



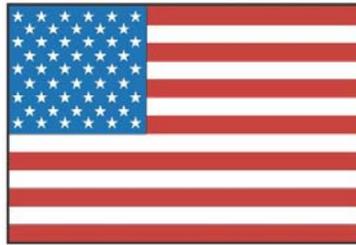
U.S. Department
of Transportation
**Federal Aviation
Administration**

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
326**



**SEPTEMBER
2005**

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**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

APEX

Apex; CAP 230-232; Notice of In-Flight Structural Failure; ATA (unknown)

A recent fatality during an aerobatic championship in Saint Yan, France, has given cause for the French aviation authorities to *ground* Apex aircraft, CAP models 230, 231, 231EX, and 232 as of August 31, 2005. Mechanical descriptions of the specific structural failure have yet to be forwarded (*or released*) as of September 6, 2005.

A records search indicates American registrations for these type aircraft. Their "N" numbers are 3434F, 232LR, 232DE, 659DM, 232MG, 930RM, 232DD, and 862DM. Though the French Emergency Airworthiness Directive (*EAD No. UF-2005-156*) does not apply to these U.S. aircraft, prudent attention and caution should be exercised. (*For further information, contact Mr. S. M. Nagarajan, Aerospace Engineer: Small Airplane Directorate, ACE-112, 901 Locust, Room 301, Kansas City, MO., 64106; phone 816-329-4145.*)

BEECHCRAFT

Beechcraft; G33; Loose Nose Gear Steering Rod-End; ATA 3250

A mechanic describes finding the rod-end (P/N 35-820045) loose on the nose gear steering push-pull tube (P/N 35-825044-6). This connecting terminal slides into the tube's end and is mechanically fastened by two 5/32-inch solid rivets clocked at 90 degrees. "*(The)* rivets were not properly driven due to (*compression*) inside the hollow portion of the tube, instead of (*compressing*) at the shop head, allowing the rod-end to come loose. Separation would cause loss of nose steering control. I recommend replacement of the solid rivets with four CR3213-5-2 CherryMax Rivets in the original holes."

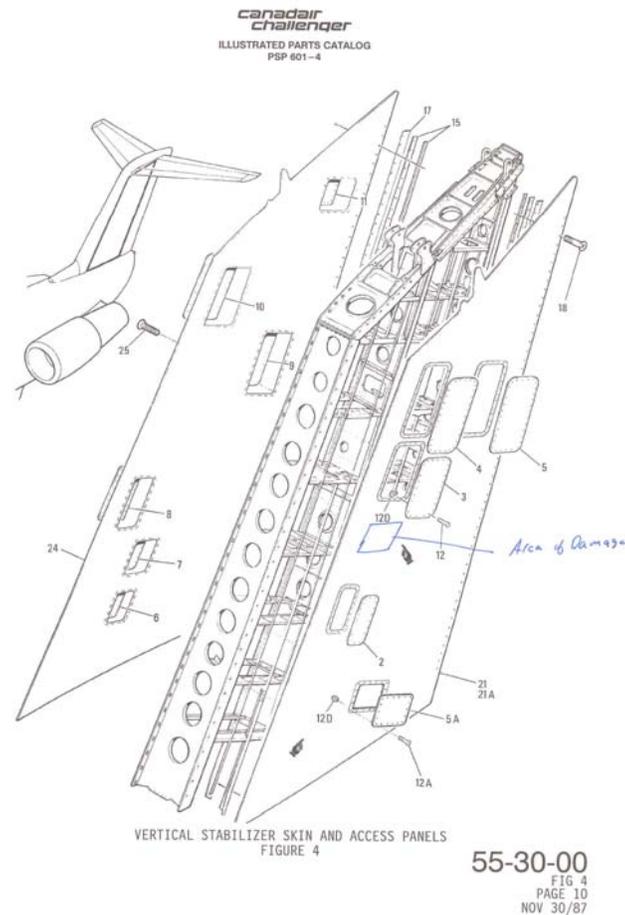
Part Total Time: 7,457.0 hours.

CANADAIR

Canadair; CL-600-2B16; Cut (...sawed) Electrical Conduit; ATA 3340

A repair station technician investigates an intermittent circuit breaker fault for this aircraft's upper anti-collision light. "...*(I)* discovered the L/H elevator control cable had torn through the wiring conduit in the vertical stabilizer. The cable wore through the conduit and shorted out the wiring for the upper beacon. *(I)* repaired the wiring conduit, replaced the wiring, and replaced the control cable in accordance with the manufacturer's instructions." He describes ensuring sufficient clearance between the cable and surrounding conduits, but wonders about the origins of this defect. "*(It)* is unclear if the conduit was installed at the factory or at the time of *(aircraft)* completion. *(I)* suggest inspection of this area on other, similar aircraft. *(It is a)* difficult *(defect)* to notice due to the accessibility of this area in the tail." *(The part number for this particular electrical conduit segment was not provided.)*





Part Total Time: (unknown).

CESSNA

Cessna; 172P; Defect in New Fuel Tank; ATA 2810

A mechanic writes, "During installation of a new tank (P/N 0526000-58) it was discovered 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, and the bung that should have brazed in the forward mount was brazed into the aft mount." (*No other information accompanied this submission.*)

Part Total Time: 0.0 hours.

Cessna; 182T; Contaminated Boost Pump; ATA 2822

A repair station technician gives the following description of a returned Weldon fuel pump (P/N A8160-D): "(I) received this 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 four months.”
(Reference another C182 in last May’s Alerts.)

Part Total Time: 166.4.

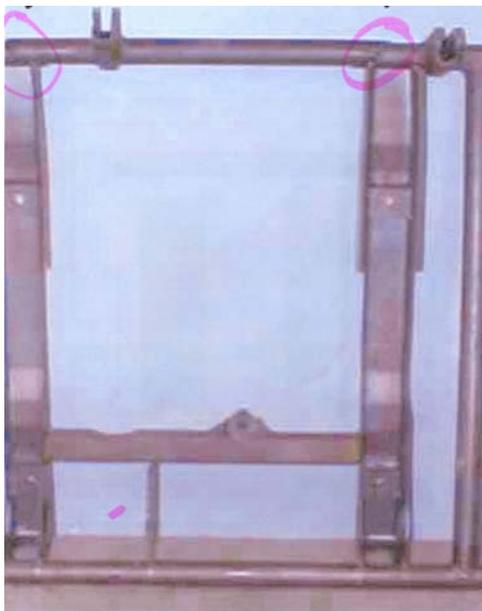
Cessna; 402C; Frayed Nose Gear Steering Cables; ATA 3250

An inspection of this aircraft revealed the R/H nose steering cable (P/N 500000-124) “...blended and frayed.” This operator states, “New Cessna cables (stainless steel) last only a fraction of the time as the old style cables. (*This defect*) has become a much more common occurrence.” (*See last month’s Alerts for a similar Cessna 441 cable problem.*)

Part Total Time: (unknown).

Cessna; 501; Broken Seat Frame; ATA 2510

An upper chair base assembly (P/N 5519015-6) was found cracked at the attach points. The submitter believes stress and metal fatigue are the probable causes. This chair was repaired in accordance with Aviation Fabricators STO1J043WI (supplemental type certificate) structural seat repair. (*Two photographs are shown below. Reference last July’s Alerts for very similar report.*)





Part Total Time: (unknown).

Cessna; 750; Thrust Reverser Malfunction; ATA 7830

“The L/H thrust reverser performed an un-commanded stow during thrust reverser use after landing,” writes a mechanic. “After accessing the throttle quadrant, it was noticed the wires connected to the L/H deploy switch were stretched very tight when the ‘T/R’ piggy-back levers were in the deploy position. After running diagnostics using software provided by Cessna, it was determined the deploy switch was faulty. During the process of accessing the wires to replace the switch, a wire was found to be broken where it was spliced. The shrink-wrap around the wire bundle contributed to the intermittent nature of the defect. The splice was repaired and an operational check of the T/R system confirmed the system had been fixed.”

Part Total Time: 115.7 hours.

DASSAULT

Dassault; F10; Broken Wheel Bolts; ATA 3246

“A broken wheel bolt (*P/N GYS185-25*) was noticed during a tire pressure check,” writes this repair station technician. “The wheel cover was removed to investigate. All ten bolts were NDT’d (*non-destructive testing*) by magnetic particle inspection and three other bolts were found cracked. Part cycles (landings) since overhaul is 176.” (*The aircraft’s wheel manufacture: Aircraft Braking Systems Corporation: P/N 5000400*).

Part Total Time: (unknown).

Dassault; F50EX; Oil Tank Crack; ATA 7261

Excessive oil covering number three engine and its nacelle quickly caught this mechanic's attention on postflight inspection. Oil had collected primarily around the oil tank. Subsequently, both engine and cowling were cleaned prior to engine run. Shortly after engine start "...oil was observed coming from a small .50 inch crack in the oil tank wall. (*This*) crack was located approximately 2.25 inches below the top of the tank and 3.50 inches above and left of the oil filler cap. (*It*) appears to originate from an internal weld, or a welded baffle internal to the tank assembly." He describes installing a new Honeywell direct replacement tank (P/N 3060720-4), but noticed this new tank had a similar, possible defect of a dent or depression in the exact same area of the original cracked tank. Having discussed this with Honeywell, an upgraded tank (P/N 3060720-5) was to be shipped for exchange. (*Engine listed is Honeywell TFE731-2B.*)

Part Total Time: 2,873.6 hours.

Dassault; F2000; Arcing Wire Bundle; ATA 1497

A technician discovered a fractured wire harness (P/N FSFB641103A3) under the copilot's seat showing evidence of arcing, including "...copper globules." He emphasizes had papers and other items found stowage in this area it would certainly present a fire hazard. He makes two suggestions: the particular harness should be of heavier construction, and close attention should be given to routing and clamping. The circuit breaker, too, was apparently slow to react. (*The second letter "S" in the above part number was barely discernable in this submission.*)

Part Total Time: 6,108.0 hours.

ISRAEL AIRCRAFT INDUSTRIES**Israel Aircraft Industries; 1124; Arcing Wire Bundle; ATA 1497**

A repair station technician describes finding "...a wire harness chaffing and arcing in the area of the cockpit entrance-overhead. This problem has been addressed by IAI Service Bulletin SB 1124-24A-154. Consideration should be given to make this an AD (*Airworthiness Directive*) due to the potential of in-flight smoke and fire." (*The Service Bulletin calls for a one-time inspection of the bundle above and near the NO-Smoking/Seatbelts sign. As described, a door hinge in the vicinity has potential to wear on improperly protected or routed wires. As you projected, this Service Bulletin became an Australian directive, AD-IAI-W-28 on April 20, 2005. Whether or not it becomes an FAA directive is a question still in the pipeline.*)

Part Total Time: (unknown).

PIPER**Piper; PA46; Chafed Engine Mount; ATA 7120**

A technician writes, "During a normal event inspection, the air shield was found chaffing against the upper R/H engine mount leg where it passes through the baffle shield (P/N 102403-053) for the plenum assembly. This type of a problem has been discovered on other model aircraft, and it is recommended close inspection be given to the area where baffling could be cutting into the engine mount. Both times this (*defect*) was found, the engine mounts had to be repaired by approved welding methods and authorized repair facilities." (*The SDR data base reflects another, very similar chafing discrepancy.*)

THE NEW PIPER AIRCRAFT, INC.
PA-46-500TP MALIBU MERIDIAN
AIRPLANE PARTS CATALOG

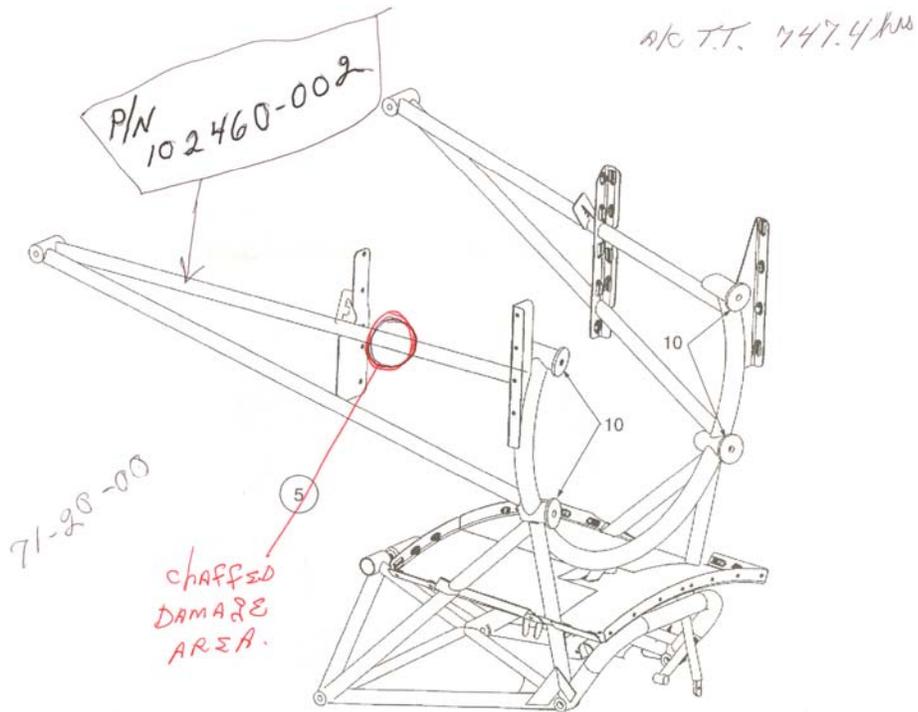
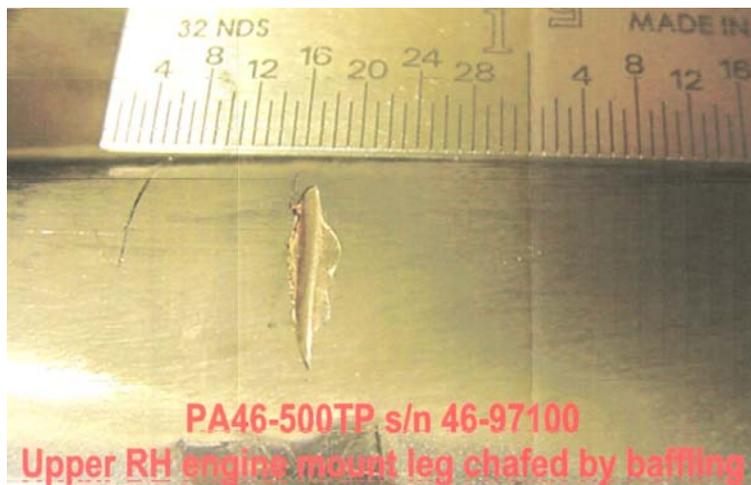
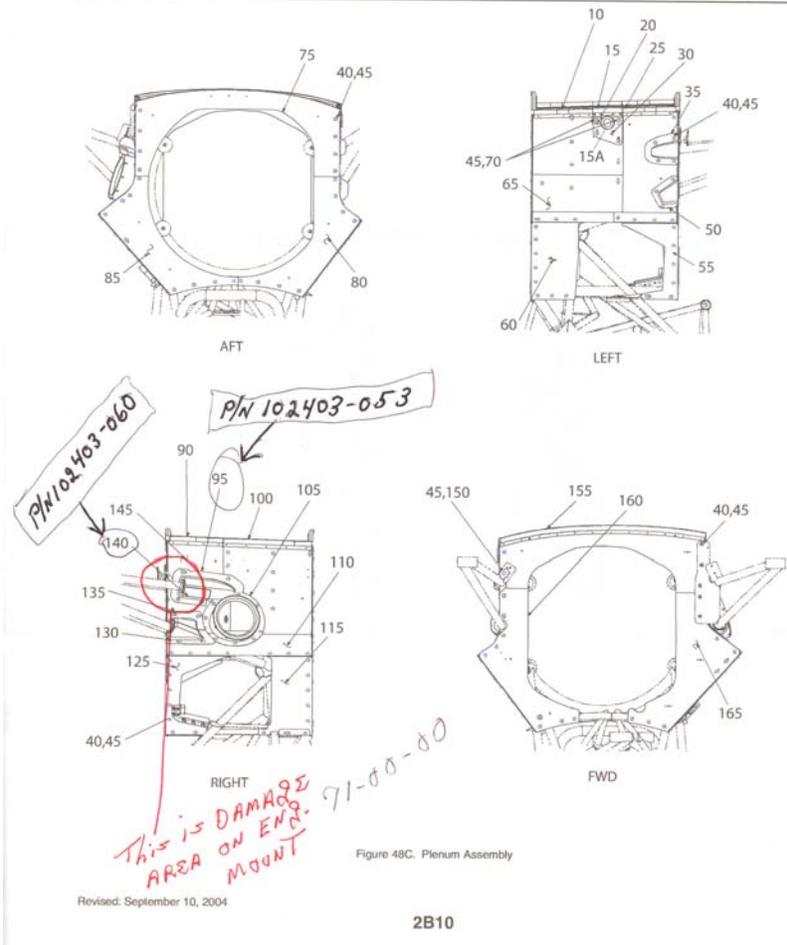


Figure 50. Engine Mount Assembly

Revised: December 10, 2002

2C10

THE NEW PIPER AIRCRAFT, INC.
PA-46-500TP MALIBU MERIDIAN
AIRPLANE PARTS CATALOG



Part Total Time: 747.4 hours.

Piper; PA600; Main Landing Gear Strut Cracks; ATA 3213

(The following is a composite description of three submissions from the same mechanic for two aircraft: a PA600 and a PA601.) The left main landing gear strut bottom collar is "...separating from the tube due to insufficient penetration when the part was furnace brazed or silver-soldered together. The working cylinder (P/N 400054-01) collar caused the part to work and crack the boss. (I) recommend inspection of the collar at the bottom of the gear strut for any movement or working between the collar and the strut cylinder assembly. Dye check the collar where the part is machined for clearance on the torque links."





Part Total Times: 3,968.5 and 4,148.0 hours (*respectively*).

HELICOPTERS

SCHWEIZER

Schweizer; 269C-1; Tail Rotor Failure; ATA 6510

The submitter describes this aircraft experiencing tail rotor failure while in cruise flight at approximately 700 feet. “The pilot went to flat pitch, put the helicopter into a dive to avoid rotation from torque, performed full autorotation to the ground, (*and incurred*) no damage to the helicopter or injuries to the occupants. The drive gear on the tail rotor input shaft was stripped, as was the forward gear on the tail rotor drive shaft. (*We*) inspected our three remaining helicopters having 500 to 4,775 hours time on these components—no discrepancies were noted. (*I*) suspect a possible metal problem. The current inspection (*interval*) is 600 and 1200 hours, or every 24 months. (*I recommend*) possibly lowering the inspection intervals to 300 hours. This helicopter was 30 hours from its 1200 hour (*inspection*).” (*The spline P/N is 269A5430-1. The main rotor belt drive assembly is listed as P/N 269A5510.*)

Part Total Time: 1,138.8 hours.

Schweizer; 269C; Jammed Cyclic Stick; ATA 6710

“During descent to landing,” writes the mechanic, “...the cyclic stick jammed, not allowing any lateral movement to the right beyond neutral position. This was caused by the spring tube coming out of the trim housing, locking the trim arm at a three-quarter extended position (*lateral trim assembly P/N 269A7316-13*). The spring tube came out of the trim housing due to a failure of the epoxy that holds it in. This (*particular*) new trim actuator has a different color epoxy (white) than the older actuator epoxy (green).”

Part Total Time: 152.3 hours.

POWERPLANTS

CONTINENTAL

Continental; IO-520-F; Defective Starter Adapter; ATA 8011

The submitter states, “The starter adapter (P/N 643259) was removed due to damage caused during a ‘kick-back’. Inspection found the bearing retaining holes had been knurled at the factory, misaligned, and coated with a greenish bearing retaining compound. The starter adapter worm drive showed signs of a heavy side load. This caused the starter adapter to bind and not release. This housing has an inspection stamp of (*identification number withheld*) and a date stamp of September 15, 2003.”

Part Total Time: (not provided).

Continental; IO-550-F; Broken Crankshaft Bearing; ATA 8520

A repair station mechanic disassembles this engine and notes a broken bearing shell, number two “...from the rear saddle. It appears the bearing has worked—and is polished as result.” Fretting on the parting surfaces and a malformed bearing tang also provide evidence for a working bearing (P/N SA634503M010). (*Great pictures! Next time, if possible, please “flesh-out” a few more details: TSO, TT, Part Times, operating conditions and earnest speculation—they all provide insight and education. Thanks—Ed.*)





Part Total Times: (not provided).

ACCESSORIES

TCM MAGNETO

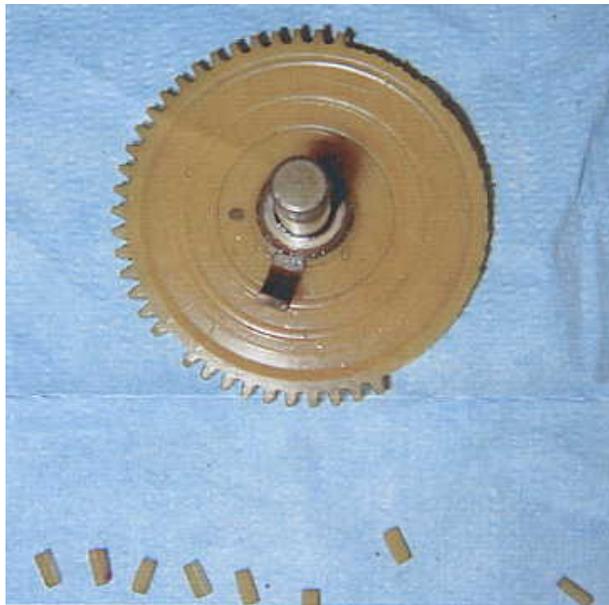
TCM Magneto; 10-682560-13; Teeth Missing--Distribution Gear; ATA 7414

A Piper PA-32R arrived at a mechanic's hangar with a rough running engine. Diagnostics determined one side of the dual magneto was dead. Upon removal and disassembly, this magneto's defect became clear: multiple teeth were missing from the timing gear. The owner described this particular magneto as "...low time," but no specific hours were provided. Aircraft total time was given as 2,289.8 hours. (*Gear part number not provided. See an example in the next Alert item's attached photograph.*)

Part Total Time: (unknown).

TCM Magneto; 10-500556-1; Teeth Missing--Distributor Gear; ATA 7414

This failed magneto was removed from a Continental O-470 powering a Cessna 182H. Twenty-four teeth were found missing from the distributor gear (P/N 10-357584). New replacement gear (P/N 10-357586) provided new life for this unit. (*Time since overhaul is estimated at 678.0 hours. The following photograph nicely depicts 'dental' problems with distributor gears.*)



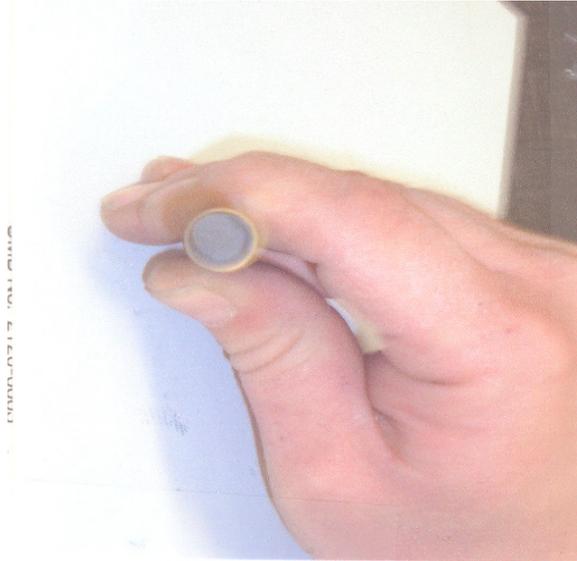
Part Total Time: (unknown).

SUPERIOR AIR PARTS

Superior Air Parts; Engine Through-Bolts; Broken Bolts; ATA 8530

A mechanic states, "12.36 hours after installing (*this particular*) through-bolt and torquing it to specifications—the bolt broke (P/N SA641931-10.75; Lot/N B05006996). (*This*) totals five broken bolts on three different engine models." (*Unfortunately, the applied torque for a given application was not provided. Original bolt specifications and their comparison to bench-test results of a couple of new and used bolts would have been very telling.*)

One can increase the “validity” of any concern by describing frequency and method of instrument calibration, and degree of sample control. A necessary condition of validity is “reliability”. Reliability improves for any concern by increasing the number of measures. At what torque values do brand “X” and “Y” fail? How many times out of five tests, does each succeed or fail? Finally, include contact information. Your measures have to be repeatable by others, further increasing “reliability.” Perhaps other mechanics that have experience with these bolts will provide additional detail. See the attached picture.)



Part Total Time: 12.36 hours.

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
2005FA0001092				STARTER	CRACKED
7/29/2005				MHB6016	
DRIVE HOUSING ASSY CRACKED ON MOUNTING PLATE. THIS IS THE 5TH CRACKED HOUSING IN A 2 MONTH PERIOD. THERE IS A MAJOR PROBLEM. (K)					
CA050613004				SPARK PLUG	MISMANUFACTURED
6/10/2005				URHM38E	ENGINE
(CAN) WELD EMBRITTLEMENT BELOW HEX ON SPARK PLUG BODY. UPON INSTALL 1 SPARK PLUG SEPARATED FROM THREADED SECTION LEAVING THAT PART STILL INSTALLED IN CYLINDER. VISUALINSPECTION CONFIRMED WELD EMBRITTLEMENT, REMOVED ALL OTHER 23 PLUGS AND FOUND 19 WITH SIMILAR DEFECT, BLACK OVERHEATED WELD, AND CRACK AROUND THE AREA. IF NOT DETECTED PRIOR TO FLIGHT COULD SEPARATE INFLIGHT AND CAUSE LOSS OF ENGINE POWER. SPARK PLUGS PURCHASED FROM AVIALL DATED FEB 14, 2005 WITH A LOT NUMBER OF 105173207. THIS PROBLEM MAY NOT BE LIMITED TO THIS SPECIFIC SPARK PLUG. RECOMMEND A VISUAL INSPECTION FOR A BLACK RING BETWEEN HEX AND THREADED SECTION OF SPARK PLUG.					
CA050624007				BATTERY	BURNED
6/22/2005				AD40787	MASTER
DURING A SCHEDULED CHECK, THE BATTERY WAS OBSERVED TO HAVE 1 INCH DIAMETER HOLE IN THE TOP OF THE CASE AS WELL AS EVIDENCE OF ERROSION ON THE SIDE OF THE CASE BELOW THE HOLE. THREE CELLS IN THE AREA OF THE HOLE EXHIBIT EVIDENCE OF OVERHEATING AND THERMAL DAMAGE. INVESTIGATION INTO THE CAUSE IS ON GOING. THE BATTERY HAS 6 MONTHS TIME IN SERVICE SINCE NEW AND 226.1 HOURS SINCE IT'S LAST SERVICE.					
2005FA0001190				CONTROL CABLE	DEFECTIVE
8/19/2005				C299506B0104	PROPELLER
PROPELLER CONTROL CABLE CAME DEFECTIVE FROM MANUFACTURER. ORDERED A TOTAL OF THREE (3)ALL THREE DEFECTIVE. APPEARS CABLES ARE MANUFACTURED BY NEW VENDOR AS ONE OF THEM WAS IDENTIFIED AS "FIRST ARTICLE SAMPLE. CONTROLS JAM AND PRODUCE BRASS FILINGS DURING ROTATION OF VERNIER CONTROL. VERNIER CONTROL MACHINES GROVES INTO SURFACE OF SHAFT. DIGITAL PICTURES TAKEN AND CESSNA ENGINEERING CONTACTED					
PG9R97674				FUEL NOZZLE	CRACKED
10/13/2004				6899001	ENGINE
CRACKED SHROUD AND SPRAY BODY, REPLACED. IT IS BEING SUGGESTED THAT THESE NOZZLES BE PRESSURE TESTED (AIR OR LIQUID) PRIOR TO BEING RELEASED FOR SERVICE. IT IS FURHER SUGGESTED THAT QC DEPARTMENT BE INCLUDED IN THIS PROCESS. THESE SUGGESTIONS ARE OF COURSE TO PREVENT LOSS OF VENENUE AND MOST OF ALL, SAFETY. (BN-FSDO)					
KESE0508001		AMTR		PUMP	SEIZED
8/16/2005		SUBURU			FUEL SYS

ELECTRIC FUEL PUMP FAILED UPON THROTTLE RETARDATION WHILE TURNING BASE LEG TO FINAL FOR LANDING. ENGINE SHUT OFF AND SUCCESSFUL DEAD STICK APPROACH AND LANDING EXECUTED. NO DAMAGE OR INJURIES. PUMP PISTON FOUND TO BE SIEZED AND WAS BROKEN FREE WITH FORCE. CORROSION EVIDENT ON BARREL WHICH LOOKED TO BE BRASS. THIS INSTALLATION HAS NO ENGINE DRIVEN FUEL PUMP AND FAILED UNIT IS RELIED UPON AT LOW POWER SETTINGS. SUGGEST ROUTINE LUBRICATION AND REPLACEMENT.

2005FA0001116	CONT	REGULATOR VALVE	RUPTURED
8/10/2005	LTSIO360EB		RT NACELLE

UPON RUN UP, PILOT CYCLED BOOTS. BOOT CYCLE STATUS LIGHT CAME ON BUT EXTINGUISHED BEFORE 6 SECOND INFLATION CYCLE TIMED OUT. (PRESS TO TEST SHOWED LAMP OK). BOOTS REMAINED PARTIALLY INFLATED AND WOULD NOT DE-FLATE. PILOT SPOOLED ENGINES DOWN AND BOOTS DE-FLATED. INSPECTION DISCLOSED THAT DIAPHRAGM ON LOW PRESSURE REGULATOR OF THE ASSEMBLY HAD FAILED AROUND ENTIRE CIRCUMFERENCE. FAILED DISK SPALLED THE BELL SHAPED PORTION OF REGULATOR RUINING THE REGULATOR AND RENDERING 2H22-16 PART UNFIT FOR OVERHAUL.

2005FA0001117	CONT	REGULATOR VALVE	RUPTURED
8/10/2005	LTSIO360EB		DE ICE SYS

UPON RUN UP, PILOT CYCLED BOOTS. BOOT CYCLE STATUS LIGHT CAME ON BUT EXTINGUISHED BEFORE 6 SECOND INFLATION CYCLE TIMED OUT. (PRESS TO TEST SHOWED LAMP OK) BOOTS REMAINED PARTIALLY INFLATED AND WOULD NOT DE-FLATE. PILOT SPOOLED ENGINES DOWN AND BOOTS DE-INFLATED. INSPECTION DISCLOSED THAT DIAPHRAGM ON LOW PRESSURE REGULATOR OF THE AIRBORNE 2H22-16 ASSEMBLY HAD FAILED AROUND ENTIRE CIRCUMFERENCE. FAILED DISK SPALLED THE BELL SHAPED PORTION OF REGULATOR RUINING THE REGULATOR AND RENDERING 2H22-16 PART UNFIT FOR OVERHAUL.

CA050727001	GE	ENGINE	FAILED
7/27/2005	CFM565A		NR 2

DURING TAKEOFF ROLL, ENG NR 2 FAILED. TAKEOFF REJECTED. RAISED, ENGINE CHANGE IN PROGRESS (YOW).

CA050722009	PWA	PWA	SHROUD	DISTORTED
7/22/2005	PT6A114A		311074102	CT SHROUD

THE HOT SECTION KIT OF A PT6A-114A ENGINE WAS RECEIVED FOR INVESTIGATION/REPAIR DUE TO SHIFTING OF CT SHROUD SEGMENTS. THE CT SHROUD SEGMENT-RETAINING RING WAS OF POST SB 1627 CONFIGURATION AND THE CTSHROUD SEGMENTS (P/N 3053094CL5) PRE SB1628. QTY. 5 RUB SPOTS WERE NOTED ON THE CT SHROUD SEGMENTS WITH MINOR RUB ON CT BLADES. THE CT SHROUD SEGMENT RETAINING RING WAS FOUND DISTORTED AND DISENGAGED FROM THE RETAINING GROOVE OF CT SHROUD HOUSING. NO OVER HEATING/BURNING OF HOTSECTION PARTS NOTED. THE CMM INSPECTION OF THE CT SHROUD HOUSING WAS DONE AND ROUNDNESS NOTED WITHIN O/H MANUAL LIMIT. THIS IS 1ST CASE WHERE POST SB 1627 CT SHROUD SEGMENT RETAINING RING WAS FOUND DISTORTED AND DISENGAGED FROM THE RETAINING GROOVE OF CT SHROUD HOUSING.

CA050726002	PWA	ENGINE	FAILED
7/20/2005	PT6A50		ENGINE

(CAN) DAMAGE OCCURRED TO PLATING OF FWD SEALING DIAMETER OF BETA CNTRL OIL TRANSFER SLEEVE. DIAMETER INDICATED BOND OF PLATING TO PARENT MATERIAL OF SLEEVE WAS STILL GOOD, WAS SCORING FROM FOD. EXTRUSION OF PLATE FWD FROM DIAMETER, INDICATION PIECES HAD SEPARATED. PROPSHAFT HAD SCORING OF MATING DIAMETER. AXIAL EXTENT OF SCORING COVERS MOVEMENT OF TRANSFER SLEEVE ALONG PROPSHAFT. PIECE OF PLATING HAD BECOME DETACHED FROM EDGE OF SMALL HOLES, EXTRUDING FROM SEALING DIAMETER OF BETA CNTRL OIL TRANSFER SLEEVE, HAD CLEARLY BROKEN AWAY. MAGNETIZATION OF PROP SHAFT WITH

DAMAGE TO BETA CNTRL DIAMETERS IS THOUGHT TO BE RESULT OF FRICTIONAL CONTACT BETWEEN SLEEVE AND SHAFT. PROPSHAFT COULD HAVE BECOME UNREPAIRABLE.

CA050629005		PWA	ENGINE	MAKING METAL
6/23/2005		PT6A68		

DURING TAKEOFF AN UNCOMMANDED PROPELLER FEATHER OCCURRED. NORMAL POWER WAS RESTORED AFTER PULLING THE PROPELLER SYSTEM CIRCUIT BREAKER AND THE AIRCRAFT DIVERTED TO AN AUXILIARY AIRFIELD. THE ENGINE CHIP DETECTOR WARNING SUBSEQUENTLY ANNUNCIATED FOLLOWED BY UNCOMMANDED TORQUE FLUCTUATIONS. THE ENGINE WAS SHUT DOWN IN FLIGHT ON FINAL APPROACH. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA050707004		PWA	CYLINDER HEAD	SEPARATED
6/25/2005		R1340AN1	R1340	ENGINE

(CAN) CYLINDER HEAD SEPARATED FROM BARREL JUST BELOW SPARK PLUG HOLES.

CA050707003		PWA	CYLINDER HEAD	CRACKED
6/27/2005		S3H1	R1340	ENGINE

(CAN) CYLINDER HEAD CRACKED FROM REAR SPARK PLUG HOLE AROUND TO FRONT PLUG HOLE.

CA050708006		WRIGHT	BENDIX	POINTS	BROKEN
7/8/2005		982C9HE2			MAGNETO

DURING GROUND RUN, LT ENGINE WOULD NOT RUN WITH THE LT MAG SELECTED. MAINTENANCE CREW FOUND THE BREAKER POINT ARM BROKEN OFF DURING INVESTIGATION. THE MAGNETO WAS REPLACED WITH A SERVICEABLE UNIT, AND THE AIRCRAFT WAS RETURNED TO SERVICE, MAGNETO TSO 425.0.

CA050725008	AEROSP	PWA	ENGINE	FLAMED OUT
7/5/2005	ATR42*	PW127		

(CAN) DURING CRUISE IN SEVERE RAIN STORMS, THE ENGINE FLAMED OUT. THE AUTOMATIC RE-LIGHT SYSTEM SUCCESSFULLY RESTARTED THE ENGINE WITHIN 12 SECONDS. POST FLIGHT GROUND CHECKS FOUND NO ANOMALIES AND THE AIRCRAFT RETURNED TO SERVICE.

CA050725012	AEROSP	PWA	AUTOFEATHER SYS	UNSERVICEABLE
6/30/2005	ATR42500	PW127	30048000018	PROPELLER

(CAN) DURING CLIMB, THE AIRCRAFT YAWED, ACCOMPANIED BY AN ENGINE TORQUE INDICATION OF ZERO. THE CREW SHUT THE ENGINE DOWN IN FLIGHT. THE ENGINE WAS THEN SUCCESSFULLY RESTARTED. THE AUTOFEATHER UNIT WAS SUBSEQUENTLY REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA050704007	AEROSP	PWA	ENGINE	DAMAGED
7/2/2005	ATR72	PW124B		

(CAN) ON LEVELING FROM CLIMB, THE ENGINE LOW OIL PRESSURE WARNING ANNUNCIATED. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED. POST-FLIGHT INSPECTION REVEALED THE ENGINE OIL FILTER TO BE BLOCKED BY CARBON PARTICLES. PWC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050725006	AEROSP	PWA	HOUSING	CORRODED
6/20/2005	ATR72202	PW124B		REDUCTION G/B

(CAN) DURING CRUISE, ENGINE OIL PRESSURE DECREASED AND THE ENGINE WAS SHUT DOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED CORROSION OF THE REDUCTION GEARBOX HOUSING

AT THE PCU TRANSFER TUBE LOCATION.

CA050725014	AGUSTA	PWC	ENGINE	MAKING METAL
7/9/2005	A109E	PW206C		

(CAN) THE ENGINE WAS REPORTED TO EMIT A NOISE ACCOMPANIED BY A CHIP DETECTOR INDICATION. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED TO POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED MAGNETIC DEBRIS IN THE ENGINE. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050707001	AIRBUS	GE	WHEEL	CRACKED
6/8/2005	A310300	CF680A	C20206150	MLG

DURING TRANSIT CHECK ONE OF THE MAIN WHEEL TIRE WAS FOUND WITH LOW PRESSURE. MAIN WHEEL ASSEMBLY WAS REMOVED AND SENT TO THE REPAIR SHOP FOR INVESTIGATION. DURING INSPECTION, THE OUTBOARD WHEEL HALVE WAS FOUND CRACKED APPROX ONE INCH LONG ON LOWER WHEEL WEB BETWEEN THE TIE BOLT FLANGE AND THE TIRE BEAD FLANGE. THE WHEEL HUB WAS SCRAPPED AND AIRBUS INDUSTRIES WAS ADVISED.

CA050722003	AIRBUS	GE	CIRCUIT BREAKER	BURNED
7/16/2005	A310300	CF680C2*	NSA931322100	FUEL PUMP

FLIGHT CREW REPORTED, RT OUTER TANK FUEL PUMP NR 1, LOW PRESSURE FAULT. DURING TROUBLESHOOTING, FOUND CIRCUIT BREAKER FIN 4QA TRIPPED AND EMITTING BURNT SMELL. CIRCUIT BREAKER WAS REPLACED AND SYSTEM OPS CHECKED SERVICEABLE.

CA050726001	AIRBUS	GE	BOLT	BROKEN
7/23/2005	A310304	CF680C2*		MLG WHEEL

(CAN) DURING TRANSIT CHECK INSPECTION, FOUND NR 2 MAIN WHEEL WITH 2 EA BROKEN TIE BOLTS. THE MAIN WHEEL ASSEMBLY WAS REPLACED. DURING REPLACEMENT OF THE WHEEL ASSEMBLY, FOUND THE BRAKE DAMAGE BY THE BROKEN TIEBOLTS. THE BRAKE ASSEMBLY WAS ALSO REPLACED.

CA050714002	AIRBUS	CFMINT	WINDSHIELD	CRACKED
7/11/2005	A319112	CFM565B6	NP1653118	COCKPIT

F/O WINDSHIELD OUTER LAYER CRACKED DURING CRUISE GENERATING A WARNING MESSAGE 'ANTI-ICE R WINDSHIELD'. NO FLAMES OR SPARKS WERE NOTICED.

CA050727002	AIRBUS	CFMINT	YAW DAMPER	LEAKING
7/27/2005	A340313	CFM565C4	PNSC4710	RUDDER

IN CRUISE, YELLOW HYD SYSTEM LEAK TURNED OFF ENG GREEN PUMPS 1 & 2. NO NOSE STEERING ON LANDING. FOUND HYD LEAK IN THS COMPT YAW DAMPER ACTUATOR 19CS1. REPLACED AS PER J/C 9-227L-01.

CA050725005	AIRTRC	PWA	ENGINE	POWER LOSS
7/1/2005	AT502B	PT6A34AG		

(CAN) THE ENGINE REPORTEDLY LOST POWER DURING TAKEOFF WITH SUBSEQUENT DAMAGE TO THE AIRCRAFT. THE ENGINE HAD BEEN CONVERTED FROM A PT6A-15AG TO A PT6A-34AG UNDER AIRFORCE TURBINE SERVICES STC SE7677SW. P&WC WILL MONITOR INVESTIGATION OF THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

CA050725009	AIRTRC	PWA	ENGINE	POWER LOSS
7/5/2005	AT802	PT6A67A		

(CAN) DURING FIRE-FIGHTING OPERATIONS, THE AIRCRAFT FLEW THROUGH A COLUMN OF SMOKE AND THE ENGINE REPORTEDLY LOST POWER. THE AIRCRAFT MADE AN EMERGENCY LANDING AND WAS SUBSEQUENTLY CONSUMED BY FIRE. PWC WILL MONITOR THE INVESTIGATION AND ADVISE OF

ROOT CAUSE ONCE DETERMINED.

CA050708005	AIRTRC	PWA	PROXIMITY SWITCH	LOOSE
7/5/2005	AT802A	PT6A65AG	3A07005178	NLG

DURING CRUISE, THE PILOT NOTED A GEAR UNSAFE LIGHT FOR THE NLG. THE AIRCRAFT DID A LOW PASS AT THE AIRPORT. IT WAS DETERMINED THAT THE GEAR WAS DOWN AND IT APPEARED TO BE AN INDICATION PROBLEM. THE AIRCRAFT LANDED WITHOUT INCIDENT. DURING INVESTIGATION BY MAINTENANCE CREW, THE AIRCRAFT WAS JACKED AND THE PROXIMITY SWITCH WAS READJUSTED AND SECURED. A GEAR SWING WAS ACCOMPLISHED TO VERIFY CORRECT OPERATION. THE OTHER AIRCRAFT IN THE FLEET WERE INSPECTED AND 2 OTHER SWITCHES WERE FOUND LOOSE, WERE RESECURED. THE AIRCRAFT WERE RETURNED TO SERVICE.

CA050725016	AIRTRC	PWA	ENGINE	VIBRATION
7/3/2005	AT802A	PT6A67A		

THE ENGINE WAS REPORTED TO EMIT FLAMES ACCOMPANIED BY VIBRATION AND LOUD NOISES. AN EMERGENCY LANDING WAS PERFORMED ON A DIRT ROAD. P&WC WILL INVESTIGATE THE EVENT TO ESTABLISH ROOT CAUSE.

GQRR082005	AMD	MESSIER	HOLDER	BROKEN
8/2/2005	FALCON200		D52177	ACTUATOR PACKING

THE PACKING HOLDER P/N D52177 INSIDE OF THE MAIN GEAR ACTUATOR BROKE APART IN TWO PIECES. THIS CAUSED LOSS OF HYDRAULIC FLUID TO THE AIRCRAFT. THIS PART HAD NOT BEEN MODIFIED IAW SB TO PREVENT THIS PART FROM BREAKING. THIS IS THE 3RD PACKING HOLDER FOUND TO BE CRACKED OR BROKEN, WHERE MODIFIED OR NOT.

2005FA0001127	AMD	GARRTT	LIGHT	DAMAGED
10/15/2004	FALCON900EX	TFE731*	ELW3039010201	CABIN

THE AIRCRAFT WAS ON MFG SPI RAMP. THE CABIN LED LIGHT STRIP IN AFT CABIN BECAME WARM CAUSING HEAT DAMAGE TO THE LIGHT STRIP. THE LIGHT BOARD WAS SENT TO EMTEQ LIGHTING FOR EVALUATION. EMTEQ DETERMINED THE CAUSE OF THE FAILURE TO BE ELECTRO STATIC DISCHARGE DAMAGE. MFG REP TRAVELED TO FACILITY TO INSPECT INSTALLED CABIN LED BOARDS. NO DEFECTS WERE FOUND ON ANY OF THE CABIN LED LIGHT BOARDS OR THE INSTALLATION OF THE SYS. MFG IS WORKING ON PLAN TO PREVENT THIS FROM HAPPENING IN THE FUTURE. (K)

CA050725018	AYRES	PWA	ENGINE	FAILED
7/8/2005	S2RT34NORMAL	PT6A34AG		

THE ENGINE LOST TORQUE AND OIL PRESSURE DURING A SPRAYING RUN (AT 50 FT ALTITUDE). THE PILOT FEATHERED THE PROPELLER AND COMPLETED A FORCED LANDING WITH RESULTANT AIRFRAME AND PROPELLER DAMAGE. PWC WILL MONITOR INVESTIGATION OF THE INCIDENT TO ESTABLISH ROOT CAUSE.

2005FA0001114	AYRES	PWA	SPAR	BROKEN
8/4/2005	S2RT660	PT6A65AG		RUDDER

THE UPPER RUDDER SPAR WAS BROKEN 12.5 INCHES ABOVE THE UPPER HINGE. IN ADDITION, THE SPAR CRACKED UNDER THE UPPER HINGE FITTINGS. THIS CAUSED THE RUDDER COUNTER BALANCE TO BE LOOSE RESULTING IN RUDDER FLUTTER. FURTHER FLIGHT COULD HAVE RESULTED IN LOSS OF RUDDER CONTROL. THE SPAR WEB IS MADE OF .040 INCH ALUMINUM CHANNEL WITH VERY LITTLE IN THE WAY OF STIFFNERS. THE SPAR NEEDS TO BE BEEFED UP. (K)

2005FA0001091	AYRES	PWA	LONGERON	CRACKED
7/26/2005	STRT34	PT6A34AG		FUSELAGE

BOTH UPPER LONGERON WAS CRACKED APPROXIMATELY 54 INCHES AFT OF DATUM. THE AREA IS

DIFFICULT TO INSPECT AS IT IS 75 PERCENT COVERED BY THE HOPPER. THIS IS A VERY UNUSUAL AREA TO FIND SUCH A DEFECT. THE AC HAS NO DAMAGE HISTORY AND HAS NOT BEEN ABUSED. (K)

CA050707007	BAG	GARRTT	BEARING	FAILED
6/30/2005	JETSTM3212	TPE33110U	31037081	GEARBIX

PILOT REPORTED, WHEN TURNING THE LT ENGINE PROPELLER AFTER SHUTDOWN, NOTICED A GRINDING NOISE COMING FROM THE ENGINE. AFTER INVESTIGATION, THE ENGINE GEARBOX WAS OPENED AND THE FWD COMPRESSOR BEARING WAS FOUND DAMAGED AND TO BE THE CAUSE OF THE NOISE AND FRICTION. BEARING WAS REPLACED. NOTE THAT THERE IS A LIFE LIMIT TO THIS BEARING AND THAT THE BEARING IN CAUSE HAD NOT REACHED ITS LIFE LIMIT.

CA050630007	BAG	GARRTT	LANDING GEAR	MALFUNCTIONED
6/29/2005	JETSTM3212	TPE33112UHR	107A703056A	NOSE

AFTER T/O FROM YXH FOR YQL, CREWS ATTEMPTED TO RETRACT L/G. GEAR WOULD NOT RETRACT SO THE CREW SELECTED OVERRIDE. THE GEAR RETRACTED BUT NLG DID NOT FULLY RETRACT INTO NOSE GEAR BAY. CREWS THEN SELECTED GEAR EXTENSION AND RETURNED BACK TO BASE WITH NO FURTHER PROBLEMS. MX FOUND THAT L/G GEAR SAFETY SWITCH WAS NOT BEING MADE DUE TO L/G BEING IMPROPERLY SERVICED NIGHT BEFORE. IT HAS BEEN NOTED BEFORE THAT N/G INTERNAL FLOATING PISTON ON OCCASION (ALL JETSTREAM NOSE GEAR ASSY'S) WILL HANG UP AND STICK DURING SERVICE GIVING AME A FALSE INDICATION OF PROPER SERVICE. AFTER REVIEW FOUND ALTERNATE METHOD IN MM. THAT WILL RECTIFY THIS PROBLEM. ALL OF OUR MX TO BE NOTIFIED. GEAR RESERVICED AND NO FURTHER FAULTS NOTED.

2005FA0001137	BBAVIA	CONT	SPAR	CRACKED
8/11/2005	7AC	C85*		RT WING

AFT RT SPAR HAS LONGITUDINAL CRACK ON LOWER END. CRACK OCATED AT STRUT ATTACH POINT. SPAR ALSO SHOWS SIGNS OF ROTTING IB OF CRACK AREA. (K)

2005FA0001205	BBAVIA	LYC	ATTACH FITTING	CRACKED
12/29/2004	7ECA	O235*	9981002815	RT MLG

A CRACK WAS FOUND IN THE TORQUE KNEE ATTACH LUG (UPPER RADIUS) ON THE RT MAIN LANDING GEAR BRACE ASSEMBLY.

2005FA0001194	BBAVIA		SPAR	CRACKED
8/21/2005	7GCAA			RT WING

TWO COMPRESSION CRACKS ON RIGHT WING REAR SPAR, ONE ON EITHER SIDE OF PLYWOOD DOUBLER AT STRUT ATTACH POINT. OUT BOARD CRACK EXTENDS APPROX ONE THIRD DEPTH OF SPAR, EXTENT OF INBOARD CRACK AS YET UNKNOWN, MAY GO BEHIND DOUBLER, CRACKS FOUND DURING INSPECTION REQUIRED BY AD 2000-25-02.

CA050706005	BBAVIA	LYC	CONTROL CABLE	FRAYED
7/6/2005	8GCBC	O360C2A	19023	TE FLAPS

RT FLAP CABLE FRAYED AT WING ROOT PULLEY. THIS CABLE WAS A GALVANIZED CABLE.

CA050714004	BEECH	PWA	BEARING	SPALLED
7/11/2005	1900C	PT6A65B	1388920629	NLG WHEEL

DURING NR 5 PHASE INSPECTION, NOSE WHEEL WAS ROTATED BY HAND WHICH REVEALED A DEEP RUMBLING NOISE. WHEN DISASSEMBLED BEARING WAS FOUND TO BE DRY AND BADLY WORN. BEARING CUP WAS ALSO DAMAGED DUE TO LACK OF LUBRICATION. DISCOVERY FOLLOWED COMPLAINTS BY CREW OF A VIBRATION DURING CLIMB-OUT WHICH HAS SINCE STOPPED NOW BEARINGS AND CUPS HAVE BEEN REPLACED. SUSPECTED GREASE WAS THROWN PAST WORN

GREASE SEALS WHICH HAVE ALSO BEEN REPLACED. THERE IS NO INSPECTION REQUIREMENT BETWEEN WHEEL CHANGES OF THE NOSE WHEEL BEARING WHICH COULD BE ON THE A/C FOR UP TO 3 YEARS. HAVE INITIATED AN INSPECTION OF THE NOSE WHEEL BEARING EVERY 600 HOURS TO COINCIDE WITH THE 5TH AND 2ND PHASE INSPECTIONS.

CA050718011	BEECH	PWA	WINDSCREEN	CRACKED
7/1/2005	1900C	PT6A65B	1013840252	COCKPIT

CAPTAIN'S WINDSCREEN CRACKED WHILE AT CRUISE AT 19,000 FT, THE AIRCRAFT CHECK LIST WAS FOLLOWED AND CABIN PRESSURIZATION WAS REDUCED. THE AIRCRAFT WAS RETURNED TO THE BASE WITHOUT FURTHER INCIDENT. THE SUSPECT WINDSCREEN WAS REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA050718002	BEECH	PWA	STARTER GEN	FAILED
7/16/2005	1900C	PT6A65B	23085001	ENGINE

AFTER THE LEFT ENGINE START, THE GENERATOR WOULD NOT COME ON LINE. DURING THE SUBSEQUENT ENGINE START BY MAINTENANCE A LOUD GRINDING NOISE WAS HEARD FROM THE LEFT ENGINE. THE START WAS ABORTED AND THE COWLINGS REMOVED. THE STARTER GENERATOR WAS VERY HOT AND HAD AN EXCESSIVE AMOUNT OF CARBON DUST ON IT AND THE ADJACENT ENGINE AREA. WHEN REMOVED FROM THE ENGINE, THE STARTER GENERATOR COULD NOT BE ROTATED EVEN WITH A WRENCH ON THE DRIVE. THE DRIVE HAD A LOT OF SIDE TO SIDE MOVEMENT WHICH SUGGESTS A BEARING FAILURE. THE STARTER GENERATOR STILL HAD 71.4 HOURS LEFT UNTIL OVERHAUL.

CA050711002	BEECH	PWA	TUBE	FAILED
7/8/2005	1900C	PT6A65B	1149700401	BLEED AIR

RIGHT HAND ENGINE BLEED AIR FAILURE ANNUNCIATOR ON IN CRUISE. RIGHT HAND BLEED AIR ISOLATED AS PER SOP. BLEED AIR TUBE FOUND TO HAVE FAILED AT B NUT IN RIGHT HAND WING. EVA TUBING HAD MELTED CAUSING ANNUNCIATOR TO LIGHT. TUBE WAS REPLACED. EVA TUBING REPAIRED AND GROUND RUN C/O WITH NO FURTHER DEFECTS.

2005FA0001140	BEECH	PWA	MOUNT	FAULTY
7/29/2005	1900D	PT6A6	11693	INDIRECT LIGHT

TRANSISTOR MOUNT, INSTRUMENT PANEL INDIRECT LIGHTS OPERATE AT FULL BRIGHT REGARDLESS OF POTENTIATOR POSITION. TROUBLESHOOTING FOUND THAT TRANSISTOR MOUNT WAS INSTALLED BEHIND LOCATION CALLED OUT AS COPILOTS FLIGHT INSTRUMENTS. IDENTIFYING FAULTY TRANSISTOR COULD NOT BE ACCOMPLISHED UNTIL MIS-ROUTED TRANSISTOR SOCKET WAS FOUND. NO MAINTENANCE WAS LOGGED IN THIS AREA SINCE NEW. (K)

CA050711001	BEECH	PWA	DIODE	SHORTED
7/8/2005	1900D	PT6A67D	1N1199A	ZONE 600

AIRCRAFT STILL POWERED UP AFTER BATTERY IS SELECTED OFF. BATTERY BUSS TIE CONTROL T/S. FOUND THAT BATTERY RELAY WELDED CLOSED. REPLACED BATTERY RELAY. BATTERY BUSS TIE RELAY INSPECTED AND FOUND CONTACTS BADLY PITTED. REPLACED BATTERY BUSS TIE RELAY. OPS CHECK CARRIED OUT AND FAULT STILL RE-OCCURRED. METERED OUT SYSTEM AND FOUND THAT BATTERY FEEDER DIODES SHORTED. REPLACED DIODES AND SYSTEM CHECKED OK. BUS CONFORMITY CHECK AND TRIPLE FED BUS SYSTEM CHECK CARRIES OUT. CHECKING SERVICEABLE. WOULD SUGGEST THAT AT A REGULAR INTERVAL THAT THE RELAYS AND DIODES BE METERED OUT. RESISTANCE VALUES WOULD DETERMINE IF THE RELAYS ARE GETTING WEAK AND WOULD ALSO TELL YOU IF THE DIODES ARE STILL WORKING.

CA050725020	BEECH	PWA	BLEED VALVE	FAILED
7/18/2005	1900D	PT6A67D		ENGINE

DURING A RAPID DESCENT, THE ENGINE SURGED ACCOMPANIED BY TORQUE FLUCTUATIONS. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT PROCEEDED TO DESTINATION. SUBSEQUENT INVESTIGATION WAS UNABLE TO REPRODUCE THE PROBLEM. THE ENGINE BLEED

VALVE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA050715003	BEECH	PWA	ACTUATOR	MALFUNCTIONED
6/27/2005	1900D	PT6A67D	11238002219	NLG

AIRCRAFT WAS ON APPROACH ,WHEN SELECTED GEAR DOWN DID NOT GET NOSE GEAR INDICATION ALTHOUGH THE HANDLE WAS NO LONGER RED. DUE TO THE NO AVAILABILITY OF MAINTENANCE ELECTED TO RETURN TO BASE. THE LIGHT OPERATED NORMALLY BUT THEY STILL ELECTED TO HAVE EMERGENCY VEHICLES STAND BY. THE LANDING WAS UNEVENTFUL AND MAINTENANCE FOUND THAT THE INTERNAL MICRO SWITCH IN THE NLG ACTUATOR WAS AT FAULT. THE ACTUATOR WAS REPLACED AND TESTED SERVICEABLE.

CA050705004	BEECH	PWA	BEARING	FRACTURED
5/24/2005	1900D	PT6A67D	3032208	ENGINE

(CAN) ENGINE ORIGINALLY OVERHAULED IN 2002, FIRST RUN. AT THAT TIME, A PROCESS TO CLEAN OIL JET NOZZLE 3 AND 4 WAS UTILIZED AS PER OEM MANUAL. OTHER OPERATORS HAD EXPERIENCED DIFFICULTY WITH THE 3/4 OIL NOZZLE AND IT WAS FOUND THAT PROPER AND THOROUGH CLEANING OF THE NOZZLE WAS NOT ASSURED AT THE OVERHAUL LEVEL. IT WOULD APPEAR THAT THE 3/4 NOZZLE PLUGGED UP AND STARVED THE NR 3 BEARING TO THE POINT OF FAILURE. OVERHAULS WHERE MANDATED WITH A MANDATORY REPLACEMENT OF THE 3/4 NOZZLE FOR ALL OUR ENGINES. HAVE SEVERAL THAT AS A PRECAUTION, GOING BACK IN, TO SIMPLY REPLACE 3/4 NOZZLE AS A RESULT OF FAILURE. THIS IS THE 1ST FAILURE. FLEET EXPERIENCED FAILURES IN THE NR 2 BEARING CAVITY.

CA050725010	BEECH	PWA	ENGINE	FAILED
7/5/2005	1900D	PT6A67D		

(CAN) ON TAKEOFF, THE ENGINE EMITTED A LOUD BANG AND LOST POWER. THE TAKEOFF WAS ABORTED. SUBSEQUENT INSPECTION REVEALED TURBINE DISTRESS. PWC WILL MONITOR INVESTIGATION OF THE EVENT AND WILL ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050712009	BEECH	PWA	LINE	PINCHED
6/1/2005	200BEECH	PT6A41		BRAKE ASSY

(CAN) UPON PERFORMING A GEAR SWING ON THE AIRCRAFT, IT WAS NOTED THAT, ON BOTH LT AND RT SIDES, THE BRAKE LINES WERE BEING PINCHED IN THE GEAR DOORS WHEN CLOSED. THE BRAKE LINES WERE REPLACED WITH NEW AND THE CLAMPS WERE REPOSITIONED TO PREVENT THE BRAKE LINES FROM BEING CAUGHT IN THE DOORS.

CA050725004	BEECH	PWA	FUEL CONTROL	FAILED
7/19/2005	200BEECH	PT6A41	324475518	LT ENGINE

(CAN) ON A VFR FLIGHT, THE FLIGHT CREW ATTEMPTED TO REDUCE POWER FOR THE APPROACH INTO AIRFIELD. THERE WAS NO ENGINE RESPONSE WITH REDUCTION IN POWER SETTINGS. THE CREW THEN TRIED TO CAREFULLY INCREASE POWER SETTING FROM CRUISE POWER (1800 LBS) TO 1900 LBS. THIS SETTING CHANGE WAS SUCCESSFUL BUT THE FOLLOWING REDUCTION IN POWER WAS UNSUCCESSFUL. THE CREW THEN DECIDED TO SHUT DOWN THE AFFECTED ENGINE AND LANDED THE AIRCRAFT SAFELY.

2005FA0001087	BEECH	PWA	ENGINE	DAMAGED
7/30/2005	200BEECH	PT6A41	PT6A41	RIGHT

AIRCRAFT PROCEEDED WITH A NORMAL TAKEOFF IN VFR CONDITIONS. FOLLOWING ROTATION, AND AT APPROXIMATELY 50 TO 100 FT AGL, THE RT ENGINE LOST POWER, THE PILOT LEVELED OFF. THE AC WOULD NOT MAINTAIN ALTITUDE, PILOT CHOSE TO LAND IMMEDIATELY, WITH ADEQUATE RUNWAY AHEAD. THE AC LANDED HARD AND WITH LANDING GEAR RETRACTED, CAUSING SUBSTANTIAL DAMAGE TO THE AC. NO INJURIES WERE INVOLVED. UPON INSPECTION OF AIRCRAFT, RIGHT PROPELLER WAS FOUND UNFEATHERED, WHEN THE AIRCRAFT WAS HOISTED FOR SECURING, LANDING GEAR WAS SUCCESSFULLY EXTENDED BY USE OF THE EMERGENCY

EXTENSION SYSTEM, AND LOCKED IN THE DOWN POSITION. CAUSE OF THE ENGINE POWER LOSS IS UNKNOWN AT THIS TIME. (K)

CA050707009	BEECH	PWA	BEARING	CHATTERING
7/5/2005	200BEECH	PT6A41	3032208	NR 3

WHILE ROTATING THE RIGHT PROPELLER TO DRESS PROPELLER BLADES AN UNUSUAL NOISE WAS HEARD. A STANDARD AERO TECHNICIAN WAS CALLED IN. THE RIGHT HAND ENGINE POWER SECTION WAS REMOVED AND DISMANTELED. FOUND ROTOR BALANCING ASSEMBLY. NR 3 BEARING P/N:3032208 TO HAVE CHATTER MARKS ON THE OUTER RACE. NR 3 BEARING REPLACED WITH NEW UNIT P/N:3032208 S/N:BB0042763. ENGINE REASSEMBLED, ENGINE GROUND RUNS COMPLETED SATISFACTORY, AIRCRAFT RETURNED TO SERVICE.

CA050707010	BEECH	PWA	BEARING	BRINELLED
7/5/2005	200BEECH	PT6A41	311269603	NR 4

WHILE ROTATING THE RIGHT PROPELLER TO DRESS PROPELLER BLADES AN UNUSUAL NOISE WAS HEARD. A STANDARD AERO TECHNICIAN WAS CALLED IN. THE RIGHT HAND ENGINE POWER SECTION WAS REMOVED AND DISMANTELED. FOUND ROTOR BALANCING ASSEMBLY. NR 4 BEARING P/N:3112696-03 TO HAVE BRINELLING ON THE OUTER RACE. NR 4 BEARING REPLACED WITH NEW UNIT P/N:3112696-03 S/N:FC152696. ENGINE REASSEMBLED, ENGINE GROUND RUNS COMPLETED SATISFACTORY, AIRCRAFT RETURNED TO SERVICE.

2005FA0001208	BEECH	PWA	STRUCTURE	CRACKED
8/22/2005	200BEECH	PT6A41	1014301403	CARGO DOOR

THE AIRSTAIR DOOR OF THIS AIRCRAFT CLOSES INTO THE CARGO DOOR. CRACKS WERE FOUND IN THE CARGO DOOR IN THE JAMB AGAINST WHICH THE AIRSTAIR CLOSES AND SEALS. THE CARGO DOOR IS A BONDED ASSEMBLY AND THE JAMB IS A PART OF THIS BOND ASSEMBLY. THREE CRACKS WERE FOUND IN THE JAMB, ONE IN EACH UPPER CORNER AND ONE IN THE LOWER AFTER CORNER. THIS DOOR, WHILE IT IS A STANDARD MFG PART WAS INSTALLED IN THIS AIRCRAFT BY STC AT ABOUT 5130 HOURS AIRCRAFT TOTAL TIME. TOTAL TIME ON THE DOOR TODAY IS APPROX. 8000 HOURS.

2005FA0001209	BEECH	PWA	STRUCTURE	CRACKED
8/22/2005	200BEECH	PT6A41	1014301403	CARGO DOOR

THE AIRSTAIR DOOR OF THIS AIRCRAFT CLOSES INTO THE CARGO DOOR. CRACKS WERE FOUND IN THE CARGO DOOR IN THE JAMB AGAINST WHICH THE AIRSTAIR CLOSES AND SEALS. THE CARGO DOOR IS A BONDED ASSEMBLY P/N 101-430140-3 AND THE JAMB IS A PART OF THIS BOND ASSEMBLY. THREE CRACKS WERE FOUND IN THE JAMB, ONE IN EACH UPPER CORNER AND ONE IN THE LOWER AFTER CORNER. THIS DOOR, WHILE IT IS A STANDARD MFG PART WAS INSTALLED IN THIS AIRCRAFT BY STC AT ABOUT 5130 HOURS AIRCRAFT TOTAL TIME. TOTAL TIME ON THE DOOR TODAY IS APPROX. 8000 HOURS

2005FA0001138	BEECH	PWA	PRESSURE SWITCH	FAILED
8/1/2005	400A	JT15D5	45AS48008003	FUEL SYSTEM

RT WING OVERPRESSURE ANNUNCIATOR LIGHT ILLUMINATED IN FLIGHT. FOUND S128 PRESSURE SWITCH TO HAVE CONTINUITY WITH NO PRESSURE SWITCH TO HAVE CONTINUITY WITH NO PRESSURE APPLIED. REPLACED SWITCH ASSY WITH NEW UNIT IAW MM, OPERATIONS NORMAL. (K)

2005FA0001119	BEECH		ROLL SERVO	BINDING
11/1/2004	58		065001790100	FLT CONTROLS

FOUND FLIGHT CONTROLS BINDING WHEN YOKE TURNED. BINDING WAS CAUSED BY PARTIALLY SEIZED OUTPUT BEARING IN AUTOPILOT ROLL SERVO. FOUND BEARING AND MOTOR DEFECTIVE. INSTALLED EXCHANGE SERVO. (K)

2005FA0001120	BEECH		ROLL SERVO	DEFECTIVE
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11/11/2004 58 065001790100 FLT CONTROLS

AIRCRAFT WENT INTO UNCOMMANDED TURN WITH AUTOPILOT ENGAGED. REMOVED DEFECTIVE ROLL SERVO KS271C WITH 3.4 HOURS ON IT SINCE OVERHAUL BY MFG. (K)

[CA050630003](#) BEECH CONT SHAFT WORN

6/13/2005 58 IO550C 0024100381 CAM TRACK

(CAN) NLG DOOR RETRACT SHAFT ASSEMBLY PREMATURE WEAR (160 CYCLES) NEW AIRCRAFT (2005). INSTALLED PRODUCT IMPROVEMENT KIT NR 36-8005-3 SUGGEST KIT BE INCORPORATED AT PRODUCTION (KIT REPLACES PIN THAT TRACKS INCAM WITH A ROLLER).

[2005FA0001210](#) BEECH CONT MOTOR FAILED

8/11/2005 58P TSIO520* C1452501S TE FLAP

FLAP CIRCUIT BREAKER POPS WHEN RETRACTING FLAPS. FOUND FLAPS GOING OVER TRAVEL IN DOWN DIRECTION, PROBABLY OVERLOADING CAUSING OVERLOADING OF FLAP MOTOR. FOUND MOTOR COILS SHOW SIGNS OF OVERHEATING. MFG HAS SUPERSEDED MOTOR TO NEW MOTOR. (K)

[CA050711004](#) BEECH LYC SPARK PLUG CRACKED

7/2/2005 76 LIO360A1G6 URHM38E ENGINE

DURING ROUTINE SCHEDULED 100 HR, 1 SPARK PLUG APPEARED BENT WHILE INSTALLED IN CYLINDER. UPON REMOVAL, CONFIRMED BY INSPECTION THAT SPARK PLUG BODY HAD SEPARATED AT NECKED DOWN AREA OF METAL BODY OF PLUG ON IGNITION LEAD SIDE OF GASKET SEALING SURFACE. AFFECTED AREA APPEARED TO HAVE OVERHEATED AND METAL WAS DISCOLOURED, METAL OVERHEATING RESULTED IN CRACK. ALL PWGS INSPECTED, ONE OTHER FOUND WITH OVERHEATING BUT NOT CRACKED, BOTH REPLACED. OVERHEATING NOT CAUSED BY ENG CONDITION, SUGGEST MANUFACTURER DEFECT. SLOWLY PHASING OUT THE USE OF AUTOLITE SPARK PLUGS TO AVOID SIMILAR SITUATIONS, PLUGS ARE BEING INSPECTED FLEETWIDE FOR THIS CONDITION DURING SCHEDULED MX AND SWITCHING TO CHAMPION BRAND.

[CA050726004](#) BEECH PWA CASE CRACKED

7/24/2005 99 PT6A28 3027408 GAS GENERATOR

DURING A SCHEDULED HOT SECTION INSPECTION, A CRACK WAS FOUND IN THE CASE WHERE THE FUEL NOZZLE SUPPORT IS LOCATED AT THE FIVE O'CLOCK POSITION. THE CRACK WAS RUNNING FROM THE EDGE OF THE NOZZLE DOUBLER PLATE TOWARDS THE RT IGNITER WELD.

[CA050620004](#) BEECH PWA RELAY INTERMITTENT

6/15/2005 99 PT6A28 TD805W OVERVOLTAGE

(CAN) THE BEECH 99 WAS ON ITS TAKEOFF ROLL WHEN FIRST ONE THEN THE SECOND GENERATOR FAILED. THE LIGHTS IN THE COCKPIT BRIGHTENED SUDDENLY JUST BEFORE THE GENERATORS FAILED. WHEN MAINTENANCE TROUBLESHOT THE PROBLEM THEY INITIALLY COULD NOT FIND ANY THING WRONG WITH THE SYSTEM. THE GENERATORS WERE WORKING AS PER SPECIFICATIONS. THE ENGINEERS SIMULATED VIBRATIONS ON THE ELECTRICAL COMPONENTS IN THE BELLY BY TAPPING THEM WITH A SCREWDRIVER. WHEN THE RAH OVER VOLTAGE RELAY WAS TAPPED THE GENERATORS WENT OFFLINE. REPLACEMENT OF THE OVER VOLTAGE RELAY ON THE RIGHT SIDE CURED THE PROBLEM. SUBSEQUENT FLIGHTS SHOWED NO PROBLEMS WITH THE GENERATOR ORS.

[2005FA0001111](#) BEECH CONT FUEL TANK PLUGGED

7/23/2005 A36 IO550* 55000105 WING TIO

RT AUXILIARY FUEL TIP TANK IMPLoded. DETERMINED PROBABLE CAUSE WAS A PLUGGED VENT. GUIDANCE SUGGEST: WHEN PARKED, KEEP VENT CAPPED LIKE A PITOT COVER. DURING PREFLIGHT, TO OPEN GAS CAP AND BLOW OR AFFIX A TUBE TO THE .2500 INCH VENT AND BLOW TO VERIFY VENT NOT TO BE PLUGGED. IF VENT IS FOUND PLUGGED, REMOVE RESTRICTION BEFORE FLIGHT. (GL03200513894) (K)

[CA050630009](#) BEECH BEECH RIB CRACKED

6/29/2005 B100 1156100163 11561001065 ELEVATOR

WHILE REPAIRING OTHER CRACKS IN THE AREA OF THE RIB, CRACKS WERE FOUND IN THE RIB AT THE POINT WHERE THE BALANCE WEIGHT ATTACHMENT ANCHOR NUTS ARE RIVETED ON .

[CA050623002](#) BEECH BEECH SKIN CRACKED

6/22/2005 B100 115610010167 ELEVATOR

THE ELEVATOR WAS REMOVED TO REPLACE THE TRAILING EDGE SPLINE AND REPAIR CRACKS IN THE LE SKIN NEAR THE OUTBOARD HINGE POINT. THE HORN AREA WAS DISMANTLED TO INSPECT THE INNER STRUCTURE. A TOTAL OF TWENTY CRACKS WERE FOUND IN THE VARIOUS PARTS OF THE STRUCTURE OUTBOARD OF THE HINGE POINT, INCLUDING SKINS, RIBS, AND CLIPS. A SEARCH OF BEECH SERVICE INFORMATION REVEALED THAT SB 0799-133 AND AD76-22-03MAY ADDRESS THIS PROBLEM BUT DO NOT PERTAIN TO THIS AIRCRAFT SERIAL NUMBER.

[CA050720001](#) BEECH PWA DISPLAY MALFUNCTIONED

7/5/2005 B300B350C PT6A60A 6226197001 COCKPIT

AFTER DEPARTURE AT ABOUT 30NM, CLIMBING THROUGH FL240 THE CO-PILOT EHSI STARTED FLASHING WITH NUMEROUS FLAGS. REQUESTED A RETURN TO BASE AND LANDED NORMALLY. MAINTENANCE REPLACED U/S EHSI AND RESUMED TRIP.

[2005FA0001080](#) BEECH CONT ALTERNATOR FAILED

7/15/2005 B36TC TSIO520* 649306 ENGINE

AIRCRAFT ENGINE RUNNING AND ALTERNATOR SWITCH SELECTED TO (ON) POSITION, ALTERNATOR RED ANNUNCIATOR LIGHT (ON) AND LOAD METER SHOWING ZERO LOAD BEING CARRIED BY ALTERANTOR. AC OIL TEMP AND OIL PRESSURE INDICATIONS DROPPED TO ZERO IN FLIGHT AS BATTERY VOLTAGE DROPPED WELL BELOW 24. AC LANDING GEAR AND FLAPS SELECTED TO DOWN POSITION PRIOR TO LANDING, DID NOT OPERATE DUE TO LOW BATTERY VOLTAGE AND ALTERNATOR INOPERATIVE. AC LANDED GEAR UP. FOLLOWED POH PROCEDURES. (SW01200505015) (K)

[2005FA0001195](#) BEECH CONT PUMP WORN

8/17/2005 C35BEECH E225* TF1900 ENGINE FUEL

THE ENGINE FUEL PUMP DRIVE WAS FOUND WORN TO THE POINT WHERE IT WOULD NO LONGER DRIVE THE PUMP, CAUSING AND ENGINE FAILURE. THE PUMP HAD 148 HOURS ON IT SINCE OVERHAUL. IT HAS NOT BEEN DETERMINED IF THE LOCATOR PIN WAS INSTALLED IN THE DRIVE.

[CA050712006](#) BEECH PWA STRUT LOOSE

7/6/2005 D18S R985AN14B 55S013 FLOAT

MAIN GEAR LEG BOLTS TO FLOATS FOUND LOOSE (FRONT LEG) NAS1021A5 NUTS FOUND LOOSE. REPLACED NUTS AND RETORQUED.

[2005FA0001124](#) BEECH CONT ADAPTER FAILED

11/1/2004 F33A IO520BB 642083A10R ENGINE STARTER

DURING ATTEMPTING TO START THE ENGINE. THE STARTER WOULD NOT TURN ENGINE TO START. MAINTENANCE TECHNICIAN FOUND THAT THE STARTER ADAPTER WOULD NOT ENGAGE TO START THE ENGINE DUE TO STARTER ADAPTER SLIPPING. REPLACED START ADAPTER AND ENGINE STARTED GOOD. NO RECOMMENDATION AT THIS TIME. (K)

[2005FA0001090](#) BEECH CONT PUMP VIBRATES

7/21/2005 F33A IO520BB AA3216CW ENGINE

PILOT REPORTED WHINING NOISE COMING FROM ENGINE AND FELT A VIBRATION COMING THROUGH THE MIXTURE CONTROL CABLE. TROUBLESHOOTING, THE MECHANIC FOUND THE AIR PUMP WAS VIBRATING. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME. (K)

[CA050715002](#) BELL LYC TURNBUCKLE UNSECURE

7/10/2005 204B T5311B 0301245 TAIL ROTOR HEAD
LOCKWIRE LEFT UNLOCKWIRED RESULTING IN TURNBARREL BECOMING UNDONE RESULTING IN TAILROTOR PITCH CHANGE FAILURE. SPEED RIGS WERE LOCK WIRED ON THE ONE END BUT THE ENGINEER DIDN'T RECOGNIZE THE OTHER END REQUIRED LOCKWIRE.

[CA050713003](#) BELL ALLSN YOKE CRACKED

7/13/2005 206B 250C20 206010101129 MAIN ROTOR HEAD
(CAN) CRACK FOUND DURING OVERHAUL 1 INCH LONG CRACK INDICATION LOCATED ON THE BOTTOM SECTION OF THE FILLET RADIUS.

[CA050718009](#) BELL ALLSN INTERCOSTAL CRACKED

7/11/2005 206B 250C20 206031329103 TAILBOOM
DURING INSPECTION, INTERCOSTAL FOUND CRACKED ON BOTH LEGS. TAILBOOM REMOVED. AFT BULKHEAD FRAME FOUND CRACKED ABOVE BOLT HOLE. DAMAGE AT UPPER LEFT FITTING OF TAILBOOM ATTACH BOLTS.

[CA050630006](#) BELL ALLSN RELAY FAILED

6/23/2005 206B 250C20 MS24171D1 BATTERY
RELAY NOT ACTIVATING. REPLACED RELAY.

[CA050627004](#) BELL ALLSN BLEED VALVE FAILED

6/1/2005 206B 250C20 23053176 ENGINE
TOT INDICATOR CHECKED FOR CALIBRATION WITH BARFIELD TESTER, NO DEFECT NOTED. ON GROUND RUN OF AIRCRAFT, FOUND THE BLEED VALVE WAS NOT MOVING AS THE ENGINE WAS ACCELERATED. BLEED VALVE REPLACED WITH SERVICEABLE UNIT, ENGINE POWER CHECK C/O AND PASSED. AIRCRAFT RETURNED TO SERVICE

[CA050614006](#) BELL ALLSN BLADE FAILED

6/10/2005 206B 250C20B 206010200033 MAIN ROTOR
(CAN) BLADE WAS DECLARED BEYOND SALVAGE 'SCRAP' ON 12-09-04 AND FOUND WITH SERVICEABLE TAG ON 04-17-05.

[CA050719001](#) BELL ALLSN GEARBOX FAILED

7/15/2005 206B 250C20J 6894171 ENGINE
THE PILOT OBSERVED LOW/ERRATIC OIL PRESSURE AND TORQUE INDICATIONS AND EXECUTED A PRECAUTIONARY LANDING. A LARGE OIL LEAK WAS FOUND FROM THE EXHAUST STACK (GEARBOX VENT) AND COMPRESSOR VENT ORIFICE. THE ENGINE GEARBOX WAS FOUND TO HAVE MORE OIL THAN NORMAL IN IT. A PROBLEM WITH THE GEARBOX SCAVENGE OIL SYSTEM WAS SUSPECTED AND THE GEARBOX WAS REPLACED AND SENT FOR REPAIR. NO FURTHER PROBLEMS.

[CA050718007](#) BELL ALLSN MOUNT UNSERVICEABLE

7/7/2005 206L 250C20B 206040532101 TRANSMISSION
PILOT REPORTED OF AN UNUSUAL VIBRATION THROUGH THE AIRFRAME AFTER SHUTDOWN. A/C INSPECTED AND FOUND ONE SPHERICAL BEARING HAD LOST ITS STAKING AND WAS FREE TO MOVE. RESTRAINT REPLACED AND A/C RETURNED TO SERVICE

[CA050718012](#) BELL ALLSN THROTTLE CABLE BROKEN

7/9/2005 206L 250C20R C807382 ENGINE
ON START UP AT THE BASE, THE N1 WENT DIRECTLY TO MAXIMUM RPM. THE PILOT ATTEMPTED TO SHUT THE ENGINE WITH THE THROTTLE CONTROL AND DID NOT GET ANY EFFECT ON THE ENGINE. THE PILOT CALLED AN AME THAT COULD SHUT THE ENGINE BY ACTIVATING THE GAS PRODUCER LINKAGE IN THE ENGINE COMPARTMENT. AFTER INVESTIGATION THE THROTTLE CABLE WAS FOUND

BROKEN INSIDE ITS SHELL. EXCEPT FOR A SMALL FLATTENING, THE OUTSIDE SHELL DID NOT SHOW ANY DAMAGE AT THE POINT OF RUPTURE OF THE CABLE.

CA050706009	BELL	ALLSN	AIRBORNE	CARTRIDGE	NOISY
6/27/2005	206L1	250C28		2C271	BOOST PUMP

(CAN) FUEL BOOST PUMP MAKING NOISES. PUMP CHANGED.

CA050630002	BELL	ALLSN	ALLSN	TURBINE	CRACKED
6/15/2005	206L1	250C30P	C28	23005200	1ST STG NOZZLE

(CAN) FAILED POWER CHECK. TURBINE REPLACED.

PG9R97678	BELL	ALLSN		FUEL NOZZLE	CRACKED
10/13/2004	206L1	250C30P		6899001	SHROUD

CRACKED SHROUD/ REPLACED. (K)

PG9R97679	BELL	ALLSN		FUEL NOZZLE	CRACKED
10/13/2004	206L1	250C30P		6899001	ENGINE

CRACKED SHROUD AND SPRAY BODY/ REPLACED. (K)

CA050720005	BELL	ALLSN		BLADE	DELAMINATED
7/6/2005	206L4	250C30P		206016201131	TAIL ROTOR

AFTER DISCUSSION WITH A FSR FROM BHTC, LEARNED THAT THE TAIL ROTOR ON THIS AIRCRAFT HAD BEEN DAMAGED IN 2004. THE TECHNICAL LOG OF THE AIRCRAFT DID NOT DEMONSTRATE THAT THE PROPER INSPECTION WAS CARRIED OUT AS PER MM CHAP 5-28. BHTC CONFIRMED THAT THE PREVIOUS BLADE DAMAGE WAS CAUSED BY SUDDEN STOPPAGE AND THEY HAD ALSO RECOMMENDED THAT THE TAIL ROTOR BLADE, HUB AND BONDED SHAFT BE DESTROYED. ONLY ONE BLADE WAS REPLACED IN 2004. GROUNDED THE AIRCRAFT AND FINALIZED THE INSPECTION AS PER BELL MM CHAP 5-28 AND REPLACED THE BLADE, HUB AND BONDED SHAFT. THE FREE WHEEL ASSEMBLY WAS OVERHAULED IN JANUARY 2005. AIRCRAFT WILL BE RETURNED TO SERVICE AS SOON AS THE PARTS ARE RECEIVED.

CA050728010	BELL	PWA		ENGINE	SHUTDOWN
7/24/2005	212	PT6T3			

THE ENGINE EXPERIENCED A POWER LOSS IN CRUISE. THE POWER SECTION WAS SHUT DOWN IN FLIGHT. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA050706011	BELL	PWA		BLADE	DEBONDED
6/10/2005	212	PT6T3B		212015501115	MAIN ROTOR

BOTTOM SKIN OF BLADE DEBONDED FROM TIP ALONG STAINLESS LEADING EDGE FOR 28 INCHES AND APPROX 3 INCHES PEELED BACK, CAUSING SEVERE VERTICAL VIBRATION. PILOT DECLARED A MAYDAY AND CARRIED OUT PRE-CAUTIONARY LANDING. BLADE WAS REMOVED AND SENT TO CTI AS IT WAS REPAIRED AT CTI ONLY 3 HOUR BEFORE THE FAILURE, BLADE WAS INSPECTED BY TSB.

2005FA0001139	BELL	PWA		FITTING	DETACHED
8/8/2005	212	PT6T3B		209062028001	VALVE

DURING FLIGHT FITTING BECAME DETACHED CAUSING LOSS OF OIL. FOUND FITTING MADE OF ALUMINUM. NEW FITTING MADE OF STEEL. (K)

2005FA0001132	BELL	ALLSN		BEARING	VIBRATION
8/4/2005	230	250C30		222310465001	COLLECTIVE LEVER

LT COLLECTIVE LEVER SUPPORT BEARING FAILED CAUSING MAIN ROTOR VERT VIBRATION AND LOWER COLLECTIVE LEVER IDLER ELASTROMERIC BEARINGS TO FAIL AND SOME WERE IN MAIN TRANSMISSION UPPER LUGS/ATTACHMENT POINT TO WEAR. DISCUSSED WITH MFG PAODUCT

SUPPORT.

2005FA0001098	BELL	ALLSN	BELL	BEVEL GEAR	BROKEN
7/14/2005	407	250C47B		407040035101	GEAR TOOTH

HELICOPTER RECEIVED 2 TRANSMISSION CHIP CAUTION LIGHTS IN 2.9 HOURS. MAIN INPUT GULL WAS REMOVED FOR INSPECTION OF THE BEVEL GEAR. THE BEVEL GEAR INSPECTION REVEALED 1 MISSING GEAR TOOTH AND AN ADJACENT TOOTH CRACKED. TRANSMISSION SENT TO MFG FOR EVALUATION AND OVERHAUL. NO RECOMMENDATION TO PREVENT RECURRENCE.

CA050713005	BOEING	PWA		FORGING	CRACKED
7/6/2005	727225	JT8D15A		65264351	MLG

DURING SCHEDULED MLG REPLACEMENT, THE RETRACTION ACTUATOR END CAP FORGING WAS FOUND CRACKED, AND BROKE APART ON REMOVAL OF THE ACTUATOR. PRIOR TO THE GEAR CHANGE THERE WAS NO INDICATIONS OF ANY RETRACTION OR EXTENSION PROBLEMS. THE NATURE OF THE INSTALLATION IS SUCH THAT THE WEIGHT OF THE GEAR AND HYDRAULIC PRESSURE WOULD KEEP THE ACTUATOR HELD IN PLACE EVEN IF THE ATTACHMENT LUG HAD FAILED. THE DAMAGED PARTS ARE BEING RETURNED FROM THE MRO IN MIAMI TO MISSISSAUGA FOR FOLLOWUP.

CA050722007	BOEING	PWA		TUBE	CHAFED
7/22/2005	727247	JT8D15		454422	OIL PRESSURE

AIRCRAFT WAS 20 MINUTES OUT WHEN THE NUMBER 3 ENGINE OIL LEVEL STARTED TO DROP. THE ENGINE OIL LEVEL WAS MONITORED BY THE F/E AND THE ENGINE WAS NOT SHUT DOWN. THE AIRCRAFT LANDED SAFELY WITH NO PROBLEMS AND THE ENGINE WAS SHUT DOWN AFTER LANDING. MAINTENANCE INSPECTED THE ENGINE AND FOUND THAT THE OIL PRESSURE LINE HAD CHAFFED THROUGH AND OIL WAS ESCAPING FROM A HOLE IN THE LINE. THE LINE APPEARED TO HAVE CHAFFED ON THE ENGINE STARTER DUCT.(65-22446-11). THE AIRCRAFT IS GROUNDED UNTIL THE LINE CAN BE REPLACED.

CA050718008	BOEING	PWA		FIRE LOOP	FAILED
7/12/2005	727260	JT8D17		894120	ENGINE

DURING CLIMB AT FL120, NR 3 ENGINE FIRE WARNING LIGHT ILLUMINATED AND ASSOCIATED WARNING HORN SOUNDED INTERMITTENTLY. CREW FOLLOWED ENGINE FIRE EMERGENCY CHECKLIST SECURED ENGINE AND FIRE EXTINGUISHER BOTTLES WERE ACTIVATED. ENGINE FIRE INDICATION REMAINED, CREW DECLARED AN EMERGENCY RETURNING TO DEPARTURE STATION YWG.

SR0M200500014	BOEING	PWA		SKIN	GOUGED
8/21/2005	737201	JT8D15			BS1036,STR8L

DURING ROUTINE INSPECTION FOUND A GOUGE IN THE SKIN AT BS 1036.5, STR 8L. REPAIRED IAW MFG MESSAGE 1-115922448-4 AND SRM 53-30-3, FIG. 50. BLENDED, REMOVED DAMAGE, EDDY CURRENT INSPECTED FOR CRACKS AND INSTALLED AN EXTERNAL DOUBLER IAW MESSAGE AND SRM REFERENCED.

SR0M200500013	BOEING			SENSOR	OUT OF ADJUST
8/15/2005	737205				MLG

AFTER TAKEOFF THE LANDING GEAR LEVER WOULD NOT MOVE TO THE GEAR UP POSITION. GEAR WAS LEFT DOWN AND AIRCRAFT RETURNED TO DEPARTURE AIRPORT AND MADE A UNEVENTFUL OVERWEIGHT LANDING. TROUBLE SHOOTING FOUND NO FAULTS WITH THE WIRING HARNESS ASSOCIATED WITH THE LANDING GEAR CONTROL SYSTEM. FOUND GROUND SAFETY SENSOR ACTUATOR GAP OUT OF ADJUSTMENT. ADJUSTED GAP, GROUND SPOILER INTERLOCK. OPS CHECKED SAFETY SENSOR, GROUND SPOILER AND LANDING GEAR EXTENSION & RETRACTION SYSTEMS IAW B737 AMM.

SR0M200500011	BOEING	PWA		SKIN	GOUGED
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7/29/2005 737205 JT8D17A STA910,STR16

DURING 24 MONTH INSPECTION FOUND GOUGE IN SKIN AT STA 910, STR 16 TO BE OUT OF LIMITS DUE TO SKIN THICKNESS AFTER BLENDING. REPAIRED GOUGE IN SKIN AT STA 910, STR 16 IAW B737 SRM 53-30-3 FIG. 18.

[SR0M200500012](#) BOEING PWA FLOOR SUPPORT DAMAGED

8/2/2005 737205 JT8D17A STA797,STR 8R

DURING 24 MONTH INSPECTION FOUND DAMAGE TO CARGO FLOOR SUPPORT STRUCTURE AT STA 797 STR 8R. ALLOWABLE DAMAGE .090 IAW SRM 63-10-1 FIG 5, DAMAGE - .340. REPAIRED DAMAGE IAW SRM 53-10-5, FIG 6.

[CA050706008](#) BOEING PWA LINE LEAKING

7/5/2005 737275C JT8D17A B432E0562C HYDRAULIC SYS

LOSS OF A SYSTEM HYDRAULICS. RECTIFICATION INVESTIGATION FOUND THE NUMBER 2 ENGINE THRUST REVERSER HYDRAULIC RETURN LINE HAD FAILED CAUSING THE LOSS OF A SYSTEM FLUID, PART NUMBER B432E0562C. UPON DELIBERATION WITH FLIGHT OPERATIONS, IT WAS DECIDED TO DISPATCH THE AIRCRAFT UNDER A FERRY PERMIT AUTHORITY, WHICH INCLUDED ISOLATING THE NUMBER 2 THRUST REVERSER IN ACCORDANCE WITH MEL 78-01-01. REPLENISHING THE HYDRAULIC FLUID AND CHECKING FOR ADDITIONAL LEAKS. UPON ARRIVAL INTO YEG, THE REFERENCED HYDRAULIC LINE WAS REPLACED.

[CA050706001](#) BOEING CFMINT VALVE SEIZED

6/29/2005 737500* CFM563C 56697 FLOW CONTROL

(CAN) DURING CLIMB, A/C WOULD NOT PRESSURIZE. SUSPECTING AN OPEN DOOR OR POSSIBLE DAMAGE, ELECTED TO RETURN. IAW AMM MX PERSONNEL INSPECTED A/C AND FOUND NO DEFECTS WITH PRESSURE VESSEL AND ALL DOORS CLOSED TIGHT WITH NO DAMAGED SEALS. T/S OF PRESS SYS REVEALED OUTFLOW VALVES WERE WORKING CORRECTLY. SUSPECTING A FAULTY CONTROLLER, A/C RETURNED TO SERVICE USING MEL RELIEF FOR THE PRESS SYSTEM. THE NEXT DAY A/C RETURNED TO ITS PRIMARY MX BASE, FURTHER T/S REVEALED A SEIZED AUTOMATIC FLOW CONTROL VALVE LOCATED IN THE EE BAY WAS THE CAUSE. THE VALVE WAS REPLACED AND A/C PRESSURIZED CORRECTLY. TO FURTHER ENSURE THE DEFECT WAS CORRECTED, A TEST FLT WAS ISSUED. A/C PRESSURIZED AS REQUIRED DURING TEST FLT.

[CA050728007](#) BOEING CFMINT DISPLAY FAILED

7/25/2005 7377CG CFM567B22 50401100003 SEAT 11A

A/C WAS IN CRUISE WHEN THE CREW WERE ADVISED THAT THE VDU AT SEAT 11A HAD QUIT WORKING AND THAT IT SMELLED LIKE BURNING WIRE. THERE WAS NO SMOKE OR ARCING OBSERVED. THE IFE SYSTEM WAS TURNED OFF AT THIS POINT. MAINTENANCE REPLACED THE VDU AND CHECKED THE SYSTEM TO BE SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEAR DOWN REPORT WILL BE REQUESTED.

[CA050629004](#) BOEING APU DAMAGED

5/3/2005 747400 PW901A APU BAY

THE APU SUFFERED DAMAGE TO THE HIGH PRESSURE TURBINE BLADES AND SHEARING OF THE POWER TURBINE SHAFT AND CASING FLANGE BOLTS. P&WC WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONE DETERMINED.

[2005FA0001197](#) BOEING PWA ROD END BROKEN

8/5/2005 747SP21 JT8D7A 3170121 LT IB PCU

ON AUGUST 5TH, DURING THE FLIGHT CONTROL RIGGING OPERATION, THE LTAILERON IB PCU ROD END WAS FOUND BROKEN. THIS ROD END IS PART OF THE BENDIX PCU PN 317012-1 ASSEMBLY. EVIDENCE OF CORROSION IS APPARENT AT CRACKED LOCATION. UNKNOWN TIME.

[CA050708001](#) BOEING RROYCE NOSE COWL CRACKED

7/7/2005 757* RB211535E437 ENGINE

DURING ROUTINE C-CHECK INSPECTION OF AIRCRAFT, SEVERAL CRACKS WERE FOUND ON THE NR 1 ENGINE INTAKE COWL. THE FORWARD DIAPHRAGM HAD MULTIPLE CRACKS ALL AROUND THE CIRCUMFERENCE, INCLUDING A 27 INCH CRACK AT THE LOWER SIDE. THE REAR DIAPHRAGM HAD 2 CRACKS. THE COWL WILL BE REPLACED BEFORE FLIGHT.

[CA050727005](#) BOEING RROYCE WIRE DAMAGED

7/23/2005 757200 RB211535E437 GALLEY

(CAN) DURING T/S OF INBOUND DEFECTS (PA INOP, NSSB INTERMITTENT) FOUND C/B`S POPPED. RESET SAME (ONE WOULD RESET, OTHER NOT). FOUND WIRE LOOM (W3702) FOR UNINSTALLED PSU (9ABC) PINCHED BETWEEN AFT WALL SURFACE OF MID GALLEY AND STRUCTURE OF A/C. GALLEY INSTALLATION PREDATED HMY'S OWNERSHIP OF A/C, HOWEVER, GALLEY WAS REMOVED DURING C4 CHECK PRIOR TO HMY TAKING DELIVERY OF A/C IN 2002. MOVEMENT BETWEEN A/C STRUCTURE AND GALLEY BACK WALL CAUSED CHAFING OF WIRE LOOM, AND DEFECTS AS NOTED. DEFECTS CAUSED BY SEVERING OF SEVERAL WIRES, SHORTING TOGETHER AND TO STRUCTURE. SMOLDER/SMOKE AND ODOR OCCURRED DURING T/S. WIRING REPAIRED PER SWPM, GALLEY BACK WALL CUTOUT INCREASED, AND WIRING REPOSITIONED. GALLEY REINSTALLED, LIGHTING CHECKED, FOUND SERVICEABLE. SAFETY INVESTIGATION CONTINUES.

[CA050721001](#) BOEING RROYCE BATTERY OVERHEATED

7/20/2005 757236 RB211535E437 018550000 MAIN

(CAN) EICAS MSG 'MAIN BATT DISCH' OBSERVED DURING DAILY ROUTINE CHECK. BATTERY FOUND EXTREMELY HOT TO TOUCH. LIFE TIME REMAINING OF THIS COMPONENT UNTIL NEXT SCHEDULED REPLACEMENT WAS 142:47 HOURS.

[CA050706010](#) BOEING RROYCE ATTACH FITTING CORRODED

7/5/2005 757256 RB211535E437 144N25311 TE FLAP

DURING ROUTINE C2 INSPECTION OF AIRCRAFT, BOTH LOWER FLAP MECHANISM ATTACH FITTINGS WERE FOUND TO BE CORRODED. DATA WAS PASSED TO COMPANY ENGINEERING DEPARTMENT WHO CONTACTED BOEING ENGINEERING. BOEING SENT AN APPROVED TIME LIMITED REPAIR WHICH WAS CARRIED OUT TO THEIR INSTRUCTIONS. THIS REPAIR IS SATISFACTORY FOR 24 MONTHS, NOT TO EXCEED 3000 CYCLES.

[CA050706004](#) BOEING PWA WINDOW ARCED

7/6/2005 767209 JT9D7R4D COCKPIT

BURNING SMELL DETECTED IN COCKPIT. ACFT DIVERTED. OVERWEIGHT LANDING BY 10,600 KL AND SMOOTH LANDING. FOUND CAUSE OF BURNING SMELL AT GROUND CONN OF RT NR 3 WINDOW. DE-ACT RT NR 3 AS PROCEDURES C/B P36-H7 PULLED AND COLLARED NR3 RT WINDOW HEAT INOP.

[CA050713004](#) BOEING PWA ACTUATOR MALFUNCTIONED

7/13/2005 767209 JT9D7R4D D20703 CARGO DOOR

(CAN) DURING CRUISE FWD CARGO DOOR LIGHT CAME ON. QRH FOLLOWED WITH A DESCENT AND DIVERSION TO YHZ. NO FLUCTUATION IN PRESSURIZATION. NO BUFFET. FWD CARGO LATCH/HOOK ACTUATOR REPLACED AS PER AMM52-33-0.

[CA050706002](#) BOEING GE SEAL MIGRATED

7/5/2005 767300 CF680C2B6F GEARBOX

LOW OIL QUANTITY INDICATIONS AND HIGHER THAN NORMAL TEMPERATURE AT CRUISE RESULTANT FROM FRAGMENTS OF A DISBONDED INLET GEARBOX GEARSHAFT TEFLON (PTFE) SEAL DISCOVERED WHICH HAD MIGRATED INTO THE TGB SCAVENGE LINE AND INLET SCREEN. ENGINE

MANUFACTURER HAS PRIOR KNOWLEDGE OF SEAL FAILURE.

2005FA0001077	BOEING	PWA	ENGINE	SEIZED
7/24/2005	PT13D	R985*		

ENGINE SEIZED, UNKNOWN CAUSE. (GL11200513505) (K)

2005FA0001200	BOLKMS	LYC	BEVEL GEAR	CRACKED
6/28/2005	BK117B2	LTS101*	4639310062	T/R GEARBOX

CASE CRUSHING OR SPALLING WITH CRACKS. COMPONENT COMING DUE 3600 HR TBO. SUBMITTED FOR ROUTINE OVERHAUL. DEFECTS FOUND DURING NORMAL DETAIL BENCH INSPECTION. COMPONENT HAS A 10,800 HOUR SERVICE LIFE LIMIT. (K)

CA050722004	BOMBDR		OIL FILTER	OUT OF ADJUST
7/10/2005	BD7001A10		30387273	ENGINE

(CAN) ON TAKEOFF ROLL AT APROX 60 KTS, THE AMBER ICAS (RT ENG OIL PRESS HIGH) POSTED. THE CREW ABORTED THE TAKEOFF. THE RT OIL PRESSURE SWITCH WAS ADJUSTED, OPERATIONAL CHECK AND LEAK TESTS WERE DONE. ACFT RTS

CA050722008	BOMBDR	PWC	SEQUENCE VALVE	FAILED
7/19/2005	DHC8400	PW150A	483023	LT MLG DOOR

AFTER TAKEOFF, CREW WAS NOT ABLE TO CLOSE LT MLG DOOR. LDG RECYCLED, NOT ABLE TO EXTEND LT MLG. ALTERNATE GEAR EXTENSION PERFORMED. ACFT RETURN TO BASE. LT MLG DOOR SEQUENCE VALVE REPLACED.

CA050715001	BOMBDR	PWC	HOSE	LEAKING
6/25/2005	DHC8400	PW150A	115503008	LT MLG

NR 2 HYD SYS FLUID LOSS DURING APPROACH. GO-AROUND CARRIED OUT L/G WAS LEFT IN DOWN POSITION. DIVERTED A/C TO EXT. INSPECTION CARRIED OUT AND FLUID LOSS FOUND DUE TO A LEAK FROM LEFT MLG STABILIZER STRUT DOWN LOCK JACK, LOWER FLEXIBLE HOSE P/N 115503-008. HOSE SUBSEQUENTLY REPLACED IAW AMM 32-11-16-400-801. INSPECTION OF NR 2 SYSTEM EDP CASE DRAIN CARRIED OUT FOR DEBRIS IAW AMM 29-11-34. FILTER ELEMENT REPLACED, NO CONTAMINATION EVIDENT. NR 2 HYD EDP REPLACED AS A PRECAUTION IAW AMM 29-11-01. NR 2 HYD SYS BLED IAW AMM 29-10-00-870-802. NR 2 HYD SYSSERVICED IAW AMM 12-10-29-611-801. LEAK CHECK CARRIED OUT ON REPLACED HOSE ON LT MLG DOWN LOCK AND STARBOARD EDP, NIL LEAKS EVIDENT. UNDERCARRIAGE FUNCTIONS CARRIED OUT SATISFACTORY IAW AM M 32-30-00. A/C OFFERED FOR SERVICE WITH NIL FURTHER REPORTED FAULTS.

CA050727006	BRAERO	RROYCE	SHAFT	SHEARED
7/26/2005	HS7482A	DART5342		FUEL PUMP

DEPARTING DEWAR LAKE(300NM NORTH OF YFB) FOR YFB, THE NR 2 ENGINE SPOOLED DOWN ON TAKEOFF. THE AIRCRAFT RETURNED TO POINT OF DEPARTURE AND LANDED SAFELY. MAINTENANCE DETERMINED THE NR 2 ENGINE DRIVEN FUEL PUMP INPUT SHAFT HAD SHEARED. THE PUMP WAS REPLACED AND THE ENGINE GROUND RUN AND DECLARED SERVICEABLE.

CA050709001	CESSNA	LYC	ACTUATOR	MALFUNCTIONED
7/7/2005	152	O235L2C	12600741	ELE TRIM TAB

ELEVATOR TRIM STICKING INSPECTED AND FOUND ELEVATOR TRIM ACTUATOR TO BE AT FAULT. GROOVE PIN LOOSE IN ACTUATOR SPROCKET ASSY PIN HOOKING IN GUIDE BLOCK. ACTUATOR ASSY REPLACED. CURRENTLY INSPECTING THE REST OF THE FLEET 152/172'S FOR LOOSE GROOVE PINS IN SPROCKET OF ACTUATOR.

CA050624002	CESSNA	CONT	WHEEL	FAILED
6/11/2005	172B	O300C	16131	MLG

AS AIRCRAFT TAXIED FROM TIE-DOWN, NOSE WHEEL FAILED ABRUPTLY, APPROXIMATELY 15 FEET FROM TIE-DOWN, TUBE, TIRE AND NOSE WHEEL REMAINED IN YOKE, WITH NO DAMAGE TO TIRE OR YOKE.

CA050711005	CESSNA	LYC	CONTROL CABLE	BROKEN
7/6/2005	172M	O320E2D	S17771	MIXTURE

WHEN SHUTTING DOWN, THE ENGINE ON THE RAMP AFTER FLIGHT PILOT PULLED THE MIXTURE CONTROL TO LEAN AND THE CABLE BROKE. ENGINE SHUT DOWN BUT MIXTURE CABLE HAD TO BE REPLACED BEFORE NEXT FLIGHT.

CA050711006	CESSNA	LYC	GENERATOR	FAILED
7/5/2005	172M	O320E2D		AC SYSTEM

DURING FLIGHT, PILOT NOTICED THAT THE ALTERNATOR FAILED. WHILE THE A/C WAS STILL IN FLIGHT THE BATTERY WENT DEAD AND COMMUNICATION WAS LOST. PILOT USED HANDHELD RADIO TO COMMUNICATE. AIRCRAFT LANDED SAFELY. ALTERNATOR WAS REMOVED AND A BROKEN WIRE FOUND AT THE POSITIVE TERMINAL. TERMINAL END REPLACED. BATTERY RECHARGED AND AIRCRAFT RETURNED TO SERVICE.

2005FA0001086	CESSNA	LYC	CONTROL CABLE	BROKEN
7/10/2005	172R	IO360L2A	0510105391	ELEVATOR

ELEVATOR CABLE, BROKEN STRANDS, 2 FT FROM AFT END. FOUND DURING 100 HOUR INSPECTION. (GL19200504419) (K)

2005FA0001084	CESSNA	LYC	CONTROL CABLE	BROKEN
4/10/2005	172R	IO360L2A	0510105391	ELEVATOR

ELEVATOR CABLE, BROKEN STRANDS, 2 FT FROM AFT END. FOUND DURING 100 HOUR INSPECTION. (GL19200504415) (K)

2005FA0001085	CESSNA	LYC	CONTROL CABLE	BROKEN
5/25/2005	172R	IO360L2A	0510105391	ELEVATOR

ELEVATOR CABLE, BROKEN STRANDS, 2 FT FROM AFT END. FOUND DURING 100 HOUR INSPECTION. (GL19200504414) (K)

2005FA0001081	CESSNA	LYC	ACTUATOR	CRACKED
11/15/2004	172RG	O360*	78820152	LT MLG

PILOT REPORTED LT MAIN LANDING GEAR WOULD NOT FULLY RETRACT. FOUND LT ACTUATOR CRACKED AT FORWARD BOLT HOLE. (GL19200504417) (K)

2005FA0001082	CESSNA	LYC	ACTUATOR	CRACKED
6/28/2005	172RG	O360*	98820152	RT MLG

PILOT REPORTED SIDE LOAD ON LANDING. ON SUBSEQUENT TAKEOFF RT MAIN LANDING GEAR WOULD NOT FULLY RETRACT. FOUND RT ACTUATOR CRACKED AT FORWARD BOLT HOLE. (K)

2005FA0001083	CESSNA	LYC	ACTUATOR	CRACKED
6/10/2005	172RG	O360*	98820152	LT MLG

FOUND UPPER FORWARD BOLT SHEARED AND ACTUATOR CACKED AT 100 HOUR INSPECTION. (GL19200504416) (K)

2005FA0001108	CESSNA	LYC	CONTROL CABLE	WORN
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7/8/2005 172S IO360L2A 0510105365 RBL102
CABLES WORN BEYOND LIMITS AT A CABLE RUB STRIP IN RT WING BY AUTOPILOT SERVO AT STATION RBL 102. (K)

[CA050621007](#) CESSNA CONT ATTACH FITTING CRACKED

6/15/2005 180 O470* 07326004 STAB

STABILIZER SPAR P/N 0732602-22, SPAR REINFORCEMENT P/N 0732602-1, SPAR REINFORCEMENT P/N 0732603-1 AFT, ATTACH REINFORCEMENT P/N 0732106 5), ATTACH REINFORCEMENT P/N 0732106-1, HINGE REINFORCEMENT P/N 0732101-4, DURING INSPECTION/REPAIR OF STABILIZER THESE PARTS WERE FOUND CRACKED AT ATTACH POINT TO AIRFRAME. SUSPECT USE OF EXTERNAL HANDS CAUSING CRACKING.

[2005FA0001109](#) CESSNA LYC CESSNA CONTROL CABLE WORN

7/8/2005 182P IO360L2A 0510105362 RT WING, RBL 102

CABLES WORN BEYOND LIMITS AT A CABLE RUB STRIP IN RT WING BY AUTOPILOT SERVO AT STA RBL 102. (K)

[CA050706006](#) CESSNA CONT ALTERNATOR ARCED

7/2/2005 182Q O470U DOFF10300BR BATTERY STUD

(CAN) DURING APPROACH INTO YYC, THE PILOT NOTED A SHORT, MODERATE BUZZING NOISE IN HEADSET. THERE WAS NO SIGN OF SMOKE BUT THE AMMETER INDICATED ZERO AMPS. THE PILOT LANDED WITH NO OTHER INDICATIONS. THE SYSTEM WAS INSPECTED AND FOUND THAT THE BATTERY STUD ON THE ALTERNATOR HAD ARCED ON THE ALTERNATOR CASE. THE CASING ON THE ALTERNATOR AND THE STUD WERE BOTH MELTED. THE WIRING TO CONDENSER WAS ALSO DAMAGED. THE TORQUE ON THE STUD AND NUT WAS NOT EXCESSIVE WHEN THE BATTERY CABLE WAS REMOVED. THIS LEADS US TO SUSPECT THE INSULATOR MAY HAVE FAILED.

[CA050725011](#) CESSNA PWA TURBINE BLADES FRACTURED

6/7/2005 208B PT6A114A COMPRESSOR

(CAN) THE ENGINE SUFFERED AN IN-FLIGHT SHUT-DOWN RESULTING IN A FORCED LANDING. SUBSEQUENT INSPECTION FOUND BIRD REMAINS IN THE ENGINE INLET AND HIGH PRESSURE COMPRESSOR. FURTHER INSPECTION REVEALED A FRACTURED COMPRESSOR TURBINE BLADE. P&WC WILL INVESTIGATE THE BLADE FRACTURE AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

[2005FA0001096](#) CESSNA CONT CESSNA PIN MISSING

8/4/2005 210 IO470E MS203922C17 NLG

NOSE GEAR UPLOCK PIN FELL OUT AFTER RETAINING COTTER PIN FAILED, NOT ALLOWING UPLOCK ACTUATOR TO RELEASE GEAR RESULTING IN NOSE GEAR UP LANDING, ALSO FOUND NOSE GEAR UPLOCK SPRING ATTACH BRACKETT SEVERLY WORN. (SW09200511362)

[2005FA0001078](#) CESSNA CONT PISTON SHEARED

7/2/2005 210C IO470* 1243400202 NLG FORK ASSY

ON LANDING, THE PILOT FELT A NOSE WHEEL VIBRATION. TOWARD THE END OF THE ROLL OUT THE NOSE DROPPED DOWN, STRIKING THE RUNWAY. INSPECTION FOUND THE NOSE WHEEL FORK ASSY SHEARED OFF THE SHOCK STRUT ASSY. (K)

[2005FA0001130](#) CESSNA CONT SOLENOID VALVE FAILED

7/19/2003 210C IO470S ENGINE

ENG BECAME ROUGH, THEN FAILED ENTIRELY. RESTART WAS ACHIEVED, LANDING MADE.

FOLLOWING DAY ENG STARTED AND RAN NORMALLY, UP TO FULL STATIC RPM. ALL SUMPS WERE DRAINED, ALL FUEL FILTERS INSPECTED, ALL TANK VENTS CHECKED WITH NO EVIDENCE OF CONTAMINATION, BLOCKAGE, OR WATER. FLIGHT BACK TO BASE AIRPORT WAS UNEVENTFUL. INVESTIGATION PRODUCED NO EVIDENT CAUSE UNTIL SOLENOID WAS REMOVED FROM VAPOR/FUEL RETURN LINE BETWEEN ENG-DRIVEN FUEL PUMP AND FUEL SELECTOR WAS CAPABLE OF STICKING IN CLOSED OR NEARLY-CLOSED POSITION. THIS HAPPENED DURING ENG STARTING ON SUBJECT FLIGHT AND CAUSED A VAPOR LOCK CONDITION TO DEVELOP. FUEL DELIVERY TO ENG WAS INTERRUPTED WHEN ENG-DRIVEN FUEL PUMP FILLED WITH VAPOR.

2005FA0001198	CESSNA	CONT		WEDGE	BROKEN
7/9/2005	210E	IO520A			THROTTLE CABLE

CABLE BROKE AT THE S3 WEDGE WHERE THE BARREL END CONNECTS TO THE INTERNAL CABLE. THIS AREA IS NOT VISIBLE AS THERE IS AN INTERNAL SLEEVE THAT COVERS THE CABLE IN THIS AREA. (CE07200516270) (K)

CA050720002	CESSNA	CONT		MOUNT FLANGE	CRACKED
7/11/2005	210J	IO520J			OIL COOLER

DURING A SCHEDULED MAINTENANCE INSPECTION, THE TECHNICIAN DISCOVERED A CRACK IN THE OIL COOLER ASSEMBLY AT THE WELD WHERE THE COOLER BODY MEETS THE MOUNTING FLANGE.

2005FA0001110	CESSNA	CONT		ATTACH ANGLE	DAMAGED
4/1/2005	310G	IO470*			MLG

AT ANNUAL INSPECTION, FOUND 3 RIVETS AND 1 BOLT SHEARED AT RT FWD MLG TRUNNION ATTACH ANGLE. RIVETS WERE UPPER 2 ROWS OF 4 ROWS. REMAINING RIVETS SHOWED SIGNS OF (SMILE) FROM INSTALLATION. SHEARED BOLT WAS IN UPPER FWD POSITION OF FWD ANGLE. SHEARED FASTENERS WERE VISIBLE THROUGH INSPECTION PANEL AT OB CENTER OF GEAR. NO VISIBLE STRUCTURAL DAMAGE WAS NOTED. OWNER WAS NOTIFIED AND AC WAS DEEMED UN-AIRWORTHY. (K)

CA050724002	CESSNA	CONT	CONT	CRANKCASE	CRACKED
7/22/2005	337B	IO360C	IO360G1A	640433	FWD END

AFTER LANDING FROM A ROUTINE COMPANY FLIGHT, THE MAINTENANCE ENGINEER NOTED MORE THAN NORMAL OIL ON THE LT REAR COWLING. UPON FURTHER INVESTIGATION, A 3 INCH CRACK WAS DETECTED ON THE CRANKCASE HALF STARTING FROM THE ENGINE DRIVEN FUEL PUMP BOSS TO THE CRANKCASE THRU BOLT. THE ENGINE IS BEING REMOVED AND SENT TO AUTHORIZED REPAIR SHOP FOR REPAIR.

CA050722006	CESSNA	CONT		RUDDER PEDAL	CRACKED
5/27/2005	401A	TSIO520EB			COCKPIT

PILOT REPORTED THAT RT PARK BRAKE DOES NOT HOLD WHEN SET. UPON MAINTENANCE INSPECTION IT WAS DISCOVERED THAT CAPTAINS OB RUDDER PEDAL INTERCOSTAL MOUNT AT STATION 110.00 WAS CRACKED. IT WAS REPAIRED AS PER CESSNA SRM SECTION 16-38 FIGURE 16-25.

2005FA0001115	CESSNA		CESSNA	TUBE	SPLIT
7/27/2005	402C			511700712	HYD SYSTEM

EIGHT MILES NORTH EAST OF KFLI, PILOT NOTICED A HYDRAULIC SMELL IN THE COCKPIT DURING CLIMB-OUT. THERE WERE NO ABNORMALITIES NOTED. PILOT DECLARED AN EMERGENCY AT KPMP. PILOT LANDED AIRCRAFT AT KPMP WITHOUT INCIDENT. POST FLIGHT REVEALED HYDRAULIC SITE TUBE ON HYDRAULIC RESERVOIR HAD FAILED CAUSING AN ATOMIZED LEAK FROM THE HYDRAULIC SITE TUBE.

2005FA0001118	CESSNA	CONT		ENGINE	MAKING METAL
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9/30/2004 421C GTSIO520L RT
DURING OIL CHANGE (ROUTINE) FOUND BEARING MATERIAL COMING OUT OF SUMP PLUG. PIECES APPROX. .1250-.2500 INCH WIDE, .5 INCH LONG AND VARIOUS SMALLER PIECES. ENGINE WAS OVERHAULED 12/01/03: OWNER COMPLAINED OF VIBRATION FROM START. O/H SAID NORMAL. AFTER ENGINE CHANGE, VIBRATION WENT AWAY. (NM09200414007) (K)

[CA050712011](#) CESSNA GARRTT WIRE HARNESS SHORTED

4/29/2005 441 TPE33110 ENGINE
(CAN) ENGINE START PROBLEM INTERMITTENT. EXPERT TROUBLESHOOTING FOUND 2 WIRES THAT CROSSED AND HAD CHAFED TOGETHER. ONLY A FAINT BLACK DUST AT THE CONNECTION REVEALED POTENTIAL SHORTING OF WIRES. CORRECTED AND ENGINE START CORRECTED.

[CA050711008](#) CESSNA WILINT CABLE FAILED

7/5/2005 525 FJ441A 636000189 636000189 AILERON CABLE
(CAN) FOUND FWD AILERON CABLE TENSION AT ZERO. CROSSOVER CABLES FOUND TO BE LOOSE. REMOVED AILERON CROSSOVER CABLES FROM CNTRL COLUMNS WITHOUT DISTURBING HUMBUCKLE LOCKING. INSPECTED CABLES, CHAINS, SWAGES AND HUMBUCKLE. DETERMINED ONE OF CROSSOVER CABLE CHAINS (FWD) WAS LIKELY INSTALLED INCORRECTLY ON DRUM SPROCKET. TEMPORARILY INSTALLING ONE OF CHAINS (BUNCHED-UP) ON SPROCKET ONE LINK OVER FROM ITS CORRECT POSITION YIELDED APPROX CORRECT CABLE TENSION (9 LBS) AND CORRECT YOKE POSITION. INSTALLED CHAINS PROPERLY AND RIGGED IAW MM CH 27-10-01(4B) AND TENSION ADJUSTED IAW FIG.204. REMAINDER OF AILERON CNTRL SYS RIGGING CHECKED. NO OTHER DEFECTS NOTED. INDEPENDENT CHECK COMPLETED ON ALL DISTURBED FLIGHT CONTROLS.

[2005FA0001094](#) CESSNA WILINT LINE SCORED

8/8/2005 525 FJ441A 6317003136 HYDRAULIC SYS
DURING FLIGHT, THE LT AND RT HYDRAULIC LOW LEVEL LIGHTS ILLUMINATED ALONG WITH A MASTER CAUTION LIGHT. AFTER A SAFE LANDING, THE ENTIRE TAIL OF THE AIRCRAFT WAS FOUND TO BE SOAKED WITH HYDRAULIC FLUID. FURTHER INVESTIGATION FOUND THAT HYDRAULIC LINE HAD RUPTURED AT ONE OF THE BENDS. IT APPEARS THAT THE RUPTURE POINT WAS AT A SCORE MARK THAT WAS LEFT WHEN THE LINE WAS FABRICATED. EACH END OF THIS LINE IS BENT AT NEARLY A 90 DEGREE ANGLE. EACH END DISPLAYED THE SAME TYPE OF SCORE MARKS. LINE WAS REPLACED WITH NEW. SUGGEST A ONE TIME INSPECTION OF THIS LINE. IF IT IS DETERMINED THAT ANY SCORE MARKS SEEM EXCESSIVE, RECOMMEND REPLACEMENT OF THE LINE. PROCUREMENT OF NEW LINES SHOULD BE INSPECTED FOR THE SAME.

[2005FA0001095](#) CESSNA WILINT LINE LEAKING

8/8/2005 525 FJ441A 6317003136 HYDRAULIC SYS
DURING FLIGHT, THE LT AND RT HYDRAULIC LOW LEVEL LIGHTS ILLUMINATED ALONG WITH A MASTER CAUTION LIGHT. AFTER A SAFE LANDING, THE ENTIRE TAIL OF THE AIRCRAFT WAS FOUND TO BE SOAKED WITH HYDRAULIC FLUID. FURTHER INVESTIGATION FOUND THAT HYDRAULIC LINE HAD RUPTURED AT ONE OF THE BENDS. IT APPEARS THAT THE RUPTURE POINT WAS AT A SCORE MARK THAT WAS LEFT WHEN THE LINE WAS FABRICATED. EACH END OF THIS LINE IS BENT AT NEARLY A 90 DEGREE ANGLE. EACH END DISPLAYED THE SAME TYPE OF SCORE MARKS. LINE WAS REPLACED WITH NEW. SUGGEST A ONE TIME INSPECTION OF THIS LINE. IF IT IS DETERMINED THAT ANY SCORE MARKS SEEM EXCESSIVE, RECOMMEND REPLACEMENT OF THE LINE. PROCUREMENT OF NEW LINES SHOULD BE INSPECTED FOR THE SAME.

[2005FA0001113](#) CESSNA PWA SEAT CRACKED

7/26/2005 550 JT15D4 551900922 COCKPIT
UPPER CHAIR BASE ASSEMBLY CRACKED AT CHAIR BACK ATTACH POINTS. STRESS ON CHAIR BACK AND METAL FATIGUE PROBABLE CAUSE. CHAIR WAS REPAIRED IAW STC ST01042WI STRUCTURAL SEAT REPAIR. (K)

[2005FA0001129](#) CESSNA PWA DRIVE ASSY INOPERATIVE
7/26/2005 550 JT15D4 4006719906 AUTOPILOT SERVO

THE PILOT REPORTED THAT THE CONTROLS WERE STIFF IN THE ROLL AXIS. THE AUTOPILOT WAS TURNED OFF AND THE C/B WAS CYCLED WITH NO CHANGE IN THE CONDITION. AFTER LANDING WITHOUT INCIDENT, TECHS ARRIVED AND TROUBLESHOT THE A/P SYSTEM. THEY DISCOVERED THE AILERON AUTOPILOT SERVO DRIVE CLUTCH WAS NOT FULLY DISENGAGING, CAUSING THE EXCESSIVE FORCE REQUIRED TO ROLL THE AIRCRAFT. AILERON AUTOPILOT SERVO DRIVE WAS REMOVED AND REPLACED. BOTH GROUND AND IN-FLIGHT OPERATIONAL CHECKS WERE PERFORMED WITH NO DEFECTS NOTED. (NM13200503639) (K)

[2005FA0001212](#) CESSNA PWA ATTACH BRACKET CRACKED
8/16/2005 550 JT15D4 551900922 SEAT

UPPER CHAIR BASE ASSEMBLY CRACKED AT CHAIR BACK ATTACH POINTS. ALSO, PREVIOUS INAPPROPRIATE REPAIR. CHAIR WAS REPAIRED IAW STC SEAT REPAIR. (K)

[CA050725015](#) CESSNA PWA FUEL CONTROL FAILED
7/8/2005 560CESSNA PW530A 81850010 ENGINE

(CAN) ON APPROACH, THE ENGINE FLAMED OUT. SUBSEQUENT INSPECTION REVEALED A FRACTURED FUEL CONTROL UNIT FUEL PUMP DRIVE SHAFT.

[CA050725013](#) CESSNA PWA MANIFOLD PUNCTURED
7/6/2005 560CESSNA PW535A FUEL SYSTEM

(CAN) DURING CLIMB, THE ENGINE FIRE WARNING ANNUNCIATED. ENGINE THRUST WAS SELECTED TO IDLE, AN EMERGENCY DECLARED AND AN UNSCHEDULED LANDING PERFORMED AT POINT OF DEPARTURE. SUBSEQUENT INSPECTION REVEALED A PUNCTURED ENGINE FUEL MANIFOLD, EVIDENCE OF AN ENGINE FIRE AND A RESULTANT HOLE IN THE NACELLE. P&WC WILL INVESTIGATE THE INCIDENT AND WILL ADVISE OF ROOT CAUSE ONCE DETERMINED.

[CA050704009](#) CESSNA PWA ENGINE MALFUNCTIONED
6/29/2005 560XL PW545A

(CAN) DURING CLIMB, THE ENGINE WOULD NOT RESPOND TO THROTTLE INPUT TO REDUCE POWER. THIS WAS ACCOMPANIED BY AN ELECTRONIC ENGINE CONTROL (EEC) REVERSION. THE FLIGHT WAS DIVERTED AND THE ENGINE WAS SHUT DOWN ON FINAL APPROACH. P&WC WILL INVESTIGATE THE EVENT AND WILL ADVISE OF ROOT CAUSE, ONCE ESTABLISHED.

[05085444](#) CESSNA ADC INTERFERENCE
7/29/2005 650 7000700665 AVIONICS BAY

NR 2 COM INTERFERENCE ON FREQUENCY 127.975. INTERFERENCE IS COMING FROM BOTH AZ-810 ADC'S. HONEYWELL TECH SUPPORT INSTRUCTED ME TO INSTALL FOIL TAPE ON ADC EXTERIOR PANEL SEAMS TO ELIMINATE PROBLEM. THE ADC'S SHOULD BE REPAIRED OR MODIFIED INTERNALLY BY HONEYWELL TO ELIMINATE RF INTERFERENCE.

[CA050706007](#) CESSNA BLOWER FAILED
6/29/2005 650 99101135 APU COOLING FAN

(CAN) WHEN APU ON AND APU STARTER/GEN PUT ONLINE (GENERATOR ON). THE APU STARTER/GENERATOR WOULD COME OFFLINE AFTER ABOUT 3 SECONDS AND APU WOULD SHUT DOWN. DURING INVESTIGATION, THE MECHANIC FOUND THE APU COOLING FAN BLADES MISSING, ALL THE BLADES WERE BROKEN OR MISSING. IT WAS FOUND THAT IF NO AIRFLOW WAS SENSED WITHIN 3 SECONDS OF GENERATOR ON, THE GENERATOR AND APU WOULD SHUTDOWN.

[CA050714001](#) CESSNA GARRTT RETAINER MISSING
7/6/2005 650 TFE7313C 99143446 RT WING SLAT

(CAN) WHILE DOING A VISUAL INSPECTION, IT WAS FOUND THAT THE RT FLAP FLEXSHAFT RETAINER WAS MISSING (BROKEN OFF). NEW RETAINER WAS INSTALLED.

2005FA0001097	CESSNA	ALLSN	UNION	LOOSE
7/21/2005	750	AE3007C	MS21902J4	HYD SYS

HYD UNION WAS FOUND TO BE LOOSE ALLOWING O-RING TO FAIL OVER TIME. O-RING WAS REPLACED AND FITTING TORQUED. (K)

2005FA0001079	CESSNA	CONT	MAGNETO	DAMAGED
8/1/2005	A185F	IO520D	6310	LEFT

PERFORMED MAGNETO CHECK AND FOUND LT MAGNETO DROPPED 500 RPM. REMOVED MAG AND FOUND IMPULSE COUPLING RIVETS SHEARED, DRIVE GEAR BUMPER RETAINER BROKEN AND BUMPERS DAMAGED. REMOVED OIL FILTER AND FOUND METAL SHAVINGS.

2005FA0001135	CESSNA	CONT	SWITCH	BROKEN
8/7/2005	P210N	TSIO520P	S13771	MLG

NO CONFIRMATION OF LANDING GEAR DOWN AND LOCKED. NO GREEN LIGHTS. GEAR APPEARED DOWN VISUALLY. ON INSPECTION ONCE ON THE GROUND IT WAS DOWN AND PROPERLY LOCK. MALFUNCTION WAS THE GEAR INDICATOR POSITION MICRO SWITCH ON THE LT MAIN BROKEN WIRE AT THE SWITCH. NEW SWITCH PN: S1377-1 FIXED THE PROBLEM. NO SIGN OF STRAIN ON WIRE, JUST AGE AND NORMAL FLEXING.

2005FA0001100	CESSNA	LYC	PREAIR	FLOAT	SATURATED
8/8/2005	R182	O540J3C5	HA-6	30-800	CARBURATOR

ENGINE RUNNING EXCESSIVELY RICH AT LOW POWER SETTINGS / TAXI. RAW FUEL RUNNING OUT OF INTAKE BOX AND EXHAUST STACKS. EXAMINATION OF CARBURATOR DISCLOSED FLOAT HAD FLOODED AND SANK.

2005FA0001125	CESSNA	PWA	HANDLE	LACK OF LUBE
9/23/2004	S550	JT15D4	551417527	LANDING GEAR

LANDING GEAR WOULD NOT EXTEND WITH ACTUATION OF SELECTOR HANDLE DOWN. EMERGENCY EXTENSION WAS ACTIVATED, AND AIRCRAFT LANDED WITHOUT INCIDENT. AFTER JACKING AND INSPECTING SYS, IT WAS FOUND THAT THE LANDING GEAR HANDLE WOULD MOVE UP AND DOWN, BUT THE SPRING LOADED IN AND OUT MOTION WAS STUCK OUT. THIS CAUSED THE DOWN SWITCH NOT TO MAKE CONTACT WITH THE HANDLE, NOT ALLOWING THE LANDING GEAR TO EXTEND. LUBRICATION OF THE SPRING AND SLIDER PORTION OF THE SELECTOR HANDLE WITH SPRAY LUBRICANT FREED UP THE MECHANISM AND ALLOWED CONTACT BETWEEN SWITCH AND HANDLE. ONLY REQUIRED LUBRICATION IS DURING INSTALLATION.

PG9R97676	CESSNA	ALLSN	FUEL NOZZLE	CRACKED
10/13/2004	STC206C	250C30P	6899001	ENGINE

NOZZLE CRACKED/ REPLACED. (K)

2005FA0001134	CESSNA	CONT	FITTING	BROKEN
7/28/2005	T207A	TSIO520M	12320132F	VERTICAL STAB

PILOT FOUND VERTICAL STABILIZER LOOSE ON PREFLIGHT. MAINTENANCE INSPECTED AND FOUND RT FWD ATTACHMENT FITTING BROKEN. REPLACED BOTH FWD FITTINGS WITH NEW PARTS. (K)

2005FA0001204	CESSNA	CONT	ALTERNATOR	SEIZED
8/23/2005	T210N	IO550*	F424R	ENGINE

AIRCRAFT WAS RUN UP PRIOR TO 50 HOUR INSPECTION AND NO DEFECTS WERE FOUND DURING RUN UP. AFTER INSPECTION, PERFORMED POST INSPECTION RUN AND NOTICED A LOUD SQUEALING NOISE AND SMOKE COMING FROM ENGINE COMPARTMENT. ENGINE WAS SHUTDOWN AND INSPECTION REVEALED THAT ALTERNATOR BELT WAS SLIPPING AROUND PULLEYS. ALTERNATOR

WAS FOUND TO BE SEIZED UP. INSPECTED ALTERNATOR WITH BORESCOPE INSIDE OF BLAST TUBE BUT DID NOT FIND REASON FOR SEIZURE. ALTERNATOR WAS SENT BACK FOR WARRANTY CONSIDERATION. CAUSE OF SEIZURE AT THIS TIME IS UNKNOWN.

2005FA0001133	CESSNA	CONT	CYLINDER HEAD	DAMAGED
7/19/2005	T210N	TSIO520R	EC649358CN	ENGINE

DURING CRUISE FLIGHT, A LOUD BANG FROM THE ENGINE COMPARTMENT WAS FOLLOWED BY LOSS OF POWER AND SIGNIFICANT ENGINE VIBRATION. THE PILOT MADE AN EMERGENCY LANDING ON A DIRT ROAD WITH NO DAMAGE TO THE AIRCRAFT. THE NR 1 CYLINDER HEAD HAD FRACTURED COMPLETELY THROUGH, JUST ABOVE THE CYLINDER BARREL THREADS, LEAVING A .5 INCH GAP BETWEEN HEAD FINS 6 AND 7. THE CYLINDER HAD BEEN REPAIRED 212 HOURS PRIOR TO FAILURE AND HAD BEEN BORED TO .010 OVERSIZE. A SERVICEABLE TAG HAD BEEN PROVIDED BY THE REPAIR STATION THAT PERFORMED THE WORK. (K)

CA050712002	CESSNA	CONT	BEARING	UNSERVICEABLE
7/7/2005	U206B	IO520D	B55	CONTROL COLUMN

WHILE FUNCTION CHECKING THE AILERON CONTROL SYSTEM PRIOR TO FLIGHT THEY BECAME HARD TO OPERATE. THE CO-PILOT'S CONTROL COLUMN BEARING ON OUTER SURFACE OF FIREWALL WAS FOUND TO BE UNSERVICEABLE. THE NEEDLE BEARINGS HAD DEPARTED THE CAGE. THE BEARING WAS REPLACED NEW AND THE AILERON SYSTEM WAS FUNCTION CHECKED SERVICEABLE.

CA050704004	CESSNA	CONT	HOUSING	LOOSE
6/29/2005	U206E	IO520F		ALTERNATOR

(CAN) PILOT REPORTED HEARING A NOISE AND THEN NOTICED HIS ALTERNATOR WAS OFF LINE. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THAT THE HOUSING HALVES ON THE ALTERNATOR WERE QUITE LOOSE. REPLACE ALTERNATOR STILL NO CHARGE. FURTHER REPLACED VOLTAGE REGULATOR AND TEST RUN. FOUND CHARGING SYSTEM OPERATIONAL. THE ALTERNATOR HAS REGULAR 500 HOUR BRUSH INSPECTIONS. THE LAST BRUSH INSPECTION WAS 470 HOUR PRIOR TO THIS OCCURRENCE. TSOH 1393.1.

2005FA0001112	CESSNA	CONT	SKIN	CORRODED
7/21/2005	U206F	IO520*		FUSELAGE

AC WAS UNDERGOING AN EXTENSIVE AVIONICS UPGRADE INSTALLATION AND DURING ANTENNA INSTALLATIONS, TECH NOTICED CORROSION UNDER FACTORY INSTALED DAMPENING/INSULATION MATERIAL. CORROSION WAS TO LOWER FUSELAGE SKINS UNDER THIS MATERIAL. THE CORROSION WAS FOUND UNDER THE PIECES FOUND COMING LOOSE. INTACT PIECES DID NOT SEEM CORRODED UNDERNEATH. CLEANED CORROSION AND MINOR PITTING, TREATED AND PRIMERED AREAS AFTER REMOVING MATERIAL. SUGGEST CLOSE INSPECTION THIS AREA, ALL AIRCRAFT. PROBLEM MORE THAN LIKELY CAUSED BY AGE AND MOISTURE ACCUMULATION. FSDO THINKS IT MAY BE GLUE USED. (K)

CA050630004	CESSNA	CONT	BATTERY CABLE	FAILED
6/6/2005	U206G	IO520D		BATTERY CABLE

(CAN) BATTERY DISCHARGE - ELECTRICAL SYSTEM TURNED OFF. NORMAL LANDING. BATTERY REMOVED/CHARGED/REPLACED.

2005FA0001128	CIRRUS	CONT	DOOR	FAILED
8/8/2005	SR22	IO550*		CABIN

BOTH DOORS WILL (POP) OPEN IN FLIGHT, CAUSING A SAFETY DISTRACTION TO THE PILOT AND WIND NOISE THAT KEEPS THE PILOT FROM HEARING AT INSTRUCTIONS. THIS STILL HAPPENS AFTER SEVER TRIPS TO MFG REPAIR STATION AND BACK TO FACTORY FOR REPAIRS. MFG RESPONSE IS THAT THE DOORS ARE WITHIN SPECS AND SHOULD NOT COME OPEN. HAVE HEARD FROM OTHER OWNERS THAT THEY HAVE SAME PROBLEM WITH THE NEW DOOR DESIGN. (K)

[2005FA0001088](#) CIRRUS CONT ACK BATTERY CORRODED
5/13/2005 SR22 IO550* MN1300 ELT

SECOND ELT FOUND WITH BATTERIES IN THIS CORRODED CONDITION. (K)

[2005FA0001099](#) CIRRUS CONT MOUNT BROKEN
7/27/2005 SR22 IO550N BC4101 MOUNT, FLANGE

ALTERNATOR MOUNT BROKEN AND OIL LEAK. (THE ALTERNATOR CASE MOUNT FLANGE BROKEN) DRIVESHAFT IN ALTERNATOR SHEARED. THE ENGINE DRIVE SHAFT HUB HAS NO DAMAGE. (K)

[CA050712012](#) CNDAIR PWA SHAFT SHEARED
7/11/2005 CL2151A10 CA3 FUEL PUMP

(CAN) LEFT HAND ENGINE DRIVEN FUEL PUMP FAILED IN FLIGHT. CREW SELECTED BOOST PUMP TO RESTORE FUEL PRESSURE. 2 MINUTES LATER FUEL BOOST PUMP (P/N 215-61620-3, S/N 113, TSO 113.8 HOURS) FAILED. CREW FEATHERED ENGINE AND LANDED THE AIRCRAFT WITH NO FURTHER INCIDENT.

[CA050627001](#) CNDAIR INVERTER FAILED
6/22/2005 CL600* 18994 LIGHTING

WHEN THE CABIN LIGHT SWITCH WAS TURNED ON IN FLIGHT, MANY COCKPIT SYSTEMS OPERATED ERRATICALLY. MAIN AND AUXILIARY FUEL TOTAL INDICATORS OPERATED ERRATICALLY, COCKPIT FLIGHT DIRECTOR BARS INDICATED SHALLOW LEFT TURN, RUDDER PULSED SEVERAL TIMES, AUDIO SYSTEM STATIC, STALL PROTECTION SYSTEM LIGHTS FLICKERED, AND THE BATTERY TEMPERATURE INDICATOR WAS IN YELLOW BAND. SWITCHING OFF THE CABIN LIGHTS RECTIFIED THE PROBLEMS. THE LOWER AFT CABIN LIGHTING POWER SUPPLY IN THE AVIONICS BAY WAS FOUND FAILED AND EMITTING SUFFICIENT EMI TO AFFECT NEARBY SYSTEMS. THE POWER SUPPLY WAS REPLACED AND ALL AFFECTED SYSTEMS WERE GROUND CHECKED SERVICEABLE.

[CA050704003](#) CNDAIR GE O-RING FLAT
6/14/2005 CL6002B19 CF343B1 4074T58PXX NR 1 ENGINE

(CAN) ON APPROACH, ENG NR 1 OIL PRESS WAS FLUCTUATING THEN 'ENG 1 OIL PRESS' WARNING MESSAGE WAS RECEIVED ON ED1. THE ENGINE NR 1 WAS SHUT DOWN. AIRCRAFT LANDED IN VALENCIA. 5 QUARTS WERE ADDED TO ENGINE NR 1 AND FOUR C-SUMP O-RINGS WERE REPLACED. THE PART NUMBERS OF THE O-RINGS ARE: 4074T58P02, P07, P14, P15.

[CA050713006](#) CNDAIR GE BOLT MISSING
6/17/2005 CL6002B19 CF343B1 MS2125005018 NLG WHEEL

NOTICED BY MAINTENANCE THAT THE NR 2 NOSE WHEEL ASSEMBLY WAS MISSING ONE TIE BOLT. NOSE WHEEL WAS REPLACED. A SECOND OCCURANCE A FEW DAYS LATER ON ANOTHER AIRCRAFT WAS REPORTED AFTER THE CREW NOTED THAT THE NOSE WHEEL SEEMED TO BE SPINNING LONGER THAN USUAL. MAINTENANCE FOUND A TIE BOLT MISSING AND TIRE WORN OUT OF ROUND ON NR 1 NOSE WHEEL ASSEMBLY. PART CYCLES 127 TSO 169:33HRS.

[CA050726006](#) CNDAIR GE WIRE HARNESS BURNED
7/25/2005 CL6002B19 CF343B1 601R576401PE NR 2 GENERATOR

DURING CLIMB, IDG NR 2 DROPPED OFF LINE. MAINTENANCE FOUND THE GENERATOR NR 2 CABLE AND TERMINAL BURNT IN JB1. THE TERMINAL ATTACHMENT HARDWARE WAS FOUND LOOSE ON THE TERMINAL BLOCK STUD INSIDE THE JB1. DAMAGED PARTS, ELECTRICAL HARNESS, 601R57640-1PE-PHENOLIC INSULATOR, 600-51428-3- BUS BAR, 601R51427-3 - STUD, MS25080-4

[CA050726007](#) CNDAIR GE COWL DOOR MISSING
7/24/2005 CL6002B19 CF343B1 22850142601 NR 1 ENGINE

AIRCRAFT DIVERTED AFTER DEPARTURE, FOR NR 1 ENGINE OIL PRESSURE INDICATION PROBLEM.

UPON ARRIVAL AT GATE FOUND UPPER HALF OF LT CORE COWL MISSING.

CA050725017	CNDAIR	GE	PUMP	FAILED
7/15/2005	CL6002C10	CF348C1	661903	HYD SYSTEM

SHORTLY AFTER TAKEOFF, THE CREW REPORTED HAVING HYD NR 1 LOW PRESS CAUTION MESSAGE. QUANTITY OF THE HYDRAULIC RESERVOIR WAS DROPPING FAST. CREW COMPLIED WITH THE QRH AND RETURNED TO THE BASE. FOUND HYDRAULIC LEAKING FROM THE HYD EDP AT THE PORT CAP. EDP WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA050727004	CVAC	ALLSN	SELECTOR	FAILED
7/26/2005	440	501D13D		MLG

ON APPROACH TO AIRPORT, THE THREE (3) MLG DOWN GREEN LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION, THE HORN DID NOT SOUND AND THE RED GEAR UNSAFE LIGHT EXTINGUISHED. MAINTENANCE WAS UNABLE TO DUPLICATE THE SNAG ON GROUND, THE (LANDING) GEAR LEVER SWITCH WAS TESTED AND INSPECTED, PEDESTAL LIGHT INDICATION WAS TESTED AND INSPECTED, SAME FOR THE DIMMING RELAY AND THE RESISTORS. SUSPECT DIMMING SWITCH WAS AT DIM POSITION. THE LDG DWN LOCK IND C/B WAS REPLACED IN CASE OF INTERMITTENT CONTINUITY. AIRCRAFT RETURN TO SERVICE

CA050701001	CVAC	PWA	CARBURETOR	MALFUNCTIONED
6/26/2005	PBY5A	R183092	3616991	LT ENGINE

(CAN) LT ENGINE OF AIRCRAFT STARTED TO BACK FIRE AND DEVELOP LOW POWER DURING POWER REDUCTION AFTER TAKEOFF. PILOT'S ELECTED TO 'CAGE' ENGINE AND RETURN TO THE DEPARTURE AIRPORT. DIAGNOSIS FOUND A CARBURETOR THAT DID NOT FUNCTION CORRECTLY FORMED RANGE POWER SETTINGS, ALTHOUGH IDLE AND FULL POWER WERE FINE. CARB REPLACED WITH OVERHAULLED EXCHANGE UNIT AND PROBLEMS WERE RESOLVED. DURING CARB EXCHANGE, SIGNIFICANT LEVELS OF CORROSION PRODUCTS WERE FOUND FLOATING OUT OF FITTINGS ETC.

CA050712010	DHAV	PWA	BOLT	CRACKED
5/18/2005	DHC2*	R985AN14B	MB100888	ENGINE MOUNT

(CAN) DURING A ROUTINE ENGINE MOUNT BOLT NDT INSPECTION, A CRACK WAS NOTED ON THE ENGINE SIDE OF THE ATTACH BOLT AT THE RADIUS WHERE THE TIE BAR PN NR MB100877 ATTACHES.

CA050705003	DHAV	PWA	CRANKCASE	CRACKED
6/30/2005	DHC2*	R985AN14B		ENGINE

(CAN) DURING A MAINTENANCE INSPECTION TO TROUBLESHOOT AIRCRAFT, OIL LEAK, MAINTENANCE DISCOVERED A CRACK IN THE CRANKCASE. AERO-ENGINES INC OUT OF LOS ANGELES REBUILT THIS ENGINE, BUT I WAS UNABLE TO FIND THEM FROM THE MANUFACTURER DROP-DOWN LIST. THE NUMBER OF ENGINE CYCLES IS UNKNOWN.

CA050728004	DHAV	PWA	CYLINDER HEAD	SEPARATED
7/20/2005	DHC2*	R985AN14B	399353	ENGINE

DURING CRUISE FLIGHT, THE PILOT EXPERIENCED AN ENGINE VIBRATION. SUSPECTING A CYLINDER FAILURE, RETURNED TO BASE. TEMPS AND PRESSURES REMAINED NORMAL THROUGHOUT THE RETURN. MAINTENANCE INVESTIGATION REVEALED THAT THE NR 1 CYLINDER HEAD HAD SEPARATED FROM THE BARREL. THE CYLINDER ASSY WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050623006	DHAV	PWA	ATTACH FITTING	CRACKED
6/13/2005	DHC2*	R985AN14B	58C015	STRUT

UPON REMOVAL OF THE SPREADER BAR FROM THE FLOAT, A CRACK WAS NOTED ALONG THE CASTING SEAM OF THE RT FRONT FLOAT STRUT FITTING. THE ONLY TIME THIS AREA IS EXPOSED IS

DURING HEAVY MAINTENANCE, WHERE THE AIRCRAFT IS REMOVED FROM FLOATS AND THE FLOATS ARE DISMANTLED.

CA050728009	DHAV	PWA	LEVER	FAILED
7/17/2005	DHC2*	R985AN14B		THROTTLE

AIRCRAFT LANDED, WHILE FOLLOWING MARSHALLER'S HAND SIGNALS ONTO THE FBO RAMP, THE THROTTLE WAS ADVANCED TO COMPLETE TURN. WHEN THE THROTTLE WAS ADVANCED IT WAS UNRESPONSIVE ON TWO FULL MOVEMENTS. THE AIRCRAFT WAS SHUT DOWN WITH THE MIXTURE. A QUALIFIED AME INSPECTED THE POWER QUADRANT AND OBSERVED THAT THROTTLE CABLE WAS DISCONNECTED AT THE QUADRANT. FURTHER INSPECTION REVEALED THAT THE NUT WAS NOT SAFETIED. PICTURES WERE TAKEN AND THE NUT WAS SAFETIED AND WITNESSED BY TWO AME'S.

CA050720003	DHAV	PWA	STUD	CRACKED
7/4/2005	DHC2*	R985AN14B		ENGINE CASE

DURING AIRCRAFT 100HR INSPECTION, A SMALL CRACK WAS FOUND RUNNING FROM THRU BOLT TO A CYLINDER HOLD DOWN STUD ON REAR HALF OF POWER SECTION CASE BETWEEN NR 3 AND NR 4 CYLINDERS. ENGINE REMOVED FROM SERVICE FOR REPAIRS.

CA050712007	DHAV	PWA	LINE	BROKEN
6/13/2005	DHC2*	R985AN14B C2TP211	NA	FUEL PICK UP

DURING INSPECTION OF THE LT WING TIP FUEL TANK THE INTERNAL FUEL DELIVERY LINE WAS FOUND TO BE BROKEN AT THE INBOARD BULKHEAD ATTACH POINT (TACKWELD). THIS CONDITION IF RETURNED TO SERVICE WOULD NOT ALLOW THE FULL CONTENTS OF THE WING TANK TO BE TRANSFERRED TO THE MAIN FUEL SYSTEM, APPROXIMATELY 1/2 OF THE TIP TANKS FUEL CONTENTS WOULD REMAIN IN THE FUEL CELL.

CA050712008	DHAV	PWA	BELLCRANK	CORRODED
6/30/2005	DHC2*	R985AN14B C2CF1009A	C2CF1049	CABLE ATTACH LUG

THE ELEVATOR CONTROL BELLCRANK LOCATED IN THE FUEL SELECTOR BAY WAS FOUND TO BE CORRODED AT THE INBOARD CABLE ATTACH POINT, SPECIFICALLY AT THE POINT WHERE THE CABLE LINK PN NR C2CF347ND ATTACHES TO THE BELLCRANK.

CA050712004	DHAV	PWA	EXHAUST VALVE	BROKEN
6/21/2005	DHC3	R1340*		NR 1 CYLINDER

EXHAUST VALVE BROKE ON NR 1 CYLINDER AND FOUND IN EXHAUST STACK.

CA050719004	DHAV	PWA	BULKHEAD	CRACKED
4/25/2005	DHC3	S3H1G	C3FS1241	FUSELAGE

REAR BULKHEAD AT STN 427 FOUND BADLY CRACKED.

CA050719005	DHAV	PWA	CYLINDER	BROKEN
6/23/2005	DHC3	S3H1G	126743	ENGINE

AFTER THE PILOT NOTICED A VIBRATION IN FLIGHT, REDUCED ENGINE RPM AND LANDED. DISCOVERED THAT THE EXHAUST CASE ROCKER IN NR 1 CYLINDER WAS COMPLETELY BROKEN. THE CYLINDER ASSEMBLY WAS REPLACED.

CA050708004	DHAV	PWA	PUMP	FAILED
7/2/2005	DHC6100	PT6A20	1D217	FUEL BOOST

DURING EMMA CHECK, THE NR 1 FUEL SYSTEM STRAINER WAS FOUND TO BE HEAVILY CONTAMINATED WITH A FINE, GRITTY SUBSTANCE THAT STAYED SUSPENDED IN THE FUEL. FUEL TANKS AND DRAINS WERE FOUND TO BE CLEAR. FURTHER INVESTIGATION REVEALED THAT THE OUT PUT FROM THE NR 1 BOOST PUMP WAS SIGNIFICANTLY LOWER THAN NR 2 PUMP. WHEN A MAGNET WAS INTRODUCED TO THE CONTAMINATED FUEL, THE CONTAMINANT ATTACHED ITSELF TO

THE MAGNET. THE BOOST PUMP WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE WITH NO RECURRENCE OF THE CONTAMINATION IN THE FUEL STRAINER.

CA050728008	DHAV	PWA	SWITCH	FAILED
7/22/2005	DHC6100	PT6A20	KX511	PROP CONTROL

DURING CLIMB-OUT, THE FLT CREW EXPERIENCED NR 2 ENGINE AND PROP SURGING. ENG POWER WAS REDUCED, AND PROPS ADJUSTED TO MIN GOVERNING. IN THIS CONFIGURATION THE SURGING WAS NOT PRESENT. FLIGHT CREW DIVERTED TO A MAINTENANCE BASE AND LANDED UNEVENTFULLY WITHOUT THE USE OF REVERSE. WATER TAXI TO THE DOCK AND DOCKING WERE COMPLETED UNEVENTFULLY. MAINTENANCE INVESTIGATION REVEALED THAT THE BETA MICRO-SWITCH HAD AN INTERMITTENT FAILURE WHICH HAD CAUSED THE ENGINE TO SURGE INITIALLY. THE SWITCH WAS REPLACED WITH NO FURTHER PROBLEMS. TIME ON THE SWITCH IS NOT AVAILABLE, BUT THESE SWITCHES HAVE BEEN FOUND TO BE UNRELIABLE IF NOT HANDLED APPROPRIATELY. (SLIGHT OVERTIGHTENING WILL CAUSE THE SWITCH TO FAIL READILY).

CA050714003	DHAV	PWA	COVER	CHAFED
7/9/2005	DHC6100	PT6A20	3020745	ENGINE

ON ENGINE SHUTDOWN, THE CAPTAIN HEARD A RUBBING SOUND EMANATING FROM THE NR 1 ENGINE. TURNING THE PROPELLER BY HAND REPRODUCED THE RUBBING SOUND. THE POWER SECTION WAS REMOVED FOR INVESTIGATION. REMOVAL OF THE PT WHEEL REVEALED THAT THE NR 3 BEARING COVER ITEM NR 130 B SECTION 72-50-04 FIG 2, HAD SHIFTED AND WAS RUBBING AGAINST THE PT WHEEL. MAINTENANCE REPLACED THE POWER SECTION AND RETURNED THE AIRCRAFT TO SERVICE. LAST ENGINE OVERHAUL WAS BY PRATT AND WHITNEY IN 2000.

CA050801001	DHAV	PWA	DUCT	LEAKING
7/7/2005	DHC6300	PT6A27	C6VE10081	BLEED AIR

WHEN TROUBLESHOOTING A HIGH ENGINE TEMPERATURE PROBLEM, IT WAS DISCOVERED THAT THE BLEED AIR DUCT COMING OFF THAT ENGINE WAS LEAKING THROUGH A CRACK IN THE FLEXIBLE BELLOWS SECTION OF THE DUCT, WHICH IS NOT VISIBLE UNDER THE DUCT'S SHIELD. THE CRACK WAS DETECTABLE ONLY BY BLANKING OFF THE SYSTEM AND PRESSURIZING THE DUCT.

CA050728003	DHAV	PWA	LUCAS	FRICITION RING	WORN
7/18/2005	DHC6300	PT6A27		02560013	STARTER GEN

DURING INSPECTION, THE FAN WAS FOUND TO HAVE MOVED AFT CONTACTING THE FAN HOUSING. BOTH THE FAN AND HOUSING WERE DAMAGED. THE FRICTION RING AT THE FWD END OF THE SHAFT WAS FOUND COMPLETELY WORN OUT. SUSPECT MIS-ALIGNMENT OF THE GENERATOR INSTALLATION CAUSING THE FRICTION RING TO WEAR PREMATURELY AND ALLOWING THE SHAFT TO MOVE AFT AND ALLOW THE FAN TO CONTACT THE HOUSING.

CA050707002	DHAV	PWA	ADC	MALFUNCTIONED
7/7/2005	DHC71	PT6A50	7000700637	COCKPIT

DURING ROUTINE MAINTENANCE AND RECERTIFICATION OF THE AIRCRAFT AIR DATA COMPUTERS AND FLIGHT MANAGEMENT SYSTEM THE TECHNICIANS NOTED THAT THE ADC S SYSTEM HAD BEEN MODIFIED TO USE P/N 7000700-637 ADC S IN PLACE OF THE DEHAVILLAND INSTALLED P/N 7000700-920 UNITS. THERE IS CURRENTLY NO APPROVAL IN PLACE TO USE THE 637 UNITS IN THE DASH 7. A SEARCH OF THE AIRCRAFT MAINTENANCE RECORDS HAS FAILED TO PROVIDE ANY APPROVAL OF THE ADC SYSTEM MODIFICATION OR APPROPRIATE ENGINEERING DOCUMENTS AND CERTIFICATION.

CA050725019	DHAV	PWA	SEAL	LEAKING
7/12/2005	DHC7100	PT6A50		ACC GEARBOX

DURING CRUISE, OIL PRESSURE FLUCTUATED AND DECREASED. THE ENGINE WAS SHUT DOWN IN FLIGHT AND THE AIRCRAFT DIVERTED. GROUND INSPECTION REVEALED A LEAKING HYDRAULIC PUMP PAD ACCESSORY GEARBOX SEAL.

[CA050704008](#) DHAV PWA DRIVE ASSY DAMAGED
6/26/2005 DHC8* PW123 ACCESSORY G/R

(CAN) ON APPROACH, THE ENGINE LOST POWER AND FLAMED OUT. THE AIRCRAFT COMPLETED A SINGLE-ENGINE LANDING AT DESTINATION. POST-FLIGHT INSPECTION REVEALED A DAMAGED ACCESSORY GEARBOX DRIVE TOWERSHAFT.

[CA050712003](#) DHAV PWA LINE LEAKING
7/1/2005 DHC8102 PW120A DSC252C6020 NLG

THE GEAR WOULD NOT COME UP ON DEPARTURE. THERE WERE PROBLEMS WITH THE NR 2 HYDRAULIC SYSTEM. THE FLIGHT RETURNED FOR MAINTENANCE TO INVESTIGATE. AN EMERGENCY WAS DECLARED. DEFECT 437568 NR 2 HYD ISO VALVE LIGHT ILLUMINATED, LOSS OF SYSTEM 2 FLUID NLG RETRACTION ACTUATOR LINE (FLEX) . REPLACED PN DSC252C6-0200, SYS PRESSURIZED BLED, NO FURTHER LEAKS NOTED

[CA050718004](#) DHAV CIRCUIT BOARD BURNED
7/12/2005 DHC8301 9506747 X312.35

OVERNIGHT MX, F/A STATED A NUMBER OF PAX CALL BUTTON LIGHTS COULD NOT BE RESET. DURING CHECK DISCOVERED ALL OF PAX SERVICE UNITS CONTROL CIRCUIT BOARDS HAD BEEN HEAT DAMAGED. INVESTIGATION REVEALED WIRE ON OUTLET SIDE OF ALL OF PSU CONTROL CIRCUIT BOARDS HAD CHAFED INSULATION ALLOWING SHORT CIRCUIT TO GROUND AT STN X312.35. UNCONTROLLED SHORT CIRCUIT RESULTED IN OUTLET TRANSISTOR TO BURN OUT ON ALL PSU CONTROL CIRCUIT BOARDS. ALL CABIN PSU'S WERE REPLACED AND A/C RETURNED TO SERVICE.

[CA050728002](#) DHAV PWA CONTROL UNIT FAILED
7/26/2005 DHC8301 PW123 42881 ANTI SKID

AN AIRCRAFT EXPERIENCE LT MLG NR 1 TIRE BURST ON LANDING, THEN THE LT MLG NR 2 TIRE BURST DURING TAXI. MAINTENANCE REPLACED LT MLG WHEELS REPLACED, ASCU AND LT GEAR A/S CONTROL VALVE. PERFORMED A/S SYSTEM TEST. AIRCRAFT RTS.

[CA050718001](#) DHAV PWA LINE BROKEN
7/18/2005 DHC8301 PW123 82970009363 HYDRAULIC SYS

OPERATOR EXPERIENCED A LOSS OF HYD SYSTEM NR 1 AFTER TAKEOFF. FLIGHT CREW MADE AN UNSCHEDULED LANDING. EDP NR 1 PRESS LINE FOUND BROKEN IN LT NACELLE. HYD LINE AND EDP NR 1 REPLACED. PURGED SYSTEM. AIRCRAFT RTS.

[CA050708003](#) DHAV PWA COLLAR FAILED
7/8/2005 DHC8301 PW123 BACC30BK5 LT WING SPAR

DURING HEAVY MAINTENANCE IT WAS DISCOVERED ON THE LHS WING FWD SPAR AT WS 490.0 SPLICE JOINT. 4 CRACKED LOCKBOLT COLLARS PN BACC30BK5 WERE FOUND. REQUEST HAS BEEN SENT TO BOMBARDIER TO REPLACE LOCKBOLTS AND COLLARS WITH HILOCK SUBSTITUTES. DETAILED VISUAL INSPECTION CARRIED OUT ON ALL THERE COLLARS WITH NO FAULTS FOUND,

[CA050630010](#) DHAV PWA LINE LEAKING
6/26/2005 DHC8301 PW123 DSC252B40124 HYD

AFTER TAKEOFF AND GEAR RETRACTION, CREW NOTICED LOSS OF HYDRAULIC FLUID IN THE NR 2 SYSTEM. AIRCRAFT RETURNED FOR NORMAL LANDING. MAINTENANCE INSPECTION FOUND THE HYDRAULIC FLEX LINE TO THE NOSE GEAR DRAG STRUT ACTUATOR LEAKING. LINES REPLACED. FLUID TOPPED UP AND SYSTEM BLED. GROUND CHECKED SERVICEABLE, AIRCRAFT RETURNED TO SERVICE.

[2005FA0001076](#) DIAMON SUPPORT CRACKED
7/29/2005 DA20C1 2055450000 RUDDER

RUDDER SUPPORT BRACKET ON RUDDER TOWER FACING PART AS INSTALLED ON AIRCRAFT, BOTTOM RIGHT LEG CRACKED, OUTSIDE AND INSIDE, AT BASE ABOVE THE WELD. CRACK WAS VISIBLE WITH SMALL MIRROR AND FLASHLIGHT WITH THE RUDDER OFF.

CA050622002	DORNER		STRINGER	CORRODED
5/20/2005	DO228202		A240084A176	TAIL

DURING PRE-BUY INSPECTION, THE PURCHASER VISUALLY NOTED THE PRESENCE OF CORROSION ON THE TOP SURFACE OF THIS STRINGER. UPON FURTHER AND LATER INSPECTION, IT WAS DETERMINED TO REQUIRE REPLACEMENT OF THIS STRINGER.

CA050718005	DOUG	PWA	CASE	DETERIORATED
7/4/2005	DC6B	CB3	519513	NR 2 ENGINE

AIRCRAFT DEPARTED AND DURING CRUISE, THE FLIGHT CREW NOTICED THAT ENGINE NR 2 WAS COVERED IN OIL. THE PROP WAS FEATHERED AND THE ENGINE WAS SHUT DOWN. THE AIRCRAFT LANDED. DURING INVESTIGATION, THE MAINTENANCE CREW DISCOVERED THAT THE THREADS IN THE NOSE CASE FOR THE OIL TRANSFER PLUG WERE DETERIORATED ALLOWING THE TRANSFER PLUG TO LEAK. THE NOSE CASE ASSEMBLY WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050728011	EMB	PWA	ENGINE	POWER LOSS
7/22/2005	EMB110*	PT6A34		

THE ENGINE WAS REPORTED AS UNABLE TO ACHIEVE REQUIRED TORQUE ON TAKEOFF AND THE TAKEOFF WAS ABORTED. SUBSEQUENT INVESTIGATION WAS REPORTED TO REVEAL COMPRESSOR DAMAGE. P&WC WILL MONITOR INVESTIGATION OF THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED.

MFSDR0501	EXTRA	CONT	WIRE	BURNED
8/11/2005	EA400	TSIOL550C	AWG22TG2	

TACHOMETER FULL SCALE DEFLECTION ON ANALOG NEEDLE WHEN POWER SELECTED AND LOW ANALOG READING ON EGT. PROBLEM TRACED TO ROUTING OF BOTH CABLES THROUGH A FIRESLEEVE OVER THE TURBOCHARGER. THE FIRESLEEVE HAS BURNED AWAY, LOSING ITS FIRE RESISTANT QUALITIES AND CAUSING BOTH TACHO AND EGT CABLES TO MELT. PROBABLY SATISFACTORY ON AN AIR COOLED ENGINE, BUT NOT ON A CLOSE COWLED, WATER COOLED ENGINE.

CA050629006	FOKKER	PWA	PWA	ENGINE	MAKING METAL
6/24/2005	F27MK50	PW125B	PW125B		ENGINE

(CAN) DURING CRUISE THE ENGINE EXPERIENCED AN UNCOMMANDED TORQUE REDUCTION. THE AIRCRAFT CONTINUED TO DESTINATION WHERE GROUND INSPECTION REVEALED DEBRIS ON BOTH ENGINE CHIP DETECTORS. A SUBSEQUENT START ATTEMPT PRODUCED UNUSUAL ENGINE NOISES. MFG WILL MONITOR INVESTIGATION OF THE INCIDENT AND ADVISE OF ROOT CAUSE, ONCE DETERMINED.

CA050630005	GIPPLD	LYC	BLADE	BROKEN
6/9/2005	GA8	IO540K1A5	HCC2YR1BFF84	PROP BLADE

(CAN) AC WAS IN CRUISE AT 3500 FEET. PILOT HEARD A LOUD BANG, AC STARTED TO SHAKE VIOLENTLY. PILOT WAS ABLE TO MAINTAIN ALTITUDE AND TURNBACK. EMERGENCY CALL WAS MADE. ENGINE STARTED TO SURGE ON SHORT FINAL, OIL LIGHT CAME ON, ENGINE QUIT. MADE A SAFE LANDING ON RUNWAY WITH NO FURTHER INCIDENT. INSP REVEALED, 9 INCHES OF ONE PROP BLADE HAD BROKEN OFF. VIBRATION HAD CAUSED MANY COMPONENTS TO BREAK OR FALL OFF. STARTER SOLENOID FELL OFF, SEVERAL EXHAUST PIPES BROKE OFF MELTING A HOLE IN COWLING. FUEL SERVO HAD BROKEN. INITIAL INSP REVEALED NO CRACKS IN MOUNT STRUCTURE. PROP IS IN FOR LAB ANALYSIS. AMO HAS IMPLEMENTED MORE DETAILED NDT AND PREFLIGHT PROCEDURES FOR AIRCRAFT RUNNING ON GRAVEL STRIPS.

2005FA0001122	GROB	LYC	GROB	BEARING	FAILED
11/4/2004	G120A	AEIO540*		S20	RT MLG TRUNION

DURING INSPECTION OF MAIN LANDING GEAR, DISCOVERED EXCESSIVE FORE AND AFT PLAY IN RT MLG LEG. RT MAIN LEG COULD MOVE FORE AND AFT 4MM OR MORE. GEAR LEG WAS REMOVED. INSPECTION OF THE AFT TRUNION ASSY REVEALED THAT THE BEARING HAD FAILED AND HAD EXCESSIVE PLAY IN IT. UPON REMOVING THE BEARING, IT WAS DISCOVERED THAT IT APPEARS TO BE CONSTRUCTED FROM DIFFERENT MATERIAL THAN THE OTHER BEARINGS ALTHOUGH ALL BEARINGS HAVE THE SAME PN. THIS BEARING SEEMS TO HAVE A BRASS OR BRONZE INNER RACE WHICH HAS BECOME LOOSE AND IS CAPABLE OF MOVING WITHIN THE STEEL OUTER RACE. OTHER BEARINGS OF SAME PN IN AC LANDING GEAR SYS HAVE A STEEL INNER AND OUTER RACE. THIS BRG HAS BEEN RETURNED TO MFG FOR FURTHER INVESTIGATION.

2005FA0001123	GROB	LYC		SERVO	INOPERATIVE
11/8/2004	G120A	AEIO540D4D5		RSA5AD1	FUEL INJECTOR

PILOT REPORTED LOW FUEL FLOW ON TAKEOFF, UPON FURTHER INVESTIGATION THE MECHANIC FOUND THE FUEL FLOW WAS AT 149 PPH UNTIL THE ENGINE GOT HOT THEN THE FUEL FLOW DROPPED DOWN TO 142-144 PPH. NO RECOMMENDATION AT THIS TIME. (K)

2005FA0001217	GULSTM			CONTROL VALVE	BYPASSING
8/24/2005	200			2880000000	NLG STEERING

WHEN THE THRUST REVERSERS WERE DEPLOYED ON THE AIRCRAFT. A VERY LOUD SQUEALING NOISE CAME FROM THE NOSE LANDING GEAR STEERING CONTROL VALVE. THIS IS THE 4TH REPLACEMENT UNIT INSTALLED ON THE AIRCRAFT. THE 5TH UNIT SERIAL NO. IL0138 RESOLVED THE PROBLEM. AND THE AIRCRAFT WAS RETURNED TO SERVICE.

2005FA0001218	GULSTM			CONTROL VALVE	BYPASSING
8/23/2005	200			2880000000	NLG STEERING

WHEN THE THRUST REVERSERS WERE DEPLOYED ON THE AIRCRAFT, A VERY LOUD SQUEALING NOISE CAME FROM THE NOSE LANDING GEAR STEERING CONTROL VALVE.

2005FA0001219	GULSTM			CONTROL VALVE	BYPASSING
8/24/2005	200			2880000000	NLG STEERING

WHEN THRUST REVERSERS WERE DEPLOYED ON THE AIRCRAFT, A VERY LOUD SQUEALING NOISE CAME FROM THE NOSE LANDING GEAR STEERING CONTROL VALVE.

2005FA0001206	GULSTM			VALVE	BYPASSING
8/23/2005	200			2880000000	NLG STEERING

WHEN THE THRUST REVERSERS WERE DEPLOYED ON THE AIRCRAFT, A VERY LOUD SQUEALING NOISE CAME FROM THE NOSE LANDING GEAR STEERING CONTROL VALVE.

2005FA0001207	GULSTM			VALVE	LEAKING
8/23/2005	200			2880000000	NLG STEERING

THE NOSE WHEEL STEERING VALVE WAS LEAKING BEYOND LIMITS.

CA050724001	GULSTM	LYC	LYC	CRANKSHAFT	SHEARED
7/8/2005	500S	IO540E1B5	IO540E1B5	13E17679	CRANKSHAFT

CRANKSHAFT SPLIT NEXT TO THE NR 3 MAIN BEARING JOURNAL. FAILURE NEXT TO THE NR 4 CONNECTING ROD. CRANKSHAFT THEN BROKE INTO 3 PIECES AND PUNCTURED THE CRANKCASE ABOVE THE SUMP. ENGINE TEARDOWN RESULTS: A SCRAP CRANKCASE AND NR 3 CYLINDER ALSO

SCRAP DUE TO DAMAGE. CAMSHAFT ALSO DAMAGED IN THE FAILURE.

2005FA0001136	GULSTM		CAP	CRACKED
8/16/2005	GIV		36150861	APU COMBUSTOR

APU COMBUSTOR CAP HAD A CRACKED WELD. THE CRACKED WELD WAS ADJACENT TO THE HEAT DEFLECTOR. UNIT HAD 820 TT SINCE NEW.

2005FA0001121	ISRAEL	GARRTT	STATIC PORT	CLOGGED
11/12/2004	1125	TFE731*		LT FWD

AIRSPED DISPARITY DURING IFR APPROACH, WATER IN LT STATIC PORT. FIRST TIME OCCURRENCE W/ THIS AC OUTSIDE DURING RAINSTORM LASTING 3 HOURS. STATIC DRAINS DRY, WATER ACCUMULATED JUST INSIDE STATIC PORT. DID NOT KNOW WHY STATIC PORT HEATER DID NOT REMOVE THE MOISTURE. RESULT OF PROBLEM: AIRSPED DISPARITY/ EFIS AIR DATA CHECK SOM ERROR/ PILOTS ABORTED APPROACH AND PERFORMED MISSED/ RETURNED TO DEPARTURE. BLEW OUT STATIC PORT, SUBSEQUENT FLIGHTS, OPS CHECKED GOOD. (K)

CA050707005	KAMAN	LYC	HUB	WORN
6/24/2005	K1200	T5317A	K913001003	MAIN ROTOR

(CAN) DURING LAG PIN REPLACEMENT BLADE WAS REMOVED. UPON REMOVAL OF BLADE HUB WAS INSPECTED AND THE PROBLEM WAS FOUND. THE UPPER SURFACE OF THE LOWER HUB HALF KRON BEARING SURFACE WAS WORN THROUGH TO METAL IN APPROXIMATELY 1/5 OF ITS CIRCUMFERENCE. NO INSPECTION CRITERIA WAS FOUND IN THE MM FOR THIS PARTICULAR INSTANCE SO HUB WAS RETIRED.

123197A	LEAR	GARRTT	OUTFLOW VALVE	FAILED
8/4/2005	31A	TFE731*	66001983	TAILCONE

DURING CRUISE, AIRCRAFT LOST PRESSURIZATION. COCKPIT INDICATIONS ALERTED CREW AS DESIGNED. AIRCRAFT PRESSURIZATION AUTOMATICALLY DEFAULTED TO EMERGENCY MODE.

123197B	LEAR	GARRTT	OUTFLOW VALVE	FAILED
8/4/2005	31A	TFE731*	261950010	TAILCONE

DURING CRUISE, AIRCRAFT LOSS PRESSURIZATION. COCKPIT INDICATIONS ALERTED CREW AS DESIGNED. AIRCRAFT PRESSURIZATION AUTOMATICALLY DEFAULTED TO EMERGENCY MODE.

CA050718006	LEAR	GARRTT	PLANETARY GEAR	FAILED
7/12/2005	45LEAR	TFE731*	30601293	FAN GEARBOX

(CAN) RT ENGINE CHIP CAS MESSAGE ILLUMINATED ON TAKEOFF. THE TAKEOFF WAS ABORTED WITHOUT INCIDENT. INVESTIGATION REVEALED THE METAL PICKED UP BY THE CHIP DETECTOR WAS COMING FROM THE FAN GEARBOX ASS'Y. WHILE DISASSEMBLING THE PLANETARY GEAR ONE OF THE GEARSHAFT WAS FOUND SHEARED OFF AS PER REASON IN SERVICE BULLETIN TFE 731-72-5181. THE SERVICE BULLETIN WAS COMPLIED WITH THE INSTALLATION OF A NEW SET OF PLANETARY GEAR P/N 3060129-7. THE ENGINE GROUND RUN AND VIBRATION SURVEY WERE COMPLETED SUCCESSFULLY AND THE AIRCRAFT WAS RETURN TO SERVICE.

CA050719002	PILATS	PWA	SEAL	FAILED
7/16/2005	PC1245	PT6A67B	3022376	ACC GEARBOX

STARTER GENERATOR GEARSHAFT OIL SEAL REPLACED DUE TO EXCESSIVE OIL BLOWN OUT THROUGH GENERATOR COOLING EXHAUST DUCT.

2005FA0001220	PIPER	LYC	FUEL TANK	MISMANUFACTURED
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7/28/2005 PA18180 O360* LT WING
LT WING TANK AT 157 HRS SEAM WELD BROKE OPEN WHILE SITTING ON GROUND CAUSING FUEL LEAK INTO WING. WELDS EVALUATED FOUND TO BE THIN AND OF POOR QUALITY.

[2005FA0001221](#) PIPER LYC FUEL TANK MISMANUFACTURED

7/28/2005 PA18180 O360* LT WING
LT WING TANK AT 157 HRS SEAM WELD BROKE OPEN WHILE SITTING ON GROUND CAUSING FUEL LEAK INTO WING. WELDS EVALUATED FOUND TO BE THIN AND OF POOR QUALITY.

[CA050705002](#) PIPER LYC BUSHING MISSING

6/30/2005 PA23250 IO540C4B5 NLG
(CAN) UPON LANDING AND TAXI IN, RIGHT HAND GEAR COLLAPSED, NO PROP STRIKE OCCURRED. DRAG STRUT CENTER BOLT BROKE IN HALF, THUS THE GEAR FAIL. UPON INVESTIGATION FOUND ONE BUSHING MISSING, TWO ARE REQUIRED. COULD NOT FIND BUSHING IN THE TAXI AREA, DON'T KNOW WHERE OR WHEN IT WENT MISSING. BOLT SUBMITTED TO TSB IN WINNIPEG. NO PASSENGERS ONBOARD AND A NORMAL LANDING.

[2005FA0001126](#) PIPER LYC RIB CRACKED

10/15/2004 PA24260 TIO540* 2072907 RUDDER
CRACK WAS FOUND IN THE RIB THAT ATTACHES THE RUDDER COUNTER WEIGHTS. THIS HAS BEEN NOTICED IN THE PAST, THE FIX IS TO REPLACE RIB. PARTS NO LONGER AVAILABLE. NOTICED THIS ON AIRFRAMES WITH MORE THAN 4000 HOURS. (K)

[NEFSDO03](#) PIPER RROYCE ROLL PIN MISSING

7/11/2005 PA24260 RB211535E4 LT MLG
APPROXIMATELY 2149 Z PILOT ADVISED HE BELIEVED THE AIRCRAFT LT MAIN GEAR COLLAPSED. THE SAFETY DEVICE (ROLL PIN) WAS NOT INSTALLED. THIS ALLOWED THE NUT TO ROTATE ALLOWING THE STUD TO BACK OUT OF THE CASTING. THIS CAUSED THE LT MAIN LANDING GEAR TO COLLAPSE. AD97-01-01R1 TO PREVENT MAIN LANDING GEAR (MLG) COLLAPSE CAUSED BY MAIN GEAR SIDE BRACE STUD CRACKED. ANNUAL INSPECTION C/W FEB 1, 2005.

[2005FA0001215](#) PIPER ROTAX HINGE BRACKET UNSERVICEABLE

8/8/2005 PA28140 ROTAX582 RUDDER
DURING INSPECTION IT WAS NOTED THAT THE RUDDER LOWER HINGE ATTACH FITTING HAD THE AFT 2 ATTACH RIVETS PULLIN OUT OF THE REINFORCING CHANNELS. IT SHOULD BE NOTED THAT THE RUDDER IS ALSO THE VERTICAL FIN ON THIS AIRCRAFT. RECOMMEND THAT THE REST OF THESE (POP-RIVET) FASTENERS BE REMOVED AND AC HARDWARE BE INSTALLED EITHER BOLTS OR STRUCTURAL MS SCREWS. AC OWNERS SHOULD ALSO CONSIDER INSTALLING DOUBLER CHANNEL ON THE BOTTOM SIDE OF THIS ATTACH POINT. (K)

[2005FA0001093](#) PIPER LYC ALTERNATOR FAILED

7/25/2005 PA28161 O320* 4111810R ROTOR,INTERNAL
AFTER 46.9 HOURS OF OPERATION OF A NEWLY OVERHAULED ALTERNATOR, OUTPUT CEASED. HAD UNIT TESTED AND FOUND THE ROTOR OPEN, NO CURRENT FLOW THROUGH ROTOR. BRUSHES WERE GOOD. (K)

[2005FA0001222](#) PIPER LYC CABLE CHAFED

8/25/2005 PA28181 O360* 7814039 BATTERY
DURING ROUTINE MAINTENANCE FOUND BATTERY POSITIVE CABLE BEING CHAFED ON CONTROL CABLE TURNBUCKLE IT CAME IN CONTACT WITH. THE SAWING MOTION OF THE TURNBUCKLE ALMOST WORE THROUGH THE BATTERY CABLE INSULATION JACKET. THE CABLE WAS REROUTED (REPOSITIONED) AT LAST 100 HOUR FOR THE SAME REASON. APPARENTLY THE CABLE HAS TAKEN A

SET AND KEEPS RETURNING TO ITS ORIGINAL BEND CONFIGURATION. RECOMMEND SHORTENING THE CABLE AND CRIMPING THE TERMINAL ENDS 90 DEGREES TO THE LAY OF THE CABLE.

ZB0R200500006	PIPER		FITTING	CRACKED
8/11/2005	PA28R200		67031002	MLG

DURING REPAIR OF LT MLG DRAG BRACE KNEE JOINT, WE FOUND THE RETRACT FITTING CRACKED. REPLACED WITH NEW LIKE PART.

2005FA0001101	PIPER		HARTZL	SNAP RING	BROKEN
8/9/2005	PA31350		F624L		GOVERNOR

PROP GOVERNOR DRIVE GEAR FOUND BROKEN. FOUND BROKEN SNAP RING. DAMAGED COUPLING. NO METAL IN GOVERNOR. GEAR AND FLY WEIGHTS ROTATED FREELY.

CA050718010	PIPER	LYC		MOTOR	BURNED
7/5/2005	PA31350	TIO540J2BD		475213	E/E BAY FAN

(CAN) DURING THE CLIMB, POWER WAS REDUCED AND AN ODOR WAS DETECTED RESEMBLING BURNING ELECTRICAL COMPONENTS. ALL ELECTRICAL WAS SHUT OFF AND ODOR DISAPPEARED, THE PILOT IMMEDIATELY RETURNED TO THE RUNWAY. THE WEATHER WAS DAY VFR. NO AD'S OR SERVICE BULLETINS WERE APPLICABLE TO THIS COMPONENT. THE ONLY WAY TO AVOID THIS RE-OCCURRENCE IS TO PLACE A LIFE LIMIT ON THIS COMPONENT.

CA050713001	PIPER	PWA		HINGE	BROKEN
7/12/2005	PA31T	PT6A28			MLG DOOR

(CAN) RIGHT INBOARD GEAR DOOR DROOPING. RED GEAR LIGHT ON DURING FLIGHT. RIGHT INBOARD GEAR DOOR HINGE FOUND BROKEN. HINGE REPLACED WITH STEEL TYPE.

CA050713002	PIPER	PWA		ACTUATOR	BENT
7/12/2005	PA31T	PT6A28		WTC21141	MLG DOOR

(CAN) RIGHT GEAR DOOR ACTUATOR FOUND BENT AS A RESULT OF THE HINGE BREAKING. ACTUATOR REPLACED WITH OVERHAULED UNIT. SYSTEM TESTED SERVICEABLE.

2005FA0001089	PIPER			NUT	CRACKED
8/2/2005	PA34200T			MS210426	COVER

REPAIR STATION WAS REPAIRING AIRCRAFT HYD LEAK. WHEN REMOVING LOWER FORWARD WING ATTACH BOLT COVERS FOUND 10 OF THE 16 MS21042-6 NUTS CRACKED. PIPER P/N 404-532.

2005FA0001131	PIPER			CAM	SHEARED
8/9/2005	PA34200T			553876	PAX DOOR

CAM IS THE UPPER LATCH ON THE REAR DOOR IN THE AIRCRAFT. THE INNER AND OUTER STEMS HOLD THE INNER AND OUTER DOOR LATCH HANDLES. PILOTS AND/OR PASSENGERS APPLY TOO MUCH PRESSURE OR TWIST THE HANDLES TOO FAR, SHEARING THE PART. THE PART IS MADE OF A PLASTIC OR NYLON FORMED IN ONE PART WITH THE LOCKING CAM BETWEEN THE SQUARE ENDS. HANDLES ARE ATTACHED TO THE ENDS BY SCREWS. (K)

2005FA0001192	PIPER	CONT	CONT	ADAPTER	CRACKED
8/19/2005	PA34220T	TSIO360KB	360KB (32)	640756A6	ENGINE

STARTER ASSEMBLY BOLT HOLE FLANGE CRACKED AT THE 10 O'CLOCK BOLT POSITION. MANUFACTURER DESIGN FLAW. ONGOING NUMEROUS REOCCURENCES WITH THESE ADAPTER ASSEMBLY ACCESSORY DRIVE HOUSINGS, LEFT SIDE ONLY, IN FLEET AIRCRAFT.

2005FA0001193	PIPER	CONT	CONT	ADAPTER	CRACKED
8/19/2005	PA34220T	TSIO360KB	360KB (32)	640756A6	ENGINE

STARTER ASSEMBLY BOLT HOLE FLANGE CRACKED AT THE 10 O'CLOCK BOLT POSITION. MANUFACTURER DESIGN FLAW. ONGOING NUMEROUS REOCCURENCES WITH THESE ADAPTER

ASSEMBLY ACCESSORY DRIVE HOUSINGS, LEFT SIDE ONLY, IN FLEET AIRCRAFT.

2005FA0001196	PIPER	LYC		DRAG BRACE	FAILED
8/6/2005	PA44180	O360*		8628003	MLG

UPON LANDING AND NOSE GEAR TOUCHING DOWN PILOTS HEARD LOUD BANG FROM THE NOSE AREA. NOSE GEAR HALF COLLAPSED (DRAG LINK JAMMED AGAINST THE NOSE STRUT TRUNION) AND AC WENT TO THE RT INTO GRASS AREA THEN SPUN TO RT TURNED 180 DEGREES IN A LARGE ARC, CROSSED BACK ACROSS TO LT SIDE OF THE RUNWAY COMING TO REST ON LT SIDE OF RUNWAY. RECOVERED ONE CRESCENT SHAPED FRAGMENT. APPEARS TO BE ANOTHER PIECE UNACCOUNTED FOR. PROBABLE CAUSE; DEFECTIVE DRAG LINK, BUSHING OR BOLT AT CONNECTION POINT. (K)

CA050719006	PIPER	LYC		PULLEY	BROKEN
3/8/2005	PA44180	O360E1A6		757391	LT ALTERNATOR

LT ENGINE ALTERNATOR PULLEY FOUND PARTIALLY BROKEN ON ROUTINE INSPECTION. PULLEY REPLACED WITH NEW BELT. AIRCRAFT RETURN TO SERVICE.

2005FA0001107	RAYTHN	WILINT		SOLENOID	SEIZED
7/20/2005	390	FJ44		530323	DOOR SEAL

REF: (PT1838110) DOOR SOLENOID FAILED IN OPEN POSITION. WITH EITHER ENGINE RUNNING, THE DOOR COULD NOT BE OPENED/CLOSED DUE TO INFLATED SEAL. SOLENOID REPLACED, OPERATIONAL CHECK GOOD. (K)

CA050725001	ROBSIN	LYC	LYC	MAGNETO	FAILED
7/23/2005	R44	O540F1B5	O540F1B5	106006163	MAGNETO

AFTER DOING A NORMAL START AND MAGNETO DROP CHECK, THE A/C WAS IN A 20 FT HOVER PREPARING TO TAKEOFF FROM A REMOTE OIL PLANT SITE, WHEN A CHANGE IN ENGINE NOISE AND AN INCREASE IN MANIFOLD PRESSURE WAS NOTICED. THERE WAS NOT ENOUGH ENGINE POWER TO SUSTAIN A HOVER AND THE PILOT WAS FORCED TO LAND THE A/C. DURING GROUND RUN CHECKS, IT WAS NOTICED THAT THE ENGINE WOULD STALL WHEN THE RT MAG WAS SELECTED. BOTH MAGS WERE REPLACED AND THE A/C RETURNED TO SERVICE. THE SUSPECT MAGS ARE BEING SENT FOR OVERHAUL.

CA050621002	ROBSIN	LYC		SLEEVE	ERODED
6/17/2005	R44	O540F1B5		C0231	TAIL BOOM

DURING AN 100 HR INSPECTION, THE TAIL BOOM REQUIRES A VISUAL INSPECTION. UPON INSPECTION THERE WAS EVIDENCE OF SMOKING AROUND THE FORWARD NYLON SLEEVE WHERE THE PITCH CHANGE CONTROL TUBE TRAVEL THROUGH. FURTHER INVESTIGATION REVEALED INDEED THE NYLON SLEEVE HAD ERODED THE BULKHEAD MATERIAL ENLARGING THE HOLE HOLDING THE SLEEVE IN PLACE. ROBINSON HAS BEEN NOTIFIED. THE TAIL BOOM WAS REPLACED WITH A NEW BOOM AND AIRCRAFT RETURNED TO SERVICE.

CA050621001	ROBSIN	LYC		STARTER	FAILED
6/10/2005	R44	O540F1B5		BC3151002	ENGINE

DURING THE FIRST START OF THE DAY THE STARTER FAILED TO ENGAGE. THE STARTER WAS FOUND TO BE INTERMITTENT AND THE BENDIX IS SUSPECT. THE STARTER WAS REMOVED FOR FURTHER INVESTIGATION. AIRCRAFT WAS RETURNED TO SERVICE AND FLIGHT COMMENCED.

CA050712015	ROBSIN	LYC	ROBSIN	ANCHOR	FAILED
7/11/2005	R44	O540F1B5			SEAT BELT

(CAN) WHILE PREPARING TO START THE HELICOPTER PILOT REACHED TO LOCK HIS SEATBELT INTO THE BUCKLE. THE BUCKLE WAS LYING BETWEEN THE SEATS NEXT TO THE COLLECTIVE. UPON FURTHER INSPECTION IT WAS NOTED THAT THE ANCHOR TAB HAD BROKEN AWAY FROM THE C348-5 ANCHOR ASSEMBLY. PART WAS CHANGED OUT THE OPERATORS OTHER R44 ANCHOR ASSEMBLIES WERE INSPECTED WITH NO OTHER DEFECTS NOTED. THE ANCHOR HAS BEEN SENT TO ROBINSON FOR FURTHER INSPECTION.

[CA050615002](#) ROBSIN LYC STARTER GEN FAILED
6/10/2005 R44 O540F1B5 BC3151002 ENGINE

(CAN) WHILE CONDUCTING AN PRE INSPECTION RUN UP, THE STARTER WOULD ENGAGE AND WAS INTERMITTENT. THE STARTER WAS REMOVED AND NO FURTHER PROBLEMS WERE FOUND. THE BENDIX IS SUSPECT AND RETURNED FOR REPAIR.

[CA050615003](#) ROBSIN LYC STARTER GEN FAILED
6/12/2005 R44 O540F1B5 BC3151002 ENGINE

(CAN) THIS STARTER HAS BEEN SNAGGED AS INTERMITTENT ON ONE OTHER OCCASION. THE STARTER HAD 118.1 HRS TSO WHEN ORIGINAL PROBLEM EXISTED. THE STARTER HAS 299.3 TSO AND THE SAME PROBLEM HAS OCCURRED. DURING THE TIMES THE STARTER HAD PROBLEMS, THE RING GEAR SOMETIMES HAD SUSTAINED DAMAGE AND THE RING HAD TO BE CHANGED. THE BENDIX IS SUSPECTED AND WAS RETURNED FOR FURTHER INVESTIGATION.

[CA050706003](#) ROBSIN LYC GOVERNOR OVERSPEED
6/30/2005 R44 O540F1B5 ROTOR

WHILE MOVING HELICOPTER IN A HOVER, PILOT NOTICED A POWER ON OVERSPEED AT APROX 114 PERCENT ROTOR AND ENGINE. GOVERNOR WAS CONFIRMED TO BE ON BY THE PILOT. GOVERNOR SWITCH RESET BETWEEN OFF AND ON POSITION WITHOUT A CHANGE. IMMEDIATE LANDING CARRIED OUT. SUBSEQUENT TEST HAS BEEN MADE ON THE GOVERNOR WHICH SEEMED TO WORK FINE. CONDITIONAL OVERSPEED INSPECTION CARRIED OUT PER R44 MM 2.540 AND ENGINE SB 369 J. NO MAJOR PROBLEM FOUND. BLADE BOLTS REPLACED AS A PRECAUTIONARY MEASURE. GOVERNOR ISSUE WILL BE DISCUSSED WITH RHC CIE.

[CA050711003](#) SKRSKY PWA ENGINE FAILED
7/6/2005 S64E JFTD12A4A

A/C INVOLVED IN AERIAL GRAPPLE LOGGING OPS ON DOWN WIND APPROACH TO LOG LANDING WITH A 15,000 LB SINGLE LOG LOAD. PILOT REDUCED POWER TO 30% TQ. UPON ACTION CREW HEARD SOUND OF ENG SPOOLING DOWN FOLLOWED BY LOW RPM AUDIO WARNING HORN & ILLUM OF WARNING LIGHT. ONCE PILOT ABLE TO SAFELY RELEASE LOAD, CONFIRMED WHAT CO-PILOT HAD IDENTIFIED AS CORRECT ENG. PULLED NR 2 ENG THROTTLE BACK TO CUT-OFF & ENGAGED STARTER TO COOL DOWN T5 TEMP. ENG COOLED DOWN, MADE A SINGLE ENG LANDING. AFTER SHUTDOWN A CHECK OF T5 RECORDING SYS IND AN ENG TEMP OF 767 DEGREES C WAS REACHED FOR 3 SEC. ENG REMOVED & RETURNED TO OPERATOR FOR HOT SECTION INSP. AFTER COMPLETE GROUND CHECK OUT A/C RELEASED FOR RETURN TO SERVICE.

[CA050630008](#) SKRSKY ALLSN TURBINE WHEEL FAILED
6/29/2005 S76A 250C30S 6898663 THIRD STAGE

DURING SCHEDULED LANDING, WHILE THE WEIGHT OF THE A/C WAS ALREADY ON WHEELS, PILOT HEARD A LOUD BANG FOLLOWED BY NUMBER 2 ENGINE N2 DECELERATION AND ENGINE CHIPLIGHT INDICATIONS. PRELIMINARY INVESTIGATION REVEALED FAILURE OF THE THIRD STAGE TURBINE WHEEL (SEE ATTACHED PHOTO OF SECTIONS OF THE WHEEL'S OUTER SHROUD). FULL INVESTIGATION IS TO FOLLOW AT STANDARD AERO.

[CA050621020](#) SKRSKY ALLSN SKRSKY BEARING SPALLED
6/18/2005 S76A 250C30S SB3317101 M/R GEARBOX

SPALLED BEARING RACE.

[CA050719007](#) SKRSKY POST CRACKED
7/14/2005 S76C 7620202003126

CENTERLINE POST CRACKED, EMANATING FROM RIVET OUTWARDS. CENTERLINE POST IS LOCATED IN THE BAGGAGE COMPARTMENT. IT IS A KNOWN AREA FOR CRACKING AND IS ON A SCHEDULED 300 HOUR INSPECTION.

[AS350B2BELCRKSNIAS](#) TMECA BELLCRANK GOUGED
8/8/2005 AS350B2 ARRIEL1 350A27145300 TRANS DECK

WE HAVE FOUND THIS PART TO HAVE MAINTENANCE INDUCED DAMAGE FROM DISCONNECTING THE LT FORWARD INPUT ROD AT THE PRIMARY FLIGHT CONTROL SERVO AND ALLOWING THE ROD TO FALL FORWARD. THIS ACTION ALLOWS THE LOWER JAM NUT TO CONTACT THE BELLCRANK, CAUSING DAMAGE. THE MANUFACTURER STATES THAT THERE IS NO ALLOWABLE DAMAGE TO THIS PART. THE OPERATOR OF THIS AIRCRAFT HAS A FLEET WITH THIS TYPE OF DAMAGE FOUND ON AT LEAST 5 OTHER AIRCRAFT.

[RX8R2005002](#) SNIAS TMECA MOTOR INOPERATIVE
8/2/2005 AS350B3 ARRIEL2B 35000031HP 050143 BLOWER

AIR CONDITIONING CONDENSER BLOWER FAILED AFTER 401.4 OPERATING HOURS.

[RX8R2005003](#) SNIAS TMECA MOTOR INOPERATIVE
8/3/2005 AS350B3 ARRIEL2B 35000031HP 050085 A/C BLOWER

AIR CONDITIONING CONDENSER BLOWER FAILED AFTER 2 OPERATING HOURS.

[CA050718013](#) SNIAS LYC CAGE FAILED
7/12/2005 AS350D LTS101600A NR 4 BEARING

THE ENGINE WAS REMOVED FROM THE A/C AFTER TWO CHIP LIGHT EVENTS. WHILE DISSASSEMBLING, THE ENGINE GEARBOX, A BEARING ROLLER FELL OUT ON TO THE WORK BENCH. FURTHER EXAMINATION REVEALED THAT THE CAGE INSIDE THE NR 4 BEARING HAD COMPLETELY SPLIT IN HALF.

[CA050722005](#) STBROS GARRTT KING RADIO INOPERATIVE
7/19/2005 SC7SERIES3 TPE3312201A 069102434 NAV/COM

(CAN) RETURNED TO BASE WITH NO WORKING RADIOS. IT WAS RETURNING FROM WERE IT HAD BEEN RAINING HEAVILY WHILE THEY WERE ON THE GROUND. IT WAS FOUND THAT SOME MOISTURE HAD MADE ITS WAY FROM AN UNKNOWN LOCATION ABOVE THE RADIOS AND WORKED ITS WAY DOWN DURING FLIGHT. THE SOUCE OF THE LEAK IS BEING INVESTIGATED AT PRESENT.

[CA050623004](#) SWRNGN GARRTT TORQUE TUBE CHAFED
6/21/2005 SA226TC TPE33110UA 2744026007 ELEVATOR HORN

DURING AN INSPECTION, IT WAS DISCOVERED THAT THE RIGHT ELEVATOR TORQUE TUBE HORN WAS CHAFFED. THE CAUSE OF THE CHAFF WAS A SCREW, WHICH ATTACHES A CLOSING PANEL ON THE VERTICAL STAB. THE TORQUE TUBE WAS REPLACED AND A SHORTER SCREW INSTALLED.

[CA050707006](#) SWRNGN DOOR OUT OF ADJUST
7/6/2005 SA227* 2724150475 PAX

AIRCRAFT DEPARTED AND THE PRESSURIZATION WAS MAKING A LOUD SQUALLING SOUND. AIRCRAFT RETURNED TO BASE AND DOOR ECCENTRICS WERE ADJUSTED FOR A BETTER FIT. AIRCRAFT RELEASED TO SERVICE AFTER SUCCESSFUL TEST FLIGHT.

[CA050708002](#) SWRNGN GARRTT ENGINE FAILED
7/7/2005 SA227* TPE33111U LT

AIRCRAFT WAS EN ROUTE WHEN THE CREW EXPERIENCED PROBLEMS WITH POWER. THE CREW SHUT DOWN THE LT ENGINE AND LANDED WITHOUT INCIDENT. UPON INVESTIGATION IT WAS DISCOVERED THAT MOST OF THE OIL HAD LEFT THE ENGINE OUT THE BACK BY THE SCAVENGE PUMP. MAINTENANCE REPLACED THE ENGINE. ONCE THE ENGINE HAS BEEN DISMANTLED THE EXACT CAUSE WILL BE KNOWN ALTHOUGH IT HAS THE APPEARANCE OF A FAILED SCAVENGE PUMP, SCAVENGE PUMP SEAL OR REAR TURBINE BEARING. MORE INFO ONCE ENGINE HAS BEEN DISMANTLED.

[CA050722010](#) SWRNGN GARRTT HONEYWELL BEARING DISINTEGRATED

7/21/2005 SA227AC TPE33111U TPE33111U 358272 GEARBOX

ENG WAS FOUND WITH FAILED HYD GEAR SHAFT BEARING. ENG REMOVED DUE TO AN OIL SAMPLE WEAR CHECK INDICATED MAJOR CARBON STEEL FINES, ALTHOUGH THIS WAS STILL CONSIDERED A NORMAL SAMPLE. FOUND FWD HYD PUMP GEAR SHAFT BEARING, HAD EXTREME, EXCESSIVE RADIAL PLAY. FORWARD END OF HYD GEAR SHAFT FLOPPING AROUND DUE TO FAILED BEARING. OUTER RACEWAY APPEARED TO HAVE MAJOR SPALLING AND SEVERE GALLING ON RACEWAY SURFACE AROUND ENTIRE DIAMETER. THE BEARING CAGE HAD CONTACTED RACEWAY AND WAS RUBBED. BEARING WAS INSTALLED NEW AT LAST ENG O/H. BEARING AND GEARBOX HAVE NOT BEEN OPENED SINCE THAT TIME AS THERE HAS BEEN NO REQUIREMENT TO DO SO UNTIL NOW.

[AE110304](#) UROCOP CARTRIDGE CRACKED

11/3/2004 EC135P1 9A2045 FUEL PUMP

THE PUMP WAS RECEIVED FROM THE OVERHAUL FACILITY TO THIS REPAIR STATION WITH THE IMPELLER CRACKED AND CRUSHED TO WHERE THE PRESSURE AND FLOW OF THE FUEL WOULD BE DEGRADED. OTHER PUMPS RECEIVED HAD FOREIGN MATERIAL IN THE IMPELLER (DEBRIS AND INSECT PARTS). QUALITY DEPARTMENT HAS BEEN NOTIFIED. (K)

[CA050624005](#) ZLIN LYC CONTROL CABLE FRAYED

6/7/2005 Z242L AEIO360A1B6 Z4244120000 ELEVATOR TRIM

DUE TO PREVIOUS TRIM CABLE FAILURES A 3000 HR REPLACEMENT INTERVAL WAS INTRODUCED. THIS CABLE WAS BEING REMOVED FOR REPLACEMENT WHEN IT WAS FOUND TO BE FRAYED AT THE CONTROL STOP. THE 3000 HR REPLACEMENT INTERVAL WILL CONTINUE.

[CA050624006](#) ZLIN LYC CONTROL CABLE FRAYED

6/16/2005 Z242L AEIO360A1B6 Z4244120000 ELEVATOR TRIM

DUE TO PREVIOUS ELEVATOR TRIM CABLE FAILURES A 3000 HR REPLACEMENT INTERVAL WAS PUT INTO PLACE. THIS CABLE WAS BEING REMOVED FOR REPLACEMENT WHEN THE DEFECTS WERE FOUND. THE 3000HR INTERVAL WILL CONTINUE.

END OF REPORTS