



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

**AFS-600**  
*Regulatory Support Division*

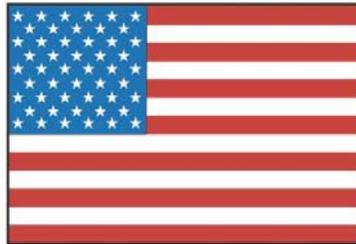
## ADVISORY CIRCULAR

43-16A

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# AVIATION MAINTENANCE ALERTS

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**ALERT  
NUMBER  
401**



**DECEMBER  
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.)*

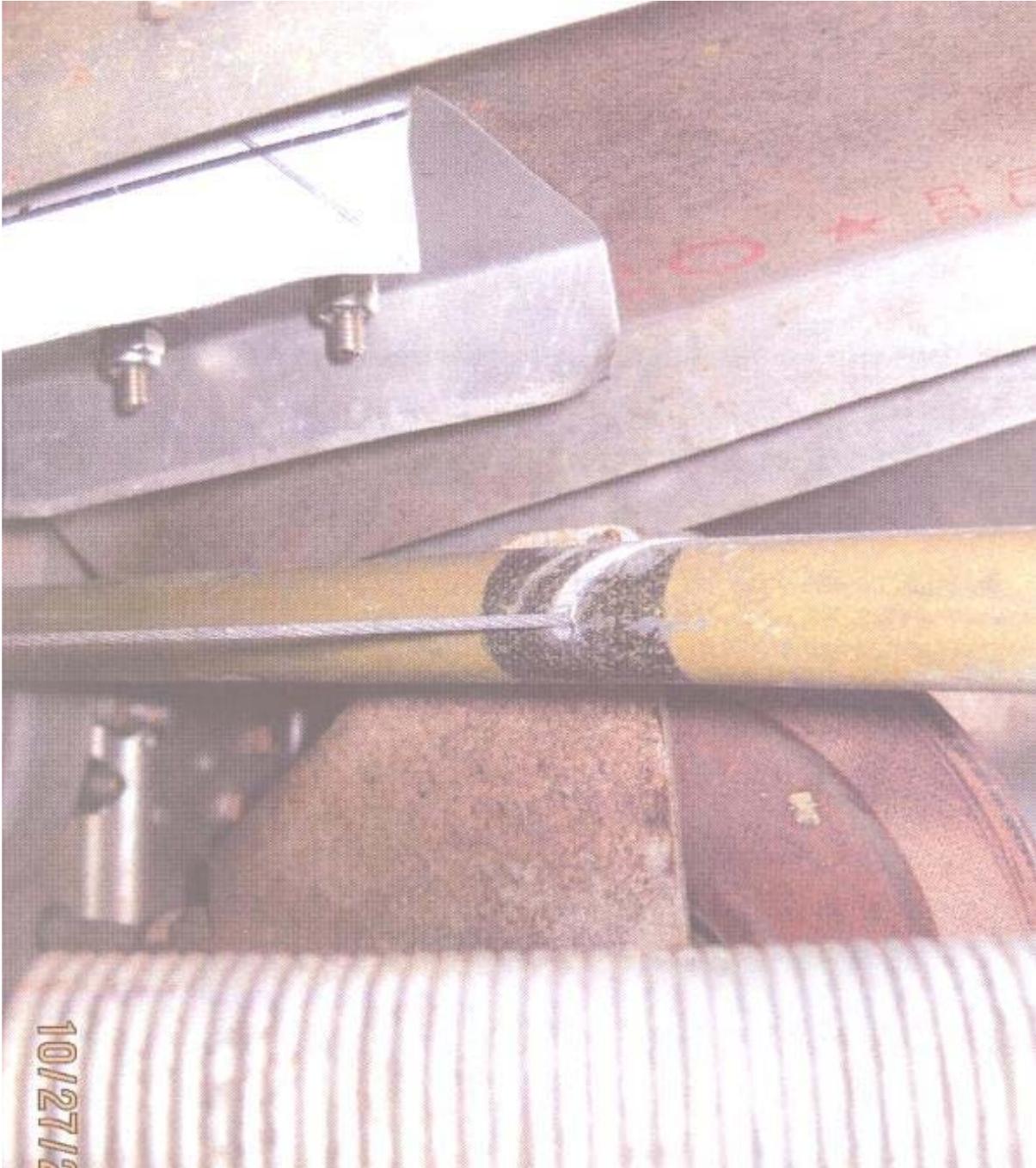
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**AIRPLANES**

**Beechcraft: V35A; Cut Rudder Control Tube; ATA 2720**

A general aviation submitter says, "During the performance of an Annual Inspection, an IA (*inspection authorization*) found the right ruddervator trim control cable was routed incorrectly and had cut through the right ruddervator control tube (approximately 75%). The tube also had signs of a crack originating from the damaged section of the tube (cut area), and had begun to bend as a result of weakening of the tube as it was being cut. There were no maintenance entries noted in the log book to determine when this may have occurred." (*If this doesn't rate a steak dinner reward...nothing does!—Ed.*)





Part Total Time: (unknown)

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**Beechcraft: 58; Broken Nose Gear Retraction Arm; ATA 3233**

"The nose gear arm (P/N 35-825172-13) failed upon extension of the landing gear on approach...," writes this mechanic. "The pilot reported hearing a 'bang'—and could not get a nose gear 'down' indication. After a fly-by and attempts to extend the gear, it was determined the nose gear would not come down and lock. The pilot landed the aircraft—(and) the nose gear collapsed. (This) caused significant damage to the aircraft, including propeller strikes and sudden stoppages of both engines. Actual cause of the part failure has not been determined at this time."



(There is an excellent discussion about this issue at <http://csobeech.com/gear-rod.html> --Ed.)

Part Total Time: (unknown)

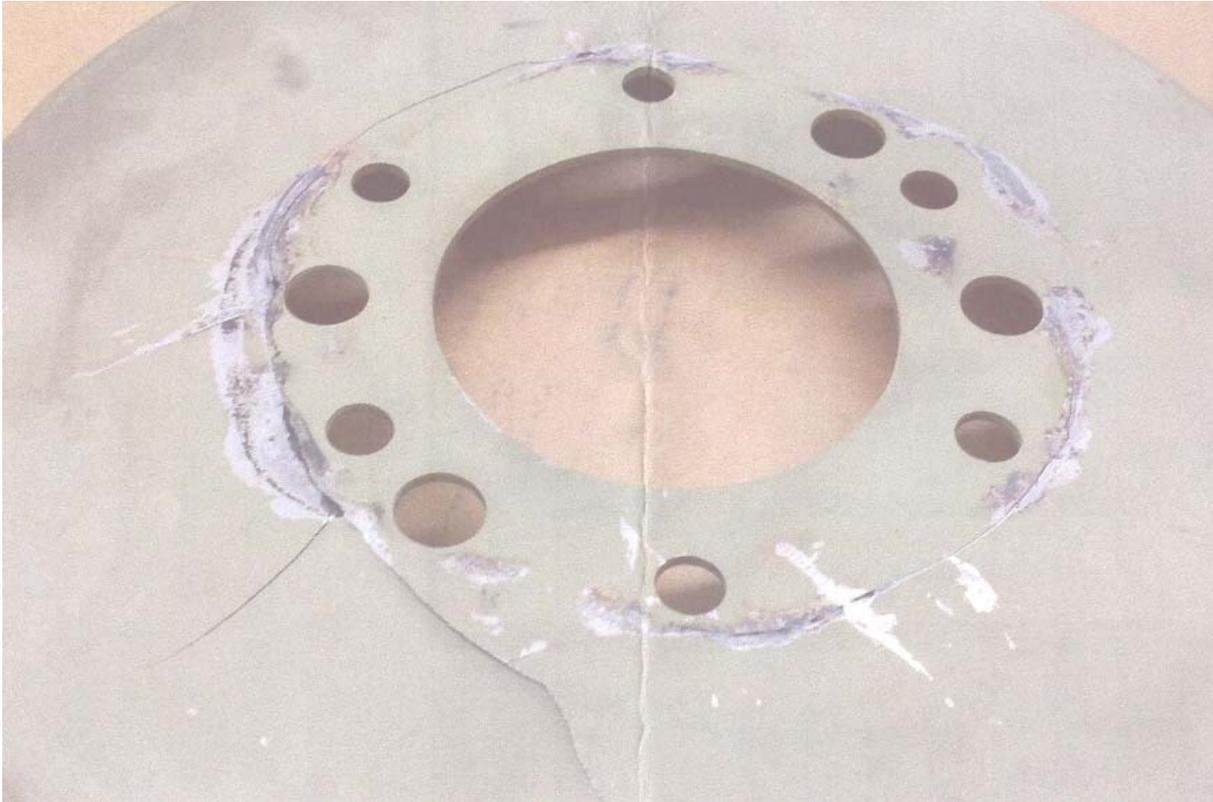
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### **Cessna: 150L; Cracked Spinner Bulkhead; ATA 6113**

A repair station mechanic states, "This bulkhead (P/N 0450046-5) was installed in 2007 at 1,476.4 flight hours...." "The part has been inspected after every 100 hours of flight. Upon the latest inspection, a crack was discovered at the base of the propeller hub. (*The hub was removed*) and severe cracking was then (*found*), (*traveling*) 85% of the (*distance*) around the center of the bulkhead. The spinner and the propeller remain undamaged.

"The original bulkhead from the factory lasted 5,808.7 hours before a crack began to form. The replacement bulkhead was installed and inspected as per Cessna 150 service manual—(*and*) with the proper preload on the spinner." "In my opinion: to prevent catastrophic failure, mandatory propeller removal should take place at least every 200 hours of operation for a more thorough inspection of the bulkhead."





Part Total Time: 1,476.4 hours

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**Cessna: 208B; Failed Oil Cooler Vernatherm; ATA 7922**

"While in cruise flight," says this corporate submitter, "the pilot reported engine oil indicators showing oil pressure lower—and temperature higher than normal. Upon removal and inspection of the engine oil cooler Vernatherm (*P/N 723655*), it was noted (*this unit*) had started to come apart due to the failure of an internal snap ring. This caused a restriction of the engine oil cooling system, resulting in the abnormal readings. When this Vernatherm was replaced, the engine oil parameters returned to normal."



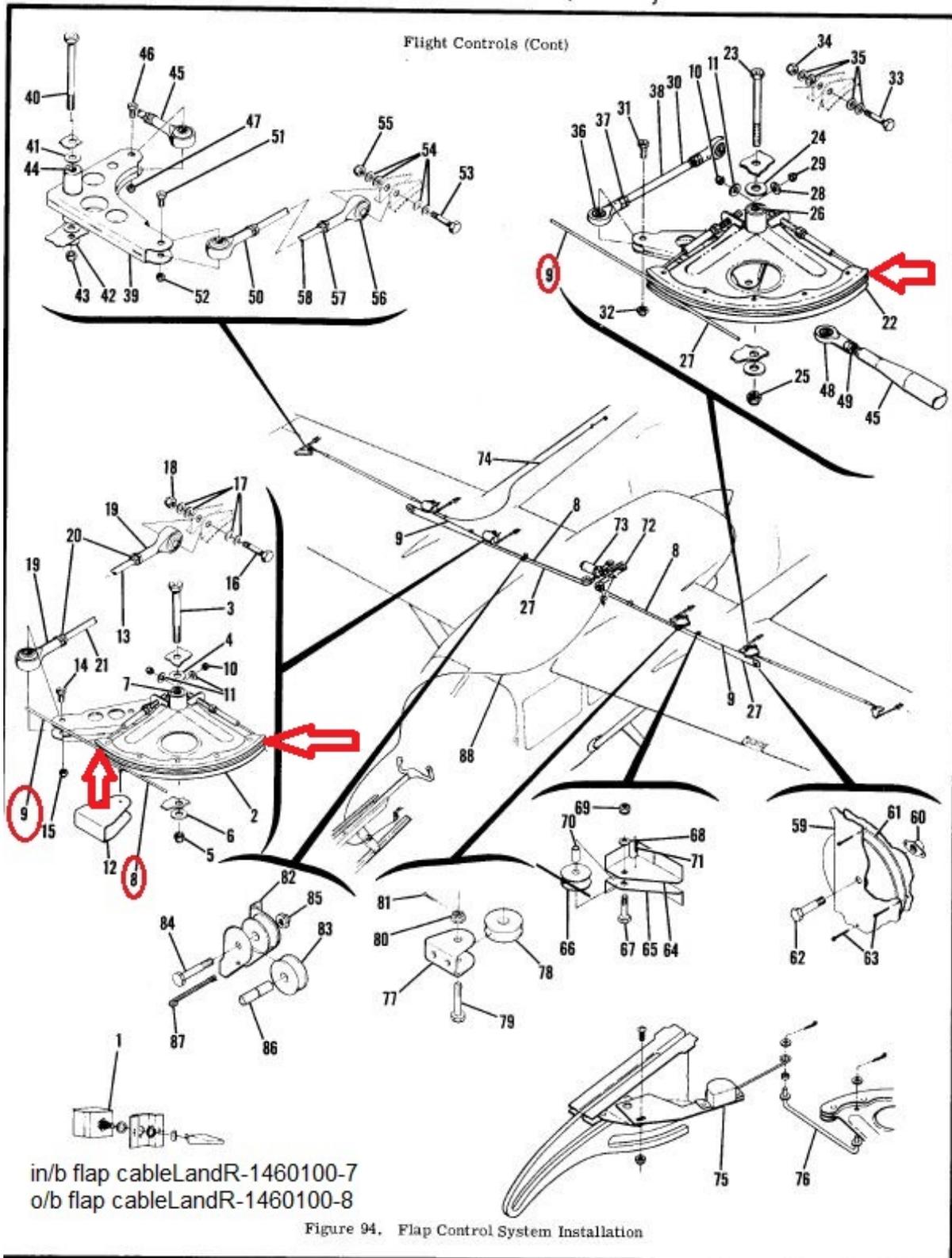
*(The second picture has obviously been distorted horizontally to ease this editor's sense of...fit.)*

Part Total Time: (unknown)

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**Cessna: 337D; Frayed Flap Cables; ATA 2750**

A repair station technician says, "(I) removed the L/H and R/H inboard flap extend cables from both inboard flap bell cranks to inspect for wear and damage (per information from Cessna Pilot's Association and fellow type operators during 100 hour/Annual inspection processes). Approximately one inch behind the cable end threaded fittings on both cables I found significant broken wire strands/bundles. Undetected, these would have led to eventual failure. These cables were the steel type with 3,795.4 hours (original cables). All flap cables were replaced with new, and the flap system rigged from scratch per service manual. I suggest these cables be removed and inspected on a 500 hour minimum basis as this is becoming an issue on Skymasters fleet wide. These cables **MUST** be removed from the bell crank for proper inspection; they looked fine when installed, but were obviously not airworthy."







Part Total Time: 3,795.4 hours

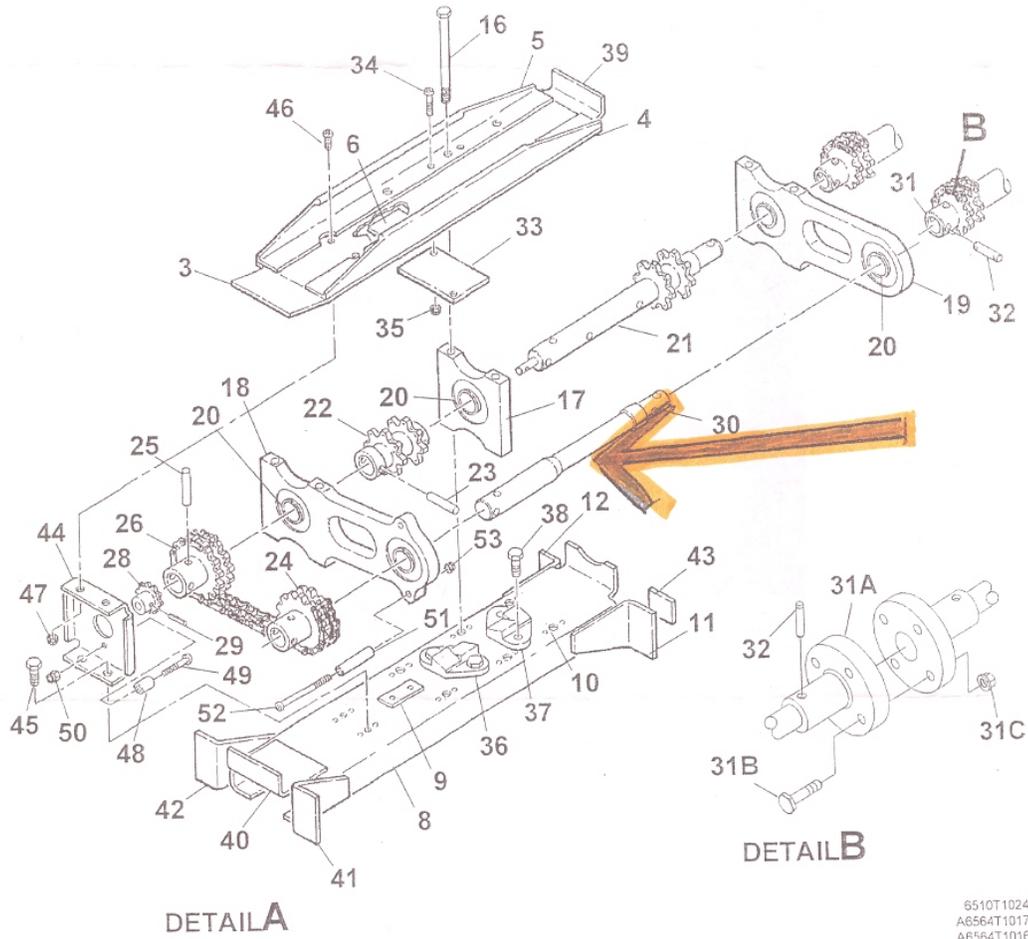
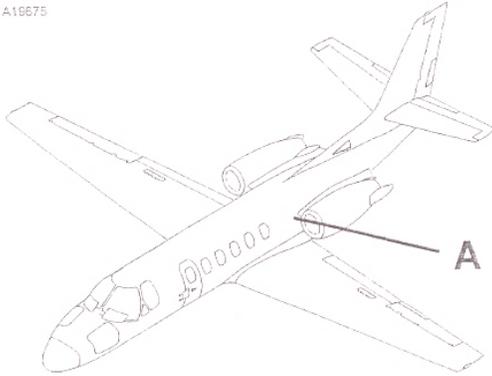
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**Cessna: 550B; Sheared Flap Actuator Shaft; ATA 2752**

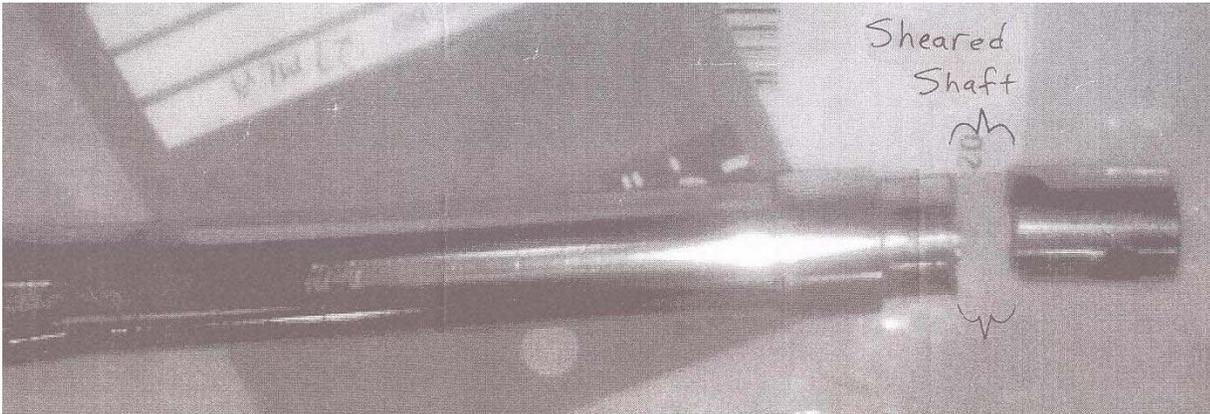
A repair station technician states, "The flap actuator shaft (55651915) was found sheared while performing Phase One inspection task 27-51-710—Flap Motor Operational Check. No obvious reason for this shaft to have sheared was found; no other defects were noted."

MODEL 550 ILLUSTRATED PARTS CATALOG (Rev 17)  
27-50-01 Figure 01 (Rev 15)

A19675



6510T1024  
A6564T1017  
A6564T1016



Part Total Time: (unknown)

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#### **Eclipse: EA500; Failed Aileron Joint Assembly; ATA 5751**

A mechanic for a repair station begins this report with a note, "Reference Eclipse Alert Service Bulletin number 500-27-004 Rev. B: 'Aileron Joint Assembly Inspection and Replacement'.

"This service bulletin has procedures for inspecting/testing both wing's aileron joint assemblies—and replacing the aileron joint assembly whenever the aileron fails a 'friction test.' The assembly fails testing when the bell crank is corroded and frozen in the bearing of the fitting assembly. The attached photo has this corroded/frozen condition. This corrosion is due to dissimilar metals.

"Since this (*reference*) is just a service bulletin, I suggest this inspection be upgraded to an Airworthiness Directive to prevent possible aileron malfunctions from (*those aircraft*) not complying with the service bulletin."



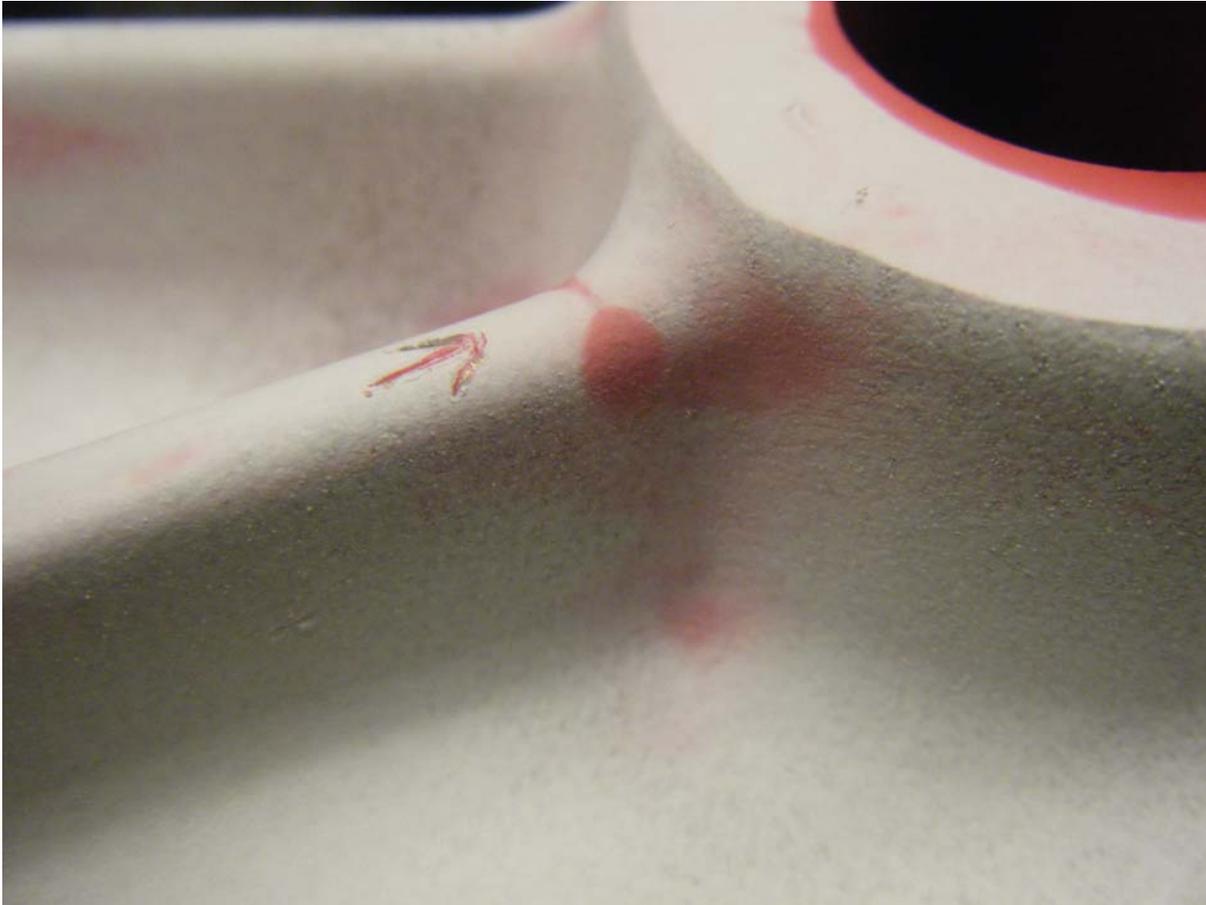
Part Total Time: 274.3 hours.

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**Piper: PA31-350; Cracked Mail Landing Gear Trunnion; ATA 3210**

"Dye penetrant inspection revealed a small crack beginning to form on the trunnion—just below the bushing area along a casting ridge," states this mechanic. "This was the R/H aft MLG trunnion (P/N 40288000). The aft trunnion (L/H side) is identical and is not cracked. The forward trunnions (different P/N's) were found not to be cracked...." "Although total part time is not known, it is assumed these parts are original equipment. We have never replaced these on any of our other eight Navajo Chieftains."





*(There are three of these P/N's in the SDRS database.)*

Part Total Time: (unknown)

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## POWERPLANTS

### **ECI Cylinder: AEC631397; Cracked Cylinder; ATA 8530**

"The owner who was flying the aircraft," says this mechanic, "received a warning indication (over temperature) on the third cylinder. He made an unscheduled landing...." "Upon inspection, (I) found a hole in the top of the cylinder adjacent to the spark plug. I removed and replaced this cylinder with a new ECI cylinder. The other cylinders were visually inspected—no other discrepancies were noted.

"The aircraft flew 25 more hours when the pilot complained of a bad smell in the cockpit. I inspected the engine—a compression check noted numerous compression leaks from five remaining cylinders. (This engine had been overhauled at 441 hours total hours; new cylinders had 404 hours on number three and 429 hours on the five remaining cylinders.) ECI is replacing all cylinders." *(This P/N hits sixty-six times in the SDRS database—Ed.)*

Part Total Time: 404.0 hours

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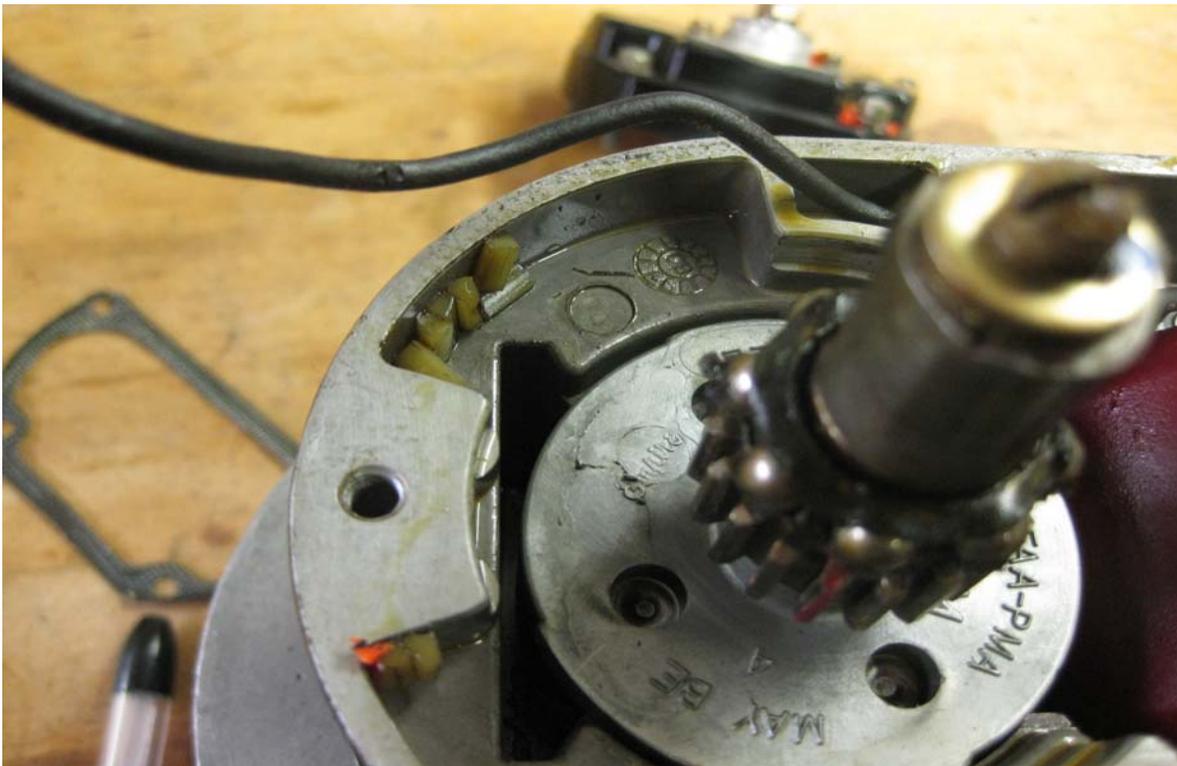
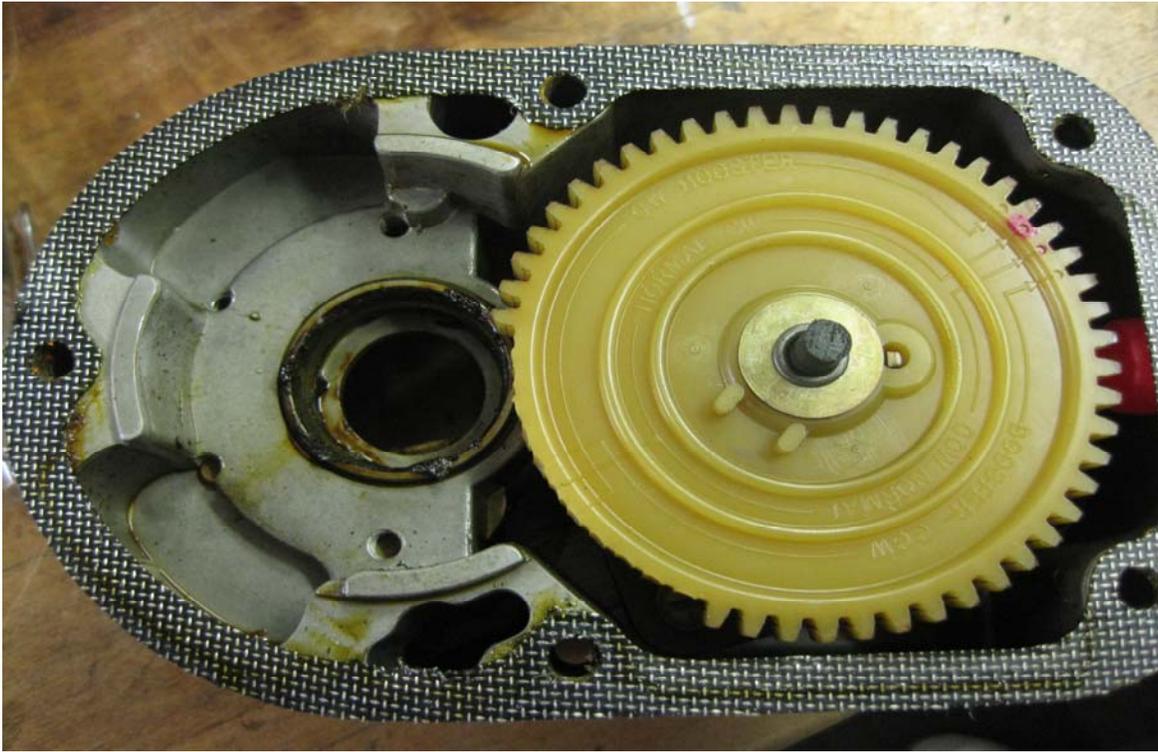
## ACCESSORIES

### TCM Magneto: S6RSC-25P; Broken Distributor Gear Teeth; ATA 7414

A repair station technician writes, "This magneto had undergone a 500 hour inspection prior to failure of the component (*approximately*) 100-150 hours after the inspection. The magneto was inspected in accordance with the TCM System Support Manual. The magneto was opened—and the distributor gear was found with several gear teeth broken away from the gear. The teeth were retained inside the magneto case. No other parts were found out of place inside the magneto case. This magneto was documented to have approximately 1000 hours total of operation."



*(The next two photos have been slightly compressed in the vertical dimension—Ed).*



Part Total Time: 1,000.0 hours (approx.)

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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="#">CA110530009</a>				ROD	INOPERATIVE
5/25/2011				M20201892007	SEAT
CABIN CHAIR ASSY. SOLENOID SENSOR ACTUATING RODS BECOME MAGNETIZED FROM CONTINUOUS USE AND KEPT SEAT LOCKS FROM DROPPING. P/N M20201-892-007, CMM 25-24-38					
<a href="#">CA110706002</a>				IMPELLER	MISMANUFACTURED
7/5/2011				2660162401	COMPRESSOR
NEW IMPELLER FROM MFG HAD DAMAGE (DEEP NICK) ON IMPELLER VANE. SENT BACK TO MFG. DAMAGE OCCURED AT MFG, AS DAMAGE WAS PRIMERED OVER.					
<a href="#">CA110712004</a>				IMPELLER	MISMANUFACTURED
7/12/2011				2660162401	COMPRESSOR
NEW FROM MFG, IMPELLER, PN 2660-1624-01, TOP EDGE OF IMPELLER RUBS ON BOTTOM OF STATOR HOUSING. IMPELLER SUSPECTED OF BEING DIMENSIONALLY INCORRECT. SENT BACK TO MFG FOR WARRANTY. THIS IS OUR SECOND OCCURANCE.					
<a href="#">CA110715003</a>				CONNECTOR	CRACKED
7/12/2011					CABIN LIGHTS
CRACKED CONNECTOR DIRECTLY BELOW THE SCREW HEADS WAS FOUND ON MULTIPLE CONNECTORS. THIS PARTICULAR UNIT SHOWS VISIBLE SIGNS OF ARCING. BOTH CONNECTOR PNS HAVE SAME TYPE OF CRACKING, PN BV5-01258 AND BV5-01261 ARE THE CONNECTORS. THIS IS ONE EXAMPLE OF SEVEN UNITS THAT WERE SENT TO THE SHOP, THESE WERE ALL FOUND IN THE SHOP PROCESS.					
<a href="#">CA110721006</a>				CONTROL UNIT	MISOVERHAULED
7/21/2011					SPOILERS
SPOILER ELECTRONIC CONTROL UNIT REMOVED FROM ACFT FOR UN-COMMANDED DEPLOYMENT OF FLIGHT SPOILER IN FLIGHT. INITIAL TEST PERFORMED UPON RECEIVING THE SECU CONSISTED OF CAPTURING THE FAILURES LOGGED FORM THE NVM AND SYSTEM FUNCTIONALITY TEST USING THE DIAGNOSTIC TEST FIXTURE. REPRODUCED FAILURE, CAUSED BY A DEFECTIVE POWER SUPPLY MODULE. A VISUAL INSPECTION HAS REVEALED THAT SOME FITTED COMPONENTS INSTALLED DURING PREVIOUS MX ACTIVITIES ARE NOT APPROVED OR SPECIFIED BY THE ORIGINAL MFG IN THEIR CMM FOR THIS EQUIPMENT.					
<a href="#">CA110726006</a>				CARBURETOR	FAILED
7/25/2011					
DURING INSTALLATION OF FUEL ECONOMZER KIT PN 666-814 FOUND, PN 49-267 TO BE WAY OFF SETTING THE NYLON LOCK STRIP WAS INEFFECTIVE AND PN 261-501 SAFTEY RACHET ASSY (AIR METERING JET) WAS, BURIED TOO DEEP IN ITS BORE TO ENGAGE AND PREVENT ROTATION. THREADS IN PN 227-1443 THROTTLE BODY WAS RUINED. BODY REPLACED WITH SERVICABLE USING KIT 666-814 AND ALL OTHER SERVICABLE PARTS. CARB IS NOW 10-3965-12-1.					
<a href="#">CA110726012</a>			ARTEX	G SWITCH	FAILED
7/26/2011					ELT

ON A ROUTINE SHOP VISIT IT WAS DETERMINED THAT THE G-SWITCH HAD FAILED WHILE IN SERVICE. AN INVESTIGATION WAS PERFORMED AND ALSO DISCUSSED WITH LOCAL SERVICE CENTER WHERE THE UNITS WERE SENT FOR REPAIR. IT WAS DETERMINED THAT THIS IS NOT AN ISOLATED INCIDENT.

[CA110726013](#)

ARTEX

CASE

BROKEN

7/26/2011

ELT

DURING INVESTIGATION OF RECURRING DEFECTS FOR ELTS, SEVERAL INSTANCES OF BROKEN CASES AND SEALS WERE NOTED.

[CA110729011](#)

ELT

INOPERATIVE

7/29/2011

AK450

CABIN

WHEN TESTING ELT FOR COMPLIANCE WITH CAR 571 APPENDIX G, ELT OPERATED FOR ABOUT 2 MINUTES THEN THE MODULATION WENT TO ZERO. UNIT REMOVED FROM SERVICE.

[2011FA0000589](#)

SMOKE  
GENERATOR

INOPERATIVE

9/14/2011

ZONE 600

CIRCUIT BREAKER POPPED DURING SMOKE GENERATOR ACTIVATION.

[2011FA0000607](#)

REGULATOR

OUT OF ADJUST

9/19/2011

5A302380

SLIDE

MFG RECEIVED AN EVACUATION SLIDE, PN 7A1509-119, SN AD0693, FROM OPERATOR. THIS SLIDE WAS LAST O/H ON 4/10. DURING THE FLAT FIRE FUNCTIONAL TEST THE ASPIRATOR'S CROSS MEMBER BROKE OFF FROM INSIDE THE ASPIRATOR BODY AND THE NOZZLE ASSY CAME OFF CAUSING THE TEST TO FAIL. THE SLIDE DID NOT INFLATE IAW THE CMM 25-62-14. THE CYLINDER ASSY WAS ROUTED TO THE VALVE SHOP FOR FURTHER INVESTIGATION. THE CYLINDER ASSY WAS RECHARGED AND AN OVER PRESSURE TRACE TEST WAS PERFORMED IAW CMM 25-62-19. THE TESTING REVEALED THAT THE ADJUSTER, PN 2A1855-1 ON THE REGULATOR, PN 5A3023-80, SN N-0805 WAS FOUND TO BE IMPROPERLY ADJUSTED AND THE OVER PRESSURE TRACE TEST WAS 1455.56 PSI. THE CMM 25-62-19 STATES THE OVER PRESSURE TRACE TEST SHOULD BE 395 TO 425 PSI. THE DIFFERENCE IN THE OVER PRESSURE TRACE TEST IS OVER 1045 PSI. NOT HAVING THE REGULATOR PROPERLY ADJUSTED AND TESTED CAUSED THE ASPIRATOR TO COME APART AND CAUSE THE FUNCTIONAL TEST FAILURE.

[2011FA0000652](#)

PAD

CRACKED

9/21/2011

ROTOR BRAKE

ROTOR BRAKE PAD EDGES CRACKED OR CHIPPED FROM NEW. WHEN INSTALLING ON DISK PAD COMES APART AT EDGE. VIBRATION OF RIVET GUN CAUSES FURTHER CRACKING OR CHIPPING AT EDGE WHEN INSTALLING ON THE DISK. PROBABLE CAUSE BAD BATCH OF ROTOR BRAKE PADS. MFG F0210 CODE.

[HEEA20111019326](#)

SKIN

CORRODED

10/19/2011

TAILBOOM

TAILBOOM SKIN FOUND CORRODED, COMMON TO PREVIOUSLY INSTALLED LARSON ANTENNA PROVISIONS. THE TAILBOOM WILL THEN BE REPAIRED IAW THE FAA-APPROVED REPAIR DATA.

[CA110624006](#)

ROTAX

HOUSING

STRIPPED

6/7/2011

810809

810809

GOVERNOR OUTPUT

GOVERNOR OIL LINE REMOVED FOR UNRELATED MX. THE INSIDE THREADS STRIPPED FROM THE OIL PUMP HSG FOR THE GOVERNOR OIL FEED LINE BEFORE THE PROPER TORQUE (105 IN/LB) WAS REACHED. THIS PROBLEM HAS OCCURRED AND HAS BEEN REPORTED PREVIOUSLY: THE FIRST EVENT WAS BLAMED ON MECHANIC ERROR. THE SECOND EVENT WAS CAUSED AFTER THE MM REVISION LOWERED THE TORQUE VALUE FROM 150 IN/LB TO 105 IN/LB. THE THIRD EVENT IS NOW BLAMED ON THE THREADS OF THE OIL PUMP HOUSING.

[CA110803027](#)

LYC

IMPULSE  
COUPLING

WORN

8/1/2011 AEIO360A1B6 4370 M3100 MAGNETO  
IMPULSE COUPLING SHOWED WORN RIVET AND EXCESSIVE PAWL GAP AFTER ONLY 200 HRS TIME IN SERVICE. THIS SHOP PERFORMS SLICK SB 1-86 EVERY 100 HRS INSTEAD OF THE RECOMMENDED 500 DUE TO PREVIOUS EXPERIENCE. THIS IMPULSE COUPLING WOULD NOT HAVE LASTED ANOTHER 300 HRS IN AME'S OPINION.

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<a href="#">CA110704002</a>	PWA	TURBINE BLADES	FAILED
6/28/2011	JT15D4		ENGINE

EIR JT15D 2011-008 O/H SHOP WAS ABLE TO CONFIRM THE OPERATORS REPORT OF HAVING AN HP TURBINE BLADE FAILURE IN ENGINE 70351. 2 OF THE HP TURBINE BLADES (PN 3028601) WERE MISSING THE TOP, OF THE AIRFOILS. THE LIBERATED MATERIAL FROM THE 2 HP TURBINE BLADES CAUSED HEAVY IMPACT DAMAGE TO MANY OF THE REMAINING HP TURBINE BLADES AND SCATTERED IMPACT DAMAGE TO THE HP TURBINE STATOR AND COMPONENTS DOWNSTREAM OF THE HP TURBINE DISK ASSY. THE IMPACT DAMAGE ON THE 2ND AND 3RD STAGE LP TURBINE BLADES WAS SUFFICIENT TO REQUIRE THE LP TURBINES ASSEMBLIES TO REQUIRE DISASSEMBLY FOR FURTHER INSP WHICH WILL RESULT IN MANY OF THE LP TURBINE BLADES BEING SCRAP. THE LIGHT O/H SECTION OF THE O/H MANUAL REQUIRES THAT THE NR 3 BEARING BE ACCESSED AND REPLACED FOR ANY HPT BLADE DISTRESS, MORE OF THE AIRFOIL IS MISSING ON 1 OR MORE BLADES. THE BEARINGS RELATED TO THE HP ROTOR (NR 2 BEARING (PN 3119579-01, SN FA0223156), NR3 BEARING (PN 3107493-01, SN FC122110) & NR 3 BEARING (PN 3101648-01, SN FA0217673)) WERE ALL PRECAUTIONARY SCRAPPED DUE TO THE DAMAGE FOUND AND POSSIBLE FORCES/LOADS SUFFERED FROM THE HP ROTOR IMBALANCE.

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<a href="#">CA110704003</a>	PWA	HOUSING	CORRODED
6/27/2011	PT642A		RGB

EIR PT6A 2011-072, O/H SHOP WAS ABLE TO CONFIRM THE OPERATORS REPORT OF EXCESSIVE OIL LEAKAGE. THE EXHAUST DUCT HAD SHINY OIL WETNESS DURING RECEIVING INSPECTION. THE RGB REAR HSG WAS HEAVILY CORRODED AND HAD 2 THROUGH GOING HOLES ON THE OUTER CONICAL SECTION. THE EXTERNAL OIL SCAVENGE PUMPS WERE ACCESSED AND FOUND TO BE IN EXCELLENT CONDITION. THE ENGINE WAS RECEIVED AT O/H SHOP. THE POWER SECTION WAS DISASSEMBLED AS REQUIRED TO ACCESS AND REMOVE THE RGB REAR HSG. THE GAS GENERATOR SECTION WAS DISASSEMBLED AS REQUIRED TO ACCESS AND REMOVE THE EXTERNAL SCAVENGE PUMPS. THE ENGINE WILL BE RE-BUILT AND TESTED FOR LEAKS AND VIBRATIONS PRIOR TO RETURN TO SERVICE.

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<a href="#">CA110606001</a>	PWA	DRIVE SHAFT	WORN
5/18/2011	PT642A		FUEL PUMP

ACCIDENT WAS REPORTED THAT THE CREW OF 2 HAD TO EJECT DURING A TRAINING MISSION. ACFT EXPERIENCED A SUSPECTED ENGINE FAILURE AND CRASHED APPROX 1.5 KM IN FRONT OF THE RUNWAY. AS A PRECAUTION, ALL RAAF PC-9 FLYING OPS HAVE BEEN TEMPORARILY SUSPENDED. DIRECTORATE OF DEFENSE AVIATION AND AIR FORCE SAFETY (DDAAPS), SUPPORTED BY THE REGULATOR (DGTA) IS COORDINATING THE INVESTIGATION. ENGINE HAS BEEN RECOVERED AND SENT TO MFG FOR EXAMINATION. INVESTIGATION REVEALED A ENGINE FUEL PUMP DRIVESHAFT SPLINE AND INPUT COUPLING DISPLAYED INDICATIONS OF SIGNIFICANT WEAR AND WAS DETERMINED TO BE THE CAUSE OF THE ENGINE POWER LOSS.

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<a href="#">CA110715005</a>	PWA	JOURNAL	LOOSE
7/15/2011	PT6A21	ASABOVE	NR 5 BEARING

DURING DETAIL INSPECTION, OF THE 2ND STAGE REDUCTION CARRIER AT ENGINE O/H, IT WAS NOTED THAT THE NR 5 BEARING JOURNAL HAD PREVIOUSLY BEEN SLEEVE REPAIRED, AND A 0.046" GAP WAS MEASURED BETWEEN THE SLEEVE AND THE CARRIER SHOULDER. MM PN 3013243, 72-11-00, PAGE 323, PARA L. STATES: L. SECOND-STAGE REDUCTION GEAR CARRIER (10, FIG. 308) CAUTION: ALL CARRIERS WITH PREVIOUS SLEEVE REPAIR MUST BE INSPECTED FOR THE FOLLOWING MARKING, 3Z433 REV1. PARTS IDENTIFIED WITH CAGE CODE 3Z433 ONLY MUST BE SENT FOR REPAIR. NOTE: CARRIERS NOT IN COMPLIANCE WITH THE ABOVE MUST BE SENT FOR REPAIR. THIS PARTICULAR 2ND STAGE CARRIER IS IDENTIFIED WITH MARKING 3Z433, REV 1, AND IAW THE OHM SHOULD NOT HAVE REQUIRED REPAIR.

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<a href="#">CA110705002</a>	PWA	OIL FILTER	MISMANUFACTURED
7/3/2011	PT6A27	7579522AM	

(CAN) OIL FILTER PMA, PN-7579522AM EQUIVALENT TO P/N-3024084 OR 3033315 FROM THE COMPANIES STORES

DEPARTMENT, NOTICED THE FINE CONE SHAPED SCREEN WAS MISSING FROM END OF FILTER THAT IS FIRST INSERTED INTO THE OIL FILTER HOUSING.

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<a href="#">CA110711016</a>	PWA	FCU	INOPERATIVE
6/30/2011	PT6A67D	8063005	RT ENGINE

RIGHT ENGINE N1 AND TORQUE ACCELERATED UNCONTROLLED WHEN POWER WAS APPLIED ON TAKEOFF.

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<a href="#">CA110525010</a>	PWA	TURBINE BLADES	FAILED
5/25/2011	PT6A67R	310830301	ENGINE

ENGINE WAS REMOVED SUBSEQUENT TO A CATASTROPHIC FAILURE DURING TAKEOFF ROLL. THE PILOT REPORTED "ENGINE FAILED ON TAKEOFF ROLL, AUDIBLE NOISE, METAL EXITING EXHAUST DUCT, ENGINE WENT TO MIN FLOW AND TAKEOFF ABORTED". DURING DISMANTLE INVESTIGATION, THE ENGINE WAS SPLIT AND THE POWER AS WELL AS GAS GENERATOR SECTIONS WERE COMPLETELY DISMANTLED. THE POWER SECTION WAS FOUND EXCESSIVELY DAMAGED AND IT APPEARED THAT THE FAILURE OCCURRED IN POWER TURBINE AREA, WHERE ALL THE 1ST STAGE PT BLADES WERE FOUND BROKEN CLOSE TO THE PLATFORM AREAS, THE FRACTURE SURFACE EXHIBIT ROUGH APPEARANCE WITH TEXTURES OF BRITTLE OVERLOADING FRACTURE. THE 2ND STAGE PT BLADES WERE FOUND BROKEN, BREAKAGE VARYING FROM BELOW SHROUDED BLADE TIP TO ABOVE BLADE PLATFORM. QTY 1, PT 2 BLADE WAS FOUND BROKEN CLOSE TO THE PLATFORM WITH SIGNS OF FATIGUE FAILURE. THE SB 14369 WAS RELEASED TO ADDRESS A PREMATURE FAILURE ISSUE AND SB 14003 PROVIDES RELEVANT LIFE LIMIT RECOMMENDATIONS FOR PRE SB 14369 2ND STAGE PT BLADES. IN THIS CASE, THE PT 2 BLADES PN 3108303-01, LIFE LIMIT IS NOT ADDRESSED IN SB 14369 OR 14003.

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<a href="#">CA110613001</a>	PWA	BEARING	FAILED
6/10/2011	PW127		RGB

ENGINEERING INVESTIGATION REPORT EIR PW100 2011-040. CONFIRMED THE OPERATORS REPORT OF METAL CONTAMINATION OF THE RGB OIL SYS. THE SOURCE OF THE METAL CONTAMINATION WAS DETERMINED TO BE THE NR 15 BEARING WHICH HAD A CRACK AND SPALLED INNER RACE. THE CAUSE OF THE NR 15 BEARING FAILURE COULD NOT BE DETERMINED.

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<a href="#">CA110726002</a>	PWA	TURBINE BLADES	FAILED
7/25/2011	PW127		TURBINE SECTION

ENGINEERING INVESTIGATION REPORT EIR PW100 2011-046. THE ENGINE WAS DISASSEMBLED TO INVESTIGATE THE FIRST STAGE PT BLADE FAILURE. ACCESS OF THE 1ST STAGE PT DISK REVEALED 5 OF THE 1ST STAGE PT BLADES HAD FAILED. OF THE 5 BLADES THAT FAILED, 4 WERE LOCATED CONSECUTIVELY IN THE DISK. REVIEW OF THE 1ST STAGE PT BLADE HISTORY REVEALED OF THE 4 BLADES LOCATED CONSECUTIVELY IN THE DISK, 1 ACCUMULATED 16,319.3 HRS SINCE NEW, 2 ACCUMULATED 16,901.2 HOURS SINCE NEW AND 1 ACCUMULATED 8,408.6 HRS SINCE NEW. THE 5TH BLADE ACCUMULATED 16,319.3 HRS SINCE NEW. THE SET OF BLADES WERE PN 3120983-01 WHICH IS POST SB 21419. SB 21419 BLADES HAVE AN IMPROVED PROTECTIVE COATING AS WELL AS COATING PROTECTION IN THE INTERNAL CAVITY TO PREVENT THE BLADES FROM CRACKING ABOVE THE ROOT PLATFORM. DAMAGE WHICH IS CONSIDERED SECONDARY TO THE 1ST STAGE PT BLADE FAILURE WAS THE IMPACT DAMAGE SUSTAINED BY THE FIRST STAGE PT BLADES AND ALL COMPONENTS DOWNSTREAM OF THE FIRST STAGE PT DISK. TO INVESTIGATE FOR SECONDARY DAMAGE WHICH MAY HAVE RESULTED FROM UNBALANCE ON THE PT ROTOR, THE PT SHAFT WAS ACCESSED TO DETERMINE IF INTER-SHAFT RUBBING OCCURRED - NO EVIDENCE OF INTER-SHAFT RUBBING WAS PRESENT. LAST ACCESS OF THE ENGINE WAS A REPAIR 441.5 HRS AGO FOR HP VANE DAMAGE AND BLENDING OF THE LP IMPELLER. AT THAT VISIT THE PT DISK WAS INSPECTED AS AN ASSY WITH NO DEFECTS NOTED. THE LAST ACCESS OF THE ENGINE PRIOR TO THE REPAIR WAS AN O/H 1229.6 HRS AGO. MICROSTRUCTURE ANALYSIS OF 2 HP AND 2 LP BLADES WAS CARRIED OUT TO DETERMINE WHETHER AN OVERTEMPERATURE INCIDENT OCCURRED. THE ANALYSIS DETERMINED NEITHER OF THE BLADES WERE SOLUTIONED AND THEREFORE IT WAS DETERMINED AN OVERTEMPERATURE INCIDENT DID NOT OCCUR. THE CAUSE OF THE 1ST STAGE PT BLADE FAILURE COULD NOT BE DETERMINED.

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<a href="#">CA110810001</a>	PWA	ENGINE	FIRE
8/8/2011	PW127		NR 2

IFSD, WHILE IN CLIMB, NR 2 ENGINE SUFFERED ENGINE FIRE. PILOTS SECURED THE ENGINE AND PERFORMED AN UNEVENTFUL SINGLE ENGINE LANDING. INVESTIGATION ONGOING. MFG WILL INVESTIGATE TO ESTABLISH

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ROOT CAUSE AND SUPPLEMENT THE REPORT ONCE THE INFORMATION IS AVAILABLE.

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<a href="#">CA110803002</a>	PWA	FUEL CONTROL	INOPERATIVE
7/18/2011	PW127		ENGINE

DURING INITIAL CLIMB, 50 TO 100 FT OF THE GROUND, THE ENGINE LOST POWER AND FLAMED OUT. THE CREW APPLIED PROCEDURES FOR OEI AND CLIMBED TO FL40 BEFORE RETURNING TO THE DEPARTURE AIRPORT WHERE AN UNEVENTFUL SINGLE ENGINE LANDING WAS MADE. POST FLIGHT INSP FOUND THE P2.8/P3 BLEED AIR LINE FROM THE ENGINE TO NACELLE WAS FRACTURED & DISCONNECTED AT THE FLEXIBLE JOINT. FURTHER TROUBLESHOOTING FOUND THAT THE ENGINE ACTUALLY HAD AN UNCOMMANDED AUTOFEATHER FOR WHICH THE FUEL CONTROL WILL BE REPLACED.

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<a href="#">CA110803013</a>	PWA	BOLT	LOOSE
7/23/2011	PW127		PROPELLER

DURING A LAYOVER, MX FOUND AN OIL LEAK AROUND THE PROPELLER SHAFT. FURTHER INSP REVEALED THAT ALL 16 BOLTS RETAINING THE PROPELLER TO THE PROPELLER SHAFT WERE LOOSE. THE PROPELLER SHAFT FLANGE WAS FOUND CRACKED AROUND THE DOWEL PINS. THE ENGINE WILL BE FORWARDED FOR REPAIRS AND THE PROPELLER SHAFT AND ASSOCIATED HARDWARE WILL BE RETURNED TO MFG FOR INVESTIGATION.

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<a href="#">CA110720001</a>	PWA	PUMP	FAULTY
7/15/2011	PW545A		OIL SYSTEM

LOW OIL PRESSURE/IFSD AFTER T/O, THE PILOT REPORTED A LOSS OF OIL PRESSURE INDICATION AND LOW OIL PRESSURE ON THE EICAS. THE ENGINE WAS SHUTDOWN AND THE ACFT RETURNED TO THE POINT OF DEPARTURE WHERE AN UNEVENTFUL SINGLE ENGINE LANDING WAS ACCOMPLISHED, POST FLIGHT INSP FOUND THE BOTTOM SIDE OF THE ENGINE COVERED WITH OIL. TROUBLESHOOTING LED TO THE REPLACEMENT OF A FAULTY OIL PUMP. MFG WILL INVESTIGATE TO ESTABLISH ROOT CAUSE AND SUPPLEMENT THE REPORT ONCE THE INFORMATION IS AVAILABLE.

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<a href="#">CA110812002</a>	PWA	MAIN BEARING	DAMAGED
8/3/2011	R985*	232291	ENGINE

ON INSPECTION OF THE OIL SCREEN IT WAS NOTICED THAT THERE WAS FOREIGN MATERIAL IN THE OIL SCREEN. THIS MATERIAL WAS TAKEN TO AN O/H SHOP FOR ANALYSIS. WE WERE INSTRUCTED TO PULL 1 CYLINDER AND LOOK AT THE THE MAIN BEARING AND NOTICED THAT A PIECE OF IT WAS MISSING. THE ENGINE WAS PULLED AND REPLACED.

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<a href="#">EE4Y20111005097</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/29/2011	A319132	D57259162000	ZONE 500

LT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. NOTE: THE FITTING'S CORROSION/REWORKS REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.

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<a href="#">EE4Y20111005098</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/29/2011	A319132	D57259162001	ZONE 600

RT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. THE FITTING'S CORROSION/REWORKS REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.

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<a href="#">EE4Y20111005099</a>	AIRBUS	SKIN PANEL	CORRODED
10/29/2011	A319132	D54530052202	ZONE 400

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.

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<a href="#">EE4Y2011029600</a>	AIRBUS	SKIN PANEL	CORRODED
10/29/2011	A319132	D54530052202	ZONE 400

ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. NOTE: THE

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FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20111029601</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/29/2011	A319132	D5347219620000	ZONE 200

PAX CABIN, (SECTION 18) UPPER REAR FUSELAGE BETWEEN FR69 TO FR70 Y160 FLOOR SUPPORT BEAM LONGITUDINAL WITH CORROSION. NOTE: THE FLOOR SUPPORT BEAM REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20111005051</a>	AIRBUS	SKIN	CRACKED
10/5/2011	A319132	D574500482207	ZONE 600

RT WING, W STA 8744 L/E SKIN WITH CRACK. NOTE: THE L/E SKIN REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y201110554</a>	AIRBUS	SEAT TRACK	CORRODED
10/8/2011	A319132	D5347213320200	ZONE 200

UPPER FUSELAGE PAX CABIN, FROM FR66 TO FR66+5, -Y30", SEAT TRACK WITH CORROSION. REPLACED PAX CABIN SEAT TRACK IAW SRM 51-72-11.

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<a href="#">EE4Y201110555</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/8/2011	A319132	D5347217220500	ZONE 200

UPPER FUSELAGE PAX CABIN, FROM FR66+5 INCHES TO FR68, -Y50 INCHES FLOOR SUPPORT WITH CORROSION. REPLACED PAX CABIN FLOOR SUPPORT IAW SRM 51-72-11.

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<a href="#">EE4Y201110556</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/8/2011	A319132	D5347219620000	ZONE 200

UPPER FUSELAGE PAX CABIN, FROM FR68 TO FR70, +Y6 INCHES FLOOR SUPPORT WITH CORROSION. REPLACED PAX CABIN FLOOR SUPPORT IAW SRM 51-72-11.

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<a href="#">EE4Y20111001538</a>	AIRBUS	SEAT TRACK	CORRODED
10/1/2011	A319132	D53472133202	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR64 TO FR66 -Y765 SEAT TRACK WITH CORROSION. SEAT TRACK REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20111001539</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/1/2011	A319132	D534721722005	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR66 TO FR68 -Y1292 FLOOR SUPPORT WITH CORROSION. FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20111001540</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/1/2011	A319132	D53472193200	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR67 TO FR70 -Y765 FLOOR SUPPORT WITH CORROSION. FLOOR SUPPORT REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20110542</a>	AIRBUS	SHEAR PLATE	CORRODED
10/1/2011	A319132	D53471124202	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR69 TO FR70, STRINGER 23 LEVEL SHEAR PLATE WITH CORROSION. SHEAR PLATE REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20110543</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/1/2011	A319132	D53472196200	ZONE 200

PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR68 TO FR70 Y254 FLOOR SUPPORT WITH CORROSION. FLOOR SUPPORT REQUIRES A MAJOR REPAIR SRM GUIDELINES.

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<a href="#">EE4Y20111001544</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/1/2011	A319132	D57259162000	ZONE 600
RT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. FITTING REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y20111001545</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/1/2011	A319132	D57259162001	ZONE 500
LT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. FITTING REQUIRES A MAJOR REPAIR IAW MFG ENGINEERING GUIDELINES.			
<a href="#">EE4Y20111001546</a>	AIRBUS	SKIN	DEBONDED
10/1/2011	A319132		RUDDER
VERTICAL STABILIZER, RUDDER LT & RT SIDE PANELS WITH WATER INGRESS AROUND INSIDE HONEYCOMB CORE AROUND HOISTING POINT NR 2. RUDDER PANELS REQUIRE A MAJOR REPAIR IAW MFG ENGINEERING GUIDELINES.			
<a href="#">EE4Y201110560</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/10/2011	A319132	D57259162000	ZONE 500
LT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. NOTE: THE FITTING'S CORROSION/REWORKS REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y201110561</a>	AIRBUS	ANCHOR FITTING	CORRODED
10/10/2011	A319132	D57259162001	ZONE 600
RT WING, INNER SPAR BETWEEN RIB 2 AND RIB 3, MLG RETRACTION JACK ANCHORAGE FITTING'S BORE, LOWER & UPPER SURFACE WITH CORROSION. NOTE: THE FITTING'S CORROSION/REWORKS REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.			
<a href="#">EE4Y201110562</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/10/2011	A319132	D53111460202	ZONE 200
PAX CABIN, UPPER REAR FUSELAGE BETWEEN FR19 TO FR20 Y-254 FLOOR SUPPORT WITH CORROSION. MAJOR REPAIR.			
<a href="#">EE4Y201110563</a>	AIRBUS	PROFILE	CORRODED
10/10/2011	A319132	D53470479204	ZONE 100
AFT CARGO COMPARTMENT FLOOR STRUCTURE, BETWEEN FR59 TO FR60 AT STRINGER 38LT LEVEL, PROFILE-CORNER WITH CORROSION.			
<a href="#">EE4Y201110564</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/10/2011	A319132	D53476460000	ZONE 100
AFT CARGO COMPARTMENT BETWEEN FR47/51 TO FR55A AT STRINGER 38RT LEVEL, FLOOR STRUCTURE, PROFILE-CORNER WITH CORROSION.			
<a href="#">EE4Y201110565</a>	AIRBUS	SEAT TRACK	CORRODED
10/10/2011	A319132	D5347213320700	ZONE 100
PAX CABIN FROM FR 66 TO FR 66+5, -Y50 WITH SEAT TRACK CORRODED. THE SEAT TRACK DAMAGED WAS REPLACED IAW SRM 51-72-11.			
<a href="#">EE4Y201110566</a>	AIRBUS	FLOOR SUPPORT	CORRODED
10/10/2011	A319132	D5311145020201	ZONE 100
PAX CABIN, FROM FR 19 TO FR 20, -Y10 WITH FLOOR SUPPORT CORRODED. THE FLOOR SUPPORT DAMAGED WAS REPLACED IAW SRM 51-72-11.			

<a href="#">EE4Y201110567</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347217220500	ZONE 100
UPPER FUSELAGE PAX CABIN FROM STA 2801 TO 2869 -Y 1292 FLOOR SUPPORT CORRODED. REPLACED FLOOR SUPPORT IAW SRM 51-72-11 PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110568</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347217220400	ZONE 100
UPPER FUSELAGE PAX CABIN FROM STA 2801 TO STA 2869 +Y 1292 FLOOR SUPPORT CORRODED. REPLACED FLOOR SUPPORT IAW SRM 51-72-11, PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110571</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347213320600	ZONE 100
UPPER FUSELAGE PAX CABIN STA 2791 +Y 1292 FLOOR SUPPORT CORRODED. REPLACED FLOOR SUPPORT TRACK IAW SRM 51-72-11, PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110572</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347218920400	ZONE 100
UPPER FUSELAGE PAX CABIN STA 2884 -Y 1162 FLOOR SUPPORT CORRODED. REPLACED FLOOR SUPPORT IAW SRM 51-72-11, PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110573</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347218820400	ZONE 100
UPPER FUSELAGE PAX CABIN STA 2884 +Y 1162 FLOOR SUPPORT CORRODED. REPLACED FLOOR SUPPORT IAW SRM 51-72-11, PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110574</a>	AIRBUS		FLOOR SUPPORT	CORRODED
10/11/2011	A319132		D5347219620000	ZONE 100
UPPER FUSELAGE PAX CABIN AFT ENTRANCE AREA FROM STA 2884 TO STA 2992, +Y 16, FLOOR SUPPORT WITH CORROSION. REPLACED FLOOR SUPPORT IAW SRM 51-72-11, PARAGRAPH 4 AND 6.				
<a href="#">EE4Y201110570</a>	AIRBUS		SKIN	CORRODED
10/11/2011	A319132		D54530052200201	NR 1 NACELLE
ENGINE NR 1 PYLON SECTION INBD AND OTBD AFT FIXED PANELS WITH CORROSION. REPLACED ENGINE NR 1 PYLON AFT FAIRING SECTION INBD AND OTBD SKIN PANEL IAW SRM 51-72-11 PARAGRAPH 4 AND 6.				
<a href="#">EE4Y20111001547</a>	AIRBUS	IAE	PAN	CRACKED
10/1/2011	A319132	V2524A5	74010912	ENGINE NOZZLE
ENGINE NR 2, COMMON NOZZLE ASSY, PAN WITH CRACK. NOTE: THE PAN CRACKED REQUIRE A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20111001548</a>	AIRBUS	IAE	PAN	CRACKED
10/1/2011	A319132	V2524A5	74010911	ENGINE NOZZLE
ENGINE NR 1, COMMON NOZZLE ASSY, PAN WITH CRACK. PAN CRACKED REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y20111001541</a>	AIRBUS	IAE	SEAT TRACK	CORRODED
10/1/2011	A319132	V2524A5	D53472133207	ZONE 200
PAX CABIN, (SECTION 18) UPPER REAR FUSELAGE BETWEEN FR64 TO FR66 -Y1292 SEAT TRACK WITH CORROSION. SEAT TRACK REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.				
<a href="#">EE4Y201110557</a>	AIRBUS	IAE	SKIN	CORRODED
10/10/2011	A319132	V2524A5	D54530052202	NR 1 NACELLE

ENGINE NR1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. THE FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y201110558</a>	AIRBUS	IAE	SKIN	CORRODED
10/10/2011	A319132	V2524A5	D54530052203	NR 2 NACELLE

ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. THE FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y201110559</a>	AIRBUS	IAE	SKIN	CORRODED
10/10/2011	A319132	V2524A5	7400515799	THRUST REVERSER

ENGINE NR 2, LEFT C-DUCT LOWER BIFURCATION OUTER SKIN WITH CORROSION, LOCATED JUST ABOVE THE 740-0420 FAIRING AT 6 O'CLOCK POSITION. NOTE: THE C-DUCT OUTER SKIN REQUIRES A MAJOR REPAIR IAW ENGINEERING GUIDELINES.

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<a href="#">EE4Y20111005549</a>	AIRBUS	IAE	SKIN PANEL	CORRODED
10/5/2011	A319132	V2524A5	D54530052203	NR 2 NACELLE

ENGINE NR 2, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y20111005050</a>	AIRBUS	IAE	SKIN PANEL	CORRODED
10/5/2011	A319132	V2524A5	D54530052202	ZONE 400

ENGINE NR 1, PYLON AFT FIXED FAIRING, OTBD AND INBD LATERAL SKIN PANEL WITH CORROSION. FAIRING SKIN PANEL REQUIRES A MAJOR REPAIR IAW SRM GUIDELINES.

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<a href="#">EE4Y201111060593</a>	AIRBUS		ANCHOR FITTING	CORRODED
11/6/2011	A321231		UNK	ZONE 100

LOWER FUSELAGE, OUTER WING REAR SPAR AFT FACE, LT RETRACTION ANCHOR JACK FITTING WITH CORROSION. THE ANCHOR JACK FITTING REQUIRED A MAJOR REPAIR IAW MFG.

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<a href="#">EE4Y201111070594</a>	AIRBUS		FLOORBEAM	CORRODED
11/7/2011	A321231			ZONE 100

DURING THE INSPECTION FOUND THE UPPER FUSELAGE PAX CABIN STA FR 66 Y STA 1292 FLOORBEAM WITH COROSION.

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<a href="#">EE4Y20110595</a>	AIRBUS		FLOORBEAM	CORRODED
11/7/2011	A321231			ZONE 100

DURING THE INSPECTION, FOUND THE UPPER FUSELAGE PAX CABIN FR21, YSTA 254 FLOORBEAM WITH COROSION.

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<a href="#">EE4Y201111070596</a>	AIRBUS		SKIN	CORRODED
11/7/2011	A321231			ZONE 500

1-DURING THE ACFT MX SERVICE, FOUND LT WING, TOP SKIN, UPPER SURFACES WITH CORROSION AROUND FASTENERS HEAD NR 483, 493, 496 AND 497 IAW R572-45006 (WING SKIN BOLT LOCATION DIAGRAM A321-200). THEY ARE LOCATED BETWEEN RIB 4 AND RIB 5 ON INNER REAR SPAR AREA. MFG PROVIDED REPAIR INSTRUCTIONS

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<a href="#">EE4Y201111070615</a>	AIRBUS		DOOR FRAME	CORRODED
11/7/2011	A321231			ZONE 100

1-DURING THE ACFT MX SERVICE, FOUND THE LOWER FUSELAGE AFT CARGO COMPARTMENT DOOR JAMB SUPPORT UPPER SURFACE WITH COROSION FROM FR 59 AND FR 56. REPLACED WEB AT AFT CARGO COMPARTMENT FROM FR55A TO FR59 IAW SRM 51-72-11PA 4 AND 6.

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<a href="#">EE4Y201111070616</a>	AIRBUS		FLOORBEAM	CORRODED
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11/7/2011	A321231				ZONE 200
DURING THE ACFT MX SERVICE, FOUND THE UPPER FUSELAGE PAX CABIN STA FR21- Y254 FLOORBEAM WITH CORROSION. REPLACED FLOORBEAM, UPPER FUSELAGE PAX CABIN YSTA 254-FR21 IAW SRM 51-72-11.					
<a href="#">EE4Y20110592</a>	AIRBUS			ANCHOR FITTING	CORRODED
11/6/2011	A321231				ZONE 100
LOWER FUSELAGE, OUTER WING REAR SPAR AFT FACE, RT RETRACTION ANCHOR JACK FITTING WITH CORROSION. THE ANCHORAGE JACK FITTING REQUIRED A MAJOR REPAIR IAW MFG.					
<a href="#">B62R20110714001</a>	AIRBUS			CONTROL PANEL	MALFUNCTIONED
7/14/2011	A340212			817535128140001	MEDICAL O2
MEDICAL OXYGEN CYLINDER LEAKED OUT AND DEPLETED. PROBLEM HAS BEEN ISOLATED TO CONTROL CIRCUITRY FOR THE OXYGEN PULSE LATCHING VALVE. MFR REPORTED THAT A CONTINUOUS ON POWER SIGNAL WOULD CAUSE THE VALVE TO CHATTER, RELEASING OXYGEN SLOWLY FROM THE CYLINDER UPSTREAM OF THE VALVE.					
<a href="#">2011FA0000637</a>	AIRTRC	PWA	PWA	EXHAUST VALVE	STUCK
7/29/2011	AT401	R1340*			CYLINDER
ACFT DEVELOPED HEAVY VIBRATION DUE TO A STUCK EXHAUST VALVE IN THE CYLINDER ASSY.					
<a href="#">CA110727011</a>	AIRTRC	PWC		ANTENNA	CRACKED
7/24/2011	AT802	PT6A67AG		0145621	ELT
ACFT SKIN AT BASE OF ELT ANTENNA CRACKED. POSSIBLE LOSS OF ELT ANTENNA AND FURTHER DAMAGE IN NEXT FEW FLIGHT HOURS.					
<a href="#">CA110811004</a>	AIRTRC	PWC		SEAL	CUT
8/9/2011	AT802A	PT6A67AG			SOLENOID VALVE
LT AND RT WATER PICK UP PROBES STUCK DOWN DURING PRAC SCOOP CHECK. PILOT RETURNED TO BASE, FOUND SOLENOID UNLOCK POSITION JAMMED WITH DISPLACED/CUT SEAL. SOLENOID VALVE ASSY REPLACED-FUNCTION CHECKED AND SERVICABLE. MODEL PN DG4V-3-2AL-MFPBWL-H7-60.					
<a href="#">CA110720002</a>	AIRTRC	PWC		FUEL CONTROL	FAULTY
7/15/2011	AT802A	PT6A67AG			ENGINE
ACFT WAS COMING IN FOR LANDING WHEN PILOT NOTICED ENGINE POWER LOSS. LANDED SAFELY AND WHEN THE ACFT CAME TO A STOP, THE COMPRESSOR SPEED (NG) HAD DROPPED DOWN TO 10 PERCENT. TROUBLESHOOTING LEAD TO A FAULTY FUEL CONTROL UNIT WHICH WILL BE REPLACED BEFORE THE ACFT IS RETURNED TO SERVICE. RECOMMENDS THE SDR BE CLOSED ON THE BASIS OF THE FOLLOWING INFORMATION.					
<a href="#">CA110629002</a>	AIRTRC	PWC		BUSHING	LOOSE
6/26/2011	AT802A	PT6A67AG			MLG
FOUND INBD, LT AND OTBD, RT WHEEL BRAKE TORQUE PLATES WITH MIGRATING BUSHINGS (1 EACH) FOR CALIPER SLIDE PINS. TORQUE PLATES REPLACED IAW MP 5-1.					
<a href="#">2011FA0000671</a>	AMRGEN	LYC		ALTERNATOR	LOOSE
8/7/2011	AA5B	O360A4K			
ALTERNATOR CASE BOLTS WORKED LOOSE, SAFETY WIRE BROKEN. CATASTROPHIC FAILURE AT 152 HRS SINCE O/H. THE ORIGINAL MFG HISTORICALLY LAST MUCH LONGER. ADVISE SELF LOCKING BOLTS AND LOCK TABS AS THE ORIGINAL, AND EXTREME CLEANING OF MATING SURFACES PRIOR TO ASSY.					
<a href="#">2011FA0000597</a>	BBAVIA			BOLT	LOOSE
9/6/2011	7GCB			AN622A	TAIL WHEEL
AN AN6-22A BOLT WITH AN AN365 NUT WAS USED TO HOLD THE FWD END OF THE TAIL WHEEL SPRING. THE NUT					

BACKED OFF ALLOWING THE TAIL WHEEL SPRING TO SIDE AFT IN THE TAIL POST SADDLE. SUGGEST THE INSTALLATION BE DONE USING AN AN6-22 BOLT WITH AN 310 NUT AND A COTTER PIN. THE TAIL POST BOLTS SHOULD ALSO BE CHANGED TO DRILLED BOLTS, CASTELLATED NUTS AND COTTER PINS AS THESE ALSO COME LOOSE.

<a href="#">CA110629004</a>	BBAVIA	LYC	CYLINDER	CRACKED
6/23/2011	8GCBC	O360C2E	LW12427	NR 4

DURING THE 100HR INSPECTION, A .5" TO 1" CRACK WAS DISCOVERED COMMING FROM THE LOWER SPARK PLUG HOLE ON NR 4 CYLINDER. CYLINDER WAS REPLACED. THIS ENGINE IS USED FOR GLIDER TOWING AND IS O/H EVERY 2000 HRS.

<a href="#">2011F00201</a>	BEECH	PWA	ENGINE	MAKING METAL
9/13/2011	400A	JT15D5	JT15D5	

DURING ENGINE MINOR INSP, SENT OIL FILTER TO LAB FOR ROUTINE ANALYSIS, LAB REPORTED METAL IN OIL. CONTACTED MFG FOR EVALUATION, MFG INSTRUCTED TO INSTALL NEW OIL AND FILTER, PERFORM GROUND RUN FOR 1 HOUR, AND SEND FILTER OUT FOR REPEAT ANALYSIS. SECOND ANALYSIS FOUND MORE METAL (BEARING MATERIAL) IN OIL FILTER. MFG RECOMMENDED ENGINE REPLACEMENT. ENGINE HAS 958.2 HOURS SINCE O/H.

<a href="#">2011FA0000587</a>	BEECH	CONT	IMPULSE COUPLING	FAILED
9/13/2011	58		1076232	MAGNETO

THE SPRINGS IN THE IMPULSE COUPLING FAILED. THE PAWS TO ENGAGE THE MAGNETO WOULD NOT EXTEND. IT WAS NOTED THAT THE IMPLUSE COUPLING WAS NOT SNAPPING DURING A 100 HR INSPECTION. MAGNETO WAS R/R'D TO CORRECT DISCREPANCY.

<a href="#">C41R201110060105</a>	BEECH		CIRCUIT BREAKER	SHORTED
10/5/2011	A36			COCKPIT LIGHTS

ACFT IN ANNUAL INSPECTION. ELECTROLUMINESCENT PANEL LIGHTING INOPERATIVE. TROUBLESHOT SYS AND FOUND MAIN CIRCUIT BREAKER PANEL, CENTER ROW STRIP PANEL TO BE INTERNALLY SHORTED. REMOVED PANEL FROM CIRCUIT AND ALL OTHER STRIP PANELS LIGHT OK. SENT OUT BAD PANEL FOR REPAIR.

<a href="#">C41R201110030104</a>	BEECH		ANNUNCIATOR	BURNED OUT
10/3/2011	A36		065005801KA185	AUTOPILOT

DURING PRE-INSPECTION RUN-UP, TECH FOUND "FD" LIGHT INOP ON AUTOPILOT ANNUNCIATOR. UNIT REMOVED FOR REPAIR.

<a href="#">C41R201110030103</a>	BEECH	CONT	INDICATOR	INTERMITTENT
10/3/2011	A36	IO550*	1023800143	OIL TEMP

DURING PRE-INSPECTION RUN-UP, TECH FOUND OIL TEMPERATURE AND OIL PRESSURE NEEDLES (DUAL GAUGE) INTERMITTENTLY PEG FULL SCALE. REMOVED GAUGE AND FOUND SMALL PIECES/PARTS RATTLING AROUND INSIDE UNIT. ALSO, GAUGE CORE MOVES FORE AND AFT (REAR SCREWS MISSING). SENT OUT FOR REPAIR.

<a href="#">CA110712002</a>	BEECH	GARRTT	FIREWALL	CRACKED
7/1/2011	B100	TPE3316252B		ENGINE BAY

DURING ROUTINE INSP, A CRACK HAS BEEN FOUND ON THE RT INBD WALL OF THE COLLECTOR TANK IN THE FIREWALL FUEL SHUTOFF REGION. REPAIR HAS BEEN DONE IAW THE MM.

<a href="#">CA110719008</a>	BEECH	PWA	TRANSDUCER	FAILED
6/6/2011	B200	PT642A	1013890235	LT ENGINE

DURING FLIGHT, THE CREW NOTICED THE LT ENGINE OIL PRESSURE DECREASING. IAW THE SOP'S THE ENGINE WAS SHUTDOWN IN FLIGHT AND A SAFE LANDING WAS MADE. TROUBLESHOOTING WAS CARRIED OUT AND FOUND THAT THE OIL PRESSURE TRANSDUCER HAD FAILED GIVING THE LOW READING.

<a href="#">CA110627019</a>	BEECH	PWA	VALVE	BENT
6/24/2011	B200	PT642A	10192006137	ANTI SIPHON
DURING POST-FLIGHT INSPECTION, ANTI-SIPHON VALVE IN RT OTBD WING FUEL FILLER WAS FOUND FORCED OUT AT FLAPPER SEAL AREA AND CRACKED UP TO ATTACH FLANGE. VALVE WAS REPLACED WITH NEW PART, SAME PN. DAMAGE WAS CAUSED BY FUELLER'S FORCING FUEL NOZZLE IN FILLER AND TWISTING AND IS AN ONGOING ISSUE. FUEL STAFF SHOWN DAMAGED PARTS AND PROBLEM EXPLAINED AGAIN AS THEY PROVIDE 80 PERCENT OF OUR FUEL!				
<a href="#">2011FA0000655</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
10/3/2011	F33A	IO520*	35380132103	LANDING LIGHT
PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING THE TECH FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK.				
<a href="#">2011FA0000654</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
10/2/2011	F33A	IO520BB	35380132103	LANDING LIGHT
PILOT REPORTED LANDING LIGHT INOPERATIVE. ON TROUBLESHOOTING THE TECH FOUND THE CIRCUIT BREAKER AT FAULT. INSTALLED NEW CIRCUIT BREAKER. OPS CHECKED OK.				
<a href="#">2011FA0000586</a>	BEECH	CONT	SWITCH	FAILED
9/11/2011	F33A	IO520BB	35380132101	NAVIGATION LIGHT
PILOT REPORTED NAV LIGHTS INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/SWITCH TO BE AT FAULT. THIS BEING THE SECOND NAV LIGHT CIRCUIT BREAKER/SWITCH BEING REPLACED IN THIS ACFT SINCE AD 2008-13-17 WAS COMPLETED.				
<a href="#">2011FA0000610</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
9/20/2011	F33A	IO520BB	35380132103	LANDING LIGHT
PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER/ SWITCH TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 2301.4 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 9205.6. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.				
<a href="#">2011FA0000635</a>	BEECH	CONT	CIRCUIT BREAKER	FAILED
9/28/2011	F33A	IO520BB	35380132103	LANDING LIGHT
PILOT REPORTED LANDING LIGHT INOP. ON TROUBLESHOOTING, TECH FOUND CIRCUIT BREAKER TO BE AT FAULT. AD 2008-13-17 HAD BEEN COMPLETED 1898.9 FLIGHT HOURS PRIOR AND ESTIMATED CYCLES 7595.6. NO PROBABLE CAUSE OR RECOMMENDATIONS AT THIS TIME.				
<a href="#">2011FA0000599</a>	BELL	ALLSN	BELL	COUNTERWEIGHT DEPARTED
8/31/2011	206B	250C20B		TAIL ROTOR
AT APPROXIMATELY 21:15 THE EVENING OF 31 AUG 2011, DEPARTED THE COUNTY RAMP IN FOR A NIGHT VISION GOGGLE TRAINING MISSION WITH A CONTRACT INSTRUCTOR PILOT. WEATHER AT THE TIME WAS VFR. ALL PRE-FLIGHT CHECKS WERE NORMAL, AS WAS TAKEOFF AND CLIMB HEADING SOUTHEAST FROM THE AIRPORT TO A CRUISE ALITUDE OF 700 FT. APPROX 5 TO 6 MINUTES AFTER TAKEOFF, EXPERIENCED A SEVERE VIBRATION LASTING AN EXTIMATED 10 TO 20 SECONDS. THE INSTRUCTOR INITIATED A RAPID DECENT TO AN OPEN FIELD FOR A PRECAUTIONARY LANDING. AFTER LANDING AND ENGINE SHUTDOWN IT WAS DISCOVERED THAT A COUNTER WEIGHT HAD DEPARTED 1 TAIL ROTOR BLADE FOR UNKNOWN REASONS CAUSING THE VIBRATION. IT WAS ALSO DISCOVERED AFTER LANDING AND INSPECTION OF THE TAIL ROTOR THAT THE VIBRATION HAD CAUSED 3 OF THE 4 ATTACHMENT STUDS HOLDING THE TAIL ROTOR GEAR BOX TO SHEAR.				
<a href="#">CA110215010</a>	BELL	ALLSN	FCU	MALFUNCTIONED
2/12/2011	206B	250C20B	23070606	ENGINE
OCCASIONAL DELAYED LIGHT OFF AFTER THROTTLE IS CRACKED OPEN TO DETENT ON GROUND RUN. REPLACED FCU.				

<a href="#">CA110511006</a>	BELL	ALLSN	TRANSPONDER	INTERMITTENT
4/30/2011	206B	250C20B	066106200	ATC

ATC TRANSPONDER INTERMITTENTLY TRANSMITTING WRONG MODE A CODE. MODE A CODE SELECTOR SWITCHES INTERMITTENT. TRANSPONDER IN SERVICE FOR 5 DAYS SINCE LAST RECERTIFICATION. TRANSPONDER REPLACED.

<a href="#">CA110516012</a>	BELL	ALLSN	BRUSHES	WORN
5/13/2011	206B	250C20B	23032018	STARTER GEN

THIS STARTER/GENERATOR WAS INSTALLED ON THE ACFT AT THE TIME OF PURCHASE. STARTER BRUSHES WORN.

<a href="#">CA110603003</a>	BELL	ALLSN	ELT	CRACKED
5/11/2011	206B	250C20B	S182250202	CABIN

DURING ANNUAL ELT INSPECTION, UNIT WAS FOUND TO HAVE 28 CRACKS IN THE HOUSING. THE UNIT WAS FOUND TO HAVE SOME OIL CONTAMINATION ON THE HOUSING. ALL CRACKS WERE FOUND NEAR THE COVER SCREWS SUGGESTING THAT THE SCREWS MAY HAVE BEEN OVER-TORQUED. THE COVER SCREWS HAD NOT BEEN REMOVED SINCE THE ELT CAME FROM THE MFR.

<a href="#">3HCR20110928001</a>	BELL	ALLSN	HONEYWELL	BEARING	MISSING
9/28/2011	206B3	250C20B	ALAD2	2523237	GOVERNOR

REMOVED GOVERNOR FOR ENGINE SURGING. TESTED AS RECEIVED. FAILED TEST POINT 4.020-4.050. INSPECTED AND FOUND BEARING NOT INSTALLED ON CAM FOLLOWER LEVER.

<a href="#">3HCR20110927001</a>	BELL	ALLSN	FUEL CONTROL	FAILED
9/27/2011	206L3	250C30	2549092823087146	FUEL

AIRCRAFT FAILED TO LIGHT OFF. INSPECTED AND FOUND CUT-OFF UNSERVICABLE.

<a href="#">3HCR20110927002</a>	BELL	ALLSN	HONEYWELL	SHAFT	CRACKED
9/27/2011	206L3	250C30	DPV1	2541924	FUEL CONTROL

UNIT FAILED TO LIGHT OFF. INSPECTED AND FOUND TORSION SHAFT LEAKING.

<a href="#">2011FA0000653</a>	BELL	ALLSN	BEARING	FAILED
9/30/2011	407	250C47B	M25010121	ENGINE

WHILE IN CRUISE FLIGHT, ENGINE CHIP LIGHT ILLUMINATED, PILOT LANDED IN FIELD. INSP OF BOTH ENGINE CHIP DETECTORS REVEALED MULTIPLE CHIPS. THE SOURCE OF THE METAL WAS DUE TO FAILURE OF THE PTO BEARING, PN (M250-10121) THE ENGINE GEARBOX IS AN "ON CONDITION" ITEM AND ACCORDING TO THE REPAIR FACILITY FAILURE OF THIS BEARING IS ONLY SEEN IN HIGH TIME ENGINES.

<a href="#">2011FA0000663</a>	BELL	ALLSN	DRIVE SHAFT	BROKEN
9/27/2009	OH58A	250C20	SKCP234085	MAIN ROTOR

HELICOPTER WAS TOOK OFF EMPTY FROM LANDING PAD TO SURVEY AREA. DURING TAKEOFF A "POPPING" SOUND WAS HEARD BY PILOT AND GROUND CREW AND THE ACFT WOULD NOT DEVELOP SUFFICIENT ENGINE TORQUE TO CLEAR TERRAIN. FOLLOW UP TO ACCIDENT FOUND ENGINE DRIVE SHAFT HAD SEVERED COMPLETELY APART INTO SEVERAL PIECES AND HAD ROTATED MANY TIMES IN A DAMAGED CONDITION. DRIVESHAFT SENT TO NTSB LAB FOR ANALYSIS, BUT LAB COULD NOT DETERMINE DEFINITELY WHETHER DAMAGE TO DRIVESHAFT CAUSED THE ACCIDENT OR WAS CAUSED BY THE ACCIDENT. NO FURTHER ACTION POSSIBLE.

<a href="#">2011FA0000657</a>	BELL	BELL	BLADE	CRACKED
10/3/2011	UH1H		204011250113	M/R HUB

PILOT NOTED A VERTICAL VIBRATION DURING FLIGHT. UPON VISUAL INSPECTION, IT WAS FOUND THAT MAIN ROTOR BLADE HAD CRACKED 90 INCHES FROM BLADE TIP THROUGH THE T/E TO THE SPAR AND 7" TOWARDS

THE BLADE ROOT ALONG THE SPAR, ON UPPER AND LOWER SURFACES OF THE BLADE.

<a href="#">7AHR201192030</a>	BOEING	FRAME	CRACKED
10/16/2011	737282C		BS 907

AFT PIT CRACKED, FRAME LOWER CHORD AT BS 907 AND STRINGER 26R.

<a href="#">7AHR2011092019</a>	BOEING	THRESHOLD	CORRODED
9/23/2011	737282C		ZONE 100

FORWARD FUSELAGE FLOOR STRUCTURE AT L1 DOOR CENTER THRESHOLD AREA HAS LIGHT CORROSION ON UPPER SURFACE STRUCTURE AND UNDER NUTPLATES

<a href="#">7AHR2011092020</a>	BOEING	INTERCOSTAL	CORRODED
9/23/2011	737282C		ZONE 100

AFT BAGGAGE COMPARTMENT INTERCOSTAL UPPER FLANGE CORRODED OUT OF LIMITS BETWEEN BODY STATION 767 AND 787 AT STRINGER 25R

<a href="#">7AHR2011092022</a>	BOEING	SKIN	CORRODED
9/23/2011	737282C		ZONE 100

AFT FUSELAGE BODY STA 976.6 AT STRINGER 25L, EDGE OF WATER SERVICING DOOR HAS EVIDENCE OF CORROSION.

<a href="#">7AHR2011092023</a>	BOEING	TRANSITION PANEL	CORRODED
9/23/2011	737282C		ZONE 100

AFT PIT TRANSITION PANEL CORRODED JUST AFT OF CARGO DOOR ON THE RT SIDE AT BODY STATION 887.

<a href="#">7AHR2011092024</a>	BOEING	FLOOR SUPPORT	CORRODED
9/23/2011	737282C		ZONE 100

AFT BAGGAGE COMPARTMENT FLOOR SUPPORTS AT BODY STATION 770 AT SPLICE STRAP ATTACHED HAS SIGNS OF CORROSION

<a href="#">7AHR2011092026</a>	BOEING	SKIN	CORRODED
9/23/2011	737282C		ZONE 100

AFT FUSELAGE HAS EVIDENCE PILLOWING (CORROSION) AT BODY STA 1016 AT STR 25L AND 24L AROUND FASTENERS.

<a href="#">7AHR2011092027</a>	BOEING	BEAM	ELONGATED
9/23/2011	737282C		ZONE 700

DURING THE ACCOMPLISHMENT OF ECO 3731 SB 737-57A-1266 INSPECTION OF THE MAIN LANDING GEAR BEAM TO WING ATTACH FITTINGS IT WAS DISCOVERED THAT THE MLG BEAM PIN RETAINER LOCK BOLT FITTING IS ELONGATED ON BOTH LT AND RT MLG BEAM.

<a href="#">7AHR2011092002</a>	BOEING	ACCESS PANEL	CORRODED
9/21/2011	737282C		ZONE 100

AFT FUSELAGE AT POTABLE WATER SERVICING PANEL HAS EVIDENCE OF CORROSION AROUND PANEL.

<a href="#">7AHR2011092004</a>	BOEING	SKIN	CORRODED
9/22/2011	737282C		ZONE 100

PILLOWING CORROSION AROUND FASTENERS AT BODY STA 787, STRINGER 27R.

<a href="#">7AHR2011092005</a>	BOEING	ANGLE	CORRODED
9/22/2011	737282C		ZONE 900

AFT FUSELAGE FLOOR STRUCTURE AT AFT LAVATORY FORWARD WALL AS CORROSION AT ATTACH ANGLE AT INBD FASTENER HOLE.

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<a href="#">7AHR2011092006</a>	BOEING	FLOOR SUPPORT	CORRODED
9/22/2011	737282C		ZONE 100

AFT PIT FLOOR SUPPORT AT BODY STATION 770 HAS CORROSION AND WAS FOUND TO BE OUT OF LIMITS AT SPLICE STRAP

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<a href="#">7AHR2011092008</a>	BOEING	FLOOR SUPPORT	CORRODED
9/22/2011	737282C		ZONE 100

AFT BAGGAGE COMPARTMENT FLOOR SUPORT AT RBL 8" HAS CORROSION THAT IS OUT OF LIMITS AT SPLICE STRAP BODY STA 770.

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<a href="#">7AHR2011092003</a>	BOEING	STRUCTURE	CORRODED
9/22/2011	737282C		BS 464

CORROSION UNDER FLOORBOARD SPLICE AT STA 464 BETWEEN STRINGER 27R AND 26R IN FORWARD PIT.

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<a href="#">7AHR2011092011</a>	BOEING	SKIN	CRACKED
9/23/2011	737282C		FUSELAGE

DURING THE ACCOMPLISHMENT OF ECO 3735, FORWARD ENTRY AND FORWARD GALLEY SERVICE DOORWAY UPPER AND LOWER HINGE CUTOUT INSPECTION, IT WAS DETERMINED THAT THE FORWARD ENTRY DOOR, LOWER HINGE CUTOUT HAS 1 EACH CRACKED FASTENER HOLE. CRACK IS IN THE LOWER B-5 HOLE, DETERMINED BY EDDY CURRENT.

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<a href="#">7AHR2011092012</a>	BOEING	FLOORBEAM	CORRODED
9/23/2011	737282C		ZONE 100

FORWARD CABIN FLOOR STRUCTURE (FRAME) HAS CORROSION AT BODY STA 312 BETWEEN RBL 24 AND RBL 45.

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<a href="#">7AHR2011092013</a>	BOEING	SILL	CORRODED
9/23/2011	737282C		ZONE 900

FORWARD CABIN FLOOR STURCTURE AT BODY STATION 312 TO 344 AT MOP SILL HAS CORROSION AROUND FASTNER HOLES.

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<a href="#">7AHR2011092014</a>	BOEING	FLOOR SUPPORT	CORRODED
9/23/2011	737282C		ZONE 900

AFT FUSELAGE FLOOR STRUCTURE AT LT LAVATORY WALL, FLOOR IS CORRODED AT BODY STATION 947 TO 967.

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<a href="#">7AHR2011092015</a>	BOEING	FLOORBEAM	CORRODED
9/23/2011	737282C		ZONE 100

AFT FUSELAGE FLOOR STRUCTURE HAS CORROSION AT FLOOR SUPPORT BODY STA 957 BETWEEN RT SIDE OF SEAT TRACKS AT RBL 24 AND 45.

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<a href="#">7AHR2011092016</a>	BOEING	FLOOR SUPPORT	CORRODED
9/23/2011	737282C		ZONE 100

CORROSION UNDER TIE DOWN AT STRINGER 26R AT SHEAR TIE FLOORBOARD SUPPORT AT BODY STATION 384.

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<a href="#">7AHR2011092017</a>	BOEING	FLOOR SUPPORT	CORRODED
9/23/2011	737282C		ZONE 100

AFT BAGGAGE COMPARTMENT FLOOR SUPPORT SPLICE PLATE HAS SIGNS OF CORROSION ON BOTTOM SIDE AT BODY STA 770.

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<a href="#">7AHR2011092018</a>	BOEING	FLOOR SUPPORT	CORRODED
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9/23/2011

737282C

ZONE 200

FORWARD CABIN FLOOR STRUCTURE HAS CORROSION ON FLOOR SUPPORT AT LBL 6 BETWEEN BODY STATION 294.5 AND 312.0.

[TX9Y20110914001](#) BOEING INTERCOSTAL CRACKED

9/11/2011 747200F 65B1236840 FUSELAGE

RT SIDE STATION 1220 OVERWING INTERCOSTAL WEB WAS FOUND HAVING CRACKS AND NEED TO BE REPLACED IN ACCORDANCE WITH PARAGRAPH 3B, WORK INSTRUCTIONS OF SB-747-53A2750. FOUND 2EA CRACKS ON STA 1220 INTERCOSTAL LOWER CHORD. THE INTERCOSTAL LOWER CHORD WAS REPLACED WITH A NEW PART THAT WAS LOCALLY MANUFACTURED PER DRAWING 65B12368 (-40) REV B AND SRM 51-00-06. THE DEVIATION WAS APPROVED UNDER BOEING SERVICE REQUEST 1-1966232700 ON ODA-300064-NM FAA FORM 8100-9 DATED SEPTEMBER 2, 2011 AS AN ALTERNATIVE METHOD OF COMPLIANCE TO PARAGRAPH (I) OF AD 2010-14-17 AND FOUND TO MEET THE TYPE CERTIFICATE BASIS.

[ABXR201109300041](#) BOEING STRUCTURE CRACKED

9/30/2011 767231 114T293815 ZONE 100

NWW LT STA 287 CHORD CRACKED APPROX 11" FROM TOP OF CHORD. REPAIRED CHORD AT STA 287 LT IAW SRM.

[ABXR201109300042](#) BOEING CHANNEL CRACKED

9/30/2011 767231 313T3380181 ZONE 400

CHANNEL CRACKED INSIDE NR 1 STRUT DOOR 437AR. REPAIRED NR1 PYLON CHANNEL IAW SRM.

[ABXR201109300043](#) BOEING STIFFENER CORRODED

9/30/2011 767231 112T12307 ZONE 500

LT WING T/E STIFFNER CORRODED AT WS 430. R & R STIFFNER IAW SRM.

[ABXR201109300044](#) BOEING BEAM CRACKED

9/30/2011 767231 313T3380372 ZONE 400

NR 2 PYLON OTBD LONGITUDINAL BEAM CRACKED. R & R BEAM IAW SRM.

[ABXR201109300045](#) BOEING SKIN CORRODED

9/30/2011 767231 140T26405 CARGO DOOR

CORROSION AROUND NUTPLATE HOLES FOR DOOR LINER OF FLC DOOR. REPAIRED IAW SRM.

[QMLA20111010002](#) BOLKMS PANEL CORRODED

10/10/2011 BK117B2 1172336151 ENGINE BAY DOOR

CORROSION FOUND COMING FROM UNDER PROTECTIVE PLATE ON EXTERIOR OF PANEL ASSY. (LT ENGINE DOOR) PANEL WAS REMOVED AND SENT TO VENDOR FOR REPAIR.

[2011FA0000757](#) BOMBDR BOMBDR SENSOR CORRODED

10/22/2011 BD7001A10 2F7851 ZONE 100

AT FL 430 4 HOURS INTO FLIGHT CREW DETECTED ELECTRICAL BURNING ODOR FROM CREW REST AREA. SMOKE EMERGENCY PROCEDURES WERE INITIATED. AFTER PULLING GALLEY CB'S AND TURNING RECIRCULATION FANS OFF ODOR DISSIPATED AND THEN RETURNED. EMERGENCY DECLARED AND DIVERTED WITHOUT FURTHER INCIDENT. MAINTENANCE DISCOVERED FAILED FORWARD WATER TANK LEVEL SENSORS WHICH WERE CHANGED AND THE AIRCRAFT RETURNED TO SERVICE. MANUFACTURER NOTIFIED OF OCCURRENCE FOR DISPOSITION.

[CA110630003](#) CESSNA LYC CYLINDER SCORED

6/30/2011 152 O235L2C 05K23037

OIL FILTER INSPECTION SHOWED CONTAMINATION. PISTON PIN FWD PLUG WEARING/SCORING BOTTOM OF 2

FRONT CYLINDERS. TIME IS FROM REPLACEMENT DUE SAME ISSUE.

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<a href="#">CA110811006</a>	CESSNA	LYC		CONTROL CABLE	SEPARATED
8/8/2011	152	O235L2C		S123019	CARB HEAT

(CAN) THE ACFT WAS ON APPROACH AFTER A ROUTINE PIPELINE PATROL WHEN THE PILOT PULLED THE CARBURETOR HEAT CONTROL TOWARDS THE "ON" POSITION. THE PILOT REALIZED THAT THE CONTROL FELT LOOSE AS HE CONTINUED TO PULL IT OUT OF THE PANEL. THE INNER CONTROL CABLE HAD SEPARATED ABOUT 6 INCHES FROM THE CONTROL KNOB. THE PILOT CONTINUED THE DESCENT AND LANDED THE ACFT WITHOUT INCIDENT. THE CONTROL WAS REPLACED AND THE ACFT RETURNED TO SERVICE.)

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<a href="#">CA110804001</a>	CESSNA	LYC	SLICK	DISTRIBUTOR GEAR	LOOSE
8/3/2011	152	O235L2C	4381	K3008	MAGNETO

AT ROUTINE 500 HR MAGNETO INSP, THE DISTRIBUTOR FINGER OF THE DISTRIBUTOR GEAR WAS FOUND TO BE LOOSE - DISTRIBUTOR GEAR REPLACED.

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<a href="#">CA110729005</a>	CESSNA	LYC		FUEL LINE	CHAFED
7/6/2011	172L	O320E2D		0500118117	

RIGID ALUMINIUM FUEL LINE, FOUND CHAFED THRU APPROX HALF OF WALL THICKNESS. LOCATION - RT AFT DOOR FRAME LOWER CORNER AT BEND WHERE LINE IS ROUTED THRU FLOOR BULKHEAD AND CONTINUES THRU INSIDE OF LOWER DOOR FRAME.

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<a href="#">CA110810007</a>	CESSNA	LYC		SWITCH	FAILED
8/8/2011	172N	O320D2J		S21605	LANDING LIGHT

THE LANDING LIGHT SWITCH WAS REPORTED TO BE STUCK IN THE "ON" POSITION DURING A PRE-FLIGHT INSPECTION OF THE ACFT. THE SWITCH WAS REPLACED AND THE ASSOCIATED WIRING CHECKED FOR CONDITION. GROUND TEST CHECKED SERVICEABLE. THIS TYPE OF SWITCH IS SUBJECT TO A SB REQUIRING REPLACEMENT EVERY 5 YEARS. THIS SWITCH WAS DOCUMENTED AS BEING DUE FOR REPLACEMENT AUG. 24, 2011.

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<a href="#">CA110531009</a>	CESSNA	LYC	MCAULY	RETAINER	FAILED
5/31/2011	172N	O320H2AD			WHEEL BEARING

DURING A WALKAROUND THE PILOT NOTICED AN ODD NOSEWHEEL WOBBLE. UPON INSP BY THE AMO, IT WAS DISCOVERED THAT THE INNER BEARING RACE RETAINER ON 1 OF THE WHEEL HALVES HAD CRACKED FREE, ALLOWING THE RACE, BEARING, SEALS AND RINGS TO FALL INTO THE INTERIOR OF THE WHEEL. THIS ALLOWED THE WHEEL TO ROTATE AROUND THE AXLE STILL, BUT WITH NO BEARING. AFTER CLEANING THE WHEEL FOR FURTHER INSPECTION, PITTING UNDER THE BEARING RACE WAS NOTED.

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<a href="#">CA110810006</a>	CESSNA	LYC		SWITCH	STUCK
8/4/2011	172P	O360A4M		TTGCTA201TWB	LANDING LIGHT

THE LANDING LIGHT SWITCH WAS REPORTED TO BE STUCK IN THE "ON" POSITION DURING A PRE-FLIGHT INSP. THE SWITCH WAS REPLACED AND THE ASSOCIATED WIRING INSPECTED FOR CONDITION. THE REPLACEMENT SWITCH GROUND CHECKED SERVICEABLE. THIS TYPE OF SWITCH IS SUBJECT TO A RECURRING SB REQUIRING SWITCH REPLACEMENT EVERY 5 YEARS. THE FAULTY SWITCH HAD BEEN INSTALLED AUGUST 29, 2009.

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<a href="#">2011FA0000641</a>	CESSNA			PIN	SHEARED
9/29/2011	172S				NLG STRUT

NLG PINS SHEARED ON INNER STRUT TUBE.

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<a href="#">2011FA0000642</a>	CESSNA			TUBE	DAMAGED
9/28/2011	172S			07436311	NLG STRUT

NLG STRUT TUBE HAS PIN HOLES ELONGATED.

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<a href="#">2011FA0000643</a>	CESSNA			TUBE	DAMAGED
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9/29/2011	172S		07436311	NLG STRUT
NLG INNER TUBE SEPARATED.				
<a href="#">2011FA0000644</a>	CESSNA		PIN	SHEARED
9/29/2011	172S			NLG STRUT
NLG STRUT HAS PINS SHEARED INTERNALLY.				
<a href="#">2011FA0000645</a>	CESSNA		PIN	SHEARED
9/29/2011	172S			NLG STRUT
NLG STRUT PINS SHEARED.				
<a href="#">2011FA0000646</a>	CESSNA		TUBE	SEPARATED
9/14/2011	172S		07436311	NLG STRUT
NLG STRUT INNER TUBE SEPARATING.				
<a href="#">2011FA0000647</a>	CESSNA	CESSNA	PIN	MISSING
9/27/2011	172S			NLG STRUT
PINS MISSING.				
<a href="#">2011FA0000648</a>	CESSNA		TUBE	SEPARATED
9/15/2011	172S		07436311	NLG STRUT
INNER TUBE SEPARATED.				
<a href="#">2011FA0000649</a>	CESSNA		PIN	BROKEN
9/27/2011	172S			STRUT TUBE
NLG STRUT TUBE HAS A BROKEN PIN.				
<a href="#">2011FA0000601</a>	CESSNA	CESSNA	STRUT	SEPARATED
9/16/2011	172S		07436311	NLG
DURING INSP, NOSE GEAR INNER STRUT TUBE WAS FOUND TO BE SEPARATED AT CAP AND TUBE CONNECTION. NO LEAKS WERE NOTED BUT A SPONGY STRUT WAS REPORTED DURING PRE-INSPECTION RUN-UP.				
<a href="#">2011FA0000602</a>	CESSNA		PIN	LOOSE
9/16/2011	172S		07436311	NLG STRUT
DURING HARD LANDING INSPECTION, INNER STRUT TUBE CAP PINS WERE FOUND TO BE LOOSE AND ELONGATING. THIS HAS BEEN FOUND IN NUMEROUS ACFT IN OUR FLEET OF 62 ACFT RANGING FROM LOOSE PINS TO PIN DISPLACEMENT CAUSING CAP AND TUBE SEPERATION. MFG AND LOCAL FSDO HAVE BEEN NOTIFIED.				
<a href="#">2011FA0000603</a>	CESSNA	CESSNA	STRUT	SEPARATED
9/16/2011	172S		07436311	NLG
INNER STRUT TUBE FOUND SEPARATED DURING SPECIAL INSPECTION. OTHER ACFT IN FLEET HAVE BEEN FOUND. MFG AND LOCAL FSDO HAVE BEEN MADE AWARE OF ISSUE.				
<a href="#">2011FA0000604</a>	CESSNA	CESSNA	SHIM	DAMAGED
9/16/2011	172S			NLG
DURING PHASE INSP NOSE GEAR SHIMS WERE FOUND TO BE TORN AND COMPRESSED. INTERIOR INSP OF STRUT FOUND THE INNER STRUT TUBE CAP WAS SEPARATED FROM THE METERING TUBE. UPON DISASSEMBLY THE 4 PIN HOLES WERE FOUND TO BE ELONGATED AND THE SECURING PINS WERE FOUND IN THE INTERIOR OF THE METERING TUBE. NO EXTERIOR EVIDENCE OF LEAKAGE OF FLUID OR NITRIGEN WERE NOTED. OTHER ACFT WERE BORESCOPE INSPECTED AND ALL HAD CAP SEPARATION. MFG WAS CONTACTED AND LOCAL FSDO HAS BEEN INFORMED. WE WILL BE INSPECTING THE REST OF OUR FLEET FOR FURTHER DEFECTS.				

<a href="#">2011FA0000605</a>	CESSNA		CESSNA	STRUT	SEPARATED
9/16/2011	172S			07436311	NLG

INNER STRUT TUBE FOUND SEPARATED AT CAP AND TUBE CONNECTION.

<a href="#">2011FA0000606</a>	CESSNA		CESSNA	STRUT	SEPARATED
9/16/2011	172S			07436311	NLG

DURING SPECIAL INSPECTION INNER STRUT TUBE FOUND SEPARATED AT CAP AND TUBE CONNECTION.

<a href="#">NX4R20110930001</a>	CESSNA			CONTROL CABLE	FRAYED
9/30/2011	172S			0510105360	ZONE 200

DURING A ROUTINE INSPECTION, THIS CABLE WAS FOUND WORN AND FRAYED WHERE IT CONTACTS THE 3 NYLON PULLEYS IN THE CABIN CEILING.

<a href="#">2011FA0000658</a>	CESSNA			PIN	MIGRATED
10/3/2011	172S				NLG STRUT

DURING SPECIAL INSPECTION, ALL 4 LOCKING PINS WERE FOUND EXHIBITING MOVEMENT AND ABOUT TO FALL OUT.

<a href="#">2011FA0000639</a>	CESSNA		CESSNA	TUBE	SEPARATED
9/21/2011	172S			07436311	NLG STRUT

NLG INNER STRUT TUBE PIN MIGRATING LOOSE.

<a href="#">2011FA0000640</a>	CESSNA	LYC	CESSNA	TUBE	SEPARATED
9/29/2011	172S	IO360L2A		07436311	NLG STRUT

NLG STRUT TUBE SEPARATED.

<a href="#">2011FA0000633</a>	CESSNA	LYC		TUBE	LEAKING
9/12/2011	172S	IO360L2A		302246401	MLG

TUBE FAILED DUE TO AN INTERNAL DEFECT, THIS IS ONE OF NUMEROUS TUBE FAILURES (OVER 20 IN THE LAST 12 MONTHS) THE FAILURES CAUSE THE TUBE TO START LEAKING AND GO FLAT WITH NO WARNING. THIS HAS CAUSED DAMAGE TO THE WHEEL FAIRINGS ON NUMEROUS OCCASIONS AS THE FAILURE OCCURS AT ANYTIME INCLUDING DURING TAKEOFF, LANDING, TAXI, OF WHILE PARKED. THE INTERNAL DEFECT HAS BEEN FOUND IN NEW TUBES IN STOCK AND IS LOCATED 180 DEGREES FROM THE VALVE STEM AND ON THE OPPOSITE SIDE OF THE TUBE, WITH THE TUBE INFLATED, A THIN AREA ABOUT A.2500 INCH WIDE BY 2 OR MORE INCHES LONG CAN BE FELT. ALL OF THE FAILURES HAVE OCCURRED ALONG 1 OF THE OUTER EDGES OF THIS DEFECT. ATTACHING 2 PICTURES, 1 TAKEN OF THE FAILURE OF THE TUBE AND ANOTHER SHOWING THE DEFECT FROM THE INSIDE OF THE TUBE.

<a href="#">CA110526001</a>	CESSNA	LYC		TRANSMITTER	MALFUNCTIONED
5/25/2011	172S	IO360L2A		S3852	FUEL SYSTEM

WE HAVE HAD SEVERAL REPORTS OF LOW FUEL LIGHTS COMING ON OR FLICKERING WHEN THE FUEL TANKS ARE FILLED TO THE MAX. THE FIX IS USUALLY REMOVING A FEW GALLONS OF FUEL FROM THE TANK. WE HAVE HAD SEVERAL PROBLEMS WITH THESE FUEL TRANSMITTERS OVER THE YEARS BUT MFG HAS NOT COME UP WITH A BETTER TRANSMITTER. S3852-1 AND -2

<a href="#">CA110713002</a>	CESSNA	LYC		STARTER	BURNED
7/11/2011	172S	IO360L2A		149NLEC	

SHORTLY AFTER START UP, THE PILOT NOTICED ONCE TAXIING, THAT AN ELECTRICAL SMOKE ODOR WAS PRESENT. THE PILOT QUICKLY SHUTDOWN THE ENGINE AND THE AIRCRAFT WAS TOWED BACK TO THE HANGAR FOR MAINTENANCE. IT WAS FOUND THAT THE STARTER WAS NOT FUNCTIONAL AND THAT AN ELECTRICAL BURNING SMELL WAS COMING FROM INSIDE THE STARTER. THE STARTER WAS REPLACED AND THE STARTING SYSTEM WAS TESTED AND FOUND TO BE FUNCTIONAL.

<a href="#">CA110719010</a>	CESSNA	LYC	SERVO	LEAKING
7/10/2011	172S	IO360L2A	25765362	FUEL SYSTEM

FUEL SERVO FOUND TO BE LEAKING DURING 100 HR INSP. FUEL SERVO REPLACED.

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<a href="#">2011FA0000600</a>	CESSNA	CONT	CONT	BUSHING	DEFECTIVE
9/16/2011	182Q	O470U	SA638172	MAG DRIVE	

DEFECTIVE MAGNETO DRIVE BUSHINGS INSTALLED AT ENGINE O/H. CONTINUE HIS VFR FLIGHT BACK TO WHERE THE ACFT IS BASED. UPON REMOVAL OF THE VACUUM PUMP IT WAS NOTED THAT THE DRIVE SHAFT HAD MELTED/BURNED AWAY. REMOVED ACCESSORY DRIVE PAD AND NOTED THAT THE ACCESSORY DRIVE SHAFT/GEAR HAD OVERHEATED, THE THRUST BEARING/BUSHING WAS GALLED, AND THE TOP OF HOUSING UNDER THE THRUST BEARING WAS BELLED OUT FROM EXCESS HEAT. REMOVED THE RT ACCESSORY PAD (NO ACCESSORY INSTALLED) AND NOTED SIMILAR ISSUES. NEW ACCESSORY DRIVE PAD ASSEMBLIES, NEW MAGNETO DRIVE BUSHINGS AND CUPS, AND AN O/H VACUUM PUMP WERE INSTALLED. MAGNETOS WERE UNAFFECTED. THE ENGINE OIL AND FILTER WERE REPLACED. NO METALS WERE NOTED IN THE FILTER MATERIAL. NOTE: MFG HAS BEEN NOTIFIED AND HAS SUPPLIED THE REPLACEMENT PARTS.

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<a href="#">2011FA0000591</a>	CESSNA	CONT	CYLINDER HEAD	SEPARATED
9/14/2011	182R	IO470*	TISN703ACA	NR 6 CYLINDER

CYLINDER HEAD SEPARATION.

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<a href="#">2011FA0000669</a>	CESSNA	LYC	CONNECTING ROD	FAILED
8/28/2011	182S	IO540AB1A5	LW13865S	ENGINE

INSTALLED CRANKSHAFT KIT 05K23580 TO C/W AD 06-02-09 CRANKSHAFT RETIREMENT. KIT INCLUDES NEW CRANK, NEW BEARINGS, ROD BOLTS AND NUTS. NEW PISTON RINGS, SEAL AND GASKET SET. ENGINE TEST RAN AND TEST FLOWN. ENGINE RAN FOR APPROX 40 HRS OF TROUBLE FREE OPERATION. TOOK OFF FROM AIRPORT, AFTER REACHING PATTERN ALTITUDE AND REDUCING POWER, ENGINE STARTED VIBRATING VIOLENTLY. PILOT MADE A 180 DEGREE TURN AND RETURNED TO AIRPORT. REMOVED ENGINE. FOUND THAT NR 5 ROD CAP HAD COME OFF AND WENT THROUGH THE CASE BELOW NR1 AND NR2 CYLINDERS.

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<a href="#">2011FA0000593</a>	CESSNA	LYC	PISTON PIN	MISSING
9/7/2011	206H	IO540AC1A5	72198	ENGINE

BOTH PISTON PIN PLUGS WERE OMITTED FROM A CYLINDER DURING ENGINE ASSEMBLY AT THE FACTORY. DURING AN ANNUAL INSPECTION, THE COMPRESSION TEST INDICATED NO PRESSURE BEING HELD IN NR 4 CYLINDER. WHEN THE CYLINDER WAS REMOVED FOR REPAIR, THE PISTON PIN PLUGS WERE DISCOVERED TO BE MISSING. THE ENDS OF THE PISTON PIN WERE WORN TO THE CONTOUR OF THE CYLINDER AND CYLINDER WALLS HAD 2 DEEP SCORE LINES ON EACH SIDE, WHERE THE PIN HAD BEEN RIDING. ENGINE LOG BOOK RESEARCH INDICATED THAT THE CYLINDER HAD NOT BEEN REMOVED SINCE THE AIRPLANE AND ENGINE WERE NEW. THE REMAINING CYLINDERS WERE REMOVED TO VERIFY THE INSTALLATION OF THE PLUGS. ALL OTHER PLUGS WERE FOUND INSTALLED. ENGINE OPERATION APPEARED TO BE NORMAL.

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<a href="#">2011FA0000585</a>	CESSNA	CONT	CRANKSHAFT	BROKEN
7/27/2011	310R	IO520M		ENGINE

ACFT LANDED AT AIRPORT WITH RT PROPELLER FEATHERED. PILOT STATED ENGINE QUIT SUDDENLY ABOUT 15 MILES NORTH OF AIRPORT. PILOT AUTHORIZED INSP TO DETERMINE PROBLEM. GROUND PERSONEL COULD NOT TURN ENGINE OVER WITH PROPELLER. OIL DRAINED AND FILTER INSPECTED. OIL CONTAINED SMALL PARTICLES OF METAL AND FILTER ELEMENT CONTAINED MORE METAL. REMOVED STARTER ADAPTER AND ALTERNATOR TO GAIN VISUAL ACCESS TO ENGINE, NO DETERMINATION AT THIS POINT. OWNER ADVISED. GAVE PERMISSION TO PULL ENGINE/OIL PAN. REMOVED OIL PAN AND FOUND LARGE QUANTITIES OF METAL (STEEL AND ALUMINUM). PULLED CYLINDERS NR3 AND NR5 (COULD NOT REMOVE CYL NR1) NOTED PISTON NR3 'AT AN ANGLE' TO CASE. INSPECTED REAR GEAR TRAIN AND NOTED GEARS NOT ALIGNED. DETERMINED PROBABLE CRANKSHAFT FAILURE. FAA/OWNER NOTIFIED.

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<a href="#">2011FA0000742</a>	CESSNA		CONTROL CABLE	FRAYED
11/12/2011	337D		1460100307	TE FLAPS

REMOVED LT & RT INBD FLAP EXTEND CABLES FROM BOTH INBD FLAP BELLCRANKS TO INSPECT FOR WEAR OR DAMAGED DURING 100HR, ANNUAL INSPECTION PROCESS. FOUND APPROX 1" BEHIND CABLE END THREADED FITTINGS BOTH CABLES HAD SIGNIFICANT BROKEN WIRE STRANDS WHICH UNDETECTED, WOULD HAVE LEAD TO EVENTUAL FAILURE. CABLES ARE STEEL TYPE WITH 3795.4 HRS (ORIGINAL CABLES SINCE NEW). ALL FLAP CABLES REPLACED WITH NEW & FLAP SYSTEM RIGGED PER SERVICE MANUAL. SUGGEST THESE CABLES BE REMOVED AND INSPECTED ON 500HR MIN BASIS AS THIS IS BECOMING AN ISSUE ON THIS TYPE ACFT, FLEET WIDE. THESE CABLES MUST BE REMOVED FROM THE BELLCRANK FOR PROPER INSPECTION. THESE CABLES LOOKED FINE WHEN INSTALLED BUT WERE OBVIOUSLY NOT AIRWORTHY.

<a href="#">2011FA0000660</a>	CESSNA	CONT		EXHAUST ROCKER	BROKEN
10/4/2011	421C	GTSIO520L		16542	LT ENGINE

PILOT STATED HE WAS IN NORMAL CRUISE, WHEN HE SUDDENLY LOST POWER AND NOTICED A VIBRATION FROM THE LT ENGINE. HE IMMEDIATELY FEATHERED THE LT ENGINE AND LANDED. INSP REVEALED THE NR 2 CYL EXHAUST ROCKER WAS SHEARED DUE TO A SUSPECTED CASTING DEFECT.

<a href="#">2011FA0000590</a>	CIRRUS	CONT	CONT	CYLINDER HEAD	CRACKED
9/14/2011	SR22	IO550N	IO550N	655465A5	ENGINE

DURING INSP OF ENGINE WHILE TROUBLESHOOTING A NR 2 ALTERNATOR PROBLEM, FOUND EACH ENGINE CYL (6 EA) WITH CRACKS FROM FUEL INJECTION NOZZLE BOSS TO SPARK PLUG HOLE BOSS. CONFIRMED CRACKS BY EDDY CURRENT.

<a href="#">2011FA0000634</a>	CIRRUS	CONT		SPARK PLUG	CRACKED
9/23/2011	SR22	IO550N		RHB32S	ZONE 400

DURING ROUTINE ANNUAL INSP FOUND 1 EACH RHB32S CHAMPION SPARK PLUG TO BE MISSING HALF OF THE CERAMIC INSERT THAT SURROUNDS THE CENTER ELECTRODE. FURTHER CLEANING AND INVESTIGATION REVEALED 3 OTHER SPARK PLUGS WITH CRACKS IN THE CERAMIC. IT ALSO APPEARED THAT THE POOR CYLINDER DIFFERENTIAL COMPRESSION RESULTS ON THE CYLINDER THAT HAD THE SPARK PLUG MISSING HALF OF THE CERAMIC COULD HAVE BEEN THE RESULT OF THE LOOSE CERAMIC GETTING CAUGHT BETWEEN THE VALVE AND THE VALVE SEAT. WE HAVE SEEN A LARGE AMOUNT OF LIKE DEFECTS ON SAME TYPE OF SPARK PLUGS IN SAME TYPE OF ENGINE.

<a href="#">2011F00192</a>	CNDAIR			ACTUATOR	WORN
10/4/2011	CL6002B16			60093000113	LT WING TE FLAP

FLAP ACTUATOR FAILED END PLAY CHECK.

<a href="#">JR2R2011092900452</a>	CNDAIR	GE		INTERCOSTAL	CHAFED
10/2/2011	CL6002D24	CF34*		MM67036537012	ZONE 200

INTERCOSTAL CHAFED AT STRINGER 9R BETWEEN FRAMES AT FS 1144 AND 1162. REPAIRED INTERCOSTAL IAW RO CRJ9-53-0809.

<a href="#">2011FA0000668</a>	CUBCFT			ELT	FAILED
9/26/2011	CC18180			ME406	

WHEN THE ACFT FLIPPED OVER ON ITS BACK, THE ELT FAILED TO ACTIVATE. THE VERTICAL MOTION OF THE ACFT COMING TO REST INVERTED DID NOT PROVIDE ENOUGH FWD MOTION TO ACTIVATE THE ELT. POST ACCIDENT GROUND TEST OF THE ELT SHOWED THAT THE UNIT WAS FUNCTIONAL WHEN ACTIVATED AS DIRECTED IN THE UNITS DESCRIPTION, OPERATION, INSTALLATION AND MM.

<a href="#">5ASR2011929003</a>	DHAV			ADC	FALSE INDICATION
9/29/2011	DHC2*			962831A1S8	

ALTITUDE OUT OF TOLERANCE. FAILED BIENNIAL INSPECTION.

<a href="#">VOXR201110200001</a>	DHAV			DOUBLER	CORRODED
10/20/2011	DHC8102				ZONE 800

AIRSTAIR DOUBLER AT THE FWD SIDE OF TOP STEP IS CORRODED. R & R DOUBLER IAW AMM 52-10-00-02 AND

SRM 51-10-00.

<a href="#">V0XR2011102000002</a>	DHAV		ANGLE	CORRODED
10/20/2011	DHC8102			ZONE 100
CORROSION FOUND ON CLIP ANGLES THAT TIE FRAME X = 488.5 TO STRINGER 23L, FWD AND AFT SIDE. AFTER FURTHER INVESTIGATION FOUND CLIP ANGLES THAT TIE FRAME X = 488.5 TO STRINGER 23L FWD AND AFT SIDE TO BE OUT OF LIMITS. FABRICATED NEW ANGLES OF 0.032 IN 2024-T3, AND INSTALLED IAW SRM 51-10-00, 51-40-11, 53-00-16, DWG 8533050 AND 85330051.				
<a href="#">CA110718001</a>	DIAMON	CONT	VALVE SEAT	MISSING
7/7/2011	DA20C1	IO240B		OIL RELIEF VALVE
ACFT WAS SNAGGED FOR LOW OIL PRESSURE, AFTER INSPECTION, NOTICED THAT THERE WAS A SMALL CHIP ON THE OIL PRESSURE RELIEF VALVE SEAT THAT WAS MISSING. O/H REAR ACCESSORY CASE WAS INSTALLED AND OIL PRESSURE FOUND TO BE WITHIN MFG LIMITS.				
<a href="#">CA110630001</a>	DIAMON	LYC	PITOT HEAD	OBSTRUCTED
6/29/2011	DA40	IO360M1A		
AUTOPILOT ALTITUDE HOLD FUNCTION WAS NOT WORKING PROPERLY. FOUND BOTH KAP 140 EXTERNAL STATIC PORTS BLOCKED. CLEANED PORTS IAW WI-0SB-40-050, STEP 9 USING A 1.5 MM DRILL BIT THROUGH FUSELAGE SHELL FROM INSIDE TO OUTSIDE (BOTH STATIC PORTS). ALSO FOUND ORFICE PN D60-3413-01-00 PLUGGED, CLEANED PLUG AND RAMP TESTED SERVICEABLE. CUSTOMER REPORTED THAT FLIGHT CHECK WAS PERFORMED SATISFACTORY.				
<a href="#">CA110708013</a>	DIAMON	LYC	PIN	LOOSE
7/5/2011	DA40	IO360M1A	DA452107300	CANOPY
DURING CRUISE, THE INSTRUCTOR NOTICED THAT THE CANOPY WAS LOOSE (VISIBLE DAYLIGHT ON RT SIDE), ACFT RETURNED AND LANDED WITH NO PROBLEMS. AFTER A VISUAL INSP, FOUND THAT THE RT DOOR LATCH PIN HAD A GUIDE SLEEVE THAT WAS LOOSE, PART WAS RETRIEVED AND RE-INSTALLED IAW MFG INSTRUCTION WITH RETAINING COMPOUND.				
<a href="#">CA110727008</a>	DIAMON	THIELT	FUEL LINE	CHAFED
7/27/2011	DA42	TAE1250299	057313K003105	ENGINE COMPARTME
(CAN) THIS FUEL RETURN LINE IS PART OF THE HIGH PRESSURE FUEL INJECTION COMMON RAIL P/N 05-7313-K006801 AND THE ELBOW AT THE END OF THE HOSE CHAFFED ON A HOSE CLAMP FOR THE COOLANT SYSTEM. AN ELBOW FOR THE COOLANT SYSTEM WAS REORIENTED TO PROVIDE MORE CLEARANCE.				
<a href="#">2011FA0000588</a>	DOUG		NUT	UNSAFETIED
8/26/2011	DC3			FLIGHT CONTROL
AFTER TAKEOFF, AILERON WOULD NOT TRAVEL RT VERY FAR. STOP FELT IN YOKE. CONTROL CHECK WAS DONE PRIOR TO FLIGHT, ALL WAS NORMAL. AUTOPILOT WAS TURNED OFF TO ELIMINATE ANY INTERFERENCE WITH FLIGHT CONTROLS. RETURNED TO DEPARTING AIRPORT FOR UNEVENTFUL APPROACH AND LANDING. DISCOVERED LOOSE NUT ON BOLT LOCATED ON PILOT'S CONTROL WHEEL SPACER. THIS ALLOWED BOLT TO MOVE, CAUSING INTERFERENCE WITH CONTROL WHEEL, OBSTRUCTING AILERON COMMANDS FROM THE PILOT. ALL NUTS ON SPACER BOLTS WERE OF THE NON-LOCKING VARIETY. TIGHTENED PILOT'S CONTROL WHEEL SPACER BOLT. INSPECTED CONTROL WHEEL SPACER BOLTS ON PILOT AND CO-PILOT SIDE FOR SECURITY AND PROPER INSTALLATION.				
<a href="#">USMS20110907001</a>	DOUG	PWA	CONTROLLER	NO TEST
9/7/2011	DC983	JT8D219	21184901	CABIN PRESSURE
DURING CRUISE, HEARD A LOUD POP, FOLLOWED BY RAPID DECOMPRESSION OF CABIN. R & R OUTFLOW VALVE ACTUATOR, IAW AMM, OPS CHECKED GOOD. R & R CABIN PRESSURE SELECTOR IAW AMM FOUND NR1 CABIN PRESSURE CONTROLLER FAILED BITE TEST. SWAPPED NR1 & NR2 PRESSURE CONTROLLERS PROBLEM FOLLOWED. R & R NR 2 PRESSURE CONTROLLER IAW AMM. PRESSURIZED CABIN TO VERIFY INTERGITY AND				

FOUND NO LEAKS IAW AMM.

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<a href="#">2011FA0000594</a>	ECLIPS			JOINT	FAILED
9/8/2011	ECLIPSEEA500			271058221003	LT AILERON

SB 500-27-004, REV B AILERON JOINT ASSY INSP AND REPLACEMENT. THIS SB HAS PROCEDURES FOR INSPECTING/TESTING BOTH WINGS, AILERONS JOINT ASSEMBLIES. REPLACING THE AILERON JOINT ASSY, WHENEVER THE AILERON FAILS A "FRICTION" TEST. THE ASSY FAILS TESTING WHEN THE BELLCRANK IS CORRODED AND FROZEN IN THE BEARING OF THE FITTING ASSY. THIS IS DUE TO CORROSION FROM DISSIMILAR METALS. SINCE THIS IS JUST A SB, SUGGEST THIS INSP BE UPGRADED TO AN AD TO PREVENT POSSIBLE AILERON MALFUNCTIONS FROM ACFT NOT COMPLYING WITH THE SB.

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<a href="#">2011FA0000595</a>	ECLIPS			BELLCRANK	FAILED
9/8/2011	ECLIPSEEA500			271058201002	LT AILERON

SB 500-27-004, REV B, AILERON JOINT ASSY INSP AND REPLACEMENT. THIS SB HAS PROCEDURES FOR INSPECTING/TESTING BOTH WINGS, AILERONS JOINT ASSEMBLIES. REPLACING THE AILERON JOINT ASSY, WHENEVER THE AILERON FAILS A "FRICTION" TEST. THE ASSY FAILS TESTING WHEN THE BELLCRANK IS CORRODED AND FROZEN IN THE BEARING OF THE FITTING ASSY. THIS IS DUE TO CORROSION FROM DISSIMILAR METALS. SINCE THIS IS JUST A SB, SUGGEST THIS INSP BE UPGRADED TO AN AD TO PREVENT POSSIBLE AILERON MALFUNCTIONS FROM ACFT NOT COMPLYING WITH THE SB.

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<a href="#">CA110707007</a>	FOUND	LYC		BEARING	FAILED
7/7/2011	FBA2C1	IO540L1A5	40418	13889	MLG WHEEL

BEARING FAILED, LEADING TO OUTER COTTER PIN SHEARING OFF. NUT TIGHTENING WITH TIRE ROTATION, AND WHEEL + TIRE SEIZING COMPLETELY. APPROX 2 HR SPENT ON RUNWAY TO GET WHEEL UNSEIZED AND ACFT CLEAR OF RUNWAY.

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<a href="#">CA110812005</a>	GROB	LYC		PUMP	FAILED
8/12/2011	G120A	AEIO540D4D5		RG9570K1M	FUEL SYSTEM

FUEL PUMP WAS INSTALLED TO REPLACE ANOTHER PUMP WITH LOW IDLE PRESSURE. ON STARTUP FOR GROUND TEST, IT WAS NOTICED THAT THE PUMP HAD ZERO OUTPUT. ON REMOVAL FOR REPLACEMENT, IT WAS NOTED THAT THE DRIVE SHAFT WAS SHEARED. IT WAS THEN NOTICED THAT THE FITTING ON THE OUTPUT PORT HAD MADE CONTACT WITH A SHOULDER INSIDE THE PUMP. WHILE IT WAS NOT INTERFERING WITH THE OPERATION OF THE PUMP, THE FITTING HAD BEEN DAMAGED AND SOME PARTICLES HAD JAMMED THE PUMP CAUSING THE SHAFT TO SHEAR. THE OUTLET PORT WAS MEASURED AT 0.610" DIA VS THE INLET PORT AT 0.582" DIA. THIS DIFFERENCE COULD POSSIBLY ALLOW THE PIPE THREADED FITTING TO GO IN FURTHER AND CONTACT WITH THE BOTTOM OF THE PUMP HOUSING. THE DIFFERENCE IN PORT SIZES COULD POSSIBLY BE DUE TO SOME WEAR CAUSED BY REPEATED THREADING OF THE FITTINGS INTO THE PUMP SINCE THE PUMP HAD BEEN IN FOR OVERHAUL QUITE OFTEN. ANOTHER POSSIBLE CAUSE IS DUE TO THE FITTING ON THE OUTPUT SIDE HAVING THREADS THAT ARE LONGER THAN THE DEPTH OF THE HSG, ALLOWING THE FITTING TO GO IN TOO DEEPLY. THE THREADS ON THE INLET SIDE FITTING HAVE A SHOULDER THAT MAY STOP IT BEFORE IT BOTTOMS IN THE PUMP. PART AFFECTED: ENGINE DRIVEN FUEL PUMP TSN: 1749 TSO 505.3 MANUFACTURER: LEAR ROMEC PN: RG9570K1/M SN: B4696

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<a href="#">CA110811007</a>	GROB	LYC		PUMP	MALFUNCTIONED
8/11/2011	G120A	AEIO540D4D5		RG9570K1M	FUEL

FUEL PUMP WAS INSTALLED TO REPLACE ANOTHER PUMP WITH LOW IDLE PRESSURE. ON STARTUP FOR GROUND TEST, IT WAS NOTICED THAT THE PUMP HAD ZERO OUTPUT. ON REMOVAL FOR REPLACEMENT, IT WAS NOTED THAT THE DRIVE SHAFT WAS SHEARED. IT WAS THEN NOTICED THAT THE FITTING ON THE OUTPUT PORT HAD MADE CONTACT WITH A SHOULDER INSIDE THE PUMP. WHILE IT WAS NOT INTERFERING WITH THE OPERATION OF THE PUMP, THE FITTING HAD BEEN DAMAGED AND SOME PARTICLES HAD JAMMED THE PUMP CAUSING THE SHAFT TO SHEAR. THE OUTLET PORT WAS MEASURED AT 0.610" DIA VS THE INLET PORT AT 0.582" DIA. THIS DIFFERENCE COULD POSSIBLY ALLOW THE PIPE THREADED FITTING TO GO IN FURTHER AND CONTACT WITH THE BOTTOM OF THE PUMP HOUSING. THE DIFFERENCE IN PORT SIZES COULD POSSIBLY BE DUE TO SOME WEAR CAUSED BY REPEATED THREADING OF THE FITTINGS INTO THE PUMP SINCE THE PUMP HAD BEEN IN FOR O/H QUITE OFTEN. ANOTHER POSSIBLE CAUSE IS DUE TO THE FITTING ON THE OUTPUT SIDE HAVING THREADS THAT ARE LONGER THAN THE DEPTH OF THE HOUSING, ALLOWING THE FITTING TO GO IN TOO DEEPLY. THE

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THREADS ON THE INLET SIDE FITTING HAVE A SHOULDER THAT MAY STOP IT BEFORE IT BOTTOMS IN THE PUMP.

<a href="#">2011FA0000598</a>	GULSTM		BUSHING	UNSERVICEABLE
9/12/2011	690A		31035921	TORQUE SENSOR

BUSHING, PN 31035921, SEPARATED FROM THE TORQUE SENSOR MAIN HOUSING PN 3103583-2 ALLOWING THE INTERMEDIATE BEARING AND DRIVE GEAR ASSY TO SHIFT FWD IN THE HSG. SPUR GEAR PN 3103406-2 CONTACTED THE MAIN HOUSING. SPUR GEAR, PN 3103406-2 CONTACTED THE MAIN HOUSING DUE TO THE SHIFT AND SUBSEQUENTLY FAILED, 2 GEAR TEETH BROKEN FREE FROM THE GEAR AND BECAME JAMMED IN THE MAIN DRIVE GEAR, PN 896884-1, CAUSING THE GEAR TO FRACTURE AND SEPARATE FROM THE DRIVE SHAFT. THIS SEPARATION CAUSED THE FUEL CONTROL DRIVE TRAIN TO "UNCOUPLE" AND THE ENGINE TO SHUTDOWN DUE TO LOSS OF DRIVE TO THE ENGINE DRIVEN FUEL PUMP.

<a href="#">2011FA0000636</a>	GULSTM	RROYCE	PANEL	DAMAGED
9/28/2011	GV	BR700710A110	FW32280	BYPASS DUCT

APPROX 4" DIAMETER HOLE IN INNER BYPASS DUCT PANEL OVER NR1 IGNITOR OF RT ENGINE.

<a href="#">2011FA0000628</a>	HUGHES		DRIVE GEAR	CRACKED
9/22/2011	369A		369A5256	M/R TRANSMISSION

DURING MAGNETIC PARTICLE INSPECTION, A CRACK WAS FOUND ON THE GEAR.

<a href="#">CA110810011</a>	HUGHES	ALLSN	BEARING	SPALLED
8/10/2011	369D	250C20B	369D25146	M/R TRANSMISSION

M/R TRANSMISSION CHIP LIGHT ILLUMINATED DURING FLIGHT. EVIDENCE OF METAL FOUND ON CHIP PLUGS. DURING TRANSMISSION DISASSEMBLY, REASON FOR METAL GENERATION WAS FOUND TO BE T/R O/P PINION ROLLER BEARING INNER RACE WHICH WAS CRACKED AND BADLY SPALLED.

<a href="#">BKEA20111009 1</a>	LEAR		HEATER	SMOKE
10/9/2011	35A			CABIN

WHITE SMOKE AND FUMES FROM AFT RT PASSENGER OVERHEAD VENT. IMMEDIATELY RETURNED AND UNEVENTFUL LANDING AT DEPARTURE. FOUND AUX HEAT HEATER ODOR, PLACARDED AUX HEAT SWITCH INOPERATIVE IAW MEL 21-20.

<a href="#">2011FA0000627</a>	MOONEY	LYC	CYLINDER BORE	PEELING
9/21/2011	M20F	AEIO360A1A	ECLW12995CN	ENGINE

CLIMBING THROUGH 7000 FELT A SLIGHT SHUDDER. WHILE LEVELING AT 9500, NOTICED OIL PRESSURE GOING DOWN. PROP WENT TO FLAT PITCH. OIL PRESSURE NOW IN YELLOW ARC. DECLARED AN EMERGENCY. PULLED ENGINE TO IDLE AND BEGAN A DESCENT TO AIRPORT. LANDED LONG AND BLEW MAIN TIRES WHILE BRAKING HEAVILY. STOPPED SHORT OF OVERRUN. INSPECTION FOUND A SECTION OF CYLINDER WALL HAD DELAMINATED AND PASSED THROUGH THE ENGINE.

<a href="#">5APR20110922001</a>	PILATS	PWA	MOTOR	FAULTY
9/22/2011	PC1245	PT6A67B	9599022126	COOLING UNIT

THE COOLING UNIT CB KEEPS POPPING. THE COOLING UNIT MOTOR, PN 959.90.22.126 WAS REMOVED, AND A SERVICEABLE UNIT OF THE SAME PN WAS INSTALLED IAW ENVIRO SYSTEMS CMM 21-00-23, THE COOLING SYS WAS TESTED AND FOUND TO OPERATE NORMALLY IAW AMM 12-A-21-50-01-00A-920B-A.

<a href="#">5APR577Y87</a>	PILATS	PWA	SENSOR	FAULTY
9/10/2011	PC1245	PT6A67B	5245212720	BATTERY CURRENT

PILOT REPORTS OVERHEAD PANEL DISPLAY READS 570 AMP CURRENT DRAW UPON TURNING ON NR1 BATTERY SWITCH. R & R BATTERY NR 1 CURRENT SENSOR PN 524.52.12.720 IAW AMM DMC-12-A-24-30-08-00A-920A-A. OPS CHECK NORMAL.

<a href="#">5APR20111005094</a>	PILATS	PWA	FCU	FAULTY
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10/5/2011	PC1245	PT6A67B	8063044	ENGINE
PILOT REPORTS PCL BINDING. THE FCU WAS FOUND TO BE AT FAULT. THE FCU WAS R & R WITH A SERVICEABLE UNIT IAW AMM 12-A-73-20-01-00A-920A-A AND THE EMM 73-20-00, ALL REQUIRED TEST WERE ACCOMPLISHED WITH NO FURTHER DEFECTS NOTED.				
<a href="#">5APR20110930093</a>	PILATS	PWA	FITTING	OUT OF ALIGNMENT
9/30/2011	PC1247	PT6A67	5551012150	HORIZONTAL STAB
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 GAUGE, AND FOUND TO BE .406MM. THERE IS NO EVIDENCE OF DAMAGE TO THE STABILIZER. THE BRACKET PN IS 555.10.12.150, ANGLE FITTING LT. RESOLUTION: THE ACFT MFG ISSUED A REPAIR MEMO WITH STATEMENT OF APPROVED DESIGN DATA (ECC-12-RM-11-220) WITH THE FOLLOWING INSTRUCTIONS. CHECK THE LUGGED FACE OF THE LT BRACKET PN 555.10.12.150 (ANGLE FITTING LT ) 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 AND HARDWARE USING SEALANT.				
<a href="#">5APR20110927001</a>	PILATS	PWA	MOTOR	FAULTY
9/27/2011	PC1247	PT6A67B	9599022126	ZONE 100
THE VCCS SYS WAS REPORTED AS INOP. THE VCCS DRIVE MOTOR, PN 959.90.22.126 WAS FOUND FAULTY. IT WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN IAW AMM 12-A-21-50-03-00A-313A-A AND CMM 21-00-23. OPS CHECK NORMAL.				
<a href="#">5APR20110916001</a>	PILATS	PWA	EFIS	DEFECTIVE
9/16/2011	PC1247	PT6A67B	066031252500	ZONE 200
PILOT REPORTED: CO-PILOTS EADI FLASHING AND INTERMITTENT. THE NR 2 EADI, PN 066-03125-2500 WAS R & R WITH A SERVICEABLE UNIT OF THE SAME PN IAW AMM DMC-12-A-34-26-03-00A-920A-A, OPS CHECK GOOD IAW AMM DMC-12-A-34-26-00-00A-903A-A.				
<a href="#">5APR20110915001</a>	PILATS	PWA	EFIS	DEFECTIVE
9/15/2011	PC1247	PT6A67B	066031252500	ZONE 200
PILOT REPORTED COPILOTS EADI IS INOP. REMOVED ED462, PN 066-03125-2500, INSTALLED SERVICEABLE EXCHANGE ED462 UNIT OF THE SAME PN, SYS OPS CHECK GOOD IAW AMM CH 12-A-34-26-03-00A-920A-A.				
<a href="#">5APR577Y88</a>	PILATS	PWA	SENSOR	FAULTY
9/11/2011	PC1247	PT6A67B	5245212720	ZONE 100
PILOT REPORTS THAT BATTERY NR1 INDICATES CONTINUOUS 457 AMP DISCHARGE WITH NO DEPLETION OF VOLTAGE. THE BATTERY NR 1 CURRENT SENSOR PN 524.52.12.720 WAS R & R IAW AMM 12-A-24-30-08-00A-920A-A.				
<a href="#">2011FA0000631</a>	PIPER	LYC	TIRE	FLAT
9/20/2011	PA28181	O360A4M	FLTSP11	MLG
EXPERIENCING PROBLEMS WITH BOTH NEW AND DESSERTIRE RECAPPED TIRES. HAVE HAD MULTIPLE TIRES RANDOMLY GO FLAT AND UPON INSP HAVE FOUND THAT THE INTERIOR SEAM OF THE TIRE IS PUNCTURING THE TUBE. AT FIRST THIS WAS THOUGHT TO BE A RANDOM OCCURANCE BUT NOW WE ARE HAVING THIS OCCUR ON ALMOST A WEEKLY BASIS. WE ARE KEEPING ALL TIRES AND TUBES THAT HAVE FAILED FOR INSPECTION.				
<a href="#">2011FA0000656</a>	PIPER	PIPER	BEARING	DISINTEGRATED
10/3/2011	PA28236		DW4K2	STAB
PILOT NOTED STABILATOR LOOSE DURING PREFLIGHT. MX FOUND BEARING HAD FAILED IN LT STABILATOR HINGE. ROLLERS HAD DISINTEGRATED IN THE BEARING. ALSO REPLACED RT STABILATOR HINGE BEARING AS PRECAUTIONARY MEASURE.				
<a href="#">2011FA0000650</a>	PIPER	LYC	TRUNNION	CRACKED

9/28/2011	PA28R180	IO360C1C	67054803	NLG
THIS ACFT HAS HAD 2 NOSE GEAR TRUNNION ASSY CRACKED AT THE BOTTOM OF THE TRUNNION. THE CRACKS ACCRUE AT THE PART THAT THE SHIMMY DAMPNER ATTACHES TO THE TRUNNION AND TUBE ASSY.				
<a href="#">2011FA0000632</a>	PIPER	LYC	TAPPET	DAMAGED
8/15/2011	PA28R201	IO360C1C6	26064	ENGINE
AFTER FINDING MAGNETIC METAL FLAKES IN OIL FILTER AT ANNUAL INSP, ENGINE WAS REMOVED FROM SERVICE AND DISASSEMBLED. INSP REVEALED SEVERE FLAKING AND SPALLING OF 2 EA TAPPET FACES AND DAMAGE TO THE CORRESPONDING CAM LOBES. NONE AT THIS TIME. SUSPECT MFG PROBLEM. THIS IS THE 2ND TAPPET FAILURE WITH LESS THAN 200 HR SINCE NEW IN ACFT FLEET.				
<a href="#">2011FA0000661</a>	PIPER	LYC	BOLT	FAILED
9/17/2011	PA28RT201	IO360C1C6	AN440A	MLG
AFTER LANDING, WHILE TURNING, LT WING SAGGED. CONTINUED TAXI, LT MLG COLLAPSED. BOLT HOLDING REAR TRUNNION FRACTURED AT THE HEAD DUE TO CORROSION. ALL THE LOAD WAS TRANSFERRED TO THE FRONT TRUNNION WHICH FRACTURED AT THE END OF THE MACHINED MAIN TRUNNION STUB DUE TO OVERSTRESS, CAUSING THE RETENTION BOLT (AN4-20A) TO FAIL IN TENSION ALLOWING THE WING TO DROP OVER THE LANDING GEAR ASSY. THE GEAR STRUT PIERCED THE UPPER WING SKIN. THE BOLT HEAD REMAINED IN THE TRUNNION SLEEVE (67502-00) WHICH WAS FOUND IN THE WELL BEHIND THE REAR SPAR. THERE IS SEVERE CORROSION ON THE SHAFT OF THE BOLT FOR SEVERAL INCHES FROM THE HEAD. THE BOLT SHAFT, APPROX 1.5 INCHES FROM THE HEAD END WAS BENT AT 90 DEGREES TO THE THREAD END SHAFT APPARENTLY WHEN THE WING DROPPED OVER THE GEAR. THE RT SIDE BOLT WAS REMOVED AND HAD NO EVIDENCE OF SUCH SEVERE CORROSION. THE ANNUAL INSPECTION FOR THIS BOLT IS TO CHECK FOR THE PRESENCE OF THE HEAD. THERE IS NO REQUIREMENT TO CHECK THE TORQUE ON THE BOLT DURING THE ANNUAL INSPECTION.				
<a href="#">2011FA0000638</a>	PIPER		AUTOPILOT SYS	MALFUNCTIONED
9/29/2011	PA31350		91000013001	ZONE 100
AUTOPILOT. COUPLED APPROACHES RESULT ERRATIC ROLL HUNTING AND/OR OVERCORRECTION AND PITCH UNSTABILITY.				
<a href="#">2011FA0000609</a>	PIPER		SPAR	CORRODED
9/20/2011	PA44180		86152000	ZONE 500
AT APPROX LT WING STA 56.0, THE UPPER OTBD QUADRANT OF AN ELECTRICAL WIRE PASS THROUGH HOLE IN THE WING SPAR WEB WAS FOUND TO HAVE EXFOLIATION CORROSION. THE PASS THROUGH HOLE, WHICH IS IN THE LANDING GEAR WHEEL WELL AREA, HAD A CATERPILLAR GROMMET INSTALLED TO PREVENT THE WIRES FROM CHAFING. THE GROMMET WAS REMOVED TO FACILITATE CORROSION DETECTION. AFTER REMOVING THE CORROSION, THE SERVICES OF A DESIGNATED ENGINEERING REPRESENTATIVE WAS REQUIRED TO PROVIDE A REPAIR PROCEDURE IN ORDER TO RETURN THE ACFT TO SERVICE. THE CORROSION STARTED AT THE EDGE OF THE HOLE AND PROGRESSED INSIDE THE METAL.				
<a href="#">2011FA0000596</a>	PIPER		DRAG LINK	BROKEN
9/4/2011	PA44180		86280003	NLG
NOSE GEAR DRAG LEG BROKEN AT FWD ATTACH POINT BREAKING THROUGH BOLT HOLE. THIS FAILURE LEAD TO THE ACFT INDICATING THAT ALL GEARS WERE DOWN AND LOCKED. DURING LANDING THE NOSE GEAR FOLDED FWD CAUSING DAMAGE TO THE FWD BULKHEAD AND CAUSING 2 PROP STRIKES. IF THIS FWD ATTACH POINT WERE BUILT UP MORE WHICH THERE IS ROOM, THAT WOULD HELP WITH THIS ISSUE.				
<a href="#">2011FA0000608</a>	PIPER	LYC	SPAR	CORRODED
2/26/2011	PA44180	O360*	86152000	ZONE 500
AT APPROX LT WING STA 56.0, THE UPPER OTBD QUADRANT OF AN ELECTRICAL WIRE PASS THROUGH HOLE IN THE WING SPAR WEB WAS FOUND TO HAVE EXFOLIATION CORROSION. THE PASS THROUGH HOLE, WHICH IS IN THE LANDING GEAR WHEEL WELL AREA, HAD A CATERPILLAR GROMMET INSTALLED TO PREVENT THE WIRES FROM CHAFING. THE GROMMET HAD BEEN REMOVED TO FACILITATE CORROSION INSP. AFTER REMOVING THE CORROSION, THE SERVICES OF A DESIGNATED ENGINEERING REPRESENTATIVE WAS REQUIRED TO PROVIDE A				

REPAIR PROCEDURE IN ORDER TO RETURN THE ACFT TO SERVICE. IT IS APPARENT THAT THE CORROSION STARTED AT THE EDGE OF THE HOLE AND PROGRESSED INSIDE THE METAL.

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<a href="#">2011FA0000680</a>	PIPER	LYC	BAFFLE	DAMAGED
8/25/2011	PA46350P	TIO540AE2A	LW13383	OIL SYSTEM

OIL BAFFLE HAD 1 RIVET HEAD MISSING, NOTED THAT AROUND 3 OF THE 6 ATTACHING HOLES THAT CIRCULAR CRACKS WERE EMINATING FROM UNDER WASHER.

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<a href="#">2011FA0000670</a>	RAYTHN	PWA	EXHAUST DUCT	BROKEN
9/4/2011	B300RAYTHEON	PT6A60A	11791007035	LT ENGINE

DURING SCHEDULED INSP, THE LT INBD EXHAUST DUCT THAT CONNECTS THE LT ENG COWLING'S INTAKE HEATED LIP TO THE EXHAUST PORT OF THE LT ENGINE'S INBD EXHAUST STACK WAS FOUND TO BE BROKEN AND DETACHED FROM ITS MATING FLANGE. THIS, IN TURN, WAS ALLOWING EXHAUST GASES TO FILL THE LT ENGINE'S COWLING. THE DUCT WAS R & R WITH A NEW PART.

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<a href="#">2011FA0000630</a>	RAYTHN	CONT	AUTOPILOT SYS	FAILED
9/12/2011	G36	IO550B	010G100000	

AUTOPILOT FAILED TO DISENGAGE ON COUPLED APPROACH.

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<a href="#">OWFR20110921001</a>	SAAB		RIB	CRACKED
9/20/2011	SF340A		7257800010	RT WING TE FLAP

DURING A ROUTINE INSPECTION IAW JOB CARD 0600-541-011, A CRACK HAS BEEN FOUND IN THE LOWER BEND RADIUS OF THE RT FLAP RIB NR5 LOCATED APPROX AT STA WS202.

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<a href="#">CA110503007</a>	SCHLER		SPAR	CRACKED
4/14/2011	ASW19		442119	LT ELEVATOR

LT OTBD ELEVATOR SPAR FOUND CRACKED AFTER INSP, COMPLETED REF AD2011-07-13.

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<a href="#">2011FA0000629</a>	SNIAS	TMECA	STRUCTURE	CRACKED
9/22/2011	AS350B2	ARRIEL1D1		TAILBOOM

CRACK IN TAIL BOOM.

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<a href="#">2011FA0000651</a>	SNIAS	LYC	DAMPER	CRACKED
9/26/2011	AS350BA	LTS101600A3	366A54108800	ENGINE

PART FOUND CRACKED AT INSPECTION. CRACK RUNS ALONG WITH METAL GRAIN ALONG THE INBD SECTION NEXT TO WELDED NIPPLE. FAILURE OF THIS PART WILL CAUSE ENGINE FAILURE.

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<a href="#">DATR001632</a>	STBROS	PWA	PWA	BOLT	FAILED
9/17/2011	SD360	PT6A67R	PT6A67R	MS949034	ENGINE

RT SIDE ENGINE EXPERIENCED A LOW OIL PRESSURE LIGHT 1.5 HOURS INTO MISSION AND SUBSEQUENT PRESSURE LOSS. ENGINE WAS SHUTDOWN IN FLIGHT AND ACFT DIVERTED. THE ENGINE WAS RECEIVED AT THIS FACILITY FOR INVESTIGATION. THE PROPELLER SHAFT WAS HARD TO TURN AND A GRINDING NOISE WAS HEARD. THE CHIP DETECTOR WAS REMOVED AND FOUND IT WAS COMPLETELY ENCASED IN METAL CHIPS. THE POWER SECTION WAS REMOVED AND DISASSEMBLED. UPON REMOVAL OF THE 1ST STAGE CARRIER IT WAS DISCOVERED THAT THE HEAD WAS MISSING FROM ONE OF THE 6 INSTALLED MS 9490-34 BOLTS THAT HOLD THE SPLINE ADAPTER PLATE TO THE CARRIER. THE SUBJECT BOLTS AND FAILURES ARE ADDRESSED IN SB 14444 AND WAS ALSO INVESTIGATED BY THE TRANSPORT SAFETY BUREAU, AO-2010-006.

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<a href="#">G78R20111006002</a>	STBROS	PWA	ENGINE	SHUTDOWN
8/9/2011	SD360SHERPA	PT6A65AR	PT6A65AR	RIGHT

AFTER TAKEOFF CLIMB, AT 6,000 FT, THE CREW PULLED BACK THE POWER TO CRUISE. ON THE RT ENGINE, THE TORQUE DROPPED AND LOW OIL PRESSURE LIGHT ILLUMINATED. PROPELLER FEATHERED AND THE RT ENGINE

SHUTDOWN UNCOMMANDED. THE CREW STATED ALL SYSTEMS WERE NORMAL BEFORE INCIDENT. THE ACFT LANDED SAFELY AT THEIR OCONUS BASE. POST FLIGHT INSP REVEALED RT PROPELLER AND POWER SECTION WERE LOCKED UP. THERE WERE NO SIGNS OF OIL LEAKAGE. BRASS AND METAL SHAVINGS WERE DISCOVERED IN OIL FILTER, CHIP DETECTOR, AND POWER SECTION FILTER.

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<a href="#">G78R20111006001</a>	STBROS	PWC	ENGINE	FAILED
5/29/2011	SD360SHERPA	PT6A67AG	PT6A65AR	RIGHT

THE RT ENGINE HAD AN IN-FLIGHT ENGINE FAILURE. THE ENGINE EXPERIENCED A DROP IN OIL PRESSURE AND A RISE IN OIL TEMPERATURE. THE CREW SHUT THE ENGINE DOWN AND DECLARED AN EMERGENCY AND RETURNED TO THEIR BASE. THE MECHANIC CHECKED AND FOUND THE RT COWLING SOAKED WITH OIL, THE EXHAUST STACKS FILLED WITH OIL, AND THE PROPELLER WAS DIFFICULT TO TURN. LARGE AMOUNTS OF METAL WERE DISCOVERED IN THE OIL STRAINER SCREEN AND THE CHIP DETECTOR. CHIPS WERE ALSO DISCOVERED IN THE 2 QUARTS OF OIL THAT WERE DRAINED FROM UNDER THE TURBINE SECTION.

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<a href="#">2011FA0000662</a>	STNSON		LANDING GEAR	COLLAPSED
9/3/2011	V77			

ACFT WAS TAXIING OUT FOR TAKEOFF WHEN GUST OF WIND FROM LT REAR AT ABOUT 15 KNOTS CAUGHT TAIL AND SPUN AIRPLANE IN HARD GROUND LOOP TO LT. RT LANDING GEAR COLLAPSED COMPLETELY CAUSING SUBSTANTIAL DAMAGE TO ACFT. FOLLOW UP TO ACCIDENT FOUND WELDED STEEL TUBING NEAR RT GEAR ATTACH POINTS WAS HEAVILY CORRODED AND TUBING CLUSTER WELDS BROKE CLEANLY AT WELD LINES WITH LITTLE SIGNS OF BENDING OR STRESS. RT GEAR PIVOT BUSHING MADE OF STEEL TUBING ALSO CRACKED LONGITUDINALLY AND SPLIT CLEANLY IN HALF ALLOWING GEAR LEG TO SEPARATE FROM AIRPLANE. EVIDENCE OF CORROSION AND CRACKS NOTED IN RT GEAR PIVOT BUSHING. UNABLE TO DETERMINE FROM VISUAL INSP WHY TUBING FAILED. SUSPECTED CAUSES ARE: PRIOR CORROSION, PREEXISTING UNREPAIRED DAMAGE, AND /OR POOR WELDING FROM ORIGINAL CONSTRUCTION OR A LATER WELDED REPAIR. THE STRUCTURAL SECTION OF THE FUSELAGE THAT FAILED IS ALSO THE LOWER WING STRUT ATTACH POINT, RAISING CONCERNS ABOUT POTENTIAL IN-FLIGHT WING FAILURE. FOLLOW UP LAB ANALYSIS OF FAILED STEEL TUBING SECTIONS RECOMMENDED TO NTSB IIC IN ORDER TO DETERMINE CAUSE OF ACCIDENT AND GEAR FAILURE.

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<a href="#">HKGR20111006226</a>	SWRNGN		UPLOCK	DIRTY
10/6/2011	SA227AC			MLG

ON CLIMB OUT, RETRACTED GEAR AND THE RT MLG WOULD NOT LOCK IN THE UP POSITION, WOULD EXTEND AND RE-CYCLE. EXTENDED GEAR NORMALLY AND HAD NORMAL GEAR EXTENSION AND DOWN AND LOCKED INDICATION. LANDED AT DEPARTURE AIRPORT WITHOUT INCIDENT. FOUND LANDING GEAR UPLOCK TO BE DIRTY AND STIFF, CLEANED AND LUBRICATED SAME, OPS CHECK SATISFACTORY FOR RETURN TO SERVICE.

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<a href="#">M36R20110927003</a>	SWRNGN	GARRTT	LEAD	BROKEN
9/22/2011	SA227AC	TPE33111U	SMR23692	PROP DEICE

FOUND 3 DEFECTIVE LEADS ON RT PROP. ALL 3 FAILED AT THE GROUND WIRE AT THE SAME LOCATION AS PREVIOUS FAILED LEADS.

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<a href="#">2011FA0000664</a>	UNIVAR		ATTACH FITTING	CORRODED
10/5/2011	415C		22017	ELEVATOR

DURING RESTORATION OF THIS AIRPLANE THE ATTACH POINT FOR THE ELEVATOR CONTROL WITHIN THE ELEVATOR ITSELF WAS FOUND TO BE LOOSE. THE ELEVATOR WAS REMOVED FROM THE ACFT AND TAKEN APART. THE ELEVATOR CONTROL ATTACH BRACKET WAS FOUND TO HAVE SEVERE CORROSION AND HOLDING THE ELEVATOR CONTROL ATTACH BRACKET AT ONLY 1 POINT AS OPPOSED TO 4. THE BRACKET HAD FAILED DUE TO SEVERE CORROSION. THERE IS NO WAY TO EXTERNALLY INSPECT THIS INTERNAL PART OF THE ELEVATOR MAKING IT IMPOSSIBLE TO DETECT SUCH INTERNAL DAMAGE UNTIL LOOSENESS BEGINS TO OCCUR. THE SUBJECT ELEVATOR ON THIS ACFT WILL BE COMPLETELY REBUILT THUS RECTIFYING THE PROBLEM. INSP PORTS WILL ALSO BE INSTALLED TO FACILITATE INSP FOP CONTINUED AIRWORTHINESS. THE EXTERNAL APPEARANCE OF THE ELEVATOR WAS UNREMARKABLE. THE CORROSION OF THE CENTER PART OF THE ELEVATOR INCLUDING THE SUBJECT BRACKET, 2 STIFFENERS, AND THE CENTER BOTTOM SKIN WERE SUBSTANTIALLY CORRODED BEYOND REASONABLE REPAIR. NEW PARTS TO O/H THE EXISTING ELEVATOR ARE BEING FABRICATED AS SAME ARE NOT COMMERCIALY AVAILABLE. THIS FORM OF UNDETECTABLE DAMAGE AND DETERIORATION RAISES THE ISSUE OF EXCHANGING THE ELEVATOR FOR A SEEMINGLY SERVICEABLE PART AS

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THE SAME INTERNAL DAMAGE COULD BE WELL CONCEALED REGARDING THE EXTERNAL APPEARANCE OF THE ELEVATOR.

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<a href="#">2011FA0000673</a>	UROCOP		BEARING	FAILED
9/13/2011	AS365N3		704A33652044	T/R GEARBOX

FAILURE OF INPUT PINION TAPERED ROLLER BEARING OF TAIL ROTOR GEARBOX. FAILURE OCCURRED DURING GROUND RUN AFTER MX. REPLACEMENT OF TAIL ROTOR GEARBOX. TAIL ROTOR GEARBOX INPUT CASING DISCOLORED DUE TO OVERHEATING OF FAILED BEARING. INPUT PINION SEIZED.

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<a href="#">2011FA0000672</a>	UROCOP	TMECA	LOCKWASHER	MISINSTALLED
9/21/2011	AS365N3	ARRIEL2C	LN9023B51	M/R SHAFT

INCORRECT APPLICATION OF LOCKING WASHERS ON ROTOR SHAFT NUT RETAINER LOCK (117-12118-01). INCORRECT APPLICATION OCCURRED DURING INSTALLATION OF REPLACEMENT ROTOR SHAFT. DISCOVERED WHILE PERFORMING MAIN GEARBOX LOWER CASING REPAIR. (REMOVAL OF ROTOR SHAFT REQUIRED). SECURITY OF ROTOR SHAFT RETAINER LOCK IS NOT ASSURED.

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<a href="#">QMLD20111192662</a>	UROCOP		MAST	CORRODED
11/9/2011	BK117C1EURO		4639205016	ZONE 200

THE MAIN ROTOR SHAFT HAS CORROSION ON THE TOP OF THE FLANGE WHERE IT COMES INTO CONTACT WITH THE SILVER SHIM AND THE MAIN ROTOR HEAD. THE CORROSION IS BEYOND LIMITS.

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<a href="#">CA110610009</a>	UROCOP	TMECA	FREQ ADAPTER	FAILED
6/9/2011	EC120B	ARRIU2F	C622A4002102	MAIN ROTOR

DURING A MAJOR INSPECTION, DISCOVERED THE FREQUENCY ADAPTER WAS INCORRECT (TOO LONG). PILOT HAD JUST REPORTED A SERIOUS VIBRATION ON THE GROUND. REMOVED THE FREQUENCY ADAPTER AND FOUND THAT 1 OF THEM HAD STRETCHED AND REQUIRED A COMPLETE TURN IN ON THE ROD END TO FALL BACK INTO RIGGING SPECIFICATIONS.

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