

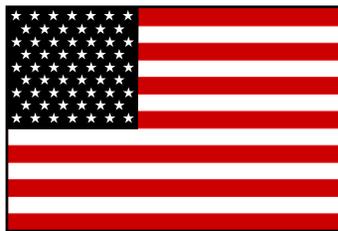


U.S. Department
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**Federal Aviation
Administration**

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AVIATION MAINTENANCE ALERTS



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

AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience and thereby cooperate in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but which have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via Malfunction or Defect Reports. Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Designee Standardization Branch (AFS-640); P.O. Box 25082; Oklahoma City, OK 73125-5029.

AIRPLANES

BEECH

Beech; Model C-23; Sundowner; Stabilator Structural Defect; ATA 5520

While conducting an annual inspection, the technician applied force to the stabilator tip and heard a "creaking" sound.

The technician traced the source of the "creaking" sound to loose and working rivets and a cracked spar cap (P/N 169-620001-61). This defect was located inside the center spar box assembly at a radius above and outboard of the hinge. Since there was no external evidence of damage, he removed the balance weight tube to examine the inside of the spar box. It is interesting to note, that he conducted this inspection on a warm day. However, when he applied the same force the next morning, when it was much cooler, he could not produce the "creaking" sound.

The submitter recommended periodic inspection of the spar box interior including removal of the balance weight tube at least annually.

Part total time-7,191 hours.

Beech; Model C-23; Sundowner; Nose Landing Gear Failure; ATA 3221

During a takeoff run, the nose landing gear separated from the aircraft when the nose gear lifted off the runway. The pilot aborted the takeoff, and the aircraft came to a stop causing damage to the propeller and nose cowling.

A technician found the nose landing gear housing assembly (P/N 169-810011-27) broken where the steering assembly is attached. There was evidence of a pre-existing crack, which progressed to the point of complete failure.

The submitter suspects the cracks were the result of exceeding the turn limits during ground movement. He also stated this was the second similar failure on the same aircraft. The first failure occurred after 1,725 hours of operating time. Does this sound like a lack of proper training?

Part total time-500 hours.

Beech; Model J-35; Bonanza; Fuel Bay Corrosion; ATA 5720

While investigating a fuel leak, the technician removed both main fuel bladder tanks and discovered severe corrosion in both fuel tank bays.

The corrosion was extensive and penetrated the fuel bay liner. Both bladder tanks bore markings indicating they were installed as original equipment in 1957, and there were no indications they were ever removed.

The submitter suspects this damage was caused when water entered the fuel bays around the filler cap access plates and collected between the bladders and the tank liners. If the fuel bladders have not been replaced, he suggested removing them and conducting a thorough inspection of the area. In order to prevent the entry of water, he suggested sealing the filler cap access.

Part total time-6,254 hours.

Beech; Model 58; Baron; Nose Landing Gear Defect; ATA 3230

During a scheduled inspection, the technician discovered a crack in the nose landing gear retraction mechanism.

The crack was located on the lower side of the right retraction tube adjacent to a weld that attached it to the brace (P/N 45-825072-39) pivot point.

The submitter stated this was the second occurrence of this defect in the past 90 days. The first occurrence, involving a like aircraft, resulted in collapse of the nose gear during landing. Special attention to this area during inspections may prevent further damage caused by complete failure.

Part total time-9,694 hours.

Beech; Model C-90; King Air; Defective Elevator Attachment; ATA 5552

While installing the right elevator, the technician noticed the bolt, used to attach the elevator outboard bracket to the horizontal bearing bracket (P/N 50-620001-69), was "sloppy" in the hole.

The technician removed the bolt and discovered it was severely worn, and the hole in the bracket (P/N 50-610000-546) was elongated. Evidence indicated the previous installer used a thin washer under the head of the bolt and under the nut. This caused the nut to "bottom out" on the bolt shank and allowed the bolt to move in the hole which caused the wear described.

Technicians should always check for the proper hardware configuration prior to any installation.

Part total time-1,745 hours.

Beech; Model C-90; King Air; Aileron Structural Defect; ATA 5751

While conducting a scheduled inspection, the inspector discovered a crack in the left aileron skin.

The crack was located at the aft lower outboard edge of the aileron skin. After further examination, the technician noted the skin material was very brittle in the area adjacent to the crack and at other locations. After finding this problem, he thoroughly inspected the right aileron and discovered another crack and more brittle metal. The right aileron was cracked at the skin lap joint just aft of the center attachment point on both the upper and lower skins. He stated it was difficult to identify these cracks. He suspected these cracks occurred due to the natural separation of aging paint.

The submitter suspects the "working surfaces" and/or dissimilar metal corrosion was responsible for these defects.

Part total time-8,475 hours.

Beech; Model 200; King Air; Loss of Engine Oil Pressure; ATA 7930

During an after-takeoff climb, the pilot noticed the left engine oil pressure indicated "zero." He shut down the engine and made a safe landing at the departure airport.

A technician discovered a defective engine oil pressure transducer (P/N 101-389023-1). He did not find any defects with the remainder of the engine oil system. After he installed a new oil pressure transducer, the indicating system functioned properly.

Part total time not reported.

Beech; Model 200; King Air; Engine Failure; ATA 2820

During a flight, the pilot noticed the right engine fuel flow began decreasing. When the condition persisted, he shut down the engine and landed the aircraft safely.

While investigating, the technician found the four screws, used to secure the fuel pressure relief adjustment plate to the low-pressure fuel pump (P/N RG34720A), were loose. Although the screws were still safety wired, they were loose enough to allow fuel leakage around the adjustment plate.

The submitter believes excessive air was drawn into the fuel system and caused cavitation of the high-pressure fuel pump and loss of fuel supply to the fuel control unit.

Part total time-2,019 hours.

Beech; Model 300; King Air; Defective Flap Actuator; ATA 2752

While performing a 1,200-hour lubrication, the technician removed the wing flap actuators.

The technician discovered the left inboard flap actuator (P/N 101-521016-1) was cracked along the entire length. He replaced the actuator with a new part (P/N 129-521050-1) that supersedes the original actuator. He speculated the damage to the original actuator was caused by the intrusion of water that expanded during freezing conditions.

The submitter suggested the wing flap actuators be replaced with the new type at or prior to 1,200 hours.

Part total time-1,426 hours.

Beech; Model 400A; Beechjet; Instrument Pitot Static System Leak; ATA 3411

While conducting a pitot static system leak test, the technician discovered an unusual leak.

The technician only noticed the leak at a reading above 180 knots. He discovered the pitot static system drain casting (P/N 68C-7) was the source of the leak. During manufacture, the casting is assembled using "epoxy" material. The material deteriorated and allowed the pitot system pressure leak. He contacted the manufacturer about this problem, and the manufacturer suggested repairing the leak by applying additional "epoxy" material. Newer versions of this part, incorporating an "H" in the part number, include a welded seam instead of the "epoxy" material.

The submitter chose to install a new part rather than the manufacturer-suggested repair.

Part total time not reported.

CESSNA**Cessna; Model 172C; Skyhawk; Engine Exhaust System Discrepancy; ATA 7800**

During an annual inspection, the technician removed the cowling and found evidence of massive exhaust leaks at the number 2-, 3-, and 4-cylinder exhaust flanges.

The inboard flange attachment nut was missing from the number 2 cylinder, and the number 2- and 4-inlet stacks were improperly oriented. The inlet stacks have a formed "flat" on one side which provides clearance from the adjacent induction elbow. These two inlet stacks had been installed with the "flat" facing away from the induction elbow which caused misalignment. Due to the misalignment, the flange gaskets failed. The exhaust leak at the number 3 cylinder eroded the port and caused the exhaust valve to warp. After removing the mufflers, the technician discovered the internal baffles were completely burned away.

The submitter stated: "A few elementary precautions and attention to detail could have prevented this damage."

Part total time-111 hours.

Cessna; Model 172N; Skyhawk; Engine Failure; ATA 8550

Approximately 8 miles from the destination, during a cross-country flight, the pilot noticed the engine oil pressure began to fluctuate between zero and 60 PSI, the engine began to vibrate, and then the engine failed. The pilot was able to make a safe landing without engine power.

A maintenance technician conducted an inspection finding the lower part of the aircraft saturated with oil. Further inspection revealed the oil system "quick drain" was missing. There was no provision made for safety wiring the "quick drain" after its installation.

The submitter speculated the "quick drain" loosened due to engine vibration and wear. He suggested the need for a provision to accommodate safety wiring the "quick drain" in place.

Part total time-557 hours.

Cessna; Model 172S; Skyhawk; Rudder Pedal Defect; ATA 2720

While conducting a 100-hour inspection, the technician noticed a defect on the copilot's left rudder pedal.

The bolt and nut, used to secure the rudder pedal, were loose. The hardware was still in "new" condition; however, it was evident the hardware had not been torqued when originally installed. The plastic self-locking device on the nut had never been penetrated. Considering this finding, it would be wise to conduct a thorough inspection of this, as well as, all hardware installations as soon as possible.

Part total time-195 hours.

Cessna; Model 177RG; Cardinal; Landing Gear Failure; ATA 3230

During a landing approach, the pilot selected the landing gear to the "down" position and heard a "popping" or "banging" sound that seemed to come from under the floor. All attempts to lower the landing gear failed, and the pilot made a "gear-up" landing.

While investigating, the technician found the main gear actuator rod-end bearing (P/N S2049-6FG) split apart at the spherical end. It appears the failure began at the hole in the rod-end that is used for the grease zerk. An old Cessna Service Information Letter (SL) SE79-37 recommends replacing the rod-end with a "new part" (P/N S2426-6); however, this "new part" has now been superseded by a later part (P/N S3469-1).

The submitter suggested that Cessna consider updating the old SL with a Service Bulletin stressing the need to install the revised part number rod-end (P/N S3469-1).

Part total time-4,580 hours.

Cessna; Model 402B; Businessliner; Wing Flap Failure; ATA 2750

The pilot reported that during a landing approach, the wing flap system failed.

A maintenance technician determined the upper flap extend cable (P/N 5000008-4) on the right side broke. The cable broke approximately 12 inches outboard of the actuator chain attachment point.

The submitter speculated improper cable routing and/or incorrect cable tension might have caused this damage.

Part total time-10 hours.

Cessna; Model 421C; Golden Eagle; Defective Emergency Exit; ATA 5520

While replacing the pressurization seal on a cabin window emergency exit, the technician removed the upholstery and discovered the window was defective.

The technician found the outer cabin window (P/N 5111605-2) was broken between the fastener holes that secure it to the aircraft structure. (Refer to the following illustration.) The broken pieces of the window were held in place by a liberal amount of "RTV" sealant. He stated improper installation procedures and a lack of attention to detail caused this defect. Aircraft windows will not stand preload stress necessary to conform to the asymmetrical contours of the aircraft structure. Even slight variances may cause enough stress to cause cracking defects immediately or over time.



The submitter installed a new window and a metal retainer ring as required in Cessna Service Bulletin MEB 87-4.

Part total time-4,520 hours.

Cessna; Model 421C; Golden Eagle; Inoperative Wheel Brake; ATA 3242

The flightcrew reported the right wheel brake was inoperative.

The technician serviced and bled the right brake and discovered hydraulic fluid leaking from the bottom of the aircraft. Inspecting further, he found the leak source was the right brakeline (P/N 5100106-159). The brakeline had numerous pinholes resulting from corrosion.

The submitter recommended all inspections include a detailed inspection of the aircraft plumbing, especially in areas that are hard to access.

Part total time not reported.

Cessna; Model 441; Conquest; Wing Structural Damage; ATA 5712

While conducting a scheduled inspection, the technician discovered a crack in the left wing canted rib (P/N 5722206-2).

The crack was approximately 1.1 inches long, began just aft of the forward wing spar, and extended aft along the radius of the canted rib. Cessna no longer allows a "stop drill" fix in this area; therefore, it is necessary to replace the rib.

The submitter stated this area deserves close attention during scheduled inspections.

Part total time-4,375 hours.

Cessna; Model 550; Citation; Structural Corrosion Damage; ATA 5313

While investigating a report of fuel fumes in the aircraft cabin, the technician discovered an area of severe structural corrosion.

The corrosion was located under the cabin floor on a stringer that is just below the aileron bellcrank. The severity of this damage seriously compromised the structural integrity of the airframe and could have caused interference or failure of the aileron system. (Refer to the following illustration.)

The submitter reported finding a similar defect on another like aircraft. The damaged area is not easily seen; however, he suggested conducting a diligent and thorough inspection at every opportunity.



Part total time-7,566 hours.

Cessna; Model 650; Citation; Hydraulic System Defect; ATA 3233

After a flight, the crew noticed copious amounts of hydraulic fluid on the right main landing gear door and the inboard right wing.

During an investigation, the technician found the right landing gear actuator (P/N 9914170-2) was broken at the wing attachment fitting, and the inboard (retraction) hydraulic fitting was bent. The evidence indicated the actuator housing bearing end had elongated prior to breaking. He believes this failure was caused by metal fatigue. He noted the rod-end bearing was also worn which may have contributed to or accelerated this failure. The aircraft maintenance records revealed the actuator had accumulated 1,369-cycles which exceeded the 1,200-cycle replacement life.

The submitter suggested more frequent inspections and adherence to established life limits may prevent this type defect.

Part total time-1,642 hours.

LEAR

Lear; Model 35A; Defective Main Wheel Tire; ATA 3244

After takeoff, the pilot heard an unusual noise when he selected the landing gear to the "up" position. All indications were normal, and he continued the flight to his destination without further incident.

After landing, the pilot walked around the aircraft and discovered the tread was separated from one of the left main gear tires (Goodyear P/N 178K23-5). Although the complete tread was missing, the tire remained inflated, preventing damage during landing.

The submitter stated this was the second occurrence within the past month where the tread separated from a relatively new tire.

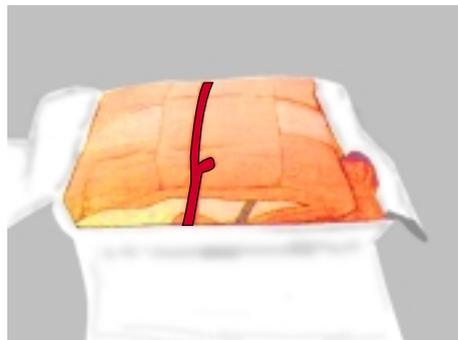
This tire accumulated approximately 20 landings.

McDONNELL DOUGLAS

McDonnell Douglas; Model DC-10; Defective Emergency Evacuation Slide; ATA 2560

During a scheduled inspection, the technician discovered an emergency evacuation slide was not in a condition to operate properly.

The slide (BFG, P/N 5WD230600-203) was installed in the aircraft with a 2-inch wide, 8-foot long red webbing strap tied around the folded inflatable slide. The entire unit was packed inside the outer slide pack which is installed on the aircraft door. (Refer to the following illustration.) The webbing strap would prevent deployment of the slide and create a detriment during an emergency.



Part total time not reported.

MOONEY

Mooney; Model M-20J; Landing Gear Failure; ATA 3230

The aircraft owner reported the landing gear circuit breaker opened each time he selected the landing gear to the "up" position.

A maintenance technician discovered the landing gear motor assembly was jammed. He removed the motor assembly and found the clutch spring tabs were broken. In accordance with Mooney Service Bulletin (SB) M20-92, these springs should be replaced every 1,000-hours of operation. Compliance with SB M20-92 was accomplished 763 hours

prior to this finding. Although he could not determine why the spring tab failed, he suspected the aircraft may have been exposed to "higher-than-normal landing gear cycles," or the spring tabs may have been defective.

The submitter suggested the manufacturer consider lowering the replacement time required by SB M20-92.

Part total time previously stated.

Mooney; Model M-20M; Propeller Spinner Defect; ATA 6113

While completing routine maintenance, the technician discovered the propeller spinner bulkhead was severely cracked.

There were numerous cracks that appeared to originate at attachment holes and the first bend radius. The technician stated this was the second propeller spinner bulkhead (McCauley P/N D-6199) crack he has found on like aircraft having less than 500 hours of total time.

Since there were several pieces of the bulkhead missing, the submitter stated the spinner was in imminent danger of complete failure and separation.

Part total time-473 hours.

NAVION

Navion; Model B Navion; Landing Gear Defects; ATA 3230

During an annual inspection, the inspector found the left and right main landing gear retraction side-brace links cracked.

The side-brace links (P/N 143-33165-10) were cracked where the tubes are welded to the yokes. The submitter replaced all three links (including the nose gear) with newly-designed stronger units purchased from the American Navion Society.

The submitter recommends replacing all the original side-brace links with the later version.

Part total time-4,468 hours.

PIPER

Piper; Model PA 23-250; Aztec; Static Fuel Leakage; ATA 2823

After filling all the fuel tanks, the owner placed the aircraft in an unheated hangar for 2 days. When he returned, he found a significant amount of fuel on the hangar floor under each wing.

During an investigation, the owner found the fuel leaking from the overflow drain tubes on both inboard fuel tanks. The fuel level in the inboard tanks was completely full, and both outboard tanks were down approximately 10 gallons. The only connections

between the inboard and outboard tanks are the fuel selector valves (P/N's 492-222 and 492-223). When either selector valve was switched to the "off" position, fuel flow was not completely shut off.

The temperature during this occurrence averaged near or below zero degrees Fahrenheit. The owner speculated the extremely cold temperatures caused the selector valve parts to contract. The fuel traveled from the outboard tank, through the selector valves, into the inboard tanks, and the excess fuel was vented overboard.

Part total time-3,615 hours.

Piper; Model PA 28-140; Cherokee; Nose Landing Gear Corrosion; ATA 3220

During an annual inspection, the technician discovered severe corrosion on the nose landing gear fork assembly.

The corrosion was evidenced by exfoliation of the aluminum in an area .5 inch wide and 3.5 inches long. The metal was penetrated to a depth of .1 inch. The damaged area began on the left side at the upper anchor nut and traveled upward around the inner curve of the fork (P/N 63329-06).

The submitter believes dissimilar metals (steel anchor nut and aluminum fork) contacted each other and caused the corrosion damage. He recommended checking this area closely during scheduled inspections.

Part total time-5,848 hours.

Piper; Model PA 28-180; Cherokee; Defective Fuel Selector Valve; ATA 2823

The aircraft owner reported the fuel selector valve was very stiff to operate.

A maintenance technician found the selector valve (P/N 491-497) operation was extremely stiff and had no detectable detents. In addition, while exercising the selector valve, he found that it would occasionally seize at random positions. When he removed and disassembled the selector valve, he discovered the internal detent ring was deformed and broken. (Refer to the following illustration.) After he replaced the selector valve, it functioned properly, and he approved the aircraft for return to service.



Part total time not reported.

Piper; Model PA 28-181; Archer; Carburetor Malfunction; ATA 7322

A repair station customer reported the engine hesitated when he advanced the throttle.

The technician removed and disassembled the carburetor and found fuel inside both float pontoons. This was a “new style” Precision, Model MA4-5 carburetor with a polymer float (P/N 30-802). Also, he discovered the screws, which hold the throttle plate to the shaft, were loose.

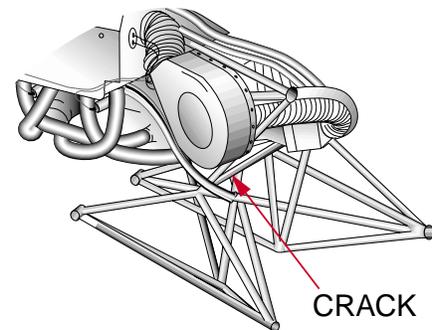
The submitter stated the screws were “staked;” however, they were not tightened during the previous installation.

Part total time-200 hours.

Piper; Model PA 28R-201; Arrow; Engine Mount Defect; ATA 7120

During an annual inspection, the technician found an area on the engine mount (P/N 67119-57) which he suspected was cracked.

The technician stripped the paint from the area and confirmed there was a crack located on the lower left side of the center cross tube adjacent to a weld. (Refer to the following illustration.)



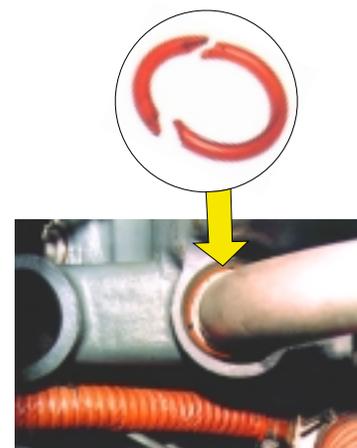
The submitter stated that any engine-mount anomaly should be thoroughly investigated.

Part total time-7,673 hours.

Piper; Model PA 28R-201; Arrow; Poor Engine Performance; ATA 8530

The owner brought his aircraft to a maintenance shop and reported the engine performance was poor and deteriorating.

A technician found the engine would hardly run at idle, manifold pressure was abnormally high, and afterfired during throttle reductions. He also noted high exhaust gas temperature (EGT) on the number 3 cylinder. He shut down the engine, opened the cowling, and discovered the number 1 and number 3 cylinder intake seals were partially ingested. (Refer to the following illustration.) Fortunately, pieces of the seal were not drawn into the cylinders.



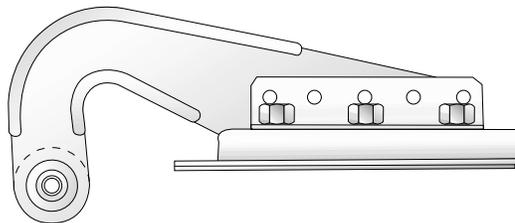
The submitter observed, “There is no reason why or how these seals could be ingested if they were installed properly!”

Part total time-44 hours.

Piper; Model PA 31-350; Chieftain; Landing Gear Door Damage; ATA 5280

After returning from a flight, the pilot reported a landing gear door was broken.

A technician inspected the aircraft and found the left main gear door forward hinge (P/N 47529-32) was broken and the door was bent from contacting the wheel. (Refer to the following illustration.) The submitter recommended stripping the paint from these hinges and inspecting them prior to installation. He stated particular attention should be given to the large inner hinge radius.



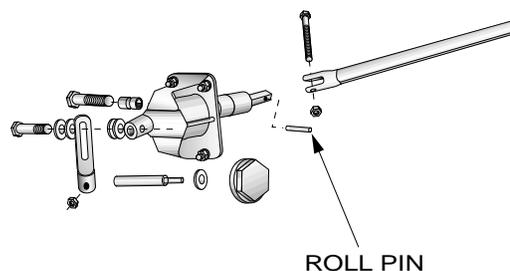
Airworthiness Directive (AD) 80-26-05 deals with this subject, and this aircraft was in compliance with the AD. In accordance with the AD, the original hinges were replaced with a new design (P/N 474529-32).

Part total time not reported.

Piper; Model PA 31-350; Chieftain; Rudder Trim Failure; ATA 2721

The pilot returned from a flight and reported the rudder trim was inoperative.

A technician investigated and found one of the two roll pins (P/N 480-735), which secure the actuator screw rod-end to the trim tab push-pull tube, had migrated almost completely out of the hole, and the other roll pin was missing. (Refer to the following illustration.) The technician installed two new roll pins and safety wired them in place.



The submitter suggested conducting an inspection of this area to ensure these roll pins are safety wired.

Part total time not reported.

Piper; Model PA 31-350; Chieftain; Fuel Leakage; ATA 2140

A technician noticed fuel leaking from the cabin heater drain tube.

The technician found fuel leaking from the cabin heater fuel pressure regulator valve (JanAero P/N A23D04-75). The screws, which secure the parting surfaces of the valve body at the diaphragm, were loose and allowed the fuel to escape.

The submitter reported experiencing several similar occurrences of fuel leakage. He stated, "This condition presents a serious fire hazard." This fuel pressure regulator valve is used on Janitrol and possibly other aircraft heaters. The FAA Service Difficulty Reporting (SDR) data base contains 12 additional reports of fuel leakage. It would be wise to check this regulator frequently for leakage.

Part total time-364 hours.

Piper; Model PA 34-200T; Seneca; Engine Failure; ATA 2800

The pilot reported that while operating at cruise altitude, the right engine power began to fluctuate, lost power, and failed after a short time. He made a safe, single-engine landing and summoned maintenance personnel.

A technician found water droplets in the fuel filter bowl and determined the water froze at altitude and obstructed fuel flow. While discussing this finding with the pilot, he learned the aircraft was refueled before the last flight, and the fuel truck ran out of fuel while servicing the right wing. Evidently, the fuel drains were not checked for water after the refueling. After purging the fuel tanks and filling them with fresh fuel, the engine performed satisfactorily.

Part total time not reported.

HELICOPTERS

BELL

Bell; Model 212; Trunnion Bearing Failure; ATA 6220

During a postflight inspection, the technician noticed dark black grease on the main rotor trunnion.

The technician removed and disassembled the trunnion and discovered a bearing (P/N 204-011-110-005) had failed. Both the inner and outer bearing races were broken.

The submitter reported finding a similar defect on another like aircraft. If not detected, this bearing failure could have caused a catastrophic event.

Part total time-1,929 hours.

EUROCOPTER

Eurocopter; Model BO-105 Series; TBO Revision; ATA 6520

The FAA, Rotorcraft Directorate, ASW-110, located in Fort Worth, Texas, prepared this article for publication.

In a few cases, Eurocopter has found wear on parts of the tail rotor transmission (P/N 4619003003) and intermediate gearbox assembly (P/N 4619002003). To ensure there are no adverse effects on helicopter operation due to this wear, a Time Before Overhaul (TBO) of 3,600-flight hours will apply to these components.

The manufacturer has issued Alert Service Bulletin (ASB) number ASB-BO 105-30-110, dated April 4, 2000, and Revision 1, dated September 25, 2000, to establish the tail rotor transmission and intermediate gearbox TBO of 3,600 hours.

Copies of ASB-BO 105-30-110 may be obtained upon request to: American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75052-7099.

Part time before overhaul as previously indicated.

Eurocopter; Model SA 315B; Lama; Defective Tail Rotor Blade; ATA 6410

During a postflight inspection, the technician discovered a cracked tail rotor blade.

The crack was located 14 inches inboard from the blade tip and was .5 inch forward of the trailing edge.

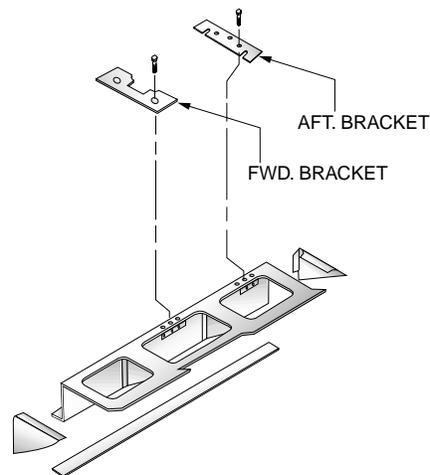
The submitter believes this defect resulted from intergranular corrosion that began in the blade interior. This helicopter is operated in a very corrosive environment which he suspects caused or contributed to this defect.

Part total time-628 hours.

Eurocopter; Model AS350-B2; Ecureuil; Defective Battery Security; ATA 2432

While conducting a 100-hour inspection, the technician found both battery holddown brackets were severely worn.

The battery holddown brackets (P/N's G10110, fwd and G10115, aft) were worn at the slots that hold the battery in place. (Refer to the following illustration.) These parts were installed as part of a Supplemental Type Certificate (STC) assembly which locates the battery in the tail boom. The technician maintains three like helicopters, and they all displayed the same defect. When he attempted to install replacement brackets, he discovered the holes did not match the attachment points even though all three aircraft were the same. He contacted the manufacturer and learned that at least two drawing changes were made. At the time of this report, he is working with the manufacturer to resolve this problem.



Part total time-441 hours.

SIKORSKY

Sikorsky; Model S-76B; Personal Injury; ATA None

During a ground engine-operational test, a technician was injured while troubleshooting a discrepancy.

While attempting to duplicate an intermittent cockpit indication problem, the technician moved and shook a wire bundle leading from the main rotor gearbox. The main rotor was turning which activated the engine oil-cooler blowers. He lost the tips of two fingers on his left hand when he ran his hand past the base of the engine oil-cooler blower and contacted the air-inlet impeller.

This occurrence could have resulted in a much more severe injury, and the submitter advised that technicians exercise extreme caution and safety while working on or near operating aircraft systems. He suggested installing the manufacturer-supplied placard (P/N SS9065-175) (which states "NO HAND HOLD") on the oil-cooler base to warn technicians of the hidden impeller.

Part total time not applicable.

AMATEUR, EXPERIMENTAL, AND SPORT AIRCRAFT

GLASAIR

Glasair; Model Super II-2; Abnormal Fuel Control Wear; ATA 7322

This aircraft uses a Textron Lycoming, IO-360B1E engine and a Bendix, RSA-5AD1 fuel control.

After noticing anomalies with engine operation, the aircraft owner inspected the fuel control unit. He found the servo had severely worn the throttle shaft bushings and the idle link lever holes. The fuel diaphragm (P/N 2539559-F) stem was worn completely through.

It appeared the components were subjected to abnormal vibrations and a long service history which may have caused the unusual wear. The fuel control unit was last overhauled in May 1965.

Part total time-1,000 hours.

ROTARY AIR FORCE

Rotary Air Force; Model 2000 GTX; Engine Failure; ATA 7410

During a landing approach, the engine suddenly failed, and the pilot made an emergency landing. The aircraft was not seriously damaged, and the pilot was not injured.

While investigating the engine failure, the inspector found the ignition system coil wire terminal lug was broken. The engine used in this machine is a Subaru Model EJ-22, which incorporates a single-coil ignition system. The owner/operator stated he always checks the coil wire connection during preflight inspections by grasping the terminal lug to check for security. The inspector speculated that repetitive handling might have contributed to metal fatigue of the terminal lug which led to the ultimate failure. It was suggested the coil terminal wire and lug, as well as all other ignition components, be handled with gentle care.

Part total time-1,124 hours.

STAUDACHER

Staudacher; Model S300; Flight Control Failure; ATA 2710

This article was printed in the November 2000 and January 2001 editions of this publication and is being reprinted to clarify errors in the previous printings.

While performing aerobatic maneuvers, the pilot executed a one-half snaproll to the left, and the left aileron separated from the aircraft. The pilot was able to land the aircraft safely and was not injured. The aircraft did not suffer further damage.

The accident was investigated by Mr. Tim Anderson who is an FAA inspector with the Milwaukee, Wisconsin Flight Standards District Office. Inspector Anderson found the left aileron center hinge failed due to metal fatigue causing failure and separation of the aileron. The aileron hinge design uses three rod-end bearings attached to an aluminum block which is attached to the wing spar. The threaded stud of the rod-ends uses a jamnut for adjustment, and the failure occurred between the jamnut and the aluminum mounting block. A metallurgical examination of the broken rod-end revealed the threaded stud was not heat treated and failed due to bending which led to metal separation.

The manufacturer recommends the use of heat-treated rod-end bearings (P/N REP3M6-2N) at the aileron hinge points. All aircraft builders are urged to consult the kit manufacturer before substituting or changing any parts recommended or supplied with a kit.

The FAA, data bases contain two additional accidents involving this make of aircraft and one incident, which was caused by pilot error. One of the two accidents involved engine failure and the other was caused by separation of the right aileron under different circumstances.

Part total time-393 hours.

POWERPLANTS AND PROPELLERS

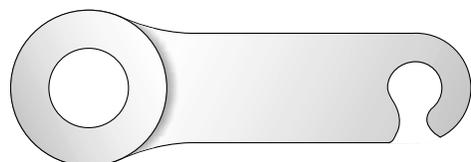
TELEDYNE CONTINENTAL

Teledyne Continental; Model 520 Series; Throttle Lever Wear; ATA 7603

The pilot reported the right engine failed to respond when he moved the throttle control. He secured the engine and made a safe landing.

While investigating this problem, a technician found the throttle lever (P/N 632555-35) worn completely through which disconnected the linkage from the throttle control. (Refer to the following illustration.) Over the past 8 years, the submitter has found this defect over ten times on different aircraft.

THROTTLE CONTROL ARM



The Teledyne Continental (TCM) 520 series engine used on this aircraft (Beech Model 58) is also used on Cessna, Piper, and many other aircraft. The throttle lever (usually used in pairs) basic part number (P/N 632555-XX) (with various dash numbers) is used on many of the TCM 520 series engine installations.

All involved personnel are encouraged to give close attention to the throttle lever during scheduled inspections and maintenance.

Part total time not reported.

ACCESSORIES

CHAMPION AVIATION PRODUCTS

Defective Oil Filter Assembly Gasket

The FAA, Small Airplane Directorate, located in Atlanta, Georgia, submitted the following article for publication.

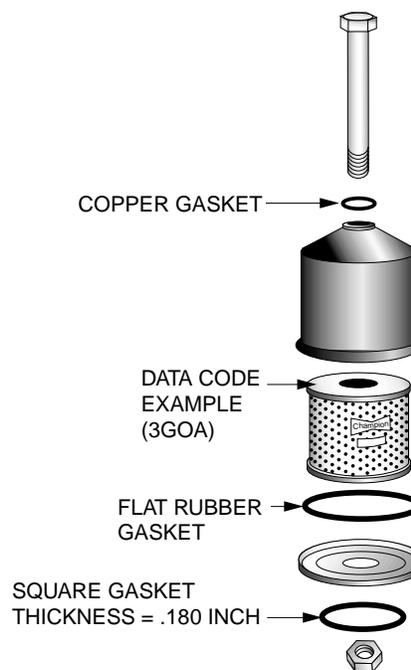
The oil filter manufacturer has issued Aviation Action Alert number 00-2, dated November 2000.

Each oil filter (P/N's CF0100 and CF0101) is packaged with a gasket kit (P/N CF0-205). The gasket kit contains a copper gasket, a square rubber gasket, and a flat rubber gasket, all of which are used to prevent the oil filter housing assembly from leaking.

Some of the square gaskets may have been manufactured thicker than called for in the manufacturer's specifications. (Refer to the following illustration.) The square gasket, supplied in the kit, should be .180-inch in thickness. Some gaskets were found with a thickness of .25-inch. The manufacturer is asking for the return of all filters having a date code of four characters only. Filters with this type of date code are at least 10-years old.

Operators are urged to check their stock rooms and parts bins for any of the suspect filter kits and return any found to the manufacturer as soon as possible.

Return suspect filters for exchange to: W.L. Austin, Champion Aviation Products, 1230 Old Norris Road, P.O. Box 686, Liberty, SC 29657.



AIRNOTES

SUBSCRIPTIONS

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In the past, we furnished the GPO subscription form in this publication. The older issues which contain the subscription form, may not have current pricing information. Since GPO controls price increases, contact GPO for current subscription information.

ELECTRONIC VERSION OF MALFUNCTION OR DEFECT REPORT

One of the recent improvements to the AFS-600 Internet web site is the inclusion of FAA Form 8010-4, Malfunction or Defect Report. This web site is still under construction and further changes will be made; however, the site is now active, usable, and contains a great deal of information.

Various electronic versions of this form have been used in the past; however, this new electronic version is more user friendly and replaces all other versions. You can complete the form online and submit the information electronically. The form is used for all aircraft except certificated air carriers who are provided a different electronic form. The Internet address is:

<http://av-info.faa.gov/isdr/>

When the page opens, select "M or D Submission Form" and, when complete, use the "Add Service Difficulty Report" button at the top left to send the form. Many of you have inquired about this service. It is now available, and we encourage everyone to use this format when submitting aviation, service-related information.

SERVICE DIFFICULTY PROGRAM DATA ON THE INTERNET

The FAA, Service Difficulty Reporting (SDR) Program is managed by the Aviation Data Systems Branch, AFS-620, located in Oklahoma City, Oklahoma. The information supplied to the FAA in the form of Malfunction or Defect Reports, Service Difficulty Reports, or by other means, is entered into the SDR data base. This information has been available to the public through individual written request. This method has provided the aviation public with an invaluable source of data for research or finding specific problems and trends.

The Service Difficulty Reporting Program relies on the support of the aviation public to maintain the high quality of data. AFS-620 has included the SDR data on an Internet web site, which is now available to the public. Using the web site will expedite the availability of information. The Internet web site address is:

<http://av-info.faa.gov>

On this web site, select "Aircraft" along the top of the page, next select "Service Difficulty Reporting," and then select "Query SDR Data."

This web site is now active; however, it is still under development and improvements are being made. We ask for your patience, ideas, and suggestions. If you find the web site useful, let us know. Also, spread the word about the availability of information on the web site. To offer comments or suggestions, you may contact the web master or call Tom Marcotte at (405) 954-4391.

Please remember that the information contained in the SDR data base is only as good as the input we receive from the aviation public. Also, the data used in production of this publication is derived from the SDR data base. In that regard, we solicit and encourage your participation and input of information.

This publication, as well as many other publications, was previously included on the "FedWorld" internet site. The FedWorld site was terminated on April 15, 2000. The data previously listed there is presently being transferred to the "av-info" web site.

ADDRESS CHANGES

In the past, the Designee Standardization Branch (AFS-640) maintained the mailing list for this publication. Now, the Government Printing Office (GPO) sells this publication and maintains the mailing list; therefore, please send your address change to:

U.S. Government Printing Office
ATTN: SSOM, ALERT-2G
710 N. Capital Street N. W.
Washington, DC 20402

You may also send your address change to GPO via FAX at: (202) 512-2168. If you FAX your address change, please address it to the attention of: **SSOM, ALERT-2G**.

Whether you mail or FAX your address change, please include a copy of your old address label, and write your new address clearly.

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: Phil Lomax (405) 954-6487
FAX: (405) 954-4570 or (405) 954-4748

Mailing address:

FAA
ATTN: AFS-640 ALERTS
P.O. Box 25082
Oklahoma City, OK 73125-5029

E-Mail address:

<Phil_W_Lomax@mmacmail.jccbi.gov>

You can access current and back issues of this publication from the internet at:
<http://afs600.faa.gov>

This web site also has view, search, E-Mail, and M or D submit functions.

AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports submitted between December 11, 2000, and January 23, 2001, which have been entered into the FAA Service Difficulty Reporting (SDR) System data base. 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

These reports contain raw data that has not been edited. 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.

ACFT MODEL REMARKS	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	FAA REPORT NO.	TSO
			LIFEVEST VARIOUS	FAULTY LIFE JACKET	12/20/2000 AU001198	
(AUS) LIFE JACKETS RECEIVED WITH SHIPPING/STORAGE PLUGS STILL INSTALLED ON SURVIVAL LIGHT BATTERIES. THIS WOULD PREVENT THE LIGHT FROM ACTIVATING WHEN USED. THE BRAND OF THE LIFEVEST IS SWITLIX. PERSONNEL/MAINTENANCE ERROR.			OIL FILTER F07K311	CRACKED FILTER BASE	10/06/2000 20001109SH005	
DURING AN INCOMING MATERIAL INSPECTION, A REPAIR STATION NOTED WHAT APPEARED TO BE A MANUFACTURING INDUCED CRACK ON THE INSIDE PORTION OF THE FILTER BASE RING WHICH RETAINS THE RUBBER GASKET. THIS CRACK IS APPROXIMATELY .0625 INCH IN LENGTH AND APPEARED TO HAVE BEEN FORMED WHEN THE RING WAS CRIMPED TO THE BASE. THE REPAIR STATION CHECKED THEIR STOCK OF FILTERS AND FOUND NO FURTHER			CONTROL BOX 80366201	WRONG PART OXYGEN SYSTEM	05/13/2000 AU000470	
(AUS) OXYGEN FLOW CONTROL UNITS (2 OFF) HAD UNAPPROVED SEALANT (TAPE AND PLASTICINE) APPLIED TO THE FIRST STAGE PRESSURE RELIEF PORTS. UNAPPROVED PART.		PRECISION	FLOAT 30800	STUCK	08/11/2000 20000825SH003	
CARBURETOR FLOAT DEFECTIVE. THE TWO CHAMBERS CLOSEST TO THE FULCRUM ARE APPROXIMATELY 75 PERCENT FULL OF 100LL FUEL. THIS CREATED A STICKING FLOAT SYNDROME AND CAUSED EXTREMELY RICH CONDITION. THE POSSIBLE CAUSE IS THE INTEGRITY OF THE WELD/GLUE OR WHATEVER IS BEING USED TO PLACE THE TOP ON THE FLOAT IS COMPROMISED CAUSING THE FUEL TO SEEP INTO THE FLOAT CHAMBERS. (X)			OXYGEN MASK 11900301	FIRE PAX OXYGEN	09/01/2000 AU000736	
(AUS) DURING PBE MASK DISCHARGE, THE OXYGEN MASK ACTIVATION MECHANISM SEPARATED FROM OXYGEN GENERATOR UNDER PRESSURE CAUSING THE GENERATOR UNIT TO CATCH FIRE. (X)			LIFE RAFT EAMT46	MISMANUFACTURE	08/21/2000 20000908SH012	
TEMPORARY PACKING TIE HAD BEEN LEFT ON THE PACKED LIFE RAFT. SUBMITTER STATED THIS WOULD HAVE PREVENTED DEPLOYMENT. DISCOVERED WHEN RAFT WAS RECEIVED FOR OVERHAUL. THE MANUFACTURE DATE WAS		JANITROL	IGNITER 10D22	DEFECTIVE LEAD END	02/21/2000 CA000301046	
(CAN) IGNITORS WERE FOUND TO BE MISSING THE CERAMIC COATING WHICH IS REQUIRED TO PREVENT THE IGNITION LEAD SPRING FROM ARCING INSIDE THE LEAD BARREL. (FLASH OVER). AVIALL, AIRCRAFT HEATERS, API AND ELECTRO SYSTEMS ARE AWARE OF THE QA PROBLEM.			OIL FILTER CH48110	CRACKED INNER SEAL RING	01/19/1999 20000712SH026	
DURING ROUTINE OIL CHANGE, FILTER WAS VISUALLY EXAMINED BEFORE INSTALLATION. METAL RING INSIDE OF O-RING SEAL SURFACE WAS FOUND CRACKED AND CUT. (OIL FILTER LOT NR IS F06J02-1). SUBMITTER STATED ALL FILTERS NEED A VISUAL INSPECTION FOR DEFECTS BEFORE INSTALLATION TO DETECT SUCH PROBLEMS. (X)						

CONT IO520*	CYLINDER CLASS 71	DELAMINATED ENGINE CYLINDER	10/30/2000 20001030SH033	1831 82
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CERMINIL COATING DELAMINATED FROM ONE STEEL CYLINDER BORE AT 82.2 HOURS TSO. POSSIBLE CAUSE, SOME INDIVIDUAL POSSIBLY TOUCHED CYLINDER BORE JUST BEFORE PROCESSING. TOUCHING THE CYLINDER BORE AFTER FINAL CLEANING AND/OR DURING PROCESSING IS STRICTLY PROHIBITED IN SPECIFICATION FOR THE PROCESS BECAUSE CONTAMINATION FROM A PERSON'S HAND CAN CAUSE ADHERENCE PROBLEMS. THE AUTOMATED PRE-TREAT PROCESS WAS POSSIBLY INTERRUPTED THROUGH SOME ELECTRICAL OR COMPUTER ANOMALY AND THE REQUIRED PRE-TREATMENTS WERE NOT SATISFACTORILY COMPLETED. THE PLATING PROCESS IS PRIMARILY ACCOMPLISHED THROUGH COMPUTER AND ROBOTIC MANIPULATION. SUBMITTER STATED THE COMPUTER REPORTED PROCESSING

LYC IO540D4A5	DUKES	SHAFT	SHEARED	08/25/2000 20000825SH012
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THE ELECTRIC FUEL PUMP WOULD RUN, BUT WOULD NOT PUMP FUEL. DURING DISASSEMBLY, FOUND ONE OF THE FOUR VANES MISSING, THE VANE HOUSING TO SHAFT RETAINING PIN HAD COME OUT, AND THE SHAFT HAD SHEARED. THE CONCERN IS THAT THERE IS NO FILTER OR SCREEN BETWEEN THE ELECTRIC PUMP AND THE ENGINE DRIVEN PUMP TO STOP THE DEBRIS FROM THE FAILED ELECTRIC PUMP CAUSING CATASTROPHIC DAMAGE TO THE ENGINE DRIVEN PUMP. SUBMITTER RECOMMENDED THAT CLOSE ATTENTION BE PAID TO THE PRESSURE OUT OF THE ELECTRIC PUMP AND NOT TRUSTING SOLELY IN THE SOUND OF THE PUMP. ALSO, SOME TYPE OF SAFETY SHOULD BE INSTALLED TO PREVENT ELECTRIC PUMP DEBRIS FROM MIGRATING TO THE ENGINE DRIVEN PUMP. (X)

PWA PT6A67D	90422912	BULB 327	FAILED BULB	06/13/2000 CA000706023	55600
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(CAN) ON APPROACH TO PENTICTON NOSE GEAR LIGHTS DID NOT ILLUMINATE. INTRANSIT LIGHT WAS EXTINGUISHED AND NOSE LIGHTS DID NOT ILLUMINATE DURING PRESS-TO-TEST. PILOT DID FLYBY OF TOWER AND ALL LOOKED GOOD. HE THEN ELECTED NOT TO LAND BUT RETURNED TO CALGARY WHERE HE DID ANOTHER PASS BY THE TOWER AND AS A PRECAUTION ALSO HAD EMERGENCY SERVICES CALLED OUT. AN UNEVENTFUL LANDING WAS DONE AND AIRCRAFT BROUGHT TO THE HANGAR WHERE THE BULBS IN THE ANNUNCIATOR WERE REPLACED P/N 327 AND GEAR SWINGS COMPLETED WITH ALL SYSTEMS OPERATING NORMALLY. (X)

BK117A4D LTS101650B1		FUEL PUMP 1178978301	FAILED INTERNAL	12/11/2000 CA001218007	
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(CAN) UPON APPROACH BOTH FUEL TRANSFER PUMP WARNING LIGHTS ILLUMINATED. HELICOPTER LANDED WITHOUT INCIDENT AND IT WAS DISCOVERED THAT BOTH PUMPS WERE OPERATING NORMALLY. THE FALSE INDICATION OF FUEL PUMP FAILURE WAS TRACED TO THE DETECTOR. THE UNIT WAS REPLACED WITH A SERVICEABLE UNIT AND THE SYSTEM TESTED SERVICEABLE.

BO105CCDN 250C20B	BENDIX 23057869	B-NUT TUBE 6870035	LOOSE END FITTING	11/27/2000 CA010103010	4642
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(CAN) ENGINE HUNG START AT 38% N1 GOVERNOR PC AIR TUBE FITTING "B" NUT FOUND LOOSE.

DHC8402		ELEVATOR	FAILED ELEVATOR	10/30/2000 CA001123031	
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(CAN) (COPY OF PILOT IN COMMAND FLIGHT OCCURRENCE REPORT: JUST AFTER DEPARTURE, DURING CLIMB WE HAD A ELEVATOR ASYMMETERY FAULT AND WERE ADVISED TO RETURN. A/C RETURNED TO SERVICE.

DHC8402	DHAV DHC8402	WINDSHLD 83040010006	STICKY R/H WINDSHIELD	10/30/2000 CA001123032	
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(CAN) (COPY OF PILOT IN COMMAND FLIGHT OCCURRENCE REPORT: JUST AFTER DEPARTURE, DURING CLIMB THE R/H WINDSHIELD WIPER MOVED AWAY FROM THE PARK POSITION AND WAS STUCK AT APPROXIMATELY 30CM ABOVE THE GLASS. TECH DEPARTMENT TOLD THEM TO RETURN TO CPH. WHERE THE PROBLEM WAS SOLVED AND AFTERWARDS AIRCRAFT RETURNED TO SERVICE, NO FURTHER PROBLEMS, A/C RETURNED TO SERVICE.

DHC8402	DHAV DHC8402	FLAP	FAILED FLAP	11/02/2000 CA001123030	
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(CAN) LIGHTNING STRIKE AFTER TAKEOFF IN RAIN AT APPROXIMATELY 4000 FET, FLIGHT ONH 999. AIRCRAFT WAS IN CLEAN CONFIGURATION DURING INCIDENT, (FLAPS 0, GEAR UP, ANTI-ICE "ON"). ALL SYSTEMS NORMAL. RETURNED TO STOLKHOLM AND CARRIED OUT A NORMAL LANDING, HENCE NO RESET MALFUNCTIONS OF ANY SYSTEMS WAS NECESSARY, CREW DE-BRIEFED AS WELL AS PASSENGERS. CREW WAS PUT OFF FURTHER DUTY. TECHNICIANS WERE CONTACTED WHEN ON THE GROUND AND LIGHTNING STRIKE INVESTIGATION WAS PERFORMED IAW AMM 05-50-21-210-801, SEVERAL SMALL BURN MARKS WERE NOTED AND THE A/C WAS RETURNED TO SERVICE.

HS125	AIR485031	JACK CYL HEAD AIR111506	CRACKED MLG	07/19/2000 CA000731016	5059
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(CAN) DURING A ROUTINE MAINTENANCE GEAR SWING, A VISUAL CHECK INDICATED FLUID LEAKAGE FROM THE ACTUATOR HEAD. INVESTIGATION SHOWED A 2.0 INCH LONG LONGITUDINAL CRACK RUNNING FROM THE BASE THROUGH A SET SCREW HOLE TOWARDS MAIN BUSHING PIVOTBORE IN THE 3.0 INCH LONG JACK CYLINDER HEAD. ASSEMBLY REPLACED WITH OVERHAULED PART. SUGGEST OPERATORS OF ALL A/C SERIES DETAIL INSPECT ACTUATORS FOR LEAKAGE OR HIDDEN CRACKING UNDER LOOSE PAINT.

HS1253A		GEAR LEVER	UNSECURED GEAR LEVER	07/28/2000 CA000824011	
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(CAN) AFTER MAINTENANCE, AIRCRAFT WAS DELIVERED TO CUSTOMER. ON DEPARTURE DURING INITIAL CLIMB, GEAR WAS SELECTED UP. CREW STATED GEAR APPEARED TO RETRACT (GREEN LIGHT OUT) BUT A WARNING LIGHT REMAINED ON R/H GEAR. ATC REPORTED GEAR WAS NOT FULLY RETRACTED SO THE AIRCRAFT CANCELLED AND RETURNED. SEVERAL GEAR SWINGS WERE PERFORMED AND NOTHING FOUND. PRIOR TO FLIGHT EMERGENCY HYDRAULIC LEVER HAD BEEN LIFTED TO DROP GEAR DOORS FOR WHEEL WELL INSPECTION BY CREW PRIOR TO FLIGHT. WESUSPECT LEVER WAS NOT FULLY STOWED ALLOWING BYPASS OF HYDRAULIC PRESSURE AND PREVENTING THE FULL RETRACTION OF GEAR. AIRCRAFT DEPARTED AGAIN AND GEAR FUNCTIONED NORMAL.

JETSTM3112		MAIN WHEEL AH52689	DAMAGE CIRCUMF. TO BRG	08/01/2000 CA000926007	
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(CAN) WHEEL DISASSEMBLED FOR TIRE REPLACEMENT NOTED TO HAVE IMPACT DAMAGE 70.032 IN AND GAUGE AROUND WHEEL BEARING BOSS. IMPACT DAMAGE BEYOND LIMITS. WHEEL SCRAPPED. APPEARS TO HAVE BEEN CAUSED BY BRAKE ASSY - NO OBVIOUS DEFECTS.

AIRTRC AT502	PWA PT6A15AG	AIRTRC	SPAR CAP 204311	CRACKED WING SPAR STRUCT AU001115	11/23/2000
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(AUS) LEFT SPAR CAP CRACKED IN AREA OF THE HOLE LOCATED 3 MM (0.118 INCHES) FORWARD ALONG THE BOTTOM FACE AND 8 MM (0.314 INCHES) UP THE HOLE. FOUND DURING MAGNETIC PARTICLE INSPECTION IAW AT/20 SL 197.

AIRTRC AT802		CABLE 708101	DAMAGED CABLE	11/24/2000 CA001201021	593	
(CAN) WHILE REMOVING PANELS FOR ANNUAL INSP, CABLE FOR ELEV - FLAP INTERCONNECT HAD POPPED OFF FWD LOWER PULLEY ASSY AND WAS TRAPPED BETWEEN PULLEY AND PULLEY GUARD. CABLE P/N 70810-1 HAD BEEN BENT SHARPLY AND WAS SPIKED. INTERCONNECT PUSH ROD WAS BENT AT BOTH ROD END LOCATIONS (ROD P/N 70696-1). ACTUATING LEVER ON FLAP TORQUE TUBE WAS BENT VERY SLIGHTLY. IT APPEARS SYS WAS OUT OF RIG. MFG WAS CONTACTED FOR MORE RIGGING INFO. DAMAGED CABLE AND INTERCONNECT TUBE WERE REPLACED, ACTUATING LEVER WAS INSP AND REPAIRED. SYS RE-RIGGED AND FUNCTIONS CORRECTLY. OTHER AT-802'S IN FLEET WILL BE						
AMRGEN AA1B	LYC O320A2B	GRUMAV 16102304503	0TBD BRACKET 1023173	BROKEN ATTACH HOLE	12/02/2000 CA010103005	1480
(CAN) PILOT SEAT TILTED TO LEFT. FOUND FORWARD OUTBOARD ATTACH FLANGE BROKE AWAY FROM THE BRACKET. NEW BRACKET INSTALLED.						
AMTR MUSTANG2	LYC O320E2D		PLUG 60828	ERODED NR 1 CYLINDER	11/07/2000 20001205SH010	1700
NOTED LOW COMPRESSION. REMOVED NR 1 CYLINDER, NOTED 1 EACH PISTON PIN PLUG MISSING. OTHER PISTON PIN PLUGS WORN TO TAPERED SIZE. PISTON PIN HOLE IN PISTON SEVERELY ELONGATED AND MELTED. ALUMINUM NUGGETS FOUND INSIDE OF PISTON PIN. OIL FILTER CONTAINED LARGE AMOUNTS OF METAL. SUCTION SCREEN HAD METAL. OTHER CYLINDER PISTON PIN PLUGS SHOWED SIMILAR WEAR. OPERATOR USING PHILLIPS 20/50 OIL AND 89 OCTANE AUTOGAS AND 100LL AVGAS. (X)						
AMTR RV3			BOLT AN660	FAILED PROPELLER	07/01/2000 20000831SH024	
OWNER REPORTED 5 OF 6 AN 6-60 PROPELLER BOLTS FAILED IN-FLIGHT. BOLTS SENT TO MFG, FOUND IN SPEC REASON FOR FAILURE DUE TO BOLTS BEING TOO LONG PREVENTING PROPER CLAMP-UP OF CRUSHPLATE AND SPINNER BULKHEAD TO CAMSHAFT FLANGE EXTENSION. FAILED BOLTS SHOWED 4 TO 5 THREADS PROTRUDING FROM NUTS WITH 2 WASHERS UNDER EACH NUT. SUBMITTER STATED TO CAUTION MECHANICS NOT TO ALLOW MORE THAN 2 THREADS TO SHOW BEYOND THE NUT. (X)						
BELL 205A1	LYC T5313B	BELL 212076011001	CIRCLIP 66948	MISSING END OF DRIVESHAFT	09/13/2000 CA001122033	
(CAN) CIRCLIP AT END OF PUMP, (SOME PARTS FOUND IN PUMP P/S CAVITY) WAS FOUND MISSING, AND ALLOWED THE DRIVE SHAFT TO DISENGAGE FROM PUMP AND MOVE INTO THE TRANSMISSION DRIVE QUILL. THE PUMP WAS REMOVED AND SENT FOR TEST AND INSPECTION WHICH CONFIRMED SUSPICION. REPORT OF PUMP TEST AND PILOT'S INCIDENT REPORT ATTACHED. CIRCLIP AND EXTERNAL P/S REPLACED PER BHT TB-205-86-70. (X)						
BELL 206B	ALLSN 250C20	BELL 206020123009	FITTING 206020123008	BROKEN ACROSS CENTRE	11/28/2000 CA001218013	7254
(CAN) UPON SCHEDULED INSPECTION THE R/H HORIZONTAL STABILIZER WAS FOUND TO HAVE SOME PLAY. FURTHER INVESTIGATION REVEALED THE FITTING WHICH ATTACHES THE STABILIZER TO THE TAILBOOM WAS CRACKED. WHEN THE STAB WAS REMOVED, THE FITTING CAME OFF IN 2 PIECES. IT WAS BROKEN ACROSS THE CENTRE.						
BNORM BN2A26	LYC O540E4C5		BALL BEARING 67542	BROKEN PIECES ACCY SECTION	09/28/2000 20001129SH027	8806 1012
DURING ROUTINE INSPECTION, REMOVED OIL FILTER AND FOUND EXCESSIVE PARTICLES ON OIL SCREEN. REMOVED ENGINE FOR SENDING TO OVERHAUL. PRELIMINARY VIEW FOUND LEFT MAGNETO CASE BEARING DISINTEGRATED AND CASE GEAR WEAR. (X)						
BNORM BN2B20	LYC IO540K1B5		PIN	SHEARED POWER LEVER	11/22/2000 AU001097	236
(AUS) THROTTLE FRICTION ADJUSTMENT SHAFT SPLIT PIN SHEARED DURING FRICTION ADJUSTMENT. FOUND DURING INVESTIGATION OF EXCESSIVE THROTTLE FRICTION AND AD/BN-2/69. (X)						
BOLKMS BK117A1			SIDE WALL 11745020V002	SCRAP RIGHT	10/02/2000 CA001128021	6375
(CAN) DISASSEMBLED FOR REPAIR OF HYDRAULIC LEAKAGE. CORROSION FOUND BEYOND ALLOWABLE LIMITS. THIS HYDRAULIC UNIT IS ON CONDITION NO OVERHAUL LIFE. THIS UNIT RECEIVED FROM THE USA. (X)						
CESSNA 150G	CONT O200A	CESSNA 04310043	HORN 04310071	BENT RT HORN	11/03/2000 CA001207030	2941
(CAN) DURING ANNUAL INSP AND PER AD CF-2000-20, RUDDER CNTL SYS CLOSELY INSP. RT SIDE OF RUDDER HORN HD NICKS ON LOWER OTBD EDGE AND CANTED UP SEVERAL DEGS. AT ROOT OF RT HORN WERE TEETH MARKS INDICATING PLIERS HAD BEEN USED TO ATTEMPT TO STRAIGHTEN HORN. ACFT HAD BEEN PAINTED 18 MONTHS PRIOR. PAINT IN TEETH MARKS INDICATING IT HAD BEEN BENT PRIOR TO PAINT. AS WELL, DEPRESSION FROM STOP BOLT HITTING STOP FLANGE IN 2 DIFFERENT SPOTS, ORIG SPOT COVERED BY PAINT. REPL HORN WITH NEW CESSNA P/N 0431007-4. FOUND THAT REQD NEW BUSHINGS (P/N NAS 74A3-004) AND NEW CLEVIS FORK END (P/N AN486-3) TO						
CESSNA 172A	CONT O300C		CABLE	INCORRECT FIT FLIGHT CONTROL S	12/20/2000 AU001204	
(AUS) FORWARD LH FLAP RETRACTION CABLE AND RH AILERON CABLES CROSSED OVER EACH OTHER UNDER THE FLOOR BEHIND THE LANDING GEAR BULKHEAD. FLAP AND AILERON CABLES INCORRECTLY FITTED TO BOTH LOWER OUTER AND LH AND RH PULLEYS BEHIND THE CABIN DOORS. AILERON CABLE STRANDS WORN.						
CESSNA 172N			STRAINER 07560052	MALFUNCTIONED FUEL STRAINER	07/26/2000 20000912SH020	2824
BOTH AD2000-06-01 AND SEB97-9 DID NOT APPLY TO THIS AIRCRAFT. (STRAINER HAD NOT BEEN SWAPPED OUT). DURING ROUTINE MAINTENANCE, SHOP INSPECTS THE STANDPIPE OF THESE STRAINERS SINCE IT IS A VERY EASY PROCEDURE. DURING MAINTENANCE OF THE FUEL STRAINER, FOUND THE STANDPIPE WAS EXTENDED TOO FAR AND ACTUALLY PULLED OUT OF THE TOP ASSY WITH FINGER PRESSURE ONLY. STRAINER WAS REPLACED WITH						
CESSNA 172N	LYC O320H2AD	BENDIX	CASE 16171	CORRODED THREADED HOLES	11/20/2000 20001204SH018	3660 500
ABOVE 2,100 RPM, ENGINE WOULD HAVE ROUGHNESS. LEFT MAG WOULD CHECK GOOD, BUT RIGHT WOULD RUN ROUGH AND CAUSE AFTER FIRING, SOMETIMES VERY LOUDLY. BELOW 2,100 RPM, MAG CHECKS WERE NORMAL. PROBLEM TRACED TO POOR CONTACT ASSY GROUND CAUSED BY CORROSION IN MAGNESIUM CASE THREADS WHERE DIST BLOCK RETAINING SCREWS (PN 10-35937-20) GROUND CONTACTORS. THREADS WERE BLACK IN COLOR, BUT RESTORED TO BRIGHT METAL BY RUNNING A TAP IN. OHMMETER TESTS RESULTED IN 3 TO 10 OHMS						
CESSNA 172R			BUNGEE 05430221	WEAK NOSE GEAR	11/22/2000 20001214SH017	440
PILOT EXPERIENCED POOR STEERING, RAN OFF RUNWAY IN CROSSWIND CONDITION. FOUND LEFT AND RIGHT STEERING BUNGEE'S WEAK. PULLED TESTED BOTH ORIGINAL BUNGEE'S, ACTUATOR STARTED ABOUT 20 - 25 POUNDS PULL. NEW BUNGEE'S PULL TESTED 60 - 65 POUNDS PULL. (X)						

CESSNA 172R	LYC IO360L2A	CRANKSHAFT	FAILED PROP/BUSHING	10/30/2000 20001206SH026	7
THIS ACFT RECEIVED NEW FROM CESSNA FACTORY. UPON REMOVAL OF PROPELLER TO FACILITATE INSTALL OF AFTERMARKET AIR CONDITIONERS, NOTED THAT 2 OF THE 4 PROPELLER ALIGNMENT BUSHINGS THAT ARE PRESSED INTO THE CRANKSHAFT FLANGE WERE EXTRUDED FROM THE BACKSIDE OF THE FLANGE APPROX .375 INCH. THE APPARENT CAUSE OF THIS DEFECT WAS THE IMPROPER CLOCKING OF THE PROP TO THE CRANKSHAFT. (X)					
CESSNA 172S		BATTERY RACK 0553022	CRACKED ATTACH FLANGE	12/22/2000 20001227SH003	194 49
THE BATTERY MOUNT RACK WAS FOUND CRACKED AND BROKEN AT ITS LOWER, OUTBOARD ATTACH POINT WHERE IT IS SECURED TO THE FIREWALL. THE CRACK OCCURRED AT THE BEND RADIUS OF THE LOWER SINGLE FLANGE OR TAB. SUBMITTER SUGGESTED CAUSE FOR THE CRACK IS THE FIREWALL IS NOT REINFORCED IN THAT AREA. THERE IS A STIFFENER ANGLE ON THE AFT SIDE OF THE FIREWALL THAT RUNS DIAGONALLY FROM THE LOWER, INBOARD TO UPPER, OUTBOARD OF THE BATTERY RACK ATTACHMENT AREA, AND THE UPPER, INBOARD, FORWARD CORNER OF THE BATTERY RACK IS SUPPORTED BY THE ENGINE MOUNT TUBE WITH AN ADEL CLAMP, BUT THERE IS NOTHING TO HELP THE OUTBOARD LOWER RACK ATTACH AREA SUPPORT THE LOAD DURING LANDING OR TURBULENCE. THE					
CESSNA 182P	CONT O470U	ACTUATOR 12600741	FAULTY ELEVATOR TAB	10/25/2000 AU001169	
(AUS) ELEVATOR TRIM ACTUATOR HAD EXCESSIVE PLAY IN THE SHAFT/INTERNAL SCREW COMBINATION RESULTING IN EXCESSIVE TRIM TAB FREEPLAY. THE UNIT HAD ONLY 62.2 HOURS SINCE NEW.					
CESSNA 182Q	CONT O470U	BULKHEAD	CRACKED MAIN BULKHEAD	11/21/2000 AU001087	
(AUS) LEFT AND RIGHT FORWARD DOORPOST BULKHEADS CRACKED. FOUND DURING INSPECTION IAW AD/CESSNA					
CESSNA 182S		BUSHING 07416321	DEFORMED LT MLG	07/26/2000 20000816SH035	163
DURING A ROUTINE INSPECTION OF THE AIRFRAME, THE LEFT MAIN LANDING GEAR BUSHING WAS FOUND DEFORMED. THE INSIDE BUSHING MATERIAL WAS PROTRUDING FROM THE EDGE OF THE BUSHING. THE BUSHING WAS FURTHER INSPECTED AFTER REMOVAL FROM THE AIRCRAFT AND CONTAINED STRESS CRACKS ALONG THE INSIDE OF THE BUSHING. POSSIBLE CAUSE WAS A DEFECTIVE BUSHING PRIOR TO INSTALLATION IN THE AIRCRAFT. SUBMITTER SUGGESTED BETTER QUALITY CONTROL AND NEW PARTS PRIOR TO INSTALLATION TO PREVENT RECURRENCE. (X)					
CESSNA 182S	LYC IO540AB1A5	GUIDE 74230	FAILED NR5, 1,6 & 4 CYL	04/19/2000 20000516SH011	351
EXHAUST VALVE STUCK, BENDING PUSH ROD AND HOUSING. SEE LYC SI 1425H, 1485. SB388B. FOUND 3 OTHER CYLINDERS WITH STUCK VALVES. SUBMITTER SUGGESTED AD BE ISSUED. (X)					
CESSNA 206H	LYC IO540AC1A5	CIRCUIT 1610128050A7	FAILED AUTOPILOT SYS	02/15/2000 20000518SH013	120
DURING TROUBLESHOOTING OF KING KAP-140 AUTOPILOT SYSTEM, FOUND AUTOPILOT CIRCUIT BREAKER TO BE THE "NON-PULLABLE" TYPE CONTRARY TO THE PILOT OPERATING HANDBOOK EMERGENCY PROCEDURES FOR AUTOPILOT RUNAWAY **TONY, ISAAC PUT ENG IN SYS** TRIM INDICATION. UPON FLEET INSPECTION OF AIRCRAFT OF SAME MODEL, FOUND SAME SITUATION WITH THE INCORRECT AUTOPILOT CIRCUIT BREAKER INSTALLED IN S/N 20608046					
CESSNA 206H	LYC IO540AC1A5	WIRE	SHORTED IGNITION SWITCH	02/11/2000 20000518SH015	62
PILOT REPORTED SPARKS COMING FROM UNDER THE INSTRUMENT PANEL UPON ENERGIZING THE IGNITION SWITCH. UPON FURTHER INVESTIGATION, FOUND THE WIRE BUNDLE FOR THE CIRCUIT BREAKERS ADJACENT TO THE IGNITION SWITCH WAS TOO LONG AND A WIRE IN THE BUNDLE HAD CHAFED ON AN IGNITION SWITCH POLE EVENTUALLY ARCING. WIRE BUNDLE WAS RE-SECURED. OTHER FLEET AIRCRAFT OF SAME MODEL REVEALED ONE OTHER AIRCRAFT WITH THE IDENTICAL PROBLEM, WHICH HAD NOT CHAFED THROUGH. (X)					
CESSNA 210D		CABLE S12203AAR3797	BROKEN	04/05/1999 20001205SH003	99
AIRCRAFT LOST POWER AND COLLIDED WITH GROUND OBSTRUCTIONS FOLLOWING A FORCED LANDING OFF-FIELD. SUBSEQUENT INVESTIGATION REVEALED A BROKEN MIXTURE CABLE. AD-85-03-01 IS A ONE-TIME AD WHICH APPLIES TO THIS AIRCRAFT. THE AD INCORPORATED SE69-16. THE AIRCRAFT RECORDS REVEALED THE ONE-TIME AD HAD BEEN C/W. THE PART HAD BEEN INSTALLED 99 HRS PRIOR AT THE LAST ANNUAL INSPECTION. SUBSEQUENT INVESTIGATION REVEALED THIS CABLE WAS INSTALLED INCORRECTLY AND NOT IAW WITH SE69-16 CAUSING EXCESS					
CESSNA 337H	CONT IO360G	CAM 15420015	CRACKED SHIMMY DAMPER	10/20/2000 CA001211004	2851
(CAN) DISCOVERED DURING A 100-HOUR INSPECTION. THE SHIMMY DAMPER ATTACH BRACKET WAS FOUND CRACKED. DUE TO THIS, THE LANDING GEAR (NOSE) WAS REMOVED AND THE STEERING CAM WAS SENT OUT FOR NDT. THE CAM WAS FOUND CRACKED AT THE LOWER FORWARD SHIMMY DAMPER ATTACH POINT. THE CRACK WAS .1250 INCH AND RAN AT THE EDGE OF THE ATTACH POINT. (X)					
CESSNA 401A		LINK 08411103	WORN ADJUSTING SCREW	11/15/2000 20001218SH017	6799
UPON C/W AD 76-13-07, REPLACEMENT OF FORK BOLTS, PLAY WAS NOTICED AT ADJUSTING SCREW/DOWNLOCK SWITCH LOCK LINK. UPON FURTHER INSPECTION, THREADS WERE SHOWN TO BE WORN AND PART WAS ALLOWED ABOUT 5 THOUSANDS OF AN INCH IN PLAY. THIS IS THE SECOND REPORT FILED ON THIS PART NUMBER AND SECOND RECOMMENDATION OF MANDATORY AD OF 2,500-HOUR REPLACEMENT. THIS IS THE ONLY DOWNLOCK LOAD ON THE GEAR SIDE BRACE AND UPON FAILURE, IS GUARANTEED GEAR FAILURE/COLLAPSE. (X)					
CESSNA 402B	CONT TSIO520E	CABLE 51152242	FAILED TE FLAP CONTROL	11/03/2000 AU001104	
(AUS) FLAP FOLLOW-UP CABLE DAMAGED. UPLIMIT SWITCH OUT OF ADJUSTMENT. SECONDARY DAMAGE CAUSED BY FLAP OVER-RUN DUE TO THE UPLIMIT SWITCH INCORRECT ADJUSTMENT. (X)					
CESSNA 402C		SEAL 26405	LEAKING RT SUB WING	10/18/2000 20001204SH015	295
AFTER DEPARTURE, CREW SMELLED FUEL AND RETURNED TO LAND, LANDING WITHOUT INCIDENT. MAINTENANCE FOUND HEATER FUEL FILTERS LEAKING. REMOVED AND REPLACED GASKET. OPS AND LEAK CHECKED OK. AIRCRAFT RELEASED FOR RETURN TO SERVICE. (X)					
CESSNA 402C		DRAG BRACE 51420025	CRACKED NOSE GEAR	10/19/2000 20001204SH016	932
UPON ROUTINE INSPECTION OF THE NOSE GEAR AREA, MAINTENANCE DETERMINED THE NOSE GEAR DRAG WAS CRACKED AT THE AREA JUST AFT OF THE ACTUATOR ATTACH LUG. MAINTENANCE REMOVED AND REPLACED THE DRAG BRACE AND RELEASED AIRCRAFT BACK TO SERVICE. (X)					

CESSNA 402C		PIN 52113492	BROKEN LATCH UP CABN	11/03/2000 20001205SH009	
DURING FLIGHT, UPPER CABIN DOOR OPENED. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND FORWARD LATCH PIN BROKEN AT BELLCRANK ATTACH POINT. REPLACED LATCH PIN AND ASSIST SPRINGS AND RELEASED THE AIRCRAFT BACK TO SERVICE. (X)					
CESSNA 425	CESSNA	HINGE 58341206	CRACKED TRIM TAB AREA	07/26/2000 20000825SH004	
DURING INITIAL INSPECTION OF THE AILERON, A SLIGHT BUCKLING WAS OBSERVED IN THE UPPER HINGE AREA. UPON REMOVAL OF THE UPPER SKIN, A CRACK WAS DISCOVERED IN THE UPPER HINGE BRACKET AREA (P/N 5834120-6). THE CRACK EXTENDED FROM RIBS 5834110-90 TO 5834110-98, WHICH WAS MEASURED AT 12.25 INCHES LONG. (X)					
CESSNA 550		RUDDER TRIM 556544060	SPLIT HALF-WAY ON ROD	10/24/2000 20001025SH001	
AIRCRAFT STRIPPED FOR PAINT. AFTER P/N 5565440-60 RUDDER TRIM ROD (LOWER) PAINTED, BUBBLES APPEARED UNDER PAINT, PAINTCRACKED, SPLIT ABOUT 2 INCHES LONG IN ROD, VISUALLY SEEN. (X)					
CESSNA 550	BFGOODRICH	STATOR 1338932	BROKEN BRAKE	12/05/2000 R8RR010307004	415
DURING COMPLIANCE WITH CESSNA SB 550-32-41 BRAKE INSPECTION, FOUND BOTH BRAKES HAD BROKEN STATORS. BOTH BRAKES HAD 415 LANDINGS SINCE OVERHAUL. (X)					
CESSNA 550	PWA JT15D4	55275042	BALL 52725	MISSING BALL	11/17/2000 CA001207029
(CAN) DURING A ROUTINE MAINTENANCE CHECK THE LEAKING LEFT UPLOCK ACTUATOR WAS REPLACED WITH AN OVERHAULED UNIT. ON GEARRETRACTION TEST, THE LEFT GEAR WOULD NOT EXTEND FULLY. THE GEAR WOULD UNLOCK AND FALL, BUT NOT EXTEND TO THE LOCKED POSITION. DUE TO THE NATURE OF OPERATION, THE BALL P/N 5272-5 WAS SUSPECTED TO BE MISSING. THIS WAS CONFIRMED AFTER A PARTIAL DISASSEMBLY OF THE					
CESSNA A185F		CABLE 0510105122	SEPARATED FLAP, DIRECT,FWD	08/14/2000 20000908SH006	2500
CABLE PARTED .25 INCH AFT OF MS20668-3 SWAGED TERMINAL EYE END FITTING, IN AN AREA VERY DIFFICULT TO INSPECT VISUALLY, CAUSING SUDDEN FLAP RETRACTION. SUBMITTER RECOMMENDED PERIODIC INSPECTION EVEN IF IT REQUIRES REMOVAL OF THE CABLE. SUBMITTER STATED DESIGN OF INSTALLATION MAY CAUSE BEND IN CABLE IMMEDIATELY ADJACENT TO RIGID END FITTING. (X)					
CESSNA T206H	CESSNA	NOSE RIB	CRACKED BEND RELIEF HOLE	03/23/2000 20000512SH020	100
DURING ACFT'S FIRST 100-HR INSP, A .25 INCH LONG CRACK WAS FOUND IN A NOSE RIB OF THE LT AILERON. NOSE RIB IS AT THEAILERON'S CUT-OUT IN THE LEADING EDGE FOR THE INBD HINGE ATTACH POINT, ON THE OTBD SIDE. THE CRACK IS AT THE UPPER FWD CORNER OF THE NOSE RIB, AT A RELIEF RADIUS FOR THE BEND OF THE ATTACH FLANGES. THE CRACK IS AT THE UPPER FWD CORNER OF THE NOSE RIB, AT A RELIEF RADIUS FOR THE BEND OF THE ATTACH FLANGES. THE CRACK IS BEST VIEWED THROUGH THE EXISTING .75 INCH ACCESS HOLE IN AILERON'S BOTTOM SKIN. INSP, REVEALED ANOTHER CRACK IN THE RT AILERON, SAME LOCATION: INBD HINGEPOINT, OTBD NOSE RIB. BOTH AILERONS RETURNED TO CESSNA. TWO NEW AILERONS WERE INSTALLED. CAUSE OF CRACKS					
CESSNA T210N		BRACKET C12326242	CRACKED HORIZ STABILIZER	11/20/2000 20001214SH025	
DURING ANNUAL INSPECTION, MECHANIC FOUND REINFORCEMENT BRACKET LOCATED CENTER AFT ON HORIZONTAL STABILIZER WAS CRACKED. POSSIBLE CAUSE, MOVING AIRCRAFT VIA HORIZONTAL STABILIZER AND NOT WITH TOW POINTS. INSTALLED NEW AND IMPROVED BRACKETS PER SEB00-10. (X)					
CESSNA U206A	CONT IO520F	TRIMTAB 12346131	CRACKED ELEVATOR TAB	11/09/2000 AU001085	
(AUS) ELEVATOR TRIM TAB CRACKED AND FAILED IN THE AREA AROUND THE HORN. (X)					
CNDAIR CL604	CF343B	O-RINGS 6078T55P13	LEAKING UNDER FUEL CONTRL	12/07/2000 CA001229014	
(CAN) FUEL WAS FOUND POOLED IN LEFT HAND ENGINE COWLING DURING POST FLIGHT INSPECTION. ENGINE RUN CARRIED OUT FOR LEAK CHECK PURPOSES AND FOUND FUEL STREAMING FROM MFC. MFC REPLACED AND AIRCRAFT RETURNED TO SERVICE. 2001-01-03TC: MANUFACTURE OF AIRCRAFT AND ENGINE HAS DISCUSSED SDR WITH TC.FAA AD PENDING, AND AIRWORTHINESS LIMITATION SECTION BEING REVISED IN TYPE CERTIFICATE. THIS OCCURRENCE IS ASSOCIATED WITH SDR 20010102009 AND 20010102010.					
DHAV DHC3	PWA PT6A27	DHAV C3WF527	RIB C3WF46	SHATTERED RIB	06/11/2000 CA000614034
(CAN) WHILST THE AME WAS CARRYING OUT A 100-HOUR INSPECTION OF THE LEFT WING FLIGHT CONTROLS, NOTICED THERE WAS A SMALL CRACK ON THE TOP SKIN AND SEVERAL SHEARED RIVETS. THE FLAP WAS REMOVED, DISASSEMBLED AND INSPECTED. IT WAS FOUND THAT THE INTERNAL RIB P/N C3WF46 WAS SHATTERED. THE RIB WAS REPLACED, THE FLAP REASSEMBLED, REPAIRED AND RETURNED TO SERVICE. COULD FIND NO APPARENT REASON					
DIAMON DA20C1	CONT IO240B	BRACKET 632072	BROKEN OIL FILTER CLAMP	07/14/2000 20000831SH016	17
BRACKET BROKEN AT BAND. CAUSE MAY HAVE BEEN DUE TO MISALIGNMENT WITH MATING STRAP AT LOCATION A.					
DIAMON DA20C1	CONT IO240B	BRACKET 632072	BROKEN OIL FILTER TUBE	07/17/2000 20000907SH022	16
BRACKET/CLAMP BROKEN AT BOND. SUBMITTER STATED MAY HAVE BEEN DUE TO MISALIGNMENT AT JOINT. (X)					
HILLER UH12E	LYC VO540C2A	HILLER 5143719	MAIN ROTOR 5143711	CRACKED MAIN ROTOR HEAD	12/05/2000 AU001151
(AUS) MAIN ROTOR HUB SEVERELY CRACKED IN AN AREA NOT KNOWN FORCRACKING. FOLLOWING TAKEOFF CONTROL WAS ALMOST IMPOSSIBLEAND THE MASSIVE VIBRATION CAUSED THE FORE/AFT ENGINE MOUNT TO BE TORN FROM ITS HOUSING AND THE SHAFT TO CRACK. THE CRACK WAS OPENINGUP UNDER LOAD AND CAUSING A MASSIVE OUT OF BALANCE VIBRATION. THE SEPARATION OF THE MAIN ROTOR BLADE WAS CONSIDERED IMMINENT.					
HUGHES 369E	ALLSN 250C20B	BLADE 500P2100101	DELAMINATED BLADE FWD EDGE	12/27/2000 RX8R2000001	91 18
HELICOPTER TECHNOLOGY COMPANY MAIN ROTOR BLADES PN 500P2100-101 WERE INSTALLED NEW 8/14/00 TTAC 5096.0. BLADES WERE INSPECTED IAW A.D.2000-24-51 (MSB 2100-02) ON 11/11/00, TTAC 5149.7 AND NO DEFECTS WERE NOTED. BLADES WERE INSPECTED IAW A.D. 2000-25-52 (MSB 2100-02R2) ON 11/20/00, TTAC 5169.2 AND NO DEFECTD WERE NOTED. AD IS NOT RECURRING, BUT INSPECTEDBLADES WITH A 100 HR INSPECTION ON 12/27/00, TTAC 5187.3 AND FOUND 2 BLADES DELAMINATED. RECOMMEND A. BE MADE RECURRING.					
MAULE M7235B		CABLE D1	FRAYED NR 57	01/01/2000 20000512SH021	518
BOTH RUDDER TRIM CABLES FRAYED AT RUDDER AS IT COMES OUT OF FLEX HOUSING. (X)					

MOONEY M20C	LYC O360A1D	MOONEY M20C	STRUCTURE 2700	CORRODED AIRCRAFT	09/18/2000 AU001167	
(AUS) AIRCRAFT EXTENSIVELY CORRODED IN BOTH WINGS AND FUSELAGE IN NORMALLY INACCESSIBLE AREAS. AIRCRAFT HAD NO CORROSION PROTECTION AT MANUFACTURE.						
MOONEY M20L			LINK 540015001	CRACKED NOSE GEAR	10/05/2000 20001214SH027	816
DURING ANNUAL INSP, NOTICED PAINT ON OUTSIDE OF THE SHOCK LINK SHOWED SIGNS OF METAL UNDERNEATH CRACKING. PAINT REMOVED, PART VISUALLY AND DYE PENETRANT INSPECTED. NO CRACKS FOUND. NOTICED SHOCK DISCS COMPRESSED OUT OF LIMITS. UPON REMOVAL, NOTICED SHOCK LINK CRACKED ON INSIDE. IN JUNE, 2000 A MOONEY M20K HAD AN ACCIDENT UPON LANDING. N/G COLLAPSED ON TOUCHDOWN RESULTING IN PROP STRIKE, LOSS OF DIRECTIONAL CONTROL OF ACFT. UPON INVEST, FOUND SHOCK LINK ON N/G HAD CRACKED, SLOWLY WOBBLLED OUT THE INSIDE OF SHAFT. M20K AND M20L HAVE SAME PART NUMBER FOR SHOCK LINK. PART IS INSTALLED IN N/G, USED TO COMPRESS, HOLD RUBBER SHOCK DISCS. IF PART BREAKS, UPON LANDING, PUSHES ITSELF						
MTSBSI MU2B60		MITSUELECT 035A630111	TURBINE ASSY 7383843	SEIZED INTERNAL	10/31/2000 CA001106014	
(CAN) AS THE AIRCRAFT STARTED TO CLIMB THERE WAS SOME LIGHT SMOKE COMING INTO THE CABIN. IT WAS DETERMINED THAT THE PILOT SELECTED THE MANUAL CABIN HEAT TO HIGH HEAT THEN PUT THE SELECTOR SWITCH TO OFF. WHEN THE SELECTOR SWITCH IS PUT TO OFF AFTER SELECTING HIGH HEAT IT TAKES THE PROTECTION TEMP LIMITER AND OVERTEMP SWITCH OUT OF THE SYSTEM. IT WAS THEN DETERMINED THAT THE AIR CYCLE MACHINE WAS NOT PRODUCING ENOUGH COLD AIR TO PUT THE BLEED AIR AT THE PROPER TEMPERATURE. ALL THE DUCTS WERE INSPECTED, THE AIRCYCLE MACHINE COOLING TURBINE WAS REPLACED AND ALL THE PILOTS WERE INFORMED ON HOW TO USE THE MANUAL HEAT SELECTOR PROPERLY.						
PAC CT4A	CONT IO360HB	CONT 6381572	O-RING MS9021016	DAMAGED ENGINE FUEL	10/22/2000 AU001037	960
(AUS) ENGINE DRIVEN FUEL PUMP O-G SEAL DAMAGED. A PORTION OF THE SEAL BLOCKED THE METERING ORIFICE AT THE FCU ALLOWING THROUGH ONLY ENOUGH FUEL FOR IDLE POWER. SUSPECT SEAL DAMAGED DURING PUMP ASSEMBLY AT OVERHAUL. (X)						
PIPER PA24	LYC O360A1D		STACK 2109217	BROKEN INSIDE HEAT MUFF	10/18/2000 20001204SH013	
THE PIPER COMANCHE BROKE THE RT REAR EXHAUST STACK INSIDE THE CARBURETOR HEAT MUFF. THE PIPE BROKE INSIDE THE CUFF THAT IS WELDED TO THE STACK FOR THE MUFF TO ATTACH TO CAUSING THE STACK TO DROP AND ERODE ITS WAY THROUGH THE MUFF. THE HEAT BEING DIRECTED INSIDE THE ENGINE COWLING CAUSED THE INSULATION ON THE MAG P-LEAD WIRES TO MELT AND GROUND TO THE METAL HOUSING OF THE TACH CABLE THEY WERE SECURED TO, GROUNDING OUT THE MAGS AND SHUTTING DOWN THE ENGINE. AN UNEVENTFUL OFF AIRPORT LANDING OCCURRED WITH NO OTHER DAMAGE. (X)						
PIPER PA28140			SUPPORT 6345100	CRACKED CROSSBAR	08/17/2000 20000907SH037	5960
BRACKET ATTACHMENT HOLES CRACKED IN SEVERAL DIRECTIONS (4 HOLES TOTAL). FOUND RUDDER PEDAL CROSSBAR MOVEMENT DURING ANNUAL. METAL FATIGUE AND LIGHT WEIGHT STEEL (.035 INCH) MAY BE CAUSE OF FAILURE. SUBMITTER RECOMMENDED GUSSETS WELDED AT HOLES OF PART CONSTRUCTED FROM THICKER						
PIPER PA28R200			ENGINE MOUNT 6711949	CRACKED ENGINE MOUNT	11/08/2000 20001108SH043	
DURING THE COURSE OF A 100 HR INSPECTION, MAINTENANCE DISCOVERED THE ENGINE MOUNT P/N 67119-49, WAS CRACKED AT THE TOP LEFT SIDE OF THE COMPONENT. THIS FAILURE IS THE SUBJECT OF PIPER SERVICE LETTER 568. THE NATURE OF THIS FAILURE IS SUCH THAT IT COULD LEAD TO SEPARATION OF THE ENGINE AND SUBSEQUENT LOSS OF CONTROL OF THE AIRCRAFT. A SEARCH OF THE SDR DATABASE REVEALED THAT SEVERAL OTHER SIMILAR FAILURES ON ENGINE MOUNTS HAVE OCCURRED. IN FACT, THE OPERATOR OF THIS AIRCRAFT EXPERIENCED THE SAME FAILURE ON ANOTHER PIPER ARROW JUST WEEKS EARLIER. THE TWO AIRCRAFT ARE ONLY SEVERAL SERIAL NUMBERS APART. SUBMITTER RECOMMENDS THAT THESE ENGINE MOUNTS BE CLOSELY INSPECTED EVERY 100 HRS AS						
PIPER PA31350			REGULATOR AD23D0475	LEAKING FWD HEATER	11/28/2000 20001204SH012	
INSTALLED NEW FUEL REGULATOR SHUT-OFF VALVE. AFTER SEVERAL MINUTES OF OPERATION, VALVE BEGAN LEAKING AT BODY HALF. REMOVAL AND INSPECTION REVEALED ALL FOUR SCREWS THAT HOLD BODY VALVE TOGETHER TO BE LOOSE WITH TORQUE SEAL IN PLACE. TIGHTENED SCREWS AND RETESTED. VALVE STILL LEAKED. REPLACED VALVE WITH NEW UNIT. SUBMITTER SUSPECTED IMPROPER TORQUE USED AS ASSEMBLY. (X)						
PIPER PA31350	LYC TIO540J2BD	PIPER	UPLOCK	FAILED UPLOCK ASSY	11/16/2000 CA001205019	8998
(CAN) ON APPROACH GEAR WAS SELECTED DOWN, NOSE AND RT MAIN INDICATED DOWN AND LOCKED. GEAR WAS CYCLED 3 TIMES, ON FOURTH TRY ALL GEAR EXTENDED AND LOCKED DOWN, AIRCRAFT LANDED NO PROBLEM. AIRCRAFT FLOWN TO MAINTENANCE BASE, PLACED ON JACKS, GEAR SYSTEM TESTED SERVICEABLE. POSSIBLE CAUSE: AIRCRAFT WAS CLEANED BY FLIGHT CREW AND UPLOCK WAS NOT LUBED. ALL AIR AND GROUND CREWS HAVE BEEN						
PIPER PA42720	PWA PT6A61	CLEVELAND 40166	WHEEL 16207500	CRACKED WHEL HLF	11/09/2000 CA001206003	
(CAN) SCHEDULED MAINTENANCE INSPECTION DISCOVERED CRACKED WHEEL HALF DURING TIRE REPLACEMENT. CRACK IS IN OUTER WHEEL HALF AND ORIGINATES FROM A LARGE LIGHTENING HOLE. CRACK APPROXIMATELY .250 INCH IN LENGTH. WHEEL HALF SCRAPPED. (X)						
RAYTHN 100BEECH			ACTUATOR 99810057652	FAILED	11/29/2000 20001214SH016	2744
LEFT LANDING GEAR FAILED TO EXTEND FOR LANDING. PILOT UNSUCCESSFULLY ATTEMPTED TO LOWER LANDING GEAR (WHILE IN CONTACT WITH MAINTENANCE) SEVERAL TIMES. PILOT LANDED AIRCRAFT WITH GEAR RETRACTED. AIRCRAFT SUSTAINED DAMAGE TO THE LOWER FUSELAGE, LOWER RIGHT NACELLE AND PROPELLERS. INITIAL INSPECTION REVEALED LEFT TORQUE SHAFT SHEARED INBOARD OF LANDING GEAR ACTUATOR ATTACH POINT DUE TO LEFT LANDING GEAR ACTUATOR INTERNAL FAILURE. NO DISASSEMBLY OF ACTUATOR PERFORMED. CAUSE OF						
RAYTHN 200BEECH			HOSE C1B0021	WORN INSIDE ENG NAC	11/21/2000 20001214SH019	139
HOSES ARE WEARING ON COWLING LATCHES. THIS CAUSES DAMAGE TO HOSES AND TO THE LATCHES. HOSES ARE TOO LARGE, OR INSTALLED AT THIS WRONG ANGLE. HOSES WERE INSTALLED UNDER STC SA 8986SW. (X)						
RAYTHN 58			SKIN 96610006618	CRACKED ELEVATOR PLATES	11/14/2000 AU001111	
(AUS) RIGHT ELEVATOR LOWER SKIN CRACKED AND DISBONDED IN AREA OF STIFFENERS. CRACK LENGTHS 31.75 (1.25 INCHES). ELEVATORS ARE FROM THE PERIOD SPECIFIED IN SB 27-3396 REV 1. (X)						

RAYTHN B100		CHANNEL 50430043619	CORRODED CABIN DOOR	04/14/2000 20000531SH008	
CABIN DOOR WAS OPENED FOR ACCESS TO AIRCRAFT. THE CHANNEL, WHICH FORMS THE BOTTOM OF THE DOOR AND ATTACHES TO THE DOOR HINGE, FAILED AT ITS AFT END. UPON INSPECTION, THE CHANNEL WAS FOUND TO HAVE INITIAL CORROSION, (INSIDE THE DOOR STRUCTURE) DUE TO THE SEALED NATURE OF THE DOOR, NO DRAIN HOLE IS POSSIBLE AT THIS LOW SPOT. (X)					
RAYTHN B100	GARRTT TPE3315	BEECH 115610010325	FITTING 1156100181	CRACKED TAPER PIN HOLE	11/17/2000 CA001205022
(CAN) DURING SCHEDULED MAINTENANCE CRACKS WERE DISCOVERED EMANATING FROM THE TAPER PIN HOLES ON THE ELEVATOR TORQUE TUBE MIDDLE FITTINGS (BOTH SIDES). (ONE CRACK PER FITTING - TWO FITTING TOTAL). TAPER PINS WERE ALSO FOUND TO BEYOND THE .060 INCH MAX PROTRUSION. PINS MUST HAVE BEEN HAMMERED ON IN THE PAST TO TIGHTEN THEM UP IN THE FITTING/ TORQUE TUBE CAUSING HIGHER THAN NORMAL STRESS IN FITTING HOLE. MAINTENANCE MANUAL STATED NOT TO HAMMER BUT TO TORQUE NUT ONLY. (X)					
RAYTHN C23		BEECH 16962000161	SPAR CAP INTERNAL	CRACKED INTERNAL	10/30/2000 20001214SH006
DURING ANNUAL INSPECTION, "CREAKING" WAS HEARD WHEN FORCE WAS APPLIED TO STABILATOR TIP TO CHECK FOR BEARING PLAY. SOURCE OF SOUND WAS FOUND TO BE WORKING RIVETS AND CRACKED SPAR CAP INSIDE CENTER SPAR BOX ASSY IN THE LOOSE RIVETS OR CRACK COULD BE SEEN BY EXTERIOR INSPECTION OF THE STABILATOR ONLY. THE BALANCE WEIGHT TUBE HAD TO BE REMOVED TO INSPECT THE INTERIOR OF THE SPAR BOX. WHEN CHECKED AGAIN THE NEXT MORNING, AFTER COOLING OFF ALL NIGHT, THE CREAKING COULD NOT BE DUPLICATED. SUBMITTER RECOMMENDED PERIODIC INSPECTION OF THE SPAR BOX INTERIOR BY REMOVAL OF THE BALANCE WEIGHT TUBE ANNUALLY AND AT SOME INTERVAL. (X)					
RAYTHN C24R	LYC IO360A1B6	PREAIR	FUEL LINE	DETERIORATED FUEL SYSTEM	08/30/2000 20000912SH032
IN CRUISE FLIGHT, ENGINE RAN ROUGH HAD LOW EGT 900 DEGREES. ON NR 2 CYLINDER.AFTER LANDING AND TROUBLESHOOTING, FOUND DEBRIS IN FUEL LINE FROM SERVO TO FLOW DIVIDER. REPLACED RUBBER FUEL LINE WITH TEFLON LINE P/N LW12784-4-172 IAW LYCOMING SI 1274B. SUGGESTED SUGGESTED REPLACING ALL FUEL AND OIL LINES WITH TEFLON TYPE LINES. TT ON RUBBER FUEL LINE 30 HOURS. (X)					
ROBSIN R44	LYC O540F1B5		M/R HUB C1541	WORN M/R HUB	12/04/2000 CA010103002
(CAN) AFTER NOTICING A RAPID INCREASE IN VIBRATION WE TRIED TO DYNAMICALLY BALANCE THE MAIN ROTOR. SINCE WE WERE UNABLE TO BE WITHIN RECEPTABLE LIMITS, WE REMOVED THE MAIN ROTOR HEAD AND ROTOR BLADES FOR FURTHER INSPECTION. WE FOUND THE HUB HOLE ENLARGED, THE JOURNAL BUSHINGS C-106 WERE WORN BEYOND LIMITS, AND THE BEARING C648-1 WAS OVAL IN SHAPE AND COMPLETELY WORN ON ONE SIDE BY APPROXIMATELY 0.200".THE ROTOR HEAD HAS BEEN REMOVED AND SHIPPED TO ROBINSON HELICOPTER CO. FOR OVERHAUL OR PROBABLE REPLACEMENT.THE PROBABLE CAUSE APPEARS TO BE A PREMATURE WEAR WHICH WAS					
SKRSKY S64E			MAIN GEARBOX 643520400063	CRACKED LIGHTENING HOLES	07/18/2000 20001012SH019
DURING TEARDOWN, MGB, PN 6435-20400-063, SN 16-084, FOR O/H, 5 CRACKS VISUALLY NOTICED IN 5 OF 9 LIGHTENING HOLES IN LOWER PLATE OF 2ND STAGE PLANETARY PLATE ASSY, P/N 6435-20231-014, SN EAC 3691. FLUORESCENT MAGNETIC PARTICLE INSPECT(FMPI) REVEALED 8 CRACKS. LONGEST, 3.500 INCHES WHICH EXTENDS INTO THE .500 INCH RADIUS OF CENTER HUB. 7 OF 8 CRACKS BEGAN ON INBD SIDE OF LIGHTENING HOLES EXTENDING AT A 45 DEGREE ANGLE TOWARDS TO .500 INCH RADIUS. 1 CRACK BEGAN AT OTBD SIDE OF LIGHTENING HOLE, BUT DID NOT EXTEND OVER EDGE RADIUS OF THE HOLE. THIS IS THE SAME LIGHTENING HOLE CONTAINING 3.500INCH CRACK. 2ND STAGE PLANETARY ASSY, PN 6435-20231-014, SN EAC 3681, TT 1936.9 HRS. PERFORMED 62.8 FLT HRS PREVIOUS.					
SKRSKY S76B	PWA PT6B36		HYDRAULIC SS482C2C165000	BURST	09/08/2000 BTEAS76B001
NR 2 HYDRAULIC PRESSURE LINE FROM HYDRAULIC PUMP TO BULKHEAD FITTING FAILED ON AIRCRAFT START-UP.LINE BURST FROM INSIDE WITHOUT WARNING, (NO LEAKS NOTED ON PREFLIGHTS). LINE WAS REPLACED, SYSTEM SERVICED AND AIRCRAFT RETURNED TO SERVICE. (X)					
SNIAS AS350B	TMECA ARRIEL1B	SNIAS	PLATE 350A23002029	CRACKED LT HORIZ STAB	11/02/2000 CA001122028
(CAN) AT 8,724.9 AIRFRAME HOURS, WHILE CONDUCTING A 100-HOUR INSPECTION, A CRACK WAS DETECTED ON THE LT UPPER HORIZONTAL STABILIZER ATTACHMENT DOUBLER. THIS IS A KNOWN STRESS AREA AND REPLACEMENT PARTS ARE NOW UPGRADED. EUROCOPTER SERVICELETTER 400-53-82 SHOWS THE UPGRADED PARTS. UPGRADED PARTS HAVE BEEN INSTALLED AND AIRCRAFT WAS RETURNED TO SERVICE. (X)					
SNIAS AS350B2		SNIAS	ROD END CN 6MEGR	BINDING	12/29/2000 B3OR200000009
PILOT LIFTED AIRCRAFT INTO A HOVER AND FELT SOME BINDING IN THE FORE AND AFT DIRECTION OF HIS CYCLIC CONTROL. AFTER SHUTDOWN, MAINTENANCE PERSONNEL INSPECTED CONTROL SYSTEM. BINDING WAS DUPLICATED AFTER DISCONNECTING SERVO INPUTS. INVESTIGATION REVEALED A FROZEN BEARING IN THE LOWER ROD END OF THE PITCH SERVO ACTUATOR INPUT ROD. REPLACEMENT OF THIS BEARING ENDED THE BINDING AS VERIFIED BY TEST					
SNIAS AS350B2	EVEREADY 355A12004008		T/R BLADE SPAR	CRACKED SPAR	12/05/2000 CA001218017
(CAN) - UNABLE TO BALANCE TAIL ROTOR ASSEMBLY.- REMOVED TAIL ROTOR ASSEMBLY FOR INVESTIGATION.- REMOVED HUB ASSEMBLY & BEARING FROM TAIL ROTOR ASSEMBLY. TO MOVE TAIL ROTOR TIP UP & DOWN & HEAR ABNORMAL NOISE.- CLICKING NOISE WAS HEARD. RE:DGAC AD 84-064-037(B)R3 APPLIES.					
SNIAS AS350B3			LAMINATED 704A33633171	WORN TAIL ROTOR	04/20/2000 20000605SH002
ELASTOMERICS WORN BEYOND SERVICEABLE LIMITS. REPLACED WITH NEW UNIT, CORRECTED PROBLEM. (X)					
SNIAS AS350BA	TMECA ARRIEL1B		WINDOW 350902001	CRACKED COPILOTS DOOR	11/03/2000 CA001122008
(CAN) COPILOT'S WINDOW DEPARTED IN-FLIGHT. SUBMITTER SUSPECTED THAT THE WINDOW HAD A NICK IN IT CAUSING IT TO CRACK AND DEPART OUT OF AIRCRAFT. WINDOW IS INSTALLED ON A RUBBER SEAL THAT ATTACHES TO THE DOOR WINDOW FRAME. THE WINDOW IS A LITTLE LARGER THAN THE DOOR WINDOW OPENING. TWO WEEK PRIOR TO THIS INCIDENT THE WINDOW WAS REMOVED AND RE-INSTALLED. (X)					
SOCATA TB20TRINIDAD	LYC IO540C4D5		CONNECTOR Z00N714302203	BROKEN LANDING GEAR POS	10/25/2000 AU001114
(AUS) RH DOWNLOCK MICROSWITCH CONNECTOR BROKEN AT THE BOTTOM OF THE ATTACHMENT NUT.					
WSK M18A			FITTING D22200361	CRACKED RIGHT WING	08/28/2000 20000913SH011
AIRCRAFT WAS INSPECTED IAW SPECIAL AIRWORTHINESS INFO BULLETIN NR CE-00-27, DATED ULY 11, 2000. MAG PARTIAL INSPECTION REVEALED CRACK IN RIGHT BOTTOM FITTING, BACK SIDE. (X)					

WSK		BRACKET	CRACKED	08/28/2000	5155
M18A		D22200241	RIGHT WING	20000913SH012	
AIRCRAFT WAS INSPECTED IAW SPECIAL AIRWORTHINESS INFO BULLETIN NR CE-00-27 DATED JULY 11, 2000. VISUAL INSPECTION REVEALED CRACKS IN UPPER AND LOWER CUT-OUT SLAT. (X)					
WTHRLY	PWA	PWA	PISTON	WRONG PART	10/24/2000
620B	R985AN14B		40698	ENGINE	AU001056 147
(AUS) INCORRECT PISTONS FITTED TO NR 4 AND NR 7 CYLINDERS. THE PISTONS WERE UNDRILLED AND ARE ONLY USED IN NR 5 AND NR 6 CYLINDERS. THE ENGINE HAD BEEN OVERHAULED IN THEUSA. UNAPPROVED PART. (X)					

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		OPER. Control No.		8. Comments (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.)	DISTRICT OFFICE	OPERATOR DESIGNATOR
MALFUNCTION OR DEFECT REPORT		ATA Code				
Enter pertinent data		1. A/C Reg. No. N-				
2. AIRCRAFT	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER		OTHER	
3. POWERPLANT					COMPUTER	
4. PROPELLER					FAA	
5. SPECIFIC PART (of component) CAUSING TROUBLE					MFG.	
Part Name	MFG. Model or Part No.	Serial No.	Part/Defect Location.		AIR TAXI	
					MECH.	
6. APPLIANCE/COMPONENT (Assembly that includes part)					OPER.	
Comp/Appl Name	Manufacturer	Model or Part No.	Serial Number		REP. STA.	
Part TT	Part TSO	Part Condition	7. Date Sub.	Optional Information:		
				Check a box below, if this report is related to an aircraft		
				<input type="checkbox"/> Accident; Date _____ <input type="checkbox"/> Incident; Date _____		
				SUBMITTED BY:		TELEPHONE NUMBER: () _____

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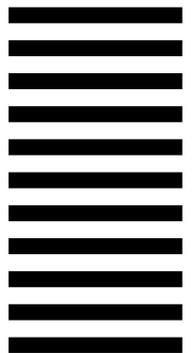
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