



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**AFS-600**

*Regulatory Support Division*

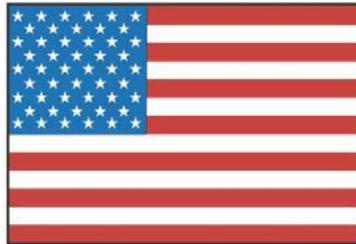
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
392**



**MARCH  
2011**

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

**AVIATION MAINTENANCE ALERTS**

The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain civil aeronautical products pertaining to significant events or items of interest. At the time we prepared this document, we have not fully evaluated the material. As we identify additional facts such as cause and corrective action, we may publish additional data in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported to the FAA Service Difficulty Reporting System (SDRS). We welcome your participation, comments, and suggestions for improvement. Send to: FAA; ATTN: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

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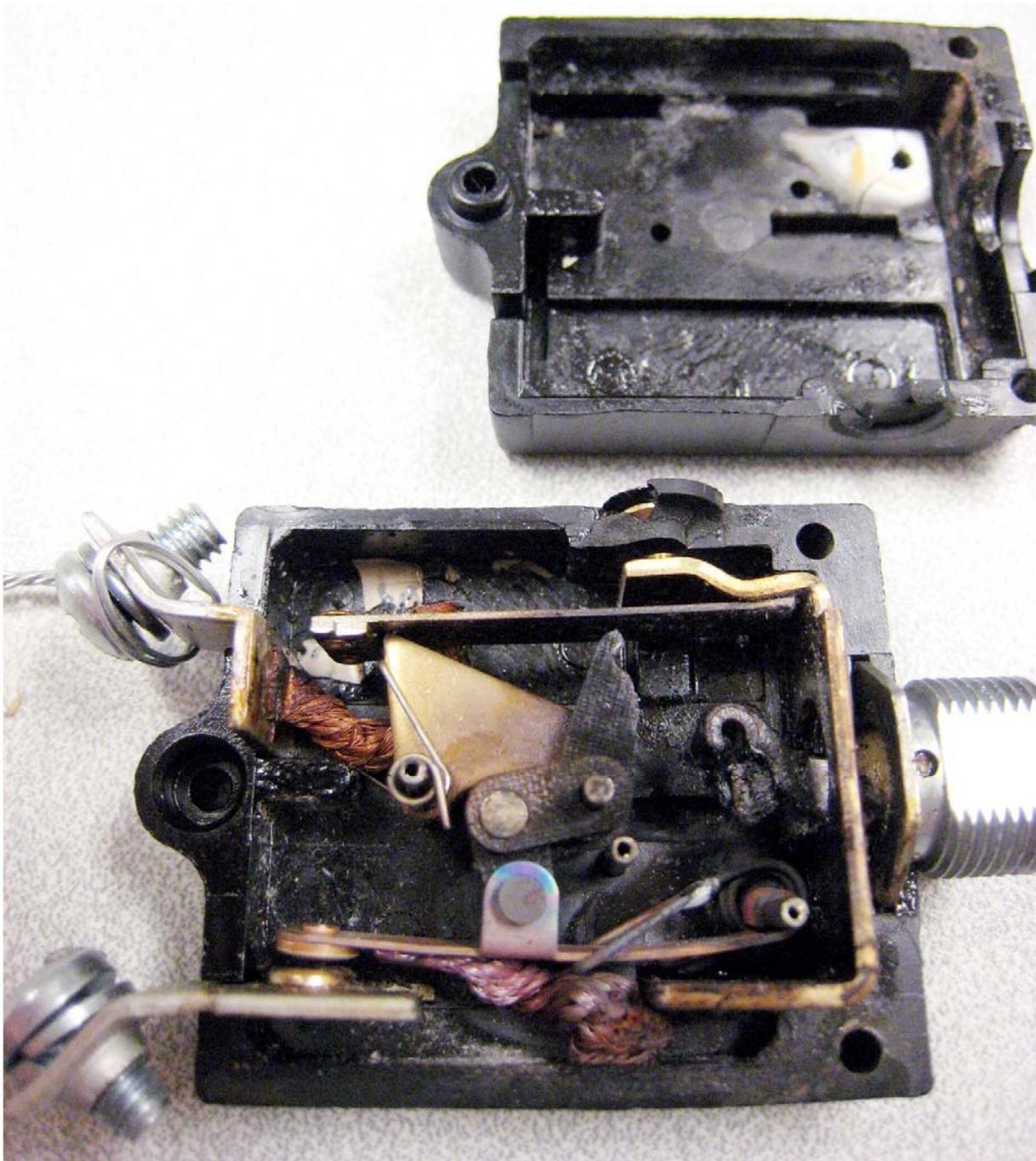
*(Editor's notes are provided for editorial clarification and enhancement within an article. They will always be recognized as italicized words bordered by parentheses.)*

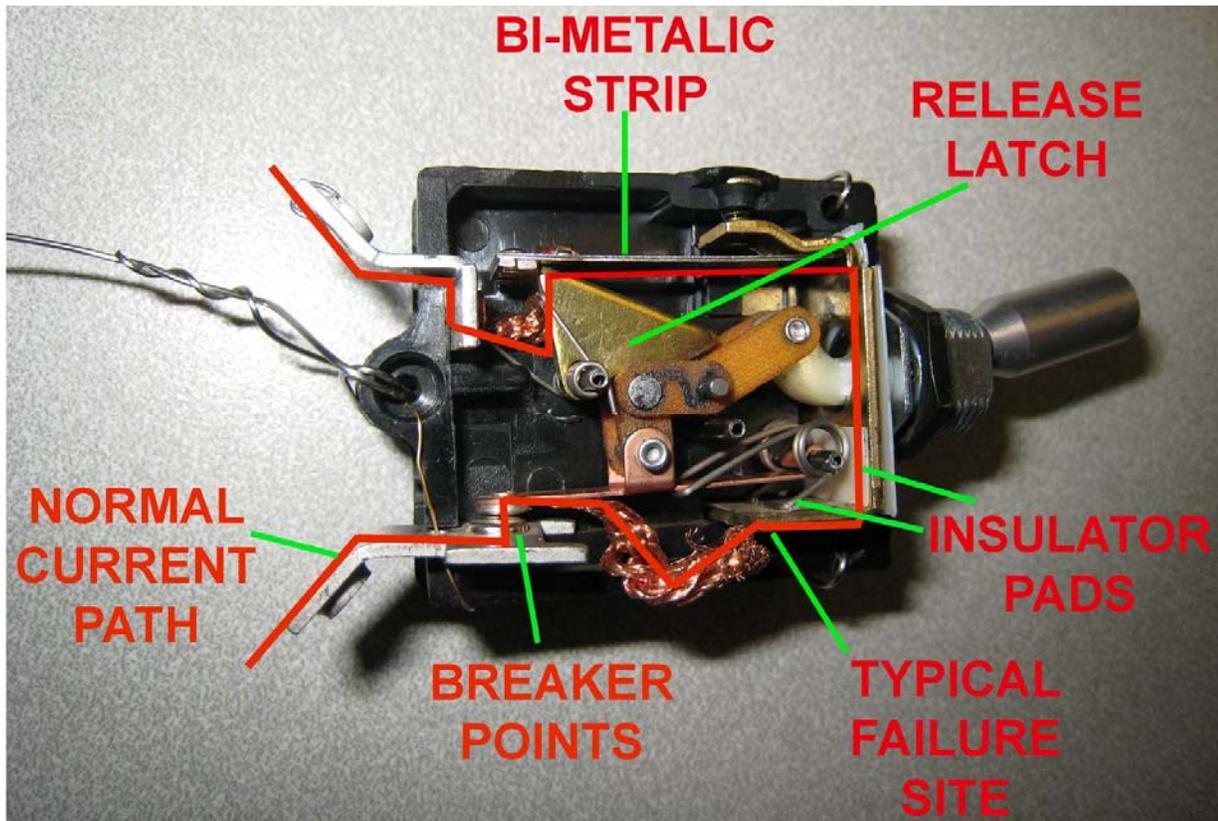
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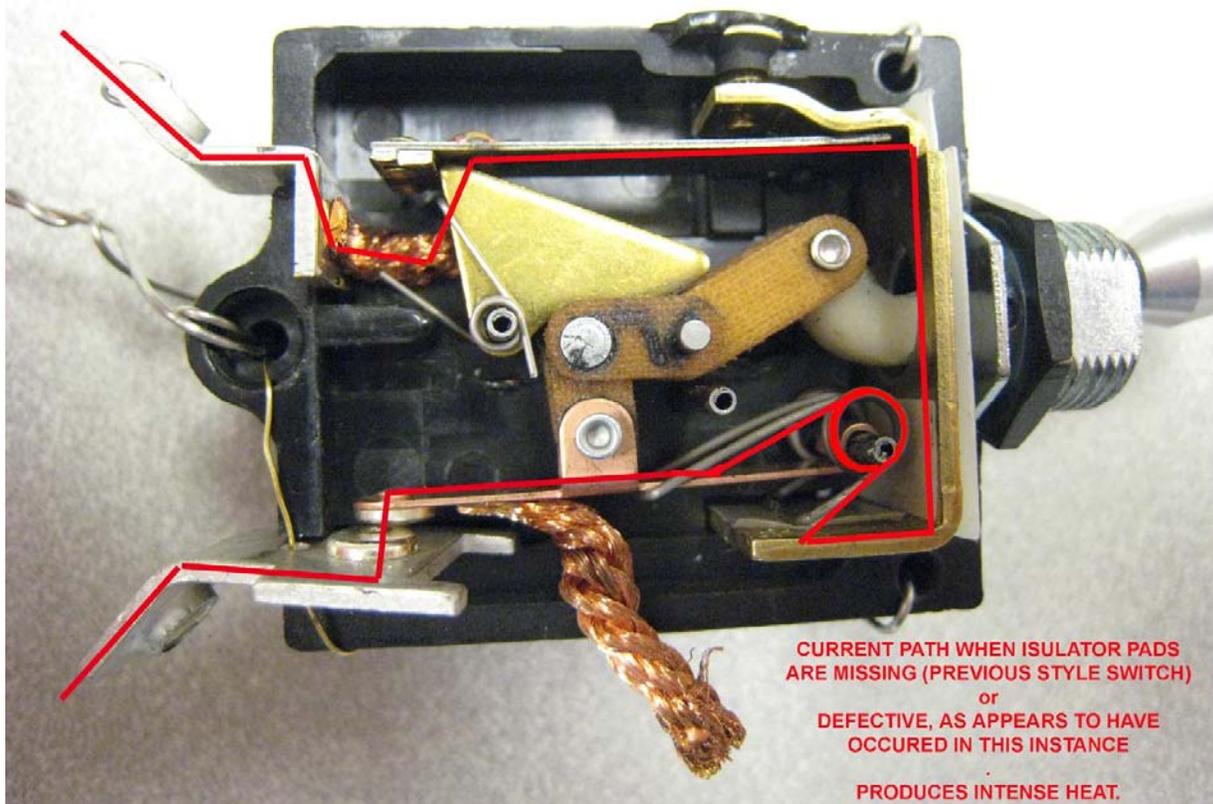
**AIRPLANES**

**Beech: 58; Burned Landing Light Circuit Breaker Switch; ATA 3340**

"The pilot reported a burning smell in the cabin," says this submitter. "An inspection revealed the taxi light circuit breaker switch to have an unusual feel. Following replacement of the switch, the failed switch was disassembled and found to have burned internal components. This switch (P/N 35-380132-105) is the improved model that was required by AD2008-13-07 which was modified to prevent the burning situation in the failure mode. This was accomplished by installing two insulator pads at the actuator spring to prevent current from flowing through the spring when the wire braid fails. Unfortunately, when these switches overheat, it is difficult to impossible to determine if the insulators had been installed improperly, or installed at all. This is the second post AD switch in our fleet that has failed and overheated." *(Switch manufacturer's name: Tyco. Aircraft total time: 8,059 hours.)*







(See also two similar reports in the August Alerts of last year—Ed.)

Part Total Time: (unknown)

#### **Cessna: 172S; Loosened Seat Lock Attach Screws; ATA 2510**

A writer says, "During a training flight the student pilot reported his seat would not lock into position. The aircraft returned to base without incident. Upon troubleshooting the problem a maintenance technician found the attachment screws of the left and right seat stop pins had backed out, allowing them to be detached and ineffective. A check of the other aircraft in the fleet found six (*additional*) aircraft (*having*) loose attachment screws (*P/N MS35207256*). All loose screws were removed, inspected, and reinstalled with Loctite 242 as per the manufacturer's suggestion." (*Component name, P/N, and manufacturer: Seat Latch Assembly; SPL19251; Birk Aerosystem.*)



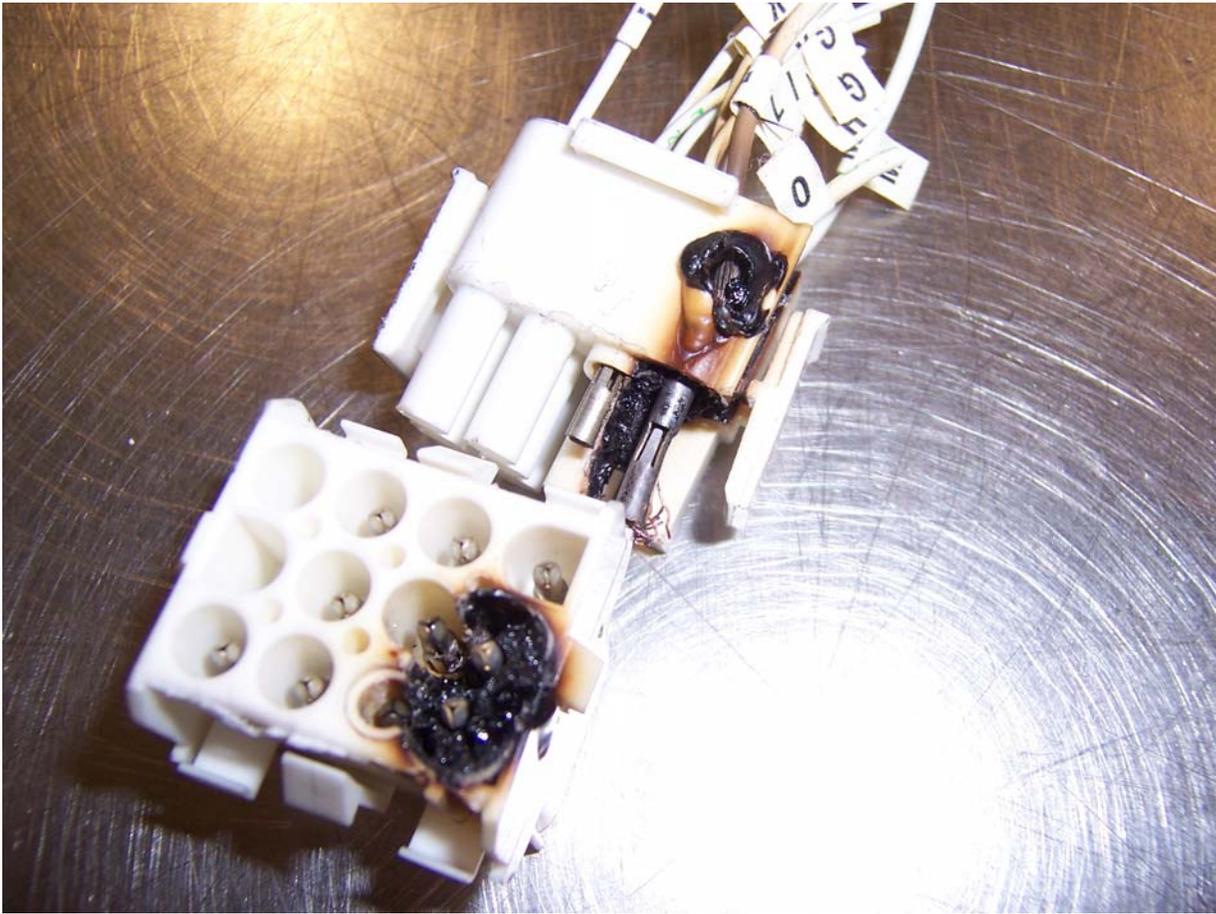


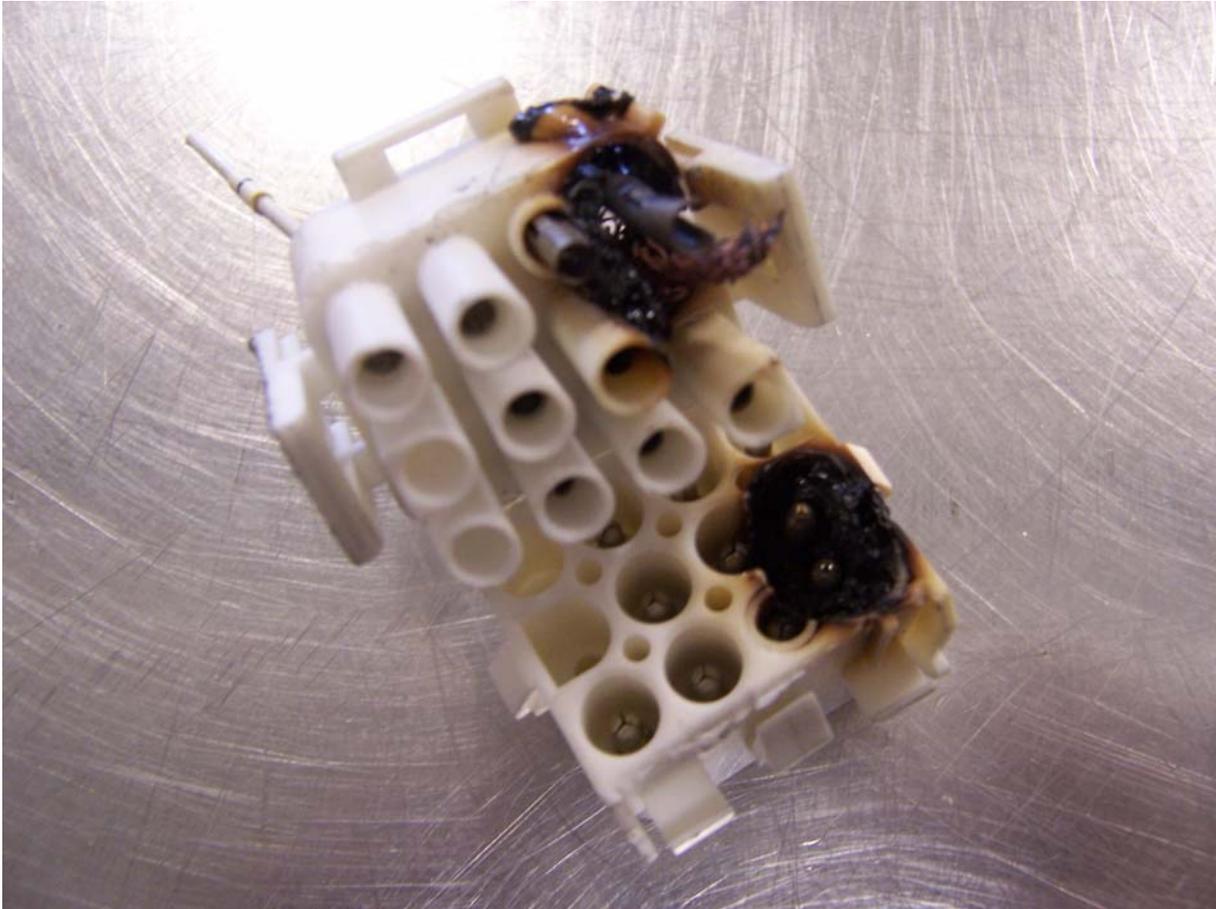
Part Total Time: 1,797.0 hours

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**Gulfstream: G200; Burned Lavatory Electrical Connector; ATA 3897**

An electrical technician states, "While troubleshooting the flight phone (*I*) found the lavatory plug (*number*) 548 P2 showing signs of discoloration and overheat. I capped and stowed the wires for plug 548 P2 IAW WDM 20-00-00. I collared (*blocked*) the circuit breakers for the lavatory water heater, the ribbon heater, the water system control, and the toilet—and verified no power at plugs 548 P2 and J2."





*(No causal speculation was provided with this report.)*

Part Total Time: 2,869.0 hours (aircraft)

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### **Piper: PA28-180; Failed Landing Gear Strut; 3213**

A general aviation report states, "The right main landing gear lower strut fell off when the aircraft lifted off the runway at *(the airport)*. The student pilot flew to *(his destination)* and landed, resulting in damage to the upper landing gear strut (*P/N: 6531904*). When the lower strut departed *(from the)* upper housing, it struck and damaged the flap skin.

"The right main landing gear upper torque link mounting ears broke off the cylinder, allowing the lower gear leg to fall out of the upper cylinder and depart the aircraft. This cast aluminum cylinder is original since 1972. The inboard ear appears to have been partially broken for some time. Once it broke all the way, the outboard ear could not support the twisting forces applied during normal turns, taxi, and torque during takeoff. I feel this led to the outboard ear breaking off, and on takeoff, the gear left the aircraft. This upper torque link attach point is covered with a fairing, preventing the pilot from seeing any defects during preflight." *(The SDRS database reflects this part number 22 times.)*





Part Total Time: (unknown)

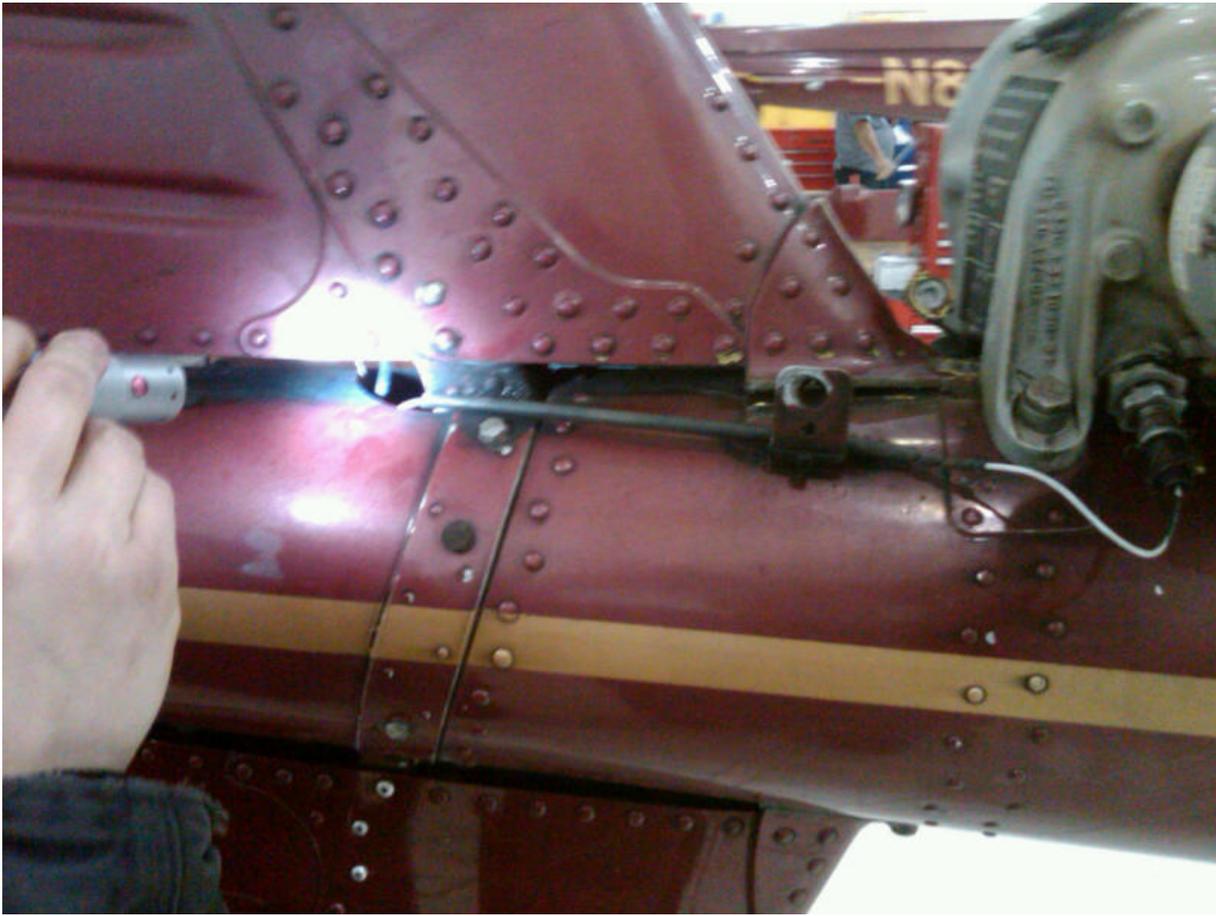
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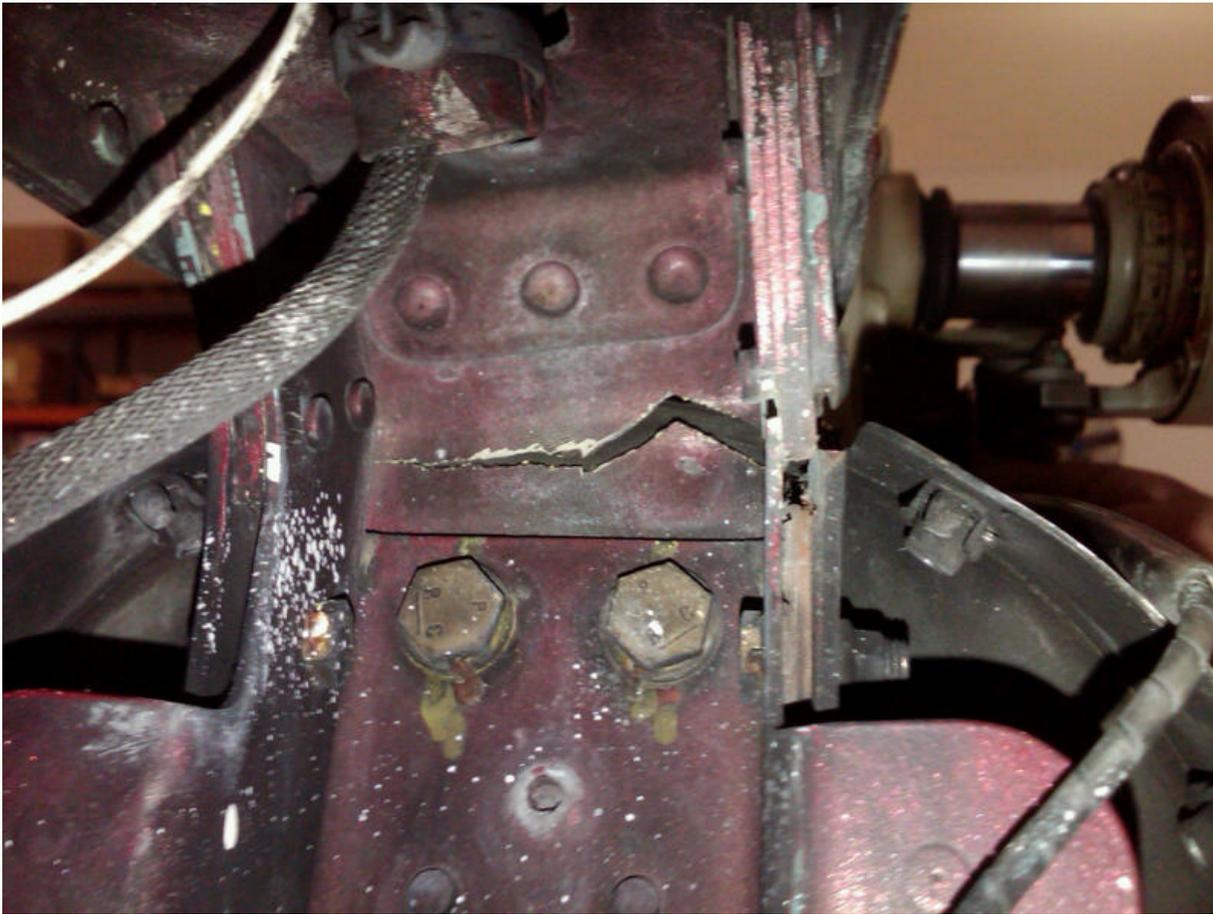
## HELICOPTERS

**Eurocopter: AS350B2; Cracked Vertical Fin Mount; ATA 5330**

*(The following submission is short on words, but long in photography.)*

"A crack (*was found*) in the vertical fin mount," says an unidentified technician. (*Vertical fin P/N: 350A1100201101*).





*(Okay.... You got my attention. I hope others are looking too—Ed.)*

Part Total Time: 23,797.0 hours

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## **POWERPLANTS**

### **ECI Cylinder; AEC631397; Separated Cylinder Head; ATA 8530**

*(This report references a Cessna 414 aircraft.)*

"While in flight at cruise power," says this technician, "a loss of manifold pressure and engine roughness was experienced. The engine was shut down. A normal landing was made at the intended destination. Inspection revealed the number two cylinder head had separated. No structural damage occurred." *(This ECI cylinder was fitted to a Continental TS10-520NB engine. There are 81 records for this cylinder number in the SDRS database.)*

Part Total Time: 1,163.0 hours

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**General Electric: CF680C2B2; Transfer Gearbox Contamination; ATA 7261**

*(This engine defect report references a Boeing 767 airplane. Removing the last digit "2" from the engine number and adding the wildcard "%" to the search criteria yields 81 entries for this powerplant in the SDRS database.)*

A Chief Quality Control inspector from our southern neighbor Columbia writes, "*The aircraft pilot report read...*" The right engine oil quantity *(indicated)* zero and the engine oil pressure was low. *(An)* engine shutdown was directed by checklist *(and subsequently performed in flight)*.. The oil pressure was always above 10 PSI. *(This)* flight diverted to another *(airfield)*.'

"Corrective action: *(We)* performed B767 FIM *(fault isolation manual)* 71-05-00, figure 119, block 1-6 and 25. We found the transfer gearbox (TGB) *(oil scavenge)* screen blocked by *(unknown)* material.... The screen contamination was removed and an Oil System Contamination Inspection accomplished." *(The maintenance action concludes with a satisfactory engine run-up with all operational parameters normal. A separate attached note indicates the debris in the following photos as "foreign plastic material.")*









*(Thank-you for your documentation effort. The engine time might be a giant clue to the material's original purpose—Ed.)*

Part Total Time: 2.37 hours (since overhaul)

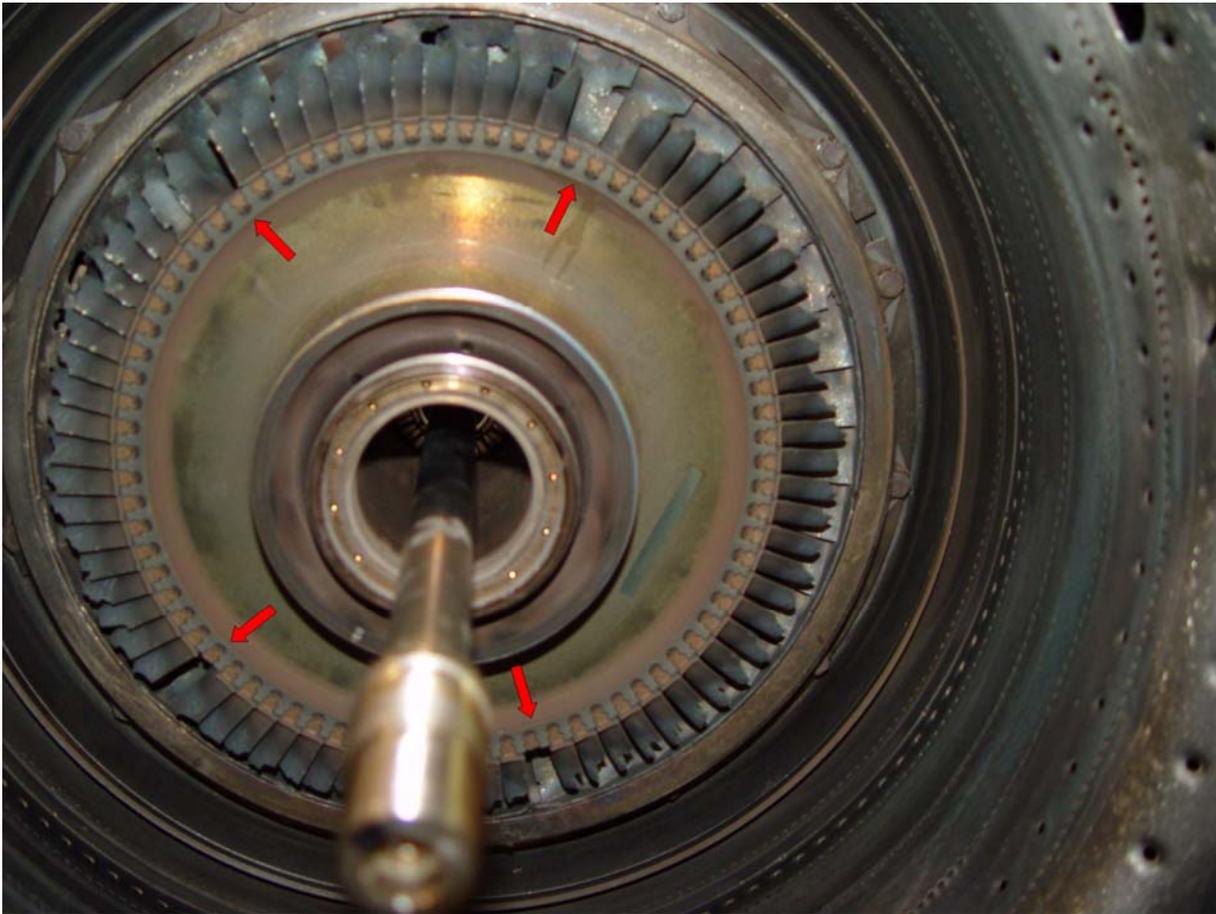
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### **Honeywell: TFE73122B; Turbine Blade Separation; ATA 7250**

*(This engine defect report references a Lear 35A aircraft.)*

"At 400 feet (AGL) after takeoff," says this submitter, "the crew heard a loud bang from the left engine, (*then*) the engine RPM went to zero. The crew circled (*the aircraft*) and made a safe landing. The engine was removed and sent to (*a repair*) facility. During engine teardown, five high pressure turbine rotor blades were found broken (*directly*) under the blade platform and separated from the disk. The outer engine cases were not penetrated. The cause of the blade failure is being investigated by the engine manufacturer and the (*repair facility's*) engineering staff." (*Turbine blade P/N: 30727122.*)





Part Total Time: 1,512.0 hours

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**Lycoming: LT1O540-J2BD; Improper Rocker Cover Installation; ATA 8530**

*(This R/H engine pulls a Piper PA31-350 through the clouds.)*

"The aircraft was written up by the PIC (*pilot in command*) for a large oil leak on the number two engine," says this mechanic. "Inspection revealed the number three cylinder (P/N LW-12966) had a gasket (P/N 66732) installed incorrectly under the rocker shaft cover (P/N 72710). The cover is secured with two screws (P/N 72709).

"This engine was received from Lycoming as a factory remanufactured unit and accumulated only 44.7 hours time in service until the leak was discovered. The effected parts were installed by the manufacturer and not disturbed by company personnel until the defect was discovered."

# Right Engine LTIO-540-J2BD #3 Cylinder Rocker Shaft Cover Gasket Misalignment

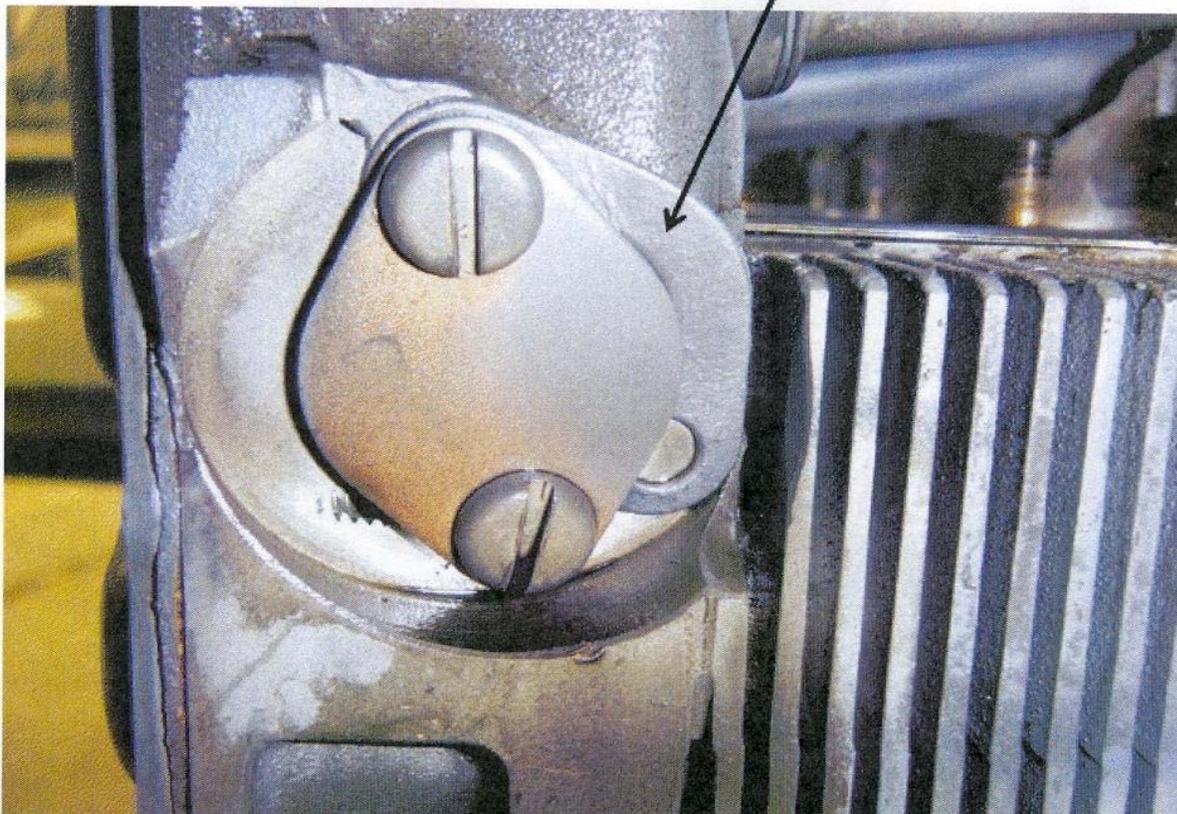
S/N L-2152-68A

TTIS 4541.7

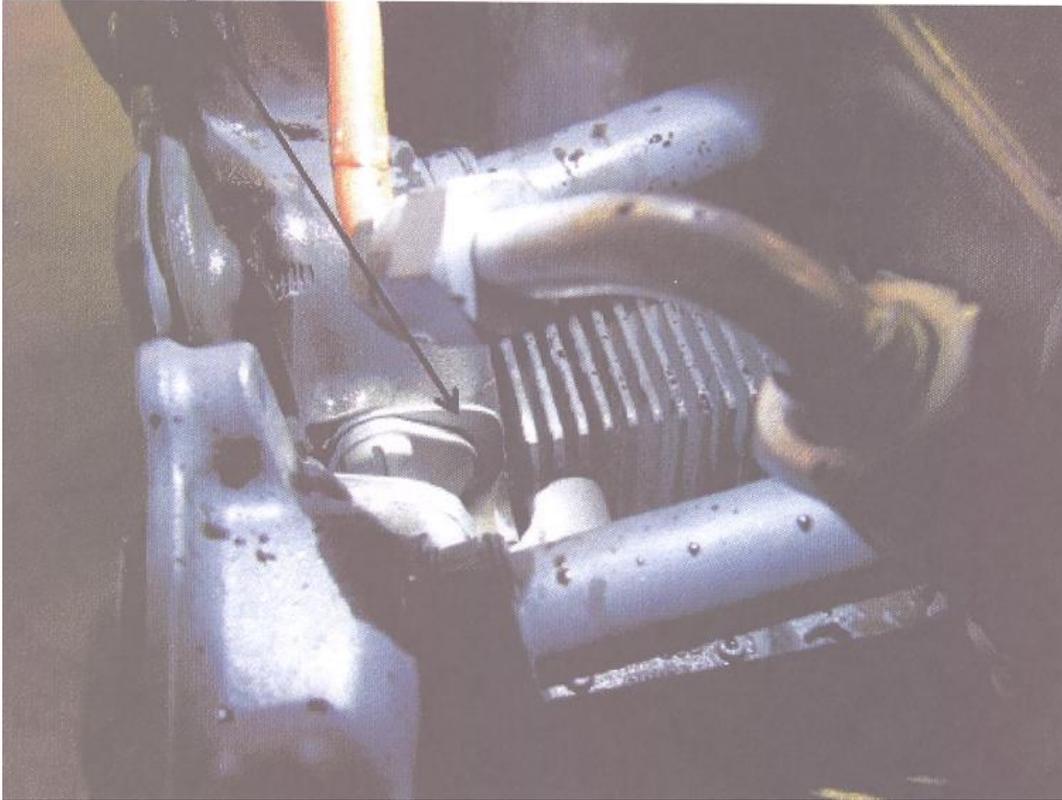
TSO 44.7

Date of Discovery - 11 December 2010

Note Gasket Position – Screw was installed correctly



Top View with cylinder installed – Note that the gasket still has the paint on it from the overhaul



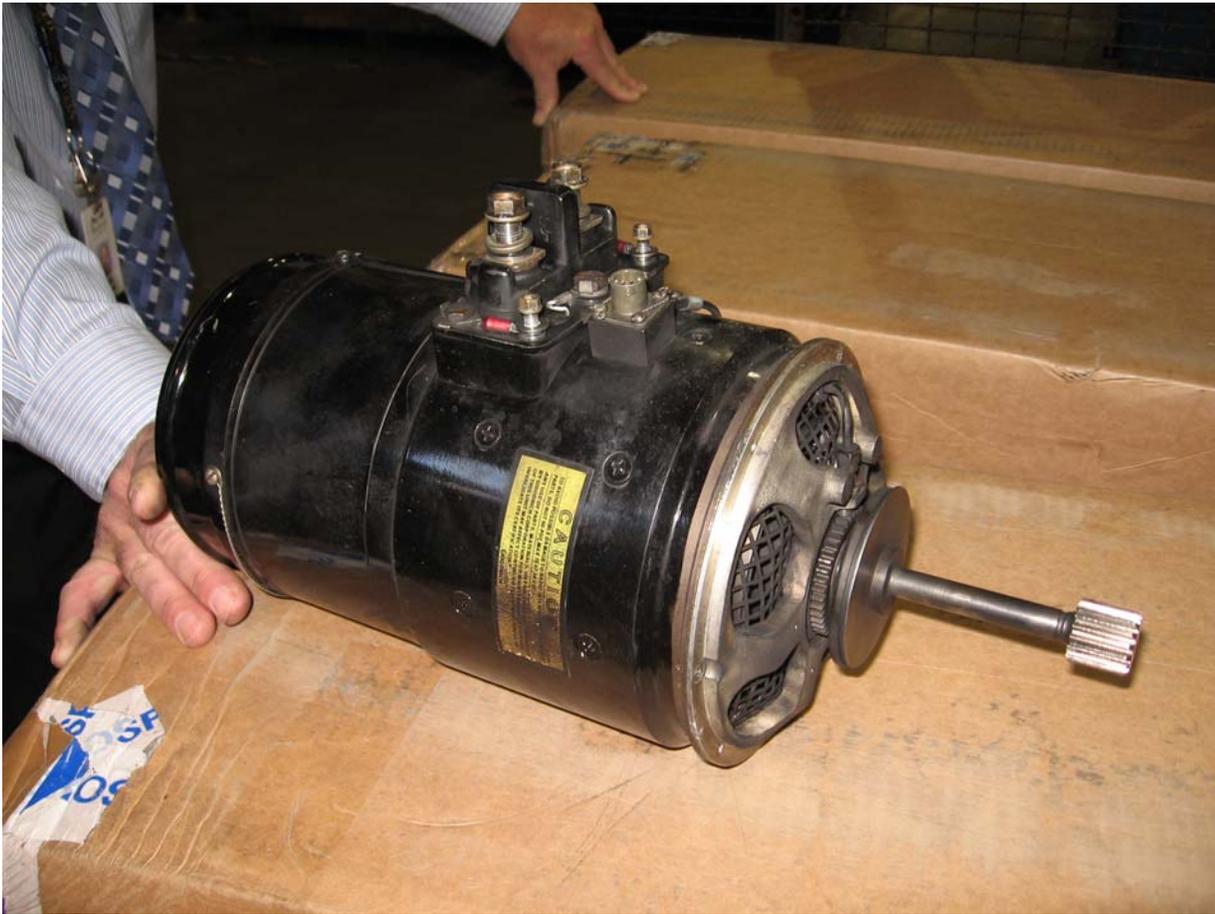
Part Total Time: 44.7 hours (since overhaul)

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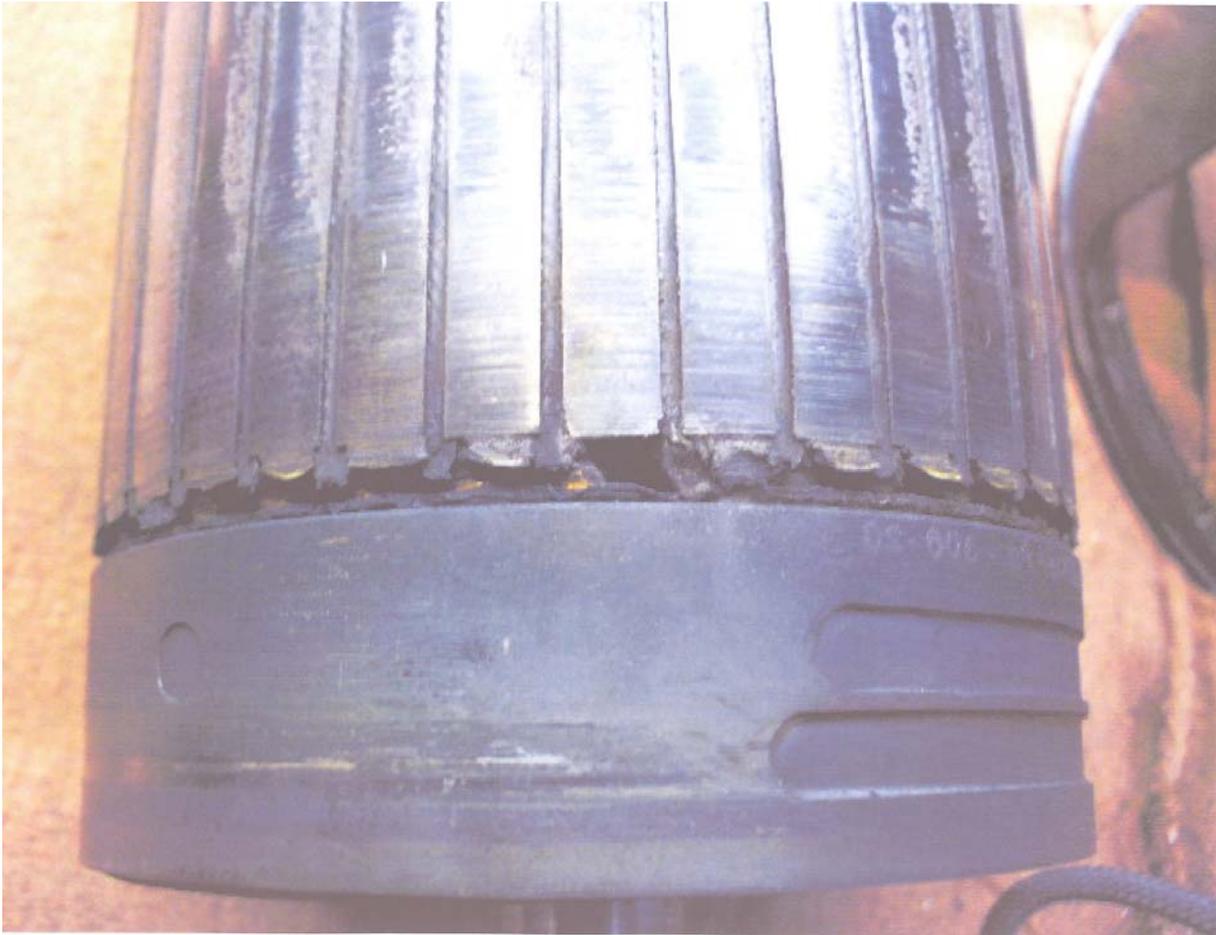
**Pratt & Whitney: PW305B; Failed Starter/Generator; ATA 2435**

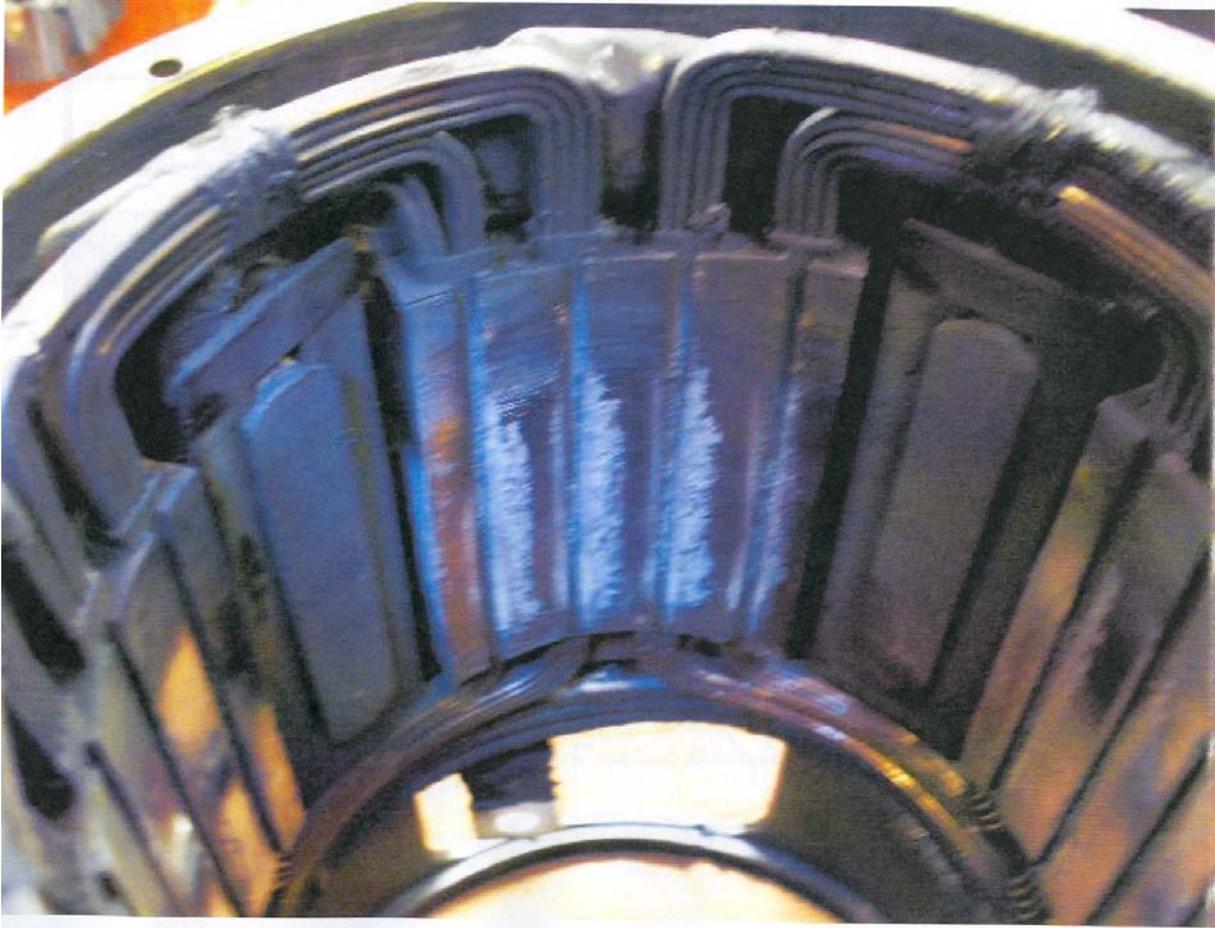
"The (*Hawker 1000*) aircraft experienced moderate vibration in cruise (*flight*)," writes this technician. "The flight crew felt the vibration (*originated*) from the number two engine, followed shortly with a Generator number two fail indication. The crew shut down the engine and diverted their flight to an (*alternate*) airport for a non-eventful, single engine landing.

"Maintenance removed the engine starter/generator and found it failed—with the internal cooling fan assembly contacting the generator shroud. This unit had 305.1 hours since overhaul (TBO is 1000 hours)." (*This Starter/generator's manufacturer: BF Goodrich; P/N: 23091002. At least three of these units are described in the SDRS database.*)









*(A dozen more photographs accompanied this report. Thank-you for the time and effort spent in documentation—Ed.)*

Part Total Time: 305.0 hours

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## **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/Query.aspx>.

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 following address.

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) 954-5313  
SDRS Program Manager e-mail address: [9-AMC-SDR-ProgMgr@faa.gov](mailto:9-AMC-SDR-ProgMgr@faa.gov)

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### **IF YOU WANT TO CONTACT US**

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

Editor: Daniel Roller (405) 954-3646

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

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

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

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

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### **AVIATION SERVICE DIFFICULTY REPORTS**

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting System (SDRS) 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
<a href="#">2011FA0000061</a>				COVER	MISINSTALLED
1/14/2011				56118	FUEL BOWL
UNAUTHORIZED THREAD SEALANT WAS FOUND ON THE FUEL SIDE OF THE INLET FITTINGS. SB-10 ADDRESSES THIS ISSUE. THREAD SEALANT INSIDE THE CARBURETOR`S FUEL AND AIR PASSAGES CAN BREAK FREE AND CAUSE A CARBURETOR TO MALFUNCTION LEADING TO PARTIAL OR COMPLETE LOSS OF ENGINE POSER. SUBMITTER RECOMMENDS FOLLOWING THE INSTRUCTIONS CONTAINED IN THE APPROPRIATE CARBURETOR O/H MANUAL AND OTHER APPLICABLE SERVICE INFORMATION WHEN SERVICING CARBURETORS. THE CARBURETOR WAS IDENTIFIED WITH A RED "AVSTAR" DATA TAG.					
<a href="#">2011FA0000062</a>				SLEEVE	LOOSE
1/6/2011				86151	CARB MIXTURE
THE MIXTURE SLEEVE WAS FOUND LOOSE/ROTATED IN A CARBURETOR SUBMITTED FIR INSPECTION AND COMPLIANCE WITH SB-18 WHICH PERTAINS TO LOOSE MIXTURE CONTROL LSEEVES. ALTHOUGH THIS SLEEVE HAD NOT ROTATED FAR ENOUGH TO CAUSE FUEL STARVATION, HAD IT MOVED FURTHER, FUEL STARVATION COULD HAVE OCCURRED, RESULTING IN LOSS OF POWER. SUBMITTER REITERATES THE IMPORTANCE OF HAVING CARBURETORS AFFECTED BY SB18 INSPECTED AND REPAIRED PRIOR TO FURTHER FLIGHT.					
<a href="#">EE4Y20110022</a>	AIRBUS			BRACKET	CRACKED
1/14/2011	A319132			D53912660000	ZONE 100
(EE4Y) LOWER FUSELAGE LATERAL AVIONIC COMPARTMENT BRACKET CRACKED. PART REPLACED.					
<a href="#">EE4Y20110027</a>	AIRBUS			FLOOR SUPPORT	CORRODED
1/15/2011	A319132			D534721721722050	ZONE 200
UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA FROM STA 2800 TO STA 2870 BETWEEN -Y 116 AND -Y 129 FLOOR SUPPORT WITH CORROSION. THE DAMAGED PART WAS REPLACED IAW SRM 51-72-11, PARAGRAPH 4 AND 6.					
<a href="#">EE4Y20110029</a>	AIRBUS			FLOOR SUPPORT	CORRODED
1/15/2011	A319132			D5347219320000	ZONE 200
UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA STA 2835, -Y 76.5 FLOOR SUPPORT WITH CORROSION. THE DAMAGED PART WAS REPLACED IAW SRM 51-72-11, PARA 4 AND 6.					
<a href="#">EE4Y20110028</a>	AIRBUS			SEAT TRACK	CORRODED
1/15/2011	A319132			D5347213320700	ZONE 200
UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA STA 2765, -Y 129 SEAT TRACK FLOOR SUPPORT WITH CORROSION. THE DAMAGED PART IS GOING TO BE REPLACED IAW SRM 51-72-11, PARAGRAPH 4 AND 6.					
<a href="#">EE4Y20110036</a>	AIRBUS			SKIN	CORRODED
1/20/2011	A319132				NR 1 NACELLE
NR 1 ENGINE PYLON AFT LOWER SECTION INBD AND OTBD SKIN WITH CORROSION. REPLACED NR1 ENGINE PYLON AFT FAIRING SECTION INBD AND OTBD SKIN PANEL FROM PYLON STA 819 TO PYLON STA 1005 IAW SRM					

51-72-11, PARA 4 AND 6.

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<a href="#">EE4Y20110037</a>	AIRBUS		SKIN	CORRODED
1/20/2011	A319132			NR 2 NACELLE

NR 2 ENGINE PYLON AFT LOWER SECTION OTBD AND INBD SKIN WITH CORROSION. REPLACED NR2 ENGINE PYLON AFT FAIRING SECTION INBD AND OTBD SKIN PANEL FROM PYLON STA829 TO PYLON STA1005 IAW SRM 51-72-11, PARA 4 AND 6.

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<a href="#">EE4Y20110023</a>	AIRBUS		BRACKET	CRACKED
1/14/2011	A319132		D5391687200	ZONE 100

LOWER FUSELAGE LATERAL AVIONIC COMPARTMENT BRACKET CRACKED. PART REPLACED.

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<a href="#">EE4Y20110020</a>	AIRBUS		STRUCTURE	CORRODED
1/14/2011	A319132		D57259162000	ZONE 500

LEFT WING REAR SPAR AREA, MACHINING JACK ANCHORAGE WITH CORROSION AROUND THE BORE UPPER AND LOWER SURFACE AND AT THE BORE INNER SURFACE. REQUIRE A MAJOR REPAIR.

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<a href="#">EE4Y20110021</a>	AIRBUS		STRUCTURE	CORRODED
1/14/2011	A319132		D57259162001	ZONE 600

RT WING REAR SPAR AREA, MACHINING JACK ANCHORAGE WITH CORROSION AROUND THE BORE UPPER AND LOWER SURFACE AND AT THE BORE INNER SURFACE. REQUIRES MAJOR REPAIR.

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<a href="#">EE4Y20110026</a>	AIRBUS		STRAP	CORRODED
1/14/2011	A319132			ZONE 600

RIGHT WING AILERON T/E LOWER SURFACE STRAP WITH CORROSION AT RIVET HEAD AREA. THE FASTENERS REPLACED.

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<a href="#">EE4Y20110025</a>	AIRBUS		SKIN	CORRODED
1/14/2011	A319132			ZONE 100

LOWER FUSELAGE FWD CARGO COMPARTMENT FLOOR CAVITY BETWEEN FR24 AND FR34 STR, RIVETS WITH CORROSION. FASTENERS REPLACED.

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<a href="#">EE4Y20110024</a>	AIRBUS		SHEAR WEB	CORRODED
1/14/2011	A319132		D53471124200	ZONE 200

UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA FROM STA 2936 TO STA 2992, -Y125 LATERAL SHEAR WEB WITH CORROSION AND LOOSE RIVETS. REPLACED.

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<a href="#">CA100728004</a>	BEECH	PWA	ENGINE	FAILED
7/16/2010	200BEECH	PT6A41	PT6A41	RIGHT

AS ACFT DEPARTED JUST AFTER ROTATION RT ENGINE FAILED AND HAD NEGATIVE AUTOFEATHER. ACFT UNABLE TO CLIMB AND ADVISED TOWER OF ENGINE FAILURE. CONTINUED TO FLY ACFT, PRECEDED TO TROUBLESHOOT SITUATION. RT ENGINE WAS NOT FEATHERED WHICH WAS PREVENTING ACFT FROM CLIMBING. IMMEDIATELY FEATHERED RT ENGINE WHICH INSTANTLY ALLOWED US TO CLIMB OUT OF THE SITUATION. COMPLETED EMERGENCY FAILURE CHECKLIST AND CLIMBED TO 2500 FT. BRIEFED SINGLE ENGINE LANDING CHECKLIST. COMPLETED VISUAL APPROACH & LANDED SAFELY. TAXIED TO RAMP UNDER ONE ENGINE.

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<a href="#">UA2R1101</a>	BEECH		FLEX HOSE	BROKEN
9/27/2010	C90		9091009913	INTAKE ANTI ICE

(UA2R) DURING ROUTINE INSP, FOUND RT ENGINE INBD HOTLIP HOSE BROKEN. INSTALLED NEW HOSE.

---

<a href="#">UA2R1102</a>	BEECH		FLEX HOSE	CRACKED
7/14/2010	C90		9091010017	INTAKE ANTI-ICE

(UA2R) ANTI-ICE FLEX HOSES (PAIR) ON BOTH ENGINE INLETS CRACKED. R & R. PN IN BLOCK 5(C) BELOW IS LT.

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RT SN 90-910099-13, ALSO REPLACED.

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<a href="#">UA2R1103</a>	BEECH	FLEX HOSE	BROKEN
11/5/2010	C90	9091009913	INTAKE ANTI ICE

(UA2R) RT ENGINE HAS BROKEN AIR DUCT INBD FLEX TUBE. R & R.

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<a href="#">UA2R1104</a>	BEECH	FLEX HOSE	BROKEN
7/13/2010	C90	9091010017	INTAKE ANTI ICE

(UA2R) NR 2 ENGINE OTBD ANTI-DE-ICE PLUMBING DUCT BROKEN. R & R.

---

<a href="#">2011FA0000040</a>	BOEING	PACKING	DETERIORATED
1/24/2011	767241	NAS1611029NAS161	HYD SYSTEM

(TAMY) PILOT REPORT: C HYD QTY DECREASED TO 26 AND SYSTEM PRESS AND QTY LIGHT ILLUM. EICAS MSG C HYD SYS PRESS AND C HYD QTY DISPLAYED. AIRCRAFT RETURN TO MIA. CORRECTIVE ACTION: DURING VISUAL INSPECTION FOUND RH LCCA FILTER CASE GASKET DAMAGED. REMOVED AND REPLACED LCCA FILTER COVER GASKET IAW B767 AMM 27-11-15 PAGE 401-405. NO LEAKS NOTED.

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<a href="#">V56R20110204001</a>	CESSNA	ENCODER	DEFECTIVE
1/25/2011	152	A30	ALTITUDE

ALTITUDE REPORTING SYS DISPLAYED ALTITUDES IN EXCESS OF 20,000 FT AT AN ACTUAL ACFT ALTITUDE OF 1,000 FEET ASL. THE PROBLEM WAS CAUSED BY AN INTERNAL FAILURE IN THE ALTITUDE ENCODER. THE PROBLEM WAS SUBSEQUENTLY DUPLICATED ON THE GROUND. THE DEFECTIVE ENCODER WAS REPLACED WITH A NEW ALTITUDE ENCODER, USING AN ADAPTOR MOUNTING PLATE. THE ALTITUDE REPORTING SYS WAS TESTED IAW 14CFR43, APPENDIX E, AND FOUND TO MEET THE REQUIREMENTS OF 14CFR91.411.

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<a href="#">2011FA0000036</a>	CESSNA	SPAR	CRACKED
12/30/2010	172I		RT WING

(GY1R) UPON INSP OF THE RT INBD FLAP, THE FLAP TRACK HAD EXCESSIVE MOVEMENT WHICH REVEALED A CRACKED REAR SPAR AT THE LOWER FLAP TRACK ATTACH POINT AND A CRACKED INBD FLAP TRACK LOWER BRACKET SECTION. THE PROBABLE CAUSE WAS THAT THE FLAP WAS OUT OF RIG, CAUSING THE FLAP TO BE DRAWN UP TOO TIGHT INTO THE FLAP CHANNEL. RECOMMENDATIONS: PROPER FLAP RIGGING AND FLAP INSPECTIONS.

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<a href="#">2011FA0000068</a>	CESSNA	POWER CABLE	BURNED
2/5/2011	177RG	WPA4	ZONE 100

FOUND TOO LONG/OVERSIZED INTERIOR TRIM REPLACEMENT SCREW INSTALLED IN PILOT SIDE LOWER DOOR SILL OPENING SHORTING INTO MAIN POWER CABLE W-PA4. PILOT COMPLAINT OF INTERMITTENT PANEL LIGHTING FLICKERING AND RECENT REGULATOR REPLACEMENT (2X) AND ALTERNATOR/CHARGING ISSUES.

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<a href="#">2011FA0000064</a>	CESSNA	CONT	GASKET	LEAKING
1/16/2011	207A	IO520*	653191	NR 4 CYLINDER

PILOT REPORTED SMOKE IN THE COCKPIT, COMING FROM THE DEFROST VENT. INSPECTED UNDER PANEL WIRING FOR EVIDENCE OF HOT WIRES. NONE FOUND. INSPECTED ENGINE COMPARTMENT FOR ANY INDICATIONS OF BURNING WIRING OR ANY OTHER PROBLEM. FOUND NR 4 VALVE COVER LEAKING ONTO HEAT MUFF. REPLACED VALVE COVER GASKET.

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<a href="#">2011FA0000053</a>	CESSNA	WHEEL HALF	FAILED
1/27/2011	210L	D302912	LT MLG

LT WHEEL ASSY CAME APART AT OUTER WHEEL HALF DURING TAXI OF ACFT.

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<a href="#">V0XR413Y012511003</a>	CNDAIR	BULKHEAD	CORRODED
1/25/2011	CL6002C10		BS 280

(V0XR) STA 280 LT LWR BULKHEAD PANEL CORRODED. REMOVED AND INSTALLED LT LWR BULKHEAD FS 280.0

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IAW SRM 53-11-10. W/C 1037.

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<a href="#">V0XR413Y012511004</a>	CNDAIR	BULKHEAD	CORRODED
1/25/2011	CL6002C10		BS 280

STA 280 RT LOWER BULKHEAD PANEL CORRODED. REMOVED AND INSTALLED RT LWR BULKHEAD FS 280.0 IAW SRM 53-11-10. W/C 1038.

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<a href="#">V0XR413Y012511005</a>	CNDAIR	FLOORBEAM	CORRODED
1/25/2011	CL6002C10		BS 280

STA 280 FLOORBEAM CRACKED AND CORRODED. ACCOMPLISHED GENERIC REPAIR FOR CROSSBEAM 280.00 REPLACEMENT-SPLICE IAW REO 670-53-11-047. W/C 1039.

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<a href="#">V0XR413Y012511006</a>	CNDAIR	ANGLE	CORRODED
1/25/2011	CL6002C10		ZONE 100

PASS DOOR KICK PLATE ANGLE CORRODED. REMOVED KICKPLATE ANGLE, CLEANED UP SURROUNDING AREA AND ATTACHING PARTS, TRANSFERRED HOLES ONTO NEW ANGLE PN SH670-31875-3 IAW SRM 53-22-00. W/C 1040.

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<a href="#">V0XR413Y012511008</a>	CNDAIR	FITTING	CORRODED
1/25/2011	CL6002C10		ZONE 200

PASS DOOR THRESHOLD FWD CLOSING FITTING CORRODED. REMOVED FWD CLOSING FITTING, CLEANED UP SURROUNDING AREA AND ATTACHING PARTS, TRANSFERRED HOLES TO NEW FITTING PN SH670-31840-1 IAW SRM 53-22-00. W/C 2080.

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<a href="#">V0XR413Y012511009</a>	CNDAIR	SILL	CORRODED
1/25/2011	CL6002C10		ZONE 200

AFT CARGO PIT, DOOR THRESHOLD LWR SILL CORRODED. AFT CARGO PIT LOWER SILL. R & R IAW SRM 53-61-23. HOLES DRILL IAW SRM 51-41-00, COUNTERSINKS IAW SRM 51-42-00, CORROSION REMOVAL IAW 51-21-11, METAL FINISH IAW SRM 51-21-16, PAINTINER IAW SRM 51-25-21, AND HARDWARE INSTALLATION IAW SRM 51-42-00. W/C 2081.

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<a href="#">V0XR413Y010611008</a>	CNDAIR	FITTING	CORRODED
1/6/2011	CL6002C10		BS 314 S18L

(V0XR) CLOSING FITTING STR 18L, FS 314 CORRODED. DRILLED UP NEW FITTING PN SH670-31840-3 AND INSTALLED NUTPLATES IAW SRM 53-20-00 AND RE-INSTALLED ON ACFT.

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<a href="#">V0XR413Y010611009</a>	CNDAIR	STRIKER	CORRODED
1/6/2011	CL6002C10		SERVICE DOOR

(V0XR) STRIKER SEAL SERVICE DOOR LWR THRESHOLD CORRODED BEYOND LIMITS. REINSTALLED SERVICE DOOR SCUFF PLATE IAW AMM TASK 53-21-23-400-801. INSTALLED SERVICE DOOR STRIKER IAW SRM 51-21-11, 51-41-00, 51-42-00, 51-21-16, AND 51-25-21.

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<a href="#">V0XR413Y010611010</a>	CNDAIR	MOUNT	CORRODED
1/6/2011	CL6002C10		BS 310

(V0XR) GALLEY MOUNT STA 310, APPROX LBL 18, CORRODED. TRANSFERRED HOLES TO NEW GALLEY MOUNT PN SH670-31754-1 IAW SRM 53-20-00 AND INSTALLED WET.

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<a href="#">V0XR413Y010611011</a>	CNDAIR	MOUNT	CORRODED
1/6/2011	CL6002C10		BS 312

(V0XR) GALLEY MOUNT STA 312, RBL 6. APPROX CORRODED. INSTALLED GALLEY MOUNT IAW SRM 53-20-00, PN SH 670-32149-3.

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<a href="#">V0XR413Y010611012</a>	CNDAIR	MOUNT	CORRODED
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1/6/2011	CL6002C10		BS 290
(V0XR) GALLEY MOUNT STA 290, (APROX) LBL 18, CORRODED. R & R GALLEY MOUNT IAW SRM 51-42-21.			
<a href="#">V0XR413Y010611013</a>	CNDAIR	SILL	CORRODED
1/6/2011	CL6002C10		ZONE 200
(V0XR) AFT CARGO DOOR SILL CORRODED BEYOND LIMITS. REMOVED AND FIT, DRILL, PREP AND INSTALLED NEW AFT CARGO DOOR SILL IAW SRM CODEV, 51-41-00, 51-42-00 AND 51-23-00.			
<a href="#">V0XR413Y010611014</a>	CNDAIR	ANGLE	CORRODED
1/6/2011	CL6002C10		ZONE 200
(V0XR) SERVICE DOOR THRESHOLD MOUNTING ANGLE CORRODED. R & R LOWER SEAL ANGLE AND THRESHOLD MOUNTING ANGLE IAW SRM 51-42-06. REINSTALLED LWR DOOR CLOSURE FITTINGS IAW SRM 51-42-00 AND 51-23-00.			
<a href="#">V0XR413Y010611015</a>	CNDAIR	ANGLE	CORRODED
1/6/2011	CL6002C10		ZONE 200
(V0XR) SERVICE DOOR THRESHOLD LOWER SILL ANGLE CORRODED. R & R THE LOWER SILL ANGLE IAW SRM 51-42-06.			
<a href="#">V0XR413Y010511001</a>	CNDAIR	SILL	CORRODED
1/5/2011	CL6002C10		ZONE 100
(V0XR) SILL STRUCTURE RT FS280 TO FS319 CORRODED BEYOND LIMITS. R & R RT SILL FS280 TO FS319 IAW SRM 51-42-06. W/C 1050			
<a href="#">V0XR413Y010511002</a>	CNDAIR	FLOORBEAM	CORRODED
1/5/2011	CL6002C10		BS 280
(V0XR) 280 BLO FLOOR SUPPORT CORRODED BEYOND LIMITS. REMOVED AND REPLACED FLOOR SUPPORT ANGLE FS 280 IAW SRM 51-42-06. W/C 1042			
<a href="#">V0XR413Y010511003</a>	CNDAIR	FLOORBEAM	CORRODED
1/5/2011	CL6002C10		BS 280
(V0XR) STA 280 CROSSBEAM CORRODED BEYOND LIMITS. ACCOMPLISH GENERIC REPAIR FOR CROSSBEAM 280.00. REPLACEMENT SPLICE IAW REO 670-53-11-047.			
<a href="#">V0XR413Y010510004</a>	CNDAIR	BULKHEAD	CORRODED
1/5/2011	CL6002C10		BS 280
(V0XR) RT LOWER BULKHEAD FS 280 CORRODED OUT OF LIMITS. R & R RT LWR BULKHEAD, FS280 IAW SRM 53-11-10.			
<a href="#">V0XR413Y010510005</a>	CNDAIR	BULKHEAD	CORRODED
1/5/2011	CL6002C10		BS 280
(V0XR) LT LOWER BULKHEAD FS 280 CORRODED OUT OF LIMITS. R & R LT LWR BULKHEAD FS 280 IAW SRM 53-11-10.			
<a href="#">V0XR413Y010510006</a>	CNDAIR	THRESHOLD	CORRODED
1/5/2011	CL6002C10		ZONE 200
(V0XR) PAX DOOR THRESHOLD MIDCAP CORRODED. TRANSFERRED HOLES TO NEW PART NR SH670-31825-7 IAW SRM 53-20-00 AND INSTALLED.			
<a href="#">V0XR413Y010510007</a>	CNDAIR	ANGLE	CORRODED
1/5/2011	CL6002C10		ZONE 200
(V0XR) PAX DOOR KICK ANGLE CORRODED. TRANSFERRED HOLES AND INSTALLED NEW NUTPLATES TO ANGLE			

IAW SRM 53-20-00.

<a href="#">V0XR413Y011411001</a>	CNDAIR	FLOORBEAM	CORRODED
1/14/2011	CL6002C10		ZONE 100
(V0XR) FLOOR SUPPORT, FS 280, RBL 9 TO LBL 9 CORRODED BEYOND LIMITS. REMOVED AND INSTALLED FLOOR ANGLE SUPPORT FS278, RBL9.00 TO LBL 9.00 IAW SRM 51-42-06.			
<a href="#">V0XR413Y011411002</a>	CNDAIR	SILL	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) AFT BAGGAGE BAY DOOR LOWER SILL CORRODED. SILL R & R IAW SRM 53-61-23 AND STANDARD PRACTICES. REF THE FOLLOWING HOLES AND C-SINK, IAW 51-41-00, 51-42-00, HARDWARE INSTALLATION IAW 51-42-00, SEALING IAW 51-23-00, METAL FINISHING IAW 51-21-16, AND PAINTING IAW 51-25-21 (AFT BAGGAGE BAY DOOR, LOWER).			
<a href="#">V0XR413Y011411003</a>	CNDAIR	FLOORBEAM	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) 280 BEAM IS CORRODED. ACCOMP GENERIC REPAIR FOR CROSSBEAM 280.00 REPLACEMENT-SPLICE IAW REO NR 670-53-11-047.			
<a href="#">V0XR413Y011411004</a>	CNDAIR	BULKHEAD	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) LOWER AFT FACING OF THE BULKHEAD AT FS280.00 LT WEB CORRODED. REMOVED AND INSTALLED LWR BULKHEAD WEB FS280.00 IAW SRM 53-11-00.			
<a href="#">V0XR413Y011411005</a>	CNDAIR	BULKHEAD	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) LOWER AFT FACING OF THE BULKHEAD AFT AT FS 280.00, RT WEB CORRODED. REMOVED AND INSTALLED RT LWR WEB BULKHEAD FS280 IAW SRM 53-11-10.			
<a href="#">V0XR413Y011411006</a>	CNDAIR	SUPPORT ANGLE	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) PAX DOOR MID CAP SUPPORT ANGLE CORRODED. R & R PAX DOOR MIDCAP IAW SRM 51-41-02, SRM 53-21-23, SRM 51-40-11.			
<a href="#">V0XR413Y011411007</a>	CNDAIR	MOUNT	CORRODED
1/14/2011	CL6002C10		ZONE 200
(V0XR) GALLEY MOUNT CORRODED AT RBL 6 FS 315. R & R GALLEY MOUNT IAW SRM 51-42-21. W/C 2105.			
<a href="#">V0XR413Y011411008</a>	CNDAIR	FITTING	CORRODED
1/14/2011	CL6002C10		ZONE 200
PAX DOOR CLOSING FITTING APPROX FS 325 CORRODED. R & R DOOR CLOSING FITTING PN SH670-31840-3. IAW SRM 53-21-23, SRM 51-40-11, SRM 51-41-02, SRM 51-42-06 (PAX DOOR FS 325) W/C 2106.			
<a href="#">V0XR413Y011411009</a>	CNDAIR	ANGLE	CORRODED
1/14/2011	CL6002C10		PAX DOOR
PASSENGER DOOR KICK ANGLE CORRODED. REMOVED, LOCATED, DRILLED AND INSTALLED NEW PASSENGER DOOR KICK ANGLE IAW SRM 53-21-23, SRM 51-42-06, SRM 51-40-11. W/C 2117.			
<a href="#">V0XR413Y011411010</a>	CNDAIR	BONDING JUMPER	CORRODED
1/14/2011	CL6002C10		ZONE 500
(V0XR) LT WING NR 5 FLAP HINGE BOX FWD BONDING JUMPER LOWER HARDWARE CORRODED. R & R FWD LWR BONDING JUMPER AND HARDWARE IAW AMM 51-80-00, TASK 51-80-00-910-810. W/C 5053.			

<a href="#">V0XR413Y012511001</a>	CNDAIR	FLOORBEAM	CORRODED
1/25/2011	CL6002C10		BS 280
FLOOR SUPPORT STA 280, LBL 9 TO RBL 9 CORRODED. REMOVED CORRODED FLOOR SUPPORT AT FS 280, LBL 9 TO RBL 9 AND REPLACED WITH SERVICEABLE SUPPORT. W/C 1035.			
<a href="#">V0XR413Y012511002</a>	CNDAIR	SILL	CORRODED
1/25/2011	CL6002C10		BS 280
RT SILL, STA 280 CORRODED (FWD INBD CORNER). REPAIRED RT SILL STA 280 IAW REO 670-53-21-139. W/C 1036.			
<a href="#">VGQY2012120100132</a>	DOUG	SPAR CAP	CORRODED
12/1/2010	DC1010	ALC700922	ZONE 300
RIGHT HORIZONTAL STABILIZER INTEGRAL LOWER CHORD AND STRINGER NR 1, STA XE 48.500 TO XE 67.333 FOUND WITH EXFOLIATION CORROSION. COMPLIED WITH ORBIS EA DC10-5510-1134.			
<a href="#">VGQY2011011500002</a>	DOUG	SUPPORT BRACKET	CORRODED
1/15/2011	DC1010	ANB71355	ZONE 500
UPPER LT WING-TO-FUSELAGE AREA FS 1119 - FOUND 1 EA SUPPORT BRACKET WITH CORROSION. REMOVED AND DISCARDED CORRODED ANB7135-5 ANGLE. FABRICATED NEW ANGLE PER DWG LONG BEACH DWG ANB7135 REV A. NEW ANGLE INSTALLED AS PER DC-10 SRM 51-31-01 REVISION 97 VOLUME II.			
<a href="#">VGQY2011011500003</a>	DOUG	SPAR CAP	CORRODED
1/15/2011	DC1010	ALC70821	ZONE 300
LEFT HORIZONTAL STAB FRONT SPAR UPPER ANGLE STRAP AT STA XE 57 FOUND WITH CORROSION IN SEVERAL LOCATION. COMPLIED WITH EA DC10-5510-1140.			
<a href="#">VGQY2011011500004</a>	DOUG	SPAR CAP	CORRODED
1/15/2011	DC1010	ALC70821	ZONE 300
LT HORZ STAB FRONT SPAR LOWER ANGLE STRAP AT STA XE 57 FOUND WITH CORROSION IN SEVERAL LOCATION. COMPLIED WITH EA DC10-5510-1140.			
<a href="#">VGQY2011011500005</a>	DOUG	BALANCE WEIGHT	CRACKED
1/15/2011	DC1010	NLC60353	ZONE 300
LT HORZ STAB O/B ELEVATOR BALANCE WEIGHT AFT EDGE FOUND WITH ONE (1) INCH CRACKED. TRIMMED OUT DAMAGED AREA ON LT HORIZONTAL STABILIZER FAIRING AS PER DC-10 SRM 55-00-01 FIGURE 3 VOLUME I REVISION 97. FABRICATED REPAIR DOUBLER AND FILLER AS PER SRM 55-00-01 FIGURE 3 VOLUME I REVISION 97 USING MATERIAL 7075T6-0.050". INSTALLED REPAIR DOUBLER AND FILLER AS PER SRM 55-00-01 FIGURE 3 VOLUME I REVISION 97.			
<a href="#">VGQY2011011500006</a>	DOUG	SPAR CAP	CORRODED
1/15/2011	DC1010		ZONE 300
LT WING INNER REAR SPAR APPROX STA XORS 197 FOUND EXTRUSION CORRODED. COMPLIED WITH EA DC10-5710-1132.			
<a href="#">VGQY2011011500007</a>	DOUG	SPAR	CORRODED
1/15/2011	DC1010	ARC03991	ZONE 300
LT WING INNER REAR SPAR APPROX STA XORS 264 FOUND EXTRUSION CORRODED. COMPLIED WITH EA DC10-5710-1131.			
<a href="#">VGQY2011011500008</a>	DOUG	RETAINER	CORRODED
1/15/2011	DC1010	AJC733129	ZONE 300
LEFT LOWER VERTICAL STABILIZER, BELOW AIR INTAKE DUCT FOUND WITH CORROSION AFT OF PANEL 361BL. REMOVED AND DISCARDED CORRODED AJC7331-29 RETAINER. FABRICATED NEW RETAINER PER DWG AJC7331			

REQUIREMENTS USING MATERIAL 7075-0-0.125". NEW RETAINER INSTALLED AS PER DC-10 SRM 51-31-01 REVISION 97 VOLUME II.

<a href="#">VGQY2011011500009</a>	DOUG		SPAR CAP	CORRODED
1/15/2011	DC1010			WING

RT MAIN LANDING GEAR WHEEL WELL - FOUND CORROSION AT OUTER WING REAR SPAR CAP, UPPER SIDE-BOTTOM SURFACE - STA XORS 118.200. COMPLIED WITH EA DC10-5730-1133.

<a href="#">VGQY2011011500010</a>	DOUG		SPAR CAP	CORRODED
1/15/2011	DC1010		ALC70832	ZONE 300

RT HORZ STAB FRONT SPAR INTERIOR LOWER SURFACE FOUND WITH CORROSION AT STA APPROX XE 44 - XE 67. COMPLIED WITH EN 1003-11.

<a href="#">VGQY2011011500011</a>	DOUG		STRUCTURE	CRACKED
1/15/2011	DC1010			RT ELEVATOR

RT HORZ STAB I/B ELEVATOR LOWER O/B FWD EDGE FOUND CRACKED. TRIMMED OUT CRACKED AREA ON RT HORIZONTAL STABILIZER INBOARD ELEVATOR LOWER OUTBOARD FORWARD EDGE AS PER DC-10 SRM 55-10-00 FIGURE 7 VOLUME I REVISION 97. INSTALLED FABRICATED REPAIR DOUBLER AND FILLER AS PER DC-10 SRM 55-00-01 FIGURE 7 VOLUME I (UPPER AND LOWER SURFACE ELEVATOR SKIN REPAIR) REVISION 97.

<a href="#">VGQY2011011500012</a>	DOUG		STRUCTURE	CORRODED
1/15/2011	DC1010			NR 1 NACELLE

EVIDENCE OF CORROSION ON BOTH STREAKES ON NR 1 ENGINE COWLING EVALUATE CORROSION. COMPLIED WITH EA DC10-7110-1169.

<a href="#">VGQY2011011700013</a>	DOUG		SKIN	CORRODED
1/17/2011	DC1010			BS 1701 L46-47L

SURFACE CORROSION FOUND AT FRAME STA 1701 - LONGERONS L 46 & L 47. REMOVED CORROSION AT STA 1701 LONGERON 46L TO 47L PER SRM 51-21-01 VOLUME II REVISION 97 AND FOUND EXCEEDED SRM 53-00-01 VOLUME I, FIGURE 1A REVISION 97 LIMITS. TRIMMED-OFF CORROSION AREA PER SRM 53-20-00 VOLUME I FIGURE 6 REVISION 97. FABRICATED INNER EXTERNAL DOUBLER AND OUTER EXTERNAL DOUBLER PER SRM 53-20-00 FIGURE 6 VOLUME I REVISION 97. FABRICATED FINGER DOUBLER AS FIGURE 6 PER SRM 53-20-00 VOLUME I REVISION 97. INSTALLED INNER EXTERNAL DOUBLER, OUTER EXTERNAL DOUBLER, FINGER DOUBLER AND FILLERS AT STA 1921 AS PER SRM 51-31-01 VOLUME II REVISION 97.

<a href="#">VGQY2011011700014</a>	DOUG		SKIN	CORRODED
1/17/2011	DC1010			BS 1921 L45-48L

SKIN CORROSION FOUND ON FRAME STA 1921 LT SIDE - BETWEEN LONGERON 45L-48L. REMOVED CORROSION PER SRM 51-21-01 VOLUME II REVISION 97 AND FOUND EXCEEDED SRM 53-00-01 VOLUME I, FIGURE 1A REVISION 97 LIMITS. TRIMMED-OFF CORROSION AREA PER SRM 53-20-00 VOLUME I FIGURE 6 REVISION 97. FABRICATED INNER EXTERNAL DOUBLER AND OUTER EXTERNAL DOUBLER PER SRM 53-20-00 FIGURE 6 VOLUME I REVISION 97. FABRICATED FINGER DOUBLER PER SRM 53-20-00 FIGURE 6 VOLUME I REVISION 97. INSTALLED INNER EXTERNAL DOUBLER, OUTER EXTERNAL DOUBLER, FINGER DOUBLER AND FILLERS AT STA 1921 PER SRM 51-31-01 VOLUME II REVISION 97.

<a href="#">2011FA0000063</a>	ECLIPS	PWC	TURBINE	COKED
1/3/2011	ECLIPSEEA500	PW610FA		LT ENGINE

ON 1/3/11, ACFT DEPARTED AIRPORT. ACFT DEVELOPED A PROBLEM WITH THE LT ENGINE TEMP RUNNING HIGH, FOLLOWED BY A "LT ENGINE EXCEEDANCE" CREW ALERTING SYS MESSAGE. PILOT REDUCED POWER ON ENGINE HOPING TO REDUCE TEMP, TEMP CONTINUED TO CLIMB, PILOT DECIDED TO SHUTDOWN ENGINE AND NOTIFIED DESTINATION CTR. ACFT FLYING AT FL370 WHEN THE CALL WAS MADE. ACFT DIVERTED DUE TO LOSS OF LT ENGINE & LANDED WITHOUT INCIDENT. PILOT NOTIFIED ACFT MFG, WHO DIRECTED PILOT TO CONTACT ENG MFG REP AT ACFT MX, WHO TRAVELED FLL WHERE THE LT ENGINE WAS REPLACED. ACCORDING THE THE

ENG MFG REP, THIS IS THE SECOND ENGINE REPLACED ON THIS ACFT IN LESS THAN 10 HRS. THERE IS AN AD ON THIS ACFT, AD2008-24-07M LIMITING THIS ACFT TO FL 370, ALTITUDES ABOVE THIS FL CAUSES ACFT ENG TO PRODUCE HARD CARBON BUILDUP (COKING) RAPIDLY. GRAPHIC DEPICITION OF CARBON BUILDUP IS AVAILABLE UPON REQUEST.

<a href="#">V0XR201101250001</a>	EMB	SILL	CORRODED
1/25/2011	EMB145LR	14525422001	ZONE 100
PROFILE AT FR 61-65 Y-349L CORRODED BEYOND LIMITS. R & R SILL. W/C 1069			
<a href="#">V0XR201101180003</a>	EMB	SILL	CORRODED
1/18/2011	EMB145LR	14525523001	ZONE 100
CARGO ENTRY SILL AT FR 65-68 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1122			
<a href="#">V0XR201101180001</a>	EMB	SHEAR TIE	CORRODED
1/18/2011	EMB145LR	14524175001	ZONE 100
SHEAR CLIP AT FR 65 IS CORRODED BEYOND LIMITS. R & R SHEAR CLIP. W/C 1124			
<a href="#">V0XR201101180002</a>	EMB	SHEAR TIE	CORRODED
1/18/2011	EMB145LR	14525369003	ZONE 100
(V0XR) SHEAR CLIP AT FR 68 STGR 9L-18L IS CORRODED BEYOND LIMITS. R & R SHEAR CLIP. W/C 1125.			
<a href="#">V0XR201102010003A</a>	EMB	DOUBLER	CORRODED
2/1/2011	EMB145LR	14522461011	ZONE 100
DOUBLERS AT FR 20-22 OF Y-479L IS CORRODED BEYOND LIMITS. R & R DOUBLERS.			
<a href="#">V0XR201102010003B</a>	EMB	SILL	CORRODED
2/1/2011	EMB145LR	14525800009	ZONE 100
LEFT SILL AT FR 36-42 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201102010003C</a>	EMB	GUSSET	CORRODED
2/1/2011	EMB145LR	14530634009	ZONE 100
LEFT GUSSET AT FR 46-52 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201102040001</a>	EMB	STRUCTURE	CRACKED
2/4/2011	EMB145LR		RT MLG DOOR
RIGHT MLG LOWER DOOR CRACKED. R & R RT MLG DOOR.			
<a href="#">V0XR201101250005</a>	EMB	SILL	CORRODED
1/25/2011	EMB145LR	14520609005	ZONE 100
RT PARTITIAN AT FR 61 IS CORRODED BEYOND LIMITS. R & R PARTITIAN. W/C 1092.			
<a href="#">V0XR201102030005</a>	EMB	GUSSET	CORRODED
2/3/2011	EMB145LR	14530634011	ZONE 100
RT GUSSET AT FR 46-52 IS CORRODED BEYOND LIMITS. R & R GUSSET.			
<a href="#">V0XR201102030006</a>	EMB	SILL	CORRODED
2/3/2011	EMB145LR	14525800016	ZONE 100
RT SILL AT FR 47-52 IS CORRODED BEYOND LIMITS. R & R SILL.			
<a href="#">V0XR201102030007</a>	EMB	SILL	CORRODED
2/3/2011	EMB145LR	14525800014	ZONE 100

RIGHT SILL AT FR 41-47 IS CORRODED BEYOND LIMITS. R & R SILL.

<a href="#">V0XR201102030008</a>	EMB	SILL	CORRODED
2/3/2011	EMB145LR	14525800010	ZONE 100

RIGHT SILL AT FR 36-41 IS CORRODED BEYOND LIMITS. R & R SILL.

<a href="#">V0XR201102030009</a>	EMB	SILL	CORRODED
2/3/2011	EMB145LR	14525800015	ZONE 100

LEFT SILL AT FR 48-52 IS CORRODED BEYOND LIMITS. R & R SILL.

<a href="#">V0XR201102030010</a>	EMB	SILL	CORRODED
2/3/2011	EMB145LR	14525800013	ZONE 100

LEFT SILL AT FR 42-48 IS CORRODED BEYOND LIMITS. R & R SILL.

<a href="#">V0XR201102030011</a>	EMB	PANEL	CORRODED
2/3/2011	EMB145LR	14530375001	ZONE 100

PANEL AT END OF CTR BEAM AT STA 23 IS CORRODED BEYOND LIMITS. R & R PANEL.

<a href="#">V0XR201102030012</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14521026417	AILERONS

AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLES.

<a href="#">V0XR201102030013</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14521026419	AILERONS

AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLES.

<a href="#">V0XR201102030014</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14521026421	ZONE 100

AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLES.

<a href="#">V0XR201102030015</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14521026423	AILERONS

AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLES.

<a href="#">V0XR201102030017</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14571009405	ZONE 500

LEFT AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLE.

<a href="#">V0XR201102030016</a>	EMB	CONTROL CABLE	CORRODED
2/3/2011	EMB145LR	14571009401	ZONE 500

LEFT AILERON CONTROL CABLES ARE WORN BEYOND LIMITS. R & R CABLE.

<a href="#">V0XR201101250003</a>	EMB	GUSSET	CORRODED
1/25/2011	EMB145LR	14530633001	ZONE 100

GUSSET AT FR 23-29 LY 479.0 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1086.

<a href="#">V0XR201101250002</a>	EMB	SILL	CORRODED
1/25/2011	EMB145LR	14520609003	ZONE 100

LEFT SILL AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1080

<a href="#">V0XR201101250004</a>	EMB	SILL	CORRODED
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1/25/2011	EMB145LR	14520609005	ZONE 100
RT SILL AT FR 24-29 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1087.			
<a href="#">V0XR201101250006</a>	EMB	PARTITION	CORRODED
1/25/2011	EMB145LR	14525991003	ZONE 100
LEFT PARTITION AT FR 61 IS CORRODED BEYOND LIMITS. R & R PARTITION. W/C 1093.			
<a href="#">V0XR201101250007</a>	EMB	SILL	CORRODED
1/25/2011	EMB145LR	14529495003	ZONE 100
SILL AT FR 59-61 IS CORRODED BEYOND LIMITS. REMOVED AND REPLACED SILL. W/C 1096			
<a href="#">V0XR201101260001</a>	EMB	PLATE	CORRODED
1/26/2011	EMB145LR	14521721009	ZONE 100
FWD DIGITAL PLATE AT FR 14-16 IS CORRODED BEYOND LIMITS. R & R PLATE. W/C 1070.			
<a href="#">V0XR201101260002</a>	EMB	GUSSET	CORRODED
1/26/2011	EMB145LR	14522460015	ZONE 100
GUSSET AT FR 17-18 Y0.0-Y479.0 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1071.			
<a href="#">V0XR201101250008</a>	EMB	PLATE	CORRODED
1/25/2011	EMB145LR	14520699003	ZONE 100
PLATE ON TOP OF Y479.0L BEAM IS CORRODED BEYOND LIMITS. R & R PLATE. W/C 1090.			
<a href="#">V0XR201101250009</a>	EMB	BEAM	CORRODED
1/25/2011	EMB145LR	14521715016	ZONE 100
BEAM AT FR 14 FROM YO TO YR 479.0 IS DRILLED IN RADIUS FROM PREVIOUS DIGITAL REPAIR. R & R BEAM. W/C 1119.			
<a href="#">V0XR201101260003</a>	EMB	FLOOR SUPPORT	CORRODED
1/26/2011	EMB145LR	14521713005	ZONE 100
OMEGA BEAM AT FR 19-24 Y479.0 R IS CORRODED BEYOND LIMITS. R & R BEAM. W/C 1078.			
<a href="#">V0XR201101260004</a>	EMB	FLOOR SUPPORT	CORRODED
1/26/2011	EMB145LR	14521713005	ZONE 100
OMEGA BEAM AT FR 19-24 YO.O IS CORRODED BEYOND LIMITS. R & R BEAM. W/C 1079.			
<a href="#">V0XR201101260005</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14521725001	ZONE 100
SILL AFT OF PAX DOOR AT FR 19-23L IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1081.			
<a href="#">V0XR201101260006</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14520609007	ZONE 100
RT SILL AT FR 29-35 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1082.			
<a href="#">V0XR201101260007</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14520609001	ZONE 100
LEFT SILL AT FR 23-29 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1084.			
<a href="#">V0XR201101260008</a>	EMB	GUSSET	CORRODED
1/26/2011	EMB145LR	14526437001	ZONE 100

GUSSET AT FR 69-51, Y-479.0 R IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1089.

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<a href="#">V0XR201101260009</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14529495001	ZONE 100

LEFT SILL AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1095.

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<a href="#">V0XR20110126000</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14529495005	ZONE 100

RIGHT SILL AT FR 53-59 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1097.

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<a href="#">V0XR201101260010</a>	EMB	SILL	CORRODED
1/26/2011	EMB145LR	14525422003	ZONE 100

RIGHT SILL AT FR 61-65 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1116.

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<a href="#">V0XR201101270001</a>	EMB	SUPPORT	CORRODED
1/27/2011	EMB145LR	14522459003	ZONE 100

TAPERED SUPPORT AT FR 19-20 Y0.0 IS CORRODED BEYOND LIMITS. R & R SUPPORT. W/C 1077

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<a href="#">V0XR201101270002</a>	EMB	ANGLE	CORRODED
1/27/2011	EMB145LR	14590082003	ZONE 100

ANGLE AT FR 20 Y0.0 IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1085

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<a href="#">V0XR201101270003</a>	EMB	GUSSET	CORRODED
1/27/2011	EMB145LR	14522460013	ZONE 100

GUSSET AT FR 20-23 Y0.0 IS CORRODED BEYOND LIMITS. R & R GUSSET. W/C 1088

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<a href="#">V0XR201101270004</a>	EMB	ANGLE	CORRODED
1/27/2011	EMB145LR	2024T3032	ZONE 100

GUSSET SUPPORT ANGLES (2) AT FR 21 LT SIDE OF CTR OMEGA BEAM CORRODED BEYOND LIMITS. R & R ANGLES. W/C 1091

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<a href="#">V0XR201101270005</a>	EMB	ANGLE	CORRODED
1/27/2011	EMB145LR	14529150007	ZONE 100

ANGLE AT FR 23 BETWEEN RY 780.0 AND RY O IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1117

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<a href="#">V0XR201101270006</a>	EMB	ANGLE	CORRODED
1/27/2011	EMB145LR	14529150009	ZONE 100

ANGLE (SCALLOPED) AT FR 23 RY 780.0 AND RY O IS CORRODED BEYOND LIMITS. R & R ANGLE. W/C 1118

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<a href="#">V0XR201101130002</a>	EMB	SILL	CORRODED
1/13/2011	EMB145LR	14525800009	ZONE 100

(V0XR) LT SILL AT FR 36-41 IS CORRODED BEYOND LIMITS. R & R SILL. W/C 1078.

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<a href="#">V0XR201101130003</a>	EMB	SUPPORT	CRACKED
1/13/2011	EMB145LR	14540575009	CARGO DOOR

(V0XR) CARGO DOOR CABLE TORSION RODS BRACKET CRACKED. R & R SUPPORT. W/C 2072

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<a href="#">V0XR201101130005</a>	EMB	SEAT TRACK	CORRODED
1/13/2011	EMB145LR	14532606001	ZONE 100

(V0XR) CORRECTION SEAT TRACK POS A FR 24-30 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK. W/C 2146

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<a href="#">V0XR201101130006</a>	EMB		SILL	CRACKED
1/13/2011	EMB145LR		14525422007	ZONE 100
(V0XR) RT CARGO FLOOR SILL BETWEEN FR 68-71 IS CRACKED. R & R SILL. W/C 2194				
<a href="#">V0XR201101130007</a>	EMB		PROFILE	CRACKED
1/13/2011	EMB145LR		14523775601	ZONE 100
(V0XR) FWD LOWER CORNER OF CARGO FLOOR IS DAMAGED. R & R PROFILE. W/C 8011				
<a href="#">V0XR201101140001</a>	EMB		SUPPORT	BROKEN
1/14/2011	EMB145LR		14534802001	BS 6938
(V0XR) FLIGHT CABLE STANDOFF SUPPORT BROKEN AT STA 6938. R & R SUPPORT. W/C 1128				
<a href="#">V0XR2011011200022</a>	EMB		SEAT TRACK	CORRODED
1/12/2011	EMB145LR		14530658003	ZONE 100
SEAT TRACK POS C AT FR 30-36 IS CORRODED BEYOND LIMITS. R & R SEAT TRACK.				
<a href="#">V0XR201101130001</a>	EMB		SUPPORT	CRACKED
1/13/2011	EMB145LR		14572167003	ZONE 500
LT UPPER WING TO BODY FAIRING SUPPORT STRIP STA 16143.5-17445.0 IS CRACKED. R & R STRIP. W/C 1054.				
<a href="#">2011FA0000027</a>	HUGHES	LYC	THRUST BEARING	MISMANUFACTURED
1/14/2011	269C	HIO360*	269A18135	MAIN ROTOR
(OG5S) DURING 800 HR, 12 AND 24 MONTH INSP, THE MAIN ROTOR DRIVE SHAFT WAS FOUND TO BE WORN JUST ABOVE THE MAIN ROTOR THRUST BEARING. UPON FUTHER INSP, THE WEAR WAS DETERMINED TO BE CAUSED BY THE M/R THRUST BEARING TUBE NOT BEING CHAMFERED IN THE CONTACT AREA. THIS WAS CONFIRMED BY COMPARISON WITH A NEW THRUST BEARING TUBE. MFG HAS BEEN CONTACTED AND MAIN ROTOR DRIVE SHAFT HAS BEEN SENT TO THEM FOR EVALUATION.				
<a href="#">2011FA0000049</a>	PIPER	LYC	SHAFT	MISMANUFACTURED
1/18/2011	PA28181	O360A1D	65246000	STAB TRIM
LOOKING UNDER 10X YOU CAN SEE MACHINE MARKS ON THE THREADS OF THE SHAFT PREVENTING THE SHAFT FROM THREADING INTO THE TRIM BARREL. 4 IN STOCK ALL ARE FROM DATE 3/19/10 WITH A BATCH NR OF 6641D28J ALL WITH SAME DEFECT. USED A SHAFT WITH A DIFFERENT BATCH NR AND NO DEFECTS NOTED.				