015	ZONE 100
LT UPPER SEAT TRACK FR 36-47 IS CORRODED BEYOND LIMITS. R & R LT UPPER SEAT TRACK. W/C 2188.				
2010FA0000299	LEAR	GARRTT	MUFFLER	CRACKED
4/8/2010	45LEAR	TFE73160	12945096001	ZONE 200
COCKPIT ECS MUFFLER ASSY DEVELOPED CRACKS ON EACH END OF THE MUFFLER IN THE WELDED SEAMS AND ALONG THE SIDE OF THE MUFFLER IN THE BEND RADIUS. THE MUFFLER IS FABRICATED FROM ALUMINUM WITH				

DUCTS WELDED TO EACH END AND IS WRAPPED WITH INSULATION AND FIBERGLASS TAPE. THE MUFFLER IS INSTALLED FWD OF THE AFT BAGGAGE COMPARTMENT ON THE RT SIDE AND IS ACCESSED BY REMOVING THE BAGGAGE COMPARTMENT FWD PANEL. THIS AREA IS ACCESSED AT 300 HOUR INTERVALS TO REPLACE THE MAIN HYD FILTERS. CRACKS WERE DISCOVERED AT THIS TIME DUE TO LOOSE INSULATION IN THE AREA AROUND THE MUFFLER.

2010FA0000337	MRCHTI	LYC	CYLINDER	CRACKED
4/12/2010	F260C	O540E4A5		ENGINE

PILOT EXPERIENCED ROUGH ENGINE OPERATION. INSP REVEALED THAT NR 2 CYLINDER WAS CRACKED AROUND CIRCUMFERENCE OF HEAD AREA. WHEN TECH TOUCHED CYLINDER DURING THE INSP PROCESS, THE CYLINDER HEAD COMPLETELY SEPARATED FROM ASSY.

5APR577Y33	PILATS	PWA	BRAKE DISC	BROKEN
3/23/2010	PC1247	PT6A67B	244759C	MLG BRAKE ASSY

DURING A LINE CHECK THE RT BRAKE WAS DISCOVERED TO HAVE A BROKEN BRAKE DISC. R & R BRAKE ASSY IAW MFG SRM.

2010FA0000269	PIPER		SPINNER	DESTROYED
3/25/2010	PA24180		TCB1644300	ZONE 400

AFTER TAKE OFF, AT ABOUT 500 AGL, MAJOR VIBRATION, THEN MINOR VIBRATION UNTILL LANDING, ABOUT 3 MINUTES. MINOR DAMAGE TO PAINT AND ENGINE BAFFLING, PROPELLER REMOVED AND SENT OUT FOR 100 HOUR CHECK . NO APPARENT DAMAGE TO PROPELLER OR ENGINE.

2010FA0000338	PIPER	LYC	CARBURETOR	DETACHED
4/13/2010	PA28161	O320D3G	105217	ENGINE

(OG5S) UPON LEVELING OFF FOR CRUISE FLIGHT CREW DISCOVERED THROTTLE COULD NOT BE REDUCED BELOW 2400 RPM. FLIGHT WAS ABORTED AND POWER OFF LANDING WAS PERFORMED. UPON INSP BY MX THE DISCHARGE TUBE FOR THE ACCELORATOR PUMP HAD COME LOOSE AND LODGED IN THE BUTTERFLY VALVE IN THE CARBURATOR. CARB WAS REPLACED AND ACFT RETURNED TO SERVICE.

2010FA0000282	PIPER	PIPER	DRAIN VALVE	LOOSE
2/2/2010	PA28R201		492312	GASCOLATOR BOWL

ACFT EXPERIENCED LOSS OF FUEL FLOW CAUSING ENGINE FUEL STARVATION. AFTER INSP, IT WAS FOUND THAT THE GASCOLATOR BOWL DRAIN VALVE WAS MISSING. PROBABLE CAUSE: POSSIBLE LACK OF CHEMICAL LOCKING AGENT ON VALVE THREADS CAUSING VALVE TO LOOSEN DUE TO USAGE. RECOMMEND INSP OF DRAIN VALVE FOR SECURITY IAW SB NR 1037. NOTE: THIS ACFT SN IS NOT AFFECTED BY SB 1037, BUT COMPLIANCE COULD HAVE POSSIBLY PREVENTED THE MALFUNCTION.

2010FA0000272	PIPER		BOLT	SHEARED
3/17/2010	PA421000		AN514400159	RT MLG ACTUATOR

BOLT PN 400-159 WAS FOUND SHEARED. SB 885 SPECIFIES BOLT REPLACEMENT AT 500 HR INTERVALS. FAILED BOTH TTSN WAS 414.1 HRS. REPLACEMENT BOLT PN 400-159, RIB PN 50377-011, BRACKET PN 73524-003, ACTUATORS AND MISC. HARDWARE.

2010FA0000279	PIPER	LYC	MUFFLER	CRACKED
3/3/2010	PA44180	LO360A1H6	86299007	RT ENGINE

UPON PREFLIGHT INSP, THE RT ENG AFT MUFFLER WAS FOUND TO BE MISSING THE TAIL/EXIT PIPE SECTION. THE MUFFLER HAD BEEN ON THE ENG FOR ONLY 350 HRS TIS. UPON INSP, THE MUFFLER WAS NOTICED TO HAVE SOME CAN AREA CHAFING MARKS ON IT. ANALYSIS WAS DONE ON THIS MUFFLER PLUS A COUPLE OTHERS THAT WERE REMOVED FOR REPAIR, THE ANALYSIS SHOWED THAT THE CHAFED AREA ON THE MUFFLER CAN HAD WORN INTO THE METAL SURFACE. THIS HAD CAUSED SOME METAL FATIGUE LEADING TO VERY SMALL CRACKS ON ALL THE MUFFLERS THAT WERE ANALYZED. THE PROBLEM STEMS FROM THE FWD AND AFT MUFFLERS CHAFING ON EACH OTHER BETWEEN EACH UNIT AND WEARING/FATIGUING THE METAL. THE PROBLEM IS THAT THE MUFFLERS ON HAVE ABOUT .2500 INCH CLEARANCE BETWEEN THE 2 UNITS ON AVERAGE WHEN THEY ARE

COLD BUT PROBABLY EXPAND ENOUGH WHEN HOT TO CAUSE CONTACT IN FLIGHT. MUFFLERS NEED TO BE NARROWED OR THE RISER DESIGN CHANGED TO ALLOW MORE CLEARANCE BETWEEN THE UNITS. ALSO, A 4 CYLINDER INTO 1 SINGLE MUFFLER DESIGN WOULD WORK EVEN BETTER.

2010FA0000270	PIPER	LYC	SLICK	ROTOR SHAFT	SHEARED
3/16/2010	PA44180	O360*		M3513	MAGNETO

ROTOR SHAFT SHEARED AT SPLIT FOR POINT CAM.

2010FA0000410	PIPER	LYC	RIB	CRACKED
4/15/2010	PA44180	O360*	38210000	WING

(BF8R) (W/O NR: 01000553) THE DISCREPANCY WAS FOUND DURING (1) OF OUR PROGRESSIVE INSPECTIONS. IN THE LT AND RT WING GEAR WELL AREA, THE WING RIB BEHIND EACH MAIN GEAR STRUT AT THE OPEN ACCESS HOLE IN THE RIB THERE ARE 4 CRACKS PROPAGATING FROM THE HOLE OUTWARD IN VARYING LENGTHS UP 1.25 INCHES. NO APPARENT DAMAGE WAS FOUND ON THE ACFT TO SUGGEST ANY KIND OF OVERSTRESS OF THE WINGS OR AIRFRAME. THIS ACFT IS USED FOR FLIGHT TRAINING AND DOES SEE MORE THAN NORMAL TAKEOFFS/LANDINGS, SUSPECT CRACKS POSSIBLY CAUSED BY MULTIPLE HARD LANDINGS OVER THE YEARS. SUGGEST MFG MIGHT LOOK INTO SOME KIND OF STRENGTHENING PLATE FOR THE RIB IF THIS IS HAPPENING WITH OTHER ACFT.

E81RJW302511	RAYTHN	DETECTOR	MALFUNCTIONED
3/22/2010	390	0871KK2	HORIZONTAL STAB

INVESTIGATED PILOT REPORT OF HORIZ STABILIZER L/E ANTI-ICE SYS FAIL INDICATION. AFTER EXTENSIVE TROUBLESHOOTING, FOUND RT ICE DETECTOR WOULD SHOW A FAIL INDICATION WHEN PROBE WAS LIGHTLY COVERED BY A RAG. IF TESTED IAW STEP 3 OF MM 30-11-00-501 OPS TEST WITH A LIGHT FINGER PRESSURE ON THE PROBE, WOULD NOT INDICATE A FAILURE. REPLACED THE RT ICE DETECTOR AND SYS TESTED NORMAL. RECOMMEND MFG INVESTIGATE A MORE ACCURATE METHOD OF TESTING ICE DETECTOR OPERATIONS.

E81RJW302513	RAYTHN	RELAY	FAILED
3/22/2010	390	M8353610028L	IGNITION SYSTEM

INVESTIGATED REPORT OF LT ENGINE IGNITION SYS STAYING ACTIVATED AFTER ENGINE START SEQUENCE COMPLETED. VERIFIED COMPLAINT, FOUND LT ENGINE IGNITION STANDBY POWER RELAY 80K7 FAILED. REPLACED RELAY WITH NEW RELAY, IGNITION SYS OPERATIONS NORMAL. HAVE NOTED THIS RELAY AND IGNITION POWER RELAYS 80K4, 80K6, AND RT IGNITION STANDBY POWER RELAY 80K8 TO FAIL OFTEN, FREQUENTLY WITH LOW TIME IN SERVICE, IN 390 SERIES ACFT. FAILURES ARE OFTEN CAUSING FAILED START ATTEMPTS OR OTHER IGNITION SYS FAULTS.

E81RJW302543	RAYTHN	SHUTOFF VALVE	FAILED
3/30/2010	390	5188001	RIGHT ENGINE

(E81R) INVESTIGATED PILOT REPORT OF RT ENG ANTI-ICE VALVE FAIL ANNUNCIATOR ILLUMINATED. FOUND NACELLE ANTI-ICE SHUTOFF VALVE ASSY, INOPERATIVE. INSTALLED VALVE WAS INSTALLED NEW 6 WEEKS PREVIOUS. REPLACED SHUTOFF VALVE WITH NEW VALVE, FUNCTIONAL TESTS OK. 4TH RT ENGINE ANTI-ICE SHUTOFF VALVE THAT HAS FAILED ON THIS ACFT IN LAST 12 MONTHS AND 184 HRS. THE AIRFRAME MFR IS AWARE OF FLEET-WIDE ISSUE WITH THIS VALVE FAILURE PROBLEM.

E81RPT600772	RAYTHN	LIMIT SWITCH	INTERMITTENT
4/1/2010	G58RAYTHEON	BZ3AT	TE FLAPS

(E81R) INVESTIGATED REPORT OF FLAPS NOT EXTENDING FROM APPROACH POSITION TO FULL DOWN POSITION. FOUND ONE SET OF CONTACTS INSIDE OF S76 14 DEGREE LIMIT SWITCH TO BE INTERMITTENTLY OPEN. REPLACED S76 14 DEGREE LIMIT SWITCH AND ADJUSTED FLAP 14 DEGREE AND 16 DEGREE LIMIT SWITCHES RIGGING AS REQUIRED. FLAP SYS OPS NORMAL.

2010FA0000289	RAYTHN	GARRTT	LINK PIN	CORRODED
3/22/2010	HAWKER800XP	TFE731*	25UN619	NLG STEERING

DURING THE REPLACEMENT OF THE NLG STEERING PIN (PN 25UN605) IAW MANDATORY SB 32-3962, REV 2, THE

STEERING LINK PIN, PN 25UN619, WAS FOUND CORRODED.

EVGR20100405	ROBSIN	LYC	OIL FILTER	CHAFED
4/2/2010	R44RAVENII	IO540AE1A5	CH48109	ENGINE

(EVGR) AS THE MECHANIC WAS PREPARING TO REMOVE THE OIL FILTER FOR AN ANNUAL INSP, HE NOTICED THE RUST LIKE DUST ON THE OIL FILTER TOP SIDE. AS HE LOOKED CLOSER HE THOUGHT, "THIS IS AN INCORRECT OIL FILTER FOR THIS INSTALLATION." AFTER HE GOT THE FILTER OUT HE WAS ABLE TO CONFIRM THE OIL FILTER WAS A CHAMPION CH48109 "LONG" FILTER AND ONLY THE CH48108 "SHORT" FILTER IS AN APPROVED FILTER. THE FILTER BODY HAD BEEN CHAFING ON THE HORIZONTAL FIREWALL AND CREATED THE RUST LIKE DUST. A FLAT SPOT WAS ON THE FILTER AND A SMALL DIVOT IN THE FIREWALL. NOTE: OIL AND FILTER WERE CHANGED 54.2 HOURS PREVIOUSLY BY ANOTHER FACILITY.

2010FA0000286	SWRNGN	SELECTOR VALVE	MISMANUFACTURED
2/13/2010	STCSA26	2781014021A	MLG

(17UR) RECEIVED 2 EMERGENCY GEAR SELECTOR VALVES, NEW PART FROM M7, PN 27-81014-021A. IT IS THE SECOND ONE RECEIVED THAT IS ASSEMBLED INCORRECTLY AND DOES NOT PORT PROPERLY FOR EMERGENCY GEAR SELECTION. WHEN THE SELECTOR ARM IS IN THE NORMAL POSITION, THE VALVE IS CLOSED AND VICE VERSA FOR THE EMERGENCY POSITION. ITEMS ARE BEING RETURNED TO THE MFG FOR DISPOSITION.

2010FA0000349	UNIVAR	CLEVIS	SHEARED
4/15/2010	415C	4008	BRAKE PEDAL

ON LANDING, LOST BRAKING ACTION. INVESTIGATION FOUND THE BRAKE PISTON CLEVIS ROD BETWEEN THE BRAKE PEDAL ARM AND THE BRAKE MASTERCYLINDER HAD SHEARED BELOW THE LOCK NUT.