



U.S. Department
of Transportation

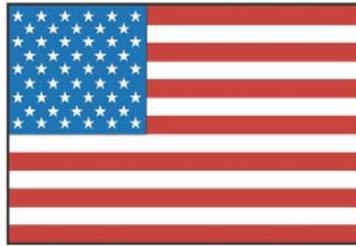
**Federal Aviation
Administration**

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS



**ALERT
NUMBER
396**



**JULY
2011**

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

AVIATION MAINTENANCE ALERTS

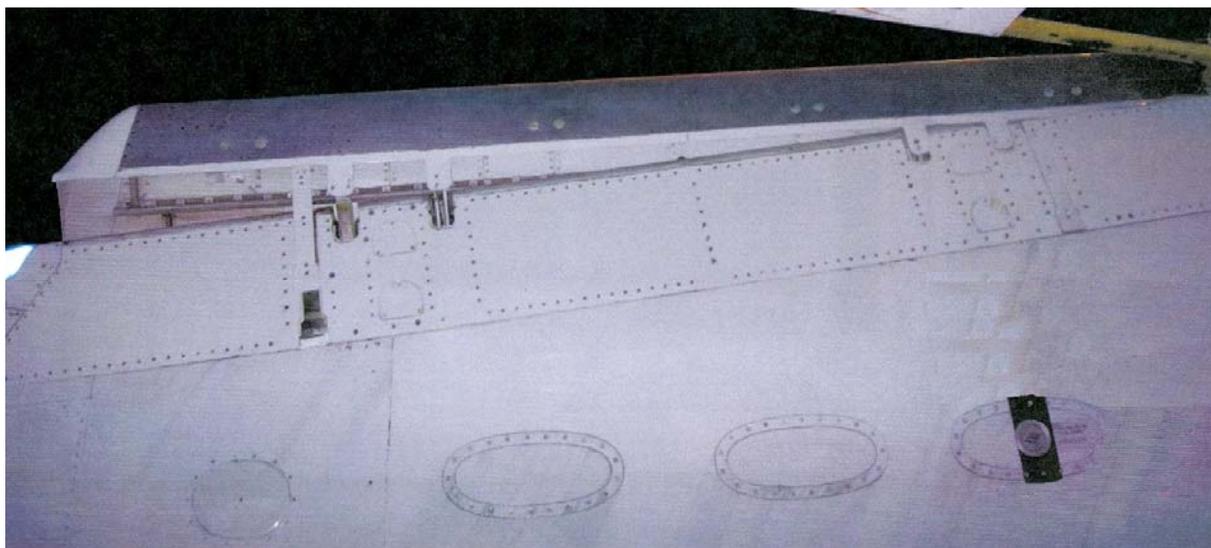
The Aviation Maintenance Alerts provides the aviation community with an economical means to exchange service experiences and to assist the FAA in improving aeronautical product durability, reliability, and safety. We prepare this publication from information operators and maintenance personnel who maintain 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.

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

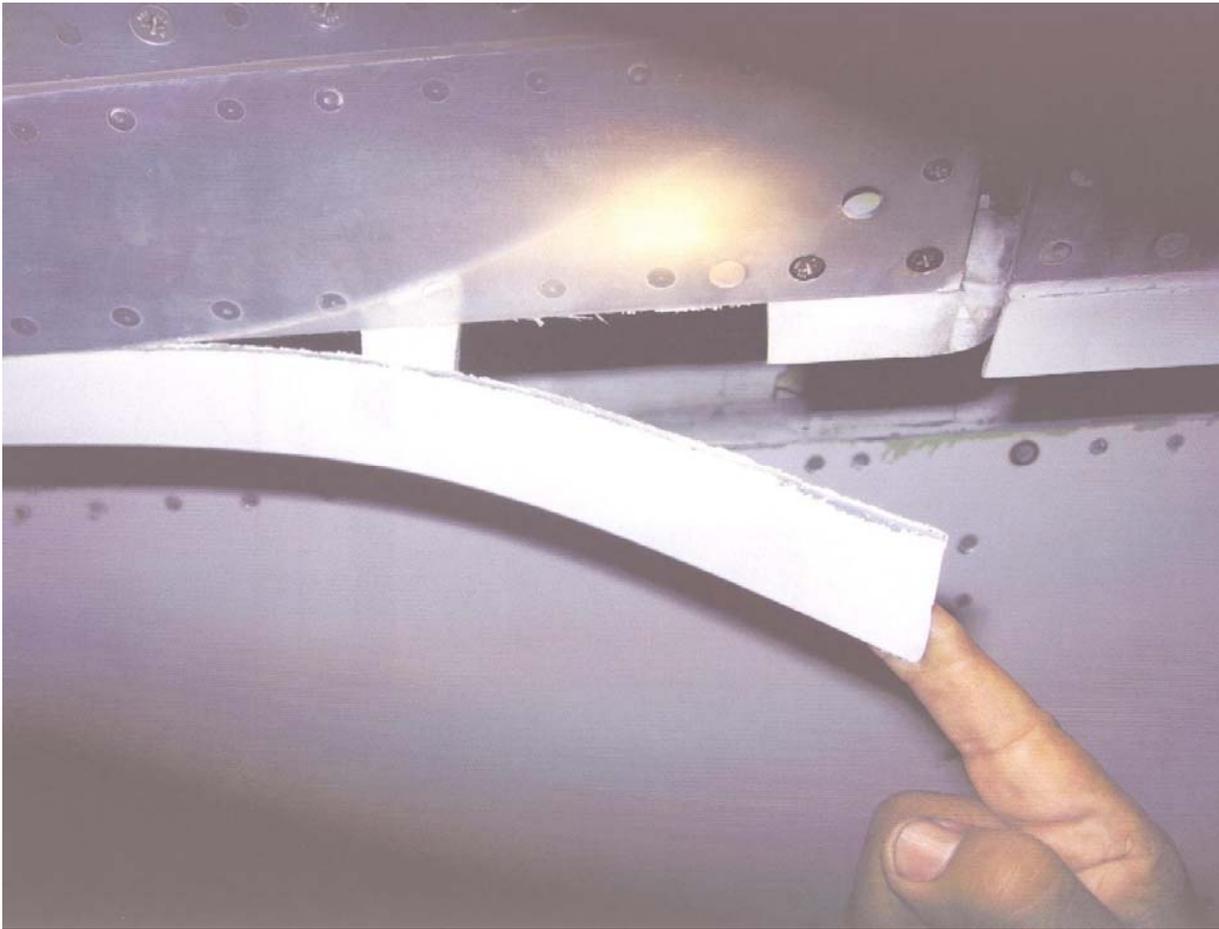
AIRPLANES

Boeing: 767-200; Sheared Gearbox Shaft (slats); ATA 2782

Referencing a pilot's report an air carrier submission states, " 'During the climbing stage (*of our flight*), a leading edge slat asymmetric (*warning indication*) appeared. The aircraft was turned back to the (*originating airport*).' Ground inspection found slat number 12 hanging down from one side. The slat remained supported from one track, causing holes in some panels of the wing and deflection of the anti-ice tubes. After removal of the slat, the gearbox (P/N 256T2220-12) and rotary actuator (P/N 256T2120-5) were found with signs of heavy internal corrosion. The shaft between these components was completely sheared. The gearbox was disassembled; all gears were found attached one to another by corrosion due to the absence of grease. Other parts (*of the aircraft*) that were found damaged (*include*): R/H leading edge wing with a hole, a bent TAI (*anti-ice*) duct, and a broken trailing edge aerodynamic slat seal." (*Note: one or more of the following photos have been purposefully tampered with by this editor for the cause of identification removal, or "squashing to fit," etc.*)













(Okay; that was scary! Thank-you for photography effort—Ed.)

Part Total Time: (unknown)

Cessna: 177B; Jammed Elevator Control; ATA (N/A)

(A Safety Recommendation was initiated by an FAA Inspector regarding this aircraft. The same issue prompted this admonition by Senior Air Safety Investigator Luke Schiada from the National Transportation Safety Board. Contact information follows the article.)

After takeoff, a pilot of a Cessna 177B experienced a jammed elevator control during the initial climb. He immediately (and safely) aborted the takeoff, but the aircraft sustained substantial damage from the emergency maneuver and subsequent hard landing. Examination of the airplane revealed the nut securing the shock-mount to the instrument panel's right side was missing. The left side shock-mount contained improper hardware and was sheared. A portion of the instrument panel had shifted downward, allowing the directional gyro housing to make contact with the yoke control column. This restricted its movement.

The instrument panel assembly consists of shock-mounted and stationary panels. The stationary panel contains fuel and engine instruments not normally sensitive to vibration. The shock-mounted panel contains horizontal and directional gyros—major flight instruments certainly effected by vibration. The stationary panel is secured to engine mount stringers and a forward fuselage bulkhead. The shock-mounted panel is secured to the main stationary panel with rubber shock-mounted assemblies. Service life of the instruments is directly related to adequate shock mounting of the panel. This airplane had been operated approximately 60 hours (or five months) since its last Annual Inspection.

Owners and pilots should ensure instrument panel hardware is inspected for correctness and condition. If removal of the shock-mounted panel is necessary, inspect these shock mounts for deterioration.



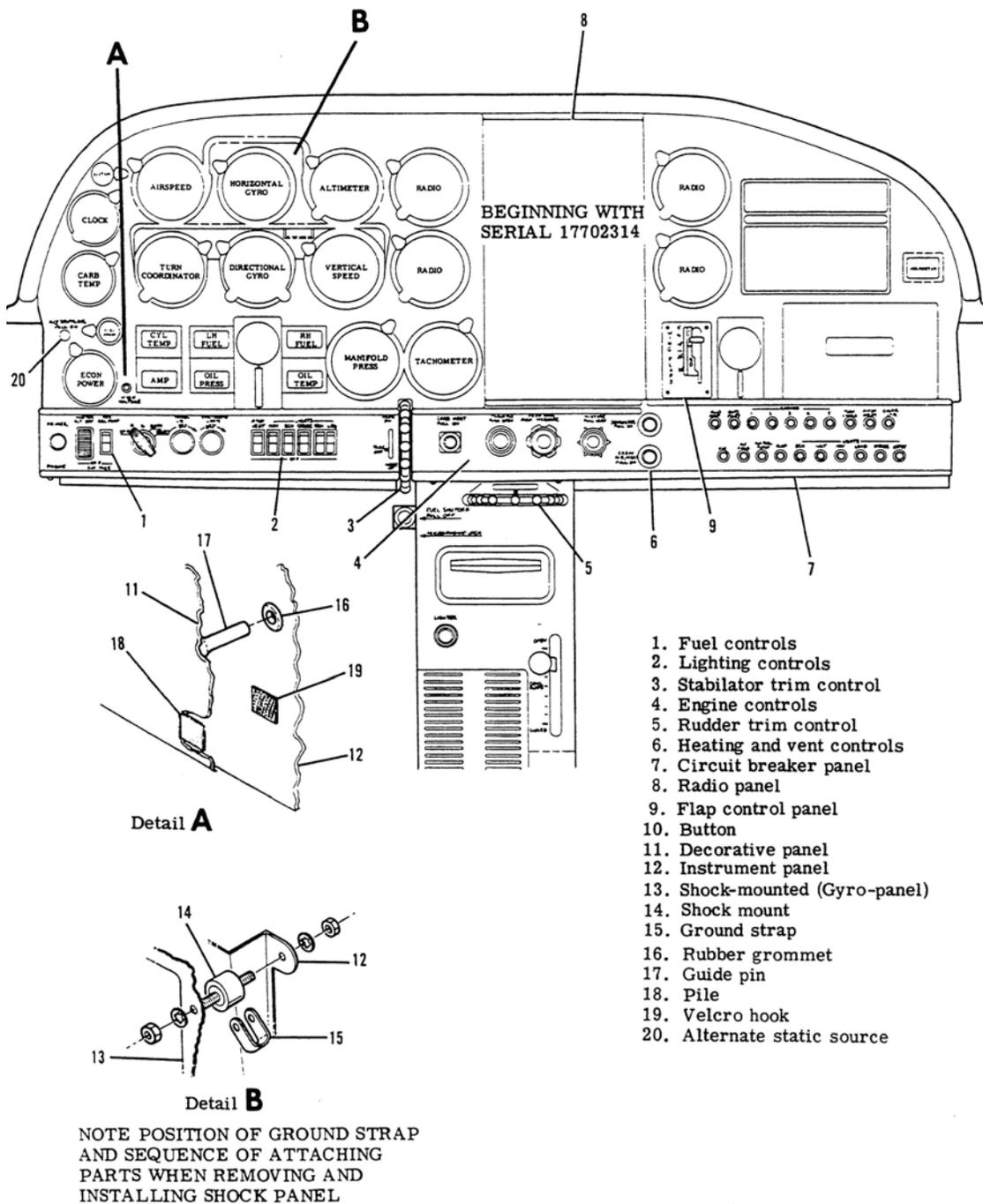


Figure 15-1. Instrument Panel (Typical) (Sheet 2 of 2)

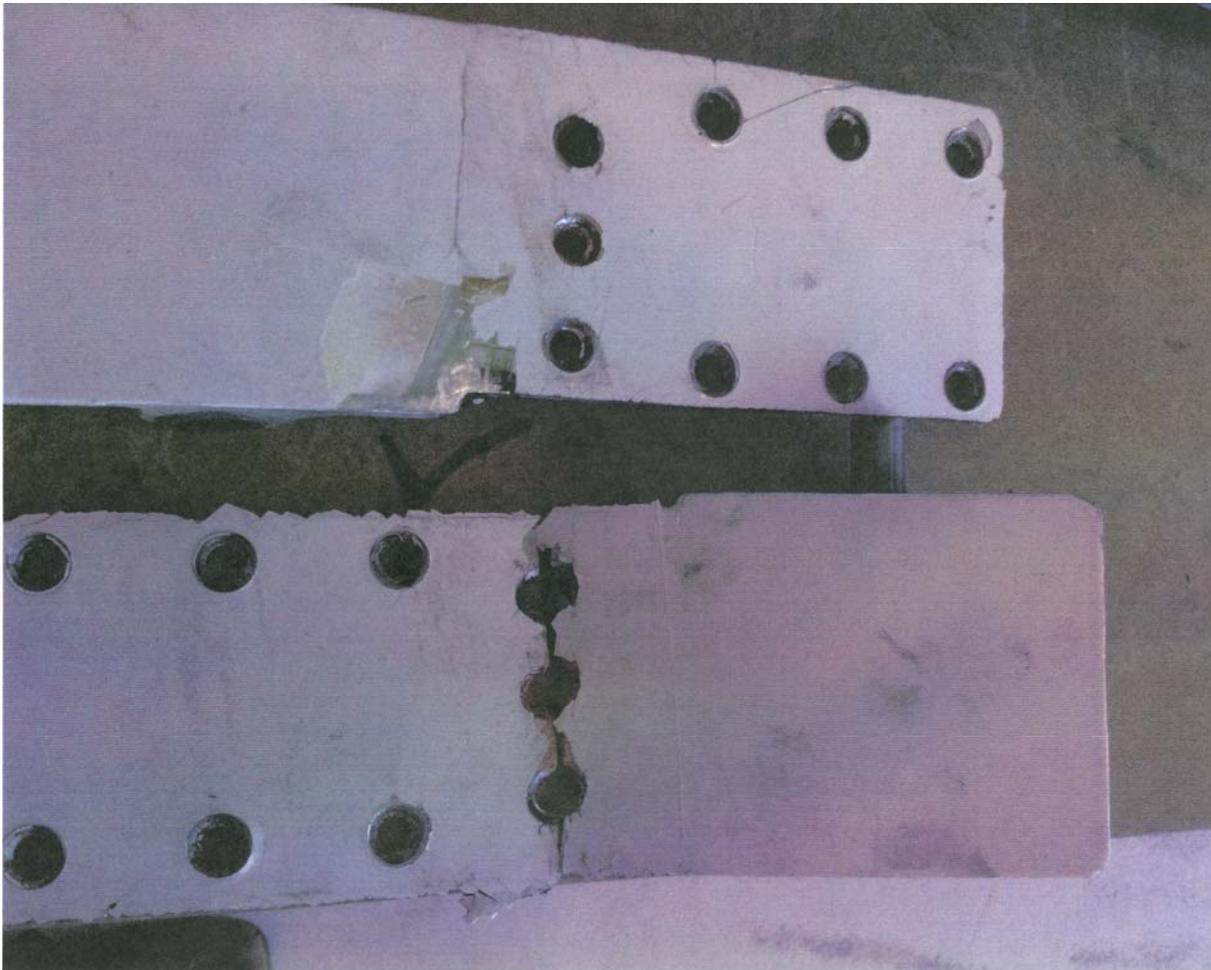
Change 5 15-2A/(15-2B blank)

(Shock mount P/N: 0411059-3. Mr. Schiada may be contacted at NTSB Eastern Region, 45065 Riverside Parkway, Ashburn, VA. 20147; phone 571-223-3912; e-mail Luke.Schiada@ntsb.gov.)

Part Total Time: 1,693.0 hours (airframe)

Cessna: 441; Broken Cabin Door Hinge; ATA 5210

A corporate operator's report says, "Exiting the aircraft during post flight, visual inspection found the lower L/H cabin door hinge broken. Further investigation (by eddy current inspection) found (*no cracks*) in the R/H lower door hinge. These particular hinges are required to be replaced per CQB98-09 within 200 hours—or 12 months from December 1998. SID 52-10-02 (Phase 41) was previously accomplished (*on this aircraft*) with 7,903.5 hours. Also incorporated was Service Information Letter PJ81-21." (*Hinge fitting P/N: 5111515204.. Lower door assembly component P/N: 57111652.*)

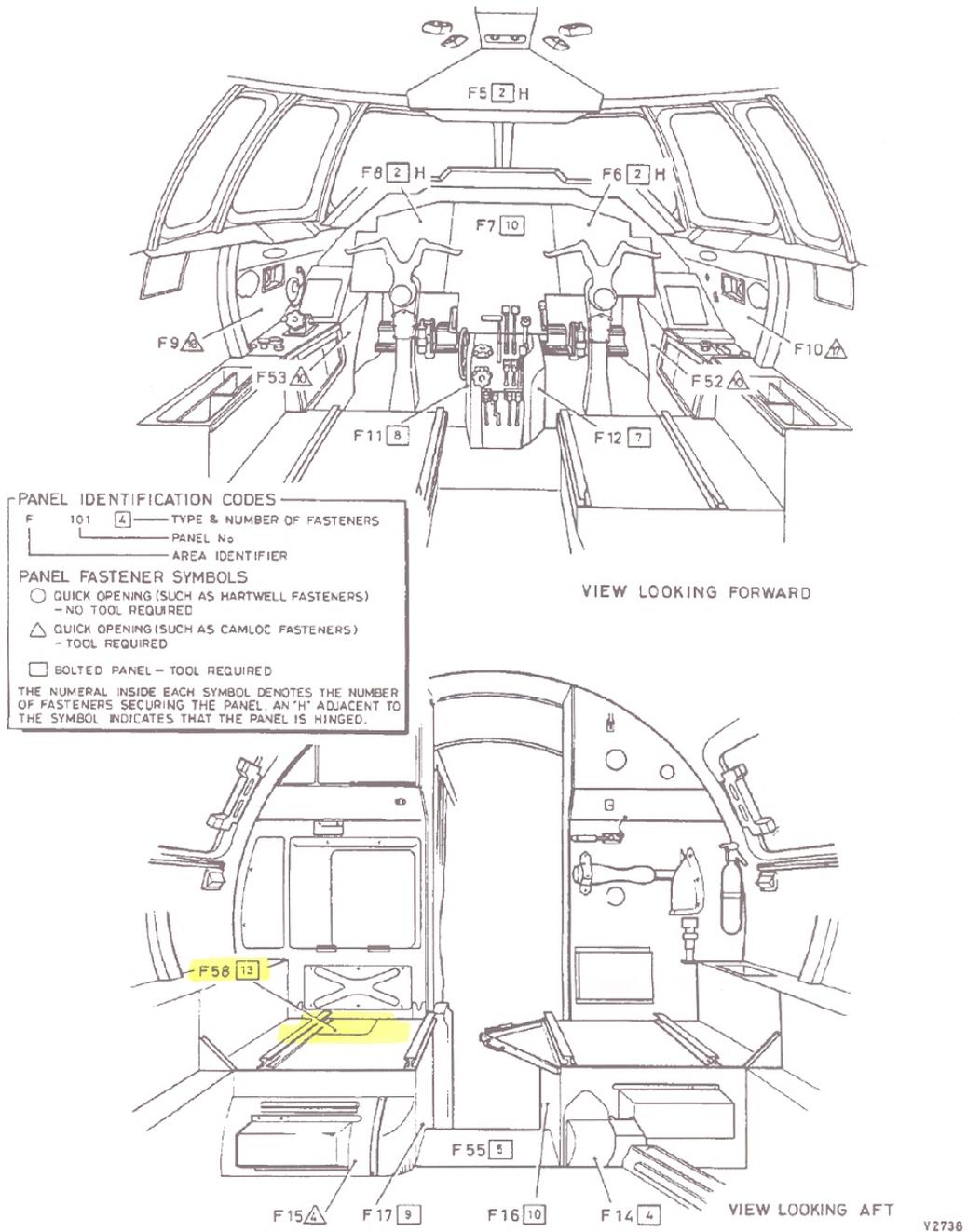


Part Total Time: 476.0 hours

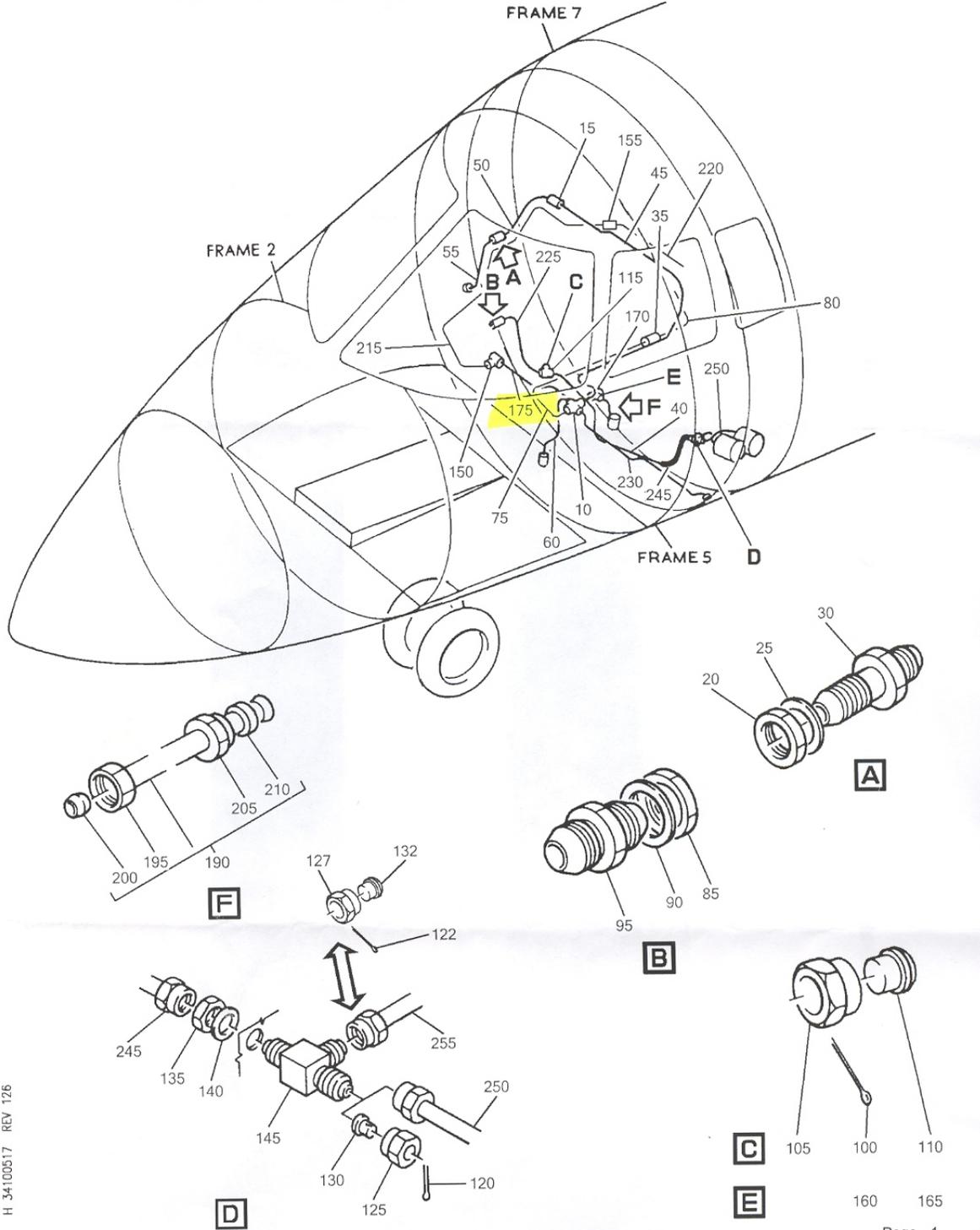
Hawker: 800XP; Chafed Pitot Line; ATA 3411

"This P2 pitot line was chafed through by the outboard loop of the R/H elevator cable," states this repair station technician. "This (*defect*) was not squawked by the crew. It was found by doing a pitot static leak check, which indicated a wide-open leak. This would cause inaccurate airspeed readings. It is only visible after removing panel F58 (under the co-pilot's seat) and the avionics shelf below it. We have found this (*defect*) before with varying degrees of damage. The line can be improperly positioned, causing the chafing. Inspection of this particular area is currently not called out on any inspection, nor is the removal of panel F58 on any inspection. (*I*) recommend adding it to the 'G' inspection (48 months)." (*The attached color photographs should have folks out ripping up floorboards! Pipe assembly P/N 25-7SF207-35A. Thanks for the admonition—Ed.*)

Aircraft Flexible Maintenance Schedule (Hawker 750/800XP/850XP/900XP)
Panel location Charts



Hawker 800XP/850XP Illustrated Parts Catalog
PIPE INSTL-MEGGIT MK.2 ESIS, ADU, PITOT-STATIC



H 34100517 REV 126

34-10-05-17

1 OF 1

Printed from Hawker Beechcraft Corporation Interactive Maintenance Library (IML).
P/N: IPC 800XP Revision 30 - December 1, 2010

Page 1



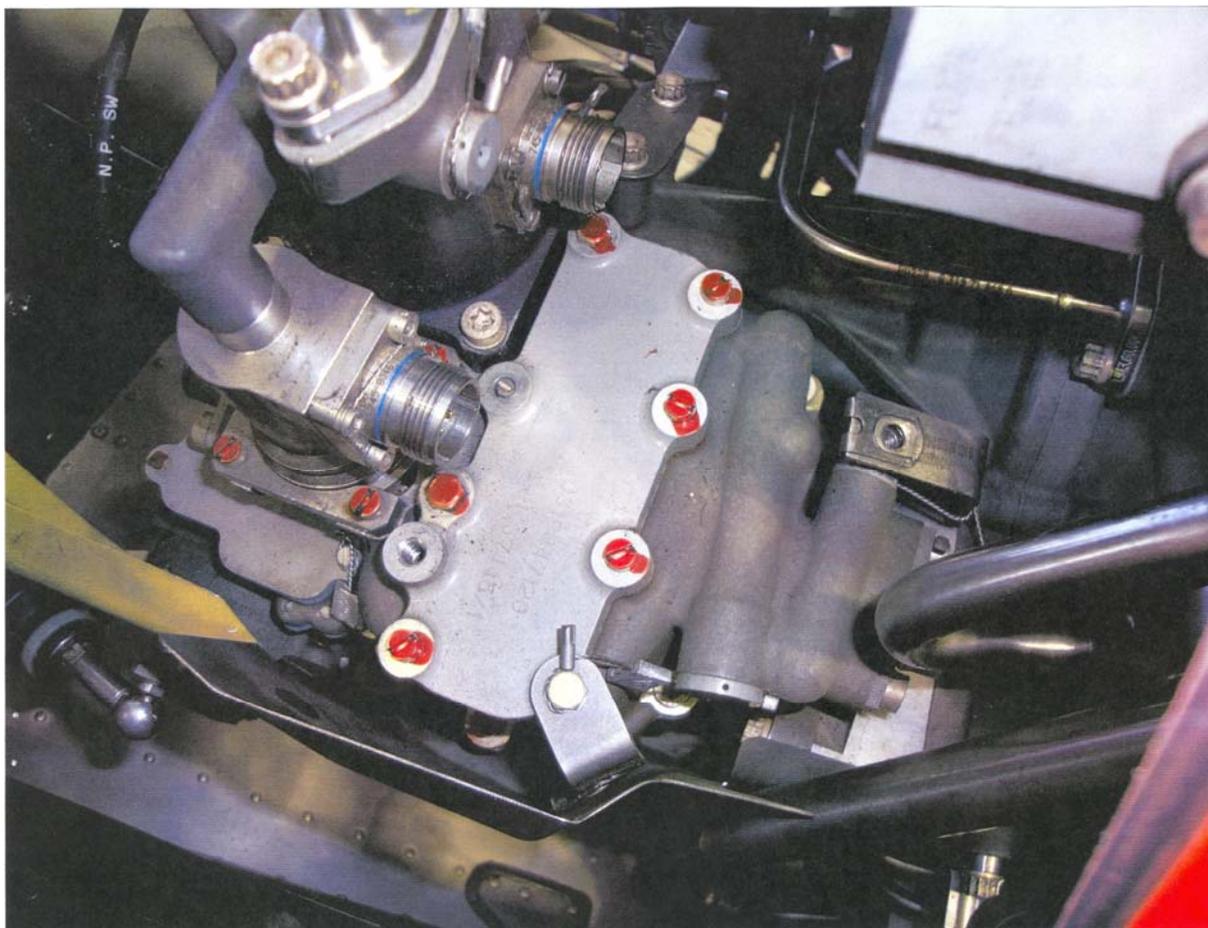


Part Total Time: 4,460.7 hours

HELICOPTERS

Eurocopter: EC135T2; Broken Screw on Fuel Control; ATA 7321

An unidentified submitter says, "During preliminary inspection of the aircraft for induction into the repair station, (we) found a screw head (lying) on the number two engine deck. Further investigation found the screw head was from a blanking plate on the fuel control unit." (*Engine is an Arrius 2B2.*)

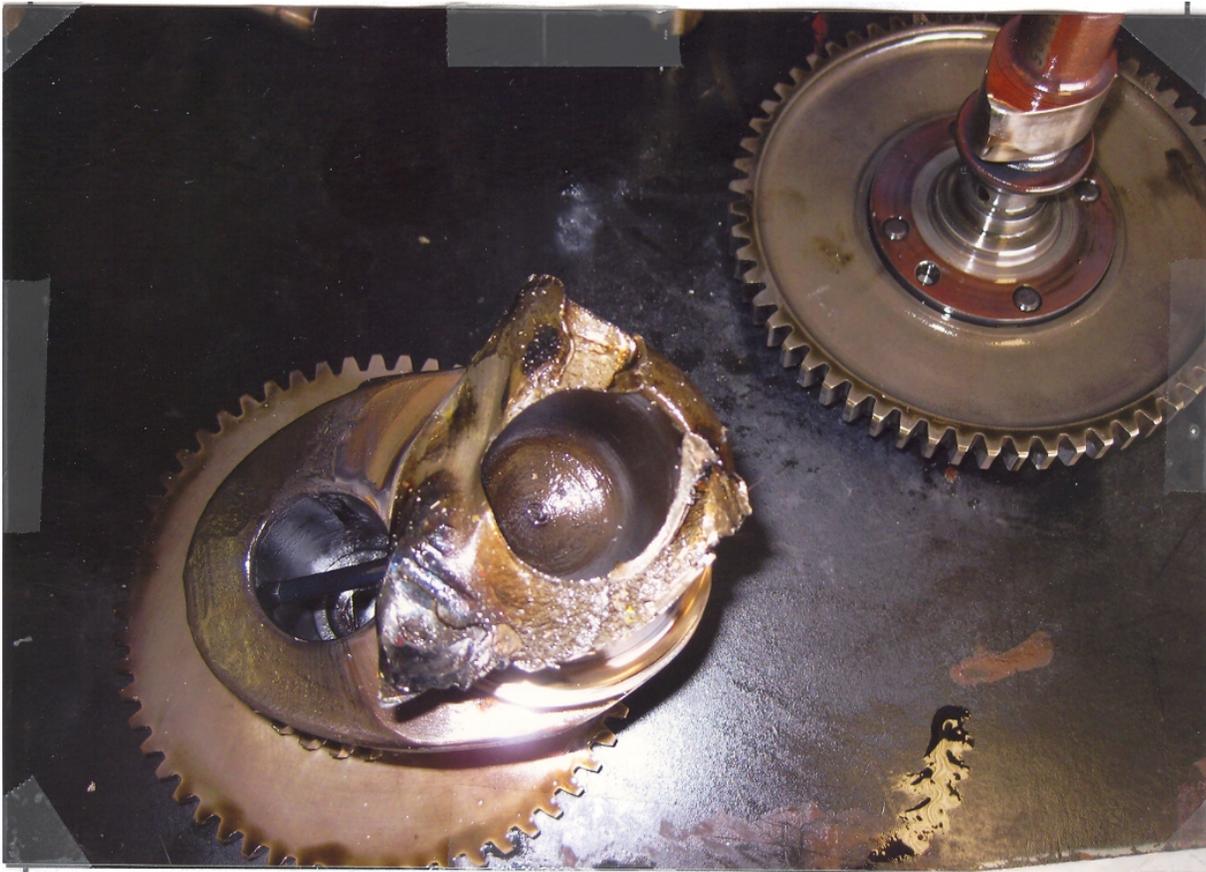


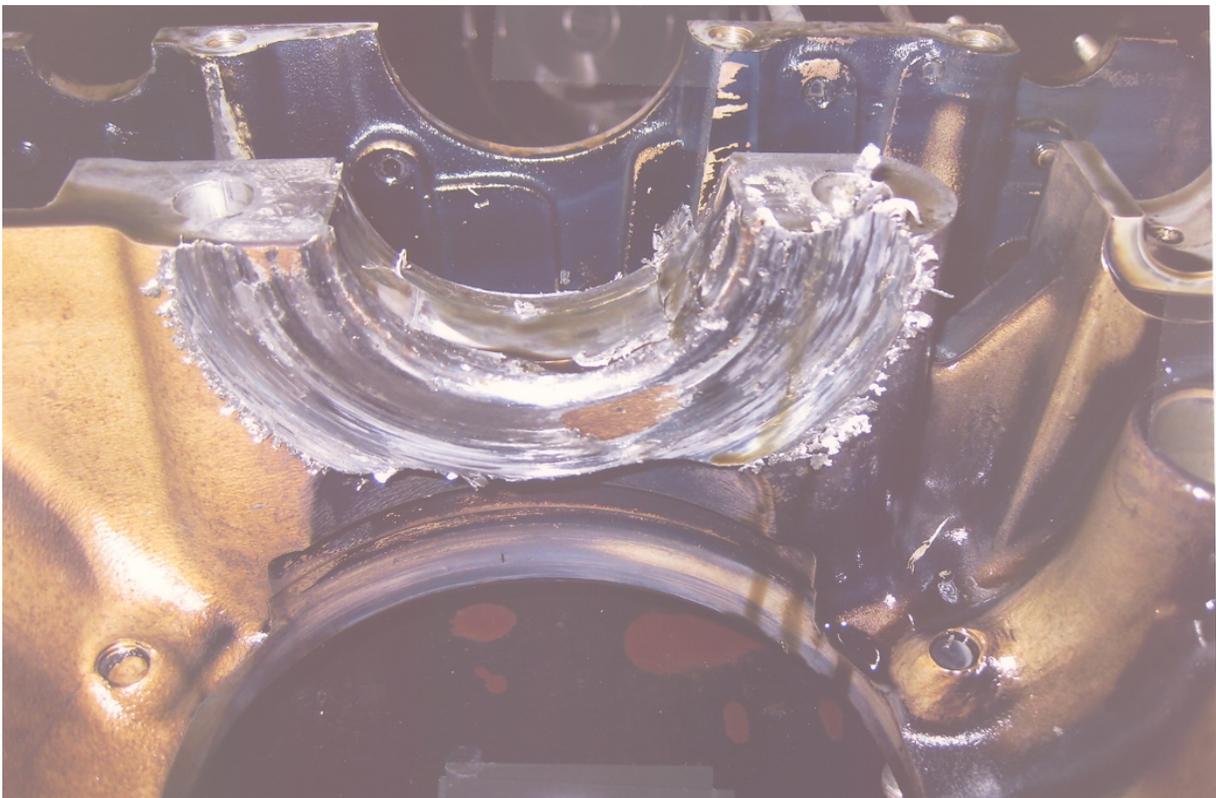
Part Total Time: 141.0 hours

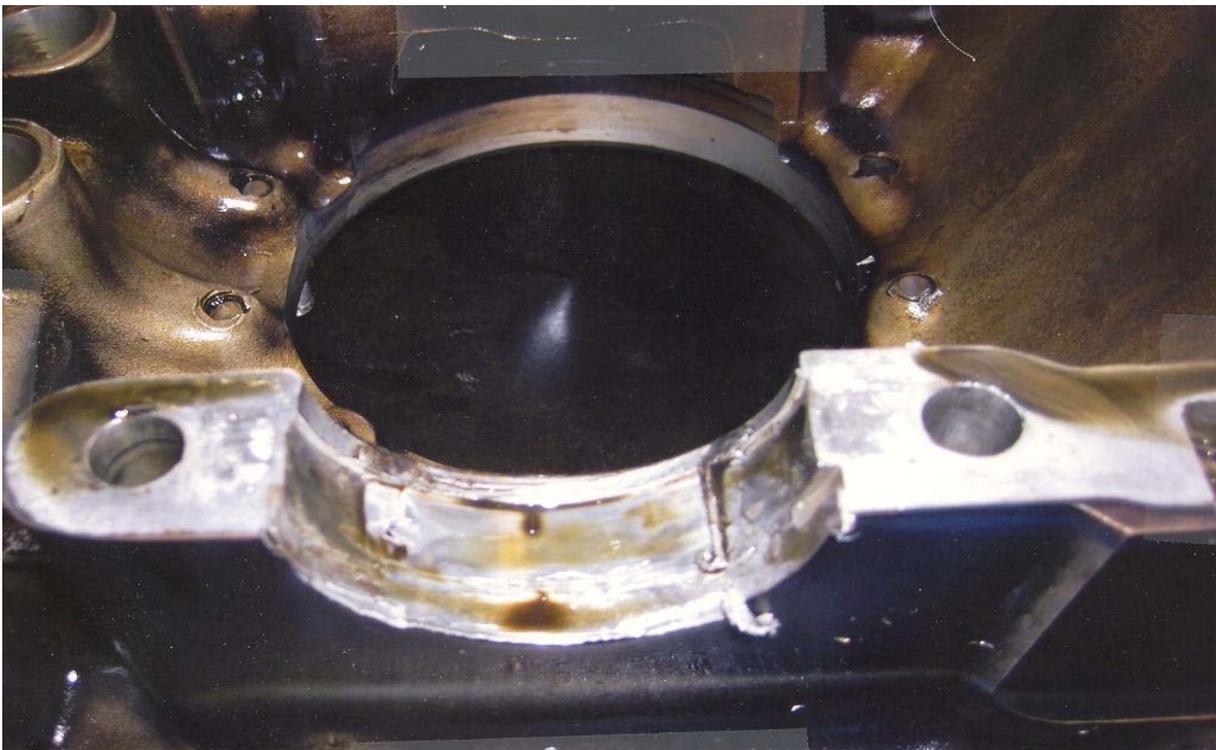
POWERPLANTS

Continental: IO346A; Crankshaft Failure; ATA 8520

"(There was) an in flight catastrophic failure during initial climb," says this mechanic. "The engine ran rough—(then it) quit producing power and stopped. The aircraft landed in a field (without) damage." (*Crankshaft P/N: 630778A1. These are dramatic photos; thanks for sharing—Ed.*)







Part Total Time: (unknown)

Lycoming: O320-B2B; Broken Retainer Springs; ATA 8530

A general aviation report states, "Thirty-seven hours after this engine was last reassembled, the valve covers were removed. Broken pushrod retainer springs were found in three of four cylinders. One broken spring piece had been bent by the rocker arm and had significantly dented the valve cover—nearly penetrating it. The broken LW14995 springs were all 0.030 inches thick and brightly plated. I think (but I am not certain) the supplier is ECI. The Lycoming sourced springs are 0.040 inches thick and are not plated. This problem is well known in the General Aviation community...." (*And the SDRS database documents 12 of these reports, too—Ed.*)

Part Total Time: 37.0 hours

ACCESSORIES**Continental Magnetos: (20 Series); Failed Condensers; ATA 7414**

(The following description combines four separate defect reports varying only in total times: two with 10.0 hours; two with 17.1 hours. The same repair station technician authored all four reports. Note the SDRS database has eight similar reports.)

(Two each:) "The condenser series circuit opened up internally, (*shortly*) after installation (approximately ten hours time in service). Condenser failure caused the points to burn, melting of the cam follower, and no spark output from this magneto.

"(I) have seen numerous cases of this same problem recently with TCM manufactured condensers (P/N 10-51676). This failure is very dangerous since it will result in no magneto spark. TCM has been notified of this developing trend."

(Two each:) "This condenser failed with less than 10 hours time in service. The series circuit opened up internally, causing the contacts to burn and the magneto to quit. This is the second condenser to fail in this manner, (*having*) low time in service since new. The manufacturer has been contacted...." (*Let us see: a time range of 10.0--17.1 hours equals 13.55 average operational hours each over three days for the same part number. You might struggle with the "trend" argument, but you are dead-on with a-"lot" problem? Ed.*)

Part Total Time: 13.5 hours (average)

E.A.M. Life Raft: T25; Improper Cylinder Charge; ATA 2564

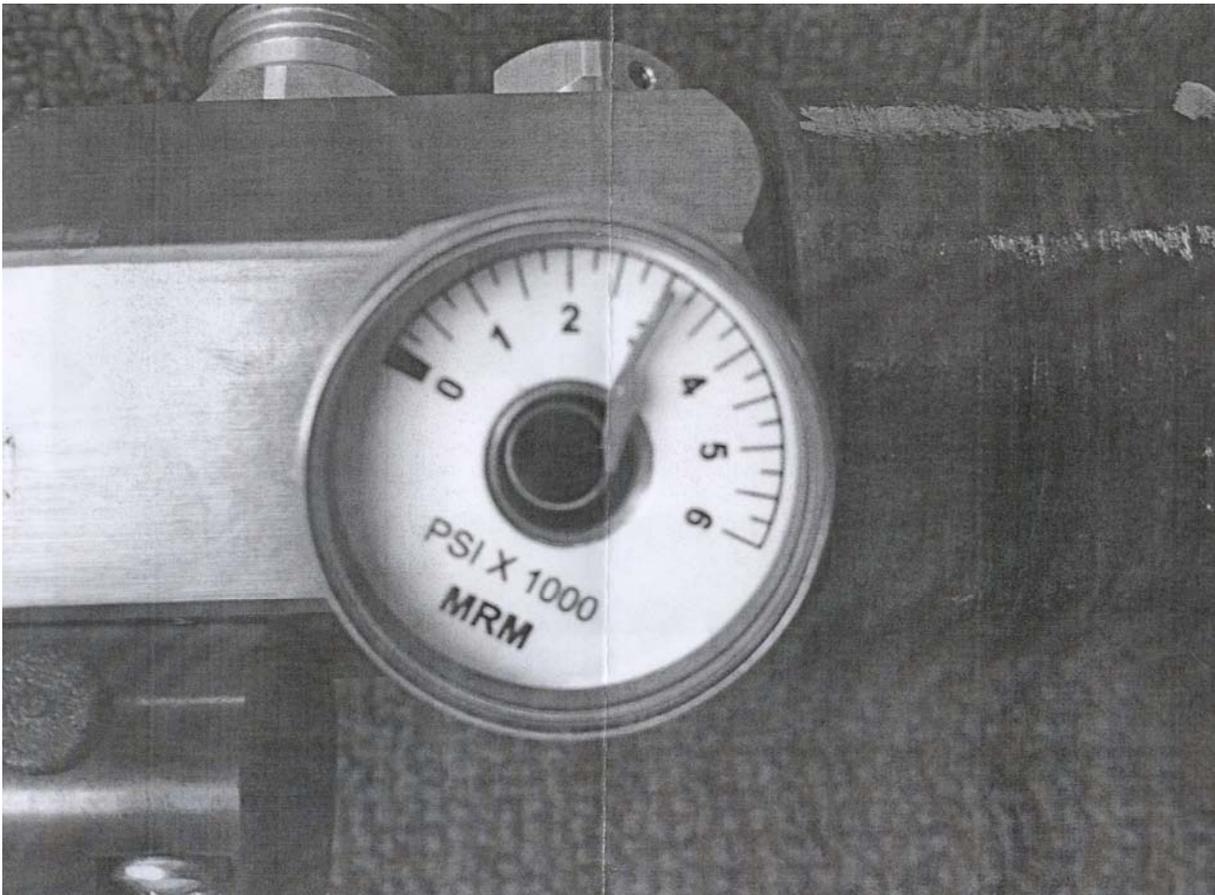
(Life raft manufacturer is Eastern Aero Marine.)

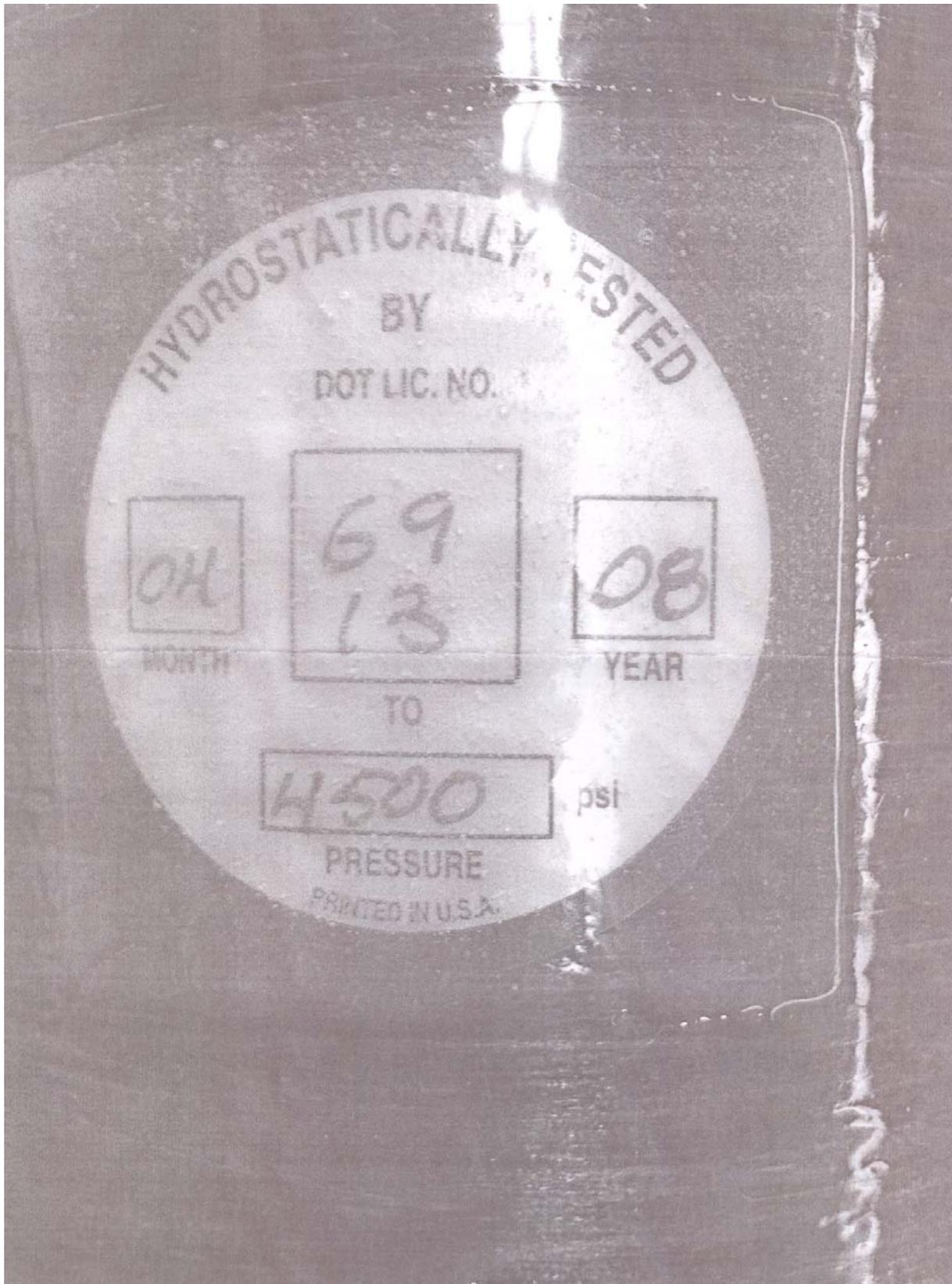
A repair station technician working this raft writes:

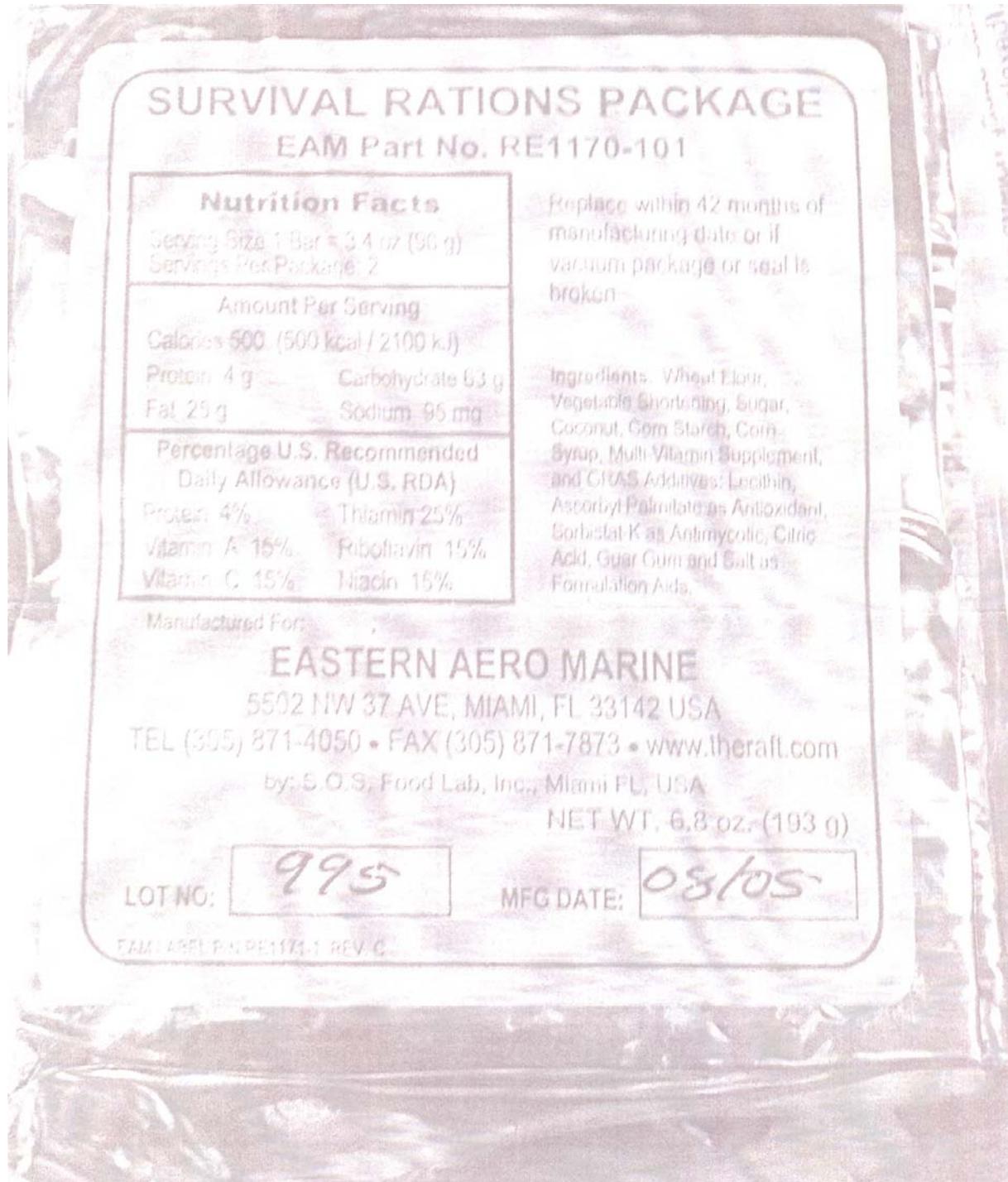
"1. Two life raft inflation cylinders (P/N R0032-2071) were charged to 3,0000 PSIG. Per OEM (*original equipment manufacturer*) requirements, the charge pressure should be 4,500—4,650 PSIG. This defect would have effected the survival of aircraft occupants in the event the life raft was needed in an emergency. The life raft would not have inflated to its designed requirements.

"2. The hydrostatic test was performed below the required test pressure. As per the hydro test label attached to the inflation cylinders, the test pressure applied was 4,500 PSIG. Per OEM/DOT requirements, 7,500 PSIG test pressure is required. Due to the lower applied test pressure, integrity of the HAZMAT gas filled inflation cylinders was questionable.

"3. Six each RE1170-101 (expired Feb. 2009) survival food rations were found installed in the life raft's survival kit. These rations should have been replaced at the time of inspection in order to avoid having expired items before the next inspection due date. (*This...*) further shows maintenance procedures were not followed (*by the previous repair station*)."







SURVIVAL RATIONS PACKAGE

EAM Part No. RE1170-101

Nutrition Facts

Serving Size 1 Bar = 3.4 oz (96 g)
Servings Per Package 2

Amount Per Serving

Calories 500 (500 kcal / 2100 kJ)	
Protein 4 g	Carbohydrate 63 g
Fat 25 g	Sodium 95 mg

Percentage U.S. Recommended Daily Allowance (U.S. RDA)

Protein 4%	Thiamin 25%
Vitamin A 15%	Riboflavin 15%
Vitamin C 15%	Niacin 15%

Replace within 42 months of manufacturing date or if vacuum package or seal is broken

Ingredients: Wheat Flour, Vegetable Shortening, Sugar, Coconut, Corn Starch, Corn Syrup, Multi-Vitamin Supplement, and CIAS Additives: Lecithin, Ascorbyl Palmitate as Antioxidant, Sorbatol-K as Antimycotic, Citric Acid, Guar Gum and Salt as Formulation Aids.

Manufactured For:

EASTERN AERO MARINE

5502 NW 37 AVE, MIAMI, FL 33142 USA

TEL (305) 871-4050 • FAX (305) 871-7873 • www.theraft.com

by: S.O.S. Food Lab, Inc., Miami FL, USA

NET WT. 6.8 oz. (193 g)

LOT NO:

995

MFG DATE:

08/05

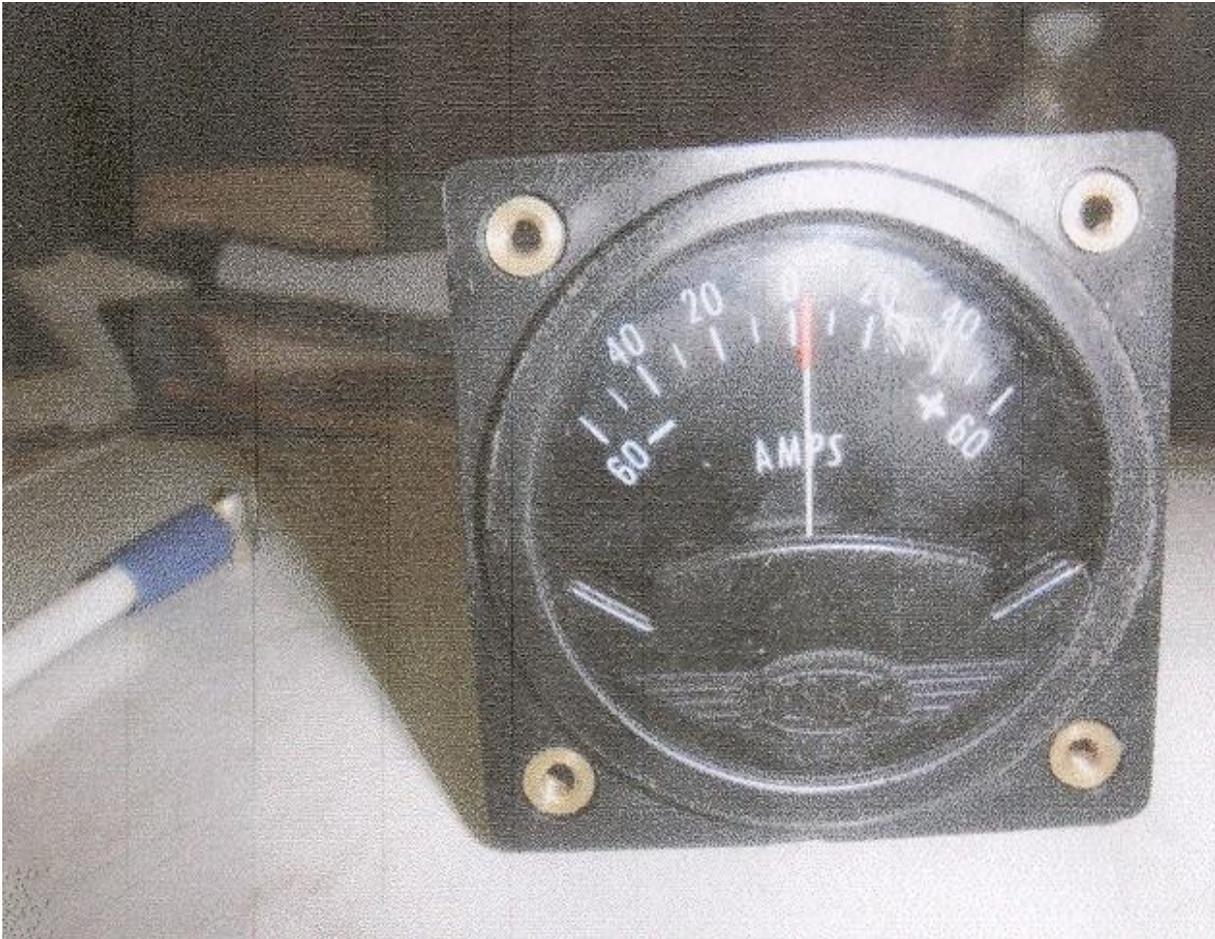
EAM LABEL P/N RE1170-1 REV C

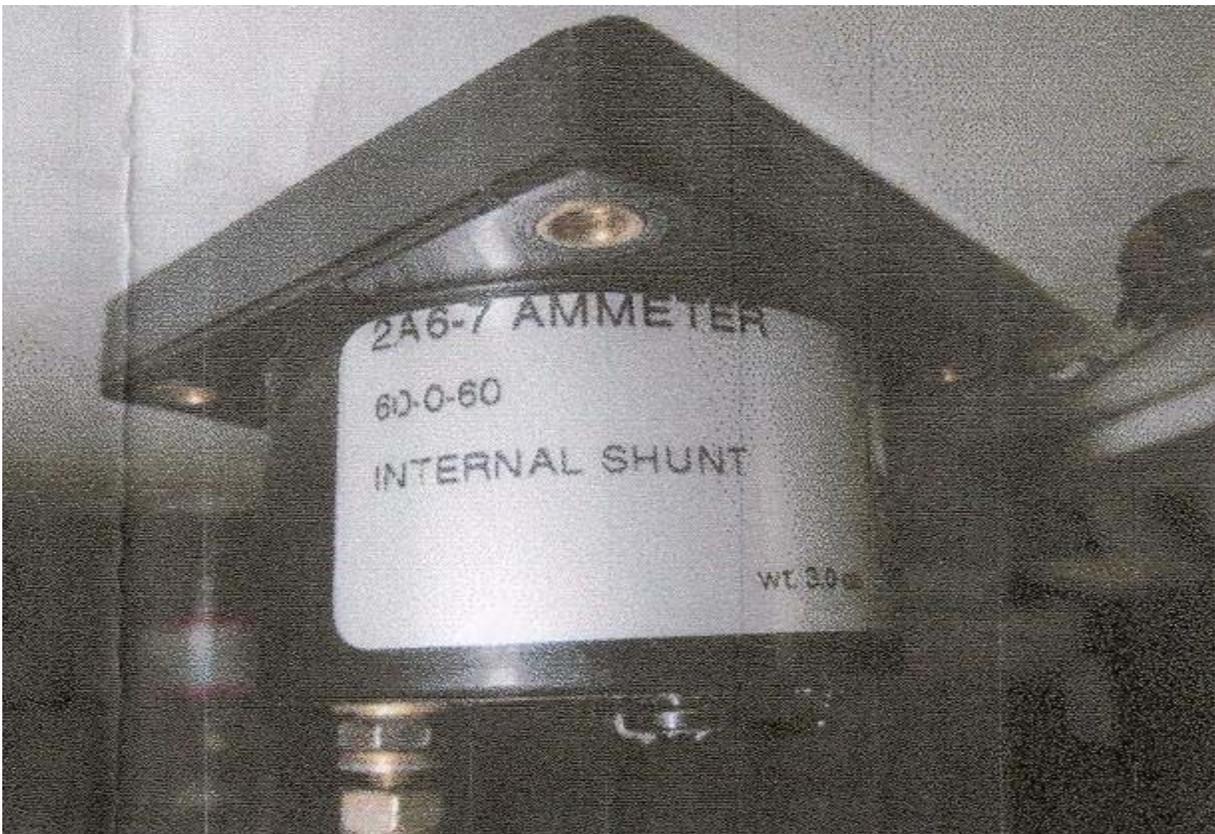
Part Total Time: (unknown)

Westberg Ammeter: 2A6-7; Melted Terminal; ATA 2425

(This short report references a Stinson 108-2 aircraft sporting a Franklin 6A4165 motor.)

A mechanic states, "The positive stud melted out from the ammeter and the aircraft lost power to the buss bar."







Part Total Time: 102.0 hours

AIR NOTES

INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (iSDR) web site is the front-end for the Service Difficulty Reporting System (SDRS) 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

IF YOU WANT TO CONTACT US

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

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

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

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

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

AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports processed for the previous month, which have been entered into the FAA Service Difficulty Reporting 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
CA110209001				OIL SYSTEM	LOW PRESSURE
2/1/2011					
<p>(CAN) LOSS OF OIL PRESSURE AS REPORTED BY LOCAL FSR THIS AIRCRAFT PERFORMED AN EMERGENCY LANDING AFTER ONE ENGINE LOST OIL PRESSURE. 3 MINUTES LATER THE CHIP DETECTOR ILLUMINATED. SUSPECT ENGINE WILL BE REMOVED AND SENT FOR INVESTIGATION AND REPAIR. MANUFACTURER WILL INVESTIGATE TO ESTABLISH ROOT CAUSE AND SUPPLEMENT THE REPORT ONCE THE INFORMATION IS AVAILABLE.</p>					
CA110208015				CHIP DETECTOR	CONTAMINATED
1/26/2011					RT ENGINE
<p>(CAN) IFSD/MASTER CAUTION LIGHT ILLUMINATED IN CRUISE THE MASTER CAUTION LIGHT ILLUMINATED FOR ENGINE CHIP LIGHT RT ENGINE. CREW ELECTED TO RETURN TO BASE AT TWIN ENGINE CRUISE POWER. A SMALL PIECE OF SLIVER WAS FOUND ON THE RT ENGINE CHIP DETECTOR. RT OIL FILTER ELEMENT AND BOWL REMOVED FOR INSPECTION AND FOUND TO BE CLEAN. OIL FILTER ELEMENT AND O-RINGS REPLACED AND CHIP DETECTOR CLEANED AND REINSTALLED. 5 MIN GROUND RUN AND A 5 MIN HOVER CHECK CARRIED OUT. AIRCRAFT RETURNED TO SERVICE. MANUFACTURER WILL INVESTIGATE TO ESTABLISH ROOT CAUSE AND SUPPLEMENT THE REPORT ONCE THE INFORMATION IS AVAILABLE.</p>					
2011FA0000344				TUBE	FAILED
5/11/2011					TIRE
<p>DEFECT FOUND INSIDE TIRE CAUSING TUBES TO SPLIT. (5) TIRES HAVE BEEN CHECKED AND ALL HAVE A DEFECT. MFG TO BE NOTIFIED.</p>					
CA110209025		CHAMPION		ROTOR	BROKEN
2/9/2011					MAGNETO
<p>MAG WAS RECEIVED FOR WARRANTY EVALUATION DUE TO MAG BEING U/S AT 47 HRS SINCE NEW. MAG WAS DISASSEMBLED AND THE ROTOR GEAR, CAM AND THE 2 HALVES OF THE ROTOR AT THE CAM GEAR SLOT WERE FOUND STILL ASSEMBLED BUT BROKEN AWAY FROM THE REST OF THE ROTOR. THIS WOULD KEEP THE MAG FROM FIRING ALL CYLINDERS AND POSSIBLY ONLY FIRE 1 CYLINDER BUT AT 2 TIMES IAW ENGINE REVOLUTION. THE MAG IS BEING RETURNED TO MFG AND A NEW MAG WAS SENT TO THE CUSTOMER.</p>					
2011FA0000371				CYLINDER	FAILED
4/18/2011				R00322071	LIFE RAFT
<p>2 LIFE RAFT INFLATION CYLINDERS WERE CHARGED TO 3000 PSIG (PHOTO OF PRESSURE GAUGE). IAW OEM REQUIREMENTS, CHARGE PRESSURE SHOULD BE 4500-4650 PSIG. THIS DEFECT WOULD HAVE AFFECTED THE SURVIVAL OF ACFT OCCUPANTS IN THE EVENT LIFE RAFT NEEDED IN AN EMERGENCY. LIFE RAFT WOULD NOT HAVE INFLATED TO ITS DESIGNED REQUIREMENTS. HYDROSTATIC TEST WAS PERFORMED BELOW THE REQUIRED TEST PRESSURE. IAW HYDRO TEST LABEL (PHOTO) ATTACHED TO INFLATION CYLINDERS, TEST PRESSURE APPLIED WAS 4500 PSIG. IAW OEM/DOT REQUIREMENTS, 7500 PSIG TEST PRESSURE IS REQUIRED. DUE TO LOWER APPLIED TEST PRESSURE, INTEGRITY OF THE HAZMAT GAS FILLED INFLATION CYLINDERS WERE QUESTIONABLE. ADDITIONAL PHOTOS OF 1 CYLINDER DATA MARKING AND RAFT INSP RECORD (FORM NR SL-3) ATTACHED FOR FURTHER REF.</p>					

2011FA0000377		WIRE	BROKEN
6/6/2011			LIGHT
THE WIRES ON THE EXTERIOR LIGHT ARE SOLDERED INTO THE LIGHT BULB SOCKET. THE LIGHT BULB GENERATES ENOUGH HEAT WHILE ILLUMINATED TO CAUSE THE SOLDER TO MELT AND THE WIRE TO COME LOOSE CAUSING THE LIGHT BULB TO EXTINGUISH. THIS IS AN ONGOING PROBLEM.			
2011FA0000374		OIL FILTER	LOOSE
6/17/2011		CH481101	ENGINE OIL
REMOVED NEW OIL FILTER FROM BOX AND FOUND STUD LOOSE. OIL FILTER DATE CODE WAS 05/10/2010.			
CA110217007		SEAT TRACK	MISMANUFACTURED
2/15/2011		C3FF785	COCKPIT
MANUFACTURER HAS DETERMINED THAT LOCK PIN PN C3FF309-3 DOES NOT ENGAGE FULLY IN SOME HOLES OF SLIDE ASSEMBLY PN C3FF78-5. THESE ITEMS ARE PART OF THE HEIGHT ADJUSTMENT MECHANISM IN THE PILOTS AND CO-PILOTS SEAT ASSY. CUSTOMER WITH AFFECTED SEAT HAS BEEN NOTIFIED. REPLACEMENT PARTS HAVE BEEN SHIPPED FEBRUARY 17, 2011.			
CA110218003		ELT	INOPERATIVE
2/18/2011		AK450	CABIN
WHEN TESTING ELT FOR COMPLIANCE WITH CAR 571 APPENDIX G, IT WAS FOUND THAT THE G SWITCH WAS INOPERATIVE. ELT REMOVED FROM SERVICE.			
2011F00119		SKIN	CRACKED
5/25/2011		5016000396	LT WING TE FLAP
CRACKS ON SKIN PANEL AT 18" OTBD OF INBD EDGE OF FLAP ASSY. 2 CRACKS ALSO DISCOVERED ON THE SPAR WEB AT 10" AND 11" OTBD OF INBD EDGE OF FLAP ASSY. R & R SKIN AND SPAR WITH NEW, REF SRM.			
2011FA0000415		ROD BOLT	CORRODED
6/1/2011		AEC629340	CYLINDER
ROD BOLTS HAVE CORROSION AND PITTING ON THE BOLTS.			
2011FA0000416		CRANKSHAFT	CORRODED
3/18/2011		R649900M101	
SLINGER AREA IS HEAVILY CORRODED.			
2011FA0000368	HONEYWELL	BEARING	DESTROYED
6/15/2011			MLG WHEEL
POSSIBLE HUB OR BEARING FAILURE. CONFIRMED HUB DAMAGED. CAN NOT CONFIRM WHETHER OR NOT IT WAS A HUB OR BEARING FAILURE DUE TO THE FACT WE DID NOT GET ANY OF THE DAMAGED PARTS BACK FROM THE CUSTOMER.			
2011F00126		WASTE TANK	DAMAGED
6/14/2011		38FA602	
WASTE TANK HAS RUBBER LIFTING OFF SCREEN			
2011FA0000339	PWA	FUEL NOZZLE	LEAKING
4/11/2011	PT6A135		FUEL
NOZZEL TIP LEAKING BETWEEN ADAPTOR AND NOZZLE TIP AT GASKET, LEAKAGE CAUSED FAILURE OF NR 2 BEARING COVER, VANE RING, LED, ALSO CAUSED NR 2 BEARING COVER MOUNTING FLANGE TO MELT. CT DISK FIN TREES CRACKED, CAUSE BLADES TO WALK. SUSPECT NOZZLE LEAKAGE TEST WASN'T PERFORMED PROPERLY AT LAST NOZZLE CHANGE. NOTE) NR 2 ENGINE ALSO HAD NOZZLE TIP LEAKAGE.			

CA110224001		PWC		BLADES	FAILED
2/22/2011		PW610FA			LP TURBINE
ENGINEERING INVESTIGATION REPORT EIR PW100 2011-009. DISASSEMBLY OF THE ENGINE TO INVESTIGATE PERFORMANCE DETERIORATION REVEALED EIGHT LP BLADES WERE FRACTURED. FURTHER INVESTIGATION REVEALED THE ENGINE SUSTAINED AN OVERTEMP. THE CAUSE OF THE FRACTURED LP BLADES WAS DETERMINED TO BE CREEP. IT WAS NOT POSSIBLE TO DETERMINE WHETHER THE OVERTEMP OCCURRED BEFORE OR AFTER THE LP BLADE FAILURE.					
CA110214003		PWC		ENGINE	POWER LOSS
2/1/2011		PW610FA			RIGHT
POWER ROLLBACK THE RT SIDE ENGINE ROLLED BACK 7 PERCENT ON 2 DIFFERENT FLIGHTS. 1ST OCCURRENCE HAPPENED AT 20,000 FT, THE 2ND WAS AT 32,000 FT, BOTH WHILE IN LEVEL FLIGHT AT CRUISE POWER. ON BOTH FLIGHTS, THE CREW REPORTED THAT THE ENGINE RETURNED TO NORMAL POWER AFTER 10 TO 15 MINUTES. TROUBLESHOOTING IS ONGOING WITH MFG ASSISTANCE.					
2011F00121	AIRBUS	GE		BLADE	BROKEN
3/6/2010	A310300	CF680C2A8		1538M90P12	HPT STAGE 1
HPT STAGE 1 BLADE FOUND BROKEN AND MISSING DURING ROUTINE BSI, ON FOLLOWING CF6-80C2A8 ENGINES SN 659611, 659399, 659526, 659392, 659408, 659612, 659414. SECONDARY DAMAGE WAS ALSO OBSERVED ON NUMBER OF BLADES. ALL THE BLADES WAS NEW WHEN INSTALLED.					
2011F00122	AIRBUS	PWA		ENGINE	SHUTDOWN
4/25/2007	A310324	PW4152			
IN FLIGHT SHUTDOWN OCCURS, LOUD BANG WAS HEARD AT CRUISE FL 360, N1 DROPPED 20 PERCENT, N2 DROPPED 20 PERCENT, EGT NOTED 400C, VIBRATION 3.2 UNIT. THROTTLE BROUGHT TO IDLE EGT SHOOT UP AGAIN (RED LIGHT).					
EE4Y20110427	AIRBUS		AIRBUS	SKIN	DENTED
6/20/2011	A318111			UNKNOW	DOOR
LEFT AFT DOOR SKIN WITH DENT, OUT OF THE A318 SRM ALLOWABLE LIMITS.					
EE4Y20110322	AIRBUS			SUPPORT BRACKET	CRACKED
6/2/2011	A319132			D539138850000	ZONE 100
LOWER FUSELAGE, LT LATERAL AVIONIC COMPARTMENT AT STA 808 WASTE DUCT SUPPORT BRACKET CRACKED. MAJOR REPAIR.					
EE4Y20110323	AIRBUS			STRAP	WORN
6/2/2011	A319132			D5754160920701	ZONE 600
RT WING, STA 4862 T/E FIXED UPPER PANEL STRAP WITH WEAR. MAJOR REPAIR.					
EE4Y20110324	AIRBUS			STRAP	WORN
6/2/2011	A319132			D5754160920639	ZONE 500
LT WING, STA 4862 T/E FIXED UPPER PANEL STRAP WITH WEAR. MAJOR REPAIR.					
EE4Y20110368	AIRBUS			FLOOR SUPPORT	CORRODED
6/16/2011	A319132			D5347219020400	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE BEWTEEN STA 2870 AND STA 2946, +Y1160 FLOOR SUPPORT WITH CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR SRM GUIDELINES.					
EE4Y20110369	AIRBUS			FLOOR SUPPORT	CORRODED
6/16/2011	A319132			D5347218820200	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE BEWTEEN STA 2800 AND STA 2870, +Y129 FLOOR SUPPORT WITH					

CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR SRM GUIDELINES.

EE4Y20110370	AIRBUS	FLOOR SUPPORT	CORRODED
6/16/2011	A319132	D5347219420400	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE AT STA 2992, +Y450 FLOOR SUPPORT WITH CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

EE4Y20110298	AIRBUS	FITTING	CORRODED
5/28/2011	A319132	D57259162000	ZONE 500

LT WING, INNER REAR SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE AND SPOTFACE WITH CORROSION. MAJOR REPAIR.

EE4Y20110299	AIRBUS	FITTING	CORRODED
5/28/2011	A319132	D57259162001	ZONE 600

RT WING, INNER REAR SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE AND SPOTFACE WITH CORROSION. MAJOR REPAIR.

EE4Y20110300	AIRBUS	FLOOR SUPPORT	CORRODED
5/28/2011	A319132	D53472189204	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN C68 (STA 2884) AND C69 (STA 2936) -Y1732 FLOOR SUPPORT WITH CORROSION. MAJOR REPAIR.

EE4Y20110306	AIRBUS	SKIN	DEBONDED
5/28/2011	A319132		RUDDER

VERTICAL STABILIZER, RUDDER SIDE PANEL WITH WATER INGRESS AROUND HOISTING POINT NR 3. MAJOR REPAIR.

EE4Y20110309	AIRBUS	SKIN	CORRODED
5/28/2011	A319132		ZONE 500

LT WING, BETWEEN RIB 12 AND RIB 13 STRINGER 8 TOP SKIN WITH CORROSION. MAJOR REPAIR.

EE4Y20110304	AIRBUS	SKIN	CRACKED
5/30/2011	A319132	D54630501200	NR 1 NACELLE

ENGINE NR 1, PYLON PRECOOLER PANEL (413DL) SKIN VENT GRILL WITH CRACKS. MAJOR REPAIR.

EE4Y20110305	AIRBUS	SKIN	CRACKED
5/30/2011	A319132	D54630501201	NR 2 NACELLE

ENGINE NR 2 PYLON PRECOOLER PANEL (423DL) SKIN VENT GRILL WITH CRACKS. MAJOR REPAIR.

EE4Y20110301	AIRBUS	SEAT TRACK	CORRODED
5/28/2011	A319132	D53472133202	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE STA 2786 -Y 765 RAIL SEAT WITH CORROSION. MAJOR REPAIR.

EE4Y20110302	AIRBUS	FLOOR SUPPORT	CORRODED
5/28/2011	A319132	D53472188204	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN C68 (STA 2884) AND C69 (STA 2936) Y 1292 FLOOR SUPPORT LONGITUDINAL BEAM WITH CORROSION. MAJOR REPAIR.

EE4Y20110303	AIRBUS	FLOOR SUPPORT	CORRODED
5/28/2011	A319132	D53472193200	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN C67 (STA 2835)AND C68 (STA 2884) -Y 65 FLOOR SUPPORT LONGITUDINAL BEAM WITH CORROSION. MAJOR REPAIR.

EE4Y20110325	AIRBUS		FITTING	BROKEN
6/2/2011	A319132		D55982500200	ZONE 300
HORIZONTAL STABILIZER, LT ELEVATOR INBD ACTUATOR FITTING WITH LOCK BROKEN. MAJOR REPAIR.				
EE4Y20110377	AIRBUS		STRIP	WORN
6/16/2011	A319132		D5754160920639	LT WING
LT WING, T/E, STA 5512 BETWEEN SPOILER NR 1 AND SPOILER NR 2 FIXED FAIRING LOWER SECTION, STRIP RUBBING WITH WEAR. MAJOR REPAIR .				
EE4Y20110381	AIRBUS		FITTING	CORRODED
6/17/2011	A319132		D53112191202	PAX DOOR SILL
LT-FWD PASSENGER DOOR, STA 808 Z-520 Y+1780, LOWER SILL BOX FITTING WITH CORROSION. MAJOR REPAIR.				
EE4Y20110318	AIRBUS	IAE	PANEL	WORN
6/2/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 1, OTBD/LT THRUST REVERSER C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110375	AIRBUS	IAE	PANEL	WORN
6/16/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 2, INBD/LT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110376	AIRBUS	IAE	PANEL	WORN
6/16/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR2, OTBD/RT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110372	AIRBUS	IAE	SKIN PANEL	CORRODED
6/16/2011	A319132	V2524A5	D54530052203	NR 2 NACELLE
ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. MAJOR REPAIR.				
EE4Y20110371	AIRBUS	IAE	SKIN PANEL	CORRODED
6/16/2011	A319132	V2524A5	D54530052202	NR 1 NACELLE
ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. MAJOR REPAIR.				
EE4Y20110319	AIRBUS	IAE	PANEL	WORN
6/2/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR1, INBD/RT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110320	AIRBUS	IAE	PANEL	WORN
6/2/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 2, OTBD/RT THRUST REVERSER C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110373	AIRBUS	IAE	PANEL	WORN
6/16/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 1, OTBD/ LT THRUST REVERSER C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
EE4Y20110379	AIRBUS	IAE	FITTING	CORRODED
6/17/2011	A319132	V2524A5	D53112191203	PAX DOOR SILL
RT-FWD PASSENGER DOOR, STA 808 Z-520 Y-1780, LOWER SILL BOX FITTING WITH CORROSION. MAJOR REPAIR.				

EE4Y20110307	AIRBUS	IAE	SKIN	CORRODED
5/28/2011	A319132	V2524A5	D54530052202	NACELLE
ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. MAJOR REPAIR.				
EE4Y20110308	AIRBUS	IAE	SKIN	CORRODED
5/28/2011	A319132	V2524A5	D54530052203	NR 2 NACELLE
ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. MAJOR REPAIR.				
EE4Y20110321	AIRBUS	IAE	PANEL	WORN
6/2/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 2, INBD/LT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. MAJOR REPAIR.				
GTIA1100012	AIRBUS	IAE	CYLINDER	DISCHARGED
6/8/2011	A319132	V2524A5		DOOR ASSIST
L1 & R1 DOOR ASSIST CYLINDER PRESS LOW. RECHARGED DOOR ASSIST CYLINDER IAW AMM TASK 52-10-00614-01.				
EE4Y20110291	AIRBUS		PANEL	CRACKED
5/12/2011	A321231			ZONE 600
RT WING, RIB 16 L/E PANEL, LOWER SURFACE WITH CRACK. MAJOR REPAIR.				
EE4Y20110288	AIRBUS		SUPPORT ANGLE	CRACKED
5/12/2011	A321231			ZONE 400
ENGINE NR 2, PYLON UPPER SIDE (AT PRECOOLER AREA LT SIDE) BETWEEN PYLON STA 537 AND STA 608, SUPPORT ANGLE WITH CRACK. NOTE: THE SUPPORT ANGLE CRACK REQUIRES A MAJOR REPAIR.				
EE4Y20110289	AIRBUS		FAIRING	CRACKED
5/12/2011	A321231			NR 1 PYLON
ENGINE NR 1, AFT PYLON SECTION LOWER AFT FIXED FAIRING WITH CRACK. MAJOR REPAIR.				
EE4Y20110290	AIRBUS		PANEL	CRACKED
5/12/2011	A321231			ZONE 500
LT WING, RIB 16 L/E PANEL, LOWER SURFACE WITH CRACK. MAJOR REPAIR.				
EE4Y20110287	AIRBUS		SUPPORT ANGLE	CRACKED
5/12/2011	A321231			NR 1 NACELLE
ENGINE NR 1, PYLON UPPER SIDE (AT PRECOOLER AREA RT SIDE) BETWEEN PYLON STA 537/RIB07 AND STA 608/RIB08, SUPPORT ANGLE WITH CRACK. NOTE: THE SUPPORT ANGLE CRACK REQUIRES A MAJOR REPAIR.				
EE4Y20110283	AIRBUS		FLOORBEAM	CORRODED
5/11/2011	A321231			ZONE 200
PAX CABIN, UPPER REAR FUSELAGE, RT AFT PASSENGER DOOR LOWER SILL STA 3848 -Y59 FR66 FLOORBEAM WITH CORROSION. NOTE: THE FLOORBEAM CORROSION REQUIRES A MAJOR REPAIR IAW MM INSTRUCTIONS.				
EE4Y20110284	AIRBUS		FLOORBEAM	CORRODED
5/11/2011	A321231		D5347219021100	FUSELAGE
PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA FR66+3" -Y52 FLOORBEAM WITH CORROSION. NOTE: THE BEAM CORROSION REQUIRES A MAJOR REPAIR.				
EE4Y20110285	AIRBUS		FLOORBEAM	CORRODED

5/11/2011	A321231		D5347217220500	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA BETWEEN FR67 AND FR68 -Y52 FLOORBEAM WITH CORROSION. NOTE: THE FLOORBEAM CORROSION REQUIRES A MAJOR REPAIR.				
EE4Y20110280	AIRBUS		ATTACH FITTING	CORRODED
5/11/2011	A321231		D57259162000	ZONE 500
LT WING, MLG ATTACHMENTS, RETRACTION JACK ANCHORAGE FITTING BORE WITH CORROSION. IT IS LOCATED ON INNER REAR SPAR BETWEEN RIB 2 AND RIB 3. NOTE: THE ANCHORAGE FITTING'S REWORK (PN D57259162000) REQUIRES MAJOR REPAIR IAW ACFT INSTRUCTIONS.				
EE4Y20110281	AIRBUS		ATTACH FITTING	CORRODED
5/11/2011	A321231		57259162001	ZONE 600
RT WING, MLG ATTACHMENTS, RETRACTION JACK ANCHORAGE FITTING BORE WITH CORROSION. IT IS LOCATED ON INNER REAR SPAR BETWEEN RIB 2 AND RIB 3. NOTE: THE ANCHORAGE FITTING'S REWORK (PN 57259162001) REQUIRES A MAJOR REPAIR.				
EE4Y20110282	AIRBUS		SKIN	CORRODED
5/11/2011	A321231			ZONE 600
RT WING, WX1835.15 FALSE REAR SPAR AND GEAR RIB LEVEL, BETWEEN RIB 3 AND RIB 4, TOP SKIN CORRODED. NOTE: THE TOP SKIN CORROSION REWORKS REQUIRE MAJOR REPAIR IAW MM INSTRUCTIONS.				
EE4Y20110286	AIRBUS		FLOORBEAM	CORRODED
5/11/2011	A321231		D53472118920400	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE, AFT SERVICE AREA BETWEEN FR68 AND FR69 -Y52 FLOORBEAM WITH CORROSION. NOTE: THE BEAM CORROSION REQUIRES A MAJOR REPAIR.				
EE4Y20110274	AIRBUS	IAE	BUMPER	WORN
5/11/2011	A321231	V2533A5		THRUST REVERSER
ENGINE NR 1, OTBD/ LT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. NOTE: THE WEAR REQUIRES A MAJOR REPAIR.				
EE4Y20110275	AIRBUS	IAE	BUMPER	WORN
5/11/2011	A321231	V2533A5		THRUST REVERSER
ENG NR1, INBD/RT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. NOTE: THE WEAR REQUIRES A MAJOR REPAIR.				
EE4Y20110276	AIRBUS	IAE	BUMPER	WORN
5/11/2011	A321231	V2533A5		THRUST REVERSER
ENGINE NR 2, INBD/LT THRUST REVERSE C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. NOTE: THE BUMPER WEAR REQUIRES A MAJOR REPAIR.				
EE4Y20110277	AIRBUS	IAE	BUMPER	WORN
5/11/2011	A321231	V2533A5		THRUST REVERSER
ENGINE NR 2, OTBD/RT THRUST REVERSER C-DUCT, PAN-DOWN ENGINE BUMPER WITH WEAR. NOTE: THE BUMPER WEAR REQUIRES A MAJOR REPAIR.				
EE4Y20110278	AIRBUS	IAE	SKIN	CORRODED
5/11/2011	A321231	V2533A5	D54530052200201	NR 1 NACELLE
ENGINE NR1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. NOTE: THE PANELS' CORROSION REQUIRES A MAJOR REPAIR.				
EE4Y20110279	AIRBUS	IAE	SKIN	CORRODED

5/11/2011 A321231 V2533A5 D54530052200201 ZONE 400

ENG NR 2, PYLON AFT FIXED FAIRING , INBD AND OTD LATERAL SKIN PANEL WITH CORROSION. NOTE: THE PANELS' CORROSION REQUIRES A MAJOR REPAIR.

[CA110211008](#) AIRTRC PWA BRACKET LOOSE
2/7/2011 AT802A PT6A67 10000 FOAM TANK BAY

SEVERAL RIVETS SHEARED IN MOUNTING BRACKETS FROM THE FOAM TANK, LOCATED IN THE RT FLOAT.

[2011FA0000338](#) ALON CONT FUEL SYS UNBALANCED
5/17/2011 A2 C90* STCSA02156CH

OWNER NOTES THAT UNEVEN FUEL DRAW FROM FUEL TANKS, HAS SUPPLIED VENTED CAPS. RT TANK DOES NOT DRAW EVEN WITH LT TANK. RT TANK STAYS FULL AS LT TANK LOWERS. THIS HAPPENS ABOVE 95 MPH IAS. FUEL SYS HAS BEEN CHECKED FOR BLOCKAGE, NONE FOUND. PRESSURE IN TANKS MUST BE UNEVEN ABOVE 95 MPH. POSSIBLE IMPROPER VENTING OF FUEL TANKS. ADD VENTS TO FUEL TANKS TO EVEN PRESSURE. REDESIGN FUEL CAPS AND VENTS. FUEL IN TANKS EQUILIZES AFTER LANDING, ON GROUND. FUEL SELECTOR L & R, BOTH INSTEAD OF ON/OFF ONLY.

[2011FA0000356](#) AMD SKIN SCRATCHED
5/31/2011 FALCON900 FUSELAGE

APPARENT RAZOR BLADE OR KNIFE MARKS (SCRATCHES) ALONG THE OUTSIDE OF THE FUSELAGE SKINS (PRESSURE VESSEL) AT LOCATIONS WHERE THE WING TO FUSELAGE FAIRINGS ARE ATTACHED BETWEEN FRAMES 11 AND 27 AT STRINGER 12 LT AND RT SIDES.

[2011FA0000400](#) AMD SKIN SCRATCHED
5/31/2011 FALCON900 FUSELAGE

APPARENT RAZOR BLADE OR KNIFE MARKS (SCRATCHES) ALONG THE OUTSIDE OF THE FUSELAGE SKINS (PRESSURE VESSEL) AT LOCATIONS WHERE THE WING TO FUSELAGE FAIRINGS ARE ATTACHED BETWEEN FRAMES 11 AND 27 AT STRINGER 12 LT AND RT SIDES.

[2011FA0000357](#) AMD SCREW WRONG PART
6/3/2011 FALCON900B NAS673V3XA PROTECTOR

SCREW LISTED IN SEC 5, WHEN INSTALLED, (DEPENDING ON THE LOCATION ON THE PROTECTOR) DO NOT FULLY ENGAGE THE LOCKING DEVICE ON THE NUTPLATE BECAUSE THE LENGTH OF THE SCREW IS TOO SHORT. AT ALL LOCATIONS, THE SCREWS DO NOT PROTRUDE OF HAVE 1 THREAD PAST THE END OF THE NUTPLATE) IT COULD POTENTIALLY CAUSE THE AILERON SYS TO JAM. THE SAME ACTION WOULD HAPPEN IF THE PROTECTOR ASSY BECAME LOOSE FROM THE SCREWS FALLING OUT. HAVE INSP OTHER ACFT, SAME CONDITION. LONGER SCREWS (PROTRUDING THROUGH THE NUTPLATE BY AT LEAST 1 THREAD) WERE INSTALLED IN THE LT AND RT PROTECTOR ASSY DURING REASSEMBLY OF THE ACFT. CUSTOMER WAS NOTIFIED ON F900-071 AND HAD NOT BEEN CHANGED AS OF THE DATE OF THIS REPORT.

[2011FA0000268](#) AMRGEN LYC SEAT FAILED
4/7/2011 AG5B O360* NEEDLE BEARING

PILOT REPORTED THAT HIS AILERON CONTROLS SUDDENLY BECAME EXTREMELY STIFF WHILE IN FLIGHT. UPON COMPLETE DISASSEMBLY, FOUND CONTROL "T" NEEDLE BRG SET TO BE COMPLETELY FAILED AND BINDING THE CONTROLS. CONTROLS WERE VERY DIFFICULT TO TURN LT TO RT. THIS WAS ALMOST A MAJOR ACCIDENT. A CALL TO MFG REVEALED THAT THERE WERE SOME ACFT THAT LT THE FACTORY WITH NO ASSY LUBRICATION TO THESE BRGS. SEC 2 OF THE MM (SERVICING) DOES STATE TO LUBRICATE THE NEEDLE BEARINGS WITH GENERAL PURPOSE GREASE, BUT ONLY ON AN "AS NEEDED" BASIS. IF THE CONTROLS MOVE FREELY, ONE COULD EASILY ASSURE LUBRICATION IS NOT NEEDED AND THEREFORE NOT ADD GREASE. BASED UPON THE SUDDEN ONSET OF THE STIFF CONTROLS , DUE TO NEEDLE BEARING FAILURE, "AS NEEDED" IS AN IMPROPER TIME FRAME FOR LUBRICATION. ADDITIONALLY, THERE IS NO WAY TO GET TO THE NEEDLE BEARINGS FOR LUBRICATION WITHOUT SIGNIFICANT DISASSEMBLY OF THE CONTROL SYS. RECOMMENDATIONS INCLUDE INSPECTING ALL MODELS THIS ACFT FOR PRESENCE OF GREASE, CHANGING LUBRICATION REQUIREMENTS TO A LEAST ANNUALLY, AND ADDING A GREASE FITTING TO THE CONTROL COLUMN "T" TO FACILITATE THE

GREASING OF THE NEEDLE BEARINGS WITHOUT HAVING TO FULLY DISASSEMBLE THE CONTROL COLUMN.

2011FA0000260	AMTR	LYC	SLICK	DRIVE GEAR	FAILED
4/26/2011	PAZMANYPL2	O320E2D			DISTRIBUTOR BLOC

MAGNETO LT/ MAG, P/N 4371 S/N 96110203 INSTALLED ON AN ENGINE, EXPERIMENTAL ACFT. MAGNETO HAD A ROUGH RUNNING ENGINE, UPON INVESTIGATION FOUND THIS CONDITION, ALTHOUGH THIS WAS NOT THE CAUSE OF THE ENGINE RUNNING ROUGH, IT APPEARS THAT THE CAM AND DRIVE GEAR WAS NOT FULLY SEATED ON THE SHAFT DURING MFG. THE WEAR IN THE BLOCK ASSY. WAS ABOUT .01 DEEP AND WITH NO VISIBLE WEAR ON THE DRIVE GEAR.

2011FA0000314	AMTR			SPRING	MISSING
5/16/2011	RV10			C1022	DOOR LATCH

DURING AN ACFT INCIDENT INVESTIGATION, IT WAS NOTED THAT AN ACFT HAD AN IN-FLIGHT SEPARATION OF THE LT (PILOT) DOOR. THE ACFT HAD INCORPORATED SB 10-1-4 WHICH INSTALLED A PASSIVE SECONDARY LATCH SYS TO PREVENT THE DOOR FROM DETACHING DURING FLIGHT. THE OPS OF THE DOOR WAS DISCUSSED WITH THE PILOT AND INCLUDED AN INSP OF THE RT DOOR. THE PILOT STATED THE SECONDARY LATCH ALWAYS HAD TO BE MANUALLY PUSHED DOWN AND PULLED UP ON BOTH DOORS. THE SB 10-1-4 INCLUDES A SPRING TO KEEP THE DOOR IN THE DOWN AND LATCHED POSITION WITHOUT ANY OPERATING REQUIREMENTS (PASSIVE SYS). THE DOOR WAS NOT LOCATED FOR INSPECTION; THE RT DOOR WAS INSPECTED AND DID NOT APPEAR TO HAVE A SPRING TO KEEP THE LATCH DOWN. THE PILOT WAS UNAWARE OF THE SPRING AS DETAILED IN THE SB. THE PILOT'S NORMAL OPS OF THE DOOR INDICATED THAT THE SPRING WAS MISSING, BROKEN, OR OUT OF PLACE AND DID NOT ALLOW THE PASSIVE LATCH TO REMAIN DOWN. THE OWNER HAD JUST PURCHASED THE ACFT AND THERE WAS NO PLACARD INDICATING THE NORMAL OPERATION OF THE LATCH WAS A PASSIVE SYS. THE SB SPECIFICALLY STATES THE SB ADDS A SECONDARY PASSIVE LATCH TO PREVENT THE DOOR FROM DEPARTING DURING FLIGHT DUE TO IMPROPER LATCHING OF THE DOOR AND MALFUNCTIONING OF THE DOOR LIGHTS.

2011FA0000327	AMTR	LYC		PUMP	DEFECTIVE
4/25/2011	RV6	O320B2B		PX375B40A525F	FUEL SYSTEM

EXPERIMENTAL FUEL BOOST PUMP PN PX375B-40A-5-25-F, SN 30313 01-10. NEW PUMP BENCH TESTED BEFORE INSTALLATION, WOULD NOT SELF PRIME. PUMP ALSO WOULD NOT MAKE ANY PRESSURE ONCE PRIMED AND OUTLET CLOSED OFF. PUMP WAS DIASSEMBLED AND INSPECTED. FOUND BAD DESIGN. O-RING NOT SEATED. THIS PUMP WAS REJECTED..

2011FA0000387	AMTR			GOVERNOR	FAILED
5/25/2011	TAILWINDW8			3482801	ENGINE

UPON REMOVAL OF THE GOVERNOR HEAD IT WAS DISCOVERED THAT THE PILOT VALVE ASSEMBLY EXPERIENCED A CATASTROPHIC FAILURE. THE PILOT VALVE IS ASSEMBLED OF THREE COMPONENTS; THE VALVE TUBE AND THE END FITTING WHICH ARE PRESS FITTED TOGETHER AND A SET SCREW WHICH ADDITIONALLY SECURES THE TWO TOGETHER. THE SET SCREW WAS FOUND TO BE MISSING WHICH AIDED IN ALLOWING THE END FITTING TO SEPARATE FROM THE VALVE TUBE. THIS FAILURE ALLOWED THE ROLLER BEARING ASSEMBLY AND THRUST BEARING TO BECOME SEPARATED FROM THE PILOT VALVE ASSEMBLY AND MOVE FREELY ABOUT THE FLYWEIGHT CHAMBER. THIS CAUSED EXTENSIVE DAMAGE TO THE ROLLER BEARING. THE ROLLERS SEPARATED FROM THE BEARING AND WERE FOUND TO BE MISSING. THE FLYWEIGHT CHAMBER SUSTAINED DAMAGE DUE TO THESE PARTS BEING BATTERED ABOUT BY THE SPINNING FLYWEIGHT ASSEMBLY."

KGBR507Y201105250	BEECH		HAWKER	SKIN PANEL	CRACKED
5/25/2011	1900C				TE FLAP

CRACK IN SKIN PANEL .5 INCH FWD OF THE TRAILING EDGE, 4.5 INCHES TO 10.5 INCHES FROM THE INBOARD EDGE OF THE FLAP. ALSO ARE 2 CRACKS IN THE AREA OF THE INBOARD ATTACH BRACKET AREA AT THE OUTBOARD ACCESS HOLE, 13 INCHES OUTBOARD OF THE INBOARD EDGE, EACH AT APPROX 5/16 INCH LONG. REPAIRED ALL ITEMS, REF HAWKERBEECHCRAFT AIRLINER SERIES SRM.

2011FA0000297	BEECH			FUEL SYS	CONTAMINATED
5/9/2011	1900D				

FLIGHT CREW REPORTED RT FUEL INDICATOR BOUNCES 700-800 LBS IN FLIGHT. NORMAL TROUBLESHOOTING SHOWED SYS NORMAL. REMOVED CONNECTOR PLUGS TO FUEL CONTROL RELAY PANEL, UNDER CTR FLOOR, AND FOUND WATER IN ALL PLUGS. NO INDICATION OF WATER POOLING IN FLOOR AND ALL DRAINS OPEN. SUSPECT REPEATED CONDENSATION CYCLES LED TO CONTAMINATION. RECOMMEND THIS AREA BE CHECKED IF NO CAUSE FOR FUEL INDICATING PROBLEMS FOUND.

V0DR2011011	BEECH		JAM-NUT	BINDING
5/3/2011	1900D		12951410615	ZONE 800

DURING INSP OF A AIRSTAIR DOOR STRUT THE TECH R & R (1) END CAP JAM NUT WITH A NEW 1 FROM STOCK. DURING ASSY THE TECH NOTED THAT THE END CAP JAM NUT WOULD NOT THREAD ONTO THE TUBE ASSY FREELY WITHOUT EXCESSIVE FORCE. DURING TROUBLE SHOOTING THE JAM NUT WAS R & R WITH ANOTHER JAM NUT. THE JAM NUT THREADED INTO PLACE, NO OTHER DISCREPANCY WAS NOTED. THE REMAINING STOCK WAS INSPECTED AND 2 JAM NUTS WERE REMOVED FROM SERVICE.

2011FA0000335	BEECH	CONT	BALANCE WEIGHT	DETACHED
5/6/2011	58	IO550*	966100227	ELEVATOR

DURING AN ANNUAL INSPECTION, FOUND THE LT ELEVATOR BALANCE WEIGHT DETACHED FROM ITS MOUNT. THE RT ELEVATOR BALANCE WEIGHT WAS FOUND BROKEN AND LOOSE ON ITS MOUNT. THE DETACHED BALANCE WEIGHT WAS ABLE TO SHIFT POSITION INSIDE THE ELEVATOR AND CAUSE OUT OF BALANCE CONDITION. THE DAMAGE APPEARS TO BE CAUSED BY VIBRATION.

2011FA0000254	BEECH	CONT	NUT	BACKED OUT
4/21/2011	58A	IO520*		LT ELEVATOR ROD

INSPECTION AFTER ACFT RECEIVED FROM PAINT SHOP FOUND LT ELEVATOR ACTUATING ROD NUT UNPINNED AND BACKED OFF ALMOST COMPLETELY AND BOLT BACKING OUT. LT AILERON OTBD HINGE NOT ATTACHED. HINGE PLATE PINCHED BETWEEN SKIN. AILERON BINDING. THIS ACFT HAS BEEN FLOWN IN THIS CONDITION.

2011FA0000303	BEECH	LYC	SELECTOR SWITCH	DEFECTIVE
5/12/2011	76	O360A1D	8859K44	MLG

LANDING GEAR SELECTOR HANDLE BUMPED BY PILOT DURING LANDING, LANDING GEAR HANDLE DETENT WAS INEFFECTIVE ALLOWING GEAR TO BE SELECTED TO RETRACT POSITION, CAUSING RT LANDING GEAR TO COLLAPSE. UPON FURTHER INSP IT WAS DISCOVERED THAT THE LANDING GEAR SELECTOR HANDLE HAS A SET SCREW, WHICH BECAME LOOSE AND THE SELECTOR HANDLE (WHICH IS THREADED) HAD BEEN TURNED IN, TURNING THE HANDLE IN RETRACTS THE DETENT PORTION OF THE SWITCH AND THE DETENT BECOMES INEFFECTIVE. THIS ALLOWED THE GEAR HANDLE TO BE BUMPED INTO THE RETRACT POSITION.

2011FA0000405	BEECH	CONT	ROTOR	OPEN
6/2/2011	A36TC	TSIO520UB		ALTERNATOR

ALTERNATOR ROTOR OHM CHECK INFINITE.

FCPR20110004	BEECH		ACCESS PANEL	CORRODED
5/9/2011	B200		101120076605	WING

DURING BONDED PANEL INSP, FOUND CORROSION BETWEEN LT AND RT INBD AUX FUEL TANK BOND PANELS AND WING STRUCTURE. PANELS PN 101-120076-605/-606.

2011FA0000399	BEECH		CABLE	FAILED
6/13/2011	C12A		132538A19	PAX DOOR

AS PASSENGERS WERE LEAVING ACFT, THIS CABLE BROKE AT THE LOWER END RT NEXT TO THE CLEVIS. THIS PART HAS A MOLDED PLASTIC COATING WHICH MAKES IT DIFFICULT TO INSPECT FOR CONDITION.

2011FA0000398	BEECH		PIN	MISINSTALLED
6/13/2011	C12A		10194000019	CONDITION LEVER

AFTER THE LAST FLIGHT OF THE DAY, PILOT COULD NOT SHUT DOWN ENGINE BY CONDITION LEVER. INSP FOUND THE PIVOT PIN HOLDING THE ARM TO THE FUEL CONTROL HAD WORKED OUT WHICH RELEASED THE ARM

FROM FUEL CONTROL WHICH CAUSED LOSS OF PILOT CONTROL. SUSPECT THE COTTER PIN ON THE BACK SIDE OF PIVOT PIN WAS NOT INSTALLED AT ENGINE CHANGE.

2011FA0000263	BEECH		RIB	CORRODED
4/27/2011	C23		169160005	WING

EXFOLIATION AND SEPARATION OF FWD RIBS ATTACHED TO FLAP ATTACH BRACKET. RT AND LT SIDE. CANNOT BE SEEN WITHOUT DOING SB27-3954.

2011FA0000264	BEECH		RIB	CORRODED
4/27/2011	C23		169160005	ZONE 300

EXFOLIATION AND SEPARATION OF FWD RIBS ATTACHED TO FLAP ATTACH BRACKET. RT AND LT SIDE. CANNOT BE SEEN WITHOUT DOING SB27-3954. AFFECTS MODEL 19 SERIES, SERIALS MB-1 THROUGH MB-905, MODEL 23 SERIES, SERIALS M-1 THROUGH M-2392, MODEL 24 SERIES, SERIALS MA-1 THROUGH MA-368, MODEL 24R SERIES SIERRA, SERIALS MC-2 THROUGH MC-795, MODEL 76 DUCHESS, SERIALS ME-1 THROUGH ME-437.

2011FA0000383	BEECH		BLOWER	OVERHEATED
1/13/2011	C90A		903840311	COCKPIT

BLOWER OVEN HEATED AND CAUSED SMOKE IN COCKPIT. INITIAL INSP, BLOWER WAS HARD TO TURN AND ARMATURE INSULATION DISCOLORED BURNED SMELL. POSSIBLE BEARING FAILURE.

2011FA0000419	BEECH	CONT	PNEUMATIC SYSTEM	FAILED
6/25/2011	F33A	IO520BB	AA3216CW	ENGINE

PILOT REPORTED INSTRUMENT AIR PRESSURE WAS LOW. UP ON TROUBLESHOOTING THE MECHANIC NOTICED ON INITIAL RUN UP PRESSURES WERE WITHIN LIMITS, AFTER ENGINE STARTED TO WARM UP THE PRESSURE STARTED TO DROP BELOW LIMITS. INSTALLED NEW PUMP, SYSTEM WORKED NORMAL. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2011FA0000287	BEECH	CONT	CIRCUIT BREAKER	FAILED
5/3/2011	F33A	IO520BB	35381132103	TAXI LIGHT

PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING TECHS FOUND CIRCUIT BREAKER TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 2167.0 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 8668. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2011FA0000265	BEECH	CONT	FUEL CONTROL	FAILED
4/28/2011	F33A	IO520BB	R6299042A11	ENGINE

PILOT REPORTED ROUGH ENGINE, ON TROUBLESHOOTING, MECHANIC FOUND THE MIXTURE LEVER ON THE THROTTLE SIDE HAS A ROUGH SPOT IN IT. FUEL METERING UNIT WAS REPLACED WITH A REPAIRED UNIT, UPON TRIMMING THE ENGINE, THE MECHANIC NOTICED THE ENGINE WAS STILL RUNNING ROUGH AT IDLE AND HAD A HESITATION WHEN ADVANCING THROTTLE FROM 1700 RPM TO FULL POWER. REMOVED FUEL METERING VALVE AND FOUND THE ARM ON THE THROTTLE SIDE HAD A ROUGH SPOT ON IT ALSO. PROBABLE CAUSE UNKNOWN AT THIS TIME. NO RECOMMENDATIONS AT THIS TIME.

2011FA0000256	BEECH	CONT	CIRCUIT BREAKER	FAILED
4/22/2011	F33A	IO520BB	35380132103	STROBE LIGHTS

PILOT REPORTED STROBE LIGHT SWITCH FELL IN THE DOWN POSITION TWICE IN FLIGHT. AD 2008-13-17 HAD BEEN COMPLETED 1237 FLIGHT HOURS PRIOR. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2011FA0000250	BEECH	CONT	ARM	ROUGH
4/19/2011	F33A	IO520BB		FCU THROTTLE

PILOT REPORTED ENGINE RUNNING ROUGH AT IDLE UPON RETURNING TO BASE. ON TROUBLESHOOTING, THE MECHANIC FOUND THE ARM ON THE THROTTLE SIDE VERY ROUGH. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

2011FA0000302	BEECH	CONT	CIRCUIT BREAKER	FAILED
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5/12/2011	F33A	IO520BB	35380132101	NAVAGATION LIGHT
PILOT REPORTED NAV LIGHTS INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1999 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 7996. NOTICED NEW NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.				
2011FA0000316	BEECH	CONT	PNEUMATIC SYSTEM	FAILED
5/16/2011	F33C	IO520BB	AA3216CW	
PILOT REPORTED ON RUN UP, THERE WAS NO INSTRUMENT AIR PRESSURE. UP ON TROUBLESHOOTING THE MECHANIC FOUND THE SHAFT SHEARED. INSTALLED NEW PUMP, SYS WORKED NORMAL. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.				
2011FA0000412	BEECH	CONT	LIFTER	SPALLED
4/20/2011	V35	IO550B	SA646277	ENGINE
LIFTERS SPALLED, CAUSING A METAL CONTAMINATION IN THE ENGINE.				
2011FA0000413	BEECH	CONT	LIFTER	SPALLED
4/20/2011	V35	IO550B	SA628488	ENGINE
LIFTERS SPALLED, CAUSING A METAL CONTAMINATION IN THE ENGINE.				
CA110214010	BELL	PWA	ENGINE	POWER LOSS
9/29/2010	212	PT6T3		
POWER LOSS/IFSD ENGINE SHUT ITSELF DOWN WITHOUT ANY NOTICE. AN UNEVENTFUL SINGLE LANDING WAS MADE. POST EVENT INSP FOUND A LARGE TEAR IN THE GAS GENERATOR CASE. THE ENGINE WAS SENT TO MFG FOR INVESTIGATION WHERE THE CAUSE WAS IDENTIFIED A CRACKING FROM FATIGUE INITIATING AT A DIFFUSER VANE SPOT WELD.				
CA110210001	BELL	PWA	FUEL CONTROL	INOPERATIVE
2/8/2011	212	PT6T3	324473514	ENGINE
UPON 1ST START OF THE DAY, NR 1 ENG WOULD NOT ACCELERATE PAST 40 PERCENT NI. PROBLEM WAS TROUBLESHOT & ALL INDICATION POINTED TO THE AFCU. A NEW UNIT WAS THEN INSTALLED & THE ACFT WAS SUCCESSFULLY STARTED. THAT PROVED THE ORIGINAL AFCU WAS THE FAULTY COMPONENT. THE AFCU WAS 18.8 HRS OUT OF O/H.				
2011FA0000391	BELL		RELAY	UNSERVICEABLE
6/22/2011	407		SM20ACD300A21	DC POWER
WHILE ENROUTE, ATTEMPT WAS MADE TO START SEARCHLIGHT. UPON NOTICING SEARCHLIGHT DID NOT LIGHT OFF, CHECKED INSTRUMENTS AND FOUND VOLTMETER BELOW 25VDC. ATTEMPT WAS MADE TO RESET GEN WITH NO SUCCESS, NOTICED AMMETER AT ZERO, RETURNED TO AIRPORT WITHOUT INCIDENT. NEXT MORNING INSPECTED AND PERFORMED GROUND RUN TO TROUBLESHOOT SYSTEM, FOUND GEN OUTPUT AT 28VDC, NO AMPERAGE, AND NO GEN FAULT MASTER CAUTION LIGHT ILLIMINATED. THESE INDICATORS LED TO BELIEVE THE GEN RELAY AT FAULT. ACCESS WAS MADE TO DC POWER PANEL FS 155 AND NOTICED DISCOLORATION OF THE COVER. REMOVED COVER AND FOUND WIRE P20A12 BETWEEN 2K3 GEN RLY AND 15A CIRCUIT BREAKER 2CB6, "GEN FIELD" HAD MELTED INSULATION AT THE BUSS BAR, AND WIRE D10A22 BETWEEN 5A CIRCUIT BREAKER 2CB2 "AMMETER" AND 2R1 SHUNT TO HAVE A MELTED WIRE TERMINAL AT THE SHUNT. NEITHER CB HAD OPENED.				
AC2R0CT03062011	BELL	ALLSN	SHAFT	CRACKED
3/6/2011	430	250C40B	23038136	TURBINE
OUTER SHAFT FOUND CRACKED AT TT 259.0 AT DISASSEMBLY. ENGINE WAS REMOVED FOR SMOKING ON SHUTDOWN AND VXP INDICATED VIBRATIONS TRENDING UP. RAN ON TEST CELL AND ABORTED RUN DUE TO EXCESSIVE VIBRATIONS NOTED IN ENGINE'S COMPRESSOR AND DID FIND SMOKING ON SHUTDOWN. HEAVY REPAIR OF TURBINE IN PROGRESS.				
CHIR20110425001	BOEING		LINK	CRACKED

4/25/2011 107* A02R255114 ROTOR HEAD

DURING FINAL INSPECTION, THE FINAL INSPECTOR NOTED THERE WAS A CRACK IN THE EXTENSION LINK A02R2551-14. THE SHOP MANGER FOLLOWED PROCEDURE AND COMPLETED AN EVENT REPORT.

[FOTR2106709193](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED BS 520-695 RBL 24. REPAIRED ON FASI W/O 21067, NR 09193.

[FOTR2106708995](#) BOEING FRAME CRACKED

5/9/2011 7374Q8 ZONE 100

RT FUSELAGE FRAME AT BS 601 IS CRACKED AT LOWER FASTENER HOLE BELOW STR 17R. REPAIRED ON FASI W/O 21067, NR 08995.

[FOTR2106709190](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK AT LBL 24 FROM BS 375-500C IS DAMAGED. REPAIRED ON FASI W/O 21067, NR 09190.

[FOTR2106709194](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK RBL 45 BS 485-500G IS DAMAGED. REPAIRED ON FASI W/O 21067, NR 09194.

[FOTR2106709347](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED AT STA 727-727A, LBL 45. REPAIRED ON FASI W/O 21067, NR 09347.

[FOTR2106709176](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED AT STA 727B-907, RBL 45. REPAIRED ON FASI W/O 21067, NR 09176.

[FOTR2106709083](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED AT BS 460, RBL 24. REPAIRED ON FASI W/O 21067, NR 09083.

[FOTR2106709180](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED STA 727C- 907, LBL45

[FOTR2106709174](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8 ZONE 200

SEAT TRACK DAMAGED AT STA 710, LBL 45. REPAIRED ON FASI W/O 21067, NR 09174.

[FOTR2106709222](#) BOEING SEAT TRACK DAMAGED

5/9/2011 7374Q8

SEAT TRACK DAMAGED AT STA 684, RBL 24. REPAIRED ON FASI W/O 21067, NR 09222.

[FOTR2106709285](#) BOEING SKIN DENTED

5/9/2011 7374Q8 HORIZONTAL STAB

DENTED HORIZONTAL STAB STA 129.5. REPAIRED ON FASI W/O 21067, NR 09285.

[1MUR20110308001](#) BOEING SHEAR WEB CORRODED

3/8/2011 737524 65C335821 ZONE 100

L2 DOOR HAS CORROSION AT AFT LOWER DOOR FRAME WEB AT STN NR 1006 LOCALIZED LEVEL II CORROSION NOTED.

1MUR20110307001	BOEING	FRAME	CORRODED
3/7/2011	737524		ZONE 100

AFT CARGO COMPARTMENT AT BS NR 787 FRAME BELOW DOOR SILL AT RBL NR 26 HAS WIDE SPREAD LEVEL II CORROSION NOTED ON FRAME.

KOOR2011F00078	BOEING	SKIN	CRACKED
3/28/2011	747251B		ZONE 400

NR 3 PYLON INBD SIDE LOWER EDGE CRACKED (MIGRATED INTO DOUBLER).

KOOR2011F00097	BOEING	SKIN	CORRODED
3/29/2011	747251B		BS 2240

STA 2240, SKIN CORRODED BETWEEN STR 35RT-36RT.

KOOR2011F00100	BOEING	FIRESHIELD	WORN
3/24/2011	747251B		NR 1 NACELLE

NR 1 PYLON OTBD FIRESHIELD WORN THROUGH NEAR NAC STA 230.

KOOR2011F00101	BOEING	SKIN	CRACKED
3/24/2011	747251B		ZONE 600

RT WING L/E CAVITY, FSSO 1357 (APPROX) CORROSION AND CRACKING (POSSIBLE) ON SKIN INTERIOR (RABBIT) & LWR SPAR CHORD.

KOOR2011F00102	BOEING	FIRESHIELD	WORN
3/26/2011	747251B		ZONE 400

NR 4 PYLON RT LOWER AFT CHAFE/HEAT SHIELD ON FIREWALL SIDE OF LWR SKIN CHAFED THROUGH.

KOOR2011F00096	BOEING	SKIN	CRACKED
3/24/2011	747251B		BS 340

LT FUSELAGE SKIN HAS 3 CRACKS AT FASTENERS JUST AFT OF STA 340 AND JUST BELOW S-5 (MARKED) ABOUT 0.3" LONG.

KOOR2011FA0000284	BOEING	SHEAR TIE	CORRODED
3/26/2011	747251B		BS 990 S47L

SHEAR TIE CORRODED STA 990, S47, LT.

KOOR2011F00098	BOEING	FIRESHIELD	WORN
3/31/2011	747251B		NR 1 NACELLE

NR1 PYLON INBD FIRE SHIELD WORN THROUGH AT STA 216.

KOOR2011FA0000285	BOEING	BULKHEAD	CORRODED
3/24/2011	747251B		ZONE 700

CORROSION ON AFT SIDE OF THE 1480 BULKHEAD WEB, AFT OF OTBD TRUNNION FITTING WL120.

2011FA0000255	BOEING	PANEL	CRACKED
4/22/2011	74745E	65B07942391	NLG WW

MX FOUND THE NOSE LDG W/W LT SIDE PANEL HAS CRACK ABOUT 10.3 IN, ACFT HAS GROUNDED TO REPAIR.

2011FA0000401	BOEING	WHEEL HALF	CRACKED
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5/20/2011	75727A		AH089101	MLG
MAIN WHEEL HUB HALF, PN AH08901, PURCHASED MARCH 17, 2011 AND OPERATED FOR TSO: 07.26 AND CSSN: 03.0 WHEN AIR LEAKAGE WAS IDENTIFIED AFTER 1 DAY IN SERVICE. MAIN WHEEL ASSY PN AHA1648 RETURNED FOR WARRANTY EVALUATION WHERE LARGE CRACK WAS VISUALLY CONFIRMED IN INBD RING AREA OF WHEEL HUB HALF. WHEEL ASSEMBLY HUB HALF AND WHEEL HUB HALF OVERHAUL WAS ACCOMPLISHED.				
2011F00110	BOEING		SMOKE DETECTOR	DEFECTIVE
5/6/2011	767241		CGFT10001	CARGO BAY
DURING TAXING TO FINAL DESTINATION POSITION, AFT CARGO FIRE INDICATED, EICAS MSG AFT CARGO FIRE DISPLAYED, FIRE INDICATION REMAINS AFTER BOTTLES DISCHARGED. 3 EA FIRE EXTINGUISHING BOTTLES WERE R & R. 2 EA SMOKE DETECTORS WERE R & R. 2 EA SMOKE DETECTION FILTERS WERE R & R. 1 SMOKE DETECTOR WAS FOUND DEFECTIVE.				
ANZY20110503	BOEING		SKIN	CORRODED
4/20/2011	767332		111T30121	ZONE 500
WING CTR SECTION, UPPER SKIN PANEL, U-17C AND LBL 92 UPPER WING SKIN AND SPLICE: SKIN CORRODED BEYOND SRM LIMITS. DURING FINAL CLOSE UP OF AIR RETURN GRILLS IN THE OVER WING AREA, A FOD INSP WAS CARRIED OUT WITH MIRROR, PRIOR TO INSTALLING THE PANEL. HEAVY CORROSION WAS EASILY NOTED 6" INBD OF THE OPENING, ON THE CTR WING TOP SKIN AND HAD LIFTED THE FUEL BARRIER COATING. ENGINEERING AND OEM CONSULTED FOR REPAIR DESIGN. TI 190140859 REFERS.				
QMLDML0372	BOLKMS		SKIN	DAMAGED
5/26/2011	BK117B2			FUSELAGE
DURING VISUAL INSPECTION OF THE ACFT FOUND A HOLE IN THE BELLY OF THE ACFT CENTERLINE JUST FORWARD OF THE REAR CROSSTUBE AREA. HOLE IS 18MM IN DIAMETER.				
AMCR201104	BOMBDR		TIRE	BULGED
5/3/2011	BD1001A10		269K432	NR 1 MLG
FOUND A BULGE ON THE SIDEWALL OF THE NR 1 MLG TIRE. BULGE IS JUST BELOW THE TIRE CAP AND IS 8750" LONG, .3750" WIDE, AND PROTRUDED ABOUT .0625". THIS IS ON THE NEWER -2 TIRE FOR THE ACFT WHICH WAS SUPPOSE TO ALLEVIATE BULGING AS SEEN ON THE OLDER -1 TIRES. RECOMMEND ALL OPERATORS KEEP A CLOSE EYE ON THEIR TIRES AS THIS TIRE HAD ONLY 56 LANDINGS.				
2011F00116	BOMBDR		WINDSHIELD	CRACKED
5/5/2011	BD7001A11		GC33100019	COCKPIT
12 MINUTES AFTER DEPARTURE THE PILOT'S WINDSHIELD FACE PLY CRACKED IN SEVERAL PLACES. THE AIRCRAFT RETRUNED TO DEPARTURE AND MADE AN UNEVENTFUL LANDING. THE WINDSHIELD WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.				
2011FA0000418	CESSNA	LYC	NUT	LOOSE
6/24/2011	152	O235L2C	STD587	ROCKER ADJUST
ROCKER ADJUSTMENT JAM NUT LOOSENEED; ALLOWED ADJUSTER TO BACK OUT; CAUSED EXCESSIVE VALVE CLEARANCE; PARTIAL LOSS OF POWER AND FORCED OFF-FIELD LANDING.				
CA110211003	CESSNA	LYC	BREATHRE TUBE	ICED
2/10/2011	152	O235L2C		ENGINE
SHORTLY AFTER TAKEOFF, PILOT NOTICED SMOKE COMING IN THE COCKPIT AND REQUESTED AN IMMEDIATE LANDING. AFTER LANDING, MX CAME AND SAW THAT THE FRONT OF THE ENGINE WAS COVERED IN OIL AND DETERMINED THAT CRANKSHAFT SEAL HAD DISLODGED ALLOWING OIL TO LEAK OUT AND RUN ONTO MUFFLER WHICH PRODUCED THE SMOKE THAT WAS SEEN IN THE CABIN VIA THE CABIN HEATING SYS. WHAT CAUSED THE SEAL TO DISLODGE WAS EXCESSIVE CRANKCASE PRESSURE CAUSED BY THE ENGINE BREATHRE TUBE ICING INSIDE THE TUBE TO THE POINT THAT IT BLOCKED THE TUBE. NOTE, IT WAS A MINUS -20 DEGREE DAY AND THIS WAS THE FIRST FLIGHT OF THE DAY FOR THIS ACFT. THE BREATHRE TUBE EXITS THE ENG AT THE FRONT OF THE ENG AND EXITS THE COWLING AT THE BOTTOM REAR. THERE IS A "WHISTLE SLOT" HOLE ABOVE THE				

BREATHING EXIT TO ALLOW CRANKCASE PRESSURE TO ESCAPE IN CASE THE EXIT ICES OVER, BUT IN THIS CASE, THE BLOCKAGE OCCURRED IN THE BREATHING TUBE AT THE FRONT OF THE ENGINE AS THIS AREA IS IN THE COLD AIR BLAST OF THE COOLING AIR. (UNLIKE OTHER ENGINES WHERE THE BREATHING EXITS FROM THE BACK OF THE ENGINE). HAD A SIMILAR OCCURRENCE A WEEK AGO IN THE SAME WEATHER CONDITIONS, THE ANSWER IS TO ADD MORE INSULATION OVER THE BREATHING TUBE AT THE FRONT OF THE ENGINE TO PROTECT IT FROM THE COLD COOLING AIR COMING OVER IT.

CA110209020	CESSNA	LYC	LINE	PUNCTURED
2/7/2011	152	O235L2C	04003438	FUEL SYSTEM

AFTER REPLACING A NAVIGATION LIGHT BULB, MX WENT INTO THE COCKPIT TO TURN ON THE SWITCH TO TEST IT AND SMELLED A FAIRLY STRONG FUEL SMELL. AFTER FURTHER EXAMINATION, THE RT FUEL LINE FROM THE RT AFT TANK OUTLET TO THE "T" UNDER THE FLOOR HAD A PINHOLE IN THE LINE JUST UNDER THE RT DOOR MOST LIKELY FROM CORROSION. THE LINE WAS REPLACED AND LEAK CHECKED SERVICEABLE.

CA110208021	CESSNA	LYC	FUEL LINE	CORRODED
2/7/2011	152	O235L2C	04003438	

(CAN) FUEL LINE CORRODED THROUGH ENTIRE WALL THICKNESS. FUEL LINE IS DIRECTLY OFF THE RT FUEL TANK AND RUNS DOWN THE AFT DOOR POST AND ALONG THE DOOR FRAME. LEAK WAS FOUND ALONG THE DOOR FRAME PART OF THE FUEL LINE. ALSO NEED TO MENTION THAT THE FUEL LINE CORRODED FROM THE INSIDE AND ONLY CREATED A PINHOLE LEAK THAT WAS FAIRLY HARD TO SEE. EDIT: AFTER FURTHER INVESTIGATION, I CUT THE LINE OPEN AND NO CORROSION WAS PRESENT ON THE INNER SIDE OF THE LINE. THE CORROSION STARTED FROM THE OUTSIDE AND CREATED A PIN HOLE.

CA110216006	CESSNA	LYC	ROTOR	BROKEN
2/3/2011	172N	O360A4M		MAGNETO

(CAN) CUSTOMER REPORTED MAG DEAD. WHEN INSPECTED FOR WARRANTY RETURN THE DISTRIBUTOR GEAR DID NOT TURN WHEN THE MAGNETO ROTOR WAS TURNED. THIS INDICATES THE ROTOR IS PROBABLY BROKEN AT THE CAM SLOT LOCATION. SEE SDR 20110209025 FOR SIMILAR PROBLEM WITH ANOTHER MAG, SAME P/N AND ONLY 0218 SOONER IN THE PRODUCTION RUN.

2011FA0000259	CESSNA	LYC	MASTER SWITCH	ARCED
3/24/2011	172S	IO360L2A	S34431	INSTRUMENT PANEL

TOWER STATED TRANSPONDER WASN'T SHOWING ALTITUDE. THERE WAS AN ALERT THAT STATED "TRANSPONDER 1 INOPERABLE--RETURN FOR SERVICE. USED SOFT KEY, IT SHOWED TRANSPONDER ON STANDBY. TRIED SWITCH IT TO ON, ALT OR GROUND, IT WOULD SWITCH BACK TO STANDBY AFTER A SECOND. CONFIRMED THAT CIRCUIT BREAKER WAS IN. DURING VISIT TO AVIONICS SHOP THE TRANSPONDER WAS RECONFIGURED AND ULTIMATELY SENT TO MFG FOR REPAIR. DURING THAT REPAIR TIME AVIONICS MASTER SWITCH WAS R & R BECAUSE OF ONE TECH'S PAST KNOWLEDGE OF THE FAILURE OF THE MASTER SWITCH. WENT THROUGH 5 TRANSPONDERS BEFORE MFG AND FIGURED OUT THE AVIONICS MASTER SWITCH (NR 2) CONTROLS THE TRANSPONDER AND WAS SPIKING THE SYS CAUSING A FET TO FRY. OPENED THE SWITCHES, THE NR 2 HAD BEEN ARCING AND IS THE REASON THE TRANSPONDER FAILED. REPLACED THE SWITCH ASSY AND 400 HOURS, NO ISSUES. AFTER REPLACING THE SWITCH WITH NEW, THE OLD ONE WAS DISASSEMBLED TO SEE IF ARCING HAD OCCURRED AND IF THIS WAS THE CAUSE OF THE NEEDED TRANSPONDER REPAIR. THE SWITCH SHOWED EVIDENCE OF ARCING AND DEFORMATION OF THE CONTACTS INSIDE. SYS HAS BEEN WORKING FLAWLESS SINCE. AVIONICS MASTERSWITCH WAS ORIGINAL AND HAD A TT OF 1720.2.

2011FA0000283	CESSNA		SHOCK MOUNT	BROKEN
5/2/2011	177B		04110593	ZONE 200

THE DIRECT CONTACT OF THE DIRECTIONAL GYRO WITH THE CONTROL COLUMN AS A RESULT OF THE SHOCK MOUNTED BRACKET COMING FREE FROM THE INSTRUMENT PANEL; POSSIBLY THE REASON WHY THE CONTROL YOKE WAS NOT ABLE TO MOVE BACK MORE THEN 1 INCH. THERE WAS IMPROPER HARDWARE ON THE LT MOUNT WHICH SHEARED FROM STUD AND MISSING HARDWARE ON THE RT SIDE. ALLOWING THE BRACKET TO DROP DOWN; JAMMING THE CONTROL COLUMN, FWD.

2011FA0000261	CESSNA	CONT	ECI	VALVE SPRING	BROKEN
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4/26/2011 180C O470L 631521637837 ENGINE CYLINDER

PILOT NOTED DURING CRUISE THAT NR 4 CYLINDER EGT & CHT INDICATIONS WERE DROPPING & RETURNED TO AIRPORT. RUN UP FOUND ENGINE RAN SMOOTH WHEN RUNNING ON 1 MAG ONLY, LT OR RT, BUT ROUGH WHEN BOTH SELECTED. START ON BOTH AND RUN UP TO 1600 RPM-SLIGHT ROUGHNESS AND NO EGT/CHT INDICATIONS. SELECT LT-RPM DROPS 100, ENGINE RUNS SMOOTH AND EGT/CHT RISE TO NORMAL LEVELS. SELECT RT-RPM REMAINS SAME AS LT, RUNS SMOOTH AND NORMAL INDICATIONS. RETURN TO BOTH-ENGINES IMMEDIATELY, RUNS SLIGHTLY ROUGH AND CHT/EGT TEMPS DROP TO BOTTOM OF GAUGE. CHECKED MAG TIMING, TESTED SPARKPLUGS AND HARNESSSES. DISCONNECTED IGNITION SWITCH & FOUND SYMPTOMS REMAINED THE SAME. CONFIRMED CHT & EGT PROBES WERE INDICATING CORRECTLY. CHECKED INDUCTION AND EXHAUST SYS AND PERFORMED COMPRESSION CHECK, ALSO PERFORMED VISUAL INSP OF CARB AND PRIMER SYS. SEPARATED PLUG LEADS TO PREVENT CROSS ARCING, RUN UP STILL SAME AS ABOVE. REMOVED NR4 ROCKER COVER AND FOUND BOTH EXHAUST VALVE SPRINGS BROKEN. INNER SPRING BROKEN IN HALF AND OUTER SPRING CRACKED 90 PERCENT THRU COIL. ALL NR 4 INTAKE & EXHAUST SPRINGS WERE RUSTED. CHECKED ALL VALVE SPRINGS & FOUND NR 1 INNER EXH, NR 5 INNER INT, & NR 6 OUTER INT ALSO BROKEN. REPLACED ALL SPRINGS WITH NEW. NEW CYLINDERS WERE INSTALLED AT O/H IN APRIL 2004 WITH 148 HOURS FLOWN TO DATE(APR 2011). NO OVERSPEED EVENTS ARE REMEMBERED BY PILOT/OWNER.

[2011FA0000403](#) CESSNA CONT CABLE LOOSE

5/17/2011 182Q O470U TACH DRIVE

AIRCRAFT LOST OIL IN FLIGHT, WAS ABLE TO MAKE IT TO ITS FINAL DESTINATION. THE AIRCRAFT LANDED SAFELY AT AN ALTERNATE AIRPORT. A MECHANIC AT THE AIRPORT HAD DISCOVERED THE TACH DRIVE HOUSING AND TACH CABLE HAD COME LOOSE. THE ENGINE WAS REMOVED AND RETURNED FOR DISASSEMBLY AND INSPECTION.

[CA110208022](#) CESSNA BUSHING LOOSE

1/27/2011 208B 26222442 RT WING

(CAN) WING REAR ATTACH BOLT & ECCENTRIC BUSHING ROTATED WHICH LED TO A INCIDENCE ANGLE CHANGE ON THE R/H WING. AN INSPECTION OF THE ATTACH BOLT & BUSHINGS WAS CONDUCTED WITH NO DEFECTS FOUND. AN INSPECTION OF THE WING STRUCTURE, SKINS, FLAP SYSTEM & FUEL SYSTEM WAS ALSO CONDUCTED WITH NO DEFECT FOUND. SEE ATTACHED TORQUE PROCEDURE FOR THE REAR WING ATTACH BOLT. NOTE: UPON DISASSEMBLY THE WASHERS COULD NOT BE SPUN. SUSPECTED CAUSE IS POOR TORQUE PROCEDURES IN THE MAINTENANCE MANUAL. BOLT RETORQUE & ACFT TEST FOUND SATISFACTORY, AIRCRAFT RELEASED TO SERVICE.

[2011FA0000315](#) CESSNA GARRTT FITTING DETACHED

5/16/2011 208B TPE33112JR 850214101023 BLEED LINE

IN-FLIGHT, A LOUD "POP" WAS HEARD, FOLLOWED BY A LOUD HISSING SOUND. ACFT APPEARED TO OPERATE NORMALLY. CREW ASSUMED THE SOUND CAME FROM A BLOWN DEFROSTER LINE. ACFT LANDED WITHOUT INCIDENT BUT AFTER THE THROTTLE WAS PULLED BACK AFTER PROPELLER REVERSE THE ENGINE FLAMED OUT. WHITE SMOKE BEGAN BILLOWING OUT OF THE ENGINE COWLING. ON THE TAXIWAY, THE CREW OPENED THE ENGINE COWLING AND DISCOVERED THE CABIN HEAT INSTALLATION BLEED AIR LINE (THAT CONNECTS ENGINE BLEED AIR TO THE CABIN MIXING VALVE) HAD PULLED OUT OF ITS FITTING. THE FITTING WAS TIGHT, BUT THE BLEED AIR PRESSURE STILL CAUSED THE LINE TO PULL OUT OF THE COMPRESSION FITTING, BENDING THE LINE BACKWARDS, AND BLOWING ENGINE BLEED AIR DIRECTLY ON ADJACENT WIRE BUNDLES, THE ENGINE COWLING, AND ENGINE MOUNT. THE ELECTRICAL INSULATION AROUND THE WIRING BUNDLES MELTED/BURNED. THE ENGINE COWL WAS HEAT DAMAGED AND THE HEAT RESISTENT PAINT BLISTERED. NOTE: THERE WAS ABSOLUTELY NO INDICATION OF AN ENGINE OVERHEAT IN THE COCKPIT. INSTALLATION DWG IS 850-21-41-01-100, REV C. ENGINE IS INSTALLED ON THIS ACFT BY STC SA02291AK.

[2011FA0000313](#) CESSNA PWA CESSNA BARREL CORRODED

5/12/2011 208B PT6A114A 264302710 NLG STRUT

DURING THE 12 MONTH CORROSION INSP ON THE NOSE STRUT ASSY; AFTER DISASSEMBLY THE BARREL ASSY- OUTER NOSE GEAR AND ALL ASSOCIATING BEARINGS WERE FOUND TO BE EXCESSIVELY CORRODED.

[CA110215007](#) CESSNA PWA TRANSISTOR FAILED

2/14/2011 208B PT6A114A 065004203 007004460000 APILOT COMPUTER

A CUSTOMER SENT AUTOPILOT COMPUTER FOR REPAIR WITH THE DEFECT DESCRIPTION A/P WILL NOT DISCONNECT/DISENGAGE. BENCH TROUBLESHOOTING CONFIRMED THAT PITCH BOARD SOLENOID DRIVE TRANSISTOR Q211 WAS LEAKING CURRENT TO THE PITCH AND ROLL SOLENOID OUTPUTS J1922-3. THE TRIM SERVO CLUTCH DRIVE WAS NOT AFFECTED. FAILURE OF Q211 WOULD HAVE CAUSED THE PITCH AND ROLL SERVO SOLENOIDS TO REMAIN ENGAGED WITH THE AUTOPILOT DISCONNECTED. THE ONLY WAY TO DISENGAGE THE PITCH AND ROLL SERVOES WOULD BE TO PUSH AND HOLD THE AP DISCONNECT SWITCH OR TO PULL THE AP CIRCUIT BREAKER. THE PITCH AND ROLL CONTROLS WOULD APPEAR STIFF WITH THE AP DISENGAGED, HOWEVER, THE SERVO HAVE CAPSTANS WITH CLUTCH SETTINGS THAT CAN BE OVERPOWERED BY THE PILOT. TO CORRECT THE DEFECT, Q211 WAS REPLACED, THE KC 192 WAS FUNCTION TESTED AND RETURNED TO THE OWNER.

CA110208018	CESSNA		TORQUE TUBE	CORRODED
2/4/2011	210M		12604565	VARIOUS AREAS

(CAN) DURING ANNUAL INSPECTION, PILOT'S LT RUDDER PEDAL ARM PART NUMBER FOUND LOOSE ON TORQUE TUBE. THE BOLT SECURING ARM TO TORQUE TUBE FOUND TO BE EXTREMELY CORRODED. INTERNAL INSPECTION OF MOUNTING ARM AND TORQUE TUBE STUB-END REVEALED SEVERE CORROSION IN VARIOUS SPOTS. 3 OF 4 STUB-ENDS ON BOTH RUDDER PEDAL TORQUE TUBES SHOWED SIGNIFICANT CORROSION INSIDE TUBE. SEVERE CORROSION FOUND INSIDE TUBES IN VARIOUS SPOTS. 2 OF 4 RUDDER PEDAL MOUNTING ARMS SHOWED SIGNIFICANT CORROSION PRESENT INSIDE OF TUBING. INTERIOR OF TORQUE TUBES FOUND SIGNIFICANT CORED IN INTERNAL CORROSION DETECTED BY DISASSEMBLY. INBOARD RUDDER TORQUE TUBE BEARING BLOCKS FOUND CRACKED ON BOTH SIDES (PART NUMBER S1675-1) BATTERY BOX MOUNTED ON LT FIREWALL FOUND TO HAVE CORRODED RIVETS SECURING BOX TO FIREWALL.

2011FA0000253	CESSNA	CONT	CYLINDER HEAD	CRACKED
4/19/2011	414A	TSIO520NB	TSN714BCA221	ENGINE

CYLINDER CRACKS AT INTAKE VALVE SEAT AND LEAKING RAW FUEL FROM CRACK ON OUTSIDE OF CYLINDER HEAD, DRIPPING DOWN SIDE OF INTAKE TUBE.

2011F00105	CESSNA	PWA	LINE	SPLIT
6/4/2011	550	PW530A	65273586	HYD SYSTEM

LANDING GEAR RETRACT HYD LINE IN RT WING, INBD AFT BAY, RUPTURED. TUBING SPLIT IN STRAIGHT SECTION ALONG SEAM LINE. SLIT IS .5" IN LENGTH.

CWQR20110426001	CESSNA		ANGLE	CRACKED
4/26/2011	560CESSNA		55130614	ZONE 100

WHILE ACFT WAS IN A SCHEDULED INSP, DISCOVERED THE FWD Z ANGLE THAT THE UPLOCK IS ATTACHED TO WAS CRACKED. THE CRACKS WERE LOCATED IN THE OTBD ENDS OF THE BEND RADIUS. 1 WAS .50 INCH AND THE OTHER WAS .30 INCH.

2011FA0000355	CESSNA		FASTENER	MISSING
6/9/2011	560CESSNA		65650593	PULLEY BRACKETS

RIVETS FOUND MISSING (3 EA) FROM UPPER AND LOWER FLAP INTERCONNECT PULLEY BRACKETS (PN 6565059-5 AND 6565059-3) AT FUSELAGE STATION 354.00. RIVETS FOUND MISSING WHILE PERFORMING UNDER FLOOR INSPECTION. RIVETS PRESUMABLY OMITTED AT PRODUCTION.

CWQR20110424001	CESSNA		ANGLE	CRACKED
4/27/2011	560XL		66536011213	APU BAY

THE CRACKED APU CONTAINMENT BOX ANGLES WERE FOUND DURING APU REPLACEMENT. BOTH ANGLES WERE FOUND CRACKED PAST THE LAST RIVET IN THE BEND RADIUS.

CWQR.2011.11	CESSNA		ANGLE	CRACKED
4/27/2011	560XL		66536011213	APU BAY

THE CRACKED APU CONTAINMENT BOX ANGLES WERE FOUND DURING APU REPLACEMENT. BOTH ANGLES WERE

FOUND CRACKED PAST THE LAST RIVET IN THE BEND RADIUS.

2011FA0000397	CESSNA		BOLT	WORN
6/14/2011	560XL		NAS6604D40	ELEVATOR

TWO PUSH/PULL TUBES THAT ATTACH TO THE AFT ELEVATOR BELLCRANK, WHEN TORQUING ATTACHING HARDWARE, THE NUT SHANKS OUT ON THE BOLT, ALLOWING THE BOLT TO BE ROTATED BY AND AND CAUSING WEAR IN THE BELLCRANK ATTACH HOLE. THIS WEAR CAUSES EXCESSIVE PLAY AT THE ATTACH POINT, IN TURN ALLOWING THE BOLT TO BEGIN ROCKING BACK AND FORTH IN THE HOLE AND RESULTING IN CHAFING BETWEEN ATTACHED PARTS. WHEN INSTALLING HARDWARE ASSURE NUT DOES NOT SHANK OUT ON BOLT. REPLACE BOLT IF WORN AND ADD WASHERS AS REQUIRED TO PREVENT NUT FROM SHANKING OUT ON THE BOLT.

2011FA0000396	CESSNA		SHAFT	WORN
6/14/2011	560XL			RUDDER

FOUND GROOVES WORN INTO SHAFT OF THE 2 SCREWS THAT ENTER INTO THE RUDDER ACTUATOR ASSEMBLY. ACFT IS SET FOR CRUISE CONFIGURATION: DURING FLIGHT, TAIL VIBRATES CAUSING GROOVES TO WEAR INTO SHAFT OF SCREWS AT POINT WHERE SCREWS ENTER INTO ACTUATOR.

2011FA0000382	CESSNA	PWA	THROTTLE SWITCH	DEFECTIVE
6/9/2011	560XL	PW545A		ENGINES

LT AND RT ENGINE THROTTLES HAVE A BANK OF 6 SWITCHES CONNECTED TO EACH THROTTLE LEVER. CUSTOMER'S SQUAWK WAS THAT THE DETENT INDICATOR LIGHTS (MOUNTED ON THE INSTRUMENT PANEL) FOR THE INDIVIDUAL THROTTLE WERE INOPERATIVE. TROUBLESHOT SYS AND FOUND 2 OUT OF THE 6 SWITCHES DEFECTIVE ON THE LT SIDE AND 3 OUT OF THE 6 SWITCHES DEFECTIVE ON THE RT SIDE. THESE SWITCHES ARE FOR THE "HEADS UP" INDICATOR ONLY. THE BANK OF 6 SWITCHES WERE REPLACED ON THE LT AND RT SIDE AND ADJUSTED IAW THE MM AND ALL WORKED OK

CA110208024	CESSNA		BULB	INOPERATIVE
1/22/2011	680CE		99850215	COCKPIT

(CAN) COCKPIT FLOOD LIGHT DID NOT ILLUMINATE WHEN SELECTED ON CIRCUIT BREAKER HHD POPPED, FOUND CENTER TERMINAL OF LIGHT BULB SHORT CIRCUIT TO OUTER SHELL. WHEN LIGHT BULB REPLACED WITH NEW BULB FOUND NEW BULB OUTER SHELL BASE LOOSE AND OPEN CIRCUIT.

2011FA0000341	CESSNA	PWC	TUBE	CRACKED
5/16/2011	680CE	PW306C		SERVICE AIR

FOUND SERVICE AIR TUBE ASSY CRACKED IN BEND RADIUS THAT LEADS TO THE RUDDER ACTUATOR IN THE TAIL

CNQR528863	CESSNA	ALLSN	PARKERHANFIN	SHAFT	SHEARED
4/26/2011	750	AE3007A			HYD PUMP

HYD VOLUME LOW (A) CAS MESSAGE ILLUMINATED. VERIFIED ZERO QUANTITY ON THE EICAS SYS. THE HYD PUMP FAIL (A) CAS MESSAGE CAME ON. THE CREW ACCOMPLISHED THE CHECKLIST INCLUDING THE GEAR BLOW DOWN AND EMERGENCY BRAKING.

CA110214013	CESSNA	CONT	BRACKET	CRACKED
2/11/2011	A185F	IO470F	07120421	EMPENAGE

THE PILOT REPORTED AFTER HIS FLIGHT THAT THERE WAS EXCESSIVE PLAY IN THE HORIZONTAL STAB ATTACH AT THE FUSELAGE LT SIDE. CLOSE INSP UNCOVERED THE STRUCTURAL BRACKET PN: 0712042-1 TO BE CRACKED RIGHT THROUGH. THE PART WAS REPLACED WITH A FACTORY SUPPLIED PART AND ALL SYS FUNCTION CHECKED NORMAL.

2011FA0000414	CESSNA	CONT	CYLINDER	PEELING
4/20/2011	P210N	TSIO520P	AEC631397	ENGINE

THE NICKLE HAS PEELED AWAY FROM THE CYLINDER WALL CREATING A METAL CONTAMINATION OF THE ENGINE.

[2011FA0000301](#) CESSNA SWITCH OVERHEATED
5/10/2011 R172E 0713035 TAXI LIGHTS

LANDING / TAXI LIGHT SWITCH INOPERATIVE, MX TROUBLESHOOTING FOUND SWITCH OVERHEATED, BURNED AND POWER WIRE TO SWITCH TERMINAL SHOWED EVIDENCE OF OVERHEATING. SB09-6 REQUIRES INSP AND REPLACEMENT OF LANDING LIGHT SWITCHES WITH LISTED PN. THAT SB DID NOT IDENTIFY THE R-172E (T-41C) WHICH HAS A DIFFERENT PN SWITCH THAN IDENTIFIED IN SB09-6. THIS IS AN ON GOING PROBLEM SINCE THE FAA REQUIRED MORE USE OF THE LANDING LIGHTS IN FLIGHT FOR VISIABILITY. THE LANDING LIGHT CIRCUIT AND SWITCHES WERE NOT DESIGNED FOR CONTINUOUS USE OF THE LANDING AND /OR TAXI LIGHTS IN FLIGHT.

[CA110209030](#) CESSNA CONT ALTERNATOR INOPERATIVE
2/8/2011 R172K IO360KB DOFF10300F

DURING FLIGHT, THE GPS THEN THE RADIOS CUT OUT. THE PILOT LANDED SAFELY FOLLOWING PROCEDURES. MX DISCOVERED THAT THE ALTERNATOR OUTER CASE HAD SEPERATED FROM THE ALTERNATOR BODY CAUSING THE CHARGING SYS TO BE INOPERATIVE THUS THE BATTERY WAS DEPLETED AND THE AVIONICS WENT OUT. THE ALTERNATOR DRIVE GEAR WAS INSPECTED OK. THE RUBBER COUPLERS AND RETAINER WILL BE REPLACED WITH A NEW ALTERNATOR WHEN IT ARRIVES. THE CASE BOLTS ARE STILL TIGHT AND LOCKWIRED FROM THE OLD ALTERNATOR.

[2011FA0000317](#) CESSNA CONT ENGINE MISOVERHAULED
5/16/2011 R172K IO360KB IO360KB

REMOVED ENGINE OIL PUMP SUCTION SCREEN AS PART OF 100 HR INSP. FOUND OLD STYLE SUCTION SCREEN WITH FOD IN IT CONSISTING OF 1EA, .2500" AN FLAT WASHER, 2 EA SPRINGS SUCH AS USED IN GARLOCK SEALS (THESE HAD PARTIALLY PENETRATED THE SUCTION SCREEN BY ABOUT .7500"), SMALL PIECES OF PLASTIC GROMMET AS USED WHERE DIPSTICK MEETS BAFFLING, AND APPROX .5 TEASPOON OF SILICONE GLOBULES. CUT AND INSPECTED OIL FILTER - NO DEBRIS FOUND. REMOVED OIL PAN AND ACCESSORY CASE TO GAIN ACCESS TO OIL PUMP. FOUND SCORING IN OIL PUMP HOUSING CONSISTENT WITH FOD BEING RUN THROUGH PUMP. OIL PUMP DRIVE GEAR MARKED WITH PN 634010A AND IMPELLER PN 633602B WERE FOUND INSTALLED WITH WOODRUFF KEY IN SLOT. THESE PARTS WERE SUBJECT TO AD

[2011FA0000328](#) CESSNA CONTROL UNIT INTERMITTENT
5/24/2011 T206H AC2101 ALTERNATOR

THE ALTERNATOR FIELD CB POPPED SHORTLY AFTER ENGINE START, THEN CB RESET RESULTING IN NORMAL ALTERNATOR OPERATION FOR THE REMAINDER OF THE FLIGHT. THE PROBLEM REOCCURRED ON A SUBSEQUENT FLIGHT. CAREFUL TROUBLESHOOTING REVEALED NO APPARENT FAULTS. SB04-24-01 IS DIRECTLY AIMED AT THIS SPECIFIC PROBLEM BUT IS NOT APPLICABLE TO ANY OF THE SN OF EITHER THIS ACFT, THE MASTER CONTROL UNIT, OR THE ALTERNATOR CONTROL UNIT. HOWEVER, THE BULLETIN REQUIRES THAT A REPLACEMENT ALTERNATOR CONTROL UNIT SHOULD BE MARKED "IC:4" OR HIGHER. THE ACU IN THIS ACFT WAS MARKED "IC:3". SUGGEST MFG EXPAND THEIR SB TO INCLUDE OTHER ACFT WHICH MAY BE SO AFFECTED.

[CA110214023](#) CESSNA CONT ELT FALSE ACTIVATION
2/8/2011 U206G IO520F S184050102 CABIN

A REOCCURANCE TO THE SAME REPORT ON SDR 20110204008. THE ELT AGAIN INADVERTENTLY ACTIVATED IN FLIGHT. THE REASON FOR THE ACTIVATION WAS POOR WIRING AT THE REMOTE SWITCH IN THE COCKPIT. THE POOR WIRING WAS A RESULT OF POOR STANDARDS USED DURING INSTALLATION. SWITCH WIRING REPAIRED AND ELT REMOTE SWITCH FUNCTION TESTED WITH NO FURTHER DEFECTS.

[2011FA0000420](#) CIRRUS WIRE ARCED
6/26/2011 SR22 ELECTRICAL

ALT1 FIELD WIRE T120 NOT SECURED PROPERLY RESULTING IN CHAFING THEN ARCING TO CYLINDER NR 5 INTAKE STUD CAUSING ALT1 AND ALT1 FIELD CONTROL MODULE FAILURE AND ALT1 FAILURE INDICATION. THE AIRCRAFT HAS APPROX 40 HRS SINCE ANNUAL INSP. THE FAILURE RESULTED IN AN UNSCHEDULED/UNEVENTFUL LANDING. REPAIRS INCLUDED WIRING REPAIR, ALT1 REPLACEMENT, AND ALT1 FIELD CONTROL MODULE REPLACEMENT. THE CIRRUS AIRPLANE MAINT MANUAL CHAPT 24-30 PG 13 DOES NOT ADDRESS SECURING THE WIRING WHICH RUNS IN CLOSE PROXIMITY TO THE #5 CYLINDER STUD AND CAN

CHAFFE CAUSING ARCING AND FAILURE..

2011FA0000343	CIRRUS	CONT	AIR FILTER	SPLIT
5/17/2011	SR22	IO550*	BA24	
AIR FILTER FOUND SPLIT OPEN AT GLUED SEAM DURING ANNUAL INSP. SPLIT AREA COMPRISES 4-6 SQ INCHES OF UNFILTERED OPEN AIR PATH TO ENGINE INDUCTION SYS. THIS IS THE 2ND TIME THIS INSP HAS FOUND THIS DEFECT ON THIS TYPE OF FILTER ELEMENT.				
2011FA0000262	CIRRUS	CONT	DISPLAY	FAILED
4/27/2011	SR22	IO550N	15222004	COCKPIT
PRIMARY FLIGHT DISPLAY RED X'D EVERYTHING INCLUDING THE AHRS AND FLIGHT DATA COMPUTER. WITH BOTH CIRCUIT BREAKERS IN THERE WAS A PARTIAL POWER LOSS TO THE PFD. A FEW MINUTES LATER IT RECOVERED ITSELF. HAPPENED TWICE IN FLIGHT ON THE SAME DAY. VFR CONDITIONS. REPLACING THE UNIT AND HAVING IT SENT IN FOR SERVICE.				
2011FA0000336	CNDAIR		PANEL	CORRODED
5/19/2011	CL6002B16		60031051	FUSELAGE
FOUND EMERGENCY EXIT LEAKING. MOISTURE HAD LEAKED IN AROUND EMERGENCY EXIT AND GOTTEN INTO SIDEWALL AND CAUSED SIGNIFICANT CORROSION IN SIDE WALL STRUCTURE.				
2011FA0000337	CNDAIR		STRUCTURE	CORRODED
5/19/2011	CL6002B16		60031051	FUSELAGE
FOUND EMERGENCY EXIT LEAKING. MOISTURE HAD LEAKED IN AROUND EMERGENCY EXIT AND GOTTEN INTO SIDEWALL AND CAUSED SIGNIFICANT CORROSION IN SIDE WALL STRUCTURE.				
V0XR413Y041611005	CNDAIR		SILL	CORRODED
4/16/2011	CL6002C10		MM67035655003	ZONE 100
AFT CARGO LOWER SILL HAS CORROSION, PN MM670-35655-003. R & R THE AFT CARGO LOWER DOOR SILL PLATE IAW SRM 53-61-23.				
V0XR413Y041611006	CNDAIR		PANEL	CRACKED
4/16/2011	CL6002C10		CC67038601	PAX DOOR
PASSENGER DOOR AFT SIDE PANEL CRACKED ZONE 3, REPAIRED PASSENGER DOOR AFT SIDE PANEL IAW REO 670-52-11-104, REV F.				
V0XR413Y041611007	CNDAIR		PANEL	CRACKED
4/16/2011	CL6002C10		CC67038601	PAX DOOR
PASSENGER DOOR FWD SIDE PANEL CRACKED ZONE 2 & 3, REPAIRED PASSENGER DOOR FWD SIDE PANEL IAW REO 670-52-11-104 REV F.				
V0XR413Y041611009	CNDAIR		BRACKET	CRACKED
4/16/2011	CL6002C10		MM67097107003	BS 1070.2
AFT ACCESSORY COMPARTMENT, RT SIDE, WL 97.50, FUS STA 1070.20, WATER INJECTION LINE HOLDING BRACKET AT AT STR 6 IS CRACKED. REMOVED, FABRICATED AND INSTALLED BRACKET PN MM670-97107-003 IAW SRM 51-40-00.				
V0XR413Y041611010	CNDAIR		BRACKET	CRACKED
4/16/2011	CL6002C10		MM67097111007	ZONE 200
AFT ACCESSORY COMPARTMENT, RT SIDE, WL 97.50, STR NR8, WATER INJECTION LINE HOLDING BRACKET IS BROKEN, FUS STA 1070.70. REMOVED, FABRICATED AND INSTALLED BRACKET, PN MM670-97111-007 IAW SRM 51-40-00.				
V0XR413Y041611011	CNDAIR		PLACARD	MISSING

4/16/2011	CL6002C10		S7251B575	CABIN
SEVERAL PLACARDS MISSING FROM PASSENGER DOOR. INSTALLED MISSING PLACARDS IAW AMM 20-60-04.				
V0XR413Y	CNDAIR		RETAINER	DAMAGED
4/16/2011	CL6002C10		LE670396441	CARGO DOOR
FWD CARGO DOOR LOWER SEAL RETAINER DAMAGED, PN LE670-39644-1. BLENDED OUT TO SMOOTH CONTOUR IAW REO 670-52-35-127.				
V0XR413Y041611004	CNDAIR		DRAG ANGLE	CRACKED
4/16/2011	CL6002C10			PAX DOOR
PASSENGER DOOR AFT DRAG ANGLE CRACKED. REPAIRED PASSENGER DOOR AFT DRAG ANGLE IAW SRM 52-11-04.				
V0XR413Y041611008	CNDAIR		FLOOR PANEL	DELAMINATED
4/16/2011	CL6002C10		SH6703257135	ZONE 100
FLOOR PANEL 242 BRF, PN SH670-32571-35, HAS SOFT SPOT. FABRICATED REPAIR DOUBLER IAW SRM 53-00-47.				
V0XR413Y041611002	CNDAIR		SILL	CORRODED
4/16/2011	CL6002C10		SH670321729	ZONE 100
MAIN CABIN STA 280-319.7, RT SILL CORRODED, PN SH670-32172-9. R & R RT SILL STA 280-319.7.				
JR2R2011052400222	CNDAIR		SEAT TRACK	CORRODED
5/22/2011	CL6002D24		SH690334071	FUSELAGE
RIGHT SIDE FLOOR SEAT RAIL NR 2 HAS MULTIPLE AREAS OF DAMAGE / CORROSION. REMOVED AND REPLACED RIGHT SIDE FLOOR SEAT RAIL NR 2 IAW CRJ 900 AMM 53-00-49.				
V0XR413Y042911001	DHAV		SEAT TRACK	CORRODED
4/29/2011	DHC8202		8532040135	BS 182-264
CORROSION ON SEAT TRACK BEAM AT STA 182 TO STA 264, RT CTR BEAM. REMOVED RT CTR BEAM SUPPORT IAW RD8-53-3074 AND REPLACED IAW SRM 51-40-07.				
V0XR413Y050411002	DHAV		SUPPORT FITTING	CORRODED
5/4/2011	DHC8202		85321145105	ZONE 100
AFT INBD WARDROBE FITTING CORRODED. R & R AFT INBD WARDROBE FITTING IAW SRM. WORK ORDER 80022, WORK CARD 1045				
V0XR413Y050411003	DHAV		STRINGER	CORRODED
5/4/2011	DHC8202		85310984103	ZONE 100
FWD FUSELAGE STA 182.00, FLIGHT COMPARTMENT UNDER FLOOR, RT SIDE, S31R CORRODED, REPLACED STR 31R FROM STA 123-201 IAW RD8-53-1243.				
V0XR413Y050411001	DHAV		SKIN	CORRODED
5/4/2011	DHC8202			ZONE 100
FWD FUSELAGE, STA 167.00 TO 182.00 BETWEEN STR 30 AND 31 LT, FOUND CORROSION ON SKIN. REPAIRED CORRODED SKIN FROM STA167.00 TO 182.00 BETWEEN STR 30 AND 31 LT IAW RD8-53-11740, WORK ORDER 80022, WORK CARD 1047.				
CA110210004	DIAMON	CONT	SUPPORT TUBE	SPLIT
2/9/2011	DA20C1	IO240B		RUDDER PEDAL
DURING TAXI, PILOT NOTED THAT THE LT RUDDER PEDAL FELT SPONGY AND RETURNED TO HANGAR. UPON INVESTIGATION IT WAS FOUND THAT THE WELD BETWEEN THE SUPPORT TUBE AND RUDDER PEDAL HAD STARTED TO SEPARATE AND THE SUPPORT TUBE ITSELF WAS SPLIT AT THE INBD END OF THE TUBE. THE				

RUDDER PEDAL WAS R & R WITH SERVICEABLE RUDDER PEDAL.

CA110215008	DIAMON	LYC	BULB	BURNED OUT
2/15/2011	DA40	IO360M1A		MAP LIGHT

CREW NOTIFIED MX OF BURNED OUT, PILOT SIDE MAP LIGHT. LIGHT ASSY REMOVED TO REPLACE LIGHT BULB, UPON INSPECTION FOUND SOCKET ON ASSY MELTED.

NX4R20110503001	DIAMON		RUDDER PEDAL	CRACKED
5/3/2011	DA42		DA427233600	ZONE 100

DURING PREFLIGHT, THE FLIGHT CREW NOTICED THAT THE RUDDER PEDALS WERE NO LONGER SYMMETRICAL COMPARED TO EACH OTHER. A MX TECH INSPECTED THE PILOT'S RT PEDAL (PN-DA4-2723-36-00) AND NOTICED THAT THE VERTICAL WEB THAT CONNECTS THE PEDAL TO THE BRAKE MASTER CYLINDER ROD HAD TORN AT THE WELDED INTERSECTION OF THE TUBE THAT IT IS WELDED TO. THE TEAR/CRACK IN THE HORIZ PEDAL PIVOT TUBE INDICATES A TORSIONAL FAILURE OF THAT TUBE.

FOTR2108772568	DOUG		SKIN	CORRODED
5/13/2011	DC915			ZONE 100

FUSELAGE SKIN BULGING, CORROSION AT EDGE OF LAP, STR. 26RT, BS. 275-294.

ABXR2011050200004	DOUG		ATTACH ANGLE	CRACKED
5/2/2011	DC932		591326210	ZONE 400

DURING C-CHECK, FOUND NR2 PYLON LOWER ATTACH ANGLE CRACKED AT FS 996. REPAIRED IAW SRM.

2011F00117	DOUG		CABIN PRESSURE	MALFUNCTIONED
5/23/2011	DC983			

AIRCRAFT LOST PRESSURIZATION AT 35K, DESCENDED TO 14K AND PRESSURIZATION BEGAN TO RECOVER. O2 MASK DID NOT DEPLOY AUTOMATICALLY OR MANUALLY WHEN SELECTED.

EE4Y1104018	DOUG		SKIN	DENTED
5/30/2011	DC983			APU DOOR

AFT EXTERNAL FUSELAGE LT APU ACCESS DOOR AFT SECTION WITH DENTS REPAIRED IAW EO.

2011FA0000385	DOUG	ALLSN	COVER	CRACKED
6/7/2011	MD500N	250C20R2	369F51501	TRANSMISSION

WITHIN 1 WEEK OF RECEIVING THIS UNIT BACK FROM O/H, IT STARTED SEEPING OIL. THOUGHT IT WAS LEAKING FROM THE SCAV PUMP, REMOVED THE PUMP AND INSTALLED NEW PACKINGS. UNIT STARTED TO SEEP OIL AGAIN SHORTLY AFTER REPAIR. CHECKED PACKINGS ON SCAV PUMP AGAIN & FOUND A PACKING TO BE SHEARED, REPLACED PACKINGS AGAIN. AFTER 100 HRS OF RUN TIME THERE WAS EVIDENCE OF OIL LEAKING FROM THE AREA AGAIN. REPLACED THE INPUT SEAL DUE TO IT LEAKING. WITHIN A SHORT PERIOD, THIS AREA APPEARED WET WITH OIL. AFTER MUCH TIME AND HRS OF HELICOPTER OPS AND TROUBLESHOOTING THIS OIL LEAK, FOUND SOURCE OF LEAKAGE. AFTER COMPLETING A 200 HR INSP ON ACFT, PERFORMED POST INSPECTION RUN UP. NOTICED OIL SEEPING FROM GENERAL AREA OF SCAV PUMP. WIPED AREA CLEAN WITH A SOLVENT & SPRAYED A WHITE POWDER DEVELOPER AROUND THE AREA AND NOTICED OIL LEAKING FROM THE INTERMEDIATE COVER JUST ABOVE A PLUG. AFTER SHUTDOWN, CLEANED THE AREA WITH SOLVENT AGAIN AND SANDED DOWN PAINT IN THE SUSPECTED AREA OF CRACK. THERE IS ABOUT A HALF INCH CRACK LEADING TO THE PLUG. BELIEVE THIS UNIT WAS CRACKED WHEN INSTALLED GEARBOX . UPON FURTHER INVESTIGATION INTO THIS GEARBOX, ALSO FOUND IT TO BE INCORRECTLY CONFIGURED -507 BOX TO BE CONFIGURED FOR A -507 BOX MUST HAVE 36F5105-3 INTERMEDIATE COVER, 369F5165-3 INPUT SEAL, 20520 LIP SEAL, 099199 WEAR SLEEVE, AND A 369F5135-5 LUBE PUMP. HAVE ALL ITEMS ON THIS BOX EXCEPT IT HAS A 369F5105-5 INTERMEDIATE COVER AND A 369F5135-3 LUBE PUMP. THIS IN EFFECT MAKES THIS A -505 GEARBOX, NOT -507 BOX ACCORDING TO THE COM. THE DATA TAG ON THE BOX AND THE 8130 TAG FROM THE O/H SHOP INDICATE THIS BOX TO BE A -507, BUT IT IS A -505 BOX.

2011FA0000294	DOUG		SEAL	FAILED
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5/6/2011	MD83		5937609501	L2 DOOR
CABIN FAILED TO PRESSURIZE ON CLIMB OUT-UNABLE TO MAINTAIN CABIN IN MANUAL MODE-F/A REQ MX DUE MASSIVE LEAK L-2 DOOR-MX REPORTED MASSIVE LEAK AND DAY LIGHT AROUND L-2 DOOR. ACFT RETURNED TO DEPARTURE WHERE FLIGHT WAS TERMINATED. MX ON THE GROUND INSPECTED AC L-2 DOOR AND FOUND DOOR SEAL HAD BLOWN OUT.				
2011FA0000376	DOUG		SHAFT	SHEARED
6/8/2011	MD9030		28B5278	AC GENERATOR
SHEARED DRIVESHAFT, UNIT IS SEIZED, ENDBELL CRACKED OPEN. FAILURE WAS DETERMINED TO HAVE RESULTED FROM ROTOR DYNAMIC IMBALANCE. PREVENTATIVE ACTION: PENDING ENGINEERING EVALUATION.				
2011FA0000379	DOUG		GENERATOR	SEIZED
6/8/2011	MD9030		28B5278	AC SYS
GENERATOR IS SEIZED. FAILURE WAS DETERMINED TO HAVE RESULTED FROM ROTOR DYNAMIC IMBALANCE. PENDING ENGINEERING EVALUATION.				
2011FA0000380	DOUG		GENERATOR	SEIZED
6/8/2011	MD9030		28B5278	
UNIT IS SEIZED UP AND WILL NOT ROTATE. J4 SWITCH IS BROKEN OFF. SITE GLASS IS DAMAGED, OIL FILTER MOUNTING TUBE AND FILTER BOWL ARE CAKED WITH METAL CONTAMINATION. FAILURE WAS DETERMINED TO HAVE RESULTED FROM ROTOR DYNAMIC PENDING ENGINEERING EVALUATION.				
V0XR20110329007	EMB		SILL	CORRODED
3/29/2011	EMB145LR		14529495003	ZONE 100
LT SILL AT FRAME 59-60 IS CORRODED OUT OF LIMITS. R & R LT SILL AT FRAME 59-60 IAW SRM 51-10-02, 51-40-02, AND 51-20-03.				
2011FA0000281	GULSTM		ADAPTER	CRACKED
5/1/2011	GIVXG450		159HM100335	HYD SYSTEM
LOW ACCUMULATOR PRESSURE. A CRACK WAS LOCATED PERPENDICULAR TO THREADS OF ADAPTER W/ 10X MAGNIFIER.				
2011FA0000257	GULSTM	HONEYWELL	GEARBOX	MAKING METAL
4/3/2011	GIVXG450			APU
LOW BLEED AIR MANIFOLD PRESSURE TO TO APU OUTPUT LOW. LARGE PIECES OF METAL FOUND IN THE GEARBOX CAUSING REMOVAL AND REPLACEMENT.				
2011FA0000300	GULSTM	RROYCE	LINE	CHAFED
4/29/2011	GV	BR700710A110	1159HL5012799IDG	HYD SYSTEM
THE LT SYS HYD FLUID LEAKAGE WAS DETECTED AT MIDPOINT OF A 2 HR FLIGHT AT FL 410. DURING DESCENT, THE INDICATION WENT CLOSE TO ZERO. THE PIC ELECTED TO DIVERT FOR THE LARGER 12,000 FT RUNWAY IN CASE THE BRAKES AND NOSE WHEEL STEERING WERE DEGRADED. THE LANDING WAS UNEVENTFUL. THE FLUID LEAKAGE WAS CAUSED BY CHAFING OF THE MLG UP LOCK RELEASE HYD PRESSURE LINE ASSY WITH A NEAR VICINITY LARGER LINE THAT WAS NOT DAMAGED. THE CHAFING CLASH WAS CAUSED BY THE LACK OF A STANDOFF BRACKET. THE FAILED LINE HAD BEEN INSTALLED IN THE LT WHEEL WELL SINCE ORIGINAL MFG OF THE ACFT. THE CHAFED AREA WAS HIDDEN FROM DIRECT LINE OF SIGHT.				
2011FA0000252	MOONEY		BLADE	CRACKED
4/19/2011	M20J	B2D34C214B	90DHB16E	PROPELLER
PROPELLER WAS REMOVED FROM ACFT TO INVESTIGATE VIBRATION THAT HAD STARTED IN THE LAST 10 HOURS OF FLIGHT. BLADE, SN CK010, HAS SEVERE CRACK IN BLADE SHANK THAT GOES THROUGH TO INSIDE BORE.				

2011FA0000342	MOONEY	CONT	HOSE	DETERIORATED
5/16/2011	M20TN	TSIO550G		CRANK CASE
THE CRANKCASE BREATHER LINE IS ATTACHED TO THE EXHAUST PIPE AND IS SCAVENGED BY THE EXHAUST. HOWEVER, THE OPENING INSIDE THE TAILPIPE IS BECOMING CLOGGED UP WITH BURNED OIL AND IS CLOSING UP, CAUSING A RESTRICTION IN THE BREATHER SYS. ALSO NOTED, IS THE MATERIAL USED IN THE BREATHER SYS. THE FLEXIBLE HOSE IS TYPICAL "GATES" AUTOMOTIVE HEATER HOSE MATERIAL AND IS PROBABLY NOT COMPATIBLE WITH OIL VAPOR. IT BECOMES SOFT AND DETERIORATES. NO LOG BOOK ENTRY STATING WHETHER IT WAS EVER REPLACED. THE SHORT CONNECTION FROM THE BREATHER ELBOW TO THE EXHAUST TAILPIPE IS BECOMING VERY BRITTLE WITH HEAT AND FLAKING APART. IT IS MIL-H-6000 WHICH IS NOT TEMPERATURE RATED FOR THIS HEAT.				
2011FA0000258	PIAGIO		WARNING LIGHT	ILLUMINATED
4/26/2011	P180			CARGO DOOR
BAGGAGE DOOR WARNING LIGHT CAME ON IN FLIGHT.				
2011FA0000326	PIAGIO		UNKNOWN	ODOR
5/19/2011	P180			CABIN
STRONG ODOR OF EXHAUST IN COCKPIT, RAN BOTH ENGINES FOR HRS, OPS CHECK ENVIROMENTAL SYSTEM, PERFORMED MAINTENANCE VERIFICATION FLIGHT, COULD NOT DUPLICATE, NO ODORS NOTED.				
2011FA0000251	PIAGIO	PWA	FLT CONTROLS	FROZEN
4/17/2011	P180	PT6A66		
WATER AND ICE IN BELLY, STICKY CONTROLS/FROZEN CONTROLS.				
2011FA0000288	PIAGIO	PWA	ANNUNCIATOR	FALSE INDICATION
5/3/2011	P180	PT6A66		FIRE DETECTION
LEFT FIRE ANNUNCIATOR ILLUMINATED IN FLIGHT, SHUTDOWN LT ENG AND BLEW FIRE BOTTLE, FIRE LIGHT NEVER WENT OUT AFTER LANDING, NO EVIDENCE OF FIRE.				
2011FA0000346	PILATS		STARTER GEN	MALFUNCTIONED
6/3/2011	PC1245		23085025	NR 1
DEPARTED AT 1643 AND BEGAN TO CLIMB TO 11000 FT. AT ABOUT 20 MINUTES INTO THE FLIGHT, RECIEVED A BATTERY LIGHT ON THE CAWS PANEL AND A MASTER CAUTION. CONFIRMED THAT THE NR 1 GEN WAS NOT PUTTING OUT 28 VOLTS AND THE BATTERY WAS DISCHARGING. TURNED OFF THE ELECTRICAL AIR CONDITIONING AND STOPPED THE BATTERY FROM DISCHARGING AND IT BEGAN TO CHARGE. AUTOPILOT DISCONNECTED AND THE YAW DISCONNECTED. RAN EMERGENCY CHECKLIST AND ATTEMPTED A GEN 1 RESET BUT IT DID NOT FIX THE PROBLEM. GEN 2 WORKED PROPERLY AND OTHER THAN THE AIR CONDITIONING, DID NOT LOSE ANY OTHER ELECTRICAL ITEMS. DECIDED TO RETURN. DID NOT DECLARE AN EMERGENCY SINCE AIRCRAFT WAS UNDER CONTROL. LANDED NORMALLY AND RETURNED TO THE RAMP.				
5APR577Y61	PILATS	PWA	BRAKE DISC	CRACKED
4/19/2011	PC1245	PT6A67B	244759B	MLG
RT BRAKE, OTBD DISC FOUND CRACKED DURING A LINE CHECK. THE RT BRAKE ASSY WAS R & R WITH A SERVICEABLE UNIT IAW AMM 12-A-32-40-03-00A-920B-A.				
5APR577Y63	PILATS	PWA	ACCUMULATOR	FAULTY
4/25/2011	PC1245	PT6A67B	9603001291	HYD SYSTEM
PILOT REPORTS THAT ON LANDING GEAR EXTENTION THE MAIN GEAR INDICATED GREEN AND THE NOSE WAS RED ACCOMPANIED BY HYD CAWS. EXTENDED GEAR MANUALLY. RESOLUTION TO CORRECT THIS SITUATION IS AS FOLLOWS: REMOVED MAIN HYD ACCUMULATOR PN OFF 70846, SN OFF 0851 AND INSTALLED NEW PN ON 70846-1, SN ON 1290L IAW AMM 12-A-29-10-02-00A-920A-A. LEAK CHECK AND GEAR SWINGS SATISFACTORY AT THIS TIME.				

5APR577Y68	PILATS	PWA	FITTING	SEPARATED
5/18/2011	PC1245	PT6A67B	5551012150	HORIZONTAL STAB
<p>THE HORIZONTAL STABILIZER ATTACHMENT FITTING, WHERE THE PITCH TRIM ACTUATOR IS SECURED TO THE STABILIZER. EACH SIDE OF THE ATTACHMENT FITTING HAS 2 LUGS. ON THE LT SIDE, THESE 2 LUGS ARE SEPARATING. THE GAP WAS MEASURED WITH A FEELER GUAGE, AND FOUND TO BE .457 MM. THERE IS NO EVIDENCE OF DAMAGE TO THE STABILIZER. THE BRACKET PN IS 555.10.12.150, ANGLE FITTING LEFT. THE ACFT MFG ISSUED A REPAIR MEMO WITH STATEMENT OF APPROVED DESIGN DATA WITH THE FOLLOWING INSTRUCTIONS. CHECK THE LUGGED FACE OF THE PN 555.1.12.150 (ANGLE FITTING) FOR STRAIGHTNESS. IF WITHIN LIMITS, COMPLETE A VISUAL AND NDT INSPECTION (DYE PENETRANT OR EDDY CURRENT) OF THE ANGLE FITTING AND THE BOLTS. IF NO CRACKS OR DEFECTS NOTED, REINSTALL THE FITTING USING SEALANT.</p>				
5APR577Y70	PILATS		FITTING	OUT OF ALIGNMENT
6/17/2011	PC1247		5551012150	ZONE 300
<p>THE HORIZONTAL STABILIZER ATTACHMENT FITTING, WHERE THE PITCH TRIM ACTUATOR IS SECURED TO THE STABILIZER. EACH SIDE OF THE ATTACHMENT FITTING HAS TWO LUGS. ON THE LEFTSIDE, THESE TWO LUGS ARE SEPARATING. THE GAP WAS MEASURED WITH A FEELER GUAGE, AND FOUND TO BE .330MM. THERE IS NO EVIDENCE OF DAMAGE TO THE STABILIZER.</p>				
5APR577Y60	PILATS	PWA	WIRE	FAULTED
4/18/2011	PC1247	PT6A67		MLG
<p>WHEN GEAR DOWN SELECTED, HYD CASS, PULLED QRH THEN CASS WENT AWAY AND GEAR CAME DOWN. A POOR CONNECTION AT PIN "P" OF TB 1611-02, WIRE T1076B22 WAS FOUND TO BE AT FAULT. RELOCATED WIRES T1076B22, T1076A22 AND T1075B22 TO PINS F, M, AND X OF TB1611-02. PERFORMED 5 SUCCESSFUL, CONSECUTIVE GEAR SWINGS WITH NO DEFECTS NOTED IAW AMM 12-B-32-30-00-00A-903A-A.</p>				
5APR577Y62	PILATS	PWA	BRAKE DISC	CRACKED
4/24/2011	PC1247	PT6A67B	244759C	ZONE 700
<p>PROBLEM: LT BRAKE ASSY, A CRACKED DISC WAS FOUND DURING A LINE CHECK. RESOLUTION: THE LT BRAKE ASSY WAS R & R WITH A SERVICEABLE UNIT WITH THE SAME PN IAW AMM 12-A-32-40-03-00A-920B-A.</p>				
5APR577Y64	PILATS	PWA	PROXIMITY SWITCH	FAULTY
5/1/2011	PC1247	PT6A67B	9733033111	MLG
<p>PILOT REPORTS AIR/GROUND FAIL IN FLIGHT, RED CAWS "CAB PRESS", "AIR/GND", "PROP LOW P" AMBER "PUSHER". RESOLUTION TO CORRECT THIS SITUATION IS AS FOLLOWS: INSPECTED WIRING FROM LEFT AND RIGHT "WOW" SWITCHES TO TB 123 AND TB 124, NO DEFECTS NOTED. COMPARED RESISTANCE READINGS OF RIGHT "WOW" SENSOR TO NEW SENSOR. READINGS WERE SIGNIFICANTLY DIFFERENT. REMOVED AND REPLACED RIGHT MLG PROX SWITCH. ADJUSTMENT/TEST SATISFACTORY IAW AMM 12-A-32-30-00-00A-903A-A AND 12-A-32-10-00-00A-903A-A.</p>				
5APR577Y65	PILATS	PWA	FLAP SYSTEM	MALFUNCTIONED
5/1/2011	PC1247	PT6A67B		TE FLAPS
<p>FLAPS CAWS ILLUMINATED FOLLOWED BY FLAPS ASSEMETRY CALL OUT. FLAPS STOPPED AT AT 17 DEGREES. PUSHER ILLUMINATED SHORTLY AFTER. COMPLIED WITH FLAP CAWS "ON" PROCEDURE AND COMPLIED WITH FOR RELATED FWCU CODES AND RESET IAW AMM "FAULT ISOLATION PROCEDURE" DMC-12-A-27-50-00-00A-420A-A. COMPLIED WITH FLAP FUNCTIONAL CHECKS IAW AMM DMC-12-A-27-50-00-00A-903B-A, OPS AND FUNCTIONAL CHECKS GOOD.</p>				
5APR20110504001	PILATS	PWA	BRAKE DISC	CRACKED
5/4/2011	PC1247	PT6A67B	244759C	BRAKE ASSY
<p>LT BRAKE ASSY, WAS INSPECTED AND FOUND TO HAVE A CRACKED ROTOR DURING A LINE CHECK. RESOLUTION TO CORRECT THIS PROBLEM IS AS FOLLOWS: THE BRAKE WAS REPLACED BY INSTALLATION OF THE MAIN WHEELS AND BRAKES CONVERSION STC SA01376CH.</p>				
5APR577Y	PILATS	PWA	BALANCE WEIGHT	CORRODED

5/14/2011	PC1247	PT6A67B	5576012339	AILERON
DURNG ANNUAL INSP FOUND RT AILERON BALANCE WEIGHT TO HAVE CORROSION ON THE INBD END. INSTALLED NEW AILERON BALANCE WEIGHT AND BALANCED AILERON.				
5APR577Y59	PILATS	PWA	PROXIMITY SENSOR	FAULTY
4/18/2011	PC1247	PT6A67D	9733033112	TE FLAPS
PILOT REPORTED FLAP CAWS AFTER SELECTING FROM 0 TO 15 DEGREES. 1 RESET ON GROUND PERFORMED ON PREVIOUS LEG. RESOLUTION TO CORRECT THIS SITUATION IS AS FOLLOWS. THE LT FLAP ROTATION TRANSMITTER PN 973.30.33.112 WAS AT FAULT AND WAS REPLACED, IAW AMM 12-A-27-50-03-00A-920A-A. ALL ASSOCIATED TESTS WERE COMPLETED AND NO FURTHER FAULTS OR DEFECTS FOUND WITH THE SYS.				
2011FA0000280	PIPER	LYC	RETAINER	BROKEN
4/30/2011	PA18	O320B2B	LW14995	ENGINE
37 HOURS SINCE THE ENGINE WAS LAST REASSEMBLED, THE VALVE COVERS WERE REMOVED. BROKEN PUSH ROD RETAINER SPRINGS WERE FOUND IN 3 OUT OF 4 CYLINDERS. 1 BROKEN STEEL SPRING PIECE HAD BEEN BENT BY THE ROCKET ARM AND HAD SIGNIFICANTLY DENTED THE VALVE COVER NEARLY PENETRATING THE COVER. THE BROKEN LW14995 SPRINGS WERE ALL .030 IN. THICK AND BRIGHTLY PLATED. THE SPRINGS ARE .040 IN. THICK AND NOT PLATED. THIS PROBLEM IS WELL KNOWN IN THE GA COMMUNITY.				
2011FA0000292	PIPER		WIRE	SHORTED
5/6/2011	PA23250			ALTERNATOR
WHILE IN FLIGHT THE RT ALTERNATOR FIELD HOT WIRE SHORTED TO GROUND IN THE ALTERNATOR. MAIN VOLTAGE REGUALTOR BREAKER TRIPED. A RESET ALSO RESULTED IN A TRIP. SWITCHING TO THE AUX VOLTAGE REGULATOR GAVE THE SAME RESULTS. A COMPLETE LOSS OF ELECTRICAL POWER RESULTED WITHIN A VERY SHORT TIME DUE TO NO CHARGING FROM EITHER ALTERNATOR. IN THE ACFT BOTH FIELD HOT WIRES ARE ELECTRICALLY TIED TOGETHER AT THE VOLTAGE REGULATORS. A SHORT TO GROUND ANYWHERE IN EITHER FIELD HOT WIRE CAUSES THE VOLTAGE REGULATOR TO TRIP AND STAY TRIPED RESULTING IN NO CHARGING FROM EITHER ALTERNATOR. THIS IS A DESIGN FLAW IN THE CHARGING/WIRING SYS OF THE ACFT. A VERY SIMPLE AND INEXPENSIVE SOLUTION WOULD BE TO PLACE A BREAKER OR SWITCH IN THE FIELD HOT WIRES COMING FROM THE VOLTAGE REGULATOR AND LOCATE THEM ON THE ELECTRICAL PANEL IN THE COCKPIT. THE PILOT WOULD THEN HAVE THE ABILITY TO ISOLATE THE FAILED SHORTED HOT WIRE AND CONTINUE TO GENERATED ELECTRICAL POWER FROM THE OTHER ALTERNATOR.				
2011FA0000318	PIPER	LYC	CONNECTING ROD	FAILED
5/11/2011	PA28140	O320E2A		ENGINE
LEVEL AT 2000 FEET, LOUD BANG AND ENGINE FAILED. AFTER LANDING IN A FIELD, INSPECTED ENGINE AND FOUND HOLE WHERE THE CONNECTING ROD END CAP HAD PENETRATED THE CRANK CASE.				
2011FA0000340	PIPER	LYC	UNKNOWN	UNKNOWN
5/19/2011	PA28161	O320*		
WHEN VOLTAGE DROP AT 25V THE STALL WARNING HORN WILL NOT WORK.				
ECQ2011F00000	PIPER	LYC	SLICK	GEAR
5/19/2011	PA28161	O320D3G		MAGNETO
THIS ACFT WAS WRITTEN UP FOR INTERMITTENT POWER LOSS, 3 TIMES. WE COULD NOT DUPLICATE ON GROUND RUNS. AFTER 3RD WRITE UP, BOTH MAGS WERE REMOVED AND INSPECTED. DURING TROUBLESHOOTNG, THE RT MAG WAS FULL OF OIL, 2 TEETH WERE MISSING FROM PLASTIC DRIVE GEAR, POINTS CAM FOLLOWER AND DRIVE SHAFT WERE BROKEN. THIS MAGNETO FAILED AT 865.1 HRS. OIL WAS COMING FROM ACCESSORY SIDES THRU SHAFT AND BEARING.				
ZB0R201100001	PIPER		FITTING	CORRODED
5/17/2011	PA28181		795530001	ZONE 200
DURING ANNUAL INSP, FOUND BOTH LT AND RT WINDOW FITTINGS RUSTED MORE THAN 50 PERCENT THROUGH. THIS IS ATTRIBUTED TO THE WINDOWS NOT BEING SEALED PROPERLY ALLOWING WATER TO GET IN AND				

CORRODE THE STEEL FITTINGS. BOTH FITTINGS WERE REPLACED WITH NEW. THERE WAS MINIMAL SURFACE PITTING ON THE ALUMINUM SUBSTRUCTURE WHICH WAS EASILY CLEANED AND TREATED.

ZB0R201100003	PIPER		FITTING	CORRODED
5/17/2011	PA28181		6676200	LT WING

DURING ANNUAL INSP, FOUND LT WING AFT ATTACH POINT STEEL FITTING SEVERELY CORRODED. REPLACED PART WITH NEW.

ZB0R201100004	PIPER		CHANNEL	CORRODED
5/17/2011	PA28181		62672001002	RT WING

DURING ANNUAL INSP, FOUND RT WING FWD ATTACH POINT FUSELAGE STEEL FITTINGS RUSTED. SUSPECTED CAUSE IS POORLY FITTING CABIN DOOR SEAL ALLOWING WATER TO COME IN AND DRAIN DOWN ONTO THE FITTINGS. REPLACED BOTH PARTS WITH NEW.

ZB0R201100002	PIPER		SHAFT	WORN
5/17/2011	PA28181		6524600	STABILATOR

DURING ANNUAL INSP, FOUND STABILATOR TRIM BARREL AND SHAFT WORN BEYOND LIMITS. PARTS REPLACED WITH NEW.

2011FA0000404	PIPER	LYC	LYC	INTAKE VALVE	LEAKING
4/19/2011	PA28181	O360A4M			CYLINDER

INTAKE VALVE LEAKING AT THE 1 O`CLOCK AND 7 O`CLOCK POSITION.

2011FA0000334	PIPER	CONT		SPAR	CORRODED
5/18/2011	PA28R180	IO360*		62054000	LT WING

DURING REPAIR OF LT WING THE AFT SPAR ATTACH FITTING WAS REMOVED. SEVERE CORROSION WAS FOUND UNDER THE FITTING. PROBABLE CAUSE IS TRAPPED MOISTURE, LACK OF PREVENTATIVE TREATMENT AND LACK OF PROPER INSPECTION OF AREA.

2011FA0000373	PIPER	CONT		FILTER ELEMENT	SPLIT
6/9/2011	PA28R200	IO360*			

DURING ROUTINE INSPECTION, AIR FILTER WAS FOUND SPLIT OPEN AT THE SEAM. IT IS A CYLINDRICAL SHAPE AND IT WRAPS AROUND A METAL SCREEN. THE SPLIT AREA COMPRISED SEVERAL SQ INCHES OF UNFILTERED AIRPATH.

NX4R000013	PIPER	CONT		MOUNT	CRACKED
4/28/2011	PA28R201	IO360*		67119057	ENGINE

DURING ROUNTINE MX, THE TECH WAS PERFORMING A PRELIMINARY/HIDDEN DAMAGE INSP OF THE AREA SURROUNDING THE AREA WHERE WORK WAS TO BE PERFORMED. NOTICED THE SMALL TUBE THAT IS WELDED TO THE LOWER ENGINE MOUNT TUBE THAT THE LOWER COWL IS MOUNTED TO, WAS MOVING SLIGHTLY WHEN TOUCHED. FURTHER INVESTIGATION REVEALED THAT A CIRCULAR CRACK EXISTED AROUND THE WELD AREA. WHEN THE SMALL TUBE AND WELD BEAD WAS REMOVED, THE ENGINE MOUNT TUBE HAD A HOLE IN IT APPROX .75" IN DIAMETER. THE ENGINE MOUNT WAS REPLACED.

NX4R000011	PIPER	CONT		ATTACH FITTING	BROKEN
4/20/2011	PA28R201	IO360*		67271000	FUSELAGE

DURING TAKEOFF, THE PILOT RETRACTED THE LANDING GEAR. THE GEAR "UNSAFE LIGHT" REMAINED ILLUMINATED. ALSO THE ATC TOWER CONTROLLER ADVISED THE CREW THAT THEIR NLG APPEARED TO REMAIN IN THE DOWN POSITION. AN UNEVENTFUL LANDING WAS MADE AND THE LANDING GEAR INSPECTED. THE NLG HYD ACTUATOR FUSELAGE ATTACH FITTING HAD BROKEN, ALLOWING THE ACTUATOR TO COME LOOSE AND NO LONGER APPLY TENSION TO THE DOWNLOCK SYS.

2011FA0000354	PIPER		PRESTOLITE	BRUSHES	BROKEN
6/10/2011	PA28RT201		HYC5005	ESQ12SBRUSHERH22	MLG POWERPACK

AIRCRAFT MADE A SUCCESSFUL GEAR UP LANDING AFTER ATTEMPTING TO PERFORM EMERGENCY MLG EXTENSIONS SEVERAL TIMES WITH NO SUCCESS DUE TO A HYDRAULIC GEAR POWERPACK MOTOR FAILURE DURING THE INITIAL RETRACTION AFTER TAKEOFF. INVESTIGATION AND TROUBLESHOOTING DETERMINED THE CAUSE OF THE POWERPACK FAILURE WAS DUE TO A FRACTURE OF A QUESTIONABLE SOLDER JOINT THAT ATTACHED ONE ELECTRIC MOTOR BRUSH PIGTAILS TO THE BRUSHHOLDER. BROKEN SOLDER JOINT CREATED ENOUGH HEAT FROM HIGH RESISTANCE TO DISCOLOR THE BRUSHHOLDER AND ANNEAL THE BRUSH SPRING SO THAT THE RE-HEAT TREATED SPRING'S FREE LENGTH WAS MEASURED AT .330 INSTEAD OF THE .960. THE POWERPACK HAD BEEN OVERHAULED 29 MONTHS AND 142.5 HOURS EARLIER. FURTHER TROUBLESHOOTING REVEALED THAT THE STATIC PORT IN THE LEFT AUTOMATIC MLG EXTENSION AIRSPEED MAST WAS SOLIDLY PLUGGED WITH A MUD INSECTS NEST.

2011FA0000406	PIPER	CONT	ECI	SEAL	FAILED
4/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES. CYL PN: 71809-05, 71809-72, 8877-8, 7094-3, 71809-08, 7094-2.

2011FA0000407	PIPER	CONT	ECI	SEAL	FAILED
4/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES.

2011FA0000408	PIPER	CONT	ECI	SEAL	FAILED
4/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES.

2011FA0000409	PIPER	CONT		SEAL	FAILED
4/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES. CYL PN: 71809-05, 71809-72, 8877-8, 7094-3, 71809-08, 7094-2.

2011FA0000410	PIPER	CONT	ECI	SEAL	FAILED
3/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES.

2011FA0000411	PIPER	CONT	ECI	SEAL	FAILED
3/21/2011	PA28RT201T	TSIO360FB			CYLINDER

OVERHAULED AND INSTALLED CYLINDERS, PN EC641370CN IAW SERVICE INFO AND MFG SERVICE INFORMATION. DURING THE OVERHAUL INTAKE VALVE SEALS PN 646678 WERE INSTALLED ONTO INTAKE VALVE GUIDES IAW MFG ILLUSTRATED PARTS CATALOG. THE INTAKE VALVE SEALS FAILED AFTER APPROX 2.5 HOURS TIS, AFTER FURTHER INVESTIGATION INTO THIS FAILURE IT WAS DISCOVERED THAT MFG INTAKE VALVE GUIDES DO NOT REQUIRE INTAKE SEALS. THERE IS NO SERVICE INFORMATION OR ILLUSTRATED PARTS CATALOG FROM MFG STATING THAT INSTALL OF INTAKE VALVE GUIDE SEALS ARE NOT TO BE INSTALLED ON THIS MFG CYLINDERS. MFG INTAKE VALVE SEALS ARE NOT DIRECT REPLACEMENT FOR MFG INTAKE GUIDES.

CA110208019	PIPER	LYC		CONTROL CABLE	FAILED
2/4/2011	PA31350	LTIO540J2BD		24894018	MIXTURE

(CAN) AIRCRAFT RETURNED TO BASE AFTER FLIGHT. PILOT, IN THE PROCESS OF SHUTTING DOWN ENGINES, DISCOVERED THE LEFT ENGINE WOULD NOT RESPOND TO MIXTURE CONTROL MOVEMENTS. MAINTENANCE INVESTIGATED, NOTED THAT THE MIXTURE CABLE FOR THE LEFT ENGINE WAS BROKEN. THE INNER CABLE SEPERATED JUST AFT OF THE SWAGED END FITTING WHERE THE CABLE ATTACHES TO THE MIXTURE CONTROL LEVER.

2011FA0000304	PIPER	LYC		HOSE	SEPARATED
5/12/2011	PA31350	TIO540J2B		1114174S160	HYD SYSTEM

THIS HOSE IS CONNECTED TO THE INPUT SIDE OF THE LANDING GEAR ACTUATOR. THE HOSE NIPPLE BECAME DISCONNECTED FROM THE SOCKET ALLOWING THE HYD FLUID TO LEAK OUT PREVENTING THE LT MAIN AND NLG FROM EXTENDING TO THE LOCK POSITION. THE ACFT MADE AN EMERGENCY LANDING. THE LANDING GEAR DOORS, PROPELLERS, LT WING TIP, AND LT FLAP WERE DAMAGED DURING THE EMERGENCY LANDING. THERE WERE NO INJURIES REPORTED.

2011F00128	PIPER	LYC		AUDIO PANEL	FAILED
6/1/2011	PA31350	TIO540J2BD		011004110	COCKPIT

PILOT LOST VHF COMMUNICATIONS. PROCEEDED TO LAND WITHOUT INCIDENT. THE AUDIO PANEL WAS REMOVED AND FOUND TO BE DEFECTIVE , NO EXTERNAL VISIBLE DAMAGE WAS OBSERVED . THE AUDIO PANEL WAS SHIPPED TO MANUFACTURER FOR REPAIR OR EXCHANGE.

2011FA0000402	PIPER	CONT		ADAPTER	SLIPPED
6/7/2011	PA34200T	TSIO360EB		635048A20	STARTER

THE STARTER ADAPTER WAS SENT IN FOR REPAIR, UPON DISASSEMBLY, OUR FINDINGS, THE STARTER ADAPTER WAS SLIPPING DUE TO EXCESSIVE STARTER ENGAGEMENT WHICH OVERHEATED THE SAFT GEAR AND CLUTCH SPRING BOTH ITEMS HAVE REJECTED.

2011FA0000378	RAYTHN			LINE	CHAFED
6/13/2011	HAWKER800XP			257SF20735A	PITOT STATIC

THIS P2 PITOT LINE WAS CHAFED THROUGH BY THE OTBD LOOP OF THE RT ELEVATOR CABLE. THIS WAS NOT SQUAWKED BY THE CREW. IT WAS FOUND BY DOING A PITOT STATIC LEAK CHECK, WHICH INDICATED A WIDE-OPEN LEAK. THIS WOULD CAUSE INACCURATE AIRSPEED READINGS. IT IS ONLY VISIBLE AFTER REMOVING PANEL F58 (UNDER THE CO-PILOT'S SEAT) AND THE AVIONICS SHELF BELOW THAT. HAVE FOUND THIS BEFORE IN VARYING DEGREES OF DAMAGE. THE LINE CAN BE IMPROPERLY POSITIONED, CAUSING THE CHAFING. INSP OF THIS PARTICULAR AREA IS CURRENTLY NOT CALLED OUT ON ANY INSP, NOR IS THE REMOVAL OF PANEL F58

ON ANY INSP. RECOMMEND ADDING IT TO THE G-INSP (48 MONTHS).

2011FA0000353	RAYTHN	ELT	UNCONTROLLABLE
5/1/2011	HAWKER800XP	4535000999	CABIN

THIS ELT WAS INSTALLED IN THE ACFT AT THE FACTORY IN APRIL 2004. MFG DATE OF ELT WAS 5/1/03. THE LITHIUM BATTERY PACK, PN 452-0133 EXP DATE IS DEC 2013. LAST FAR 91.207(D) ELT TESTS ACCOMPLISHED 24 NOV 2010 AT 3882 HRS/2129 LDS. ELT SOFTWARE VERSION IS V134B. ELT SELF ACTIVATED AND COULD NOT BE RESET EITHER BY COCKPIT SWITCH, NOR SWITCH ON THE UNIT ITSELF. ELT BATTERY WAS DISCONNECTED TO DEACTIVATE THE UNIT. ACFT PARTICULARS AT TIME OF UNCOMMANDED ACTIVATION: ACFT WAS LAST FLOWN 2 DAYS PRIOR. ACFT WAS IN THE HANGAR FOR THE 2 DAYS SINCE LAST FLIGHT. CABIN ENTRANCE DOOR WAS CLOSED, BUT NOT LATCHED. DUE TO HOLIDAY WEEKEND, NO PERSONNEL WERE WORKING NEAR OR AROUND ACFT AT THE TIME ELT SELF ACTIVATED. TEMP IN HANGAR WAS IN THE MID TO LOW 80'S. CAUSE: UNKNOWN AT THIS TIME, UNIT IS BEING SENT TO MFG FOR ANALYSIS AND REPAIR.

2011FA0000365	SAAB	SKIN	CORRODED
6/14/2011	340B		ZONE 100

WHILE COMPLYING WITH AD 2011-09-02 MULTIPLE SPOTS OF CORROSION WERE DISCOVERED BETWEEN THE LOWER TCAS ADAPTOR PLATE AND THE FUSELAGE SKIN. THE CONTOUR PLATE CALLED OUT IN THE STC WAS REPLACED AND THE CORROSION WAS BLENDED AND MAPPED OUT. INFORMATION WAS SENT TO DAN BUZZ AND ASSOCIATES FOR EVALUATION AND A REPAIR SCHEME DEVELOPED WHICH MET THE DAMAGE TOLERANCE REQUIREMENTS. FAA WAS CONTACTED PER THE AIRWORTHINESS DIRECTIVE AND REPAIRS TO THE CORRODED FUSELAGE SKIN MADE BY ADDITION OF AN EXTERNAL DOUBLER ASSEMBLY. INSTALLED DOUBLER ASSEMBLY, CONTOUR PLATE AND TCAS ANTENNA. RETURNED AIRCRAFT BACK INTO SERVICE.

LH3D20110419002	SNIAS	SADDLE	CORRODED
4/19/2011	AS350B2		CROSS TUBE

FOUND CORRODED RIVETS AT THE FWD LANDING GEAR CROSS TUBE SADDLES ON THE AIRFRAME LT AND RT MAIN KEEL BEAMS. BOTH LT AND RT SADDLES WERE AFFECTED. THE CORRODED RIVETS WERE R & R.

KBMA11FA0000298	SNIAS	TMECA	STRUCTURE	DAMAGED
5/9/2011	AS350B2	ARRIEL1D1		TAILBOOM

VISUAL INSP OF VERTICAL FIN REVEALED LEADING EDGE MOVEMENT. REMOVAL OF ATTACHMENT BOLTS REVEALED SHEARED RIVETS.

LH3D20110419001	SNIAS	FRAME	CORRODED
4/19/2011	AS350BA	350A2113592021	ZONE 100

THE LT AND RT FLOOR EDGE FRAMES (FLOOR TRIM) PN 350A21-1359-20 (LT) AND PN 350A21-1359-21 (RT) ARE CORRODED BEYOND ACCEPTABLE LIMITS AND REQUIRE REPLACEMENT. THE LT AND RT FLOOR EDGE FRAMES WERE REPLACED IAW THE INSTRUCTIONS IN REPAIR SHEET AE2011-0042, REV: A DATE: 29 MAR 2011 AS DOCUMENTED ON FORM 8110-3 DATED MARCH 30TH 2011 AS FOLLOWS: NOTE: REPLACEMENT OF THE LT AND RT FLOOR EDGE FRAMES REQUIRED REMOVAL OF THE ACFT CANOPY. REMOVED THE ACFT CANOPY. VISUALLY INSPECTED THE REPAIR AREA USING A 10X MAGNIFYING LENS TO ENSURE ALL DAMAGED MATERIAL HAS BEEN REMOVED. PROCURED 2 NEW REPLACEMENT FLOOR EDGE FRAMES. TEMPORARILY POSITIONED THE REPLACEMENT FLOOR TRIM TO ENSURE PROPER FIT. MATCH DRILLED TO EXISTING FASTENER LOCATIONS. REMOVE THE FLOOR EDGE FRAMES FROM ACFT. DE-BURRED, CLEANED, ALODINED AND EPOXY PRIMED ALL BARE ALUMINUM SURFACES IAW THE SPM. COATED FAYING SURFACES OF THE ACFT AND FLOOR TRIM WITH SEALANT AND INSTALLED PREVIOUSLY EXISTING FASTENERS WITH THE SAME SIZE AND TYPE AS WERE REMOVED. INSTALLED RIVETS WET WITH SEALANT. APPLIED EPOXY PRIMER AND FINISHED AS REQUIRED IAW SPM. REINSTALLED THE CANOPY AND ALL PREVIOUSLY INSTALLED HARDWARE IAW THE IPC AND AMM.

LH3D20110408002	SNIAS	BULKHEAD	DAMAGED
4/18/2011	AS350BA	350A211273	ZONE 200

THERE IS DAMAGE TO THE 7 DEGREE BULKHEAD CONSISTING OF THE LT AND RT ATTACH POINTS HAVING ELONGATED FASTENER HOLES. THE BULKHEAD WAS REPAIRED IAW REPAIR SHEET AE2011-0042 REV: A DATE: 29

MAR 2011 AS DOCUMENTED ON FORM 8110-3 DATED MARCH 30TH 2011 AS FOLLOWS: ENLARGED ALL THE ELONGATED HOLES TO ALLOW THE INSTALLATION OF AN 8 MM FASTENER. ENLARGED MATCHING HOLES IN THE CANOPY ASSY AS WELL. INSTALLED NEW SCREWS (PN: 2220ITK080009X), FRONT WASHERS (PN: 231 IITK080X), AFT WASHERS (PN:231IITK080X), AND NUT (PN: ASN52320BH080N). REINSTALLED ALL HARDWARE IAW STANDARD PRACTICE.

LH3D20110418001	SNIAS		BULKHEAD	DENTED
4/18/2011	AS350BA		350A211273	ZONE 200

THERE IS DAMAGE TO THE 7 DEGREE BULKHEAD, CONSISTING OF GOUGES AND DENTS IN THE BULKHEAD CTR AREA. BULKHEAD WAS REPAIRED IAW THE INSTRUCTIONS IN FORM 8110-3 DATED MARCH 30TH 2011.

2011FA0000329	SOCATA	PWA	GASKET	SEPARATED
5/26/2011	TBM700	PT6A64	VE311895301	OVRSPD GOVER

PROPELLER OVERSPEED GOVERNOR TO ENGINE PAD GASKET FAILED CAUSING LOSS OF OIL.

2011FA0000345	SWRNGN	GARRTT	DOWTY	SEAL	CUT
5/11/2011	SA227AC	TPE33111U		7503503AF	PROPELLER

THE PROP DOME PISTON SEAL RUPTURED AND PUMPED OIL OUT OF THE LT ENGINE AND INTO THE ENGINE INLET CAUSING FUMES TO ENTER THE COCKPIT. THIS CAUSED AN INFLIGHT ENGINE SHUTDOWN, AND THE PILOT DIVERTED BACK TO DEPARTURE. ON 5-11-2011, DEPARTE WITH CARGO ABOARD THE ACFT. ABOUT 1-2 MINUTES AFTER TAKEOFF FUMES WERE ENTERING THE COCKPIT. REPORTED THIS TO TOWER AND STATED THAT ACFT WAS RETURNING TO LAND. TOWER CLEARED ACFT TO LAND. SMOKE WAS ENTERING THE COCKPIT AT THIS TIME, SO GAVE TOWER THIS INFORMATION. TURNED OFF BOTH BLEED AIR SWITCHES. ON FINAL APPROACH TO 10R, THE RUNWAY DEPARTED FROM, THE LT ENGINE TORQUE WAS IN EXCESS OF WHAT WAS DESIRED, AND THE LT EGT WAS ABOUT 660 DEGREES. THE LT STOP AND FEATHER WAS PULLED AND THEN FIRE BOTTLE BUTTON WAS PUSHED. THE ENGINE FIRE LIGHT DID NOT ILLUMINATE. AFTER LANDING THE FIRE TRUCK OPERATORS SAW NO SMOKE OR FIRE. TAXIED TO THE RAMP, SHUTDOWN THE RT ENGINE AND EXITED THE AIRCRAFT.

2011FA0000381	SWRNGN	GARRTT		SEAL	RUPTURED
5/11/2011	SA227AC	TPE33111U		7503503AF	PROPELLER

THE PROP DOME PISTON SEAL RUPTURED AND PUMPED OIL OUT OF THE LT ENGINE AND INTO THE ENGINE INLET CAUSING FUMES TO ENTER THE COCKPIT. THIS CAUSED AN INFLIGHT ENGINE SHUTDOWN, AND THE PILOT DIVERTED BACK TO DEPARTURE. ON 05/11/2011 DEPARTED WITH CARGO ABOARD, ABOUT 1 TO 2 MINUTES AFTER TAKEOFF, FUMES WERE ENTERING THE COCKPIT. REPORTED THIS TO TOWER AND STATED THAT ACFT WAS RETURNING TO DEPARTURE. TWR CLEARED ACFT TO LAND. SMOKE WAS ENTERING THE COCKPIT AT THIS TIME, GAVE TWR INFO. TURNED OFF BOTH BLEED AIR SWITCHES. ON FINAL APPROACH TO 10R, THE LEFT ENG TORQUE WAS IN EXCESS OF WHAT WAS DESIRED AND THE LT EGT WAS ABOUT 660 DEGREES. THE LT STOP AND FEATHER WAS PULLED AND THEN PUSHED THE FIRE BOTTLE BUTTON. THE ENGINE FIRE LIGHT DID NOT ILLUMINATE. AFTER THE FIRE TRUCK OPERATORS SAW NO SMOKE OR FIRE. TAXIIED TO THE RAMP, SHUTDOWN THE RIGHT ENG AND EXITED THE ACFT.

2011FA0000299	TCRAFT		STRUT	MISMANUFACTURED
5/10/2011	BC12D		AFMAA815	

MECHANIC REPORTED TO FSDO THAT THEY HAD PURCHASED AIRFRAME SEALED FRONT LIFT STRUTS, STC NR SA02300AK, PN AF-MA-A815 REPLACEMENT STRUTS THAT SATISFY AD 2007-16-14, ACTION 4, REPLACEMENT AND AD 2008-04-09 BY USING AN FAA APPROVED EQUIVALENT SEALED STRUT. AFTER INSTALLATION OF STRUTS DISCOVER PLAY IN STRUT ATTACH POINTS. STRUTS WERE REMOVED AND THE FITTING HOLES IN THE STRUTS WERE MEASURED AND FOUND TO BE .007" OVERSIZED. ACCORDING TO MECHANIC THE HOLES SHOULD BE .3125" +.003" -.000", HOLES MEASURED .3132". STC HOLDER WAS CONTACT ABOUT THE PROBLEM AND NO RESOLUTION WAS GIVEN TO OWNER.

2011FA0000372	UNIVAR	FRNKLN	TERMINAL	MELTED
5/24/2011	1082	6A4165*		AMP METER

THE POSITIVE STUD MELTED OUT FROM THE ARMMETER AND THE ACFT LOST POWER TO THE BUSS BAR.

