



U.S. Department
of Transportation
**Federal Aviation
Administration**

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
364**



**NOVEMBER
2008**

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

AVIATION MAINTENANCE ALERTS

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

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

AIRPLANES

DASSAULT

Dassault: 900B; Failed Circuit Breaker; ATA 2400

A repair station report states, "While troubleshooting AC electrical outlets for being inoperative, *(we)* removed a floor panel to access the AC inverter and smelled burning plastic. We found this system had self-resetting circuit breakers installed that had been *(resetting themselves)*—and were continuing to reset *(themselves)*—allowing the Klaption wire insulation and spiral wrap to burn. One of the areas that burned was only three inches below a carbon flight control rod. I believe had this happened on a very long flight the outcome could have been very tragic. *(It is suggested...)* replacing these circuit breakers with *(manually operated)* circuit breakers would prevent the damage *(which this report describes)*." *(Original Part: Kilxon Circuit breaker; P/N M13516/5-1; aircraft total time not provided.)*

Part Total Time: (unknown).

DIAMOND

Diamond: DA40F; Failed Carburetor Heat Control Arm; ATA 7160

(The following description combines two reports from two DA40 aircraft. Both were submitted by the same mechanic.)

A mechanic states, "The carburetor heat control arm broke off the carburetor air box, causing uncontrolled selection of carburetor heat versus ram (cold) air intake. I recommend installing thicker material on the carburetor heat control arm lever, or a different welding/heat treating process, or a different attachment provision altogether." *(P/N: D4F-7326-12-00-1)*

Part Total Times: 12.7 and 30.9 hours (respectively).

Diamond: DA40F; Failed Electrical Fuel Pump; ATA 2822

(The following description combines nine reports from the same mechanic on five separate aircraft of the same model number. Each aircraft is pulled by a Lycoming O360A4M.)

The submitter says, "After a previous flight (and before the next student's flight) the electric fuel pump was found to be inoperative. Inadequate cooling is what we believe to be the source of the malfunction. *(Our suggested solution:)* Provide ram for proper cooling of the fuel pump and motor. *(Electric fuel pump assembly: Dukes; P/N 5100-00-20. Of the nine pumps the low time was 102.3 hours; a high time of 593.2 hours; an average time of 317.2 hours time since overhaul. Truncating the last two digits from the part number yields 18 similar reports in the FAA Service Difficulty Reporting System database.*

Part Total Time: (unknown).

MOONEY**Mooney: M20D; Inaccurate Fuel Gage; ATA 2841**

An unknown submitter states, "*(This aircraft's...)* fuel gage indication is approximately 2.5 – 3.0 gallons higher than what is (actually) in the tank." *(Left fuel gage P/N: 5643860. Left fuel tank transmitter P/N:5642354. Given my dead-reckoning skills...I'd be calibrating that instrument today plus measuring how much goes in the tank every time—Ed.)*

Part Total Time: 5,103.7 hours.

WEATHERLY**Weatherly: 620B; Cracked Aileron Spar; ATA 5751**

"The left aileron spar," says an A&P mechanic, "is cracked at its center and at the outboard hinge bracket attach points. *(The cause is...)* possibly due to the twisting effect of the aileron actuator being installed at the extreme inboard end of the aileron." *(Aileron P/N: 50846-006.)*

Part Total Time: 1,890.0 hours.

HELICOPTERS**BELL****Bell: 212; Failed Main Rotor Hub Grease Fittings; ATA 6220**

A defect report submitted from Sweden states, "During lubrication of a Main Rotor Hub we discovered the spring in the grease fitting (P/N NAS516-1A) was pressed out from the fitting, blocking the grease passage. This happened three times *(during this lubrication procedure)*. We found the springs after every attempt. This *(defect)* could, for example, result in a loose spring in a rotating bearing, such as the swash plate."



(Bell provided this related service letter back in 2003-Ed.)

Bell Helicopter **TEXTRON**

A Subsidiary of Textron, Inc.

January 31, 2003

INFORMATION LETTER GEN-03-88**TO: All Owners/Operators of Bell Helicopters****SUBJECT: Defective NAS516-1A Grease Fittings**

It has been reported that defective NAS516-1A grease fittings have been found in Bell inventory at Mirabel Canada and Fort Worth Texas. There is a possibility that parts with defective NAS516-1A grease fittings may have been delivered to customers. Additionally the NAS516-1 grease fittings have been superseded by the NAS516-1A grease fitting, therefore the assemblies affected include those that call for the -1. It is also possible that customers may have defective NAS516-1A grease fittings in their spare stock as individual grease fittings and in spare next higher assemblies. A defective NAS516-1A grease fitting could result in the following conditions:

- 1) The seal-ball may not return to a sealing position after grease application gun is removed from the grease fitting.
- 2) The ball and spring inside the grease fitting housing may be forced out of the grease fitting housing during the introduction of grease via the grease gun. This condition could result in:
 - a. The grease passage will become blocked, possibly preventing grease from reaching the bearing during the lubrication procedure.
 - b. The ball and/or spring entering the bearing. This condition could result in degradation of the bearing over time.

Recommended actions to be taken in the field:

- Operators should check the function of installed NAS 516-1/1A grease fittings by verifying the presence of the ball and spring. Verify operation by using the chuck end of a 3/64-inch twist drill or similar size item and press on the ball with enough force to unseat the ball and bottom the spring. Exercise judgment and be careful not to press with excessive force and press the ball of a good fitting out or deform the seating spring. Note the feel of the ball and spring. Should the ball press through the fitting prior to the spring bottoming or the spring not returning and seating the ball, then the fitting is defective and should be replaced.

Part Total Time: (unknown).

POWERPLANTS

HONEYWELL

Honeywell: TPE331-10R-511C; Bull-Gear Failure; ATA 7210

(There are M or D reports...and on rare occasions beautifully packaged engineering reports from which ripping the bare facts just doesn't seem appropriate—especially after this editor blundered page four with a yellow highlighter. Only then did I think to ask for publishing permission. Thank-you to Turbine Shop Manager Matt Hart of Tenix Aviation from way down under—Ed.)

Tenix Aviation Ltd Pty
FAA Repair Station X1NY641X
CASA C of A C561713



TPE331 ENGINEERING REPORT

TPE331-10R-511C



Tenix Aviation Pty Ltd
Hangar 1C, James Schofield Dr
Adelaide Airport, SA 5950
Australia

Tenix Aviation Ltd Pty
FAA Repair Station X1NY641X
CASA C of A C561713



TPE331 ENGINEERING REPORT

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Tenix Aviation Ltd Pty
 FAA Repair Station X1NY641X
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TPE331 ENGINEERING REPORT

ENGINE AND ORDER DETAILS

General Information			
Customer Name		Customer P.O.	
Receiving Date	25. Feb 2008	Tenix RO Number	

Engine Details							
Engine Model	TPE331-10R-511C		Part No	3102170-6		S/N	
TSN	9234.7	CSN	8769	TSO	2170.6	CSO	2763

Engine History		
Date		First shop visit to Tenix Aviation
TSO		

Current Engine Removal Reason	
Removal Reason	Gearbox failure
Requested scope of work	Repair and investigate as required
Other Special Requests	Provide findings report

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 FAA Repair Station X1NY641X
 CASA C of A C561713



TPE331 ENGINEERING REPORT

FINDINGS REPORT

Preliminary Findings	Engine received with broken feather valve, nose cone nuts loose, rotation of engine rotating components found clunky and seized. Magnetic plug contaminated with fine metal particles		
Findings	Nose cone and diaphragm removed to investigate cause of failure. When diaphragm assembly was removed big chunks of metal noticed at the gearbox cavity identified as bull gear pieces. High speed pinion gear helical teeth broken off and crunched. Several bull gear teeth broken off. Big piece (2 – 3 inch) of gear rim missing and found trapped between diaphragm housing and scavenge pump causing a rupture of the pump housing The preliminary reason for the gear box failure is believed to be caused by a bull gear failure.		
Qty	Part Number	Name	Description of Defect
Preliminary Conclusion	The reason for the gear box failure is believed to be caused by a bull gear failure. The separation of the bull gear rim has caused a sudden stoppage of the gear train to the propeller resulting in the damage of the HSP helical gear. Honeywell has been contacted and further investigation will be required to confirm preliminary conclusion.		

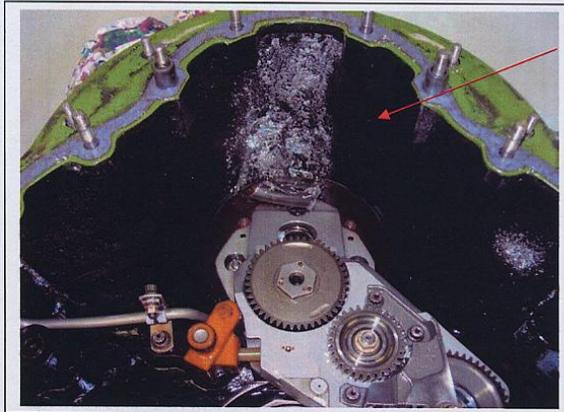
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TPE331 ENGINEERING REPORT

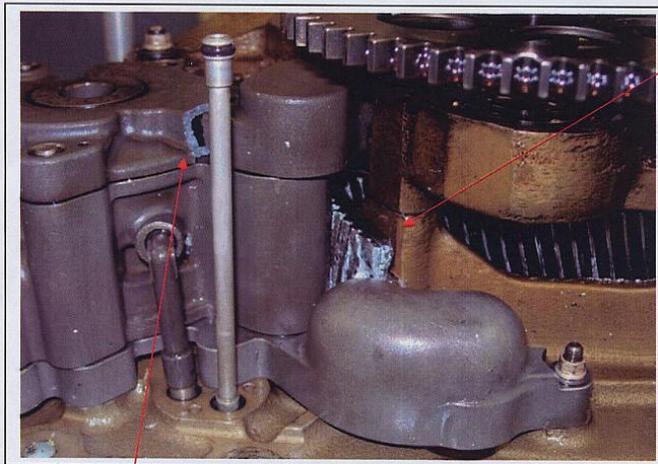
PHOTO REPORT

Gear Box Cavity



Metal particles and chunks of metal

Scavenge Pump



Missing bull gear piece trapped between housing and scavenge pump

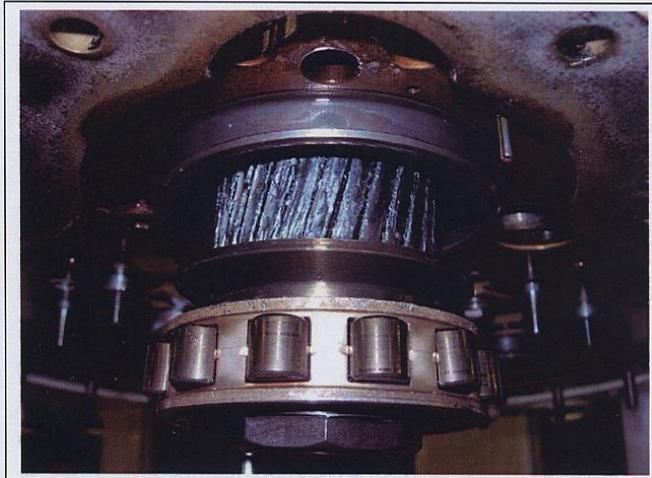
Scavenge pump housing broken

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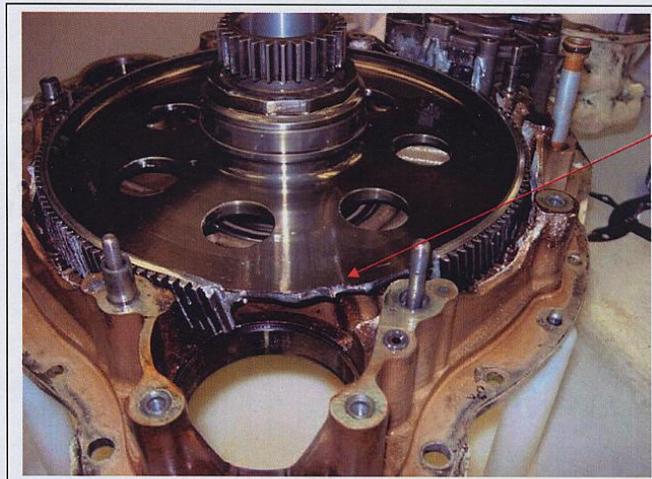
TPE331 ENGINEERING REPORT

High Speed Pinion Gear



HSP gear helical gear damage

Bull Gear



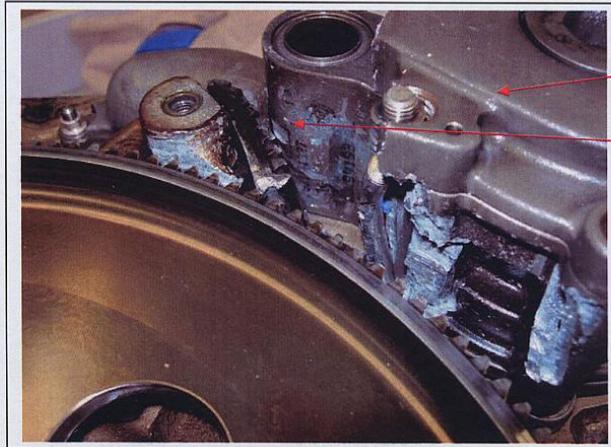
Rim separation

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TPE331 ENGINEERING REPORT

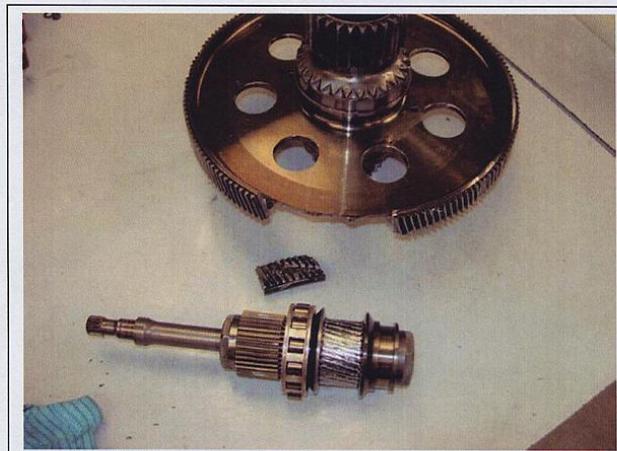
Trapped Bull Gear Piece



Scavenge Pump

Bull gear rim piece

Bull & HSP Gear



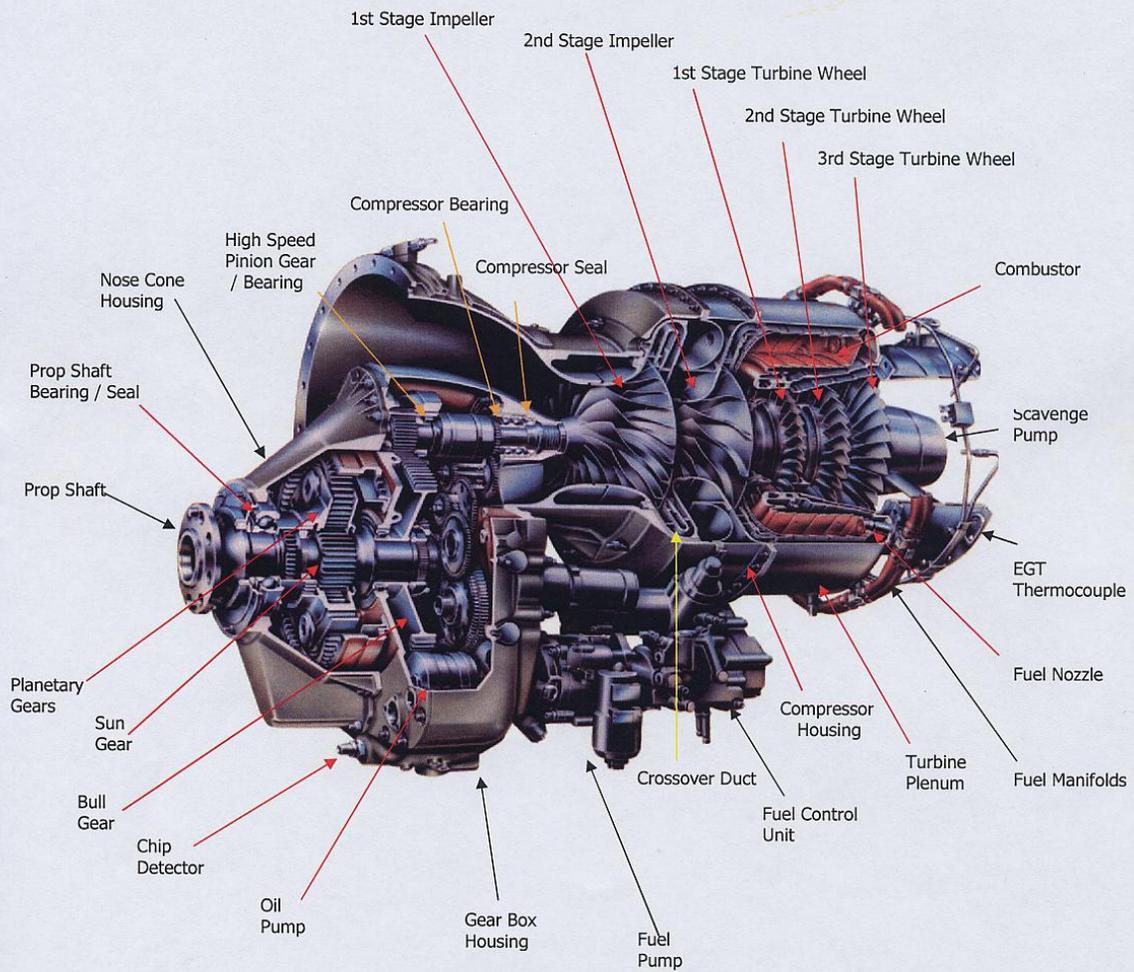
Damaged bull gear
& HSP assembly

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TPE331 ENGINEERING REPORT

REFERENCE PICTURE



Tenix Aviation Ltd Pty
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 CASA C of A C561713



TPE331 ENGINEERING REPORT

Last Page

Dear Customer,

Tenix Aviation is pleased to present this report together with your TPE331 engine. We trust you are satisfied with the services provided and look forward to supporting your next event.

Tenix Aviation would appreciate any comment or feedback you may have on our service.

If you find the information links below useful and / or you require further assistance, Tenix Aviation is more than happy to receive your call. Please feel free to contact the Tenix Aviation staff listed below.

Sincerely,

Tenix Aviation

Name	Position	Telephone	Email
Matt Hart	Turbine Shop Mgr	+61 8 8150-0228	Matt.hart@tenix.com

Helpful links and information

Product Name	Link or Contact	Description
Tenix Aviation	http://www.tenix.com/	Provides general and detailed company information
Honeywell - Avionics	https://www3.bendixking.com/	Honeywell Avionic Home Page
Honeywell eEngine	http://www.e-engine.honeywell.com/	Honeywell web page providing helpful product support links
Honeywell Spotlight	Honeywell Spotlight	Honeywell Engine Troubleshooting Guide
Honeywell Champs	Honeywell CHAMPS	CHAMPS -Customer Homebase for Aftermarket Maintenance Programs System
Honeywell eSource	Honeywell eSource	Providing Aerospace Support for Production & Aftermarket Parts / Services

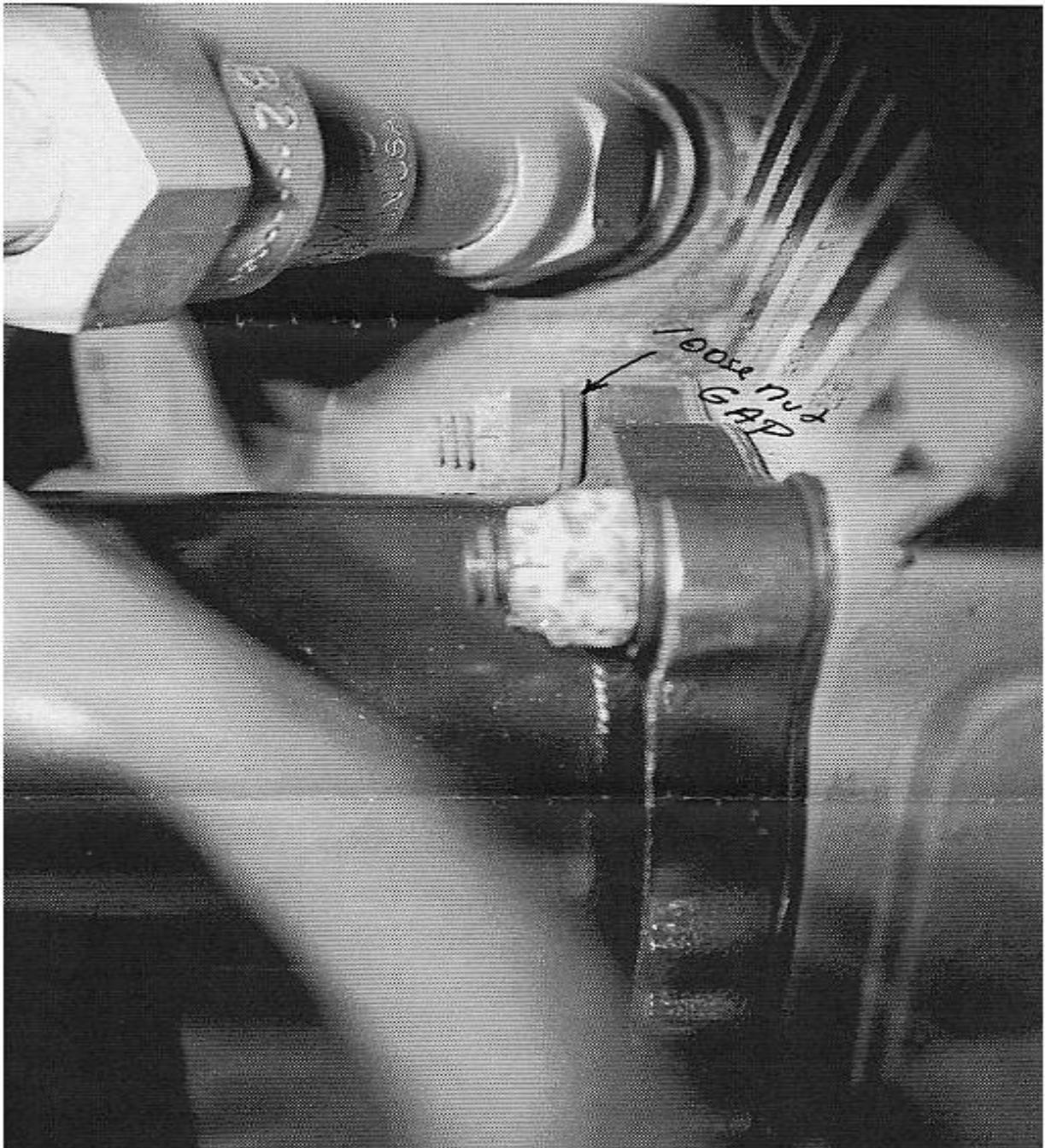
Part Total Time: 2,170. 6 hours.

LYCOMING

Lycoming: TIO-540-AJ1A; Loose Exhaust Stacks; ATA 7810

A repair station technician states, "During a Cessna 100 hour inspection, we found the exhaust stack at the number 2 cylinder pulled down approximately 1/16 inch. Further investigation found the number 1, 3, 5 and 6 engine cylinder exhaust stacks also pulled down, but not as much." "During the engine cylinder removal process we found the lower forward, 3/4 inch stud nut under torqued. Further investigation revealed the forward 2 studs (*each*) below Lycoming's recommended driving torque for cylinder hold-down studs in the case. We installed new, oversized studs (0.003") as per the engine manufacturer's recommendations. We installed the new, number 2 engine cylinder and new exhaust crossover pipe as required (see pictures). Note: tightening the exhaust flange nuts does not stop the leak on all of the studs; on some of the studs the nut bottoms out on the threads. After tightening, the previously effected exhaust flange areas have come loose again after 50 hours time in service." (*Exhaust assembly P/N: 40B222318.*)







Part Total Time: 98.1 hours.

P & W

P & W; PW500 Series; Number 4 Bearing Seal Distress; ATA 7250

(The following admonition is published here as received from Transport Canada.)



Transport
Canada

Transports
Canada

TP 7394

No. N°	AV-2008-07	1/2
Date	2008-09-09	

SERVICE DIFFICULTY ADVISORY

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

PRATT & WHITNEY CANADA PW500 SERIES ENGINES No. 4 BEARING - CARBON SEAL DISTRESS

There have been several occurrences of engine low oil pressure during flights that have resulted in at least four in-flight shutdowns. It has been determined that over-servicing the oil system was a factor in these events.

Shortly after departure and climbing through 19,000 feet AGL, a Cessna Citation 560XLS, powered by the PWC 545B, reported low engine oil pressure. Following shutdown of the RH engine, the crew carried out an uneventful landing. Further investigation by maintenance personnel found that there was no oil left in the RH engine (TTSN 576 hours) (TCSN 486 cycles). A visual inspection of the nacelle area found no trace of oil. The cause has been identified as oil leakage past the carbon seal on #4 turbine shaft bearing.

Pratt & Whitney Canada (P&WC) has determined that the #4 bearing seal had fractured, resulting in internal oil leakage with rapid loss of usable oil. Overfilling the oil system may impede operation of the air/oil separator, thereby increasing air pressure and causing distress inside the bearing cavities.

To improve durability/reliability in service, P&WC will soon publish a Service Bulletin introducing a redesigned carbon seal, which will improve stability and pressure balance. In the interim, Transport Canada Civil Aviation highly recommends that operators/maintenance personnel comply with the recently issued P&WC Service Information Letter (SIL) PW500-033 to address oil consumption and oil servicing issues on the PW500 series engines.

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

24-0028 (01-2006)

AVIS DE DIFFICULTÉS EN SERVICE

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

ENDOMMAGEMENT DU JOINT CARBONE DU PALIER N° 4 DE MOTEURS PW500 DE PRATT & WHITNEY CANADA

À plusieurs reprises, une situation de basse pression d'huile moteur est survenue en vol, laquelle s'est traduite par au moins quatre cas d'arrêt moteur en vol. Il a été établi qu'un excès de remplissage du circuit d'huile avait été un facteur lors de ces événements.

Peu après le départ et alors qu'il passait 19 000 pieds AGL en montée, l'équipage d'un Cessna Citation 560XLS équipé de moteurs PWC 545B a signalé une basse pression d'huile. Le moteur droit a été coupé et l'avion a fini par se poser sans autre incident. L'enquête effectuée ultérieurement par la suite le personnel de maintenance a permis de découvrir qu'il ne restait plus d'huile dans le moteur droit (TTSN 576 heures) (TCSN 486 cycles). Aucune trace d'huile n'a été découverte pendant l'inspection visuelle de la région de la nacelle. La cause du problème a été identifiée comme étant une fuite d'huile en aval du joint carbone du palier n° 4 de l'arbre de la turbine.

Pratt & Whitney Canada (P&WC) a établi que le joint carbone du palier n° 4 s'était rompu, ce qui avait provoqué une fuite d'huile interne accompagnée d'une perte rapide de l'huile utilisable. Trop remplir le circuit d'huile risque de nuire au fonctionnement du séparateur air/huile en provoquant une augmentation de la pression d'air et des dommages à l'intérieur des cavités du palier.

Pour améliorer la durabilité et la fiabilité en service, P&WC va publier sous peu un bulletin de service présentant un joint carbone d'une nouvelle conception, lequel devrait améliorer la stabilité et l'équilibre entre les pressions. Dans l'intervalle, Transports Canada Aviation civile recommande fortement aux exploitants et au personnel de maintenance de se conformer à la lettre d'information en service (SIL) PW500-033 publiée récemment par P&WC, laquelle traite des questions de consommation d'huile et de remplissage du circuit d'huile des moteurs PW500.

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

Canada

No. N° AV-2008-07		2/2
Defects, malfunctions and failures occurring on aeronautical products should be reported to Transport Canada, Continuing Airworthiness in accordance with CAR 591 mandatory Service Difficulty Reporting requirements.	Les défauts, les mauvais fonctionnements et les pannes de produits aéronautiques devraient être signalés au Maintien de la navigabilité aérienne de Transports Canada, conformément aux exigences du RAC 591 qui obligent à transmettre des rapports de difficultés en service.	
For further information, contact a Transport Canada Centre, or Mr. Barry Caldwell at 613-952-4358 or e-mail caldweb@tc.gc.ca	Pour de plus amples renseignements, communiquer avec un Centre de Transports Canada ou avec M. Barry Caldwell, téléphone 613-952-4358 ou courrier électronique caldweb@tc.gc.ca	
For Director, National Aircraft Certification	Pour le Directeur, Certification nationale des aéronefs	
 Derek Ferguson Acting Chief, Continuing Airworthiness Chef intérimaire, Maintien de la navigabilité aérienne		
Note: For the electronic version of this document, please consult the following Web address:	Nota : La version électronique de ce document se trouve à l'adresse Web suivante :	
www.tc.gc.ca/CivilAviation/certification/menu.htm		

Part Total Time: (n/a).

PROPELLERS

SENSENICH

Sensenich: S76EM & S74DM; Cracked Spinner Assemblies; ATA 6113

(This description combines five short defect reports on the two noted propeller spinner assemblies. The S76 version has four reports associated with the Maule MXT-7-180 sporting a Lycoming O-360-C4F. The S74 has one report belonging to the Maule MXT-7-160 with a Lycoming O-320-B2D.)

"The forward (*spinner*) bulkhead cracked through the mount bolt holes," says the A&P mechanic. "This has occurred several times—I think it warrants action."

(The S76 bulkhead P/N: C2367, averaging 225 hours of the four reports; the S74 bulkhead P/N: C2365 ran 3,600 hours—or 16 times that of the former!)

Part Total Times: 225.0 (Avg.) and 3,600.0 hours (respectively).

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/>.

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

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

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

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

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

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

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

The SDRS and iSDR web site point of contact is:

Pennie Thompson
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-1150
SDRS Program Manager e-mail address: 9-AMC-SDR-ProgMgr@faa.gov

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

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

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

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

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

Federal Aviation Administration

Service Difficulty Report Data

Sorted by aircraft make and model, then engine make and model. This report derives from unverified information submitted by the aviation community without FAA review for accuracy. To view individual report go to the SDR query page and enter the control number of the record you wish to view: <http://av-info.faa.gov/sdrx/query.aspx>

Control Number Difficulty Date	Aircraft Make Aircraft Model	Engine Make Engine Model	Component Make Component Model	Part Name Part Number	Part Condition Part Location
2008FA0000645 9/18/2008				BOLT A321	BROKEN BLADE CLAMP
A-321 CLAMP BOLT WAS FOUND TO BE BROKEN DURING TEARDOWN INSPECTION. BOLT IS CRACKED IN (2) PIECES APPROXIMATELY .5 THE LENGTH DOWN THE TREADED AREA. CLAMP THAT IT WAS ATTACHED TO WAS LATER FOUND TO BE CRACKED DURING MAG PARTICLE INSPECTION. (K)					
2008FA0000585 8/18/2008				GENERATOR 11522185	FAILED
FAILS SATURATION CURVE CHECK-ZERO VOLTS ANY PHASE. BROKEN LOWER CROSSOVER ON ROTOR. PENDING ENGINEERING EVALUATION. (K)					
2008FA0000644 9/18/2008				CLAMP A66315A	BROKEN PROPELLER BLADE
BLADE CLAMP FOUND TO BE CRACKED DURING MAGNETIC PARTICLE INSPECTION. CRACK IS LOCATED IN REAR HALF EXTENDING FROM THE A-321 OUTER BOLT HOLE TO THE INSIDE OF THE CLAMP. DURING TEARDOWN INSPECTION, A-321 BOLT REMOVED FROM THIS CLAMP WAS BROKEN IN HALF. (K)					
2008FA0000700 7/18/2008				BLADE 6607132886	CRACKED PROPELLER
PROP RECEIVED FOR ROUTINE O/H. AFTER PROP WAS DISASSEMBLED IT WAS NOTED THAT BLADE NR 2, SN 1141 HAD A CRACKED ROOT END OUTER SLEEVE. BLADE IS REJECTED FROM FURTHER SERVICE. SB SF 340.60.A106 ADDRESSES THIS. (K)					
2008FA0000632 9/11/2008		CONT IO520*	MCAULY	DRIVE SYSTEM B20429	BROKEN
SPRING-DRIVE DISCOVERED BROKEN AT DISASSEMBLY. (K)					
2008FA0000694 9/11/2008		CONT IO520*	MCAULY	SPRING DRIVE B20429	BROKEN GOVERNOR
SPRING DRIVE DISCOVERED BROKEN AT DISASSEMBLY. (K)					

UIE2008F00036	GE	NONE	NONE
9/21/2008	CF650*		NONE

ATB. BOTH AUTOPILOTS A AND B WILL NOT ENGAGE (BOTH TESTED OK ON GROUND). A/P A AND B PITCH AND ROLL COMPUTERS, ASTU AND M AND LU BITE CHECK ALL OK. FLT CTL HYD POWER SHUT OFF SWITCHES ALL CHECKED IN ON POSITION. A/P ACCESS BOXES INSTALLATION SECURED. MSP ELECT CONNECTORS INSPECTION, NO FAULTS (SEE LOG PAGES). (K)

2008FA0000577	LYC	VALVE SEAT	DAMAGED
6/12/2008	IO360A1A	AEL12688P020	CYLINDER HEAD

INTAKE VALVE SEAT CAME LOOSE FROM THE SEAT BORE IN THE CYLINDER HEAD. THE LOOSE SEAT DAMAGE TO THE CYLINDER HEAD, VALVE, AND VALVE SEAT. INTERFERENCE FIT BETWEEN THE VALVE SEAT AND THE CYLINDER HEAD WAS NOT CORRECT. THIS WAS AN OVERHAULED CYLINDER. (K)

2008FA0000578	LYC	VALVE SEAT	DAMAGED
7/16/2008	IO360C1E6	AEL12688P020	CYLINDER HEAD

INTAKE VALVE SEAT CAME LOOSE FROM THE SEAT BORE IN THE CYLINDER HEAD. THE LOOSE SEAT DAMAGE TO CYLINDER HEAD, VALVE, AND VALVE SEAT. INTERFERENCE FIT BETWEEN THE VALVE SEAT AND THE CYLINDER HEAD WAS NOT CORRECT. THIS WAS AN OVERHAULED CYLINDER. (K)

2008FA0000586	LYC	PUSHROD	CRACKED
9/15/2008	O235L2C	TT73806	ENGINE

(3) PUSHRODS (TT73806) WERE INSTALLED IN THIS ENGINE AND ALL 3 HAD APPROXIMATELY A .3750 INCH VERTICAL CRACK ON BOTH ENDS. CAUSE UNKNOWN - NO RECOMMENDATIONS. (K)

2008FA0000730	PWA	BELLOWS	DAMAGED
9/3/2008	PT6A34AG	2523631	FCU

FCU (PN 32447866-6, SN B32178) BENCH TESTED AND FOUND TO BE UNSERVICEABLE DUE TO BREACHED BELLOWS, (PN 2523631, SN 8011). (K)

COEA0803919	AEROSP	SKIN	DAMAGED
8/22/2008	ATR42300	S53671205204	FUSELAGE

MAJOR REPAIR: DAMAGE TO AFT LT DOOR AND FUSELAGE. IMPACT DAMAGE TO LT AFT FUSELAGE SKIN DOUBLER PLATE AFT OF AFT PASSENGER DOOR. FUSELAGE SKIN DENTED WITH CRACKING FOUND AT ONE FASTENER. FUSELAGE SKIN DAMAGED AREA CUT OUT AROUND CRACKED FASTENER HOLE AND DOUBLER. (K)

COEA0803912	AEROSP	INDICATOR	FAILED
9/5/2008	ATR42300	457400TB0811	VSI/TCAS

AIR TURN BACK, ENROUTE, THE CAPT'S VSI FLASHED MOMENTARILY CAUSING A TCAS FAIL AND RESOLUTION ALERT, THEN WENT BLANK. SINCE THE COPILOT'S SYSTEM WAS OPERATING NORMALLY. A DECISION TO RETURN TO DEPARTURE WAS MADE SINCE PARTS WERE AVAILABLE THERE AND MAINTENANCE ALSO COULD BE ACCOMPLISHED. REMOVED AND REPLACED CAPT'S VSI/TCAS INDICATOR. (K)

F3LA200800607	AIRBUS	PANEL	PUNCTURED
9/12/2008	A319111	D53673020000000	CARGO BAY

REFERENCE NON-ROUTINE C050860. DURING C3-C-CHECK, INSPECTION NOTED THE AFT PIT TRANSITION PANEL 151BE WAS DAMAGED. MAINTENANCE REPAIRED DAMAGED FLOOR PANEL IAW THE REQUIREMENTS OF A319 SRM 53-02-00, FIGURE 204. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTANCE. (K)

F3L2008F00005	AIRBUS	FLOOR SUPPORT	CORRODED
9/6/2008	A319111	D5347217220400	FUSELAGE

REF: NON ROUTINE C050602. DURING C3 C-CHECK, INSPECTION NOTED SEVERAL NUT PLATE HOLES ON FRAME Y-1292 BETWEEN FRAME 66 AND FRAME 68, HAD CORROSION. MAINTENANCE REMOVED AND REPLACED FLOORBEAM IAW WITH THE REQUIREMENTS OF A319 SRM 51-42-11. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

F3LA200800600	AIRBUS	FLOORBEAM	CORRODED
9/6/2008	A319111	D53472172202	FUSELAGE

REF NON ROUTINE C050600. DURING C3 C-CHECK, INSPECTION NOTED FWD NUT PLATE HOLE ON FRAME Y-1292 AT FRAME 66, HAD CORROSION. MAINT REMOVED CORROSION FROM HOLE, FABRICATED REPAIR BUSHING AND INSTALLED IAW WITH THE REQUIREMENTS OF ENGINEERING AUTHORIZATION NR A9-53R-30598. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

F3LA200800609	AIRBUS	FLOORBEAM	CORRODED
9/16/2008	A319111	D53472172220500	FUSELAGE

DURING C3 C-CHECK, INSPECTION NOTED THE FLOORBEAM IB OF THE R2 DOOR SILL HAS CORROSION IN ALL NUT PLATE HOLES. MAINT REMOVED AND REPLACED FLOORBEAM. Y1292 IAW THE REQUIREMENTS OF A319 SRM 51-42-11. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

F3LA200800605	AIRBUS	SKIN	DENTED
9/7/2008	A319111		FUSELAGE

REF NON ROUTINE C00003. DURING EXIT CHECK, INSPECTION NOTED THE AC INCURRED A BIRD STRIKE CAUSING A DENT IN THE FUSELAGE SKIN BELOW THE RT COCKPIT WINDSHIELD. THE DENT MEASURED 2 INCHES WIDE AND 2 INCHES LONG BY .1250 INCH DEEP. MAINT PERFORMED A DETAILED VISUAL INSPECTION OF THE AFFECTED AREA, A HIGH FREQUENCY EDDY CURRENT INSPECTION OF ADJACENT FASTENERS AND RECONTOURED THE AREA OF SKIN DAMAGE. MAINT WAS ACCOMPLISHED IAW THE REQUIREMENTS OF ENGINEERING AUTHORIZATION NR A9-53R-30586, WHICH CLASSIFIED THE REPAIR AS "MAJOR". UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

F3LA200800604	AIRBUS	FLOOR PANEL	CORRODED
9/8/2008	A319111	D5367175500000	FUSELAGE

REF: NON ROUTINE C050752. DURING C3 C-CHECK, INSPECTION FOUND (1) MOUNT BUSHING CORRODED ON FLOOR PANEL 261DE. MAINTENANCE REMOVED AND REPLACED MOUNT BUSHING ON C-CHECK CARD NR C5341032. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

F3LA200800603	AIRBUS	HINGE	DAMAGED
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9/3/2008 A319111 D57745013 RT WING SPOILER

REF: NOT ROUTINE C050745. DURING C3 C-CHECK, INSPECTION FOUND DAMAGE ON THE RT NR (2) SPOILER ANTI-ROTATION WEB. MAINT MACHINED AREA, FABRICATED REINFORCING PLATE AND PROTECTED AREA IAW ENGINEERING AUTHORIZATION NR A9-57R-30610. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[F3LA200800602](#) AIRBUS HINGE DAMAGED

9/3/2008 A319111 D57745013 RT WING SPOILER

REF NON ROUTINE C050746. DURING C3 C-CHECK, INSP FOUND DAMAGE ON THE RT NR (4) SPOILER ANTI-ROTATION WEB. MAINT MACHINED AREA, FABRICATED REINFORCING PLATE AND PROTECTED AREA IAW EA NR A9-57R-30609. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[F3LA200800599](#) AIRBUS FLOORBEAM CORRODED

9/4/2008 A319111 D53472172203 FUSELAGE

REF NON ROUTINE C050605. DURING C3 C-CHECK, INSPECTION NOTED SEVERAL NUT PLATE HOLES ON FRAME Y-1292 BETWEEN FRAME 66 AND FRAME 68, HAD CORROSION. MAINT REMOVED CORROSION FROM HOLES, FABRICATED REPAIR PROFILE AND FILLER, AND INSTALLED IAW THE REQUIREMENTS OF EA NR A9-53R-30604 AND A 319 SRM 53-00-14, FIGURE 214. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[F3LA200800610](#) AIRBUS SHEAR PLATE CORRODED

9/16/2008 A319111 D5347112420100 FUSELAGE

REFERENCE NOT ROUTINE C051378. DURING C3 C-CHECK, INSP NOTED THE RT SHEAR PLATE FROM FR 69 TO FRAME 70 WAS CORRODED. MAINT REMOVED AND REPLACED SHEAR PLATE ASSY AND SUPPORT FRAME IAW THE REQUIREMENTS OF A319, SRM 51-42-11, PARA 6 AND 7. UPON COMPLETION OF THE REPAIR, IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[F3LA200800606](#) AIRBUS PANEL PUNCTURED

9/12/2008 A319111 D5367314400000 FUSELAGE

REFERENCE NON-ROUTINE C050859. DURING C3 C-CHECK. INSPECTION NOTED THE AFT PIT TRANSITION PANEL 151FE WAS DAMAGED. MAINTENANCE REPAIRED DAMAGED FLOOR PANEL IAW THE REQUIREMENTS OF A319 SRM 53-02-00, FIGURE 204. UPON COMPLETION OF THE REPAIR. IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[F3LA200800608](#) AIRBUS PANEL PUNCTURED

9/12/2008 A319111 D5367301900000 FUSELAGE

REF NON-ROUTINE C050863. DURING C3-C-CHECK. INSP NOTED THE AFT PIT TRANSITION PANEL 151TG WAS DAMAGED. MAINT REPAIRED DAMAGED FLOOR PANEL IAW WITH THE REQUIREMENTS OF SRM 53-02-00, FIGURE 204. UPON COMPLETION OF THE REPAIR. IT WAS INSPECTED AND FOUND ACCEPTABLE. (K)

[USAA920081669](#) AIRBUS PIN CORRODED

8/16/2008 A319112 D3215303000800 MLG

MINOR CORROSION ON AFT FACE OF LANDING GEAR PINTAL PIN. REPLACED LANDING GEAR PINTAL PIN. (K)

USAA920081663	AIRBUS		CONTROL UNIT	FAULTY
9/8/2008	A320214		C202163392E34	NLG STEERING

EMERGENCY LANDING- FLIGHT DEPARTED WITH BSCU SYS, BRK/STEER MEL 32-42-03A. WHILE ENROUTE, SECOND CHANNEL WAS LOST. CREW DECLARED AN EMERGENCY AND RETURNED TO DEPARTURE. MAINT REMOVED AND REPLACED THE BRAKE/STEERING CONTROL UNIT IAW MM 32-42-34. OPS CHECK WAS NORMAL. (K)

VQI2008F00003	AIRBUS	CFMINT	CONTROLLER	FAILED
8/23/2008	A320214	CFM565B4	31077100	LT NR 5 SPOILER

FLIGHT PHASE 6 CLIMB DEPARTED JFK AT 1127 Z - RETURNED TO FIELD AT 1200 Z. CREW REPORTED A NORMAL DEPARTURE WITH NO ABNORMALITIES UNTIL AROUND 10,000 FT WHEN THEY NOTICED AN AIRFRAME VIBRATION. CHECKING WITH THE FLT TEAM, THEY CONFIRMED THAT A CREW REPORTED A NORMAL DEPARTURE WITH NO ABNORMALITIES UNTIL AROUND 10,000 FT WHEN THEY NOTICED AN AIRFRAME VIBRATION. CHECKING WITH THE IN FLIGHT TEAM, THEY CONFIRMED THAT A LT NR 5 SPOILER HAD PARTIALLY DEPLOYED. THE AC RETURNED TO DEPARTURE WITH AN UNEVENTFUL LANDING. THE NR 5 SPOILER HAD MEL 27-64-01-2 APPLIED PRIOR TO DEPARTURE. THE NR 5 SPOILERS WERE LOCKED OUT IAW MEL MAINT PROCEDURE. AFTER RETURN, THE LT SPOILER SERVO CONTROL WAS REPLACED. THE ORIGINAL FAULT CONTINUED AND THE NEW SPOILER SERVO CONTROL WAS LOCKED OUT. LATER T/S HAS LED TO A TERMINAL BLOCK PROBLEM WHICH IS SCHEDULED FOR REPLACEMENT. THE REMOVED SPOILER SERVO CONTROL IS QUARANTINED AND UNDER EXPEDITION FOR SHOP TEAR DOWN AND INVESTIGATION. THIS SPOILER SERVO CONTROL SN 3829 WAS INSTALLED ON 08/08/08. IT IS PRE-MOD SBA 320-27-1109. INVESTIGATIONS HAVE BEEN INITIATED AND MORE INFORMATION WILL BE FORTHCOMING AS IT BECOMES AVAILABLE. ROOT CAUSE: THE ROOT CAUSE HAS BEEN DETERMINED TO BE IMPROPER LOCK OUT OF THE SPOILER SERVO CONTROL BY TECH DUE TO THE PRE-MOD PART 31077-100 BEING INSTALLED ON THE ACFT ON 08/08/2008. THE MODIFICATION IS DATED SEPT 1997 AND IS DESIGNED TO PREVENT IMPROPER LOCKOUT OF THE UNIT. THE -100 PART HAS BEEN REPLACED WITH THE STANDARD -111 UNIT AND PRE-MOD SPOILER SERVO CONTROLS ARE NO LONGER ALLOWED TO BE INSTALLED. THE TECH HAD NOT ENCOUNTERED A PRE-MOD UNIT BEFORE. MEL MAINT PROCEDURES HAVE BEEN REVIEWED AND FOUND TO BE VALID. (K)

USAA920081662	AIRBUS		POWER SUPPLY	DEFECTIVE
9/10/2008	A320231		32145410	EMERGENCY LIGHTS

EMERGENCY LIGHTS INTERMITTENTLY INOPERATIVE. MAINT REMOVED AND REPLACED THE MID CABIN EMERGENCY POWER SUPPLY IAW MM 33-51-38. OPS CHECK WAS GOOD. (K)

USAA920081909	AIRBUS		FLAP SYSTEM	FROZEN
10/16/2008	A320232			

EMERGENCY LANDING - FLIGHT WAS ON APPROACH WHEN THE FLAPS FROZE AT 2 DEGREES. THE CAPTAIN DECLARED AN EMERGENCY AND LANDED WITHOUT INCIDENT. MAINT DETERMINED FLAPS EXTENSION AND RETRACTION TO BE NORMAL. (K)

YENA2008088	AIRBUS		UNKNOWN	ODOR
9/11/2008	A320232			GALLEY

DURING CRUISING, F/A DETECTED AN ODOR OF SMOKE IN AFT GALLEY. TURNED AFT RACK POWER OFF AND ODOR WENT AWAY. ACCOMPLISHED TSM 23-39-00 AND NO DEFECT NOTED. ALL SYSTEM OPERATES WITH NO EVIDENCE OF SMOKE.

USAA920081907	AIRBUS		FAN	DEFECTIVE
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10/19/2008 A320232 EVT3454H ZONE 100

AIR TURNBACK, CREW SENT A CARS MESSAGE REPORTING BLOWER FAN FAULT AND FUMES IN THE COCKPIT. CAPTAIN DONNED O2 MASK AND DECLARED AN EMERGENCY. ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. MAINT REMOVED AND REPLACED THE AVIONICS VENT BLOWER FAN IAW MM 21-26-51. (K)

[USAA920081679](#) AIRBUS FLASHLIGHT INOPERATIVE

9/12/2008 A320232 P2070003001 ZONE 200

AFT F/A FLASHLIGHT INOPERATIVE. REMOVED AND REPLACED AFT F/A FLASHLIGHT. OPERATIONAL CHECK WAS GOOD. (K)

[YENA2008090](#) AIRBUS UNKNOWN ODOR

9/18/2008 A320232 CABIN

PASSING 8000 FEET ON CLIMB OUT, PASSENGER AND CREW DETECTED AN ODOR ORIGINATING IN THE AREA OF ROW 4, ODOR WAS NOTICED FROM FLIGHT DECK TO ROW 20. AIRCRAFT RETURNED FOR INSPECTION. ODOR DECREASED AFTER LANDING. LANDING WEIGHT 138,000 LBS. PERFORMED TASK 24-00-00-810-823 AND TASK 23-39-810-801. NO DEFECTS NOTED. REPLACED RECIRCULATION FILTER PRECAUTIONARY IAW AMM 21-21-41. NO OTHER DEFECTS NOTED AIRCRAFT OK FOR SERVICE. (K)

[USAA920081908](#) AIRBUS CYLINDER BLOWN

10/19/2008 A321211 FE240004 DOOR ASSIST

EMERGENCY EQUIPMENT - MAINT FOUND DOOR ASSIST BOTTLE BLOWN ON FWD LEFT DOOR. REMOVED AND REPLACED DOOR DAMPER CYLINDER IAW MM 52-11-14. (K)

[USAA920081664](#) AIRBUS FUEL SYS MALFUNCTIONED

9/8/2008 A321211 CNTR TANK XFER

CREW RECEIVED ECAM FUEL ACTUATOR TRANSFER FAULT IN CRUISE AND ADVISED DISPATCH THAT FUEL HAD BECOME TRAPPED IN THE ADDITIONAL CENTER TANK. CREW PERFORMED QRH PROCEDURES BUT THE MANUAL TRANSFER ATTEMPT WAS UNSUCCESSFUL. FLIGHT DIVERTED AND LANDED WITH INCIDENT. (K)

[USAA920081667](#) AIRBUS WARNING LIGHT ILLUMINATED

9/11/2008 A321211 SLIDE BOTTLE

EMERGENCY EQUIPMENT - CIDS PANEL CAUTION FOR SLIDE BOTTLE EXIT RT GAUGE READS PRESSURE IN GREEN. MAINT REMOVED AND REPLACED THE R3 SLIDE BOTTLE IAW MM 25-62-49-00-001. (K)

[2008FA0000652](#) AIRTRC PWA ENGINE STOPPED

8/22/2008 AT301 R1340*

ENGINE QUIT IN MID-AIR. ENGINE HAD 1195.0 HOURS SINCE MAJOR OVERHAUL. (K)

[2008FA0000597](#) AMD CFE SUPPORT CRACKED

8/26/2008 FALCON2000 CFE73811B 305086010 NR 4 BEARING

THE NR 4 BEARING SUPPORT, PN 305086010, CRACKED CAUSING THE ENGINE TO SEIZE. AT

OPERATING TEMPERATURES, THE NR 4 BEARING SUPPORT AND INVESTMENTCAST MANIFOLD MAY HAVE BECAME LOOSE, PERMITTING RELATIVE MOVEMENT BETWEEN THE PARTS. SB CEF738-72-8060 REPLACES THE NR 4 BEARING SUPPORT WITH SUPPORT ASSY PN 305086012, WHICH HAS BEEN DESIGNED WITH AN INCREASED INTERFERENCE FIT TO ELIMINATE MOVEMENT. (K)

ZES2008F00000	AMD	PWC	CASE	CORRODED
7/9/2008	FALCON2000	PW308A	30C4656C	DIFFUSER

ABORTED TAKEOFF, DUE TO RT ENGINE CHIP LIGHT. REMOVED CHIP PLUG FOR INSPECTION, FOUND SMALL DEBRIS, CLEANED, DRAINED AND FLUSHED OIL SYS, INSPECTED OIL FILTER, FOUND NO SIGNIFICANT CONTAMINATION. REINSTALLED FILTER AND SERVICED OIL. GROUND RUN, FOUND NO CHIP LIGHT DURING RUN. DIFFUSER CORRODED. (K)

ZES2008F00001	AMD	PWC	DIFFUSER	CORRODED
9/8/2008	FALCON2000	PW308C	30C4656C	ENGINE

DURING ENGINE START OIL PRESSURE REMAINED AT ZERO PSI WITH A LOW OIL PRESSURE LIGHT WHEN ENGINE REACHED IDLE. SHUT DOWN ENGINE. INVESTIGATION REVEALED THE ENGINE DRIVEN HYDRAULIC PUMP LOCKED UP DUE TO A PIECE OF METAL THAT HAD DETACHED FROM THE DIFFUSER CASE THAT SUPPORTS THE NR3 MAIN BEARING. GOT INTO THE OIL SYS, SLIPPED BRG THE INLET SCREEN TO THE PUMP. (K)

2008FA0000684	AMD		POSITION SWITCH	INOPERATIVE
9/17/2008	FALCON20C5		A223801	MLG

LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. (K)

2008FA0000642	AMD	GARRTT	CONTROL SWITCH	INOPERATIVE
9/19/2008	FALCON20C5	TFE7315BR	123371	MLG

LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. (K)

2008FA0000683	AMD	GARRTT	LANDING GEAR	FAILED
9/19/2008	FALCON20C5	TFE7315BR		

LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. (K)

2008FA0000641	AMD	GARRTT	SWITCH	INOPERATIVE
9/17/2008	FALCON20C 5	TFE7315BR	A223801	MLG

LANDING GEAR FAILED TO RETRACT AFTER TAKEOFF. (K)

2008FA0000621	AMD	GARRTT	COMPRESSOR WHEEL	SEPARATED
8/26/2008	FALCON900 EX	TFE73160	307241613	ENGINE

THE CREW REPORTED VIBRATION AND ITT RISE. POWER WAS PULLED BACK TO IDLE AND THE AC LANDED WITHOUT INCIDENCE. DISASSEMBLY FINDINGS REVEALED THE LPC2 ROTOR ASSY (PN 307241613). DISC PN 30603731, SN 990316003093, EXHIBITED MATERIAL LOSS IN THE FORM OF A DISC POST SEPARATION. (K)

EXD2008F00000	AMD	GE	PUMP	FAILED
8/21/2008	FALCOND	CF7002D2	9234A7	LT ENGINE

THE FLIGHT CREW REPORTED APPROXIMATELY (1) HOUR INTO THE FLIGHT, THE LT ENGINE SHUT DOWN WITH NO WARNING OR PRIOR INDICATION OF A PROBLEM. THE TREND MONITORING WAS COMPLETED PRIOR TO THE ENGINE PARAMETERS WERE NORMAL. THE FLIGHT CREW PROMPTLY NOTIFIED ATC AND LANDED WITHOUT FURTHER INCIDENT. MECHANIC WAS DISPATCHED WITH PARTS. AC FLIGHT LOG PAGE NR 1655, THE LT FUEL CONTROL UNIT AND THE LT FUEL PUMP WERE REMOVED AND REPLACED WITH SERVICEABLE UNITS, OPS AND LEAK CHECK GOOD AND THE ENGINE POWER RUNS WERE PERFORMED IAW MM CHAPTER 72. NO DEFECTS NOTED. AC WAS RETURNED TO SERVICE. (K)

2008FA0000637	AMRGEN		ANGLE	CRACKED
9/2/2008	AA5B		510229615	HORIZONTAL STAB

MAINT NOTICED A CLICKING NOISE AND EXCESSIVE MOVEMENT WHEN APPLYING UP AND DOWN PRESSURE TO HORIZONTAL STABILIZER TIPS. FOUND DELAMINATION, CRACKS AND WRINKLES IN HORIZONTAL STAB FWD SPAR CARRY-THROUGH ATTACH ANGLES INSIDE EMPENNAGE. WE BELIEVE THE SINGLE MOST CAUSE TO BE PILOTS AND MAINT PUSHING DOWN ON THE FWD SSPAR AREA TO RAISE THE NOSEWHEEL OFF THE GROUND. (K)

2008FA0000638	AMRGEN		ANGLE	CRACKED
9/2/2008	AA5B		510229616	HORIZONTAL STAB

MAINT NOTICED A CLICKING NOISE AND EXCESSIVE MOVEMENT WHEN APPLYING UP AND DOWN PRESSURE TO HORIZONTAL STABILIZER TIPS. FOUND DELAMINATION, CRACKS, AND WRINKLES IN HORIZONTAL STAB FORWARD SPAR CARRY-THROUGH ATTACH ANGLES INSIDE EMPENNAGE. WE BELIEVE THE SINGLE-MOST CAUSE TO BE PILOTS AND MAINTENANCE PUSHING DOWN ON THE FWD SPAR AREA TO RAISE THE NOSEWHEEL OFF THE GROUND. (K)

2008FA0000604	AMTR		CANOPY	DAMAGED
8/14/2008	CH601XL			COCKPIT

CANOPY OPENED IN FLIGHT RESULTING IN THE ACFT ENTERING INTO A NOSE DIVE ATTITUDE AND IMPACTING THE GROUND SERIOUSLY INJURING ONE PILOT AND MINOR INJURIES TO THE OTHER PILOT. THE CANOPY'S LOCKING MECHANISMS AND OVERALL STRUCTURE DO NOT SEEM RELIABLE. THE LT AND RT LATCHING POINTS BOLTS DO NOT APPEAR TO BE LONG ENOUGH AND/OR PROVIDE ENOUGH MATERIAL FOR THE CANOPY LOCKS TO LATCH DOWN ON. THE CANOPY PLEXIGLASS IS VERY THIN AND COVERS A LARGE CANOPY AIRFRAME AREA WHICH MAKES THE CANOPY LOOSE AND WOBBLY. THE TWO GASEOUS RETRACT/ EXTEND SHOCKS ON EACH SIDE OF THE FWD CANOPY ALSO APPEAR TO BE TOO STRONG (40 PSI EACH) WHICH MAY CAUSE THE CANOPY TO HAVE A TENDENCY TO EXTEND IN THE OPEN POSITION IN FLIGHT. IN GENERAL, THE CANOPY APPEARS TO BE TOO LARGE AND UNSTABLE FOR THE DESIGN. (K)

WIW2008F00000	AYRES	GARRTT	TORQUE SENSOR	FAILED
8/13/2008	S2RHGT65	TPE33110	31017262	ENGINE

ON 8/13/2008 AT APPROX 07:40 AM, AIRPLANE WHILE PERFORMING AERIAL APPLICATION EXPERIENCED A LOSS OF ENGINE POWER AND MADE AN EMERGENCY LANDING IN A FIELD. SUBSEQUENT INVESTIAGATION REVEALED THE IDLER GEAR BRG (PN 3103035-1) IN THE TORQUE SENSOR HAD FAILED ALLOWING THE LOSS OF DRIVE INPUT TO THE FUEL CONTROL RESULTING IN LOSS OF ENGINE POWER AND EMERGENCY LANDING. (K)

ZJ62008F00000	BAG	BOOT	MISSING
9/5/2008	JETSTM3101	SMR6890	PROP BLADE

NR 1 ENGINE VIBRATION IN FLIGHT, DEICE BOOT MISSING.

2008FA0000659	BBAVIA	SEAT	FAILED
9/16/2008	8KCAB	71500	CABIN

REAR SEAT PN 7-1500 FAILED AT THE LT HINGE POINT. THE AN3 SERIES BOLT PULLED THRU THE HINGE LUGS WHICH ARE WELDED TO THE SEAT FRAME BOTTOM. THE RT HINGE HOLES SHOW ELONGATION, BUT REMAINED INTACT. THE AC WAS DOING SPIN TRAINING AT THE TIME OF THE INCIDENT. RECOMMEND THAT THE SEAT FRAME BE MODIFIED TO CURRENT STANDARDS INSTALLED ON NEWER AC. (K)

GUU2008F00062	BEECH	DOOR	LACK OF LUBE
9/14/2008	1900D		EMERGENCY EXIT

DURING SCHEDULED ROUTINE MAINT DISCOVERED SEAT 6F EMERGENCY EXIT HARD TO OPEN. LUBED EMERGENCY EXIT. OPS CHECK GOOD. (K)

GUU2008F00051	BEECH	BRAKE ASSY	MALFUNCTIONED
8/31/2008	1900D		MLG

PILOT REPORTED NO BRAKES AND NO STEERING AT THE END OF LANDING ROLL. PERFORMED PRESSURE POT BLEEDING OF BRAKE SYSTEM. OPERATIONAL CHECK OF BRAKES AND STEERING NORMAL. (K)

GLB2008F00019	BEECH	FRAME	CRACKED
9/2/2008	1900D		FS 164.4 S9AR

DURING STRUCTURAL INSPECTION MAINT FOUND FRAME CRACKED AT STRINGER CUTOUT AT FS 164.4 STRINGER 9AR. LENGTH OF CRACK APPROXIMATELY .5 INCH. OPEN (K)

GUU2008F00064	BEECH	UNKNOWN	ODOR
9/10/2008	1900D		CABIN

DURING APPROACH VERY STRONG ODOR COMING FROM CABIN VENTS REGARDLESS OF MODE CONTROL SETTING. RAN ENGINES FOR 30 MINUTES AT ALL POWER SETTINGS AND MODE CONTROL SETTINGS NO ODOR NOTED. (K)

GUU2008F00050	BEECH	UNKNOWN	LEAKING
8/10/2008	1900D		

DURING FLIGHT, STRONG FUEL ODOR IN CABIN, MADE PASSENGER SICK. REMOVED AND CLEANED OLD SEALANT AT SUSPECTED FUEL LEAK AREA AND RESEALED. NO LEAKS NOTED. (K)

GLB2008F00025	BEECH	FRAME	CRACKED
9/2/2008	1900D		BS 164 S9R

DURING STRUCTURAL INSPECTION MAINT FOUND FRAME CRACKED AT STRINGER CUTOUT AT FS 164.4 STRINGER 9AR. LENGTH OF CRACK APPROXIMATELY .5". MAINT REPAIRED FRAME CRACK AT STRINGER RELIEF HOLE IAW SRM 51-70 AT FS 164.4 REPAIR APPROXIMATELY 5 INCH BY 2.5 INCH.

2024-T3. RLL INSPECTION COMPLIED IAW TASKCARD 8.2.1. (K)

GLB2008F00018	BEECH	SWITCH	OUT OF ADJUST
8/28/2008	1900D		AUTOFEATHER

SUSPECTED AUTOFEATHER EVENT. DURING CRUISE, THE PILOTS REPORTED THAT THE LT AUTOFEATHER DISARMED IN FLIGHT AND NEVER REARMED AT ANY POWER SETTING. MAIT ADJUSTED THE LT POWER LEVER SWITCH. OPS CHECK OF THE AUTOFEATHER SYS GOOD IAW MM 61-20-00. (K)

GUU2008F00046	BEECH	CAM	OBSTRUCTED
8/25/2008	1900D		PAX DOOR

CABIN DOOR RT SIDE SECOND CAM FROM TOP IS RUBBING ON CAM LOCK MAKING DOOR HARD TO OPEN AND CLOSE. CLEANED EXCESSIVE GREASE AND GUM OUT OF CAM. (K)

GLB2008F00031	BEECH	MOTOR	BURNED
9/2/2008	1900D	1005240731	TE FLAP

PILOTS REPORTED A STRONG ODOR OF SMOKE WITH EYE IRRITATION PRESENT ON TAXI. TURNING OFF BLEEDS TO ENVIRO OFF AS WELL AS TURNING OFF MODE CONTROL, DID NOT CHANGE ODOR . THERE WAS NO VISIBLE SMOKE. MAINT TROUBLESHOT AND FOUND THE SMOKE ODOR TO BE A FLAP MOTOR THAT WAS BURNED INTERNALLY AND CAUSED FLAP MOTOR CIRCUIT BREAKER TO POP. MAIT PLACED THE ITEM ON MEL 27-2 CAT.B C/N NR 31666. (K)

GUU2008F00048	BEECH	UNKNOWN	ODOR
9/9/2008	1900D		COCKPIT

DURING FINAL APPROACH BOTH PILOTS OBSERVED BURNING ODOR. INSPECTED COCKPIT INSTRUMENTS NO DEFECTS NOTED, PERFORMED OPERATIONAL CHECK OF ENVIRONMENTAL SYSTEM COULD NOT DUPLICATE. (K)

GLB2008F00021	BEECH	CONNECTOR	LOOSE
8/26/2008	1900D		PCB

SUSPECTED AUTOFEATHER EVENT, UPON APPROACH, PILOTS REPORTED THAT RT AUTOFEATHER ACTUATED (AS IT NORMALLY DOES DURING TESTING) ON APPROACH AFTER A MINOR POWER INCREASE. MAINT REMOVED AND REPLACED THE OVERSPEED GOVERNOR IAW MM 61-20. OPS CHECK WAS GOOD, HOWEVER, IT DID NOT FIX THE DISCREPANCY. MAINT REMOVED AND REPLACED THE PRESSURE SWITCH PN 50-389121-4 IAW MM 61-21. SWITCH OPS CHECK GOOD, BUT DID NOT FIX THE DISCREPANCY. MX FOUND LOOSE SOCKET ON PCB A123 CONNECTOR. SECURED SOCKET, SYSTEM OPERATIONALLY CHECKED GOOD IAW MM 61-20. OPS CHECK FLIGHT WAS PERFORMED AND WAS SATISFACTORY. (K)

GUU2008F00049	BEECH	DOOR	OUT OF ADJUST
9/10/2008	1900D		EMERGENCY EXIT

DURING SCHEDULED ROUTINE MAINT, DISCOVERED LT EMERGENCY EXIT DOOR DOES NOT CLOSE PROPERLY. READJUSTED LT EMERGENCY EXIT DOOR. (K)

GLB2008F00020	BEECH	FRAME	CRACKED
9/2/2008	1900D		FS 177 S9AR

DURING STRUCTURAL INSP MAINT FOUND FRAME CRACKED AT STRINGER CUTOUT FS 177.3 AT STRINGER 9AR. LENGTH OF CRACK APPROXIMATELY .750. (K)

GUU2008F00047	BEECH	CABLE	BROKEN
8/26/2008	1900D	12951405933	PAX DOOR

PILOT REPORTED UNABLE TO OPEN CABIN DOOR, FOUND UPPER FWD DOOR CABLE BROKEN. REPLACED UPPER FWD DOOR CABLE. (K)

GLB2008F00024	BEECH	FRAME	CRACKED
9/2/2008	1900D		FS 177.3 S9AR

DURING STRUCTURAL INSPECTION MAINTENANCE FOUND FRAME CRACKED AT STRINGER CUTOUT FS 177.3 AT STRINGER 9AR. LENGTH OF CRACK APPROXIMATELY .750". MAINTENANCE REPAIRED FRAME CRACK AT STRINGER RELIEF HOLE IAW SRM 51-70 AT FS 177.3 AT STRINGER 9AR. REPAIR APPROXIMATELY 5 INCH BY 2.5". 2024-T3. RII INSPECTION COMPLIED IAW TASKCARD 8.2.1. (K)

GLB2008F00026	BEECH	STIFFENER	CRACKED
9/3/2008	1900D		RT MLG WW KEEL

DURING STRUCTURAL CHECK MAINT DISCOVERED A CRACK ON THE RT WHEEL WELL OB KEEL TAB TO OB FENDER STIFFENER 1" AT THE BOTTOM END OF STIFFENERS TO KEEL AREA. " SUPPLEMENTAL INFORMATION WILL BE PROVIDED UPON COMPLETION OF THE REPAIR". (K)

GUU2008F00045	BEECH	CABLE	BROKEN
8/26/2008	1900D	12951405933	PAX DOOR

PILOT REPORTED UNABLE TO OPEN CABIN DOOR, FOUND UPPER FWD DOOR CABLE BROKEN. REPLACED UPPER FWD DOOR CABLE. (K)

GUU2008F00065	BEECH	WIRE	OUT OF POSITION
9/14/2008	1900D		LANDING LIGHT

AFTER TAKEOFF UPON TURNING BOTH LANDING LIGHTS SWITCHES OFF THERE WAS A SPARK COMING OUT OF THE SWITCH. SPLICED AND REPOSITIONED WIRE AT LT LANDING LIGHT SWITCH. OPS CHECK GOOD. (K)

GLB2008F00023	BEECH	PWA	B-NUT	LOOSE
9/4/2008	1900D	PT6A67D		FUEL LINE

PILOTS REPORTED IN CRUISE AND DESCENT A STRONG FUEL ODOR IN THE COCKPIT AND CABIN AREA. MAINTENANCE TIGHTENED A LOOSE "B" NUT IN THE FUEL PURGE AREA ON THE NR (1) ENGINE IAW MM 28-20. CLEANED CHECK VALVES ON THE FUEL PURGE SYSTEMS FOR THE RT ENGINE AND LT ENGINE IAW MM 71-70. NO NEW ODORS WERE PRESENT. (K)

2008FA0000703	BEECH	BOLT	OUT OF ADJUST
10/2/2008	200BEECH	NAS428420	ELEVATOR CONTROL

DURING A PHASE 1-4 INSPECTION ON AC. BOLT FOR ELEVATOR CONTROL SYS. WAS FOUND TO BE ADJUSTED ALL THE WAY DOWN AND WAS NOT PROVIDING A STOP FOR THE BALLAST. IN THIS CONDITION, THE POSSIBILITY EXISTS FOR THE INTERCONNECT LINK BETWEEN THE BALLAST WEIGHT BELLCRANK AND THE CONTROL COLUMN BRACKET TO TRAVEL PAST AN OVERCENTER

CONFIGURATION AND MAY PREVENT PROPER CONTROL OF THE ELEVATOR SYSTEM IF THE ELEVATOR PRIMARY OR SECONDARY STOPS FAIL OR ARE ADJUSTED INCORRECTLY. THE PHASE INSPECTION BEING CONDUCTED IS THE INITIAL INSPECTION ON THE AC, AND LOG RESEARCH DID NOT REVEAL ANY PRIOR MAINTENANCE ON THE ELEVATOR CONTROL SYSTEM RIGGING. (K)

2008FA0000590	BEECH	PWA	STRUT	MALFUNCTIONED
8/13/2008	300BEECH	PT6A60A	998201005	NLG

POSITION OF THIS TORQUE LINK MOUNT RELATIVE TO THE SHIMMY DAMPNER ARMS HOLE ARE SUCH THAT THE TWO PARTS INTERFERE WITH EACH OTHER AND DON'T ALLOW THE STRUT TO COMPRESS CLOSER THAN 2 INCHES FROM FULLY COLLAPSED. (K)

RU32008F00000	BEECH	PWA	ENGINE	FAILED
8/14/2008	300BEECH	PT6A60A		LEFT

CLIMBING THRU 7300', AT CLIMB POWER, HEARD A PRONOUNCED POP, FELT THE ACFT YAW LT AND FELT A DECELERATION. THE PILOT FLYING CONFIRMED THAT THE LT ENGINE HAD SHUTDOWN AND THE PROP HAD FEATHERED. ATC WAS NOTIFIED AND EMERGENCY WAS DECLARED. THE ENGINE FAILURE IN FLIGHT EMERGENCY CHECKLIST WAS COMPLETED AS WELL AS THE SINGLE ENGINE LANDING CHECKLIST. AFTER AN UNEVENTFUL LANDING AND TAXI OFF OF THE RUNWAY, THE SHUTDOWN CHECKLIST WAS ACCOMPLISHED AND THE ACFT WAS TOWED TO THE HANGER. (K)

2008FA0000619	BEECH	PWA	CONTACT	ERODED
9/15/2008	300BEECH	PT6A60A		RELAY

HAD 3 FAILURES OF THE SAME RELAY, FIRST RELAY LASTED 457 HOURS, SECOND RELAY LASTED 187 HOURS, AND THE THIRD RELAY LASTED 415 HOURS. MOST OF THE TIME THE FAILURE STARTS WITH THE 2 MICRO SWITCHES IN THE COVER GOING BAD. FOR HAVING RELATIVELY LOW TIME, THE MAIN CONTACTS WERE ERODED FAIRLY WELL. (K)

2008FA0000714	BEECH	CONT	V-BELT	DEPARTED
10/9/2004	35C33	O470N	53954732	ALTERNATOR

PILOT REPORTED LOSS OF ELECTRICAL POWER IN CRUISE FLIGHT DURING NIGHT VFR. V-BELT OBSERVED MISSING FROM ACCESSORY CASE ABSENT FROM ALTERNATOR PULLEY. V-BELT APPARENTLY LOST IN FLIGHT THROUGH OPENING IN LOWER COWLING. OWNER REPORTS THAT ONLY 25-30 HOURS WAS PUT ON THIS COMPONENT. (K)

DXTA200803271	BEECH		BRAKE ASSY	WEAK
9/10/2008	400A			MLG

BRAKING IS MUSHY DURING TAXI. (K)

DXTA200803270	BEECH		WARNING LIGHT	ILLUMINATED
9/10/2008	400A			RUDDER

ON TAKEOFF ROLL BELOW 80 KTS AT TAKEOFF POWER, RUDDER BOOST FAIL ANNUNCIATOR LIGHT COMES ON. ABORTED TAKEOFF. (K)

2008FA0000650	BEECH		BRACKET	CRACKED
9/5/2008	400A		45A336065	FUSELAGE

DURING SCHEDULED AIRFRAME INSPECTION FOUND PN 45A33606-5 AND PN 45A33606-6 CABIN UNDER FLOOR REINFORCING BRACKETS AT CABIN DOOR ENTRANCEWAY CRACKED. SEE SRM 53-10-

50-001, FIG 1, SHEET 2 OR 3, ITEMS 29 AND 30. SUSPECT CRACKED FROM FATIGUE, ALSO POSSIBLY FROM PREVIOUS ROUGH CABIN DOOR STEP ASSY HANDLING. AC TECHNICIANS/ INSPECTORS SHOULD INSPECT THIS AREA CAREFULLY DURING SCHEDULED INSPECTIONS ON HIGHER TIME AIRCRAFT, AND/OR AIRCRAFT WITH PREVIOUS HISTORY OPERATED BY CHARTER/AIR TAXI/ FRACTIONAL OPERATORS. (K)

DJF2008F00014	BEECH	PWA		ENGINE	MAKING METAL
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9/9/2008	400A	JT15D5			
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REPORTED LOW OIL PRESSURE IN FLIGHT. THE AFFECTED ENGINE WAS SHUTDOWN, AN EMERGENCY WAS DECLARED AND THE AIRCRAFT DIVERTED. MAINTENANCE FOUND METAL IN THE OIL SYSTEM. THE ENGINE WAS REMOVED FOR OEM EVALUATION. AIRCRAFT RETURNED TO SERVICE. (K)

2008FA0000631	BEECH		WOODWARD	ROD	BROKEN
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9/11/2008	58			210044	GOVERNOR
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LIFT ROD WAS DISCOVERED BROKEN AT DISASSEMBLY. (K)

2008FA0000693	BEECH	CONT		ROD	BROKEN
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9/11/2008	58	IO520C		210044	GOVERNOR
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LIFT ROD WAS DISCOVERED BROKEN AT DISASSEMBLY. (K)

2008FA0000628	BEECH	LYC		HINGE BRACKET	CORRODED
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7/22/2008	76	O360*		10516000015	LT WING TE FLAP
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LT FLAP OB HINGE BRACKET, SEVERE CORROSION AT IB AND OB SUPPORT RIBS, WHERE HINGE BRACKET PIN FLAP. UNABLE TO PERFORM VISUAL INSPECTION OF AREA AS DAMAGE IS CONCEALED INSIDE OF SKIN. (K)

2008FA0000627	BEECH	LYC		HINGE BRACKET	CORRODED
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7/23/2008	76	O360*		710516000015	LT WING TE FLAP
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LT FLAP OB HINGE BRACKET, SEVERE CORROSION AT IB AND OB SUPPORTING RIBS WHERE HINGE BRACKET JOINS FLAP. UNABLE TO PERFORM VISUAL INSPECTION OF AREA AS DAMAGE IS CONCEALED BY SKIN. (K)

2008FA0000630	BEECH	LYC	BEECH	HINGE BRACKET	CORRODED
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7/23/2008	76	O360*		10516000015	LT WING TE FLAP
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LT FLAP OB HINGE BRACKET, SEVERE CORROSION AT IB AND OB SUPPORTING RIBS WHERE HINGE BRACKET JOINS FLAP. UNABLE TO PERFORM VISUAL INSPECTION OF AREA AS DAMAGE IS CONCEALED BY SKIN. (K)

2008FA0000629	BEECH	LYC	BEECH	HINGE BRACKET	CORRODED
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7/22/2008	76	O360*		10516000015	LT WING TE FLAP
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LT FLAP OB HINGE BRACKET, SEVERE CORROSION AT IB AND OB SUPPORTING RIBS WHERE HINGE BRACKET JOINS FLAP. UNABLE TO PERFORM VISUAL INSPECTION OF AREA AS DAMAGE IS CONCEALED BY SKIN. (K)

EGQ2008F00000	BEECH	GARRTT		DETECTION SYS	MALFUNCTIONED
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9/14/2008

B100

TPE331*

RT FIRE DETECT

APPROX 1 MINUTE AFTER DEPARTURE, RT ENGINE FIRE LIGHT CAME ON STEADY FOR ABOUT 30 SECONDS THEN OFF, ABOUT 30 SECONDS LATER RT ENGINE FIRE LIGHT CAME ON AGAIN FOR 30 SECONDS THEN OFF. CREW FOLLOWED FIRE DETERMINATION PROCEDURES AND DETERMINED THERE WAS NO FIRE AND RETURNED TO DEPARTURE AIRPORT. ALL UNEVENTFUL. THE CAUSE OF THE INDICATION INVESTIGATED. A FULL ENGINE COMPARTMENT INSPECTION PERFORMED WITH NO INDICATIONS OF SMOKE OR FIRE. ENGINE FIRE DETECTION SYSTEM TEST PERFORMED, ALL OPERATION NORMAL. ENGINE FIRE SENSORS WERE TESTED INDIVIDUALLY AND ALL OPERATED NORMALLY. ACFT RETURNED TO SERVICE WITH NO FURTHER OCCURRENCES FOR THE ENGINE FIRE LIGHT. (K)

2008FA0000699	BEECH	PWA	STRINGER	CRACKED
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10/10/2008	C90	PT6*	50440012319	FS 298
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REAR PRESSURE BULKHEAD, FS 298.00, ON RT SIDE. STRINGER NR 9 WAS FOUND CRACKED ON THE AFT SIDE OF THE REAR PRESSURE BULKHEAD AT THE POINT WHERE THE ZEE STIFFENER IS ATTACHED TO THE STRINGER WITH (6) RIVETS. (K)

2008FA0000617	BEECH	PWA	BLOWER	FAILED
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8/22/2008	C90A	PT6A21	903840311	VENT
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PILOT DETECTED SMOKE IN CABIN, LANDED. TROUBLESHOT ODOR, CHECK IN ENGINE BAYS, NO DEFECT NOTED. FOUND CABIN VENT BLOWER NOT WORKING, CHECKED BLOWER SYSTEM WIRING, NO DEFECTS NOTED, CHECKED VENT BLOWER UNDER PILOT FLOOR AND FOUND BLOWER MOTOR LOCKED UP. REMOVED ASSY FOUND MOTOR HAD BURNED, ELEC ODOR. REMOVED AND REPLACED VENT BLOWER WITH OVERHAULED UNIT. OPERATION CHECKED NORMAL. THIS MOTOR RUNS ON LOW SPEED ANYTIME AUTO COOL OR AUTO HEAT SWITCH IS ON OR WITH BLOWER SWITCH IN LOW OR HIGH AND ENGINES ARE RUNNING. DURING INSPECTION WITH THIS LOCATION OPEN, CHECK BLOWER FOR PROPER OPERATION AND SPEED. (K)

2008FA0000613	BEECH	PWA	CLAMP	FAILED
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9/3/2008	F90	PT6A60A	C13019S	BLADE
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PROPELLER UNIT WAS OVERHAULED ON JULY 28, 2008, WO 79785. THE PROPELLER WAS INSTALLED ON ACFT AUG 27, 2008. UPON RUN UP OF ACFT, THE MECHANIC NOTED A GREASE LEAK FROM THE PROPELLER BLADE. A CRACK WAS FOUND. O/H FACILITY WAS NOTIFIED OF THE FINDINGS. THE PROPELLER WAS REMOVED FROM THE ACFT AND RETURNED TO THE FACILITY FOR INSPECTION. O/H FACILITY VERIFIED THE SAME FINDINGS. BLADE CLAMP WAS REMOVED AND REPLACED WITH AN OHC CLAMP ASSY. ALL WORK WAS PERFORMED IAW SRM 118F, 202A, AND 133C. (K)

2008FA0000660	BEECH	CONT	CONTACT	FAILED
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9/17/2008	G35	E2258	10357174	RT MAGNETO
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RT MAGNETO FAILED COMPLETELY IN FLIGHT DUE TO THE TIP OF THE CONTACT POINTS HAVING SEPARATED FROM HE ASSY. THIS LEFT THE CONTACTS AND THEREFORE PRIMARY ELECTRICAL CIRCUIT IN A CONTINUALLY OPEN POSITION. RENDERING THE MAGNETO INOPERATIVE. IN A PHONE CONVERSATION WITH THE MFG REP, MFG IS AWARE OF THE POTENTIAL CONDITION AND HAD ISSUED A DISTRIBUTOR INFORMATION BULLETIN D1B2008-3. RECALLING CONTACT ASSY AT THE DISTRIBUTOR LEVEL MFG WITH DATE CODES OF 0716-0816 OR THE (16) WEEK OF 2007 TO THE (16) WEEK OF 2008. THE CONTACTS THAT WERE INSTALLED IN THIS MAGNETO IN MAY OF 2008 DURING A ROUTINE 500 HR INSP, HAD APPARENTLY MADE THEIR WAY INTO THE RETAIL INVENTORY SYS. (K)

2008FA0000633	BELL		SERVO	MALFUNCTIONED
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8/26/2008

206B3

206076031107

RT CYCLIC

DURING START, PILOT NOTICED CYCLIC STICK COULD NOT BE MOVED WHEN THE HYD OFF PROTAK OFF CHECK WAS INITIATED. WITH HYD POWER ON, FLT CONTROL OP NORM. THE HELICOPTER RETURNED FROM FLT, THE HYDRAULIC FIELD AND SERVO WERE HOT, IT WAS A VERY HOT DAY, TEMP ABOUT 96 DEGREES. PILOT NOTICED THE CYCLIC STICK COULD NOT BE MOVED DURING HIS HYD CHECK. IT WAS SHUT DOWN AND BROUGHT INTO THE HANGAR MX. A HYD MULE WAS HOOKED UP AND OPS NORMAL. BELL HELICOPTER TECH REP WAS NOTIFIED AND ASKED TO COME TO THE FACILITY. THE TECHS DID A GROUND RUN FOR APPROX 15 MIN W/O INCIDENT. AFTER HOVERING FOR 5 MINUTES, THE PROBLEM RETURNED. THE PROB APPEARED TO BE THE RT HYD SERVO (S/N 8528). LT SERVO WAS NEAR OVERHAUL, WE REPLACED IT AS WELL AS THE SUSPECTED PROB SERVO. AFTER REPLACEMENT, THE PROB DID NOT REOCCUR. BOTH SERVOS WERE SENT TO BHT FOR EVAL. WE ASKED FOR A DETAILED REPORT. AS OF THIS REPORT, NO INFORMATION HAS BEEN RECEIVED.

2008FA0000609	BELL	ALLSN		BLADE	FAILED
9/5/2008	206B3	250C20J			COMPRESSOR

THIRD STAGE COMPRESSOR BLADE, ONE OF THE BLADES WAS "THROWN" FROM THE PART. NOTE: THIS COMPRESSOR WHEEL IS A ONE-PIECE BLADE DISK. (K)

2008FA0000608	BELL	ALLSN	HONEYWELL	BEARING	FAILED
9/4/2008	206L1	250C30		2544198	PT GOVERNOR

SPOOL BEARING ASSY (PN 2544198) FAILED INTERNALLY. BEARING ASSY NO LONGER ROTATES AND CAUSED DRIVE SHAFT (PN 2539033) GUIDE POST AND FORK ON GOVERNOR LEVER ASSY. (PN 2523293) TO BEND. ONE FLYWEIGHT (PN 2544200) WAS DAMAGED FROM THE SPOOL BEARING CHAFING. (K)

HEF2008F00000	BELL	ALLSN		BEARING	FAILED
9/3/2008	206L4	250C30		2544198	SPOOL

UPPER BEARING, (PN 2525465) INSIDE OF SPOOL BEARING ASSY FAILED (CAME APART). LOWER SPOOL BEARING, (PN 2525468) IS STILL INTACT, BUT NO LONGER ROTATES FREELY. (K)

2008FA0000610	BELL	ALLSN		BEARING	FAILED
9/8/2008	206L4	250C30		2544198	SPOOL

SPOOL BEARING ASSY FAILED INTERNALLY. BEARING ASSY NO LONGER ROTATES AND CAUSED DRIVE SHAFT GUIDE POST AND FORK IN GOVERNOR LEVER ASSY TO BEND. THE UPPER BEARING LOWER SHIELD AND RETAINER HAS COME OFF. THE LOWER BEARING IS INTACT BUT NO LONGER ROTATES. (K)

QML2008F00012	BELL			PANEL	LEAKING
9/11/2008	407				FUSELAGE

ON SHORT FINAL ABORT, SMOKE, SPARKS, BRIGHTER THAN NORMAL OVERHEAD LIGHTING AND A STRONG ODOR CAME FROM THE OVERHEAD PANEL. ON TOUCHDOWN THE INSTRUMENT PANEL LIGHTS RHEOSTAT SWITCH ADJUSTED TO OFF POSITION - SMOKE, SPARKS, AND BRIGHTER THAN NORMAL LIGHTING STOPPED IMMEDIATELY. WATER DRIPPING FROM THE OVERHEAD PANEL. NORMAL SHUTDOWN COMPLETED. MAINT CALLED. MAINT COMMENT- RAINWATER ENTERED WHERE AN ANTENNA COAX PASSES THRU THE DECK, AND RAN DOWN A TRIM PANEL TO THE CIRCUIT BREAKER PANEL. THE LIGHTED PANEL IS ATTACHED TO THE LOWER SIDE OF THE CIRCUIT BREAKER PANEL AND WATER COLLECTED ON TO AND ENTERED THE LIGHTED PANEL. THIS PANEL IS MODIFIED FOR NVG LIGHTING. NOTE: THIS IS THE SECOND OR POSSIBLY THE THIRD PANEL THE MECHANIC

HAVE SEEN SHORTED OUT IN THIS MANNER. (K)

2008FA0000646	BELL		BLADE	CRACKED
9/1/2008	407		407015001111	MAIN ROTOR

M/R BLADE HAS 2706.0 HRS TT WHEN CLEANING BLADE FOR REINSTALLATION, MANY SHALLOW CRACKS WERE FOUND ON THE TOP SURFACE OF BLADE 24 INCH IB OF TRIM TAB. THE CRACKS RUN 45 DEGREES TO BLADE SPAN. CONTACTED MFG PRODUCT SUPPORT AND WAS INFORMED THAT THIS CONDITION IS CALLED "TRACER STRANDS" AND IS A CONDITION NEEDING REPAIR. PRODUCT SUPPORT ALSO INFORMED US THAT THIS WOULD BE REFERENCED INT THE MANUALS IN THE NEAR FUTURE AND THAT NEWER BLADES HAVE BEEN CORRECTED FOR THIS PROBLEM. (K)

MWE2008F00039	BOEING		DOUBLER	CORRODED
8/27/2008	717200		594115853	BS 994 L28R

AFT CARGO BAY STAR DOUBLER AT STA 994 LONGERON 28R IS EXFOLIATED AROUND SCREW HOLE. REMOVED AND REPLACED STAR DOUBLER.

MWE2008F00042	BOEING		SLIDE	UNWANTED DEPLOY
9/24/2008	717200		D29982225	GALLEY AREA

FWD SERVICE DOOR EMERGENCY SLIDE IN UNARMED POSITION FROM BEING SECURED IN DOOR/COVER BRACKETS. FOUND EMERGENCY SLIDE DEPLOYED. REMOVED AND REPLACED EMERGENCY SLIDE. (K)

MWE2008F00040	BOEING		SMOKE DETECTOR	FAILED
9/5/2008	717200		CBAB110001	LT LAV

LT LAVATORY SMOKE DETECTOR TEST FAILED. REMOVED AND REPLACED SMOKE DETECTOR. (K)

MWE2008F00041	BOEING		SMOKE DETECTOR	FAILED
9/8/2008	717200		CBAB110001	LT LAVATORY

LT LAVATORY SMOKE DETECTOR DID NOT WORK DURING FUNCTION TEST. REMOVED AND REPLACED SMOKE DETECTOR. (K)

MWE2008F00036	BOEING		BATTERY PACK	INOPERATIVE
8/30/2008	717200		6011779	EMERGENCY LIGHT

BOTH LT AND RT EXTERIOR EMERGENCY LIGHTS ARE INOPERATIVE. REMOVED AND REPLACED OVERWING EMERGENCY BATTERY PACK. (K)

MWE2008F00034	BOEING	RROYCE	LAMP	BURNED OUT
8/30/2008	717200	BR700715A13 0	316	EMERGENCY LIGHTS

EMERGENCY LIGHT AFT CEILING AREA IN AFT ACCESSORY IS INOPERATIVE. RELAMPED. (K)

DHL2008F00045	BOEING		LIGHT	INOPERATIVE
9/26/2008	727200		1000677	CABIN

COCKPIT EMERGENCY EXIT LIGHT INOP. REMOVED AND REPLACED EMERGENCY EXIT LIGHT ASSEMBLY IAW MM 33-50-93. OP CHECK GOOD. ACFT GROUNDED. (K)

G8G2008F00000	BOEING	ACCESSORY UNIT	MALFUNCTIONED
5/28/2008	727200	6560214106	INSTRUMENT PANEL

DURING CRUISE OPERATION CAPTAIN'S RMI CARD AND FO'S HSI CARD STOPPED TURNING IN FLIGHT, BOTH RMI NEEDLES FROZE IN POSITION. AC RETURNED TO DEPARTURE WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSPECTION REVEALED THE FLIGHT INSTRUMENT ACCY UNIT AT FAULT. REMOVED AND REPLACED FLIGHT INSTRUMENT ACCY UNIT, OPS CHECK GOOD. NO OTHER DEFECTS WERE NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (K)

C8G2008F00014	BOEING	ACM	INOPERATIVE
5/29/2008	727223	2040751	LEFT

DURING CLIMB OPERATION, THE AC WAS UNABLE TO MAINTAIN CABIN ALTITUDE BELOW 10000 FEET WITH ONE PACK OPERATION. AC RETURNED TO DEPARTURE, WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSP REVEALED LT ACM INOPERATIVE. REMOVED AND REPLACED LT ACM AND LT PACK SHUTOFF VALVE, OPS CHECK GOOD. NO OTHER DEFECTS NOTED. AC WAS RETURNED TO SERVICE

G8G2008F00001	BOEING	FITTING	FAULTY
6/11/2008	727223	439563	BYPASS SWITCH

DURING CLIMB, THE NR 2 ENGINE LOW OIL PSI LIGHT ILLUMINATED AND OIL QUANTITY WENT TO EMPTY. THE NR 2 ENGINE WAS SHUT DOWN, AN EMERGENCY WAS DECLARED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. POST FLIGHT INSPECTION FOUND OIL FILTER BYPASS SWITCH GEARBOX FITTING AT FAULT. REPAIRED GEARBOX PERFORMED OPS AND LEAK CHECKS GOOD. NO OTHER DEFECTS. AIRCRAFT WAS RETURNED TO SERVICE. (K)

DHL2008F00034	BOEING	FRAME	DENTED
9/17/2008	727224		FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 500 BETWEEN STRINGER 16R AND 17R FRAME WITH DENT. REPAIRED FUSELAGE FRAME SECTION AT BS 500 BETWEEN STRINGER 16R AND STRINGER 17R DUE TO DENT IAW SRM 51-40-3, FIG 1. (K)

DHL2008F00042	BOEING	FRAME	DAMAGED
9/24/2008	727224		FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 720D BETWEEN STRINGER 13L AND 14L FRAME WITH DOUBLE HOLES. REPAIRED UPPER FUSELAGE BODY FRAME SECTION AT BS 720D BETWEEN STRINGER 11 AND 14 LEFT SIDE DUE TO DOUBLE HOLES IAW SRM 53-10-4, FIG 1, DETAIL 1. (K)

DHL2008F00035	BOEING	FRAME	DENTED
9/12/2008	727224		FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 700 BETWEEN STRINGER 16R AND 17R FRAME WITH DENT. REPAIRED FUSELAGE FRAME SECTION AT BS 700 BETWEEN STRINGER 16 AND 17 RT SIDE DUE TO DENT IAW SRM 51-40-3, FIG 1. (K)

DHL2008F00036	BOEING	FRAME	DAMAGED
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9/16/2008 727224 FUSELAGE
UPPER FUSELAGE PAX CABIN AT BS 720B STRINGER 13L AND 14L FRAME WITH DOUBLE HOLES. REPAIRED FUSELAGE FRAME SECTION AT BS 720B BETWEEN STRINGER 11 AND 14 LEFT SIDE DUE TO DOUBLE HOLES IAW SRM 53-10-4, FIG 1 DETAIL 1. (K)

[DHL2008F00037](#) BOEING FRAME DENTED

9/17/2008 727224 FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 660 BETWEEN STRINGER 16R AND 17R FRAME WITH DENT. REPAIRED FUSELAGE FRAME SECTION AT BS 660 BETWEEN STRINGER 16 AND 17 RT SIDE DUE TO DENT IAW SRM 51-40-3, FIG 1. (K)

[DHL2008F00038](#) BOEING FRAME DAMAGED

9/12/2008 727224 FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 720B STRINGER 8R FRAME WITH DOUBLE HOLES. REPAIRED FUSELAGE FRAME SECTION AT BS 720B BETWEEN STRINGER 7 AND 9, RT SIDE, DUE TO DOUBLE HOLES IAW SRM 53-10-4. (K)

[DHL2008F00040](#) BOEING FRAME DENTED

9/13/2008 727224 FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 460 BETWEEN STRINGER 16R AND 17R FRAME WITH DENT. REPAIRED FUSELAGE FRAME SECTION AT BS 460 BETWEEN STRINGER 16 AND 17 RT SIDE, DUE TO DENT IAW SRM 51-40-3, FIG 1. (K)

[DHL2008F00041](#) BOEING FRAME DENTED

9/12/2008 727224 FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 680 BETWEEN STRINGER 16R AND 17R FRAME WITH DENT. REPAIRED FUSELAGE FRAME SECTION AT BS 680 BETWEEN STRINGER 16 AND 17 RIGHT SIDE, DUE TO DENT IAW SRM 51-40-3, FIG 1. (K)

[DHL2008F00039](#) BOEING FRAME DAMAGED

9/12/2008 727224 FUSELAGE

UPPER FUSELAGE PAX CABIN AT BS 720C STRINGER 8R FRAME WITH DOUBLE HOLES. REPAIRED FUSELAGE FRAME SECTION AT BS 720C BETWEEN STRINGER 7 AND 9 RT SIDE, DUE TO DOUBLE HOLES IAW SRM 53-10-4, FIG 2. (K)

[DHL2008F00043](#) BOEING SKIN DAMAGED

9/18/2008 727224 CARGO DOOR

LOWER FUSELAGE AFT CARGO COMPARTMENT DOOR NR 2 OUTER SKIN WITH DOUBLE HOLES AT BS 950F + 8 BETWEEN UPPER FRAME AND BEAM NR 1. REPAIRED LOWER FUSELAGE AFT CARGO COMPARTMENT DOOR NUMBER 2 OUTER SKIN SECTION FROM BS 950F+3.5 TO BS 950F + 10.5 BETWEEN UPPER FRAME AND BEAM NUMBER 1 DUE TO SKIN WITH DOUBLE HOLES IAW SRM 52-00-3, FIG 4. (K)

[DHL2008F00044](#) BOEING FRAME DAMAGED

9/24/2008 727224 FUSELAGE

UPPER FUSELAGE CARGO CABIN, FRAME WITH DOUBLE HOLE AT BS 1070 BETWEEN STRINGER 5L AND 6L. REPAIRED UPPER FUSELAGE BODY FUSELAGE BODY FRAME SECTION AT BS 1070 BETWEEN STRINGER 4 AND 6 LEFT SIDE DUE TO DOUBLE HOLES IAW SRM 53-10-4, FIG 1. (K)

C8G2008F00017	BOEING	FCU	UNSERVICEABLE
9/3/2008	727225	74360205	NR 1 ENGINE

SHORTLY AFTER TAKEOFF DURING CLIMB OPERATION THE NR 1 ENGINE SPREAD 28 HIGH AND ALL ENGINE INDICATORS BEGAN TO DECREASE INDICATING A FAILURE. THE ENGINE THEN RELIT DUE TO CONTINUOUS IGNITION BEING ENGAGED. 2 OR 3 MINUTES LATER THE SAME EVENT OCCURRED. THE AC RETURNED TO ELP WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSPECTION WAS PERFORMED. THE NR 1 FUEL CONTROL UNIT, ENGINE DRIVEN FUEL PUMP AND THE P&D VALVE WERE REMOVED AND REPLACED, OPS CHECKS GOOD. NO OTHER DEFECTS WERE NOTED. AC WAS RETURNED TO SERVICE. (K)

C8G2008F00015	BOEING	INDICATOR	INOPERATIVE
8/23/2008	727225	20412151101	WX RADAR

AFTER TAKEOFF FOUND RADAR UNSUITABLE FOR FLIGHT OPERATIONS INTO KNOWN CONVECTIVE ACTIVITY. ON ROTATION WX RADAR DOES NOT STABILIZE REGARDLESS OF PITCH KNOB SELECTION, RADAR SHOWS COMPLETELY COVERS SCREEN. DURING CRUISE RADAR INDICATES FALSE TARGETS ON ALL PITCH SETTINGS. AC RETURNED TO DEPARTURE WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSP WAS PERFORMED. REMOVED AND REPLACED NR 2 VERTICAL GYRO, RADAR ANTENNA AND RADAR INDICATOR. OPS CHECKS WERE SATISFACTORY. AC WAS RETURNED TO SERVICE. NO OTHER DEFECTS WERE NOTED. (K)

C8G2008F00010	BOEING	ANTENNA	INOPERATIVE
7/22/2008	727225	20675680501	WX RADAR SYSTEM

FLT 1204, AFTER TAKEOFF, THE RADAR WAS SPOOKING AND WOULD NOT PAINT KNOWN BAD WEATHER . THE AIRCRAFT RETURNED, WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSP REVEALED THE RADAR ANTENNA AT FAULT. REMOVED AND REPLACED RADAR ANTENNA PERFORMED OPERATIONAL CHECKS GOOD. NO OTHER DEFECTS WERE NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (K)

C8G2008F00012	BOEING	SMOKE DETECTOR	INOPERATIVE
7/17/2008	727225	77401	CARGO BAY

DURING CLIMB OUT OPERATION, THE MAIN DECK FIRE WARNING LIGHT ILLUMINATED. THE AIRCRAFT RETURNED TO DEPARTURE WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSPECTION REVEALED THAT THE LT WARNING LIGHT ILLUMINATED STEADY. VERIFIED THAT NO SMOKE OR FIRE WAS PRESENT. LIGHT EXTINGUISHED AFTER RESEATING THE NR 8 SMOKE DETECTOR. REMOVED AND REPLACED THE NR 8 SMOKE DETECTOR AS PRECAUTION REMOVED AND REPLACED THE NR2, NR 4, NR 6, NR 10, NR 12 ON THE LT SIDE AND NR 9 ON THE RT. ALL OPERATIONAL CHECKS GOOD. NO OTHER DEFECTS WERE NOTED AIRCRAFT WAS RETURNED TO SERVICE. (K)

C8G2008F00013	BOEING	PWA	INDICATOR	FAULTY
6/11/2008	727225	JT8D15	152BL801E	EGT

DURING TAKEOFF ROLL THE NR 2 ENGINE EGT INDICATOR WENT TO ZERO INDICATION. THE TAKEOFF WAS ABORTED, WHERE THE AC RETURNED TO BLOCKS WITHOUT INCIDENT. POST FLIGHT INSPECTION REVEALED NR 2 ENGINE EGT INDICATOR AT FAULT. THE NR 2 ENGINE EGT INDICATOR WAS REMOVED AND REPLACED. OPS GOOD. NO OTHER DEFECTS WERE NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (K)

[C8G2008F00018](#) BOEING PWA TURBINE DAMAGED
9/10/2008 727225 JT8D15 NR 2 ENGINE

ON TAKEOFF, JUST AFTER V2 THE NR 2 ENGINE FAILED. AN EMERGENCY WAS DECLARED AND THE ACFT RETURNED, WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSP REVEALED TURBINE DAMAGE. THE NR 2 ENGINE WAS REMOVED AND REPLACED. OPS CHECK GOOD. NO OTHER DEFECTS WERE NOTED, ACFT WAS RETURNED TO SERVICE. (K)

[C8G2008F00016](#) BOEING LINE LEAKING
8/26/2008 727227 ENGINE FUEL

ON ROTATION THE NR 3 ENGINE FAILED. THE CREW PERFORMED APPROPRIATE CHECKLIST. AN EMERGENCY WAS DECLARED AND THE AC RETURNED WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSP WAS PERFORMED, IT WAS NOTED THAT THE FUEL FEED LINE TO THE P & D VALVE WAS LEAKING. THE PACKING WAS REPLACED AND THE LINE SECURED. OPERATIONAL AND LEAK CHECKS WERE PERFORMED SATISFACTORILY. NO OTHER DEFECTS WERE NOTED. AC WAS RETURNED TO SERVICE. (K)

[C8G2008F00009](#) BOEING CONNECTOR DIRTY
8/5/2008 727227 NR 8 SLAT

AFTER TAKEOFF, DURING CLIMB, OPERATION, THE NR 8 SLAT WOULD NOT RETRACT. POST FLIGHT INSP WAS PERFORMED AND THE NR 8 SLAT ACTUATOR CONNECTOR WAS CLEANED AND SYSTEM WAS OPERATIONAL CHECKED WITH NO DEFECTS. NO OTHER DEFECTS WERE NOTED. AC WAS RETURNED TO SERVICE. (K)

[RYN2008F00024](#) BOEING STRUCTURE CORRODED
10/1/2008 727232 EMERGENCY EXIT

LT HARD AFT OVERWING ESCAPE HATCH CUTOUT LOWER SECTION HAVE CORROSION. REPAIRED LT AFT OVERWING ESCAPE HATCH CUTOUT BY FABRICATING AND INSTALLING A DOUBLER IAW SRM 53-30-3. (K)

[RYN2008F00022](#) BOEING NOSE COWL DENTED
10/1/2008 727232 NR 3 NACELLE

NR 3 ENGINE NOSE COWL HAS DENT AT 5 OCLOCK POSITION, LEADING EDGE. REMOVED DENTED AREA AND ACCOMPLISHED NOSE COWL LEADING EDGE LIP SKIN REPAIR IAW SRM 54-30-1, 54-30-3, AND 51-30-2, 51-20-00, 51-31-00. (K)

[RYN2008F00023](#) BOEING STRUCTURE CORRODED
10/1/2008 727232 HORIZONTAL STAB

RT HORIZONTAL STABILIZER TRAILING EDGE UPPER CHORD HAS CORROSION AT STABILIZER STA 189.68. REPLACED UPPER CHORD AT RT HORIZONTAL STABILIZER TRAILING EDGE IAW SRM 51-10-1 AND 51-30-3. (K)

[PCSA2008093001](#) BOEING ACTUATOR LEAKING
9/30/2008 727233 269002911 NR 7 LE SLAT

LOST A HYDR SYS AFTER FLAP RETRACTION DEPARTING. ON APPROACH TO POS NR 7 L/E SLAT FAILED TO EXTEND. LANDING GEARS WERE EXTENDED MANUALLY, THE AC LANDED SAFELY AND

WAS TOWED FROM THE RUNWAY. MAINT DISCOVERED THE NR 7 L/E ACTUATOR BODY HAD FAILED CAUSING A LOSS OF A SYS HYDR FLUID, A SYS FAILURE AND CONSEQUENT LOSS OF NOSE WHEEL STEERING. (K)

DHL2008F00032	BOEING	UNKNOWN	UNKNOWN
9/11/2008	727247		OVERSPEED WARN

DURING TAKEOFF ROLL OVERSPEED WARNING SOUND AT 70 KTS . DEFERRED IAW MEL 34-4-3 PULLED IAW CREW REQUEST. AIRCRAFT WAS GROUNDED. (K)

C8G2008F00011	BOEING	CONNECTOR	LOOSE
7/8/2008	7272A1		CSD

AFTER TAKEOFF DURING CLIMB OUT THE NR 1 GENERATOR EXPERIENCED A SPEED FAULT WITH THE NR 3 GENERATOR PREVIOUSLY DEFERRED. THE ACFT RETURNED TO DEPARTURE WHERE IT LANDED WITHOUT INCIDENT. POST FLIGHT INSPECTION WAS PERFORMED. NR NR 1 CSD A SPEED SWITCH CONNECTOR WAS RESEAT, RECRACKED GENERATOR CONTROL PANEL AND RESEAT CURRENT BREAKER. OPERATED ENGINE AND PERFORMED OPS CHECKS, CHECKED GOOD. O OTHER DEFECTS WERE NOTED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (K)

DHL2008F00033	BOEING	FIRE LOOP	MALFUNCTIONED
9/18/2004	7272B7		MLG WW

IN CRUISE FLIGHT, HAD 3 INSTANCES OF MOMENTARY FIRE WARNING BELL WITH A FLICKER OF WHEEL WELL FIRE WARNING LIGHT. PERFORMED CONTINUITY TEST OF ENGINE AND WHEEL WELL FIRE LOOPS, TEST OK. INSPECTED WHEEL WELL WIRING AND FIRELOOPS, NO DEFECTS FOUND. COULD NOT DUPLICATE PROBLEM. REPLACED FIRE AND OVERHEAT ASSY UNIT AS PRECAUTIONARY IAW B727 MM 26-12-0, OPS CHECK OK. ACFT WAS GROUNDED. (K)

RYN2008F00016	BOEING	A/C PACK	MALFUNCTIONED
10/1/2008	737*		RIGHT

RT PACK TRIPPED. DEFERRED RT PACK. (K)

ASM2008F00004	BOEING	ACCESS PANEL	LEAKING
9/9/2008	737*	112N61012	RT FUEL TANK

DURING WALK AROUND CAPTAIN FOUND A FUEL LEAK UNDER THE RIGHT WING AND ENGINE FUEL DRAIN. MAINT CONFIRMED THE FUEL LEAK THEN REMOVED AND REPLACED MAIN TANK RIGHT WING ACCESS PANEL SEAL. 112N51012, DOOR ASSY ON RIGHT SIDE AND TESTED IAW MM 28-11-11M ALL CORRECT. (K)

SRO2008F00000	BOEING	SLIDE	INOPERATIVE
9/26/2008	737205	D31355440	R2 DOOR

DURING MINI EVACUATION DEMONSTRATION TRAINING SLIDE DEPLOYED BUT DID NOT INFLATE. WAITING ON TEAR DOWN REPORT FOR FINAL DISPOSITION.

KNN2008F00000	BOEING	BOLT	WORN
8/22/2008	737232		TRIM TAB HINGE

IN FLIGHT AGGRESSIVE VIBRATION FELT AT VARIOUS AIRSPEEDS 190 KTS-290 KTS, ALTITUDE

STARTING AT 10,300 FT NOT RELENTING UNTIL WELL BELOW 190 KTS. (K)

KNN2008F00003	BOEING		STRINGER CLIP	DAMAGED
9/18/2004	737291			FUSELAGE

WHILE COMPLYING WITH AD 93-08-04 AND SB 737-53-1268. DURING THE CURRENT C-CHECK. WE FOUND STRINGER CLIP THAT FAILED NDT INSPECTION. THE STRINGER CLIP WAS REPLACED IAW SB-737-53-1268. ALL SUPPLEMENTAL INSPECTIONS WERE ALSO COMPLIED WITH IAW THE SB. (K)

KNN2008F00002	BOEING		BULKHEAD	CRACKED
9/9/2008	737291			BS 178

WHILE COMPLYING WITH AD 2000-05-29 PARA (A) DURING THE CURRENT C-CHECK, WE FOUND MULTIPLE CRACKS ON THE FWD PRESSURE BULKHEAD AT STA 178. DAMAGE WAS CUTOUT AND REPAIRED IAW SRM 53-10-10 FIG 1. (K)

KNN2008F00001	BOEING		SKIN	DENTED
9/9/2008	737291			BS 986-1016

DURING CURRENT C-CHECK, FOUND MULTIPLE DENTS ON FUSELAGE SKIN BETWEEN STA 986.5 TO 1016 FROM STR 14L TO 15. CUTOUT DAMAGE AND INSTALLED A REPAIR IAW MFG MESSAGE 1-915180265-1 AND ACO-085342 WITH AN 8100-9. (K)

SPA2008F00002	BOEING	PWA	BATTERY PACK	INOPERATIVE
9/17/2008	7372Y5	JT8D15	110049	EMERGENCY LIGHT

LOWER EMERGENCY EXIT LIGHT AT R1 AND L1 DOOR POSITIONS WILL NOT ILLUMINATE. REPLACED EMERGENCY LIGHT BATTERY PACK IAW MANUAL 33-21-27. FUNCTIONAL CHECK SATISFACTORY. (K)

SPA2008F00001	BOEING	PWA	BATTERY PACK	INOPERATIVE
9/17/2008	7372Y5	JT8D15	20131A	EMERGENCY LIGHTS

LOWER EMERGENCY LIGHTS AT DOORS L2 AND R2 WILL NOT ILLUMINATE. REPLACED EMERGENCY LIGHT BATTERY PACK IAW MM 33-21-27. FUNCTIONAL CHECK SATISFACTORY. (K)

SPA2008F00003	BOEING	PWA	POWER SUPPLY	FAILED
9/17/2008	7372Y5	JT8D15	110049	EMERGENCY LIGHT

LOWER EMERGENCY EXIT LIGHTS AT DOORS L2 AND R2 WILL NOT ILLUMINATE. REPLACED POWER SUPPLY IAW MM 33-21-27. FUNCTIONAL CHECK SATISFACTORY. (K)

SPA2008F00000	BOEING	PWA	BATTERY PACK	FAILED
9/1/2008	7372Y5	JT8D15	900835	EMERGENCY LIGHT

MID CABIN CEILING EMERGENCY EXIT LIGHTS WILL NOT ILLUMINATE. REPLACED BATTERY PACK AND POWER SUPPLY IAW MM 33-51-81. FUNCTIONAL CHECK SATISFACTORY. (K)

USAA920081674	BOEING		PIN	CORRODED
9/12/2008	7373B7		654611325	RT MLG

TRUNNION

RT MLG TRUNNION PIN THREADS AND NUT BADLY CORRODED. REPLACED RT MLG TRUNNION PIN IAW MM 32-11-11. (K)

USAA920081659	BOEING	FRAME	CRACKED
9/4/2008	7373B7	65C22908	ZONE 100

FRAME CRACKED AT BS 500B BETWEEN S20R AND S21R. REPAIRED FRAME AT BS 500B BETWEEN S20R AND S21R IAW EA NR 100623. (K)

USAA9200816AA	BOEING	STIFFENER	CRACKED
8/25/2008	7373G7	654580731	ZONE 200

ANGLE STIFFENER CRACKED AT BS 289, S12R, WL 241 ABOVE WEB ATR1 DOOR CUTOUT. REPLACED ANGLE STIFFENER AT BS 289, S12R, WL 241 ABOVE WEB AT R1 DOOR CUTOUT IAW EA 130111. (K)

USAA920081676	BOEING	CHANNEL	CORRODED
8/21/2008	7373G7	BAC1509100146	ZONE 100

CORROSION ON CHANNEL BETWEEN BS 727B AND BS 747, LBL 3. REPAIRED CHANNEL BETWEEN BS 727B AND BS 747, LBL 3 IAW SRM 53-00-53. (K)

USAA920081675	BOEING	FLASHLIGHT	INOPERATIVE
9/9/2008	7373G7	P2070003001	ZONE 200

FORWARD FLIGHT ATTENDANT FLASH LIGHT IN-OP. REPLACED FORWARD FLIGHT ATTENDANT FLASH LIGHT. (K)

USAA920081665	BOEING	STRINGER CLIP	CRACKED
9/7/2008	7373G7	693535214	BS 380 S9R

STRINGER CLIP CRACKED AT BS 380, 9R. REPAIRED STRINGER CLIP AT BS 380, 9R IAW SRM 51-40-01-0G. (K)

USA2008F00030	BOEING	CHARGER	INOPERATIVE
9/13/2008	7373G7	20121	EMERGENCY LIGHT

MAINT REPORTED THE EXTERIOR EMERGENCY ESCAPE SLIDE LIGHT, AFT OF R2 DOOR, FAILS TO ILLUMINATE. MAINT INSTALLED A NEW CHARGER ASSY INCLUDING BATTERY PACK (M1137). OPS CHECK GOOD. (K)

USAA920081677	BOEING	FLOORBEAM	CORRODED
8/22/2008	7373G7	6546811	ZONE 100

CORROSION ON FLOORBEAM BETWEEN BS 986.5 TO 1006, RBL 15. REPAIRED FLOORBEAM IAW SRM 53-00-51. (K)

USA2008F00033	BOEING	MEGAPHONE	INOPERATIVE
9/10/2008	7373G7	MV10	AFT CABIN

MAINT REPORTED THE AFT CABIN MEGAPHONE INOPERATIVE. MAINT REMOVED AND REPLACED THE AFT CABIN MEGAPHONE. OPS CHECK GOOD. (K)

USAA920081673	BOEING	WEB	CRACKED
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8/22/2008	7373G7	6545409306	BS 665.75
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PRESSURE WEB CRACKED AT BS 665.75 WL 200, LBL 32. REPAIRED PRESSURE WEB AT BS 665.75, WL 200. (K)

USAA920081672	BOEING	STIFFENER	CRACKED
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8/25/2008	7373G7	654580730	BS 289 S11R
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ANGLE STIFFENER CRACKED AT BS 289, S11R, WL253 BELOW R1 DOOR CUT OUT. REPLACED ANGLE STIFFENER AT BS 289, S11R, WL253 BELOW R1 DOOR CUTOUT IAW EA 13011. (K)

USA2008F00031	BOEING	WIRE	BROKEN
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9/15/2008	7373G7		EMERGENCY LIGHTS
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MAINT REPORTED THE EMERGENCY ESCAPE PATH LIGHT ON SEAT ROW 22, LT SIDE, INOPERATIVE. MAINT TROUBLESHOT AND FOUND A BROKEN WIRE. OPERATIONAL CHECK GOOD. (K)

USAA920081670	BOEING	STIFFENER	CRACKED
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8/25/2008	7373G7	654580724	BS 289 S13R
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ATTACH ANGLE CRACKED ABOVE WEB AT R-1 DOOR CUTOUT AT BS 289, S13R, WL 235. REPLACED ATTACH ANGLE ABOVE WEB AT R-1 DOOR CUTOUT AT BS 289, S13R, WL 235 IAW EA NR 130111. (K)

USAA920081680	BOEING	FRAME	CRACKED
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8/21/2008	7373G7	6546555	ZONE 100
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EXFOLIATION CORROSION ON FRAME AT BS 867, BL 0. REPAIRED FRAME AT BS 867, BL 0 IAW SRM 53-00-07-2R.

USA2008F00032	BOEING	WIRE	BROKEN
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9/15/2008	7374B7		EMERGENCY LIGHTS
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MAINT REPORTED THE SEAT MOUNTED EMERGENCY LIGHTS FROM SEAT ROWS 20 TO 25 INOPERATIVE. MAINTENANCE FOUND A BROKEN WIRE. SPLICED WIRES TOGETHER. OPERATIONAL CHECK GOOD. (K)

USAA920081681	BOEING	SKIN	CRACKED
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9/14/2008	7374B7		ZONE 300
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LT HORIZONTAL LOWER SKIN CRACKED ALONG AFT SPAR CAP. ACCOMPLISHED TEMPORARY REPAIR IAW REPAIR NR 55-10-08. REPAIRED LT HORIZONTAL LOWER SKIN CRACKED ALONG AFT SPAR CAP 55 INCHES FROM THE ROOT AREA IAW B737 SRM 55-10-07.

USAA920081660	BOEING	FRAME	CRACKED
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9/10/2008	7374B7	6546529	ZONE 200
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FRAME CRACKED AT SUPPORT BRACKET BS440 BETWEEN S8R AND S9R. REPAIRED FRAME AT SUPPORT BRACKET BS 440 BETWEEN S8R AND S9R IAW REPAIR NR 53-10-20E. (K)

USAA920081661	BOEING	FRAME	CRACKED
9/8/2008	7374B7		BS 616 S17L

FUSELAGE FRAME CRACKED ON INNER CHORD STRAP AT LOWER END BS 616, S17L. REPAIRED FUSELAGE FRAME ON INNER CHORD STRAP AT LOWER END BS616, S17L IAW AMM 2015-05 AND REPAIR 53-62-01. (K)

USA2008F00029	BOEING	WIRE	BROKEN
9/13/2008	7374B7		EMERGENCY LIGHT

MAINTENANCE REPORTED THE EMERGENCY ESCAPE PATH LIGHTING FROM SEAT ROWS 19 TO 25, LT SIDE, INOPERATIVE. MAINT REPAIRED WIRING AT SEAT ROW 25 IAW STANDARD PRACTICES. EMERGENCY LIGHTING OPERATIONALLY CHECKS SATISFACTORY. (K)

USAA920081668	BOEING	FRAME	CRACKED
9/10/2008	7374B7	BOEING	BS 601 S17R

FUSELAGE FRAME CRACKED ON INNER CHORD AT BS601, S17R. REPAIRED FUSELAGE FRAME INNER CHORD AT BS 601, S17R IAW TYPICAL REPAIR 53-62-01. (K)

USAA920081678	BOEING	FRAME	CRACKED
9/13/2008	7374B7	6546525	ZONE 100

CRACKS EMANATING FROM FASTENERS AT FRAME 380 BETWEEN S20L AND S21L. REPAIRED FRAME 380 BETWEEN S20L AND S21L IAW TYPICAL REPAIR NR 53-60-07. (K)

USAA920081656	BOEING	SKIN	CRACKED
9/10/2008	7374B7	6545774	ZONE 100

FUSELAGE SKIN CRACKED AT BS 727E+4, S22L AND BS 727E+16, S23L. REPAIRED FUSELAGE SKIN AT BS 727E+4, S22L AND BS 727E+16, S23L IAW SRM 53-00-01, REPAIR 31, TEMPORARY REVISION 53-27. (K)

USAA920081666	BOEING	SKIN	DELAMINATED
9/3/2008	7374B7		SPOILER

LT WING NR 0 SPOILER DELAMINATED ON UPPER SURFACE. REPLACED LT WING NR 0 SPOILER IAW AMM27-62-91. (K)

SCN2008F00000	BOEING	FUSIBLE PLUG	BLOWN
8/2/2008	7378BK		WHEEL

DURING TAXI-IN, CREW REPORTED LT OB MAIN WHEEL ASSY/ BRACE DRAGGING. MAINT DISCOVERED NR 1 WHEEL ASSY FUSE PLUG BLOWN. REMOVED AND REPLACED NR 1 WHEEL/TIRE ASSY AND NR 1 BRAKE ASSY. (K)

KCS2008F00009	BOEING	SKIN	CRACKED
9/14/2008	747122		BS 2678

FASTENER HEAD MISSING AND SKIN CRACKED UPPER AFT CORNER OF APU INLET OPENING. (K)

KCS2008F00012	BOEING	FLOORBEAM	DAMAGED
9/13/2008	747122		BS 600

FORWARD BILGE FLOORBEAM UPPER CHORD IS DAMAGED AT STA 600, RBL 21. (K)

KCSA081488	BOEING	FLOORBEAM	CRACKED
9/22/2008	747122		BS 1740

AFT PIT FLOORBEAM UPPER T-CHORD CRACKED AT BS 1740, RBL 27. (K)

KCSA081486	BOEING	FRAME	DENTED
9/22/2008	747122		BS 1780 S10R

FUSELAGE FRAME DENTED AT BS 1780, STR10R. (K)

KCS2008F00013	BOEING	FRAME	CRACKED
9/13/2008	747122		BS 1820, RBL 11

AFT BILGE FRAME WEB IS CRACKED AT STA 1820, RBL 11. (K)

KCSA081497	BOEING	SKIN PANEL	BULGED
9/27/2008	747122		RT WING

RT WING UPPER T/E PANEL HAS BULGE ABOVE REAR SPAR AT WBL 241. (K)

KCSA081487	BOEING	SUPPORT ANGLE	DAMAGED
9/22/2008	747122		BS 1640 S23R

FUSELAGE FRAME SUPPORT T-DAMAGED AT BS 1640, STR 23R. (K)

KCS2008F00010	BOEING	LIGHT	INOPERATIVE
9/13/2008	747123		CABIN

L-5 DOOR SILL EMERGENCY EXIT LIGHTS INOPERATIVE. (K)

KCS2008F00011	BOEING	LIGHT	INOPERATIVE
9/13/2008	747123		CABIN

MAIN DECK STA 2290 OVERHEAD EMERGENCY EXIT LIGHTS INOPERATIVE. (K)

EIA2008052	BOEING	SKIN	CRACKED
9/5/2008	747132		R3 DOOR

R3 DOOR LOWER FWD CORNER BS 1275 CRACKS IN SKIN FASTENER HOLES. REMOVED DAMAGE, NOT AREA, FABBED AND INSTALLED REPAIR IAW ECRA 479-53-225-2.

EIA2008053	BOEING	SKIN	CRACKED
9/5/2008	747132		L3 DOOR

L3 DOOR LOWER FWD. CORNER BS 1275 CRACKS IN SKIN FASTENER HOLES. REMOVED DAMAGE, NDT AREA, FABBED AND INSTALLED REPAIR IAW ECRA 479-53-225-2. (K)

KCSA081446	BOEING		LIGHT	INOPERATIVE
9/5/2008	747146			CABIN

RT EMERGENCY EXIT LIGHT INOPERATIVE ON THE UPPER DECK STA 590. (K)

EIA2008050	BOEING		WIRE	DAMAGED
9/17/2008	747212B			EMERGENCY LIGHTS

(2) EACH EMERGENCY LIGHT ON UPPER DECK CEILING ARE OUT. EMERGENCY LIGHT ASSY U/D AFT REPLACED IAW MM 33-51-00. OPS CHECKED NORMAL. REPAIRED WIRE AT PIN NR 3 BROKEN AT KITE ASSY IAW STANDARD PRACTICES ALSO REPAIRED PIN IAW MANUAL OPS CHECKED NORMAL. (K)

KCSA081485	BOEING		SEAT TRACK	CRACKED
9/22/2008	747221F			BS 1910

AFT PIT SEAT TRACK CRACKED AT BS 1910, RBL 46. (K)

KCS2008F00014	BOEING		FRAME	CRACKED
9/13/2008	747221F			BS 2231 S21-22L

MAIN DECK L5 DOOR REVEAL IS CRACKED (2") AT STA 2231 BETWEEN STR 21L AND 22L. (K)

UIEA200800308	BOEING		SKIN	CRACKED
9/16/2008	747230B		65B393001	KRUEGER FLAP

LT WING LEADING EDGE KRUEGER FLAP LOWER IB SIDE PANEL AT WING STA 323.00 TO 330.00 HAS A 7.0 INCH COMPOSITE CRACK. PERMANENT REPAIR ACCOMPLISHED IAW SRM 51-40-09, FIG 3, SHEETS 1, 4 AND 8, PREPEG 250 DEGREES F CURE IAW SRM 51-40-12. ALSO, REFERENCE EO NR 4757A464.

UIEA200800309	BOEING		FRAME	CRACKED
9/16/2008	747230B		146U7756U2	BS 1780

MAIN DECK CARGO COMPARTMENT SIDEWALL FRAME AT BS 1780 AT S12R HAS A 6.0 INCH CRACK, TOTAL WIDTH OF FRAME. INTERIM REPAIR ACCOMPLISHED IAW SRM 51-30-02 EO NR 4753B208 AND FORM 8110-3. REQUIRES INITIAL AND REPEAT INSPECTIONS AT EVERY C-CHECK INTERVALS. (K)

UIE2008F00044	BOEING		ISOLATION VALVE	FAILED
9/8/2008	747230B		73836222	ENGINE

AIR TURN BACK. DURING CLIMB BOTH LT AND RT MANIFOLD PRESSURE WAS FLUCTUATING. DURING TROUBLESHOOTING AFTER CRUISE POWER SET 103.4, THE NR 1,3, AND 4 PYLONS VALVES WOULD NOT CLOSE. WITH LT AND RT ISOLATION VALVES CLOSED, IT WAS DETERMINED THAT THE NR 1 PYLON VALVE WAS PARTIALLY OPEN WITH 8 PSI. THE NR 3 AND NR 4 INDICATED STUCK FULL OPEN WITH 38 PSI. APPROX 76.0 KG OF FUEL JETTISONED. NR 1,NR 3 AND NR 4 PYLON VALVES REPLACED AND ALL OPERATIONS NORMAL. ALSO NR 3 PRESSURE REGULATING VALVE REPLACED AND OPS CHECKED OK. WIRING CHECKS ALSO ACCOMPLISHED AND CHECKED OK. (K)

EIA2008F00003	BOEING	GE	ENGINE	STALLED
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9/4/2008 747230B CF650E2 CF650E2 NR 3

DURING TAKEOFF EGT'S WERE PEAK 934,908,908,913 ON ENG'S ONE THRU FOUR. AUTO THROTTLES WERE ON. AFTER REDUCTION TO CLIMB POWER, PASSING THRU 1800', IN LEFT TURN WE HEARD A LOUD BANG ACCOMPANIED WITH AN AIRCRAFT SHUDDER. NOTICED NR 3 N1 ROLLING BACK WITH N2 ROLLING BACK. NOTICED EGT DECREASING THRU 930 C. EGT GAGE OVERTEMP NEEDLE STOPPED AT 955 C. SHUTDOWN NR 3 ENGINE. DECLARED AN EMERGENCY, DUMPED FUEL TO GW OF 630,000. RETURNED TO DEPARTURE FOR UNEVENTFUL LANDING ON RWY 36. FUEL DUMPED. REMOVED AND REPLACED ENGINE IAW WITH EIA WORK CARD F7201-CF6. (K)

[KCSA081500](#) BOEING SKIN DAMAGED

9/30/2008 747236B NR 2 PYLON

NR 2 PYLON INBD LOWER SKIN DAMAGED AT NAC STA 194. (K)

[UIEA200800299](#) BOEING INU FAILED

9/6/2008 747243B 46300161300413 NR 1

AIR TURN BACK, DURING CLIMBOUT BOTH INST WARNING LIGHTS WITH ATT LIGHT ILLUMINATED. CAPT'S ADI ATT AND COMPAS FLAG IN VIEW. CAPTS HSI HDG, FLAG IN VIEW. REMOVED AND REPLACED NR 1 INU IAW 34-41-03. COOLING SYSTEM TESTED OK AND INS NAV TEST OK. (K)

[UIEA200800310](#) BOEING SKIN PUNCTURED

9/18/2008 747243B BS 430 S37R

DURING GROUND OPERATION IN FUSELAGE SKIN, STA 430, STRINGER 37R NEAR THE GROUND POWER RECEPTACLE WAS STRUCK CAUSING DAMAGE CONSISTING OF A PUNCTURE MEASURING 3X6 INCHES. INTERIM REPAIR ACCOMPLISHED IAW EO 4753B209. (K)

[KCSA081504](#) BOEING FRAME CORRODED

9/30/2008 747249F PYLON

NR PYLON NAC STA 221.9 BULKHEAD RT FWD FRAME WEB CORRODED. (K)

[KCSA081498](#) BOEING FRAME CORRODED

9/27/2008 747249F FUSELAGE

AFT BILGE FUSELAGE FRAME UPPER CHORD IS CORRODED AT STA 1880, RBL 18. (K)

[KCSA081501](#) BOEING FRAME CRACKED

9/30/2008 747249F NR 3 PYLON

NR 3 PYLON NAC STA 221.9, BULKHEAD RT AFT FRAME WEB CRACKED AT (2) SPOTS. 750 AND .250. (K)

[KCSA081502](#) BOEING FRAME CRACKED

9/30/2008 747249F NR 3 PYLON

NR 3 PYLON NAC STA 221.9 BULKHEAD LT AFT FRAME WEB CRACKED. (K)

[KCSA081503](#) BOEING DOUBLER CORRODED

9/30/2008 747249F NR 3 PYLON

NR 3 PYLON NAC STA 221.9 BULKHEAD FWD FRAME WEB DOUBLERS CORRODED. (K)

KCS2008F00015	BOEING	SKIN	CORRODED
9/13/2008	747249F		BS 1960-2180

FUSELAGE SKIN HAS CORROSION AROUND FASTENER HEADS AT STA 1960 TO 2180, STR 46R. (K)

KCS2008F00016	BOEING	DOOR FRAME	CRACKED
9/4/2008	747249F		BS 281

STA 281, RBL-50, W/L-312 CARGO DOOR FRAME CRACKED. (K)

KCS2008F00017	BOEING	SEAT TRACK	CORRODED
9/12/2008	747249F		BS 620

SEAT TRACK AT STA-620 AT LBL-70 CORRODED. (K)

KCS2008F00018	BOEING	STRINGER	CORRODED
9/12/2008	747249F		BS 990 S46L

STRINGER 46-L CORRODED AT STA-990. (K)

KCSA081505	BOEING	FRAME	CORRODED
9/30/2008	747249F		NR 3 PYLON

NR 3 PYLON NAC STA 221.9 BULKHEAD LT FWD FRAME WEB CORRODED. (K)

KCSA081496	BOEING	SKIN	CORRODED
9/27/2008	747249F		FUSELAGE

FUSELAGE SKIN IS CORRODED AT STA 2362, BETWEEN STR 40L AND 46L. (K)

KCSA081499	BOEING	SKIN	DAMAGED
9/30/2008	747259B		PYLON

NR PYLON OTBD SKIN LOWER FASTENER HOLES DAMAGED AT NAC 221.9. (K)

UIE2008F00042	BOEING	SKIN	CORRODED
9/14/2008	7472D7B		FUSELAGE

CENTER SECTION UPPER SKIN PANEL AT REAR SPAR LBL 100.0, LBL 108.65 CORROSION. REPAIRED IAW MFG SERVICE REQUEST 1-957658161 APPROVED BY FORM 8100-9 DATED 9 SEPT 2008, DETAILS OF WORK KEPT AT EO-4752A462. (K)

UIE2008F00038	BOEING	DOOR FRAME	CRACKED
9/14/2008	7472D7B		FUSELAGE

LT NR 1 MAIN ENTRY DOOR FWD FRAME UPPER HINGE CUTOUT AREA CRACKED. REPAIRED IAW MFG SERVICE REQUEST 1-948230971 APPROVED BY FORM 8100-9 DATED 4 SEP, 2008, DETAILS OF WORK KEPT AT EO-4752A153. (K)

UIE2008F00039	BOEING	BEAM	CORRODED
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9/14/2008 7472D7B FUSELAGE

RT NR 5 MAIN ENTRY DOOR FWD EDGE BEAM AND LOWER HINGE CUTOUT AREA CORROSION. REPAIRED IAW SERVICE REQUEST 1-954744333 APPROVED BY FORM 8100-9 DATED 5 SEPT, 2008, DETAILS OF WORK KEPT AT EO-4752A154. (K)

[UIE2008F00041](#) BOEING FRAME DENTED

9/14/2008 7472D7B BS 1740 S12-13R

BS 1740 FRAME BETWEEN S-12R AND S-13R DENT. REPAIRED IAW MFG SERVICE REQUEST 1-954640770 APPROVED BY FORM 8100-9 DATED 12 SEP 2008, DETAILS OF WORK KEPT AT EO - 4753B201. (K)

[UIE2008F00040](#) BOEING FRAME DENTED

9/14/2008 7472D7B BS 1780 S12-13R

BS 1780 FRAME BETWEEN S-12R AND S-13R DENT. REPAIRED IAW MFG SERVICE REQUEST 1-954640956 APPROVED BY FORM 8100-9 DATED 12 SEPT 2008, DETAILS OF WORK KEPT AT EO 4753B201. (K)

[UIE2008F00037](#) BOEING RELIEF VALVE FAILED

9/12/2008 747341 227565M2 NR 3 ENGINE

AIR TURN BACK. DURING CLIMB AT APPROX FL 230, NR 3 ENGINE FIRE HANDLE ILLUMINATED. ACCOMPLISHED FHB ENGINE FIRE PROCEDURES. LIGHT EXTINGUISHED AFTER THRUST LEVER SET TO IDLE. INCREASE IN NACELLE TEMP INSPECTION CARRIED OUT IAW AMM. FOUND PRESSURE RELIEF AT FAULT. REMOVED AND REPLACED VALVE OPS CHECKED AND LEAK CHECKED OK. (K)

[EIA2008F00004](#) BOEING STRINGER CRACKED

8/22/2008 747409 BS 480-499 S10L

BS 480-499 STRINGER 10 LT STRINGER IS CRACKED. REPAIRED CRACKED STRINGER AT BS 480 & 500 IAW SB747-53A2484, FIG 18 AND 20. (K)

[NWA084196309](#) BOEING WIRE LOOSE

9/8/2008 747451 EMERGENCY LIGHT

DURING OVER NIGHT CHECK, FOUND EMERGENCY FLOOR LIGHTS FROM ROW 51 TO 65 ABC INOPERATIVE. MAINTENANCE REPAIRED LOOSE WIRE AT PIN CONNECTION. OPS CHECKED GOOD, AND AIRCRAFT WAS RETURNED TO SERVICE. (K)

[P5CA0801575](#) BOEING GE SHUTOFF VALVE DEFECTIVE

8/31/2008 74746NF CF680 NR 1 ENGINE

NR 1 ENGINE AUTO START FAILED. TROUBLESHOT AND FOUND NR 1 PRSOV DEFECTIVE AMM36-11-04. (K)

[UIE2008F00035](#) BOEING SHIM MIGRATED

9/18/2008 74747UF RT MLG WW

SHIM MIGRATION AT RT BODY GEAR W/W FUSELAGE LONGERON STRUCTURE STATION 1468-1480. SHIM REPLACED IAW SRM 51-20-08, REV 48, SR ID NR 1-937881538 AND EO NR 4453A203. (K)

[UIE2008F00034](#) BOEING GE SKIN DAMAGED
9/18/2008 74747UF CF680C2B6 86B07662162 BS 380-440

DURING PFM J/C: MCIA016, REPLACE 6 BLIND FASTENER FOUND DEVIATION FOR STA 380, 440, S-1R MISS DRILLING HOLE. ACCOMPLISHED THE SEA DOUBLER HOLES ON SKIN COMMON TO THE STRAP AT BS 380, 440, AND 480 BETWEEN S1R AND A2R. (K)

[UIE2008F00031](#) BOEING GE SKIN DENTED
9/18/2008 74747UF CF680C2B6 146U70053 FUSELAGE

DENT WAS FOUND AT THE AFTER LOWER CORNER OF BULK CARGO DOOR. INSPECTED IAW SRM 51-10-00 AND SR ID NR 1949639862. (K)

[UIE2008F00033](#) BOEING GE FAIRING DAMAGED
9/18/2008 74747UF CF680C2B6 3234538733 NR 4 NACELLE

FOUND NR 4 ENGINE SKIRT FAIRING SUPPORT BRACKET ATTACHED BOLT IB SIDE HOLE ENLARGED NEAR FAIRING DOOR NR 4 HINGE. REPAIR ACCOMPLISHED IAW SR ID NR 1945402461 AND EO NR 4464A066. (K)

[UIE2008F00032](#) BOEING GE SKIN CRACKED
9/18/2008 74747UF CF680C2B6 2242302545 NR 3 NACELLE

FOUND NR 3 ENGINE RT CORE COWL LOWER FACE CRACKED. 0.3 INCH AT NAC STA 288. REPAIRED IAW FORM NR E8207.4. (K)

[UIE2008F00029](#) BOEING GE STRINGER CORRODED
9/18/2008 74747UF CF680C2B6F BAC1498143 BS 2588 S46R

FOUND RT FUSELAGE INNER STRINGER CORROSION AT STA 2580, S46R. REPAIRED RT FUSELAGE INNER STRINGER AT STA 2588, S-46R, IAW 747-400F SRM 53-00-03, FIG 201 REV 48 AND EO NR 4463A209. (K)

[UIE2008F00030](#) BOEING GE WEB CANNING
9/18/2008 74747UF CF680C2B6F 7075T6020 BS 1800

AFT CARGO COMPARTMENT FOUND FRAME WEB ALL CAN AT STA 1800, LBL 17 INCHES, S:60L. REPAIRED FRAME WEB OIL CAN AREA AT AFT CARGO COMPARTMENT STA 1800, LBL 16 TO LBL 20S:50L, FABRICATED IAW SRM 63-00-07, REV 48 AND SRM 51-40-02 REV 48 AND EO NR 4453A207. (K)

[RYN2008F00019](#) BOEING LINE BROKEN
9/11/2008 757200 P1 PROBE

LT ENGINE EPR INDICATION BLANKING OUT AND ENGINE HAS LOW POWER. REPLACED THE LT ENGINE P1 PROBE BROKEN SENSE LINE. COMPLIED WITH HIGH POWER ENGINE RUN, NO DEFECT NOTED. (K)

[RYN2008F00018](#) BOEING SLIDE UNWANTED DEPLOY
9/11/2008 757236

F/O ACCIDENTALLY BLEW L1 DOOR SLIDE. C/A IN WORK. (K)

[RYN2008F00021](#) BOEING LINE BROKEN
9/10/2008 757236 P1 PROBE

PILOT REPORT LT ENGINE NOT MAKING POWER AT FL 20000 WITH THE ENGINE POWER LEVER FULLY FWD AND N1 WAS ONLY 71 PERCENT. REPLACED THE LT ENGINE P1 PROBE BROKEN SENSE LINE. COMPLIED WITH HIGH POWER ENGINE RUN, NO DEFECT NOTED. (K)

[NWAA084215517](#) BOEING BATTERY PACK INOPERATIVE
9/11/2008 757251 EMERGENCY LIGHT

DURING THE EMERGENCY LIGHT CHECK AS A PART OF AN OVERNIGHT LINE CHECK, THE ESCAPE SLIDE ILLUMINATION LIGHT AT DOOR 3L FAILED. MAINTENANCE REPLACED BATTERY PACK POWER SUPPLY M735, ALL OPERATIONS WERE NORMAL AFTER REPLACEMENT OF THE BATTERY PACK. (K)

[NOC2008F00005](#) BOEING BUSS OVERHEATED
9/21/2008 75728A

ACFT DIVERTED TO STL, SMOKE IN COCKPIT EMERGENCY DECLARED CAPT REPORTS THE RT ACFT BUSS OVERHEATED ITEM REMAINS OPEN. (K)

[NOC2008F00006](#) BOEING UNKNOWN SMOKE
9/17/2008 75728A CABIN

AT FL90 WITH AUTOPILOT ENGAGED ACFT HAD AN OVERSPEED OF 10 KTS AT THE SAME TIME F/A CALLED SMOKE IN CABIN. HAD AN UNEVENTFUL LANDING, DECLARED AN EMERGENCY. INSPECTED ACFT EXTERIOR STRUCTURE, AFT FUSELAGE, BULKHEAD, STAB FITTINGS, JACKSCREW AREA NO DAMAGE FOUND NO BUCKLES OR CRACKS. EXAMINED ENGINE PANELS, DOORS AND LOWER SURFACES IAW MM 05-51-04-212-019 UNABLE TO DUPLICATE THE SMOKE IN CABIN. CHECKED BOTH PACK BAYS, ALL CARGO BAYS, LAVS, E/E COMPARTMENTS NO SIGNS OF HEAT. AIRCRAFT OK FOR SERVICE. (K)

[USA2008F00025](#) BOEING FLAP SYSTEM MALFUNCTIONED
9/12/2008 7572B7 TE FLAPS

DURING CLIMBOUT, THE CREW RECEIVED AN ASYMMETRICAL TRAILING EDGE FLAP DISAGREE MESSAGE. THE CREW DECIDED TO RETURN TO FIELD. THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE ACTION PENDING. (K)

[RYN2008F00013](#) BOEING ANTENNA FAILED
9/1/2008 7572G5 WX RADAR SYS

AIR TURN BACK DUE TO WEATHER RADAR FAILED BEFORE ENTERING ETOPS AIRSPACE. REMOVED WATER FROM THE ANTENNA RESET THE SYSTEM OPS CHECKED NORMAL. (K)

[RYN2008F00020](#) BOEING SENSE LINE BROKEN
9/10/2008 7572G5 LT ENGINE

PILOT REPORT LT ENGINE NOT MAKING POWER AT FL 20000 WITH THE ENGINE POWER LEVER FULLY FWD AND N1 WAS ONLY 71 PERCENT. REPLACED THE LT ENGINE P1 PROBE BROKEN SENSE LINE. COMPLIED WITH HIGH POWER ENGINE RUN, NO DEFECT NOTED. (K)

[RYN2008F00014](#) BOEING IDG FAILED

10/1/2008 7572G5

IDG FAILED NO FREQUENCY OR VOLT. REPLACED IDG IAW AMM 24-11-1. CHECKED GOOD. (K)

[RYN2008F00015](#) BOEING ADI FAILED

10/1/2008 7572G5

F/O ADI BANKING OUT INTERMITTENTLY. REPLACED F/O ADI. (K0)

[ABXA080232](#) BOEING SEAT DEFECTIVE

8/19/2008 767232 824250611 COCKPIT

CAPTAINS ELECTRICAL SEAT UNOP. FORE AND AFT, UP AND DOWN, SEAT LOCK RELEASED WHEN APPLYING BRAKES ALLOWING SEAT TO SLIDE AFT UNCONTROLLABLY. REPLACED CAPTAINS SEAT WITH SERVICEABLE UNIT. OPS CHECK OK. IAW B767 MM 25-11-02.

[ABXA080236](#) BOEING BATTERY DISCHARGED

9/4/2008 767281 20131A E&E BAY

EMERGENCY LIGHT INOPERATIVE. SWAPPED EMERGENCY BATTERY WITH SPARE BATTERY. IAW B767 AMM 33-51-00.

[ABXA080241](#) BOEING SKIN BULGED

8/29/2008 767281 BS 1307 L25-26L

SKIN BULGING AROUND RIVETS AT STA 1307L, LONG 26-25L. REPAIRED SKIN IAW ABXAIR REA B653-57726 MR.

[ABX2008F00003](#) BOEING GE SPINNER LEAKING

9/3/2008 767281 CF680A NR 1 ENGINE

EXHAUST FUMES IN COCKPIT DURING HIGH THRUST SETTINGS. GROUND RAN ENGINES AND FOUND LEFT ENGINE PRODUCING SMOKE EXHAUST FUMES FROM VENTS WITH LEFT BACK ON. FOUND OIL IN NR 1 ENGINE SPINNER. RESEALED NR 1 BEARING MANIFOLD AND FAN ROTOR SPINNER IAW AMM 72-31-00-2 AND 72-31-01-4. (K)

[ANCF200800019](#) BOEING APU MALFUNCTIONED

8/18/2008 767283ER

AIR TURN BACK, EICAS MSG 02 "R GEN OFF" DISPLAYED, R GEN OFF LIGHT ILLUMINATED. GENERATOR SWITCH RESET DID NOT CORRECT CONDITION. APU WAS TRANSFERRED TO DMI N. 247 BY MAINT REPORT P4264038-X3. : "APU FAIL". PERFORMED BPCU BITE TEST IAW FIM PROCEDURE 24-20-00, PG 180K. ACCOMPLISHED BOTH ENGINES RUN UP, ALL ELECTRICAL PARAMETERS WERE NORMAL. RT ENGINE IDG IS CONSIDERED OPERATIVE. SERVICED APU OIL TANK AS REQUIRED IAW AMM 12-13-04 PAGE 301, ACCOMPLISHED ERASE BITE PROCEDURE IAW FIM 49-11-01, PAGE 401. CHECKED APU OPERATION. WORKING PROPERLY. (K)

[USA2008F00026](#) BOEING ACTUATOR INOPERATIVE

9/11/2008 7672B7 863424 PAX DOOR

THE FWD R1 ENTRY DOOR BAR ASSY SPRING RETRACT ACTUATOR WAS FOUND INOPERATIVE DURING THE SLIDE DEPLOYMENT CHECK. MAINT REPLACED FWD R1 ENTRY DOOR BAR ASSY SPRING ACTUATOR. OK FOR SERVICE. (K)

[ANCF200800022](#) BOEING DRIVE ASSY INTERMITTENT
8/30/2008 767383 20414440406 WX RADAR ANTENNA

AIR TURN BACK DUE REPORT: "WXR FAIL DISPLAYED ON HSI WITH 02=R SYSTEM SELECTED. WXR FAIL ANTENNA ON HSI. NOTE: PREVIOUSLY REPORTED ON FLIGHT 020 OF 8/30/2008. SWEEP (GHOST IMAGE WITH) ON HSI, WEATHER DISPLAY WITH 03=R BOTH SYSTEM SELECTED. NOTE: PREVIOUSLY REPORTED ON FLIGHT 020 OF 8/30/2008 AND FLIGHT 081 OF 8/29/2008. WXR FAIL DISPLAYED ON HSI WITH 05 BOTH SYSTEM SELECTED. WXR FAIL ANT ON HSI." PERFORMED FIM 34-43-00, FIG 103 CONFIRMED WXR ANTENNA FAULT. R/R WXR ANTENNA. IAW 34-43-05/401 TST OK ON BOTH SYSTEM. AC OK FOR SERVICE. (K)

[AALA200802273](#) BOEING CONNECTOR LOOSE
9/5/2008 777223 CABIN

EMERGENCY LIGHTS AT SEAT ROWS 4A TO LAVATORY NR 2, INOPERATIVE. SECURED CONNECTOR FOR EMERGENCY LIGHTS AT SEAT ROWS 4A TO LAVATORY NR 2. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA200802265](#) BOEING LENS MISSING
9/3/2008 777223 CABIN

EMERGENCY LIGHT AT SEAT 34C MISSING LENS. REPLACED LENS FOR EMERGENCY LIGHT AT SEAT 34C. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA200802264](#) BOEING LENS MISSING
9/3/2008 777223 CABIN

EMERGENCY LIGHT AT SEAT 22C MISSING LENS. REPLACED LENS FOR EMERGENCY LIGHT AT SEAT 22C. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA200802274](#) BOEING CONNECTOR LOOSE
9/5/2008 777223 CABIN

EMERGENCY LIGHTS AT SEAT ROWS 4J TO 8H INOPERATIVE. SECURED CONNECTOR FOR EMERGENCY LIGHTS AT SEAT ROWS 4J TO 8H. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA200802275](#) BOEING LENS MISSING
9/5/2008 777223 0201804001 CABIN

EMERGENCY LIGHTS AT SEAT 20G MISSING LENS. REPLACED LENS FOR EMERGENCY LIGHTS AT SEAT 20G. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[ASM2008F00005](#) BOEING GE HOSE DAMAGED
9/13/2008 7772Q8 GE9092B AE70970110 HYD SYSTEM

DURING TRANSIT CHECK, MAINT DETECTED DAMAGE AND HYDRAULIC LEAK ON SUPPLY HOSE ASSEMBLY TO RT ENGINE EDP. THE HOSE ASSY, PN AE70970110 WAS REMOVED AND REPLACED AND PERFORMED LEAK CHECK IAW AMM 29-11-05, NO LEAKS WERE FOUND. (K)

[QML2008F00013](#) BOLKMS COMPUTER FAULTED
9/13/2008 BK117A4 117884141 YAW

WHILE RETURNING TO BASE, CREW NOTICED AN INCREASING STRONG ELECTRICAL ODOR AS THE ACFT TURNED FINAL. CONTINUED TO THE LANDING AREA AND PUT THE ACFT OUT OF SERVICE. CREW SAW NO SMOKE BUT ONLY THE ODOR. MAINTENANCE FOUND YAW COMPUTER TO BE FAULTY AND REPLACED IT. NO CIRCUIT BREAKERS WERE DISPLACED AND LOAD METERS READ NORMAL THROUGHOUT THE EVENT. THERE WERE NO OTHER ABNORMALITIES OR DAMAGES. (K)

RMX2008F00003	BOLKMS	SKIN	DAMAGED
9/23/2008	BK117A4	1172250401	FUSELAGE

DURING A SCHEDULED INSPECTION, 3 AREAS OF THE PRIMARY FUSELAGE SKIN HAD CORROSION DAMAGE THAT WAS COMPLETELY THROUGH THE SKIN THICKNESS. DAMAGE AREA WAS APPROX 1 SQ INCH AT EACH DAMAGE LOCATION. THE AREAS WERE LOCATED AT : 1 EA AREA UNDER THE REFUELING GROUND CLIP LT FUSELAGE SKIN AT STA 5100MM, WL 1600MM. 2EA AREAS; ONE ON BOTH LT AND RT FUSELAGE SKINS AT THE AFT ENGINE COWLING LATCH PLATE. FUSELAGE STA 5800 MM, WL 2600 MM. (K)

RMX2008F00004	BOLKMS	SKIN	DAMAGED
9/23/2008	BK117A4	1172250402	FUSELAGE

DURING A SCHEDULED INSPECTION, 3 AREAS OF THE PRIMARY FUSELAGE SKIN HAD CORROSION DAMAGE THAT WAS COMPLETELY THROUGH THE SKIN THICKNESS. DAMAGE AREA WAS APPROX 1 SQ INCH AT EACH DAMAGE LOCATION. THE AREAS WERE LOCATED AT; 1 EA AREA UNDER THE REFUELING GROUND CLIP LT FUSELAGE SKIN AT STA 5100MM, WL 1600MM. 2 EA AREAS; ONE ON BOTH LT AND RT FUSELAGE SKINS AT THE AFT ENGINE COWLING LATCH PLATE. FUSELAGE STA 5800, WL2600MM. (K)

J7S2008F00001	BOMBDR	WHEEL	VIBRATION
9/9/2008	BD1001A10		NLG

CREW EXPERIENCED SEVERE VIBRATION FROM THE NOSE GEAR ON TAKEOFF ROLL. MULTIPLE CAS MESSAGES DISPLAYED, INCLUDING `AOA FAIL`. CAS MESSAGES CLEARED WHEN AIRCRAFT WAS SLOWED. PERFORMED A REJECTED TAKEOFF AND TAXIED BACK TO MAINTENANCE WITH NO ADDITIONAL PROBLEMS. MX PERFORMED DOWN LOAD FROM THE MDC AND REFERRED TO FIELD SERVICE. GAINED ACCESS TO THE MOISTURE TRAPS AND FOUND WATER INT THE STANDBY MOISTURE TRAP. CLEARED. RETORQUED NOSE WHEEL ASSEMBLIES AND GREASED NOSE GEAR ASSEMBLY. ALL OPERATIONAL CHECKS SATISFACTORY. (K)

NSV2008F00026	BOMBDR	CONDITION LEVER	MALFUNCTIONED
9/18/2008	DHC8402		

DURING INITIAL CLIMB PEC NR 1 AND NR 2 CAUTION LIGHT ILLUMINATED AFTER INADVERTENT MOVEMENT OF CONDITION LEVERS PAST 850 MIN POSITION. CONDITION LEVERS IMMEDIATELY RESET TO 850, PROP RPM REMOVED STEADY AT 1060 THROUGH REMAINDER OF FLIGHT. RETRIEVED FADEC CODE IAW Q400-AMM 45-00-79-742-801 FAULT CODES SET NR1 FADEC 260, 236, NR 2 FADEC 280, 236 DETERMINED DUE TO CONDITION LEVERS DROPPED BELOW MIN 850. CLEARED FAULT CODES IAW Q400 AMM 45-00-73-743-801. POWERPLANT MESSAGE DEILLUMINATED. (K)

NSV2008F00025	BOMBDR	WHEEL	VIBRATION
9/8/2008	DHC8402		NLG

AIR RETURN, NOSE WHEEL VIBRATION ON TAKEOFF, DECLARED AN EMERGENCY. RETURNED TO FIELD, LANDED SAFELY. (K)

QXEA200801021	BOMBDR	SEQUENCE	MALFUNCTIONED
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VALVE

9/24/2008 DHC8402 NLG

NOSE LANDING GEAR DOORS DID NOT CYCLE CLOSED AFTER GEAR SELECTED DOWN. DID NOT EXCEED SPEED LIMITS. LANDING UNEVENTFUL. FERRIED FOR REPAIRS. REPLACED THE NLG SOLENOID SEQUENCE VALVE AND FLUSHED THE HYDRAULIC LINES. CHECKS GOOD. RETURNED TO SERVICE. (K)

[QXEA200801020](#) BOMBDR UNKNOWN ODOR

9/23/2008 DHC8402 CARGO BAY

RAMP REPORTS ELECTRICAL SMELL IN AFT CARGO COMPARTMENT. MAINTENANCE PERFORMED GVI OF COMPARTMENT WITH NO DEFECTS NOTED. RAN APU AND BLEED AIR WITH NO SMELL NOTED. COULD NO DUPLICATE. RETURNED TO SERVICE. NO PARTS REPLACED. (K)

[NSV2008F00021](#) BOMBDR LOCK MALFUNCTIONED

9/13/2008 DHC8402 NLG

NOSE GEAR DID NOT RETRACT IN FLIGHT. RESET GROUND LOCK IAW AMM 9-10-00, OPS CHECK GOOD. (K)

[NSV2008F00027](#) BOMBDR HANDLE UNSECURE

9/16/2008 DHC8402 CARGO DOOR

ACFT RETURNED TO FIELD AFTER TAKEOFF. AFT CARGO DOOR LIGHT ILLUMINATED AFTER TAKEOFF. FOUND AFT CARGO DOOR HANDLE NOT PROPERLY SECURED. RESEATED DOOR AS REQUIRED. NO FURTHER ACTION REQUIRED AT THIS TIME. (K)

[NSV2008F00029](#) BOMBDR SEAL LACK OF LUBE

9/27/2008 DHC8402 SERVICE DOOR

RT AFT SERVICE DOOR ILLUMINATED THE FUSELAGE DOORS LIGHT INFLIGHT. PERFORMED OPS CHECK AT RT AFT SERVICE DOOR IAW AMM 52-41-00-710-801. OPS CHECK GOOD. COULD NOT DUPLICATE FAULT. LUBRICATED DOOR SEALS IAW RIL 84-12-003. (K)

[QXEA200801019](#) BOMBDR EXCITER FAILED

9/24/2008 DHC8402 4951070 APU

FLIGHT 2215. APU FAILED TO START, FLAME CAME OUT OF THE TAIL ON START ATTEMPT. PLACED THE APU ON MEL 49-00-1. CLEARED ON 9/28 BY REPLACING THE APU EXCITER AND IGNITER "B". OPERATIONAL CHECKS GOOD. RETURNED TO SERVICE. (K)

[2008FA0000594](#) BRAERO OXYGEN MASK DAMAGED

8/11/2008 BAE125800A MC1014101 CABIN

THREE OXYGEN MASKS WERE FOUND TO HAVE THE SAME FAULT. WHEN THE EMERGENCY/PRESS TO TEST CONTROL WAS TURNED TO EMERGENCY THERE WAS NOT A POSITIVE INCREASE IN PRESSURE. REF MFG MM 35-20-52, PAGE 502 TEST (13). PROBABLE CAUSE: UNKNOWN, RECOMMENDATION: INCREASE HOW OFTEN CREW OXYGEN MASKS ARE TESTED AND INSURE THAT THEY ARE BEING TESTED PROPERLY. (K)

[2008FA0000593](#) BRAERO OXYGEN MASK FAILED

8/11/2008

BAE125800A

MC1014101

CABIN

THREE OXYGEN MASKS WERE FOUND TO HAVE THE SAME FAULT. WHEN THE EMERGENCY/PRESS TO TEST CONTROL WAS TURNED TO EMERGENCY THERE WAS NOT A POSITIVE INCREASE IN PRESSURE. REF MFG MM 35-20-52, PAGE 502 TEST (13). PROBABLE CAUSE: UNKNOWN, RECOMMENDATION: INCREASE HOW OFTEN CREW OXYGEN MASKS ARE TESTED AND INSURE THAT THEY ARE BEING TESTED PROPERLY.(K)

[JLT2008F00000](#)

BRAERO

PUMP

FAILED

7/18/2008

BAE125800A

307085057

NR 1 ENG FUEL

ON THE EVENING OF FRIDAY, JULY 18TH, ON CLIMB, EN ROUTE, THE CREW OBSERVED THE LT ENGINE, SN 91535, FUEL LIGHT ILLUMINATED. THE CREW REDUCED POWER. ENGINE THEN EXPERIENCED AN UNCOMMANDED INFLIGHT SHUTDOWN. CREW SECURED THE ENGINE AND ATTEMPTED A RESTART. RESTART WAS UNSUCCESSFUL. CREW THEN EXECUTED AN AIR TURNBACK AND SIGNALLED AN EMERGENCY LANDING. TROUBLESHOOTING HAS REVEALED THAT THE FUEL PUMP FAILED A FUNCTIONAL CHECK. (K)

[DGC2008F00002](#)

BRAERO

GARRTT

LINE

CRACKED

9/12/2008

BAE125800A TFE7315R

30753851

OILPRESSURE

AT CRUISE FLIGHT, AFTER 1 HR 27 MIN INTO FLIGHT, THE LT OIL PRESSURE INDICATOR FLUCTUATED FROM APPROXIMATELY 42-45 PSI DOWN TO 30-35 PSI TWICE PER SECOND CONTINUOUSLY. OIL TEMP REMAINED NORMAL, ALL OTHER ENGINE INDICATIONS NORMAL, (N1, ITT, N2). APPROXIMATELY 4-6 MINUTES LATER THE OIL PRESSURE INDICATOR FLUCTUATED DOWN TO 25-35 PSI, THE LT ENGINE "OIL PRESS LOW" ANNUNCIATOR ILLUMINATED. THE SIC REDUCED POWER TO IDLE, EXECUTED SHUTDOWN PROCEDURES IAW CHECKLIST PROCEDURE. THE PIC DECLARED AN EMERGENCY AND DIVERTED . THE LT ENGINE OIL FILTER BYPASS INDICATOR WAS FOUND POPPED, METAL PIECES WERE FOUND IN THE FILTER AND TRANSFER GEARBOX, AND THE NR 6 BEARING, OIL PRESSURE LINE WAS FOUND CRACKED. (K)

[2008FA0000596](#)

CESSNA

CONT

MUFFLER

FAILED

8/21/2008

150H

O200A

83004

ENGINE

END CAP SEPARATED (CLEAR BREAK) FROM MUFFLER CAR. FAILURE OCCURED IN THE BEND RADIAS OF END CAP. NOT IN THE END CAP TO MUFFLER CAP, WELD. (K)

[2008FA0000682](#)

CESSNA

CONTROL CABLE BROKEN

6/21/2008

170A

05701051

RUDDER

CABLE BROKE AFT OF REAR PULLEY AND BULKHEAD. NO INSPECTION HOLES IN THIS AREA. (K)

[2008FA0000635](#)

CESSNA

CONT

ENGINE

POWER LOSS

8/24/2008

172F

O300D

AC WAS NOT OPERATING UNDER PART 135, IT WAS UNDER PART 91 FLIGHT WHEN INCIDENT OCCURRED. PILOT STATEMENT "ENROUTE, AS WE CRESTED THEMOUNTAINS, THE ENGINE STARTED SPUTTERING, AND RPMS WERE DROPPING. APPLIED CARB HEAT, TRIED SWITCHING BETWEEN FUEL TANKS, MAGNETOS, AND THE RPMS KEPT DROPPING. WE THEN WENT THROUGH THE FORMAL CHECK LIST TO NO AVAIL. THE DECISION WAS MADE TO LAND AT RADAR FACILITY. BY THIS TIME THE ENGINE HAD STOPPED. WE MADE THE EMERGENCY LANDING AT THE FACILITY AND CAME TO A FULL STOP. DURING THE DESCENT, TRIED STARTING THE ENGINE MULTIPLE TIME, BUT IT DIDN'T START. NO ONE WAS INJURED AND THE PLANE WAS NOT DAMAGED.

[2008FA0000713](#)

CESSNA

LYC

SEAT FRAME

CRACKED

10/13/2004 172M O320* 05140778 COCKPIT

DURING A ROUTINE 100 HOUR INSPECTION IT WAS DISCOVERED THAT THE PILOTS FULLY ADJUSTABLE SEAT FRAME WAS CRACKED IN SEVERAL PLACES. SOME AREAS WERE COVERED UP BY THE UPHOLSTERY WHICH IS GLUED TO THE FRAME IN THAT AREA. OTHER AREAS OF CONCERN WERE INCOMPLETE WELDS DONE AT THE FACTORY. (3) OUT OF (4) SUPPORT LEGS WERE CRACKED AT THE WELD AND AT THE ATTACHMENT POINT TO THE BOTTOM SEAT ASSY. (K)

[2008FA0000605](#) CESSNA LYC WHEEL FAILED

8/7/2008 172M O320* D30260 LT MLG

AFTER LANDING, WHILE TAXIING, HEARD A LOUD BANG. THEN ANOTHER BANG AND THE ACFT DROPPED LEFT. STOPPED, CONTACTED GROUND AND ASKED FOR ASSISTANCE. FOUND THE LT MAIN TIRE FLAT AND OUTER RIM FROM THE LT MAIN WHEEL WAS LYING 6 FT BEHIND ACFT, THE ATTACH BOLTS WERE SCATTERED ACROSS THE TAXIWAY. COULD ONLY FIND FOUR OF THE SIX BOLTS. ASI EXAMINATION OF THE WHEEL, THERE WAS A SPLIT IN THE INNER TUBE AND THE FOUR OUTER RIM ATTACH BOLTS THAT WERE FOUND HAD METAL FROM THE CENTER WHEEL HUB EMBEDDED IN THE BOLT THREADS WHERE THEY HAD PULLED OUT OF THE HUB. TWO BOLTS WERE NOT LOCATED. INSPECTED THE BOLT ATTACH AREAS OF THE HUB WITH A MAGNIFYING GLASS, FOUND SOME CORROSION BUT NO APPARENT CRACKS NOTED. IT APPEARS THAT EITHER THE BLOWN TUBE AND ACFT ROLLING ON FLAT TIRE PRESSED THE OUTER RIM BOLTS OUT OF THREADS, OR THE BOLTS WERE IMPROPERLY TORQUE AND RIM CAME OFF WHEN TUBE BLEW. THE LAST RECORDED ENTRY IN MAINT RECORDS FOR THE LT MAIN WHEEL THAT COULD BE FOUND WAS ON 1/17/2006 AT TACH TIME OF 2995.4 HOURS. THE ENTRY READ AS FOLLOWS: REPLACED LT MAIN TIRE AND BRAKE LININGS AND DISC. ACCORDING TO THE RECORDS THIS WAS OVER 2.5 YEARS AGO SINCE THIS WHEEL WAS APART, UNLESS UNDOCUMENTED MAINT HAS BEEN PERFORMED SINCE THAT TIME. STEEL BOLTS THREADED INTO A MAGNESIUM OR ALUMINUM HUB DOES NOT APPEAR TO BE A GOOD DESIGN, A THRU BOLTED WHEEL WITH LOCK NUTS ON THE BACK SIDE IS A MUCH BETTER METHOD FOR SECURING WHEEL HALVES. (K)

[2008FA0000649](#) CESSNA LYC MAGNETO SEIZED

9/22/2008 172P O320D2J 7710398 LEFT

DURING FLIGHT, A SHUDDER AND SLIGHT LOSS OF POWER WAS REPORTED BY THE PILOT. PRIOR TO THE NEXT FLT DURING THE MAGNETO CHECK IT WAS DISCOVERED THAT THE LT MAGNETO WAS INOPERATIVE. FURTHER INVESTIGATION FOUND THE LT MAGNETO CONDENSER WAS OUT OF THE MAGNETO CASE AND THE MOUNT FLANGE WAS BROKEN. THE MAGNETO HAD SEIZED, CAUSING THE CASE TO BREAK FREE OF THE ENGINE. THE INTERNAL PARTS MELTED AND DESTROYED. INSP OF THE INSIDE OF THE ENGINE DRIVE GEARS AND CASE DID NOT REVEAL ANY DAMAGE. OIL WAS DRAINED AND INLET SCREEN CHECKED WITH NO METAL FOUND. THE MAGNETO WAS REPLACED. ACCORDING TO THE LOGBOOKS, THE REMOVED MAGNETO HAD BEEN OVERHAULED AND INSTALLED AT ENGINE OVERHAUL ON 6/30/08 WITH NO INDICATION OF FURTHER MAINTENANCE OR A 500 HOUR INSPECTION. (K)

[2008FA0000583](#) CESSNA LYC CYLINDER HEAD SEPARATED

7/8/2008 172RG O360F1A6 ENGINE

ON JULY 8, 2008, MADE AN EMERGENCY LANDING IN DESSERT TERRAIN AFTER THE ENGINE BEGAN TO EXHIBIT SEVERE VIBRATIONS, LOSS OF POWER AND SMOKE. THE NR 2 CYLINDER WAS FOUND TO HAVE SEPARATED FROM THE CASE, SEVEN OF THE EIGHT HOLD STUDS WERE FOUND TO HAVE SHEARED. ONLY ONE HOLD DOWN STUD WAS LT INTACT. THERE WAS NO HISTORY IN THE AC LOGS TO INDICATE IF THE HOLD DOWN STUDS HAD BEEN REPLACED. (K)

[2008FA0000601](#) CESSNA STARTER FAILED

9/1/2008 172S 149NL ENGINE

STARTER MOTOR FAILURE, AFTER PRE-FLIGHT CHECK, THE STARTER MOTOR WAS UNABLE TO TURN THE ENGINE OVER. (K)

2008FA0000636	CESSNA		PIVOT ASSY	SHEARED
9/10/2008	177RG		20410202	MLG ACTUATOR

PILOT COULDN'T OBTAIN GEAR DOWN INDICATION AFTER EXTENDING GEAR. JACKED AC AND FOUND MAIN GEAR WOULDN'T COMPLETELY ENTER DOWN-AND-LOCKED POSITION. FOUND MAIN GEAR RETRACT ACTUATOR REAR MOUNTING/ PIVOT PIN HAD ONE SIDE COMPLETELY SHEARED. THIS ALLOWED/CAUSED THE TUBULAR MOUNT STRUCTURE TO FLEX FROM SIDE TO SIDE AND CRACK MOST OF THE WAY THROUGH. (K)

2008FA0000591	CESSNA	LYC	PISTON RING	MISMANUFACTURED
8/5/2008	177RG	IO360A1B6	ST203P010	ENGINE

ENGINE WAS OVERHAULED USING MFG PISTON RINGS ST203P010. AFTER 25.4 HRS, RINGS STILL NOT SEATED AND EXCESSIVE BLOW-BY WAS FOULING PLUGS. REPLACED WITH ANOTHER SET OF ST203P010 AFTER HAVING CYLINDERS REWORKED. AFTER 4.2 HRS, ENGINE WAS OPERATING SO POORLY, DUE TO BLOW-BY, THAT IT WAS CONSIDERED UNSAFE AND GROUNDED. INDEPENDENT HARDNESS TESTING BY QUALITY TESTING SVCS, INC, CONFIRMED THE RINGS WERE SOFT. COMPARATIVE TESTS WERE PERFORMED AGAINST PISTON RINGS. AFTER SWITCHING TO OTHER, THERE HAVE BEEN NO PROBLEMS.(K)

C2X2008F00049	CESSNA	RROYCE	ROTOR	ERODED
7/2/2008	182P	AE3007A1E	23074650	HP TURBINE

THE CREW REPORTED ENGINE NR 1 HP INDICATION IN YELLOW RANGE AFTER TAKEOFF, THE ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED AND REPLACED THE NR 1 ENGINE. OPERATIONAL CHECKS WERE GOOD. SUPPLEMENT TO FOLLOW: CONDITION REPORT FROM MFG INDICATED HOT SECTION DETERIORATED. THE HIGH PRESSURE TURBINE MODULE EXHIBITED SULFIDATION AND EROSION OF AIRFOILS AS WELL AS A CRACKED COMBUSTION LINER. THE 1ST STAGE HPT VANES EXHIBITED COATING LOSS ON THE AIRFOILS AND EROSION/CRACKING ON THE AIRFOIL TRAILING EDGES. (BURN-THROUGH) (K)

2008FA0000688	CESSNA	LYC	PUMP	CRACKED
10/1/2008	182S	IO540AB1A5	154739704	FUEL SYSTEM

PUMP HOUSING CRACKED ALONG SEAM. POSSIBLE WEAK SPOT UPON MANUFACTURING. (K)

2008FA0000612	CESSNA		BEARING	BURNED
9/3/2008	182T			MAGNETO

REMOVED MAGNETO TO S/B3-08 AND MFG 500 HOUR INSPECTION. REMOVED HARNESS CAP FOUND A LIGHT SMOKE COLORED FILM COVERING CAP AND DISTRIBUTOR BLOCK. REMOVED MAGNETO FROM ENGINE FOUND BEARING BAR BURNED THROUGH ON LEFT SIDE WHEN VIEWED FROM DRIVE END. (K)

2008FA0000602	CESSNA	PWA	OIL COOLER	CRACKED
8/14/2008	208	PT6A114	99103434	

UPPER MOUNTING FLANGE HAS A 1.25 INCH CRACK AGAINST OIL COOLER BODY. (K)

2008FA0000657	CESSNA	PWA	COWLING	CRACKED
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9/19/2008 208 PT6A114 265202231 EXHAUST

THE SECONDARY EXHAUST COWLING WAS FOUND TO HAVE A 5.5 INCH LONG CRACK NEXT TO THE CENTER EXHAUST HANGER ROD END BRACKET. (K)

[2008FA0000708](#) CESSNA LINE FROZEN

9/24/2008 208B DE-ICE SYSTEM

DURING MX OPERATION OF DE-ICE BOOTS MINUTES AFTER ACFT RETURNED FROM FLT, OPERATION OF THE DEICE BOOTS PRODUCED NORMAL COCKPIT INDICATION (GREEN PRESSURE LIGHT). NOTICED, THOUGH, THAT THE RT WING DEICE BOOTS DID NOT INFLATE DESPITE THE INFLATION INDICATION IN THE COCKPIT. FROZEN WATER WAS FOUND AT A BEND IN THE DEICE AIR SUPPLY DUCTING IN THE RT WING ROOT. THIS ALLOWED PRESSURE TO BUILD UP AND ACTIVATE THE PRESSURE SWITCH, PRODUCING A NORMAL INDICATION IN THE COCKPIT DESPITE THE BOOTS NOT ACTUALLY INFLATING. IF THIS WERE TO OCCUR IN THE TAIL, IT WOULD BE EVEN MORE UNDETECTABLE. RECOMMEND A CALIBRATED LEAK IN PNEUMATIC SUPPLY DUCTING IN THE FUSELAGE/ WING TO PREVENT THE ACCUMULATION OF WATER. (K)

[COEA0801788](#) CESSNA TRANSDUCER FLUCTUATES

9/27/2008 208B 99103386 FUEL FLOW

UNSCHEDULED LANDING, WHILE ENROUTE, THE FUEL FLOW GAGE BEGAN TO FLUCTURATE BETWEEN 150 AND 300 PPH. THE PAR (POWER ANALYZING RECORDER) WAS ALSO SHOWING THE SAME FLUCTUATION. THE FUEL FLOW TRANSDUCER WAS REMOVED AND REPLACED. (K)

[2008FA0000671](#) CESSNA WIRE HARNESS CHAFED

9/24/2008 208B CC75LA61 FLAP SYSTEM

TIE WRAP WAS MISSING FROM THE CLAMP AT FS 201.50, WHICH ALLOWED THE WIRING BUNDLE CONTAINING THE WIRES FOR THE FLAP SYS PRIMARY MOTOR TO SAG AND CHAFE THROUGH WIRE NR CC75 TO THE FLAP SYSTEM AND PARTIALLY THROUGH LA61 TO THE CARGO AREA LIGHTS ON THE BULKHEAD. THIS CAUSED THE FLAPS TO ONLY RECEIVE POWER TO THE PRIMARY MOTOR IN ONE DIRECTION. SINCE WIRE LA61 WASN'T CHAFFED COMPLETELY THROUGH THE CARGO AREA LIGHTS WERE STILL WORKING. (K)

[2008FA0000622](#) CESSNA PWA COWLING CRACKED

9/4/2008 208B PT6A114 265202231 EXHAUST

THE SECONDARY EXHAUST COWLING WAS FOUND TO HAVE A 5.5 INCH LONG CRACK NEXT TO THE CENTER EXHAUST HANGER ROD END BRACKET. IT WAS NOTICED THAT ANOTHER CARAVAN IN THE HANGER FOR INSPECTION HAD THE SAME CRACK (LENGTH AND LOCATION) THAT HAD BEEN PREVIOUSLY REPAIRED BY INSTALLING A DOUBLER PATCH. (K)

[FPI2008F00001](#) CESSNA CONT CABLE BROKEN

8/14/2008 210M IO520* 505530401 NLG

MFG SERVICE KIT, PN SK210-174 CABLE ASSEMBLY BROKE AT THREADED END AFTER THE STOP NUT FIVE WEEKS AFTER INSTALLATION APPEARS THREAD WALL IS TOO THIN LEADING TO FATIGUE. (K)

[2008FA0000623](#) CESSNA SKIN CRACKED

9/5/2008 310Q LT WING

FOUND CRACK IN UPPER WING SKIN AS DESCRIBED IN SB MEB08-3. CRACK EXTENDS 4 INCHES FORE AND AFT PARALLEL TO LT WING MAIN LANDING GEAR ASIDE BRACE WING RIB NR 502210451

OB FLANGE. CRACK IS APPROXIMATELY CENTERED IN MLG WHEEL WELL OPENING. CRACK WAS FOUND VISUALLY DURING COMPLIANCE WITH MEB76-2 MAIN LANDING GEAR RIB SIDE BRACE CRACKS, DURING INSTALLATION OF SK414-8E. (K)

2008F00023	CESSNA	CONT	PUSHROD	FAILED
10/7/2004	402B	IO520*		ENGINE

ENGINE HAD MANIFOLD AND FUEL PRESSURE VARIATION IN FLT, THE ACFT BEGAN TO VIBRATE AND THE PILOT SHUTDOWN ENGINE. THE NR 1 AND NR 2 ROD`S FAILED AND SEPARATED FROM THE CRANKSHAFT AND CREATED (2) LARGE HOLES IN THE CASE AND KNOCKING BOTH MAGNETOS LOOSE. THERE ARE SIGNS OF OIL STARVATION ON THE CRANK AND OVERHEATING ASIGNS ON THE CRANKSHAFT. REMOVAL OF OTHER CYLINDERS INDICATED OIL STARVATION ON THE NR (6) AND (5) ROD`S ALSO. OVERHEATING OF THE CRANK AT THOSE LOCATIONS IS EVIDENT. PILOT VERIFIED LOSING OIL PRESSURE BEFORE SHUTTING THE ENGINE. (K)

XGN2008F00013	CESSNA	CONT	CYLINDER	CRACKED
9/29/2008	402B	TSIO520E		NR 1

CASE CRACKED, TOP OF NR 1 CYL, FWD TOP STUD 3 INCHES LONG. GOING UP TO TOP OF CASE. (K)

2008FA0000624	CESSNA	CONT	BUSHING	CRACKED
9/5/2008	414A	TSIO520NB		PISTON PIN

DURING CYLINDER NR 2 REMOVAL TO CORRECT CRACKED CYLINDER, FOUND CONNECTING ROD PISTON P/N BUSHING CRACKED WITH LARGE PIECE MISSING FROM EDGE. FAILURE IS AS NOTED IN MFG SB071. REMOVED ALL 6 CYLINDERS FROM ENGINE AND FOUND 4 MORE BUSHINGS CRACKED IN SAME LOCATION. MFG HAS CHANGED BUSHING SLIP LOCATION TO POSITION IAW FIGURE 3 OF SB B807. (K)

D382008F00000	CESSNA	CONT	THRU BOLT	BROKEN
8/29/2008	421A	GTSIO520C	ALB20AS1	RT ALT CASE HALF

22.2 HOURS AFTER INSTALLING AN OVERHAULED (ALV9510) ALTERNATOR, THE PILOT CAME TO ME ABOUT A THRU BOLT THAT WAS COMING OUT OF THE ALTERNATOR CASE. THERE WAS ONE THRU BOLT STICKING OUT OF THE CASE AND ANOTHER HAD COME OUT AND WAS GONE. THE ALTERNATOR WAS CHARGING THE ELECTRICAL SYSTEM AND THERE WERE FOUR THRU BOLTS STILL IN PLACE. ALSO, THE OIL SEAL APPEARED TO HAVE FAILED. THERE WAS SOME OIL NOTED INSIDE THE ALTERNATOR CASE. THERE WAS NO DAMAGE INCURRED BY THE AC AND WARRANTY REPLACEMENT ALTERNATOR WAS INSTALLED. (K)

2008FA0000625	CESSNA	CONT	BUSHING	CRACKED
9/5/2008	421C	GTSIO520N		PISTON PIN

DURING CYLINDER NR 5 REMOVAL TO CORRECT HIGH OIL CONSUMPTION , FOUND CONNECTING ROD PISTON PIN BUSHING CRACKED WITH LARGE PIECE MISSING FROM EDGE. FAILURE IS AS NOTED IN MFG SB SB07-1. REMOVED ALL 6 CYLINDERS FROM ENGINE AND FOUND 4 MORE BUSHINGS CRACKED IN SAME LOCATION. MFG HAS CHANGED BUSHING SLIP LOCATION TO POSITION IAW FIGURE 3 OF SB SB071. (K)

26N2008F00003	CESSNA		CONTROL CABLE	FROZEN
9/29/2008	510		70611107	AILERONS

ON CLIMB OUT, AT 20,000 FT THE AILERONS FROZE WITH AN OAT OF 0 DEGREES C. PILOT WAS GETTING THE AMBER AP LIGHT. HE WOULD TURN THE AP "OFF" AND FREE UP THE CONTROLS

ABOUT EVERY 15 TO 20 MINUTES BY EXERTING A LOSS OF FORCE TO FREE THE ICING. AT 33,000 FT WITH AN OAT OF -22 DEGREES, AND THE AP ENGAGED, THE ELEVATOR FROZE. PILOT SAID IT TOOK AN UNBELIEVABLE AMOUNT OF FORCE TO GET THE AC TO RESPOND. JUST LIKE BEFORE, HE WAS CONTROLLING THE AC WITH ENGINES AND TRIM. AT 6,000 FT, ON APPROACH, HE WAS USING ELEVATOR TRIM TO CONTROL THE AC AND ALMOST MAX'D IT OUT. AC IS AT SERVICE CENTER AND ARE LOOKING FOR THE POSSIBLE CAUSES OF THE FREEZING. WE ARE FOCUSING ON WATER INTRUDING THE TAILCONE AND GETTING ON THE AILERON AND ELEVATOR PULLEYS THUS CAUSING THE FREEZE.

26N2008F00004	CESSNA	SELECTOR	FROZEN
9/29/2008	510	70611107	AILERONS

ACFT FLIGHT CONTROLS FROZE AT ALTITUDE ENROUTE. THIS IS THE SECOND SITUATION WHERE THIS CONDITION HAS HAPPENED TO THIS ACFT. ACFT PREVIOUS REGISTRATION N1693L. A TECH WAS WITH THE ACFT. INSPECTED AREAS OF PREVIOUS CONCERN AND SERVICE PREVIOUSLY WORKED BY MFG, DRIED AFFECTED AREA AND ACFT REPOSITIONED FOR EVALUATION AND RESOLUTION. (K)

26N2008F00005	CESSNA	SELECTOR	UNKNOWN
8/4/2008	510	70611107	AILERONS

CREW REPORTED AILERONS FROZE AFTER FLYING THROUGH MOISTURE. 07/25/2008 AC REPOSITIONED TO SERVICE CENTER FOR FURTHER EVALUATION AND RESOLUTION. MFG HEAVILY INVOLVED WITH THIS ISSUE. (K)

2008FA0000705	CESSNA	LINE	RUPTURED
9/29/2008	525	6317003136	HYDRAULIC SYS

RUPTURE OF TUBE AT SIDE WHERE BENDING DIES LEFT MARKING, BOTH ABOVE AND BELOW OPENING. AFTER TAKEOFF, LOW FLUID AND PRESSURE WARNING LIGHTS CAME ON AND ACFT RETURNED TO DEPARTURE. ACFT WAS TURNED OVER TO REPAIR STATION. LEAK WAS LOCATED AND LINE REPLACED ALONG WITH BOTH HYDRAULIC PUMPS. (K)

AJC2008F00001	CESSNA	SMOKE DETECTOR	FALSE ACTIVATION
9/14/2008	525		CARGO BAY

IN THE DESCENT FROM ALTITUDE FL430, THE BAGGAGE SMOKE LIGHT ILLUMINATED (RED). ACTION TAKEN BY CAPTAIN WAS REQUEST FOR PRIORITY HANDLING TO A SAFE LANDING IN MINUTES WITHOUT INCIDENT. PERFORMED VISUAL INSPECTION OF THE FWD AND AFT BAGGAGE COMPARTMENTS FOUND NO EVIDENCE OF SMOKE OR FIRE PRESENT. THIS IS A KNOWN ISSUE WITH MFG. THE FWD COMPARTMENT IS PRONE TO CONDENSATION WHICH TRIGGERS A BAGGAGE SMOKE ALERT. PREFORMED A BAGGAGE COMPARTMENT FIRE DETECTION TEST, SYSTEM TESTS NORMAL. (K)

2008FA0000686	CESSNA	LINE	RUPTURED
9/29/2008	525	6317003136	HYD SYSTEM

RUPTURE OF TUBE AT SIDE WHERE BENDING DIES LT MARKING BOTH ABOVE AND BELOW OPENING. AFTER TAKEOFF, LOW FLUID AND PRESSURE WARNING LIGHTS CAME ON AND ACFT RETURNED TO AIRPORT. ACFT WAS TURNED OVER TO SERVICE CENTER. LEAK WAS LOCATED AND THE LINE REPLACED ALONG WITH BOTH HYDRAULIC PUMPS. (K)

2008FA0000606	CESSNA	WILINT	FORK	BROKEN
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8/15/2008 525 FJ44 63420003 NLG

DURING ROUTINE TAXI TO PERFORM MAINT CHECKS AFTER AC HAD BEEN PAINTED, NOSE GEAR AXLE BROKE LOOSE FROM NOSE GEAR STRUT. INVESTIGATION SHOWED BOTH WHEEL BEARING HAD HEAVY RUST AND DID NOT TURN FREELY ON THE AXLE. VERY LITTLE GREASE WAS FOUND IN EITHER OF THE NOSE WHEEL BEARINGS. IT APPEARS THAT DURING THE TAXI, THE BEARINGS SEIZED ON THE AXLE AND THE RESULTANT STRESS AND HEAT CAUSED ONE SIDE OF THE NOSE STRUT ASSY TO BREAK WHICH IN TURN ALLOWED THE NOSE WHEEL AND AXLE TO COCK AND BEND THE OTHER SIDE OF THE NOSE STRUT. IMPROPER LUBRICATION OF THE NOSE WHEEL BEARINGS IS SUSPECTED AS A PROBABLE CAUSE. (K)

[2008FA0000600](#) CESSNA WILINT BRAKE ASSY MALFUNCTIONED

7/2/2008 525B FJ44 MLG

NORMAL LANDING UNTIL BRAKE APPLICATION, AT BRAKE APPLICATION AC YAWED AGGRESSIVELY TO THE LT. AC WAS CONTROLLED WITH RT BRAKE AND NOSE WHEEL STEERING. RT BRAKE APPEARED WEAK, AS SPEED DECREASED DIRECTION CONTROL WAS HARDER TO MAINTAIN. AC DECELERATED SLOWER THAN NORMAL APPROACHING END OF RUNWAY. EMERGENCY BRAKE WAS APPLIED. LT BRAKE GRABBED FORCING THE ACFT OFF THE RUNWAY INVESTIGATION IN TO SOURCE OF THE PROBLEM IS ON GOING. PN AND PART NAME WILL FOLLOW AFTER MFG TEST COMPONENTS. (K)

[Z5F2008F00004](#) CESSNA BRAKE WORN

8/28/2008 550 215881 LT MLG

UPON LANDING, LT MAIN TIRE BLEW. SHORTLY THERE AFTER, THE RT MAIN TIRE ALSO BLEW. AIRCRAFT CAME TO A STOP ON THE RUNWAY. BOTH BRAKES AND BOTH MAIN WHEELS AND TIRES REPLACED. ANTI SKID SYSTEM CHECKED NORMAL, BRAKES BLED, TAXI CHECK PERFORMED OK, AND AC RETURNED TO SERVICE. (K)

[DXTA200803289](#) CESSNA BRAKE ASSY WEAK

9/26/2008 560CESSNA RT MLG

RT SIDE BRAKES DID NOT FUNCTION, LT SIDE REQUIRED HEAVY PRESSURE. (K)

[2008FA0000672](#) CESSNA CHANNEL MISLOCATED

9/26/2008 560CESSNA 65651285 CABLE PULLEY

DURING PHASE 5 INSP, FOUND ELEVATOR TRIM CABLE CONTACTING ELEVATOR SELECTOR DRIVE CHAIN. FOUND THE TRIM CABLE PULLEY CHANNEL BRACKET MIS-LOCATED. ORDERED NEW CHANNEL BRACKET AND RELOCATED PULLEY TO CLEAR SECTOR DRIVE CHAIN. (K)

[DXTA200803272](#) CESSNA WARNING LIGHT ILLUMINATED

9/10/2008 560CESSNA

DURING TAKEOFF ROLL AT 50 KNOTS W/S AIR O-HEAT ANNUNCIATOR LIGHT ILLUMINATED, PERFORMED ABORT. (K)

[2008FA0000675](#) CESSNA CONTROL CABLE BROKEN

9/8/2008 560XL 666000134 ELEVATOR TRIM

DURING ROUTINE INSP, FOUND BROKEN STRANDS ON ELEVATOR TRIM CABLE ASSY PN 666000134. DAMAGE FOUND WHERE CABLE PASSES THROUGH A SERIES OF "S" PULLEYS. (K)

[CWQR200809](#) CESSNA SUPPORT CRACKED

BRACKET

8/21/2008 560XL 661503515 FUSELAGE

DURING A PHASE 104 INSPECTION, FOUND THE SUPPORT BRACKET CRACKED. CRACK IS ABOUT 1.5 INCHES LONG AND IS CENTERED AT THE ATTACH POINT FOR THE VALVE. SERVICE CONDITION REPORT HAS BEEN FILED WITH MFG UNDER SCR NR 376160. (K)

[DXT2008F00004](#) CESSNA APU ODOR

9/4/2008 560XL

DURING THE TAXI WE STARTED THE APU, ONCE THE APU BLEED WAS TURNED ON SMELLED A SLIGHT OILY SCENT. (K)

[2008FA0000676](#) CESSNA CONTROL CABLE BROKEN

9/8/2008 560XL 666000134 TAIL

DURING ROUTINE INSP, FOUND CABLE STRANDS BROKEN AND FRAMED. THE DAMAGED AREA OF THE CABLE IS WHERE IT GOES OVER A SERIES OF "S" PULLEYS MOUNTED IN THE HORIZ STAB. SHOULD MAKE THIS A TIME CHANGE ITEM. (K)

[VOJ2008F00001](#) CESSNA PWC SUPPORT DAMAGED

9/9/2008 680CE PW306C 8912149 ENGINE

ELECTRICAL ARC FROM GROUNDING STUD ON ENGINE SUPPORT FRAME TO SUPPORT FRAME ITSELF. THE SUPPORT FRAME WAS REPLACED WITH NEW IMPROPER BONDING BETWEEN LUG AND SUPPORT FRAME APPEARS TO BE THE CAUSE OF THE ARCING DAMAGE TO THE FRAME. (K)

[DJF2008F00015](#) CESSNA ACM FAILED

8/20/2008 750 73838433 A/C BAY

DURING DESCENT THRU 35000 WE EXPERIENCED A LOUD EXPLOSION FOLLOWED WITH A FOUL CHEMICAL ODOR. MAINT REMOVED FAILED COCKPIT (AFT) TURBINE ASSY AND INSTALLED A REPAIRED UNIT. (K)

[DXT2008F00006](#) CESSNA LIMITER MALFUNCTIONED

9/12/2008 750 RUDDER

IN FLIGHT GOT RUDDER LIMIT FAIL B AMBER CAS MESSAGE. CONTROL PAGE SHOWED RUDDER LIMITED TO 44 PERCENT.

[2008FA0000674](#) CESSNA FRAME CRACKED

9/24/2008 750 671261713 TAIL CONE

DURING ROUTINE INSP FOUND FWD FRAME PN 6712617-13 CRACKED. THE CRACKED FRAME WAS LOCATED IN THE UPPER LT SIDE UNDER THE RUDDER TO STINGER FAIRING. (K)

[2008FA0000673](#) CESSNA FRAME CRACKED

9/24/2008 750 671261713 TAIL CONE

DURING ROUTINE INSP, FOUND FWD FRAME PN 6712617-13 CRACKED IN (2) LOCATIONS, ON THE TOP LT AND RT SIDES. ALSO FOUND FRAME AFT OF THIS ONE CRACKED. PN 6712617-14 ON THE TOP RT SIDE. (K)

[DXTA200803277](#) CESSNA INDICATION SYS UNKNOWN
9/19/2008 750 NLG

NO GREEN LIGHT NOSE GEAR INDICATION ON FINAL APPROACH. (K)

[AWK2008F00001](#) CESSNA RROYCE PUMP INOPERATIVE
9/12/2008 750 AE3007C1 99144251 LT FUEL BOOST

LT BOOST ON CAS MESSAGE WITH ASSOCIATED LOW FUEL PRESS CAS MESSAGE CALLED IN BY THE CREW AT 1800. THEN AT 1815 CREW CALLED IN WITH OIL QTY DOWN TO 9 QTS LOW AND AT THAT TIME THEY GOT THE LOW OIL PRESSURE. CREW THEN PERFORMED EMERGENCY PROCEDURES FOR THE LOW OIL PRESSURE AND DIVERTED. ACFT LANDED WITHOUT SHUTTING DOWN THE ENGINE UNTIL AFTER THEY WERE TAXIING INTO THE FBO WHEN OIL PRESSURE DROPPED INTO THE RED BELOW 34 PSI. AFTER SECURING THE ACFT THE CREW NOTED OIL COMING FROM THE ENGINE UPON A VISUAL INSPECTION. NO OIL WAS NOTED IN THE OIL TANK SIGHT GLASS. TECHNICIANS PULLED THE MOTIVE FLOW FUEL PUMP (MFP) AND NOTED THAT THE SHAFT WAS TURNING FREELY ON THE MFP, INDICATING A FAILED MFP. METAL WAS FOUND ON THE OIL TANK MAGNETIC PLUGS. THE INITIAL INSPECTION FINDINGS WERE THAT THERE WAS A PIECE OF LOOSE MACHINED METAL IN THE ENGINE ACCESSORY GEARBOX WHERE THE MFP SPLINES INTO. THE GEARBOX IS NOT SEIZED. THE CONCLUSION IS THAT THE MOTIVE FLOW PUMP (MFP) FAILURE CAUSED THE RESULTING ENGINE ACCESSORY GEARBOX FAILURE. (K)

[2008FA0000592](#) CESSNA SWIVEL FITTING FAILED
8/21/2008 R182 12801111 LT GEAR LEG

BRAKE SWIVEL JOINT FAILED LEADING TO FAILURE OF LT BRAKE WHEN EXITING RUNWAY. (K)

[GAJ2008F00000](#) CESSNA PULLEY FROZEN
8/25/2008 T210M S17011

THE COPILOT RETRACTABLE STEP MALFUNCTIONED DUE TO PULLEYS FREEZING. FWD PULLEY IS HARD TO SEE ON AFT NOSE GEAR WELL AND IS IN A VERY DIRTY ENVIRONMENT. THE REAR PULLEY IS IMPOSSIBLE TO SEE. THE REAR PULLEY STOPPED ROTATING (FROZE) CAUSING SEVERE WEAR TO THE CABLE AND PULLEY. THE RETRACTABLE STEP WOULD NOT COME OUT. THE STEP WAS LUBED AND THE STEP STARTED WORKING HOWEVER THE WEAR AND DAMAGE TO THE CABLE AND PULLEYS WAS ALREADY DONE. SUGGEST THAT THE RETRACTABLE STEP AND ACTUATING SYS BE PRESSURE WASHED AND LUBED EVERY 10000 HRS. THE AC THAT THIS RETRACTABLE STEP IS INSTALLED ON HAS OVER 12000 HRS TTAFF, RESEARCH OF THE LOGBOOKS SHOWS NO MAINT OR PARTS REPLACEMENT SINCE THE AC WAS NEW. (K)

[JNE2008F00000](#) CESSNA CONT STARTER FAILED
8/21/2008 T337G TSIO360CB 65556624V ENGINE

INSTALLED TWO FACTORY ENGINES. AFTER SEVERAL TEST RUNS , THE FRONT STARTER SOLENOID FAILED ON. REPLACED THE SOLENOID WITH AN NEW MFG SOLENOID. ON A TEST FLIGHT ELECTRICAL FAILURE OCCURRED. IT HAPPENED BECAUSE OF AN OVERLOAD OF THE BATTERY AND ELECTRICALSYSTEM . AFTER MANUALLY PUMPING THE LANDING GEAR DOWN, LANDED WITHOUT INCIDENT. AFTER TROUBLESHOOTING, FOUND THE NEW STARTER SOLENOID FAILED AND STARTER WAS ENGAGED. CALLED MFG PILOT ASSOCIATION AND THEY EXPLAINED THAT MFG USES A NEW STARTER THAT USES 400 AMPS AND THE MFG SOLENOID IS ONLY RATED 200 AMPS. THE SOLENOID MAY FAIL ON THE FIRST USE OR ANY USES THERE AFTER. THEY ALSO MENTIONED MFG KNOWS ABOUT THE PROBLEM AND IS UNWILLING TO CORRECT IT. AFTER CALLING MFG MYSELF, CONFIRMED THEY ARE UNWILLING TO DO ANYTHING ABOUT THIS PROBLEM, THEY ALSO DO NOT WORN PEOPLE WHEN PURCHASING AN ENGINE THAT THIS PROBLEM MAY OCCURR. REPALCED BOTH SOLENOIDS AND THE BATTERY WITH NEW UNITS AND REINSTALLED SERVICABLE (PN C4C27C

STARTERS). (K)

2008FA0000697	CIRRUS	CONT	SPRING	BROKEN
9/30/2008	SR20	IO360ES		IMPULSE COUPLING

DURING MAGNETO CHECK ON GROUND RUN-UP 30 SEPT 2008, THE PILOT REPORTED THAT WHEN THE LT MAG WAS SELECTED THE ENGINE WOULD NOT STAY RUNNING. ACFT WAS BROUGHT IN FOR MAINT AND IT WAS DISCOVERED THAT THE MAGNETO IMPULSE COUPLING SPRING WAS BROKEN IN THE LEFT MAGNETO. THE LT MAGNETO WAS REMOVED AND REPLACED, GROUND RUN CHECK WAS GOOD, AND ACFT WAS RETURNED TO SERVICE. (K)

2008FA0000589	CIRRUS	CONT	DRIVE SHAFT	SHEARED
8/26/2008	SR22	IO550*	220045510	COMPRESSOR

THIS AC HAS HAD 5 FAILURES OF THE AIR CONDITIONING COMPRESSOR DRIVE SHEAR SHAFT. THE AVERAGE TIME BETWEEN FAILURES IS 35.8 HOURS. THE SAME SHAFT BUILT BY ANOTHER MFG, HAS HAD ZERO FAILURES. WE HAVE HAD SEVERAL FAILURES IN DIFFERENT AC WITH THIS PART. THE DESIGN OF THE OTHER SYSTEM SHAFT IS SLIGHTLY DIFFERENT. MFG WILL NO LONGER COVER THIS PART UNDER WARRANTY. WE HAVE TRIED SEVERAL RECOMMENDATION FROM MFG TO SOLVE THIS PROBLEM TO NO AVAIL. (K)

S8Y2008F00000	CIRRUS	CONT	ANTENNA	LOOSE
9/24/2008	SR22	IO550N	430	GPS

THE GPS ANTENNAS, NR 1 AND NR 2 ON THIS ACFT ARE HELD IN POSITION WITH DOUBLE SIDED TAPE. IN 272 HRS THEY HAVE COME LOOSE 3 TIMES. THE ANTENNAS SHOULD HAVE MOD TO PERMANENTLY MOUNT THEN ON THE AIRFRAME.

2008FA0000595	CNDAIR		PCB	UNSERVICEABLE
8/21/2008	CL600*		60025663	MLG

UPON LANDING, THE LT OB TIRE BLEW. UPON INSP, TIRE SHOWED SIGNS OF A SEVERE SKID. TESTED THE ANTISKID SYS & TESTED NORMAL. TESTED ALL 4 WHEEL SPEED SENSORS AND FOUND THAT WITH THE BRAKES SET & FULL HYD PRESSURE ON, BOTH OB MAIN WHEELS WOULD NOT RELEASE WHEN SPINNING STOPPED ON WHEEL SPEED SENSORS. BOTH IB WHEELS RELEASED NORMALLY WHEN TESTED. CONTACTED MFG TECH SUPPORT & INFORMED THE COMPUTER HAD 2 IDENTICAL PCB CARDS THAT COULD BE SWAPPED FOR TROUBLESHOOTING PURPOSES. ONE CARD IS FOR THE IB MAIN WHEELS AND 1 CARD IS FOR THE OB MAIN WHEELS. SWAPPED CARDS AND THE PROBLEM FOLLOWED TO THE IB MAIN WHEELS. NOW THE OB MAINS WOULD RELEASE NORMALLY DURING A SIMULATED SKID CONDITION BUT THE IB MAINS WOULD NOT RELEASE. R/R COMUTER PN 600-87000-27 AND ALL 4 MAIN WHEELS RELEASE NORMALLY DURING A SIMULATED SKID TEST. MY CONCERN WITH THIS SITUATION IS THAT THE SYSTEM TESTED NORMALLY AT ALL TIMES WITH NO FAULTS SHOWN. IF THE WHEEL AND TIRE ASSEMBLIES HAD BEEN REPLACED AND THE ACFT RETURNED TO SERVICE IAW MM. (K)

CVG2008F00001	CNDAIR		WINDOW	CRACKED
8/18/2008	CL6002B16		600330301	COCKPIT

DURING CRUISE AT FL380, PILOTS SIDE WINDOW OUTER PANE CRACKED. AC DEPARTED. REMOVED DEFECTIVE LT WINDOW AND INSTALLED A NEW WINDOW. POST INSTALLATION OPERATIONAL TEST OF COCKPIT SIDE WINDOW ANTI-ICING SYS AND LEAK TESTS WERE COMPLETED WITH SATISFACTORY RESULTS. (K)

COMA0860385	CNDAIR		SKIN	DAMAGED
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9/7/2008	CL6002B19		PAX DOOR
PAX DOOR INNER SKIN DAMAGE FWD. SIDE NEXT TO OUTER HANDLE MECHANISM. REPAIRED IAW EA 10521002322. (K)			
COMA0860387	CNDAIR	CONNECTOR	DAMAGED
9/11/2008	CL6002B19		EMERGENCY LIGHTS
EMERGENCY LIGHTS AFT OF ROW 8 WILL NOT ILLUMINATE. REPLACED LIGHT AFT OF ROW 8 AND REPLACED ASSOCIATED POWER CONNECTOR. NO FURTHER DEFECTS. (K)			
VNA2008F00007	CNDAIR	FEEDER CABLE	DAMAGED
9/8/2008	CL6002B19		EMERGENCY LIGHTS
CREW REPORTED THE EMERGENCY LIGHTS FROM ROW 2 TO ROW 5 DID NOT WORK. MAINT REMOVED AND REPLACED CABLE AT ROW 6. NO OTHER DEFECTS WERE NOTED AND ACFT WAS RELEASED FOR SERVICE. (K)			
COMA0860391	CNDAIR	WIRE HARNESS	FAILED
9/15/2008	CL6002B19	17300205	NLG
RECEIVED GEAR DISAGREE MSG ON T/O. NLG DID NOT RETRACT. PERFORMED QRH FOR GEAR DISAGREE. EMERGENCY DECLARED, A/C RETURNED BACK AND LANDED SAFELY. REMOVED AND REPLACED NLG WOW NR 2 WIRE HARNESS. (K)			
COMA0860386	CNDAIR	CONNECTOR	MALFUNCTIONED
9/11/2008	CL6002B19		EMERGENCY LIGHTS
EMERGENCY LIGHTS AFT OF ROW 8 WILL NOT ILLUMINATE. REPLACED LIGHT AFT OF ROW 8 AND REPLACED ASSOCIATED POWER CONNECTOR. NO FURTHER DEFECTS. (K)			
COMA0860383	CNDAIR	SKIN	CRACKED
9/7/2008	CL6002B19	SB601R53615063	FUSELAGE
LT INTERNAL BONDED DOUBLER SKIN CRACKED AT STA 640. REPAIRED IAW REO 601R-53-61-506 AT ST 640 BETWEEN STR 8L AND STR 13L. (K)			
COMA0860390	CNDAIR	WIRE HARNESS	FAILED
9/12/2008	CL6002B19	TR1730060000001 4	RT MLG
ON CLIMBOUT, RECEIVED ANTI-SKID CAUTION MSG. EMERGENCY DECLARED, A/C RETURNED BACK AND LANDED SAFELY. REMOVED AND REPLACED RT MLG OB ANTI-SKID WIRE HARNESS. (K)			
2008FA0000648	CNDAIR	SEAT TRACK	CORRODED
9/12/2008	CL6002B19	SH670RPA0045	FS 409
LT FLOOR SEAT TRACK AT FS 409.00+16-409.00+128 FOUND TO BE CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW SRM 51-41-00. (K)			
CHQ2008F00008	CNDAIR	NONE	NONE
9/12/2008	CL6002B19		

THE FLIGHT CREW RECEIVED A LT PACK HIGH PRESSURE MESSAGE AFTER TAKEOFF WITH THE RT PACK ON MEL. THE ACFT LANDED BACK AT DEPARTURE WITHOUT INCIDENT. MAINT RESET THE LT PACK AND OPS CHECKED GOOD. THE RT PACK WAS LEFT ON MEL. (K)

CHQ2008F00009	CNDAIR	NONE	NONE
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9/12/2008 CL6002B19

DURING APPROACH WHEN THE FLIGHT CREW SELECTED FLAPS TO 45 DEGREES, THEY RECEIVED A FLAP FAIL MESSAGE WITH THE FLAPS FAILED AT 8 DEGREES. THE ACFT LANDED WITHOUT INCIDENT. MAINT CHECKED THE FECU FOR FAULT CODES WITH NONE PRESENT. THE FECU AND SKEW DETECTION SYSTEM WERE RESET AND THE FLAP SYSTEM OPERATED NORMALLY. (K)

COMA0860388	CNDAIR	CONTROL HANDLE	FAILED
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9/14/2008 CL6002B19 7455025 MLG

ON CLIMBOUT, LANDING GEAR WOULD NOT RETRACT, WITH IB A SKID AND P-BRAKE CAUTION MSG'S. EMERGENCY DECLARED A/C RETURNED BACK AND LANDED SAFELY. REMOVED AND REPLACED LANDING GEAR CONTROL HANDLE. (K)

COMA0860389	CNDAIR	HANDLE	DISLODGED
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9/12/2008 CL6002B19 PAX DOOR

ON CLIMBOUT, RECEIVED PAX DOOR OUTER HANDLE MSG. ACFT RETURNED BACK AND LANDED SAFELY. FOUND OUTER HANDLE POPPED OUT ON ARRIVAL. INSPECTED DOOR HANDLE AND PERFORMED OPS CHECK NO DEFECTS NOTED. (K)

COMA0960384	CNDAIR	BATTERY	DISCHARGED
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9/9/2008 CL6002B19 20131A EMERGENCY LIGHTS

FLOOR EMERGENCY LIGHTING AFT OF ROW 9 INOPERATIVE. REMOVED AND REPLACED EMERGENCY BATTERY PACK NR 4. (K)

A6WA200840582	CNDAIR	OIL SYSTEM	LOW PRESSURE
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8/24/2008 CL6002B19 LT ENGINE

LT ENGINE OIL PRESSURE MESSAGE IN CRUISE, COMPLIED WITH QRH AND SHUTDOWN ENGINE, DIVERTED. OIL PRESSURE INDICATING BETWEEN 10 AND 20 PSI REGARDLESS OF THROTTLE POSITION. RED WARNING EXTINGUISHED AFTER THROTTLE IDLE BUT FLICKERED ON AND OFF. CORRECTIVE ACTION IN PROGRESS. (K)

A6WA200840594	CNDAIR	APU	ODOR
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9/26/2008 CL6002B19 38004883 APU BAY

RT PAC HAS OIL SMELL WHILE ON APU AIR. OILY SMELL DISSIPATES WHILE ON 10TH STAGE BLEED AIR. REMOVED AND REPLACED APU IAW AMM 49-10-00, OPS CHECK GOOD. (K)

MAS2008F00079	CNDAIR	PUMP	MALFUNCTIONED
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9/13/2008 CL6002B19 848847 HYD SYSTEM

CREW REPORTED A GEAR DISAGREE MESSAGE. MX REMOVED AND REPLACED 3A PUMP, PERFORMED GEAR SWINGS, OPS CHECKED GOOD. (K)

[2008FA0000653](#) CNDAIR SEAT TRACK CORRODED
8/16/2008 CL6002B19 BS 409-559

(3) SEAT TRACK SECTIONS WERE FOUND TO BE CORRODED BEYOND LIMITS DURING AN INSPECTION AT WL 79.50 - FS 409.0+12 TO FS559.0 RT SIDE, WL 72.50 - FS 409.0+12 TO 559.0 RT SIDE, WL 79.50 - FS409.0+12 TO FS559.0 LT SIDE. (K)

[VNAA0809008](#) CNDAIR FLAP SYSTEM FAILED
8/9/2008 CL6002B19 TE FLAPS

CREW REPORTED A FLAPS FAIL AT 8 DEGREES AFTER TAKEOFF AND FLAPS FAILED TO RETRACT. CREW DECLARED AN EMERGENCY. CREW ELECTED TO RETURN TO DEPARTURE AND LANDED WITHOUT INCIDENT. MAINT INSPECTED ACFT AND PERFORMED CHECKS. NO DEFECTS WERE NOTED. ACFT RELEASED FOR SERVICE. (K)

[2008FA0000647](#) CNDAIR GE SEAT TRACK CORRODED
9/12/2008 CL6002B19 CF34* SH670RPA0045 FS 424-513

LT FLOOR SEAT TRACK AT FS 424.0-513.0 FOUND TO BE CORRODED BEYOND LIMITS. REMOVED AND REPLACED SEAT TRACK IAW SRM 51-41-00. (K)

[VNA2008F00006](#) CNDAIR GE NONE NONE
9/6/2008 CL6002B19 CF343B1 NONE

CREW REPORTED A NR 2 ICE DETECTION MESSAGE. CIRCUIT BREAKERS FOR ICE DETECTOR SYSTEM WERE RESET. NO OTHER DEFECTS WERE NOTED AND ACFT WAS RELEASED FOR SERVICE. (K)

[QXEA200800782](#) CNDAIR SEAT TRACK DAMAGED
7/19/2008 CL6002C10 FUSELAGE

C4 CHECK - LT FLOOR SEAT RAIL IS CORRODED, PITTED AND GOUGED AT FS 418.0 TO 420.0. BLENDED TO REMOVE SEAT RAIL CORROSION PITTING AND GOUGE IAW REO 670-53-00-013. PERFORMED FPI NDTM CHAP 8 NO CRACKS NOTED. ETCHED, ALODINED AREAS IAW REO 670-53-00-013. (K)

[ASA2008F00000](#) CNDAIR DRAG ANGLE CRACKED
10/3/2008 CL6002C10 SERVICE DOOR

ASD AFT SIDEWALL DRAG ANGLE CRACKED. WORK COMPLETED IAW CURT OUT CRACKED DRAG ANGLE IAW REO 670-52-11-072. PERFORMED EDDY CURRENT INSPECTION OF CUT OUT ON AFT DRAG ANGLE ON AIRSTAIR DOOR IAW REO 670-52-11-072 IAW CRJ 700NDTM 51-20-2006. NOT DEFECTS NOTED.

[ASA2008F00005](#) CNDAIR SKIN CRACKED
9/3/2008 CL6002C10 SERVICE DOOR

ASD INNER SKIN CRACKED AT AFT CORNER UNDER UPPER STEP. CUTOUT DOOR EDGE MEMBER IAW REO 670-52-11-154. PERFORMED ET INSPECTION OF CUTLINE IAW REO 670-52-11-154 IAW CRJ 700, NDTM 51-20-006. NO DEFECTS NOTED. FN7013735. 090708. (K)

[ASA2008F00006](#) CNDAIR DRAG ANGLE CRACKED

9/3/2008 CL6002C10 VERTICAL STAB

CRACKED DRAG ANGLE LEFT LOWER VERT STAB (MARKED). PERFORMED EDDY CURRENT INSPECTION OF LEFT V/STAB TO FUSELAGE DRAG ANGLE IAW CRJ 700 NDTM 51-20-006. DRAG ANGLE IS VERIFIED CRACKED AND END OF CRACK IS MARKED. PERFORMED CUTOUT OF DAMAGED AREA LOCATED OF LT LOWER VERTICAL STAR AND REMOVED BURS AND SHARP EDGES IAW RFO 670-55-31-018. (K)

[ASA2008F00007](#) CNDAIR DRAG ANGLE CRACKED

9/3/2008 CL6002C10 VERTICAL STAB

CRACKED DRAG ANGLE RT LOWER VERT STAB (MARKED). PERFORMED EDDY CURRENT INSPECTION OF RT V/ STAB TO FUSELAGE DRAG ANGLE IAW CRJ 700 NDTM 51-20-006. DRAG ANGLE IS VERIFIED CRACKED AND END OF CRACK IS MARKED 9/4/08 VTJ7010159. GUT AWAY DAMAGED AREA OF RT DRAG ANGLE IAW RFO 670-55-31-018. (K)

[MAS2008F00085](#) CNDAIR SENSOR OUT OF ADJUST

9/13/2008 CL6002C10 PAX DOOR

MAIN CABIN DOOR OUTER HANDLE CAUTION MESSAGE IN FLIGHT. MX ADJUSTED SENSOR AND RESET SYSTEM OPS CHECKED GOOD. (K)

[ASA2008F00001](#) CNDAIR STEP CRACKED

9/3/2008 CL6002C10 AIRSTAIR

ASD AFT SIDEWALL CRACKED AT 2ND STEP RISER. CUT OUT DAMAGED ON AFT SIDE PANEL NR 2 STEP IAW REO 670-52-11-104. PERFORMED EDDY CURRENT INSPECTION OF CUT OUT ON AIRSTAIR DOOR 2ND STEP RISER ON AFT SIDEWALL IAW REO 670-52-11-104 IAW CRJ 700, NDTM 51-20-006. NO DEFECTS NOTED

[ASA2008F00003](#) CNDAIR HANDLE CRACKED

9/3/2008 CL6002C10 DOOR

ASD EXTERNAL HANDLE CRACKED. REFER TO W/O 99613 EC/TC SB 670BA-52-030 FOR WORK ACCOMPLISHED FOR THE REMOVAL AND REPLACEMENT OF THE ASD EXTERIOR HANDLE ASSY. (K)

[ASA2008F00004](#) CNDAIR SKIN CRACKED

9/3/2008 CL6002C10 DOOR

ALSO INNER SKIN CRACKED AT FWD CORNER UNDER UPPER STEP. CUTOUT DOOR EDGE MEMBER IAW REO 670-52-11-154. PERFORMED ET INSPECTION OF CUTLINE IAW REO 670-52 NDTM 51-20-006. NO DEFECTS NOTED. FN7013735 090708 (K)

[NW62008F00000](#) CNDAIR CONNECTOR LOOSE

8/27/2008 CL6002C10 EMERGENCY LIGHTS

EMERGENCY EXIT ROW LIGHT IS OUT ON SIDE 12 A/B INSPECTED, FOUND PIN ON POWER SUPPLY CONNECTOR BY ROW 10 TO BE LOOSE. RESECURED PIN IAW SWPM 20-33-00. OPS CHECK GOOD IAW AMM 33-61-00. (K)

[N6W2008F00001](#) CNDAIR SENSOR MALFUNCTIONED

9/5/2008 CL6002C10 DOOR WARNING

REAR EMERGENCY DOOR CAUTION MESSAGE ON/OFF SEVERAL TIMES AFTER LANDING AND DURING TAXI. GLEANED PROX SENSOR IN UPPER R EMERGENCY DOOR FRAME AND TESTED IAW CRJ700 82-21-00. ALL OPS AND INDICATIONS NORMAL. VERIFIED DOOR IS SECURE.

MAS2008F00083	CNDAIR	WARNING MESSAGE	FALSE ACTIVATION
9/10/2008	CL6002C10		PAX DOOR

IN FLIGHT, MAIN CABIN DOOR OUTER HANDLE CAUTION MESSAGE. OPS CHECK GOOD. NO FAULTS FOUND. (K)

QXEA200800550	CNDAIR	FRAME	CORRODED
5/29/2008	CL6002C10		FUSELAGE

C4-CHECK - FWD AVIONICS AND FLIGHT CONTROL COMPARTMENT HAS CORROSION ON FRAME AROUND NUTPLATE HOLES AT CRAWL WAY PANEL FWD IB AND OB ATTACHING POINTS ST FS 235.00. DRILLED OUT FWD LT AND RT NUTPLATES. BLENDED OUT CORROSION FROM UPPER SURFACE AROUND LT AND RT NUTPLATES. BLENDED OUT CORROSION ON EDGE AFT OF LT AND RT NUTPLATE HOLES. REMOVED APPROX .030 INCH MATERIAL FROM LT EDGE APPROX .050 INCH FROM RT EDGE. WORK DONE IAW SRM. (K)

QXEA200800779	CNDAIR	SEAT TRACK	GOUGED
7/19/2008	CL6002C10		FUSELAGE

C4 CHECK - LT FLOOR SEAT RAIL IS GOUGED AT FS 454.0 TO 458.0 BLENDED TO REMOVE SEAT RAIL GOUGE IAW REO 670-53-00-013. MAX MATERIAL REMOVED FOR DIMENSION T IS .009 INCH, DIMENSION U IS .010 INCH, NOTED. ETCHED, ALODINED AREAS IAW REO 670-53-00-013. (K)

SIMA200825503	CNDAIR	PLUNGER	DISENGAGED
9/7/2008	CL6002C10		PAX DOOR HANDLE

ON FLIGHT 3118, CREW REPORTED DURING CLIMB OUT AT APPROX 1500 FT CREW HEARD NOISE IN COCKPIT ALONG WITH NR 1 FA. MAIN PAX DOOR HANDLE MOVED ABOUT 2 INCHES AND RED INDICATION NOTED ON ALIGNMENT MARKS. PRESSURIZATION HELD STEADY THROUGH OUT FLIGHT. CREW ELECTED TO RETURN TO DEPARTURE. ACFT LANDED SAFELY AND TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. ACFT REMOVED FROM SERVICE. FOUND PLUNGER NOT FULLY ENGAGED WITH PAX DOOR HANDLE IN THE STOWED POSITION. ADJUSTED PUSH ROD ASSY IAW AMM 52-11-02. PERFORMED OPERATIONAL TEST OF THE PAX DOOR IAW AMM 52-11-00. OPERATIONAL CHECK GOOD. ACFT RETURNED TO SERVICE. (K)

ASA2008F00002	CNDAIR	STRUCTURE	CRACKED
9/3/2008	CL6002C10		AIRSTAIR DOOR

ASD FWD SIDEWALL CRACKED AT 2ND STEP RISER. REPAIRED STEP RISER IAW 670-52-11-104 WORK COMPLETED. CUT OUT DAMAGED SECTION OF STEP IAW REO 670-52-11-104. PERFORMED ET INSPECTION OF CUTLINE IAW REO 670-52-11-104 IAW CRJ 700 NDTM 51-20-006. NO DEFECT FN7013735. (K)

MAL2008F00035	CNDAIR	LIGHT	CRACKED
9/14/2008	CL6002D24		CABIN

EMERGENCY FLOOR PATH LIGHTING ASSY HAS CRACKS IN (2) PLACES; ON THE (2) MOST FORWARD STRIPS TO THE RT SIDE. REMOVED AND REPLACED EMERGENCY FLOOR PATH LIGHTING ASSEMBLIES. (K)

[MAS2008F00080](#) CNDAIR BALLAST BURNED
9/14/2008 CL6002D24 CABIN LIGHTS

CAPTAIN REPORTED FWD LAV DOOR HAS A FAINT BURN ODOR. MX TROUBLESHOT ODOR COMING FROM BALLAST AT CEILING AND SIDEWALL LIGHT AT ROW 1. MX REMOVED AND REPLACED BALLAST. (K)

[COMA0880016](#) CNDAIR ENGINE VIBRATION
9/4/2008 CL6002D24 RIGHT

ENROUTE, CREW REPORTS FAN VIBRATION ON RT ENGINE. AC DIVERTED AND LANDED SAFELY. INSPECTED RT ENGINE FAN BLADES NO DEFECTS NOTED. PERFORMED ENGINE RUNS WITH NO DEFECTS NOTED. (K)

[MAS2008F00081](#) CNDAIR LAMP INOPERATIVE
9/9/2008 CL6002D24 1317 EMERGENCY LIGHT

CREW REPORTED EMERGENCY EXIT LIGHT AT 16A AND AN EMERGENCY EXIT LIGHT AT ROW 7 INOPERATIVE. MX RELAMPED. (K)

[MAS2008F00082](#) CNDAIR LAMP INOPERATIVE
9/10/2008 CL6002D24 EMERGENCY LIGHTS

FLOOR EMERGENCY EXIT SIGN AT ROW 16A AND 16F INOPERATIVE. MX RELAMPED. (K)

[FDK2008F00009](#) CNDAIR STEERING SYS MALFUNCTIONED
6/25/2008 CL6002D24 NLG

ABORTED TAKEOFF DUE TO NOSE WHEEL STEERING ISSUES. THE ACFT PULLED TO THE RT ON TAKEOFF ROLL OUT. MX RESECURED. (K)

[MAS2008F00078](#) CNDAIR BATTERY PACK INOPERATIVE
9/16/2008 CL6002D24 20131A EMERGENCY LIGHTS

CAPTAIN REPORTED THE 2 LOWER EMERGENCY EXIT LIGHTS AT ROW 15 INOP. MX REPLACED THE EMERGENCY BATTERY PACK NR 4 AND IT OPS CHECKED GOOD. (K)

[2008FA0000640](#) COLUMB CONT BRUSHES WORN
8/1/2008 LC41550FG400 TSIO550C M3215 MAGENTO

DETECTED NUMEROUS MAGNETOS WITH CARBON BLOCKS AND COILS TABS THAT ARE PREMATURELY WEARING OUT IN MAGNETO PN 6320. HAVE HAD CUSTOMERS WITH MAGNETO FAILURES AS EARLY AS 5.5 HOURS ON THEIR NEW MAGNETOS. EVEN THOUGH MFG HAS IDENTIFIED THIS ISSUE AND PUT OUT GUIDANCE TO INSPECT MAGNETOS WITHIN THE NEXT 50 HOURS OF OPERATION AS OF MAY 2, 2008, THIS ISSUE IS A MAJOR CONCERN TO ALL CUSTOMERS DUE TO THE PERFORMANCE ISSUES THEY HAVE EXPERIENCED WITH THESE MAGNETOS AND THE ADDITIONAL DOWN-TIME OF THE AC DUE TO THE FREQUENT INSP REQUIRED (EVERY 100 HRS). MFG NEEDS TO RESOLVE THEIR PRODUCT DEFICIENCY IMMEDIATELY AND THE ANSWER SHOULDN'T BE THE CUSTOMERS BEAR THE COST OF REPLACEMENT OR THE ADDED COST OF FREQUENT INSPECTIONS. (K)

[2008FA0000643](#) COLUMB CONT ADAPTER FAILED

9/18/2008 LC42550FG350 IO550N 6420871A7 STARTER

OWNER/OPERATOR COMPLAINS THAT HIS ENGINE USES EXCESSIVE OIL OVER SHORT AND LONG FLIGHTS, SOME TIME AS MUCH AS (2) QUARTS IN LESS THAN A 2 HOUR FLIGHT. REPLACED STARTER ADAPTER ASSY WITH NEW PART FROM MFG AND PROBLEM STILL OCCURS WITH OIL BEING PUMPED TO THE OIL SEPERATOR DURING THE GROUND ENGINE RUN. A COPY OF FAA FORM 8130-3 AND SHIPPING DOCUMENTS ARE ATTACHED TO THIS SDR WITH ADDITIONAL INFORMATION. (K)

[15H2008F00003](#) CVAC ALLSN OIL COOLER LEAKING

8/15/2008 340CVAC 501D13 862501 RT ENGINE

WHILE IN FLIGHT, THE CREW OBSERVED THE OIL QUANTITY ON THE RT ENGINE DECREASING. AS THE OIL QUANTITY CONTINUED TO DECREASE, THE CREW ELECTED TO SHUTDOWN THE ENGINE AS A PRECAUTIONARY MEASURE. THE CREW MADE AN UNEVENTFUL LANDING. MAINTENANCE INSP REVEALED A LEAK IN THE RT OIL COOLER. THE OIL COOLER WAS REPAIRED IAW MM AND THE ACFT RETURNED TO SERVICE. (K)

[15H2008F00002](#) CVAC SPAR CORRODED

8/2/2008 440 HORIZONTAL STAB

REMOVED INTERGRANULAR CORROSION FROM THE RT HORIZONTAL STABILIZER SN 384RH UPPER REAR SPAR (3) FT OB OF THE UPPER AFT RT HORIZONTAL STABILIZER ATTACH FITTING. REPAIR ACCOMPLISHED IAW DWG NR R361-055-001-001, REV A DATED JULY 15, 2008. (K)

[15H2008F00001](#) CVAC PWA ENGINE MAKING METAL

7/16/2008 T29B R2800* R2800 LEFT

JUST AFTER TAKEOFF, AT APPROXIMATELY 1700, THE CREW OBSERVED A HIGH OIL TEMPERATURE INDICATION ON THE LT ENGINE. THE CAPTAIN REDUCED POWER AND THE OIL TEMPERATURE CAME DOWN BUT THE OIL PRESSURE ALSO CAME DOWN TO AN ABNORMALLY LOW PRESSURE. THE CREW DECLARED AN EMERGENCY AND RETURN TO DEPARTURE. AFTER LANDING UNEVENTFULLY, THE CREW SHUTDOWN THE LT ENGINE AND TAXIED TOT HE PARKING AREA. THE CREW ATTEMPTED TO PULL THE PROPELLER THROUGH, BUT WAS ONLY ABLE TO MOVE IT A SHORT DISTANCE. THERE WAS A GRINDING NOISE HEARD IN THE NOSE CASE. SUBSEQUENT INSPECTION BY A MECHANIC REVEALED SIGNIFICANT AMOUNTS OF METAL IN THE OIL SCREEN. LT ENGINE WILL BE REMOVED AND REPLACED. OPEN (K)

[2008FA0000615](#) DHAV PWA HARTZL RING BROKEN

9/9/2008 DHC6300 PT6A27 B30012 PROPELLER

BETA RING CRACKED, BROKEN. PROPELLER WAS INVOLVED IN PROP STRIKE AT MID STATION OF BLADE NR 2 BY A FOREIGN OBJECT. MALFUNCTION FOUND 3 HOURS FLIGHT TIME AFTER LOCAL REPAIR OF BLADE. (K)

[2008FA0000614](#) DHAV PWA ROD BROKEN

9/9/2008 DHC6300 PT6A27 B3476A2 PROPELLER

BETA ROD CRACKED, BROKEN. PROPELLER WAS INVOLVED IN PROP STRIKE AT MID STATION OF BLADE NR 2 BY A FOREIGN OBJECT. MALFUNCTION FOUND 3 HOURS FLIGHT TIME AFTER LOCAL REPAIR OF BLADE. (K)

[2008FA0000696](#) DHAV PWA BETA RING BROKEN

9/9/2008 DHC6300 PT6A27 B30012 PROPELLER

BETA RING CRACKED, BROKEN. PROPELLER WAS INVOLVED IN PROP STRIKE AT MID STATION OF BLADE NR 2 BY A FOREIGN OBJECT. MALFUNCTION FOUND 3 HOURS FLIGHT TIME AFTER LOCAL REPAIR. (K)

2008FA0000695	DHAV	PWA	HARTZL	ROD	BROKEN
9/9/2008	DHC6300	PT6A27		B3476A2	BETA SYSTEM

BETA ROD CRACKED, BROKEN. PROPELLER WAS INVOLVED IN PROP STRIKE AT MID STATION OF BLADE NR 2 BY A FOREIGN OBJECT. MALFUNCTION FOUND 3 HOURS FLIGHT TIME AFTER LOCAL REPAIR OF BLADE. (K)

KPV2008F00002	DHAV			SMOKE DETECTOR	FALSE ACTIVATION
9/11/2008	DHC8103			473054	AFT CARGO BAY

ON APPROACH, "SMOKE" WARNING LIGHT CAME ON, REMAINED ON FOR 3 SECONDS THEN WENT OUT. AFTER LANDING LIGHT CAME ON AGAIN THEN WENT OUT AFTER A FEW SECONDS. VISUALLY INSPECTED NR 1 AND NR 2 SMOKE DETECTORS, NO DEFECTS NOTED. PERFORMED OPS CHECK OF SMOKE DETECTION SYSTEM GOOD IAW MM 26-12-00, PG 201. (K)

KPV2008F00001	DHAV	PWA		SMOKE DETECTOR	MALFUNCTIONED
9/11/2008	DHC8103	PW120		3023145	AFT CARGO BAY

ON APPROACH, "SMOKE" WARNING LIGHT CAME ON, REMAINED ON FOR 3 SECONDS THEN WENT OUT. AFTER LANDING LIGHT CAME ON AGAIN THEN WENT OUT AFTER A FEW SECONDS. VISUALLY INSPECTED NR 1 AND NR 2 SMOKE DETECTORS, NO DEFECTS NOTED. PERFORMED OPS CHECK OF SMOKE DETECTION SYSTEM GOOD IAW MM 26-12-00, PG 201. (K)

QXEA200800418	DHAV			INTERCOSTAL	CORRODED
4/18/2008	DHC8202				BS 190-201 S31L

C4-CHECK - SUSPECT CORROSION ON AVIONICS BAY INTERCOSTAL AT BELLY SKIN, JUST OB OF STRINGER 31P FROM STA X190 TO X201. REPAIRED IAW SRM. (K)

QXEA200800417	DHAV			KEELBEAM	CORRODED
4/18/2008	DHC8202				BS 201 S31P

C4-CHECK- SUSPECT CORROSION ON BOTTOM OF VERT KEEL BEAM AT STR 31P AND STA X201. REPAIRED IAW SRM. (K)

QXEA200801022	DHAV			DEICE SYSTEM	MALFUNCTIONED
9/24/2008	DHC8202				HORIZ STAB

FLIGHT 2078. DIVERTED TO RDM FOR LT HORIZONTAL STABILIZER DE-ICE CAUTION LIGHT. DIVERSION DUE TO PENDING CLOUDS AND ICE CONDITIONS. MAINTENANCE REPLACED THE LEADING EDGE 332CL. CHECKS GOOD. RETURNED TO SERVICE. (K)

HNA2008F00050	DHAV			BALLAST	FAILED
10/16/2008	DHC8311			BR900021	CABIN LIGHTS

STRONG ELECTRICAL ODOR IN CABIN OVERHEAD ISLE BETWEEN ROWS 2 AND 4, OVERHEAD FLUORESCENT LIGHT FAILED. AIRCRAFT WAS ON GROUND. INSPECTED AREA AND FOUND OVERHEAD LIGHT AT 2DF SOCKET BURNED. INSTALLED NEW BULB, NO FIX. INSPECTED SOCKETS, REMOVED AND REPLACED BALLAST INSTALLED NEW BULB OPERATIONAL CHECK GOOD. REMOVED BALLAST, BR9000-21, CONFORMED WITH REQUIREMENTS OF AD 2006-17-10, AND SHUT POWER OFF TO THE LIGHT FIXTURE. (K)

2008FA0000716	DIAMON	CONT	SPAR	DELAMINATED
9/29/2004	DA20C1	O200*		

DURING THE 6000 HR INSPECTION, DELAMINATION FOUND IN THE TOP AFT CORNERS OF THE SPAR BRIDGE, BOTH SIDES. AFTER FURTHER INVESTIGATION BY FACTORY PERSONNEL, CRACKS WERE FOUND DOWN THROUGH THE DIFFERENT LAYERS OF GLASS NOT THROUGH THE CARBON FIBER. RECOMMEND THAT THE AREA BE THOROUGHLY INSPECTED DURING THE 1000 HR INSPECTIONS. BRIGHT LIGHTS AND A MAGNIFYING GLASS MUST BE USED. THESE CRACKS AND DELAMINATION ARE IN PROHIBITED AREA ACCORDING TO CHAPTER 51-00 STANDARD PRACTICES AND STRUCTURES. (K)

2008FA0000599	DIAMON		HINGE	CRACKED
8/14/2008	DA40		DA4522100002	AFT CABIN DOOR

THE REAR CABIN DOOR AFT HINGE HAS A CRACK IN THE SAME AREA AS DESCRIBED IN AC 43-16A ALERT 360. PROBABLE CAUSE IS REAR HOLD-OPEN CYLINDER. (K)

2008FA0000598	DIAMON		HINGE	BROKEN
8/14/2008	DA40		DA4522100002	AFT PAX DOOR

THE REAR CABIN DOOR AFT HINGE HAS BROKE AS DECRIBED IN AC 43-16A ALERT 360. PROBABLE CAUSE IS REAR HOLD-OPEN CYLINDER.

2008FA0000661	DIAMON	CONT	CASTING	BROKEN
9/17/2008	DA40	IO360*		STARTER

CUSTOMER ATTEMPTED TO START ENGINE. WHILE CRANKING ENGINE, CUSTOMER REPORTED A LOUD "CLUNK" AND THE PROPELLER STOPPED ROTATING. INVESTIGATED PROBLEM AND FOUND THE STARTER DRIVE CASTING BROKE FROM STARTER MOTOR. THE CASTING INCLUDED A BEARING FOR THE STARTER DRIVE SHAFT. SHAFT AND BENDIX GEAR WAS STILL ATTACHED TO THE STARTER MOTOR. (K)

ARW2008F00001	DOUG		WINDSHIELD	CRACKED
8/27/2008	DC1030		NBA6045501OFF	COCKPIT

CAPTAIN'S WINDSHIELD ARCED; IT APPEARS TO HAVE AN APPROXIMATELY 6 INCH CRACK ON OUTER PANEL. PERFORMED ATT PROCEDURE "WINDSHIELD OR CLEARVIEW WINDOW CRACKED OR ARCING; FLIGHT RETURNED TO DEPARTURE IAW COMPANY'S REQUEST. REMOVED CAPTAIN'S WINDSHIELD IAW AMM 56-11-00. INSTALLED LT CAPTAIN'S WINDSHIELD WINDOW IAW MM 56-11-00. (K)

ARWA20080905	DOUG		RHEOSTAT	FAILED
9/20/2008	DC1030			CHART HOLDER

CAPTAINS CHART HOLDER LIGHT IS CAUSING C/B E-8 TO POP. ELECT SMOKE ODOR AROUND CAPTAINS CHART HOLDER. FOUND CAPTAINS CHART HOLDER RHEOSTAT BAD. TRANSFERRED TO DMI NR 22073 AS PER MEL 33-1-0. CAT C. REPAIRED WIRE AT CAPTAINS CHART HOLDER IN ACCORDANCE WITH M/M 20-30-01. CHECKED LIGHT IN ACCORDANCE WITH M/M 33-10-00. FOUND NORMAL, CLEARED DMI NR 22073 AND REMOVED PLACARD.

CNM2008F00000	DOUG		O-RING	DAMAGED
7/23/2008	DC1030		NAS161210	TRANSMITTER
LOST NR 3 HYD SYS FLUID WITH A HYD SYSTEM 3 ELEV OFF LIGHT. FOUND DAMAGED O-RING ON NR 3 PRESS TRANSMITTER REMOVED AND REPLACED O-RING IAW MM 2900. OPS CHECK GOOD. (K)				
CNM2008F00001	DOUG		ENGINE	OVERHEATED
9/3/2008	DC1030			NR 1 ENGINE
DURING CLIMB THRU 15000 FT N2 103.4 TAT +20 NACELLE TEMP WAS 240 DEGREE C PREV SUPPLY SELECTED OFF AXCELL TEMP DECREASED 10 DEGREES C STILL 40 DEGREE C ABOVE QRH CHARTED VALVE (NR 1 ENG). (K)				
CNM2008F00002	DOUG	GE	COMPRESSOR	STALLED
9/21/2008	DC1030	CF650*		NR 3 ENGINE
DURING CRUISE AT FL 300 NR 3 ENG COMPRESSOR STALLED N1 DROPPED TO APPROXIMATELY 70 PERCENT VIBRATION FELT IN NR 3 THROTTLE/ FUEL LEVEL/ FIRE HANDLE AS WELL AS AIRFRAME. (K)				
WRL2008F00007	DOUG		INTERCOSTAL	CORRODED
9/6/2008	DC1030F			BS 1505
DURING INSPECTION FOUND CORROSION IN THE RT MLG WHEEL WELL STA 1505 AT LONGERON 35 R SKIN INTERCOSTAL AND FRAME ATTACH, REF DELTA N/R 41. REMOVED CORROSION ON SKIN AND FRAME AT LONGERON 35R BETWEEN STA 1505-1521, WITHIN LIMITS IAW SRM 53-00-01, TREAT AND PAINTED SKIN AND FRAME IAW SRM 53-00-01. FABRICATED NEW INTERCOSTAL ON DELTA SHOP ORDER AP5785, INSTALLED INTERCOSTAL. IAW DWG AEA0024. (K)				
WRL2008F00008	DOUG		INTERCOSTAL	CORRODED
9/6/2008	DC1030F			BS 1606 L31R
DURING INSP, FOUND CORROSION IN THE RT MLG WHEEL WELL STA 1606 AT LONGERON 31R, INTERCOSTAL SKIN ATTACH, REF DELTA NR 40. REMOVED CORROSION ON SKIN AND FRAME AT LONGERON 31R BETWEEN STA 1505-1521, WITHIN LIMITS IAW SRM 53-00-01. TREAT AND PAINTED SKIN AND FRAME IAW SRM 53-00-01. FABRICATED NEW INTERCOSTAL. ON DELTA SHOP ORDER AP5798, INSTALLED INTERCOSTAL, IAW DWG AEA0026. (K)				
ARWA20080903	DOUG		SLIDE	UNWANTED DEPLOY
9/18/2008	DC1030F			L1 DOOR
L-1 DOOR SLIDE RAFT DEPLOYED. REMOVED L-1 DOOR SLIDE RAFT IAW MM 26-61-07, PERFORMED DOOR CHECK FOUND NORMAL IAW MM 52-11-07. TRANSFERRED TO DMI NR 22064 IAW MEL 52-10-2,, CAT (C). (K)				
EIA2008049	DOUG		PRESSURE PANEL	CORRODED
9/13/2008	DC3			LT MLG WW
LT MAIN GEAR W/N FWD WALL LOWER IB EDGE HAS CORROSION, ANGLE HOLDING STEEL HAS 100 PERCENT MATERIAL LOSS. WEB CORRODED AT BS 1253 LBL 16- LBL 46. WEB REPAIRED IAW SUPPLEMENTAL WORKSHEET. CORRODED SEAL RETAINER REPLACED SRM 51-30-42 REF NRC NR 112 AND SUPPLEMENTAL WORKSHEET. (K)				

[IXX2008F00092](#) DOUG PWA FAN DEFECTIVE
9/3/2008 DC8* JT3D* X702256D

AFTER LANDING, DURING TAXI IN THE CREW DETECTED AN ODOR OF SMOKE. THE CREW TURNED OFF RT RECIRCULATION FAN THE ODOR WENT AWAY. MAINT DEFERRED RT RECIRCULATION FAN. MAINT REPLACED RT RECIRCULATION FAN, OPS CHECK GOOD IAW MM 21-21-1. AC WAS RETURNED TO SERVICE. (K)

[IXX2008F00093](#) DOUG PWA LINE LOOSE
9/7/2008 DC862F JT3D3 PT 2

DURING TAKEOFF ROLL, NR (1) ENGINE WOULD NOT ACCELERATE PAST 78 PERCENT. NR 2 WITH CORRESPONDING LOW N1, FUEL FLOW AND EGT. THE CREW REJECTED TAKEOFF AND RETURNED TO BLOCKS. MAINT INSPECTED AND FOUND LOOSE PT2 LINE ON PRBC VALVE. MAINT RECONNECTED LINE. OPERATIONAL CHECK GOOD. ACFT WAS RETURNED TO SERVICE. (K)

[22AA20081002](#) DOUG CYLINDER MALFUNCTIONED
10/15/2008 DC863F TE FLAPS

ON APPROACH INTO MROC THE FLAPS WOULD NOT EXTEND BEHOND 23 DEGREES. FOUND OUTBOARD FLAP LOCKOUT CYLINDER RETRACTED; SERVICE FLAP LOCKOUT CYLINDERS IAW MM 27-51-10. OPERATIONAL CHECK FOUND NORMAL IAW MM 27-50-00.

[U2R2008F00012](#) DOUG FITTING CORRODED
10/13/2008 DC871F 3052356596 THRUST REVERSER

DURING C-CHECK FOUND NR 1, 2, 3, 4 ENGINE THRUST REVERSER TRANSLATING COWL RAIL FITTINGS CORRODED. (K)

[U2R2008F00010](#) DOUG STRAP CRACKED
10/14/2008 DC871F RWS 341

DURING C-CHECK FOUND RT WING XFS 341.500 CENTER LEADING EDGE INTERIOR LOWER SURFACE STRAP HAS 12 INCHES CRACK. (K)

[IXX2008F00094](#) DOUG CONNECTOR DAMAGED
9/6/2008 DC871F NR 2 FIRE LOOP

DURING CRUISE, NR (2) FIRE WARNING LIGHT CAME ON STEADY, THE CREW SHUTDOWN NR (2) ENGINE AND DISCHARGED (1) FIRE BOTTLE, LIGHT WENT OUT. (20 MINUTES OUT, NR (2) FIRE WARNING LIGHT CAME BACK ON MOMENTARILY AND FIRE LOOPS WOULD ONLY TEST INTERMITTENTLY, THE CREW DISCHARGED THE (2ND) BOTTLE. THE CREW LANDED WITHOUT FURTHER INCIDENT. MAINT INSP AND FOUND (4) FIRE LOOPS CONNECTORS DAMAGED. MAINT REPLACED (2) ENGINE FIRE LOOPS AND BOTH FIRE BOTTLES. OPS CHECK GOOD IAW WDM 26-01-01. MM 26-10, AND ERH 70.01. ACFT WAS RETURNED TO SERVICE. (K)

[U2R2008F00009](#) DOUG SKIN CORRODED
8/25/2008 DC871F FS 8 L21R

DURING C-CHECK INSP, FOUND FUSELAGE EXTERIOR FS 8.000, L-21R SKIN WITH BULGING AND CHERRY MAX RIVETS. (K)

[U2R2008F00006](#) DOUG FRAME CORRODED

8/25/2008 DC871F FUSELAGE

DURING C-CHECK INSP, FOUND FWD CARGO COMPARTMENT F3 8.00 BTW L-24R FRAME WITH CORROSION. (K)

[IXX2008F00091](#) DOUG HOSE LEAKING

8/29/2008 DC871F AE2463532J0970 HYD SYSTEM

AT TOP OF DESCENT, THE ACFT LOST HYDRAULIC FLUID DOWN TO THE STAND PIPE. MAINT INSPECTED AND FOUND NR 3 ENGINE HYDRAULIC PUMP HOSE LEAKING, REPLACED NR 3 ENGINE HYDRAULIC PUMP HOSE. OPS CHECK GOOD IAW MM 29-16. AC WAS RETURNED TO SERVICE. (K)

[IXX2008F00090](#) DOUG HYDRAULIC SYSTEM FAILED

8/28/2008 DC871F

AT TOP OF DESCENT, THE ACFT LOST HYDRAULIC FLUID DOWN TO THE STAND PIPE. OPEN. (K)

[IXX2008F00095](#) DOUG FIRE WARNING MALFUNCTIONED

9/11/2008 DC871F NR 2

DURING CRUISE, NR 2 FIRE WARNING CAME ON INTERMITTENTLY. THE CREW SHUTDOWN NR 2 ENGINE, WAS UNABLE TO ACCOMPLISH FIRE WARNING TEST. THE CREW DISCHARGED 1 FIRE BOTTLE, ACCOMPLISHED FIRE WARNING TEST. SEVERAL MINUTES LATER NR 2 FIRE WARNING CAME ON AGAIN, THE CREW DISCHARGED THE 2ND FIRE BOTTLE. FIRE WARNING TESTED GOOD. THE CREW LANDED WITHOUT FURTHER INCIDENT. (K)

[U2R2008F00002](#) DOUG BRACKET CRACKED

8/25/2008 DC871F BOOST PUMP

DURING C-CHECK INSP, FOUND LT WING NR 1 ALTERNATE FUEL TANK INTERIOR BOOST PUMP BRACKET FITTING (2) CRACKS. (K)

[U2R2008F00003](#) DOUG SUPPORT ANGLE CRACKED

8/25/2008 DC871F LT WING

DURING C-CHECK INSP, FOUND LT WING X RS 71, 5-52 NR 2 MAIN FUEL TANK INTERIOR LOWER SUPPORT ANGLE CRACKED. (K)

[U2R2008F00008](#) DOUG STRUCTURE CRACKED

8/25/2008 DC871F BS 560

DURING C-CHECK INSP, FOUND LWR CARGO COMPARTMENT, STA 560.000 RT CUSP EXTRUSION WITH 2 INCH CRACK. (K)

[U2R2008F00011](#) DOUG STRAP CRACKED

10/13/2008 DC871F RWS 430

DURING C-CHECK, FOUND RT WING XFS 430.000 CTR LEADING EDGE INTERIOR LOWER SURFACE STRAP HAS 18 INCH CRACK. (K)

[U2R2008F00001](#) DOUG SKIN DENTED

8/25/2008 DC871F RT ELEVATOR

DURING C-CHECK INSP, FOUND RT ELEVATOR XE117-594 LOWER SURFACE DENTED. (K)

[U2R2008F00007](#) DOUG STRAP CRACKED

8/25/2008 DC871F DOOR FRAME

DURING C-CHECK INSPECTION, FOUND AFT SERVICE DOOR (R2) AFT UPPER JAMB CORNER WITH CRACK OF 0.800 LENGTH ON BEAR STRAP (AFTER ACCOMPLISHED X-RAY INSPECTION). (K)

[U2R2008F00005](#) DOUG STRINGER CRACKED

8/25/2008 DC871F RT WING

DURING C-CHECK INSP, FOUND RT WING X RS 202 NR 4 MAIN FUEL TANK STRINGER 67 HAS 2 INCH CRACK BY ACCESSORY PANEL NR 5050. (K)

[U2R2008F00004](#) DOUG STRINGER CRACKED

8/25/2008 DC871F RT WING

DURING C-CHECK INSP, FOUND RT WING X RS NR 4 MAIN FUEL TANK STRINGER 58 HAS 2 INCH TRANSVERSAL CRACK BY ACCESSORY PANEL NR 5050. (K)

[IXX2008F00096](#) DOUG GE ENGINE FLAMED OUT

9/16/2008 DC871F CFM562C NR 2

DURING CRUISE AT 36,000 FT WITH POWER REDUCTION NR 2 ENGINE FLAMED OUT, WITH 1-2 PSI OIL PRESSURE ATTEMPTED INFLIGHT RESTART, NO FUEL FLOW AND NO IGNITION. THE CREW PERFORMED INFLIGHT ENGINE SHUTDOWN PROCEDURE. THE CREW LANDED WITHOUT FURTHER INCIDENT. OPEN (K)

[IXX2008F00097](#) DOUG GE ENGINE FLAMED OUT

9/16/2008 DC871F CFM562C NR 2

DURING CRUISE, AT 36,000 FT WITH POWER REDUCTION NR 2 ENGINE FLAMED OUT WITH 1-2 PSI OIL PRESSURE ATTEMPTED INFLIGHT RESTART, NO FUEL FLOW AND NO IGNITION. THE CREW PERFORMED INFLIGHT ENGINE SHUTDOWN PROCEDURE. THE CREW LANDED WITHOUT FURTHER INCIDENT. MAINT INSPECTED NR TWO ENGINE, NO DEFECTS NOTED. RAN ENGINE AT IDLE SETTING, ALL INDICATIONS NORMAL, TAXI ACFT AND PERFORMED HIGH POWER RUN WITH TWO DIFFERENT POWER ASSURANCE 55 PERCENT SETTING AND 70 PERCENT SETTING, NO DEFECT'S NOTED. MAINT INSPECTED TANK AND FUEL PUMP, NO DEFECTS NOTED. OPS CHECK GOOD IAW MM 71-00-00, 73-11-00, MM 28-22, ERH 70.01.01-07, ERH 91.04.4, 91.01.6. ACFT WAS RETURNED TO SERVICE. (K)

[ABXA080233](#) DOUG VERTICAL GYRO DEFECTIVE

8/21/2008 DC932 258733512 E&E BAY

A COUPLE OF MINUTES AFTER GYRO FLAG, THERE WAS A STRONG ELECTRICAL HOT SMELL IN THE COCKPIT. REPLACED NR 2 VERTICAL GYRO IAW DC9 MM 34-27-00-2. INSPECTED WIRING AND CANNON PLUGS. NO EVIDENCE OF OVERHEAT CONDITION. RAN V.G. FOR 2 MINUTES WITH NO EVIDENCE OF ELECTRICAL OR HOT SMELL.

[ABXA080243](#) DOUG TIE BOLT LOOSE

9/24/2008 DC941 WHEEL ASSY

LOOSE TIE BOLTS. WHEEL SCRAPPED. (K)

ABXA080238	DOUG	BATTERY	DEFECTIVE
9/5/2008	DC941	41B004AD07G3	EMERGENCY LIGHT

EMERGENCY LIGHTING INOPERATIVE. REPLACED EMERGENCY LIGHT POWER SUPPLY BATTERIES IAW DC9 MM 33-53-00-8.

ABXA080239	DOUG	POWER SUPPLY	DEFECTIVE
9/9/2008	DC941	60030451	EMERGENCY LIGHTS

EMERGENCY LIGHTS INOPERATIVE. REPLACED EMERGENCY LIGHT BATTERY POWER SUPPLY IAW DC9 MM CHAPTER 33.

ABXA080242	DOUG	TIE BOLT	LOOSE
9/19/2008	DC941		WHEEL ASSY

LOOSE TIE BOLTS. WHEEL SCRAPPED. (K)

ABXA080244	DOUG	TIE BOLT	DAMAGED
9/26/2008	DC941		WHEEL ASSY

LOOSE TIE BOLTS. WHEEL SCRAPPED. (K)

ABXA080234	DOUG	BATTERY	DISCHARGED
8/25/2008	DC941	41B004AD07G3	CABIN

COCKPIT EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED EMERGENCY LIGHT POWER SUPPLY BATTERIES. IAW DC9 AMM 33-53-00-8.

ABXA080235	DOUG	BATTERY	DISCHARGED
9/2/2008	DC941	41B004AD07G3	CABIN

EMERGENCY LIGHTS WOULD NOT TEST. REPLACED EMERGENCY LIGHT POWER SUPPLY BATTERIES. IAW DC9 AMM 33-53-00-8.

ABXA080246	DOUG	COALESCER BAG	ODOR
9/18/2008	DC941	1808491	CABIN AIR

AT TAKE OFF POWER AN ABNORMAL ODOR CAME FROM THE LT AC PACK. AT CRUISE POWER, THE SMELL WENT AWAY. REPLACED THE LT COALESCER BAG IAW DC9 AMM CHAPTER 21.

ABXA080240	DOUG	CURRENT LIMITER	FAILED
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9/12/2008 DC941

CREW REPORTED SMOKE COMING FROM CIRCUIT BREAKER PANEL BEHIND CAPTAINS SEAT WHEN GROUND POWER WAS CONNECTED TO ACFT. FOUND GROUND SERVICE BUS CONTROL AND A & C PHASE GROUND SERVICE BUSS BREAKERS TRIPPED. REPLACED BLOWN CURRENT LIMITERS FOR CROSS TIE RELAY T2. STARTED APU AND PERFORMED CROSSTIE CHECK. OPS CHECK NORMAL.

NWAA084299861	DOUG	BATTERY PACK	INOPERATIVE
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10/17/2008	DC951		EMERGENCY LIGHT
DURING LINE CHECK, MAINT FOUND THAT THE EMERGENCY PATHWAY LIGHTING FOR THE CATWALK IN THE TAIL COMPARTMENT WAS INOPERATIVE. MAINT REPLACED THE BATTERIES IN THE POWER SUPPLY AND THE LIGHTS RETURNED TO AN OPERATIONAL CONDITION. (K)			
MWE2008F00035	DOUG	FIRE BOTTLE	DISCHARGED
8/30/2008	DC981	8981501	APU
NR 2 FIRE BOTTLE AGENT LOW LIGHT NR 2 LIGHT ILLUMINATED. FOUND NR 2 FIRE BOTTLE HAD DISCHARGED INTO THE APU COMPARTMENT. REMOVED AND REPLACED FIRE BOTTLE. (K)			
MWE2008F00038	DOUG	WIRE	BROKEN
8/27/2008	DC981		EMERGENCY LIGHT
EMERGENCY FLOOR LEVEL LIGHTS OUT ROW 5-8. FOUND BROKEN WIRE AND REPAIRED. (K)			
WXO2008F00007	DOUG	BATTERY PACK	FAILED
8/21/2008	DC982	60030451	EMERGENCY LIGHTS
DURING A ROUTINE OVERNIGHT SERVICE CHECK, INSP REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE AIRCRAFT HAS RETURNED TO SERVICE. (K)			
AALA200802262	DOUG	ACM	FAILED
9/3/2008	DC982		LEFT
CREW REPORTED LT AIR CONDITIONING PACK LOW FLOW INDICATION AND ZERO PRESSURIZATION. RT PACK INOPERATIVE. RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. REPLACED LT AND RT AIR CYCLE MACHINE (ACM). SYSTEM GROUND CHECKED NORMAL OPERATION.			
AALA200802268	DOUG	FLASHLIGHT	INOPERATIVE
9/4/2008	DC982		CABIN
EMERGENCY FLASH LIGHT AT AFT GALLEY INOPERATIVE. REPLACED BULB, BATTERY AND STRAP. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)			
AALA200802263	DOUG	SCREW	BROKEN
9/3/2008	DC982	MS24693C277	GIRT BAR
LT NR (1) SLIDE GIRT BAR FWD RETAINER CLIP BROKEN. REPLACED ATTACH SCREW IN FWD SLIDE GIRT BAR SUPPORT BRACKET. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)			
AALA200802266	DOUG	APU	LEAKING
9/4/2008	DC982	5940405503	
CREW REPORTED SMOKE IN CABIN. RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. FOUND AUXILIARY POWER UNIT (APU) OIL LEAKAGE WITH POSITIVE INDICATIONS OF INGESTION INTO APU INTAKE. REPLACED APU AND PERFORMED PACK BURN. SYS GROUND CHECKED NORMAL OPERATION. (K)			
AALA200802269	DOUG	LIGHT	INOPERATIVE

9/4/2008 DC982 CABIN

EMERGENCY LIGHT AT OVERHEAD AFT GALLEY AISLE INOPERATIVE. REPLACED LAMP FOR EMERGENCY LIGHT AT OVERHEAD AFT GALLEY AISLE. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA200802267](#) DOUG WIRE HARNESS LOOSE

9/3/2008 DC983 CABIN

EMERGENCY LIGHT AT SEAT 15D INOPERATIVE. SECURED WIRE HARNESS FOR EMERGENCY LIGHT AT SEAT 15D. SYSTEM GROUND CHECKED NORMAL OPERATION. (K)

[AALA20802271](#) DOUG RELEASE CABLE FRAYED

8/6/2008 DC983 3913359545 TAILCONE

LT TAIL CONE EMERGENCY RELEASE CABLE FROM TRIANGLE BRACKET TO LWR LT LATCH ASSY IS FRAYED. REPLACED TAIL CONE EMERGENCY RELEASE CABLE. (K)

[AALA200802270](#) DOUG RELEASE CABLE FRAYED

8/6/2008 DC983 3913359583 TAILCONE

TAIL CONE EMERGENCY RELEASE CABLE FROM OUTSIDE HANDLE TO LT SIDE CABLE BLOCK ASSY IS FRAYED. REPLACED TAIL CONE EMERGENCY RELEASE CABLE. (K)

[AALA200802272](#) DOUG RELEASE PIN DAMAGED

8/6/2008 DC983 3951072503 TAILCONE

TAIL CONE EMERGENCY RELEASE PIN HAS AFT SLOT DAMAGE. REPLACED TAIL CONE RELEASE PIN. (K)

[WXO2008F00003](#) DOUG BATTERY PACK FAILED

8/13/2008 DC983 AD4002 EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK INSPECTION, MAINT REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

[WXO2008F00006](#) DOUG BATTERY PACK FAILED

8/21/2008 DC983 60030451 EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK, INSP REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

[WXO2008F00000](#) DOUG BATTERY PACK FAILED

8/9/2008 DC983 AD4002 EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK INSPECTION, MAINT REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY

OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE AIRCRAFT HAS RETURNED TO SERVICE. (K)

WXO2008F00001	DOUG	BATTERY PACK	FAILED
8/2/2008	DC987	AD4002	EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK INSPECTION, MAINT REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT PERSONNEL REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

WXO2008F00004	DOUG	BATTERY PACK	FAILED
8/17/2008	MD83	AD4002	EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK INSPECTION, MAINT REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

ANC2008F00002	DOUG	DISPLAY	INOPERATIVE
9/1/2008	MD83	4608000306	ALTITUDE

AIR TURN BACK, AFTER LIFT OFF CAPT AND F/O PRIMARY DISPLAY AND NAV DISPLAY WENT BLANK, AIRSPEED INDICATOR, ALTIMETER SHOWED FLAGS. GONE AHRs DISPLAYED. CAPT'S VSI AND CAPT'S RMI SHOW HDG FLAG AND VSI AND RA FLAGS. FTR AND RTS WERE ACCOMPLISHED AT BOTH DFGC SHOWED GO IAW AMM 22-01-05, PAG 204. OPERATIONAL TEST ADC AMM: 34-16-01 PAG 02 ITEM 7 AND ACCORDING AMM: 34-21-10 PAG 201. BOTH ATTITUDE AND HEADING REFERENCE UNIT WERE REPLACED, TEST SATISFACTORY IAW AMM 34-14-01 VSI OPERATIONAL TEST WAS ACCOMPLISHED AND AMM 22-01-05 DFGS TEST ACCOMPLISHED WERE FOUND SATISFACTORY. (K)

ANC2008F00001	DOUG	LINK	UNKNOWN
8/28/2008	MD83	39567851	NLG DOOR

AIR TURN BACK. WHEN LANDING GEAR HANDLE WAS MOVED UP AFTER TAKEOFF, A VERY STRONG VIBRATION WAS FELT ON THE NOSE LANDING GEAR. REMOVED AND REPLACED RT FWD DOOR LINK IAW AMM 32-22-01, PAGE 201. OPS CHECK OK. PN 39567851, SN OFF EFS26043. SN ON LIN5301. (K)

WXO2008F00002	DOUG	BATTERY PACK	FAILED
8/13/2008	MD83	AD4002	EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK, INSPECTION REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

WXO2008F00008	DOUG	BATTERY PACK	FAILED
8/28/2008	MD83	AD4002	EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK, INSP REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAIN REMOVED AND REPLACED THE APPROPRIATE BATTERIES IN THE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL

CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE ACFT HAS RETURNED TO SERVICE. (K)

MWE2008F00037	DOUG	PCDU	INOPERATIVE
8/28/2008	MD88	762904E	ELEC BAY

LT DC BUSS INOPERATIVE, C/B TRIPPED. NORMAL CRUISE FL350. LT GEN WOULD NOT RESET. FOUND NUMEROUS FAULTS DISPLAYED IN COCKPIT. RESET LT PCDU C/B WITH POWER ON ACFT. REMOVED AND REPLACED PCDU RESET C/B. (K)

WXO2008F00005	DOUG	BATTERY PACK	FAILED
8/18/2008	MD88	60030451	EMERGENCY LIGHTS

DURING A ROUTINE OVERNIGHT SERVICE CHECK, INSP REPORTED A PORTION OF THE EMERGENCY EVACUATION LIGHTING SYSTEM WOULD NOT TEST. MAINT REMOVED AND REPLACED THE APPROPRIATE POWER SUPPLY BATTERY PACK. A SATISFACTORY OPERATIONAL CHECK WAS ACCOMPLISHED IAW AMM 33-50-00. THE AIRCRAFT HAS RETURNED TO SERVICE. (K)

WGE2008F00002	ECLIPS	WIRE	DAMAGED
9/2/2008	ECLIPSEEA500		OVERHEAT SENSOR

REPAIRED FIRE OVERHEAT SENSOR HIGH WIRE ENGINE R0612-22 IAW EA 500 WIRING REPAIR MANUAL SECTION 3.27 FOR OPS CHECK C/W FIRE DETECTION WIRE ADJUSTMENT/ TEST IAW EA500, AMM 26-10-00-071-801. OPS CHECK GOOD. REFERENCE LOG PAGE 0875, DIS NR 2. (K)

WGE2008F00003	ECLIPS	ACTUATOR	MALFUNCTIONED
9/9/2008	ECLIPSEEA500	EM41165	RT WING TE FLAPS

REF MX LOG PAGE NR 1317, DISC 1, "FLAP FAIL" DISPLAYED ON CAS. REMOVED AND REPLACED RT IB FLAP ACTUATOR WITH A NEW UNIT IAW EA500 AMM CH 27-51-11. OPS CHECK GOOD. (K)

WGE2008F00004	ECLIPS	FIRE BOTTLE	LEAKING
9/2/2008	ECLIPSEEA500	FX002002	NR 2 NACELLE

NR 2 ENGINE FIRE BOTTLE IS LEAKING. REMOVED UPPER ENGINE NACELLE IAW AMM 54-20-21. REMOVED LOWER ENGINE NACELLE IAW AMM 54-20-22. REMOVED RT L/E PYLON SKIN IAW AMM 54-30-11. REMOVED RT LOWER MIDDLE PYLON SKIN IAW AMM-30-13. REMOVED RT FIRE EXTINGUISHER CARTRIDGE, PN FX00200-2, SN 00254. IAW AMM 26-20-10. C/W EXTINGUISHING CLEANING (RT PYLON AND ENGINE IAW AMM 26-20-00. (K)

WGE2008F00001	ECLIPS	ACTUATOR	FAILED
8/26/2008	ECLIPSEEA500	EM41165	NR 1 FLAP

REF MX LOG PAGE NR 2805, NR 1 FLAP FAIL CAS MESSAGE AT 1030Z ON APPROACH. WO2557, TASKCARD NR-00002. REMOVED AND REPLACED RT IB FLAP ACTUATOR IAW EA500 AMM 27-51-11. PERFORMED A FLAP ADJUSTMENT/TEST IAW EA500 AMM 27-50-00. CHECKED GOOD. REPLACED LT IB FLAP ACTUATOR WITH NEW UNIT IAW EA500 AMM, CH 27-51-11. PERFORMED ADJUSTMENT/ TEST IAW EA500 AMM CH 27-50-00. (K)

GUU2008F00063	EMB	BATTERY PACK	INOPERATIVE
9/15/2008	EMB120ER		EMERGENCY LIGHT

DURING SCHEDULED ROUTINE MAINT DISCOVERED NR 1 EMERGENCY LIGHT BATTERY PACK INOPERATIVE. RECHARGED NR 1 EMERGENCY LIGHT BATTERY PACK. (K)

[GUU2008F00061](#) EMB BATTERY PACK INOPERATIVE
9/15/2008 EMB120ER EMERGENCY LIGHT

DURING SCHEDULED ROUTINE MAINT DISCOVERED NR 2 EMERGENCY LIGHT BATTERY PACK INOPERATIVE. RECHARGED NR 2 EMERGENCY LIGHT BATTERY PACK. (K)

[GUU2008F00060](#) EMB BATTERY PACK INOPERATIVE
9/15/2008 EMB120ER EMERGENCY LIGHTS

DURING SCHEDULED ROUTINE MAINT DISCOVERED NR 3 EMERGENCY LIGHT BATTERY PACK INOPERATIVE. RECHARGED NR 3 EMERGENCY LIGHT BATTERY PACK. (K)

[SIM2008F00024](#) EMB SWITCH FAILED
9/8/2008 EMB135KL 4800101 FUEL QTY INDI

AT CRUISE CREW REPORTED TANK 1 FUEL QUANTITY WENT FROM DASHES TO 0 IN FLIGHT. CREW DECLARED FUEL EMERGENCY TO GET PRIORITY HANDLING. ACFT REMOVED FROM SERVICE. PERFORMED TROUBLESHOOTING IN REF TO FIM 27-43-0-810-802-A REMOVED AND REPLACED BACK UP SYSTEM CUT OUT SWITCH. OPS CHECK GOOD IAW AMM 27-40-00. OPS CHECK GOOD. ACFT RETURNED TO SERVICE. (K)

[SIMA200826102](#) EMB BATTERY DISCHARGED
9/12/2008 EMB135KL 2013BR EMERGENCY LIGHTS

ON FLIGHT, CREW REPORTED EMERGENCY LIGHTS ON FLOOR AND EXIT SIGNS WILL NOT ILLUMINATE. ACFT REMOVED FROM SERVICE. REMOVED AND REPLACED NR 2 BATTERY PACK IAW WORK CARD NR 33-700-19. OPERATIONAL CHECK GOOD AT THIS TIME. ACFT RETURNED TO SERVICE. (K)

[SIMA200826103](#) EMB FLOOR SUPPORT CORRODED
9/12/2008 EMB135KL 14525480603 FUSELAGE

DURING A MBV INSPECTION. A PREV REPAIR ON THE LT OMEGA BEAM AT FRAME 20 WAS FOUND CORRODED. REMOVED THE EXISTING REPAIR AND CLEANED THE AREA. FABRICATED A DOUBLER, FILLER, PLATE AND TWO SHIMS. MARKED, DRILLED AND CLEANED REPAIR PARTS. REPAIR DONE IAW SRM145/1142, REF 40, CHAPTER 53-00-10, FIGURE 201. (K)

[CHQ2008F00011](#) EMB SOCKET BURNED
9/13/2008 EMB135KL RSE116132 LT RELAY

DURING CRUISE, THE FLIGHT CREW RECEIVED A PITOT 1 INOP EICAS MESSAGE AND SMELLED SMOKE. IMMEDIATELY AFTER THEY RECEIVED AN AOA 1 HEAT INOP MESSAGE AND THE FLIGHT INSTRUMENTS ON THE CAPTAIN'S PFD BEGAN TO GIVE ERRONEOUS INDICATIONS. THE FLIGHT CONTROLS WERE TRANSFERRED TO THE F/O AND OXYGEN MASKS WERE DONNED. THE F/A REPORTED SEEING SMOKE AND DURING THE EMERGENCY DESCENT THE FLIGHT CREW ACTIVATED THE APU AND BAGGAGE COMPARTMENT EXTINGUISHER BOTTLES WITH NO FIRE OR SMOKE INDICATIONS ON EICAS. THE ACFT LANDED WITHOUT INCIDENT. MAINT INSPECTED THE ACFT AND FOUND THAT THE RELAY SOCKET AND RELAY FOR THE PITOT 1 HEAT SYS IN THE LT RELAY BOX HAD BURNED AND DAMAGED THE RELAYS ABOVE IT IN THE RELAY BOX AS WELL AS THE RELAY COVER. ALL THE AFFECTED RELAYS AND THEIR SOCKETS WERE REPLACED ALONG WITH THE EXTINGUISHER BOTTLES THAT WERE ACTIVATED. AFTER REPLACING THE WIRING, SOCKETS AND RELAYS THERE WERE NO FURTHER DEFECTS NOTED. (K)

[CHQ2008F00006](#) EMB ALLSN UNKNOWN SMOKE

9/9/2008 EMB135KL AE3007A COCKPIT

WHILE CLIMBING THROUGH 8,000 FT THE FLIGHT CREW WAS INFORMED OF SMOKE OR STEAM COMING FROM THE FLOOR OF THE CABIN BY THE F/A. THE QRH CHECKLISTS WERE COMPLIED WITH AND THE AC LANDED BACK AT RDU WITHOUT INCIDENT. MAINTENANCE WAS ABLE TO DUPLICATE THE FAULT WHEN THE PACKS WERE TURNED ON AND A HEAVY MIST WOULD COME OUT OF THE FLOOR VENTS. THE WATER COLLECTORS ON THE PACKS WERE INSPECTED AND IT WAS FOUND TO BE WATER VAPOR DUE TO THE LOCAL WEATHER CONDITIONS. (K)

[C2XA08IA200](#) EMB LIGHT MALFUNCTIONED

8/28/2008 EMB135LR CABIN

ICT FLIGHT 2327 DURING PREFLIGHT INSPECTION THE CREW REPORTED THE FORWARD HALF OF THE OVERHEAD EMERGENCY LIGHT TO BE INOPERATIVE. MX PERFORMED A SYSTEM RESET. OPS CHECKED WITH NO DEFECTS AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[CHQ2008F00010](#) EMB LIGHT INOPERATIVE

9/12/2008 EMB135LR 3025103 LT OVERWING

MAINT FOUND THE LT AFT OVER-WING EMERGENCY LIGHT INOPERATIVE. MAINT REPLACED THE LT AFT EMERGENCY FLIGHT ASSY IAW MM 30-2510-3 AND OPS CHECKED THE EMERGENCY LIGHT SYSTEM GOOD. (K)

[RAIA00809027](#) EMB CONNECTOR DISCONNECTED

9/26/2008 EMB145 NLG SOLENOID VLV

NOSE LANDING GEAR DOOR WOULD NOT CLOSE. MAINT INSP AND FOUND THE CONNECTOR PLUG ON THE NLG DOOR SOLENOID VALVE LOOSE. REINSTALLED THE CONNECTOR AND PERFORMED SEVERAL SUCCESSFUL OPS CHECKS. (K)

[RAIA00809025](#) EMB PROXIMITY SWITCH MALFUNCTIONED

9/24/2008 EMB145 NLG

CREW RECEIVED AN AIR/GROUND SYSTEM FAIL INDICATION ON THE EICAS DURING CRUISE. MAINT REMOVED AND REPLACED THE NLG PROXIMITY SWITCH SYSTEM. OPS CHECKED GOOD. (K)

[RAIA00809003](#) EMB DUCT DISCONNECTED

9/4/2008 EMB145 BLEED SYSTEM

DURING CLIMB CREW RECEIVED A BLEED 1 AND 2 LEAK MESSAGE ON THE EICAS. MAINT INSPECTED THE NR 1 AND NR 2 BLEED SYS. FOUND THE NR 2 PACK EXHAUST DUCT TO BE DISCONNECTED. DUCT WAS RESECURED AND NO OTHER DEFECTS WERE NOTED. (K)

[RAIA00809011](#) EMB CONNECTOR LOOSE

9/9/2008 EMB145 RT BURST SWITCH

DRUING CLIMB, CREW RECEIVED A WING ANTI-ICE FAIL MESSAGE ON THE EICAS. MAINT INSPECTED AND FOUND THE NR 2 WING ANTI-ICE BURST PRESSURE SWITCH CONNECTOR PLUG LOOSE. TIGHTENED THE CONNECTOR AND SYSTEM OPS CHECKED GOOD. (K)

[C2X2008F00043](#) EMB WIRE HARNESS BURNED

9/7/2008 EMB145EP 7287500603 EMERGENCY LIGHTS

DURING PREFLIGHT INSP THE CREW REPORTED A SMOKE ODOR COMING FROM SEATS 3 & 4A. THE ACFT WAS RELEASED ON MEL 33-20-00 CAT C CTL NR 153947. THE AC LANDED, WHERE MAINT REMOVED AND REPLACED THE LIGHT SOCKET HARNESS ASSY AT ROW 4A, OPERATIONALLY CHECKED WITH NO DEFECTS, REMOVED THE MEL, AND THE AC WAS APPROVED FOR RETURN TO SERVICE. (K)

C2XA08IA195	EMB	BALLAST	INOPERATIVE
8/19/2008	EMB145EP	78241	CABIN

LCH DURING MX INSPECTION THE OVERWING CEILING EMERGENCY LIGHT WAS FOUND TO BE INOPERATIVE. MX R&R THE NR 6 EMERGENCY LIGHT BALLAST, OPS CHECK WITH NO DEFECTS, AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08IA198	EMB	O-RING	BLOWN
8/25/2008	EMB145EP	40303920	BLEED AIR SYS

JAN FLIGHT 3021. THE CREW REPORTED A BLEED 1 LEAK ON CLIMBOUT FROM BHM AT APPROXIMATELY 10,000 FEET. THE CREW SHUT DOWN THE NR 1 ENGINE AND DIVERTED TJAN WHERE IT LANDED WITHOUT INCIDENT. MX PLACED THE NR 1 BLEED SYSTEM ON MEL 36-11-05 CTL NR 153327 AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE. THE ACFT RON'D AT IAH WHERE MX R&R THE O-RINGS IN THE AFT PAX COMPARTMENT NR 1 BLEED SYSTEM. OPS AND LEAK CHECK WITH NO DEFECTS, THE MEL WAS REMOVED AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2X2008F00044	EMB	ELECTRONIC UNIT	INOPERATIVE
9/6/2008	EMB145EP	355022002	MLG

THE CREW REPORTED THAT THE LANDING GEAR WOULD NOT RETRACT. THE AC RETURNED WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE LANDING GEAR ELECTRONICS UNIT, OPERATIONALLY CHECKED WITH NO DEFECTS, AND THE AC WAS APPROVED FOR RETURN TO SERVICE. (K)

CHQ2008F00007	EMB	DISPLAY	MALFUNCTIONED
9/11/2008	EMB145EP		

WHILE CLIMBING THROUGH 7,000 FT, THERE WAS NO INDICATION ON THE CPAM DISPLAY ON EICAS. CREW REPORTED DASHED LINES FOR CABIN PSI, RATE OF CLIMB, AND CABIN ALTITUDE. THE ACFT RETURNED TO FILED AND LANDED WITHOUT INCIDENT. MAINT RESET THE CPAM CIRCUIT BREAKER AND CYCLED POWER IAW THE FIM 21-31-00 THE INDICATION RETURNED WITH NO FURTHER DEFECTS NOTED. (K)

RAIA00809029	EMB	WIRE	BROKEN
9/27/2008	EMB145ER		NLG WOW

LANDING GEAR AIR/GROUND FAIL MESSAGE ON THE EICAS. MAINT FOUND A BROKEN WIRE AT THE NLG WOW SWITCH. WIRES WERE REPAIRED AND OPS CHECK PROVED GOOD FIX. (K)

C2XA08SH131	EMB	FLOOR SUPPORT	CRACKED
10/26/2008	EMB145LR	14521700007	FUSELAGE

SHV DURING C CHECK THE LT OMEGA BEAM WAS FOUND TO BE CRACKED AT RIVETS AT FRAMES 21 AND 22. MX PERFORMED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS EC5320-01426. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2XA08TY105](#) EMB BULB INOPERATIVE
9/11/2008 EMB145LR 1317 EMERGENCY LIGHT

ACFT WAS FOUND WITH THE LT SIDE EMERGENCY LIGHT INOPERATIVE. MAINT REMOVED AND REPLACED THE EMERGENCY LIGHT BULB. OPS CHECK GOOD AND WAS RELEASED TO SERVICE. WORK WAS ACCOMPLISHED IAW AMM 33-50-10. (K)

[RAIA00809028](#) EMB DOOR STIFF
9/27/2008 EMB145LR MAIN PAX

PASSENGER DOOR STIFF TO SWING OPEN. MAINT CYCLED THE DOOR SEVERAL TIMES WITH NO DEFECTS NOTED. (K)

[C2X2008F00045](#) EMB BALLAST SHORTED
9/6/2008 EMB145LR BR90002 CABIN LIGHTS

DURING APPROACH, THE F/A REPORTED A FAINT ELECTRICAL SMOKE ODOR IN THE FRONT OF THE CABIN. THE AC LANDED WITHOUT INCIDENT WHERE MAINT INSPECTED THE ACFT AND REMOVED AND REPLACED THE FIRST AND SECOND LIGHT BALLASTS ABOVE SEAT 1A, OPERATIONALLY CHECKED WITH NO DEFECTS NOTED. AND THE AC WAS APPROVED FOR RETURN TO SERVICE. (K)

[C2X2008F00046](#) EMB WARNING LIGHT ILLUMINATED
9/3/2008 EMB145LR MLG

THE CREW REPORTED A LANDING GEAR LEVER DISAGREE ON EICAS AFTER TAKEOFF. THE AC RETURNED TO DEPARTURE WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE PERFORMED MULTIPLE GEAR EXTENSION AND RETRACTION OPERATIONAL CHECKS ALL WITH NO DEFECTS FOUND, AND THE AC WAS APPROVED FOR RETURN TO SERVICE. (K)

[C2X2008F00023](#) EMB LANDING GEAR MALFUNCTIONED
9/2/2008 EMB145LR 23092005003

AC WAS ENROUTE WHEN THEY GOT A LG AIR/GND FAIL MESSAGE. AC DIVERTED WHERE MAINT PERFORMED MULTIPLE GEAR RETRACTIONS AND THE GEAR RETRACTED NORMALLY. NO INDICATIONS. AC RELEASED TO SERVICE IAW EMB 32-30. (K)

[C2XA08TY114](#) EMB STRINGER TORN
10/5/2008 EMB145LR S19L

A/C WAS GROUND DAMAGED IN JAX AND FERRY FLOWN TO TYS FOR REPAIR. STR 19L AT FRM 66 WAS FOUND TORN. THE DAMAGED SECTION OF STR 19L FRM 67 TO FRM 61 WAS REMOVED AND A NEW SECTION WAS CUT AND DRILLED. FWD SECTION OF STR 19L AND STR SPLICE AT FRM'S 66-67 WERE INSTALLED. ALL IAW EMB 145 SRM 51-40-02 AND 53-00-03.

[C2XA08SH114](#) EMB DOOR FRAME CORRODED
8/29/2008 EMB145LR 14525302007 MAIN DOOR

SHV DURING C-CHECK MAIN DOOR LOWER NUTPLATE HOLES HAS CORROSION MX REPAIRED MAIN DOOR LOWER BOTTOM NUTPLATE AREA IAW EC 5210-01154. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2XA08SH115](#) EMB FLOOR SUPPORT CORRODED

8/29/2008 EMB145LR 14530642401 FUSELAGE

SHV DURING C-CHECK LT OMEGA BEAM HAS CORROSION AT CROSSBEAM AT FR29. MX REPAIRS LT OMEGA BEAM AT FR 29 IAW EMB 145 SRM 53-00-10 FIG 202 ST 2 THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2X2008F00022](#) EMB INVERTER INOPERATIVE

9/2/2008 EMB145LR 78241 EMERGENCY LIGHT

DURING ROUTINE MAINT THE EMERGENCY EXIT SIGN ON AFT GALLEY WALL WAS FOUND INOPERATIVE. MAINT INSPECTED AND REPLACED THE NR 2 INVERTER. OPERATIONAL CHECKS WERE GOOD. (K)

[C2XA08RI121](#) EMB CONTROL MODULE INOPERATIVE

8/25/2008 EMB145LR 7281000501 CABIN

FLIGHT 2251 EWR FLIGHT CREW REPORTED SIDE ROW LIGHTS OUT AND BURNING SMELL FROM CONTROL MODULE. EWR MX R&R CONTROL MODULE IAW EMB 145 AMM 33-20 AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

[C2XA08TY104](#) EMB LIGHT INOPERATIVE

9/10/2008 EMB145LR 82321 CABIN

ACFT WAS IN FOR A SERVICE/ ROUTINE CHECK AND THE EMERGENCY EXIT SIGN WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED LIGHT IAW AMM 33-50-09. OPS CHECK GOOD AND WAS RELEASED TO SERVICE. (K)

[C2XA08RI134](#) EMB UNKNOWN ODOR

9/10/2008 EMB145LR CABIN

FLIGHT CREW REPORTED A FAINT SMOKE ODOR IN CABIN DURING TAKEOFF. MX RAN BOTH ENGINES AND AIR CONDITIONING PACK AND COULD NOT DUPLICATE THE PROBLEM. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

[SIMA200826101](#) EMB SILL CORRODED

9/11/2008 EMB145LR 14525480603 FUSELAGE

DURING MBV INSPECTION, FOUND CARGO DOOR SILL UPPER AND LOWER SURFACES CORRODED. MAINT REPLACED CARGO DOOR SILL IAW SRM 51-40-02. ACFT WAS RETURNED TO SERVICE. (K)

[RAIA00809008](#) EMB PRESSURE SYSTEM MALFUNCTIONED

9/7/2008 EMB145LR

DURING CLIMB, AUTO PRESSURIZATION SYSTEM DID NOT WORK. MAINT DEFERRED THE AUTO-PRESSURIZATION SYSTEM IAW MEL PROCEDURES. (K)

[C2XA08RI131](#) EMB SEQUENCE VALVE MALFUNCTIONED

9/6/2008 EMB145LR NLG

FLIGHT CREW REPORTED THAT DURING CLIMBING OUT, THEY HEARD A SOUND LIKE GEAR WAS STILL DOWN WITH GEAR LEVER UP AND GEAR INDICATION SHOWING UP POSITION. CREW RECYCLE

GEAR TWICE AT AIR SPEED UNDER 200 KT. NOISE ONLY SLIGHTLY CHANGED WHEN GEAR WENT UP. FLIGHT CREW AIR RETURNED TO DEPARTURE UNEVENTFULLY. MX REMOVED AND REPLACED NLG SEQUENCE VALVE, REMOVED AND REPLACED NLG RT DOOR, AND THIRD UPPER LOCK BOX PROXIMITY SWITCH. MX PERFORMED LEAK AND OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

C2XA08ON179	EMB	RELAY	BURNED
8/30/2008	EMB145LR		FIRE DETECTION

FLIGHT CREW REPORTED CARGO FIRE EXTINGUISHER SWITCH LIGHT ILLUMINATE IN-FLIGHT AND DECLARED EMERGENCY. FLIGHT CREW RETURNED TO BLOCK WHERE IT LANDED SAFELY WITHOUT INCIDENT. MX TROUBLESHOOT CARGO FAN AND MEL THE ISSUE. MX PERSONNEL THEN REMOVED AND REPLACED RELAYS K0625 AND K0629. OPERATIONALLY CHECKED SATISFACTORY AND AIRCRAFT WAS RELEASED TO RETURN FOR SERVICE. (K)

C2XA08CL109	EMB	LIGHT	INOPERATIVE
9/24/2008	EMB145LR	3025103	LT WING

DURING ROUTINE MX THE LT WING AFT EXTERIOR EMERGENCY LIGHT WAS FOUND INOPERATIVE. MX INSPECTED AND REPLACED THE LIGHT ASSEMBLY. OPS CHECKS WERE GOOD.

C2XA08CL108	EMB	BATTERY	INOPERATIVE
9/24/2008	EMB145LR	20131A	EMERGENCY LIGHT

DURING ROUTINE MX THE RT WING FORWARD EMERGENCY LIGHT WAS FOUND INOPERATIVE. MX INSPECTED AND REPLACED THE NR 2 EMERGENCY LIGHT BATTERY. OPS CHECKS WERE GOOD.

C2X2008F00033	EMB	BULB	INOPERATIVE
8/28/2008	EMB145LR	1317	EMERGENCY LIGHT

DURING ROUTINE MAINTENANCE, MX FOUND SEAT 12 BC OVERHEAD SQUARE EMERGENCY LIGHT INOPERATIVE. MX REMOVED AND REPLACED LIGHT BULB AND PERFORMED OPERATIONAL SUCCESSFULLY. AC WAS APPROVED TO RETURN TO SERVICE. (K)

C2XA08RI120	EMB	POWER SUPPLY	DISCHARGED
8/1/2008	EMB145LR	RPS1B	CABIN

FLIGHT 1296 EWR FLIGHT CREW REPORTED EMERGENCY LIGHTS OVER THE WING INOPERATIVE. EWR MX R&R NR 4 EMERGENCY LIGHT POWER SUPPLY AND BATTERY ASSEMBLY AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

C2XA08RI119	EMB	LIGHT	INOPERATIVE
8/1/2008	EMB145LR	1317	CABIN

EWR MX DURING ROUTINE MX EWR MX FOUND LT OVER WING EMERGENCY LIGHT INOPERATIVE. MX R&R LIGHT BULB AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

RAIA00809007	EMB	ROLLER	LACK OF LUBE
9/7/2008	EMB145LR		PAX DOOR

MAIN CABIN DOOR DIFFICULT TO OPEN AND CLOSE. MAINT LUBED THE DOOR ROLLERS AND PERFORMED SEVERAL OPS CHECKS OF THE DOOR OPERATING MECHANISMS WITH 0 DEFECTS

NOTED. (K)

SIM2008F00025	EMB	BALLAST	ODOR
9/5/2008	EMB145LR	BR900022	CABIN LIGHTS

ON FLIGHT 3448 CREW REPORTED ODD ODOR COMING FROM LAST 2 ROWS OF CABIN. ACFT REMOVED FROM SERVICE. INSPECTED AND FOUND BALLAST AT 16A CEILING BURNED. REMOVED AND REPLACED BALLAST ABOVE ROW 16A IAW EMB 145 AMM 33-21-05 OPERATIONAL CHECKED GOOD. NO FURTHER ODOR NOTED. (K)

C2XA08R1130	EMB	SEQUENCE VALVE	MALFUNCTIONED
9/6/2008	EMB145LR	22250100003	NLG

FLIGHT 2825 EWR FLIGHT CREW REPORTED THAT DURING CLIMBING OUT OF EWR THEY HEARD A SOUND LIKE GEAR WAS STILL DOWN WITH GEAR LEVER UP AND GEAR INDICATION SHOWING UP POSITION. CREW RECYCLE GEAR TWICE AT AIR SPEED UNDER 200 KT. NOISE ONLY SLIGHTLY CHANGED WHEN GEAR WENT UP. FLIGHT CREW AIR RETURNED TO EWR UNEVENTFULLY. EWR MX R&R NLG SEQUENCE VALVE. R&R NLG RT DOOR AND THIRD UPPER LOCK BOX PROXIMITY SW. EWR MX PREFORMED LEAK AND OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

C2XA08IA210	EMB	WARNING SYSTEM	ACTIVATED
9/18/2008	EMB145LR		COCKPIT

SAV FLIGHT 2517. THE CREW REPORTED A FUEL 1 TO LEVEL WARNING CLIMBING THROUGH 12000. THE ACFT RETURNED TO SAV WHERE IT LANDED WITHOUT INCIDENT. MX INSPECTED THE ACFT AND PLACED THE FUEL SYSTEM ON MEL 28-40-00/1 CAT B CTL NR 154609 AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2X2008F00026	EMB	INLET	CORRODED
9/4/2008	EMB145LR	14575001409	NR 1 ENGINE

AC IS CURRENTLY IN C-CHECK AND CORROSION WAS FOUND ON THE NR 1 ENGINE INLET ATTACH FLANGE MOUNTING HOLES. MAINTENANCE REPAIRED THE NR 1 ENGINE INLET IAW EC5420-01145. AC WILL BE RELEASED AT THE END OF THE CHECK. (K)

C2X2008F00039	EMB	STRUCTURE	ERODED
9/7/2008	EMB145LR		RT HORZ STAB

RT HORZ STAB L/E ERODED. POLISHED L/E AND REIDENTIFIED L/E IAW EC 5530-01116. AC STILL IN C-CHECK. (K)

C2X2008F00041	EMB	LIGHT	BURNED
9/4/2008	EMB145LR	602043	CABIN

AC WAS IN FOR A SERVICE/ ROUTINE CHECK AND THE LOWER SERVICE DOOR EMERGENCY EXIT SIGN WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT IAW AMM 33-50-09. OPS CHECK GOOD AND WAS RELEASED TO SERVICE. (K)

FDK2008F00007	EMB	LIGHT	MALFUNCTIONED
8/25/2008	EMB145LR		CABIN

ROW 12 OVERHEAD AFT EMERGENCY LIGHT INOPERATIVE. MX RESET EMERGENCY LIGHT SYS OPS CHECK GOOD. (K)

FDK2008F00008	EMB	LIGHT	INOPERATIVE
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8/25/2008	EMB145LR		CABIN
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EMERGENCY LIGHT FLOOR STRIP AT ROW 1 IS INOPERATIVE. MX REPLACED STRIP OPS CHECKED GOOD. (K)

FDK2008F00011	EMB	WIRE	BROKEN
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9/9/2008	EMB145LR		EMERGENCY LIGHTS
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BOTH LOWER EXIT SIGNS AND 2 FLOOR STRIPS INOPERATIVE. MX REPAIRED BROKEN WIRE AT LOWER ASSY. (K)

C2XA08R1132	EMB	UNKNOWN	MALFUNCTIONED
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9/6/2008	EMB145LR		NLG
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FLIGHT CREW REPORTED THAT DURING CLIMBING OUT, THEY HEARD A SOUND LIKE GEAR WAS STILL DOWN WITH GEAR LEVER UP AND GEAR INDICATION SHOWING UP POSITION. CREW RECYCLE GEAR TWICE AT AIR SPEED UNDER 200 KT, NOISE ONLY SLIGHTLY CHANGED WHEN GEAR WENT UP. FLIGHT CREW AIR RETURNED TO DEPARTURE UNEVENTFULLY. MX REMOVED AND REPLACED NLG SEQUENCE VALVE , REMOVED AND REPLACED NOSE LANDING GEAR RT DOOR AND THIRD UPPER LOCK BOX PROXIMITY SW. MX PERFORMED LEAK AND OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

C2XA08R1135	EMB	INVERTER	INOPERATIVE
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9/7/2008	EMB145LR	78241	EMERGENCY LIGHTS
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DURING ROUTINE MAINT MX FOUND SEVERAL PROXIMITY FLOOR EMERGENCY LIGHT STRIPS INOPERATIVE. MX REMOVED AND REPLACED EMERGENCY LIGHT INVERTER POSITION 6 AND PERFORMED OPS CHECK SUCCESSFULLY. AC WAS APPROVED TO RETURN TO SERVICE. (K)

RAIA00809005	EMB	CONTROL LEVER	DEFECTIVE
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9/6/2008	EMB145LR		COCKPIT
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DURING CLIMB, NOSE GEAR DOORS DID NOT RETRACT. MAINT REMOVED AND REPLACED THE LANDING GEAR CONTROL LEVER. SYS OPS CHECKED GOOD. (K)

RAI2008F00000	EMB	PRECOOLER	MALFUNCTIONED
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9/8/2008	EMB145LR	14530609401	BLEED AIR SYS
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DURING CLIMB, CREW RECEIVED A NR 2 BLEED OVERTEMP MESSAGE ON THE EICAS. MAINTENANCE REMOVED AND REPLACED THE NR 2 PRECOOLER AND PRECOOLER DUCT IAW AMM PROCEDURES. OPS CHECKED GOOD. (K)

RAIA00809015	EMB	LIGHT	INOPERATIVE
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9/13/2008	EMB145LR		CABIN
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PASSENGER DOOR EMERGENCY LIGHT INOPERATIVE. MAINT REMOVED AND REPLACED THE BULB AT THE PASSENGER DOOR EMERGENCY LIGHT. OPS CHECKED GOOD. (K)

C2XA08TY110	EMB	HYDRAULIC	LOW
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SYSTEM

9/24/2008 EMB145LR A-SYSTEM

ACFT DIVERTED BACK TO BNA FROM BNA BECAUSE OF A SYSTEM 1 HYD LOW QUANTITY. MX SERVICED THE HYD SYSTEMS AND OPS CHECKS GOOD IAW AMM 12-13-01. ACFT RELEASED BACK TO SERVICE.

[C2XA08TY116](#) EMB STRINGER TORN

10/5/2008 EMB145LR S21L

A/C WAS GROUND DAMAGED IN JAX AND FERRY FLOWN TO TYS FOR REPAIR. STR 21L AT FRM 66 WAS FOUND TORN. THE DAMAGED SECTION OF STR 21L AT FRM 64-68 WAS REMOVED AND A NEW SECTION WAS CUT AND DRILLED. THE NEW SECTION OF STR 21L AND STR SPLICE AT FRAMES 61-62 WERE INSTALLED. ALL IAW EMB 145 SRM 51-40-02 AND 53-00-03.

[C2XA08SH132](#) EMB DOOR FRAME CORRODED

10/26/2008 EMB145LR 14523779001 FUSELAGE

SHV DURING C CHECK THE BAGGAGE DOOR UPPER FRAME WAS FOUND TO BE CORRODED. MX PERFORMED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS EC5230-01198. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[FDK2008F00010](#) EMB CONNECTOR DISCONNECTED

8/27/2008 EMB145LR FLASHLIGHT CHARG

AFT FLASHLIGHT INOPERATIVE. MX RESECURED THE CONNECTION. (K)

[C2XA08ON180](#) EMB PRESSURE SWITCH INOPERATIVE

8/30/2008 EMB145LR 15793101 NR 2 HYD SYS

FLIGHT CREW REPORTED IN (3) DIFFERENT STATIONS WHILE TAKEOFF, CLIMB AND CRUISE. RUDDER SYS 2 AND RUDDER SYSTEM 1/2 INOPERATIVE MSG ON EICAS. MX REMOVED AND REPLACED RUDDER NR 2 SYS PRESSURE SWITCH. OPERATIONALLY CHECKED SATISFACTORY AND AIRCRAFT WAS RELEASED TO RETURN FOR SERVICE. (K)

[C2XA08SH113](#) EMB FIREWALL CRACKED

8/29/2008 EMB145LR 14526850401 APU

SHV DURING C-CHECK APU FIREWALL CRACKED AT LT UPPER, RT LOWER APU MOUNTS. MX REPAIRED APU FIREWALL LT UPPER, RT LOWER APU MOUNTS IAW EC5330-01838. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2XA08ON175](#) EMB BATTERY DISCHARGED

8/27/2008 EMB145LR CABIN

FLT MX ONT WHILE PERFORMING PRELIMINARY INSPECTION ON ACFT 551 SCHEDULE 4A CHECK INSPECTOR FOUND EMERGENCY PROXIMITY LIGHT OUT BTW ROWS 8 AND 12. MX PERSONNEL R&R NR 3 EMERGENCY LIGHT BATTERY. OPS CHECK SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE.

[C2XA08RI140](#) EMB RELAY BURNED

9/16/2008 EMB145LR MS2774318

FLIGHT 2654 EWR FLIGHT CREW REPORTED STRONG ELECTRICAL BURNING ODOR IN COCKPIT NOTICED AFTER LANDING. EWR MX R&R RELAY KO437 AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

[C2XA08RI138](#) EMB LIGHT INOPERATIVE

9/8/2008 EMB145LR 66368 CABIN

RIC MX DURING ROUTINE INSPECTION RIC MX FOUND EMERGENCY LIGHT FLOOR STRIP INOPERATIVE. RIC MX R&R EMERGENCY LIGHT STRIP AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

[C2XA08ON177](#) EMB WARNING LIGHT FALSE ACTIVATION

8/29/2008 EMB145LR THRUST REVERSER

FLIGHT CREW REPORTED ENG 1 T/R DISAGREE ON TAKEOFF ROLL TWICE AND ON THE SECOND ATTEMPT, MX PERSONNEL RESET CYCLED T/R. OPERATIONALLY CHECKED SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE. (K)

[C2XA08RI133](#) EMB LIGHT INOPERATIVE

9/7/2008 EMB145LR 7287580505 CABIN

FLIGHT CREW REPORTED EMERGENCY LIGHT FLOOR STRIP FROM ROWS 3A TO 5A INOPERATIVE. MX REMOVED AND REPLACED LIGHT STRIP AND PERFORMED OPERATIONAL CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

[RAIA00809014](#) EMB LIGHT MALFUNCTIONED

9/13/2008 EMB145LR CABIN

DURING PRE-FLIGHT INSPECTION, FA NOTICED SMOKE AT ROW 8C SIDEWALL LIGHTS. MAINT DEFERRED LIGHT AT 8C SIDEWALL IAW MEL PROCEDURES. (K)

[C2XA08IA213](#) EMB UNKNOWN ODOR

9/23/2008 EMB145LR CABIN

IAH FLIGHT 2026. DURING PREFLIGHT INSPECTION THE CREW REPORTED AN ELECTRICAL BURNING ODOR IN THE FORWARD AREA OF THE CABIN. MX INSPECTED THE ACFT WITH NO DEFECTS NOTED AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2XA08TY108](#) EMB INVERTER BLOWN

9/24/2008 EMB145LR 78241 EMERGENCY LIGHT

ACFT WAS IN FOR A SERVICE ROUTINE AND MX FOUND THE LT OVERWING EMERGENCY EXIT MARKER INOP. MX R&R THE EMERGENCY LIGHT INVERTER AT THE NR 4 POSITION. IAW EMB 145 AMM 33-50-11. OPS CHECK GOOD AND WAS RELEASED TO SERVICE.

[C2X2008F00025](#) EMB UNKNOWN ODOR

9/2/2008 EMB145LR CABIN

THE CREW REPORTED SMOKE OR ELECTRICAL, ODOR IN THE CABIN AND FLIGHTDECK DURING TAXI. THE AC RETURNED TO THE GATE WITHOUT FURTHER INCIDENT. MAINT INSPECTED CONTACTORS, RELAYS AND ELECTRICAL CONNECTIONS IN THE COCKPIT. CHECKED OPERATION FO THE LAV AND

CABIN LIGHTS, BALLASTS AND SOCKETS. INSPECTED ENG NR 1 AND NR 2 AND APU FOR LEAKS AND BLEED VALVE OPERATION. NO DEFECTS FOUND. PERFORMED ENGINE RUNS AND APU OPERATION AND NO FAULTS OR EVIDENCE OF SMOKE OR ELECTRICAL FAILURES WERE FOUND. THE AIRCRAFT WAS RELEASED FOR SERVICE. (K)

C2X2008F00027	EMB	INLET	CORRODED
9/4/2008	EMB145LR	14575001405	NR 2 ENGINE

AC IS CURRENTLY IN C-CHECK AND CORROSION WAS FOUND ON THE NR 2 ENGINE INLET ATTACH FLANGE MOUNTING HOLES. MAINTENANCE REPAIRED THE NR 2 ENGINE INLET IAW EC542001146/ AC WO; BE RELEASED AT THE END OF THE CHECK. (K)

C2X2008F00028	EMB	FIREWALL	DENTED
9/4/2008	EMB145LR	450412	APU

AC IS CURRENTLY IN C-CHECK AND THE APU FIREWALL WAS FOUND CHAFED AT THE LOWER BEND (STR 21L/ 21R) EXTERIOR SURFACE. MAINTENANCE REPAIRED THE DAMAGE AREA IAW EC5310-01359. AC WILL BE RELEASED AT THE END OF THE CHECK. (K)

C2XA08SH133	EMB	DOOR FRAME	CORRODED
10/26/2008	EMB145LR	14523775001	FUSELAGE

SHV DURING C CHECK THE BAGGAGE DOOR LOWER FRAME WAS FOUND TO BE CORRODED. MX PERFORMED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS EC5230-01198. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

RAIA00809026	EMB	BULB	INOPERATIVE
9/24/2008	EMB145LR		EMERGENCY LIGHT

AIRSTAIR HANDRAIL EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REMOVED AND REPLACED THE BULB AT THE HANDRAIL. OPS CHECKED GOOD. (K)

SIM2008F00026	EMB	ACM	ODOR
9/5/2008	EMB145LR		NR 2

ON FLIGHT 4125 CREW REPORTED DURING TAKEOFF SMOKE ODOR IN COCKPIT. ACFT REMOVED FROM SERVICE. REMOVED AND REPLACED NR 2 AIR CYCLE MACHINE IAW AMM 21-51-03. ACFT RETURNED TO SERVICE. (K)

C2X2008F00050	EMB	SEQUENCE VALVE	MALFUNCTIONED
9/6/2008	EMB145LR		MLG

FLIGHT 2825 - FLIGHT CREW REPORTED THAT DURING CLIMBING OUT, THEY HEARD A SOUND LIKE GEAR WAS STILL DOWN WITH GEAR LEVER UP AND GEAR INDICATION SHOWING UP POSITION. CREW RECYCLED GEAR TWICE AT AIR SPEED UNDER 200KNT, NOISE ONLY SLIGHTLY CHANGED WHEN GEAR WENT UP. FLIGHT CREW AIR RETURNED TO DEPARTURE UNEVENTFULLY. MX REMOVED AND REPLACED NOSE LANDING GEAR SEQUENCE VALVE, REMOVED AND REPLACED NOSE LANDING GEAR RT DOOR, AND THIRD UPPER LOCK BOX PROXIMITY SW. MX PERFORMED LEAK AND OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

RAIA00809004	EMB	BULB	ACTIVATED
9/5/2008	EMB145LR		EMERGENCY LIGHTS

EMERGENCY LIGHT INOPERATIVE IN THE CABIN. MAINTENANCE REMOVED AND REPLACED THE LIGHT BULB AT THE AFFECTED LIGHT ASSY. OPS CHECKED GOOD. (K)

RAIA00809012	EMB	LIGHT	LOOSE
9/11/2008	EMB145LR		CABIN/GALLEY

EMERGENCY LIGHT STRIP AT GALLEY NOT SECURE. MAINT RESECURED THE LOOSE EMERGENCY LIGHT STRIP. OPS CHECKED GOOD. (K)

C2X2008F00042	EMB	LIGHT	INOPERATIVE
8/30/2008	EMB145LR	7287580501	CABIN

DURING PREFLIGHT INSPECTION, THE CREW REPORTED (2) EMERGENCY LIGHT STRIPS TO BE INOPERATIVE. MAINT REMOVED AND REPLACED THE AFFECTED LIGHT STRIPS, OPERATIONALLY CHECKED WITH NO DEFECTS, AND THE AC WAS APPROVED FOR RETURN TO SERVICE. (K)

C2XA08CL102	EMB	WIRE HARNESS	DEFECTIVE
8/31/2008	EMB145LR	14521495403	NLG

CLE FLIGHT NR 2320 THE CREW REPORTED AN AIR/GROUND FAIL MESSAGE IN FLIGHT. THE GEAR WOULD NOT RETRACT. THE ACFT RETURNED TO CLE AND LANDED WITHOUT INCIDENT. MX INSPECTED AND REPLACED THE NOSE GEAR WOW HARNESS AND PROXIMITY SWITCH. OPS CHECKS WERE GOOD.

C2XA08TY103	EMB	LAMP	BURNED OUT
9/9/2008	EMB145LR	3V1317	EMERGENCY LIGHT

LT EXTERNAL, JUST FWD OF L/E, EMERGENCY LIGHT INOPERATIVE. REMOVED AND REPLACED THE LAMP IAW AMM 33-50-10. OPS CHECK GOOD. ACFT STILL IN C-CHECK. (K)

C2XA08CL106	EMB	LIGHT	INOPERATIVE
9/7/2008	EMB145LR	66367	CABIN

MSP FLIGHT NR 2373, THE CREW REPORTED THE EMERGENCY AISLE PATH LIGHTING DID NOT TEST FROM SEAT 3A TO 5A. MAINT REPLACED THE EMERGENCY LIGHT PATH STRIP. OPERATIONAL CHECKS WERE GOOD. (K)

C2XA08IA197	EMB	CONNECTOR	LOOSE
8/26/2008	EMB145LR	M812P1	CABIN

IAH DURING A CHECK INSPECTION THE EMERGENCY LIGHT ON THE GALLEY SERVICE DOOR SWING ARM WAS FOUND TO BE INOPERATIVE. MX RECONNECTED A LOOSE PLUG CONNECTED TO THE LIGHT, OPS CHECKED WITH NO DEFECTS, AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08ON173	EMB	HANDLE	OUT OF ADJUST
8/23/2008	EMB145LR	14533413401	PAX DOOR

FLT 0053 RNO FLIGHT CREW REPORTED AFTER LANDING IN RNO PAX DOOR DIFFICULT TO OPEN FROM INSIDE. REPO ACFT 188 ONT RNO TO COVER FLIGHT 53 AND ROUTE MECHANICS AND PARTS TO REPAIR 549. MX PERSONNEL ADJUSTED PAX DOOR INTERNAL HANDLE. OPS CHECK SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE.

[C2XA08IA212](#) EMB BALLAST INOPERATIVE
9/22/2008 EMB145LR BR90002 CABIN LIGHTS

IAH FLIGHT 2331 THE CREW REPORTED A ODOR OF HOT WIRES COMING FROM TOP OF BULKHEAD IN FRONT OF SEAT 1A WITH NO SMOKE VISIBLE. THE ACFT LANDED AT IAW WITHOUT INCIDENT WHERE MX PLACED THE CABIN LIGHTING ON MEL 33-20-00/1 CAT C CONTROL NR 154736 AFTER DISCONNECTING THE BALLAST AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE ON 09/23/08. MX R&R THE BALLAST AT SEAT 2A. OPS CHECKED WITH NO DEFECTS AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

[C2XA08CL101](#) EMB WARNING SYSTEM ACTIVATED
8/27/2008 EMB145LR COCKPIT

DSM FLIGHT NR 2636 THE CREW REPORTED A FUEL 1 LOW LEVEL MSG IN FLIGHT. THE FLIGHT DIVERTED IN DSM AND LANDED WITHOUT INCIDENT. THE FUEL QUANTITY INDICATOR WAS ACCURATE. THE SYSTEM WAS PLACED ON MEL SUPPLEMENT TO FOLLOW.

[RAIA00809010](#) EMB CONNECTOR NOT SEATED
9/8/2008 EMB145LR CABIN

EMERGENCY LIGHT IN THE CABIN INOPERATIVE. MAINT RESEATED THE CONNECTOR TO THE AFFECTED LIGHT ASSEMBLY. OPS CHECKED GOOD. (K)

[C2XA08RI139](#) EMB BATTERY INOPERATIVE
9/9/2008 EMB145LR 20131A EMERGENCY LIGHTS

FLIGHT 2516 EWR FLIGHT CREW REPORTED FORWARD EMERGENCY LIGHTS VERY DIM AND STAYS ON WHILE SWITCH IS IN OFF POSITION. EWR MX R&R EMERGENCY LIGHT BATTERY NR 2 AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

[C2X2008F00034](#) EMB CONTROL MODULE ODOR
8/27/2008 EMB145LR 7281000501 CABIN LIGHTS

FLIGHT CREW REPORTED BURNING SMELL IN FWD CABIN AND ELECTRICAL ODOR AS WELL. EWR MX FOUND POOR GROUND AT GS 8008DC. THEN AREA WAS CLEANED AND GROUND RESECURED. MX ALSO REMOVED AND REPLACED CABIN LIGHT CONTROL MODULE. MX PERFORMED OPERATIONAL CHECK SUCCESSFULLY. AC WAS APPROVED TO RETURN TO SERVICE. (K)

[RAIA00809023](#) EMB ALLSN BLEED VALVE MALFUNCTIONED
9/20/2008 EMB145LR AE3007C 23070418 COMP ACCELERATOR

ENG 2 ITT RISE ABOVE 900 IN AMBER WHILE THRUST LEVER IN DETENT. MAINT REMOVED AND REPLACED THE NR 2 ENG COMPRESSOR ACCELERATION BLEED CONTROL VALVE. ENG RUN OPS CHECKED GOOD. (K)

[RAIA00809006](#) EMB RROYCE O-RING DEFECTIVE
9/7/2008 EMB145LR AE3007A12 NR 2 ENGINE

DURING CLIMB, CREW SHUTDOWN THE NR 2 ENGINE IN FLIGHT DUE TO LOW OIL AND LOW OIL AND LOW OIL PRESSURE. MAINTENANCE INSPECTED THE ENGINE AND FOUND A BAD O-RING AT THE NR4

GENERATOR. THE O-RING WAS REPLACED AND LEAK CHECK OF THE NR 2 ENGINE DID NOT PRODUCE ANY OTHER LEAKS. (K)

C2XA08ON182	EMB	SMOKE WARNING FALSE ACTIVATION	
9/23/2008	EMB145XR		LAVATORY

FLT 4930 FLIGHT CREW REPORTED AFTER TAKE OFF LAV SMOKE WARNING INDICATION AND DECLARED EMERGENCY AND WAS CANCELLED AND RETURN TO BLOCK WHERE MX PERSONNEL PERFORMED A HIGH POWER ENGINE RUNS AND A SMOKE DETECTION SYSTEM ADJUSTMENT TEST. OPS CHECKED SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE.

C2XA08R1137	EMB	SIGN	INOPERATIVE
9/5/2008	EMB145XR	375091	EMERGENCY LIGHT

FLIGHT 2574 EWR FLIGHT CREW REPORTED AFT CEILING EMERGENCY SIGN INOPERATIVE. EWR MX R&R EMERGENCY EXIT SIGN AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

C2XA08IA214	EMB	VALVE	INOPERATIVE
9/23/2008	EMB145XR	81662410	FUSELAGE

IAH FLIGHT 2063. THE CREW REPORTED A BLEED 1 OVERTEMP IN FLIGHT. THE CREW CLOSED THE BLEED VALVE IN ACCORDANCE WITH THE QRH AND THE ACFT RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MX R&R THE ENGINE 1 FAN AIR VALVE. OPS CHECKED WITH NO DEFECTS NOTED AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08R1136	EMB	POWER SUPPLY	INOPERATIVE
9/2/2008	EMB145XR	PRS1B	EMERGENCY LIGHTS

FLIGHT CREW REPORTED BOTH AFT OVERWING EMERGENCY LIGHTS INOPERATIVE. MX REMOVED AND REPLACED EMERGENCY POWER SUPPLY ASSY AND PERFORMED OPERATIONAL CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE. (K)

C2XA08ON178	EMB	WARNING MESSAGE	FALSE ACTIVATION
9/1/2008	EMB145XR		

FLIGHT CREW REPORTED E1 T/R DISAGREE ON T/O ROLL. FLIGHT CREW CYCLED NR 1 T/R AND COULD NOT DUPLICATE MSG. OPERATIONALLY CHECKED SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE. (K)

C2XA08SH117	EMB	DOOR FRAME	CORRODED
9/10/2008	EMB145XR	14525302007	FUSELAGE

DURING C-CHECK MAIN DOOR STRUCTURE HAS CORROSION AROUND LOWER NUTPLATE HOLE. MX REPAIRED MAIN DOOR LOWER NUT PLATE HOLES IAW EC 5210-01154. THE ACFT WAS APPROVED TO RETURN FOR SERVICE. (K)

C2XA08R1117	EMB	CONTROLLER	INOPERATIVE
8/23/2008	EMB145XR	22250NO30201	CABIN PRESSURE

FLIGHT 1228 EWR FLIGHT CREW REPORTED ACFT NO PRESSURIZING IN CLIMBING. AIR CREW PERFORMED AIR RETURN AND LANDED UNEVENTFULLY. EWR MX R&R DIGITAL PRESSURIZATION CONTROLLER AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO

SERVICE.

C2XA08IA199	EMB	INVERTER	INOPERATIVE
8/26/2008	EMB145XR	78241	CABIN

IAH FLIGHT 2073 THE CREW REPORTED THAT THE RT EMERGENCY LIGHT STRIP WAS INOPERATIVE. MX R&R THE NR 4 INVERTER. OPS CHECKED WITH NO DEFECTS AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2X2008F00032	EMB	POWER SUPPLY	INOPERATIVE
8/12/2008	EMB145XR	RPS1B	EMERGENCY LIGHT

DURING ROUTINE MAINTENANCE, MX FOUND EXIT ROW IDENTIFIER LIGHT OUT AT ROW 12A INOPERATIVE. MX REMOVED AND REPLACED EMERGENCY LIGHT POWER SUPPLY ASSY AND PERFORMED OPERATIONAL CHECK SUCCESSFULLY. AC WAS APPROVED TO RETURN TO SERVICE. (K)

C2XA08TY106	EMB	BUSHING	WORN
9/16/2008	EMB145XR	PE64042H6016050	AILERON

ACFT CURRENTLY IN C-CHECK STATUS. MAINTENANCE FOUND THE LT AILERON IB PCA HAD BUSHING MIGRATED. MAINT REMOVED AND REPLACED THE HAT BUSIONS IAW EC5740-01152 AND WILL BE RELEASED AT THE END OF THE CHECK. (K)

C2XA08SH122	EMB	FLOOR SUPPORT	CORRODED
9/25/2008	EMB145XR	14521718005	FUSELAGE

SHV DURING C CHECK THE RT OMEGA BEAM WAS FOUND TO BE CORRODED AT FRAME 23. MX PERFORMED A DOUBLER REPAIR IAW CONTINENTAL EXPRESS EC5320-01228. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08TY109	EMB	CHECK VALVE	LEAKING
9/24/2008	EMB145XR	2770138101	FUEL SYSTEM

ACFT DIVERTED FROM GSP TO IAH INTO TYS DUE TO A FUEL LEAK. MX INSPECTED/VERIFIED NO FUEL LEAK AND WAS DISPATCH. ON TAKEOFF THE LEAK REAPPEARED AND MX R&R THE NR 9 WING FLAP VALVE. NO LEAKS NOTED AND WAS RELEASED BACK TO SERVICE. WORK WAS ACCOMPLISHED IAW EMB 145XR 28-11-04.

C2XA08SH116	EMB	SKIN	CORRODED
9/10/2008	EMB145XR	14523918001	CARGO DOOR

DURING C-CHECK, CARGO DOOR INNER SKIN HAS CORROSION AROUND NUT PLATE HOLES. MX REPAIRED CORRODED AREAS ON CARGO DOOR INNER SKIN NUT PLATE HOLES IAW EC523001193. THE ACFT WAS APPROVED TO RETURN FOR SERVICE. (K)

C2XA08SH119	EMB	SHEAR TIE	CORRODED
9/10/2008	EMB145XR	14525175001	FUSELAGE

DURING C-CHECK SHEAR CLIP AT FR 65 CARGO DOOR CUT OUT HAS CORROSION. MX REPAIRED FRAME 65 CARGO DOOR CUTOUT LOWER CORNER SHEAR CLIP IAW EC5330-01458. THE ACFT WAS APPROVED TO RETURN FOR SERVICE. (K)

C2XA08RI122	EMB	INVERTER	INOPERATIVE
8/23/2008	EMB145XR	78241	CABIN

FLIGHT 2074 EWR FLIGHT CREW REPORTED EMERGENCY EXIT IDENTIFIER ABOVE FORWARD FLIGHT ATTENDANT SEAT INOPERATIVE. EWR MX R&R NR 1 EMERGENCY LIGHT INVERTER IAW EMB 145 AMM 33-50-11 AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

C2X2008F00030	EMB	BONDING STRAP	CORRODED
9/4/2008	EMB145XR	14574000416	RTAILERON

AC IS CURRENTLY IN C-CHECK AND THE RTAILERON SHROUD BONDING STRAPS WERE FOUND CORRODED. MAINT REMOVED AND REPLACED THE BONDING STRAP PLATE IAW EC 575001315. ALL WORK ACCOMPLISHED AND WILL BE RELEASED AT THE END OF THE CHECK. (K)

C2XA08IA209	EMB	DOOR TRACK	OUT OF ADJUST
9/16/2008	EMB145XR	14531948401	PAX DOOR

IAH FLIGHT 2035. THE CREW REPORTED THAT THE CABIN DOOR WAS HARD TO CLOSE. MX INSPECTED THE DOOR AND ADJUSTED THE FOLDING FLAP. OPS CHECKED WITH NO DIFFICULTIES AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08SH120	EMB	DOOR FRAME	CORRODED
9/10/2008	EMB145XR	14525480603	FUSELAGE

DURING C-CHECK, BAGGAGE DOOR CUTOUT LOWER BEAM CORRODED IN VARIOUS AREAS MARKED. MX REMOVED AND REPLACED BAGGAGE DOOR LOWER FLOORBEAM IAW SRM 51-40-02. THE ACFT WAS APPROVED TO RETURN FOR SERVICE. (K)

C2X2008F00048	EMB	INVERTER	INOPERATIVE
9/10/2008	EMB145XR	78241	EMERGENCY LIGHTS

DURING ROUTINE MAINTENANCE THE EMERGENCY LIGHT ON THE AFT GALLEY WAS FOUND INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE EMERGENCY LIGHT BATTERY AND INVERTER. OPERATIONAL CHECKS WERE GOOD. (K)

C2XA08ON174	EMB	SMOKE WARNING	MALFUNCTIONED
8/26/2008	EMB145XR		LAVATORY

FLT 7786 LAX FLIGHT CREW REPORTED LAV SMOKE INDICATION AND PERFORMED AN AIR RETURN. MX PERSONNEL PERFORMED HIGH POWER RUNS AND COULD NOT DUPLICATE LAV SMOKE INDICATION MSG. OPS CHECK SATISFACTORY AND AIRCRAFT WAS RELEASED TO RETURN FOR SERVICE.

C2XA08CL098	EMB	UNKNOWN	ODOR
8/24/2008	EMB145XR		COCKPIT

CLE FLIGHT NR 2285 THE CREW REPORTED A BURNING SMELL IN THE COCKPIT WHEN THE WINDSHIELD HEAT COMES ON AND GOES AWAY WHEN WINDSHIELD HEAT IS TURNED OFF. MX INSPECTED AND PERFORMED OPS CHECKS AND COULD NOT DUPLICATE BURNING SMELL. THE NR 1 WINDSHIELD GROUND WIRE WAS RETORQUED BUT NO DAMAGE WAS FOUND TO EITHER NR 1 OR NR 2 WINDSHIELD HEAT WIRING.

C2XA08TY090	EMB	BEARING	CORRODED
8/25/2008	EMB145XR	14540881001	VERTICAL STAB

A/C WAS IN FOR A C-CHECK WHEN CORROSION WAS FOUND ON THE LT SPHERICAL BEARING. MX REMOVED THE CORROSION REMOVED SPHERICAL HOUSING AND REAM TO THE 1ST OVERSIZE TO INSTALL A NEW BUSHION. REPLACED THE BEARING. INSTALL THE SPHERICAL BEARING AND PERFORMED ALL CHECKS. A/C WAS RELEASED AT THE CLOSE OF THE C-CHECK. ALL WORK WAS ACCOMPLISHED IAW EMB 145XR SRM 55-37-00, 55-30-02.

C2X2008F00029	EMB	BONDING STRAP	CORRODED
9/4/2008	EMB145XR	14574000420	LT AILERON

AC IS CURRENTLY IN C-CHECK AND THE LT AILERON SHROUD BONDING STRAPS WERE FOUND CORRODED. MAINT REMOVED AND REPLACED THE BONDING STRAP PLATE IAW EC 5750-01315. ALL WORK ACCOMPLISHED AND WILL BE RELEASED AT THE END OF THE CHECK. (K)

C2X2008F00035	EMB	CONTROL MODULE	ODOR
8/29/2008	EMB145XR	7281000501	CABIN LIGHTS

FLIGHT CREW REPORTED LT SIDE CABIN LIGHT INOPERATIVE AND BURNING SMELL IN CABIN. EWR MX REMOVED AND REPLACED CONTROL MODULE FOR SIDE LIGHTS. CLEANED GROUND STUD FOR PINK FOR THE MODULE. (K)

CX2A08ON181	EMB	O-RING	WORN
8/28/2008	EMB145XR	40303915	BLEED SYSTEM

FLIGHT CREW REPORTED E2 BLEED LEAK ON CLIMB OUT AND DIVERTED, WHERE MX PERSONNEL REMOVED AND REPLACED DUCT O-RING AFT OF LAV. OPERATIONALLY CHECKED SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE. (K)

C2XA08ON176	EMB	SENSOR	INOPERATIVE
8/31/2008	EMB145XR	0132AFU2	TIRE TEMP

FLIGHT CREW ABORTED TAKEOFF AT 30-40 KNOTS FOR BRAKE OVERHEAT EICAS MSG. MX PERSONNEL FROM LAX WAS ON SITE AND THEY REMOVED AND REPLACED NR 3 RT IB BRAKE TEMP SENSOR. OPERATIONALLY CHECKED SATISFACTORY AND ACFT WAS RELEASED TO RETURN FOR SERVICE. (K)

C2XA08CL100	EMB	CHARGER	INOPERATIVE
8/27/2008	EMB145XR	110049	CABIN

DURING ROUTINE MX THE AFT OVERWING EMERGENCY LIGHTS WERE FOUND INOPERATIVE. MX INSPECTED AND REPLACED THE NR 4 EMERGENCY LIGHT BATTERY CHARGER. OPS CHECKS WERE GOOD.

C2XA08IA208	EMB	CONNECTOR	DISCONNECTED
9/15/2008	EMB145XR	72875775	CABIN

IAH FLIGHT 2039 DURING PREFLIGHT INSPECTION THE CREW REPORTED FWD EXIT LICATION SIGN ASSEMBLY INOP. RESECURED CANNON PLUG AT FWD EXIT LICATION SIGN ASSEMBLY. OPS TESTED WITH NO DEFECTS AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08SH118	EMB	HINGE	DAMAGED
9/10/2008	EMB145XR	14590016015	SERVICE DOOR

DURING C-CHECK, SERVICE DOOR UPPER HINGE AT FUSELAGE HAS MIGRATED HAT BUSHING. MX REMOVED AND REPLACED SERVICE DOOR UPPER HINGE AT FUSELAGE HAT BUSHING IAW EC5240-01036. THE ACFT WAS APPROVED TO RETURN FOR SERVICE. (K)

C2X2008F00031	EMB	BATTERY	INOPERATIVE
8/12/2008	EMB145XR	20131A	EMERGENCY LIGHT

DURING ROUTINE MAINT, MX FOUND LT FWD OVERWING EMERGENCY LIGHT INOPERATIVE. MX REMOVED AND REPLACED EMERGENCY LIGHT BATTERY NR 4 AND PERFORMED OPERATIONAL CHECK SUCCESSFULLY. AIRCRAFT WAS APPROVED TO RETURN TO SERVICE. (K)

C2X2008F00038	EMB	BATTERY PACK	DISCHARGED
9/7/2008	EMB145XR	2013BR	EMERGENCY LIGHTS

FWD EMERGENCY LIGHT INOPERATIVE. AND REPLACED NR 1 & NR 2 EMERGENCY LIGHT BATTERY IAW AMM 33-50-04. OPS CHECK GOOD. NOTE: AC HAS BEEN IN C-CHECK SINCE 8/26. (K)

C2XA08SH121	EMB	FLOOR SUPPORT	CORRODED
9/25/2008	EMB145XR	14521713005	FUSELAGE

SHV DURING C CHECK THE CENTER OMEGA BEAM WAS FOUND TO BE CORRODED AT FRAME 20. MX R&R THE AFFECTED BEAM IAW EMB 145XR SRM 51-40-02. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08SH123	EMB	BEAM	CORRODED
9/25/2008	EMB145XR	14525480603	FUSELAGE

SHV DURING C CHECK THE CARGO DOOR CUTOUT LOWER BEAM WAS FOUND TO BE CORRODED AT FRAME 65-68. MX R&R THE AFFECTED BEAM IAW SRM 51-40-02. THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08IA207	EMB	BATTERY PACK	DISCHARGED
9/4/2008	EMB145XR	20131A	EMERGENCY LIGHT

DURING INSPECTION, THE NR (1) EMERGENCY LIGHT BATTERY WAS FOUND TO BE DEAD. MAINT REMOVED AND REPLACED THE AFFECTED EMERGENCY LIGHT BATTERY. OPS CHECKED WITH NO DEFECTS, AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE. (K)

C2XA08TY107	EMB	BATTERY	DISCHARGED
9/24/2008	EMB145XR	2013BR	EMERGENCY LIGHTS

A/C IS CURRENTLY IN C CHECK AND DURING AN OPS CHECK THE ROW 12 CEILING AND SIDEWALL EMERGENCY LIGHTS WERE INOP. MX R&R THE NR 3 POWER SUPPLY IAW EMB XR AMM 33-50-04 AND OPS CHECKED GOOD. A/C WILL BE RELEASED WHEN CHECK IS COMPLETE.

C2XA08RI118	EMB	CONTROL MODULE	INOPERATIVE
8/23/2008	EMB145XR	7281000501	CABIN

FLIGHT 2123 EWR FLIGHT CREW REPORTED SMELL OF SMOKE NEAR SEAT 1A. EWR MX R&R LIGHT CONTROL MODULE IAW EMB 145 AMM 33-21-01 AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

C2XA08IA211	EMB	ELECTRONIC UNIT	MALFUNCTIONED
9/18/2008	EMB145XR	355022002	MLG

IAH FLIGHT 2245. THE CREW REPORTED A LANDING GEAR AIR GROUND FAIL MSG UPON GEAR RETRACTION AFTER TAKE OFF. THE ACFT LANDED AT IAH WITHOUT INCIDENT WHERE MX R&R THE LANDING GEAR ELECTRONIC UNIT. OPERATIONALLY TESTED WITH NO DEFECTS AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.

C2XA08CL099	EMB	UNKNOWN	ODOR
8/24/2008	EMB145XR		COCKPIT

CLE FLIGHT NR 2641 THE CREW REPORTED A STRONG BURNING SMELL EVERYTIME THRUST WAS REDUCED TO IDLE IN FLIGHT. THE SMELL WENT AWAY WHEN THRUST WAS INCREASED. MX INSPECTED AND PERFORMED ENGINE GROUND RUNS AT VARIOUS POWER SETTINGS AND PACK SETTINGS AND COULD NOT DUPLICATE BURNING SMELL. OPS CHECKS WERE GOOD.

C2XA08RI123	EMB	RROYCE	CARBON SEAL	LEAKING
8/26/2008	EMB145XR	AE3007A1E	23073567	NR 1 ENGINE

FLIGHT 2034 EWR FLIGHT CREW REPORTED STRANGE SMELL COMING FROM PACKS. UPON TOUCH DOWN IN EWR, FOLLOWED BY LAV SMOKE WARNING AND A CLOUDY APPEARANCE IN THE CABIN. EWR MX R&R ENGINE NR 1 CARBON SEAL AND PERFORMED OPS CHECK SUCCESSFULLY. ACFT WAS APPROVED TO RETURN TO SERVICE.

R612008F00010	EMB	ROD	SHEARED
9/4/2008	ERJ170100SU		NLG DOOR

CREW RECEIVED LANDING GEAR NOSE DOOR OPEN INDICATION IN EICAS. CREW DECLARED EMERGENCY FOLLOWED QRH PROCEDURES AND LANDED WITHOUT INCIDENT. MAINT WAS DISPATCHED TO THE AC FOUND NOSE LANDING GEAR DOOR ROD ASSY LOCKING TABS SHEARED OFF. AC WAS FERRIED AND MAINTENANCE REMOVED AND REPLACED THE NOSE LANDING GEAR DOOR ROD ASSY AND RETURNED THE AC TO SERVICE. (K)

R612008F00009	EMB	CONNECTOR	BURNED
9/6/2008	ERJ170100SU	M83723	TAT SENSOR

CREW DETECTED ODOR SMOKE IN THE COCKPIT FOLLOWED QRH PROCEDURES DECLARED AN EMERGENCY, AND LANDED WITHOUT INCIDENT. MAINT TROUBLESHOT PROBLEM, FOUND THE TOTAL AIR TEMPERATURE CONNECTOR BURNED. REMOVED AND REPLACED CONNECTOR AND TAT SENSOR AS A PRECAUTION, OPERATIONAL CHECK OF SYSTEM CHECKED GOOD AND AIRCRAFT WAS RETURNED TO SERVICE. (K)

C772008F00001	EMB	COUNTERBALAN CE	INOPERATIVE
8/28/2008	ERJ170200LR	17068393001	LT PASS DOOR

L1 DOOR WAS FOUND TO BE HARD TO OPEN AFTER FLT 2068 ON 8/27//2008. FOUND COUNTERBALANCE RODS WEAK IN L1 DOOR. WILL BE REPLACING WITH NEW ONE. (K)

[YENA2008087](#) EMB UNKNOWN ODOR
9/8/2008 ERJ190100IGW CABIN

STRONG PLASTIC BURNING ODOR, AFTER TAKEOFF UNTIL 3000 FEET. ODOR RETURNED ON DOWN WIND AT 3000 FEET UNTIL TOUCHDOWN. PERFORMED FIM TASK 21-20-00-801A. NO FURTHER DEFECT NOTED. RAN AIR CONDITIONER (CREW) CAN NOT DUPLICATE ON THE GROUND. ACFT OK TO CONTINUE. (K)

[YEN2008F00019](#) EMB ROLLER BENT
9/3/2008 ERJ190100IGW PAX DOOR

"DOOR PAX AFT OPEN" RED CAS MESSAGE DURING CLIMB OUT. ALL DOOR INDICATION GREEN. CABIN ALT AT 7700' AND CLIMBING WITH AC ALTITUDE AT FLT 190. OUTFLOW VALVE STAYED AT .2500 OPEN. HIGHEST CABIN ALT RATE OF CLIMB WAS 1100 FPM. FMS ENTERED CRUISE AL WAS FL350. UNDER WEIGHT LANDING PERFORMED. PERFORMED TEST OF CPCS IAW AMM 21-30-720-801, NO DEFECTS NOTED. PERFORMED PRESSURIZATION TEST IAW AMM 21-30-00-720-802. NO DEFECTS NOTED. INSPECTED PACK OUTLET DUCTS IAW AMM 21-51-21. NO DEFECTS NOTED. DURING ABOVE OPS CHECKS. L-2 PAX DOOR SHOWED OPEN. FOUND RT LATCH INDICATOR ROLLER BENT AND PIN BROKEN. PLACED DOOR ON MEL 52-70-00 MDDR NR 34140 (DOOR INDICATION ON MFD AND ASSOC EICAS).

[YEN2008F00020](#) EMB UNKNOWN SMOKE
9/2/2008 ERJ190100IGW CABIN

CABIN CREW REPORTED SMOKE IN CABIN, REMOVED NR 1 AND NR 2 EXT PNLS. INSPECTED FOUND COFFEE DEBRIS IN NR PACK (NR 1 PACK OK) AMM 21-51-05. CLEANED OUT NR 2 PACK AND SECURED NR 1 AND NR EXT PNLS. OPS CHECK OF NR AND NR 2 PACKS. OK INSPECTED FWD/MID E/E BAY RECIRC FANS. OPS CHECK OK. AMM 21-26-00/01. ALSO INSPECTED TR`S, CONDITION AND OPS CHECK OK AMM 24-31-01/00. INSPECTED LAV`S NO DEFECTS NOTED. AMM 26-14-00/01. RAN (OPERATED) ENG NR 1 AND NR 2 BLEED CHECK OK. NO DEFECTS NOTED AMM 71-60-01. COMPLETED FIM 21-20-810-801A. PERFORMED LTV SMOKE IN CABIN INSPECTION IAW LTV MM 44-20-10. NO FAULTS NOTED LTV SYS. OPS CHECK NML IAW LTV MM 44-20-10. (K)

[YENA2008089](#) EMB ACM ODOR
9/12/2008 ERJ190100IGW 10007004 NR 1

PACK 1 INOPERATIVE EICAS DISPLAYED IN FLIGHT. QRH RESET SUCCESSFUL. ON SHORT FINAL NOTICED BURNING ODOR, TURNED OFF PACK 1 AND ODOR WENT AWAY. REMOVED AND REPLACED NR 1 ACM IAW AMM 21-51-00. NO LEAKS NOTED OK TO CONTINUE SERVICE. (K)

[YEN2008F00018](#) EMB ACTUATOR BINDING
9/22/2008 ERJ190100IGW 221104501 AUTO PILOT SERVO

CLIMBING THROUGH 8,000 MSL AT 250 KTS, NOTICED AILERONS WERE MORE DIFFICULT TO MOVE THAN NORMAL, AS WE CLIMBED AND INCREASED AIRSPEED TO 290 KTS THE AILERON CONTROLS GRADUALLY BECAME HARDER TO MOVE AT APPROX 20,000 MSL AND 290 KTS AILERONS BINDING FEEL AND WHEN TRIED TO RETURN TO CENTER YOKE SNAPPED BACK TO CENTER WITH ROUGHLY 2 INCHES OF TRAVEL IN YOKE. THIS WAS EXPERIENCED WITH BOTH CAPTAIN AND FO`S YOKE. IN DESCENT THESE CONDITIONS GRADUALLY REVERSED TO NORMAL AILERON CONTROL WITH THE YOKE. PERFORMED TSM TASK 27-10-00-810-803-A AND FOUND AUTO PILOT SERVO ACTUATOR BINDING. REMOVED AND REPLACED AUTO PILOT SERVO ACTUATOR IAW AMM 22-11-04, OPS CHECK NORMAL. PERFORMED AILERON ELECTRONIC RIGGING IAW AMM 27-03-02, ALL CHECKS NORMAL. PERFORMED AILERON TORQUE TUBE INSPECTION AND ADJUSTMENT IAW JB TASK CARD 190-27-001. ADJUSTED AS REQ`D. REMOVED AND REPLACED AILERON AUTO PILOT BRACKET IAW 22-11-040. ALL

CHECK AS NORMAL.

2008FA0000654	ENSTRM	LYC	CYLINDER HEAD	DAMAGED
7/23/2008	F28F	HIO360*	HIO360F1AD	ENGINE

DURING CYLINDER OVERHAUL A DAMAGE SEAT POCKET CUTTER USE USED. THIS RESULTED IN A VALVE SEAT POCKET THAT MEASURED WITHIN LIMITS BUT LACKED THE PROPER SURFACE CONTACT. AFTER APPROXIMATELY 3 HOURS OF ENGINE OPERATION, THE VALVE SEAT CAME OUT CAUSING THE INTAKE VALVE TO BREAK. THIS CAUSED A LOSS OF ENGINE POWER AND THE HELICOPTER MADE A HARD LANDING. HELICOPTER WAS DESTROYED BY FIRE. (K)

COEA0804742	FOKKER		HOSE	LEAKING
9/25/2008	F27MK600			FUEL SYSTEM

AIR TURN BACK. DURING CLIMB OUT AT APPROXIMATELY 7500 FT AGL, THE CREW NOTICED THE ODOR OF FUEL IN THE COCKPIT. AIR FLOW FROM THE AIR CONDITIONING SYSTEM WAS TURNED OFF. THE CREW MENTIONED THE ODOR DID NOT GET ANY WORSE AFTER THE A/C SYSTEM WAS TURNED OFF. MAINT FOUND A SMALL FUEL LEAK FROM THE HOSE CONNECTION TO THE FUEL HEATER OF THE RT ENG. TIGHTENED FUEL HOSE TO FUEL HEATER ON RT ENG. (K)

DXT2008F00005	GULSTM		TRIM SYSTEM	FAILED
9/5/2008	200			AUTOPILOT

AUTO PILOT PITCH TRIM FAILED. (K)

2008FA0000711	GULSTM		WINDOW	CRACKED
10/3/2004	690C		33036710	CABIN

ACFT LOST PRESSURIZATION. AFTER LANDING THE RT CABIN WINDOW WAS FOUND CRACKED. AFTER REMOVAL THE CRACK WAS FOUND TO EXTEND FROM THE TOP OF THE WINDOW INTO MOUNTING SCREW HOLE NR 22 AFT OF THE FRONT OF THE WINDOW THEN FWD 14 INCHES THROUGH 13 MOUNTING HOLES. THE CRACK THEN TURNED DOWN AND CONTINUED ACROSS THE TOP FWD CORNER OF THE WINDOW FOR 10 MORE INCHES INTO MOUNTING HOLE NR 5 FROM THE TOP ON THE FWD EDGE OF THE WINDOW. (K)

UG82008F00002	GULSTM		ACTUATOR	MALFUNCTIONED
9/8/2008	GIV			VERTICAL STAB

INCIDENT OCCURRED AFTER DEPARTURE FROM DTW AND DURING CLIMBOUT AT 11000 FT WITH AUTOPILOT ENGAGED IN SMOOTH AIR, CONTROL WHEEL JOLTED FWD BRIEFLY AND "UNCOMMANDED STAB" AMBER ICAS MESSAGE ILLUMINATED. NO FURTHER UNCOMMANDED INPUTS TO STAB OCCURRED. AIRCREW COMPLIED WITH APPROPRIATE CHECKLIST REQUIREMENTS. AC RETURNED WITHOUT FURTHER INCIDENT. (K)

CVG2008F00000	GULSTM		WINDSHIELD	CRACKED
9/5/2008	GIV		1159SCB310214	COCKPIT

DURING A FLIGHT, WITH ONE PASSENGER ON BOARD, FROM SJC TO AGC, RT FWD WINDSHIELD OUTER PANE CRACKED DUE TO HEATING ELEMENT FAILURE. AC DIVERTED TO IRK WITHOUT INCIDENT. THE WINDSHIELD WAS DEFERRED AT IRK AND THE AIRCRAFT REPOSITIONED TO ATW FOR REPAIRS. THE WINDSHIELD WAS REPLACED WITH A NEW PART AT ATW. OPS AND PRESSURIZATION CHECKS WERE PERFORMED WITH SATISFACTORY RESULTS. (K)

N932008F00003	GULSTM		ACTUATOR	UNSERVICEABLE
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9/1/2008 GIVXG450 1159SCL50051 NLG STEERING

AFTER GEAR WAS EXTENDED, NOSE WHEEL STEERING FAIL CAS MESSAGE ILLUMINATED. MX FOUND NOSE STEERING ACTUATOR, FAILED. (K)

[2008FA0000607](#) GULSTM RROYCE TURBINE CRACKED
BLADES

9/6/2008 GULFSTREAMGV BR700710A1 BRR19985 HP TURBINE
10

DURING A RECENT MID LIFE INSPECTION OF THIS ENGINE BY THE MFG, 58 OF 74 FIRST STATE TURBINE BLADES WERE FOUND CRACKED BEYOND SERVICEABLE LIMITS. THIS WAS A HIGH FAILURE RATE CONSIDERING THE LOW TOTAL ENGINE HOURS. A REPORT FROM THE MFG INTENDING TO PROVIDE AN UNDERSTANDING FOR THE HIGH RATE OF FAILURE STATED THAT SAND WAS INGESTED AND WAS BLOCKING SOME COOLING HOLES LEADING TO THERMAL STRESSES WHICH CAUSED THE CRACKS. OF INTEREST IS THAT WHILE BOTH ENGINES ON THIS PARTICULAR AIRFRAME WERE NEVER SEPARATED SINCE NEW AND ALWAYS OPERATED IDENTICALLY BY THE SAME CREWS, AND BOTH INSPECTED AT THIS TIME, ONLY ONE ENGINE EXHIBITED THIS ALARMINGLY HIGH RATE OF FAILURE TO THE STAGE 1 BLADES. THE SISTER ENGINE EXHIBITED ONLY 6 BLADE FAILURES. THIS SUGGESTS POSSIBLE CONTAMINATE INTRODUCTION DURING MFG OR ASSY. (K)

[GLQ2008F00000](#) HUGHES NUT DAMAGED

9/11/2008 269C AN365428 PULLEY

ROUTINE INSPECTION OF TRANSIENT ACFT REVEALED BOTH UPPER PULLEY FWD BEARING RETAINER CAP ATTACH BOLT NUTS LOOSE-APPROX Q.5 THREADS ONLY ENGAGED. THESE WERE SERVICEABLE USED NUTS. THREAD MARKINGS NOTED IN LOCK AREA. NUTS STILL EXHIBIT LOCKING CAPABILITY. FRAME ASSY FOUND WORN AND LOOSE AT BEARING RECESSES. MFG NOTIFIED MANDATORY REPLACEMENT ORDERED FOR FRAME ASSY, UPPER AND LOWER PULLEY FRAME BEARING ASSEMBLIES. INSPECTION REQUIRED FOR TRANSMISSION PINION SHAFT TIR, BEARING JOURNALS AND SPLINES WORN BEYOND LIMITS. LOWER PULLEY INNER SPLINES WORN DRIVE SPLINED COUPLING, UPPER PULLEY BEARINGS, SPRAGE CLUTCH OR AFT PINION NUT. TRANSMISSION PINION TOTAL INDICATOR RUN OUT GOOD. =0001" TIR. (K)

[WVX2008F00000](#) HUGHES ALLSN TURBINE DESTROYED

9/11/2008 369D 250C20B 23069745 ENGINE

AIRCRAFT WAS IN A 70 FOOT HOVER AND HAD JUST PLACED A SLING LOAD ON THE GROUND WHEN A LOUD BANG OCCURRED THE LOUD BANG WAS THE TURBINE EXPLODING. AT THIS TIME, THE PILOT LOWERED THE COLLECTIVE AND ENTERED AN AUTO ROTATION. AIRCRAFT TOUCHED DOWN IN A LEVEL ATTITUDE WITH MINOR DAMAGE TO AIRFRAME. SUBSEQUENT INSPECTION REVEALED THAT THE NR4 TURBINE WHEEL BURST. (K)

[2008FA0000679](#) ISRAEL LINE CHAFED

8/29/2008 1125 25W711008293 HYD RESERVOIR

TROUBLESHOT HYDRAULIC SYS AND FOUND THE AUXILIARY HYDRAULIC SYS RETURN LINE THAT CONNECTS THE RETURN HYDRAULIC FILTER TOT THE AUXILIARY HYDRAULIC TANK CHAFED, WHICH CAUSED A SLOW LEAK IN THE HYDRA SYS. ACCOMPLISHMENT OF SB 1125-29-254 "HYDRAULIC TUBE CLEARANCE" PROVIDES INSTRUCTIONS FOR A ONE TIME INSP OF THE CLEARANCE BETWEEN THE PRESSURE TUBE AND THE RETURN TUBE IN THE AREA OF THE HYDR AUXILIARY RESERVOIR. PROCEDURES ARE GIVEN TO ADJUST OR REPLACE THE AFFECTED TUBE ASSEMBLIES DEPENDENT UPON THE INSPECTION FINDINGS. ACFT WAS REPAIRED BY REPLACEMENT OF AUXILIARY HYDRA RETURN TUBE PN 25W711008-293 AND ENSURING CLEARANCES WERE MET IAW THE ACCOMPLISHMENT INSTRUCTIONS OF SB 1125-29-254. (K)

[2008FA0000685](#) LEAR WIRE CHAFED
9/26/2008 45LEAR FIRE DETECTION

APU FIRE DETECT CIRCUIT BREAKER POPPED ON RT COCKPIT CIRCUIT BREAKER PANEL DURING POWER UP OF AIRCRAFT. TROUBLESHOT SYSTEM FOUND WIRING CHAFED AT FUSELAGE STATION 614.210 AFT EQUIPMENT BAY UPPER AVIONICS SHELF SUPPORT ANGLE PN 4525708307. THE ANGLE DOES NOT HAVE ANY PROTECTION TO PREVENT CHAFING OF WIRING FROM THE FACTORY AND IT APPEARS THAT CLEARANCE IS NOT GREAT ENOUGH TO KEEP THE WIRING FROM CHAFING. HAVE NOTIFIED MFG TECH SUPPORT. (K)

[J7E2008F00001](#) LEAR GARRTT CDU FAILED
9/17/2008 45LEAR TFE731* FMS

INITIALLY THE FMS WOULD NOT PASS THE SELF TEST. SCREEN WAS TELLING THE TECH THAT THE CDU/RAM FAILURE. REMOVED FMS INSTALLED OVERHAULED FMS. THIS WOULD INITIALIZE PROPERLY. FMS DOWNLOADED NAV DATABASE PROPERLY. WHEN PERFORMANCE DATABASE WAS INSTALLED, IT WAS SAYING NO DISK INSTALLED. FOUND THAT THERE WAS AN INCORRECT FMS INSTALLED. ACFT SHOULD HAVE SCN 802.5 INSTALLED. THIS OVERHAULED FMS WAS A SCN 801.5, FMS SCN 802.3 INSTALLED BOTH NAVIGATION, AND PERFORMANCE. OPS CHECK WAS SATISFACTORY COMPLETED. NO OTHER DEFECTS WERE NOTED. (K)

[JBG2008F00003](#) LEAR PWA BLOWER FAILED
9/4/2008 60LEAR PW305A 76008013 CABIN

THE ACFT WAS LEVELING OFF AT CRUISE ALTITUDE OF FL400 AFTER DEPARTING AND ENROUTE, WHEN THE CREW NOTED THE SMELL OF SMOKE AND SMOKE COULD BE SEEN COMING FROM THE AFT SECTION OF THE CABIN. THE CREW DECLARED AN EMERGENCY AND BEGAN A DESCENT WHILE COMPLETING THE EMERGENCY CHECK LIST. ATC THEN GAVE THE CREW VECTORS, WHERE AN UNEVENTFUL LANDING WAS MADE WITH FIRE CREWS STANDING BY. THE CREW NOTED THAT DURING THE DESCENT AT FL250 THE SMOKE HAD DISSIPATED FROM THE CABIN. AFTER THE LANDING THE AC WAS INSPECTED AND THE CREW DETERMINED THERE WAS NO FIRE AND TAXIED THE AC TO A STANDING AREA FOR FURTHER INSPECTIONS WERE CARRIED OUT FOR PROBABLE CAUSE OF SMOKE AS WELL AS AN INSPECTION FOR OVERWEIGHT LANDING. THE CAUSE OF THE SMOKE IN THE CABIN WAS DETERMINED TO BE DUE TO A FAILED CABIN BLOWER LOCATED IN THE AFT END OF THE CABIN OVERHEAD. (K)

[YRR2008F00000](#) LEAR PWC BLOWER FAILED
9/3/2008 60LEAR PW306A 78008013 CABIN AIR

THE ACFT WAS LEVELING OFF AT CRUISE ALTITUDE OF FL400 AFTER DEPARTING AND ENROUTE, WHEN THE CREW NOTED THE ODOR OF SMOKE AND SMOKE COULD BE SEEN COMING FROM THE AFT SECTION OF THE CABIN. THE CREW DECLARED AN EMERGENCY AND BEGAN A DESCENT WHILE COMPLETING THE EMERGENCY CHECK LIST. ATC THEN GAVE THE CREW VECTORS TO WHERE AN UNEVENTFUL LANDING WAS MADE WITH FIRE CREWS STANDING BY. THE CREW NOTED THAT DURING THE DESCENT AT FL250 THE SMOKE HAD DISSIPATED FROM THE CABIN. AFTER THE LANDING THE ACFT WAS INSPECTED AND THE CREW DETERMINED THERE WAS NO FIRE AND TAXIED THE ACFT TO A STANDING AREA FOR FURTHER INSPECTIONS WERE CARRIED OUT FOR PROBABLE CAUSE OF SMOKE AS WELL AS AN INSPECTION FOR OVERWEIGHT LANDING. THE CAUSE OF THE SMOKE IN THE CABIN WAS DETERMINED TO BE DUE TO A FAILED CABIN BLOWER LOCATED IN THE AFT END OF THE CABIN OVERHEAD. (K)

[2008FA0000611](#) MAULE LYC TUBE SHEARED
8/14/2008 MXT7160 O320* 4049B AT FORK OLEO

OLEO TUBE (PN 4049B) SHEARED OFF AT FORK ASSY (PN 4086E) UPON LANDING DAMAGE DONE TO PROP, ENGINE, ENGINE MOUNT, NOSE GEAR MOUNT, FIREWALL M ATTACH POINTS, LOWER COWL, AIR INTAKE PLUS ANY HIDDEN DAMAGE FOUND ON INSPECTION. PN FOUND ON MFG DRAWING NR 4050X, DATED 6/7/1988. OLEO TUBE ITEN NR 17, FORK ASSY, ITEM NR 5. (K)

2008FA0000587	MOONEY	LYC	DOMES	CRACKED
8/19/2008	M20E	IO360A1A	D57691P	SPINNER

THE SPINNER ASSY FAILED IN FLIGHT ON A 2.2 HR FLIGHT LEG. APPROXIMATELY 1.5 HRS INTO THE FLIGHT A SMALL SHUDDER WAS FELT AND ALL INDICATION CHECKED NORMAL. THE AC COMPLETED THE FLIGHT AND IT WAS NOTED THAT 4" X 4" SECTION OF THE SPINNER BROKE OFF. THE COWLING HAD TWO SCRAP MARKS AND NO OTHER DAMAGE WAS NOTED. MFG SL-61-286 WAS ACCOMPLISHED 7.31 HRS PRIOR TO FAILURE. OWNER REPORTS SPINNER WAS CHECKED ON PREFLIGHT APPROXIMATELY 1.5 HRS PRIOR TO FAILURE. SPINNER TT 21.64 HRS. PROBABLE CAUSE: SPINNER DOME IS TOO LARGE FOR A SPINNER WITHOUT A FORWARD BULKHEAD FOR SUPPORT. (K)

2008FA0000701	MTSBSI	GARRTT	SERVO	CONTAMINATED
10/6/2008	MU2B60	TPE331*	4006719910	YAW DAMPENER

8/11/08 INSTALLED YAW DAMPENER. 10/06/08 - CUSTOMER COMPLAINT OF INDUCED YAW WHEN ENGAGING AUTO PILOT. REMOVED YAW DAMPENER AND FOUND UNIT CONTAMINATED WITH WATER. UNIT IS MOUNTED WITH DRIVE SHAFT UP AND WITH NO DRAIN, THIS PROVIDES FOR WATER TO BE TRAPPED IN THE SERVO. RECOMMEND SEALING THE UNIT BETTER OR PROVIDING DRAINS FOR UNIT. (K)

BKA2008F00000	MTSBSI	GARRTT	ENGINE	SHUTDOWN
8/27/2008	MU2B60	TPE33110	31021802	RIGHT

DEPARTING , THE RT ENGINE BETA LIGHT CAME ON SHORTLY AFTER TAKEOFF. LOSS OF OIL PRESSURE WAS NOTED, THE OIL PRESSURE DID NOT DROP BELOW THE RED LINE BUT WAS IN THE YELLOW ARC. IAW EMERGENCY CHECK LIST RT ENGINE WAS SHUT DOWN, DECLARED EMERGENCY AND RETURNED TO DEPARTURE. (K)

2008FA0000702	PIPER		TORQUE LINK	CRACKED
10/16/2008	J3C65		6569100	MLG

CRACK FOUND DURING 100 HR INSPECTION. LAST INSPECTION FOR AD 72-08-06. DONE AT 5214.07 HR, PRESENT TIME 5440.53 (225.76 HR). SUGGEST PART BE LIFE LIMITED. THIS IS 2ND SET CRACK. THIS FLEET WITH OVER 5000 HR. TIME IN SERVICE. (K)

2008FA0000616	PIPER		BATTERY	LEAKING
8/15/2008	PA28161		DCELL	ELT

BATTERY'S LEAK ACID ON TO SPRINGS AND CORRODED THEM. (K)

2008FA0000658	PIPER		SPAR	CRACKED
9/1/2008	PA28R200		6707002	LT WING

LT WING SPAR CRACKED IN THE AREA OF WHERE THE PIVOT BLOCK IS INSTALLED. (K)

2008FA0000651	PIPER	LYC	TRUNNION	CRACKED
8/28/2008	PA28R201	IO360A1A	67054803	NLG

AIRCRAFT CAME IN FOR HARD STARTING. WHILE REMOVING LOWER COWL, TO ACCESS LOWER SPARK PLUGS, TECH NOTICED THE NOSE LANDING GEAR TRUNNION CRACKED WHERE DRAG BRACE ATTACHES TO IT. (K)

NTB2008F00000	PIPER	CONT	IMPULSE COUPLING	BROKEN
8/8/2008	PA28R201T	TSIO360F		MAGNETO

IMPULSE COUPLING SPRING BROKEN. EVIDENCE OF PRE-EXISTING CRACK AND CORROSION. VERY LOW TIME IN SERVICE. MAG TO ENGINE TIMING LOST. BOTH MAGS EXPERIENCED THE SAME FAILURE ALMOST SIMULTANEOUSLY. (K)

F2P2008F00001	PIPER	LYC	HOUSING	CRACKED
9/24/2008	PA31350	LTIO540J2B		STARTER

RT ENGINE FAILED TO START ON GROUND. FOUND REAR OF STARTER MOTOR HOUSING WITH 2 INCH X 2 INCH HOLE LOCATED AT THE BRUSH HOUSING. (K)

Z3O2008F00000	PIPER	LYC	HARTZL	DRIVE GEAR	BROKEN
8/17/2008	PA31350	LTIO540J2B D			GOVERNOR

PILOT REPORTS RT ENGINE WENT INTO FEATHER AND SHUT DOWN DURING FLIGHT, AFTER INSPECTION, FOUND RT GOVERNOR DRIVE GEAR SHEARED FROM GOVERNOR, THE THREE JOINTS THAT ATTACH THE DRIVE GEAR TO THE GOVERNOR HAD BEEN BROKEN OFF ALLOWING GEAR TO COME OUT. AFTER REVIEW OF THE THREE PIECES, IT LOOKED LIKE THEY HAD BEEN PARTIALLY BROKEN FOR A WHILE. (K)

2008FA0000581	PIPER	LYC	VERNATHERM	FAILED
8/12/2008	PA31350	LTIO540J2B D	SL53E19600	

THIS VERNATHERM HAD A SHAFT AND NUT ASSY THAT WAS SECURED WITH A ROLL PIN. THE SHAFT FAILED AT ROLLPIN. THE NUT, SHAFT PIECE AT ROLLPIN TRAVELED THRU THE OIL GALLY AND LODGED AT A FITTING. HIGH OIL TEMP ALERTED US TO THIS FAILURE, OIL PRESSURE WAS NORMAL.(K)

2008FA0000680	PIPER		SCREW	WORN
9/29/2008	PA32300		A3204	PROP BLADE

CUSTOMER COMPLAINED OF AN EXCESSIVELY LOOSE BLADE PRELOAD ON (1) BLADE 4 MONTHS AFTER OVERHAUL. INSP REVEALED EXCESSIVE WEAR ON END OF BLADE PRELOAD SCREWS CAUSING LOOSENESS OF BLADE. OPPOSITE SCREW WAS WORN ALSO BUT NOT TO EXTENT TO BE NOTICEABLE. SECOND OCCURRENCE OF THIS TYPE NOTICED. INSPECTION OF NEW SCREWS IN STOCK REVEALED IRREGULAR END, IE NOT FLAT BUT ANGULAR. REPLACED BOTH SCREWS AND RETURNED TO SERVICE. (K)

2008FA0000706	PIPER		WHEEL	CRACKED
10/14/2008	PA32R300		16109302	MLG

WHEEL FOUND CRACKED, INNER HALF APPROX 2 INCH LONG. (K)

2008FA0000709	PIPER	LYC	WHEEL	CRACKED
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10/14/2008 PA32R300 TIO540* 16109302 MLG

CLEVELAND WHEEL, HOLE FOUND CRACKED, INNER HALF APPROX 2 INCHES LONG. (K)

[2008FA0000618](#) PIPER LYC TANK LEAKING

8/19/2008 PA32R301 IO540* 3848808 FUEL

THE ACFT OPERATOR DROPPED THE ACFT OFF WITH A COMPLAINT OF A FUEL LEAK IN THE LT WING. THERE WAS EXTERNAL STAINING AT THE IB AFT EDGE OF THE TANK ASSY WHERE IT ATTACHES TO THE WING SKIN. THE TANK WAS REMOVED FROM THE AIRCRAFT TO LOOK FOR THE LEAK. IT APPEARS THAT THE SEALANT HAD DISSOLVED OR WASHED OUT OF THE TANK. THE TANK WAS SENT FOR INSPECTION AND REPAIR. THEY VERIFIED THAT THE SEAM WAS LEAKING AND REPAIRED IT. THERE WAS NO VISIBLE PHYSICAL DAMAGE TO THE TANK OR MOUNTING STRUCTURE. AT THE AGE OF THIS AIRCRAFT, WOULD NOT EXPECT TO SEE A TANK LEAK LIKE THIS UNLESS THE SEALANT WAS IMPROPERLY MIXED AT THE FACTORY OR ASSY OR SOME COMPONENT IN THE FUEL WAS DISSOLVING THE SEALANT. (K)

[2008FA0000707](#) PIPER SPAR CAP CORRODED

10/26/2008 PA34200 9560401 RT WING

DURING ANNUAL INSPECTION, SEVERE INNER GRANULAR CORROSION WAS FOUND IN THE RIGHT WING, MAIN UPPER SPAR CAP AT THE AFT PORTION OF THE T-CAP, IN THE VICINITY OF THE WHEEL WELL IN PARTICULAR THE LOCATION OF WHEEL SPIN OFF. DURING TIME, CAUSED DAMAGE TO THE POINT OF SPAR REPLACEMENT.

[2008FA0000678](#) PIPER ELT NO TEST

9/30/2008 PA34200T AK451 CABIN

ELT EMERGENCY LOCATOR TRANSMITTER WILL NOT TEST PROPERLY ON A CONSISTENT BASIS BY DISPLAYING CORRECT 3-DIGIT COUNTRY CODE OR 15 DIGIT HEX ID CODE. THIS ELT HAS BEEN TESTED WITH (2) DIFFERENT 406 MHZ TESTERS. DISTRIBUTED, PN 453-1000 AND 453-0131 AND THE PERFORMANCE OF THE 451 ELT HAS BEEN UNSATISFACTORY. INCONSISTENT RESULTS INCLUDED A DIFFERENT COUNTRY CODE DISPLAYED (305) RATHER THAN CODE 369 OR 366 FOR THE USA AND DIFFERENT 15 DIGITS HEX ID CODE OF 26273300A5FF7FE RATHER THAN THE ACTUAL CODE FOR THE UNIT BEING TESTED (2E28598052FFBFF). RAN ADDITIONAL TESTS DUE TO THE INCONSISTENT RESULTS AND THE UNIT FAILED TO OPERATE PROPERLY. UNIT WAS REPLACED BY ANOTHER ELT. THE INCONSISTENT RESULTS WERE THE SAME. (K)

[2008FA0000677](#) PIPER ELT FAILED

9/30/2008 PA34200T AK451 CABIN

ELT EMERGENCY LOCATOR TRANSMITTER WILL NOT TEST PROPERLY ON A CONSISTENT BASIS BY DISPLAYING CORRECT 3-DIGIT COUNTRY CODE OR 15 DIGIT HEX ID CODE. THIS ELT HAS BEEN TESTED WITH (2) DIFFERENT 406 MHZ TESTERS DISTRIBUTED BY PN 453-1000 AND PN 453-0131 (MEASURE MODEL MEZ 1000 AND PSION ORGANIZER II MODEL LZ64) AND THE PERFORMANCE OF THE 451 ELT HAS BEEN UNSATISFACTORY. INCONSISTENT RESULTS INCLUDED A DIFFERENT COUNTRY CODE DISPLAYED (305) RATHER THAN CODE 369 OR 366 FOR THE USA AND DIFFERENT 15 DIGIT HEX ID CODE OF 26273300A5FF7FE RATHER THAN THE ACTUAL CODE FOR THE UNIT BEING TESTED (2E285980E4FFBFF). RAN ADDITIONAL TESTS DUE TO THE INCONSISTENT RESULTS AND THE UNIT FAILED TO OPERATE PROPERLY. UNIT WAS REPLACED BY ANOTHER ELT. THE INCONSISTENT RESULTS WERE THE SAME. (K)

[2008FA0000588](#) PIPER BOLT SHEARED

8/26/2008 PA44180 502341 NG LOCKING PAW

DURING FAA CHECK RIDE, THE NOSE LANDING GEAR DID NOT PROVIDE A GREEN LIGHT AND THE GEAR UNSAFE WARNING LIGHT AND HORN OPERATED. AFTER AN UNEVENTFUL LANDING. THE ACFT WAS BROUGHT INTO MAINT FOR TROUBLESHOOTING AND REPAIRS. THE PIVOT BOLT FOR THE NOSE GEAR LOCKING PAW HAD SHEERED IN TWO. THE FAIL POINT IS LOCATED 1.25 INCHES FROM THE BOTTOM OF THE BOLT HEAD. THIS PREVENTED THE PAW FROM ACTUATING PROPERLY AND CLOSING THE DOWN LIMIT SWITCH. UPON REPLACEMENT WITH A NEW BOLT, THE PAW ACTUATED PROPERLY AND THE GEAR RETRACTION AND EMERGENCY EXTENSION WERE NORMAL WITH PROPER INDICATIONS. (K)

2008FA0000603	RAYTHN	WILINT	RING	DISLODGED
7/23/2008	390	FJ442A		REFUELING SYS

PRESSURE REFUELING CONNECTION CAP FOUND WITH SEALING RING DISLODGED AND HOLDING THE CHECK VALVE OPEN WHEN THE CAP IS INSTALLED. FUEL LEAK FROM CAP CAUSING FUEL TO FLOW FROM IT UP THE SIDE OF THE AC. THE FUEL FLOWING UP THE OUTSIDE OF THE ACFT HAS BEEN DRAWN INTO THE REAR MAINT BAY BY DIFFERENTIAL PRESSURE AT THE GROUND POWER SOCKET AND SPRAYED OVER FLYING CONTROL CABLES AND ELECTRICAL EQUIPMENT IN THE MAINT BAY AND TAIL CONE, THE DE-ICE CONTROL UNIT, STROBE POWER SUPPLY, PITCH TRIM COMPUTER, COCKPIT VOICE RECORDER AND MAIN POWER DISTRIBUTION AND RELAY BOX ARE ALL CONTAMINATED. (K)

2008FA0000662	RAYTHN	WILINT	SEAL	DISLODGED
9/22/2008	390	FJ442A		FUEL CAP

PRESSURE REFUELING CONNECTION CAP FOUND WITH SEALING RING DISLODGED AND HOLDING THE CHECK VALVE OPEN WHEN THE CAP IS INSTALLED. FUEL LEAKING FROM CAP CAUSING FUEL TO FLOW FROM IT UP THE SIDE OF THE AIRCRAFT. THE FUEL FLOWING UP THE OUTSIDE OF THE AIRCRAFT HAS BEEN DRAWN INTO THE REAR MAINTENANCE BAY BY DIFFERENTIAL PRESSURE AT THE GROUND POWER SOCKET AND SPRAYED OVER FLYING CONTROL CABLES AND ELECTRICAL EQUIPMENT IN THE MAINT BAY AND TAILCONE, THE DE-ICE CONTROL UNIT, STROBE POWER SUPPLY, PITCH TRIM COMPUTER, COCKPIT VOICE RECORDER AND MAIN POWER DISTRIBUTION AND RELAY BOX ARE ALL CONTAMINATED.

DJF2008F00016	RAYTHN		COOLING TURBINE	MALFUNCTIONED
10/2/2008	HAWKER800XP		22054903	AC BAY

THE CREW REPORTED AFTER LANDING IN KMLB THAT THE CABIN AUTO/MANUAL TEMP CONTROL WAS INOP. THE DUCT OVHT LIGHT ILLUMINATED AND THE CABIN FILLED WITH ENVIRONMENTAL SMOKE. MAINTENANCE FOUND THE COOLING TURBINE FAILED. COOLING TURBINE WAS REPLACED.

DXT2008F00008	RAYTHN		BRAKE	WEAK
9/16/2008	HAWKER800XP			MLG

BRAKES ARE WEAK AND SPONGY. (K)

2008FA0000663	RKWELL	PWA	PUMP	WORN
8/26/2008	NA26560	JT12A8	50466	LT ENGINE FUEL

AFTER TAKEOFF THE PILOT COULD NOT ADJUST THE LT ENGINE POWER OUTPUT. ENGINE REMAINED AT TAKEOFF POWER WHILE POWER LEVER WAS RETARDED TO IDLE. PILOT RETURNED TO AIRPORT AND SUCCESSFULLY SHUTDOWN THE LT ENGINE BY PLACING POWER LEVER TO CUT-OFF POSITION AND MADE AN UNEVENTFUL LANDING. FUEL CONTROL, PN 706633, SN 55832 WAS REMOVED FROM THE ENGINE DRIVEN FUEL PUMP AND WAS FOUND THAT THE FUEL CONTROL DRIVE SHAFT REMAINED ENGAGED IN FUEL CONTROL DRIVE SPLINE ON THE FUEL PUMP. FURTHER

INSPECTION OF FUEL CONTROL UNIT REVEALED THAT THE FUEL CONTROL DRIVE SHAFT RETAINER PLATE HAD WORN COMPLETELY THROUGH AND ALLOWED DISENGAGEMENT OF FUEL CONTROL DRIVE SHAFT FROM FUEL CONTROL UNIT. FUEL PUMP, PN 50466, SN 3ACF34 WAS INSPECTED AND WAS FOUND TO HAVE APPROXIMATELY .5 INCH OF FORE AND AFT MOVEMENT ON FUEL CONTROL DRIVE SPLINE. IT APPEARS THAT THIS EXCESSIVE MOVEMENT MAY HAVE CAUSED THE EXCESSIVE WEAR ON THE FUEL CONTROL DRIVE SHAFT RETAINER PLATE WHICH LED TO THE DISENGAGEMENT OF FUEL CONTROL DRIVE SHAFT FROM FUEL CONTROL UNIT. THE FUEL CONTROL UNIT AND ENGINE DRIVE FUEL PUMP WERE REPLACED WITH OVERHAULED UNITS AND SATISFACTORY GROUND OPERATIONAL AND LEAK CHECKS WERE PERFORMED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (K)

JJW2008F00000	ROBSIN		WIRE	CHAFED
3/25/2008	R44RAVENII			CABIN AIR

FOUND WIRING TO FREEZE SWITCH HAD CHAFED THROUGH THE CAPILLARY TUBE TEMP SENSOR RELEASING ALL ITS REFRIGERANT, CAUSING SWITCH TO OPEN AND NOT ALLOW COMPRESSOR TO RUN. SWITCH NOT FIELD REPLACEABLE, HAD TO SENT TO FACTORY FOR REPAIRS. INSTALLED SPIRAL WRAP ANTI-CHAFE TO WIRING ON REPAIRED PART TO PREVENT REOCCURRENCE. NOTIFIED MFG PRODUCT SUPPORT OF PROBLEM AND WAS TOLD A SERVICE BULLETIN WOULD BE ISSUED. (K)

2008FA0000656	ROBSIN	LYC	MUFFLER	BULGED
9/21/2008	R44RAVENII	IO540*	C1691	EXHAUST

MUFFLER FOUND - BULGED - BLISTERED AND HEAT CRACKED AT TAILPIPE TRANSITION. (K)

2008FA0000655	ROBSIN	LYC	MUFFLER	CRACKED
9/21/2008	R44RAVENII	IO540*	C1691	ENGINE

MUFFLER WAS HEAT BLISTERED AND CRACKED AT TAIL PIPE TRANSITION. COLLECTOR WAS BURNED THRU UNDER CLAMP AT NR 1 CYLINDER, ALSO HEAT BLISTERED. (K)

NSV2008F00028	SAAB		LIGHT	NONE
9/29/2008	340B			CABIN

EMERGENCY LIGHTS ARE ON WITH SWITCH IN THE ARM POSITION AND ACFT POWERED FROM BATTERIES. PERFORMED AN OPERATIONAL CHECK OF THE EMERGENCY LIGHT SYSTEM IAW AMM 33-50-00 AND WC 33-50-016. NO FAULT FOUND. NOTE: EMERGENCY LIGHTS SYSTEM IS DESIGNED TO ILLUMINATE IF ARMED WITHOUT RT MAIN BUSS POWERED. SYSTEM OPERATING AS DESIGNED. (K)

SIM2008F00023	SAAB		ADI	MALFUNCTIONED
9/7/2008	340B		6226342022	

ON FLIGHT 3275, AT CRUISE, CREW REPORTED NR 2 EADI FLICKERED AND EXTINGUISHED INOPERATIVE WITH SLIGHT ELECTRICAL ODOR WHICH SOON DISSIPATED. ACFT REMOVED FROM SERVICE. REMOVED AND REPLACED EADI IAW AMM 34-24-10-04 COMPLIED WITH ADJUST TEST NO DEFECTS. ACFT RETURNED TO SERVICE. (K)

NSV2008F00022	SAAB		SMOKE DETECTOR	FALSE INDICATION
8/27/2008	340B		72111211000	E/E BAY

AVIONICS SMOKE LIGHT ILLUMINATED. REMOVED AND REPLACED AVIONICS SMOKE DETECTOR (PN 72-111211-000) SN A4091, SN ON A5414, DONE IAW 26-13-06-04, OPS CHECK GOOD. (K)

[2008FA0000620](#) SKRSKY SOCKET MISINSTALLED
9/15/2008 S76B M3902957357 CONNECTOR

CREW COULD NOT TRANSMIT ON AN FM FREQUENCY THROUGH NR 1 AUDIO CONTROL BOX. MAINT FOUND CONNECTOR PIN SOCKET INSTALLED BACKWARD. THE PART FOR THE WIRE WAS INSTALLED TOWARD THE PIN SIDE, AND THE PIN SIDE HAD THE WIRE CRIMPED INTO IT. THE SOCKET IS SYMMETRICAL. UNIT HAS BEEN LIKE THIS FOR MANY YEARS. (K)

[EGI2008F00003](#) SKRSKY FIRE DETECTOR FALSE INDICATION
9/25/2008 S76C CARGO BAY

DURING TRAINING FLT, DURING TAXI, CARGO BAY FIRE LIGHT ILLUMINATED TWO TIMES AND EXTINGUISHED. DURING NORMAL TAKEOFF CARGO BAY FIRE LIGHT ILLUMINATED WITH SMOKE IN COCKPIT AND CABIN. LANDED AND IMMEDIATELY NOTIFIED MX. MFG TECH TROUBLESHOOTING, DISCREPANCIES FOUND. ACFT ALLOWED TO SIT OVERNIGHT AT ENGINEERING SUGGESTION. ACFT GROUND RUN NEXT MORNING FOR 30 MINUTES AT FULL OPERATING RPM WHILE CYCLING AIR CONDITIONER OFF AND ON, COULD NOT DUPLICATE. ACFT FLOWN 1.2 HOURS WITH NO DEFECTS NOTED. ACFT RELEASED FOR SERVICES MFG ENGINEERING RECOMMENDATIONS. (K)

[VY12008F00000](#) SNIAS GEARBOX DESTROYED
11/9/2004 AS350B 350A33020004 TAIL ROTOR

PERFORMED A PRELIMINARY REVIEW OF THE SERVICE HISTORY OF THE GEARBOX THAT WAS RECEIVED FOR OVERHAUL. IT WAS DETERMINED THAT THE GEARBOX WAS INVOLVED IN AN ACCIDENT. BASED ON THE ACCIDENT THAT OCCURRED ON 9 NOV 2004, MFG HAS DETERMINED THAT ALL DYNAMIC COMPONENTS INSTALLED ON THIS ACFT AT THE TIME OF THE CRASH ARE NOT TO BE RETURNED TO SERVICE FOR ANY REASON. THE LOG CARD RECEIVED WITH THE GEARBOX DID NOT INDICATE THAT IT WAS INVOLVED IN AN ACCIDENT. RECOMMENDS THAT THIS COMPONENT AND ALL INTERNAL SUBCOMPONENTS BE MULATED IN A MANNER TO PREVENT THEM FROM BEING INTRODUCED INTO SERVICE FOR INSTALLATION ON A TYPE CERTIFICATED PRODUCT. AE HAS PERMANENTLY IDENTIFIED THE GEARBOX AS SCRAP.

[HXS2008F00003](#) SNIAS TMECA BRACKET CRACKED
9/29/2008 AS350B2 ARRIEL1D1 360A21136324 RUDDER PEDALS

ON BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A211183-24, HAS A CRACK IN IT. REMOVED THE BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT CHARGE IAW MFG MODIFICATIONS. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD FOR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

[HXS2008F00004](#) SNIAS TMECA BRACKET CRACKED
9/29/2008 AS350B2 ARRIEL1D1 350A21136324 RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-1363-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET HOLDS THE CENTERING ROD FOR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

[HXS2008F00007](#) SNIAS TMECA BRACKET CRACKED
9/29/2008 AS350B2 ARRIEL1D1 350A21136324 RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-13636-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD OR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

HXS2008F00006	SNIAS	TMECA	BRACKET	CRACKED
9/29/2008	AS350B2	ARRIEL1D1	350A21136324	RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-13636-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD OR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

HXS2008F00002	SNIAS	TMECA	BRACKET	CRACKED
9/29/2008	AS350B2	ARRIEL1D1	350A21136324	RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-1313-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE SEAT IAW MFG MODIFICATIONS. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD FOR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

HXS2008F00005	SNIAS	TMECA	BRACKET	CRACKED
9/29/2008	AS350B2	ARRIEL1D1	350A21136324	RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-1363-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD FOR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

HXS2008F00008	SNIAS	TMECA	BRACKET	CRACKED
9/29/2008	AS350B2	ARRIEL1D1	350A21136324	UNDER FWD FLOOR

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON THE RT PILOT SIDE, THE BRACKET THAT IS PART OF THE BELLCRANK ASSY, BRACKET PN 350A21-13636-24, HAS A CRACK IN IT. REMOVED BRACKET AND REPLACED WITH A SERVICEABLE BRACKET AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD OR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

QML2008F00014	SNIAS		MOTOR	SHORTED
9/13/2008	AS350B3			CONDENSER BLOWER

DEPARTED ON A ROUTINE EMS MISSION, SHORTLY AFTER DEPARTURE, PILOT ABORTED FLT AND RETURNED TO HELIPAD. INFORMED MAINTENANCE OF A STRONG ELECTRICAL ODOR IN ACFT CABIN. SOURCE OF ODOR DETERMINED TO BE ELECTRIC MOTOR IN AIR CONDITIONING SYS CONDENSER BLOWER ASSY WHICH IS LOCATED IN THE RT CARGO BAY. THE MOTOR WHEN TURNED ON WOULD

MAKE UNUSUAL SOUNDS, EMIT SPARKS AND A ELECTRICAL ODOR. AIR CONDITIONER DISABLED, PLACARDED AND ENTERED INTO DEFERRED DISCREPANCY LOG IAW WITH MEL PROCEDURES. ACFT RETURNED TO SERVICE. (K)

HXS2008F00000	SNIAS	TMECA	BRACKET	CRACKED
9/29/2008	AS350B3	ARRIEL1D1	360A21136324	RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON BOTH THE RT AND LT SIDES, THERE IS A BRACKET THAT IS PART OF THE FOOT PEDAL BELLCRANK ASSY, THE LT BRACKET PN 350A21136324, HAS A CRACK IN IT. THE RT BRACKET, SAME PN, CRACKED ALL THE WAY THROUGH WHICH ALLOWED THE FOOT PEDAL BELLCRANK PN 350A27-1170-00, TO GO OUT OF ALIGNMENT AND CONTACT THE SURROUNDING SUPPORT STRUCTURE THUS CAUSING A .25 INCH GROOVE INTO THE BELLCRANK. REMOVED BRACKETS AND REPLACED WITH SERVICEABLE BACKETS AND ALSO REMOVED AND REPLACED THE BAD BELLCRANK WITH A SERVICEABLE BELLCRANK AND RETURNED AC TO SERVICE. THIS AC HAS BEEN PREVIOUSLY CONVERTED TO LT PILOT IN CHARGE IAW MFG MODIFICATION. THIS BRACKET IS WHAT HOLDS THE CENTERING ROD FOR THE FOOT PEDAL BELLCRANK IN THE FOOT PEDAL FLIGHT CONTROLS. (K)

HXS2008F00001	SNIAS	TMECA	BELLCRANK	CRACKED
9/29/2008	AS350B3	ARRIEL1D1	360A27117000	RUDDER PEDALS

ON THE BOTTOM SIDE OF THE FOOT PEDAL CONTROLS, ON BOTH THE RT AND LT SIDES, THERE IS A BRACKET THAT IS PART OF THE FOOT PEDAL BELLCRANK PN 350A27-1170-00, TO GO OUT OF ALIGNMENT AND CONTACT THE SURROUNDING SUPPORT STRUCTURE THUS CAUSING A .2500 INCH GROOVE INTO THE BELLCRANK. REMOVED BRACKETS AND REPLACED WITH SERVICEABLE BRACKETS AND ALSO REMOVED AND REPLACED THE BAD BELLCRANK WITH A SERVICEABLE BELLCRANK AND RETURNED AC TO SERVICE. (K)

2008FA0000729	SNIAS	TMECA	UNKNOWN	ODOR
9/30/2008	AS350B3	ARRIEL2B		CABIN

SHORTLY AFTER TAKEOFF, PERSONNEL ONBOARD REPORTED A BURNING ODOR TO THE PILOT. ABORTED FLT AND RETURNED TO HELIPAD TO INVESTIGATE. MECH PERFORMED AN INSPECTION OF THE AIRFRAME, ENGINE, WIRING, HOSES AND THE BELTS OF ALL COMPONENTS. NO DEFECTS OR THE SOURCE OF A BURNING ODOR WAS FOUND. SUBSEQUENT CHECK FLIGHT WAS PERFORMED BY THE PILOT & MECHANIC TO INVESTIGATE FOR BURNING ODOR, NONE FOUND. THE ACFT WAS RETURNED TO SERVICE. (K)

JIK2008F00003	SWRNGN		ACCUMULATOR	FAILED
7/3/2008	SA227AC		223002	HYD SYSTEM

AFTER TAKEOFF, BOTH HYDRAULIC PRESSURE LIGHTS CAME ON RIGHT AFTER GEAR RETRACTION. PILOT DECLARED AN EMERGENCY, CONDUCTED AN EMERGENCY GEAR EXTENSION PROCEDURE, AND MADE A LANDING WITHOUT FURTHER INCIDENT. UPON EXAMINATION, IT WAS DISCOVERED THAT THE HYDRAULIC ACCUMULATOR END CAP ON THE HYDRAULIC SIDE HAD EXPERIENCED A CATASTROPHIC METALLURGICAL FAILURE, RESULTING IN SIGNIFICANT LOSS OF HYDRAULIC FLUID AND THEREFORE PRESSURE. THIS ACCUMULATOR IS AN "ON CONDITION" PART, WITH NO OVERHAUL REQUIREMENTS. THIS COMPANY HAS EXPERIENCED TWO SIMILAR FAILURES IN 2005 AND 2003 ON THIS MAKE AND MODEL OF AIRCRAFT, AND AN ADDITIONAL FAILURE OF THIS TYPE ON AC WHICH HAS AN ACCUMULATOR PN 22300-3. IT WOULD SEEM PRUDENT TO INSTITUTE SOME SORT OF NDI SCHEDULE FOR THESE PARTS AT A SPECIFIC INTERVAL, RATHER THAT LEAVE IT AS JUST "ON CONDITION". (K)

M7KA0501083833	UROCOP		ARM	LOOSE
8/4/2008	EC130B4			STARFLEX

DURING ROUTINE INSPECTION A STAR ARM END BUSHING WAS FOUND LOOSE. STARFLEX REMOVED FOR REPAIR AND SERVICEABLE STARFLEX INSTALLED. THIS IS A VERY COMMON FAILURE RECENTLY FOR THIS PART. SUSPECT THAT AN ADHESIVE FAILURE IS THE PROBLEM THAT MAY BE HEAT RELATED. (K)

M7KA0815083967	UROCOP	TMECA	MAGNETIC SEAL	LEAKING
9/1/2008	EC130B4	ARRIEL2B1	790081	ENGINE

ENGINE FOUND LEAKING FROM POWER SHAFT HOUSING SEAL VICINITY DURING OPERATION. A NEWLY REPAIRED, SERVICEABLE HOUSING WITH A NEW MAGNETIC SEAL EMBODIED WAS INSTALLED WITH NO FURTHER LEAKAGE NOTED. THIS SEAL HAS LEAKAGE ISSUES FROM TIME TO TIME BUT WILL MAKE IT TILL OVERHAUL ALMOST HALF THE TIME. (K)

M7KA0809084125	UROCOP	TMECA	LIGHT	INOPERATIVE
9/1/2008	EC130B4	ARRIEL2B1	704A46831015	NAV

NAV LIGHT ASSY, FOUND INOPERATIVE DURING ROUTINE POST FLIGHT INSPECTION, INSTALLED NEW REPLACEMENT, OPERATIONAL CHECK WAS CORRECT. THIS PART HAS HAD VIBRATION RELATED FAILURES IN OUT FLEET ON SEVERAL OCCASIONS. (K)

M7KA0625084142	UROCOP	TMECA	PRESSURE SENSOR	INTERMITTENT
8/4/2008	EC130B4	ARRIEL2B1	S1130021089	M/R GEARBOX

OIL PRESSURE LIGHT ILLUMINATES AT GROUND IDLE. NEW SWITCH INSTALLED. NO FURTHER DEFECT NOTED. THIS SWITCH NORMALLY WORKS WELL BUT ON OCCASION LOSES INTERNAL CALIBRATION OR IS MISCALIBRATED AS NEW SWITCHES SOMETIMES EXHIBIT THE SAME PROBLEM. SUGGEST A MORE MODERN DESIGN BE CONSIDERED FOR THIS PART. (K)

M7KA0701084173	UROCOP	TMECA	TURBINE BLADES	DAMAGED
9/1/2008	EC130B4	ARRIEL2B1		ENGINE

POWER CHECK WITH A HIGH TORQUE MARGIN AND OUT OF LIMIT T4 TEMP MARGIN WAS INDICATIVE OF TURBINE BLADE TIP DAMAGE VERIFYING DEFECT. ENGINE WAS REPLACED WITH A SERVICEABLE ASSY. THIS TURBINE RUB DEFECT HAS RECENTLY BECOME MORE PREVALENT ON THESE ENGINES. ANY CONTACT BETWEEN THE SEGMENT FACES AND THE HP TURBINE BLADE TIPS TRANSFERS METAL TO THE SEGMENTS WHICH BUILDS UP INTO RAISED DEPOSITS WHICH EFFECTIVELY MACHINE GROOVES IN THE BLADE TIPS LEADING TO THE LOSS OF THE TEMP T4 MARGIN WITH THE GAS BYPASS INCREASING THE POWER TURBINE TORQUE. IT IS NOT CLEAR IF THE SEGMENTS WARP INTO BLADE CONTACT OR THE BLADES STRETCH TO INITIATE THIS DEFECT. IT IS NOT CLEAR IF THE SEGMENTS WARP INTO BLADE CONTACT OR THE BLADES STRETCH TO INITIATE THIS DEFECT. (K)

M7KA0729084290	UROCOP	TMECA	PRESSURE SWITCH	OUT OF TOLERANCE
9/1/2008	EC130B4	ARRIEL2B1	9550172000	FUEL FILTER

DURING ROUTINE 600 HOUR INSPECTION THE FUEL FILTER PREBLOCKAGE PRESSURE SENSOR WAS FOUND OUT OF TOLERANCE IAW MM DATA. A NEW SWITCH WAS INSTALLED. THIS IS A RARE FAILURE FOR THIS PART. (K)

M7KA0702084313	UROCOP	TMECA	HINGE	CRACKED
8/4/2008	EC130B4	ARRIEL2B1	350A58004523	CREW DOOR

DURING ROUTINE INSPECTION CRACKS ON THE HINGE SURFACE RADIATE FROM MOUNTING BORES. THIS IS A VERY COMMON FAILURE FOR THIS PART. SUGGEST PART BE MANUFACTURED FROM A MORE DURABLE MATERIAL SUCH AS STAINLESS STEEL OR TITANIUM. (K)

M7KA0804084038	UROCOP	TMECA	BRACKET	CRACKED
9/1/2008	EC130B4	ARRIEL2B1	350A54112420	STARTER

FOUND CRACKED DURING ROUTINE PERIODIC INSPECTION. INSTALLED NEW BRACKET AS REQUIRED. (K)

M7KA0708084290	UROCOP	TMECA	BUSHING	LOOSE
8/4/2008	EC130B4	ARRIEL2B1		STARFLEX

DURING ROUTINE INSPECTION A STAR ARM END BUSHING WAS FOUND LOOSE. STARFLEX REMOVED FOR REPAIR AND SERVICEABLE STARFLEX INSTALLED. THIS IS A VERY COMMON FAILURE RECENTLY FOR THIS PART. SUSPECT THAT AN ADHESIVE FAILURE IS THE PROBLEM THAT MAY BE HEAT RELATED. (K)

M7KA0628084134	UROCOP	TMECA	WIRE HARNESS	DAMAGED
9/1/2008	EC130B4	ARRIEL2B1		POTENTIOMETER

FAILURE CODE AT SHUTDOWN INDICATED FAULT WITH THE COLLECTIVE POTENTIOMETER. A NEW POTENTIOMETER WAS INSTALLED AND NO FURTHER DEFECT REPORTED. IT WAS RECENTLY DISCOVERED THAT THE ROUTING OF AIR CONDITIONING SYSTEM WIRING IN CONTACT WITH THE UNSHIELDED ELECTRICAL HARNESS FOR THE POTENTIOMETER WAS CAUSING SPURIOUS SIGNALS IN THE CONTROL DATA WHICH WERE INTERPRETED AS A PONTENTIOMETER FAILURE. DOZENS OF THESE PONTENTIOMETERS WERE REPLACED. REROUTING THE AIR CONDITIONING WIRING HAS ALMOST ENTIRELY ELIMINATED THE NEED TO REPLACE THESE POTENTIOMETERS. (K)

MK7A0811084266	UROCOP	TMECA	FAIRING	CRACKED
9/1/2008	EC130B4	ARRIEL2B1	350A31201621	MAIN ROTOR

FOUND CRACKS RADIATING FROM A SINGLE SCREW BORE DURING ROUTINE INSPECTION. INSTALLED NEWLY REPAIRED AND PAINTED ASSY. FOLLOWING DOUBLER INSTALLATION AT SCREW BORE POSITIONS. THIS PART HAS HAD A HISTORY OF SIMILAR CRACK DEVELOPMENT UNTIL DOUBLERS WERE APPLIED. CURRENTLY NEW ACFT ARE DELIVERED FROM THE FACTORY WITH DOUBLER INSTALLED AT THESE SCREW BORE POSITIONS. (K)

M7KA0804084327	UROCOP	TMECA	PULLEY	WORN
9/1/2008	EC130B4	ARRIEL2B1	350A35109222	HYD PUMP

DURING ROUTINE 500 HOUR INSPECTION THE PULLEY SPINDLE ON WHICH THE INNER RACE OF THE BEARING IS PRESSFIT WAS FOUND VERY WORN WITH MORE THAN .10 INCH OF THE PROPER SPINDLE DIAMETER WORN AWAY AND SOME CORRESPONDING WEAR ON THE BEARING INNER RACE AND WEAR ON THE HYDRAULIC PUMP DRIVE PULLEYS SPLINED COUPLING SLEEVE. THIS IS THE THIRD INSTANCE OF WHICH WE ARE AWARE OF THIS DEFECT OCCURRING. THE BEARING ITSELF HAD NO APPARENT ROUGHNESS WHEN TURNED BY HAND. SUSPECT SOME PULLEYS OR PERHAPS BEARINGS HAVE IMPROPER MACHINED DIAMETERS WHICH ALLOW THE INITIAL SLIPPAGE AND SUBSEQUENT CHATTERING DEVELOPS WHICH REMOVES MATERIAL OVER TIME. THIS HAPPENED BETWEEN INSPECTIONS. BELT TENSION MUST BE RELEASED TO DETECT THIS DEFECT AS THE BELT AND THE COUPLING SLEEVE HELP KEEP THE PULLEY ALIGNED DURING A CURSORY INSPECTION OR WHEN THE AIRCRAFT IS OPERATING. WE INSPECT FOR THIS EACH 100 HOURS.

M7KA0730084173	UROCOP	TMECA	CIRCUIT BOARD	FAILED
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9/1/2008 EC130B4 ARRIEL2B1 EXTERIOR LIGHTS

POSITION LIGHTS FAILED TO ILLUMINATE WITH CIRCUIT BREAKER IN CLOSED POSITION AND NO APPARENT OPENS OR SHORTS IN THE WIRE HARNESS. INVESTIGATION REVEALED THAT THE PCB TRACE FOR THE POSITION LIGHT SWITCH POWER HAD MELTED MUCH AS A FUSE BLOWS. THIS IS NOT AN UNCOMMON PROBLEM FOR THIS PART. SUGGEST A CLOSE LOOK AT THE CURRENT PATH FOR THIS CIRCUIT TO SEE WHY THE CIRCUIT BREAKER PROTECTION FAILS TO PROTECT THE SWITCH PANEL PERHAPS A MORE ROBUST CIRCUIT TRACE IS REQUIRED ON THE PCB FOR THIS CIRCUIT. (K)

[M7KA0716084038](#) UROCOP TMECA EXCITER INOPERATIVE

9/1/2008 EC130B4 ARRIEL2B1 9550177760 LEFT

DURING ROUTINE INSPECTION THE LT POSITION IGNITER WOULD NOT FIRE. SWAP OF BOX OUTPUT FEEDS TO THE IGNITERS VERIFIED THE BOX CIRCUIT WAS DEFECTIVE. THIS BOX GAVE GOOD SERVICE BUT SEVERAL OTHER HAVE HAD PROBLEMS WITH LOW SERVICE HOURS THESE BOXES ARE NON-REPAIRABLE. (K)

[M7KA0825084313](#) UROCOP TMECA PICKUP INTERMITTENT

9/1/2008 EC130B4 ARRIEL2B1 ROTOR RPM

PILOT REPORTS THAT HE HAD INTERMITTENT LOW ROTOR RPM WARNING SIGNALS WITH NORMAL ROTOR SPEED INDICATIONS. THE MAGNETIC PICKUP HAD A LOW ROTOR WARNING CIRCUIT COB. CONTINUITY PROBLEM. A NEW SENSOR WAS INSTALLED AND NO FURTHER DEFECT WAS REPORTED. SUGGEST A MORE ROBUST SENSOR BE DESIGNED AS THE COIL WIRES ARE HAIR THIN AND FAIL ROUTINELY. PERHAPS EVEN AN OPTIC SENSOR WOULD BE MORE RELIABLE. (K)

[M7KA0709084020](#) UROCOP TMECA BUSHING LOOSE

8/4/2008 EC130B4 ARRIEL2B1 STARFLEX

DURING ROUTINE INSPECTION A STAR ARM END BUSHING WAS FOUND LOOSE. STARFLEX REMOVED FOR REPAIR AND SERVICEABLE STARFLEX INSTALLED. THIS IS A VERY COMMON FAILURE RECENTLY FOR THIS PART SUSPECT THAT AN ADHESIVE FAILURE IS THE PROBLEM THAT MAY BE HEAT RELATED. (K)

[M7KA0807084142](#) UROCOP TMECA LABYRINTH SEAL LEAKING

9/1/2008 EC130B4 ARRIEL2B1 0292817460 ENGINE

ENGINE SMOKING FOLLOWING SHUTDOWN WAS THE OBSERVED SYMPTOM. CLOSER INSPECTION REVEALED TRACES OF OIL STREAKING FROM POWER TURBINE BLADE ROOTS. A SERVICEABLE LABYRINTH RING ASSEMBLY HAS BEEN INSTALLED. (K)

[M7KA0815084417](#) UROCOP TMECA LABYRINTH SEAL LEAKING

9/1/2008 EC130B4 ARRIEL2B1 0292817460 ENGINE

ENGINE SMOKING FOLLOWING REDUCTION OF POWER TO FLIGHT IDLE WAS THE OBSERVED SYMPTOM. CLOSER INSPECTION REVEALED TRACES OF OIL STREAKING FROM POWER TURBINE BLADE ROOTS. A SERVICEABLE LABYRINTH RING ASSEMBLY HAS BEEN INSTALLED. (K)

[M7KA0803084356](#) UROCOP TMECA STOP CRACKED

9/1/2008 EC130B4 ARRIEL2B1 365A21384520 DOOR FRAME

FOUND CRACKED DURING ROUTINE INSPECTION. THIS PART IS ALSO DAMAGED BY UV RAYS OVER TIME MAKING IT BRITTLE AND PRONE TO CHIPPING AND CRACKING. (K)

M7KA0812084142	UROCOP	TMECA	SEAL	LEAKING
9/1/2008	EC130B4	ARRIEL2B1		FREEWHEEL UNIT

FOUND LEAKING EXCESSIVELY BOTH STATICALLY AND IN OPERATION DURING ROUTINE INSPECTION. INSTALLED NEWLY OVERHAULED FREE WHEEL SHAFT ASSY WITH NO FURTHER LEAKAGE NOTED. TEAR DOWN OF REMOVED ASSY REVEALED SEAL LIP HAD BEEN DAMAGED DURING ASSY. AS THE SHAFT WAS REPORTED TO BE INSTALLED FOR TEST CELL ENGINE. RUNS IT SEEMS ODD THE LEAK WAS NOT DISCOVERED AT THE OVERHAUL FACILITY. THIS IS THE SECOND TIME A NEWLY OVERHAULED ENGINE WAS INSTALLED THAT HAD A DAMAGED SEAL WHEN RECEIVED FROM THE FACTORY. (K)

M7KA0524083912	UROCOP	TMECA	PRESSURE SENSOR	MALFUNCTIONED
8/4/2008	EC130B4	ARRIEL2B1	S1130021089	M/R GEARBOX

OIL PRESSURE LIGHT ILLUMINATES AT GROUND IDLE. NEW SWITCH NORMALLY WORKS WELL BUT ON OCCASION LOSES INTERNAL CALIBRATION OR IS MISCALIBRATED AS NEW SWITCHES SOMETIMES EXHIBIT THE SAME PROBLEM. SUGGEST A MORE MODERN DESIGN BE CONSIDERED FOR THIS PART. (K)

M7KA0810084266	UROCOP	TMECA	HINGE	CRACKED
9/1/2008	EC130B4	ARRIEL2B1	350A581020	DOOR

FOUND SEVERAL HINGE SEGMENTS CRACKED ON ONE END OF THE HINGE LENGTH DURING ROUTINE INSPECTION. THIS IS FAIRLY COMMON DEFECT. (K)

M7KA0817084022	UROCOP	TMECA	POTENTIOMETER FAILED	
9/1/2008	EC130B4	ARRIEL2B1	116SF2C502W253	ECDS

AMBER GOVERNOR LIGHT ILLUMINATED IN FLIGHT AND SUBSEQUENT TO FAILURE REPORT GENERATION THE COLLECTIVE POTENTIOMETER WAS INDICATED TO BE DEFECTIVE. A NEW PART WAS INSTALLED AND NO FURTHER DEFECT NOTED. (K)

M7KA0706084131	UROCOP	TMECA	HINGE	CRACKED
8/4/2008	EC130B4	ARRIEL2B1	350A58004523	FUSELAGE

DURING ROUTINE INSPECTION CRACKS ON THE HINGE SURFACE RADIATE FROM MOUNTING BORES. THIS IS A VERY COMMON FAILURE FOR THIS PART. SUGGEST PART BE MANUFACTURED FROM A MORE DURABLE MATERIAL SUCH AS STAINLESS STEEL OR TITANIUM. (K)

M7KA0810084433	UROCOP	TMECA	PIN	DISLODGED
9/1/2008	EC130B4	ARRIEL2B1		HINGE

FOUND PIN FALLING OUT DURING ROUTINE INSPECTION. (K)

M7KA0709083967	UROCOP	TMECA	SWITCH	DEFECTIVE
9/1/2008	EC130B4	ARRIEL2B1	975UN01B4AA5P	START/STOP

DURING START ATTEMPT YELLOW AND AMBER GOVERNOR LIGHTS ILLUMINATED. FAULT CODE INDICATED START/STOP SWITCH AS DEFECTIVE. A NEW SWITCH WAS INSTALLED AND NO FURTHER DEFECT REPORTED. THIS IS A RARE FAILURE FOR THIS PART. (K)

M7KA0718084290	UROCOP	TMECA	BLEED VALVE	MALFUNCTIONED
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8/4/2008 EC130B4 ARRIEL2B1 9550164950 ENGINE

DURING FLIGHT OPERATIONS BLEED VALVE WAS CLOSING LATE AND OPENING TOO EARLY. A SERVICEABLE BLEED VALVE WAS INSTALLED. NO FURTHER DEFECT NOTED. SUSPECT ANEROID BELLOWS LOST CALIBRATION. THIS IS A RARE FAILURE FOR THIS PART. (K)

[M7KA804084327](#) UROCOP TMECA COUPLING DAMAGED

9/1/2008 EC130B4 ARRIEL2B1 S40 HYD PUMP

DURING ROUTINE 500 HOUR INSPECTION THE PULLEY SPINDLE ON WHICH THE INNER RACE OF THE BEARING IS PRESS FIT WAS FOUND VERY WORN WITH MORE THAN 10" OF THE PROPER SPINDLE DIAMETER WORN AWAY AND SOME CORRESPONDING WEAR ON THE BEARING INNER RACE AND WEAR ON THE HYDRAULIC PUMP DRIVE PULLEYS SPLINED COUPLING SLEEVE. THIS IS THE THIRD INSTANCE OF WHICH WE ARE AWARE OF THIS DEFECT OCCURRING. THE BEARING ITSELF HAD NO APPARENT ROUGHNESS WHEN TURNED BY HAND. SUSPECT SOME PULLEYS OR PERHAPS BEARINGS HAVE BEEN IMPROPERLY MACHINED, DIAMETERS WHICH ALLOW THE INITIAL SLIPPAGE AND SUBSEQUENT CHATTERING DEVELOPS WHICH REMOVES MATERIAL OVER TIME. THIS HAPPENED BETWEEN INSPECTIONS. BELT TENSION MUST BE RELEASED TO DETECT THIS DEFECT AS THE BELT AND THE COUPLING SLEEVE. HELP KEEP THE PULLEY ALIGNED DURING A CURSORY INSPECTION OR WHEN THE AIRCRAFT IS OPERATING. WE INSPECT FOR THIS EACH 100 HOURS.

[M7KA0625084248](#) UROCOP TMECA BEARING FAILED

8/4/2008 EC130B4 ARRIEL2B1 ARMATURE

PILOT REPORTED THAT ON PREFLIGHT INSPECTION THE OIL COOLER FAN IMPELLOR WOULD NOT TURN BY HAND. BEARINGS WERE SEIZED. INSTALLED SERVICEABLE BLOWER ASSY. THIS PART IS FAILURE PRONE, SUSPECT ALTERNATIVE ARMATURE BEARINGS OR GREASE BE CONSIDERED. (K)

[M7KA0811084266](#) UROCOP TMECA BRACKET CRACKED

9/1/2008 EC130B4 ARRIEL2B1 350A54112420 STARTER

FOUND CRACKED DURING ROUTINE INSPECTION. RECOMMEND THIS PART BE MFG OF A MORE DURABLE MATERIAL SUCH AS STAINLESS STEEL. THIS IS A FAIRLY COMMON DEFECT. (K)

[M7KA0625084248](#) UROCOP TMECA BLEED VALVE INTERFERENCE
[A](#)

8/4/2008 EC130B4 ARRIEL2B1 9550164950 ENGINE

DURING FLIGHT OPERATIONS BLEED VALVE WAS STICKING OPEN INTERMITTENTLY. A SERVICEABLE BLEED VALVE WAS INSTALLED. NO FURTHER DEFECT NOTED. SUSPECT ANEROID BELLOWS LOST PRESSURE. THIS IS A REAR FAILURE FOR THIS PART. (K)
