



U.S. Department
of Transportation

**Federal Aviation
Administration**

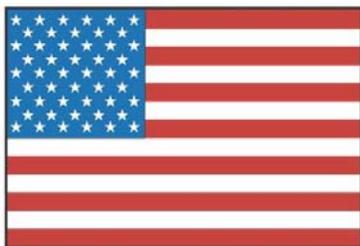
AFS-600

Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
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323**

**JUNE
2005**

CONTENTS

AIRPLANES

AMERICAN GENERAL.....	1
BEECHCRAFT.....	1
CESSNA	2
ERCOUPE	7
PIPER.....	7
RAYTHEON.....	11

POWERPLANTS & PROPELLERS

CONTINENTAL	12
HARTZELL.....	12

ACCESSORIES

AMEREX.....	12
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AIR NOTES

ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT	13
PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT.....	14
INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....	14
IF YOU WANT TO CONTACT US	15
AVIATION SERVICE DIFFICULTY REPORTS	15

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

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide 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 Mechanical Reliability Report (MRR), 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

AMERICAN GENERAL

American General; AG-5B; Reversed Seatbelt Doubler Installation; ATA 5347

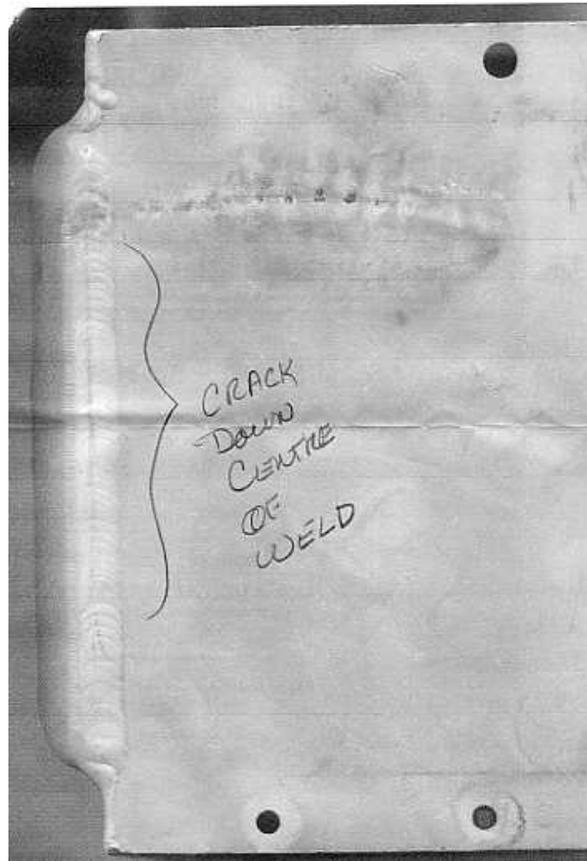
“While replacing the rear passenger seatbelts, it was discovered the 5102330-6 reinforcement plate had been installed on the forward side of the aft seat bulkhead under the seat belt attach bracket. The -6 plate should have been installed on the aft side of the bulkhead in accordance with AG Drawing 5102299. Furthermore, an MS20364-1032 (thin sheer nut) was used to secure the AN3-5A retaining bolts. MS 20365-1032 or MS21042-3 nuts should have been installed as called out on the drawing. This *(discrepant)* arrangement results in reduced seatbelt attachment strength when compared with the design configuration. This aircraft appeared to have the original seatbelts installed so it is likely this improper installation was accomplished during assembly. This submitter recommends owners of AG-5B aircraft manufactured by American General Aircraft have their rear seatbelt outboard attach brackets inspected for proper installation of the 5102330-6 plate and proper attach hardware prior to carrying rear passengers.” *(This was the second AG-5B found by this repair station with these discrepancies.)*

Part Total Time: 5,944.9.

BEECHCRAFT

Beechcraft; B60; Cracked Weld on Oil Cooler; ATA 7921

A mechanic found a 2-inch crack down the center of a weld on an oil cooler (P/N 10046A) for a Lycoming TIO-541. *(No other pertinent written data accompanied this submission, but the black and white electronic photo says a great deal.)*



Part Total Time: unknown.

Beechcraft; E90; Sheared Clevis Pin on Main Landing Gear; ATA 3213

A pilot reports a sound “...like a tire blowing out” and severe vibration through landing rollout. No errant vibration was detected during taxi back to the hangar. Exiting the airplane, misalignment in the right main gear is quickly noticed and reported by the pilot. Maintenance personnel investigate and discover the retaining clevis pin (P/N MS 20392-2C45) “...for the upper torque link sheared, causing the pin to drift outboard, which caused the upper torque link to break and separate from the trunnion.” The technician recommends replacing the clevis pins each time AD 2002-01-10 is performed. (*Time for the torque knee was given as 9,851 hours.*)

Part Total Time: (clevis pin) unknown.

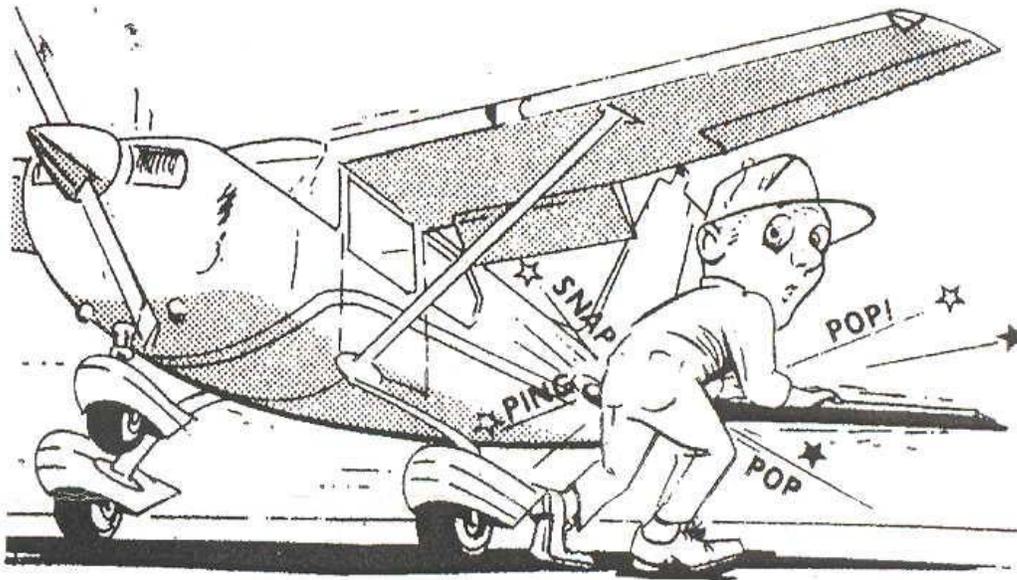
CESSNA

Cessna; All Single-Engine Models; Improper Ground Handling; ATA 5510

(The following admonition is published as received from the Associate Airframe and Services Manager in the Wichita Aircraft Certification Office.)

“Service experience and engineering tests show damage can be caused by excessive loads being imposed on the horizontal stabilizer when improper procedures are used during ground handling. It is important that pushing forces be applied close to the fuselage when moving an aircraft by the horizontal stabilizer. Check the procedures given in your Cessna Service Manuals. The best procedure for ground handling would be to use a tow bar. Note: This article has been published in previous Alerts. Reports indicate improper procedures are still being used.”

Horizontal Stabilizer Attach Stiffeners



Cessna; 100 - 200; Incorrect Alternate Static Source Markings; ATA 1100

The Alternate Static Source Kit (P/N AK210-48L) contains an improperly marked placard (P/N 0505005-1). The mechanic describes the placard's markings indicating the valve is *open* when it is actually closed, and vice versa. "Cessna has been contacted and will correct," states the mechanic. "We wonder how many kits have been installed."

Cessna; 150 - 207; Wheel Fairing Scrapers; ATA 3201

(The following admonition is published as received from the Associate Airframe and Services Manager in the Wichita Aircraft Certification Office. Specific models included are: 150, 152, 172, R172, 177, 180, 182, 185, 206, and 207.)

"Cessna airplanes fitted with wheel fairings incorporate a scraper adjacent to the tire. Damage will result if the correct clearance is not set between the tire and scraper. You should check the clearance when the scraper is disturbed, when the tire is changed and when speed fairings are installed. Adjust the clearance to have a minimum of 0.55 inch (14 mm) to a maximum of 0.80 inch (20 mm). The clearance allows for tire growth due to rotational speed and aging. Although tread wears off the tire with use, age growth increases the tire size faster than wear decreases it. Low tire pressure may change the rolling shape of the tire, which can cause tire-to-scraper interference as well, so maintaining proper tire pressures is also important. Cessna has recently revised the 172R/172S, 182S/182T/T182T and 206H/T206H maintenance manuals to incorporate this clearance information. It will be included in older manuals as they are revised."

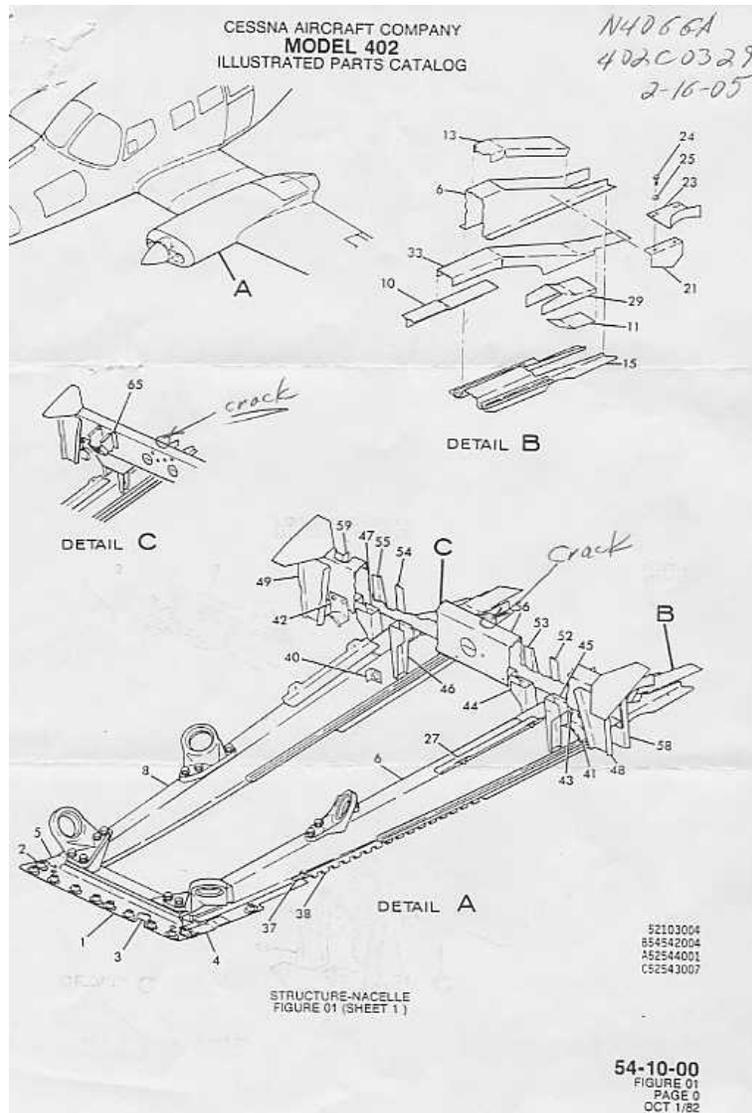
Cessna; 172H; Cracked Wing Spar; ATA 5711

A 2-inch crack was found on the R/H aft wing spar (P/N 0523400-51) beneath its inboard flap track attachment, traversing the lower rivet holes. The submitting mechanic speculates fatigue as the cause. His recommendation is "...all C172s with more than 8,000 hours total time be inspected by borescope or other acceptable means at the rear wing spar around the flap track attach area."

Part Total Time: 12,474.4 hours.

Cessna; 402C; Cracked Engine Nacelle Crossover Beam; ATA 5411

A mechanic found a 1.5-inch crack in the top rear radius of this aircraft's L/H engine nacelle crossover beam (P/N 5654104-11). Repair was affected by part replacement (*see below copy of Cessna Parts Catalog*).



Part Total Time: 21, 255.0 hours.

ERCOUPE

Ercoupe; 415C; Wing Spar-Cap Corrosion; ATA 5711

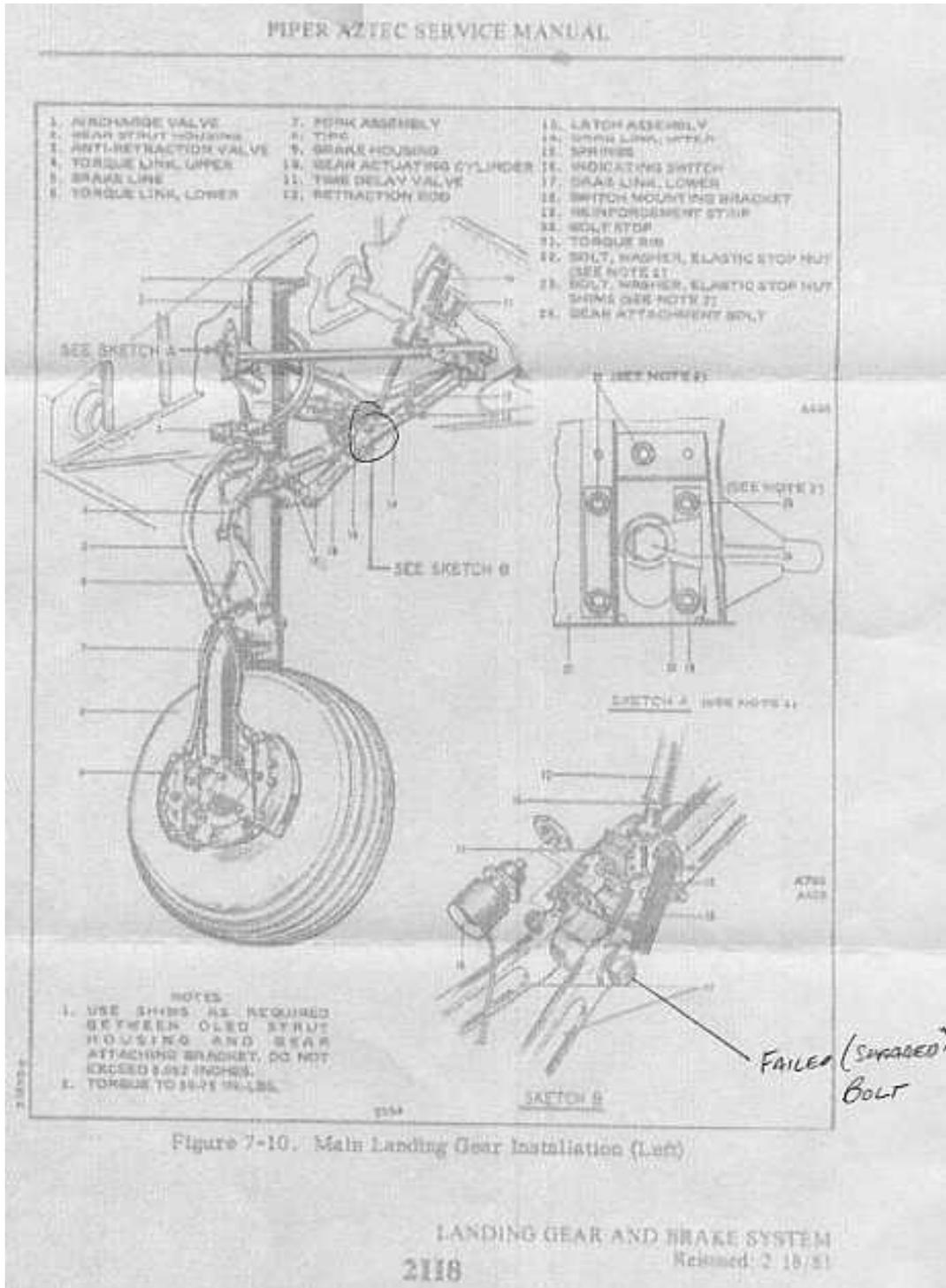
A technician writes, "While performing a three year inspection of the wing center section in accordance with AD Note 2002-26-02 and Univair S.B. (*Service Bulletin*) number 31, the forward upper spar cap strip (P/N 415-13027) was found to have an area of inter-granular corrosion near the upper wing attach fitting. The corrosion was barely visible with the wing center section installed on the aircraft. The full extent of the inter-granular corrosion was not known until the wing center section spar was removed from the aircraft, stripped of paint, and thoroughly cleaned. Initially the area of corrosion appeared to look like peeling paint. Closer inspection revealed an area 5/8 inch wide by 6 inches long by 3/16 inch deep. *(I)* recommend a close and thorough inspection of the wing center section for corrosion."

Part Total Time: 958.1 hours.

PIPER

Piper; PA 23-250; Sheared Main Gear Drag Link Pin; ATA 3213

This "...Piper Aztec was on roll out after landing when the L/H main landing gear drag link assembly separated between upper link assembly (P/N 16190-00) and the lower link assembly (P/N 16240-05)," states the writer. "This allowed the L/H main landing gear strut assembly to fold aft, allowing the aircraft to collapse on the runway. When the aircraft was recovered, the L/H main landing gear center drag link attach bolt (P/N 402-427 and/or AN177-27) was found sheared in the center of the bolt shank. Both halves of the bolt were still in the L/H lower drag link leg and were able to be removed for inspection. Visual inspection of the bolt's fracture indicated an existing crack across approximately 3/4 of the bolt's shank, with a new crack through the remaining 1/4 of the bolt's shank. A replacement bolt was installed to facilitate recovery of the aircraft...*(and it)* was subsequently turned over to the owner for repairs to be completed." *(A copy of the pertinent page in Piper's Service Manual was included with this submission, and two pictures of the sheared bolt.)*





Part Total Time: unknown.

Piper; PA 28-140; Spar Cap Corrosion; ATA 5711

This submission describes severe exfoliation corrosion in the L/H wing spar cap (P/N 67070-02) just behind the fuel tank. Piper Service Bulletin 1006 requires this tank to be removed for inspection. “There was no indication of corrosion swelling on the surface of the wing,” states the technician. “The area where the corrosion occurred is not visible from the inspection panel access and requires the fuel tanks be pulled for inspection of this area.” (*Two of six submitted photographs are shown below.*)

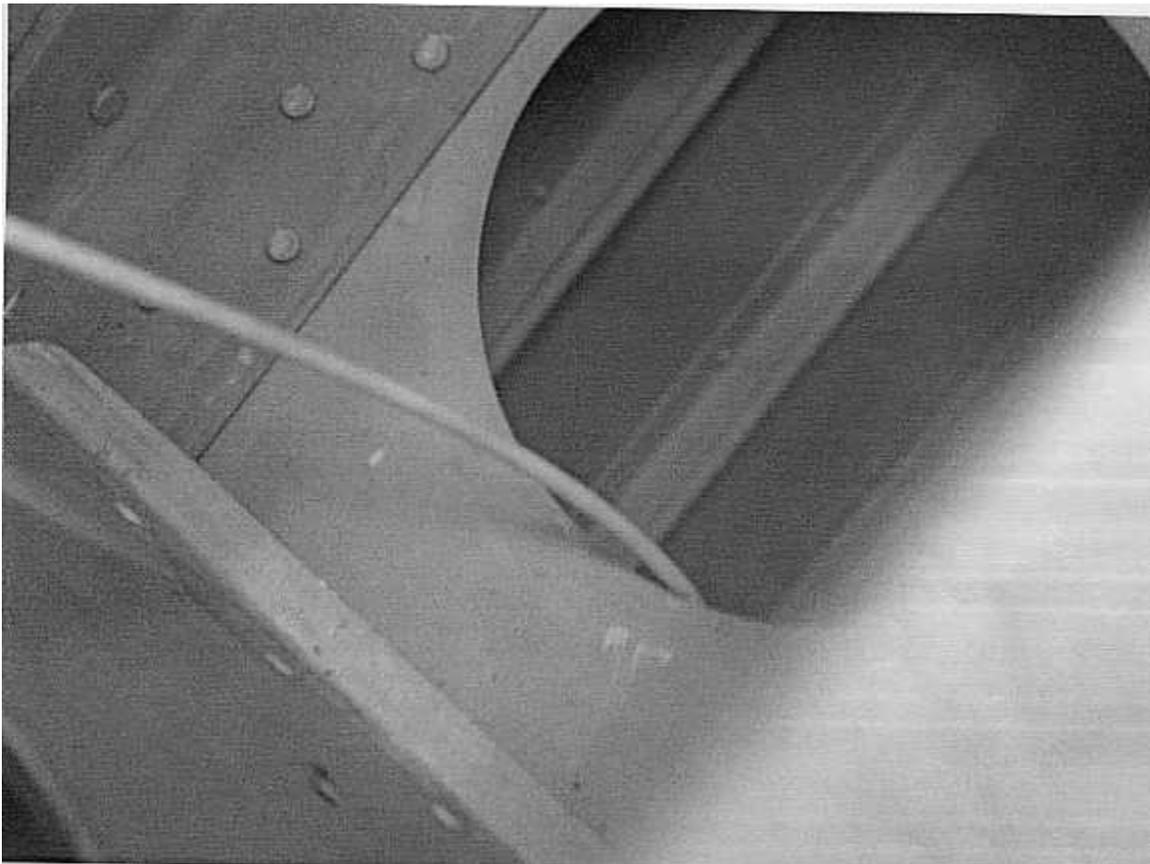


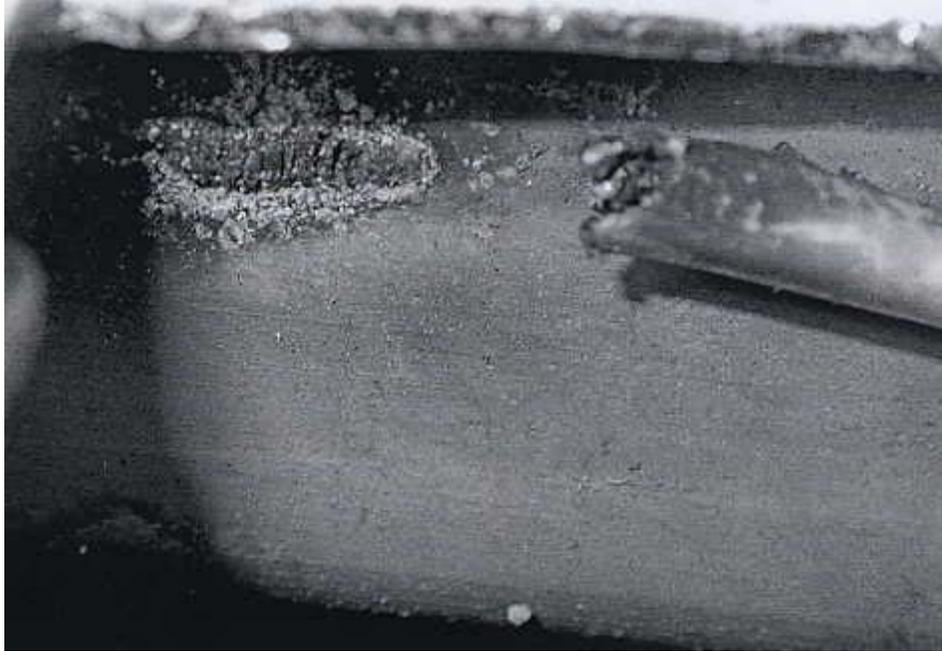
Part Total Time: 6,969.9 hours.

Piper; PA 31-350; Improper Electrical Wiring of Wing Lights; ATA 3340

(The following article's information has been coordinated with Mr. Fred Blauth, the Principal Maintenance Inspector from the Philadelphia Flight Standards District Office (FSDO).)

This aircraft's "...R/H wing exploded on take-off roll," states the submitter, "...due to ignited fuel vapors trapped in the empty wing cavity outboard of the fuel cells." Investigators determined about 700 feet into the takeoff roll the left engine began to loose manifold pressure and the pilot began to abort the takeoff. While the pilot was decreasing power, the outboard section of the right wing exploded. The aircraft was stopped on the runway and the pilot and his six occupants evacuated the aircraft without injury. This submitter goes on to state, "Further inspection revealed the R/H main fuel cell vent nipple was broken off and very brittle and deteriorated, allowing fuel vapors to accumulate in this cavity." The submitter also points out "...the aircraft was previously fitted with Colemill wingtip and landing light modifications." The modification was done in accordance with STC SA1151SO. The 28-volt power wire for the wingtip and landing light assemblies "...had been routed from root to tip following an aft stringer and passing through ribs via stringer cutouts--with no protection. This wire was found to be shorted and burned off with evidence of arcing at the approximate wing station number 148...causing ignition of the above fuel vapors." The submitter recommends "...the incident could have been avoided with proper fuel cell (and nipple) inspections (in accordance with the manufacturer's instructions) and routing wires properly using guidance in Advisory Circular 43.13--1B." The subsequent FAA investigation revealed the wing and landing light wiring had not been installed in accordance with the approved STC, which required the wiring to follow existing navigation light wiring along the front spar and not through the rear fuel cell cavity. The Philadelphia FSDO is currently initiating a safety recommendation to require all PA 31 operators incorporating STC'ed Colemill wingtip assemblies to check for proper wiring, electrical protection, and installation conformity. In addition, it is recommended all operators of similar aircraft utilizing rubber fuel cells perform a visual check of the exterior of the aircraft wings and or fuselage for signs of leakage, fuel wetness or color dye stains, especially in the vicinity of vents and compartment drains, and have properly certificated mechanics investigate the source to determine proper corrective action prior to flight. *(Three photographs follow. No times were provided.)*





Part Total Time: unknown.

Piper; PA 31-350; Malfunctioning Heater Air Pressure Switch; ATA 2140

A technician states his "...customer bought an exchange heater (Model B4500). The core returned to us had a distorted combustion tube. (*Inspection*) found the combustion air pressure switch (P/N 94E42-1) closed at all times. This particular switch is a NORMALLY OPEN switch. (*This*) switch closes when combustion air pressure increases and tells the heater it has combustion air. The combustion air blower quit (failed) and this switch did not sense this lack of combustion air pressure and continued to supply fuel to the heater. Bad, bad, bad. This switch does not get tested per AD 96-20-07. This (P/N FR65D79-3EL) heater was built in October 1997." (*The SDR database currently reflects two entries on this part number.*)

Part Total Time: unknown)

Piper; PA 34-200T; Malfunctioning Heater Air Pressure Switch; ATA 2140

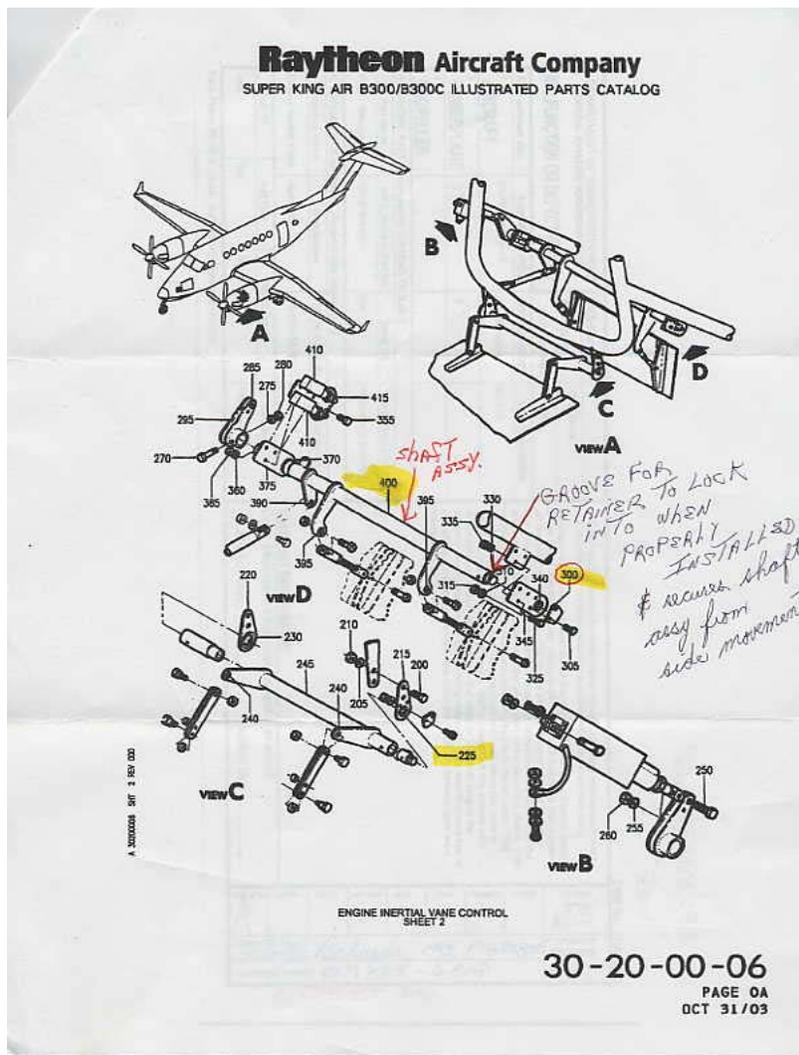
(*The above technician continues with another defective heater description.*) "A customer was checking (*the aircraft's*) heater, even though he wasn't required to do so, and found the combustion air pressure switch (P/N 94E42-3) closed at all times. This is a NORMALLY OPEN switch. The customer informed us the heater has 76 hours total time. This was a warranty claim. Upon receipt of the defective switch, we concluded the switch was closed at all times. This switch (and heater) is not required to be tested per AD 96-20-07. The heater this switch is installed on is P/N FR90D38-1EL and was built in February 2002. To prevent recurrence, have operators check heaters and switches (*by issuing*) a service bulletin or AD." (*The SDR database currently registers four entries for this part number.*)

Part Total Time: 76 hours.

RAYTHEON

Raytheon (Beech); B300; Improper Installation of Inertial Guide Vane; ATA 5400

A mechanic states, "During a normal phase inspection of the Engine Inertial Vane Control System it was found the retainer plate (P/N 101-910114-35) which locks into a groove on the shaft (P/N 101-910114-129) for the aft inertial vane was not installed correctly. When the retainer plate is correctly installed in the groove on the shaft assembly it would securely hold (*this assembly*) in its mounting plates. This retainer plate is located on the vane shaft end opposite the actuator. This (*improper*) situation allows the shaft assembly to move back and forth when the vane is operated through its (*normal*) range. We have found this excess side movement would also allow the bolt that secures the shaft assembly to the actuator (*to possibly*) catch on the surrounding support. This condition was found on both engines of this aircraft. The shaft assemblies for the forward vanes were found to be correctly installed. (A Raytheon B300 parts drawing is shown below.)



Part Total Time: unknown.

POWERPLANTS AND PROPELLERS

CONTINENTAL

Continental; TSIO-520R; Failed Connecting Rod; ATA 8520

The attending mechanic describes the probable sequence of events for this Cessna 210's engine.

“The number two connecting rod failed, breaking the crankcase and knocking the left magneto from its mount. The rod showed friction welding to the crank prior to failure. The counterweight was also damaged by impact with the rod. It appears the engine continued to operate briefly following the rod's seizure. The pilot accomplished a successful landing in a soybean field, sustaining no apparent damage to the airframe. This engine had 1074 hours since major overhaul. It has a history of cylinders being removed for top overhaul, with four of them having been changed twice. The owner indicated he had been experiencing persistent over-boosting, and (*this problem*) had been addressed by a couple of different mechanics and shops. The turbo controller had been replaced, and subsequent to that, the waste gate had been removed, serviced, and reinstalled. Upon completion of this work, it appeared the over-boost problem had mitigated. Shortly (*later*) however, the engine failed. The pilot indicated engine failure was preceded by fluctuating oil pressure, loss of boost pressure, and rough operation. It is my opinion the persistent over-boosting hammered the rod bearings to the point that they were marginal by the time the boost problem was corrected. Things seemed normal until oil pressure loss through the rod bearings resulted in inadequate wastegate operation (loss of boost) and lubrication.”

Part Total Time: not given.

HARTZELL

Hartzell; HC-C2YK-1BF; Incorrect Assembly Parts; ATA 6122

The propeller's governor (P/N F2-7A) discrepancies included RPM control issues and a history of leaking. The submitting technician states, “During disassembly, the pilot-spool shaft (P/N 54696) threads were found to be damaged. It was discovered that during the previous assembly of this part a fine thread B3808-4 nut was used in place of the required B3808 (course thread) nut. The B3808-4 was forced onto the pilot-spool, distorting and cross-threading (*the part*). The unit was reported to have been overhauled in March of 1994, having approximately 200 hours (*accumulated time*).”

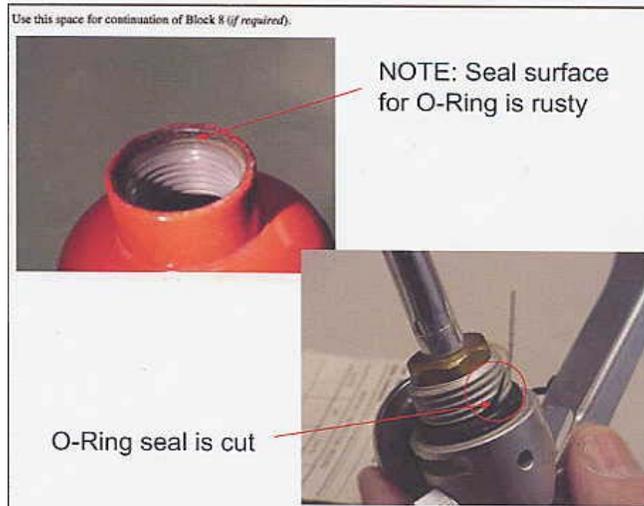
Part Total Time: unknown.

ACCESSORIES

AMEREX

Amerex Fire Extinguisher (*Portable*); Model 344; Depleted Bottle; ATA 2622

The submitter describes this extinguisher to have passed both weight and pressure checks, and then it was stored appropriately (*storage time not provided*) while the host aircraft underwent inspection. Upon reinstallation of this unit into the aircraft, the technician noticed the Halon was depleted, even though all safety seals were intact. Investigation found the cylinder head to be loose and the o-ring damaged. (*Shown below are two photographs that accompanied this submission, followed by another Alert report on the same type of bottle.*)



Part Total Time: manufacture date 2001.

Amerex Fire Extinguisher (Portable); Model 344; Depleted Bottle; ATA 2622

This fire bottle was found completely discharged and its nozzle assembly loose. The inspecting technician describes the unit’s valve threads as being corroded and the o-ring seal deteriorated. Improper valve torque was offered as a possible cause for these discrepancies. (Two accompanying photographs are shown below. The Amerex web site: <http://amerex-fire.com/main.asp> contains excellent information--especially under the “Distributor’s Corner,” on the home page, then select “Technical Tips.” Their discussion makes very clear the specifications for servicing these bottles--specifications not complied with on many units returned to them.)



Part Total Time: manufacture date of 1998.

AIR NOTES

ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

One of the recent improvements to the Flight Standards Service Aviation Information Internet web site is the inclusion of FAA Form 8010-4, Malfunction or Defect Report. This web site is still under construction and further changes will be made; however, the site is now active, usable, and contains a great deal of information.

Various electronic versions of this form have been used in the past; however, this new electronic version is more user friendly and replaces all other versions. You can complete the form online and submit the information electronically. The form is used for all aircraft except certificated air carriers who are provided a different electronic form. The Internet address is: <http://av-info.faa.gov/sdrx>

When the page opens, select “M or D Submission Form” and, when complete, use the “Add Service Difficulty Report” button at the top left to send the form. Many of you have inquired about this service. It is now available, and we encourage everyone to use this format when submitting aviation, service-related information.

PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

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.

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, Mechanical Reliability Reports (MRRs), 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/>.

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:

John Jackson

Service Difficulty Reporting System, Program Manager

Aviation Data Systems Branch, AFS-620

P.O. Box 25082

Oklahoma City, OK 73125

Telephone: (405) 954-6486

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
CA050316002			HARTZL	CYLINDER	LEAKING
3/11/2005					PROPELLER
<p>(CAN) PROP WAS IN FOR BETA LIGHT FLICKERING, TORQUE FLUC, OIL PRESS FLUC. PROP HAD A SLOW PITCH CHANGE, OIL LEAK BETWEEN BASE OF CYL & HUB, GREASE LEAKAGE FROM ALL FOUR BLADE CLAMPS. FOUND NR 4 BLADE OUT 0.6 DEG IN ANGLE. LATCH ANGLES OUT ABOUT 0.7 DEGREES. PROP BEING DISASSEMBLED, FOUND PISTON NUT, INSIDE, OUTSIDE BLADE CLAMP BOLTS WERE NOT TO REQUIRED TORQUE. OUTER CLAMP BOLTS FOUND AT 40 TO 50 FT-LBS TORQUE, WHEN 65 FT-LBS IS SPEC. IT WAS FOUND THAT OD OF BLADE SHANK HAD ALSO BEEN PAINTED. NO ALIGNMENT TAPE FOUND ON BLADE SHANKS AND CLAMPS TO DETERMINE IF BLADES HAD SLIPPED IN CLAMPS. COULD HAVE BEEN CAUSE FOR BLADE ANGLES TO BE OUT OF SPECS. JOINT BETWEEN CYL AND HUB WAS FOUND TO BE LEAKING OIL.</p>					
CA050316001				BOOT	MISLOCATED
3/14/2005				4E11887	PROP BLADE
<p>(CAN) PROPELLER HC-B4TN-5GL, SERIAL NR CDA3380M2, WORK ORDER NR T65300 BLADE DE-ICER PART NR 4E1188-7. WHEN RECEIVED, FOUND THAT THE DEICE BOOTS HAD BEEN INSTALLED TOO FAR OUT ON THE BLADE. THEY WERE .6875 TO 1.2500 INCHES FROM THE OUTSIDE EDGE OF THE BLADE CLAMP. IN MANUAL 202, AND IN DRAWING 7E1338 SPECIFY FOR THIS AIRCRAFT INSTALLATION THAT THE DE-ICERS SHOULD BE INSTALLED, 1 INCH FROM THE OUTSIDE EDGE OF THE BLADE CLAMP. BUT IN PROPELLER DE-ICING SYSTEMS REPLACEMENT PARTS LIST FOR REFERENCE KIT 65-165, SPECIFIES 1.2500 INCH. THE MANUFACTURER WAS ADVISED OF THE DE-ICER DISTANCE, AND THEY STATED.</p>					
2005FA0000601			COLLINS	MOTOR	INTERMITTENT
4/4/2005			ADI85A	2300626020	ADI
<p>CREW REPORTED COMMAND FUNCTION STICKING AND ADI DISPLAYS CMD FLAG. INSPECTION REVEALED MOTOR HAD HIGH START VOLTAGE. MOTOR DATE CODE IS 04/04. MOTOR WAS INSTALLED NEW 11/2004.</p>					
2005FA0000501			ROTOL	BLADE	CRACKED
1/27/2005				6607132886	OUTER SLEEVE
<p>PROPELLER RECEIVED FOR REPAIR OF BURNED OUT DE-ICER. PROP REQUIRED COMPLIANCE OF AD. PROP FAILED AD. PROP WAS DISASSEMBLED AND A CRACK WAS FOUND IN ROOT END OUTER SLEEVE OF NR 4 BLADE, SN 258. BLADE IS REJECTED FROM FURTHER SERVICE. (K)</p>					
JGVR2005P7YFA			COLLINS	MOTOR	INTERMITTENT
4/15/2005			ADI85A	2300626020	ADI
<p>INTERMITTENT MOTOR CAUSED STICKING FLIGHT DIRECTOR COMMAND FUNCTION. THIS CAUSED THE COMMAND FLAG TO BE INTERMITTENTLY DISPLAYED. INSPECTION REVEALED THE MOTOR TO HAVE HIGH RESISTANCE. THIS MOTOR WAS INSTALLED NEW IN AUGUST 2004. DATE CODE ON THE MOTOR IS 0424.</p>					
2005FA0000608				BLADE	FATIGUED
4/6/2005					COMPRESSOR WHEEL
<p>THIS IMPELLER HAS EXPERIENCED WHAT LOOKS LIKE HIGH CYCLE FATIGUE WITH A VERY LOW TT ON THE UNIT. IT APPEARS TO HAVE FAILED DUE TO WHAT STARTED AS A FATIGUE CRACK AND RESULTED IN A LARGE PIECE</p>					

OF THE IMPELLER COMING OFF. THIS IMPELLER AND ANOTHER WERE PURCHASED WITHIN 30 DAYS OF EACH OTHER AND HAVE S/N THAT ARE 2 DIGETS OFF FROM THE OTHER.

CA050421003		BOLT	FRACTURED
4/17/2005		MS2000526	MLG

(CAN) TIE BOLT FOUND BROKEN IN HALF IN IB RIM. TIE BOLT CAUSED DAMAGE TO BOLT HOLE IN RIM. RIM HALF WAS REJECTED FOR SERVICE ALONG WITH TIE BOLT. ALL OTHER 5 BOLTS WERE TIGHT IN THE RIM HALFS. TIME UNKNOWN ON BOLTS AS THEY ARE MPI EVERY REMOVAL.

CA050414010		ROD BEARING	GOUGED
4/14/2005		B24914S	PROPELLER

(CAN) P/N B2491-4S PC ROD GOUGED ON SPRING AREA BEYOND LIMITS, P/N A2202. BEARING DENTED BEYOND SERVICABLE LIMITS P/N SPRING END OF SPRING DAMAGED LEAVING A SHARP EDGE TO GOUGE PC ROD SCRAP PARTS RETURNED TO CUSTOMER.

CA050322006		ELT	FAILED
3/22/2005		PS400010	CABIN

(CAN) DURING AN ELT RECERTIFICATION THE G SWITCH FUNCTION FAILED THE REQUIRED G FORCE TEST. WE HAVE SINCE FOUND SEVERAL G SWITCH FAILURES. THE ELT'S WERE SENT BACK TO THE MFG FOR REPAIR.

CA050316007	JANITROL	CONTROL VALVE	LEAKING
3/10/2005		A23D04	HEATER REGULATOR

(CAN) AD 2004-25-16, HEATER REGULATOR/CONTROL VALVE, P/N A23D04, WEEPING FUEL. ACTION TAKEN- DISABLED AT PRESENT, PARTS ON ORDER.

2005FA0000647	HONEYWELL	BLADE	CRACKED
4/20/2005			COMPRESSOR ROTOR

THIS IMPELLER HAS EXPERIENCED WHAT LOOKS LIKE HIGH CYCLE FATIGUE WITH A VERY LOW TT ON THE UNIT. IT APPEARS TO HAVE FAILED DUE TO WHAT STARTED AS A FATIGUE CRACK AND RESULTED IN A LARGE PIECE OF THE IMPELLER COMING OFF. THIS IMPELLER AND ANOTHER WERE PURCHASED WITHIN 30 DAYS OF EACH OTHER AND HAVE SN THAT ARE 2 DIGITS OFF FROM THE OTHER. (K)

2005FA0000665		BATTERY	WRONG PART
3/9/2005			EMERGENCY LIGHT

UNIT CONTAINS 24 NICAD CELLS IN PLACE OF THE 12 LEAD ACID CELLS THAT BELONG IN IT. THE HIGHER VOLTAGE APPEARS TO HAVE BURNED UP THE CELL SWITCH BLOCK. NICAD CELLS ARE NOT AN APPROVED REPLACEMENT CELL FOR THIS UNIT. (K)

2005FA0000679		LIFE VEST	FAILED
12/20/2004		GA12P0201	CABIN

INDIVIDUAL FLOAT DEVICE FAILED. MFG RECOMMENDED CELL PRESSURE TEST. DOM: MAY 1981. (K)

2005FA0000598	CONT	O-RING	IMPROPER PART
4/13/2005	IO520*	532200	CYLINDER BASE

INCORRECT CYLINDER BASE O-RINGS INSTALLED AT TOP-OVERHAUL. THE O-RINGS INSTALLED APPEARED TO BE THE SIZE FOR THE ENGINE. THESE LARGER CROSS SECTION SEALS WERE PINCHED BETWEEN THE CYLINDER BASE AND THE CRANKCASE. THIS RESULTED IN A LOW THROUGH-BOLT TORQUE. NUMBERS 2 AND 3 MAIN BEARINGS SPUN, DISRUPTING OIL FLOW TO THE NUMBER 4 CONNECTING ROD. THE NUMBER 4 CONNECTING ROD FAILED AND PENETRATED THE CASE.

2005FA0000569	CONT	BEARING	DAMAGED
3/15/2005	IO550F	SA634503M010	CRANKSHAFT

UPON DISASSEMBLY IT WAS NOTED THAT THIS BEARING SHELL IS BROKEN. IT IS LOCATED IN NR 2 FROM REAR

SADDLE. IT APPEARS THAT THE BEARING HAS WORKED AND IS POLISHED AS RESULT: THE CRANKSHAFT, SN C159618N HAS OVERSIZED BLADE BUSHING BOSSES. UPON DISASSEMBLY, (LOOSE BUSHINGS) NOTE: FRETTING ON PARTING SURFACE AS A RESULT OF THE BEARING WORKING, THE BEARING TANG IN THE SADDLE HAS BEEN MALFORMED.

2005FA0000686	GE		IGNITER	DAMAGED
1/10/2005	CF7002D2			ENGINE

IGNITER WOULD NOT THREAD INTO ENGINE LOSS DURING O/H ASSEMBLY. 1ST THREAD SHOWS DAMAGE AND FURTHER EXAMINATION SHOWS THREAD DIAMETER IS .003 INCH-.004 INCH LARGER THAN THE OTHER NEW IGNITER INSTALLED ON THIS ENGINE. THE UNDAMAGED IGNITER WAS CHECK-THREADED INTO BOTH ENGINE BOSSES WITH NO PROBLEMS. RECOMMEND CAREFUL CONDITION CHECKS. (K)

2005FA0000715	LYC	MCAULY	RETAINER	DAMAGED
4/21/2005	IO540*		D20880	PROP GOVERNOR

FLYWEIGHT RETAINING DISC, DAMAGED. (K)

2005FA0000519	LYC		PISTON	BROKEN
4/5/2005	O320H2AD		SL15357	ENGINE

DURING A 100 HR INSPECTION, FOUND A SMALL PIECE OF METAL IN THE SUCTION SCREEN. NO METAL WAS FOUND IN THE FILTER, INSPECTED PIECE AND DETERMINED TO BE FROM A PISTON, REMOVED OIL SUMP AND FOUND SEVERAL MORE PIECES, LOOKED INTO CASE. FOUND THE SKIRT OF NR 3 PISTON TO BE MISSING PIECES. REMOVED NR 3 CYLINDER AND FOUND NO DAMAGE TO THE CYLINDER, REMOVED REMAINING CYLINDERS AND FOUND NO DAMAGE. CYLINDER REMOVED 661.9 HRS AGO FOR AN ENGINE TEARDOWN AND REINSTALLED, TTSN: 3836.8, TTTSO1832.6. PART HAD A CRACK THAT EXTENDED .5 INCH BEYOND THE BROKEN SECTION HEADED TOWARD THE OIL SCRAPER DRAIN HOLE. (K)

2005FA0000718	PWA	PWA	BLADE	FRACTURED
4/20/2005	F117PW100		1B6509	ENGINE

SUBJECT ENGINE WAS RECEIVED FOR PROACTIVE NIB 10/11TH STATOR REMOVAL. DURING INSPECTION, ONE 9TH STAGE HPC BLADE WAS FOUND FRACTURED WITH APPROX 1.140 LENGTH OF THE BLADE MISSING. THIS IS FIRST SHOP VISIT FOR THE ENGINE. (K)

CA050315003	PWA		BLADE	FAILED
3/9/2005	PT6A114A		304574101	ENGINE

(CAN) AFTER ENGINE SPLIT, ENGINE SUFFERED A CT BLADE FAILURE. 1 CT BLADE HAD LOST APPROX HALF OF ITS AIRFOIL, & OTHER BLADES HAD MATERIAL MISSING MOSTLY IN THE AIRFOIL UPPER PORTION APPARENTLY AS A RESULT OF IMPACT DAMAGE. MATERIAL FROM CT BLADES ALSO DAMAGED HOT SECTION DOWNSTREAM OF CT VANE. GG CASE DIFFUSER DUCTS HAD UNUSUAL & UNIFORM CRACKING DAMAGE. FRACTURE OF BLADE AT MID SPAN IS SUGGESTIVE OF A FATIGUE FAILURE DUE TO BLADE VIBRATION. CT BLADES WERE INSPECTED AT THE LAST O/H IAW O/H MANUAL. 12 BLADES FOUND TO HAVE UNACCEPTABLE COATING LOSS & REPLACED NEW & BALANCE OF SET INSPECTED AS SERVICEABLE & WERE RE-INSTALLED. THE CT BLADE FAILURE INVESTIGATION.

CA050401005	PWA		ENGINE	MAKING METAL
3/29/2005	PT6A25			

(CAN) THE ENGINE EXPERIENCED AN UNCOMMANDED REDUCTION IN POWER FOLLOWING TAKE-OFF. THE FLIGHT DIVERTED TO POINT OF ORIGIN. DURING SUBSEQUENT TROUBLESHOOTING, THE CHIP DETECTOR WARNING ANNUNCIATED AND METAL PARTICLES WERE FOUND ON THE DETECTOR. MFG WILL MONITOR THE INVESTIGATION OF THIS INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050419007	PWA		ENGINE	MALFUNCTIONED
4/2/2005	PT6A25			

(CAN) DURING A MAINTENANCE FLIGHT, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE PILOT WAS UNABLE TO MODULATE POWER AND SUBSEQUENTLY SUCCESSFULLY EJECTED FROM THE AIRCRAFT. MFG WILL MONITOR THE INVESTIGATION OF THIS INCIDENT AND WILL ADVISE OF ROOT CAUSE, ONCE

DETERMINED.

CA050315004	PWA	SUN GEAR	SPALLED
3/9/2005	PT6A28		ENGINE

(CAN) THE SOURCE OF THE METAL CONTAMINATION WAS THE SUN GEAR FROM THE 1ST STAGE REDUCTION GEAR. THE SUN GEAR HAD LOST A CONSIDERABLE AMOUNT OF MATERIAL FROM THE GEAR TEETH FACES. DAMAGE IS THOUGHT TO HAVE STARTED AS A GEARTOOTH SPALLING WHICH PROGRESSED, GRADUALLY LOOSING SMALL PARTICLES FROM THE TEETH SURFACES AND CONTAMINATING THE OIL SYSTEM. PRESENCE OF SCORING IN THE RGB SCAVENGE PUMP AND MAIN PRESSURE PUMP HOUSINGS WAS DIRECT RESULT OF PUMPING CONTAMINATED OIL. THERE WAS NO SIGN THAT CONTAMINATED OIL BYPASSED THE OIL FILTER AND IT IS NOT FELT THAT THERE WAS ANY CONTAMINATION OF THE PRESSURE SIDE OF THE ENGINE LUBRICATING SYSTEM. THE CAUSE OF SUN GEAR SPALLING IS NOT APPARENT.

CA050224009	PWA	ENGINE	POWER LOSS
2/18/2005	PT6A34AG		

(CAN) THE ENGINE WAS REPORTED TO HAVE LOST POWER SHORTLY AFTER DEPARTING THE RUNWAY. THE AIRCRAFT SUBSEQUENTLY IMPACTED THE GROUND. MFG WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE, ONCE DETERMINED.

CA050329005	PWA	ENGINE	MALFUNCTIONED
3/14/2005	PT6A36		

(CAN) DURING DESCENT THE ENGINE WAS REPORTED AS NOT RESPONDING TO THROTTLE INPUT. THE ENGINE WAS SHUTDOWN IN FLIGHT. THE ENGINE WAS INSPECTED AND INSTALLED ON A SECOND AIRCRAFT. DURING A SUBSEQUENT FLIGHT, THE PROBLEM RE-OCCURRED WITH THE ENGINE AGAIN BEING SHUTDOWN IN FLIGHT. MFG WILL MONITOR THE INVESTIGATION OF THESE EVENTS AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050222007	PWA	ENGINE	DAMAGED
2/15/2005	PT6A60A		

(CAN) AS A RESULT OF PROP STRIKE ENG SUFFERED SOME TIP RUBS IN COMPRESSOR, PT & SCORING DAMAGE IN A PROPSHAFT BOLT HOLE. FULL O/H LEVEL INSP OF RGB COMPONENTS FOUND ONLY NORMAL OPS DAMAGE WITH NO ADDITIONAL DAMAGES. ENG FOUND TO HAVE 14 OF 47 1ST STAGE PT BLADES CRACKED IN FIRTREE ROOT. IT IS POSSIBLE THAT THESE CRACKS ARE RESULT OF FATIGUE. PROP STRIKE CAUSED A DEFORMATION BENDING OF ONE OF THE PROP MOUNT BOLTS. RUB DAMAGE FOUND IN COMPRESSOR IS ALSO CONSIDERED TO BE MINOR & IS ALSO SIMILAR TO THAT OF THE SISTER ENG. THIS TYPE OF DAMAGE IS NOT UNCOMMON FOR AN ENGINE WITH 3700 HOURS OF OPS BUT THE SIMILARITY TO THE SISTER ENG IT MAY ALSO BE WHOLLY OR PARTIALLY A RESULT OF THE SUDDEN STOPPAGE/PROP STRIKE.

CA050222011	PWA	BOLT	BROKEN
2/22/2005	R2800*	272225	ENGINE

(CAN) UPON INSPECTION OF THE ENGINE DURING A SCHEDULED B-CHECK, ONE OF THE BOLTS HOLDING THE POWERCASE AND REAR ACCESSORY CASE TOGETHER WAS FOUND MIGRATING OUT OF THE POWERCASE BETWEEN CYLINDER NR4 AND NR5. ENGINE WAS REMOVED FOR REPAIR BY OVERHAUL SHOP.

HE89099847	AEROSP	ALLSN	STARTER GEN	UNSERVICEABLE
3/17/2005	AS355F1	250C20F	150SG117Q	ENGINE

STARTER WOULDN'T START ENGINE

CA050323006	AEROSP	PWA	ENGINE	MALFUNCTIONED
2/28/2005	ATR42*	PW121		

(CAN) ON APPROACH THE ENGINE EXPERIENCED AN UNCOMMANDED POWER (TORQUE) REDUCTION ACCOMPANIED BY A LOUD NOISE AND LOSS OF ENGINE OIL PRESSURE. THE CREW SECURED THE ENGINE IN FLIGHT AND ACCOMPLISHED A SINGLE-ENGINE LANDING. SUBSEQUENT INSPECTION REVEALED DAMAGE TO THE TURBO MACHINE. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA050408001	AEROSP	PWA		GCU	FAILED
4/6/2005	ATR42300	PW120		10200311	NR 2
(CAN) SHORTLY AFTER DEPARTING YZF, NR 2 DC GENERATOR WENT OFF LINE. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE WHERE MAINTENANCE RERACKED THE NR 2 GCU AND GROUND RAN THE AIRCRAFT WITH NO FAULT FOUND. RETURNING TO YZF LATER SAME DAY THE NR 2 DC GENERATOR WENT OFFLINE AGAIN. UPON ARRIVAL IN YZF THE NR 2 GCU WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.					
CA050426002	AEROSP	PWA	AUXILEC	SENSOR	FAILED
4/11/2005	ATR42300	PW120		10300311	NR 2 DC GEN
(CAN) AFTER DEPARTING YZF, THE NR 2 DC GENERATOR WENT OFF LINE AND THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE DETERMINED THE NR 2 HALL EFFECT SENSOR HAD FAILED. THE UNIT WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE AFTER SATISFACTORY FUNCTION TEST.					
CA050427005	AEROSP	PWA		WIRE HARNESS	ARCED
4/22/2005	ATR42300	PW120			NR 2 NACELLE
(CAN) AFTER DEPARTING, THE NR 2 AC GENERATOR WENT OFF LINE. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE GCU WHICH DID NOT RECTIFY THE PROBLEM. FURTHER INVESTIGATION REVEALED THAT ARCHING BETWEEN THE AC HARNESS AND THE ENGINE CASE AT THE (D) FLANGE HAD OCCURRED.					
CA050329009	AEROSP	PWA		ENGINE	MALFUNCTIONED
3/16/2005	ATR42500	PW127			
(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN. THE FUEL CONTROL (MFC) AND FUEL PUMP WERE REMOVED FOR INVESTIGATION. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.					
CA050419005	AGUSTA	PWC		FUEL CONTROL	FAILED
4/8/2005	A109E	PW206C		304589603	ENGINE
(CAN) DURING TAKEOFF, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION TO IDLE SPEED. THE FUEL CONTROL UNIT (FMM) WAS SUBSEQUENTLY REPLACED.					
HDS0315051	AGUSTA	PWA		FRAME	CRACKED
3/16/2005	A119	PT6*		109037301	VERT STABILIZER
THIS IS TO REPORT CRACKS IN THE FRAMES ON THE VERTICAL FIN, IN THE AREAS AT WL 2145.0 AND 2520.0. THESE CRACKS ARE OCCURRING APPROXIMATELY BETWEEN FS 9350.0 TO 9850.0. (SW19200508005) (K)					
CA050329010	AGUSTA	PWA		EGU	OSCILLATES
3/21/2005	A119	PT6B36		101250003	ENGINE
(CAN) DURING AIRCRAFT DELIVERY FLIGHT, THE CREW REPORTED ROTOR OSCILLATION. THE ENGINE'S GOVERNING UNIT (EGU) WAS SUBSEQUENTLY REPLACED. MFG WILL MONITOR INVESTIGATION OF THE SUSPECT EGU AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.					
CA050309006	AIRBUS			RUDDER	SEPARATED
3/5/2005	A310			A5547150002200	EMPENNAGE
(CAN) AFTER DEPARTURE IN CRUISE AT 35000 FT, THE CREW REPORTED THAT A LOUD BANG WAS HEARD. THE PILOT TOOK MANUAL CONTROL AND RETURNED TO LAND SAFELY AT THE DEPARTING AIRPORT. VISUAL INSPECTION AFTER LANDING REVEALED THAT A LARGE PORTION OF THE RUDDER SURFACE WAS MISSING. A PORTION OF THE RUDDER STRUCTURE REMAINED ATTACHED BETWEEN LOWER HINGE AND THE 3 SERVO-CONTROL ATTACHMENT POINTS. THE EVENT IS SUBJECT TO A FORMAL INVESTIGATION. MFG HAS SENT A TEAM OF SPECIALISTS TO ASSIST THE AUTHORITIES WITH THEIR INVESTIGATION.					
CA050411001	AIRBUS	GE		POWER UNIT	FAILED
4/9/2005	A310	CF680C2*		8ES00463200	CABIN LIGHTS

(CAN) 45 MINUTES AFTER TAKEOFF, BURNING ODOR WAS REPORTED IN THE PASSENGER CABIN AT ROW 17-18. ODOR DISAPPEARED AFTER 10 MINUTES. DURING INVESTIGATION FOUND LIGHT TRANSFORMER ON POWER UNIT 18 BURNED AND FUSE BLOWN. SUSPECT PROBLEM BEING CAUSED BY LIGHT SOCKET PINS, FOUND FUSED COMPLETE POWER UNIT. REPLACED AND SYSTEM TESTED SERVICEABLE.

CA050425009	AIRBUS	GE	PUSH-PULL CABLE	CONTAMINATED
4/24/2005	A310300	CF680C2A5	4261212A	THROTTLE

(CAN) WHILE IN CRUISE AT 340, AFTER 2.5 HRS IN FLIGHT, NR 2 ENGINE THROTTLE JAMMED. QRH APPLIED WING ANTI-ICE SELECTED. AFTER CRUISING AT 260, THROTTLE CONTROL RECOVERED AND NORMAL OPERATION UP TO FL 360 AND THE REMAINING OF THE FLIGHT. THROTTLE CONTROL VERIFICATION CARRIED OUT ON ARRIVAL AND FOUND THROTTLE OPERATION NORMAL, FREE AND NO BINDING. NR 2 ENGINE THROTTLE PUSH-PULL CABLE ASSY REPLACED AS PRECAUTIONARY DUE FOUND MOISTURE BETWEEN PROTECTIVE SHIELDS.

CA050301001	AIRBUS	GE	TUBE	ODOR
2/25/2005	A310304	CF680C2A5	20662155	DISPLAY UNIT

(CAN) DURING PRE-DEPARTURE CHECK, ON THE GROUND, BURN SMELL WAS NOTICED FROM RT ECAM SYSTEM. DISPLAY UNIT WAS REMOVED AND INSPECTED. NO FAULT WAS FOUND AND SYSTEM WAS DEACTIVATED UNDER MEL. UNIT WAS REPLACED AT THE NEXT STATION. UNIT WAS SENT TO THE OEM FOR INVESTIGATION.

2005FA0000574	AIRBUS	CFMINT	AIRCROISERS	LIGHT	FAILED
3/29/2005	A319112	CFM565B6			ESCAPE SLIDE

THE ESCAPE SLIDE LIGHTS DID NOT WORK DUE TO THE CONNECTOR NOT FULLY HOME. THE ELECTRICAL LOOM AND THE CONNECTOR WERE NOT STOWED PROPERLY. (EA33200501197) (K)

2005FA0000575	AIRBUS	CFMINT	PLACARD	FAILED
4/4/2005	A319112	CFM565B6	A319	WING FUEL TANKS

DEBRIS (PLASTIC RIB AND MANHOLE DOOR IDENTIFICATION DECALS) FOUND ON THE INLET STRAINER OF THE LT AND RT WING FUEL TANK, NR 2 MAIN FUEL PUMP AFT SCREENS DURING C-CHECK. OIT ISSUED BY AIRBUS AND IS APPLICABLE TO MSN1136. (K)

2005FA0000576	AIRBUS	CFMINT	AIRCROISERS	QUICK DISCONNECT	MISSING
3/29/2005	A319112	CFM565B6		26C150911	ESCAPE SLIDE

WHILE CARRYING OUT A SAMPLE INFLATION ON THE AFT ENTRY DOOR, THE ESCAPE SLIDE FAILE TO RELEASE FROM THE PACK DUE TO THE QUICK DISCONNECT, PN 25C150911, WHICH CONNECTS THE SLIDE RELEASE CABLE TO THE RELEASE MECHANISM ON THE PACKBOARD ASSY BEING MISSING.(K)

2005FA0000577	AIRBUS	CFMINT	AIRCROISERS	QUICK DISCONNECT	LOOSE
3/29/2005	A319112	CFM565B6		26C150911	AFT RT SLIDE

DURING A C-CHECK, THE QUICK DISCONNECT WHICH CONNECTS THE SLIDE RELEASE CABLE TO THE RELEASE MECHANISM ON THE PACKBOARD ASSY WAS FOUND LOOSE. THE ELECTRICAL LOOM WAS CONFIGURED FOR A LT DOOR. (K)

CA040513001	AIRBUS	CFMINT	UNKNOWN	UNKNOWN
5/13/2004	A320211	CFM565A1		

(CAN) DURING A FULL THRUST TAKEOFF AT APPROX 100 KNTS IAS, ACFT SNAPPED TO THE LT REQUIRED ABRUPT RT RUDDER. AGAIN AT APPROX 130 KNTS IAS, ACFT VEERED LT THOUGH LESS ABRUPT. ALL OTHER INDICATIONS NORMAL AND FLIGHT CONTINUED ON TO DESTINATION. AC TO BE REMOVED FROM SERVICE ON ARRIVAL FOR MTCE INVEST. FLT DATA RECORDER TO BE REMOVED, BLUE TAGGED AND SENT TO PLAY BACK CENTER. (FLT REC. TO BE QUARANTEENED IN UNTIL ADVISED.)

CA050303008	AIRBUS	CFMINT	PUMP	LEAKING
3/3/2005	A320211	CFM565A1	623977	HYDRAULIC SYS

(CAN) FAULT: TOTAL LOSS OF ALL GREEN HYD FLUID. LOST MOST OF THE FLUID ON DEPARTURE AND THE REST ON LANDING. NR1 EDP REPLACED IAW AMM 29-11-51. ENG RUN FUNCTIONAL CHECK CARRIED OUT SERVICEABLE.

CA050222005	AIRBUS	CFMINT	RESERVOIR	LOW
2/22/2005	A320211	CFM565A1		HYD SYS

(CAN) HYD GREEN RESERVOIR LOW LEVEL QTY ZERO. GREEN RESERVOIR SERVICED IAW AMM 12-12-29-611-001.

CA050222004	AIRBUS	CFMINT	B-NUT	LOOSE
2/22/2005	A320211	CFM565A1		OIL LINE

(CAN) LT ENGINE OIL INDICATING 7.5 QTS IN FLT WAS INDICATING 15 QTS ON GROUND 2 HOURS EARLIER. CONTINUED LEAKING AT ABOUT 5 QT/HR. A/C LANDED /DIVERTED FOR MAINTENANCE. FOUND AFT BEARING OIL LINE B-NUT LOOSE. TIGHTENED B-NUT. BRACKET SECURED WITH RED RTU. DUE LINE VIBRATING. ENG RUN FOR 15 MINS. LEAK CHECKED OK. OILS SERVICED AS REQ'D.

CA050404008	AIRBUS	CFMINT	WINDSCREEN	CRACKED
4/4/2005	A320211	CFM565A1	NP1653113	COCKPIT

(CAN) CAPTAIN WINDSCREEN CRACKED IN FLT 36000 FT EMERGENCY DESCENT CARRIED OUT. CRACK SPARKED ELECTRICALLY WHILE CRACKING TIME OF CRACK IS FULL LENGTH 3 FT. WINDOW REPLACED AS PER AMM 56-11-11, WINDOW CONTROLLER CHANGED AND TESTED AS PER AMM 30-42-34 PB 40.

CA050401002	AIRBUS	CFMINT	LANDING GEAR	INOPERATIVE
4/1/2005	A321211	CFM565B5		MAINS

(CAN) LANDING GEAR WOULD NOT EXTEND ON FIRST ATTEMPT. GEAR HANDLE RECYCLED, NO FIX ALTERNATE GEAR EXTENTION OPERATE NORMALLY. BITE TEST ALL CHECKED OK. LG CIU 1 AND 2 INTERCHANGED NO FIX. MTCE ADVISED AND TROUBLESHOT THE SNAG, ACFT ON JACKS.

2005FA0000627	AMD		LINE	CRACKED
4/22/2005	FALCON		30032871	ENGINE OIL

LOW OIL PRESS IN FLIGHT, PRECAUTIONARY SHUTDOWN PERFORMED. 23 PSI LOWEST READING ON OIL PRESS INDICATOR. OIL PRESS NEVER WENT TO -0- PSI. PRECAUTIONARY SHUTDOWN PERFORMED ON NR2 ENG. DECLARED EMERGENCY. ENG ROTATION WAS NORMAL AFTER SHUTDOWN. OIL QTY INDICATION AT BOTTOM OF DIPSTICK WHEN CKD ON ARRIVAL. OIL LEAKING IN FAN BYPASS AREA OF ENG. FOUND OB SURFACE OIL COOLER, DISCOVERED BOTH AFT MNT BRKTS CRACKED. REPLACED BOTH BRKTS. REPLACED BOTH IB AND OB OIL TUBES. FOUND CRACKS IN UPR, LWR FAIRING, AFT OF FRONT FRM, REPLACED FAIRINGS. FOUND CRACKS IN BOLT HOLES ON 3 DAGMAR ASSY, REPLACED. FWD SEAL FOR COMP SEC OUTER COWL WORN, REPLACED SEAL. ENG RUN AND LEAK CHECK PERFORMED, NO LEAKS NOTED.

CA050322009	AMD	GARRTT	FLOW DIVIDER	LEAKING
3/21/2005	FALCON10	TFE73121C	39439611	ENGINE FUEL

(CAN) DURING GROUND RUN, FUEL WAS OBSERVED TO BE LEAKING FROM THE RT AFT ENGINE AREA. THE PROBLEM WAS FOUND TO BE A LEAKING FUEL FLOW DIVIDER. THE PART WAS REPLACED, A SATISFACTORY GROUND RUN AND LEAK CHECK WAS CARRIED OUT AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050308003	AMD	GE	SWITCH	FAILED
1/4/2005	FALCON20	CF7002D2		MLG

(CAN) AC DEPARTED IN HEAVY RAIN, LANDED IN FREEZING CONDITIONS. ON TAKEOFF LANDING GEAR WAS SELECTED UP, LANDING GEAR DOORS OPENED, LANDING GEAR RETRACTED, BUT DOORS WOULD NOT CLOSE. LANDING GEAR WAS SELECTED DOWN, LANDED SAFELY. MAINT FOUND MOISTURE IN LANDING GEAR CONNECTOR PLUGS. CONNECTOR PLUGS WERE CLEANED, GEAR SWING WAS COMPLETED TO VERIFY CORRECT OPS, AC WAS RELEASED FOR SERVICE, FLEW SAFELY FOR 2 NIGHTS, THEN SAME SCENARIO REPEATED ITSELF. INVEST REVEALED THAT RT DOOR ACTUATOR MICROSWITCH HAD HEAVY GREASE INSIDE SWITCH. SWITCH WAS CLEANED AND A GEAR SWING COMPLETED. AC RETURNED TO SERVICE. IMPLEMENTED AN INSP OF ALL 9 MICROSWITCHES AND CONNECTOR PLUGS (6 WEEK INTERVAL) TO PREVENT RECURRENCE.

2005FA0000472	AMD		WIRE HARNESS	SHORTED
3/4/2005	FALCON2000		FGFB641103A3	COPILOT SEAT
FRACTURED WIRE HARNESS UNDER COPILOT SEAT ARCED AND SHORTED, SPARKS AND COPPER GLOBULES. POSSIBLE FIRE HAZARD IF PAPERS, ETC. UNDER SEAT. CIRCUIT BREAKER WAS SLOW TO RE-ACT. HARNESS NEEDS TO BE MORE RUGGED WITH ATTENTION TO ROUTING AND CLAMPING. (K)				
2005FA0000505	AMD	GARRTT	OIL TANK	CRACKED
3/22/2005	FALCON50MYST	TFE7312B	30607205	NR 3 ENGINE
DURING POST FLT INSP MAINT NOTICED EXCESSIVE OIL COVERING NR 3 ENGINE AND NACELLE. WITH ENGINE COWL OPENED, OIL WAS PRIMARILY COLLECTED AROUND OIL TANK AREA. ENGINE AND COWL CLEANED AND PREPPED FOR ENGINE RUNS. DURING ENGINE RUN OIL WAS OBSERVED COMING FROM A SMALL .5 INCH CRACK IN THE OIL TANK WALL. CRACK WAS LOCATED APPROXIMATELY 2.25 INCHES BELOW TOP OF TANK AND 3.5 INCHES ABOVE AND LT OF THE OIL FILLER CAP. CRACK APPEARS TO ORIGINATE FROM AN INTERNAL WELD OR WELDED BAFFLE INTERNAL TO TANK ASSY. NEW OIL TANK ORDERED FOR REPLACEMENT AND RECEIVED. SAME PN BUT A DIFFERENT DASH NR. A DIRECT REPLACEMENT OIL TANK IAW MFG. TANK RECEIVED HAD DENT SAME AREA AS CRACKED TANK BEING REPLACED. (K)				
2005FA0000476	AMD	GARRTT	OIL TANK	CRACKED
3/22/2005	FALCON50MYST	TFE73140	30607205	NR 3 ENGINE
DURING POSTFLIGHT INSP, MAINTENANCE NOTICED EXCESSIVE OIL COVERING ENGINE AND NACELLE NR 3 ENGINE. WITH ENGINE COWL OPENED, OIL WAS PRIMARILY COLLECTED AROUND THE OIL TANK AREA. ENGINE AND COWL WAS CLEANED AND PREPPED FOR ENG RUNS. DURING ENG RUN OIL WAS OBSERVED COMING FROM A SMALL .5 INCH CRACK IN THE OIL TANK WALL. CRACK WAS LOCATED APPROX 2.25 INCHES BELOW TOP OF TANK AND 3.5 INCHES ABOVE AND LT OF THE OIL FILLER CAP. CRACK APPEARS TO ORIGINATE FROM AN INTERNAL WELD OR WELDED BAFFLE INTERNAL TO TANK ASSY. NEW OIL TANK ORDERED, REPLACED W/SAME NR, DIFFERENT DASH NR. RECEIVED W/SIMILAR DENT IN EXACT LOCATION AS CRACKED TANK.				
CA050406001	AMD	GARRTT	PRESSURE SWITCH	LEAKING
3/31/2005	FALCON900	TFE7315BR	8G12561	NR 2 ENGINE
(CAN) WHILE FLIGHT CREW WAS PREPARING FOR NEXT FLIGHT, THE FLIGHT ATTENDANT NOTICED FUEL DRIPPING FROM THE BOTTOM OF NR 2 ENGINE COWL. UPON FURTHER INSPECTION, FUEL WAS LEAKING OUT OF VENT HOLE OF THE NR 2 LOW FUEL PRESSURE SWITCH. SWITCH WAS REPLACED WITH NEW. THIS IS THE SECOND SWITCH FOR THIS AIRCRAFT, FIRST ONE WAS ON THE NR 1 ENGINE 270 HOURS AGO. AS A CAUTIONARY MEASURE, THE NR 3 ENGINE LOW FUEL PRESSURE WILL BE REPLACED WHEN AIRCRAFT RETURNS TO HOME BASE. THE MANUFACTURER HAS BEEN INFORMED.				
CA050324007	AMD		ANTI-ICE VALVE	FAILED
9/29/2004	FALCON900B		6911B030100	NR 1 ENGINE
(CAN) DURING DESCENT, THE FLIGHT CREW NOTICED THAT THE NR 1 ENGINE ANTI-ICE VALVE WOULD NOT CLOSE UNLESS POWER WAS REDUCED TO IDLE. THE VALVE WAS REPLACED AND A SATISFACTORY ENGINE RUN WAS CARRIED OUT.				
CA050324005	AMD		INVERTER	FAILED
9/29/2004	FALCON900B		9650676008	GPWS
(CAN) THE GPWS FAILED IN FLIGHT. THE CONNECTOR PLUG ON THE GPWS INVERTER WAS CLEANED OF MOISTURE AND THE SYSTEM WAS TESTED SERVICEABLE.				
CA050329001	AMTR	PWA	UNIVERSAL JOINT	WORN
3/10/2005	2	R1340*	1952642	RT FLAP
(CAN) THE 2 UNIVERSAL JOINTS CONNECTING CENTER SECTION FLAP TO RT FLAP WORN. THE WORN JOINTS CAUSED THE 2 SETS OF FLAP ROLLERS BOTH IB AND OB OF THE UNIVERSALS TO ALSO BE AFFECTED. ALL ABOVE ITEMS WERE REPLACED WITH NEW PARTS.				

CA050329011	AMTR	PWA	ROD	CRACKED
3/9/2005	2	R1340*	5252315	LT AILERON

(CAN) LT AILERON PUSH PULL ROD REMOVED TO CLEAN CORROSION FROM STEEL ENDS, AFTER CLEANING INSPECTION REVEALED A CRACK PROGRESSING FROM THE INNER RIVET. SUSPECT CRACK FROM AGE HARDENING OF COMPONENT, APPROXIMATELY 61 YEARS OF AGE.

2005FA0000499	AMTR		ELT	INOPERATIVE
3/25/2005	AEROSTARBIRD		AK450	CABIN

DURING ANNUAL INSPECTION, THE TECH FOUND, DURING THE FUNCTIONAL TEST THAT THE UNIT INDICATED FUNCTION, THE UNIT TRANSMITTED ON FREQUENCY, BUT DID NOT EMIT THE SWEEP TONE. (K)

2005FA0000682	AMTR	LYC	OIL COOLER	CRACKED
1/3/2005	ALARUSCH2T	O235L2A	AD36	ENGINE

ENROUTE, DIVERTED, AFTER REPORTING AN OIL PRESSURE PROBLEM. AIRCRAFT OIL COOLER DEVELOPED LEAK, LANDED AS A PRECAUTIONARY MEASURE. REMOVED AND REPAIRED OIL COOLER. (NM07200502583) (K)

CA050223009	AMTR	ROTAX	SLEEVE	CRIMPED
2/17/2005	RV8	ROTAX*	182G	CONTROL CABLE

(CAN) UPON ASSY OF NEW .0937 INCH STAINLESS STEEL CONTROL CABLES. IT WAS DISCOVERED THAT THE NICOPRESS SLEEVES WERE NOT CRIMPED SUFFICIENTLY. SOME CABLES PULL TESTED ACTUALLY PULLED APART. THE NICOPRESS TOOL WAS CALIBRATED USING THE TOOL GO/NO-GO GAUGE. IT APPEARS THE WALL THICKNESS OF THE NICOPRESS IS TOO THIN AND DOES NOT ALLOW ENOUGH MATERIAL TO PROPERLY CRIMP. A COMMERCIAL NICOPRESS SLEEVE HAS A THICKER WALL AND CRIMPS BETTER.

2005FA0000512	AYRES	PWA	RIB	CRACKED
4/14/2005	STRT34	PT6*	00241T004	RT WING

WING MID-CORD RIB JUST FORWARD OF THE OB AILERON HINGE, FOUND CRACKED WHERE IT IS RIVETED TO THE REAR SPAR. BOTH LT AND RT SIDES SAME. THIS IS NOT EASY TO SEE DUE TO THE POSITION OF THE EXISTING INSPECTION HOLES BUT CAN BE SEEN IF YOU ARE LOOKING FOR IT. SB ADDRESSES PROBLEMS WITH AILERON HINGE BRACKETS AND REAR SPAR CRACKING IN THIS SAME LOCATION AND DUE TO THE SAME STRESS. PROBABLE CAUSE IS REAR SPAR TWISTING DUE TO AILERON LOADS. A VERTICAL STIFFENER AT THIS LOCATION WOULD REDUCE THIS LOAD TO THE SPAR AND RIB. (K)

CA050217003	BAG	GARRTT	STUD	FAILED
1/17/2005	JETSTM3212	TPE33110UG	31024001	GEARBOX

(CAN) GEARBOX COMPRESSOR BEARING RETAINING STUDS FAILED CAUSING THE NR 1 IDLER TO MISALIGN WITH THE FCU DRIVE TRAIN AND THE ROTATING GROUP TO MOVE FORWARD.

CA050308012	BAG	GARRTT	BRACKET	CRACKED
2/24/2005	JETSTM3212	TPE33110UG	1372030B57	FLP/SLT SUPPORT

(CAN) FLAP SLAT BRACKET FOUND CRACKED DURING MAINTENANCE, CHECK THE CRACKS IN THOSE 3 BRACKETS ARE 1 INCH LONG LOCATED IN THE FORWARD RADIUS OF THE BENDS.

CA050414005	BAG	GARRTT	WINDSHIELD	FRACTURED
3/22/2005	JETSTM4112	TPE33110U	1379628C402	COCKPIT

40 MINUTES IN FLIGHT AT FL220, SUDDEN POP AND RT WINDSHIELD FRACTURED. PRESSURIZATION WAS RAPIDLY REDUCE, DESCENT TO 8000 FT WAS CARRIED OUT, AFTER VERIFYING THE WINDOW WAS STILL INTACT FLIGHT CONTINUED TO DESTINATION UNEVENTFUL.

CA050414008	BAG	GARRTT	LINE	LEAKING
3/8/2005	JETSTM4112	TPE33110UG	31033941	FUEL SYSTEM

(CAN) IT WAS NOTICED AFTER A FUEL NOZZLE CHANGE THAT THERE WAS FUEL LEAKING. FUEL LEAK WAS CAUSED BY CHAFING BY THE ADEL CLAMP THAT WAS ATTACHED TO THE TUBE ASSY. TUBE ASSY REPLACED. NO

FURTHER PROBLEMS.

2005FA0000695	BBAVIA		SPAR	CRACKED
6/8/2004	11CC		5147	RT WING

A CRACK IN THE REAR SPAR OF THE RT WING WAS FOUND. THIS CRACK IS RUNNING WITH THE WOOD GRAIN, AND APPROX 13 INCHES LONG. THE CRACK IS EMANATING LT AND RT OF CENTER FROM THE UPPER BOLT HOLE OF THE MOST IB COMPRESSION STRUT. AFTER DISASSEMBLY IT WAS DETERMINED THAT THE COMPRESSION STRUT MOUNT BOLT WAS PREVIOUSLY OVER TIGHTENED, CAUSING CRUSHING OF THE SPAR WOOD, WHICH PRECIPITATED THE CRACK IN THE SPAR.

2005FA0000694	BBAVIA		RIB	CRACKED
11/5/2004	7AC			LT WING

THE FIRST WING RIB LOCATED IB OF THE AILERONS WAS FOUND CRACKED ALONG THE RADIUS OF THE ATTACH TAB WHERE THE RIB IS SECURED TO THE AFT SPAR. THIS AIRCRAFT WAS SUBJECTED TO YEARS OF PREVAILING WINDS QUARTERING AGAINST THE T/E OF THE LT AILERON. NO GUST LOCKS WERE UTILIZED. THE RIBS WERE REPAIRED AND THE WINGS RECOVERED. THE OWNER HAS ERECTED A MORE SUITABLE SHELTER. (GL11200505059) (K)

CA050323012	BEECH	PWA	FITTING	CRACKED
3/3/2005	100BEECH	PT6A28	501200734	WING SPAR

(CAN) CRACK DISCOVERED IN OB FITTING RADIUS.

CA050223012	BEECH	PWA	FITTING	CRACKED
2/20/2005	100BEECH	PT6A28	501200742	WING TO BODY

(CAN) DURING AD-81-25 THIS FITTING WAS FOUND CRACKED AND IT WAS REPLACED IAW THE SIRM.

CA050407006	BEECH	PWA	WINDSHIELD	CRACKED
4/1/2005	1900C	PT6A65B	1013840252	COCKPIT

(CAN) RT WINDSHIELD INNER PANE SHATTERED IN CRUISE. CREW CARRIED OUT ABNORMAL PROCEDURES FOR CRACKED WINDSHIELD AND LANDED THE AIRCRAFT.

CA050407005	BEECH	PWA	OIL COOLER	CRACKED
3/31/2005	1900C	PT6A65B	1143890005	ENGINE

(CAN) RT ENGINE OIL PRESSURE LOW LIGHT CAME ON IN FLIGHT. ENGINE WAS SECURED AND EMERGENCY LANDING CARRIED OUT. OIL COOLER WAS TESTED UNDER PRESSURE AND WAS FOUND TO BE LEAKING AND WAS REPLACED.

2005FA0000498	BEECH	PWA	FORK	CRACKED
2/23/2005	1900D	PT6*	D4951	PROPELLER

NDT SHOWS CRACKED IN (2) PLACES ON FORK. (K) (12235)

CA050228007	BEECH	PWA	RELAY	BURNED
2/27/2005	1900D	PT6A67D	MS24171D1	MLG

(CAN) DURING APPROACH, CREW ATTEMPTED TO EXTEND THE GEAR BUT REQUIRED MANUAL EXTENSION. MAINTENANCE FOUND THE LANDING GEAR MOTOR RELAY TO BE BURNED IN THE CONTACT AREA. THE RELAY WAS REPLACED AND THE AIRCRAFT RELEASED. THIS OPERATOR HAS HARD TIMED THE RELAYS TO 3000 HOURS.

CA050228006	BEECH	PWA	MOTOR	SHORTED
2/24/2005	1900D	PT6A67D	571302	MLG

(CAN) DURING LANDING THE CREW ATTEMPTED TO EXTEND THE GEAR BUT THE GEAR WOULD NOT RESPOND. MANUAL EXTENSION OF THE GEAR WAS COMPLETED. MAINTENANCE FOUND THE HYD PACK MOTOR SHORTED AND INOPERATIVE. THE MOTOR WAS REPLACED AND THE AIRCRAFT RELEASED.

CA050307012	BEECH	PWA	RELAY	INTERMITTENT
3/3/2005	1900D	PT6A67D	SM50D7	TE FLAP CONTROL

(CAN) CREW REPORTED FLAP MOVEMENT AS INTERMITTENT. MAINTENANCE REPLACED THE FLAP CONTROL RELAY AND THE AIRCRAFT WAS RELEASED. FURTHER INVESTIGATION INTO THE RELAYS IDENTIFIED A KNOWN MANUFACTURER PROBLEM WITH RELAYS PRIOR TO DATE CODE 0444. THE CODE IDENTIFIES YEAR 2004-WEEK 44. POST 0444 RELAYS HAVE BEEN MODIFIED TO CORRECT THE INTERMITTENT ISSUE WITH THE RELAYS THROUGH A MODIFICATION TO PREVENT STICKING AND INTERMITTENT ACTUATION.

CA050322005	BEECH	PWA	SWITCH	FALSE ACTIVATION
3/21/2005	1900D	PT6A67D	1013644662	PAX DOOR

(CAN) DURING TAXI TO DEPART, THE MAIN CABIN DOOR WARNING LIGHT ILLUMINATED. THE DOOR WAS CHECKED VISUALLY AND CONFIRMED CLOSED BUT THE DOOR ANNUNCIATOR WOULD NOT EXTINGUISH. DUE UNMEL-ABLE, THE AIRCRAFT WAS FERRIED TO MAINTENANCE FACILITY AND THE SWITCH WAS REPLACED FOR PRECAUTIONARY REASONS.

CA050401013	BEECH	PWA	SAFETY SWITCH	FAILED
3/27/2005	1900D	PT6A67D	444EN496	MLG

(CAN) AFTER TAKEOFF, LANDING GEAR WAS SELECTED UP BUT THE GEAR DID NOT RETRACT. AIRCRAFT RETURNED TO AIRPORT SAFELY. DURING TROUBLESHOOTING MAINTENANCE FOUND THAT THE RT GEAR SAFETY SWITCH WAS FAULTY. SAFETY SWITCH WAS REPLACED WITH NO FURTHER PROBLEMS.

CA050411002	BEECH	PWA	FLEX DRIVE	FAILED
4/10/2005	1900D	PT6A67D	1013800006	TE FLAPS

(CAN) ON APPROACH FLAPS WERE SELECTED TO 17 DEG, FLAPS STARTED TO MOVE THEN STOPPED, AIRCRAFT LANDED SAFELY. INSPECTION OF THE FLAP SYSTEM SHOWED THAT THE RT FLAPS WERE IN A SPLIT FLAP CONDITION BETWEEN 0 DEG AND 17 DEG. FURTHER INVESTIGATION REVEALED THE RT OB FLEX DRIVE WAS PHYSICALLY SHEARED IN HALF. THE CABLE WAS BROKEN 86 INCHES FROM THE FLAP ACTUATOR, THE FLEX DRIVE WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

2005FA0000502	BEECH	PWA	BOLT	SHEARED
4/13/2005	200BEECH	PT6*	NAS110321D	CABIN DOOR

DURING ROUTINE MAINTENANCE TO REPLACE CABIN DOOR HARDWARE, FOUND BOLT SHEARED INSIDE BRACKET. THERE HAVE BEEN MULTIPLE SDR'S OF CABIN DOORS OPENING IN FLIGHT DUE TO FAILURE OF SIMILAR HARDWARE. RECOMMEND REPLACEMENT OF DOOR LATCH MECHANISM PINS AND BOLTS AT 5,000 CYCLES RATHER THAN MFG RECOMMENDED 10,000 CYCLES. (K)

CA050302002	BEECH	PWA	HEATER	FAILED
2/27/2005	200BEECH	PT6A41	10138402521	LT WINDSHIELD

(CAN) ELECT SMELL/SMOKE WAS CAUSED BY FAILED GROUND POINT FOR WINDSHIELD HEAT ON LT WINDSHIELD. CREW FOLLOWED EMERG CKLIST, WHICH CALLS FOR TURNING OFF ELEC PWR. THIS AC HAS HYDR LANDING GEAR RETRACT SYS INSTALLED (STC), ELECTRICALLY DRIVEN HYDR PUMP PROVIDES PRESS TO MAINTAIN HYDR PRESS IN RETRACTION SYS. THIS PUMP WILL NORMALLY CYCLE ONCE EVERY MINUTE. HYDR PRESS DECAYED WHILE ELEC PWR WAS OFF, L.G. STARTED TO DROPOUT OF WHEEL WELLS. WHEN ELEC PWR WAS TURNED BACK ON, HIGH LOAD REQUIRED TO RETRACT GEAR DUE TO HIGHER THAN NORMAL AIRSPEED CAUSED PUMP CB TO TRIP. ALTERNATE EXT SYS HAD TO BE USED TO EXTEND GEAR. GEAR EXTENSION SYS HAS BEEN FUNCTION CHECKED AND BLED STC MAINT, FOUND W/O FAULT.

CA050309008	BEECH	PWA	HOSE	LEAKING
3/2/2005	200BEECH	PT6A42	1013800157	BRAKES

(CAN) DURING LANDING, AC PULLED TO RT, FULL LT BRAKING, REVERSE AND RUDDER WERE UNABLE TO KEEP AC ON RUNWAY. AC CAME TO A STOP RT OF LANDING DIRECTION, WITH RT MAIN AND NOSE GEAR OFF OF RUNWAY. DETERMINED THAT RT SIDE BRAKES WERE FROZEN CAUSING WHEELS TO LOCK UP. OTHER THAN 2 RT MAIN TIRES BEING SQUARED OFF, NO DAMAGE TO AC. BRAKE DE-ICE SYS WAS VISUALLY INSPECTED, NO DAMAGE WAS FOUND. LEAK CHECK WAS COMPLETED, CAUSE OF BRAKES FREEZING WAS A LEAKING RT BRAKE

DE-ICE HOSE. HOSE VISUALLY APPEARED SERVICEABLE BUT A LEAK WAS FOUND 8 INCHES FROM LOWER END OF HOSE BENEATH UNDAUNAGED OUTER PROTECTIVE SHEATH. THIS IS LOWER HOSE THAT CONNECTS TO THE MANIFOLD. THE HOSE, WHEELS WERE REPLACED, AC RETURNED TO SERVICE.

CA050419001	BEECH	PWA	HYDROMECH UNIT	INOPERATIVE
4/4/2005	300BEECH	PT6A60A	312064401	ENGINE

(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. THE CREW SHUT THE ENGINE DOWN IN FLIGHT. THE HYDROMECHANICAL FUEL CONTROL UNIT WAS SUBSEQUENTLY REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

2005FA0000702	BEECH		NUT	WORN
12/17/2004	400A			JACKSCREW

DURING A AND B INSPECTION NOTICED CLUNK IN PITCH TRIM. FOUND ACTUATOR IN FULL NOSE DOWN POSITION CONTACTING VERTICAL FIN CAP SUPPORT. UPON FURTHER INVESTIGATION FOUND JACKSCREW FREEPLAY MEASURED .075 MAX ALLOWABLE FREEPLAY IS .020. ACTUATOR OVERHAUL INTERVAL IS 1800 HOURS. THIS ACTUATOR WAS O/H 11/21/2000 WITH 756.2 TSO. NEXT SCHEDULED O/H DUE IN 1043.8 HOURS. FRAME CONTACT MAY HAVE HAD EFFECT ON PREMATURE WEAR. (K)

2005FA0000664	BEECH		STARTER GEN	INOPERATIVE
4/22/2005	400A		23080050	ENGINE

INVESTIGATED PILOT REPORT OF LT ENGINE NOT ROTATING WHEN STARTER BUTTON DEPRESSED. FOUND STARTER GEN NOT ROTATING WITH POWER APPLIED. REPLACED STARTER GEN WITH OVERHAULD UNIT IAW MM. ENGINE START AND GENERATOR OPERATIONS NORMAL. TRANSIENT AIRCRAFT AT OFF-SITE FACILITY, NO MAINT RECORDS AVAILABLE. UNIT TO BE INSPECTED AND TORN DOWN FOR INVESTIGATION. (K)

2005FA0000703	BEECH	PWA	CONNECTOR	LOOSE
12/17/2004	400A	JT15*	35823071	MLG

INVESTIGATED LANDING GEAR RETRACT SYSTEM FAULT (LANDING GEAR WOULD NOT RETRACT WHEN GEAR HANDLE SELECTED (UP) AFTER TAKEOFF) FOUND P162 CONNECTOR LOOSE, NOT FULLY SEATED ON A162 PC BOARD ASSY. J1 CONNECTOR, RESEATED P162 CONNECTOR TO A162J1 CONNECTOR, LANDING GEAR RETRACT/EXTENSION SYSTEM OPERATIONS NORMAL DURING 10 RETRACT/EXTENSION CYCLES. (K)

2005FA0000630	BEECH	PWA	RELAY	LOOSE
1/27/2005	400A	JT15D1	2SC1120A	WINDSHIELD HEAT

CREW SQUAWKED ELEC FUMES AND FOUL ODOR IN COCKPIT. ODOR SEEMED TO LET UP AFTER BATTERY PLACED IN EMERG AND BOTH GENERATORS PLACED IN EMERG. MAINT FOUND RT WINDSHIELD HEAT CURRENT SENSE RELAY (L102S) TERMINAL B AND APPROX 2 INCHES OF WIRE INSULATION TO OVERHEAT AND MELT WITH RT WINDSHIELD HEAT ON AND WINDSHIELD SUBJECTED TO COLD TEMP. FOUND WIRE AMP END SECURED TO SUBJECT RELAY TERMINAL STUD WITH FLAT NUT AND WASHER. NO LOCK WASHER WAS INSTALLED. LACK OF A LOCK WASHER UNDER NUT ENABLED TERMINAL NUT TO BECOME LOOSE AND ARC UNDER CURRENT LOAD. REPLACED DEFECTIVE WIRE AND RELAY WITH NEW. UTILIZED NEW LOCK WASHERS UNDER NEW NUTS AT REPLACEMENT RELAY TERM STUDS. COCKPIT SYS CHECKD NORMAL. (EA172005057764) (K)

2005FA0000688	BEECH		ACTUATOR	LEAKING
12/22/2004	58		9581001727	MLG

DURING FIRST ANNUAL INSPECTION, NOTED OIL PUDDLED UNDER LANDING GEAR ACTUATOR ASSY AND ACTUATOR OIL LEVEL LOW. REMOVED ACTUATOR ASSY FOR LEAK INVESTIGATION AND FOUND SCREWS SECURING UPPER AND LOWER ACTUATOR HOUSINGS TOGETHER LOOSE (WERE ABLE TO LOOSEN WITH FINGER PRESSURE ONLY). MINIMAL SEALANT NOTED ON ACTUATOR HOUSING MATING SURFACES, MOSTLY BARE METAL. ALSO FOUND SECTOR GEAR STOP NOT SEALED TO HOUSING, OIL APPEARS TO HAVE GOTTEN BETWEEN STOP AND MINIMAL SEALANT APPLIED. REASSEMBLED ACTUATOR ASSY IAW SRM, ACTUATOR O/H INSTRUCTIONS, NO EXTERNAL LEAKAGE NOTED. (K)

2005FA0000689	BEECH		SUPPORT ANGLE	CRACKED
12/22/2004	58		9511003119	MLG

DURING ANNUAL INSPECTION FOUND SUPPORT ANGLE WHERE LT IB MAIN GEAR DOOR AFT HINGE IS ATTACHED, CRACKED. PROBLEM NOTED ON OTHER LOW-TIME LATE SERIAL NUMBER BE 58 SERIES AIRCRAFT. PROBLEM SEEMS TO BE RELATED TO CHANGE TO ONE-PIECE MACHINED IB DOORS DUE TO STIFFNESS OF NEWER STYLE DOORS COMPARED TO THE OLDER BUILT-UP RIVETED SHEET METAL CONSTRUCTION DOORS. STRESS FROM DOOR AIR LOADS AND/OR RETRACTED POSITION TENSION SEEMS TO BE BEING TRANSFERRED INTO IB DOOR HINGE SUPPORT STRUCTURE. (K)

2005FA0000690	BEECH	CONT	SUPPORT ANGLE	CRACKED
12/22/2004	58	IO550*	9511003119	MLG

DURING ANNUAL INSPECTION FOUND SUPPORT ANGLE WHERE LT IB MAIN GEAR DOOR HINGE IS ATTACHED, CRACKED. PART WAS REPLACED 2 YEARS PREVIOUSLY FOR SAME OCCURRENCE. ALSO FOUND ANGLE ON ADJACENT LT IB DOOR HINGE SUPPORT CRACKED, AS WELL AS SUPPORT ANGLES FOR RT MAIN GEAR DOOR HINGE BRACKETS. PROBLEM SEEMS TO BE RELATED TO CHANGE TO 1-PIECE MACHINED IB DOORS DUE TO STIFFNESS OF NEWER STYLE DOORS COMPARED TO THE OLDER BUILT-UP RIVETED SHEET METAL CONSTRUCTION DOORS, STRESSES SEEM TO BE TRANSFERRED INTO IB DOOR HINGE SUPPORT STRUCTURE. (K)

2005FA0000643	BEECH	CONT	SPAR	CRACKED
4/27/2005	58	IO550*	00244002457	FUSELAGE

WHERE HORIZONTAL STAB SPAR ATTACHES. THE BULKHEAD IS CUT AWAY, TO ALLOW THIS, AND IS FORMED BY JOGGLE BEND. SIDE TO SIDE. AT THIS JOGGLE, IT IS CRACKED, FORE AND AFT, TO INCLUDE BOTH BULKHEAD AND FORMER. (SW01200504216) (K)

2005FA0000607	BEECH	CONT	RIB	CRACKED
4/1/2005	58	IO550*	9511003119	LT WING

DURING SCHEDULED ANNUAL INSPECTION, FOUND LT WING BATT RIB AFT ANGLE AT IB MLG DOOR AFT ATTACH POINT CRACKED. HAVE NOTED SIMILAR CRACKING IN OTHER LOW-TIME RAC MODEL 58 AIRCRAFT. CRACKING SEEMS TO BE RELATED TO INSTALLATION OF MACHINED ALUMINUM DOORS THAT REPLACED OLDER STYLE RIVETED CONSTRUCTION DOORS. SUSPECT STIFFNESS OF NEWER-STYLE CONSTRUCTION DOORS TRANSFERRING INCREASED LOADS TO AIRFRAME STRUCTURE. ADJACENT DOOR ATTACH ANGLES REPLACED FOR CRACKING AT 266.7 HRS TTAF. RECOMMEND CLOSE INSP OF WING RIB ANGLES AT IB DOOR ATTACH POINTS EACH ANNUAL/ 100 HR INSP UNTIL ISSUE RESOLVED BY MFG EO. (K)

CA050323007	BEECH	PWA	ENGINE	FAILED
2/14/2005	99	PT6A28		

(CAN) ON TAKE-OFF ROLL, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION ACCOMPANIED BY HIGH/INCREASING TURBINE TEMPERATURE. THE PILOT ABORTED TAKE-OFF AND SECURED THE ENGINE. SUBSEQUENT INSPECTION REVEALED HOT SECTION DISTRESS.

2005FA0000675	BEECH	PWA	COMPRESSOR	STALLED
1/3/2005	99A	PT6A27		LT ENGINE

LT ENGINE PRODUCED A SERIES OF SOUNDS INDICATIVE OF COMPRESSOR STALL WHEN LEVELED AT FL190. TORQUE RAPIDLY DIMINISHED AND TEMPERATURE ROSE. PILOT SHUTDOWN ENGINE AS A PRECAUTION. ENGINE REMOVED AND SENT FOR ANALYSIS. (K)

CA050412003	BEECH	PWA	DIODE	FAILED
4/11/2005	A100	PT6A28	70HF10	SUBPANEL BUSS

(CAN) NO POWER ON RT SUBPANEL BUSS DUE TO BOTH FEEDER DIODES NOT PASSING CURRENT. DIODES REPLACED, SERVICABLE.

CA050412002	BEECH	PWA	CONTROL BOX	FAILED
3/25/2005	A100	PT6A28	993642461	TRIM

(CAN) NO AURAL WARNING TONE OF THE TRIM IN MOTION FROM THE CONTROL BOX. BOX FAILURE.

2005FA0000671	BEECH	PWA	FORK	CRACKED
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5/2/2005 B200 PT6A42 1018200741 NLG

FOUND CRACKED NOSE FORK TUBE AT LOWER WELD AREAS WHILE PERFORMING AD 2004-23-02, DURING ROUTINE PHASE INSPECTION. FORK WAS REPLACED WITH MFG KIT NR 101-8030-1, SN 2463.

[CA050309004](#) BEECH PWA BOOSTER FAILED

3/7/2005 B200 PT6A42 OB30 OXYGEN SYS

(CAN) SHOP TOOL FOR FILLING O2 SYSTEMS. THE OXYGEN BOOSTER DESCRIBED ABOVE WAS BEING USED TO FILL MEDICAL OXYGEN IN TO THE AIRCRAFT LIFEPORT MEDICAL SLED ON BOARD THE AIRCRAFT, WHEN THE UNIT EXPLODED WITH NO WARNING SENDING A TORCHING FLAME WITH HOT SHRAPNEL APPROXIMATELY 45 FEET ACROSS THE HANGER, HITTING A WALL AND STARTING A SMALL FIRE. LUCKILY THE OPERATOR ESCAPED WITH MINOR BURNS, DUE TO HIS CLOSE PROXIMITY, AND MINOR DAMAGE TO THE HANGAR AREA. QUICK THINKING ON THE PILOTS PART HELPED TO LIMIT THE DAMAGE, BUT IF THIS WAS TO HAPPEN AGAIN, IT COULD CAUSE A LOSS OF LIFE AND OR THE DESTRUCTION OF THE BUILDING AND AIRCRAFT.

[2005FA0000653](#) BEECH PWA BEECH SCREW WRONG PART

4/22/2005 B300 PT6A60A AN52510 FAIRING

DURING SCHEDULED INSPECTION FOUND SCREWS ATTACHING AFT LOWER EDGES OF FORWARD WING ROOT FAIRINGS TO UNDERSIDE WING ROOT FAIRINGS TO BE OF EXCESSIVE LENGTH. SCREW TIPS HAD GOUGED LT AND RT LOWER FUSELAGE SKINS AT THE APPROXIMATE FS 166.300 LOCATION TO 0.020 INCH DEEP. HAVE NOTICED SIMILAR DAMAGE TO OTHER AC SAME LOCATION. REQUIRED DER APPROVED REPAIRS TO PRESSURIZED FUSELAGE SKINS. SUGGEST ANY TECHS INSPECTING THIS AREA PAY CLOSE ATTENTION FOR SCREW TIP DAMAGE, AND TO USE ONLY THE CORRECT LENGTH FAIRING ATTACH SCREWS. RECOMMEND A 1-TIME SB TO INSPECT AND EITHER MODIFY FAIRING ATTACHMENT OR PLACARD.

[2005FA0000654](#) BEECH PWA CONTROL CABLE LOOSE

4/23/2005 B300 PT6A60A 1015300573 RUDDER

DURING SCHEDULED INSPECTION, FOUND CABLE QUADRANT FOR AUTOPILOT RUDDER SERVO LOOSE ON RUDDER TORQUE SHAFT ASSY. REPLACED LOOSE RIVETS W/NEXT SIZE LARGER RIVETS INSTALLED WET W/EA 9309 STRUCTURAL ADHESIVE IAW TECH SUPPORT RECOMMENDATIONS. RECOMMEND THIS AREA BE LOOKED AT CLOSELY ON AC AFTER ACCUMULATION OF 3000 HRS OR MORE. SUSPECT FATIGUE AND RUDDER SERVO TORQUE CAUSING RIVETS TO GRADUALLY LOOSEN. (K)

[CA050315010](#) BEECH PWA ARM MISMANUFACTURED

3/11/2005 B300B350C PT6A60A 1015240381 TORQUE TUBE

(CAN) DURING AN INSPECTION OF THE RUDDER SYSTEM ON A 4TH PHASE 800 HOUR INSPECTION THE BLIND RIVETS WHICH ATTACH THE CONTROL ARM QUADRANT P/N 101-524038-1, TO THE RUDDER TORQUE SHAFT P/N 101-524012-11, WERE FOUND TO BE LOOSE. THE COMPLETE ASSEMBLY WAS REMOVED FROM THE AIRCRAFT AND THE LOOSE RIVETS REMOVED AND REPLACED WITH SERVICEABLE UNITS IAW THE SRM. THE ASSEMBLY WAS REINSTALLED AND CHECKED SERVICEABLE.

[CA050315001](#) BEECH PWA BEARING DISINTEGRATED

3/11/2005 B300B350C PT6A60A MS289135 RUDDER HINGE

(CAN) DURING 800 HR INSP OF AC, TAIL SEC WAS BEING INSPECTED IAW CHECK SHEETS. LIGHT RUB AND WEAR WAS NOTICED ON RUDDER HINGE POINTS STRUCTURE. IT WAS ALSO, THAT RUDDER APPEARED TO BE SITTING LOWER THAN NML ON ITS HINGE POINTS. INSP OF RUDDER AND ITS STRUCTURE WAS CARRIED OUT WHICH REVEALED LOWER HINGE POINT BEARING P/N MS28913-5 HAD COMPLETELY DISINTEGRATED ALLOWING RUDDER TO DROP DOWN. PARTS OF BEARING WERE FOUND IN TAIL CONE AND ONLY THING REMAINING IN HINGE WAS BEARING RACE. LIGHT CORROSION WAS EVIDENT ONCE BEARING RACE WAS REMOVED. HINGE POINT DAMAGE WAS CLEANED, INSPECTED, PRIMED, PAINTED AND BEARING WAS REPLACED. ITS WORTH NOTING THAT THERE IS NO LUB OR CORROSION CONTROL REQUIRED IN THIS AREA IAW MM.

[CA050407009](#) BEECH PWA LEARSIEGLER BEARING FAILED

3/31/2005 B300B350C PT6A60A 03600918 STARTER GEN

(CAN) GENERATOR FAIL LIGHT CAME ON IN FLIGHT. MAINTENANCE FOUND THAT THE FRONT BALL BEARING HAD

FAILED.

2005FA0000766	BEECH	LYC	CYLINDER	CRACKED
5/3/2005	B60	TIO541E1C4	LW12215	ENGINE

DURING DIFFERENTIAL COMPRESSION TEST, AIR WAS HEARD LEAKING FROM LOWER CYLINDER AREA. COMPRESSION WAS 40/80. USING LIQUID LEAK DETECTOR, FOUND AIR BLOWING OUT FROM A CRACK IN CYLINDER FIN. REMOVED CYLINDER FROM ENGINE AND NOTED A CRACK IN THE COMBUSTION CHAMBER RUNNING FROM LOWER SPARK PLUG HOLE TO INTAKE VALVE.

CA050228008	BEECH	LYC	CONTROL CABLE	FRAYED
2/28/2005	B60	TIO541E1C4		ELEVATOR TRIM

(CAN) (.0625) ELEVATOR TRIM CABLE WAS FOUND WITH WIRES BROKEN IN A CRITICAL FATIGUE AREA, (.2500) LENGTH FROM AFT END, THROUGH THE IDLER PULLY AND CAPSTAN OF BENDIX FCS 810 AUTOPILOT TRIM SERVO. SEC 7 PART B: FOUND DURING AUTOPILOT REPLACEMENT. SEC 7 PART C: REPLACED CABLE DURING AUTOPILOT REPLACEMENT. DEFECTIVE PART AVAILABLE UPON REQUEST. REFERENCE AC43.13-1B R1 CHAPTER 7, PARAGRAPH 7-149END.

CA050419003	BEECH	PWA	DRIVE ASSY	INOPERATIVE
3/29/2005	B90	PT6A20		FUEL PUMP

(CAN) DURING TAKEOFF ROLL THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN. TROUBLESHOOTING REVEALED A WORN FUEL PUMP DRIVE. THE FUEL PUMP WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA050427011	BEECH	PWA	RIVET	LOOSE
4/16/2005	C18S	R985AN14B		RUDDER CONTROL

(CAN) AT 100 HOUR INSPECTION, MOVEMENT (LINEAR) WAS NOTED ON ACTUATING LINK BUT NO MOVEMENT AT ATTACH POINTS. FURTHER INVESTIGATION REVEALED UNDER SPRING LOOSE RIVETS THAT SECURE THE TWO ENDS TOGETHER VIA A RIVETED SLEEVE WERE FOUND TO BE LOOSE. THIS IS HARD TO DETECT. THE FAILURE WOULD RENDER THE RUDDER TO BE DISCONNECTED.

2005FA0000605	BEECH	PWA	STARTER GEN	INOPERATIVE
4/8/2005	C90	PT6*	23048016	NR 2 ENGINE

AFTER START, NR 2 GENERATOR CAME ON LINE AND WAS CARRYING A LOAD. NR 2 GEN LOAD METER SHOWED HIGH AMP SPIKE AND DROP OFF LINE, WITH IN-OP LIGHT COMING ON. REPLACED STARTER GEN, SYSTEM OPS TESTED GOOD. (K)

CA050317001	BEECH	PWA	DIAPHRAGM	RUPTURED
3/14/2005	C90	PT6A21	310082903	BLEED VALVE

(CAN) ENGINE UNABLE TO ACHIEVE TAKEOFF POWER/TORQUE DUE TO BLEED VALVE NOT CLOSING FULLY. COMPRESSOR BLEED VALVE DIAPHRAM FOUND RUPTURED.

2005FA0000572	BEECH	PWA	DOWNLOCK SWITCH	INTERMITTENT
3/31/2005	C90	PT6A60A	1003810061	NLG

DURING NORMAL GEAR EXTENSION, NO NOSE GEAR DOWN LOCK LIGHT INDICATION. CYCLED GEAR SEVERAL TIMES WITH NO CHANGE. MANUALLY EXTENDED GEAR AND OBTAINED GREEN INDICATION. MAINTENANCE FOUND SWITCH INTERMITTENT. (K)

2005FA0000583	BEECH		SWITCH	OVERHEATED
4/22/2005	C90A		MS2465823D	COCKPIT

DISCREPANCY ORIGINALLY AN INOPERATIVE LT BOOST PUMP. DURING THE OPS CHECK OF REPLACEMENT BOOST PUMP, SWITCH WAS NOTED TO BE INTERMITTENT. AFTER GAINING ACCESS TO SWITCH TERMINALS BY REMOVING THE LT FUEL BOOST PUMP SWITCH, TERMINALS WERE FOUND IN AN OVERHEATED CONDITION, CONNECTIONS WERE LOOSE. SWITCH AND TERMINALS WERE REPLACED REMAINING SWITCHES, CB WERE

INSPECTED, OTHER CONNECTIONS WERE ALSO FOUND LOOSE RT SIDE CB PANEL WAS ALSO REMOVED, ELEC COMPONENTS WERE ALSO INSPECTED.

CA050308007	BEECH	PWA	BEECH	BUSHING	FAILED
1/13/2005	C90A	PT6A21		105740X2F0250	RUDDER PEDAL

(CAN) BOLT, P/N 130909B172, ATTACHING RUDDER PEDAL TO RUDDER PEDAL ARM WILL NOT FIT PROPERLY THROUGH BUSHING. THE RUDDER PEDAL MUST THEN TURN ON THE BOLT AND THE BUSHING MUST TURN WITHIN THE RUDDER PEDAL ARM CAUSING PREMATURE WEAR AND/OR POSSIBLE FAILURE.

CA050307002	BEECH	PWA		FCU	MALFUNCTIONED
2/3/2005	C90A	PT6A21		32447452	ENGINE

(CAN) DURING CLIMB, THE ENGINE EXPERIENCED AN UNCOMMANDED INCREASE IN TORQUE AND FAILED TO RESPOND TO THROTTLE INPUT. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INVESTIGATION REVEALED A FRACTURED FUEL CONTROL COUPLING SHAFT.

CA050311003	BEECH	PWA		SPLINE	LACK OF LUBE
3/9/2005	C90A	PT6A21			INTERNAL

(CAN) ON APPROACH THE LANDING GEAR WAS SELECTED DOWN AND THE NOSE GEAR DID NOT FULLY EXTEND. AN EMERGENCY EXTENSION PROCEDURE WAS CARRIED OUT AND THE AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THAT THE SPLINE COUPLING CONNECTING THE HYDRAULIC POWER PACK MOTOR TO THE PUMP HAD FAILED DUE TO WEAR FROM LACK OF LUBRICATION AND CORROSION.

CA050408009	BEECH	PWA		CASE	DAMAGED
4/8/2005	C90A	PT6A21			RADAR ALTIMETER

(CAN) DURING AVIONICS UPGRADE PROCEDURES IT WAS FOUND THAT THE PILOTS RADAR ALTITUDE INDICATOR P/N 622-4160-018 WOULD CHAFE ON THE WINDSHIELD CENTER POST STRUCTURAL DOUBLER P/N 50-420066-281. THE CHAFFING WAS SERIOUS ENOUGH TO DAMAGE THE DOUBLER BEYOND ACCEPTABLE LIMITS AS WELL AS THE INDICATOR CASE REAR RIGHT HAND CORNER BEING WORN THROUGH. THE STRUCTURAL DAMAGE WAS SUBSEQUENTLY REPAIRED AND DAMAGED INDICATOR REPLACED. IT IS WORTH NOTING THAT THE AVIONICS UPGRADE PROGRAM HAS RELOCATED PANEL EQUIPMENT SUCH THAT THIS IS NO LONGER A INTERFERENCE PROBLEM.

CA050401007	BEECH	PWA		TEE FITTING	LOOSE
3/24/2005	C90A	PT6A21		P01012	FUSELAGE

(CAN) TEE FITTING SUPPLYING TORQUE PRESSURE READING TO AIRCRAFT INSTRUMENTS WAS LOOSE, CAUSING AN OIL LEAK. THE TEE FITTING WAS WITNESSED (WIRED) AND APPROX HALF TURN WAS NEEDED TO TIGHTEN. AIRCRAFT ENGINE WAS SHUTDOWN IN FLIGHT AND AIRCRAFT LANDED SAFELY. OIL PRESSURE WAS RECORDED AT 45 PSIG PRIOR TO SHUTDOWN. THIS FITTING IS PART AN STC'D INSTALLATION OF THE ALTAIR TWIN-K031-3 ENGINE HIGH PRECISION TORQUE KIT. NOTICE 651-77-12-016 WAS CREATED TO CHECK FOR SIMILAR CONDITIONS ON COMPANY FLEET AIRCRAFT. IT WAS FOUND THAT MANIPULATING THE TEE FITTING BY HAND COULD CAUSE LOOSENING.

CA050407003	BEECH	PWA	ELECTROMECH	BRUSHES	SHORTED
3/19/2005	C99	PT6A36		402	MLG MOTOR

(CAN) A/C SUSTAINED GEAR COLLAPSE AFTER ERRONEOUS GEAR INDICATIONS. MOTOR CURRENT LIMITER FOUND 'BLOWN', MOTOR WOULD NOT RUN UNDER 'LOAD'. CASB CURRENTLY INVESTIGATING INCIDENT. NOTE, BRUSH INSP LIMIT 2500 CYCLES BRUSH INSP TOTAL CYCLES 2374. COULD NOT DUPLICATE ERRONEOUS GEAR INDICATIONS AT THIS TIME NOTE L/G MOTOR REPAIR REPORT TO FOLLOW.

2005FA0000725	BEECH	CONT		STARTER	INOPERATIVE
5/1/2005	E35	E225*		ES6462751	ENGINE

STARTER INOPERATIVE. (K)

2005FA0000707	BEECH	CONT		RELAY	INTERMITTENT
1/8/2005	F33A	IO520*		SM50D7	DYNAMIC BRAKER

PILOT SELECTED GEAR DOWN AND NOTHING HAPPENED, BEFORE PILOT COULD COMPLETE HIS CHECK LIST TO CRANK GEAR DOWN, THE GEAR WENT DOWN ON ITS OWN. AIRCRAFT RETURNED TO BASE. UPON FURTHER TROUBLESHOOTING FOUND RELAY WAS INTERMITTENT, PROBABLE CAUSE AT THIS TIME UNKNOWN. THIS IS SUPPOSE TO BE AN IMPROVED RELAY SO THERE IS NO RECOMMENDATION AT THIS TIME. (K)

2005FA0000628	BEECH	CONT	RELAY	INTERMITTENT
4/25/2005	F33A	IO520*	SM50D7	MLG

PILOT SELECTED GEARDOWN AND NOTHING HAPPENED, PILOT THEN CYCLED GEAR SELECTOR TWICE THEN GEAR WENT DOWN, AC RETURNED TO BASE. ON TROUBLESHOOTING, MECHANIC CYCLED GEAR 4 TIMES THEN RELAY FAILED, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

2005FA0000629	BEECH	CONT	RELAY	INTERMITTENT
4/25/2005	F33A	IO520*	SM50D7	MLG

PILOT SELECTED GEAR UP AND NOTHING HAPPENED, AIRCRAFT RETURNED TO BASE. ON TROUBLESHOOTING, MECHANIC CYCLED GEAR (8) TIMES THEN RELAY FAILED, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

2005FA0000510	BEECH	CONT	RELAY	INTERMITTENT
3/4/2005	F33A	IO520*	SM50D7	MLG

PILOT SELECTED GEAR UP AND NOTHING HAPPENED. AIRCRAFT RETURNED TO BASE. UPON FURTHER TROUBLESHOOTING, FOUND RELAY WAS INTERMITTENT, PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. FURTHER IMPROVEMENT ON RELAY ARE NEEDED. DATE CODE 0445. (K)

2005FA0000511	BEECH	CONT	RELAY	INTERMITTENT
3/30/2005	F33A	IO520BB	SM50D7	MLG

WHILE IN FLIGHT, PILOT SWITCHED LANDING GEAR HANDLE TO THE DOWN POSITION AND NO RESPONSE APPROX 2 MIN LATER GEAR CAME DOWN. MAINTENANCE TECH TROUBLESHOT GEAR SYSTEM AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATION AT THIS TIME. (K)

2005FA0000705	BEECH	CONT	RELAY	INTERMITTENT
1/12/2005	F33A	IO520BB	SM50D7	DYNAMIC BRAKE

PILOT SELECTED GEARDOWN AND NOTHING HAPPENED. LANDING GEAR WOULD NOT EXTEND. FLIGHT CREW EXTENDED LANDING GEAR MANUALLY AND LANDED WITHOUT INCIDENT. MAINTENANCE TECH TROUBLESHOT GEAR SYSTEM AND FOUND THE DYNAMIC BRAKE RELAY WAS INTERMITTENT. RECOMMENDATION IS FOR MFG TO INVESTIGATE THIS ISSUE WHICH HAS HAPPENED ON SEVERAL OCCASIONS AND COME UP WITH AN IMPROVED RELAY THAT IS MORE RELIABLE. (K)

2005FA0000706	BEECH	CONT	RELAY	INTERMITTENT
1/13/2005	F33A	IO520BB	SM50D7	DYNAMIC BRAKER

PILOT SELECTED GEAR UP AND NOTHING HAPPENED. STILL INDICATING (3) GREEN LIGHTS LANDING GEAR WOULD NOT RETRACT. MAINTENANCE TECH TROUBLESHOT GEAR SYSTEM AND FOUND THAT THE DYNAMIC RELAY WAS INTERMITTENT. NO RECOMMENDATION AT THIS TIME. (K)

2005FA0000622	BEECH	BEECH	BUSHING	MISSING
4/20/2005	F90		100801D40218	CONTROL CABLE

INVESTIGATED PASSENGER OXYGEN SYSTEM MASKS DEPLOYING WHEN SYSTEM ARMED. FOUND MANUAL CONTROL CABLE BUSHING MISSING AND PREVENTING MANUAL CONTROL CABLE FROM OPERATING VALVE THROUGH FULL TRAVEL. ALSO, FOUND WIRING TO PASSENGER OXYGEN SHUTOFF VALVE AND BAROMETRIC SWITCH NOT CONNECTED CORRECTLY. REWIRED BAROMETRIC SWITCH AND OXYGEN SHUTOFF VALVE AND CONTROL IAW MM. SYSTEM OPS CHECK OK. HAVE PREVIOUSLY NOTED SIMILAR PROBLEMS FOLLOWING SCHEDULED MAINT THIS AREA. (K)

CA050224011	BEECH	PWA	ENGINE	MALFUNCTIONED
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2/16/2005

F90

PT6A135

(CAN) THE ENGINE WAS SHUTDOWN IN FLIGHT DUE TO DECREASING ENGINE OIL PRESSURE ACCOMPANIED BY OIL ODOR IN CABIN AND INCREASING OIL AND TURBINE TEMPERATURES. MFG WILL MONITOR THE INVESTIGATION OF THE EVENT AND WILL SUPPLEMENT THIS REPORT TO PROVIDE ROOT CAUSE ONCE ESTABLISHED.

2005FA0000506	BEECH			ROD END	SEPARATED
3/28/2005	G33			35820045	NLG STEERING

STEERING ROD END, HAS SLID INTO PUSHROD TUBE, AND ATTACHED VIA 2 (.1562) SOLID RIVETS. RIVETS WERE NOT PROPERLY DRIVEN DUE TO COMPRESSING INSIDE HOLLOW PORTION OF TUBE INSTEAD OF AT SHOP HEAD, ALLOWING ROD END TO COME LOOSE. SEPARATION WOULD CAUSE LOSS OF NOSE STEERING CONTROL. RECOMMEND REPLACEMENT OF SOLID RIVETS WITH CHERRYMAX RIVETS IN ORIGINAL HOLES. (NM07200504925) (K)

2005FA0000500	BEECH	CONT		TUBE	DISINTEGRATED
3/27/2005	G35	E225*		NALGENE280	AUTOPILOT

THIS AUTOPILOT WAS INSTALLED 1/23/95. IT HAS A TUBE THAT IS TEE'D INTO THE STATIC SYSTEM AND RUNS TO THE ALTITUDE HOLD PRESSURE TRANSDUCER. THIS PLASTIC TUBE LOST IS MECHANICAL PROPERTIES AND FELL APART. THIS OPEN UP THE STATIC SYSTEM TO CABIN PRESSURE. RECOMMENDATION-DO NOT USE THIS PLASTIC TUBING ON ANY AIRCRAFT. (K)

2005FA0000657	BEECH	CONT	BEECH	BRACE	CORRODED
4/17/2005	G35	E225*		35825110	NOSE GEAR

CORROSION PITS APPROXIMENTLY 30 TO 50 PERCENT OF WALL THICKNESS. THIS PART ONLY 10 PERCENT OF WALL THICKNESS ALLOWED BY MFG. THIS PART IS MAGNESIUM. THE PITTING IS UNDER THE FLET 35, ABOVE THE LOWER BUSHING, THE FELT IS SATURATED WITH MOISTURE AND GREASE WHICH ALLOWS CORROSION TO ATTACH THE PART. (K)

2005FA0000710	BEECH	CONT		BRACE	CORRODED
4/30/2005	K35	IO470*		35825110	NLG

CORROSION PITS APPROXIMATELY 30 TO 50 PERCENT OF WALL THICKNESS. THIS PART ONLY 10 PERCENT OF WALL THICKNESS ALLOWED BY MFG. THIS PART IS MAGNESIUM. THE PIRTING IS UNDER THE FEL 35, ABOVE THE LOWER BUSHING, THE FELT IS SATURATED WITH MOISTURE AND GREASE WHICH ALLOWS CORROSION TO ATTACK THE PART. (K)

CA050418006	BELL	LYC	BELL	HOUSING	WORN
4/4/2005	204B	T5311B		204010775003	T/R CONTROL

(CAN) DURING INSPECTION THE TAIL ROTOR CONTROL WAS REMOVED AND INSPECTED FOR WEAR. WEAR WAS FOUND BEYOND LIMITS IN THE HOUSING. THIS ITEM IS A 1000 HOUR OVERHAUL INTERVAL.

CA050411004	BELL	ALLSN		COMPRESSOR	FAILED
4/10/2005	206B	250C20		6890550	ENGINE

(CAN) CREW WAS PREPARING TO LIFT OFF AND HEARD A LOUD BANG AND FELT A TWITCH. MAINTENANCE REMOVED THE COMPRESSOR AND REPLACED IT WITH A SERVICABLE UNIT. AIRCRAFT TEST FLOWN AND RETURN TO SERVICE. AT MAINTENANCE FACILITY THE CASE WAS SPLIT AND THE SIXTH STAGE STATORS HAD BEEN DAMAGED, HOWEVER NO EVIDENCE WAS FOUND INDICATING FOD FROM THE INTAKE.

CA050225002	BELL	ALLSN		COUPLING	CORRODED
2/21/2005	206B	250C20B		6870832G	ENGINE

(CAN) PITTING ON CIRCUMFERENCE OF COUPLING.

CA050312002	BELL	ALLSN		BEARING	WORN
2/26/2005	206B	250C20B		6890914	ENGINE GEARBOX

(CAN) ENGINE CHIP LITE REPORTED BY PILOT ON ENGINE STARTUP. CHIP PLUGS CHECKED AND METAL FOUND, MAINTENANCE FOUND WORN 2.5 BEARING AND WORN INNER RACE ON SPUR ADAPTER SHAFT. BOTH ITEMS CHANGED AND A/C RETURNED TO SERVICE WITH OUT ANY FURTHER PROBLEMS.

CA050405009	BELL	ALLSN	LEARSIEGLER	BEARING	FAILED
3/30/2005	206L	250C20R			STARTER GEN

(CAN) AFT BEARING FAILURE, REMOVED STARTER GENERATOR. INSTALLED SERVICEABLE STARTER GENERATOR.

CA050321005	BELL	ALLSN	BELL	MAGNETIC SEAL	LEAKING
3/18/2005	206L1	250C28B		206040156101	TRANSMISSION

(CAN) DURING CRUISE FLIGHT, FLUID WAS SEEN ON THE WINDOW BY THE LT REAR PASSENGER. THE PILOT REPORTED THE AIRCRAFT LOCATION TO OUR RADIO OPERATOR AND LANDED TO SEE WHERE THE FLUID WAS COMING FROM. UPON INSPECTION, IT APPEARED THAT THE OIL WAS COMING FROM THE REAR OF THE TRANSMISSION. AN AME WAS DISPATCHED WITH ANOTHER HELICOPTER AND CONFIRMED THE MAGNETIC SEAL WAS LEAKING. THE SEAL AND O-RINGS WERE REPLACED AND THE HELICOPTER RETURNED TO SERVICE. NO OIL WAS SEEN DURING THE PREVIOUS PRE-FLIGHT INSPECTIONS TO INDICATE THE SEAL WAS STARTING TO LEAK. (TRANSMISSION OIL PRESSURE INDICATIONS WERE NORMAL DURING THE FLIGHT)

CA050309003	BELL	ALLSN	BELL	SPRING	MISMANUFACTURED
3/8/2005	206L1	250C28B		406340105101	GEARBOX SEAL

(CAN) OIL LEAK FROM T/R GEARBOX OUT PUT. THE SPRING INSIDE THE SEAL WHEN TO THE SEAL LIP AND MARK THE SLEEVE. THIS IS THE SECOND TIME IN 2 WEEKS, THE SPRING IS TO TIGHT AND PUSHES TO MUCH ON THE SEAL LIP .

CA050309002	BELL	ALLSN	BELL	SEAL	LEAKING
2/28/2005	206L1	250C28B		406340105101	T/R GEARBOX

(CAN) T/R GEARBOX OUTPUT SEAL LEAKING, SENT FOR SEAL REPLACEMENT. THE SPRING INSIDE THE SEAL WAS AT THE SEAL LIP AND MARKED THE SLEEVE .

CA050309011	BELL	ALLSN		TACH GENERATOR	WORN
3/7/2005	206L1	250C28B		2060763731	MAIN ROTOR

(CAN) DURING ROUTINE MAINTENANCE WORN SPLINES WERE FOUND. NOTE: THESE SPLINES DRIVE THE HYDRAULIC PUMP. TACH GENERATOR WAS REMOVED AND SENT FOR OVERHAUL. PART WAS RETURNED 2 MONTHS LATER WITH NEW PAINT AND THE SAME WORN OUT SPLINES. OLD GREASE WAS STILL IN THE WORN SPLINES.

CA050228013	BELL	PWA		ENGINE	UNKNOWN
2/24/2005	212	PT6T3			

(CAN) A/F 18258 HOURS. HELI SKIING OPERATION. PILOT WAS DESCENDING DOWN A HILL AND SETTING UP HIS APPROACH TO LAND HELICOPTER. THE PILOT PULLED IN POWER TO CONTROL HIS DESCENT RATE AND NOTICED THAT THE ENGINES REMAINED IN FLIGHT IDLE. HE CHECKED HIS THROTTLE GRIPS AND FOUND THAT BOTH THROTTLES WERE ON MAX STOP. HE SET UP HIS AUTOROTATION AND LANDED HARD IN POWDER SNOW. HELICOPTER DAMAGED. NTSB HAS BEEN NOTIFIED OF THIS INCIDENT AND WILL BE INVESTIGATING IN THE NEAR FUTURE. THE PILOT WAS THE ONLY ONE ON BOARD.

CA050401011	BELL	PWA		TABLE	WRONG PART
4/1/2005	212	PT6T3			

(CAN) MFG 5 MAN SEAT POSITION IS SHOWN AT FS 119. SEAT HAS 2 IN THICK BACK CUSHION AT TRANSMISSION BULKHEAD STA. MM PUTS 5 MAN TROOP SEAT AT FS 117. MIDDLE PASSENGER FOR THAT SEAT CONFIGURATION HAS ITS BACK DIRECTLY AGAINST THE TRANSMISSION BULKHEAD. IT SEEMS ODD THAT THE MFG PASSENGER STATION WOULD BE 2 INCHES AFT OF THE TROOP PASSENGER SEAT. THE MFG AIRLINE PASSENGER SEATING ARRANGEMENT IS VERY SIMILAR TO THE MFG SEATS AND SHOWS THE 5 MAN SEAT POSITION AT FS 114.7. THERE IS ALSO A SLIGHT DIFFERENCE IN THE 4 MAN SEAT, WHICH SHOULD BE CHECKED ALSO. THERE IS A NEED FOR

CLARIFICATION. HAVE THE SAME KIT INSTALLED IN THREE OTHER HELICOPTERS. PLEASE FIND ATTACHED APPLICABLE SUPPLEMENTS.

CA050307001	BELL	PWA	ENGINE	UNRESPONSIVE
2/24/2005	212	PT6T3B		BOTH

(CAN) ON APPROACH NEITHER ENGINE RESPONDED TO INCREASED COLLECTIVE. THE AIRCRAFT AUTOROTATED TO A HEAVY LANDING. MFG WILL MONITOR THE INVESTIGATION INTO THIS EVENT AND WILL SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE, ONCE ESTABLISHED.

CA050328001	BELL		BLADE	CRACKED
3/10/2005	407		407015001135	MAIN ROTOR

(CAN) M/R BLADE EXHIBITS CRACKS IN THE NICKEL PLATING ON THE LEADING EDGES (EROSION STRIP).

CA050328002	BELL	ALLSN	COMBUSTION LINER	CRACKED
3/23/2005	407	250C47B	23064570	ENGINE

(CAN) COMBUSTION LINER FOUND CRACKED WHEN REMOVED DURING UNRELATED SCHEDULED MAINTENANCE. NO CRACKS ALLOWED IN SUBJECT AREA. THIS IS AN ON GOING PROBLEM WITH THIS PART.

CA050404006	BELL	ALLSN	BLADE	DAMAGED
3/17/2005	407	250C47B	407015011117	MAIN ROTOR

(CAN) CRACK IN THE LEADING EDGE EROSION STRIP WAS DISCOVERED WHILE TRYING TO WORK THE MAIN ROTOR WITH THE RADS. ON INITIAL INSPECTION THE CRACK APPEARED TO BE A MASKED EDGE FROM THE NICKEL ABRASION COATING BUT AFTER THE BLADE WAS FLEXED, IT OPENED UP TO REVEAL A CRACK.

CA050406007	BELL	ALLSN	BLADE	CRACKED
3/17/2005	407	250C47B	407015001117	MAIN ROTOR

(CAN) WHILE TROUBLESHOOTING MAIN ROTOR SYSTEM FOR CAUSE OF DIFFICULTY WITH M/R TRACK AND BALANCE A HAIRLINE CRACK WAS DISCOVERED IN THE DISCREPANT BLADE LEADING EDGE ABRASION STRIP APPROXIMATELY 77 INCHES FROM THE BLADE TIP. THE BLADE AS PLACED ON A WORK STAND AND GENTLY FLEXED UP AND DOWN INDICATING THAT THE CRACK OPENED AND CLOSED WHEN FLEXED. THE CRACK WAS SO FINE IT HAD TO BE VERIFIED WITH A 10X MAGNIFYING GLASS AND THE BLADE FLEXED TO BE SURE IT WAS NOT JUST A SURFACE SCRATCH. THE BLADE WAS REMOVED FROM SERVICE AND REPLACED WITH A RECONDITIONED UNIT SUPPLIED BY BELL. MALFUNCTION REPORT ALSO SUBMITTED TO BELL HELICOPTER.

CA050222003	BELL	ALLSN	COMBUSTION LINER	CRACKED
2/18/2005	407	250C47B	23064570	ENGINE

(CAN) PART CRACKED IN DOUBLE LIP AREA. NO CRACKS ALLOWED IN THIS LOCATION. MAJORITY OF COMBUSTION LINERS REMOVED ARE FOUND CRACKED IN THIS AREA.

CA050307010	BELL		NUT	INCORRECT
2/24/2005	412		NAS10222A8	ROTOR HUB

(CAN) CAD PLATED NUT NAS1022AX8 INSTALLED INSTEAD OF DRY FILM LUBED NAS10222A8. THE NAS1022AX8 NUT FAILED DURING TORQUE UP, PART CRACKED.

CA050401010	BELL		BLADE	CRACKED
1/12/2005	427		427015001125	MAIN ROTOR

(CAN) FOUND M/R BLADE WITH A CRACK IN THE L/E EROSION STRIP. CRACK IS 3.250 INCH IN LENGTH CHORDWISE AND 107.5 INCH IB FROM THE BLADE TIP (BLADE STATION 114.5).

CA050401004	BELL	PWC	DISPLAY	INOPERATIVE
3/31/2005	427	PW207D	27375001107	COCKPIT

(CAN) DURING FLIGHT, TESTSCREEN NR1 (TOP SCREEN) OF IIDS DISPLAY UNIT WAS LOST. THE PILOT SELECTED

BOTTOMED DISPLAY TO COMPOSITE MODE. WITHIN SECONDS , SMOKE STARTED TO APPEAR FROM UNDER BOTTOM OF IIDS DISPLAY UNIT. NO BREAKER POPOUT. PILOT STARTED EMERGENCY DESCENT AND TRANSMITTED INTENTIONS TO GROUND PERSONNEL. NR1 IIDS DISPLAY UNIT SCREEN BREAKER WAS PULLED OUT. SMOKE STOPPED AND AIRCRAFT LANDED SAFELY. PART REMOVED AND REPLACED.

CA050303014	BELL	LYC	GRIP	CRACKED
3/3/2005	47G4A	VO540B1B3	47120252011	MAIN ROTOR

(CAN) ROTOR GRIP WAS SUBMITTED FOR NDT TESTING IAW AD 2001-17-17 AND WAS REJECTED DUE TO CRACKING IN THE ADAPTER NUT THREAD AREA. GRIP WAS NEW AND HAD ONLY ACCUMULATED 196.9 HOURS SINCE NEW.

CA050407001	BNORM	LYC	GOVERNOR	SEIZED
4/5/2005	BN2A21	IO540K1B5	0210659	PROPELLER

(CAN) THE AIRCRAFT DEPARTED FOR DESTINATION WITH ONE PILOT ABOARD. SHORTLY AFTER TAKEOFF, THE RIGHT ENGINE S/N L12245-48 RPM BEGAN TO DETERIORATE. THE PILOT SHUT THE ENGINE DOWN AND RETURNED FOR A NORMAL LANDING AT THE DEPARTURE AIRFIELD. INSPECTION REVEALED THAT THE PROPELLER GOVERNOR ON THAT ENGINE HAD SEIZED AND BROKEN THE DRIVE SPLINE. THE GOVERNOR WAS REPLACED, THE ENGINE GROUND RUN OK, AND THE AIRCRAFT RETURNED TO SERVICE. ENGINE TTSO/H 1653.9 HRS. GOVERNOR TTSO/H 1652.3 HRS.

CA050311002	BNORM	LYC	ENGINE	FAILED
1/23/2005	BN2A26	O540E4C5		

(CAN) ENG FOUND TO HAVE DROP IN OIL PRESS. INSP, PUNCTURE HOLE WAS FOUND IN TOP OF RT CRANKCASE HALF. METAL WAS FOUND IN OIL SCREEN. CYL 2, 4, AND 6 WERE REMOVED FOR INSP. 4 OF 12 LIFTER BODY CONTACT FACES WERE BROKEN. BROKEN MATERIAL FROM LIFTER BODIES INTRODUCED TO ENGINE, RESULTING, COMPLETE DESTRUCTION OF ENG INTERNAL. EXACT CAUSE OF LIFTER BODY CONTACT FACES BREAKING COULD NOT BE DETERMINED, SUSPECTED THAT EXCESS CORROSION ON LIFTER FACE COULD HAVE BEEN TO BLAME. DETERMINED BY RETRIEVAL OF BROKEN PIECES IN ENGINES OIL SUMP AND OIL SCREEN AND EXAMINING THEM. CORROSION WAS EVIDENT ON 2 OF LIFTER FACES. ENG DOES NOT REACH HIGH ENOUGH OPERATING TEMP TO BURN OFF MOISTURE CREATED BY ENG OPERATION.

CA050315012	BOEING	LYC	VENT	FAILED
3/10/2005	234	AL5512	234PS4691	FUEL TANK

(CAN) DURING REFUELING, A LOUD BANG WAS HEARD FROM CABIN OF AIRCRAFT. FUEL WAS THEN SEEN LEAKING RAPIDLY FROM AIRCRAFT. PILOTS NOTED FUEL INSIDE CABIN SECTION BUT NOT IN COCKPIT. ENGINES WERE SHUT DOWN, ELECTRICAL SYSTEMS TURNED OFF AND PILOTS EXITED AIRCRAFT THROUGH THEIR EMERGENCY EXITS. COCKPIT DOOR WAS CLOSED WHICH KEPT FUEL FROM SPRAYING INTO COCKPIT. BREAKAWAY VENT FOR NR1 FUEL TANK HAD FAILED, CAUSING THE TANK TO OVER PRESSURIZE DURING REFUELING. TANK STRUCTURE FAILED AT 90 PERCENT CAPACITY RELEASING FUEL INTO CABIN. THERE ARE NO WARNING SYS TO ALERT CREW OF FAILURE. REFUELING SEEMED TO BE TAKING LONGER THEN USUAL BUT CREW WAS USING A NEW PUMP AND DID NOT ASSOCIATE FLOW RATE WITH A VENT FAILURE.

CA050414006	BOEING	PWA	OIL FILTER	CONTAMINATED
4/5/2005	727223	JT8D15A	7578679	ENGINE

(CAN) DURING T/O ROLL OUT AT 70 KTS NR 3 ENG OIL BYPASS LIGHT ILLUMINATED. REJECTED T/O INITIATED, A/C SLOWED, LIGHT WENT OUT. RETURNED TO GATE FOR MX TO INVESTIGATE. MX INSPECTED ENG & CARRIED OUT ENG RUN WITH NO FAULT FOUND. A/C RETURNED TO SERVICE. A/C DEPARTED WITH NO FURTHER PROBLEMS. DURING NEXT T/O OUT, NR 3 OIL BYPASS LIGHT AGAIN ILLUMINATED & AGAIN WHEN A/C SLOWED, LIGHT WENT OUT. ALL OTHER ENG INDICATIONS NORMAL & ELECTED TO ATTEMPT ANOTHER T/O. DURING SECOND T/O, BYPASS LIGHT CAME ON. RETURNED TO BLOCKS. MX INSPECTED ENG INCLUDING OIL FILTER & FOUND FILTER CONTAMINATED. FILTER REPLACED & ENG RUN CARRIED OUT WITHOUT FAULT. ACFT RETURNED TO SERVICE WITH NO FURTHER PROBLEMS DURING REMAINING FLTS.

CA050218003	BOEING	PWA	TUBE	SEPARATED
2/10/2005	727225	JT8D15	81196501	GEARBOX

(CAN) DURING CLIMB THROUGH 18000 FT ENGINE NR 1 LOW OIL PRESSURE LIGHT ILLUMINATED ACCOMPANIED BY RAPIDLY DECREASING OIL QUANTITY AND PRESSURE INDICATIONS. CREW CARRIED OUT ENGINE SHUTDOWN CHECKLIST DECLARED AN EMERGENCY, DUMPED FUEL AND RETURNED TO DEPARTURE WITHOUT FURTHER INCIDENT. DURING INVESTIGATION BY MAINTENANCE, IT WAS FOUND THAT THE GEARBOX TO OIL COOLER LINE HAD PULLED DIRECTLY OUT OF THE ENGINE GEARBOX HOUSING. THIS IS NOT REPAIRABLE ON-WING AND DUE TO THE LENGTH OF TIME ENGINE WINDMILLED WITHOUT OIL, RESULTS IN AN ENGINE CHANGE. AS A PRECAUTION WE ARE CARRYING OUT A FLEETWIDE INSPECTION FOR ANY SEPARATION BETWEEN THIS LINE AND THE GEARBOX ON ALL ENGINES.

CA050405010	BOEING	PWA	ACTUATOR	FAILED
3/30/2005	727225	JT8D15A	1U109592	NR 1 SLAT

(CAN) DURING CLIMB PHASE, SLATS RETRACTED, NR 1 SLAT, HOWEVER DID NOT SHOW RETRACTED. FLIGHT CREW CONFIRMED THAT AIRCRAFT DID NOT HAVE ANY UNCOMMANDED ROLL IN THE FLIGHT CHARACTERISTICS. THIS INDICATED AN INDICATION FAULT ONLY. CREW RETURNED TO POINT OF DEPARTURE AFTER DUMPING 7300 LBS OF FUEL WITHOUT FURTHER INCIDENT. MAINTENANCE CONFIRMED SLATS FUNCTIONAL AND ONLY INDICATION AT FAULT. ACTUATOR WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA050426003	BOEING	PWA	VALVE	FOULED
4/20/2005	727233	JT8D15	10607921	NR 2 ENGINE

(CAN) AFTER DEPARTING, THE CREW OBSERVED AN INDICATION OF ANTI-ICE SELECT FAILURE ON NR1 ENGINE. THE CREW RETURNED TO DEPARTURE, WHERE MAINTENANCE FOUND INTERNAL PARTS FROM THE THERMOSTATIC VALVE FOR THE NR1 LT NOSE COWL ANTI-ICE HAD FOULED THE ANTI-ICE VALVE. THE CONTAMINATION WAS REMOVED, THE THERMOSTATIC VALVE, AND THE ANTI-ICE VALVE WERE REPLACED BEFORE THE AIRCRAFT WAS RELEASED FOR RETURN TO SERVICE.

2005FA0000480	BOEING		HOUSING	ERODED
3/25/2005	737*		65447821	HYD PUMP

HOUSING HAS A PIN HOLE LEAK ON THE BACKSIDE OF PORT 2, EROSION. REDESIGN HOUSING. (K)

2005FA0000481	BOEING		HOUSING	CRACKED
3/29/2005	737*		511531	VALVE

CRACKED AT PLUG PORT. FATIGUE. (MECHANIC NH2, JOB NR 194399) (K)

2005FA0000482	BOEING		MANIFOLD	BROKEN
3/29/2005	737*		654484511	FILTER BOWL

FILTER BOWL MOUNTING PORT IS BROKEN OFF AT THE BASE OF THREADS. FATIGUE. (MECHANIC LEB, JOB NR 194521) (K)

CA050420001	BOEING	CFMINT	CIRCUIT BREAKER	MISINSTALLED
4/19/2005	737*	CFM567B22	BACC18AC5	LIVE TV SYSTEM

(CAN) CIRCUIT BREAKER, RT ZONE FEED (P6-4 A10) FOR LIVE TV HAD 2 OCCURANCES OF (FOUND POPPED). MAINTENANCE INVESTIGATION FOUND EVIDENCE THAT SCREWS ON LINE FEED TERMINALS HAD CONTACTED ADJACENT STRUCTURE. THE CB WAS REPLACED AND SHORTER SCREWS WERE INSTALLED. Q.C. INITIATED A FLEET CAMPAIGN TO REPLACE ALL -7 SCREWS (AS PROVIDED BY MFG) WITH -5 SCREWS , RECORD ANY DEFECTS FOUND AND RECOMMEND FURTHER ACTION IF NECESSARY.

CA050221003	BOEING	CFMINT	ELECTRICAL BOX	OVERHEATED
2/17/2005	737*	CFM567B22	3042865102	SEAT

(CAN) ON GROUND, DURING TURN AROUND, AN ODOR WAS NOTICED MID CABIN. THIS WAS ISOLATED TO THE SEAT ELECTRONICS BOX AT ROW 14. THE BOX WAS WARMER THAN NORMAL TO THE TOUCH. THE SEB WAS REPLACED. THE OPERATOR IS FOLLOWING UP WITH THE OEM TO GET TSN/TSO AND TEARDOWN INFORMATION.

CA050425002	BOEING	PWA	ENGINE	LEAKING
4/24/2005	737201	JT8D9A		

(CAN) AFTER T/O, SMOKE ACCUMULATED IN THE CABIN. THE FWD AND AFT SMOKE DETECTORS LOCATED IN THE LAVS ACTIVATED. SUCCESSFULLY RETURNED TO AIRPORT. MX CARRIED OUT ENG GROUND RUNS & COULD NOT DUPLICATE DEFECT ON GROUND. A TEST FLT ORDERED & AND IN FLT SMOKE PRESENTED IT SELF AGAIN. THROUGH T/S IN AIR IT DETERMINED THAT BY TURNING OFF THE A/C PACK ON 1 SIDE THAT SMOKE STOPPED ACCUMULATING. ACRFT RETURNED TO AIRPORT FOR FURTHER TROUBLESHOOTING. MX FOUND OIL IN AIR CON COALESOR BAG WITH AFFECTED A/C PACK INOP. ACFT FLOWN TO A NEARBY AIRPORT FOR FURTHER MX. AN INTERNAL OIL LEAK FOUND IN ENG 654717 AROUND THE C1 AND C2 BEARING. THIS OIL MADE ITS WAY TO THE BLEED AIR SYSTEM AND INTO A/C PACK.

CA050301009	BOEING	PWA	PWA	HOUSING	LOOSE
2/27/2005	737275C	JT8D17	726042	MS124776	OIL FILTER

(CAN) CREW REPORTED, NR 1 ENG OIL PRESSURE WAS BELOW RED AND INDICATION WAS READING ZERO. ENG WAS SHUTDOWN, AC LANDED W/O INCIDENT. MAINT FOUND NR 1 ENG OIL FILTER CAP WAS DISLODGED DUE TO LWR STUDS OF GB HSG HELICOILS FAILING. ENGINEERING ISSUED A PROD PERMIT B737-72-18790 TO REINSTALL HELICOIL WITH REPEAT INSP OF 50 HOURS. HISTORY REVIEWED THAT 2 DAYS PRIOR, THIS OCCURRENCE WAS A REPORT OF AN OIL LEAK FROM NR 1 ENG WHICH WAS NOT EVIDENT DURING ENG RUN AND WAS RELEASED AS GROUND CHECKED SERVICEABLE. AS IT APPEARS THAT OVER TIGHTENING OF THE OIL FILTER CAP NUTS MAY CONTRIBUTE TO PROBLEM, REMINDER ISSUED TO LINE ENGINEERS THAT TORQUE ON THESE FASTENERS IN 25-30 INCH POUNDS AS STATED IN WORK CARD 1193.

CA050420004	BOEING	PWA		ENGINE	FAILED
4/17/2005	737275C	JT8D17A			NR 1

(CAN) CLIMBING THROUGH APPROX 17,000' AT 320 KIAS, WITHOUT WARNING, A BANG WHICH CAUSED ACFT TO SHUDDER FOLLOWED BY VIBRATION & A HOWLING NOISE NR 2 ENG VIBRATION INDICATOR READING IN EXCESS OF 2 UNITS, EGT & OIL TEMP STARTED TO RISE, & ALSO A DROP IN EPR. ACFT LEVELED OFF & THRUST REDUCED ON BOTH ENGINES. CARRIED OUT ENG SEVERE DAMAGE QRC. ADVISED ATC OF PROBLEM WITH AN ENG & THAT IT HAD BEEN SHUTDOWN & REQUESTED CLEARANCE BACK TO BASE. ASKED EMPLOYEE ABOARD TO LOOK OUT WINDOW AT ENGINE. THE QRC REFERENCE ITEMS CARRIED OUT. DECLARED AN EMERGENCY. NR 1 ENGINE INOPERATIVE LANDING CHECKLIST CARRIED OUT.

CA050405013	BOEING	PWA		CABLE	MALFUNCTIONED
3/28/2005	737275C	JT8D17A			STEERING TILLER

(CAN) PILOT REPORTED THAT THE STEERING TILLER AND THE RUDDER PEDALS DO NOT CENTER WHEN RELEASED, AND THE TILLER STICKS ON HARD TURNS. MAINTENANCE FOUND THE STEERING CABLE TURN BARREL ID TAG HAD SLIPPED FROM THE TURN BARREL, THEREBY RESTRICTING FREE MOVEMENT OF THE CABLE ASSEMBLY. THE TAG WAS REMOVED AND STEERING SYSTEM WAS CHECKED FOR FREE AND FULL MOVEMENT. AIRCRAFT RETURNED TO SERVICE.

78	BOEING			SKIN	DENTED
4/26/2005	737300				FUSELAGE

DENTS AND GOUGES STA 770 - 827 STR 26 - 27 RT BELOW AFT PIT DOOR.

DU4R20050428	BOEING			FLOOR SUPPORT	CORRODED
4/28/2005	7373L9				FUSELAGE

CORROSION AT FLOORBOARD ANGLE SUPPORT FROM BS 947 - 1000 LBL 68.

81	BOEING			FRAME	CRACKED
5/2/2005	7373L9				FUSELAGE

LOWER FWD SIDE OF FRAME AT STA 616 S-16R CRACKED AT LOWER FASTENER.

82	BOEING			SHEAR TIE	CRACKED
5/2/2005	7373L9				FUSELAGE

CABIN UPPER LOBE SHEAR TIE CRACKED AT BS 639 S-4L.

83	BOEING			CREASE BEAM	CORRODED
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5/2/2005	7373L9			FUSELAGE
R-1 SERVICE DOOR INNER CHORD CREASE BEAM HAS CORROSION THRU OUT THE BEAM.				
84	BOEING		FRAME	CRACKED
5/2/2005	7373L9			FUSELAGE
CRACKED FRAME AT BS 294.5, WL 208.1 FWD GALLEY DOOR.				
85	BOEING		FLOORBEAM	CORRODED
5/2/2005	7373L9			FUSELAGE
CORRODED AFT CABIN FLOORBEAM UPPER SKIN FROM BS 987 LBL 48.0.				
80	BOEING	CFMINT	SKIN	GOUGED
5/2/2005	7373L9	CFM563B2		FUSELAGE
AIRCRAFT DAMAGE BELOW AFT PIT FROM BELT LOADER BS 755-790, S-25R. LOG PAGE ITEM NR1 PG. 158526,S/O 109001, N/R 22583.				
CA050415001	BOEING	CFMINT	STARTER	OVERHEATED
4/14/2005	737500*	CFM563C		APU
(CAN) LOGBOOK SNAG STATED THAT THE APU WOULD NOT START. UPON INVESTIGATION IT WAS NOTED THAT THE APU STARTER HAD OVERHEATED AT BOTH TERMINAL CONNECTIONS. TERMINAL ENDS AND CABLE PROTECTION HEAT DAMAGED. NO INDICATION OF FIRE WARNING OCCURRED.				
77	BOEING		SKIN	DENTED
4/25/2005	737522			HORIZONTAL STAB
RT HORIZONTAL LEADING EDGE STAB STA. 915 - 101.0 HAS DENT. S/O 269009, N/R 23758				
CA050316003	BOEING	CFMINT	ARM	PUNCTURED
3/14/2005	737522	CFM563C		SLAT
(CAN) DURING GROUND HANDLING, MAINTENANCE DISCOVERED A SIGNIFICANT FUEL LEAK ON THE RT WING. FUEL WAS RUNNING DOWN THE OB FLAP CANOE AND DRIPPING ONTO GROUND. AIRCRAFT WAS REMOVED FROM SERVICE AND PLACED INTO HANGAR FOR FURTHER INSPECTION AND FUEL DRAINING. AFTER OPENING THE WING TO LOCATE THE SOURCE OF THE LEAK, IT WAS DISCOVERED THAT THERE WAS A PUNCTURE HOLE IN THE HOUSING/BOX THAT THE SUPPORT ARMS FOR THE LEADING EDGE SLAT RUN INTO WHEN THE SLATS ARE RETRACTED. THIS HOLE ALLOWED FUEL TO EXIT THE FUEL TANK AND RUN UNDER THE WING. THIS IS CURRENTLY UNDER INVESTIGATION AND AN UPDATE WILL BE PROVIDED LATER.				
2005FA0000479	BOEING		MOUNT	FAILED
3/25/2005	747*		144490	VALVE
VALVE SEPARATED FROM MODULE UPON 45 PSI PROOF PRESSURE TEST. MOUNTING LUGS FAILED AND BROKE OFF, BLOWING THE VALVE OFF THE UNIT. FATIGUE AND INSUFFICIENT MATERIAL ON MOUNT LUGS TO HANDLE PROOF PRESSURE. LOWER PROOF PRESSURE TEST OR REDESIGN MOUNTING LUGS TO WITHHOLD THE PRESSURE. (MECHANIC WC, JOB NR 194178) (K)				
CA050217004	BOEING	RROYCE	IDG	INOPERATIVE
2/14/2005	757200	RB211535E437	736664E	GENERATOR
(CAN) DURING INITIAL CLIMB, DEPARTING OGG, R (GEN DRIVE) MESSAGE DISPLAYED, GEN DRIVE LIGHT ILLUMINATED. RT IDG DISCONNECTED. AIRCRAFT DIVERTED. RT IDG REPLACED WITH LOANER UNIT, A/C DEPARTED, NO FAULTS REPORTED. REPLACEMENT UNIT FITTED. IDG SENT TO OEM FOR TEARDOWN AND REPAIR. AWAITING STRIP REPORT.				
CA050401012	BOEING	RROYCE	TORQUE RING	WORN
3/25/2005	757236	RB211535E4	PNLJ75153	THRUST REVERSER
(CAN) AIRCRAFT ARRIVED WITH DAMAGE TO THE NR 2 ENG FORWARD THRUST REVERSER TORQUE BOX ON THE				

OB SIDE. CLOSER INSPECTION REVEALED THAT THE BLADE STRAP (PART OF THE ACTUATOR LOCKOUT MECHANISM) AFT ATTACHMENT POINT CAME LOOSE AND WHEN THE THRUST REVERSER STOWED THE STRAP FOLDED FORWARD AND CAUSED THE DAMAGE. IT WAS NOTICED THAT THE BLADE STRAP BRACKET ON THE TORQUE RING HAD BEEN BADLY WORN CAUSING DAMAGE TO THE TORQUE RING AND CASCADE VANE. THE OTHER SIDE SHOWED SIMILAR WEAR MARKS. THE FWD FITTING FOR THE BLADE STRAP WAS FOUND TO BE CRACKED AS WELL.

CA050413001	BOEING	PWA	DUCT	RUPTURED
4/13/2005	767233	JT9D7R4D	213T21095	LT ENGINE

(CAN) FAULT: AFTER TAKEOFF, LEFT ENGINE DUCT LEAK TEMPERATURE CONTINUED TO CLIMB IN ALL CABIN. RETURNED TO CANCUN. FOUND DUCT ASSY 213T2109-5 RUPTURED. DUCT ASSY CHANGED, OPERATION CHECK CARRIED OUT, FOUND OK CONS SERVICEABLE AS PER AMM 36-11-01.

CA050224003	BOEING	PWA	SENSOR	BROKEN
2/24/2005	767233	JT9D7R4D	S258	LT MLG

(CAN) ON TOUCHDOWN, MASTER WARNING CONFIG LIGHT GEAR NOT DOWN CAUTION, LT SIDE BRACE LIGHT AND LT GEAR GREEN LIGHT EXTINGUISHED. AIRCRAFT STOPPED, GEAR PINS INSTALLED AND TAXIED IN. FOUND TOP OF SENSOR S258 SHEARED OFF. REPLACED SENSOR. S258 AND S236 ADJUSTED IAW MM 32-61-02. CHECKS OK.

2005FA0000567	BOEING	GE	GE	SEAL	CRACKED
4/11/2005	777*	GE9090B		1847M96P02	HPT ROTOR

MDR/001/05: DURING ENG O/H, 2 CRACKS WERE NOTED IN THE HPT INTERSTAGE SEAL. CRACKS ARE ABOUT 45 DEGREES APART AND APPEAR TO ORIGINATE IN THE FWD ARM, OUTER DIAMETER. BOTH CRACKS ARE THROUGH FORWARD RETAINER AND CATENARY. 1 PASSES THROUGH BOTH SEAL TEETH AND THE OTHER HAS STARTED DOWN THE SEAL WEB. (K)

2005FA0000645	BOEING	GE	SEAL	DEBONDED
4/29/2005	777*	GE9090B	117M62G05	ENGINE

PART WAS PREVIOUSLY REPAIRED. REP REQUIRES USE OF BRAZE AMS 4777 OR SUITABLE TAPE ALTERNATIVE, USED TAPE SPEZ AMS 4779F, WITH OVEN TEMP 1050 DEGREES C. AMS 4779F DOES NOT MELT UNTIL 1068 DEGREES C. HONEYCOMB BECAME DISBONDED AND LIBERATED CAUSING HPT 1 BLADE OVERHEAT DISTRESS. BRAZE JOINT FAILED WITHIN 300 CYCLES.

2005FA0000493	BOEING	WRIGHT	SCREW	FRACTURED
3/29/2005	B17G	R182097	2057D17	COVER

(7) OF THE (10) FRONT COVER RETAINING SCREWS WERE FRACTURED, ALL AT THE SAME LOCATION- (3) THREADS FROM SHANK. ALL (7) HAD WORKED THEIR WAY OUT, (3) HAD STARTED TO CONTACT THE PROPELLER HUB. NR 4 ENGINE AWAITING TEARDOWN REPORT OF NOSE SECTION. (GL13200506288) (K)

2005FA0000713	BOEING	WRIGHT	ENGINE	FAILED
4/26/2005	B17G	R182097	R182097	NR 4

UPON TAKEOFF, NOTICED STEADY DROP IN ENGINE OIL PRESSURE. SHUT ENGINE DOWN AT MIN OIL PRESSURE. PRESSURE STILL DECREASING. CHECKED SCREENS AND OIL PRESSURE VALVE ON GROUND. COULD NOT GET ENGINE TO MAKE MIN ACCEPTABLE PRESSURE. REMOVED ENGINE. UPON REMOVAL OF PROP, BRONZE OR BRASS WAS IN PROP SHAFT. (K)

2005FA0000714	BOEING	WRIGHT	ENGINE	FAILED
4/26/2005	B17G	R182097	R182097	NR 2

ON FINAL, ENGINE WAS PRODUCING LOW OIL PRESSURE. UPON LANDING, CHECKED SCREENS, OK, CLEANED OIL PRESSURE RELIEF VALVE AND APU FOR MAX OIL PRESSURE WAS STILL LOW. COULD NOT GET ENGINE TO PRODUCE ACCEPTABLE OIL PRESSURE. REMOVED ENGINE. (K)

CA050408004	BOLKMS	ALLSN	SHOULDER BELT	FRAYED
4/8/2005	BO105S	250C20B	504339401	COCKPIT

(CAN) THE SEAT BELT SHOULDER STRAP CHAFED ON A RETAINING BRACKET FOR THE SEAT BACK COVER ON THE PILOTS SEAT. THE CHAFING OCCURRED DURING RETRACTION AND EXTENSION OF THE INERTIA REEL OVER A PERIOD OF TWO MONTHS AND SEVERAL FLIGHTS. THE BRACKET IN QUESTION HAD SHARP EDGES WHICH IS NOT THE NORM FOR THIS PART. IT ALSO HAS A LARGER RADIUS ON ONE OF THE TWO BRACKETS USED FOR HOLDING THE PILOT'S SEAT BACK COVER IN POSITION. REPLACED THE INERTIA REEL ASSEMBLY WITH A NEW UNIT AND SMOOTHED OUT THE EDGES OF THE SUSPECT BRACKET WHICH CUT INTO THE SHOULDER BELT. THE SYSTEM HAS BEEN TESTED, HQ NOTIFIED, AND WE SHALL BE KEEPING A REGULAR WATCH ON THIS AREA AS IS OUR NORM .

CA050303013	BOMBDR	HAMSTD	LINKAGE	BENT
2/24/2005	BD7001A10		GL45615011	RAT DOOR

(CAN) AT 41,000' MACH .85 THERE WAS UNCOMMANDED RAT DEPLOYMENT. RAT DID NOT FULLY DEPLOY, LOCK INTO POSITION. STOPPED ABOUT 3 INCHES FROM LOCKED POSITION. BECAUSE THE RAT DID NOT FULLY DEPLOY AND LOCK INTO POSITION, BLADES REMAINED LOCKED AND DID NOT TURN. THEREFORE NO EMERG ELECT OR HYDR PWR WAS AVILABLE TO AC. IT WAS FOUND THAT SWIVEL ROD END ON RAT DOOR LINKAGE WAS BENT, WHICH PREVENTED RAT FROM FULLY DEPLOYING. AC GROUND TESTING, WITH BENT DOOR LINKAGE STILL INSTALLED, RESULTED IN SAME PARTIAL DEPLOYMENT OF RAT. AFTER REPLACEMENT OF BENT DOOR LINKAGE, RAT DEPLOYMENTS ON GROUND RESULTED IN NORMAL OPER WITH NO SIGNS OF DAMAGE. INVESTIGATIONS ARE UNDERWAY TO DETERMINE CAUSE OF UNCOMMANDED AUTO-DEPLOYMENT.

CA050221001	BOMBDR	PWC	TORQUE SHAFT	CRACKED
2/16/2005	DHC8400	PW150A		NR 1 ENGINE

(CAN) DURING CLIMB, NR1 PEC CAUTION LIGHT ILLUMINATED FOLLOWED BY A DROP IN NP AND TQ. A FEW SECONDS LATER THE NR1 ENG FADEC FAIL WARNING LIGHT ILLUMINATED AND ALL PARAMETERS BECAME (DASHES). THE PILOTS ELECTED TO SHUTDOWN NR1 ENGINE AND RETURN TO BASE. SINGLE ENGINE LANDING COMPLETED. ENG FAULTS BOTH CHANNELS 162, 470, 719, 734, 735, 938. AND CHANNEL-A HAD FAULT: 718-MECHANICS FOUND THE TORQUE SHAFT REFERENCE TUBE SEPARATED FROM THE TORQUE TUBE. THE CRACK/SEPARATION OCCURRED JUST AFT OF THE WELD THAT JOINS THE TWO PIECES TOGETHER (VERIFIED BY REMOVING LAY SHAFT COVER). ENGINE ASSEMBLY REPLACED. FOLLOW-UP INVESTIGATION TO BE CARRIED OUT.

CA050221006	BOMBDR	PWC	TORQUE TUBE	DETACHED
2/16/2005	DHC8400	PW150A		ENGINE

(CAN) DURING CLIMB THE ELECTRONIC PROPELLER CONTROL ANNUNCIATED ACCOMPANIED BY AN AIRCRAFT YAW AND SUBSEQUENT FADEC FAIL WARNING. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALEDTHE ENGINE'S TORQUE TUBE DETACHED FROM ITS REFERENCE TUBE.

CA050228001	BOMBDR	PWC	ENGINE	FLUCTUATES
2/25/2005	DHC8400	PW150A		NR 2

(CAN) IN-FLIGHT SHUTDOWN OF NR 2 ENGINE DUE TO OIL PRESSURE FLUCTUATION. AIRCRAFT WAS ENROUTE WHEN THE EVENT OCCURRED, AT WHICH AN EMERGENCY WAS DECLARED AND THE AIRCRAFT HAD TO COMPLETE AN UNSCHEDULED LANDING. AFTER LANDING INSPECTION, AIR CREW REPORTED AN EXCESSIVE AMOUNT OF OIL AROUND LOWER AFT NACELLE AREA, INDICATING A POSSIBLE OIL LEAK AROUND THE OIL COOLER AREA. BORESCOPE INSPECTION SHOWED DAMAGED HP IMPELLER . ENGINE MUST BE REPLACED.

CA050317002	BOMBDR	PWC	RELEASE CABLE	CHAFED
3/15/2005	DHC8400	PW150A	485023	MLG

(CAN) DURING A MLG AREA INSPECTION, EMERGENCY RELEASE CABLE P/N 48502-3 INSTALLED IN THE LT NACELLE WAS FOUND CHAFED. INSPECTION OF THE CABLE IN THE RT NACELLE WAS COMPLETED WITHOUT ANY FINDINGS.

CA050307005	BOMBDR	PWC	FUEL HEATER	CRACKED
2/25/2005	DHC8400	PW150A	108790	ENGINE

(CAN) THE ENGINE EXPERIENCED A LOSS OF OIL PRESSURE IN FLIGHT. THE PILOT SHUT THE ENGINE DOWN IN

FLIGHT AND DECLARED AN EMERGENCY. SUBSEQUENT INSPECTION REVEALED EXTERNAL OIL LEAKAGE FROM A CRACKED FUEL OIL HEAT EXCHANGER.

CA050406003	BOMBDR	PWC	BEARING	BROKEN
3/24/2005	DHC8400	PW150A	29685	MLG WHEEL

(CAN) DURING LANDING, THE OUTBOARD ANTI-SKID CAUTION LIGHT ILLUMINATION. INSPECTION BY TECHNICIANS REVEALED THE FOLLOWING: RT WHEEL AND BRAKE ASSY OVERHEATED, INBOARD BEARING BROKEN/OVERHEATED ON RT OUTBOARD MAIN WHEEL, ANTI-SKID WIRING WITHIN WHEEL AXLE BURNED (CAUSE OF ANTISKID C/L).

CA050412001	BOMBDR	PWC	GENERATOR	LEAKING
4/9/2005	DHC8400	PW150A	11522184	NR 1 ENGINE

(CAN) NR 1 ENG OIL PRESS WARNING LIGHT CAME ON DURING FLT. OIL PRESSURE INDICATION GRADUALLY DECREASED TO 30 PSI THEN FLUX 30-35 PSI. NR 1 ENGINE IN FLIGHT SHUT DOWN CARRIED OUT. MAINTENANCE DETERMINED THE OIL LEAK WAS CAUSED THREE STATOR SCREWS MISSING FROM THE AC GENERATOR. ENGINE HAD OPERATED 56 SECONDS AT 22.0 PSI OIL PRESSURE (OVER LIMIT). ENGINE REPLACED. AC GENERATOR SENT BACK TO MANUFACTURER FOR INVESTIGATION.

CA050323005	BRAERO	PWA	LINE	CRACKED
3/7/2005	BAE1251000	PW305B	31B186501	FUEL SYSTEM

(CAN) DURING INSPECTION FUEL WAS FOUND LEAKING FROM A CRACKED HMU-TO-FUEL FLOW TRANSMITTER LINE. THE ENGINE HAD PREVIOUSLY EXPERIENCED AN AIRFRAME STARTER-GENERATOR FAILURE.

AMCR200500002	BRAERO		MOTOR	OVERHEATED
3/31/2005	BAE125800A			BOOST PUMP

ON TAKE-OFF ROLL, CREW GOT AN APU FIRE IND, BOTH BELL, ANNUNCIATION. WITH APU MASTER SWITCH ALREADY OFF, FIRED EXTINGUISHER, EXITED RUNWAY, STOPPED. WITH FIRE ANNUN STILL ILLUMINATED AN EVAC TOOK PLACE. CLEARED AC, BATTERY PWR WAS TURNED ON, FIRE ANNUNCIATION WAS GONE. NO IND THAT ACTUAL FIRE TOOK PLACE. AC WAS TOWED BACK TO HANGAR. AFTER THOROUGH INVESTIGATION, MAINT FOUND THAT APU FUEL BOOST PUMP MOTOR HAD OVERHEATED. WITH MOTOR COVER REMOVED, REAR BRG/BRUSH AREA WAS MILDLY CHARRED. EVIDENCE OF POSSIBLE FUEL MIGRATION INTO MOTOR. CHECKS OF ALL APPLICABLE COMPONENTS, AC WAS OPERATED, TEST-FLOWN WITH NO FURTHER PROBLEMS. ESTIMATED TIME FIRE WARNING TOOK PLACE AFTER APU WAS SHUTDOWN WAS ABOUT 4 MINUTES.

CA050225004	BRAERO	GARRTT	AHRS	FAILED
2/23/2005	BAE125800A	TFE7315R	6226190204	NR 2

(CAN) AHRS NR 2 FAILED ON TAKEOFF, CAUSING THE AUTOPILOT AND YAW DAMPENER TO FAIL. AHRS WAS RECENTLY OVERHAULED. ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS).

2005FA0000491	BRAERO	GARRTT	CLAMP	CRACKED
4/6/2005	HS125700A	TFE7313R1H	4201AN11600	TAILPIPE

FLUORESSCENT PENETRANT INSP OF THE TAIL PIPE CLAMP REVEALED ONE NUT TO BE CRACKED. (K)

CA050422003	BRAERO	GARRTT	WIRE	BROKEN
4/20/2005	HS125700A	TFE7313R1H		SWITCH

(CAN) SWITCH MONITORS FUEL TEMP AT ENGINE FUEL PUMP & IS FITTED TO TFE731-3 ENGINES INSTALLED ON HAWKER 700 ACFT. ON THIS INSTALL SWITCH WIRES CONNECT TO AIRFRAME SUPPLIED ENGINE HARNESS THROUGH IN-LINE CONNECTORS. THESE CONNECTORS ARE NORMALLY ONLY DISTURBED AT ENGINE, PUMP OR SWITCH REPLACEMENT. THERE ARE NO SCHEDULED INSP, TESTS OR CALIBRATION ON THE SWITCH IN QUESTION, OTHER THAN VISUAL INSPECTIONS PERFORMED AS PART OF ACFT OR ENGINE ROUTINE INSP. THE WIRES CONNECTED TO SWITCH ARE THIN & EASILY KINKED. IN THIS CASE A WIRE FOUND BROKEN AT IN-LINE CONNECTOR UNDER INSULATING CONNECTOR SHEATH. THIS WOULD PREVENT A COCKPIT INDICATION IN THE EVENT OF A FUEL HOT CONDITION. A NEW CONNECTOR WAS INSTALLED ON THE WIRE IN QUESTION.

CA050414004	BRAERO	GARRTT	FAN BLADE	SEPARATED
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4/12/2005	HS125700A	TFE7313R1H	30721631	ENGINE
(CAN) AT ROTATION, A POPPING NOISE WAS HEARD BUT NO ABNORMAL INSTRUMENT INDICATIONS WERE OBSERVED. CLIMB AND CRUISE WERE NORMAL AS WERE ALL TREND MONITOR RESULTS. ABNORMAL VIBRATION WAS APPARENT ON DESCENT WITH LOWER POWER SETTINGS. POST FLIGHT INSPECTION FOUND SIGNIFICANT DAMAGE TO THE RIGHT ENGINE FAN ASSEMBLY AND DISCOVERY OF FAN BLADE FAILURE. INSPECTION AND REPAIR SERVICES WILL ATTEMPT TO DETERMINE CAUSE OF FAILURE.				
CA050301003	BRAERO	RROYCE	LEVER	CRACKED
2/23/2005	HS7482A	DART5342	298G3096	ELEVATOR
(CAN) ON PREFLIGHT INSPECTION, NOTICED DEFORMITY ON LEVER ASSY. PART REPLACED WITH SERVICEABLE UNIT.				
CA050309007	BRAERO	RROYCE	PUMP	FAILED
3/8/2005	HS7482A	DART5342	GB3173CE	NR 1 ENG FUEL
(CAN) THE NR 1 ENGINE FUEL PUMP FAILED ON TAKEOFF POWER APPLICATION. THE AIRCRAFT RETURNED TO THE COMPANY RAMP WHERE IT WAS DETERMINED THE FUEL PUMP HAD FAILED. THE PUMP WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE AFTER GROUND TESTING SERVICEABLE.				
CA050315002	BRAERO	RROYCE	FITTING	BROKEN
3/14/2005	HS7482A	DART5342		FUEL LINE
(CAN) AIRCRAFT PROCEEDED TO TAKEOFF WET POWER. WET TORQUE WAS NOT ACHIEVED ON RT ENGINE AND TAKEOFF WAS ABORTED. UPON INVESTIGATION, MAINTENANCE FOUND THE FLEXIBLE FUEL FEED LINE TO THE NR5 COMBUSTION CAN BROKEN AT THE ONE END (STEEL PORTION OF LINE) FUEL LINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.				
2005FA0000494	CESSNA	CONT	CRANKSHAFT	BROKEN
2/6/2005	140	C8512		ENGINE
THE ENGINE WAS UNDER POWER WHEN THE CRANKSHAFT BROKE. THE ENGINE RAN UNTIL AIRCRAFT WAS ON GROUND. THERE WAS AN EXTREME VIBRATION. (K)				
CA050405003	CESSNA	CONT	SHIMMY DAMPNER	FAILED
3/21/2005	150L	O200A	04425121	NLG
(CAN) SHIMMY DAMPNER FAILED AT TAKEOFF CAUSING A VIBRATION. AIRCRAFT CAME TO REST WITH ONLY MINIMAL DAMAGE. SHIMMY DAMPNER REPLACED.				
2005FA0000609	CESSNA	CONT	MOUNT	CRACKED
4/22/2005	150M	O200*	04511201	RT ENGINE
100 HOUR INSPECTION, RT LOWER ENGINE MOUNT TUBE CRACKED. CRACK LOCATED WITHIN 1 INCH OF NOSE WHEEL STRUT SUPPORT CRACK, .7500 INCH IN LENGTH AROUND CIRCUMFERENCE OF TUBE. REPLACED MOUNT. (K)				
CA050404003	CESSNA	CONT	MAGNETO	FAILED
4/2/2005	150M	O200A	105136037	ENGINE
(CAN) ON LANDING, ENGINE BECAME NOTICEABLY ROUGH. AFTER LANDING A MAGNETO CHECK WAS ACCOMPLISHED. THE MAG CHECK REVEALED THAT THE RT MAGNETO WAS NOT FIRING. UPON INSPECTION OF SAME IT WAS DISCOVERED THAT THE INTERNAL NYLON GEAR HAD FAILED (TEETH STRIPPED). MAGNETO WAS REMOVED AND A NEWLY OVERHAULED MAGNETO WAS INSTALLED.				
CA050404002	CESSNA	LYC	BOLT	CRACKED
4/1/2005	152	O235L2C	A251378	PROPELLER
(CAN) AD 2003-12-05 (MFG SB 221C) REQUIRES MAGNETIC PARTICLE INSP. OF PROP MOUNTING BOLTS. DURING INSP 1 OF THE 6 PROP MOUNTING BOLTS WAS NOTED AS CRACKED IN THE GRIP APPROX .25 BELOW THE BOLT				

HEAD.

CA050323008	CESSNA	LYC		PROPELLER	MISINSTALLED
3/14/2005	152	O235L2C		1A103TCM695	PROPELLER
(CAN) PROPELLER INCORRECTLY INSTALLED IAW AD2003-12-05 / SB 221C. BOLTS INCORRECT AND SPACER MISSING.					
CA050322003	CESSNA	LYC	CESSNA	BRACKET	CRACKED
3/18/2005	152	O235L2C		04320049	HORIZONTAL STAB
(CAN) DURING INSP WHEN PRESSURE WAS APPLIED TO THE HORIZONTAL STAB TIP AN UNUSUAL SOUND WAS HEARD. INVESTIGATION REVEALED THE CRACKED BRACKET. REINFORCEMENT P/N 0432001-15 AND SPAR P/N 0432001-56 WERE ALSO FOUND CRACKED. CESSNA SEB03-06 REFERS.					
CA050308006	CESSNA	LYC		RIB	CRACKED
1/13/2005	152	O235L2C		043200146	HORIZONTAL STAB
(CAN) LT LEADING EDGE IB RIB WAS FOUND CRACKED AT REAR TOP CORNER (RADIUS).					
CA050308005	CESSNA	LYC		RIB	CRACKED
1/13/2005	152	O235L2C		04320016	HORIZONTAL STAB
(CAN) RT LEADING EDGE IB RIB WAS FOUND CRACKED AT REAR LOWER CORNER (RADIUS).					
2005FA0000565	CESSNA	LYC		FORK	FAILED
3/26/2005	152	O235L2C		0442504201	NOSE STRUT
LOWER NOSE FORK FAILED AFTER AIRCRAFT TURNED OFF THE RUNWAY AFTER LANDING.					
2005FA0000539	CESSNA	LYC		FLOAT	CHAFED
4/11/2005	152	O235N2C	MA3PA	30804	CARBURETOR
ENGINE QUIT IN FLIGHT, PERFORMED AN EMERGENCY LANDING IN A PARKING LOT. EXITING AIRCRAFT FUEL WAS FOUND RUNNING OUT OF COWL, SHUTOFF FUEL SELECTOR, FUEL STOPPED. MAINTENANCE FOUND FUEL LEAKING FROM CARBURETOR. SENT CARBURETOR TO OVERHAUL SHOP, FOUND PLASTIC FLOAT CHAFFING ON FUEL BOWL BECAUSE OF INSUFFICIENT CLEARANCE CAUSING THE FLOAT TO HANG UP. REASSEMBLED CARBURETOR WITH A METAL FLOAT KIT WHICH PROVIDED SATISFACTORY CLEARANCE BETWEEN THE FLOAT AND FUEL BOWL.					
2005FA0000692	CESSNA	CONT		CONTROL COLUMN	CORRODED
1/19/2005	172H	O300*		05117816	COCKPIT
WHILE ACCOMPLISHING SEB ON CONTROL YOKE, FOUND WATER WHEN INSP HOLE WAS DRILLED AT BASE OF CENTER TUBE. .2500 CUP OF BLACK RESIDUE WAS FOUND WHEN TUBE WAS CUT OPEN. INSIDE OF CONTROL YOKE TUBE WAS RUSTED MODERATELY THE FULL LENGTH OF CENTER TUBE. NO LEAK IN FIREWALL OR WINDSHIELD WERE FOUND TO ACCOUNT FOR WATER ENTRY. AC WAS PURCHASED DISASSEMBLED 12 YEARS AGO, POSSIBLY WATER WAS INTRODUCED AT THAT TIME. INSTALLED SERVICEABLE YOKE AND ACCOMPLISHED SEB SUCCESSFULLY. (CE01200502663) (K)					
CA050310003	CESSNA	LYC		LAMP	FAILED
3/10/2005	172L	O320E2D		4522	LANDING LIGHT
(CAN) STATIC WAS NOTED IN THE HEADPHONES WHEN LANDING LIGHT WAS TURNED ON. LIGHT WAS NOTED INOPERABLE AFTER LANDING, AND UPON VISUAL INSPECTION IT COULD BE SEEN THAT ONE OF THE FILAMENT MOUNTING WIRES HAD SEPARATED AT ITS SPOT-WELD AND WAS VIBRATING AGAINST THE TERMINAL INSIDE THE BULB WHILE THE ENGINE WAS RUNNING, CREATING THE STATIC. THE LIGHT IS MOUNTED IN THE ENGINE COWLING.					
CA050301008	CESSNA	LYC		BRACKET	CRACKED
2/21/2005	172M	O320E2D			DOOR

(CAN) LOWER DOOR POST SUPPORT BRACKETS CRACKED BOTH SIDES.

CA050301010	CESSNA	LYC	LINE	BROKEN
3/1/2005	172M	O320E2D		NR 2 CYLINDER

(CAN) ENGINE HARD TO START. REMOVED COWLS AND FOUND PRIMER LINE BROKEN, NR 2 CYLINDER, DUE TO FATIGUE. INSPECTED ALL LINES AND FITTINGS. DETERMINED THAT THEY WERE ALL NEARING FATIGUE LEVELS. ALL WERE REMOVED AND REPLACED BY A COMPLETE SET OF LINES, FITTINGS AND CLAMPS IAW PARTS MANUAL.

CA050218006	CESSNA	LYC	BALL JOINT	BROKEN
2/14/2005	172M	O320E2D	C109	LT NOSE GEAR

(CAN) PILOT REPORT PROBLEM, TO TAXI AIRCRAFT ON THE RAMP. AIRCRAFT INSPECTED AND FOUND LT NOSE GEAR TUBE ASSEMBLY, STEERING BALL JOINT BROKEN.

CA050218005	CESSNA	LYC	LINE	CHAFED
2/14/2005	172M	O320E2D	050011874	FUEL SYS

(CAN) DURING INSPECTION OF NOSE GEAR STEERING TUBE ASSEMBLY ON RT SIDE. THE MAIN FUEL LINE ASSEMBLY (UNION TO FUEL STRAINER) FOUND BADLY CHAFED THROUGH SIDEWALL OF L LINE ASSEMBLY CAUSED BY POOR CLEARANCE BETWEEN FUEL LINE ASSEMBLY AND NOSE GEAR STEERING TUBE. DAMAGE WAS OVER 1 INCH OF LENGTH AND 90 PERCENT OF TUBE WALL WORN WHICH WAS EASY PUNCTURED BY A SMALL METAL PICK.

CA050404004	CESSNA	LYC	DRIVE ASSY	FAILED
3/21/2005	172M	O320E2D		STARTER

(CAN) THE PROBLEM WAS DISCOVERED WHEN THE STARTER DID NOT ENGAGE TO START THE ENGINE. THE STARTER BENDIX GEAR WAS FOUND TO BE IN PIECES. THIS HAS BEEN THE THIRD TIME FOR THIS PROBLEM TO OCCUR.

CA050223010	CESSNA	LYC	LIFTER	SPALLED
2/10/2005	172N	O320H2AD	LW16512LW16812	CAMSHAFT

(CAN) INSPECTION OF OIL SUMP SCREEN FOUND LARGE METALLIC FERROUS PARTICLES. ENG TTSN 1738.0. IT WAS FOUND THAT LIFTERS WERE BADLY SPALLED (CYL NR1, INTAKE SPALLED, CYL NR2 BOTH GOOD, CYL NR3, INT AND EX SPALLED, CYL NR4, INTAKE SPALLED) ALONG WITH SPALLED AND WORN CAM LOBES. MFG MSB SPECIFY THAT EXHAUST VALVE CLEARANCES BE CHECKED, ALONG WITH INSPECTION OF EXHAUST LIFTERS, FOR ENGINES AT 1000 HRS. ENGINE HAS BEEN REMOVED AND SENT OUT FOR REPAIR. NO INDICATION IN ENG PERFORMANCE TO INDICATE PROBLEMS. SEB WAS LAST DONE ON OCT3/03 AT 994.3 HRS ENG TIME. CYL NR4 EXHAUST LIFTER WAS CHANGED OUT AT THAT TIME. 20W50XC OIL, ALONG WITH LW16702 OIL ADDITIVE IS USED AND CHANGED EVERY 50 HRS. ENGINE-REMANUFACTURED.

CA050304003	CESSNA	LYC	DOOR FRAME	CRACKED
3/2/2005	172N	O320H2AD		FUSELAGE

(CAN) WHEN COMPLYING WITH MFG REPETIVE SEB 03-5, A 2 INCH CRACK WAS DISCOVERED IN THE AREA OF THE LT LOWER DOOR HINGE ATTACH POINT ON THE DOOR POST. INSTALLED SERVICE KIT SK172-154 TO REPAIR THE CRACK. NO INDICATIONS OF CRACKS ON THE RT SIDE.

2005FA0000727	CESSNA	LYC	LIFTER	SPALLED
5/1/2005	172N	O320H2AD		ENGINE

LIFTERS SPALLED ON 5/7/2005, BUT NO DAMAGE TO THE CAMSHAFT AT THAT TIME. 2/16/2005 LIFTERS SPALLED AGAIN CAUSING THE CAMSHAFT TO NEED REPLACEMENT. (K)

2005FA0000559	CESSNA	LYC	CARBURETOR	FAILED
4/21/2005	172P	O320D2J	105217	ENGINE

ENGINE RPM WOULD NOT REDUCE BELOW 1300 RPM. INSTR ATTEMPTED TO LAND AC, BUT COULD NOT REDUCE AIRSPEED DUE TO HIGH ENG RPM. THROTTLE WAS ADVANCED TO FULL PWR SETTING, BUT ENG FAILED TO

ACCELERATE. AC HIT FENCE, WAS DAMAGED. POST-ACCIDENT GROUND RUN, FOUND ENG WOULD NOT IDLE BELOW 1300 RPM OR ACCELERATE PAST 1800 RPM. COMPRESSION TEST PERFORMED, NR 3 CYL WAS FOUND TO BE 44/80 PSI, LEAKING THROUGH PISTON RINGS. ASSUMED NOZZLE WAS INGESTED INTO THE NR3 CYLINDER. WHEN CARBURETOR WAS REMOVED, IT WAS FOUND THAT ACCELERATOR PUMP DISCHARGE NOZZLE (TUBE) WAS MISSING FROM CARB AIR INLET. TUBE IS PRESSED-FIT INTO THE INLET CASTING DURING ASSEMBLY. SECOND CARB WAS INSTALLED, ENG RAN AT PROPER IDLE AND FULL POWER RPM.

2005FA0000496	CESSNA	LYC	FUEL TANK	MISMANUFACTURED
3/25/2005	172P	O360A4M	052600058	RIGHT

DURING INSTALLATION OF NEW TANK, IT WAS DISCOVERED THAT THE BUNGS FOR INSTALLING THE FUEL STRAINER ASSEMBLIES HAVE BEEN BRAZED TO THE TANK INVERSELY. THE BUNG THAT SHOULD HAVE BEEN BRAZED AT THE AFT LOCATION WAS BRAZED IN THE FORWARD MOUNT WAS BRAZED IN THE AFT MOUNT. (K)

2005FA0000635	CESSNA	LYC	TRANSPONDER	OUT OF ALIGNMENT
2/4/2005	172R	IO360A1A	KT76C	ATC

TRANSPONDER CAVITY BELOW TRANSMIT POWER TOLERANCE. ALIGNMENT CORRECTS PROBLEM, BUT THIS CAUTION SHOULD NOT BE NEEDED AT THIS TIME. (K)

MYNR748KA	CESSNA	LYC	EXHAUST VALVE	STUCK
1/5/2005	172R	IO360L2A		NR 3 CYLINDER

NR 3 CYLINDER EXHAUST VALVE STUCK AT 300.1 HRS. NR 2 CYLINDER EXHAUST VALVE STUCK AT 351.1 HRS. REMOVED NR 1 AND NR 4 FOR EVALUATION, CYLINDER SHOP FOUND PROBLEMS WITH THERE EXHAUST VALVES. THESE WERE NEW SUPERIOR MILLENNIUM CYLINDER ASSEMBLIES INSTALLED AT ENGINE OVERHAUL 351.0 TSMOH. (K)

CA050222010	CESSNA	LYC	CYLINDER	CRACKED
2/21/2005	172RG	O360F1A6	LW12427	NR 2

(CAN) AIRCRAFT WAS IN A CRUISE CONFIGURATION WHEN THE PILOT NOTICED A VIBRATION FROM THE ENGINE. REDUCED POWER AND CAME BACK TO LAND AT THE DEPARTING AIRPORT WITHOUT INCIDENT. AIRCRAFT WAS BROUGHT INTO THE HANGER AND THE COWLINGS WERE REMOVED. IT WAS DISCOVERED THAT THE NR 2 CYLINDER HAD CRACKED FROM THE UPPER SPARK PLUG HOLE TO THE LOWER SPARK PLUG HOLE. NEW CYLINDER WAS ORDERED FROM MFG.

2005FA0000467	CESSNA		FITTING	LOOSE
4/7/2005	172S			ATTITUDE GYRO

AIRCRAFT, RELATIVELY NEW PROBLEM BELOW APPEARS TO BE FROM FACTORY INSTALLATION. VACUUM FITTING ON ATTITUDE GYRO LOOSE. THE (90 DEGREE) VACUUM FITTING IN ORDER TO ACCEPT THE VACUUM HOSE FROM RT DIRECTION, WAS NOT PROPERLY SEATED (PIPE THREAD SYSTEM) SO THAT THE VACUUM TO THE INSTRUMENT WAS REDUCED CAUSING LOW GYRO SPEED AND THUS IMPROPER OPERATION. TURBULENCE/HOSE MOVEMENT CAUSED SOME THREAD SEATING AT TIMES TO PRODUCE A USEABLE GYRO, THUS OPERATION WAS ERRATIC. (K)

2005FA0000513	CESSNA		SPINNER	UNSERVICEABLE
3/24/2005	172S		05522311	PROPELLER

DURING 100 HR INSPECTION THE FORWARD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AROUND FIVE OF 6 BOLT HOLES. THE CAUSE OF THE PROBLEM IS THAT WHEN THE PROP MOUNTING BOLTS ARE TORQUED TO THE LIMITS GIVEN IN THE SERVICE MANUAL THAT THE FORWARD BULKHEAD GET PULLED DOWN SLIGHTLY INTO THE CHAMFER OF THE PROP BOLT HOLES AND THIS IN TURN STRESSES THE PART LEADING TO CRACKING. TO SOLVE THIS PROBLEM, THINK THAT THE TORQUE OF THE MOUNTING BOLTS AND THE DESIGN OF THE BULKHEAD NEED TO BE EVALUATED AND CHANGES MADE. (K)

2005FA0000514	CESSNA		SPINNER	CRACKED
3/24/2005	172S		05522311	PROPELLER

DURING 100 HR INSPECTION THE FORWARD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AROUND 5 OF THE 6 BOLT HOLES. CAUSE OF THE PROBLEM IS THAT WHEN THE PROP MOUNTING BOLTS ARE TORQUED TO THE

LIMITS GIVEN IN THE SRM THAT THE FORWARD BULKHEAD GET PULLED DOWN SLIGHTLY INTO THE CHAMFER OF THE PROP BOLT HOLES AND THIS IN TURN STRESSES THE PART LEADING TO CRACKING. TO SOLVE THIS PROBLEM, I THINK THAT THE TORQUE OF THE MOUNTING BOLTS AND THE DESIGN OF THE BULKHEAD NEED TO BE EVALUATED AND CHANGES MADE. (K)

2005FA0000644	CESSNA		STALL WARNING	INOPERATIVE
4/20/2005	172S		07133481	RT WING

(510901) STUDENT PILOT WAS FLYING W/CFI. DURING STUDENTS FIRST STALL PRACTICE THE WARNING HORN FAILED TO OPERATE THROUGH FULL STALL, CFI HALTED MANEUVER. TROUBLESHOOTING CONFIRMED THAT WARNING HORN WAS DEFECTIVE. REPLACED WITH NEW, OPS CHECK AND TEST FLIGHT WERE COMPLETED, OK PROBABLE CAUSE HAS NOT BEEN DETERMINED AT THIS TIME. (EA07200503884) (K)

2005FA0000619	CESSNA	LYC	SERVO	INOPERATIVE
4/20/2005	172S	IO360L2A	RA5AD2	ENGINE FUEL

IT OCCURRED WHEN PERFORMEING AN OUTGOING ENGINE RUN. WHEN THE THROTTLE WS PULLED BACK TO IDLE, ON THE S TOP OF THE SERVO, WHEN WE PULLED A LITTLE HARDER, IT CAUSED THE ENGINE TO STALL AND SHUTDOWN INSTEAD OF JUST DECREASING A FEW MORE RPM. RECOMMEND SB TO CHECK ALL MFG AC FOR THIS CONDITION. (K)

2005FA0000516	CESSNA	LYC	BULKHEAD	BROKEN
4/6/2005	172S	IO360L2A	055032112	PROP SPINNER

PROP SPINNER AFT BULKHEAD BROKE AT ONE CORNER WITH NUTPLATE, FREEING ONE AFT EDGE OF THE SPINNER WHICH BENT OUTWARD UNDER CENTRIFUGAL FORCE. (K)

CA050308013	CESSNA	LYC	CONTACTOR	FAILED
3/7/2005	172S	IO360L2A	X610007	ALTERNATOR

(CAN) ALT CHARGING SYS WOULDN'T COME ONLINE. TROUBLESHOOTING SHOWED EVERYTHING SHOULD BE WORKING. ALL VOLTS (IAW MM) APPEARED TO BE NORMAL, CHARGING SYS SHOWING A DISCHARGE. ALT CONTACTOR IS IN SERIES WITH MAIN BUSS & BATTERY. CURRENT NOT FLOWING THROUGH CONTACTOR, ALT FAILED TESTS. HIGH RIPPLE VOLTS DETECTED & FAILURE OF ALT OCCURED. INSTALLED NEW ALT & CONTACTOR VOLTAGE, NO CURRENT. SHUTDOWN SYS. VOLT CHKD AT OUTPUT SIDE OF ALT CONTACTOR & FOUND NORMAL. NO CURRENT FLOW. REPLACED ALT CONTACTOR & SYS BEGAN TO OPS CHK OK. 2ND CONTACTOR FAILURE, TOOK 1ST FAILURE, SPLIT OPEN CONTACTOR. CONTACT POINTS DISCOLOURED & CONTACT POINTS BLACK (CARBON BUILD UP) POSSIBLE CURRENT LOAD THROUGH CONTACTOR TOO HIGH.

2005FA0000626	CESSNA	LYC	CAPACITOR	FAILED
4/25/2005	177RG	IO360A1B6	ES10382807	MAGNETO

THE MAGNETO WAS OVERHAULED 70 HOURS AGO, THE CAPACITORS WERE SUPPLIED BY OVERHAULER. THE OVERHAUL WAS DONE AND CAPACITORS ARE FAA PMA'D.

2005FA0000497	CESSNA	LYC	FLYWEIGHT	CRACKED
2/23/2005	182	IO540V4A5	D20880	GOVERNOR

FLYWEIGHT BASE CRACKED ALSO ASSOCIATED PART C20886 SPRING HEAD AND B20882-1. SPRING DRIVE ALSO CRACKED. (K) (22124)

CA050407008	CESSNA	LYC	LAMAR	BRUSHES	LOOSE
4/6/2005	182S	IO540AB1A5			STARTER

(CAN) STARTER FAILED. BRUSHES WERE LOOSE UPON EXAMINATION AND WINDINGS BURNT. SUSPECT THE BRUSHES WERE LOOSE TO START WITH.

2005FA0000518	CESSNA		PUMP	FAILED
4/8/2005	182T		A8160D	FUEL BOOST

RECEIVED BOOST PUMP FOR WARRANTY CREDIT WITH A CUSTOMER COMPLAINT OF (FUEL BOOST PUMP POPS CIRCUIT BREAKER). PRELIMINARY INSPECTION OF THE PUMP REVEALED FOREIGN MATERIAL IN THE INLET PORT.

FURTHER INSPECTION REVEALED THE FOREIGN MATERIAL TRIED TO PASS THROUGH THE PUMP AND HAD LOCKED THE ROTOR IN THE INSERT. THIS WOULD CAUSE THE PUMP TO DRAW HIGH AMPS. THIS IS THE SECOND TIME THIS PROBLEM HAS BEEN SEEN IN THE LAST 4 MONTHS. (K)

2005FA0000625	CESSNA	LYC	BUSHING	SPLIT
4/15/2005	182T	IO540*	07416321	LT MLG

INNER RUBBER/ PLASTIC MATERIAL NOTED PROTRUDING FROM BOTH SIDES OF BUSHING. MATERIAL INSIDE BUSHING SPLITTING IN SEVERAL AREAS. LT MLG BUSHING ONLY, RT MLG BUSHING APPEARS NORMAL. (K)

2005FA0000610	CESSNA	LYC	WIRE	BROKEN
4/12/2005	182T	IO540*		ANNUNCIATOR

FOUND ORANGE WIRE FOR THE LOW VOLT ANNUNCIATOR FOR THE G-1000 BROKEN INSIDE THE J-BOX WOULD NOT CAUSE THE ANNUNCIATOR TO LIGHT UP ON THE PFD (PILOTS FLIGHT DISPLAY). APPEARS WIRE HAVE CHAFED ON J-BOX TO BREAK WIRE. ADDRESSED AND CORRECTED AS REQUIRED. (CE07200512733) (K)

2005FA0000611	CESSNA	LYC	PIN	LOOSE
3/1/2005	182T	IO540*		TRANSDUCER

G-1000-3 PIN CONNECTOR FOR MANIFOLD PRESSURE TRANSDUCER, THE PINS WILL GET LOOSE AND CAUSE THE MANIFOLD PRESSURE INDICATION TO JUMP FROM 7.7 TO 55 MP PSI. TROUBLESHOT, WITH THIS IN THE FUTURE DUE TO VIBRATION OF AIRCRAFT. NOTE: NEVER HAD A RED-X OVER MP INDICATION ON LRU. (CE07200512739) (K)

2005FA0000612	CESSNA	LYC	PIN	LOOSE
3/1/2005	182T	IO540*		TRANSDUCER

G-1000-3 PIN CONNECTOR FOR OIL PRESSURE TRANSDUCER, THE PINS WILL GET LOOSE AND CAUSE THE OIL PRESSURE INDICATION TO JUMP FROM 45 TO 110 PSI. TROUBLESHOT, RESET PIN TO SHRINK (SHIP SIDE). SUSPECT WILL HAVE PROBLEMS WITH THIS IN THE FUTURE DUE TO VIBRATION OF AIRCRAFT. NOTE: NEVER HAD A RED-X OVER OIL PRESSURE INDICATION ON LRU. (CE07200512740) (K)

2005FA0000613	CESSNA	LYC	SERVO	CHAFED
4/29/2005	182T	IO540*	065001802700	RT WING AUTOPILO

DURING MFG 200 HOUR INSPECTION FOUND THE AUTOPILOT SERVO CABLE IN THE RT WING RUBBING ON SERVO CABLE GUARD ALMOST RUBBING THRU ONE LEG OF GUARD. INSPECTED CABLE FOUND OK. INSTALLED A NEW GUARD AND CLOCKED TO CORRECT POSITION ON SERVO. (CE07200512741) (K)

2005FA0000614	CESSNA	LYC	CONNECTOR	LOOSE
4/12/2005	182T	IO540*	62803SG513	TACH GENERATOR

TACHOMETER INDICATION JUMPS AROUND IN FLIGHT. INSTALLED A NEW TACHOMETER CONNECTOR, IAW MFG SL. OPS CHECK OK. (CE07200512734) (K)

2005FA0000615	CESSNA	LYC	PROBE	INOPERATIVE
4/12/2005	182T	IO540*	86317	EGT

DURING LEAN FIND FOR G-1000 WOULD NOT INDICATE NR1 AND NR2 ENGINE CYLINDERS. TROUBLESHOT, USED EGT/CHT TESTER AND FOUND PROBES BAD ALSO SHIP SIDE CONNECTOR WAS ALSO BAD, FOUND SCREWS LOOSE INSIDE CONNECTOR. REPLACED NR1 AND NR2 ENGINE CYLINDER PROBES AND CORRECTED CONNECTOR ON SHIP SIDE BY CLEANING AND TIGHTENING SCREWS, OPS CHECK OK. (CE07200512735) (K)

2005FA0000617	CESSNA	LYC	PROBE	FAILED
4/12/2005	182T	IO540*	S38524	FUEL QTY

DURING FLIGHT, FUEL INDICATIONS WOULD RED-X OUT AND INDICATIONS SHOWING QUANTITY JUMPED AROUND LT AND RT SIDE. TROUBLESHOT, AND REPLACED PROBES/ SENDERS IAW MFG. CALIBRATED IAW MFG MM. OPS CHECK OK. NOTE: NEED IMPROVEMENT IN TROUBLESHOOTING PROCEDURES IN MM AND POSSIBLE BREAKOUT BOXES TO AID IN TROUBLESHOOTING. G-1000 AIRCRAFT. (CE07200512737) (K)

2005FA0000768	CESSNA	LYC	PROBE	LOOSE
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5/6/2005	182T	IO540AB1A5	86317	ENGINE CHT/EGT
"OMEGA" BRAND NAME OF CONNECTORS USED ON THE ALCOR CHT/EGT PROBES. THE SCREWS THAT HOLD THE CONNECTOR AND CONNECTION OF THE WIRE FOR THE PROBES WILL WORK LOOSE CAUSING A FALSE OR NO INDICATION ON THE G-1000 SYSTEM. NEEDS TO HAVE SOMEWAY TO LOCK THE SCREWS INTO PLACE, SUCH AS LOCTITE OR A STAR WASHER. NOTE, THIS HAS BEEN AN ONGOING PROBLEM.				
2005FA0000571	CESSNA		STRUT	STUCK
4/18/2005	195A			TAILWHEEL
TAILWHEEL STRUT STUCK FULLY EXTENDED FOR LANDING. SYSTEM DESIGN DOES NOT PERMIT STEERING WHILE STRUT IS IN THIS CONDITION. (K)				
20050503	CESSNA	CONT	OIL FILTER	FAILED
5/3/2005	206CESSNA	IO520*		ENGINE
DURING RECENT INSPECTIONS, SEVERAL OIL FILTER ELEMENTS WERE FOUND PULLED AWAY FROM METAL RETAINING STRIP WHICH CLAMPS THE ENDS OF FILTER PAPER. ONE FILTER ELEMENT ALSO HAD A SMALL HOLE PENETRATING FILTER PAPER EACH SIDE OF METAL STRIP. SOMETIMES METAL STRIP WAS BENT. THIS CONDITION ALLOWS A SMALL AMOUNT OF OIL TO BYPASS FILTER ELEMENT. CONTACTED MFG, THEY CONFIRMED THAT SOME FILTERS WITH DATE CODE OF 04-07-2004 AND EARLIER WOULD FAIL IN THIS MANNER DUE TO METAL STRIP BEING TOO LONG, INADEQUATE CLAMPING METHOD. TOTAL OF FIVE FILTERS WITH EARLY DATE CODES WERE FOUND DEFECTIVE, SEVEN WERE REMOVED FROM AC, FIVE FILTERS WERE RETURNED TO MFG UNUSED. MFG REPLACED ALL OUR EARLY DATE CODE FILTERS WITH NEW ONES.				
2005FA0000687	CESSNA	LYC	INDICATION SYS	INOPERATIVE
1/4/2005	206H	IO540*	1394T10010RA	TURN COORDINATOR
UNIT WAS INSTALLED IN AIRCRAFT ON 12/20/2004. AFTER APPROX .5 HOURS, PILOT OBSERVED TURN COORDINATOR OFF FLAG, MOMENTS LATER AUTOPILOT DISENGAGED. THIS UNIT REPLACED AN EARLIER INSTALLED OVERHAULED UNIT INSTALLED 7/04. (K)				
LU4R12482	CESSNA		SPRING	STRETCHED
4/21/2005	208		B5020	PROPELLER
SPRING ASSY STRETCHED TOO LARGE. (K)				
2005FA0000638	CESSNA		SPRING	STRETCHED
4/21/2005	208		B5020	PROPELLER
SPRING ASSY STRETCHED TOO LARGE. (K)				
CA050311005	CESSNA	PWA	ENGINE	UNKNOWN
3/11/2005	208B	PT6A114	PT6D114	
(CAN) DURING TAKEOFF AND CLIMB OUT PILOT REPORTED A CHANGE IN THE SOUND OF THE ENGINE. AIRCRAFT RETURNED. PILOT REPORTED ENGINE INDICATION NORMAL, NO ENGINE PERFORMANCE ABNORMALITIES. MAINTENANCE INSPECTED THE ENGINE OIL FILTER, NO FINDINGS, ENGINE WAS RUN WITH NO FAULTS FOUND. SUSPECT THE ENGINE INERTIAL SEPARATOR NOT STOWED CORRECTLY CAUSING INTAKE AIR DISTURBANCE. AIRCRAFT HAS BEEN RETURNED TO SERVICE.				
CA050317003	CESSNA	PWA	RETAINING RING	DEFORMED
3/15/2005	208B	PT6A114A	3020159	COMPRESSOR
(CAN) A REVIEW OF AIRCRAFT RECORDS SHOWED THE ENGINE WAS ASSEMBLED USING SHROUD SEGMENTS WITH A RETAINING RING. THE ENGINE WAS BORESCOPE INSPECTED IAW SB 1631. 2 SEGMENTS WERE FOUND TO BE AXIALLY DISPLACED WITH COMPRESSOR TURBINE BLADE TIP RUB ON ONE SEGMENT. HOT SECTION COMPONENTS WERE REMOVED TO EMBODY SB 1627 AND SB 1628.				
CA050223004	CESSNA	PWA	NUT	FRACTURED
2/23/2005	208B	PT6A114A	MS1782612	WING

(CAN) DURING CPCP AND SID INSPECTION, THE WING LOWER ATTACH STRUT BOLT AND NUT WERE REMOVED FOR INSPECTION AND THE NUT WAS FOUND FRACTURED THROUGH. THE COTTER KEY WILL HOLD THE NUT/BOLT IN PLACE. THE FRACTURE WAS LOCATED THRU THE MFG IDENTIFICATION STAMPS ON THE OUTER SURFACE AND WAS COMPLETELY THROUGH.

CA050419006	CESSNA	PWA	ENGINE	FAILED
4/12/2005	208B	PT6A114A		

(CAN) DURING CRUISE, THE ENGINE EXHIBITED A LOUD NOISE ACCOMPANIED BY A LOSS OF POWER. THE AIRCRAFT DIVERTED AND A DEAD-STICK LANDING WAS ACCOMPLISHED. INITIAL INVESTIGATION REVEALED A FRACTURED REDUCTION GEARBOX HOUSING AND POWER TURBINE BLADES WITH LOSS OF CONTINUITY BETWEEN PROPELLER AND POWER TURBINE. MFG WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE, ONCE DETERMINED.

CA050323004	CESSNA	PWA	ENGINE	MAKING METAL
3/3/2005	208B	PT6A114A		

(CAN) IN CRUISE THE ENGINE EXPERIENCED A POWER LOSS ACCOMPANIED BY A GEARBOX CHIP DETECTOR INDICATION. THE PILOT CARRIED OUT AN EMERGENCY LANDING ON A ROAD-WAY WHICH RESULTED IN DAMAGE TO THE AIRCRAFT. MFG WILL MONITOR THE INVESTIGATION OF THIS INCIDENT AND WILL ADVISE OF ROOT CAUSE, ONCE DETERMINED.

2005FA0000566	CESSNA	CONT	PUMP	WRONG PART
4/1/2005	210	IO470*	476087E	NLG WW

SUSPECT PUMP IS INCORRECT BY PN 4760876 FOR INSTALLATION AC. INTERFERED WITH NOSE LANDING GEAR UPLOCK OPERATION. (K)

2005FA0000656	CESSNA	CONT	SADDLE	CRACKED
4/23/2005	210E	IO520*	12414231,2	MLG

REPLACED BOTH MLG SADDLES AT ANNUAL INSP. BOTH WERE FOUND TO HAVE HAIR LINE CRACKS IN RADIUS ABOVE IB V-BOLT HOLE USING DYE PENETRANT INSPECTION METHOD. (K)

CA050305001	CESSNA	CONT	CRANKCASE	CRACKED
2/4/2005	210J	IO520J		ENGINE

(CAN) VISUAL INSPECTION DETECTED CRACKED CASE. ONCE ENGINE DISMANTLED, EXCESSIVE CRACK FOUND IN THE FRONT MAIN JOURNAL AREA. LARGE SECTION OF JOURNAL COMPLETELY DETACHED FROM CASE.

B3OR20050505	CESSNA	CONT	SPINNER	CRACKED
4/13/2005	210N	IO550*	1250419K200	PROPELLER

PROPELLER SPINNER WAS INSPECTED DURING A PRE-FLIGHT INSPECTION AND FOUND TO HAVE A CRACK. THE CRACK WAS FROM A SCREW HOLE AND EXTENDED TO BLADE CUT-OUT. THE SPINNER WAS REPLACED AND INSPECTED AFTER ITS FIRST FLIGHT, NO CRACKS WERE FOUND OR NOTED ON THE REPLACED SPINNER. SUSPECT OVER TORQUEING OF SPINNER ATTACH SCREWS AS CAUSE OF CRACK

CA050224005	CESSNA	CONT	CLAMP	OBSTRUCTED
2/15/2005	310Q	IO470VO	08615201	AUTOPILOT

(CAN) WHEN THE AILERON CONTROL WAS MOVED TO THE EXTREME LT, THE CONTROL WOULD OCCASIONALLY CATCH MOMENTARILY AND THEN RELEASE. UPON FURTHER EXAMINATION OF THE AILERON CONTROL SYSTEM, THE AUTOPILOT CLAMP ON THE LT AILERON CABLE WAS FOUND TO BE CATCHING ON THE DE-ICE BOOT LINE TO THE TAIL, WHEN THE CONTROL WAS MOVED FULL LT. THE DE-ICE LINE WAS REPOSITIONED AND SECURED TO THE BELLY PANEL TO ALLOW MORE CLEARANCE WITH THE AILERON CABLE AND NO FURTHER PROBLEMS HAVE OCCURRED.

CA050218011	CESSNA	CONT	CONNECTING ROD	BENT
2/12/2005	310R	IO520MB		ENGINE

(CAN) AIRPLANE FLYING AT CRUISE POWER, ENGINE FEATHERED ON ITS OWN, ENGINE PARAMETER CHECK, NO

OIL PRESSURE. ENGINE SHUTDOWN, RETURN TO AIRPORT. INITIAL CHECK REVEALED METAL CONTAMINATION, ENGINE SENT TO ENGINE REPAIR SHOP, REPORT OF NR 6 CONNECTING ROD BENT, CAUSING THE FAILURE.

CA050404007	CESSNA	CONT	TORQUE TUBE	CRACKED
4/4/2005	310R	IO520MB	504501025	RT MLG

(CAN) FOLLOWING AN INSPECTION, RECOMMENDED BY THE MANUFACTURER, RT MAIN LANDING GEAR EXTENSION/RETRACTION TORQUE TUBE FOUND CRACKED IN TWO PLACES, AT THE FORK BOLT ATTACHMENT AND THE ARM CLOSE TO IT.

CA050404009	CESSNA	CONT	CRANKCASE	CRACKED
4/4/2005	337G	IO360G		ENGINE

(CAN) THE INITIAL PROBLEM WAS AN OIL LEAK FOUND DURING INSPECTION, AFTER SEVERAL ENGINE GROUND RUN-UPS, CRACK OF 2 INCHES FOUND FWD OF CYLINDER NR 5 ON CRANKCASE UPPER SECTION, ENGINE REMOVED AND SEND TO REPAIR SHOP.

2005FA0000642	CESSNA		PAN	CRACKED
4/12/2005	340A		53120252	VERTICAL STAB

DURING ANNUAL INSPECTION, TECH WAS INSPECTING TAIL SECTION. PAN IS ATTACHED TO A BULKHEAD WHICH ARE THE PRIMARY STRUCTURE (AFT) FOR THE HORIZONTAL AND VERTICAL STABILIZERS. TAIL FLEX IS TRANSFERRING TO THIS ASSY AND IS CAUSING CRACKS ON THE RADIUS. (K)

2005FA0000641	CESSNA	CONT	PAN	CRACKED
4/12/2005	340A	TSIO520*	53120252	VERTICAL STAB

DURING ANNUAL INSPECTION TECHNICIAN WAS INSPECTING TAIL SECTION. THE PAN (AFT) IS ATTACHED TO BULKHEAD WHICH ARE PRIMARY STRUCTURE (AFT) FOR HORIZONTAL AND VERTICAL STABILIZER. TAIL FLEX IS TRANSFERRING TO THIS ASSY AND IS CAUSING CRACKS IN THE RADIUS. (K)

2005FA0000621	CESSNA	CONT	CONTROL CABLE	DAMAGED
4/11/2005	404	GTSIO520F	58151035CR	LT ELEVATOR

DURING INSPECTION, FOUND CABLE TO BE BLENDED AT FAIRLEAD APPROX 6 INCHES FROM AFT END OF CABLE. PROBABLE CAUSE FROM NEW STYLE (STAINLESS STEEL) CABLE. NEW STYLE LASTED ONLY FRACTION OF TIME AS OLD STYLE. (SW01200504154) (K)

2005FA0000568	CESSNA	CONT	CYLINDER HEAD	SEPARATED
4/1/2005	414A	TSIO520NB	712BCA221	NR 6 CYLINDER

THE NR 6 CYLINDER, LT ENGINE. THE AC WAS RUNNING FINE AND ALL OF THE SUDDEN A VIBRATION WAS FELT. INVESTIGATION: THE HEAD WAS FOUND SEPARATED FROM CYLINDER. THE HEAD WAS BEING HELD ON BY THE INTAKE PIPE AND EXHAUST. THE ENGINE AND THIS CYLINDER HAD 72.4 TSMOH, RAM ENGINE; TISN 71-2BCA-221 SN 22537-26. THIS IS A NEW RAM ENGINE WITH ECI NICKEL CYLINDERS. (K)

2005FA0000677	CESSNA	CONT	MAIN BEARING	DELAMINATED
11/10/2004	421B	GTSIO520*	TCM634503	NR 2

BEARING CRACKED AND DELAMINATED IN NR2 MAIN BEARING SADDLE. HEATED CRACKS IN NR2 MAIN JOURNAL. THIS HAS BEEN NOTED ON OTHER ENGINES WE HAVE DISASSEMBLED. BEARING BORN DATE 10-02. THIS WAS A NEW CASE AND NO SIGNS OF FRETTING ON THE CASE HALF. (K)

2005FA0000517	CESSNA	CONT	HINGE	MISINSTALLED
3/29/2005	421B	GTSIO520C	5730261	RUDDER

AIRCRAFT WAS HERE FOR COMPLETE EXTERIOR REPAINT. AFTER REMOVING RUDDER, COMPLIED WITH MFG MEB004. IT IS JUST A VISUAL INSPECTION, BUT IT DOES REQUIRE REMOVING THE RUDDER. FOUND THAT RUDDER HINGE ASSY WAS INSTALLED UPSIDE DOWN. FOUND THAT ABOUT 75 PERCENT OF THE LOWER RUDDER HINGE ASSY ARE INSTALLED UPSIDE DOWN, AND MANY WITH THE BEARING FALLING OUT AND WEARING ON THE RUDDER HINGE BRACKETS. (K)

2005FA0000676	CESSNA			DOWEL PIN	SHEARED
11/10/2004	421C				PROPELLER HUB
PROPELLER OVERHAULED AND REINSTALLED. TEST FLIGHT REVEALED VIBRATION. DETERMINED TO BE SHEARED DOWEL PINS CAUSING LOOSE PROPELLER TO CRANK PROP DRIVE SHAFT. (K)					
2005FA0000704	CESSNA	CONT		MAIN BEARING	DELAMINATED
11/12/2004	421C	GTSIO520*		634503	ENGINE
NR 3 MAIN BEARING APPEARED TO DELAMINATE. ALL THE BRASS OR BRONZE SEPARATED FORM THE BEARING SHELL. THE CRANKSHAFT, NR 3 JOURNAL DOES NOT SHOW SIGNS OF OIL STARVATION. (K)					
CA050331002	CESSNA	PWA		BLADE	FAILED
3/28/2005	425	PT6A112			PROPELLER
(CAN) EXCESSIVE LT/RT MOVEMENT ON ONE PROP BLADE DUE TO WORN BUSHINGS ON LINK BETWEEN BLADE AND PITCH CONTROL. LINK WAS REPLACED.					
CA050301005	CESSNA	PWA		OUTFLOW VALVE	FAILED
2/24/2005	425	PT6A112		781904	
(CAN) OVERHAULED VALVE PURCHASED JANUARY 23, 2001, GATE VALVE WAS FOUND STUCK IN THE CLOSED POSITION. THE VALVE WOULD NOT OPEN WHEN THE PRESSURE SELECTOR WAS SWITCHED TO THE OPEN POSITION.					
2005FA0000698	CESSNA	PWA	GRIMES	KEY	MISSING
11/1/2004	425	PT6A60A		MS357561	LANDING LIGHT
THE RT WING RETRACTABLE LANDING LIGHT WAS FAILED, REMOVED, SENT OUT FOR O/H. RETURNED FROM O/H, INSTALLED 8/6/04 AND OPS CHECKED OK. UNIT FAILED 11/1/04 AND WAS REMOVED. UNITS MOTOR WORM GEAR WAS ACCESSED, REMOVED AND THE MECHANIC DETECTED NO WOODRUFF KEY WAS INSTALLED AND ONLY SET SCREWS WERE DRIVING THE GEAR STRIPPING THE PARTS. A NEW WORM GEAR AND WOODRUFF KEY FURNISHED BY THE O/H AGENCY WERE DELIVERED, AND INSTALLED IAW STANDARD PRACTICES. RECOMMEND CLOSER INSPECTION.					
2005FA0000699	CESSNA	PWA	GRIMES	WORM GEAR	MISSING
11/1/2004	425	PT6A60A		A6582	LANDING LIGHT
THE RT WING RETRACTABLE LANDING LIGHT WAS FOAIED, REMOVED, SENT OUT FOR O/H. RETURNED FROM O/H, INSTALLED 8/6/04 AND OPS CHECKED OK. UNIT FAILED 11/1/04 AND WAS REMOVED. UNITS MOTOR WORM GEAR WAS ACCESSED, REMOVED AND THE MECHANIC DETECTED NO WOODRUFF KEY WAS INSTALLED AND ONLY SET SCREWS WERE DRIVING THE GEAR, STRIPPING THE PARTS. A NEW WORM GEAR AND WOODRUFF KEY FRUNISHED BY THE O/H AGENCY WERE DELIVERED, AND INSTALLED IAW STANDARD PARCTICES. RECOMMEND CLOSER INSPECTION. (K)					
5330	CESSNA			BRACKET	CRACKED
5/9/2005	550			965630045	NLG WW
AVIONICS SHELF BRACKET CRACKED, LOCATED IN NOSE AVIONICS COMPARTMENT ON RT SIDE OF NOSE WHEEL WELL, FRAME STA 50. REPLACED BROKEN ANGLE BRACKET WITH NEW BRACKET FROM THE MFG. METHOD OF PREVENTION IS UNKNOWN.					
2005FA0000478	CESSNA	PWA		ACTUATOR	WORN
1/10/2005	550	JT15*			NOSE GEAR
INSTALLED NEWLY OVERHAULED NLG ACTUATOR AND FOUND TO HAVE EXCESSIVE IN LINE MOVEMENT OF TNE LOCKING MECHANISM. MOVEMENT IN EXCESS OF .1250, MAX ALLOWED .035. (K)					
2005FA0000477	CESSNA	PWA		ACTUATOR	WORN
11/22/2004	550	JT15*			NOSE GEAR
RECEIVED SECOND NLG TO REPLACE THE FIRST ONE SENT TO US OUT OF LIMITS AND FOUND THE SAME					

PROBLEM. FOUND TO HAVE EXCESSIVE IN LINE MOVEMENT OF THE LOCKING MECHANISM. MOVEMENT IN EXCESS OF .1250 INCH, MAX ALLOWED .035. (K)

CA050425003	CESSNA	PWA	LEAD	MISLOCATED
4/19/2005	550	JT15D4	310737101	IGNITER

(CAN) PILOTS REPORTED THAT THE RT ENGINE TAKEOFF POWER WAS LOW. TECHNICIANS DISCOVERED THAT THE 5 O'CLOCK POSITION IGNITER LEAD WAS INTERFERING WITH THE FUEL FLOW DIVIDER LINKAGE. THE IGNITER LEAD WAS REPOSITIONED AND FUNCTION CHECK OF THE POWER LEVERS PERFORMED. WHEN THE IGNITER WAS CHANGED, THE INSTALLATION WAS INSPECTED AND APPEARED TO HAVE PROPER CLEARANCE. THE MAINTENANCE MANUAL DOES NOT HAVE ANY INSTRUCTIONS AS TO THE ORIENTATION OF THE IGNITER LEAD OR TO THE FACT THAT THE LEAD MAY INTERFERE WITH THE POWER LEVERS IN THE FULL POWER SETTING.

CA050314003	CESSNA	PWA	LINE	WORN
3/7/2005	550	JT15D4	652635537	FUEL BOOST

(CAN) DURING THE ACCOMPLISHMENT OF MFG SB 550-28-14 WING FUEL BOOST PUMP WIRING IMPROVEMENT, LINE ASSEMBLY P/N 6526355-37 FOUND DAMAGED, WHICH THE ELECTRIC FUEL PUMP HARNESS CUT THROUGH THE WALL OF TUBING. NO DAMAGED FOUND ON ELECTRICAL HARNESS.

CA050224010	CESSNA	PWA	ENGINE	FAILED
2/19/2005	550	PW530A	PW530A	

(CAN) THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN IN DESCENT. MFG WILL INVESTIGATE THE INCIDENT AND WILL SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE ONCE ESTABLISHED.

2005FA0000730	CESSNA	PWA	STATIC LINE	CHAFED
5/3/2005	550	PW530A	651447411	

ALTERNATE STATIC LINE CHAFED THROUGH IN CO-PILOTS SIDEWALL IN COCKPIT. REPLACED LINE WITH NEW BUT THE LOCATION IS VERY DIFFICULT TO PREVENT CONTINUED CHAFING. RECOMMEND MFG LOOK AT THIS AREA AND POSSIBLE REROUTING.

2005FA0000731	CESSNA	PWA	STATIC LINE	CHAFED
5/3/2005	550	PW530A	651447411	

ALTERNATE STATIC LINE CHAFED THROUGH IN CO-PILOTS SIDEWALL IN COCKPIT. REPLACED LINE WITH NEW BUT THE LOCATION IS VERY DIFFICULT TO PREVENT CONTINUED CHAFING. RECOMMEND MFG LOOK AT THIS AREA AND POSSIBLE REROUTING.

2005FA0000732	CESSNA	PWA	STATIC LINE	CHAFED
5/3/2005	550	PW530A	651447411	

ALTERNATE STATIC LINE CHAFED THROUGH IN CO-PILOTS SIDEWALL IN COCKPIT. REPLACED LINE WITH NEW BUT THE LOCATION IS VERY DIFFICULT TO PREVENT CONTINUED CHAFING. RECOMMEND MFG LOOK AT THIS AREA AND POSSIBLE REROUTING.

2005FA0000733	CESSNA	PWA	STATIC LINE	CHAFED
5/3/2005	550	PW530A	651447411	

ALTERNATE STATIC LINE CHAFED THROUGH IN CO-PILOTS SIDEWALL IN COCKPIT. REPLACED LINE WITH NEW BUT THE LOCATION IS VERY DIFFICULT TO PREVENT CONTINUED CHAFING. RECOMMEND MFG LOOK AT THIS AREA AND POSSIBLE REROUTING.

CA050406004	CESSNA	PWA	DUCT	CRACKED
4/4/2005	550	PW530A	NH300038010	RAM AIR

(CAN) DURING OTHER MAINTENANCE ON AIRCRAFT, NOTICED RAM AIR DUCT IN REAR EQUIPMENT BAY CRACKED. UPON CLOSER INSPECTION OF RAM AIR DUCT, NOTICED SEVERE CHAFFING BETWEEN RAM AIR DUCT AND RT ENGINE BLEED AIR LINE JUST PRIOR TO BLEED AIR CHECK VALVE. RAM AIR DUCT WAS CHAFED 99 PERCENT THROUGH, AND BLEED AIR TUBE IS BEYOND REPAIR LIMITS. THIS IS AN AREA THAT IS NOT EASILY

VISUALLY ACCESSABLE. NEW DUCT AND NEW BLEED TUBE NEED TO BE INSTALLED.

CA050317006	CESSNA	PWA	BFGOODRICH	SHUTTLE VALVE	UNSERVICEABLE
3/11/2005	560CESSNA	JT15D5		195183	RT BRAKE ASSY

(CAN) UPON ROUTINE BRAKING DURING TAXI FROM RAMP TO RUNWAY, AC VEERED TO THE LT ON TAXIWAY. HARD PEDDLE(S) WHERE NOTED DURING THE ATTEMPT TO STOP. IN ORDER TO ENSURE DIRECTIONAL CONTROL AND BRING THE AC TO A COMPLETE STOP REVERSE THRUST WAS UTILIZED. THE AIRCRAFT WAS TOWED TO THE HANGAR FACILITY. INSPECTED BRAKE SYSTEM INCLUDING TRANSDUCERS AND BRAKE ASSEMBLIES. ATTEMPTED TO BLEED BRAKES AND FOUND EXTREMELY SMALL AMOUNTS OF FLUID COMING FROM RT BRAKE BLEED BLOCK (HARD RT PEDAL EVEN WHEN POWER BRAKE SYSTEM SHUT OFF). REMOVED RT BRAKE SHUTTLE VALVE ASSEMBLY P/N 195-183 AND INSTALLED SERVICEABLE UNIT. BRAKE SYSTEM BLED. GROUND AND TAXI CHECKED SERVICEABLE.

CA050405008	CESSNA	PWA		DISPLAY	FAILED
3/26/2005	560CESSNA	PW535A		7014300901	EFIS

(CAN) DISPLAY COLORS CHANGED, FUNCTION NORMAL UNIT GROUND TESTED. NORMAL. REPLACED WITH REPAIRED EXCHANGE UNIT. THIS WAS APPROXIMATELY 14 HOURS AFTER LIGHTNING STRIKE.

CA050405005	CESSNA	PWA		DISPLAY	FAILED
3/16/2005	560CESSNA	PW535A		7014300901	EFIS

(CAN) DISPLAY SCREEN COLORS CHANGED AFTER LIGHTNING STRIKE, FUNCTION NORMAL. UNIT GROUND TESTED NORMAL, EXCEPT FOR COLOR CHANGE. REPLACED UNIT WITH EXCHANGE UNIT.

CA050405007	CESSNA	PWA		RMU	FAILED
3/26/2005	560CESSNA	PW535A		7012100825	FUSELAGE

(CAN) DISPLAY COLORS CHANGED, FUNCTION NORMAL UNIT GROUND TESTED NORMAL. REPLACED WITH EXCHANGE UNIT. THIS WAS APPROXIMATELY 14 HOURS AFTER LIGHTNING STRIKE.

CA050405006	CESSNA	PWA		RMU	FAILED
3/16/2005	560CESSNA	PW535A		7012100825	COCKPIT

(CAN) DISPLAY SCREEN COLORS CHANGED AFTER LIGHTNING STRIKE, FUNCTION NORMAL. UNIT GROUND TESTED NORMAL EXCEPT FOR COLOUR CHANGE. REPLACED UNIT WITH EXCHANGE UNIT.

CA050315009	CESSNA	PWA		GYRO	FAILED
2/25/2005	560CESSNA	PW535A		402057723	COCKPIT

(CAN) VERY SLOW TO SLAVE WHEN COLD SOAKED OVERNIGHT AT -20 DEGREES C. TOOK APPROXIMATELY 15 MINUTES TO ALIGN. AFTER ENGINE START, OPERATED OK DURING FOLLOWING FLIGHTS, UNTIL COLD SOAKED OVERNIGHT AGAIN WHEN VERY SLOW TO SLAVE. REPLACED DIRECTIONAL GYRO, GROUND CHECKED OK.

CA050315008	CESSNA	PWA		SOLENOID VALVE	LEAKING
1/11/2005	560CESSNA	PW535A		66720	TE FLAPS

(CAN) FLAP HYDRAULIC SOLENOID VALVE WEEPING FLUID EXTERNALLY, UNABLE TO LOCATE LOCATION OF LEAK. THE BOTTOM OF THE VALVE IS WET AFTER FLIGHT.

CA050315007	CESSNA	PWA		SEAL	LEAKING
11/10/2004	560CESSNA	PW535A		99120754	PAX DOOR

(CAN) CABIN AIR LEAK PAST CABIN DOOR SEALS IN FLIGHT WITH CABIN DIFFERENTIAL PRESSURE GREATER THAN APPROXIMATELY 7 PSI. BOTH DOOR SEALS REPLACED AND SHIMMED TO GIVE CORRECT GAP BETWEEN DOOR SEAL AND CABIN DOOR FRAME. NOTE: THE GAP WAS INCORRECTLY SET BY THE AIRCRAFT MANUFACTURER WHEN THE AIRCRAFT WAS BUILT.

CA050324009	CESSNA			UPLOCK SWITCH	FAILED
9/29/2004	560XL			65430087	NLG

(CAN) AFTER TAKEOFF, THE LANDING GEAR WOULD NOT RETRACT, THE AIRCRAFT RETURNED TO THE AIRPORT.

THE NOSE GEAR UPLOCK SWITCH WAS FOUND TO BE FAILED. THE SWITCH WAS REPLACED, MULTIPLE SATISFACTORY GEAR SWINGS WERE CARRIED OUT AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CWQR20050004	CESSNA		SUPPORT BRACKET	MISINSTALLED
4/11/2005	560XL		64ND784093	THRUST REVERSER

DURING PHASE 1-4 INSPECTION FOUND LOWER OUTBOARD BARREL SUPPORT BRACKETS INSTALLED INCORRECTLY DURING MANUFACTURE.

CA050224008	CESSNA	PWA	ENGINE	SHUTDOWN
2/24/2005	560XL	PW545A		

(CAN) THE ENGINE EXPERIENCED AN UNCOMMANDED SHUTDOWN IN CRUISE. SUBSEQUENT RELIGHT ATTEMPTS WERE UNSUCCESSFUL. THE CREW DECLARED AN EMERGENCY AND THE FLIGHT DIVERTED. MFG WILL INVESTIGATE THE EVENT AND SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE ONCE ESTABLISHED.

2005FA0000600	CESSNA		SKIN	CORRODED
4/12/2005	750		67221463	RT WING

DURING SCHEDULED INSPECTION FOUND SEVERAL SMALL SPOTS OF CORROSION ON BOTH LEFT AND RIGHT LOWER WING SKINS. PN OF THESE WING SKINS ARE: 67221463, 4 , 67221663,4 AND 67221723. SOME OF THESE AREAS EXCEEDED .007 INCH DEPTH. CONTACTED MFG ENGINEERING FOR REPAIR DISPOSITION. CAUSE OF CORROSION UNKNOWN.

2005FA0000495	CESSNA	ALLSN	SWITCH	INTERMITTENT
4/14/2005	750	AE3007C		THRUST REVERSER

LT THRUST REVERSER (TR) PERFORMED UNCOMMANDED STOW DURING THRUST REVERSER USE AFTER LANDING. AFTER ACCESSING THE THROTTLE QUADRANT, IT WAS NOTICED THAT THE WIRES CONNECTED TO THE LT DEPLOY SWITCH WERE STRETCHED VERY TIGHT WHEN THE T/R (PIGGYBACK) LEVERS WERE IN THE DEPLOY POSITION. AFTER RUNNING DIAGNOSTICS USING SOFTWARE PROVIDED BY MFG, IT WAS DETERMINED THAT THE DEPLOY SWITCH WAS FAULTY. DURING THE PROCESS OF ACCESSING THE WIRES TO REPLACE SWITCH, WIRE WAS FOUND TO BE BROKEN WHERE IT WAS SPLICED. THE SHRINK WRAP THAT WAS AROUND THE WIRE BUNDLE CONTRIBUTED TO THE INTERMITTENT NATURE OF THE DEFECT. SPLICE WAS REPAIRED AND AN OPERATIONAL CHECK OF THE T/R SYSTEM CONFIRMED THAT THE SYSTEM HAD BEEN FIXED. (K)

2005FA0000633	CESSNA	ALLSN	SCREW	LOOSE
4/19/2005	750	AE3007C	MS27039104	CREW SEAT

SCREW WAS FOUND LOOSE ON BOTH PILOT AND CO-PILOT SEATS ON 2 SEPARATE OCCASIONS, 6 MONTHS APART. THE SCREWS WERE RE-TIGHTENED ON BOTH OCCASIONS THIS PROBLEM IS SIGNIFICANT DUE TO THE FACT THAT THE POSSIBLE FAILURE MODE COULD BE LOSS OF SEAT LOCKING CAPABILITY AND THE CREW SEAT BEING FREE TO MOVE FORE AND AFT, THAT A LOCKING FEATURE BE USED FOR THIS SCREW SUCH AS A LOCK WASHER OR LOCTITE COMPOUND. (K)

2005FA0000684	CESSNA	ALLSN	HOSE	RUPTURED
11/11/2004	750	AE3007C	AE1011923H0152	HYDRAULIC SYS

HYDRAULIC HOSE RUPTURED IN AREA ADJACENT TO SLEEVE ALLOWING LOSS OF HYDRAULIC FLUID TO (SYSTEM A). HOSE BEING SENT TO MFG FOR EVALUATION. (GL13200505055) (K)

CA050308004	CESSNA	LYC	CESSNA	RIB	CRACKED
1/10/2005	A152	O235L2C		043200146	HORIZONTAL STAB

(CAN) LEADING EDGE, LT IB RIB WAS FOUND CRACKED AT THE TOP REAR CORNER (RADIUS).

CA050317005	CESSNA	CONT	HUB	CORRODED
3/9/2005	A185E	IO520D		PROPELLER

(CAN) PROPELLER DISMANTLED FOR 10 YEAR O/H. 1-S90AT-4 BLADE, 1 C58 HUB AND 2-A3054 FERRULES U/S DUE TO SEVERE CORROSION. PROPELLER HAS EXCEEDED THE MANUFACTURERS RECOMENDED CALENDAR TBO BY

4 YRS.

CA050225003	CESSNA	CONT	CESSNA	REINFORCEMENT	CRACKED
2/21/2005	A185E	IO520D		07321014	STAB HINGE

(CAN) BOTH STABILIZER HINGE REINFORCEMENT FOUND CRACKED WHILE PERFORMING ANNUAL INSPECTION. REPLACEMENT PARTS ORDERED FROM MFG. THIS IS NOT UNCOMMON TO FIND CRACKS IN THIS AREA. PROBABLE GROUND HANDLING LOADS OR MISFIT ON INSTALLATION. NOTE THAT STABILIZER HAS BEEN REBUILT IN 1996 AFTER AIRCRAFT GROUND LOOP.

CA050320001	CESSNA	CONT		BRACKET	CRACKED
3/12/2005	A185E	IO520D		071349564	FUSELAGE

(CAN) DURING INSPECTION SHEARED RIVETS WERE FOUND. THE RIVETS WERE REPLACED AND THE BRACKET WAS LPID IAW THE SRM. THE AIRCRAFT WAS FLOWN TO A REPAIR FACILITY ON A FERRY FLIGHT PERMIT.

2005FA0000652	CESSNA	CONT	CESSNA	PAWL	WORN
5/3/2005	A185F	IO520*		3219	TAIL WHEEL STEER

APPEARS THAT THE STEERING LOCK PAWL DID NOT ENGAGE SUFFICIENTLY TO LOCK THE TAIL WHEEL. UPON LANDING THE TAIL WHEEL CASTORED. SWINGING THE AC TO THE RT AND OFF OF THE RUNWAY. AC SUSTAINED DAMAGE TO ITS LT WING. INVESTIGATION DISCLOSED THAT THE TAIL WHEEL STEERING PAWL WAS WORN TO A POINT THAT IT WOULD NOT SUFFICIENTLY LOCK THE LOCKING COLLAR. REPORTERS CONCERN IS THAT WEAR OF THIS PIN IS NOT EASILY APPARENT EXCEPT THROUGH WRITE-UP BY A PILOT EXPERIENCED WITH THIS PROBLEM. VISUAL INSPECTION OF THE TAIL WHEEL ASSY WOULD NOT DISCLOSE THIS PROBLEM. (GL15200511027) (K)

CA050329012	CESSNA	CONT		BATTERY	SHORTED
3/5/2005	A185F	IO520D		CB2411	MASTER

(CAN) AFTER TAKEOFF FROM AIRPORT THE PILOT SMELLED THE BATTERY OVERCHARGING, HE NOTICED THE ALTERNATOR AMPMETER CHARGING AT APPROXIMATELY 60 AMPS. THE PILOT TURNED OFF THE ALTERNATOR AND MASTER SWITCHES AND PROCEEDED INTO THE AIRPORT USING HIS CELL PHONE AS COMMUNICATION WITH THE TOWER. THE BATTERY WAS REMOVED FROM THE AIRCRAFT AND FOUND TO HAVE A INTERNAL DEAD SHORT WHEN PLACED ON A CHARGER.

CA050316005	CESSNA	CONT	MCAULY	HUB	CRACKED
3/14/2005	A185F	IO520D		D4715	PROPELLER

(CAN) MCCAULEY PROPELLER D2A34C58, WORK ORDER NR T 65243 C-XX PROPELLER RECEIVED FOR 10 YEAR OVERHAUL. LAST OVERHAUL MAR 1989. 5 YEAR CORROSION INSPECTION JUNE 1994, 259.9 HOURS SINCE OVERHAUL. NOW 889.2 HOUR SINCE OVERHAUL. FOUND HUB CRACKED IN ONE BLADE SOCKET THREAD ROOT, USING LPI FOUND BLADE RETENTION NUT PN C4902 CRACKED IN THREADS, USING LPI. FOUND BLADE S-90AT-4, SN K98954YS, CRACKED IN BLADE THREADS, USING LPI, CONFIRMED WITH EDDY CURRENT.

CA050218001	CESSNA	CONT		GEARBOX	CRACKED
2/9/2005	A185F	IO520F		071349561	LEFT

(CAN) ON LANDING I HEARD A FAINT CRACKING SOUND, AS I TAXIIED OF THE RUNWAY. THE LT WING THEN DROPPED ABOUT 18 INCHES BEFORE COMING TO A STOP. THE WING ENGINE DID NOT TOUCH THE GROUND. THIS WAS OUR SECOND SKI TRIP OF THE DAY. UPON CHECKING WE DISCOVERED THE LT GEARBOX CRACKED.

2005FA0000696	CESSNA			SPAR	CRACKED
12/15/2004	R172E			052340050	LT WING IB

WHILE REPLACING THE FLAP TRACK ASSY, A CRACK APPROX 2 INCHES IN LENGTH AND RUNNING THROUGH THE LOWER RIVET HOLES, WAS FOUND UNDER THE LT IB FLAP TRACK. PROBABLE CAUSE WAS A FLAP OVERSPEED DURING FLIGHT. (K)

CA050416001	CESSNA	CONT		SPAR	CRACKED
4/15/2005	R172K	IO360K		053200198	HORIZONTAL STAB

(CAN) FRONT SPAR CRACKED CENTER SECTION AT LIGHTNING HOLE.

2005FA0000632	CESSNA	PWA	BALANCE WEIGHT	LOOSE
4/7/2005	S550	JT15D4	97164	AILERON

WHILE CONDUCTING A PHASE 2 INSP, INSPECTOR NOTICED COCK-EYED BOLT HEADS ON AILERON. FURTHER INVESTIGATION, INCLUDING REMOVAL OF AILERONS, FOUND STATIC BALANCE WEIGHTS VERY LOOSE. STACK OF WEIGHTS HAD MUCH CORROSION, WHICH CAUSED THE ATTACH HOLES TO ENLARGE, THEREFORE CAUSING STACK OF WEIGHTS TO BE VERY LOOSE. DETAILED INSP OF THIS AREA NOT ON ANY INSPECTION FORM. NEW PARTS INSTALLED. SUGGEST OPERATORS OF THIS MODEL AC, REMOVE AILERONS AND COMPLETE DETAILED INSPECTION OF THESE WEIGHTS. (EA21200505634) (K)

2005FA0000473	CESSNA	LYC	CALIPER	LEAKING
3/8/2005	T206H	TIO540*	3052N	LT BRAKE

NOTICED LT BRAKE LEAKING FLUID ON IB SIDE OF CALIPER. CLEANED, INSPECTED, COULDN'T FIND LEAK. REMOVED CALIPER BENCH TESTED WITH HYD POWER SUPPLY, FOUND CALIPER TO BE LEAKING THROUGH PIN HOLES IN HOUSING IN 3 PLACES. (EA23200505995)

2005FA0000697	CESSNA	CONT	CESSNA	PRESSURE SWITCH	FAILED
12/14/2004	T210L	TSIO520*	98807101	HYD PWR PACK	

LANDING GEAR FAILED TO FULLY RETRACT AFTER TAKEOFF. FOUND THAT THE WIRE SOLDERED TO THE HYDRAULIC POWER PACK PRESSURE SWITCH HAD CORRODED BENEATH THE HEAT-SHRINK TUBING, NEAR THE SOLDER JOINT. SUSPECTED: THE MFG OF THE PRESSURE SWITCH ASSY USED ACID CORE SOLDER TO ATTACH THE WIRE LEADS TO THE SWITCH. (K)

2005FA0000586	CESSNA	CONT	GOVERNOR	PLUGGED
4/10/2005	T210N	TSIO520R	C290D4T2	PROPELLER

DEPARTING SOFT FIELD POWER AND RPM FINE ON INITIAL ROLL. AFTER WHEELS BECAME LIGHT, POWER BLED OFF, YIELDING NO FURTHER ACCELERATION OR LIFT. ABORTED TAKE-OFF, NOSE WHEEL GOUGED INTO SOFT SAND, BREAKING NOSE FORK, PITCHING NOSE OF AIRCRAFT INTO DIRT. PROP BLADES BENT, MINOR DAMAGE TO NOSE FAIRINGS. KEEL CHANNEL WARPED, NOSE GEAR DOORS BENT. ENGINE CRANK DIALS IN LIMITS. WILL BE TORN DOWN FOR SUDDEN STOPPAGE. SUSPECT GOVERNOR RETURN MAY HAVE PLUGGED, CAUSING PROP TO INCREASE PITCH.

2005FA0000515	CESSNA	LYC	CHECK VALVE	INOPERATIVE
3/15/2005	TR182	O540L3C5	S25351	TURBOCHARGER

OIL LEAKING OUT OF TURBO CHARGER AFTER ENGINE SHUTDOWN, ENGINE HAD NOT BEEN RUN SINCE CHECK VALVE HAD BEEN INSTALLED. REMOVED OIL PRESSURE CHECK VALVE FOR INSPECTION, AND NOTED LOOSE NUT, TOTALLY SEPARATED INSIDE THE CHECK VALVE. THIS OBVIOUSLY WAS THAT WAY WHEN IT WAS INSTALLED AS A NEW PART. (K)

CA050413004	CESSNA	CONT	ALTERNATOR	UNSERVICEABLE
4/8/2005	U206B	IO520D	DOFF10300J	ENGINE

(CAN) UPON CLIMB-OUT AFTER DEPARTURE NOTICED WHITE SMOKE COMING FROM THE LT SIDE OF THE AIRCRAFT AND THE SMELL OF BURNING IN THE COCKPIT. NOTIFIED THE TOWER OF THE EVIDENCE OF SMOKE AND RETURNED TO LAND UNEVENTFULLY. UPON INVESTIGATION IT WAS REVEALED THE ALTERNATOR FAILED INTERNALLY WITH THE FIELD BRUSH DEPARTING ITS HOLDER SENDING POSITIVE VOLTAGE OUT THE GROUND WIRE BREAKING IT FREE OF ITS AMP CONNECTOR AND SHORTING ON THE FIREWALL MOUNTED NOISE FILTER. THE NOISE FILTER AND ALTERNATOR ARE BEING REPLACED NEW AND THE GROUND WIRE REPAIRED.

CA050302003	CESSNA	CONT	DOUBLER	CRACKED
2/18/2005	U206C	IO520F	12120031	BULKHEAD

(CAN) THE BULKHEAD DOUBLER REINFORCES THE HOLE WHERE THE HORIZONTAL STAB ATTACHES. DOUBLER SPLIT IN TWO THROUGH ANCHOR NUT RIVET HOLE. RESULTED IN BULKHEAD STA 209.0 P/N 1212402-2 CRACKING. THIS DOUBLER IS FOUND ON EARLY MODEL. LATER MODELS HAVE TWO DOUBLERS, ONE IN FRONT AND ONE IN

BACK.

2005FA0000763	CESSNA		FITTING	FAILED
5/2/2005	U206F			FLOAT

THIS AIRCRAFT IS EQUIPPED WITH MFG AMPHIBIAN FLOATS. DURING FLIGHT, HYDRAULIC PUMP TURNED ON AND WOULD NOT SHUT OFF. PILOT PULLED BREAKER AND NOTED BLUE LIGHTS INDICATION GEAR UP WERE NOT LIT. PILOT RESET BREAKER AND SELECTED GEAR DOWN. GEAR WOULD NOT SHOW GREEN ON ANY OF 4 LANDING GEAR. PILOT MADE LANDING WITH MAIN WHEELS PARTIALLY EXTENDED. MINOR DAMAGE TO KEEL STRIPS. INVESTIGATION REVEALED GEAR PRESSURE HOSE BULKHEAD FITTING IN LT FLOAT FAILED DUE TO CORROSION OF B-NUT ON FITTING WERE FRONT STRUT ATTACHES TO FLOAT.

CA050418003	CESSNA	CONT	GASKET	LEAKING
4/8/2005	U206F	IO520F		FUEL PUMP

(CAN) FUEL PUMP LEAKING FROM REAR GASKET. NOTICED ON 50 HOUR INSPECTION.

CA050308015	CESSNA	CONT	CRANKCASE	FAILED
10/7/2004	U206F	IO520F	654101A7R	ENGINE

(CAN) CRANKCASE FAILURE (7TH STUD CRANKCASE) AS RESULT OF A RECENT FAILURE. DURING CHANGE ON CYL NR1, SPECIAL ATTENTION WAS PAID TO NR2, NR3 INTERMEDIATE BRG SADDLE. INSP CONCLUDED THAT MOVEMENT OF BRGS HAD OCCURRED, TEARDOWN OF ENG WOULD BE REQUIRED FOR INVESTIGATION. FOUND THAT THERE WAS FRETTING OF CRANKCASE ON NR2, NR3 INTERMEDIATE MN BRG THRU-BOLT PADS. PINCH FIT IS LOST ON MN BRGS IN THESE POSITIONS, THEY BECOME LOOSE. NOTE: BRGS ON BOTH SIDES OF CRANKCASE WERE MOVING IN NR2, NR3 INTERMEDIATE BRG POSITIONS. BRG IS ABLE TO MOVE IN BRG SADDLE (NOT ROTATIONAL). FURTHER OPS WOULD HAVE ALLOWED INCREASED MOVEMENT OF THE BRG, BLOCKING OR RESTRICTING OIL FEED GALLERY IN SADDLE, CAUSE OIL STARVATION.

20050413	CESSNA		ACTUATOR	MISMANUFACTURED
4/12/2005	U206G		12601491	ZONE 300

DURING ANNUAL INSP, ELEV TRIM TAB FREE PLAY FOUND TO EXCEED LIMITS. EXCESSIVE PLAY LOCATED IN ACT ASSY. NEW ACT INSTALLED. WHILE PERFORMING RIGGING CHK, TAB MOVED TO ITS LIMITS & A SECOND AMT OBSERVING CABLE MVMNT IN TAIL CONE. MOVING TAB BACK TO NEUTRAL & JUST PRIOR TO REACHING IT, A BANG HEARD FOLLOWED BY TRIM CABLE GOING SLACK. ON INSP, FOUND PINS THAT HOLD SPROCKET TO ACT SHEARED. INVEST FOUND SLEEVE SPROCKET MUSHROOMED. HOLES WHERE PINS INSTALL APPEAR TO HAVE BEEN GROUND OR CHISELED. ACT RETURNED TO SUPPLIER. DURING RECEIVING INSP OF 2ND NEW ACT, FOUND SPROCKET NOT MOUNTED SQUARELY IN SLEEVE. SECOND ACT RETURNED TO SUPPLIER. SERVICEABLE UNIT REMOVED FROM ANOTHER 206 & INSTALLED PLANE.

20050504	CESSNA	CONT	ACTUATOR	DEFECTIVE
5/4/2005	U206G	IO520*	12601491	ZONE 300

TRIM TAB ACTUATOR IS DEFECTIVE AS RECEIVED. THIS IS A NEW PART. THE CHAIN SPROCKET HAS A BENT TOOTH. LOT NUMBER: 2Q04. THIS IS THE THIRD DEFECTIVE, NEW ACTUATOR WE HAVE RECEIVED IN A ROW. AN (EXPERIENCED) ACTUATOR FROM A STORED AIRCRAFT IS BEING USED TEMPORARILY TO KEEP THIS PLANE FLYING. THE DEFECTIVE ACTUATOR IS BEING RETURNED TO THE SUPPLIER.

CA050305003	CESSNA	CONT	BULKHEAD	CRACKED
3/4/2005	U206G	IO520F	12134121318	FUSELAGE

(CAN) STN 18.4 BULKHEADS FOUND CRACKED LT AND RT SIDE AT AFT FUELING STEP ATTACHPOINTS. BULKHEAD REPAIRED LT AND RT SIDE IAW MM SECTION 1 8 PAR 18-64 FIGURE 18-4.

2005FA0000700	CIRRUS	CONT	MAGNETO	SHORTED
1/7/2005	SR20	IO360*	01040158	ENGINE

ON A 500 HOUR MAGNETO INSPECTION, FOUND MAGNETO SPARKING INTERNALLY. AC RAN GOOD AND HAD A 100 RPM MAG DROP. INTERNAL SPARKING WAS BETWEEN COIL AND CARBON BRUSH. BRUSH AND SPRING DESTROYED AND PART OF DISTRIBUTOR BLOCK MISSING. RECOMMEND MANDATORY INTERNAL INSPECTION OF MAGNETOS DURING ANNUAL. NEED TO ADD FARS. (K)

CA050408010	CIRRUS	CONT	CONTROL ROD	STIFF
4/7/2005	SR20	IO360ES	14392102	PROPELLER

(CAN) ENGINE POWER LEVER FOUND JAMMED DURING PREFLIGHT, DISCONNECTED THROTTLE AND PROPELLER CONTROL ROD END AT ENGINE AND FOUND PROPELLER CONTROL CABLE IS NOT MOVING. NO EXTERNAL SIGN OF DAMAGE TO CABLE TO CAUSE JAMMING. CABLE ASSEMBLY REPLACED.

2005FA0000584	CIRRUS		CONNECTOR	DIRTY
4/5/2005	SR22			TACH INDICATOR

AT HIGH POWER SETTINGS THE RPM AND TEMPERATURE INDICATIONS WOULD BECOME INTERMITTENT. INVESTIGATION REVEALED THE EGT/CHT HARNESS ON THE RT BANK OF CYLINDERS WAS ROUTED TOO CLOSE TO THE EXHAUST SYSTEM AND WAS BURNING THROUGH THE INSULATION OF THE WIRES. CONNECTOR FOR THE TACH INDICATION WAS DISASSEMBLED, CLEANED, AND REASSEMBLED. OPS CHECK FOLLOWING THIS WAS OK.

2005FA0000523	CIRRUS		SKIN	DEBONDED
4/5/2005	SR22			LT DOOR

LT DOOR HANDLE IS MOUNTED IN A TURNED ALUMINUM RECESS THAT IS SUPPOSED TO BE BONDED TO THE DOOR. THIS RECESS HAS COME LOOSE FROM THE DOOR AND IS FREE TO ROTATE. WHEN IT ROTATES, IT JAMS THE HANDLE AND MAKES THE DOOR EXTREMELY DIFFICULT TO OPEN. THE PART HAS TO BE CUT FROM THE DOOR AND REBONDED TO SECURE IT.

AHDR051179	CIRRUS		DISPLAY	SMOKE
4/18/2005	SR22		70000004002	INSTRUMENT PANEL

PILOT REPORTED SMOKE COMING FROM INSTRUMENT PANEL ABOVE MFD. DISPLAY WENT BLANK AND SMOKE CONDITION ENDED. AIRCRAFT WAS NEARING DESTINATION SO PILOT CONTINUED TO LANDING. ON SHORT FINAL MFD CAME BACK ON. UNIT REMOVED AND RETURNED TO MFG FOR INSPECTION AND REPAIR. MFG DID NOT PROVIDE DETAILS OF FINDINGS.

21200003A	CIRRUS	CONT	ALTERNATOR	LOOSE
5/19/2005	SR22	IO550N		ENGINE

THIS ACFT HAD A ALTERNATOR NR 1 FAIL LIGHT. UPON TROUBLE SHOOTING IT WAS FOUND THAT THE AFT HOUSING OF THE ALTERNATOR WAS LOOSE. FOUR SCREWS ATTACHING THE HOUSING WERE STILL SAFETY WIRED. IT DOES NOT APPEAR THAT SCREWS HAD LOOSENED OR THAT THE FORWARD HOUSING THREADS WERE DAMAGED. IT IS OUR OPION THAT AT ASSEMBLY THE ALTERNATOR FROM TELEDYNE CONTINENTAL MOTORS MANFACTUER WAS TORQUED AND SEFETY WIRED AND THAT THE AFT HOUSING WAS NOT FULLY SEATED TO THE FRONT HOUSING DUE TO INTERFERENCE FROM THE INTERNAL PARTS OF THE ALTERNATOR. THIS IS THE THIRD ALTERNATOR WITH A LOOSE AFT HOUSING. FAILURE TOTAL TIMES OF THE THREE ALTERNATORS RANGE FROM 79.6 HOURS TO 232.2 HOURS. WE ARE AWARE OF AT LEAST 10-12 TOTAL FAILURES

2005FA0000723	CIRRUS	CONT	EXHAUST HEADER	CRACKED
5/3/2005	SR22	IO550N	15070001	ENGINE

DURING AN ANNUAL INSPECTION OF THIS AC. THE NR5 EXHAUST HEADER WAS FOUND TO BE CRACKED .7500 WAY AROUND THE CIRCUMFERENCE OF THE PIPE. NR 5 EXHAUST HEADER WAS REPLACED. (K)

CA050324010	CNDAIR	PWA	FITTING	DEFECTIVE
3/24/2005	CL2156B11415	PW123	215231096	HORIZONTAL STAB

(CAN) SUSPECTED CRACK FOUND ON VISUAL INSPECTION OF THE STAB ATTACHEMENT FITTING. DEFECT INDICATIONS HAS BEEN CONFIRMED BY EDDY CURRENT INSPECTION. FITTING REPLACED AND AIRCRAFT RETURN TO SERVICE.

CA050218002	CNDAIR	PWA	HAMSTD	RETAINER	LOOSE
2/17/2005	CL2156B11415	PW123		7827402	ACTUATOR

(CAN) RETAINER, UNIVERSAL WAS FOUND WITH RELATIVE MOTION BETWEEN RETAINER AND RING, IPL 5-270C. CRIMPS (DIMPLES) HAD WORN OFF OF ONE OF FOUR DIMPLES ALMOST COMPLETELY, HALF THE DIAMETER OF TWO OTHERS. REPAIR 9-1 DETAILS INSTRUCTIONS FOR REPLACEMENT OF THE RETAINER. THE INSPECTION FOR

RELATIVE MOTION BETWEEN THE RETAINER AND RING IS LISTED AS A (DCC), DESIGN CRITICAL CHARACTERISTICS, WHICH THERE IS NO MOVEMENT ALLOWED IAW THE REPAIR. THE RETAINER IS PART OF THE PITCH LOCK VALVE ASSEMBLY OF THE ACTUATOR. IF THE RETAINER WERE TO COME OFF OF BLADE ANGLE. IT COULD ALSO ALLOW THE PIVOT PINS IPL 5-260C TO COME OUT THE RING, WHICH COULD CAUSE A TOTAL LOSS OF CONTROL OF PITCH CHANGE FOR THE PROPELLER.

041251	CNDAIR		GARRTT	CLAMP	BROKEN
4/12/2005	CL6002A12			38462341	APU DUCT

APU HAD BEEN RUNNING ON THE GROUND FOR APPROXIMATELY ONE HOUR AND SHUT ITSELF DOWN DUE TO HIGH OIL TEMP AS INDICATED BY (BYTE) LIGHT. VISUAL INSPECTION SHOWED THAT BLEED AIR ELBOW HAD BROKEN OFF OF EXHAUST STACK CLAMP AT THE WELD. RECOMMEND REGULAR VISUAL INSPECTIONS FOR CRACKS ON THE STRAP THAT HOLDS THE TUBE TO THE CLAMP. IN ADDITION, METHOD OF ATTACHMENT OF TUBE TO THE CLAMP BE MODIFIED TO REDUCE SHARP CORNERS WHERE CRACKS ORIGINATE.

2005FA0000492	CNDAIR	GE		TIRE	BULGED
3/21/2005	CL6002B16	CF34*		256K433	LT MLG

UPON INSPECTION, TECH FOUND BULGE IN SIDEWALL OF LT MLG OB TIRE; SERIAL NR 22000882, 89 TOTAL LANDINGS. (CE09200503308) (K)

CA050324002	CNDAIR	GE		SENSOR	INOPERATIVE
1/2/2005	CL6002B16	CF343A		831605	MLG

(CAN) ON JANUARY 02, 2005, AFTER TAKE OFF THE LANDING GEAR WERE SELECTED UP (RETRACT). LANDING GEAR REMAINED ON EXTENDED POSITION. AIRCRAFT RETURNED TO DEPARTURE AND LANDED SAFELY WITH NO INCIDENCE. POST FLIGHT INSPECTION REVEALED NO MECHANICAL DAMAGE. LT AND RT PROXIMITY SENSORS WERE FOUND DEFECTIVE. NLG PROX SENSORS AND LANDING GEAR CONTROL UNIT WERE ALSO REPLACED.

CA050417004	CNDAIR			WINDOW	CRACKED
4/3/2005	CL6002B19			NP1393225	COCKPIT

(CAN) LEFT WINDOW REPLACED ACCORDING AMM PROCEDURE.

CA050417003	CNDAIR			WINDOW	CRACKED
4/12/2005	CL6002B19			NP1393222	COCKPIT

(CAN) F/O'S WINDOW CRACKED. CALLED OUT TO INSPECT PER SL 56-005 REV A. A/C FERRY FOR WINDOW CHANGE.

CA050409001	CNDAIR	GE		WINDSHIELD	CRACKED
3/24/2005	CL6002B19	CF343A1		NP13932112	WINDSHIELD

(CAN) RT WINDSHIELD CRACKED ON APPROACH. RT WINDSHIELD REPLACED AND TESTED ACCORDING AMM.

CA050303009	CNDAIR	GE		CONTROL UNIT	FAILED
3/3/2005	CL6002B19	CF343A1			NLG STEERING

(CAN) JUST AFTER TOUCHDOWN AT 80 KNOTS NOSE WHEEL STEERING FAILED DRAMATIC YAW TO LT CONTROLLED WITH AERODYNAMIC RUDDER AND DIFF BRAKES RESET ON TAXIWAY REFAILED ON TAXI IN DURING LT TURN. REPLACED LT RVDT AND NWS HARNESS. RT RVDT RE-RIGGED. OPS CHK SERV. A/C TAXI CHECK CARRIED OUT, NO FAULTS.

CA050209007	CNDAIR	GE		NOZZLE	INOPERATIVE
2/8/2005	CL6002B19	CF343A1			FUEL INJECTOR

(CAN) DURING ENGINE RELIGHTS PROCEDURE, AN ATS (CROSSBLEED START) WAS PERFORMED ON THE LT ENGINE WHICH WAS UNSUCCESSFUL AFTER 3 ATTEMPTS. ALL THE PARAMETERS WERE NORMAL EXCEPT THERE WAS NO LIGHT OFF AFTER 25 SECONDS ON EACH ATTEMPT. A SINGLE ENGINE LANDING WAS COMPLETED, WITHOUT FURTHER INCIDENTS.

CA050303007	CNDAIR	GE		DUCT	LOOSE
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3/3/2005 CL6002B19 CF343A1 RT ENG 14TH STAG

(CAN) AFTER TAKEOFF, RT DUCT 14TH AND AURAL. MESSAGE REMAIN ON EVEN AT IDLE. AFTER 14TH STAGE CLOSED MESSAGE DISAPEARED. NEW CLAMP INSTALLED ON RT 14TH STAGE DUCT, JUST DOWNSTREAM OF S/OFF VLV IAW AMM SUBT 36-12-01-420-001. RUN APU AND ENGINES TO CONFIRM NO LEAK AND OPERATION SERVICABLE.

[CA050301006](#) CNDAIR GE APU SMOKE

3/1/2005 CL6002B19 CF343A1

(CAN) ON DEPARTURE, AIRCRAFT FILLED WITH SMOKE FROM APU OIL. AIRCRAFT AT THE BASE, FLIGHT DATA RECORDER PULLED SENT TO PLAYBACK CENTER FOR READ OUT. APU COMPT. INSPECTED NO FAULT FOUND SO FAR EXCEPT GLYCOL. MORE INFO WILL FOLLOW AS BECOMES (AVAILABLE).

[CA050226001](#) CNDAIR GE GEARBOX MAKING METAL

2/16/2005 CL6002B19 CF343B1 6014T81G27 NR 2 ENGINE

(CAN) NR 2 ENGINE SELF SHUTDOWN AT 11,000 FEET. DECLARED AN EMERGENCY AND LANDED WITH ONE ENGINE. NO OTHER PROBLEMS NOTED. MAINTENANCE FOUND THE GEARBOX TO BE AT FAULT. REPLACED THE GEARBOX AND RETURNED THE AIRCRAFT TO SERVICE.

[CA050216006](#) CNDAIR GE ATTACH FITTING SEPARATED

2/15/2005 CL6002B19 CF343B1 RT WING

(CAN) FORWARD RT WING ATTACH FITTING FORWARD SIDE FLANGED BUSHING HAS COMPLETE SEPARATION OF FLANGE FROM BUSHING SLEEVE. RECTIFICATION REQUESTED FROM MFG.

[CA050223013](#) CNDAIR GE BUSS DAMAGED

2/23/2005 CL6002B19 CF343B1 D1822A AC UTILITY

(CAN) IN CRUISE, EICAS MESSAGES AC BUSS 1 AND AC UTILITY BUSS 1 APPEARED SIMULTANEOUSLY WITH A CHATTERING NOISE WHICH COULD BE IDENTIFIED. THE AIRCRAFT LANDED AS SCHEDULED. INSPECTION BY MAINTENANCE REVEALED THAT: C/BS J4 CBP-1 AND 2 (AC UTIL CONT) AND C/B A2 CBP-1 WERE POPPED OUT. THE AC UTILITY BUSS 1 CONTACTOR 1K4XD WAS ALMOST COMPLETELY MELTED. THE PANEL ASSY, THE OTHER 3 RELAYS (K1XC, K2DB, K3DB) AS WELL AS SOME WIRES INCLUDING THE FEEDERS HAVE BEEN DAMAGED BY HEAT. ALL DAMAGED PART WILL BE REPLACED.

[CA050312004](#) CNDAIR GE WINDSHIELD CRACKED

3/10/2005 CL6002B19 CF343B1 NP1393211 COCKPIT

(CAN) LT WINDSHIELD CRACKED DURING LEVEL FLIGHT. DIVERTED FLIGHT. LT WINDSHIELD WAS REPLACED IAW AMM.

[CA050312001](#) CNDAIR GE APU DAMAGED

3/9/2005 CL6002B19 CF343B1 38004883 APU BAY

(CAN) AFTER APU SHUTDOWN, FIRE AND SMOKE OUT OF EXHAUST, FOUND OIL-SYSTEM EMPTY AND OIL BURNING AT APU EXHAUST: APU EXTINGUISHED WITH FIRE X BOTTLE. FIRE DAMAGE INSPECTION APU EXHAUST HEATSHIELD, LOWER TRANSLATING, COWL AND ACCESS PANEL NR 422DB,422BB, 422CB, 422EB,444BB REMOVED. WIRES AND CABLES IN AREAS MENTIONED ABOVE INSPECTED, NO SIGNS OF HEAT DAMAGE FOUND AREA AND STRUCTURE INSIDE RT PYLON INSPECTED, NO SIGNS OF HEAT DAMAGE FOUND APU ENCLOSURE AND AFT EQUIPMENT BAY INSPECTED, NO SIGNS OF HEAT DAMAGE FOUND.

[CA050309009](#) CNDAIR GE WINDSCREEN BROKEN

3/4/2005 CL6002B19 CF343B1 601R3303317 COCKPIT

(CAN) A/C , WAS ENROUTE AT FL 360 WHEN THE CREW ADVISED ATC THAT THEIR WINDSCREEN SHATTERED AND REQUESTED DESCENT. A SHORT TIME LATER, THE CREW REQUESTED DIVERSION . THE FLIGHT LANDED SAFELY AT 2313Z. NO EMERGENCY WAS DECLARED BUT AFF RESPONDED. A/C WAS FERRIED TO HAVE WINDSCREEN REPLACED.

[CA050308020](#) CNDAIR GE WINDOW CRACKED

3/4/2005	CL6002B19	CF343B1	NP1393226	COCKPIT
(CAN) ON APPROACH THE CO-PILOT'S WINDOW CRACKED. WINDOW REPLACED IAW AMM AND THE AIRCRAFT RETURNED TO SERVICE.				
CA050419008	CNDAIR	GE	CARBON SEAL	FAILED
4/16/2005	CL6002B19	CF343B1		ENGINE
(CAN) ON ROTATION F/A REPORTED SMOKE IN THE CABIN. THIS WAS FOLLOWED BY TOILET SMOKE MESSAGE. CREW THEN NOTICED SMOKE IN THE COCKPIT. CREW DONNED MASKS, AND DUMPED PRESSURIZATION. THEN RECEIVED A CARGO SMOKE MESSAGE, AND BLEW CARGO FIRE BOTTLES. AFTER LANDING, A/C PERFORMED A RAPID PASSENGER DEPLANEMENT. MX DISCOVERED SEVERE OIL LEAK AND OIL SEAL RETAINING SPRING SHOWING ON NR 2 ENGINE. FURTHER INVESTIGATION DISCOVERED THAT THE CARBON SEAL OF THE NR 1 BEARING SEAL S/N STA6270B HAD FAILED. BEARING SEAL WAS REPLACED.				
A6WA200540124	CNDAIR	GE	SKIN	SCRATCHED
3/25/2005	CL6002B19	CF343B1		FUSELAGE
2 SCRATCHES IN FUSELAGE AT CARGO DOOR CUT-OUT, (APPROX 1 INCH LONG AND .5 INCH LONG.) PERFORMED A MAJOR REPAIR AT FS 549, STR 14-16 IAW EO. (K)				
CA050405001	CNDAIR	GE	CARBON SEAL	LEAKING
4/1/2005	CL6002B19	CF343B1		ENGINE
(CAN) BOMBARDIER AEROSPACE REGIONAL AIRCRAFT HAS RECEIVED A REPORT WHICH WE FEEL IS A REPORTABLE EVENT. CLIMBING THROUGH FL310, LEFT ENGINE OIL PRESSURE WARNING MESSAGE WITH PRESSURE AT 25-35 PSI., EVENTUALLY STABILIZED AT 25 PSI. PRECAUTIONARY ENGINE SHUTDOWN PERFORMED. REMOVED AND REPLACED CARBON SEALS ATF AXIS, D AXIS, AND BB AXIS.				
CA050417002	CNDAIR	GE	WINDOW	CRACKED
4/12/2005	CL6002B19	CF343B1	NP1393226	COCKPIT
(CAN) RIGHT WINDOW REPLACED ACCORDING AMM PROCEDURE.				
CA050418001	CNDAIR	GE	HANDLE	CRACKED
3/31/2005	CL6002B19	CF343B1	1327971	PAX DOOR
(CAN) WHEN CREW ARRIVED AT AIRCRAFT, THEY WERE NOT ABLE TO OPEN THE MAIN CABIN DOOR. TROUBLESHOOTING BY MAINTENANCE DISCOVERED THE HANDLE CRACKED IN TWO LOCATIONS ON THE SHAFT. THE ONE CRACK WAS ALMOST COMPLETELY AROUND THE CIRCUMFERANCE OF THE SHAFT. IPC REF 52-11-03 FIG.4 ITEM 140. THE DOOR HANDLE ASSEMBLY P/N H3414-33 WAS REPLACED. THIS EVENT APPEARS RELATED TO SDR 20050215008 FOR SEIZED MAIN CABIN DOOR PIVOT FITTINGS.				
CA050417001	CNDAIR		EJECTOR	CRACKED
4/12/2005	CL6002C10		T99A38603	FUEL SYSTEM
(CAN) FUEL QUANTITY ON THE CENTER TANK INCREASES (SUSPECT FUEL LEAKAGE FROM LEFT MAINTANK). MX FOUND LEFT PRIMARY EJECTOR TO BE CRACKED. REMOVED AND REPLACED LEFT AND RIGHT EJECTORS IAW CRJ AMM 28020-01 AND S/B 670BA-28-027. PERFORMED OPS CHECK OF LEFT AND RIGHT EJECTORS, OPS GOOD. P/N 'ON' T99A38-606, P/N 'OFF' P/N T99A38-603, S/N 'ON' B84172, S/N 'OFF' B56188.				
CA050310005	CNDAIR	GE	EJECTOR	STUCK
1/13/2005	CL6002C10	CF348C1	T99B38601	FUEL SYSTEM
(CAN) WHILE PARKED IN BREST, THE CREW NOTICED AND UNCOMMAND FUEL TRANSFERED INTO THE CENTER TANK DURING THE NIGHT. THE NEXT REVENUE FLIGHT WAS CANCELED FOR TROUBLESHOOTING. TROUBLESHOOTING (JAN. 13, 2005) REVEALED A LEAK ON THE LT TRANSFER EJECTOR PUMP. THE UNIT WAS REPLACED. IT WAS NOTED THAT THE TRANSFER EJECTOR CHECK VALVE WAS STUCK (OPEN) THE FUEL QUANTITY GAUGE COMPUTER (FQGC) WAS ALSO REPLACED BY PRECAUTIONARY MEASURES.				
CA050308001	CNDAIR	GE	WINDOW	CRACKED
3/3/2005	CL6002C10	CF348C1	NP1393226	COCKPIT

(CAN) WE HAVE RECEIVED A REPORT WHICH WE FEEL IS A REPORTABLE EVENT. RT SIDE WINDOW CRACKED DURING DESCENT AT ABOUT 4000 FEET. COPILOT'S SIDE WINDOW REPLACED IAW AMM AND THE AIRCRAFT RETURNED TO SERVICE.

CA050303002	CNDAIR	GE	WINDOW	BROKEN
2/28/2005	CL6002C10	CF348C1	NP1393225	COCKPIT

(CAN) CLIMBING THROUGH FL340, THE CAPT DV WINDOW SHATTERED. DIVERTED. REMOVED AND REPLACED WINDOW.

CA050303001	CNDAIR	GE	FAN	SHORTED
2/28/2005	CL6002C10	CF348C1	GG670950283	GALLEY

(CAN) AFTER TAKEOFF, CREW REPORTED SMOKE IN THE COCKPIT. DECLARED EMERGENCY AND RETURNED SAFELY TO FIELD. NO FURTHER INCIDENTS REPORTED. ALSO, SMOKE AFT LAV MASTER WARNING ILLUMINATED. INSPECTED AIRCRAFT AND FOUND ELECTRICAL SMOKE SMELL ORIGINATING FROM GALLEY/FWD LAV EXHAUST FAN. RAI GALLEY HEATER/LAV EXHAUST FAN IAW CRJ- 700 AMM 21-23-93. OPS GOOD. GROUND RUN AIRCRAFT, NO DEFECTS NOTED.

CA050222008	CNDAIR		GCU	INOPERATIVE
2/19/2005	CL6012A12		720846D	GENERATOR

(CAN) A FEW MINUTES AFTER TAKE-OFF FROM AIRPORT WHILE SHUTTING DOWN THE APU, THE FLIGHT CREW HAD A SEVERE ELECTRICAL SMELL IN THE COCKPIT, BUT NO SMOKE APPEARS. THE FLIGHT CREW DECLARED AN EMERGENCY LANDING AT THE SAME AIRPORT. BACK TO THE MAINTENANCE FACILITY, TECH TROUBLESHOOT THE AIRCRAFT AND FOUND B2XE CIRCUIT BREAKER POPPED ON THE JB-1 PANEL, AFTER INVESTIGATION THE APU GCU OVER VOLTAGE CARD FOUND BURNED. TECHS DID A COMPLETE CIRCUITY CHECK AND REPLACED THE APU GCU ITSELF. GROUND RUN WAS SUCCESSFULLY COMPLETED, THE AIRCRAFT RETURN TO SERVICE WITHOUT ANY FURTHER INCIDENT.

CA050413003	CNDAIR	GE	ELEMENT	BROKEN
4/13/2005	CL6012A12	CF341A	1600980003	AUTO THROTTLE

(CAN) DURING A SCHEDULED 1200-HOUR CHECK, A FUNCTIONAL TEST OF THE RIGHT THRUST REVERSER AUTO THROTTLE RETARDER WAS CARRIED OUT. THE RIGHT THROTTLE FAILED TO RETURN TO IDLE POSITION WITH THE THRUST REVERSER MANUAL DEPLOYMENT. UPON INVESTIGATION IT WAS DISCOVERED THAT THE AUTO DEPLOYMENT RETARDER CABLE WAS BROKEN AT THE INNERSLEEVE WHERE IT ATTACHES TO THE THREADED ADJUSTER.

CA050406005	CNDAIR	GE	ACTUATOR	LEAKING
4/6/2005	CL6012A12	CF341A	6008500237	NLG

(CAN) NOSE LANDING GEAR ACTUATOR LEAKING AT ROD END PISTON. LIFE LIMITED PART AT 19480 CYCLES. A/C RETURN TO BASE ON SPECIAL FLIGHT PERMIT WITH GEAR DOWN.

CA050406002	CVAC	ALLSN	SUPPORT	SHEARED
4/4/2005	340CVAC	501D13D	9063571	TAIL PIPE

(CAN) DURING ENGINE RUN, A VIBRATION WAS NOTED ON THE LT ENGINE. UPON INVESTIGATION MAINTENANCE CREW NOTED THAT THE TAIL PIPE SUPPORT WAS SHEARED. THE SUPPORT WAS REPLACED. THE ENGINE WAS GROUND RUN AND THE VIBRATION WAS STILL PRESENT. THE ENGINE WILL BE REMOVED AND REPLACED WITH A SERVICEABLE UNIT. IT IS BELIEVED THAT THE ENGINE VIBRATION WAS THE CAUSE OF THE SHEARED TAIL PIPE SUPPORT.

CA050329014	CVAC	ALLSN	WINDOW	FAILED
2/22/2005	340CVAC	501D22	34031103078	COCKPIT

(CAN) THE OPERATOR HAS FILED AN INCIDENT REPORT WITH THE FAA. WINDOWPANE FAILURE AT CRUISE ALTITUDE OF 21,000 FT, WHICH CAUSED FOD DAMAGE TO THE RT ENGINE. THE WINDOW WAS LAST INSPECTED FEB 14 2005. REASON: COMPLETE FAILURE OF THE VINYL LINER AT THE EDGE OF THE METAL INSERT. INSPECTION OF THE WINDOWPANE REMAINS, INDICATES THE WINDOW WAS P/N 340-3110307-8. THE WINDOW

HAS BEEN SUPERSEDED BY A10.

2005FA0000524	DHAV		ADC	MALFUNCTIONED
4/6/2005	DHC2*		962830A1S8	COCKPIT

THE ADC INSTALLED AS PART OF THE EFIS SYSTEM IAW STC NR SA02207AK WOULD NOT MAINTAIN A CONSTANT ACCURATE ALTITUDE READINGS. EACH TIME THE READING WAS RESET, THE ALTITUDE READING WOULD DEVIATE UP TO 2000 FT.

2005FA0000525	DHAV		ADC	INOPERATIVE
4/6/2005	DHC2*		962830A1S8	COCKPIT

AIR DATA COMPUTER (ADC) INSTALLED AS PART OF THE STC NR SA02207AK REPORTING VARIING ALTITUDE ERROR UP TO 500 FT.

CA050421005	DHAV	PWA	NUT	FAILED
4/18/2005	DHC2*	R985AN14B		PROPELLER

(CAN) PROPELLOR DEPARTED FROM ENGINE. BOTH MECHANICS THAT INSTALLED PROPELLOR AND TORQUED NUT, CLAIMED 720 FT LBS CALCULATED WITH THEIR BODY WEIGHTS ON A LEVER ARM TO THE SPLINED WRENCH AND WITNESSED THE LOCK IN PLACE. MORE TO FOLLOW WHEN NUT HAS BEEN INDEPENDENTLY TESTED. BLADES WERE DESTROYED IN THIS INCIDENT AND BENT THE PILOT TUBE AS WELL.

CA050425011	DHAV	PWA	CYLINDER HEAD	CRACKED
4/25/2005	DHC2*	R985AN14B		ENGINE

(CAN) DURING ROUTINE INSPECTION, NR 9 CYLINDER HEAD WAS FOUND CRACKED. CRACK WAS LOCATED ON VERY TOP OF HEAD ON A LINE THAT WOULD CONNECT FRONT AND BACK SPARK PLUGS. CYLINDER WAS REPLACED AND AIRCRAFT INSPECTION COMPLETED AND AIRCRAFT RETURNED TO SERVICE.

CA050425010	DHAV	PWA	CYLINDER HEAD	SEPARATED
4/4/2005	DHC2*	R985AN14B		ENGINE

(CAN) HEAD SEPARATED FROM BARREL CAUSING SOME ENGINE POWER LOSS AND ROUGHNESS. PILOT LANDED PLANE ALONG ROUTE. CYLINDER ASSY WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA050223008	DHAV	PWA	OIL COOLER	LEAKING
2/10/2005	DHC2*	R985AN14B	V6007DV5	ENGINE

(CAN) PILOT NOTICED DECREASING OIL PRESSURE APPROX 8 MINUTES FROM DESTINATION. UNEVENTFUL LANDING WAS CARRIED OUT. OIL PRESSURE DID NOT DROP BELOW 60 PSI, BUT OIL LEVEL IN TANK WAS BELOW BOTTOM OF DIPSTICK. APPROXIMATELY 3 TO 3.5 GALLONS OF OIL LOST IN UNDER 10 MINUTES. UNIT WAS RETURNED TO SUPPLIER FOR INSPECTION AND REPORT. UNIT WAS EXCHANGED UNDER WARRANTY DUE TO ONLY 108.0 HOURS TIS SINCE OVERHAUL.

CA050303011	DHAV	PWA	ROD	FAILED
3/3/2005	DHC2*	R985AN14B	C2T47A	LT ELEV TRIM

(CAN) DURING CLIMB, PILOT EXPERIENCED A SLIGHT THUMP THROUGH ELEVATOR CONTROL SYSTEM, AND A MINOR VIBRATION WHICH STOPPED WHEN LEVEL FLIGHT WAS ACHIEVED. THE FLIGHT WAS CONTINUED TO DESTINATION WHERE MAINTENANCE WAS AVAILABLE. THE PILOT NOTED THAT MORE ELEVATOR TRIM WAS NEEDED TO ACHIEVE LEVEL FLIGHT. AFTER AN UNEVENTFUL LANDING, MAINTENANCE INVESTIGATION REVEALED THAT THE LT ELEVATOR TRIM ROD HAD FAILED AT THE AFT END IN THE STEEL THREADED SECTION. CLOSE EXAMINATION OF THE BREAK REVEALED THAT THE ROD HAD BEEN BENT AND COLD STRAIGHTENED AT SOME POINT, INITIATING A CRACK. THE ROD WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. THE AIRCRAFT IS OPERATING IN A CORROSIVE ENVIRONMENT.

CA050311001	DHAV	PWA	CYLINDER HEAD	FAILED
3/9/2005	DHC2*	R985AN14B	399353A1	ENGINE

(CAN) DURING CRUISE FLIGHT AT 1200 ASL, THE PILOT REPORTED A MISS IN THE ENGINE ACCOMPANIED WITH A REDUCTION IN CRUISE SPEED. CARB HEAT WAS SELECTED AND ENGINE CHECKS COMPLETED. SHORTLY

THEREAFTER, THE ENGINE BACKFIRED 3 TIMES BUT CONTINUED TO RUN NORMALLY BUT ROUGHLY. A PRECAUTIONARY LANDING WAS COMPLETED. MAINTENANCE INVESTIGATION REVEALED THAT THE NR7 CYLINDER HEAD HAD SEPARATED FROM THE BARREL.

CA050330002	DHAV	PWA	CRANKCASE	CRACKED
3/8/2005	DHC2*	R985AN14B	16475	ENGINE

(CAN) ENGINE HAD OIL LEAK WHICH WAS DETERMINED TO BE COMING FROM CRACK ON THE FRONT CRANKCASE BETWEEN NR 3 AND 4 CYLINDER BASE AREA. THIS CRACK WAS ABOUT 3.5 INCHES LONG ORIGINATING FROM CRANKCASE THROUGH BOLT UP TOWARDS THE CYLINDER BASES.

CA050401006	DHAV	PWA	WASHER	MISSING
3/23/2005	DHC2*	R985AN14B	C2US335	AXLE

(CAN) WASHER WAS NOT INSTALLED ON AXLE UPON INSTALLATION OF SKIS. THIS CAUSED SKI TO SLIDE OFF AXLE ON LANDING, RESULTING IN AN OVERSHOOT. THE SKI DANGLED FROM THE CABLES AND BEAT AGAINST THE FUSELAGE CAUSING FURTHER DAMAGE BEFORE BREAKING FREE. THE PILOT THEN CALLED AN EMERGENCY AND HAD EMERGENCY RESPONSE COME IN. THE AIRCRAFT WAS THEN LANDED WITHOUT FURTHER INCIDENT.

CA050323009	DHAV	PWA	CARBURETOR	FAILED
3/22/2005	DHC2*	R985AN14B	NAR9B	ENGINE

(CAN) THE FLIGHT CREW REPORTED THAT THE ENGINE WAS RUNNING ROUGH AT HIGH POWER SETTINGS AND RETURNED TO POINT OF ORIGIN. THE CARBURETOR WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. THERE WAS NO EVIDENCE OF FUEL CONTAMINATION IN THE FUEL TANKS, FUEL FILTER, FINGER SCREEN OR CARBURETOR BOWL. A TEARDOWN REPORT HAS BEEN REQUESTED.

CA050309012	DHAV	PWA	DUCT	CRACKED
3/6/2005	DHC3	PT6A34	311178001	EXHAUST PORT

(CAN) AT EXHAUST PORT, THE FLANGE THAT PROTRUDES OUT OF THE CASE TO PREVENT EXHAUST GASES FROM EXITING THROUGH THE FLANGE WHERE THE EXHAUST STACK BOLTS ON, WAS CRACKED ABOUT 320 DEGREES AROUND THE CIRCUMFERENCE. THE OPPOSITE PORT WAS DETERMINED TO BE CRACKED TO A LESSOR AMOUNT. THE EXHAUST FLANGE ON THE EXHAUST DUCT ITSELF WAS SERVICEABLE.

CA040923004	DHAV	WALTER	TIE ROD	BROKEN
9/4/2004	DHC3	M601E11	AN679AC6000	RT MLG

(CAN) PILOT NOTICED TIE ROD BROKEN UPON RETURN TO BASE. NO DIFFICULTY WITH THIS LANDING OR PREVIOUS LANDINGS WERE NOTED BY PILOT. PART WAS REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE. PLEASE ADVISE WHERE PARTS CAN BE SENT FOR EXAMINATION. HAVE NOT SEEN A FAILURE OF THIS TYPE IN NORMAL OPERATION IN OVER 30 YEARS OF AIRCRAFT MAINTENANCE.

CA050407007	DHAV		CONTROL COLUMN	MISMANUFACTURED
4/5/2005	DHC6		C3CF39519	COCKPIT

(CAN) THE LOWER CONTROL COLUMN IS MIS-MANUFACTURED AT THE BOTTOM TORQUE TUBE. THE STOP BOLT INSERTS AND CABLE QUADRANT SUPPORTS WERE MIS-LOCATED DURING MANUFACTURE OF THE ASSEMBLY. FINAL ASSEMBLY PROBLEMS WILL OCCUR.

CA050408003	DHAV	PWA	COLLAR	SHEARED
4/5/2005	DHC6300	PT6A27	7116111	NLG STEERING

(CAN) ON AIRCRAFT ARRIVAL AT YZF, THE CREW REPORTED LOSS OF NOSE WHEEL STEERING. INVESTIGATION BY MAINTENANCE STAFF REVEALED THAT THE NWS COLLAR P/N 71-161-11 WAS SHEARED OFF. THE ENTIRE NOSE GEAR ASSEMBLY WAS REPLACED AND THE SURROUNDING AREA WAS INSPECTED FOR SECONDARY DAMAGE. NO FURTHER FINDINGS WERE NOTED. THE FACILITY THAT O/H THE GEAR ASSY WAS CONTACTED AND NOTIFIED. THE O/H FACILITY ADVISED THAT FRACTURES OF THIS NATURE WERE PRESUMABLY CAUSED BY REPETITIVE EXCESSIVE STRESS IMPOSED ON THE ALUMINUM STEERING COLLAR AT THE PIVOT POINT DUE TO SHARP TURNING INPUTS. THE AIRCRAFT WAS RETURNED TO SERVICE FOLLOWING THE GEAR REPLACEMENT.

CA050408012	DHAV	PWA	HEROUX	WASHER	MISSING
4/7/2005	DHC6300	PT6A27		713099	NLG FORK

(CAN) SERVICING THE NOSE OLEO, THE ENGINEER NOTICED THAT THE FORK WAS LOOSE ON THE STRUT. REMOVAL OF THE STRUT REVEALED THAT IT WAS ASSEMBLED INCORRECTLY. THE WASHER P/N 71-309-9 WAS MISSING AND THAT EXTRA PEEL ABLE SHIMS HAD BEEN ADDED. THE SHIMS ARE A SMALLER DIAMETER THAN THE WASHER AND LEFT A SPACE BETWEEN THEM AND THE STRUT. OVERTIME THE SHIMS DEFORMED AND MOVED INTO THE SPACE ALLOWING THE FORK TO BECOME LOOSE.

CA050307009	DHAV	PWA		FCU	FAILED
2/28/2005	DHC8*	PW123		324485318	ENGINE

(CAN) DURING CLIMB, THE ENGINE EXPERIENCED AN UNCOMMANDED REDUCTION IN POWER. THE CREW SHUT THE ENGINE DOWN IN FLIGHT AND DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INVESTIGATION REVEALED AN UNSERVICEABLE ENGINE MECHANICAL FUEL CONTROL UNIT(FCU).

CA050314001	DHAV	PWA		LINE	BLOCKED
3/11/2005	DHC8102	PW120		DSC1975	ENGINE DRAIN

(CAN) DURING A MAINTENANCE GROUND RUN, THE RT ENGINE DEVELOPED A TAIL PIPE FIRE AFTER THE ENGINE START WAS INITIATED. THIS WAS CONFIRMED BOTH BY FIRE WARNING IN THE COCKPIT AND BY GROUND PERSONNEL. THE ENGINE WAS SHUT DOWN AND THE ENGINE FIRE BOTTLES WERE ACTIVATED. INVESTIGATION SHOWED THAT THE GAS GENERATOR CASE DRAIN FLEXIBLE FLUID LINE WAS PLUGGED WITH DEBRIS.

CA050307008	DHAV	PWA		BRAKE	FAILED
2/24/2005	DHC8102	PW120A		58570	EMERGENCY PARK

(CAN) WHILE ON ROUTE FROM THE HANGAR THE AIRCRAFT FELT LIKE IT HAD A FLAT TIRE. ADDITIONAL POWER WAS REQUIRED TO CLEAR RUNWAY AND MANOUVERING AREA. ONCE SAFELY CLEAR OF ABOVE MENTIONED AREAS THE AIRCRAFT WAS SHUTDOWN AND INSPECTED. IT WAS NOTE THAT ALL 4 BRAKE ASSEMBLIES WERE GLOWING. ALL 4 BRAKE ASSEMBLIES AND WHEELS WERE REPLACED ALONG WITH THE EMERGENCY PARK BRAKE ASSEMBLY. FUNCTIONAL CHECK CARRIED OUT AND NO FURTHER FAULTS FOUND.

CA050303010	DHAV	PWA		PROXIMITY SENSOR	BROKEN
3/2/2005	DHC8102	PW120A		841101	NLG

(CAN) AFTER COMPLETION OF A NORMAL TAKEOFF THE WT ON WHEELS CAUTION LIGHT ILLUMINATED. THE AIRCRAFT LEVELED OUT AND THE DECISION WAS MADE TO RETURN BACK TO BASE. THE A/C LANDED SUCCESSFULLY WITH NO FURTHER INCIDENT. IT WAS NOTED THE THE WT ON WHEELS CAUTION LIGHT EXTINGUISHED AT THE MOMENT THE NOSE WHEEL CONTACTED THE GROUND. IT WAS FOUND THAT THE NOSE GEAR WOW PROXIMITY SENSORS WERE PHYSICALLY DAMAGED AND THE LT SENSOR WAS CAUSING THE CAUTION LIGHT. THE PROX SENSORS WERE REPLACED AND THE A/C WAS RETURNED TO SERVICE. THESE ARE THE OLD STYLE PROXIMITY SENSORS WHICH ARE MADE OF PLASTIC. THE NEW STYLE PROXIMITY SENSOR (P/N 8-642-02) ARE MADE OF STEEL.

CA050309005	DHAV	PWA		SUPPORT	MELTED
3/7/2005	DHC8102	PW120A		BV033000220	LIGHT

(CAN) ON APPROACH, THE FLIGHT ATTENDANT NOTED A STRONG ELECTRICAL ODOR IN THE CABIN IN THE AREA ADJACENT TO THE PSU PANEL AT SEAT 8A. THERE WAS NO EVIDENCE OF SMOKE OR HEAT IN THE AREA. THE FLIGHT CREW BRIEFED THE PASSENGERS, NOTIFIED THE TOWER AND LANDED UNEVENTFUL. UPON INSPECTION ON THE GROUND, THE CREW WAS UNABLE TO PIN-POINT THE SOURCE OF THE ODOR, BUT BELIEVED IT TO BE IN OR AROUND THE PSU PANEL. MX WAS DISPATCHED FOR INVESTIGATION AND REPAIR. THE CAUSE OF THE INCIDENT WAS DETERMINED TO BE A MELTED END SUPPORT FOR THE LIGHTING TUBE ADJACENT TO ROW 8A. THE PN OF THE END SUPPORT IS BV03300-02-20. BOTH END SUPPORTS AND LAMP WERE REPLACED AND THE WIRING AND CONNECTIONS INSPECTED.

CA050331003	DHAV	PWA		COMPUTER	UNSERVICEABLE
7/6/2004	DHC8102	PW120A		7003360941	AHRS

(CAN) IN FLIGHT, NR2 HSI TOPPLED AND UNABLE TO RESET. LANDED, REPLACED AHRS WITH SERVICEABLE UNIT, FUNCTION CHECK AND FOUND SERVICABLE. SINCE THE AHRS WAS SENT OUT ON SPEX EXCHANGE WE DIDN'T RECEIVE A STRIP REPORT.

CA050331004	DHAV	PWA	WINDSHIELD	DELAMINATED
7/12/2004	DHC8102	PW120A	8SC0043013	COCKPIT

(CAN) UPON ROUTINE INSPECTION FOUND CAPT WINDSHIELD DELAMINATED BEYOND ALLOWABLE LIMIT IAW MML. WINDSHIELD REPLACED FUNCTION CHECKS CARRIED OUT AND FOUND TO BE SERVICEABLE. WINDSHIELD WAS QUARENTINE SINCE IT IS UNREPAIRABLE.

CA050401001	DHAV	PWA	SUPPORT	DAMAGED
3/31/2005	DHC8102	PW120A	85710012006	RUDDER PEDALS

(CAN) DURING ROUTINE MAINTENANCE, A CHAFE WAS FOUND ON THE F/O'S AND CAPTAINS RT RUDDER SUPPORT TUBE (P/N85710012-006) REF IPC 27-20-00, FIG 10, ITEM 230. DAMAGE CAUSED FROM CONTACT WITH SCREW IN TRIM PANEL REFERENCE IPC 27-20-00 FIG. 55 ITEM 90 (TOP SCREW). DAMAGE MEASURED TO .005. DEFECT NOTED WHEN CARRYING OUT TRAVELCHECKS FOR RII. CONTACT WILL ONLY OCCUR WHEN PEDALS ADJUSTED TO FULL AFT POSITION ND FULL LT INPUT TO RUDDER.

CA050329004	DHAV	PWA	ENGINE	MALFUNCTIONED
2/1/2005	DHC8301	PW123		

(CAN) DURING CRUISE, ENGINE TORQUE INCREASED UNCOMMANDED, ACCOMPANIED BY A LOW OIL PRESSURE WARNING ANNUNCIATION WITH OIL PRESSURE DECREASING TO ZERO. THE ENGINE WAS SHUTDOWN IN FLIGHT AND SUBSEQUENTLY REMOVED FOR INVESTIGATION. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050308008	DHAV	PWA	COLLAR	CRACKED
3/5/2005	DHC8301	PW123	BACC30BK5	RT WING FASTENER

(CAN) 8 COLLARS WERE FOUND CRACKED ON THE RT WING FORWARD SPAR AT EXTENSION SPLICE YW 490.00, ANOTHER 2 OF THE SAME COLLARS WERE ALSO CRACKED ON THE SAME LOCATION ON THE AFT SIDE. INSPECTION OF THE LT WING IN THE SAME YW 490.00 LOCATION REVEALED FURTHER TWO FASTENERS WITH THE SAME P/N COLLARS CRACKED ON THE FRONT SPAR AND FOUR OTHER CRACKED ON THE AFT SIDE. ALL OF THE ABOVE DEFECTS WERE NOTED DURING A C-CHECK INSPECTION.

CA050421001	DHAV	PWA	LINK	BROKEN
4/18/2005	DHC8301	PW123	82103	NLG

(CAN) AN OPERATOR HAS SUFFERED DAMAGE THEIR AIRCRAFT AS A RESULT OF AN NLG-UP LANDING. THE PRELIMINARY INVESTIGATION HAS REVEALED THAT LINK HAS FAILED.

CA050404005	DHAV	PWA	PLATE	FAILED
3/2/2005	DHC8311	PW123	332574	PISTON RETAINER

(CAN) NR 1 STANDBY POWER UNIT INDICATED, 'NO PRESSURE OUTPUT'. DEFECT 435468, SPU REMOVED AND SENT TO SHOP. APRIL 4TH JAZZ HYD SHOP WO NR 174735 REPORTED, 'PISTON SHOE FAILURE CAUSED PISTON BEARING PLATE TO BE GOUGED. PISTON RETAINER PLATE, PISTON RETAINER PLATE RETAINER AND CYLINDER BARREL DAMAGED BY FOD. PUMP TESTED AND RETURNED TO SERVICE.'

CA050301002	DIAMON	ROTAX	SPRAG CLUTCH	LOOSE
3/1/2005	DA20A1	ROTAX912F3	852401	CRANKSHAFT

(CAN) ENG WAS FOUND TO HAVE SEVERAL OIL LEAKS AND HARD STARTING. DURING INSP IT WAS NOTED THAT CRANKCASE SEALANT WAS NOT IAW MFG REC. SEALANT HAD RUBBERY/SILICONE COMPOSITION AS OPPOSED TO APPEARANCE OF CORRECT SEALANT. DURING COLD STARTS, STARTING SPRAG CLUTCH WOULD SLIP. DURING TEARDOWN INSP, DISCOVERED THAT SPRAG CLUTCH HSG WAS ASSEMBLED USING INCORRECT RETAINING COMPOUND, ALLOWING HSG TO SLIPON CRANKSHAFT. SPRAG CLUTCH HSG WAS GALLED AND UNSERVICABLE, CRANKSHAFT SUSTAINED NO DAMAGE. INCORRECT CRANKCASE SEALANT ALLOWED MOVEMENT BETWEEN CRANKCASE HALVES CAUSING FRET DAMAGE, CASE DAMAGE. NOTE: INCORRECT SEALING COMPOUND AND THREAD LOCKING COMPOUND WAS FOUND TO HAVE BEEN USED THROUGHOUT

ENGINE.

2005FA0000588	DIAMON		WING ROOT	LOOSE
4/20/2005	DA20C1		20-57000103	LEFT
(A) BEARING IN LT WING FOUND LOOSE WITH .0625 INCH PLAY UP AND DOWN. NO PLAY FORE AND AFT. PASTE FROM BEARING ATTACH FOUND LOOSE IN WING BAY. REMOVED BEARING AND FOUND NO DAMAGE TO END RIB. FOUND WITH WING OFF DURING 1000 HOUR INSPECTION.				
CA050225005	DIAMON	CONT	DIAMON	SEAL
2/4/2005	DA20C1	IO240B		LOOSE
(CAN) DURING ROUTINE 100 HR INSPECTION THE SPLINE SEAL ON THE FLAP ACTUATOR WAS FOUND TO BE LOOSE. REPLACED FLAP ACTUATOR ASSY WITH NEW UNIT. SEAL HAD BEEN GLUED 105.7 HRS EARLIER. FLAP UNIT WAS REPLACED ONCE BEFORE, MARCH 1/04.				
CA050401003	DIAMON	CONT		INERTIA REEL
4/1/2005	DA20C1	IO240B		BROKEN
(CAN) DURING ROUTINE INSPECTION IT WAS FOUND, WHILE CHECKING THE SHOULDER HARNESS OPERATION, THAT THE REEL MECHANISM IN THE LT SHOULDER HARNESS ASSY WAS DEFECTIVE AND WAS NOT ALLOWING THE BELT TO RETRACT. AFTER REMOVAL, THE BELT WAS FINALLY RETRACTED AFTER SHAKING THE LOOSE NYLON PIECES THAT HAD BROKEN INSIDE THE REEL. IT WAS THEN NOTED THAT THE BELT WOULD GO IN AND OUT AS IT NORMALLY DOES BUT THE INERTIA REEL WAS NO LONGER LOCKING. BELT ASSY. WAS REPLACED WITH NEW UNIT AND RETURNED FOR WARRANTY.				
2005FA0000573	DOUG	PWA	BOLT	BROKEN
3/20/2005	C118A	R280052W	304430	CRANKSHAFT
CRANKSHAFT CONNECTING BOLT BROKE CAUSING LOSS OF ENGINE POWER. DAMAGE TO ENGINE INCLUDED REAR MAIN BEARING AND CRANKSHAFT ASSY. PROBABLE CAUSE COULD BE OVER TORQUE AT ASSY OR METAL FATIGUE. PREVIOUS OVERHAUL AGENCY UNKNOWN AT THIS TIME. (K)				
2005FA0000594	DOUG		BATTERY	OVERHEATED
4/8/2005	DC983		AD430B034LB03	MASTER
EXTREME SMOKE REQUIRING EVACUATION OF AIRCRAFT. BATTERIES SHOW EVIDENCE OF EXCESSIVE HEAT.				
2005FA0000595	DOUG		BATTERY	OVERHEATED
4/8/2005	DC983		AD430B034LB03	MASTER
EXTREME SMOKE REQUIRING EVACUATION OF AIRCRAFT. BATTERIES SHOW EVIDENCE OF EXCESSIVE HEAT.				
2005FA0000596	DOUG		BATTERY	OVERTEMP
4/8/2005	DC983		AD430B034LB03	ZONE 100
EXTREME SMOKE REQUIRING EVACUATION OF AIRCRAFT. BATTERIES SHOW EVIDENCE OF EXCESSIVE HEAT.				
2005FA0000597	DOUG		BATTERY	OVERTEMP
4/8/2005	DC983		AD430B034LB03	ZONE 100
EXTREME SMOKE REQUIRING EVACUATION OF AIRCRAFT. BATTERIES SHOW EVIDENCE OF EXCESSIVE HEAT.				
2005FA0000560	DOUG		BATTERY	OVERTEMP
4/8/2005	DC983		AD430B034LB03	ZONE 100
EXTREME SMOKE REQUIRING EVACUATION OF AIRCRAFT. BATTERIES SHOW EVIDENCE OF EXCESSIVE HEAT.				
CA050228003	DOUG	PWA	ENGINE	FOD
2/26/2005	DC983	JT8D219		NR 1
(CAN) DURING TAKE-OFF, NR 1 ENGINE STALL SURGE AND 2 AUDIBLE STALLS HEARD. N1 REACHED 107 PERCENT FOR 3 TO 4 SECONDS. REJECTED TAKE-OFF INITIATED WITHOUT INCIDENT AND AIRCRAFT RETURNED TO THE				

GATE. SUSPECT FOD DUE TO ICE. ENGINE CHANGE IN PROCESS.

CA050308011	DOUG	PWA	ENGINE	FAILED
3/4/2005	DC983	JT8D219		NR 1

(CAN) DURING TAKE-OFF THE CREW HEARD A LOUD BANG FOLLOWED BY A DROP IN N1 FROM 80 PERCENT TO 19 PERCENT ON THE NR 1 ENGINE. AT 70 KNOTS FORWARD SPEED A REJECTED TAKE-OFF WAS INITIATED WITHOUT INCIDENT. ON RETURN TO THE GATE, OIL PRESSURE DROPPED TO ZERO. NR 1 ENGINE WAS REPLACED IAW TASK CARD 80UN-014 AND ENGINE RUN CARRIED OUT SERVICEABLE IAW TASK CARD 80EC-001AR1. AIRCRAFT WAS DISPATCHED AND NO FURTHER PROBLEM DURING SUBSEQUENT FLIGHT. ENGINE WILL BE SHIPPED TO THE O/H FACILITY FOR TEARDOWN AND REPORT ISSUED.

CA050308002	DOUG	PWA	LINE	CRACKED
3/6/2005	DC983	JT8D219	7938314501	OIL PRESSURE

(CAN) FLIGHT DIVERTED, DUE TO THE NR 1 ENGINE PROBLEM. THE NR 1 ENGINE LOST OIL QTY TO 0, ASSOCIATED WITH LOW PRESSURE LIGHT AND PRESSURE INDICATION AT 22 PSI. THE ENGINE WAS SHUT DOWN IN FLIGHT. ON GROUND, MAINTENANCE FOUND ONE OIL LINE LEAKING.

CA050221008	EMB	PWA	GOVERNOR	MALFUNCTIONED
2/2/2005	EMB110P1	PT6A34		PROPELLER

(CAN) DURING FLIGHT, THE PROPELLER SPEED DECREASED TO 80 PERCENT UNCOMMANDED. THE CREW COULD NOT MODULATE THE PROPELLER SPEED AND SHUT THE ENGINE DOWN IN FLIGHT. THE PROPELLER GOVERNOR WAS SUBSEQUENTLY REPLACED.

2005FA0000570	EMB		LINE	CRACKED
3/7/2005	EMB110P2		3011849	NACELLE

FOUND FUEL BYPASS TUBE ASSY CRACKED WHERE TUBE WELDED TO FLARE END OF B-NUT FITTING. TUBE APPEARS TO BE MFG WITH SMALLER RADIUS TO FIT INSIDE FLARE, CAUSING WEAK POINT. SUGGEST CLOSER INSPECTION AT THIS AREA DURING ROUTINE INSPECTION AND PRESSURE CHECK WITH ELEC PUMPS. NOTE: LINE ASSY LOCATED FROM FUEL CONTROL WAIT FITTING TO START CONTROL VALVE. CAN BE PRESSURED W/ AC ELEC FUEL PUMPS. (K)

CA050329008	EMB	PWA	ENGINE	MALFUNCTIONED
3/17/2005	EMB120	PW118		

(CAN) THE ENGINE WAS REPORTED TO HAVE LOST POWER IN CRUISE. DURING TAKE-OFF ROLL ON A PREVIOUS FLIGHT, THE ENGINE DID NOT RESPOND TO THROTTLE INPUT. MFG WILL MONITOR THE INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050425001	EMB	ALLSN	TURBINE BLADES	FAILED
4/19/2005	EMB145ER	AE3007A		ENGINE

(CAN) FOLLOWING A LOUD BANG, UNCOMMANDED IN FLIGHT SHUTDOWN, ENGINE FOR INVESTIGATION. STRIP REVEALED THAT ONE HPT BLADES HAS FAILED AT ROOT. REQUESTED FOR FAILED MATERIAL TO BE RETURNED FOR FAILURE ANALYSIS.

CA050307003	FOKKER	PWA	HMU	FAILED
2/10/2005	F27MK50	PW125B	324485824	ENGINE

(CAN) DURING APPROACH, (ENGINE OUT) INDICATION ANNUNCIATED. THE PILOT SHUT THE ENGINE DOWN IN FLIGHT AND COMPLETED A SINGLE-ENGINE LANDING AT POINT OF DESTINATION. SUBSEQUENT INVESTIGATION REVEALED AN UNSERVICEABLE ENGINE HYDRO MECHANICAL FUEL CONTROL UNIT.

CA050307006	FOKKER	PWA	ENGINE	LEAKING
2/21/2005	F27MK50	PW127		

(CAN) DURING FLIGHT, THE ENGINE LOST OIL PRESSURE. THE PILOT SHUT THE ENGINE DOWN AND DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED A SEIZED HIGH PRESSURE ROTOR. MFG WILL MONITOR THE INVESTIGATION OF THIS EVENT AND WILL SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE

ONCE DETERMINED.

CA050225001	FOKKER	RROYCE	GASKET	DAMAGED
2/21/2005	F28MK0100	TAY65015	EU15969	BLEED DUCT LINE

(CAN) DURING CLIMB, THE CREW OBSERVED NR1 ANTI-ICE INDICATION FOLLOWED BY A BLEED DUCT FAULT. THE AIRCRAFT MADE AN UNSCHEDULED LANDING WITHOUT INCIDENT. THE ORIGINAL SNAG WAS CLEARED WITH NO FAULT FOUND. THE AIRCRAFT WAS RELEASED FOR SERVICE WITH THE SNAG RETURNING. THE SITUATION RETURNED TWICE BEFORE THE AIRCRAFT WAS GROUNDED FOR EXTENSIVE TROUBLESHOOTING. FURTHER INVESTIGATION FOUND THE 3 INCH METAL GASKET ON THE BLEED LINE HAD BROKEN IN 2 PIECES. THE AIRCRAFT IS AOG FOR PARTS AND WILL ARRIVE 25 FEBRUARY, 2005.

CA050301007	FOKKER	RROYCE	A/C PACK	SMOKE
2/25/2005	F28MK0100	TAY65015		NR 2

(CAN) WHILE AT CRUISE, THE CABIN CREW INFORMED THE FLIGHT DECK THERE WAS SMOKE IN THE CABIN. THE AIRCRAFT MADE AN UNSCHEDULED LANDING RETURNING TO BASE AND LANDED WITHOUT INCIDENT. NR 2 PACK WAS TURNED OFF AND SMOKE DISSIPATED. MAINTENANCE OPERATED THE NR 2 PACK WITH NO FAULT FOUND. MEL 21-51-10 RAISED AND DMI 13736 ISSUED. AIRCRAFT WAS RELEASED WITH NO FURTHER INCIDENT DURING SUBSEQUENT FLIGHT.

CA050302001	FOKKER	RROYCE	WINDSHIELD	CRACKED
3/1/2005	F28MK0100	TAY65015	D205443205	COCKPIT

(CAN) DURING ENROUTE, THE CAPTAIN OBSERVED HIS SIDE WINDSHIELD ASSY WAS CRACKED. THE AIRCRAFT WAS DIVERTED AND LANDED WITHOUT INCIDENT. THE CAPT'S SIDE WINDSHIELD ASSY WAS REPLACED IAW MM 56-11-00. NO FURTHER INCIDENT DURING SUBSEQUENT FLIGHT.

CA050318002	FOUND	LYC	STRUCTURE	DEPARTED
1/27/2005	FBA2C	IO540*	V201	HORIZONTAL STAB

(CAN) AC HAD ITS RT FINLET DEPART. AC CONDUCTING REPEAT LATERAL STABILITY TESTING. DEPARTURE WAS BOTH HEARD AND FELT BY PILOT AND TECH OBSERVER. AC RETURNED TO ITS POINT OF DEPARTURE WITH NO ADVERSE STABILITY ISSUES. UPON DETAILED INSP, IT WAS DETERMINED THAT FWD FINLET ATTACHMENT BRACKET HAD FAILED. A DESIGN IMPROVEMENT THAT ALLOWS AN INCREASE IN OVERALL STRENGTH OF ATTACHMENT POINTS. THOUGHT THAT STRESSES IMPOSED ON FINLETS DURING REPEATED LATERAL STABILITY TESTING UNDER FLIGHT PERMIT CONTRIBUTED TO FAILURE AND THAT DURING REGULAR OPERATING CONDITIONS THIS WOULD NOT OCCUR. AN INCREASED INSP SCHEDULE IS BEING INCLUDED IN THE GENERAL MAINT REQUIREMENTS OF AIRCRAFT EQUIPPED WITH FLOATS/FINLETS.

2005FA0000648	GROB		HINGE	CRACKED
3/28/2005	G120A		120A1186	RT AILERON

ON ROUTINE PHASE INSPECTION, MECHANIC FOUND HINGE ON RT AILERON TRIM TAB CRACKED AT ATTACH POINT FOR PUSH PULL ROD. CAUSE AT THIS TIME UNKNOWN, NO RECOMMENDATIONS AT THIS TIME. (K)

2005FA0000649	GROB		HINGE	CRACKED
3/28/2005	G120A		120A1185	LT AILERON

ON ROUTINE INSPECTION, MECHANIC FOUND HINGE ON LT AILERON TRIM TAB CRACKED AT ATTACH POINT FOR PUSH PULL ROD. CAUSE AT THIS TIME UNKNOWN, NO RECOMMENDATIONS AT THIS TIME. (K)

2005FA0000650	GROB		HINGE	CRACKED
3/28/2005	G120A		120A1185	LT AILERON

ON ROUTINE PHASE INSPECTION, MECHANIC FOUND HINGE ON LT AILERON TRIM TAB CRACKED AT ATTACH POINT FOR PUSH PULL ROD. CAUSE AT THIS TIME UNKNOWN, NO RECOMMENDATIONS AT THIS TIME. (K)

2005FA0000691	GROB	LYC	UPLOCK	INTERMITTENT
1/12/2005	G120A	AEIO540D4D5	120A5191	MLG

DURING FLIGHT, GEAR SELECTED TO DOWN AND LT MAIN GEAR EXTENSION WAS DELAYED. AFTER ABOUT 25

SECONDS LT MAIN GEAR EXTENDED. MAINTENANCE TECHNICIAN FOUND LT LANDING GEAR UP LOCK ASSY WAS INTERMITTENT. REPLACED ASSY. NO RECOMMENDATION AT THIS TIME. (K)

2005FA0000602	GROB	LYC		VOLT REGULATOR	INOPERATIVE
4/13/2005	G120A	AEIO540D4D5		R25VON	

AFTER 20 MINUTES INTO ENGINE, START CHARGING SYSTEM STILL SHOWING 7 AMPS OF CHARGING. MAINT TECH FOUND VLOTAGE REGULATOR WAS NOT WORKING. VOLTAGE REGULATOR WAS REPLACED AND OPERATIONAL CHECK OF CHARGING SYSTEM CHECK, GOOD. NO RECOMMENDATIONS AT THIS TIME.

2005FA0000603	GROB	LYC		PUMP	MALFUNCTIONED
4/14/2005	G120A	AEIO540D4D5		RG9570K1M	FUEL SYSTEM

PILOT REPORTED THAT IDLE RPM WAS TOO HIGH, 850 RPM. WHILE TECH WAS TRYING TO ADJUST IDLE, FOUND THAT THE FUEL PRESSURE WAS LOW - 16 PSI AND UNABLE TO ADJUST. REPLACEMENT OF ENGINE DRIVEN FUEL PUMP WAS REQUIRED. RECOM TO ADD A METHOD PLUS DATA FOR MAKING ADJUSTMENT IN THE FIELD. (K)

CA050310001	GRUMAN	LYC	CLEVELAND	BOLT	BROKEN
2/20/2005	G73T	O320D1D		0690200	LT BRAKE ASSY

(CAN) PILOT REPORTED NORMAL LANDING, WITH NORMAL BRAKE USE, ON LANDING ROLL OUT BRAKES WERE APPLIED, THERE WAS NO LT BRAKE, BRAKE CHECK AND FOUND TO HAVE DEPARTED FROM AIRCRAFT. PILOT FOUND IT ON THE RUNWAY. NOTE: ONE ANCHOR NUT SHOWED SIGNS OF BEING PARTLY CRACKED ON SHAFT.

2005FA0000646	GULSTM			WATER SEPARATOR	CORRODED
4/14/2005	111RKWELL			18391021	INLET FLANGE

(WATER SEPARATOR) RECEIVED PAR, INCOMING INSPECTION REVEALS CORROSION AND PITTING AT NUMEROUS POSITIONS AROUND CIRCUMFERENCE OF AIR INLET FLANGE. PART FAILED INCOMING INSPECTION. 8130-3 STATES PART IS AN OVERHAULED UNIT. W/O CERTIFIES PART AS AIRWORTHY. PART APPEARS TO HAVE CORROSION FOR CONSIDERABLE TIME.

2005FA0000693	GULSTM	LYC	MCAULY	DRIVE GEAR	SHEARED
1/5/2005	114TC	TIO540*		O20887	FLYWEIGHT

GOVERNOR FAILED TO CYCLE PROP DURING RUN-UP. AT DISASSEMBLY OF GOVERNOR, GEAR WAS FOUND SHEARED AT THE VALVE SLOTS, JUST UNDER FLYWEIGHT ASSY. IT APPEARS AS THOUGH THE DRIVE GEAR SEIZED IN THE GOVERNOR BODY ABOVE THE SLOTS. CAUSE UNKNOWN. (K)

CA050221009	GULSTM	PWA		ENGINE	FAILED
2/15/2005	200	PW306B			

(CAN) DURING CLIMB THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY A DECAY IN ALL ENGINE PARAMETERS. THE CREW SHUT THE ENGINE DOWN IN FLIGHT, DECLARED AN EMERGENCY AND DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED DAMAGE TO THE HIGH PRESSURE TURBINE. MFG WILL INVESTIGATE THIS EVENT AND WILL SUPPLEMENT THIS REPORT TO REFLECT ROOT CAUSE ONCE DETERMINED.

2005FA0000543	GULSTM			GROUND STUD	INCORRECT
4/1/2005	GIV				ZONE 310

WHILE PERFORMING TASK NR 262070, RT FIRE BOTTLE WEIGHT CHECK DURING AIRCRAFT FIRST 2C CHECK, IT WAS DISCOVERED THAT GROUND STUDS E4045 AND E4046 DID NOT HAVE THE WIRE TERMINAL HOLD DOWN NUTS TORQUED. THE WIRE TERMINALS WERE FREE TO MOVE UP AND DOWN ALONG THE STUDS, APPROXIMATELY .6250 INCH. NUTS WERE TORQUED AND FIRE EXTINGUISHING CIRCUITRY INTEGRITY TEST WAS PERFORMED AND FOUND TO BE SATISFACTORY.

AMCR200500004	GULSTM			STROBE	ARCED
5/10/2005	GIV			3019941	LT WING

AN OPERATIONAL CHECK FOUND LT WING STROBE INOP. TROUBLESHOOTING FOUND STROBE LAMP UNIT TO BE

ARCING INSIDE OF CASE.

2005FA0000701	GULSTM	RROYCE	WHEEL	DAMAGED
1/5/2005	GIV	TAY6108	1159SCL20343	LT MLG

UPON LANDING, THE LT IB WHEEL FAILED AT THE FLANGE AREA. APPROX .3333 OF THE FLANGE AREA BROKE AWAY AND ALLOWED THE LOCK RING. (STILL INTACT AND SAFETIED), TO SEPARATE. DEBRIS, (FLANGE OR WHEEL HALF) CROSSED OVER AND HIT THE RT IB WHEEL, GLANCED UP AND PUNCTURED THE RT WING TRAILING EDGE BOX, (COMPOSITE MATERIAL) AND THE TIRE MADE CONTACT WITH THE RT WING FLAP AND DENTED THE IB END OF IT. NOTE: THE WING T/E BOX IS NOT PART OF THE FUEL TANK. IT IS FOR AERODYNAMIC FAIRING OF THE WING. (WP19200504331) (K)

CA050422001	GULSTM	RROYCE	ENGINE	FAILED
4/8/2005	GIV	TAYMK6118		RIGHT

(CAN) AFTER TAKEOFF ON CLIMB OUT THE CREW HEARD A LOUD BANG AND THE RT TGT ROSE QUICKLY. THE TOWER REPORTED FIRE FROM THE TAIL OF THE AIRCRAFT. THE CREW EXECUTED THE ENGINE FIRE CHECKLIST AND RETURNED TO THE AIRPORT AND PERFORMED A SINGLE ENGINE LANDING. ENGINE FAN DOES NOT ROTATE. THERE IS NO SIGN OF EXTERNAL FIRE. THE RT FIRE BOTTLE IS SHOT. ENGINE WILL BE INDUCTED AT MFG ON APRIL 23RD FOR INVESTIGATION. MFG WILL BE ON SITE NEXT WEEK FOR THE INVESTIGATION.

20050415	HELIO		FRAME	CRACKED
4/12/2005	H295		29503040130	WING BOX

CARRY-THRU CRACKS, REWORKED TO B-401-5 TO MEET REQUIREMENTS OF AD 82-16-08. TOTAL TIME ON THE CARRY THRU IS UNKNOWN. WHILE PERFORMING A 100HR INSPECTION, CRACKS WERE FOUND RADIATING FROM CUT-OUT FOR UPPER WING ATTACH BOLTS ON BOTH SIDES OF CARRY-THRU. 2 LONGEST CRACKS APPROXIMATELY .25 INCH IN LENGTH & ARE VISIBLE ON BOTH INSIDE & OUTSIDE OF TUBE. THERE IS A SECOND SMALLER CRACK AT EACH CUT-OUT. 2 LARGEST CRACKS ARE IN SAME PLACE IN EACH CUT OUT. THEY ALIGN WITH A PART OF THE CENTERING TOOL USED TO TIGHTEN THE UPPER WING ATTACH BOLT. IF IMPROPER TECHNIQUE USED WITH THIS TOOL IT COULD POSSIBLY CAUSE THESE 2 CRACKS. THERE ARE NO TOOL MARKS ON THE CARRY THRU THAT WOULD INDICATE THAT THIS IS THE CAUSE.

20050505	HELIO		TUBE	CRACKED
5/4/2005	HT295			FUSELAGE

WHILE PERFORMING THE 1500 HOUR INSPECTION REQUIRED BY AD 82-16-08, A CRACK WAS FOUND ON THE RT VERTICAL TUBE OF THE CARRY THRU. THE CRACK WAS LOCATED AT THE TOP WELD OF THE TUBE. THE LENGTH OF THE CRACK IS ROUGHLY HALF THE CIRCUMFERENCE OF THE TUBE ON THE FRONT SIDE. THIS CARRY THRU HAS BEEN MODIFIED IAW STC SA1728CE AND BEARS SN B-537. THIS AREA IS NOT REQUIRED TO BE INSPECTED BY THE AD NOTE. HOWEVER, HAVE FOUND THAT IT IS NOT UNUSUAL TO FIND A CRACK AT EITHER END OF EITHER THE VERTICAL OR DIAGONAL TUBES.

2005FA0000475	HUGHES	LYC	SPLINE	STRIPPED
3/6/2005	269C1	HO360*	269A54301	MAIN ROTOR BELT

WHILE IN CRUISE FLIGHT, TAIL ROTOR FAILURE AT APPROX 700 FT, PILOT WENT TO FLAT PITCH, PUT HELICOPTER IN A DIVE TO AVOID ROTATION FROM TORQUE, PERFORMED FULL AUTOROTATION TO THE GROUND, NO DAMAGE TO HELICOPTER OR INJURIES TO OCCUPANTS. DRIVE GEAR ON TAIL ROTOR INPUT SHAFT STRIPPED AS WELL AS FWD GEAR ON TAIL ROTOR DRIVE SHAFT. SUSPECT POSSIBEL METAL PROBLEM. CURRENT INSPECTION IS 600 AND 1200 HOURS OR 24 MONTHS, POSSIBLY LOWERING INSPECTION INTERVALS TO SAY 300 HOURS. HELICOPTER WAS 30 HOURS FROM 1200 HR. (K)

CA050306001	HUGHES	ALLSN	BLADE	CRACKED
2/25/2005	369D	250C20B	369D21100523	MAIN ROTOR

(CAN) MAIN ROTOR BLADE SKIN CRACKED AT DOUBLER LIP ON BOTTOM SIDE OF BLADE CHORDWISE. CRACK LENGTH 2 INCHES. RUNS UNDERNEATH SEALANT THAT BOND DOUBLER TO THE BLADE. FOUND DURING 100 HR INSPECTION M/R TORQUE EVENT INSPECTION.

CA050329015	HUGHES	ALLSN	SAFETY VALVE	BROKEN
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3/22/2005	369D	250C20B	250954106	ENGINE
(CAN) AERONAUTICAL ACCESSORIES PC SAFETY VALVE KIT, STC SE327AT, STA SE93-4. UPON REMOVAL FOR OVERHAUL THE ACTUATING KNOB WAS FOUND SHEARED AND HELD IN PLACE BY THE RETAINING CLIP. THE KNOB WOULD NOT HAVE FALLEN HOWEVER THE VALVE ITSELF WAS NO LONGER HELD IN PLACE OTHER THAN BY FRICTION. THE VALVE COULD HAVE FALLEN OUT CAUSING A SUBSTANTIAL AIR LEAK.				
ZN3R425038	ISRAEL	GARRTT	BEARING	FRACTURED
4/1/2005	1124	TFE731*	30729202	ENGINE
ENGINE RETURNED TO SERVICE CENTER FOLLOWING COMMANDED SHUTDOWN IN FLIGHT DUE TO LOW OIL PRESSURE. DURING INSPECTION A FRACTURED CAGE AND OUTER RACE WAS FOUND ON A FORWARD PLANETARY ROLLER BEARING.				
2005FA0000668	ISRAEL	GARRTT	O-RING	DEFECTIVE
4/18/2005	1124	TFE731*	NAS16124	RESERVOIR
FOLLOWING MAINT TROUBLESHOOTING OF HYD SYS. IT WAS FOUND TO HAVE DEFECTIVE O-RING JUST AFT OF THE HYD RESERVOIR AT A T-FITTING LOCATION. DEFECTIVE O-RING DEPLETED HYDRAULIC RESERVOIR RUNNING HYDRAULIC SYS OUT OF FLUID. THIS CAUSED THE RT ENGINE DRIVEN HYD PUMP TO CAVITATE AND DAMAGED PUMP INTERNALLY. O-RING WAS REPLACED WITH A NEW O-RING, AND ENGINE DRIVEN HYD PUMP WAS REPLACED. SYS WAS SERVICED AND OP FUNCTION CHECKED AND LEAK CHECKED WITH NO OTHER DISCREPANCIES NOTED. MAINTENANCE CARE WHEN WORKING WITH HYD O-RINGS. SUSPECT O-RING FAILURE DUE TO NORMAL DETERIORATION AND OR IMPROPER INSTALLATION AT TIME OF LAST MAINT FUNCTION PERFORMED TO THAT FITTING. (K)				
2005FA0000599	ISRAEL	GARRTT	BEARING RACE	FRACTURED
4/1/2005	1124	TFE73131G	30729202	ENGINE
ENGINE RETURNED TO SERVICE CENTER FOLLOWING COMMANDED SHUTDOWN IN FLIGHT DUE TO LOW OIL PRESSURE. DURING INSPECTION A FRACTURED CAGE AND OUTER RACE WAS FOUND ON A FORWARD PLANETARY ROLLER BEARING.				
2005FA0000624	ISRAEL	GARRTT	FCU	OUT OF TOLERANCE
5/3/2005	ASTRASPX	TFE73140	1075D1003	SLATS
THE SLATS FAILED TO EXTEND WHILE PILOTS WERE PERFORMING THE INSPECTIONS BEFORE TAKEOFF. THE SLATS LOCKED OUT WHILE MECHANIC PLACED THE FLAP/SLAT SELECTOR TO DN POSITION. SLAT UNBALANCE LIGHT CAME ON SIMULTANEOUSLY. TROUBLESHOOTING FOUND THE FSECU OUTPUT VOLTAGE WAS OUT OF TOLERANCE.				
2005FA0000726	ISRAEL	GARRTT	FCU	OUT OF TOLERANCE
5/3/2005	ASTRASPX	TFE73140	1075D1003	ZONE 900
THE SLATS FAILED TO EXTEND WHILE PILOTS WERE PERFORMING THE INSPECTIONS BEFORE TAKE-OFF. THE SLATS LOCKED OUT WHILE MECHANIC PLACED THE FLAP/SLAT SELECTOR TO DN POSITION. SLAT UNBALANCE LIGHT CAME ON SIMULTANEOUSLY. TROUBLE SHOOTING FOUND THE FSECU OUTPUT VOLTAGE WAS OUT OF TOLERANCE.				
62GX20281	ISRAEL		STATIC PORT	CORRODED
11/22/2004	GALAXY		ST600R	FUSLEAGE
AIRCRAFT ADC (AIR DATA COMPUTER) - 200 FT SPLIT ON APPROACH TO LAND IN HEAVY RAIN. FOUND MOISTURE IN STATIC PORTS (4 EA) DURING POST FLIGHT INSPECTION. CLOSER INSPECTION REVEALED CORROSION ON THE INTERIOR OF THE STATIC PORTS. EXISTING STATIC PORTS (ST600R) HAVE LARGER DIAMETER HOLES THAN THE REPLACEMENT STATIC PORTS WHICH MAY ALLOW WATER ENTRY. REPLACED STATIC PORTS WITH NEW ONES. NO FURTHER DEFECTS. (EA13200504025) (K)				
2005FA0000578	JETAIR	GARRTT	SPUR GEAR	WORN
4/20/2005	JETSTM4101	TPE33114GR	31042163	COMPRESSOR
FORWARD COUPLING STUB SHAFT NUT WAS FOUND FINGER TIGHT CAUSING VIBRATORY FRET TA ND				

ACCELERATED WEAR WITH MATERIAL LOSS ON THE SPUR GEAR AND SUBSEQUENT LOSS OF FUEL CONTROL SPUR GEAR DRIVE. (K)

CA050228011	KAMOV		GEARBOX	MAKING METAL
7/14/2001	KA32A1		BP252	MAIN ROTOR

(CAN) GEARBOX CHIP LIGHT, GEARBOX REPLACED.

CA050228010	KAMOV	AMTR	GEARBOX	MAKING METAL
3/24/2001	KA32A1	KLIMOVK1A	BP252	MAIN ROTOR

(CAN) GEARBOX CHIP LIGHT, GEARBOX REPLACED.

CA050228012	KAMOV	AMTR	BELLCRANK	CRACKED
9/8/2004	KA32A1	KLIMOVK1A	D2A201030C	COLLECTIVE

(CAN) CRACK DISCOVERED DURING POST FLIGHT INSPECTION. MFG HAS ISSUED A LETTER REGARDING THIS ITEM IN JAN. 2001. MAINTENANCE CREWS CHECK THIS AREA AT LEAST TWICE DAILY.

2005FA0000681	LANCAR	CONT	STRUT	LOOSE
12/29/2004	LC42550FG	IO550*		NLG

DURING INSPECTION OF NOSE GEAR STRUT HARDWARE IT WAS FOUND TO HAVE LOOSE STRUT MOUNTING HARDWARE. (K)

CA050404001	LEAR	GARRTT	TRANSDUCER	CRACKED
4/1/2005	35A	TFE73122B	40911	WHEEL SPEED

(CAN) WHILE CHANGING NR3 BRAKE, MAINTENANCE PERSONNEL NOTICED A HAIRLINE CRACK ON THE FACE ON THE TRANSDUCER. AFTER REMOVING THE TRANSDUCER, THE TECHNICIAN SAW THAT THE CRACK WAS EXTENDING ALL THE WAY THROUGH THE TRANSDUCER HOUSING. THE TRANSDUCER WAS REPLACED AND SYSTEM WAS TESTED SERVICEABLE. NOTE: IN THE PAST COUPLE OF WEEKS WE HAVE HAD A INTERMITTENT SNAG, THE ANTI SKID LIGHT WOULD COME ON.

2005FA0000508	LEAR	GARRTT	ADC	INOPERATIVE
3/24/2005	35A	TFE73122B	702490031304	COCKPIT

THE PILOTS ALTIMETER FLAGGED DURING PREFLIGHT. THERE ARE NO PRIOR REPORTS OF PROBLEMS ON THE ALTIMETRY SYSTEM. THE ADC WAS REPLACED AND TESTED WITH NO FURTHER DEFECTS NOTED. (K)

2005FA0000509	LEAR	GARRTT	TRANSPONDER	MALFUNCTIONED
4/6/2005	35A	TFE73122B		NR 2

WHILE ENROUTE, IN CRUISE AT FL 370, THE MODE C ON THE NR 2 TRANSPONDER REPORTED A 500 FOOT ERROR. THE CREW SWITCHED TO THE NR 1 TRANSPONDER AND IT REPORTED AN ERROR ALSO. BOTH PRIMARY ALTIMETERS CROSS CHECKED, OK. BOTH PRIMARY ALTIMETRY SYSTEMS AND THE STANDBY ALTIMETER WERE TESTED AND NO DEFECTS WERE NOTED. CONNECTIONS WERE CLEANED AND INSPECTED AT THE ADC. COPILOTS ALTIMETER AND BOTH TRANSPONDERS. THE SYSTEMS WERE RAN TO ALTITUDE AGAIN, STILL WITH NO DEFECTS NOTED. THE AIRCRAFT IS RVSM COMPLIANT. (K)

2005FA0000507	LEAR	GARRTT	ALTIMETER	INOPERATIVE
3/24/2005	35A	TFE7312B	70257N01D02	COPILOT

THE COPILOTS ALTIMETER FLAGGED JUST AFTER TAKEOFF, AIRCRAFT RETURNED TO THE FIELD. AFTER CYCLING THE BATTERIES THE ALTIMETER BEGAN WORKING AGAIN. THE COPILOTS ALTIMETER WAS REPLACED AND TESTED WITH NO FURTHER DEFECTS NOTED. THERE HAVE BEEN NO PRIOR PROBLEMS REPORTED ON THIS ALTIMETRY SYSTEM. (K)

CA050316006	LEAR	GARRTT	GOODYEAR	TIRE	CUT
3/15/2005	35LEAR	TFE73122B		178K235	SIDEWALL

(CAN) LEAKS FOUND ON TIRE ON SIDEWALL. UNUSUAL CUT IN THE SHAPE OF AN (X). REMOVED AND REPLACED

M/W ASSY.

CA050324004	LEAR	GARRTT	TUBE	CHAFED
3/23/2005	35LEAR	TFE73122B	9919330726361	OIL COOLER

(CAN) AFTER CREW REPORTED A LOW OIL PRESSURE ON LT ENGINE. THE MAINTENANCE PERSONNEL FOUND AFTER INVESTIGATION THAT THE OIL COOLER TUBE ASSEMBLY WAS PUNCTURED/CHAFED. ONE OF THE HOLDING CLAMP'S PROTECTIVE MATERIAL WAS COMPLETELY CHAFED (INSIDE PORTION) AND WITH TIME, CHAFED THROUGH THE TUBE. THE TUBE ASSEMBLY WAS REPLACED AND AIRCRAFT WAS RETURNED TO SERVICE.

CA050411003	LEAR	HEROUX	BELLCRANK	CRACKED
4/10/2005	45LEAR		4532103045002	RT MLG STRUT

(CAN) DURING A ROUTINE INSPECTION, THE RT MLG OUTBOARD DOOR BELLCRANK WAS FOUND WITH A SLIGHT BEND. THE TECHNICIAN GRABBED THE BELLCRANK AND ONE ARM BROKE OFF. THE AREA WAS INSPECTED FOR ANY SIGN OF ADDITIONAL DAMAGE AND NONE COULD BE FOUND. THE LT GEAR WAS INSPECTED BY NDT AND NO DAMAGE WAS FOUND. THERE WAS NO RECORD OF MAINTENANCE BEING PERFORMED ON THIS SYSTEM. A NEW BELLCRANK WAS INSTALLED AND GEARSWINGS CARRIED OUT WITH NO FAULTS.

CA050418011	LEAR	GARRTT	THROTTLE CABLE	DAMAGED
4/17/2005	45LEAR	TFE731*	718256	LT ENGINE

PILOTS REPORTED LT THRUST LEVER SPLIT (AFT) IN T/O DETENT. FOUND AFT THROTTLE CABLE EXTREMELY STIFF. THIS WAS SECOND OCCURENCE TO THE COMPANY IN A WEEK FIRST SUBMISSION ON SDR NUMBER 20050418010

CA050418010	LEAR	GARRTT	THROTTLE CABLE	FAILED
4/7/2005	45LEAR	TFE731*	718256	LT ENGINE

LEFT THROTTLE WOULD NOT STAY IN DETENT WAS REPORTED BY FLIGHT CREW. THROTTLE FORCE CHECK FAILED AND AFT CONTROL CABLE WAS DETERMINED FAULTY.

CA050401009	LEAR	GARRTT	STARTER GEN	FAILED
3/10/2005	45LEAR	TFE7312	6608458010	STARTER GEN

(CAN) IN CRUISE FLIGHT, JUST PRIOR TO DESCENT FOR LANDING, THE CREW NOTICED A VIBRATION FROM REAR OF AC. THE AIRCRAFT LANDED UNEVENTFULLY. POST FLIGHT INSPECTION FOUND EXCESSIVE AMOUNTS OF BLACK STAIN (CARBON) ON BOTTOM OF LT ENGINE COWLING AFT OF STARTER/GENERATOR COOLING VENT. THE LT STARTER/GENERATOR WAS REPLACED AND SUBSEQUENT ENGINE RUNS FOUND THIS CURED THE VIBRATION. THIS IS THE THIRD STARTER/GENERATOR FAILURE ON THIS AIRCRAFT AND THIS UNIT WAS TO THE LATEST MODIFICATION STATUS. WE HAVE NOT HAD A STARTER/GENERATOR ON THIS AIRCRAFT MAKE IT TO ITS FULL RATED LIFE OF 1200 HOURS.

CA050224006	LEAR	GARRTT	TORQUE LINK	MISINSTALLED
2/22/2005	45LEAR	TFE7312	4555301480003	HORIZONTAL STAB

(CAN) DURING COMPLIANCE OF SB 45-27-13, REPLACEMENT OF HORIZONTAL STAB. UPPER AND LOWER TORQUE LINK ASSYS, THE LOWER TORQUE LINK WAS FOUND INSTALLED UPSIDE DOWN AND WAS MAKING CONTACT WITH THE UPPER TORQUE LINK WHEN HORIZONTAL STAB. TRAVELS TO FULL DOWN POSITION 10.4 DEG. (AIRCRAFT NOSE UP). NEW TORQUE LINKS WERE INSTALLED AND FOUND THEY MAKE NO DIFFERENCE IN TRAVELS.

2005FA0000716	LEAR	PWA	UNKNOWN	MALFUNCTIONED
4/20/2005	60LEAR	PW305		NLG

DURING DEPARTURE, AFTER MAINTENANCE (ENGINE AND THRUST REVERSER) THE NOSE LANDING GEAR DID NOT RETRACT. THE AC RETURNED TO DEPARTURE FOR REPAIR. PROBABLE CAUSE: THE AC WAS JACKED, THE LANDING GEAR WAS FUNCTIONALLY TESTED IAW MM. THE DISCREPANCY COULD NOT BE DUPLICATED. SUSPECTED AN AIR LOCK IN THE NOSE LANDING GEAR RETRACTION SYSTEM. A CHECK FLIGHT WAS PERFORMED WITHOUT FURTHER INCIDENT. (EA09200504998) (K)

2005FA0000717	LEAR	PWA	SPOILER PANEL	MISMANUFACTURED
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4/25/2005	60LEAR	PW305A	24920016	RT WING
SPOILER PANEL ASSEMBLY WAS FOUND TO BE WARPED DURING TRIM TO FIT AIRCRAFT IAW SB. PROBABLE CAUSE: MFG ERROR. MFG WILL EVALUATE AND MAKE CHANGE. (EA09200505066) (K)				
CA050418014	LKHEED	ALLSN	ALLSN	ROTARY ACTUATOR FAILED
4/18/2005	188C	501D13	6505458	PROPELLOR
(CAN) AT EIGHT THOUSAND FEET WHILE SLOWING THROUGH 160 KTS, ON THE TC CHECK RIDE, NR 3 PROP OVERSPEED TO 14,550 ERPM. THE ENGINE WAS SHUT DOWN AND PROP FEATHERED. THE A/C RETURNED TO CYQF AND LANDED WITHOUT INCIDENTS. MAINTENANCE FOUND ROTARY ACTUATOR DRIVEN PAST LIMITS. UNIT REPLACED, ALL GROUND RUNS PERFORMED AND NO FAULTS FOUND.				
CA050413002	LKHEED	ALLSN		DRAG ANGLE CRACKED
4/12/2005	382G	501D22A		MLG
(CAN) ENROUTE YZF FROM HIGH LAKE(FLT 702) CLIMBING THROUGH FL230, THE CREW HEARD A BANG IN THE CARGO AREA. THE L/M THE F/E WENT AFT AND OBSERVED A CRACK IN THE LT SIDE DRAG ANGLE. THE CREW DEPRESSURIZED THE AIRCRAFT AND CONTINUED TO DESTINATION LANDING WITHOUT FURTHER INCIDENT. MAINTENANCE OBSERVED A CRACK APPROXIMATELY 20 INCHES LONG CENTERED AT STA 577.				
CA050322001	MOONEY	LYC	SHAFT	SEPARATED
3/21/2005	M20C	O360A1D	SL76121	TACHOMETER
(CAN) TACHOMETER CABLE DRIVE SEPARATED FROM OUTER SHAFT HOUSING, AND TURNING BELOW TRUE ENGINE RPM WHICH IN TURN GAVE FALSE INDICATION.				
5322	MOONEY		WIRE	OVERHEATED
4/11/2005	M20M			AVIONICS BLOWER
AVIONICS BLOWER AND COWL FLAP BREAKER POPPED IN FLIGHT, UNABLE TO RESET. LANDING AND TAXI CIRCUITS DRAW 18 AMPS EACH AND WERE ROUTED THROUGH CIRCUIT BREAKER DISCONNECT WITH CONTACT RATING OF 13 AMPS EACH. THE OVERHEATED CONNECTION MELTED INSULATION ON SURROUNDING WIRES SHORTING LANDING AND TAXI LIGHT CIRCUIT TO AVIONICS BLOWER AND COWL FLAP ACTUATOR CIRCUIT. CORRECTIVE ACTION WAS TO REMOVE DAMAGED WIRES AND CONTACT, THEN ROUTE LANDING AND TAXI LIGHT CIRCUITS THROUGH MULTIPLE CONTACTS TO INCREASE CURRENT CAPABILITY.				
2005FA0000680	MOONEY	LYC	BELLCRANK	CRACKED
1/29/2005	M20M	TIO540*	140216501	PILOT SEAT
PILOT SEAT HEIGHT ADJUST BELL CRANK CRACKED AND SPLIT OPEN ON RT SIDE. THIS CAUSED SEAT TO LEAN DOWN TO THE RT. CRACK APPEARS TO START AT A WELD ON THE END OF THE TUBE. CRACK CONTINUED IN SPIRAL TOWARD ACTUATOR ATTACH POINT. OPPOSITE END OF TUBE BENT AND BINDING. ACTUAL ITEM FAILED IS THE WELDED ARM ASSY. THIS CAUSED THE OTHER 2 PART IN THE ASSEMBLY, TUBE AND BEARINGS TO BE DAMAGED. (EA23200505225) (K)				
T7419	MOONEY	CONT	BULKHEAD	CRACKED
5/9/2005	M20R	TSIO550B	D7582	PROPELLOR
SPINNER BULKHEAD CRACKING AT 50HRS TKS WAS INSTALLED BY AIRCRAFT FACTORY. 1ST BULKHEAD REPLACED AT 104 HRS, 2CD BULKHEAD REPLACED AT 249.5 HRS. COULD NOT DETERMINE IF THE PROPELLER EVER HAD A PROP BALANCE. FOUND OIL COOLER MOUNTING ANGLE CRACKED ALSO AT 249.5 HRS				
2005FA0000678	NAMER		MAGNETO	FAILED
12/27/2004	P51D	LIBERTY	4720N107891	LT
LT MAGNETO FAILED CAUSING ENGINE DETONATION. SUGGEST CLOSER INSPECTION, INTERVAL OF MAGNETO'S OPERATION. (K)				
CA050324011	PIAGIO	PWA	CABLE	WORN
3/20/2005	P180	PT6A66	80155104901	DOOR

(CAN) THE CABIN LOWER DOOR'S CABLE ASSEMBLIES WERE FOUND WORN AND THEY WERE REPLACED.

CA050307011	PIAGIO	PWA	WIRE	OVERHEATED
3/4/2005	P180	PT6A66		

(CAN) OVERHEATED WIRES ON TB-10 WERE REPAIRED THIS WAS DUE TO LOOSE NUT ON MAIN POWER FEED.

CA050303012	PILATS	PWA	NOZZLE	LOOSE
3/3/2005	PC1245	PT6A67B	9599122104	WINDOW

(CAN) DURING TAKEOFF THE FLIGHT CREW HEARD A LOW PITCH HOWLING NOISE FROM THE COPILOTS SIDE THAT SEEM TO INTENSIFY WITH INCREASED POWER SETTINGS. MAINTENANCE CONDUCTED GROUND RUNS AND FOUND THE NOISE TO BE COMING FROM THE COPILOTS FRESH AIR VENT. WHEN THE VENT WAS OPEN THE NOISE DISAPPEARED, WHEN CLOSING THE VENT THE SOUND WOULD REAPPEAR AND INCREASE AS IT WAS CLOSED OFF. THE ECS SYSTEM WAS FUNCTIONING NORMAL IN ALL OTHER RESPECTS. THE VENT WAS TO BE LEFT OPEN A SMALL AMOUNT AND THE FLIGHT CREW TO REPORT FURTHER.

CA050315011	PILATS	PWA	SKIN	CRACKED
3/14/2005	PC1245	PT6A67B		VERTICAL STAB

(CAN) AN APPROX. 4 INCH CRACK WAS FOUND ON THE RT SIDE, UPPER REAR PORTION OF VERTICAL STAB. THE AREA IS JUST BELOW THE AFT LOWER FAIRING. THE AIRFRAME STRUCTURAL MANUAL CONTAINS A REPAIR SCHEME SPECIFIC TO THIS CRACKING. REF CHAP 55-00-00. REPAIRS ARE IN PROGRESS IAW SRM DRAWINGS. THE LOWER AFT FAIRING SHEAR FITTING AND PLATE ARE ALSO BEING REPLACED WITH NEW.

CA050310002	PILATS	PWA	DRIVE ASSY	BENT
3/9/2005	PC1245	PT6A67B	527521214	TE FLAPS

(CAN) RT IB FLAP DRIVE ARM BENT AND CRACKED LENGTHWISE. CAUSE OF FAULT IS FLAP INTERCONNECT CABLE FREEZING AND WHEN THE FLAPS ARE EXTENDED IT BENT AND CRACKED DRIVE ARM. NOTE FROM QA, SYSTEM WAS STILL FUNCTIONING PROPERLY AT THE TIME OF FINDING THE CRACKED ARM.

CA050224001	PILATS	PWA	BRAKE ASSY	FROZEN
2/18/2005	PC1245	PT6A67B	9595601511	RT MLG

(CAN) UPON LANDING AND DECELERATION, THE AIRCRAFT DRIFTED RT OF CENTERLINE DUE TO A FROZEN BRAKE ON THE RT SIDE. THIS RESULTED IN THE TIRE BEING FLATTENED AND THE AIRCRAFT UNABLE TO BE MOVED UNDER ENGINE POWER. THE AIRCRAFT WAS TOWED CLEAR AND THE WHEEL AND TIRE ASSEMBLY WAS REPLACED WITH A SERVICEABLE UNIT. PRIOR TO TAKE-OFF, THE AIRCRAFT WAS PARKED WITH A RT QUARTERING HEADWIND. ALTHOUGH LITTLE PRECIPITATION WAS FALLING, MODERATE BLOWING SNOW WAS OCCURRING. IT IS SUSPECTED THAT THE UPWIND BRAKE ASSEMBLY BECAME CONTAMINATED, RESULTING IN A FROZEN BRAKE AND FLAT TIRE DURING THE SUBSEQUENT LANDING.

CA050303004	PILATS	PWA	CONTROL SYSTEM	FAILED
1/5/2005	PC1245	PT6A67B		TE FLAPS

(CAN) SHORTLY AFTER TAKEOFF PILOT SELECTED FLAPS TO ZERO DEGREE. FLAPS DID NOT RESPOND AND FLAP WARNING ON CAWS ILLUMINATED. PILOT TRIED RESET BUT NO RESPONSE. PILOT RETURNED TO AIRPORT WITH 15 DEGREES FLAP. MAINTENANCE RESET FLAP COMPUTER AND LUBRICATED FLAP ACTUATORS. FUNCTION CHECK CARRIED OUT AND FOUND SERVICEABLE. AIRCRAFT RETURNED TO SERVICE. UNABLE TO DETERMINE CAUSE OF FAILURE.

CA050224013	PILATS	PWA	DISPLAY	FAILED
2/24/2005	PC1245	PT6A67B	066031252500	EHSI

(CAN) PILOT'S EHSI WENT INTERMITTENTLY FUZZY. INFORMATION STILL READABLE. DISPLAY UNIT REPLACED.

CA050324001	PILATS	PWA	CONTROL SYSTEM	INOPERATIVE
3/22/2005	PC1245	PT6A67B		LE FLAPS

(CAN) DURING CLIMB OUT, THE FLAPS WERE SELECTED UP, (FLAPS) CAUTION ILLUMINATED, AND FLAP OPERATION STOPPED. AIRCRAFT RETURNED FOR LANDING, FLAP SYSTEM INSPECTED FOR OBVIOUS DAMAGE,

AND FLAPS MEASURED FOR POSSIBLE ASYMMETRY AND FOUND SATISFACTORY. FLAP GROUND RESET PERFORMED AND NO FURTHER PROBLEMS NOTED. AFTER RETURNING TO BASE, FLAP CODES SHOWED E210 (FLAP ASYMMETRY CENTER/CENTER). FLAP ASYMMETRY AGAIN MEASURED SATISFACTORY, AND AIRCRAFT RETURNED TO SERVICE.

CA050407004	PILATS	PWA	ACTUATOR	FAILED
3/20/2005	PC1245	PT6A67B	1291110002	PITCH TRIM

(CAN) INTERMITTENT FAILURE. AIRCRAFT DID NOT ARRIVE AT THE STATED POSITION. THE AUTOPILOT COMPENSATOR INDICATED FUNCTIONED NORMALLY, BUT THERE WAS NO MOVEMENT FROM THE HORIZONTAL STABILIZER WHICH CAUSED AN AUTO DISCONNECT OF THE AUTOPILOT SYSTEM. THE TWO MOTORS ARE INSTALLED ON THE SAME TRANSMISSION, IT BECOMES IMPOSSIBLE IN THE EVENT OF BREAKING MECHANICALS TO ACTUATE THE COMPENSATOR.

CA050329007	PILATS	PWA	DRIVE ASSY	MALFUNCTIONED
3/13/2005	PC6	PT6A27		FUEL PUMP

(CAN) FRENCH AUTHORITIES HAVE REPORTED AN INFLT SHUTDOWN WITH INDICATIONS OF A FUEL PUMP DRIVE MALFUNCTION.

2005FA0000670	PIPER	CONT	GEAR	BROKEN
4/26/2005	PA12	TSIO360KB	653814	OIL PUMP

ENGINE LOST POWER FOR UNKNOWN REASONS. ENGINE WAS DISASSEMBLED AND INSPECTED. INVESTIGATION FOUND BROKEN DRIVE DOGS ON THE OIL PUMP GEAR, AS WELL AS GEAR TEETH ON THE CRANKSHAFT GEAR AND OUTSIDE DIAMETER OF THE CAM GEAR. THE REASON FOR THE FAILURE OF THE OIL PUMP GEAR IS UNKNOWN. I DO NOT BELIEVE THE OIL PUMP PROBLEM CAUSED THE TEETH OF THE OTHER GEARS TO BRAKE. I WOULD BE REMISS IN RECOMMENDING A COURSE OF PREVENTIVE ACTION DUE TO THE LACK OF CAUSAL FACTOR OF THIS OCCURRENCE. (K)

2005FA0000655	PIPER	LYC	FITTING	CRACKED
4/26/2005	PA18150	O320*		FUSLEAGE

DURING AN ANNUAL INSPECTION THE LT FRONT CABANE V ATTACH POINT ON THE FUSELAGE WAS FOUND TO BE CRACKED. THIS IS THE SECOND AIRCRAFT IN THE LAST MONTH THAT WAS FOUND ON. THE LANDING GEAR WAS FOUND TO BE OK ON BOTH AC. BOTH AIRCRAFT OPERATE ON WHEELS, SKIS AND FLOATS. (K)

2005FA0000672	PIPER	LYC	CRANKSHAFT	FAILED
4/6/2005	PA23250	IO540C4B5	75038	ENGINE

ENGINE WAS DISASSEMBLED AND INSPECTED DUE TO CRANKSHAFT FAILURE. FOUND NR3 CHEEK BROKEN. THIS FAILURE CAUSED EXCESSIVE DAMAGE TO THE CRANKCASE, CAMSHAFT, NR1 AND NR 2 CONNECTING ROD, AND THE ASSOCIATED TAPPET BODIES. CAUSE OF THE FAILURE COULD POSSIBLY BE A METALLURGIC DEFECT OR A FORM OF FATIGUE. WITHOUT ACCESS TO A LABORATORY FOR EXTENSIVE TESTING WE CAN NOT ACCURATELY CONCLUDE WHAT CAUSED THIS FAILURE OR HOW LONG THIS DEFECT HAD BEEN PRESENT AT THE TIME OF FAILURE. DUE TO THE LACK OF CONCLUSIVE CAUSE WE WOULD BE REMISS IN SPECULATING THE REMEDY FOR THIS EVENT. (K)

2005FA0000618	PIPER	LYC	SEAL	FAILED
4/25/2005	PA24260	IO540D4A5	LW13792P50	CRANKSHAFT

UPON TRYING TO INSTALL THE SOLID OIL SEAL OVER THE CRANKSHAFT FLANGE, THE SEAL FAILED AND TOTALLY SEPERATED IN A STRAIGHT LINE 90 DEGREES TO THE FACE OF THE SEAL. VERY LITTLE FORCE WAS BEING APPLIED TO THE INSTALLING TOOL WHEN THE SEAL FAILED. THIS WAS SECOND FAILURE OF THE SAME LOT. PRODUCT SHELF LIFE EXPIRATION DATE 4Q07. ACCORDING TO MFG THE SHELF LIFE IS 12 QUARTERS. (K)

2005FA0000640	PIPER	LYC	BULKHEAD	CRACKED
3/17/2005	PA28140	O320*	62444003	FUSELAGE

FOUND DURING INSPECTION. NO EXTERNAL INDICATIONS. NO DAMAGE HISTORY. BULKHEAD AFT FUSELAGE CRACKED AND KINKED. (K)

CA050329006	PIPER	LYC	SPAR	CORRODED
1/14/2005	PA28140	O320E2A	6207007	RT WING
(CAN) UPON ANNUAL INSPECTION, A SKIN DEFORMITY WAS FOUND ON UPPER SPAR OB OF FUEL CELL. RIVETS ATTACHING SKIN TO SPAR WERE DRILLED OUT EXPOSING SEVERE CORROSION OF SPAR CAP. IT WAS DETERMINED FROM THE EXTENT OF CORROSION THE SPAR WAS UNSERVICEABLE. SUSPECTED THAT THE ROAD SALT CONTAMINATE FROM THE NEAR BY HIGHWAY WAS A FACTOR IN THE CAUSE OF THIS CORROSION.				
CA050427007	PIPER	LYC	FITTING	LOOSE
4/5/2005	PA28140	O320E2A		FUEL PUMP
(CAN) ENGINE LOST POWER, SUBSEQUENT INSPECTION REVEALED A LOOSE FITTING ON THE INLET SIDE OF MECHANICAL FUEL PUMP CAUSING THE PUMP TO SUCK AIR, THUS DEPLETING THE FUEL TO THE CARBURETOR. THE FITTING WAS RETIGHTENED AND 'LOCK TIGHT' WAS USED ON THE JAM NUT, NOT THE FITTING.				
2005FA0000639	PIPER	LYC	BULKHEAD	CRACKED
3/17/2005	PA28160	O320*	62444003	FUSELAGE
FOUND DURING INSPECTION, MINER SKIN WRINKLES LT OF FIN. PREVIOUS DAMAGE TO RUDDER FROM THE REAR FORWARD. (K)				
2005FA0000589	PIPER		RING GEAR	FAILED
12/10/2003	PA28161			STARTER
STARTER FAILED ON AIRCRAFT WITH 76.9 HOURS TT. FAILURE DAMAGED RING GEAR, REQUIRING REPLACEMENT.				
2005FA0000522	PIPER		DRIVE ASSY	FAILED
11/7/2004	PA28161			STARTER
STARTER FAILED AFTER 326.8 HRS SINCE REPAIR. THIS IS THE THIRD TIME THIS S/N STARTER HAS FAILED, INCLUDING BEING REPAIRED. SAME FAILURE EACH TIME- BENDIX DRIVE JAMS.				
2005FA0000534	PIPER		DRIVE ASSY	FAILED
9/11/2004	PA28161			STARTER
NEW STARTER FAILED AFTER 248.9 HOURS- BENDIX DRIVE JAMS.				
2005FA0000526	PIPER	LYC	RING GEAR	FAILED
2/8/2005	PA28161	O320*	MHB6016	STARTER
NEW STARTER FAILED AFTER 221.2 HOURS IN SERVICE. FAILED IN THE ENGAGED POSITION, DAMAGING STARTER RING GEAR AND REQUIRING REPLACEMENT.				
2005FA0000527	PIPER	LYC	RING GEAR	FAILED
2/8/2005	PA28161	O320*	MHB6016	STARTER
NEW STARTER FAILED AFTER 221.2 HOURS IN SERVICE. FAILED IN THE ENGAGED POSITION, DAMAGING STARTER RING GEAR AND REQUIRING REPLACEMENT.				
2005FA0000536	PIPER	LYC	STARTER	FAILED
2/12/2004	PA28161	O320*	MHB6016	ENGINE
STARTER FAILED AFTER 48.1 HOURS SINCE REPAIR FOR SB A-112.				
2005FA0000765	PIPER	LYC	TRIM TAB	CRACKED
5/3/2005	PA28161	O360*	63585003	
LT AND RT TRIM TABS CRACKED AT IB LOCATION WHERE THEY ARE CONNECTED TOGETHER. SKINS AND IB RIBS WERE CRACKED ABOUT 1 INCH ON RIBS AND SKINS.				
ZB0R200500001	PIPER		TRIM SYSTEM	OUT OF RIG

4/18/2005 PA28180 ZONE 300

FOUND RUDDER CONTROL AND RUDDER TRIM CONTROL SYSTEMS OUT OF RIG. CABLES WERE LOOSE AND IMPROPERLY ADJUSTED. RIGGED RUDDER AND RUDDER TRIM SYSTEM PER PA28-180 SERVICE MANUAL.

2005FA0000585	PIPER	LYC	STRUT	BROKEN
4/4/2005	PA28181	O360A4M	6531904	MLG

FAILURE OF THE (CAST) MAIN LANDING GEAR STRUT CYLINDER. CRACK IN UPPER SCISSOR ATTACHMENT RESULTED IN LOSS OF GEAR AND STRUT ASSY DURING TAKE-OFF.

200504262992R	PIPER		BRACKET	BROKEN
4/26/2005	PA28R200		67753-00	MLG

DURING PREFLIGHT WALK AROUND, THE PILOT NOTICED THE RT MLG DOWN-LOCK SPRING WAS HANGING DOWN BY ONE END. FURTHER INVESTIGATION REVEALED THE SPRING BRACKET HAD BROKEN AND THE MAIN GEAR DOWN-LOCK SPRING WAS NOT ATTACHED TO THE TRUNION. THE BRACKET PLATE FAILED AT THE ATTACH POINT FOR THE DOWN LOCK SPRING. COINCIDENTIALLY THE PILOT/OWNER HAD TAKEN EXTENSIVE PHOTOS OF COMPONENTS WITHIN THE LAST 30 DAYS IN PREPARATION FOR RESTORATION ACTIVITIES AND THE FAILING PART APPEARS TO BE COMPLETELY INTACT. PART PROVIDED NO INDICATIONS OF FAILURE.

ZB0R200500002	PIPER	LYC	STARTER	BROKEN
4/25/2005	PA28R200	IO360C1C	MZ6222	ENGINE

ON START, PILOT HEARD GRINDING NOISE. ABORTED START PROCEDURE AND PERFORMED VISUAL INSP OF VISIBLE STARTER COMPONENTS. FOUND STARTER BENDIX SEVERELY DAMAGED. MAINT INSPECTION REVEALED DAMAGE TO STARTER RING GEAR. BOTH COMPONENTS (GEAR AND STARTER) REPLACED. NO FURTHER PROBLEMS DETECTED.

2005FA0000530	PIPER		STARTER	FAILED
1/28/2005	PA28R201		MZ6222	ENGINE

NEW STARTER FAILED AFTER 197.5 HOURS. BENDIX FAILED TO ENGAGE.

2005FA0000531	PIPER		STARTER	FAILED
1/28/2005	PA28R201		MZ6222	ENGINE

NEW STARTER FAILED AFTER 197.5 HOURS. BENDIX FAILED TO ENGAGE.

2005FA0000561	PIPER	LYC	STARTER	FAILED
2/24/2004	PA28R201	IO360C1C6	MZ6222	ENGINE

STARTER REPAIRED W/O 6883 SB A-112. FAILED IN SERVICE 52.1 HOURS LATER. FAILURE DUE TO PARTS.

2005FA0000542	PIPER	LYC	STARTER	FAILED
4/12/2005	PA28R201	IO360C1C6	MZ6222	ENGINE

STARTER REPAIRED UNDER W/O 6900 FOR SB A-112. FAILED IN SERVICE 76.4 HOURS LATER.

2005FA0000538	PIPER	LYC	STARTER	FAILED
11/18/2004	PA28R201	IO360C1C6	MZ6222	ENGINE

NEW REPLACEMENT STARTER FAILED 76.4 HOURS AFTER INSTALLATION. BENDIX DRIVE JAMS, STARTER WILL NOT OPERATE. STARTER IS NOT EFFECTED BY SB A-112. 4TH STARTER CHANGE ON AIRPLANE, 3RD DUE TO MECHANICAL FAILURE ALL WITHIN 205 HOURS (APPROX. 1 YEAR). REVERTED TO HEAVY STARTER MODEL P/N MZ-4222.

CA050408011	PIPER	LYC	MAGNETO	BURNED
4/3/2005	PA31	TIO540A2B	103492901	ENGINE

(CAN) RT ENGINE PARTIAL FAILURE ON CLIMB-OUT. RPM, MP, FF, FP EXCESSIVE DROPS. TROUBLE SHOOTING FOUND THAT LT MAGNETO FAILED. NEW MAGNETO INSTALLED. A/C TEST FLOWN, SATISFACTORY TEST FLIGHT. U/S MAGNETO SENT OUT FOR O/H. TEAR DOWN FOUND POINTS BURNT. DISTRIBUTOR CAP ARCING INSIDE. TEST

FOUND ONLY FIRING ON HALF OF CYLINDERS.

CA050223005	PIPER	LYC	SWITCH	DEFECTIVE
2/22/2005	PA31	TIO540A2C	4878621CH214	LT LDG SAFETY

(CAN) HEATER GROUND FAN NOT WORKING AFTER LANDING, HEATER SYSTEM CHECK AND FOUND DEFECTIVE WIRE (OPEN) FROM LT LANDING GROUND SWITCH. THE OTHER SYSTEM WASN'T AFFECTED.

2005FA0000711	PIPER	LYC	FITTING	CRACKED
5/12/2005	PA31	TIO540A2C		FUEL PUMP

FUEL LINE FITTING CRACKED AT THE INLET TO THE FUEL PUMP. CRACK WAS LOCATED IN THE BEND RADIUS (45 DEGREE FITTING) OF A STRATOFLEX HOSE ASSEMBLY. FUEL WAS SPRAYING FROM THE FITTING AFT TOWARDS THE TURBO AND CAUSED AN ENGINE FIRE IN FLIGHT, LT ENGINE.

CA050222009	PIPER	LYC	MAGNETO	FAILED
2/21/2005	PA31325	TIO540F2BD	D6LN3200	ENGINE

(CAN) ENGINE WOULD NOT START. THE PROBLEM WAS TRACED TO THE MAG. THIS OVERHAULED MAGNETO HAD BEEN IN SERVICE FOR 34 HRS.

2005FA0000767	PIPER	LYC	CAMSHAFT	BROKEN
5/5/2005	PA31325	TIO540F2BD		LT ENGINE

THE LT ENGINE STOPPED IN CRUISE FLIGHT. AFTER INVESTIGATION IT WAS FOUND THE CAM HAD FAILED JUST FORWARD OF THE NR 5 AND NR 6 CYLINDERS AND CRACKED THE LT CASE HALF. TBO IS 1800HRS, COMPONENT TIME IS 1413.3 TSMOH.

2005FA0000724	PIPER		PRESSURE SWITCH	FAILED
5/3/2005	PA31350			CABIN HEAT

PERFORMING AD ON THE AFFECTED HEATER IAW SB A-103. UPON COMPLETION OF THE PRESSURE DECAY TEST, PERFORMED AND OPS TEST OF AIR PRESSURE SWITCH. FOUND THE SWITCH FAILED IN A CONTACT CLOSED CONDITION. UPON REMOVING THE SWITCH, NOTICED IT WAS A 94E42-1 SWITCH. THIS IS THE PN THAT (ACCORDING TO SB A-103) HAS BEEN REDESIGNED TO ELIMINATE THE NOTED FAILURE MODE OF OLD SWITCH AND UPGRADE OLDER TECHNOLOGY HEATERS.(K)

CA050228009	PIPER	LYC	CRANKCASE	CRACKED
2/28/2005	PA31350	LTIO540J2BD	11F20022D3	ENGINE

(CAN) SUSPECT CRACK IN THE VICINITY OF CYLINDER NR 2. ENGINE REMOVED FOR FURTHER INSPECTION.

2005FA0000469	PIPER	LYC	LINK	CRACKED
2/22/2005	PA31350	TIO540*	40336000	NLG

NLG LINK HAS A CRACKED IAW SL1088. (K)

2005FA0000674	PIPER	LYC	LINK	CRACKED
1/11/2005	PA31350	TIO540*	40336000	NLG

INSPECTED NOSE GEAR DRAG LINKAGE RETRACT ROD ATTACHMENT AREA IAW SL AND FOUND CRACK USING DYE PENETRANT INSP. (K)

2005FA0000685	PIPER	LYC	CRANKSHAFT	FAILED
12/17/2004	PA31350	TIO540J2BD	LW10346	ENGINE

CRANKSHAFT BROKEN AT NR3 MAIN, THEN AT 2 OTHER PLACES. (K)

CA050405011	PIPER	LYC	TURNBUCKLE	CRACKED
3/20/2005	PA31350	TIO540J2BD	MS21251B5S	AILERON CABLE

(CAN) ON CHANGING THE RIGHT HAND AILERON CABLE AT WING STATION 70, THE CONNECTING TURNBUCKLE

WAS FOUND CRACKED PN MS21251-B5S.

CA050425008	PIPER	LYC		BOOT	MISSING
4/21/2005	PA31350	TIO540J2BD		4E16013	PROP DE-ICE

(CAN) RT PROPELLER MISSING A DE-ICE BOOT. DISCOVERED DURING ROUTINE CHECK. NEW DE-ICE BOOT INSTALLED.

CA050227001	PIPER	LYC		RIB	CRACKED
2/27/2005	PA31350	TIO540J2BD		437430001	RT ELEVATOR

(CAN) DURING ROUTINE INSPECTION THE AME FOUND THE TIP RIB ON THE RT ELEVATOR CRACKED. THE CRACK WAS LOCATED IN THE BEND WHERE THE RIB TRANSITIONS INTO THE FLANGE AT RIVET NR7 FROM THE TRAILING EDGE. UPON REMOVAL IT WAS DISCOVERED THAT THE SAME CRACK COULD BE FOUND ON TOP AND BOTTOM SIDES OF THE RIB. IN ADDITION THE FLANGE WAS CRACKED AT 90 DEGREES TO THE BEND, CREATING A CRACK IN THE SHAPE OF THE LETTER.

CA050304001	PIPER	LYC	HARTZL	ROD END	BROKEN
2/14/2005	PA31350	TIO540J2BD		469153	PROP GOVERNOR

(CAN) ON TAKEOFF ROLL RT ENGINE UNDERSPED BY 300 RPM. TAKEOFF REJECTED AND RETURNED FOR MAINTENANCE. MAINTENANCE FOUND RT PROP GOVERNOR ROD END (JOINT) BROKEN. PART REPLACED AND GROUND RUN C/W SERVICEABLE.

CA050308019	PIPER	PWA	PIPER	REGULATOR	WORN
3/7/2005	PA31T	PT6A28	PA31T	PA31T	DC SYSTEM

(CAN) DURING CLIMB OUT, THE RT GENERATOR FAILED AND THE AIRCRAFT RETURNED TO THE AIRPORT. A RUN UP WAS CARRIED OUT AND IT WAS DISCOVERED THAT THE LT GENERATOR ALSO DROPPED (OFFLINE) WHEN THE RT VOLTAGE REGULATOR CIRCUIT BREAKER IS PULLED AND RESET. THE SOCKETS IN THE VOLTAGE REGULATOR CONNECTOR PLUGS WERE FOUND TO BE SLIGHTLY WORN. SOCKETS WERE REPLACED, SATISFACTORY RUN UP AND A TEST FLIGHT WAS CARRIED OUT.

CA050329013	PIPER	PWA		BRACKET	CRACKED
3/28/2005	PA31T	PT6A28		46357000001	MLG WW

(CAN) LT MAIN LANDING GEAR IB GEAR DOOR FORWARD AND AFT UPPER BRACKETS WERE FOUND CRACKED. BOTH BRACKETS REPLACED.

2005FA0000708	PIPER	PWA	JANITROL	PRESSURE SWITCH	BROKEN
12/8/2004	PA31T1	PT6A60A		94E42	HEATER

HEATER SHOWED SIGNS OF ABNORMAL COMBUSTION IE. SOOT TRAIL FROM FUEL DRAIN VENT. UPON INVESTIGATION. FOUND COMBUSTION AIR BLOWER FAN WHEEL ASSY HAD COME APART AND FODED HEATER. FAN MOTOR WOULD STILL RUN. AIR PRESSURE SWITCH HAD FAILED IN CLOSED POSITION IAW AD, SWITCH DOESN'T NEED OPS TESTING. RECOMMENDED THAT ALL COMBUSTION AIR PRESSURE SWITCHES, BE TESTED AND THAT THE COMBUSTION AIR FAN WHEEL ASSY BE INSPECTED AT SAME INTERVALS AS IN AD. (K)

2005FA0000709	PIPER	PWA	JANITROL	BLOWER	BROKEN
12/8/2004	PA31T1	PT6A60A		B07D67	HEATER

HEATER SHOWED SIGNS OF ABNORMAL COMBUSTION IE. SOOT TRAIL FROM FUEL DRAIN VENT. UPON INVESTIGATION, FOUND COMBUSTION AIR BLOWER FAN WHEEL ASSY HAD COME APART AND FOD'D HEATER. FAN MOTOR WOULD STILL RUN AIR PRESSURE SWITCH HAD FAILED IN CLOSED POSITION. IAW AD AIR PRESSURE SWITCH DOESN'T NEED OPS TESTING. RECOMMEND THAT ALL COMBUSTION AIR PRESSURE SWITCHES BE TESTED AND THAT THE COMBUSTION AIR FAN WHEEL ASSY BE INSPECTED AT SAME INTERVALS AS CALLED FOR BY AD. (K)

2005FA0000529	PIPER			AHRS	FAILED
4/6/2005	PA32300			AHRS500GA222	COCKPIT

UPON GROUND CALIBRATIONS, SOFTWARE SAID CALIBRATION COMPLETE. DURING FLIGHT CHECK AHRS WANDERED OFF HEADING COURSE UP TO 30 DEGREES AFTER TAKE OFF OF RUNWAY AND DURING LEVEL FLIGHT.

2005FA0000620	PIPER	LYC	GASKET	MISSING
4/13/2005	PA32R301	IO540K1G5D	6009	ENGINE

ON INITIAL GROUND RUN, AFTER INSTALLING FACTORY REMFG, OIL WAS LEAKING FROM ACCY CASE UNDER FUEL PUMP. WHEN FUEL PUMP WAS REMOVED TO REPLACE GASKET, IT WAS FOUND THAT THERE WAS NO GASKET INSTALLED. INSTALLED NEW GASKET, LEAK CHECK GOOD. PROBABLE CAUSE: COMPLACENCE, DISTRACTION, OR INDIFFERENCE. (K)

2005FA0000769	PIPER		BRACKET	BROKEN
5/13/2005	PA34200T		95394	NLG STEERING

PILOT REPORTS TO CONTROL TOWER ON FINAL APPROACH, AN UNSAFE NOSE GEAR INDICATION (NO GREEN). TOWER OBSERVED NOSE GEAR, BUT COULD NOT VERIFY DOWN AND LOCK. PILOT ATTEMPTS EMERGENCY GEAR EXTENSION AND CYCLES GEAR. THE NOSE GEAR STILL WILL NOT EXTEND AND LOCK. AIRCRAFT LANDS AND NOSE GEAR COLLAPSES ON TOUCHDOWN. MAINTENANCE PLACES AIRCRAFT ON JACKS AND EXTENDS NOSE GEAR TO DOWN AND LOCKED POSITION. A BRACKET FALLS FROM NOSE GEAR AREA. STEERING BRACKET HELPS KEEP GEAR ALIGNED WHEN EXTENDED AND RETRACTED.

2005FA0000587	PIPER	CONT	ENGINE	DESTROYED
4/2/2005	PA34200T	TSIO360B	TSIO360B	LEFT

AFTER TAKE-OFF THE LT ENGINE SUFFERED A CATASTROPHIC FAILURE. TWO CONNECTING RODS (NR 5, 6) FAILED AND KNOCKED A HOLE IN THE CRANKCASE. THE RESULTING HOLE IN THE CRANKCASE WAS THE LOCATION OF A FIRE WHICH BURNED THROUGH THE COWLING AND CONTINUED BURNING. THE AIRCRAFT WAS LANDED SAFELY. AFTER LANDING THE FIRE WAS EXTINGUISHED.

CA050401008	PIPER	CONT	ALTERNATOR	FAILED
3/24/2005	PA34200T	TSIO360EB	ALX9425B	ENGINE

(CAN) ALTERNATOR FAILURE, SEPARATION OF DRIVE GEAR DUE TO SHEARED ROTOR SHAFT. METAL CONTAMINATION OF ENGINE.

CA050414009	PIPER	CONT	BEARING	CHIPPED
4/14/2005	PA34200T	TSIO360EB	D220118	PROP HUB

(CAN) HUB P/N D2201-18, CHIPPED IN TWO PLACES AND TOOL MARK ALL IN A 1 INCH AREA ON INSTALLATION SEAL LIP. FORK P/N WORN BEYOND MAXIMUM/M LIMITS T/2 BEARINGS P/N DENTED BEYOND SERVICABLE LIMITS. THESE US PARTS RETURNED TO CUSTOMER.

2005FA0000720	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	STARTER

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD AND VIBRATION DISTRIBUTION.

2005FA0000721	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	STARTER

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD AND VIBRATION DISTRIBUTION.

2005FA0000722	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	ZONE 500

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD

AND VIBRATION DISTRIBUTION.

2005FA0000728	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	ZONE 500

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD AND VIBRATION DISTRIBUTION.

2005FA0000729	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	ZONE 500

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD AND VIBRATION DISTRIBUTION.

2005FA0000719	PIPER	CONT	ADAPTER	CRACKED
5/2/2005	PA34220T	IO360KB	653074A41R	ZONE 500

STARTER ADAPTER ASSEMBLY BOLT FLANGE CRACKED AT E THE 10 O'CLOCK POSITION. HOUSING UNIT DOES NOT MATCH STARTER ADAPTER ACCESSORY CASE FOOTPRINT (OVERLAYS), RESULTING IN DIMINISHED LOAD AND VIBRATION DISTRIBUTION.

2005FA0000658	PIPER	CONT	SPRING	BROKEN
4/20/2005	PA34220T	TSIO360*	6775300	MLG

OPERATOR DID NOT GET RT MAIN GEAR DOWN INDICATION AFTER EXTENDING LANDING GEAR USING EMERGENCY EXTENSION. AIRCRAFT LANDED WITHOUT INCIDENT. RT MAIN GEAR OVER-CENTER SPRING ATTACH PLATE WAS FOUND BROKEN. WITH THE HYDRAULIC PUMP DISABLED FOR THE GEAR EXTENSION, THE OVERCENTER BRACE DOWNLOCK HOOK WAS NOT ENGAGED AND THE GEAR WAS NOT LOCKED DOWN AND THE POSITION SWITCH WAS NOT ACTIVATED. FURTHER INSPECTION FOUND THAT THE SPRING USED PUTS A TORQUE LOAD ON THE MAIN GEAR ATTACH PLATE CAUSING IT TO TWIST AND SUBSEQUENTLY BREAK. INSPECTION OF THE SAME PLATE ON THE LT MAIN GEAR REVEALED THAT THE SAME CONDITION EXISTS AND THAT THE SPRING ATTACH PLATE HAS BEGUN TO BEND IN THE SAME AREA. (K)

2005FA0000537	PIPER		DRAG LINK	DAMAGED
3/28/2005	PA44180		86280003	NLG

DURING SCHEDULED INSPECTION THE NLG DRAG LINK PIVOT BOLT WAS FOUND BROKEN IN HALF AND THE NUT AND COTTER PIN END MISSING. THE OTHER END HAD BEGAN MIGRATING OUT AND COLLAPSE OF THE NOSE GEAR WAS EMINENT. THE DRAG LINK WAS DAMAGED BY THE ROTATION OF THE BOLT HEAD BEING ABLE TO ROTATE. THE ASSY WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

2005FA0000553	PIPER		DRIVE ASSY	FRACTURED
4/13/2005	PA44180		MZ4222	STARTER

STARTER BENDIX DRIVE SHATTERED.

2005FA0000764	PIPER	LYC	ANNUNCIATOR	MISWIRED
5/2/2005	PA44180	O360*	89340002	COKCPIT

AC WITH INCONSISTENT ANNUNCIATOR INDICATIONS. DURING REPAIR, TROUBLESHOT SYS, CONFIRMED DISCREPANCY: OIL LIGHT AND GEAR WARNING LIGHT FLICKERS ON THEN OFF ON ANNUN PANEL, REMOVED ANNUN PANEL, FOUND WIRE TO PTT LIGHT TEST INTERFACE PLUG PIN 3 TO ANNUN PANEL GROUND MISWIRED. INSTALLED NEW ANNUN PANEL, FOUND LOW BUS LIGHT INOP, HEATER OVER TEMP LIGHT INOP ON PTT TEST. REPAIRED WIRE ON ORIGINAL ANNUN PANEL IAW MFG MM. REINSTALLED ORIGINAL UNIT ONTO PANEL. PLACED AC ON JACKS, PERFORMED GEAR SWING TO VERIFY GEAR UNSAFE WARNING ANNUNCIATOR LIGHT, AND THROTTLE HORN/LIGHT COMBINATION. PERFORMED ENG RUN UP AND VERIFIED OIL LIGHT ANNUNCIATION, PERFORMED PTT LIGHT TEST ON ANNUN PANEL, NO DEFECTS NOTED.

2005FA0000582	PIPER		CABLE	DAMAGED
4/14/2005	PA46350P		89630004	UNKNOWN

CABLE DISCONNECTED FROM CABLE PULL HANDLE. PROBABLY BAD CRIMP. SAME PROBLEM ENCOUNTERED ON OTHER AIRCRAFT OF THIS TYPE AND PA-46-310P AS WELL.

2005FA0000734	PIPER		ANTENNA	BROKEN
5/17/2005	PA46500TP		C1105	NR 1 TRANSPONDER

NR 1 TRANSPONDER ANTENNA BROKEN OFF DURING FLIGHT.

2005FA0000474	PIPER	PWA	SHIELD	CHAFED
3/16/2005	PA46500TP	PT6*	102403053	RT ENG MOUNT

DURING NORMAL EVENT INSPECTION, IT WAS FOUND THAT THE AIR SHIELD WAS CHAFFING AGAINST THE UPPER RT ENGINE MOUNT LEG WHERE IT PASSES THROUGH THE BAFFLE SHIELD FOR THE PLENUM ASSY. RECOMMENDED THAT CLOSE INSPECTION BE GIVEN TO AREA WHERE BAFFLING COULD BE CUTTING INTO THE ENGINE MOUNT. BOTH TIMES THIS WAS FOUND, ENGINE MOUNTS HAD TO BE REPAIRED BY APPROVED WELDING METHODS BY AUTHORIZED REPAIRED FACILITIES. (K)

2005FA0000631	PIPER	PWA	RELAY	BURNED
2/28/2005	PA46500TP	PT6A42	602517	STALL WARNING

HEAT REMOTE SWITCH MODULE FOR STALL WARNING HEAT (LIFT DETECTOR) HAD SHORTED CAUSING SMOKE IN CABIN/FLIGHT DECK DURING FLIGHT OPERATION. SB 1132 WAS ACCOMPLISHED ON 6/25/2003, AC TT 81.2 HOURS. (K)

CA050225007	PIPER	LYC	RIB	CRACKED
2/24/2005	PA60600	IO540K1J5	220000021	VERTICAL STAB

(CAN) VERTICAL RIB WAS REMOVED FOR RIB REPLACEMENT. ONCE FIN WAS REMOVED, FORWARD RIB WAS FOUND TO HAVE 2 CRACKS IN THE REAR 90 DEGREE BEND. CRACKS ORIGINATE FROM LT AND RT RADIUS CUTS AND GO ALONG THE BEND RADIUS. LT CRACK IS A HALF AN INCH LONG AND THE RT CRACK IS A HALF AN INCH LONG, STOP DRILLED AND ANOTHER ONE .1250 INCH PAST THE STOP DRILL HOLE. AS THIS WAS DONE BEFORE WE BOUGHT THE AIRCRAFT, WHO AND WHEN THIS STOP DRILLING WAS DONE IS UNKNOWN. PART IS BEING REPLACED.

CA050225006	PIPER	LYC	DOUBLER	CRACKED
2/24/2005	PA60600	IO540K1J5	220000033	VERTICAL STAB

(CAN) WHILE ACCOMPLISHING AD 80-19-14 STABILIZER FITTING INSPECTION, 2 CRACKS WERE NOTICED ON THE BOTTOM RIB P/N 220000-033 OF THE VERTICAL FIN. CRACKS ARE LOCATED IN THE REAR 90 DEGREE BEND OF THE RIB, RADIATING INWARDS FROM THE RADIUS CUT OUT. CRACKS WERE BOTH ABOUT 1 INCH LONG. VERTICAL FIN REMOVED TO FACILITATE RIB P/N 220000-033 REPLACEMENT. ONCE FIN WAS REMOVED, ANOTHER RIB WAS FOUND CRACKED.

2005FA0000468	RAYTHN	WILINT	TUNING UNIT	BROKEN
3/22/2005	390	FJ44	3909740080005	FLOW CONTROL

DURING REPLACEMENT OF LT BI-FLOW CONTROL VALVE IN CONJUNCTION WITH A SCHEDULED INSPECTION, FOUND PNEUMATIC TUBE IN LT PYLON AREA BENT AND CRACKED IN HALF. SUSPECT MAY BE CAUSED DUE TO PREVIOUS ROUGH HANDLING OR FORCING TUBING DURING BI-FLOW VALVE REPLACEMENT OR RELATED MAINTENANCE IN AREA. RECOMMENDED A MAINTENANCE PRECAUTION BE ADDED TO SEC 21-20-06-401 IN THE 390 MM ADVISING TECH TO HANDLE PNEUMATIC LINES IN THIS AREA WITH CAUTION. (K)

2005FA0000662	RAYTHN	GARRTT	FUEL FILTER	RESTRICTED
4/23/2005	HAWKER800XP	TFE731*	8975131	ENGINE

CREW REPORTED, 55 MIN INTO FLIGHT, DURING CRUISE AT FL350, NR1 ENGINE (ENG FUEL) ANNUNCIATOR ILLUMINATED. LIGHT EXTINGUISHED WHEN POWER REDUCED BELOW 90 PERCENT N1. REQUIRED FURTHER POWER REDUCTIONS TO FLIGHT IDLE TO KEEP LIGHT EXTINGUISHED. DIVERTED FLIGHT, DISCREPANCY VERIFIED AT ARRIVAL. REPLACED ENG FUEL FILTER AND PERFORMED PRECAUTIONARY DRAINING OF WING FUEL TANK SUMPS. NO REPEAT OF FAULT AFTER 45 MINUTES OF EXTENDED GROUND RUNNING AT VARIOUS POWER SETTINGS. REMOVED FILTER RETURNED TO MAINT FACILITY FOR FURTHER DETAILED INSP. (K)

2005FA0000663	RAYTHN	GARRTT	FUEL FILTER	RESTRICTED
4/23/2005	HAWKER800XP	TFE7315BR	8975131	ENGINE

DURING APPROACH, DIVERT REQUIRED FOR NR1 ENGINE (ENG FUEL) ANNUNCIATOR LIGHT ILLUMINATION, GO-AROUND WAS REQUIRED FOR TRAFFIC. DURING GO-AROUND NON FLYING PILOT OBSERVED FICKERING NR2 ENGINE (ENGINE FUEL) ANNUNCIATOR LIGHT INDICATION. VERIFIED DISCREPANCY UPON ARRIVAL AT MAINTENANCE. REPLACED NR2 ENGINE HP FUEL PUMP FILTER AND DRAINED WING FUEL TANK SUMPS. NO FAULT RETURN NOTED DURING 45 MINUTE EXTENDED GROUND RUN AT VARIOUS POWER SETTINGS. REMOVED FILTER RETURNED TO OPER MAINT FOR FURTHER DETAILED INSP. (K)

CA050408005	RAYTHN	GARRTT	RELAY	CORRODED
4/6/2005	HAWKER800XP	TFE7315BR	92746205	FUEL PUMP

(CAN) DURING PHASE INSPECTION, BOTH FUEL PUMP RELAYS (JT AND KT) WERE FOUND WITH CORRODED TERMINAL BLOCKS. ONE WIRE FROM THE RELAY WAS DAMAGED AND ARCHED ON THE CASE OF THE RELAY. THE RELAYS ARE LOCATED UNDER THE WING TO FUSE BELLY FAIRING. THIS AREA IS SUBJECTED TO MOISTURE DUE TO THE MEANS THAT THE PANELS ARE SEALED (PERFORMED SEAL)

2005FA0000651	REIMS	RROYCE	VALVE GUIDE	LEAKING
3/23/2005	F150G	RRO200A	21130	ENGINE

ENGINE PROCURED WITH -0- TSO AND CYLINDERS INSTALLED. AFTER 50 HOURS, REMOVED ALL CYLINDERS DUE TO EXCENTRIC VALVE GUIDE BORE AND THEREFORE LEAKING STEM. AT 151 HOURS TSO, ALL CYLINDERS LOW COMPRESSION (53-67 PSI). INSPECTION REVEALED DAMAGED VALVE GUIDES AND CARBON TRACES ON PISTONS.

CA050419002	REIMS	PWA	ENGINE	INOPERATIVE
11/25/2004	F406	PT6A112		

(CAN) DURING TAKEOFF, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION. MFG WILL MONITOR THE INVESTIGATION OF THIS INCIDENT AND WILL ADVISE OF ROOT CAUSE, ONCE ESTABLISHED.

CA050318001	ROBSIN	LYC	ROBSIN	SPLINE	DAMAGED
1/27/2005	R44	O540F1B5		C0061	M/R GEARBOX

(CAN) VIBRATIONS AND A NOISE WAS DETECTED BY AN ENGINEER DURING SHUT DOWN. FURTHER INVESTIGATION REVEALED THE INPUT YOKE RETAINING NUT WAS LOOSE. THIS IN TURN DAMAGED THE INPUT SPLINES BEYOND LIMITS AND THE GEAR BOX WAS REPLACED. THE INPUT SEAL P /N C996-3 HAD BEEN REPLACED PRIOR AT 1082.8 TSO. WE HAVE CONCLUDED THE TORQUE OF THE NUT WAS NOT CORRECT. TRAINING HAS SINCE BEEN CONDUCTED.

CA050408002	SKRSKY	ALLSN	LUCAS	SHAFT	SHEARED
4/6/2005	S76A	250C30S			AC GENERATOR

(CAN) AC GENERATOR SHAFT SHEARED.

CA050323001	SKRSKY	ALLSN	TRANSDUCER	FAILED
3/7/2005	S76A	250C30S	7645001078120	PRESSURE

(CAN) PRESSURE TRANSDUCER FAILED, GIVING A HIGH READING ON INDICATOR.

2005FA0000604	SKRSKY	PWA	LINE	CHAFED
4/1/2005	S76B	PT6B36	3033606	ENG FUEL

FUEL LINE FROM FUEL CONTROL TO FUEL FLOW TRANSMITTER CHAFED APPROXIMATELY 30 PERCENT THROUGH THE WALL THICKNESS AT THE POINT WHERE IT PASSES THROUGH FRONT FIRE SHIELD. POOR CLAMPING ARRANGEMENT AND PASS THROUGH HOLE DESIGN IN FIRE SHIELD ARE CAUSE OF CHAF AND POTENTIAL FIRE HAZZARD. SUGGEST MFG REDESIGN CLAMPING AND PASS THROUGH HOLES. (K)

2005FA0000636	SKRSKY	TMECA	WIRE	BURNED
5/5/2005	S76C	ARRIEL1S1		BELLMOUTH HEAT

ENGINE ANTI-ICE SYSTEM, ENGINE HEATED INTAKE BELLMOUTH AND SNOW BLANKET. MAINT FOUND BURNED WIRE AT PLUG J701 AND P701 (PIN A) 16 GAGE WIRE. THEY ALSO FOUND THIS WIRE WAS FED BY A 35 AMP COCKPIT DC PRIMARY BUSS CIRCUIT BREAKER THROUGH A 10 GAGE WIRE TO PLUG J3004K AND P3004K PINS F AND C. THE 16 GAGE WIRES (2EA) WAS BUTT CONNECTED TOGETHER TO SINGLE 10 GAGE WIRE. ONE OF 16 GAGE WIRES WAS BURNED COMPLETELY THROUGH. UPON REPAIRING, BURNED WIRE, MECHANIC FOUND THAT 10 GAGE AND 16 GAGE WIRE SHOWS SIGNS OF COPPER OXIDATION IN COLOR, BRITTLE TO TOUCH AND SILVER PLATING ON WIRE WAS FLAKING OFF. FURTHER INVESTIGATION SHOWS THIS MAY BE A MFG DEFECT OF WIRE. FURTHER INVESTIGATION ONGOING WITH MFG OF AC. (K)

2005FA0000637	SKRSKY	TMECA	WIRE	BURNED
5/5/2005	S76C	ARRIEL1S1		BELLMOUTH HEAT

ENGINE ANTI-ICE SYSTEM, HEATED INTAKE BELLMOUTH, HEATED SNOW BLANKET. MAINT FOUND BURNED WIRE AT PLUG J701 AND P701 (PIN A) 16 GAGE WIRE. THEY ALSO FOUND THIS WIRE WAS FED BY A 35 AMP COCKPIT DC PRIMARY BUSS CIRCUIT BREAKER THROUGH A 10 GAGE WIRE TO PLUG J3004K AND P3004K PINS F AND C. THE 16 GAGE WIRES (2 EA) WAS BUTT CONNECTED TOGETHER TO SINGLE 10 GAGE WIRE. ONE OF 16 GAGE WIRES WAS BURNED COMPLETELY THROUGH. UPON REPAIRING THE BURNED WIRE, MECHANIC FOUND THAT THE 10 GAGE AND 16 GAGE WIRE SHOWS SIGNS OF COPPER OXIDATION IN COLOR, BRITTLE TO TOUCH AND SILVER PLATING ON WIRE WAS FLAKING OFF. FURTHER INVESTIGATION SHOWS THIS MAY BE A MFG DEFECT OF THE WIRE. FURTHER INVESTIGATION ONGOING WITH MFG. (K)

CA050417006	SNIAS	TMECA	IGNITER	DAMAGED
4/14/2005	AS350B	ARRIEL1B	CH34745	ENGINE

(CAN) CENTER CERAMIC MISSING, BOROSCOPE OF ENGINE FOUND NO DAMAGE, IGNITER REPLACED.

2005FA0000504	SNIAS		DUNLOP	CASE	CRACKED
4/2/2005	AS350B2				SERVO

EDDY CURRENT INSPECTION IAW MFG COMPONENT MM, IDENTIFIED A CRACK FROM A PLUG HOLE.

CA050314005	SNIAS	TMECA	SERVO	RATCHETING
3/5/2005	AS350B2	ARRIEL1D	SC5084	HYDRAULIC SYS

(CAN) WHILE IN FLIGHT THE PILOT NOTICED A RATCHETY FORE AND AFT CYCLIC MOVEMENT WHILE MOVING THE CYCLIC FORE AND AFT. SERVO SENT TO MFG FOR EVALUATION.

CA050310004	SNIAS	TMECA	PIN	CRACKED
3/4/2005	AS350B2	ARRIEL1D1	350A25127520	PAX DOOR

(CAN) PIN P/N 350A25-1275-20 WAS REMOVED FOR NDT IAW THE REQUIREMENTS OF AD F-2005-032 AND ALERT TELEX 05.00.47. A VISUAL INSPECTION OF THE PIN REVEALED A CRACK ON BOTH SIDES OF THE HOLE THAT IS DRILLED TO FIT UPON INSTALLATION. THE PIN WAS REPLACED.

2005FA0000659	SNIAS	TMECA	BLADE	DELAMINATED
8/10/2004	AS350B2	ARRIEL1D1	355A12003108	TAIL ROTOR

DURING A ROUTINE ALF INSPECTION, THE MECHANIC DISCOVERED DELAMINATION ON THE TAILROTOR BLADE. THE DELAMINATED TRIM TAB WAS APPROX 3 INCHES LONG AND 2 INCHES IB OF THE TRIM TAB RIVET. THE TAILROTOR ASSY WAS REMOVED AND SENT TO A BLADE REPAIR FACILITY FOR EVALUATION AND REPAIR. (K)

2005FA0000660	SNIAS	TMECA	BLADE	CRACKED
9/12/2004	AS350B2	ARRIEL1D1	355A12003108	TAIL ROTOR

TAIL ROTOR BLADE, FOUND CRACK APPROX 3.2500 INCH LONG, RUNNING PARALLEL TO TRIM TAB. (K)

2005FA0000661	SNIAS	TMECA	BLADE	DELAMINATED
9/13/2004	AS350B2	ARRIEL1D1	355A12003108	TAIL ROTOR

DURING A ROUTINE ALF INSPECTION, THE MECHANIC DISCOVERED DELAMINATION ON THE TAILROTOR BLADE. THE TAILROTOR SHOWED NO SIGNS OF IMPACT. THE DELAMINATED TRIM TAB WAS APPROXIMATELY 3 INCHES LONG AND 2 INCHES IB OF THE TRIM TAB RIVET. THE TAILROTOR ASSY WAS REMOVED AND SENT TO MFG FOR

EVALUATION AND REPAIR. (K)

CA050323011	SNIAS	TMECA	DRIVE BELT	CRACKED
3/23/2005	AS350B2	ARRIEL1D1	POLYV597K4	HYD PUMP
(CAN) DURING A DAILY INSPECTION AME DISCOVERED A CRACK IN THE HYDRAULIC PUMP DRIVE BELT. THE CRACK APPROXIMATELY 1-1.5 INCH LONG WAS LOCATED BETWEEN THE V-GROOVE SEGMENTS. (THE CRACK SEPARATES ALMOST COMPLETELY WHEN BELT IS PINCHED BY HAND IN A FOLDING MANNER WHITISH DISCOLORATION WAS ALSO NOTICED ON EITHER SIDE OF THE DAMAGED AREA (SIGN OF FATIGUE). THE BELT OPERATED FOR 325.4 HRS WITH BELT TENSION ORIGINALLY SPECIFIED BY MFG, AND THEN FURTHER 347 HRS AFTER THE BELT TENSION WAS REDUCED IAW ASB 63.00.14.				
CA050321003	SNIAS	TMECA	SUPPORT	CRACKED
3/10/2005	AS350B2	ARRIEL1D1	350A25003138	REAR DOOR
(CAN) AN AME WAS PERFORMING AN INSPECTION ON A DOOR PIN IAW AD F-2005-032 AND NOTICED THAT THE LT REAR SUPPORT BRACKET HAD A CRACK FROM THE EDGE OF THE PART TO THE RADIUS NEAR THE RT UPPER ATTACHMENT HOLE. THE PART WAS REPLACED.				
2005FA0000490	SNIAS	TMECA	GEAR SET	CORRODED
3/2/2005	AS350B2	ARRIEL1D1	350A32314306	MAIN ROTOR
GEAR SET HAS EXCESSIVE FROSTING AND PITTING. REQUESTING WARRANTY CONSIDERATION. (K)				
CA050308014	SNIAS	TMECA	GEARBOX	LEAKING
1/25/2005	AS350B2	ARRIEL1D1	350A33020005	TAIL ROTOR
(CAN) UPON A PREFLIGHT IT WAS NOTED THAT ALL OIL HAD EXITED THE TAIL ROTOR GEARBOX. THE INPUT SEAL WAS THE AREA WHERE THE OIL EXITED. THE GEARBOX WAS REPLACED AS A PRECAUTION.				
2005FA0000683	SNIAS	TMECA	SWITCH	BINDING
11/24/2004	AS350B3	ARRIEL2B	DHS77240030	COCKPIT
SWITCH DOES NOT FULLY EXTEND, CAUSING ENGINE TO REMAIN AT IDLE AFTER TWIST GRIP IS PLACE BACK INTO THE (VOL) POSITION DURING IN-FLIGHT EMERGENCY PROCEDURE TRAINING. REMOVED FROM SERVICE, REPLACED WITH NEW. (K)				
CA050331001	SNIAS	TMECA	HOSE	COLLAPSED
3/17/2005	AS350BA	ARRIEL1B	350A72072102	HEATER
(CAN) HOSE COLLAPSED IN FLIGHT FILLING CABIN WITH INSULATION PARTICLES AND DUST.				
CA050417005	SNIAS	TMECA	IGNITER	DAMAGED
4/13/2005	AS350BA	ARRIEL1B	CH34745	ENGINE
(CAN) CENTER CERAMIC LOOSE, PLUG REPLACED.				
CA050315005	SNIAS	TMECA	LINE	CRACKED
1/30/2005	AS350BA	ARRIEL1B	0301007220	ENGINE FUEL SYS
(CAN) THE AIRCRAFT SHOWED SIGNS OF IRREGULAR STARTS. WHILE WATCHING A START, THE ENGINEER NOTICED WHISPS OF SMOKE COMING FROM THE RT SIDE OF THE ENGINE. TUBE WAS REMOVED AND INSPECTED AND FOUND CRACK ON FLARED END UNDER FERRULE.				
CA050301011	SNIAS	TMECA	PIN	CRACKED
2/28/2005	AS350BA	ARRIEL1B	350A25127520	SLIDING DOOR
(CAN) REMOVED SLIDING DOOR PINS FROM A AS 350 TO CONDUCT AN DYE PENETRANT INSPECTION IAW ALERT TELEX 05.00.47. THE INSPECTION WAS CONDUCTED. DURING THE DYE CHECK A SMALL INDICATION WAS REVEALED BUT WAS NOT VERY APPARENT AND EASILY DISTINGUISHED. THE NDT INSPECTOR CONDUCTED A FLOURESCENT MAGNETIC PARTICLE EXAMINATION. THIS REVEALED .0312 REJECTABLE INDICATION ON BOTH SIDES OF THE SPRING ATTACH HOLE B. IT WAS RECOMMENDED FROM THE NDT INSPECTOR TO NOTIFY MFG AND TRANSPORT TO REVISE THE NDT EXAMINATION TO EITHER A FLOURESCENT MAGNETIC PARTICLE OR SPECIFY				

THAT A METHOD (FLOURESCENT) LEVEL 4 DYE BE UTILIZED. ARE NOW REPLACING ALL PINS WITH NEW AND CONDUCTING A MAGNETIC PARTICLE INSPECTION ON USED PINS.

CA050312003	SNIAS	LYC	AEROSP	MAGNETIC SEAL	DISLODGED
2/23/2005	AS350D	LTS101600A3		770441	T/R GEARBOX

(CAN) AFTER LANDING, OIL WAS FOUND ALL OVER TAIL GEARBOX AREA, MAINTENANCE WAS CALLED AND T/R G/B WAS REPLACED WITH A RENTAL AND NO FURTHER PROBLEM WAS FOUND. UPON INSPECTION AT MAIN BASE THE VENT HOLE ON THE INPUT WAS FOUND PLUGGED UP , THIS WE FEEL WAS THE CAUSE OF THE MAG SEAL TO BECOME DISLODGED AND BEGIN LEAKING. THIS GEARBOX WAS CLOSE TO O/H SO IT WAS SENT IN EARLY AND NEW SEAL WAS INSTALLED.

CA050414011	STBROS	PWA		CIRCUIT BREAKER	FAILED
4/8/2005	SD360	PT6A65AR		SM600BA100N1	RT INTAKE HEAT

REMOTE C/B FOR INLET HEAT STAYED IN CLOSED POSITION AND WOULD NOT OPEN. ALLOWING THE RT ENGINE INTAKE HEAT TO OPERATE WHEN AIRCRAFT POWER WAS TURNED ON AND CAUSED AN OVERHEAT SITUATION AT THE INTAKE ITSELF. PARTS WERE REPLACED WITH NEW AND AIRCRAFT WAS RELEASED WITHOUT FURTHER INCIDENT.

2005FA0000634	STOLAC	LYC		CLAMP	CRACKED
2/25/2005	UC1	IO360A1A			TAILPIPE

LT ENGINE IB EXHAUST TAILPIPE CRACKED, EXPELLING HEAT INTO ENGINE COMPARTMENT, BURNING PAINT ON COWLING. PART FAILURE OCCURRED BECAUSE OF BROKEN SUPPORT CLAMP, NO PN AVAILABLE DUE TO THE LIMITED PRODUCTION OF THIS AIRCRAFT ON EITHER EXHAUST TAILPIPE OR SUPPORT CLAMP. SUSPECTED CAUSE OF FAILURE IS FROM ENGINE VIBRATION AND SHOCK LOADS IMPOSED BY WATER OPERATIONS. ENTIRE EXHAUST SYSTEM SHOULD BE INSPECTED AT EACH 50, 100 HOUR AND ANNUAL INSPECTION SPECIFICALLY THE REAR SUPPORT CLAMPS FOR CRACKS AND DETERIORATION. (K)

CA050317004	SWRNGN	GARRTT		FCU	FAILED
3/14/2005	SA226TC	TPE33110UA		8978017	ENGINE

(CAN) CREW WAS UNABLE TO REDUCE PWR ON RT ENG ON DESCENT. SPEED LEVERS HIGH, POWER LEVERS AT FLIGHT IDLE, ENG REMAINED AT 54 PERCENT TORQUE, CREW COULD NOT CONTROL ENG PWR, ELECTED TO SHUTDOWN ENG AS A PRECAUTION. FCU WAS REPLACED, NORMAL ENG OPS WERE RESTORED. REVIEW OF RECORDS FOR THIS ENG AND FCU REVEALED THAT THIS FCU HAD BEEN INSTALLED PRIOR TO FAILURE, FOLLOWING A REPAIR FOR SAME PROBLEM. THIS FCU WAS O/H MAY, 2004, REMOVED FOR REPAIR JANUARY, 2005, RE-INSTALLED ON AFFECTED AC MARCH, 2005, FAILED MARCH, 2005. TEARDOWN REPORTS RECEIVED, INDICATED THAT FAULTS COULD NOT BE DUPLICATED AND WARRANTY WAS REFUSED. (3) FAILURES IN 603 HRS ON THIS FCU, 2 OF WHICH RESULTED IN UNCONTROLLABILITY OF AFFECTED ENG.

CA050405012	SWRNGN	GARRTT		PUMP	LEAKING
3/31/2005	SA226TC	TPE33110UA		PV34426	HYDRAULIC SYS

(CAN) LOSS OF HYDRAULICS, FLT WAS CONTINUED, UNEVENTFUL FLAPLESS LANDING COMPLETED. INSP OF AC, NOTED, ALL OF FLUID LEAKED OVERBOARD FROM LT ENG HYD PUMP. INSP OF PUMP REVEALED EXTRUDED O-RING SEAL FROM PUMP HSG SPLIT LINE. BOLTS HOLDING 2 PUMP HSG HALVES TOGETHER WERE FOUND LOOSE, ALLOWING O-RING TO BE PUSHED OUT DURING NML PUMP OPS. NML FIELD MAINT OF ENG DRIVEN HYD PUMPS DO NOT REQUIRE DISTURBING OR REMOVING ANY OF HYD PUMP BOLTS NOR WAS ANY EVIDENCE AS SUCH. PUMP WAS REPLACED, AC HYD SYS INSPECTED, TESTED. 3 HYD SYS CHK VALVES WERE FOUND UNSERVICEABLE, 1 FOR EA PUMP, HYD SYS PRESS RELIEF CHECK VALVE. APPEARS FAILURE OF THIS PUMP DAMAGED ENG DRIVE SPLINES TO DEGREE THAT ENG HAD TO BE REMOVED FOR REPAIR.

CA050308010	SWRNGN	GARRTT		SHAFT	LOOSE
3/4/2005	SA226TC	TPE33110UA		B99193	ENGINE

(CAN) UPON CLIMB OUT, RT ENGINE BEGAN TO SURGE WITH NO RESPONSE FROM PWR LEVER INPUTS. FLIGHT CREW ELECTED TO SHUTDOWN ENG AS A PRECAUTION AND CARRIED OUT AN UNEVENTFUL LANDING. UPON INSP OF ENG, IT WAS FOUND THAT ENG CNTRL CENTER SHAFT OR CHRISTMAS TREE DISCONNECTED FROM PROP GOV. IT WAS DETERMINED THAT SET SCREW WHICH SECURES ARM BETWEEN CENTER SHAFT AND PROP

GOV WAS BACKED OUT WHICH ALLOWED ARM TO DISCONNECT FROM SHAFT. INSP OF SET SCREW REVEALED A FLAT SPOT ON IT WHERE SHAFT HAD BEEN WEARING INTO SCREW DUE TO FACT IT WAS LOOSE. LINKAGES WERE RE-INSTALLED AND ENG RUNUP CARRIED OUT, SERVICEABLE. FLIGHT TO BASE REVEALED A FUEL LIMITED CONDITION WITH ENG, FCU WAS REPLACED AS A PRECAUTION.

CA050307013	SWRNGN	GARRTT	PLANETARY GEAR	CRACKED
3/3/2005	SA226TC	TPE33110UA	8679225	GEARBOX

(CAN) DURING ROUTINE MAINTENANCE, THE OIL PRESSURE TREND WAS NOTICED TO HAVE DROPPED ABOUT 12 PSI IN RECENT DAYS. THIS TOGETHER WITH A BAD OIL SAMPLE INDICATED A PLANETARY CARRIER PROBLEM AS EXPERIENCED IN THE PAST BY THIS OPERATOR. THE ENGINE GEARBOX WAS DISASSEMBLED AND THE PLANETARY GEAR CARRIER WAS FOUND CRACKED. THE CRACKS ORIGINATED FROM THE OIL GALLERY PASSAGES. THE ENGINE WAS REMOVED FOR REPAIR.

CA050426007	SWRNGN	GARRTT	FUEL CONTROL	UNRESPONSIVE
4/21/2005	SA226TC	TPE33110UA	8978017	ENGINE

(CAN) DURING DESCENT, FLIGHT CREW ATTEMPTED TO REDUCE POWER WITH LITTLE TO NO RESPONSE. POWER LEVER HAD TO BE BROUGHT BACK ALMOST TO FLIGHT IDLE BEFORE ENGINE RESPONSE WAS OBTAINED, RESPONSE WAS SUDDEN AND ABRUPT. AC LANDED WITHOUT INCIDENT. UPON INSPECTION ALOT OF FREE PLAY WAS NOTED IN POWER LEVER AND INSPECTION OF FUEL CONTROL MANUAL FUEL VALVE. ABNORMAL MOVEMENT OF CONTROL SHAFT WAS NOTED ON MANUAL FUEL VALVE WHEN IT WAS TURNED TO A LOW POWER/FUEL SETTING. INSTEAD OF BEING A SMOOTH CONSTANT MOVEMENT, FUEL CONTROL WOULD (SNAP) TO A LOW POWER/FUEL CONDITION. THIS WAS DETERMINED TO BE AN INTERNAL PROBLEM WITH THE FCU. THE FCU WAS CHANGED, DEFECT HAS NOT RETURNED. FCU SENT TO MFG FOR REPAIR.

2005FA0000503	SWRNGN	GARRTT	BELLCRANK	CORRODED
4/4/2005	SA226TC	TPE33111U	2742030021R	RUDDER

DURING A DETAILED EMPENNAGE INSPECTION THE RUDDER BELLCRANK WAS REMOVED FOR OTHER MAINTENANCE AND CORROSION WAS FOUND IN THE MATING AREA WERE THE GUSTLOCK WELDMENT ATTACHED. THE PART BEING MAGNESIUM HAD PITTING OF OVER .060 WITH THE NORMAL OVERALL THICKNESS BEING .1875 OR .187. THE PART WAS REMOVED AND REPLACED WITH A NEW ALUMINUM PART. SB ADDRESSES WATER BUILD UP CORROSION PROBLEMS IN THIS AREA NONE WERE DONE ON THIS AIRCRAFT. NOT SURE IF ANY WOULD CURE THE DISSIMILAR METAL BETWEEN THE CHROMOLY GUST LOCK AND THE MAGNESIUM BELLCRANK. (K)

CA050308018	SWRNGN	GARRTT	LINE	CHAFED
2/28/2005	SA227AC	TPE33111U	278100322040	HYD SYSTEM

(CAN) LINE CHAFED WHERE LINE COMES THROUGH THE COOLING TURBINE MODULATING VALVE. NEW LINE FABRICATED AND INSTALLED WITH ADDITIONAL CLAMPS TO PREVENT FUTURE CHAFING. W.S. 39.1 IPC FIG 29-10-50 FIG 2 ITEM 2

CA050330001	SWRNGN	GARRTT	BEARING	WORN
3/28/2005	SA227AC	TPE33111U	31028851	PROP SHAFT

(CAN) ENG WAS REMOVED FROM AC DUE TO EXCESS RADIAL PLAY FOUND AT PROP SHAFT. OIL LEAK WAS EVIDENT FROM PROP SHAFT SEAL AREA. MOUNTED DIAL IND ON ENG, MEASURED APPROX, 0.010 TO 0.018 INCH PROP SHAFT RADIAL PLAY. THIS WAS SECOND SEAL INSTALLED, ENG STILL LEAKING. EXCESS RADIAL PLAY AT BRG WAS LIKELY WEARING OUT SEALS AT ACCELERATED RATE CAUSING OIL LEAKAGE SEEN FROM PROP SHAFT AREA. INSTALLED DIAL IND TO MEASURE SIDE TO SIDE RADIAL PLAY. BRG MEASURED AT 0.012 IN, 2 OTHER BEARINGS WERE INSTALLED, CKD USING SAME DIAL IND. BOTH BRGS MEASURED APPROX, 0.006 IN RADIAL PLAY. THIS CONFIRMED HIGHER THAN NML RADIAL PLAY WAS FOUND WITH PROP SHAFT BRG. REMOVED PROP SHAFT BRG, SENT FOR ENGINEERING EVALUATION.

CA050322007	SWRNGN	GARRTT	STEERING SYS	WARNING LIGHT
3/21/2005	SA227AC	TPE33111U		NOSE WHEEL

(CAN) DURING TAKEOFF ROLL THE PILOT DISCONNECTED THE NOSE WHEEL STEERING. THE NOSE WHEEL STEERING FAIL LIGHT CAME ON YET DID NOT FADE OUT LIKE IT SHOULD. THE TAKEOFF WAS ABORTED AND THE

AIRCRAFT TAXIED BACK TO THE TERMINAL. ON THE WAY BACK TO THE TERMINAL THE LIGHT WENT OUT. THE AIRCRAFT WAS INSPECTED AND MAINTENANCE COULD NOT DUPLICATE THE DEFECT. NO FURTHER INCIDENTS HAVE BEEN ENCOUNTERED.

CA050307004	UROCOP	PWA	FMU	UNSERVICEABLE
2/18/2005	EC135P1	PW206B	8063162C	ENGINE

(CAN) DURING CRUISE, THE ENGINE EXPERIENCED AN UNCOMMANDED POWER REDUCTION ACCOMPANIED BY A (FADEC FAILED) ANNUNCIATION. THE PILOT ASSUMED MANUAL CONTROL OF THE ENGINE, ABORTED THE FLIGHT AND DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INVESTIGATION REVEALED AN UNSERVICEABLE ENGINE FUEL MANAGEMENT MODULE.

END OF REPORTS