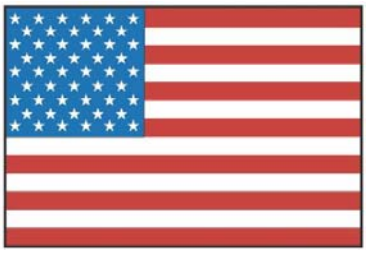
U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



ALERT NUMBER 351

OCTOBER 2007

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

AVIATION MAINTENANCE ALERTS

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

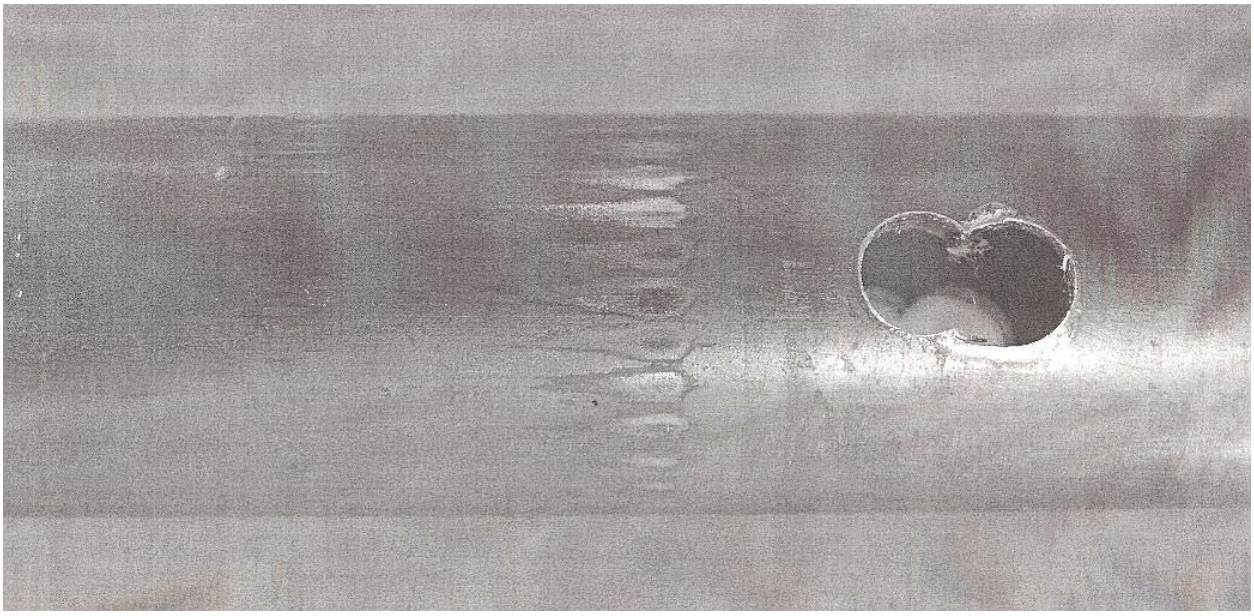
(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)

AIRPLANES

BEECH

Beech: A36; Loose Rudder Pedals; ATA 2720

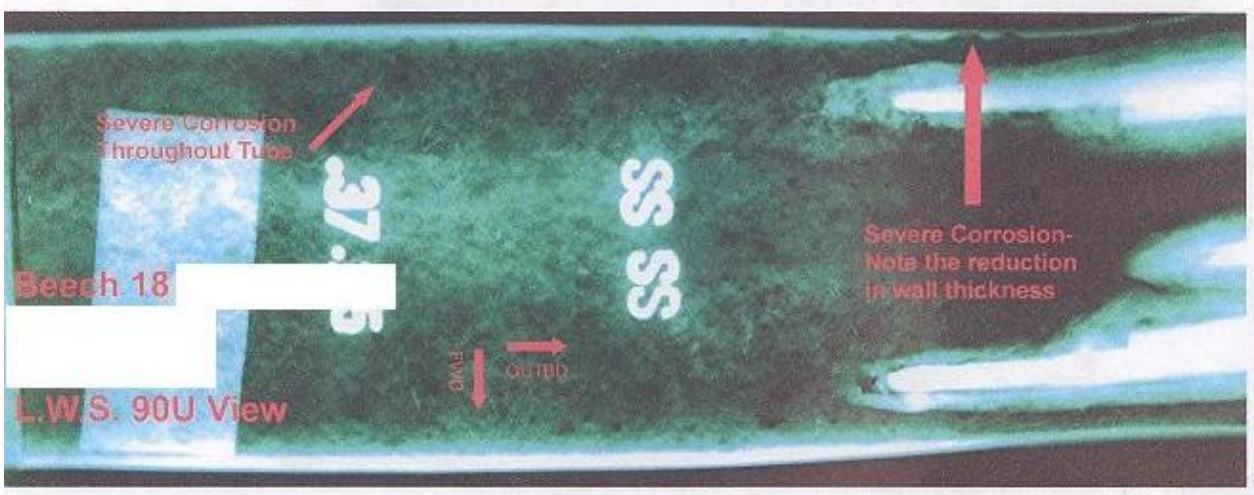
A repair station technician writes, "Upon investigating a loose rudder pedal *(discrepancy)*, the *(controls)* were disassembled. *(We found)* that the shaft had been double-drilled with the holes overlapping. This aircraft was certificated in January of 2002; it now has 1,015.4 hours time in service." *(Pilot's rudder pedal assembly: P/N 002-524040; left rudder pedal shaft: P/N 002-524016-5).*

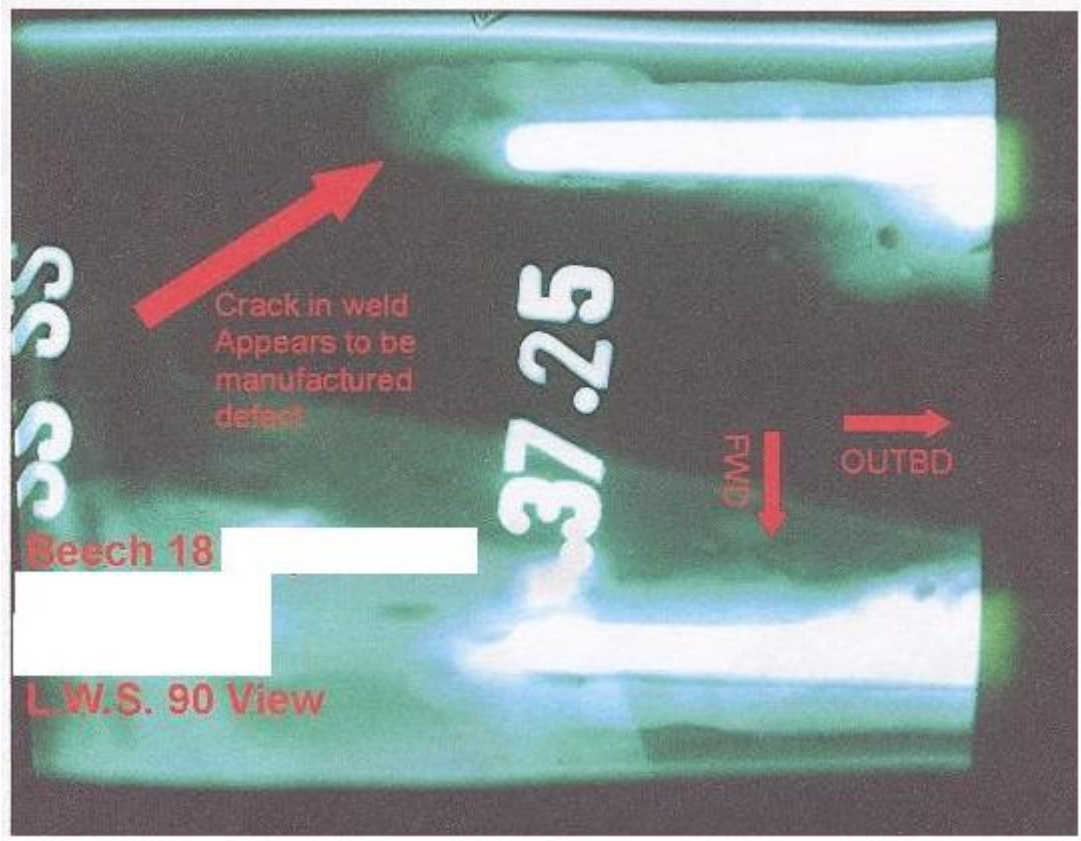


Part Total Time: 1,015.4 hours.

Beech: G18; Wing Spar Corrosion; ATA 5711

An unknown submitter states, “This defect *(describes)* severe corrosion in the L/H spar tube at wing station 90. The probable cause is exposure to moisture over an extended period of time. My recommendation to prevent recurrence would be to seal and fill *(the spar tubes)* with linseed oil. A further recommendation would be to *(perform)* visual and dye penetrant inspections of this area at 25 hour intervals up to the first 100 hours. If no fatigue cracks are noted, extend the inspections to every 100 hours—or each year—whichever occurs first.”





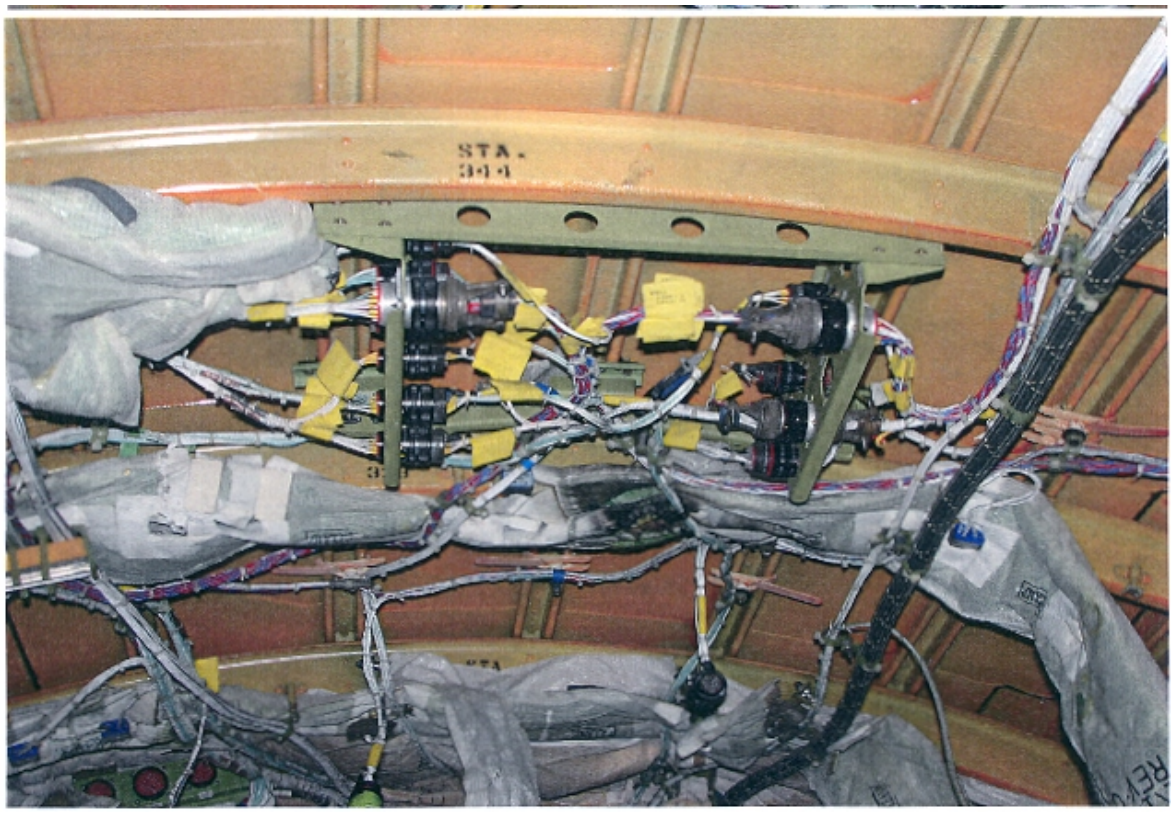
(No part numbers were provided with this report. Uninitiated readers should not interpret the technician's use of the words "...fill the spar..." literally. He means "to add a liberal quantity." Reference the practice in steel tubing structures.)

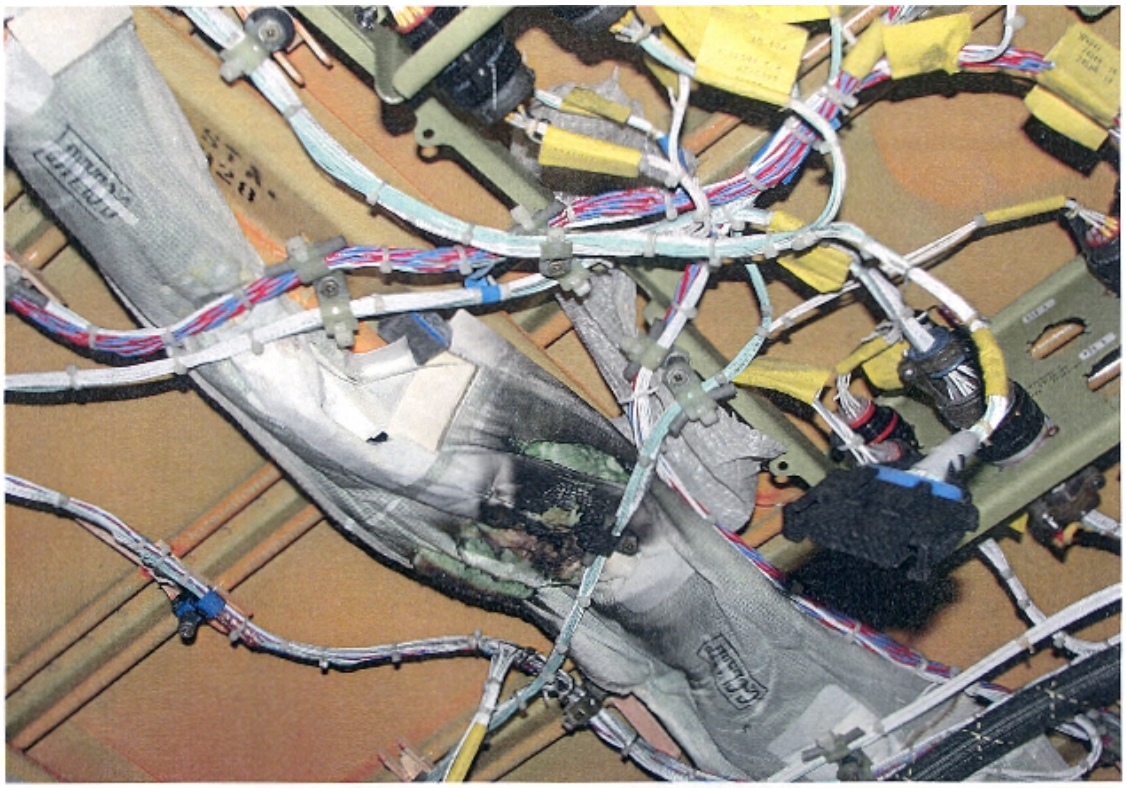
Part Total Time: 6,600.0 hours.

BOEING

Boeing: B737-7Q8; Overheated Light Ballast; ATA 3320

This "one-liner" from a repair station technician doesn't describe very much: "The passenger cabin light ballast overheated, burning the insulation blanket at bulkhead station 328." *Of course, the following photographs say a great deal! (Light ballast P/N: S283U008-16. See SDR control number DL764020075 for a similar event on a 767 using the same part number.)*





Part Total Time: 21,590.53 hours (specifically, aircraft total time).

CESSNA

Cessna: 172; Primer Line Fuel Leak; ATA 2820

Fuel was noted spraying from the number three cylinder when fuel priming prior to engine start. A mechanic describes finding the primer line (P/N LW12098-1-116) cracked at the welded tip where it attaches to the cylinder. "This is a ball-type end on this line. I suggest more security *(for these)* primer lines at more places to minimize vibrations." *(Good advice, Lucas! Any such fuel leaks in the engine compartment represent a horrible safety scenario. Next time please throw in some part times so others can develop a "relative expectancy" for their own units. Thanks—Ed.)*

Part Total Time: (unknown).

Cessna: 172, 180, 182,185, 188; Elev. Torque Tube Corrosion; ATA 2730

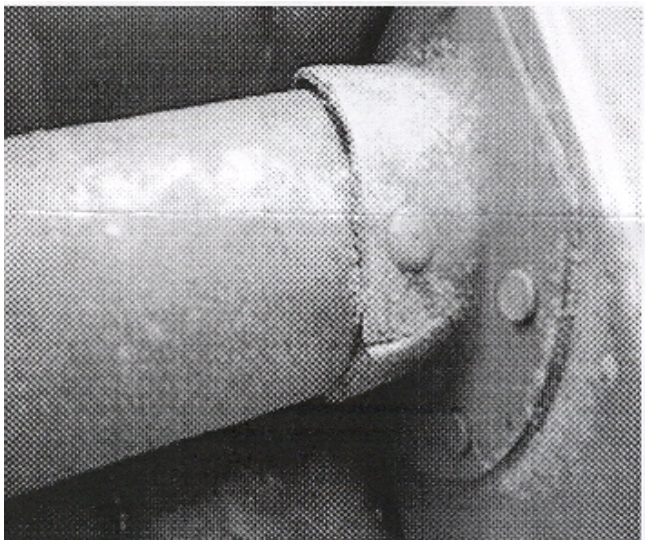
(Specific applications are: all 172's, 180/182's through 1961, and all 185/188's. This safety article is published as received from the Wichita Aircraft Certification Office. Contact information follows the discussion.)

The Australian Civil Airworthiness Safety Authority (CASA) has issued an airworthiness bulletin (AWB 53-006) recommending inspections for corrosion damage on the elevator torque tubes (P/N 0532001-31) in Cessna model 172 airplanes. This part has been installed on Cessna model 172's since it was introduced in 1956, and it continues to be installed on new Cessna model 172 production airplanes. The part is an aluminum tube exposed to wheel spray during landings, or spray from floats during water landings. The tube is oriented horizontally, so it tends to retain water. Exposure to moisture (particularly in coastal regions) over many years leads to corrosion damage.

CASA reports similar problems with the P/N 0734110-7 torque tubes used on the Cessna model 188 airplanes. This part is also used on the Cessna model 180's, the early model 182's (through 1961), and the model 185 airplanes.

Two SDRs in 1992 and 1994, were found in the FAA data base on P/N 0532001-31 where corrosion was an issue. One submitter suspected the corrosion was due to coastal weather conditions.

No SDRs were found for P/N 07341100-7 where corrosion was an issue. However, two SDRs for the same airplane (one SDR for each side) were found for a Cessna model 170 in 1995 where the torque tubes were found rusted and pitted. The new parts had to be locally fabricated from a drawing. The submitter recommended the tubes be inspected on the airplane. The P/Ns were identified as 0334106 and 0334206.



(For further information contact Aerospace Engineer Mr. Gary Park, Aircraft Certification Office, 1801 Airport Rd., Room 100, Mid-Continent Airport, Wichita, KS. 67209; 316-946-4123.)

Part Total Time: *(as indicated).*

Cessna: 310Q; Cracked Rudder Torque Tube; ATA 2720

A mechanic writes, "The rudder torque tube *(P/N 0813013-16)* ripped at the rudder cable bracket. Inspect the area next to the weld."

Part Total Time: (unknown).

Cessna: 402C; Leaking Hydraulic Reservoir Sight-Glass; ATA 2916

An FAA Aviation Safety Inspector provided this report. "The hydraulic reservoir sight-glass *(on this aircraft)* is a 4 inch piece of tubing located on the firewall in the nose cargo bay. It is protected by a piece of Plexiglas. The operator said the Plexiglas was not damaged, so he thinks the 4 inch tube became brittle over the years. He *(has now decided)* to include a replacement of the hydraulic *(sight-glass)* hose *(P/N 5117007-12)* with the aircraft's 1000 hour inspection. The leaking hydraulic fluid went down through the nose gear tunnel, contacting the Janitrol heater and causing smoke in the cockpit."

(The SDRs data base records 12 similar reports—all on the same part number, all on 400 series aircraft.)

Part Total Time: (unknown).

Cessna: 560XLS; Broken Nose Gear Quick-Release Pin; ATA 3222

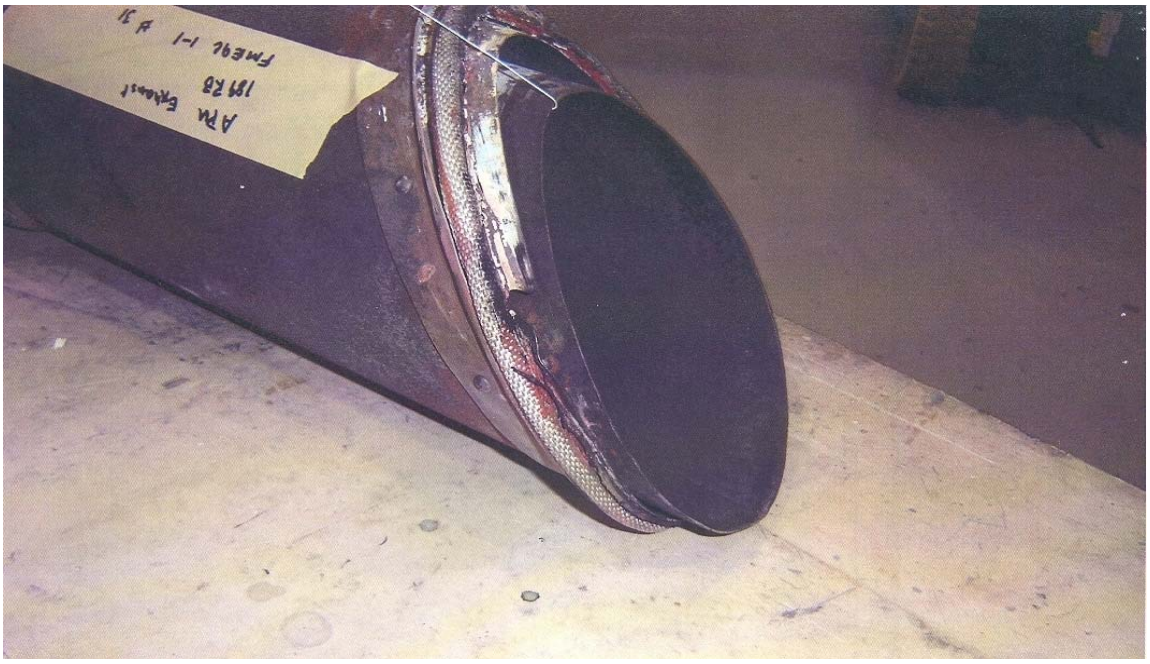
A submitter states, "The nose landing gear torque links are connected by a quick-release pin *(P/N 6642628-5)*. This pin fell apart while taxiing on the active taxi-way, disconnecting the nose wheel steering. The aircraft was towed from the taxi-way. No damage was noted *(to the aircraft)*."

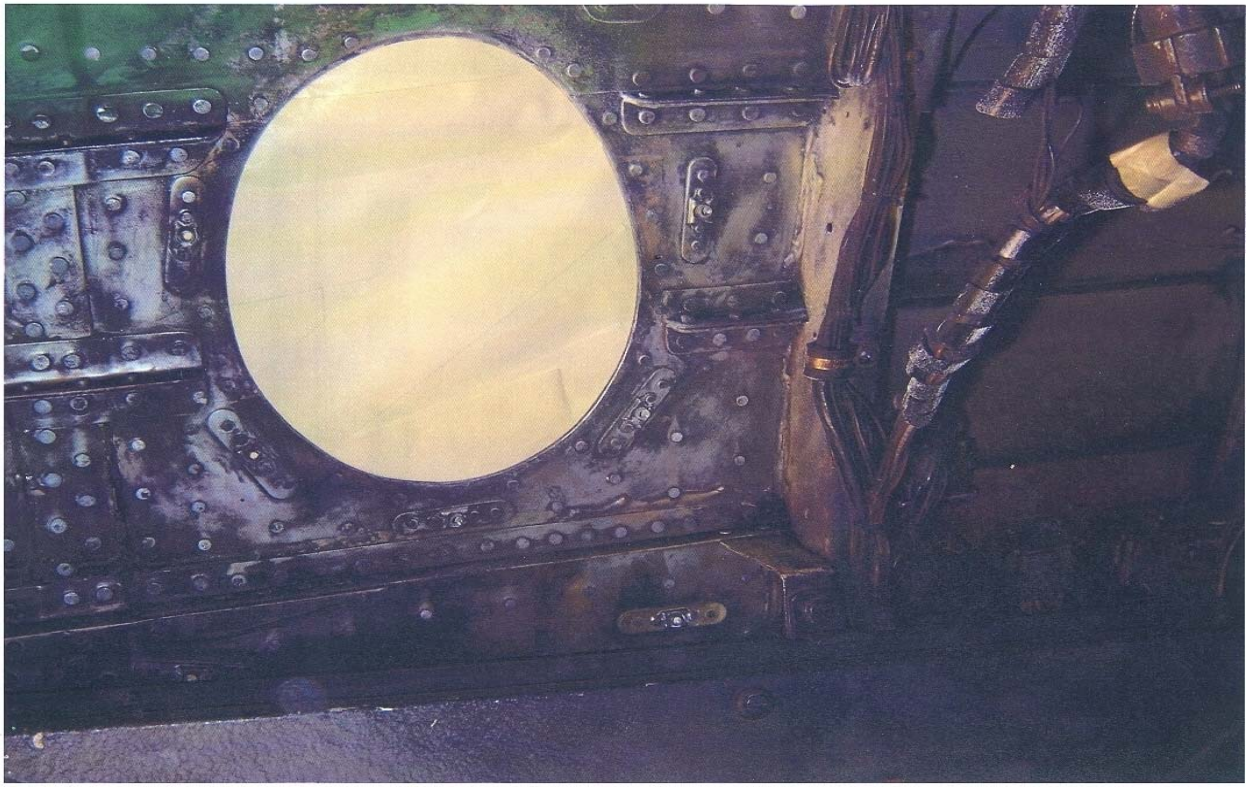
Part Total Time: 906.0 hours.

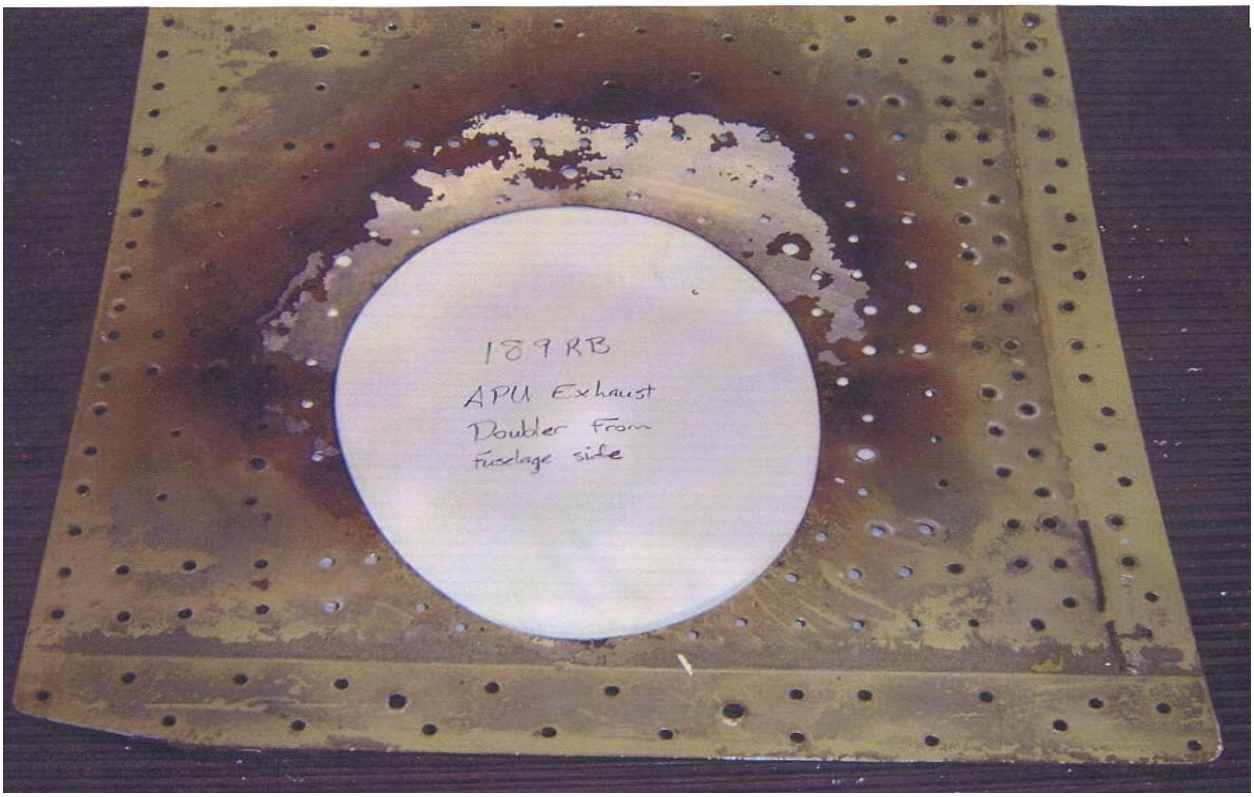
DASSAULT

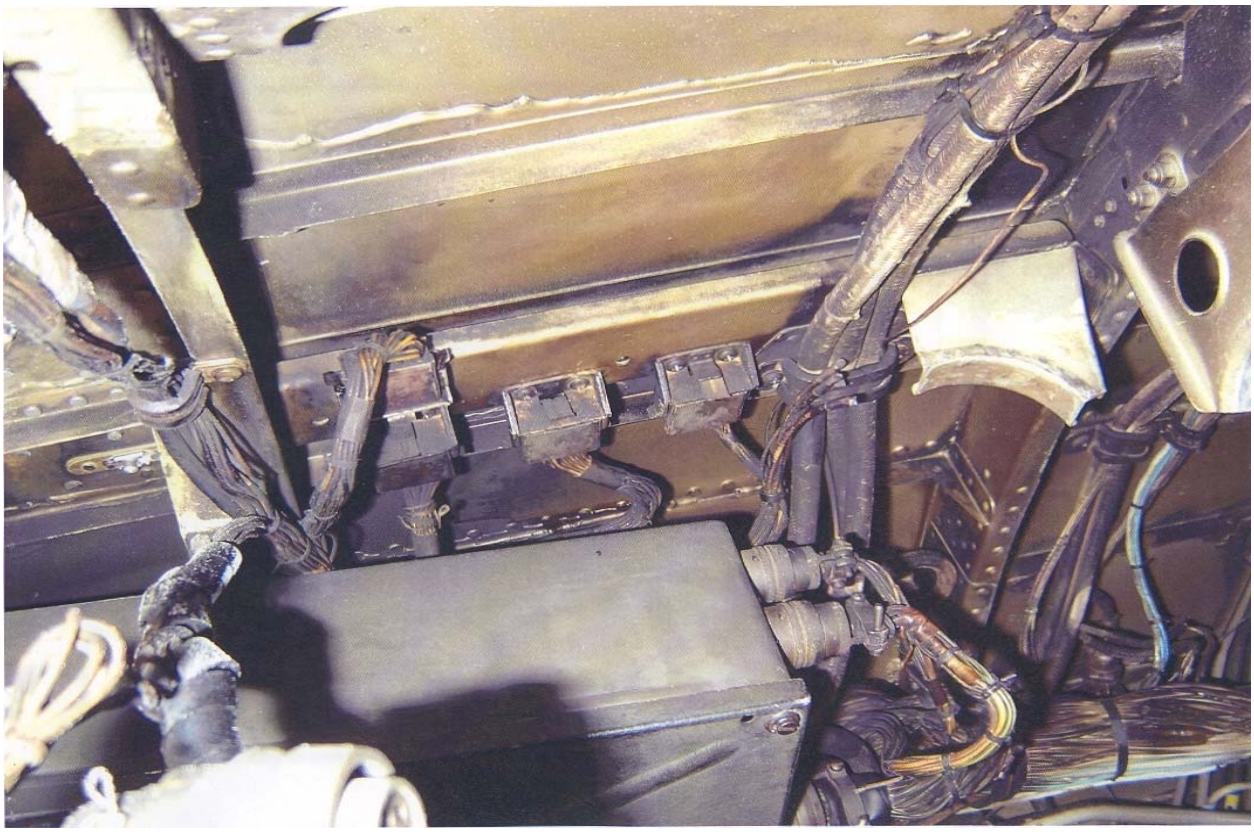
Dassault: 20-F5; Deteriorated APU Duct Seal; ATA 4980

A repair station technician says, "A deteriorated APU *(auxiliary power unit)* exhaust duct seal *(P/N MY20240035005A3)* between the duct flange and the aircraft skin allowed hot exhaust gasses to enter the tail cone area, resulting in heavy soot build-up and heat damage to wire bundles and electrical connectors and structural components adjacent to the APU exhaust opening. Ultrasound inspection revealed heat damage to the aircraft skin above the exhaust opening, the APU exhaust opening doubler, and stringers adjacent to the opening. Periodic inspection of the APU installation—including this seal—is required at every 'A' check per the Mystere Falcon 20-F5 Maintenance Manual: chapter 5, section 49-002."






189 RB
APU Exhaust
Doubler From
Fuselage side



(The listed APU name is Sahpir; model 42, manufactured by Microturbo. Not shown here are another half-dozen pictures similar to the above—an excellent documentation effort!)

Part Total Time: 1,673.8 hours.

POWERPLANTS

LYCOMING

Lycoming: IO360; Cracked Turbo Support Struts; ATA 8120

(This discrepancy combines two reports from the same mechanic on the same day. Evidently, he has opened two crates containing left and right replacement engines for a Partenavia aircraft.)

"Upon removing the engine from the shipping crate, I found the (new) turbo-support strut cracked *(P/N LW18607)*. These brackets crack all the time on this airplane... *(this is a)* very poor design!"

(If these parts are "cracking all the time," why are your two reports the only ones in the SDRs data base for this part number? I know the paper work is a pain—but the more you report, the greater the attention that can be brought to bear. Please include some photos next time—cracked parts still in a box would have great impact!—Ed.)

Part(s) Total Time: 00.0 hours.

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (iSDR) web site is the front-end for the Service Difficulty Reporting System (SDRS) 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, Malfunction or Defect Reports (M or Ds) or Service Difficulty Reports (SDRs) as they are commonly called, are collected, converted into a common SDR format, stored, and made available to the appropriate segments of the FAA, the aviation community, and the general public for review and analysis. SDR data is accessible through the "Query SDR data" feature on the iSDR web site at: http://av-info.faa.gov/sdrx/.

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

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

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

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

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

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

The SDRS 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:

Tom Marcotte
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-6500
SDRS Program Manager e-mail address: 9-AMC-SDR-ProgMgr@faa.gov

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting (SDR) System 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 / Difficulty Date	Aircraft Make / Aircraft Model	Engine Make / Engine Model	Component Make / Component Model	Part Name / Part Number	Part Condition / Part Location
CA070815002			HARTZL	SEAL	MISSING
8/13/2007			HCB3TN3	B1843	PROPELLER
(CAN) PROPELLER WAS RECEIVED BY SHOP BECAUSE OF GREASE LEAKAGE AROUND BLADE CLAMPS. UPON DISASSEMBLY TO PERFORM REPAIRS IT WAS NOTICED THAT THE DUST SEAL WAS MISSING FROM THE PROPELLER PISTON ASSEMBLY. SINCE THIS ITEM CAN`T PHYSICALLY FALL OUT IT IS ASSUMED THAT IT WAS INADVERTENTLY LEFT OUT AT A PREVIOUS REPAIR. (TC NR 20070815002)					
2007FA0000757				LIFE RAFT	PARTIAL INFLATE
10/16/2006				46FASA2311323	
LIFE RAFT PARTIALLY INADVERTENTLY INFLATED IN CUSTOMERS AC CABIN AREA (UNDER SEAT CUSHION) WHICH COULD HAVE POSSIBLY CAUSED SEVERE DAMAGE TO THE AIRCRAFT, INJURY TO PERSONS OR LOSS OF AIRCRAFT CONTROL HAD LIFE RAFT COMPLETELY INFLATED IN-FLIGHT. THE LIFE RAFT WAS REMOVED FROM THE AIRCRAFT CABIN BY THE OPERATOR BEFORE IT HAD COMPLETELY INFLATED MINIMIZING THE POSSIBILITY OF SEVERE DAMAGE. IT WAS DETERMINED THAT THE INFLATION CYLINDER HEAD WAS LEAKING AT THE POINT WHERE IT ATTACHES TO THE INFLATION CYLINDER. THIS LIFE RAFT WAS NOT COVERED UNDER THE MFG SIL (SIL001STS) DATED 11/21/2005. (K)					
2007FA0000809				TAIL WHEEL	WORN
9/12/2007				13022101	
TAILWHEEL SPRING P/N 13022.101 SHOWED EVIDENCE OF LOOSENESS AND ELONGATION OF THE FORWARD ATTACH POINT HOLE. THE ATTACH BOLT P/N AN5-22A EXHIBITED SIGNS OF FRETTING WEAR CONTRIBUTING TO THE TAILWHEEL LOOSENESS. IT WOULD APPEAR THAT THIS CONDITION COULD INDUCE A SIGNIFICANT SIDE LOAD ON THE TAILWHEEL SPRING AFT ATTACHMENT CLAMP AND HARDWARE. THIS CONDITION WOULD BE DIFFICULT TO DETECT WITH THE WEIGHT OF THE AIRCRAFT ON THE TAILWHEEL. IT IS RECOMMENDED THAT THE CONDITION INSPECTION INCLUDE SUPPORTING THE FUSELAGE FORWARD OF THE TAILWHEEL SPRING FORWARD ATTACHMENT POINT AND CHECKING THE TAILWHEEL ASSEMBLY FOR SECURITY AND TIGHTNESS.					
STS001				LIFE RAFT	ACTIVE
9/14/2007				1116FAUL33011	
LIFE RAFT (APPLIANCE, CAT II) SERVICED 10/19/2005 (SMER451X) THE 406 MHZ ELT NOT TIED TO BOARDING LADDER IAW MANUAL. ELT WOULD NOT HAVE SELF-DEPLOYED TO ALERT SAR, AS REQUIRED BY CMM 25-60-101, REVISION E					
2007FA0000802				TUBE	DEFECTIVE
9/10/2007				6006	TIRE
6.00 X 6 TIRE TUBES WILL NOT FIT IN 6.00 X 6 WHEEL. STEM APPEARS TO NOT BE IN CENTER AND SIZE OF TUBE IS SMALLER THAN NORMAL. (2) TUBES FOUND TO BE IN THIS CONDITION. WHEN WE ATTEMPTED TO RETURN THE TUBES TO OUR VENDOR, WOULD NOT ACCEPT A RETURN AND THAT THE TUBES WERE NOT DEFECTIVE.					
2007FA0000789		CONT		CRANKSHAFT	DESTROYED
8/9/2007		C8512		530196A1	ENGINE
DURING LEVEL FLIGHT THIS AIRCRAFT SUSTAINED LOSS OF PROPELLER. AIRCRAFT LANDED ON A COUNTY					

HIGHWAY SATISFACTORILY WITH NO DAMAGE OR INJURIES. INVESTIGATION REVEALED THE ENGINE CRANKSHAFT FAILED IMMEDIATELY AFT OF THE PROPELLER ATTACH POINT (THIS CRANKSHAFT HAS A TAPERED SHAFT, NOT A FLANGE). THE PROPELLER WAS LOCATED AT A LATER TIME BY A HIKER IN A STATE PARK. INSPECTION OF THE ENGINE AND PROPELLER INDICATES THE PROBABILITY THAT THE ENGINE HAD SUSTAINED SUDDEN STOPPAGE AT A PRIOR TIME. THIS MAY HAVE RESULTED IN A MINUTE CRACK/FRACTURE THAT EVENTUALLY PROPAGATED INTO THE TOTAL FAILURE OF THIS CRANKSHAFT. SINCE THERE WAS NO DAMAGE TO THE AIRCRAFT OR OCCUPANTS, THIS SITUATION HAD BEEN DETERMINED TO BE AN INCIDENT. COORDINATION WITH THE NTSB WAS CONDUCTED AND THE FAILED CRANKSHAFT WILL BE EXAMINED BY THEIR METALLURGICAL LAB TO PROVIDE MORE SPECIFIC INFORMATION AS TO THE SOURCE OF THE FAILURE. (K)

2007FA0000781	CONT	CRANKSHAFT	FAILED
8/10/2007	GTSIO520L		ENGINE

CRANKSHAFT FAILED NDI SB MSB96-10. (K)

CA070822004	PWA	CASE	CORRODED
8/22/2007	PT6A67D	311294501	RGB

(CAN) THIS PART WAS DECLARED UNSERVICEABLE DURING A TENTATIVE REPAIR AT MFG, HOWEVER, IT WAS REINSTALLED INTO THE ENGINE BY MISTAKE AND DELIVERED TO THE CUSTOMER. THE PART WAS CORRODED ON THE EXTERNAL WALL AND FURTHER PROGRESSION OF THIS DAMAGE COULD HAVE RESULTED IN A SUBSTANTIAL OIL LEAK FROM THE REDUCTION GEARBOX. MFG DISCOVERED ITS MISTAKE PRIOR ENGINE USE AND THE ENGINE WAS IMMEDIATELY RECALLED FOR PART REPLACEMENT. MFG IS CURRENTLY EXAMINING THE MAINTENANCE RECORDS OF SPECIFIC ENGINES TO MAKE SURE THAT A SIMILAR MISTAKE DID NOT HAPPEN ELSEWHERE. (TC NR 20070822004)

CA070814005	WRIGHT	CLAMP	BROKEN
8/12/2007	982C9HE2	89P11985	EXHAUST PIPE

(CAN) AIRCRAFT WAS ENROUTE TO A FIRE, DURING CRUISE, THE NR 2 ENGINE FIRE WARNING SYSTEM ACTIVATED. THE ENGINE POWER WAS REDUCED AND THE FIRE WARNING WENT OUT. WHEN POWER WAS RE-APPLIED THE FIRE WARNING CAME ON AGAIN. THE RETARDANT LOAD WAS JETTISONED AND THE AIRCRAFT RETURNED TO BASE. UPON INVESTIGATION BY MAINTENANCE CREW, AN EXHAUST CLAMP HAD BROKEN, ALLOWING THE EXHAUST STACK TO SEPARATE FROM THE CYLINDER CAUSING A FALSE FIRE WARNING INDICATION. A SECOND EXHAUST CLAMP WAS FOUND BROKEN ON THE NR 1 ENGINE WHICH HAD ALSO CAUSED A FIRE WARNING. ALL REMAINING AIRCRAFT IN THE FLEET WILL BE INSPECTED FOR EXHAUST CLAMP CONDITION. (TC NR 20070814005)

2007FA0000727	AIRTRC	PWA	HAMSTD	BLADE	BROKEN
6/20/2007	AT301	R1340AN1		6533A12	PROPELLER

(9 INCHES) OF PROP BLADE BROKE OFF IN FLIGHT. THE SEVERE VIBRATION CAUSED PILOT TO LAND IN MUDDY FIELD. AIRCRAFT WAS TOTALED. (K)

2007FA0000756	AMD	GARRTT	LIFE RAFT	PARTIAL INFLATE
11/12/2006	FALCON	TFE73160	46FASA0303603	

THE LIFE RAFT VACUUM BAG INFLATED DUE TO CYLINDER LEAKAGE BETWEEN THE CYLINDER HEAD AND LIFE RAFT CYLINDER. THE AC WAS CRUISING AT 40,000 FT WHEN THE PILOT HEAR A LOUD POP. UPON INVESTIGATION, THE PILOT HAD DISCOVERED THE LIFE RAFT HAD AN UNCOMMANDED INFLATION. THE BANDS AROUND THE LIFE RAFT CONTAINER HELD THE LIFE RAFT TOGETHER AND IT WAS LATER REMOVED FROM UNDER THE COUCH.

2007FA0000798	AMTR	LYC	FLOAT	SATURATED
6/3/2007	COZYIII	O290	30804	CARBURETOR

ENGINE FAILED ON SHORT. FINAL DUE TO CARB: FLOODING FLOAT IN CARB, HALF FULL OF GAS. (K)

2007FA0000784	AMTR	LYC	PRECISION	FLOAT	FAILED
7/8/2007	RV9A	O320D2A		30804	CARBURETOR

THE ENGINE DIED ON FINAL TO AIRPORT, PUMPED THE THROTTLE, AND THE ENGINE STARTED RUNNING AGAIN,

RETARDED THROTTLE, AND THE ENGINE DIED AGAIN. LANDED WITHOUT INCIDENT. COULD NOT GET THE ENGINE TO RESTART ON THE GROUND. ENGINE WAS STARTED THE NEXT DAY, THE FUEL FLOW WAS SHOWING 11 TO 12 GPH AT IDLE. REMOVED THE CARBURETOR AND ONE PONTOON OF THE PLASTIC FLOAT WAS 90 PERCENT FULL OF FUEL. (K)

2007FA0000768	AMTR	ROTAX	CAP	OUT OF ADJUST
8/4/2007	SKYRAIDER	ROTAX447		FUEL TANK

AT CONCLUSION OF 2 HOUR FLIGHT, APPROXIMATELY 2 MILES FROM DESTINATION AIRPORT, PILOT REPORTED AN UNCOMMANDED SIGNIFICANT POWER REDUCTION. A PRECAUTIONARY LANDING WAS EXECUTED ON A COUNTY ROAD. SUBSEQUENT INVESTIGATION FOUND 1.5 GALLON FUEL IN RT TANK, NONE IN LT TANK. EVIDENCE OF FUEL SIPHONING FROM RT FUEL CAP. PILOT STATED WHEN LT FUEL CAP WAS REMOVED, HISSING NOISE WAS HEARD. PROBABLE THAT COMBINATION OF SIPHONING RT TANK/CAP AND NO VENTING OF LT TANK/CAP CAUSED A FUEL IMBALANCE AND INTERRUPTION OF FUEL FLOW TO HEADER TANK/ENGINE, RESULTING REDUCTION OF ENGINE OPERATION. RECOMMEND ANY EXPERIMENTAL AIRCRAFT USING FUEL CAPS WITH THREADED CENTER STEM/(O) RING ASSEMBLY FOR VENTING BE MODIFIED TO INCLUDE AN ADDITIONAL VENT TUBE.

2007FA0000770	BBAVIA		SPAR	BROKEN
9/5/2007	7GCBA			RT WING

RT WING MAIN SPAR FOUND FRACTURED IB OF STRUT ATTACH. CURRENT AD INADEQUATE TO PREVENT FURTHER FAILURES. THIS AIRCRAFT HAS LESS THAN 14 HR SINCE LAST ANNUAL INSPECTION..

2007FA0000769	BBAVIA	LYC	SPAR	FRACTURED
9/5/2007	7GCBA	O320*		RT WING

RT WING MAIN SPAR FOUND FRACTURED IB OF STRUT ATTACH. CURRENT AD INADEQUATE TO PREVENT FURTHER FAILURES. THIS AIRCRAFT HAS LESS THAN 14 HR SINCE LAST ANNUAL INSPECTION..

CA070725001	BEECH	PWA	ACTUATOR	NOISY
7/12/2007	100BEECH	PT6A28	995240257	TE FLAP

(CAN) UPON LANDING AN ATTEMPT TO RETRACT THE FLAPS FROM APPROACH TO ZERO RESULTED IN THE MOVEMENT OF THE RT IB FLAP ONLY. THE REMAINING (3) FLAPS DID NOT MOVE. A FLIGHT PERMIT WAS GRANTED AND THE A/C WAS FLOWN WITH THE FLAPS LOCKED IN THE ZERO POSITION. THE GEARBOX OPERATION WAS NOISY AND WAS REPLACED. THE SYSTEM WAS RIGGED AND OPERATIONALLY CHECKED IAW MFG INSTRUCTIONS. NO OTHER PROBLEMS WERE NOTED. (TC NR 20070725001)

CA070808003	BEECH	PWA	WINDSCREEN	CRACKED
8/7/2007	1900D	PT6A67D	10138402523	COCKPIT

(CAN) ON CLIMBOUT, PILOTS WINDSCREEN SHATTERED/CRACKED. DEVIATED TO ANOTHER AND DEPLANED PASSENGERS. THE PILOTS INSPECTED THE WINDSCREENS AND DECIDED, BASED ON INFORMATION PROVIDED BY MAINTENANCE, OUT OF MM CHAPTER 5, THAT IT WOULD BE ACCEPTABLE TO FERRY FOR WINDSCREEN REPLACEMENT. MAINTENANCE PERSONNEL DETERMINED THAT THE COPILOTS WINDSCREEN WAS DELAMINATED AND HAD SMALL CRACKS IN THE LOWER INSIDE CORNER. IT HAS BEEN CONCLUDED THAT AT SOME POINT IN TIME THE WINDSCREEN HEAT HAD BEEN LT ON AND HAD DELAMINATED THE RT WINDSCREEN, IT WAS UNDETERMINED WHAT HAD OCCURRED TO THE LT WINDSCREEN TO CAUSE IT TO SHATTER. (TC NR 20070808003)

CA070803016	BEECH	PWA	COMPRESSOR	SEIZED
6/26/2007	1900D	PT6A67D		ENGINE

(CAN) ON APPROACH, THE ENGINE EMITTED A LOUD NOISE ACCOMPANIED BY A LOSS OF OIL PRESSURE AND AN INCREASE IN INTER-TURBINE TEMPERATURE. THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INSPECTION REVEALED COMPRESSOR SEIZURE AND INTERNAL OIL LEAKAGE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20070803016)

CA070802001	BEECH	PWA	FRAME	CRACKED
2/14/2007	200BEECH	PT642A	11543008435	FUSELAGE

(CAN) ON INSPECTION WE NOTICED THE FRAME WAS CRACKED ON THE LT AND THE RT SIDE. A NEW FRAME WAS INSTALLED. (TC NR 20070802001)

CA070802002	BEECH	PWA	CABLE	FRAYED
2/13/2007	200BEECH	PT642A	504300431397	DOOR STEP

(CAN) ON INSPECTION IT WAS NOTICED THAT THE UPPER AND THE LOWER CABLES WERE FRAYED. THEY WERE REPLACED AND ADJUSTED. (TC NR 20070802002)

CA070802004	BEECH	PWA	FUEL TANK	CRACKED
7/23/2007	200BEECH	PT642A	1019200931	PURGE TANK

(CAN) IT WAS NOTICED THAT ON SHUTDOWN THE LT ENGINE SMOKED. NOTICE THAT THE COLLECTOR TANK WAS CRACKED ALONG THE WELD. (TC NR 20070802004)

CA070814007	BEECH	PWA	EXHAUST DUCT	CRACKED
8/13/2007	200BEECH	PT6A41	3022406	ENGINE

(CAN) DURING ROUTINE MAINTENANCE ON THE ENGINE, AN INSPECTION OF THE POWER TURBINE BLADES INDICATED LARGE CRACKS AND MISSING SECTIONS OF THE EXHAUST DUCT. THIS ENGINE WAS INSTALLED ON APRIL 02, 2007 AFTER OVERHAUL. THE CAUSE OF THE CRACKS ARE UNDER INVESTIGATION. (TC NR 20070814007)

CA070813004	BEECH	PWA	DISPLAY	LOOSE
6/15/2007	300BEECH	PT6A60A	6227876011	COCKPIT

(CAN) DURING TAKEOFF ROTATION THE MFD SLID OUT OF ITS RACK. THE DISPLAY WAS LIMITED IN MOVEMENT AFT BY THE F/O. THE UNIT WAS PUSHED BACK INTO PLACE AND THE FLIGHT CONTINUED WITHOUT FURTHER INCIDENT. THE MFD HAD RECENTLY BEEN REPLACED. UPON INVESTIGATION THE LOCKING CLIPS THAT RETAIN THE MFD WERE FOUND IN THE LATCHED POSITION, HOWEVER, THEY HAD FAILED TO ENGAGE THE RACK. THE MFD IS FLUSH ROUTED. THAT IS TO SAY ONCE INSTALLED THERE IS LITTLE TO NO EDGE UPON WHICH TO PULL THE UNIT IN ORDER TO CHECK ITS SECURITY. NORMAL OPERATION OF THE LOCKING FEATURE IS FOR THE LOCKING TAB TO ROTATE DUE TO THREAD FRICTION IN A CLOCKWISE MOTION AS THE LOCKING SCREW IS TURNED. WHEN THIS LOCK FAILS, IT IS NORMALLY DUE TO MISALIGNMENT OF THE LOCKING TAB WITH ITS MATING SLOT IN THE RACK. AS THE LOCKING SCREW IS TURNED IT ROTATES 45 DEGREES BUT HITS THE RACK BEFORE PROPERLY ENGAGING. AS THE SCREW TIGHTENS THE LOCKING TAB DRAWS UP AGAINST THE RADIO (MFD) GIVING THE IMPRESSION IT IS PROPERLY SECURE. (TC NR 20070813004)

CA070815003	BEECH	PWA	ENGINE	DAMAGED
8/9/2007	99	PT6A28		

(CAN) DURING TAKEOFF ROLL, (JUST PRIOR TO VR) A LOUD POP WAS HEARD. THE AC CONTINUED WITH THE TAKEOFF AND ONCE AIRBORNE THE CREW DIVERTED BACK TO DEPARTURE AIRPORT FOR LANDING. AS THEY WERE COMING AROUND, THE PROP RPM, TORQUE, AND FUEL FLOW ON THE RT ENGINE BEGAN TO FLUCTUATE BUT REMAINED WITHIN LIMITS. POWER WAS REDUCED AND AN UNEVENTFUL LANDING CARRIED OUT. FLIGHT CREW CONTACTED MAINTENANCE AND WERE INSTRUCTED TO CARRY OUT A GROUND RUN. THE ENGINES WERE RUN UP AND ALL PARAMETERS WERE WITHIN LIMITS, WHEN POWER WAS ADVANCED BEYOND 85 PERCENT NG ON THE RT ENGINE, TORQUE AND FUEL FLOW BEGAN TO FLUCTUATE. AS THIS SEEMED TO INDICATE IT WAS A FUEL SCHEDULING PROBLEM, IT WAS DECIDED, IN CONSULTATION BETWEEN THE FLIGHT CREW, CHIEF PILOT, AND MAINTENANCE, THAT IT WAS SAFE TO FLY THE AIRCRAFT HOME EMPTY. DURING THE RETURN FLIGHT, THE TORQUE BEGAN TO SLOWLY DROP-OFF; THE ENGINE POWER SETTING WAS LEFT AT 85 PERCENT NG (IT WAS RUNNING SMOOTHLY AT THAT SETTING NO FLUCTUATIONS OR VIBRATIONS NOTED). THE AIRCRAFT MADE AN UNEVENTFUL LANDING AND TAXIED TO COMPANY RAMP. AS MAINTENANCE APPROACHED THE AIRCRAFT TO TALK TO THE CREW, IT WAS NOTED THAT THE IB EXHAUST DUCT WAS SEVERELY DAMAGED. THE COWLS AND EXHAUST DUCTS WERE REMOVED FOR FURTHER INSPECTION AND IT WAS THEN DISCOVERED THAT THE SKI JUMP WAS DESTROYED, THE POWER TURBINE SEVERELY DAMAGED, AND POWER SECTION CASE EXHAUST AREA HAD IMPACT DAMAGE. THE ENGINE WAS THEN SPLIT FOR FURTHER INSPECTION, UPON INSPECTION IT WAS NOTED THAT THE T5 HARNESS WAS DAMAGED, ALL FUEL NOZZLE SHROUDS AND ASSOCIATED BORES IN BURNER CAN WERE DAMAGED (VIBRATION). THE BURNER CAN HAD TO BE PHYSICALLY FORCED OUT OF THE ENGINE (WERE NOT SURE IF IT WAS GOING TO COME OUT AT ALL). THE ENGINE WAS RE-ASSEMBLED AND SHIPPED TO MFG FOR TEARDOWN AND INVESTIGATION INTO CAUSE. WILL FWD THE RESULTS OF INVESTIGATION

WHEN WE RECEIVE THEM. (TC NR 20070815003)

UE5R04	BEECH	PWA	BLADES	CRACKED
9/11/2007	99	PT6A28	T102401100	TURBINE SECTION

DURING STRETCH CHECK OF TURBINE BLADES P/N T102401-100, FLUORESCENT PENETRANT INSPECTION WAS PERFORMED. THIS INSPECT REVEALED SEVERAL BLADES WITH CRACKS ALONG TRAILING EDGE. THESE CRACKS IN THE DIRECTION OF THE CHORD OF THE BLADE.

2007FA0000785	BEECH	PWA	SENSOR	FAULTY
8/7/2007	A200	PT6A41	61423473275	FIRE DETECTION

AT APPROXIMATELY 1635 LOCAL, IN CLOUDY CONDITIONS, ON A MAINTENANCE TEST FLIGHT, THE NR 1 ENGINE FIRE LIGHT BRIEFLY ILLUMINATED, THEN EXTINGUISHED. ALL ENGINE GAUGES INDICATED NORMALLY. ALREADY IN DESCENT, THROUGH 4,500 FT, AND CONTINUED TO A SAFE LANDING. MAINTENANCE DISCOVERED FAULTY LOWER AFT SENSOR AND REPLACED IT. (K)

2007FA0000822	BEECH	CONT	PIN	SHEARED
9/4/2007	A36	IO550*	AN39227	MLG

THE LOWER IB BUSHING ON THE LOWER TORQUE LINK KNEE WAS DRY AND THE PIVOT PIN WHICH RIDES IN THE BUSHING WAS VERY TIGHT POSSIBLY DUE TO A PLUGGED GREASE ZERK FITTING. THIS APPARENTLY CAUSED THE CLEVIS RETAINING PIN TO SHEAR (AS EVIDENCED BY THE SHEAR MARKS ON THE REMAINING PORTION OF THE PIN), THE PIVOT PIN TO FALL OUT AND THE GEAR TO EXTEND TO THE POINT WHERE IT WAS ONLY BEING HELD BY THE BRAKE LINE. ONCE THE AIRCRAFT TOUCHED DOWN THE UNRESTRAINED WHEEL ASSEMBLY TURNED AND WAS TORN FROM THE REST OF THE GEAR.

CA070802003	BEECH	PWA	HINGE	CRACKED
3/12/2007	B200	PT642A		LT DOOR

(CAN) ON INSPECTION THE LT DOOR WAS FOUND CRACKED ALONG THE FRONT HINGE. (TC NR 20070802003)

2007FA0000758	BEECH	PWA	SUNDSTRANDEM	DRIVE SHAFT	SHEARED
8/28/2007	B200	PT6A42			FUEL PUMP

WHILE AT CRUISE FLIGHT, LT ENGINE SHUTDOWN WITHOUT WARNING. LANDED WITHOUT INCIDENT. FOUND HIGH PRESSURE FUEL PUMP SHAFT SPLINES SHEARED ON INSIDE OF DRIVE COUPLING RENDERING FUEL PUMP AND FUEL CONTROL INOPERABLE. INSPECTION WOULD NOT BE POSSIBLE WITHOUT PUMP REMOVAL AND DISASSEMBLY OF DRIVE COUPLING.

2007FA0000735	BEECH	PWA	GROUND WIRE	BROKEN
8/9/2007	B200	PT6A6	36153	GCU

WIRE NR P73G16N AT RT ENGINE FIREWALL GROUND POINT GS15 SEPARATED FROM THE WIRE TERMINAL DURING CRUISE FLIGHT. THIS WIRE CONNECTS GROUND TO THE GCU PIN G. THE RT GENERATOR OUTPUT SPIKED AND OPENED THE 325 AMP RT BUSS CURRENT LIMITER, THE 50 AMP RT INVERTER CURRENT LIMITER, AND DAMAGED RADIOS, THE GCU AND SYSTEMS WIRED TO THE RT BUSS. UPON INSPECTION, THE INSULATION OF P73G16N WAS FOUND STRIPPED TOO FAR FROM THE WIRE END THEREBY GIVING NO SUPPORT OF THE WIRE INTO THE TERMINAL AT THE INSULATION CRIMP AREA.

FMOR20070003	BEECH	PWA	CONTROL CABLE	FRAYED
8/28/2007	C90	PT6A60A	NAS302665170	FS 216

THE ELEVATOR TRIM CABLE WAS FOUND TO HAVE SEVERAL BROKEN STRANDS AND BEGINNING TO UNRAVEL WHERE IT GOES AROUND THE ELEVATOR TRIM ACTUATOR CAPSTAND. THIS CONDITION WAS MOST LIKELY CAUSED BY AGE.

2007FA0000752	BEECH	PWA	ENGINE	FAILED
7/25/2007	E90	PT6A60A		LEFT

AIRCRAFT IN CRUISE AT 22,000 WITH ALL ENGINE INDICATIONS NORMAL. A LOUD NOISE FOLLOWED BY POWER LOSS AND REDLINE ITT ON THE LT ENGINE. THE CT BLADES, ITT PROBES, PT VANE AND PT BLADES ALL MELTED

AND WENT THROUGH THE EXHAUST STACKS. COMPRESSOR STATOR AND SPACER RUB. POSSIBLE COMPRESSOR UNSTACK FAILURE. THIS IS THE FIRST COMPLETE MELT DOWN FAILURE HAVE EVER SEEN AT ALTITUDE. (K)

2007FA0000747	BEECH	PWA	TUBE	CRACKED
8/17/2007	F90	PT6A135	3011849	LT ENGINE

FUEL LEAK NOTED ON SHUTDOWN OF LT ENGINE. FUEL TUBE P/N 3011849 CRACKED AT CONNECTION TO START CONTROL UNIT.

2007FA0000778	BEECH	PWA	LINE	CRACKED
9/6/2007	F90	PT6A135	3011849	FUEL SYS

FUEL TUBE CRACKED AT BACKSIDE OF B-NUT SLEEVE LOCATION, CAUSING FUEL TO LEAK UNDER PRESSURE INTO ENGINE NACELLE AREA FORWARD OF FIREWALL. TUBE FAILED IN FLIGHT CAUSING INITIAL CHANGES IN FUEL FLOW INDICATIONS TO BE NOTICED.

CA070807005	BELL	LYC	CONNECTOR	BURNED
7/17/2007	205A1	T5317A	MS3126E1419P	NR 2 VHF RADIO

(CAN) TRAINING FLIGHT, NOTICED SMOKE COMING UP FROM CENTER CONSOLE BEHIND VHF NR 2 RADIO. PUT DOWN, A/C ON GROUND. CO-PILOT JUMPED OUT TO CHECK IN BATT COMPARTMENT. NO ANOMALIES FOUND. FORCE TRIM CB POPPED. CARGO RELEASE LIGHT CAME ON AND STAYED ON. VHF RADIO INOPERATIVE TO TRANSMIT AND RECEIVE, BUT WAS ALWAYS LIVE. CONNECTOR AT BASE OF PILOT CYCLIC STICK, FOUND BURNED/SHORTING OUT, AFFECTING ALL 3 CIRCUITS. (TC NR 20070807005)

CA070807008	BELL	ALLSN	ROMEC	DRIVE SHAFT	SHEARED
8/5/2007	206B	250C20B			HYD PUMP

(CAN) APPROX 1 HR INTO FLIGHT, COCKPIT NR WARNING HORN CAME ON INTERMITTENTLY. NR GAUGE BEGAN GIVING ERRATIC INDICATIONS, BEFORE PROGRESSIVELY DECAYING DOWN TO A STABILIZED READING OF 30 PERCENT. AFTER LANDING, A VISUAL INSP REVEALED A LARGE AMOUNT OF HYDRAULIC FLUID ON THE XMSN DECK, AND A SHEARED OFF INTERNALLY WRENCHING SOCKET HEAD FROM THE UPPER LT CORNER OF MOUNTING PLATE OF THE NR TACH DRIVE ASSY TO THE HYDRAULIC PUMP. PILOT OPENED UP HYDRAULIC RESERVOIR AND FOUND APPROX 20 PERCENT OF FLUID REMAINING. ENGINEER WAS CALLED AND REMOVED THE NR TACH GENERATOR, REVEALING A SHEARED SHAFT AT THE DRIVE ADAPTER FOR THE TACH GENERATOR. HYDRAULIC PUMP AND RESERVOIR ASSEMBLY WAS REPLACED, AND AIRCRAFT DEPARTED FOLLOWING A SATISFACTORY GROUND RUN LEAK CHECK AND NR INDICATING SYS OPERATIONAL CHECK (TC NR 20070807008)

CA070814002	BELL	ALLSN	BLADE	DAMAGED
7/10/2007	206L	250C20R	206015001107	MAIN ROTOR

(CAN) UPON LANDING IN A BRUSH AREA, THE PILOT LOWERED THE COLLECTIVE, WHICH IN TURN RAISED (2) TREES THAT WERE SITUATED ON THE LEFT AND THEN HIT THE ROTOR DISK. THE PILOT THEN DISPLACED THE AIRCRAFT TO THE RT. AN ENGINE SHUTDOWN WAS PERFORMED AND VISUAL INSPECTION CARRIED OUT. THE ROTOR RPM DID NOT DECREASE UPON IMPACT WITH THE TREES, ONLY A COLLISION SOUND WAS NOTED. PRIOR TO ENGINE SHUTDOWN, ALL ENGINE PARAMETERS WERE NORMAL. THE VISUAL INSPECTION REVEALED THAT THE BLADE WEIGHTS WERE MISSING AT THE BLADE TIPS (3.5 - 4 INCHES). (TC NR 20070814002)

CA070823004	BELL	RETAINER	MISINSTALLED
8/21/2007	407	M2742630150	FREEWHEEL UNIT

(CAN) UPON QUALIFYING A FREEWHEELING UNIT, IT WAS DISCOVERED THAT THE WRONG RETAINING RINGS WERE USED IN (2) PLACES. SUSPECT RETAINING RINGS M27642/3-0152C WERE INSTALLED IN ASSEMBLIES INSTEAD OF M27426/3-0150C RETAINING RINGS. THIS OCCURRED DURING APRIL 07. (TC NR 20070823004)

CA070801007	BELL	LYC	BEARING	FAILED
7/31/2007	47G2	VO435A1E	476205561	DRIVE ASSY

(CAN) ON WALK AROUND TAIL ROTOR OUTPUT SHAFT AT TRANSMISSION WAS NOTED TO HAVE LOTS OF PLAY, FWD DRIVESHAFT WAS REMOVED TO CHECK FOR COUPLING SPLINE WEAR WHICH WAS GOOD SO THE DRIVE

ASSY WAS REMOVED FOR FURTHER INVESTIGATION. IT WAS DETERMINED THAT ONE OF THE DUPLEX BEARINGS WAS ROUGH AND THE ROLLER BEARING P/N 47-620-929-1 WAS WORN AND THE DRIVE GEAR WAS SHOWING SIGNS OF UNEVEN WEAR CAUSED BY THE DUPLEX BEARING STARTING TO FAIL WHICH IN TURN MADE THE SHAFT MOVE IN AN UNEVEN PATTERN DAMAGING THE GEAR AND ROLLER BEARING. THE ROUGH FEELING DUPLEX BEARING WAS TAKEN APART AND FOUND THAT THE INNER RACE WAS STARTING TO SPALL ABOUT A THIRD OF THE WAY AROUND, NO METAL OR FLAKES HAD BEEN FOUND AND THE SCREEN WAS PULLED AND CHECKED . A NEW DRIVE ASSY WAS INSTALLED AND THE AIRCRAFT RETURNED TO SERVICE (TC NR 20070801007)

2007FA0000812	BELL	LYC	QUILL ASSY	WORN
9/19/2007	UH1H	T53*	20401077503	

QUILL INTERNAL SPLINES WORN AND DAMAGED IN QUILL TUBE CONTACT AREA

CA070813002	BOEING	PWA	PITOT TUBE	BLOCKED
7/30/2007	727223	JT8D15A		

(CAN) THE AIRCRAFT BEGAN TO DEPART ON THE TAKE-OFF ROLL WHEN THE FLIGHT CREW OBSERVED THAT THE CAPTAINS AIRSPEED INDICATION HAD FAILED. THE TAKE-OFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE WITH NO ADDITIONAL PROBLEMS. UPON INSPECTION OF THE CAPTAINS PITOT-TUBE A PARTIAL BLOCKAGE WAS NOTICED. AN INSECT AND SOME DEBRIS WAS REMOVED FROM THE PITOT-TUBE AND A LEAK TEST WAS CARRIED OUT ON THE CAPTAINS PITOT-STATIC SYSTEM, IAW THE AIRPLANE MM, AND NO FAULTS WERE FOUND. THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20070813002)

CA070809003	BOEING	CFMINT	EXTINGUISHER	LEAKING
8/5/2007	737*	CFM567B22	898052	COCKPIT

(CAN) FLIGHT DECK FIRE EXTINGUISHER LEAKED IN CRUISE. CAPTAIN AND F/O HEARD A HISSING SOUND COMING FROM THE FIRE EXTINGUISHER BEHIND AND LEFT OF THE F/O. CAPTAIN AND F/O DONNED O2 AND ASSESSED THE SITUATION IE; FEELING THE LEAK NEAR THE EXTINGUISHER`S NECK. CAPTAIN THEN RELEASED FIRE EXTINGUISHER FROM IT'S HOLDER AND STOWED THE UNIT IN THE FORWARD LAVATORY FOR THE REMAINDER OF THE FLIGHT. CAPTAIN OPENED VENTS AND PUT PACKS ON HIGH AND ENQUIRED AS TO HOW THE FO WAS FEELING. FO SEEMED FINE AND LATER COMMENTED THAT HE MAY HAVE BEEN A BIT DIZZY. A DETAILED REPORT HAS BEEN REQUESTED FROM THE REPAIR FACILITY AND DETAILS WILL BE UPDATED TO THIS REPORT AS THEY ARE OBTAINED. (TC NR 20070809003)

SROM200700009	BOEING	SUPPORT FITTING	DAMAGED
8/8/2007	737205		RT MLG

NR269 - WEAR DAMAGE RIGHT MAIN LANDING GEAR FUSE TO TRUNNION SUPPORT BEAM ATTACH FITTING. REPAIRED IN ACCORDANCE WITH BOEING APPROVED FAA FORM 8100-9 MESSAGE 1-515849678-6, DATED AUGUST 23, 2007.

SROM200700013	BOEING	FLOORBEAM	CORRODED
8/8/2007	737205		FUSELAGE

NR291 - CORROSION ON FLOORBEAM UPPER FLANGE STA 344 LBL 48-60. REPAIRED IN ACCORDANCE WITH BOEING SRM 53-10-9, FIGURE 1.

SROM200700024	BOEING	INTAKE DUCT	CORRODED
8/15/2007	737205		APU

NR481 - CORROSION AROUND AIR INLET DUCT FLANGE APU TORQUE BOX WEB BS 1064 RIGHT HAND SIDE. REPLACED AIR INLET DUCT FLANGE IN ACCORDANCE WITH BOEING SRM 51-10-1, PAGE 8, 51-30-2, FIGURES 11, 12, 13, AND 51-30-6, FIGURE 3.

SROM200700010	BOEING	SUPPORT BEAM	CORRODED
8/8/2007	737205	65C313326	RT MLG

NR270 - PITTING RIGHT MAIN LANDING GEAR TRUNNION SUPPORT BEAM UPPER SURFACE. REPLACED RIGHT MLG SUPPORT BEAM IN ACCORDANCE WITH BOEING 737 AMM 57-15-0.

SROM200700011	BOEING		SUPPORT BEAM	CORRODED
8/8/2007	737205		658276415	LT MLG

NR279 - PITTING LEFT MAIN LANDING GEAR TRUNNION SUPPORT BEAM UPPER SURFACE (LIGHT). REPLACED LEFT MLG SUPPORT BEAM IN ACCORDANCE WITH BOEING 737 AMM 57-15-0.

SROM200700016	BOEING		SKIN	CRACKED
8/10/2007	737205			FUSELAGE

NR393 - FUSELAGE SKIN CRACKED AT AIRSTAIR CONTROL HANDLE CUTOUT AT BS 378 BETWEEN STRINGERS 21-L AND 22-L. REPAIR DOUBLER FABRICATED AND INSTALLED IN ACCORDANCE WITH BOEING SB 737-53-1093.

SROM200700017	BOEING		SUPPORT BEAM	CRACKED
8/10/2007	737205			NLG

NR419 - CRACK ON NLG ACTUATOR SUPPORT BEAM AT BS 227-0 UPPER RIGHT SIDE. REPLACED NLG ACTUATOR UPPER RIGHT SIDE SUPPORT BEAM IN ACCORDANCE WITH BOEING 737 SRM 51-10-1, 53-10-2 AND 51-30-2.

SROM200700015	BOEING		SKIN	GOUGED
8/10/2007	737205			HORIZONTAL STAB

NR378 - RT STABILIZER LOWER SURFACE FOUND WITH A GOUGE IN THE SKIN ON THE RIB ATTACH LOCATION AT 138.7 DEPT IS 0.037 WHICH IS OVER 50 PERCENT. DAMAGED SECTION OF SKIN ON RT STABILIZER LOWER SURFACE LOCATION 138.7 REMOVED. REPAIR DOUBLER FABRICATED AND INSTALLED IN ACCORDANCE WITH DER APPROVED DRAWING NR 73R55116228.

SROM200700008	BOEING	PWA		SKIN	DENTED
8/8/2007	737205	JT8D17			BS 900 S17-18L

NR247- DENT FOUND STA 900 LT BETWEEN STRINGERS 17 AND 18. REPAIRED IAW MFG SRM 53-30-3, PAGES 253-320 AND 51-30-3, PAGE 7 AND 51-30-02.

SROM200700023	BOEING	PWA	BOEING	NUT PLATE	STRIPPED
8/7/2007	737205	JT8D17			ELEVATOR

NR122-LT ELEVATOR TRIM TAB IB HINGE FITTING MISSING BOLT. NEW ELEVATOR INSTALLED 12/06/06, 982 TT, 717 TC. (2) OUT OF (4) HINGE ATTACH FITTING NUTPLATES STRIPPED FROM THE FACTORY. REPLACED NUTPLATES IAW SRM 51-30-2, FIGURES 3 AND 7.

SROM200700012	BOEING	PWA	TRUNNION	WORN
8/8/2007	737205	JT8D17		LT MLG

WEAR DAMAGE, LT MLG FUSELAGE TO TRUNNION SUPPORT BEAM ATTACH FITTING. BLEND REPAIRED IAW MFG, FORM 8100-9, MESSAGE NR 1-515849678-6, DATED AUGUST 23, 2007.

SROM200700019	BOEING	PWA	SKIN	NICKED
8/18/2007	737205	JT8D17A		ZONE 100

NICK STA 887 STR 24L-25L LT. DAMAGED AREA OF SKIN REMOVED AND REPAIR PLATES FABRICATED IAW SRM 53-30-3, FIG 48. INSTALLED REPAIR IAW 51-30-2.

SROM200700014	BOEING	PWA	FLOORBEAM	CORRODED
8/10/2007	737205	JT8D17A		ZONE 100

NR296-CORROSION ON FLOORBEAM UPPER FLANGE AT STA 294 AND RBL 43 TO 53. FLOORBEAM UPPER FLANGE FROM RBL 6 (EXISTING SPLICE) TO RBL 60, STA 294 REMOVED AND REPLACED IAW WITH MFG SRM 53-10-9, FIG 5, SHEET 1-5.

SROM200700020	BOEING	PWA	SKIN	NICKED
8/18/2007	737205	JT8D17A		ZONE 100

NICK STA 847 STR 21 LT. NICK AT STA 847 STR 21L FOUND TO BE BEYOND LIMITS. NICK REMOVED AND AREA AT

STA 847 STR 21L REPAIRED IAW SRM 53-30-3, FIG 48.

SROM200700018	BOEING	PWA	SKIN	NICKED
8/18/2007	737205	JT8D17A		BS 907

NICK STA 907 STR 22 LT. NICK AT STA 907, STR 22L REPAIRED IAW SRM 53-30-3, FIG 48. NICK BEYOND LIMITS AND DAMAGE REMOVED. HFEC IAW NDT PART 6, 53-30-00, FIG 4 OF REPAIR AT FUSELAGE SKIN STA 907 STR 22L. NO CRACKS EVIDENT.

SROM200700022	BOEING	PWA	FRAME	CORRODED
8/3/2007	737205	JT8D17A		BS 783 S25R

NR145-LIGHT CORROSION ON FRAME AT STA 783 STR 25R. REPAIRED FRAME IAW MFG MESSAGE NR 1-518342007-2, DATED AUG 1, 2007 AND PRODUCTION DRAWINGS FOR PN 65-47959-47 STRAP AND PN 65C31240-1 FRAME DOUBLER.

SROM200700007	BOEING	PWA	FLOORBEAM	CRACKED
8/7/2007	737205	JT8D17A		BS 660

NR228-CRACK IN FLOORBEAM AND WEB STA 660 BL0. CRACKED FLOORBEAM AND WEB AT STA 660 BL0 REPAIRED IAW MFG SB 737-57-1210, REV 1, DATED AUG 27/07.

SROM200700021	BOEING	PWA	FLOORBEAM	CORRODED
8/10/2007	737205	PT6A114A		BS 328

NR392-CORROSION ON UPPER CHORD OF FLOORBEAM STA 328 RBL 52. FLOORBEAM REPAIRED IAW SRM 53-10-9, FIG 5, PAGE 21.

CA070809001	BOEING	PWA	CDU	FAILED
8/6/2007	737210C	JT8D9A		WX RADAR

(CAN) IN CRUISE AFTER DEPARTURE, THE CREW OBSERVED A FAILURE WITH THE WEATHER RADAR. DUE TO FORECAST CONDITIONS THE CREW ELECTED TO RETURN TO POINT OF DEPARTURE. MAINTENANCE REPLACED THE DISPLAY UNIT AND THE SYSTEM TESTED SERVICEABLE. THE AIRCRAFT WAS RETURNED TO SERVICE WITH NO FURTHER PROBLEM REPORTED. (TC NR 20070809001)

CA070807001	BOEING	GE	LOCK ACTUATOR	FAILED
7/27/2007	73735B	CFM563B1	651781914	NLG

(CAN) DURING APPROACH, THE NOSE LANDING GEAR DID NOT RECEIVE A DOWNLOCK INDICATION IN THE COCKPIT. IT WAS BELIEVED BY THE CREW THAT THE GEAR FAILED TO EXTEND. A SECOND ATTEMPT WAS MADE AND THE NOSE GEAR EXTENDED AND LOCKED AS NORMAL. NOTE: THE EMERGENCY EXTENSION WAS NOT USED. WITH THE LANDING GEAR EXTENDED, THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED TO DESTINATION. MAINTENANCE INSPECTED THE SYSTEM AND CONDUCTED TROUBLESHOOTING IAW THE AMM. AFTER CONSULTATION WITH MFG, THEY REPLACED THE LOCK ACTUATOR AS IT IS RESPONSIBLE FOR LOCKING THE LANDING GEAR IN THE UP AND DOWN POSITIONS. ITS REPLACEMENT WAS RECOMMENDED BY MFG. AS A PRECAUTION, THE NOSE GEAR ACTUATOR WAS ALSO REPLACED. THE LANDING GEAR UNDERWENT SEVERAL SUCCESSFUL SWINGS AND THE AIRCRAFT WAS RETURNED TO SERVICE. AN UPDATE WILL BE PROVIDED WHEN THE ACTUATORS UNDERGO TEARDOWN AND REPORTS ARE GENERATED. (TC NR 20070807001)

CA070807002	BOEING	CFMINT	SMOKE DETECTOR	MALFUNCTIONED
8/3/2007	737522	CFM563C1	CGAB140000	FWD CARGO BAY

(CAN) ENROUTE, IT WAS LESS THEN AN HOUR INTO THE FLIGHT WHEN AN ORANGE DETECT LIGHT FOR THE FORWARD CARGO SMOKE DETECTION SYSTEM CAME ON. THE EXTINGUISHER SYSTEM WAS ACTIVATED AND THE FLIGHT DIVERTED TO CLOSEST AIRPORT AND LANDED SAFELY. AN INSPECTION OF THE FORWARD CARGO COMPARTMENT FOUND NO EVIDENCE OF FIRE OR SMOKE. AN OVERWEIGHT LANDING INSPECTION WAS CARRIED OUT. THE AIRCRAFT WAS FERRIED BACK TO BASE WHERE THE SYSTEM WAS EXAMINED. NO SYSTEM FAULTS WERE FOUND, BOTH FORWARD SMOKE DETECTORS WERE REPLACED AS A PRECAUTION AND THE DIVERTER VALVE AND METERING VALVE WERE REPLACED DUE TO THE SYSTEM BEING ACTIVATED. THE CARGO SMOKE AND FIRE EXTINGUISHER SYSTEM INSTALLED ON THIS AIRCRAFT IS AN AAE STC ST01674AT. (TC NR 20070807002)

CA070804001	BOEING	CONT	SIGHT GLASS	CRACKED
8/1/2007	A75N1	R670*	AG112	FUEL TANK

(CAN) AD CF61-7 CALLS FOR AN ANNUAL REPLACEMENT OF THIS TUBE, HOWEVER THIS OPERATOR HAS OBTAINED AN AMOC TO ALLOW OPERATING UNTIL FAILURE. IT HAS BEEN FOUND THAT THIS TUBE WILL FAIL AT ANY TIME, REGARDLESS OF REPLACEMENT OR TIME IN SERVICE. IT WILL FAIL AT THE BASE WHERE IT IS INSERTED INTO THE TANK FITTING, AND WILL MANIFEST ITSELF AS A MINOR (WEEP). THE DANGER OF COURSE IS IF IT BREAKS OFF ENTIRELY. THEREFORE, CONTINUED VIGILENCE IS PARAMOUNT. (TC NR 20070804001)

CA070807003	BOMBDR	PWC	BLADE	DAMAGED
8/4/2007	DHC8400	PW150A	697071003	PROPELLER

(CAN) DURING APPROACH, AN AIRCRAFT EXPERIENCED IMPACT STRUCTURE DAMAGE DUE TO LOSS OF THE PROPELLER BLADE EROSION STRIP. THE PROPELLER COMPONENT CAME OFF AND STRUCK THE FUSELAGE ICE SHIELD AND DAMAGED THE FUSELAGE. INSPECTION FOUND THAT THE COMPLETE EROSION STRIP (LEADING EDGE GUARD) WAS MISSING, FROM THE NR 5 BLADE ON LT PROPELLER. THIS BLADE HAD 308 FLIGHT HOURS AND 36O CYCLES SINCE IT WAS REPAIRED DUE TO A BLADE TIP CRACK. (TC NR 20070807003)

CA070820001	BOMBDR	PWC	SEQUENCE VALVE	INOPERATIVE
8/1/2007	DHC8400	PW150A	483023	RT MLG DOOR

(CAN) AFTER TAKEOFF, RT GEAR DOOR LIGHT REMAINED ON. LOWERED GEAR, RT MAIN GEAR DID NOT EXTEND. ACCOMPLISHED ALTERNATE GEAR EXTENSION. MAINTENANCE REPLACED RT MLG DOOR SOLENOID SEQUENCING VALVE AND SECONDARY MLG SELECTOR VALVE FITTING. BLEED NR 2 HYD SYSTEM. A/C RETURNED TO SERVICE. (TC NR 20070820001)

CA070821002	BOMBDR	PWC	LINK ASSY	FAILED
8/15/2007	DHC8402	PW150A	82740162101	LT AILERON

(CAN) WHILE MAINTENANCE WAS DOING A OVERNIGHT CHECK TO THE AIRCRAFT, THEY OBSERVED THE LINK-ASSY AILERON LVDT WAS HANGING DOWN. THE ROD LINK HAD BROKEN AT THE AILERON END. (TC NR 20070821002)

2007FA0000801	BRAERO	GARRTT	SUPPORT	CORRODED
8/9/2007	BAE125800A	TFE7315BR	25FC5801A	LT MLG

LT MLG DOOR IB AFT SUPPORT REMOVED FOR OTHER MAINTENANCE AND SEVERE INTERGRANULAR CORRODION DISCOVERED FROM LAVATORY LEAKAGE AS INDICATED BY STAINING ON PART LOCATION WHERE BONDING STRAP ATTACHES. CORROSION SEVERE AND IS ENOUGH TO CAUSE PART TO FAIL. (K)

2007FA0000800	BRAERO	GARRTT	ACTUATOR	UNSERVICEABLE
8/9/2007	BAE125800A	TFE7315BR	485034	RT MLG

RT MLG ACTUATOR CRACKED ATTACH HOUSING DISCOVERED DURING WHEEL WELL INSPECTION, PART WAS NOT LEAKING BUT COULD SEPARATE AT ANY MOMENT AND CAUSE SEVERE DAMAGE TO AIRCRAFT DATE OF ASSY OF ACTUATOR 1/92. (K)

CA070827003	BRAERO	GARRTT	SEAL	DETERIORATED
8/8/2007	BAE125800A	TFE7315R	SP915C16	BUTTON

(CAN) UPON CLIMB OUT WITH CABIN DIFFERENTIAL PRESSURE APPROACHING APPROXIMATELY 6 PSI, A DISTINCT AUDIABLE DISCERNING NOISE WAS HEARD FROM THE CENTER AREA OF THE CABIN. DURING DESCENT WHERE CABIN DIFFERENTIAL PRESSURIZATION FELL BELOW 6 PSI, NOISE WOULD SUBSIDE AND GO AWAY. NUMEROUS MAINTENANCE ACTIONS WERE CONDUCTED IN ORDER TO ISOLATE CAUSE INCLUDING PRESSURIZATION CHECKS AND CABIN LEAK RATES. NOISE COULD NOT BE REPRODUCED ON THE GROUND WHICH LED TO THE CONCLUSION THAT AIRSPEED WAS ALSO A FACTOR. FINALLY THE RUBBER RING SEAL WHICH IS HOUSED IN THE EXTERNAL RELEASE BUTTON MECHANISM OF THE EMERGENCY ESCAPE HATCH WAS REPLACED AND THE MECHANISM LUBRICATED. NOISE DISSAPEARED. CONCLUSION WAS THAT THE BUTTON WAS VIBRATING WITHIN THE HOUSING DUE TO THE FACT THAT THE RUBBER ORING WAS NOT ACTING AS A BUFFER. POSSIBLY THE EXTREME COLD HARDENED AND SHRUNK THE SEAL WHERE IT COULD NO LONGER ACT AS A BUFFER. (TC NR 20070827003)

CA070824005	BRAERO	RROYCE	LINE	LEAKING
7/30/2007	HS7482A	DART5342	373Q2277	HYDRAULIC SYS

(CAN) WHILE FLYING BOTH HYDRAULIC PUMP LIGHTS CAME ON. THE AIRCRAFT LANDED USING ITS BACKUP SYSTEM. IT WAS FOUND THAT THE HYDRAULIC LINE THAT RUNS BETWEEN THE PUMP AND FILTER ON THE LT NACELLE. THE LINE WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE. THE LEAK CAME FROM A SPOT WHERE THE LINE WAS CLAMPED. (TC NR 20070824005)

CA070813003	CESSNA	CONT	PISTON	WORN
7/19/2007	150H	O200A	0200	NR 2 CYLINDER

(CAN) TOP RING BROKEN. ALL CYLINDERS REPLACED WITH NEW CYLINDER, PISTONS RINGS VALVES. COMPRESSION TEST AT INSPECTION ON MIN - 60 OVER 80. (TC NR 20070813003)

2007FA0000818	CESSNA	CONT	ROCKER	MISINSTALLED
9/19/2007	172H	O300D	639614639615	VALVE ROCKER

ROCKER COVERS REMOVED DURING 100 HOUR INSPECTION TO INSPECT INTAKE AND EXHAUST ROCKERS FOR CORRECT INSTALLATION. FOUND NR1 AND NR6 CYLINDERS HAD INTAKE ROCKER (P/N 639614) INSTALLED IN THE EXHAUST VALVE POSITION. PARTS MANUAL CALLS FOR P/N 639615 ROCKER TO BE INSTALLED IN EXHAUST VALVE POSITION. THIS IS THE SECOND ENGINE DISCOVERED WITH THE SAME ABNORMALITY AFTER RECENT OVERHAULS FROM SAME OVERHAUL FACILITY.

CA070814009	CESSNA	LYC	SEAT BELT	FAILED
8/13/2007	172K	O320E2D		COCKPIT

(CAN) SEAT BELT LOOPS THAT SECURE THE FRONT SEAT LAP BELTS TO THE SEAT FAILED. THIS ALLOWED THE SEAT BELT, WHILE BEING SECURED, TO LOOP OVER THE SEAT BACK ADJUSTMENT LEVER. WHEN THE PILOT ADJUSTED HIS SEAT PRIOR TO TAXI, THE SEAT BACK ADJUST LEVER WAS ACTIVATED AND THE SEAT BACK RECLINED TO ITS FULL BACK POSITION. (TC NR 20070814009)

CA070803001	CESSNA	LYC	FLAP TRACK	SEPARATED
4/20/2007	172N	O320H2AD	052323113	LT TE FLAP

(CAN) DURING HARD MANEUVERING WITH FLAPS DOWN, A LOUD BANG WAS HEARD BY THE PILOTS WHO NOTICED THE LT FLAP BEING PUSHED BACK AT A STRANGE ANGLE. THE FLAPS WERE LEFT IN THE DOWN POSITION AND THE AIRCRAFT WAS RETURNED WITHOUT INCIDENT. UPON INVESTIGATION THE LT IB FLAP TRACK WAS FOUND SEPARATED AND CRACKED FROM THE AIRFRAME AT THE LOWER FLANGE. THE CAUSE APPEARS TO BE THE CHERRYMAX RIVETS ATTACHING THE LOWER FLANGE OF THE WING RIB FRETTING, BECOMING WORN, AND WEARING THE RIVET HOLES IN THE WING SPAR UNTIL THE HIGHER STRESSES OF MANEUVERING TORE THEM FREE. THE FLAPS AND TRACKS WERE REMOVED, SPAR INSPECTED WITH NO DAMAGE NOTED. THE FLAP TRACK RIB ASSY`S WERE REPLACED, USING STRUCTURAL SCREWS AND NUTS TO ATTACH THE LOWER FLANGE OF THE FLAP TRACK RIB TO THE LOWER FLANGE OF THE WING SPAR. AFTER REPAIRS, AND SUCCESSFUL TEST FLIGHT THE A/C WAS RETURNED TO SERVICE 2-AUG-07. (TC NR 20070803001)

CA070807007	CESSNA	LYC	CONTROL CABLE	WORN
7/15/2007	172N	O320H2AD		CARBURETOR

(CAN) ONCE AIRCRAFT REACHED 5000 FT THE PILOT COMMENCED CRUISE CHECKLIST, LEANED THE MIXTURE OF THE ENGINE WHEN THE POWER REDUCED TO IDLE. PILOT COULD NOT REGAIN ENGINE POWER AND MADE THE DECISION TO LAND IN A FIELD APPROX 3 MILES NE OF AIRPORT. UPON LANDING THERE WAS NO APPARENT DAMAGE TO THE AIRCRAFT OR THE PEOPLE ON BOARD. UPON INSPECTION, THE AIRCRAFT WAS NOT DAMAGED AND IT WAS FOUND THAT THE HARDWARE ATTACHING THE MIXTURE CABLE TO THE CARBURETOR WAS WORN, ALLOWING THE CABLE TO SLIDE IN THE CARBURETOR MIXTURE ARM. (TC NR 20070807007)

2007FA0000725	CESSNA	LYC	SENSOR	INTERMITTENT
8/8/2007	172R	IO360A1A	CS3100	MASTER CNTRL BOX

CURRENT SENSOR INDICATES 60A AND WHEN MASTER IS TURNED ON FUNCTIONS NORMALLY FROM TIME TO TIME, TAP ON UNIT AND IT FLUCTUATES THEN ACTS PROPERLY. (K)

CA070821001	CESSNA	LYC	HOUSING	CRACKED
8/20/2007	172RG	O360F1A6	12810016	ACTUATOR

(CAN) 500 HOUR LIQUID PENETRANT INSPECTION IAW MFG SEB 01-2 REVEALED, CRACK AT INDICATED AREA (TC NR 20070821001)

2007FA0000755	CESSNA	LYC	STARTER	FAILED
8/2/2007	172S	IO360A1A	85070213	ENGINE

STARTER WAS INTERMITTENT AND FAILED COMPLETELY. AVERAGE LIFE FOR THE LAST (2) STARTERS HAS BEEN 115 HRS EACH. (K)

2007FA0000797	CESSNA	CONT	FUEL CAP	VENTING
8/9/2007	182P	O470*	FC100	FUEL CELL

FUEL CAPS WERE INSTALLED ON AIRCRAFT IAW STC SA2376CE AND HAD BEEN IN SERVICE FOR ABOUT 40 HOURS IN A 4 MONTH PERIOD. THEY BEGAN VENTING FUEL FROM BOTH TANKS RESULTING IN A FORCED EMERGENCY LANDING DUE TO FUEL STARVATION.

2007FA0000728	CESSNA	CONT	ALTERNATOR	SHORTED
7/31/2007	182R	O470U	DOFF10300B	

ALTERNATOR SHORTED, THIS UNIT IS (1) OF (3) REPLACED IN THE LAST MONTHS. (K)

2007FA0000810	CESSNA	LYC	STRUT	LEAKING
7/31/2007	182T	IO540*		NLG

FOUND NOSE STRUT ASSEMBLY LEAKING. REMOVED STRUT ASSEMBLY FROM AIRCRAFT. ASSEMBLED WITH PN TCNS-1 SEAL KIT IWA SRM AND MM. RELEASED TO AC OWNER. OWNER FOUND FLUID NR 4 ON WHEEL FAIRING AFTER TAXI TO HANGAR. INSPECTION FOUND FLUID COMING FROM BEHIND NOSE GEAR STEERING ASSEMBLY. CONTACTED TECH SERVICE, RECOMMENDED THA WE REPLACE THE STRUT TUBE (PN 07430901). REMOVED LEAKING STRUT TUBE FROM AIRCRAFT. INSTALLED NEW 07430901 TUB USED NEW SEAL KIT TCNC-1 AND SERVICED. INSPECTED OLD TUBE FOR DAMAGE. FOUND THA THE TUBE WAS LEAKING BETWEEN THE INNER TUBE AND THE OUTER-MACHINED PART. FOUND PINHOLE IN BRAZING OF THE PARTS. (K)

2007FA0000733	CESSNA	CONT	HARTZL	HUB	CRACKED
8/10/2007	207	IO550F		PHCC3YF1RF	PROPELLER

HUB, NDI SHOWS RELEVANT INDICATION OF CRACK.(K)

2007FA0000782	CESSNA	CONT	HARTZL	HUB	CRACKED
8/10/2007	207	IO550F			PROPELLER

HUB, NDI SHOWS RELEVENT INDICATION OF CRACK. (K)

2007FA0000772	CESSNA	CONT	BOLT	SHEARED
4/1/2007	320E	TSIO520B	NAS464P426	RT MLG

AIRCRAFT HAS EXPERIENCED A RT LANDING GEAR FAILURE UPON LANDING. PRIOR TO THIS INCIDENT, THE LANDING GEAR HAD BEEN CHECKED DURING THE AIRCRAFT ANNUAL INSPECTION AND FOUND TO BE OUT OF RIG IAW SERVICE MANUAL D508-3-13 STANDARDS. THE AIRCRAFT EXPERIENCED A PARTIAL POWER FAILURE UPON THE FIRST FLIGHT AFTER THE AIRCRAFT HAD BEEN RIGGED. SUSPECT THE LANDING GEAR WAS NOT LOCKED PROPERLY UPON LANDING ON THE FIRST FLIGHT DUE TO THE PARTIAL ELECTRICAL POWER FAILURE. UPON THE THIRD FLIGHT LANDING, THE RT GEAR COLLAPSED. PROBABLE CAUSE MAY HAVE BEEN FROM THE FIRST LANDING WHERE GEAR MAY NOT HAVE BEEN ALL THE WAY DOWN. THE BOLT TO THE LANDING GEAR STRUT SHEERED AT THE ATTACH POINT OF THE STRUT, AND ONE ATTACH POINT BROKE. SUSPECT DAMAGE TO UNIT WAS CREATED BY THE FIRST FLIGHT DUE TO THE ELECTRICAL POWER LOSS, AND GEAR MAY HAVE BEEN DAMAGED AT THAT TIME.

CA070823009	CESSNA	CONT	ENGINE	FAILED
7/24/2007	337G	IO360G	IO360G	

(CAN) REAR ENGINE EXPERIENCED A LOSS OF OIL PRESSURE DURING FLIGHT. ENGINE WAS SHUT DOWN AND AIRCRAFT RETURNED TO BASE. ENGINE WAS REPLACED. UNABLE TO DETERMINE OIL PRESSURE PROBLEM WITH FAILED OIL PRESSURE ON ENGINE. ENGINE WAS SHIPPED TO ENGINE SHOP. (TC NR 20070823009)

2007FA0000749	CESSNA	CONT	EXHAUST PIPE	CRACKED
8/29/2007	414	TSIO520NB	K99102991	ENGINE

DURING COMPLIANCE WITH AD 2000-01-16 THE TAIL PIPE ON THE RT ENGINE WAS FOUND WITH A 6 INCH CRACK. THE LAST INSPECTION WAS 40 HRS PRIOR.

2007FA0000780	CESSNA	ALLSN	LINE	RUPTURED
8/12/2007	750	AE3007A	AE1011889G0116	HYDRAULIC SYS

THE NOSE WHEEL STEERING CENTERING FLEXIBLE HYDRAULIC HOSE RUPTURED WHERE THE HOSE BODY IS SWEDGED TO A 45 DEGREE FITTING WHICH ATTACHES TO A BULKHEAD FITTING IN THE NOSE WHEEL WELL. THIS CONDITION ALLOWED THE LOSS OF HYDRAULIC FLUID IN THE (A SYSTEM). AIRCRAFT LANDED WITHOUT INCIDENT. THIS HOSE IS CURRENTLY CONSTRUCTED OF KEVLAR AND IS BEING REPLACED WITH STAINLESS STEEL BRAIDED VERSION ALONG WITH OTHER HOSES WHICH ATTACH TO THE NOSE GEAR. (K)

CA070827001	CESSNA	PWA	GASKET	LEAKING
8/23/2007	S550	JT15D4	311666801	NR 4 BRG HSG

(CAN) NR 4 BEARING GASKET LEAKED CAUSING COKING AND BLOCKAGE OF THE OIL SCAVENGE TUBE. (TC NR 20070827001)

2007FA0000817	CESSNA	CONT	ALTERNATOR	FAILED
9/17/2007	T210M	TSIO520*	DOFF10300B	

OVERHAULED DOFF10300B ALTERNATOR FAILED AFTER 458 HOURS IN 35 MONTHS OF USE.

2007FA0000732	CESSNA	CONT	RELAY	FAILED
5/17/2007	T310R	TSIO520*	6041H274	BATTERY

AIRCRAFT EMERGENCY LANDED WITH COMPLETE ELECTRICAL FAILURE, LG EMERGENCY EXTENDED AND LANDED SAFELY. FOUND BATTERY RELAY FAILURE. UNIT REMOVED 200 AMP FOUND TO BE INCORRECT (PN). SB MEB99-4 ADDRESS THIS PROBLEM, HAD NOT BEEN COMPLIED WITH, CORRECT RELAY 100 AMP PN 0850469-1 (6041H193) INSTALLED, OPS CHECK OK. (200 AMP RELAY HAD TO HAVE BEEN REPLACED PRIOR TO 1999 WHEN AC IPC REVERSED BATTERY AND STARTER RELAY PN COMPLIANCE WITH SB WOULD HAVE PREVENTED THIS PROBLEM. (K)

CA070816002	CNDAIR	PWA	CONTROL CABLE	WORN
8/16/2007	CL2156B11215	PW123	215T9250446	ELEVATOR

(CAN) DURING A VISUAL INSPECTION (50 HRS), A TECH FOUND AN ELEVATOR CABLE BADLY WORN, ALMOST CUT AT FUS STN 726 ZONE 310 FRONT OF THE PULLEY (TC NR 20070816002)

CA070821004	CNDAIR	PWA	WHEEL	DAMAGED
8/21/2007	CL2156B11215	PW123	215850026	NLG

(CAN) THE (6) DOWEL PINS ON NOSE WHEEL HAS BEEN FOUND PROTRUDED FROM HUB AND THE RETAINING WASHER DEFORMED OR BENDED. (TC NR 20070821004)

CA070822001	CNDAIR	PWA	FUEL CELL	LEAKING
8/22/2007	CL2156B11215	PW123	215640026	NR 5

(CAN) FUEL LEAK ON CELL, RT, NR 5. DROPS 9963 (TC NR 20070822001)

CA070822002	CNDAIR	PWA	FUEL CELL	LEAKING
8/22/2007	CL2156B11215	PW123	215640011	

(CAN) FUEL LEAKING FROM PATCH ON BOTTOM SURFACE OF CELL. A/C HOURS 1889 CYCLES 1142 DROPS 9727 (TC NR 20070822002)

2007FA0000754	CNDAIR	GE	MOTOR	UNSERVICEABLE
8/3/2007	CL6002B16	CF34*	604923063	HORIZ STAB TRIM

WHILE OPERATING HORIZ STAB TRIM ON CHANNEL NR 2 ONLY THE FOLLOWING OCCURS. PUSHING BUTTON ON CONTROL WHEELS TO NOSE UP, HORIZONTAL ACTUALLY WENT DOWN THEN DISCONNECTED. REPEATED ATTEMPTS, KEPT TRIMMING TO NOSE DOWN POSITION. COULD NOT GET HORIZONTAL TO TRIM NOSE UP ON JUST CHANNEL NR 2. ONCE CHANNEL NR 1 WAS ENGAGED HORIZONTAL STAB TRIM WORKED CORRECTLY. THIS PART WAS SENT TO THE MFG BY THE PREVIOUS OPERATOR FOR THIS EXACT PROBLEM. MFG REPLACED PARTS AND RETURNED IT TO SERVICE. PROBLEM REOCCURRED, UNIT REMOVED AND SENT BACK TO MFG. (K)

CA070812001	CNDAIR	GE	PRIORITY VALVE	FAULTY
8/9/2007	CL6002B19	CF343B1	4622	NLG

(CAN) ON APPROACH, GEAR WAS SELECTED DOWN AND THE NOSE GEAR DID NOT COME DOWN. THE CREW THEN CYCLED THE GEAR, BUT THE NOSE GEAR STILL DID NOT COME DOWN. THE CREW SWITCHED 3B HYDRAULIC PUMP FROM AUTO TO ON AND 30 SECONDS LATER THE NOSE GEAR CAME DOWN. THE LANDING GEAR WAS DEFERRED FOR THE A/C TO RETURN FOR REPAIR. MAINTENANCE T/S DISCOVERED NLG PRIORITY VALVE TO BE AT FAULT. PRIORITY VALVE WAS REPLACED AND GEAR SWINGS C/O AND A/C WAS CHECKED SERVICEABLE. (TC NR 20070812001)

CA070817007	CNDAIR	GE	DOOR	MISSING
8/14/2007	CL6002C10	CF34*		LT MLG

(CAN) THE LT MAIN GEAR DOOR WAS MISSING AND HAD CAUSED DAMAGE TO THE LT IB FLAP WHEN IT EXITED THE AIRCRAFT. (TC NR 20070817007)

CA070816003	CNDAIR		POTENTIOMETER	INOPERATIVE
8/15/2007	CL604		6018610017	RUDDER TAB CONTR

(CAN) ON TAKEOFF ROLL, AS THE AC WAS ACCELERATING AND PRIOR TO 80 KTS. FULL RUDDER INPUT WAS APPLIED TO MAINTAIN CENTERLINE. CENTERLINE WAS UNABLE TO BE MAINTAINED AND THE TAKEOFF WAS ABORTED. THE AIRCRAFT TAXIED WITHOUT INCIDENT BACK TO BASE. AIRCRAFT IS OPERATED BY MFG. MARKING N605JP (TC NR 20070816003)

2007FA0000741	COLUMB	PARKERHANFIN	BOLT	BROKEN
8/28/2007	LC41550FG400		AN535A	WHEEL ASSY

ON LANDING PILOT FELT AND HEARD A VIBRATION AND BUMPING SOUND. REMOVED RT LANDING GEAR FAIRING AND INSPECTED BRAKE ASSY. ON THE WHEEL FOUND ONE WHEEL HALF ATTACH BOLT MISSING AND ONE BROKEN AND EXTENDING OUT OF THE WHEEL TO THE EXTENT OF CAUSING A GOUGE IN THE BRAKE MASTER CYLINDER AND TORQUE PLATE. ONE BOLT OUT OF THREE WAS HOLDING THE WHEEL HALVES TOGETHER.

CA070817006	CVAC	ALLSN	MANIFOLD	MALFUNCTIONED
8/14/2007	340CVAC	501D13D		EXTINGUISHER

(CAN) DURING CRUISE, AT APPROXIMATELY 7000 FEET AND THE RETARDANT SYSTEM DE-ARMED, THE RETARDANT TANK CONTENTS EXITED THE TANK. THE CREW RETURNED TO BASE. MAINTENANCE TROUBLESHOT THE SYSTEM AND THE HYDRAULIC MANIFOLD FOR THE RETARDANT TANK WAS REPLACED. THE TANK DOOR OVER CENTERS WERE CHECKED. THE RETARDANT TANK SYSTEM WAS FUNCTION CHECKED, THE AIRCRAFT WAS TEST FLOWN AND RETURNED TO SERVICE. (TC NR 20070817006)

CA070816001	CVAC	ALLSN	CONNECTOR	UNSECURE
8/10/2007	440	501D13D		OIL PROP FILLER

(CAN) ENGINE NR 1 RPM UNSTABLE, REDUCED RPM TO 13,600. AIRCRAFT DIVERTED TO NEAREST AIRPORT. ENGINE WAS SHUTDOWN IN FINAL APPROACH, DUE TO RPM REDUCTION TO 13500 RPM. MAINTENANCE WAS SENT ON SITE AND FOUND THAT OIL PROPELLER FILLER PLUG WAS NOT SECURED PROPERLY AND ONE GALLON OF OIL HAD LEAKED OUT. PROPELLER REFILLED AND ENGINE RUN C/O (SERVICEABLE). AIRCRAFT RETURN TO SERVICE. (TC NR 20070816001)

CA070824007	CVAC	ALLSN	DOOR	INOPERATIVE
7/25/2007	440	501D22	315341	OIL COOLER

(CAN) AIRCRAFT WAS DISPATCHED FOR FIRE ACTION. AFTER DEPARTURE, THE RT OIL TEMPERATURE GAUGE WAS OBSERVED TO BE AT THE BOTTOM OF THE RED ARC, APPROXIMATELY 100 DEGREES C. THE FLIGHT CREW IMMEDIATELY SHUTDOWN THE RT ENGINE AS A PRECAUTION AND RETURNED TO BASE. DURING INSPECTION BY MAINTENANCE, THE RT OIL COOLER DOOR WAS OBSERVED TO BE NOT FUNCTIONING AND POSITIONED FULLY CLOSED. THE RT OIL COOLER DOOR ACTUATOR WAS REMOVED AND INSPECTED. DURING DISASSEMBLY, SEVERAL WIRES AND A TERMINAL BLOCK WERE FOUND TO BE BROKEN IN THE ELECTRICAL BOX. THE OIL COOLER DOOR ACTUATOR WAS REPLACED AND RIGGED IAW MM. AFTER GROUND CHECKED SERVICEABLE, THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20070824007)

CA070813001	DHAV	PWA	PISTON	CRACKED
7/27/2007	DHC2MKI	R985AN14B	27056CA1	ENGINE

(CAN) THE PILOT MADE A PRECAUTIONARY LANDING WHEN HE NOTICED OIL DROPS ON THE WINDSHIELD AND SAW SOME SMOKE COMING OUT FROM THE REAR OF THE COWLING. THE ENGINE WAS INSPECTED TO DETERMINE THE CAUSE OF THE OIL LEAK. A DIFFERENTIAL COMPRESSION SHOWED THAT THE NR 2 CYLINDER WAS FLAT. THE CYLINDER ASSEMBLY WAS REMOVED AND REVEALED THAT THE PISTON WAS CRACKED FROM HALFWAY ACROSS THE TOP, DOWN TO THE PISTON PIN HOLE AND THAT THERE WAS ALSO A .3750 INCH RAGGED HOLE THROUGH THE PISTON ON THE TOP EDGE OF IT ALLOWING THE PRESSURIZATION OF THE CRANKCASE AND PUSHING OIL OUT THE FRONT CASE AROUND THE PROPELLER SHAFT. A COMPLETE CYLINDER AND PISTON ASSEMBLY WERE INSTALLED. THE PART IS AVAILABLE IF REQUESTED. (TC NR 20070813001)

CA070814008	DHAV	PWA	POST	SHEARED
8/9/2007	DHC2MKI	R985AN14B	C2UT473	TILLER

(CAN) TILLER POST FOUND SHEARED AT TOP, UNDER CABLE ATTACH FLANGE. (TC NR 20070814008)

CA070814006	DHAV	PWA	BRACKET	CORRODED
8/10/2007	DHC2MKI	R985AN14B	C2TP160A	HORIZONTAL STAB

(CAN) CORROSION ON FRONT TAILPLANE PICKUP BRACKET, FOUND AT INSPECTION WHILE DOING CF-1991-42R1. (TC NR 20070814006)

CA070824002	DHAV	PWA	CYLINDER	CORRODED
8/19/2007	DHC3	PT6A34	6A07116002	FLOAT

(CAN) DURING A WHEELS DOWN LANDING OF AN AMPHIBIOUS EQUIPPED AIRCRAFT, THE LANDING GEAR COLLAPSED. UPON INSPECTION, CORROSION WAS NOTED UNDER THE (ZAP STRAPS), WHICH WERE INSTALLED BY THE MANUFACTURER, ON BOTH LT AND RT NOSE GEAR ACTUATING CYLINDERS. ON THE LT CYLINDER, THE CORROSION WAS EXTENSIVE ENOUGH THAT HYDRAULIC FLUID WAS LEAKING THROUGH A PIN HOLE THAT HAD FORMED. (TC NR 20070824002)

CA070823005	DHAV	PWA	IMPELLER	LEAKING
8/19/2007	DHC8102	PW120A		ENGINE

(CAN) ON TAXI, THE F/O NOTICED SMOKE IN THE FLIGHT DECK AND F/A CONFIRMED HAZE IN CABIN. BLEEDS WERE TURNED OFF. AS AIRCRAFT TURNED ONTO GATE LAV SMOKE DETECTOR WENT OFF. CREW STOPPED 10 FEET SHORT OF THE GATE SHUT DOWN AIRCRAFT AND DEPLANED PASSENGERS. IT WAS NOT A RAPID DEPLANEMENT AS THERE WAS NO PANIC AMONG PASSENGERS BUT CONCERN AS THEY COULD SEE SMOKE. FIRE FIGHTERS BOARDED AIRCRAFT AFTER PASSENGERS DEPLANED AND REPORTED NO VISIBLE SMOKE OR OIL SMELL. A LITTLE LATER MAINTENANCE WENT ON BOARD AND NO SMOKE ODOR WAS EVIDENT. A VERY SLIGHT OIL/HYDRAULIC ODOR WAS NOTICED AROUND THE CENTER CABIN AREA. MAINTENANCE TROUBLE SHOOTING CONSISTED OF A SERIES OF ENGINE RUNS WHICH ISOLATED PROBLEM TO NR 2 ENGINE. REPLACEMENT OF THE P 2.5/3 VALVE, MAIN AND SCAVENGE OIL FILTERS AND FURTHER RUNS REVEALED TURBO MACHINERY MAKING METAL AND OIL LEAKING FROM ENGINE LP IMPELLER INTAKE. SUSPECT INTERNAL BEARING AND OR SEAL FAILURE. NR 2 ENGINE AND OIL COOLER REPLACED HEAT EXCHANGER AND DUCTING INSPECTED AND NO OIL CONTAMINATION FOUND. ENGINE RUNS CONFIRMED NO FURTHER CONTAMINATION AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20070823005)

CA070817002	DHAV	PWA	FLAP TRACK	CORRODED
8/13/2007	DHC8102	PW120A	85780009011	RT WING

(CAN) EXCESSIVE CORROSION FOUND ON FLAP TRACKS NR 4 AND NR 5 ON BOTH LT AND RT WINGS DURING 60K REPLACEMENT OF FLAP TRACKS. SUPPORT BRACKETS REMOVED FOR TRANSFER TO NEW BEAMS, CORROSION FOUND IN RECESSES OF TRACKS BEHIND BRACKETS. LT NR 4 TRACK FOUND FULL OF WATER, BOTH SIDES OF BRACKET APPEARS TO BE NEWER BRACKET. RUST STARTING TO FORM BELOW PAINT. NR 4 LT: P/N 85780009-011; NR 4 RT: P/N 85780009-112; NR 5 LT: P/N 85780010-007; NR 5 RT: P/N 85780010-008. RECTIFICATION: FLAP TRACKS REPLACED AS PART OF THE 60K WORK PACKAGE REQUIREMENT. FURTHER INSPECTION OF CORROSION AND CAUSE SHOULD BE CARRIED OUT. (TC NR 20070817002)

2007FA0000805	DHAV	PWA	LINE	LEAKING
9/11/2007	DHC8106	PW121	82970009325	HYDRAULIC SYS

PILOT NOTED LOSE HYDRAULIC LINE. DECLARED EMERGENCY AND LANDED. NO NOSE WHEEL STEERING ON GROUND. INSPECTED ALL HYDRAULIC LINES AND FITTINGS. NOTED EDP LINE GOING TO PRESSURE MANIFOLD B NUT WAS ABLE TO GET HALF A TURN. SYSTEM SERVICED AND FUNCTIONAL CHECKED SERVICEABLE.

CA070803008	DHAV	PWA	TOWERSHAFT	SEIZED
6/18/2007	DHC8301	PW123		REDUCTION GB

(CAN) THE ENGINE WAS REPORTED TO HAVE EXPERIENCED AN INFLIGHT SHUTDOWN. SUBSEQUENT INSPECTION REVEALED A SEIZED TOWER SHAFT AND DEBRIS IN THE ENGINE OIL. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20070803008)

CA070824006	DHAV	PWA		SEAL	TORN
8/13/2007	DHC8311	PW123	14SF23	8173881	PROPELLER

(CAN) CREW NOTICED A LARGE AMOUNT OF OIL ON THE LT NACELLE WHICH APPEARED TO ORIGINATE FROM THE PROPELLER. THE ENGINE WAS SHUTDOWN DUE TO THE EXCESSIVE LEAKAGE AND THE AIRCRAFT RETURNED TO BASE. THE PROPELLER NR 1 BLADE SEAL WAS REPLACED AND GROUND LEAK CHECKS CARRIED OUT. THE SEAL (WHICH WAS FURTHER DAMAGED DURING REMOVAL) APPEARS TO HAVE HAD A TEAR ON THE SURFACE WHICH FACES OB AND IS EXPOSED WHEN INSTALLED. (TC NR 20070824006)

CA070823006	DIAMON	CONT	BRACKET	BROKEN
7/13/2007	DA20C1	IO240B	2224121400	ALTERNATOR

(CAN) ALTERNATOR BRACKET IS BREAKING ON THESE AIRCRAFT AROUND 100 HOURS T/S. THE FACTORY HAS RUN OUT OF STOCK AND IS ROBBING THE PART FROM NEW PRODUCTION AIRCRAFT. SUGGEST RE ENGINEERING AND POSSIBLE AD. (TC NR 20070823006)

CA070729001	DIAMON	CONT	FORK	CRACKED
7/17/2007	DA20C1	IO240B	203220080	NOSE GEAR

(CAN) DURING ROUTING INSPECTION, A CRACK SIMILAR TO THE ONE IN THE ATTACHMENT WAS FOUND. FORK WAS REPLACED. FLEET INSPECTION REVEALED (3) OTHER AIRCRAFT WITH VARYING CRACK PROGRESSION ALL FORKS WERE REPLACED. (TC NR 20070729001)

CA070803010	DIAMON	CONT	TRANSMITTER	DEFECTIVE
2/27/2007	DA20C1	IO240B	2279300004	ENGINE OIL PRESS

(CAN) OIL PRESSURE REPORTED LOW WHEN ENGINE BROUGHT BACK TO IDLE FOR LANDING. INSTALLED NEW OIL PRESSURE SENDER AND AIRFRAME GAUGE CALIBRATION CHECK COMPLETED. LOGBOOK NOT AT CURRENTLY CLOSE AT HAND, FOR TOTAL TIME ON OIL SENDER, OPERATOR HAS REPLACED THEM IN THE PAST DUE TO SIMILAR TROUBLE. (TC NR 20070803010)

CA070803015	DIAMON	CONT	TRANSMITTER	DEFECTIVE
7/30/2007	DA20C1	IO240B	2279300004	ENGINE OIL PRESS

(CAN) PILOT REPORTED LOW OIL PRESSURE DURING DESCENT WITH ENGINE RPM REDUCED TO IDLE. COMPLEATED OIL PRESSURE GUAUGE CALIBRATION CHART USING CABIBRATED GAUGE. INDICATED 30PSI ->

ACTUAL 38PSI, INDICATED 20 -> ACTUAL 27PSI, INDICATED 15PSI -> ACTUAL 20PSI, INDICATED TOP OF RED LINE 12PSI -> ACTUAL 18PSI, MIDDLE OR REDLINE 10PSI -> ACTUAL 16PSI. (TC NR 20070803015)

2007FA0000786	DIAMON	LYC	AIR BOX	BROKEN
5/16/2007	DA40	O360A4M	D4F732612001	ENGINE

CARBURETOR HEAT CONTROL ARM BROKE OFF OF CARB AIR BOX CAUSING UNCONTROLLED SELECTION OF CARB HEAT VS RAM (COLD) AIR INTAKE. (K)

2007FA0000787	DIAMON	LYC	AIR BOX	BROKEN
5/21/2007	DA40	O360A4M	D4F732612001	ENGINE

CARBURETOR HEAT CONTROL ARM BROKE OFF OF CARB AIR BOX CAUSING UNCONTROLLED SELECTION OF CARB HEAT VS RAM (COLD) AIR INTAKE WHILE IN FLIGHT. (K)

2007F00052	DORNER	GARRTT	TACH GENERATOR	FALSE INDICATION
9/4/2007	DO228202	TPE33110T	AG34	LEFT ENGINE

LEFT RPM INDICATION ABNORMAL PERFORMED PRECAUTIONARY SHUTDOWN. INSPECTION FOUND TACH GENERATOR SHAFT BROKEN. REMOVED AND REPLACED TACH GENERATOR IAW AMM 77-11-03. ENGINE GROUND PERFORMANCE RUN C/W AND PASSED. ALL PARAMETERS NORMAL. AIRCRAFT APPROVED FOR RETURN TO SERVICE.

CA070823011	DORNER		WINDOW	CRACKED
8/22/2007	DO328100		001A561A0000218	COCKPIT

(CAN) ENROUTE AT FLIGHT LEVEL 27,000 THE PILOTS LT SIDE WINDOW CRACKED WITH A LOUD POP. INITIATED DESCENT TO 8,000 FEET AND MANUALLY RAISED CABIN PRESSURE TO ZERO DIFFERENTIAL PRESSURE AND CONTINUED. ADVISED COMPANY OF THE FAILURE PRIOR TO ARRIVAL. AN ENGINEER INSPECTED THE WINDOW AND FOUND IT WITHIN LIMITS FOR A FERRY FLIGHT. AUGUST 23,2007 FOR REPLACEMENT OF THE WINDOW. (TC NR 20070823011)

2007FA0000708	DOUG		LOCK	MALFUNCTIONED
8/13/2007	DC8*			COCKPIT DOOR

NOTIFY BY AIR SECURITY REPORT THAT OUR COCKPIT LKD SYSTEM INFORMS US ONLY IF IT'S ARMED OR NOT, BUT NOT IF THE DOOR IS CORRECTLY CLOSED AND LOCKED. DURING ONE OF THE LAST FLT'S MY COCKPIT DOOR HAS BEEN OPENED BY THE PURSER WITHOUT MY PERMISSION. THE DOOR SEEMED CLOSED BUT IT WASN’T AND HE COULD OPEN IT EASILY. IT IS UNSAFE FOR US ON BOARD AND FOR ALL PEOPLE THAT WE FLY OVER. EUROPEAN AVIATION SAFETY AGENCY POSTFACH 10 12 53 D-50452 KOELN, GERMANY I'M MD80 CPT OF ALITALIA , I NOTIFY BY AIR SECURITY REPORT THAT OUR COCKPIT LKD SYSTEM INFORMS US ONLY IF IT'S ARMED OR NOT, BUT NOT IF THE DOOR IS CORRECTLY CLOSED AND LOCKED. DURING ONE OF THE LAST FLT'S MY COCKPIT DOOR HAS BEEN OPENED BY THE PURSER WITHOUT MY PERMISSION. THE DOOR SEEMED CLOSED BUT IT WASN’T AND HE COULD OPEN IT EASILY. IT IS UNSAFE FOR US ON BOARD AND FOR ALL PEOPLE THAT WE FLY OVER. I GIVE YOU MY NAME BUT IT'S BETTER FOR ME YOU DON’T SHOW MY NAME TO ANYBODY. TKS CPT VALERIO POCEK V.POCEK@LIBERO.IT +39 3402772347

2007FA0000794	DOUG	PWA	SKIN	DAMAGED
9/1/2007	DC915	JT8D7		WING

BIRD STRIKE ON LT LEADING EDGE, CAUSING DEEP DENT AMD A TEAR 5 INCHES VERTICAL AND 4 INCHES HORIZONTAL, FOUND ON POST FLIGHT INSPECTION. REPAIRED IAW SRM CHAPTER 57-06.

CO1Y200700004	DOUG		SKIN	CORRODED
9/1/2007	MD11			RT WING

RT WING UPPER SURFACE FROM XORS 345 TO XORS 828 FOUND 15EA EXFOLIATION CORROSION POINTS.

CO1Y200700003	DOUG		SKIN	CORRODED
9/1/2007	MD11			LT WING

LT WING UPPER SURFACE ON SKIN FROM XORS 130 TO XORS 738 FOUND EXFOLIATION CORROSION.

CA070823001	EMB	GE	SENSOR	DEFECTIVE
8/16/2007	ERJ190100IGW	CF3410E6	59128437	TE FLAP

(CAN) ON APPROACH, FLIGHT EXPERIENCED A FLAP FAIL MESSAGE. SLAT WENT TO 3 GREEN, FLAP INDICATION BECAME YELLOW, AND SHOWED BELOW THE 2 MARKER. FLIGHT DID GO AROUND, AND DECLARED EMERGENCY WITH TOWER. CFR WAS AVAILABLE, AND FLIGHT LANDED AT HIGHER THAN NORMAL SPEED. INFLIGHT PERFORMED ABNORMAL LANDING PROCEDURE AFTER THEY WERE BRIEFED BY FLIGHT CREW THAT THEY WERE GOING TO LAND AT HIGHER THAN NORMAL SPEED. PRIOR TO TAXI, CFR INSPECTED AIRCRAFT. ON INVESTIGATION, FOUND RT OB FLAP SKEW SENSOR AT FAULT, SENSOR REPLACED IAW AMM 27-53-06-400. MOC REQUESTED THAT NR 4 AND NR 3 RT FLAP ACTUATORS BE REPLACED AS WELL. (TC NR 20070823001)

CA070803014	FOKKER	PWA	ENGINE	POWER LOSS
6/27/2007	F27MK50	PW125B		

(CAN) THE ENGINE LOST POWER IN FLIGHT AND WAS SHUTDOWN BY THE CREW. MFG WILL INVESTIGATE THE INCIDENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED. (TC NR 20070803014)

2007FA0000760	FOUND	LYC	LYC	BAFFLE	CRACKED
7/16/2007	FBA2C1	IO540L1A5		LW13383	OIL SUMP

ENGINE OIL SUMP BAFFLE CONTACTED BOTTOM OF OIL SUMP CRACKING BAFFLE SUPPORT ATTACH POINTS AND SHEARING RIVETS ATTACHING BAFFLE CENTER REINFORCEMENT. SHEARED RIVET LODGED IN OIL PRESSURE RELIEF VALVE CAUSING LOSS OF OIL PRESSURE. ENGINE REMOVED FOR OVERHAUL.

2007FA0000761	FOUND	LYC	BAFFLE	CRACKED
7/16/2007	FBA2C1	IO540L1A5	LW13383	OIL SUMP

ENGINE OIL SUMP BAFFLE CONTACTED BOTTOM OF OIL SUMP CRACKING BAFFLE SUPPORT ATTACH POINTS AND SHEARING RIVETS ATTACHING BAFFLE CENTER REINFORCEMENT.

CA070817005	GRUMAN	WRIGHT	WHEEL	CRACKED
8/16/2007	TS2ACALFORST	982C9HE2	CON1194515	MLG

(CAN) DURING AN (A) INSPECTION, A 6 INCH LONG CRACK WAS NOTED ON THE MAIN WHEEL OUTER HALF. THE CRACK WAS RUNNING AROUND THE CIRCUMFERENCE OF THE WHEEL. THE WHEEL ASSEMBLY WAS REMOVED AND A SERVICEABLE WHEEL ASSEMBLY WAS INSTALLED. THE AIRCRAFT WAS RETURNED TO SERVICE. (TC NR 20070817005)

CA070724001	GULSTM	GARRTT	O-RING	LEAKING
7/18/2007	690	TPE3315251K		GEAR ACTUATOR

(CAN) INCIDENT/HAZARD DESCRIPTION: UNSAFE GEAR WARNING LIGHT ILLUMINATED. HYDRAULIC PRESSURE WAS DOWN TO 500 PSI. ONCE ON GROUND, FOUND HYDRAULIC FLUID HAD LEAKED OUT IN THE RT WHEEL WELL, DETERMINED THE RT GEAR ACTUATOR FOR BRINGING GEAR UP HAD A O-RING FAIL (SPLIT) AIRCRAFT SLOWED TO BELOW 200KTS, GEAR SELECTED DOWN AND (3) GEAR CONFIRMED AND GEAR VISUALLY DOWN AND LOCKED. ONCE GEAR WAS DOWN HYDRAULIC PRESSURE WAS BACK UP TO 1000 PSI, AND LANDING MADE . BRAKES WORKED FINE, AIRCRAFT REPAIRED FOR ALERTS ON THE 19TH OF JULY. TEST FLIGHT COMPLETED (TC NR 20070724001)

2007ADP828001	GULSTM	RROYCE	SELECTOR VALVE	BYPASSING
8/23/2007	G159	DART5298X	159SCH1151	RT MLG

AIRCRAFT WAS ENROUTE, FLYING THE APPROACH FOR RUNWAY 03. ONCE THE CREW PERFORMED THE APPROACH CHECKLIST, AND GEAR DOWN WAS SELECTED BEFORE LANDING CHECKLIST THEY GOT THE RT MAIN AND NOSE GEAR LIGHT ONLY. CREW TRY THE EMERGENCY PROCEDURES DESCRIBED ON CHECKLIST. THIS PROCEDURE DID NOT GET THE (3) GREEN GEAR LIGHTS. AIRCRAFT LANDED WITH (2) GEARS DOWN ON RUNWAY 21, AND SLID INTO THE GRASS. NO INJURIES TO CREW OR PASSENGERS.

2007FA0000759	GULSTM	RROYCE	RROYCE	FAIRING	CRACKED
8/31/2007	GULFSTREAMGV	BR700710A110		BRR40289	LP FAN

DURING INSPECTION OF THE AIR INTAKE ROTATING FAIRING, WE FOUND A CRACK BETWEEN THE MOUNT BOLT HOLE AND THE ADJACENT ALIGNMENT PIN HOLE.

2007FA0000816	GULSTM	RROYCE	SOCKET	BURNED
9/17/2007	GULFSTREAMGV	BR700710A110	91000106	

THE SOCKET ON ONE OF THE (2) LAMPS BURNED CAUSING AN ELECTRICAL ODOR IN THE BAG BIN WHERE THE STERILIZER IS LOCATED. THE 2 AMP CIRCUIT BREAKER WHICH CONTROLS THE POWER TO THE STERILIZER DID NOT POP.

090107	LEAR	GARRTT	ENGINE	UNKNOWN
9/4/2007	36A	TFE73122B	TFE7312B	

DURING CLIMB OUT SHORTLY AFTER TAKEOFF LT ENGINE QUIT. CREW DECLARED AN EMERGENCY WITH DEPARTURE CONTROL, THEY VECTOR AIRPLANE TO PROPER MSA ALTITUDE AND RETURN FOR LANDING. CREW ELECTED, IN FLIGHT ENGINE START CHECK LIST, THE LT ENGINE STARTED, AND WAS OPERATING NORMAL. AT THIS POINT CREW NOTIFIED ATC THAT LT ENGINE WAS BACK UNDER NORMAL OPERATING CONDITIONS. AIRPLANE LANDED UNEVENTFULLY.

2007FA0000736	LEAR		TIRE	DEFLATED
8/23/2007	60LEAR		178K481	LT MLG

NOTIFIED BY FLIGHT CREW LT MAIN LANDING GEAR IB AND OB TIRES SEPARATED FROM WHEELS DURING TAXI. TIRES DETACHED FROM WHEEL ASSEMBLIES BUT DID NOT SEPARATED FROM AIRCRAFT. TIRES WERE NOT BLOWN. DAMAGED TIRES AND WHEELS ASSEMBLIES WERE REMOVED. UPON INSPECTION, NO OTHER DAMAGES NOTED ON LANDING GEAR OR SURROUNDING STRUCTURE. NO FOD DAMAGE TO AIRCRAFT. REPLACED WITH SERVICEABLE WHEELS/TIRES ASSEMBLIES.

2007FA0000734	MOONEY	CONT	VOLT REGULATOR	FAILED
7/24/2006	M20R	IO550*	800397501	

THE INABILITY OF THE VOLTAGE REGULATOR (PN 800397-501, SN 0165) TO CONTROLTHE OUTPUT OF THE ALTERNATOR WHEN THE BATTERY SWITCH WAS TOGGLED BETWEEN THE NR1 AND NR 2 BATTERY, IN FLIGHT. (K)

2007FA0000730	PIAGIO		ANTENNA	SEPARATED
8/13/2007	P180		ADS430101AC	FUSELAGE

RADAR ALTIMETER REPORTED INOPERATIVE. FOUND ANTENNA SENSOR GONE FROM THE BASE, LEAVING .2500 INCH HOLE THROUGH THE COAX CONNECTION. THE FLAT ANTENNA MOUNTS TO A CURVED FUSELAGE WITHOUT CONTOUR ADAPTATION. (K)

2007FA0000799	PIPER	LYC	MUFFLER	BROKEN
9/5/2007	PA18150	O320*		EXHAUST

ENGINE EXHAUST TAIL PIPE FAILED AT THE MUFFLER WELD. WITH 36 HOURS TOTAL TIME SINCE NEW. LEADING EDGE EXHAUST SYSTEM WAS INSTALLED BY STC SA02200AK.

CA070814003	PIPER	LYC	SPRING	BROKEN
7/7/2007	PA23250	IO540C4B5	487312	DOWNLOCK HOOK

(CAN) RT LANDING GEAR DOWN LOCK SPRING (P/N 487-312) BROKE AND LODGED ITSELF BETWEEN THE HOOK AND THE LOCK OF THE UPLOCK BOX. THE GEAR COULD NOT MOVE AND THEN THE GEAR LIGHT DID NOT COME ON. (TC NR 20070814003)

CA070802007	PIPER	LYC	CLAMP	WORN
7/22/2007	PA28140	O320E3D	65442003	EXHAUST PIPE

(CAN) PIN THAT PROTRUDES THROUGH THE MUFFLER AND EXHAUST PIPE WAS WORE ALLOWING THE THEM TO SEPARATE. OTHER AIRCRAFT IN THE FLEET WERE CHECKED AND FOUND OK. (TC NR 20070802007)

2007FA0000819	PIPER	LYC	LYC	BEARING	DESTROYED

9/24/2007	PA28180	O360A4A	LW14227	MAGNETO

BEARING LW14227 CAGE DESTROYED AND APPROXIMATELY 50 PERCENT MISSING. THIS IS THE ENGINE SIDE BEARING OF THE LW15416 MAGNETO DRIVE ADAPTER (MAGNETO ISOLATION DRIVE FOR RT MAGNETO)ENGINE HAS 857 HOURS SINCE FACTORY OVERHAUL IN 2000.

2007FA0000820	PIPER	LYC	BEARING	DESTROYED
9/24/2007	PA28180	O360A4A	LW14227	ENGINE

BEARING LW14227 CAGE DESTROYED AND APPROXIMATELY 50 PERCENT MISSING. THIS IS THE ENGINE SIDE BEARING OF THE LW15416 MAGNETO DRIVE ADAPTER (MAGNETO ISOLATION DRIVE FOR RIGHT HAND MAGNETO). ENGINE HAS 857 HOURS SINCE FACTORY OVERHAUL IN 2000.

CA070821003	PIPER	LYC	SNSNCH	BLADE	DAMAGED
6/8/2007	PA28181	O360A4M	76EM8S5060	76EM8S5060	PROPELLER

(CAN) WELDED PROPELLER, AIRCRAFT IMPORTED, NO LOG FOR FIXED-PITCH PROP. PROP REMOVED FOR 5 YR CORROSION INSPECTION AS A PRECAUTIONARY MEASURE - SINCE PROP WAS ONLY ALODINED, PROP WAS ANODIZED DURING INSPECTION AT HOPE AERO, TIP FOUND STAINED AFTER ANODIZING. CONFIRMED WELDING OF PROP BY EDDY CURRENT. (TC NR 20070821003)

2007FA0000813	PIPER	LYC	RIB	CRACKED
9/20/2007	PA28R200	IO360A1A	7847504	WING

CRACKS FOUND DURING INSPECTION. CRACKS FOUND IN LOWER RELIEF EDGE MADE USE OF REPAIR KIT P/N: 767 - 397 NOT POSSIBLE. THE CRACK REQUIRED REPLACEMENT OF ENTIRE RIB ASSY WITH NEW PART 78475-004 (AN IMPROVED PART). HAVE DIGITAL PHOTOS OF THE CRACKED RIB, THE CRACKS ARE CAUSED BY FLEXING OF THE SPAR BY THE LANDING GEAR SIDE BRACE DUE TO SIDE LOADS DURING LANDING. IF NO REPLACED I DON'T SEE AN INFLIGHT FAILURE, BUT COULD SEE POSSIBILITY OF LANDING GEAR COLLAPSE.

2007FA0000815	PIPER	LYC	RIB	CRACKED
9/20/2007	PA28R200	IO360A1A	7847504	WING

CRACKS FOUND DURING INSPECTION, CRACKS FOUND IN LOWER RELIEF EDGE MADE USE OF REPAIR KIT P/N: 767 - 397 NOT POSSIBLE. THE CRACK REQUIRED REPLACEMENT OF ENTIRE RIB ASSY. WITH NEW MFG PART 78475-004 (AN IMPROVED PART). HAVE DIGITAL PHOTOS OF THE CRACKED RIB, THE CRACKS ARE CAUSED BY FLEXING OF THE SPAR BY THE LANDING GEAR SIDE BRACE DUE TO SIDE LOADS DURING LANDING. IF NO REPLACED I DON'T SEE AN INFLIGHT FAILURE, BUT COULD SEE POSSIBILITY OF LANDING GEAR COLLAPSE.

CA070814004	PIPER	LYC	BOWL	LEAKING
7/18/2007	PA31	TIO540A2C	460635	HYD FILTER

(CAN) THE RT POWERPACK FILTER BOWL HAD A HYDRAULIC LEAK IN FLIGHT, THE POWERPACK WAS PARTIALLY EMPTY. THE LANDING GEAR WAS MANUALLY DESCENDED AND THE PILOT DECLARED AN EMERGENCY. MECHANIC REPLACED FILTER ASSY (460635) WITH O-RING (MS 28778-16) THE POWER PACK WAS SERVICED, GEAR SWING CARRIED OUT, LEAK CHECKED SERVICEABLE. (TC NR 20070814004)

CA070807004	PIPER	LYC	PIN	SHEARED
8/1/2007	PA31	TIO540A2C	17700200	PARKING BRAKE

(CAN) PARKING BRAKE VALVE STOP PIN IN THE OFF POSITION WAS SHEARED OFF CAUSING THE BRAKE LEVER TO GO PAST THE STOP POSITION. THIS CAUSE THE BRAKE TO BE IN A ON POSITION. ON LANDING THE PILOT TESTED HIS BRAKES BY PUMPING THE BRAKES AND BECAUSE THE LEVER WAS PAST THE STOP POSITION IT CAUSE THE BRAKES TO LOCK ON. WHEN THE PILOT LANDED, THE BRAKES WHERE BOTH LOCKED ON CAUSING THE TIRES TO BURST INTO FLAMES. (TC NR 20070807004)

CA070731002	PIPER	LYC	FLEX COUPLING	SEIZED
7/27/2007	PA31350	TIO540J2BD	486597	FLAP MOTOR

(CAN) ON CLIMB OUT PILOT FOUND HIS FLAP CIRCUIT BREAKER HAD POPPED AND HIS FLAPS WOULD NOT RETRACT. HE MADE AN UNEVENTFUL LANDING. UPON TROUBLE SHOOTING, IT WAS FOUND THAT THE R/H FLAP FLEX SHAFT (MOTOR TO TRANSMISSION) WAS SEIZED. AS A RESULT OF THE SEIZED SHAFT, THE MOTOR WAS

ALSO DAMAGED. THE MOTOR AND SHAFT HAVE BOTH BEEN REPLACED AND THE AIRCRAFT RELEASED FOR SERVICE. (TC NR 20070731002)

CA070805001	PIPER	PWA	HOSE	FAILED
8/3/2007	PA31T	PT6A28	17766110	RT MLG BRAKE

(CAN) WHILE THE PILOTS WHERE TAXIING THE AIRCRAFT, IT WAS NOTED THAT THE RT BRAKES WHERE U/S. AS THEY WHERE TAXIING BACK TO THE FBO ANOTHER AIRCRAFT REPORTED SMOKE COMING FROM THE RT BRAKE AREA. THE FIRE WAS PUT OUT BY THE AIRPORT FIRE DEPARTMENT QUICKLY. AFTER THE INITIAL INSPECTION WAS CARRIED OUT, IT WAS FOUND THAT THE RT LOWER FLEXIBLE BRAKE LINE WAS U/S THAT ATTACHES TO THE CALIPER. THE RT TIRE WAS U/S DUE TO THE FIRE. THE WHEEL ASSY WAS REPLACED AND THE AIRCRAFT WAS TOWED TO THE FBO`S HANGER WHERE IT WAS JACKED AND A DETAILED INSPECTION WAS CARRIED OUT. AFTER THE INSPECTION WAS CARRIED OUT, THERE WAS NO DAMAGE TO THE RT MLG, SURROUNDING PARTS AND STRUCTURE OTHER THAN THE FLEXIBLE BRAKE LINE, CALIPERS AND TIRE. ALL U/S PARTS WHERE REPLACED AND TESTED AND AS A PRECAUTION THE R/H MLG ACTUATOR FLEXIBLE LINES WHERE REPLACED AND GEAR SWINGS CARRIED OUT WITH NO FAULTS. THERE WAS NO SIGNS OF BURNT PAINT, BLISTERING OF PAINT, CRACKS, POPPED RIVETS, WARPED PARTS OR STRUCTURE, MELTED PARTS OR STRUCTURE AND NO DISCOLORING OF PAINT. AS A PRECAUTION ALL FLEXIBLE BRAKE LINES WHERE INSPECTED IN OUR FLEET WITH NO FAULTS FOUND AND ALL FLEXIBLE BRAKE LINES ARE TO BE REPLACED. (TC NR 20070805001)

2007FA0000748	PIPER	PWA	TUBE	CRACKED
7/18/2007	PA31T	PT6A28	3011849	LT ENGINE

FUEL LEAK NOTED ON SHUTDOWN. FUEL TUBE P/N 3011849 WAS CRACKED AT CONNECTION TO START CONTROL UNIT.

CA070803012	PIPER	LYC	TORQUE TUBE	BROKEN
7/28/2007	PA34200	LIO360C1E6	63420006	LT RUDDER

(CAN) THE LT RUDDER CABLE TORQUE TUBE CONNECTION BROKE OFF FROM THE TUBE. RUDDER CONTROL WAS LIMITED TO THE TRIM. (TC NR 20070803012)

2007FA0000729	PIPER	CONT	CONT	BUSHING	MISINSTALLED
8/3/2007	PA34220T	TSIO360RB		538684	CONNECTING ROD

DURING THE PROCESS OF INSPECTING (6 EA) CONNECTING RODS IAW SB 07-1 AND SB 00-3, IT WAS FOUND THAT ALL WRIST PIN BUSHINGS WERE INSTALLED NOT IAW THEIR POSITIONS AS REQUIRED IN THE APPLICABLE SB AS REFERENCED. SPLIT LINE OF BUSHING ON WRONG SIDE OF CENTERLINE. PARTS AS RECEIVED FROM MFG. (K)

2007FA0000783	PIPER	LYC	CONTROL CABLE	BROKEN
8/16/2007	PA44180	O360*	62701153	ELEVATOR

AFT LOWER ELEVATOR CONTROL CABLE BROKE AT TURN BUCKLE BETWEEN CRIMPED BARREL AND END THREADS. SENT CABLE ASSY TO NTSB FOR LAB REPORT. (K)

2007FA0000726	RAYTHN		DOWNLOCK SWITCH	FALSE INDICATION
7/3/2007	C90GT		903610373	MLG

PILOT REPORTED LT MAIN LANDING GEAR DOWN AND LOCKED INDICATION WITH LANDING GEAR RETRACTED. FOUND SWITCH ASSY INDICATOR SHOWING GREEN DOWN AND LOCKED INDICATION IN GEAR RETRACTED POSITION. REPLACED SWITCH ASSY WITH NEW UNIT. LANDING GEAR RETRACTION/ EXTENSION SYSTEM TESTS NORMAL. (K)

CA070803006	RAYTHN	PWA	TIRE	DELAMINATED
8/3/2007	C90GT	PT6A135	0213500	MLG

(CAN) VIBRATION REPORTED ON TAKEOFF AND LANDING STARTING/ENDING AT 60-70 KNOTS, VIBRATION INCREASED AT HIGH SPEEDS ON GROUND AND DISAPPEARED AFTER LANDING GEAR WAS RETRACTED. LT AND RT MAIN WHEEL TIRE BALANCE PATCHES WERE FOUND DELAMINATED AND FLOATING INSIDE WHEEL ASSEMBLIES. RT TIRE P/N 021-350-0 S/N 6121W00482 REPLACED WITH TIRE P/N 850T06-3, LT TIRE P/N 021-350-0

S/N 6200W00106 ALSO REPLACED WITH NEW TIRE P/N 850T06-3 2) HIGH SPEED TAXI CHECKS COMPLETED WITH PILOTS UP TO 100 KNOTS, NO VIBRATIONS NOTED AND AIRCRAFT RETURNED TO SERVICE. (TC NR 20070803006)

CA070803009	RAYTHN	PWA	TIRE	OUT OF ROUND
8/3/2007	C90GT	PT6A135	0763670	NLG

(CAN) NOSE WHEEL SHIMMY TIRE PN 076-367-0 SN 4190W00091 FOUND OUT OF ROUND .5 INCH. TIRE REPLACED AND REBALANCED. NOSE WHEEL STEERING DAMAGE CAUSED BY SHIMMY REPAIRED AS REQUIRED ALL WORN BOLTS, BUSHINGS, BEARINGS AND NOSE STEERING IDLER ASSY. REPLACED NEW. (TC NR 20070803009)

2007FA0000811	ROBSIN	LYC	BELT	BROKEN
9/6/2007	R22BETA	O360C1F	B1731	ALTERNATOR

ALTERNATOR LIGHT CAME ON DURING CRUISE FLIGHT. FOLLOWED HELICOPTER FLIGHT MANUAL PROCEDURES AND RETURNED TO LANDING. UPON INSPECTION IT WAS DISCOVERED THAT THE ALTERNATOR BELT HAD BROKEN AND DEPARTED THE AIRCRAFT IN FLIGHT. NO OTHER DAMAGE RESULTED

CA070808001	ROBSIN	LYC	MUFFLER	CRACKED
8/7/2007	R44RAVENII	IO540AE1A5	C16932	TAILPIPE

(CAN) DURING SCHEDULED INSPECTION. AD CF90-03R2 BEING ACCOMPLISHED, A LARGE CRACK WAS FOUND AT THE TAILPIPE ATTACHMENT POINT, IN THE MUFFLER SUB-ASSY. IT WAS DIFFICULT TO DETERMINE ROOT CAUSE OF CRACK ORIGINATION, BUT POSSIBLE CAUSE WAS IMPACT WITH FOREIGN OBJECT WHEN AIRCRAFT LANDED IN AN UNPREPARED LANDING AREA. MUFFLER SUB-ASSEMBLY P/N C169-32 REPLACED WITH NEW ASSY, SAME P/N, A/C RELEASED FOR CONTINUED OPERATION (TC# 20070808001)

CA070827011	ROBSIN	LYC	SERVO	MALFUNCTIONED
7/31/2007	R44RAVENII	IO540AE1A5	25766304	FUEL SYSTEM

(CAN) DURING START UP, THE AIRCRAFT COULD DEVELOP AND POWER ABOVE 80 TO 85 PERCENT POWER INPUTS. THE SERVO WAS INSTALLED AND REMOVED WITH A TOTAL OF 3.7 HRS IN OPERATION ON THIS AIRCRAFT. SERVO WAS SENT FOR REPAIR AND CONTAMINATION WAS REPORTED TO BE THE CAUSE OF LACK OF POWER. NO ISSUE WERE NOTED IN AIRCRAFT FUEL SYSTEM AND REPLACEMENT OF SERVO FIXED THE PROBLEM. (TC NR 20070827011)

CA070814010	SKRSKY	GE	ENGINE	MALFUNCTIONED
8/7/2007	S61N	CT581401		

(CAN) ROTORCRAFT WAS LOGGING AT THE TIME OF THE ENGINE SHUTDOWN. THE AIRCRAFT WAS HOVERING ABOVE A LOG GETTING READY TO PULL THE LOG FROM THE SETTING. NR 1 ENGINE INDICATIONS DROPPED OFF (IE OIL PRESSURE, FUEL PRESSURE, NG). THE AIRCRAFT RELEASED ITS LONGLINE AND BEGAN AN UNSCHEDULED LANDING. THE AIRCRAFT LANDED WITHOUT INCIDENT AND THE ENGINE WAS REMOVED FOR INSPECTION. (TC NR 20070814010)

CA070807006	SNIAS	TMECA	PIN	WORN
7/14/2007	AS332C	MAKILA1A	332A38101521	M/R GEARBOX

(CAN) ON MAIN ROTOR GEARBOX REMOVAL SMALL PIN P/N 332A38-1015-21 FOUND INSTALLED IN LIEU OF LARGE PIN P/N 332A38-1019-21 IN LOWER POSITION OF FORWARD SUSPENSION BAR. RESULTANT, RADIAL PLAY 6 MM APPROXIMATELY. MFG CONTACTED TO DETERMINE FURTHER ACTION. RECORDS INDICATE PIN INSTALLED FOR 40 FLIGHT HOURS. (TC NR 20070807006)

WTU0702	SNIAS	TMECA	STARTER GEN	INOPERATIVE
8/28/2007	AS350B2	ARRIEL1D1	150SG122Q	ENGINE

WHILE CONDUCTING A ROUTINE PATROL AT NIGHT THE GENERATOR FAILED AND WOULD NOT RESET. ALL NON ESSENTIAL EQUIPMENT WAS SHUTOFF AND THE PILOT RETURNED TO BASE UTILIZING BATTERY BUSS POWER WITHOUT FURTHER INCIDENT.

2007FA0000753	SNIAS	TMECA	LINE	LEAKING
7/24/2007	AS350B2	ARRIEL1D1	704A34412938	HYD SYSTEM

AC HAD HYDRAULIC LIGHT, PILOT PERFORMED A PRECAUTIONARY LANDING AT THE AIRPORT. UPON INSP FOUND HYDRAULIC LINE FROM PUMP TO MANIFOLD LEAKING AT THE BOTTOM OF THE SWEDGE FITTING. HYDRAULIC LINE WAS REPLACED WITH NEW LINE. HYDRAULIC SYSTEM WAS SERVICED, GROUND RUN, AND LEAK CHECK NORMAL. FLIGHT CONTROL CHECK NORMAL. AC WAS RETURNED TO SERVICE. (K)

CA070803007	STBROS	PWA	ENGINE	DAMAGED
6/17/2007	SD360	PT6A67R	PT6A67R	

(CAN) ON SHORT FINAL, THE ENGINE LOST POWER AND SMOKE WAS SEEN EXITING THE ENGINE EXHAUST. POST-FLIGHT INSPECTION REVEALED INTERNAL ENGINE DAMAGE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE COMPLETED. (TC NR 20070803007)

CA070803011	STBROS	PWA	BOLT	SHEARED
6/15/2007	SD360	PT6A67R	MS949034	REDUCTION GEAR

(CAN) ON CLIMB, ENGINE OIL PRESSURE WAS SEEN TO FALL TO ZERO AND THE ENGINE WAS SHUTDOWN IN FLIGHT. SUBSEQUENT INVESTIGATION REVEALED A SHEARED 1ST STAGE REDUCTION GEAR CARRIER BOLT. (TC NR 20070803011)

2007FA0000731	SWRNGN	GARRTT	PIPE	ARCED
6/25/2007	SA226TC	TPE331*	2784187019	RT WING BLEED AI

IB OF RT NACELLE, BLEED AIR PIPE (PN 2784187019), CHAFED OR BURNED THROUGH THE ASBESTOS SLEEVE SURROUNDING THE STARTER RELAY WIRING, WHICH THEN ARCED A HOLE IN THE BLEED PIPE, WHICH THEN BURNED THE SHIELDING FROM THE STARTER RELAY WIRES, WHICH THEN ARCED A HOLE IN A HYDRAULIC LINE (PN 2781032403), RESULTING IN A FIRE.

2007FA0000790	SWRNGN	GARRTT	PIPE	DAMAGED
9/1/2007	SA226TC	TPE331*	2784187015	BLEED AIR

NOTE: AIRCRAFT HAS BEEN PARKED FOR 2 YEARS AFTER BEING DAMAGED IN HURRICANE. AIRCRAFT WAS BEING DISASSEMBLED FOR SALVAGE. IB OF RT NACELLE, BLEED AIR PIPE, PN: 27-84187-015, HAS CHAFED/BURNED THROUGH THE ASBESTOS SLEEVE SURROUNDING THE STARTER RELAY WIRING AND HAS ARCED A HOLE IN THE BLEED PIPE, WHICH THEN ALLOWED BLEED AIR TO MELT THE SHIELDING FROM ONE OF THE WIRES. (K)

2007FA0000788	UROCOP	PWA	EEC	FAILED
8/10/2007	EC135P1	PW206B	8168776007	ENGINE

EEC CAUSED ENGINE TO DROP FROM FULL POWER TO IDLE IN CRUISE FLIGHT WITH AN ENGINE FAILURE AND ENGINE MANUAL HORN AND LIGHT. (K)

CA070803013	UROCOP	PWA	TURBINE BLADES	DAMAGED
6/25/2007	EC135P1	PW206B		ENGINE

(CAN) THE ENGINE WAS REPORTED TO HAVE SHUTDOWN IN CRUISE. SUBSEQUENT INSPECTION REVEALED POWER TURBINE BLADE DAMAGE. MFG WILL INVESTIGATE THE EVENT AND ADVISE OF ROOT CAUSE ONCE DETERMINED. (TC NR 20070803013)

END OF REPORTS