



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**AFS-600**

*Regulatory Support Division*

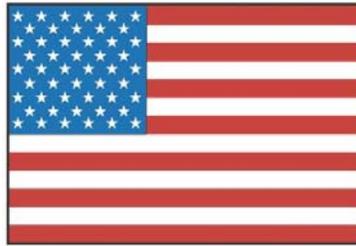
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
397**



**AUGUST  
2011**

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

**AVIATION MAINTENANCE ALERTS**

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

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

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**AIRPLANES**

**Beech: A36; Cracked Flap Nose Rib; ATA 5753**

A repair station technician states, "During an Annual Inspection, the right flap rib was found cracked through the leading edge relief cutout in the upper flange bend radius, and *(this crack continuing)* through the actuator attach bracket nut plate rivet holes. This could only be viewed through the inboard roller-bolt access hole. The cracks had almost intersected each other, which would have left the attach bracket only held by the screws through the top flap skin. Failure while boarding the aircraft or a split-flap situation in flight was imminent. *(I)* suspect this situation is caused by flaps being extended in higher than designed air loads, incorrect up stop bumper rigging, and/or stepping on the flap while boarding ...."

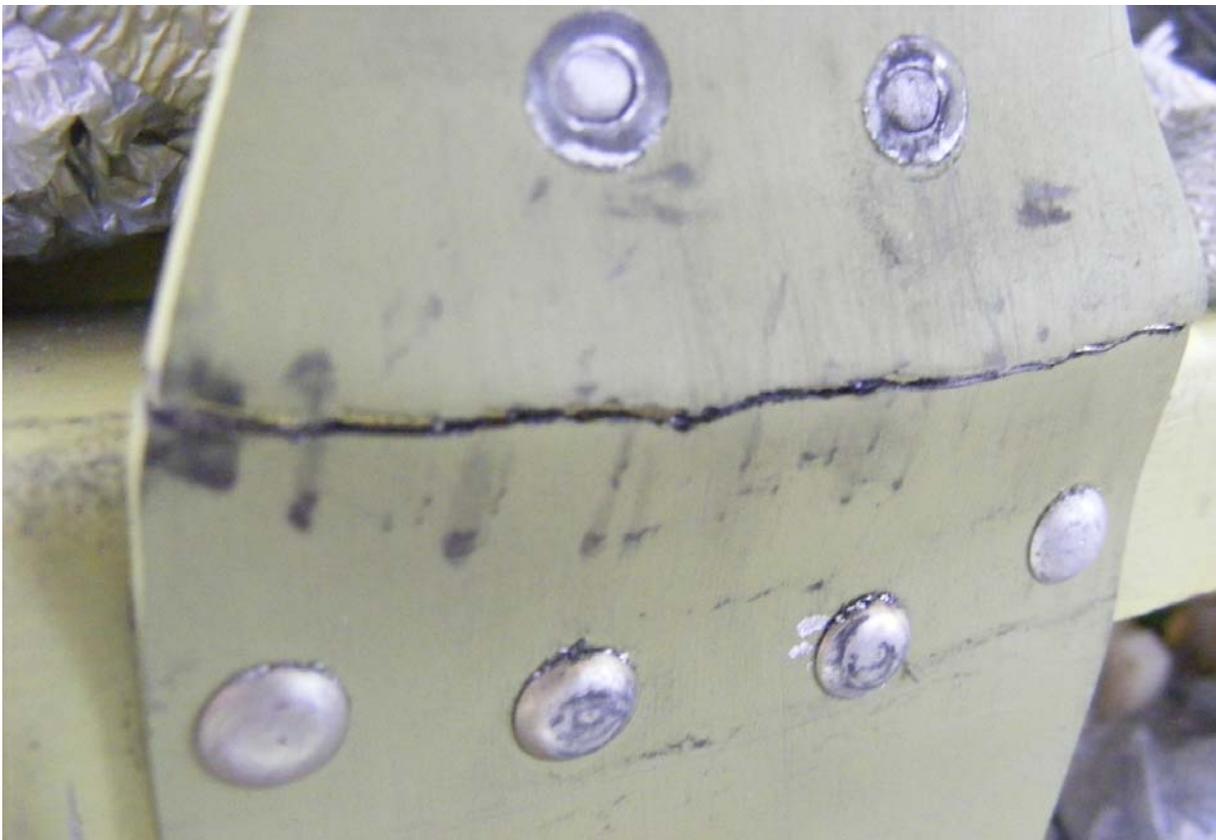
*(Flap nose rib P/N: 35-165050-84; flap P/N: 35-165050-79. There are 17 of these ribs listed in the SDRS database. Reference last July's Alerts for more of the same, plus a nice hand drawing—Ed.)*

Part Total Time: 6,501.3 hours

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**Beech: 300; Failed Fuselage Crosstie; ATA 5320**

"Inspection of the sidewall structure revealed a failed crosstie at fuselage station 227.125," says this repair station submitter. "This structural tie is situated between the number three and four right cabin windows—vertically *(between)* the lower sidewall to overhead the passenger seat. The part has cracked fully in two *(pieces)*, and it is deformed from its original 'flat' shape—apparently from compression. Two rivets immediately above the break have failed. No other crossties *(P/N: 101-420013-1122)* display any deformation, cracking, or evidence of preload."





Part Total Time: 8,186.0 hours

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**Bombardier: BD1001A10; Defective Tire; ATA 3244**

"(I) found a bulge on the sidewall of the number one main landing gear tire," states this mechanic. "The bulge is just below the tire cap and is 0.875 inches long, 0.375 inches wide, and protruded about 0.0625 inches. This *(bulge was found)* on the newer -2 tire for this aircraft—*(this new tire was)* suppose to alleviate bulging as seen on the older -1 tires. I recommend all operators keep a close eye on their tires; this *(particular)* tire *(P/N: 269K432)* only had 56 landings."



Part Total Time: 110 hours (56 landings)

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**Cessna: 560; Failed Engine Cowling; ATA 7110**

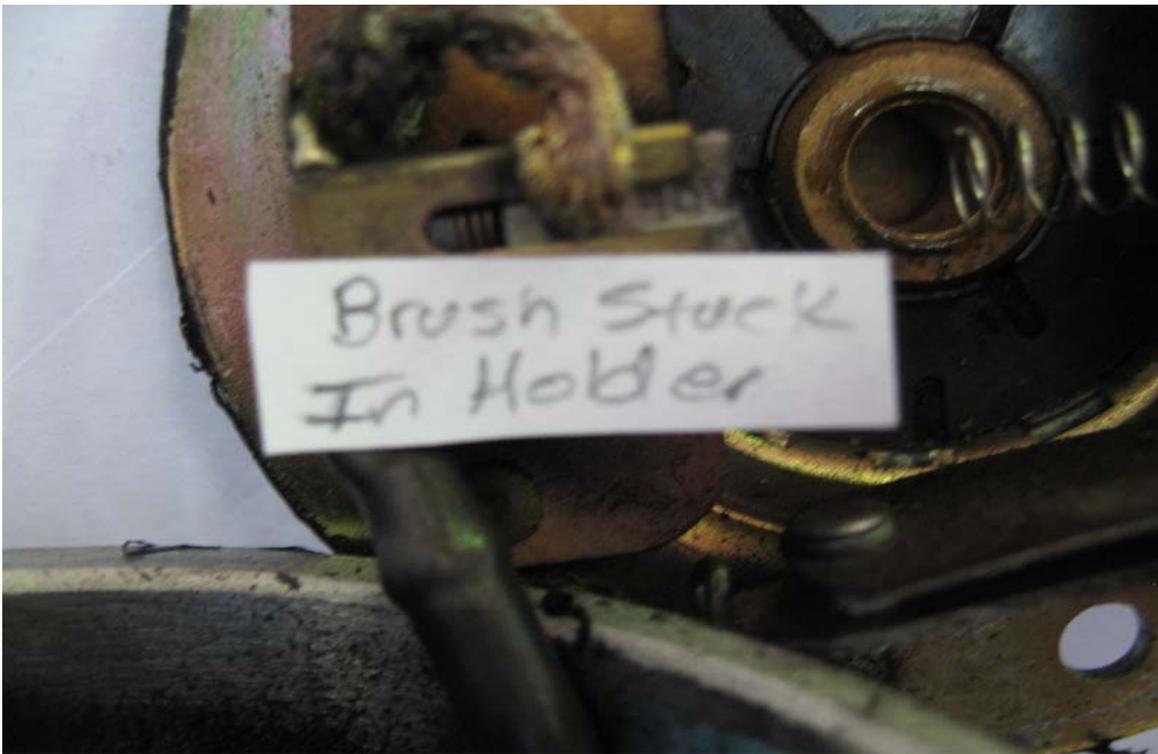
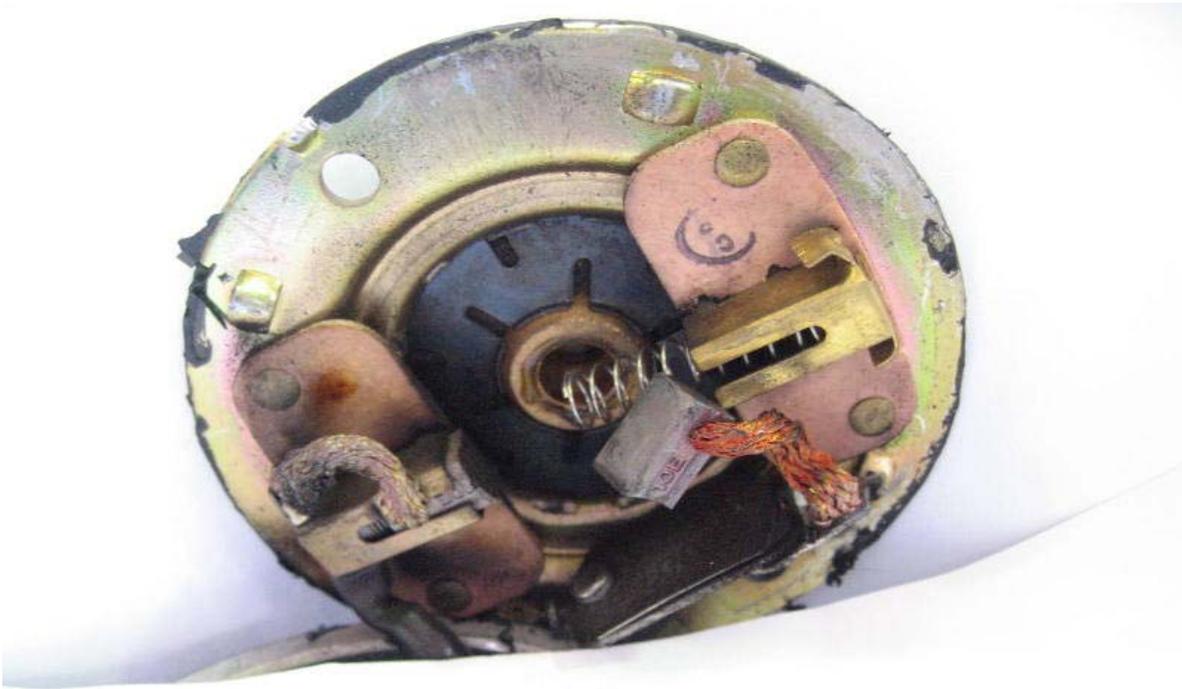
"While in descent (*through*) altitudes 25 to 20 thousand feet," says this submitter, "a faint *bang* was detected and a small jolt was felt throughout the airframe. The flight continued without difficulty to the scheduled destination where landing occurred without incident. Post flight inspection revealed the lower right engine cowling had separated from the aircraft—80 percent of the part was missing. The upper right engine cowling was found bent, but still fully attached. Note: all cowling attach fasteners were found in place—except three lower cowling attach studs located at the inboard trailing edge." (*Engine cowling P/N: 65526508.*)

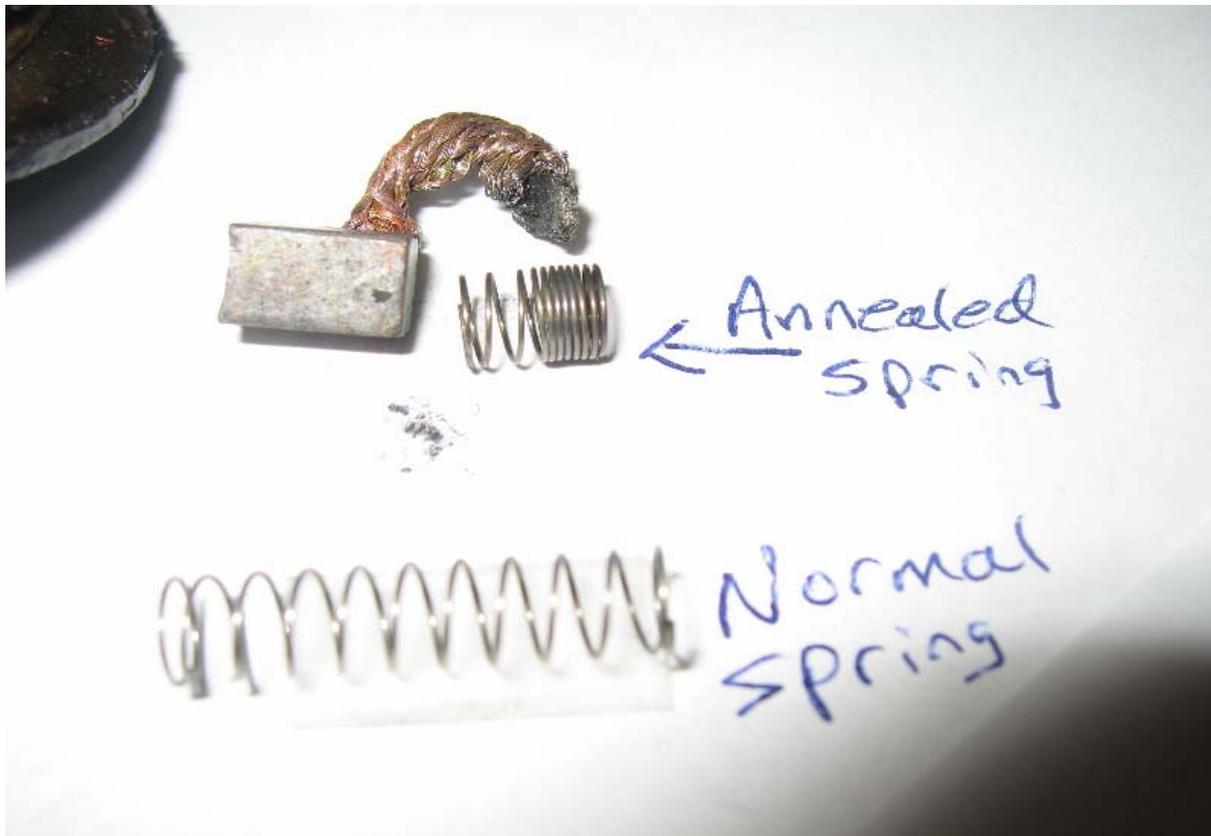


Part Total Time: 4,636.0 hours

**Piper: PA28-RT201; Failed Landing Gear Power Pack; ATA 2913**

A repair station submitter says, "After (*the pilot's unsuccessful attempt*) to perform emergency main landing gear extension several times, this aircraft made a successful, gear-up landing. The hydraulic (*landing*) gear Power Pack motor (*P/N HYC5005*) failed during initial gear retraction after takeoff. Investigation and troubleshooting determined the cause of the Power Pack failure was due to a fracture of a questionable solder joint that attached one electric motor brush pigtail to the brush holder. The broken solder joint created enough heat from high resistance to discolor the brush holder and anneal the brush spring. This re-heated spring's free length measured 0.330 inches instead of the (*normal*) 0.960 inches. The Power Pack had been overhauled 29 months earlier (or 142.5 hours). Further troubleshooting revealed the static port in the left automatic MLG extension airspeed mast was solidly plugged with a mud (*type*) insect's nest." (*Brush P/N: ESQ12SBRUSHERH22. Power Pack manufacturer: Prestolite; model HYC5005. This motor has 15 entries in the SDRS database.*)





*(Thanks for the documentation effort—Ed.)*

Part Total Time: 142.5 hours

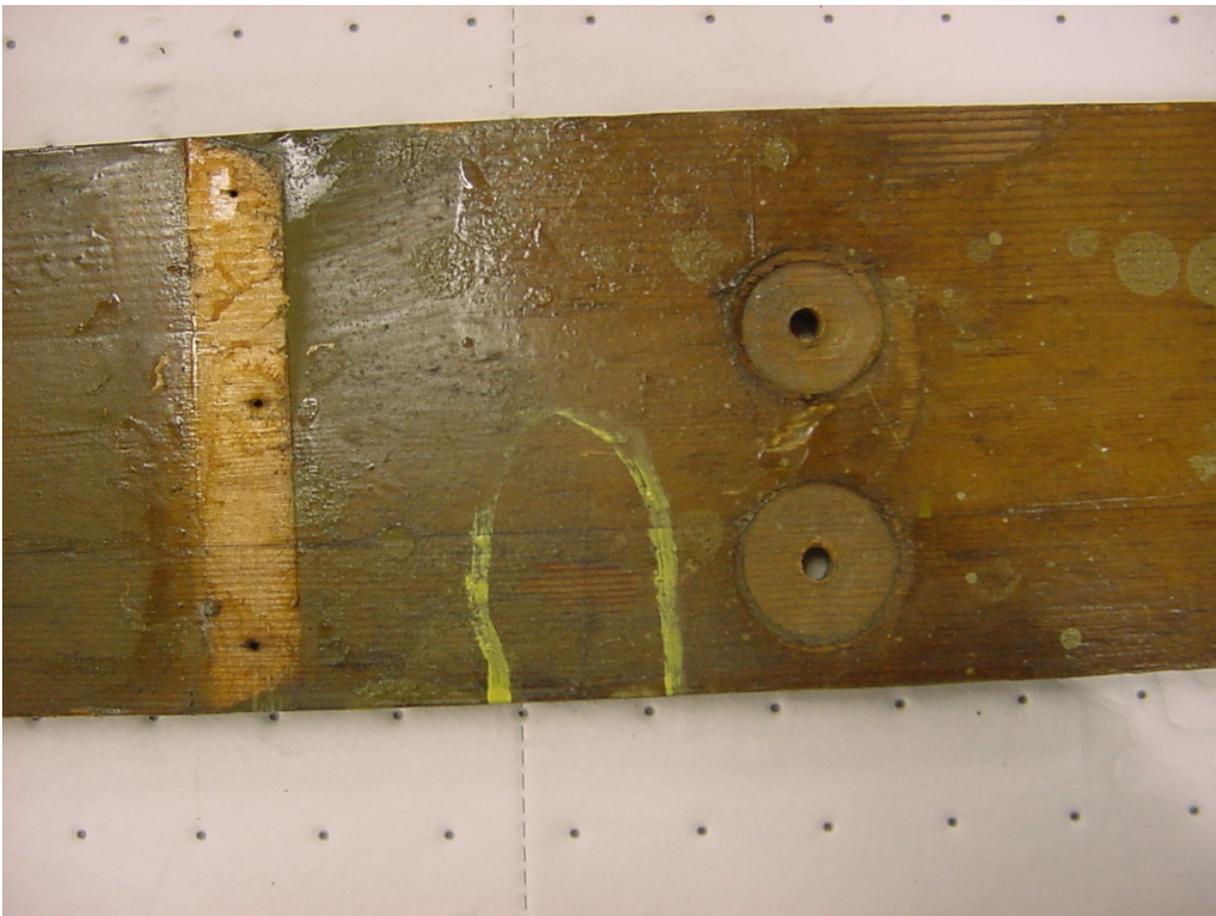
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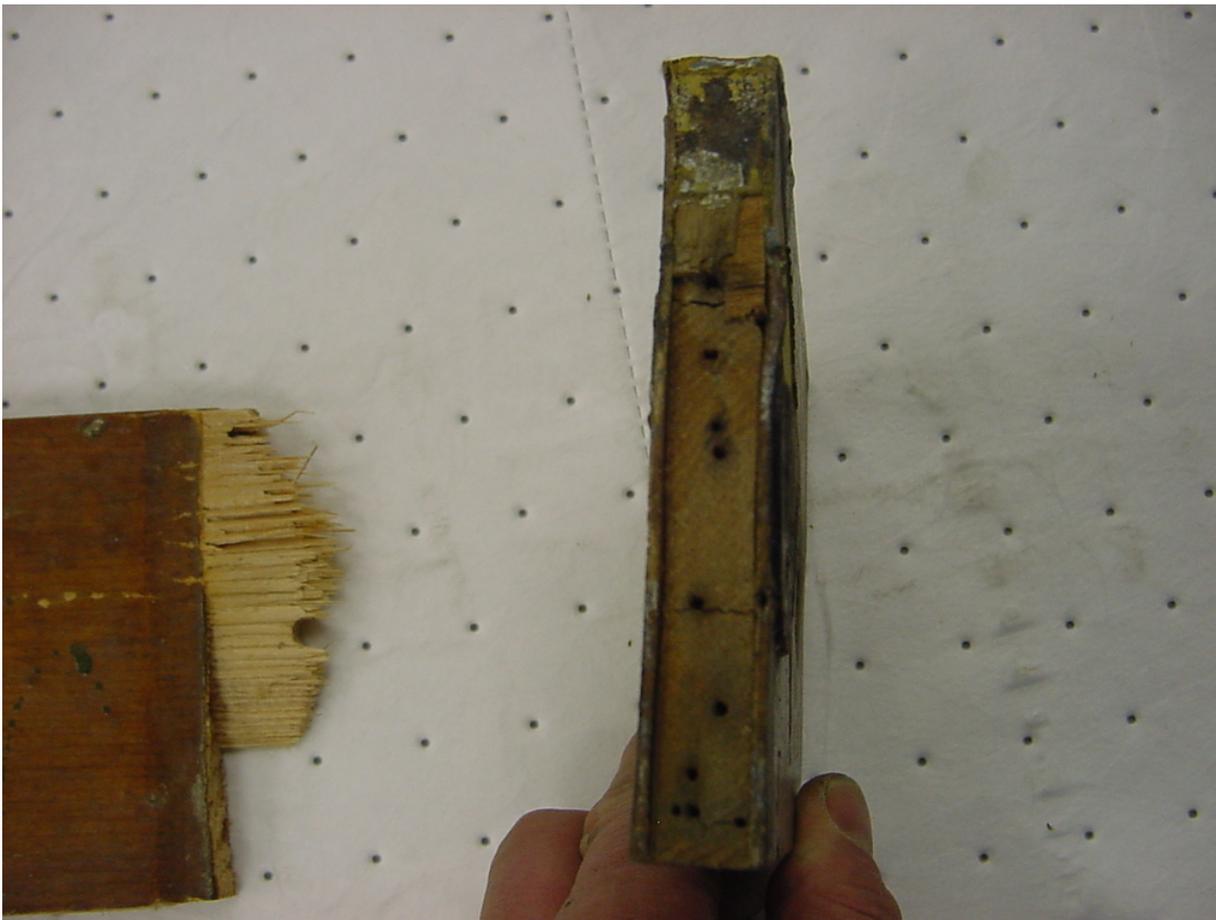
**Taylorcraft: BC12D; Cracked Rear Wing Spars; ATA (N/A)**

*(The following submission was received as e-mail, and as of this time it has not been placed into the SDRS database; hence, there can be no ATA code—Ed.)*

"I am submitting these photos of the rear spars removed from a 1946 Taylorcraft BC12D," says this mechanic. "The photos show several cracks on both spars. One spar was intentionally broken to show the extent of the vertical crack. This aircraft has 185.8 hours since restoration, and 9 years in service. At some point in the history of this aircraft it apparently had been ground looped on both wings before the previous fabric replacement. We have now replaced all four spars due to questionable wood.

"I recommend very extensive visual inspection techniques using high intensity lights and mirrors. Pay particular attention to the upper and lower spar surfaces for vertical cracks—especially near the butt end where the plywood reinforcing plate ends and the spar mill taper begins. If in doubt, remove the fabric cover for better inspections."







Part Total Time: (unknown)

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## HELICOPTERS

### **Bell: 214ST; Cracked Tail Rotor Mounting Flange; ATA 6510**

"During a 25 hour check," states a technician, "the number six tail rotor driveshaft mounting flange was discovered cracked on the output side of the IGB (*intermediate gearbox*) coupling. The cracks are (*located*) around the bolt holes. The tail rotor drive shaft is on-condition (*replaced if needed*)." (*Drive shaft P/N: 214040622005. There are nine of these P/N's in the SDRS database.*)



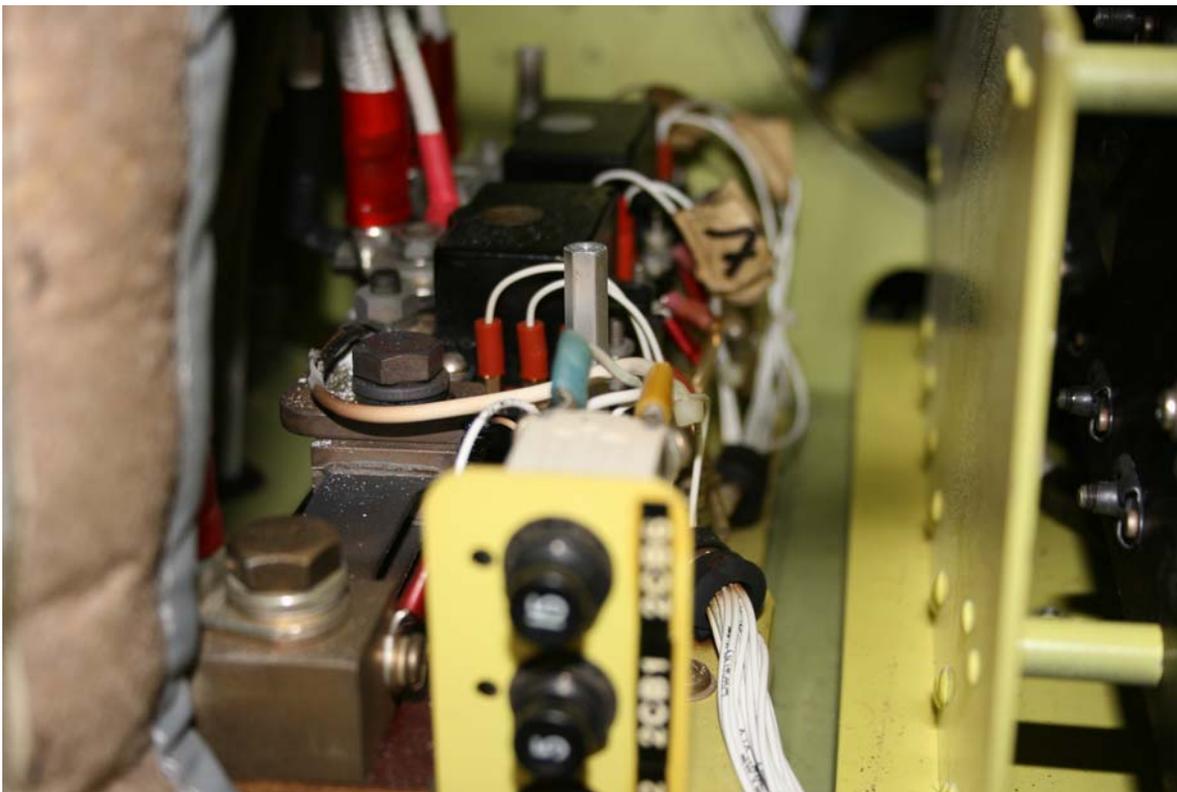


Part Total Time: 11,679 hours (aircraft)

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**Bell: 407; Generator Relay Malfunction; ATA 2430**

"While enroute, an attempt was made to start the searchlight," states this pilot. "Upon noticing the searchlight did not light off, (I) checked the instruments and found the voltmeter below 25VDC. I attempted to reset the generator with no success. I noticed the ammeter at zero—and then returned to the airport without incident. The next morning an inspection and ground run was performed to troubleshoot the system. We found the generator output at 28VDC, no amperage, and no generator fault Master Caution Light illuminated. These indicators led us to believe the generator relay to be at fault. Access was made to the DC power panel (FS 155). There we noticed discoloration of the power panel cover. Upon removal of this panel we found a wire (P20A12) between the 2K3 generator relay and the 15A circuit breaker (2CB6) 'Generator Field' had melted insulation at the bus bar. And the wire (D10A22) between (its) 5A circuit breaker (2CB2) 'Ammeter' and the 2R1 shunt (we found) to have a melted wire terminal at the shunt. Neither circuit breaker had opened." (Part number for DC Power relay: SM20ACD300A21; manufacturer name: Eaton. There are 31 of these relays listed in the SDRS database.)



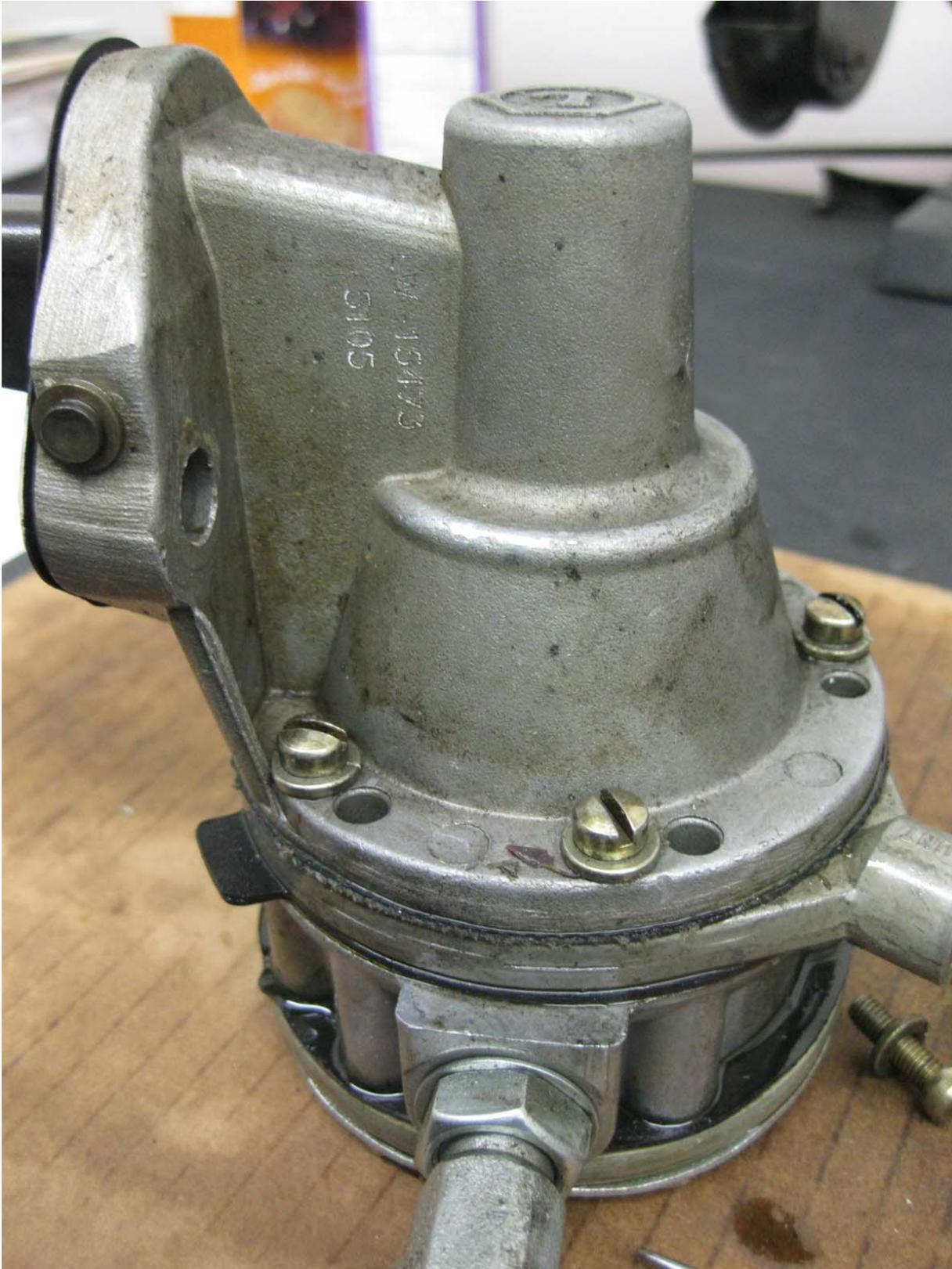
Part Total Time: 3,831 hours (aircraft)

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## POWERPLANTS

### **Lycoming: IO360L2A; Failed Fuel Pump; ATA 7314**

"(We saw) evidence of oil streaming down the belly and to the tail (*of this 172S*)," says this mechanic. "And oil was noted dripping from a drain tube below the firewall. This drain tube connected to an overflow fitting on the engine mounted mechanical fuel pump (*P/N LW15473*). The pump core was disassembled and oil was found leaking through the first of two diaphragms in this dual diaphragm pump. The rubber material covering the base material of the diaphragm was found flaking off. This base material is porous—allowing oil through the first diaphragm and into the ring chamber that allows oil to drain overboard without contamination of the fuel side of the pump. Failure of the second diaphragm would allow fuel injection to become contaminated. In a two month period, we have found two pumps draining oil overboard. A third aircraft was found with oil contamination in the fuel injection system." (*The SDRS database reflects 49 entries for this P/N fuel pump.*)





Part Total Time: 2,518 hours (since overhaul)

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**Rolls Royce: A250-C20B; Soft Pinion Gears; ATA 7260**

*(The following short defect report combines two reports from two different serial numbered engines, but the same models having the same operational time; hence, a twin engine aircraft. Reference also the following two reports.)*

The repair station submitter says, "Metal is spread at the contact point of the gear teeth. It appears like the metal is soft. The condition of this gear caused high vibration in the engine assembly." (*Pinion gear P/N: 6889700. There are eight of these gears listed in the SDRS database.*)

Part Total Time: 604.5 hours (2 each)

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**Rolls Royce: A250-C20B; Soft Power Takeoff Gears; ATA 7260**

*(The following short defect report combines two reports from two different serial numbered engines, but the same models having the same operational time; hence, a twin engine aircraft. Reference also the preceding and following reports.)*

The repair station submitter says, "Metal is spread at the contact point of the gear teeth. It appears like the metal is soft. The condition of this gear caused high vibration in the engine assembly." (*Power Takeoff Gear P/N: 6899402. There are six of these gears listed in the SDRS database.*)

Part Total Time: 604.5 hours (2 each)

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**Rolls Royce: A250-C20B; Soft Torque Meter Gears; ATA 7260**

*(The following short defect report combines two reports from two different serial numbered engines, but the same models having the same operational time; hence, a twin engine aircraft. Reference also the preceding two reports.)*

The repair station submitter says, "Metal is spread at the contact point of the gear teeth. It appears like the metal is soft. The condition of this gear caused high vibration in the engine assembly." (*Torque Meter Gear P/N: 23087042.*)

Part Total Time: 604.5 hours (2 each)

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## AIR NOTES

### INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE

The Federal Aviation Administration (FAA) Internet Service Difficulty Reporting (iSDR) web site is the front-end for the Service Difficulty Reporting System (SDRS) database that is maintained by the Aviation Data Systems Branch, AFS-620, in Oklahoma City, Oklahoma. The iSDR web site supports the Flight Standards Service (AFS), Service Difficulty Program by providing the aviation community with a voluntary and electronic means to conveniently submit in-service reports of failures, malfunctions, or defects on aeronautical products. The objective of the Service Difficulty Program is to achieve prompt correction of conditions adversely affecting continued airworthiness of aeronautical products. To accomplish this, Malfunction or Defect Reports (M or Ds) or Service Difficulty Reports (SDRs) as they are commonly called, are collected, converted into a common SDR format, stored, and made available to the appropriate segments of the FAA, the aviation community, and the general public for review and analysis. SDR data is accessible through the "Query SDR data" feature on the iSDR web site at: <http://av-info.faa.gov/sdrx/Query.aspx>.

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

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

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

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

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

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

The SDRS database contains records dating back to 1974. At the current time, we are receiving approximately 40,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the following address.

The SDRS and iSDR web site point of contact is:

Pennie Thompson  
Service Difficulty Reporting System, Program Manager  
Aviation Data Systems Branch, AFS-620  
P.O. Box 25082  
Oklahoma City, OK 73125  
Telephone: (405) 954-5313  
SDRS Program Manager e-mail address: [9-AMC-SDR-ProgMgr@faa.gov](mailto:9-AMC-SDR-ProgMgr@faa.gov)

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### IF YOU WANT TO CONTACT US

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

Editor: Daniel Roller (405) 954-3646

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

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

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

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

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### AVIATION SERVICE DIFFICULTY REPORTS

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

FAA

Aviation Data Systems Branch, AFS-620

PO Box 25082

Oklahoma City, OK 73125

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

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

# Federal Aviation Administration

## Service Difficulty Report Data

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

Control Number	Aircraft Make	Engine Make	Component Make	Part Name	Part Condition
Difficulty Date	Aircraft Model	Engine Model	Component Model	Part Number	Part Location
<a href="#">2011F00139</a>				WHEEL	FAILED
6/8/2011					MLG
WHEEL SUSTAINED A HUB FAILURE.					
<a href="#">2011FA0000349</a>				TIRE	FAILED
6/8/2011					ZONE 500
TIRE RECEIVED WITH BLOW OUT. FLAT SPOTTED UNTIL IT BLEW. BLUEING EFFECT IDICATING EXCESSIVE HEAT ON CENTER PORTION OF TREAD.					
<a href="#">2011FA0000448</a>		CFMINT		ENGINE	MISOVERHAULED
7/1/2011		CFM563C			
DURING SHOP VISIT, INCORRECT CONFIGURATION BETWEEN THE OUTER NOZZLE SUPPORT PN 9999M78P10 - PRE SB 72-537, (51 MODULE) AND RETURNED TO SERVICE. ENGINE RECEIVED FROM NEW MAKE IN INCORRECT CONFIGURATION. NOT IDENTIFIED AT REPAIR STATION DURING SERVICE. ENGINE DATA SUBMITTAL WAS INCORRECT. DURING THE SHOP VISIT (JUNE 2008) THE INCORRECT CONFIGURATION BETWEEN THE OUTER NOZZLE SUPORT PN 9999M78P10 - PRE SB 72-537, (51 MODULE) WAS REINSTALLED TO SHROUD SUPPORT PN 1667M55G02, POST SB 72-537 (53 MODULE) AND RETURNED TO SERVICE. ENGINE RECEIVED FROM NEW MAKE IN INCORRECT CONFIGURATION. NOT IDENTIFIED DURING SERVICE. ENGINE DATA SUBMITTAL WAS INCORRECT. THE OEM HAS CONFIRMED THAT THIS CONFIGURATION DOES NOT PRESENT AN UNSAFE CONDITION. FACILITY HAS CARRIED OUT A REVIEW OF THE ENGINE DATA FOR THE ABOVE CONFIGURATION ISSUES FOR EXN O/H ACROSS ALL ENGINES BACK TO 2003.					
<a href="#">2011FA0000352</a>	AGUSTA	TMECA		SEAL	LEAKING
6/3/2011	A109E	ARRIUS2K1			ENGINE OIL
DURING A FLIGHT, PILOT NOTICED A NR 1 ENGINE LOW PRESSURE LIGHT AND VERIFIED THAT THE ENGINE PRESSURE WAS LOW BY LOOKING AT THE NR 1 ENGINE OIL PRESSURE GAUGE. THE PILOT THEN REDUCED THE POWER ON THE NR 1 ENGINE AND LANDED AT THE AIRPORT. MECHANIC DISPATCHED AND AFTER A SHORT INSPECTION FOUND THAT THE NR 1 ENGINE REAR MAIN BEARING OIL RETURN LINE SEAL WAS LEAKING. THE SEAL WAS REPLACED BY A MFG REP AND A ENGINE RUN AND LEAK CHECK WAS PERFORMED WITH ENGINE OIL PRESSURE NORMAL AND NO LEAKS NOTED.					
<a href="#">EE4Y20110383</a>	AIRBUS			SKIN	CRACKED
6/18/2011	A319132			D54630501201	NR 2 NACELLE
ENGINE NR 2, PLYLON PRECOOLER PANEL (423DL) SKIN VENT GRILL WITH CRACK. NOTE: THE SKIN PANEL CRACKS REQUIRE A MAJOR REPAIR IAW SRM GUIDELINES.					
<a href="#">EE4Y20110435</a>	AIRBUS			FLOOR SUPPORT	CORRODED
6/20/2011	A319132			D5347219620000	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE BEWTEEN FR68-STA2884 AND FR70-STA2992, +Y254 FLOOR SUPPORT WITH CORROSION. MAJOR REPAIR PER SRM GUIDELINES.					
<a href="#">EE4Y20110385</a>	AIRBUS			SKIN	CRACKED

6/18/2011	A319132	D57450155200	RT WING
RIGHT WING, L/E AREA, BETWEEN RIB 15-STA 8268 AND RIB 16-STA 8744 SKIN (SEAL, UP STOP) WITH CRACK. MAJOR REPAIR IAW SRM.			
<a href="#">EE4Y20110386</a>	AIRBUS	SUPPORT ANGLE	CRACKED
6/18/2011	A319132	D5391678700000	ZONE 100
LOWER FUSELAGE, STA 7087 BETWEEN STRINGER 30LT AND STRINGER 32LT, LT E&E COMPARTMENT VACUUM WATER PIPE CLAMP SUPPORT ANGLE CRACKED. NOTE: THE SUPPORT ANGLE CRACK REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			
<a href="#">EE4Y20110413</a>	AIRBUS	FLOORBEAM	CRACKED
6/18/2011	A319132	D53913790200	ZONE 100
LOWER FUSELAGE, FR28-STA 1163 BETWEEN STRINGER 38LT AND STRINGER 38RT, FWD CARGO COMPARTMENT FLOOR SUPPORT PLATE WITH CRACK. NOTE: THE PLATE CRACK REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y20110414</a>	AIRBUS	ANCHOR FITTING	CORRODED
6/18/2011	A319132	D57259162000	ZONE 500
LEFT WING, INNER SPAR BETWEEN RIB 2 AND RIB 2, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE AND LOWER FACE WITH CORROSION. NOTE: THE FITTING'S CORROSION/REWORKS REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y20110415</a>	AIRBUS	ANCHOR FITTING	CORRODED
6/18/2011	A319132	D57259162001	ZONE 600
RIGHT WING, INNER SPAR BETWEEN RIB 2 AND RIB 2, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE AND LOWER FACE WITH CORROSION. NOTE: THE FITTING'S CORROSION/REWORK REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y20110437</a>	AIRBUS	FLOOR SUPPORT	CORRODED
6/20/2011	A319132	D5347217220400	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE AT FR67-STA2835 BETWEEN +Y1160 AND +Y1292 FLOOR SUPPORT WITH CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			
<a href="#">EE4Y20110387A</a>	AIRBUS	SKIN	CRACKED
6/18/2011	A319132	D57571682200	LT WING TE FLAP
LEFT WING, RIB 17-STA 9235 OTBD FLAP UPPER SKIN, RUB STRAP CRACKED. NOTE: THE RUB STRAP CRACKED REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			
<a href="#">EE4Y20110446</a>	AIRBUS	SHEAR PLATE	CORRODED
6/20/2011	A319132	D5347112420200	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE, FROM FR69-STA2936 TO FR70-STA2992 AT -Y1200 SHEAR PLATE WITH CORROSION. NOTE: THE SHEAR PLATE REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			
<a href="#">EE4Y20110438</a>	AIRBUS	FLOOR SUPPORT	CORRODED
6/20/2011	A319132	D5347218820400	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE AT FR69-STA2936 +Y1160 FLOOR SUPPORT WITH CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			
<a href="#">EE4Y20110326</a>	AIRBUS	FITTING	CRACKED
6/2/2011	A319132	D54530014201	NR 1 PYLON
ENGINE NR 1, PYLON AFT FIXED FAIRING, PYLON STA 837 FWD LOWER SECTION INTERNAL FITTING CRACKED. NOTE: THE FITTING CRACK REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.			

<a href="#">EE4Y20110433</a>	AIRBUS		FLOOR SUPPORT	CORRODED
6/20/2011	A319132		D5347217220500	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE AT FR67-STA2835 BEWTEEN -Y1160 AND -Y1292 FLOOR SUPPORT WITH CORROSION. NOTE: THE FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110384</a>	AIRBUS	IAE	FITTING	CRACKED
6/18/2011	A319132	V2500A1	D54530014200	NR 1 NACELLE
ENGINE NR 1, PYLON AFT FIXED FAIRING, LOWER FWD SUPPORT FITTING WITH CRACK. MAJOR REPAIR IAW SRM.				
<a href="#">EE4Y20110382</a>	AIRBUS	IAE	STRAP	WORN
6/18/2011	A319132	V2500A1		FAN COWL
ENGINE NR 2, FAN COWL, AIR INTAKE COWL, CAPPING STRAP UPPER AREA LT AND RT CORNERS WITH WEAR. NOTE: THE CAPPING STRAP WEAR REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110441</a>	AIRBUS	IAE	SKIN PANEL	CORRODED
6/20/2011	A319132	V2524A5	D54530052203	NR 2 NACELLE
ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. NOTE: THE FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110445</a>	AIRBUS	IAE	PANEL	WORN
6/20/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 2, INBD/LT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. NOTE: THE PAN-DOWN PANEL WEAR REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110440</a>	AIRBUS	IAE	SKIN PANEL	CORRODED
6/20/2011	A319132	V2524A5	D54530052202	ZONE 400
ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. NOTE: THE FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110443</a>	AIRBUS	IAE	PANEL	WORN
6/20/2011	A319132	V2524A5	7400160	THRUST REVERSER
ENGINE NR 1, INBD/RT THRUST REVERSE C-DUCT, PAN-DOWN PANEL WITH WEAR. NOTE: THE PAN-DOWN PANEL WEAR REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20110387</a>	AIRBUS	IAE	PAD	WORN
6/18/2011	A319132	V2524A5	7404019514	FAN COWL
ENGINE NR 2, FAN COWL, FWD UPPER CORNERS PADS WITH WEAR. THE CORNER-PADS WEAR REQUIRE A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">2011FA0000375</a>	AMD		FAN	FAILED
6/10/2011	FALCON900B		TUT1072PH	CABIN
WHILE TAXING LIGHT SMOKE ENTERED THE CABIN VIA AIR CONDITIONING DUCTS.				
<a href="#">2011FA0000386</a>	AMTR		CONTROL CABLE	BENT
6/13/2011	SPORTSTAR			THROTTLE
DURING FLIGHT, ENGINE WOULD BARELY DEVELOP ENOUGH POWER TO MAINTAIN ALTITUDE. AFTER LANDING, IT WAS DISCOVERED THAT THE THROTTLE CONTROL CABLE FOR THE LT CARBURETOR WAS BENT JUST FORWARD OF THE INSTRUMENT PANEL, WHICH WOULD NOT ALLOW THE LT CARBURETOR TO MOVE TOWARDS "FULL THROTTLE" POSITION.				
<a href="#">E81RJT230313</a>	BEECH		CIRCUIT CARD	FAULTY
6/6/2011	400A		8221019313	FLT COMPUTER

FLIGHT CREW REPORTED RECEIVING A RED "AP PITCH TRIM FAIL" INDICATION ON CLIMBOUT. VERIFIED FAULT IN NR 1 AUTOPILOT SYS FCC-4007 FLIGHT CONTROL COMPUTER CARD. REPLACED FCC-4007 CARD WITH AN O/H CARD, AUTOPILOT/ FLIGHT DIRECTOR, AND PITCH TRIM OPS CHECK NORMAL WITH NO FAULT INDICATIONS. RECOMMEND COMPONENT MFG INVESTIGATE FAILURE MODE DURING REPAIR.

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<a href="#">2011FA0000331</a>	BEECH	PWA	BEECH	BEARING	BROKEN
6/2/2011	99	PT6A27		B543	LT MLG SUPPORT

DURING LANDING GEAR EXTENSION, THE LT MAIN FAILED TO EXTEND. POST ACCIDENT INVESTIGATION REVEALED THAT THE LT GEAR ACTUATOR, PN 99-810057-653 HAD FAILED AND THE DRIVE END CASTING BROKE OFF. THE ACTUATOR INBD SUPPORT BEARING WAS BROKEN (PN B543) THE ACTUATOR WAS REPLACED 377.5 HOURS BEFORE FAILURE.

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<a href="#">2011FA0000392</a>	BEECH	CONT		CIRCUIT BREAKER	FAILED
6/23/2011	F33A	IO520BB		353801323	TAXI LIGHT

PILOT REPORTED TAXI LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CB/ SWITCH TO BE AT FAULT. SWITCH WAS PREVIOUSLY REPLACED 756.0 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 3024. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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<a href="#">2011FA0000393</a>	BEECH	CONT		PNEUMATIC SYSTEM	FAILED
6/23/2011	F33A	IO520BB		RAP216CW	ENGINE

PILOT REPORTED THE GYRO WARNING LIGHT CAME ON IN FLIGHT. UP ON TROUBLESHOOTING THE MECHANIC FOUND THE SHAFT SHEARED. INSTALLED NEW PUMP, SYS WORKED NORMAL. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.

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<a href="#">2011F00140</a>	BELL	ALLSN		OIL FILTER	UNKNOWN
6/8/2011	206B	250C20B		P1050	

SCAVENGE OIL FILTER END CAP REMAINED IN FILTER HOUSING DURING ROUTINE SCHEDULED FILTER CHANGE. FILTER PN P1050.

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<a href="#">FOTR2104614690</a>	BOEING			FLOORBEAM	CORRODED
6/1/2011	727225				ZONE 200

CABIN FLOORBEAM AT FS 870, RBL 24.5-RBL 45 HAS HEAVY CORROSION ON UPPER CAP SURFACE. REPAIRED ON FASI WO 21046, NR 14690.

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<a href="#">FOTR2104615177</a>	BOEING			FRAME	DENTED
6/1/2011	727225				ZONE 100

FWD CARGO PIT, DENT ON FRAME 620 AT S-23L MARKED. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615138</a>	BOEING			WEB	DAMAGED
5/18/2011	727225				ZONE 200

MAIN CARGO DOOR CUTOUT--TOP MIDDLE MATERIAL MISSING ON OVERHEAD WEB. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104614995</a>	BOEING			FRAME	BROKEN
5/10/2011	727225				CARGO DOOR

C-1 DOOR, CHUNK MISSING FROM LIGHTENING HOLE ON AFT PORTION OF DOOR, BS 580. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615144</a>	BOEING			FRAME	CORRODED
5/19/2011	727225				ZONE 100

FWD PIT FRAME, BS 720E IS CORRODED ON FWD SIDE BETWEEN STRINGER 26R-25R ABOVE SHEAR TIE.

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REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615150</a>	BOEING	FRAME	DENTED
5/16/2011	727225		ZONE 100

FWD PIT FRAME BS 720C UPPER FLANGE IS DENTED BETWEEN STR 25R-24R. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615163</a>	BOEING	FRAME	DENTED
5/16/2011	727225		ZONE 100

FWD CARGO PIT- DENTS ON FRAME 500 AT STR 25R TO STR 20R. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615164</a>	BOEING	FRAME	DENTED
5/20/2011	727225		ZONE 100

FWD CARGO PIT-DENTS ON FRAME 520 BETWEEN STR 25R AND 22R. REPAIRED ON FASI WO 21046.

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<a href="#">FOTR2104615193</a>	BOEING	DUCT	CRACKED
5/26/2011	727225		ZONE 200

CRACK IN S-DUCT OUTER RING LT SIDE NR 2 ENG AT HOT AIR DUCT BRACKET AT APPROX FS 1283. REPAIRED ON FASI WO 21046, NR 15193.

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<a href="#">FOTR15199</a>	BOEING	SKIN	CRACKED
5/13/2011	727225		NR 5 SLAT

NR 5 SLAT OTBD T/E PANEL IS CRACKED AT UPSTOP PAD CUTOUT. REPAIRED ON FASI WO 21046, NR 15199.

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<a href="#">FOTR2104614938</a>	BOEING	SEAT TRACK	BROKEN
5/18/2011	727225		BS 630-720

CABIN CENTER SEAT TRACK AT FS 630-720A=10" HAS BROKEN SCALLOPS. REPAIRED ON FASI WO 21046, NR 14938.

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<a href="#">FOTR21046</a>	BOEING	STRUCTURE	CRACKED
5/14/2011	727225		NR 8 SLAT

NR 8 SLAT OTBD UPSTOP PAD CUTOUT IS CRACKED WITH PREVIOUS STOP DRILL. REPAIRED ON FASI WO 21046, NR 15200.

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<a href="#">FOTR2104615207</a>	BOEING	FRAME	DAMAGED
5/20/2011	727225		ZONE 200

PAX CABIN FRAME AT STA 826.95, STR 8R HAS DOUBLE HOLES. REPAIRED ON FASI WO 21046, NR 15207.

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<a href="#">FOTR2104615208</a>	BOEING	FRAME	DAMAGED
5/20/2011	727225		ZONE 200

PAX CABIN STA 848.95, STR 8R FRAME HAS DOUBLE HOLES. REPAIRED ON FASI WO 21046, NR 15208.

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<a href="#">FOTR2104614601</a>	BOEING	SKIN	DENTED
5/21/2011	727225		NR 2 SLAT

3 DENTS ON NR 2 SLAT UPPER SURFACE. REPAIRED ON FASI WO 21046, NR 14601.

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<a href="#">FOTR2104614632</a>	BOEING	SKIN	DELAMINATED
5/17/2011	727225		NR 4 SPOILER

LT WING NR 4 SPOILER UPPER SURFACE DELAMINATED INBD AND OTBD ENDS. REPAIRED ON FASI WO 21046, NR 14632.

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<a href="#">FOTR2104614647</a>	BOEING	SKIN	DAMAGED
5/25/2011	727225		NR 4 SPOILER

NR4 SPOILER LOWER OTBD L/E DAMAGED. REPAIRED ON FASI WO 21046, R 14647.

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<a href="#">FOTR2104614650</a>	BOEING	STRUCTURE	CHAFED
5/18/2011	727225		LT WING TE FLAP

LT WING OTBD FOREFLAP LWR INBD T/E CHAFED. REPAIRED ON FASI WO 21046, NR 14650.

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<a href="#">FOTR2104614680</a>	BOEING	ATTACH FITTING	CRACKED
5/21/2011	727225		NR 5 SLAT ACT

NR 5 SLAT ACTUATOR ATTACH FITTING IN SLAT, OTBD FRAME IS CRACKED. REPAIRED ON FASI WO 21046 NR 14680.

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<a href="#">FOTR2104614681</a>	BOEING	ATTACH FITTING	CRACKED
5/19/2011	727225		NR 5 SLAT ACT

NR 5 SLAT ACTUATOR ATTACH POINT IN SLAT, INBD FRAME IS CRACKED. REPAIRED ON FASI WO 21046 NR 14681.

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<a href="#">FOTR2104614721</a>	BOEING	DOME	DENTED
5/18/2011	727225		NR 3 ENGINE

NR 3 ENGINE NOSE COWL DOME HAS 1 EACH DENT AT THE 10 OCLOCK POSITION. REPAIRED ON FASI WO 21046 NR AT 14721.

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<a href="#">FOTR2104614939</a>	BOEING	SEAT TRACK	CORRODED
5/13/2011	727225		ZONE 200

CABIN SEAT TRACK AT RBL 24.5, FS 690-740 HAS HEAVY CORROSION. REPAIRED ON FASI WO 21046, NR 14939.

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<a href="#">FOTR2104614940</a>	BOEING	SEAT TRACK	CORRODED
6/10/2011	727225		ZONE 200

CABIN SEAT TRACK AT RBL 24.5, FS 480-690 HAS HEAVY CORROSION. REPAIRED ON FASI WO 21046, NR 14940.

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<a href="#">FOTR2104614950</a>	BOEING	ANGLE	CRACKED
5/14/2011	727225		ZONE 100

BS 1273, RT SIDE OF AIRSTAIR TORQUE BOX HAS A CRACKED ANGLE UNDER AIRSTAIR RETRACT ACTUATOR. REPAIRED ON FASI WO 21046, NR 14950.

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<a href="#">FOTR2104614951</a>	BOEING	CHANNEL	CRACKED
5/14/2011	727225		ZONE 100

BS 1274, RT SIDE OF AIRSTAIR TORQUE BOX HAS A CRACKED C-CHANNEL UNDER AIRSTAIR RETRACT ACTUATOR. REPAIRED ON FASI WO 21046, NR 14951.

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<a href="#">FOTR2104614952</a>	BOEING	SHEAR TIE	CRACKED
5/14/2011	727225		ZONE 100

BS 1260 ON RT SIDE OF AIRSTAIR TORQUE BOX, A SHEAR TIE IS CRACKED NEAR AIRSTAIR DOOR CUTOUT. REPAIRED ON FASO WO 21046, NR 14952.

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<a href="#">FOTR2104614983</a>	BOEING	SEAT TRACK	CORRODED
5/10/2011	727225		ZONE 200

CABIN SEAT TRACK AT RBL 24.5, FS 940 INBD FLANGE HAS HEAVY CORROSION. REPAIRED ON FASI WO 21046, NR 14983.

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<a href="#">FOTR2104614984</a>	BOEING	SEAT TRACK	CORRODED
5/13/2011	727225		ZONE 200

CABIN SEAT TRACK NR LBL 24.5, FS 870-940 HAS SEVERAL AREAS OF CORROSION. REPAIRED ON FASI WO 21046,

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NR 14984.

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<a href="#">FOTR2104615055</a>	BOEING	FRAME SPLICE	DAMAGED
5/20/2011	727225		ZONE 200
PAX CABIN STA 760.95, STR 8R FRAME SPLICE HAS DRILL START. REPAIRED ON FASI WO 21046, NR 15055.			
<a href="#">FOTR2104615056</a>	BOEING	FRAME	DAMAGED
5/20/2011	727225		ZONE 200
PAX CABIN STA 783.95, STR 8R FRAME SPLICE HAS DRILL START. REPAIRED ON FASI WO 21046, NR 15056.			
<a href="#">FOTR2104615078</a>	BOEING	NOSE COWL	DENTED
5/19/2011	727225		ZONE 400
NR1 ENGINE NOSE COWL 6 OCLOCK POSITION HAS A DENT. REPAIRED ON FASI WO 21046, NR 15078.			
<a href="#">FOTR2104615087</a>	BOEING	SKIN	DENTED
5/16/2011	727225		ZONE 100
EVALUATE EXISTING DENT ON FUSELAGE SKIN AT BS 234 10" BELOW 19R. REPAIRED ON FASI WO 21046, NR 15087.			
<a href="#">FOTR2104615158</a>	BOEING	FRAME	DENTED
5/12/2011	727225		ZONE 100
FWD PIT FRAME BS 700 UPPER FLANGE IS DENTED BETWEEN STR 24R-23R. REPAIRED ON FASI WO 21046, NR 15158.			
<a href="#">FOTR2104615377</a>	BOEING	STRUCTURE	DAMAGED
6/10/2011	727225		HORIZONTAL STAB
RT HORIZONTAL STAB L/E DAMAGED AT STA 150. REPAIRED ON FASI WO 21046, NR 15377.			
<a href="#">2011F00131</a>	BOEING	STRUCTURE	CRACKED
6/1/2011	737200		ZONE 200
DURING NDT INSPECTION AT BS 291.5 ON SR 16, RT FORWARD GALLEY AREA FOUND CRACKED.			
<a href="#">2011F00132</a>	BOEING	STRUCTURE	DENTED
4/12/2010	737200		ZONE 200
DURING INSPECTION A VERTICAL DENT 7.0"X2.5" WAS OBSERVED ON LT SIDE IN THE AREA DEFINED FOR RVSM BS259.5, WL 194.			
<a href="#">2011F00133</a>	BOEING	AUTOPILOT SYS	INOPERATIVE
6/26/2010	737200	SP177	
DURING INSPECTION AUTOPILOT B WAS FOUND NOT ENGAGING IN ANY MODE. ALL RELEVANT LRU'S REPLACED BUT DEFECT PERSISTED.			
<a href="#">2011F00136</a>	BOEING	APU	MISOVERHAULED
6/24/2008	737201	38042841	ZONE 200
NEWLY O/H APU WAS REMOVED AFTER 155 FHRS DUE TO ABNORMAL NOISE & SEVERE VIBRATION. APU WAS REPAIRED FROM APS AND INSTALLED ON ANOTHER ACFT AND AGAIN IT WAS REMOVED AFTER 178 FHRS DUE TO ABNORMAL NOISE, HEAVY SURGE & INTERNAL OIL LEAK. AGAIN IT WAS REPAIRED AND INSTALLED ON ANOTHER ACFT. FOUND WITH SAME DEFECT AT ITS FIRST FLIGHT, APU WAS SENT (EASA APPROVED) AND ITS SHOP REPORT SHOWS THAT IT WAS NOT PROPERLY O/H. NEW APU PN 380428-4-1, SN APS-115 WAS ACQUIRED. WHEN RECEIVED FOUND WITH NUMBER OF DEFECTS. APU WAS INSTALLED ON AIRCRAFT AND AFTER 03 FLIGHTS DEFECT OF SMOKE EMISSION FROM EXHAUST WAS OBSERVED. APU NOT OPERABLE.			
<a href="#">FOTR2106709335</a>	BOEING	SKIN	DEBONDED

5/12/2011	7374Q8		LT WING TE FLAP
LEFT WING INBD FORE FLAP HAS AREA DISBONDED ON UPPER SURFACE. REPAIRED ON FASI WO 21067 NR09335.			
<a href="#">FOTR2106709399</a>	BOEING	FRAME	CRACKED
6/2/2011	7374Q8		BS 951
FUSELAGE PRODUCTION FASTENER HOLE CRACKED, BS 951 AND BOTTOM FASTENER HOLE ON STRINGER 17L. REPAIRED ON FASI WO 21067, NR 09399, 09400, 09401 AND 09408.			
<a href="#">FOTR2106709336</a>	BOEING	SKIN	GOUGED
5/12/2011	7374Q8		LT WING TE FLAP
LEFT WING, INBD FORE FLAP HAS 2 EACH GOUGES ON INBD UPPER SURFACE. REPAIRED ON FASI W/O 21067, NR 09336.			
<a href="#">FOTR2106709178</a>	BOEING	FLOORBEAM	CORRODED
5/26/2011	7374Q8		ZONE 200
AFT MAIN CABIN DECK AT BS 947.5, TOP CAP OF FLOORBEAM AT BL 0 HAS TOP SURFACE CORROSION. REPAIRED ON FASI WO 21067, NR 09178.			
<a href="#">FOTR2106709398</a>	BOEING	STINGER	CRACKED
6/2/2011	7374Q8		BS 960 S17L
LT SIDE OF FUSELAGE SKIN, BS 960 AND STRINGER 17L, CRACKED AT L2 DOOR CUTOUT FWD/LWR CORNER. REPAIRED ON FASI WO 21067, NR 09398.			
<a href="#">FOTR2106709301</a>	BOEING	STIFFENER	CORRODED
5/17/2011	7374Q8		BS 1016 BULKHEAD
FOUND CORROSION ON BS 1016 BULKHEAD STIFFENER ANGLE AFT SIDE BETWEEN RBL 3 AND LBL 3. REPAIRED ON FASI WO 21067, NR 09301.			
<a href="#">FOTR2106709058</a>	BOEING	BULKHEAD	CORRODED
5/25/2011	7374Q8		BS 1016
FWD SIDE OF BS 1016 AFT PRESSURE BULKHEAD HAS AREA OF CORROSION LBL2 TO RBL2 AT WL 191...REPAIRED ON FASI WO 21067, NR 09058.			
<a href="#">FOTR2106708996</a>	BOEING	FRAME	CRACKED
5/13/2011	7374Q8		BS 601
LEFT FUSELAGE FRAME AT BS 601 IS CRACKED AT LWR FASTENER HOLE ON INBD FLANGE BELOW STRINGER 17L CREASE WEB. REPAIRED ON FASI WO 21067, NR 08996.			
<a href="#">2011FA0000360</a>	BOEING	WHEEL	FAILED
6/13/2011	737800*	26123111	ZONE 700
WHEEL SUSTAINED HUB FAILURE.			
<a href="#">1MURWO3911088</a>	BOEING	LAMP	WRONG PART
6/14/2011	747446		CABIN LIGHTS
BURNED /HEAT DISTRESSED INSULATION, NOTED WHILE ACCOMPLISHING TASK CARD 20-625-01-01. ABOVE UPPER DECK GALLEY AT BS 1000 FOUND BURN IN INSULATION ABOVE F/A SERVICE LIGHT CENTER. SECOND ACFT THAT HAS BEEN FOUND ON WITH THIS SAME CONDITION. THIS INSPECTION REVEALED THE INCORRECT LAMP INSTALLED. CORRECT LAMP INSTALLED. REF: WDG 33-27-11, PG 2 .			
<a href="#">ANZY2011050301</a>	BOEING	CLUTCH	MISOVERHAULED
5/24/2011	767332	253T72042	AUTOTHROTTLE
UNABLE TO FIT BOLTS TO REPLACEMENT AUTO THROTTLE CLUTCH PACK. THE REPLACEMENT AUTO THROTTLE			

CLUTCH PN 253T7204-2 WAS REQUIRED TO ALLOW REMOVAL OF A LOAN ITEM. WHEN MX FITTED THE REPLACEMENT ITEM, THE MOUNTING BOLTS WOULD ONLY ENGAGE THE CLUTCH PACK SUPPORT BRACKET BY ONE THREAD. MX HAVE RAISED AN OR FOR THIS DEFECT. ENGINEERING FOUND THE CLUTCH PACK WAS REMOVED AND ENGINEERING STAFF WERE REQUESTED TO INVESTIGATE THE ISSUE, ER 190142217-0001 REFERS. DWG 253T7425-10 SHEET 5, CLUTCH PACK SUPPORT BRACKET INDICATES THE INSERT AND BOLT ARE INSTALLED FROM THE FAR SIDE OF VIEW B6. THE PN 253T7204-2, CLUTCH PACK ASSY SUPPLIED HAS THE CLUTCH PACK SUPPORT BRACKET INSERTS ON THE NEAR SIDE. THIS IS SHOWN IN DWG 253T7425-10 SHEET 5, VIEW B6, THE INSERTS AS INSTALLED ARE INCORRECT IAW THIS DWG. HAVE REQUESTED A REPLACEMENT PN 253T7204-2, CLUTCH PACK ASSY TO REPLACE THE INCORRECTLY ASSEMBLED -0- HOUR DEFECT ITEM.

<a href="#">2011F00137</a>	BOEING		HYDRAULIC SYSTEM	LOW
2/4/2011	777240			

AIRCRAFT OPERATING PK749 ARRIVED WITH CENTER SYSTEM LOW HYDRAULIC QUANTITY.

<a href="#">2011FA0000388</a>	CESSNA	LYC	TUBE	FLAT
6/17/2011	172S	IO360L2A	302246401	TIRE

WHILE TAXIING, ACFT EXPERIENCES A FLAT TIRE ON THE LT MAIN GEAR AT THE END OF THE TAXIWAY. MX WAS NOTIFIED AND THE TIRE WAS REPLACED. HAVE BEEN EXPERIENCING SEVERAL OF THESE PROBLEMS AND WE HAVE BEEN INSTRUCTED BY OUR SAFETY DEPARTMENT TO SUBMIT SDR FORMS.

<a href="#">2011FA0000366</a>	CESSNA		SCREW	LOOSE
6/14/2011	182S		NAS22014	CONTROL COLUMN

PIC WAS FORCED TO LAND USING ELEVATOR PITCH CONTROL DUE TO ELEVATOR JAMMING AFTER CONTROL COLUMN INTERNAL SLIDE ATTACH SCREW CAME LOOSE. ACFT RECORDS SHOW THAT SB98-27-04, DATED JUNE 1, 1998, SPECIFICALLY PERTAINS TO AN INSPECTION OF THIS SCREW, AND WAS ALLEGEDLY COMPLIED WITH IN JUNE OF 1998. A CONDITION REPORT, NR 223986, WAS FILED IN MFG SYSTEM, BUT HAS NOT BEEN REVIEWED AS OF THIS DATE.

<a href="#">2011FA0000389</a>	CESSNA		IDLER ASSY	BROKEN
6/20/2011	310L		08421022	MLG

ON TAKEOFF; GEAR RETRACT; GEAR MOTOR DID NOT SHUT OFF IN TIME CAUSING NOSE GEAR TO BE RETRACTED FARTHER THAN RIGGING ALLOWED; IDLER ASSY (BELLCRANK) PN 0842102-2 BROKE AT BOLT HOLE FOR AFT PUSH PULL TUBE. THIS CAUSED NOSE GEAR TO BE UNCONTROLLED REGARDING EXTEND/RETRACT.

<a href="#">2011F00142</a>	CESSNA	CONT	MOUNT	DAMAGED
6/13/2011	310Q	IO470VO	J123901	ENGINE

LEFT AND RIGHT ENGINE, BOTH FRONT MOUNT UPPER HALVES COMPRESSED EXCESSIVELY. THE LT FRONT MOUNT ON THE LT AND RT ENGINE WERE EXPOSING .2500" OF INNER BARREL. SUBSEQUENTLY, THE LT ENGINE NR 6 CYLINDER HEADER TUBE RUBBED THE ENGINE BEAM EXTENSION. IT HAS NOT BEEN UNCOMMON TO FIND THIS CONDITION ON THE LT FRONT MOUNT AFTER 100 HOURS TIS.

<a href="#">2011F00141</a>	CESSNA	CONT	JOURNAL	MISMANUFACTURED
7/19/2010	421C	GTSIO520L		CAM

ENGINE DEVELOPED A VIBRATION. UPON REMOVAL AND TEARDOWN, IT WAS DISCOVERED THAT THE CAM JOURNALS WERE MISSING THE NECESSARY LUBRICATION CHANNELS. IT IS THE OPINION OF REPAIR STATION+ THAT THE HOLES WERE FILLED WITH A .1875" SOLID MATERIAL CONSISTENT WITH THE ADJACENT STRUCTURE AND WAS NOT SHAVING OR METAL PARTICLES FROM THE ENGINE.

<a href="#">YN8RSVC12620</a>	CESSNA	CESSNA	HINGE FITTING	BROKEN
6/8/2011	441		5111515204	MAIN DOOR

UPON VISUAL INSPECTION, DURING POST FLIGHT, AFTER EXITING ACFT FOUND LOWER LT CABIN DOOR HINGE BROKEN. FURTHER INVESTIGATION FOUND RT LOWER DOOR HINGE CRACK FREE (EDDY CURRENT INSPECTION). THESE PARTICULAR HINGES ARE REQUIRED TO BE REPLACED IAW CQB98-09 WITHIN 200 HOURS OR 12M FROM

DEC 1998. SID 52-10-02 (PHASE 41)PREVIOUSLY ACCOMPLISHED DATE 11/12-2008 AND 7,903.5 HOURS. SL PJ81-21 WAS FOUND INCORPRATED AS WELL.

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<a href="#">2011FA0000351</a>	CESSNA	RELAY	STUCK
6/4/2011	525B	M610619012	A/C PACK

THE AIR CONDITIONER CONDENSOR MOTOR WOULD NOT TURN OFF WHEN THE SWITCH WAS TURNED OFF. THE MOTOR CONTINUED TO RUN UNTIL THE ACFT MASTER SWITCH WAS TURNED OFF. TROUBLESHOOTING REVEALED RELAY KZ052 WAS STUCK SHUT. A NEW RELAY WAS INSTALLED AND A SATISFACTORY OPS CHECK WAS PERFORMED.

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<a href="#">PIYRS261101462</a>	CESSNA	COWLING	SEPARATED
7/22/2011	560CESSNA	65526508	ZONE 400

WHILE IN DESCENT AT ALTITUDE BETWEEN 25K AND 20K A FAINT BANG WAS DETECTED AND SMALL JOLT WAS FELT THROUGHOUT THE AIRFRAME. THE FLIGHT CONTINUED WITHOUT DIFFICULTY TO THE SCHEDULED DESTINATION WHERE LANDING OCCURRED WITHOUT INCIDENT. POST FLIGHT INSPECTION REVEALED THE LOWER RIGHT ENGINE COWLING SEPARATED FROM THE AIRCRAFT WITH 80% OF THE PART MISSING. THE UPPER RIGHT ENGINE COWLING WAS FOUND BENT BUT STILL FULLY ATTACHED. AS A NOTE, ALL COWLING ATTACH FASTENERS WERE FOUND IN PLACE WITH EXCEPTION OF THREE LOWER COWLING ATTACH STUDS LOCATED AT THE INBOARD TRAILING EDGE.

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<a href="#">HKGA051720111</a>	CESSNA	TRUNNION	CRACKED
5/17/2011	650	6213011139	NLG

DURING ROUTINE INSP, LEFT NLG TRUNNION SUPPORT CHANNEL WAS FOUND CRACKED ON THE UPPER FLANGE. CRACK WAS REPORTED AT LESS THAN .5 INCHES. REPLACED WITH NEW PART.

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<a href="#">2011FA0000394</a>	CESSNA	FMS	MALFUNCTIONED
6/20/2011	680CE		

DURING APPROACH THE PILOT PUSHED THE APPROACH KEY ON FMS AND THE COURSE INDICATOR CHANGED FROM PINK TO GREEN. ON PASSING THE FAF AND WITHOUT PILOT INPUT, AT ABOUT 2,400 FT MSL, THE INBOUND COURSE CHANGED FROM THE INBOUND COURSE IN ILS 12R TO THE INBOUND COURSE OF THE ILS 17R COURSE AT LAST AIRPORT. IMMEDIATELY, THE FLIGHT DIRECTOR INDICATED A TURN TO THE RT AND THE AUTO PILOT SYS TURNED THE AIRCRAFT TO THE RT. THE PILOTS WERE FORCED TO DISCONNECT THE AUTOPILOT. PILOTS WERE ABLE TO CONTINUE THE APPROACH VISUALLY AND MANUALLY.

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<a href="#">2011FA0000384</a>	CNDAIR	SELECTOR	FAILED
6/17/2011	CL6002A12	617501	MLG

LANDING GEAR DID NOT EXTEND NORMALLY. ALTERNATE EXTENSION USED SUCCESSFULLY FOR DOWN AND LOCKED.

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<a href="#">JR2R2011062600266</a>	CNDAIR	SUPPORT ANGLE	CRACKED
6/26/2011	CL6002C10	CC670392052	RT MLG WW

RIGHT MLG WHEEL BIN FWD SUPPORT CRACKED.

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<a href="#">JR2R2011061100259</a>	CNDAIR	FLOORBEAM	CORRODED
6/11/2011	CL6002C10	67053110471	ZONE 100

LEFT 280 BEAM CORRODED.

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<a href="#">JR2R2011061100260</a>	CNDAIR	FLOORBEAM	CORRODED
6/11/2011	CL6002C10	67053110471	ZONE 100

RIGHT 280 BEAM CORRODED.

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<a href="#">JR2R2011061100261</a>	CNDAIR	DOOR FRAME	CORRODED
6/11/2011	CL6002C10	SH670319861	ZONE 100

SERVICE DOOR LOWER FRAME HAS CORROSION BETWEEN FRAMES 319 AND 333.

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<a href="#">JR2R2011060300231</a>	CNDAIR	STRINGER	CORRODED
6/2/2011	CL6002C10	SH6703138315	BS 364-379 S21R

STR 21R HAS CORROSION BETWEEN FRAMES 364 AND 379 (FWD E&E BAY).

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<a href="#">JR2R2011061000240</a>	CNDAIR	STAND OFF	CRACKED
6/10/2011	CL6002C10	CN6242082201	TRANSCOWL

RT UPPER TRANSCOWL INBOARD STANDOFF WAS CRACKED. REMOVED AND REPLACED STANDOFF IAW CRJ 700 SRM 51-42-14 AND 51-42-21.

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<a href="#">JR2R2011061000241</a>	CNDAIR	STAND OFF	CRACKED
6/10/2011	CL6002C10	CN6242082201	TRANSCOWL

LT UPPER TRANSCOWL OUTBOARD STANDOFF WAS CRACKED. REMOVED AND REPLACED LT UPPER TRANSCOWL OUTBOARD STANDOFF IAW CRJ SRM 51-42-14 AND 51-42-21.

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<a href="#">JR2R2011061000242</a>	CNDAIR	STRINGER	CORRODED
6/10/2011	CL6002C10	SH670316353	FUSELAGE

STRINGER 27R HAS CORROSION BETWEEN FRAMES 319 AND 310 IN FWD E&E BAY. REMOVED AND REPLACED STRINGER FS 310 TO 333 IAW CRJ700 SRM 51-42-21.

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<a href="#">JR2R2011060400234</a>	CNDAIR	SEAT TRACK	CORRODED
6/4/2011	CL6002D24	SH670322493	BS 349.5-485

RT SIDE FLOOR SEAT RAIL NR 1 HAS MULTIPLE AREAS OF DAMAGE/CORROSION.

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<a href="#">JR2R2011060400235</a>	CNDAIR	FLOOR SUPPORT	CORRODED
6/4/2011	CL6002D24	670321749	ZONE 100

FLOOR SUPPORT AT FS 349 AND RBL 36 HEAVELY CORRODED.

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<a href="#">JR2R2011060400236</a>	CNDAIR	FLOORBEAM	CORRODED
6/4/2011	CL6002D24	CC670341755	ZONE 100

RT 280 FLOORBEAM CORRODED.

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<a href="#">JR2R2011060400237</a>	CNDAIR	FLOORBEAM	CORRODED
6/4/2011	CL6002D24	CC670341755	ZONE 100

LT 280 FLOORBEAM CORRODED.

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<a href="#">JR2R2011060700239</a>	CNDAIR	FITTING	CRACKED
6/7/2011	CL6002D24	SH67031811	BS 280 BULKHEAD

PAX DOOR LINTIAL CRACKED AT 280 BULKHEAD.

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<a href="#">JR2R2011062600267</a>	CNDAIR	SEAT TRACK	SCRATCHED
6/26/2011	CL6002D24	SH670322493	BS 379-485

SEAT TRACK NR 1, STATION 379-485 AT LBL 8.5 HAS MULTIPLE SCRATCHES.

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<a href="#">JR2R2011060400238</a>	CNDAIR	DOUBLER	CORRODED
6/4/2011	CL6002D24	SH670323645	ZONE 100

LOWER FWD TCAS ANTENNA DOUBLER HEAVELY CORRODED.

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<a href="#">JR2R2011061100252</a>	CNDAIR	ANGLE	CRACKED
6/11/2011	CL6002D24	SH670333391	ZONE 200

CROSS BAR, FOR LIGHTNING PANEL JUST AFT OF PAX DOOR OPENING BETWEEN FS 349 AND 364 IS CRACKED.

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<a href="#">JR2R2011060300232</a>	CNDAIR	GE	MOUNT	GOUGED
6/3/2011	CL6002D24	CF348C5	MM69036045001	RT ENGINE

RIGHT FORWARD ENGINE MOUNT LUG GOUGED.

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<a href="#">JR2R2011062600268</a>	CNDAIR	GE	STAND OFF	CRACKED
6/26/2011	CL6002D24	CF348C5	CN6242082201	LT NACELLE

LEFT ENGINE UPPER TRANS COWL HAS BROKEN STANDOFF.

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<a href="#">JR2R2011062600269</a>	CNDAIR	GE	STAND OFF	CRACKED
6/26/2011	CL6002D24	CF348C5		LT NACELLE

LEFT ENGINE LOWER TRANS COWL HAS BROKEN STANDOFF.

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<a href="#">JR2R2011060300233</a>	DHAV		TAB	DAMAGED
6/4/2011	DHC8202		85520004	RT ELEVATOR

RT ELEVATOR SPRING TAB T/E DAMAGED.

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<a href="#">JR2R2011060100228</a>	DHAV		SKIN	DEBONDED
6/1/2011	DHC8202			TAILCONE

PERM REPAIR FOR A LARGE AREA DISBONDED ON TAIL CONE.

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<a href="#">JR2R2011060200230</a>	DHAV	DHAV	SKIN	CRACKED
5/31/2011	DHC8202		8574005502	AILERON

RIGHT AILERON LOWER SKIN CRACKED AT INNER TRIM TAB HINGE CUTOUT.

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<a href="#">JR2R2011060200229</a>	DHAV	PWA	EXHAUST DUCT	CRACKED
5/30/2011	DHC8202	PW123	85411800007	ZONE 400

RIGHT ENGINE EXHAUST OUTLET SHROUD ASSY INNER LINER CRACKED.

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<a href="#">FOTR2110410171</a>	DOUG		FRAME	CHAFED
6/6/2011	DC915F			BS 798 S12-13R

BS 798 FRAME BETWEEN LONGERON 12 AND 13R, HAS A HOLE CHAFED INTO IT.

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<a href="#">FOTR2110410158</a>	DOUG		LONGERON	CRACKED
6/10/2011	DC915F			BS 314 L3R

UPPER CABIN LONGERON 3 RT IS CRACKED AT FS 314.

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<a href="#">FOTR2110410149</a>	DOUG		FRAME	CRACKED
6/14/2011	DC915F			BS 642

LEFT FS 642 MAIN FRAME IS CRACKED PT E TO PT D AND PT D TO PT C, ALSO CRACK EXTENDS 2" OTBD FROM POINT D/E AND 1" BELOW PT E AND 2" ABOVE PT D.

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<a href="#">FOTR2110410125</a>	DOUG		SKIN	CORRODED
6/8/2011	DC915F			BS 948

BS 948 APPROX LT SIDE, BELOW NR1 PYLON AFT FAIRING, FUSELAGE SKIN HAS A BULGE.

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<a href="#">FOTR2110410077</a>	DOUG		SKIN	CORRODED
6/15/2011	DC915F			LT ELEVATOR

CORROSION ON LT ELEVATOR- LOWER OTBD T/E.

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<a href="#">FOTR2110409916</a>	DOUG	SKIN	DENTED
6/15/2011	DC915F		BS 213 S18R
DENT AT RT FUSELAGE SKIN BS 213 JUST BELOW LONGERON 18R.			
<a href="#">FOTR2110410092</a>	DOUG	LONGERON	CORRODED
6/10/2011	DC915F		ZONE 100
E/E, LONGERON 30 IS CORRODED AT SPLICE BETWEEN BS 160-180.			
<a href="#">FOTR2110410175</a>	DOUG	LONGERON	CORRODED
6/17/2011	DC915F		ZONE 100
BS 738 LONGERON 19L IS EXFOLIATED.			
<a href="#">FOTR2110410228</a>	DOUG	PAN	CRACKED
6/17/2011	DC915F		CARGO DOOR
C2 DOOR PAN IS CRACKED AT NR 5 AFT BEAM END FITTING.			
<a href="#">FOTR2110410227</a>	DOUG	PAN	CRACKED
6/17/2011	DC915F		CARGO DOOR
C2 DOOR PAN IS CRACKED UNDERNEATH NR 2 BEAM END FITTING.			
<a href="#">EE4Y1106036</a>	DOUG	WING	NICKED
6/6/2011	DC983		ZONE 600
RT WING FIXED L/E AT XIS 83.534 SKIN WITH NICKS. REPAIRED IAW EO APPROVED BY FAA DER.			
<a href="#">EE4Y1106039</a>	DOUG	LONGERON SPLICE	CORRODED
6/6/2011	DC983		ZONE 100
LOWER FUSELAGE AFT CARGO COMPARTMENT AT LONGERON 28L PRODUCTION SPLICE WITH CORROSION AT STA Y=1201.5 UPPER FLANGE LOWER SURFACE. REPAIRED IAW EO.			
<a href="#">EE4Y1106027</a>	DOUG	FRAME	CRACKED
6/1/2011	DC983		BS 1437
AFT UPPER FUSELAGE STA 1437 -X6.5 FRAME INBD CHORD VERTICAL FLANGE WITH CRACK. REPAIRED IAW EO APPROVED BY FAA DER.			
<a href="#">EE4Y1106037</a>	DOUG	SKIN	DENTED
6/21/2011	DC983		RT WING
RIGHT WING FIXED L/E AT XRS 34 SKIN WITH DENT AND NICKS. REPAIRED IAW EO APPROVED BY FAA DER.			
<a href="#">EE4Y1106038</a>	DOUG	FAIRING	CRACKED
6/21/2011	DC983		HORIZONTAL STAB
EMPENNAGE HORIZONTAL STABILIZER FAIRING FWD SECTION WITH CRACK. REPAIRED IAW EO.			
<a href="#">EE4Y1106034</a>	DOUG	SKIN	DENTED
6/20/2011	DC983		LT WING
LEFT WING INBD FLAP, INBD SKIN WITH DENT AT XW 27. REPAIRED IAW EO APPROVED BY FAA DER.			
<a href="#">EE4Y1106035</a>	DOUG	SKIN	DAMAGED
6/20/2011	DC983		RT WING
RT WING FIXED L/E AT XRS 400 UPPER SKIN WORN. REPAIRED IAW EO APPROVED BY FAA DER.			

<a href="#">2011FA0000450</a>	EMB		BRAKE	FAILED
6/13/2011	EMB145		21707	MLG

OPERATOR EXPERIENCED AN ON-WING CARBON RUPTURE EVENT FOLLOWING LANDING. THE EVENT OCCURRED ON THE NR 3 POSITION BRAKE ( RT INBD) PN 21707, SN 2398, AND RESULTED IN A COMPLETE RUPTURE OF THE PRESSURE PLATE AND NR1 ROTOR. PASSENGERS WERE REQUIRED TO PERFORM AN EMERGENCY DEPARTURE FOLLOWING REPORTS THA THE BRAKES WERE SMOKING, BUT NO INJURIES WERE REPORTED. INITIAL FEEDBACK SUGGENSTS THAT THE BRAKE HAD SUSTAINED 3787 CYCLES PRIOR TO RUPTURE. THE CAUSE IS STILL UNKNOWN PENDING INVESTIGATION.

<a href="#">2011FA0000359</a>	LIBRTY	CONT	ATTACH FITTING	DAMAGED
6/13/2011	LIBERTYXL2	IO240B		WING

WING MOVEMENT FOUND IN 3 ACFT DURING INSPECTION. MEASUREMENT OF THE AFT ATTACH LUG FOUND SIGNIFICANT ELONGATION OF THE AFT WING ATTACH LUG ON THE SPACE FRAME AT THE 0 AND 180 DEGREE POSITIONS. IN THE FIRST INSTANCE IT WAS DETERMINED THAT IMPROPER REAMING AND FREQUENT REMOVAL AND INSTALLATION WERE THE CAUSE OF THE WEAR. THE RESOLUTION WAS A CNCR DATED 5 OCT 2010. THE AFT ATTACH FITTING WAS REAMED TO A LARGER SIZE AND A NEW OVERSIZE WING LOCK PIN WAS INSTALLED. ROUGHLY 200HRS TT LATER THE AFT ATTACH FITTINGS OF 3 AIRCRAFT ARE AGAIN MOVING AND THE WEAR IS LOCATED AT THE SAME POSITIONS. THE WINGS HAVE BEEN REMOVED AND INSTALLED ONCE IN THIS TIMEFRAME. ALL ACFT ARE INVOLVED IN FLIGHT TRAINING.

<a href="#">2011FA0000451</a>	MOONEY	LYC	MAGNETO	INTERMITTENT
5/12/2011	M20J	IO360A3B6	4370	RIGHT

OWNER REPORTED ENGINE WOULD START RUNNING ROUGH AFTER 15 TO 20 MINUTES OF FLIGHT, WITH CHECK OF RT MAGNETO GIVING LARGE RPM DROP. REPLACED MAGNETO AND ENGINE OPERATION NOW NORMAL. DISASSEMBLED MAGNETO AND FOUND THAT DISTRIBUTOR GEAR ELECTRODE FINGER WAS LOOSE AND FELL OFF WHEN TURNED UPSIDE DOWN. LEFT MAG WAS REPLACED 46.7 HRS AGO FOR THE SAME PROBLEM. THAT MAGNETO HAD 621.1 HRS TT. THIS ACFT DOES HAVE THE 500 HR MAGNETO INSPECTIONS DONE. ACFT IS FLOWN ALMOST EVERY DAY AND AVERAGES OVER 200 HRS ANNUALLY.

<a href="#">2011FA0000347</a>	NAVION	CONT	BEARING	SPUN
5/6/2011	STCNAVION	IO520BA		ENGINE

ENGINE BEGAN RUNNING EXTREMELY ROUGH AND PRODUCED ONLY PARTIAL POWER. MADE A PRECAUTIONARY LANDING WITHIN 5 MINUTES. ON TEARDOWN, DISCOVERED NR 2 MAIN BEARING HAD SPUN AND CUT OIL TO NR 3 ROD BEARING WHICH OVERHEATED. NR 3 AND NR 4 RODS SEPARATED FROM CRANK AND KNOCKED 3 HOLES IN CASE.

<a href="#">RJWR201104080001</a>	PAC		CONNECTOR	SHORTED
6/22/2011	750XL			FUEL PROBE

INITIAL PROBLEM WAS FUEL QTY SYS ERRONEOUS INDICATIONS. INSPECTED FUEL QTY PROBES. FOUND WATER POOLED IN DISH SHAPED CAPACITANCE PROBE MOUNT. THE ACCUMULATED MOISTURE CAUSED CORROSION AND SHORTING OF CONNECTIONS. THE INSPECTION COVER WAS SEALED TO WING WITH WHAT APPEARED TO BE A ORIGINAL PAPER GASKET WHICH WAS DETERIORATED. THE DETERIORATED COVER PANEL SEAL ALLOWED MOISTURE INTO THE PROBE CONNECTIONS CAUSING THE INDICATION PROBLEMS. CLEANED CORROSION OFF AND SEALED COVER TO WING USING A REMOVEABLE SEALANT. SYS APPEARED TO OPERATE NORMALLY AFTER PROBE INTEGRITY WAS RESTORED.

<a href="#">5APR577Y69</a>	PILATS	PWA	BFGOODRICH	DISC	CRACKED
6/9/2011	PC1245	PT6A67B		244759C	BRAKE ASSY

THE LT BRAKE WAS INSPECTED DURING A LINE CHECK AND FOUND TO HAVE A CRACKED ROTOR. THE LT BRAKE ASSEMBLY WAS R & R WITH A SERVICEABLE BRAKE OF THE SAME PN 959560512 IAW 12-A-32-40-03-00A-920B-A.

<a href="#">5APR577Y71</a>	PILATS	PWA	PROXIMITY SWITCH	FAULTY
6/18/2011	PC1247	PT6A67B	9733033111	NLG

CREW REPORTED NOSEWHEEL INDICATOR DOWN/LOCK INOP. VISUAL CONFIRMATION WAS NEEDED TO CONFIRM GEAR WAS DOWN AND LOCKED. THE NLG "DOWN" PROXIMITY SWITCH WAS FOUND TO BE FAULTY. IT WAS R & R WITH A SERVICEABLE PN 973.30.33.111. THE LANDING GEAR EXTENSION RETRACTION SYS OPERATIONALLY CHECKED GOOD WITH NO FURTHER FAULTS NOTED IAW AMM 12-A-32-20-00-00A-903A-A AND 12-A-32-30-00-00A-903A-A.

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<a href="#">2011FA0000362</a>	PIPER	LYC	CONNECTING ROD	SEPARATED
4/30/2011	PA28140	IO320E2A		CRANKCASE

LEVEL AT 2000', HEARD LOUD BANG AND ENGINE QUIT. MADE OFF AIRPORT LANDING. VISUAL INSPECTION OF ENGINE CRANK CASE REVEILED THAT A CONNECTING ROD HAD PENETRATED THE CRANKCASE HOUSING.

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<a href="#">2011FA0000449</a>	PIPER		TUBE	RUPTURED
6/20/2011	PA28181		600X6	MLG TIRE

AFTER LANDING, DURING TAXI, THE LT MAIN TIRE ABRUPTLY DEFLATED THUS STRANDING ACFT ON TAXIWAY. DISASSEMBLED WHEEL ASSY AFTER RETRIEVING ACFT FROM TAXIWAY AND FOUND THE INNER TUBE HAD A RUPTURE IN THE SIDEWALL. THIS HAS BECOME A MORE COMMON OCCURANCE OVER THE PAST YEAR REGARDLESS OF TUBE OR TIRE MFG OR POSITION ON ACFT (MAINS OR NOSE). ALL THE TUBE RUPTURES ARE OF SIMILAR SIZE AND LOCATION ON THE TUBE. WE HAVE REVIEWED OUR TIRE REPLACEMENT PROCEDURES FOR POSSIBLE CAUSES BUT HAVE FOUND NO DIFICIENCIES. IT HAS ALSO BEEN NOTED A MORE FREQUENT OCCURANCE OF TUBE RUPTURES ON TRANSIENT AIRCRAFT. SUSPECT THE RUBBER COMPOUND USED IN MFG ACFT TUBES HAS BEEN CHANGED OR MODIFIED AND IS NO LONGER AS RELIABLE.

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<a href="#">2011FA0000370</a>	PIPER		COIL	DAMAGED
6/16/2011	PA31350		ES103825881	MAGNETO

COIL, PN ES10-382588-1. BEND IN TANG ON COIL IS TOO HIGH. CREATES INTERFERNCE WITH INTERNAL MAGNETO GEARS BATCH NR 3610.

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<a href="#">2011FA0000364</a>	PIPER	CONT	AIR FILTER	DEBONDED
6/13/2011	PA34200T	TSIO360*	BA3	ZONE 400

DURING ANNUAL INSP, INPECTOR NOTED ONE BRACKET AIR FILTER ELEMENT, PN BA3 TO HAVE SEPARATED AT SEAM. INSPECTOR NOTES HAVING FOUND SEVERAL OTHER FILTERS FAILED IN THE SAME WAY.

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<a href="#">GBBRN8RYATA24</a>	PIPER		CONNECTOR	MELTED
5/30/2011	PA42		2060601206153	ZONE 200

DURING CRUISE FLIGHT THE PIC NOTED A HOT ELECTRICAL ODOR AND MINOR SMOKE IN THE RT SIDE COCKPIT AREA. THE PIC EXECUTED AN EMERGENCY DECENT AND DEPRESSURIZED THE CABIN FOR VENTILATION. THE FLIGHT WAS DIVERTED TO AN ALTERNATE (CLOSER) AIRPORT AND LANDED UNEVENTFULLY. IT WAS DISCOVERED BY MX THAT THE RT STALL HEAT CONNECTOR (E325D) IN THE COCKPIT OVERHEAD SWITCH PANEL HAD MELTED. IT WAS SUSPECTED THAT POOR CONTACT BETWEEN A PIN AND SOCKET AND THE HIGH AMPERAGE DRAW OF THAT SYS CAUSED EXCESSIVE HEAT BUILD UP IN THE CONNECTOR. THE CONNECTOR WAS REMOVED, THE WIRES TRIMMED BACK TO GOOD WIRE AND WERE SPLICED TOGETHER, BYPASSING THE CONNECTOR. OPERATION OF AFFECTED SYS WAS CHECKED OK. THE ACFT RETURNED TO HOME BASE.

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<a href="#">2011FA0000452</a>	PIPER		THROTTLE CABLE	BINDING
6/6/2011	PA44180		554546	LT ENGINE

LEFT THROTTLE CABLE JAMMED IN FLIGHT AND COULD NOT BE MOVED. THE PILOT HAD TO FEATHER LT ENGINE AND THEN LANDED THE ACFT WITHOUT INCIDENT. INSPECTED LT THROTTLE CABLE AND FOUND THE CABLE TO BE JAMMED AT THE LT ENGINE CARBURETOR CABLE ATTACH POINT. RECOMMEND REPLACING CABLE AND REPOSITIONING CABLE CLAMP TO ALLOW A BETTER CABLE ALIGNMENT.

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<a href="#">2011FA0000363</a>	PIPER	LYC	TUBE	FLAT
6/4/2011	PA44180	O360A1H6	302013400	NLG TIRE

DURING TAXI, NOSE TIRE WENT FLAT. A COUPLE OF YEARS AGO, HAD A PROBLEM WITH TIRES/TUBES GOING

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FLAT ON TAXI; AS WELL AS, IN THE HANGAR. SWITCHED TIRE AND TUBE MFG AND THIS ALLEVIATED THE PROBLEM FOR A WHILE. OUT NORMAL PRACTICE IS TO REPLACE BOTH TIRE AND TUBE AND WE HAVE NOT CHANGED THAT PROCESS. RECENTLY, WE HAVE NOTICED AN INCREASE IN THE FLAT TIRES/TUBES AND IAW OUR SAFETY OFFICE THEY HAVE REQUESTED THAT WE SUBMIT SDR FORMS.

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<a href="#">2011FA0000348</a>	PIPER	LYC	THROTTLE CABLE	STUCK
6/7/2011	PA44180	O360A1H6	554546	LT ENGINE

LEFT ENGINE THROTTLE CABLE STUCK, UNABLE TO ADVANCE ABOVE IDLE. MFG HAS BEEN CONTACTED AND IS AWARE OF THIS REACURRING PROBLEM. THIS IS THE 3RD LEFT THROTTLE CABLE REPLACED ON THIS ACFT.

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<a href="#">2011FA0000332</a>	RAYTHN	GARRTT	COMPRESSOR	SEPARATED
6/2/2011	HAWKER800XP	TFE7315BR	30724034	ENGINE

RETURNED FOR A REPORTED IN FLIGHT SHUTDOWN. REPAIR AND O/H DISASSEMBLED THE ENGINE IAW THE CURRENT MM FOR ENGINEERING INVESTIGATION. DISASSEMBLY FINDINGS REVEALED SEPARATION OF THE SECOND STAGE COMPRESSOR ROTOR ROTATING SHROUD. THE SHROUD WAS SUBMITTED TO PROJECT ENGINEERING FOR MATERIAL ANALYSIS.

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<a href="#">2011FA0000369</a>	SOCATA		BUSS BAR	CRACKED
6/16/2011	TBM700		OPT70K05124	ZONE 100

ON DOING A COMPRESSOR/POWER RECOVERY WASH AT MAINTENANCE SHOP. THE GPU PLUG, GROUNDING SHUNT BURNED AND BROKEN IN HALF. THIS IS THE SECOND TIME THIS HAS HAPPENED. THERE IS NO LIMITAION ON GPU USE.

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<a href="#">HKGR175SW6211</a>	SWRNGN		BEARING	UNSECURE
6/1/2011	SA227AC		BCP4W10	ELEVATOR

DURING ELEVATOR REMOVAL AND INSPECTION, FOUND RT OTBD HINGE BEARING WITH ALL MOUNTING RIVET HEADS MISSING. NO EVIDENCE OF SHEARING, APPEARS TO BE METAL FATIGUE/CORROSION RELATED. NOT A SAFETY OF FLIGHT ISSUE, BEARING NOT ABLE TO SHIFT FROM MOUNTED POSITION.

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<a href="#">HKGA051820111</a>	SWRNGN		BEARING	FAILED
5/18/2011	SA227AC			SPUR GEAR

DURING APPROACH, NR 1 ENGINE SHUTDOWN. INSPECTION DETERMINED LOSS OF DEDICATED DRIVE FOR OIL AND FUEL COMPONENTS. ENGINE DISASSEMBLY DETERMINED SPUR GEAR SHEARED FROM FAILED BEARINGS.

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<a href="#">2011FA0000367</a>	SYMPHO	LYC	ATTACH FITTING	BROKEN
6/14/2011	SA160	O320D2A	530500004	MLG

DURING REMOVAL OF INTERIOR UPHOLSTERY FOR OTHER MX, FOUND THAT THE LT FORWARD OTBD MLG ATTACHMENT BOLT FITTING THAT IS PART OF THE TUBE FUSELAGE WAS BROKEN COMPLETELY THROUGH ON BOTH SIDES. THIS FITTING IS A BUSHING THAT IS WELDED TO THE FUSELAGE TUBE THAT ATTACHES THE MLG STRUT TO THE ACFT. INSPECTED THE RT FITTING AND FOUND THAT IT WAS CRACKED ALSO. THIS DIFFICULTY SHOWED UP ONLY 15 HOURS AFTER THE LAST 100 HOUR INSPECTION. THIS ACFT IS USED IN FLIGHT TRAINING. THE STRUCTURE IN THIS AREA SEEMS TO BE UNDER DESIGNED. THE MFG IS AWARE OF THIS DIFFICULTY AND HAS ISSUED A REPAIR SCHEME AND A REINFORCEMENT KIT.

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