



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

**AFS-600**  
Regulatory Support Division

## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
330**



**JANUARY  
2006**

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

**AVIATION MAINTENANCE ALERTS**

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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.

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

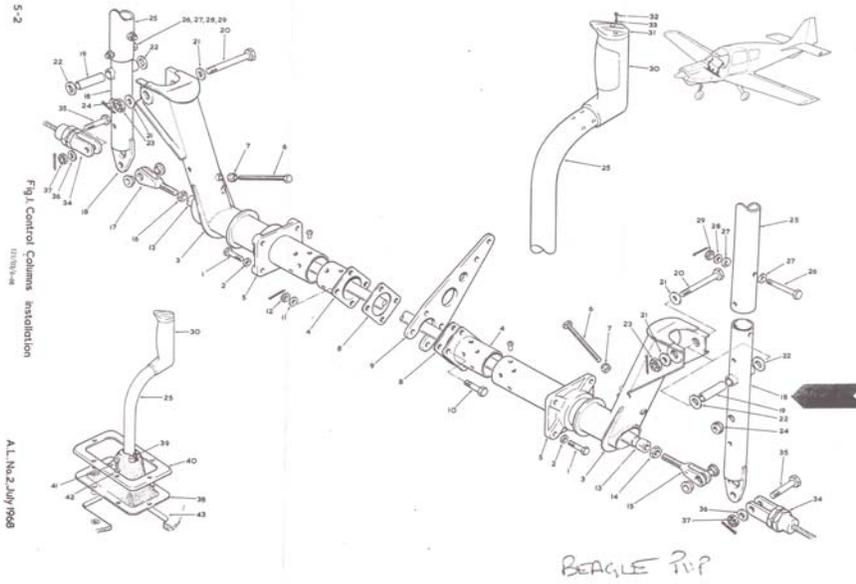
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**AIRPLANES**

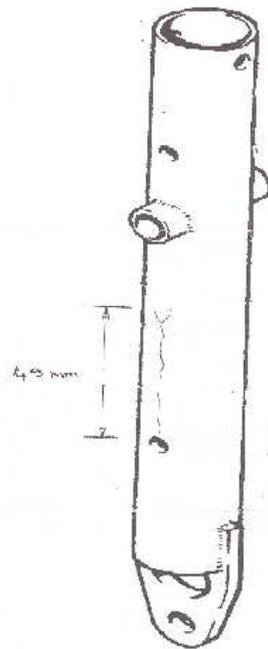
**BEAGLE**

**Beagle: B121; Cracked Flight Control Column; ATA 2701**

An annual inspection visually detected a 2-inch longitudinal crack in one of the cockpit control columns. Magnetic particle inspection was used to confirm the defect. "This component forms part of the aircraft flight control system and is critical to flight," states the attending mechanic. "Both the L/H and R/H fittings (*parts*) are the same part number (*BE45.10057*). The probable cause (*for this defect*) is stress corrosion cracking. It is recommended an airworthiness directive be raised to inspect this component for cracks on the left and right control columns at the next annual—or within 50 flying hours—and then annually as a repeat inspection. (*This report*) has been transmitted to the aircraft type certificate holder: DeHavilland Support in the United Kingdom.... Telephone 44 (0) 1223 830090."



101



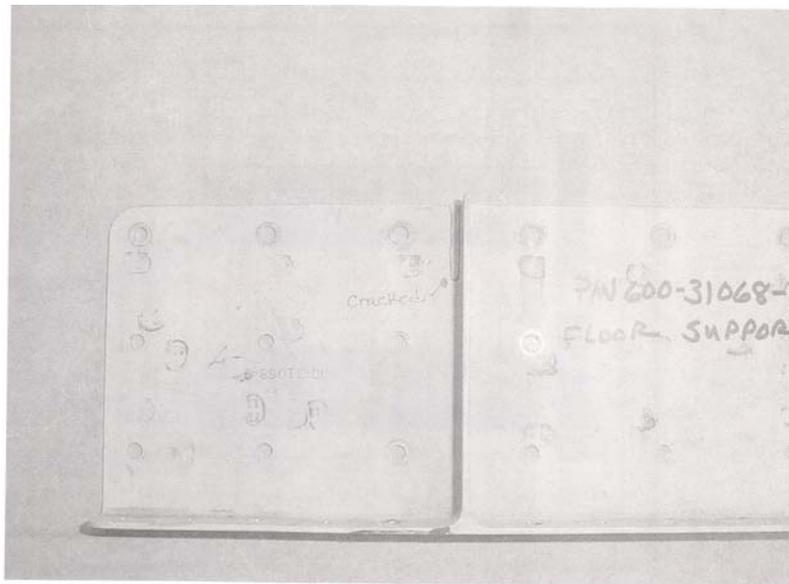
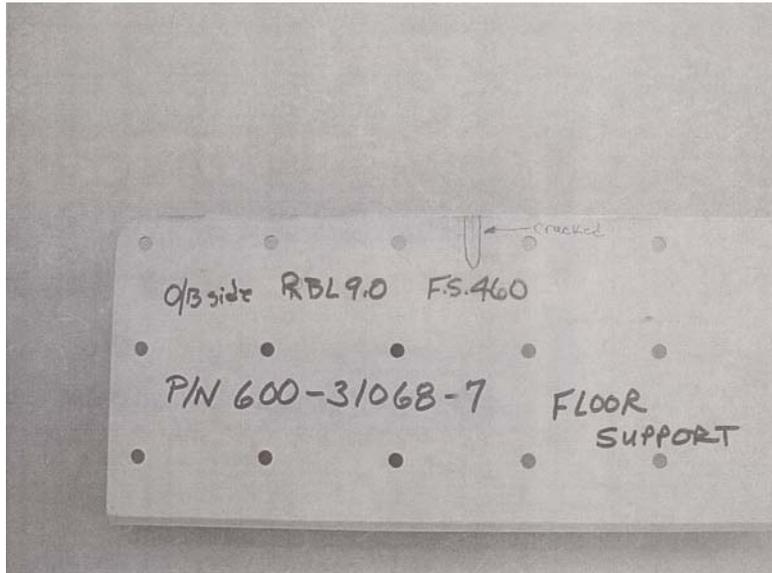
Part Total Time: 1,505.0 hours.

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**CANADAIR**

**Canadair: CL-600; Cracked Floor Support; ATA 5315**

This defect report describes a cracked flange found on supporting floor structure (P/N 600-31068-7). It was found by visual inspection during a floor beam replacement and described by the submitter as being included in the 60 month *below floor inspection task*. This cracked floor support was located at RBL 9.0, F.S. 460 (*right buttock line and fuselage station*). Inspection of three additional CL-600 aircraft did *not* find similar cracks. (*Low resolution, black and white photos accompanied this submission, two of which are included.*)



Part Total Time: 15,110.9 hours.

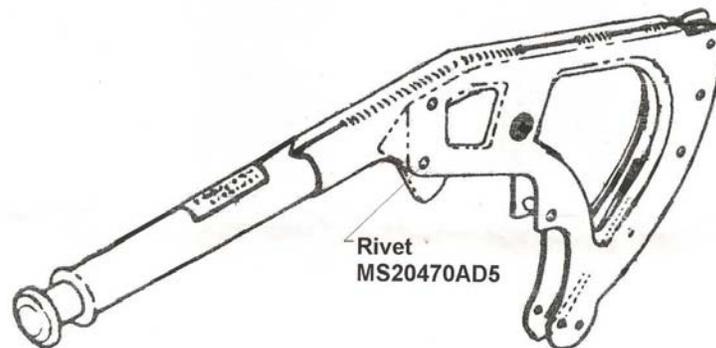
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## CESSNA

### Cessna: 170B, 172-172E, 180's, 182-182D, 185's: Worn Flap Handle Latch; ATA 2750

*(The following article is published as received from the Wichita Aircraft Certification Office: ACE-118W.)*

“The FAA has received reports of problems associated with a tubular spacer found within Cessna flap handle latch mechanisms (P/N 0510166-0 through -5). Specific models include 172 through the 172E (1964), all 180's, 182 through 182D (1961), and all 185's. The spacer's relative position within the handle can be seen in the attached drawing. It is transfixed by a rivet having washers at each end. Continued use of this latch mechanism causes wear on the handle. Should this occur, the spacer can work itself sufficiently out of the handle to jam the latching mechanism. Wear may be evidenced by paint or surface scrape-type marks found just below the washers on either side of the flap handle. It is recommended this latch joint be inspected for wear during every 100 hours or annual inspection.”



*(For further information contact Mr. Gary Park, Aviation Safety Engineer: 1801 Airport Road, Rm. 100, Mid-Continent Airport, Wichita, KS. 67209)*

Part Total Time: (N/A).

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## GROB

### Grob: G120A; Disbonded Rudder-Spar & Lever Assembly; ATA 5541

The submitter states, “During fleet-wide inspection of aircraft, a technician found excessive movement between the rudder and the rudder-lever assembly (P/N 120A-3115). Further inspection showed disbonding between the rudder spar (P/N 120A-3103) and the rudder lever assembly spacer plate. The probable cause appears to be excessive flexing of the spar or improper bonding (spar and spacer are composite material). The spar may not be rigid enough in this area. The recommendation at this time is to increase strength/rigidity of the spar and improve the bonding method.” *(This report was accompanied by two additional and identical defect reports—all models G120A having an average total time of 1861.0 hours.)*

Part Total Time: 1,589.0 hours.

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## LEAR

### **Lear: 60; Cracked Stiffener Angles; ATA 5540**

While removing and replacing rudder cables on this aircraft, a mechanic found "...the rudder support stiffener angle (P/N 5412481-004) cracked under the rudder primary travel stop (frame station 48)." Additional cracks were found on the rudder's leading edge panels 331, 332, and 333, and its forward spar damaged at the center and upper hinge points (water line 92.34 and 122.83). The probable cause is surmised to be rudder overtravel, occurring when the aircraft is parked outside in windy conditions without gust-locks. *(A different Lear 60 was found to have similar damage, but also included a cracked rudder "support bracket," P/N 5412481-026.)*

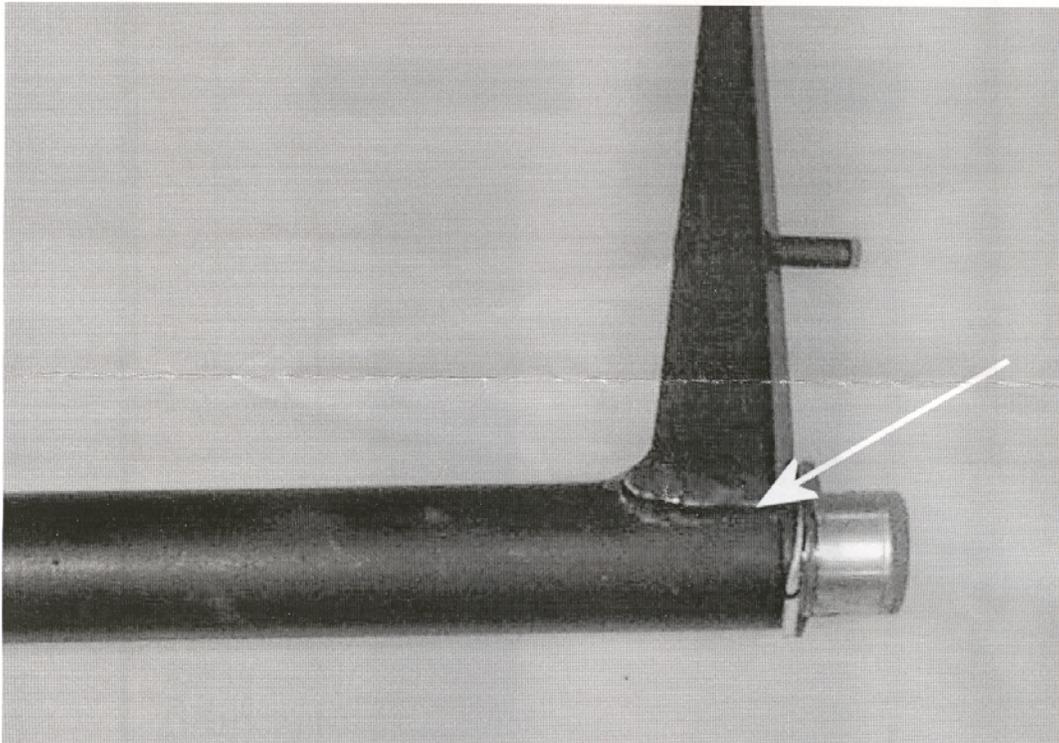
Part Total Time: 4,374.0 hours.

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## MOONEY

### **Mooney: M20J; Cracked Seat Crank; ATA 2510**

Aft acceleration of the pilot's seat during takeoff provided plenty of motivation for an inspection. Vertically adjusting, the submitter found the left rear bell crank assembly cracked, allowing for sufficient frame distortion the seat lock pins would not fully engage the slide tracks. A new bellcrank and tube assembly were installed (P/Ns 140216-501 and 140216-021). The submitter notes the new bellcrank had reinforcement straps welded at the failure point. The new parts returned the seat to normal operation. *(This vertically adjusting seat is described as optional: P/N 140215-501. Shown below is a picture of the cracked crank assembly.)*



Part Total Time: 2,597.5 hours.

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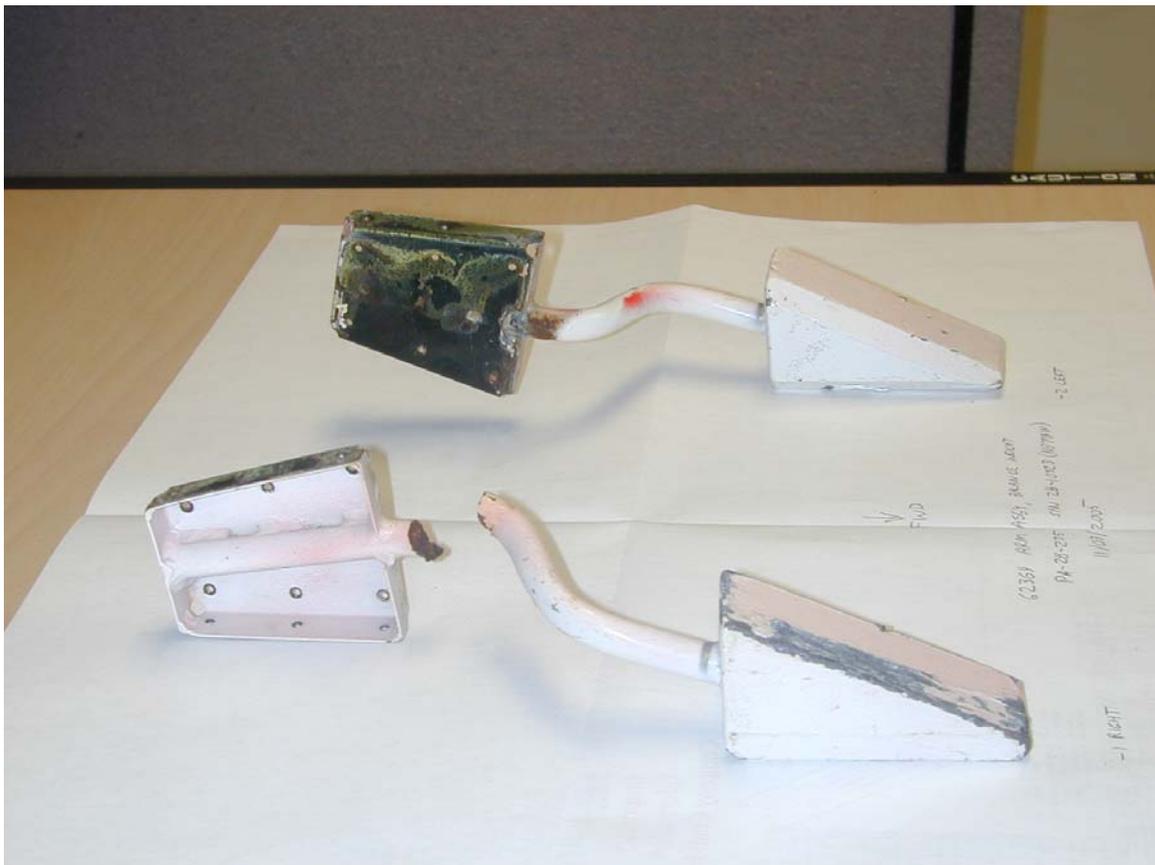
### PIPER

#### Piper: PA28 and-32; Corroded Aileron Balance Weight; ATA 5751

*(The following article is published as received from the Aircraft Certification Office in Atlanta, Georgia.)*

“This office received a report of a corroded aileron balance weight assembly on a 1964 Piper PA-28-235 (P/N 62369-00 or 62369-01). Based on the report and our research, the following is recommended: for those Piper PA-28 and PA-32 model airplanes that meet the applicability requirements specified in Airworthiness Directive (AD) 67-12-06, accomplish the actions specified in paragraphs (a) through (c) of the AD for the aileron balance weight assembly. Do this at the next annual or 100 hour inspection (whichever comes first) and repeat every annual inspection. Consider additional inspection of the faying surface—where the assembly attaches to the aileron end-rib. More corrosion may be found.”

*(For additional information contact: W. O. Herderich, Aerospace Engineer: One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349. 770-703-6082.)*





Part Total Time: unknown.

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### **Piper: PA46; Cracked Wing Spar; ATA 5711**

A repair station technician writes, "During an annual inspection it was noted several rivets attaching the right wing skin to the lower wing spar were becoming loose (smoking) just outboard of the main gear door and inboard of the rib (P/N 83133-03) at wing station 79.5." A crack was found inside the wing on the bottom aft side of the spar angle (P/N 82200-696), starting at the aft edge and propagating forward through two rivets and beyond (see attached photograph). "It appears the wing flexes considerably in this area, evidenced by loose rivets." He encourages accomplishment of Piper Service Bulletin SB796B, part 1 of which addresses this issue. *(The "smoking rivet" idiom is analogous to the more broadly known "smoking gun." Any number or combinations of dirt, fluids, grease, oil, and the like can readily "work" around a loose fastener. When exposed to the airstream, telltales are generated in the form of long dirty streaks leading back to the source. The SDRS data base reflects seven additional/related lower spar cracks.)*



Part Total Time: 5,237.7 hours.

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**Piper: PA32; Cracked Wheel Half; ATA 3246**

A mechanic describes this aircraft landing safely, with a subsequent flat tire developed during taxi. Fairing removal revealed the inboard wheel half (P/N 161-47) rubbing on the brakes. After disassembly and removal of the brake disk, "...the inboard wheel half (*was observed*) to be cracked three inches along the bead area and bowed out." The pilot reported this wheel's tire had been changed 6 months previously, leading the mechanic to speculate whether or not close inspection at that time could have detected this defect.



Part Total Time: 2,902.52 hours.

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## RAYTHEON

### **Raytheon: Premier 1; Reversed Flap-Track Bolt Installation; ATA 5744**

A technician writes, “Upon removal of the flap actuators, I found the number three L/H and R/H flap actuators were deeply gouged—the flap-track bolt had been installed backwards (P/N NAS 6205-18D).” The bolts were removed, inspected, then *properly* reinstalled.

Part Total Time: 385.8 hours.

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## HELICOPTERS

### BELL

### **Bell: 407; Bevel Gear Missing Tooth; ATA 6310**

The submitter says, “This helicopter received two transmission chip caution lights in 2.9 hours. The main input quill was removed for inspection of the bevel gear (P/N 407-040-035-101). (*This inspection*) revealed one missing gear tooth and an adjacent tooth cracked. This transmission was sent to Bell Helicopter in Tennessee for evaluation and overhaul. I have no recommendation to prevent recurrence.”

Part Total Time: 1,425.4 hours.

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## SCHWEIZER

### **Schweizer: 269C-1; Improper Throttle Cable Installation; ATA 7322**

*(Other than slight formatting changes, the following is published as received from the New York Aircraft Certification Office, ACO-NE170.)*

“During an incident investigation, the Oakland FSDO (*Flight Standards District Office*) discovered the throttle control cable linkage to the carburetor throttle bell crank assembly (P/N 269A8409) on a Schweizer Aircraft Corporation Model 269C-1 had been improperly installed. The throttle cable linkage and large safety washer were improperly placed, resulting in the failure of the throttle bell crank assembly bearing and a complete separation of the linkage, which would normally be prevented by the properly placed safety washer. Possible sources for the installation error were traced to an outdated service manual (Schweizer 300CB Model 269C-1: Helicopter, Basic Handbook of Maintenance Instructions (HMI), Publication Number CSP-C1-2, Revision 20 dated November 20, 2003) and an illustrated parts catalog (Schweizer Model 269C-1 Helicopter Illustrated Parts Catalog *IPC*, Publication number CSP-C1-6 issued May 10, 1996). Schweizer Aircraft Corporation concurred with the FSDO findings and revised and distributed updated documents (Schweizer 300CB Model 269C-1 Helicopter, Basic Handbook of Maintenance Instructions, Publication number CSP-C1-2, Revision 21 dated December 13, 2004 and Schweizer Model 269C-1 Helicopter Illustrated Parts Catalog *IPC*, Publication number CSP-C1-6 revised December 13, 2004). In order to limit the possibility of repeating the throttle linkage installation error, all operators should follow the instructions in the revised HMI dated December 13, 2004.

*(For further information, contact Mr. G. Duckett, Aviation Safety Engineer, Aircraft Certification Office, 1600 Stewart Avenue, Suit 410, Westbury, NY 11590. Phone 516-794-5531.)*

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## POWERPLANTS

### ROLLS-ROYCE

#### **Rolls-Royce: 550-2; Improper Engine Conversion; ATA 7200**

*(We have published the following bulletin as received from the London International Field Office. See the end of the article for contact information.)*

“During a facility inspection of an FAA certificated foreign repair station it was noted a Rolls-Royce Dart turbine propeller engine was converted from a model 550-2 to a model 529-8Z. Investigation into this conversion revealed the 550-2 is not an approved configuration under the FAA Type Certificate. The repair station’s actions violate the regulations in two areas. The data used to convert this engine was a series of Rolls-Royce service bulletins containing instructions to convert the 529-8Z into a 550-2. The service bulletins were accomplished in the reverse order. The repair station’s conversion of a non-TC’d (*not type certificated*) to a TC’d configuration essentially amounts to new production, which is not authorized by the regulations. Documentation indicates the engine was previously installed in a foreign military aircraft until it was decommissioned and sold at a public auction. Surplus foreign military aircraft and engines are not eligible for FAA TC under 14 CFR Part 21: 21.25 (a)(2), or 21.27. The FAA is aware of seven other complete engines, nine Dowty Rotol propellers, and several lots of Rolls-Royce Dart engine rotables that were available at this auction and have the potential of being introduced into the US civil aviation system.”

*(For further information contact: Michael J. Becker, Principal Maintenance Inspector, London International Field Office, PSC 801, Box 63, FPO AE 09498. Phone +44-208-754-8819; Fax +44-208-754-8826.)*

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## ACCESSORIES

### ACK EMERGENCY LOCATOR TRANSMITTER (ELT)

#### ACK ELT: E-01; Leaking Duracell MN1300 Batteries; ATA 2562

A mechanic describes inspecting an ACK ELT (emergency locator transmitter) as required by 14 CFR part 91, section 91.207(d) during an annual aircraft inspection. “The 24 month old Duracell MN1300 batteries were found leaking, with fluid visible in the bottom of the unit. These batteries were all dated March 2009. *(I)* recommend replacing batteries in these type of units each 12 months or requiring a sealed battery installation.”

Part Total Time: 24 months.

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### DUNLOP WHEEL ASSEMBLY

#### Dunlop Wheel Assembly: AHA1814; Failed Tie-Bolt Nuts; ATA 3246

The submitter states, “A Raytheon Hawker 800XP...was taxing on a maintenance check at the Teterboro airport when the *(L/H)* inboard wheel’s outer half separated from the inboard half. The twelve tie-bolts remained on the inboard wheel half and *(were)* therefore recovered. Only four tie-bolt nuts and two washers were recovered by the Port authority. An internal investigation is still ongoing, but it is suspected the tie-bolt nuts failed *(P/N FN22A-524)*.”

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### ELECTROSYSTEMS (STARTER)

#### Electrosystems (Starter): MZ4222; Failed Drive Splines; ATA 8011

“A pilot reported a grinding noise when the starter was engaged,” states this mechanic. “*(I)* removed the starter and disassembled *(it)*...and found the drive splines on the armature shaft broken off. This is the second such defect found in one month. No apparent cause *(for this defect)* was found.” He also describes not finding wear tolerance measures for the drive splines in the overhaul manual. *(Four similar entries for this part number are present in the SDRS data base.)*

Part Total Time: 120.0 hours.

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### GOODYEAR (TIRE)

#### Goodyear (Tire): 196K08-9; Molding Damage; ATA 3244

A mechanic notes apparent damage original to a freshly mounted new tire. Specific descriptions are not provided, nor the type of aircraft. “It appears the tire was damaged in the molding process. There are two injuries in the sidewalls of the tire, almost directly across from each other. Air escapes from the tire very slowly, until the aircraft weight is placed on it. Even then, you have to listen closely to hear the air escaping.” *(A very similar report for this particular tire can be found in the SDRS data base.)*

Part Total Time: 0.0 hours.

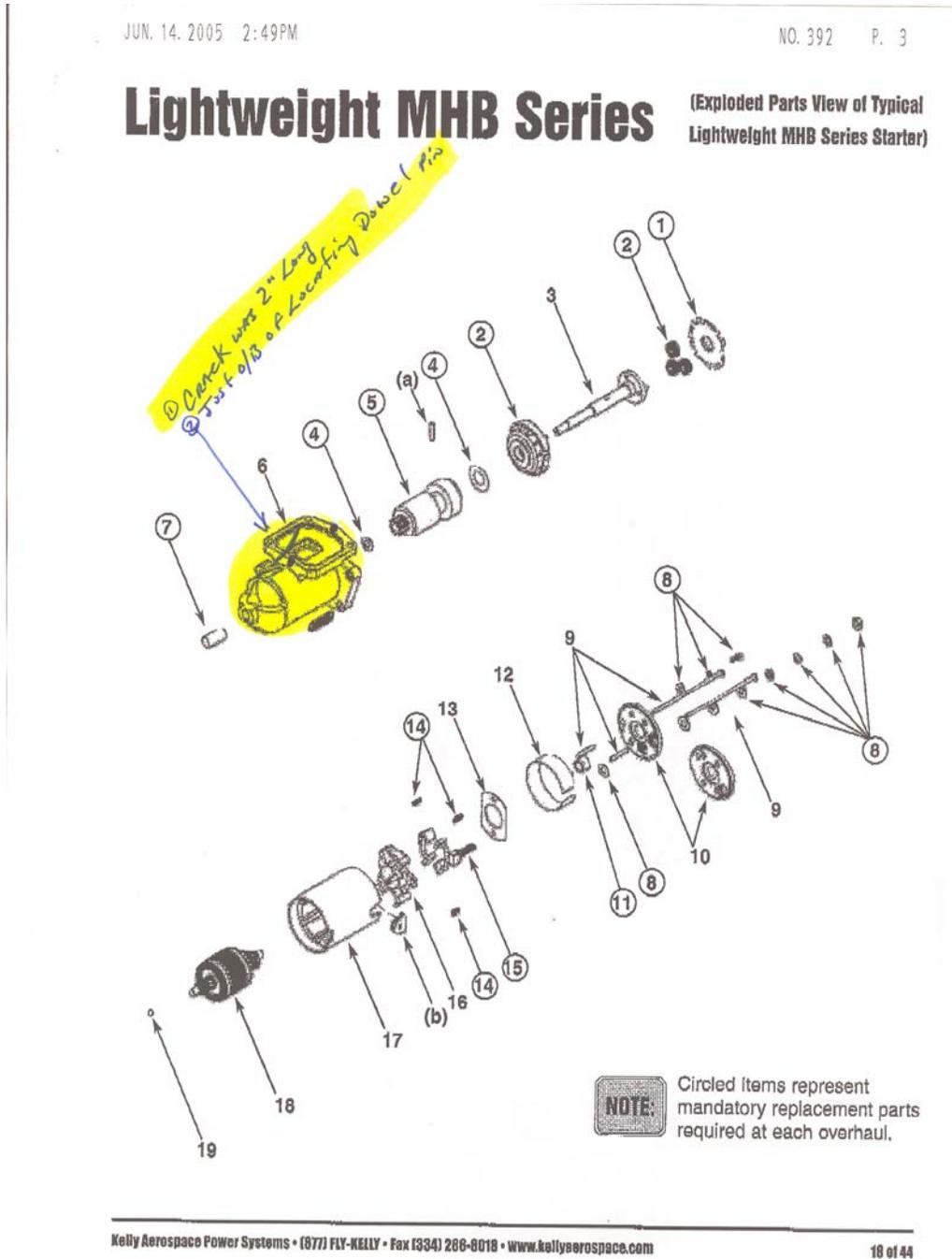
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### KELLY AEROSPACE (STARTER)

#### Kelly Aerospace (Starter—3 ea.): MHB 6016; Cracked Mounting Plate; ATA 8011

*(Three defect reports from the same mechanic describe identical flaws in the same starter part number (MHB-6016) from two Piper PA-28 aircraft and a third unknown aircraft.)*

“Mounting plate has stress crack identical to (the) other failures,” states the submitter. “See the attached IPC (internal parts catalog) for the (location) area of the crack. Cracks on both units were two inches long.” The third report includes “This is the fifth cracked housing in a two month period. There is a major problem....” (Part times were not included with these reports. All three starters were condemned.)



Part(s) Total Time: unknown.

**Kelly Aerospace (Starter—2 each): MZ6222; Failed Bendix Drive; ATA 8011**

*(This report combines another two starter submissions having the same model number: MZ6222, the same type aircraft installation: PA-28R, and both from the same mechanic. This is not the same mechanic who provided the previous submission.)*

“The bendix drive gear (*has*) come apart, damaging the ring gear. The supplier (not the manufacturer) stated this was a common problem. This (*bendix defect is...*) the second instance for this (*particular*) aircraft.” Another report from this mechanic provides a similar description for another PA-28 aircraft. (*The SDRS data base records nine entries with similar descriptions for this particular part number.*)

Part Total Times: 60 and 140 hours (*respectively*).

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**Kelly Aerospace (Starter): MHB-6016: Failed Bendix Drive; ATA 8011**

*(The following starter defect description is from a mechanic whose geographic location is entirely different from the previous two submitters.)*

“The drive gear on the bendix drive shattered. This also caused severe damage to the teeth on the ring gear, rendering the ring gear unserviceable. We’ve had two previous problems with the bendix on new starters. These (*problems*) are related to the drive not engaging or disengaging properly....” The submitter speculates these issues may be related to a “...materials defect” in the part(s). (*This starter was mounted on a Lycoming O320 under the hood of a Cessna 172P. Part condition is listed as “destroyed” SDRS records four additional Bendix failures for this part number.*)

Part Total Time: 124.9 hours.

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## 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.

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### 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.

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## 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) data base 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 data base 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](mailto:9-AMC-SDR-ProgMgr@faa.gov)

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## IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646

FAX: (405) 954-4570 or (405) 954-4655

E-mail address: [Daniel.Roller@faa.gov](mailto:Daniel.Roller@faa.gov)

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

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

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## AVIATION SERVICE DIFFICULTY REPORTS

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

# Federal Aviation Administration

## Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
<a href="#">2005FA0001545</a>				RISER	CRACKED
11/16/2005				86202004R	EXHAUST
WHILE INSTALLING REPAIRED EXHAUST ON ENGINE NOTICED A 1.5 INCH CRACK IN THE WELD AT THE EXHAUST RISER FLANGE. THIS UNIT WAS RECENTLY REPAIRED AND RECERTIFIED. RISER TO BE RETURNED TO REPAIR FACILITY.					
<a href="#">2005FA0001350</a>				CANOPY	SEPARATED
10/4/2005					COCKPIT
CANOPY GLASS SEPARATING FROM FRAME. THIS A TEST.					
<a href="#">2005FA0001592</a>				SNAP RING	MISSING
11/21/2005					PROPELLER
THIS PROPELLER CAME INTO OUR SHOP FOR STC BLADE ANGLE CHANGE ON A NEW PROPELLER. ON OUR FIRST CHECK OF THE BLADE ANGLE WE GOT 4 DEGREES AND KENW SOMETHING WAS WRONG. SO WE PULLED TH DOEM AND THE PISTON SNAP RING HAD NOT BEEN INSTALLED FROM THE FACTORY. (K)					
<a href="#">2005FA0001565</a>				GEAR	UNKNOWN
12/1/2005					UNKNOWN
GEAR					
<a href="#">2005FA0001580</a>				STARTER	FAILED
10/7/2005				MZ4222	HOUSING
UPON INSPECTION OF STARTER MOTOR, IT APPEARS AS THOUGHT THE THRU-BOLTS THAT ATTACH THE MOTOR TO THE BENDIX FAILED IN FLIGHT. (K)					
<a href="#">2005FA0001619</a>		CONT		CRANKSHAFT	CRACKED
12/22/2005		IO360ES		653129	ENGINE
ENGINE HAD A PROPELLER STRIKE INSPECTION WITH NO DAMAGE FOUND TO CRANKSHAFT. ENGINE WAS PUT BACK INTO SERVICE, CRANKSHAFT DEVELOPED A CRACK IN THE PROPELLER FLANGE. CRACK PROPAGATED FROM A SUBSURFACE DEFECT THAT WAS UNDECTED BY MAGNETIC PARTICLE INSPECTION.					
<a href="#">2005FA0001543</a>		CONT		MAGNETO	CORRODED
11/16/2005		TSIO520NB		6320	LT ENGINE
PILOT REPORTED NO MAG DROP ON LT ENGINE. UPON INSPECTION OF MAGNETOS FOUND POINTS BROKEN. INSPECTED OTHER MAGNETOS AND FOUND ONE OTHER MAGNETO EXCESSIVELY BURNED AND DAMAGED INTERNALLY. PICTURES WERE TAKEN OF MAGNETOS IF ANY ADDITIONAL INFORMATION IS NEEDED. MAGNETOS WERE REPLACED AND AC WAS RETURNED TO SERVICE.					
<a href="#">2005FA0001544</a>		CONT		MAGNETO	CORRODED
11/16/2005		TSIO520NB		6320	LT ENGINE

PILOT REPORTED NO MAG DROP ON LT ENGINE. UPON INSPECTION OF MAGNETOS FOUND POINTS BROKEN. INSPECTED OTHER MAGNETOS AND FOUND ONE OTHER MAGNETO EXCESSIVELY BURNED AND DAMAGED INTERNALLY. PICTURES WERE TAKEN OF MAGNETOS IF ANY ADDITIONAL INFORMATION IS NEEDED. MAGNETOS WERE REPLACED AND AC WAS RETURNED TO SERVICE.

<a href="#">2005FA0001554</a>	GE	PLATE	CRACKED
11/4/2005	CT581401	5124T96P01	ENGINE

DURING MAJOR INSPECTION THE NR 1 COOLING PLATE WAS FOUND TO HAVE CRACKS IN (SURFACE M). THERE ARE 6 EA CRACKS APPROXIMATELY .250 IN LENGTH. THE OVERALL GOOD, AND THERE WAS NO EVIDENCE OF AN OVERTEMPATURE ON ANY PARTS. (K)

<a href="#">2005FA0001516</a>	LYC	BEARING	DEFECTIVE
9/20/2005	IO360L2A	LW16711	ENGINE

DURING ENGINE DISASSEMBLY FOR ROUTINE OVERHAUL, IT WAS NOTED THAT SOME NR 3 MAIN BEARING SURFACE MATERIAL HAD RELEASED FROM THE BEARING SHELL. NO OTHER DEFECTS WERE NOTED RELATIVE TO THIS OCCURRENCE. (K)

<a href="#">CA051006007</a>	PWA	BLADES	DAMAGED
10/3/2005	PT6A67D	311899101	TURBINE SECTION

(CAN) ENG REQUIRED REPLACEMENT OF CT DISK DUE TO EXCESS CT TIP CLEARANCES AND BURNED CT BLADES TIPS. NEW CT DISK ASSY, WITH QTY 8 NEW & QTY 35 OH CT BLADES WERE INSTALLED. 8 NEW BLADES NOTED TO HAVE A BLADE STEP AT INTERFACE BETWEEN CT BLADE PLATFORM & FIR TREE ROOT. CT DISK ASSY INSTALLED IAW MM, USUAL FIELD MAINT PERFORMED & ENG REASSEMBLED. GROUND RUN PERFORMANCE INDICATED ENG PERFORMANCE NOT AS EXPECTED. UPON SPLITTING ENG, RUB CONTACT BETWEEN CT DISK & CT AIR BAFFLE DISCOVERED. CT DISK REMOVED FOR INSP AND NOTED A SEVERE RUB OCCURRED ON L/E OF CT DISK PLATFORM FACE TO CT STATOR AIR SEAL. RUB ORIGINATED AT POSITION OF QTY 4 OF 8 NEW CT BLADES, INSTALLED IN DISK ASSY AT BUILD.

<a href="#">CA051017011</a>	PWA	BEARING	FAILED
10/17/2005	PW124B	310784501	NR 2

(CAN) SEE REPORT ATTACHED

<a href="#">ZN3R030M</a>	AMD	GARRTT	OIL COOLER	MISREPAIRED
11/22/2005	FALCON	ATF36A4	1601562	ENGINE

OIL COOLER 160156-2, SN 23-610C SERIES 2 HAS POSSIBLE UNAPPROVED REPAIR CONSISTING OF A PLUG WELD IN THE MIDDLE OF THE OIL COOLER FINS AND WALL COMPLETELY THRU. CHIEF INSPECTOR NOTIFIED AT REPAIR STATION AND REQUESTED SUP TO BE COMPLETED ON 11/22/05.

<a href="#">CA051017003</a>	AMD	GARRTT	EXHAUST DUCT	FAILED
10/9/2005	FALCON50MYST	TFE73131C	F50B721508A3	ECU

(CAN) CREW RECEIVED LT WARM BATT IND, FOLLOWED BY LT BATT HOT IND. ALSO, RT BATT IND WARM THEN HOT. SELECTED BOTH BATTERIES OFF, HAD AN AFT EQUIP BAY FIRE IND. RAN PHASE DRILL INCLUDING ACT OF FIRE EXTING. AFT EQUIP FIRE WARNING WENT OUT FOLLOWING, REDUCING BATT TEMPS. NORMAL LANDING FOLLOWED. NO VISUAL IND OF FIRE. AFTER INSP, DETERMINED, INSULATION AROUND ECU EXHAUST DUCT HAD FAILED, RIPPED OPEN ALLOWING BLEED AIR INTO AFT COMPT CAUSING MAIN BATT TO HEAT UP, GIVE HOT BATT WARNING AS WELL AS FIRE WARN AS BLEED AIR WAS DIRECTED AT FIRE DETECT LOOP. EFFECTED FIRE BOTTLES, SQUIBS WERE REPLACED, REPAIRED ECU DUCT, SLEEVE WERE INSTALLED. SYS WERE OPS AND LEAK CHECKED. NO FAULTS WERE NOTED AND AC WAS RELEASED.

<a href="#">CA051020003</a>	AMD	GARRTT	HONEYWELL	FILTER	UNKNOWN
10/20/2005	FALCON900	TFE7315BR		8975131	FUEL PUMP

(CAN) THE INDICATORS ON THE PUMP ASSEMBLIES ARE SHOWING A BYPASS CONDITION. WHEN EXAMINED THE FILTERS ARE CLEAN. THESE FILTERS CAN BE LEFT IN SERVICE UP TO 600 HR. BUT ARE

NOW TRIPPING THE INDICATOR ANY WHERE FROM 5 TO 500 HRS. WITH THE TYPICAL TIME BEING LESS THAN 100 HRS. THERE WAS NO PROBLEM IN THIS AREA UNTIL JANUARY 2005. ALL 3 INDICATOR ASSEMBLIES HAVE BEEN TESTED OK. THE TANKS AND TANK SCREENS HAVE BEEN INSPECTED AND FOUND CLEAN. THIS IS A KNOWN PROBLEM AS MFG ISSUED SB TFE731-73-3149 ON SEPT. 12, 2005 BUT AS YET THE NEW FILTERS ARE NOT AVAILABLE.

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<a href="#">2005FA0001583</a>	AMRGEN	LYC	VENT LINE	PLUGGED
12/5/2005	AA5A	O320*		RT WING TANK

RT WING FUEL TANK COLLAPSED DURING FLIGHT. SAFE LANDING WAS MADE. FOUND FUEL TANK VENT LINE PLUGGED WITH INSECT DEBRIS. PERIODICALLY CHECK FUEL VENTS FOR OBSTRUCTIONS, ESPECIALLY WHEN TIED DOWN ON GRASS. (K)

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<a href="#">2005FA0001552</a>	AMRGEN	LYC	CONNECTING ROD	BROKEN
9/30/2005	AA5B	O360A4K	LW-11750	ENGINE

CONNECTING ROD TO CRANKSHAFT BEARING FAILED RESULTING IN ROD DISCONNECTING FROM CRANKSHAFT AND SUBSEQUENT CASE PENETRATION AND ENGINE STOPPAGE.

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<a href="#">2005FA0001597</a>	AMTR	LYC	ENGINE	MALFUNCTIONED
12/10/2005	RV8	O360A1A		

FORCED LANDING, DUE TO ENG FAIL DURING TAKEOFF. DAMAGE TO AC INCLUDED LT MLG WAS BROKEN, LT WING TIP SKIN DENTED, LWR ENG COWLING DAMAGED. DAMAGE TO AC WAS CONSIDERED TO BE MINOR. INSP OF AC REVEALED LT FUEL TANK WAS FULL OF FUEL; FUEL QTY IN RT FUEL TANK COULD NOT BE DETERMINED. ENG OIL LEVEL WAS AT 6 QUARTS. CONTINUITY OF ENG CONTROLS, THROTTLE, MIXTURE, AND CARBURETOR HEAT WAS ESTABLISHED FROM COCKPIT TO ENG. ENG FUEL SYS LINES WERE DISCONNECTED FROM CARBURETOR, FUEL SAMPLE REVEALED CLEAN BLUE AVIATION FUEL. EXT INSP OF ENG REVEALED NO MECH ANOMALIES. ENG FUEL STRAINER COULD NOT BE DRAINED WITH ENG COWLINGS INSTALLED ON AC, THEREFORE FUEL STRAINER WAS NOT BEING DRAINED DURING PILOT'S PREFLIGHT INSP.

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<a href="#">2005FA0001526</a>	AYRES	LYC	CANOPY	DEPARTED
11/3/2005	S2C	AEIO540*	S2C503	COCKPIT

CANOPY ASSEMBLY PN S2C503, DEPARTED AIRCRAFT DURING NORMAL FLIGHT ATTITUDE AND CRUISE SPEED. NO APPARENT COMPONENT FAILURE NOTED ON AIRCRAFT COCKPIT STRUCTURE OR CANOPY RETAINING COMPONENTS. SINCE CANOPY ASSEMBLY WAS NOT RECOVERED. NO PROBABLE CAUSE FOR SEPARATION COULD BE FOUND. (K)

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<a href="#">2005FA0001548</a>	BBAVIA	LYC	HARNESS	BROKEN
11/9/2005	8KCAB	AEIO360*	1013030	LATCH

JUST PRIOR TO INITIATING AEROBATICS THE PILOT ATTEMPTED TO RATCHET DOWN HIS AEROBATIC HARNESS. THE HANDLE FOR THE RATCHET BROKE ALLOWING THE RATCHET LOCK TO FALL OUT OF THE ASSEMBLY. FLIGHT WAS TERMINATED. HARNESS REPLACED WITH NEW ASSEMBLY.

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<a href="#">CA051025002</a>	BEECH	PWA	INDICATOR	STUCK
10/24/2005	100BEECH	PT6A28	973840091	OIL PRESSURE

ON CLIMB OUT, CO-PILOT NOTICED THE OIL PRESSURE INDICATOR FOR THE RIGHT HAND ENGINE DROP TO 10PSI AND STAY THERE. ALL OTHER INDICATIONS WERE NORMAL. THE AIRCRAFT RETURNED TO BASE AND LANDED SAFELY. THE INDICATOR WAS REPAIRED AND RE-INSTALLED.

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<a href="#">CA051021001</a>	BEECH	PWA	CONTROLLER	FAILED
10/19/2005	200BEECH	PT6A41	13034611	CABIN PRESSURE

FLIGHT CREW REPORTED THAT WHILE IN CRUISE AT F/L 200 CABIN ALTITUDE CLIMBED TO 14000 FEET WITH ASSOCIATED WARNINGS AND MASKS AUTOMATICALLY DEPLOYING. AIRCRAFT RETURNED TO BASE WHERE MAINTENANCE CHANGED LT FLOW PACK, AND THE PRESSURIZATION CONTROLLER. GROUND RUNS WERE CARRIED OUT WITH NO FURTHER DEFECTS NOTED. AIRCRAFT WAS FLOWN FOR OPERATIONAL CHECK OF PRESSURIZATION SYSTEM WITH NO DEFECTS NOTED.

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[2005FA0001536](#) BEECH PWA TIRE DEBONDED  
11/3/2005 400A JT15D5 184F135 NLG

OPERATOR STATED, RT FROM INSTALL AT ANOTHER FACILITY, THE AIRCRAFT EXPERIENCED NOSE VIBRATION ON TAKE OFF. DISASSEMBLED WHEEL ASSY AND FOUND INNER CASING OF TIRE DEBONDING. (K)

[2005FA0001620](#) BEECH TUBE CHAFED  
12/2/2005 58 00292000049 FUEL SYSTEM

WHILE RETRACTING AND EXTENDING LANDING GEAR FOR ADJUSTMENT OF DROOPING IB MAIN WHEEL DOOR NOTED ABNORMAL NOISE AND VIBRATION DURING APPROXIMATE MID-TRAVEL. INVESTIGATED FURTHER, FOUND RT MLG RETRACT ROD ASSY. CHAFING ON PN 002-920000-49 AND PN 002-920000-51 RT WHEEL WELL FUEL CROSSFEED TUBES. VISUALLY INSPECTED FUEL TUBE ASSY. FOUND CHAFING ON EXTERIOR NEGLIGIBLE. REPOSITIONED AND SECURED FUEL TUBES AS REQUIRED FOR CLEARANCE WITH RETRACT ROD DURING RETRACT/EXTENSION OPERATIONS. RECOMMEND 1-TIME INSP OF AREA; IF NOT NOTICED EARLY COULD RESULT IN CHAF-THROUGH AND SUBSEQUENT FUEL LEAKAGE. (K)

[2005FA0001582](#) BEECH CONT PNEUMATIC SYSTEM CONTAMINATED  
11/30/2005 58 IO550\*

PNEUMATIC SYSTEM INSPECTED AND TRACES OF WATER WERE FOUND IN THE EJECTOR VALVE AND AREA BELOW THE VALVE. FURTHER INSPECTION REVEALED WATER IN THE PNEUMATIC MANIFOLD VALVE AND ASSOCIATED PLUMBING. APPROXIMATELY .5 OZ OF WATER WAS REMOVED FROM THE SYSTEM. THE PNEUMATIC SYSTEM INLET FILTER WERE INSPECTED AND SHOWED SIGNS OF WATER INGESTION. THERE WERE NO SIGNS OF WATER OR MOISTURE OR WATER IN THE INSTRUMENTS AND THE PILOT HAD NO INDICATION OF ANY CONTAMINATION. RELOCATE THE PNEUMATIC SYSTEM FILTER TO AN AREA WHERE IT WILL NOT BE SUBJECT TO WATER INGESTION. (K)

[2005FA0001573](#) BEECH CONT PNEUMATIC SYSTEM CONTAMINATED  
11/23/2005 58 IO550\*

DURING PROLONGED PERIODS OF OPERATION IN HEAVY PRECIPITATION CONSIDERABLE AMOUNTS OF WATER ENTER INTO THE PNEUMATIC SYSTEM. INSP OF PNEUMATIC SYS REVEALED LARGE AMOUNTS OF WATER BEING PASSED THROUGH DEICE BOOT EJECTOR, FURTHER DISASSEMBLY INSP REVEALED SEVERAL OUNCES OF WATER REMAINING IN SYS. SYS WAS PURGED OF ALL WATER AND DRIED. AC WAS RETURNED TO SERVICE. FLIGHT CREW REPORTED AC AGAIN WAS OPERATED FOR AN EXTENDED PERIOD OF TIME IN HEAVY PRECIPITATION. THIS AC HAS A HISTORY OF PREMATURE FLIGHT COMMAND INDICATOR FAILURES CAUSED BY RUST AND WATER CONTAMINATION. RELOCATE THE PNEUMATIC SYS FILTER TO AN AREA BEHIND THE ENGINE BAFFLE ASSEMBLY WHERE IT WILL NOT BE SUBJECT TO IMPACT WATER. (K)

[2005FA0001572](#) BEECH CONT PNEUMATIC SYSTEM CONTAMINATED  
11/23/2005 58 IO550\*

DURING PROLONGED PERIODS OF OPERATION IN HEAVY PRECIPITATION CONSIDERABLE AMOUNTS OF WATER ENTER INTO THE PNEUMATIC SYSTEM. INSP OF PNEUMATIC SYS REVEALED LG AMOUNTS OF WATER BEING PASSED THROUGH DEICE BOOT EJECTOR, FURTHER DISASSEMBLY INSP REVEALED SEVERAL OUNCES OF WATER REMAINING IN SYS. SYS WAS PURGED OF ALL WATER AND DRIED. AC WAS RETURNED TO SERVICE. FLIGHT CREW REPORTED AC AGAIN WAS OPERATED FOR AN EXTENDED PERIOD OF TIME IN HEAVY PRECIPITATION. THIS AC HAS A HISTORY OF PREMATURE FLIGHT COMMAND INDICATOR FAILURES CAUSED BY RUST AND WATER CONTAMINATION. RELOCATE THE PNEUMATIC SYS FILTER TO AN AREA BEHIND THE ENGINE BAFFLE ASSEMBLY WHERE IT WILL NOT BE SUBJECT TO IMPACT WATER. (K)

[2005F00110](#) BEECH CONT PNEUMATIC SYSTEM CONTAMINATED

11/23/2005 58 IO550\*

DURING PROLONGED PERIODS OF OPERATION IN HEAVY PRECIPITATION CONSIDERABLE AMOUNTS OF WATER ENTER INTO THE PNEUMATIC SYSTEM. INSP OF PNEUMATIC SYS REVEALED LARGE AMOUNTS OF WATER BEING PASSED THROUGH DEICE BOOT EJECTOR, FURTHER DISASSEMBLY INSP REVEALED SEVERAL OUNCES OF WATER REMAINING IN SYS. SYS WAS PURGED OF ALL WATER AND DRIED. AC WAS RETURNED TO SERVICE. FLIGHT CREW REPORTED AC AGAIN WAS OPERATED FOR AN EXTENDED PERIOD OF TIME IN HEAVY PRECIPITATION. THIS AC HAS HISTORY OF PREMATURE FLIGHT COMMAND INDICATOR FAILURES CAUSED BY RUST AND WATER CONTAMINATION. RELOCATE THE PNEUMATIC SYS FILTER TO AN AREA BEHIND THE ENGINE BAFFLE ASSY WHERE IT WILL NOT BE SUBJECT TO IMPACT WATER. (K)

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<a href="#">2005FA0001574</a>	BEECH	CONT	PNEUMATIC SYSTEM	CONTAMINATED
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11/23/2005 58 IO550\*

DURING PROLONGED PERIODS OF OPERATION IN HEAVY PRECIPITATION CONSIDERABLE AMOUNTS OF WATER INTO THE PNEUMATIC SYSTEM. INSP OF PNEUMATIC SYS REVEALED LARGE AMOUNTS OF WATER BEING PASSED THROUGH DEICE BOOT EJECTOR, FURTHER DISASSEMBLY INSP REVEALED SEVERAL OUNCES OF WATER REMAINING IN SYS. SYS WAS PURGED OF ALL WATER AND DRIED. AC WAS RETURNED TO SERVICE. FLIGHT CREW REPORTED AC AGAIN WAS OPERATED FOR AN EXTENDED PERIOD OF TIME IN HEAVY PRECIPITATION. THIS AC HAS A HISTORY OF PREMATURE FLIGHT COMMAND INDICATOR FAILURES CAUSED BY RUST AND WATER CONTAMINATION. RELOCATE THE PNEUMATIC SYS FILTER TO AN AREA BEHIND THE ENGINE BAFFLE ASSEMBLY WHERE IT WILL NOT BE SUBJECT TO IMPACT WATER. (K)

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<a href="#">2005FA0001595</a>	BEECH	CONT	CONTROL CABLE	DAMAGED
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12/9/2005 95B55A IO470L AILERON

AILERON CABLE RUNNING FROM LT WHEEL WELL AREA LOWER REAR SPAR THRU CABIN UNDER FLOOR TO PEDESTAL AND CONTROL SPROCKET WAS FOUND SEVERELY RUSTED AND ABOUT HALF THE WIRE STRANDS HAD FAILED IN THE AREA WHERE THE CABLE MET THE SWAGED TERMINAL END. AREA IS VERY HARD TO INSPECT, AC MUST BE ON JACKS WITH GEAR PARTIALLY RETRACTED AND INNER GEAR DOORS OPEN TO SEE, AND STILL DIFFICULT TO SEE.

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<a href="#">2005FA0001596</a>	BEECH	CONT	CONTROL CABLE	FAILED
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12/9/2005 95B55A IO470L AILERON

AILERON CABLE RUNNING FROM LT WHEEL WELL AREA LOWER REAR SPAR THRU CABIN UNDER FLOOR TO PEDESTAL AND CONTROL SPROCKET WAS FOUND SEVERELY RUSTED AND ABOUT HALF THE WIRE STRANDS HAD FAILED IN THE AREA WHERE THE CABLE MET THE SWAGED TERMINAL END. AREA IS VERY HARD TO INSPECT, AC MUST BE ON JACKS WITH GEAR PARTIALLY RETRACTED AND INNER GEAR DOORS OPEN TO SEE, AND STILL DIFFICULT TO SEE.

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<a href="#">2005FA0001598</a>	BEECH	CONT	CONTROL CABLE	FAILED
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12/9/2005 95B55A IO470L AILERON

AILERON CABLE RUNNING FROM LT WHEEL WELL AREA LOWER REAR SPAR THRU CABIN UNDER FLOOR TO PEDESTAL AND CONTROL SPROCKET WAS FOUND SEVERELY RUSTED AND ABOUT HALF THE WIRE STRANDS HAD FAILED IN THE AREA WHERE THE CABLE MET THE SWAGED TERMINAL END. AREA IS VERY HARD TO INSPECT, AC MUST BE ON JACKS WITH GEAR PARTIALLY RETRACTED AND INNER GEAR DOORS OPEN TO SEE, AND STILL DIFFICULT TO SEE.

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<a href="#">2005FA0001571</a>	BEECH	PWA	RIB	CRACKED
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10/11/2005 99 PT6A27 11561001065 LT ELEVATOR

LT ELEVATOR WAS FOUND CRACKED BEHIND ELEVATOR BALANCE WEIGHT AT THE OB END OF THE ELEVATOR. UPON FURTHER INVESTIGATION IT WAS DISCOVERED THAT THE BALANCE WEIGHT WAS MODIFIED TO INCREASE THE WEIGHT. THE ADDED WEIGHT WAS DETERMINED TO BE INSTALLED BECAUSE THE ELEVATOR HAD BEEN SKINNED WITH ALUMINUM AND WAS PREVIOUSLY SKINNED WITH MAGNESIUM. THE ADDED WEIGHT OF THE ALUMINUM SKIN REQUIRED ADDED WEIGHT FOR BALANCING

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THE ELEVATOR. THIS ADDED WEIGHT CAUSED THE RIB TO CRACK. ELEVATOR WAS REPLACED WITH AN ALUMINUM ELEVATOR. ALUMINUM ELEVATOR HAS AN ADDITIONAL BALANCE WEIGHT INSTALLED FOR BALANCING PURPOSES. KIT 99-4018S WAS INSTALLED IN THE HORIZ STAB TO PROVIDE AN OPENING FOR THE ADDITIONAL BALANCE WEIGHT. (K)

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<a href="#">2005FA0001570</a>	BEECH	PWA	PYROTECTOR	WIRE	CHAFED
11/21/2005	99	PT6A28			FIRE DETECTOR

AC EXPERIENCED A FALSE FIRE WARNING ON THE LT ENGINE ENROUTE. WHILE FLYING THROUGH HEAVY PRECIPITATION. THE PILOT VISUALLY CHECKED THE ENGINE AND MONITORED ALL RELATED INSTRUMENTS AND SYSTEMS TO VERIFY NORMAL INDICATIONS THUS CONCLUDING THE INDICATION WAS FALSE. THE PILOT NOTIFIED MAINT UPON ARRIVAL. MAINT EXAMINED THE FIRE DETECTOR SYSTEM AND FOUND 2 WIRES CHAFING AT THE LT NACELLE AFT UPPER DETECTOR. THE MECHANIC REPOSITIONED AND REPAIRED THE WIRES IAW STANDARD MAINT PRACTICES AND OPERATIONALLY CHECKED THE SYSTEM. NO DEFECTS WERE NOTED. THE MECHANIC ALSO INSPECTED THE ENGINE FOR VISIBLE SIGNS OF FIRE. NONE NOTED. (K)

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<a href="#">CA051025004</a>	BEECH	PWA	BULKHEAD	CRACKED
10/24/2005	A100	PT6A28		FUSELAGE

DURING A SPECIAL INSPECTION AFTER FINDING DAMAGE ON THREE OTHER AIRCRAFT, (SDR 20050829003, 20050928001 AND 20051013007) THE AFT PRESSURE BULKHEAD WAS FOUND CHAFFED BY THE CENTER INTERCOSTAL ADJACENT TO THE TAIL ACCESS DOOR. NDT WAS COMPLETED AND A CRACKS FOUND.

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<a href="#">CA051025007</a>	BEECH	GARRTT	BARREL	BROKEN
10/24/2005	B100	TPE3316252B	50820042601	NLG WHEEL

FLIGHT CREW REPORTED LOSS OF NOSE WHEEL STEERING DURING TAXI. MAINTENANCE FOUND THE NOSE WHEEL BARREL ASSY BROKEN. SLOTS WHICH HOLD IN SPRING RETAINER FOUND BROKEN ALLOWING SPRING TO LOSE TENSION. MX REPLACED THE ASSY AND RELEASED AIRCRAFT FOR RETURN TO SERVICE.

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<a href="#">CA051130004</a>	BEECH	GARRTT	FIRE DETECTOR	FAILED
11/22/2005	B100	TPE3316252B	302158	LT ENGINE

(CAN) WHEN THE INDICATOR (LT ENGINE FIRE) ILLUMINATED, THE ENGINE WAS SHUTDOWN BY THE PILOT, AND PUT INTO FEATHER. AN EMERGENCY WAS DECLARED. THE AIRCRAFT RETURNED TO BASE. AFTER VERIFICATION, NO ENGINE FIRE WAS EVIDENT. THE INDICATORS WERE VERIFIED AND THE AIRCRAFT RETURNED TO SERVICE.

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<a href="#">2005FA0001621</a>	BEECH		CONTROL CABLE	OUT OF RIG
12/1/2005	B200			FLT CONTROLS

DURING INSPECTION OF FLIGHT CONTROL SYSTEM, DURING INITIAL 200 HOUR PHASE 1 INSPECTION, IAW SAFETY COMMUNIQUE NR 265, FOUND RUDDER CABLE TENSIONS, RUDDER TAB CABLE TENSIONS, AND ELEVATOR TAB CABLE TENSIONS BELOW APPLICABLE MM SERVICE LIMITS. NO OTHER FAULTS NOTED. A MANDATORY SB IS IN THE PROCESS OF BEING ISSUED ON THIS SUBJECT IAW THE TEXT OF SAFETY COMMUNIQUE NR 265. (K)

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<a href="#">2005FA0001590</a>	BEECH	PWA	WINDSHIELD	CRACKED
11/22/2005	B200	PT6*	10138402521	COCKPIT

AT 27,000 FT THE PILOT SIDE WINDSHIELD SHATTERED. THE PILOTS VIEW WAS TOTALLY OBSTRUCTED. THE COPILOT WAS ABLE TO LAND THE AIRCRAFT SAFELY. AFTER REMOVAL, THE OUTSIDE PANEL WAS NOT DAMAGED. THE INSIDE PANEL WAS STILL IN TACT BUT COMPLETELY SHATTERED. THE LARGEST PIECE WAS ONLY .5 INCH IN DIAMETER. AFTER TALKING TO MFG, IT WAS REVEALED THAT THIS WAS A COMMON PROBLEM AND AN NEW STYLE WINDSHIELD WAS BEING USED. (K)

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<a href="#">2005FA0001591</a>	BEECH	PWA	MOTOR	INOPERATIVE
11/28/2005	B99	PT6A28	1153800025	LANDING GEAR

AFTER DEPARTING, PILOT, SELECTING GEAR UP. AFTER THIS THE PILOT NOTED A STRONG ELECTRICAL BURNING SMELL. THE PILOT ELECTED TO RETURN TO DEPARTURE. ON VERY SHORT FINAL APPROACH, THE PILOT NOTED THE GEAR WAS NOT FULLY LOCKED IN THE DOWN POSITION AS INDICATED BY THE GEAR HANDLE LIGHTS AND INITIATED A GO AROUND AND DECLARED AN EMERGENCY. BY THAT TIME THE BURNING SMELL HAS DISIPATED SOMEWHAT. THE PILOT THEN HAND-PUMPED THE GEAR DOWN AND LANDED WITHOUT INCIDENT. A MAINTENANCE EVALUATION REVEALED THE HYDRAULIC MOTOR THAT DRIVEWS THE GEAR HAD FAILED RESULTING IN THE BURNING SMELL. THE MOTOR WAS REPLACED AND THE AIRCRAFT HAS BEEN PLACED BACK IN SERVICE. (K)

<a href="#">2005FA0001609</a>	BEECH	PWA	HOUSING	FAILED
12/2/2005	C90	PT6A20	310427901	POWER TURBINE

POWER TURBINE SHAFT HOUSING CRACKED AND BROKEN, PN 310427901. (K)

<a href="#">2005FA0001558</a>	BEECH	PWA	BUSHING	SEIZED
11/16/2005	C90A	PT6*	906100105	LT ELEVATOR TAB

DURING COMPLIANCE WITH ELEVATOR TAB TO ACTUATOR PUSHROD INSP FOR SAFETY NR 243 FOUND ELEVATOR TAB HORN BUSHING SEIZED. REPLACED TAB HORN BUSHING AND ACTUATOR PUSHROD TO HORN ATTACH BOLT BUSHING VERIFIED TAB HORN TO ACTUATOR PUSHROD OPERATIONS NORMAL IAW SAFETY NR 243. HAVE FOUND THIS CONDITION ON SEVERAL AC INSPECTED. RECOMMEND THIS BE A RECURRING MANDATORY SB OR CONNECTION REDESIGNED. HAVE FOUND THIS CONNECTION OVERTIGHTENED DURING INSPECTION, SUSPECT AS A (QUICK FIX) FOR AN EXCESSIVELY LOOSE TAB FREEPLAY CONDITION. (K)

<a href="#">2005FA0001576</a>	BEECH	PWA	MANUAL	INCORRECT
12/7/2005	C90A	PT6*		

THIS ENG MODEL HAS BEEN INSTALLED ON THIS AC. FG OAW TRAD STC SA02238AT. THIS STC HAS NO REFERENCES FOR A GROUND PWR ASSURANCE RUNS. NO GRAPHS ARE AVAILABLE THROUGH STC TO CHART ENG PARAMETERS FOR ACCEPTABLE GROUND PERFORMANCE DATA ON THIS INSTALLATION. IT CAN NOT BE VERIFIED THAT THIS ENG ON THIS INSTALLATION IS OPERATING WITHIN REQUIRED ENG PARAMETERS. UNABLE TO RETURN THIS AC TO SERVICE WITHOUT SUCH DATA. CHART DATA FOR THIS ENG HAS BEEN USED IN PAST TO ACCEPT THIS ENG AT GROUND PERFORMANCE. HOW IS IT POSSIBLE TO ACCEPT AN ENG/AC USING A DIFFERENT MODEL CHART? STC HOLDER MUST BE RESPONSIBLE FOR SUPPLYING ALL REQUIRED DATA FOR GROUND PERFORMANCE. HOW DID STC INSTALL GET APPROVED WITHOUT THIS INFO?

<a href="#">2005FA0001559</a>	BEECH	PWA	BUSHING	SEIZED
11/16/2005	C90A	PT6*	906100105	ELEVATOR TAB

DURING COMPLIANCE WITH ELEVATOR TAB TO ACTUATOR PUSHROD INSPECTION FOR SAFETY NR 243, FOUND ELEVATOR TAB HORN BUSHING SEIZED. REPLACED TAB HORN BUSHING AND ACTUATOR PUSHROD TO HORN ATTACH BOLT BUSHING, VERIFIED TAB HORN TO ACTUATOR PUSHROD OPERATIONS NORMAL IAW SAFETY COMMUNIQUE NR 243. HAVE FOUND THIS CONDITION ON SEVERAL AC INSPECTED. RECOMMEND THIS BE A RECURRING MANDATORY SB OR CONNECTION REDESIGNED. HAVE FOUND THIS CONNECTION OVERTIGHTENED DURING INSPECTION, SUSPECT AS A (QUICK FIX) FOR AN EXCESSIVELY LOOSE TAB FREEPLAY CONDITION. (K)

<a href="#">2005FA0001560</a>	BEECH	PWA	BEECH	BRACE	CORRODED
11/16/2005	C90A	PT6*		508102503	MLG STRUT

DURING INITIAL 6-YEAR/8000 CYCLE INSPECTION OF MAIN GEAR ASSY FOUND INTERNAL SURFACE OF UPPER BRACE PITTED AND CORRODED AT AREA IN CONTACT WITH UPPER MAIN GEAR STRUT. CORROSION APPEARS UNUSUAL FOR A CLEAN, NEWER, LOW-TIME AIRCRAFT THAT IS HANGARED IN A NON SALT-AIR TYPE ENVIRONMENT. UPPER BRACE ASSY SHOULD BE ASSEMBLED TO STRUT CYLINDER WITH CORROSION PREVENTION COMPOUND AT ASSEMBLY IAW COMPONENT MM SUSPECT CORROSION PREVENTION COMPOUND NOT ADEQUATELY APPLIED AT INITIAL ASSEMBLY. (K)

<a href="#">2005FA0001589</a>	BEECH	PWA	WIRE	CHAFED
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11/29/2005 C90A PT6A11 MLG

INVESTIGATED REPEATED INTERMITTENT LANDING GEAR RETRACT/ EXTENSION SYSTEM FAULTS. FOUND WIRES G45F22 AND G10L22 FOR NOSE LANDING GEAR DOWNLOCK SWITCH CHAFING ON ENVIRONMENTAL AIR CROSS-OVER DUCT IN LOWER RT NOSE KEEL AREA. REPAIRED DAMAGED WIRING AS REQUIRED AND SECURED. ALSO REPAIRED ADJACENT AIR CONDITIONING SYSTEM WIRING CHAFING IN SAME AREA. RECOMMEND THAT THIS AREA AND OTHER SIMILAR SELDOM INSPECTED AREAS BE INSPECTED FOR GENERAL WIRING CONDITION AND OTHER FAULTS AFTER THE AIRCRAFT HAS ACCUMULATED 5000 HRS OR IS PAST TEN YEARS OLD. (K)

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[2005FA0001575](#) BEECH PWA SENSE LINE WORN  
12/7/2005 C90A PT6A21 312310001 ENGINE

P3 AIR LINE CONNECTS COMP TO P3 AIR FLTR. LINE ATTACHES TO GAS OPER CASE AT 5:00 POS LOOKING FWD, CONNECTS TO IS FITTING AT REAR FIREWALL. ENG INSTALLED, LINE RESTS FIRMLY ON ENG TRUSS. SUB ENG HAVE BEEN INSTALLED ON THIS AC FOR 300 HRS. P3 LINE IS ALREADY FRETTED THROUGH INSULATION THAT IS WRAPPED ON LINE. BOTH P3 LINE, ENG TRUSS SHOW SIGNS OF FRETTING WEAR IN PARENT MATL. P3 LINE SUPPLIES P3 AIR TO P3 AIR FLTR. P3 AIR CONTINUES THROUGH FLTR TO FCU. IF THIS LINE WAS TO RUPTURE. (FRETTING THROUGH OUTER WALL OF TUBE), P3 AIR SUPPLY TO FCU WILL BE LOST. FCU DROPS OFF TO MIN FLOW (40 PERCENT) WHEN P3 AIR IS LOST. PROP OF AFFECTED ENG WILL NOT REVERSE EFFECTIVELY. LOSS OF P3 AIR SUPPLY THE FCU WOULD RESULT IN SINGLE ENG OPS. (K)

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[2005FA0001594](#) BEECH CONT ROD END BROKEN  
12/6/2005 E55 IO520\* HMXLTFG NLG P/P TUBE

AFTER TAKEOFF, LANDING GEAR WAS RETRACTED AND A BANGING NOISE WAS HEARD BY THE PILOT. IT BECAME APPARENT THE NOSE GEAR RETRACT MECHANISM HAD BROKEN AND THAT THE NOSE GEAR DID NOT RETRACT PROPERLY. THE AIRCRAFT WAS FLOWN TO ITS DESTINATION AIRPORT WHERE NOSE GEAR COLLAPSED ON LANDING AS EXPECTED. INVESTIGATION OF THE MECHANISM REVEALED A LANDING GEAR TRANSMISSION CONNECTED TO THE NOSE LANDING GEAR PUSH/PULL TUBE. PROBABLE CAUSE SUSPECT TO BE OUT OF RIG CONDITION THAT CAUSED FAILURE. NO EVIDENCE OF FOREIGN OBJECTS WERE EVIDENT. SPECIAL INSPECTIONS OF RIGGING AT REGULAR INTERVALS IS RECOMMENDED TO AVOID RECURRANCE OF THIS INCIDENT. (K)

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[2005FA0001616](#) BEECH CONT RELAY INTERMITTENT  
12/9/2005 F33A IO520\* SM50D7 MLG

PILOT REPORTED AFTER PUTTING THE GEAR SELECTOR IN THE DOWN POSITION THE GEAR WOULDN'T EXTEND, AFTER CYCLING GEAR SELECTOR GEAR WENT DOWN, AC RETURNED TO BASE. ON TROUBLESHOOTING THE MECHANIC SELECTED DOWN AND IT FAILED TO EXTEND, AFTER TAPPING ON TOP OF RELAY THE GEAR WENT DOWN. PROBABLE CAUSE AT THIS TIME UNKNOWN. INSTALLED NEW AND IMPROVED RELAY IAW DATE CODE. (K)

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[CA051003010](#) BELL STARTER GEN ARCED  
3/12/2005 206B 23032018 ENGINE

THE SUBJECT STARTER/GENERATOR WAS REMOVED FOR EXCESS ARCING ON STARTUP. THE STARTER/GENERATOR WAS SENT TO A REPAIR FACILITY TO BE INSPECTED AND REPAIRED AS NECESSARY. IT WAS NOTED FROM THE REPAIR FACILITY THAT THE STARTER SHOWED SIGNS OF OIL CONTAMINATION, WHICH WOULD CAUSE THE FAILURE. IT WAS NOTED THAT THIS STARTER/GENERATOR WAS REMOVED FROM AN AIRCRAFT THAT HAD A PROBLEM WITH EXCESSIVE OIL VENTING FROM THE ENGINE EXHAUST. THIS IS WHAT WAS CONCLUDED AS THE SOURCE OF THE OILCONTAMINATION. THE STARTER/GENERATOR WAS REPAIRED THE FACILITY AND RETURNED TOTHE CUSTOMER.

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[CA051025005](#) BELL ALLSN COMBUSTION CASE CRACKED  
10/23/2005 206B 250C20 6870992J ENGINE

(CAN) AIRCRAFT TOT WAS RUNNING HIGH, N1 WAS ABOUT 91 PERCENT. BARFIELDED GAUGE, FOUND TO BE CORRECT. CHECKED THERMOCOUPLE RESISTANCE, ALSO FOUND TO BE WITH IN LIMITS. CHECKED

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ARM PIT'S WITH FINGER, FELT OKAY. CHECKED WITH MIRROR, FOUND CRACK THROUGH MESH ON LT SIDE ARM PIT. COMBUSTION LINER WAS FOUND CRACKED WITHIN LIMITS, BUT WAS CHANGED DUE TO BEING VERY TIGHT ONTO NOZZLE SHIELD.

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<a href="#">CA051003011</a>	BELL	ALLSN	GENDESIGN	CLIP	DISCONNECTED
9/16/2005	206L1	250C28B			ACTUATOR ROD

(CAN) DURING DESCENT, CNTRL N2 SPEED W/ACTUATOR TRIM SWITCH, PILOT (BEEPED) N2 SPEED DOWN. N2 SPEED REDUCED BELOW LIMITS, APPROX 70 PERCENT. AT THIS N2 SPEED ENG IS UNABLE TO PRODUCE REQUIRED PWR FOR NML OPS. PILOT ATTEMPTED TO (BEEP) N2 SPEED UP, GOV DID NOT RESPOND. LANDING WAS NML. NO DAMAGE WAS SUSTAINED TO AC OTHER THAN MINOR INDENTATIONS ON MAIN ROTOR BLADES. EXAM OF N2 GOVERNOR, CONTROLS, LINEAR ACT ROD HAD EXTENDED BEYOND INTERNAL STOPS OF ACT, WHICH HAD SET THE N2 GOV SPEED BELOW NML LIMITS, ROD HAD DISENGAGED FROM ACT INTERNAL DRV SYS, DIS-ENABLING TRIM (BEEP) CNTRL OF N2 GOV. EXAM OF LINEAR ACT, CIRCLIP ON EXTNL ROD WAS FOUND TO BE MISSING. NO RECORD OF LINEAR ACT HAVING BEEN REPLACED OR O/H.

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<a href="#">CA050816002</a>	BELL			PLATE	MISMANUFACTURED
7/25/2005	212			204011426001	SWASHPLATE

(CAN) INK STAMPED NUMBERS ON PART INDICATE THIS IS A BREAKOUT PART ACCORDING TO BELL TEXTRON, MANUFACTURED FOR US ARMY BY MORRIS MANUFACTURING. PURCHASE RECORDS AT BELL HELICOPTERS AS FAR BACK AS 1979 INDICATE THAT MORRIS MANUFACTURING WAS NEVER A SUPPLIER FOR BELL. PART CERTIFICATE THAT CAME WITH THE PART STATES OTHERWISE. AN FAA FORM 8120-11 WAS RAISED THROUGH BELL HELICOPTERS TEXTRON.

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<a href="#">CA051025003</a>	BELL	PWA		GEARBOX	CONTAMINATED
9/6/2005	212	PT6T3B			NR 1 RGB

FOUND A BOLT LOCKTAB IN NR 1 RGB CHIP DETECTOR HOUSING WHEN INVESTIGATING AN ENGINE CHIP LIGHT. ON FURTHER INVESTIGATION A SECOND LOCKTAB WAS FOUND IN THE VICINITY OF THE CHIP DETECTOR HOUSING. POWER SECTION WAS SEPARATED FROM THE C/BOX TO TROUBLESHOOT THE SOURCE OF THE LOCKTABS AND ONCE DONE TWO BOLT HEADS WERE FOUND IN THE C/BOX. A P&WC REP WAS ON HAND TO HELP DETERMINE THE SOURCE, AFTER A BOROS COPE INSPECTION AND P/N ON THE BOLT HEADS, IT WAS DETERMINED THAT THE FAULT WAS IN THE C/BOX. SERVICEABLE C/BOX INSTALLED AND A/C RETURNED TO SERVICE.

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<a href="#">2005FA0001599</a>	BLANCA	CONT		MUFFLER	BROKEN
12/19/2005	1730A	IO520*		19148410	RT ENGINE

RT SIDE MUFFLER, REAR TAIL-PIPE OUTLET, CRACKED OFF OF THE MUFFLER ALLOWING HOT GASES TO BLOW ONTO FIREWALL AND SURROUNDING COMPONENTS. AN ENGINE FIRE OCCURRED AND AIRCRAFT MADE EMERGENCY LANDING. THE TAIL PIPE BALL JOINT FOUND TO BE STILL INTACT WITH THE (V) BAND INSTALLED, TIGHT AND SAFETY WIRED.

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<a href="#">CA051007001</a>	BOEING	RROYCE		ENGINE	MALFUNCTIONED
9/19/2005	717200	BR700715A130			NR 1

AC DIVERTED AND LANDED. IN CRUISE, AUTO THROTTLES BEGAN MOVING BACK FORTH AS NR 1 ENG APPARENTLY WAS LOSING PWR, NR 2 ENG WAS INCREASING PWR TO COMPENSATE, A GROWLING NOISE IN NR 1 ENGINE, ENG SURGED 3 TO 5 TIMES, SMELL OF SMOKE WAS NOTICED IN CABIN, OIL PRESSURE DROPPED TO 2 OR 3 PSI AND AN ALERT (RED BOX AROUND OIL PRESSURE) WAS OBSERVED. PILOT REDUCED NR 1 ENG TO IDLE AND SHUTOFF FUEL TO ENG, N1 AND N2 SPUN DOWN NORMALLY AND AC LANDED. MTC REPORTED LPT ROTATES NORMALLY, NO OIL LEAKS IN TAILPIPE OR ON ENG WERE NOTICED, OIL QUANTITY LOW, BUT STILL IN TANK SIGHT GLASS, MCD OBSERVED WITH FUZZ ON IT. MECHANICS ARRIVED TO CHECK OIL FILTER, OIL LEAKS, POP OUT INDICATOR, T/C 449 CHECKS OF EEC FAULTS, BOROSCOPE, HPC

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<a href="#">CA051128009</a>	BOEING	PWA		FLEX LINE	KINKED
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11/22/2005 737275C JT8D17A BACH8A04NM0274T HYD SYSTEM

(CAN) THE SUBJECT AIRCRAFT HAD INTERMITTENT HISTORY ASSOCIATED WITH NOSE GEAR EXTENSION/RETRACTION ANOMALIES. DURING A RECENT HEAVY CHECK THIS ISSUE WAS FURTHER INVESTIGATED. THE TEFLON LINED HYDRAULIC FLEX LINE WAS FOUND TO HAVE KINKED. IT IS BELIEVED THAT THIS FINDING CONTRIBUTED TO THE EXTENSION/RETRACTION ANOMALIES BY RESTRICTING THE FLOW TO THE NOSE GEAR SKI ACTUATOR. THE AIRCRAFT IS BEING MONITORED AS PART OF THE RELIABILITY PROGRAM REVIEW.

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<a href="#">CA051129001</a>	BOEING	CFMINT	LINE	LEAKING
11/28/2005	737522	CFM563C1		ENGINE FUEL

(CAN) DURING WALKAROUND, FUEL WAS COMING FROM NR 2 ENGINE COWL. DISCOVERED LINE BETWEEN FUEL PUMP AND FIREWALL LEAKING FROM B-NUT AT FIREWALL. B-NUT TIGHTENED AND LEAK CHECKED. FLEET CAMPAIGN INITIATED TO CHECK TORQUE OF B-NUTS AND TORQUE SEALANT WILL BE APPLIED AND CHECKED ON PHASE CHECKS.

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<a href="#">CA051024002</a>	BOEING	CFMINT	CIRCUIT CARD	FAILED
10/19/2005	737522	CFM563C1	1061226216	PROX SWITCH

AIRCRAFT ENCOUNTERED A NOSE GEAR 'DISAGREE' LIGHT ON DESCENT. THE AIRCRAFT LANDED UNEVENTFULLY. MAINTENANCE FOUND THE NLG LOCK PROXIMITY SWITCH CIRCUIT CARD TO BE AT FAULT. CARD REPLACED AND GEAR SWING ACCOMPLISHED SUCCESSFULLY.

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<a href="#">CA051024003</a>	BOEING	CFMINT	RELAY	FAILED
10/16/2005	737522	CFM563C1	R123	TE FLAPS

DURING APPROACH, AIRCRAFT ENCOUNTERED FLAP ASYMMETRY. THE AIRCRAFT LANDED UNEVENTFULLY. MAINTENANCE CARRIED OUT TROUBLESHOOTING AND SUSPECTED THE FLAP ASYMMETRY SHUT OFF RELAY TO BE AT FAULT. THE RELAY WAS REPLACED AND THE FLAPS CYCLED NUMEROUS TIMES WITHOUT FAULT. THE AIRCRAFT WAS RETURNED TO SERVICE.

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<a href="#">CA051125005</a>	BOEING	CFMINT	CLAMP	UNSECURE
11/24/2005	737522	CFM563C1		UNKNOWN

(CAN) DURING A ROUTINE PHASE CHECK A CLAMP WAS FOUND UNSECURED IN THE EE BAY JUST ABOVE THE SHIP BATTERY. CLAMP REMOVED. A FLEET CAMPAIGN IS IN PROGRESS TO CHECK FOR FOD IN THE EE BAY.

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<a href="#">CA051026002</a>	BOEING	CFMINT	VIDEO DISPLAY	SMOKE
10/23/2005	73776N	CFM567B22	50401100003	SEAT 16C

A/C WAS IN LEVEL FLIGHT WHEN SMOKE WAS NOTICED COMING FROM SEAT 16C VDU. THE IFE SYSTEM WAS DEACTIVATED. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MANUFACTURER AND A COMPLETE TEAR DOWN REPORT WILL BE REQUESTED.

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<a href="#">CA051020001</a>	BOEING	CFMINT	DISPLAY	FAILED
10/19/2005	7377CG	CFM567B22	50401100003	SEAT 22F

(CAN) SEAT VDU 22F WENT BLANK AND SEEMED HOTTER THAN OTHER SCREENS. A HINT OF BURNING WIRE SMELL WAS NOTICED. SMELL DISSIPATED. MAINTENANCE REPLACED THE VDU AND THE SYSTEM WAS TESTED SERVICEABLE. THIS COMPONENT WILL BE RETURNED TO THE MFR AND A COMPLETE TEARDOWN REPORT WILL BE REQUESTED. THIS SDR WILL BE UPDATED ONCE THAT INFORMATION IS AVAILABLE.

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<a href="#">CA051024005</a>	BOEING	RROYCE	HYDRAULIC SYSTEM	WARNING LIGHT
10/23/2005	757232	RB211535E437		LEFT

AIRCRAFT EN ROUTE HNL - YVR, LOST LT HYDRAULIC SYSTEM APPROX 2 HOURS FROM YVR.

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ORIGINALLY PLANNED NORMAL LANDING UTILIZING ALTERNATE SYSTEM BUT DURING LANDING PHASE, FLIGHT ENCOUNTERED FURTHER INDICATION OF HYDRAULIC LOSS AND DECLARED AN EMERGENCY AND WAS MET BY FIRE EQUIPMENT. FLIGHT LANDED SUCCESSFULLY AND WITHOUT INCIDENT, BUT HAD TO BE TOWED TO GATE. THERE WERE 9J AND 144Y PASSENGERS ONBOARD. DEFECT IS CURRENTLY UNDER INVESTIGATION AND SDR WILL BE UPDATED AS INFORMATION RECEIVED.

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<a href="#">CA051125007</a>	BOEING	GE	COFFEEMAKER	BURNED
11/25/2005	767383	CF680C2B6F	4110001145	GALLEY

(CAN) FAULT: IN CRZ VENTRE GALLEY COFFEE MAKER GAVE A FLASH AND ASH DEPOSITED ALL AROUND, ELECTRIC FUMES SMELT BY F/AS, ALL CB'S IN AREA PULLED UNTIL BUSES DEPOWERED. DIVERTED YYT FOR MTCE/SAFETY CHECK. FOUND LOWER C/M MID GALLEY HEATING ELEMENT INSULATION BLOWN OUT WITH POWDER EVIDENT AND C/B POPPED ON UNIT. COFFEE MAKER REMOVED AND ALL MID GALLEY CB'S PULLED AND COLLARED, WATER SUPPLY ALSO S/OFF FOR EXTRA PRECAUTION.

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<a href="#">CA051024001</a>	BOMBDR	PWC	SEQUENCE VALVE	MALFUNCTIONED
10/13/2005	DHC8400	PW150A	483023	NLG

AFTER T/O, L/G WAS SELECTED UP, BUT NLG DID NOT RETRACT (MAINS OK). NLG AMBER CAUTION LIGHT WAS ILLUMINATED, CREW SELECTED THE GEAR BACK DOWN AND NLG THEN INDICATED A RED UNSAFE LIGHT. CREW CARRIED OUT THEIR EMERGENCY CHECK LIST, ALT EXTENSION ON BOTH GEARS, WITH ALL GEARS THE INDICATING DOWN AND LOCKED. A/C THEN MADE A SAFE LANDING. INITIAL CHECKS OFF PSEU SHOWED NO ABNORMAL FAULTS, WITH THE NLG PROX SENSORS IMPEDANCE AND RESISTANCE CHECKS OK. A/C WAS TAKEN TO MX HANGAR FOR JACKING AND LANDING GEAR RETRACTIONS TESTS/TROUBLE SHOOTING. FAULT WAS REPRODUCED WITH A/C ON JACKS, WITH FAULT BEING TRACED TO THE NLG DOOR SOLENOID SEQUENCE VALVE. NLG DOOR SOLENOID SEQUENCE VALVE WAS REPLACED.

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<a href="#">CA051026001</a>	BOMBDR	PWC	PTU	LEAKING
10/26/2005	DHC8400	PW150A	5114904	MLG

AFTER TAKEOFF, CREW SELECTED GEAR UP, THE LANDING GEAR DID NOT RETRACT. AFTER ABOUT ONE MINUTE THE LANDING GEAR RETRACTED. IMMEDIATELY FOLLOWING THE RETRACTION THE HYD PRESS 2 CAUTION LIGHT ILLUMINATED, THE NR 2 HYDRAULIC FLUID QUANTITY WAS RAPIDLY DECREASING AND HYDRAULIC PRESSURE WENT TO ZERO. THE CREW THEN CARRIED OUT AN ALTERNATE GEAR EXTENSION AND RETURNED BACK TO BASE, WHERE A NORMAL LANDING WAS MADE. INITIAL INVESTIGATION OF THE AIRCRAFT FOUND A LARGE HYDRAULIC LEAK COMING FROM THE RT WING ROOT AREA. THE SOURCE OF THE LEAK WAS TRACED TO THE SEPARATION OF THE PTU.

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<a href="#">CA051021002</a>	BOMBDR	PWC	SENSOR	MALFUNCTIONED
10/18/2005	DHC8400	PW150A		NLG CENTERING

(CAN) AFTER TAKEOFF, THE LANDING GEAR WAS NOT RETRACTABLE. EMERGENCY CHECKLIST FOR LANDING GEAR MALFUNCTION AND UNEVENTFUL RELANDING PERFORMED. THE FAULT WAS CAUSED BY AN A UNSERVICEABLE NLG CENTERING SENSOR. NOSE WHEEL CENTERING SENSOR REPLACED ACCORDING AMM 32-61-00. THE AIRCRAFT IS POST SB84-32-33.

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<a href="#">CA051125008</a>	BRAERO	RROYCE	CONNECTING ROD	BROKEN
11/21/2005	HS7482A	DART5342	5D11580	NLG DOOR

(CAN) AFTER LANDING, IT WAS FOUND THAT THE NOSE U/C LT DOOR HAD COME OPEN IN FLIGHT. THE CONNECTING ROD WAS FOUND TO BE SHEARED. DURING INSPECTION NO DISTRESS OR DETERIORATION COULD BE FOUND TO ACCOUNT FOR THE SHEARED ROD. LOCAL DAMAGE TO THE LT U/C DOOR HINGE IS ATTRIBUTED TO BEING OPEN IN FLIGHT. NO SECONDARY DAMAGE TO THE AIRCRAFT STRUCTURE WAS FOUND. THE DOOR AND CONNECTING ROD WERE CHANGED AND THE SYSTEM FUNCTIONED CORRECTLY DURING RETRACTION TESTS.

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<a href="#">CA051128002</a>	BRAERO	RROYCE	HANDLE	ICED
11/24/2005	HS7482A	DART5342		MLG

(CAN) AFTER TAKEOFF FOR FIRST FLIGHT OF THE DAY, THE CREW WHERE UNABLE TO MOVE THE LANDING GEAR SELECTOR HANDLE TO THE GEAR UP POSITION. THE AIRCRAFT RETURNED TO THE AIRPORT AND LANDED WITHOUT FURTHER INCIDENT. UPON INVESTIGATION BY MAINTENANCE, IT WAS FOUND THAT THERE WAS ICE ACCUMULATION IN THE LANDING GEAR SELECTOR LINKAGE LOCATED IN THE NOSE WHEEL WELL.

<a href="#">2005FA0001602</a>	CESSNA	LYC		SKIN	CRACKED
12/7/2005	152	O235*		04102362	FUSELAGE

THE SKIN SUPPORTING THE COPILOTS IB SEAT RAIL WAS FOUND CRACKED. THE CRACK WAS APPROX 2.5 INCH LONG AND WAS PERPENDICULAR TO THE SEAT RAIL. THE CRACK WAS LOCATED AT THE AFT END OF THE SEAT RAIL. DURING THE REPAIR, WE FOUND THE STIFFENER UNDERNEATH THE FLOOR, PN 04102362 CRACKED IN THE WEB. THIS STIFFENER WAS REPLACED. THE AC HAD 9500 HOURS TT AND HAS BEEN USED EXCLUSIVELY AS A TRAINER. THE CRACK WAS FOUND DURING A 100 HOUR INSPECTION. (K)

<a href="#">2005FA0001569</a>	CESSNA	LYC		PROPELLER	OUT OF LIMITS
11/28/2005	152	O235L2C		IA103TCM	

PROPELLER SUBMITTED FOR INSPECTION IAW AD 03-12-05. DURING SB RESEARCH IT WAS DISCOVERED THAT AD WAS DUE AS SN IS LISTED IN AD. DURING INSPECTION FOR AD, THE PROPELLER WAS FOUND UNDER MINIMUM WIDTH. PROPELLER IS SCRAP. (K)

<a href="#">2005FA0001551</a>	CESSNA	LYC		CARBURETOR	FAILED
9/8/2005	152	O235N2C		MA3PA105267	ENGINE

PILOT REPORTED PARTIAL LOSS OF POWER. EXECUTED PRECAUTIONARY OFF FIELD LANDING. NO DAMAGE TO AIRCRAFT. TEARDOWN OF CARBURETOR REVEALED METAL SHAVINGS IN ACCELERATOR PUMP CIRCUIT. SUSPECT METAL ORIGIN FROM ACCELERATOR PUMP STEM RUBBING ON HOUSING.

<a href="#">CA051125009</a>	CESSNA	LYC	CESSNA	HUB	CRACKED
11/25/2005	172M	O320E2D		D30256	WHEEL

(CAN) THE WHEEL IS THE OLDER THREE-PIECE TYPE. SEVERAL CRACKS WERE FOUND IN THE ALUMINUM CASTING AT THE FLANGE RETAINING BOLT HOLES, WITH SOME HOLES HAVING CRACKS THROUGH TO THE OUTER CIRCUMFERENCE OF THE HUB AS WELL AS ALONG THE SPOKE. ALL CRACKS WERE APPROXIMATELY ALIGNED WITH THE BOLT AXIS.

<a href="#">CA051125006</a>	CESSNA	LYC		WIRE	SHORTED
11/23/2005	172N	O320H2AD			ALTERNATOR

(CAN) MAIN BATTERY WIRE AT ALTERNATOR, SHORTED TO GROUND AT FRONT BAFFLE, THEREFORE CAUSING CIRCUIT BREAKER TO TRIP. ACU WAS ALSO DAMAGED DUE TO SHORT.

<a href="#">2005FA0001581</a>	CESSNA	LYC	PRESTOLITE	BEARING	LOOSE
12/15/2005	172N	O320H2AD		MZ298	STARTER

AIRCRAFT CAME IN FOR AN OIL CHANGE, OWNER NOTICED BENDIX DRIVE SHAFT BEARING LYING IN THE COWLING. STARTER WAS O/H. THE BEARING WAS A SLIP FIT TO THE HOUSING. I WOULD RECOMMEND BETTER TOLERANCE CONTROL AT OVERHAUL, AND REMIND ALL MECHANICS TO PERFORM SOME SORT OF INCOMING PARTS INSPECTION. (K)

<a href="#">2005FA0001585</a>	CESSNA	LYC		LINE	LEAKING
11/21/2005	172S	IO360A1A		S14956R221605	FUEL SYSTEM

PILOT REPORTED FUEL LEAKING FROM THE IB WING ROOT AREA AFTER AIRCRAFT WAS FUELED. UPON INSPECTION, RUBBER FUEL HOSES AT WING ROOT WERE FOUND TO BE HARD, SPLIT LENGTHWISE AND LEAKING THROUGH WALL OF HOSE. (K)

<a href="#">2005FA0001546</a>	CESSNA	LYC		SUPPORT BRACKET	BROKEN
11/14/2005	172S	IO360B1E		052323124	TE FLAPS

DURING APPROACH TO LANDING LT FLAP RETRACTED WHILE RT FLAP REMAINED EXTENDED. AN ASYMMETRICAL FLAP LANDING WAS MADE WITH MUCH DIFFICULTY BUT WITHOUT INCIDENT. INVESTIGATION REVEALED THAT A FLAP SUPPORT BRACKET PN 0523231-24 LOCATED WITHIN THE WING HAD FAILED ALLOWING THE FLAP CABLE TO LOOSE TENSION. IT APPEARS THAT PRELOAD ROM T/E SKIN POSSIBLE CAUSED THE FAILURE OF THE BRACKET.

<a href="#">2005FA0001538</a>	CESSNA	LYC		PRESSURE SENSOR	LEAKING
11/16/2005	172S	IO540*		83278	OIL SYSTEM

DURING A 100 HR INSPECTION AN OIL LEAK WAS DETERMINED TO BE ORIGNATING FROM THE HOBBS METER SENSOR AT THE SWEDGED FLANGE. AD CALLS FOR THE REPLACMENT OF SENSOR. JUST THOUGHT IT IRONIC AN AD CALLS FOR HE REPLACEMENT OF ONE LEAKING SENSOR FOR ANOTHER LEAKING SENSOR. (K)

<a href="#">2005FA0001623</a>	CESSNA	LYC		BRACKET	CRACKED
11/7/2005	177RG	IO360A1B6		20130035	NLG ACTUATOR

WHILE ATTEMPTING TO RIGG THE NOSE GEAR AFTER DOING AN ENGINE AND MOUNT OVERHAUL, IT WAS IMPOSSIBLE TO MAINTAIN THE PROPER CLEARANCES AND THE LOCK WOULD NOT SNAP OVER CENTER ON THE DOWN CYCLE. WHILE WATCHING THE ACTUATOR IT SEEMED THE MOVE. UPON FURTHER INSPECTION AT THE UPPER ATTACH POINT (USING A BRIGHT LIGHT) THE BRACKET ASSY WAS FOUND TO BE SEVERLY CRACKED. WOULD RECOMMEND CLOSE VISUAL INSPECTION AT EACH ANNUAL. (K)

<a href="#">CA051026005</a>	CESSNA	CONT	ACK	CASE	LEAKING
10/25/2005	182K	O470R	E01	E0103E0102	ELT BATTERY

AT 12 MONTH CERTIFICATION OF ELT THE UNIT WAS INSPECTED AND FOUND THE BATTERIES LEAKING AND BATTERY CONTACTS ON THE ELT BATTERY CASE CORRODED. BATTERIES HAD A DATE CODE OF MAR 2010 AND MAR 2009. BATTERIES AND BATTERY CASE REPLACED AND UNITTESTED SEVICEABLE.

<a href="#">2005FA0001587</a>	CESSNA	LYC		ACTUATOR	MISDRILLED
11/28/2005	182T	IO540AB1A5		12600747	ELEVATOR TRIM

MFG MANDATES THE REMOVAL DISASSEMBLY, AND INSPECTION OF THE ELEVATOR TRIM ACTUATOR AT 1000 HRS TT OR 6 YEARS. UPON REMOVAL OF THIS ACTUATOR, FOUND THAT THE GROOVED PIN HOLES IN HOUSING WERE MISDRILLED. THIS CAUSED THE PIN TO WEAR INTO THE ACTUATOR HOUSING. OPERATE 18 AIRCRAFT WITH THE SAME ACTUATOR IN THEM. AS ACTUATORS ARE REMOVED, WILL ADVISE. PICTURES ARE AVAILABLE OF THE HOUSING IN QUESTION IF NEEDED FOR YOUR CONSIDERATION. INSTALLING A NEW ACTUATOR IN THIS AIRCRAFT. (K)

<a href="#">CA051124002</a>	CESSNA	PWA	CESSNA	SPAR	CORRODED
11/21/2005	208	PT6A114A	263400045	26340141	ELEVATOR

(CAN) SEVERE CORROSION ON FACE OF SPAR UNDER BALANCE WEIGHT. AIRCRAFT IS A FLOAT PLANE.

<a href="#">2005FA0001586</a>	CESSNA	CONT		ACTUATOR	FAILED
4/24/2005	210C	IO470*			MLG

MAIN GEAR ROTORY ACTUATOR SEALS FAILED. HYD FLUID LEVEL WENT TO ZERO AND GEAR FAILED TO EXTEND AND LOCK. (K)

<a href="#">2005FA0001555</a>	CESSNA	CONT		BELLCRANK	BROKEN
11/14/2005	310I	IO470*		08412259	LT MLG

PILOT HAD INTERMITTENT GEAR LIGHT , HAD OBTAINED GREEN LIGHT WHEN HE LANDED. UPON 1000 FT ROLL OUT THE LT MAIN GEAR COLLAPSED CAUSING THE AC TO VEER LEFT 75 FT TO 100 FT. UPON INSPECTION, FOUND LT MAIN LANDING GEAR, BELLCRANK ASSY HAD BROKEN. (K)

<a href="#">2005FA0001539</a>	CESSNA	CONT		BELLCRANK	FRACTURED
10/27/2005	402B	TSIO520*		50410016	RT MLG

RT LANDING GEAR COLLAPSED DURING A NORMAL LANDING. (K)

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<a href="#">2005FA0001603</a>	CESSNA	CONT	BOLT	BROKEN
11/23/2005	414A	TSIO520NB	64193110	NR 2 CYLINDER

WHILE CHECKING RT ENGINE OVER FOR OIL LEAKS, FOUND NUT AND PART OF BOLT FROM TOP FORWARD NR 2 CYLINDER THRU BOLT LODGE BY OIL FILLER TUBE. BREAK ON BOLT APPEARS TO BE OLD BY THE DARK COLOR. REMOVAL OF CYLINDER NECESSARY TO REPLACE BOLT. (K)

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<a href="#">CA051026007</a>	CESSNA	CONT	CONTACT	MELTED
10/20/2005	421B	GTSIO520H	231697	STARTER RELAY

ENGINE STARTER RELAY ARCING, CAUSED THE CONTACTS TO WELD TOGETHER SOLID. WHICH IN TURN CAUSED STARTER TO RUN CONTINUOUSLY UNTIL IT OVERHEATED AND BURNED. POTENTIAL FOR ELECTRICAL FIRE IN ENGINE/WING ROOT.

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<a href="#">2005FA0001593</a>	CESSNA	CONT	PUMP	INOPERATIVE
12/6/2005	421B	GTSIO520H	CD21186	CABIN HEATER

THE PILOT REPORTED THE HEATER HAD STOPPED DURING FLIGHT. AFTER RETURNING TO THE MAINTENANCE SHOP THE HEATER WAS TROUBLESHOT AND INSPECTED. FOUND THE HEATER FUEL PUMP HAD MALFUNCTIONED AND HAD CAUGHT ON FIRE FOR A TIME. WERE ABLE TO SAY IT WAS ON FIRE BECAUSE OF THE BURN MARKS ON THE OUTSIDE OF THE PUMP HOUSING. HAVE ENCLOSED 2 PHOTOS TO SHOW THIS. HAVE TALKED WITH PUMP MFG TO DESIGN A NEW PUMP . PROBLEM IS WITH FUEL REGULATOR IN THE WINGS. THE REGULATORS SEEM TO NOT ALLOW ENOUGH FUEL TO GO THRU THEM TO KEEP THE PUMPS OPERATING CORRECTLY WHICH ALLOWS THEM TO OVERHEAT AND FAIL. (K)

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<a href="#">2005FA0001556</a>	CESSNA	CONT	ROD END	FAILED
10/10/2005	421C	GTSIO520*	991013990H	NLG ACTUATOR

ROD END ON NOSE GEAR ACTUATOR FAILED DURING ROLLOUT CAUSING THE NOSE GEAR TO COLLAPSE. (K)

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<a href="#">L3WSA</a>	CESSNA	HONEYWELL	CONTROL CABLE	FRAYED
11/18/2005	550		6565001197	AUTOPILOT SERVO

WE HAVE FOUND THE ELEVATOR AUTOPILOT SERVO LT CABLE WITH BROKEN STRANDS ON 3 SUCCESSIVE AIRCRAFT THAT WERE UNDERGOING A PHASE 5 INSPECTION. ON CABLE HAD 50 PERCENT FRAYING. THE FRAYING WAS FOUND WHERE THE CABLE PASSES THROUGH A DOUBLE CABLE JOGGLE AT FUSELAGE STA 428.50 AND CAN BE DIFFICULT TO DETECT. THE 3 SUBJECT AIRCRAFT HAD 7495, 8856 AND 13393 HOURS TOTAL TIME. THE IPC REFERENCE FOR THE CABLE IS 22-10-00, FIGURE 1, PAGE 3, ITEM 85.

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<a href="#">2005FA0001547</a>	CESSNA	PWA	SPRING	BROKEN
11/11/2005	560XL	PW545A	S31948	PAX DOOR

THE AIRCRAFT RETURNED FROM A FLIGHT WITH NO DEFECTS NOTED. AIRCRAFT WAS MOVED INTO THE HANGAR AND APPROXIMATELY 20 MINUTES LATER A LOUD BANG WAS HEARD. THE AIRCRAFT WAS STATIC WITH THE DOOR CLOSED. THE LOUD BANG WAS THE CABIN ENTRY DOOR FORWARD COUNTER BALANCE SPRING BREAKING IN THE SECOND COIL.

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<a href="#">2005FA0001533</a>	CESSNA	PWA	SPRING	BROKEN
11/11/2005	560XL	PW545A	S31948	PAX DOOR

THE AIRCRAFT RETURNED FROM A FLIGHT WITH NO DEFECTS NOTED. AIRCRAFT WAS MOVED INTO THE HANGAR AND APPROXIMATELY 20 MINUTES LATER A LOUD BANG WAS HERD. THE AIRCRAFT WAS STATIC WITH THE DOOR CLOSED. THE LOUD BANG WAS THE CABIN ENTRY DOOR FORWARD COUNTERBALANCE SPRING BREAKING IN THE SECOND COIL.

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<a href="#">AMSA10280502</a>	CIRRUS		ACTUATOR	BROKEN
10/28/2005	SR22		12545001	ZONE 800

PILOT SIDE DOOR PISTON, THAT GOT DISCONNECTED, JAMMED PILOT'S CONTROL STICK. THERE IS NO WAY, THAT AC COULD BE FLOWN IN THIS CONDITION. IN ORDER TO FREE CONTROLS DOOR, UPHOLSTERY HAD TO BE REMOVED PISTON ON DOOR SIDE HAD TO BE DISCONNECTED, DOOR HAD TO BE OPENED, THEN PISTON THAT WAS CAUGHT IN CONTROL STICK COULD BE REMOVED. AFTER REMOVAL, PLASTIC ROD END OF THE PISTON HAD BROKEN AND PISTON ROD HAD BENT. AFTER INVESTIGATION, DISCOVERED, THAT PISTON PLASTIC ROD END OF BOTH LT AND RT DOORS HAD BEEN DAMAGED AND WERE NOT FULLY LOCKING IN POSITION.

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<a href="#">CA051020002</a>	CNDAIR	GE	NUT	LOOSE
10/19/2005	CL600*	CF34*	412321	RT TORQUE LINK

(CAN) CREW REPORTED MAINWHEEL SHIMMY ON LANDING. MAINTENANCE FOUND BOLT (ITEM 45) FROM THE RT MLG TORQUE LINK TO THE SHIMMY DAMPER HAD BACKED OUT AND THE TORQUE LINKS SEPARATED 1.2500 INCHES. THE SAFTEY BOLT (ITEM 35) AND LOCKING PLATE (ITEM 60) WERE FOUND LAYING IN THE SHIMMY DAMPER DUST CAP AND THE LOCK WIRE BROKEN. AFTER REMOVING THE SAFTEY BOLT, THE BOLT NUT (ITEM 55) WAS FOUND HAND TIGHT (NORMAL TORQUE IS 130-160 FT. LBS). NUT WAS RETORQUED, THE SAFTEY BOLT REPLACED, TORQUED AND LOCKWIRED IAW AMM 32-11-39. IPC REF 32-11-37 FIG 01-AA1, 32-11-42 FIG 01-AA1. A FLEET CAMPAIGN IS BEING DEVELOPED TO CHECK ALL AIRCRAFT TYPE FOR SECURITY AND TORQUE OF SAFTEY BOLT, LOCKING PLATE, AND NUT.

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<a href="#">2005FA0001564</a>	CNDAIR	GE	SWITCH	FAILED
11/14/2005	CL6002B16	CF34*	6279622	AIR CONDITIONING

AIR CONDITIONING WOULD INTERMITTENTLY GO UNCONTROLLABLY FULL HOT. IN THE HANGAR, FOLLOWING MAINTENANCE MANUAL TROUBLESHOOTING FLOW CHART WOULD NOT REVEAL AND DISCREPANCIES. AFTER RUNNING SYSTEM ON RAMP AND GETTING SYSTEM TO FAIL. LT AIR CONDITIONING SYSTEM LOW LIMIT TEMPERATURE CONTROL SWITCH WAS FOUND OPEN. REMOVED SWITCH FROM AIRCRAFT AND COOLED IN SHOP, CHECKED AGAIN AND SWITCH CHECKED GOOD. HEATED WITH HEAT GUN AND SWITCH OPENED. REPLACED WITH NEW UNIT. OPS CHECKED GOOD. (K)

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<a href="#">CA051129003</a>	CNDAIR	GE	APU	FAILED
11/6/2005	CL6002B19	CF343B1	5490000	APU BAY

(CAN) WHILE AT THE GATE AND PRIOR TO DEPARTURE, THE FLIGHT CREW HAD AN APU FIRE WARNING INDICATION. THE CREW FOLLOWED THE QRH PROCEDURE AND DICHARGED THE APU FIRE BOTTLE. LINE MAINTENANCE INSPECTED THE APU AND FOUND NO EVIDENCE OF FIRE. THEY ALSO FOUND THE FUEL AND OIL FILTERS IN BYPASS MODE AND THAT THE FAN MODULE WAS EXTREMELY HARD TO TURN BY HAND. THE APU (P/N 5490000 S/N P-1247) HAS BEEN REMOVED AND HAS BEEN SENT TO MFG FOR ANALYSIS.

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<a href="#">CA051022003</a>	CNDAIR		BOMBDR	DOOR	MISSING
10/20/2005	CL6002C10			CC67010520951	LT MLG

(CAN) THE LT MAIN LANDING GEAR DOOR WAS FOUND MISSING. DAMAGE WAS FOUND ON THE LT OB BRAKE LINE, AFT FUSELAGE FAIRING AND AFT WHEEL WELL FLANGE. A NEW DOOR WAS INSTALLED. (SEE ALSO: US #2005102700042)

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<a href="#">CA051022002</a>	CNDAIR	GE	WINDOW	CRACKED
10/8/2005	CL6002C10	CF348C1	NP1393225	SIDE WINDOW

(CAN) THE LT SIDE WINDOW CRACKED WHILE IN APPROACH. THE WINDOW IS THE OLDER GENERATION OF WINDOW. THE WINDOW WAS REPLACED IAW THE AMM.

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<a href="#">CA051026008</a>	DHAV	PWA	BETA RING	FAILED
10/11/2005	DHC2*	PT6A34		PROPELLER

(CAN) IT WAS FOUND THAT THE CIRCLIP SECURING THE BETA BUSHING HAD PULLED AWAY FROM ITS SLOT. THIS WAS DUE TO IMPROPER ADJUSTMENT OF THE BETA RODS. IT IS RECOMMENDED TO FOLLOW THE INSTRUCTIONS FROM MFG PROPELLER MM P/N 118F PG.7-58 FIG. 7-27, REV.11 OCT 01.

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<a href="#">2005FA0001607</a>	DHAV	PWA	SELECTOR VALVE	LEAKING
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12/18/2002 DHC2\* R985\* TC173007 FUEL SYSTEM

WITH FUEL SELECTOR VALVE IN OFF POSITION FUEL LEAKS BY VALVE, SLIGHT PRESSURE ON CABLE DRUM ON VALVE MAKES IT WORSE. (SIDE LOAD) THIS VALVE MUST BE CHECKED DURING AN ANNUAL IN THE OFF POSITION AND PUTTING PRESSURE ON DRUM TO SEE IF FUEL FLOWS THROUGH VALVE IN THE OFF POSITION. (K)

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[CA051025001](#) DHAV PWA ROD BEARING BROKEN

10/24/2005 DHC2\* R985AN14B 32983 ENGINE

(CAN) DURING INSPECTION PROGRAM OF PULLING A CYLINDER AND PERFORMING AN INTERNAL VISUAL (REPETITIVE 500 HRS), A MECHANIC NOTICED IMPACT MARKS ON THE PISTON SKIRT, ELSEWHERE INSIDE CASE. NOTICED A CHUNK OF METAL IN BOTTOM OF THE CASE APPROX 2INCHES BY .2500 INCH WITH A PARTIAL P/N 2983 STILL LEGIBLE. AFTER CONSULTING THE PARTS CATALOG WE ARE REASONABLY CERTAIN IT IS A P/N 32983 MASTER ROD CRANKPIN BEARING ALTHOUGH THIS WILL HAVE TO BE CONFIRMED AT TEARDOWN. THERE WERE NO SIGNIFICANT METAL PARTICLES FOUND IN SUMP OR SCREEN. ENGINE O/H AGENCY HAS BEEN CONTACTED. THE ENGINE HAS BEEN PULLED AND WILL BE SENT FOR REPAIR. AT THE TIME OF THE ROUTINE INSPECTION THE ENGINE HAD BEEN RUNNING FINE WITH NO REPORTED DEFECTS.

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[CA051024009](#) DHAV PWA RIB MISMANUFACTURED

10/24/2005 DHC6 PT6A20 C6TE102627 ELEVATOR

PART NOT TO LIMITS PROVIDED BY MANUFACTURER. ANGLE AND DIMENSIONS NOT TO THE SPECS ON THE MYLAR. MATERIAL TYPE AND THICKNESS ARE CORRECT.

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[CA051124006](#) DHAV PWA ADAPTER CRACKED

11/21/2005 DHC6 PT6A27 C6W104632 TE FLAP

(CAN) DURING MAINTENANCE CHECK, A CRACK WAS FOUND ON THE AFT END FLANGE OF THE ADAPTER. THE ADAPTER WAS REPLACED IAW RD6-57-266 BUT IT WAS FOUND THAT THE LOCK FASTENER COULD NOT BE INSTALLED AT 1 LOCATION DUE TO INTERFERENCE WITH INTERNAL STRUCTURE. OTHER FASTENER PROBLEMS THEN AROSE. A REPAIR SCHEME IS BEING PREPARED TO SOLVE THE FASTENER PROBLEM.

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[CA051124008](#) DHAV PWA RIB CRACKED

11/21/2005 DHC6 PT6A27 C6W12104546 TE FLAP

(CAN) DURING MAINTENANCE CHECK THE RIB WAS FOUND TO BE CRACKED IAW ATTACHMENT. RIB WAS REPLACED.

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[CA051124005](#) DHAV PWA BOLT CORRODED

11/21/2005 DHC7\* PT6A50 MS2125006020 DOOR FITTING

(CAN) DURING C CHECK, BOLT ON FWD CARGO DOOR FITTING WAS CORRODED TO THE EXTENT THAT BOLT HEAD SEPARATED AT LIGHT FINGER TOUCH. 6 FITTINGS ARE BOLTED TO THE SILL STRUCTURE BY 2 BOLTS EACH. THEY SECURE THE DOOR IN THE CLOSED POSITION. THE MOST FWD BOLT OF THE 12 WAS THE ONE AFFECTED. VISUAL INSPECTION OF THE AREA DID NOT INDICATE ANY CORROSION PROBLEMS. THERE IS NO REQUIREMENT TO DISASSEMBLE THE BOLTS FOR INSPECTION AND THEY HAVE PROBABLY BEEN THERE SINCE THE A/C WAS NEW. THE REMAINING 11 BOLTS WERE DISASSEMBLED AND VARYING DEGREES OF CORROSION WAS FOUND. ALL 12 BOLTS HAVE BEEN REPLACED.

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[2005FA0001532](#) DIAMON CONT LANDING GEAR UNLOCKED

11/10/2005 DA20C1 IO240A NOSE

ROLL PIN LOCKING THE NOSE STRUT ELECTROMETRIC SPRING PLATE (PN 20-3220-05-02) TO THE SHOCK ABSORBER ROD (PN 20-3220-05-01) HAD WORKED OUT UNLOCKING THE ASSY.

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[2005FA0001542](#) DIAMON CONT ROLL PIN BACKED OUT

11/16/2005 DA20C1 IO240B NLG  
ROLL PIN LOCKING THE NOSE STRUT ELECTROMETRIC SPRING PLATE (PN 20-3220-05-02) TO THE SHOCK ABSORBER ROD (PN 20-3220-05-01) HAD WORKED OUT UNLOCKING THE ASSY.

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<a href="#">CA051128010</a>	DOUG	PWA	FITTING	CRACKED
11/24/2005	DC3CS1C3G	R183092	AN8324D	BULKHEAD

(CAN) DURING CRUISE, IT WAS OBSERVED THAT THE DIRECT READING OIL PRESS GAUGE WAS AT ZERO ON RT ENGINE. AUTO SYN PRESSURE GAUGE, TEMPS, OIL WARNING LIGHT ALL INDICATED ENG WAS FINE. IT WAS THEN FOUND A LEAK ON RT ENG DURING VISUAL CONFIRMATION. ENG WAS SHUTDOWN AND PROP FEATHERED. FLT LANDED WITHOUT FURTHER INCIDENT. UP ON INSP IT WAS FOUND THAT A BULKHEAD FITTING ON FIREWALL FOR DIRECT OIL PRESS GAUGE HAD BROKEN COMPLETELY OFF. FITTING WAS REPLACED WITH STEEL FITTING, AC RETURNED TO SERVICE. THIS TYPE OF FAILURE HAD NEVER BEEN SEEN BEFORE, A SERIES OF NDT ON SAME TYPE AND MAKE OF FITTINGS RESULTED IN NO FAILURE OF THIS KIND. IT WAS DETERMINED THAT THIS WAS A ISOLATED INCIDENT.

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<a href="#">2005FA0001529</a>	EMB	ALLSN	TIRE	LEAKING
11/2/2005	EMB135BJ	AE3007A	304K632	LANDING GEAR

THE TIRE WAS REMOVED FROM THE AIRCRAFT FOR A SLOW LEAK. THE WEEP HOLES IN THE SIDEWALL OF THE TIRE WERE BUBBLING WHEN CHECKED WITH LEAK DETECTOR FLUID. (K)

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<a href="#">CA051125004</a>	EMB	ALLSN	TURBINE BLADES	FAILED
10/21/2005	EMB145	AE3007A	23073795	ENGINE

(CAN) DURING A FLIGHT THE ENGINE EXPERIENCED AN ITT OVERTEMP OF 1045 DEGREES C FOR 36 SECONDS. THIS RESULTED IN AN UN-COMMANDED IN FLIGHT SHUTDOWN. ENGINE DISASSEMBLY AT MFG REVEALED AN HPT1 BLADE FAILURE FROM THE ROOT.

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<a href="#">CA050927004</a>	EMB		LOCK	BROKEN
9/20/2005	ERJ170100			MLG BRAKE

IT IS OBVIOUS THAT THIS AC EXPERIENCED A LOCKED BRAKE CONDITION FOR WHATEVER REASON. A MEMBER OF THE SIDE STAY LOCKING ARM IS BROKEN IN TWO. THERE IS NO PART MISSING, NORMALLY 2 PARTS SHOULD BE TOGETHER. PROXIMITY SENSOR IS ALSO VISIBLE. BRAKING EVENT WOULD NOT HAVE RESULTED IN BREAKAGE OF THIS LINK, WHAT BROKE IT SEEMS TO BE A PIECE OF TREAD FROM THE TIRE. A BLACK TIRE MARK IS VISIBLE ON PARTS NEXT TO RUPTURE. TIRE TREAD FAILURE SHOULD NOT CAUSE RUPTURE OF A PRINCIPAL STRUCTURAL ELEMENT OF A LANDING GEAR. IF TREAD FAILURE WOULD OCCUR ON TAKE-OFF, IT COULD RESULT IN A COLLAPSE OF LANDING GEAR AT HIGH SPEED WHICH MIGHT NOT BE JUST AN INCIDENT. HAVE BEEN TOLD THAT TREAD FAILURE IS NOT UNCOMMON ON THAT AIRCRAFT.

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<a href="#">CA051125001</a>	EMB	GE	SLIDE	INOPERATIVE
11/25/2005	ERJ170100	CF348E5A1		L2 DOOR

(CAN) FAULT: L2 DOOR IN DISARMED MODE, ARMING/DISARMING HANDLE DOES NOT MOVE UP FULLY AS COMPARED TO OTHER DOORS HANDLES. INDICATOR SHOWS (DISARMED) BUT NOT IN CENTER OF INDICATION WINDOW. ALSO COVER DOES NOT CLOSE FLUSH IN BOTH MODES. FMR WAS ISSUED TO VERIFY THE MECHANISM OF THE DOOR, AND FOUND SLIDE HANDLE DOES NOT MOVE UPWARDS TO DISARM WHEN VENT IS OPEN, USING THE OUTSIDE HANDLE.

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<a href="#">2005FA0001534</a>	GULSTM	CONT	BRACKET	CRACKED
9/26/2005	111RKWELL	TSIO520*	1159BM502161	BS 169

MED ACTUATING CYLINDER UPPER BRACKET FAILED ALONG A ROW OF LOCK FASTENERS HOLES CAUSING MAJOR DAMAGE TO SKIN AND STRINGERS. ACTUATING CYLINDER REPLACED AS PRECAUTIONARY MEASURE. NEW BRACKET, SKINS, STRINGERS AND DOUBLERS. (K)

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<a href="#">2005FA0001610</a>	GULSTM	RROYCE	ENGINE	MAKING METAL
8/8/2005	GIV	TAY6118		RIGHT

INTERMITTENT FUEL QUANTITY INDICATION DISCREPANCY, IT WAS ALSO ELECTED TO HAVE TERMINATING ACTION OF AD COMPLIED WITH BY SB (REPLACEMENT OF FUEL TUBES). MAINT REMOVED TUBES FOR REPLACEMENT, THEY DISCOVERED SUBSTANTIAL AMOUNTS OF METAL SHAVINGS HAD ACCUMULATED AGAINST THE INLET SCREENS OF THE HIGH-PRESSURE FUEL PUMPS ON BOTH ENGINE. ALL FINDINGS WERE IMMEDIATELY FORWARDED TO MFG GUIDANCE. FWD SAMPLE OF METAL TO TEST LAB FOR ANALYZE, JUDGEMENT ON WHERE METAL ORIGINATED, METAL WAS FROM AIRFRAME. MFG RECOMMEND FUEL SYS COMPONENTS OF ENGINES DOWNSTREAM OF LOW PRESS FUEL FILTERS INSP AND OR REPAIRED AS NECESSARY.

<a href="#">2005FA0001611</a>	GULSTM	RROYCE	ENGINE	MAKING METAL
8/8/2005	GIV	TAY6118		

AN INTERMITTENT FUEL QUANTITY INDICATION DISCREPANCY, IT WAS ALSO ELECTED TO HAVE THE TERMINATING ACTION OF AD COMPLIED WITH BY INCORPORATING SB, (REPLACEMENT OF FUEL TUBES). WHEN REMOVED TUBES FOR REPLACEMENT THEY DISCOVERED SUBSTANTIAL AMOUNTS OF METAL SHAVINGS HAD ACCUMULATED AGAINST THE INLET SCREENS OF HIGH PRESS FUEL PUMPS ON BOTH ENGINES. FINDINGS WERE FWD TO MFG AND SAMPLE TO TEST LAB INDICATED METAL WAS CONSISTENT WITH AIRFRAME. MFG RECOMMEND TO HAVE FUEL SYS COMPONENTS DOWNSTREAM OF LOW PRESSURE FUEL FILTERS INSPECTED AND OR REPAIRED AS NECESSARY. REPAIRED ENGINE AND REINSTALLED. (K)

<a href="#">AMCR200500010</a>	GULSTM	RROYCE	SEAL	CHAFED
11/29/2005	GIV	TAY6118	1159SCB2021	CARGO DOOR

CREW NOTED A WHISTLE FROM BAGGAGE DOOR AREA. MAINTENANCE FOUND THE BAGGAGE DOOR SEAL TORN IN THE 12 O'CLOCK POSITION. IT APPEARS THAT THE TOP BAYONET LATCH PLATE ON THE FUSELAGE HAD EXCESS SEALANT ON THE IB SIDE, CAUSING THE DOOR SEAL TO RUB HARD AGAINST IT DURING DOOR CLOSING. DOOR SEAL REPLACED AND EXCESS SEALANT REMOVED FROM BAYONET PLATE. OTHER AIRCRAFT IN FLEET WERE INSPECTED AND NO EXCESS SEALANT WAS FOUND ON THOSE PLATES.

<a href="#">2005FA0001561</a>	GULSTM	RROYCE	BLADES	DEBONDED
11/30/2005	GULFSTREAMGVBR700710A110		BRR19918	ENGINE FAN

DURING ROUTINE ENGINE A-CHECK INSPECTION, FOUND 15 OUT OF 24 (CHOCKING PADS) ON BASE OF ENGINE FAN BLADE TO HAVE MIGRATED AFT OF NORMAL POSITION DUE TO DEBONDING OF (CHOCKING PAD). THIS CONDITION WAS CAUSING ABNORMAL ENGINE VIBRATION DURING ENGINE GROUND OPERATIONAL CHECK. THE EMM 72-31-02-300-802 ALLOWS TWO METHODS OF ATTACHING THE (CHOCKING PAD) TO THE FAN BLADE. ONE METHOD IS THE USE OF PERMABOND F241 ADHESIVE. THE SECOND METHOD IS THE USE OF 3M-9473 DOUBLE SIDED TAPE. NONE OF THE (CHOCKING PADS) THAT WERE ATTACHED WITH THE PERMABOND F241 FAILED; ONLY THE (CHOCKING PADS) ATTACHED WITH 3M 9473 DOUBLE SIDED TAPE FAILED.

<a href="#">2005FA0001550</a>	GULSTM	RROYCE	COWL DOOR	CRACKED
11/9/2005	GULFSTREAMGVBR700710A110			LT NACELLE

DURING ROUTINE INSP, FOUND 25 INCH CRACK, SEVERE DELAMINATION WITHIN THE LT ENG LOWER COWL DOOR. AFFECTED AREA IS LOCATED JUST AFT OF FWD SIDE, BETWEEN THE 4 & 8 O'CLOCK POSITION. INITIAL INSPECTION REVEALS DEBOND ON CARBON FIBER SKIN TO CORE AT 375 SQUARE INCHES. EXTERNAL CARBON FIBER SKIN DEBOUND TO CORE AT 247 SQUARE INCHES. FOUND CRACK AND DELAMINATED AREA TO HAVE MUCH MOISTURE. INSP OF AFFECTED AREA REVEALS NO IN SERVICE DAMAGE NOR WEAR THAT WOULD HAVE ALLOWED MOISTURE TO EGRESS COMPOSITE MATERIAL. CAUSE OF DELAMINATION IS YET TO BE DETERMINED; CAUSE OF MOISTURE EGRESS IS UNKNOWN. FAILURE OF COWL DOOR COULD HAVE CAUSED UNUSUAL FLT CHARACTERISTICS. COMPONENT IS BEING SENT FOR FURTHER INVESTIGATION.

<a href="#">2005FA0001566</a>	GULSTM	RROYCE	BLADE	DEBONDED
11/30/2005	GULFSTREAMGVBR700710A110		BRR19918	COMPRESSOR

DURING ROUTINE ENGINE A-CHECK INSPECTION, FOUND 15 OUT OF 24 (CHOCKING PADS) ON BASE OF ENGINE FAN BLADE TO HAVE MIGRATED AFT OF NORMAL POSITION DUE TO DEBONDING OF (CHOCKING PAD). THIS CONDITION WAS CAUSING ABNORMAL ENGINE VIBRATION DURING ENGINE GROUND OPERATIONAL CHECK. THE EMM 72-31-02-300-802 ALLOWS 2 METHODS OF ATTACHING THE (CHOCKING PAD) TO THE FAN BLADE. NR 1 METHOD IS THE USE OF PERMABOND F241 ADHESIVE. NR 2 METHOD IS THE USE OF 3M-9473 DOUBLE SIDED TAPE. NONE OF THE (CHOCKING PADS) THAT WERE ATTACHED WITH THE PERMABOND F241 FAILED; ONLY THE (CHOCKING PADS) ATTACHED WITH 3M 9473 DOUBLE SIDED TAPE FAILED.

<a href="#">CA050913011</a>	HUGHES		BEARING	UNSERVICEABLE
9/11/2005	369D		369X795111	P/C ROD END

(CAN) ROD END BEARING WORN BEYOND SERVICEABLE LIMITS PREMATURELY. MANUFACTURER OF RODND BEARING, WARRANTY ON THIS BEARING AND PREVIOUS PREMATURELY WORN BEARINGS REJECTED. SUSPECT SUBSTANDARD PARTS DUE TO HIGH WEAR RATE, CONFIRMED BY OTHER OPERATORS.

<a href="#">CA050913010</a>	HUGHES	ALLSN	BEARING	UNSERVICEABLE
7/11/2005	369D	250C20B	369X795111	ROD END

(CAN) ROD END BEARING WORN BEYOND SERVICEABLE LIMITS PREMATURELY. MANUFACTURER OF RODEND BEARING. WARRANTY ON THIS BEARING AND PREVIOUS PREMATURELY WORN BEARINGS REJECTED. SUSPECT SUBSTANDARD PARTS DUE TO HIGH WEAR RATE, CONFIRMED BY OTHER OPERATORS.

<a href="#">AUCR200500004</a>	LKHEED		SPAR CAP	CORRODED
12/1/2005	P3A		9010552	RT WING

RT WING UPPER FORWARD SPAR CAP W.S.73 (PREVIOUS PROCESSING BY PARTY UNKNOWN) OF THE FORWARD FLANGE HAS EXCEEDED MAXIMUM NEGLIGIBLE LIMITS FOR DAMAGE LOCATION. DUE TO THE RELATIVE LOCATION OF THE WING ATTACH CORNER FITTING THIS DAMAGE CANNOT BE REPAIRED AND WILL REQUIRE A SPAR CAP INSERTION.

<a href="#">AUCR200500002</a>	LKHEED		SPAR CAP	CORRODED
12/1/2005	P3A		9010622	LT WING

LT WING UPPER REAR SPAR CAP WS178, AT NACELLE AFT ATTACH PLATE. DISSIMILAR METAL CORROSION ATTACK UPPER CROWN AND VERTICAL LEG. CORROSION WAS VISUALLY DETECTED AT DEPOT LEVEL SCHEDULED INSPECTION. CORROSION WAS FOUND TO EXCEED NEGLIGIBLE DAMAGE LIMITS.

<a href="#">AUCR200500003</a>	LKHEED		SPAR CAP	CORRODED
12/1/2005	P3A		9010622	RT WING

RT WING REAR SPAR UPPER CAP WS178 AT NACELLE AFT ATTACH PLATE. DISSIMILAR METAL CORROSION ATTACKING UPPER CROWN AND AND VETICAL LEG OF THE SPAR CAP. CORROSION WAS VISUALLY DETECTED AT SCHEDULED DEPOT LEVEL INSPECTION. CORROSION EXCEEDED MAXIMUM NEGLIGIBLE LIMITS.

<a href="#">AUCR200500001</a>	LKHEED	ALLSN	PANEL	CRACKED
12/1/2005	P3A	T56A10	9255011	LT WING

LOCATED LOWER WING PLANK RISER FRACTURE 7 INCHES IN LENGTH LT WING STA. 167. FRACTURE EMANATED ALONG BASE OF RISER EXTENDING IB AND OB SPANWISE. FRACTURE WAS VISUALLY DETECTED DURING SCHEDULED INSPECTION. FRACTURE WAS PROPAGATED BY THE MAIN LANDING GEAR TRUSS RIB ATTACHING STIFFENER AT THE FORWARD SPAR ATTACHMENT. MANUFACTURING PROCESSES ENTAILED THE VERTICAL LEG TO BE CUT BACK AT THE RISER INTERSECTION; FAILURE TO DO SO ENCROACHED THE RISER AT THE VERTICAL STIFFENER PRELOADING THE NR 1 RISER. THIS INCIDENT IS TO BE CONSIDERED AN ISOLATED MFG PROCESS FAILURE. SPECIFICATIONS CLEARLY

SHOW THE STIFFENER TO BE TRIMMED AT THE INTERFACE WITH THE RISER.

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<a href="#">2005FA0001563</a>	MOONEY	LYC	THROTTLE CABLE	DISCONNECTED
9/8/2005	M20C	O360*		THROTTLE ARM

PILOT REPORTED THAT ON RUNUP, HE WAS UNABLE TO CONTROL RPM. INVESTIGATION DETERMINED THAT THE THROTTLE CABLE HAD COME DISCONNECTED FROM THE CARBURETOR THROTTLE ARM. BOLT WAS PRESENT, BUT NUT AND COTTER PIN WERE MISSING INSTALLED PROPER HARDWARE AND FUNCTIONAL CHECKED, OK. (K)

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<a href="#">CA051128007</a>	NAMER		ATTACH FITTING	UNKNOWN
11/1/2005	A36AEDMONDSN			WING

(CAN) COMPLY WITH CF 2005-19, NO CRACKS FOUND. REFER TO FILE FOR COPY OF EMAIL INDICATING COMPLIANCE BY AIRCRAFT OWNER.

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<a href="#">CA051128005</a>	NAMER		ATTACH FITTING	UNKNOWN
11/1/2005	HARVARD*			WING

(CAN) COMPLY WITH CF 2005-19, NO CRACKS FOUND. REFER TO FILE FOR COPY OF EMAIL INDICATING COMPLIANCE BY AIRCRAFT OWNER.

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<a href="#">CA051026006</a>	NAMER		ATTACH ANGLE	CRACKED
6/23/2005	HARVARD4			WING

CRACK DETECTION INSPECTION AT WING ATTACHMENT ANGLES ON BOTH WINGS PER AD CF-2005-19. NO CRACK INDICATION WERE DISCOVERED ON THE WING ATTACHMENT ANGLES

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<a href="#">CA051128008</a>	NOORDN		ATTACH FITTING	UNKNOWN
11/1/2005	AT16HARVARD			WING

(CAN) COMPLY WITH CF 2005-19, NO CRACKS FOUND. REFER TO FILE FOR COPY OF EMAIL INDICATING COMPLIANCE BY AIRCRAFT OWNER.

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<a href="#">CA051128006</a>	NOORDN	PWA	ATTACH FITTING	UNKNOWN
11/1/2005	AT16HARVARD	R1340AN1		WING

(CAN) COMPLY WITH CF 2005-19, NO CRACKS FOUND. REFER TO FILE FOR COPY OF EMAIL INDICATING COMPLIANCE BY AIRCRAFT OWNER.

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<a href="#">2005FA0001588</a>	PIAGIO	PWA	TURBINE WHEEL	DAMAGED
11/30/2005	P180	PT6A66	3037313	LT ENGINE

AIRCRAFT WAS CLIMBING FROM 26,000 TO 28,000 WHEN THE PILOT HEARD A LOUD BANG. THE LT ENGINE TEMPERATURE PEGED. THE PILOT IMMEDIATELY PULLED THE LT ENGINE TO FLIGHT IDLE. AFTER LANDING AND SHUTDOWN, VISUAL INSPECTION OF THE LT ENGINE SHOWED SEVERE DAMAGE TO THE TURBINE DISC AND ALL BLADES OF THE LT PROPELLER. (K)

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<a href="#">2005FA0001606</a>	PIPER	LYC	DRAG LINK	CRACKED
4/29/2005	PA23160	O320*	1904300	LT MLG

DUE TO PREVIOUS FAILURE OF RT DRAG LINK, LT MAIN LANDING GEAR DRAG LINK WAS REMOVED, PAINT STRIPED AND INSPECTED WITH ZYGLOW. A SMALL CRACK WAS NOTED EXTENDING INTO A WELD IN THE SAME AREA THAT THE OTHER (RT MLG LINK) HAD BROKEN. DRAG LINK WAS REPLACED WITH A NEW OEM PART AND GEAR SYSTEM CHECKED FOR RIG AND PROPER OPERATION. THE AC HAD BEEN PAINTED RECEINTLY AND DETECTING A CRACK IN THIS AREA WOULD HAVE BEEN IMPOSSIBLE UNLESS THE LINK WAS STRIPPED AND ZYGLOW INSPECTED. (K)

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<a href="#">2005FA0001608</a>	PIPER	LYC	PIPER	BOLT	BROKEN
5/23/2005	PA23250	TIO540*		40233	LINK ASSY

BOLT BROKEN. (K)

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<a href="#">2005FA0001600</a>	PIPER	LYC		CABLE	BROKEN
5/23/2005	PA23250	TIO540*		3020508	MIXTURE CONTROL

MIXTURE CABLE BROKE AT CONTROL LEVER END. 7 STRAND INNER CABLE PARTED .7500 INCH FROM PUSH/PULL SLIDER CABLE END. CABLE STRANDS APPEAR TO HAVE BEEN BALLONED FROM OVER COMPRESSION, OVER TRAVEL. CABLE PARTED AT ENGINE SHUT DOWN. THE REPLACEMENT CABLE IS PN 454-204 AND MAY AVE BEEN IMPROVED OVER THE ORIGINAL. (K)

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<a href="#">2005FA0001601</a>	PIPER	LYC	PIPER	BOLT	BROKEN
8/18/2005	PA23250	TIO540*		402427	LINK

PN 400-111 BOLT BROKE ON LANDING. BOLT IS IN LINK, PN 16240-5. GEAR FOLDED AFT AND MAIN TIRE RODE ON RT FLAP. (NM01200510571) (K)

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<a href="#">2005FA0001535</a>	PIPER	LYC		CAMSHAFT	MAKING METAL
10/17/2005	PA28140	O320E3D		LW18837	ENGINE

DURING ANNUAL INSPECTION, FERROUS FLAKES OF METAL WERE FOUND IN OIL FILTER, ALSO, SEVERAL PIECES FOR FERROUS METAL WERE FOUND IN THE FINGER STRAINER. THE OIL FILTER AND THE PIECES FOUND IN THE FINGER STRAINER WERE SENT TO MFG FOR ANALYSIS. IT WAS REPORTED THAT THE FERROUS METAL CAME FROM THE CAMSHAFT AND TAPPET BODIES. THE ENGINE IS BEING REMOVED FOR OVERHAUL, TIME SINCE OVERHAUL IS 2092.9. CAMSHAFT WAS REPLACED AT 1164.4 HRS SINCE OVERHAUL. THE AVERAGE OIL CHANGE INTERVAL SINCE OVERHAUL IS 91 HOURS. RECOMMEND THAT THE 50 HOUR OIL CHANGE INTERVAL RECOMMENDED BY MFG BE STRICTLY ADHERED TO.

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<a href="#">2005WP09I021</a>	PIPER	LYC		CYLINDER HEAD	CRACKED
7/18/2005	PA28161	O320D3G			ENGINE

DURING APPROACH FOR LANDING (TOUCH AND GO'S), ONE OF THE CYLINDER HEADS BLEW OFF AND THERE WAS A SUDDEN REDUCTION OF POWER. THE AIRCRAFT LANDED SAFELY WITHOUT DAMAGE OR INJURIES. THE CYLINDER WAS A NEW PMA CYLINDER WITH APPROX. 1100 HOURS TIME IN SERVICE. THE CAUSE OF THE FAILURE IS CURRENTLY UNDER INVESTIGATION BY THE NTSB.

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<a href="#">2005FA0001518</a>	PIPER	LYC		BATTERY	LEAKING
10/31/2005	PA28180	O360*	E01	MN1300	ELT

ELT BATTERIES FOUND LEAKING AT ANNUAL INSPECTION. ELT IS MODEL E-01 WHICH USES 8 EA. MN1300 (D) CELL BATTERIES. THE BATTERIES WERE DATED MAR 2010 (DATE OF INSTALLATION UNKNOWN), AND THE ELT WAS LABELED AND MAINTENANCE ENTRIES NOTED FOR (ELT BATTERY DUE JUNE 2005). BATTERY LEAKAGE HAD CONTAMINATED THE ELT CASE AND CAUSED CORROSION OF THE MOUNTING TRAY. THIS WAS THIRD INSTANCE OF DISCOVERING LEAKING BATTERIES IN AN ELT WHERE THE SHELF LIFE DATE PRINTED ON THE BATTERY WAS STILL MANY YEARS INTO THE FUTURE.

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<a href="#">2005FA0001549</a>	PIPER	LYC	ACK	BATTERY	LEAKING
10/31/2005	PA28180	O360*	E01	MN1300	ELT

ELT BATTERIES FOUND LEAKING AT ANNUAL INSPECTION. ELT IS MODEL E-01 WHICH USES 8 EA. MN1300 (D) CELL BATTERIES. THE BATTERIES WERE DATED MAR 2010 (DATE OF INSTALLATION UNKNOWN), AND THE ELT WAS LABELED AND MAINTENANCE ENTRIES NOTED FOR (ELT BATTERY DUE JUNE 2005). BATTERY LEAKAGE HAD CONTAMINATED THE ELT CASE AND CAUSED CORROSION OF THE MOUNTING TRAY. THIS WAS THIRD INSTANCE OF DISCOVERING LEAKING BATTERIES IN AN ELT WHERE THE SHELF LIFE DATE PRINTED ON THE BATTERY WAS STILL MANY YEARS INTO THE FUTURE.

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<a href="#">2005FA0001537</a>	PIPER	LYC	ELECTROSYS	ARMATURE	BROKEN
11/7/2005	PA28181	O360A4A		MHB2399S	STARTER

PILOT REPORTED GRINDING NOISE FROM ENGINE COMPARTMENT WHEN STARTER WAS ENGAGED. STARTER WAS REMOVED ARMATURE WAS FOUND WITH 2 SPLINES SHEARED OFF. INTERMEDIATE GEAR WAS MISSING 2 TEETH. CAUSE UNKNOWN. THIS IS THE THIRD ARMATURE IN THE PAST 6 MONTHS WITH

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THE SAME DEFECT. (K)

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<a href="#">2005FA0001605</a>	PIPER	LYC	GEAR	BROKEN
11/29/2005	PA28236	O540J3A5		MAGNETO

ONE MAGNETO DIST. GEAR HAD 1 TOOTH BROKEN OFF THE OTHER DIST YEAR HAD A 13 TOOTH SECTION BROKEN OFF. SUSPECT THE ONE TOOTH BROKE AND TOOK OUT SECOND GEAR TEETH, LT MAG STOPPED WORKING ON TAKEOFF AND PILOT RETURNED TO AIRPORT. RT MAG WORKED WITH 1 TOOTH MISSING. CARBURETOR MAY HAVE CAUSED BACKFIRE. CARB SENT IN FOR OVERHAUL AND CHECKED FOR LEAN MIXTURE. (K)

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<a href="#">2005FA0001617</a>	PIPER	LYC	PIPER	NUT PLATE	CRACKED
12/16/2005	PA28R200	IO360A1A			MLG TRUNNION

AFTER REMOVING THE RT FUEL TANK FOR REPAIR, IT WAS DISCOVERED THAT ALL 4 NUTPLATES THAT HOLD THE FWD MLG TRUNNION BOLTS WERE CRACKED. THE LOWER IB NUTPLATE WAS CRACKED VERTICALLY DOWN THE THREADS. THE REMAINING 3 NUTPLATES WERE CRACKED IN THE RIVET TABS. THE AC IS A TRAINING AC THAT SEES ITS SHARE OF HARD LANDINGS. PROBABLE CAUSE IS FATIGUE FROM REPEATED NOT SO SOFT LANDINGS. THE LT FUEL TANK WAS REMOVED AS WELL TO INSPECT THE LT MAIN LANDING GEAR TRUNNION NUTPLATES. NO CRACKS WERE FOUND ON THE LT SIDE. PERIODIC INSPECTIONS MAY BE REQUIRED TO ENSURE THE NUTPLATES ARE SERVICEABLE. (K)

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<a href="#">BNG0002</a>	PIPER		CIRCUIT BREAKER	FAILED
11/6/2005	PA28RT201		PS5012012	UNKNOWN

CIRCUIT BREAKER FAILED.

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<a href="#">2005FA0001540</a>	PIPER		GEARBOX	FRACTURED
11/21/2005	PA30			MLG

THE GEARBOX CASTING WHICH SUPPORTS THE MOTOR AND GEARBOX FRACTURED. VISUAL EXAMINATION INDICATES FATIGUE. DUE TO THIS FAILURE, THE LANDING GEAR WOULD NOT EXTEND DURING LANDING.

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<a href="#">77865</a>	PIPER	HARTZL	FORK	CRACKED
11/2/2005	PA31350	HCC4YR2	C4503	PITCH CHANGE

DURING OVERHAUL THE C4503 WAS FOUND TO BE CRACKED AFTER BEING MAGNAFLUXED.

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<a href="#">2005FA0001604</a>	PIPER		CYLINDER	MISMANUFACTURED
12/1/2005	PA31350		4531405	NLG

PURCHASED 2 NEW NOSE LANDING GEAR CYLINDER ASSEMBLYS WITH INCORRECTLY MACHINED CENTER BORE. THE BORE OF THE CYLINDERS IS TOO SMALL AT THE TOP WHICH DOESN'T ALLOW UPPER GEARINGS FULL TRAVEL TO TOP OF CYLINDER. THE COULD CAUSE BEARING TO FAM IN BORE AND LANDING GEAR TO MALFUNCTION ON RETRACTION/ EXTENSION. (K)

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<a href="#">2005FA0001562</a>	PIPER	LYC	VALVE SEAT	SEPARATED
11/17/2005	PA31350	LTIO540J2BD	LW12966	CYLINDER

VALVE SEAT SEPARATED FROM CYLINDER. (K)

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<a href="#">CA051005009</a>	PIPER	LYC	ENGINE	MAKING METAL
9/28/2005	PA31350	TIO540J2BD	LT10540J2B	RIGHT

(CAN) DURING CLIMB OUT, RT ENG HAD UNCONTROLLABLE PROP FLUCTUATIONS. ENG WAS FEATHERED, AC LANDED WITHOUT INCIDENT. RUN-UP ENG FOR TROUBLESHOOTING. NOTICED LOW OIL PRESS ON RT ENG. PULLED OIL FILTER, FOUND IT WAS FULL OF METAL CONTAMINATION. CREW REPLACED RT ENG, COMPLETED ENG CHANGE. AC HAS NOW HAS BEEN RETURNED TO SERVICE. ENG WAS SENT OUT FOR EXAM FROM OUR ENG SHOP. WHEN ENG TEARDOWN COMES BACK AND REASON FOR FAILURE IS FOUND, WAS ON ON-CONDITION PROGRAM. IT HAD COMPLETED AN EVENT INSP 200 HR

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VALVE INSP, ON-CONDITION INSP AND ALL WAS FOUND SATISFACTORY. OIL CONSUMPTION WAS GOOD AND WELL WITHIN LIMITS. THE ENGINE WAS RUNNING PERFECT AND HAD NO REPORTED PROBLEMS, SO THE SUDDEN FAILURE WAS UNEXPECTED.

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<a href="#">2005FA0001622</a>	PIPER	LYC	DOWNLOCK SWITCH	BROKEN
11/22/2005	PA32RT300	IO540*	451848	NLG

UPON ARRIVING AT DESTINATION GEAR WAS SELECTED DOWN. NOSE GEAR GREEN LIGHT DID NOT ILLUMINATE AND IN TRANSIT LIGHT STAYED ON. INSPECTED AND FOUND NOSE GEAR DOWNLOCK SWITCH ACTUATING ARM BROKEN OFF. DETERMINED CAUSE OF BREAKING WAS TIME IN SERVICE AND WORK HARDING OF METAL ARM, SUGGEST TIME LIMITED INTERVAL FOR REPLACING. (K)

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<a href="#">CA051130005</a>	PIPER	PWA	ENGINE	FAILED
11/25/2005	PA42720	PT6A61		NR 1

(CAN) NR1 ENGINE THE AUTO FEATHER SYSTEM WAS ARMED FOR TAKEOFF. SHORTLY AFTER TAKEOFF THE PILOT DISARMED THAT AUTO FEATHER SYSTEM. THE AIRCRAFT CONTINUED TO CLIMB OUT. THE PILOT NOTICED PROPELLER RPM SLOWLY DROPPING OFF (SUCH AS PROPELLERS OUT OF SYNC). THE PILOT ADVANCED THE POWER LEVER FOR NR1 ENGINE (LT). THERE WAS NO NOTICEABLE CHANGE TO ENGINE OUT PUT. THE PILOT PROCEEDED TO FEATHER THE PROPELLER AND SHUTDOWN THE ENGINE. ATC WAS CONTACTED. THE AIRCRAFT RETURNED TO THE POINT OF DEPARTURE WITHOUT INCIDENT. UNDER INVESTIGATION AT THIS TIME.

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<a href="#">2005FA0001541</a>	PIPER	LYC	SWITCH	BROKEN
11/17/2005	PA44180	O360*	89291004	MLG

DURING TRAINING TOUCH AND GO THE GEAR FAILED TO RETRACT AFTER TAKEOFF. AIRCRAFT RETURNED TO AIRPORT AND MADE UNEVENTFUL LANDING. MAINTENANCE FOUND THE LT GEAR SWITCH ASSEMBLY HAD 3 BROKEN WIRES AT THE SWITCH. SWITCH WAS REPLACED AND GEAR SWING PERFORMED.

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<a href="#">2005FA0001557</a>	RAYTHN		TUBE	CHAFED
11/9/2005	390		3905800370001	HYD SYSTEM

INVESTIGATED HYDRAULIC FLUID LEAKAGE FROM RT ENGINE AREA. FOUND RT ENGINE HYDRAULIC PUMP TO DAMPER TUBING ASSY CHAFED BY ADJACENT CLAMP AND SEEPING FLUID. REPLACED TUBE AND SECURED AS REQUIRED KIT INSTALLED 5.9 HRS PREVIOUS FOR COMPLIANCE WITH AD. (K)

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<a href="#">2005FA0001584</a>	RAYTHN	WILINT	HOSE	CHAFED
11/21/2005	390	FJ442A	A91941	LT ENG FUEL

DURING INITIAL 200 HOUR INSPECTION FOUND LT ENGINE MOTIVE FLOW FUEL LINE HOSE ASSY CHAFED BY ADJACENT COWL LATCH. REPLACED HOSE ASSY. AND REROUTED, SECURED AS REQUIRED FOR CLEARANCE. AIRCRAFT ABOVE SN RANGE OF AD AND MSB. (K)

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<a href="#">CA051124007</a>	SAAB	GE	ENGINE	OVERHEATED
11/16/2005	340B	CT79B	CT79B	NR 2

(CAN) AS THE POWER LEVERS WERE ADVANCED TO 80 PERCENT THE FLIGHT CREW HEARD POPPING NOISES AND THE TAKEOFF WAS REJECTED. THE NR 2 ENGINE OVERHEAT LIGHT WAS ILLUMINATED AND THE ENGINE WAS SHUTDOWN. THIS ENGINE HAS BEEN REMOVED AND RETURNED TO MANUFACTURER FOR EVALUATION AND REPAIR. CAUSE OF OVERHEAT NOT READILY APPARENT.

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<a href="#">2005FA0001567</a>	SCWZER	ALLSN	BLADES	VIBRATES
11/30/2005	269D	250C20	269A1002	MAIN ROTOR

HAVE BEEN EXPERIENCING PROBLEMS KEEPING THE M/R BLADES IN ACCEPTABLE TRACK AND BALANCE ON ALL 333/269D CONFIG A AIRCRAFT THAT WE MAINTAIN. ALSO HAVE BEEN FINDING MUCH MORE RAPID DETERIORATION OF THE M/R DAMPERS, FLAPPING HINGE BEARINGS, AND VERTICAL HINGE BEARINGS COMPARED TO THE PREVIOUS AIRCRAFT WITH THE P/N 269A1185-5 M/R BLADE ASSEMBLIES. THE NEW BLADES WITH THE EXTENDED NOSE SECTION WILL NOT STAY IN TRACK OR BALANCE FOR ANY

ADEQUATE PERIOD OF TIME. SUGGEST THAT MFG DESIGN A NEW BLADE WITH A CONSTANT CHORD AND SOON.

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<a href="#">CA051022001</a>	SKRSKY	GE		WINDSHIELD	UNSERVICEABLE
10/20/2005	S61N	CT581401		S6120612272	COCKPIT

CORNER WINDOW FAILED AFTER LOSING ITS SEAL AND SECURITY OF ATTACHMENT AT THE OVERLAP TO THE GLASS WINDSHIELD. THIS WAS LIKELY CAUSED BY THE SEAL BEING DISRUPTED TWO DAYS EARLIER WITH THE REPLACEMENT OF THE ADJACENT GLASS WINDSHIELD (DUE TO AN OVERHEAT PROBLEM). IT WAS NOTED THAT THE REPLACEMENT CORNER WINDOW HAD A MUCH GREATER OVERLAP WHICH WOULD PROVIDE BETTER SECURITY OF ATTACHMENT.

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<a href="#">CA051013004</a>	SKRSKY	PWA	SKRSKY	CLAMP	MISINSTALLED
9/23/2005	S64E	JFTD12A4A		MS173204	NR 2 GENERATOR

(CAN) DURING GROUND RUN PHASE OF MAIN GB REPLACEMENT, NR 2 GEN VESPAL DRIVE SPLINE ADAPT STRIPPED OUT CAUSING GEN TO FALL OFF LINE. GEN WAS REMOVED FROM ACCY GB, DRIVE SPLINE ADAPTOR WAS REPLACED, GEN WAS REINSTALLED, FUNCTION TESTED. AC WAS RETURNED TO SERVICE, APPROX 10 TO 15 MIN INTO AC'S FIRST LOGGING CYCLE, NR 2 GEN FELL OFF LINE. MAINT DISCOVERED NR2 GEN LAYING ON UPPER DECK ATTACHED ONLY BY ELEC WIRES. INSPECT REVEALED NO DAMAGE CAUSED BY GEN DETACHING FROM MNT, DROPPING TO DECK. WITH NO MNTING EQUIP FAILURE, CLAMP THAT SECURES GEN MNTING FLANGE TO ITS MATING ADAPTOR FLANGE ON GB WAS INSTALLED WITHOUT ENSURING COMPLETE ENGAGEMENT WITH BOTH MATING FLANGES. GEN WAS REINSTALLED, AC RETURNED TO SERVICE.

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<a href="#">2005FA0001553</a>	SKRSKY	PWA		STATOR	SHEARED
9/14/2005	S64F	JFTD12A4A		804581	COMPRESSOR

(REF NR MDR05-080) INSPECTION WAS PERFORMED ON 1ST STAGE STATOR AND SHOWED SIGNS OF FOD. UPON FURTHER INSPECTION IST WAS DETERMINED THAT TWO RIVETS (MFG HEAD) HAD SHEARED ON STIFFENER RING OF THE 1ST STATOR AND WERE INGESTED CAUSING MINOR DAMAGE TO THE LATER STAGES OF THE ENGINE. THE ENGINE WAS FULLY DISASSEMBLED, INSPECTION AND REPAIRED. PARTS THAT WERE REPLACED DUE TO EXCESSIVE DAMAGE ARE AS FOLLOWS; COMP BLADES 2ND STAGE, 5 EACH, 3RD STAGE, 2 EA, 4TH STAGE, 10 EACH, 5TH STAGE, 4 EACH, 7TH STAGE, 8EA, 9TH STAGE, 6 EA, COMP STATORS 1ST, 3RD, 4TH, 7TH, AND 8TH. PROBABLE CAUSE UNKNOWN. RECOMMENDATIONS TO PREVENT RECURRENCE: CONTINUE TO PERFORM 100 PERCENT RIVET REPLACEMENT TO ALL STATORS AT OVERHAUL. (K)

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<a href="#">CA051017013</a>	SNIAS	TMECA		COUPLING	DAMAGED
10/16/2005	AS332L	MAKILA1A		19E2268A	ENG/ROTOR

AFTER LAST FLIGHT OF THE DAY, ENGINEERING REVIEWED THE HUMS DATA AND NOTICED A SPIKE IN THE SHAFT INFORMATION. THE A/C ENGINE WAS REMOVED THE SHAFT REMOVED FROM THE ENGINE AND INSPECTED, AND A CRACK WAS DISCOVERED IN BETWEEN THE TWO FRANGIBLE DISCS. ANOTHER SHAFT WAS INSTALLED AND ALL NECESSARY GROUND RUNS AND VIBRATION CHECK WERE CARRIED OUT SATISFACTORY. A/C WAS RETURNED TO SERVICE.

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<a href="#">CA050923011</a>	SNIAS	TMECA		FLOAT	ACTIVATED
9/22/2005	AS350B3	ARRIEL2B	2033931	2033931	EMERGENCY FLOATS

HAD JUST FINISHED TRACING, BALANCING AC, BEGAN REMOVING BALANCING EQUIP. A/C READY DEPARTURE, LT SIDE EMERGENCY FLOAT INFLATED. AC HAD JUST COMPLETED TRANSMISSION CHANGE, ENGINE REMOVAL/REPAIR/REINSTALLATION. DURING MAINT, EMERGENCY FLOATS SAFETY PINS WERE INSTALLED. UPON COMPLETEING MAINT, PINS WERE REMOVED AND SYS ARMED. IMPORTANT TO NOTE THAT SPACE TO INSERT, REMOVE SYS SAFETY PINS IS SMALL. ACTUATION CABLE MAY HAVE BEEN BUMPED UPON REMOVAL. DUE TO THE DESIGN OF SYS, (BUMP) WOULD USUALLY ACTUATE BOTTLE IMMEDIATELY. FACTORY HAS BEEN NOTIFIED, WILL CHECK VALVE CAREFULLY. FLOAT BOTTLES/VALVES HAD 7 MONTHS TO GO BEFORE THEY WERE DUE FOR A 36 MONTH OH. SYS IS PRESENTLY DISABLED PENDING REPORT.

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[CA051017012](#) SNIAS TMECA BRUSHES BROKEN  
10/17/2005 AS350BA ARRIEL1B 150SG100920XL2 STARTER GEN

UPON BRUSH INSPECTION IT WAS FOUND THAT ONE OF THE BRUSHES HAD A BROKEN RIVET. THE RIVET HOLDS THE WIRE BRAIDING TO THE BRUSH. WHEN THE BRUSH WAS PULLED OUT, THE RIVET FELL OUT ALONG WITH THE METAL TANG. UP TO THIS POINT THE STARTER GENERATOR HAD BEEN WORKING NORMALLY.

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**END OF REPORTS**