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Regulatory Support Division

ADVISORY CIRCULAR

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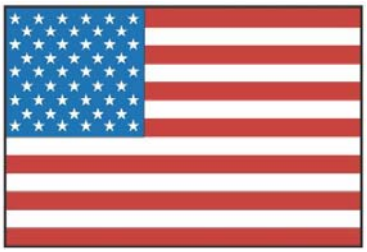
AVIATION MAINTENANCE ALERTS



ALERT NUMBER 365

DECEMBER 2008

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

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provides 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

BEECHJET

Beechjet: 400A; Cracked Bleed Line Brackets; ATA 5312

A technician for an operator describes a repeating defect for this model aircraft. "While performing an A-B Inspection *(I)* found the right aft fuselage bleed air line attach brackets pulled *(free)* from the aft fuselage bulkhead—resulting in cracks in this part *(bulkhead P/N 45A34901-11)* at frame station 329.92. I recommend *(scrutinizing)* this area thoroughly at each inspection—contacting Hawker Beechcraft *(if necessary)* for repair options.

"This is the fifth aircraft in a row that this *(particular)* bulkhead *(has been found)* cracked, occurring on both left and/or right hand sides *(of the fuselage)*."

(A search of the FAA Service Difficulty Reporting System database revealed only two entries for this bulkhead part number—maybe the other three occurrences didn't get submitted? Also--please note the missed opportunity for a couple of dramatic photos! It's easy to miss the mechanical "importance" through endless words—a couple of closeup photos will command much more attention—Ed.)

Part *(aircraft)* Total Time: 3,053.6 hours.

CESSNA

Cessna: 172A; Broken Control Wheel; ATA 2701

A technician states, "Upon taxiing from the refueling *(location)* the pilot was making a left turn in front of the hanger. He pulled the control wheel full aft (to take the weight off the front wheel)—then the control wheel broke off in his hand. *(Ambient*) air temperature was approximately 20 degrees. This break *(formed across the wheel...)* from the lower left to the upper right (7—2 o'clock)."

(Control wheel P/N: 0513168-2. A search of the FAA Service Difficulty Reporting System database revealed only three occurrences of this part number; however, truncating up to the last three digits yields 61 of these kind of failures!)

Part Total Time: (unknown).

Cessna: 172S/T206: Loose Fuel-Servo Plugs; ATA 7322

(The following description combines four defect reports on the above two aircraft models: three 172's and one T206. All four reports were written by the same repair station technician and describe the same defect—with the indicated differences.)

172's: "While performing Precision Service Bulletin PRS-107 *(I)* found the *(fuel servo's)* hex-nut plug finger loose (P/N 383493). *(A note indicates a warm engine will probably make this condition more apparent.)* I suspect this *(plug)* was *(improperly torqued)* from the factory." *(Fuel servos - Precision: RSA-5. Part times: 31.8, 449.5, and 504.0 hours.)*

T206: "While performing Precision Service Bulletin PRS-107 *(I)* found the *(fuel servo's)* hex-nut plug finger loose (P/N 383493). Red dye was also found inside the fuel servo air chamber. This aircraft has had an issue with lean idle mixture in the past. *(A note indicates a warm engine will probably make this condition more apparent.)* I suspect this *(plug)* was *(improperly torqued)* from the factory and the red dye was not flushed from the chamber. *(This unit)* was sent to the overhaul facility to have *(these defects)* corrected—and the requirements of PRS-107 Service Bulletin *(complied with)*." *(Fuel servos: Precision: RSA-10. Part time: 309.2 hours.)*

(A search of the FAA Service Difficulty Reporting System database revealed six entries for this loose plug.)

Part Total Times: 31.8, 449.5, 505.0, and 309.2 hours (respectively).

Cessna: 207; Failed Fuel Pressure Hose; ATA 7310

"The metered-fuel, pressure hose failed," says the submitting mechanic. "This hose runs from the fuel injector distributor to the firewall. A low pressure test of the failed hose revealed multiple leaks along *(its)* length. This hose was installed in April 2003—*(the leaks discovered)* in February 2008 *(from intermittent engine operation).* The hose time in service was 1563.0 hours. The following information was noted on the identification tag: Stratoflex PT/BA, 156mA001-3SO350, CDQ02WO8316, OP1500PSI, TSOC53a.A, C75I/II-A-S/P, A12/12/02, OT275F. This hose was part of an Aviall hose kit, number 2738916 dated 12/12/02. In the recent past this same hose (on another aircraft in our fleet) has had the same type of failure at (approximately) 1600 hours in service." *(A Cessna part number was not included with this submission—Ed.)*

Part Total Time: 1,563.0 hours.

Cessna: 210; Failed Oil-cooler Gasket; ATA 7921

An A&P mechanic holding an *inspection authorization* states, "The oil cooler adapter gasket failed in flight, causing two quarts of oil (within one hour) to be pumped into the engine cowling. This engine *(IO520)* is a Continental factory remanufactured engine with 140 hours since November 2004. On inspection and disassembly the oil cooler adapter bolts did not appear to be torqued *(properly)*—but the gasket itself was brittle and leaking *(P/N 649964)*. The engine and adapter surfaces were *(both)* flat and clean. This is the second time I have

witnessed this failure on these remanufactured engines. The replacement gasket appears to be a better quality—I think Continental should *(investigate)* this problem. This engine holds 12 quarts of oil: when it's gone you are landing...."

Part Total Time: 140.0 hours.

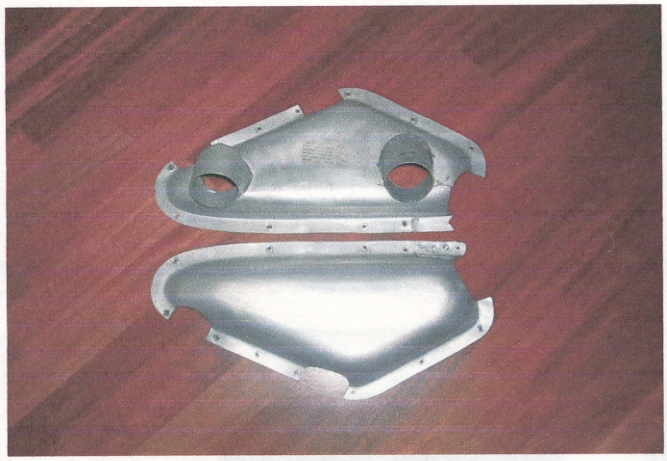
LUSCOMBE

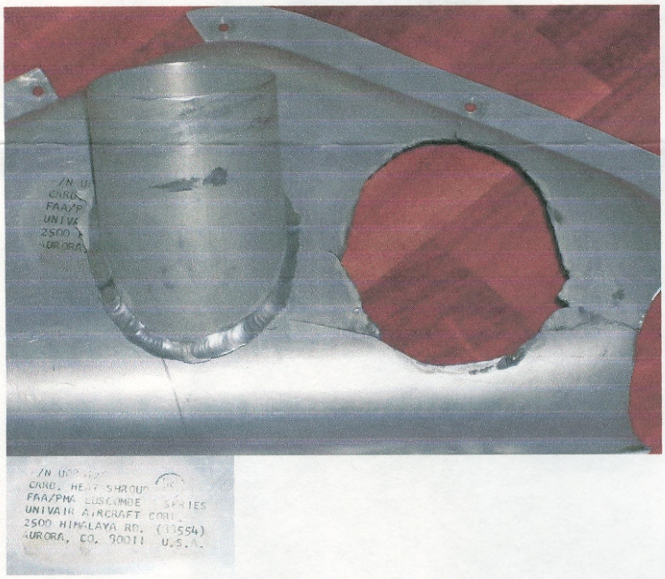
Luscombe: 8E; Broken Carburetor Heat Muff; ATA 7160

(This particular airplane has a Continental C-85-12F engine under the hood.)

Another A&P/IA mechanic says, "After a flight it was noted a portion of scat hose was hanging from the bottom of a cowling opening. Inspection found the carburetor heat flange had separated with the scat hose and attached clamp from the inboard half of the right carburetor heat muff. The heat muff halves were removed and inspected. Examination of the failed round duct flange found the entire tube broken off at the circumference along the edge of the weld. Secondly, there were about six "spider-like" cracks around the broken hole, propagating outwards. A total of 16 cracks and broken tabs—including a previous "patch" repair were noted on both inboard and outboard muff halves. An inner muff rib which was tack-welded in three places had one tack weld broken, and on the opposite (outside) were slight burn-through areas *(also having)* two small cracks *(from these tack-welds).*

"This part was stamped by Univair Aircraft Corporation *(P/N U086126)*. It had approximately 560.5 hours time in service. According to Univair the type alloy material used in the FAA/PMA part is 2024-T3. AC *(Advisory Circular)* 43.13-1B (paragraph 4-89d) mentions '...2024 and 7075 Aluminum. Do not weld these two aluminum alloys....' This *(part's)* material is contrary to the FAA Advisory Circular and to ASTM and AWS codes and standards in welding."




CARD. HEAT SHROUD
FAA/PMA
UNIVAIR AIRCRAFT CORP.
2500 HIMALAYA RD. (10554)
AURORA, CO. 80011 U.S.A.

(This report is particularly strange—given no one on planet Earth with the least welding experience could long endure coaxing 2024 not to crack—Ed.)

Part Total Time: 560.5 hours.

PIPER

Piper: PA18-150; Broken Main Gear Cabane Fitting; ATA 3213

"The pilot stated he performed an off-airport landing along a beach while hunting in Western Alaska," says this submitter. "Upon landing, the upper R/H main landing gear cabane fitting broke. The landing gear safety cables prevented a total gear collapse."

(The 3rd edition of Dale Crane's Dictionary of Aeronautical Terms provides the following definition: "Cabane—an arrangement of struts or other supporting structure that holds the wing of an airplane above the fuselage. A high-wing monoplane whose wing is held above the fuselage with a cabane is called a parasol monoplane." This report's unidentified submitter does not make clear that "cabane" is being used in a literal/technical sense as per the landing gear STC manufacturer: F. Atlee Dodge, SA4618NM. "Cabane Vee Fitting: P/N 3166-1." Ergo, this term is not being restricted to "above the fuselage" support structure.)

Part Total Time: (unknown).

Piper: PA28-140; Broken Main Gear Torque Link; ATA 3210

"The torque link *(broke)* on an aborted landing," states a mechanic, "allowing the wheel and axel assembly to separate from the aircraft. A safe landing on the upper casting assembly was made—*(sustaining)* damage to it and the flap. Airworthiness Directive 72-08-06 *(referencing)* this torque link called for a 500 hour inspection interval *(...last performed 203.8 hours prior to this incident)*. I suggest this AD be changed—to retire this part at 5,000 hours."

(Main gear torque link P/N: 65691-00. "Retire" the part at 5,000 hours? You're being generous! Observe the part time in the next report—Ed.)

Part Total Time: 6,910.7 hours.

Piper: PA44-180; Cracked Nose Gear Drag Link; ATA 3230

A repair station technician says, "The nose gear drag link (P/N 86280-003) was found cracked in the pivot bolt housing where a standard AN175-22A bolt attaches the nose gear down-lock (P/N 86275-004). This is probably a fatigue crack from normal cycle time on the gear. I recommend visual inspection of the area at a specific period of time (to be determined by the manufacture)."

(A search of the FAA Service Difficulty Reporting System database for number 86280 returns 4 similar reports on PA44 drag links.)

Part Total Time: 2,350.4 hours.

HELICOPTERS

SIKORSKY

Sikorsky: S-76B; Cracked Tail Rotor Spar; ATA 6410

A repair station technician says, "During a routine inspection, a slight (and occasional) "click" was heard while flexing the tail rotor blade. The blade assembly (P/N 76101-05501-42) was removed for precautionary measures and sent to Composite Technology Incorporated (Grand Prairie, Texas) for inspection and evaluation. Upon disassembly and inspection the spar was found to have cracks coming from the elliptical plug area. The spar was subsequently changed, the blade inspected and returned to serviceable condition."

(Good ears; good catch! A search of the FAA Service Difficulty Reporting System database returns only one other similar defect report—Ed.)

Part Total Time: 2,905.8 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) database that is maintained by the Aviation Data Systems Branch, AFS-620, in Oklahoma City, Oklahoma. The iSDR web site supports the Flight Standards Service (AFS), Service Difficulty Program by providing the aviation community with a voluntary and electronic means to conveniently submit in-service reports of failures, malfunctions, or defects on aeronautical products. The objective of the Service Difficulty Program is to achieve prompt correction of conditions adversely affecting continued airworthiness of aeronautical products. To accomplish this, 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 database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the address below.

The SDRS and iSDR web site point of contact is:

Pennie Thompson
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-1150
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
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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 database. This is not an all-inclusive listing of Service Difficulty Reports. For more information, contact the FAA, Regulatory Support Division, Aviation Data Systems Branch, AFS-620, located in Oklahoma City, Oklahoma. The mailing address is:

FAA
Aviation Data Systems Branch, AFS-620
PO Box 25082
Oklahoma City, OK 73125

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

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

Federal Aviation Administration

Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	**Aircraft Model**	**Engine Model**	**Component Model**	**Part Number**	**Part Location**
CA070518003				LEVER	MISMANUFACTURED
5/15/2007				206061716003	FCU

(CAN) DURING INSP, ENGINEER ATTEMPTED TO REPLACE FCU LEVER ON FCU NOT YET INSTALLED ON ACFT. INSTALLING BOLT P/N AN173-5 COULD NOT BE INSERTED THROUGH HOLE BORE OF LEVER. BORE FOUND UNDERSIZE AND REMOVED FROM SERVICE. (TC NR 20070518003)

CA070608010				SHAFT	DAMAGED
6/8/2007				RG36343	GEARBOX PUMP

(CAN) S 76 MAIN GEARBOX REMOVED FOR GENERATING METAL. TSN 1556.5 THE METAL HAS BEEN SENT OUT FOR ANALYSIS TO ENSURE THAT IT IS THE TYPE CONSISTANT WITH THE DAMAGED PARTS. WE WILL ATTACH THE REPORT WHEN RECEIVED. (TC NR 20070608010)

CA070704018			LORAL	LINER	SEPARATED
7/2/2007			95409761	95214071	BRAKE ASSY

(CAN) DURING THE ROLLOUT AFTER LANDING, THE FLIGHT CREW NOTICED THE LT BRAKE PEDAL TRAVEL WAS MORE THAN NORMAL. UPON INSP IT WAS NOTED THAT THE FIXED LININGS P/N 9521407-1 (2 OF THE 3) HAD SEPARATED FROM THE BRAKE ASSY. THE LININGS WERE LATER LOCATED ON THE RUNWAY THAT THE ACFT HAD LANDED ON. THERE WAS NO VISIBLE EVIDENCE AS TO WHY THE LININGS SEPARATED. ONE THEORY IS THAT A FOREIGN OBJECT SUCH AS A ROCK WAS THROWN INTO THE BRAKE ASSY AT THE TIME OF LANDING. THE ACFT WAS INSPECTED, THE BRAKE ASSY WAS REPLACED AND THE ACFT WAS RETURNED TO SERVICE. (TC NR 20070704018)

CA070705008				HOUSING	CRACKED
7/5/2007				10160858	MAGNETO

(CAN) MAG SENT IN FOR 500 HR INSP. FOUND MOUNTING EAR CRACKED WHERE HOLD-DOWN NUT AND WASHER CONTACT EAR. THIS IS A NEW STYLE OF CASTING FROM MFG WITH THE NAME "EMPIRE" CAST INTO THE INTERIOR OF THE HSG AND JUST THE LETTERS "TCM" CAST ON THE OUSIDE OF THE HSG. THE OLD STYLE OF HSG HAD EITHER "TCM" OR "BENDIX" AND THE MAGNETO INFORMATION BLOCK CAST INTO THE OUTSIDE OF THE HSG. THE OLD STYLE OF HSG WOULD CRACK IF OVERTORQUED OR IF THE WRONG GASKET WAS USED IN APPROXIMATELY 1 OUT OF 30 MAGS RECEIVED FOR INSP. IN THIS CASE 4 OF 6 MAGS WITH THE NEW CASTING HAVE CRACKS IN THIS LOCATION. SEPERATE SDR`S WILL BE FILED FOR EACH MAGNETO. (TC NR 20070705008)

CA070712003				ELT	ACTIVATED
7/12/2007				ELT97A256	

(CAN) ELT ACTIVATED ON FIRST ENGINE START. DIDN`T LEAVE THE GROUND. (TC NR 20070712003)

CA070730001				G SWITCH	MALFUNCTIONED
7/30/2007					ELT

(CAN) DURING ANNUAL INSP IT WAS FOUND THAT THE G-SWITCH OPERATION WAS OVERSENSITIVE. UNIT REJECTED AND RETURNED TO MFG FOR REPAIR (TC NR 20070730001)

CA070730004			HONEYWELL	ROTOR	FAILED

1/2/2007 6431041 GENERATOR

(CAN) RECENT DASH 8 400 AC GENERTOR (P/N1152218-3,-4,-5) FAILURE INVESTIGATIONS AT MFG HAVE IDENTIFIED THE MAIN ROTOR BANDS AS THE INITIAL FAILURE LOCATIONS FOR FIVE GENERATORS INVESTIGATED (S/N 062C-0420, 062C-0421, 1152218-00026, 1152218-00062, 1152218-00064). FIELDED AC GENERATORS MAY HAVE A WELD JOINT NONCONFORMANCE ASSOCIATED WITH INTERNAL ROTOR BANDS (QTY 2 IAW GENERATOR). THE NONCONFORMANCE IDENTIFIED IS AN INCOMPLETE FUSION OF THE WELD JOINT. THIS CONDITION WAS INITIALLY IDENTIFIED IN EARLY JAN 2007 ON GENERATOR S/N 1152218-00064 ORIGINALLY SHIPPED ON FEB 20, 2006. (TC NR 20070730004)

CA070322010 TAPE BLISTERED

3/14/2007 PROPELLER

(CAN) DURING VISUAL INSP, IT WAS FOUND THAT THE TAPE USED ON THE L/E OF THIS PROP WHICH WAS INSTALLED BY THE MFG UNDER SPECIFICATION SP-127 WAS STARTING TO BLISTER AND SEPERATE FROM THE L/E, WORSE AT THE TIPS. TAPE WAS REMOVED AND LOG ENTRIES CARRIED OUT. NO WEIGHT AND BALANCE CHANGES AND THOUGH DISCUSSIONS WITH BOTH PROP MFG AND ACFT MFG, THEIR IS NO ILL EFFECT ON BALANCE AS LONG AS BOTH BLADE TAPES ON BOTH BLADES ARE REMOVED.. (TC NR 20070322010)

CA080704004 BEARING LACK OF LUBE

7/4/2008 MLG WHEEL

(CAN) EXCESSIVE WHEEL BEARING NOISE WAS NOTED FROM LANDING GEAR DURING TAXIING. INVESTIGATION REVEALED THAT WHEEL BEARING GREASE HAD WASHED OUT OF THE BEARING AND ONTO THE WHEEL HALF. WATER HAD PERMEATED THE GREASE AND CAUSED EXCESSIVE CORROSION TO THE BEARING AND CUP. U/S PARTS WERE REPLACED. THIS IS THE SECOND OCCURRENCE OF THIS PROBLEM. WE DID NOT REPORT THE FIRST 1 AS WE THOUGHT IT WAS AN ISOLATED CASE. HOWEVER, IT APPEARS IT IS NOT.

CA070629002 PACKING DEFECTIVE

6/29/2007 HYD ACTUATOR

(CAN) WHILE REPLACING O-RINGS AND BACK-UP SEALS IN SOME HYDRAULIC ACTUATORS, FOUND SOME OF NEW BACK-UP SEALS DEFECTIVE. THE CHAMFERED EDGE OF THE SEAL IS TO SHORT WHICH IN TURN CAUSED THE EDGE TO DAMAGE THE O-RING. IT SEEMS TO ACT AS A KNIFE EDGE. ALL SEALS IN A BATCH WERE NOT FOUND LIKE THIS, ONLY A FEW. THAT IS WHY SOME OF OUR ACTUATORS HAVE BEEN LEAKING DUE TO THE BACK-UP SEAL CUTTING THE O-RING. WILL BE SENDING A REPORT AND PICTURES TO THE VENDOR.

CA070705011 BENDIX HOUSING CRACKED

7/5/2007 10160858 MAGNETO

(CAN) MAGNETO SENT IN AS A CORE, BUT HAS SAME CRACK AS 3 OTHER MAGNETOS RECEIVED FOR REPAIR. THIS CRACK IS IN A NEW STYLE OF CASTING PUT INTO PRODUCTION BY MFG.

CA080610003 SKIN DELAMINATED

6/9/2008 25W181001501 LT AILERON

(CAN) WHILE ON DECENT THROUGH 32,000 FT ENROUTE A MUFFLED BANG WAS HEARD BY THE CREW OF THE ACFT. AFTER A REVIEW OF THE ACFT INDICATIONS AND HANDLING AND GENERAL CONDITION, IT WAS UNCERTAIN WHERE THE NOISE HAD COME FROM. IT HAD BEEN THOUGHT THAT IT MAY HAVE BEEN A CABIN SLIDING DOOR. NO PROBLEMS WERE ENCOUNTERED ON THE APPROACH OR LANDING. MAINT DURING A POST FLIGHT WALK AROUND FOUND THE LT AILERON UPPER SURFACE DELAMINATING FROM THE HONEYCOMB STRUCTURE FROM ABOUT HALFWAY OUT THE AILERON TO THE INBD EDGE. REPLACEMENT AILERON ON ORDER AND THE DAMAGED ONE WILL BE SENT FOR FURTHER INVESTIGATION.

CA080603006 HINGE BRACKET WORN

5/28/2008 00100018273 RT WING

(CAN) REAR SPAR, RT LOWER WING AILERON, HINGE BRACKET INNER OUTER SHELL BECOMING LOOSE IN BEARING (REPLACED WITH NEW) (TC NR 20080603006)

CA080612007 BEARING LOOSE

6/12/2008 MAGNETO

(CAN) MAG WAS SOLD TO A CUSTOMER AS AN EXCHANGE UNIT. WHEN INSTALLING THE CUSTOMERS MAGNETO DRIVE 0.004 INCH OF END PLAY WAS NOTICED AT THE ROTOR. MFG REQUIRES 0.0005 TO 0.0015 INCH END PLAY AT ASSY. THIS WAS A FACTORY REBUILT MAGNETO. THE MAG WAS REPAIRED BY PROPERLY SHIMMING THE BEARINGS AND RETURNED TO SERVICE.

CA080619002 SLIDE LOOSE

6/17/2008 101651303

(CAN) SLIDE UNIT`S HAVE BEEN DEVELOPING PROBLEMS WITH THE ADHESIVE HOLDING MANY OF THE SEAMS TOGETHER AS THEY AGE BEYOND THE 20 YEAR THRESHOLD. THERE HAVE BEEN SEVERAL INSTANCES WHERE SLIDE TUBES FROM UNITS MFG CIRCA 1984 HAVE RUPTURED UPON INFLATION TEST. MOST RECENTLY, A SLIDE MFG CIRCA 1986 (PN 101651-303, SN B51-325) SHOWED, UPON INFLATION TESTING, THAT MANY OF THE SEAMS HAVE BECOME COMPLETED DISBONDED IN AREAS SUCH AS THE CANOPY AS WELL AS IN BETWEEN THE MAIN UPPER AND LWR INFLATION TUBES. IT APPEARS THAT THE SLIDE UNITS, AS THEY AGE BEYOND 20 YEARS FROM DATE OF MFG, HAVE EXPONENTIALLY INCREASING FAILURE RATES AS SHOWN WHEN BROUGHT INTO THE SHOP ENVIRONMENT FOR CHECK/OVERHAUL. ONE CAN ONLY ASSUME THAT FAILURE OF THESE UNITS IS A REAL POSSIBILITY DURING AN EMERGENCY SITUATION. ALTHOUGH THE MFG RECOMMENDS VIA SL, AN ANNUAL CHECK OF THESE UNITS ONCE THEY HAVE AGED BEYOND 15 YEARS, THE PRACTICE IS NOT NECESSARILY COMMONPLACE. THESE INSTRUCTIONS SHOULD BE MADE MORE STRINGENT IE. SB.

CA080623011 DORNEMARGLN G SWITCH FAILED

6/23/2008 ELT

(CAN) WHEN PERFORMING THE ANNUAL TESTS REQUIRED BY CAR 571 APPENDIX G FOUND G SWITCH WOULD NOT ACTIVATE. ELT REPLACED WITH SERVICEABLE UNIT.

2008FA0000748 FUEL TANK DAMAGED

11/1/2008 CB959

FUEL TANKS WERE FOUND TO HAVE SIGNIFICANT LEAKS IN AN AREA NOT CLOSE TO ANY SEAMS, WELDS, OR BOSSES. THERE WERE NO VISIBLE DENTS, DINGS, SCRATCHES, GOUGES OR OTHER DAMAGE IN THE AREAS OF THE LEAKS. THE LEAK HOLES WERE MUCH SMALLER THAN THE DIAMETER OF A PIN AND WERE NOT VISUALLY DETECTABLE. TANKS WERE TAGGED UNAIRWORTHY. FUEL TANKS WERE ALSO TAGGED UNAIRWORTHY PENDING FURTHER TESTINGS AS A PRECAUTION. (K)

CA080716009 G SWITCH STICKING

7/16/2008 E01G ELT

(CAN) DURING ANNUAL BENCH RECERTIFICATION OF ELT, THE OPS OF THE G-SWITCH WAS TESTED AND FOUND TO BE STICKING INTERMITTENTLY. THE G- SWITCH WAS REPLACED AND OPS WAS TESTED SEVERAL TIMES TO ENSURE NEW G SWITCH IS OPERATING CORRECTLY. NO FURTHER PROBLEMS NOTED

CA080722008 ROTOR BROKEN

7/22/2008 M3548 MAGNETO

(CAN) MAGNETO INSPECTED FOR SB 2-08/3-08 COMPLIANCE. DISTRIBUTOR GEAR FAILED, ROTOR GEAR FAILED, CARBON BRUSH FAILED. DURING REMOVAL OF ROTOR GEAR FOR REPLACEMENT, BROKEN POST LODGED IN GEAR. DISTRIBUTOR GEAR AND ROTOR GEAR WERE HOLDING THE BROKEN POST IN PLACE DURING OPERATION. EDGE OF BROKEN POST WAS WORN INDICATING BREAK OCCURRED SOME TIME AGO.

CA070808004 CAPACITOR MISMANUFACTURED

8/8/2007 10400576 MAGNETO

(CAN) WHEN REMOVED FROM PACKAGE (NEW) THE FLAG TERMINAL THAT CONNECTS TO THE POINTS IN THE MAGNETO DID NOT HAVE ANY WIRE VISIBLE OUTSIDE THE CRIMP AREA OF THE TERMINAL. ACCORDING TO MFG, THE WIRE MUST BE FLUSH OR EXTENDED SLIGHTLY BEYOND THE CRIMP AREA. ALL 54 CAPACITORS IN STOCK WERE CHECKED AND FOUND TO HAVE THE SAME DEFECT. THESE CAPACITORS WILL BE SENT BACK TO TCM FOR WARRANTY EVALUATION.

CA080709011 BEARING RACE FRACTURED

7/9/2008		A1851B	PROPELLER

(CAN) PROPELLER WAS RECEIVED IN SHOP FOR REMOVAL OF A BROKEN OFF GREASE NIPPLE IN BLADE CLAMP. BLADE CLAMP REQUIRED REMOVAL TO EXTRACT BROKEN GREASE NIPPLE. WHEN THE CLAMP WAS REMOVED A CHIP OF THE OTBD BEARING FELL OUT. AFTER EXAMINING THE BEARING IT WAS DETERMINED THAT THE ENTIRE ASSEMBLY SHOULD BE REPLACED DUE TO EXCESSIVE RACE AND BALL WEAR. IT SHOULD BE NOTED THAT THE GREASE IN THIS CLAMP WAS BLACK FROM METAL WEAR WHEREAS THE GREASE IN THE OTHER 2 BLADE CLAMPS WAS IN NORMAL CONDITION FOR THIS PROP TYPE. BEARING WAS REPLACED AND PROPELLER RETURNED TO SERVICE.

CA080714006	BFGOODRICH	LINE	MISROUTED
7/14/2008			ESCAPE SLIDE

(CAN) FIRST VISIT IN SLIDE SHOP OF THE ERJ-175 SLIDE S/N ED0522 FTN 4W94YL DURING THE INCOMING INSPECTION IT WAS DISCOVERED THAT THE FOLLOWING PROBLEMS WOULD HAVE PREVENTED THE DEPLOYMENT OF THE SLIDE EITHER MANUALLY OR AUTOMATICALLY. CORD WAS FORGOTTEN ON THE SPEED LACING LOOP THUS PREVENTING AUTO DEPLOY. PHOTO FIG. 1 THE MANUAL FIRING LINE WAS NOT ROUTED PROPERLY. PHOTOS ARE FIG. 2 AND 3.

CA080903016	SLICK	ROTOR	BROKEN
9/3/2008			MAGNETO

(CAN) CUSTOMER RETURNED MAG FOR WARRANTY PURPOSES. MAG ROTOR SHAFT WAS BROKEN BETWEEN THE DRIVE END BEARING AND THE MAGNET PORTION. THE BREAK STILL ALLOWED THE ROTOR TO SPIN BUT THE ROTOR STARTED TO CONTACT THE HOUSING. THE CUSTOMER CLAIMS THAT THIS IS THE SECOND MAG THEY HAVE SEEN WITH THIS TYPE OF FAILURE. THIS MAG HAD THE NAS1149CO632R WASHER INSTALLED UNDER THE DRIVE GEAR AS PER TCM SB03-7. THE HUB WAS INSPECTED AS PER SLICK SB1-07 AND NO CRACKING WAS FOUND. MAG WAS RETURNED TO MANUFACTURER FOR FURTHER INVESTIGATION.

CA080904001		BATTERY	LEAKING
9/2/2008			ELT

(CAN) ELT WAS FUNCTION TESTED DURING ROUTINE SCHEDULED INSPECTION AND WOULD NOT TRANSMIT. SUBSEQUENT INSPECTION AT AVIONICS SHOP REVEALED LEAKING BATTERY.

CA080905001	BFGOODRICH	GROMMET	MISMARKED
9/3/2008		9595601143	MLG WHEEL

(CAN) VALVE STEM GROMMET SEAL PN TRRG30 WAS CROSS REFERENCED THEN ORDERED FROM AN ACFT MANUFACTURE SUPPLIER USING THE CROSS REFERENCE NR OF 959.56.01.143. A BAG OF 10 SEALS WERE RECEIVED AS LABELED 959.56.01.143 ON THE OUTER PACKAGING. A VISUAL CONFIRMATION AT A LATER DATE DETERMINED THAT THE PACKAGING RECEIVED FROM THE SUPPLIER ACTUALLY CONTAINED VENDOR PN TRRG6 SEALS. THE REMAINDER OF THE STOCK WAS PULLED AND THE SUPPLIER NOTIFIED. 1 SEAL HAD BEEN ISSUED TO A WHEEL REPAIR. THE WHEEL WAS PULLED FROM STOCK AND THE SEAL WAS REPLACED WITH THE CORRECT SEAL. THE TRRG6 SEAL AND THE CORRECT PN TRRG30 (959.56.01.143) SEAL WERE NOTED VERY SIMILAR IN SIZE AND APPEARANCE. THE SUPPLIER WAS NOTIFIED, AN INVESTIGATION REVEALED THAT THE VENDOR (BF GOODRICH) SHIPPED THE INCORRECT SEAL (TRRG6) TO THE SUPPLIER WHICH IN TURN LABELED THE PART WITH THE ACFT MANUFACTURES PN. THE SUPPLIER CONFIRMED ALL INCORRECT LABELED SEALS WERE REMOVED FROM STOCK.

CA080807003	HAMSTD	THRUST WASHER	CRACKED
7/18/2008		7149A0	BLADE SHANK

(CAN) THE CRACKED BLADE RING IS PART OF THE BLADE ASSEMBLY. A CRACKED RING TYPICALLY RESTRICTS BLADE ROTATION AND CAN SET UP A VIBRATION. PROPELLER WAS REMOVED AND AFTER TEAR DOWN AND INSPECTION A CRACKED BLADE RING (THRUST WASHER) WAS DETERMINED AND OTHER DAMAGE TO THE BARREL ASSEMBLY. REPLACED BLADE THAT HAD THE BROKEN BLADE RING AND OTHER DAMAGED PARTS. PROPELLER ASSEMBLED BALANCED AND RETURNED TO SERVICE.

CA081003003		HOUSING	LOOSE
9/25/2008		149NL	STARTER

(CAN) REAR HOUSING DISCOVERED LOOSE DURING SCHEDULED MX.

CA081003004		HOUSING	LOOSE
9/12/2008		149NL	STARTER

(CAN) REAR HOUSING DISCOVERED LOOSE DURING SCHEDULED MX.

CA081003005		ATTACH BOLT	LOOSE
9/24/2008	149NL		STARTER

(CAN) MOTOR TO HOUSING ATTACH BOLTS LOOSE.

CA081002008	CONT	DISTRIBUTOR GEAR	DAMAGED
9/25/2008	106006141	10357584	MAGNETO

(CAN) MAGNETO RECEIVED WITH TEETH BROKEN OFF THE DISTRIBUTOR GEAR.

CA080909003	SLICK	CAM	WORN
9/9/2008		M3611	MAGNETO

(CAN) MAG WAS INSTALLED ON AN OVERHAULED ENGINE APPROX. 1 YEAR AGO, CUSTOMER HAS YET TO INFORM US AS TO HOURS ON UNIT. THE MAG WAS DISASSEMBLED FOR INSPECTION AND THE CAM THAT OPENS THE CONTACT POINTS WAS FOUND TO BE EXCESSIVELY WORN. THIS IS COVERED BY SLICK BULLETIN SB2-08. THE CAM WAS WORN TO THE EXTENT THAT IT WAS BARELY OPENING THE POINTS. THE MAG WAS RETURNED TO UNISON/SLICK FOR INSPECTION.

CA080909004	SLICK	CAM	WORN
9/9/2008		M3611	LOBES

(CAN) (2ND MAG) MAG WAS INSTALLED ON AN OVERHAULED ENGINE APPROX. 1 YEAR AGO. CUSTOMER HAS YET TO INFORM US AS TO HOURS ON UNIT. THE MAG WAS DISASSEMBLED FOR INSPECTION AND THE CAM THAT OPENS THE POINTS WAS FOUND TO BE EXCESSIVELY WORN. THIS IS COVERED BY SLICK BULLETIN SB2-08. THE CAM WAS WORN TO THE EXTENT THAT IT WAS BARELY OPENING THE POINTS. THE MAG WAS RETURNED TO UNISON/SLICK FOR INSPECTION.

CA080919009		ROTOR	BROKEN
9/18/2008			MAGNETO

(CAN) CUSTOMER COMPLAINED ABOUT DEAD MAG. TIME IN SERVICE IS UNKNOWN. MAG WAS OPENED AND INSPECTED. THE ROTOR GEAR VANE SHOWED INDICATIONS OF RUBBING ON THE HALL EFFECT SENSOR AND HAD CONTACTED THE SENSOR. THIS STOPPED THE ROTOR GEAR WHICH IS INSTALLED IN THE SLOT AND BROKE THE ROTOR SHAFT AT THE BASE OF THE SLOT. THIS INFORMATION IS BEING SENT TO SLICK FOR EXAMINATION.

CA080916005		GPS	MALFUNCTIONED
8/30/2008		GNS530430W	

(CAN) GNS530W AND GNS430W SIMULTANEOUSLY LOOSE SATELLITE RECEPTION. SATELLITES ARE REAQUIRED BETWEEN 2 AND 20 MINUTES LATER. EXTENSIVE TROUBLESHOOTING FOUND NO FAULT WITH THE INSTALLATION. MFG PRODUCT SUPPORT INDICATED THAT SIMILAR REPORTS HAVE BEEN RECEIVED FROM OPERTORS IN ALASKA AND THE ANOMOLY APPEARS AT AROUND THE LATITUDE OF FAIRBANKS. THERE IS A PROBLEM WITH THE GNS SOFTWARE AND THE ALASKA WAAS GROUND STATION. THE WAAS ENGINE IN THE GNS NAVIGATOR MUST BE SHUT OFF IN THAT AUXILLARY MENU SETUP PAGE TO PREVENT SATELLITE LOSS IN NORTHERN LATTITUDES. THIS INFORMATION IS NOT READILLY AVAILABLE TO OPERATORS AND OWNERS.

CA081016007		MAGNETO	INOPERATIVE
10/15/2008		D6RN3200	RT ENGINE

(CAN) DURING PREFLIGHT RUN-UP RT ENG, RT MAGNETO EXPERIENCED EXCESSIVE DROP AND WAS RUNNING ROUGH. UPON INVESTIGATION OF THE MAGNETO IT WAS FOUND THAT THE DISTRIBUTOR GEAR BUSHING HAD WORN IN THE DISTRIBUTOR BLOCK HSG CAUSING A MISS FIRING CONDITION. MAGNETO WAS REPLACED.

2008FA0000835	ALLSN	DIAPHRAGM	CRACKED

9/30/2008	250C20B	23031938	NOZZLE

FLOURESCENT PENTRANT INSPECTION PRODUCED INDICATIONS AT 2 LOCATIONS ALONG BRAZING WHERE DIAPHRAGM AND OUTER RING ARE JOINED. INDICATIONS ARE APPROXIMATELY 1.60 AND 2.50 INCHES LONG, APPROX 180 DEGREES APART. VOIDS IN BRAZING ARE ALSO PRESENT AT 2 LOCATIONS. (K)

CA080621001	ALLSN	COMBUST CHAMBER	CRACKED
6/11/2008	250C20B	6870992	ENGINE

(CAN) ENGINE REPORTED HIGH OPERATING TEMP. ATTEMPTED POWER CHECK BUT NOTED 790 DEGREE TOT IN HOVER. ABORTED POWER CHECK UPON FURTHER VISUAL INSP FOUND RT ARM PIT CRACKED APPROX 5 INCH CRACK.

CA081003009	CONT	THRU BOLT	BROKEN
10/1/2008	IO360KB	652420902	NR 6 CYLINDER

(CAN) ON A PRE-FLIGHT INSPECTION, THE PILOT NOTICED A LOOSE WASHER ON THE FRONT OF THE ENGINE. AFTER FURTHER INSPECTION IT WAS DISCOVERED THAT THE TOP FWD ENGINE THROUGH BOLT FOR NR 6 CYLINDER WAS BROKEN ON THE CYLINDER SIDE. THE LOOSE WASHER WAS BECAUSE THE BOLT SNAPPED AND THERE WAS NO TORQUE ON THE OTHER SIDE AND THE NUT HAD WORKED ITS WAY LOOSE (IT WAS NEVER FOUND). THE BROKEN PIECE OF BOLT AND NUT FROM THAT SIDE WERE FOUND ON TOP OF THE FWD ENGINE BAFFLE. ALL OTHER BOLTS IN THE AREA WERE TORQUE CHECKED AND FOUND SERVICEABLE. NO OTHER DEFECTS WERE NOTED.

CA080730003	CONT	ECI	SPRING	BROKEN
7/30/2008	IO520F			EXHAUST VALVE

(CAN) CYLINDER WAS PULLED DUE TO LOW COMPRESSION. WHEN THE ROCKER COVER WAS REMOVED IT WAS DISCOVERED THAT BOTH THE INNER AND OUTER EXHAUST VALVE SPRINGS WERE BROKEN INTO MANY PIECES.

2008FA0000753	CONT	IMPULSE COUPLING	INOPERATIVE
11/7/2008	IO550N		MAGNETO

WHILE REMOVING MAGNETO FOR EXCHANGE FOUND IMPULSE COUPLING INOPERABLE. THIS IS THE SECOND LOW TIME MAGNETO OF THIS MODEL FOUND WITH A BAD IMPULSE COUPLING.

CA080910003	CONT	CONT	COTTER PIN	MISSING
7/15/2008	O200A			CONNECTING ROD

(CAN) NO COTTER PINS IN ANY OF THE 8 CON-ROD BOLTS DISCOVERED UPON DISMANTLE FOR PROPELLER STRIKE INSPECTION.

CA080903009	GARRTT	FITTING	LEAKING
9/3/2008	TFE73140		PITOT/STATIC SYS

(CAN) WHILE CARRYING OUT AN AUTO SLAT CHECK, DURING AN A-CHECK, THE STATIC SYS WAS REQUIRED TO SIMULATE 25,000 FT AGL. AN EXCESSIVE LEAK RATE WAS NOTICED ON THE NR1 SIDE AND ISOLATED TO THE FLEX LINE AT THE NR1 ADC STATIC FITTING. UPON FINDING THE NR1 SYS PROBLEM THE NR2 SYS WAS ALSO CHECKED AND THE SAME LINE ON THE NR2 SIDE WAS ALSO FOUND DEFECTIVE.

CA080808004	GARRTT	LINE	CRACKED
7/22/2008	TFE73140	25W711008171	HYD SYSTEM

(CAN) ON APPROACH INTO TORONTO PEARSON THE CREW NOTICED THAT THE AUX HYDRAULIC LOW PRESSURE ANNUNCIATOR AND FLUID LOW LEVEL LIGHT ILLUMINATED ON THE ACFT. AFTER STABILIZING THEIR APPROACH, ALL LIGHTS WENT OUT. AFTER LANDING THE LOW LEVEL LIGHT CAME ON ONCE AGAIN WITH NO FURTHER LOW AUX HYD PRESSURE NOTED. AN INVESTIGATION FOUND THE RESERVOIR TANK LOW AND THE LINE FROM THE AUX PUMP AREA TO THE HYDRAULIC FILTER HAD A VERY FINE CRACK THAT HAD ORIGINATED ALONG A TOOLING MARK, THAT WAS ONLY VISIBLE WHEN RUNNING AND UNDER A 10 POWER MAGNIFYING GLASS. THE LINE WAS REPLACED AND RESERVOIR SERVICED WITH NO FURTHER PROBLEMS.

CA080924007	GARRTT		LINE	CHAFED
9/24/2008	TFE73140			FUEL SYSTEM

(CAN) DURING INSP IN THE RT WW THE MAIN FUEL LINE TO THE RT ENGINE WAS FOUND TO BE CHAFING ON THE LAV SINK HEATED DRAIN LINE. THE DAMAGE WAS BEYOND LIMITS AND THE FUEL LINE WAS REPLACED.

CA080924008	GARRTT		LINE	CHAFED
9/24/2008	TFE73140		25W653120634	FUEL SYSTEM

(CAN) IT WAS REPORTED THAT FUEL WAS SLOWLY TRANSFERRING FROM THE RT WING INTO THE CENTER TANK WHEN THE ACFT WAS STATIC. THE MOTIVE FLOW LINE PN 25W653120-634 AT THE CENTRAL TANK LOWER TRANSFER JET PUMP WAS FOUND TO BE CHAFING ON THE FUEL QTY PROBE MOUNTING BRACKET. THE LINE WAS REPLACED.

CA081017004	GARRTT	NORMALAIR	BLADE	DAMAGED
10/17/2008	TPE33110UA		31081822	IMPELLER

(CAN) IT WAS NOTICED ON A GROUND RUN AFTER THE ENGINE WAS INSTALLED THAT THERE WAS A SQUEALING NOISE COMING FROM THE ENGINE. THE ENGINE WAS REMOVED AND FORWARDED TO THE ENGINE SHOP FOR EVALUATION. UPON DISASSEMBLY THE NR 1 IMPELLER WAS FOUND TO HAVE A PIECE OF THE BLADE MISSING. THE NR 1 IMPELLER HAS NO OTHER DAMAGE EXCEPT WHERE THE BLADE PIECE IS MISSING. THE NR 1 IMPELLER WILL BE FORWARDED TO A METALURGY FACILITY FOR EVALUATION TO DETERMINE WHY THE BLADE PIECE BROKE OFF. THERE WAS SUBSTANTIAL DAMAGE TO THE ENGINE FROM THE IMPELLER BLADE PIECE.

CA080828005	GARRTT		SPUR GEAR	DAMAGED
8/27/2008	TPE33110UGR		31070371	GEARBOX

(CAN) FRONT GEAR CASE ON ENG REMOVED FOR TORQUE RING REPLACEMENT. PITTING FOUND ON SPUR AND HELICAL GEAR ASSY. CONSULTATION WITH ENGINE OVERHAUL FACILITY IS ON GOING.

CA080912007	GARRTT	BRAERO	ATTACH FITTING	CORRODED
8/17/2008	TPE33110UGR	1371008C409		PAX DOOR

(CAN) SEVERE CORROSION NOTED AT MAIN CABIN DOOR ATTACH FITTINGS. CORROSION ALSO NOTED UNDER SEVERAL DOOR SEAL CLIPS. DOOR DEEMED BEYOND ECOMONICAL REPAIR AND REPLACED WITH SERVICEABLE UNIT.

CA080912008	GARRTT	BRAERO	FITTING	CORRODED
9/12/2008	TPE33110UGR	1371008C409		PAX DOOR

(CAN) THIS DOOR WAS INSTALLED AS A REPLACEMENT DUE TO SEVERE CORROSION FOUND ON ORIGINAL DOOR. REPLACEMENT DOOR INSPECTED AND CORROSION DISCOVERED UNDER SEVERAL DOOR INFLATION SEAL CLIPS. CLIPS REMOVED AND CORROSION REMOVED AND SURFACES TREATED. CLIPS REINSTALLED.

CA080916008	GARRTT		MOTOR	MALFUNCTIONED
9/13/2008	TPE3312201A			WINDSHIELD

(CAN) SKYVAN EN ROUTE WITH 2 CREW ,1 PASSENGER ON BOARD ADVISED ARCTIC RADIO THEY HAD SMOKE IN COCKPIT, CREW REQUESTED EMERGENCY VEHICLES, ACFT LANDED SAFELY, CREW AND PASSENGER WERE CHECKED AT LOCAL NURSING STATION AND RELEASED. FURTHER INVESTIGATING PROBLEM, IT WAS FOUND THAT THE WINDSHIELD WIPER MOTOR HAD BURNT OUT. WIPER MOTOR WAS REPLACED WITH A SERVICEABLE UNIT , FUNCTION CHECKED AND RELEASED BACK TO SERVICE. TOTAL TIME ON WIPER MOTOR UNKNOWN.

CA080730001	GE		NUT	MISSING
6/23/2008	CF343B1		4037T84P03	ENGINE

(CAN) DURING SHOP VISIT, ONE VARIABLE VANE SPINDLE NUT WAS FOUND MISSING ON STAGE 5 VANE. THE LEVER ARM REMAINED ENGAGED. A NUT WAS INSTALLED IAW THE ENGINE MANUAL 72-32-00 AS RECOMMENDED IAW SB 72-0184.

CA080714007	GE		TURBINE WHEEL	DAMAGED

7/11/2008	CF680C2*	9362M43P02	ENGINE

(CAN) DURING SHOP INSPECTION CRACKS FOUND ON FWD DOVETAIL SEPARATIONS IN EXCESS OF MANUAL LIMITS.

CA080618007	LYC	CYLINDER	CRACKED
6/2/2008	O235L2C	LW16703	ENGINE

(CAN) THE LOWER SPARK PLUG HOLE ON CYLINDER NR 4 HAD A CRACK, THE ACFT HAD BEEN INSPECTED ON MAY 24/08 AND THERE WAS NO APPARENT CRACKS OR ISSUES WITH THE CYLINDER, ON JUNE 2 IT WAS RUNNING ROUGH AND BROUGHT TO MX, THERE WAS FOULING OF THE PLUGS AND WHEN THE PLUG WAS REMOVED THE FINE CRACK WAS NOTED. THE OTHER CYLINDERS WERE INSPECTED AND FOUND TO BE CLEAR OF ANY CRACKS. THIS ENGINE HAD BEEN OVERHAULED 225 HOURS PREVIOUSLY AND THE CYLINDERS WERE OVERHAULED AS WELL. THE RECORDS SHOWED THAT THE CYLINDERS WERE OVERHAULED AS PER MANUFACTURERS SPECIFICATIONS. WE WILL CONTINUE TO MONITOR THE OTHER CYLINDERS AND WILL REPORT ANY FUTURE ISSUES REGARDING THESE CYLINDERS.

CA080709008	LYC	EXHAUST VALVE	SEIZED
7/4/2008	O540*		ENGINE

(CAN) DURING A FLIGHT IN THE R44 HELICOPTER, THE PILOT NOTICED A SIGNIFICANT VIBRATION APPROX. 2 HOURS INTO THE FLIGHT. THE VIBRATION LASTED 45 SECONDS. THERE WERE NO AUDIBLE ALARMS & ALL GAUGES READ NORMAL. THE A/C WAS DESCENDING WITHOUT CONTOL INPUTS,AFTER THE 45 SECOND VIBRATION SUBSIDED.A/C RETURNED TO BASE. THE A/C WAS STARTED THE FOLLOWING DAY THE VIBRATION WAS NOTED @102% IN HOVER ,A/C LANDED,WAS SHUT DOWN AND SB388C(VALVE CLEARANCE CHECK) WAS CARRIED OUT.NUMBER 3 AND NR 6 EXHUAST VALVES WERE SEIZED WITH BENT PUSH RODS.CYLINDER NUMBER 1, 2,,4 VALVES WERE BELOW THE ALLOWABLE CLEARANCE

CA080618006	LYC	LYC	VALVE	ELONGATED
5/8/2008	TIO540A2C		LW16740	VALVE STEM

(CAN) VALVE STREACHED TO 6 THOU AND MANUFACTURES LIMITATION IS 2 THOU. CONCERN IS VALVE IS SODIUM FILLED AND WILL DISINTIGRATE IF THE STREACH IS BEYOND MANUFACTURES RECOMMENDATIONS. THE MAIN CONCERN IS THIS ENGINE IS ON CONDITION AND THE CYLINDERS ALL HAVE 2700 HOURS ON THEM AND IF ONE IS STREACHED THE QUESTION NOW IS ARE ALL THE VALVES STREACHED. THE POINT BEING IF YOU ARE WORKING ON AN AIRCRAFT THAT IS GOING ON CONDITION IT IS CLEAR THE VALVES NEED TO BE CHECKED BEFORE THE ENGINE GOES ON CONDITION.

CA080624001	PWA	COMPRESSOR	FAILED
6/24/2008	PT6A21		ENGINE

(CAN) EIR PT6A 2008-040 OVER TEMPERATURE EVENT OCCURRED AS A RESULT OF COMPRESSOR FAILURE DUE TO LOSS OF STACK RIGIDITY, WHICH RESULTED FROM A LOSS OF STRETCH ON THE COMPRESSOR TIE RODS (P/N 3019371). COMPRESSOR SELF-DESTRUCTED. TIE RODS WERE INSTALLED "NEW" AT PRIOR OVERHAUL (TSO 465 HOURS). TIE RODS WERE FOUND TO BE WITHIN ALLOWABLE HARDNESS RANGE. ENGINE WAS PREVIOUSLY A PT6A-11 MODEL BUT CONVERTED TO A PT6A-21 VIA TCCA APPROVAL IN SEPT/04.

CA080602005	PWA	EXHAUST DUCT	CRACKED
5/16/2008	PT6A27	3031988	ENGINE

(CAN) DAMAGED EXHAUST DUCT, PRIMARY FAILURE WAS TO THE INNER CONE OF THE EXHAUST DUCT, APPEARED TO CRACK AT NR 3 BEARING END AND EVENTUALLY DAMAGED THE T/E OF THE PT ROTOR BLADES. (TC NR 20080602005)

CA080618003	PWA	SEAL	LEAKING
6/2/2008	PT6A60		NR 1 BEARING

(CAN) DURING ENG COMPRESSOR RECOVERY WASH, ENGINE OIL LOSS FROM NR 1 BEARING SEAL. MULTIPLE ENGINE SPOOLS ARE REQUIRED TO COMPLETE AN ENG COMPRESSOR RECOVERY WASH IAW ENG MFG. MAINT FOUND IN CARRYING OUT MULTIPLE ENGINE SPOOLS, INTERNAL ENG SCAVANGE PUMPS LOCATED IN THE AGB WERE NOT EFFICIENT ENOUGH THROUGH THE SPOOLING PROCESS AT LOW ENG SPEEDS TO SUCSESSFULLY

SCAVANGE ENOUGH ENGINE OIL OUT OF THE AGB TO AVOID AN OVER FILL CONDITION OF THE AGB. SCAVANGE PUMPS ARE DESIGNED TO TAKE THE USED ENGINE OIL FROM THE AGB AND RGB AND PUMP THE OIL BACK INTO THE MAIN ENGINE OIL RESERVOIR. MAINT FOUND DURING ENGINE SPOOLING ALONE, THE PUMPS COULD NOT KEEP THE OIL AT A SAFE LEVEL IN THE AGB IN ORDER TO AVOID THE OIL TO SEEP OUT OF THE NR1 BEARING SEAL AND OBSERVED DRIPPING FROM THE ENGINE INTAKE. MAINTENANCE FOUND THAT ANY MORE THAN THREE ENGINE DRY SPOOLS WOULD RESULT IN AGB OIL LEAKING FROM THE NR 1 AIR/OIL BEARING SEAL.

CA080707013	PWA	SLEEVE	DISLODGED
6/27/2008	PT6A67D	310830601	NR 5 BRG JOURNAL

(CAN) THE ASSEMBLY HAD ACCUMULATED IN EXCESS OF 7000 HOURS SINCE THE SLEEVE WAS INSTALLED ON THE NR 5 BEARING JOURNAL, AND THE POWER SECTION WAS BEING RETURNED TO THE SHOP FOR A SCHEDULED OVERHAUL. DURING INSPECTION OF THE 2ND STAGE REDUCTION CARRIER IAW OHM 3038337, SEC.72-10-00 INSPECTION, PARA.6AM IT WAS FOUND THAT THE NR 5 BEARING JOURNAL SLEEVE HAD MOVED AWAY FROM THE CARRIER SHOULDER BY APPROXIMATELY 0.021. NO OTHER DEFECTS WERE NOTED ON THE SLEEVE.

CA080917001	PWA	TUBE	CRACKED
8/26/2008	PT6T3B	3014884	FUEL SYSTEM

(CAN) FUEL FOUND LEAKING ONTO ENGINE DECK FROM AT BRAZE ON BOTTOM "B" NUT FITTING ON TUBE. TUBE LOCATED ON FORWARD FACE OF ENGINE ACCESSORY GEARBOX. ACFT WAS GROUNDED UNTIL PART WAS REPLACED.

CA081014001	PWA	SHAFT	CRACKED
10/10/2008	PW118		PROPELLER

(CAN) EIR PW100-0477 CRACKED PROPELLER SHAFT.

CA080619005	PWA	BEVEL GEAR	MISMANUFACTURED
6/19/2008	PW120A	310625801	ASSY GEARBOX

(CAN) BEVEL GEAR P/N 3106258-01, S/N A0002WAB WAS FOUND TO BE NON-CONFORMING DUE TO MISSING POST PLATE BAKING OPERATION AFTER THE PART WAS SILVER PLATED. THIS PART WAS INTALLED IN ENGINE S/N 120673 WHICH WAS ALREADY SHIPPED TO THE CUSTOMER. THE CUSTOMER WAS INFORMED BY A LETTER TO RETURNED THE ENGINE WITHIN 60 HRS FLYING TIME IN ORDER TO REPLACED THE PART.

CA080912001	PWA	ECU	MALFUNCTIONED
8/25/2008	PW121		NR 1 ENGINE

(CAN) DURING FLIGHT, THE PILOT NOTICED FLUCTUATION OF NR1 ENGINE PARAMETERS. WHILE ATTEMPTING TO ADJUST PROPELLER SPEED, ENGINE FLAMED OUT. AN ATTEMPT TO RESTART ENGINE IN-FLIGHT WAS NOT SUCCESSFUL. DURING GROUND INSP, ALL ENGINE PARAMETERS FLUCTUATED WITH ECU "ON" AND ALL PARAMETERS STABLIZED WITH ECU "OFF". THE ECU WAS REPLACED.

CA081002006	PWA	CNDAIR	ACTUATOR	LEAKING
9/26/2008	PW123	215T752204		DOOR

(CAN) FOUND LEAKING AT THE PREES LINE CONNECTION, TSO129HRS, TOTAL DROPS 398 FOUND LEAKING DURING AN INSPECTION BY THE TECHNICAL ENGINEER.

CA080616001	PWA	TURBINE	OUT OF BALANCE
6/11/2008	PW123		ENGINE

(CAN) EI PW100 2008-059 - VIBRATIONS DURING START, IT HAS BEEN DETERMINED THAT THE POWER TURBINE WAS OUT OF BALANCE THUS CAUSING THIS EVENT. (PRE SB21737)

CA080826006	PWA	SKIN	CRACKED
8/25/2008	PW123	85410587	LT NACELLE

(CAN) DURING A WALKAROUND, THE LT NACELLE SKIN PANEL 85410587 DISPLAYS A SMALL CRACK FROM ONE OF THE UPPER AFT FASTENERS TO THE SKIN EDGE, AND A LARGE 4 INCH+ CRACK RUNNING ALONG THE LENGTH OF

THE SKIN PANEL. AS THE SKIN PANEL IS NOTED AS BEING BULGED OVER APPROX .6666 OF ITS LENGTH IT IS PROBABLE THAT THE LONG CRACK IS DUE TO THIS SKIN DEFECT. THE SKIN WILL BE REMOVED AND THIS SDR WILL BE UPDATED.

CA080710005	PWA	EXHAUST VALVE	DAMAGED
7/8/2008	R985AN14B		ENGINE

(CAN) EXHAUST VALVE BROKE/SEPARATED DURING FLIGHT. BASE OF VALVE STAYED IN COMBUSTION SECTION OF CYLINDER AS ENGINE RAN CAUSING DAMAGE TO PISTON, AND UPPER CYLINDER COMBUSTION CHAMBER. PILOT REPORTED DECREASE IN POWER/VIBRATION AND UPON THROTTLING BACK, AN INCREASE IN VIBRATION. ACFT LANDED WITHOUT INCIDENT. CYLINDER HEAD FOUND TO HAVE BEEN BROKEN OFF, MOST OF CYLINDER PARTS RECOVERED IN COWLING EXCEPT FOR EXHAUST SYSTEM. LOWER EX VALVE BASE SHOWS SIGN OF HAVING BEEN CRUSHED ABOVE PISTON REPEATEDLY UNTIL CYLINDER FAILED. UNKNOWN AS TO IF EXHAUST VALVE WAS REPLACED NEW, WITH SERVICEABLE, OR OVERHAULED AT LAST ENGINE OVERHAUL.

CA080723002	PWC	RETAINING NUT	DISLODGED
7/8/2008	PW308C		OIL PUMP ASSY

(CAN) THE LOW OIL PRESSURE WARNING ACTIVATED DURING TAKEOFF ROLL AND TAKEOFF WAS ABORTED. SUBSEQUENT INSP REVEALED THE OIL PUMP GEARSHAFT RETAINING NUT AND TAD WASHER COMPLETELY DISLODGED FROM THE SHAFT. MFG WILL INVESTIGATE TO REVIEW ASSY PROCEDURES AND REPORT ON ROOT CAUSE ONCE ESTABLISHED.

CA080917018	PWC	GEARBOX	DAMAGED
9/11/2008	PW610FA		ENGINE

(CAN) IN CRUISE, THE PILOT NOTICED A LOW OIL PRESSURE WARNING AND ELECTED TO SHUT THE ENGINE DOWN. WHILE DESCENDING THE CREW DECIDED TO RESTART THE ENGINE AND COMPLETE THE FLIGHT WITH THE LOW OIL PRESSURE INDICATION. ON THE GROUND, THE PILOT COULD NOT RESTART THE ENGINE. INITIAL TROUBLESHOOTING MAY HAVE INDICATED DAMAGE TO THE ACCESSORY GEARBOX AND THE ENGINE HAS BEEN REPLACED. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080612002	PWC	ENGINE	MALFUNCTIONED
6/5/2008	PW615FA		

(CAN) DURING LANDING TOUCHDOWN AND BRAKING, BOTH ENGINES REPORTEDLY INCREASED UNCOMMANDED TO FULL POWER. CREW ABORTED LANDING AND PERFORMED A GO-AROUND. DURING BASE LEG, TO CONTAIN AIRSPEED CREW SHUT DOWN RT ENGINE AND AT THIS TIME THE LT ENGINE POWER REDUCED TO FLIGHT IDLE, UNCOMMANDED WITH NO THROTTLE RESPONSE. CREW PERFORMED A LANDING WITH NO INJURES. THE ACFT SUSTAINED 2 BLOWN TIRES. ON SITE INVESTIGATION, DATA DOWNLOADS AND ANALYSIS INDICATES AN ISSUE WITH THE THROTTLE QUADRANT. THE CAS MSGS AND EVENTS REPORTED BY THE FLIGHT CREW WERE DUPLICATED DURING SIMULATION TESTING. THE NTSB HAS RETAINED THE QUADRANT FOR FURTHER INVESTIGATION. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080724006	TMECA	FUEL CONTROL	FAILED
7/17/2008	ARRIEL1D1	0164548250	ENGINE

(CAN) MAIN ROTOR RPM KEPT DECREASING AFTER ADJUSTMENT, OIL ALSO FOUND IN THE INPUT SEAL DRAIN TUBE. NO LONGER ABLE TO ADJUST IAW MM. UNIT REPLACED WITH SERVICEABLE FCU AND DEFECTIVE UNIT SENT TO MFG FOR INVESTIGATION AND WARRANTY REPAIR.

2008FA0000834	WILINT	TURBINE NOZZLE	SEPARATED
11/6/2008	FJ44	72165	ENGINE

WHILE UNDER GOING A CHECK 3 MAINTENANCE INSPECTION, THE STIFFENING RING ON THE 1ST LOW PRESSURE TURBINE NOZZLE ON THIS ENGINE WAS FOUND SEPARATED AND TRAPPED BETWEEN THE 1ST LP TURBINE NOZZLE AND THE HIGH PRESSURE TURBINE NOZZLE. NO PROBABLE CAUSE IS A SUSPECT MFG OPERATION. HELD FOR INVESTIGATION. (K)

2008FA0000750		WILINT	WILINT	STIFFENER	SEPARATED
11/6/2008		FJ443A		44904	LP TURBINE

WHILE UNDERGOING A CHECK 3 MAINT INSP DURING EARLY NOVEMBER 2008, THE STIFFENING RING ON THE 1ST LOW PRESSURE TURBINE NOZZLE ON ENGINE WAS FOUND SEPARATED AND TRAPPED BETWEEN THE 1ST LP TURBINE NOZZLE AND THE HIGH PRESSURE TURBINE NOZZLE. NO SECONDARY DAMAGE WAS NOTED. PROBABLE CAUSE IS A SUSPECT MANUFACTURING OPERATION.

CA080626002		WRIGHT	MAIN BEARING	FAILED
6/24/2008		982C9HE2	982C9HE2	NR 1 ENGINE

(CAN) ACFT WAS IN CRUISE FLIGHT WHEN PILOT NOTICED OIL TEMP ON NR1 ENGINE INCREASING. A PRECAUTIONARY SHUTDOWN WAS INITIATED ENGINE FEATHERED ACFT RETURNED AND LANDED WITH NO EVENT. INVESTIGATION FOUND THE MAIN OIL SCREENS CONTAMINATED (SUSPECT MAIN BRG FAILURE) ENGINE IS BEING REMOVED AND REPLACEMENT ENGINE INSTALLED ACFT WILL BE RETURNED TO SERVICE.

CA080707009	AEROSP	TMECA	DIFFUSER	CRACKED
7/3/2008	AS355*	ARRIEL1D1	0292208260	ENGINE

(CAN) DURING MAINT FOR REPLACEMENT OF THE T2 BLADES AND WHEEL, AFTER REMOVING OUTER CASING OF THE M03 THE OUTSIDE SURFACE OF THE DIFFUSER WAS FOUND CRACKED FROM ONE SIDE TO THE OTHER. A SERVICEABLE M03 WAS INSTALLED AND THE HELICOPTER WAS RETURN TO SERVICE. DAMAGED M03 WAS SENT TO MFG FOR INVESTIGATION. THE M03 HAD 1479.3 HRS TSO.

CA080707012	AEROSP	TMECA	SKIN	DAMAGED
6/29/2008	AS355*	ARRIEL1D1		TAILBOOM

(CAN) THE HELICOPTER EXPERIENCED A HARD LANDING AFTER BEING PUSHED SIDEWAYS BY A GUST OF WIND. THE RT SKID CAUGHT THE GROUND FIRST AND THE HELICOPTER STARTED TO YAW SEVERLY, PILOT DROPPED COLLECTIVE AND LANDED THE HELICOPTER IMMEDIATELY. THE TAILBOOM SUSTAINED DAMAGE CAUSED BY THE SUDDEN YAW, SERVICEABLE TAILBOOM AND HARD LANDING INSP C/W IAW MM AND RETURNED TO SERVICE.

CA080723004	AEROSP	ALLSN	STOP	DAMAGED
5/27/2008	AS355F2	250C20B	350A27134320	COLLECTIVE

(CAN) ACFT WAS CLIMBING AT APPROX 6000` ASL. (OAT 1°C). COLLECTIVE HIT ITS UPPER STOP DURING A POWER INCREASE. AT THIS POINT TORQUE READING WAS APPROX 65 PERCENT. T4 AND NG WERE WELL WITHIN MAX CONTINUOUS LIMITATIONS. ON 14 MAY 2006, SB 67.00.12 REV. 2 WAS CARRIED OUT ON THE ACFT. THIS MODIFICATION INVOLVED THE INSTALLATION AND POSITIONING OF A NEW STOP PLATE ON THE UPPER PART OF THE COLLECTIVE QUADRANT. POSITIONING THIS STOP PLATE (P/N 350A27-1343-20) IAW INSTRUCTIONS PROVIDED IN SB 67.00.12 REV. 2 PARAGRAPH 2.B.2 RESULTS IN THE UPPER COLLECTIVE TRAVEL BEING LIMITED. END RESULT WAS THE SERVO INPUT RODS UPWARD TRAVEL BEING LIMITED BY APPROX 6MM AT FULL COLLECTIVE. PARAGRAPH 2.B.3. OF SB 67.00.12 REQUIRES THAT THE RIGGING OF THE COLLECTIVE PITCH CONTROL BE CHECKED. ALTHOUGH AN INDEPENDENT CONTROL CHECK WAS CARRIED OUT AFTER THIS INSTALLATION, RIGGING OF THE COLLECTIVE PITCH CONTROL WAS NOT CARRIED OUT AS REQUIRED. ACFT WAS RETURNED TO SERVICE AFTER CARRYING OUT THE INSTALLATION. ACFT OPERATED FOR MULTIPLE FLIGHTS WITHOUT INCIDENT. MFG TECH SUPPORT HAS BEEN ADVISED OF THE SITUATION.

CA080917015	AEROSP	PWA	TURBINE BLADES	DISTRESSED
9/5/2008	ATR42*	PW121		ENGINE

(CAN) DURING CRUISE, THE PILOT OBSERVED AN ENGINE OIL PRESSURE DROP TO THE RED ZONE. HE ELECTED TO SHUTDOWN AND SECURE THE ENGINE BEFORE MAKING A SINGLE ENGINE LANDING AT DESTINATION. GROUND INSPECTION FOUND LOW PRESSURE TURBINE BLADE DISTRESS.

CA080716007	AEROSP	PWA	FAIRING	DAMAGED
7/7/2008	ATR42300	PW120		FUSELAGE

(CAN) FIRST AIR HAS OBSERVED SEVERAL OCCURRENCES OF DEGRADATION IN THE SURFACE PROTECTION COATING ON THE ACFT LOWER CENTER SECTION FAIRING PANELS. THE MATERIAL IS APPLIED IN ACCORDANCE WITH ATR SERVICE BULLETIN ATR42-53-0102. INVESTIGATION HAS FOUND THAT THE DEGRADATION APPEARS TO

BE ATTRIBUTED TO FLUID CONTAMINATION FROM THE HYDRAULIC SYSTEMS WHICH ARE HOUSED WITHIN THE LANDING GEAR BAY AREA WHICH IS FAIRED IN BY THE AFFECTED PANELS.

CA081022004	AEROSP	PWA	GENERATOR	FAILED
10/15/2008	ATR42300	PW120	200322	NR 1

(CAN) DURING CRUISE THE NR 1 A/C WILD GENERATOR WENT OFF LINE. MX INSPECTED AND FOUND NR 1 AC WILD GENERATOR HAD FAILED INTERNALLY WITH SMALL SCREWS, WASHERS, ETC LAYING ON OUTLET COOLING SCREEN. TSO UNKNOWN.

CA080801002	AEROSP	PWA	CONTACT	FAILED
7/28/2008	ATR42320	PW121	SM400D30	DC BUSS

(CAN) DEPARTING, CREW OBSERVED A NR 1 DC BUSS FAIL INDICATION WITH NO GENERATOR FAULT INDICATION. THE CREW OBSERVED THAT THE NR 1 DC BUS WAS RECOVERED WHEN THE NR 1 GENERATOR WAS SELECTED OFF. THE ACFT RETURNED TO POINT OF DEPARTURE WITHOUT FURTHER PROBLEM. MAINT REPLACED THE NR 1 GENERATOR CONTACTOR (12PU) AND THE ACFT WAS RETURNED TO SERVICE.

CA080702011	AEROSP	PWA	COOLING FAN	FAILED
6/27/2008	ATR42320	PW121	EVAC2423H	NR 2

(CAN) WHILE TAXIING FOR DEPARTURE (FAB 820) THE CREW OBSERVED A NR2 PACK VALVE FAULT. THE FAULT RECURRED AFTER RESET ACCOMPANIED BY AN AFT SMOKE INDICATION. THE F/A CONFIRMED THE PRESENCE OF SMOKE/HAZE IN THE AFT LAV. WHILE CONDUCTING THE CHECK LIST THE SMOKE INDICATION EXTINGUISHED BUT THE ASSOCIATED ODOR REMAINED EVIDENT. MAINT REPLACED THE NR2 GROUND COOLING FAN AND THE ACFT WAS RETURNED TO SERVICE. THE SMELL AND HAZE WAS ATTRIBUTED TO THE DUCT OVERHEAT CONDITION RESULTANT FROM THE FAN FAILURE.

CA080902006	AEROSP	PWA	AUTOFEATHER SYS	MALFUNCTIONED
8/13/2008	ATR72	PW127		NR 2 ENGINE

(CAN) THE TAKEOFF WAS ABORTED DUE TO THE NR 2 ENGINE ANALOGUE TORQUE INDICATION BEING STUCK AT 120 PERCENT. THE NR 2 ENGINE AFU WAS REPLACED AND THE ACFT RELEASED FOR SERVICE.

CA080902007	AEROSP	PWA	TURBINE	DAMAGED
8/15/2008	ATR72	PW127		ENGINE

(CAN) DURING CRUISE AT 10000 FEET, THE OIL PRESSURE DROPPED TO THE RED BAND ACCOMPANIED BY A LOW OIL PRESSURE WARNING. THE ENGINE WAS SHUT DOWN. POST EVENT EXAMINATION OF THE ENG SHOWED DAMAGE IN THE POWER TURBINES. THE ENGINE WILL BE REMOVED AND SENT FOR REPAIR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080902009	AEROSP	PWA	AUTOFEATHER SYS	UNKNOWN
8/9/2008	ATR72	PW127		RT ENGINE

(CAN) DURING CLIMB THE RT ENGINE PROPELLER FEATHERED UNCOMMANDED. PILOT SHUTDOWN THE ENGINE AND RETURNED TO AIRPORT, WHERE AN UNEVENTFUL SINGLE ENGINE LANDING TOOK PLACE. THE AFU IS SUSPECT. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080924011	AEROSP	PWA	TORQUE SHAFT	CRACKED
9/22/2008	ATR72	PW127		NR 1 ENGINE

(CAN) DURING CRUISE TORQUE WAS LOST ON NR 1 ENGINE, SUBSEQUENTLY THE ENGINE WAS SHUTDOWN BY THE CREW. POST FLIGHT INSPECTION REVEALED A CRACKED TORQUE SHAFT AT THE WELD JOINT. ENGINE IS BEING REMOVED FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080918002	AEROSP	SNIAS	A/C PACK	BROKEN
9/12/2008	ATR72212	S57512007004	S5751202320	TE FLAP

(CAN) DURING C-CHECK INSPECTION (1C, 2C, 4C, CPCP2, A8), WHILE PERFORMING A DVI INSPECTION ON THE L INBD FLAP, THE INSPECTION REVEALED THAT THE FWD PICK-UP FITTING INBD LOG AT RIB 5 WAS BROKEN IN

HALF. THE FITTING LOT NR IS P4110. THE BROKEN OFF PIECE WAS FOUND IN THE FLAP FAIRINGS.

2008FA0000774	AGUSTA	PWA	TRIM TAB	DELAMINATED
10/31/2008	A119	PT6B37A	709010401101	MAIN ROTOR BLADE

UPON POST FLIGHT IT WAS NOTICED THE MAIN ROTOR BLADE TRIM TAB WAS SERIOUSLY DELAMINATED AND SEPARATED IN FLIGHT. THIS PROBLEM HAS OCCURRED NUMEROUS TIMES IN THE PAST. SOME OCCASIONS REQUIRED THE BLADE TO BE REMOVED AND SENT BACK TO THE MFG FOR REPAIR. AS IN THIS CASE, OTHER TIMES THE BLADE WAS ABLE TO BE REPAIRED AT OUR FACILITY IAW MM. MFG IS AWARE OF THIS PROBLEM AND STILL HAS NOT CORRECTED IT. PROBABLE CAUSE IS THE BONDING MATERIAL AND/OR THE BONDING PROCEDURE. (K)

CA080801004	AIRBUS	GE	ACCESS PANEL	MISSING
7/23/2008	A310300	CF680C2*	A5724853200000	SLAT TRACK

(CAN) ON ARRIVAL, LEADING EDGE SLAT TRACK ACCESS PANEL 512HB FOUND MISSING. ADJACENT PANEL 512JB ALSO FOUND DAMAGED. LOST IN FLIGHT. PANEL 512HB REPLACED AND PANEL 512JB REPAIRED IAW SRM.

CA080617004	AIRBUS	GE	SHAFT	SHEARED
6/16/2008	A310300	CF680C2*		WINDSHIELD WIPER

(CAN) ACFT ARRIVED AT GATE WITH CAPTAINS' WINDSHIELD WIPER ASSEMBLY MISSING. FURTHER INVESTIGATION FOUND THAT CONVERTER SPLINED SHAFT HAD SHEARED OFF CAUSING THE WIPER ASSY TO DEPART ACFT WHILE TAXIING IN FROM LANDING TO APRON. WIPER ASSY WAS FOUND IN TAXIWAY. CONVERTER ASSY REPLACED.

CA080728005	AIRBUS	GE	CIRCUIT BREAKER	BURNED
7/21/2008	A310300	CF680C2A5	NSA931322100	FUEL PUMP

(CAN) DURING TROUBLESHOOTING OF THE INOPERATIVE LT OUTER TANK FUEL PUMP (DEACTIVATED IAW MEL) THE CIRCUIT BREAKER 3QA WAS FOUND BURNED, BODY CRACKED AND ONE LEG MISSING. CIRCUIT BREAKER WAS REPLACED AND SYS TESTED SERVICEABLE. A DETAILED VISUAL INSPECTION CAMPAIN WAS INITIATED TO INSPECT ALL CIRCUIT BREAKERS IN THE 101VU ELECTRICAL PANEL.

CA080728004	AIRBUS		OVEN	DIRTY
7/8/2008	A310304		8001060000LH	

(CAN) FLIGHT RETURNED TO THE STATION DUE TO CABIN SMOKE FROM FWD OVEN (DARK SMOKE). CABIN DETECTOR ACTIVATED. BOTH FWD OVENS INSPECTED AND ELECTRICAL CONNECTION CHECKED AND FOUND SERVICEABLE. LT OVEN INSERTS FOUND DIRTY (FOOD RESIDUE). OVEN REPLACED AND SERVICEABLE IAW MM25-30-00. OVEN ROUTED TO REPAIR SHOP FOR INVESTIGATION.

CA080808001	AIRBUS	GE	ATTACH FITTING	BROKEN
8/7/2008	A310304	CF680C2*	A5341130500200	NLG ACTUATOR

(CAN) ON LDG GEAR UP SELECTION NOSE GEAR SHOWED UNSAFE DOOR NOT UP. ECAM/QRH CARRIED OUT. ACFT RETURNED TO THE STATION. FOUND NLG UP LOCK ACTUATOR ATTACHMENT FITTING ASSY P/N A5341130500200 WITH BROKEN LUGS. NEW ATTACHMENT FITTING INSTALLED.

CA080804001	AIRBUS	GE	FLASHER	BURNED
7/31/2008	A310304	CF680C2A5	RG1007AA03	EXTERIOR LIGHT

(CAN) UPPER SLOWER BEACON AND STROBE LIGHTS INOP. FOUND FLASHER UNIT U/S (RECEPTACLE CONNECTOR BURNED & PARTIALLY MELTED INSIDE). CONNECTING ELECTRICAL PLUG INSULATION SLIGHTLY BURNED AND PINS DAMAGED. CONNECTOR P/N E0052R14B15SNE AND TIMER UNIT REPLACED. PARTS ROUTED TO ENGINEERING FOR INVESTIGATION.

CA080829003	AIRBUS	CFMINT	GE	MODULE	IMPROPER PART
8/29/2008	A319112	CFM565B6P	SIC505911	SIC6734	FUEL SYSTEM

(CAN) DISCOVERED DURING THE SHOP`S PRELIMINARY INSP OF A FQIC UNIT, THAT THIS DASH 11 UNIT HAD INSTALLED (2) CPU MODULES (P/N SIC6734, S/N`S 545 AND 575) THAT WOULD NORMALLY BE FOUND ON A SIC5059-

04 UNIT. IN OTHER WORDS, A -11 UNIT WAS RECEIVED WITH -04 CPU BOARDS, WHICH IS NOT CONSIDERED A PROPER CONFIGURATION. ACFT WAS UNDER A "N" (USA) REGISTRATION WHEN THE COMPUTER WAS FITTED TO THE ACFT.

CA080714004	AIRBUS	CFMINT	WIRE	DAMAGED
7/12/2008	A319114	CFM565A1		START VALVE

(CAN) AFTER DEPARTURE FROM TORONTO DURING THE CLIMB, THE CREW STARTED RECEIVING UNEXPECTED ECAM MSGS REGARDING THEIR NR 2 ENGINE. THE CLIMB WAS STOPPED AT FL230 WHERE THE CREW TRIED TO WORK OUT THE ECAM ITEMS WITH MX. THE ENGINE LOST ALL POWER AND WAS SHUT DOWN. THERE WAS NO FIRE WARNING. THE FLIGHT RETURNED TO TORONTO WHERE AN UNEVENTFUL OVERWEIGHT LANDING TOOK PLACE. THERE WAS NO ADVERSE PASSENGER REACTIONS REPORTED BY THE FLIGHT CREW.

CA080804002	AIRBUS	RROYCE	CONTROLLER	MALFUNCTIONED
8/1/2008	A330342	RB211TRENT77		CABIN PRESSURE

(CAN) CREW DID AN EMERGENCY DESCENT DUE ECAM WARNING EXCESSIVE CABIN ALTITUDE WITH CPC NR 1 FAULT. THE EMERGENCY DESCENT STARTED FROM FL320 TO FL090. THE CABIN ALTITUDE REACHED 12000 FT. DURING THE DESCENT THEY GOT MESSAGE "CABIN PR SAFETY VALVE OPEN". DURING TROUBLESHOOTING NR 1 CPC INTERROGATION WAS SHOWING NR 1 DELTAP SYS. SYS RESET AND ALL INDICATION TESTED SERVICEABLE. AFTER RETURN FLIGHT TO BASE, BOTH SAFETY VALVES WERE REPLACED AS PRECAUTIONARY.

CA080723003	AIRTRC	PWA	SEALANT	FAILED
7/18/2008	AT802	PT6A67A		BLADE CLAMP

(CAN) DURING CLIMB OUT PILOT EXPERIENCED A BUILD UP OF GREASE ON WINDSHIELD. PILOT ABORTED LOAD IN DESIGNATED AREA AND RETURNED TO BASE. UPON INSP GREASE APPEARED TO BE COMING FROM 1 OR 2 BLADE CLAMPS. BLADE CLAMP SEALS WERE REPLACED IN BOTH UNITS. NO OBVIOUS DAMAGE WAS FOUND ON REMOVED SEALS OR PROP ASSY. SEALANT MAY HAVE FAILED. ACFT WAS RETURNED TO SERVICE AFTER GROUND FUNCTION CHECKS.

2008FA0000737	AMD		ENGINE	FOD
9/5/2008	FALCON200			

AFTER TAKEOFF, OVERSPEED WARNING LIGHT ILLUMINATED. RPM REDUCTION USING PROP GOVERNOR CONTROL NOT SUCCESSFUL, USED THROTTLE CONTROL TO REDUCE ENGINE RPM. LANDED WITHOUT INCIDENT. REPAIR STATION INSPECTED AND DUPLICATED PROBLEM ON ENGINE GROUND RUN. ALL VISUAL INSP REVEALED NO DISCREPANCIES EXCEPT AN EXTRUSION OF SMALL AREA TO THE TOP OF CRANKCASE ABOVE NR 2 CYLINDER (NO OIL LEAK NOTICED). BECAUSE OF THIS ABNORMALITY, WE REMOVED THE OIL FILTER AND SUCTION SCREEN SHOWED SUBSTANTIAL METAL SHAVING AND SMALL PIECES OF METAL AND (2) SMALL SILVER COLOR BALLS (SUSPECT BALL BEARING OF SOME SORT). THE ENGINE WAS REMOVED FOR TEAR DOWN INSP AND REPAIR. ENGINE TEAR DOWN REVEALED DESTRUCTION OF BOTH INTAKE AND EXHAUST LIFTER BODIES OF NR 1 CYLINDER AND EXTENSIVE INTERNAL DAMAGE OF THE ENGINE. WE ALSO FOUND SIMILAR LOOKING SILVER BALL EMBEDDED IN THE CRANKCASE UNDER ONE OF THE DAMAGED LIFTER BODIES. SMALL BALL BEARINGS BELONG TO PROPELLER GOVERNOR, ENTERED ENGINE COMPARTMENT AND TRAPPED BENEATH LIFTER BODY. AS THE CAMSHAFT LOBE CYCLED TO ITS HIGHEST TRAVEL, THE BALL BEARING WAS PRESSED AGAINST THE LIFTER BODY AND CRANKCASE, AS A RESULT, THE LIFTER BODY FRACTURED AND PIECES MOVED ALL INSIDE AND CAUSED SUBSTANTIAL DAMAGE TO THE REST OF THE ENGINE. (K)

2008FA0000738	AMD		ENGINE	MAKING METAL
9/13/2008	FALCON200			

AFTER TAKEOFF, OVERSPEED WARNING LIGHT ILLUMINATED. RPM REDUCTION USING PROP GOVERNOR CONTROL NOT SUCCESSFUL & USED THROTTLE CONTROL TO REDUCE ENGINE RPM. LANDED WITHOUT INCIDENT. REPAIR STATION INSPECTED & DUPLICATED PROBLEM ON GROUND RUN. NO DISCREPANCIES EXCEPT AN EXTRUSION OF SMALL AREA TO THE TOP OF CRANKCASE ABOVE NR 2 CYLINDER (NO OIL LEAK NOTICED). BECAUSE OF THIS ABNORMALITY, REMOVED OIL FILTER & SUCTION SCREEN SHOWED SUBSTANTIAL METAL SHAVING & SMALL PIECES OF METAL AND 2 SMALL SILVER COLORED BALLS (SUSPECT BALL BEARING OF SOME SORT). ENGINE REMOVED FOR TEAR DOWN INSP & REPAIR. ENGINE TEAR DOWN REVEALED DESTRUCTION OF BOTH INTAKE & EXHAUST LIFTER BODIES OF NR 1 CYLINDER & EXTENSIVE DAMAGE OF ENGINE. ALSO FOUND

SIMILAR LOOKING SILVER BALL EMBEDDED IN CRANKCASE UNDER ONE OF THE DAMAGED LIFTER BODIES. SMALL BALL BEARINGS BELONG TO THE PROPELLER GOVERNOR, ENTERED ENGINE AND TRAPPED BENEATH LIFTER BODY. AS CAMSHAFT LOBE CYCLED TO ITS HIGHEST TRAVEL, BALL BEARING PRESSED AGAINST LIFTER BODY & CRANKCASE, LIFTER BODY FRACTURED & PIECES MOVED ALL INSIDE & CAUSED SUBSTANTIAL DAMAGE TO REST OF ENGINE. (K)

CA080917019	AMD	PWC	INLET GUIDE VANE	MALFUNCTIONED
9/13/2008	FALCON2000	PW308C		NR 1 ENGINE

(CAN) IT IS REPORTED THAT 10 MINUTES BEFORE LANDING, ENGINE NR 1 SHUTDOWN BY ITSELF FOLLOWED BY A "NO DISPATCH" MSG ON THE COCKPIT DISPLAY. TROUBLESHOOTING SHOWED THAT THE IGV POSITION DID NOT MATCH THE REQUESTED VALUE. THE VIGV WAS REPLACED AND THE FAULT CLEARED. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080916004	AMD	GARRTT	CONTROL BOX	DEFECTIVE
9/15/2008	FALCON50MYST	TFE73131C		COCKPIT

(CAN) PILOTS HAVE BEEN REPORTING INTERMITTENT SULPHUR SMELL IN THE ACFT. WHILE TROUBLESHOOTING, THE MECHANIC NOTICED THAT THE APU DOOR WAS OPEN AND APU MASTER AS OFF. WHEN THE APU SWITCH WAS CYCLED TO CLOSE THE DOOR, SPARKS STARTED TO APPEAR NEXT TO START SWITCH IN THE COCKPIT. UPON REMOVAL OF THE CONTROL BOX, IT WAS NOTICED THAT THE RUBBER SLEEVE AROUND THE START SWITCH WAS MELTED AND THERE WERE SIGNS OF BURNING ON THE WIRES COMING OUT OF THE SWITCH.

CA070530007	AMTR	LYC	ELT	MALFUNCTIONED
5/30/2007	F1156C	IO540*	AK450	

(CAN) WHEN TESTING ELT FOR THE REQUIREMENT OF CAR 571 APPENDIX G FOUND LITTLE OR NO AUDIO MODULATION. UNIT WAS TRANSMITTING RF CARRIER ONLY. (TC NR 20070530007)

2008FA0000766	AMTR	ACTUATOR	FAILED
8/8/2008	LANCAIR320	EM41165	TE FLAP

MULTIPLE FLAP ACTUATION FAILURES. (K)

CA080805001	AMTR	FLOAT	BROKEN
7/7/2008	TUNDRA		LEFT NOSE

(CAN) ON RETRACTING LANDING GEAR AFTER TAKEOFF IT WAS NOTICED THAT THE LT NOSE GEAR ONLY PARTIALLY RETRACTED. GEAR WAS CYCLED 3 TIMES BUT LT NOSE GEAR STAYED IN A SEMI RETRACTED STATE. DECISION WAS MADE TO LAND ON RUNWAY WITH GEAR RETRACTED - NO DAMAGE, NO INJURY. INVESTIGATION BY OWNER REVEALED THE ROD WHICH ACTIVATES NOSE GEAR ONLEFT FLOAT BROKE. MONTANA FLOAT COMPANY, THE MANUFACTURER WILL SUPPLY 2 NEW RODS 7/16" THICK - OLD RODS 3/8" THICK.

CA080711010	BAG	PWA	CONNECTOR	CONTAMINATED
7/5/2008	ATP	PW126A		ENGINE

(CAN) DURING FLIGHT, THE ENGINE TORQUE STARTED TO FLUCTUATE BETWEEN 60% TO 120% AND THE ENGINE SHUT ITSELF DOWN. TROUBLESHOOTING REVEALED HEAVY CONTAMINATION ON 1 OF THE CONNECTORS OF THE ENGINE ELECTRONIC CONTROL. THE CONNECTOR WAS CLEANED, GROUND RUN PERFORMED AND ACFT RETURNED TO SERVICE.

CA080814001	BAG	PWA	ENGINE	FLAMED OUT
7/3/2008	ATP	PW126A		

(CAN) THE ENGINE FLAMED OUT AND THEN RELIT (AUTO RELIGHT) WITHIN 2 SEC. THE OCCURRENCE HAPPENED APPROXIMATELY 10 MIN. AFTER ENCOUNTERING SEVERE WEATHER INCLUDING HAIL AND MODERATE TURBULENCE. THE FLIGHT CONTINUED TO DESTINATION WITHOUT FURTHER PROBLEMS. POST FLIGHT INSPECTION SHOWED NO DAMAGE AND THE A/C CONTINUED IN SERVICE.

CA070417003	BAG	DISK	BROKEN

4/9/2007	JETSTM3101		RFS1010	MLG BRAKE

(CAN) DISC WAS FOUND BROKEN IN HALF. NEW BRAKE UNIT INSTALLED.

CA081007006	BAG	GARRTT	O-RING	FAILED
10/7/2008	JETSTM3112	TPE33110	MS287786	COUPLING

(CAN) DURING GEAR DOWN LANDING CHECKS, ONLY NOSE GEAR LOCKED, BOTH MLG UNSAFE. REQUESTED LOW AND OVER-CYMM FSS CONFIRMED 3 GEAR DOWN. RE-POSITIONED TO A SAFE AREA AND PERFORMED ITEMS LISTED ON QRH. PUMPED GEAR DOWN MANUALLY, GEAR WAS CONFIRMED 3 DOWN AND LOCKED. LANDED, WITH NO STEERING AND LIMITED BRAKE USE. STOPPED ACFT ON TAXIWAY A. TOWED TO HANGER WITH PAX EMERGENCY SERVICES ON STANDBY FOR THIS INCIDENT. MAINT INSP CONFIRMED LT HYDR PUMP PRESSURE RETURN INLET BANJO COUPLING BASE O-RING HAD FAILED, CAUSING EXCESSIVE FLUID LOSS. REMOVED AND REPLACED DEFECTIVE O-RING WITH NEW. HYD SYS REPLENISHED GEAR, FLAP, STEERING, BRAKE SYSTEMS BLED, GEAR SWINGS C/O AND SYS F/C C/O SYS SERVICED AND L/C C/W.

CA080828004	BAG	GARRTT	FITTING	WORN
8/28/2008	JETSTM3112	TPE33110UGR	137312E401	RUDDER

(CAN) TAPER PINS PN SP28N14 FOUND SLIGHTLY LOOSE AT SPRING END FITTING ASSY.

CA070730003	BAG	GARRTT	WINDSCREEN	CRACKED
7/16/2007	JETSTM3212	TPE33110		COCKPIT

(CAN) AFTER LEVELLING OFF AT 20000 FT, THE RT PILOTS WINDSCREEN CRACKED. A/C BEGAN A DESCENT TO 5500 FT AND RETURNED TO BASE UNPRESSURIZED WITH NO FURTHER INCIDENT. WINDSHIELD HEAT WAS IN USE WITH NO OVERHEAT CAPTIONS.A NEW WINDSCREEN WAS INSTALLED WITH NO ABNORMALITIES IN ITS REMOVED AND REPLACED. (TC NR 20070730003)

CA080609009	BAG	GARRTT	ATTACH FITTING	CRACKED
6/4/2008	JETSTM3212	TPE33110UG	13760B462	FLAP SYSTEM

(CAN) WHILE CARRYING OUT A 7 DAY SERVICE CHECK, TECH FOUND 3 FLAP TO SLAT ATTACHEMENT CLEATS, P/N`S 137201B88, 137202B62 AND 137203B57 WERE FOUND TO BE CRACKED. THE FLAP SECTION WAS REMOVED AND A SERVICEABLE UNIT INSTALLED. FUNCTION CHECKS CARRIED OUT WITH NO FAULTS FOUND AND THE ACFT RELEASED TO SERVICE. THIS IS A KNOWN FAULT WITH THE BAE 3112 ACFT.

CA080709005	BAG	GARRTT	BRAERO	RETAINING RING	MISSING
7/6/2008	JETSTM3212	TPE33110UG		RS87	RUDDER PEDAL

(CAN) RUDDER PEDAL BECAME DISENGAGED FROM PEDAL SPIGOT, RS87 RETAINING RING CAME OUT OF RETAINING SLOT. RETAINING RING SEEMED TO HAVE INSUFFICIENT TENSION TO STAY IN SLOT. NEW RING INSTALLED AND NO FURTHER PROBLEMS. FLEETWIDE INSPECTION CARRIED OUT AND NO SIMILAR PROBLEMS FOUND.

CA080806016	BBAVIA		SPAR	CORRODED
6/25/2008	8GCBC		31692	WING

(CAN) PART FOUND CORRODED AT SPAR ATTACHMENT BOLT HOLE.

CA080806017	BBAVIA		SPAR	CORRODED
6/25/2008	8GCBC		31692	WING

(CAN) PART FOUND CORODED AT SPAR ATTACHMENT BOLT HOLE.

CA080806015	BBAVIA	LYC	TIRE	DAMAGED
7/28/2008	8GCBC	O360C2A	280250	TAIL WHEEL

(CAN) TAIL WHEEL TIRE FOUND FLAT DURING TAXI, UPON DISASSEMBLY IT WAS FOUND THAT THE INNER CORDS WERE FOUND LET GO AND CUT THE TUBE.

CA080806012	BBAVIA	LYC	CYLINDER HEAD	CRACKED

8/1/2008	8GCBC	O360C2E	SL360000WA20P	ENGINE

(CAN) DURING CLIMB OUT WITH GLIDER IN TOW, THE PILOT REPORTED AN ENGINE VIBRATION. THEY IMMEDIATELY INSTRUCTED THE GLIDER TO RELEASE AND THEN PREFORMED A DOWN WIND LANDING AND RETURN TO HANGER. UPON SHUTDOWN AND INSP IT WAS FOUND THAT CYL NR1 HEAD HAD CRACKED AND SEPARATED FROM THE REMAINDER OF THE CYL.

CA080806013	BBAVIA	LYC	TIRE	DAMAGED
7/28/2008	8GCBC	O360C2E	280250	TAIL WHEEL

(CAN) TAIL WHEEL FOUND FLAT DURING TAXI, UPON DISASSEMBLY IT WAS FOUND THAT THE INNER CORDS WERE FOUND LET GO AND CUT THE TUBE. TIRE, BATCH NR WAS EITHER 0321672 OR 0422043.

CA080806014	BBAVIA	LYC	TIRE	DAMAGED
7/27/2008	8GCBC	O360C2E	280250	TAIL WHEEL

(CAN) TAIL WHEEL FOUND FLAT DURING TAXI, UPON DISASSEMBLY IT WAS FOUND THAT THE INNER CORDS WERE FOUND LET GO AND CUT THE TUBE. TIRE, BATCH NR WAS EITHER 0321672 OR 0422043.

CA080708004	BEECH	GARRTT	BEECH	CIRCUIT BREAKER	FAILED
6/26/2008	100BEECH	TPE3316252B		PDLM60	LANDING GEAR

(CAN) ACFT DEPARTED, OR AFTER SCHEDULED MAINT WAS COMPLETED. IN THE CLIMB OUT IT WAS NOTICED BY THE CREW THAT THE LANDING GEAR FAILED TO RETRACT. THE ACFT LANDED WITHOUT INCIDENT. UPON INSP IT WAS FOUND THAT THE CIRCUIT BREAKER HAD FAILED BUT HAD NOT ACTUALLY POPPED. THE BREAKER WAS BENCH TEST AND CONTINUED TO NOT ALLOW POWER THOUGH DESPITE BEING PROPERLY DEPRESSED. THE BREAKER WAS REPLACED WITH A NEW ONE AND THE SYS FUNCTION TESTED NORMAL.

CA080724004	BEECH	GARRTT	INDICATOR	MALFUNCTIONED
7/21/2008	100BEECH	TPE3316252B		ITT

(CAN) WHILE RETURNING TO HOME BASE AT CRUISE FLIGHT, FLIGHT CREW NOTICED THAT THE LT ITT GAUGE WAS ERRATIC. THERE WAS NO NOTICE IN ENGINE PERFORMANCE NOR WERE ANY OF THE REMAINING ENGINE INSTRUMENTS SUPPORTING ENGINE PERFORMANCE ISSUES. UPON RETURN TO BASE, MAINT TROUBLESHOT THE ITT SYS AND DISCOVERED THAT THE ITT HARNESS HAS 3000 OHMS TO GROUND WHERE THE MINIMUM LIMITS ARE 100000 OHMS. A NEW HARNESS HAS BEEN ORDERED AND WILL BE INSTALLED. THIS SDR HAS BEEN REPORTED PREVIOUSLY UNDER SDR'S 20080103005 AND 20070223002. SUPPLEMENTARY SDR TO FOLLOW WITH ASSY AND PART FAILURE INFORMATION.

CA070530002	BEECH	GARRTT	ELT	FAILED
5/30/2007	100BEECH	TPE3316252B	CIR112	CABIN

(CAN) WHEN TESTING ELT FOR THE REQUIREMENT OF CAR 571 APPENDIX G FOUND G SWITCH WOULD NOT ACTIVATE. (TC NR 20070530002)

CA081020005	BEECH	PWA	SEAL	WORN
10/17/2008	100BEECH	PT6A28	HCD4N3C	PROPELLER

(CAN) DURING WALK AROUND, RT PROPELLER NOTED TO HAVE OIL DRIPPING FORM THE BLADE FACES. SOME OIL WAS NOTED TO BE ON THE UPPER ENGINE COWL, HOWEVER THE REST OF THE ENGINE WAS DRY. PROP SPINNER WAS REMOVED, INSIDE OF SPINNER WAS DRY AS WELL. GROUND RUN CARRIED OUT WITH SPINNER REMOVED, AND OIL WAS NOTED TO BE LEAKING FROM THE FRONT OF THE PROP CYLINDER, THE PROP HAD TO BE EXERCISED FROM REVERSE, FINE PITCH AND FEATHER TO GET IT TO SHOW ANY LEAKAGE, THE LEAK WAS COMING FROM THE PITCH CHANGE ROD AND REVERSE ADJUST LEVER, THE MAJORITY OF THE OIL LEAKAGE ENDED UP ON THE BLADES ONLY, THE CYLINDER DID NOT SHOW VERY MUCH OIL LEAKAGE AT ALL, THE OIL SEEMED TO JUST SLING OUT ONTO THE BLADES AND A LITTLE BIT ON THE UPPER COWL. PROPELLER REMOVED FOR REPAIR.

CA070424010	BEECH	RAYTHN	CONNECTOR	CORRODED
4/18/2007	1900C	623372	973106A12SL64	SELECTOR VALVE

(CAN) ON (GEAR DOWN) SELECTION, CIRCUIT BREAKER FOR THE GEAR CONTROL POPPED AND THE GEAR

REMAINED RETRACTED. AFTER A MISSED APPROACH THE NORMAL SOP`S WERE CARRIED OUT AND THE GEAR MANUALLY EXTENDED. AN UNEVENTFUL LANDING WAS THEN CARRIED OUT. ON INVESTIGATION THE CONNECTOR TO THE GEAR SELECTOR VALVE ON THE HYDRAULIC POWER PACK WAS FOUND TO BE CORRODED AND HAD A BROKEN WIRE. THE CONNECTOR WAS REPLACED AND THE WIRE REPAIRED. THE GEAR SWINGS WERE NORMAL AND THE ACFT HAS SINCE FLOWN WITH NO REOCCURRENCE OF THE DEFECT.

CA070328004	BEECH	PWA	OIL COOLER	LEAKING
3/27/2007	1900C	PT6A65B	10656D	LT ENGINE

(CAN) EXCESSIVE OIL NOTED ON LT ENGINE NACELLE. OIL LEAK TRACED TO LT ENGINE OIL COOLER. NEW OIL COOLER INSTALLED.

CA081017001	BEECH	PWA	SEAL	FAILED
10/12/2008	1900C	PT6A65B	3022375	ACCESSORY G/B

(CAN) PILOTS SHUT DOWN NR 1 ENGINE, DUE TO OIL PRESSURE FLUCTUATION AND OIL PRESS. ANNUNCIATOR ILLUMINATION. ACFT RETURNED TO YXS MX BASE. OIL LOSS WAS FOUND TO BE COMING FROM THE HP PUMP DRAIN. OIL SEAL REPLACED, OIL CONSUMPTION ELIMINATED. EXPLORATORY WORK COMPLETED AS PER PRATT AND WHITNEY MX MANUAL. ACFT RELEASED AS PER PRATT AND WHITNEY MX MANUAL PUTTING IN PLACE BOTH OIL FILTER/SCREEN AND CHIP DETECTOR INSPECTIONS.

CA080818002	BEECH	PWA	CONTROLLER	FROZEN
7/7/2008	1900C	PT6A65B		ELEVATOR

(CAN) APPROXIMATELY 50 MIN OUT, AUTOPILOT BEGAN TO CLIMB, THE A/P WAS DISCONNECTED AND ACFT MANUALLY BROUGHT BACK TO ALTITUDE. A/P WAS REENGAGED AND THEN BEGAN TO DESCEND FOLLOWED BY THE AP TRIM FAIL ANN. A/P DISCONNECTED, ELECTRIC TRIM CHECK AND APPEARED SERVICEABLE FLIGHT WAS CONTINUED. ON DESCENT, TRIM WAS NOTED TO HAVE LITTLE EFFECT AND EXCESSIVE CONTROL FORCES WERE REQUIRED. AFTER LANDING THE TRIM WAS INSPECTED AND THE ELEVATOR WAS FOUND TO BE FROZEN IN A NOSE UP POSITION. AN AME WAS DISPATCHED TO INSPECT THE FLIGHT CONTROLS AFFECTED. THE ENTIRE ELEVATOR AND TRIM SYS WAS INSPECTED WITH NO DISCREPANCIES NOTED. AUTOPILOT SYS AND SERVOS INSPECTED AND TESTED WITH NO FAULTS NOTED. ELEVATOR AND TRIM JACKS WERE LUBRICATED AT THIS TIME. THE PREVIOUS DAY THE ACFT WAS POSITIONED OUTSIDE THE HANGAR IN HEAVY RAINS. IT IS POSSIBLE THAT THE ELEVATOR FLIGHT CONTROL FROZE DUE TO MOISTURE AROUND FLIGHT CONTROLS ON THE TAIL.

CA080806003	BEECH	PWA	GEARBOX	DISCONNECTED
7/26/2008	1900C	PT6A65B		ENGINE

(CAN) DURING FINAL APPROACH, THE ENGINE FLAMED OUT. RELIGHT ATTEMPT WAS UNSUCCESSFUL. AN UNEVENTFUL SINGLE ENGINE LANDING FOLLOWED. POST EVENT TROUBLESHOOTING, FOUND THAT THE ENGINE COULD NOT BE RE-STARTED. ACCESSORIES GEARBOX DE-COUPLE IS CONFIRMED. THE AFFECTED COMPONENTS WILL BE REMOVED AND FWDED FOR INVESTIGATION.

CA081016012	BEECH	PWA	COMPRESSOR	SEIZED
9/25/2008	1900C	PT6A65B		ENGINE

(CAN) ACFT WAS EN ROUTE WHEN THE LT ENGINE LOST POWER. THE CREW COMPLETED EMERGENCY PROCEDURES, SECURED THE ENGINE AND FEATHERED THE PROPELLER. THEY DECLARED AN EMERGENCY AND CONTINUED TO DESTINATION, WHERE THE ACFT PERFORMED A SINGLE ENGINE LANDING. POST FLIGHT INSPECTION REVEALED A SEIZED COMPRESSOR AND OIL FILTER CONTAMINATION. THE ENGINE WILL BE REMOVED AND FORWARDED TO STANDARD AERO FOR INVESTIGATION AND REPAIR.

CA080902004	BEECH	PWA		BARREL	CRACKED
8/16/2008	1900C	PT6A65B	1143800411	1FA1004323	MLG ACTUATOR

(CAN) DURING SCHEDULED INSP THE LT MLG ACTUATOR (FRISBY) WAS SEEN TO BE LEAKING. THE ACTUATOR WAS REPLACED ON THE ACFT. WHILE IN REPAIR THE BARREL OF THE ATUATOR FAILED NDT FOR A CRACK IN THE THREADED AREA. THIS AREA IS NOT INCLUDED IN SB 32-3870 WHICH CALLS FOR NDT OF THE END CAP.

CA080912005	BEECH	PWA	WIRE	BURNED
9/11/2008	1900C	PT6A65B	10936102247	LT NACELLE

(CAN) LT ENGINE FAILED TO ROTATE ON START UP. MAINT DISCOVERED LT STARTER GEN WIRE FEED THRU ASSY (CONSISTS OF 3 PARALLEL HEAVY GUAGE WIRES) TERMINAL ENDS BURNED OFF AT START CONTROL PANEL TERMINAL. NEW WIRE FEED THRU ASSY ON ORDER. START CONTROL PANEL ON ORDER. WILL CARRY OUT A FLEET WIDE INSP OF LT AND RT NACELLES FOR WIRE FEED THRU TERMINAL ENDS FOR CONDITION.

CA081014007	BEECH	PWA	BEARING	FAILED
10/1/2008	1900D	PT6A67D	1368520629	WHEEL

(CAN) LT MLG OTBD MAIN WHEEL ASSY BECAME DETACHED FROM THE AXLE ASSY, ONLY BEING HELD ON BY THE OUTER MAIN WHEEL AXLE NUT AND BRG CONE. INITIAL INVESTIGATION CONFIRMED THAT THIS WAS THE RESULT OF AN EXTREME BEARING FAILURE. FAILURE WAS TO SUCH EXTENT THAT IT ACTUALLY WELDED THE INNER BRG RACE PERMANENTLY TO THE AXLE AND HEAT TRANSFER TO THE NR2 WHEEL ALSO RESULTED IN A BEARING BURN WHICH IS NOT SEVERE IN MATTER BUT IS AN INDICATION OF HOW FAR THE INITIAL FAILURE EXTENDED. DAMAGE REQUIRED REMOVAL OF THE LT GEAR LEG AND INSTALLATION OF A SERVICEABLE GEAR LEG. BOTH MAIN WHEEL ASSEMBLIES AFFECTED WERE REPLACED. ACFT WAS THEN RETURNED TO SERVICE. ONE WHEEL ASSY WAS DESTROYED AND THE OTHER SENT OUT FOR TESTING. BEARING WAS DAMAGED TO THE EXTENT THAT THE MODE OF FAILURE COULD NOT BE POSITIVELY DETERMINED. SUSPECTED CAUSE, CONTAMINATED LUBRICANT, INGRESS OF WATER OR SOAP, DEGRADES LUBRICANT, CAUSES FAILURE.

CA081016011	BEECH	PWA	BEECH	TORQUE TUBE	BROKEN
10/10/2008	1900D	PT6A67D	1295240821	1295240823	RUDDER CONTROL

(CAN) RUDDER PEDALS LINKAGE (UNDER FLOOR) - LT TORQUE TUBE BROKEN JUST INBD OF THE LT RUDDER PEDAL BLOCK. RUDDER TORQUE TUBE FAILURE STARTED AT TAPER PIN HOLE USED TO SECURE THE RUDDER PEDAL ASSY BLOCK TO THE SHAFT. FAILURE APPEARS TO BE FROM AN OVERLOAD CONDITION WITH AN INITIAL CRACK AND THEN A SECONDARY CRACK AT ABOUT 90 DEGREES. A THIRD CRACK ALSO FOUND PARALLEL TO INITIAL CRACK. FAILURE OF THIS TYPE WOULD BE HARD TO PICK UP ON A VISUAL INSP AS EARLY FAILURE TAKES PLACE IN AN AREA NOT VISIBLE UNTIL UNIT IS DISMANTLED. ONCE FAILURE PROGRESSED TO COMPROMISE THE TORSION ABILITY OF THE SHAFT IT WOULD SPREAD RAPIDLY TO COMPLETE FAILURE. COMPLETE RUDDER AND STEERING SYS WAS INSPECTED TO DETERMINE IF RELATED SYS DEFECTS WERE THE CAUSE, NO FAULT FOUND. PREVENTIVE ACTIONS TAKEN, A ONE TIME CHECK OF THE RUDDER PEDAL ASSY FOR THE NEXT ROUTINE INSP FOR 1900 FLEET.

CA081021001	BEECH	PWA	BEECH	BOLT	LOOSE
10/1/2008	1900D	PT6A67D		NAS150A48	NLG

(CAN) BOLT WAS FOUND LOOSE ON RT SIDE OF NLG. THE COTTER PIN AND NUT WERE MISSING.

CA080702004	BEECH	PWA	TURBINE BLADES	DAMAGED
6/2/2008	1900D	PT6A67D		ENGINE

(CAN) DURING T/O A LOUD NOISE WAS HEARD FROM THE ENGINE AND THE T/O WAS REJECTED. THE ACFT WAS STOPPED ON THE RUNWAY AND BOTH ENGINES WERE SHUT DOWN. INSPECTION REVEALED TURBINE BLADE DAMAGE, THE ENGINE WILL BE REMOVED AND FORWARDED TO P&WC FOR INVESTIGATION AND REPAIR. THE ENGINE IS A P&WC RENTAL. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA070515008	BEECH	PWA	GOVERNOR	OUT OF RIG
5/15/2007	1900D	PT6A67D	8210410	PROPELLER

(CAN) ON NUMEROUS LANDINGS THE AC YAWED HARD TO THE LT. AFTER RIGGING THE SNAG WOULD GO AWAY FOR NUMEROUS LANDINGS THEN YAW AGAIN TO THE LT. MAINT REPLACED THE LT PROP GOVERNOR AND RETURNED THE ACFT TO SERVICE. TO DATE THE SNAG HAS NOT RE-OCCURED. (TC NR 20070515008)

CA070730006	BEECH	PWA	METER	DISCONNECTED
7/30/2007	200BEECH	PT642A	1013841069	ELECTRICAL LOAD

(CAN) DURING START UP FOR SERVICE CHECK THE VOLTAGE WAS CHECKED BUT THERE WAS NO INDICATION ON THE METER. METER WAS REMOVED AND THE PUSH TO TEST SWITCH WAS FOUND DISCONNECTED FROM THE BODY OF THE METER. THE METER WAS REPLACED WITH REPAIRED UNIT. THIS METER WAS JUST INSTALLED AFTER A REPAIR. UNIT HAD ABOUT 100 HOURS ON IT, NUT THAT HOLDS SWITCH IN PLACE HAS STRIPPED OR

BACKED OFF. UNIT SENT BACK FOR REPAIR. (TC NR 20070730006)

CA080805012	BEECH	PWA	SELECTOR	DEFECTIVE
7/30/2008	200BEECH	PT642A	1013841377	LANDING GEAR

(CAN) UPON APPROACH THE CREW WAS UNABLE TO EXTEND THE GEAR NORMALLY AND HAD TO PERFORM AN EMERGENCY EXTENSION. A SUCCESSFUL LANDING WAS CARRIED. UPON INVESTIGATION, IT WAS DETERMINED THE PROBLEM WAS IN THE LANDING GEAR SELECTOR ASSY. THE PIVOT SCREW FOR THE MICROSWITCH ACTUATING LEVER HAD BACKED OUT SEVERAL THREADS. THIS ALLOWED THE LEVER TO MIGRATE OUT WITH THE SCREW. WHEN THE GEAR WAS SELECTED UP THE ACTUATING LEVER CAME TO REST ON PART OF THE GEAR SELECTOR HSG. AS SUCH, WHEN THE CREW SELECTED GEAR DOWN THE SWITCHES WERE NOT RELEASED AND THE GEAR REMAINED IN THE RETRACTED POSITION. THREAD LOCKING COMPOUND WAS APPLIED TO THE PIVOT SCREW AND THE SCREW WAS TIGHTENED. SEVERAL GEAR SWINGS WERE SUCCESSFULLY COMPLETED AND THE AIRCRAFT WAS RETURNED TO SERVICE.

CA080707011	BEECH	PWA	BUSHING	WORN
5/28/2008	200BEECH	PT642A		ICE VANE LINK

(CAN) AT THE INSP IT WAS NOTICED THAT THE ICE VANE BUSHINGS WERE WORN CAUSING THE VANE TO MOVE ENOUGH TO ALLOW THE ICE VANE LIGHT TO COME ON.

CA080718005	BEECH	PWA	PUMP	LEAKING
7/14/2008	200BEECH	PT6A41	91380003	FUEL SYSTEM

(CAN) AFTER REPLACING THE ENGINE, A LEAK CHECK WAS COMPLETED AND IT WAS FOUND THAT THE LP FUEL PUMP WAS LOOSING FUEL OUT THE VENT LINE. THE PUMP WAS REPLACED WITH NO FURTHER PROBLEMS.

CA080828006	BEECH	PWA	WIRE	OUT OF POSITION
8/27/2008	200BEECH	PT6A41		

(CAN) WHEN DESCENDING THROUGH FL 180, CREW NOTICED RT ENG WOULD NOT GO BELOW 1600 FT/LBS TORQUE WITH PWR LEVER AT FLIGHT IDLE. CREW CHECKED REMAINING RT INSTRUMENTS AND CONFIRMED IT WAS NOT AN INDICATION ISSUE. RT PROP LEVER WAS OPERATED WITH TORQUE INCREASE ON FWD MOVEMENT, NORMAL OPERATION. PWR LEVER WAS MOVED FWD TO HIGHER POWER SETTING AND ENG RESPONDED. STILL, WHEN RETARDING PWR LEVER TO FLIGHT IDLE, TORQUE REMAINED AT 1600 FT/LBS. CREW THEN DETERMINED THAT IT WAS CONSIDERED A RUNAWAY TORQUE SITUATION, DECLARED AN EMERGENCY, THEN SHUTDOWN AND SECURED THE RT ENG. A SAFE LANDING WAS CARRIED OUT AT THE DESTINATION AIRPORT STOPPING 3/4 DOWN THE RUNWAY. EMERGENCY CREWS MET THE ACFT AND ALL PASSENGERS AND CREW EXITED SAFELY. NOTE: THE LT OTBD TIRE DEFLATED AFTER LANDING FROM A SKID. INVESTIGATION BY MAINT OF RT ENG COMPARTMENT FOUND CLAMP ATTACHED TO THE RT OTBD UPPER STRUT WAS LOOSE AND SLID FWD. ATTACHED TO THIS CLAMP WAS SENSE WIRING COMING OFF OF THE STARTER GEN, AND THE WIRING SLID FWD WITH THE CLAMP INTO THE TRAVEL OF THE FCU INPUT CRANK, CAUSING THE FCU INPUT CRANK LEVER TO HANG UP ON THE WIRE BUNDLE AND NOT ABLE TO GO INTO THE FLIGHT IDLE POSITION ON THE FCU. CLAMP AND WIRING WAS REPOSITIONED AND SECURED AWAY FROM THE TRAVEL BAND OF THE FCU INPUT LEVER. WIRING INSPECTED FOR DAMAGE WITH NO ABNORMALITIES FOUND. SUBSEQUENT GROUND RUNS COMPLETED WITH NO FURTHER FAULTS NOTED, AND ENG OPERATION NORMAL. BOTH LT MAIN WHEEL ASSEMBLIES WERE REPLACED AND ACFT RETURNED TO SERVICE.

CA080806001	BEECH	PWA	FUEL CONTROL	MALFUNCTIONED
7/23/2008	200CBEECH	PT642A		ENGINE

(CAN) DURING LANDING, THE ENGINE EXPERIENCED AN UNCOMMANDED ACCELERATION WHICH CAUSED THE PILOT TO HAVE DIFFICULTY CONTROLLING THE ACFT, CAUSING IT TO SKID IN THE GRASS AND MUD AT THE SIDE OF THE RUNWAY. THE FUEL CONTROL WAS REPLACED AND THE RIGGING WAS ADJUSTED. THE FUEL CONTROL WILL BE INVESTIGATED AND UPDATES PROVIDED.

CA080625007	BEECH	PWA	BULKHEAD	CRACKED
6/24/2008	300BEECH	PT6A60A	1014302851	FUSELAGE

(CAN) MAINT WAS CARRYING OUT THE FIRST 1000 CYCLE REPETITIVE INSP AFTER INITIAL 10000 CYCLE STRUCTURAL INSP. FOUND A 4 INCH CRACK IN THE FS 280.275 BULKHEAD WEB, ON THE LT SIDE AT THE

STRINGER NR 4 CUTOUT. THE BULKHEAD WAS CRACKED ALL THE WAY THROUGH. THICKNESS IS .040 INCH AT THIS AREA. THE CRACK ORIGINATED IN A POORLY DONE STRINGER CUTOUT. THIS IS THE HIGH TIME IN OUR FLIGHT. IT ACCRUES APPROX 1.4 CYCLES/HOUR IN AIR AMBULANCE WORK.

CA080822016	BEECH	PWA	GYRO	FAILED
8/20/2008	300BEECH	PT6A60A	1013800803	ATTITUDE

(CAN) THE RT ATTITUDE INDICATOR IS AN AIR DRIVEN UNIT. THIS ACFT HAS HAD NUMEROUS FAILURES. INTERVALS RANGE FROM SEVERAL MONTHS OR MORE TO A FEW DAYS. GENERALLY IF ONE FAILS, THE NEXT ONE FAILS, AND THEN MAY LAST FOR MONTHS. THESE UNITS HAVE TYPICALLY COME FROM SEVERAL DIFFERENT VENDORS. THE ACFT SYSTEMS HAVE BEEN CHECKED THOROUGHLY WITH NO FAULTS FOUND. IT RUNS ON VACUUM, AND THE SUCTION IS EXACTLY IN THE MIDDLE OF MM SPECS. CONTINUING TO MONITOR AND INVESTIGATE THE DEFECT. THERE HAVE BEEN FAILURES ON OTHER ACFT AS WELL, BUT NOT AT THE SAME RATE AS THIS ONE.

CA080912004	BEECH	PWA	HINGE BRACKET	DAMAGED
9/12/2008	300BEECH	PT6A60A	3516505030	TE FLAP

(CAN) DURING THE REPLACEMENT OF THE REAR SPAR LT BRACKET, THE LT OTBD FLAP WAS REMOVED FOR ACCESS AND FOUND THE INBD HINGE OTBD BRACKET WITH DAMAGE CAUSED BY THE ROLLER BEARING FLANGE APROX 0.025 DEEP. DECIDED TO PERFORM DVI OF ALL REMAINING FLAP ROLLER ASSY AND REMOVE THE RT OTBD FLAP. FOUND THE SAME DAMAGE ON THE RT OTBD FLAP INBD HINGE OTBD BRACKET. INVESTIGATION SHOWED THAT THE BEARINGS AND FLAPS WERE INSTALLED CORRECTLY. BRACKETS ARE BEING REPLACED.

2008FA0000764	BEECH		SWITCH	CORRODED
10/21/2008	400A		21EN96	SPEED BRAKE SYS

INVESTIGATED PILOT REPORT OF UNCOMMANDED "SPEEDBRAKE EXTENDED" ANNUNCIATOR LIGHT ILLUMINATION IN FLIGHT. FOUND HIGH RESISTANCE IN SPOILER MIXER ASSY. SPEEDBRAKE RETRACT SWITCH ASSY, REPLACED S156 SWITCH WITH SUPERSEDING PN 21EN42-6 SWITCH ASSY. SPEEDBRAKE SYSTEM OPERATIONS NORMAL, NO FAULTS INDICATED. SUSPECT S156 SWITCH CONTACTS CORRODED OR PITTED FRO WEAR AND/OR LONGTERM WATER/DIRT CONTAMINATION. RECOMMEND SIMILAR SWITCHES ON BE 400 SERIES AIRCRAFT BE REPLACED WITH IMPROVED SWITCHES WITH BETTER SEALING CAPABILITIES BY RECOMMENDED SERVICE BULLETIN OR SIMILAR. (K)

CA080912002	BEECH	PWA	HMU	MALFUNCTIONED
8/26/2008	400A	JT15D5		LT ENGINE

(CAN) ACFT EXPERIENCED LOSS OF POWER TO FLIGHT IDLE (FI) ON LT ENGINE DURING FLIGHT WHICH LEAD TO A COMMANDED ENGINE IN-FLIGHT SHUTDOWN + RESTART WITH INABILITY TO GO ABOVE FI. FLIGHT WAS DIVERTED WHERE THE A/C LANDED WITH THE LT ENGINE AT FI POWER. EXTENSIVE TROUBLESHOOTING LED TO HMU REPLACEMENT. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080917016	BEECH	PWA	ENGINE	MALFUNCTIONED
9/8/2008	400A	JT15D5		

(CAN) DURING A RE-POSITIONING FLIGHT, THE PILOT NOTED LOW AND FLUCTUATING OIL PRESSURE. THE ENGINE WAS SHUT DOWN AND SECURED AND A SINGLE ENGINE LANDING WAS PERFORMED. GROUND INSPECTION FOUND CONTAMINATION IN THE OIL FILTER AND FILTER BOWL. THE ENGINE WILL BE REMOVED AND FORWARDED FOR INVESTIGATION AND REPAIR. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

2008FA0000710	BEECH		TUBE	CHAFED
10/27/2008	95B55			NACELLE

ALUMINUM TUBING TO PROP GOVERNOR FOUND CHAFED DUE TO TIE RAP RUBBING TUBE. FABRICATED NEW TUBE, INSTALLED AND LEAK CHECKED.

CA080826002	BEECH	PWA	FCU	FAILED
8/24/2008	99	PT6A28	252444057	LT ENGINE

(CAN) WHEN POWER WAS APPLIED TO ENGINE AFTER A TOUCHDOWN, A CONSIDERABLE YAW TO THE LT WAS FELT BY THE PILOTS. ACFT WAS MOVED OFF THE RUNWAY AND A MAINT RUN-UP OF ENGINES INDICATED A POWER LOSS IN THE LT ENGINE. AFTER TROUBLESHOOTING THE ENGINE A REPLACEMENT FCU WAS INSTALLED. ENG RUNS AND FLIGHTS WERE COMPLETED WITH NO FURTHER PROBLEMS.

CA080909001	BEECH	PWA	TRW	COOLING FAN	BROKEN
9/7/2008	99	PT6A28			STARTER GEN

(CAN) WHILE PERFORMING AN INSPECTION, THE ENGINEER PULLED THE STARTER-GENERATOR AND NOTICED THE COOLING FAN BROKEN. UPON FURTHER INVESTIGATION, THE ENGINEER NOTICED THAT 1 OF THE BROKEN FAN BLADES WAS PROVIDING A GROUND PATH INTERNALLY BETWEEN THE GENERATOR AND THE CASE.

CA070809002	BEECH	PWA		ACTUATOR	DAMAGED
8/9/2007	A100	PT6A28		ADI79990021A	MLG

(CAN) NOSE GEAR ACTUATOR SENT IN TO HAVE SEALS REPLACE DO TO UNIT BECAUSE IT WAS SITTING ON SHELF FOR 6 YEARS. ACTUATOR WAS OVERHAULED AND HAD NEVER BEEN USED. UNIT WAS DISASSEMBLED TO REPLACE SEALS AND INTERIOR OF CYLINDER WAS SCORED AND A SPRING BROKEN. ACTUATOR HAS BEEN SENT BACK FOR OVERHAUL.

CA080701004	BEECH	PWA	BEECH	HOOK	OUT OF ADJUST
6/27/2008	A100	PT6A28		5043003211	PAX DOOR

(CAN) ACFT DEPRESSURIZED AT 20000 FEET. ACFT DESCENDED TO 10000 FEET AND LANDED WITHOUT INCIDENT MX FOUND THE UPPER FORWARD DOOR HOOK WAS NOT LATCHING PROPERLY THAT CAUSED THE DOOR SEAL TO BLOW OUT CAUSING THE DECOMPRESSION. DOOR HOOK ADJUSTED AND THE DOOR SEAL WAS SECURED.

CA081020002	BEECH	PWA		TORQUE LINK	CRACKED
10/11/2008	A100	PT6A28			MLG

(CAN) DURING REGULAR MX, A MECHANIC NOTICED A CRACK ON THE UPPER TORQUE LINK OF THE LT MLG. THE TORQUE LINK WAS REPLACED AND ACFT RETURNED TO SERVICE. THE RT MLG TORQUE LINKS WERE INSPECTED WITH NO FAULTS FOUND.

CA080619007	BEECH	PWA		FLAP TRACK	CRACKED
6/17/2008	A100A	PT6A28		50160018	TE FLAPS

(CAN) DURING A WALKAROUND THE PILOTS NOTICED EXCESSIVE PLAY ON THE RT OTBD FLAP AT THE INBD HINGE. THE FLAP WAS REMOVED FOR FURTHER INVESTIGATION AND THE INBD FLAP TRACK WAS FOUND TO BE CRACKED AT THE AFT END OF THE TRACK, THE CRACK WEAKEN THE TRACK ALLOWING IT TO SLIGHTLY BEND WITH THE FLIGHT LOADS. NO SECONDARY DAMAGE WAS FOUND. THE FLAP TRACK WAS REPLACED. AND THE ACFT RETURNED TO SERVICE.

CA081007009	BEECH	PWA		C/BREAKER PANEL	BURNED
10/1/2008	B200	PT642A		903641241	COCKPIT

(CAN) PILOTS REPORTED FLAMES AND FIRE FROM LOWER RT CORNER OF THE RT CIRCUIT BREAKER PANEL AND MADE AN EMERGENCY LANDING. THE CIRCUIT BREAKER FOR THE EDGE LIGHTED PANEL LIGHTS OPENED AS A RESULT OF THE SHORT AT 1 BULB BUT NOT BEFORE THE HEAT HAD BURNED PART WAY THROUGH THE EDGE LIGHTED PANEL AND STARTED TO HEAT THE OVER LYING CIRCUIT BREAKER PANEL. NO FURTHER DAMAGE WAS NOTED. THIS EDGE LIGHTED PANEL WAS PREVIOUSLY INSPECTED AS PER THE MM ABOUT 565 HOURS AGO.

CA080908003	BEECH	PWA		FLOAT VALVE	DISLODGED
9/2/2008	B200	PT642A		1183810021	FUEL CELL

(CAN) ATTACH PIN MIGRATED OFF ALLOWING FLOAT TO BECOME DISLODGED FROM FLOAT VALVE PIN 118-381002-1. ATTACH PIN MIGRATED TO ORIGINAL POSITION AFTER FLOAT BECAME DISLODGED. THE FLOAT WAS LOCATED AT THE RT FUEL FILLER. THE NEW VALVE WAS DATED IN 2000 WHILE THE DEFECTIVE VALVE WAS DATED JULY, 2005. THE NEW VALVE WAS OF A DIFFERENT CONSTRUCTION IN THE ATTACH PIN AREA LESS CONDUCIVE TO ALLOWING DISLODGING OF THE FLOAT.

CA081002005	BEECH	PWA	LINE	LEAKING
9/29/2008	B200C	PT642A	10192000015	FUEL SYSTEM

(CAN) DURING DAILY INSP, WITH POWER ON A FEW MOMENTS, NOTICED FUEL LEAKING FROM LT GEAR WELL. POWER TURNED OFF, NOTED FUEL LEAKING FROM SUPPLY LINE WHICH IS LOCATED BETWEEN AUX FUEL TANK AND NACELLE FUEL TANK. ON CLOSER INSP NOTICED WHERE FUEL LINE PASSED THROUGH OPENING IN A BULKHEAD, LINE RUBBING AGAINST B-NUT OF A HYD LINE. AFTER REMOVAL OF LINE, A WORN AREA & CRACK IN THE MIDDLE OF IT WAS FOUND TO BE THE CAUSE OF THE FUEL LEAK. THIS FUEL LINE WOULD ONLY LEAK IF FUEL WAS BEING TRANSFERRED FROM THE AUX TANK TO THE NACELLE FUEL TANK, OTHERWISE THE MOTIVE CHECK VALVE WOULD HAVE CLOSED AND NOT ALLOWED FUEL TO FLOW BACK FROM THE NACELLE TANK. PILOT HAD LEFT THE AUX FUEL TRANSFER OVERRIDE SWITCH IN THE MANUAL POSITION, NOT THE AUTO POSITION, SO THAT WHEN MAINT TURNED PWR ON THE FUEL LINE THAT WAS LEAKING HAD PRESSURE IN IT AND HENCE THE FUEL LEAKING ONTO THE HANGAR FLOOR. FUEL LINE WAS REPLACED AND ALL LINES RUNNING THROUGH THIS BULKHEAD WERE SECURED AND ROUTED TO HELP PREVENT THIS WEAR FROM HAPPENING AGAIN. ACFT WITH BRAKE DE-ICE SYS AND THE HYD GEAR STC HAVE SEVERAL LINES RUNNING THROUGH THIS OPENING IN THE BULKHEAD, AND CARE MUST BE TAKEN WHEN SECURING THESE LINES TO PREVENT THIS TYPE OF DAMAGE FROM HAPPENING.

CA080917013	BEECH	PWA	ENGINE	MALFUNCTIONED
9/8/2008	B300	PT6A60A		RIGHT

(CAN) A YAW OF THE ACFT CAUGHT THE ATTENTION OF THE PILOT AND A QUICK REVIEW OF THE COCKPIT GAGES REVEALED THAT THE RT ENGINE TORQUE WAS FLUCTUATING BETWEEN APPROXIMATELY 20% TO 40% WITH THE TEMPERATURE INDICATION RISING TO APPROXIMATELY 820 DEGREES. THE PILOT VISUALLY CONFIRMED THAT LARGE AND SMALL SPARKS WERE EMANATING FROM THE ENGINE EXHAUST. THE PILOT PROCEEDED TO SHUT THE ENGINE DOWN BEFORE MAKING AN UNEVENTFUL SINGLE ENGINE LANDING. GROUND INSPECTION FOUND FUEL LEAKING FROM THE COWLING. THE ENGINE WILL BE REMOVED.

CA080806005	BEECH	LYC	TURBOCHARGER	MALFUNCTIONED
8/1/2008	B60	TIO541E1C4		LT ENGINE

(CAN) PILOT REPORTED LOW MANIFOLD PRESSURE ON LT ENG IN CLIMB OUT, ACFT RETURNED TO THE AIRPORT. MAINT BACK FLUSHED THE LT TURBO WASTEGATE AND CONTROLLER, GROUND RUN OK. NO OTHER DEFECTS NOTED, ACFT RETURNED TO SERVICE.

2008FA0000763	BEECH		SOLENOID VALVE	STUCK
10/8/2008	C90		717	RUDDER

INVESTIGATED PILOT REPORT OF RUDDER BOOST CONSTANTLY KICKING TO LEFT. FOUND PN 717 LT SOLENOID VALVE STUCK IN OPEN POSITION. ALSO FOUND (3) PN AN9181D RUDDER BOOST CONTROL SYSTEM CROSS FITTING CRACKED AND WATER IN SYSTEM. PURGED WATER FROM SYSTEM AND REPLACED LT SOLENOID VALVE, CRACKED FITTINGS AND SYSTEM FILTER; OPERATIONS NORMAL. SUSPTECT CONDENSATION OR OTHER SOURCE OF WATER INGESTION INTO SYSTEM THAT CAUSED FREEZING DAMAGE TO COMPONENTS. (K)

CA080805002	BEECH	PWA	SLEEVE	WRONG PART
7/28/2008	C90A	PT6A21	311991901	FUEL NOZZLE

(CAN) WHILE CARRYING OUT A SCHEDULED HOT SECTION INSPECTION ON THE ABOVE ENGINE, IT WAS DISCOVERED THAT 2 NOZZLE SHEATHS WERE OF AN INCORRECT PART NR FOR THE MODEL OF ENGINE INSTALLED. THE PART NRS ARE BOTH FOR A PT6A-50 ENGINE. EVEN THOUGH WE OPERATE THIS MODEL OF ENGINE, OUR INVENTORY RECORDS DO NOT SHOW THIS PART EVER BEING ISSUED TO THIS ACFT. THERE IS A POSSIBILITY THAT THESE 2 SHEATHS HAD BEEN INSTALLED AT ENGINE OVERHAUL, T.S.O. 3522 HRS. 2 REPLACEMENT SHEATHS OF THE CORRECT PART NR WERE INSTALLED AND THE ENGINE RETURNED TO SERVICE.

CA080905007	BEECH	PWA	TAB	BENT
9/4/2008	C90A	PT6A21		EMERGENCY EXIT

(CAN) EMERGENCY EXIT DOOR LATCH APPEARS AS THOUGH THE LATCH TAB HAD BEEN BENT SO THAT IT COULD BE INSTALLED IN THIS MANNER. IN THIS MODE, THE LATCH CAN ALWAYS (EVEN WHEN PRESSURIZED) BE

OPENED AS THE TAB PASSES OVER THE SAFETY PLUNGER. THE TAB SHOULD CONTACT THE PLUNGER WHEN PRESSURIZED AND ENTER THE SLOT FURTHER DOWN THE PLUNGER SHAFT WHEN THE PLUNGER IS PROTRUDING IN THE UNPRESSURIZED MODE. REMOVING THE LATCH ASSEMBLY AND REPOSITIONING THE STEEL TAB TO CORRECTLY INTERFACE WITH THE PLUNGER HAS FIXED THE PROBLEM AND THE ASSEMBLY IS NOW SERVICEABLE. WE OPINED THAT THIS CONDITION LIKELY EXISTED SINCE MANUFACTURE. AN INSPECTION OF THE REMAINDER OF OUR FLEET FOR THIS CONDITION REVEALED NO OTHER FAULTS.

CA080815005	BEECH	PWA	SPLINE	WORN
8/3/2008	STC90BEECH	PT6A20		FUEL PUMP

(CAN) DURING SKYDIVING OPS, SHORTLY AFTER TAKE-OFF ACFT CRASHED UNDER UNKNOWN CIRCUMSTANCES. IT WAS REPORTED THAT PILOT WAS ATTEMPTING TO RETURN TO THE POINT OF DEPARTURE WHEN THE ACCIDENT OCCURRED. PRELIMINARY ASSESSMENT OF ENGINES REVEALED LT ENGINE WITH SEVERELY WORN FUEL PUMP SPLINE. ENGINES WILL BE FORWARDED TO MANUFACTURER MONTREAL FOR INVESTIGATION. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA081017008	BELL	LYC	LONGERON	CRACKED
10/3/2008	204B	T5311B	204032806079A	TAILBOOM

(CAN) DURING A VISUAL INSPECTION OF THE ACFT THE AME NOTICED A CRACK IN THE UPPER LT TAILBOOM LONGERON APROX. 3 INCHES AFT OF THE TAILBOOM ATTACHMENT FITTING. ACFT GROUNDED FOR REPAIRS.

CA080409005	BELL	LYC	CIRCUIT BREAKER	INOPERATIVE
4/9/2008	205A1	T5313B	MS2207375	OVERHEAD PANEL

(CAN) WHILE DOING A PREFLIGHT CHECK DURING FLIGHT TRAINING IT WAS NOTED THAT THE LT BOOST PUMP CIRCUIT BREAKER WAS NOT ABLE TO BE CYCLED. THE CIRCUIT BREAKER WAS REMOVED AND REPLACED. AFTER GOING THROUGH THE REST OF THE CIRCUIT BREAKER PANEL IS WAS NOTED THAT IN EXCESS OF 20 BREAKERS WERE DIFFICULT TO OR UNABLE TO BE CYCLED. REQUIRED CIRCUIT BREAKERS WERE REPLACED. INSPECTION CRITERIA TO NOW INCLUDE CYCLING BREAKERS AT INTERVALS TO REDUCE THE CHANCE OF A BREAKER NOT POPPING WHEN REQUIRED AND CAUSING FURTHER PROBLEMS/DAMAGE. (TC NR 20080409005)

CA080722001	BELL	LYC	BEARING	DAMAGED
7/13/2008	205A1	T5313B		M/R MAST

(CAN) UPON DESCENT WITH AN EXTERNAL LOAD, MASTER CAUTION WARNING INDICATION ILLUMINATED. THE PIC CHECKED THE CAUTION PANEL TO FIND A TRANSMISSION OIL PRESSURE CAUTION LIGHT ILLUMINATED, TRANSMISSION OIL PRESSURE GAUGE INDICATING ZERO PRESSURE. A POST-SHUTDOWN INSP BY AME REVEALED AN ABUNDANCE OF ALUMINUM METAL SHAVINGS IN THE OIL SYS AND OIL FILTER. FURTHER DISASSEMBLY AND INSP OF OIL PUMP INDICATED EVEN MORE METAL SHAVINGS BUT ORIGIN OF THE MATERIAL COULD NOT DETERMINED. DURING THE FIELD REMOVAL OF THE TRANSMISSION, IT WAS DISCOVERED THAT THE LOWER BEARING RACE RETAINING NUT ON THE MAST ASSY HAD BROKEN FREE OF IS TORQUE AND LOCKING DEVICE. NUT BACKED OFF ALL THE WAY TO LAST THREAD CARVING A ONE INCH DEEP GROOVE INTO THE TRANSMISSION SUMP CASE.

CA080718001	BELL	LYC	BEARING	DAMAGED
7/13/2008	205A1	T5313B		M/R MAST

(CAN) DURING HELI-PORTABLE SEISMIC DRILLING OPS, UPON DESCENT WITH AN EXTERNAL LOAD, THE MASTER CAUTION WARNING INDICATION ILLUMINATED. THE PIC CHECKED THE CAUTION PANEL TO FIND A TRANSMISSION OIL PRESSURE CAUTION LIGHT ILLUMINATED AND THE TRANSMISSION OIL PRESSURE GAUGE INDICATING ZERO PRESSURE. THE PIC DISCONTINUED ANY FURTHER OPS AND PROCEEDED TO LAND NORMALLY IN AN ADJACENT CUT BLOCK. A POST-SHUTDOWN INSPECTION BY THE AME REVEALED AN ABUNDANCE OF ALUMINUM METAL SHAVINGS IN THE OIL SYSTEM AND OIL FILTER. FURTHER DISASSEMBLY AND INSPECTION OF THE OIL SUMP SCREEN AND SUBSEQUENT REMOVAL OF THE OIL PUMP INDICATED EVEN MORE METAL SHAVINGS BUT THE ORIGIN OF THE MATERIAL COULD NOT DETERMINED. DURING THE FIELD REMOVAL OF THE TRANSMISSION, IT WAS DISCOVERED THAT THE LOWER BEARING RACE RETAINING NUT ON THE MAST ASSEMBLY HAD BROKEN FREE OF IS TORQUE AND LOCKING DEVICE. THE NUT BACKED OFF ALL THE WAY TO THE LAST THREAD CARVING A 1 INCH DEEP GROOVE INTO THE TRANSMISSION SUMP CASE.

CA080811004	BELL	LYC	TUNING UNIT	CRACKED

8/8/2008	205A1	T5313B	205076302001	HYDRAULIC SYS

(CAN) TUBE ASSY WAS REPLACED EARLIER IN APRIL 2008 DURING WINTER MAINT. SINCE SINGLE HYDR SYS PARTS ARE HARD TO FIND ITEMS, SERVICEABLE PART WAS INSTALLED WITH APPROPRIATE CERTIFICATION. VISUAL INSP DIDN`T REVEALED ANY DAMAGE AND NO LEAK WAS NOTICED AT THIS TIME. PART HAD 79 HRS SINCE INSTALLATION WHEN FAILED.

CA080731002	BELL	LYC	BELL	BEARING	ROUGH
7/29/2008	205A1	T5317A		212040143001	TRANSMISSION

(CAN) UPON A SCHEDULED INSPECTION OF THE TRANSMISSION WAFFER FILTER AN EXCESSIVE AMOUNT OF FERROUS METAL WAS FOUND. THERE HAD BEEN NO METAL FOUND ON THE CHIP DETECTOR OR IN THE COURSE INLET SCREEN. A SWEEP OF THE SUMP WITH A MAGNET FOUND NO METAL. AFTER DISSASEMBLY AND INSPECTION OF THE TRANSMISSION, GEARS, AND BEARINGS, THE BEARING SET P/N 212-040-143-001 IN THE HYDRAULIC PUMP AND TACHOMETER DRIVE ASSEMBLY OFFSET QUILL WAS FOUND TO BE ROUGH.

CA080326001	BELL	LYC	WIRE	CHAFED
3/25/2008	205A1	T5317A		STARTER

(CAN) DURING START UP THE STARTER RELAY CIRCUIT BREAKER WAS POPPING NOT ALLOWING THE STARTER TO START. IT WAS FOUND THAT THERE WERE 2 WIRES LABELED K2D20 AND K3C20 CHAFFED INSIDE THE CO-PILOTS COLLECTIVE. K3C20 HAD BEEN SOLDER SPLICED AND CHAFED AT THE SPLICE AND K2D20 WAS CHAFFED THROUGH THE WIRE.

CA070418003	BELL	LYC	MOUNT	CRACKED
3/21/2007	205A1	T5317A	205060105001	ENGINE

(CAN) ENGINE MOUNT WAS INSTALLED NEW IAW STC SH99-11. POWER PLANT WAS ALIGNED IAW MM SUPPLEMENT. THE MM SUPPLEMENT INCLUDES AN INSP EVERY 100 HRS OR ANNUALLY. NOTE TO INSPECT ENGINE MOUNTS FOR CRACKS, DAMAGE, CORROSION AND SECURITY. THE CRACK STARTED BELOW THE MOUNT BETWEEN THE WELDS AND MOVES INWARD. ACFT WAS CHECKED FOR VIBRATION AND ALIGNMENT NO DEFECTS NOTED.

CA080604011	BELL	LYC	ATTACH FITTING	CRACKED
5/28/2008	205A1	T5317A		LIFT LINK

(CAN) WHILE CONDUCTING A 25 HR INSP, A CRACK WAS NOTED ON THE LIFT LINK BEAM LUG. THE PART WAS REMOVED AND TT OF THE BEAM IS UNKNOWN AT THIS TIME. CRACK WAS FOUND ON THE AFT EAR OF LUG RT SIDE.

CA080523002	BELL	LYC	BOLT	BROKEN
5/22/2008	205A1	T5317BLYC	AN17420	STAB BAR DAMPER

(CAN) WHILE PERFORMING ADI, AME DISCOVERED THAT A STAB BAR DAMPER TUBE ASSY P/N: 204-010-925-009 AND A DAMPER LEVER P/N: 212-010-301-001 WERE MISSING. IT APPEARS THAT THE TUBE ASSY UPPER BOLT P/N: AN174-20 BROKE OFF FIRST AND WAS THE CONTRIBUTING FACTOR OF THE DAMAGE. THE REMAINS OF SUBJECT BOLT (NUT WASHER AND SHANK WILL BE SENT FOR INVESTIGATION/ANALYSIS FOR POSSIBLE METAL FATIGUE AND/OR CORROSION. (REMAINS OF SUBJECT BOLT WERE STILL IN STAB BAR FRAME, INBOARD SIDE) STAB BAR DAMPER P/N: 204-010-937-009 WILL BE REPLACED AS A PRECAUTIONARY MEASURE AND SENT FOR INSVESTIGATION AS WELL FOR A POSSIBLE INTERNAL FAILURE/SEIZURE WHICH MIGHT HAVE CONTRIBUTED TO SUBJECT BOLT FAILURE. STAB BAR DAMPER TUBE RIGGING FOR POSSIBLE BOTTOMING HAS NOT BEEN EVALUATED AT THIS TIME BUT WILL BE C/O DURING REPAIRS. (TC NR 20080523002)

CA080614001	BELL	LYC	LINE	LEAKING
6/12/2008	205A1	T5317BLYC		HYD SYSTEM

(CAN) THE PILOT WAS FLYING THE HELICOPTER WHEN THE COLLECTIVE BECAME STIFF TO MOVE. THE PILOT RELEASED THE LOAD AND NR 2 HYDR SYS HAD FAILED. THE PILOT LANDED THE ACFT. IT WAS FOUND THAT NR 2 HYD SYS HAD LOST ALL IT`S FLUID DUE TO A HYDRAULIC LINE HAD CHAFED THROUGH CREATING A HOLE. MORE DETAILS ARE COMING.

CA080710006	BELL	LYC	BEAM	CRACKED

7/9/2008	205A1	T5317BLYC	205030195030	LT NACELLE

(CAN) DURING INSPECTION, NOTICED A CRACK ON THE LT MAIN BEAM CAP UPPER WEB NEAR THE FORWARD ENGINE FIRE WALL. THE ACFT WAS GROUNDED. THE AIRFRAME TIME 15185 HOURS. THE TIME ON THE MAIN BEAM CAP IS UNKNOWN.

CA080702005	BELL	LYC	TURBINE	DAMAGED
6/26/2008	205B	T5313B		ENGINE

(CAN) PILOT CONDUCTED TAKE-OFF SCHEDULED TO CONDUCT LONGLINE OPERATIONS. APPROX 2 MINS AFTER TAKE-OFF THE PILOT HEARD A LOUD BANG FOLLOWED BY TORQUE YAWING. THE PILOT ENTERED AN AUTOROTATION AND LANDED THE ACFT ON A LOGGING ROAD. THE ACFT SUSTAINED MINOR DAMAGE DUE TO HARD LANDING. SUBSEQUENT INVESTIGATION REVEALED APPROX 3 INCHES EXIT HOLE IN THE COMBUSTOR ASSY FROM TURBINE BLADE/DISC FAILURE. INSPECTION OF THE LT ACFT COWLING REVEALED APPROX 2 FT OF ENGINE INTERNAL PART SCATTER DAMAGE. INSPECTION OF THE TAILPIPE AREA REVEALED EXTENSIVE DAMAGE TO ALL WHEEL AND DISC ASSEMBLIES. ACFT INSPECTED AS UN-AIRWORTHY.

CA080606002	BELL	LYC	BLADE	CRACKED
6/3/2008	205B	T5313B	212010750113	TAIL ROTOR

(CAN) PILOT REPORTED PEDAL VIBRATIONS THROUGHOUT THE DAYS FLYING. AD-2008-10-03 CLEAN AND INSPECT T/R BLADES WAS SCHEDULED FOR THE 25 HRS AME INSP PORTION OF THE AD AFTER THE DAYS FLYING. AME INSPECTED T/R BLADES AND DETERMINED ONE BLADE TO BE UNSERVICEABLE DUE TO POSSIBLE CRACK. THE SUSPECT DEFECT IS LOCATED AT A 45 DEGREE ANGLE ON/THRU THE MAIN SPAR APROX .333 OF BLADE LENGTH OUT FROM THE ROOT. THE DEFECT IS APROX 2 INCHES IN LENGTH. T/R BLADE REPLACED WITH SERVICEABLE UNIT AND SENT FOR FURTHER INSP. THERE HAVE BEEN NO DAMAGE OR ABNORMAL INCIDENTS NOTED TO HAVE AFFECTED THE BLADE, AND THERE ARE NO INDICATIONS OF ANY IMPACT OR OTHER DAMAGE IN THE SUSPECT AREA. WILL SEND ADDITIONAL INFO AFTER INSPECT THE BLADE.

CA080610001	BELL		LEVER	MISMARKED
6/9/2008	206B		206010467105	SWASHPLATE

(CAN) MFG HAS BEEN MADE AWARE THAT A QUANTITY OF 94 LEVER ASEMBLIES HAVE BEEN MIS-IDENTIFIED AS -107 INSTEAD OF -105 AS REQUIRED BY ENGINEERING DRAWING NOTE. -105 IS A TIME LIFED COMPONENT AND GOVERNED BY MM CHAPTER 4 , -107 IS NOT.

CA080227004	BELL	ALLSN	FRAME	CRACKED
2/1/2008	206B	250C20	20631308015S	FUSELAGE

(CAN) THE UPPER RT ATTACH POINT ON THE AIRFRAME SIDE CRACKED ON THE FRAME RING ONLY. PART REPLACED WITH NEW FROM MFG. (TC NR 20080227004)

CA080228007	BELL	ALLSN	SKID	CRACKED
1/24/2008	206B	250C20	206050297105	MLG

(CAN) UPON INSTALLATION OF GROUND HANDLING WHEELS IT WAS DISCOVERED THAT THE MOUNTING LUGS ON THE FWD LT SIDE WAS DETACHED AND LOOSE DUE TO LARGE PERFORATION (HOLE) IN THE ATTACHMENT AREA. FURTHER VISUAL INSPECTION REVEALED CIRCUMFERENTIAL CRACK APPROXIMATELY (3) QUARTERS AROUND THE SKID TUBE, SLIGHTLY FWD OF THE SADDLE LOCATION AND RUNNING AROUND THE BOTTOM PORTION OF THE TUBE. EXTENSIVE CORROSION ALSO DETECTED IN AND AROUND AFFECTED AREA. SKID TUBE REPLACED WITH NEW UNIT. (TC NR 20080228007)

CA080822005	BELL	ALLSN	BATTERY	DISCHARGED
8/5/2008	206B	250C20	RG206	MAIN

(CAN) DURING ACFT START, THE BATTERY WAS FOUND WITH NO CHARGE, BATTERY REPLACED.

CA080821011	BELL	ALLSN		BALANCE WEIGHT	DEBONDED
2/15/2008	206B	250C20	206010200133	206010200133	BLADE

(CAN) IT WAS THOUGHT THAT THE BLADE TIE DOWN WAS LEFT ON THE ACFT. THIS WAS NOT THE CASE IAW A REPORT. THE FOLLOWING OCCURRED. INSP AND SCRAPPED THE M/R BLADE DUE TO WEIGHT POCKET

RETAINING HOLES DAMAGED BEYOND LIMITS. DAMAGE CAUSED BY TELL TALE LEAD COUPON (SIZE 1.0`X1.0`X.5`) BONDED TO THE TOP SIDE OF INNER SPAR AT STN. 113.5 DEBONDED INFLIGHT AND BEING FLUNG BY CENTRIFUGAL FORCE OUT THE TIP CAP OF BLADE. THE CENTRIFUGAL FORCE OUT THE TIP CAP OF COUPON HAD ENOUGH INERTIA TO PUSH OUT THE WEIGHT POCKET ON THE T/E SIDE AND TEAR THE SCREWS OUT OF THE SPAR RETAINING HOLES OF TOP AND BOTTOM SPAR AT T/E SIDE OF SPAR. TIP CAP WAS BENT ON L/E AND T/E UNTIL THEIR WAS SUFFIENT OPENING TO ALLOW THE LEAD COUPON TO EXIT BLADE IN FLIGHT.

CA080718007	BELL	ALLSN		PUMP	DISLODGED
7/17/2008	206B	250C20		206040184001	TRANSMISSION

(CAN) THE SEAL FOR THE TRANSMISSION OIL PUMP BECAME DISLODGED, AND LOSS OF OIL OCCURRED.

CA080917017	BELL	ALLSN	ARTEX	CONNECTOR	MISINSTALLED
9/11/2008	206B	250C20			ELT

(CAN) INSTALLATION OF NEW 406 ELT ON INSTALLATION OF CONNECTOR FOR REMOTE SWITCH THE ELT WAS SET OFF. THE ELT WAS NOT FULLY INSTALLED SO THE ELT ACTIVATION WAS NOT NOTICED. HAVE SINCE SPOKE WITH THE MFG AND FOUND THAT THIS IS A COMMON PROBLEM WITH THE INSTALLATION OF THE CONNECTOR NOT BEING INSERTED EXACTLY STRAIGHT, CAUSING THE PINS TO GROUND AND ACTIVATE ELT. POSSIBLE PROBLEM EVERY TIME YOU INSTALL OR REMOVE THIS ELT. THERE IS NO OFF SWITCH TO PREVENT THIS REOCCURRENCE JUST POSSIBILITY OF MONITORING 121.5 FOR ACCIDENTAL ACTIVATION AND RESET OF ELT IF IT GOES OFF.

CA081014009	BELL	ALLSN	WIRE	CHAFED
9/4/2008	206B	250C20B		AT NAV LIGHT

(CAN) PILOT TURNS ON ALL REQUIRED BREAKERS FOR FLIGHT INCLUDING NAV LIGHTS. PRE LIFT-OFF THE PILOT NOTES THE BREAKER FOR THE NAV LIGHTS AT MIDPOINT. PILOT RESETS SWITCH AND LIFTS OFF. AS THE ACFT FLIES THROUGH 300 FT, THE PILOT TURNS ON THE HEATER AND IN A FEW SECONDS SEES A MIST COMING FROM OVERHEAD PANEL. HEATER IS SWITCHED OFF THEN PILOT REALIZES ITS SMOKE FROM HOT WIRES. BATTERY, GENERATOR IS SWITCHED OFF AND ACFT RETURNS UNEVENTFUL TO THE TAKEOFF AREA. UPON INVESTIGATION, AN INITIAL SHORT IN THE NAVIGATIONAL LIGHTS CAUSED THE BREAKER TO TRIP. THE PILOT RESETS THE BREAKER WHICH CAUSES THE BREAKER POINTS TO WELD AND MAINTAIN CURRENT TO THE SHORTED NAV LIGHTS. THIS CAUSED THE WIRE FROM THE BUSS TO THE BREAKER TO HEAT UP AND MELT THE INSULATION. THE WIRES TO THE NAVIGATIONAL LIGHT HAD BEEN REPAIRED IN THE PAST AND LEFT TOO LONG. THIS EXTRA UNSUPPORTED WIRE WAS LEFT TO RUB AGAINST THE GROUND WIRE WHICH CAUSED THE INITIAL SHORT. RESETTING THE BREAKER CAUSED THE HEATED BREAKER TO WELD UNDER THE CURRENT LOAD, AND THEN THE SUPPLY WIRE TO THE BREAKER MELTED UNDER THE LOAD. PILOT RETRAINED FOR COMPANY POLICY ON BREAKERS.

CA080925009	BELL	ALLSN	STARTER GEN	DAMAGED
8/4/2008	206B	250C20B	23032027	ENGINE

(CAN) STARTER WAS SNAGGED BY PILOT WHICH MOTORED UNDER ITS OWN POWER. EXCESSIVE ROTATION CAUSED INTERNAL DAMAGE. STARTER WAS REPLACED AND NO ISSUES WERE NOTED.

CA081009003	BELL	ALLSN	GOVERNOR	INOPERATIVE
10/2/2008	206B	250C20B	23065123	TURBINE

(CAN) BENDIX KING GOVERNOR NOT RESPONDING WHEN BEEPED,

CA080918005	BELL	ALLSN	SPRING	BROKEN
9/14/2008	206B	250C20B	2543161	THROTTLE RETURN

(CAN) DURING TAKEOFF THE LOW ROTOR HORN SOUNDED. THE PILOT ABORTED THE TAKEOFF, SHUT DOWN THE ENGINE AND CALLED MX. WHEN THE ENGINE COWL WAS OPENED THE FCU THROTTLE RETURN SPRING WAS FOUND IN THE BOTTOM OF THE ENGINE PAN.

CA080717001	BELL	ALLSN	GOVERNOR	MALFUNCTIONED
7/5/2008	206B	250C20B	23076061	TURBINE

(CAN) DURING GROUND RUN THE GOVERNOR WOULD NOT MAINTAIN ENGINE RPM. REMOVED AND SERVICEABLE GOVERNOR INSTALLED.

CA080822014	BELL	ALLSN		LABYRINTH SEAL	LEAKING
7/7/2008	206B	250C20B			ENGINE

(CAN) DURING INSPECTION, OIL WAS FOUND POOLING IN EXHAUST COLLECTOR, SUSPECT NR 5 LAB SEAL.

CA080521007	BELL	ALLSN		CLUTCH	MALFUNCTIONED
5/16/2008	206B	250C20B		206040270	FREEWHEEL UNIT

(CAN) NOISE FROM FREEWHEEL ON SPOOLDOWN, NO INDICATIONS ON CHIP PLUG. REMOVED FREEWHEEL ASSY AND FOUND CLUTCH NOT FULLY RELEASING. REPLACED FREEWHEEL ASSY.

CA080527002	BELL	ALLSN	ALLSN	STATOR	MISSING
5/21/2008	206B	250C20B		23057142	6TH STAGE

(CAN) COMPRESSOR ASSY WAS REMOVED FOR O/H, AT WHICH TIME IT WAS NOTED THE 6TH STAGE STATOR BAND WAS MISSING ONE BLADE, WITH IMPACT DAMAGE NOTED ON OTHER BLADES ALSO IN THE 6TH BAND. NO DAMAGE NOTED FWD OF 6 TH STAGE. BURNER CAN REMOVED AND TURBINE INSPECTED FOR FOD, BUT NONE WAS FOUND. IT DID NOT APPEAR THAT THE STATOR WENT THROUGH THE ENGINE, HOWEVER, AT THIS TIME, WE WERE UNABLE TO LOCATE THE DEPARTED BLADE. THE CRACK APPEARS RECENT, AND IT IS BELIEVED THE BLADE CRACKED IN THE LAST 100 HOURS OF OPERATION (TC NR 20080527002)

CA080715007	BELL	ALLSN	BELL	PITCH HORN	DAMAGED
7/15/2008	206B	250C20R		206011809005	T/R HUB

(CAN) THE PITCH HORN STUD FAILED WHILE INSTALLING A NUT P/N MS14145L5. A "CLICKER-TYPE" TORQUE WRENCH SET TO 60 INCH/LBS WAS USED TO INSTALL THE NUT. THE REQUIRED FINAL TORQUE FOR THIS NUT IS 50-60 INCH/LBS PLUS TARE. THE TIGHTENING TORQUE NEVER REACHED 60 INCH/LBS.

CA080707003	BELL	ALLSN	HONEYWELL	BEARING	FAILED
7/6/2008	206B3	250C20B		23065104	FCU DRIVESHAFT

(CAN) PILOT NOTED N1 INCREASE DURING CRUISE. REDUCED THROTTLE AND N1 DECREASED ACCORDINGLY. SOME THROTTLE CONTROL WAS POSSIBLE BUT THE ENGINE CONTINUED TO ACCELERATE. THROTTLE WAS REDUCED UNTIL IDLE STOP WAS REACHED AT WHICH TIME IT CONTINUED TO CLIMB. AT APPROX 15 FT AGL THE ENGINE WAS SHUT DOWN AND A SUCCESSFUL AUTO ROTATION WAS CARRIED OUT. NO DAMAGE TO THE ACFT. MX REMOVED FCU IN THE FIELD. UPON REMOVAL IT WAS NOTED FCU DRIVESHAFT BEARING FAILED. ALLOWS AXIAL AND RADIAL PLAY APPROX 1/2" BOTH WAYS. BALL BEARINGS COMPLETELY DISLODGED. LUBE FOUND INTACTED (NO WASHOUT) AND NO CORROSION NOTED. REPLACEMENT FCU INSTALLED AND ACFT WAS RUN UP. ACFT DEPARTED BACK TO BASE WITH NO FURTHER ISSUES.

CA080923004	BELL	ALLSN		OIL SYSTEM	OVERTEMP
9/22/2008	206L	250C20R			ENGINE

(CAN) ENGINE OIL TEMPERATURE INCREASED TO 100 DEG. C.

CA080813002	BELL	ALLSN		PITCH HORN	LOOSE
8/13/2008	206L	250C20R		206011809109	TAIL ROTOR

(CAN) THE STUD WHICH HOLDS THE PITCH LINKS ONTO THE PITCH HORN CAME LOOSE. THIS CAUSED A VIBRATION FELT IN THE PEDALS. THE TAILROTOR HUB WAS 2400 HOURS TSO AND BLADES WERE 2300 TSN. THERE IS NO REQUIREMENT TO OVERHAUL THE PITCH HORNS SO NO RECORD AS TO TOTAL TIME SINCE NEW ON THE PITCH HORNS. IF LEFT UNATTENDED THIS MAY HAVE CAUSED FURTHER FLIGHT SAFETY AND UNCONTROL OF THE TAIL ROTOR.

CA081017007	BELL	ALLSN		GOVERNOR	MALFUNCTIONED
10/17/2008	206L	250C20R2		23065123	ENGINE

(CAN) UPON REMOVAL OF THE GOVERNOR IT WAS NOTED THAT THE DRIVE GEAR HAD COME SEPARATED. ALL PARTS WERE FOUND IN THE DRIVE GEAR FOR THE GOVERNOR. THERE WAS DIFFICULTY GETTING FULL RANGE

OF THE GOVERNOR, COULD NOT ADJUST FOR 100 PERCENT ON THE GROUND. THE DRIVE GEAR USUALLY HAS A BONDING MATERIAL ON THE END OF THE WASHERS THAT WAS NO LONGER THERE. THE GOVERNOR WAS CHANGED AND FUNCTIONALLY CHECKED SERVICEABLE.

CA080625005	BELL	ALLSN		BLADE	DELAMINATED
6/12/2008	206L	250C20R2		206015001119	MAIN ROTOR

(CAN) DELAMINATION AT ROOT OF BLADE ON UPPER SURFACE OF THE GIP PLATE FINGER. VISUAL SEPARATION NOTED ON DAILY INSP.

CA080528003	BELL	ALLSN	BELL	RING	CRACKED
5/23/2008	206L1	250C28B		206032400027S	TAIL BOOM

(CAN) CRACK FOUND ON TAIL BOOM RING DURING ROUTINE INSPECTION.

CA080528004	BELL	ALLSN		FITTING	CRACKED
5/23/2008	206L1	250C28B		206031337003	

(CAN) CRACK DETECTED ON FITTING DURING ROUTINE INSPECTION.

CA080521002	BELL	ALLSN		BEARING	CRACKED
5/13/2008	206L1	250C28B			T/R BLADE

(CAN) DURING THE 100 HR INSP A SMALL CRACK WAS FOUND ON THE INBD FEATHERING BEARING ON ONE OF THE TAIL ROTOR BLADES. CRACK WAS NOTICED AS A BLACK LINE AT THE TOP OF THE BEARING. THIS IS A CRACK THAT WAS QUITE COMMON 10-15 YEARS AGO AND SEEMS TO HAVE RESURFACED.

CA080805011	BELL	ALLSN		SCROLL	CRACKED
8/1/2008	206L1	250C30P		3896888M	COMPRESSOR

(CAN) WHILE CARRYING OUT A DAILY CHECK, A CRACK WAS FOUND ON THE COMPRESSOR SCROLL ON TOP, PARALLEL TO SHROUD HSG AND NEAR THE RT ELBOW. ACFT WAS GROUNDED. COMPRESSOR ASSY IS AN ON-CONDITION ITEM BUT THERE IS AN INSP EVERY 2000 HOURS. AS YOU CAN SEE THIS SCROLL WAS VERY HIGH TIME. SINCE LAST 2000 HOUR INSP 374.8 HOURS. TO THE 2000 HR INSP INVOLVES INSPECTING THE SPUR ADAPTER GEAR AND ITS MATING GEAR. BELIEVE THAT THE SCROLL IS THE SAME TIME AS THE COMPRESSOR ASSY.

CA080303004	BELL	ALLSN		DISC PACK	CRACKED
3/3/2008	206L3	250C30P		327211	T/R DRIVE

(CAN) DISC PAC WAS REMOVED FOR INSPECTION DURING A SCHEDULED 1200 HOUR INSPECTION. CRACKED DISC WAS DISCOVERED DURING DISASSEMBLY. ONE DISC OF TEN IN PAC WAS COMPLETELY CRACKED ON BOTH SIDES ON ATTACHEMENT BOLT HOLE SO THAT A PIECE OF THE DISC WAS BROKEN AWAY. THE REMAINDER OF THE DISCS WERE CORRODED ON BOTH SIDES OF THE DISC IN THE SAME AREA CLOSEST TO THE BOLT HOLE.

CA080611002	BELL	ALLSN		BEARING RACE	FRACTURED
3/18/2008	206L4	250C30P		C807382	PUSH-PULL

(CAN) THE PUSH-PULL CONTROL ASSY CENTER RACE FRACTURED AS A RESULT OF FATIQUE. THE FRACTURE OCCURED NEAR WHERE THE ASSY WAS LOCATED IN AN INSTALLATION-INDUCED BEND RADIUS.

CA080821008	BELL	ALLSN		FRAME	CHAFED
8/20/2008	206L4	250C30P			FUSELAGE

(CAN) HYDR SERVO PILOT VALVE SUPPORT RUBBING AGAINST MAIN FRAME. WEAR MARK IS APPARENT ON LT SUPPORT. PICTURES AVAILABLE ON REQUEST AND INFO FWD TO MFG CUSTOMER SUPPORT FOR ACTION.

CA060712007	BELL			CASE	CRACKED
7/10/2006	212			212040054007	M/R TRANSMISSION

(CAN) THE CRACKED SUPPORT CASE AT THE LIFT LINK FITTING. (TC NR 20060712007)

CA080515002	BELL	PWA		CYCLIC CONTROL	OBSTRUCTED
5/15/2008	212	PT6T3			

(CAN) AFTER INSTALLATION OF THE VERTICAL REFERENCE SEAT KIT LISTED ABOVE, IT WAS DISCOVERED DURING FLIGHT CONTROL CLEARANCE CHECKS THAT THE SEAT IN VARIOUS PLACEMENTS OF IT`S RANGE OF TRAVEL INTERFERED WITH THE FULL MOVEMENT OF THE CYCLIC FLIGHT CONTROL. INCLUDED WITH THIS REPORT IS A DOCUMENT WITH SOME PRELIMIARY APPROXIMATE VALUES AND PICTURES OF THE CLEARANCE AND INTERFERANCE THAT EXISTS. INSTALLATION OF THE SEAT KIT AS IAW AAL-292-035-001, UNDER STC APPROVAL NR SH 06-31

CA080728010	BELL	PWA		PILOT VALVE	CHATTERING
7/4/2008	212	PT6T3		212076005011	LT CYCLIC

(CAN) ACFT ENCOUNTERED VIBRATION, FELT THROUGH FLIGHT CONTROLS. VIBRATION WORSENED RAPIDLY DURING RETURN TO BASE. UPON ARRIVAL TO BASE, ENGINEER INSPECTED ACFT AND FOUND LT CYCLIC SERVO PILOT VALVE TO BE CHATTERING EXCESSIVELY, CAUSING UNCOMMANDED CYCLIC INPUTS. ACFT WAS GROUNDED. CYCLIC SERVO REPLACED, A/C TEST FLOWN AND WAS RELEASED FOR RETURN TO SERVICE. SUSPECT SERVO WAS SENT TO O/H FACILITY FOR EVALUATION, FOUND EXCESSIVE WEAR ON PILOT VALVE ASSY.

CA080813009	BELL	PWA	BELL	BELLCRANK	IMPROPER PART
3/20/2008	212	PT6T3B	212011701	212011701	TAIL ROTOR

(CAN) DURING T/R RIGGING CHECK, IT WAS NOTED THAT WHEN FULL LT PEDAL WAS APPLIED, THE COUNTERWEIGHT LINK TO COUNTER WEIGHT ARM HARDWARE WOULD CONTACT T/R CROSSHEAD ASSY. UPON INVESTIGATION THE WRONG P/N OF COUNTERWEIGHT BELLCRANK ASSY`S WERE INSTALLED FOR THE PARTICULAR P/N OF THE T/R HUB ASSY. THIS A/C HAS T/R HUB ASSY P/N 212-011-701-125 INSTALLED AT THIS TIME.

CA080813011	BELL	PWA		BLADE	UNKNOWN
5/26/2008	212	PT6T3B			TIAL ROTOR

(CAN) INSP OF T/R HUB AND BLADE ASSY REVEALED AN INTERFERENCE BETWEEN BOTH T/R BLADES AND T/R YOKE AT THE LEADING EDGE/ROOT. T/R BLADES REMOVED AND DRESSED OUT TO PROVIDE .010" CLEARANCE BETWEEN YOKE AND BLADES (IAW PSE). YOKE INSPECTED FOR DAMAGE, NONE FOUND.

CA080314014	BELL	PWA		CROSSTUBE	BROKEN
3/7/2008	212	PT6T3B		205050400063	MLG

(CAN) HELICOPTER WORKING HELI-SKIING. THE PASSENGERS WERE LOADING INTO THE HELICOPTER. ALMOST ALL THE SEATS WERE OCCUPIED WHEN A SUDDEN SETTLING WITH A METALLIC NOISE ON THE REAR OF THE MACHINE OCCURRED. IT WAS NOTED THAT THE REAR CROSS TUBE WAS CRACKED ALL THE WAY AROUND OR BROKEN UNDERNEATH THE RIGHT HAND CROSS TUBE SADDLE. (ABOUT 1" INSIDE THE SADDLE AREA)

CA080314004	BELL	PWA	BELL	INERTIA REEL	BINDING
3/6/2008	212	PT6T3B		STCSH0631	COCKPIT SEAT

(CAN) CO-PILOT SEAT SHOULDER HARNESS INERTIAL REEL CABLE FOUND BINDING AGAINST VERTICAL REFERENCE SEAT KIT - PLATE ASSY P/N AAL-292-031-001. FOUND TO BE COMMON PROBLEM WHEN CHECKED ON OTHER ACFT. WILL CONTACT MFG.

CA081008006	BELL	PWA		WINDOW FRAME	CRACKED
10/7/2008	212	PT6T3B		205D10282	JUMP DOOR

(CAN) 10 INCH CRACK FOUND AT UPPER LT CORNER OF WINDOW FRAME.

CA080924012	BELL	PWA		ENGINE	FAILED
8/15/2008	212	PT6T3B			LEFT

(CAN) ACFT WAS IN HOVER AND WAS TRANSITIONING TO FWD FLIGHT WHEN THE LT ENGINE ROLLED BACK IN POWER AND SHUTDOWN. PILOT LANDED THE ACFT SUCCESSFULLY ON 1 ENGINE. LT ENGINE WAS REMOVED

AND SENT TO MFG FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080923006	BELL	PWA	TURBINE WHEEL	DISINTEGRATED
8/6/2008	212	PT6T3B	3022312	ENGINE

(CAN) WHILE HOVERING DURING TAKEOFF, NR1 PWR SECTION LOST POWER (PILOT REPORTED HEARING LOUD BANG). ACFT PUT DOWN WITHOUT FURTHER INCIDENT, NR2 POWER SECTION SHUTDOWN. POWER SECTION REPLACED. ACFT RETURNED TO SERVICE. PRELIMINARY INSP REVEALED FAILURE OF THE PT DISK. PARTIAL BLADE SEPARATION AND FOD TO EXHAUST DUCT.

CA081017006	BELL	LYC	HORN	CRACKED
9/25/2008	214B1	T5508D	214001920101	ELEVATOR

(CAN) BOTH `EARS` (LT & RT) OF THE HORN TO WHICH THE ELEVATORS ATTACH CRACKED. COMMON PROBLEM WITH THESE HELICOPTERS. SENT A PREVIOUSLY CRACKED HORN TO BELL HELICOPTER FOR ENGINEERING ANALYSIS, BUT HAVE NOT HEARD ANY RESULTS YET.

CA080221005	BELL	ALLSN	FITTING	CRACKED
2/16/2008	407	250C47B	206031327101	TAILBOOM

(CAN) LOWER LT TAILBOOM ATTACH FITTING FOUND CRACKED IN WEB AREA ON SCHEDULED INSPECTION. POSSIBLE ALIGNMENT ISSUES FROM THE MFG. REPLACED WITH UPGRADED ONE PIECE FITTING AND LONGERON. (TC NR 20080221005)

CA080820002	BELL	ALLSN	RELEASE MECH	MALFUNCTIONED
8/15/2008	407	250C47B		

(CAN) HELI BASKET D407-663-011 INSTALLED IAW INSTRUCTIONS. DURING TRAINING (SLING OPERATION) MANUAL RELEASE WAS USED AND FUNCTIONED AS NORMAL DURING THE TRAINING SEQUENCE. ON THE NEXT PICK UP, THE LOAD WAS HOOKED UP ON THE HOOK AND THE PILOT PULLED INTO AN HOVER AND THEN THE CABLE RELEASED WITHOUT ANY ACTION FROM THE PILOT. HE LANDED IMMEDIATELY. FURTHER INVESTIGATION FOUND THE MANUAL RELEASE CABLE SNAG ON THE OUTSIDE OF THE HOLE CENTER FRAME P/N D2796 STATION 115.75 WHICH PREVENTED THE HOOK TO CLOSE SECURELY. MFG HAS BEEN INFORMED ABOUT THE INCIDENT AND PICTURES WERE FORWARDED AS WELL.

CA080805003	BELL	ALLSN	SKIN	CRACKED
8/3/2008	407	250C47B		TAILBOOM

(CAN) CRACK FOUND BETWEEN THE TAIL ROTOR SUPPORT AND TAILBOOM AT FUSELAGE STA 375 APPROX. ALSO SEVERAL RIVETS WERE FOUND SMOKING. THE HELICOPTER WAS USED TO MOVE DRILL ON A REGULAR BASIS WITHOUT EXCEEDING THE LOAD CAPACITY. TAILBOOM REMOVED P/N407-530-014-101 S/N 53037 AND SERVICEABLE TAILBOOM INSTALLED P/N 407-030-801-205D PROCURED FROM MFG.

CA080707006	BELL	ALLSN	SHAFT	CORRODED
6/16/2008	407	250C47B	407040416103	TAIL ROTOR

(CAN) WHILE REMOVING THE TAIL ROTOR FROM THE ACFT, THE ENGINEER PERFORMING THE WORK NOTED THAT SEPARATING THE HUB FROM THE OUTPUT DRIVE SHAFT WAS SUBSTATIALLY MORE DIFFICULT THAN NORMAL. ONCE THE TAIL ROTOR WAS REMOVED IT WAS NOTED THAT THE INCORRECT TYPE OF LUBRICANT HAD BEEN APPLIED DURING THE LAST INSTALLATION OF THE TAIL ROTOR. THE TR GEARBOX WAS SENT TO A REPAIR FACILITY FOR A SCHEDULED INSP AND THE TR OUTPUT SHAFT WAS SUBSIQUENTLY SCRAPPED DUE TO CORROSION OF THE TR AND TAIL ROTOR OUTPUT SHAFT DRIVE SPLINES.

CA080910005	BELL	ALLSN	DISC PACK	CRACKED
7/9/2008	407	250C47B	407340340103	T/R DRIVESHAFT

(CAN) FOUND (3) DISCS CRACKED AND ALL DISCS CORRODED ON THE FWD NR 1 POSITION.

CA080611003	BELL		VENT LINE	CHAFED
6/6/2008	412		412061634105	FUEL SYSTEM

(CAN) FOUND RT FUEL VENT LINE P/N 412-061-634-105 HAS RUB MARK AT WL 41. LENGTH 0.700X0.100. LOCATION: RT DOOR POST PANEL. CUT MADE WITH SHARP EDGE OF BOTTOM FOOT DOOR.

CA080924002	BELL	PWA	SUPPORT	CRACKED
9/24/2008	412	PT6T3	205001731101	TAIL ROTOR SERVO

(CAN) CRACKS FOUND IN SUPPORT CASTING NEAR UPPER ATTACHMENT TO AIRFRAME.

CA080924003	BELL	PWA	SUPPORT	CRACKED
9/24/2008	412	PT6T3	205001731101	TAIL ROTOR SERVO

(CAN) CRACKS FOUND IN SUPPORT CASTING NEAR UPPER ATTACHMENT TO AIRFRAME.

CA080924004	BELL	PWA	SUPPORT	CRACKED
9/24/2008	412	PT6T3	205001731001	TAIL ROTOR SERVO

(CAN) TAIL ROTOR SERVO SUPPORT FOUND CRACKED NEAR UPPER ATTACHMENT FLANGES.

CA080516003	BELL	PWA	GEARBOX	LEAKING
5/13/2008	412EP	PT6T3	212040004103	TAIL ROTOR

(CAN) 90 DEGREES, GEARBOX STARTED LEAKING AFTER 7.8 HOURS OF FLIGHT. UPON LANDING (TOTAL FLIGHT TIME OF 24.1 HOURS ON THE HOURMETER),THE OIL LEVEL WAS CHECKED IN THE 90 DEGREE AND FOUND TO BE EMPTY, WITH OIL SPLASHED ALL OVER THE GEARBOX. THE GEARBOX WAS FILLED WITH OIL TO THE NORMAL LEVEL AND THE ACFT WAS HOVERED FOR HALF AN HOUR AND CHECKED FOR LEAK, WHICH WAS CONFIRMED. THE OIL WAS LEAKING FROM THE PITCH CHANGE MECHANISM. THE OIL FILLER CAP WAS CHECKED FOR BLOCKAGE BUT WAS FOUND OK.

CA080710001	BELL	PWA	WINDOW	MISSING
7/8/2008	412EP	PT6T3	412670101	PAX DOOR

(CAN) WHILE THE ACFT WAS IN A DIVE, IN ORDER TO REACH VNE FOR RADS READING, AFT RT PASSENGER DOOR WINDOW WAS LOST IN FLIGHT AT 138 KNOTS.

CA080710002	BELL	PWC	CABLE	BROKEN
6/18/2008	427	PW207D	26801500	CARGO HOOK ASSY

(CAN) MANUAL RELEASE CABLE BROKE AT CARGO HOOK FITTING CAUSING HOOK TO RELEASE INFLIGHT.

CA080528007	BELL	PWC	SHROUD	CHAFED
5/25/2008	427	PW207D	427065125111	FUSELAGE

(CAN) OPERATOR REPORTED A MAIN ROTOR TRANSMISSION OIL LINE FAILURE. INSP REVEALED CHAFING DAMAGE TO THE OIL-LINE SHROUD ASSY FROM THE FIREWALL CLOSEOUT METAL EDGE.

CA080908006	BELL		TRANSMISSION	DAMAGED
5/7/2008	430		430040003	MAIN ROTOR

(CAN) WHILE IN CRUISE FROM AN OIL RIG , THE PILOT HEARD A LOUD BANG AND THE ACFT YAWED LT AND RT AND WAS FOLLOWED BY A LOUD RUMBLING SOUND. THE COCKPIT INDICATION SHOWED THAT THE ACFT HAS A TRANSMISSION CHIP AND A CHIP SUMP CAUTION. THE PILOT DESCENDED DOWN TO APPROXIMATELY 400 FEET READY TO PREPARE FOR DITCHING. AFTER APPROXIMATELY 1 1/2 TO 2 MINUTES, THE RUMBLING STOPPED AND THE ACFT NOISE WENT BACK TO NORMAL. THE PILOT PROCEEDED TO LAND WITHOUT EVENT AND SHUT DOWN THE HELICOPTER. AFTER INSPECTION, NUMEROUS CHIPS AND FLAKES OF METAL ON THE SUMP PUMP CHIP DETECTOR, COLLECTOR GEAR DETECTOR AND THE MAGNETIC DRAIN PLUG. SOME METAL FOUND ON THE LT INPUT QUILL CHIP DETECTOR AND IN THE OIL FILTER. TRANSMISSION WILL BE CHANGED.

CA080303008	BELL	LYC	GEARBOX	MAKING METAL
2/29/2008	47G2	VO435A1D	476400751	TAIL ROTOR

(CAN) UPON WALK AROUND OIL IN GEARBOX LOOKED DIRTY, OIL WAS DRAINED AND METAL WAS FOUND ON MAGNETIC PLUG, TAIL ROTOR GEARBOX WAS REMOVED FROM SERVICE AND OH ONE INSTALLED AND ACFT WAS

RELEASED. MORE INFO WILL BE POSTED AS THE GEARBOX IS DISASSEMBLED.

2008FA0000776	BELL	LYC	GUIDE	WORN
10/24/2008	47G4A	VO540B1B3	AEL75838	NR 1 CYLINDER

DURING INVESTIGATION OF AN ACCIDENT IN WHICH ACFT LOST POWER AND WAS FORCED TO LAND THE FOLLOWING WAS DISCOVERED: COMPRESSION CHECK REVEALED THE NR 1 CYL WAS LEAKING PAST THE EXHAUST VALVE. (COMPRESSION 45/80). EXAMINATION OF THE CYLINDER REVEALED THE EXHAUST GUIDE WAS EXTREMELY WORN AND CRACKED IN 4 PLACES. VALVE OD .496 INCH GUIDE ID .540 INCH, .044 INCH CLEARANCE. IT WAS FURTHER DISCOVERED THAT THE VALVE WAS PN SL-16740 NIMONIC VALVE GUIDE. THIS VALVE REQUIRES THE USE OF A HIGH CHROME CONTENT NI-RESIST VALVE GUIDE. ECI VALVE GUIDE AEL 75838 WAS FOUND INSTALLED. THIS IS A NI-RESIST VALVE GUIDE. ECI VALVE GUIDE AEL 75838 WAS FOUND INSTALLED. THIS IS A NI-RESIST GUIDE. HOWEVER IT DOES NOT HAVE THE CHROME CONTENT OF THE AEL75838HC AND ACCELERATED WEAR WILL RESULT.

CA080608003	BNORM	LYC	TALLEY	NUT	STRIPPED
6/3/2008	BN2A26	O540E4C5	1251T100		FLAP ACTUATOR

(CAN) DURING A TRAINING FLIGHT, ON OVERSHOOT FROM A ABORTED LANDING, FLAPS RETRACTED UN-COMMANDED. PILOT REDUCED POWER AND WAS ABLE TO LAND STRAIGHT AHEAD ON REMAINING RUNWAY. INSPECTION FOUND THE FLAP ACTUATOR STRIPED. ACTUATOR WAS REMOVED AND SENT FOR OVERHAUL. OVERHAUL FACILITY REPORT THAT THE STRIPPED BRASS NUT WAS MADE OF A SOFTER THAN STANDARD MATERIAL. THERE WAS IN EVIDENCE IN THE AVAILABLE LOGS OF THE TIME IN SERVICE SINCE NEW OR OVERHAULED. OVERHAULED ACTUATOR WAS RE-INSTALLED IN ACFT.

CA081015002	BNORM	LYC	SPRING	BROKEN
10/6/2008	BN2B27	O540E4C5	AEL11795	INTAKE VALVE

(CAN) DURING INSPECTION OF LYCOMING SB 388C FOUND BROKEN INNER SPRING PART NR AEL11795 ON INTAKE AND EXHAUST VALVE.

CA081010001	BOEING	RROYCE	LINE	CRACKED
9/27/2008	717200	BR700715A130		FUEL SYSTEM

(CAN) EXPERIENCED A LT ENG FUEL LEAK DURING APPROACH/LANDING. MAINT IDENTIFIED AND REPLACED A CRACKED P/N BRH19082 FUEL PIPE. ON 28 SEP/08, ACFT WAS FERRIED. WHEN ACFT WAS ON TAXI INTO THE RAMP, ANOTHER ACFT BEHIND REPORTED FUEL POURING FROM UNDER THE LT ENGINE. MAINT FOUND THAT PIPE WAS CRACKED AGAIN. SEVERAL FIRE LOOP BRACKETS WERE ALSO FOUND CRACKED. THE LT ENG WAS REPLACED, S/N 13243 OFF, THIS ENG HAD JUST BEEN INSTALLED ON 2 SEP/08, AT TIME OF REMOVAL: TSI 55 HOURS, CSI 35 CYCLES. HIGH VISIBILITY EVENT BY THE FAA DUE TO FUEL LEAK. ENG 13243 IN FOR INVESTIGATION. TEST BED RUN CONFIRMED HIGH VIBRATION EMANATING FROM ACCY GEARBOX, WHEN ENGINE POWERED UP AN OIL LEAK EMANATED FROM THE GEARBOX AT FUEL PUMP LOCATION AND VIBRATION WHEN UP. VISUAL INSP OF GEARBOX SHOWED A CRACKED GEARBOX AT LP FUEL PUMP LOCATION. ENG DECLARE AS ‘RED TOP’.

CA081025001	BOEING	RROYCE	PIN	MISSING
10/24/2008	717200	BR700715A130	BRH10211MS3215	LINKAGE

(CAN) ON 26 SEPT, ENGINE RECORDED 73-2138, BBV/FMU MECHANICAL FAULT. BVV AND FMU WAS CHANGED. ENGINE GOOD FOR 2 FLIGHTS BEFORE ENG SYS FAIL CAME BACK INFLIGHT FOR THE SAME FAULT. ACFT DIVERTED, OPERATOR REPORTS PROBLEMS WITH THE BVV LINKAGE THAT CANNOT BE CORRECTED ONWING. ENGINE WAS REMOVED IN UNSERVICEABLE CONDITION DUE TO BOOSTER BLEED VALVE MECHANISM MALFUNCTION. IT HAS BEEN REPORTED BY OPERATOR THAT BVV LEVER WAS NOT OPERATING PROPERLY. ENGINE AT ROLLS ROYCE CANADA FOR REPAIR TO DETERMINE THE ROOT CAUSE OF MECHANISM MALFUNCTION. STRIP WAS CARRIED OUT TO EXPOSE THE BOOSTER BLEED VALVE MECHANISM AND IT WAS NOTED THAT PIN AND RETAINING RING WERE MISSING. THIS PIN IS THE JUNCTION BETWEEN THE BELL CRANK LEVER ASSEMBLY AND THE BOOSTER BLEED VALVE RING ASSEMBLY AT TOP DEAD CENTRE POSITION (ACTUATING ROD POSITION).

CA081025002	BOEING	RROYCE	BRACKET	BROKEN

10/10/2008	717200	BR700715A130	251818	ENGINE

(CAN) ENGINE AUTO IFSD, ACFT DIVERTED TO ATL UNEVENTFUL LANDING. FSO CABLE RELEASE, PIECES FOUND IN THE TAILPIPE. LPT3 SCUFFED AND NICKED CONSISTENT WITH CABLE DAMAGE. NO EVIDENCE OF A TURBINE FAILURE. LP SYSTEM FREE TO TURN SMOOTHLY. ENGINE IN RRC FOR INVESTIGATION. FURTHER DETAIL WILL BE SUBMITTED.

2008FA0000746	BOEING	PWA	PUMP	MALFUNCTIONED
10/15/2008	727200	JT8D217C		FUEL SYS

CRUISE NR 1 ENG STARTED TO SPOOL DOWN OTHER PARAMETERS ARE NORMAL, PERFORMED IN-FLIGHT START CHECKLIST SEVERAL TIMES INCLUDING RESETTING SWITCHES, NO LIGHT OFF. ACFT DIVERTED AND THE CREW PERFORMED ENG INSPECTION AND START ON NR 1 ENG HIGH IGNITION SYS, ENGINE STARTED OK IN GROUND. START IGNITION NR 1 FROM HIGH-ENERGY FAIL IN FLIGHT POSITION. DEFERRED NR 1 ENG IGNITION IAW MEL 74-1 AND 705 CONTINUED SERVICE. MAINT REMOVED AND REPLACED NR 1 ENG FUEL PUMP IAW MM 73-11-1, PURGE FUEL SYSTEM, PS4, PT7, AND P AND D VALVE CHECK FOR MOISTURE. PERFORMED FULL POWER ENGINE RUN AND LEAK CHECK SYSTEM OPERATIONAL CHECK, OK. (K)

CA080624003	BOEING	PWA	INDICATOR	MALFUNCTIONED
6/24/2008	727225	JT8D15		OIL TEMP

(CAN) ON TAKE-OFF/CLIMB OUT, THE NR 3 ENGINE EGT WAS 60 DEGREES HIGHER THAN ENGINES 1 AND 2. THROUGH 1000 FEET AGL THE NR 3 OIL TEMP WENT INTO THE RED BAND. A REDUCTION IN POWER FOR QUITE THRUST BROUGHT THE OIL TEMP BACK TO THE YELLOW BAND. A RESUMPTION IN POWER RESULTED IN THE OIL TEMO RETURNING TO THE RED BAND. THE ENGINE WAS SHUT DOWN AND THE ACFT RETURNED FOR LANDING. MX REPLACED THE OIL TEMP INDICATOR AND BULB WHICH RECTIFIED THE PROBLEM.

CA080730002	BOEING	PWA	SMOKE DETECTOR	FAILED
7/30/2008	727225	JT8D15	774001	NR 6

(CAN) ON CLIMB THROUGH FL290 CARGO SMOKE 6TH POSITION LIGHT ILLUMINATED AND FIRE WARNING BELL SOUNDED. ACFT RETURNED. ON ARRIVAL, NO SMOKE DETECTION LIGHTS WERE ILLUMINATED ON FE PANEL. CARGO AREA INSPECTED FOR SMOKE. NONE FOUND. SUSPECTED FAILURE OF NR 6 SMOKE DETECTOR. PART REMOVED AND REPLACED. SYSTEM FUNCTION CHECKED SERVICEABLE.

CA081016004	BOEING	PWA	HOSE	LEAKING
10/8/2008	727225	JT8D15	10608486	FUEL SYSTEM

(CAN) DURING DEPARTURE OF THE ACFT PRIOR TO ENGINE START, FUEL WAS NOTICED LEAKING FROM NR 3 ENGINE. MX REQUESTED NORMAL ENGINE START TO VERIFY FUEL LEAK. ENGINE WAS SHUT DOWN, AND ACFT TOWED BACK TO GATE FOR FURTHER INVESTIGATION. THE FUEL HOSE ASSEMBLY WAS R&R WITH A SERVICEABLE ASSEMBLY. ENGINE GROUND RUN WAS CARRIED OUT AND LEAK CHECKED WITH NO FURTHER LEAKS OBSERVED. THE ACFT WAS RETURNED TO SERVICE.

CA080707002	BOEING	PWA	INDICATOR	BROKEN
7/5/2008	727225	JT8D15A		FLAP SYSTEM

(CAN) AFTER TAKE-OFF WHEN RETRACTING FLAPS THE INBD FLAPS STUCK AT APPROXIMATELY 5 DEGREES WITH AN ASYMMETRY. THE ACFT DECLARED AN EMERGENCY WITH A FLAP PROBLEM AND RETURNED TO CYYC. THE ACFT LANDED WITHOUT FURTHER INCIDENT. TROUBLESHOOTING WAS CARRIED OUT AND THE LT INBD FLAP POSITION TRANSMITTER DRUM CABLE WAS FOUND TANGLED AND HAD NO TENSION. THE DRUM ASSEMBLY WAS FOUND TO BE AT FAULT, AND THE TRANSMITTER ASSEMBLY SPRING TENSION HAD FAILED. THE FLAP POSITION TRANSMITTER ASSEMBLY WAS REPLACED AND THE FLAP ADJUSTMENT/TEST PROCEDURES WERE CARRIED OUT WITH NO FURTHER FAULTS. THE ACFT WAS RETURNED TO SERVICE.

CA080911003	BOEING	PWA	ACTUATOR	FAILED
9/5/2008	727225	JT8D9A	1U1110	KRUEGER FLAP

(CAN) DURING CLIMB THROUGH APPROX 2,000 FT NR1 ENGINE LOW HYDR PRESSURE LIGHT ILLUMINATED, SYS `A` HYDRAULIC OIL AND PRESSURE LOSS. ACFT RETURNED TO DEPARTURE. NR5 KRUGER FLAP ACTUATOR FOUND FAILED AND ATTACH BRACKET DAMAGED. REPLACED ACTUATOR AND TESTED IAW AMM 29-11-00 AND 27-

81-22. KRUEGER FLAP ATTACH BRACKET REPAIRED IAW SRM 51-10-2. ACFT RETURNED TO SERVICE.

CA080911006	BOEING	PWA	ENGINE	FAILED
9/4/2008	727227	JT8D9A	JT8D9A	NR 2

(CAN) AFTER T/O AND CLIMB OUT, NR2 ENGINE LOST OIL QTY AND OIL TEMP ROSE RAPIDLY INTO RED INDICATION. INFLIGHT SHUTDOWN COMPLIED WITH AND ACFT RETURNED TO DEPARTURE. NR2 ENGINE REPLACED IAW AMM AND KFL TASK CARDS, ACFT RETURNED TO SERVICE. ENGINE TO BE EVALUATED IN ENGINE SHOP FOR CAUSE.

CA080801003	BOEING	PWA	ENGINE	POWER LOSS
7/28/2008	727233	JT8D15		

(CAN) WHILE AIRCRAFT WAS IN CRUISE ENROUTE, THE ACFT EXPERIENCED AN UNCOMMANDED POWER LOSS, DECELERATING TO FLIGHT IDLE. THE CREW SELECTED NR 2 THRUST TO IDLE AND THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. THE ACFT FERRIED FOR ENGINE REPLACEMENT.

CA080728003	BOEING	PWA	PCU	FAILED
7/25/2008	727243	JT8D9A		AILERONS

(CAN) ENROUTE, CREW NOTICED HYD SYS (A) QUANTITY DECREASING RAPIDLY. SYS (A) HYDR WERE SHUTOFF AND EMERGENCY DECLARED. UPON ARRIVAL AT DESTINATION, A/C REQUIRED TOWING TO RAMP WHERE MAINT DISCOVERED THE AILERON PCU HAD FAILED. THE AILERON PCU WAS REPLACED AND A/C RETURNED TO SERVICE.

CA080716008	BOEING	PWA	POSITION SWITCH	MALFUNCTIONED
7/14/2008	727243	JT8D9A	H1010271	NR 6 L/E SLAT

(CAN) ON APPROACH AN IN-TRANSIT INDICATION WAS ILLUMINATED ON THE NR 6 L/E SLAT. THE CREW ELECTED TO RETURN TO VANCOUVER WHERE THEY LANDED WITHOUT INCIDENT. INSPECTION REVEALED THAT THE NR 6 L/E SLAT WAS FUNCTIONING CORRECTLY BUT THE L/E SLAT POSITION SWITCH WAS UNSERVICEABLE. THE SWITCH WAS REPLACED AND THE ACFT WAS RETURNED TO SERVICE.

CA081009007	BOEING	PWA	DECOTO	SWITCH	FAILED
10/9/2008	727247	JT8D15		651781823	SLAT ACTUATOR

(CAN) JUST AFTER DEPARTURE FROM YYZ, THE PILOTS NOTICED WHEN SELECTING FLAPS 5 TO FLAPS 2, THE LEADING EDGE FLAP INDICATOR ON THE FORWARD PANEL WENT MOMENTARILY GREEN THEN BACK TO AMBER. THE LEADING EDGE INDICATOR ON THE REAR PANEL INDICATED THE NR 1 LEADING EDGE IN TRANSIT. FUEL WAS DUMPED IN ORDER TO REDUCE LANDING WEIGHT OF THE ACFT AND THE ACFT RETURNED TO YYZ. MX TROUBLESHOT THE SYSTEM AND INSTALLED A JUMPER CABLE ON THE SLAT ACTUATOR TO ENABLE THE ACFT TO DEPART.

CA080911005	BOEING	PWA	O-RING	LEAKING
9/11/2008	727247	JT8D15	443330	GEARBOX OIL

(CAN) WHILE CLIMBING OUT, NOTICED ENG NR 1 OIL QUANTITY INDICATOR SLOWLY DECREASING, QUANTITY WAS 1 GALLON AT TOP OF CLIMB. AT MID POINT, QUANTITY DECREASED TOWARD ZERO. ENGINE SHUTDOWN DRILL AND CHECK LIST COMPLETED. ENGINE WINDMILLING SUPPLEMENT COMPLETED PRIOR TO DESCENT. ALL OTHER ENGINE INDICATIONS NORMAL PRIOR TO SHUTDOWN. OPENED COWLING ON NR 1 ENG, CHECKED FOR OIL LEAK, NOTHING OBVIOUS, ADDED 12 QUARTS OF OIL IAW MM 12-13-001-2. NR 1 ENG RUN AT IDLE TO LEAK CHECK, SIGNIFICANT OIL LEAK FROM GEARBOX TO OIL COOLER TUBE. FOUND OIL LINE HAD TENSION ON IT WHEN REMOVING TUBE. SEAL SPLIT AND REAR PIECE MISSING. PROCURED SEAL P/N 443330 (REV.A). CPN 0043234 INSTALLED SEAL AND REPOSITIONED TUBE, REMOVED PRE-LOAD IAW MM 79-20-001-4. NR 1 ENG GROUND RUN AT IDLE FOR LEAK CHECK, NO LEAKS, NR 1 ENG. COWLED. ACFT OK TO CONTINUE.

CA080917003	BOEING	PWA	SHUTOFF VALVE	FAILED
9/16/2008	727247	JT8D15A	3964401	A/C PACK

(CAN) DURING CLIMBOUT, SEPT 16 2008, PRESSURIZATION FAILED TO OPERATE NORMALLY. WHEN CLIMBING

THROUGH 23,000 FT, CABIN ALTITUDE EXCEEDED 10000 FT. FUEL DUMP CARRIED OUT IN ORDER FOR ACFT TO RETURN TO DEPARTURE. CABIN PRESSURIZATION LEAK CHECK CARRIED OUT, NO FAULTS. PRESSURIZATION CONTROLLER AND PRESSURIZATION CONTROL PANEL REPLACED. GROUND PRESSURIZATION CHECKS CARRIED OUT WITH NO FAULTS DETECTED. ON SEPT 17, 2008, ACFT WAS DEPARTED. AS THE ACFT CLIMBED THROUGH 25000 FT, CABIN PRESSURIZATION FAILED TO OPERATE NORMALLY WITH MINIMAL CONTROL. ACFT RETURNED TO DEPARTURE FOR FURTHER TROUBLESHOOTING. TROUBLESHOOTING REVEALED NO PROBLEMS WITH THE PRESSURIZATION SYS BUT HAS REVEALED THAT THE RT PACK FLOW CONTROL AND SHUTOFF VALVE FAILED TO OPERATE NORMALLY. THIS RESULTED WITH A LOSS OF 50 PERCENT OF PRESSURIZATION AIR. ACFT IS CURRENTLY OUT OF SERVICE AWAITING ARRIVAL OF A SERVICEABLE PACK FLOW CONTROL SHUTOFF VALVE.

CA080905003	BOEING	PWA	CONTROLLER	MALFUNCTIONED
9/3/2008	727260	JT8D17	658385	BLEED SYSTEM

(CAN) AT FL300, TOP OF DESCENT, AS THRUST REDUCTION COMMENCED, LARGE BANG WAS EXPERIENCED BY THE FLIGHT CREW WITH FLUCTUATIONS IN NR 2 ENGINE PARAMETERS. ENGINE WAS IDLED FOR THE REMAINDER OF THE FLIGHT AND SHUT DOWN UPON LANDING. MX PERSONNEL CARRIED OUT TROUBLESHOOTING AND THE PRESSURE RATIO BLEED CONTROLLER WAS REPLACED. THE PRBC HAS BEEN SENT TO AN OVERHAUL FACILITY AND AWAITING COMPLETE STRIP REPORT TO VERIFY DEFECTIVE PRBC.

CA081016008	BOEING	PWA	SWITCH	INOPERATIVE
10/3/2008	7272Q6	JT8D17	65378786	THRUST REVERSER

(CAN) ON CLIMB OUT, NR 3 ENGINE THRUST REVERSER OPERATING LIGHT ILLUMINATED THROUGH 5000 FT. THE ACFT RETURNED TO THE AIRPORT. THE NR3 ENG THRUST REVERSER WAS DEACTIVATED AND MEL APPLIED. UPON REACHING THE DESTINATION, THE NR3 ENGINE THRUST REVERSER SWITCH WAS REPLACED, ENGINE RUN CARRIED OUT AND THE THRUST REVERSER WAS FUNCTIONALLY CHECKED AS SERVICEABLE. THE DEFERRAL WAS CLEARED AND THE ACFT WAS RETURNED TO SERVICE.

CA080704003	BOEING	CFMINT	ELECTRICAL BOX	ODOR
7/3/2008	737*	CFM567B22	3042865102	ROW 8 DEF

(CAN) LIVE TV SCREENS ON SEATS DEF IN ROW 8 NOT DISPLAYING ANY PICTURE (BUT POWER STILL DELIVERED) AND BURNING ELECTRIC/METAL STRONG ODOR OCCURRING IN VICINITY OF ROW 8. LIVETV SYSTEM TURNED OFF WITH FLIGHT ATTENDANT CONTROL PANEL AND ODOR DISSIPATED WITHIN 10-15 MINUTES. THE IFE SYSTEM WAS DEACTIVATED. MX PLACED THE IFE SYSTEM UNDER MEL. SEB AT ROW 8 RT WAS REPLACED, WIRES AND CONNECTORS INSPECTED AND SYSTEM TESTED SERVICEABLE.

CA070809004	BOEING	CFMINT	EXTINGUISHER	FAILED
6/10/2007	737*	CFM567B22	898052	COCKPIT

(CAN) FOUND A FLIGHT DECK FIRE EXTINGUISHER THAT WAS REMOVED FROM THE AIRPLANE FOR LOSS OF PRESSURE. BOTTLE WAS FOUND COMPLETELY EMPTY AND THE TOP WAS LOOSE. YOU COULD SPIN THE TOP RIGHT OFF. STRIP REPORT REQUESTED FROM REPAIR FACILITY FOR INFORMATION. THIS REPORT WILL BE UPDATED AS INFORMATION BECOMES AVAILABLE. (TC NR 20070809004)

CA081020007	BOEING	GE	ELECTRICAL BOX	ODOR
10/19/2008	737*	CFM567B24	3042865102	SEAT ROW 16ABC

(CAN) FLIGHT ATTENDANTS NOTICED ELECTRICAL ODOR AT ROW 16 AND SHORTLY AFTER THE ROW 16ABC MALFUNCTIONED. LIVETV SYSTEM SHUT OFF IN FLIGHT DECK AND FLIGHT ATTENDANT STATION. THE SEB P/N 3042865-102 S/N 1792 WAS REMOVED. THIS SDR WILL BE UPDATED WHEN SEB TEARDOWN INFORMATION IS AVAILABLE.

CA080618004	BOEING	GE	SCREW	MISSING
6/13/2008	737*	CFM567B24	BACS12ER06K6	PAX DOOR ARM

(CAN) L1 MAIN CABIN ENTRANCE DOOR WAS FOUND TO HAVE RESTRICTED OPERATION FOR OPENING AND CLOSING UPON ARRIVAL AT THE GATE. GUIDE ARM LWR RADIUS LINK ATTACHING SCREW AND KEY WASHER WERE FOUND MISSING. PARTS REPLACED. SINCE THIS HAS OCCURRED RECENTLY ON ANOTHER ACFT IS PROCEEDING WITH A PRECAUTIONARY FLEET CAMPAIGN TO INSPECT THE L1 AND L2 DOOR HINGE ARM LINKS AND HARDWARE FOR CONDITION AND SECURITY. THIS WILL BE CARRIED OUT ON WJI'S ENTIRE FLEET OF 737

NGS AND SHOULD BE COMPLETED WITHIN 90 DAYS OF THE CAMPAIGN DETAILS BEING FINALIZED.

CA080623001	BOEING	PWA	ROD END	WORN
4/24/2008	737*	JT8D17	69355174	STEERING TILLER

(CAN) MINOR BUT PERSISTENT VIBRATION COULD BE FELT IN THE STEERING TILLER DURING TAXI, PARTICULARLY AT HIGHER SPEEDS.

SROM20080024	BOEING		SLIDE	INOPERATIVE
9/26/2008	737205		D31355440	R2 DOOR

DURING MINI EVACUATION DEMONSTRATION TRAINING SLIDE DEPLOYED BUT DID NOT INFLATE. WAITING ON TEAR DOWN REPORT FOR FINAL DISPOSITION. 11/20/08 FINAL DISPOSITION. TEARDOWN REPORT INDICATED NO FINDINGS.

CA080630001	BOEING	PWA	ENGINE	FAILED
5/22/2008	737217	JT8D17A		NR 2

(CAN) - ON DESCENT, A "BUZZING" SOUND WAS HEARD IN THE FLIGHT DECK FOR APPROX 5-10 SEC. THIS WAS FOLLOWED BY 1 OR 2 "POPS" AND THEN A LOUD "BANG" AT WHICH TIME THE NR 2 ENGINE LOST THRUST. NR 2 ENG TEMP CLIMBED BUT THERE WAS NO ENG OVERHEAT OR FIRE WARNING. ATC ADVISED OF EMERGENCY, AFTER LANDING, THE ACFT WAS BROUGHT TO A FULL STOP IN THE MIDDLE OF THE RUNWAY AND THE ENGINE WAS SHUT DOWN. C.F.R. APPROACHED THE ACFT AND NOTICED "SMOKE" AND A "GLOW" FROM THE NR 2 ENGINE. THERMAL IMAGING OF THE ACFT WAS ALSO PERFORMED. THEY APPLIED FOAM TO THE NR 2 ENGINE AT THIS TIME. CREW OPTED FOR A RAPID DEPLANEMENT THROUGH THE FORWARD L1 EXIT. NO VISIBLE DAMAGE TO THE ENGINE. IT WAS NOTED UPON FURTHER INVESTIGATION THAT THE ENGINE HAD SEPARATED INTERNALLY.

CA080829002	BOEING	PWA	CONTACTOR	FAILED
8/5/2008	737232	JT8D17	91252ZC7C4001	ELECTRICAL SYS

(CAN) AFTER LIFTOFF, SEVERAL FAILURES OCCURED. ANTISKID INOP, F/O PITOT INOP, NR2 EPR GUAGE INOP, NR2 AFT FUEL PUMP INOP, PINNED ASSOCIATED LIGHTS TO TRANSFER BUS PROBLEMS. LANDING BOTH 115V AND 28V AC TRANSFER BUS INOP. NR2 TRANSFER BUS CONTACTOR WAS FOUND TO HAVE A VOLTAGE DROP ACROSS THE C1 AND C2 CONTACTS. ALSO HEARD LOOSE PARTS RATTLING WITHIN THE SELF CONTAINED RELAY. RELAY WAS REPLACED. (TC NR 20080829002)

CA080708011	BOEING		WIRE	CHAFED
7/8/2008	737400			COCKPIT

(CAN) P5 OVERHEAD COCKPIT PANEL WAS OPENED DURING NORMAL MX ACTIVITIES AT THE C2 MX EVENT. ARCING WAS NOTED BETWEEN THE DOOR WARNING MODULE AND ADJACENT WIRE BUNDLES. DAMAGE TO WIRING WAS ALSO FOUND AT THE P5-13, ELECTRICAL METERS AND GALLEY POWER MODULE. INSPECTION REVEALED NO AFFECT TO ACFT STRUCTURE, BUT 6 WIRES WERE FOUND CHAFFED REVEALING THEIR RESPECTIVE CONDUCTORS (REF A AND C). A 7TH WIRE WAS FOUND SEVERED. THE MODULES WILL BE TESTED FOR SERVICEABILITY AS A SMALL BURN MARK WAS FOUND AT THE CORNER OF THE CASE. THE FOLLOWING WIRES ARE TO BE REPLACED TO CORRECT THE DEFECTS FOUND: 1. W036-650-22, WDM ATA 29-11-01. W036-8769-22, WDM ATA 24-31-11. W036-15A-24, WDM ATA 21-58-03 PG1 4. W036-043-22, WDM ATA 24-24-01. W036-40W-24, WDM ATA 24-28-11. W036-37W-22, WDM ATA 24-28-11. W036-1W3-22, WDM ATA 24-28-31 WIRE BUNDLES IN THE VICINITY OF THE P5 PANEL WILL BE INSPECTED FOR DAMAGE (REF B).

DL757081592	BOEING		SKIN	CRACKED
10/27/2005	757232			L1 DOOR

SUPPLEMENTAL SDR FUSELAGE/SKIN L-1 DOOR CUTOUT/UPPER FWD CORNER-CRACK IAW ERA 090914-14. C/W ERA 090914-14.

CA080618001	BOEING	RROYCE	HOSE	LEAKING
6/15/2008	75728A	RB211535E437	AS11510K0330	MLG ACTUATOR

(CAN) LT TRUCK TILT ACTUATOR RETURN LINE FOUND LEAKING.

CA070328005	BOEING	PWA	BOEING	ACTUATOR	FAILED

3/17/2007	767333	PW4060	VL200307A	LEG REST

(CAN) SEAT LOCATION ON THE ACFT WAS 7F, AND FAILED IN FLIGHT. LEG REST ACTUATOR KEPT DRIVING THE FOOTREST BACKWARD, AND PUNCTURED THE REAR SPAR OF THE SEAT. THERE IS A CONCERN THAT ECU SOFTWARE 2.8 MAY BE TO BLAME, BUT INVESTIGATION IS ON GOING. THERE HAS BEEN A PREVIOUS CASE OF A BENT SPAR, PRIOR TO THIS LEVEL OF SOFTWARE, SO IT IS POSSIBLE THAT THERE IS STILL AN UNKNOWN FAILURE MODE THAT CAUSES THE FEEDBACK FROM THE FOOTREST POSITION TO BE LOST, AND DRIVE THE FOOTREST UNTIL FAILURE.

CA080814004	BOEING	GE	LINE	CRACKED
8/9/2008	7673Y0	CF680C2B6F		ENGINE OIL SYS

(CAN) NR 1 ENGINE DUE HOC OCCURRED AUG 8/9. ON INVESTIGATION IT APPEARS THERE IS A LEAK FROM THE TAIL BEARING HOUSING FEED TUBE NEAR THE AFT SUMP HOUSING & REPLACED THE OIL FEED LINE. ACTUAL ROOT CAUSE IS NOT YET KNOWN (CRACKED LINE LOOSE OR DAMAGED FITTING). OIL TRENDING DID NOT SHOW ANY CONSUMPTION OR PRESSURE ANOMALIES PRIOR TO THE EVENT.

CA070719007	BOEING		ELECTRICAL BOX	BURNED
7/18/2007	777*		178661101	SEAT

(CAN) THE VIDEO ENTERTAINMENT SYS ON 3 SEATS WAS NOT WORKING. WHEN THE SEAT ELECTRONICS BOX WAS ACCESSED AND REPLACED DAMAGE WAS NOTED ON THE REMOVED UNIT. SOOT ASSOCIATED WITH WHAT APPEARED TO BE BURNED CIRCUIT CARD IN THE SEU WAS OBSERVED. AN ELECTRICAL BURNING TYPE ODOR WAS PRESENT IN THE AREA. (TC NR 20070719007)

CA080917005	BOEING	GE	ENGINE	VIBRATION
9/10/2008	777*	GE90115B	90623	NR 1

(CAN) IN CRUISE, THE FLIGHT EXPERIENCED A NR 1 ENGINE VIBRATION. THE ENGINE CONTINUED OPERATING NORMALLY BUT WITH VIBRATION. THE FLIGHT DIVERTED TO FAIRBANKS, ALASKA. AN ENGINE HAS BEEN SCHEDULED AND TOOLS, PARTS AND MANPOWER ARE CURRENTLY BEING SHIPPED TO ALASKA. ACFT IS OUT OF SERVICE. \ETQ INVESTIGATION NR 2917 INITIATED.

CA080903007	BOEING		COLLAR	CRACKED
2/8/2008	777222		HL10878	FASTENER

(CAN) FOUND DURING INSP, SEVERAL HI-LOCK COLLARS CRACKED. ALL HI-LOCK COLLARS REPLACED IAW SRM 51-40-02.

B62R20081121001	BOEING		INTERCOSTAL	CORRODED
11/6/2008	777236		149W1129111037	FUSELAGE

SECTION 43 WING TO BODY FAIRING STRUCTURE LT SIDE. INTERCOSTALS THAT SUPPORT THE FWD WING TO BODY FAIRINGS HAVE MODERATE TO SEVERE CORROSION. SURFACE, PITTING, GALVANIC AND EXFOLIATION CORROSION ARE EVIDENT ON THE UPPER AND LOWER FLANGES COMMON TO THE NUT PLATES. THERE IS EVIDENCE OF MOISTURE AND STANDING WATER IN THE AREA FROM STA 888 TO STA 1040 LT SIDE. SOME INTERCOSTALS WILL REQUIRE REPAIR OR REPLACEMENT. REF SRM 53-30-71-01-1.

B62R20081107003	BOEING		FRAME	CRACKED
11/7/2008	777236		313W3813X	PYLON

NR 1 & NR 2 ENG PYLON, STRUT AFT FAIRING HEAT SHIELD SPAR STRUCTURE, NR 5 FRAME P/N 313W3813-X HAS A 4.50 INCH CRACK ON THE LOWER AFT INBD CORNER. CRACK IS IN THE SAME LOCATION ON BOTH NR 1 & NR 2 ENG PYLON FRAMES. NR 2 ENG PYLON FRAMES NR 1 THRU NR 4, P/N'S 313W1813-X & 313W3813-X HAVE EVIDENCE OF HEAT DAMAGE AND SURFACE CORROSION. REF SRM 54-51-71 FIGURE 4. POSSIBLE CAUSE WAS AFT FAIRING HEAT SHIELD THERMAL BLANKETS NR 1 THRU NR 6 (NR 2 ENG PYLON) AND NR 6 (NR 1 ENG PYLON) WERE TORN AND WATER LOGGED. REF AMM 54-54-01 PG 426, 54-54-03 PG 406 AND 54-55-01 PG 623. AD 2002-07-07 AND SB 777-54A0017 ARE RELATED TO THIS BUT HAVE NOT BEEN ACCOMPLISHED. COMPLIANCE WITH AD WILL CORRECT CONDITION.

B62R20081106002	BOEING		SPAR	CORRODED

11/6/2008	777236		313W181338113813	NR 2 PYLON

NR 2 ENG PYLON STRUT, AFT FAIRING HEAT SHIELD LOWER SPAR STRUCTURE, PITTING CORROSION FOUND THROUGHOUT SPAR STRUCTURE, CHORDS, FRAMES 3, 4 & 5. EVIDENCE OF PITTING CORROSION AND HEAT DAMAGE ON LOWER SIDE OF WEBS. REF 54-51-71 PG 6. POSSIBLE CAUSE WAS AFT FAIRING HEAT SHIELD THERMAL BLANKETS 1 THRU 6 WERE TORN AND WATER LOGGED, SEALS DAMAGED AND STRUT DRAIN CLOGGED. REF AMM 54-54-01 PG 426, 54-54-03 PG 406 AND 54-55-01. AD 2002-07-07 AND SB 777-54A0017 ARE RELATED TO THIS BUT HAVE NOT BEEN ACCOMPLISHED. COMPLIANCE WITH AD WILL CORRECT CONDITION. NOTE: STRUT DRAIN WAS CLOGGED. PRIMARY FIRE SEAL DAMAGED. HEAT SHIELD SEAL DAMAGED. SECONDARY FLUID SEAL DAMAGED. PARTS WILL REQUIRE REPAIR OR REPLACEMENT.

CA080507004	BOLKMS	LYC	FORK	BINDING
4/30/2008	BK117B2	LTS101750B1		TAIL ROTOR

(CAN) ACFT WAS UNDERGOING A TEST FLIGHT FOR RADAR ALTIMETER TROUBLESHOOTING. 5 MINUTES INTO CRUISE FLIGHT, A SUDDEN VIBRATION WAS INDUCED INTO AIRFRAME AND ALL FLIGHT CONTROLS. PILOT IMMEDIATELY RETURNED TO BASE FOR AN UNSCHEDULED LANDING WITHOUT INCIDENT. UPON INSP OF ACFT, IT WAS FOUND THAT 1 TAIL ROTOR MOUNTING FORK WAS BINDING WHILE ATTEMPTING TO FEATHER BLADE. IT WAS ALSO NOTED THIS BLADE HAD NO AVAILABLE MOVEMENT IN THE FLAPPING AXIS. REMOVAL OF TAIL ROTOR INNER SLEEVE ASSY. REVEALED 1 OUTER BUSHING WAS PROTRUDING BEYOND THE INNER SLEEVE BY 1.80MM. INSPECTION OF THE MOUNTING FORK ALSO INDICATED ABRASION MARKS ON THE INSIIDE WHERE THE DISLODGED BUSHING HAD COME INTO CONTACT. SUSPECT ACFT VIBRATION A RESULT OF TAIL ROTOR IMBALANCE FROM WEIGHT SHIFT OF BUSHING AND THE BLADE RIGIDITY IN THE FLAPPING AXIS. PART BEING RETURNED TO MFG FOR WARRANTY EXCHANGE AND INSP.

CA080819008	BOLKMS	LYC	NUT	LOOSE
8/5/2008	BK117B2	LTS101750B1		MAIN ROTOR

(CAN) VIBRATION NOTICEABLE ON COLLECTIVE CONTROL PWR CHANGES. FURTHER INVESTIGATION REVEALED THAT THE MAIN ROTOR MAST HAD .2500 INCH VERTICAL PLAY. ON THE REMOVAL PROCEDURE OF THE MAIN ROTOR MAST FROM THE GEARBOX IT WAS NOTED THAT THE MAST NUT HAD NO TORQUE. A THOROUGH INSPECTION OF THE ACCESSIBLE GEARBOX COMPONENTS WAS CONDUCTED WITH NO FAULTS DETECTED, THE MAIN ROTOR MAST WAS REINSTALLED AND THE ACFT FLOWN WITH NO FURTHER VIBRATION DETECTED.

CA080627002	BOLKMS	LYC	ENGINE	FLAMED OUT
6/24/2008	BK117B2	LTS101750B1	LTS100750B	NR 2

(CAN) DURING NR2 ENGINE START UP PROCEDURE NR2 ENGINE FLAMED OUT. NR2 ENGINE WAS SET TO IDLE AND UPON TURNING ON NR2 GENERATOR, ENGINE SPOOLED DOWN. THERE WERE NO SURGES WITH THE INSTRUMENTS. ACFT WAS SHUTDOWN AND INSPECTED. DURING INSP NO FAULTS WERE DETECTED. A FUEL SAMPLE WAS TAKEN AND SHOWED THAT IT WAS CLEAR AND FREE OF WATER. ALL FUEL SUPPLY LINES TO THE NR2 ENGINE WERE INSPECTED AND FOUND NO FAULTS. ALL AIR LINES WERE REMOVED AND VISUALLY INSPECTED AND CAPPED LEAK CHECKED AROUND THE FLARES AND NO FAULTS WERE DETECTED. AIR LINES WERE REINSTALLED AND NR2 ENGINE ASSY WAS LEAK CHECKED IAW MM NO FAULTS DETECTED. THE NR2 ENG WAS GROUND RUNNED AND LEAK CHECKED NO FAULTS WERE FOUND. ACFT WAS RETURNED TO SERVICE AFTER ELECTRICAL LOAD TEST.

CA080702012	BOLKMS	ALLSN		TUBE	CHAFED
7/2/2008	BO105S	250C20B	10543079	ASSB3510127	TAIL ROTOR

(CAN) INSP OF THE TAIL ROTOR CONTROL TUBE IAW CAMPAIGN NOTICE 351-67-10-017, A 7X7MM AREA WAS FOUND TO HAVE BEEN CHAFED TO A DEPTH OF .003 INCHES 15MM FWD OF THE PROTECTIVE SLEEVE INSTALLED ON THE CONTROL ROD IN THE 10 O`CLOCK POSITION LOOKING FWD FROM THE AFT OF THE ACFT. CHAFED AREA TO BE CLEANED UP AND ALODINE APPLIED, AND ON REINSTALLATION OF THE PROTECTIVE BOOT ENSURE NO CONTACT WITH THE CONTROL ROD IS PRESENT.

CA080411003	BOLKMS	ALLSN	ROD END	DAMAGED
2/20/2008	BO105S	250C20B	10513142	BEARING

(CAN) ROD END HAS TEFLON MISSING WITH METAL TO METAL CONTACT (TC NR 20080411003)

CA080411001	BOLKMS	ALLSN	ACTUATOR	FAILED
2/20/2008	BO105S	250C20B	D107610E	TRIM SYS

(CAN) ACTUATOR FAILED, (WOULD NOT RETRACT) ON PRESTART TEST. FAILED IN THE EXTEN POSITION (CYCLIC FULL FWD) (TC NR 20080411001)

CA080923003	BOLKMS	ALLSN	WIRE	BROKEN
9/12/2008	BO105S	250C20B	52802800	CARGO HOOK

(CAN) ACFT OVERHAULED, CAME BACK TO BASE LAST WEEK OF AUGUST, NO SLING LOAD OPERATION HAS BEEN LOGGED. ELECTRICAL WIRE FOUND BROKEN AT HOOK CONNECTOR LOCATION. ELECTRICAL WIRE ATTACHED WITH CLAMPS (4X) ALONG THE SWING CABLE SUPPORT. THE ROUTING SEEMED TO BE TOO TIGHT.

CA080819009	BOMBDR	HNYWL	VALVE	UNKNOWN
8/15/2008	BD1001A10	AS90711A	17C17616A3	LANDING GEAR

(CAN) DURING FINAL APPROACH THE PILOT SELECTED THE LANDING GEAR DOWN AND THERE WAS NO MOVEMENT. MOMENTARILY THE PROX SYS FAULT CYAN CAS POSTED, BUT CLEARED WITHIN SECONDS. THE PILOT PUT THE GEAR HANDLE BACK UP. THEN SELECTED IT BACK DOWN. AGAIN THE GEAR DID NOT MOVE. HE THEN GRABBED THE QRH AND CARRIED OUT THE EMER PROCEDURES TO DEPLOY THE GEAR. WHEN THE EMER LG HANDLE WAS PULLED THE GEAR DEPLOYED AND ACHIEVED 3 GREEN IN A FEW SECONDS. THE LANDING WENT SMOOTHLY.

CA080806002	BOMBDR	HNYWL	DISPLAY	MALFUNCTIONED
7/29/2008	BD1001A10	AS90711A	8221577012	COCKPIT

(CAN) PILOT REPORTED, DURING PREFLIGHT. THEY STARTED THE APU. AFTERWARDS, PILOT SELECTED THE AIR SOURCE TO (NORMAL) THEN SMOKE BEGAN EMITTING FROM THE RT SIDE OF THE COCKPIT BETWEEN THE GLARESHIELD AND WINDOW. PILOT SELECTED THE AIR SOURCE TO (OFF) THEN SHUTDOWN THE APU. FOUND COPILOT`S MFD AS THE SOURCE OF THE SMOKE. REMOVED AND REPLACED COPILOT`S MFD. OPS GOOD. EXTENSIVE GROUND TESTING INCLUDING OPS OR AIR COND SYS WAS CARRIED OUT AND ALL WAS FOUND TO BE NORMAL.

CA080711004	BOMBDR	HNYWL	BEARING	DRAGGING
6/27/2008	BD1001A10	AS90711A	347074	ACM IMPELLER

(CAN) CREW REPORTS THEY WERE ON TAXI WAY, HAVING JUST LEFT THE FBO WHEN THICK GREY SMOKE STARTED ROLLING OUT OF THE VENTS. THE CABIN FILLED UP QUICKLY ENOUGH THEY WERE STARTING TO HAVE TROUBLE BREATHING. ONLY THING THEY MANAGED TO DO WAS SHUT DOWN AND GET OUT OF ACFT. RAMP AGENT FOR THE FBO DROVE UP IN A TRUCK, SAW WHAT WAS GOING ON, AND CALLED THE FIRE DEPARTMENT. FD USED THERMAL IMAGING TO DETERMINE THERE WAS NO FIRE AND LEFT. NO EMERGENCY WAS DECLARED.

CA081006002	BOMBDR		CONVERTER	DAMAGED
9/29/2008	BD7001A10		1707580A	

(CAN) ON GROUND, DURING GROOMING THE ACFT, THE AC POWER DROPPED OFF. WHEN IT WAS RE-APPLIED, COCKPIT DISPLAYS SHOWED AC SYSTEM IN MAGENTA (NO COMMUNICATION). FOUND THE EXTERNAL AC/DC CONVERTOR CARD LOCATED IN THE AC POWER CENTER HAD A BURNED TRACE. THE MICROPROCESSOR CARD LOCATED ABOVE THE AC/DC CONVERTER CARD HAD A SMALL AMOUNT OF SOOT BUT NO VISIBLE DAMAGE. THE PRIMARY LOGIC CARD WAS SOOTY AND , WHEN THE SOOT WAS WASHED OFF, A SMALL AREA ABOUT 3 SQUARE INCHES WAS DISCOLORED. AC POWER CENTER REPLACED TO DISPATCH THE ACFT.

CA080915006	BOMBDR	HNYWL	WARNING LIGHT	ILLUMINATED
8/26/2008	BD7001A10	AS90711A		MLG

(CAN) DURING FLT, "GEAR SYS FAIL" CAUTION MESSAGE POSTED. CREW VERIFIED ACTIVE FAULTS IN CAIMS TO FIND LGECU CHANNEL B FAILED. CREW PROCEEDED TO PREPARE FOR LANDING FOLLOWING ACFT FLT MANUAL PROCEDURE FOR GEAR SYS FAIL MESSAGE. MANUAL LANDING GEAR EXTENSION PROCEDURE WAS CARRIED OUT IAW AFM. ON APPROACH, ACFT DESCENDED TO AN ALTITUDE OF 500 FEET WHEN ENHANCED GROUND PROXIMITY WARNING SYSTEM "TOO LOW GEAR" UN-MUTABLE AURAL WARNING SOUNDED, WHICH PROMPTED PILOT TO GO AROUND AND VERIFY THE REASON FOR THIS WARNING. AFTER VERIFICATION CREW MADE A

SECOND ATTEMPT ON APPROACH AND THE "TOO LOW GEAR" AURAL WARNING SOUNDED AGAIN DISREGARDED BY CREW TO FINALIZE LANDING. ON TOUCH DOWN, THE PILOT NOTICED THAT THE LT ENGINE DID NOT REVERT FROM FLIGHT IDLE TO GROUND IDLE AND CABIN DID NOT DEPRESSURIZE. LGECU WAS REPLACED, SYS TESTED FULLY OPERATIONAL AND THE ACFT WAS RETURNED TO SERVICE. ACFT HAS SINCE FLOWN WITHOUT ANY OTHER RELATED ISSUES. PRELIMINARY INFO ON THE EVENT INDICATED THAT, DURING FLIGHT, "GEAR SYS FAIL" CAUTION MESSAGE WAS POSTED. FLIGHT CREW VERIFIED THE ACTIVE FAULTS IN CAIMS TO FIND THE LGECU CHANNEL B FAILED. FLIGHT CREW PROCEEDED TO PREPARE FOR LANDING FOLLOWING ACFT FLIGHT MANUAL PROCEDURE FOR GEAR SYS FAIL MESSAGE. MANUAL LANDING GEAR EXTENSION PROCEDURE WAS CARRIED OUT IAW AFM. ON APPROACH, ACFT DESCENDED TO AN ALTITUDE OF 500 FT WHEN ENHANCED GROUND PROXIMITY WARNING SYS "TOO LOW GEAR" UN-MUTABLE AURAL WARNING SOUNDED, WHICH PROMPTED THE PILOT TO GO AROUND AND VERIFY REASON FOR THIS WARNING. AFTER VERIFICATION THE CREW MADE A SECOND ATTEMPT ON APPROACH AND THE "TOO LOW GEAR" AURAL WARNING SOUND.

CA081007003	BOMBDR	GE	SCREW	LOOSE
10/6/2008	CL6002D15	CF348C5	NAS86034NAS86	SLAT

(CAN) ALL SCREWS ON TOP OF WING UNDER THE SLATS WERE FOUND LOOSE. 2 SCREWS , 1 ON EACH SIDE, WERE FOUND PROTRUDING BEYOND THE WING SURFACE CAUSING MINOR DAMAGE TO THE UNDER SKING SURFACE OF THE SLAT. ALL SCREWS WERE TIGHTENED BACK.

CA081009008	BOMBDR	GE	WIRE	CHAFED
10/8/2008	CL6002D15	CF348C5		

(CAN) FLIGHT ATTENDANT REPORTED A BURNING ODOR IN THE CABIN. THE ACFT LANDED UNEVENTFULLY. THE CAUSE OF THE ODOR WAS TRACED TO CHAFED WIRE ABOVE THE FORWARD LAVATORY.

CA081007001	BOMBDR	PWC	FADEC	MALFUNCTIONED
10/3/2008	DHC8400	PW150A	312240015	NR 2 ENGINE

(CAN) DURING PUSH-BACK FROM THE GATE WITH BOTH ENGINES RUNNING (PROPS FEATHERED), THE NR 2 ENGINE HAD AN UN-COMMANDED SHUTDOWN WITH AN ASSOCIATED NR 2 ENG FADEC FAIL WARNING LIGHT AND POWERPLANT MSG. INTERROGATION OF THE CDS REVEALED THE FOLLOWING FAULT CODES: 705, 707, 734, MPT, 737, 740, 748 & 749. FIM TASKS ARE CURRENTLY IN WORK, BUT AS FAULT CODES 705 & 707 ARE INDICATING AN INTERNAL FAULT IN THE FADEC. FADEC REPLACED IAW AMM TASK 73-21-01-400-801, FAULT CODES CLEARED, PLA TRIM AND ENGINE RUNS CARRIED OUT SUCCESSFULLY.

CA080903011	BOMBDR	PWC	SHAFT	SHEARED
9/3/2008	DHC8400	PW150A	6617303	HYDRAULIC PUMP

(CAN) DURING DESCENT ENGINE THE NR2 HYDR PUMP CAUTION LIGHT CAME ON ACFT CONTINUE NORMAL LANDING. NR2 HYDR PRESS BEING MAINTAINED BY PTU MAINT. FOUND EDP SHAFT SHEARED.

CA080805005	BOMBDR	PWC	SEQUENCE VALVE	INOPERATIVE
7/31/2008	DHC8400	PW150A	483025	MLG DOOR

(CAN) DURING DEPARTURE, THE LANDING GEAR WAS SELECTED UP, THE RT MLG DOOR WAS SLOW TO CLOSE (APPROX 10 MINUTES). THE F/A VERIFIED THE DOOR WAS OPEN. THE DOOR THEN CLOSED WITHOUT ACTION FROM THE PILOT. PSEU FAULT CODE RGDCL UNREASONABLE FAR. RT MLG SOLENOID SEQUENCE VALVE REPLACED.

CA080805006	BOMBDR	PWC	PUMP	DAMAGED
8/1/2008	DHC8400	PW150A	6617303	HYD SYSTEM

(CAN) DURING APPROACH, NR 2 HYD PUMP CAUTION LIGHT ILLUMINATED. PTU WAS SELECTED ON SO ALL SYSTEMS OPERATED NORMAL FOR ROUTINE LANDING. EDP CASE HALVES LOOSE AND PUMP NOT MAKING PRESSURE. PUMP REPLACED.

CA080814013	BOMBDR	PWC	ENGINE	FAILED
8/12/2008	DHC8400	PW150A		LEFT

(CAN) DURING TAKE OFF ROLL AT AROUND 60 KNOTS, LT ENGINE ITT ENGINE WARNING ILLUMINATED AND CREW

FELT THE ACFT YAW. ENGINE WAS SECURED AND ACFT RETURNED TO GATE WITHOUT INCIDENT. METALLIC DEBRIS OBSERVED ON THE RUNWAY AND IN ENGINE EXHAUST DUCT. ENGINE TO BE REMOVED AND SENT TO PWC FOR INVESTIGATION. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080919004	BOMBDR	PWC		NUT	LOOSE
9/16/2008	DHC8400	PW150A	766859C		OIL PUMP

(CAN) DURING DESCENT NR 2 ENGINE INDICATED LOW OIL PRESSURE. ENGINE WAS SHUTDOWN AND UNEVENFUL LANDING WAS CARRIED OUT. MX BORESCOPE INSP FOUND THE OIL PUMP DRIVE SHAFT NUT BECAME LOOSE.

CA080925001	BOMBDR	PWC	WINDOW	CRACKED
9/14/2008	DHC8400	PW150A	80260008	COCKPIT

(CAN) RT WINDSHIELD CRACKED DURING CRUISE. REDUCED SPEED TO 180 KTS AND DESCENDED TO FL100 AND LANDED AT DESTINATION. MX REPLACED WINDSHIELD. ACFT RETURNED TO SERVICE.

CA080806008	BOMBDR	PWC	OUTFLOW VALVE	FAILED
7/30/2008	DHC8400	PW150A	88060B010003	CABIN PRESSURE

(CAN) ACFT RETURNED DUE TO DEPRESSURIZATION AND BURNING ODOR IN THE COCKPIT. ATC CALLED LOCAL STANDBY, NO PAN/MAYDAY DECLARED. ACFT LANDED SAFELY AND WITHOUT INCIDENT. MAINT INTEROGATEED THE CDS, THE FOLLOWING CODES IDENTIFIED: AFT OUTFLOW VALVE FAIL CPC/OFF VALVE DATA FAIL. AFT OUTFLOW VALVE REPLACED. FUNCTION CHECKS OF ECS SYSTEM CARRIED OUT COULD NOT IDENTIFY ANY ODORS. AIRCRAFT RETURNED TO SERVICE.

CA080820001	BOMBDR	PWC	SCAVENGE PUMP	LOOSE
8/17/2008	DHC8400	PW150A	766859C	NR 2 ENGINE

(CAN) AT 15000 FT IN THE DESCENT, THERE WAS A SUDDEN LOSS OF OIL PRESSURE ON THE NR 2 ENG. GAUGE INSTANTLY SHOWED ZERO WITH THE NR 2 OIL PRESS WARNING AND CHIME. CREW IMMEDIATELY SHUT DOWN THE NR 2 ENG, TAKING ABOUT 5 TO 10 SECONDS TO COMPLETE MEMORY ITEMS. AFTER ENGINE/PROP FEATHERED, THERE SEEMED TO BE NO OTHER PROBLEMS. CASTELLATED NUT ON THE OIL SCAVENGE PUMP FOUND LOOSE. WITH INPUT SHAFT ROTATING THE SPUR GEAR WAS NOT ROTATING WHICH WAS DRIVE FOR THE ADJACENT SHAFT. RGB SCAVENGE IS LOCATED ON THIS SHAFT WHICH WAS NOT ROTATING. OIL SCAVENGE PUMP BEING REPLACED.

CA080825001	BOMBDR	PWC	CONTROL UNIT	SHORTED
8/25/2008	DHC8400	PW150A	666000459	NR 2 ENGINE

(CAN) DURING FLIGHT THE PROP SPEED SHOWED 1070 RPM IN DESCENT WITH PEC CAUTION. CREW PREFORMED NR2 ENGINE IFSD AND RETURNED TO BASE. MAINT REVIEWED CDS AND FOUND FC 160 CH A&B. FIM TASK FOLLOWED AND FOUND MPU SHORTED TO GROUND. MPU REPLACED AND EGR C/O SATIS. ACFT RELEASED FOR SERVICE.

CA080730006	BOMBDR	PWC	ENGINE	FAILED
7/13/2008	DHC8400	PW150A		

(CAN) 10 MINUTES AFTER TAKEOFF, THE ENGINE OIL PRESSURE AND TORQUE INDICATION DECREASED BELOW ALLOWABLE LIMITS. THE ENGINE WAS SHUTDOWN AND SECURED BY THE FLIGHT CREW. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080730007	BOMBDR	PWC	ENGINE	ERRATIC
7/6/2008	DHC8400	PW150A		NR 1

(CAN) DURING TAKEOFF ROLL THE NR 1 ITT DROPPED TO 230 DEGREES AND WAS ERRATIC. THE PILOT ELECTED TO ABORT THE TAKEOFF AND RETURNED TO THE GATE. TROUBLESHOOTING DISCLOSED FAULT CODE (FC) 973 T6 OPEN CIRCUIT. FURTHER INTERROGATION OF FC CONFIRMED 973 PRESENT ON BOTH A&B CHANNELS. THE T6 HARNESS WAS REPLACED AND THE ACFT RETURNED TO SERVICE. ERRATIC ITT INDICATION WAS NOTED BY THE CREW DURING THE PREVIOUS FLIGHT.

CA080818001	BOMBDR	PWC		PUMP	LEAKING
8/14/2008	DHC8400	PW150A		661733	HYD SYSTEM

(CAN) DURING CRUISE OPERATION FLIGHT CREW OBSERVED NR 1 HYDR SYS CAUTION LIGHT ON, FLIGHT DIVERTED TO BASE. CREW CONFIRMED NO PRESSURE FROM NR 1 EDP SELECTED SPU CONFIRMED PRESSURE 3000 PSI AND NO QUANTITY LOSS. ON GROUND TROUBLESHOOTING REVEALED EDP HAD 5 PUNCTURES THROUGH CASING & SOURCE OF SMALL AMOUNT OF HYDR FLUID LOSS. NR 1 ENGINE DRIVEN PUMP REPLACED.

CA080715001	BOMBDR	PWC		PUMP	FAILED
6/25/2008	DHC8400	PW150A		6617303	HYDRAULIC SYS

(CAN) DURING CRUISE FLIGHT EDP NR 1 FAILED AND HYDRAULIC PRESSURE WAS LOST. SPU TURNED ON THEN TURNED OFF DUE TO LOSS OF HYDRAULIC FLUID NR 1 SYSTEM. ACFT LANDED AT DESTINATION AIRPORT WITHOUT INCIDENT. GROUND INSPECTIONS REVEALED METAL IN CASE DRAIN FILTER. EDP REPLACED AND ACFT RETURNED TO SERVICE.

CA081021002	BOMBDR	PWC		SENSOR	CRACKED
10/18/2008	DHC8400	PW150A		401020101	NLG DOOR

(CAN) ON INSPECTION FOUND NOSE GEAR DOOR CLOSED SENSOR CRACKED. SENSOR REPLACED IAW AMM 32-61-06-04

CA081021004	BOMBDR	PWC		SENSOR	OUT OF RIG
10/19/2008	DHC8400	PW150A			NLG DOOR

(CAN) NOSE GEAR DOOR LIGHT FLICKERING ON AND OFF IN FLIGHT. RIGGED NOSE GEAR DOOR PROXIMITY SENSOR IAW AMM 32-61-06. CYCLED NOSE GEAR DOORS AND NO OTHER FAULTS FOUND.

CA081021006	BRAERO	GARRTT	HAWKER	JACKSCREW	FROZEN
10/20/2008	BAE125800A	TFE7315R		258CT29115A	TRIM ACTUATOR

(CAN) CREW REPORT THE ELEVATOR TRIM WAS DIFFICULT TO MOVE IN FLIGHT. UPON INSPECTION BY MX IT WAS FOUND THE ACTUATOR WAS CORRODED INTERNALLY AND THE GREASE WAS CONTAMINATED AND HARDENED. HAWKER BEECHCRAFT ALREADY HAS SB 27-3840 R1 TO CHECK FOR THIS SAME ISSUE WITH THESE ACTUATORS. BOTH LT AND RT ACTUATORS WERE REPLACED DUE TO THIS ISSUE AND THE ACFT RETURNED TO SERVICE.

CA080801001	BRAERO	RROYCE		FLEX LINE	CHAFED
7/26/2008	HS7482A	DART5342			HYD SYSTEM

(CAN) ON APPROACH, THE CREW OBSERVED A LOSS OF HYDRAULIC PRESS AFTER GEAR WAS SELECTED DOWN. THE ACFT LANDED WITHOUT FURTHER INCIDENT. MAINT IDENTIFIED THE HYDRAULIC LINE FROM THE PUMP THE HIGH PRESSURE FILTER AS THE SOURCE OF THE LEAK. THE LINE WAS REPLACED AND THE ACFT RETURNED TO SERVICE.

CA080729006	BRAERO	RROYCE	LKHEED	COVER	LEAKING
7/27/2008	HS7482A	DART5342		AIR29804	HYDRAULIC PUMP

(CAN) WHILE ENROUTE FROM YBK TO YTH FAMO EXPERIENCED LOSS OF HYDRAULIC PRESSURE. AN EMERGENCY WAS DECLARED AND THE ACFT DIVERTED TO YTH WHERE AN UNEVENTFUL LANDING WAS MADE. DURING THE FLIGHT HYDRAULIC PRESSURE WAS SEEN TO RISE AND FALL A NR OF TIMES. EMERGENCY U/C ACTUATION WAS NOT REQUIRED. UNDER INSPECTION THE RT HYDRAULIC PUMP WAS FOUND TO BE LEAKING. THE PUMP WAS CHANGED AND THE SYSTEM EXHIBITED NO DEFECTS DURING FUNCTION TESTING. THE PUMP WAS INSPECTED AND THE LEAK WAS FOUND TO BE FROM THE TOP EDGE OF THE END COVER THROUGH A NR OF PIN HOLES IN THE CASTING. THERE WERE NO LEAKS THROUGH THE PUMP FIXTURES AND FITTINGS. THE PUMP WILL BE SENT FOR STRIP EVALUATION.

CA080919007	BRAERO	RROYCE		SUPERCHARGER	INOPERATIVE
9/17/2008	HS7482A	DART5342		139312	CABIN PRESSURE

(CAN) WHILE IN CRUISE FLIGHT, ENROUTE, CREW NOTICED A STRANGE ODOR COMING FROM THE CABIN. CREWMAN ONBOARD WENT TO LOOK IN THE CABIN AND NOTICED TEMPERATURE IN THE CABIN WAS VERY HOT

AND THERE WAS LIGHT HAZE OR SMOKE IN SAFELY. MX INSPECTED THE ACFT AND FOUND THAT BOTH CABIN SUPERCHARGER INTAKE FILTERS WERE NEARLY COMPLETELY CLOGGED. FURTHER INSP REVEALED SOME SCORING ON THE INSIDE WALLS AND ROTORS OF THE CABIN SUPERCHARGERS. INLET FILTERS WERE CLEANED AND BOTH LT AND RT CABIN SUPERCHARGERS REPLACED. GROUND RUNS AND FLIGHT TEST WERE COMPLETED, THE ACFT WAS FOUND SERVICEABLE AND RELEASED FOR SERVICE.

2008FA0000773	CESSNA	CONT	CYLINDER	CRACKED
9/29/2008	150L	O200A	65315	ENGINE

NR 4 CYLINDER FOUND CRACK AT BARREL BETWEEN COOLING FINS. CRACK WAS APPROX 300 DEGREES AROUND CYLINDER CIRCUMFERENCE. SYMPTOMS INCLUDED ROUGH RUNNING, LARGE OIL LEAK AND SMOKE. CATASTROPHIC FAILURE WAS EMANATE AND WOULD HAVE CAUSED COMPLETE LOSS OF ENGINE POWER. (K)

CA081002007	CESSNA	LYC	FITTING	FRACTURED
9/24/2008	152	O235L2C	04311481	VERTICAL STAB

(CAN) ACFT BROUGHT TO MX DUE TO ACFT NOT RESPONDING CORRECTLY, VERTICAL STABILATOR WAS INSPECTED AND A FRACTURE WAS FOUND IN THE BRACKET. IT APPEARED TO BE A STRESS FRACTURE IN THE FITTING. WE WOULD LIKE ALL CESSNA OWNERS TO UNDERSTAND THAT IF THE TAIL HITS THE GROUND OR IT RUBS THE GROUND IN ANY WAY THAT IT SHOULD BE INSPECTED. THIS ACFT HAD BEEN INSPECTED APPROX 50 HOURS PRIOR AND THERE WAS NO FRACTURE AT THAT TIME. ALL OF THE FITTINGS AND BOLTS RELATED TO THE ATTACH POINT OF THE VERTICAL FIN WERE REPLACED AND THE FIN WAS INSPECTED FOR ANY DAMAGE. WE ARE GOING TO CONTINUE TO MONITOR THESE FITTINGS ON ALL 152`S AND IF FURTHER INFORMATION ABOUT THIS ISSUE BECOMES APPARENT TO US WE WILL UP DATE.

CA080912003	CESSNA	LYC	PLUG	WORN
9/2/2008	152	O235L2C	SL11625	ENGINE

(CAN) THE PISTON PIN PLUGS IN TWO CYLINDERS ON THE ENGINE WORE UNUSUALLY AND CAUSED ALUMINUM METAL CONTAMINATION THROUGHOUT THE ENGINE.

CA081006001	CESSNA	LYC	STEERING SYS	INOPERATIVE
10/2/2008	152	O235L2C	05430223	

(CAN) INSTRUCTOR WITH A STUDENT PILOT ON BOARD REPORTED THAT ALTHOUGH RUDDER PEDAL TRAVEL APPEARED TO BE NORMAL DURING TAXI, AT THE POINT OF LIFT OFF RUDDER PEDAL MOVEMENT WAS RESTRICTED TO RT RUDDER ONLY. RUDDER COULD NOT BE MOVED TO THE LT. THE ACFT CONTINUED WITH A NORMAL CIRCUIT AND LANDED WITHOUT INCIDENT WHEREUPON THE RUDDER PEDAL MOVEMENT APPEARED TO RETURN TO NORMAL OPERATION. MAINT INSP WAS REQUESTED FOR THE ACFT. IT WAS DISCOVERED THAT THE LT STEERING TUBE ASSY, P/N 0543022-3 HAD LOST THE CUSHIONING EFFECT OF THE INTERNAL SPRING. THIS IN EFFECT HAD LEFT THE TUBE ASSY TO ACT AS A SOLID ROD, WHERE AFTER LIFT OFF WITH THE NOSE OLEO EXTENDED AND THE NOSE WHEEL LOCKED IN THE CENTER POSITION, IT WOULD HAVE CAUSED THE DESCRIBED SYMPTOMS OF NO RUDDER PEDAL TRAVEL. A SIMILAR SITUATION WAS REPORTED AND PUBLISHED IN "SERVICE DIFFICULTY ADVISORY" NR AV-2007-04.

CA080715002	CESSNA	LYC	ATTACH FITTING	CRACKED
7/15/2008	152	O235L2C	04310093	

(CAN) LT ATTACH FITTING CRACKED AT LOWER OUTSIDE RADIUS ADJACENT TO AN 4-6A ATTACH BOLT.

CA080723006	CESSNA	LYC	ALTERNATOR	FAILED
7/21/2008	152	O235L2C		

(CAN) DURING CRUISE, PILOT NOTICED KX155 NAV/COM FLASHING ITS DISPLAY AND VOR NEEDLE ERATIC. PILOT DECLARED NORDO AND LANDED SAFELY WITHOUT FURTHER INCIDENCE. MAINT ATTEPTED TO START ACFT AND DISCOVERED BATTERY ALMOST DEAD. ACFT CHARGING SYS HAD MALFUNCTIONED DURING FLIGHT AND PILOTS WERE UNAWARE OF THE PROBLEM. MFG INSTALLED AMMETER SHOWS VERY LITTLE NEEDLE DEFLECTION WHEN SYS IS OPERATING NORMALLY, EVEN UNDER HEAVY LOAD. ALSO, EARLIER 152`S WERE PROVIDED WITH AN OVERVOLT RED LIGHT ONLY. LATER 152S INCORPORATE AN UNDERVOLT LIGHT WHICH IS MORE USEFULL. MAINTENANCE CHARGED BATTERY AND REPAIRED BROKEN RING TERMINAL ON ALTERNATOR FIELD WIRE, ACFT RETURNED TO SERVICE.

CA080812003	CESSNA	LYC		PISTON	DAMAGED
8/8/2008	152	O235L2C		LW13623	ENGINE

(CAN) TOP COMPRESSION RING BROKEN, OIL RING SEIZED, PISTON BURNED FROM BLOWBY, CONNECTING ROD UPPER BRG LOOSE, BRG BORE OUTSIDE SERVICE LIMITS.

CA081020003	CESSNA	LYC		STARTER	BROKEN
10/19/2008	152	O235L2C		MMU6001	ENGINE

(CAN) SNAG REPORTED THAT ACFT WOULD NOT START. UPON INVESTIGATING IT WAS NOTED THAT THE STARTER HOUSING WHERE IT ATTACHES TO ENGINE WAS BROKEN. ALSO NOTED THAT THE BENDIX DRIVE TEETH WERE MISSING/SHEARED OFF. ENGINE CASE INSPECTED FOR DAMAGE, NONE FOUND NEW STARTER INSTALLED AND FUNCTION CHECKED SERVICEABLE. A CHECK ON STARTER SOLENOID SHOWED NO FAULTS. SUSPECT STARTER WAS RE-ENGAGED BY PILOT AFTER ENGINE WAS RUNNING.

CA070613003	CESSNA	LYC		STARTER	SHORTED
6/12/2007	152	O235L2C		MMU4001R	

(CAN) STUDENT TRIED TO START ENGINE THE STARTER WOULD NOT ENGAGE. AIRCRAFT BROUGHT INTO HANGAR AND COWLS REMOVED. AME TRIED TO ENGAGE STARTER IN THE SHOP BUT IT WOULD NOT ENGAGE. WHEN HE CHECKED THE STARTER IT WAS VERY HOT AND THERE WAS SOME SMOKE COMING OUT OF IT. STARTER REMOVED AND SENT BACK FOR WARRANTY REPLACMENT.

CA080121006	CESSNA	CONT		CAP	CRACKED
12/18/2007	172D	O300D		0543011	NLG STRUT

(CAN) DURING ANNUAL INSP OF THE NOSE GEAR ASSY AND OLEO, THE OLEO CAP WAS FOUND TO BE CRACKED. THE CRACK WAS LOCATED .1875 IN FROM THE RADIUS OF THE END FLANGE. THE CAP WAS FOUND TO BE BROKEN THROUGH AND WAS REMOVED IN 2 PIECES. REVIEW OF THE TECHNICAL RECORDS INDICATED THAT THE ACFT HAD BEEN SUBJECT TO SIGNIFICANT DAMAGE LATE IN 1979 AT 2479.9 HRS TTAF. (TC NR 20080121006)

CA070726005	CESSNA	LYC		GEAR	FAILED
12/30/2006	172K	O320E2D	MZ4206	EBB75A	STARTER

(CAN) ENGINE WOULD NOT START, STARTER REMOVED, BENDIX FOUND SHATTERED. (TC NR 20070726005)

CA080826008	CESSNA	LYC		CYLINDER	CORRODED
8/25/2008	172K	O320E2D	PN9122	6119	MLG

(CAN) CYLINDER CASTING COMPOSED OF ALUM STEEL ANCHOR BOLTS MOUNTED IN CASTING CAUSED CORROSSION OF ALUM BOSS BORES WHICH OVER TIME CAUSED THE BOSS CASTING TO CRACK DUE TO THE (SWELLING) ACTION OF THE CORROSION NEXT TO THE STEEL PINS. DUE TO THE NORMAL DIRT CREATED BY BRAKING VISUAL INSP DIFFICULT WITHOUT REMOVAL FOR CLEANING. BOTH ANCHOR BOLT BOSSES CRACKED ON BOTH CALIPERS (4 CRACKS).

2008FA0000833	CESSNA	LYC	SLICK	DISTRIBUTOR GEAR	DESTROYED
11/1/2008	172L	O320E2D		M3008	MAGNETO

CONTACT PIN ON THE DISTRIBUTOR GEAR COMES LOOSE AND IS UNUSEABLE. PLASTIC HOLDING IT ON IS CRACKED. (K)

2008FA0000836	CESSNA	LYC		FLAP SYSTEM	FAILED
11/20/2008	172L	O320E2D			ZONE 600

ON FINAL APPROACH THE PILOT DECIDED TO EXECUTE A GO AROUND AND AS HE BROUGHT UP THE FLAPS TO THE 20 DEGREE SETTING THE RT FLAP INBD ROLLER SUPPORT JAMMED IN THE FLAP TRACK ASSY AND THE FLAP RETRACTED CROOKED AND JAMMED AGAINST THE RT AILERON LEAVING THE RT AILERON STUCK IN THE UP POSITION AND CAUSING AN ASYMMETRICAL FLAP CONDITION WHICH CAUSED THE AIRPLANE TO PULL TO THE RT. WITH FULL LT PRESSURE ON THE YOKE AND WITH RUDDER THE PILOT WAS ABLE TO CONTROL THE AIRPLANE. THE PILOT WAS ABLE TO TURN LT AND WITHOUT FURTHER INCIDENT FLY THE PATTERN AND LAND THE AIRPLANE SAFELY.

CA080613005	CESSNA	LYC	CESSNA	BOLT	MISINSTALLED
6/4/2008	172L	O320E2D		AN310A	RUDDER PEDAL

(CAN) LT RUDDER PEDAL SYS INSPECTED TO VERIFY CLEARANCE BETWEEN THE BOLT AND NUT HOLDING THE BRAKE BELLCRANK LOCATED BESIDE THE RT RUDDER PEDAL ARM BAR ON THE PILOT SIDE AND THE NOSE GEAR STEERING ARM TUBE ATTACHMENT. BOLT WASHER AND NUT REPOSITIONED TO ALLOW CLEARANCE. MINOR INTERFERENCE NOTED PRIOR TO REPOSITIONING. INSP CARRIED OUT AFTER FINDINGS AS DESCRIBED IN SDR 20080613002.

2008FA0000739	CESSNA			ADAPTER	DAMAGED
11/3/2008	172M				VACUUM SYS

AIRCRAFT HAD A FRESHLY OVERHAULED ENGINE INSTALLED AND WAS MAKING ITS FIRST FLIGHT. DURING CRUISE, IN VFR CONDITIONS, THE PILOT NOTED A OVERHEATING TYPE OF ODOR AND THEN NOTED A MOMENTARY SMALL REDUCTION IN POWER AFTER WHICH POWER RETURNED TO NORMAL. THE PILOT THEN NOTICED THAT BOTH GYROS BEGAN PROCESSING AND THE VACUUM GAUGE READ ZERO. AIRCRAFT RETURNED WITHOUT FURTHER INCIDENT. INVESTIGATION BY MAINTENANCE FOUND THAT THE VACUUM PUMP ADAPTER WAS DISCOLORED. REMOVAL OF VACUUM PUMP FOUND THAT THE SPLINED SHAFT HAD MELTED AWAY AND ITS PARTICLES WERE CAUGHT BETWEEN PUMP AND ADAPTER. MAINTENANCE NOTED THAT THE OIL DISTRIBUTION HOLES BETWEEN THE ADAPTER AND THE ENGINE WERE ALIGNED PROPERLY. NO IMMEDIATE CAUSE WAS DETERMINED. ENGINE WAS REMOVED AND RETURNED TO OVERHAUL FACILITY FOR INVESTIGATION AND REPAIR.

CA080703001	CESSNA	LYC	SLICK	COIL	WORN
7/2/2008	172M	O320E2D	4370	M3975	MAGNETO

(CAN) SB 3-08 DEALS WITH THE PROBLEM OF COIL HIGH-VOLTAGE OUTPUT TABS BEING BENT SLIGHTLY DURING MAGNETO MFG. THE DISTRIBUTOR ROTOR HAS A SPRING-LOADED CARBON BRUSH THAT RIDES ON THIS TAB, AND IF THE TAB IS NOT PERPENDICULAR TO THE ROTOR SHAFT, L THE BRUSH IS THRUST SIDEWAYS IN THE ROTOR SHAFT BORE, WEARING THE SIDES OF THE BRUSH AND CUTTING A HALF-MOON DEPRESSION IN THE COIL TAB. THIS TAB WAS SLIGHTLY OFF-LEVEL AND WAS WORN AS DESCRIBED. THE BRUSH WAS ALSO SOMEWHAT WORN ON ITS SIDES.

CA080702007	CESSNA	LYC		CONTROL CABLE	WORN
6/24/2008	172M	O320E2D		0510105207	RUDDER

(CAN) BOTH RUDDER CABLES WERE FOUND WORN AT STA 142 WHERE THEY TRAVEL OVER PULLEYS WITH MINIMAL CONTACT ANGLE. BECAUSE THERE IS LITTLE PRESSURE AGAINST THE PULLEYS AT THIS POINT, THEY VIBRATE AND CHAFE AGAINST THE PULLEYS, CAUSING WEAR OF THE STRANDS. AFTER REMOVAL OF THE CABLES, THE STRANDS BROKE EASILY WHEN THE CABLE WAS BENT SHARPLY. THESE ARE GALVANIZED STEEL CABLES.

CA070708001	CESSNA	LYC		ELT	MALFUNCTIONED
4/21/2007	172M	O320E2D		ELT10	CABIN

(CAN) ELT FOUND DEFECTIVE DURING ROUTINE INSP. ELT WAS FOUND MAKING SQUELCHING SOUND THROUGH RADIO, ON FURTHER INVESTIGATION IT WAS FOUND THAT ELT WAS ACTIVATED WHICH COULD NOT BE SWITCHED-OFF EVEN AFTER DISCONNECTING THE CONNECTOR/POWER. ELT WAS REMOVED FROM ACFT AND BATTERY WAS DISCONNECTED TO DEACTIVATE THE ELT. ELT WAS SENT FOR REPAIR. (TC NR20070708001)

CA070710001	CESSNA	LYC		ALTERNATOR	INOPERATIVE
7/5/2007	172M	O320E2D		DOFF10300JR	ENGINE

(CAN) ALTERNATOR NOT CHARGING . (TC NR 20070710001)

CA070502007	CESSNA	LYC		MAGNETO	MALFUNCTIONED
5/1/2007	172M	O320E2D		4371	LEFT

(CAN) UPON RUN-UP, THE LT MAGNETO WAS SELECTED CAUSING THE ENGINE TO STOP. THE MAGNETO WAS REPLACED, AND AFTER SATISFACTORY GROUND RUNNING, THE A/C WAS RELEASED FOR RETURN TO SERVICE. (TCNR 20070502007)

CA080703002	CESSNA	LYC	BULKHEAD	CRACKED
7/3/2008	172M	O320E2D	05120151	FUSELAGE

(CAN) A HALF-INCH CRACK WAS NOTED RADIATING FROM THE FLANGE BEND RELIEF CUTOUT NEAR THE BOTTOM OF THE LT SIDE OF THE BULKHEAD AT STATION 108 (IMMEDIATELY INSIDE THE BAGGAGE DOOR), JUST ABOVE FLOOR LEVEL. THIS AREA IS NORMALLY COVERED BY PLASTIC INTERIOR PANELS. IT WAS DISCOVERED DURING A 200-HOUR INSPECTION, WHICH REQUIRES REMOVAL OF INTERIOR PANELS AND UPHOLSTERY.

CA081009002	CESSNA	LYC	SWITCH	DAMAGED
9/18/2008	172M	O320E2D	S16612	TE FLAP

(CAN) THE FLAP SWITCH SHOULD SPRING BACK TO OFF POSITION WHEN PRESSURE IS RELEASED. THE PILOT SELECTED 20° OF FLAP TOOK PRESSURE OFF SWITCH BUT THE FLAPS EXTENDED TO 40° NEW SWITCH INSTALLED.

CA080813006	CESSNA	LYC	CAMSHAFT	WORN
8/1/2008	172M	O320E2D	SL18840	ENGINE

(CAN) NR 3 AND NR 4 INTAKE LOBE IS ROUNDED OFF AND SUBSEQUENTLY METAL WAS FOUND IN THE OIL FILTER DURING ROUTINE MX.

CA080908008	CESSNA	LYC	CYLINDER	SEPARATED
9/6/2008	172N	O320D2J	AEL85099	NR 1

(CAN) ACFT WAS CLIMBING OUT ON A TRAINING FLIGHT. SHORTLY AFTER HEARD A LOUD BANG AND RPM DROPPED TO APPROX 1200. TURNED BACK AND LANDED SAFELY FOUND THE NR1 CYL HEAD SEPARATED FROM THE BARREL WITH APPROX 1 INCH OF BARREL EXPOSED PAST THE CYLINDER FINS. NR1 INTAKE LIFTER WAS DAMAGED AS WELL AS THE ENG CRANKCASE, ENG REMOVED FOR OVERHAUL. ENG WAS OPERATING ON AN ON-CONDITION PROGRAM. (@2567 HOURS, TBO IS 2000) FIRST FAILURE OF THIS TYPE. CYL WAS NOT AFFECTED BY AD 2006-12-07 AND WAS IN FACT NOTED AS AN ACCEPTABLE REPLACEMENT CYLINDER FOR THE PN MENTIONED IN THE AD. ENGINE WAS INSTALLED IN THIS AIRFRAME. REPLACED ORIGINAL ENGINE.

CA081008001	CESSNA	LYC	FORK	CRACKED
8/18/2008	172N	O320D2J		NLG

(CAN) DURING A ROUTINE OPERATION, NR 2 INSP, A SUSPECTED CRACK WAS FOUND ON NLG FORK. EDDY CURRENT REVEALED A LARGE DEFLECTION IN THE SUSPECTED AREA. SUBSEQUENTLY THE INSP WAS CONDUCTED ON THE OPPOSITE SIDE OF THE NLG FORK WITH THE SAME RESULTS. ADDITIONALLY FPI WAS ALSO DONE TO SHOW VISUALLY UNDER BLACK LIGHT. CRACKS WERE CLEARLY VISIBLE ON BOTH SIDES OF THE FORK UNDER THE BLACK LIGHT. THE ACFT WAS REMOVED FROM SERVICE AND A NEW NLG FORK ASSY WAS ORDERED FROM MFG AND INSTALLED UPON ARRIVAL.

CA080925002	CESSNA	LYC	SPAR	CRACKED
9/24/2008	172N	O320H2AD	053200198	HORIZONTAL STAB

(CAN) DURING THE 100 HRS/ANNUAL INSP, IT WAS DISCOVERED THAT THE HORIZONTAL STABILIZER FRONT SPAR ASSY (PN 0532001-98) AND THE RE-INFORCEMENT SPAR (PN 0531037-1) HAVE CRACKS AT 2 PLACES, ABOUT .5 INCH IN LENGTH, RADIATING FROM THE CENTER LIGHTENING HOLE BETWEEN BOLT ATTACHMENT AREA.

2008FA0000722	CESSNA	LYC	CARBURETOR	DAMAGED
10/29/2008	172N	O320H2AD	105217	ENGINE

PILOT WAS MAKING 3RD TOUCH AND GO, ON CLIMBOUT ENGINE STARTED VIBRATING EXCESSIVELY, POWER WAS REDUCED AT PATTERN ALTITUDE, MIXTURE ADJUSTED, SWITCHED MAGNETO'S FROM R TO L WITH NO CHANGE IN THE VIBRATION. AIRCRAFT LANDED AND SUBSEQUENT OPERATION WHILE TAXIING TO PARKING NO VIBRATION WAS ENCOUNTERED. A RUN UP WAS ACCOMPLISHED AND AT ENGINE OPERATION ABOVE 1800 RPM THE VIBRATION REOCCURRED. MAINTENANCE DISCOVERED THE PROBLEM TO BE THE CARBURETOR ACCELERATION DISCHARGE TUBE WAS MISSING AND HAD BEEN INGESTED BY THE ENGINE. THE ENGINE AND CARBURETOR HAD 246.9 HOURS SINCE OVERHAUL BY TEXTRON LYCOMING.

CA070608005	CESSNA	LYC	ELT	INOPERATIVE

6/8/2007	172N	O320H2AD	E01	

(CAN) WHEN TESTING ELT FOR THE REQUIREMENT OF CAR 571 APPENDIX G FOUND G SWITCH INOPERATIVE. UNIT BEING RETURNED TO MFG FOR REPAIR. (TC NR 20070608005)

CA080812001	CESSNA	LYC	SWITCH	FAULTY
7/16/2008	172N	O320H2AD	S21601	STROBE LIGHT

(CAN) ON JULY 16, 2008 AT APPROX. 13:00, PILOT REPORTED SMOKE IN COCKPIT AND PLASTIC BURNING SMELL. ACFT ELECTRONICS WERE SHUTDOWN AND SMOKE DISSIPATED. DURING POST FLIGHT INSP, MAINT DISCOVERED A FAULTY STROBE LIGHT SWITCH, AND REPLACED THE DEFECTIVE SWITCH. ACFT SYS TESTED WITH NO FURTHER DEFECTS FOUND.

CA080613004	CESSNA	LYC	BOLT	MISINSTALLED
6/5/2008	172N	O320H2AD	AN310A	COCKPIT

(CAN) LEFT RUDDER PEDAL SYSTEM INSPECTED TO VERIFY CLEARANCE BETWEEN THE BOLT AND NUT HOLDING THE BRAKE BELLCRANK LOCATED BESIDE THE RIGHT RUDDER PEDAL ARM BAR ON THE PILOT SIDE AND THE NOSE GEAR STEERING ARM TUBE ATTACHMENT. BOLT WASHER AND NUT REPOSITIONED TO ALLOW CLEARANCE. MINOR INTERFERENCE NOTED PRIOR TO REPOSITIONING. INSPECTION CARRIED OUT AFTER FINDINGS AS DESCRIBED IN SDR 20080613002 (TC# 20080613004)

CA080819001	CESSNA	LYC	CABLE ASSY	BROKEN
8/14/2008	172N	O320H2AD	5055301401	SEAT

(CAN) ON AUGUST 14, 2008, PILOT REPORTED "PILOT SEAT DOESN`T MOVE BACK, COULD NOT GET OUT". INVESTIGATION BY MAINT FOUND THAT THE CABLE ASSEMBLY FOR THE PILOT SEAT SECONDARY SEAT STOP HAD FAILED PREVENTING THE INERTIAL REEL FROM RELEASING TO ALLOW THE SEAT TO MOVE. THE CABLE HAD BROKEN IMMEDIATELY AFTER THE SWAGED END.

CA080708010	CESSNA	LYC	TRANSPONDER	INTERMITTENT
7/8/2008	172R	IO360L2A		ATC

(CAN) MODE C ALTITUDE REPORTING INTERMITTENTLY REPORTS FALSE ALTITUDES. VISUAL INSP FOUND A CHAFED MODE C A1 CODE WIRE IN THE ALTITUDE ENCODER WIRING. WIRE WAS CHAFFING (DUE TO VIBRATION) ON THE THROTTLE CABLE DIRECTLY BEHIND THE CENTER RADIO PANEL. WIRE WAS REPAIRED AND CHAFE PROTECTION WAS ADDED TO THE WIRE HARNESS. MODE C DATA INTEGRATION CHECK WAS PERFORMED IAW CARS STD 571 APPENDIX F, ITEM K.

CA070416001	CESSNA	LYC	LAMAR	HOUSING	CRACKED
4/13/2007	172R	IO360L2A		PM2401	STARTER

(CAN) PILOT ATTEMPTED TO START THE ACFT. ALL THAT COULD BE HEARD WAS A CLICKING NOISE. FURTHER INVESTIGATION REVEALED THE FWD HSG WAS CRACKED CAUSING THE INCORRECT ENGAGEMENT OF THE STARTER BENDIX. STARTER WAS REPLACED AND ACFT RETURNED TO SERVICE. (TC NR 20070416001)

CA080617002	CESSNA	LYC	FITTING	BROKEN
4/18/2008	172R	IO360L2A	05430161	NLG

(CAN) AS THE ACFT WAS TAKING OFF, THE NOSE GEAR COLLAPSED. THE ACFT WAS INSPECTED AND THE NOSE GEAR LOWER FITTING WAS FOUND BROKEN. IT IS UNDETERMINED AT THIS TIME IF THIS WAS A RESULT OF AN UNREPORTED HARD LANDING. RETAINED THE BROKEN PART TO CARRY OUT METALLURGY TESTS.

CA080926004	CESSNA	LYC	RESISTOR	WORN
9/22/2008	172R	IO360L2A	S38521	FUEL INDICATOR

(CAN) DURING GROUND RUN, NOTICED THAT THE LOW FUEL WARNING LIGHT FOR THE LT SIDE WOULD FLICK ON. IF YOU WERE QUICK ENOUGH TO CATCH IT THE LT FUEL QUANTITY NEEDLE WOULD TWITCH AT THE SAME TIME. WITH THE SENDER REMOVED THE RESISTANCE IN THE SENDER WAS CHECKED WITH A DIGITAL MULTI METER. NORMAL OPERATION FROM THE EMPTY TO FULL IS 2 OHMS TO 90 OHMS. THE SENDER WAS FINE AT THE EMPTY POSITION AT 2 ISH OHMS UP TO 63 OHMS. PAST 63 UP TO FULL THE RESISTANCE COULD SPIKE UPWARDS AROUND 350 OHNS WHEN THE FLOAT ARM WAS WIGGLED. UNIT WAS REPLACED AND NO FURTHER ISSUES WERE

NOTED.

CA080903001	CESSNA	LYC	STARTER	MALFUNCTIONED
9/2/2008	172R	IO360L2A	149NL	ENGINE

(CAN) DURING FIRST START OF THE DAY THE PILOT NOTED A GRINDING NOISE WHEN THE STARTER WAS ENGAGED. THE BENDIX WAS SUSPECTED TO NOT COMPLETELY ENGAGE RING GEAR. STARTER WAS REPLACED AND NO FURTHER ISSUES WERE NOTED.

CA080919008	CESSNA	LYC	STARTER	FAILED
8/25/2008	172R	IO360L2A	149NL	

(CAN) STARTER FAILS TO ENGAGE, SERVICEABLE STARTER INSTALLED.

CA070508001	CESSNA	LYC	STARTER	MALFUNCTIONED
5/7/2007	172RG	O360F1A6	MHB4016R	ENGINE

(CAN) PILOT DID RUN-UP, ALL ENGINE INDICATIONS WERE NORMAL SO HE COMMENCED HIS TAKE-OFF. JUST AFTER HE STARTED TO CLIMB HE NOTICED THAT THE ACFT DID NOT WANT TO CLIMB AS IT SHOULD. ALL ENGINE INSTRUMENTS WERE WHERE THEY WERE SUPPOSED TO BE. HE ABORTED HIS TAKE-OFF WITHOUT INCIDENT. ACFT WAS RUN UP BY MAINT, ALL ENGINE INDICATIONS WERE CORRECT. COWLINGS WERE REMOVED AND ENGINE WAS INSPECTED, NOTHING WAS NOTED AS BEING WRONG. COMPRESSION CHECK WAS COMPLETED ON ENGINE AND WHILE DOING THE TEST. THE STARTER BENDIX ENGAGED BY ITS SELF (NO POWER WAS ON). TALKED TO ENGINE SHOP AND CONCLUDED THAT THE STARTER MUST HAVE ENGAGED ITS SELF ON TAKE-OFF AND THIS CAUSED LOSS OF POWER. SERVICABLE STARTER INSTALLED AND ACFT WAS FLOWN AGAIN WORKED OKAY.

2008FA0000731	CESSNA	LYC	PIVOT ASSY	SHEARED
10/30/2008	172RG	O360F1A6	244110010	LT MLG

THE LEFT MAIN LANDING GEAR PIVOT ASSY SHEARED IN TWO NEAR THE ACTUATOR END. THE SPLICED SECTION WHERE THE DRIVE GEAR IS INSTALLED SEPARATED.

CA080812002	CESSNA	LYC	CESSNA	CLEVIS	BROKEN
8/8/2008	172RG	O360F1A6	24421141	22430211	SHIMMY DAMPER

(CAN) DAMPER SHAFT CLEVIS BROKE AT NOSE STRUT ATTACHMENT ALLOWING UNRESTRAINED MOTION OF SHIMMY DAMPER.

2008FA0000762	CESSNA	LYC	CESSNA	CHAIN	BROKEN
10/20/2008	172RG	O360F1A6		S22952593	RUDDER TRIM

DURING A NON RELATED MAINTENANCE ACTION, THE MECHANIC NOTICED THE RUDDER TRIM WHEEL WAS MOVING WITH NO RESISTANCE. THE MECHANIC INSPECTED FURTHER AND FOUND THE CHAIN HAD SEPARATED AT ONE OF THE LINKS. AFTER CLOSER EXAMINATION IT HAS BEEN FOUND THAT SEVERAL OF THE LINK PINS ARE EITHER TOO SHORT OR WAS NOT PRESSED ENOUGH TO HOLD THE LINKS TOGETHER. THE PART WAS ORDERED FROM MFG. (K)

2008FA0000742	CESSNA	LYC	MAGNETO	CONTAMINATED
9/25/2008	172S	IO360L2A	4371	ENGINE

DURING INSPECTION FOR SB 03-08 THE FIRST 5 HOUR INSPECTION FOUND OIL ON THE COIL TAB ON BOTH MAGNETOS AND CAM WEARING ON BOTH MAGNETOS FOR THE AMOUNT HOURS ON MAGNETOS. ALSO, FOUND EXCESSIVE AMOUNT OF OIL INSIDE DISTRIBUTOR FOR THE AMOUNT OF HOURS ON MAGNETOS. THIS IS CAUSING THE CARBON DUST TO COLLECT AND BUILDUP INSIDE MAGNETOS. (K)

2008F00024	CESSNA	LYC	MAGNETO	DAMAGED
10/1/2008	172S	IO360L2A	4371	ENGINE

EXCESSIVE MAGNETO DROP DURING RUNUP AND MAGNETO CHECK. 100 RPM DIFFERENTIAL BETWEEN LT AND RT MAGNETO, ALSO RT MAGNETO RUNNING ROUGH. CHECKED FOUND RT MAGNETO TIMING OFF. FOUND RT MAGNETO AT 20 DEGREES BEFORE TOP DEAD CENTER, SUPPOSE TO BE 25 DEGREES BTDC. DRIVE GEAR FOR

THE DISTRIBUTOR WAS FOUND UNEVEN, CAUSING IT TO WOBBLE WHEN ROTATING. THIS CAUSED UNUSUAL WEAR ON BOTH DRIVE GEAR AND DISTRIBUTOR GEAR. DRIVE GEAR MATERIAL NOT REMOVED DURING CLEANUP PROCESS FROM INJECTION MOLDING. PIECES WERE COMING OFF INSIDE MAGNETO. EXCESSIVE CAM WEAR FOR 379.9 HRS. CONTACT POINTS FOUND MISALIGNED, BREAKER POINT ARM HAS FALLEN DOWN & IS RIDING ON THE RIDGE ON CAM. RIDGE CREATED BY EXCESSIVE CAM WEAR. CONDITION MAY CAUSE RETARDED TIMING. EXCESSIVE GEAR MATERIAL FROM DISTRIBUTOR DRIVE GEAR & DISTRIBUTOR GEAR INSIDE MAGNETO FOUND. EXCESSIVE BLACK MATERIAL FOUND INSIDE MAGNETO FROM DISTRIBUTOR GEAR BEARING BAR. COIL TAB BELOW SPEC, FOUND TO BE 3/32 INCH APPROX BELOW HOUSING LOFT. DISTRIBUTOR GEAR ARM HAS CONTACTED THE DISTRIBUTOR BLOCK HOUSING TOWER/POST AT ONE TIME AND HAS CAUSED MATERIAL TO SLIGHTLY PEEL BACK AND DEFORM ON 2 TOWER/POST. BEARING BLOCK BAR ASSY, BUSHING HOLE WAS NOT ALIGNED CORRECTLY AND DISTRIBUTOR GEAR SHAFT WAS RUBBING ON BLACK PLASTIC INJECTED MOLDING PART TO CAUSE BLACK MATERIAL TO TRANSFER TO DISTRIBUTOR GEAR SHAFT AND CREATED BLACK MARKS ON SHAFT. ALSO PARTICLES WERE FOUND INSIDE MAGNETO AND BEARING BAR. FOUND THE ABOVE SQUAWKS DURING COMPLIANCE WITH VISUAL INSPECTION . REPLACED MAGNETO. RECOMMEND INSPECTION AT 50 HRS AND 200 HR AND THEN AT 500 HR OVERHAUL OR REPLACEMENT. HAVE SEEN SEVERAL ISSUES WITH MAGNETOS LATELY. (K)

CA081010008	CESSNA	LYC		MAGNETO	MALFUNCTIONED
10/3/2008	172S	IO360L2A		4371	

(CAN) POOR MAG DROP, TIMING LIGHT FLICKERING BEFORE 25 DEGREES. MAGNETO REPLACED WITH A SERVICEABLE MAGNETO.

CA081010009	CESSNA	LYC		MAGNETO	MALFUNCTIONED
10/3/2008	172S	IO360L2A		4371	

(CAN) POOR MAG DROP. TIMING LIGHT FLICKERING BEFORE 25 DEGREES. REPLACED WITH SERVICEABLE MAGNETO.

2008FA0000775	CESSNA	LYC		SERVO	DEFECTIVE
10/27/2008	172S	IO360L2A		383493	ENGINE

PN 383943 PLUG FOUND HANGING BY SAFETY WIRE WHEN TROUBLESHOOTING LACK OF POWER FROM ENGINE. THREADS IN COVER MISSING. THIS SERVO WAS NOT INCLUDED IN AD2008-08-14 DUE TO MFG DATE OF UNIT. THE SERVO WAS ORIGINAL EQUIPMENT ON A 2003, 172S, WITH A TT OF 2462.0 HOURS AND HAD NOT BEEN REPAIRED OR O/H. PLUG GASKET WAS MISSING. (K)

CA081007008	CESSNA	LYC		SWITCH	INOPERATIVE
10/7/2008	172S	IO360L2A		CM358910	TAXI LIGHT

(CAN) TAXI LIGHT SWITCH FAILED WITH 566 HRS OF ACFT OPS FAULT WAS FOUND WHEN TRYING TO CHECK TAXI LIGHT FOR OPS. SWITCH WAS REPLACED 7 MONTHS AGO AND 566 HRS OF OPS.

CA080908002	CESSNA	LYC	SLICK	COIL	OPEN
8/27/2008	172S	IO360L2A		K3975	MAGNETO

(CAN) PILOTS NOTED A DEAD LT MAGNETO WHEN PERFORMING PRE FLIGHT RUNUP. MAGNETO WAS REMOVED AND DISASSEMBLED AND FOUND THAT THE COIL SECONDARY WINDING WAS OPEN CIRCUIT (SHOULD BE BETWEEN 1500-20,000) - MANGETO WAS REPLACED.

CA080902001	CESSNA	LYC		CONTROL CABLE	FRAYED
8/6/2008	172S	IO360L2A		0510105364	AILERON

(CAN) DURING IMPORT INSP, THE LT AFT AILERON CABLE WAS CHAFING ON THE PHANOLIC RUB STRIP ATTACHED TO THE RIB EXTENSION AT WS 71.125 RESULTING IN SEVERE DAMAGE TO THE CABLE. CABLE REPLACED. UNFORTUNATELY THE CABLE HAD BEEN REMOVED BEFORE PICTURES WERE TAKEN OF THE WORN CABLE. UWN1 AND 3 SIMULATE THE CABLE OVER THE CHAFE STRIP USING THE NEW CABLE, AND UWN2 SHOWS THE DAMAGED OLD CABLE.

2008FA0000756	CESSNA			MOUNT	CRACKED
11/12/2008	175			051313211	ZONE 100

DURING INSP, MECHANIC FOUND THE LT UPPER ENGINE MOUNT BRACKET, PN 0513132-11, CRACKED ALL THE WAY THROUGH. CRACK WAS AT THE OUTER RADIUS OF THE WASHER.

CA080807007	CESSNA	CONT	SUPPORT	BROKEN
8/5/2008	180C	O470K	C4383	SPINNER

(CAN) PLASTIC SPINNER SUPPORT CRACKS AND BREAKS INSIDE SPINNER CAUSING VIBRATION, SEEMS PLASTIC IS SOFTER DURING THE HOT SUMMER MONTHS AND FLEXES MORE.

CA070724003	CESSNA	CONT	ELT	CORRODED
7/24/2007	180K	O470U	AK450	

(CAN) BATTERY CONNECTIONS HAD EXCESSIVE CORROSION AND EVEN THOUGH THE INDICATOR LAMP INDICATED THAT UNIT WAS WORKING THE UNIT HAD NO SWEEP OUTPUT (TC NR 20070724003)

CA080711005	CESSNA	CONT	PISTON	BROKEN
6/20/2008	182K	O470R	AEC646263	SKIRT

(CAN) A PIECE OF NR 2 PISTON SKIRT WAS BROKEN OFF AT THE OIL CONTROL RING GROOVE.

CA081014002	CESSNA	CONT	CONTROL TUBE	GOUGED
10/8/2008	182Q	O470U	07606861	LT ELEVATOR

(CAN) THE BOLT PN AN21-10 ATTACHING THE LT ELEVATOR CONTROL CABLE PN 0510105-90 TO THE LT BELLCRANK CONTROL ARM ASSEMBLY PN 0760686-1 IS RUBBING ON THE LT BELLCRANK CONTROL TUBE SUPPORT PN 0760693-1. THE DAMAGE IS 0.039 DEEP, 1.750 LONG AND 0.250 WIDE.

2008FA0000735	CESSNA	LYC	SLICK	GEAR	DAMAGED
9/25/2008	182T	IO540AB1A5		M3828	MAGNETO

WHILE PERFORMING SB03-08, FOUND THE DISTRIBUTOR GEAR DRIVE GEAR WEARING PREMATURELY AND CAUSING GEAR DUST INSIDE MAGNETO. GEAR MATERIAL WAS COMING OFF CAUSING IT TO COLLECT INSIDE DISTRIBUTOR CAP. ALSO, FOUND EXCESSIVE AMOUNT OF OIL INSIDE MAGNETO. REPLACED MAGNETO. (K)

2008FA0000760	CESSNA	CONT	CYLINDER	CRACKED
11/12/2008	188B	IO550D	AEC631397	ENGINE

FOUND ALL 6 CYLINDERS WERE CRACKED. CYLINDER NR1 S/N 50422-12, CRACKED BETWEEN COOLING FIN 16 AND 17 (COUNTED DOWN FROM TOP) FROM THE INTAKE PORT ALL THE WAY AROUND THE CYLINDER, OVER THE TOP SPARK PLUG HOLE, TO THE EXHAUST PORT. 2 CRACKS ON THE INSIDE FROM THE TOP SPARK PLUG HOLE TO THE INTAKE SEAT AND THE INTAKE SEAT TO THE EXHAUST SEAT. AN APPROX .1250 X .2500 HOLE BY THE EXHAUST SEAT ALL THE WAY THROUGH THE HEAD. THE OTHER 5 CYLINDERS (S/N 50741-13, 50974-19, 50960-01, 50422-06, AND 50991-25) ARE CRACKED UNDER FIN 16 OR 17 ANYWHERE FROM 1INCH TO 6 INCH LONG ON THE OUTSIDE OF THE INTAKE PORT, APPROX MIDDLE SECTION OF THE HEAD (CRACKS RUN PARALLEL WITH COOLING FINS).

CA080826007	CESSNA	PWA	INDICATOR	DEFECTIVE
8/26/2008	208	PT6A114	26060154RX	OIL PRESSURE

(CAN) OIL PRESSURE NEEDLE INDICATES HIGH OIL PRESSURE WHEN ENGINE IS OPERATING (100- 105 PSI) READS OFF OF ZERO WHEN ENGINE IS NOT OPERATING (10-15 PSI) 106.5 HRS SINCE OVERHAUL.

CA080922003	CESSNA	PWA	ADAPTER	CRACKED
9/15/2008	208	PT6A114A	301114521	REAR FUEL NOZZLE

(CAN) DURING LEAK TEST AFTER CLEANING LEAKAGE NOTED AT THE HEAD FUEL NOZZLE ADAPTER.

CA080917004	CESSNA	PWA	COUPLING	FAILED
9/7/2008	208	PT6A114A	C3010010211	TE FLAP

(CAN) FLAP COUPLING FAILED DURING NORMAL LANDING PROCEDURES. UPON FAILING, THE PART BROKE INTO 2 PIECES, DISCONNECTING THE FLAP MOTOR FROM THE ACTUATOR ASSEMBLY. THIS RESULTED IN THE FLAPS

STOPPING WHILE PARTIALLY EXTENDED. THE FLAPS WERE LEFT PARTIALLY EXTENDED FOR LANDING. THE CREW ELECTED NOT TO USE THE STANDBY FLAP MOTOR TO AVOID THE POTENTIAL FOR FURTHER DAMAGE TO THE FLAP ACTUATOR ASSEMBLY.

CA080916002	CESSNA	PWA	CESSNA	ROLL PIN	SHEARED
8/6/2008	208	PT6A114A	C1450046RX		TE FLAP

(CAN) DURING ROUTINE INSPECTION, STANDBY FLAP SYSTEM OPS DISCOVERED INOPERATIVE (MOTOR TURNING - NO FLAP MOVEMENT). UPON FURTHER INVESTIGATION, ROLL PIN SECURING STANDBY DRIVE TO WARM GEAR WAS FOUND TO BE SHEARED RENDERING STAND BY FLAP OPS U/S. SUSPECT FAILURE WAS DUE TO AGE OF PART. RECOMMEND TESTING OF STAND BY FLAP SYSTEM PER A/C MAN. N.M. AT EACH INSPECTION. IN THIS INSTANCE PRIMARY FLAP OPS WERE NOT AFFECTED.

CA070523006	CESSNA	PWA	GUSSET	MISMANUFACTURED
4/30/2007	208	PT6A114A	08A01156027	FLOAT ASSY

(CAN) AS THE RESULT OF BUMPING A DOCK, THE FWD BULKHEAD HAD TO BE REPLACED ON THE LT FLOAT ASSY ON THE ACFT. AFTER GAINING ACCESS, IT WAS FOUND THAT THE AREA WHICH IS NOT NORMALLY ACCESSED HAD SEVERAL PARTS RIVETED AS PART OF THE STRUCTURE HAD NO PROPER EDGE DISTANCE ON THE RIVETS. FURTHER INVESTIGATION FOUND THE OTBD GUSSET WAS PAINTED OVER WITH PRC HIDING THE FACT THAT THE HOLES WERE DRILLED ONLY HALF ON THE GUSSET. QC HAS BEEN ADVISED OF THE PROBLEM AND SUPPLIED REPLACEMENT PARTS, AND IS IN REVIEW OF QUALITY INSP PROCEDURES TO VERIFY WHY THIS HAPPEND SO IT WILL NOT HAPPEN AGAIN. ADVISED OF A POSSIBLE ENGINEERING CHANGE ON THE PART TO INCREASE IT`S SIZE SLIGHTLY TO GET THE REQUIRED EDGE DISTANCE. THERE WERE OTHER RIVETS THAT WERE POORLY DONE (DUMPED) AND AT LEAST ONE RIVET WAS FOUND IN ANOTHER AREA OF THE FLOAT NOT BUCKED AT ALL.

CA080813008	CESSNA	PWA	WIRE	CHAFED
8/13/2008	208	PT6A114A		DEICE SYS

(CAN) PILOT REPORTED INTERMITTENT "DE-ICE PRESSURE" ANNUNCIATOR ILLUMINATION WHEN DE-ICE WAS NOT SELECTED. ON INVESTIGATION A CHAFED WIRE WAS FOUND IN ZONE 527. THE WIRE HAD CHAFED ON THE LT CABIN ENTRY LIGHT FIXTURE CAUSING AN INTERMITTENT SHORT TO GROUND ACTIVATING THE LIGHT.

CA080814002	CESSNA	PWA	PLANETARY GEAR	DISTRESSED
4/28/2008	208B	PT6A114A		ENGINE

(CAN) AFTER T/O, THE PILOT NOTED ENGINE VIBRATION FOLLOWED BY AN OIL PRESSURE DROP. HE RETURNED TO THE POINT OF DEPARTURE WHERE AN UNEVENTFUL LANDING WAS PERFORMED UNDER POWER. THE ENGINE WAS FWDED TO MFG WHERE 1ST STAGE PLANET GEAR DISTRESS WAS FOUND. THE AFFECTED HARDWARE WILL BE RETURNED TO MFG FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080814003	CESSNA	PWA	ENGINE	FOD
7/30/2008	208B	PT6A114A		

(CAN) PILOT ABORTED TAKE-OFF DUE TO ENGINE POWER LOSS. POST FLIGHT INSP REVEALED POWER TURBINE AND 1ST STAGE COMPRESSOR FOD. ENGINE WAS REMOVED AND SENT FOR EVALUATION AND REPAIR. SUSPECT HARDWARE WILL BE FWDED TO MFG FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080702008	CESSNA	PWA	BEARING	DISTRESSED
3/8/2008	208B	PT6A114A		

(CAN) WHILE AT CRUISE AT FL70, THE ENGINE TORQUE DROPPED BELOW 600FT-LB WITH ASSOCIATED COCKPIT WARNING LIGHT. THE FLIGHT WAS DIVERTED FROM ITS INTENDED DESTINATION AND AN UNEVENTFUL LANDING WAS MADE. THE ENGINE WAS FWD WHERE DISASSEMBLY SHOWED A DISTRESSED NR 1 BEARING. THE BEARING WAS FWDED TO MFG FOR INVESTIGATION. THE EXTENT OF DAMAGE TO THE BEARING PREVENTED ASSESSMENT OF THE ROOT CAUSE FOR ITS DISTRESS.

CA080702006	CESSNA	PWA	ENGINE	MALFUNCTIONED
6/12/2008	208B	PT6A114A		

(CAN) THE PILOT REPORTED WHILE AT 3000FT AGL, 2-3 MINUTES AFTER TAKEOFF, HE HEARD A LOUD BANG AND OBSERVED THE PROP TORQUE HAD DROPPED TO ZERO. THE PILOT LANDED THE ACFT SAFELY. THE ENGINE WILL BE FORWARDED FOR INVESTIGATION. MFG WILL HAVE A REPRESENTATIVE ON SITE AND REPORT FINDINGS AS AVAILABLE.

CA080730008	CESSNA	PWA	ENGINE	POWER LOSS
5/3/2008	208B	PT6A114A		

(CAN) DURING CLIMB AT APPROX 3,000 FEET ABOVE GROUND LEVEL, PILOT HEARD A LOUD BANG AND EXPERIENCED COMPLETE LOSS OF POWER . PILOT DECLARED EMERGENCY AND PERFORMED A DEAD STICK LANDING. AN UNEVENTFUL LANDING WAS ACCOMPLISHED. POST INSP REVEALED CT BLADE DISTRESS. ENGINE WAS REMOVED AND SENT FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080730009	CESSNA	PWA	OIL SYSTEM	LOW PRESSURE
4/24/2008	208B	PT6A114A		ENGINE

(CAN) DURING TAXI, THE CHIP DETECTOR LIGHT CAME ON ACCOMPANIED BY A RAPID LOSS OF OIL PRESSURE AND RAPID RAISE IN OIL TEMPERATURE. THE PILOT IMMEDIATELY SHUTDOWN THE ENGINE. ON-GROUND INSP, REVEALED METAL IN OIL FILTER AND ON THE CHIP DETECTOR. THE ENGINE WAS REMOVED AND SHIPPED FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080801005	CESSNA	PWA	MOTOR	UNSERVICEABLE
7/29/2008	208B	PT6A114A	C1452501	TE FLAPS

(CAN) AFTER TAKEOFF THE CREW SELECTED FLAP UP AND THE CIRCUIT BREAKER POPPED. AIRCRAFT FLEW TO MAINT BASE WERE THE CREW SELECTED PROPER FLAP WITH THE STANBY FLAP SYS AND LANDED WITHOUT INCIDENT.

CA080722004	CESSNA	PWA	SEAL	LEAKING
7/18/2008	208B	PT6A114A		FUEL PUMP

(CAN) ON DAILY INSP, FUEL WAS DISCOVERED IN THE OIL SEAL DRAIN COLLECTOR CAN. FURTHER INVESTIGATION FOUND FUEL LEAKING FROM THE SEAL ON THE FUEL HIGH PRESSURE PUMP. THERE WAS NO INDICATION OF GREASE WASH OUT OF THE FCU BRG. THE FUEL PUMP WAS REPLACED WITH A SERVICEABLE UNIT.

CA080721003	CESSNA	PWA	CESSNA	FITTING	DAMAGED
7/21/2008	208B	PT6A114A		26340231	BEARING SUPPORT

(CAN) THE MOVEMENT OF THE ELEVATOR WAS NOTED AS NOT BEING `SMOOTH`. ON INVESTIGATION IT WAS FOUND THAT THE BEARING IN THE SUPPORT BRACKET WAS SEIZED AND THAT THE SUPPORT BRACKET ALSO HAD CORROSION. THE BRACKET (AND BEARING) WILL BE REPLACED WITH NEW BEFORE NEXT FLIGHT.

CA070704004	CESSNA	PWA	BRUSHES	WORN
7/3/2007	208B	PT6A114A		STARTER GEN

(CAN) PILOT ATTEMPTED TO START AIRCRAFT. AIRCRAFT FAILED TO START. FURTHER INVESTIGATION REVEALED A STARTER BRUSH HAD FRACTURED AND SEPARATED INTO A FEW PIECES. DAMAGE TO THE COMMUNTATOR WAS FOUND. IT WAS APPROXIMATELY 240 HRS SINCE THE LAST BRUSH INSPECTION AND NO ISSUE WERE NOTED. (TC NR 20070704004)

CA070619001	CESSNA	PWA	ACTUATOR	BINDING
6/17/2007	208B	PT6A114A	26616151	ELEVATOR TRIM

(CAN) EXCESSIVE RESISTANCE IN ELEVATOR TRIM REPORTED. RT ELEVATOR TRIM ACTUATOR FOUND TO BE BINDING AND REPLACED WITH OVERHAULED UNIT. ACFT HAS FLOWN WITH NO REOCCURENCE OF THE DEFECT. THE SUBJECT ACTUATOR WAS OVERHAULED AND FITTED IAW THE MAINT SCHEDULE IN JULY 2006. (TC NR 20070619001)

CA081022009	CESSNA	PWA	ENGINE	DAMAGED
10/7/2008	208B	PT6A114A		

(CAN) DURING CLIMB, THE PILOT HEARD AN UNUSUAL NOISE FROM THE ENGINE FOLLOWED BY A DECREASE IN COMPRESSOR TURBINE SPEED. THE PILOT RETURNED TO HIS POINT OF DEPARTURE WHERE AN UNEVENTFUL LANDING WAS MADE. THE ENGINE WAS NOT SHUT DOWN AND THE EMERGENCY POWER LEVER WAS NOT USED. THE ENGINE HAS BEEN SENT TO REPAIR STATION FOR INVESTIGATION, MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080616003	CESSNA	PWA	FIRE LOOP	LOOSE
6/11/2008	208B	PT6A114A	24418922	NACELLE

(CAN) ENGINE FIRE WARNING INDICATION CAME ON IN FLIGHT. THE ENGINE WAS REPLACED THE PREVIOUS DAY AND THE FIRE WIRE MAY HAVE BEEN DISTURBED AT THAT TIME. THE PILOT LANDED AND THE FIRE WIRE WAS REPLACED AND CHECKED SERVICEABLE.

CA080917012	CESSNA	PWA	ENGINE	MALFUNCTIONED
9/7/2008	208B	PT6A114A		

(CAN) DURING A 5 MIN. RE-POSITIONING FLIGHT, THE ENGINE LOST POWER AND AN EMERGENCY LANDING WAS ATTEMPTED. THE ENGINE WILL BE RETURNED TO P&WC FOR INVESTIGATION. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080917006	CESSNA	PWA	GOVERNOR	OUT OF ADJUST
9/2/2008	208B	PT6A114A		PROPELLER

(CAN) DURING TAXI ROLL IN PREPARATION FOR TAKE-OFF, THE COMPRESSOR TURBINE SPEED (NG) DROPPED BY APPROX 2%. PILOT ADVANCED POWER LEVER AND ITT ROSE TO 740 DEG C WITH NO INCREASE IN NG. THE LOW OIL PRESSURE ANNUNCIATED AND PILOT OBSERVED ZERO OIL PRESSURE. THE PROPELLER FEATHERED UNCOMMANDED AND THE PILOT SHUT THE ENGINE DOWN. THE PROP GOVERNOR WAS ADJUSTED AND THE ACFT RETURNED TO SERVICE.

CA080917014	CESSNA	PWA	ENGINE	DEFECTIVE
9/1/2008	208B	PT6A114A		

(CAN) AFTER TAKEOFF, THE ENGINE LOST OIL PRESSURE. AN AIR TURNBACK WAS INITIATED AND THE ACFT LANDED AT THE POINT OF DEPARTURE WITH THE ENGINE RUNNING. POST FLIGHT INSPECTION FOUND OIL LEAKING AROUND THE ENGINE INTAKE AREA. THE ENGINE WILL BE REMOVED AND FORWARDED FOR INVESTIGATION AND REPAIR. P&WC WILL CLOSELY MONITOR THE INVESTIGATION RESULTS AND ISSUE UPDATES TO TC.

CA081004001	CESSNA	PWA	TUBE	FOD
10/1/2008	208B	PT6A114A	302247400	NLG

(CAN) TUBE HAD A HOLE CHAFED IN IT - NO EVIDENCE OF FOD INSIDE TIRE FROM INITIAL ASSY TO CAUSE WEAR HOLE.

CA081016015	CESSNA	PWA	ENGINE	FIRE
10/2/2008	208B	PT6A114A		

(CAN) DURING FLIGHT, THE PILOT SAW FLAMES COMING OUT OF THE ENGINE EXHAUST BEFORE LOSING POWER. HE DECLARED EMERGENCY AND DIVERTED THE FLIGHT TOWARDS A NEARBY AIRPORT. HE WAS NOT ABLE TO MAKE THE AIRPORT AND HE WAS FORCED TO LAND ON A ROAD. THE PILOT WAS NOT INJURED AND THE ACFT SUFFERED NO DAMAGE. THE ACFT WAS LATER TOWED TO THE AIRPORT WHERE FAA IS INVESTIGATING. THE ENGINE WILL BE REMOVED AND FORWARDED TO STANDARD AERO FOR INVESTIGATION.

CA080905005	CESSNA	PWA	TURBINE BLADES	FRACTURED
8/24/2008	208B	PT6A114A		ENGINE

(CAN) APPROX 45 MINUTES INTO THE FLIGHT PILOT REPORTED ENGINE TROUBLE AND WAS ATTEMPTING AN EMERGENCY LANDING. CONTROL OF THE ACFT WAS LOST DURING LANDING AND THERE WAS A POST CRASH

FIRE. EXAMINATION OF THE ENGINE REVEALED FRACTURED COMPRESSOR TURBINE (CT) BLADES. CT BLADES ARE ORIGINAL TO ENGINE MFG. MFG HAS REQUESTED COMPRESSOR TURBINE DISK AND BLADES TO BE RETURNED FOR ANALYSIS. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

2008FA0000769	CESSNA	CONT	CONTROL CABLE	WORN
10/10/2008	210N	IO520*	1260505315	TR AILERON

DURING ANNUAL INSP, THE RT AILERON RETURN CABLE WAS FOUND WORN BEYOND LIMITS BY THE WHITE PLASTIC PULLEY NEAR THE LEADING EDGE AT THE WING ROOT. (K)

CA080710004	CESSNA	CONT	MOUNT	DEFORMED
7/9/2008	210R	IO520L	J124532	ENGINE

(CAN) DURING ENGINE INSPECTION NOTED THAT THE LT AND RT FORWARD ENGINE MOUNTS WERE SAGGING TO THE POINT THAT DURING TAKEOFF POWER ON ENGINE AND INTAKE PIPE HOSE CLAMP MADE CONTACT WITH THE UPPER PORTION OF ENGINE MOUNT. THE LORD MOUNT APPEARED TO BE SAGGING/DROOPING BUT NOT SEPERATED ANYWHERE. BOTH FRONT ENGINE MOUNTS REPLACED WITH NEW.

CA080910001	CESSNA	CONT	INTAKE DUCT	CRACKED
9/3/2008	337F	IO360C	155212914	

(CAN) DURING A ROUTINE PATROL FLIGHT THE PILOT EXPERIENCED A VIBRATION IN THE AREA OF THE REAR ENGINE. HE ELECTED TO RETURN TO THE AIRPORT AND MADE AN UNSCHEDULED LANDING WITHOUT INCIDENT. UPON INSPECTION BY THE MX CREW, IT WAS DISCOVERED THAT THE FWD EDGE OF THE INNER & OUTER SECTIONS OF THE AIR COOLING DUCT HAD PARTIALLY SEPARATED FROM THE NOSE CAP. THIS ALLOWED ROM AIR TO FLOW BETWEEN THE INNER & OUTER SECTIONS AND CAUSED THE INNER DUCT TO VIBRATE AND SUBSEQUENTLY CRACK & BREAK.

CA080918003	CESSNA	CONT	ALTERNATOR	DAMAGED
9/17/2008	337G	IO360G	00317	FWD ENGINE

(CAN) THE ACFT, A CESSNA 337G WAS ON A RETURN FLIGHT TO MAIN BASE WHEN THE PILOT NOTICED A INDICATION OF A FAILED FRONT ENGINE ALTERNATOR. THE ACFT LANDED WITHOUT INCIDENT AND MX INVESTIGATED THE PROBLEM. DURING REMOVAL OF THE FRONT ALTERNATOR, IT WAS DISCOVERED THAT THE DRIVE SHAFT HAD BEEN SHEARED OFF. THE DRIVE GEAR IN THE ENGINE WAS INSPECTED AND FOUND SERVICEABLE. A SERVICEABLE ALTERNATOR WAS INSTALLED AND THE ACFT RELEASED FOR SERVICE. THE U/S ALTERNATOR HAD A TOTAL OF 577 HRS SINCE O/H. WE HAVE HAD REPORTS OF SIMILAR PROBLEMS WITH THESE ALTERNATORS IN THE PAST.

2008FA0000777	CESSNA	CONT	FUEL LINE	CORRODED
10/24/2008	340A	TSIO520*		FUEL SYSTEM

THE FUEL CROSSFEED LINE LT TANK TO RT ENGINE, HAD CORRODED TO THE POINT OF LEAKAGE. THE CORRODED AREA WAS UNDER THE CABIN FLOOR BEHIND THE CO-PILOT SEAT. THE DUCTWORK FOR THE CABIN VENTILATION SYSTEM LAYS ON THE LINE THIS LOCATION. THE CORROSION WAS LIMITED TO THE AREA OF CONTACT. PIN HOLES HAD DEVELOPED ALLOWING A SMALL QUANTITY OF FUEL TO LEAK, NOT ENOUGH TO DRIP, BUT ENOUGH TO SATURATE THE DUCT WORK AND PRODUCE A STRONG ODOR IN THE CABIN. THE VENTILATION DUCT MUST BE MOVED FOR VISUAL INSPECTION. IN ADDITION, WHEN THE LINE WAS REMOVED, THERE IS EVIDENCE OF ABRASION FROM CONTROL CABLES AT THE OTBD PORTION OF THE LINE. THIS NEEDS TO BE INSPECTED AT THE NEXT OPPORTUNITY. (K)

CA080822015	CESSNA	GARRTT	WIRE	SHORTED
8/22/2008	441	TPE33110N		PROP DE-ICE BOOT

(CAN) AFTER LANDING, THE ACFT EXPERIENCED A SMALL AMOUNT OF SMOKE IN THE COCKPIT, FOLLOWED IMMEDIATELY BY THE SWITCH CIRCUIT BREAKER POPPING. THE AMMETER FOR THE PROP DE-ICE WAS PEGGED TO THE FULL RT, ONCE THE SYSTEM WAS SWITCHED OFF THE METER STILL INDICATED IN THE GREEN. MX INSPECTION REVEALED THE WIRE LEAD OFF THE PROP DE-ICE BOOT WAS TOO LONG AND WAS RUBBING AGAINST THE INSIDE OF THE SPINNE. THE SHORT TO GROUND WENT THROUGH THE BRUSH BLOCK ASSEMBLY TO THE AMMETER IN THE COCKPIT.

CA080625001	CESSNA	WILINT		LINE	RUPTURED
6/6/2008	525	FJ44		6317003136	HYDRAULIC SYS

(CAN) ACFT DEPARTED AND EXPERIENCED COMPLETE HYDR FLUID LOSS. ACFT GEAR ALTERNATE EXTENDED AND RETURNED TO AIRPORT. TROUBLESHOOTING REVEALED RUPTURED HYDR PRESSURE LINE INBD OF SERVICE QUICK CONNECT. LINE REPLACED WITH NEW, AND SYS BLED. ACFT RUN FOR 10 MIN AND ALL 3 SYS FILTERS REMOVED AND CHECKED FOR DEBRIS. NONE NOTED. FILTERS REPLACED WITH NEW IAW AMM 29-10-00. AND SYS BLED. ALL SYS INCLUDING GEAR CYCLED 40 TIMES. ACFT RUN AND SYS CHECKED SERVICEABLE. RUPTURE APPEARED TO BE A MFG FLAW THAT WAS NOT NOTICEABLE DUE TO THE HYDR LINE IDENT LABEL BEING PLACED OVER THE FLAW.

CA081020001	CESSNA	WILINT		MOUNT	MISINSTALLED
10/3/2008	525	FJ44			RUDDER CONTROL

(CAN) METAL FILINGS WERE FOUND UNDER THE RUDDER SERVO DUE TO THE MOUNTING STRUCTURE HAVING BEEN INSTALLED OFFSET FROM THE FACTORY. THIS CAUSED THE RUDDER CABLE TO EXIT THE DRUM ON AN ANGLE AND RUB THE CAPSTAN. THE SERVO WAS REPLACED AND A PERMANENT FIX IS SCHEDULED FOR MAR. 09 AT CESSNA CITATION SERVICE CENTER. PICTURES ARE AVAILABLE.

CA080829007	CESSNA			VALVE	CRACKED
8/28/2008	525B		99123682	420001263	RESERVOIR

(CAN) DURING DAILY INSP, THE PRESSURE WAS FOUND LOW ON THE EMERGENCY GEAR/BRAKE RESERVOIR. BOTTLE WAS REMOVED, VALVE AND FITTINGS WERE LEAK CHECKED WITH SNOOP AND CRACK WAS FOUND IN BOTTOM OF VALVE NEAR GAUGE BOSS.

2008FA0000747	CESSNA			OXYGEN MASK	TORN
11/6/2008	550			C3512000205	CABIN

THREE OF THE DROP DOWN PASSENGER OXYGEN MASKS P/N C351-2000-205 OR CESSNA P/N 17504-61 WERE FOUND WITH TEARS IN THE FACE CUSHION NEXT TO THE INNER MASK HOUSING IN THE SAME AREA DESCRIBED IN AD 99-08-21. HOWEVER THE ELASTOMERIC CURE DATES ON THESE MASKS ARE THE 3RD QUARTER OF 1999, THE AD ONLY ADDRESSES MASKS WITH A CURE DATE FROM 3RD QUARTER 1993 TO 1ST QUARTER 1997. THESE TEARS COULD LEAD TO LEAKAGE AND POSSIBLE INSUFFICIENT OXYGEN DELIVERY AS DESCRIBED IN THE ORIGINAL A/D.

CA080617001	CESSNA	PWA		SUPPORT	DAMAGED
6/10/2008	550	JT15D4			SPEED BRAKES

(CAN) THE OTBD HOLE IN THE SPEED BRAKE TRUNNION SUPPORT IS ABOUT .5 HOLE MISALIGNED WITH THE HOLE IN THE RIB WHERE THE UPPER OTBD AILERON CABLE PASSES THROUGH ON BOTH THE LT AND RT WING. THE AILERON CABLES WERE WORN AND HAD WORN INTO THE AFT SIDE OF THE HOLE IN THE TRUNNION SUPPORTS. REPAIR S-550-0699/04RD WAS ISSUED TO BLEND THE TRUNNION SUPPORT AND THE AILERON CABLES WERE REPLACED.

CA081022001	CESSNA	PWA	CESSNA	BOLT	WRONG PART
10/21/2008	550	JT15D4		AN35A	MLG TRUNNION

(CAN) CARRY OUT INSPECTION AS PER CAMPAIGN 851-53-11-047 CESSNA 550 CHANNEL-TRUNION BRACE. FOUND INCORRECT HARDWARE INSTALLED. NO VISUAL DAMAGE TO STEERING ARM. REPLACED HARDWARE AS PER CAMPAIGN. NO RESTRICTED TRAVEL FOUND.

CA080619003	CESSNA	PWA		BOLT	DAMAGED
6/18/2008	550	JT15D4		AN35A	TRUNNION

(CAN) CARRIED OUT VISUAL INSPECTION AS PER CAMPAIGN FOUND 4 BOLTS INSTALLED AND WASHERS AND NUTS. REMOVED HARDWARE INSTALLED NEW PARTS AS PER IPC 53-11-01 ITEM 109 AND 110. REPLACED ARM ASSY P/N 5565619-6 WITH NEW DUE DAMAGED AND NEW BOLT P/N NAS464P5LA28 DUE WORN.

CA080714001	CESSNA	PWA		TRUNNION	MISINSTALLED
7/8/2008	550	JT15D4			

(CAN) ATTACHMENT HARDWARE THAT WAS FOUND INSTALLED IN THE CHANNEL-TRUNION BRACE WAS NOT WHAT IS CALLED FOR IN ACFT I.P.C. 53-11-01 01 .THE INSTALLED HARDWARE WAS 4 AN3-5A BOLTS WITH AN960-3 WASHERS UNDER BOTH THE HEAD OF THE BOLTS AND UNDER THE NUTS. THE LENGTH OF THE BOLT AT THE FORWARD LT CORNER OF THE CHANNEL-TRUNION BRACE WAS TOO LONG WHEN INSTALLED AND INTERFERED WITH THE AFT TRAVEL OF THE STEERING ARM LOCATED JUST BELOW THE CHANNEL-TRUNION BRACE SUPPORT ASSEMBLY. THE I.P.C. CALLS FOR 4MS27039-1-07 SCREWS AND 4 MS21042-3 NUTS (NO WASHERS ARE CALLED FOR IN THE INSTALLATION).

CA080813004	CESSNA	PWA	ARM	DAMAGED
8/6/2008	550	JT15D4	55656195	NLG STEERING

(CAN) CAMPAIGN NOTICE 851-53-11-047 WAS BEING ACCOMPLISHED WHEN DAMAGE TO THE NOSE GEAR STEERING ARM WAS DISCOVERED. THE FWD ATTACHMENT HARDWARE REMOVED FROM THE CHANNEL-TRUNION BRACE WAS FOUND TO BE MS27039-1-10 AND AN960-3 WASHERS, WHEN MS27039-1-07 AND NIL WASHERS ARE CALLED FOR IN THE MFG IPC. THE LENGTH OF THE INSTALLED SCREWS WERE SUCH THAT WHEN FULL NOSE WHEEL DEFLECTION WAS ACHIEVED THERE WAS INTERFERENCE BETWEEN THE SCREW AND THE STEERING ARM CAUSING THE DAMAGE. STEERING ARM P/N 5565619-5 REPAIRED IAW ASEO 851-32-50-0212 BLEND REPAIR. CORRECT HARDWARE (MS27039-1-07 SCREWS AND MS21042-3 NUTS) INSTALLED ON CHANNEL-TRUNION BRACE.

CA080708005	CESSNA	PWA	WHEEL	DAMAGED
7/8/2008	550	JT15D4	55657562	ELEVATOR TRIM

(CAN) WHEN A SMALL FORCE WAS APPLIED TO THE INDICATOR POINTER AND THE TRIM WHEEL WAS ROTATED THE POINTER JUMPED OUT OF ITS GROOVE. INSPECTION FOUND THAT THE GROOVES WERE NOT WORN AND THE SYSTEM LOOKED NORMAL BUT WHEN THE WHEEL WAS ROTATED WITH 1 FINGER APPLYING PRESSURE TO THE SIDE OF THE WHEEL IT WOBBLED AND ALLOWED THE PIN RIDING IN THE GROOVE TO BECOME DISENGAGED. PINCHING THE WHEEL WITH A THUMB AND FINGER OR TURNING THE WHEEL WITH THE PALM OF THE HAND ON THE TOP DID NOT ALLOW THE PIN TO DISENGAGE.

CA080804003	CESSNA	PWA	OIL SYSTEM	LOW PRESSURE
7/18/2008	550	JT15D4		ENGINE

(CAN) DURING CRUISE FLIGHT, THE MASTER CAUTION WARNING SYS CAME ON IN CONJUNCTION WITH THE LOW OIL PRESSURE ANNUNCIATOR. THE CREW ELECTED TO SHUT THE ENGINE DOWN WHEN THE OIL PRESSURE WAS AT OR BELOW 30 PSI. AN UNEVENTFUL SINGLE ENGINE LANDING FOLLOWED. TROUBLESHOOTING COULD NOT IDENTIFY THE PROBLEM AND THE ENGINE WILL BE REMOVED AND FORWARDED FOR INVESTIGATION AND REPAIR. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080716001	CESSNA	PWA	COOLING FAN	NOISY
7/15/2008	550	JT15D4	99101133	

(CAN) FLOOD COOLING FAN NOISY. FUNCTIONAL CHECK CONFIRMED SNAG, UNIT REMOVED FROM ACFT AND REPLACED WITH OVERHAULED UNIT.

2008FA0000799	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320104	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000802	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE

LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000806	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320133	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000795	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320135	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000800	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320114	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000803	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320123	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000793	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320125	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000801	CESSNA	RIB	CRACKED

10/29/2008	560CESSNA	65320125	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000813	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320125	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000817	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320145	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000808	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320144	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000809	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320143	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000810	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320163	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS,

SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000811	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320174	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000792	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320114	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000779	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320125	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000787	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000786	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320135	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000790	CESSNA	RIB	CRACKED

10/29/2008	560CESSNA	65320154	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000784	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320114	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000781	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000783	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320104	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000785	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000778	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320104	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS,

SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000780	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000782	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320144	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000788	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320145	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000789	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320144	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 5 CRACKED RIBS ON THE RT SIDE AND 8 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARRALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000831	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320164	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000814	CESSNA	RIB	CRACKED

10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000819	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320154	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000805	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000796	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000804	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320135	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000791	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320104	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS,

SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000816	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000818	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320144	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000794	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000797	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320145	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATEDIN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000812	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320104	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000815	CESSNA	RIB	CRACKED

10/29/2008	560CESSNA	65320135	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000807	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320145	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000830	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320154	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000821	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320193	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000825	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000820	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320164	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS

WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000823	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320114	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000822	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320144	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000826	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320135	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000828	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320145	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000827	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320134	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000829	CESSNA	RIB	CRACKED

10/29/2008	560CESSNA		HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000832	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320174	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000824	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320124	HORIZ STAB

WHILE PERFORMING PHASE 1-4 INSPECTIONS, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STAB. AFTER REMOVAL OF THE TOP SKINS ON BOTH STAB, 10 CRACKED RIBS ON THE RT SIDE AND 11 CRACKS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WAS FOUND IN THE LWR PORTION OF FLANGED AREAS OF THE RIB IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIBS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

2008FA0000798	CESSNA	RIB	CRACKED
10/29/2008	560CESSNA	65320154	HORIZ STAB

WHILE PERFORMING THE PHASE 1-5 INSP, CRACKS WERE NOTICED IN SEVERAL RIBS LOCATED INSIDE THE LT AND RT HORIZ STABILIZERS. AFTER REMOVAL OF THE TOP SKINS ON BOTH STABILIZERS, 8 CRACKED RIBS ON THE RT SIDE AND 13 CRACKED RIBS ON THE LT SIDE WERE FOUND. ALL OF THE CRACKS WERE FOUND IN THE LOWER PORTION OF THE FLANGED AREAS OF THE RIBS IN THE CUT-OUT AREA. AFTER REMOVAL OF THE RIVETS, SOME OF THE CRACKS WERE FOUND TO BE GOING TO THE RIVET HOLES BUT MOST OF THE CRACKS CONTINUED PAST THE RIVET HOLES. THE CRACKS WERE PARALLEL TO THE EDGE OF THE RIBS. THE CRACKS WERE LOCATED IN AREAS NOT NORMALLY INSPECTED AND ACCESS IS VERY LIMITED. (K)

CA080814008	CESSNA	PWA	ENGINE	MALFUNCTIONED
8/2/2008	560CESSNA	PW535A		LEFT

(CAN) WHILE ON APPROACH, THE LT ENGINE ROLLED BACK AND WOULD NOT RESPOND TO THROTTLE MOVEMENTS. WHILE CREW WAS PERFORMING EMERGENCY CHECKLIST FOR ENGINE SHUTDOWN. THE LT ENGINE SHUTDOWN ON ITS OWN. ACFT LANDED WITHOUT INCIDENT. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

2008FA0000732	CESSNA	TUBE	CRACKED
10/16/2008	560XL	66151007	AC BAY

ENVIRONMENTAL CONTROL UNIT ASPIRATOR AIR LINE THAT RUNS FROM SECONDARY HEAT EXCHANGER TO ASPIRATOR FOUND BROKEN IN TWO, JUST DOWNSTREAM OF SECONDARY HEAT EXCHANGER ELBOW FITTING. CESSNA P/N 6615100-7

2008FA0000726	CESSNA	TUBE	CRACKED
10/16/2008	560XL	66151007	AC BAY

ENVIRONMENTAL CONTROL UNIT ASPIRATOR AIR LINE THAT RUNS FROM SECONDARY HEAT EXCHANGER TO ASPIRATOR FOUND BROKEN IN TWO JUST DOWNSTREAM OF SECONDARY HEAT EXCHANGER ELBOW FITTING. CESSNA P/N 6615100-7

2008FA0000752	CESSNA	LIGHT	BURNED OUT
11/3/2008	560XL	CLE23602	CABIN

DURING POSTFLIGHT FOUND CABIN (LT) UPWASH, AND (RT) DOWNWASH LED LIGHT ELEMENTS INOP. INTIALLY TROUBLESHOOTING FOUND CIRCUIT BREAKER 140 IN THE INTERIOR DC "J" BOX OPEN. ATTEMPTED TO RESET, BREAKER WOULD OPEN IMMEDIATLY WHEN THE CABIN LIGHT SWITCH WAS ACTIVATED ON. FURTHER TROUBLESHOOTING FOUND THAT THE LT AFT CABIN UPWASH LIGHT ELEMENT SHOWED EVIDENCE OF EXCESSIVE HEAT APPROX IN THE MIDDLE OF ELEMENT. REMOVED LIGHT ELEMENT AND INSTALLED SERVICEABLE O/H ELEMENT. OPS CHECK OF SYS PERFORMED, SYS CHECKS GOOD. TECH SUPPORT SUGGESTS MOISTURE INGRESS AS THE CAUSE OF THE LIGHT ELEMENT FAILURE. DEFECTIVE PART WAS RETURNED TO MFG CPD.

CA080902008	CESSNA	PWC	ENGINE	FLAMED OUT
8/19/2008	560XL	PW545B		

(CAN) WHILE TAXIING FOR TAKEOFF, THE PILOT RETARDED THE POWER LEVER FROM MID POSITION TO IDLE AND THE ENGINE FLAMED OUT. POST EVENT TROUBLESHOOTING SHOWED THAT THE ENGINE WOULD NOT START. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080711009	CESSNA	PWC	ENGINE	OIL CONSUMPTION
6/29/2008	560XL	PW545B		

(CAN) DURING T/O ROLL, THE PILOT RECEIVED A LOSS OF OIL PRESSURE WARNING AND ABORTED T/O. THE ACFT RETURNED TO THE RAMP WHERE THEY OBSERVED NO OIL ON THE SIGHT GLASS. OIL WAS NOTED IN THE EXHAUST AND A GROUND RUN SHOWED A CONSUMPTION OF 2 QUARTS IN 10 MIN. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080725001	CESSNA	PWC	CIRCUIT BREAKER	TRIPPED
7/9/2008	560XL	PW545B	70002450	LT POWER FEED

(CAN) LT POWER FEED CIRCUIT BREAKER (ONE OF 3 IN PARALLEL) POPS OPEN IN FLIGHT. P/N 700-024-50 REPLACED NEW.

CA080711007	CESSNA	PWC	SENSOR	LEAKING
6/26/2008	680CE	PW306C	30B385103	RT ENGINE

(CAN) DURING MX VISUAL CHECK OF RT ENGINE A SMALL AMOUNT OF OIL WAS NOTED AROUND THE ENGINE LOW LEVEL OIL SENSOR. FURTHER INVESTIGATION FOUND OIL LEAKING INTERNALLY THROUGH SENSOR AND EXITING OUT OF CANNON PLUG. RT LOW LEVEL OIL SENSOR WAS REPLACED WITH NEW AND NO FURTHER LEAKS WERE DETECTED.

CA080814005	CESSNA	PWC	ENGINE	POWER LOSS
7/30/2008	680CE	PW306C		LEFT

(CAN) DURING TAKE-OFF, THE LT ENGINE POWER ROLLED BACK ABOUT 8-10 PERCENT. WHILE ON CLIMB AND WHILE LEVELING-OFF AT 6,000 FT, SEVERAL OTHER ROLL-BACKS WERE NOTED. ACCORDING TO THE PIC, THESE SEEMED TO OCCUR AFTER A TLA ADJUSTMENT. CREW STABILIZED ACFT AT 6,000 FT AND DECIDED TO DIVERT. AN UNEVENTFUL DUAL ENGINE LANDING WAS ACCOMPLISHED. TROUBLESHOOTING REVEALED POSSIBLE ISSUE WITH LT ENGINE FCU. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080707004	CESSNA	PWC	WINDSHIELD	CRACKED
5/26/2008	680CE	PW306C	99144111	COCKPIT

(CAN) ON DESCENT FOR LANDING THE PILOT NOTED A LT WINDSHIELD INOP ICAS MSG AND SHORTLY AFTER THE PILOTS WINDSHIELD OUTER PANE SHATTERED. THE ACFT LANDED WITHOUT FURTHER PROBLEMS AND THE ACFT WAS FLOWN TO A SERVICE CENTER WHERE THE WINDSHIELD WAS REPLACED.

2008FA0000770	CESSNA	PWC	RUDDER PEDAL	JAMMED
10/26/2008	680CE	PW306C	441921933	COCKPIT

ON ACFT DEPARTURE, THE RUDDER PEDALS JAMMED ON THE COCKPIT SIDE PANELS ON THE TAKEOFF. AN EMERGENCY WAS DECLARED AND THE ACFT LANDED UNEVENTFULLY. DURING THE PREVIOUS MAINT VISIT, THE RUDDER WAS REPLACED WITH A RENTAL UNIT, THE RUDDER WAS PROPERLY INSTALLED AND DOCUMENTED AND RIG AND TRAVEL CHECKS WERE GOOD. THE ACFT FLEW AN OPERATIONAL CHECK FLIGHT AFTER MAINT WITH NO REPORTED ISSUES. THE SIDE PANELS HAVE BEEN PROPERLY SECURED AND CLEARANCE IS SATISFACTORY. A SCR (SERVICE CONDITION REPORT) HAS BEEN SUBMITTED TO ENGINEERING FOR REVIEW TO CHANGE SECURING METHOD FROM VELCRO TO A FASTENER TYPE INSTALLATION. (K)

2008FA0000771	CESSNA	PWC	RUDDER PEDAL	JAMMED
10/26/2008	680CE	PW306C		COCKPIT

ON ACFT DEPARTURE, THE RUDDER PEDALS JAMMED ON THE COCKPIT SIDE PANELS ON THE TAKEOFF. AN EMERGENCY WAS DECLARED AND THE ACFT LANDED UNEVENTFULLY. DURING THE PREVIOUS MAINT VISIT, THE RUDDER WAS REPLACED WITH A RENTAL UNIT, THE RUDDER WAS PROPERLY INSTALLED AND DOCUMENTED AND RIG AND TRAVEL CHECKS WERE GOOD. THE ACFT FLEW AN OPERATIONAL CHECK FLIGHT AFTER MAINT WITH NO REPORTED ISSUES. THE SIDE PANELS HAVE BEEN PROPERLY SECURED AND CLEARANCE IS SATISFACTORY. A SCR (SERVICE CONDITION REPORT) HAS BEEN SUBMITTED TO ENGINEERING FOR REVIEW TO CHANGE SECURING METHOD FROM VELCRO TO A FASTENER TYPE INSTALLATION. (K)

2008FA0000772	CESSNA	ALLSN	CONTROLLER	FAILED
10/2/2008	750	AE3007C	67183281	TE FLAP

FLAPS HARD FAILED DURING FLIGHT. FOUND THAT THE FLAP CONTROLLER HARD FAILED DURING COLD SOAKING. REPLACED FLAP CONTROLLER AND ACCOMPLISHED SATISFACTORY FLAP FUNCTIONAL CHECK WITH NO DEFECTS NOTED. RETURNED ACFT TO SERVICE. (K)

CA080917008	CESSNA	CONT	BULKHEAD	CRACKED
8/8/2008	A185E	IO520D	071111210	FUSELAGE

(CAN) DURING A 100 HOUR INSPECTION AN AME FOUND CRACKS IN LOWER LT AND RT CORNER AT REAR FRONT ATTACH, WHICH HAD BEEN PREVIOUSLY REPAIRED AND HAS CRACKED AGAIN.

CA080908007	CESSNA	CONT	RISER	CRACKED
8/28/2008	A185E	IO520F	07502385AWL	NR 5 CYLINDER

(CAN) DURING 100 HOUR INSPECTION AME FOUND RT EXHAUST STACK CRACKED AT NR 5 CYLINDER, PART WAS REPLACED WITH PART NR 0750161-31.

CA080917010	CESSNA	CONT	BULKHEAD	CRACKED
8/8/2008	A185F	IO520D	071111229	FUSELAGE

(CAN) DURING A 100 HOUR INSPECTION AN AME FOUND CRACKS IN BULKHEAD ASSY LOWER LT CORNER AT REAR FLOAT FITTING. CUSTOMER WAS NOTIFIED.

CA080917011	CESSNA	CONT	BULKHEAD	CRACKED
8/8/2008	A185F	IO520D	071111229	FUSELAGE

(CAN) DURING A NON-ROUTINE INSPECTION AN AME FOUND CRACKS IN BULKHEAD ASSY LOWER LT AND RT CORNERS AT REAR FLOAT FITTINGS.

CA081014003	CESSNA	CONT	ACTUATOR	SEPARATED
10/9/2008	A185F	IO520D	071250012	HORIZ STAB TRIM

(CAN) ACFT HORIZONTAL STAB TRIM JAM ON LANDING. ELEVATOR CONTROLS BECAME LIGHT. ACFT LANDED WITHOUT INCIDENT. UPON INSPECTION AT THE DOCK, THE PILOT FOUND THE HORIZONTAL STAB WAS COMPLETELY LOOSE, STAB COULD BE MOVED FULL TRAVEL UP AND DOWN WITH NO RESISTANCE FROM THE TRIM JACKS. MX FOUND THE TRIM JACK BARREL COULD BE SLID ON TO THE SCREW OF THE SCREW JACK WITH HAND PRESSURE, WHEN NORMALLY THEY HAVE TO BE SCREWED ON TO THE ACTUATOR SCREW. BOTH

BARRELS WERE FOUND TO HAVE THREADS ONLY ON 1 SIDE OF THE BARREL, INSTEAD OF COMPLETELY AROUND THE INSIDE OF THE BARREL. THE ACTUATORS WERE REPLACED AND CESSNA DISTRIBUTOR CONTACTED DUE TO THE ACTUATORS IN QUESTION WERE ONLY 3 MONTHS OLD AND 100HRS. SINCE NEW TIME IN SERVICE.

CA080908010	CESSNA	CONT	BULKHEAD	CRACKED
8/8/2008	A185F	IO550D	071111229	FUSELAGE

(CAN) DURING NON-ROUTINE MX REPAIRS AN AME FOUND CRACKS IN BULKHEAD ASSY LOWER RT CORNER AT REAR FLOAT FITTING. CUSTOMER WAS NOTIFIED.

CA070808002	CESSNA	CONT	TIRE	BULGED
8/7/2007	A185F	IO550D	10X3504	MLG

(CAN) TIRE CORDS DELAMINATING FROM THE INSIDE ALL AROUND THE TIRE. NO EXTERNAL FAULTS COULD BE DETECTED VISUALLY UNTIL TIRE BEGAN TO BULDGE. (TC NR 20070808002)

CA080805014	CESSNA	CONT	CAMSHAFT	CORRODED
7/9/2008	A185F	IO550D		ENGINE

(CAN) DURING INSP , NR2 CYL WAS REMOVED DUE TO LOW COMPRESSION. DISCOVERED LIFTERS ON NR1 CYL HAD PITTING AND SPALLING. FURTHER INVESTIGATION REVEALED THE CAMSHAFT WAS CORRODED AND WORN ALSO. ENGINE REMOVED FOR REPAIR. ENGINE HAS 670 HOUR TSOH. UPON TEARDOWN, CRANKSHAFT HAD CORROSION, AND THE OIL PUMP WAS DAMAGED DUE TO METAL CONTAMINATION IN ENGINE, AND MORE LIFTERS HAD DAMAGE. THE ACFT HAS ALWAYS BEEN HANGERED, OUT OF THE COLD. WHEN IT WAS OUT IN THE COLD, A PREHEAT SYS WAS UTILIZED. ACFT FLEW ON THE AVERAGE 3 TO 4 HOURS PER WEEK WITH APPROX 2 HOUR DURATION PER FLIGHT. CANNOT DETERMINE WHAT THE CAUSE OF THE CORROSION IS WHICH CAUSED THE METAL CONTAMINATION.

CA080630002	CESSNA	LYC	CONTROL COLUMN	CORRODED
6/23/2008	A185F	IO540*	07118505	

(CAN) WHILE CARRYING OUT AN ANNUAL INSP AND SEB 01-3 R1 HEAVY CORROSION WAS FOUND INTERNALLY IN CONTROL YOKE. A/C HISTORY SHOWED FRESH WATER SUBMERSION IN 1982.

CA080904002	CESSNA	LYC	BOOT	SEPARATED
8/26/2008	T206H	TIO540AJ1A		PROP DEICE

(CAN) DEICE BOOT RETAINING STRAP SEPARATING FROM NR 3 BLADE, DISCOVERED DURING ANNUAL INSP. (AT ELECTRICAL LEAD AREA). NR 3 DEICE BOOT REPLACED. MCCAULEY SL2006-5 PERFORMED ON ALL 3 BOOTS.

CA080715006	CESSNA	CONT	SUPERIOR	STUD	FAILED
7/8/2008	U206F	IO520F			CYLINDER HEAD

(CAN) A COMPLETE SEPARATION OF THE CYLINDER HEAD FROM THE BARREL OCCURRED. THE SEPARATION SEEMED TO HAVE STARTED IN THE EXHAUST PORT AREA.

2008FA0000721	CESSNA	ALLSN	RELAY	INTERMITTENT
10/27/2008	U206G	250C20	KHU17D31	ENGINE BAY

THE PILOT REPORTED THAT AFTER TURNING ON TO THE RUNWAY FOR TAKEOFF AND APPLYING POWER THE ENGINE CHIP LIGHT CAME ON AND STAYED ON. POWER WAS REDUCED, AND TOWER APPROVED A RETURN BACK TO THE RAMP. THE AIRCRAFT NEVER APPROACED TAKEOFF SPEED. THE AIRCRAFT WAS BROUGHT IN AND INSPECTED, UPON APPLYING ELEC POWER TO AIRCRAFT THE CHIP LIGHT WAS NO LONGER ON. ALL THREE CHIP LIGHTS WERE INSPECTED AND FOUND NO DISCREPANCIES. SUSPECTED WIRING PROBLEM OR RELAY PROBLEM. REPLACED RELAY FOR THE CHIP DETECTORS.

CA080122003	CESSNA	CONT	STRUCTURE	CRACKED
1/21/2008	U206G	IO520F		TAIL CONE

(CAN) WHILE INSPECTING SOME ITEMS, MFG CONTINUED AIRWORTHINESS PROGRAM IT WAS NOTICED THAT 2 CRACKS CAME FROM THE RUDDER CABLE HOLES AND ANOTHER CRACK CAME FROM THE NUTPLATE UNDER THE DOUBLER. CONTINUED AIRWORTHINESS INSP 53-40-04 COVERS THIS INSPECTION BUT IS N/A BY S/N ON OUR

ACFT. A NEW BULKHEAD IS ORDERED AND WILL BE CHANGED BEFORE NEXT FLIGHT. (TC NR 20080122003)

CA080715003	CESSNA	CONT	KELLY	COMMUTATOR	FAILED
7/2/2008	U206G	IO520F			ALTERNATOR

(CAN) FLIGHT CREW NOTICED THE ALTERNATOR WAS NOT CHARGING ON DESCENT. UPON CLOSER INSPECTION IT WAS FOUND THAT THE COMMUTATOR AND BRUSHES WITHIN THE RECENTLY O/H ALTERNATOR SHOWED SIGNS OF SIGNIFICANT ABNORMAL WEAR. THE ALTERNATOR WAS LOW TIME AND HAD NOT GONE THROUGH ITS 500 HR INSPECTION YET SO IT WAS DETERMINED THAT THE WEAR HAD BEGUN FROM THE TIME OF O/H. THE ALTERNATOR WAS REPLACED WITH ANOTHER O/H ALTERNATOR & RETURNED TO SERVICE.

CA080707005	CESSNA	CONT		TORQUE LINK	CRACKED
4/7/2008	U206G	IO520F		12436351	NLG

(CAN) WHILE CARRING INP ON UPPER TORQUE LINK IAW CONTINUED AIRWORTHINESS PROGRAM 32-50-02 THE TORQUE LINK WAS FOUND CRACKED. A NEW LINK WAS INSTALLED WITH NEW BOLTS.

CA080707007	CESSNA	CONT		BEARING	WORN
4/22/2008	U206G	IO520F			CONTROL TUBE

(CAN) WHILE INSP IT WAS NOTICE THAT THE LT CONTROL TUBE WAS ROUGH AS IT WAS PULLED OUT AND PUSHED IN. AFTER TAKING IT OFF, IT WAS NOTICED THAT THE BEARINGS HAD WORN THE TUBE TO ITS LIMITS. THE CONTROL TUBE AND THE BEARINGS WERE CHANGED.

CA080808002	CESSNA	CONT	CONT	BEARING	WORN
7/31/2008	U206G	IO520F	643259A18	534685	STARTER

(CAN) ACFT WAS IN CRUISE FLIGHT WHEN PILOT NOTICED OIL PRESSURE STARTED TO FLUCTUATE. A PRECAUTIONARY LANDING WAS MADE. IT WAS OBSERVED THAT THE OIL LEVEL WAS LOW AND AN EXCESSIVE AMOUNT OF OIL WAS IN THE ENGINE COMPARTMENT AND IN THE BELLY OF THE ACFT. UPON MAINT INSP, IT WAS FOUND THAT THE STARTER ADAPTER PULLEY BEARING WAS BADLY WORN, DAMAGING THE OIL SEAL ALLOWING FOR AN OIL LEAK. THE STARTER ADAPTER WAS REPLACED, OIL FILTER CHECKED FOR FOREIGN MATERIAL, OIL REPLENISHED, AND A LEAK CHECK WAS CARRIED OUT. THE AIRCRAFT WAS RETURNED TO SERVICE.

CA080908009	CESSNA	CONT		SPAR	CRACKED
9/8/2008	U206G	IO520F		12326212	HORIZONTAL STAB

(CAN) DURING A 100 HOUR INSPECTION AN AME FOUND THAT THE RT AND LT REAR SPAR WAS HEAVILY CORRODED (LEVEL 3) AND CRACKED UNDER THE OTBD HINGE BRACKET.

CA080918006	CESSNA	CONT		ACTUATOR	CORRODED
9/9/2008	U206G	IO520F		12601491	ELEVATOR TRIM

(CAN) DURING A 100 HOUR INSPECTION A AME FOUND HEAVY CORROSION (LEVEL 3) ON THE ACTUATOR. HE R&R THE PART.

CA080916007	CESSNA	CONT		VOLT REGULATOR	SHORTED
7/28/2008	U206G	IO520F		C6110040101	ELECTRICAL SYS

(CAN) ACFT WAS IN CRUISE FLIGHT WHEN THE PILOT NOTICED THE ELECTRICAL SYSTEM WAS DRAINING THE BATTERY. THE ACFT LANDED AND WSA INVESTIGATED BY MX. IT WAS FOUND THAT THE BATTERY WAS DISCHARGED AND THE ELECTROLYTE HAD BOILED FROM THE BATTERY. FURTHER INVESTIGATION REVEALED THE VOLTAGE REGULATOR WAS AT FAULT, ALLOWING THE ALTERNATOR TO OVERVOLT THE BATTERY AND DESTROY IT. THE BATTERY COMPARTMENT WAS CLEANED AND A NEW BATTERY WAS INSTALLED, A NEW VOLTAGE REGULATOR WAS INSTALLED AND A NEW ALTERNATOR WAS ALSO INSTALLED AS A PRECAUTIONARY MEASURE. THE ACFT WAS GROUND RUN & ELECTRICAL SYSTEM CHECKED SERVICEABLE.

CA080712001	CNDAIR	PWA		HOUSING	CRACKED
7/11/2008	CL2151A10	CA3		2604141	BRAKE PISTON

(CAN) DURING NDT AT OVERHAUL, 2 CRACKS DISCOVERED AT BOTTOM OF PISTON BORE IN BRAKE HOUSING. THESE HOUSINGS ARE NDT`D AT OVERHAUL AND EVERY BRAKE LINING CHANGE PER THE BF GOODRICH

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CA080718006	CNDAIR	PWA	WASHER	BROKEN
7/14/2008	CL2151A10	CA3	127951	INTAKE VALVE

(CAN) DURING AN OIL LEAK REPAIR ON THE R2800 RT ENGINE, IT WAS DISCOVERED THAT THE ROCKER CAP ON CYLINDER NR 4 WAS CRACKED. CAP WAS REMOVED AND FOUND THAT 1/3 OF THE INTAKE VALVE UPPER WASHER WAS BROKEN OFF AND THE PIECE WAS LAYING IN THE ROCKER BOX AREA. INSPECTION REVEALED THAT THE WASHER PIECE HAD BEEN PUSHED AROUND THE ROCKER BOX AREA, CRACKING THE ROCKER CAP, DAMAGING THE INTAKE VALVE SPRING, AND SCRATCHING THE INTERIOR OF THE ROCKER BOX AREA. MAIN ENGINE OIL SCREEN WAS CHECKED FOR CONTAMINATION. SMALL AMOUNT OF NON FERROUS METAL FOUND IN SCREEN. SCREEN CLEANED AND RE-INSTALLED. NR 4 CYLINDER WAS REPLACED WITH AN OVERHAULED UNIT. ACFT RUN UP, ENGINES CHECKED FOR POWER AND LEAKS, AND ACFT WAS RETURNED TO SERVICE.

CA080623012	CNDAIR	PWA	GOVERNOR	FAILED
6/20/2008	CL2151A10	CA3	4U1827	PROPELLER

(CAN) ON APPROACH TO TALBOT LAKE FOR A SCOOP (WATER PICK UP) THE RT ENGINE BEGAN TO SPEED UP UNCOMMANDED TO 3000 RPM AND AN OVERSHOOT WAS INITIATED. THE RPM LEVER WAS RETARDED IN AN ATTEMPT TO CONTROL THE RPM WITH NO RESPONSE. THE PROP OVERSPEED PROCEDURE WAS FOLLOWED AND THE ENGINE RESPONDED TO THROTTLE REDUCTION BUT WOULD NOT FEATHER. THE ENGINE AND PROP REMAINED STABLE AND LANDING WAS UNEVENTFUL. THE PROP GOVERNOR WAS CHANGED AND THE ACFT WAS RETURNED TO SERVICE. DUE TO THE TSO AND TYPE OF FAILURE THIS GOVERNOR WILL BE SENT OUT FOR A TEAR DOWN REPORT. A FOLLOW UP REPORT WILL BE GENERATED UPON RECEIPT OF THE TEAR DOWN REPORT.

CA080623004	CNDAIR	PWA	SHAFT	BROKEN
6/20/2008	CL2151A10	CWASP	215260522	DOOR

(CAN) DURING AERIAL FIGHT FIGHTING OPERATIONS, THE PILOTS HEARD A LOUD BANG AFTER DROPPING THEIR LOAD OF WATER. THE "RT JACK READY" LIGHT WOULD NOT COME ON AS IT NORMALLY WOULD AFTER THE BOMB DOOR CYCLES AND LOCKS "CLOSED". THE PILOTS RETURNED TO BASE IAW COMPANY SOPS. MAINT FOUND THAT THE BOMB DOOR CLOSING JACK MOUNTING SPIGOT WAS SHEARED AND THAT THE ACTUATOR WAS HANGING FROM ITS HYDRAULIC LINES. NO OTHER DAMAGE WAS FOUND, THE SPIGOT WAS REPLACED, THE SYS FUNCTION-TESTED AIRWORTHY,AND THE ACFT RETURNED TO SERVICE.

CA080811002	CNDAIR	PWA	CYLINDER	DAMAGED
8/6/2008	CL2151A10	CWASP		NR 1 ENGINE

(CAN) NR 1 ENGINE BACKFIRED IN FLIGHT. ENGINE WAS SHUTDOWN AND PROP FEATHERED. NR 2 CYLINDER EXHAUST EAR WAS FOUND CRACKED. CYLINDER WAS REPLACED AND ENGINE GROUND RUNS SERVICEABLE.

CA080617003	CNDAIR	PWA	EXHAUST VALVE	FAILED
6/7/2008	CL2151A10	R2800CA3		NR 9 CYLINDER

(CAN) DURING CRUISE, THE FLIGHT CREW HEARD THE NR1 ENGINE BACKFIRE. THE ENGINE WAS SHUTDOWN AND THE PROPELLER FEATHERED. DURING INVESTIGATION, THE MAINT CREW DISCOVERED THE EXHAUST VALVE IN CYL NR 9 HAD DROPPED INTO THE CYL. SOME PIECES OF THE VALVE WENT OUT THE EXHAUST PIPE. THE CYL WAS REPLACED, ENG GROUND RUN AND THE MAIN OIL SCREEN WAS INSPECTED. THE ACFT WAS RETURNED TO SERVICE.

CA080711003	CNDAIR		FUEL CELL	LEAKING
7/4/2008	CL2156B11215		2156400212	

(CAN) DURING A FUEL CELL CHANGE DUE TO A LEAK PROBLEM, THE TECHNICIAN DID A LEAK TEST ON THE NEW 1 THAT WAS COMING FROM THE STORE AND RECEIVED FROM DIRAZUR- ZODIAC GROUP ON JULY 2007,(WELL PRESERVE). H E FOUND THAT IT WAS LEAKING FROM THE CENT. NOTE: WE’VE HAD SO MANY PROBLEMS WITH THESE CELLS THAT WE MADE AN INTERNAL PROCEDURE TO TEST THEM BEFORE INSTALLATION

CA080903013	CNDAIR	PWA	FUEL CELL	LEAKING
8/27/2008	CL2156B11215	PW123	215640024	LT WING

(CAN) FUEL LEAKING FROM LT WING. FUEL CELLS REMOVED LEAK CHECKED. FUEL CELL NR 3 FAILED LEAK CHECK. NEW CELL INSTALLED SYSTEM LEAK CHECKED AND FOUND SERVICEABLE.

CA080903014	CNDAIR	PWA	FUEL CELL	LEAKING
8/27/2008	CL2156B11215	PW123	K215T6400212	LT WING

(CAN) FUEL LEAKING FROM LT WING. FUEL CELLS REMOVED LEAK CHECKED. FUEL CELL NR 4 FAILED LEAK CHECK. NEW CELL INSTALLED SYSTEM LEAK CHECKED AND FOUND SERVICEABLE.

CA080814010	CNDAIR	PWA	ENGINE	SHUTDOWN
8/4/2008	CL2156B11215	PW123		NR 1

(CAN) THE ACFT WAS ON A FIREFIGHTING MISSION. JUST AFTER A WATER DROP, AS THE PILOT APPLIED FOR POWER, THE NR1 ENGINE WENT INTO AUTOFEATHER AND SHUTDOWN BY ITSELF. THE PILOT FOLLOWED PROCEDURES AND RESTARTED THE ENGINE. THE ACFT LANDED SAFELY. TROUBLESHOOTING IS FOCUSING ON ELECTRICAL HARNESS AND POSSIBLE OVERTORQUE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080716002	CNDAIR	PWA	FUEL CELL	LEAKING
7/10/2008	CL2156B11215	PW123	K215T640024	NR 4

(CAN) FUEL LEAK FROM RT WING. CHANGED NR4 RT PN-K215 T64002-4 SN 89306.

CA080709009	CNDAIR	PWA	BLADE	LEAKING
7/3/2008	CL2156B11215	PW123	SFA13N1ROA1D	PROP ASSY

(CAN) 3 BLADES FOUND LEAKING AFTER 10 HRS OF INSTALLATION. THESE BLADES WERE ALREADY SENT FOR TEFLON STRIP REPLACEMENT DUE TO THE SAME KIND OF SNAG EARLIER THIS SPRING.

CA080903012	CNDAIR	PWA	FUEL CELL	LEAKING
8/27/2008	CL2156B11215	PW123	215640014	LT WING

(CAN) FUEL LEAKING FROM LT WING. FUEL CELLS REMOVED LEAK CHECKED. FUEL CELL NR1 FAILED LEAK CHECK. CELL REINSTALLED, SYS LEAK CHECKED FOUND SERVICEABLE.

CA080815004	CNDAIR	PWA	ENGINE	FIRE
8/12/2008	CL2156B11215	PW123		RIGHT

(CAN) DURING A FIRE FIGHTING MISSION, RT ENGINE WAS SHUT DOWN DUE TO A FIRE WARNING. AN EMERGENCY WAS DECLARED, ACFT DIVERTED AND LANDED SAFELY. POST FLIGHT INSPECTION REVEALED EVIDENCE OF A FIRE EXTERNAL TO THE ENGINE CASING WITH DAMAGE TO FIREWALL. A MANUFACTURER FIELD SUPPORT REPRESENTATIVE WILL BE ON SITE 14 AUG TO SUPPORT ON SITE INVESTIGATION. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080611001	CNDAIR		WIRE	DAMAGED
5/24/2008	CL600*		M2750012MW3U00	HYD SYSTEM

(CAN) WHILE RUNNING ACFT HYDRAULIC SYS IN HANGAR FOR CONTROL SYS FUNCTIONAL CHECKS, AN AUDIBLE BANG WAS HEARD FROM THE BACK OF THE CABIN, ALONG WITH A FLASH. (INTERIOR IS REMOVED). CIRCUIT BREAKER FOR HYDRAULIC SYS NR1 (B161) POPPED SHORTLY AFTER THIS OCCURRENCE. UPON INVESTIGATION FOUND DAMAGE WIRE HARNESS BELOW FLOORBOARD AT FS520 BETWEEN BL19 AND BL27. WIRES AFFECTED ARE: HYDR SYS NR1 TRIPLE TWISTED ALL ARE ARCED AND SEVERED: DB93A12WHT, DB94A12BIU, DB95A12ORN, HYDRAULIC SYS NR2 TRIPLE TWISTED INSULATION IS DAMAGED AND MELTED: DB81A12WHT, DB82A12BIU, DB83A12ORN - HYDRAULIC SYSTEM NR3 TRIPLE TWISTED SOOT ON THE WIRE INSULATION WIRES CABLE P/N M27500-12MW3U00 IS KAPTON WIRE.

CA081017005	CNDAIR	GE	LINE	BURST
10/17/2008	CL600*	CF343A2	AE4760H0592055	NR 2 EDP

(CAN) AFTER TAKEOFF IN CRUISE AND ON THE WAY NR 2 HYD PRESS LOST MASTER CAUTION ON REPORT BY THE CAPTAIN, HE STILL HAD HIS NR 1 AND NR 3 HYD SYSTEM. ACFT LANDED SAFELY WITHOUT ANY EMERGENCY REQUEST. NR 2 ENGINE HYD PUMP OUTLET LINE FOUND BUSTED, LINE REPLACED. NR 2 HYD PUMP CHANGED AS

MTCE PREVENTIVE AND NR 2 HYD FILTER CHECKED FOR FOD. NOTHING WAS FOUND.

CA080612001	CNDAIR	GE	BOMBDR	VANE	CRACKED
6/11/2008	CL600*	CF348E5A1		600143023	TE FLAP

(CAN) DURING A DAILY INSPECTION, THE LT INBD FLAP VANE WAS FOUND CRACKED ON THE UPPER SURFACE. THE CRACK IS APPROXIMATELY 2 INCHES LONG. FLAP TO BE REMOVED AND SENT OUT FOR FLAP VANE REPLACEMENT. LOANER FLAP TO BE INSTALLED.

VJ1R20081118001	CNDAIR		WATER HEATER	OVERTEMP
11/7/2008	CL6002B16		500120701	ZONE 900

ACFT AT CRUISING ALTITUDE WHEN A PASSENGER ADVISED THE CREW THAT THEY COULD ODOR SOMETHING BURNING IN THE CABIN AREA. THE CREW DECLARED AN EMERGENCY AND DIVERTED. AFTER LANDING, THE PROBLEM WAS DETERMINED TO BE THE LAVATORY WATER HEATER HAD OVER HEATED CAUSING THE HEATER BLANKET TO EMIT SMOKE AND FUMES. THE WATER HEATER SYS WAS DISABLED BY PULLING THE SYS CIRCUIT BREAKER AND THE ACFT RETURNED TO DEPARTURE. THIS IS THE THIRD SUCH INCIDENT INVOLVING CANADIAN REGISTERED AIRCRAFT. THE WATER HEATERS WERE UTILIZED FROM 1981 TO 1997 IAW STC SA4370SW IN APPROX 200 NEW ACFT EXECUTIVE INTERIOR INSTALLATIONS. THERE ARE POSSIBLY (2) PER INTERIOR ONE LOCATED BEHIND THE GALLEY AND ONE LOCATED BEHIND THE LAVATORY VANITY. A CORRECTIVE ACTION GROUP AT MFG, IS CURRENTLY WORKING ON A FLEET WIDE SOLUTION. INITIAL DISCUSSIONS BETWEEN MFGS INVOLVE INFORMING THE FLEET'S OPERATORS TO VISUALLY INSPECT THEIR WATER HEATERS, DISABLING THE HOT WATER HEATERS BY PULLING THE CIRCUIT BREAKER, PLACARDING "INOP", AND REPLACING THE WATER HEATERS WITH AN ACCEPTABLE HOT WATER HEATER.

CA080909005	CNDAIR	SHAFT	BROKEN
8/19/2008	CL6002B19	1104SD1201	TE FLAPS

(CAN) AFTER LANDING AND ON RETRACTION OF THE FLAPS, THE CREW RECEIVED A FLAP FAIL CAUTION MSG. PIREP: FLAP FAIL CAUTION. WHEN FLAP SELECTOR MOVED FROM 45 DEG TO 8 DEG, FLAPS STOPPED AT THE 22 DEG POSITION. MX EXAMINED THE FLAPS AT THE GATE AND DETERMINED THAT THERE WAS EVIDENCE OF OIL CANNING ON THE TOP SURFACE SKIN OF THE RT INBD FLAP. THE ACFT WAS TAKEN OUT OF SERVICE AND PROCESSED TO THE HANGAR FOR FURTHER INVESTIGATION. LOCATED A BROKEN FLEX SHAFT TIP AT THE INBD SIDE OF THE OTBD ACTUATOR FOR THE INBD FLAP. ALL DAMAGED PARTS INCLUDING THE FLAP SURFACE WERE REPLACED.

CA080828003	CNDAIR	HYDRAULIC LINE	CRACKED
8/20/2008	CL6002B19	601R752863	HYDRAULIC SYS

(CAN) AFTER TAKE OFF IN ROUTE, THE MESSAGE HYD NR1 LOW PRESS CAUTION CAME ON EICAS . CREW COMPLIED WITH QRH AND RETURNED. AFT EQUIPMENT WAS SOAKED WITH SKYDROL. A LEAK WAS FOUND ON A RETURN LINE ON THE HYD NR1 MANIFOLD. THE LINE AND ELBOW WERE REPLACED , ACFT BACK TO SERVICE.

CA081016005	CNDAIR	GE	TRANSMITTER	FAILED
10/14/2008	CL6002B19	CF343A1	601R930301	FLAP POSITION

(CAN) CLIMBING THROUGH 12000 FT AT 250 KIAS ACFT NOSED OVER AS FLAPS WENT TO AT LEAST 25 DEGREES AND AUTOPILOT KICKED OFF. ACFT SLOWED TO 200 KIAS WHILE RETURNING TO DEPARTURE AIRPORT. FLAPS CONTINUOUSLY CYCLED FROM 0 TO 12 DEGREES. CIRCUIT BREAKERS 1F4 AND 2F4 WERE PULLED. A 0 DEGREE FLAP LANDING WAS PERFORMED. MX REPLACED THE FLAP POSITION TRANSMITTER AND THE SKEW DETECTION HARNESS PN K601R50533-3. AFTT: 27877:46, CYCLES: 23108.

CA081010002	CNDAIR	GE	GRIMES	HOUSING	LEAKING
10/9/2008	CL6002B19	CF343A1		63E951	FUEL FILTER

(CAN) MX DISCOVERED NR 1 ENGINE FUEL FILTER ASSEMBLY LEAKING FROM THE TOP OF THE FILTER HOUSING. HOUSING IS EITHER CRACKED AROUND TOP FITTING OR IS LEAKING THROUGH PRC AROUND FITTING. FUEL FILTER ASSEMBLY 4106T62P01 REF IPC 73-11-00 FIG 1 ITEM 110A INSTALLED. ENGINE TTSN: 26020 HOURS, CYCLES 21453. AFTT: 31453 HOURS, CYCLES: 26057

CA080922006	CNDAIR	GE	ACM	ODOR

9/15/2008	CL6002B19	CF343A1	78279015	LEFT

(CAN) ON FINAL APPROACH, SMOKE SMELL IN FLIGHT DECK. AT THE SAME TIME UNABLE TO CONTROL LT PACK IN AUTO OR MANUAL MODE. ALSO DISPLAY FAN OR AIR IN FAN MAKING GRINDING NOISE. BOTH FANS PLACED IN FLT ALTN MODE AND SMOKE STOPPED.

CA080630005	CNDAIR	GE	SELECTOR VALVE	UNSERVICEABLE
6/29/2008	CL6002B19	CF343A1	555406	NLG

(CAN) GEAR DISAGREE MSG ON GEAR DOWN SELECTION, MAINS INDICATING GREEN AND THE NOSE INDICATING WHITE. CREW CYCLED GEAR WITH SAME RESULT. THEY THEN DID AN ALTERNATE EXTENSION AND GOT THE 3 GREEN INDICATION AND LANDED WITH NO PROBLEM. (LANDING GEAR RETRACTION SYSTEM) MX T/S REVEALED THE NLG DOOR SELECTOR VALVE TO BE AT FAULT. THE SELECTOR VALVE WAS REPLACED AND GEAR SWINGS WERE C/O AND THE ACFT WAS CHECKED SERVICEABLE.

CA080206004	CNDAIR	GE	ENGINE	VIBRATION
1/16/2008	CL6002B19	CF343A1		LEFT

(CAN) CREW REPORTED SEVERE NOISE AND VIBRATION FELT ON LT ENGINE. SHUT ENGINE DOWN AS PRECAUTION AND RETURNED TO FIELD. ENGINE/QEC REMOVED AND REPLACED. SIGNIFICANT DAMAGE TO TURBINE.

CA070412002	CNDAIR	GE	WHEEL	CRACKED
4/11/2007	CL6002B19	CF343A1	50105844	MLG

(CAN) DURING ROUTINE NDT HFEC INSP OF MAIN WHEELS, ACCORDING TO ABSC NDT MANUAL PART 1, CH. 32-42-03, CRACKS WERE FOUND IN THE LOCKING RING GROOVE. THE DEPTH OF 3 CRACKS IS GREATER THAN .040 INCH AND THE LENGTH OF THE CRACKS ARE 30MM, 20MM AND 5MM. ONE CRACK HAS A DEPTH OF .020 INCH AND A LENGTH OF 20MM. COMPONENT COULD BE SENT FOR MACHINING, BUT THE DEFECT DEPTH IS ALREADY GREATER THAN THE MACHINING LIMITS.

CA070412003	CNDAIR	GE	WHEEL	CRACKED
4/11/2007	CL6002B19	CF343A1	50105844	MLG

(CAN) DURING ROUTINE NDT HFEC INSP OF RJ MAIN WHEELS, ACCORDING TO NDT MANUAL PART 1, CH. 32-42-03, CRACKS WERE FOUND IN THE LOCKING RING GROOVE. THE DEPTH OF 3 CRACKS IS GREATER THAN .040 INCH AND THE LENGTH OF THE CRACKS ARE 30MM, 20MM AND 5MM. ONE CRACK HAS A DEPTH OF .020 INCH AND A LENGTH OF 20MM. COMPONENT COULD BE SENT FOR MACHINING, BUT THE DEFECT DEPTH IS ALREADY GREATER THAT THE MACHINING LIMITS.

CA080708002	CNDAIR	GE	BPSU	UNSERVICEABLE
7/6/2008	CL6002B19	CF343A1	855D1009	RT TE FLAP

(CAN) ACFT WAS SET UP IN LANDING CONFIGURATION WITH FLAPS AT 45 DEGREES. ON SHORT FINAL, CREW RECEIVED A FLAP FAILURE INDICATION. FLIGHT DID LAND NORMALLY. HOWEVER, WERE UNABLE TO RETRACT FLAPS ONCE ON THE GROUND. RT BPSU SHOWN TO BE AT FAULT. BPSU REPLACED AND COMPLETE SYS RIG CARRIED OUT. FUNCTION CHECKED SERVICEABLE WITH NO FURTHER FAULTS FOUND.

CA080711008	CNDAIR	GE	LINE	DISCONNECTED
7/6/2008	CL6002B19	CF343A1	AE87996E	NR 2 BRAKE ASSY

(CAN) ACFT HAD A NORMAL LANDING ON ARRIVAL IN IND, HOWEVER WHILE ATTEMPTING TO TAXI OFF THE RUNWAY, EXCESSIVE POWER WAS REQUIRED TO TAXI. IT WAS SUSPECTED THAT NR 2 BRAKE ASSEMBLY HAD SEIZED AS SMOKE COMING FROM THE NR 2 BRAKE. CONTRACT MX INVESTIGATED THE ACFT AND THE QUICK DISCONNECT HYDRALIC LINE TO THE NR 2 BRAKE OFF. THE QUICK DISCONNECT WAS RESECURED AND THE BRAKES WERE FUNCTION CHECKED SERVICEABLE. THERE HAS BEEN NO FURTHER OCCURANCES TO DATE. IT IS SUSPECTED THAT THE QUICK DISCONNECT CONNECTOR MAY HAVE BACKED OFF CAUSING THE DRAGGING BRAKE CONDITION.

CA080623005	CNDAIR	GE	UPLOCK	CRACKED
6/20/2008	CL6002B19	CF343A1	601R387271	SERVICE DOOR

(CAN) PILOT REPORTED THAT THE SERVICE DOOR MESSAGE WAS DISPLAYED. MAINT WAS CALLED TO INVESTIGATE THE PROBLEM AND THEY WERE TOLD BY THE CREW THAT THE ENGINEER COULD NOT OPEN THE DOOR AND THEY START REMOVING THE DOOR LINER. ONCE REMOVED, THEY FOUND THAT THE SERVICE DOOR UP-LOCK MECHANISM HAD BROKEN COMPLETELY. BY LOOKING AT THE MATERIAL INSIDE THE CRACK IT WAS NOTICED THERE WERE SIGNS OF DIRT ACCUMULATION IN DIFFERENT AREAS MEANING THAT A CRACK DEVELOPED FOR QUITE SOME TIME.

CA080806006	CNDAIR	GE	COWLING	DEPARTED
8/4/2008	CL6002B19	CF343B1		NR 2 ENGINE

(CAN) AS INDICATED BY MAINT CONTROL, ACFT DEPARTED. MISSING COWLING FROM NR2 ENGINE WAS DISCOVERED DURING WALKAROUND INSP BY GROUND MAINT. IT WAS ALSO APPARENT THAT PORTIONS OF THE COWLING THAT DEPARTED ENGINE, STRUCK THE LEADING EDGES OF THE LT AND RT HORIZONTAL STAB. CREW DID NOT HAVE ANY ABNORMAL INDICATIONS DURING FLIGHT, IAW MAINT CONTROL COMMENT TO FSR. PLEASE REFER TO ADR RRAD-C08-21754681.

CA080806010	CNDAIR	GE	CABLE ASSY	BROKEN
7/5/2008	CL6002B19	CF343B1	74491147	THROTLE

(CAN) WHILE ATTEMPTING TO REDUCE RT ENGINE PWR AFTER TAKEOFF AND CLIMB, FLT CREW REPORTED THAT THE RT ENG WOULD NOT RESPOND TO THROTTLE LEVER INPUTS. THE RT ENGT WAS SHUTDOWN VIA FIRE PUSH SWITCH/LIGHT, ACFT DIVERTED TO IAD AND LANDED WITHOUT FURTHER INCIDENT. PRIOR TO TAKEOFF (ON TAXI OUT), THE FLT CREW NOTICED THAT THE RT THROTTLE LEVER WAS VERY STIFF THAT THEY ATTRIBUTED TO FRICTION LOCKS. UPON ADDING POWER FOR TAKEOFF, THEY NOTICED THAT THE THROTTLE LEVERS WERE VERY STIFF AT FIRST, THEN THERE WAS A DEFINITE "POP" AND THEN THE LEVERS ADVANCED EASILY TO THE FLEX THRUST SETTING (87 PERCENT). THE REMAINDER OF THE TAKEOFF WAS NORMAL. WHEN ADVANCING PWR LEVERS TO CLIMB THRUST (92 PERCENT N1), BOTH ENGINES RESPONDED NORMALLY. QRH WAS FOLLOWED AND THE RT WAS SHUTDOWN IN FLIGHT USING THE FIRE PUSH SWITCH/LIGHT. ACFT DIVERTED AND LANDED WITHOUT FURTHER INCIDENT. UPON FURTHER INVESTIGATION, MAINT DISCOVERED THAT THE INNER ELEMENT OF THE THROTTLE CABLE HAD BROKEN JUST INBD OF THE RT PYLON BULKHEAD INTERCONNECT. ATTACHED PHOTOS SHOW EXACTLY WERE THE BREAKAGE OCCURRED. THROTTLE CABLE REPLACED AND ACFT RETURNED TO SERVICE. REMOVED THROTTLE CABLE WILL BE FWDED TO MFG FOR FURTHER INVESTIGATION. ACCORDING TO RECORDS, THIS CABLE ASSY WAS THE ORIGINAL CABLE INSTALLED ON THIS ACFT FROM PRODUCTION. ALSO, THE LUBRICATION OF THE CONTROL CABLE CIRCUIT WAS PERFORMED IAW EO E99/025/476 ON 22 JUN 08. CONTROL CABLE TRIUMPH CONTROLS 7-44911-47 BROKEN RT PYLON AREA 18500 HRS/17900 CYC APPROX. (TC NR 20080806010)

CA080628002	CNDAIR	GE	WINDSHIELD	CRACKED
6/22/2008	CL6002B19	CF343B1	NP13932112	COCKPIT

(CAN)"THE FO’S WINDSHIELD SHATTERED IN FLIGHT. THE OUTTER PANE IS BROKE". REMOVED AND REPLACED THE WINDSHIELD. WINDSHIELD, (RT) NP-139321-12 03017H4489 TSO: 2651.2/CSO: 2069.

CA080814006	CNDAIR	GE	TRANSDUCER	UNSERVICEABLE
8/12/2008	CL6002B19	CF343B1	6233M30A	VIBRATION ANLYZR

(CAN) ON THE TAKE-OFF ROLL AT APRX 60KTS, THE FLIGHT CREW REJECTED TAKE-OFF DUE TO AN N2 ENGINE VIBRATION CAUTION MESSAGE. VIBE ICON ON LT ENG APPROX 87 PERCENT. SECOND RUN REVEALED NO VIBE RISE ON INDICATOR BUT GETTING VIBE AMBER MESSAGE. CREW DID NOT FEEL ANYTHING BUT WANTED INSP BEFORE APPLYING MEL. LT N2 VIBE `VIB` ICON INDICATES CORE HAS EXCEEDED 1.7 MILS. N1 VIBE INDICATION AND NEEDLES WILL NOT CORRELATE TO AN N2 VIBE INDICATION. NO CHIP FLAGS NOTED. BORESCOPE INSP OF COMPRESSOR AND HP TURBINE CARRIED OUT AND FOUND WITHIN LIMITS. NR1 ENGINE VIBE TRANSDUCER REPLACED. HIGH POWERED RUNS CARRIED OUT AND VIBE INDICATIONS ALL CHECK OK. SYSTEM CHECKED SERVICEABLE.

CA080819002	CNDAIR	GE	WINDOW	FAILED
7/15/2008	CL6002B19	CF343B1	NP1393226	COCKPIT

(CAN) "F/O SIDE WINDOW SHATTERED JUST AFTER TAKE OFF (RETURNED), DETERMINED TO BE CENTER PANE". REMOVED AND REPLACED THE F/O`S SIDE WINDSHIELD.

CA080819003	CNDAIR	GE	WINDOW	FAILED
7/15/2008	CL6002B19	CF343B1	NP1393226	COCKPIT

(CAN) "F/O WINDSHIELD SHATTERED ENROUTE, DIVERTED ". REMOVED AND REPLACED THE F/O`S WINDSHIELD.

CA080718003	CNDAIR	GE	WINDSHIELD	CRACKED
7/12/2008	CL6002B19	CF343B1	NP139322001	COCKPIT

(CAN) FLT NR 5820, CAPTAINS SIDE WINDSHIELD CRACKED. WINDOW CRACKED FROM LOWER LT CORNER TO UPPER RT CORNER. CALLED AMERICAN EAGLE AND THEY DETERMINED IT WAS THE INNER PLY. ACFT TO FERRY IN THE MORNING TO COS. CAPTAIN SIDE WINDSHIELD R&R.

CA070507010	CNDAIR	GE	WHEEL	CRACKED
5/2/2007	CL6002B19	CF343B1	50105844	MLG

(CAN) DURING ROUTINE NDT HFEC INSP ON RJ MAIN WHEEL, ACCORDING TO ABSC NDT MANUAL PART 1, 32-42-03, CRACKS WERE FOUND IN THE LOCKING RING GROOVE. THE CRACKS HAVE A DEPTH OF .040 INCH, .020 INCH AND .010.INCH. COMPONENT COULD BE SENT FOR MACHINING, BUT THE DEFECT DEPTH IS ALREADY GREATER THAN THE MACHINING LIMITS.

CA080204001	CNDAIR	GE	OIL SYSTEM	OVERSERVICED
2/1/2008	CL6002B19	CF343B1		NR 1 ENGINE

(CAN) DUE TO HIGH OIL TEMP INDICATION, NR 1 ENGINE WAS SHUTDOWN BY THE CA, ACFT LANDED IN IAD WITHOUT INCIDENT AND TAXIED TO THE GATE UNDER ITS OWN POWER. MAINT INSPECTED ACFT. INVESTIGATION OF ENGINE WAS BELIEVED TO BE OVER SERVICED. WHEN MAINT OPENED THE OIL TANK APPROX. 3 QUARTS OF OIL SPILLED OUT OF THE TANK. SUSPECT THE REMOTE REPLENISHMENT SYS TO BE AT FAULT FOR THE OVER SERVICING AND HAS PLACED IT ON MEL. AFTER PROPER SERVICING LEVELS ARE MEET AND UNEVENTFUL ENGINE RUNS ARE CARIED OUT THEY PLAN TO PUT THE ACFT BACK INTO SERVICE.

CA080714008	CNDAIR	GE	GE	SLEEVE	WORN
7/10/2008	CL6002B19	CF343B1			

(CAN) DEFECT: ON CLIMB OUT, "L FUEL LO PRESS" MSG WAS ON AS PER DEFECT 309471. THE "L EJECTOR MAIN" EICAS MASTER CAUTION CAME ON AND L ENGINE RUNNING ROUGH. "FUEL IMBALANCE" EICAS CAME ON, CENTER FUEL TANK NOW @ 1600 LBS. LT ENGINE SHUT DOWN CARRIED OUT. RECTIFICATION: AFTER INVESTIGATION, FOUND A COUPLING DISCONNECTED ON MAIN LT ENGINE FUEL FEED LINE LOCATED IN THE CENTER TANK. REASON WHY THE CENTER TANK WAS @ 1600 LBS AND CAUSED AN IMBALANCE. FOUND SLEEVE/COUPLING DAMAGED. NEW COUPLING ASSEMBLY REINSTALLED PROPERLY ON ENGINE FUEL FEED LINE, ENGINE RUNS, LEAK CHECK CARRIED OUT AND ACFT BACK IN SERVICE

CA080702001	CNDAIR	GE	WINDSHIELD	CRACKED
6/29/2008	CL6002B19	CF343B1	NP1393226	COCKPIT

(CAN) THE FIRST OFFICERS SIDE WINDOW INNER PANE IS CRACKED. FERRIED THE PLANE. SLC REPLACED THE FIRST OFFICERS SIDE WINDOW. OPS CHECKS GOOD.

CA081021003	CNDAIR	GE	PRINTER	SMOKE
10/19/2008	CL6002B19	CF343B1	49712631	ACARS

(CAN) DURING DESCENT TO YOW, CREW NOTICED SMOKE COMING FROM THE ACARS PRINTER, ELECTRICAL CIRCUIT BREAKER POPPED AND SMOKE STOPPED. NO EMERGENCY DECLARED AND THE ACFT LANDED WITHOUT FURTHER INCIDENT. ACARS PRINTER DIFFERED IAW MEL 23-22-0 AND CIRCUIT BREAKER SECURED.

CA080618005	CNDAIR	GE	BLADE	BENT
6/16/2008	CL6002B19	CF343B1	6018T30P14	ENGINE FAN

(CAN) FLIGHT INGESTED A BIRD INTO THE NR1 ENGINE ON APPROACH. MTC INSPECTED AND FOUND A BENT FAN BLADE. ACFT TAKEN OUT OF SERVICE FOR A FAN BLADE REPLACEMENT. THIS WAS REPORTED BY THE CREW PICKING UP THE ACFT FOR THE NEXT FLIGHT, AFTER THEIR WALK AROUND. BENT FAN BLADE FOUND ON THE NR 1 ENGINE AFTER EVIDENCE OF BIRD INGESTION REPORTED BY THE PILOT. ADVISES THAT THE BIRD WENT

THROUGH THE CORE. CONTAMINATION FOUND THROUGHOUT THE COMPRESSOR. COMPRESSOR WASH REQUIRED. BLADE REPLACEMENT IN PROGRESS.

CA080609007	CNDAIR	GE	DETECTOR	FALSE ACTIVATION
6/6/2008	CL6002B19	CF343B1	601R590141	TE FLAPS

(CAN) ON APPROACH CREW RECEIVED `FLAPS DEGRADED` MESSAGE ON EICAS, WHEN FLAPS SELECTED TO 45DEG, FLAPS CONTINUED TO SELECTED 45DEG POSITION. AFTER LANDING WHEN SELECTING FLAPS UP, CREW RECEIVED `FLAP FAIL' MESSAGE AND FLAPS REMAINED AT 43DEG. MAINT OBTAINED FAULT CODES INDICATING SKEW DETECTION ISSUE. FLAPS RESET AND ACFT FERRIED TO MAINT BASE. MAINT INSP FOUND NO OBVIOUS FAULTS AND FLAP OPERATION NORMAL. SKEW DETECTOR BOX REMOVED AND REPLACED WITH DUMMY BOX. ACFT RETURNED TO SERVICE UNDER MEL FOR FLAP SKEW DETECTION UNSERVICEABLE.

CA080616004	CNDAIR	GE	FCU	UNSERVICEABLE
6/15/2008	CL6002B19	CF343B1	860D10018	FLAP SYSTEM

(CAN) FLAP FAIL CAUTION MESSAGE ON FLAP RETRACTION. FLAPS WERE SELECTED FROM 8, 0 AND THE FLAP FAIL HAPPENED WITH FLAPS NOW INDICATING 0 ON EACH SIDE. A/C LANDED OVERWEIGHT DUE TO RETURNING WITH FLAP FAIL FDR DATA RETRIEVED AND CALCULATED LANDING VERTICAL SPEED TO BE AT MOST 300 FT/SEC. THIS IS WELL BELOW THE MAX ALLOWABLE OF 360 FT/SEC. NO HEAVY LANDING CHECK REQUIRED. FECU SHOWS THAT FECU HAS FAILED. TECH OPS ACTION PLAN FOR THE INPUT TORQUE OF THE FLAP DRIVE SYS COMPLETED. NO FAULTS FOUND. WIRING FROM FECU TO FLAP HANDLE, LT AND RT BPSU`S RANG OUT AND ALL CHECKED OK. FECU REPLACED. GROUND TESTED SERVICEABLE.

CA080622001	CNDAIR	GE	SELECTOR VALVE	FAILED
6/18/2008	CL6002B19	CF343B1	750005000	MLG

(CAN) CREW TRIED (4) TIMES TO GET THE MLG DOWN. THEY USED THE EMERGENCY FREE FALL, AND THE MAINS CAME DOWN. (THE NOSE WAS ALL READY DOWN. NO EMERGENCY WAS DECLARED.) CONTACTED REPAIR STATION TO PIN THE LANDING GEAR, AND MAKE READY FOR THE FERRY FLIGHT. A/C TO FERRY FOR REPAIRS. REMOVED AND REPLACED THE MAIN LANDING SELECTOR VALVE.

CA081010003	CNDAIR	GE	BPSU	UNSERVICEABLE
10/10/2008	CL6002B19	CF343B1	855D10011	RT WING TE FLAP

(CAN) ON APPROACH, AND UPON INITIAL FLAP SELECTION THE CREW RECEIVED FLAP FAILURE CAUTION MSG. CREW CARRIED OUT A FLAP ZERO LANDING. CREW SAID LANDING WAS UNEVENTFUL. NO EMERGENCY DECLARED, NO CALL OUT REQUIRED. WILL UPDATE INFO AS RECEIVED.

CA081003001	CNDAIR	GE	WINDOW	CRACKED
9/26/2008	CL6002B19	CF343B1	NP13932211	COCKPIT

(CAN) CAPTAINS SIDE WINDOW CENTER PANE SHATTERED ENROUTE. MX CHANGED THE WINDOW.

CA080911002	CNDAIR	GE	WINDSHIELD	CRACKED
9/9/2008	CL6002B19	CF343B1	601R330339	COCKPIT

(CAN) ON DESCENT THE LT WINDSHIELD CRACKED AT FL370 AND THE LT WINDSCREEN HEAT CAUTION CAME ON. AN EMERGENCY WAS DECLARED, BUT THE A/C LANDED WITHOUT INCIDENT. THIS WINDSHIELD HAD OVER 18,000 HRS AND WAS WELL ABOVE THE AVERAGE FOR NORMAL FAILURE RATES.

CA080905002	CNDAIR	GE	HAMFLU	WIRE HARNESS	BROKEN
9/2/2008	CL6002B19	CF343B1	761339D	M275008SP3U00	ADG

(CAN) FOLLOWING THE COMPLETION OF AD CF2008-09, WHILE PERFORMING A FUNCTION CHECK OF THE AIR DRIVEN GENERATOR, 2 OF THE 3 MAIN FEED WIRES WERE FOUND BROKEN AFT OF THE CONNECTOR P1XC. CLOSER INSPECTION OF THE WIRES REVEALED PITTING CORROSION AND BREAK IN SEVERAL STRANDS OF THE WIRES. ALL 3 WIRES WERE REPLACED AS AN ASSEMBLY P/N M27500-8SP3U00.

CA080805004	CNDAIR	GE	HEAT TAPE	BURNED
9/1/2007	CL6002B19	CF343B1	11020140T	WATER HEATER

(CAN) THE AFT WATER SUPPLY HEATER TAPE OVERHEATED AND BURNED. INVESTIGATION REVEALED WATER HEATER WAS RUNNING WITHOUT TEMP REGULATION. HEATER WAS REPLACED.

CA080828002	CNDAIR		WINDSHIELD	CRACKED
8/18/2008	CL6002C10		NP13932112	COCKPIT

(CAN) BEGIN QUOTE "DISC - WINDOW SHATTERED INFLIGHT WHEN FLYING C/A - RAR FOS WINDOW" END QUOTE.

CA080618010	CNDAIR	GE	WINDSHIELD	FAILED
6/2/2008	CL6002C10	CF348C5	NP13932212	COCKPIT

(CAN) RT COCKPIT SIDE WINDOW SHATTERED WHILE SITTING AT THE GATE. REMOVED AND REPLACED THE RT COCKPIT SIDE WINDOW.

CA080819004	CNDAIR	GE	WINDSHIELD	CRACKED
8/15/2008	CL6002C10	CF348C5	NP1393215	COCKPIT

(CAN) "DISC - AFTER TAKEOFF CAPTAIN`S WINDSHIELD CRACKED. NO OTHER PROBLEMS NOTED. REMOVED AND REPLACED PILOTS WINDSHIELD.

CA080819005	CNDAIR	GE	WINDOW	CRACKED
8/16/2008	CL6002C10	CF348C5	NP13932210	COCKPIT

(CAN) DISC - IN CRUISE FLIGHT, F/O SIDE WINDSHIELD CRACKED AND WINDSHIELD HEAT ON RT SIDE FAILED.. ACFT RETURNED. NO PRESS PROBLEM. ALL OTHER SYS NORMAL. REMOVED AND REPLACED F/O SIDE WINDOW.

CA080625008	CNDAIR	GE	ACTUATOR	MALFUNCTIONED
6/12/2008	CL6012A12	CF348E5A1	6009230167	HORIZ STAB

(CAN) DURING A FLIGHT, PILOT REPORTED A PITCH TRIM CHANNEL NR1 INOP LIGHT ON. TROUBLESHOOT THE TRIM SYS AND FOUND NR1 TRIM ACTUATOR BRAKE COIL OPEN. HORIZ STAB TRIM ACTUATOR (P/N 600-92301-67/21207-008 S/N Y2003) WAS REPLACED WITH A REPAIRED UNIT WITH TSN 868.8 HRS, CSN 613 CYCLES. UNIT WAS FUNCTIONAL TESTED IAW AMM 27-40-00 TRIM SYS TEST AND PASSED TEST, RETURNED ACFT TO SERVICE. DURING OUR NEXT FLIGHT ON 17 JUNE 08, FOR ABOUT 20 MINUTES THE ACTUATOR WORKED FINE. BUT AFTER THAT THE PILOT REPORTED CHANNEL NR1 AND NR2 INOP LIGHT ON. AFTER ATTEMPTING TO RESET THE TRIM SYS BY THE AFM RECOMMENDATION AND FAILED TO RESET, THE PILOT RETURNED TO BASED WITH THE ACTUATOR TRIM FROZEN TO THE LAST SET FLIGHT POSITION. THEY LANDED SAFE. TROUBLESHOOT THE SYS AGAIN WITH BREAKOUT BOX (CCSC2730-01) AND FOUND AN INTERMITTENT PITCH TRIM DISCONNECT SWITCH. REPLACED SWITCH. CARRIED OUT A FULL LENGTHY FUNCTIONAL TEST, MANUAL AND AUTO MODE OF THE FLIGHT CONTROLS PASSED AGAIN. PERFORMED A FLIGHT TEST ON 21 JUNE 08, AND AGAIN ABOUT 20 MINUTES INTO FLIGHT WE HAD A DOUBLE CHANNEL INOP ON FAILURE LIGHTS ON. THIS TIME AFTER SEVERAL TRIES THE TRIM SYS RESET PRIOR TO LANDING AND ACFT LANDED SAFE. MFG FSR WAS INVOLVED WITH THIS LAST INVESTIGATION OF SNAG. CONTINUED TO TROUBLESHOOT AND NO FAULT FOUND, AT THIS POINT ACTUATOR WAS SUSPECTED OF BEEN FAULTY AND ORDER ANOTHER UNIT. REPLACED WITH AN OVERHAUL TRIM ACTUATOR TSN 5052.8HRS, CSN 3146 CYCLES, BY ONTIS ENGINEERING, CARRIED OUT ANOTHER FLIGHT TEST ON 24 JUNE 08 AND IT ALL WORKED FINE, ACFT RETURNED TO SERVICE. FURTHER INVESTIGATION ON THE SUSPECTED ACTUATOR S/N Y2003 IT WAS SNAGGED BY THE PREVIOUS OPERATOR WITH AN INTERMITTENT DUAL CHANNEL FAILURE INDICATION WHEN IT WAS INSTALLED ON THE ACFT. SHOP BENCH TESTED, DID NOT DUPLICATE SNAG, WAS CERTIFIED.

CA080806007	CNDAIR	GE	GEARBOX	DEFECTIVE
8/5/2008	CL6012A12	CF348E5A1		NR 1 ENGINE

(CAN) DURING FLIGHT, CREW NOTICED THEY LOST THE NR1 ENGINE OIL INDICATION AND GOT THE RED LED. SHUTDOWN ENGINE AND MADE AN UNEVENTFUL LANDING. CREW NOTICED A PUDDLE OF OIL UNDER THE NR1 ENGINE AFTER LANDING. DURING THE TROUBLESHOOTING, THEY REMOVED THE DRAIN MAST AND INSTALL PLASTIC BAG TO THE DIFFERENT DRAIN LINES. AFTER STARTING THE ENGINE, THE PLASTIC BAG FOR THE ACCESSORY GEAR BOX DRAIN WAS FULL OF OIL. SHUTDOWN THE ENGINE, THEY ARE NOW WAITING FOR THE MRP TO CHANGE THE AGB.

CA081016003	CNDAIR	GE	O-RING	FAILED

10/10/2008	CL6012A12	CF348E5A1	MS29513021	EMI FILTER

(CAN) ACFT, PRIOR TO ENG START APU HAD AN UNCOMMANDED SHUTDOWN. WHILE CARRYING OUT COCKPIT TROUBLESHOOTING PILOTS OBSERVED APU BOOST PUMP FAIL LIGHT WAS ILLUMINATED. APU BOOST PUMP WAS SUSPECT BECAUSE IT HAD JUST BEEN CHANGED THE PREVIOUS DAY FOR SAME SNAG. BOOST PUMP ELECTRICAL CONNECTOR MALE PINS WERE FOUND CHARRED AND MELTED. FEMALE PORTION OF CONNECTOR WAS ALSO FOUND CHARRED AND FUEL SOAKED. SUSPECT O-RING THAT PREVENTS FUEL FROM ENTERING CONNECTOR HAD FAILED ALLOWING FUEL TO DEGRADE THE INSULATION MATERIAL TO THE POINT WERE THE PINS SHORTED OUT. A NEW EMI FILTER HARNESS AND BOOST PUMP WERE INSTALLED AND ACFT RETURNED TO SERVICE. FYI THE APU BOOST PUMP FUEL IS USED TO COOL. APU LUBRICATING OIL. WITH NO FUEL BOOST PRESSURE THE APU OIL OVERHEATS AND THE APU AUTOMATICALLY SHUTSDOWN. THE 20 AMP APU BOOST PUMP CIRCUIT BREAKER DID NOT POP. IT WAS PHYSICALLY PULLED AND RESET AND APPEARED TO FUNCTION NORMALLY.

CA081009001	CNDAIR		WATER HEATER	DAMAGED
10/2/2008	CL6013A		5000120701	FWD GALLEY

(CAN) ON CLIMB OUT SMOKE WAS OBSERVED COMING OUT OF THE FUEL CONTROL PANEL IN THE FORWARD GALLEY. THE WATER HEATER INSULATION BLANKET IN THE FORWARD GALLEY HAD EVIDENCE OF HEAT DAMAGE. INSTALLATION OF THIS PART IN THE FORWARD GALLEY OF THE ACFT IS A PART OF SUPPLEMENTAL TYPE CERTIFICATE ST09049SC. THE PART IN QUESTION HAS BEEN FORWARDED TO THE TSB.

CA080813003	CNDAIR	GE	HYDRAULIC LINE	BURST
8/12/2008	CL6013A	CF343A2	AE4760H0592055	HYDRAULIC SYS

(CAN) IN FLIGHT NR 2 HYDR "LO PRESS" CAME ON, FWD BY "LO LEVEL". NR 2 HYDR FLUID COMPLETLY LOST THROUGH A BURST HYDR PRESSURE HOSE IN RT NACELLE.

CA080604013	CNDAIR	GE	ENGINE	FLAMED OUT
6/3/2008	CL604	CF343B		

(CAN) ACFT TOOKOFF AND ENGINE FLAMED OUT AT 41000 FT, ENGINE RESTARTED AT 25 000 FT AND LANDED SAFELY. ENG MFG WAS CALLED AND OPERATOR INSTRUCTED TO DO POWER ASSURANCE. AT THE TIME ARCRAFT WAS AT IMC SOME 17NM OFF TRACK DIVERTING AROUND SOME MODERATE INTENSITY RADAR RETURNS. RADAR PICTURE GAVE NO CAUSE FOR CONCERN WITH THE PATH WHICH WAS CHOSEN AND INDICATED THAT ACFT WAS WELL CLEAR OF THE CELLS. LIGHT TURBULENCE BEING EXPERIENCED IN CLOUD WAS NOT NOTEWORTHY AND COMMONPLACE FOR FLIGHTS IN THE REGION. HOWEVER UNEXPECTED UNPAINTED ACTIVITY WAS ENCOUNTERED AND IN CLOSE PROXIMITY TO A LIGHTENING FLASH FOLLOWED BY THE SOUND OF ICE PARTICLES IMPACTING THE ACFT, BUT THE TURBULENCE WAS STILL LIGHT. VERY SHORTLY AFTERWARDS THE LT ENGINE FLAMED OUT. AS THE ENCOUNTER WAS TOTALLY UNEXPECTED, CONTINUOUS IGNITION HAD NOT YET BEEN SELECTED. THE TURBULENCE EXPERIENCED WAS NO DIFFERENT TO THAT FREQUENTLY ENCOUNTED ON FLIGHTS IN THE REGION. ALSO, FLIGHT AT F400-410 IS COMMONPLACE. THERE WAS NO EVIDENCE OF A LIGHTENING STRIKE WHEN CARRYING OUT AFTER-LANDING INSPECTION.

CA080623006	CNDAIR	GE	HEAT TAPE	BURNED
6/20/2008	CL604	CF343B	304310	WATER LINE

(CAN) DURING THE 96 MONTH INSPECTION ON ACFT BURNED HEAT TAPE PART NR 3043-10 AND 3043-15 WAS DISCOVERED. THIS TAPE WAS INSTALLED UNDER A DRAWING NR 34-260W011 ON THE AFT WATER SYSTEM LINES (AFT CABIN). THE SURROUNDING INSULATION AND AFFECTED PIPING WAS DEEPLY BURNED. THE BREAKER NEVER POPPED DURING THIS INCIDENT.

CA080604016	CNDAIR	GE	ROD	OUT OF RIG
6/2/2008	CL604	CF343B		MLG DOOR

(CAN) UPON GEAR RETRACTION DURING TAKEOFF A RHYTHMIC THUMPING SOUND WAS HEARD COMING FROM THE NOSE AREA. A RETURN TO FIELD WAS REQUESTED AND AN EMERGENCY DECLARED. NO EICAS MESSAGE WAS POSTED AND NOISE STOPPED WHEN GEAR SELECTED DOWN. LANDING DONE WITHOUT ANY ISSUE. ACFT WAS PUT IN QUARANTINE FOR TEST ON GROUND AND FINDING OF THE ROOT CAUSE. AFTER TROUBLESHOOTING NOISE SUSPECTED TO BE COMING THE NOSE LANDING GEAR DOOR FUNCTIONAL TEST PROCEDURE FTP S604-323001 R RECHECKED FOR -DOOR MECHANISM RIGGING PARA 5.1.2 -GEAR MANUAL RELEASE PARA5.6.4 -

LANDING GEAR FUNCTIONAL CHECK PARA 5.8 MINOR ADJUSTMENT DONE TO R/H NOSE DOOR ACTUATING ROD SYS WAS CHECKED AND FOUND OK AND ACFT WAS RELEASED FOR FLIGHT TEST.

CA080903006	CNDAIR	GE	O-RING	DETERIORATED
8/31/2008	CL604	CF343B	NAS16128	LANDING GEAR

(CAN) DEPARTING, EN ROUTE, NR3 HYDR SYS LO PRESS. LIGHT CAME (ON) AND QTY READ 2 PERCENT. ACFT RETURNED TO BASE. INVESTIGATION SHOWED A (BLOWN) SEAL ON PRIORITY VALVE IN THE LANDING GEAR WHEEL WELL. O-RING FOUND DETERIORATED. REPLACED O-RING, FUNCTION TESTED AND RETURNED TO SERVICE.

CA080923002	CNDAIR	GE	WINDOW	CRACKED
9/22/2008	CL604	CF343B	6003303021	COCKPIT

(CAN) WHILE IN CRUISE, CREW EXPERIENCED THE FAILURE OF THE COCKPIT LT SIDE WINDOW OUTER MAIN PLY. A CRACK SPANNED FROM THE LOWER FWD FRAME, TO THE FWD SECTION OF THE UPPER FRAME OF THE WINDSHIELD. THE ACFT HAD DEPARTED AND WAS ENROUTE SOUTHBOUND WHEN THE FAILURE OCCURRED.

CA080702013	CVAC	ALLSN	VALVE	FAILED
6/30/2008		501D13H		PITCH LOCK VALVE

(CAN) NR 2 PROPELLER WOULD NOT GO INTO BETA OR REVERSE ON LANDING. PROPELLER GOVERNOR AND PITCH LOCK VALVE REPLACED AND PROP FUNCTION CHECKED SERVICEABLE ON GROUND RUN.

CA080630004	CVAC	ALLSN	SWITCH	SHORTED
6/27/2008	440	501D13D	A1294BBT	COCKPIT

(CAN) NR 1 ENG STARTED TO ROTATE WHEN START ARM SWITCH SELECTED TO START POSITION, WHILE NR 1 START BUTTON NOT ENGAGED AND ATTEMPTING TO START NR2 ENG. NR 1 ENGINE START SWITCH FOUND SHORTING INTERMITTENTLY INTERNALLY WHEN START BUTTON IS ROCKED SIDE TO SIDE.

CA080806011	DART	DART	ARM	CRACKED
7/16/2008	G	D500560041	D2010103	CARGO BAY

(CAN) MFG HAS RECEIVED A REPORT THAT UNDER CERTAIN CIRCUMSTANCES ON THE D500-560-041 CARGO MIRROR INSTALLATION AT CHG001 THE D2010-103 ARM MAY CRACK DURING FLIGHT CAUSING THE D2011-101 MIRROR TO SEPARATE FROM THE ASSY. SB08-3 IS BEING ISSUED TO ALL CUSTOMERS WHO HAVE PURCHASED ASSEMBLIES.

CA070511010	DHAV	PWA	BOSCH	GEAR	STRIPPED
5/10/2007	DHC1	R985AN14B		SB9RU3	MAGNETO

(CAN) ON RUNUP BEFORE FLIGHT MAG CHECK CARRIED OUT. ENGINE WOULD NOT RUN WHEN SELECTED TO RT MAG. REMOVED RT MAG, FOUND 50 PERCENT OF TEETH ON MAIN TIMING GEAR TO BE STRIPPED OFF. RT MAG REPLACED WITH SERVICEABLE MAG. (TC NR 20070511010)

CA081010005	DHAV	PWA	ATTACH FITTING	CORRODED
10/2/2008	DHC2MK3	PT6A27	VALTBS112091	WING/MLG

(CAN) DURING A 100 HOUR INSPECTION A AME FOUND THE WING GEAR/STRUT ATTACH FITTING TO BE CORRODED (LEVEL 3).

CA081010006	DHAV	PWA	TORQUE TUBE	CRACKED
10/2/2008	DHC2MK3	PT6A27	C2T29A	ELEVATOR TRIM

(CAN) DURING A ROUTINE 100 HOUR INSPECTION A AME FOUND THE ELEVATOR TRIM TORQUE TUBE TO BE CRACKED, PART WAS REPLACED AND CUSTOMER WAS ADVISED.

CA081010007	DHAV	PWA	FITTING	SPLIT
10/2/2008	DHC2MK3	PT6A27	VALBVS12601	MLG FLOAT

(CAN) DURING A 100 HOUR INSPECTION A AME FOUND THE FLOAT FITTING TO HAVE TYPE 3 CORROSION THAT

CAUSED FITTING TO SPLIT. FITTING REPLACED WITH NEW PART.

CA081010010	DHAV	PWA	SCREW	CORRODED
10/2/2008	DHC2MK3	PT6A27		FCU

(CAN) DURING A 100 HOUR INSPECTION POST RUN UP THE AME FOUND THE IDLE NEEDED TO BE ADJUSTED. UPON LOOSENING IDLE SCREW JAM NUT IDLE SCREW FAILED DUE TO LEVEL 3 CORROSION. FCU REMOVED AND SENT FOR REPAIR.

CA070810001	DHAV	PWA	COVER	DAMAGED
8/9/2007	DHC2MK3	PT6A34	6A05158019	MLG FLOATS

(CAN) THIS TURBO OPERATING AMPH FLOATS WAS ON DESCENT TO LAND AT ITS HOME AIRPORT WHEN THERE WAS NO GEAR DOWN INDICATION ON RT MAIN WHEEL. PILOT ASKED PASSENGER IN THE RT SEAT TO LOOK AT THE TOP OF FLOATS TO CHECK TIE-DOWN ROPES, AND IT WAS NOTICED THAT THE END OF THE FLOAT ROPE WAS IN INSP HOLE ABOVE MAIN GEAR LOCKING MECHANISM. PILOT RETRACTED THE LANDING GEAR TO UP POSTION AND WHEN THERE WAS ALL 4 GEAR UP INDICATION, HE LANDED SAFELY IN THE WATER. ACFT WAS THAN TRANSPORTED TO ITS MAINT BASE WHERE PROBLEM WAS IDENTIFIED AS A DAMAGED UP LOCK CARRAIGE COVER, IT WAS THAN REPLACED WITH A NEW UNIT. THE SYSTEM WAS FUNCTION TESTED SERVICEABLE AND ACFT WAS RETURNED TO SERVICE. NOTE: THE PILOT IN COMMAND WILL BE MORE CAREFUL SECURING THE FLOAT ROPES IN THE FUTURE PREVENTING THE ROPES FROM STRAYING UP INTO LANDING GEAR LOCKING MECHANISM.

CA080611005	DHAV	PWA	ATTACH BRACKET	WORN
6/9/2008	DHC2MKI	R985AN1	BSFS159160	HORIZONTAL STAB

(CAN) DURING ANNUAL INSP WITH AN AOG AIR SUPPORT WING ANGLE INSTALLED MODIFICATION, MOVEMENT WAS FOUND IN THE HORIZONTAL STABILIZER FWD ATTACH POINTS. THE HORIZONTAL STABILIZER FWD ATTACH BRACKETS WERE REMOVED AND INSPECTED AND IT APPEARS THAT THE FUSELAGE FITTING WAS WEARING INTO THE HORIZONTAL STABILIZER ATTACH FITTING (PN BSFS-159/160).

CA080620004	DHAV	PWA	DHAV	SPAR	CRACKED
6/18/2008	DHC2MKI	R985AN14B			RUDDER

(CAN) FRONT SPAR WAS FOUND CRACKED AFTER THE RUDDER WAS REMOVED FOR REPLACEMENT OF UPPER HINGE BEARING. FRETTING WAS NOTICED AT BEARING BLOCK TO SPAR MOUNTING SURFACE/BEARING BLOCK WAS REMOVED AND CRACKS FROM THE (2) ATTACH HOLES WERE FOUND. 3 CRACKS FROM ONE HOLE EXTENDED BEYOND THE BEND OF THE FRONT SPAR. RUDDER REMOVED FROM SERVICE FOR REPAIR.

CA080711011	DHAV	PWA	CYLINDER HEAD	SEPARATED
7/6/2008	DHC2MKI	R985AN14B	399354	ENGINE

(CAN) IN FLIGHT ENGINE BECAME ROUGH - POPPING/BANGING SOUND PRECAUTION AND LANDING COMPLETED ENGINE INSPECTED - CYL NR 3 HEAD FOUND BROKEN FROM BARREL. REMAINDER OF CYLS VISUALLY INSPECTED WITH NO DAMAGES FOUND. CYL NR 3 ASSY. REPLACED WITH OVERHAULED UNIT. - GROUND RUN SATISFACTORY. RERUN TO AWD 78-08-07 (VISUAL INSP.) CYLINDER FAILURE IS NOT UNHEARD OF ON THESE AIRPLANES

CA081003006	DHAV	PWA	BENDIX	FLOAT	DAMAGED
9/30/2008	DHC2MKI	R985AN14B			CARBURETOR

(CAN) FLIGHT CREW REPORTS THAT THE ENGINE FALTERED ON SHORT FINAL AND QUIT COMPLETELY AS THE FLOATPLANE CAME OFF THE STEP. AFTER BEING TOWED TO THE DOCK, FUEL WAS OBSERVED POURING OUT OF THE CARBURETOR. THE FLOAT VALVE APPEARED TO BE STUCK IN THE FULL OPEN POSITION. CARBURETOR WAS REPLACED AND THE ACFT WAS RETURNED TO SERVICE. THE CARBURETOR HAD BEEN INSTALLED 2 HOURS PREVIOUS FROM OVERHAUL.

CA080819013	DHAV	PWA	COTTER PIN	MISSING
8/12/2008	DHC2MKI	R985AN14B	10185	GOVERNOR

(CAN) DURING ENG INSP, TWO COTTER PIN TAILS WERE FOUND IN ENG ACCY SUMP. INVESTIGATION INTO

SOURCE OF PIN TAILS REVEALED THAT COTTER PIN (P/N 10185) SECURING NUT (P/N 23212) FOR GOVERNOR DRIVE GEAR SHAFT (P/N 2715) IN ACCY SECTION WAS MISSING. THERE WAS EVIDENCE OF PIN HAVING GONE THROUGH THE GEARS AND REDUCED TO METAL PARTICLES. OVERHAUL SHOP WAS CONTACTED AND REVEALED THAT THEY HAD A NEW EMPLOYEE ASSEMBLING THIS SECTION OF ENG, AND WAS USING STANDARD COTTER PIN INSTALLATION PROCEDURE. IN THIS LOCATION, IF THE PIN IS INSTALLED WITH TAIL FOLDED BACK OVER END OF SHAFT, IT WILL CONTACT INSIDE OF GOVERNOR BASE AND BREAK OFF. ONCE THIS HAPPENS, THE SHORT END OF COTTER PIN CAN ROTATE AND ALSO CONTACT THE INSIDE OF GOVERNOR BASE AND BE BROKEN OFF. PROPER COTTER PIN INSTALLATION PROCEDURE TO PRECLUDE INTERFERENCE IS TO BEND LONG END OF THE PIN DOWN INTO THE HOLLOW CENTER OF THE SHAFT. THIS WILL PREVENT ANY CONTACT WITH HOUSING OF GOVERNOR. OVERHAUL SHOP HAS TRAINED THEIR PERSONNEL IN THE PROPER PINNING PROCEDURE FOR THIS LOCATION. THIS IS AN EASY CONDITION TO BE AWARE OF AND CORRECT DURING ENG BUILDUP. ENG TSOH 195.7 HOURS.

CA080829001	DHAV	PWA		SPARK PLUG	DEFECTIVE
8/27/2008	DHC2MKI	R985AN14B		REM40E	ENGINE

(CAN) ON TROUBLESHOOTING LT MAG DROP (100 RPM), REAR SPARK PLUGS WERE REPLACED WITH NEW SPARK PLUGS OBTAINED FROM RELIABLE SOURCE WITH CERTIFICATION. ENG WAS GROUND RUN AND MAG CHECK CONDUCTED AND RPM DROP ON LT MAG WAS 150RPM. AFTER INSPECTING LT MAG AND IGNITION LEADS IT WAS DISCOVERED THAT THE NEW SPARK PLUG IN NR 7 CYL REAR WAS NOT FIRING. THE SPARK PLUG WAS REPLACED AND ENG RUN WITH SATISFACTORY RPM DROP ON LT MAG.

CA070613004	DHAV	PWA		CIRCUIT BREAKER	FAILED
6/11/2007	DHC2MKI	R985AN3		AN316010	

(CAN) WHILE TROUBLESHOOTING A U/S TAIL NAV LIGHT AND REPLACING A CORRODED KNIFE CONNECTOR AT THE TAILCONE, POWER WIRE TO THE LIGHT ASSEMBLY OVERHEATED AND MELTED, FILLING THE CABIN WITH SMOKE. PWR WAS DISCONNECTED AND SMOKE DISSIPATED. FURTHER INVESTIGATION REVEALED THAT NAV LIGHT SOCKET HAD CORROSION BUILDUP ON THE WIRING TERMINALS THAT HAD SHORTED THE SOCKET TO GROUND. PWR LIRE MELTED FROM THE SOCKET BACK TO CIRCUIT BREAKER, AND FROM THERE TO MAIN BUS. INVESTIGATION WAS THEN CENTERED ON THE CIRCUIT BREAKER WHICH HAD NOT TRIPPED. BREAKER WAS FOUND TO BE A 10 AMP BREAKER AND NOT THE 5 AMP UNIT LISTED IN THE ACFT MANUAL. A FUNCTION CHECK OF THE BREAKER REVEALED THAT IT WOULD NOT TRIP AT ALL. AN APPROPRIATELY RATED UNIT WAS INSTALLED, WIRING REPLACED, AND FUNCTION TESTED SERVICEABLE.

CA080917002	DHAV	PWA		SUPPORT	CRACKED
9/11/2008	DHC3	PT6A34	8000FLOATS	8A04000021	MLG AXLE

(CAN) WHEEL ASSEMBLIES AND BRAKES REMOVED FOR INSPECTION AND REBUILD. IT WAS DISCOVERED THAT THE AXLE SUPPORT BODIES ON BOTH MAIN GEAR ASSEMBLIES HAD CRACKS AND REQUIRED REPLACEMENT. THIS WAS FOUND ON A 200 HR. INSPECTION.

CA080812005	DHAV	PWA	PWA	EXHAUST VALVE	BROKEN
8/3/2008	DHC3	R1340*	399359	71167	CYLINDER

(CAN) EXHAUST VALVE BROKE IN CRUISE FLIGHT 15 MIN AFTER DEPARTURE. PARTIAL POWER LOSS - ENGINE VIBRATION. PRECAUTIONARY LANDING EXECUTED. SERVICEABLE CYL COMPLETE INSTALLED AFTER LOCATING THE DEFECT/FAILURE. ACFT RETURNED TO SERVICE.

CA070606004	DHAV	WALTER		ROD END	BROKEN
6/5/2007	DHC3	M601E11		HF6G	ACTUATOR

(CAN) PILOT COULD NOT GET GEAR DOWN INDICATION, BUT COULD GET GEAR UP AND LOCKED INDICATION. WATER LANDING CARRIED OUT. MAINT FOUND LT NOSE GEAR WOULD NOT EXTEND. ROD END FOUND BROKEN ON NOSE GEAR ACTUATOR, REPLACED AND ACFT RETURNED TO SERVICE. (TC NR 20070606004)

CA080714005	DHAV			BOLT	MISMANUFACTURED
7/8/2008	DHC6			TBC6EM106727	DRAIN VALVE

(CAN) TBAL HAD A CUSTOMER REPORT OF THE LOCK WIRE TEARING THROUGH THE LOCK WIRE HOLE DURING INSTALLATION ON 2 OF THE 4 PURCHASED DRAIN VALVE BOLTS. ALL BOLTS IN STOCK WERE PULLED FROM THE

SHELF AND EXAMINED. THE BOLTS CONFORMED TO THE TBAL DRAWING. THE BOLTS THAT WERE ON THE 1 END OF THE TOLERANCE WERE CLOSE TO THE EDGE. AN OEM BOLT WAS PURCHASED AND COMPARED TO TBAL DRAWINGS. THE LOCK WIRE HOLE WAS CLOSER TO THE EDGE OF THE HEAD ON THE TBAL PART WHEN COMPARED AGAINST THE OEM. A TOTAL OF 11 BOLTS WERE SOLD. THE CUSTOMER WITH THE 2 OF 4 BOLTS IS RETURNING 2 BAD ONES AND USING THE 2 GOOD ONES. WE ARE IN THE PROCESS OF CONTACTING THE REMAINING 4 CUSTOMERS WHO HAD PURCHASED THE BOLTS TO ADVISE THEM OF THE PROBLEM. THE DRAIN VALVE BOLT IS A NON-CRITICAL PART.

CA080722007	DHAV	PWA	BUSHING	MISSING
7/18/2008	DHC6	PT6A27	C6FSM244335	WING LUG

(CAN) BUSHINGS MISSING FROM WING PICKUP LUGS ON ORIGINAL FRAMES INSTALLED IN ACFT.

CA080806009	DHAV	PWA	DHAV	DRIVE ASSY	STRIPPED
7/18/2008	DHC6300	PT6A27	C6CT10103	C6CTM102827	ELEVATOR

(CAN) DURING CLIMB OUT AT 800 FEET ALTITUDE THE ACFT SUDDENLY STARTED TO SHAKE VIOLENTLY. THE PILOT ABORTED THE CLIMB, PROCEEDED STRAIGHT AHEAD FOR 4 MILES TO A LANDING STRIP AND LANDED SAFELY WITH NO INJURIES TO PERSONS ON BOARD. UPON INVESTIGATION AS TO THE CAUSE OF THE SHAKING IT WAS DISCOVERED THAT THE CLEVIS END P/N C4CM1956-11 HAD PULLED COMPLETELY OUT OF THE SCREW DRIVE P/N C6CTM1028-27 IN THE ELEVATOR SCREW JACK ASSY P/N C6CT1010-3. THIS ALLOWED THE TRIM TAP TO FLUTTER WHICH IN TURN CAUSED THE ELEVATOR TO FLUTTER INDUCING A VIOLENT SHAKING OF THE ACFT.

CA080807005	DHAV	PWA	HINGE FITTING	MISMANUFACTURED
8/7/2008	DHC6300	PT6A27	C6TEM101229	ELEVATOR

(CAN) THE HINGE ARM ASSY WAS RECEIVED FROM THE OEM WITH THE BONDING STRAP AND TAB INSTALLED ON THE UPPER ARM OF THE ASSY WHICH IF INSTALLED WOULD RESTRICT TRAVEL OF THE ELEVATOR. THE BONDING STRAP IS A FIXED LENGTH AND RIVETED IN PLACE. ADDITIONALLY TO MAKE THE TAB BOND PROPERLY TO THE ARM PAINT WAS REMOVED FROM THE ASSY AND NOT REFINISHED. THE AREA THIS PART IS INSTALLED IN IS EXPOSED TO THE ENGINE GAS PATH THEREBY MAKING IT A HIGH CORROSION AREA. ALSO UPON FURTHER EXAMINATION THE BONDING TAB WAS FOUND LOOSE DUE TO THE COUNTER SINK(S) SIZE. THIS PART HAS BEEN SENT BACK TO THE OEM FOR REPLACEMENT.

CA080704002	DHAV	PWA	ROD	WORN
7/2/2008	DHC6300	PT6A27		TE FLAPS

(CAN) DURING AN INSPECTION ON ACFT, IT WAS DISCOVERED THAT THE LT INBD CHORD-WISE FLAP ROD WAS RUBBING AGAINST THE SPAN-WISE ROD. ONCE THEY WERE REMOVED FROM THE ACFT, IT WAS NOTED THAT THE SPAN-WISE ROD HAD A GROOVE WORN IN IT FROM THE OTHER ROD. A NEW SPAN-WISE ROD WAS INSTALLED. DURING INSTALLATION IT WAS NOTED THAT THE BELL CRANK SUPPORT STRUCTURE WAS POSSIBLY NOT SITUATED CORRECTLY LEADING TO A LACK OF CLEARANCE BETWEEN THE 2 RODS. THESE ARE RE-LIFED WINGS PURCHASED FROM R.W. MARTIN AND INSTALLED BY ROCKY MOUNTAIN ACFT. THE EXACT CAUSE HAS NOT BEEN DETERMINED YET AND AN UPDATE WILL BE PROVIDED WHEN THIS IS DETERMINED.

CA080612003	DHAV	PWA	LINE	MISMANUFACTURED
6/12/2008	DHC6300	PT6A27	C6PF1034105	FUEL SYSTEM

(CAN) A NEW FUEL TUBE ASSY WAS TO BE INSTALLED BETWEEN FUEL CELL NR 4 AND NR 6. THE INSTALLER FOUND THE TUBE ASSEMBLY TO BE .7500 INCHES TOO SHORT FOR THE LOCATION.

CA081017002	DHAV	PWA	CSU	MALFUNCTIONED
10/7/2008	DHC6300	PT6A27	8210004	RT ENGINE

(CAN) THE ACFT WAS IN CRUISE FLIGHT WHEN THE TORQUE ON THE RT ENGINE SURGED AND THE PROPELLER BEGAN TO FEATHER. AS THE POWER WAS BROUGHT BACK THE PROPELLER STOPPED FEATHERING. A PRECAUTIONARY ENGINE SHUTDOWN WAS PERFORMED AND THE ACFT RETURNED TO BASE WITHOUT FURTHER INCIDENT. THE ENGINE AND ASSOCIATED SYSTEMS WERE TROUBLESHOT, WHICH DETERMINED THAT THE PROPELLER GOVERNOR WAS AT FAULT. THE GOVERNOR WAS CHANGED, A GROUND RUN AND A TEST FLIGHT WERE PERFORMED WITH NO FURTHER PROBLEMS.

CA080612004	DHAV	PWA	LINE	MISMANUFACTURED
6/12/2008	DHC6300	PT6A27	C6PF103479	FUEL SYS

(CAN) A NEW FUEL TUBE ASSY WAS TO BE INSTALLED BETWEEN FUEL CELL NR 5 AND NR 8 AS PART OF THE MOTIVE FLOW SYS. THE INSTALLER FOUND THE TUBE ASSY TO BE ONE INCH TOO LONG FOR THE LOCATION.

CA080924009	DHAV	PWA	ATTACH FITTING	CRACKED
9/24/2008	DHC6300	PT6A27	C6UM11104	MLG

(CAN) DURING THE 12 MONTH INSP OF THE MLG WHICH CONSISTS OF INSPECTING THE WELDS FOR CRACKS, A CRACK WAS DETECTED ON THE BOTTOM OF THE AFT ATTACH TUBE APPROX 5 INCHES FROM THE AFT GEAR ATTACH FITTING.

CA080723001	DHAV	PWA	CONTROL UNIT	MALFUNCTIONED
7/20/2008	DHC8*	PW123	7002537	MLG

(CAN) LANDING GEAR INOPERATIVE CAUTION LIGHT ILLUMINATED DURING DESCENT, LIGHT WAS CONTINUOUS ALL THE WAY BACK TO BASE. REMOVED AND REPLACED ADVISORY CONTROL UNIT IAW AMM 33-13-00. PERFORMED LANDING GEAR RETRACTION TEST-RESULTS SATISFACTORY.

CA081022005	DHAV	PWC	PROXIMITY SENSOR	OUT OF RIG
10/21/2008	DHC8*	PW150A	401020101	RT MLG

(CAN) RT MLG FAILED TO RETRACT NORMAL, AMBER DOOR LIGHT, HANDLE LIGHT AND RED DISAGREEMENT LIGHT ILLUMINATED. RT MLG PROXIMITY SENSOR FOR UPLOCK INDICATION RIGGED AS PER AMM 32-61-06-400-802. GAP SET TO .045, MH 8.621

CA080917007	DHAV	PWC	ENGINE	MALFUNCTIONED
8/23/2008	DHC8*	PW150A		

(CAN) DURING CLIMB PASSING THRU FL15, THE LOW OIL PRESSURE WARNING WAS ACTIVATED AND THE COCKPIT INDICATION WAS SEEN FALLING. THE CREW SHUT THE ENGINE DOWN AND THE ACFT RETURNED TO THE POINT OF DEPARTURE. NO TROUBLESHOOTING WAS DONE BY THE OPERATOR AND THE ENGINE WAS REPLACED. THIS WAS THE 2ND EVENT IN 7 DAYS. THE FIRST EVENT LED TO THE REPLACEMENT OF THE OIL PUMPS. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA081006003	DHAV	PWA	CONTROL ROD	BROKEN
10/1/2008	DHC8102	PW120A		NLG DOOR

(CAN) ON CLIMB OUT, THE CREW NOTED A VIBRATION AND BANGING NOISE FROM THE NOSE OF THE ACFT. THE ACFT RETURNED AND THE GROUND CREW NOTED THAT THE RT NLG DOOR WAS OPEN AND THAT THE DOOR CONTROL ROD AND TENSION SPRING (PN 83232010-105) FOR THE RT DOOR WAS BROKEN. THERE WAS NO DAMAGE TO THE SURROUNDING STRUCTURE. THE CONTROL ROD WAS SHEARED AT THE UPPER PERMASWAGE ON THE ROD. GEAR INDICATION WAS NORMAL TO THE CREW. THE BARTS WHERE REPLACED AND THE ACFT RELEASED BACK TO SERVICE.

CA081008007	DHAV	PWA	PANEL	MISALIGNED
10/8/2008	DHC8102	PW120A	SB003T0023	COCKPIT DOOR

(CAN) FLEX IN LAV WALL IS CAUSING SIGNIFICANT IN-SERVICE MISALIGNMENT OF PONS INSTALLED IN LATCH HOUSING USING TTF-SB-03T002-001. REFER TO PROTECTED "A" AD CF-2008-26R1 AND STC SA03-70, SB TTF-SB-03T002-001 REV "D".

CA080805010	DHAV	PWA	HAMSTD	HEATER	BURNED
8/2/2008	DHC8102	PW120A			PROP BLADE

(CAN) THE CREW OBSERVED SPARKS COMING FROM THE FRONT OF THE RT ENGINE. THE CREW SHUTDOWN THE ENGINE IN FLIGHT AND DECLARED AN EMERGENCY. THE ACFT LANDED SHORTLY AFTER WITHOUT INCIDENT. INVESTIGATION REVEALED THAT THE RT PROPELLER BLADE NR2 ELECTRICAL HEATER BURNED CAUSING THE HEATING ELEMENT TO PRODUCE ELECTRICAL SPARKS. THE BLADE ASSY WAS REPLACED, THE BLADE ANTI-ICING SYS TESTED AND THE ACFT RETURNED INTO SERVICE. THE BLADE WAS SENT TO AN EXTERNAL SHOP FOR

REPAIR.

CA080807004	DHAV	PWA	SMITHSIND	HOUSING	FRACTURED
8/6/2008	DHC8102	PW120A			ACTUATOR

(CAN) WHEN THE FLIGHT/TAXI SWITCH WAS SELECTED TO FLIGHT IN PREPARATION FOR TAKE OFF, THE CREW RECEIVED SOME HYDRAULIC CAUTION LIGHTS ASSOCIATED WITH A LOW HYDRAULIC LEVEL INDICATION ON THE NR 1 SYSTEM . THE ACFT RETURNED TO THE GATE AND A MAJOR HYDRAULIC LEAK WAS OBSERVED AT THE RT WING. MX FOUND THE INBD FLIGHT SPOILER ACTUATOR CASING CRACKED. THE ACTUATOR WAS REPLACED, LEAK CHECKED, TESTED AND THE ACFT RETURNED TO SERVICE.

CA080815002	DHAV	PWA	BATTERY	OVERHEATED
8/13/2008	DHC8102	PW120A	4011769	MASTER

(CAN) DURING CLIMB OUT FROM YWK, THE CREW RECEIVED A "MAIN BAT HOT" RED WARNING MSG ASSOCIATED WITH A HIGH TEMPERATURE ON THE BATTERY TEMPERATURE MONITOR. THE ACFT RETURNED AND LANDED WITHOUT FURTHER INCIDENT. MX CONFIRMED THE BATTERY SUFFERED FROM A THERMAL RUN-AWAY. THE MAIN BATTERY WAS REPLACED AND THE ACFT RETURNED INTO SERVICE. THE BATTERY TEMPERATURE WAS NOT RECORDED.

CA080908004	DHAV	PWA	ACTUATOR	BYPASSING
9/2/2008	DHC8102	PW120A	2334003001	RUDDER

(CAN) FLT CREW REPORTED RUDDER TRIM INDICATOR SHOWS 40% RT DEFLECTION TO CENTRE BALL ON HSI. MX REPLACED THE RUDDER TRIM ACTUATOR AND CHECKED SYSTEM SERVICEABLE. ON THE NEXT FLIGHT THE CREW REPORTED NO APPRECIABLE CHANGE AND THAT IT APPEARED THEY WERE CROSS CONTROLLING THE ACFT WITH THE TRIMS. MX DISCOVERED THAT BOTH THE NR 1 AND 2 SYSTEM RUDDER ACTUATORS WERE INTERNALLY BYPASSING FLUID. MX WAS ABLE TO MOVE RUDDER BY HAND EVEN WITH FULL HYDRAULIC SYSTEM PRESSURE. BOTH RUDDER ACTUATORS PN 233400-3001, SN 0575 (NR 1), SN 0580 (NR 2), IPC 27-20-00 FIG 5, ITEM 618 WERE REPLACED AND OPS, FUNCTIONAL AND LEAK CHECKS COMPLETED. RUDDER CABLES TENSIONED. ACFT TEST FLOWN SATISFACTORILY AND RETURNED TO SERVICE. NOTE:MX TASK 2720/2 OPS CHECK OF RUDDER PRESSURE REGULATOR SHUTOFF/BYPASS FUNCTIONS, AND RUDDER ACTUATORS BYPASS/ISOLATE FUNCTION LAST COMPLETED FEBRUARY 5, 2008 AT 40559.41 AFTT.

CA070323002	DHAV	PWA	PUSHROD	BROKEN
3/21/2007	DHC8102	PW120A	8233101003	MLG DOOR

(CAN) NR 1 MLG, AFT DOOR OPEN IN FLIGHT. FOUND BOTH GEAR DOOR PUSH ROD, P/N: 8323101-003 AND SPRING, P/N: 83231020-003, BROKEN. PUSH ROD AND SPRING REPLACED. (TC NR 20070323002)

CA080811003	DHAV	PWA		BRAKE ASSY	DAMAGED
8/10/2008	DHC8102	PW120A	214664	214664	LANDING GEAR

(CAN) WHILE THE ACFT WAS BEING TOWED OFF THE RAMP A STRANGE NOISE WAS HEARD IN THE RT WHEEL AREA. UPON INVESTIGATION IT WAS FOUND THAT 3 OF THE 6 TORQUE PLATE TO PISTON HSG RETAINING BOLTS ON THE RT INBD BRAKE UNIT HAD SHEARED. NO OTHER DAMAGE WAS NOTICED. THE BRAKE UNIT WAS REPLACED WITH A SERVICEABLE UNIT AND THE ACFT RETURNED TO SERVICE.

CA081021007	DHAV	PWA	OIL COOLER	LEAKING
10/17/2008	DHC8106	PW121	28E997	NR 1 ENGINE

(CAN) NR 1 ENGINE OIL PRESSURE BELOW 40 PSI. NR 1 ENGINE SHUT DOWN IN FLIGHT. AFTER THE ACFT RETURNED TO BASE IT WAS FOUND AN OIL LEAK FROM THE NR 1 ENGINE OIL COOLER.

CA080714002	DHAV	PWA	TURBINE BLADES	FRACTURED
8/6/2007	DHC8106	PW121	304915201	TURBINE SECTION

(CAN) ON AUGUST 6/2007 SHORTLY AFTER TAKEOFF, MX HAD A REPORT FROM THE CREW OF A SMELL OF OIL IN THE CABIN. THIS WAS FOLLOWED BY A NR 2 ENGINE FIRE WARNING AND THE CREW PROCEEDED TO CARRY OUT THEIR SOP`S AND THE ENGINE WAS SHUT DOWN. THE ACFT PROCEEDED BACK TO YYT WHERE IT LANDED WITHOUT INCIDENT. THE ENGINE WAS REMOVED AND SENT FOR EVALUATION. IT WAS DETERMINED THAT 1 OF

THE LOW PRESSURE TURBINE BLADES HAD FRACTURED AT THE BLADE ROOT. THE BLADES WERE SENT TO P&W FOR EVALUATION. IT WAS DETERMINED THAT 1 FRACTURED LPT BLADE AT .050 INCH FROM THE BLADE PLATFORM OCCURRED AS A RESULT OF FATIGUE ORIGINATING FROM THE TRAILING EDGE. DAMAGE TO THE REMAINING LPT BLADE AIRFOILS WAS CAUSED BY SUBSEQUENT MECHANICAL IMPACT FROM BLADE DEBRIS.

CA080828001	DHAV	PWA	FLEX LINE	DAMAGED
8/26/2008	DHC8202	PW123D	AE7077093	NR 2 ENGINE

(CAN) AN ACFT EXPERIENCED AN IN-FLIGHT ENGINE INCIDENT. THE CREW OBSERVED SUDDENLY THE OIL PRESSURE INDICATOR DROPPED TO "0" ASSOCIATED WITH THE ENG NR 2 LOW PRESS CAUTION LIGHT AND MASTER WARNING LIGHT. FLIGHT CREW SHUT DOWN THE ENGINE NR2 IAW QRH PROCEDURES, ACFT MADE A SATISFACTORY SINGLE ENGINE LANDING. ON GROUND, MAINT PERFORMED EXTERNAL VISUAL INSP AROUND ENG AND WAS FOUND CONSIDERABLE EVIDENCE OF OIL LEAKAGE, DETAILED INSP TO ENG DISCOVERED THE HOSE ASSY FLEXIBLE RT P/N DSC391-3 WITH ABNORMAL DAMAGE IN THE JOIN ZONE (BETWEEN FLEXIBLE HOSE AND RIGID TUBE). THE RT FLEXIBLE HOSE ASSY WAS REPLACED IAW EMM AND BUILD UP MANUAL, PERFORMED RUN TEST FOR OIL LEAKS AND THE ACFT WAS RETURNED TO SERVICE.

CA080926002	DHAV	PWA	PIPE	DAMAGED
9/26/2008	DHC8301	PW123	82920010227	HYD SYSTEM

(CAN) DURING TAXI OUT THE FLIGHT CREW REPORTED A LOSS OF NR 2 HYDR QUANTITY AND HYDR LOW PRESSURE CAUTION LIGHT. MX DISCOVERED A HYDR TUBE LOCATED AT APPROX STA X409.00 RT SIDE HAD A (2) CENTIMETER CRACK LONGITUDINALLY ON THE INNER RADIUS OF A 90 BEND. TUBE WAS PART OF THE MLG DOWN SYS, PRESSURE LINE, NR 2 HYDR. TUBE WAS REPAIRED IAW THE AMM AND ACFT RETURNED TO SERVICE.

CA080728001	DHAV	PWA	BATTERY	OVERTEMP
7/23/2008	DHC8301	PW123	20412	MASTER

(CAN) DURING CRUISE THE CREW RECEIVED A MAIN BATTERY HOT WARNING MESSAGE. THE HIGH TEMP WAS CONFIRMED ON THE BATTERY TEMP MONITOR. THE CREW DECLARED AN EMERGENCY AND LANDED WITHOUT INCIDENT. THE BATTERY TEMPERATURE WAS EVALUATED AT 180°C. THE BATTERY COMPARTMENT WAS CLEANED, THE BATTERY REPLACED. ACFT WAS RELEASED AND RETURNED INTO SERVICE. BATTERY HAS BEEN RETURNED TO THE COMPANY IN-HOUSE COMPONENT SHOP TO DETERMINE THE CAUSE OF THE THERMAL RUN-AWAY.

CA080728006	DHAV	PWA	WIRE	CHAFED
7/25/2008	DHC8301	PW123	F759857SC	SWITCH

(CAN) DURING TAXI, NR2 TANK FUEL LOW LEVEL CAUTION LIGHT ILLUMINATED. MAINT GROUND RUN AND NR2 TANK LOW LEVEL LIGHT INTERMITTENT. ACFT DISPATCHED UNDER MEL FOR FUEL LOW LEVEL INDICATION. LATER MAINT INSP DURING SWITCH REPLACEMENT, FOUND SWITCH WIRE CHAFED ON CONDUIT. SWITCH ASSY REPLACED. (NOTE: PART IS CONSIDERED AN EXPENDABLE AND PART TIMES NOT TRACKED. TIME PROVIDED ARE ACFT TIMES).

CA070418002	DHAV		ACCUMULATOR	CRACKED
2/27/2007	DHC8311		0860162001	PARKING BRAKE

(CAN) WHILE PERFORMING AN LPI ON THE LANDING GEAR (PARKING BRAKE ACCUMULATOR), (3) AXIAL CRACKS WERE FOUND IN THE BOTTOM PORTION OF THE INSPECTION AREA. THIS INSPECTION WAS IN SUPPORT OF SB A8-32-162. THE CRACKS EXTEND OUTSIDE THE TAPERED SECTION AND ARE .75, .50, AND .25 IN LENGTH. RETURNED TO STORES FOR REPAIR.

CA070418004	DHAV	PWA	ACCUMULATOR	CORRODED
3/1/2007	DHC8311	PW123	0860162001	PARKING BRAKE

(CAN) WHILE PERFORMING AN LPI INSPECTION ON THE LANDING GEAR (PARK BRAKE ACCUMULATOR) IAW SB A8-32-162 A .015 CORROSION PIT WAS FOUND IN THE RADIUS OF THE TOP CAP,BETWEEN THE TAPERED SECTION AND THE SHAFT OF THE CAP.

CA080701003	DHAV	PWA	BOMBDR	SKIN	DAMAGED
6/30/2008	DHC8311	PW123			AILERON

(CAN) DEPARTING AND DURING CLIMB OUT THE ACFT WAS STRUCK BY LIGHTNING CAUSING DAMAGE TO LT AILERON TIP. DECISION WAS MADE TO RETURN THE ACFT TO AIRPORT FOR INSPECTION. INSPECTION COMPLETED PER AMM 05-50-31 AND DAMAGE WAS FOUND AT THE LT AILERON TIP AND ALL STATIC DISCHARGES. AILERON TIP REPLACED, AILERON BALANCE CHECKED AS PER AMM 57-60-71, ALL STATIC WICKS REPLACED AND CHECKED SERVICEABLE. ACFT RETURNED TO SERVICE.

CA080730004	DHAV	PWA	SKIN	CRACKED
7/14/2008	DHC8311	PW123	85520056	ELEVATOR

(CAN) DURING MAINT, VISUAL INSP OF VERTICAL FIN/HORIZONTAL STABILIZER , A CRACK 2.25 INCHES LONG ENCOMPASSING (2) RIVETS AT RIB YH 13.80 EXTENDING FWD FROM A POINT3.5 INCHES FROM THE AFT T/E, WAS NOTED. DAMAGE REPAIR IAW REPAIR DRAWING RD8-55-1968 AND SRM PRACTICES. AIRCRAFT RETURNED TO SERVICE. DAMAGE BELIEVED TO BE FATIGUE RELATED AS NO NOTED IMPACT DAMAGE.

CA080813005	DHAV	PWA	TORQUE SENSOR	INOPERATIVE
8/12/2008	DHC8311	PW123	756158	TE FLAP

(CAN) FLAP DRIVE CAUTION LIGHT IN CRUISE. ELECTED TO RETURN A/C TO DEPARTURE FOR REPAIR. CONFIRMED FAULT TO TORQUE SENSOR ASSY S/N:0570 (ROGUE UNIT). WHEN LT SWITCH IS COLD SPRAYED "FLAP DRIVE" CAUTION LIGHT COMES ON WITH TQ SENSOR CENTERED. TORQUE SENSOR ASSY P/N:756158 REQUIRES REPLACEMENT. (RESOLVED ON W/O: 27127 TASKCARD: NR-00001) FLAP DRIVE TORQUE SENSOR ASSY REPLACED. RII INSPECTION COMPLETED.

CA080812004	DHAV	PWA	BOLT	LOOSE
7/21/2008	DHC8314	PW123	MS920807	ENGINE OIL LINE

(CAN) SHORTLY AFTER TAKEOFF, THE NR 1 ENGINE LOST OIL PRESSURE AND WAS SUBSEQUENTLY SHUTDOWN. THE ACFT RETURNED TO THE AIRPORT FOR AN APPROACH, HOWEVER, THE VISIBILITY WAS TOO LOW, A MISSED APPROACH WAS EXECUTED FOLLOWED BY A NR OF HOLDS UNTIL THE WEATHER WAS APPROPRIATE TO TRY A SECOND APPROACH. THE ACFT LANDED SAFELY AFTER A SECOND APPROACH. FURTHER INSPECTION FOUND THE OIL LINE FLANGE BOLTS LOOSE ON THE NR 1 ENGINE, ALLOWING ALL THE OIL TO BE PUMPED OUT OF THE ENGINE. THESE BOLTS ARE NOT DRILLED AND THEREFORE CANNOT BE SAFETY WIRED. PRATT SB 21178 REPLACES THE INSERTS WITH SELF LOCKING INSERTS. THE BOLTS WERE RETORQUED, OIL REPLENISHED AND THE ACFT WAS RETURNED TO SERVICE.

CA080709001	DHAV	PWA	EEC	MALFUNCTIONED
7/6/2008	DHC8315	PW123	7982133007	ENGINE

(CAN) ON TAKE OFF, THROUGH 400 FT WITH BLEEDS ON AND CLIMB POWER SET 90% NH + 900 RPM, ENGINE LT EXPERIENCED A SURGE. LT NH WENT 110%, THEN DROPPED TO 70%. RESTABILIZED AT 90%. REDUCED POWER TO BOTH ENGINES. RETURNED FOR LANDING. GROUND RUNS WERE COMPLETED COULD NOT DUPLICATE, THE DATA FROM THE ONBOARD ACFT FLIGHT INFORMATION REPORTING SYSTEM (AFIRS) AND IT WAS FOUND THAT THERE WAS AN INCREASE IN FUEL FLOW TO THE ENGINE CAUSING THE POWER SURGE. THE ENGINE ELECTRONIC CONTROL UNIT (EECU) WAS REPLACED THE ENGINES WERE GROUND RUN AND NO FAULTS WERE FOUND.

CA070322008	DIAMON	CLEVELANDPNU	TIRE	SPLIT
3/9/2007	DA20C1	4078E	500X56PLY	LANDING GEAR

(CAN) SINCE OUR PLAGUED REPORTED UNDER SDR 20070322007, WE HAVE ENCOUNTERED MORE FLAT TIRES. THIS TIME WE ARE FINDING SPLITS IN THE TUBE OUTER EDGE CENTRE LINE. NOT THE SAME PROBLEM WE WERE HAVING WITH THE MCCREARY TIRES. THE COMMONALITY IN THESE FAILURES SEEMS TO BE RELATED TO MICHELIN TUBES. WE HAVE SINCE RETURNED 5 TUBES TO MICHELIN FOR THEIR INSPECTION. A CONVERSATION WITH AN AVIALL REPRESENTATIVE WHO HAS BEEN IN CONTACT WITH MICHELIN TODAY CONFIRMS THEY HAVE RECEIVED THE TUBE AND HAVE BEGUN PRELIMINARY INSPECTION. THEY HAVE INDICATED THAT THEY ARE ALSO DEALING WITH ANOTHER CUSTOMER WITH SIMILAR PROBLEMS AND WILL GET BACK TO US WITH THE DETAILS OF THE ANALYSIS. WE HAVE SINCE PURCHASED TUBES FROM A DIFFERENT MANUFACTURE AND HAVE QUARANTINED THE MICHELIN TUBES. (TC# 20070322008)

CA070322007	DIAMON		TIRE	MISMANUFACTURED

1/8/2007	DA20C1			MLG

(CAN) AFTER 2 FLAT TIRES WITHIN APPROX. 30 HRS. ASSOCIATED WITH A SMALL MANUFACTURE LABEL ADHERED TO THE INSIDE OF THE TIRE DURING THE MANUFACTURING PROCESS. THE GLUE OR LABEL MATERIAL WAS REACTING WITH THE TUBE AND CAUSING SMALL CRACKS AND EVENTUALLY ALLOWING AIR TO ESCAPE. FAILURES DID NOT SEEM TO BE RELATED TO ANY PARTICULAR FLIGHT SEGMENT AS SOME WERE GOING FLAT OVERNIGHT, OTHERS WERE GOING FLAT WHILE TAXIING AND SOME SHORTLY AFTER LANDING ON ROLL OUT. SINCE THE TIRE REPLACEMENTS TO DATE WE HAVE HAD NO RECURRENT ISSUES DUE TO THE LABEL. APPROX. 35 TIRES AND TUBES HAVE BEEN REPLACED, SOME WERE REPLACED AS A PRECAUTION NOT NECESSARILY A FAILURE.

CA081008002	DIAMON	CONT	BRACKET	CRACKED
9/23/2008	DA20C1	IO240B	2224121400	ALTERNATOR

(CAN) ON SEPTEMBER 2, 2008, DURING A ROUTINE 100 HOUR INSPECTION THE ALTERNATOR MOUNTING BRACKET WAS FOUND TO BE CRACKED ON THE INSIDE RADIUS OF THE BRACKET RIGHT NEXT TO 1 OF THE 2 MOUNTING BOLT HOLES. THIS WAS THE SECOND CRACKED BRACKET FOUND ON THIS ACFT AND BOTH CRACKS HAVE BEEN LOCATED IN THE IDENTICAL LOCATIONS.

CA081008003	DIAMON	CONT	BRACKET	CRACKED
9/23/2008	DA20C1	IO240B	2224121400	ALTERNATOR

(CAN) ON MARCH 14, 2008, DURING A ROUTINE 100 HOUR INSPECTION THE ALTERNATOR MOUNTING BRACKET WAS FOUND TO BE CRACKED ON THE INSIDE RADIUS OF THE BRACKET RIGHT NEXT TO 1 OF THE 2 MOUNTING BOLT HOLES.

CA081009011	DIAMON	CONT	RUDDER PEDAL	WORN
10/7/2008	DA20C1	IO240B	2227271100	COCKPIT

(CAN) ACFT WAS INSPECTED BY MAINT TO REPLACE A DEFECTIVE RUDDER PEDAL ADJUSTING CABLE. UPON COMPLETION OF THE JOB IT WAS NOTICED THAT THE SLIDE ASSY WAS NOT ABLE TO MAKE FULL TRAVEL. CLOSER INSP FOR OTHER SYMPTOMS REVEALED THAT THE RUDDER CABLE HAD WORN THROUGH THE S-TUBE THAT IS WELDED TO THE PEDAL ASSY. CABLE WAS EXPOSED THROUGH THE LWR BEND OF THE S-TUBE TO A POINT WHERE IT JAMMED IN ITS WEAR HOLE AND RESTRICTING THE SLIDE ACTION. THE PEDAL ASSY AND THE CABLE WERE REMOVED FOR CLOSER INSP AND REPLACEMENT PARTS ARE ON ORDER. WEAR ON THE S-TUBE BECOMES CRITICAL WHEN THE CABLE BECOMES VISIBLE FROM THE OUTSIDE OF THE TUBE. IT IS ALSO AN AREA THAT YOU WOULD NOT EXPECT THIS TO HAPPEN THEREFORE IT COULD BE OVERLOOKED WHEN INSPECTING THIS AREA DURING THE SCHEDULED CHECKS.

CA080724008	DIAMON	WOODWARD	PLUG	FAILED
6/28/2008	DA40		1219310	PROP GOVERNOR

(CAN) WE WERE CLIMBING OUT OF KSBM GOING THRU 4,000 FEET MSL, WHEN THE ENGINE/PROP OVER SPEEDED. IT TOPPED OUT AT SOMETHING OVER 3,100 RPM. IT TOOK ABOUT 5 TO 10 SECONDS TO GET THE POWER PULLED OFF. BY CAREFUL USE OF THE THROTTLE (2650 RPM MAX), WE WERE ABLE TO MAINTAIN FLYING SPEED, LEVEL FLIGHT AT ABOUT 80 TO 85 KTS. DIVERTED AND DECLARED AN EMERGENCY. THE LANDING WAS ACCOMPLISHED WITHOUT ANY PROBLEMS AND NO FURTHER DAMAGE WAS SUSTAINED TO THE ACFT. BEGAN THE INVESTIGATION INTO WHAT CAUSED THE FAILURE. AFTER ELIMINATING SOME OTHER PROBABLE CAUSES WE CAME TO THE PROPELLER GOVERNOR. IT LOOKS AS IF A SCREW PLUG BACKED OUT OF AN INTERNAL PASSAGE WITHIN THE GOVERNOR, DUMPING THE OIL PRESSURE AND CAUSING THE PROPELLER TO GO TO FLAT PITCH AND CAUSING THE RESULTING OVER SPEED CONDITION.

CA080729007	DIAMON		SKIN	DEBONDED
7/25/2008	DA40			WING

(CAN) A INSP CARRIED OUT ON WING, SHOWED GAPS IN THE SPAR TO SKIN BOND LINES. DO NOT BELIEVE THIS TO BE AN IMMEDIATE SAFETY ISSUE BUT ARE WORKING QUICKLY AND DILIGENTLY TO GET TO ROOT CAUSE AND CORRECTIVE ACTION.

CA081009009	DIAMON	CONT	KELLY	WIRE	BROKEN
9/27/2008	DA40	IO360*			ALTERNATOR

(CAN) A+ TERMINAL MELTED OFF ALTERNATOR AND LOOSE. PROBLEM CAUSED BY BROKEN TERMINAL ON A+ WIRE GOING TO ALTERNATOR. WIRE WAS ORIGINALLY VERY TIGHT CAUSING THE BREAKAGE, THEN IT ARCED CAUSING HEAT AND EVENTUAL FAILURE.

CA080718004	DORNER	GARRTT	POTENTIOMETER	MALFUNCTIONED
7/17/2008	DO228202	TPE331*	176SF2DT102W0162	STEERING

(CAN) ON TAKE OFF ACFT ROTATED PILOT FELT SOMETHING ABNORMAL IN RUDDER PEDALS, SELECTED GEAR UP , GEAR HANDLE WOULD NOT MOVE, PILOT OBSERVED GEAR HANDLE LOCK STILL IN PLACE. ACFT FLOWN BACK TO BASE , PILOT DID A LOW FLYBY WHERE IT WAS CONFIRMED THAT THE NOSE GEAR STEERING WAS ALL THE WAY TO THE LT. ACFT LANDED SAFELY UPON NOSE TOUCHED DOWN IT CENTERED ITSELF AND WAS TAXIED BACK USING ENGINE DIFFERENTIAL POWER. UPON FURTHER INVESTIGATION IT WAS FOUND THAT THE STEERING POTENTIOMETER HAD FAILED CAUSING THE NOSE GEAR TO GO LT DISENGAGING THE NOSE GEAR STEERING NOT ALLOWING THE NOSE GEAR CENTERING SWITCH TO CENTER GEAR FOR GEAR RETRACTION.

CA081022006	DORNER	GARRTT	CARBON SEAL	LEAKING
10/19/2008	DO228202	TPE3315		NR 1 ENGINE

(CAN) NR 1 ENGINE CREW SHUT DOWN DUE TO STEADY DROP OF OIL PRESSURE AND TORQUE FLUCTUATION, BELIEVED LATER THAT THE REAR CARBON SEAL BEGAN TO LEAK THUS INGESTION OIL IN ENGINE AND BURNT. ENGINE REMOVED FROM ACFT TO BE SENT FOR FURTHER TESTING AT ENGINE SHOP.

CA080815001	DORNER	GARRTT	FUEL CONTROL	MALFUNCTIONED
8/11/2008	DO228202	TPE3315		NR 1 ENGINE

(CAN) ACFT WAS RELEASED TO A SATISFACTORY TEST FLIGHT FOLLOWING NR 1 ENGINE CHANGE. A NTS IN FLIGHT SHUT DOWN WAS TO BE PERFORMED BEFORE ACFT COULD BE RELEASED BACK TO SERVICE. ACFT DEPARTED AND HAD A NORMAL TAKE OFF AND PROCEED WITH NTS SHUT DOWN. PILOT PROCEEDED TO PULL SPEED LEVER BACK FOR FUEL SHUT AND THEN TO FEATHER POSITION AND THEN ENGINE SHUT DOWN AND FEATHERED & ALL WAS NORMAL. PILOT THEN PROCEEDED TO TAKE SPEED LEVER OUT OF FEATHER TO SPEEDS LOW TO RESTART ENGINE AND FOUND THE SPEED LEVER WAS JAMMED AND WOULD NOT MOVE. PILOT THEN LANDED ACFT SINGLE ENGINE WITH NO PROBLEMS. SPEED LEVER CONTROLS WERE CHECKED AND FOUND THAT THE LEVER ON THE FCU WAS OVERCENTERING CAUSING THE JAMMING OF THE CONTROLS. ENGINE CONTROL WAS RE-RIGGED AND A SATISFACTORY TEST FLIGHT WAS COMPLETED.

CA080729005	DORNER	GARRTT	MOTOR	INTERMITTENT
6/20/2007	DO228202	TPE3315251K	1259A	HYD SYSTEM

(CAN) UPON SELECTED GEAR DOWN NOTHING HAPPENED. PILOT THEN CYCLED THE GEAR DOWN AGAIN ALL FUNCTION NORMALLY, 3 GREEN DOWN AND LOCKED. ACFT WAS THEN INSPECTED, NO FAULTS FOUND, MAINT CREWS AND EQUIPMENT WERE FLOWN IN AND PUT A/C ON JACKS GEAR SWUNG NO FAULTS ACFT WAS THEN FLOWN BACK, FOR FURTHER TROUBLESHOOTING. AFTER SEVERAL GEAR SWING HYDR MOTOR WAS FOUND TO OPERATE INTERMITTENTLY. IT IS ALSO BELIEVED THAT COLD WEATHER POSSIBLY COULD OF HAD A INFLUENCE, BELIEVED TO BE -40.

CA080924013	DORNER	PWA	ENGINE	FLUCTUATES
9/22/2008	DO328100	PW119B		

(CAN) AT ABOUT 50 METERS FROM THE ARRIVAL GATE, THE ENG PARAMETERS STARTED FLUCTUATING. PILOT SHUTDOWN THE ENG. NO REPORTED DAMAGE. TROUBLESHOOTING IN PROGRESS. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080724007	DOUG	PWA	PITOT SYSTEM	CLOGGED
7/22/2008	DC6B	CWASP		NR 2

(CAN) BOTH NR 1 AND NR 2 PITOT SYS INDICATED NO AIRSPEED ON TAKEOFF RUN. TAKEOFF WAS ABORTED. BUGS AND SIMILAR DEBRIS FOUND IN BOTH PITOT SYS. APAR LINES BLOWN OUT, PITOT SYS FUNCTION CHECKED SERVICEABLE.

CA080709010	DOUG	PWA	SCAVENGE PUMP	FAILED
7/6/2008	DC6B	CWASP		ENGINE

(CAN) NR4 BMEP WENT TO 0. OIL TANK QUANTITY DROPPED FROM 25GALS TO 12 GALS IN A FEW MINUTES. ENGINE WAS FEATHERED AND LANDING CARRIED OUT WITHOUT FURTHER INCIDENT.

2008FA0000757	ECLIPS	WINDOW	FAILED
7/18/2008	ECLIPSEEA500		COCKPIT

THERE WAS A POPPING NOISE COMING FRAOM THE VICINITY OF THE PILOTS WINDOW, WINDOW WAS REPLACED.

2008FA0000758	ECLIPS	EXTINGUISHER	LEAKING
8/18/2008	ECLIPSEEA500	FX002002	RT NACELLE

RT ENGINE FIRE EXTINGUISHER CARTRIDGE LEAKED THROUGH DISCHARGE NOZZLE AND EXPOSED THE ENGINE AND COMPONENTS TO HIGHLY CORROSIVE CHEMICAL. ENGINE REMOVED FOR CLEAN UP AND REPAIR BY MANUFACTURER.

2008FA0000759	ECLIPS	RETAINER	UNKNOWN
9/11/2008	ECLIPSEEA500		COCKPIT WINDOW

A POPPING NOISE COMING FROM THE VICINITY OF THE CO PILOTS WINDOW. SIDE WINDOW RETAINERS WERE REPLACED.

2008FA0000727	ECLIPS	AUTOPILOT SYS	UNKNOWN
10/29/2008	ECLIPSEEA500		COCKPIT

FLIGHT FROM SDL TO TUL, DIVERT TO ABQ. AUTOPILOT DISENGAGED VIOLENTLY AT 410 AND YD OFF. REFER TO QRH RESET CB. AUTOPILOT BACK ON AT 390. 40 SECONDS LATER, AUTOPILOT AND YD DISENGAGED. UNABLE TO RESET CB. FL 370 AUTOPILOT BACK ON AND 30 SECONDS LATER DISENGAGED AGAIN. REMAINED OFF THE REST OF THE FLIGHT. YD RECOVERED AT 280. AIRSPEED DISAGREE AT 370. REFERRED TO QRH. ADC SOURCE USED AND STILL GIVING AIRSPEED DISAGREE. DISAPPEARED AT FL250 AND 265 KNOTS. PILOT ELECTED TO DIVERT TO ABQ. AIRCRAFT IS BEING WORKED ON AT FACTORY SERVICE CENTER. UNKNOWN CAUSE AT THIS TIME.

CA080702009	EMB	PWA	DRIVE SHAFT	DISTRESSED
4/22/2008	EMB110*	PT6A34		FUEL PUMP

(CAN) ACCORDING TO REPORTS, CREW DECLARED AN EMERGENCY DUE TO ENGINE DISTRESS. DURING SUBSEQUENT LANDING, A/C EXITED THE RUNWAY BEFORE HITTING A DITCH. THE LANDING GEAR COLLAPSED AND THE NOSE OF THE A/C WAS SEVERELY DAMAGED. THE RUNWAY EXCURSION WAS CAUSED BY A LOSS OF DIRECTIONAL CONTROL DURING LANDING. DISASSEMBLY (BY THE OPERATOR) OF THE ENGINE ON WHICH THE LOSS OF POWER OCCURRED, SHOWED FUEL PUMP DRIVE SHAFT SPLINE DISTRESS (DE-COUPLE). A LARGE AMOUNT OF CORROSION WAS PRESENT AROUND THE AREA.

CA080902005	EMB	PWA	ERAM	HOUSING	BROKEN
8/31/2008	EMB110P1	PT6A34	110P241021	15200	NLG STRUT

(CAN) WHEN LANDING AT THE AIRPORT ON A TRAINING FLIGHT THE NLG PARTIALLY RETRACTED TOWARDS THE REAR OF THE ACFT. THE ACFT PITCHED RT AND FULL LT BRAKE WAS USED TO KEEP THE ACFT ON THE RUNWAY. THE ACFT MOMENTARILY LT THE RT SIDE OF THE RUNWAY AND STRUCK A RUNWAY LIGHT WITH THE RT PROPELLER. THE AFT THEN CAME TO A COMPLETE STOP ON THE RUNWAY. UPON INSP OF THE ACFT IT WAS FOUND THAT THE NLG STRUT HSG WAS BROKEN AT THE RT TRUNNION LINK. THIS ALLOWED THE GEAR LEG TO TURN AND MOVE REARWARD UNDER THE ACFT.

CA080814009	EMB	PWA	ENGINE	MALFUNCTIONED
8/4/2008	EMB120	PW118B		

(CAN) WHILE ON INITIAL TAKEOFF ROLL PHASE, PILOT APPLIED POWER ON BOTH ENGINES BUT NOTICED FUEL AND OIL PRESSURE DECREASING ON ONE ENGINE. PILOTS DECIDED TO ABORT TAKEOFF, SHUTDOWN THE AFFECTED ENGINE AND RETURN TO GATE. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080827001	EMB	SHIM	CORRODED

8/27/2008	EMB145LR	1454101760	12030027001	PAX DOOR

(CAN) DURING 4Y, 8Y CHECK, BOTH SHIM P/N: 120-30027-001 LOCATED BETWEEN BRACKET P/N:145-25211-601, 145-25211-602 WAS FOUND HEAVELY CORRODED. DUE TO THE EXPENSION PRODUCE BY THE CORROSION, SOME BRACKET FASTENER WAS BROKEN AND THE ATTACHED FRAME P/N: 145-25299-001 WAS DEFORMED. (TC NR 20080827001)

CA080814011	EMB	GE	LAP JOINT	LEAKING
8/6/2008	ERJ170200SU	CF348E5A1		FUSELAGE

(CAN) INITIALLY SNAGGED BY A FAA INSPECTOR FOR TRACES OF AIR LEAK AT THE LAP JOINT BELOW THE 7TH WINDOW ON THE LT SIDE (NEAR FR74, STR12L). FURTHER INVESTIGATION IN YYZ DISCOVERED THAT THERE WAS A TOTAL OF 12 LEAK POINTS ON THE LT AND 11 ON THE RT SIDE. THE ACFT DID PASS THE AMM CABIN PRESSURIZATION LEAKAGE TEST (21-31-00).

CA081016001	EMB	GE	SENSOR	INOPERATIVE
10/10/2008	ERJ170200SU	CF348E5A1	1702286A	FLAP SKEW

(CAN) FLIGHT WAS INBOUND WHEN THE CREW HAD A FAILURE ON SLAT/FLAP 1 SELECTION. ALSO SPOILER FAULT, AOA FAIL AND SHAKER ANTICIPATED CAS MSGS. THE ACFT LANDED AND TAXIED TO THE GATE WITH HOT BRAKES. FOUND OPEN CIRCUIT BETWEEN PINS 2 AND 4 OF THE LT OB SKEW SENSOR. REPLACED SENSOR AS PER MM 27-83-01, CHECKED SERVICEABLE. ALL OTHER FAULTS CORRELATED TO SLAT FAILURE.

CA081007004	EMB	GE	CIRCUIT CARD	MALFUNCTIONED
9/29/2008	ERJ170200SU	CF348E5A1	10010602	CABIN PRESSURE

(CAN) AFTER DEPARTURE AT APPROX 1500`, BLEED NR 1 AND NR 2 FAILED EICAS MSGS APPEARED, AND QRH CARRIED OUT (RESET) BUT UNSUCCESSFUL. ACFT DID NOT PRESSURIZE, AND RETURNED TO BNA FOR MX. OTHER PNS AND SNS AFFECTED:

CA081003002	EMB	GE	WIRE HARNESS	DAMAGED
10/1/2008	ERJ170200SU	CF348E5A1	1710101	FADEC

(CAN) FADEC WIRING HARNESS DAMAGED (WHICH REQUIRED REPLACEMENT) DUE TO THE LOWER SEAL ON THE PYLON PRE-COOLER LEAKING (NO LEAK/HEAT DETECTION IN THIS AREA). ATTACHED ARE PICTURES. BELOW ARE THE FIN`S AFFECTED WITH TIMES AND CYCLES. ACFT INDUCTED FOR THE FREEZE PROTECTION MOD.

CA080924001	EMB	GE	BRAKE ASSY	FAILED
9/20/2008	ERJ170200SU	CF348E5A1	900005831PR	NR 3

(CAN) 100 M FROM STOPPING AT THE GATE, THE RT BRAKE STARTED TO GRAB. BRAKE TEMPS ALL NORMAL RANGE. AFTER SHUTDOWN, INSPECTED RT MAIN BRAKE ASSY AND APPEARS THAT BRAKE PAN AND ASSY CAME APART. NR3 MLG WHEEL AND BRAKE ASSY REMOVED. LG AND ACFT INSPECTED, NO ADDITIONAL DEFECTS NOTED. NEW BRAKE AND WHEEL ASSYS INSTALLED AND TESTED SERVICEABLE.

CA080821007	EMB	GE	BRAKE	DEFECTIVE
8/9/2008	ERJ170200SU	CF348E5A1	900005831PR	LT MLG

(CAN) LT MAIN BRAKE TEMPS OB 365/IB149, RT BRAKES IB 148/OB130, BRAKES FELT SOFT, BRAKES REPLACED. CAUSE: CARBON OXIDATION.

CA080821009	EMB	GE	BRAKE	DISINTEGRATED
8/9/2008	ERJ170200SU	CF348E5A1	90000582WT	NR 1

(CAN) BRAKE NR 1 DISINTEGRATED AND M/W CHANGED DUE TO BRAKE STUCK IN TIRE. BRAKE NR 1 CHANGED.

CA080821001	EMB	GE	BRAKE	MALFUNCTIONED
2/15/2008	ERJ170200SU	CF348E5A1	900005831PR	NR 1 BRAKE

(CAN) NUMEROUS LANDING GEAR NO DISPATCH AND EMERGENCY BRAKE FAULT MESSAGES AFTER TOUCHDOWN NR1 BRAKE REPLACED. CONSIDERED SERVICEABLE.

CA080821002	EMB	GE	DISK	DETERIORATED
7/4/2008	ERJ170200SU	CF348E5A1	900005832PR	NR 4 BRAKE

(CAN) NR 4 MAIN WHEEL BRAKE CARBON DISK BADLY DETERIORATED.

CA080821003	EMB	GE	BRAKE	DAMAGED
7/14/2008	ERJ170200SU	CF348E5A1	900005832PR	NR 1

(CAN) BRAKE ASSY BREAKING UP.

CA080821004	EMB	GE	BRAKE ASSY	FAILED
7/19/2008	ERJ170200SU	CF348E5A1	900005831PR	NR 4

(CAN) ON PUSHBACK REPORT OF NR 4 BRAKE ASSY FAILURE, AS REPORTED BY STATION SERVICES CREW BRAKE ASSY REPLACED.

CA080821005	EMB	GE	BRAKE ASSY	FAILED
8/2/2008	ERJ170200SU	CF348E5A1	900005831PR	NR 2

(CAN) ON TAXI OUT TO THE RUNWAY, ECAS MESSAGE "BRK LT FAULT" CAME ON. FOUND NR 2 BRAKE ASSY FAILED. (CARBON FAILURE)

CA080717003	EMB	GE	SEAT TRACK	CORRODED
7/16/2008	ERJ170200SU	CF348E5A1	17003263001	FUSELAGE

(CAN) EVIDENCE OF CORROSION FOUND AT SEVERAL AREAS. REFERENCE: J/C NR Z220-005-U & NON-ROUTINE NR 46, 48 CORROSION FOUND ON FLOOR BEAM LOCATED AT Y = 225.0 AND Z = -490.0 JUNCTION WITH FRAMES 17 AND ON FLOOR BEAM LOCATED AT Y = -255.0 AND Z = -490.0 JUNCTION WITH FRAME NR 19. SEAT TRACKS AFFECTED: P/N 170-03264-001 AND P/N 170-03263-001

CA080815008	EMB	GE	BRAKE	STICKING
12/24/2007	ERJ170200SU	CF348E5A1		MLG

(CAN) AS REPORTED BY FLIGHT CREW: ON LANDING IAH BRAKES WORKED WELL. DURING TAXI OFF RUNWAY FELT BRAKES GRABBING. WALKAROUND NORMAL, BRAKE TEMP NORMAL. HAD REPORT OF SMOKE FROM RT SIDE. NO EVIDENCE OF DAMAGE. ON TAXI OUT RT OTBD FAILED. BRAKE WAS REMOVED AND CONFIRMED CARBON FAILURE

CA080815009	EMB	GE	BRAKE	CHATTERING
1/17/2008	ERJ170200SU	CF348E5A1		MLG

(CAN) AS REPORTED BY FLIGHT CREW: LT BRAKE CHATTERS WHEN PRESSED, VERY PRONOUNCED AT TIMES CARBON DISK FAILURE CONFIRMED.

CA081017003	EMB		FAIRLEAD	DAMAGED
10/7/2008	ERJ190100IGW		190933321001	

(CAN) LT WING AILERON FAIRLEAD BRACKETS. REMOVAL OF THE PLASTIC FAIRLEADS FOUND THAT THE CABLES DID NOT SIT ROUGHLY IN THE MIDDLE OF THE BRACKET HOLES. COMPARISON OF THE BRACKETS ON MSN 19000049 TO OTHER EMBRAER E190’S IT WAS SUSPECTED THAT THE WRONG BRACKETS HAVE BEEN INSTALLED FROM FACTORY. PICTURES ATTACHED OF THE BRACKETS INSTALLED ON MSN 19000049 AS REFERENCE. PER E190 SRM 57-50-00 FIGURE 45A THE CORRECT BRACKETS ARE 190-933321-001, 190-93298-001, 190-93298-001 AND 190-93318-001 (FROM IB MOST TO OB MOST BRACKETS).

CA080619001	EMB	GE	BUSHING	MIGRATED
6/18/2008	ERJ190100IGW	CF3410E5A1		NLG

(CAN) DURING INSPECTION, FOUND EVIDENCE OF BUSHING MIGRATED ON NLG RETRACK ACTUATOR , MAIN FITTING ASSY AND UPPER SHOCK STRUT ATTACHMENTS (PRC BROKEN).

CA081023003	EMB	GE	WIRE HARNESS	DAMAGED

10/19/2008	ERJ190100IGW	CF3410E5A1	19019564401	SLAT SYSTEM

(CAN) ON FLAP RETRACTION AFTER T/O. SLAT FAIL EICAS MSG DISPLAYED. CARRIED OUT QRH FOR SLAT FAIL. DID NOT RECTIFY PROBLEM. ACFT RETURNED RT SLAT SKEW SENSOR HARNESS W611 REPLACED AS PER AMM 27-83-07 PB 401, RT SLAT 2/3 SKEW SENSOR REPLACED AS PER AMM 27-83-01 PB- 401.

CA081022002	EMB	GE	CONTROL MODULE	FAILED
10/14/2008	ERJ190100IGW	CF3410E5A1	14209114	RT BRAKES

(CAN) AFTER LANDING, DURING DECELERATION ON RUNWAY AT APPROX 80 KTS, LT AND RT BRAKE FAULT MSG APPEARED ON EICAS ACCOMPANIED BY COMPLETE LOSS OF BRAKING. AFTER APPROX 8 SECONDS BRAKING RETURNED TO NORMAL AND EICAS MSG DISAPPEARED. SERVICE NEWS LETTER SNL190-32-0023R00 IS RELATED NO MX MSG CORRELATION WITH LT AND RT BRAKE MSG. IN CMC MX MSG HISTORY OF OCT 14 LEG 3 FOUND MSG: "MAU2 BCM2/MAU2 NWSCM" CODE 32533301NWS. PER FIM 32-53-00-810-813-A00, BCM2 WAS REPLACED PER MM

CA080819006	EMB	GE	PUMP	FAILED
8/18/2008	ERJ190100IGW	CF3410E5A1	5116403	HYD SYSTEM

(CAN) WHILE ENROUTE, THE NR 1 HYD SYS FAILED. AFTER CONSULTATION WITH MAINT, FLIGHT CONTINUED AND LANDED WITHOUT INCIDENT. NR 1 EDP REPLACED REF AMM 29-11-01 PB 401,-422 AND TESTED REF AMM 29-11-01 P 501-5 12. NO FAULTS OR LEAKS.

CA080709004	EMB	GE	CARRIAGE	GROOVED
7/9/2008	ERJ190100IGW	CF3410E5A1	19092001405	LT TE FLAP

(CAN) LT INBD FLAP MAIN 1 CARRIAGE ASSY (P/N 190-92001-405) FOUND GROOVED INSIDE BY LOOSE BOLT FROM TRACK ASSY. ENGINEERING ADVISED THE ROOT CAUSE OF THE DAMAGE OF THE FLAP CARRIAGE IS CAUSE BY THE FLAP TRACK MECHANISM LOOSE BOLT.

CA080709003	EMB	GE	CONTROL CABLE	MISINSTALLED
7/9/2008	ERJ190100IGW	CF3410E5A1		AILERONS

(CAN) FOUND BALL END OF LT AND RT AILERON CONTROL CABLES NOT FULLY ENGAGED IN WW BELLCRANK CABLE SLOT.(FWD CABLE) BALL END OF LT AND RT AILERON CONTROL CABLES IN WW BELLCRANK CABLE SLOT.(FWD CABLE) REENGAGED PROPERLY IN ACCORDANCE WITH AMM 27-11-03-400-801. SEE ATTACH PICTURE

CA080709006	EMB	GE	CONTROL CABLE	BROKEN
7/3/2008	ERJ190100IGW	CF3410E5A1	19005549401	AILERONS

(CAN) DURING CONTROL CABLES INSPECTION ON LT AND RT WINGS, FOUND AILERON CABLES (LT PN 190-04212-401, PN 190-04209-401, PN 190-05549-401, RT PN 190 -05551-401, PN 190-05550-401, PN 190-04209-401) WORN AND WITH SEVERAL WIRES BROKEN AT FAIRLEAD. EMBRAER CAME UP WITH 2 SERVICES BULLETIN: SB190-27-0017 EMBRAER FLIGHT CONTROLS - AILERON - CABLES WEAR SB170-27-0028 EMBRAER FLIGHT CONTROLS - AILERON - CABLES WEAR

CA080709007	EMB	GE	BUSHING	MIGRATED
7/9/2008	ERJ190100IGW	CF3410E5A1	19070150404	NLG

(CAN) DURING INSPECTION FOUND BUSHING MIGRATED ON NLG RETRACK ACTUATOR LOWER ATTACHMENT (PRC BROKEN) AND ON RT MLG SIDE STAY LOWER ATTACHMENT. NLG SHOCK STUT ASSY PN 190-70453-401 SN 00053 MLG SIDE STAY PN 190-70150-404 SN 00053 AFTER INVESTIGATION FOUND NO CLEARANCE FIT, EMBRAER HAS BEEN ADVISED OF THE PROBLEM. THIS PROBLEM HAS BEEN ALREADY FOUND ON NUMEROUS ACFT

CA080807001	EMB	GE	SEAT BELT	FRAYED
7/29/2008	ERJ190100IGW	CF3410E5A1	5045802158003	CABIN

(CAN) F/A SEAT LAP BELTS AT DOOR LT NR1 AND DOOR RT NR2 FRAYED SEVERAL PLACES.

CA080807002	EMB	GE		SEAT BELT	FRAYED
8/6/2008	ERJ190100IGW	CF3410E5A1	5045804078	5045802158003	CABIN

(CAN) F/A SEAT LAP BELT AT DOOR LT NR1, NR2 AND DOOR RT NT2 FRAYED SEVERAL PLACES.

CA081016009	EMB	GE	WIRE HARNESS	DEFECTIVE
10/10/2008	ERJ190100IGW	CF3410E5A1	19019566401	LE SLAT

(CAN) SLAT FAIL MESSAGE ON FLAP 5 SELECTION ON APPROACH. CREW CARRIED OUT A MISSED APPROACH, QRH WAS FOLLOWED AND LANDED UNEVENTFULLY ON SECOND TRY. SLAT HARNESS REPLACED, OPS TEST CARRIED OUT IAW AMM 27-80-00-710-801A, NO FAULTS NO EICAS MESSAGES.

CA081009010	EMB	GE	CLEVIS	DAMAGED
9/29/2008	ERJ190100IGW	CF3410E5A1	PN1422010	BLEED VALVE

(CAN) (ENGINE INTAKE VARIABLE BLEED VALVE ACTUATOR) INTERFERENCE HAS OCCURRED BETWEEN THE SUBJECT CLEVIS LUG AND ADJACENT HARDWARE. THE DAMAGE APPEARS TO BE A RESULT OF CONTACT WITH AN ADJACENT BOLT HEAD. ACTUATOR ASSY: P/N 8100-052, S/N WYGB1199 (CLEVIS: P/N 1422-010 [REF CMM 75-30-02, FIGURE 01, ITEM 010)

CA081016006	EMB	GE	ACTUATOR	MALFUNCTIONED
10/8/2008	ERJ190100IGW	CF3410E5A1	1703911	NR 4 SLAT

(CAN) SLAT FAIL ON APPROACH CREW DECLARED AN EMERGENCY AND LANDED WITHOUT INCIDENT. T/S IAW FIM, SLAT INHIBIT CLEARED, OPS CHECK PASSED. CONSIDERED TRANSITORY CONDITION OF THE SLAT CONTROL SYS. 2 SLAT ACTUATORS REPLACED: LT SLAT ACT POS 04L REPLACED, P/N S/N AND TIMES GIVEN ABOVE. ALSO, RT NR 5 SLAT ACTUATOR REPLACED, P/N 1703909, S/N 0174, FH: 8052, FC: 3665.

CA081016002	EMB	GE	SENSOR	FAILED
10/6/2008	ERJ190100IGW	CF3410E5A1	1702286A	SLAT SKEW

(CAN) ON APPROACH, WHEN FLAP 2 SELECTED, EICAS SLAT FAIL MSG. QRH CARRIED OUT. UNEVENTFUL LANDING. SKEW SENSOR 2 AND 3 AFFECTED AND REPLACED PER AMM 27-83-01. OPS CHECK SERVICEABLE.

CA081014004	EMB	GE	SEAL	GOUGED
9/17/2008	ERJ190100IGW	CF3410E5A1	1700375200	PAX DOOR

(CAN) T FWD PAX DOOR AFT LATERAL SEAL (PN 170-03752-001) WAS FOUND GOUGED AT 3 LOCATIONS. PLEASE REFER TO THE ATTACHED PICTURES FOR DETAILS, TYPICAL DAMAGE SEEN TO THE PAX/SERVICE DOOR CUTOUT SEAL RESTS. EMB HAS ISSUED A “TYPICAL” IC APPROVAL THAT PERMITS PERMANENT BLENDING OF UP TO 20% THICKNESS.

CA080910004	EMB	GE	SWITCH	FAULTY
9/9/2008	ERJ190100IGW	CF3410E5A1		NR 2

(CAN) DURING THE DEPARTURE, THE FLIGHT HAD A NR2 BLEED VALVE FAILURE INDICATION WHICH WAS RESET. AND THEN FAILED AGAIN, FOLLOWED WITHIN 2 MINUTES WITH A BLEED NR1 FAILURE. QRH PROCEEDURES WERE FOLLOWED AND THE FLIGHT RETURNED TO LAND. THE FLIGHT WAS NOT OVERWEIGHT FOR LANDING AND THERE WAS NO EMERGENCY DECLARED. BLEED NR1 FAULT CODE HAS BEEN TROUBLESHOT. BLEED O/P SWITCH NR2 REPLACED IAW AMM. TORQUE MOTOR LINES TO VALVE CHECKED OK.

CA080902010	FOKKER	PWA	FUEL CONTROL	UNKNOWN
8/5/2008	F27MK50	PW125B		LT ENGINE

(CAN) DURING CRUISE THE LT ENGINE EXPERIENCED A SUDDEN TORQUE AND ITT INCREASE. THE CREW RETARDED THE POWER LEVER BUT THE TORQUE OSCILLATED BETWEEN 0 AND 60 PERCENT WITH ELEVATED ITT. THE ENGINE WAS SHUTDOWN. THE MFCU AND PUMP WERE REMOVED AND SENT FOR INVESTIGATION. MFG WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080915001	FOUND	LYC	FITTING	UNDERTORQUED
8/2/2006	FBA2C1	IO540AE1A5	G201G202	FUEL SYSTEM

(CAN) FOUND NUMEROUS FUEL FITTINGS WHICH CONNECT THE FUEL LINES TO THE HEADER TANKS TO BE SEEPING FUEL. APPROXIMATE TIME OF SERVICE 532 HRS. PIPE THREAD FITTINGS HAD NO THREAD LUBE/SEALANT. THE VENDOR NOTED THAT THE FUEL FITTINGS WERE NOT PROPERLY TORQUED. THIS MAY REPRESENT A QUALITY CONTROL ISSUE AT THE FOUND ACFT PRODUCTION FACILITY. AT PRESENT THE USDOI,

AVIATION MANAGEMENT DIRECTORATE, IS INVESTIGATING THIS EVENT WITHIN ITS FLEET."

CA080611007	FRCHLD	GARRTT	BEARING	SPALLED
6/10/2008	SA227CC	TPE33110	31080981	ENGINE

(CAN) THE REAR TURBINE WAS FOUND WITH HEAVY SPALLING, GALLING, HEAVY SCORING AND MISSING MATERIAL OFF THE OUTER RACEWAY AND ON THE ROLLING ELEMENTS. THE BEARING HAD ONLY 12.5 HOURS SINCE NEW/CAM. THE ENGINE WAS MAKING A STRANGE GRINDING SOUND THAT WAS NOTICED BY LINE MAINT. ANOTHER REAR TURBINE BEARING FAILED ON ENGINE P44436C INSTALLED ON AC. THE BEARING ONLY HAD 16.4 HOURS ON IT. INVESTIGATION CARRIED OUT AND BOTH BEARING WERE RECIEVED ON THE SAME PO. THE PO CAME IN WITH 4 BEARING, ANOTHER ONE DISCOVERED ROUGH TO SPIN IN INVENTORY. REMOVED REMAINING 4TH BEARING FROM OUR SYS. MFG CONTACTED IN REGARDS OT THE SITUATION POINTING TOWARDS BAD BATCH. MFG IS RESEARCHING THE PROBLEM. ALL CONTACTED TO ASSIST IN PROBLEM. ASSORTED ENGINE OVERHAUL SHOPS NOTIFIED OF SITUATION. THE BEARING BATCH IS BELIEVED TO HAVE ORIGINATED FROM CANADA. THIS HAS GREAT POTENTIAL FOR COMPROMISED SAFETY AND ECONOMICS.

CA080905008	FRCHLD	GARRTT	A/C PACK	DAMAGED
9/2/2008	SA227CC	TPE33111U	20475546	LT

(CAN) ON APPROACH, THE PILOT NOTICED SMOKE COMING OUT OF FRESH AIR VENTS AND MOMENTS LATER LT WING OVERHEAT LIGHT CAME ON. ACFT LANDED WITHOUT INCIDENT. MX WENT TO LOOK AND FOUND THAT THE LT COOLING TURBINE HAD A CATASTROPHIC FAILURE. THE LT BLEED SYSTEM WAS MEL`D AND DISABLED. NUMEROUS RUNS WERE COMPLETED WITH NO FURTHER SMOKE COMING INTO CABIN.

CA080922005	FRCHLD	GARRTT	LINE	CRACKED
9/9/2008	SA227CC	TPE33111U	2781032273	HYDRAULIC SYS

(CAN) PILOT REPORTED HYD FLUID LEAKING IN LT WW. SMALL PINHOLE WAS FOUND IN LINE. LINE REPLACED AND ACFT RETURNED TO SERVICE.

CA080606005	FRCHLD	GARRTT	BEARING	LACK OF LUBE
5/16/2008	SA227DC	TPE33110UG	LM29749	LH NOSE WHEEL

(CAN) ON TAXI FOR DEPARTURE THE PILOT NOTICED A VIBRATION FROM THE NOSE GEAR. HE RETURNED AND MAINT FOUND LT NOSE WHEEL INNER BEARING SEAL WAS STICKING OUT FROM ITS SEAT. WHEEL BEARING WAS ALSO FOUND TO BE ROUGH TO THE (FEEL) AND WERE DRY. NOSE WHEEL ASSY REPLACED AND CHECKS CARRIED OUT SERVICIBLE.

CA080613007	FRCHLD	GARRTT	TRANSDUCER	DAMAGED
6/5/2008	SA227DC	TPE33112UHR	2719156003	DE ICE SYSTEM

(CAN) PILOT REPORTED DEICE PRESSURE GAUGE UNSERVICEABLE. DURING TROUBLESHOOTING MAINT FOUND THE DEICE PRESSURE TRANSDUCER CONTAMINATED WITH WATER.

CA080606004	FRCHLD	GARRTT	SWITCH	INTERMITTENT
6/4/2008	SA227DC	TPE33112UHR	C200G3R	STAB TRIM

(CAN) LT SAS FAILED AND ALL STAB TRIM FUNCTIONS FAILED. MASTER DISCONNECT SWITCH REPLACED AND TEST FLIGHT CARRIED OUT SERVICIBLE.

CA081020006	FRCHLD	GARRTT	BEARING	DAMAGED
10/19/2008	SA227DC	TPE33112UHR	KRP5064	MLG

(CAN) UPON TAKEOFF THE CREW REPORTED THAT THE RT GEAR WOULD NOT REMAIN LOCKED. ACFT RETURNED TO BASE AND UPON MX INSPECTION IT WAS FOUND THAT THE UP-LOCK HOOK BEARING AND ATTACHING HARDWARE WERE MISSING. IT WAS ALSO NOTED THAT THE UP-LOCK HOOK SHAFT ATTACH POINTS HAD BEEN MARRED. THIS LEADS US TO BELIEVE THAT THE BEARING WAS INSTALLED AND EITHER THE BEARING OR BOLT FAILED. FAILED PARTS WERE REPLACED - GEAR SWINGS CARRIED OUT AND ACFT RETURNED SERVICE.

CA080611009	FRCHLD	GARRTT	BEARING SEAL	DISPLACED
6/5/2008	SA227DC	TPE33112UHR	31418A	NLG WHEEL

(CAN) DURING A PREFLIGHT WALK AROUND OF THE ACFT THE INNER BEARING SEAL OF THE RT NOSE WHEEL ASSY WAS NOTED TO BE DISPLACED SO THAT ONE SIDE OF THE SEAL WAS RIDING UP ON THE HUB AND THE OPPOSITE SIDE WAS IN TOWARD THE AXLE TO THE EXTENT THAT THE BEARING ROLLERS WERE VISIBLE. NOSE WHEEL ASSY REPLACED AND ACFT RETURNED TO SERVICE.

CA080124006	FRCHLD	GARRTT	LINE	CHAFED
1/23/2008	SA227DC	TPE33112UHR	8945682	OIL COOLER

(CAN) LINE FOUND LEAKING BETWEEN OIL COOLER TO FUEL HEATER. THE CHAF WAS FOUND BY THE STEEL IDENTIFIER ON THE LINE. LINE WAS REPLACED AND AREA WAS CORRECTED SO THAT THE NEW LINE WOULD CHAF IN THE FUTURE (TC NR 20080124006)

CA080124007	FRCHLD	GARRTT	LINE	CHAFED
1/23/2008	SA227DC	TPE33112UHR	8945682	OIL COOLER

(CAN) LINE FOUND LEAKING BETWEEN OIL COOLER TO FUEL HEATER. THE CHAFE WAS FOUND BY THE STEEL IDENTIFIER ON THE LINE. LINE WAS REPLACED AND AREA WAS CORRECTED SO THAT THE NEW LINE WOULD NOT CHAFE IN THE FUTURE. (TC NR 20080124007)

CA080819010	FRCHLD	GARRTT	STARTER GEN	FAILED
8/8/2008	SA227DC	TPE33112UHR	23079010	RIGHT

(CAN) UPON DESCENT, THE RT GENERATOR FAILED AND COULD NOT BE RESET. MAINT WAS CALLED UPON LANDING AND FOUND THE AFT PART OF THE STARTER GENERATOR HAD FAILED. REAR COVER WAS DESTROYED, REAR FAN BLADES WERE ALL BROKEN AND REAR BEARING WAS DESTROYED. UNIT REPLACED AND ACFT CHECKED SERVICEABLE. INVESTIGATION INTO FAILURE PENDING.

CA080905004	FRCHLD	GARRTT	WIRE	BURNED
9/4/2008	SA227DC	TPE33112UHR		MASTER SWITCH

(CAN) RT AVIONICS AUX MASTER SWITCH WAS SELECTED ON AND SMOKE WAS NOTICED WITHIN 5 SECONDS. SWITCH WAS SELECTED OFF AND SMOKE STOPPED. NO OTHER ABNORMALITIES WERE NOTICED EXCEPT VISUAL BLACK DISCOLORATION ON F/O PHONE JACK OF HEADSET. THIS OCCURRED ON THE GROUND IN BETWEEN FLIGHTS. MX WAS DISPATCHED AND FOUND THAT THE WIRING FROM THE AUX AVIONICS SWITCH WAS BURNT AND ALSO 1 WIRE FROM THE 50AMP CB WAS BURNT. ALL AFFECTED WIRING WAS REPLACED AND ALL SYSTEMS AFFECTED TESTED AND NO FURTHER FAULTS FOUND. SUSPECT WIRE FROM AUX SWITCH CHAFED AGAINST 50AMP CB WIRE.

CA080829005	GROB	LYC	MAGNETO	FAILED
8/29/2008	G120A	AEIO540D4D5	6350	ENGINE

(CAN) ACFT FLOWN ON LOCAL FLIGHT TRAINING SORTIE WITH INSTRUCTOR AND STUDENT ON BOARD. INSTRUCTOR REPORTED NO NOTICEABLE ENGINE ROUGHNESS OR PWR LOSS DURING FLIGHT. AFTER TAXI TO PARKING POSITION, INSTRUCTOR EGRESSED A/C AND ADVISED STUDENT TO CARRY-OUT SHUTDOWN CHECKLIST. AS INSTRUCTOR WALKED CLEAR OF ACFT HE NOTICED ENGINE CUT-OUT DURING THE STUDENTS DEAD MAG TEST PRE SHUTDOWN. POST BRIEFING INTERVIEW WITH STUDENT CONFIRMED THAT ENG WOULD NOT CONTINUE TO OPERATE ON RT MAGNETO ALONE. DISCREPANCY WAS REPORTED TO MAINT AND ENTERED AS SUCH IN JOURNEY LOG. MAINT CONFIRMED DEAD MAG ON ENG RUN-UP. TIMING CHECK IN HANGAR SHOWED NO FAULTS. REMOVAL/DISASSEMBLY OF MAGNETO SHOWED EVIDENCE OF OVERHEATING/ELECTRICAL SHORT OF IGNITION COIL. RT MAGNETO REPLACED WITH NEW AND ACFT RETURNED TO SERVICE.

CA070813005	GROB	LYC	INDICATOR	UNRELIABLE
8/3/2007	G120A	AEIO540D4D5	LUN1241E8G8R	ATTITUDE

(CAN) MFG INSTALLED MICROTECHNA ELECTRIC ATTITUDE INDICATORS IN A FLEET OF 9 AIRCRAFT USED FOR FLIGHT TRAINING. AFTER 18 MONTHS, ONE ORIGINAL ATTITUDE INDICATOR IS STILL FUNCTIONING AFTER 500 HOURS (9) INSTRUMENTS AVERAGED 225 HOURS BEFORE FAILING THE FIRST TIME. (6) HAVE FAILED WITH AN AVERAGE OF 120 HOURS TSO. (3) AIRCRAFT HAVE BEEN GROUNDED WAITING FOR REPLACEMENT INTSTRUMENTS.

CA080805007	GRUMAN	WRIGHT	CURTIS	BOLT	SHEARED

8/1/2008	TS2ACALFORST	982C9HE2	65678	EXAUST ROCKER

(CAN) IN CRUISE FLIGHT, THE NR 1 ENGINE LOST POWER AND BEGAN TO BACKFIRE. ENGINE SHUT DOWN AND FEATHERED. UPON INSPECTION OF ENGINE NR 9 CYLINDER EXHAUST ROCKER BOLT FOUND SHEARED AT NUT AND BOLT HAD DISENGAGED FROM CYLINDER EAR ASSEMBLY. NEW BOLT AND NUT ASSEMBLY INSTALLED, VALVE CLEARENCES ADJUSTED, MAIN OIL SCREEN AND NO CONTAMINATION FOUND. ENGINE GROUND RUN SERVICEABLE AND RETURNED TO SERVICE.

CA080627003	GULSTM	GARRTT	FITTING	LOOSE
6/25/2008		TFE73140	MS21926J4	NLG

(CAN) ON DESCENT THE LT AND RT HYDR PUMP LIGHTS FLICKERED ON AND OFF. LOW HYD RESERVOIR ALSO ILLUMINATED. ALL SYS FUNCTIONED NORMAL AND AFTER ACFT WAS STABILIZED ON APPROACH NO FURTHER LIGHTS WERE SEEN DURING OR AFTER LANDING. UPON A POST FLIGHT WALK AROUND HYDR FLUID WAS NOTED DOWN THE BELLY OF THE ACFT FROM NOSEWHEEL WELL BACK. RESERVOIR WAS FOUND LOW AND 1.5 LITRES OF FLUID WAS ADDED. GROUND RUNS WERE CONDUCTED AND NO LEAK WAS SEEN. MAINT WAS DISPATCHED TO THE SCENE, AFTER JACKING IT WAS FOUND THAT B-NUT ON THE 90 DEGREE FITTING FOR THE DOWNLOCK ACTUATOR HAD BACKED OFF AND THE FITTING WAS FOUND LOOSE WITH THE O-RING AND BACK UP RING DISTORTED. A NEW BACK UP RING AND O-RING WERE INSTALLED , GEAR WAS SWUNG AND NO FURTHER LEAKS WERE NOTED. B-NUT HAS NO PROVISION FOR LOCKWIRE AND CAN BECOME LOOSE FROM LINE FLEXING AS THE DRAG BRACE RETRACTS AND EXTENDS. 2 OTHER ACFT OF THE SAME TYPE IN FLEET WERE EXAMINED AND 1 OF THE 2 WAS FOUND TO HAVE THE FITTING AND B-NUT ALSO LOOSE. WE HAD ONE OTHER INSTANCE OF A DRIP ON THIS FITTING MANY YEARS AGO THAT I CAN REMEMBER THAT WAS TIGHTENED ON ANOTHER JET OF THE SAME TYPE. I HAVE FWDED THIS INFORMATION TO TECH OPS FOR A POSSIBLE CHANGE BY WAY OF AN SB TO PROVIDE A LOCKING FEATURE FOR THIS FITTING. ELBOW PN NR MS21926J-4, NUT PN AN6289-J4 PACKING, PN NAS1612-4, RETAINER PN MS28773-04.

2008FA0000743	GULSTM		SPAR	CRACKED
9/29/2008	114		442283	RUDDER

SPAR IS CRACKED AND BROKEN OUT AT UPPER HINGE ATTACH POINT. THIS SPAR WAS REPLACED WITH NEW 1-1-99 FOR SAME CONDITION. THIS CONDITION WAS FOUND BY CLOSE EXAMINATION OF AREA DURING ANNUAL INSPECTION. WE ARE IN RECEIPT OF INFORMATION OF SAME FAILED CONDITION ON SN 14408. RECOMMEND THAT DOUBLER BE INSTALLED TO STRENGTHEN SPAR IN THIS AREA. (K)

CA081016014	GULSTM	PWC	FUEL CONTROL	MALFUNCTIONED
10/2/2008	200	PW306A		ENGINE

(CAN) 2 TO 3 MINUTES AFTER ENGINE START, IT FLAMED OUT UNCOMMANDED. NO FAULT CODES WERE RECORDED ON THE FADEC. INSPECTION FOUND THE FAN FREE TO ROTATE WITH NO EVIDENCE OF INGESTION. THE PILOT MOTORED THE ENGINE AND THEN PERFORMED AN ENGINE START. THE BOOST PUMP AND MOTIVE FLOW WERE OPERATING NORMALLY. THE ACFT IS SCHEDULED TO BE FLOWN TO BASE FOR MX. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA081010011	GULSTM	PWC	TEE FITTING	CRACKED
10/10/2008	680	PW306C	AS4857D01	OXYGEN SYSTEM

(CAN) DURING MX WALK AROUND FOUND LT OXYGEN SYSTEM LEAKING. UPON INVESTIGATION FOUND TEE FITTING LOCATED AT LT FUSELAGE OXYGEN GAUGE CRACKED AT 2 POINTS. IT APPEARS THAT UPON ORIGINAL INSTALLATION OF FITTING IT WAS OVER TORQUED. FITTING REPLACED WITH NEW. LEAK CHECKS CARRIED OUT. SYSTEM FUNCTION CHECKED SERVICEABLE.

CA081010004	GULSTM	PWC	HEATER	SMOKE
10/3/2008	680	PW306C		WINDSHIELD

(CAN) SMOKE DETECTED IN COCKPIT ON ENGINE STARTUP. PROBLEM ISOLATED TO LT WINDSHIELD. RECTIFIED BY REPLACEMENT OF PART.

CA080623010	GULSTM	GARRTT	BULB	INOPERATIVE
6/22/2008	690	TPE3315251K		MLG INDICATOR

(CAN) DISPATCHED FROM CYLB TO CYMM AT 11:10. ON DOWNWIND RT FOR 07 CYMM SELECTED GEAR DOWN BUT DID NOT GET A GEAR DOWN LIGHT FOR THE LT MAIN. GEAR APPEARED TO BE IN THE NORMAL DOWN POSITION, GEAR UNSAFE LIGHT WAS NOT ILLUMINATED, AND THE HYDRAULIC PRESSURE WAS NORMAL. MX WAS PHONED TO DISCUSS THE ISSUE, AND CONCLUDED THAT IT WAS PROBABLY A DEFECTIVE LIGHT. CYMM RADIO WAS CONTACTED TO HAVE EMERGENCY VEHICLES ALERTED. ACFT CIRCLED WEST OF CYMM UNTIL EMERGENCY VEHICLES ARRIVED AND THEN PROCEEDED TO LAND WITH NO FURTHER PROBLEMS. AFTER LANDING IT WAS DETERMINED THAT THE LT GEAR LIGHT BULB WAS BURNED OUT. LT MAIN GEAR LIGHT BULB REPLACED.

CA080708001	GULSTM	GARRTT	GULSTM	O-RING	WORN
6/22/2008	690D	TPE3315		S0310015HT	COUPLING

(CAN) AFTER LANDING AND DURING WALK AROUND FLIGHT CREW FOUND FUEL LEAKING FROM RT WING OTBD OF NACELLE. FURTHER INSP BY MAINT FOUND FUEL LEAKING FROM FUEL INTERCONNECT PIPE COUPLING ASSY. NEW O-RINGS INSTALLED, LEAK CHECKS CARRIED OUT AND ACFT RETURNED TO SERVICE.

CA080924005	GULSTM	GARRTT		WINDSHIELD	CRACKED
9/18/2008	690D	TPE3315		36004314SS	COCKPIT

(CAN) ACFT WAS ON A MEDEVAC FLIGHT AT NIGHT AT CRUISE ALTITUDE OF 16000 FT WHEN THE FLIGHT CREW HEARD A NOISE LIKE A SLAP. THEY COULD SEE THEN THAT THE RT WINDSHIELD WAS CRACKED. ACFT RETURNED WITHOUT FURTHER INCIDENT. INSP FOUND THE WINDSHIELD OUTER PANEL HAD SHATTERED. WINDSHIELD IS BEING RETURNED FOR INSP AND WARRANTY CONSIDERATION. WINDSHIELD REMOVED FROM ACFT AND STRUCTURE INSPECTED. NO DEFECTS FOUND.

2008FA0000751	HUGHES	LYC	SLICK	BOOSTER	EXPLODED
10/24/2008	269C1	HIO360G1A		SS1001	ZONE 100

START MAGNETO, START BOOSTER BOX PN SS1001 BLEW THE TOP PORTION APART. IT CAUGHT ON FIRE AND SMOKE WENT EVERYWHERE. INSPECTED HELICOPTER WHEN SMOKE CLEARED AND COULD NOT FIND THE PROBLEM. TURNED OFF THE FUEL AND BUMPED THE STARTER AND FOUND THE PROBLEM TO BE THE START BOX. WITHIN JUST BUMPING THE STARTER , HELICOPTER WAS COVERED IN SMOKE. I REMOVED AND REPLACED THE BOX AND INSPECTED ALL THE WIRING AND ALL IS WORKING JUST FINE NOW. BIGGEST PROBLEM I SEE IS THAT THE SLICK START BOX SETS TO CLOSE TO THE FUEL MAIN LINE, WITCH COULD OF LED TO A COMPLETE LOSS OF AIRCRAFT.

CA070705013	HUGHES	LYC	GASKET	CRACKED
7/2/2007	269C1	HIO360G1A		EXHAUST

(CAN) DURING ROUTINE INSP, IT WAS NOTICED THAT NEARLY ALL OF THE GASKET BETWEEN THE FWD FLANGE AND THE EXHAUST MUFF HAD CRACKED AND FALLEN AWAY, LEAVING THE POSSIBILITY OF A CABIN EXHAUST LEAK. (TC NR 20070705013)

CA080314015	HUGHES	ALLSN	GEAR	BROKEN
3/13/2008	369	250C20	369D2512311	M/R TRANSMISSION

(CAN) ACFT WAS BROUGHT IN WITH XMSN NOISE AND CHIP LIGHT. XMSN WAS OPENED AND A PIECE OF GEAR TOOTH 7/8 OF AN INCH LONG WAS FOUND MISSING. THIS IS THE SECOND OCCURENCE OF THIS TYPE THAT WE HAVE ENCOUNTERED. THE LAST SDR WAS APRIL OF 2005. (TC NR 20080314015)

CA080221006	HUGHES	ALLSN	BOLT	CRACKED
12/14/2007	369A	250C20B	369H5105	M/R TRANSMISSION

(CAN) MAIN ROTOR TRANSMISSION RECEIVED FOR OVERHAUL AFTER NDT INSPECTION 31 OF THE 32 RING GEAR BOLTS P/N 369H5105 WERE FOUND CRACKED UNDER THE BOLT HEADS. (TC NR 20080221006)

CA080305017	HUGHES	ALLSN	BRACKET	UNSERVICEABLE
2/20/2008	369A	250C20B	369A7304	ROTOR CONTROL

(CAN) ON REMOVAL OF DUAL CONTROLS, A GENERAL INSPECTION OF THE UNDERSEAT AREA REVEALED A CRACK ON THE BEARING CAP OF THE BRACKET ASSEMBLY WHICH IS USED TRANSFERING CONTROL INPUTS FROM CABIN BACK TO THE ROTORS. THE PART WAS REPLACED WITH NO INCIDENT.

CA081021005	HUGHES	ALLSN	GOVERNOR	MALFUNCTIONED
10/20/2008	369D	250C20B	23065121	ENGINE

(CAN) PILOT REPORTED ROTOR SPEED HUNTING IN CRUISE SO THE GOVERNOR WAS REMOVED TO CLEAN THE ORIFICES. ONCE REMOVED IT WAS NOTICED THAT THE EPOXY BOND ON THE END OF THE DRIVESHAFT WAS MISSING AND THE SPLINE DRIVE WAS LOOSE ON THE GOVERNOR DRIVESHAFT. IF LEFT THIS WOULD LIKELY TURN INTO WHAT WAS REPORTED IN SDR 20071015004 AND COULD LEAD TO AN ENGINE DECEL OR SHUT DOWN.

2008FA0000741	HUGHES	ALLSN	NUT	BACKED OUT
10/26/2008	369FF	250C30	MS210436	BLOWER

OIL COOLER BLOWER DRIVEN PULLEY RETAINING NUT IS BACKING OFF OF SHAFT DURING NORMAL US. NUT IS A STAINLESS STEEL, SILVER PLATED, ALL METAL SELF LOCKING TYPE NUT. THIS WAS THE THIRD OCCURRENCE OF THIS TYPE FOR OUR UNIT AND WE ARE ALSO CAUSES THE SHAFT BEARING TO GO BAD WHICH DESTROYS THE OIL COOLER BELT. THIS LEADS TO EXTREME ENGINE OIL AND MAIN TRANSMISSION OIL TEMPERATURES. AFTER INVESTIGATING PNS WE FOUND THAT MFG HAS BEEN USING THIS TYPE OF NUT FOR A LONG TIME AND WE ARE UNSURE IF THE NUTS CURRENTLY BEING PRODUCED ARE SUBSTANDARD.

CA080818003	ISRAEL	GARRTT	O-RING	FAILED
8/6/2008	ASTRASPX	TFE73140	32156281	BLEED SYSTEM

(CAN) RT BLEED LEAK LIGHT ILLUMINATED IN CLIMB OUT. AC RETURNED TO BASE. CONFIRMED LT BLEED LEAK ON GROUND DURING HIGH POWER ENGINE RUNS. COULD NOT DUPLICATE RT BLEED LEAK ON GROUND. FOUND BOTH BLEED SWITCHING VALVES LEAKING FROM REGULATOR FITTING ASSY. DUE TO BAKED O-RINGS ALLOWING HIGH PRESSURE BLEED AIR INTO AFT EQUIPMENT BAY AREA. THIS CAUSED THE SUBSEQUENT ACTIVATION OF BLEED LEAK WARNING ILLUMINATION AT 250 DEG F. BOTH VALVES REPLACED O-RING NOT FIELD REPLACEABLE.

CA080821012	LEAR	GARRTT	WINDSHIELD	BROKEN
8/17/2008	45LEAR	TFE7312	66561000010	COCKPIT

(CAN) WHILE IN CRUISE AT FLT 400 ENROUTE, THE RT WINDSHIELD OUTTER PLY SHATTERED, CAUSING A LOUD BANG. NO DEPRESSURISATION OCCUR, RT WINDSHILED HEAT BECAME INOPERATIVE. RT WINDSHIELD REPLACED WITH NEW ONE. ACFT RETURN TO SERVICE.

CA080604005	LEAR	GARRTT	LINE	CRACKED
5/30/2008	45LEAR	TFE7312	4529101067001	HYDRAULIC SYS

(CAN) DURING CRUISE, THE ACFT EXPERIENCED A HYDRAULIC FAILURE. THE CREW DECLARED AN EMERGENCY, LANDING WITHOUT FLAPS. INVESTIGATION REVEALED A KINK IN A HYDRAULIC SUPPLY LINE IN THE PYLON AREA OF THE LT ENGINE. A CRACK HAD FORMED IN THE KINKED AREA AND THE FLUID WAS RELEASED FROM THE PRESSURIZED LINE.

CA080215002	LEAR	GARRTT	DAU	MALFUNCTIONED
2/14/2008	45LEAR	TFE7312	7013348931	

(CAN) THIS DAU WAS ORIGINALLY REMOVED FROM ANOTHER OPERATOR ACFT WITH THE FAULT, LOSS OF N1 AND N2 INDICATION. MFG TESTED THE UNIT AND RETURNED IT TO SERVICE WITH NO FAULT FOUND, WITH ALL THE APPROPRIATE CERTIFICATION. THE UNIT WAS INSTALLED ON OUR ACFT IN NR1 POSITION WITH THE PROPER FUNCTION CHECK CARRIED OUT. DURING ENGINES RUN, ALL ENGINES INDICATIONS WERE NORMAL. A FEW HOURS LATER, WHILE THE ACFT WAS TAXIING OUT THE NR1 ENGINE INDICATION STARTED TO FLICKER. ACFT RETURNED TO OUR HANGAR WHERE THE DAU NR1 WAS REPLACED. DAU WILL BE RETURNED TO WILL ALL THE PROPER DOCUMENTATION TO MAKE SURE THIS UNIT GET FINALLY REPAIRED. (TC NR 20080215002)

CA080721001	LEAR	PWA	WIRE	CHAFED
7/14/2008	60LEAR	PW305A		APU

(CAN) PATS APU INSTALLATION STC SA95-34 FIRE WARNING AFTER 20 MIN OF APU OPERATION PRIOR TO ENGINE START. APU AUTO SHUTDOWN AND FIRE EXT FIRED. VISUAL INSPECTION OF EXTERIOR OF APU ENCLOSURE SHOWED NO EVIDENCE OF FIRE. APU REMOVED AND FOUND WIRES APU2002-20B, APU200-20A AND APU1019-16 CHAFED. APU2000-20A HAD SHORTED TO FIRE LOOP IN 2 LOCATIONS RESULTING IN ARCING AND OVERHEAT OF THE LOOP IN THAT LOCATION. ALL WIRING REPLACED, HIGH TEMP SPIRAL WRAP INSTALLED TO PROTECT

WIRING. BOMBARDIER ADVISED VIA FIELD SERVICE REP.

CA081015001	LEAR	PWA	LINE	CRACKED
10/6/2008	60LEAR	PW305A	6000100184	HYD SYSTEM

(CAN) RETURN LINE FROM HYDRAULIC RETURN FILTER TO HYDRAULIC RESERVOIR 1/2" CRACK AT 90 DEGREE BEND ON LINE. CAUSE, MAIN HYDRAULIC SYSTEM RETURN LINE CHATTERING AGAINST A HYDRAULIC LINE WHICH GOES FROM THE AUXILIARY HYDRAULIC PUMP TO AUXILIARY PUMP INLINE FILTER.

CA080917009	LEAR	PWA	ENGINE	SHUTDOWN
9/4/2008	60LEAR	PW305A		

(CAN) PILOT REPORTED THAT DURING TAXI THE ENGINE EXPERIENCED UNCOMMANDED ROLL BACK AND SHUTDOWN. TROUBLESHOOTING INDICATED THAT THE ENGINE MAY HAVE ALSO EXPERIENCED AN OVERTEMP CONDITION AND WAS REMOVED FROM SERVICE FOR INSPECTION. P&WC WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080814012	LEAR	PWA	ENGINE	MALFUNCTIONED
8/4/2008	60LEAR	PW305A		

(CAN) AT THE BEGINNING OF THE TAKE-OFF ROLL, PILOT REPORTED NO RESPONSE TO THROTTLE LEVER MOVEMENT, WITH T4.5 INDICATED TEMPERATURE PEAKING AT 870 TO 900 C. THE TAKE-OFF WAS SAFELY ABORTED. THE ENGINE TEMPERATURE REMAINED HIGHER THAN THE SISTER ENGINE AFTER SHUTDOWN AND A BURNED ODOR WAS NOTICED, WITH SOME SMOKE COMING FROM THE EXHAUST. ENGINE IS BEING REMOVED AND SENT FOR INVESTIGATION. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080729003	LKHEED	ALLSN	BOLT	FAILED
7/24/2008	382G	501D22A	MS212505	FUSELAGE

(CAN) ENROUTE, THE LOAD MASTER OBSERVED AN UNUSUAL SOUND FROM THE CARGO BAY AREA. UPON INVESTIGATION AN UNUSUAL GAP WAS NOTICED BETWEEN THE LANDING GEAR BAY WEB AND THE BOTTOM EDGE OF THE DRAG ANGLE VERTICAL FLANGE. THE GAP WAS ESTIMATED AT .125 FROM STA 570 TO 580. THE CREW ELECTED TO RETURN WHERE THE ACFT LANDED WITHOUT INCIDENT. INVESTIGATION REVEALED THAT AN APPARENT FASTENER FAILURE COMMON TO THE STA 577 BEAM AND THE DRAG ANGLE GENERATED THE GAP. THE ACFT WAS REPOSITIONED UNDER PERMIT WHERE FURTHER ASSESSMENT IS ONGOING.

CA080811001	LKHEED	ALLSN	ALTERNATOR	FAILED
7/29/2008	382G	501D22A	2CM353C1H	NR 2

(CAN) ON DESCENT, CREW OBSERVED THE NR 2 GENERATOR FAIL WAS ILLUMINATED. THE NR2 ENGINE WAS SHUTDOWN AND THE ACFT RETURNED TO POINT OF DEPARTURE AND LANDED WITHOUT FURTHER PROBLEM. MAINT REPLACED THE NR2 GENERATOR AND THE ACFT WAS RETURNED TO SERVICE.

2008FA0000723	LKHEED		SPAR CAP	CRACKED
10/29/2008	P3A		9252511	RT WING

DURING FURTHER EVALUATION FOLLOWING PREVIOUSLY REPORTED DAMAGE A SECOND CRACK WAS FOUND ON THE FORWARD LOWER CAP AT BUTTLINE 56R. THE CRACK WAS VISUALLY IDENTIFIED AND CONFIRMED WITH EDDY-CURRENT SURFACE SCAN.

2008FA0000724	LKHEED		SPAR CAP	CRACKED
10/29/2008	P3A		9252502	RT WING

DURING FURTHER EVALUATION FOLLOWING PREVIOUSLY REPORTED DAMAGE A TERTIARY FRACTURE WAS FOUND ON THE FORWARD SPAR CAP, HORIZONTAL FLANGE, WING STA 143.5. THE FRACTURE WAS VISUALLY IDENTIFIED AND CONFIRMED WITH EDDY CURRENT. AN INTERNAL VISUAL EXAMINATION IDENTIFIED THE AFT HORIZONTAL FLANGE AND VERTICAL FLANGE HAD ALSO BEEN FRACTURED. THE AFT FLANGE IS FRACTURED APPROXIMATELY .750 INCHES, PROPAGATING AFT TOWARD THE FLANGE END. THE VERTICAL FLANGE FRACTURE PROPAGATED THROUGH THE FILLET RADIUS UP TO THE FIRST HORIZONTAL ROW OF HI-LOK PINS. THE FRACTURE LENGTH IS APPROXIMATELY ONE INCH. FRACTURES WERE CONFIRMED WITH EDDY-CURRENT

SURFACE SCAN.

2008FA0000733	MOONEY	DUKES	COUPLING	FAILED
10/30/2008	M20E		B10006	LANDING GEAR

DURING APPROACH FOR LANDING, THE PILOT WAS UNABLE TO GET THE LANDING GEAR TO EXTEND, EITHER NORMALLY OR USING THE EMERGENCY GEAR EXTENSION SYSTEM. A GEAR-UP LANDING WAS ACCOMPLISHED WITH ONLY MINOR DAMAGE AND NO INJURIES. SUBSEQUENT INVESTIGATION DETERMINED THAT THE COUPLING (P/N B100-06) BETWEEN THE LANDING GEAR MOTOR TRANSMISSION AND THE DRIVE ACTUATOR HAD BROKEN. THE COUPLING HAS NO REPLACEMENT REQUIREMENTS, BUT IS RECOGNIZED IN MOONEY SERVICE INSTRUCTION M20-89 AS A PART THAT COULD FAIL DUE TO AGE HARDENING AND DETERIORATION. THE AIRCRAFT OWNER WAS NOT AWARE OF THIS CONDITION.

CA081003007	MOONEY	LYC	ACTUATOR	FAILED
9/25/2008	M20F	IO360LYC*	LA11C2110	MLG

(CAN) LANDING GEAR FAILED TO EXTEND ELECTRICALLY. ACTUATOR TEAR DOWN REVEALED THE MOTOR HAD FAILED.

CA081027001	MTSBSI	GARRTT	SHAFT	BINDING
10/23/2008	MU2B36	TPE33110	8930861	PROPELLER

(CAN) PROP OVERSEED DURING DESCENT. FOUND ENGINE INNER CONCENTRIC SHAFT TO BE BINDING ON OUTER CONCENTRIC SHAFT. AS POWER LEVER IS RETARDED, INNER CONCENTRIC SHAFT ROTATES SLIGHTLY CLOCKWISE INCREASING PROP GOVERNOR HIGH SETTING. THERE IS NO PROVISION FOR LUBRICATION IN THIS AREA AND IT ONLY RELIES ON SPRING FORCE TO RETURN THE PROP GOVERNOR TO A LOWER SETTING. INNER SHAFT REMOVED, CLEANED, LUBRICATED AND REINSTALLED

CA080613010	MTSBSI	GARRTT	LOCK PLATE	WORN
6/11/2008	MU2B60	TPE33110	A3495	PROPELLER

(CAN) DURING A ROUTINE PROP INSP, IT WAS FOUND THAT THE PITCH LOCK PLATE ALLOWS THE LATCH PIN TO SLIP OFF THE EDGE AND COULD JAM THE PIN. THIS COULD PREVENT IN FIGHT ENGINE START.

CA080623002	MTSBSI	GARRTT	MOTOR	INOPERATIVE
6/19/2008	MU2B60	TPE33110	AA5C	MLG

(CAN) PILOT SELECTED GEAR DOWN THE DOOR MOTOR CIRCUIT BREAKER POPPED. MANUAL GEAR EXTENSION COMPLETED AND ACFT LANDED WITHOUT INCIDENT. MECHANIC DISPATCHED AND FOUND THE GEAR DOOR ACTUATOR/MOTOR UNSERVICEABLE. ACFT FERRIED TO MAINTENANCE BASE, DOOR ACTUATOR/MOTOR REPLACED AND GEAR SWING COMPLETED. ACFT RETURNED TO SERVICE.

CA080821006	MTSBSI	GARRTT	ATTACH FITTING	CRACKED
8/18/2008	MU2B60	TPE33110	030A311201	NLG

(CAN) DURING ROUTINE INSP, THE NOSE LANDING GEAR TRUNNION ATTACH FITTING WAS FOUND TO BE CRACKED. THE CRACK WAS MEASURED AT .3125 OF AN INCH. FITTING REPLACED.

CA080902002	MTSBSI	GARRTT	BATTERY	THERMAL RUNAWAY
8/27/2008	MU2B60	TPE33110	4076	

(CAN) DURING DAILY INSP OF ACFT, GPU USED. ACFT KEY TURNED (ON) TO CHARGE BATTERIES. APPROX. 2.5 HRS LATER, VENTING OF BATTERY NOTICED FROM ACFT. SMELL OF BURNING PLASTIC. GPU DISCONNECTED, KEY (OFF). ACFT MOVED OUTSIDE. AIRPORT FIRE DEPT. REMOVED NR 1 BATTERY AND ALLOWED TO COOL. THERMAL RUNAWAY ALONG WITH GPU PRODUCING 30 VOLTS NOT 28.8 V.

CA080122006	NAVION	CONT	COLLECTOR	DAMAGED
11/7/2007	STCNAVION	E1853	PN2031	EXHAUST

(CAN) FOUND WHEN CF90-03R2 WAS DONE. THERE WERE NO VISIBLE SIGNS OF EXHAUST LEAKS. WHEN PRESSURE TESTED WITH AIR AND SOAPY WATER, 4 LEAKS WERE EVIDENT. IT HAS BEEN STANDARD PRACTICE IN THIS AMO TO DO SOAPY WATER TESTS ONLY. OVER THE LAST 8 TO 10 YEARS WE HAVE FOUND 4 OR 5 EXHAUST

UNITS THAT SHOW NO VISIBLE SIGNS OF LEAKS, BUT FAIL THE SOAPY WATER TEST. ALL WERE LEAKS AROUND EXISTING WELDS. ONE CRACK THAT STARTED MY POLICY OF SOAPY WATER ONLY TESTING, WAS ALONG THE EDGE OF A WELDED PIPE. THAT CRACK WAS ABOUT .6250 INCH LONG. THERE WERE NO SIGNS OF LEAKS. IT WAS THE RATHER SURPRISED RESPONSE FROM MY TC. THAT PROMPTED THIS REPORT. THE QUESTION IS, HOW MANY OTHERS ARE OUT THERE THAT PASS THE VISUAL TEST, BUT FAIL THE SOAPY WATER TEST? SINCE THERE WERE NO VISIBLE SIGNS OF LEAKS, ARE THEY STILL SAFE? AND, IS THIS JUST A LOCAL THING, OR ARE OTHERS PASSING THE VISUAL TEST, FAILING THE WATER TEST AND BEING RETURNED TO SERVICE? LAST, BUT NOT LEAST, HOW BIG A CRACK AND HOW BIG A PIN HOLE CAN WE RETURN TO SERVICE AND STILL BE SAFE? (TC NR 20080122006)

2008FA0000755	PIAGIO		JOINT	DAMAGED
9/30/2008	P180			CONTROL CABLE

RT ENGINE POWER CONTROL CABLES FREEZING AT ALTITUDE. INSPECTED CABLE AND FOUND THE STAINLESS STEEL SLEEVE DISCONNECTED AT JOINT TO FLEX SLEEVE. IT APPEARS TO BE A SILVER SOLDERED JOINT, AND SOLDER FAILED ALLOWING MOISTURE TO ENTER THE INTERNAL OF CABLE AND FREEZE WHICH COULD CAUSE LOSS OF MOTION OF THE CONTROL CABLES AND CAUSE FUEL CONTROL CABLES NOT TO ACHIEVE FULL TRAVEL, RESTRICTING ENGINE POWER.

CA080722002	PIAGIO	PWA	PIAGIO	ACTUATOR	MALFUNCTIONED
7/7/2008	P180	PT6A66		EM40112	ELEVATOR TRIM

(CAN) THE HORIZONTAL STABILIZER PRIMARY TRIM FAILED IN THE DOWN MODE ONLY. THE ACFT THEN PROCEEDED TO THE NEAREST AIRPORT. MAINT CONFIRMED THE SNAG ON THE GROUND. AFTER REPLACING THE HORIZONTAL TRIM ACTUATOR THE SYS FUNCTIONED NORMAL.

CA080711006	PILATS	PWA	BLADES	DAMAGED
7/1/2008	PC12	PT6A67B		COMPRESSOR

(CAN) DURING CRUISE AT FL200, THE PILOT NOTED THE ENGINE TEMPERATURE RAPIDLY RAISING TO 850°C WITH POWER TURBINE SPEED DECREASING. HE ELECTED TO SHUT THE ENGINE DOWN AND PERFORMED A SUCCESSFUL DEAD STICK LANDING. POST FLIGHT ENGINE EXAMINATION REVEALED HEAVY RUBBING DAMAGE IN THE COMPRESSOR SECTION. MANUFACTURER WILL CONTINUE INVESTIGATING THE EVENT AND ADVISE OF ROOT CAUSE ONCE ESTABLISHED.

CA080806004	PILATS	PWA	ENGINE	MALFUNCTIONED
7/29/2008	PC12	PT6A67B		

(CAN) DURING T/O, THE ENGINE STARTED TO SURGE FOLLOWED BY A RISE IN INDICATED TEMPERATURE. THE PILOT ELECTED TO RETURN TO HIS POINT OF DEPARTURE, WHERE A SAFE LANDING WAS PERFORMED. THE ENGINE TEMP REACHED 970°C FOR ONE MINUTE. THE ENGINE WILL BE REMOVED AND FWDED FOR INVESTIGATION AND REPAIR.

CA080813007	PILATS	PWA		COVER PLATE	DAMAGED
8/12/2008	PC1245	PT6A67B	5554012038	5554012215	RUDDER

(CAN) PILOT INDICATES RUDDER MOVEMENT STIFF. MORE RT RUDDER REQUIRED AT TAKE-OFF. INSP BY MAINT REVEALED THAT THE COVER PLATE AT THE BOTTOM OF THE RUDDER WAS BENT OUT OF SHAPE CAUSING INTERFERENCE WITH THE RUDDER MOVEMENT. INSP OF OTHER ACFT REVEALS THAT THIS COVER PLATE CAN RUB ON THE RUDDER STOP OVER TIME AND MAY BE THE BEGINNING OF THE CAUSE OF THIS PROBLEM.

CA080819012	PILATS	PWA	DRIVE SHAFT	SHEARED
8/17/2008	PC1245	PT6A67B	945020220	TE FLAP

(CAN) LT INBD FLAP FLEXABLE DRIVE SHAFT SHEARED AT INBD DRIVE END.

CA080821013	PILATS	PWA	ALTIMETER	DEFECTIVE
8/18/2008	PC1245	PT6A67B	066030620010	

(CAN) PILOT REPORTED THAT AUTOPILOT CAUSING ACFT TO PORPOISE ON DESCENT FROM 18,000 FT (WHEN BARO RESET), THEN GOES AWAY. REPLACED ENCODING ALTIMETER AND PROBLEM SOLVED.

CA080825002	PILATS	PWA	VICKERS	PUMP	CRACKED
8/22/2008	PC1245	PT6A67B	PPEV3008EA	993378	HYDRAULIC SYS

(CAN) ON LANDING, HYDR PUMP CONTINUED TO CYCLE, AFTER LANDING WHEN ACFT PARKED, HYDR FLUID DRIPPING FROM FUSELAGE NEAR HYDR PUMP LOCATION. WHEN PUMP OPERATED FLUID SPRAYED FROM CRACK IN END PLATE OF PUMP, PUMP ASSY REPLACED WITH SERVICABLE UNIT.

CA080904004	PILATS	PWA	PILATS	BOLT	BROKEN
9/3/2008	PC1245	PT6A67B		9321921210	PIVOT PIN

(CAN) ON TAKE OFF THE PILOTS NOTED AN AIR/GROUND LIGHT ON AND THE GEAR WAS UNABLE TO RETRACT. THE PILOTS RETURNED TO THE AIRPORT AND MX LOOKED AT THE PROBLEM. THE ACFT WAS PLACED UP ON JACKS AND UPON INSPECTION IT WAS NOTED THAT 1 OF THE WEIGHT ON WHEEL SWITCHES WAS MAKING CONTACT WITH THE TARGET. THE WOW SWITCH WHICH WAS MAKING CONTACT WAS INSPECTED CLOSER AND FOUND THAT THE PIVOT PIN HAD TWISTED. THE PIVOT PIN IS HELD IN PLACE WITH A BOLT AND THE BOLT WAS FOUND SHEARED INTO 3 PIECES. THE BOLT HEAD AND NUT WAS HELD IN PLACE BY THE SEALANT THAT PREVENTS WATER ENTERING ALONG THE BOLT. THE PIVOT PIN WAS REMOVED AND THE SHANK OF THE BOLT WAS REMOVED AND THE GEAR WAS VISUALLY INSPECTED AND FOUND SERVICEABLE. A NEW PIVOT PIN AND BOLT WAS INSTALLED AND LUBED AND GEAR SWINGS COMPLETED SERVICEABLE. IT WAS NOTED THAT DURING DISASSEMBLY THERE WAS GREASE ON BOTH THE PIVOT PIN AND BUSHINGS.

CA080718002	PILATS	PWA	DRAG LINK	CRACKED
7/15/2008	PC1245	PT6A67B	5322012289	TAIL GEAR

(CAN) THIS IS THE 4TH LINK WE HAVE FOUND CRACKED IN OUR FLEET IN SAME LOCATION. PLEASE SEE PREVIOUS SDR`S FOR PICTURES.

CA080709002	PILATS	PWA	DRAG LINK	CRACKED
7/8/2008	PC1245	PT6A67B	5322012289	NLG

(CAN) NLG DRAG LINK FOUND CRACKED DURING PREFLIGHT INSP. DRAG LINK REPLACED WITH NEW. THIS IS THE 3RD ONE FOUND CRACKED ON 3 DIFFERENT ACFT IN THE LAST 6 MONTHS IN THE EXACT SAME SPOT. ALL DRAG BRACES SENT TO MFG FOR INVESTIGATION.

CA080616002	PILATS	PWA	LINE	CORRODED
6/11/2008	PC1245	PT6A67B	5282412189	FUEL SYS

(CAN) MX FOUND FUEL LEAKING FROM CENTER BELLY PANEL AND DURING INVESTIGATION FOUND A CORRODED FUEL LINE.

CA080221013	PILATS	PWA	ALTIMETER	INOPERATIVE
2/14/2008	PC1245	PT6A67B	066030620010	COCKPIT

(CAN) FLAG CAME INTO VIEW IN PILOTS ENCODING ALTIMETER AND NEEDLE FROZE. RETURNED TO NORMAL MOMENTS LATER. MAINT WAS NOT ABLE TO DUPLICATE THE SNAG. THERE IS AN SDR 20070914001 PERTAINING TO THE SAME DEFECT ON THIS SN UNIT, AS INSTALLED IN A DIFFERENT PC12. THE REPAIR REPORT AT THAT TIME INDICATED THE DEFECT HAD BEEN CONFIRMED AND REPAIRED. (TC NR 20080221013)

CA080623007	PILATS	PWA	PILATS	HEATER	INOPERATIVE
6/23/2008	PC1245	PT6A67B			PITOT TUBE

(CAN) ACFT RETURNED WHEN PITOT STATIC HEAT FAIL LIGHT CAME ON. FOUND RT PITOT TUBE NOT HEATING, REPLACED TUBE TESTED SYSTEM AND PERFORMED LEAK TEST ACFT RETURNED TO SERVICE.

CA080623008	PILATS	PWA	FRAME	CORRODED
6/18/2008	PC1245	PT6A67B	5331412041	FUSELAGE

(CAN) CORROSION WAS FOUND ON THE TOP SURFACE OF FUSELAGE FRAMES 21 AND 24 BETWEEN ALL 4 SEAT RAILS.

CA080623009	PILATS	PWA	FRAME	CORRODED

6/21/2008	PC1245	PT6A67B	5331412041	FUSELAGE

(CAN) CORROSION FOUND ON TOP SURFACE OF FUSELAGE FRAMES 21 AND 24 BETWEEN ALL 4 SEAT RAILS.

CA080911004	PILATS	PWA	PILATS	BARREL NUT	CORRODED
9/8/2008	PC1245	PT6A67B	532001203	5322012165	NLG

(CAN) NLG OLEO WAS STICKING AND NOT EXTENDING WHEN GEAR UP WAS SELECTED. WITH THE TIRE FALLING SHORT OF THE BACK OF THE WHEEL WELL IT MAKE CONTACT WITH THE NOSE GEAR DOOR RODS. BOTH LT AND RT RODS BUSTED OFF LEAVING THE DOORS FLOATING. THE NOSE WHEEL BEING SHORT CONTACTED AND RUBBED THE GEAR UP BUMPER AND LIGHTLY TOUCHED THE RT GEARDOOR LEAVING A BLACK RUBBER MARK. UPON INSP, IT WAS FOUND THAT THE BARREL NUT STARTED TO CORRODE INTERNALLY UNDER THE PHENOLIC BUSHING FORCING THE PHENOLIC BUSHING AGAINST THE OLEO. BARREL NUT AND SEALS REPLACED.

CA080902003	PILATS	PWA	CONTROL SYSTEM	MALFUNCTIONED
8/26/2008	PC1245	PT6A67B	978732000	FLAP SYS

(CAN) CREW REPORTED FLAPS MOVED ONLY A FEW DEGREES UP AFTER SELECTING "0" FROM TAKEOFF POSITION "15" IN THE INITIAL CLIMB PHASE. "FLAP" CAUTION ILLUMINATED. ACFT RETURNED TO BASE, TROUBLESHOOTING REVEALED POWER DRIVE UNIT AT FAULT. PDU REPLACED, FUNCTION CHECKS SATISFACTORY.

CA081007005	PILATS	PWA	CONTROLLER	FAILED
10/7/2008	PC1247	PT6A67	071015980301	MFD

(CAN) THE ABOVE MFD CONTROLLER IS A JOYSTICK TYPE CONTROL THAT ALLOWS THE CREW TO MAKE SELECTIONS ON THE MFD SCREEN IN THE MFG APEX SYS. THE JOYSTICK FAILS TO MOVE THE CURSOR TO THE RT AS DISPLAYED ON THE MFD SCREEN. THE CONTROLLER WAS REPLACED WITH A NEW ITEM THAT CLEARED THE PROBLEM THIS IS THE SECOND REPLACEMENT ON THIS ACFT SINCE NEW 150 HRS TT.

CA080821010	PILATS	PWA	SPLICE	BURNED
8/21/2008	PC1247	PT6A67	320570	WINDSHIELD HEAT

(CAN) DURING AN UNRELATED INSTALLATION OF A SATPHONE SYS AN AMP TYPE SPLICE IN THE EXISTING ACFT WIRING WAS NOTED TO BE BURNED AND DISCOLORED. FURTHER INSP INDICATED THAT THE WIRING WAS FOR THE WINDSHIELD HEAT SYS. THE WIRE, NR 1H81A12 AS WAS ALSO DISCOLORED AND BURNED. THERE WERE NO INDICATIONS OF BURNING IN THE SURROUNDING AREA. THE BURNED SPLICE WAS FOUND TO BE POORLY CRIMPED TO THE WIRE. WHEN THE WIRE WAS UNTIED FOR REPAIR IT FELL OUT OF THE SPLICE. THE ADJACENT SPLICE AS DAMAGED AND REQUIRED REPLACEMENT. A FURTHER INSP FOUND ALL 4 SPLICES WERE IMPROPERLY CRIMPED. REMAINDER OF THE WINDSHIELD HEAT WIRING WAS COMPLETED AND NO FAULTS FOUND. THE WIRES 1H83A12,1H85A12,1H80B12,1H81A12 AND SPLICES WERE ALL REPLACED AND A FUNCTION TEST OF THE WINDSHIELD HEAT COMPLETED. SEE DWG 30-40-00- LT WINDSHIELD DEICE FOR AFFECTED SPLICES. THERE WAS NO INDICATION OF A FAULT FROM FLIGHT CREW.

CA080729001	PILATS	PWA	GUARD	CUT
7/18/2008	PC1247	PT6A67B		REEFER PACK

(CAN) THE REFRIGERATION PACK MOTOR BELT SLIPPED ON THE MOTOR GEAR CAUSING THE WEAR ON THE GEAR. THE MOTOR GEAR LIP TO STOP THE BELT FROM GOING OUT OF THE GEAR IS WORN OUT ALSO, CHAFING THE BELT PLASTIC GUARD. THE GUARD IS CUT.

CA080226001	PIPER	LYC	THROTTLE BODY	LOOSE
2/22/2008	PA18A135	O320A2B		CARBURETOR

(CAN) DURING GROUND RUN UP PRIOR TO ANNUAL INSPECTION, ENGINE OBTAINED A MAXIMUM RPM OF 1900. INSPECTION FOUND CARBURETOR THROTTLE BODY SCREWS LOOSE AND FUEL STAINS ON BOWL. CARBURETOR REMOVED AND FORWARDED TO REPAIR FACILITY. (TC N 20080226001)

CA080625002	PIPER	LYC	CONNECTOR	LOOSE
4/29/2008	PA23250	TIO540C1A		HYD POWERPACK

(CAN) HYDR FLUID NOTED LEAKING FROM MANUAL HYDR HAND PUMP UPON POST-TAKEOFF GEAR RETRACTION.

ATTEMPT TO RE-EXTEND GEAR WITH STANDARD SYS OR MANUAL HAND PUMP FAILED. CO2 EMERGENCY DEPLOYED, GEAR EXTENSION UNSUCCESSFUL. S-PIN ON BACK OF PRIORITY VALVE REMOVED BY OTHER CREW MEMBER ONBOARD (WITH GUIDANCE FROM AME ON GROUND VIA RADIO). PIN FOUND DIFFICULT TO REMOVE, TOOLS AND CONSIDREABLE FORCE REQUIRED. GEAR IMMEDIATELY EXTENDED WITH NORMAL INDICATIONS ONCE PIN WAS REMOVED, SUCCESSFUL LANDING EXECUTED.

CA080908001	PIPER	LYC	MOUNT	CRACKED
8/29/2008	PA28140	O320E3D	6666200	ENGINE

(CAN) CRACKS WHERE TUBES ARE WELDED TO NOSE STRUT. CHAFING WHERE AERO DUCT HOSE TOUCHED MOUNT.

CA080805013	PIPER	LYC	BULKHEAD	CRACKED
8/5/2008	PA28151	O320E3D	35323012	SPINNER

(CAN) DURING ANNUAL INSP FWD SPINNER BULKHEAD WAS FOUND TO BE CRACKED AT SCREW ATTACHMENT HOLE. NEW PART WAS ORDERED FROM MFG IAW APPLICABLE PARTS CATALOGUE. NEW PART RECEIVED WAS STAMPED WITH CORRECT PN AS ORDERED, BUT WAS PHYSICALLY DIFFERENT IN DEPTH AND WOULD NOT FIT. MFG WAS CONTACTED (VIA AVIATION UNLIMITED AND A SECOND SPINNER BACK PLATE IS BEING SHIPPED).

2008FA0000725	PIPER		RIB	CORRODED
10/29/2008	PA28180		6232800162328000	TE FLAP

DURING ANNUAL INSPECTION FOUND ALL FLAPS, LEADING EDGE RIBS WERE SEVERELY CORRODED. DETECTION METHOD WAS TO TAKE THE FOREFINGER AND THUMB AND SQUEEZE LEADING EDGE AT THE RIB, GOT A CRUNCHING FEEL AND SOUND.

CA080919001	PIPER	LYC	MOUNT BRACKET	CRACKED
9/17/2008	PA28180	O360A4A		ELT

(CAN) THE EXISTING ELT MOUNTING BRACKET WAS INSPECTED PRIOR TO REPLACEMENT OF THE VHF ELT WITH A 406 MHZ ELT. UPON REMOVING THE NARCO ELT10 MOUNTING TRAY, IT WAS DISCOVERED THAT ACFT ELT MOUNTING BRACKET WAS CRACKED AT EACH MOUNTING TRAY SCREW HOLE LOCATION. THE NARCO ELT TRAY WAS FOUND TO BE MOUNTED TO THE BRACKET USING ACCEPTABLE AN SCREWS AND SELF-CAPTIVE NUTS. THERE WERE NO WASHERS USED BETWEEN THE SELF-CAPTIVE NUTS AND THE BOTTOM SIDE OF THE ACFT MOUNTING BRACKET. AS PART OF THE 406MHZ ELT UPGRADE AND MODIFICATION REPORT, THE OLD BRACKET WAS REMOVED, A NEW BRACKET WAS FABRICATED AND INSTALLED.

2008FA0000754	PIPER	LYC	MAGNETO	OUT OF POSITION
11/11/2008	PA28181	O360A4M	4371	ENGINE

EXCESSIVE TIMING DRIFT. BOTH MAGS SET 25 DEGREES BTDC ON NR1 CYLINDER. NEXT FIRING ORDER (NR 3 CYLINDER) IS OFF 6 DEGREES BETWEEN LT/RT MAG. NEXT FIRING ORDER (NR2 CYLINDER) IS NORMAL. LAST FIRING ORDER (NR4 CYLINDER) IS OFF 6 DEGREES BETWEEN LT/RT MAGS. INITIAL SUSPECT IS CAM LOBE. CARBON BRUSH INSPECTED IAW SB3-08. BRUSH SHOWS POSSIBLE INDICATION OF (EARLY STAGE) UNDERCUT. SLIGHT BRUSH RESIDUE EVIDENCED ON BEARING BAR.

CA080625006	PIPER	LYC	SCREW	IMPROPER PART
6/22/2008	PA28181	O360A4M		FUEL SELECTOR

(CAN) ON GROUND RUN UP, DURING NORMAL PROCEDURE, PILOT MOVED FUEL SELECTOR TO LT FROM RT AND TRY TO COME BACK TO RT. BUT HANDLE WAS SEIZED ON FUEL SELECTOR PANEL ATTACHING SCREWS. FOUND FUEL SELECTOR COVER SCREWS MAKING CONTACT WITH HANDLE AND PREVENTING MOVEMENT FROM LT TO RT POSITION. COVER REMOVED AND AREA INSPECTED AND NO DAMAGE FOUND. COVER INSTALLED WITH APPROPRIATE SCREWS AND FUNCTIONAL CHECK C/O. INSTALLATION C/O IAW MM. FUEL SELECTOR PANEL WAS REMOVED AND REINSTALLED FOR THE ELT SWITCH WIRING INSTALLATION. GOOD FUNCTIONAL CHECK OF THE FUEL SELECTOR HAS NOT BEEN COMPLETED AFTER PANEL INSTALLATION. IT IS A GOOD THING PILOT DID A GOOD WALK AROUND AND FUEL SELECTOR CHECK. SUGGEST TO MAKE A INDEPENDENT INSP FO FUEL SELECTING DEVICES AFTER MAINT LIKE FLIGHT CONTROLS.

CA070327006	PIPER	LYC	BENDIX	DISTRIBUTOR BLK	UNSERVICEABLE

3/23/2007	PA28R200	IO360C1C		10391584	MAGNETO

(CAN) DISTURBER BLOCK CENTER BUSHING WAS LOOSE IN THE PLASTIC MOLDING. (TC NR 20070327006)

CA080903004	PIPER	LYC		HOUSING	CRACKED
8/1/2008	PA30	IO320B1A	SA00402SE	SA00402SE	OIL FILTER

(CAN) RT ENGINE OIL FILTER SEPARATED FROM HSG SHORTLY AFTER TAKEOFF. ENGINE SHUTDOWN IN-FLIGHT. ACFT LANDED SAFELY. ACD REMOTE OIL FILTER HSG THREADED STUD FOUND CRACKED. ONE PORTION OF THREADED STUD REMAINED IN FILTER AND THE OTHER HALF REMAINED IN THE FILTER HSG. RT REMOTE FILTER HSG THREADED STUD FOUND TO HAVE 0.020" WALL THICKNESS AT THE NON-THREADED PORTION. LT ENGINE ACD REMOTE FILTER HSG INSPECTED AND THREADED STUD FOUND TO HAVE ONLY 0.017" WALL THICKNESS AT THE NON-THREADED PORTION. SUSPECT THAT BOTH PARTS WERE INCORRECTLY MACHINED. A REPLACEMENT PART FROM MFG HAD 0.060" WALL THICKNESS.

CA080618008	PIPER	LYC		PUMP	INOPERATIVE
6/4/2008	PA31	TIO540A2C		A10014044	FUEL SYSTEM

(CAN) WHEN POWER WAS APPLIED THE PUMP WOULD OPERATE UNLESS IT WAS TAPPED WITH A HAMMER. PUMP WAS REPLACED AND NO FURTHER ISSUES WERE NOTED. WILL SUPPLY HOURS ON THE PUMP IN THE NEXT FEW DAYS.

CA080618009	PIPER	LYC	KELLY	BOLT	MISSING
6/4/2008	PA31	TIO540A2C			TURBOCHARGER

(CAN) DURING INSP IT WAS DISCOVERED THAT BOTH BOLTS SECURING THE TURBO TO THE UPPER TURBO SUPPORT HAD COME OUT. THE TURBO WAS LEAKING EXHAUST GASES FROM THE SEAM BETWEEN THE TURBINE HOUSING AND THE BEARING HOUSING. WILL SUPPLY HOURS OF THE TURBO THE NEXT FEW DAYS.

CA080717004	PIPER	LYC		FRICTION DISC	WORN
5/17/2006	PA31	TIO540A2C			STARTER GEN

(CAN) GENERATOR FRICTION DISC WAS WORN OUT AND WAS ALLOWING THE STARTER GENERATOR SHAFT TO WHIP ABOUT 6000 RPM (OPERATING RANGE)

CA080711012	PIPER	LYC		STARTER	INOPERATIVE
7/5/2008	PA31	TIO540A2C		MHB4016R	

(CAN) THE STARTER WOULD NOT WORK AT ALL, REPLACED WITH A SERVICEABLE STARTER.

CA080822011	PIPER	LYC		PUMP	SEIZED
7/25/2008	PA31	TIO540A2C		441CC7	VACUUM SYS

(CAN) DURING INSPECTION THE LT ENGINE VACUUM PUMP FOUND SEIZED, REPLACED.

CA080904006	PIPER	LYC	BENDIX	COIL	DAMAGED
9/4/2008	PA31	TIO540A2C			MAGNETO

(CAN) MAG WAS RECEIVED FOR 500 HOUR INSPECTION. WHEN DISASSEMBLED THE COIL TAB WAS FOUND TO BE BENT DOWN AND ALMOST TOUCHING THE INSULATION COVERING THE COIL (APPROX. 10 DEGREES). THE CARBON BRUSH HAD WORN THE EXTERNAL EDGE ONLY. THIS TAB IS SUPPOSED TO BE LEVEL + OR - 5 DEGREES. THE TAB WAS BENT BACK UP DURING THE 500 HOUR INSPECTION AND RETURNED TO SERVICE.

CA080708009	PIPER	LYC		STARTER	UNSERVICEABLE
6/20/2008	PA31	TIO540A2C			ENGINE

(CAN) THE STARTER WOULD NOT ENGAGE, REPLACED WITH A SERVICABLE STARTER.

CA080707008	PIPER	LYC		SPINNER	CRACKED
4/7/2008	PA31	TIO540A2C		TCB43940008	LT PROP

(CAN) WHILE DOING AN INSP, PROP SPINNER WAS FOUND CRACKED. THE CRACK STARTED FROM THE THE

SCREW HOLES. A NEW SPINNER WAS INSTALLED AND THE PROP WAS BALANCED.

CA080707010	PIPER	LYC	CALCO	WORM GEAR	WORN
5/16/2008	PA31	TIO540A2C			FLAP XMSN

(CAN) WHILE INSP, IT WAS NOTICED THAT BOTH FLAP TRANSMISSION WERE WORN OUT OF LIMITS. OVERHAULED FLAP TRANMISSIONS WERE INSTALLED. THEY WERE BOTH WITHIN LIMITS AT THE LAST INSP. ONCE THEY START TO WEAR THEY REALLY WEAR FAST.

CA080811007	PIPER	LYC		PLUG	LOOSE
8/7/2008	PA31350	LTIO540J2BD	25245009	383493	FUEL SERVO

(CAN) WHILE ACCOMPLISHING REPETITIVE INSP (50HR) FOR AD2008-08-14, FOUND BOTH ENGINE FUEL SERVO PLUGS LOOSE. BOTH PLUGS REMOVED, INSPECTED, RETORQUED AND SAFETIED IAW AD REQUIREMENTS. NO ENGINE PERFORMANCE SNAGS REPORTED. LT ENGINE: TIO-540-J2BD S/N: L6203-61A, SERVO P/N: 2524500-9 S/N: 83731, TSO: 345.5 HRS RT ENGINE: LTIO-540-J2BD S/N: L2363-68A, SERVO P/N 2524500-9 S/N: 52869, TSO: 345.5 HRS.

CA080630003	PIPER	LYC	STARTER	FAILED
4/25/2008	PA31350	LTIO540J2BD	149NLR	ENGINE

(CAN) AFTER SITTING FOR 4 MONTHS, THE PILOT TRIED TO START THE ENGINE AND AFTER ONE REVOLUTION THE STARTER QUIT. THE STARTER WAS REMOVED AND REPLACED. THE ARMATURE END OF THE STARTER HSG WAS BROKEN OUT AND TWISTED, INDICATING THAT SOMETHING WAS BINDING IN THE ARMATURE AREA. STARTER SENT TO MFG FOR TEAR DOWN AND FOLLOW UP.

CA080825004	PIPER	LYC	CLAMP	FAULTY
8/20/2008	PA31350	LTIO540J2BD	4817102	

(CAN) FLIGHT CREW REPORTED ALL FLIGHT CONTROL TRIM AND BOTH ENGINE COWL FLAP INDICATORS INOP. MAINT INVESTIGATION ISOLATED THE VOLTAGE CLAMPER AT FAULT. AFTER REMOVAL OF FAULTY CLAMPER FOUND THE INTERNAL RESISTOR BADLY BURNED AND PARTIALLY MELTED. VOLTAGE CLAMPER P/N 48171-02 REPLACED AND ALL INDICATIONS CHECKED SERVICEABLE.

CA080714003	PIPER	LYC	TURBOCHARGER	FAILED
7/14/2008	PA31350	LTIO540J2BD	4091709001	ENGINE

(CAN) RT TURBOCHARGER FAILED SHORTLY AFTER T/O. ENGINE SHUTDOWN AND ACFT RETURNED TO AIRPORT FOR AN UNEVENTFUL LANDING.

CA080619004	PIPER	LYC	GOVERNOR	MALFUNCTIONED
4/18/2008	PA31350	LTIO540J2BD	F624L	PROPELLER

(CAN) AFTER INSTALLATION OF THE OVERHAULED GOVERNOR, THE TEST FLIGHT WAS CARRIED OUT AND THE ENGINE WAS OVER SPED. THE GOVERNOR WAS SENT BACK TO THE REPAIR FACILITY, THE FACILITY REPORTS NOTHING ABNORMAL.

CA080623003	PIPER	LYC	SEAL	LEAKING
5/14/2008	PA31350	LTIO540J2BD	LW15628	CRANKCASE

(CAN) DURING 2 ROUTINE INSP OF THE ENGINE, IT WAS DISCOVERED THAT THE CRANKSEAL WAS LEAKING. A NEW SEAL WAS INSTALLED AT APPROXIMATLEY 50 HRS. THE NEXT SCHEDULED INSP CARRIED OUT AT 98 HRS REVEALED THE SEAL LEAKING AGAIN. THE ENGINE WAS STILL UNDER WARRENTY AND IT WAS DECIDED TO REMOVE THE ENGINE FROM SERVICE AND INSTALL A NEW ONE. THE ENGINE OVERHAUL FACILITY WAS REQUESTED TO PROVIDE A TEARDOWN REPORT AS A FOLLOW UP.

CA080619006	PIPER	LYC	TURBOCHARGER	FAILED
3/23/2008	PA31350	LTIO540J2BD	4091709001	ENGINE

(CAN) AN OVERHAULED ENGINE COMPLETE WITH NEW TURBOCHARGER WAS INSTALLED. AFTER THE FIRST HOUR OF THE FLIGHT THE TURBOCHARGER COMPLETELY FAILED. MAINT INSTALLED A NEW TURBOCHARGER AND ACFT RETURNED TO SERVICE.

CA080829004	PIPER	LYC		PUMP	LEAKING
8/26/2008	PA31350	LTIO540J2BD		200F5002R	FUEL SYSTEM

(CAN) THE FUEL WAS FOUND DURING REGULAR INSP LEAKING, FUEL PUMP WAS REPLACED WITH SIMILAR ONE. THE PROBLEM DIDN'T AFFECT THE ENG PERFORMANCE. FUEL TRACE WAS LOCATED BETWEEN BODY STAGE OF THE PUMP. THIS IS THE FIRST PROBLEM OF LEAK WITH THIS TYPE.

CA080829006	PIPER	LYC		TORQUE TUBE	CORRODED
8/29/2008	PA31350	LTIO540J2BD	4004638	4004009	RUDDER

(CAN) DUE FOR INSP IAW SB 1105A, AWD 2003-24-07, EXTERNAL RUST FOUND. HOLE DRILLED IN TOP OF TUBE, SEVERE CORROSION FOUND ON LOWER INTERNAL SURFACES. PART REMOVED FROM SERVICE UNSERVICEABLEV.

CA080825003	PIPER	LYC		SOLENOID	FAILED
8/14/2008	PA31350	LTIO540J2BD	4018542	487084	TE FLAP

(CAN) FLIGHT CREW REPORTED DURING SHORT FINAL, SELECTING THE FLAPS FROM 25 DEGREES TO 40 DEGREES, THE ACFT YAWED SEVERELY. VISUAL CHECK OF THE FLAP REVEALED THE LT FLAP AT FULL DOWN AND THE RT FLAP AT APPROX 25 DEGREES. THE ACFT LANDED WITHOUT FURTHER INCIDENT. MAINT CONFIRMED THE ASYMMETRIC CONDITION AND FOUND THE LT FLAP DRIVING PAST THE "DOWN" LIMIT SWITCH ACTUATION POINT AND THE LT FLAP L/E ALSO BUCKLED AT THE MID-FLAP TRACK AREA. LT AND RT FLAP TRANSMISSIONS, MOTOR AND DRIVE CABLES WERE INSPECTED. SUSPECT THE ASYMMETRIC CONDITION DUE TO LT FLAP DRIVING PAST THE DOWN LIMIT AND THE EXCESSIVE DRIVING TORQUE CAUSED THE INTERNAL DRIVE CABLE SPLINES TO SKIP CAUSING THE SPLIT FLAP CONDITION. THE FOLLOWING MAINT WAS PERFORMED: REPAIRED LT FLAP SKIN. REPLACED FLAP MOTOR P/N 475-208. REPLACED LT AND RT FLAP DRIVE CABLES P/N 486-597. INSPECTED LT AND RT FLAP TRANSMISSION ASSY IAW AD 82-27-13R2. DOWN LIMIT SWITCH PREVIOUSLY REPLACED AND OPERATION CONFIRMED NORMAL. REPLACED FLAP TIME DELAY SWITCH P/N 44407-000. OPERATION REVEALED FLAPS STILL TRAVELING PAST THE "DOWN" LIMIT SWITCH ACTUATION. REPLACED "DOWN" SOLENOID P/N 487-084 AND FLAP OPERATION NOW NORMAL. NOTE: SL 959 PART II INCORPORATED IN THIS ACFT AND AD82-27-13R2 IS APPLICABLE TO THIS ACFT.

CA080707014	PIPER	LYC		ARM	BROKEN
6/6/2008	PA31350	TIO540J2BD		42042000	LT MLG RETRACT

(CAN) DURING TAKEOFF, COULDN`T GET GEAR UP, LT GREEN LIGHT STAYS ON. UPON INSP AFTER LANDING, LT RETRACTION ARM WAS FOUND BROKEN. CRACK WAS ORIGINATED FROM ONE OF THE BOLT HOLES. NEW PART WAS ORDERED.

CA081020010	PIPER	PWA		FITTING	FAILED
10/15/2008	PA31T2	PT6A135			OIL PRESS LINE

(CAN) DURING TAXIING OF THE ACFT, THE CREW NOTED THE ANNUNCIATOR FOR OIL PRESSURE ON THE LT ENGINE CAME ON. THEY SHUTDOWN THE LT ENGINE AND TAXIED THE ACFT USING 1 ENGINE BACK TO THE HANGER. AFTER INSPECTION, IT WAS FOUND THAT THE HOSE ASSEMBLY FROM THE ENGINE OIL COOLER TO THE ENGINE HAD FAILED AND WAS LEAKING ENGINE OIL FROM WHERE THE HOSE IS SECURED INTO THE FITTING ASSEMBLY ON THE HOSE ASSEMBLY. THE HOSE ASSEMBLY WAS REPLACED WITH A NEW HOSE ASSEMBLY. THE ENGINE CHIP DETECTOR AND ENGINE FILTER WAS INSPECTED WITH NO FAULTS FOUND. THE WAS SERVICED WITH OIL AND SATISFACTORY OPS AND LEAK CHECKS WHERE CARRIED OUT WITH NO FAULTS FOUND. THE HOSE ASSEMBLY WAS REPLACED PRIOR BECAUSE THE HOSE ASSEMBLY TIME LIMIT WAS REACHED. THE HOSE ASSEMBLY HAD 59.3 HOURS AND 64 CYCLES UNTIL IT FAILED.

2008FA0000761	PIPER			SEAT TRACK	CRACKED
11/13/2008	PA38112			7745405	ZONE 100

PASSENGER SEAT WAS REMOVED FOR ANNUAL INSPECTION. UPON VISUAL INSPECTION OF SEAT RAILS, A CRACK WAS DISCOVERED GOING THROUGH THE ENTIRE RAIL. THE SEAT RAIL MUST BE REPLACED IN ORDER TO FACILITATE SAFE FLIGHT.

CA081014005	PIPER	LYC	PIPER	ARM	SEPARATED

10/6/2008	PA44180	LO360A1H6		87327003	CARB HEAT

(CAN) THE ACFT RETURNED TO THE RAMP WITH REPORTED RT CARB HEAT U/S. INVESTIGATION REVEALED THE WELD SECURING THE ACTUATOR ARM ONTO THE CARB AIR DOOR HAD BROKEN CAUSING THE ARM TO SEPARATE FROM THE SHAFT. THE WELD APPEARED TOO THIN IN COMPARISON TO THE LT ENGINE CARB AIR DOOR ASSY.

CA081014006	PIPER	LYC	PIPER	GROMMET	MISSING
10/6/2008	PA44180	LO360A1H6		434179	AIR BOX

(CAN) DURING A DEFECT RECTIFICATION ON THE CARB AIR DOOR ON THE RT ENGINE IT WAS DISCOVERED THAT THE LT ENGINE CARB AIR DOOR LOWER SHAFT SUPPORT BUSHING PN, 453-991 AND GROMMETT WERE MISSING.

CA080815006	PIPER	LYC		CONNECTING ROD	BROKEN
7/13/2008	PA44180	LO360E1A6		LW15288	NR 4 CYLINDER

(CAN) ENGINE FAILED DUE TO FAILURE OF NR 3-4 CONNECTING RODS. I WAS NOT ABLE TO REMOVE NR 3 OR 4 CYLINDER DUE TO FLANGES BENT OVER ON INSIDE OF CRANK CASE CRANK SHAFT MAY HAVE FAILED. FOR FURTHER INFO CONTACT: FRANK FILION

CA081006004	PIPER	LYC		GROMMET	MISSING
10/3/2008	PA44180	O360E1A6D	86245041	434179	CARB HEAT BOX

(CAN) DURING A DEFECT RECTIFICATION ON OUR OTHER ACFT, IT WAS FOUND THAT THE LWR GROMMET AND BUSHING P/N 453-991 WAS MISSING ON THE LT ENGINE CARB HEAT BOX. THIS GROMMET SUPPORTS THE SHAFT IN THE CARB HEAT BOX. THIS PROMPTED THE INSP OF THIS ACFT, WHICH FOUND THE BOTTOM GROMMET AND BUSHING MISSING FROM ITS LT ENGINE.

CA080911001	PIPER	LYC		SHROUD	LOOSE
9/8/2008	PA46350P	TIO540AE2A		89682002	AIR PUMP

(CAN) THE LWR AIRPUMP COOLING SHROUD ASSY, ALTHOUGH NOT LOOSE TO THE TOUCH, WAS ABLE TO ROTATE WITH A LIGHT TO MODERATE PUSH. THIS ROTATION ALLOWED THE AIR INLET DUCT AND CLAMP TO CONTACT THE LINKAGE ON THE TURBO CONTROLLER. THE SHROUD ROTATION OCCURRED DURING FULL POWER, THIS TRAPPED THE LINKAGE ON THE TURBO CONTROLLER IN THE CLIMB POWER POSITION. THE LOWER AIRPUMP COOLING SHROUD ASSEMBLY(P/N 89682-002), ROD(P/N 89682-008), HOSE (P/N 89684-002), AND CLAMP(P/N 5544-896) WERE REPLACED WITH NEW. THE NEW SHROUD AND CLAMP WERE POSITIONED TO PROVIDE MAXIMUM CLEARANCE TO THE TURBO CONTROLLER. THE NEW SHROUD AND ROD FIT IS MORE SECURE TO PREVENT FURTHER ROTATION. AN ENGINE GROUND RUN WAS CARRIED OUT SATISFACTORILY.

CA080702003	PIPER	PWA	STEC	FUSE	FAILED
7/1/2008	PA46500TP	PT6A42	012980201	4986	A/P COMPUTER

(CAN) MANUAL ELECTRIC & AUTO TRIM UNSERVICEABLE - REPLACED FUSE F2 IN ACCORDANCE WITH S-TEC SERVICE BULLETIN SB08-004.

2008FA0000745	RAYTHN			CONNECTOR	DISCONNECTED
9/22/2008	B300RAYTHEON			AN8156D	RT AUX TANK

UPON ENGINE RUN-UP, OBSERVED FUEL DUMPING BUT RT HEATED FUEL VENT PROBE. UPON INVESTIGATION FOUND FUEL LINE DISCONNECTED INSIDE RT AUX TANK. FUEL LINE, PN 101-920000-9 FROM MOTIVE FLOW VALVE TO JET PUMP DISCONNECTED FROM UNION PN AN815-6D. FUEL LINE PN 101-920000-19, FOUND LOOSE ON UNION PN AN815-6D. FUEL LINES FROM JET PUMP TO NACELLE TANK PN 101-920000-57 AND 101-920000-43 FOUND LOOSE ON UNION PN AN815-8D. RECONNECTED AND TIGHTENED ALL LINES AND FITTINGS INSIDE RT FUEL AUX TANK. INSPECTION OF LT FUEL AUX TANK FOUND ALL LINES AND FITTINGS OK. (K)

2008FA0000740	ROBSIN	LYC		CONTACT	DAMAGED
10/1/2008	R22BETA	O360J2A		AB382585	MAGNETO

CONTACT ASSY, AS A NEW ASSY OPENS BEYOND THE MAXIMUM .024 INCH. THIS IS A REOCCURRING PROBLEM WITH BOTH THE LT AND THE RT CONTACT ASSEMBLIES. CIRCUMSTANCES ARE WHEN THE POINTS ARE

REPLACED. (K)

CA081009004	ROBSIN	LYC		ALTERNATOR	INOPERATIVE
10/3/2008	R22BETA	O360J2A		ALX8521R	

(CAN) ALTERNATOR LIGHT ILLUMINATED IN FLIGHT, ALTERNATOR CHECKED AND NOT CHARGING.

CA080510002	ROBSIN		ROBSIN	BEARING	WORN
1/2/2008	R22BETAII				M/R HEAD

(CAN) PILOT REPORTED A LATERAL VIBRATION HAD BEEN PROGRESSIVELY GETTING WORSE OVER THE PAST WEEK. UPON VISUAL INSP OF THE MAIN ROTOR HEAD THERE WAS A BLACK PASTE (SMOKING) AROUND ONE OF THE TEETER HINGE BEARINGS. AFTER REMOVING MAIN ROTOR HEAR IT WAS FOUND THAT THE THRUST WASHER HAD BEEN CHAFING THE OTBD FACE OF THE BEARING. THE MAIN ROTOR HEAD WAS REMOVED AND REPLACED WITH A SERVICABLE HEAD. (TC NR 20080510002)

CA080624002	ROBSIN		DART	ARM	SEPARATED
6/10/2008	R44			D2010104	MIRROR

(CAN) DART HAS RECEIVED REPORTS FROM CUSTOMERS THAT UNDER CERTAIN CIRCUMSTANCES ON D044-715-011 AND D022-716-011 CARGO MIRROR INSTALLATIONS AT CHG001 THE D2010-104 ARM MAY CRACK DURING FLIGHT CAUSING THE D2011-101 MIRROR TO SEPARATE FROM THE ASSEMBLY. DART SERVICE BULLETIN SB08-2 IS BEING ISSUED TO ALL CUSTOMERS WHO HAVE PURCHASED THESE ASSEMBLIES FROM DART.

CA080514007	ROBSIN	LYC		SHAFT	DAMAGED
5/8/2008	R44	O540F1B5			COOLING FAN

(CAN) ON POST FLIGHT THE COOLING FAN WAS FOUND SPUN ON THE LOWER BEARING AND SHAFT ASSY. (ALIGNMENT MARK MISALIGNED) (TC NR 20080514007)

CA070524008	ROBSIN	LYC	ROBSIN	SWITCH	FAILED
5/23/2007	R44	O540F1B5	C0511	V31001	CLUTCH ACTUATOR

(CAN) DURING AN INSP, CLUTCH ACTUATOR FAILED TEST AND CLUTCH WOULD NOT ENGAGE DUE TO MICROSWITCH FAILURE. CLUTCH REPLACED AND CHECKED SERVICEABLE. (TC NR 20070524008)

CA080708008	ROBSIN	LYC		ACTUATOR	LOOSE
6/29/2008	R44	O540F1B5		C0511	CLUTCH

(CAN) THE CLUTCH ACTUATOR LOWER MOTOR HSG FLANGE TO WORM GEAR FOUND LOOSE.

CA080721005	ROBSIN	LYC		ACTUATOR	DAMAGED
7/21/2008	R44	O540F1B5		C0511	CLUTCH

(CAN) DURING 100 INSPECTION AND ACTUATOR FUNCTION TEST, 1 OF THE COLUMN SPRINGS SWITCH DID NOT RESPOND. FANWHEEL ASSY REMOVED AND SWITCHES CHECKED MANUALLY AND FOUND SERVICEABLE. IT SEEMS LIKE THE SPRINGS ON 1 SIDE DID NOT PUSH THE SWITCH COMPLETELY AND THERE WAS ONLY 1 SWITCH ACTIVE. ACTUATOR ASSEMBLY SENT TO R.H.C.

CA080822003	ROBSIN	LYC		ACTUATOR	FAILED
8/3/2008	R44	O540F1B5		C0511	CLUTCH

(CAN) THE CLUTCH WOULD NOT ENGAGE DURING ACFT START. REPLACED CLUTCH ACTUATOR.

CA080822001	ROBSIN	LYC		ACTUATOR	FAILED
7/28/2008	R44	O540F1B5		C0511	CLUTCH

(CAN) THE CLUTCH ACTUATOR WOULD NOT FULLY ENGAGE, SERVICABLE ACTUATOR INSTALLED.

CA081015006	ROBSIN	LYC		WIRE	CHAFED
10/15/2008	R44	O540F1B5		10400586	TACH

(CAN) TACH WIRES CHAFED THROUGH AND GROUNDING TO THE COIL PRIMARY CONNECTOR. TACH WIRES

INCORRECTLY ROUTED TCM SB663A NOT COMPLIED WITH FOR WIRE ROUTING. VERY HIGH RESISTANCE FOUND BETWEEN THE TERMINALS OF THE TACH POINTS, WHEN CLOSED 1200-1500 OHMS, PROBLEM IS BLACK COATING ON TACH POINT ARM CAUSING A HIGH RESISTANCE. MAGNETO REMOVED FROM ACFT BECAUSE IT WANTED TO OVERSPEED.

CA080919010	ROBSIN	LYC	MAGNETO	MALFUNCTIONED
9/8/2008	R44	O540F1B5	10600646201	ENGINE

(CAN) REMOVED DUE TO ERRATIC ENGINE RPM.

CA080919002	ROBSIN	LYC	ALTERNATOR	DAMAGED
9/16/2008	R44	O540F1B5	ALX8521RS	

(CAN) ALTERNATOR HAS STRIPPED HOUSING

CA080925003	ROBSIN	LYC	MAGNETO	FAILED
9/19/2008	R44	O540F1B5	BL600646201	ENGINE

(CAN) PILOT SNAGGED THERE WAS A HIGH ENGINE RPM RISE. MAGNETO WAS REPLACED AND NO FURTHER ISSUES WERE NOTED.

CA080925004	ROBSIN	LYC	MAGNETO	FAILED
9/19/2008	R44	O540F1B5	BL600646201	ENGINE

(CAN) PILOT REPORTED THERE WAS A HIGH ENGINE RPM RISE. MAGNETO WAS REPLACED AND NO FURTHER ISSUES WERE NOTED. THIS IS DUPLICATED ON REPORT 20080925003.

CA080925012	ROBSIN	LYC	SPRAG CLUTCH	CRACKED
9/24/2008	R44RAVENII	IO540AE1A5	C1883	MAIN ROTOR

(CAN) CLUTCH WAS REMOVED FROM ACFT FOR VISUAL INSP DUE TO ISSUES WITH CLUTCH ASSY`S. TEARDOWN REVEALED THE FOLLOWING: CAGE CRACKED AT 1 CROSSBAR, SHAFT C166-4 WORN UNDERSIZE, HSG C167-3 WORN OVERSIZE AND OIL WAS VERY BLACK.

CA080925014	ROBSIN	LYC	SPRAG CLUTCH	CHIPPED
9/23/2008	R44RAVENII	IO540AE1A5	C1883	MAIN ROTOR

(CAN) PILOT HEARD POSSIBLE NOISE WITH SLIPPAGE OF DRIVE TRAIN. CLUTCH WAS REMOVED TO VERIFY NO INTERNAL DAMAGE. THE FOLLOWING WAS FOUND DURING A TEARDOWN: 1 PEANUT INNER EAR CHIPPED, SHAFT PN C166-4 WORN UNDERSIZE, HSG C167-3 WORN OVERSIZE AND OIL VERY BLACK.

CA080926001	ROBSIN	LYC	COIL	WORN
9/25/2008	R44RAVENII	IO540AE1A5	103571651	MAGNETO

(CAN) IT WAS FOUND WHEN THE MAG WAS ASSEMBLED NEW, THE HIGH TENSION TAB OF THE COIL WAS NOT MADE PARALLEL WITHIN THE HOUSING SPLIT LINE. THIS CAUSED THE BRUSH TO WEAR A DEEP GROOVE INTO THE TAB. THE BRUSH (10-160844) ALSO RECEIVED DAMAGE IN THE FORM OF A STEP GROUND INTO THE SIDE OF IT FROM THE SIDE LOAD IMPOSED BY THE BENT TAB.

CA080902011	ROBSIN	LYC	MAGNETO	CONTAMINATED
9/2/2008	R44RAVENII	IO540AE1A5	BL600646201	

(CAN) MAG WAS RECEIVED FOR 500 HR INSP. END PLAY WAS NOTICED BEFORE DISASSEMBLY (0.003", 0.0015" IS MAX ALLOWABLE). WHEN MAG WAS DISASSEMBLED A COATING OF ENGINE OIL WAS FOUND ON ALL MAG COMPONENTS. THE COIL TAB WAS NOT LEVEL AND WAS PROTRUDING ABOVE MAG HSG PARTING SURFACE. THE COIL TAB SHOULD BE LEVEL + OR - 5 DEGREES, THIS TAB WAS BENT APPROXIMATELY 10 DEGREES UP. TAB HAD CONTACTED THE METAL WASHER ON THE DISTRIBUTOR GEAR AND HAD STARTED TO WEAR THE TAB AND WASHER. THE COIL TAB WAS BENT BACK TO LEVEL, THE OIL SEAL WAS REPLACED AND THE ROTATING MAGNET BRGS WERE INSPECTED AND RESHIMMED TO MFG SPECS. THE MAG WAS THEN RETURNED TO SERVICE.

CA080919011	ROBSIN	LYC		BEARING	EXCESS PLAY
9/18/2008	R44RAVENII	IO540AE1A5	BL6006163		MAGNETO

(CAN) MAG WAS RECEIVED FOR 500 HR INSP. BEFORE MAG WAS DISASSEMBLED THE BEARINGS WERE CHECKED BY SPINNING THE ROTATING MAGNET. THE END PLAY WAS MEASURED AT 0.004", MFG LIMIT IS 0.0015" MAX. THE BEARINGS WERE RESHIMMED, THE REST OF THE 500 HR INSP WAS CARRIED OUT AND THE MAG WAS RETURNED TO SERVICE.

CA080919003	ROBSIN	LYC	ACTUATOR	DAMAGED
9/10/2008	R44RAVENII	IO540AE1A5	C0512	CLUTCH

(CAN) CLUTCH ACTUATOR FOUND U/S DURING INSPECTION, SERVICEABLE ACTUATOR INSTALLED.

CA080919005	ROBSIN	LYC	CLUTCH	DAMAGED
9/8/2008	R44RAVENII	IO540AE1A5	C0183	MAIN ROTOR

(CAN) LOUD BANGING NOISE IN ACFT. CLUTCH REMOVED FOR TEARDOWN INSPECTION, SERVICEABLE CLUTCH INSTALLED.

CA080919006	ROBSIN	LYC	CLUTCH ACTUATOR	DAMAGED
8/26/2008	R44RAVENII	IO540AE1A5	C0512	MAIN ROTOR

(CAN) DRIVE BELTS SLIPPING, SERVICEABLE ACTUATOR INSTALLED.

CA081015003	ROBSIN	LYC	WIRE	MISROUTED
10/15/2008	R44RAVENII	IO540AE1A5	BL60064620	MAGNETO

(CAN) TACH WIRE CHAFING ON TACH POINT CONNECTOR TACH WIRES INCORRECTLY ROUTED. TCM SB663A NOT COMPLIED WITH FOR WIRE ROUTING. LAST MX ON MAGNETO WAS PRO AERO. MAGNETO WAS REMOVED DUE TO ENGINE/ACFT OVERSPEED.

CA081015004	ROBSIN	LYC	WIRE	MISROUTED
10/15/2008	R44RAVENII	IO540AE1A5	10400586	TACH

(CAN) TACH WIRES INCORRECTLY ROUTED COIL PRIMARY WIRE INCORRECTLY ROUTED. TCM SB663A NOT COMPLIED WITH FOR WIRE ROUTING. MAGNETO WAS REMOVED FOR ENGINE/ACFT OVERSPEED.

CA081015005	ROBSIN	LYC	WIRE	PINCHED
10/15/2008	R44RAVENII	IO540AE1A5	10400586	TACH

(CAN) TACH WIRE WAS PINCHED BETWEEN HOUSING AND CAPACITOR TACH WIRES INCORRECTLY ROUTED TCM SB663A NOT COMPLIED WITH FOR WIRE ROUTING MAGNETO WAS REMOVED FOR FLUCTUATING ENGINE TACH NEEDLE .

CA081009005	ROBSIN	LYC	MAGNETO	MALFUNCTIONED
9/29/2008	R44RAVENII	IO540AE1A5	10600646201	

(CAN) ENGINE TACH FLUCTUATING, MAGNETO REPLACED.

CA081009006	ROBSIN	LYC	STARTER GEN	MALFUNCTIONED
9/30/2008	R44RAVENII	IO540AE1A5	BC3151004	

(CAN) STARTER NOT ENGAGING.

CA080910002	ROBSIN	LYC	STARTER GEN	INOPERATIVE
8/18/2008	R44RAVENII	IO540AE1A5	14924HTH	

(CAN) THE STARTER WAS NOT CRANKING OVER ENGINE, STARTER REPLACED.

CA080910006	ROBSIN	LYC	PUMP	MALFUNCTIONED
8/20/2008	R44RAVENII	IO540AE1A5	C8187B	FUEL SYSTEM

(CAN) FUEL PUMP ELECTRICALLY MALFUNCTIONING, REPLACED FUEL PUMP.

CA080805008	ROBSIN	LYC	MAGNETO	INOPERATIVE

8/5/2008	R44RAVENII	IO540AE1A5	106006169	ENGINE

(CAN) MAG WAS RECEIVED FOR 500 HOUR INSP. BEFORE DISASSEMBLY 0.003 INCH END PLAY WAS NOTICED ON THE ROTOR BEARINGS (0.0015 INCH IS MAX. ALLOWABLE). WHEN DISASSEMBLED THE WASHER THAT RETAINS THE DISTRIBUTOR GEAR ON THE SHAFT WAS SLIGHTLY LOOSE. MFG HAS BEEN CONTACTED IN THE PAST ABOUT THIS ISSUE AND HAS INSTRUCTED US TO USE A PRESS ON THE END OF THE SHAFT TO REFLARE IT TO RETAIN THE WASHER. THE COIL WAS ALSO FOUND MOVING SLIGHTLY AGAINST THE HOUSING POLES AND WHEN THE COIL CLAMP SCREWS WERE REMOVED TO INSPECT THIS THE SCREWS WERE FOUND TO BE NOT VERY TIGHT. THE ROTOR BEARINGS WERE RESHIMMED, THE DIST. GEAR SHAFT WAS REFLARED, AND THE COIL CLAMP SCREWS WERE TIGHTENED. THE REST OF THE 500 HOUR INSP. WAS CARRIED OUT AND THE MAG WAS RETURNED TO SERVICE.

CA080805009	ROBSIN	LYC	HOUSING	CRACKED
8/5/2008	R44RAVENII	IO540AE1A5	10160858	MAGNETO

(CAN) MAG WAS RECEIVED FOR 500 HOUR INSP. A CRACK WAS NOTICED IN ONE OF THE MOUNTING EARS OF THE MAG HSG. THIS IS A NEW STYLE OF HSG CASTING FROM MFG WITH THE LARGE RAISED LETTERS ON THE OUTSIDE OF THE HSG AND THE WORD "EMPIRE" INSIDE THE HSG NEXT TO THE BRG AREA. WE HAVE NOTICED A HIGHER NR OF THESE NEW STYLE HSGS CRACKING AT THIS LOCATION. OLDER CASTINGS WOULD OCCASIONALLY CRACK IF THE MOUNTING NUTS WERE OVERTORQUED, WHEREAS THESE NEW ONES SEEM TO BE WEAKER AND CRACK MORE OFTEN. THE MAG WAS REMOVED FROM SERVICE.

CA080903005	ROBSIN	LYC	MOUNT	CRACKED
8/13/2008	R44RAVENII	IO540AE1A5	14924HT	STARTER

(CAN) STARTER MOUNT PAD CRACKED THROUGH BY FRONT MOUNTING HOLES.

CA080915007	ROBSIN	LYC	PUMP	FAULTY
8/16/2008	R44RAVENII	IO540AE1A5	D7431	FUEL SYSTEM

(CAN) THE AUX FUEL PUMP LIGHT WOULD NOT EXTINGUISH, AUX PUMP REPLACED.

CA080822002	ROBSIN	LYC	SERVO	UNSERVICEABLE
7/31/2008	R44RAVENII	IO540AE1A5	25766304	FUEL SYSTEM

(CAN) THE ENGINE HAD ROUGH IDLING, TROUBLESHOOTING REVEALED AN EXCESSIVE AMOUNT OF FUEL WAS BEING INJECTED OUT OF THE FUEL INJECTORS. INSTALLED A SERVICABLE FUEL SERVO.

CA080822004	ROBSIN	LYC	STARTER GEN	INOPERATIVE
8/4/2008	R44RAVENII	IO540AE1A5	BC3151004	

(CAN) THE STARTER WOULD NOT ENGAGE, REPLACED WITH SERVICABLE STARTER.

CA080822012	ROBSIN	LYC	STARTER GEN	DAMAGED
7/18/2008	R44RAVENII	IO540AE1A5	14924HTH	

(CAN) THE STARTER WAS INTERMITTENT, ON INSPECTION WAS FOUND TO HAVE TEETH MISSING.

CA080822013	ROBSIN	LYC	FCU	MALFUNCTIONED
7/3/2008	R44RAVENII	IO540AE1A5	25766304	ENGINE

(CAN) DURING INSPECTION THE MIXTURE CONTROL FOUND TO BE BINDING IN THE RICH POSITION, REMOVED DUE TO STIFF MIXTURE LEVER.

CA080822006	ROBSIN	LYC	CLUTCH ACTUATOR	FAILED
7/15/2008	R44RAVENII	IO540AE1A5	C0512	

(CAN) CLUTCH WOULD NOT ENGAGE, SERVICABLE CLUTCH ACTUATOR INSTALLED.

CA080822007	ROBSIN	LYC	STARTER GEN	FAILED
7/30/2008	R44RAVENII	IO540AE1A5	14924HTH	

(CAN) THE STARTER WAS GRINDING DURING START, STARTER REPLACED.

CA080822008	ROBSIN	LYC	STARTER GEN	FAILED
7/29/2008	R44RAVENII	IO540AE1A5	14924HTH	

(CAN) THER STARTER WOULD NOT START.

CA080822009	ROBSIN	LYC	STARTER GEN	FAILED
7/27/2008	R44RAVENII	IO540AE1A5	BC3151004	

(CAN) STARTER FAILED ON START UP, STARTER REPLACED.

CA080822010	ROBSIN	LYC	FCU	INOPERATIVE
7/14/2008	R44RAVENII	IO540AE1A5	25766304	ENGINE

(CAN) THE ENGINE WAS RUNNING TOO RICH, TROUBLESHOOTING REVEALED COULD NOT ADJUST FUEL INJECTOR SERVO, REPLACED FCU.

CA080627001	ROBSIN	LYC	HOUSING	CRACKED
6/23/2008	R44RAVENII	IO540AE1A5	14924HTH	STARTER-GEN

(CAN) STARTER WAS GRINDING ON STARTUP, UPON FURTHER INVESTIGATION AND REMOVAL OF THE STARTER IT WAS FOUND TO HAVE A CRACKED HSG.

CA080903015	ROBSIN	LYC	GEAR	WORN
8/16/2008	R44RAVENII	IO540AE1A5		STARTER GEN

(CAN) STARTER TEETH FOUND WORN, REPLACED WITH A SERVICEABLE STARTER.

CA080717002	ROBSIN	LYC	ACTUATOR	INOPERATIVE
7/14/2008	R44RAVENII	IO540AE1A5	C0512REVU	CLUTCH

(CAN) THE CLUTCH WOULD NOT ENGAGE, FERRY FLIGHT PERMIT APPROVED AND ACFT RETURNED TO BASE. THE MICROSWITCH WAS FOUND FAULTY, CLUTCH ACTUATOR R&R WITH A SERVICEABLE ACTUATOR

CA080724001	ROBSIN	LYC	PUMP	FAILED
7/7/2008	R44RAVENII	IO540AE1A5	C81878	FUEL BOOST

(CAN) FUEL PUMP WARNING LIGHT ILLUMINATED IN FLIGHT. AUX. PUMP HAD FAILED. ENGINE CONTINUED RUNNING ON MECHANICAL PUMP. A/C FLOWN TO MAINT BASE, ELECTRIC PUMP REPLACED. FUNCTION AND LEAK CHECK PERFORMED. CAUSE OF PUMP FAILURE UNKNOWN.

CA080708006	ROBSIN	LYC	PUMP	LEAKING
6/21/2008	R44RAVENII	IO540AE1A5	LW15473	FUEL SYS

(CAN) DURING A GROUND RUN OF THE ACFT THE ENGINE FUEL PUMP WAS LEAKING.

CA080708007	ROBSIN	LYC	STARTER GEN	INOPERATIVE
6/30/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) STARTER BENDIX IS NOT FUNCTIONING/STARTER WOULD NOT ENGAGE THE RING GEAR.

CA080801007	ROBSIN	LYC	BEARING	WORN
8/1/2008	R44RAVENII	IO540AE1A5		MAGNETO

(CAN) MAG WAS RECEIVED FOR 500 HOUR INSP BEFORE DISASSEMBLY THE ROTOR BEARING END PLAY WAS MEASURED AT 0.003 INCH. THE ALLOWABLE END PLAY IS 0.0005 TO 0.0015 INCH. WHEN DISASSEMBLED THE COIL WAS FOUND TO BE SLIGHTLY LOOSE IN THE MAG HOUSING. THE BEARINGS WERE RESHIMMED AND INSPECTED, THE COIL CLAMPS WERE REPLACED AND THE COIL WAS NO LONGER LOOSE IN THE HOUSING. THE REST OF THE 500 HOUR INSP WAS CARRIED OUT AND THE MAG WAS RETURNED TO SERVICE.

CA080801008	ROBSIN	LYC	COIL	LOOSE

8/1/2008	R44RAVENII	IO540AE1A5			MAGNETO

(CAN) MAG WAS RECEIVED FOR 500 HOUR INSP. WHEN DISASSEMBLED THE COIL WAS FOUND SLIGHTLY LOOSE IN THE MAG HOUSING. THE COIL CLAMPS WERE REPLACED AND THE COIL WAS NO LONGER LOOSE IN THE HOUSING. THE REST OF THE 500 HOUR INSP WAS CARRIED OUT AND THE MAG WAS RETURNED TO SERVICE.

CA070511001	ROBSIN	LYC	ROBSIN	SWITCH	DEFECTIVE
5/8/2007	R44RAVENII	IO540AE1A5	C0512	C0531	CLUTCH ACTUATOR

(CAN) ACFT SHUTDOWN AT LEASE SITE. PILOT ATTEMPTED TO START THE ACFT TO CARRY OUT DAY AND ACFT FAILED TO START. FURTHER INVESTIGATION CONDUCTED BY AN AME FOUND ENGAGING SWITCH HAD FAILED. THE ACTUATOR ASSY WAS VERY DUSTY AND DIRTY FROM BELT DEBRIS. THE ACFT WAS FERRIED BACK TO A MAINT BASE AND THERE CLUTCH ASSY WAS REPLACED AND ACFT RETURNED TO THE FLIGHT LINE. (TC NR 20070511001)

CA070411004	ROBSIN	LYC	SWITCH	UNSERVICEABLE
4/8/2007	R44RAVENII	IO540AE1A5	V31001	CLUTCH ASSY

(CAN) DURING GROUND RUN AND PRE-TAKEOFF CHECKS, THE CLUTCH FAILED TO ENGAGE. SWITCH V3-1001 IS SPRING LOADED AND BREAKS AND THE CLUTCH WILL NOT ENGAGE. THESE SWITCHES ARE A WEAK PART OF THE SYSTEM. (TC NR 20070411004)

CA080513008	ROBSIN	LYC	SERVO	LEAKING
5/6/2008	R44RAVENII	IO540AE1A5	D2121	HYDRAULIC SYS

(CAN) DURING INSPECTION FOUND THE LT FWD SERVO LEAKING. (TC NR 20080513008)

CA080508020	ROBSIN	LYC	STARTER GEN	INOPERATIVE
4/28/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) ON START ACFT STARTER GEN DID NOT ENGAGE.

CA080320012	ROBSIN	LYC	CROSS TIE	CRACKED
3/12/2008	R44RAVENII	IO540AE1A5	C1883	SPRAG CLUTCH

(CAN) DURING A IN-HOUSE 1000 HR CLUTCH INSPECTION THE SPRAG CLUTCH CAGE CROSSBAR WAS FOUND CRACKED. NEW PARTS WERE INSTALLED.

CA080325015	ROBSIN	LYC	UNKNOWN	UNKNOWN
3/4/2008	R44RAVENII	IO540AE1A5		

(CAN) UPON TAKE OFF AND AT A SPEED OF 30 KTS AND 10-15FT ALTITUDE (AGL), ACFT YAWED RT WITH ENGINE BACKFIRE AND DECELERATION AND IMMEDIATE LOW ROTOR HORN. THE PILOT DROPPED THE COLLECTIVE & CONDUCTED EMERGENCY RUN-ON LANDING IN A FIELD SOUTH OF THE HANGAR. UPON SAFE LANDING, THE ENGINE WAS STILL RUNNING AND ACCELERATING AND ROTOR RPM WAS AT 90% AND RISING. AFTER MATCHING THE ENGINE AND ROTOR RPM NEEDLES, THE ACFT WAS LIFTED IN A HOVER AND HOVER TAXIED BACK TO THE HANGAR. NO MECHANICAL PROBLEMS WERE FOUND. THE ACFT WAS GROUND RUN AND HOVERED FOR 30 MINS AT VARIOUS POWER SETTINGS WITH NO FURTHER INCIDENT. AT THE TIME OF THIS INCIDENT, THIS ACFT HAD THE DART COLD WEATHER BAFFLES INSTALLED. WE HAVE IMPLEMENTED A COLD WEATHER LIMIT OF -25C ON ALL OUR ACFT UNTIL A SOLUTION CAN BE FOUND.

CA080410004	ROBSIN	LYC	PUMP	LEAKING
4/1/2008	R44RAVENII	IO540AE1A5	LW15473	FUEL SYSTEM

(CAN) DURING A DAILY INSP OIL WAS FOUND LEAKING FROM THE ENGINE DRIVEN FUEL PUMP, PART WAS REMOVED AND REPLACED (TC NR 20080410004)

CA080410006	ROBSIN	LYC	SHAFT	WORN
4/9/2008	R44RAVENII	IO540AE1A5		CLUTCH

(CAN) CLUTCH WAS REMOVED FOR GRINDING NOISE ON GROUND RUN. DURING DISASSEMBLY THE OIL IN THE CLUTCH WAS VERY BLACK DUE TO INTERNAL WEAR OF THE SHAFT, HSG AND SPRAG. THE SPRAG CAGE

CROSSBAR WAS CRACKED, PEANUT INNER EARS WERE BROKEN OFF, WEAR ON THE INNER SURFACE OF THE PEANUTS (POSSIBLE SLIPPAGE) AND EXCESSIVE CAGE WINDOW WEAR.

CA080326004	ROBSIN	LYC	ARMATURE	DAMAGED
3/4/2008	R44RAVENII	IO540AE1A5		STARTER GEN

(CAN) HOLES MELTED THROUGH ARMATURE CASE IN STARTER.

CA080327005	ROBSIN	LYC	GEAR	DAMAGED
3/17/2008	R44RAVENII	IO540AE1A5		STARTER GEN

(CAN) STARTER AND RING GEAR TEETH FOUND DAMAGED DURING A DI

CA080327006	ROBSIN	LYC	STARTER GEN	INTERMITTENT
3/4/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) STARTER INTERMITTENT

CA080327007	ROBSIN	LYC	GEARBOX	LEAKING
3/7/2008	R44RAVENII	IO540AE1A5	C0211	TAIL ROTOR

(CAN) TAILROTOR GEARBOX FOUND LEAKING FROM THE INPUT SEAL DURING DI

CA080328008	ROBSIN	LYC	KELLY	BRUSHES	WORN
3/8/2008	R44RAVENII	IO540AE1A5			ALTERNATOR

(CAN) DURING A POST FLIGHT DI THE ALTERNATOR BELT WAS FOUND DAMAGED. CARRIED OUT AN INSPECTION OF THE ALTERNATOR AND FOUND THE BRUSHES AND SLIP RINGS WORN.

CA080331004	ROBSIN	LYC	PUMP	NOISY
3/19/2008	R44RAVENII	IO540AE1A5	C8187B	AUX FUEL

(CAN) AUX FUEL PUMP HAD EXCESSIVE NOISE THE PUMP WAS REPLACED. (TC NR 20080331004)

CA080304012	ROBSIN	LYC	STARTER GEN	MALFUNCTIONED
3/2/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) STARTER - COLD WEATHER MACHINES ARE EXPERIENCING SIMILAR DIFFICULTIES WITH STARTER HOUSING (CASING CRACKING OR BREAKING OFF) RENDERING THE STARTER U/S AND LEAVING THE MACHINE UNABLE TO START. COLD WEATHER MAY BE A FACTOR OR SIMPLY THE CASTING IN THE ATTACHED FLANGE IS TOO WEAK.

CA080304013	ROBSIN	LYC	STARTER GEN	CRACKED
2/28/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) STARTER -COLD WEATHER MACHINES ARE EXPERIENCING SIMILAR DIFFICULTIES WITH STARTER HOUSING (CASING CRACKING OR BREAKING OFF) RENDERING THE STARTER U/S AND LEAVING THE MACHINE UNABLE TO START. COLD WEATHER MAY BE A FACTOR OR SIMPLY THE CASTING IN THE ATTACHED FLANGE IS TOO WEAK. (TC NR 20080304013)

CA080304014	ROBSIN	LYC	STARTER GEN	CRACKED
2/17/2008	R44RAVENII	IO540AE1A5	14924HTH	ENGINE

(CAN) STARTER - COLD WEATHER MACHINES ARE EXPERIENCING SIMILAR DIFFICULTIES WITH STARTER HOUSING (CASING CRACKING OR BREAKING OFF) RENDERING THE STARTER U/S AND LEAVING THE MACHINE UNABLE TO START. COLD WEATHER MAY BE A FACTOR OR SIMPLY THE CASTING IN THE ATTACHED FLANGE IS TOO WEAK. (TC NR 20080304014)

CA081020011	ROBSIN	LYC	TACHOMETER	MALFUNCTIONED
10/16/2008	R44RAVENII	IO540AE1A5		ENGINE

(CAN) DURING DESCENT FROM ALTITUDE TO BEGIN LOW LEVEL FLIGHT FOR PIPE LINE SURVEILLANCE AT APPROX. 75 KNOTS INDICATED AIRSPEED AND VSI AT APPROX. 500 FPM, THE ENGINE RPM TACH INDICATED

ENGINE OVERSPEED WELL ABOVE 110%. ALL OTHER ENGINE PARAMETERS REGISTERED WITHIN LIMITS, INCLUDING THE ROTOR RPM TACH. NO WARNING OR CAUTION LIGHTS. THE THROTTLE WAS LOWERED TO MAINTAIN NR RPM WHEN LOW ROTOR RPM HORN SOUNDED. A POWER ON LANDING PERFORMED WHILE ATTEMPTING TO MAINTAIN ENGINE TACH INDICATING WITHIN LIMITS. LOW ROTOR HORN SOUNDED REPEATEDLY DURING DESCENT WHILE ENGINE TACH INDICATED OVER 102%. 20 MINUTES INTO THE FLIGHT, THE PILOT NOTICED A CHANGE IN ENGINE NOISE TO A HIGHER FREQUENCY, BUT NO ABNORMALITIES FOUND ON INSTRUMENTS INDICATIONS. ENGINE TACH SYSTEM MALFUNCTION IS SUSPECTED.

CA081020012	ROBSIN	LYC		VALVE	STUCK
10/19/2008	R44RAVENII	IO540AE1A5			ENGINE

(CAN) DURING STRAIGHT AND LEVEL CRUISE FLIGHT, THE PILOT NOTICED A SUDDEN INCREASE IN VIBRATION, THOUGHT TO BE COMING FROM THE ENGINE, AND AN INCREASE IN MANIFOLD PRESSURE. HE OPTED TO TURN AROUND AND LAND AT A NEARBY CAMP. DURING HIS DESCENT, THE VIBRATION STOPPED AND ENGINE PERFORMANCE RETURNED TO NORMAL. A COMPRESSION CHECK WAS FOUND NORMAL ON ALL CYLINDERS. A WIGGLE CHECK ON THE EXHAUST VALVES WAS FOUND SATISFACTORY, HOWEVER, 1 OF THE VALVES WAS AT 0.014 WHILE ALL THE OTHERS WERE AT 0.020 OR BETTER. IT IS SUSPECTED THAT THIS EXHAUST VALVE BECAME STUCK AND THEN CAME FREE AGAIN.

CA080612005	ROBSIN	LYC		BEARING	LOOSE
6/12/2008	R44RAVENII	IO540AE1A5			MAGNETO

MAG RECEIVED FOR 500 HOUR INSP. BEFORE DISASSEMBLY 0.003 INCH OF END PLAY WAS NOTICED AT THE ROTOR. THIS WAS A FACTORY NEW MAG. MFG REQUIRES 0.0005 TO 0.0015 INCH END PLAY AT ASSY. THE MAG BEARINGS WERE INSPECTED FOR DAMAGE AND NONE WAS FOUND. THE BEARINGS WERE PROPERLY SHIMMED DURING THE 500 HOUR INSP AND THE MAG WAS RETURNED TO SERVICE.

CA080612006	ROBSIN	LYC	BENDIX	BEARING	LOOSE
6/12/2008	R44RAVENII	IO540AE1A5			MAGNETO

(CAN) MAG WAS RECEIVED FOR A 500 HOUR INSP BEFORE DISASSEMBLY 0.004 INCH OF END PLAY WAS NOTICED AT THE ROTOR. THIS WAS A FACTORY NEW MAGNETO. REQUIRES 0.0005 TO 0.0015 INCH END PLAY AT ASSY. THE MAG BEARINGS WERE INSPECTED FOR DAMAGE AND NONE WAS FOUND. THE BEARINGS WERE PROPERLY SHIMMED DURING THE 500 HOUR INSPECTION AND THE MAG WAS RETURNED TO SERVICE.

CA080613009	ROBSIN	LYC		STARTER GEN	INTERMITTENT
6/3/2008	R44RAVENII	IO540AE1A5		BC3151004	ENGINE

(CAN) STARTER INTERMITTENT.

CA081024003	ROBSIN	LYC		STARTER GEN	INOPERATIVE
10/15/2008	R44RAVENII	IO540AE1A5		14924HTH	ENGINE

(CAN) STARTER GEN WOULD NOT ENGAGE ENGINE, REPLACED WITH SERVICEABLE STARTER GEN.

CA081024004	ROBSIN	LYC		SERVO	LEAKING
10/11/2008	R44RAVENII	IO540AE1A5		D2121	PILOT VALVE

(CAN) SERVO LEAKING FROM PILOT VALVE

CA081024005	ROBSIN	LYC		SERVO	LEAKING
10/11/2008	R44RAVENII	IO540AE1A5		D2121	PILOT VALVE

(CAN) SERVO LEAKING FROM PILOT VALVE

CA080620002	ROBSIN	LYC		STARTER GEN	FAILED
6/15/2008	R44RAVENII	IO540AE1A5		14924HTH	ENGINE

(CAN) STARTER WOULD NOT TURN OVER THE ENGINE, TROUBLESHOOTING REVEALED THE STARTER WOULD NOT ROTATE THE STARTER GEAR.

CA080528014	ROBSIN	LYC		PUMP	UNSERVICEABLE

5/22/2008	R44RAVENII	IO540AE1A5	D8187B	FUEL SYSTEM

(CAN) AUX FUEL PUMP UNSERVICEABLE, CHANGED OUT FUEL PUMP WITH A SERVICABLE ONE. (TC NR 20080528014)

CA080523006	ROBSIN	LYC	BATTERY	LEAKING
5/18/2008	R44RAVENII	IO540AE1A5	RG2415	MASTER

(CAN) DURING DI FOUND THE BATTERY LEAKING, REPLACED WITH A NEW ONE.

CA080711001	SAAB	GE	FAN	OVERHEATED
7/8/2008	SF340A	CT75A2	BC112A2	CABIN

(CAN) ON JULY 8/2008, SHORTLY AFTER TAKEOFF THE CREW NOTICED AN ELECTRICAL ODOR WHICH WAS ALSO CONFIRMED BY THE F/A. THE CREW DECLARED AN EMERGENCY AND PROCEEDED TO LAND WITHOUT INCIDENT. MX WAS DISPATCHED TO THE ACFT WHERE IT WAS NOTICED THAT WHEN THE FLIGHT DECK RECIRCULATION FAN WAS SELECTED THE CONTROL BREAKER POPPED. THE CENTER ISLE FLOOR BOARDS WERE REMOVED AND AN INSPECTION WAS CARRIED OUT ON BOTH FANS. IT WAS DETERMINED THAT THE FLIGHT DECK FAN HAD OVERHEATED AND WAS THE SOURCE OF THE PROBLEM. MX MEL`ED THE FAN AND THE CREW CARRIED OUT A TEST FLIGHT AS AN EXTRA PRECAUTION. THE ACFT WAS RETURNED TO SERVICE.

CA080715004	SAAB	GE	SHAFT	SHEARED
7/14/2008	SF340A	CT75A2	31342001	GENERATOR

(CAN) RT AC GENERATOR FAIL LIGHT ILLUMINATED IN FLIGHT, SYSTEM WAS DEFERRED AS PER THE MEL. WHEN ACFT WAS AT A MX BASE, THE AC GENERATOR WAS REMOVED AND FOUND TO HAVE A SHEARED SHAFT. GENERATOR WAS REPLACED. NO FURTHER ISSUES.

CA080625003	SAAB	GE	PIPE	CRACKED
6/20/2008	SF340A	CT75A2	7275031504	HP BLEEDAIR

(CAN) ON TAKE OFF ROLL WITH THE CTOT ENGAGED, THE NR1 ENGINE TEMP INCREASED TO 900 DEGREES AT A TORQUE OF 60 PERCENT. THE CREW REDUCED ENGINE POWER AND AT THIS TIME THEY DID HAVE A STEADY DECREASE IN ENGINE TEMP. THE ACFT RETURNED TO THE RAMP AND MAINT WAS DISPATCHED TO INVESTIGATE THE PROBLEM. UPON OPENING THE ENGINE COWLS MAINT DISCOVERED THAT THE HP BLEED PIPE HAD CRACKED ALL THE WAY AROUND THE LOWER CLAMP CREATING A BLEED AIR LEAK. PIPE WAS REPLACED AND THE ACFT RELEASED BACK INTO SERVICE.

CA080826004	SAAB	GE	STRUT	CONTAMINATED
8/19/2008	SF340A	CT75A2		LT MLG

(CAN) AFTER TAKEOFF CHECKS COMPLETED AND CONDITION LEVER RETARDED, RESULTING IN CONFIG WARNING AND OAT LIGHT ILLUMINATING. THIRD OCCURANCE. UNSCHEDULED LANDING MADE. (FUEL BURNED OFF TO ACCOMODATE LANDING WEIGHT) THE LT MLG WAS NOT FULLY EXTENDED DUE TO AIR REMAINING IN THE OLEO. THE LG SERVICING WAS REPEATED USING A POWER SERVICING CART, NO FURTHER FAULTS FOUND ON SUBSEQUENT GEAR SWINGS.

CA080916001	SAAB	GE	SWIVEL FITTING	SHEARED
9/11/2008	SF340A	CT75A2	72MEF20151	RT MLG

(CAN) AFTER TAKE-OFF, DURING GEAR RETRACTION, THE RT MLG DOWNLOCK ACTUATOR SWIVEL FITTING LOCATED ON THE DRAG BRAC, FAILED. THIS CAUSED A SUBSTANTIAL LOSS OF FLUID. AN EMERGENCY GEAR EXTENSION WAS CARRIED OUT AND THE ACFT RETURNED TO BASE WITH NO FURTHER PROBLEMS.

CA080826005	SAAB	GE	SQUAT SWITCH	OUT OF RIG
8/18/2008	SF340A	CT75A2		LANDING GEAR

(CAN) AFTER TAKEOFF CHECKS WERE COMPLETED AND CONDITION LEVERS RETARDED, CONFIG WARNING AND OAT LIGHT CAME ON. UNSCHEDULED LANDING COMPLETED, RETURNED TO BASE. GEAR SWING COMPLETED, FAULT NOT DUPLICATED. LANDING GEAR HAD BEEN SERVICED PRIOR TO FLIGHT. RE-SERVICED MLG, GEAR SWING COMPLETED, NO FAULT FOUND. SECOND TAKEOFF COMPLETED WITH THE SAME RESULTS AS THE FIRST. SECOND UNSCHEDULED LANDING MADE. FLIGHT CANCELLED. LG POSITION WARNING SYS INSP INDICATED A

PROBLEM WITH THE LT INBD SQUAT SWITCH RIGGING. SWITCH RE-RIGGED LG SWING COMPLETED, NO FURTHER FAULTS FOUND.

CA080826003	SAAB	GE	UNKNOWN	UNKNOWN
8/15/2008	SF340A	CT75A2		GROUND POWER

(CAN) GPU VOLTAGE SPIKED WHILE PROVIDING POWER FOR ENGINE START. GROUND POWER WAS SHUT OFF AND ENGINES STARTED USING INTERNAL BATTERIES. BOTH ESSENTIAL DC ELECTRICAL CBS FOUND TRIPPED WHILE PERFORMING TAXI CHECK LIST. RETURNED TO GATE.

CA080722009	SKRSKY		THROTTLE PLATE	FAILED
7/22/2008	S61A		S6130620173	

(CAN) S61 ENGINEERS WERE REPLACING A EMERGENCY THROTTLE PLATE P/N S6130-62017-3 WITH A PLATE THAT HAD BEEN RECEIVED. ON INSTALLATION WHEN TIGHTENING THE BOLTS, THE PLATE SHATTERED AT THE FWD BOLT HOLE. ALL 10 PLATES RECEIVED IN FROM THIS VENDOR HAVE BEEN ACCOUNTED FOR AND ARE IN QUARANTINE. PRELIMINARY INSP OF THE PART HAVE REVEALED THE FOLLOWING: DEFECTIVE PLATE WAS IDENTIFIED WITH THE PROPER P/N IAW THE S61 IPC FIGURE 118 ITEM 25 AND APPEARED TO MEET FIT FORM AND FUNCTION. A TEST DONE ON ONE OF THE PLATES REMOVED FROM SERVICE WHICH INDICATED THE PART TO BE FERROUS, HOWEVER WAS EXTREMELY BRITTLE AS IT FAILED INSTANTLY UNDER MINIMAL PRESSURE WITHOUT BENDING. SUSPECTED BOGUS PARTS.

CA080725002	SKRSKY	GE	BOLT	BROKEN
7/16/2008	S61N	CT581401	66WAP2001	HYD PUMP

(CAN) ON POST FLIGHT INSP, ONE BOLT HEAD WAS FOUND DETACHED FROM THE PUMP ASSY. HAVE EXPERIENCED ONE PREVIOUS OCCURENCE, SEE SDR20060818006.

CA080530001	SKRSKY	PWA	SERVO	LOOSE
5/29/2008	S64E	JFTD12A4A	S156520421041	MAIN ROTOR

(CAN) DURING A POST-FLIGHT INSP, MECHANIC FOUND MOVEMENT BETWEEN THE FORK AND PISTON. THE PRIMARY SERVO WAS REPLACED. AFTER DISASSEMBLY AT REPAIR STATION, IT WAS DISCOVERED THAT THE MOVEMENT WAS CAUSED BY THE BREAKDOWN OF A LAMINATED REPAIR SHIM INSTALLED BETWEEN THE FORK AND PISTON ROD, CAUSING THE LOSS OF TORQUE BETWEEN THE SERVO FORK AND PISTON ROD. SUBMITTING THIS SDR IAW OUR REPAIR STATION CANADIAN SUPPLEMENT. AN ASB 64B29-8 WAS RELEASED BY THE MFG, ON MAY 24, 2008 (TC NR 20080530001)

CA080528010	SKRSKY	ALLSN	ALLSN	GEARSHAFT	CRACKED
4/17/2008	S76A	250C30S		23068295	GEARBOX

(CAN) THE GEARBOX WAS RECEIVED FOR OVERHAUL. A CRACK WAS FOUND DURING THE MPI PROCESS AT THE REPAIR FACILITY. THERE ARE (2) THROUGH CRACKS IN THE REAR SEAL JOURNAL AREA OF THE POWER TAKEOFF GEARSHAFT. THE POWER TAKEOFF (PTO) GEAR IS SN CG119988. (TC NR 20080528010)

CA080314012	SKRSKY	ALLSN	THERMOSTAT	STUCK
3/10/2008	S76A	250C30S	84300207	OIL COOLER

(CAN) THERMOSTAT STUCK AND ENGINE OIL TEMPERATURE INCREASED TO RED LINE. (TC NR 20080314012)

CA080305003	SKRSKY	GE	PIN	FOD
2/28/2008	S92A	CT78A		ENGINE

(CAN) ON RETURN FLIGHT AN EPAC (POWER CHECK) WAS ATTEMPTED BUT WOULD NOT COMPLETE (A USUAL CASE IN PARTICULAR ACFT) NRS WERE NOTED FOR MAINT STAFF AND ON RETURNING TO BASE ANOTHER EPAC WAS RUN AND COMPLETED. MAINT STAFF WAS NOTIFIED UPON ARRIVAL AT AIRPORT AND DAMAGE IN ENGINE PARTICLE SEPARATOR WAS NOTICED. SMALL HANDLE. PIN FROM HINGE ASSY FOUND TO HAVE BECOME DETACHED FROM ASSY AND ENTERED THE ENGINE INTAKE RESULTING IN FOD DAMAGE TO ENGINE.

CA081007002	SKRSKY	GE	ENGINE	MALFUNCTIONED
9/6/2008	S92A	CT78A		

(CAN) POST LANDING AND TAXI. ACFT WAS STATIONARY WITH BOTH ENGINES IN THE GROUND IDLE POSITION WITH ROTORS TURNING. PILOT OBSERVED ROTOR SPEED WAS NEARING A KNOWN "AVOID RANGE" AND ELECTED TO NUDGE THE NR 1 ENGINE CONTROL LEVER FORWARD TO INCREASE ROTOR SPEED SLIGHTLY ABOVE THE AVOID RANGE. DURING THE EXECUTION OF THIS MARGINAL CONTROL LEVER MOVEMENT, THE RELATED ENGINE THEN UNEXPECTEDLY SHUTDOWN. NO OTHER INDICATIONS OF A PROBLEM WERE OBSERVED BY EITHER PILOT. THE HUMS DATA WAS DOWNLOADED AND DURING REVIEW IT WAS DISCOVERED THAT DURING THE CONTROL LEVER INCREASE, THE NR 1 ENGINE TGT SPIKED TO 1100 DEGREES C FOR A PERIOD OF 3 SECONDS BEFORE THE AUTOMATED PROTECTIVE CIRCUITS OF THE FADEC SHUT THE ENGINE DOWN. NG (COMPRESSOR SPEED) HAD ONLY INCREASE APPROXIMATELY 1% WHEN THIS OCCURRED.

CA080513007	SNIAS	TMECA	TRANSMISSION	MAKING METAL
5/6/2008	AS332L	MAKILA1A	332A3210073P	MAIN ROTOR

(CAN) TRANSMISSION CHIP LIGHT ILLUMINATION. FERROUS METAL CHIPS, WHISKERS AND FLAKES FOUND IN FILTER AND SUMP AND ON CHIP DETECTOR.

CA080730005	SNIAS	TMECA	FUEL CONTROL	FAILED
7/28/2008	AS350*	ARRIEL1B	0164548540	ENGINE

(CAN) FLUCTUATION OF NG (+/- 2 PERCENT) IN CRUISE FLIGHT. ACFT LANDED AT THE BASE NORMALLY. ENGINE INSPECTED. RUN-UP CARRIED OUT, NG FLUCTUATION CONFIRMED ON THE GROUND (82.5 TO 84.5 PERCENT), NR FLUCTUATION ON THE GROUND (374 - 380). FCU REPLACED (PART REMOVED WAS 1369.6 HOURS TSO). TEST FLIGHT CONDUCTED AFTER FCU REPLACEMENT AND FOUND SATISFACTORY.

CA080728009	SNIAS	TMECA	BLADE	CRACKED
7/19/2008	AS350B2	ARRIEL1D1	355A12004008	TAIL ROTOR

(CAN) FOUND T/R BLADE CRACKED NEAR TIP OF BLADE AND TRAILING EDGE ON DAILY INSPECTION. BLADE REMOVED FOR EVALUATION BY MFG.

CA080716004	SNIAS	TMECA	FREQ ADAPTER	WORN
6/24/2008	AS350B2	ARRIEL1D1	350A31182703	MAIN ROTOR HEAD

(CAN) WORN TO SERVICEABLE LIMITS, RUBBER DEBONDING FROM ITS METHC SURFACE. REPLACED WITH A NEW SET.

CA080717005	SNIAS	TMECA	SERVO	MALFUNCTIONED
7/15/2008	AS350B2	ARRIEL1D1	SC5083SN2353	

(CAN) ON A EUROCOPTER AS350 B2 DURING HYDRAULIC TEST PROCEDURES FOR FIRST FLIGHT OF THE DAY THE PILOT ENCOUNTERED THE CYCLIC BEING DRIVEN HARD OVER TO THE LT STOP. DURING TROUBLESHOOTING THIS PROBLEM WAS NOT EASILY REPEATABLE EVERYTIME THE TEST WAS COMPLETED. REMOVAL OF THIS COMPONENT HAS SO FAR REMOVED THE ISSUE. THE SERVO HAS BEEN SENT OUT FOR TEST AND REPAIR.

CA080722003	SNIAS	TMECA	GIMBAL PIN	DAMAGED
7/16/2008	AS350B2	ARRIEL1D1	350A351069	

(CAN) ACFT WAS INSPECTED FOLLOWING A HARD LANDING, MAIN AND TAIL ROTOR STRIKES IAW MET 05.53.00.603, 604 AND 605. GIMBAL PINS (ALL 4 OF THEM) WERE SENT ALONG WITH OTHER PARTS FOR NDT (NO REQUIREMENT TO CHECK THE GIMBAL PINS AFTER AN INCIDENT), AND 3 OF 4 WERE FOUND TO HAVE CRACKS IN THE FLANGED END, CAUSING REJECTION OF THE 3 PINS. PINS ARE PART OF ENG TO MAIN GEAR BOX COUPLING, HOLDING COUPLING TUBE TO GIMBAL RING AND GIMBAL RING TO ROTOR BRAKE HSG. DAMAGED ACFT HAS YET TO BE REASSEMBLED TO FLIGHT CONDITION).

CA080219002	SNIAS	TMECA	SERVO	MALFUNCTIONED
2/8/2008	AS350B2	ARRIEL1D1		FLLIGHT CONTROL

(CAN) ALSO APPLIES TO SERVO SC5081-1 S/N 229 TSN 8917.4 TSO 2342.6 AND SERVO SC5082-1 S/N 361 TSN 5634.5 TSO 2345.1. A/C WAS APPOACHING FOR LANDING AND WHEN THE COLLECTIVE WAS REDUCED THERE WAS A VIOLENT VIBRATION, SEVERE ENOUGH TO CAUSE CONCERN ABOUT LOSS OF CONTROL OF THE HELICOPTER. COLLECTIVE WAS INCREASED AND THE VIBRATION LEVEL RETURNED TO A NORMAL LEVEL. ALL M/R SERVOS

WERE REPLACED AT ACRO HELIPRO AND SUBSEQUENT TEST FLYING HAS PROVEN THAT TO BE THE ROOT CAUSE. THERE WAS SOME LOW POWER VIBRATIONS EXPERIENCED IN THE PAST 12 MONTHS AND MOST OF THE RELATED DYNAMIC COMPONENTS HAD BEEN REPLACED AND INSPECTIONS PERFORMED. THE VIBRATIONS WERE WITHIN LIMITS AND NEVER REACHED A LEVEL OF IMMEDIATE CONCEARN LIKE THIS EVENT. I HAVE SENT THE SERVOS TO EUROCOPTER FT. ERIE, AND HAVE REQUESTED A TEAR DOWN REPORT, WE SUSPECT SOME TYPE OF PLAY IN THE PILOT VALVE THAT COULD HAVE STARTED OSCILLATING WITH AIRCRAFT VIBRATION. I WILL TRY TO ATTACH SUBSEQUENT INFORMATION TO THIS SDR WHEN IT BECOMES AVAILABLE TO ME. (TC# 20080219002)

CA080516013	SNIAS	TMECA	STOP	BROKEN
5/15/2008	AS350B2	ARRIEL1D1	350A37116200	MAIN ROTOR

(CAN) SUPPORT WAS FOUND BROKEN DURING THE AFTER LAST FLIGHT INSPECTION BY THE PILOT. NO SIGN OF FLIGHT CONTROL PROBLEM, VIBRATION OR NOISE WAS NOTICED. WORST CASE SCENARIO, IF THE DROOP RING GOT STUCK BETWEEN ONE BLADE AND THE MAST, IT COULD BE FATAL SINCE ONLY (2) OUT OF (3) WAS KEEPING THE RING CENTERED. (TC NR 20080516013)

CA080305018	SNIAS	TMECA	PUMP	FAILED
10/17/2007	AS350B2	ARRIEL1D1	P94B12209	FUEL BOOST

(CAN) PILOT HAD INDICATION OF A FUEL BOOST PUMP FAILURE. ACFT PERFORMED A NORMAL PLANNED LANDING AND THE PUMP WAS SUBSEQUENTLY REPLACED, NO FURTHER INCIDENT. (TC NR 20080305018)

CA080530003	SNIAS	TMECA	SERVO	WORN
5/28/2008	AS350B2	ARRIEL1D1	SC5083	FLT CONTROLS

(CAN) STIFF FLIGHT CONTROLS IN ALL RANGE OF TRAVEL, IN HOVER, CRUISE, LANDING.

CA080813012	SNIAS	TMECA	TURBINE	FAILED
8/11/2008	AS350B2	ARRIEL1D1		ENGINE

(CAN) HELICOPTER WAS RETURNING TO AIRPORT, ENGINE CHIP LIGHT CAME ON, FOLLOWED SHORTLY BY A POPPING SOUND FROM ENGINE, A VIBRATION IN AIRFRAME & LOW ROTOR HORN. AN AUTOROTATION INITIATED & WHEN PILOT FLARED TO LAND, NOTICED ENGINE STILL DEVELOPING POWER. ACFT LANDED UNDER POWER WITH NO FURTHER INCIDENT. INITIAL INVESTIGATION SHOWED MANY BIG CHUNKS OF METAL ON CHIP PLUGS & IN OIL STRAINERS. METAL ALSO FOUND ON ENGINE DECK. REAR BEARING VENT LINE FOUND OFF THE 2 O'CLOCK VENT STRUT & A LARGE AMOUNT OF OIL BLOWN OUT VENT ONTO ENGINE, ENGINE DECK & TAILBOOM (APPROX. 2 QUARTS LOST). THIS WOULD EXPLAIN INTENSE SMOKE OBSERVED COMING FROM ENGINE DURING AUTOROTATION & LANDING. RUBBING NOISES CAN BE HEARD WHEN TURNING COMPRESSOR BY HAND. VISUAL INSPECTION OF COMPRESSOR ALSO SHOWS COMPRESSOR BLADE TIP CONTACT & DAMAGE. BEARING FAILURE IS SUSPECTED. SECOND STAGE TURBINE WHEEL HAD BEEN REPLACED APPROX. 100HRS PRIOR TO THIS INCIDENT. AN ENGINE CHIP LIGHT EVENT HAD OCCURED APPROXIMATELY 40 MINS OF AIR TIME PRIOR TO THIS INCIDENT, PILOT FOUND A FEW SMALL METAL PARTICLES ON 2 OF THE ENGINE PLUGS. ACFT GROUND RUN & TEST FLOWN FOR 10 MIN WITH NO FURTHER INCIDENT & RETURNED TO SERVICE. ACFT HAS SINCE BEEN GROUND TRANSPORTED TO A MX FACILITY AND ENGINE REMOVED.

CA080226003	SNIAS	TMECA	ANNUNCIATOR	MALFUNCTIONED
2/24/2008	AS350B3	ARRIEL2B		

(CAN) ON A ROUTINE CHECK FOLLOWING START, THE ANNUNCIATOR LIGHT FOR GOV FAILURE (RED) FAILED TO ILLUMINATE WHEN THE ENGINE GOV SWITCH WAS MOVED FROM AUTO TO MANUAL. OTHER FUNCTIONS ASSOCIATED WITH MOVING TO MANUAL (SOLENOID, VEMD FAILURE CODES) OPERATED NORMALLY. THE WARNING LIGHT ILLUMINATED DURING THE ANNUNCIATOR (ALL LIGHTS) PUSH TO TEST. THE ANNUNCIATOR PANEL WAS REPLACED WITH THE REPLACMENT UNIT OPERATING NORMALLY. (TC NR 20080226003)

CA080407006	SNIAS	TMECA	PUMP	MALFUNCTIONED
4/5/2008	AS350B3	ARRIEL2B	A5026780	HYDRAULIC SYS

(CAN) DURING NORMAL FLIGHT DURING A BIRD TOWING OPERATION THE PILOT RECEIVED A BING INDICATING A FAILURE. AIRSPEED 60KTS, 1000 FT AGL, 170 FT LINE WITH BIRD, 45 MINUTES INTO FIRST FLIGHT OF THE DAY: " BING " HEARD IN HEADSET, HYD WARNING LIGHT OBSERVED, NOTICE CHANGE OF FEEL TO THE CYCLIC

CONTROL (ACCUMULATORS ACTIVATED) CHECKED THAT BOTH HYD SWITCHES HAD NOT BEEN INADVERTENTLY ACTIVATED. OBSERVED AIRSPEED 60KTS, SWITCHED HYD CUT OFF TO ON POSITION, CONTINUED TO DECENT TO A LAKE, SET UP FLAT APPROACH WITH BIRD. RADAR ALT INDICATED BIRD WAS 5 FT OFF GROUND LOAD WAS JETTISONED AT 25KTS IAS POSITION FOR A SECOND APPROACH AND LANDED HELICOPTER WITHOUT INCIDENT THE HYDR PUMP WAS REPLACED AFTER AND ACFT WAS TEST FLOWN AND RETURN TO SERVICE.

CA080710003	SNIAS	TMECA	SWITCH	FAILED
7/4/2008	AS350B3	ARRIEL2B1	045004B145A	FUEL PUMP

(CAN) FUEL PUMP WOULD NOT TURN ON

2008FA0000765	SNIAS		GPS	OVERHEATED
10/20/2008	AS350BA		13824120211	COCKPIT

DURING FLIGHT, THE TRIMBLE GPS OVERHEATED AND EMITTED SMOKE. THE PILOT MADE A PRECAUTIONARY LANDING AND SECURED POWER TO THE GPS BY REMOVING THE FUSE. THE UNIT HAD BEEN INSTALLED SINCE 1996. (K)

CA080313002	SNIAS		CONNECTOR	BURNED
3/12/2008	AS350BA			INSTRUMENT LIGHT

(CAN) DURING THE FLIGHT THE PILOT SELECTED THE INSTRUMENT LIGHTS ON. FIVE MIN LATER THE LIGHTS BEGAN TO CYCLE ON AND OFF. THE PILOT TOUCHED THE CONNECTOR AND ELECTRICAL FLAME CAME FROM THE CONNECTOR. THERE WAS A BURNING ODOR BUT NO VISIBLE SMOKE. THE PILOT SHUT THE LIGHTS DOWN AND CONTINUED THE FLIGHT. THE PROBLEM COULD NOT BE REPRODUCED ON THE GROUND, BUT THE UNIT IS UNSERVICABLE. (TC NR 20080313002)

CA081007007	SNIAS	ALLSN	CROSSBEAM	CRACKED
9/29/2008	AS350BA	250C30	350A38101832	FUSELAGE

(CAN) A BI DIRECTIONAL CROSS BEAM WAS SENT OUT FOR NDT INSPECTION AND A CRACK INDICATION WAS FOUND INBD RADIUS OF CROSS BEAM WHERE THE LAMINATED MOUNT ATTACHES. A SECOND NDT INSPECTION WAS PERFORMED WITH THE SAME RESULTS.

CA080716003	SNIAS	LYC	BRACKET	CRACKED
7/14/2008	AS350BA	LTS101*	417157001	FUEL FILTER

(CAN) CRACK DISCOVERED DURING ENGINE VISUAL INSPECTION ON THE HIGH PRESSURE FUEL ASSEMBLY SUPPORT, CRACK ON THE TOP HOLDING HOLE, FROM HOLE TO THE EDGE OF SUPPORT.

CA080715005	SNIAS	LYC	BRACKET	CRACKED
7/11/2008	AS350BA	LTS101*	417157001	FUEL FILTER

(CAN) DURING THE 100 HRS INSPECTION ON THE ENGINE, THE AME DISCOVERED 2 CRACKS ON THE ENGINE HIGH PRESSURE FUEL FILTER SUPPORT, 1 AT THE TOP AND 1 AT THE BOTTOM ASSEMBLY HOLDING HOLES GOING FROM EACH HOLE TO THE EDGE OF SUPPORT.

CA080807006	SNIAS	LYC	SEAL	DAMAGED
7/1/2008	AS350BA	LTS101750A1	1350P5103	ENGINE

(CAN) CONVERTED LAST FEB, AT THE SAME TIME INSTALLED AN FDC ENGINE AIR FILTER. JULY 1ST 2008 THE PILOT WAS STARTING THE ENGINE GOT TO AROUND 60 PERCENT TORQUE WHEN COMPRESSOR STALLS OCCURRED. HE SHUTDOWN. UPON INSP FOR COMPRESSOR STALLS IT WAS FOUND THE COMPRESSOR WAS FOD. FOUND THAT A PIECE OF THE SEAL P/N 1350P5-103 HAD COME OFF AND FOD THE ENGINE.

CA080320011	SNIAS	TMECA	LOCK	CRACKED
3/20/2008	AS350BA	ARRIEL1B	350A37118322	MAIN ROTOR

(CAN) CRACKED MAIN ROTOR MAST LOCK.

CA080523005	SNIAS	TMECA	TRANSCEIVER	INOPERATIVE
5/16/2008	AS350BA	ARRIEL1B	TK760HG	UHF SYSTEM

(CAN) RADIO WOULD NOT TRANSMIT, REMOVED AND INSTALLED SERVICABLE RADIO.

CA080619008	SNIAS	TMECA	PUMP	INOPERATIVE
5/6/2008	AS350BA	ARRIEL1B	P94B12203C	FUEL BOOST

(CAN) BOOST PUMP FAILED IN FLIGHT, MOTOR STILL TURNING BUT NOT CREATING PRESSURE. SUSPECT SHEARED SHAFT OR DRIVE.

CA080814007	SOCATA		WHEEL HALF	CRACKED
8/14/2008	TBM700	PARKER40270	Z0DN6068757295	RT MLG

(CAN) DURING LANDING ROLL, PILOT NOTICED ABNORMAL "FEEL" OF ACFT AND STEERING. DISCOVERED FLAT TIRE ON RT MAIN WHEEL. ACFT RECOVERED FROM RUNWAY. DISASSEMBLED WHEEL AND PERFORMED DYE PENETRANT INSP ON WHEEL HALVES. CRACK INDICATION VERY EVIDENT IN INNER BEAD RADIUS OF OUTER WHEEL HALF SUB-ASSEMBLY, AND ALSO VISIBLE ON OUTER SURFACE. PART IS SUBJECT TO REPETITIVE NDT INSPECTIONS. WHEEL HALF SUB-ASSEMBLY REPLACED.

CA080703004	STBROS		CLEVIS PIN	DETACHED
7/2/2008	SC72			RUDDER CONTROL

(CAN) ACFT DEPARTED, APPROXIMATELY 30 MILES EN ROUTE, PLAY WAS NOTICED IN THE RT RUDDER PEDAL, THERE WAS NO RESISTANCE WHEN DEPRESSED AND WAS INOPERABLE, LT RUDDER WAS STILL FUNCTIONAL. DECISION WAS MADE TO CONTINUE, ACFT LANDED WITHOUT INCIDENT. AFTER FURTHER INSPECTION OF RUDDER CONTROL SYSTEM, A CLEVIS PIN HAD BECOME DETACHED FROM RUDDER CONTROL TORQUE TUBE ABOVE REAR CARGO DOOR. IT APPEARS THE SAFTY CLIP THAT COVERS THE PIN AT BOTH ENDS IS MISSING.

CA080214002	SWRNGN	GARRTT	DRIVE SHAFT	FAILED
2/13/2008	SA226TC	TPE33110U		TACH GENERATOR

(CAN) TROUBLESHOT NO RPM INDICATION. REMOVED TACH GENERATOR FROM RT ENGINE, DRIVE SHAFT WAS STILL STUCK IN THE ENGINE. IT APPEARS THAT THE SHAFT SEPARATED FROM THE ARMATURE INSIDE. REMOVED THE SHAFT, NO DAMAGE TO THE ENGINE DRIVE. INSTALLED SERVICEABLE PART AND TESTED FINE. (TC NR 20080214002)

CA080609005	SWRNGN	GARRTT	TUBE	LEAKING
6/5/2008	SA226TC	TPE33110UA	27621009	BLEED AIR

(CAN) THE CREW OF THE ACFT REPORTED LOW POWER FROM THE NR 1 ENGINE. DURING THE COURSE OF TROUBLESHOOTING MX SUSPECTED A BLEED AIR LEAK CAUSED BY A CRACK IN THE BELLOWS FOR THE BLEED AIR LINE. THIS FLEXIBLE JOINT IS COVERED IN A WIRE HEAT SHIELD AND UPON CUTTING AWAY THE SHIELD TO INSPECT THE BELLOWS IT WAS DISCOVERED THAT THE LEAK WAS ORIGINATING FROM THE SEAM WHERE THE BELLOWS ARE FITTED TO THE RIDGED TUBING. THIS PART WAS MANUFACTURED IN 1980 AND IS BELIEVED TO BE ORIGINAL EQUIPMENT. ANY DEFECT IN THIS AREA WOULD BE IMPOSSIBLE TO DETECT ON A VISUAL INSPECTION.

CA080609006	SWRNGN	GARRTT	DUCT	CRACKED
5/31/2008	SA226TC	TPE33110UA	2784142007	BLEED AIR

(CAN) DURING A ROUTINE INSP IT WAS DISCOVERED VISUALLY THAT A BLEED AIR LINE TO THE HEAT EXCHANGER OF THE AIR CYCLE MACHINE HAD CRACKED 2 INCHES, ABOUT ONE THIRD THE CIRCUMFERENCE OF THE TUBE.

CA080609004	SWRNGN	GARRTT	ACTUATOR	UNRESPONSIVE
6/3/2008	SA226TC	TPE33110UA	DL5040M6	PITCH TRIM

(CAN) SHORTLY AFTER DEPARTING, AND ACCELERATING THROUGH 200KTS, THE PITCH TRIM STOPPED RESPONDING. TRIM SONALERT WAS SOUNDING WHENEVER THE TRIM SWITCH WAS USED, HOWEVER THE TRIM GAUGE WAS NOT MOVING AND THE ACFT CERTAINLY WAS NOT TRIMMING. THIS WAS ATTEMPTED ON THE CAPTAIN AND F/O`S SIDE, AS WELL AS THE STANDBY TRIM SWITCH ON THE PEDESTAL. THE CREW REDUCED POWER TO MAKE CONTROLLING THE A/C EASIER AND USED THEIR KNEES TO KEEP THE ACFT LEVEL AND CONTINUED. AS THE ACFT SLOWED FOR ARRIVAL, THROUGH ABOUT 180 KTS, THE TRIM BEGAN RESPONDING AGAIN. THE ACFT LANDED NORMALLY AND MAINT WAS INFORMED. MAINT REPLACED THE PITCH TRIM ACTUATOR

AND THE PROBLEM HAS NOT REOCCURRED. THE ACTUATOR WILL BE SENT FOR REPAIR/OVERHAUL AND TEAR DOWN REPORT REQUESTED ON THE NATURE OF THE FAILURE.

CA080808005	SWRNGN	GARRTT	WOODWARD	VALVE	INOPERATIVE
8/5/2008	SA226TC	TPE33110UA			FUEL CONTROL

(CAN) CREW REPORTED MINOR ISSUE WITH STIFF POWER LEVER ON ONE ENGINE. MAINT EXAMINED THE CONTROL LINKAGE AND FOUND THAT THE FUEL CONTROL`S MANUAL FUEL VALVE (MFV) WOULD NOT REACH FULL TRAVEL (APPROX 85 PERCENT OF TRAVEL) REMOVED THE UNIT FOR REPAIR.

CA080731001	SWRNGN	GARRTT	DRAG BRACE	CRACKED
7/27/2008	SA226TC	TPE33110UA	55010011	MLG

(CAN) DURING A DAILY INSP BY MAINT PERSONNEL, THE NR 3 LUG SECURING THE UPLOCK HOOK TORQUE SHAFT TO THE DRAG BRACE WAS FOUND CRACKED IN HALF AND SEPARATED FROM THE DRAG BRACE. REPLACED WITH A SERVICEABLE DRAG BRACE, RIGGED AND ADJUSTED WITH NO FURTHER ISSUES.

CA080918004	SWRNGN	GARRTT	VICKERS	HOUSING	SEPARATED
9/14/2008	SA226TC	TPE33110UA			HYDRAULIC PUMP

(CAN) DURING ENGINE START THE NR 2 ENGINE HYDRAULIC PUMP BEGAN TO LEAK SIGNIFICANTLY CAUSING A LOSS OF SYSTEM PRESSURE AND FLUID. UPON INSPECTION BY MX THE PUMP WHICH WAS JUST INSTALLED 2.5 HRS PRIOR WAS FOUND TO HAVE SEPARATED AT THE PUMP HOUSING HALVES AND THE O RING SEAL WAS EXTRUDED. THE INTERNAL WRENCHING BOLTS WHICH HOLD THE HALVES TOGETHER APPEARED TO HAVE PULLED OUT OF THE THREADS ALLOWING THE PUMP HALVES TO SEPARATE TO THE POINT OF PUMP FAILURE. THE COMPANY WILL SEND THE PUMP FOR WARRANTY REPAIR.

CA080811006	SWRNGN	GARRTT	ROD END	WORN
8/7/2008	SA226TC	TPE33110UA	2761000009	RT POWER LEVER

(CAN) THE FUEL CONTROL WAS BEING REPLACED ON THE RT ENGINE. WHEN THE STARTER GENERATOR WAS REMOVED IT WAS APPARENT THAT THE POWER LEVER, WHERE IT ATTACHES TO THE PROP PITCH CONTROL BY A ROD END, WAS SEVERELY WORN. THE TIME SINCE INSTALL IS NOT KNOWN, HOWEVER THE ROD END DID NOT LOOK PARTICULARLY OLD. THE CAD PLATING WAS STILL ON THE PART. IT HAD BEEN APPROX 80-90 HOURS SINCE THE LAST SCHEDULED INSPECTION. THIS IS THE THIRD INSTANCE IN RECENT MONTHS WITH THE SAME PART NR ROD END. (SOME WORSE THAN OTHERS) THE PART APPEARS TO BE FINE AT INSPECTION THEN FAILS SUDDENLY. AT A CERTAIN POINT IN THE LAST FEW YEARS THE PART CHANGED, THE NR IS THE SAME BUT THE PART WAS PHYSICALLY DIFFERENT. THE NEWER ONES ARE THE PROBLEM PARTS. UNFORTUNATELY THE PART WAS ACCIDENTALLY THROWN OUT.

CA080903008	SWRNGN	GARRTT	WINDSHIELD	CRACKED
8/28/2008	SA226TC	TPE33110UA	2719442003	COCKPIT

(CAN) CAPTAINS WINDOW SHATTERED ON DECENT DURING FINAL LEG INTO BASE. SHORTLY AFTER ENTERING CLOUD WITH ICING. W/S HEAT WAS ON LOW. MAINT REPLACED THE WINDSHEILD. NO EXTERNAL DAMAGE COULD BE FOUND ON THE WINDOW WHICH MAY HAVE CAUSED THE FAILURE. THE TREND OF PREMATURE FAILURES OF THESE WINDOWS FOR THIS OPERATOR CONTINUES AS IS LIKEY CAUSED DUE TO SUBSTANDARD PARTS.

CA080903010	SWRNGN	GARRTT	WINDSHIELD	CRACKED
8/28/2008	SA226TC	TPE33110UA	2719442003	COCKPIT

(CAN) ON DESCENT AT APPROX 13000FT THE LT HEATED WINDSHIELD CRACKED. MAINT REPLACED THE WINDSHEILD AND NO PREXISTING DAMAGE WAS FOUND WHICH WOULD HAVE CONTRIBUTED TO THE WINDOW CRACKING. PREMATURE FAILURE OF THESE WINDOWS IS NOT UNCOMMON.

CA080926003	SWRNGN	GARRTT	ARM	CRACKED
9/14/2008	SA226TC	TPE33110UA	27720065	RUDDER PEDAL

(CAN) FOUND 3 OF 4 RUDDER PEDAL ATTACH ARMS CRACKED ON LWR END, WHERE THE TORQUE TUBE THAT THE PEDAL IS MOUNTED TO ATTACHES TO THE CAST ARM. MATERIAL THICKNESS IS APPROX .2500 INCH IN THAT AREA. ACFT IS 17,800 TOTAL TIME, LOW FOR THIS TYPE OF ACFT. HAVE PREVIOUSLY FOUND 1 OTHER CRACKED

ARM.

CA080819011	SWRNGN	GARRTT	TUBE	FRACTURED
8/10/2008	SA227AC	TPE3311	8943825	LT ENGINE BLEED

(CAN) TUBE HAD BROKEN AT WELDMENT THAT ATTACHES THE TUBE TO THE FLANGE THAT BOLTS IT TO THE ENGINE BLEED. AIR PORT WAS CRACKED 90% OF THE WAY AROUND WELD. THIS CAUSED THE ENGINE TO NOT REACH TARGET TORQUES UNLESS WATER METH WAS USED. UNIT WAS REPLACED AND ACFT RETURNED TO SERVICE.

CA080611010	SWRNGN	GARRTT	BEARING RACE	DAMAGED
6/10/2008	SA227AC	TPE3311	LM299710	NOSE WHEEL

(CAN) THE INNER SEAL WAS NOTED TO BE PROTRUDING MORE THAN NORMAL. WHEEL ASSY WAS REMOVED AND THE INNER RACE WAS FOUND TO NOT BE SEATED ALL THE WAY. SERVICEABLE WHEEL ASSY WAS INSTALLED ON THE ACFT AND ACFT RETURNED TO SERVICE.

CA080724003	SWRNGN	GARRTT	BEARING	SPALLED
7/17/2008	SA227AC	TPE33110UG	31037081	COMPRESSOR

(CAN) SN OF THE PART IS MS030633106124 WAS UNABLE TO PUT THIS INTO SN FIELD. A/C WAS DOWN FOR A ROUTINE OIL SAMPLE. AT THIS TIME THE OIL SAMPLE WAS NOTED TO HAVE A UNUSUAL AMOUNT OF METAL IN THE OIL SAMPLE. THE ENGINE SHOP WAS INFORMED TO HAVE A LOOK AT THE METAL AND IT WAS DETERMINED FROM ENGINE SHOP THAT THE ENGINE NEEDED REPAIR AT THAT TIME. UPON DISSASEMBLY OF THE ENGINE GEAR BOX IT WAS FOUND THAT THE COMPRESSOR BALL BEARING WAS STARTING TO HAVE METAL SPAWLING COMING FROM THE INNER RACE. THE ENGINE WAS REPAIRED ON WING AND WITH A NEW COMPRESSOR BEARING ALL METAL FLUSHED FROM ENGINE AND THE A/C WAS RETURNED TO SERVICE WITH NO MORE ISSUES.

CA080728007	SWRNGN	GARRTT	STRUCTURE	BENT
7/22/2008	SA227AC	TPE33111U		MLG DOOR

(CAN) ON APPROACH PILOT EXTENDED GEAR AND HAD GREEN INDICATION FOR NOSE AND LT MAIN GEAR ONLY, INTRANSIT LIGHT WAS ON FOR RT GEAR. PILOT RECYCLED GEAR AND ALL 3 GREEN INDICATIONS WERE NOW PRESENT. ACFT LANDED WITHOUT FURTHER PROBLEMS. MAINT WAS CALLED AS THE RT GEAR DOORS WERE BENT JUST AFT OF THE FRONT HINGE. IT APPEARED THAT THE DOOR WAS HUNG UP ON THE FRONT EDGE OF THE GEAR DOOR AND WAS BENT WHEN THE GEAR WAS SELECTED DOWN.

CA080728008	SWRNGN	GARRTT	FITTING	CRACKED
7/22/2008	SA227AC	TPE33111U	31039391	PROP GOVERNOR

(CAN) ON INSPECTION, IT WAS DISCOVERED THAT THERE WAS AN OIL LEAK AROUND THE RT ENGINE PROP GOVERNOR. UPON FURTHER INSPECTION IT WAS FOUND THAT THE FITTING WAS CRACKED HALF WAY AROUND THE FITTING. FITTING REPLACED AND ACFT RETURNED TO SERVICE.

CA080711002	SWRNGN	GARRTT	INDICATOR	BURNED
7/9/2008	SA227AC	TPE33111U	6221234013	DME

(CAN) ON APPROACH THE CREW REPORTED A LOUD POP WHICH WAS FOLLOWED BY AN ELECTRICAL ODOR AND THE DME WENT OFF LINE. THE CREW SHUT DOWN ALL NON-ESSENTIAL AVIONICS AND CONTINUED WITHOUT INCIDENT. THE ACFT WAS THEN POSITIONED AT THE HANGAR WHERE MX REMOVED AND CARRIED OUT AN INSPECTION ON THE DME INDICATOR. UPON A CLOSER LOOK IT WAS NOTICED THAT THE CAPACITOR HAD FAILED. IT WAS DETERMINED THAT THE INDICATOR WAS THE SOURCE OF THE PROBLEM.

CA080625004	SWRNGN	GARRTT	LINE	CRACKED
6/18/2008	SA227AC	TPE33111U		HYD SYSTEM

(CAN) ON APPROACH, CREW NOTED A DROP IN HYDR PRESSURE FOLLOWED BY THE ILLUMINATION OF THE HYDR WARNING LIGHTS. THE HYDR PRESSURE WENT TO ZERO AND CREW CREW CONSULTED TO APPROPRIATE CHECKED LIST AND COMPLETED A MANUAL EXTENSION OF THE LANDING GEAR USING THE ALTERNATE EXTENSION PROCEDURES. THE ACFT LANDED WITHOUT INCIDENT. AN INSP BY MAINT DETERMINED THAT HYDR FLUID HAD BEEN LOST DUE TO A LEAK IN A HYDR TUBING IN THE LT GEAR WELL. LINE HAD A CRACK AT THE

FLARE AND RESULTED IN THE LEAK. LINE WAS REPLACED WITH NEW, FUNCTION, OPERATION, AND LEAK CHECKS COMPLETED AND THE ACFT RETURNED TO SERVICE.

CA080205007	SWRNGN	GARRTT	BEARING	WORN
1/29/2008	SA227AC	TPE33111U	3588941	GEARBOX

(CAN) TACH/GEN IDLER ASSY DUAL SPUR GEAR, CENTER ANTI FRICTION BEARING FOUND WITH AN UNUSUALLY HIGH AMOUNT OF RADIAL PLAY AND WAS EXTREMELY ROUGH WHEN TURNED OVER BY HAND. THE ENGINE WAS REMOVED DUE TO CARBON STEEL PLATELETS FOUND IN THE OIL SAMPLE.

CA080124008	SWRNGN	GARRTT	FUEL NOZZLE	CRACKED
1/21/2008	SA227AC	TPE33111U	310323259	ENGINE

(CAN) DURING SCHEDULED FUEL NOZZLE CHANGE A NOZZLE WAS FOUND TO BE CRACKED IN THE AREA, SECONDARY MANIFOLD FITTING THAT MFG SAYS TO INSPECT. (TC NR 20080124008)

CA080124009	SWRNGN	GARRTT	FUEL NOZZLE	CRACKED
1/20/2008	SA227AC	TPE33111U	310323259	

(CAN) FUEL NOZZLE FOUND CRACKED ON SECONDARY MANIFOLD DURING SCHEDULED NOZZLE CHANGE IN THE AREA THAT MFG SAYS TO INSPECT FOR CRACKS.

CA081007010	SWRNGN	GARRTT	DISC	WORN
10/2/2008	SA227AC	TPE33111U	5011639	BRAKE

(CAN) THIS BRAKE ASSEMBLY WAS REMOVED FROM ACFT ON THE RT - O/B GEAR FOR BRAKE WEAR BEYOND LIMITS. UPON TEAR DOWN THE LUGS WERE FOUND TO HAVE WORN APPROXIMATELY 40% WHILE THE RIM SIDE HAD MINIMAL WEAR AND THE RIM WAS RETURNED TO SERVICE. THIS TYPE OF WEAR IS NOT COMMON AS THEY WEAR CONSISTENTLY SIMILAR. FURTHER INVESTIGATION WILL BE ACCOMPLISHED IN ORDER TO POSSIBLY DETERMINE OTHER CAUSES AS TO WHY THE UNEVEN WEAR PATTERN.

CA080912006	SWRNGN	GARRTT	TUBE	CRACKED
9/8/2008	SA227AC	TPE33111U	991930811	OIL SYSTEM

(CAN) DURING THE PREFLIGHT WALKAROUND, THE FLIGHT CREW NOTICED OIL DRIPPING FROM THE RT ENGINE. MX WAS DISPATCHED TO THE LOCATION WHERE THE STAINLESS STEEL TUBE ASSY FROM THE ENGINE PROP GOVERNOR TO THE NEGATIVE TORQUE SENSING (NTS)MANIFOLD WAS FOUND LEAKING. DURING REMOVAL, 1 FLARED END OF THE TUBE WAS FOUND CRACKED 3/4 OF THE WAY AROUND THE CIRCUMFERENCE OF THE TUBE. TOSL TIME ON THE TUBE COULD NOT BE DETERMINED. THIS SAME PN TUBE HAS BEEN FOUND CRACKED PREVIOUSLY ON OTHER ACFT. THE CRACK WAS LIKELY DUE TO IMPROPER ALIGNMENT OF THE TUBE ASSY DURING INSTALLATION ON THE PROP GOVERNOR.

CA080318005	UROCOP	TMECA	RESERVOIR	LEAKING
11/20/2007	EC120B	ARRIU2F		HYD SYSTEM

(CAN) THE RESERVOIR SECTION OF THE HYDRAULIC PUMP ASSEMBLY BEGAN TO LEAK HYDRAULIC FLUID. THE LEAK WAS NOTED ON A PREFLIGHT INSPECTION WHERE THERE WAS A PUDDLE OF HYDRAULIC FLUID ON THE TRANSMISSION DECK OF THE HELICOPTER. THE FLIGHT WAS CANCELLED. THE LEAK WAS TRACED TO A LARGE PLUG WHICH IS SWAGED OR STAKED INTO THE BOTTOM OF THE RESERVOIR. THE HYDRAULIC PUMP ASSEMBLY WAS REMOVED AND IT WAS FOUND THAT THE PLUG WAS LOOSE IN THE BOSS, AND COULD ROTATE FREELY. THERE IS NO REPLACEABLE SEAL OR METHOD TO RESEAL THE PLUG. THE HYDRAULIC PUMP ASSEMBLY WAS RETURNED TO THE MANUFACTURER.

CA080407001	UROCOP	TMECA	HOUSING	CRACKED
4/4/2008	EC120B	ARRIU2F	C632A2116102	ENGINE

(CAN) CRACK INDICATION FOUND ON UPPER RT AREA OF INPUT HOUSING BOSS. THIS WAS FOUND DURING OVERHAUL OF THE MODULE. PART SENT TO MFG FOR EVALUATION.

CA080508007	UROCOP	TMECA	WINDSHIELD	CRACKED
5/6/2008	EC130B4	ARRIEL2B1	350A25904320	COCKPIT

(CAN) DURING INSP, A CRACK WAS FOUND IN THE UPPER LT CORNER OF THE PILOTS WINSHIELD. WINDSHIED HAS BEEN REPLACED. THIS IS THE 4TH WINDOW REPLACED ON THIS ACFT IN 1943 HRS. IAW CONVERSATIONS WITH THE MFR THE THICKNESS OF THE WINDOWS WILL BE INCREASED IN THE FUTURE.

CA080624004	UROCOP	TMECA	WIRE	CHAFED
6/18/2008	EC130B4	ARRIEL2B1		NAV LIGHT

(CAN) THE GREEN NAV LIGHT POWER WIRE CHAFED INSIDE THE HORIZONTAL STABILIZER AND THE RESULTING SHORT CIRCUIT POPPED THE 6 AMP CIRCUIT BREAKER BUT NOT BEFORE DAMAGING THE POS LIGHT SWITCH AND THE LIGHT & ANCILLARY CONTROL UNIT (LACU).

CA080702010	UROCOP	TMECA	WIRE	MISREPAIRED
6/30/2008	EC130B4	ARRIEL2B1	EC130B4	WARNING SYSTEM

(CAN) THIS SNAG APPEARED AS AN INTERMITTENT WARNING (GONG) IN THE PILOTS HEADSET. THIS GONG ALERTS THE PILOT TO ANY OF THE RED WARNING LIGHTS ILLUMINATING ON THE CAUTION LIGHT WARNING PANEL. THE GONG WAS PRESENT BUT VERY LOW AND MAY NOT HAVE BEEN HEARD BY THE PILOT IN CASE OF A RED WARNING INDICATION. WIRE SPLICE TO THE ASU CARD NR1 WAS FOUND TO HAVE AN INTERMITTENT CONNECTION. WIRE WAS REPAIRED AND GONG WARNING WAS RETURNED TO THE PROPER LEVEL.

CA080723005	ZLIN	LYC	CABLE	FRAYED
7/22/2008	Z242L	AEIO360A1B6	Z4244120000	ELEV TRIM TAB

(CAN) CABLE WAS DISCOVERED FRAYED DURING REGULARY SCHEDULED MAINT.

CA080616005	ZLIN	LYC	CONTROL CABLE	FRAYED
6/11/2008	Z242L	AEIO360A1B6	Z4244170000	ELEVATOR TAB

(CAN) AFT ELEVATOR TRIM CABLE WAS DISCOVERED FRAYED DURING REGULARLY SCHEDULED MAINT. IT WAS SURMISED THAT FURTHER OPERATION OF THE TRIM SYS WOULD HAVE LED TO SYS FAILURE BEFORE THE NEXT SCHEDULED INSPECTION.

CA070703002	ZLIN	LYC	SLICK	ROTOR SHAFT	SHEARED
5/9/2007	Z242L	AEIO360A1B6	4370	M3548	MAGNETO

(CAN) A STUDENT PILOT NOTICED THAT THE ENGINE WOULD NOT RUN WHEN THE RT MAGNETO WAS SELECTED. MAINT WAS CALLED AND THE RT MAGNETO WAS REMOVED FROM THE ENGINE AND DISSASSEMBLED. THE ROTOR WAS FOUND SHEARED AT THE CAM ROTOR SLOT. (TC NR 20070703002)

CA080908005	ZLIN	LYC	SPRING	BROKEN
9/8/2008	Z242L	AEIO360A1B6	Z4243300014	FLAP SPRING

(CAN) FLAP SPRING LOCK WAS DISCOVERED CRACKED DURING SCHEDULED MX. SPRING BROKE COMPLETELY DURING REMOVAL.