



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

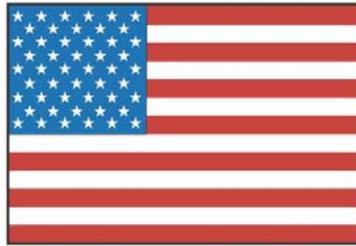
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
394**



**MAY  
2011**

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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.

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

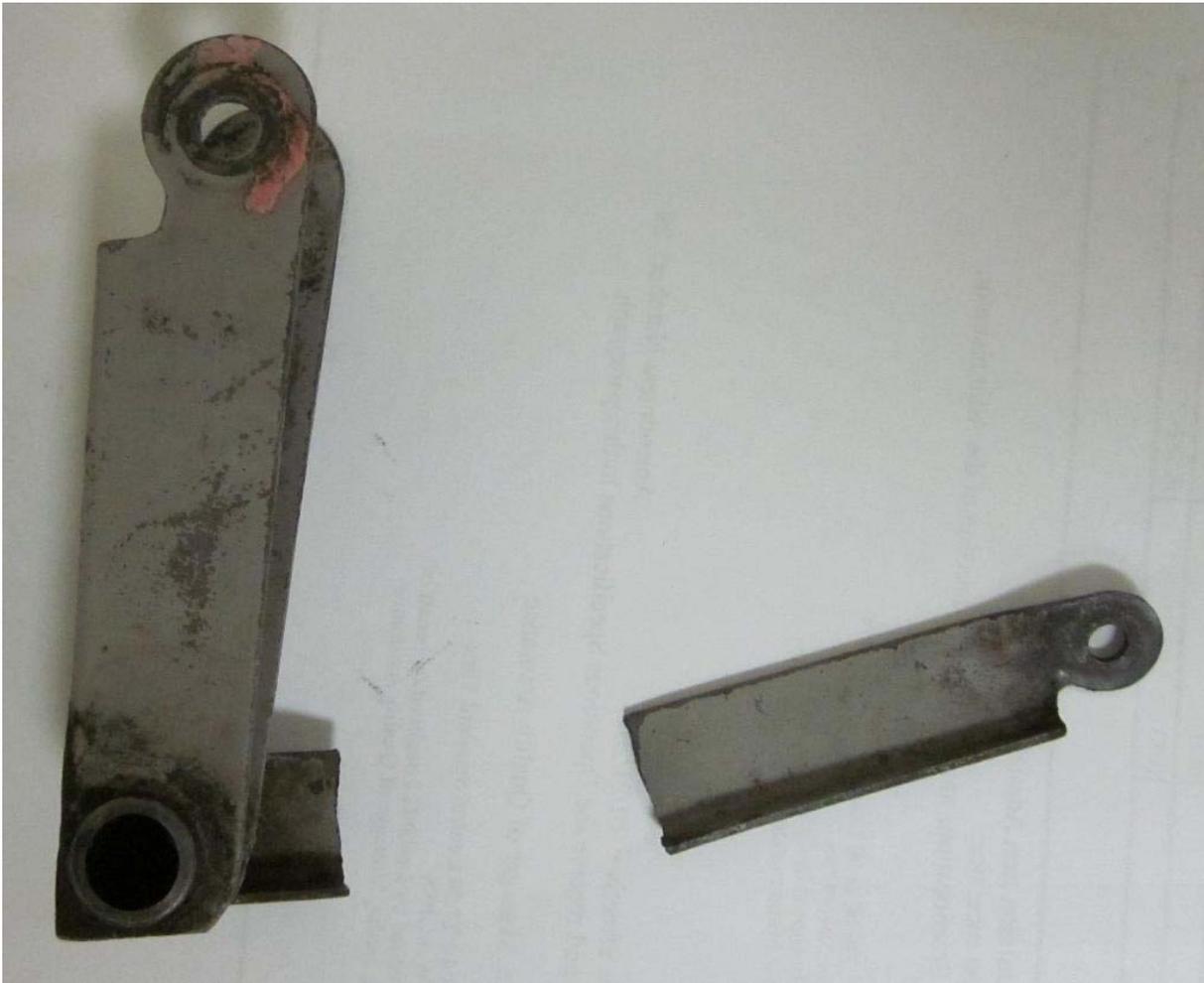
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**AIRPLANES**

**Cessna: 177RG; Failed Nose Landing Gear; ATA 3230**

This submitter says, "The nose landing gear failed to extend when the gear was lowered for landing—a nose gear 'up' landing (*followed*). Examination revealed the up lock bell crank forward arm (that activates and disengages the up lock roller from the up lock hook) was found bent—and 90 per cent cracked (*through*). It would not allow the up lock to disengage. (The engine/nose gear mount was also found warped out of alignment—this was removed and repaired by a repair station. The probable cause: severe side loading during landing at an unknown time.)

"A new part was installed and a gear rigging check made per Cessna Manual, and no other problems were noted."  
(*Nose up lock P/N: 204303112.*)



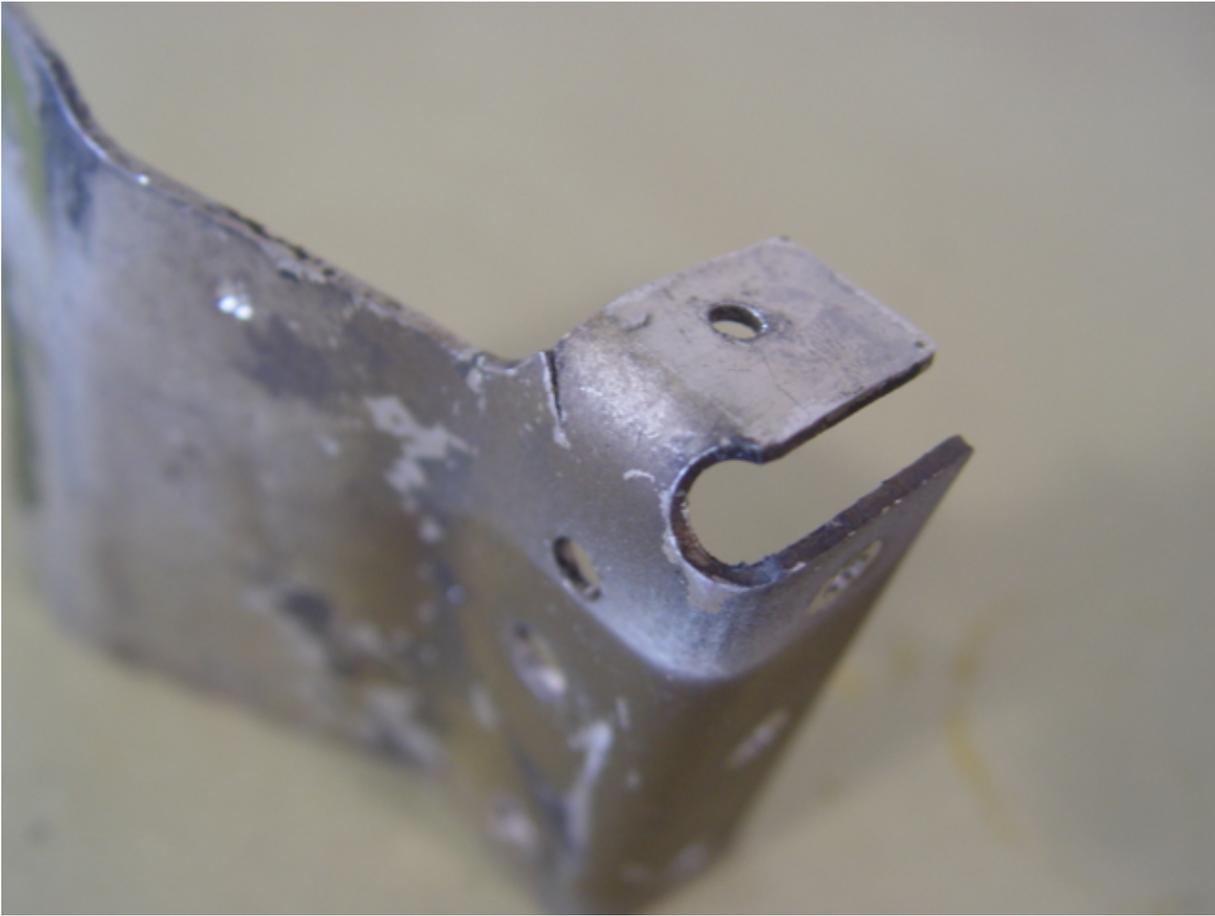
Part Total Time: 3,216 hours

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**Cessna: P206E; Cracked Bulkhead; ATA 5312**

A technician states, "During inspection per AD72-07-09 (10/17/1974) and Service Letter SE72-3, the aft bulkhead (P/N 1212858-2) was found cracked in both rudder cable cut outs. Upon removal of the aft bulkhead, the left and right stabilizer attach brackets (P/N's 0712629-3 and -4) were also found cracked."





*(The SDRS database reflects the -2 bulkhead part number at least five times.)*

Part Total Time: 5,287.0 hours

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**Diamond: DA40; Cracked Heat Exchanger Exhaust; ATA 2140**

An unidentified writer says, "In accordance with Power Flow System's 'Continued Airworthiness Instructions' (dated 7/22/2008), paragraph 7.0 states, 'The exhaust system must be thoroughly inspected, especially within the heat exchanger section...'. During a 100 hour inspection of this airplane a crack was found in the chain weld at the exhaust exit ball and the heat exchanger cover. The cracks start at the finish point of the weld and continue through the center of the weld—to the start point of the weld segment. Paragraph 5.4.1 'Maximizing Service Life' states, 'Dynamically balance your propeller to below 0.2 ips (*inch per second*) every two years or 1000 hours (whichever occurs first).' This aircraft was manufactured in 2009 and has 398.6 hours since new." (*Heat exchanger P/N: 41303; Exhaust assembly component number: PFS15102.*)



Part Total Time: 398.6 hours

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**Piper: PA24-260; Cracked Rudder Hinge Castings; ATA 5540**

*(The following combines two similar reports—the second on a Piper 24-400. The wording is identical on both reports.)*

A mechanic writes, "The top rudder hinge casting is cracked at the roller bearing location." *(Displayed drawing and P/N for the 24-260: 20707-02. P/N for the 24-400: 20707-06; drawing is similar. A parts list might have resolved the mystery why the photo shows P/N 20707-8! However, the location and problem is quite clear; thanks—Ed.)*



PIPER AIRCRAFT



CORPORATION

*Pin  
20107-02*

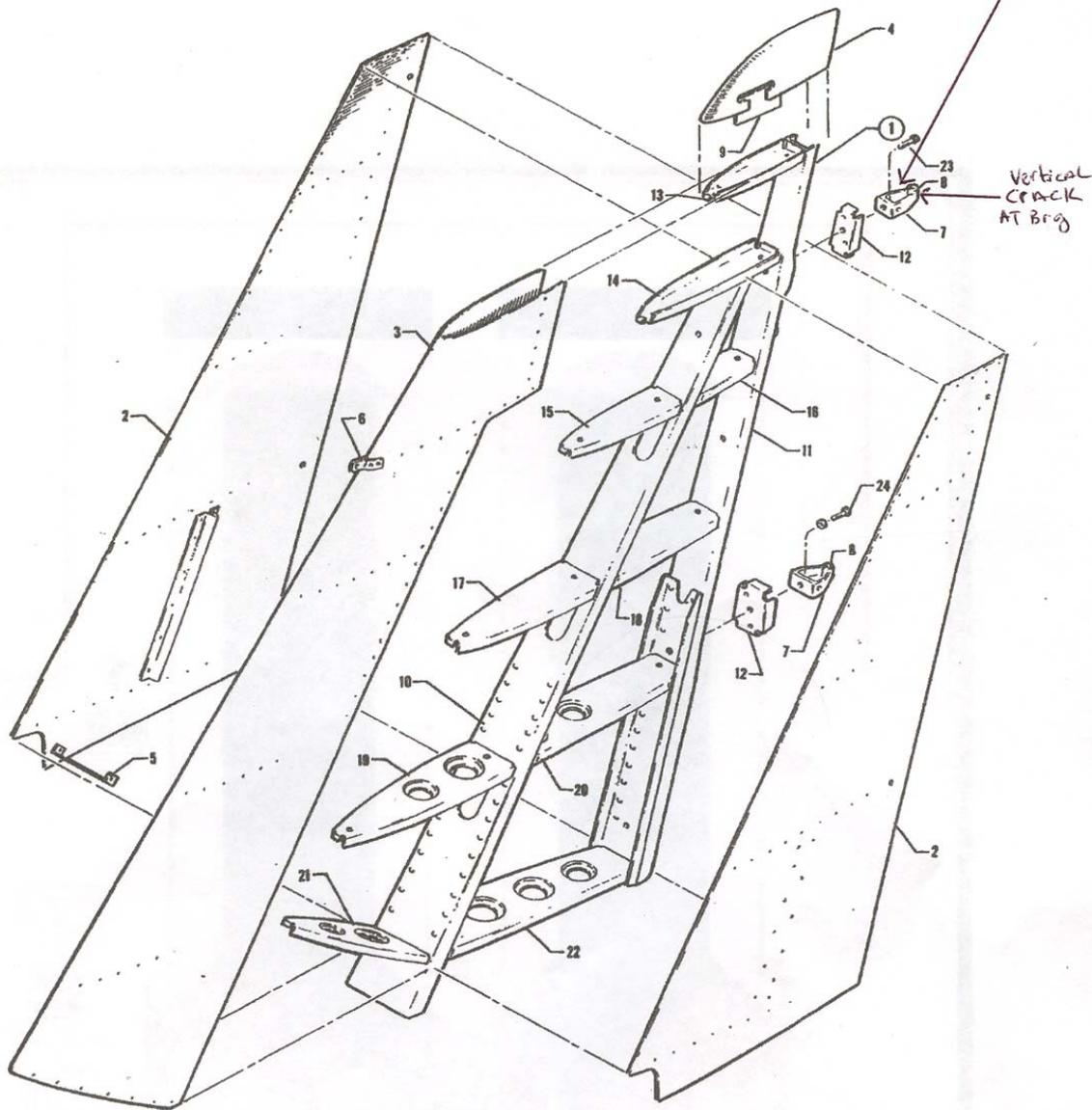


Figure 23F. Fin Assembly "180", "250" & "260"

ISSUED: JANUARY 1973

**2 D6**

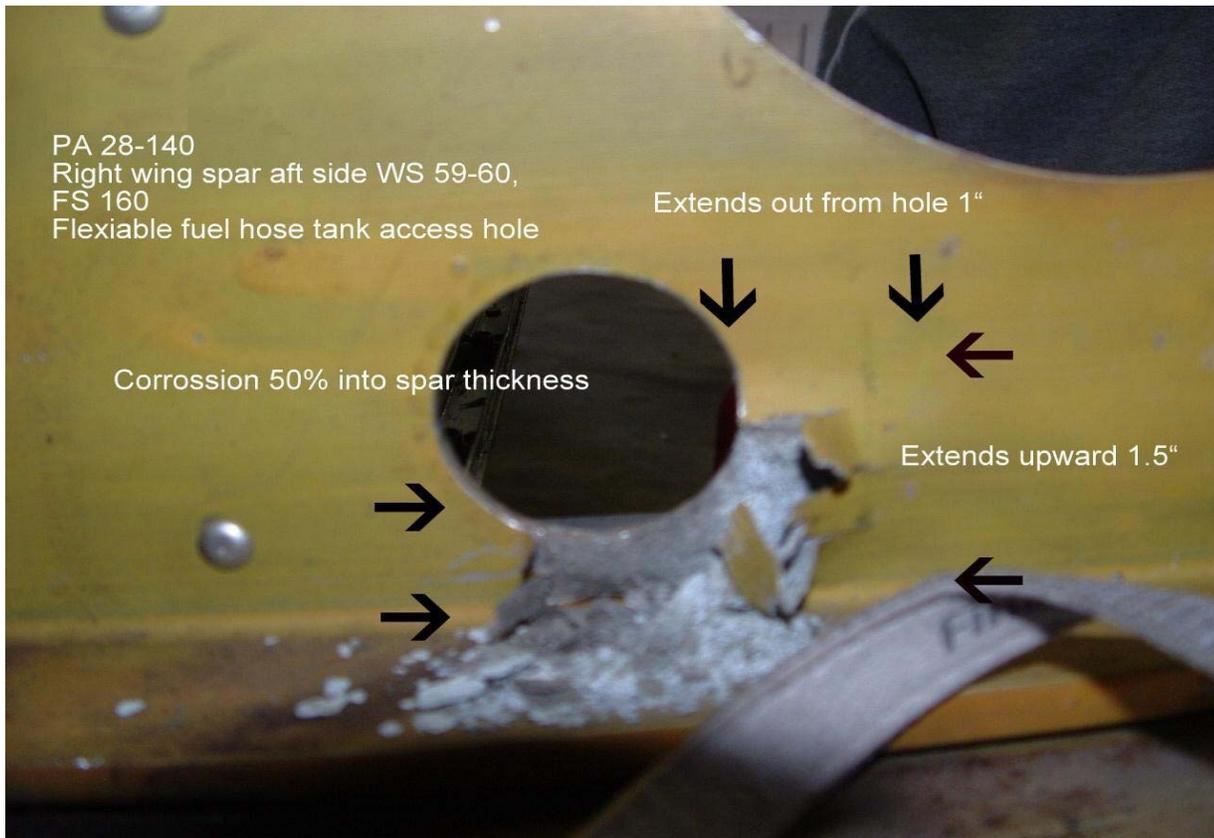
PA-24-180  
PA-24-250  
PA-24-260

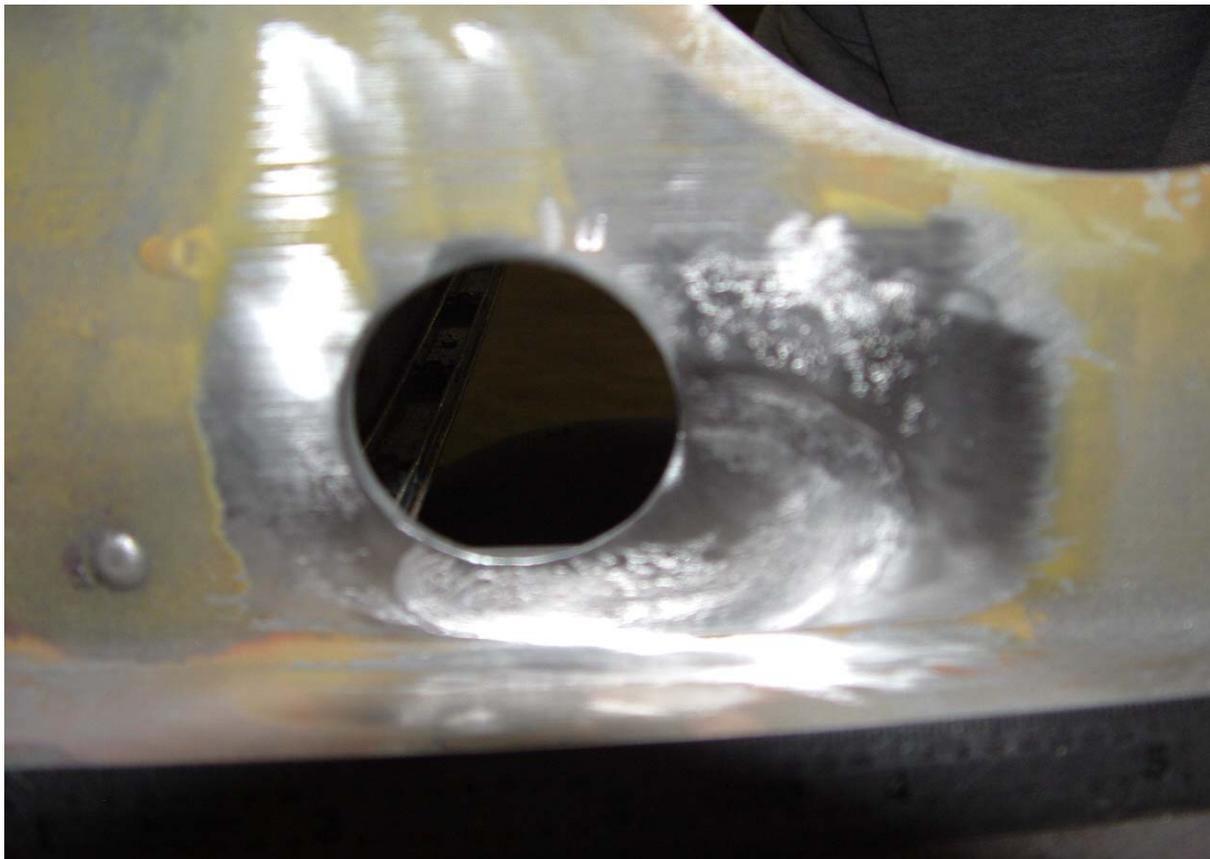
Part(s) Total Time: (unknown)

**Piper: PA28-140; Wing Spar Corrosion; ATA 5711**

"Corrosion (*has been found*) on the right wing spar aft side," says an unidentified technician, "at wing station 59-61 (*and*) the fuel tank flexible access." (*Wing spar P/N: 6207001.*)







*(As typical, the above photos have been artistically "squashed" by this editor. Thank-you for the scary pictures!)*

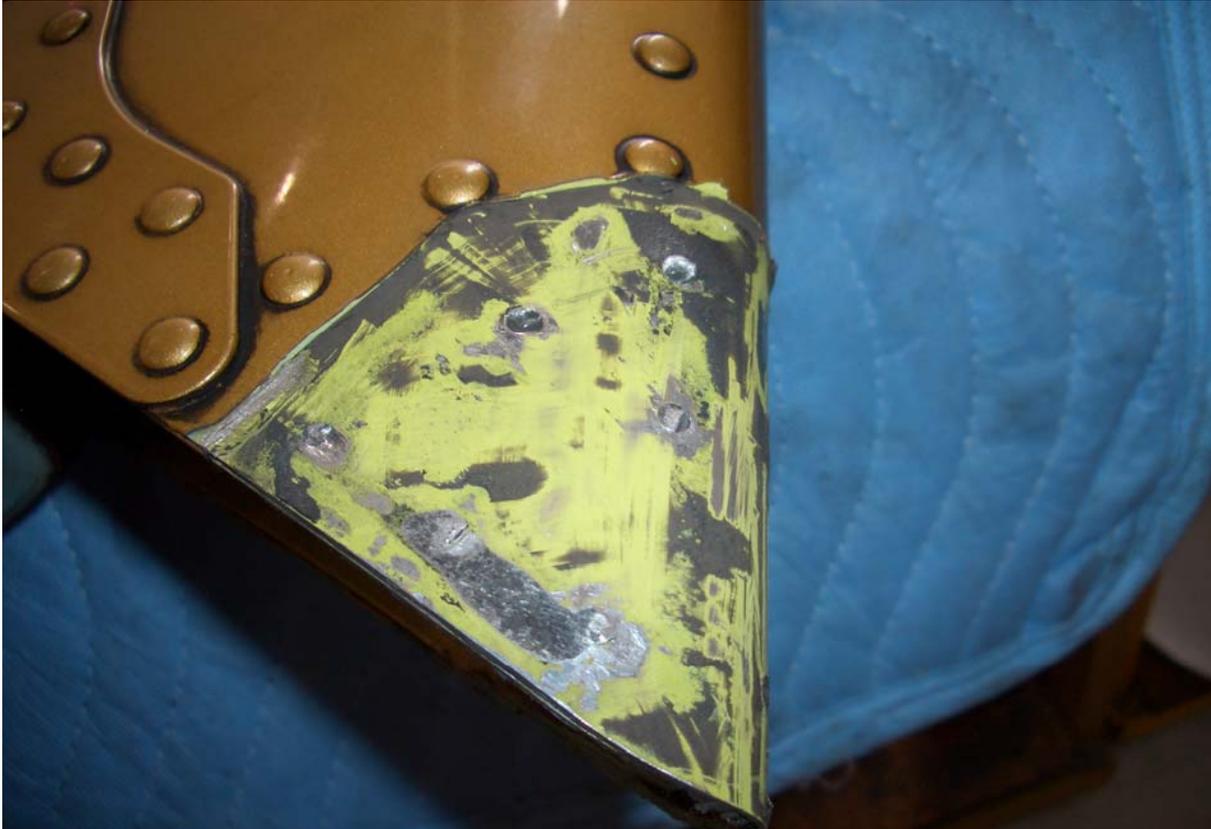
Part Total Time: 4,114.0 hours

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## HELICOPTERS

### **Eurocopter: AS350-B2; Vertical Stabilizer Rivet Failure; ATA 5302**

This submitter states, "Visual inspection of the vertical fin revealed leading edge movement. Removal of the attachment bolts (*exposed*) sheared rivets." (*Vertical fin P/N: 350A14201101. Total cycles: 15,403.*)



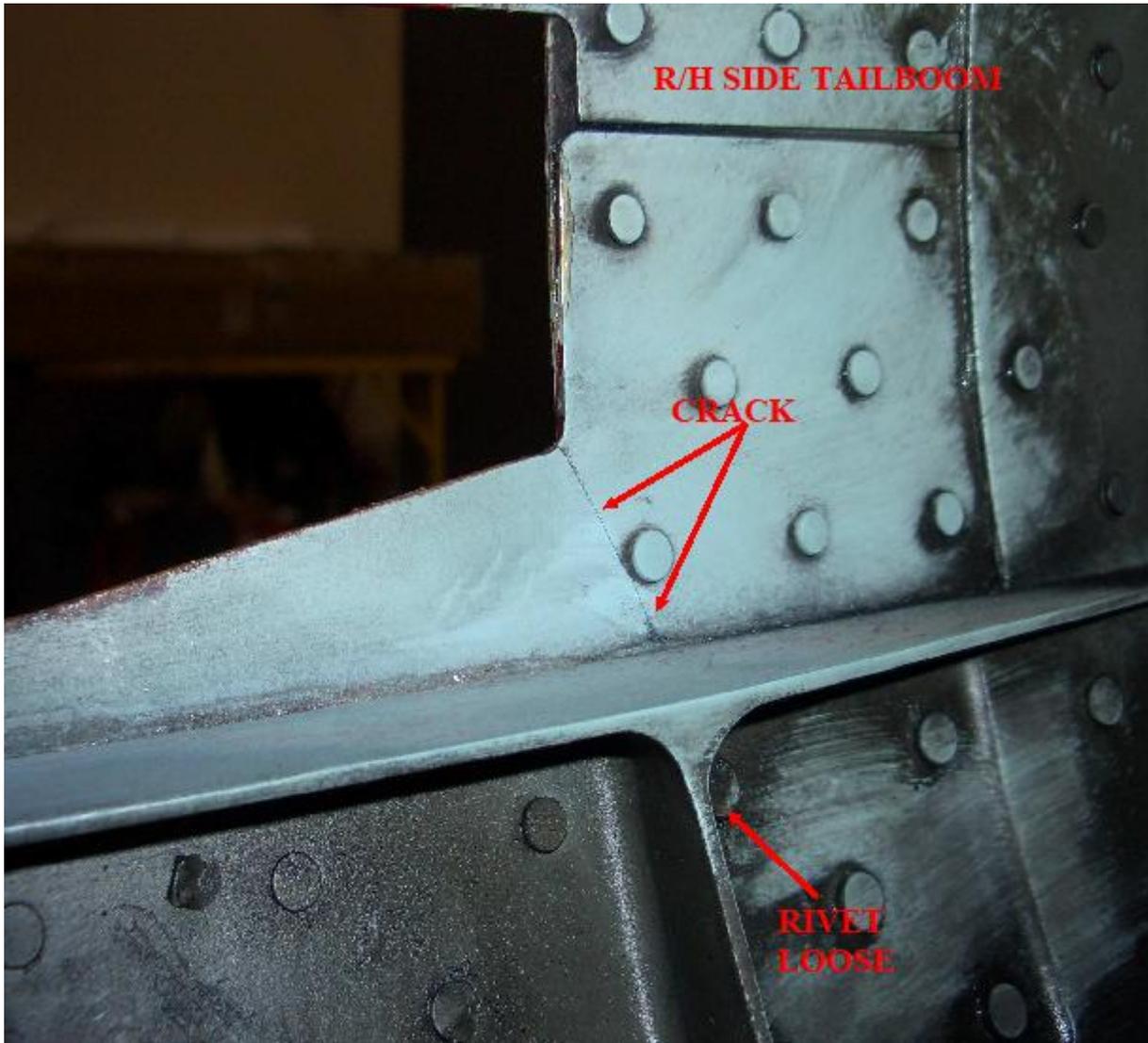


Part Total Time: 6,178.0 hours

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**Eurocopter: EC130-B4; Cracked Tail Boom Structure; ATA 5302**

*(About this defect our intrepid mechanic writes, "Cracked tail boom." He can be forgiven the lack of specific placement and detailed description because of the most excellent photo—folks who work this bird will know exactly where to look. Speculation as to cause of this crack would have been interesting. Listed total cycles are: 6,682—Ed.)*



Part Total Time: 2,613.1 hours

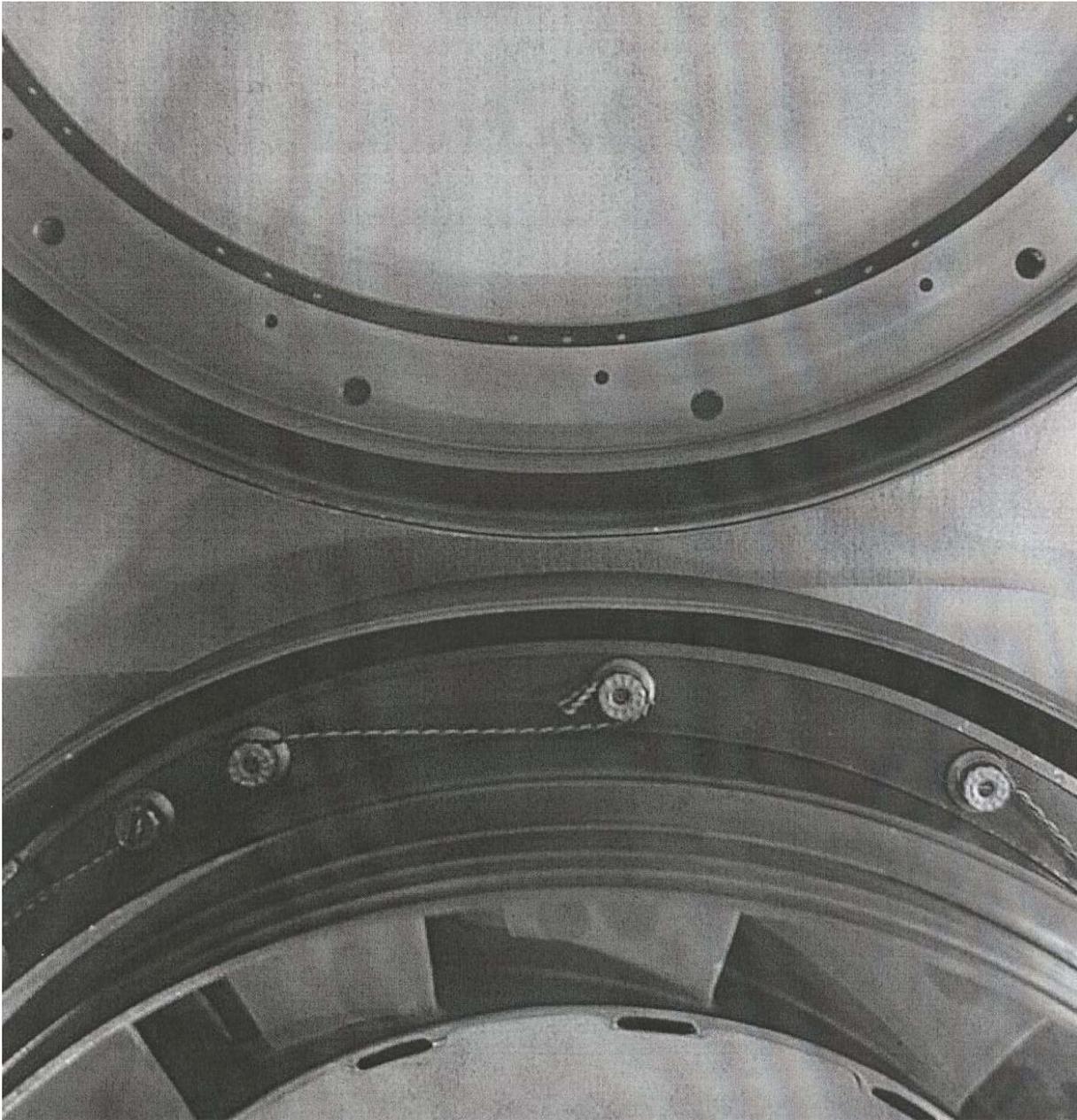
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## POWERPLANTS

### Pratt & Whitney: PT6A-114; Defective Small Exit Duct; ATA 7240

A Chief Inspector for a repair station describes the following defect. "During a hot section inspection (*HSI*), the small exit duct (*SED*) required replacement. A replacement, overhauled *SED* with the same part number as the original *SED* was used in the build-up of the *I.E.* duct assembly. The *I.E.* duct assembly was installed in the engine, but when the technicians attempted to install the burner can it would not fit around the *SED*. After several unsuccessful attempts to install the burner can, the technicians removed the *I.E.* duct assembly and attempted to fit the burner can around the *SED* (*while*) sitting on a table. They were unsuccessful in the attempt. The assembly was then taken back to the vendor who had performed the *HSI*, and they found the inner wall of the *SED* had a gap between it and the outer wall as compared to a new unit. The vendor then changed out the *SED* for a new unit in their shop, which allowed the burner can to easily slip around the *I.E.* duct assembly. This new unit had no gap between its walls."





(Small Exit Duct P/N: 3029248.)

Part Total Time (since overhaul): 0.0 hours

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## ACCESSORIES

### **MT Propeller: MTV-12-B; Cracked Mount Nuts; ATA 6110**

*(This report references a Diamond DA40 aircraft sporting a Continental IO360 engine..)*

A repair station technician states, "When removing this propeller for reseal, (I) found two mounting nuts cracked. The propeller has 93.5 hours since installation. This propeller previously had the blades replaced due to a propeller strike."

Part Total Time: 353.3 hours

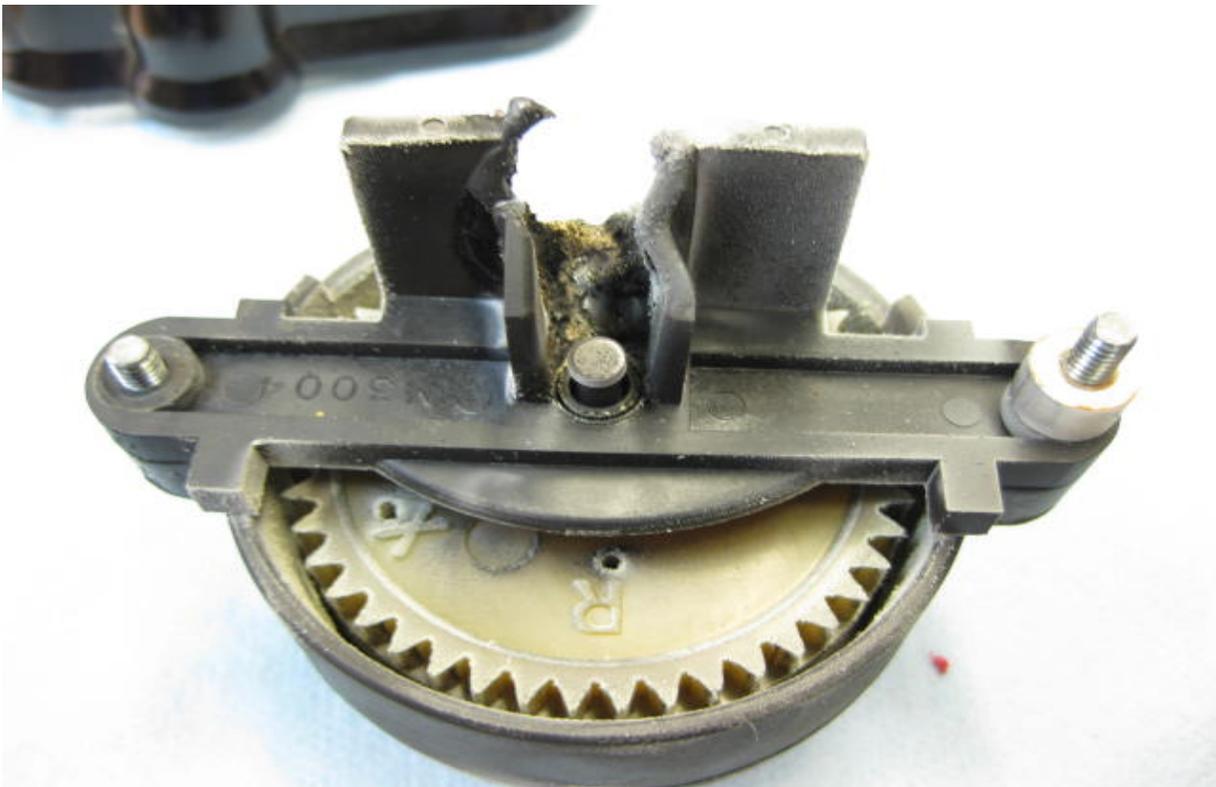
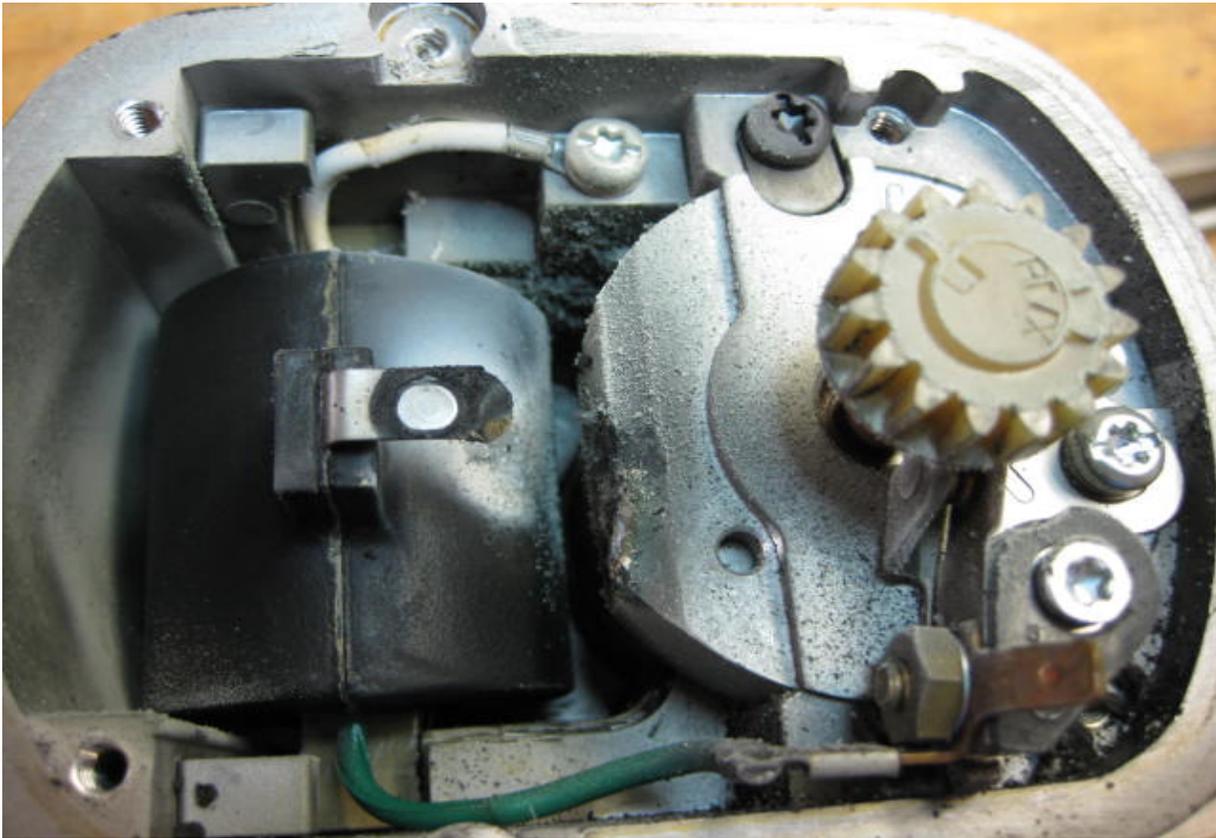
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### **Slick Magneto: 6314; Overheat Failure, ATA 7414**

*(The following report references a Cirrus SR20 towed by a Continental IO360 engine.)*

This writer says, "During a 500 hour inspection compliance of the Champion Slick 6314 magnetos, the left hand magneto showed signs of extreme internal heat. Slick SB (*service bulletin*) SB#-08A address the problem (*as*) caused by 'soft' carbon brushes packaged from September 1, 2004 through August 14, 2008. Champion Magneto Maintenance and Overhaul Manual (number L-1363E, chapter 3) lists a 500 hour inspection procedure and various other periodic inspection procedures. The total time of this magneto was documented as 1,672.8 hours. The magneto case screw had the factory applied torque seal in place. The breaker point assembly had plastic material melted around it. Further disassembly revealed the source of the melted plastic as material from the distributor block and gear assembly—the carbon brush was severely worn as described and illustrated in SB3-08A, page 2. I have included photographs in this report.

"I am surprised an Airworthiness Directive has not been issued for this component. I have seen two other magnetos in this condition, and many more with excessive wearing of the carbon brush in magnetos with far less time. There is no regulatory limitation in the L-1363E manual for the number of hours allowed to accumulate before any required inspection on this component."







Part Total Time: 1,672.8 hours

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## 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/faq8010-4.pdf>. You can still download and complete the form as you have in the past.

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

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

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### 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.

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### 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
<a href="#">CA101015008</a>				WHEEL HALF	CRACKED
10/13/2010					MLG
<p>MAIN WHEEL CAME INTO SHOP FOR LOW TIRE PRESSURE, SNAG 75PSI, WO256316, NR003 AND PUT ONTO SHOP WO 256978 WHERE THE TIRE WAS REMOVED AND THE WHEEL UNDERGOES STANDARD EDDY CURRENT CHECK WHERE IT WAS FOUND TO BE CRACKED APPROX 5" IN LENGTH ALONG THE BEAD FLANGE. MX IREGULARITY FILED. WHEEL HAD 290 HRS/308 CYCLES SINCE LAST TIRE CHANGE (EDDY CURRENT) AND 334 HRS/401 CYCLES SINCE INSP BEFORE THAT WHERE A VERY SLIGHT EDDY CURRENT INDICATION WAS NOTED IN THE SAME AREA AS WHERE THE CRACK HAS SINCE FORMED. THIS IS THE SAME AREA AS A PREVIOUS WHEEL FLANGE HAD CRACKED ON A PREVIOUS SDR 20100611005 WHEEL HAS SINCE BEEN SHIPPED TO THE MFG FOR METALURGICAL ANAYLSIS. CRACK WAS FOUND USING ANDEC NDT WHEEL MACHINE.</p>					
<a href="#">CA100928009</a>				BULKHEAD	CRACKED
9/28/2010				34A01158238	FLOAT
<p>CRACKED AT BOTTOM IN THE V SHAPE. ALL FLOATS ARE CRACKED AT THIS STA (SN 34121, 34122, 34123 AND 34124).</p>					
<a href="#">CA100930005</a>				BEARING	MISMANUFACTURED
9/30/2010				SB2559101	M/R GEARBOX
<p>BEARING, PN SB2559-101, SN 0799, WO 5402643ACMR F1002402, PO 2120265, NEW BEARING ROLLERS AND ROLLER CAGE DO NOT ROTATE WHEN INSTALLED ON BEARING SUPPORT. FINAL INSP PROCEDURE BY OEM TO BE REVIEWED AND INCREASE INSP CRITERIA. SQID SENT TO QA FOR INVESTIGATION AND TCCA SDR RAISED.</p>					
<a href="#">2011FA0000172</a>				TRANSFORMER	FAILED
3/1/2011				1000661	STATIC INVERTER
<p>THE STATIC INVERTER WAS RECEIVED FOR REPAIR AND ISSUED ON OUT WO R11-01116. THE INVERTER'S COVER HAD ANOTHER REPAIR FACILITY'S ANTI-TAMPER STICKER ATTACHED AND INTACT. DURING DURING DISASSEMBLY OF THE INVERTER, OUR TECH NOTED A LARGE AMOUNT OF WHAT APPEARED TO BE SILICONE SEALANT BENEATH THE OUTPUT TRANSFORMER. THE TRANSFORMER IS SECURED TO ITS BASE BY 2 THIN METAL BANDS WHICH WRAP AROUND THE TRANSFORMER AND THE BASE IS BOLTED TO THE CHASSIS. OUR TECH STATED THAT THE BAND IS SOMETIMES FOUND TO BE BROKENAS WAS THE CASE WITH THIS TRANSFORMER. A BROKEN BAND ALLOWS THE TRANSFORMER COIL TO "FLOP AROUND" IN THE INVERTER, ONLY BEING RETAINED BY ITS WIRES. REPLACEMENT OF THE TRANSFORMER IS REQUIRED IF 1 OR BOTH BANDS ARE BROKEN. IT APPEARS THAT THE SILICONE SEALANT WAS APPLIED TO SECURE THE TRANSFORMER FROM MOVEMENT.</p>					
<a href="#">2011FA0000199</a>			MARVELSCHEBX	SLEEVE	LOOSE
3/7/2011				86151	MIXTURE
<p>DURING INSPECTION, THE MIXTURE CONTROL SLEEVE WAS FOUND LOOSE IN THE THROTTLE BODY. THE THROTTLE BODY WAS SENT FOR SB 18 COMPLIANCE. MSA CONFIRMS THE FINDINGS THAT WERE REPORTED. THE SLEEVE HAD REPORTEDLY ROTATED AND FUEL STARVATION HAD OCCURRED. THIS RESULTED IN POWER LOSS. THIS REPAIR STATION REITERATES THE IMPORTANCE OF HAVEING CARBURETORS AFFECTED BY SB 18 INSPECTED BEFORE FURTHER FLIGHT.</p>					

[2011FA0000125](#)

LIFE RAFT DAMAGED

2/23/2011

1015FAUL1901204

DURING ROUTINE INSPECTION OF THIS LIFE RAFT, TWO SEPARATE ISSUES WERE IDENTIFIED AS FOLLOWS: DURING PRELIMINARY INSPECTION, IT WAS OBSERVED THAT THE FIRING HEAD CABLE HAD BEEN ROUTED UNDER THE VALISE LACING AS TO POSSIBLY PREVENT NORMAL INFLATION OF THE LIFE RAFT. THIS STATION CONTACTED FSDO-11 WHO ADVISED SUBMISSION OF THIS FORM AND REQUESTED PHOTOS OF THE SUBJECT LIFE RAFT. AFTER REMOVING THE LIFE RAFT FROM THE VALISE, IT WAS OBSERVED THAT THE BURST STRIP HAS NOT BEEN PRE-CUT PRIOR TO VACUUM PACKING. BURST STRIP CUTTING IS REQUIRED TO INSURE PROPER INFLATION OF THE RAFT. FSDO 11 WAS NOTIFIED AND PHOTOS OF THIS ITEM HAVE BEEN SENT TO FSDO-11.

[2011FA0000177](#)

LIFE VEST MISOVERHAULED

3/15/2011

P0723E105P CABIN

HAD 2 LIFE VESTS RECERTIFIED. WHEN RECEIVED THEM BACK, THE SEALED BAGS HAD A SMALL SEPARATION OF THE SEAL. UPON FURTHER EXAMINATION BY FEELING THE PACKAGED VEST, DID NOT DETECT CO2 CARTRIDGES. OPENED THE POUCHES AND FOUND THAT THE CO2 CARTRIDGES WERE IN FACT MISSING ON BOTH VESTS. THIS IS A VERY SERIOUS ISSUE AS THE VESTS ARE A SEALED PACKAGE AND HAVE TO TRUST THAT THEY ARE COMPLETE AND WILL BE READY WHEN CALLED UPON. THERE IS NO TESTING OF THESE OTHER THAN SENDING THEM IN FOR RECERTIFICATION. IF THE BAG DID NOT HAVE A SEPARATION OF THE SEAL, THEY COULD HAVE BEEN INSTALLED IN THE ACFT IN THIS CONDITION. THE VESTS WERE SENT FOR RECTIFICATION.

[2011FA0000232](#)

CONT GEAR CRACKED

2/17/2011

IO240B 655422 CAMSHAFT

DURING MAG PARTICLE INSP, DISCOVERED MULTIPLE (3) CRACKS RUNNING FROM ROOTS OF OUTSIDE GEAR TO ROOTS OF INSIDE GEAR CONTINUING TO FADEC TIMING HOLES IN GEAR DISC. OF 3 GEARS OF THIS PN, INSPECTED WITHIN LAST 2 WEEKS, 2 HAVE EXHIBITED IDENTICAL CRACKS. THIS PN WITH FADEC TIMING HOLES HAS SUPERSEDED THE PREVIOUS PART WITHOUT HOLES FOR BOTH "DIGITAL" AND "ANALOG" ENGINES IAW MFG. CONTACTED MFG VIA PHONE 17 FEB 2011.

[2011FA0000233](#)

CONT GEAR CRACKED

2/17/2011

IO240B 655422 CAMSHAFT

DURING MAG PARTICLE INSP, DISCOVERED CRACK RUNNING FROM ROOT OF OUTSIDE GEAR TO ROOT OF INSIDE GEAR CONTINUING TO FADEC TIMING HOLE IN GEAR DISC. OF 3 GEAR OF THIS PN INSPECTED WITHIN THE LAST 2 WEEKS, 2 HAVE EXHIBITED IDENTICAL CRACKS. THIS PN WITH FADEC TIMING HOLES HAS SUPERSEDED THE PREVIOUS PART WITHOUT HLES FOR BOTH "DIGITAL" AND "ANALOG" ENGINES IAW MFG. CONTACTED MFG VIA PHONE 17 FEB 2011.

[2011FA0000198](#)

CONT CONT COUNTERWEIGHT WRONG PART

2/28/2011

TSIO550E 639196 CRANKSHAFT

FACTORY NEW ENGINE AT DISASSEMBLY HAD 3 EA 639195 COUNTERWEIGHT AND 1 EA 639196 COUNTERWEIGHT INSTALLED. SB00-3 STATES THAT 2 EA 639195 AND 2 EA 639196 COUNTERWEIGHTS ARE REQUIRED.

[2011FA0000110](#)

LYC IDLER GEAR MAKING METAL

2/16/2011

LTS101700D2 LTS101700D2 408135018 AGB

ENGINE WAS RECEIVED FOR MX. CUSTOMER CLAIMED ENGINE WAS MAKING METAL. ENGINE WAS DISASSEMBLED TO INVESTIGATE THE SOURCE OF THE PROBLEM. REMOVED AGB MODULE'S COVER TO INSPECT BEARINGS AND GEARS. FOUND ONE BOLT HEAD SHEARED OFF OF THE TORQUE IDLER GEAR. THE TORQUE IDLER GEAR IS MADE OF 2 GEARS THAT ARE PRESSED FITTED AND THEN SECURED BY 8 THROUGH BOLTS AND NUTS. MOST OF THE (8) NUTS WERE LOOSE AND THERE WERE CHIPPED AREAS ON SOME OF THEM. OEM ENGINEERING HAS BEEN NOTIFIED AND ARE INVESTIGATING THIS MATTER.

[2011FA0000175](#)

LYC CRANKSHAFT CORRODED

3/11/2011

O235L2C LW12696 ENGINE

ENGINE WAS O/H 03/12/05, AT THAT TIME SB530B WAS C/W. ENGINE IS NOW HERE FOR O/H AND UPON INSP OF CRANKSHAFT BORE (AFTER CLEANING AND REMOVAL OF OLD PID COATING) SHOWS SUBSTANTIAL PITTING IN

BORE. CRANKSHAFT REJECTED, RED TAGED. I HAVE SEEN THIS PROBLEM MANY TIMES BEFORE AND HAVE THESE REJECTED CRANKSHAFTS IN MY POSSESSION. I THINK THIS PROTECTIVE COATING APPLIED TO THE CRANKSHAFTS IS INEFFECTIVE IN PREVENTING THIS CORROSION PITTING. REF LYC MANDATORY SB NR 530B.

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<a href="#">CA100903003</a>		PWA		ENGINE	INOPERATIVE
8/20/2010		PT6*			

POWER ROLLBACK, ENG POWER SLOWLY DECREASED TO IDLE POWER DURING CRUISE. ENG DID NOT RESPOND TO PLA INCREASE TO MAXIMUM. THE PILOT SELECTED THE BLEED AIR SYS SWITCH TO "OFF". ENG POWER RECOVERED SOME POWER BUT WAS STILL LOW. PILOT THEN SELECTED THE BLEED AIR SYS SWITCH TO "ENVIRO OFF" WHICH TOTALLY CLOSSES BLEED AIR OFF. ENG POWER FULLY RECOVERED, HOWEVER, PLA RESPONSE WAS SLOW. PILOT RETURNED TO THE ACFT THE NEXT DAY AND ATTEMPTED AN ENGINE START. THE ENG HUNG AT 35 PERCENT NG AND 650 CELCIUS T5. THERE WAS NO RESPONSE TO CLA OR PLA INCREASE. HE SHUTDOWN THE ENG AND CONTACTED HBC.

---

<a href="#">CA100928005</a>		PWA		POWERPLANT	FAILED
9/24/2010		PT6A68			

ACCIDENT IT WAS REPORTED THAT DURING A PILOT TRAINING FLIGHT ACFT CRASHED AFTER EXPERIENCING ENGINE TROUBLE. BOTH CREW MEMBERS WERE ABLE TO SUCCESSFULLY EJECT AND ARE UNINJURED. MFG ASSISTANCE HAS BEEN OFFERED TO THE USAF SAFETY BOARD. MFG SERVICE INVESTIGATION REMAIN ON STANDBY SHOULD ON-SITE ASSISTANCE BE REQUIRED.

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<a href="#">CA100924006</a>		PWA		CYLINDER	CRACKED
9/22/2010		R183092		ENGINE	

ENGINE HAD BOUNCING MANIFOLD PRESSURE AT POWER REDUCTION. UPON INSP, FOUND THAT THE NR1 CYLINDER ASSY HAD CRACKED AT THE EXHAUST EAR CAUSING VALVE TO NOT OPEN AND CLOSE PROPERLY.

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<a href="#">AC2R9JP03062011</a>	AGUSTA			LINK	CRACKED
3/3/2011	AW139			3G6220A00531	MAIN ROTOR

FOUND MAIN ROTOR TENSION LINK CRACKED DURING VISUAL INSPECTION. REPLACED TENSION LINK.

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<a href="#">2011FA0000222</a>	AIRBUS	PWA		JACKSCREW	OUT OF POSITION
2/18/2011	A310324	PW4152		FE140	STABILIZER

DURING O/H, MX PERFORMED ON THE SCREW JACK ASSY, FE140 SN 125, IDENTIFICATION OF THE WRONG POSITIONING OF THE RATCHET WHEEL (ITEM 3-620 OF CMM 27-44-13), ASSEMBLED ON THE OPPOSITE POSITION COMPARED TO THE SPEC MENTIONED ON THE CMM 27-44-13. LETTER LT-S9-11-106 + TECH REPORT (RF-DSC-438/11 V00) THIS MISASSEMBLY LEADS TO AN INOPERATIVE NO-BACK OF THE SCREW JACK ASSY ON COMPRESSIVE LOAD DIRECTION ONLY. THE PROBABLE CAUSE COULD BE A MISASSEMBLY OF THE RATCHET WHEEL DURING THE LAST REPAIR OF THE SCREW JACK ASSY IN A REPAIR STATION THAT REMAINS UNDETERMINED. OPEN

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<a href="#">EE4Y20110129</a>	AIRBUS			FLOOR SUPPORT	CORRODED
2/25/2011	A319132			D5347217220500	ZONE 200

UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA FROM STA 2800 TO STA 2872 BETWEEN -Y116 AND -Y129 FLOOR SUPPORT BEAM WITH CORROSION. DAMAGED PART WAS REPLACED IN ACCORDANCE WITH SRM 51-72-11 PARAGRAPH 4 AND 6.

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<a href="#">EE4Y20110128</a>	AIRBUS			FLOOR SUPPORT	CORRODED
2/25/2011	A319132			D5347217220400	ZONE 200

UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA FROM STA 2800 TO STA 2872 BETWEEN +Y116 TO +Y129 FLOOR SUPPORT BEAM WITH CORROSION. CORRECTIVE ACTION: DAMAGED PART WAS REPLACED IN ACCORDANCE WITH A319 SRM 51-72-11 PARAGRAPH 4 AND 6.

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<a href="#">CA100930009</a>	AIRTRC	PWA		WASHER	MISINSTALLED
9/30/2010	AT802A	PT6A67	9388013	ENGINE MOUNT	

WASHERS ARE INSTALLED AT THE FACTORY UNDER THE HEADS OF THE 4 BOLTS THAT MOUNT THE BARRY MOUNTS, PN 93880-13 TO THE ENGINE. THROUGH COMMUNICATIONS WITH THE MOUNT AND ACFT MFG, DISCOVERED THAT THE WASHERS SHOULD NOT BE INSTALLED. THE WASHERS CAUSE THE BOLTS TO SIT HIGHER AND RUB ON THE MOUNTS CAUSING PREMATURE WEAR AND CHANGING OUT OF MOUNT PREMATURELY.

<a href="#">CA100923009</a>	AIRTRC	PWA	AIRTRC	SCREW	WRONG PART
9/9/2010	AT802A	PT6A67A	1106825		COCKPIT SHOULDER

WHILE CARRYING OUT THE INSTALLATION OF THE AIR BAG SYS INTO ACFT, THE 2 LAP BELT INFLATOR TUBES BECAME DAMAGED DUE TO CHAFING/CATCHING ON SCREWS USED IN THE INSTALLATION. THE DAMAGE WAS NOT BEYOND LIMITS AS LISTED IN THE AIR BAG SICA. THE PROBLEM STEMS FROM THE SCREWS BEING TOO LONG FOR THE INSTALLATION. ALL AIR BAG INSTALLATIONS ON ACFT MAY BE AFFECTED BY THIS.

<a href="#">CA100930002</a>	AIRTRC	PWA		CONTROL CABLE	DAMAGED
9/27/2010	AT802A	PT6A67A		WIPAIRE	FLOAT

WATER RUDDER RETRACT CABLES BECAME SPIKED WITHIN 100 HRS OF NEW INSTALL, WHERE CABLE RESTS ON NYLON PULLEY AT FLOAT AFT BULKHEAD. CABLE PIN, CABLE-RUDDER RETRACT (2) 10A08000-166.

<a href="#">CA100930003</a>	AIRTRC	PWA		ROLL PIN	MISINSTALLED
9/27/2010	AT802A	PT6A67A		98296A999	AILERON ELEVATOR

SERVERAL OF THE LARGE DIAMETER HOLLOW FLIGHT CONTROL PUSH TUBES HAVE THEIR ROD ENDS HELD ON WITH ROLL PINS. THESE ROLL PINS SHOULD BE LOCKWIRED AROUND THE TUBE TO PREVENT THE ROLL PIN FROM FALLING OUT IF IT GETS LOOSE.

<a href="#">CWQD.2011.05</a>	AMD			RESISTOR	OVERTEMP
4/12/2011	FALCON2000			FGFB641830A1	WINDSHIELD HEAT

RT HALF OF CENTER WINDSHIELD NOT HEATING. TROUBLESHOT TO RT WINDSHIELD RESISTOR BOX BROKEN OFF AT CONNECTION POINT AND GROUND WIRE AT TERMINAL NR 3 OVERHEATED.

<a href="#">2011FA0000164</a>	BBAVIA			SPINNER	LOOSE
3/10/2011	7EC				PROPELLER

SKULL CAP SPINNER BECAME LOOSE AND DEPARTED THE ACFT. EVIDENCE OF THE SPINNER ABRADING THE .041 SS SAFETY WIRE AT THE HEAD OF THE RETAINING BOLTS WAS EVIDENT. TORQUE ON THE WOODEN PROPELLER BOLTS HAD NOT BEEN CHECKED FOR PROPER TORQUE SINCE NEW. SINCE THE SAFETY WIRE WAS COMPROMISED 3 BOLTS LOOSENED OUTWARD WITH A SPACE UP TO 1.5 INCHES BETWEEN THE OUTER SURFACE OF THE CRUSH PLATE AND THE HEAD OF THE BOLT. THE RESULTANT VIBRATION DAMAGED THE WOODEN PROPELLER ATTACHMENT HOLES BEYOND SERVICEABILITY. THE ADAPTER PLATE INSERTS WERE DAMAGED AND REQUIRED REPLACEMENT OF THE ADAPTER PLATE AND THE INSERTS. NEW PROPELLER AND ADAPTER PLATE WERE INSTALLED, PROPELLER ATTACHMENT BOLTS TORQUED TO PROPELLER MFG SPEC FOR A WOOD PROPELLER AND SAFETY WIRED WITH .041 SS SAFETY WIRE. UPON CONSULTATION WITH THE ACFT MFG, THE SKULL CAP ASSEMBLY WAS NOT REINSTALLED. OWNER WAS INSTRUCTED TO COMPLY WITH THE MFGS GUIDANCE ON RETORQUING THE PROPELLER BOLTS AT THE SPECIFIED INTERVALS.

<a href="#">VIBR20110315</a>	BBAVIA			ELEVATOR	MISOVERHAULED
3/15/2011	7ECA			653400029	LEFT

REMOVED LT ELEVATOR, PN 6534000-29, SN 0480 AND SENT TO MFG FOR REPAIR. ATTEMPTED TO INSTALL ELEVATOR AFTER REPAIR BY MFG. ELEVATOR HINGE POINT BOLT HOLES OUT OF ALIGNMENT, COULD NOT INSTALL ELEVATOR. ELEVATOR SENT BACK TO MFG FOR REPAIR/REWORK.

<a href="#">CA100816006</a>	BBAVIA	LYC		BRUSHES	BROKEN
8/10/2010	8GCBC	O360C2E	4370	AM3215	MAGNETO

FAA-PMA PART AM-3215 CARBON BRUSH AND SPRING WAS FOUND BROKEN OFF FLUSH WITH THE SPRING AND FELL INTO THE MAGNETO. CONTACT WAS MAINTAINED BY THE REMAINING PART OF THE BROKEN BRUSH. DURING THE PREINSPECTION RUN UP, THERE WERE NO INDICATIONS OF A PROBLEM. THE BROKEN OFF PARTS

OF THE CARBON BRUSH WAS LOCATED DOWN BY THE COIL AND WAS DISLOGED BY TILTING THE MAGNETO UPSIDE DOWN AND SHAKING THE MAGNETO.

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<a href="#">2011FA0000142</a>	BEECH	PWA	O-RING	PINCHED
2/22/2011	400BEECH	JT15D5		LT OIL FILTER

CREW EXPERIENCED LT ENGINE OIL PRESSURE FLUCTUATING. UPON COMPLETING EMERGENCY CHECK LIST OIL PRESSURE DROPPED BELOW 20PSI AND ENGINE WAS SHUT DOWN. SUBSEQUENT INSPECTION REVEALED A PINCHED O-RING IN THE MAIN ENGINE OIL FILTER HOUSING. O-RING WAS REPLACED AND ENGINE MAINTENANCE MANUAL PROCEDURES WERE ACCOMPLISHED,ENGINE OIL SERVICED AND ENGINE PERFORMANCE RUN ACCOMPLISHED.

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<a href="#">H5GR20110218001</a>	BEECH		SPAR	CRACKED
2/4/2011	58		00243001811	ZONE 600

DURING THE ANNUAL INSP, A CRACK IN THE RT FWD SPAR, FWD WEB BEND RADIUS WAS NOTICED DURING A VISUAL INSP OF THE AREA. A DYE PENETRANT INSP WAS PERFORMED AND CRACK VERIFIED. INSP WAS PERFORMED FOLLOWING MM, PN: 55-590000-13G, REV G2, SECTION 53-00-00, PAGE 202, B(1) WING FORWARD SPAR CARRY-THROUGH STRUCTURE INSP WITHOUT REPAIR KIT. ACFT THEN FLOWN TO OUR FACILITY FOR VERIFICATION OF THE CRACK AND INSTALLATION OF KIT PN 58-4008-9. IT SHOULD BE NOTED THAT AD90-08-14: WING SPAR STRUCTURE, AS WELL AS, MSB2269, REV 1: FUSELAGE - WING FWD SPAR CARRY-THROUGH STRUCTURE INSP AND/OR REINFORCEMENT ARE NOT APPLICABLE TO THIS ACFT BY SN. THE CRACK WAS FOUND IN THE AREA AS REFERENCED IN BOTH THE AD AND MSB, BUT STOP APPLICABILITY FOR THIS ACFT. THE KIT, PN 58-4008-9 WAS INSTALLED ON BOTH THE RT AND THE LT FWD SPAR FWD WEB STRUCTURE IAW KIT INFORMATION - REINFORCEMENT INSTALLATION INSTRUCTIONS DWG NR 58-4009 AND KIT INFORMATION DWG NR 58-4008, REV C.

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<a href="#">2011FA0000147</a>	BEECH	CONT	PITCH ROD	GROOVED
3/3/2011	58	IO550*	D3474	PROPELLER

DURING O/H EVALUATION, FOUND PITCH CHANGE ROD PN D3474 TO BE WORN UNDER MINIMUM DIMENSIONS. ROD WAS INSTALLED ON JAN 26, 2011 DURING A REPAIR, IT HAD 30.8 HOURS SINCE NEW.

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<a href="#">2011FA0000162</a>	BEECH	CONT	SWITCH	BURNED
3/9/2011	58	IO550C	35380132105	TAXI LIGHT

PILOT REPORTED A BURNING SMELL IN THE CABIN. AN INSP REVEALED THE TAXI LIGHT CIRCUIT BREAKER SWITCH TO HAVE AN UNUSUAL FEEL. FOLLOWING REPLACEMENT OF THE SWITCH, THE FAILED SWITCH WAS DISASSEMBLED AND FOUND TO HAVE BURNED INTERNAL COMPONENTS. THIS SWITCH, PN 35-380132-105, IS THE IMPROVED MODEL THAT WAS REQUIRED BY AD 2008-13-07 WHICH WAS MODIFIED TO PREVENT THE BURNING SITUATION IN THE FAILURE MODE. THIS WAS ACCOMPLISHED BY INSTALLING 2 INSULATOR PADS AT THE ACTUATOR SPRING TO PREVENT CURRENT FROM FLOWING THROUGH THE SPRING WHEN THE WIRE BRAID FAILS. UNFORTUNATELY, WHEN THESE SWITCHES OVERHEAT, IT IS DIFFICULT TO IMPOSSIBLE TO DETERMINE IF THE INSULATORS HAD BEEN INSTALLED IMPROPERLY OR INSTALLED AT ALL. THIS IS THE SECOND POST AD SWITCH IN OUR FLEET THAT HAS FAILED AND OVERHEATED.

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<a href="#">YHLR20119403</a>	BEECH		DISPLAY	FALSE INDICATION
2/23/2011	76		91000001001	COCKPIT

ATTITUDE DISPLAY SLOWLY ROLLS RT AND PITCHES DOWNWARD ON GROUND AND IN FLIGHT. REPLACED EFD-1000 PRO DISPLAY AS REQUIRED. PERFORMED SYS OPS CHECKS IAW EFD1000 INSTALLATION MANUAL 900-00003-001.

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<a href="#">YHLR20109297</a>	BEECH		CONNECTOR	CONTAMINATED
11/30/2010	76			ACU

NO VOR NR 2 DISPLAY ON PFD, ACU BREAKER POPS. ISOLATED TO ACU. FOUND EVIDENCE OF WATER ON CONNECTORS. REPLACED ACU AS REQUIRED. PERFORMED SYS OPS CHECKS IAW INSTALLATION MANUAL 900-00003-001.

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<a href="#">YHLR20119363</a>	BEECH		CONTROL UNIT	FAILED
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1/27/2011

76

9100004001

ACU BREAKER IS POPPED. ISOLATED TO ACU. POSSIBLE POWER SPIKE DAMAGED ACU. REPLACED ACU AS REQUIRED. PERFORMED SYSTEM OPERATIONAL CHECKS IN ACCORDANCE WITH ASPEN AVIONICS EFD1000 INSTALLATION MANUAL 900-00003-001.

[2011FA0000220](#)

BEECH

LYC

BEARING

LEAKING

3/24/2011

76

LO360A1G6

PROP BLADE

THE BUTT BEARING IS OVER THE MAX ALLOWED DIAMETER ALLOWING THE BEARINGS TO FLOAT FREE IN THE BLADE BORE. THE PROP WAS DISASSEMBLED FOR RESEAL DUE TO GREASE LEAKAGE. DURING INSP, THE BLADE WAS FOUND TO BE LEAKING OIL BETWEEN THE BLADE AND BUTT BEARING. THE BEARING WAS PULLED AND THERE WAS EPOXY FOUND IN 1 BLADE AND ZINC CHROMATE IN THE OTHER BLADE ATTEMPTING TO HOLD THE BEARINGS IN PLACE. THE BEARING BORE WAS MEASURED AND WAS FOUND TO BE BETWEEN .002 AND .004 OVERSIZE FROM MFG SPEC. THE BORE WAS EXAMINED AND WAS FOUND TO HAVE BEEN REWORKED PAST LIMITS DURING THE LAST O/H.

[2011FA0000136](#)

BEECH

GARRTT

FUEL NOZZLE

CRACKED

2/14/2011

B100

TPE3316252B

31024681

LT ENGINE

AFTER TAKING OFF, LEFT ENGINE STARTED LOOSING POWER IN FLIGHT. PILOT DECIDED TO RETURN TO DEPARTURE. ACFT LANDED SAFELY. ACFT WAS THEN PLACED FOR INSPECTION. FOUND THE LT ENGINE SECONDARY FUEL MANIFOLD CRACKED AND LEAKING FUEL. CORRECTED THIS BY CLEANING ALL RESIDUE FUEL FROM NACELLE AND ACFT. INSTALLED SERVICEABLE SECONDARY FUEL NOZZLE ASSY, (PN 3102468-1),. ACFT ENGINES WERE RUN FOR INSPECTION AND LEAK CHECKS. FOUND LT ENGINE TURBINE SEAL LEAKING AT EXHAUST PIPE. ENGINE WAS REMOVED, TURBINE SEAL REMOVED, INSTALLED NEW TURBINE SEAL (PN 896494-3) AND TURBINE SEAL ROTOR (PN 896549-2. ACFT ENGINE WERE RUN AND FOUND SATISFACTORY AT THIS TIME. ACFT RETURNED TO SERVICE.

[2011FA0000111](#)

BEECH

DISPLAY

MALFUNCTIONED

12/16/2010

B200C

70000167003

INSTRUMENT PANEL

ON THE EX600 MFD WHICH HAD JUST BEEN INSTALLED IN AUGUST OF 2010, THE PILOT REPORTED THE FOLLOWING MESSAGES WERE DISPLAYED: BROADCAST RECEIVER NOT COMMUNICATING, BROADCAST DATA NOT YET RECEIVED. THE MFD WOULD NOT DISPLAY THE WEATHER DATA FROM THE WSI-301. MX CONFIRMED THE SYS MALFUNCTION/ERROR. REPLACEMENT MFD UNIT WAS RECEIVED AND INSTALLED, CONFIGURED, AND OPS CHECKED SATISFACTORY.

[2011FA0000112](#)

BEECH

DISPLAY

MALFUNCTIONED

2/15/2011

B200C

70000167003

INSTRUMENT PANEL

THE PILOT REPORTED THE EX600 MFD DISPLAY REMAINED DIM AND NOT LEGIBLE FOR APPROX 10 TO 15 MINUTES DURING THE ACFT GROUND RUN-UP CHECKS PRIOR TO TAXI. WHEN THE DISPLAY ACHIEVED 'NORMAL' BRIGHTNESS AND WAS READABLE IN DAYLIGHT CONDITIONS, ALL THE ASSOCIATED FUNCTIONS PERFORMED IN A NORMAL MANNER. A WARRANTY EXCHANGE MFD IS BEING PROCURED. THIS IS THE SECOND EX600 MFD WITH A DISPLAY PROBLEM WE HAVE ENCOUNTERED IN THE PAST 6 MONTHS ON THIS ACFT. THE AVIONICS SHOP SUPPLYING THE WARRANTY REPLACEMENT MFD STATED THEY KNOW OF 4 OTHER UNITS THAT HAVE EXHIBITED SIMILAR PROBLEMS.

[2011FA0000170](#)

BEECH

LYC

ATTACH FITTING

CORRODED

2/19/2011

C23

O360\*

AILERON

RT FWD AILERON FAILED DUE TO CORROSION AT ATTACH POINT TO AILERON CONTROL ARM PN 169-5240201. CORROSION WAS ON LAST 6 INCHES OF CABLE AND WAS SMOOTH TO TOUCH. FAILED AFTER TAKEOFF APPROX 50 FT IN THE AIR, PLANE LANDED SAFELY. WOULD RECOMMEND SMALL INSPECTION MIRROR AND BRIGHT LIGHT FOR ANNUAL/100 HR INSP ALONG WITH LUBRICATION WITH APPROVED MATERIALS AND CLOTH TEST. WOULD ALSON RECOMMEND REMOVAL FROM ACFT EVERY 24 MONTHS FOR MORE THOROUGH INSP.

[2011F00044](#)

BEECH

CHANNEL

CHAFED

2/18/2011

C90

5044003121

ELEVATOR

ELEVATOR MOVEMENT TO CERTAIN DISTANCE CAUSES POPPING SOUND IN EMPENNAGE. INVESTIGATION RESULTED IN FINDING THE ELEVATOR TRIM MOTOR TURNBUCKLE UPPER BOLT & NUT RUBBING AGAIN THE ELEVATOR RIGGING CHANNEL, CAUSING CHAFING.

<a href="#">CA101022004</a>	BEECH	PWA	PWC	DRIVE GEAR	DETACHED
10/22/2010	D18S	R985AN14B			MAGNETO

MAG DROP OF GREATER THAN 100 RPM NOTICED ON RUN-UP. WHEN RT MAGNETO WAS REMOVED FROM THE ENG, IT WAS FOUND THAT THE NUT RETAINING THE MAGNETO DRIVE GEAR HAD FALLEN OFF, LIKELY THE RESULT OF A BROKEN COTTER PIN, CAUSING MAGNETO SPLINE AND FRONT BRG TO WEAR, EVENTUALLY CAUSING A CHANGE IN MAGNETO TIMING, AS WELL AS A LARGE QUANTITY OF METAL PARTICLES IN THE MAGNETO, BOTH OF WHICH MAY HAVE LED TO THE LOSS OF RPM. AS THE NUT WAS CAPTURED INSIDE OF THE RUBBER VERNIER COUPLING, THE FAULT COULD NOT BE SPOTTED WITHOUT THE COMPLETE REMOVAL OF THE MAGNETO FROM THE ENGINE.

<a href="#">2011FA0000154</a>	BEECH			CONTROL CABLE	BROKEN
2/27/2011	E18S			4141870971	ELEVATORS

AFTER TAKEOFF PILOT HEARD A "SNAP". ACFT PITCHED UP. PILOT REALIZED HE HAD LOST DOWN ELEVATOR CONTROL. PILOT REGAINED CONTROL BY USE OF TRIM CONTROL AND POWER REDUCTION. ACFT RETURNED FOR A SUCCESSFUL LANDING. NOTE: THE TOTAL TIME ON THE CABLE IS UNKNOWN.

<a href="#">2011FA0000169</a>	BEECH	CONT		OIL FILTER	FAILED
3/1/2011	E35	E2258		AA48109	ENGINE

AFTER START UP AND A SHORT TAXI, THE PILOT NOTICED THAT THE ENGINE RAN ROUGH. SHUTDOWN & NOTICED THAT OIL WAS LEAKING FROM THE RT SIDE COWLING. IT WAS FOUND THAT THE OIL FILTER CAN WAS SEPARATING FROM THE BASE. THIS OCCURRED AFTER 6 CYLINDERS WERE REPLACED. MX RUN UPS WERE SATISFACTORY WITH NO LEAKS NOTED. TIME ON FILTER WAS 2.9 TENTHS. REASON FILTER SEPARATED IS UNKNOWN. THE FILTER CAN IS NORMAL WITH NO SIGNS OF BULGING.

<a href="#">2011FA0000103</a>	BEECH	CONT		CIRCUIT BREAKER	FAILED
2/12/2011	F33A	IO520BB		35380132103	TAXI LIGHT

PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1398 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 5592. NOTICED NEW CIRCUIT BREAKER MFG. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

<a href="#">2011FA0000139</a>	BEECH	CONT		CIRCUIT BREAKER	FAILED
3/1/2011	F33A	IO520BB		35380132103	LANDING LIGHT

PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING TECHNICIAN FOUND THE CIRCUIT BREAKER/SWITCH TO BE AT FAULT. A.D.2008-13-17 HAD BEEN COMPLETED 1551 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 6204. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

<a href="#">2011FA0000176</a>	BEECH	CONT		CIRCUIT BREAKER	FAILED
3/13/2011	F33A	IO520BB		35380132101	NAVIGATION LIGHT

PILOT REPORTED NAV LIGHTS INOP. ON TROUBLESHOOTING TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1776 FLIGHT HRS PRIOR AND ESTIMATED CYCLES 7104. NOTICED NEW CIRCUIT BREAKER MFG. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

<a href="#">2011FA0000109</a>	BEECH	CONT		PUMP	LOW PRESSURE
2/16/2011	F33A	IO520BB			PNEUMATIC SYSTEM

PILOT REPORTED INSTRUMENT AIR PRESSURE WAS LOW AT 1700 RPM. UP ON TROUBLESHOOTING THE MECHANIC NOTICED ON INITIAL RUN UP PRESSURES WERE WITHIN LIMITS, AFTER ENGINE STARTED TO WARM UP THE PRESSURE STARTED TO DROP BELOW LIMITS. ON INSP THE VANES SHOW SOME WEAR. INSTALLED NEW

PUMP, SYS WORKED NORMAL. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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<a href="#">2011FA0000116</a>	BEECH	CONT	BEECH	STRUCTURE	CRACKED
2/18/2011	M35	IO470*			RT LE FLAP

PERFORMED INSP IAW SAFETY COMUNIQUE NR 313. FOUND RT FLAP L/E CRACKED (ABOUT 1.5 INCH LONG) IN THE VICINITY OF THE "FLAP ACTUATOR BRACKET". FURTHER FOUND NOSE RIB CRACKED AS WELL. REMOVED FLAP FOR REPAIRS.

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<a href="#">CA100809002</a>	BELL	HNYWL		BALANCE WEIGHT	SEPARATED
5/19/2010	204B	T5313BHNYWL			COOLER BLOWER

ACFT WAS IN CRUISE FLIGHT WHEN THE TRANSMISSION OIL PRESSURE WARNING LIGHT ILLUMINATED. PILOT CARRIED OUT AN UNSCHEDULED LANDING. AT THE TIME OF ENG SHUTDOWN, THE TRANSMISSION WAS SHOWING OVER 20 PSI. THE ENGINEER ONBOARD INSPECTED THE OIL COOLER BLOWER COMPARTMENT AND FOUND IT COVERED IN OIL. ENGINEER FOUND THAT ONE OF OIL COOLER FAN AND TURBINE ASSY BALANCE WEIGHTS HAD SEPARATED FROM THE FAN CAUSING AN OUT OF BALANCE CONDITION WHICH LED TO A FAILURE OF TRANSMISSION OIL COOLER LINE PN 204-040-747-001 DUE TO THE HIGH VIBRATIONS. A SERVICEABLE OIL COOLER BLOWER ASSY AND NEW OIL COOLER LINE WERE INSTALLED, THE ACFT WAS GROUND RUN AND LEAK CHECKED SERVICEABLE. TRANSMISSION WATER FILTER WAS INSPECTED AS A PRECAUTION AND NO DEBRIS WAS NOTED. WATER FILTER WAS ROUTINELY INSPECTED OVER THE NEXT SERIES OF FLIGHTS, AGAIN, NO DEBRIS NOTED. FAILURE IS BELIEVED TO HAVE BEEN CAUSED BY THE RIVET SECURING THE BALANCE WEIGHT TO THE FAN AND TURBINE FAILING DUE TO UNDETECTABLE CRACKS ON THE RIVET ITSELF. THE ENGINEER REPORTED ON THE PREVIOUS START, HE HAD FELT THE AREA FOR ROUGHNESS AND DETECTED NO ABNORMAL VIBRATIONS AT THAT TIME. THIS IS AN AREA THAT IS CHECKED BY FEEL DAILY AT RUN UP FOR BALANCE CONDITION AS BEARING FAILURE ON THE FAN AND TURBINE CAN HAPPEN, THIS HOWEVER IS THE FIRST FAILURE OF THIS KIND WE HAVE HAD.

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<a href="#">CA100809003</a>	BELL	HNYWL		BEARING	DEFECTIVE
5/29/2010	204B	T5313BHNYWL		204011761001	TAIL ROTOR

DURING A FIRE MISSION, WITH THE BAMBI IN THE WATER GETTING FILLED ON A 100 FOOT LONG LINE, THE PILOT LOST AUTHORITY OF THE TAIL ROTOR CAUSING THE ACFT TO PERFORM 3 TO 4 TURNS CLOCKWISE. PILOT WAS ABLE TO GAIN CONTROL OF ACFT AND LAND SAFELY FOLLOWING PROCEDURE ON A NEARBY SAND RUNWAY. TAIL ROTOR CROSSHEAD BEARING PN 204-011-761-001 WAS LATER FOUND BEING THE CAUSE OF THE PROBLEM BY THE AME DURING INSP. THE BALLS CONTAINED IN CAGE OF 1 SIDE OF DUPLEX BEARING WERE FOUND DISPLACED WHICH CAUSED THE TAIL ROTOR CROSSHEAD TO BE STUCK. FOLLOWING THE INCIDENT, ACFT WAS INSPECTED AND THE FOLLOWING PARTS WERE INSTALLED, CROSSHEAD PN 204-011-711-001 IN O/H COND., PITCH CHANGE SHAFT, PN 204-010-742-009 IN INSP CONDITION, PITCH CHANGE QUILL, PN 204-010-740-005 IN INSP COND., T/R CHAIN PN 204-001-739-003 IN SERVICEABLE CONDITION, T/R CROSSHEAD DUPLEX BRG IN NEW CONDITION AND ACFT WAS INSP FOR IT'S AIRWORTHINESS. THE NEW T/R CROSSHEAD BEARING INSTALLED IS A NEW TYPE MODEL.

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<a href="#">R29R20110228001</a>	BELL			DRIVE LINK	MISREPAIRED
2/28/2011	412EP			412010405111	MAIN ROTOR

BEARING IMPROPERLY STAKED IN DRIVE LINK ASSEMBLY. MAXIMUM GAP BETWEEN BEARING RACE AND LINK LUG IS .005". GAP MEASURED .015" WHEN RECIEVED FROM ABLE ENGINEERING & COMPONENT SERVICES IN PHEONIX, AZ. THIS IS THE SECOND DRIVE LINK FROM ABLE THAT HAS BEEN IMPROPERLY STAKED.

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<a href="#">FOTR2019813715</a>	BOEING			FRAME	MISINSTALLED
11/21/2010	727200				ZONE 200

BS 890 FRAME HAS FASTENER WITH NO ED IN WINDOW AREA, LT SIDE. CUTOUT DAMAGED AREA DIM .75" X .5' ON STA 890 FRAME IAW SRM 53-10-4 FIG 1. FABRICATED 2 EA DOUBLERS FROM 7075-0 .071 DIM. 11" X 3" PO 20198132 IAW SRM 53-10-4 FIG 1. HEAT TREATED PARTS TO 7075T6 IAW FORM FAS0115, REV 1. INSTALLED REPAIR PARTS IAW SRM 53-10-4, FIG 1.

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<a href="#">FOTR2019813123</a>	BOEING			HINGE	CRACKED
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12/1/2010

727200

ZONE 200

MCD UPPER AFT MOST SEGMENT FUSELAGE SIDE AFT LOBE IS CRACKED. REMOVED MAIN CARGO DOOR AFT SEGMENT HINGE IAW FREIGHTER MM, FIG 5201B, REV F. FABRICATED NEW SECTION FROM MS20001-16-7200 PO 9002399, DIM 18" X 3.75" IAW FREIGHTER MM FIG 5201B REV F. LOCATED AND DRILLED NEW AFT HINGE SECTION IAW FREIGHTER MM FIG 5201B REV F. INSTALLED NEW SECTION IAW FREIGHTER MM FIG 5201B REV F.

<a href="#">FY4Y197M20110315</a>	BOEING	SKIN	CORRODED
3/11/2011	727200	65246868	RT WING TE FLAP

HEAVY CORROSION ON RT WING INBD MIDFLAP UPPER EXTERNAL SURFACE, AT WBL128, FWD OF FLAP T/E ABOUT 22.5". ORIGINAL THICKNESS IS 0.054" AFTER CORROSION REMOVE, REMAIN THICKNESS IS 0" IAW SRM 57-50-1, PAGE 8, AREA ABOUT 1" X 1.3750". REPAIR METHOD SRM 57-50-4, FIG-8. CORROSION LEVEL WAS LEVEL 2.

<a href="#">FY4Y197M20110315A</a>	BOEING	SPAR	CORRODED
3/11/2011	727200	65217912	RT WING

HEAVY CORROSION ON RT WING INBD MIDFLAP REAR SPAR LOWER CHORD AT WBL142, ORIGINAL THICKNESS 0.121". AFTER CORROSION REMOVED, THE REMAINED THICKNESS WAS 0.051", AREA WAS 3" X 1". IT'S BEYOND LIMITED IAW SRM 57-50-1, PAGE 8. REPAIR METHOD REF SRM 57-50-2, PAGE 9 AND 51-40-4 FIG 1. THE CORROSION LEVEL WAS LEVEL 2.

<a href="#">FY4Y197M20110315B</a>	BOEING	BEAM	CORRODED
3/11/2011	727200	652418911	HORIZONTAL STAB

LT HORIZONTAL STAB TRAILING LOWER BEAM LOWER SURFACE STA96 TO 97 HAD EXFOLIATION CORROSION. ORIGINAL THICKNESS IS 0.120". AFTER CORROSION REMOVED, THE REMAINED THICKNESS WAS 0.078" AREA WAS 2.25" X 1.5". IT'S BEYOND LIMIT IAW SRM 55-10-1, PAGE 1, NOTE B. CORROSION LEVEL IS 2.

<a href="#">FY4Y197M20110315C</a>	BOEING	BEAM	CORRODED
3/11/2011	727223	652418911	LT HORIZONTAL

LT HORIZONTAL STAB TRAILING LOWER BEAM UPPER SURFACE STA 66 TO 70 HAD EXFOLIATION CORROSION. ORIGINAL THICKNESS WAS 0.091". AFTER CORROSION REMOVED, THE REMAINED THICKNESS WAS 0.025", AREA WAS 4" X 1". IT'S BEYOND LIMITED IAW SRM 55-10-1, PAGE 1, NOTE B. CORROSION LEVEL WAS 2.

<a href="#">FY4Y20110315</a>	BOEING	SPLICE	CORRODED
3/14/2011	727223	69185561	LT WING TE FLAP

THE EXFOLIATION CORROSION IS FOUND AT LT I/B MID FLAP CHORD SPLICE AT WBL 193 DURING 6C CHECK. THE ORIGINAL THICKNESS OF THE CHORD SPLICE IS 0.072". AFTER BLENT OUT, THE DIMENSION OF THE CORROSION AREA IS 3" (LENGTH) X 1" (WIDTH) AND REMAINDER THICKNESS IS 0.039". IAW SRM 57-50-1 FIG 3, THE DAMAGE IS OUT OF LIMIT. THE CHORD SPLICE WILL BE REPLACED WITH NEW ONE.

<a href="#">FY4Y197M20110315D</a>	BOEING	BEAM	CORRODED
3/11/2011	727223	65248912	HORIZONTAL STAB

RT HORIZONTAL STAB TRAILING LOWER BEAM SURFACE STA 220 TO 222 HAD EXFOLIATION CORROSION. ORIGINAL THICKNESS IS 0.105". AFTER CORROSION REMOVED, THE REMAINED THICKNESS WAS 0.065", AREA WAS 2.75" X 1". IT'S BEYOND LIMITED IAW SRM 55-10-1, PAGE 1, NOTE B. CORROSION LEVEL WAS 2.

<a href="#">FY4Y201103151</a>	BOEING	SPAR	CORRODED
3/11/2011	727223	65217911	LT WING TE FLAP

THE EXFOLIATION CORROSION IS FOUND AT LT INBD MID FLAP AFT SPAR LOWER CHORD AT WBL 82, DURING 6C CHECK. THE ORIGINAL THICKNESS OF THE CHORD IS 0.125". AFTER BLENT OUT, THE DIMENSION OF THE CORROSION AREA IS 3" (LENGTH) X 1" (WIDTH) AND REMAINDER THICKNESS IS 0.083" IAW SRM 57-50-1, FIG 3, THE DAMAGE IS OUT OF ALLOWABLE LIMIT. REPAIR THE SPAR CHORD IAW SRM 57-50-2 FIG 5 & 51-40-2, FIG 1.

<a href="#">FY4Y197M20110315E</a>	BOEING	SEAT TRACK	CORRODED
3/11/2011	727223		BS 640

DURING PERFORMED CPCP CARD NR C53-224-01 PART 1 OF 3 FOR MAIN DECK CARGO COM'P FLOOR STRUCTURE, THE SEAT TRACK AT STA BS 640+3 AND BS 640+10 LBL. 0 WAS FOUND LEVEL 2 CORROSION. REPAIR METHOD IAW SRM 53-10-5 FOR FURTHER PROCESSING.

<a href="#">FOTR2019813713</a>	BOEING	FRAME	DAMAGED
11/21/2010	727223		ZONE 200

BS 950A, FRAME HAS FASTENERS WITH NO ED IN WINDOW AREA. LT SIDE. CUTOUT DAMAGED AREA DIM. .75" X .5" ON STA 950A FRAME LT IAW SRM 53-10-4, FIG 1 FABRICATED 2 EA DOUBLERS FROM 7075-0 .071, DIM 11" X 3" PO 20198132 IAW SRM 53-10-4 FIG 1. HEAT TREATED PARTS TO 7075T6 IAW FASI FORM FAS0115 REV 1, INSTALLED REPAIR PARTS IAW SRM 53-10-4, FIG 1.

<a href="#">FOTR2019813714</a>	BOEING	FRAME	DAMAGED
11/21/2010	727223		ZONE 200

BS 930 FRAME HAS FASTENER WITH NO ED AT WINDOW AREA, LT SIDE. CUTOUT DAMAGED AREA DIM .75" X .5" ON STA 930 FRAME LT IAW SRM 53-10-4, FIG 1 FABRICATED 2 EA DOUBLERS FROM 7075-0 .071 DIM 11" X 3" PO 20198132 IAW SRM 53-10-4 FIG 1. HEAT TREATED PARTS TO 7075T6 IAW FASI FORM FAS0115 REV 1. INSTALLED REPAIR PARTS IAW SRM 53-10-4, FIG 1.

<a href="#">FOTR2021700805</a>	BOEING	STRUCTURE	DAMAGED
1/25/2011	727223		NR 3 PYLON

NR 3 PYLON DAMAGED. REMOVED TITANIUM DOUBLER FROM NR 3 PYLON IAW SRM 51-30-2 AND EA 2708-5401 REV 1, LOCATED AND DRILLED NEW TITANIUM DOUBLER PN 69-18227-2, PO 20217102 IAW SRM 51-30-5 AND 51-30-6. FABRICATED 2 EA, FREEZE PLUGS FROM 15-5PH .375 PO 20217121 DIM .278" X .5" AND FABRICATED RETAINER PLATE FROM 15-5PH .100: PO 420961 DIM 1.1" X .5". FAGED NEW FILLER FROM 2024T3 .040" PO 90010895 DIM 3.2" X 2.2" ALL IAW EA 2708-5401, REV 1. TITANIUM DOUBLER FREEZE PLUG RETAINER PLATE AND NEW FILLER INSTALLED IAW EA 2708-5401 REV 1.

<a href="#">FY4Y197M20110310</a>	BOEING	SKIN PANEL	CORRODED
3/7/2011	727223	65C139133	ZONE 100

DURING PERFORMED 6C-CHECK FOUND FUSELAGE EXTERIOR SKIN CORRODED (LEVEL 2) AT BS 1066 BETWEEN S-27L AND S-28L, IAW SRM 53-30-1, PAGE 2A PENETRATED DEPTH OUT OF LIMIT.

<a href="#">FOTR2101904027</a>	BOEING	SKIN	DAMAGED
2/25/2011	727225		ZONE 100

EVALUATE EXISTING LIGHTNING STRIKE REPAIR AT FUSELAGE SKIN STATION 296 BETWEEN STRINGER 26-25 LT. REMOVED BLIND FASTENER AT FUSELAGE SKIN STATION 296 BETWEEN STRINGER 26-25 LT IAW SRM 51-30-2. HFEC AREA IAW NDTM 51-00-00 FIGURE 23 PART 6 WITH NO DEFECTS NOTED. INSTALLED FASTENER IAW SRM 51-30-2. FASI NR 04027

<a href="#">FOTR2101904238</a>	BOEING	SKIN	DAMAGED
2/25/2011	727225		ZONE 100

EVALUATE EXISTING LIGHTNING STRIKE REPAIR AT FUSELAGE SKIN STATION 506 BETWEEN STRINGER 24-25 LT. REMOVED BLIND FASTENER AT FUSELAGE SKIN STATION 506 IAW SRM 51-30-2. HFEC AREA IAW NDTM 51-00-00 FIGURE 23 PART 6 WITH NO DEFECTS NOTED. INSTALLED FASTENER IAW SRM 51-30-2.

<a href="#">FOTR2101904448</a>	BOEING	SKIN	DENTED
2/25/2011	727225		ZONE 100

EVALUATE EXISTING DENT AT FUSELAGE SKIN STATION 364 BETWEEN STRINGER 23-24 RT. REMOVED PREVIOUS REPAIR FROM BS364 STR. 23-24 RT IAW SRM 51-30-2. FABRICATED NEW REPAIR DOUBLER FROM 2024T3 .071 PO 90010841 DIM. 8.5" X 11" AND FABRICATED NEW STRUCTURAL FILLER FROM 2024T3 .063 PO 90011114 DIM. 3.75" X 3" IAW SRM 53-30-3 FIG.3A AND ERA 2815-5301. INSTALLED DOUBLER AND FILLER IAW SRM 53-30-3 FIG. 3A AND 51-30-2.

<a href="#">FOTR2101904250</a>	BOEING	SKIN	DAMAGED
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2/25/2011	727225		ZONE 100
EVALUATE EXISTING LIGHTNING STRIKE REPAIR @ FUSELAGE SKIN STA. 720B+3 AND 702B+4 BETWEEN STR. 18-19 L/H.... REMOVED BLIND FASTENER @ FUSELAGE SKIN STA 720B+3 AND 720B+4 IAW B727 SRM 51-30-2. HFEC AREA IAW N727 NDTM 51-00-00 PART 6 FIGURE 23 WITH NO DEFECTS NOTED. INSTALLED FASTENER IAW B727 SRM 51-30-2. FASI NR 04250 AND 04251			
<a href="#">FOTR2101904249</a>	BOEING	SKIN	DAMAGED
2/25/2011	727225		ZONE 100
EVALUATE EXISTING LIGHTNING STRIKE REPAIR AT FUSELAGE SKIN STATION 720A BETWEEN STRINGER 18-19 LT. REMOVED BLIND FASTENER AT FUSELAGE SKIN STATION 720A BETWEEN STRINGER 18-19 LT IAW SRM 51-30-2. HFEC AREA IAW NDTM 51-00-00 FIGURE 23 PART 6 WITH NO DEFECTS NOTED. INSTALLED FASTENER IAW SRM 51-30-2. FASI NR 04249			
<a href="#">FOTR2102212546</a>	BOEING	SKIN	DENTED
3/14/2011	7272A1		BS 1336
EVALUATE EXISTING DENT ON FUSELAGE SKIN AT BS 1336 ABOVE STRINGER 26L. EVALUATED DENT AND FOUND TO BE OUT OF LIMITS IAW SRM 53-30-1, FIG 1, DETAIL 2. DEBONDED AND REBONDED SKIN IAW SRM 51-20-4, REMOVED DAMAGED AREA IAW SRM 51-40-2, FABRICATED REPAIR DOUBLER FROM .050 2024T3 PO 90011142, DIM 10" X 9.5" IAW SRM 53-30-2 AND 51-40-2. INSTALLED REPAIR DOUBLER AND REBONDED SKIN IAW SRM 51-30-2 AND 51-20-4.			
<a href="#">FOTR2102212315</a>	BOEING	SKIN	CRACKED
3/14/2011	7272A1		NR 2 SLAT
NR 2 SLAT LWR SKIN CRACKED AT INBD TRACK TO SKIN ATTACH FASTENERS. CUT OUT DAMAGED AREA DIM 3.3" X 5.55" IAW SRM 57-50-3, FIG 1. FABRICATED REPAIR DOUBLER FROM 7075T6 .080 PO 90011142 DIM 6.75" X 7.4" AND FILLER FROM 7075T6 .080 PO90011142 DIM 5.55" X 3.3" IAW SRM 57-50-3, FIG 1 AND 57-50-2 FIG 2 AND 51-20-1, FIG 2. INSTALLED REPAIR DOUBLER AND FILLER IAW SRM 57-50-3, FIG 1. FASI NR 12315.			
<a href="#">FOTR2102212576</a>	BOEING	TAB	DEBONDED
3/15/2011	7272A1		AILERON
LT OTBD AILERON TAB HAS DISBOND ON INBD END. REMOVED DAMAGE ON AILERON INBD END DIM 7" X 3" IAW SRM 51-40-20, PAGE 12, PARA 7. FABRICATED REPAIR CORE IAW SRM 51-40-20, PAGE 14, PARA 8. USING DUR-5052-44-3/16 PO 9009476 DIM 7" X 3". BONDED CORE IAW SRM 51-40-20, PAGE 16, PARA 9. FABRICATED REPAIR DOUBLER USING 2024T3 .012 PO 9008354 DIM 8.5" X 4.5" IAW SRM 51-40-20, PAGE 14, PARA 8. BONDED DOUBLER IAW SRM 51-40-20, PAGE 59, PARA 20. CLEANED SEALED AND FINISHED REPAIR IAW SRM 51-40-20, PAGE 62, PARA 22.			
<a href="#">FOTR2102212575</a>	BOEING	TAB	DEBONDED
3/15/2011	7272A1		LT WING AILERON
LT OTBD AILERON TAB HAS DISBOND ON OTBD END. REMOVED DAMAGE ON AILERON TAB DIM 2" X 2" IAW SRM 51-40-20, PAGE 12, PARA 7. FABRICATED REPAIR CORE IAW SRM 51-40-20, PAGE 14, PARA 8 USING DUR-5052-44-3/16 PO 9009476 DIM 2" X 2". BONDED CORE IAW SRM 51-40-20 PAGE 16, PARA 9. FABRICATED REPAIR DOUBLER USING 2024T3 .012 PO 9008354 DIM 3.5" X 3.5" IAW SRM 51-40-20, PAGE 14 PARA 8. BONDED DOUBLER IAW SRM 51-40-20, PAGE 59 PARA 20. CLEANED SEALED AND FINISHED REPAIR IAW SRM 51-40-20, PAGE 62, PARA 22.			
<a href="#">FOTR2102212307</a>	BOEING	SPAR	CRACKED
3/15/2011	7272A1		LT WING
NR 1 SLAT ACTUATOR OTBD MOUNT SUPPORT ON LT WING FRONT SPAR CRACKED. REMOVED CRACKED WEB FROM L/E LT WING SLAT STA 398.1 IAW SRM 51-30-2. FABRICATED NEW WEB FROM 7075T6 .063 PO 9009533 DIM 4.5" X 9" IAW SB 727-57-0130 FIG 1. INSTALLED REPAIR WEB IAW SB 727-57-0130, FIG 1 AND SRM 51-30-2.			
<a href="#">FOTR2102212402</a>	BOEING	SKIN	GOUGED
3/14/2011	7272A1		NR 5 SLAT RT
RT WING NR 5 SLAT T/E SKIN BY INBD HOOK IS GOUGED. CLEANED AREA ON NR 5 SLAT IAW MM12-40-00, FOUND			

AREA OF GOUGE TO BE OUT OF LIMITS IAW SRM 57-50-1, FIG 2. FRABRICATED REPAIR PLATE FROM 7075-T6, .125 PO 90095-66, MEA 6.5 X 3.1885 IAW SRM 57-50-3, INSTALLED DOUBLER AND TAIL HOOK, IAW SRM 51-30-2.

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<a href="#">FOTR2102212349</a>	BOEING	SKIN	DAMAGED
3/14/2011	7272A1		BS 400 S2-3R

DRILL STARTS IN FUSELAGE AT STR 2R STA 400. FOUND AREA TO HAVE A SMALL DELAMINAION ON TEAR STRAP AT STR 2R-3R, L1 = .5 PERCENT = 5 PERCENT, FOUND TO BE WITHIN LIMITS, IAW SRM 53-30-4, FIG 7. INSTALLED RIVETS IAW SRM 51-10-2, 53-30-4.

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<a href="#">FOTR2102212485</a>	BOEING	WEDGE	DEBONDED
3/14/2011	7272A1		RT WING TE FLAP

RT INBD MID FLAP T/E WEDGE, LWR INBD NR 1 TRACK IS DISBONDED. REMOVED DAMAGED AREA, SANDED, CLEANED AND PREPPED AREA IAW SRM 51-40-20 PARA NR 7, REPAIRED RT INBD MIDFLAP T/E WEDGE LWR NR 1 TRACK AREA BY HOT BONDING REPAIR IAW SRM 51-40-20, PARA NR 20.

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<a href="#">FOTR2102212339</a>	BOEING	SKIN	CRACKED
3/14/2011	7272A1		LT WING TE FLAP

LT WING OTBD FLAP, AFT FLAP HAS CRACK AT L/E, JUST INBD OF MOST OTBD TRACK. CUT OUT DAMAGED AREA DIM 1.2" X 1" ON LT WING OTBD FLAP L/E IAW SRM 57-50-4, FIG 9. FABRICATED REPAIR DOUBLER FROM 2024T3 .040 PO 90011142, DIM 7.1" X 7.3" AND FILLER DIM 1.2" X 1" FROM 2024T3 .040 PO 90011114 IAW SRM 57-50-4, FIG 9 AND 57-50-2, FIG 4. INSTALLED REPAIR PARTS IAW SRM 57-50-4, FIG 9 AND 51-30-2.

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<a href="#">FOTR2102212361</a>	BOEING	SEAT TRACK	CORRODED
3/14/2011	7272A1		ZONE 200

BL-O-SEAT TRACK CORRODED STA 610. REMOVED BL-O- SEAT TRACK STA 590-730 IAW SRM 51-30-2 FABRICATED NEW SEAT TRACK FROM 40456, 7178T6511 PO 9007703 DIM 120" IAW SRM 51-10-2, 51-30-5. INSTALLED SEAT TRACK IAW SRM 51-30-2.

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<a href="#">FOTR2102212335</a>	BOEING	TAB	DEBONDED
3/14/2011	7272A1		LT WING AILERON

LT WING OTBD AILERON TAB IS DISBONDED AT 4 EA PLACES. REMOVED DAMAGED ON LT OTBD AILERON TAB 30" FROM OTBD END, DIM 7" X 4" IAW SRM 51-40-20-PAGE 12, PARA 7. FABRICATED REPAIR CORE IAW SRM 51-40-20, PAGE 14, PARA 8, USING DUR-5052-44-3/16-N-E ALUMINUM CORE PO 9009476 DIM 7" X 4". BONDED CORE IAW SRM 51-40-20 IAW SRM 51-40-20 PAGE 16, PARA 9. FABRICATED REPAIR DOUBLER USING 2024T3 .012 PO 9008354 DIM. 8.5" X 5.5" IAW SRM 51-40-20, PAGE 14, PARA 8. BONDED DOUBLER IAW SRM 51-40-20, PAGE 59, PARA 20. CLEANED, SEALED AND FINISHED REPAIR IAW SRM 51-40-20, PAGE 62, PARA 22. WEIGHT OF TAB POST REPAIR IS 4.0 LBS WITHIN LIMITS IAW SRM 51-80-6, FIG 1.

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<a href="#">7AHR2011030803</a>	BOEING	SKIN	DENTED
3/8/2011	737290C		ZONE 300

A DENT WAS FOUND ON THE RT HORIZ STABILIZER LOWER SURFACE BETWEEN STABILIZER STA 120.0 AND 129.0 JUST FORWARD OF THE REAR SPAR. A/Y RATIO DETERMINED THE DENT WAS OUT OF LIMITS. THIS AREA WAS THEN REPAIRED IAW SRM REF 55-10-3, FIG 8. NO OTHER DAMAGE WAS NOTED AT THIS LOCATION.

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<a href="#">7AHR2011021801</a>	BOEING	STRINGER	CORRODED
2/18/2011	737290C	BAC1498117	BS 344

DURING A C-CHECK, A VISUAL INSP REVEALED CORROSION ON STR 22 LT AT FUSELAGE BODY STA 344. A 20 IN SECTION OF STR WAS REPLACED IAW SRM REF 53-10-3. NO OTHER DAMAGE WAS NOTED AT THIS LOCATION.

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<a href="#">7AHR2011021802</a>	BOEING	STRINGER	CORRODED
2/18/2011	737290C	BAC1498117	ZONE 100

DURING C-CHECK, A VISUAL INSP REVEALED CORROSION ON STR 19 LT AT BODY STA 294.5. A 16 IN SECTION OF STRINGER WAS REPLACED IAW SRM REF 53-10-3. NO OTHER DAMAGE WAS NOTED AT THIS LOCATION.

<a href="#">2011FA0000121</a>	BOEING		POWER SUPPLY	INOPERATIVE
2/22/2011	757236		20121	EMERGENCY LIGHTS
LT FWD EMERGENCY EXIT LIGHTS WILL NOT TEST (FIRST CLASS & LT 1 DOOR SLIDE LIGHTS). REPLACED POWER SUPPLY.				
<a href="#">2011FA0000126</a>	BOEING	AIRCROISERS	SPRING	BROKEN
2/23/2011	757236			GIRT BAR
R1 DOOR ESCAPE SLIDE GIRT BAR HAS RT LEAF SPRING BROKEN.				
<a href="#">2011FA0000120</a>	BOEING		BULB	BURNED OUT
2/22/2011	757236			EMERGENCY LIGHT
EMERGENCY LIGHT AT OVERHEAD BIN 29L (ABC) INOPERATIVE.				
<a href="#">2011FA0000118</a>	BOEING		BATTERY PACK	UNSERVICEABLE
11/28/2010	757236		20121	EMERGENCY LIGHTS
OUTSIDE EMERGENCY LIGHTS ARE INOP AT DOORS 1L, 1R AND 4R.				
<a href="#">2011FA0000122</a>	BOEING		COVER	DAMAGED
2/22/2011	757236			L1 DOOR
DOOR 1, LT SIDE COVER FWD LATCH MOUNT DAMAGED.				
<a href="#">2011FA0000119</a>	BOEING		POWER SUPPLY	UNSERVICEABLE
2/22/2011	757236		20131A	EMERGENCY LIGHTS
FIRST CLASS EMERGENCY EXIT LIGHTS INOP, RT SIDE INCLUDING R1 SIDE LIGHT.				
<a href="#">2011FA0000107</a>	BOEING		CHARGER	MALFUNCTIONED
2/15/2011	757236			EMERGENCY LIGHTS
EMERGENCY LIGHT AT OVERHEAD BIN STA 530 INOP. R & R CHARGER IAW AMM 33-51-7. OPS CHECKS GOOD.				
<a href="#">2011FA0000200</a>	BOEING		ANGLE	CRACKED
3/11/2011	7673Y0		54110891	LT NACELLE
DISCOVERED PURSUANT COMPLIANCE WITH TASK CARD 767-57-594-00, LT WING AFT PYLON FAIRING INBOARD ANGLE T/E IS CRACKED IN RADIUS. NAC STA 408. CAUSE UNKNOWN. INSTALLED REPAIR ANGLES IAW DWG 54-11089-1 AND B767-300 SRM 51-40-02 AND EO RN 767-57-30.				
<a href="#">2011FA0000167</a>	CESSNA		BELLCRANK	BROKEN
3/10/2011	150F		0411258	ELEVATOR SYS
DURING ANNUAL INSP, FOUND ELEVATOR BELLCRANK PN 0411258 WITH A BEARING THAT CAME LOOSE FROM IT'S SWAGED MOUNTING. THE ONLY THING THAT KEPT IT FROM FALLING OUT COMPLETELY WAS THE FORK ROD THAT CONNECTS TO THE CONTROL COLUMN. ONCE THIS ROD WAS REMOVED THE BEARING FELL OUT. BEARING WAS NOT WORN, JUST POOR SWAGE/PRESS JOB. BELLCRANK PIVOT BEARING WAS OK. SLIGHT EXTRA PLAY AND CLICK NOISE COULD BE FELT PULLING BACK ON CONTROL COLUMN. BELLCRANK ASSY REPLACED.				
<a href="#">2011FA0000221</a>	CESSNA	CONT	CYLINDER	GALLED
3/24/2011	150L	O200A	TIST611DCA	ENGINE
DURING O/H, NEW STEEL CYLINDERS WERE INSTALLED AT CUSTOMERS REQUEST. THE STEEL CYL KIT TIST61.1DCA CONSISTED OF CYL ASSEMBLIES SN: 22070-146, 22070-141, 22070-140 & 22070-133. AFTER REINSTALLATION OF THE ENG, AN ENG TEST RUN WAS PERFORMED WITH NORMAL RESULTS. 3 TEST RUNS OF 10 MINUTES WERE PERFORMED. ALL ENG INDICATIONS AND PRESSURES WERE NORMAL. THE ACFT WAS COWLED AND TEST FLIGHT BY CUSTOMER WAS ATTEMPTED. THE INITIAL RUN-UP WAS NORMAL, HOWEVER AS FULL POWER WAS APPLIED THE ENG BEGAN TO LOOSE POWER AND WAS EXTREMELY ROUGH AND THE TAKEOFF WAS ABORTED. DURING EXAM, NR 4 CYLINDER HAD ZERO COMPRESSION. THE INTAKE VALVE WAS STUCK IN THE				

OPEN POSITION. UPON FURTHER EXAM, ALL CYL INTAKE VALVES WERE GALLED AND STICKING. THE VALVES COULD NOT BE MOVED BY HAND. MFG WAS NOTIFIED AND STATED THAT THEY HAD RECENTLY RECEIVED REPORTS OF THIS AND THEY WERE REVIEWING THEIR DWGS. MFG DID AUTHORIZE TO REPAIR THE ISSUES, HOWEVER 4 CYL WERE REMOVED AND SENT BACK TO MFG. REPAIR STATION FEELS THAT THE ISSUE IS EITHER THE VALVE TO VALVE GUIDE CLEARANCE METAL INCOMPATIBILITY.

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<a href="#">2011FA0000114</a>	CESSNA	LYC	LINE	LEAKING
1/18/2011	152	O235*	040031158	FUEL SYSTEM

SMALL AMOUNT OF CORROSION ON UNDERSIDE OF FUEL LINE, RESULTED IN PIN-HOLE LEAK.

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<a href="#">2011FA0000135</a>	CESSNA	LYC	SPARK PLUG	FRACTURED
2/12/2011	152	O235L2C	REM37BY	ENGINE

A LOSS OF ENGINE POWER DURING FLIGHT. EXAMINATION OF ENGINE FOUND THAT THERE WAS A CATASTROPHIC FRACTURE AT THE FLANGE OF THE SPARK PLUG LEAVING THE COPPER GASKET WASHER STILL HELD IN PLACE ALONG WITH THE THREAD FROM THE SPARK PLUG BUT THE PLUG WAS COMPLETELY OUT OF THE CYLINDER WITH THE ELECTRODE AND CERAMIC INSULATOR STILL ATTACHED. UPON FURTHER INSPECTION, IT APPEARED THAT THE PLUG FAILED FROM FRACTURE ALL AT ONE TIME, AS IT DID NOT APPEAR THAT THERE WERE ANY PREVIOUS CRACKS.

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<a href="#">CA100923007</a>	CESSNA	LYC	ENGINE	MAKING METAL
9/22/2010	152	O235L2C		

(CAN) LARGE AMOUNT OF METAL DISCOVERED IN ENGINE OIL FILTER DURING INP. ENGINE IS BEING SENT OUT TO ENGINE AMO TO INSPECT FOR DEFECTS AND REPAIR. TSO: 551 HRS. ENGINE IS ON A TC APPROVED MX SCHEDULE AND APPROVED TO BE ON-CONDITION. DISCOVERED DURING "ON CONDITION" INSPECTION.

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<a href="#">2011FA0000166</a>	CESSNA	LYC	VALVE SPRING	BROKEN
10/22/2010	152	O235L2C		ENGINE

WHILE ADJUSTING VALVE TAPPET CLEARANCE IAW MFG S.I. 1068A, FOUND INNER VALVE SPRING BROKEN ON CYLINDER NR 3 EXHAUST VALVE. NO OPERATIONAL PROBLEMS NOTED. COMPLIED WITH SB388C EXHAUST VALVE WOBBLE CHECK AND REPLACED BOTH BROKEN INNER AND UNBROKEN OUTER VALVE SPRINGS. VISUALLY INSPECTED ALL OTHER SPRINGS. SPRING WAS BROKEN NEAR THE BOTTOM (TOWARDS CYLINDER) WITHIN 1.5 TWIST.

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<a href="#">CA100930010</a>	CESSNA	LYC	CABLE	FRAYED
9/30/2010	172M	O320E2D	505590401	SEAT STOP

THIS REEL IS PART OF A SECONDARY SEAT STOP KIT (SK210-174A) THAT WAS MARKETED IAW SEB 07-5 TO ALLEVIATE THE DANGER OF THE PILOT'S SEAT SLIDING BACK AND CAUSING ACFT CONTROL PROBLEMS. A MORE RECENT REVISION TO THE SB DEMANDED A CHANGE TO THE REEL ASSY TO ADDRESS CABLE RETRACTION PROBLEMS THAT WOULD CAUSE CABLE BENDING AND FAILURE. THIS PARTICULAR UNIT IS THE NEWER VERSION INTENDED TO OVERCOME THE CABLE PROBLEM BUT IT HAS FAILED AS WELL AFTER ONLY 384 HOURS. SUBMITTER SUGGESTS THAT MFG OFFER A REDESIGNED SET OF SEAT RAILS AND SEAT LOCKS SIMILAR TO THE SYS FOUND IN THEIR NEW ACFT TO TERMINATE AD CF87-15R2 AND US FAA AD 87-20-03R2 AND TO ELIMINATE THE NEED FOR TROUBLESOME SECONDARY STOPS.

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<a href="#">2011FA0000171</a>	CESSNA	LYC	CARBURETOR	DAMAGED
3/10/2011	172M	O320E2D	MA4SPA	ENGINE

CARB WAS INSPECTED DUE TO ROUGH ENGINE OPERATION. UPON INSP IT WAS FOUND THAT 2 BOLTS THAT AFFIX THE 2 HALVES OF THE CARB TOGETHER WERE LOOSE ALLOWING A GAP OF APPROX .0265 INCH BETWEEN THE 2 HALVES OF THE CARB. THE BOLTS WERE STILL HELD IN PLACE BY THE TAB WASHERS. THE CONCLUSION IS THAT THE THREADS ON THE BOLTS AND OR CARB BODY WERE WORN TO SUCH A DEGREE THAT THE BOLTS WERE ALLOWED TO WORK UP OUT OF THE CARB. NOT RECOMMEND THAT THE BOLTS BE RETIGHTENED AND RETURNED TO SERVICE AS SUBSEQUENT FAILURE IS PROBABLE.

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<a href="#">2011FA0000130</a>	CESSNA		FLAP TRACK	CORRODED
2/19/2011	172R		05250012	ZONE 500

LEFT HAND FLAP TRACKS HAD EXFOLIATION CORROSION AT THE UPPER END OF THE TRACK.

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<a href="#">2011FA0000141</a>	CESSNA		CONTROL CABLE	FRAYED
3/1/2011	172S		0510105360	AILERONS

THE AILERON CABLE WAS FRAYED AND WORN SHOWING BROKEN STRANDS AT FUSELAGE STATION 65.33 WHERE THE CABLES PASS THROUGH THE 3 CEILING MOUNTED NYLON PULLEYS.

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<a href="#">NX4R00006A</a>	CESSNA		CONTROL CABLE	WORN
3/14/2011	172S		0510105308	ELEVATOR

DURING A 100 HR INSP, THE "UP" ELEVATOR CABLE WAS FOUND WORN AT FS-65.33. THE CABLE HAD MANY STRANDS WORN GREATER THAN 50 PERCENT THROUGH.

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<a href="#">2011FA0000179</a>	CESSNA	LYC	PUMP	LEAKING
3/16/2011	172S	IO360L2A	LW15473	ENGINE

EVIDENCE OF OIL STREAMING DOWN BELLY TO TAIL. OIL NOTED DRIPPING FROM A DRAIN TUBE BELOW FIRE WALL. DRAIN TUBE CONNECTED TO AN OVERFLOW FITTING ON ENGINE MOUNTED MECHANICAL FUEL PUMP. PUMP R & R. PUMP CORE DISASSEMBLED & OIL FOUND LEAKING THROUGH 1ST OF 2 DIAPHRAGMS IN DUAL DIAPHRAGM PUMP. RUBBER MATERIAL COVERING BASE MATERIAL OF DIAPHRAGM FOUND FLAKING OFF. BASE MATERIAL POROUS & ALLOWED OIL THROUGH 1ST DIAPHRAGM INTO RING CHAMBER THAT ALLOWS OIL TO DRAIN OVERBOARD WITHOUT CONTAMINATION FUEL SIDE OF PUMP. FAILURE OF 2ND DIAPHRAGM WOULD ALLOW FUEL INJECTION TO BECOME CONTAMINATED. IN A 2 MONTH PERIOD, HAVE FOUND 2 PUMPS DRAINING OIL OVERBOARD. A 3RD ACFT FOUND WITH OIL CONTAMINATED FUEL INJECTION SYS.

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<a href="#">2011FA0000143</a>	CESSNA	CONT	MUFFLER	OBSTRUCTED
3/2/2011	182F	O470R	CEM0007	ZONE 100

THE STARBOARD MUFFLER BAFFLE CONE BROKE LOOSE FROM THE MUFFLER HOUSING AND OBSTRUCTED THE EXHAUST PIPE, CREATING BACK PRESSURE IN THE EXHAUST SYSTEM WHICH CAUSED THE ENGINE TO LOSE POWER. THE SUBSEQUENT FORCED LANDING ACCIDENT SUBSTANTIALLY DAMAGED THE AIRCRAFT AND AN AUTOMOBILE ON THE GROUND. THE FIVE PEOPLE IN THE AIRCRAFT AND IN THE CAR RECEIVED ONLY MINOR INJURIES.

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<a href="#">JRUR2011030119HP</a>	CESSNA	LYC	GASKET	LEAKING
2/25/2011	182T	IO540AB1A5		PROPELLER HUB

RED DYE LEAKING FROM TWO SCREWS THAT ATTACH THE PROPELLER BALANCE RING TO THE HUB. THE PROPELLER HAS 640.1 HOURS SINCE OVERHAUL. THE PROPELLER HAS THE (OLD) STYLE HUB GASKET THAT REQUIRES A BLACK PERMATEX SEALANT TO BE USED.

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<a href="#">2011FA0000140</a>	CESSNA	LYC	SLICK	DISTRIBUTOR BLK	BURNED
3/1/2011	182T	IO540AB1A5			MAGNETO

REMOVED LEFT MAGNETO FOR 500 HOUR INSPECTION AND FOUND DISTRIBUTOR BLOCK ASSEMBLY BURNED THROUGH AND PIECES FLOATING AROUND INSIDE MAGNETO. LARGE AMOUNT OF DUST COATED SURFACES AND BURNING EVIDENT ON COIL AND ROTOR HOUSING. CARBON BRUSH AND CAM ARE EXTREMELY WORN. ACCORDING TO THE ENGINE LOG THE MAGNETOS WERE R&R AT TACH TIME 1007.7 FOR 500HR INSPECTION ON 04/17/2009. DURING PRE-INSPECTION RUN-UP MAG DROP WAS NO MORE THAN 75-80RPM AT 1800RPM MIXTURE FULL RICH.

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<a href="#">2011FA0000219</a>	CESSNA	LYC	SLICK	POINTS	CORRODED
3/22/2011	182T	IO540AB1A5			MAGNETO

AT THE LAST ANNUAL INSP, FOUND THE RT MAG POINTS PITTED AND REPLACED WITH A NEW SET OF M-3081 POINTS. CUSTOMER CALLED AS WAS HAVING PROBLEMS WITH THE RT MAG, DEAD, NO SPARK. UPON INVESTIGATION, THE PROBLEM WAS THE POINTS TAB WAS BROKEN AND LAYING IN THE CASE. CALLED MFG, THEY TOLD ME THAT THEY HAVE ABOUT 10 TO 15 FAILURES PER YEAR. ALSO TOLD ME THEY ARE WORKING ON A NEW DESIGN. THE TAB IS THE SPRING PART THAT MATES THE POINT TO THE BASE. THESE PARTS HAVE 6 HRS ON THEM SINCE NEW. HAVE BEEN DOING MAGS FOR 20+ YEARS AND HAVE NEVER HAD THIS HAPPEN. INSPECT

POINT BEFORE INSTALLING.

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<a href="#">2011F00042</a>	CESSNA	PWA	SPAR	BENT
2/22/2011	208	PT6A114A		HORIZONTAL STAB

DURING PHASE 10 INSP FOUND THE HORIZ STAB FWD FACE OF THE MAIN SPAR BENT AND CRACKED IN THE CTR OF THE WEB AREA IN BETWEEN THE MAIN ATTACHMENT POINTS TO FUSELAGE STRUCTURE WITH THE STABILIZER REMOVED FROM THE ACFT TAILCONE.

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<a href="#">2011F00038</a>	CESSNA	PWA	CAPACITOR	BURNED
2/12/2011	208B	PT6A114A		A/P COMPUTER

AUTOPILOT FAILED, PILOT SMELLED ELECTRICAL ODOR/FUMES. PILOT SAW SMOKE COMING FROM AUTOPILOT ENGAGE BUTTON. PILOT PULLED AND SECURED AUTOPILOT CIRCUIT BREAKER, SMOKE CLEARED IMMEDIATELY. AN INTERNAL INVESTIGATION OF THE AUTOPILOT COMPUTER REVEALED A BURNED CAPACITOR.

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<a href="#">CA101018013</a>	CESSNA	CONT	SWITCH	FAILED
10/15/2010	210L	IO520L	TA201TWB	LANDING LIGHT

SNAG: LANDING LIGHT SWITCH TO VERIFY, LANDING LIGHT SWITCH (1) PN: TA-201-TW-B. REPLACED NEW IAW SB SEB09-6 (DUE SPARKING COMING OUT THROUGH KNOB WHEN PUTTING SWITCH AT ON POSITION) CONNECTING, WIRES, TERMINALS, CHECKED OK SWITCH SECURED AND FUNCTIONAL CHECKED OK. (SWITCH OFF PN: TA-201-TW-B DATE INSTALLED JAN 12, 2010 AT 7281.7 HRS. )

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<a href="#">2011F00063</a>	CESSNA		TIRE	FLAT
3/3/2011	402A		600X6	NLG

NOSE FLAT TIRE DUE TO FOD.

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<a href="#">2011FA0000081</a>	CESSNA	CONT	PROBE	MISMANUFACTURED
1/6/2011	421C	TSIO520N	400509	OIL TEMP

NEW INSTALLATION OF EDM-960 DIGITAL ENG MONITOR AS PRIMARY REPLACEMENT OF ALL FACTORY INSTALLED ENGINE INSTRUMENTATION IAW STC SA01828SE. SECOND INSTANCE, TO HAVE FOUND THE NEW PN 400509 OIL TEMP PROBE SUPPLIED WITH KIT WILL NOT FIT ORIGINAL FACTORY OIL TEMP PROBE LOCATION ON LT AND RT OIL COOLER ASSEMBLIES. ORIGINAL FACTORY OIL TEMP PROBES, PN 102-00002 AND ARE EQUIPPED WITH 7/16-20 STRAIGHT THREADS. THE PN 400509, OIL TEMP PROBE IS EQUIPPED WITH 5/8-18 STRAIGHT THREADS. AN ALTERNATE OIL TEMP PROBE PN 400505 IS EQUIPPED WITH 3/8-24 PIPE THREADS AND ALSO FAILS TO FIT THIS INSTALLATION IN THE FACTORY OIL TEMP LOCATIONS. SUGGEST MFG OIL TEMP PROBES OF APPROPRIATE SIZE AND THREAD PITCH FOR INSTALLATION IN ACFT UNDER THEIR CURRENT AML OR GET APPROVAL FROM THE MFG TO SAMPLE OIL TEMP AS A PRIMARY INDICATION FROM AN ALTERNATE LOCATION ON THE ENGINE WHICH THEIR CURRENT PROBES WILL FIT.

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<a href="#">2011FA0000178</a>	CESSNA	WILINT	PRECOOLER	SPLIT
3/2/2011	525A	FJ44	99144024	BLEED AIR

CREW REPORTED A 50 DEGREE TEMP SPLIT IN FLIGHT. FOUND THE RT PYLON PRE-COOLER SPLIT AT SEAMS. RESULTING IN BLEED AIR LEAK INSIDE THE PYLON WHICH CAUSED FAILED CONDUCTIVITY TEST RESULTS OF THE PYLON AND FUSELAGE SKINS.

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<a href="#">2011FA0000128</a>	CESSNA		CESSNA	BEARING	LOOSE
2/24/2011	525B			63420113	NLG

HYDRAULIC LIGHT FLASHED ON AND OFF WITH LANDING GEAR CYCLING AND GEAR UNSAFE LIGHT. FOUND NOSE GEAR UPLOCK SWITCH OUT OF ADJUSTMENT,(ADJUSTED) OPS CHECK GOOD ON JACKS. REPETE SQUAWK ON NEXT FLIGHT. FOUND NOSE GEAR STRUT EXTENSION BEYOND LIMITS. DISASSEMBLED NOSE GEAR, FOUND BEARING PN 6342011-3 LOOSE, ALSO FOUND 4 EA. RETAINING SET SCREW PN NAS1081-3B4 NOT INSTALLED. WHICH CAUSED BEARING TO BACK OFF AND LEGTHEN THE STRURT EXTENSION, TO GENERATE THE MALFUNCTION. SECTION 32-20-00, FIGURE 1001, ITEMS 231, 232. OF 525B IPC.

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<a href="#">2011FA0000106</a>	CESSNA	PWA	BFGOODRICH	BEARING	BROKEN
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2/15/2011 560CESSNA JT15D5 99121254 STARTER GEN

CREW NOTICED A VIBRATION IN CRUISE. IDENTIFIED ELECTRICAL POWER LOSS IN RT STARTER/GENERATOR. ISOLATED STARTER/GENERATOR. NO FURTHER PROBLEMS EXPERIENCED DURING THE FLIGHT. RESEARCH REVEALED THE STARTER/GENERATOR, O/H, HAD THE SAME FAILURE PRIOR TO BEING OVERHAULED. BECAUSE OF THE CALENDAR TIME, IT WASN'T POSSIBLE TO TRACE THE COMPONENT HISTORY OF THE BEARINGS, VENDOR, ETC. STARTER/GENERATOR RETURNED FOR FURTHER EVALUATION.

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<a href="#">2011FA0000236</a>	CESSNA		STRUCTURE	CORRODED
3/30/2011	680CE		692251011	LT WING L/E

DURING REPAIR OF THE LT WING L/E, FOUND CORROSION IN AN AREA THAT IS NOT ACCESSIBLE WITHOUT REMOVING RIVETS AND THE DIFFUSER TUBE. THESE AREAS WERE BLENDED AND PRIMERED USING REPAIR DATA FROM MFG. THIS SITUATION WOULD HAVE CONTINUED TO CORRODE WITHOUT ANY INDICATION HAD MX NOT BEEN NEEDED IN THIS AREA FOR OTHER REASONS.

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<a href="#">2011FA0000134</a>	CESSNA		CONNECTOR	DAMAGED
2/9/2011	680CE			RT WING

DURING FUEL TANK INSPECTIONS, FINDING ELECTRICAL BLANKING PINS IN WING ROOT OF FUEL TANKS. PINS FALLING OUT OF PLUGS PREVIOUSLY INSTALLED DURING ACFT MFG.

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<a href="#">2011FA0000234</a>	CESSNA	CONT	CONTROL CABLE	OUT OF POSITION
2/21/2011	A185F	IO520D		MIXTURE

DURING THE FIRST FLIGHT TEST AFTER ENGINE INSTALLATION, THROTTLE CONTROL CABLE STARTED TO MOVE HARD AND SEEMED TO BE BINDING. PILOT WAS UNABLE TO MAKE SMALL ADJUSTMENTS WITH THROTTLE. THE TEST FLIGHT WAS STOPPED AND ACFT LANDED WITHOUT ANY PROBLEM. ENGINE COWLING WAS REMOVED. THE THROTTLE CONTROL CABLE WAS DISCONNECTED AT ATTACHING ARM ON THROTTLE CONTROL. INSP OF THROTTLE CONTROL CABLE REVEALED THAT THE CABLE WORKS AND PERFORMS NORMAL. THE BINDING IS COMING FROM THE AIR THROTTLE CONTROL, MIXTURE ADJUSTING ROD WAS REMOVED TO ISOLATE THE BINDING. THE BINDING WAS COMING FROM THE THROTTLE BUTTERFLY INTERCONNECT SIDE OF THE MIXTURE METERING VALVE. SINCE THE ENGINE WAS UNDER WARRANTY, A CALL WAS PLACED TO MFG TO ADVISE THEM OF THE PROBLEM. REPLACED AIR THROTTLE CONTROL IAW MFG WARRANTY. TT ON PART WAS 0.60 HOURS SINCE REBUILT. AIR THROTTLE CONTROL WAS NOT DISASSEMBLED FOR FURTHER INVESTIGATION, IT WAS RETURNED TO MFG. END.

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<a href="#">CA101101002</a>	CESSNA	LYC	PISTON	CORRODED
10/22/2010	T206H	TIO540AJ1A	LW10545S	ENGINE

AFTER REMOVING AN ENGINE CYL TO REPLACE AN EXHAUST STUD, IT WAS NOTICED THAT THE PISTON HAD CORROSION ON IT. ALL CYLINDERS WERE REMOVED AND PISTONS INSPECTED. CORROSION WAS FOUND ON ALL PISTONS. THE CYLINDERS WERE REPAIRED AND NEW PISTONS AND RINGS INSTALLED.

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<a href="#">2011FA0000153</a>	CESSNA		THROTTLE CONTROL	LOOSE
2/10/2010	TU206G		98630562	ENGINE

THROTTLE CONTROL ASSEMBLY - ON AFT END OF THE CONTROL, THE PILOT END OF THE PUSH/PULL CONTROL - THE THREADED ALUMINUM ATTACH FITTING IS LOOSE ON THE STEEL SLEEVE, NORMALLY A TIGHT FIT. ON THE FWD END OF THE CONTROL - THE ENGINE ATTACHMENT END, THE SLEEVE IS VERY LOOSE, POSSIBLE TO PULL IT OUT FROM WITHIN THE CRIMPED PORTION. IF THIS SLEEVE WERE TO COME OUT OF THE CRIMP, LOSS OF THROTTLE AUTHORITY IS POSSIBLE. ALSO, THE CAUSE OF THE INSP AND SUBSEQUENT REMOVAL OF THE CONTROL FROM SERVICE WAS THE VERY STIFF - JERKY MOVEMENT OF THE CONTROL. THE PILOTS REPORTED INABILITY TO ACHIEVE A SMALL, SMOOTH POWER CHANGE ON APPROACH.

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<a href="#">2011FA0000174</a>	CESSNA	CONT	PLUG	FAILED
2/23/2011	U206G	IO520F	633189	CRANKSHFT

THE ENGINE WAS REMOVED FROM THE ACFT AT ENG TT 2157.4 (AIRFRAME TT 4652.7) FOR REPAIR DUE TO LOW OIL PRESSURE. THE CRANKSHAFT PN 64134, SN 109903N WAS SENT TO MFG FOR ULTRASONIC INSP, BALANCE,

POLISHED AND RECERTIFIED. THE CRANKSHAFT WAS RETURNED BY MFG AS SERVICEABLE 343.2 HRS LATER AT ENGINE TT 2500.6 A O/H PROP GOVERNOR WAS INSTALLED DUE TO REPEATED PROP SURGES. THE PROP SURGES CONTINUED, SO AT ENG TT 2520.7 WE REMOVED THE PROP TO BE SENT TO A PROP REPAIR FACILITY FOR INSP AND POSSIBLE REPAIR. AT THIS TIME DIFFERENT MFG PROPELLER WAS INSTALLED ON THE ACFT. DURING POST INSTALLATION RUN-UP THE DIFFERENT MFG PROPELLER WOULD NOT CYCLE FROM LOW PITCH TO HIGH PITCH. REMOVED THAT PROP AND THE PN 633189 OIL CONTROL PLUG THAT DIRECTS OIL THROUGH THE INSIDE OF THE CRANKSHAFT TO THE PROPELLER FELL OUT OF THE END OF THE CRANKSHAFT. THE LOOSE PLUG WAS OBVIOUSLY LEAKING OIL PRESSURE AND MAY HAVE BEEN THE PROP SURGE PROBLEM. WHEN WE RECEIVED A NEW 633189 PLUG . WE NOTICED THAT THE CTR HOLE THAT FACES THE CRANKSHAFT WAS THREADED: THE HOLE IN THE PLUG THAT FELL OUT OF THE CRANKSHAFT WAS NOT THREADED; THE PROP SURGES CEASED AFTER THE INSTALLATION OF THE NEW PLUG AND THE DIFFERENT MFG PROP.

<a href="#">2011FA0000113</a>	CIRRUS	CONT	AIR FILTER	SEPARATED
2/17/2011	SR22	IO550*	BA24	ZONE 400

THE AIR FILTERS, PN BA-24, USED ON THESE ACFT ARE 12 MONTH/200 HR REPLACE ITEMS. THESE FILTERS ARE FOAM CYLINDRICAL SHAPED MADE FROM A SHEET OF FOAM ROLLED AND GLUED TO FORM THEIR SHAPE. ALMOST EVERY ACFT THAT HAS BEEN SEEN WITH THIS FILTER INSTALLED, THE FILTER IS SEPARATING AT THE GLUE LINE, ALLOWING UNFILTERED AIR TO ENTER THE INTAKE. THESE FILTERS DO NOT LAST FOR THE DURATION OF THEIR INTENDED LIFE.

<a href="#">2011FA0000137</a>	CIRRUS	CONT	CAMSHAFT	BROKEN
1/27/2011	SR22	IO550N	654084	ENGINE

DURING CRUISE PHASE OF FLIGHT AT NIGHT, PILOT REPORTED THAT THE AIRCRAFT ENGINE SURGED AND LOST POWER. ATTEMPTED TO RESTART WITH NO SUCCESS. PILOT DEPLOYED THE AIRCRAFT PARACHUTE AND LANDED IN A FIELD. ON ENGINE TEARDOWN, IT WAS NOTED THAT THE CAMSHAFT HAD BROKEN FORWARD OF THE CAMSHAFT GEAR.

<a href="#">V0XR413Y030511002</a>	CNDAIR		CROSSBEAM	CORRODED
3/5/2011	CL6002C10			ZONE 100

RT WEB AT 280.00 CROSSBEAM CORRODED. R & R SILL FS 280.00 RT IAW REO 670-53-21-659 AND SRM 51-42-06 AND 51-42-13.

<a href="#">V0XR413Y030511004</a>	CNDAIR		FITTING	CORRODED
3/5/2011	CL6002C10			ZONE 100

STA 319, RBR 4 GALLEY FITTING CORRODED. R & R GALLEY FITTING IAW SRM 51-42-21.

<a href="#">V0XR413Y030511005</a>	CNDAIR		FITTING	CORRODED
3/5/2011	CL6002C10			ZONE 100

STA 286, RBL 18, GALLEY FITTING CORRODED. R & R GALLEY FITTING IAW SRM 51-42-21.

<a href="#">V0XR413Y030511006</a>	CNDAIR		FITTING	CORRODED
3/5/2011	CL6002C10			ZONE 100

STA 296, RBR 4, GALLEY FITTING CORRODED. R & R GALLEY FITTING FS 294, RBL 4 IAW SRM 51-42-21.

<a href="#">V0XR413Y030511007</a>	CNDAIR		ANGLE	CORRODED
3/5/2011	CL6002C10			ZONE 100

FWD RT SILL STA 300 SPLICE ANGLE CORRODED. R & R RT SILL STA 300 SPLICE ANGLE IAW SRM 51-42-06.

<a href="#">V0XR413Y030511008</a>	CNDAIR		SILL	CORRODED
3/5/2011	CL6002C10			ZONE 200

AFT CARGO LOWER DOOR SURROUND SILL CORRODED. R & R LOWER SILL ON AFT CARGO DOOR IAW SRM 53-61-23, 51-23-00, 51-24-38, 51-42-06, 51-42-13, 51-42-15, 51-42-21.

<a href="#">V0XR413Y030511009</a>	CNDAIR		BULKHEAD	CORRODED
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3/5/2011	CL6002C10		ZONE 200
RT LOWER BULKHEAD CORRODED AT FS 280.00. R & R RT LWR BULKHEAD FS 280.00 IAW SRM 53-11-10/REO 670-53-11-052.			
<a href="#">V0XR413Y030511010</a>	CNDAIR	BULKHEAD	CORRODED
3/5/2011	CL6002C10		ZONE 200
LT LOWER BULKHEAD ST 280.00 HAS CORROSION. REMOVED AND INSTALLED LWR BULKHEAD LT STA 280.00 IAW REO 670-53-11-052/SRM 51-24-21/ SRM 53-11-10.			
<a href="#">V0XR413Y030511011</a>	CNDAIR	ANGLE	CORRODED
3/5/2011	CL6002C10		ZONE 200
SERVICE DOOR ANGLE, MIDCAP AND ANGLE CLIP HAVE EXFOLIATION CORROSION THROUGH OUT EACH. R & R DOOR ANGLE, MIDCAP AND ANGLE CLIP IAW SRM 51-42-06 AND SRM 51-42-21.			
<a href="#">V0XR413Y030511013</a>	CNDAIR	ANGLE	CORRODED
3/5/2011	CL6002C10		ZONE 800
PAX DOOR LOWER STEP ANGLE HAS SIGNS OF CORROSION. REMOVED AND INSTALLED NEW ANGLE BOTTOM IAW SRM 52-11-04, 51-42-06 AND 51-42-11.			
<a href="#">V0XR413Y030511014</a>	CNDAIR	SEAL	DETACHED
3/5/2011	CL6002C10		OVR WING SLIDE
RT SIDE EMERGENCY OVERWING EXIT DOOR, PRESSURIZATION SEAL IS UNGLUED AT BOTTOM FRAME. RESECURED RT SIDE EMERGENCY OVERWING EXIT DOOR SEAL IAW AMM 52-21-07-400-801.			
<a href="#">V0XR413Y030511015</a>	CNDAIR	INSULATION	SATURATED
3/5/2011	CL6002C10		ZONE 800
RT EMERGENCY EXIT DOOR HAS WET INSULATION BAGS. R & R INSULATION BLANKET IN LT OVERWING EMERGENCY EXIT DOOR IAW AMM 25-82-02-400-803.			
<a href="#">V0XR413Y030511016</a>	CNDAIR	LATCH	CORRODED
3/5/2011	CL6002C10		ZONE 800
LT OVERWING EXIT DOOR OPEN HANDLE BRACKETS AND LATCH MOUNT HARDWARE CORRODED. R & R HARDWARE ON OPEN HANDLE BRACKETS AND LATCH MOUNT IAW AMM 52-21-02-000-801.			
<a href="#">V0XR413Y030811017</a>	CNDAIR	SUPPORT BEAM	CORRODED
3/8/2011	CL6002C10		ZONE 100
STA 333, SUPPORT BEAM HAS CORRODED. STA 333, LBL 14.81 TO LBL 20.0 REPAIRED IAW REO 670-53-21-656.			
<a href="#">V0XR413Y030511012</a>	CNDAIR	CABLE	WORN
3/5/2011	CL6002C10		ZONE 800
PAX DOOR PRESSURE VENT FLAP CABLE WORN. REMOVED OLD CABLE AND INSTALLED NEW ICE BREAK CABLE IAW AMM 52-11-15-400-802.			
<a href="#">V0XR413Y021811014</a>	CNDAIR	ANGLE	CORRODED
2/18/2011	CL6002C10		ZONE 100
FORWARD FUS SERVICE DOOR LOWER SECTION, MOUNTING ANGLE CORRODED. R & R ANGLE MOUNTING PN SH 670-31996-3, BATCH 106807 IAW ARM 53-21-23, SRM 51-42-06, SRM 51-42-02 AND SRM 51-23-00.			
<a href="#">V0XR413Y021811013</a>	CNDAIR	ANGLE	CORRODED
2/18/2011	CL6002C10		ZONE 100
PAX ENTRY DOOR MID CAP ANGLE CORRODED. REMOVED AND INSTALLED NEW MID CAP ANGLE. PN SH670-31825-7 IAW SRM 53-21-23 AND SRM 51-41-02.			

<a href="#">V0XR413Y021811016</a>	CNDAIR	SILL	CORRODED
2/18/2011	CL6002C10		ZONE 200
AFT CARGO BAY, DOOR FRAME LOWER SILL HAS EXFOLIATION CORROSION. AFT CARGO BAY DOOR FRAME LOWER SILL, R & R IAW SRM 53-61-23, HOLES IAW 51-40-11, RIVETS IAW 51-42-06, HI LOKS IAW 51-42-20, BLIND FASTENERS IAW 51-42-15, ALODINE IAW 51-21-16, PRIMER IAW 51-25-06, PAINT IAW 51-25-21, NUT PLATES IAW 51-45-00, AND SEALANT IAW 51-23-00.			
<a href="#">V0XR413Y031711008</a>	CNDAIR	FITTING	CORRODED
3/17/2011	CL6002C10		ZONE 200
PASSENGER DOOR THRESHOLD FWD CLOSING FITTING IS CORRODED. R & R FITTING CLOSING ON PASSENGER DOOR IAW SRM 53-21-23, 51-42-06 AND 51-40-11.			
<a href="#">V0XR413Y031711009</a>	CNDAIR	ANGLE	CORRODED
3/17/2011	CL6002C10		ZONE 200
PASSENGER DOOR THRESHOLD KICK ANGLE IS CORRODED. R & R KICKPLATE ANGLE ON PASSENGER DOOR IAW SRM 53-21-23, 51-42-06 AND 51-40-11.			
<a href="#">V0XR413Y031711006</a>	CNDAIR	ANGLE	CORRODED
3/17/2011	CL6002C10		ZONE 200
PASSENGER DOOR THRESHOLD MIDCAP CORRODED. R & R ANGLE MID CAP IAW SRM 53-21-23, 51-40-11 AND 51-42-01 ON THE PASSENGER DOOR.			
<a href="#">V0XR413Y031711007</a>	CNDAIR	ANGLE	CORRODED
3/17/2011	CL6002C10		ZONE 200
SERVICE DOOR THRESHOLD MOUNT ANGLE IS CORRODED. R & R THRESHOLD MOUNT ANGLE IAW SRM 51-42-06-001-001-A01 AND 51-42-21-001-001-A01.			
<a href="#">N6WA20110311</a>	CNDAIR	TRIM PANEL	LOOSE
3/14/2011	CL6002C10		EMERGENCY EXIT
RT OVERWING EMERGENCY EXIT TRIM LOOSE. RESECURED TRIM IAW AMM 52-21-00.			
<a href="#">V0XR413Y031711010</a>	CNDAIR	STOP FITTING	DETERIORATED
3/17/2011	CL6002C10		ZONE 200
AFT CARGO DOOR UP STOP BLOCKS DETERIORATED. REPLACED BOTH FWD AND AFT, UPPER AFT CARGO DOOR STOPS IAW AMM 52-31-23-400-801.			
<a href="#">V0XR413Y031711002</a>	CNDAIR	SILL	CRACKED
3/17/2011	CL6002C10		ZONE 100
FWD CARGO DOOR SILL PLATE DAMAGED. REPLACED FWD CARGO DOOR SILL PLATE IAW AMM 25-52-01.			
<a href="#">V0XR413Y031711011</a>	CNDAIR	SHROUD	CRACKED
3/17/2011	CL6002C10		CARGO DOOR
CARGO DOOR SHROUD IS CRACKED. R & R CARGO DOOR SHROUD IAW SRM 51-73-00-001-001.			
<a href="#">V0XR413Y031711012</a>	CNDAIR	DRAG ANGLE	CRACKED
3/17/2011	CL6002C10		PAX DOOR
PASSENGER DOOR AFT DRAG ANGLE CRACKED. REPAIRED PASSENGER DOOR DRAG ANGLE AFT SIDE IAW SLM 52-11-04.			
<a href="#">V0XR413Y031711004</a>	CNDAIR	CONNECTOR	CORRODED
3/17/2011	CL6002C10		PAX DOOR

BACK SHELL ON PASSENGER DOOR CONNECTOR IS CORRODED. R & R BACKSHELL ON PASSENGER DOOR CONNECTOR IAW SRM 20-24-00.

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<a href="#">V0XR413Y031711005</a>	CNDAIR			SILL	CORRODED
3/17/2011	CL6002C10				ZONE 200

AFT BAGGAGE BAY LOWER DOOR SILL HAS EXFOLIATION CORROSION THROUGHOUT. R & R AFT BAGGAGE BAY LOWER SILL IAW SRM 51-41-00, 51-42-00, 51-21-16 AND 51-25-21.

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<a href="#">2011FA0000131</a>	CUBCFT	LYC		CARBURETOR	INOPERATIVE
2/10/2011	CC18180	O360C4P		AV109236	ENGINE

ACFT HAD FLOWN FOR 2+ HOURS IN THE MORNING. AFTER LUNCH, PILOTS TOOK ACFT AGAIN AND ABOUT 30 MINUTES INTO THE FLIGHT, THE ENGINE STARTED TO RUN ROUGH. CARB HEAT WAS APPLIED AND MADE NO DIFFERENCE TO ROUGHNESS. PILOTS RETURNED TO BASE AND MX INSPECTED ACFT AND FOUND NOTHING OBVIOUS. WHILE PERFORMING GROUND RUNS, MX FOUND THAT YOU COULD ONLY ADVANCE THE THROTTLE VERY, VERY SLOWLY OR THE ENGINE WOULD DIE. WHILE RUNNING THE ENGINE RPM VARIED 200-300 RPM. REPLACED CARBURETOR WITH A SERVICEABLE UNIT. GROUND RUNS WERE GOOD.

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<a href="#">CA100923008</a>	DHAV	PWA		FITTING	CRACKED
9/21/2010	DHC2MKI	R985AN14B	4930	58S927R58S926L	FLOAT STRUT

WHILE CONDUCTING A 100 HR INSP IT WAS IDENTIFIED THAT 2 LOWER FLOAT STRUT FITTINGS WERE CRACKED. THESE FITTINGS ARE INSPECTED EVERY 100 HRS AND PREVIOUS INSPECTIONS DID NOT IDENTIFY ANY ABNORMALITIES. THE FITTINGS WERE REPLACED WITH NEW UNITS. ALL OTHER FITTINGS WERE INSPECTED AND NO FURTHER DEFECTS WERE NOTED.

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<a href="#">CA100929009</a>	DHAV	PWA		BEARING CAGE	DAMAGED
9/27/2010	DHC2MKI	R985AN14B	40418	21401200	MAIN WHEEL

MAIN WHEEL BEARING IS OF A NEW SLIMMER DESIGN. PRONE TO PREMATURE FAILURE. UPON INSP, WHEEL BEARING FOUND WITH A SEVERLY DAMAGED CAGE AND RACE, SOME ROLLERS BADLY DAMAGED. THIS IS THE SECOND BEARING OF THIS NEW DESIGN THAT HAS FAILED LIKE THIS.

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<a href="#">CA100927007</a>	DIAMON	CONT		FORK	CRACKED
9/26/2010	DA20C1	IO240B	203220000	2032200800	NLG

BOTH ARMS ON FORK THAT LEAD TO THE WHEEL, APPROX 1.5 INCHES FROM WHEEL THROUGH BOLT, CRACKED ON UPPER AND LWR SURFACES.

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<a href="#">U43R2010AF0000205</a>	DIAMON			FORK	BROKEN
2/14/2011	DA40			40006	NLG

THIS ACFT WAS THE FIRST INCIDENT THAT WAS THOUGHT TO HAVE BEEN PILOT ERROR. THE SECOND INCIDENT THE NOSE WHEEL SEPARATED FROM THE AIRPLANE. BOTH INCIDENTS HAPPENED WITH IN ABOUT 90 DAYS. TO BE ON THE SAFE SIDE, WE PERFORMED AN NDI (EDDY CURRENT) OF ALL 20 FORKS THAT WERE ON OUR ACFT, PLUS THE 6 THAT WERE IN SUPPLY (NEW). OF THE 26 NOSE FORKS THAT HAD BEEN NDI'D, 4 WERE RETURNED CONDEMED. THE AVERAGE TIME IN SERVICE, 530 HOURS. THE AVERAGE NUMBER OF LANDINGS 419.

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<a href="#">CA100922001</a>	DIAMON	LYC		DOOR	DEPARTED
9/15/2010	DA40	IO360M1A		DA4522100003	CABIN

REPORT STATES REAR DOOR DEPARTED ACFT APPROX 10 MINUTES INTO FLIGHT, ACFT JUST LEVELED AT 3500' FROM 2000'. INSTRUCTOR AND STUDENT BOTH STATE NO PREVIOUS ANNUNCIATION UNTIL SHORTLY BEFORE DOOR DEPARTED. DOOR NOT RECOVERED. FAA INVESTIGATING THIS OCCURRENCE. MANDATORY SB40-070 HAD NOT BEEN COMPLIED WITH AT TIME OF OCCURRENCE. ONLY MINOR COSMETIC DAMAGE REPORTED ON ACFT.

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<a href="#">2011FA0000138</a>	DIAMON			RUDDER PEDAL	CRACKED
2/28/2011	DA42			DA427233700	ZONE 100

DURING PRE-FLIGHT, CREW NOTICED THAT THE RUDDER PEDAL APPEARED TO BE CROOKED, AT A DIFFERENT ANGLE RELATIVE TO THE OTHER PEDAL. MAINTENANCE PERSONNEL DISCOVERED THAT THE RUDDER PEDAL,

P/N-DA4-2723-37-00 WAS CRACKED APPROXIMATELY 2 INCHES LONG WHERE THE BRAKE CYLINDER ACTUATING WEB IS WELDED TO THE HORIZONTAL TUBE. TWO OTHER AIRCRAFT IN THIS FLEET OF TEN HAD SIMILAR CRAKED PEDALS. IN TOTAL THERE WERE 4 CRACKED PEDALS.

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<a href="#">NX4R20110301001</a>	DIAMON	PEDAL	CRACKED
3/1/2011	DA42	DA427233500	ZONE 100

DURING PREFLIGHT, THE FLIGHT CREW NOTICED THAT THE RUDDER PEDALS WERE NO LONGER SYMMETRICAL COMPARED TO EACH OTHER. A MAINTENANCE TECHNICIAN INSPECTED THE CO-PILOT'S LH PEDAL (P/N-DA4-2723-35-00) AND NOTICED THAT THE VERTICAL WEB THAT CONNECTS THE PEDAL TO THE BRAKE MASTER CYLINDER ROD HAD TORN AT THE WELDED INTERSECTION OF THE TUBE THAT IT IS WELDED TO. THE TEAR/CRACK IN THE HORIZONTAL PEDAL PIVOT TUBE INDICATES A TORSIONAL FAILURE OF THAT TUBE.

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<a href="#">NX4R20110301002</a>	DIAMON	PEDAL	CRACKED
3/1/2011	DA42	DA427233500	ZONE 100

DURING PREFLIGHT, THE FLIGHT CREW NOTICED THAT THE RUDDER PEDALS WERE NO LONGER SYMMETRICAL COMPARED TO EACH OTHER. A MAINTENANCE TECHNICIAN INSPECTED THE CO-PILOT'S LH PEDAL (P/N-DA4-2723-35-00) AND NOTICED THAT THE VERTICAL WEB THAT CONNECTS THE PEDAL TO THE BRAKE MASTER CYLINDER ROD HAD TORN AT THE WELDED INTERSECTION OF THE TUBE THAT IT IS WELDED TO. THE TEAR/CRACK IN THE HORIZONTAL PEDAL PIVOT TUBE INDICATES A TORSIONAL FAILURE OF THAT TUBE.

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<a href="#">NX4R20110301003</a>	DIAMON	PEDAL	CRACKED
3/1/2011	DA42	DA427233500	ZONE 100

DURING PREFLIGHT, THE FLIGHT CREW NOTICED THAT THE RUDDER PEDALS WERE NO LONGER SYMMETRICAL COMPARED TO EACH OTHER. A MAINTENANCE TECHNICIAN INSPECTED THE LT PEDAL (P/N-DA4-2723-35-00) AND NOTICED THAT THE VERTICAL WEB THAT CONNECTS THE PEDAL TO THE BRAKE MASTER CYLINDER ROD HAD TORN AT THE WELDED INTERSECTION OF THE TUBE THAT IT IS WELDED TO. THE TEAR/CRACK IN THE HORIZONTAL PEDAL PIVOT TUBE INDICATES A TORSIONAL FAILURE OF THAT TUBE.

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<a href="#">2011FA0000146</a>	DIAMON	THIELT	CLUTCH	FAILED
3/3/2011	DA42	TAE1250299	057211K006002AT	RT ENGINE

CLUTCH DISC LINING FAILURE, CAUSE UNKNOWN. DAMAGE TO THE CLUTCH PRESSURE PLATE AND ENGINE FLYWHEEL OCCURED. ENGINE AUTOMATICALLY SHUTDOWN DUE TO OVERSPEED SIGNAL AS COMMANDED BY THE FADEC CONTROL. UNSCHEDULED ON AIRPORT LANDING SUCCESSFUL.

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<a href="#">EE4Y20110134</a>	DOUG	FRAME	CRACKED
3/1/2011	DC933F		ZONE 200

DURING THE INSPECTION COOPESA FOUND AT UPPER FUSELAGE COCKPIT, STA 83.550 AT +Z42.00 AND +X 100 HORIZONTAL FRAME CRACKED.

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<a href="#">EE4Y20110135</a>	DOUG	FRAME	CRACKED
3/1/2011	DC933F		ZONE 200

DURING THE INSPECTION COOPESA FOUND AT UPPER FUSELAGE COCKPIT, STA 83.550 AT +Z42.00 AND -X 10 HORIZONTAL FRAME CRACKED.

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<a href="#">EE4Y20110137</a>	DOUG	FITTING	CRACKED
3/7/2011	DC933F	39571742	ZONE 100

FOUND AT STA Y1077 BWTN LONG 25R AND 27R, FITTING CRACKED. DAMAGED PART WILL BE REPLACED IAW NRI 1-217.

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<a href="#">EE4Y20110136</a>	DOUG	FITTING	CRACKED
3/7/2011	DC933F	39216851	ZONE 100

FOUND AT MAIN CARGO DOOR LOWER JAMB, STA Y 301.5 BETWEEN LOND. 19L AND 20L, FRAME FITTING CRACKED. DAMAGED PART WILL BE REPLACED WITH NO ROUTINE ITEM 1-167.

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<a href="#">EE4Y20110138</a>	DOUG	VANE	BULGED
3/9/2011	DC933F	5910042503	LT WING TE FLAP
LT WING FLAP CTR FIXED VANE LOWER SKIN BULGED AT INBD AREA.			
<a href="#">EE4Y20110131</a>	DOUG	SKIN	CORRODED
2/28/2011	DC982		ZONE 100
SKIN CORRODED LOCATED FROM STA Y180 TO STA Y190 BTWN LONG 29L AND LONG 30			
<a href="#">EE4Y20110132</a>	DOUG	SKIN	CORRODED
2/28/2011	DC982		ZONE 100
SKIN CORRODED LOCATED FROM STA Y1155 TO STA Y1211 BTWN LONG 26R AND LONG 28R			
<a href="#">EE4Y20110133</a>	DOUG	SKIN	CORRODED
2/28/2011	DC982		ZONE 100
SKIN CORRODED AT STA Y725 BTWN LONG 29R AND LONG 30R.			
<a href="#">EE4Y20110126</a>	DOUG	LONGERON	CORRODED
2/23/2011	DC982		ZONE 100
LOWER FUSELAGE AFT CARGO COMPARTMENT LONGERON 30 WITH CORROSION FROM STA Y 1024 TO STA Y 1032			
<a href="#">EE4Y2011052</a>	DOUG	SKIN	DENTED
2/17/2011	DC982		ZONE 100
LOWER FUSELAGE AT STA 459 BETWEEN LONG 21R AND 22R SKIN DENTED. FUSELAGE REPAIRED IAW MFG DWG SG09530001, VIEW D1, SHEETS 1 AND 3.			
<a href="#">EE4Y20110113</a>	DOUG	SUPPORT FITTING	CORRODED
2/17/2011	DC982	3936595528	ZONE 100
REPORTED AT AFT CARGO COMPARTMENT YSTA 1307, -X16, SUPPORT FITTING CORRODED.			
<a href="#">EE4Y20110111</a>	DOUG	FITTING	CORRODED
2/17/2011	DC982	5956034551	ZONE 100
REPORTED FITTING CORRODED, LOCATED AT MID C/C AT STA 769 AT +X16. THE FITTING DAMAGED WAS REPLACED.			
<a href="#">EE4Y20110109</a>	DOUG	LONGERON	CORRODED
2/15/2011	DC982	59360271	ZONE 100
DURING THE INSP FOUND THE LONG 30 CORRODED FROM 1147 TO 1201 IN SEVERAL PARTS.			
<a href="#">EE4Y2011051</a>	DOUG	FITTING	CORRODED
1/28/2011	DC982	59360541	ZONE 100
REPORTED END FITTING CORRODED LOCATED ON MID C/C STA Y820, LONG 29R.			
<a href="#">EE4Y20110106</a>	DOUG	FRAME	CORRODED
2/14/2011	DC982		BS 598
LOWER FUSELAGE MID CARGO COMPARTMENT YSTA 598 BETWEEN LONGERON 27LT AND 27RT FRAME CORRODED.			
<a href="#">EE4Y20110107</a>	DOUG	SKIN	CORRODED
2/15/2011	DC982		ZONE 100
REPORTED LOWER FUSELAGE FROM YSTA 759.5 TO YSTA 826 AND BETWEEN LONG 27L AND 27R EXTERNAL SKIN			

WITH CORROSION AT SEVERAL PLACES.

<a href="#">EE4Y20110052</a>	DOUG	FLOOR SUPPORT	CORRODED
1/28/2011	DC982	59567011	ZONE 100
FLOOR SUPPORT CORRODED LOCATED ON MID C/C STA Y598, BTW -X16 AND +X16.			
<a href="#">EE4Y20110115</a>	DOUG	FITTING	CORRODED
2/17/2011	DC982	3936595511	ZONE 100
REPORTED FITTING CORRODED LOCATED AT AFT CARGO COMPT AT STA 1231 BTWN LONG 27R AND LONG 28R. THE FITTING DAMAGED WAS REPLACED.			
<a href="#">EE4Y20110110</a>	DOUG	FLOORBEAM	CORRODED
2/17/2011	DC982	593639543	ZONE 100
REPORTED SUPPORT TEE CORRODED, LOCATED LOWER FUSELAGE FILLET FAIRING AREA AT STA Y988, BTWN +20 AND -X20. THE SUPPORT TEE DAMAGED WAS REPLACED.			
<a href="#">EE4Y20110112</a>	DOUG	FLOORBEAM	CORRODED
2/17/2011	DC982	5936597521	ZONE 100
REPORTED SUPPORT FITTING CORRODED LOCATED AT AFT C/C AT STA Y1174, -X2. THE PART DAMAGED WAS REPLACED.			
<a href="#">EE4Y20110114</a>	DOUG	FITTING	CORRODED
2/17/2011	DC982	3936595547	ZONE 100
REPORTED FITTING CORRODED LOCATED IN THE AFT CARGO COMPT AT STA 1218 BTWN LONG 27R AND LONG 28R. THE FITTING DAMAGED WAS REPLACED.			
<a href="#">EE4Y20110117</a>	DOUG	DOUBLER	CRACKED
2/25/2011	DC982		ZONE 500
DOUBLER CRACKED LOCATED LT WING UPPER SURFACE AT STA XCW110 MLG			
<a href="#">EE4Y20110116</a>	DOUG	SKIN	DENTED
2/25/2011	DC982		ZONE 100
LOWER FUSELAGE AT STA Y459 BTWN LONG 21R AND LONG 22R SKIN DENTED			
<a href="#">EE4Y20110118</a>	DOUG	SKIN	DENTED
2/25/2011	DC982		ZONE 100
LOWER FUSELAGE AT STA Y359 BTWN LONG 21R AND LONG 22R SKIN DENTED			
<a href="#">EE4Y20110119</a>	DOUG	SKIN	DAMAGED
2/25/2011	DC982		ZONE 100
LOWER FUSELAGE AT STA Y257 BTWN LONG 21R AND LONG 22R SKIN WITH BLENDOUT			
<a href="#">EE4Y20110120</a>	DOUG	SKIN	DENTED
2/25/2011	DC982		ZONE 100
LOWER FUSELAGE AT STA Y441.5 BTWN LONG 21R AND LONG 22R SKIN DENTED.			
<a href="#">EE4Y20110127</a>	DOUG	LONGERON	CORRODED
2/23/2011	DC982		ZONE 100
LOWER FUSELAGE AFT CARGO COMPARTMENT LONGERON 29LH WITH CORROSION AT STA Y 1026			
<a href="#">EE4Y20110121</a>	DOUG	SKIN	DENTED
2/22/2011	DC982		BS 1305

LOWER FUSELAGE AT Y STA 1305 BETWEEN LONGERONS 18R AND 19R SKIN WITH DENT AND SCRATCH.

<a href="#">EE4Y20110122</a>	DOUG	SKIN	DENTED
2/22/2011	DC982		BS 359

LOWER FUSELAGE, AT Y STA 359 BETWEEN LONGERONS 21R AND 22R SKIN DENTED.

<a href="#">EE4Y20110123</a>	DOUG	SKIN	BULGED
2/22/2011	DC982		BS 229

LOWER FUSELAGE AT STA 229 BETWEEN LONGERONS 30 AND 29L SKIN BULGED

<a href="#">EE4Y20110124</a>	DOUG	SKIN	DENTED
2/22/2011	DC982		BS 219

LOWER FUSELAGE STA 215 BETWEEN LONGERONS 18L AND 19L SKIN DENTED.

<a href="#">EE4Y20110125</a>	DOUG	SKIN	BULGED
2/22/2011	DC982		BS 216

LOWER FUSELAGE STA 216 BETWEEN LONGERONS 18R AND 19R SKIN BULGED.

<a href="#">EE4Y20110108</a>	DOUG	PWA	LONGERON	CORRODED
2/15/2011	DC982	PT6*	59360281	ZONE 100

DURING THE INSP, FOUND LONG 30 CORRODED FROM 1119 TO 1200. ACTION THE LONG REPAIRED TO EO.

<a href="#">2011FA0000165</a>	DOUG	PA SYSTEM	INTERMITTENT
3/10/2011	DC983		CABIN

L-1 PA SYS-CAN NOT HEAR, INTERMITTENT FROM ALL STA SYS DEFERED AND ACFT WAS RELEASED UNDER MEL 23-6-1.

<a href="#">EE4Y1104001</a>	DOUG	SUPPORT ANGLE	CRACKED
4/13/2011	MD83	5956034551	FUSELAGE

COO REPORTS LOWER FUSELAGE MID CARGO COMPARTMENT AT Y STA 788 BETWEEN LONG 27L AND 28L SUPPORT ANGLE WITH CRACK.

<a href="#">EE4Y1104002</a>	DOUG	FLOOR SUPPORT	CORRODED
4/13/2011	MD83	5936597514	FUSELAGE

COO REPORTS LOWER FUSELAGE FWD CARGO COMPARTMENT AT Y STA 427, BETWEEN LONG 28L AND 29R FLOOR SUPPORT WITH CORROSION IN SEVERAL PLACES.

<a href="#">EE4Y1104003</a>	DOUG	ATTACH ANGLE	CORRODED
4/13/2011	MD83	39364451	FUSELAGE

COO REPORTS LOWER FUSELAGE AFT CARGO COMPARTMENT AT Y STA 1098 AT LONGERON 30 ATTACHMENTS ANGLE WITH CORROSION.

<a href="#">EE4Y1104005</a>	DOUG	RIB	CRACKED
4/13/2011	MD83		LE SLAT

LT WING LEADING EDGE CAVITY NR 4 SLAT, I/B RIB CRACKED AT XRS 100. ACTION CORRECTIVE, FAA DER REPAIR APPROVAL.

<a href="#">EE4Y1104006</a>	DOUG	SKIN	DENTED
4/13/2011	MD83		FUSELAGE

UPPER FUSELAGE FROM Y STA 200 T Y STA 217 BETWEEN LONG 13 AND 16 LT SKIN WITH DENTS IN SEVERAL PLACES. ACTION CORRECTIVE FAA DER REPAIR APPROVAL.

<a href="#">EE4Y1104007</a>	DOUG		FLOOR SUPPORT	DAMAGED
4/13/2011	MD83			FUSELAGE
LOWER FUSELAGE, FWD CARGO COMPARTMENT FROM Y STA 370 T Y STA 427 AT LONG 29R FLOOR SUPPORT WITH ELONGATED HOLES. REPLACED PART DAMAGE.				
<a href="#">EE4Y1104008</a>	DOUG		PLATE	CRACKED
4/13/2011	MD83			RT WING
RT WING T/E AT XCW 47.45 DEBRIS DEFLECTOR PLATE CRACKED. REPLACE THE PART.				
<a href="#">EE4Y1104009</a>	DOUG		FITTING	CORRODED
4/13/2011	MD83		99360737	FUSELAGE
LOWER FUSELAGE AFT CARGO COMPARTMENT AT STA 1155 BETWEEN LONG 29R AND 30 CLIP CORRODED.				
<a href="#">EE4Y1104010</a>	DOUG		LONGERON	CORRODED
4/13/2011	MD83		5936431501	FUSELAGE
LOWER FUSELAGE AFT CARGO COMPARTMENT AT STA 1201.5, LONG 28L CORRODED.				
<a href="#">EE4Y1104011</a>	DOUG		SKIN	DENTED
4/18/2011	MD83			FUSELAGE
LOWER FUSELAGE EXTERNAL FUSELAGE AT STA 250.5 BETWEEN LONGERONS 18L AND 19L SKIN DENTED. REPAIRED WITH A FAA DER.				
<a href="#">EE4Y1104012</a>	DOUG		SKIN	DENTED
4/18/2011	MD83			FUSELAGE
LOWER FUSELAGE AT 226.5 AND 258.5 BETWEEN LONG 19 LT AND 19 LT SKIN WITH DENTS.				
<a href="#">EE4Y1104013</a>	DOUG		SKIN	DENTED
4/18/2011	MD83			FUSELAGE
UPPER FUSELAGE, AT 1187 AND 1174 BETWEEN LONG 17 LT AND 18 LT, SKIN WITH DENTS. REPAIRED WITH A FAA DER APPROVAL.				
<a href="#">EE4Y1104014</a>	DOUG		SKIN	DENTED
4/18/2011	MD83			FUSELAGE
LOWER FUSELAGE AT Y STA 383.5 BETWEEN LONG 19R AND 20R SKIN WITH A DENT.				
<a href="#">EE4Y1104015</a>	DOUG		SKIN	DENTED
4/18/2011	MD83			FUSELAGE
LOWER FUSELAGE FROM YSTA 1330 TO 1338 BETWEEN LONGERON 20LT AND 21 LT SKIN DENTED.				
<a href="#">EE4Y1104016</a>	DOUG		SUPPORT	CRACKED
4/18/2011	MD83		39379391	FUSELAGE
LOWER FUSELAGE FWD CARGO COMPARTMENT AT STA 465,-X30 CAB FLOORBEAM AREA WATER HOSE SUPPORT CRACKED.				
<a href="#">2011FA0000133</a>	EMB	EMB	AXLE	SHEARED
2/15/2011	EMB145		23092029001	MLG
DURING DISASSEMBLY OF THE LANDING GEAR AT O/H. WHILE ACCOMPLISHING THE UNTORQUE CHECK IAW SP 145-32-0097, THE NUT FELL OFF THE SUBJECT AXLE AS TORQUE WAS APPLIED TO THE UPPER ATTACH AXLE. THE AXLE HAD SHEARED AT THE POINT WHERE THE THREADS ENTERED THE NUT. THE OPERATOR WAS INFORMED OF THE DEFECT BY PHONE AND EMAIL . THE SUBJECT AXLE WAS ALSO DELIVERED TO THE OPERATOR.				
<a href="#">V0XR201102230001</a>	EMB		SEAT TRACK	CORRODED

2/23/2011	EMB145EP	14530659011	ZONE 100
SEAT TRACK B ROW NR 1 SEAT AT FR 19-24 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK. W/C 2129			
<a href="#">V0XR201102230002A</a>	EMB	SEAT TRACK	CORRODED
2/23/2011	EMB145EP	14532605009	ZONE 100
SEAT TRACK A ROW NR 6 SEAT AT FR 53-59 CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK. W/C 2134			
<a href="#">V0XR201103090006</a>	EMB	SILL	CRACKED
3/9/2011	EMB145EP	14525800010	ZONE 100
RT SILL AT FR 36-41 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103090001</a>	EMB	ATTACH ANGLE	CRACKED
3/9/2011	EMB145EP	14542773004	ZONE 100
RT OTBD REAR RIB ATTACHMENT ANGLE CRACKED. R & R RIB.			
<a href="#">V0XR201103090005</a>	EMB	SILL	CRACKED
3/9/2011	EMB145EP	14529495005	ZONE 100
RT SILL AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103090009</a>	EMB	PARTITION	CRACKED
3/9/2011	EMB145EP	14525991003	ZONE 100
LT PARTITIAN AT FR 61 IS CORRODED BEYOND LIMITS. R & R PARTITIAN.			
<a href="#">V0XR201103080014A</a>	EMB	GUSSET	CORRODED
3/8/2011	EMB145EP	14530634011	ZONE 100
CENTER GUSSET AT FR 47-52 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103080014</a>	EMB	SILL	CORRODED
3/8/2011	EMB145EP	14525800016	ZONE 100
RT SILL AT FR 48-52 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103080015</a>	EMB	STRIP	CORRODED
3/8/2011	EMB145EP	14572021002	ZONE 100
UPPER FAIRING STRIP ON RT SIDE STA 12473.0-13893.8 IS CRACKED. R & R STRIP.			
<a href="#">V0XR201103090015</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606015	ZONE 100
SEAT TRACK RT POSITION D STA 12176.2-15506.5 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103090016</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606017	ZONE 100
SEAT TRACK LT POSITION A STA 15506.5-17913.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103090017</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606011	ZONE 100
SEAT TRACK LT POSITION A STA 4154.5-7131.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103090018</a>	EMB	RIB	CRACKED
3/9/2011	EMB145EP	14576631621	NR 1 NACELLE

NR 1 ENGINE BOTTOM COWL, AFT RIB IS CRACKED BEYOND LIMITS. R & R RIB.

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<a href="#">V0XR201103090003</a>	EMB	SILL	CRACKED
3/9/2011	EMB145EP	14520609001	ZONE 100

LEFT FLOOR SILL AT FR 24-29 IS CORRODED BEYOND LIMITS. R & R SILL.

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<a href="#">V0XR201103090014</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606015	ZONE 100

SEAT TRACK LT POSITION D STA 12176.2-15506.5 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103090004</a>	EMB	BEAM	CRACKED
3/9/2011	EMB145EP	14530635001	ZONE 100

LT BEAM AT FR 53-59 LY 479.0 IS CORRODED BEYOND LIMITS. R & R BEAM.

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<a href="#">V0XR201103090007</a>	EMB	SILL	CRACKED
3/9/2011	EMB145EP	14525800014	ZONE 100

RT SILL AT FR 41-48 IS CORRODED BEYOND LIMITS. R & R SILL.

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<a href="#">V0XR201103090010</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606001	ZONE 100

SEAT TRACK LT POSITION A STA 7324.0-9814.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103090011</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532605001	ZONE 100

SEAT TRACK RT POSITION D STA 7324.0-9814.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103090012</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532606003	ZONE 100

SEAT TRACK LT POSITION D STA 9814.0-12176.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103090013</a>	EMB	SEAT TRACK	CRACKED
3/9/2011	EMB145EP	14532605003	ZONE 100

SEAT TRACK RT POSITION D STA 9814.0-12176.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103110013</a>	EMB	GUSSET	CRACKED
3/11/2011	EMB145EP	14530633006	ZONE 100

CTR GUSSET AT FR 29-36 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR201103110014</a>	EMB	SUPPORT	CORRODED
3/11/2011	EMB145EP	7475T761	ZONE 100

CENTER BEAM SUPPORT AT FR 60 IS CORRODED BEYOND LIMITS. R & R CTR BEAM SUPPORT.

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<a href="#">V0XR201103110017</a>	EMB	SEAT TRACK	CORRODED
3/11/2011	EMB145EP	14530659007	ZONE 100

LEFT SEAT TRACK POSITION B STA 15506.5-17913.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103110015</a>	EMB	SEAT TRACK	CORRODED
3/11/2011	EMB145EP	14530658001	ZONE 100

RT SEAT TRACK POSITION C STA 7324.0 - STA 9814.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.

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<a href="#">V0XR201103110016</a>	EMB	SEAT TRACK	CORRODED
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3/11/2011	EMB145EP	14530658003	ZONE 100
RT SEAT TRACK POSITION C STA 9814.0-1276.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103110018</a>	EMB	SEAT TRACK	CORRODED
3/11/2011	EMB145EP	14530658007	ZONE 100
RT SEAT TRACK POSITION C STA 15506.5-17913.2 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103110019</a>	EMB	SEAT TRACK	CORRODED
3/11/2011	EMB145EP	14532606009	ZONE 100
LT SEAT TRACK POSITION A STA 17913.2-20230.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103110001</a>	EMB	COVER	CRACKED
3/11/2011	EMB145EP	14532310401	ZONE 100
COVER ASSY ON AFT LT FORNER OF WING BOX CRACKED. R & R COVER ASSY.			
<a href="#">V0XR201103110002</a>	EMB	SILL	CORRODED
3/11/2011	EMB145EP	14525422001	ZONE 100
LEFT SILL AT 61-65 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103110020</a>	EMB	SEAT TRACK	CORRODED
3/11/2011	EMB145EP	14530658009	ZONE 100
RT SEAT TRACK POSITION C STA 17913.2-20230.0 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.			
<a href="#">V0XR201103110021</a>	EMB	FAIRING	CORRODED
3/11/2011	EMB145EP	14530764401	ZONE 200
COCKPIT CTR WINDSHIELD UPPER FAIRING IS DAMAGED. R & R FAIRING.			
<a href="#">V0XR201103110003</a>	EMB	SILL	CORRODED
3/11/2011	EMB145EP	14529495003	ZONE 100
LT SILL AT 59-61 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103110005</a>	EMB	GUSSET	CORRODED
3/11/2011	EMB145EP	14540484403	ZONE 100
CTR GUSSET AT 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103110008</a>	EMB	BEAM	CORRODED
3/11/2011	EMB145EP	14522215407	ZONE 100
CTR BEAM AT Y0.0 FR 58-63 IS CORRODED BEYOND LIMITS. R & R BEAM.			
<a href="#">V0XR201103110009</a>	EMB	SHEAR TIE	CORRODED
3/11/2011	EMB145EP	14522464001	ZONE 100
FRAME FOOT AT FR 60 STA 17R-18R IS CORRODED BEYOND LIMITS. R & R SHEAR CLIP.			
<a href="#">V0XR201103110010</a>	EMB	FITTING	BROKEN
3/11/2011	EMB145EP	14534469001	ZONE 100
STANDOFF AT FR 20 BROKEN. R & R STANDOFF.			
<a href="#">V0XR201103110011</a>	EMB	STAND OFF	BROKEN
3/11/2011	EMB145EP	14534914001	ZONE 100
STANDOFF AT FR 25 BROKEN. R & R STANDOFF.			

<a href="#">V0XR201103110012</a>	EMB	DUCT	CRACKED
3/11/2011	EMB145EP	14526834407	ZONE 100
GASPER DUCT ASSY IS CRACKED UNDER FLOOR BETWEEN FR 47-48. R & R DUCT ASSY.			
<a href="#">V0XR201103110006</a>	EMB	GUSSET	CORRODED
3/11/2011	EMB145EP	14521699003	ZONE 100
LEFT GUSSET AT 19-23 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103110007</a>	EMB	PROFILE	CORRODED
3/11/2011	EMB145EP	14525994003	ZONE 100
RT PROFILE AT 61 IS CORRODED BEYOND LIMITS. R & R PROFILE.			
<a href="#">V0XR201103110005</a>	EMB	GUSSET	CORRODED
3/11/2011	EMB145EP	14522215419	ZONE 100
RT GUSSET AT FR 59-61 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103030001</a>	EMB	SILL	CORRODED
3/3/2011	EMB145EP	14525518004	ZONE 100
RT SILL ANGLE AT FR 65 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103030003</a>	EMB	SUPPORT	CORRODED
3/3/2011	EMB145EP	14522459003	ZONE 100
RAMP UP ANGLE AT FR 18-20 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SUPPORT.			
<a href="#">V0XR201103030004</a>	EMB	SUPPORT	CORRODED
3/3/2011	EMB145EP	14521725013	ZONE 100
SERVICE DOOR FWD SILL IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SILL.			
<a href="#">V0XR201103030005</a>	EMB	SILL	CORRODED
3/3/2011	EMB145EP	14521725015	ZONE 100
SERVICE DOOR AFT SILL AT FR 22-23 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SILL.			
<a href="#">V0XR201103030006</a>	EMB	GUSSET	CORRODED
3/3/2011	EMB145EP	14530633003	ZONE 100
RIGHT SIDE FLOOR GUSSET AT FR 24-29 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOOR GUSSET.			
<a href="#">V0XR201103030007A</a>	EMB	FLOOR SUPPORT	CORRODED
3/3/2011	EMB145EP	14520609007	ZONE 100
RT FLOOR SUPPORT AT FR 29-35 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOOR SUPPORT.			
<a href="#">V0XR201103030008</a>	EMB	FLOOR SUPPORT	CORRODED
3/3/2011	EMB145EP	14520609003	ZONE 100
LT FLOOR SUPPORT AT FR 29-35 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOOR SUPPORT.			
<a href="#">V0XR201103030009</a>	EMB	FLOOR SUPPORT	CORRODED
3/3/2011	EMB145EP	14521713005	ZONE 100
CENTER OMEGA BEAM YO.O AT FR 24-18 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED BEAM.			
<a href="#">V0XR201103030010</a>	EMB	FLOOR SUPPORT	CORRODED

3/3/2011	EMB145EP	14521725001	ZONE 100
LEFT FLOOR SUPPORT AT FR 18-23 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOOR SUPPORT.			
<a href="#">V0XR201103030011</a>	EMB	SUPPORT	CRACKED
3/3/2011	EMB145EP	14590082003	ZONE 100
BEAM SUPPORT ANGLE AT FR 20 YO.O IS CRACKED. REMOVED AND REPLACED ANGLE.			
<a href="#">V0XR201103030012</a>	EMB	ANGLE	CORRODED
3/3/2011	EMB145EP	14529150009	ZONE 100
ANGLE AT FR 24 IS CORRODED. REMOVED AND REPLACED ANGLE.			
<a href="#">V0XR201103030013</a>	EMB	ANGLE	CORRODED
3/3/2011	EMB145EP	14529063007	ZONE 100
ANGLE AT FR 24 IS CORRODED. REMOVED AND REPLACED ANGLE.			
<a href="#">V0XR201103030014</a>	EMB	PARTITION	CORRODED
3/3/2011	EMB145EP	14525991004	ZONE 100
RT PARTITIAN AT FR 61 IS CORRODED. REMOVED AND REPLACED PARTITIAN.			
<a href="#">V0XR201103070002</a>	EMB	SILL	CORRODED
3/7/2011	EMB145EP	14522178605	ZONE 100
SERVICE DOOR SILL AT FR 20-22 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103070003</a>	EMB	ANGLE	CORRODED
3/7/2011	EMB145EP	14521718007	ZONE 100
LOWER AFT FLOOR RAMP ANGLE AT FR 19 IS CORRODED BEYOND LIMITS. RT PROFILE.			
<a href="#">V0XR201103070004</a>	EMB	PROFILE	CORRODED
3/7/2011	EMB145EP	14525140023	ZONE 100
INSIDE PAX DOOR PROFILE AT FR 17-18 IS CORRODED BEYOND LIMITS. R & R PROFILE.			
<a href="#">V0XR201103070001</a>	EMB	PROFILE	CORRODED
3/7/2011	EMB145EP	14522463003	ZONE 100
PROFILE AT FR 22 Y 479.0 TO OTBD IS CORRODED BEYOND LIMITS. R & R PROFILE.			
<a href="#">V0XR201103040001</a>	EMB	SILL	CORRODED
3/4/2011	EMB145EP	14525422003	ZONE 100
RT SILL AT FR 61-65 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103040003</a>	EMB	GUSSET	CORRODED
3/4/2011	EMB145EP	14522460013	ZONE 100
GUSSET ON CENTER BEAM AT FR 23-19, Y00 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103040004</a>	EMB	PLATE	CORRODED
3/4/2011	EMB145EP	14521721009	ZONE 100
FWD DIGITAL PLATE AT FR 17-14 IS CORRODED BEYOND LIMITS. R & R DIGITAL PLATE.			
<a href="#">V0XR201103040008</a>	EMB	STRIP	CRACKED
3/4/2011	EMB145EP	14572167003	ZONE 100
LEFT AFT UPPER FAIRING STIP BETWEEN STA 16143.5 - 17445.0 CRACKED. R & R STRIP.			

<a href="#">V0XR201103040005</a>	EMB	GUSSET	CORRODED
3/4/2011	EMB145EP	14522460015	ZONE 100
HORSESHOE DIGITAL PLATE AT FR 17-18 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103040010</a>	EMB	SEAT TRACK	WORN
3/4/2011	EMB145EP	14533668601	ZONE 100
LT AND RT PILOT AND CO-PILOT SEAT TRACKS WORN BEYOND LIMITS. R & R SEAT TRACKS.			
<a href="#">V0XR201103040007</a>	EMB	STRIP	CRACKED
3/4/2011	EMB145EP	14572167001	ZONE 100
LT UPPER FAIRING STIP FROM STA 16143.5 IS CRACKED. R & R STRIP.			
<a href="#">V0XR201103040006</a>	EMB	SILL	CORRODED
3/4/2011	EMB145EP	14529495004	ZONE 100
RT SILL AT FR 59-61 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103040002</a>	EMB	FLOOR SUPPORT	CORRODED
3/4/2011	EMB145EP	14524188003	ZONE 100
FLOOR SUPPORT AT FR 622 Y.0.0 TO Y 479.0 IS CORRODED BEYOND LIMITS. R & R PROFILE.			
<a href="#">V0XR201103080011</a>	EMB	GUSSET	CORRODED
3/8/2011	EMB145EP	14530634005	ZONE 100
LEFT GUSSET AT FR 40-47 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103080012</a>	EMB	GUSSET	CORRODED
3/8/2011	EMB145EP	14530634009	ZONE 100
LT GUSSET AT FR 47-52 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103080013</a>	EMB	GUSSET	CORRODED
3/8/2011	EMB145EP	14530634003	ZONE 100
CTR GUSSET AT FR 36-40 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201103080016</a>	EMB	LINE	CHAFED
3/8/2011	EMB145EP	14523355403	ZONE 500
LT ENGINE FIRE EXT LINE IN CARGO BAY CHAFED AND DENTED. R & R LINE.			
<a href="#">V0XR201103080008</a>	EMB	SILL	CORRODED
3/8/2011	EMB145EP	14525800013	ZONE 100
LT SILL AT FR 42-49 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103080009</a>	EMB	SILL	CORRODED
3/8/2011	EMB145EP	14525800012	ZONE 100
LT SILL AT FR 49-52 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201103080018</a>	EMB	LINE	DAMAGED
3/8/2011	EMB145EP	14521245413	ZONE 600
RT ENGINE FIRE BOTTLE LINE IS DAMAGED. R & R LINE.			
<a href="#">V0XR201103080010</a>	EMB	GUSSET	CORRODED
3/8/2011	EMB145EP	14530634001	ZONE 100

LT GUSSET AT FR 36-40 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR201103070005</a>	EMB		GUSSET	CORRODED
3/7/2011	EMB145EP		14530634007	ZONE 100

CENTER GUSSET AT FR 40-47 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR201103070006</a>	EMB		ANGLE	CRACKED
3/7/2011	EMB145EP		14567291001	ZONE 100

LT LOWER NR 2 ATTACHMENT FAIRING BRACKET IS CRACKED. R & R ANGLE.

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<a href="#">V0XR201103080002</a>	EMB		GUSSET	CORRODED
3/8/2011	EMB145EP		14530633005	ZONE 100

LEFT FLOOR GUSSET AT FR 24-29 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR201103080003</a>	EMB		SILL	CORRODED
3/8/2011	EMB145EP		14529495001	ZONE 100

LEFT SILL AT FR 53-59 LY 780.0 IS CORRODED BEYOND LIMITS. R & R SILL.

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<a href="#">V0XR201103080004</a>	EMB		GUSSET	CORRODED
3/8/2011	EMB145EP		14530635003	ZONE 100

GUSSET ON CENTER OMEGA BEAM AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR201103080005</a>	EMB		GUSSET	CORRODED
3/8/2011	EMB145EP		14530633005	ZONE 100

LEFT GUSSET AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R GUSSET.

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<a href="#">V0XR20110404019A</a>	EMB		SEAT TRACK	CORRODED
4/4/2011	EMB145LR		14532605003	ZONE 200

PASSENGER SEAT TRACK POSITION 'D' AT STA 9814.0 - 12176.2 CORRODED UNDER SCREW HEADS. REMOVED AND REPLACED SEAT TRACK 'D' AT STA 9814.0 TO 12176.2 IAW EMB145 AMM 53-01-06. W/C 2144

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<a href="#">V0XR201104060003</a>	EMB		DUCT	DAMAGED
4/6/2011	EMB145LR		14520409405	CABIN AIR

AIR CONDITIONING DUCT AT FR 15 DAMAGED. REMOVED AND REPLACED DUCT. W/C 1115

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<a href="#">V0XR201104060012</a>	EMB		SEAT TRACK	CORRODED
4/6/2011	EMB145LR		14530638003	ZONE 100

PAX SEAT TRACK POSITION C AT STA. 9814.0 - 12176.2 IS CORRODED UNDER SCREW HEADS. REMOVED AND REPLACED SEAT TRACK. W/C 2139

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<a href="#">V0XR20110329001</a>	EMB		STRUCTURE	CORRODED
3/29/2011	EMB145LR		14522460015	ZONE 100

(V0XR) HORSESHOE DIGITAL PLATE AT FRAME 16-18 HAS CORROSION. REMOVED AND REPLACED HORSESHOE AT FRAME 16-18 IAW EMB145 SRM 51-20-03, AND 51-40-02. W/C 1063

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<a href="#">2011FA0000148</a>	GROB	LYC	PUMP	LEAKING
3/3/2011	G120A	AEIO540D4D5	RG9570K1M	ENGINE FUEL

MECHANIC PERFORMED A LEAK CHECK AFTER INSTALLING ENGINE DRIVEN FUEL PUMP ON THE ENGINE AND FOUND FUEL LEAKING FROM SHAFT DRIVE. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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<a href="#">2011FA0000149</a>	GROB	LYC	PUMP	FAILED
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3/3/2011 G120A AEIO540D4D5 RG9570K1M ENGINE FUEL

AFTER INSTALLING ENGINE DRIVEN FUEL PUMP ON THE ENG, MECHANIC WENT OUT TO PERFORM AN ENGINE OPS CHECK AND FOUND ENGINE WOULDN'T KEEP RUNNING UNLESS BOOST PUMP WAS IN THE ON POSITION. UPON TROUBLESHOOTING MECHANIC FOUND THE SHAFT WAS SHEARED ON THE FUEL PUMP. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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[2011FA0000144](#) GROB LYC PUMP LEAKING

3/2/2011 G120A AEIO540D4D5 RG9570K1M ENGINE FUEL

MECHANIC WAS PERFORMING A POST MAINTENANCE CHECK ON AIRCRAFT AND NOTICED FUEL STAINS ON THE DOG HOUSE, MECHANIC THEN PERFORMED A LEAK CHECK AND FOUND FUEL LEAKING FROM VENT ON ADJUSTMENT COVER ON ENGINE DRIVEN FUEL PUMP. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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[CA101021011](#) GROB LYC WASHER MISSING

10/20/2010 G120A AEIO540D4D5 LN9025162ST60 WING TO BODY

DURING A 200 HR INSP ON 2 OTHER ACFT, MSB 1121-109/1 WAS BEING CARRIED OUT AS REQUIRED WHEN IT WAS NOTED THAT THE WASHERS WERE MISSING. THE MFG WAS CONTACTED AND DETERMINED THAT THIS WAS A NON CONFORMANCE TO THE TYPE CERTIFICATE. IT WAS DECIDED THAT THE REMAINDER OF THE FLEET, (11 AIRCRAFT) BE INSPECTED TO DETERMINE THE STATUS OF THE ASSY. THE ENTIRE FLEET WAS INSPECTED AND ALL ACFT WERE FOUND TO BE IN NON-COMPLIANCE AND SUBSEQUENTLY GROUNDED UNTIL THE PARTS ARE INSTALLED.

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[CA101021012](#) GROB LYC WASHER MISSING

10/20/2010 G120A AEIO540D4D5 LN9025162ST60 WING TO BODY

DURING A 200 HR INSP ON 2 OTHER ACFT, MSB 1121-109/1 WAS BEING CARRIED OUT AS REQUIRED WHEN IT WAS NOTED THAT THE WASHERS WERE MISSING. THE MFG WAS CONTACTED AND DETERMINED THAT THIS WAS NON CONFORMANCE TO THE TYPE CERTIFICATE. IT WAS DECIDED THAT THE REMAINDER OF THE FLEET, (11 ACFT) BE INSPECTED TO DETERMINE THE STATUS OF THE ASSY. THE ENTIRE FLEET WAS INSPECTED AND ALL ACFT WERE FOUND TO BE IN NON-COMPLIANCE AND SUBSEQUENTLY GROUNDED UNTIL THE PARTS ARE INSTALLED.

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[CA101021013](#) GROB LYC WASHER MISSING

10/19/2010 G120A AEIO540D4D5 LN9025162ST60 WING TO BODY

DURING A 200 HR INSP ON ACFT, MSB 1121-109/1 WAS BEING CARRIED OUT AS REQUIRED WHEN IT WAS NOTED THAT THE WASHERS WERE MISSING. THE MFG WAS CONTACTED AND DETERMINED THAT THIS WAS A NON CONFORMANCE TO THE TYPE CERTIFICATE. IT WAS DECIDED THAT THE REMAINDER OF THE FLEET, (11 AFT) BE INSPECTED TO DETERMINE THE STATUS OF THE ASSY. THE ENTIRE FLEET WAS INSPECTED AND ALL ACFT WERE FOUND TO BE IN NON-COMPLIANCE AND SUBSEQUENTLY GROUNDED UNTIL THE PARTS ARE INSTALLED.

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[CA101021014](#) GROB LYC WASHER MISSING

10/19/2010 G120A AEIO540D4D5 LN9025162ST60

DURING A 100 HR INSP ON ACFT, MSB 1121-109/1 WAS BEING CARRIED OUT AS REQUIRED WHEN IT WAS NOTED THAT THE WASHERS WERE MISSING. THE MFG WAS CONTACTED AND DETERMINED THAT THIS WAS A NON-CONFORMANCE TO THE TYPE CERTIFICATE. IT WAS DECIDED THAT THE REMAINDER OF THE FLEET, (11 ACFT) BE INSPECTED TO DETERMINE THE STATUS OF THE ASSY. THE ENTIRE FLEET WAS INSPECTED AND ALL ACFT WERE FOUND TO BE IN NON-COMPLIANCE AND SUBSEQUENTLY GROUNDED UNTIL THE PARTS ARE INSTALLED.

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[2011FA0000218](#) GULSTM GARRTT SHUTOFF VALVE FAILED

3/23/2011 G150 TFE7314R P23791 HYD RESERVOIR

ACFT DEPARTED AT APPROX 1630 ZULU WITH AN INTENDED DESTINATION. WHILE AT CRUISE ALTITUDE RECEIVED AN EICAS MESSAGE INDICATING THE LOSS OF RT HYD PRESSURE. ACFT ELECTED TO DIVERT, AND DURING DESCENT AT ABOUT 30 MINUTES FROM DESTINATION AN ADDITIONAL EICAS MESSAGE INDICATING A LT HYD PUMP FAILURE AND PRESSURE GAUGE READOUT OF ZERO MAIN HYD PRESSURE. AIRCREW CONDUCTED THE APPROPRIATE EMERGENCY CHECKLIST AND DECLARED AN EMERGENCY. APPROX 5 TO 7 MINUTES FROM LANDING, RECEIVED A MESSAGE INDICATING THE LOSS OF AUXILIARY HYD PRESSURE. AIRCREW CONDUCTED

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EMERGENCY CKLIST AND UPDATED ATC OF THEIR CONDITION. ACFT LANDED WITHOUT INCIDENT. ACFT WAS TOWED TO MFG FOR REPAIR. THEY CHANGED THE RT HYD MAIN RESERVOIR SHUT-OFF VALVE, RT ENGINE DRIVE HYD PUMP, LT ENG DRIVEN HYD PUMP AND AUX HYD PUMP. THE SUSPECTED CAUSE OF HYD FAILURE WAS DETERMINED TO BE THE FAILURE OF THE RT MN HYD SHUT-OFF VALVE NOT OPENING ENOUGH WHICH CAUSED THE HYD PUMPS TO BE STARVED OF HYD FLUID.

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<a href="#">2011FA0000124</a>	GULSTM		LIFE RAFT	MISMANUFACTURED
2/23/2011	GV		1218FAUL3301100	

AFTER INFLATION DURING A ROUTINE INSPECTION OF LIFE RAFT, OBSERVED THE LOWER BOUYANCY TUBE IS CONSIDERABLY SMALLER IN DIAMETER & CIRCUMFERENCE WHEN COMPARED TO UPPER BOUYANCY TUBE. AS A RESULT, THE LOWER TUBE SEAMS (INTERIOR OBSERVATION) ARE BOWED INWARD & FLOOR HAS EXCESSIVE CREASES. EACH OF THE LOWER TUBE CELLS ARE BOWED INWARD FROM STRESS & THE GENERAL CONDITION IS QUESTIONABLE. OUTSIDE CIRCUMFERENCE MEASUREMENTS ARE AS FOLLOWS: UPPER TUBE 28' 3", THE LOWER TUBE MEASURES 27'6". UPPER TUBE EXTENDS OUT APPROXIMATELY 2" FURTHER THAN LOWER TUBE ALL THE WAY AROUND. BOUYANCY TUBES ARE SUPPOSED TO BE IDENTICAL. BOUYANCY TUBES ARE NOT IDENTICAL ON SUBJECT RAFT. THIS ISSUE HAS BEEN BROUGHT TO THE ATTENTION OF FSDO-11 AND PHOTOGRAPHS HAVE BEEN EMAILED TO THAT FACILITY.

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<a href="#">2011FA0000150</a>	HUGHES	ALLSN	OIL SYSTEM	WARNING LIGHT
3/2/2011	369E	250C20B		ENGINE

DURING A TOUR FLIGHT, THE PILOT GOT A ENGINE CHIP LIGHT INDICATION. THE PILOT PERFORMED AN UNEVENTFUL UNSCHEDULED LANDING. THE MX DEPARTMENT WAS DISPATCHED AND FOUND A METAL SLIVER ON THE UPPER ENGINE CHIP PLUG THAT WAS CAUSING THE LIGHT. BOTH UPPER AND LOWER PLUGS WERE INSPECTED AND CLEANED. A GROUND RUN WAS PERFORMED WITH NO CHIP LIGHT. THE PLUGS WERE INSPECTED AGAIN AND FOUND CLEAN. THE ACFT WAS RETURNED TO SERVICE.

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<a href="#">2011FA0000163</a>	HUGHES	ALLSN	ENGINE	MAKING METAL
3/8/2011	369E	250C20B		

DURING TAKEOFF THE PILOT EXPERIENCED AN ENGINE CHIP LIGHT AND RETURNED FOR LANDING. MX FOUND SMALL CHIPS ON THE LOWER ENGINE PLUG AND A SLIVER ON THE UPPER PLUG. THE ENGINE WAS REMOVED FROM THE ACFT AND SENT TO SERVICE FOR MX.

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<a href="#">2011FA0000108</a>	ISRAEL	PWC	INLET SCREEN	WORN
1/16/2011	GALAXY	PW306A	308479501	LT ENGINE

ON RECEPTION FOR MX THE LT ENGINE INLET ACOUSTIC MESH WAS FOUND DEPARTED FROM INLET AREA AT 3PM POSITION TO 6PM POSITION. ENGINE DIGESTED THE MESH CAUSING DAMAGE TO THE INLET CASE & STATOR GUIDE VANES.

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<a href="#">2011F00045</a>	LEAR		FIRE LOOP	FALSE ACTIVATION
2/18/2011	35A			LT NACELLE

DURING APPROACH, THE LT FIRE WARNING LIGHT ILLUMINATED AND DID NOT EXTINGUISH AFTER LANDING WHEN THE ENGINE WAS SHUTDOWN. THERE WAS NO OTHER ABNORMAL INDICATIONS. NOTE THAT THE NACELLE HEAT WAS "ON" DURING APPROACH (DUE TO CLOUDS AND RAIN). TECH WAS SENT TO THE SITE AND PERFORMED TROUBLESHOOTING. FOUND NO EVIDENCE THAT A FIRE OCCURRED. CHECKED THE FIRE LOOPS AND NO DAMAGE WAS NOTED. TESTED THE SYS AND FOUND SATISFACTORY. SQUAWK COULD NOT BE DUPLICATED. WORK PERFORMED IAW MM-99 CHAPTER 26-10-01. ACFT WAS RETURNED TO SERVICE ON 2/14/2011.

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<a href="#">2011FA0000159</a>	LEAR		SENSOR	FAILED
3/7/2011	35A		12958010	DUCT TEMP

DUCT TEMP SENSOR FAILED TO ALLOW THE PRESSURIZATION SYS TO OVERTEMP THE DUCTING.

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<a href="#">VIBR20110301</a>	LEAR		STEERING UNIT	MISREPAIRED
3/1/2011	45LEAR		2W3201D	NLG

NOSE LANDING GEAR STRUT WITH NOSE WHEEL STEERING GEARBOX AND ACTUATOR WERE SENT TO REPAIR STATION FOR REPAIR. RECEIVED NOSE GEAR BACK FULLY ASSEMBLED AS SHIPPED OUT. HAD DIFFICULTY GETTING NOSE GEAR STEERING TO RIG PROPERLY AND UPON FURTHER INVESTIGATION FOUND ONE OF THREE NOSE GEAR STEERING GEARBOX ATTACH BOLTS MISSING AND THE OTHER TWO OF THREE BOLTS LOOSE. THESE BOLTS ARE INTERNALLY MOUNTED IN THE GEARBOX ASSEMBLY WITH NO WAY TO INSPECT THEM WITHOUT DISASSEMBLY OF GEARBOX. NO SAFETY PROVISIONS OR TORQUE STRIPE ON BOLT HEADS OR LOCK WASHERS.

<a href="#">2011FA0000115</a>	LEAR	GARRTT	RECEPTACLE	FAILED
2/10/2011	45LEAR	TFE731*	AC16707	GALLEY

THE NR1 TERMINAL AND WIRING FOR THE LIQUID WARMER POT WAS FOUND TO BE ARCED AND OVERHEATED ON THE BACK OF THE GALLEY. DURING REPLACEMENT, FOUND TERMINAL WIRING HARDWARE LOOSE.

<a href="#">AUCR20110215002</a>	LKHEED		FITTING	CRACKED
2/15/2011	P3A		9017222	BS 695

DURING ANNUAL INSP, A DETAILED ULTRA-SONIC INSP OF THE FUSELAGE WING ATTACH RING FITTINGS WERE INITIATED BY AN INTERNAL SB. A FATIGUE CRACK WAS APPRECIATED IN THE RT AFT FITTING'S VERTICAL OTBD FLANGE.

<a href="#">AUCR20110215003</a>	LKHEED		ATTACH FITTING	CRACKED
2/15/2011	P3A		9017212	BS 571

DURING ANNUAL INSPECTION, A DETAILED ULTRA-SONIC INSPECTION OF THE FUSELAGE WING ATTACH RING FITTINGS WERE INITIATED BY AN INTERNAL SB. FATIGUE CRACKS WERE APPRECIATED IN THE RT FWD FITTING'S CHORDWISE FLANGE AT THE UPPER TENSION BOLT.

<a href="#">AUCR20110215</a>	LKHEED		ATTACH FITTING	CRACKED
2/15/2011	P3A		9017211	ZONE 100

DURING ANNUAL INSPECTION, A DETAILED ULTRA-SONIC INSPECTION OF THE FUSELAGE WING ATTACH RING FITTINGS WERE INITIATED BY AN INTERNAL SB. A FATIGUE CRACK WAS APPRECIATED IN THE LT FWD FITTING, VERTICAL OTBD FLANGE APPROX 6" ABOVE UPPER TENSION BOLT.

<a href="#">AUCR20110215004</a>	LKHEED		FITTING	CRACKED
2/15/2011	P3A		9017212	ZONE 100

DURING ANNUAL INSPECTION, A DETAILED ULTRA-SONIC INSPECTION OF THE FUSELAGE WING ATTACH RING FITTINGS WERE INITIATED BY OUR BY OUR INTERNAL SB. A FATIGUE CRACK WAS APPRECIATED IN THE RT FWD FITTING JUST BELOW THE UPPER MOST AFT HOLE ON THE VERTICAL OTBD FLANGE.

<a href="#">AUCR20110215001</a>	LKHEED	ALLSN	FLANGE	CRACKED
2/15/2011	P3A	T56A10	9017212	ZONE 100

DURING ANNUAL INSPECTION A DETAILED ULTRA-SONIC INSPECTION OF THE FUSELAGE WING ATTACH RING FITTINGS WERE INITIATED BY AN INTERNAL SB. A FATIGUE CRACK WAS APPRECIATED IN THE RT FWD FITTING'S VERTICAL OTBD FLANGE.

<a href="#">2011FA0000102</a>	MAULE	LYC	EXHAUST PIPE	CRACKED
3/10/2010	MXT7180A	O360C4F	52942	RIGHT

THE RT TAILPIPE WAS SENT FOR REPAIR ON 3/10/10 BECAUSE IT WAS CRACKED.

<a href="#">CA101004003</a>	MORAVN	LYC	IMPULSE COUPLING	LOOSE
10/1/2010	Z242L	AEIO360A1B6 4372	M3100	MAGNETO

A LOOSE RIVET WAS FOUND ON THE IMPULSE COUPLING DURING SCHEDULED MX.

<a href="#">2011FA0000132</a>	MTSBSI	GARRTT	SPUR GEAR	DAMAGED
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2/14/2011	MU2B60	TPE331*	31035891	GEARBOX
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FOUND TORQUE SENSOR SPUR GEAR SEVERELY DAMAGED DUE TO MATERIAL CONTACT AND OVERHEAT. GEAR HAD SEVERAL GEAR TEETH SEPARATED WITH REMAINING GEAR TEETH SHOWING SIGNIFICANT DAMAGE. THE LOWER SCAVENGE TUBE RETAINER BOLT HEAD WAS FOUND TO BE DAMAGED DUE TO CONTACT WITH THE SPUR GEAR. THE INSTALLED BOLT WAS (PN MS9556-06), THE CORRECT BOLT SHOULD HAVE BEEN A (PN MS948907 IAW MFG IPC 72-01-16, REV 9, SECTION 72-10-13, FIG 5, INDEX 185. THE (MS9556-06) BOLT HEAD HAS A HEIGHT OF .134", ALLOWED THE BOLT HEAD TO CONTACT THE SPUR GEAR AND RUB UNTIL THE GEAR EXPERIENCED MATERIAL FAILURE DUE TO OVERHEATING. ENG WAS O/H IN 2001 AND IT APPEARS THE INCORRECT BOLT WAS INSTALLED AT THAT TIME. ENGINE LOGBOOKS DO NOT SHOW ANY ACCESS TO THE REDUCTION GEARBOX SINCE ENGINE O/H WAS ACCOMPLISHED.

<a href="#">5APR577Y52</a>	PILATS	PWA	PRESSURE SWITCH	INTERMITTENT
3/10/2011	PC1245	PT6A67B	9738114306	ZONE 100

UPON LANDING GEAR RETRACTION ON CLIMB AFTER TAKEOFF, LANDING GEAR DID NOT RETRACT. THE LANDING GEAR POSITION INDICATORS REMAINED RED, AND THE HYD CAWS ILLUMINATED. THE PILOT NOTIFIED TOWER THEY WERE RETURNING TO THE FIELD THEN FOLLOWED THE APPROPRIATE CHECKLIST AND PLACED THE GEAR HANDLE IN THE DOWN POSITION. THE MLG LOCKED IN THE DOWN POSITION, THE NLG NEEDED TO BE PUMPED TO THE DOWN AND LOCKED POSITION MANUALLY. THE ACFT LANDED UNEVENTFULLY. MX TROUBLESHOT THE HYD SYS WITH NO DEFECTS NOTED. REPLACED THE HYD SYS PRESSURE SWITCH. C/W FUNCTIONAL TEST OF THE HYD SYS WITH NO DEFECTS NOTED. ALL WORK ACCOMPLISHED IAW MFG INSTRUCTIONS.

<a href="#">5APR577Y53</a>	PILATS	PWA	BRAKE DISC	CRACKED
3/10/2011	PC1247	PT6A67	244759C	ZONE 700

DURING A LINE CHECK FOUND THE LT SIDE MLG BRAKE ASSY OUTER DISK CRACKED.

<a href="#">CA100914004</a>	PIPER	CONT	STEERING SYS	MISINSTALLED
9/14/2010	PA11	C9012F	750330	RUDDER ASSY

DURING INSP OF THE RUDDER ASSY. WHILE ACFT WAS DISASSEMBLED FOR O/H, IT WAS FOUND THAT DURING PREVIOUS REPLACEMENT OF ACFT FABRIC, BOLTS ATTACHING THE RUDDER STEERING ARM CASTING TO THE RUDDER ASSY HAD BEEN REMOVED TO FACILITATE THE INSTALLATION OF THE NEW FABRIC. WHEN THE NEW FABRIC WAS INSTALLED IT COVERED THE ATTACHMENT BOLT HOLES. BECAUSE THE BOLT HOLES WERE COVERED UP, THE ATTACHMENT BOLTS WERE NOT REINSTALLED. THE STEERING ARM IS AN ALUMINUM CASTING. IT FEATURES A .7500 INCH ROUND ATTACHMENT SHANK WHICH IS INSTALLED INTO THE 4130 STEEL RUDDER SPAR. CORROSION, CAUSED BY THE CONTACT OF DISSIMILAR METALS, FROZE THE PART IN PLACE. THIS RESULTED IN THE ARM NOT COMING LOOSE. ACFT APPEARS TO HAVE BEEN IN SERVICE WITHOUT THE BOLTS INSTALLED FOR APPROX 20 YEARS. AT THIS POINT, WE ARE AWAITING RECEIPT OF THE LOG BOOKS FROM OWNER TO REVIEW MX HISTORY. THE USE OF THIS PART AND THE WAY IT IS ATTACHED TO THIS ACFT IS THE SAME THROUGHOUT THE MFG SERIES ACFT THAT ARE FABRIC COVERED. IT IS STRONGLY RECOMMENDED THAT ACFT BE INSPECTED FOR THIS UNSAFE CONDITION.

<a href="#">2011FA0000129</a>	PIPER		TRIM TAB	CORRODED
2/7/2011	PA23250		1561805	ELEVATOR

(PN 15618-05) ELEVATOR TRIM ARM ASSY CORRODED TO THE POINT OF HAVING A .1875 HOLE THRU BOTH SIDES OF THE TUBE ON AFT END OF TUBE.

<a href="#">2011FA0000217</a>	PIPER		TIRE	DAMAGED
3/18/2011	PA28161		302246401	MLG

TIRE DEFLATED DURING TAXIING OPERATIONS. FOUND SMALL HOLE IN SIDE WALL OF TUBE. OPPOSITE SIDE OF AND 180 DEGREE FROM VALVE STEM. SECOND OCCASION ON THIS ACFT IN 112 HRS OF OPERATION. (TIRE WAS REPLACED W/TUBE). APPEARS TO BE A MFG OR PACKAGING FLAW.

<a href="#">2011FA0000216</a>	PIPER		TUBE	FLAT
3/18/2011	PA28161		302013400	MLG

TIRE DEFLATED DURING TAXIING OPERATIONS. FOUND SMALL HOLE IN SIDE WALL OF INNER TUBE 180 DEGREE OPPOSITE VALVE STEM AND ON SIDE OF TUBE OPPOSITE OF VALVE STEM. APPEARS TO BE MFG OR PACKAGING DEFECT. (TIRE WAS REPLACED W/TUBE.) SECOND EVENT ON THIS ACFT IN 137.6 HRS. SIMILAR EVEN ON SAME TYPE ACFT.

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<a href="#">2011FA0000168</a>	PIPER	CONT	LINK	CRACKED
2/3/2011	PA28RT201T	TSIO360FB	76423803	NLG

CRACK DISCOVERED IN FWD FACING RADIUS OF NOSE GEAR RETRACTION CYLINDER AND DOWN LOCK ATTACHMENT TANG DURING ANNUAL INSP. REPLACED ENTIRE NOSE GEAR LINK AND BRACE DOWN-LOCK ASSY WITH NEW TO RETURN ACFT TO AIRWORTHINESS.

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<a href="#">KRTR200110223001</a>	PIPER	CONT	ENGINE	MISOVERHAULED
1/25/2011	PA34200T	LTSIO360EB	LTSIO360EB1A	RIGHT

DURING REPLACEMENT OF THE STARTER ADAPTER, P/N 635048A16. NOTICED THAT THE CRANKSHAFT GEAR LOCATED AT THE AFT END OF THE CRANSHAFT DID NOT HAVE SAFETY WIRE ON THE ATTACHMENT BOLTS. IT WAS FURTHER DISCOVERED THAT THE CAMSHAFT GEAR LOCATED AT THE AFT END OF THE CAMSHAFT ALSO DID NOT HAVE IT'S BOLTS SAFETY WIRED. THE BOLTS FOR BOTH THE CRANKSHAFT GEAR AND THE CAMSHAFT GEAR WERE TORQUE CHECKED PER THE OVERHAUL MANUAL X30596A SECTIONS 72-50-07 AND 72-50-08 AND THE TABLE OF TIGHTENING TORQUES FIGURE 72-50-01B AND WERE SECURED WITH LOCK WIRE REFERENCE THE OVERHAUL MANUAL 72-50-07 AND 72-50-08 USING THE LOCK WIRE PROCEDURE FIGURE 70-10-00. THIS ENGINE HAS A TIME SINCE OVERHAUL OF 1201.8 HOURS AND IS LOCATED AT THE RIGHT POSITION ON THE AIRCRAFT. THE LEFT ENGINE THAT WAS ALSO OVERHAULED AT THE SAME TIME AND BY THE SAME PERSON WAS INSPECTED AND WAS FOUND TO BE CORRECTLY ASSEMBLED WITH RESPECT TO THE CRANKSHAFT AND CAMSHAFT GEARS INSTALLATION.

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<a href="#">2011FA0000127</a>	PIPER	PIPER	BOLT	SHEARED
2/7/2011	PA44180		402940	DRAG LINK

AIRCRAFT EXPERIENCED A COLLAPSE OF THE NOSE GEAR DURING TAXI AFTER LANDING. AFTER RECOVERY, IT WAS DISCOVERED THAT THE DRAG LINK BOLT P/N 402-940 HAD SHEARED. I BELIEVE THE COMBINATION OF A FLAT NOSE TIRE AND UNSATISFACTORY TAXIWAY CONDITIONS (I.E. SLUSH AND ICE) AT KCMJ PUT EXCESS FORCE ON THE GEAR CAUSING THE BOLT IN QUESTION TO FAIL.

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<a href="#">2011FA0000151</a>	PIPER		SUPPORT	CRACKED
2/24/2011	PA44180		86282010	NLG

DURING THE SCHEDULED MAINTENANCE ON FEB 24, 2011, OUR FIELD ENGINEER FOUND THE LEFT NOSE GEAR SUPPORT (PN 86282-010) OF ONE SEMINOLE (SN 4496048) HAS A CRACK.

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<a href="#">CA101018003</a>	PIPER	LYC	ELT	FALSE ACTIVATION
10/15/2010	PA44180	LO360A1H6	4530150	CABIN

THE ELT ACTIVATED SOME TIME IN THE EVENING, POSSIBLY WHEN THE ACFT WAS PUT INTO THE HANGER. IT TURNED OFF AFTER BEING RESET. THE ELT ACTIVATED AGAIN IN THE NIGHT AND WAS NOT ABLE TO BE DEACTIVATED UNTIL THE BATTERY WAS REMOVED. THIS UNIT WAS INSTALLED APPROX 4 MONTHS PREVIOUSLY TO REPLACE AN ELT THAT HAD ACTIVATED ACCIDENTALLY. WHEN REMOVED THIS ELT, AS WELL AS THE PREVIOUS UNIT WERE BOTH FOUND TO HAVE WATER INSIDE.

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<a href="#">CA100921003</a>	PROPJT	PWC	ENGINE	LEAKING
9/10/2010	200A	PW306A		OIL SYSTEM

SMOKE IN CABIN DURING CLIMB AT FL 50, SMOKE STARTED ENTERING THE CABIN. THE CREW ELECTED TO RETURN TO THE POINT OF DEPARTURE WHERE AN UNEVENTFUL LANDING WAS MADE. POST FLIGHT INSP FOUND OIL ON THE FAN AND THE CABIN BLEED PORT. TROUBLESHOOTING IS ON-GOING.

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<a href="#">1013810127</a>	RAYTHN		DE-ICE VALVE	FAILED
2/22/2011	B300RAYTHEON		10138100127	SOLENOID

MULTIPLE FAILURES OF THIS PN VALVE HAVE OCCURRED ON ACFT SINCE NEW IN JUNE OF 2005. OF THE 11 VALVES THAT HAVE BEEN REPLACED ON THIS ACFT, ALL HAVE FAILED IN THE OPEN POSITION, ALLOWING ENGINE BLEED AIR TO BE PORTED THE BRAKES AND INTO THE WHEEL WELL IF THE GEAR IS RETRACTED. THE VALVE MFG STATES THAT THIS IS CAUSED FROM SWELLING OF THE SOLENOID PISTON RINGS WHEN THE VALVE IS OPERATED IN A WET ENVIRONMENT. MOST RECENT FAILURES HAVE TSO OF 34 HRS, 65 HRS, AND 172 HRS. ALSO, FOUND ON VALVE, SN 5187, WAS IMPROPERLY CRIMPED SOLENOID POWER WIRE.

<a href="#">PIYR S261101160</a>	RAYTHN		STRUT	MISALIGNED
3/15/2011	G36		368200201	NLG

DURING LANDING GEAR RETRACTION TEST, IT WAS NOTED THAT THE NOSE WHEEL ASSY WOULD CONTACT THE RT NOSE GEAR DOOR, AFT HINGE DURING LANDING GEAR CYCLE. IT WAS ALSO NOTED THAT THE NOSE WHEEL ASSY WOULD CONTACT THE NOSE WHEEL WELL STRUCTURE WHEN FULLY RETRACTED. PRECISION MEASUREMENTS DETERMINED THAT THE NOSE STRUT ASSY TO ACFT STRUCTURE ATTACH POINTS WERE MISALIGNED.

<a href="#">E81RJW304273</a>	RAYTHN		TRANSDUCER	FAILED
2/22/2011	HAWKER800XP		3E1500A	TRIM SYNC

INVESTIGATED FLIGHT CREW REPORT OF REPEATED MACH TRIM AND ELEVATOR TRIM FAIL ANNUNCIATOR INDICATIONS DURING DESCENT. DURING TROUBLESHOOTING FOUND ELEVATOR TRIM WOULD STOP IN SAME POSITION EACH TIME DURING OPERATION. NOTED AUTOPILOT TRIM INPUTS WOULD STOP JUST BEFORE FAILURE. FOUND DUAL SYNCHRO TRANSDUCER FAILED INTERNALLY. REPLACED THE DUAL SYNCHRO TRANSDUCER WITH A SERVICEABLE UNIT, NO FAULTS NOTED DURING POST-INSTALLATION CHECKS. RECOMMEND MANUFACTURER CHECK FAILURE RATE ON THIS COMPONENT TO VERIFY AN ISOLATED CONDITION TO THIS UNIT OR A FLEET PROBLEM.

<a href="#">2011FA0000123</a>	RAYTHN		CONNECTOR	BURNED
2/13/2011	HAWKER900XP			TERMINAL BLOCK

PREFLIGHT FOUND RT BOOST PUMP INOP. TROUBLESHOOTING FOUND WIRE CONNECTORS AND TERMINAL BLOCK AT TB-AA IN DA PANEL OVERHEATED AND BURNED DUE TO IMPROPER TORQUE OF NUTS ON TERMINAL STUDS REQUIRING REPLACEMENT OF TERMINAL BLOCK AA, AND WIRES FROM AA1L AND AA2L TO CONNECTOR JA-P5 PINS A AND B.

<a href="#">CA101025007</a>	ROBSIN	LYC	ROBSIN	PLUG	LEAKING
9/9/2010	R44	O540F1B5	D2111	D4871	HYD RESERVOIR

HYD RESERVOIR LEAKING FROM VENT PLUG. HYD RESERVOIR REPLACED.

<a href="#">CA100922010</a>	ROBSIN	LYC		IGNITION LEAD	CUT
9/22/2010	R44	O540F1B5			ENGINE

FOUND NR 1 CYL TOP LEAD CUT, SPARK PLUG NOT FIRING.

<a href="#">CA100716003</a>	ROBSIN	LYC		STARTER	FAILED
7/9/2010	R44RAVENII	IO540AE1A5		149HTEC	ENGINE

ACFT WAS EXPERIENCING POOR STARTS, STARTER REPLACED.

<a href="#">CA100722010</a>	ROBSIN	LYC		FCU	RATCHETING
7/21/2010	R44RAVENII	IO540AE1A5		25766304	ENGINE

FUEL CONTROL UNIT WAS FOUND TO HAVE RATCHETY THROTTLE AND MIXTURE CONTROLS, REPLACED.

<a href="#">CA100805015</a>	ROBSIN	LYC		CLUTCH	FAILED
7/30/2010	R44RAVENII	IO540AE1A5		C0183	MAIN ROTOR

THE PILOT REPORTED A LOUD BANG AND A MOMENTARY YAW WHILE IN CRUISE FLIGHT. THE CLUTCH ASSY WAS REPLACED.

<a href="#">CA100713012</a>	ROBSIN	LYC		PUMP	LEAKING
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7/6/2010	R44RAVENII	IO540AE1A5		D8187B	FUEL SYSTEM
FUEL PUMP FOUND LEAKING THROUGH DRAIN WHILE STATIC, REPLACED SERVICABLE.					
<a href="#">CA100716002</a>	ROBSIN	LYC		RESERVOIR	LEAKING
7/9/2010	R44RAVENII	IO540AE1A5		D2112	HYD SYSTEM
DURING INSPECTION, THE HYD RESERVOIR FOUND LEAKING, RESERVOIR REPLACED.					
<a href="#">CA100722009</a>	ROBSIN	LYC		STARTER	UNSERVICABLE
7/19/2010	R44RAVENII	IO540AE1A5		14924HTH	ENGINE
STARTER WAS UNSERVICABLE, REPLACED WITH A SERVICABLE STARTER.					
<a href="#">CA101025008</a>	ROBSIN	LYC		PUMP	NOISY
10/14/2010	R44RAVENII	IO540AE1A5		D8187B	FUEL SYSTEM
ELECTRIC FUEL PUMP, PN D8187-B, (RHC PN: D743-1) NOISY. REPLACED FUEL PUMP.					
<a href="#">CA101025009</a>	ROBSIN	LYC	ROBSIN	SWITCH	FAILED
10/10/2010	R44RAVENII	IO540AE1A5	C0512	C0531	CLUTCH ACTUATOR
SWITCH FAILURE. CLUTCH ACTUATOR ASSEMBLY REPLACED.					
<a href="#">CA101027007</a>	ROBSIN	LYC		SPRAG ASSY	CRACKED
6/4/2010	R44RAVENII	IO540AE1A5		C1883	MAIN ROTOR
DURING T/O, BANG HEARD BY PILOT, ABORTED T/O. CONFIRMED SUSPECTED SPRAG FAILURE DIAGNOSIS WITH HELICOPTERS AND PILOTS REPORTED SYMPTOMS. CLUTCH ASSY REPLACED IN FIELD. DIAGNOSIS FURTHER CONFIRMED BY DIASSASSEMBLY OF RETURNED SPRAG UNIT BY MFG.					
<a href="#">CA100805014</a>	ROBSIN	LYC		CLUTCH	FAILED
7/29/2010	R44RAVENII	IO540AE1A5		C0183	MAIN ROTOR
THE PILOT REPORTED A LOUD BANG AND A MOMENTARY YAW WHILE IN CRUISE FLIGHT. THIS HAPPENED MORE THAN ONCE IN THE LAST 250 HRS. THE CLUTCH ASSY (FREEWHEEL) IS SUSPECTED TO HAVE SLIPPED IN FLIGHT. THE CLUTCH ASSY WAS REPLACED WITH NO RECURRENCE SINCE. WHILE FREE WHEELING BOTH CLUTCHES BY HAND, IT WAS NOTICED THAT THE OLD CLUTCH WAS ROUGH TO THE FEEL AND ALSO SOUNDED ROUGH COMPARED TO THE NEW ONE.					
<a href="#">CA100804024</a>	ROBSIN	LYC	ROBSIN	BRACKET	LOOSE
3/18/2010	R44RAVENII	IO540AE1A5			BEARING SUPPORT
DURING FLIGHT, PILOT REPORTED A LOUD THUMP, THE CLUTCH LIGHT ILLUMINATED AND WOULD NOT GO OUT. INVESTIGATION FOUND THAT ALL 8 RIVETS ATTACHING THE LOWER ACTUATOR BEARING BRACKETS, TO THE FAN SCROLLS HAD SHEARED, ALLOWING THE LOWER ACTUATOR BRG TO COCK TO THE SIDE AND LOSE SOME TENSION ON THE DRIVE BELTS.					
<a href="#">CA100806015</a>	ROBSIN	LYC		PUMP	SHORTED
6/24/2010	R44RAVENII	IO540AE1A5		RHCD7431	FUEL BOOST
THE ACFT CAME IN FOR A 50 HR INSP. THE BOOST PUMP WAS BLOWING THE CIRCUIT BREAKER. THE BOOST PUMP WAS REPLACED WITH A NEW ONE AND THE SYS TESTED SATISFACTORILY.					
<a href="#">CA100722007</a>	ROBSIN	LYC		BEARING	LEAKING
7/15/2010	R44RAVENII	IO540AE1A5		C0174	SWASHPLATE
THE SWASHPLATE BEARING WAS LEAKING BLACK FLUID AND THE BEARING WAS FOUND LOOSE.					
<a href="#">CA100713008</a>	ROBSIN	LYC		PUMP	LEAKING
7/7/2010	R44RAVENII	IO540AE1A5		LW15473	FUEL SYS
OIL FOUND LEAKING FROM BREATHER TUBE, FUEL PUMP REPLACED, SERVICABLE.					

<a href="#">CA100706010</a>	SKRSKY	ALLSN	DUCT	CHAFED
6/27/2010	S76A	250C30S		BLEED AIR SYS
<p>IN CRUISE FLIGHT, WHEN CABIN HEATER WAS TURNED ON, OIL WAS BLOWN INTO THE COCKPIT CAUSING OIL MISTING ON THE WINDSHIELD AND COCKPIT FLOOR AT THE FOOT WARMERS, THE HOT BLEED AIR ALSO CAUSED THE OIL IN THE LINE TO SMOKE. HEATER WAS THEN SHUTOFF AND ACFT LANDED WITHOUT FURTHER INCIDENT. MX INSP REVEALED THAT THE BLEED AIR LINE IN THE NR 1 ENG BAY WAS CHAFED THROUGH FROM AN INCORRECTLY POSITIONED ENGINE PAN AT LAST ENGINE INSTALLATION. THE RESULTING 3 INCH BREECH OF THE LINE ALLOWED OIL FROM LEAKING SEALS TO RUN DOWN THE PAN AND INTO THE BREECH. BLEED AIR LINE WAS REPLACED AND THE ENGINE PAN REPOSITIONED, ACFT RETURNED TO SERVICE. OPERATOR CARRIED OUT FLEET WIDE INSP FOR LIKE PROBLEM (S).</p>				
<a href="#">BCYR20110217001</a>	SKRSKY		PLANETARY GEAR	CRACKED
2/17/2011	S92A		9235115171101	UNKNOWN
<p>OPERATOR DISCOVERED A LARGE CRACK THROUGH THE WEB SECTION OF THE PLANETARY GEAR WHILE CONDUCTING MPI EXAMINATION AS A NORMAL PART OF THE REPAIR PROCESS. MFG HAVE BEEN NOTIFIED AND THEY WILL BE CONDUCTING A FULL METALURGICAL INVESTIGATION.</p>				
<a href="#">QMLR20110311BL001</a>	SNIAS	TMECA	BEAM	CHAFED
3/8/2011	AS350B3	ARRIEL1	350A21105120	ZONE 100
<p>DURING SCHEDULED INSPECTION, SEVERAL LOCATIONS ON THE INBD SECTION OF BOTH AFT COMPARTMENTS CHAFING WAS DISCOVERED. THE MFG HAS ISSUED AN 8110-3 FOR THE REPAIRS NOTEING THAT THE MARGIN OF SAFETY HAS BEEN AFFECTED.</p>				
<a href="#">QMLR03112011BL002</a>	SNIAS	TMECA	RING	DRILLED
3/8/2011	AS350B3	ARRIEL1B2	350A211247	AFT MIDDLE
<p>DURING SCHEDULED INSP, AN ATTACHMENT POINT, IT WAS DISCOVERED A PARTIALLY MISDRILLED FASTENER HOLE. THE MFG HAS REVIEWED THIS ANOMALY AND ISSUED FAA FORM 8110-3 FOR THE REPAIR AND STATED THAT THE MARGIN OF SAFETY HAS NOT BEEN AFFECTED.</p>				
<a href="#">2011FA0000235</a>	SOCATA		TEE FITTING	OBSTRUCTED
3/28/2011	TBM700			FUEL SYSTEM
<p>FUEL PRESSURE INDICATION WENT OT -0- INFLIGHT. `FUEL PRESSURE LOW, ANNUNCIATOR REMAINED UNLIT. NO OPERATIONAL PROBLEMS NOTED. CLEANED ORIFICE IN PLUMBING TEE, ADJACENT TO FUEL PRESSURE TRANSDUCER, AND NORMAL INDICATION WAS RESTORED. THIS IS A RECURRING DIFFICULTY.</p>				
<a href="#">CA101001005</a>	UROCOP	TMECA	MANIFOLD	FUMES
6/2/2010	EC120B	ARRIU2F	0319738330	EXHAUST
<p>ALSO APPLIES TO LT MANIFOLD PN 0319738340 AND PREFERRED INJECTOR PN 0319738350 ALL TSN 51.5 EXHAUST FUMES IN CABIN RESULTING IN COMPLAINTS OF SORE THROAT, ITCHY EYES AND HEADACHE. REPLACED ALL COMPONENTS OF THE INJECTION MANIFOLD AND THE PROBLEM WAS CORRECTED. THIS STILL INDICATES THAT EXHAUST FUMES ARE ENTERING THE CABIN. CERTAIN INJECTORS HOWEVER CHANGE THE MIXTURE OF THE EXHAUST STREAM AND INCREASE THE HUMAN DETECTION THRESHOLD. THIS PHENOMENON HAS BEEN OBSERVED BY OTHER OPERATORS.</p>				
<a href="#">2011FA0000201</a>	UROCOP	TMECA	SKIN	CRACKED
3/14/2011	EC120B	ARRIUS2F		TAILBOOM
<p>DURING THE QC FINAL INSP PHASE OF A 100 HR INSP THE INSPECTOR NOTED A CRACK EXTENDING LONGITUDINALLY FWD AND AFT FROM THE LT FWD NAV/VOR ANTENNA MOUNT. PHOTO`S AND INFOR SENT TO MFG FOR DETERMINATION. MFG SUGGEST REMOVAL AND REPAIR BY MFG. BELIEVE PART TO BE WEAK IN THISE MOUNTING AREAS AND SUGGEST A REDESIGN OF THIS AREA TO PROVIDE ADDITIONAL SUPPORT.</p>				
<a href="#">QMLDMG2011A</a>	UROCOP		WEB	SEPARATED
3/22/2011	EC135T1		L533M1239107	CABIN FLOOR

THE COVER SHEET LH ASSEMBLY WAS FOUND MECHANICALLY SEVERED IN THE CENTER SECTION APPARENTLY FOR THE PURPOSE OF EASE OF REMOVAL AND REINSTALLATION IN THE COURSE OF MAINTENANCE.

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