



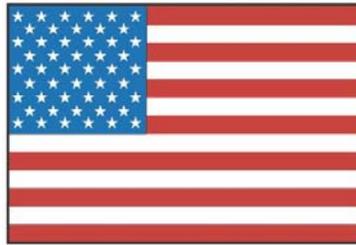
U.S. Department
of Transportation
**Federal Aviation
Administration**

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
327**



**OCTOBER
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

BOEING

Boeing; 737-7EL; Loose Anticollision Light Lens; ATA 3340

A mechanic describes a potential defect in this aircraft's anticollision light (P/N 30-0909-20) lens mount located on the tail cone. "While cleaning the lens, it appeared to be loose.... A very gentle pull released the lens from its housing. The lens is thick glass that could be a runway hazard if it fell from the aircraft and broke. The probable cause is Skydrol (*hydraulic fluid*) which leaked from the rudder PCU (*power control unit*) and compromised the adhesive features of the sealant attaching the lens to the housing assembly. I recommend inspection of aircraft that have had rudder PCU Skydrol leakage problems. Some type of mechanical attachment of the lens to the housing should be considered."

Part Total Time: 893.6 hours.

CESSNA

Cessna; 172S; Stall Warning Horn Failure; ATA 3418

"A new student pilot was flying a flight school aircraft with a CFI (*certified flight instructor*)," says this submitting mechanic. "During the student's first stall practice the warning horn failed to operate through full stall, and the CFI halted the maneuver. Troubleshooting by maintenance personnel confirmed the warning horn assembly (P/N 0713348-1) was defective. The (*failed*) unit was replaced with a new (*assembly*), and a maintenance operational check and test flight were completed. This part had 311.7 hours TSN (*time since new*) and was a replacement for the original, factory installed part...(which failed after 651.0 hours).

"A second 172 aircraft (of three) had the identical problem...at 491.5 hours. In this case the part was replaced twice because the first new part failed during (*its*) test flight. Aircraft number three has 417.6 hours TSN and has been recently checked: it is okay at this time. (*The*) probable cause (*for these failures*) has not been determined.

(I) suggest at least a one time check of all new aircraft be conducted and reported to determine the scope of the problem and to raise awareness of a possible unknown safety problem.”

Part Total Time: 311.7 hours.

Cessna; A185F; Worn Tail Wheel Steering Pawl; ATA 3250

The submitter describes an apparent failure of the steering lock pawl (P/N 0742147-6) in the tail wheel of this airplane. “Upon landing...(tail wheel castor swung) ...the aircraft to the right and off the runway. The aircraft sustained damaged to its left wing. Investigation disclosed the tail wheel steering pawl was worn to a point that it would not sufficiently lock the locking collar. (This) reporter’s concern is wear of this pin is not easily apparent -- except through a write-up by a pilot experienced with this problem. Visual inspection of the tail wheel assembly would not disclose this problem.”

Part Total Time: unknown.

Cessna; 206H; Crew Flood Lights -- Confusing Data; ATA 3310

A customer complains the overhead floodlights for the crew seats fail to attain full and/or similar brilliance as those found over passenger seating. The investigating technician said, “The initial troubleshooting seemed to indicate the system was responding correctly but, indeed, the lights only attained about half brilliance as compared to the same type of light assemblies placed for use by the rear seat passengers. (I) contacted a Cessna technical representative and discussed the problem with him. (He) forwarded this (question) to the engineering department, and was told this (reduced illumination) is the way the system was intended to operate. A review of the maintenance manual and the AFM (aircraft flight manual) did not address this (issue). It seems to this reporter this is an operating function that should be addressed by a revision in both the maintenance manual and the AFM as soon as possible to eliminate this type of confusion.”

Part Total Time: (n/a).

Cessna; 404; “Blended” Elevator Cable; ATA 2730

An L/H elevator cable (P/N 5815103-5CR) was found to be blended at the fairlead approximately 6 inches from the aft end of the cable. The technician believes “...the probable cause is from the new style stainless steel Cessna cable. They last only a fraction of the time (as compared to) the old style cables.” (Almost the same description and part number can be found for a Cessna 441: see last August’s Alerts. September’s Alerts has a similar concern for nose gear steering cables on a Cessna 402.)

Part Total Time: unknown.

Cessna; 421B; Improper Installation of Lower Rudder Hinge; ATA 5540

“This aircraft was here (repair station) for a complete exterior repaint,” writes the submitting technician. “After removing the rudder we complied with Cessna service bulletin SB MEB 00-4. It’s just a visual inspection, but it does require removing the rudder. We found the rudder hinge assembly (P/N 5731026-1) was installed upside down. Being in the aircraft refurbishment business...(and working) many of the effected model airplanes, we have

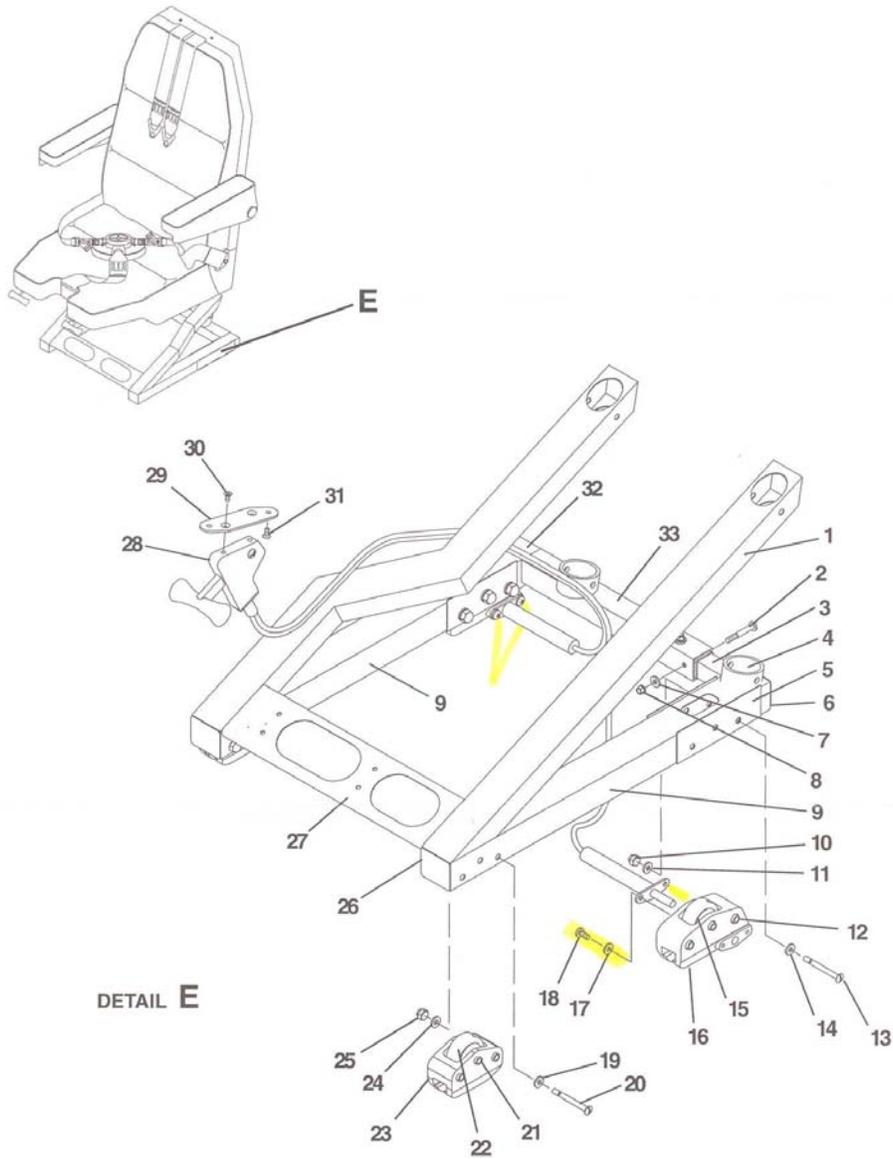
found about 75 percent of these lower rudder hinge assemblies installed upside down, and many with the bearings falling out and wearing on the rudder hinge brackets. I recommend a one time AD to inspect all effected aircraft....”

Part Total Time: unknown.

Cessna; 750; Loose Seat Locking Screws; ATA 2510

A repair station technician writes, “The screw depicted in Cessna 750-0202 Interior Manual 25-10-06 (page 9, reference number 18) was found loose on both the pilot’s and co-pilot’s seats on two separate occasions, six months apart. These screws were retightened on both occasions. I feel this problem is significant due to the fact the possible failure mode could be loss of seat locking capability and the crew seat being free to move fore and aft. It has been recommended to Cessna Aircraft (using their Service Condition Report) some locking feature should be used for this screw, such as a lock washer or Loctite compound.”

CESSNA AIRCRAFT COMPANY
MODEL 750
INTERIOR MAINTENANCE MANUAL AND ILLUSTRATED PARTS CATALOG



DETAIL E

750-0202

Page 9
25-10-06 Original Issue

Part Total Time: 1,389.9 hours.

CIRRUS

Cirrus; SR22; Chafed Hole in Fuel Supply Line; ATA 2820

(This very short defect report was submitted by a mechanic on August 19. It's subject warrants close scrutiny by owners and operators of this aircraft.)

“The main fuel supply line (P/N 11443-004) from the fuel selector valve to the firewall had a hole chafed in it. The wire bundle to the circuit breaker panel was chafing this line.”

Part Total Time: 750.0 hours.

Cirrus; SR22; Inadvertent Door Opening; ATA 5210

The submitter states, “Both doors will ‘pop’ open in flight, causing a safety distraction to the pilot and wind noise that keeps the pilot from hearing ATC (*air traffic control*) instructions. This still happens, (*despite*) several trips to a Cirrus authorized repair center and the factory--for repairs. Cirrus’s response is the doors are within specifications and should not come open. (*I*) have heard from other owners they too have the same problems with the new door design.” (*Part numbers for the left and right entry doors were not provided. Those “other owners” have not submitted defect reports, as this entry is the only Cirrus door discrepancy found in the SDR data base.*)

Part Total Time: 250.0 hours.

PIPER

Piper; PA-25; Gascolator Access Difficulty; ATA 2821

A submitting FAA inspector writes, “During an accident investigation, (*this aircraft’s*) fuel gascolator was found with large amounts of water and solid contaminants. It was noticed the part could not be rotated to ensure drainage of contaminants...due to cowl support strut interference. This gascolator could be relocated two inches inboard to ensure clearance of the cowl struts. (*I*) have inspected four other PA-25 aircraft and found the same condition exists: the contaminants could not be drained out effectively. As Piper no longer supports this aircraft, an airworthiness directive may be needed to fix this problem.”



Part Total Time: unknown.

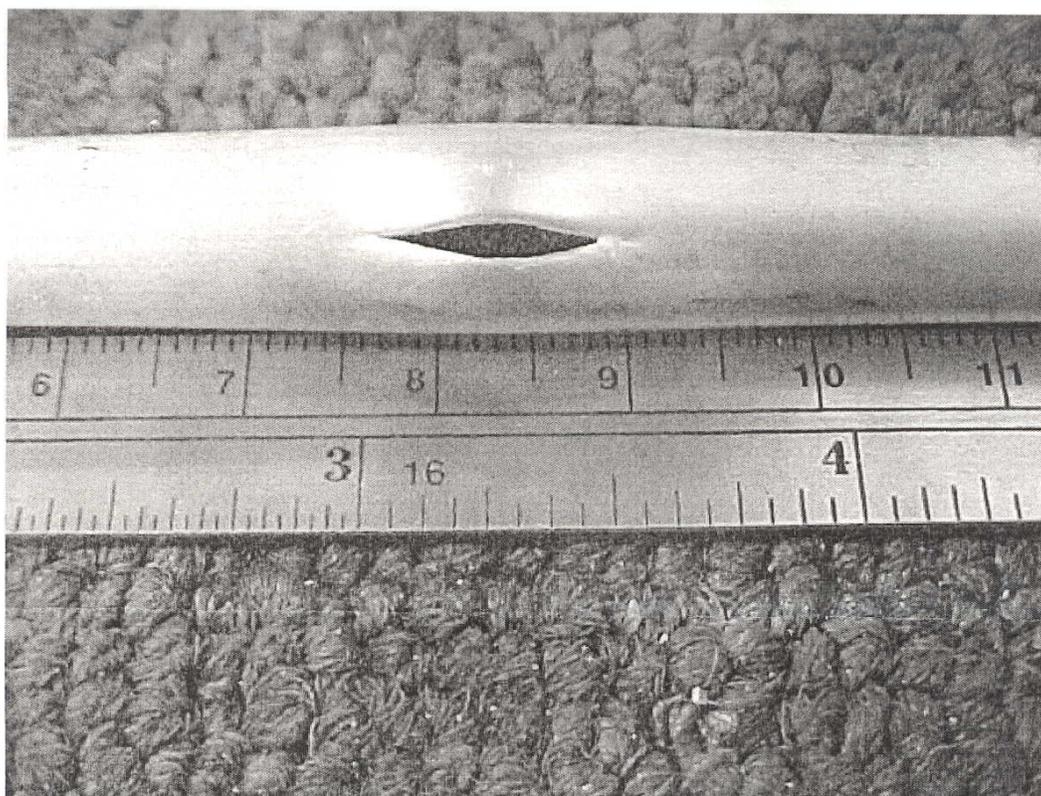
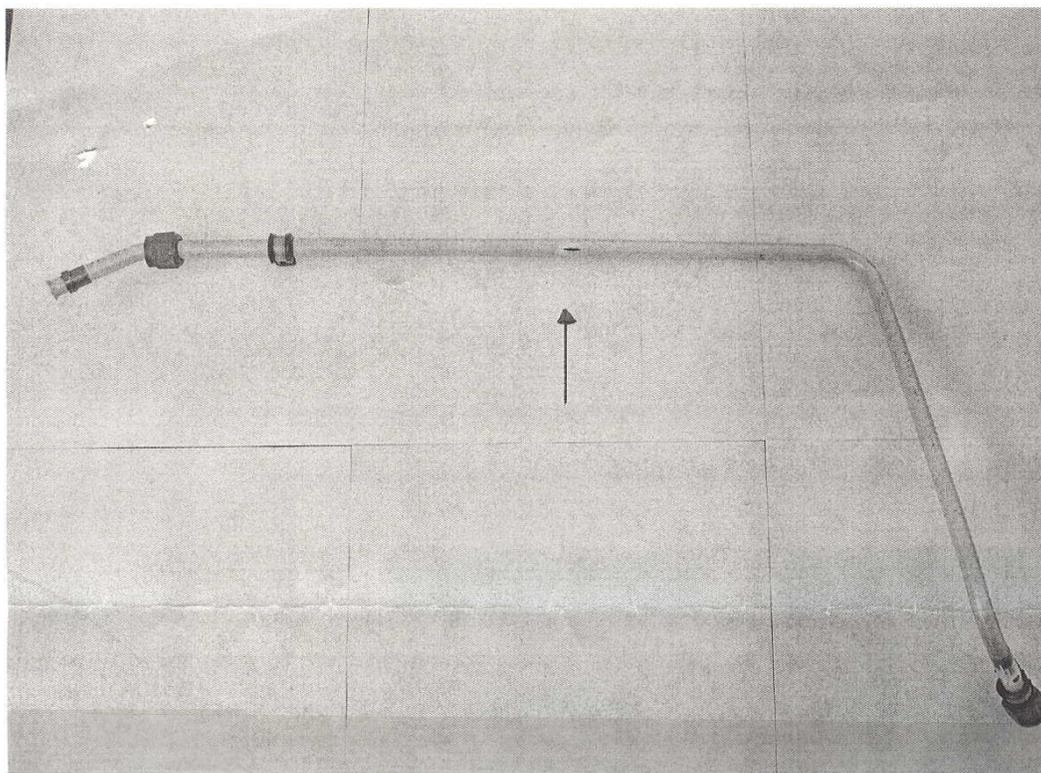
Piper; PA-28; Blocked Throttle; ATA 7322

A student pilot reports their aircraft's throttle would not advance beyond idle. The attending mechanic determines the carburetor is binding internally. "(I) disassembled the carburetor and found the air metering pin's *stop-pin* worn (P/N 62-F1) -- allowing the air metering pin to extend beyond normal range, jamming between the *stop-pin* and the actuating arm on the pump lever assembly (P/N 155-560)." (This is a Lycoming O-360 engine fitted with a MA4-510-5193 carburetor.)

Part Total Time: 224.9 hours.

Piper; PA-31T; Split Hydraulic Line; ATA 2910

A submitter describes the pilot of this aircraft as receiving no response from his gear-down selection. He was on final for landing. "He attempted *emergency manual gear extension* and 'felt' the gear coming down...then he lost hydraulic pressure. The pilot was unable to secure the gear in a down-and-locked (*condition*). The aircraft sustained substantial damage during emergency landing. Post accident inspection revealed the hydraulic system's drain/fill line (P/N 46138-00) had ruptured, causing rapid loss the hydraulic reservoir's contents. This failure prevented sufficient hydraulic system pressure (*for either*) normal or emergency extension of the landing gear. The line failed parallel to the grain structure...(its rupture measuring approximately one-half inch in length). It is suspected water contamination in the line froze, causing the rupture. (I) suggest regular purging/draining of line contents during planned maintenance."



Part Total Time: unknown.

Piper; PA-31T; Rudder Torque Tube Bearing Support -- Cracked; ATA 2720

A pilot reports unusual yaw characteristics in flight (*specificity not provided*). The submitting mechanic describes having previously adjusted the rudder cable tension, and is very surprised to find it loose. Subsequent inspection found the rudder torque tube bearing support flange cracked at the aft bolt on the pilot's side. The mechanic speculates excess rudder pedal force with the aircraft on the ground (and not moving) may have been the cause of this failure. (*No part numbers were provided with this report. Despite the low resolution of the attached black and white photograph, the torn flange segment still attached to the torque tube bearing can be seen.*)



Part Total Time: 3,539.0 hours.

RAYTHEON

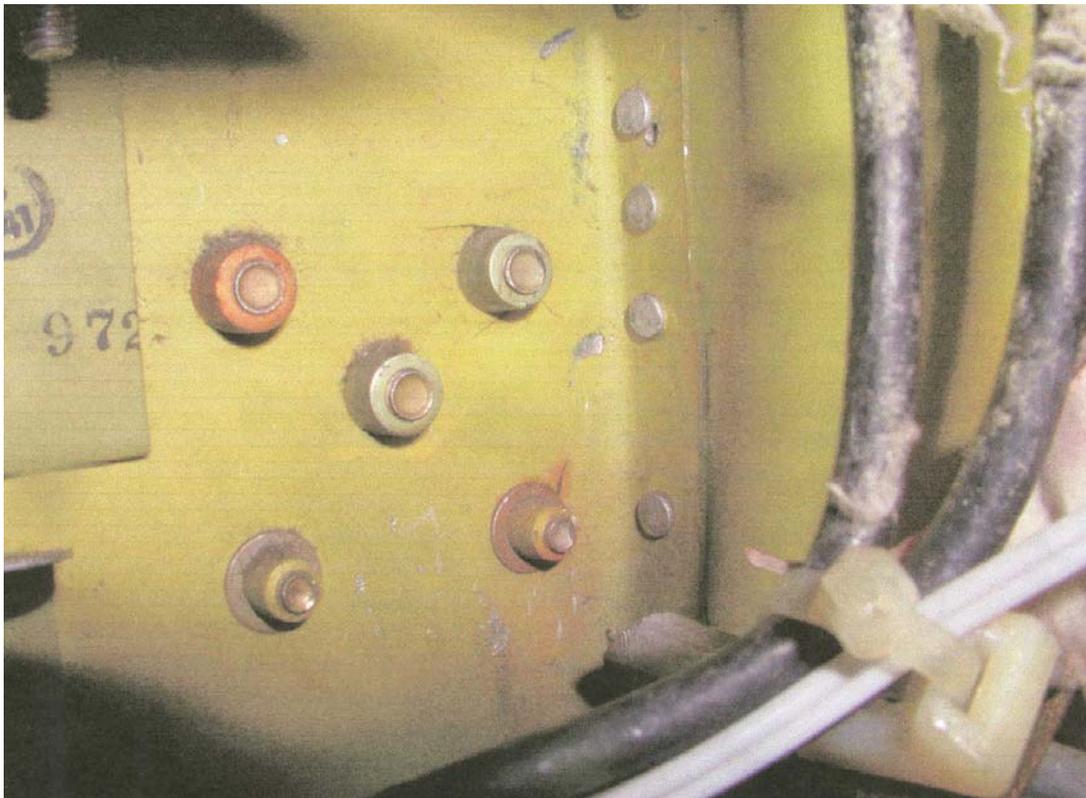
Raytheon Beech; 58; Cracked Forward Spar Web; ATA 5714

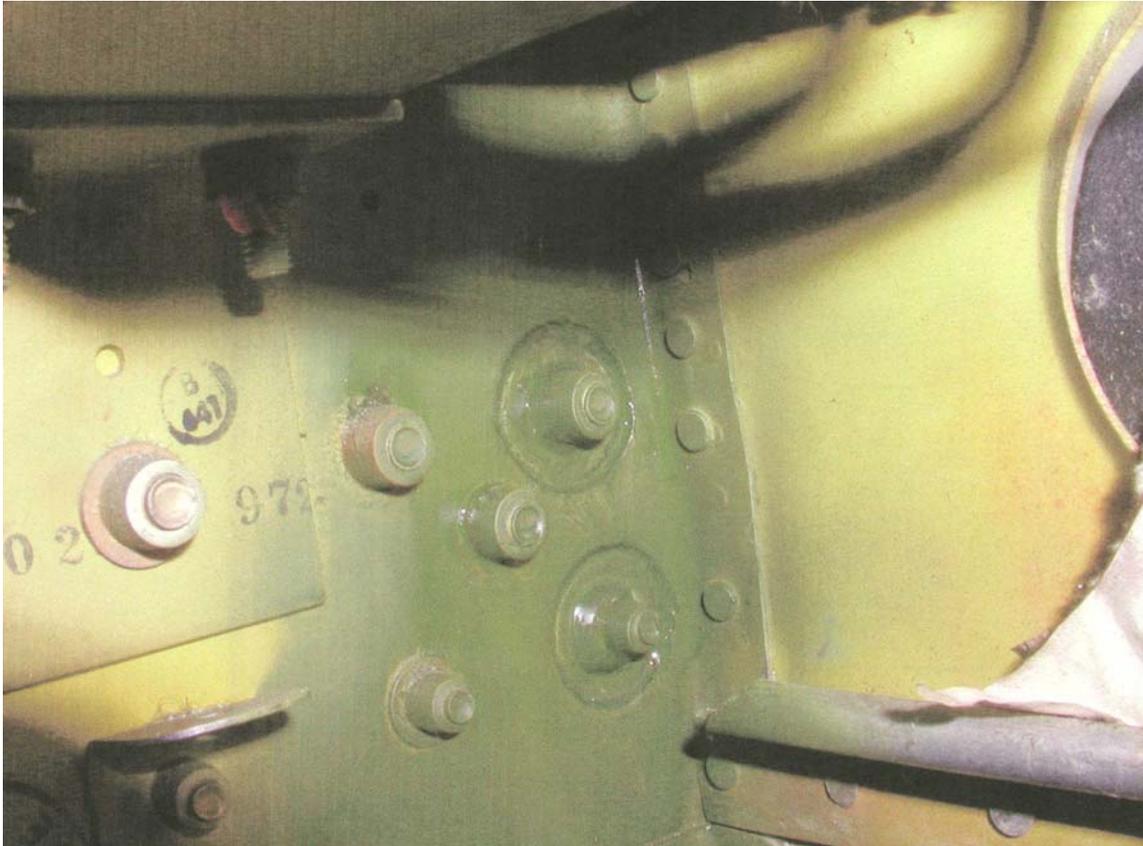
The submitter states, "During an Annual inspection, cracks were noted in the forward carry-through spar web (P/N 002-430018-5). They are located at the L/H upper, outboard-most Huck bolt holes (2 ea.) on the forward side of the carry-through assembly. The head end of the upper Huck bolt is inaccessible for viewing without wing removal. The lower Huck bolt is accessible and no movement or cracking was noted.

"(In accordance with a Designated Engineering Representative's directions...) the web skin around the Huck bolts was removed down to the underlying web tie plate. The plate was then eddy current inspected for cracks -- none were detected. Per DER instructions, this area will be inspected by fluorescent dye penetrant method every Annual Inspection, and by eddy current method every 500 hours.

"AD 90-08-14 (*airworthiness directive*) concerns (*itself with*) cracking in the carry-through webs, and limits cracking at the Huck bolts to one per side. The Beech repair kit (P/N 58-4008) is to be installed if more than one Huck bolt (*installation hole*) is cracked. This aircraft has two bolt areas cracked on one side, however, the required repair does not extend into this area -- thus the need for this type of (*DER*) action.

"It is believed the high aircraft time and damage history were contributing factors to the cracking in this area."
(The following two photographs show the cracked web, and its repair, respectively.)





Part Total Time: 12,474.4 hours

Raytheon Beech; 58; Leaking Fuel Strainer Gaskets; ATA 2821

A reporter describes this aircraft's new fuel strainer gasket (P/N 33-199-C) as being made from less ridged material than the original design. "They tend to compress and slide out from under the strainer wall into the center of the fuel strainer body and begin to leak fuel. The strainer housing (P/N 33-199-105-3) is not machined to hold the softer gasket."

Part Total Time: 100.0 hours.

Raytheon Beech; 300; Fuselage Skin Damage; ATA 5330

A repair station mechanic writes, "...a scheduled inspection found the screws attaching the aft lower edges of the forward wing root fairings... to be of excessive length." The screw tips had gouged the lower fuselage skins to the depth of 0.020 inch at the approximate fuselage station 166.30. "I have noticed similar damage to other 200/300 series King Air aircraft at the same location. (*This damage*)...requires DER (*designated engineering representative*) approved repairs to these pressurized fuselage skins. I suggest any technicians inspecting this area to pay close attention for screw tip damage, and to use only the correct length fairing attach screws." A recommendation for a service bulletin is suggested: either mechanical modification to the fairing attachments, or

inspection and placards for the same. *(Damaged skin part numbers were given as 130-430051-7 and 130-430051-8, left/right respectively. The provided fairing part number is 101-420132-5.)*

Part Total Time: 4,974.1 hours.

Raytheon Beech; 300; Rudder Torque Tube Cable Quadrant Loose; ATA 2720

A technician describes finding a cable quadrant (P/N 101-530057-3) for the autopilot rudder servo -- loose on the rudder torque shaft assembly (P/N 101-524012-15). This defect's repair included replacing the loose and working rivets with their next larger size. These fasteners were installed "...wet with EA9309 structural adhesive in accordance with Raytheon Aircraft technical support recommendations. *(I) recommend this area be looked at closely on Beech 300 aircraft after accumulation of 3000 hours or more.*" Fatigue and rudder servo torque were offered as cause for rivet loosening.

Part Total Time: 4,974.1 hours.

HELICOPTERS

AUGUSTA

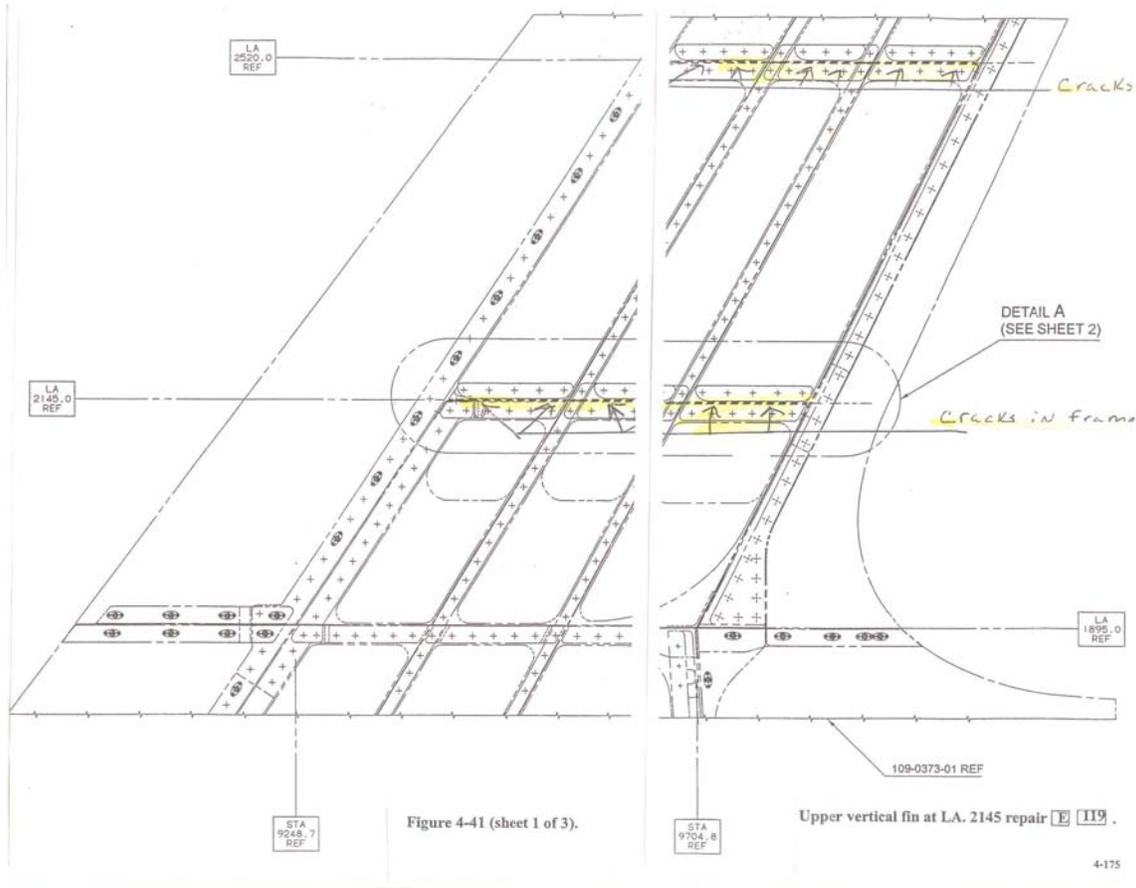
Agusta; A 109E; Cracks in Vertical Stabilizers; ATA 5530

An operator describes finding a 4-inch crack in the leading edge spar doubler of this helicopter's lower vertical fin. Further inspection reveals two additional cracks in the upper vertical fin with approximate measures of 5 and 7 inches. "*(Neither) a detail breakdown of this assembly...(or)...the part numbers of the individual cracked components are available to this operator. The approximate location of the damaged area is station 9141, WL (water line) 1625. This tail boom (P/N 109-0370-17-115) is being returned to the manufacture for repair evaluation.*" *(See the next entry for similar defects and a mechanical drawing.)*

Part Total Time: 1391.6 hours.

Agusta; A 119; Cracks in Vertical Stabilizer; ATA 5530

A repair station mechanic submitted a similar defect report as the last entry. He states, "This is to report cracks in the frames on the vertical fin (P/N 109-0373-01) in the areas at W.L. 2145.0 and 2520.0. These cracks are occurring approximately between F.S. 9350.0 to 9850.0. Agusta Aerospace has a repair for these cracks referenced in Agusta A119/A109 Series Structural Repair Manual, Chapters 4-2-23 and 4-2-24." *(The report includes two Agusta manual drawings, both of which have been cropped and spliced together to show stabilizer crack locations in one picture.)*



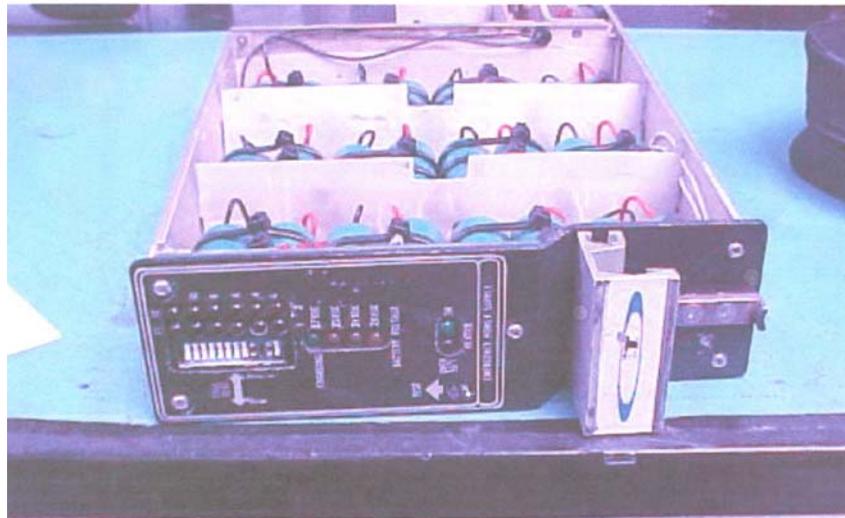
Part Total Time: 1,205.9 hours.

ACCESSORIES

B. F. GOODRICH

B. F. Goodrich; Emergency Power Supply; Improper Battery Cells; ATA 2400

The submitting repair station technician describes finding this aircraft emergency avionic power supply (P/N 501-1228-03) packed full of cells having both the wrong chemistry and voltage. "This unit contains 24 NICAD (*nickel cadmium*) cells in place of the 12 lead acid cells that belong in it. The higher voltage appears to have burned the cell switch block. NICAD cells are not an approved replacement cell for this unit." (Two pictures of this unit are shown below. No other information accompanied this submission.)



Part Total Time: unknown.

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
2005FA0001245				SWITCH	SHORTED
8/18/2005				94E423	HEATER ASSY
<p>FOUND COMBUSTION AIR PRESSURE SWITCH (PN 94E42-3) CLOSED AT ALL TIMES (HAS CONTINUITY). THIS IS A NORMALLY OPEN (N.O.) SWITCH AND CLOSSES WHEN IT SENSES AIR PRESSURE AT THE HIGH PRESSURE PORT. WITH IT CLOSED AT ALL TIMES, THIS SAFETY DEVICE WILL TELL THE HEATER THAT IT HAS COMBUSTION AIR, WHETHER ITS THERE OR NOT. NOT GOOD IF THE COMBUSTION AIR BLOWER FAILS. THIS 94E42 SERIES SWITCH DOES NOT REQUIRE INSPECTION IAW AD AT THIS TIME. TO PREVENT REOCCURRENCE, RECOMMEND TESTING THESE COMBUSTION AIR PRESSURE SWITCHES IN CONJUNCTION WITH THE PRESSURE DECAY TEST MANDATED BY AD.</p>					
CA050804007				MAGNETO	FAILED
7/25/2005				107902010	ENGINE
<p>MAGNETO SENT TO US TO OFFSET COST OF PARTS ORDERED FROM US. INSPECTION CARRIED OUT PRIOR TO PUTTING UNIT IN STOCK. FOUND RETAINING RING ON DISTRIBUTOR GEAR SHAFT WAS REUSED. DISTRIBUTOR GEAR OF OLD DESIGN, SHOULD BE REPLACED AS PER TCM 53658. MAGNETO WAS OVERHAULED. IMPULSE COUPLING WAS INSPECTED FOR CONDITION/OPERATION. DOES NOT ENGAGE. IMPULSE SPRING WOUND BACKWARDS, DISENGAGING FLYWEIGHTS FROM STOP PINS. STARTING THE ENG WITH THIS MAGNETO MAY CAUSE KICKBACK DUE TO THE ENGINE BEING FIRED AT ITS NORMAL ADVANCED TIMING POSITION, NOT THE RETARDED POSITION THE IMPULSE COUPLING PROVIDES. KICKBACK MAY DAMAGE ENGINE AND ACCY COMPONENTS AND CAUSE FAILURE OF THE ENGINE.</p>					
2005FA0001299		CONT		ROTOR SHAFT	SHEARED
9/15/2005		IO240B			MAGNETO
<p>UNSCHEDULED FAILURE OF THE LT ENGINE MAGNETO DURING ENGINE START. FOUND MAGNETO ROTOR SHAFT SHEARED AT POINTS CAM DRIVE END.</p>					
CA050804003		CONT	CONT	LINE	CLOGGED
7/7/2005		IO470VO			CRANKCASE
<p>(CAN) EXCESSIVE AMOUNTS OF AN UNIDENTIFIED SEALANT WAS USED ON THE SPLIT-LINE CAUSING THE SEALANT TO SQUEEZE INTO THE ENGINE. A LOSS OF TORQUE WAS FOUND ON THE THRU-BOLTS AND CYLINDER BASE NUTS. THE OIL PICK-UP WAS CLOGGED WITH THE LOOSE SEALANT.</p>					
2005FA0001316		CONT		CYLINDER	BROKEN
9/21/2005		O300D		SA10200	ENGINE
<p>ENGINE CYLINDER NR 6, CRACKED CIRCUMFERENTIALLY AND FULLY SEPARATED BETWEEN THE 12TH AND 13TH COOLING FINS AS COUNTED FROM THE BASE OF THE CYLINDER CAUSING A COMPLETE LOSS OF ENGINE POWER.</p>					
CA050810004		LYC		CAMSHAFT	WORN
7/28/2005		LIO360C1E6		LW11538	ENGINE
<p>(CAN) DURING A ROUTINE INSPECTION, THE OIL FILTER WAS CUT OPEN AND EXAMINED FOR METAL CONTAMINATION IAW MAINTENANCE INSTRUCTIONS. THE FINDINGS WERE TAKEN FOR FURTHER</p>					

ANALYSIS. IT WAS DETERMINED THAT THE ENGINE WOULD NEED TO COME OFF WITHIN 50 HRS. 28.8 HRS LATER THE ENGINE WAS REMOVED AND SENT FOR REPAIR. ON WO NR 0508026, REPAIRED THE ENGINE, REPLACING AMONG OTHER PARTS THE CAMSHAFT. THE ENGINE WAS THEN REINSTALLED.

CA050223006	PWA		CONNECTOR	IMPROPER PART
2/11/2005	PT6T3		310050401	FUEL

(CAN) DURING ENGINE VISUAL INSPECTION AT MFG, WE HAVE IDENTIFIED THAT 2 ITEMS FROM THE FUEL PRESSURE TUBING WERE NOT GENUINE AND WERE MANUFACTURED BY AN UNKNOWN SOURCE. THOSE 2 ITEMS HAVE NO IDENTIFICATION NUMBERS BUT WERE INSTALLED IN REPLACEMENT OF: FUEL CONNECTOR P/N 3100499-01 CONNECTOR BOLT P/N 3100504-01 BOTH PARTS ARE KEPT IN QUARANTINE FOR 21 DAYS FOR REVIEW, AFTER WHICH THEY WILL BE DESTROYED. NOTE: THIS IS THE 4TH OCCURRENCE RECENTLY.

CA050223007	PWA		CONNECTOR	IMPROPER PART
2/22/2005	PT6T3		310050401	FUEL

(CAN) DURING ENGINE VISUAL INSPECTION AT MFG, WE HAVE IDENTIFIED THAT 2 ITEMS FROM THE FUEL PRESSURE TUBING WERE NOT GENUINE AND WERE MANUFACTURED BY AN UNKNOWN SOURCE. THOSE 2 ITEMS HAVE NO IDENTIFICATION NUMBERS BUT WERE INSTALLED IN REPLACEMENT OF: FUEL CONNECTOR P/N 3100499-01 CONNECTOR BOLT P/N 3100504-01 BOTH PARTS ARE KEPT IN QUARANTINE FOR 21 DAYS FOR REVIEW, AFTER WHICH THEY WILL BE DESTROYED. NOTE: THIS IS THE 5TH OCCURRENCE RECENTLY.

CA050808004	PWC		ENGINE	MAKING METAL
8/1/2005	PW150A			

(CAN) LOSS OF ENGINE OIL PRESSURE OBSERVED IN CRUISE. ENGINE WAS SHUTDOWN AND UNEVENTFUL SINGLE ENGINE LANDING PERFORMED. GROUND EXAMINATION SHOWED A QUANTITY OF METAL CHIPS ON THE RGB CHIP DETECTOR. ENGINE IS EN-ROUTE TO MFG FOR TEAR-DOWN INVESTIGATION. MFG WILL KEEP INFORMED AS THE INVESTIGATION PROGRESSES.

CA050722002	AEROSP	TMECA	FITTING	BROKEN
6/23/2005	SA315B	ARTOUSTE3B		HORIZONTAL STAB

(CAN) COMPOSITE HORIZONTAL STABILIZER INSTALLED IN ACCORDANCE WITH STC SR00124LA-D. THE R/H REAR ATTACHMENT LUG WAS FOUND TO BE BROKEN COMPLETELY OFF AT THE SPAR ON THE STABILIZER. IT WAS FOUND WHILE A DAILY INSPECTION WAS BEING PERFORMED ON THE AIRCRAFT. WE HAVE INFORMED THE MANUFACTURER WHO HAS ISSUED A SERVICE BULLETIN 05-01.

CA050809001	AIRBUS	GE	SWITCH	SHORTED
8/4/2005	A310300	CF680C2*	E0062D1S4BJ04	ANTI COLLISION L

(CAN) DURING STATION TURN AROUND, MAINTENANCE NOTICED SMALL SPARK COMING OUT OF THE ANTI-COLLISION CONTROL SWITCH (2LV). CIRCUIT BREAKER (5LV) OF THE LOWER BEACON WAS POPPED. FOUND THE ANTI-COLLISION SWITCH CONTACTS 1B AND 2B SHORTED TOGETHER, REGARDLESS OF THE SWITCH POSITION AND SHORTED TO GROUND THROUGH THE SWITCH BODY. SWITCH ASSEMBLY WAS REPLACED.

CA050808001	AIRBUS	GE	CIRCUIT BREAKER	BURNED
8/4/2005	A310304	CF680C2*	NAS931323501	

(CAN) DURING ENGINES GROUND RUN AFTER A ROUTINE INSPECTION VISIT, THE FOLLOWING CIRCUIT BREAKERS WERE FOUND POPPED, FUEL LT INNER TANK PUMP NR 1, FUEL RT INNER TANK PUMP NR 2, FUEL CENTER TANK RT PUMP, FUEL LT OUTER TANK PUMP NR 1 AND AFT CABIN FAN. DURING INVESTIGATION FOUND C/B 2XN BURN AND PHASE C MISSING AT 101VUB23, FOR 202XP BUSS BAR. C/B REPLACED. A SPECIAL INSPECTION CAMPAIGN WAS INITIATED TO PERFORM A DETAIL INSPECTION OF CIRCUIT BREAKERS INSTALLED IN ALL AIRCRAFT POWER CENTER 101VU AND REPLACE IN CASE OF FINDINGS.

CA050808003	AIRBUS	RROYCE	PUMP	FAILED
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8/7/2005 A330243 RB211TRENT77 9749976 HYD SYSTEM

(CAN) AIRCRAFT RETURNED TO THE STATION DUE TO NR 1 ENGINE LOW HYDRAULIC PRESSURE AND LOSS OF HYDRAULIC FLUID GREEN SYSTEM. DURING INVESTIGATION THE HYDRAULIC PUMP HAD FAILED WITH A HOLE INTO THE HOUSING. HYDRAULIC PUMP AND FILTER REPLACED AND AIRCRAFT WAS RETURN TO SERVICE. PUMP ROUTED TO REPAIR SHOP FOR INVESTIGATION.

[2005FA0001255](#) AMD GARRTT SHAFT SHEARED

7/14/2005 FALCON10 TFE731* 41222 DRIVE

WHILE PERFORMING AN ENGINE GROUND OPERATION THE HYDRAULIC PUMP OUTPUT CEASED. A SHEARED PUMP EXTERNAL DRIVE SHAFT WAS DISCOVERED. SYSTEM REGULATION AND RETURN FILTERS AND PUMP HOSES SHOW NO INDICATIONS OF METAL CONTAMINATES. THE PUP STUB SHAFT STILL TURNS BY HAND. REMOVED PUMP ASSEMBLY FROM SERVICE AND INSTALLED AN OVERHAULED PUMP. (K)

[2005FA0001254](#) AMD GARRTT TRANSDUCER FAILED

12/5/2004 FALCON20 TFE731* 95426531 ANTI SKID SYS

NORMAL APPROACH WITH A GOOD ANTI-SKID CK, AC WENT OFF END OF 6000 FT WET RUNWAY. INSP OF TIRE MARKS AFTER ACCIDENT, NO EVID OF BRAKING ACTION. NO CAUSE OF FAILURE. ON TEST FLT AFTER REPAIR, RT ANTI-SKID WOULD NOT TEST IN AIR. ANTI-SKID WAS LEFT ON LANDING, BRAKING OPERATED NORMALLY. TAXING AFTER LANDING, RT BRAKES QUIT WORKING WHILE ANTI-SKID WAS ON. LT AND RT BRAKES WORKED NML WHEN ANTI SKID WAS TURNED OFF. TESTED ALL OF ANTI-SKID TRANSMITTERS, FOUND NR 3 TRANSMITTER TO HAVE AN OPEN CIRCUIT IN 70 PERCENT OF ITS TRAVEL. MM TEST SPECIFIES TO HOLD BOTH BRAKE PEDALS, SPIN ONE TRANSDUCER WHICH SHOULD CAUSE ALL BRAKES TO RELEASE. THIS TEST PERFORMED AFTER ACCIDENT, BEFORE TEST FLT, CHECKED OK BOTH TIMES.

[2005FA0001224](#) AMD COVER MELTED

8/11/2005 FALCON900EX 200146901 MICROWAVE OVEN

MICROWAVE OVEN, PN 400-1338-02-L, INSTALLED, EXPERIENCED A (SMOKE EVENT) WHILE FLYING OVER TURKEY. REP EXAMINED THE UNIT ON 8/12/2005. THE MOISTURE COVER HAD OVERHEATED DURING OPERATION WITH A LIGHT LOAD. SB-MW-02, DATED 4/25/01 TO REPLACED MOISTURE COVER WAS NOT INSTALLED. RECURRENCE COULD BE PREVENTED BY INSTALLING SB-MW-02. (K)

[2005FA0001280](#) AMD GE SHUTOFF VALVE INTERMITTENT

8/29/2005 FALCONF CF700* 14632112 P3

INSTALLED O/H VALVE. PERFORMED LEAK CHECKS OF VALVE WITH NO DEFECTS NOTED. AC NOTED LOW AIRFLOW ON GROUND. OPS CHECKED PRESSURIZATION ON GROUND AND FOUND THAT AC WOULD NOT PRESSURIZE. TROUBLESHOT VALVE AND DETERMINED THAT THE VALVE INSTALLED WAS MALFUNCTIONING. VALVE WOULD ONLY MOVE INTERMITTENTLY. FURTHER REVIEW FOUND THAT THE VALVE WAS PREVIOUSLY O/H DUE TO SAME REASON. NO RECOMMENDATIONS FOR PREVENTING RECURRENCE EXCEPT FOR METHODS AND STANDARDS REVIEW OF THE REPAIR STATION THAT OVERHAULED THE PART. (K)

[2005FA0001270](#) AMTR LYC CYLINDER CRACKED

11/18/2004 AEROSTARBIRD TIO540* 40005401 MLG

COLLAR SEPARATING FROM TUBE DUE TO INSUFFICIENT PENETRATION WHEN PART WAS FURNACE BRAZED OR SILBER SOLDERED TOGETHER- WORKING COLLAR CAUSED PART TO WORK AND CRACK BOSS. RECOMMEND INSPECTION OF COLLAR AT BOTTOM OF GEAR STRUT FOR ANY MOVEMENT OR WORKING BETWEEN COLLAR AND THE STRUT CYLINDER ASSEMBLY- DYE CHECK COLLAR WHERE PART IS MACHINED FOR CLEARANCE ON TORQUE LINKS. (K)

[2005FA0001269](#) AMTR LYC CYLINDER CRACKED

11/18/2004 AEROSTARBIRD TIO540* 40005401 MLG

COLLAR SEPARATING FROM TUBE DUE TO INSUFFICIENT PENETRATION WHEN PART WAS FURNACE BRAZED OR SILVER SOLDERED TOGETHER-WORKING COLLAR CAUSED PART TO WORK AND CRACK BOSS. (K)

9132005	AMTR		STEP	DAMAGED
9/14/2005	LANCAIR		314	LT SIDE

RETRACTABLE STEP ASSEMBLY MECHANISM IS ATTACHED TO THE LANDING GEAR STRUT BY A STEEL BRAIDED CABLE WITH METAL CLAMP. CLAMP AROUND STRUT ROTATED ALLOWING EXCESSIVE SLACK IN THE CABLE. WHEN THE LT LANDING GEAR WAS EXTENDED IT CAME IN CONTACT WITH THE RETRACTABLE STEP ASSEMBLY AND WOULD NOT ALLOW THE LANDING GEAR TO LOCK IN THE DOWN POSITION.

CA050818003	BAG	GARRTT	BULKHEAD	CRACKED
8/9/2005	JETSTM3212	TPE33110UG		NLG WW

(CAN) CRACK ON FRONT PRESSURE BULKHEAD LT VERTICAL WEB, AT LT NOSE GEAR TRUNNION ATTACHMENT BRACKET TOP CENTER BOLT HOLE.

2005FA0001260	BBAVIA	LYC	B-NUT	LOOSE
8/22/2005	7KCAB	IO320*		CRANKCASE

ENGINE OIL PRESSURE LINE B-NUT AT GEAR CASE LOST TORQUE AND THE ENGINE LOST ALL OIL. LACK OF LUBRICATION CAUSED FAILURE OF THE NR2 CONNECTING ROD BEARING. (K)

CA050819012	BBAVIA	LYC	CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E	19023	TE FLAPS

(CAN) LT AND RT FLAP CABLES FRAYED AT WING ROOT PULLEYS.

CA050819006	BBAVIA	LYC	LEAF SPRING	BROKEN
8/19/2005	8GCBC	O360C2E	315435	TAIL WHEEL

(CAN) MAIN LEAF SPRING BROKEN AT ALIGNMENT DIMPLE.

CA050819007	BBAVIA	LYC	CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E	19023	TE FLAPS

(CAN) RT FLAP WING ROOT CABLE FRAYED AT PULLEY.

CA050819008	BBAVIA	LYC	CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E	12364	RUDDER

(CAN) LT RUDDER CABLE FRAYED AT CABIN PULLEY.

CA050819009	BBAVIA	LYC	CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E	12364	RUDDER

(CAN) LT RUDDER CABLE FRAYED AT CABIN PULLEY.

CA050819010	BBAVIA	LYC	CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E	12364	RUDDER

(CAN) LT RUDDER CABLE FRAYED AT CABIN PULLEY.

CA050819011	BBAVIA	LYC		CONTROL CABLE	FRAYED
8/19/2005	8GCBC	O360C2E		19023	TE FLAPS
(CAN) RT FLAP CABLE FRAYED AT WING ROOT PULLEY.					
CA050812003	BBAVIA	LYC		MOUNT	CRACKED
8/11/2005	8GCBC	O360C2E		21583	FLAP HINGE
(CAN) ON THE RT WING IB MOST FLAP MOUNT THERE ARE SEVERAL SMALL CRACKS PROTRUDING OUT OF THE LOWER BOLT HOLE WHICH IS USED TO ATTACH THE BRACKET TO THE REAR SPAR OF THE WING.					
CA050812004	BBAVIA	LYC		MOUNT	CRACKED
8/9/2005	8GCBC	O360C2E		21583	FLAP HINGE
(CAN) ON THE LT WING IB MOST FLAP MOUNT THERE ARE SEVERAL SMALL CRACKS AND ONE LARGE CRACK PROTRUDING OUT OF THE LOWER BOLT HOLE WHICH IS USED TO ATTACH THE BRACKET TO THE REAR SPAR OF THE WING.					
2005FA0001294	BBAVIA	LYC		BEARING	DAMAGED
9/15/2005	8KCAB	AEIO360*			HORIZONTAL STAB
DURING PREFLIGHT THE PILOT FOUND EXCESSIVE MOVEMENT IN THE LT OB ELEVATOR HINGE PIN. MAINTENANCE REMOVED BOTH ELEVATORS AND THE RUDDER AND FOUND LONGITUDINAL SCORING ON ALL THE HINGE BOLTS (AN23-40) APPARENTLY CAUSED DURING MFG OF THE AIRCRAFT. THE LONGITUDINAL SCORING WAS CAUSED BY THE CENTER NEEDLE BEARING (PN B34PS) ON THE ELEVATOR AND RUDDER. CIRCUMFERENTIAL SCORING WAS ALSO PRESENT ON ALL BOLTS APPARENTLY CAUSED BY IMPROPERLY ALIGNED AND REAMED BUSHINGS (PN 1-3737-1) ON THE HORIZONTAL AND VERTICAL STABILIZER HINGES. THE MFG WAS CONTACTED CONCERNING THE PROBLEM. THE SAME CONDITION IS PRESENT IN SN 943-2004.					
CA050823004	BEECH	PWA		WIRE	LOOSE
8/18/2005	100BEECH	PT6A28			FEED BUSS
(CAN) SUB PANEL RT NR 1 CB POPPED CAUSING MULTIPLE SYSTEM FAILURES. INVESTIGATION FOUND DUAL FEED BUSS HAD AN OPEN. FURTHER INVESTIGATION REVEALED MULTIPLE WIRING ABNORMALITIES FROM POOR MAINTENANCE IN THE PAST, AND ELECTRICAL CONNECTIONS LOOSE FROM AGE.					
CA050823006	BEECH	PWA		DOOR	STIFF
8/15/2005	100BEECH	PT6A28			TAILCONE
(CAN) THE AIRCRAFT WAS PARKED IN HEAVY RAIN WAITING FOR PASSENGERS. DURING CRUISE THE FLIGHT CREW NOTICED ELEVATOR CONTROLS STIFF/ FROZEN. CONTROLS FREED UP DURING DESCENT AS THEY ENTERED WARMER AIR. INVESTIGATION ON THE GROUND FOUND LARGE QUANTITIES OF WATER AND ICE IN THE TAIL NEXT TO THE PRESSURE BULKHEAD. LOW POINT IN THE CABLE RUN AND IN THE TAIL CONE. DETAILED INVESTIGATION FOUND THE DOUBLERS INSTALLED AFTER THE DUAL STRAKE CONVERSION HAD COVERED THE DRAIN HOLES FOR THE TAIL AND TAIL CONE, ALLOWING WATER TO POOL.					
CA050726005	BEECH	PWA	HARTZL	BOLT	LOOSE
7/24/2005	1900C	PT6A65B		B3339	PROPELLER
(CAN) DURING AN INSPECTION OF THE BOLTS ACCORDING TO AD2005-14-12 ALL OF THE BOLTS FAILED THE TEST TORQUE. THE BOLTS WERE ALL OF BATCH NUMBER 56. THIS IS ONE OF THE BATCHES THAT IS REQUIRED TO BE REPLACED BY THE AD. THE BOLTS WERE REPLACED.					
CA050823003	BEECH	PWA		SKIN PANEL	CORRODED
6/8/2005	1900D	PT6A67D		1294300653	PYLON
(CAN) SEVER CORROSION FOUND BETWEEN BONDED MEMBERS OF THE SKIN PANEL ASSY					

STRETCHING THRU THE ENTIRE LENGTH OF THE PANEL.

CA050802001	BEECH	PWA	TRUSS	CRACKED
5/30/2005	1900D	PT6A67D	12991004713	ENGINE MOUNT

(CAN) MULTIPLE CRACKS WERE FOUND EMITTING FROM TOOLING HOLES AND RIVETS IN BRACKETS A (220-050) AND B (220-051), IAW DRAWING NR 129-910047-13.

CA050802002	BEECH	PWA	WIRE	BROKEN
7/31/2005	1900D	PT6A67D		UPLOCK SWITCH

(CAN) AFTER TAKEOFF ,THE GEAR WAS RETRACTED AND THE RED INTRANSIT LIGHT DID NOT EXTINGUISH. THE GEAR WAS EXTENDED AND OPERATED NORMALLY. THE FLIGHT CONTINUED, THE CREW DID A FLYBY OF TOWER TO CONFIRM GEAR POSITION WHEN UP. THE TOWER THOUGHT THE NOSE WAS LOWER THAN NORMAL. (THE NOSE GEAR TIRE ON A1900 ALWAYS STICKS OUT OF WHEEL WELL.) THE GEAR WAS EXTENDED AND INDICATED SAFELY. THE AIRCRAFT RETURNED TO BASE WHERE MAINTENANCE FOUND A BROKEN WIRE ON THE NOSE GEAR UPLOCK SWITCH HARNESS.

CA050824010	BEECH	PWA	DRIVE ASSY	SHEARED
8/15/2005	1900D	PT6A67D	1013800006	TE FLAPS

(CAN) AC HAD JUST LANDED, SELECTED FLAPS UP, STOPPED BETWEEN APPROACH AND ZERO (FULL UP). PILOT CALLED MAINT, WAS INSTRUCTED TO TRY SPLIT FLAP BYPASS SYS, INFORMED MAINT THAT ALL FLAPS WENT UP EXCLUDING THE RT OB. ASSUMED THAT FLAP DRIVE CABLE WAS SHEARED. AME`S WERE SENT TO INSPECT SYS, CONFIRMED SHEARED CABLE. RT FLAP WAS SECURED IN FULL UP POSITION, FLAP SYS DEFERRED AND AC WAS FLOWN BACK TO MAIN MAINT FACILITY. AFTER CABLE WAS REPLACED ALL NECESSARY CHECKS WERE COMPLETED, NO OTHER FAULTS WERE FOUND. CAUSE OF CABLE FAILURE WAS CORROSION DUE TO TRAPPED MOISTURE. UPON FURTHER INVESTIGATION OF RECORDS IT TURNS OUT THAT CABLE WAS THE NEWEST OF THE 3 CABLES INSTALLED. MFG HAS BEEN NOTIFIED, PICTURES SENT.

CA050803006	BEECH	PWA	DRIVE SHAFT	SHEARED
8/2/2005	1900D	PT6A67D		ACTUATOR

(CAN) ON CLIMBOUT, ELEC TRIM WAS OPERATED, IT WOULD ONLY MOVE 1.5 DEG FROM FULL NOSE UP, COULD NOT BE MOVED MANUALLY. AC RETURNED TO DEPARTURE AIRPORT. ELEV TRIM WAS STILL JAMMED ON GROUND ELECTRICALLY AND MANUALLY. INSP OF ACTUATOR MOTOR, IN TAIL SECTION, REVEALED THAT DRIVE HAD SHEARED AT END OF ACTUATOR. ACTUATOR IS CONNECTED TO ANOTHER CABLE DRUM UNIT WITH UNIVERSAL JOINT. ACTUATOR ASSY IS CONNECTED TO 1 ELEV TRIM CABLE WITH BRIDAL CABLE, DRUM UNIT IS CONNECTED TO OTHER ELEV TRIM CABLE WITH A BRIDAL CABLE. WHEN ACTUATOR DRIVE SHEARED, BRIDAL CABLE OF DRUM UNIT AND UNIVERSAL JOINT JAMMED ELEVATOR TRIM CABLE, SO THERE WAS VERY LITTLE MOVEMENT OF TRIM SYS. REASON FOR ACTUATOR DRV BREAKING IS UNKNOWN.

R017794	BEECH	PWA	HARTZL	BEARING	BROKEN
9/20/2005	1900D	PT6A67D	HCE4A3J	D7745	PROPELLER HUB

PROP WAS REMOVED FOR LOOSE BLADE. PROP WAS OVERHAULED BY MFG SERVICE CENTER ON 10/7/03 AND INSTALLED NEW D-7745 BEARINGS AT THAT TIME. HUB SIDE BEARINGS ON BLADES 2 AND 3 ARE CRACKED CIRCUMFERENTIALLY. HUB SIDE BEARING ON BLADE 4 IS BROKEN.

CA050816003	BEECH	PWA	DRIVE GEAR	BROKEN
7/16/2005	200BEECH	PT6A41	311663301	A/C PACK

(CAN) FOLLOWING FLIGHT AND DURING A LAYOVER CHECK, IT WAS NOTED THAT AIR CONDITIONING ACCY DRIVE WAS DE-COUPLED FROM GAS GENERATOR AS NOTED DURING ROTATION OF AC COMPRESSOR. REMOVAL OF EXTERNAL DRIVE SPLINE DETERMINED THAT THE FAULT WAS NOT EXTERNAL TO ENGINE BUT RATHER ISOLATED TO INTERNALS OF ENGINE ACCY GB. ENGINE WAS REMOVED, SENT TO AN ENGINE SHOP FOR INVESTIGATION AND REPAIR. ENGINE TEARDOWN DETERMINED THAT DE-COUPLING WAS RESULT OF BROKEN AGB OPTIONAL GEAR, WHICH DRIVES AC COMPRESSOR. ROOT CAUSE OF PROBLEM WAS A RESTRICTED OIL JET NOZZLE CAUSING ABNORMAL SHAFT SPLINE WEAR, WHICH RESULTED IN ABNORMAL PLAY AND ROTATION OF THE AGB COUPLING

SHAFT, RESULTING FATIGUE FAILURE OF THE AGB OPTIONAL GEAR.

CA050811003	BEECH	PWA	WINDSHIELD	DELAMINATED
8/8/2005	200BEECH	PT6A41	10138402521	COCKPIT

(CAN) DURING DESCENT THE PILOTS WINDSHIELD COMPLETELY DELAMINATED. THE WINDSHIELD STAYED IN PLACE HOWEVER THE VISION FORWARD WAS COMPLETELY OBSCURED.

2005FA0001246	BEECH		CONNECTOR	LOOSE
8/15/2005	400A		3446J1B	WIRE BUNDLE

INVESTIGATED IN-FLIGHT (GPWS), (TERR), AND (WINDSHEAR) FAIL INDICATIONS. SYSTEM FAILURES CONFIRMED ON GROUND. FOUND AIRFRAME WIRING CONNECTOR (3446J1B UNSEATED FROM EGPWS UNIT CONNECTOR DUE TO TENSION ON WIRING BUNDLE. RESEATED CONNECTOR PINS AND RESECURED WIRING BUNDLE AS REQUIRED TO RELIEVE TENSION. REINSTALLED CONNECTOR TO EGPWS UNIT, OPS CHECK OK. (K)

2005FA0001282	BEECH	PWA	SWITCH	FAILED
8/17/2005	400A	JT15D5	5EN16	NLG

LANDING GEAR SYS RED (GEAR UNSAFE) WARNING LIGHT REMAINED ILLUMINATED FOLLOWING GEAR EXTENSION WHILE LANDING. ALL (3) GREEN LANDING GEAR DOWN AND LOCKED POSITION INDICATING LIGHTS ILLUMINATED. AC FERRIED FOR REPAIRS. FOUND LT MLG DOOR POSITION SWITCH S097 FAILED INTERNALLY. REPLACED S097 SWITCH ASSY WITH SERVICEABLE UNIT, LANDING GEAR RETRACT/EXTENSION SYSTEM TESTS NORMAL. TRANSIENT AIRCRAFT, UNABLE TO DETERMINE TT ON FAILED SWITCH. SUGGEST THAT LG POSITION INDICATING SWITCHES BE SCHEDULED REPLACEMENT ITEMS. PROBABLY IN CONJUNCTION WITH LANDING GEAR 7400 HR/5000 CYCLE INSPECTIONS. SUGGEST REPLACING POSITION SWITCHES WITH IMPROVED HERMETICALLY SEALED TYPE SWITCHES AS THEY REQUIRE REPLACEMENT. (K)

2005FA0001267	BEECH	LYC	MOUNT	CRACKED
8/25/2005	77	O235L2C	-71	ENGINE

THE UPGRADED ENGINE MOUNT WAS FOUND CRACKED. A PLUG USED TO RELIEVE WELDING PRESSURE AND ADD ADD LINSEED OIL APPEARS TO THE THE PROBLEM (STRESS RISER? ETC) THE LINSEED OIL ESCAPED AND MADE A PERFECT CRACK INDICATION WITHOUT USE OF DYE PENETRANT. THE OLDER STYLE, -1 MOTOR MOUNT DOES NOT HAVE PLUGS IN THIS AREA. (K)

CA050617007	BEECH	CONT	DOUBLER	CRACKED
6/15/2005	95B55	IO470L	5840083S	FRONT WING SPAR

(CAN) DURING ROUTINE LPI INSPECTION OF THE FRONT WING SPAR CARRY THRU STRUCTURE AND REPAIR DOUBLERS IN ACCORDANCE WITH AD90-08-14, THE LT FWD REPAIR DOUBLER WAS FOUND CRACKED IN THE LOWER BEND RADIUS IN THE SAME SPOT AS THE ACTUAL WING SPAR WHICH THE DOUBLER WAS USED TO REPAIR. THE FAA WAS CONTACTED FOR A REPAIR PROCEDURE AND ADVISED US THAT REPLACEMENT OF THE DOUBLER WAS AN ACCEPTABLE REPAIR TO RESTORE THE STRUCTURAL INTEGRITY. THE ORIGINAL REPAIR DOUBLER WAS INSTALLED AUGUST 14, 1990 AND HAS SINCE ACUMULATED 7486.0 HOURS SINCE IT'S INSTALLATION.

CA050802004	BEECH	PWA	NUT	LOOSE
8/27/2004	A100	PT6A28	MS21042L4	LT PROPELLER

(CAN) AFTER TAKE OFF, THE CREW NOTICED THE LT ENGINE TORQUE WAS OVER RED LINE, POWER WAS REDUCED. MAINTENANCE LATER DISCOVERED THAT PART OF THE LOW PITCH ARM WAS BROKEN OFF. IT WAS DETERMINED THAT THE NUT PN MS21042L4 HOLDING THE PIN PN 100-960036-1 HAD BECOME LOOSE AND THIS ALLOWED THE LOW PITCH ARM TO CONTACT THE PROP BULKHEAD AND BREAK OFF. THE POWER SECTION WAS REPLACED FOR LIGHT OVERHAUL.

CA050829003	BEECH	PWA	BULKHEAD	CRACKED
8/25/2005	A100	PT6A34		FUSELAGE

(CAN) DURING THE CONTINUING AIRWORTHINESS STRUCTURAL INSPECTION CHAFFING DAMAGE WAS

FOUND ON THE AFT SIDE OF THE AFT PRESSURE BULKHEAD. THE LOWER CENTER AND THE LOWER RT INTERCOSTALS RUBBING ON THE BULKHEAD DURING PRESSURIZATION CAUSED THE DAMAGE. FURTHER INVESTIGATION (EDDY CURRENT) FOUND THAT THE BULKHEAD WAS CRACKED AT THE CENTER INTERCOSTAL LOCATION.

CA050829001	BEECH	PWA	DOUBLER	CRACKED
8/25/2005	A100	PT6A34	5042002847	FRAME

(CAN) DURING THE CONTINUING AIRWORTHINESS STRUCTURAL INSPECTION A CRACK WAS FOUND IN THE FLOOR LEVEL DOUBLER FOR THE LT FRAME AT FUSELAGE STATION 207.00, THE CRACK MOVED Laterally across the doubler from the IB side through 2 rivet holes and a bend. The probable cause is that the doubler had a pilot hole that was directly adjacent to a rivet hole with no edge distance. The crack was about 3.5 inches long.

CA050727007	BEECH	BEECH	SKIN	CORRODED
7/26/2005	B100		991300009	AILERON

(CAN) CORROSION WAS FOUND ON THE LEFT HAND AILERON UNDER THE STATIC WICKS. THE AILERON WAS REMOVED AND DISASSEMBLED. AFTER REMOVING THE UPPER SKIN, IT WAS DISCOVERED THAT THE UPPER AND LOWER SKINS WERE CRACKED IN MULTIPLE LOCATIONS, JUST AFT OF THE JOINT WHERE THE NOSE SKIN OVER LAPS THE AFT SKIN. RAYTHEON HAS PUBLISHED A S.B. TO INSPECT THE RIGHT HAND AILERON FOR CRACKS IN THE SAME LOCATION, BUT NOT FOR THE LT AILERON.

CA050727008	BEECH	BEECH	SKIN	CRACKED
7/25/2005	B100		991300009	AILERON

(CAN) CORROSION WAS FOUND ON THE LEFT HAND AILERON UNDER THE STATIC WICKS. THE AILERON WAS REMOVED AND DISASSEMBLED. AFTER REMOVING THE UPPER SKIN, IT WAS DISCOVERED THAT THE UPPER AND LOWER SKINS WERE CRACKED IN MULTIPLE LOCATIONS, JUST AFT OF THE JOINT WHERE THE NOSE SKIN OVER LAPS THE AFT SKIN. RAYTHEON HAS PUBLISHED A S.B. (SB57-3148) TO INSPECT THE RIGHT HAND AILERON FOR CRACKS IN THE SAME LOCATION, BUT NOT FOR THE LEFT AILERON.

CA050727009	BEECH	BEECH	SKIN	CRACKED
7/25/2005	B100		991300009	AILERON

(CAN) CORROSION WAS FOUND ON THE LEFT HAND AILERON UNDER THE STATIC WICKS. THE AILERON WAS REMOVED AND DISASSEMBLED. AFTER REMOVING THE UPPER SKIN, IT WAS DISCOVERED THAT THE UPPER AND LOWER SKINS WERE CRACKED IN MULTIPLE LOCATIONS, JUST AFT OF THE JOINT WHERE THE NOSE SKIN OVER LAPS THE AFT SKIN. RAYTHEON HAS PUBLISHED A S.B. (SB57-3148) TO INSPECT THE RIGHT HAND AILERON FOR CRACKS IN THE SAME LOCATION, BUT NOT FOR THE LEFT AILERON.

CA050817004	BEECH	GARRTT	INDICATOR	SMOKE
6/26/2005	B100	TPE3316252B	2591411444	FLT DIRECTOR

(CAN) ON TAKEOFF THE FLIGHT DIRECTOR INDICATOR STARTED TO SMOKE. THE PILOT RETURNED TO THE AIRPORT AND LANDED WITHOUT INCIDENT. THE FLIGHT DIRECTOR INDICATOR WAS REMOVED AND A LOANER UNIT WAS INSTALLED. THE AIRCRAFT DEPARTED AND COMPLETED THE FLIGHT WITHOUT FURTHER INCIDENT. A FAULTY POWER TRANSFORMER AND BURNED POWER SUPPLY BOARD WERE REPLACED AND THE UNIT WAS REINSTALLED IN THE AIRCRAFT.

CA050824012	BEECH	GARRTT	TORQUE TUBE	CRACKED
8/3/2005	B100	TPE3316252B	115610010325	ELEVATOR

(CAN) WHILE CARRYING OUT A PHASE 2 AND 3 INSPECTION, THE RT ELEVATOR TORQUE TUBE HAD A .5 INCH CRACK. THE CRACK WAS DISCOVERED BETWEEN THE ELEVATOR AND TORQUE TUBE. THE TORQUE TUBE WAS REPLACED.

CA050810002	BEECH	PWA	HEATER	FAILED
8/8/2005	B200	PT6A42	10585J	FUEL/OIL

(CAN) PILOT REPORTED RT ENGINE HAD NO ACCELERATION RATE AS COMPARED TO LT ENGINE. THE RT ENGINE DID EVENTUALLY ACCELERATE, BUT NOT EQUAL WITH THE LT. TROUBLESHOT AND FOUND RT OIL-TO-FUEL HEATER THERMOSTAT GONE TO (FULL HOT) AND FUEL TEMP WAS SAME AS OIL TEMP, THEREFORE BOILING THE FUEL AND VAPOURIZING IT AND THEREFORE SUBSEQUENT LOSS OFF POWER AND ACCELERATION. OIL TO FUEL HEATER CHANGED AND ACCELERATION REGAINED. THE FUEL CONTROL UNIT WAS CHANGED INITIALLY FOR TROUBLESHOOTING AS OIL TO FUEL HEATER WAS NOT SUSPECTED AS FAULT.

CA050815001	BEECH	PWA	BLOWER	FAILED
8/14/2005	B300B350C	PT6A60A	1013841761	FWD CABIN

(CAN) THE AIRCRAFT WAS ON THE RETURN LEG OF A TRIP WHEN THE FORWARD VENT MOTOR P/N 101-384176-1 MODEL EM640-1 FAILED ON SHORT FINAL LANDING. THE TBO ON THIS UNIT IS 1500 HRS IAW COMPONENT OVERHAUL MANUAL. OUR UNIT FAILED PRIOR TO THIS LIMIT AND HAVE HAD OTHER OCCURRENCES OF PREMATURE FAILURE. HAVE DECIDED TO REDUCE THE TBO TIME IN HOUSE TO 1200 HRS AS A PREVENTIVE MEASURE. THE REMOVAL AND INSTALLATION OF THIS UNIT IS A TIME CONSUMING TASK ON THIS AIRCRAFT.

CA050615008	BEECH	PWA	TORQUE TUBE	CRACKED
6/4/2005	B99	PT6A27	115610010191	ELEVATOR

(CAN) UPON REMOVAL OF AIRCRAFT TAILCONE FOR OTHER MAINTENANCE, LT ELEVATOR TORQUE TUBE WAS DISCOVERED CRACKED. CRACK PROPAGATED FROM UNDER ELEVATOR MOUNTING FLANGE FITTING, EMANATING FROM TAPER PIN HOLE. WITH TAPER PINS REMOVED AND FITTING SLID BACK, ONLY THEN COULD FULL EXTENT OF DAMAGE BE VIEWED. CRACK STARTED AT IB OF 2 TAPER PINS, SPIRALED BOTH DIRECTIONS COMPLETELY ENCIRCLING TORQUE TUBE. BOTH CRACKS ENDED ABOUT 2 INCHES APART BUT ADJACENT TO EACH OTHER. SMALLER CRACKS WERE ALSO STARTING TO EMANATE FROM TAPER PIN HOLES FOR HORN FLANGE. SB HAD NOT YET BEEN COMPLETED ON THIS ASSY AS IT HAD JUST 364.7 HRS SINCE NEW . THIS DAMAGE MAY HAVE BEEN CAUSED BY SEVERE GUST LOADS OR JET BLAST.

2005FA0001315	BEECH	PWA	DOWNLOCK SWITCH	OUT OF ADJUST
9/23/2005	C90	PT6A21		RT MLG

ON APPROACH THERE WAS NO RT MAIN GEAR INDICATION. CHECKED GEAR RIGGING AND ADJUSTED RT DOWNLOCK SWITCH IAW M/M.

2005FA0001292	BEECH	LYC	CYLINDER	DAMAGED
9/9/2005	E18S	IO540*	LW12988	NR 1

DURING ANNUAL INSPECTION, IT WAS DISCOVERED DURING A DIFFERENTIAL COMPRESSION CHECK THAT THE NR 1 CYLINDER ON THIS ENGINE HAD ALMOST NO COMPRESSION. IT WAS DISCOVERED THAT THE EXHAUST VALVE GUIDE WAS BAD. ALSO, THE EXHAUST VALVE AND INTAKE VALVE HAD TO BE REPLACED. THIS CYLINDER WAS ON AN ENGINE THAT HAD BEEN RECALLED FOR THE CRANKSHAFT REPLACEMENT AD AND HAD ALL CYLINDERS REPLACED AT THAT TIME. THE CYLINDER HAD 149 HOURS IN SERVICE SINCE NEW. MFG WAS NOTIFIED OF THIS PROBLEM BUT WAS NOT INTERESTED. THE CYLINDER WAS REPAIRED.

2005FA0001265	BEECH	CONT	NOZZLE	BROKEN
8/23/2005	F33A	IO520BB	627335D13A	ENGINE FUEL

ON ROUTINE PHASE INSPECTION THE FUEL INJECTOR NOZZLES WERE REMOVED FOR CLEANING, AT THIS TIME THE MECHANIC DIDN'T NOTICE ANY DEFECTS. THE NOZZLES WERE THEN PLACED IN A CLEANING TANK AND AFTER REMOVING THEM FROM THE TANK THE MECHANIC NOTICED THE RING THAT THE FUEL INJECTOR LINE SEATS TO WAS BROKEN AWAY FROM THE NOZZLE, RECOMMENDATION AT THIS TIME IS TO DO A THROUGH INSPECTION OF THE NOZZLES WHEN THEY ARE REMOVED FOR CLEANING.

CA050729001	BEECH	CONT	RIB	CORRODED
7/28/2005	N35	IO470N	3565000525	STAB

(CAN) RT STABILIZER END RIB FOUND TO HAVE INTERGRANULAR CORROSION WHERE IT ATTACHED TO THE FORWARD RIB. CORROSION IS ON THE UPPER INSIDE CORNER OF THE RIB AND ONLY CAN BE VIEWED USING SMALL MIRROR THRU THE LIGHTENING HOLE OF THIS RIB JUST IB OF THE RUDDERVATOR BALANCE WEIGHT.

CA050729002	BEECH	CONT	RIB	CORRODED
7/28/2005	N35	IO470N	3565000525	STABILIZER

(CAN) LT STABILIZER END RIB FOUND TO HAVE INTERGRANULAR CORROSION WHERE IT ATTACHED TO THE FORWARD RIB. CORROSION IS ON THE UPPER INSIDE CORNER OF THE RIB AND ONLY CAN BE VIEWED USING SMALL MIRROR THRU THE LIGHTENING HOLE OF THIS RIB JUST IB OF THE RUDDERVATOR BALANCE WEIGHT.

CA050822007	BEECH	CONT	ALTERNATOR	FAILED
8/5/2005	V35B	IO520BA	ALX9424	ENGINE

(CAN) THE ALTERNATOR REAR BEARING FAILED ALLOWING THE ROTOR TO TOUCH THE FIXED COIL WHICH GENERATED ENOUGH HEAT TO BURN THE PAINT ON THE COIL. AN ODOR WAS NOTICED IN THE CABIN.

CA050816006	BELL	LYC	MOUNT	CRACKED
8/12/2005	205A1	T5317A	205060105001	ENGINE

(CAN) THE ENGINE MOUNT WAS MODIFIED BY STC SH99-11 WHICH ALLOWS THE MOUNT TO BECOME ADJUSTABLE. THE ADJUSTABLE PORTION OF THE MOUNT IS RIVETED TO ONE LEG AND IT CRACKED FROM ONE OF RIVET HOLES SECURING THE ADJUSTABLE TURNBARREL TO THE MOUNT LEG.

CA050816005	BELL	LYC	MOUNT	CRACKED
8/12/2005	205A1	T5317A	205060105001	ENGINE

(CAN) THE ENGINE MOUNT WAS MODIFIED BY STC SH99-11 WHICH ALLOWS THE MOUNT TO BECOME ADJUSTABLE. THE ADJUSTABLE PORTION OF THE MOUNT IS RIVETED TO ONE LEG AND IT CRACKED FROM ONE OF RIVET HOLES SECURING THE ADJUSTABLE TURN BARREL TO THE MOUNT LEG.

CA050616009	BELL	ALLSN	STARTER GEN	FAILED
5/16/2005	206B	250C20	23032018	ENGINE

(CAN) NOISE IN HEADSET REPORTED BY PILOT, THAT WAS GETTING WORSE. PILOT TURNED OFF GENERATOR AND NOISE WAS ELIMINATED. STARTER THEN FAILED TO ROTATE WHEN STARTER ATTEMPTED. START/GEN REPLACED AND A/C RETURNED TO SERVICE.

CA050616006	BELL	ALLSN	TRANSMITTER	UNSERVICEABLE
6/11/2004	206B	250C20	EA4703587	FUEL INDICATOR

(CAN) FUEL QUANTITY INDICATION FLUCTUATES AT NEAR FULL FUEL LEVELS. UPPER SENDING UNIT REPLACED. THIS INSTALLATION WAS 249.9 HOURS.

CA050808002	BELL	ALLSN	PUMP	FAILED
8/7/2005	206B	250C20		ENGINE

(CAN) AIRCRAFT WAS HAVING PROBLEM WITH INITIAL START. FUEL CHECK VALVE AND FCU HAD BEEN CHANGED FOR TROUBLESHOOTING. REPLACED ENGINE DRIVEN FUEL PUMP, AIRCRAFT RETURNED TO SERVICE.

CA050810003	BELL	ALLSN	COMBUSTION LINER	CRACKED
7/31/2005	206B	250C20	6870992	ENGINE

(CAN) THE PILOT WAS EXPERIENCING HIGH TOT (WITHIN FLIGHT MANUAL LIMITATION) AND REPORTED THAT THE AIRCRAFT WAS FAILING THE POWER CHECK. THE ENGINEER VISUALLY INSPECTED THE ENGINE FOR DISCREPENCIES AND FOUND A 2 INCH CRACK IN THE ARM PIT OF THE OUTER COMBUSTION LINER. TSN OF COMBUSTION LINER UNKNOWN. AIRCRAFT HAS ABOUT 12,950 HOURS ON

IT BUT THE COMBUSTION LINER DOES NOT APPEAR TO BE ORIGINAL.

CA050616008	BELL	ALLSN		SEAL	WORN
7/27/2004	206B	250C20B		406340104101	ENG TO XMSN

(CAN) FORWARD PTO SEAL REMOVED DUE TO OIL TRANSFER FROM ENGINE TO TRANSMISSION. UPON SEAL REMOVAL IT WAS FOUND THE IB SEAL LIP HAD BEEN FOLDED UNDER THE SEAL AT 2 LOCATIONS, APPROXIMATELY 1 INCH EACH. THE TENSION SPRING FROM THE SEAL HAD STAYED ON THE SEAL, A BARELY DETECTABLE WEAR POINT WAS CREATED AT THIS LOCATION. THIS WEAR POINT IS APPROXIMATELY 0.030 INCH FROM THE RUNNING SURFACE OF THE SEAL. ALSO FOUND AT SEAL REMOVAL WAS TWO OTHER TENSION SPRINGS BEHIND THE SEAL, THERE WAS NO DETECTABLE DAMAGE NOTED FROM THESE SPRINGS. NEW SEALS INSTALLED FORWARD AND AFT POSITIONS, A/C GROUND RUN, LEAK CHECKED AND RETURNED TO SERVICE.

CA050725002	BELL	ALLSN		BLADE	DAMAGED
7/24/2005	206B	250C20B		206010200133	MAIN ROTOR

(CAN) MAIN ROTOR BLADES P/N 206-010-200-133 S/N A6716 AND A6778 WILL NOT FLY LOWEST IPS WAS 1.7 WITH MAXIMUM TABING. THESE ARE NEW BLADES WITH AN APPARENT MANUFACTURING DEFECT.

CA050817001	BELL	ALLSN		WINDOW	FAILED
6/28/2005	206L	250C20B		206559258	CABIN

(CAN) RETAINER FOR SHOOTING WINDOW FAILED AND VERTICAL SLIDER DEPARTED THE AIRCRAFT. WINDOW REPLACED, A/C INSPECTED, NO FURTHER DAMAGE FOUND.

CA050616005	BELL	ALLSN	BELL	SWITCH	UNSERVICEABLE
3/8/2005	206L	250C20B		206063613003	LOW FUEL SWITCH

(CAN) SYSTEM TEST CARRIED OUT AS PART OF THE ANNUAL FUEL SYSTEM INSPECTION. FOUND THAT THE LOW FUEL LIGHT WOULD NOT COME ON UNTIL 25 LBS INDICATED (SHOULD BE 70 LBS). LOW FUEL SWITCH REPLACED AND A/C RETURNED TO SERVICE.

CA050617004	BELL	ALLSN		SEAL	LEAKING
5/27/2005	206L	250C20R2		206340104101	FREEWHEEL UNIT

(CAN) REPLACED SEAL DUE TO LEAKING OIL. (FREEWHEEL)

CA050804001	BELL	ALLSN	ALLSN	NOZZLE	CRACKED
7/30/2005	206L1	250C28B		6896024	COMPRESSOR

(CAN) EJECTOR NOZZLE BROKE OFF INTO THE INTAKE PLENUM AND EVENTUALLY WERE DRAWN INTO THE COMPRESSOR.

CA050804004	BELL	ALLSN		FITTING	CRACKED
7/22/2005	206L1	250C30		2060313293	TAILBOOM

(CAN) A CRACK STARTED AT THE TOP OF THE FITTING AND TRAVELED VERTICALLY THROUGH A RIVET HOLE TO APPROXIMATELY .1250 INCH BELOW IT.

CA050816007	BELL	ALLSN		DRIVE SHAFT	WORN
8/14/2005	206L1	250C30P		206076373001	MAIN ROTOR TACH

(CAN) WHILE A/C IN CRUISE FLIGHT LOW ROTOR HORN CAME ON. ROTOR RPM INDICATED (0). WHEN PILOT LOWERED COLLECTIVE, HE HAD NO HYDRAULIC PRESSURE. A/C LANDED AND MAIN ROTOR CONTACTED TAILBOOM. ON REMOVAL ROTOR TACH GEN DRIVE SHAFT INTERNAL SPLINES WERE FOUND TO BE WORN TO THE POINT OF DISENGAGEMENT.

CA050804002	BELL	ALLSN		BLADE	DAMAGED
6/29/2004	206L3	250C30P		206016201131	TAIL ROTOR

(CAN) UPON PILOT DAILY INSPECTION DAMAGE NOTED TO T/R BLADE ASSY. BLADE ASSY VISUALLY INSPECTED AND FOUND DAMAGED BEYOND ACCEPTABLE LIMITS. BLADE REPLACED.

CA050616007	BELL	PWA	WASHER	UNSERVICEABLE
5/1/2004	212	PT6T3	204030913005	XMSN MOUNT

(CAN) CONICAL WASHER FOR TRANSMISSION MOUNT BOLT - LT AFT POSITION - FOUND CRACKED. CRACK HAD NOT TRAVELLED COMPLETELY THROUGH WASHER, IT HAD STARTED AT OUTBOARD EDGE. WASHER REPLACED.

2005FA0001303	BELL	ALLSN	WIRE	FAILED
9/7/2005	430	250C40B	430076506109	BATTERY

A LOOSE CONNECTION AT THE RING TERMINAL ON THE AIRCRAFT BATTERY CONNECTOR CAUSED SUFFICIENT HEAT BUILDUP TO MELT THE SECURING NUT AND WASHER AND CHAR THE WIRING. THE PROBLEM WAS COMPOUNDED BY THE AIRCRAFT MFG USE OF IMPROPERLY SIZED RING TERMINALS AT THIS CONNECTION. THE MS25036-127 TERMINAL ENDS SPECIFIED BY THE MFG, UTILIZE A (.4375 INCH) HOLE IN CONJUNCTION WITH (.2500 INCH) STUDS ON THE BATTERY CONNECTOR PN MS25182-2. THIS IS CONTRADICTORY TO STANDARD PRACTICE AS SPECIFIED IN AC. (K)

CA050819003	BOEING	PWA	REGULATOR	UNSERVICEABLE
8/16/2005	727247	JT8D15	69187094	AC SYSTEM

(CAN) AIRCRAFT EXPERIENCED LOSS OF NR 1 GENERATOR SYSTEM ON APPROACH. THE FLAP INDICATION SYSTEM INDICATED A FLAP OUT OF ASYMMETRIC CONDITION CA USING THE CREW TO ABORT THE LANDING AND DECLARE AN EMERGENCY. THE AIRCRAFT LANDED SAFELY ON SECOND APPROACH AND TAXIED TO THE RAMP. MAINTENANCE DISCOVERED THAT THE NR 1 GENERATOR SYSTEM VOLTAGE REGULATOR HAD FAILED. BY THE NR 1 GENERATOR SYSTEM FAILURE, THIS CAUSED A ERRONEOUS FLAP ASYMMETRY FAULT. THE NR 1 VOLTAGE REGULATOR WAS SWAPPED WITH THE APU VOLTAGE REGULATOR AND THE APU VOLTAGE REGULATOR SYSTEM WAS MEL'D. ALL SYSTEMS CHECKED SERVICEABLE AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050826004	BOEING	CFMINT	DISPLAY	FAILED
8/25/2005	737*	CFM567B22	50401100003	ENTERTAIN SYS

(CAN) ON AUGUST 25, 2005 A/C WAS IN CRUISE WHEN THE CREW WAS ADVISED THAT THE VDU AT SEAT 22B WENT BLANK WITH THE SMELL OF SMOKE. THE IFE SYSTEM WAS TURNED OFF. MAINTENANCE REPLACED THE VDU AND THE SYSTEM TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

CA050810001	BOEING	PWA	PITOT SYSTEM	FOD
8/10/2005	737201	JT8D9A		PITOT/STATIC SYS

(CAN) ON TAKEOFF ROLL, NO AIRSPEED INDICATION ON THE CAPTAINS SIDE. DEBRIS FOUND IN CAPTAINS UPPER LT PITOT TUBE. BUG REMOVED AND PITOT/STATIC SYSTEM TESTED SERVICEABLE. TIMES: 63714:40 CYCLES: 61165.

CA050815005	BOEING	PWA	FAN	VIBRATION
8/8/2005	737204	JT8D15		ENGINE

(CAN) NOTICED, FELT VIBRATION ON INITIAL CLIMB OUT BELOW 10000 FT, BROUGHT UP ENG PARAMETERS ON MFD/VIB AT 3.5/ADVSD MTC. CONTROL/VIB. INCREASED GRADUALLY TO EXCEED 4.0 THROUGH 20000 FEET. AIRCRAFT RETURNED TO DEPARTURE. ENGINE FAN BLADES WERE RE-INSTALLED. ACCORDING TO BLADE SOLUTION DISTRIBUTION. SPINNER CONE WEIGHTS MORMALIZED AND ENGINE RUN CARRIED OUT WITH GOOD RESULTS. ENGINE VIBES NOW 0.2 NO FURTHER DIFICULTIES RECORDED TO DATE. ISSUE CLOSED.

CA050804009	BOEING	CFMINT	TORQUE TUBE	WORN
7/27/2005	737522	CFM563C1	694020512	TE FLAPS

(CAN) DURING ROUTINE INSPECTION THE NR 2 TRANSMISSION TORQUE TUBE, A DEEP 'V' GOUGE .016 INCH DEEP WAS FOUND. A FLEET CAMPAIGN WAS INITIATED TO CHECK ALL TRAILING EDGE FLAP TORQUE TUBES.

CA050817002	BOEING	CFMINT	DISPLAY	SMOKE
8/16/2005	73776N	CFM567B22	50401100003	SEAT 21D

(CAN) ON AUGUST 16, 2005 AIRCRAFT WAS IN CRUISE WHEN THE CREW WAS ADVISED THAT THE VDU AT SEAT 21D WAS SMOKING AND THE IFE SYSTEM WAS TURNED OFF. MAINTENANCE REPLACED THE VDU AND CHECKED THE SYSTEM TO BE SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

CA050819002	BOEING	CFMINT	DISPLAY	FAILED
8/18/2005	73776N	CFM567B22	50401100003	SEAT 17F

(CAN) DURING AIRCRAFT BOARDING, THE CREW WAS ADVISED THAT THE VDU AT SEAT 17F WAS SMOKING, THE SYSTEM WAS TURNED OFF. MAINTENANCE REPLACED THE VDU AND CHECKED THE SYSTEM SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MFG AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

CA050829005	BOEING	CFMINT	DISPLAY	INOPERATIVE
8/24/2005	73776N	CFM567B22	50401100003	SEAT 4E

(CAN) AC WAS IN CRUISE WHEN THE CREW WAS ADVISED THAT THE VDU AT SEAT 4E SMOKED. THE IFE SYSTEM WAS TURNED OFF. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

CA050825002	BOEING	CFMINT	DISPLAY	FAILED
8/24/2005	7377CG	CFM567B22	50401100003	ENTERTAIN SYS

(CAN) ON AUGUST 24, 2005 A/C WAS IN CRUISE WHEN THE CREW WAS ADVISED THAT THE VDU AT SEAT 17C HAD QUIT WORKING AND THE PASSENGER SMELLED SMOKE. THE IFE SYSTEM WAS TURNED OFF AT THIS POINT. MAINTENANCE REPLACED THE VDU AND CHECKED THE SYSTEM SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

CA050822004	BOEING	RROYCE	STRAP	CRACKED
8/20/2005	75728A	RB211535E437	AUL39151	ENGINE MOUNT

(CAN) DURING DAILY INSPECTION, FOUND LOW PRESSURE CASE UPPER ACCESSORY MOUNTING STRAP BROKEN.

CA050816001	BOEING	RROYCE	WINDSHIELD	CRACKED
8/13/2005	75728A	RB211535E437	1417480150	COCKPIT

(CAN) WHILE IN FLIGHT, THE FLIGHT CREW NOTICED ARCING INSIDE THE FIRST OFFICER WINDSHIELD WHICH RESULTED IN A SEVERELY CRACKED OUTER PANE.

2005FA0001279	BOEING	GE	WATER HEATER	FAILED
8/24/2005	767*	CF680	ES1183206400DK	GALLEY

FA COMPLAINED ABOUT NO HOT WATER AT GALLEY SINK SHORTLY BEFORE LANDING. ONCE ON GROUND, MAINTENANCE EXPOSED WATER HEATER, GOT HEAVY BURNED SMELL. REMOVED FALSE PANEL COVERING WATER HEATER, NOTED THAT NO CB EITHER ON UNIT OR ON GALLEY CB PANEL HAD TRIPPED. DECIDED TO LOOK AT INSIDE OF INSTALLED UNIT TO SEE IF THERE WAS SOMETHING THAT COULD BE REPAIRED. LOOKED AS THOUGH THERE WAS A FIRE INSIDE OF UNIT. IT BURNED ITSELF OUT, NO EXTERNAL DAMAGE WAS DONE. PRIOR TO OPENING AREA WHERE HEATER IS INSTALLED, THERE WAS NO SMELL ANYWHERE IN GALLEY FROM THE FIRE, NO CB TRIPPED. UNIT WAS REMOVED FROM AC AND SENT TO THE MFG. NO REASON OR CAUSE HAS BEEN FOUND AT THIS TIME.

(SW05200511531) (K)

CA050811001	BRAERO	RROYCE		TRANSDUCER	FAILED
8/9/2005	HS7482A	DART5342			STALL WARNING

(CAN) IN CRUISE, THE STICK SHAKER ACTIVATED WITH NO VISIBLE AIRFRAME ICING. THE AIRCRAFT RETURNED, WHERE MAINTENANCE REPLACED THE NR 2 STALL WARNING TRANSDUCER. THE AIRCRAFT RETURNED TO SERVICE WITH NO FURTHER PROBLEM.

CA050809002	BRAERO	RROYCE		ENGINE	FAILED
7/28/2005	HS7482A	DART5342			RIGHT

(CAN) AC WAS IN CRUISE, RT ENG WAS INDICATING NML, ENG SEEMED TO STUMBLE, COME BACK TO NML, THEN IMMEDIATELY FAILED. TEMP GAUGE FOR ENG RAPIDLY EXCEEDED 1000 DEGREES C, RPM DROPPED TOWARDS 0, TORQUE JUMPED THEN DROPPED TOWARDS 0. CAPT PULLED THROTTLE BACK, FEATHERED RT ENG IN ATTEMPT TO CNTRL TEMP. ENG FAILURE DRILL WAS COMPLETED, SOP AC LANDED WITH 1 ENG OPERATIONAL WITHOUT INCIDENT. REVIEW OF OP LIMITS OF MFG ENGINES, 1000 DEGREES C SURPASSES MAX TEMP ALLOWED. INFO STANDPOINT PROP WAS PULLED THROUGH WITH NO BINDING OR GRINDING PRESENT, PRESS FILTER WAS INSP, NO DEBRIS NOTED. BOTH COMPRESSOR INLET, JET PIPE EXIT INSPECTED NOTHING NOTED. ENG WAS CHANGED DUE TO TGT EXCEEDENCE, AC WAS RETURNED TO SERVICE.

2005FA0001291	CESSNA	CONT		CONTROL TUBE	CORRODED
9/2/2005	140	IO240A			FLAP SYSTEM

THE IB RT FLAP AND SECTION OF THE FLAP CONTROL TUBE WERE EXAMINED. THE CONTROL TORQUE TUBE WELD CONTAINED SURFACE CORROSION AND A FATIGUE CRACK WAS NOTED.

CA050826002	CESSNA	CONT	SLICK	COIL	WEAK
8/15/2005	150J	O200A	4201	M3114C120783	LT MAGNETO

(CAN) RAN ROUGH SLIGHTLY MORE PROP THAN NORMAL. MAG DROP, WEAK SPARK, ABOUT .3333 OF NORMAL STRENGTH. OVERHAULED MAG WAS INSTALLED, 900 HOUR PREVIOUSLY.

2005FA0001201	CESSNA	CONT	FORD	ROTOR SHAFT	SHEARED
8/13/2005	150L	O200*		DOFF10300F	ALTERNATOR

ALTERNATOR SHAFT SHEARED AT BEARING LOCATION. DRIVE GEAR, BUSHINGS, RETAINER AND COUPLING ASSEMBLY ROLLED BETWEEN ENGINE ACCESSORY CASE AND DRIVE GEAR. THE SHAFT HAD BEEN PREVIOUSLY CRACKED OVER 50 PERCENT PRIOR TO FAILURE. (K)

2005FA0001230	CESSNA	LYC		CARBURETOR	FAILED
8/18/2005	152	O235L2C		75107922	ENGINE

WHILE IN THE PATTERN DOING LANDINGS. THE ENGINE QUIT WHEN THE POWER WAS REDUCED ON BASE LEG TO LAND. AN UNEVENTFUL LANDING WAS MADE, AND AFTER CLIMBING OUT OF AIRCRAFT, FUEL WAS COMING OUT OF THE COWLING. UPON FURTHER INVESTIGATION FOUND 1 OF THE FUEL BOWL FLOATS TO BE .7500 FULL OF FUEL AND THE OTHER WAS .2500 FULL. CAUSING THE FLOAT TO SINK AND CAUSING THE FUEL AIR MIXTURE TO BE TOO RICH AT REDUCED POWER SETTINGS. CAUSING THE ENGINE TO FLOOD OUT AND QUIT ON THE APPROACH TO LAND. (K)

CA050803008	CESSNA	LYC		MOUNT	CRACKED
7/7/2005	172K	O320E2D		05510171	ENGINE

(CAN) 2 CRACKS FOUND AT LOWER CROSS TUBE SAME CRACKS FOUND ON PREVIOUS MOUNT. BOTH MOUNTS OVERHAULED, WELDING CRACKS LOCATED BESIDE WELD AREA SHOULD HAVE GUSSET PLATE WELDED AT THIS AREA TO RE-INFORCE.

CA050803004	CESSNA	LYC		CARBURETOR	FAILED
7/29/2005	172M	O320E2D		MA45PA	ENGINE

(CAN) THIS OPERATOR HAS EXPERIENCED FOR THE SECOND TIME THE PROBLEM THAT THESE

CARBURETORS HAVE WORKED LOOSE BETWEEN TOP AND BOTTOM HALVES, EVEN WITH ALL 4 SCREWS AND LOCKING TABS IN PLACE. THIS PROBLEM LEADS TO AIRCRAFT ENGINE RUNNING ROUGH, ALLOWING AIR TO ENTER BOND AND LET FUEL ESCAPE INTO ENGINE COMPARTMENT. IT APPEARS THAT DUE TO WEIGHT AND STRESS ASSOCIATED WITH CARBURETOR AIR BOX ATTACHED, THE CASTING OF THE LOWER HALF OF CARBURETOR CANNOT WITHSTAND THE WEIGHT AND THE THREADS ARE PULLED FREE THEREBY ALLOWING A SPLIT IN THE UNIT. VERY SERIOUS PROBLEM EXISTS AS A RESULT, ALLOWING RAW FUEL TO ENTER ENGINE COMPARTMENT AT CLOSE PROXIMITY TO EXHAUST.

CA050803001	CESSNA	LYC		BOLT	BROKEN
8/2/2005	172N	O360A4A		NAS428H316	STABILIZER

(CAN) DURING THE WALK-AROUND THE PILOT NOTICED THE DOWN ELEVATOR STOP BOLT HEAD HANGING FROM THE LOCKWIRE. IT HAD BROKEN FROM THE SHAFT APPROXIMATELY 2MM FROM THE BOLT HEAD. THE BOLT WAS REPLACED NEW AND THE ELEVATOR TRAVELS AND FUNCTION WERE CHECKED.

05252001	CESSNA	LYC	LYC	SEAL	LEAKING
9/9/2005	172P	O320D2J		STD2217	ADAPTOR

FIRST 100 HOUR INSPECTION AFTER OVERHAUL BY MFG (ENGINE SMOH 98.5). FOUND OIL LEAKING FROM DRY VACUUM PUMP DRIVE. THE ENGINE VACUUM PUMP ADAPTOR DRIVE OIL SEAL WAS NOT SEATED FAR ENOUGH IN ADAPTOR HOUSING CAUSING LEAKAGE. REPLACED ADAPTOR DRIVE OIL SEAL AND REINSTALLED ADAPTOR AND PUMP WITH NEW GASKETS. OPERATIONAL AND LEAK CHECK SATISFACTORY. THIS IS THE SECOND OVERHAULED ENGINE WITH SAME PROBLEM.

2005FA0001302	CESSNA	LYC		MOUNT	TORN
9/13/2005	172S	IO360A1A		J744442	COWLING

DURING THE COURSE OF A ROUTINE 100 HOUR INSPECTION, 3 OF THE RUBBER (LORD) COWLING MOUNTS WERE FOUND TORN. THIS HAS BEEN A COMMON OCCURRENCE SEEN WHILE MAINTAINING A FLEET OF THIS MODEL AC OPERATED BY A FLIGHT SCHOOL. IF NOT ADDRESSED THIS COULD LEAD TO A LOSS OF THE ENGINE COWLING IN FLIGHT. (K)

2005FA0001290	CESSNA	LYC		OIL FILTER	LEAKING
9/15/2005	172S	IO360L2A		AA48111	ENGINE

INSPECTION OF AIRCRAFT FOLLOWING PILOTS COMPLAINT OF BURNING SMELL IN COCKPIT, AND OIL ON LOWER PART OF AIRCRAFT, REVEALED OIL LEAKING FROM THE BASE SEAM OF THE OIL FILTER. THE OIL LEVEL HAD GONE DOWN ONE HALF QUART IN THE ONE HOUR FLIGHT. THE LEAK WAS NOT FROM THE FILTERS BASE SEAL AND HAD BEEN PROPERLY TORQUED AND SAFETY WIRED IN PLACE. NO DAMAGE WAS VISIBLE ON THE FILTER.

2005FA0001199	CESSNA	LYC		BULKHEAD	CRACKED
8/6/2005	172S	IO360L2A			PROP SPINNER

DURING ANNUAL/ 100 HOUR INSPECTION, FOUND SPINNER FWD BULKHEAD CRACKED AROUND 2 HOLES OF THE MOUNTING BOLTS. BOLTS PULLING EDGES OF BULKHEAD HOLES INTO CHAMFER OF THE PROP HOLES, CREATING STRESS AROUND THESE BULKHEAD HOLES LEADING TO CRACKS. (K)

CA050822002	CESSNA	LYC	LAMAR	DRIVE ASSY	CRACKED
8/12/2005	172S	IO360L2A			STARTER

(CAN) PIC REPORTED A METAL GRINDING NOISE AT SECOND ATTEMPT TO START AIRCRAFT. FURTHER INVESTIGATION FOUND STARTER TOOTH MISSING AND TOOTH DRIVE CRACKED AND BROKEN IN SEVERAL SPOTS. RING GEAR FOUND MISSING TOOTH AND SEVERAL OTHER TEETH WE RE CHIPPED. ALL PARTS (STARTER AND RING GEAR) REPLACED WITH SERVICEABLE PARTS. AIRCRAFT RETURNED TO SERVICE.

2005FA0001237	CESSNA	CONT		CONNECTING ROD	BROKEN
8/30/2005	175	GO300*			ENGINE

NR 3 CONNECTING ROD PENETRATED CASE. ENGINE TSO 848 HRS. LAST ENGINE O/H 06/10/1964 OR 41 YEARS AGO. MANUFACTURER RECOMMENDS 12 YEARS IAW SIL 98-9.

CA050824013	CESSNA	LYC	CONNECTOR	CRACKED
8/9/2005	177	O320E2D	69675	OIL SYSTEM

(CAN) OIL LEAK DISCOVERED. UPON LANDING, THE PILOT NOTICED THAT THERE WAS OIL IN THE WHEEL PAN. THE PILOT CARRIED OUT ONE MORE FLIGHT AND THE LEAK WAS REPAIRED AT A FACILITY. VERIFICATION REVEALED THAT THE CONNECTOR ASSEMBLY TO THE HSG COOLER INLET HOSE WAS CRACKED, AND ONCE IT WAS REMOVED, IT EMPTIED ALL ITS OIL. REPLACED THE CONNECTOR (P/N 69675) AND THE ANNULAR GASKET (P/N STD 294).

2005FA0001244	CESSNA	CONT	ATTACH FITTING	CORRODED
5/16/2005	310J	IO470U	08112763	WING TO BODY

DURING THE ANNUAL INSPECTION, THE WING FITTING WAS FOUND TO BE CORRODED SO SEVERE THAT IT WAS ALMOST .2500 OF THE WAY THRU THE FITTING. PICTURES ENCLOSED THAT SHOW DAMAGE. FITTING WAS LOCATED ON THE LT SIDE, AFT TOP FITTING. (K)

2005FA0001252	CESSNA	CONT	AIRESRCH	AIR FILTER	FAILED
6/21/2005	320E	TSIO520E		AM106735	TURBO CHARGER

ACCIDENT INVESTIGATION FOUND RIGHT TURBO CHARGER COMPRESSOR INGESTED PAPER AND JAMMED. IT WAS DETERMINED THAT THE PAPER WAS THE INSTRUCTIONS AND APPLICATION CHART FOR THE FILTER. A CHECK OF A NEW REPLACEMENT DONALDSON (FAA/PMA FOR CESSNA FILTERS) FILTER REVEALED THAT THE INSTRUCTIONS AND A STICKER WERE INSERTED INSIDE THE CANISTER TYPE FILTER. THE INSTRUCTIONS (FOLDED INTO A QUARTER SHEET) WERE LAYING (MOLDED) ON THE COURSE INSIDE SCREEN OF THE FILTER. IN-STOCK FILTERS SHOULD BE INSPECTED AND INSTRUCTIONS PLACE ON THE OUTSIDE OF THE FILTER.

2005FA0001259	CESSNA	CONT	ADAPTER	DAMAGED
9/1/2005	421C	GTSIO520*	643259	STARTER

METAL IN ENGINE. STARTER ADAPTER, CRANK GEAR HAD TEETH MISSING. SB WAS NEVER C/W. (K)

2005FA0001313	CESSNA	CONT	BELLCRANK	CRACKED
9/19/2005	421C	GTSIO520*	59420011	NLG STEERING

PILOT SAID PRESSURE REQUIRED TO MOVE RUDDER PEDALS WAS NOT NORMAL ON PREFLIGHT INSPECTION. NOSE GEAR STEERING BELLCRANK WAS CRACKED THROUGH AND BROKEN APART ON THE LT SIDE OF THE CENTER MOUNTING RADIUS. THE RT SIDE OF THIS RADIUS ALSO IS CRACKED.

2005FA0001314	CESSNA	CONT	BELLCRANK	CRACKED
9/19/2005	421C	GTSIO520*	59420011	NLG STEERING

PILOT SAID PRESSURE REQUIRED TO MOVE RUDDER PEDALS WAS NOT NORMAL ON PREFLIGHT INSPECTION. NOSE GEAR STEERING BELLCRANK WAS CRACKED THROUGH AND BROKEN APART ON THE LT SIDE OF THE CENTER MOUNTING RADIUS. THE RT SIDE OF THIS RADIUS ALSO IS CRACKED.

2005FAA09001	CESSNA	CONT	ALTERNATOR	DISLODGED
9/22/2005	421C	GTSIO520L	ALV9510R	ENGINE

THE ALTERNATOR, OVERHAULED UNIT, WAS IN PIECES WHEN THE AIRCRAFT LANDED. THE BACK HALF OF THE ALTERNATOR WAS OFF, THE STATOR WAS CHEWED UP. THE END BEARINGS WERE IN PLACE AND TURNED LIKE A NEW BEARING WITH GREASE IN THEM.

2005FA0001272	CESSNA	CONT	CRANKCASE	CRACKED
8/25/2005	421C	GTSIO520L	639468	ENGINE

OPERATOR COMPLAINT OF SMALL OIL LEAKS IN CRUISE FLIGHT. CLEANED ENGINE AND RAN, TO INSPECT FOR OIL LEAKS. AFTER EXTENSIVE VISUAL INSPECTION AND DYE PENETRANT INSPECTIONS

(3) CRACKS IN THE CRANKCASE WERE DISCOVERED. (2) CRACKS WERE NOTED EXTENDING FROM TOP FORWARD CASE HALF BOLT HOLES. (1) CRACK WAS NOTED ON THE TOP LEFT CASE UNDER THE MAGNETO AREA. (K)

2005FA0001250	CESSNA	CONT	ENGINE	FAILED
8/5/2005	421C	GTSIO520L	GTSIO520L	RIGHT

DURING MAINTENANCE CHECK, RUNNING THE RT ENGINE AT 1200 RPM, ENGINE LOST OIL PRESSURE AND SHUT DOWN. THIS IS THE 2ND ENGINE THAT HAS FAILED WITHIN 30 HOURS OF INSTALLATION. BOTH ENGINE HAVE BEEN FROM SAME FACILITY.

2005FA0001249	CESSNA	CONT	ENGINE	SEIZED
1/17/2005	421C	GTSIO520L	GTSIO520L	RIGHT

OIL PRESSURE NEVER CAME UP AFTER PILOT STARTED ENGINE AND ENGINE SEIZED. TIME ON ENGINE: 03.3. ENGINE WAS REMOVED AND ANOTHER ENGINE WAS PROVIDED, UNDER WARRANTY TO TAKE ITS PLACE. PN: GTSIO520L/ SN: 292065R

2005FA0001268	CESSNA	CESSNA	STRUCTURE	CRACKED
10/20/2004	501			SEAT BASE

UPPER CHAIR BASE ASSEMBLY CRACKED AT CHAIR BACK ATTACH POINTS. STRESS ON CHAIR BACK AND METAL FATIGUE PROBABLE CAUSE. CHAIR WAS REPAIRED IAW STRUCTURAL SEAT REPAIR. (K)

CA050812001	CESSNA	PWA	STOP	MISSING
8/12/2005	550	JT15D4	50110502	SEAT

(CAN) COMPANY CAMPAIGN NOTICE 851-25-26-029 WAS CREATED TO INSPECT FOR PROPPER INSTALLATION OF PASSENGER SEAT STOPS. DURING INSPECTION IT WAS FOUND THAT 4 STOPS WERE MISSING ON THE LT BACK TO BACK SEAT INSTALLATION. PARTS ARE ORDERED AND WILL BE INSTALLED PRIOR TO NEXT FLIGHT.

CA050812002	CESSNA	PWA	STOP	MISSING
8/11/2005	550	JT15D4	50110502	COCKPIT SEATS

(CAN) COMPANY CAMPAIGN NOTICE 851-25-26-029 WAS CREATED TO INSPECT FOR PROPPER INSTALLATION OF PASSENGER SEAT STOPS. DURING INSPECTION IT WAS FOUND THAT 4 STOPS WERE MISSING ON THE LT BACK TO BACK SEAT INSTALLATION. PARTS ARE ORDERED AND WILL BE INSTALLED PRIOR TO NEXT FLIGHT.

CA050824018	CESSNA	PWA	LINE	CHAFED
8/23/2005	560XL	PW545A	661707720	HYDRAULIC SYS

(CAN) DURING PHASE 5 INSP, 2 HYDRAULIC LINES FOUND CHAFING ON STRUCTURE. P/N 6617077-19 AND 20. REF. AC MFG PROVIDED ENG MFG WITH DRAWING TO INSTALL MISSING LINE SUPPORT HARDWARE TO PREVENT CHAFING.

CA050815002	CESSNA	CONT	LINE	CORRODED
7/14/2005	A185F	IO520D	0500106354	FUEL SYSTEM

(CAN) DURING TROUBLESHOOTING, FOUND FUEL CROSS-FEED LINE ROUTED THROUGH RT DOOR POST WEEPING FUEL. PORTION OF LINE REMOVED AND UPON FURTHER EXAMINATION A PIN-HOLE CAUSED BY CORROSION WAS FOUND UNDER PLASTIC ANTI-CHAFE MATERIAL. SUSPECT CONDENSATION OVER MANY YEARS CAUSED CORROSION TO FORM UNDER PLASTIC SHEATH. REFERENCE TO FIGURE 99 OF AIRCRAFT IPC.

2005FA0001298	CESSNA	CONT	ALTERNATOR	FAILED
12/9/2004	T210M	TSIO520*	DOF10300B	ENGINE

OVERHAULED ALTERNATOR FAILED IN FLIGHT AFTER 351 HOURS IN SERVICE.

2005FA0001242	CESSNA	CESSNA	PIN	BACKED OUT
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8/29/2005 T210N S26376Z11 ZONE 300

THE PIN THAT HOLDS THE DRIVE GEAR ONTO THE ACTUATOR DRUM HAD FALLEN OUT WHEN THE AIRCRAFT WAS TRIMMED NOSE UP. THE PILOT HAD TO PUSH ON THE YOKE WITH GREAT FORCE TO PITCH THE AIRCRAFT DOWN. AFTER EXAMINING THE ACTUATOR I NOTICED THAT THE HOLE FOR THE PIN WAS ELONGATED AND WOULD NOT HOLD A NEW PIN. I WOULD RECOMMEND SOME SORT OF CLAMP BE INSTALLED TO INSURE THE PIN COULD NOT BACK OUT.

[2005FA0001238](#) CESSNA CONT CESSNA PIN BACKED OUT

8/29/2005 T210N TSIO520* S26376Z11 ACTUATOR

THE PIN THAT HOLDS THE DRIVE GEAR ONTO THE ACTUATOR DRUM HAD FALLEN OUT WHEN THE AIRCRAFT WAS TRIMMED NOSE UP. THE PILOT HAD TO PUSH ON THE YOKE WITH GREAT FORCE TO PITCH THE AIRCRAFT DOWN. AFTER EXAMINING THE ACTUATOR, NOTICED THAT THE HOLE FOR THE PIN WAS ELONGATED AND WOULD NOT HOLD A NEW PIN. RECOMMEND SOME SORT OF CLAMP BE INSTALLED TO INSURE THE PIN COULD NOT BACK OUT.

[2005FA0001251](#) CESSNA CONT CESSNA CLAMP SEPARATED

3/14/2005 T337G IO360* S19211 TURBOCHARGER

EXHAUST PIPE TO TURBOCHARGER CLAMP FOR FRONT ENGINE CRACKED AT SPOT-WELD AND SEPARATED ON TAKEOFF. WHEN THIS HAPPENED, THE EXHAUST PIPE DEPARTED THE AIRCRAFT AND THE EXHAUST SCORCHED THE ENGINE COWLING AND FIREWALL. (K)

[MAFALT4](#) CESSNA CONT ELECTROSYS ROTOR FAILED

9/2/2005 TU206G TSIO520M C6FF10335B ALTERNATOR

ELECTROSYSTEM WOES CONTINUE, WITH ANOTHER ROTOR GOING BAD. DETAILS: M/N DOFF10300BR S/N B110413 WITH A TS0 :1095.1 ON THE ALTERNATOR. THE ROTOR WAS CHANGED 3 DIFFERENT TIMES ON THIS ALTERNATOR AND IT RAN ON FOUR DIFFERENT A/C IN IT'S LIFE HERE. THIS LAST ROTOR RAN FOR 188.1 HRS. TIS, AND PREVIOUS ROTORS ONLY RAN 18.9HRS AND 1 HR. MORE IN-DEPTH INSPECTION OF THE ALTERNATOR FOR A REOCCURRING FAULT HAS TURN UP NOTHING, AS TO A CAUSE FOR ROTORS CONTINUING TO FAIL. SINCE A RECENT RASH OF ROTOR FAILURES ON OTHER ALTERNATORS, POSSIBLY AN ISSUE WITH THE MANUFACTURE, ELECTORSYSTEMS AND THE QUALITY OF ROTORS.

[CA050818004](#) CESSNA CONT BOLT BROKEN

8/18/2005 U206G IO520F NAS14740 MLG

(CAN) PILOT REPORT: NO BRAKE ON RT SIDE OF AIRCRAFT. BRAKE PEDDLE WAS SOLID, NO TRAVEL. INSPECTION REVEALED THAT THE OB MLG CLAMP AFT BOLT HAD SNAPPED ALLOWING THE GEAR TO COME LOOSE. THE MAIN LANDING GEAR HAD PINCH OFF THE SOLID ALUMINUM BRAKE LINE.

[0509137A](#) CIRRUS EXHAUST RISER FAILED

9/6/2005 SR22 15070001 NR 5

NR 5 EXHAUST RISER HAD SEPARATED FROM ENGINE JUST BELOW THE FLANGE WELD. THE OWNER STATED THIS WAS THE SECOND TIME THIS HAS HAPPENED IN 40 HOURS. REPLACED ALL 3 RISERS AND COLLECTOR.

[M1555](#) CIRRUS CONT BRACKET SPLIT

9/2/2005 SR22 IO550* OIL FILTER

DURING SCHEDULED ENGINE OIL CHANGE, FOUND BRACKET INDUCTION AIR FILTER SPLIT AT MANUFACTURED SEAM. SUSPECT ADHESIVE USED AT MANUFACTURE OF THE FOAM TYPE FILTER IS INADEQUATE FOR THE TASK.

[2005FA0001232](#) CIRRUS CONT LINE CHAFED

8/19/2005 SR22 IO550* 11443004 FUEL SYS

MAIN FUEL SUPPLY LINE FROM FUEL SELECTOR TO FIREWALL HAD HOLE CHAFED IN IT. THE WIRE

BUNDLE TO THE CB PANEL WAS CHAFING LINE. (K)

CA050803009	CIRRUS	CONT	EXHAUST HEADER	SEPARATED
8/3/2005	SR22	IO550N	15070001	ENGINE
<p>(CAN) PILOT HEARD UNUSUAL EXHAUST NOISE FROM ENGINE.ON INSPECTION, FOUND NR 5 CYLINDER EXHAUST HEADER HAD SEPARATED .1875 INCH FROM THE FLANGE JUST BELOW THE WELD.</p>				
CA050815003	CNDAIR	GE	WIRE	DAMAGED
8/10/2005	CL6002B19	CF343A1	601R577921	ENGINE
<p>(CAN) INITIAL INVESTIGATION OF RT FIRE INDICATION LEADS US TO BELIEVE THAT A CHAFED IDG HARNESS ARCED AGAINST MAIN FUEL CONTROL. THIS ACTION CAUSED MAIN FUEL CONTROL TO LEAK WHICH LEAD TO THE SMALL CONTAINED OVERHEATING EVENT. THIS CAUSED FIRE SYSTEM TO ALERT THE CREW. IAW QRH, FLIGHT CREW ACTUATED THE (ENGINE FIRE PUSH) SWITCH AND SHUTDOWN THE ENGINE. INITIAL REPORTS SHOW THAT AFTER THE (ENGINE FIRE PUSH) SWITCH WAS PRESSED THE FIRE MESSAGE WENT OUT. NO FIRE BOTTLES WHERE DISCHARGED AND THE AIRCRAFT LANDED SAFELY. POST INCIDENT INSPECTIONS REVEALED THAT THE CLAMP THAT RESTRAINED THE IDG HARNESS AT THE TOP OF THE SERVICE PANEL WAS LOOSE AND ALLOWED THE IDG HARNESS TO MOVE. ENGINE WAS REMOVED AND REPLACED.</p>				
CA050817007	CNDAIR	GE	BLOCK	WORN
7/19/2005	CL6002B19	CF343B1	TA3050052403	FAIRLEAD
<p>(CAN) DURING AN INSPECTION AME FOUND DAMAGE ON NR 2 HYDRAULIC SUCTION LINE UPSTREAM OF RESERVOIR DAMAGE CAUSED BY WORN FAIRLEAD BLOCK ALLOWING HYD SUCTION LINE TO CHAFE ON CASE DRAIN LINE.</p>				
CA050817008	CNDAIR	GE	BLOCK	WORN
7/19/2005	CL6002B19	CF343B1	601R7528651	FAIRLEAD
<p>(CAN) DURING AN INSPECTION AME FOUND DAMAGE ON NR 2 HYDRAULIC CASE DRAINLINE UPSTREAM OF RESERVOIR. DAMAGE CAUSED BY WORN FAIRLEAD BLOCK ALLOWING HYDCASE DRAIN LINE AND SUCTION LINE TO CHAFE.</p>				
CA050825004	CNDAIR	GE	WINDOW	CRACKED
8/19/2005	CL6002B19	CF343B1	NP1393226	COCKPIT
<p>(CAN) RT SIDE WINDOW CRACKED IN FLIGHT. A/C LANDED. A/C FERRIED FOR WINDOW REPLACEMENT. WINDOW REMOVED AND INSTALLED = P/N NP139322-12, S/N 05200H6110.</p>				
CA050826001	CNDAIR	GE	HEAT EXCHANGER	LEAKING
8/19/2005	CL6012A12	CF34*	702101600641	FUEL/OIL
<p>(CAN) DURING TROUBLESHOOTING TO FIND CAUSE FOR LOW OIL PRESSURE AT HIGH POWER IT WAS DISCOVERED THAT THE OIL HAD BECOME CONTAMINATED WITH FUEL AND SUBSEQUENTLY LOWERED IN VISCOSITY CAUSING LOW OIL PRESSURE READINGS. THE OIL TO FUEL HEAT EXCHANGER, FUEL HEATER/OIL COOLER HAD FAILED INTERNALLY AND WAS ALLOWING HIGHER PRESSURE FUEL TO CONTAMINATE THE ENGINE OIL SYSTEM. THE UNIT WAS REPLACED, ENGINE OIL CHANGED AND THE AIRCRAFT RETURNED TO SERVICE.</p>				
2005FA0001273	CNDAIR		WIRE	SHORTED
10/15/2004	CL6013A			VERTICAL STAB
<p>WHILE TROUBLESHOOTING INTERMITTENT UPPER BEACON CIRCUIT BREAKER FAULT, DISCOVERED LT ELEVATOR CONTROL CABLE HAD TORN THROUGH WIRING CONDUIT IN VERTICAL STABILIZER. THE CABLE WORE THROUGH THE CONDUIT AND SHORTED OUT THE WIRING FOR THE UPPER BEACON. REPAIRED WIRING CONDUIT, REPLACED WIRING AND REPLACED CONTROL CABLE IAW MFG INSTRUCTIONS. REPAIR OF CONDUIT ALLOWED SUFFICIENT CLEARANCE BETWEEN CABLE AND CONDUIT. UNCLEAR IF CONDUIT WAS INSTALLED AT FACTORY OR AT TIME OF COMPLETION. SUGGEST</p>				

INSPECTION OF THIS AREA ON OTHER SIMILAR AIRCRAFT. DEFECT DIFFICULT TO NOTICE DUE TO ACCESSIBILITY OF AREA IN TAIL. (K)

CA050822006	CVAC	ALLSN	DOOR	OPEN
8/16/2005	340CVAC	501D13D		MAIN PAX

(CAN) ON DEPARTURE, ON TAKEOFF ROLL JUST AT THE POINT OF ROTATION THE MAIN ENTRANCE DOOR OPENED. THE CREW IMMEDIATELY RETURNED TO THE AIRPORT AND EXECUTED AN UNEVENTFUL LANDING. THE MAINTENANCE CREW INSPECTED THE DOOR AND SURROUNDING STRUCTURE, AND CHECKED THE RIGGING OF THE DOOR LOCKING SYSTEM. NO DEFECTS WERE FOUND AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050824020	CVAC	ALLSN	WIRE	SHORTED
8/21/2005	340CVAC	501D13H	356080765	NR 2 FIRE DETECT

(CAN) DURING CLIMBOUT, NR 2 ENGINE ZONE 1 FIRE LIGHT ILLUMINATED AND BELL SOUNDED. THE ENGINE WAS E-HANDLED, NO OTHER INDICATION OF FIRE WAS EVIDENT. THE AIRCRAFT LANDED SAFELY. DURING INVESTIGATION BY MAINTENANCE STAFF THE FIRE ELEMENT P/N 35608-0-765 WAS INDICATING A SHORT. THE ELEMENT WAS REPLACED AND THE SYSTEM TESTED SERVICEABLE. THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050823007	CVAC	ALLSN	HOOK	FAILED
8/19/2005	440	501D13D		SERVICE DOOR

(CAN) WITH AN AIRCRAFT MECHANIC AND 2 FLIGHT ATTENDANTS ON BOARD, THE REAR SERVICE DOOR OPEN WARNING LIGHT CAME ON AT 14,000 FEET. AIRCRAFT DEPRESSURIZE AND RETURN TO DEPARTURE. INVESTIGATION REVEALED THAT LOWER REAR HOOK WAS NOT GOING IN PLACE PROPERLY, DOOR WAS RE-RIGGED IAW MM FIG. 3.2.103. AIRCRAFT RETURN TO SERVICE.

CA050823005	CVAC	ALLSN	BEARING	FAILED
8/19/2005	440	501D13D	671657	ENGINE

(CAN) WITH AN AIRCRAFT MECHANIC AND 2 FLIGHT ATTENDANTS ON BOARD, NR 1 ENGINE FLAMED OUT IN DESCENT, AIRCRAFT LANDED SAFELY AT AIRPORT. AFTER EVALUATION, THE POWER SECTION ACCESSORIES GEARBOX WAS FOUND AT FAULT, TOWER SHAFT BEARING (RR. IPC 72-60-00 FIG. 3 ITEM 2 P/N 671657) HAD FAILED. GEARBOX WAS REPLACED AND AIRCRAFT RETURN TO SERVICE.

CA050728005	DHAV	PWA	EDOXXXXXXXXXX	MECHANISM	BROKEN
7/27/2005	DHC2*	R985AN14B		C2UF2291	WIRE PULL

(CAN) THE AIRCRAFT LANDED IN ROUGH WATER THE UPPER RT WIRE PULL P/N C2UF2291 FAILED.

CA050728006	DHAV	PWA	EDOXXXXXXXXXX	FITTING	CRACKED
7/22/2005	DHC2*	R985AN14B	584580	585926R	FLOAT

(CAN) INTERGRANULAR CORROSION AT FORWARD FLOAT STRUT FITTING P/N 585926R FOUND DURING A 400 HOUR INSPECTION.

CA050803003	DHAV	PWA	SEGMENT	CRACKED
7/28/2005	DHC2*	R985AN14B	C2EE247AND	EXHAUST ASSY

(CAN) THE PILOT REPORTED AN INTERMITTENT (POPPING) SOUND DURING ALL PHASES OF OPERATION. MAINTENANCE INVESTIGATION REVEALED A CRACK AND BLOWN EXHAUST GASKET ON NR 3 CYLINDER EXHAUST SEGMENT. THE CRACK EXTENDED AROUND MOST OF THE FLANGE, AND WAS CREEPING UP THE STUB APPROXIMATELY 1 INCH. THE SEGMENT WAS WELD REPAIRED AND REINSTALLED.

CA050803007	DHAV	PWA	PUSHROD	BROKEN
7/4/2005	DHC3	R1340*		ENGINE

(CAN) NR 2 CYL EXHAUST ALUMINUM PUSH ROD BROKEN NEAR THE TOP FITTING.

CA050711007	DHAV	PWA	STRUT	DAMAGED
7/8/2005	DHC6200	PT6A20	C6UF101527	MLG

(CAN) DURING WALKAROUND, THE FLIGHT CREW OBSERVED A RIVET HEAD MISSING FROM THE OUTSIDE OF THE LOWER LUG OF THE LT FORWARD FLOAT STRUT. THE AIRCRAFT WAS FERRIED TO MAINTENANCE WHERE THE STRUT WAS REMOVED AND INSPECTED. THE RIVET STEM SHOWED SIGNS OF INTERNAL CORROSION. ALL OTHER RIVETS ON THE STRUT WERE INSPECTED SERVICEABLE. THE ONE RIVET WAS REPLACED AND THE AREA REPROTECTED. THE STRUTS ARE NOT TRACKED SO NO TIME IN SERVICE IS AVAILABLE.

CA050815004	DHAV		ISOLATION VALVE	LEAKING
8/11/2005	DHC8*		FSCM79318	DE ICE SYSTEM

(CAN) WHILE COMPLETING THE DE-ICE PRESSURE REGULATOR FUNCTION CHECK THE WING DE-ICE ISOLATION VALVE WAS FOUND TO BE LEAKING (NOT CLOSING COMPLETELY) ALLOWING AIR PRESSURE TO BOTH WINGS. TWO OTHER ISOLATION VALVES WERE FUNCTION CHECKED AND WERE ALSO FOUND NOT CLOSING COMPLETELY.

CA050822005	DHAV	PWA	HAMSTD	BLADE	CORRODED
8/22/2005	DHC8*	PW121	14SF7	SFA13M1R0AD	PROPELLER

(CAN) AIRCRAFT, BLADE RECEIVED FOR MAJOR INSP. DURING INSP OF THE BLADE SHANK IAW CMM, WAS FOUND WITH CORROSION PITTING AND ETCHING OF THE ALUMINIUM SURFACE. DURING INSP OF THE TAPERBORE IAW CMM, CORROSION PITTING WAS FOUND. ZONE 5 IS NOT ALLOWED ANY CORROSION DAMAGE, THERE IS PITTING VISIBLE. THE BLADE MUST BE REMOVED FROM SERVICE IAW CMM, NO CORROSION PITTING ALLOWED, THE BLADE IS MARKED TO SHOW THAT IS IN COMPLIANCE WITH FAA AD 96-08-02. CORROSION IN THE TAPER BORE WAS PREVIOUSLY ADDRESSED BY CURRENT FAA AD 96-08-02.

CA050803002	DHAV	PWA	BOLT	DAMAGED
8/1/2005	DHC8*	PW123	54C546349	SEQUENCE VALVE

(CAN) DURING A LANDING, AN AIRCRAFT EXPERIENCED LOSS OF MOST OF NR 2 HYDRAULIC SYSTEM CONTENTS. THE DEFECT WAS TRACED TO FAILURE OF LT DOOR SEQUENCING UNIT PART NR 54C54634-9, WHICH HAD SUFFERED SEVERE HYDRAULIC FORCED DAMAGE THAT 2 OF THE BOLTS SHEARED WITH THE FORCE. THIS UNIT WAS REPLACED AND THE HYDRAULIC SYSTEM SERVICED, FUNCTION FLIGHT CARRIED OUT SYSTEM SATISFACTORY AND AIRCRAFT RELEASED TO SERVICE.

CA050825003	DHAV	PWA	ACTUATOR	CRACKED
8/21/2005	DHC8101	PW120A	A44700009	RT IB SPOILER

(CAN) AT LINE UP FOR TAKEOFF CREW OBSERVED NR 1 HYD SYSTEM AND IB ROLL SPOILER CAUTION LIGHTS ILLUMINATED. AIRCRAFT RETURN TO BLOCKS. INVESTIGATION REVEALED SIGNIFICANT HYDRAULIC LEAKAGE FROM THE AREA OF THE RT IB SPOILER ACTUATOR. CLOSER INSPECTION OF THE SPOILER ACTUATOR REVEALED A METAL FATIGUE FAILURE OF THE SPOILER ACTUATOR BODY ALLOWING LIBERATION OF THE FLUID CONTENT OF THE NR 1 HYDRAULIC SYSTEM. THE FAILED SPOILER ACTUATOR WAS REPLACED AND FOLLOWING APPROPRIATE MAINTENANCE CHECKS THE AIRCRAFT WAS RETURNED TO SERVICE WITHOUT FURTHER INCIDENT.

CA050823002	DHAV	PWA	ALTIMETER	SEPARATED
8/22/2005	DHC8102	PW120A		COCKPIT

(CAN) WHEN ANTENNA WAS REMOVED FOR INSPECTION AND CLEANING, IT CAME APART IN 2 PIECES. CORROSION WAS FOUND INTERNALLY BETWEEN BASE PLATE AND COPPER ANTENNA PLATE. SUSPECTED CAUSE FOR INTERMITTENT GPWS/RAD ALT SNAGS FOR THE PAST MONTH. (REFERENCE A/C JOURNEY LOG PAGES : 435367,435362 AND 431947) NOTE: THIS PART IS TRACKED AS AN EXPANDABLE PART IN OUR SYSTEM, THUS WE ARE UNABLE TO DETERMINE THE EXACT TSN AND CYCLE ON UNIT.

CA050817005	DHAV	PWA	CDU	FAILED
8/15/2005	DHC8102	PW120A	201741211	FMS

(CAN) 1 FMS CDU, DURING CRUISE AT FL210, FMS SCREEN NR 1 FAILED WITH HEAVY SMOKE FROM UNIT, SMOKE CONTINUED FOR ABOUT 1 MIN OR SO, THEN DISSIPATED. (P6 NLG STEER CONT) BREAKER WAS ONLY BREAKER THAT WAS POPPED. RECERTIFICATION DETAILS: 15 AUG 05, NR 1 FMS CDU REPLACED AND TESTED SERVICEABLE IAW AMM. P/N 2017-41-211, S/N OFF: 341, S/N ON: 565. L/S 464094: C/B P6 RESET STEERING BY TE TEST COMPLETED, NO FAULT FOUND, TEARDOWN REPORT IS NOT AVAILABLE, SO DETAILS ABOUT THE SPECIFIC PART CAUSING DIFFICULTY IS NOT KNOWN AT THIS TIME. UPDATE SDR WHEN INFORMATION IS RECEIVED.

CA050819001	DHAV	PWA	CHECK VALVE	LEAKING
8/19/2005	DHC8301	PW123	DSC1896	NR 2 HYD SYSTEM

(CAN) AN OPERATOR EXPERIENCED A LOSS OF HYDRAULIC SYSTEM NR 2, IN FLIGHT, DUE TO A FRACTURED CHECK VALVE. A VISUAL INSPECTION OF THE CHECK VALVE REVEALED A CRACK AROUND THE CIRCUMFERENCE OF THE VALVE BODY. THE CHECK VALVE IS BEING RETURNED TO MFG FOR INVESTIGATION.

CA050803005	DHAV	PWA	LINE	LEAKING
7/20/2005	DHC8311	PW123	82950010271	HYD SYSTEM

(CAN) CAPTAIN REPORTED A LOSS OF FLUID FROM NR 1 HYDRAULICS. EVERYTHING SEEMED TO OPERATE NORMALLY, BUT CREW ELECTED TO DO THE FLAPLESS LANDING IN CASE OF A GO AROUND. NR 1 HYDRAULIC SYSTEM DRAINED DOWN TO 1 QUART INFLIGHT. FOUND IB ROLL SPOILER PRESSURE CHD LINE WITH A PIN HOLE AT 90 DEGREE BEND ABOUT 3 INCHES FROM ACTUATOR PORT.

CA050823001	EMB	PWA	SUPPORT	CRACKED
8/22/2005	EMB110P1	PT6A34	1105031412	TE FLAPS

(CAN) DURING A ROUTINE INSPECTION, MAINTENANCE FOUND A CRACK IN THE RT FLAP ASYMMETRY TELEFLEX CABLE SUPPORT. THIS SUPPORT IS LOCATED ON THE RT FLAP IB SUPPORT AND IS ATTACHING POINT FOR ASYMMETRY DETECTOR TELEFLEX ROD END. FURTHER INVESTIGATION, A SECOND CRACK WAS ALSO FOUND ON SAME PART. BOTH CRACKS WERE ADJACENT TO SUPPORT ATTACH BOLT HOLES. FIRST CRACK PROPAGATED FROM UPPER PORTION OF SUPPORT AND MEASURED APPROX 1.25 INCHES IN LENGTH. SECOND CRACK PROPAGATED FROM LOWER PORTION OF SUPPORT, MEASURED APPROX .25 INCHES IN LENGTH. THE SUPPORT WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.

CA050817009	GRUMAN	WRIGHT	WIRE	SHORTED
8/12/2005	TS2ACALFORST	982C9HE2	702054	FIRE DETECTOR

(CAN) WHILE AIRCRAFT WAS IN CRUISE, THE FIRE INDICATOR LIGHT FOR THE LT ENGINE ILLUMINATED. THE PILOT RELEASED THE RETARDANT LOAD, THROTTLED THE ENGINE BACK AND SHUTDOWN THE ENGINE. WHEN THE ENGINE WAS SHUTDOWN THE WARNING LIGHT EXTINGUISHED. THE AIRCRAFT RETURNED TO BASE. DURING INVESTIGATION BY MAINTENANCE THE FIRE DETECTOR WIRE WAS INDICATING A PARTIAL SHORT. THE FIRE DETECTOR WIRE WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA050817010	GRUMAN	WRIGHT	BENDIX	SEAL	BLOWN
8/12/2005	TS2ACALFORST	982C9HE2	147515	148144	BRAKE SEAL

(CAN) AFTER TAKEOFF THE PILOT NOTICED FLUID LEAKING FROM THE LT BRAKE. UPON LANDING THE PILOT NOTICED THERE WAS NO FEED BACK FROM THE LT BRAKE PEDAL. THE AIRCRAFT LANDED UNEVENTFULLY. DURING INVESTIGATION MAINTENANCE NOTED THAT THE BRAKE SEAL HAD BLOWN. THE BRAKE ASSY WAS REPLACED WITH A SERVICEABLE UNIT AND THE AIRCRAFT WAS RETURNED TO SERVICE.

2005FA0001202	GULSTM		STARTER	FAILED
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8/17/2005 680E 75622CG ENGINE

ON START UP FOR SECOND FLIGHT OF THE DAY, AC STARTER WOULD NOT ENGAGE AND TURN ENGINE. SEVERAL ATTEMPTS WERE MADE TO START THE ENGINE. STARTER WOULD TURN BUT WOULD NOT ENGAGE AND TURN OVER ENGINE. THIS STARTER WAS INSTALLED ON THIS AIRCRAFT ON THE SAME ENGINE AND REMOVED FOR THE SAME REASON IN 10/17/01. (K)

[2005FA0001229](#) GULSTM GARRTT CONNECTOR WORN

8/3/2005 690C TPE3315 MS25182-2 BATTERIES

PILOT REPORTED INABILITY OF "SERIES" START WITH A/C. UPON INSPECTION FOUND + PIN OF RH BATTERY BROKEN OFF IN BATTERY CONNECTOR. INSPECTED LH BATTERY FOUND + PIN WITH PARTIAL BURN INDICATION. REMOVED TOPS OF BOTH BATTERIES AND NOTED INDICATION OF HIGH HEAT ABOVE CONNECTOR TERMINAL AREA. CONTACTED FSI MAINT TRAINING INSTRUCTOR, INDICATED SIMILAR CONDITION FOUND RECENTLY ON SAME TYPE PLANE AT EAGLE AVIATION. BATTERY CONNECTOR FOUND TO HAVE LOST TENSION ON CONNECTOR PINS. PREVIOUSLY DISCUSSED SIMILAR PROBLEM WITH GILL MANUFACTURING. TECHNICIAN SAID WITH LOOSE PINS IN CONNECTOR, CREATES HIGH RESISTANCE, WITH HIGH TEMP ON CONNECTOR AREA AND WILL CAUSE AREA TO CRACK DUE TO HEAT. REPLACED BOTH G-6381E BATTERIES AND REBLING CONNECTORS, CHECKED GEN OUTPUT AT BUSS, A/C RETURNED TO SERVICE.

[AMCR200500008](#) GULSTM RROYCE SWITCH SEPARATED

9/15/2005 GIV TAY6118 6014303 AUTOPILOT

DURING CLIMB, CREW COULD NOT ENGAGE AUTOPILOT. DURING HAND FLYING, CREW GOT SEVERAL UNCOMMANDED GO-AROUND COMMANDS IN WHICH COMMAND BARS WOULD POP-UP AND THROTTLES WOULD ADVANCE TO FULL POWER. MX FOUND THE BODY OF GO-AROUND SWITCH HAD SEPARATED WHICH CAUSED SWITCH TO RECESS A BIT INTO THE YOKE. BECAUSE SWITCH POSTS DID NOT HAVE HEAT SHRINK ON THEM, THEY WERE SHORTING OUT CAUSING THE UNCOMMANDED GO-AROUND SCENARIO. MX ENSURED SHRINK TUBE WAS INSTALLED ON NEW SWITCH.

[20050908](#) HELIO TUBE CRACKED

9/9/2005 H295 B4015 ZONE 200

CARRY-THRU VERTICAL TUBE CRACKED ON CARRY-THRU ASSEMBLY. THIS CARRY-THRU IS MODIFIED BY STC SA1590CE. TIME IN SERVICE IS UNKNOWN. ALSO NOTED IS THAT THE VERTICAL TUBE WALL THICKNESS WAS .065 INCH RATHER THAN .120 INCH. THE HEAVIER WALL THICKNESS OF .120 IS CALLED OUT ON THE DRAWING AND IT IS SURMISED THAT SOME EARLY SERIAL NUMBER CARRY-THRU'S HAD THE LIGHTER WALL TUBE INSTALLED. THIS AIRPLANE WAS TOSSED IN A TORNADO AND SUSTAINED DAMAGE TO THE RT MAIN GEAR ATTACHMENT, PROPELLER, AND RT WING. INSPECTED THE CARRY-THRU FOR HIDDEN DAMAGE. PLEASE NOTE, HAVE FOUND OTHER CARRY-THRU'S WITH CRACKED VERTICAL TUBES RESULTING FROM FATIGUE.

[CA050825001](#) HUGHES LYC RING FAILED

8/17/2005 269C HIO360D1A LW19047 NR 3 CYLINDER

(CAN) HEAVY OIL CONSUMPTION CYLINDER NR 3. OIL RING NOT PERFORMING ITS WORK. REMOVED AND SENT FOR REPAIR. REINSTALLED CYLINDER.

[2005FA0001285](#) HUGHES LYC HINGE FAILED

8/27/2005 269C1 HIO360* 269A475511 PAX DOOR

THE DOOR PIN PORTION OF THE HINGE, WHICH IS RESPONSIBLE RETAINING THE DOOR, FAILED. THIS LEAVES THE DOOR CONNECTED AT ONLY ONE POINT AND AN IN-FLIGHT FAILURE COULD POTENTIALLY ALLOW THE DOOR SEPARATE FROM THE AIRCRAFT. (K)

[2005FA0001286](#) HUGHES LYC HINGE BROKEN

8/30/2005 269C1 HIO360* 269A475511 PAX DOOR

THE DOOR PIN PORTION OF THE HINGE, WHICH IS RESPONSIBLE RETAINING THE DOOR, BROKE IN FLIGHT AND THE DOOR WAS UNSECURED AT THE LOWER CONNECTING POINT. THE FLIGHT CREW LANDED, THE DOOR WAS SECURED TEMPORARILY AND THE AIRCRAFT RETURNED TO THE

MAINTENANCE FACILITY. (K)

2005FA0001266	ISRAEL	GARRTT	SEAT	BROKEN
8/25/2005	ASTRASPX	TFE731*	5110023000	BACKREST FRAME

DURING REUPHOLSTERY OF PILOT SEAT, FOUND BACKREST FRAME BROKEN. CONTACTED MFG AND WAS GIVEN REPAIR TO ADD WELDED DOUBLERS. (CE09200505050) (K)

2005FA0001203	ISRAEL	GARRTT	ATTACH BRACKET	LEAKING
7/5/2005	ASTRASPX	TFE731*		FUEL CELL

FUEL LEAKING INTO CABIN. CUSTOMER SQKD FUEL SMELL INSIDE CABIN. REMOVED INTERIOR AND FLOOR PANELS AND FOUND ATTACHMENT BRACKETS MOUNTED INTO WING TANK (INCLUDING COLLECTOR BOX) FASTENERS LEAKING BADLY. DURING BOOST PUMP OPERATION, FUEL LEAK INCREASED TO COVER CENTER ISLE WITH FUEL. RESEALED FASTENERS IN CABIN AND INNER TANK. (K)

CA050815006	KAMOV	AMTR	FUEL CONTROL	FAILED
8/10/2005	KA32A1	KLIMOVK1A	HP3BMA	ENGINE

(CAN) WHILE ON APPROACH FOR LANDING, A HIGH ROTOR SPEED CONDITION OCCURED. THE PILOT IMMEDIATELY NOTICED THE INCREASE IN NR AND INCREASED COLLECTIVE TO MAINTAIN THE NR WITHIN NORMAL PARAMETERS. WITH THE NR STABILIZED, THE DEFECTIVE ENGINE WAS IDENTIFIED AND THE THROTTLE CONTROL LEVER WAS RETARDED. THE AIRCRAFT DESCENDED AND CARRIED OUT AN UNEVENTFUL LANDING. ONCE ON THE GROUND, A SEPARATE ENGINE CHECK IDENTIFIED THE NR 2 ENGINE FCU NF GOVERNOR HAD FAILED. THE FUEL CONTROL UNIT WAS REPLACED.

CA050809003	LEAR	GARRTT	CLAMP	LOOSE
8/4/2005	35LEAR	TFE73122B	420C75275M	BYPASS VALVE

(CAN) AT 38000 FEET THE LT FUEL COMPUTER WENT OFF LINE. SHORTLY AFTER THE RT COMPUTER WENT OFF LINE. THIS WAS FOLLOWED BY EXCESSIVELY HIGH TEMPERATURE BUILDING IN THE CABIN WITH NO CONTROL OF THE ENVIRONMENTAL SYSTEM. THE CREW DECIDED TO LAND. MAINTENANCE TROUBLESHOOTING REVEALED A CONNECTOR CLAMP FOR THE HOT AIR BYPASS VALVE HAD COME LOOSE. FURTHER INVESTIGATION FOUND 6 OUT OF 8 CLAMPS WERE LOOSE. THE CLAMPS WERE RE-TORQUED AND LEAK CHECKED SERVICEABLE LACK OF LOCK WIRE ON THE CLAMPS POSSIBLY CONTRIBUTED TO THIS OCCURRENCE. ALL CLAMPS WERE RE-CHECKED AND LOCK WIRED WHEN THE AIRCRAFT RETURNED TO BASE.

CA050816004	LEAR	GARRTT	ACTUATOR	FAILED
7/21/2005	45LEAR	TFE7312	6627401000007	HORIZONTAL STAB

(CAN) DURING CLIMB-OUT AFTER AUTO-PILOT WAS ENGAGED, THE AMBER PRIMARY PITCH TRIM FAIL EICAS MESSAGE CAME ON. SECONDARY TRIM WAS SELECTED AND USED FOR REMAINDER OF FLIGHT. MAINTENANCE TROUBLESHOOTING FOUND THAT THE AUTO-PILOT TRIM ACTIVATION CAUSED FAILURE OF PRIMARY TRIM SYSTEM. CHANGED HORIZONTAL STABILIZER TRIM ACTUATOR P/N 6627401000-007.

2005FA0001263	LEAR	GARRTT	WINDSHIELD	DELAMINATED
8/5/2005	55LEAR	TFE7313A	66004047	COCKPIT

WINDSHIELD HAS CONSIDERABLE DELAMINATIONS AT AREA BELOW DEFOG NOZZLE. DIMENSIONS OF AREA 3.5 INCH X 2 INCH. DEPTH OF DELAMINATIONS UP TO .125. THIS IS NOT THE FIRST WINDSHIELD FOUND IN THIS CONDITION. PROBABLE CAUSE IS ALCOHOL GETTING BETWEEN THE WINDSHIELD AND DEFOG ASSEMBLY. (K)

2005F00100	LKHEED	ALLSN	WHEEL	LOOSE
9/14/2005	P38L	V1710*	C20211170	MLG

WHEEL ASSEMBLY RETURNED FOR LOOSE TIE BOLTS, OF 18 TIE BOLTS INSTALLED 2 ARE MISSING 11 ARE LOOSE. MFG HAS NOW ISSUED SL F6137-32-843 IN HOPES THIS WILL RESOLVE.

[2005F00101](#) LKHEED ALLSN WHEEL LOOSE
9/14/2005 P38L V1710* C20211170

WHEEL ASSEMBLY RETURNED FOR LOOSE TIE BOLTS, OF 18 TIE BOLTS INSTALLED 2 ARE MISSING 11 ARE LOOSE. MFG HAS NOW ISSUED SL F6137-32-843 IN HOPES THIS WILL RESOLVE.

[0509137](#) LKHEED PWA EXHAUST RISER SEPARATED
9/6/2005 PV1 R2800* 15070001 NR 5

NR 5 EXHAUST RISER HAD SEPARATED FROM ENGINE JUST BELOW THE FLANGE WELD. THE OWNER STATED THIS WAS THE SECOND TIME THIS HAS HAPPENED IN 40 HOURS. REPLACED ALL 3 RISERS AND COLLECTOR.

[2005FA0001288](#) MOONEY CONT WIRE HARNESS BURNED
8/29/2005 M20R IO550* COCKPIT

WHEN TROUBLESHOOTING THE SQUAWK (RECOGNITION LIGHTS ON ALL THE TIME), FOUND CHARED WIRE INSULATION IN THE WIRE HARNESS FEEDING THE OVERHEAD BANK OF SWITCHES THAT CONTROL THE SHIPS EXTERIOR LIGHTING. TRACED THE CHARRED INSULATION TO AN OVERHEATED CONDITION IN THE RECOGNITION LIGHT CIRCUIT. A SUBSTANDARD CRIMP ON A WIRE TERMINAL WAS REPAIRED AND THE OVERHEATED CONDITION WAS NOT NOTED AFTER THAT. THE (LIGHTS ON ALL THE TIME) SQUAWK WAS DUE TO THE CHARRED INSULATION ALLOWING POWER DIRECTLY TO THE RECOG LIGHTS, CIRCUMVENTING THE SWITCH. (K)

[2005FA0001301](#) PARTEN LYC LIFTER BROKEN
9/9/2005 P68C IO360A1B6 72877 ENGINE

UPON COMPLYING WITH SB, VALVE GUIDE INSPECTION, FOUND LIFTER BODY PN 72877 BROKEN. VALVE GUIDE REVEALED NO SIGNS OF STICKING. (K)

[2005FA0001300](#) PARTEN LYC VALVE GUIDE STUCK
9/9/2005 P68C IO360A1B6 72897 EXHAUST VALVE

DURING LANDING, RT POSITION ENGINE EXPERIENCED ROUGHNESS. FOUND CYLINDER NR 2 EXHAUST VALVE STUCK. VALVE GUIDE INSPECTIONS ARE DUE AT 1000 HOURS. ENGINE ONLY HAD 842.6 HRS. (K)

[CA050829002](#) PIAGIO PWA WIRE BURNED
8/25/2005 P180 PT6A66 K61 WINDSHIELD HEAT

(CAN) CO-PILOTS WINDSHIELD, NR 4 AREA, FAILED ON LOW SELECTION. HIGH HEAT WAS SELECTED AND ELECTRICAL BURNED SMELL WAS DETECTED. SYSTEM WAS SHUTOFF AND TRIP CONTINUED WITHOUT INCIDENT. MAINTENANCE TROUBLESHOOTING FOUND THE PROBLEM TO BE RELAY K61 WHEN IT WAS LOCATED THE WIRE FROM RELAY TO WINDSHIELD WAS FOUND BURNED AND LOOSE ON THE RELAY. THE WIRE WAS REPLACED AND SYSTEM TESTED AND RETURNED TO SERVICE.

[CA050805003](#) PIPER LYC LYC BAFFLE WARPED
8/3/2005 PA18 O320A2B 3241 MUFFLER

(CAN) EXCESSIVE EXHAUST BACK PRESSURE - MUFFLER 2 INCH STACK HOLE IN CAN 1.5 INCH DIAMETER LEFT A HIGH RESTRICTION CAUSING HIGH HEAT PROGRESSIVELY COLLAPSING THE PERFORATED BAFFLE AROUND THE EMERGENCY BAIL RESULTING IN A SERIOUS LOSS OF POWER.

[2005FA0001284](#) PIPER LYC PRESTOLITE WIRE CHAFED
9/8/2005 PA23250 TIO540* PF-14-16 ALTERNATOR

LT ALT NR1 FAILED. REPAIRED WIRING CONNECTIONS, REPLACED ALT AND REG. LT ALT NR 2 FAILED ON T/O. FOUND FIELD WIRE SEG INNER INSULATION CRACKED, BARE UNDER SHIELDING. HEATSHRINK TUBING ADDED TO MAKE INSTALLATION NEATER, FORCED SHIELDING INTO CONTACT WITH PRIMARY CONDUCTOR BRINGING FIELD TO GROUND. SPLICED IN NEW WIRE SEG. LT ALT NR3 FAILED AFTER 2 FLIGHTS. FOUND FIELD WIRE SEG PF-14-16 AT WING CNTR LAYING ON BELLY SKIN AND CHAFED THROUGH. WING CNTR DID NOT HAVE STRAIN RELIEF BACKSHELL INSTALLED, WAS NOT SECURED

AWAY FROM SKIN. CHAFED AREA WAS 2 INCHES OF CONNECTOR. SPLICED NEW WIRE SEG, SECURED WIRE BUNDLE CLEAR OF SKIN. REPLACED ALT (INSTALLED NR 4) AND REG. FIELD WIRE IS NOT PROTECTED BY A FUSE OR CB.

2005FA0001216	PIPER	LYC	TRANSMISSION	FAILED
8/5/2005	PA24	O360*	2572000	MLG

LANDING GEAR RETRACT SYS WOULD NOT EXTEND GEAR TO A DOWN AND LOCKED POSITION. SEVERAL ATTEMPTS TO CYCLE GEAR POPPED GEAR MOTOR CIRCUIT BREAKER. TRANSMISSION DECOUPLER RELEASED WHEN EMERGENCY GEAR EXTENSION WAS ATTEMPTED, GEAR WOULD NOT GO TO DOWN AND LOCKED POSITION. PILOTS ATTEMPT TO RECYCLE GEAR TO THE RETRACTED POSITION AND THEN TO EXTENDED POSITION AFTER EMERGENCY GEAR EXTENSION WAS ACTUATED, ADDED TO PROBLEM, TRANSMISSION DECOUPLER WAS IN DIRECT CONTACT WITH GEAR THROUGH BOLT, MAKING EXTENSION IMPROBABLE. SITUATION MAKES POSSIBILITY OF GEAR EXTENSION NEARLY IMPOSSIBLE BECAUSE THE THROUGH BOLT CANNOT TRAVEL FAR ENOUGH BACK TO GET DOWN AND LOCKED CONDITION.

2005FA0001223	PIPER	LYC	PLACARD	MISINSTALLED
8/5/2005	PA24260	TIO540*		SWITCH

WHEN DOING OPERATIONAL CHECK AFTER INSTALLATION OF SVS VI UPGRADE KIT ON SVA IA SYSTEM, (AD 2005-11-05). THE ON/OFF PLACARD ON ON/OFF LEVER WAS CONFUSING. WHEN LEVER VALVE WAS ON OR OPEN, IT LOOKED AS IF IT WERE (OFF) OR CLOSED ON THE PLACARD. (K)

2005FA0001247	PIPER	LYC	FILTER	CONTAMINATED
7/29/2005	PA24260	TIO540*		FUEL SYSTEM

THIS STATION RECEIVED REQUEST FROM REGULAR CUSTOMER, THAT WAS FERRYING AIRCRAFT. AIRCRAFT ENGINE FAILED TO MAKE FULL POWER THEN QUIT ON GROUND. CREW WAS SENT TO REMOTE AIRFIELD TO TROUBLESHOOT. AFTER EXTENSIVE TROUBLESHOOTING, FOUND FUEL INJECTORS CLOGGED BY DIRT. FUEL FILTER SCREEN AND FILTER REMOVED AND FOUND BADLY CONTAMINATED. (PHOTO) AIRCRAFT HAD JUST RECEIVED A FRESH ANNUAL INSP. FILTERS AND NOZZLES WERE CLEANED, FUEL LINES PURGED AND ENGINE RUN MADE FULL POWER. FILTERS THEN CHECKED AGAIN AND WERE CLEAN AT THIS TIME. POOR MAINT AND INSP DETERMINED TO MAJOR FACTOR CONTRIBUTING TO MALFUNCTION. EXPERIENCED PILOT RECONIZED PROBLEM ENGINE COULD HAVE FAILED WHILE AIRBORNE. (K)

CA050802003	PIPER	LYC	PREAIR	VENTURI	MISMANUFACTURED
8/2/2005	PA28140	O320E3D	MA4SPA	46F10	CARBURETOR

(CAN) INSPECTION PRIOR TO ASSEMBLY REVEALED SERIOUS CASTING FLAW IN PART.

2005FA0001214	PIPER	ROTAX	HINGE BRACKET	CRACKED
8/8/2005	PA28140	ROTAX582		ELEVATOR

DURING INSPECTION, IT WAS NOTED THAT THE ELEVATOR FORWARD HINGE ATTACH BRACKET WAS CRACKED AT THE AFT BEND IN THE RADIUS NEAR THE AFT ATTACH RIVET. THE OWNER STATED THAT THIS WAS A COMMON OCCURANCE ON THESE MODEL AC AND THAT 2 OTHERS WERE KNOWN. (K)

2005FA0001231	PIPER	LYC	CABLE	CHAFED
8/8/2005	PA28181	O360*	7814039	BATTERY

DURING ROUTINE MAINTENANCE, FOUND BATTERY POS CABLE BEING CHAFED ON CONTROL CABLE TURNBUCKLE IT CAME IN CONTACT WITH. THE SAWING MOTION OF THE TURNBUCKLE ALMOST WORE THRU THE BATTERY CABLE INSULATION JACKET. THE CABLE WAS REROUTED (REPOSITIONED) AT LAST 100 HR FOR THE SAME REASON. 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. (K)

CA050829004	PIPER	LYC	CRANKCASE	CRACKED
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8/23/2005	PA28R200	IO360C1C		ENGINE
(CAN) ON INSPECTION, CHECKING FOR OIL LEAK, A CRACK IN THE CRANKCASE WAS FOUND. FRONT LT SIDE FORWARD OF NR 2 CYLINDER.				
CA050817006	PIPER	LYC		SKIN DAMAGED
7/14/2005	PA31325	TIO540F2BD		FUSELAGE
(CAN) WHILE IN CRUISE FLIGHT THE NR 2 COMM ANTENNA DEPARTED THE AIRCRAFT. THE PILOT HEARD THE ANTENNA DEPART AND LANDED AT THE NEAREST AIRPORT. A FERRY PERMIT WAS OBTAINED AND FOLLOWING INSPECTION THE AIRCRAFT WAS FERRIED TO FLY WHERE IT WAS RECENTLY REPAIRED. THE ATTACH SCREWS WERE FOUND TO HAVE PULLED THROUGH THE SKIN BUT NO APPARENT REASON FOR THIS WAS FOUND. THE SKIN WAS REPAIRED AND THE ANTENNA DOUBLER WAS REPLACED ALONG WITH THE ANTENNA AND THE AIRCRAFT WAS RETURNED TO SERVICE.				
CA050722011	PIPER	LYC		DOOR MISSING
7/21/2005	PA31350	TIO540J2BD	40979	EMERGENCY EXIT
(CAN) AT APPROXIMATELY 0022Z ON JULY 21, 2005 THE AIRCRAFT WAS ON DESCENT FROM 8,500 THROUGH 7,500 FEET, WHEN THE EMERGENCY EXIT DISENGAGED AND FLEW OFF THE AIRCRAFT. AIRSPEED WAS BETWEEN 175 AND 185 KTS. THERE WAS APPARENTLY NO SOUND PRIOR TO THE DISENGAGEMENT OR AFTER THE DISENGAGEMENT TO INDICATE FUSELAGE OR CONTROL SURFACE IMPACT. THE AIRCRAFT FLEW A STABILIZED APPROACH TO RUNWAY 29 AND LANDED UNEVENTFULLY. THERE WAS ONE PASSENGER ON BOARD AT THE TIME. THE EMERGENCY EXIT CAME OFF OVER A DENSELY WOODED AREA AND HAS NOT BEEN RETRIEVED. THE AIRCRAFT WAS INSPECTED FOR OTHER INCIDENTAL DAMAGE AND NONE WAS FOUND. THE LATCHING MECHANISM WAS INSPECTED AND FOUND TO CONFORM TO CORRECT OPERATION AND RIGGING IAW MANUFACTURERS SPECIFICATIONS.				
CA050811002	PIPER	LYC	PIPER	ADAPTER MISSING
8/4/2005	PA31350	TIO540J2BD	557003	FUEL TANK COVER
(CAN) THE AIRCRAFT HAD JUST TAKEN OFF WHEN THE PILOTS NOTICED THAT THE LT MAIN FUEL CAP HAD DEPARTED THE AIRCRAFT. THE AIRCRAFT RETURNED TO BASE WITHOUT INCIDENT. IN ORDER TO PREVENT THE AIRCRAFT FROM BEING ACCIDENTALLY FUELED WITH TURBO FUEL, MFG PROVIDES A KIT WITH AN ADAPTER RING TO NARROW THE OPENING TO THE FUEL TANK (SB 797B). IN THIS CASE THE FUEL CAP AND THE ADAPTER RING IT LOCKS INTO WERE MISSING.				
2005FA0001281	PIPER	LYC		SWITCH OPEN
8/23/2005	PA31P	TIGO541*	587817	CABIN DOOR
CONFIRMED REPORT OF CABIN DOOR UNSAFE ANNUNCIATOR REMAINING ILLUMINATED W/DOOR CLOSED. FOUND UPPER CENTER BAYONET RECEPTACLE SWITCH TO HAVE OPEN CONTINUITY IN ANY POSITION. FOUND WIRE L11T PREVIOUSLY JUMPERED TO DOOR SEAL PRESSURE SWITCH GROUND AND DOOR WARNING RELAY JUMPERED AROUND FROM L11T CONNECTION TO GROUND CONNECTION BY PERSONS OR FACILITY UNKNOWN. NO RECORDS IN US AC LOGBOOKS OF REPAIRS IN THIS AREA. REPLACED BAYONET SWITCH W/NEW SWITCH AND REPAIRED/CORRECTED SYSTEM WIRING TO AS SHOWN IN SRM WIRING DIAGRAMS. DOOR WARNING ANNUNCIATOR OPERATIONAL CHECKS NOW NORMAL. (K)				
CA050808005	PIPER	PWA		HOSE LEAKING
8/4/2005	PA31T	PT6A28	1776604	NLG
(CAN) AFTER TAKEOFF THE NOSE LANDING GEAR WOULD NOT RETRACT FULLY. THE CREW THEN SELECTED GEAR DOWN, GEAR WOULD NOT LOCK DOWN. LANDING GEAR HAD TO BE MANUALLY PUMPED DOWN IN ORDER TO GET THREE GREEN LIGHTS. THE NOSE GEAR ACTUATOR RETRACT FLEXHOSE WAS FOUND LEAKING. THE HOSE WAS REPLACED WITH A SERVICEABLE UNIT, AND A SATISFACTORY GEAR SWING WAS CARRIED OUT.				
2005FA0001211	PIPER	GARRTT		O-RING CUT
8/8/2005	PA421000	TPE33114	7503503AF	PROP DOME

AT THE OUTER MARKER ON APPROACH, THE PILOT NOTICED AN OIL ODOR IN THE ENVIRONMENTAL SYSTEM. THE AIRCRAFT LANDED WITHOUT INCIDENT. POST FLIGHT WALK AROUND REVEALED OIL LEAK AT THE RT PROPELLER. MAINTENANCE WAS DISPATCHED AND INVESTIGATION REVEALED THE RT PROPELLER DOME PISTON O-RING WAS CUT/ROLLED. THE O-RING WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (K)

2005FA0001253	PIPER	LYC	STARTER	BROKEN
8/29/2005	PA44180	O360A1H	MX6220	RT ENGINE

PILOT ATTEMPTED START BUT STARTER WOULD NOT CRANK. UPON VISUAL INSP OF STARTER FOUND BENDIX HAD STUCK IN THE EXTENDED POSITION ON THE PREVIOUS START CAUSING THE GEAR TO BREAK AND BREAKING 2 MOUNTING PADS OF THE BENDIX HOUSING. DAMAGE WAS ALSO NOTED ON THE ENGINE RING GEAR. STARTER AND RING GEAR REPLACED AND AIRCRAFT RETURNED TO SERVICE.

CA050830002	PIPER	LYC	ROD END	BROKEN
8/23/2005	PA44180	O360E1A6	37722002	MLG DOOR

(CAN) LINKAGE CRACK AT WELD JOINT AT LT MAIN LANDING DOOR ATTACHMENT. PARTS REPLACED. GEAR RETRACTION C/O. NO PROBLEM FOUND.

2005FA0001256	PIPER	LYC	VALVE	DEFECTIVE
8/12/2005	PA46350P	TIO540*	1H2418	DE-ICE SYSTEM

DE-ICE PRESSURE MANIFOLD VALVE DEFECTIVE IAW SL. (K)

2005FA0001271	PIPER		COLLAR	SEPARATED
11/18/2004	PA60601P			MLG STRUT

COLLAR SEPARATING FROM TUBE DUE TO INSUFFICIENT PENETRATION WHEN PART WAS FURNACE BRAZED OR SILVER SOLDERED TOGETHER, WORKING COLLAR CAUSED PART TO WORK AND CRACKED BOSS. RECOMMEND INSPECTION OF COLLAR AT BOTTOM OF GEAR STRUT FOR ANY MOVEMENT OR WORKING BETWEEN COLLAR AND THE STRUT CYLINDER ASSY - DYE CHECK WHERE PART IS MACHINED FOR CLEARANCE ON TORQUE LINKS. (K)

CA050823008	ROBSIN	LYC	ALTERNATOR	FAILED
8/22/2005	R44	O540F1B5	ALX8421LS	ENGINE

(CAN) TWO BLADES LET GO ON THE COOLING FAN OF THE ALTERNATOR. PILOT DISCOVERED THIS DURING HIS DAILY INSPECTION. ONE OF THE BLADES WAS LODGED IN THE LOWER ENGINE COWL. THE SECOND BLADE WAS NOT FOUND. NO DAMAGE WAS FOUND ON ANY OTHER AREA OF THE AIRCRAFT.

CA050824011	SKRSKY	PWA	LINE	CRACKED
8/20/2005	S64E	JFTD12A4A	575776	ENGINE OIL

(CAN) AC WAS INVOLVED IN LOGGING OPS. AS AC WAS APPROACHING LOG LANDING, PILOTS WERE NOTIFIED THAT WHITE SMOKE WAS COMING FROM NR 2 ENG. AC PROCEEDED TO SERVICE LANDING TO HAVE MAINT CREW LOOK AT PROBLEM. ENROUTE, COPILOT NOTICED WHITE SMOKE COMING FROM ENG WAS INCREASING. COMMAND PILOT ELECTED TO CARRY OUT AN INFLIGHT SHUTDOWN OF NR2 ENG AS A PRECAUTIONARY MEASURE. AC CONTINUED ON TO ITS SERVICE LANDING AND MADE A SINGLE ENGINE LANDING. UPON INSPECTION OF ENG, MAINT CREW DISCOVERED THAT OIL TUBE RUNNING FROM ENG OIL PUMP TO OIL COOLER HAD DEVELOPED CRACK AT B-NUT ATTACHMENT END OF TUBE. ENGINE HAD NOT BEEN STARVED OF OIL. TUBE WAS REPLACED, OIL RESERVOIR WAS REPLENISHED, AC WAS RETURNED TO SERVICE.

AMCR200500007	SKRSKY	PWA	ATTACH FITTING	BROKEN
8/29/2005	S76B	PT6*	7620902019045	MLG DOOR

AFTER LANDING, CREW FOUND RT MAIN GEAR DOOR RESTING ON LANDING GEAR. FOUND DOOR ATTACH BRACKET BROKEN.

CA050719003	SNIAS	TMECA		BRACKET	CRACKED
7/2/2005	AS332L	MAKILA1A	332A31000106	332A67145620	M/R HEAD DEICE

(CAN) THE DEICE EQUIPMENT WAS BEING REMOVED FOR THE SUMMER SEASON,WHEN THIS CRACK WAS DISCOVERED. NO PREVIOUS EVIDENCE WAS DISCOVERED CONCERNING THIS PART.THIS CRACK WAS DISCOVERED VISUALLY DURING THE REMOVAL.

CA050819004	SNIAS	TMECA		IGNITER	DAMAGED
8/19/2005	AS350B	ARRIEL1B		9550175400	ENGINE

(CAN) INSULATION TIP LOOSE. HASN'T FALLEN OUT YET. ANOTHER OPERATOR HAS HAD TWO OCCURANCE'S WHERE THE CERAMIC INSULATOR CAME RIGHT OUT.

CA050819005	SNIAS	TMECA		IGNITER	DAMAGED
8/19/2005	AS350B	ARRIEL1B		9550175400	ENGINE

(CAN) INSULATION TIP LOOSE. HASN'T FALLEN OUT YET. ANOTHER OPERATOR HAS HAD TWO OCCURANCE'S WERE THE CERAMIC INSULATOR CAME RIGHT OUT.

CA050725003	SWRNGN	GARRTT		CARRIER ASSY	CRACKED
7/20/2005	SA226TC	TPE33110UA		8679225	PLANETARY GEAR

(CAN) DURING ENGINE TREND RECORDING BY THE FLIGHT CREW IT WAS NOTICED THAT THE LH ENGINE OIL PRESSURE INDICATION HAD DECREASED 15 PSI WITHIN A WEEK OF OPERATION. UPON ARRIVAL MAINTENACE WAS ADVISED AND ELECTED TO REMOVE THE ENGINE FOR INSPECTION. UPON INSPECTION OF THE PLANETARY CARRIER ASSY IT WAS OBVIOUSLY FRACTURED AND PIECES OF THE OIL DISTRIBUTION GALLERIES MISSING. EXCESSIVE WEAR ON THE PLANETARY GEARS WAS ALSO EVIDENT. THE ENGINE WAS REPLACED. THIS CARRIER HAD 381 HRS SINCE OVERHAUL AND WAS INSPECTED USING LPI PRIOR TO INSTALLATION ONTO THE ENGINE, NO CRACKS WERE DETECTED. THIS IS THE SIXTH PLANETARY CARRIER FAILURE SUFFERED BY THIS OPERATOR.

CA050804010	SWRNGN	GARRTT		RELEASE CABLE	SHEARED
8/2/2005	SA226TC	TPE33110UA		21032031	EMER MLG RELEASE

(CAN) WHEN COMPLYING WITH AN UNRELATED INSPECTION UNDER THE COCKPIT FLOOR, MAINTENANCE DISCOVERED THE NOSE LANDING GEAR EMERGENCY RELEASE CABLE WAS SHEARED AT THE CLEVIS WHERE IT ATTACHES TO THE HANDLE BELLCRANK. THIS AIRCRAFT HAD RECENTLY (WITHIN 50 HOURS) UNDERGONE A PHASE 5 INSPECTION WHERE THE SYSTEM WAS INSPECTED AND TESTED, NO DEFECTS WERE FOUND. THE CABLE WAS REPLACED WITH A SERVICEABLE UNIT, GEAR SWINGS WERE CONDUCTED AND NO FURTHER FAULTS FOUND. THIS IS THE FIRST FAILURE OF THIS TYPE THIS OPERATOR HAS EXPERIENCED.

CA050725007	SWRNGN	GARRTT		FCU	LEAKING
7/21/2005	SA226TC	TPE33110UA		89356117	LT ENGINE

(CAN) UPON LANDING AND SHUTDOWN OF THE LT ENGINE IT WAS NOTICED THAT THE OVERBOARD ENGINE DRAIN FOR THE FUEL CONTROL UNIT WAS LEAKING FUEL. THE FUEL CONTROL WAS REPLACED. THE LAST TIME THIS FCU WAS REPAIRED IT WAS FOR THE SAME FUEL LEAK PROBLEM IN MARCH OF 2001.

CA050817003	SWRNGN	GARRTT		PRESSURE SWITCH	FRACTURED
8/14/2005	SA227AC	TPE33111U		31057463	ENGINE NOSE CASE

(CAN) OIL LEAK NOTICED FROM ENGINE COWL AFTER LANDING. SWITCH WAS BROKEN OFF OF NTS SWITCH HOUSING ON RT SIDE OF NOSE CASE. BROKEN BETWEEN FITTING END AND NUT PART, WHERE THE WRENCH WOULD BE USED TO SECURE IT. NEW SWITCH INSTALLED AND GROUND CHECKED SERVICIBLE AND AIRCRAFT RETURNED TO SERVICE

[CA050822003](#) SWRNGN GARRTT ENGINE MAKING METAL
8/18/2005 SA227AC TPE33111U

(CAN) UPON TAKEOFF BEFORE ROTATION, CHIP LIGHT STARTED TO FLICKER. TAKEOFF ABORTED AND RETURNED TO TERMINAL. MAINTENANCE FOUND BRASS COLORED METAL IN OIL. ENGINE REPLACED.

[CA050804005](#) ZLIN LYC CONTROL CABLE FRAYED

6/23/2005 Z242L AEIO360A1B6 Z4243130000 TE FLAPS

(CAN) DURING A 100 HR INSPECTION THE FLAP CONTROL SYSTEM CENTER CABLE WAS DISCOVERED TO BE FRAYED AT THE AREA OF THE PULLEY. THE CABLE WAS REPLACED NEW.

[CA050804006](#) ZLIN LYC CONTROL CABLE FRAYED

6/23/2005 Z242L AEIO360A1B6 Z4243130000 TE FLAPS

(CAN) DURING A 100 HR INSPECTION THE FLAP CONTROL SYSTEM CENTER CABLE WAS DISCOVERED TO BE FRAYED AT THE AREA OF THE PULLEY. THE CABLE WAS REPLACED NEW.

[CA050804008](#) ZLIN LYC CONTROL CABLE FRAYED

7/26/2005 Z242L AEIO360A1B6 Z4243130000 TE FLAPS

(CAN) DURING A 100 HR INSPECTION THE CENTER FLAP CABLE WAS FOUND TO BE FRAYED AT THE PULLEY AREA. THE CABLE WAS REPLACED NEW. THIS IS A COMMON AREA FOR WEAR ON THESE CABLES.

END OF REPORTS