U.S. Department of Transportation
Federal Aviation Administration

AFS-600
Regulatory Support Division

ADVISORY CIRCULAR

43-16A

AVIATION MAINTENANCE ALERTS

ALERT NUMBER 312

JULY 2004

CONTENTS

AIRPLANES

BEECH 1
CESSNA 1
ROCKWELL INTERNATIONAL. 2

POWERPLANTS AND PROPELLERS

McCAULEY 2
PRATT AND WHITNEY.....3

AIR NOTES

AIRCRAFT ACCIDENTS AND INCIDENTS – A REVIEW OF 2003
AS PRINTED IN THE IOWA AVIATION BULLETIN, SPRING 2004 EDITION 3
ELECTRONIC VERSION OF FAA FORM 8010-4,
MALFUNCTION OR DEFECT REPORT 4
PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT.....4
INTERNET SERVICE DIFFICULTY REPORTING (iSDR) WEB SITE.....4
IF YOU WANT TO CONTACT US 5
AVIATION SERVICE DIFFICULTY REPORTS 6

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 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: Aviation Data Systems Branch (AFS-620); P.O. Box 25082; Oklahoma City, OK 73125-5029.

AIRPLANES

BEECH

Beech; Model 58; Baron; Cracked Heater Combustion Tube; ATA 2140

During an annual inspection, the technician performed a heater decay test. The heater failed the test and was removed from the aircraft.

The technician conducted a subsequent bench pressure test and discovered two large cracks at the weld joints between the inner combustion tube (P/N 45C40) and two of the crossover ports.

A search of the FAA Service Difficulty Reporting System data base revealed two additional reports concerning cracked combustion tubes.

Part total time: unknown.

Time since overhaul: approximately 80 hours.

CESSNA

Cessna; Model 172S; Fuel Servo Inoperative; ATA 7320

The submitter of this report stated, "The engine dies at idle speed, excessively rich mixture. Black smoke emitted from the exhaust." The idle speed and mixture could not be adjusted IAW AD 2001-06-17 instructions Ref: (d), (l), and (i).

A search of the FAA Service Difficulty Reporting System data base revealed 26 additional reports with similar submissions.

Part total time: unknown.

Time since overhaul: 248.2 hours.

Cessna; Model 190/195/LC126A; Aileron Hinge Bracket Cracking and Corrosion; ATA 5751

The technician inspected the inboard aileron hinge brackets, and discovered the original magnesium brackets displayed some or all of the following conditions:

1. Severely corroded bracket body around mount and bearing boss.
2. Cracks spanning completely across the bearing boss and/or mounting feet.
3. Primer and/or body filler obstructing inspection of brackets where cracks were located (this condition was found on two different sets of these brackets).

The submitter reported a large percentage of the original brackets were unairworthy due to corrosion, cracks, or a combination of both.

A search of the FAA Service Difficulty Reporting System data base revealed 82 additional reports with similar submissions.

Part total time: unknown.

ROCKWELL INTERNATIONAL

Rockwell; Model 690B; Twin Commander; Cracked Aileron Spar; ATA 5751

The technician was complying with Twin Commander SB 236 Aileron Spar Inboard Hinge Inspection and Reinforcement, dated March 9, 2004, part 1, and discovered both aileron inboard spar webs (P/N250000-375) were cracked at the inboard hinge area. The aft and forward ribs also displayed cracks.

While complying with the needed repairs required by SB 236 (part III), the technician found a crack on the center spar just outboard of the center hinge upper attach bolt area. After removing the center spar web, he found a crack generating at each bolt hole.

A search of the FAA Service Difficulty Reporting System data base revealed four additional reports concerning cracked aileron spars.

Part total time: 5936.6 hours.

POWERPLANTS AND PROPELLERS

MCCAULEY

McCauley Propeller; Model D2AF34C30; Counterweight Separation; ATA 6111

During flight, the counterweight (P/N D-4170-1) separated from the propeller, and damaged the blade and the spinner assemblies.

A search of the FAA Service Difficulty Reporting System data base revealed four additional reports concerning damaged counterweights and attaching hardware.

Time since overhaul: 272.3 hours.

PRATT AND WHITNEY

Pratt and Whitney; PT6A114A; Compressor Turbine (CT) Vane Attachment; ATA 7250

The technician reported the CT vane segment slipped and rubbed into the CT disk, and caused abnormally hot engine operation.

After the technician installed a new hot section, all operating temperatures were normal.

The first time this problem occurred was in November 2003. At that time, the technician thought it was just a fluke since this engine had been operating a long time and never had this problem before. In May 2004, the problem occurred again when the CT vane segment slipped and rubbed into the CT disk and caused abnormally hot engine operation.

A search of the FAA Service Difficulty Reporting System data base revealed two additional reports concerning similar submissions.

Part total time: 231.2.

AIR NOTES

AIRCRAFT ACCIDENTS AND INCIDENTS - A REVIEW OF 2003

This article is was reprinted from the Iowa Aviation Bulletin, Spring 2004 edition. ***(This article is printed as the article appeared in the Iowa Aviation Bulletin.)***

Iowa Accidents
For the 15+ years that I have been the FAA's safety program manager for Iowa, this is the first time I can remember the total number of accidents exceeding incidents. As a review, if the occurrence resulted in a serious injury or fatality and/or at least substantial damage to the aircraft, it is considered an accident. If the occurrence resulted in less than substantial damage and injuries less than serious, it is considered an incident. In 2003 there were a total of 19 accidents in the state of Iowa that included 11 fatalities and four serious injuries. Looking at the accident category, Iowa follows the national trend with the majority of accidents (79 percent) falling in the personal/pleasure category. That usually happens every year and is easy to understand because that's where most of the activity is. There were also two accidents involving aerial application, one sightseeing, one instructional, and one cargo operation involved in an accident.

What were the casual factors in the accidents?
Again, we followed the national trend with the majority of the accidents in the landing/takeoff phase (42 percent), including factors such as loss of control in a crosswind, hitting objects on takeoff, and impacting the ground on approach, probably due to a stall condition. The next highest causal factor was related to mechanical problems; e.g., engine malfunction and landing gear problems. Fuel problems continue to appear yearly with three accidents in 2003 attributed to some kind of fuel exhaustion/mismanagement. Other accident causal factors were uncontrolled descent and a taxi accident.

When we consider all the casual factors, approximately 72 percent would be related to some kind of "pilot error." Sound familiar?

Iowa Incidents
In 2003 there were a total of 13 incidents in the state of Iowa.

Again, personal/pleasure was the highest category of incidents with 84 percent. Additionally, there was one aerial application and one other incident. The leading cause of incidents, like accidents, was in the landing/takeoff phase with similar types of problems such as striking objects on approach and during takeoff, and the loss of control attributed to cross wind conditions. Fuel problems exceeded the accident figures with four incidents attributed to

fuel exhaustion or mismanagement. Two incidents were due to mechanical problems, again related to power loss and landing gear malfunctions. One gear-up incident occurred during 2003 in Iowa. This is a situation related to pilot error when the pilot forgot to put the landing gear down.

It has been a busy year in Iowa trying to keep up with investigation of these accidents and incidents and trying to determine causal factors.

Until next time, have a safe flight.

Roger "N" Clark
Safety Program Manager
Des Moines Flight Standards District Office

ELECTRONIC VERSION OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

One of the recent improvements to the Flight Standards Service Aviation Information 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.

PAPER COPY OF FAA FORM 8010-4, MALFUNCTION OR DEFECT REPORT

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.

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) data base 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, Mechanical Reliability Reports (MRRs), Malfunction or Defect Reports (M or Ds), Maintenance Difficulty Reports (MDRs), 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/isdr/.

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 data base contains records dating back to 1974. At the current time, we are receiving approximately 45,000 records per year. Reports may be submitted to the iSDR web site on active data entry form or submitted hardcopy to the address below.

The SDRS and iSDR web site point of contact is:

John Jackson
Service Difficulty Reporting System, Program Manager
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125
Telephone: (405) 954-6486
SDRS Program Manager e-mail address: 9-AMC-SDR-ProgMgr@faa.gov

IF YOU WANT TO CONTACT US

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

Editor: John Jackson (405) 954-6486
FAX: (405) 954-4570 or (405) 954-4655
Technical support provided by: Aero Tech Service Associates

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

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

AVIATION SERVICE DIFFICULTY REPORTS

The following are abbreviated reports submitted between May 21, 2004, and June 22, 2004, 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

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**
2004FA0000419		CONT		CYLINDER	CRACKED
4/6/2004		GTSIO520*		655474	ENGINE

RAM AIRCRAFT HAS FOUND NUMEROUS CYLINDERS WITH LOW HOURS CRACKED IN AN AREA EXTENDING FROM FUEL INJECTOR BOSS AREA TO THE SPARK PLUG HOLE. IN THIS AREA IS A MACHINED AREA WITHOUT SUFFICIENT RADIUS. SUGGEST RADIUS OF THIS AREA TO PREVENT CRACKING.

2004FA0000409		GARRTT		GASKET	FAILED
5/24/2004		TPE33110		8687466	PLENUM

PLENUM FUEL NOZZLE BOSS BLANK-OFF COVER GASKET PN 868746-6 (BLEW OUT) ON 5 OF 5 BOSSES. GASKET FAILURE ALLOWS HOT COMPRESSOR GAS LEAKING. GASKETS WERE ALL REPLACED AND ENGINE WAS TEST RUN. 3 OF 5 NEW GASKETS (BLEW OUT) DURING TEST RUN.

2004FA0000410		GARRTT		GASKET	FAILED
5/24/2004		TPE33110		8687466	PLENUM

PLENUM FUEL NOZZLE BOSS BLANK-OFF COVER GASKET PN 868746-6 (BLEW OUT) ON 5 OF 5 BOSSES. GASKET FAILURE ALLOWS HOT COMPRESSOR GAS LEAKING. GASKETS WERE ALL REPLACED AND ENGINE WAS TEST RUN. 3 OF 5 NEW GASKETS (BLEW OUT) DURING TEST RUN.

CA040426006		LYC		BOLT	FAILED
3/17/2004		TIO540*		SL75060	CONNECTING ROD

(CAN) DURING ASSEMBLY OF ENGINE, A NEW SUPERIOR CONNECTING ROD BOLT, P/N SL75060 AND LOT NR 574065 WAS BEING USED. FOUND THAT THIS BOLTS MACHINING WAS INADEQUATE AND ALREADY WITHIN THE STRETCH LIMITS OF 2.255 - 2.256 INCHES WITHOUT A LOAD ON BOLT.

CA040402005		PWA		RETAINING RING	COLLAPSED
3/25/2004		PT6A114A		3020159	ENGINE

(CAN) THE HOT SECTION WAS GIVEN A SCHEDULED HOT SECTION INSPECTION. A FEW CT SHROUD SEGMENTS HAD SHIFTED SLIGHTLY AND WERE RUBBED. THE RETAINING RING HAD NO END GAP AND WAS STARTING TO COME OUT OF THE GROOVE. THIS PROBLEM HAS BEEN DOCUMENTED ON OTHER ENGINES. PWA HAS ISSUED P/N 3110741-02 RETAINING RING ON SB 13121 (60A, 61, 62, 65 SERIES) AND SB 3248 (41/42, 45 SERIES) TO PREVENT THE COLLAPSE OF THE RETAINING RING. THE LATTER SB HAS NOT BEEN ISSUED ON SMALLER ENGINE MODELS SUCH AS THE 114A ENGINE MODEL TO ALLOW THE MORE ROBUST RETAINING RING TO BE USED.

109052704	AGUSTA			RELAY	FAILED
5/27/2004	A109			MS24166D	HYD SYSTEM

DURING ROUTINE SCHEDULED MAINTENANCE, IT WAS NOTED THAT THE HYDRAULIC UTILITY POWER PACK WOULD NOT SHUT OFF AFTER REACHING OPERATING PRESSURE. THE PROBLEM WAS TRACED TO AN ELECTRICAL RELAY. THE CONTACT POINTS WERE WORN AND HAD INDICATIONS OF METAL TRANSFER. THE RELAY WAS REPLACED AND SUBSEQUENT FUNCTIONAL TESTS OF THE SYSTEM WERE WITHOUT FAULT. AS A PRECAUTIONARY MEASURE, WE ARE TAKING STEPS TO REPLACE THIS RELAY THROUGHOUT OUR FLEET.

2004FA0000422	AMRGEN	LYC		MOUNT	CRACKED

3/1/2004	AA5B	O360*	5501111501	ENGINE

DURING ANNUAL INSP, A CRACK WAS NOTED IN THE LOWER HORIZONTAL CROSSPIECE OF THE ENGINE MOUNT. THE CRACK IS APPROX .5000 INCH AWAY FROM THE PILOT SIDE END OF THIS TUBE, NEAR THE WELD THAT ATTACHES THIS TUBE TO THE DIAGONAL TUBE THAT ATTACHES TO THE FIREWALL LOWER PILOT SIDE SUPPORT BRACKET. THIS SAME CRACK LOCATION HAS BEEN SEEN IN SEVERAL AIRCRAFT. APPEARS TO BE A POINT OF HIGH VIBRATION INDUCED STRESS, AS THERE IS LITTLE LOAD ON THE PART DURING OPERATION.

AUS20040206	AMTR	AMTR	BOLT	SHEARED
3/18/2004	JABIRUSK	CHEVYV8	AN442	NLG

(AUS) NOSE LANDING GEAR TRAILING LINK PIVOT BOLT FAILED AT LT PIVOT POINT.

2004FA0000428	BALWKS		LINE	INADEQUATE
4/28/2004	FIREFLY11		231311	FUEL DIST

UPON INSPECTION OF VALVE LINE SEVERAL LOCATIONS WERE FOUND WHERE THE INNER KEVLAR LINE HAS BUNCHED UP AND BECAME EXPOSED THROUGH THE OUTER PROTECTIVE NYLON COVER. THIS WAS FOUND IN VARIOUS PLACES ALONG LENGTH OF LINE. EACH OF THE PEA SIZED EXPOSED AREAS HAVE ABRASION ON THE EXPOSED KEVLAR. THIS LINE WAS REMOVED FROM SERVICE.

AUS20040105	BBAVIA	LYC	SPAR	CRACKED
1/22/2004	7EC	O235C1	129579	RT WING

(AUS) RT WING FRONT AND REAR SPARS CRACKED. CRACKS APPEAR TO ALIGN WITH THE ATTACHMENT FITTING BOLT HOLES. SPARS ARE CONSTRUCTED FROM TIMBER. FOUND DURING INSPECTION IAW AD/CHA/23 AMDT4.

2004F00121	BBAVIA	LYC	LEG ASSY	BROKEN
3/26/2004	7GCBC	O320A2B	71404	MLG

UPON LANDING, GEAR RT MLG, BROKE FLUSH AT FUSELAGE. AIRCRAFT HAD SADDLE BLOCKS INSTALLED BY STC437SWP. THE LANDING GEAR BREAK, SHOW SIGNS OF INTERGRANULAR CORROSION.

AUS20040145	BEECH	PWA	LINK	MISINSTALLED
2/23/2004	200BEECH	PT6A41	131378252CL	NLG

(AUS) NOSE WHEEL RETRACTION CHAIN CONNECTING LINK INCORRECTLY FITTED. PERSONNEL/MAINTENANCE ERROR.

AUS20040150	BEECH	PWA	FIRE DETECTOR	FAULTY
2/18/2004	200BEECH	PT6A41	473275	LT ENGINE

(AUS) LT ENGINE FORWARD UPPER FIRE DETECTOR SUSPECT FAULTY.

AUS20040197	BEECH	PWA	BLADE	LIGHTNING STRIKE
3/13/2004	200BEECH	PT6A41		PROPELLER

(AUS) LT PROPELLER BLADE EXHIBITED LIGHTNING EXIT MARKS. FURTHER INVESTIGATION FOUND BOTH LT AND RT PROPELLERS MAGNETISED BEYOND LIMITS. LT ENGINE POWER SECTION MAGNETISM BEYOND LIMITS. LIGHTNING EXIT MARKS FOUND ON LT ELEVATOR OB TRAILING EDGE.

AUS20040120	BEECH	PWA	STRUCTURE	CRACKED
2/2/2004	200BEECH	PT6A42	8050	BULKHEAD

(AUS) REAR PRESSURE BULKHEAD CLEAT LOCATED AT STRINGER 7L AND BULKHEAD BEAM AT STRINGER 6L CRACKED. FOUND DURING INSPECTION IAW AD.

AUS20040308	BEECH	PWA	ENGINE	SURGES
4/14/2004	200BEECH	PT6A42		NR 2

(AUS) NR 2 ENGINE POWER SURGE. DURING GROUND RUN TORQUE BLED OFF. INVESTIGATION FAILED TO FIND ANY CAUSE AND THE ENGINE WAS REMOVED.

AUS20040102	BEECH	PWA	SHROUD	DAMAGED
2/11/2004	200BEECH	PT6A42	3053094CL	TURBINE SECTION

(AUS) RT ENGINE TURBINE SHROUD AND BLADES DAMAGED.

AUS20040096	BEECH	PWA	FRAME	CRACKED
2/6/2004	200BEECH	PT6A42		FUSELAGE

(AUS) FUSELAGE FRAME LOCATED AT RF 265-760 CRACKED IN AREA ADJACENT TO FLOORBEAM. FOUND DURING INSPECTION IAW AD/BEECH200/65.

AUS20040092	BEECH	PWA	SKIN	DELAMINATED
2/3/2004	200BEECH	PT6A42	8135105	LT WING

(AUS) LT WING INNER LEADING EDGE SKIN DELAMINATING IN AREA LOCATED ABOVE THE BYPASS DUCT.

AUS20040093	BEECH	PWA	CIRCUIT BREAKER	TRIPPED
2/5/2004	200BEECH	PT6A42		MLG

(AUS) RT MAIN LANDING GEAR WOULD NOT EXTEND. CIRCUIT BREAKER (60AMP)FOUND TRIPPED. CB RESET AND RETRACTION TESTS CARRIED OUT WITH NO REOCCURANCE.

AUS20040252	BEECH	PWA	PUSHROD	CORRODED
3/31/2004	200BEECH	PT6A42	1015242653	RUDDER CONTROL

(AUS) RUDDER PUSHROD CONTAMINATED WITH WATER CAUSING CORROSION OF THE INTERNAL BORE.

AUS20040239	BEECH	PWA	FRAME	CRACKED
3/2/2004	200BEECH	PT6A42		FUSELAGE

(AUS) FUSELAGE FRAMES CRACKED. CRACKS FOUND IN THE FOLLOWING AREAS:-1. INTERCOSTAL CRACKED AT STRINGER NR 72. FUSELAGE FRAME CRACKED AT STATION 326.75, STRINGER NO8 AND NO9 3. FUSELAGE FRAME CRACKED AT STATION 337.75, AT STRINGER NR 9, NR 10 AND NR 114. LT STRINGER NR 9 CRACKED AT REAR PRESSURE BULKHEAD 5. ATIGUE CRACKS TO SKIN AND STRINGERS AT FUSELAGE STATION 326.75 TO 337.75 AND STRINGER NR 9, REAR PRESSURE BULKHEAD 6. MULTIPLE CRACKS IN FUSELAGE SKIN LT SIDE LOWER FRAME STATION 337.5.

AUS20040246	BEECH	CONT	STRUT	CRACKED
3/29/2004	58	IO550*	358152607	MLG

(AUS) MAIN LANDING GEAR STRUT SLIDING MEMBER CRACKED CIRCUMFERENTIALLYAROUND THE LOWER SECTION.

AUS20040064	BEECH	LYC	CONNECTOR	CONTAMINATED
2/3/2004	76	O360A1G	606171	ENGINE

(AUS) RT ENGINE INSTRUMENT CLUSTER CONNECTOR CONTAMINATED.

AUS20040056	BEECH	LYC	DAMPER	FAULTY
1/23/2004	76	O360A1G6D	35825145	NLG

(AUS) NOSE WHEEL SHIMMY DAMPER END CAP RETAINING CIRCLIP MISSING.

CA040510007	BEECH	PWA	DOOR FRAME	CRACKED
5/6/2004	A100	PT6A28	50430043867	PAX DOOR

(CAN) DURING A PHASE INSPECTION A CRACK WAS FOUND ON THE CABIN DOOR FRAME, WHICH EXTENDED FROM THE CUT-OUT FOR THE UPPER FWD BAYONETTE TO THE BAYONETTE SUPPORT BRACKET SCREW HOLE.

WK1	BEECH		MOTOR	FAILED
5/13/2004	A200		50041	CABIN

SHORTLY AFTER TAKEOFF SMOKE WAS OBSERVED IN THE COCKPIT WITH ELECTRICAL ODOR. FORWARD CABIN

VENT BLOWER WAS DISABLED AND THE SMOKE CLEARED. VENT BLOWER HAD FAILED INTERNALLY.

CA040426003	BEECH	PWA	WINDOW	WARPED
3/30/2004	B200	PT6A42	1014301835	COCKPIT

(CAN) DURING A ROUTINE DAILY INSPECTION IT WAS NOTED THE RT AFT CABIN WINDOW HAD A INWARD CONCAVE APPEARANCE ACROSS THE CENTER FROM TOP TO BOTTOM. UPON REMOVAL WITH THE USE OF A STRAIGHT EDGE IT WAS WARPED ACROSS THIS AREA. NO FURTHER DEFECTS IN THE FORM OF CRACKING OR CRAZING WERE NOTED. INTEGRITY OF WINDOW PANE APPEARED NORMAL. THE WINDOW AND SEAL WEAR REPLACED WITH NEW IAW B200 MM. NO FURTHER DEFECTS HAVE BEEN NOTED.

CA040423006	BEECH	PWA	SWITCH	SHORTED
4/22/2004	B200	PT6A42	1013646283	STALL WARNING

(CAN) PILOT REPORTED THAT THE STALL HEAT APPEARED TO BE ON (HIGH) MODE ON THE GROUND WHEN A WALK-AROUND WAS CONDUCTED. MAINTENANCE CONFIRMED BY RESEARCHING WIRING DIAGRAM AND SYSTEM OPERATION. TROUBLESHOT AND FOUND LT MAIN GEAR SAFETY SWITCH P/N 101-364628-3 HAD HIGH RESISTANCE THROUGH THE CONTACTS ON SWITCH WHEN AIRCRAFT WAS ON GROUND. THE SWITCH WAS GIVING FALSE INFORMATION TO STALL HEAT PANEL MAK ING IT THINK THE AIRCRAFT WAS IN FLIGHT AND GIVING MAXIMUM VOLTAGE FOR MAXIMUM HEAT. SWITCH WAS REPLACED AND OPERATION FOUND NORMAL.

AUS20040222	BEECH	PWA	SHAFT	FAILED
3/23/2004	B200C	PT6A41	1018100211	MLG

(AUS) LT MAIN LANDING GEAR RETRACTION DRIVE TUBE FAILED DUE TO INTERFERENCE WITH PNEUMATIC DUCTING CLAMP.

AUS20040115	BEECH	PWA	FRAME	CRACKED
2/18/2004	B200C	PT6A41	10144009133	FUSELAGE

(AUS) FUSELAGE FRAMES (3OFF) LOCATED AT STN 285.188, STN 278.5 AND STN291.875 CRACKED. FRAME PART NUMBERS PN 101-440091-33, PN 101-440090-27 AND PN 101-440092-31. FOUND DURING INSPECTION IAW AD.

AUS20040176	BEECH	PWA	CHECK VALVE	FAULTY
3/7/2004	B200C	PT6A42	10138901157	FUEL DIST

(AUS) FUEL SYSTEM CHECK VALVE SUSPECT FAULTY.

AUS20040151	BEECH	PWA	ENGINE	FLUCTUATES
3/1/2004	B200C	PT6A42	PT6A42	LEFT

(AUS) LT ENGINE FUEL FLOW AND ENGINE TORQUE FLUCTUATING BEFORE ENGINE STARTED TO ROLLBACK. INVESTIGATION COULD FIND NO CAUSE FOR THE DEFECT. THE ENGINE WAS GROUND RUN AND THEN TEST FLOWN WITH NO FURTHER REOCCURRENCE.

AUS20040213	BEECH	PWA	VALVE	FAULTY
3/12/2004	B200C	PT6A42	10138901157	FUEL TRANSFER

(AUS) DEFECT REPORT NR WAS CREATED IN LIEU OF DATA BEING ATTACHED TO MDR 04/0176. CANCELLED, DATED 25TH MARCH 2004.

AUS20040107	BELL	ALLSN	SKIN	CRACKED
1/2/2004	206B	250C20B		TAILBOOM

(AUS) TAILBOOM CRACKED IN LOWER SKIN TO UPPER SKIN ATTACHMENT RIVET LINE LOCATED ON AFT RT SIDE.

AUS20040166	BELL	ALLSN	FITTING	SEPARATED
3/8/2004	206B3	250C20B	AN8334J	ENG OIL PRESS

(AUS) ENGINE TURBINE OIL PRESSURE FITTING PN AN833-4J SEPARATED FROM GEARBOX COVER PN 6898569 ALLOWING ENGINE OIL TO BE PUMPED OVERBOARD. SUSPECT CAUSED BY B NUT VIBRATING LOOSE ALLOWING THE FITTING TO FRET IN THE COVER. REDUCED OIL FLOW (AND COOLING) TO THE TURBINE DAMAGED THE

TURBINE BEARINGS. BEARING DEBRIS COLLECTED ON THE FORWARD CHIP PLUG.

AUS20040289	BELL	ALLSN	BEARING	LACK OF LUBE
4/16/2004	206B3	250C20B	B542DD	MAIN ROTOR

(AUS) COLLECTIVE JACKSHAFT SUPPORT BEARING FAULTY. INVESTIGATION FOUND THAT THE BEARING LUBRICANT HAD DRIED OUT.

AUS20040052	BELL	PWA	HOSE	LEAKING
1/25/2004	412	PT6T3B	70061L275W210A	MAIN ROTOR GB

(AUS) MAIN TRANSMISSION OIL HOSE LEAKING. FURTHER INVESTIGATION FOUND THE HOSE WAS CHAFING IN THE AREA UNDER THE IDENTIFICATION TAG.

AUS20040155	BELL	PWA	OIL COOLER	LEAKING
3/3/2004	412	PT6T3B	8538100	ENGINE

(AUS) ENGINE/TRANSMISSION OIL COOLER INTERNAL LEAK. THE LEAK ALLOWED TRANSMISSION OIL TO ENTER THE COMBINING GEARBOX OIL SYSTEM UNDERPRESSURE AND OVERFILL THE COMBINING GEARBOX WHICH THEN VENTED THROUGH THE BREATHER.

AUS20040143	BELL	PWA	GEARBOX	CONTAMINATED
3/1/2004	412	PT6T3B	CPGB1384	ENGINE

(AUS) COMBINING GEARBOX CHIP DETECTOR METAL CONTAMINATION.

AUS20040185	BELL	LYC	CLAMP	CRACKED
3/14/2004	47G5A	VO435B1A	471401341	MAIN ROTOR HEAD

(AUS) MAIN ROTOR STABILIZER BAR CLAMP CRACKED.

AUS20040292	BNORM	LYC	CONTROLLER	FAULTY
2/17/2004	BN2B20	IO540K1B5	0119244TF	AUTOPILOT

(AUS) AUTOPILOT BURNED OUT. ROLL SERVO ALSO BURNED OUT.

2004FA0000413	CESSNA	LYC	VALVE	INOPERATIVE
5/6/2004	150J	IO720A1B	53E22144	OIL COOLER

PILOT REPORTED HIGH OIL TEMPERATURE 220-225 DEGREES, REMOVED VALVE AND TESTED SIDE BY SIDE WITH NEW VALVE, OLD VALVE DID NOT CLOSE AT THE SAME RATE AS NEW VALVE, INSTALLED NEW VALVE AND OIL TEMP DECREASED TOO.

CA040511002	CESSNA	LYC	SUPPORT BRACKET	CRACKED
5/10/2004	172K	O320E2D	05411212	MLG

(CAN) RT MAIN LANDING GEAR OB SUPPORT BRACKET CRACKED AT U BOLT FORWARD HOLE.

2004FA0000429	CESSNA	LYC	CONTROL CABLE	BROKEN
5/27/2004	172M	O320*	0510105291	ELEVATOR

ANNUAL INSPECTION FOUND UPPER ELEVATOR CABLE WITH SOME BROKEN STRANDS. REPLACED BOTH CABLES BOTH AIRCRAFT HAVE A LITTLE OVER 5000.0 HOURS ON THEM.

2004FA0000424	CESSNA		DOUBLER	CORRODED
5/29/2004	172N		051310929, 56	FIREWALL

DURING ANNUAL INSPECTION FOUND POPPED RIVET HEADS IN FIREWALL DOUBLERS, REMOVED DOUBLERS FOUND EXFOLIATION EXCEEDING 40 PERCENT THICKNESS ON BACK SIDE OF DOUBLERS, REPLACED DOUBLER, RECOMMEND CLOSE INSPECTION OF RIVET HEADS IN THIS AREA.

AUS20040073	CESSNA	LYC	ARM	CORRODED

2/10/2004	172N	O320H2AD		052390114	TE FLAP

(AUS) FLAP SUPPORT ARM TO FLAP SUPPORT ARM RIB RIVETS MISSING DUE TO CORROSION.

CA040426007	CESSNA	LYC		WIRE	BURNED
4/2/2004	172N	O320H2AD			ALTERNATOR

(CAN) WHILE IN CRUISE FLIGHT, THE ALTERNATOR FIELD CIRCUIT BREAKER POPPED. THE PILOT PUSHED IN THE BREAKER SEVERAL TIMES UNTIL THE BREAKER STAYED IN. SMOKE THEN APPEARED AND THE PILOT LANDED SAFELY. THE MAIN POWER WIRE AT THE BACK OF THE ALTERNATOR WAS FOUND WORN. THE WIRE SHORTED OUT AGAINST THE ALTERNATOR CASE. THE FIELD BREAKER GOT SO HOT THAT IT STAYED CONTACTED. THE WIRES FROM THE BREAKER TO THE MASTER SWITCH TO THE VOLTAGE REGULATOR WERE FOUND BURNED. THE WIRES WERE REPLACED AS REQUIRED. THE 5 AMP ALTERNATOR FIELD CB, MASTER SWITCH, ALTERNATOR BRUSHES, AND VOLTAGE REGULATOR WERE ALL REPLACED.

2004FA0000430	CESSNA			CONTROL CABLE	BROKEN
5/27/2004	172P			0510105291	ELEVATOR

ANNUAL INSPECTION FOUND UPPER ELEVATOR CABLE WITH SOME BROKEN STRANDS. REPLACED BOTH CABLES. AIRCRAFT HAS A LITTLE OVER 5000.0 HOURS.

AUS20040159	CESSNA	LYC	LYC	GEAR	BROKEN
3/2/2004	172P	O320D2J		D104103	ENGINE STARTER

(AUS) STARTER BENDIX DRIVE GEAR DISINTEGRATED DURING ENGINE START.

AUS20040265	CESSNA	LYC		ALTERNATOR	FAILED
4/11/2004	172P	O320D2J		10300B	DC SYSTEM

(AUS) ALTERNATOR FAILED IN FLIGHT.

AUS20040264	CESSNA	LYC	LYC	SERVO	FAULTY
4/6/2004	172R	IO360L2A		70274603	FUEL CONTROL

(AUS) FUEL CONTROL UNIT AIR CHAMBER CONTAMINATED WITH FUEL.

AUS20040306	CESSNA	LYC		RIB	CRACKED
4/28/2004	172R	IO360L2A		053200199	HORIZONTAL STAB

(AUS) HORIZONTAL STABILIZER RIB CRACKED AROUND CIRCUMFERENCE OF AFT ATTACHMENT HOLES.

AUS20040116	CESSNA	LYC	LYC	MOTOR	FAILED
2/16/2004	172R	IO360L2A		PM2401H	ENGINE STARTER

(AUS) ENGINE STARTER MOTOR BENDIX DRIVE WOULD NOT ENGAGE.

AUS20040218	CESSNA	LYC	LAMAR	GEAR	BROKEN
3/22/2004	172R	IO360L2A		85073009	ENGINE STARTER

(AUS) STARTER MOTOR BENDIX DRIVE GEAR DISINTEGRATED.

CA040423010	CESSNA	LYC		WIRE	CHAFED
4/21/2004	172R	IO360L2A			AUTOPILOT SYS

(CAN) PILOT REPORTED THAT FLIGHT CONTROLS WERE (STIFF AND VERY HARD TO MOVE). DURING RUN-UP PRIOR TO DEPARTURE. PILOT ELECTED TO RETURN TO BASE. AMO FOUND THAT WIRE HARNESS BEHIND RADIO PANEL WAS CHAFING ON THROTTLE MOUNT CAUSING SHORT TO GROUND. THIS CAUSED THE AUTOPILOT SERVO TO ENGAGE UNCOMMANDED.

AUS20040262	CESSNA	LYC	LYC	GEAR	DISINTEGRATED
4/8/2004	172RG	O360F1A6		D112530	ENGINE STARTER

(AUS) STARTER BENDIX DRIVE GEAR DISINTEGRATED ON START.

2004FA0000417	CESSNA	LYC	SPAR	DAMAGED
5/4/2004	172S	IO360A1A	053200196	HORIZONTAL STAB

WHILE PERFORMING THE INSPECTIONS REQUIRED BY MFG SB04-55-01, FOUND THE RT SIDE HOLE IN THE HORIZONTAL STABILIZER AFT SPAR ELONGATED. THIS ELONGATION OPENED THE HOLE APPROX. .040 TO .050 INCHES IN THE 5 O`CLOCK DIRECTION (VIEWING THE HOLE FROM THE ACCESS IN THE TIO STABILIZER SKIN, LOOKING AFT). ELONGATION DID NOT APPEAR TO EXTEND INTO THE PN 0531006-113 HORSESHOE FITTING ON THE VERTICAL STABILIZER OR INTO THE PN 05121595 AFT BULKHEAD. ADDITIONALLY, THE BOLT DID NOT APPEAR TO BE WORN. IAW MFG TECH SUPPORT, HOLE WILL BE ENLARGED TO NEXT BOLT SIZE AND APPROPRIATE SIZE BOLT WILL BE INSTALLED. CONDITION SB IS INSPECTING FOR WAS NOT FOUND.

2004FA0000407	CESSNA	CONT	CARBURETOR	WORN
5/20/2004	180	O470*	45A10396512	ENGINE

CARBURETOR STICKING AT FULL THROTTLE DUE TO WEAR OF THE FULL THROTTLE STOP. IT WAS ACTUALLY GOING PAST FULL THROTTLE. THE PUMP LEVER ASSEMBLY WOULD TURN PAST THE AIR METERING PIN AND HANG UP THE THROTTLE SHAFT IN WIDE OPEN POSITION.

CA040512001	CESSNA	CONT	CONTROL CABLE	FRAYED
3/30/2004	180C	O470K	051010516	AILERON

(CAN) CABLE FRAYED AT PULLEY, PULLEY NOT SEIZED.

AUS20040257	CESSNA	CONT	RIVET	CORRODED
4/7/2004	182P	O470R	MS20470AD3	FUSELAGE

(AUS) FUSELAGE SKIN RIVET HEADS CORRODED AND MISSING. RIVETS ARE LOCATED IN THE AREA UNDER THE BELLY OF THE AIRCRAFT AND ATTACH THE MAIN LANDING GEAR CASTINGS PNO 0741627-1 AND PNO 0741627-2 TO THE FUSELAGE BELLY SKIN.

2004FA0000462	CESSNA	CONT	HINGE BRACKET	CORRODED
5/25/2004	190	W670*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000472	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000438	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195		0322709, 1	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORHTY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000447	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE

CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000437	CESSNA		HINGE BRACKET	CRACKED
5/25/2004	195		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESES BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000454	CESSNA	CONT	HINGE BRACKET	CORRODED
5/25/2004	195	W670*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS) WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000470	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/ OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000451	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000450	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS) WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000452	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS.

2004FA0000449	CESSNA	JACOBP	HINGE BRACKET	CORRODED

5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000469	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE SETS OF THESE BRACKETS).

2004FA0000478	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000435	CESSNA	JACOBS	HINGE BRACKET	CRACKED
5/25/2004	195	L4*	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS) WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000436	CESSNA	JACOBS	HINGE BRACKET	CRACKED
5/25/2004	195	R7557	0322709	AILERON

INSPECTED ORIGINAL MAGENSIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000487	CESSNA	RROYCE	HINGE BRACKET	CORRODED
5/25/2004	195	VIPER522	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000474	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESES BRACKETS).

2004FA0000457	CESSNA	JACOBP	HINGE BRACKET	CORRODED

5/25/2004	195A	R755A1		AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000458	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195A	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM INBOARD AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000455	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	R7557	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000439	CESSNA	JACOBS	HINGE BRACKET	CORRODED
5/25/2004	195A	R7557	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR AL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESES BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000444	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195B		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000446	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195B		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM INBOARD AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000448	CESSNA		HINGE BRACKET	CORRODED
5/25/2004	195B		0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS) WE ARE

FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

2004FA0000486	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755A1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000456	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000482	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000481	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS).

2004FA0000442	CESSNA	JACOBP	HINGE BRACKET	CORRODED
5/25/2004	195B	R755B1	0322709	AILERON

INSPECTED ORIGINAL MAGNESIUM IB AILERON HINGE BRACKETS AND FOUND SOME OR ALL OF THE FOLLOWING CONDITIONS: SEVERELY CORRODED BRACKET BODY AROUND MOUNT AND BEARING BOSS. CRACKS SPANNING COMPLETELY ACROSS THE BEARING BOSS AND/OR MOUNTING FEET. PRIMER AND/OR BODY FILLER TO HIDE CRACKING OF BRACKETS (THIS CONDITION FOUND ON TWO DIFFERENT SETS OF THESE BRACKETS). WE ARE FINDING 85 PERCENT OF THE ORIGINAL BRACKETS UNAIRWORTHY DUE TO CORROSION, 35 PERCENT ARE CRACKED.

CA040210005	CESSNA	PWA	CESSNA	HINGE	TORN
2/10/2004	208B	PT6A114A		26012053	CARGO POD DOOR

(CAN) ON SHORT FINAL THE PILOT HEARD A LOUD BANG AT THE BEGINNING OF THE FLARE. THE PILOT TAXIED THE AIRCRAFT TO THE CARGO RAMP. AFTER THE PILOT GOT OUT OF THE COCKPIT HE NOTICED THAT THE FWD LOWER POD CARGO DOOR WAS MISSING. THE CARGO DOOR WAS FOUND ON TOP OF THE SNOW 50 FEET FORM THE THRESHOLD OF THE RUNWAY. THERE WAS NO DAMAGE TO THE AIRCRAFT OR THE DOOR. THE ONLY DAMAGE WAS THE TORN HINGE WHERE IT HAD SEPARATED FROM THE DOOR. THE DOOR LATCHING SYSTEM WAS FOUND TO BE OPERATING NORMALLY WITH NO DAMAGE OR WEAR TO THE DOOR OR POD ASSY. SUSPECT THAT THE DOOR WAS NOT LATCHED CORRECTLY BEFORE DEPARTURE.

2004FA0000427	CESSNA	CONT	BEARING	FAILED
5/6/2004	210L	IO520L	643840	ALTERNATOR

BEARING AT PULLEY END, PN 643840, FAILED, ALLOWING BELT TO BECOME OUT OF ALIGNMENT. BELT CAME OFF OF PULLEY CAUSING ALTERNATOR TO BECOME INOPERATIVE.

AUS20040062	CESSNA	CONT	HOSE	FAILED
1/16/2004	210M	IO520L	S217840095A	MLG DOOR ACT

(AUS) NOSE LANDING GEAR DOOR ACTUATOR HOSE FAILED. LOSS OF HYDRAULIC FLUID.

AUS20040077	CESSNA	CONT	WIRE HARNESS	BURNED
2/5/2004	210M	IO520L		DC POWER DISTRIB

(AUS) WIRING LOOM CHAFED AND BURNED BY ELEVATOR COUNTERWEIGHT.

AUS20040169	CESSNA	CONT	TUNNEL WALL	CRACKED
3/9/2004	210N	IO520L	12131842	FUSELAGE

(AUS) RT SIDE NOSE LANDING GEAR TUNNEL WALL CRACKED IN AREA NEAR RT NOSE LANDING GEAR TORQUE TUBE STIFFENER PN 1213801-2. AREA HAD BEEN MODIFIED IAW STC NO SA00796AT. CRACKING WAS FOUND DURING INSPECTION FOLLOWING DISCOVERY OF SIMILAR CRACKING AS REPORTED IN MDR 04/0168.

AUS20040168	CESSNA	CONT	TUNNEL WALL	CRACKED
3/9/2004	210R	IO520L	12131842	FUSELAGE

(AUS) RT SIDE NOSE LANDING GEAR TUNNEL WALL CRACKED IN AREA NEAR RT NOSE LANDING GEAR TORQUE TUBE STIFFENER PN 1213801-2. FURTHER INVESTIGATION OF THE STRUCTURE FOUND CRACKS IN THE LT AND RT NOSE GEAR TUNNEL WALLS LOCATED AT THE LOWER END OF THE FORWARD ENGINE SHOCK MOUNT ASSEMBLY CHANNEL. CRACKS WERE ALSO FOUND IN THE STIFFENERS PN 1213195-1 AND PN 1213195-2). AREA HAD BEEN MODIFIED IAW STC NO SA00796AT.

AUS20040134	CESSNA	CONT	TORQUE TUBE	BROKEN
1/14/2004	310Q	IO470V	50450107	MLG

(AUS) LT MAIN LANDING GEAR TORQUE TUBE BROKEN.

AUS20040125	CESSNA	CONT	WIRE	MISROUTED
2/19/2004	310R	IO520M		LT WING

(AUS) WIRING IN BOTH LT AND RT WINGS CONTACTING FUEL VENT LINES LOCATED AT WS 145. PERSONNEL/MAINTENANCE ERROR.

AUS20040154	CESSNA	CONT	TRUNNION	CRACKED
3/3/2004	310R	IO520M	5842000213	NLG

(AUS) NOSE LANDING GEAR TRUNNION CRACKED IN RADIUS LOCATED ON LOWER SIDE OF THE LT ATTACHMENT LUG. CRACK LENGTH APPROXIMATELY 12MM(0.472IN). THE TRUNNION WAS THE EARLIER PN 5842000-213 WITH SMALLER DIAMETER ATTACHMENT LUGS. FOUND DURING INSPECTION IAW MFG SB MEB 88-5 REV2.

AUS20040243	CESSNA	CONT	WIRE	BROKEN
3/27/2004	340CESSNA	TSIO520K		DOWNLOCK SWITCH

(AUS) RT MAIN LANDING GEAR DOWNLOCK SWITCH WIRE BROKEN IN AREA APPROXIMATELY 763MM (3IN) FROM SWITCH.

AUS20040191	CESSNA	CONT	WIRE	FAULTY
2/25/2004	402B	TSIO520VB		ATC TRANSPONDER

(AUS) TRANSPONDER WIRING SUSPECT FAULTY. TRANSPONDER AND GPS WIRING PARALLEL WHICH CAN CAUSE INACCURATE ALTITUDE READINGS.

AUS20040215	CESSNA	CONT	FITTING	CORRODED
3/22/2004	402C	TSIO520VB	50110242	WING

(AUS) LT WING AFT LOWER ATTACHMENT FITTING PN 5011024-2, LT WING AFT UPPER ATTACHMENT FITTING PN 5011023-1, RT WING AFT LOWER FITTING PN 5011024-2 AND RT WING AFT UPPER FITTING PN 5011023-1 ALL CONTAINED INTERGRANNULAR CORROSION.

AUS20040221	CESSNA	CONT	MCAULY	LATCH	FAILED
3/24/2004	404CESSNA	GTSIO520M		891286	PROPELLER BLADE

(AUS) PROPELLER EXPERIENCED UNCOMMANDED FEATHER FOLLOWING GROUND RUN. SUSPECT CAUSED BY FAILURE OF THE LOW PITCH STOP LATCH PINS.

AUS20040183	CESSNA	GARRTT	PIPE	CRACKED
3/8/2004	441	TPE3318	572700223	HYDRAULIC SYS

(AUS) HYDRAULIC PIPE CRACKED AND LEAKING. LOSS OF HYDRAULIC FLUID. PIPE IS LOCATED IN RT WING LEADING EDGE. INVESTIGATION FOUND TOOLING MARKS ON THE PIPE IN THE AREA OF THE PIPE BEND.

AUS20040128	CESSNA	GARRTT	SWITCH	OUT OF ADJUST
2/24/2004	441	TPE3318		MLG

(AUS) LT MAIN LANDING GEAR UPLOCK SWITCH OUT OF ADJUSTMENT. MICROSWITCH WAS SWITCHING OFF LOADING VALVE BUT NOT THE IN TRANSIT LIGHT. INVESTIGATION FOUND SOME WEAR IN THE SWITCH WHICH AFFECTED ADJUSTMENT.

AUS20040076	CESSNA	GARRTT	SPAR	DEBONDED
2/11/2004	441	TPE3318		LT WING

(AUS) LT WING SPAR WEB DISBONDED IN AREA LOCATED AT CWS 57.

W592004F00000	CESSNA	CONT	SPACER	CRACKED
1/27/2004	A150L	O200A	C4513	PROPELLER

PROPELLER SPACER WAS FOUND CRACKED FROM DOWEL PIN HOLES. ONE CRACK PROGRESSED COMPLETELY THROUGH SPACEER, THE SECOND WAS 90 PERCENT THROUGH SPACER. PROPELLER DOWEL PIN HOLES ARE ELONGATED AND OVERSIZE, PROPELLER WAS BENT SEVERELY AT ONE TIME AND IMPROPERY REPAIRED. ANGLES WERE WELL OUT OF SPEC, SOME AS MUCH AS 1 DEGREE. PROPELLER WAS OUT OF BALANCE TRACK AND ANGLES. SUSPECT SEVERE VIBRATION FROM PROPELLER OR PREVIOUS IMPACT DAMAGE CAUSED SPACER TO CRACK. PROPELLER AND SPACER ARE SCRAP.

AUS20040074	CESSNA	LYC	DRIVE GEAR	STRIPPED
1/5/2004	A152	O235L2C		ENGINE STARTER

(AUS) ENGINE STARTER MOTOR DRIVE GEAR TEETH STRIPPED.

AUS20040075	CESSNA	LYC	CARBURETOR	FAULTY
2/5/2004	A152	O235L2C	105267	FUEL CONTROL

(AUS) CARBURETOR FAULTY.

AUS20040082	CESSNA	LYC	ALTERNATOR	FAILED
2/3/2004	A152	O235L2C	DOFF10300B	DC SYSTEM

(AUS) ALTERNAOR FAILED.

AUS20040207	CESSNA	LYC	BRACKET	CRACKED
3/17/2004	A152	O235L2C	04320049	HORIZONTAL STAB

(AUS) HORIZONTAL STABILIZER STEEL BRACKET CRACKED. CRACK LENGTH 10MM(0.393IN).

AUS20040114	CESSNA	LYC	LYC	GEAR	BROKEN
2/13/2004	A152	O235L2C		D083645	ENGINE STARTER

(AUS) STARTER MOTOR BENDIX DRIVE GEAR DISINTEGRATED. ENGINE RING GEAR TEETH DAMAGED.

AUS20040126	CESSNA	LYC	LYC	VALVE	SEPARATED
2/24/2004	R182	O540J3C5	O540J3C5	105235	FUEL CONTROL

(AUS) CARBURETOR ACCELERATOR PUMP DISCHARGE CHECK VALVE LOOSE AND SEPARATED.

2004FA0000434	CESSNA			FLAP TRACK	MISINSTALLED
6/9/2004	T206H				WING

MECHANIC HEARD (POPPING) NOISE WHEN FLAPS WERE EXTENDED OR RETRACTED. FOUND THE UPPER FLAP TRACK HARDWARE WAS HITTING THE FLAP WELL CUT OUTS. THE BOLTS WERE INSTALLED FACING OB AT THE FACTORY. REVERSED HARDWARE AND PROBLEM WENT AWAY.

2004FA0000432	CESSNA	CONT		PUMP	INOPERATIVE
5/21/2004	T210L	TSIO520H		6467682	ENGINE

ENGINE DRIVEN FUEL PUMP NO METERED OR UN METERED FUEL PRESSURE WHILE ENGINE RUNNING. FUEL PUMP RECENTLY INSTALLED HAD 2.7 HOURS ON IT, AFTER OVERHAUL. INSTALLED NEWLY OVERHAULD PUMP. OPS CHECK GOOD. PROBABLE CAUSE OF PUMP FAILURE, UNKNOWN.

AUS20040069	CESSNA	CONT		FITTING	IMPROPER PART
1/13/2004	U206A	IO520F			PITOT/STATIC SYS

(AUS) STATIC SYSTEM T FITTING UNAPPROVED PART. FITTING WAS A COMMERCIAL PRODUCT. PERSONNEL/MAINTENANCE ERROR. UNAPPROVED PART.

AUS20040078	CESSNA	CONT		LANDING GEAR	COLLAPSED
2/11/2004	U206G	IO520F		12411171	MAINS

(AUS) LT MAIN LANDING GEAR LEG COLLAPSED. THE LEG WAS A NEWLY FITTED ITEM AND FAILED 530MM (20.8IN) FROM THE IB TIP OF THE LEG. AIRCRAFT TAILPLANE, ELEVATOR, WINGTIP AND POD DAMAGED.

AUS20040090	CESSNA	CONT	CONT	SPRING	BROKEN
1/2/2004	U206G	IO520F		643109	ENGINE STARTER

(AUS) ENGINE STARTER ADAPTER CLUTCH SPRING TANG BROKEN OFF CAUSING SPRING TO SLIP ON GEAR. BROKEN PIECE OF SPRING FOUND IN BASE OF STARTER ADAPTER.

AUS20040298	CONAER	LYC		ROD END	FAILED
3/18/2004	LA4200	IO360A1B			RUDDER CONTROL

(AUS) RUDDER CONTROL ROD BALL JOINT SEIZED AND ROD END FAILED. THE SEIZED BALL JOINT ALLOWED THE CONTROL ROD END TO BEND UP AND DOWN DURING RUDDER APPLICATIONS UNTIL FINAL FAILURE.

CA040511003	DHAV	PWA	PWA	CASTING	CORRODED
4/22/2004	DHC3	S3H1G		399359	VALVE GUIDE

(CAN) THE ALUMINUM CASTING IN WHICH THE VALVE GUIDE SLIDES HAD DISINTEGRATED DUE TO CORROSION INSIDE THE EXHAUST PORT. IT WAS PROBABLY A POOR QUALITY PART THAT WAS INSTALLED DURING THE LAST OVERHAUL.

AUS20040146	FLTCHR	LYC		BOLT	FAILED
3/1/2004	FU24AAIRPTS	IO720A1B	245109	AN626	MLG

(AUS) RT MAIN LANDING GEAR TOP TORQUE LINK BOLT FAILED.

AUS20040161	GULSTM	LYC		CYLINDER	WORN
2/28/2004	STCAA5	O320E2G		LW12416	ENGINE

(AUS) NR 1 CYCLINDER WORN. PISTON, RING, & BARREL CLEARANCES EXCESSIVE.

AUS20040084	HUGHES	LYC		SEAL	WORN
2/7/2004	269C	HIO360C1A		LW11997	CRANKSHAFT

(AUS) ENGINE CRANKSHAFT SEAL LEAKING. INVESTIGATION FOUND SEAL HAD DISINTEGRATED AROUND THE SEALING LIP.

AUS20040085	HUGHES	LYC		SEAL	WORN
2/8/2004	269C	HIO360D1A		LW11997	CRANKSHAFT

(AUS) ENGINE CRANKSHAFT SEAL LEAKING. INVESTIGATION FOUND SEAL HAD DISINTEGRATED AROUND THE SEALING LIP. THIS IS A REPLACEMENT SEAL AFTER THE SEAL FAILURE IN MDR 04/0084.

AUS20040136	HUGHES	LYC		FUEL CONTROL	FAULTY
2/27/2004	269C	HIO360D1A		252434710	ENGINE

(AUS) ENGINE FUEL CONTROL UNIT FAULTY. INVESTIGATION FOUND PRESSURE ON THE MIXTURE ARM CHANGED THE FUEL FLOW RATE CAUSING THE ENGINE TO STOP.

AUS20040236	HUGHES	ALLSN	BENDIX	SHAFT	WORN
3/17/2004	369D	250C20B		22397	TURBINE GOVERNOR

(AUS) POWER TURBINE GOVERNOR DRIVESHAFT FAILED. INVESTIGATION FOUND THE DRIVESHAFT COUPLING SPINNING FREELY ON THE DRIVESHAFT.

AUS20040050	HUGHES	ALLSN	ALLSN	SHIELD	CRACKED
1/29/2004	369E	250C20R	250C20R	6890040	TURBINE SECTION

(AUS) FIRST STAGE TURBINE NOZZLE SHIELD CRACKED AROUND 90 PERCENT OF RADIUS. ONE PIECE OF SHIELD ABOUT THE SIZE OF A 50 CENT PIECE DISLODGED AND WAS FOUND SITTING IN THE BOTTOM OF THE COMBUSTION LINER.

2004FA0000423	KAMAN	LYC		PIN	UNSERVICEABLE
3/25/2004	K1200	T5317A		K910005007	LT ROTOR HUB

THE LEADING EDGE OF THE LT SIDE TEETER PIN WAS DAMAGED (MUSHROOMED). FURTHER INSPECTION SHOWED THAT THE HEAD SIDE OF THE INSIDE DIAMETER OF THE LINER THAT THE TEETER PIN SITS IN IS ALSO DAMAGED. THE LINER IS DEFORMED AND PROTRUDES IN AN IRREGULAR MANNER ON THE LEADING EDGE. THE TEETER PIN SHOWS CROSS-CORNER WEAR. THE TEETER THRUST WASHER ON THE HEAD SIDE WAS ALSO MISSING. THERE WAS RESIDUE OF THE COATING ON THE ID OF THE LINER. THE DAMAGES EXCEED THE INSPECT LIMITS ON THE TEETER PIN NON-CRITICAL AREA IAW THE CRITERIA ON THE ROTOR HUB ASSY INSP. RESIDUE WAS FOUND ON THE HEAD SIDE OF THE RIGHT TEETER PIN. PLAY GREATER THAN .015 ON THE TEETER PIN ALLOWABLE PLAY LIMITS WAS ALSO NOTED.

AUS20040188	MUDRY	LYC		FCU	CONTAMINATED
3/16/2004	CAP10B	AEIO360B2F		252429111	ENGINE

(AUS) FUEL CONTROL UNIT FINGER FILTER CONTAMINATED. WORKSHOP INSPECTION FOUND A FINE HAIR LIKE SUBSTANCE.

AUS20040063	NEWZE	LYC		EXHAUST VALVE	STICKING
1/28/2004	FU24954	IO720A1B			ENGINE

(AUS) NR 2 CYLINDER REAR PUSHROD COVER BENT AND LEAKING OIL. SUSPECT CAUSED BY STICKING EXHAUST VALVE.

AUS20040267	PARTEN	LYC		INJECTOR	CONTAMINATED
3/26/2004	P68B	IO360A1B6		252405411	FUEL SYSTEM

(AUS) RT ENGINE FUEL INJECTORS CONTAMINATED BY SMALL FERROUS (RUST) PARTICLES.

AUS20040276	PARTEN	LYC		INJECTOR	FAULTY
4/16/2004	P68B	IO360A1B6		252405411	RT ENGINE

(AUS) RT ENGINE FUEL INJECTOR FLOW ERRATIC.

AUS20040118	PARTEN	LYC	LYC	NOZZLE	BLOCKED
2/20/2004	P68B	IO360A1B6		73772	FUEL INJECTOR

(AUS) NR 4 CYLINDER FUEL INJECTOR NOZZLE BLOCKED.

AUS20040133	PARTEN	LYC		SPAR CAP	CRACKED
2/6/2004	P68B	IO360A1G6			LT WING

(AUS) REAR WING SPAR BOTTOM SPAR CAP CRACKED IN AREA OF LT SIDE WING ATTACHMENT. CRACK LENGTH 6MM (0.236IN). FOUND DURING EDDY CURRENT INSPECTION.

AUS20040067	PARTEN	LYC		HOSE	DISTORTED
2/2/2004	P68B	IO360A1G6		687751710	VACUUM DIST

(AUS) VACUUM HOSE KINKED. DISTORTION WAS LOCATED ON FRAME F AT THE TOP FRONT LT DOOR FRAME AND WAS CAUSED BY THE BEND RADIUS BEING TOO SMALL AFTER PASSING OVER THE FRAME. PERSONNEL/MAINTENANCE ERROR.

AUS20040088	PILATS	PWA	CLEVELAND	ROTOR	BROKEN
2/11/2004	PC12	PT6A67B		1597400	BRAKE

(AUS) RT BRAKE ROTOR BROKEN INTO TWO PIECES WITH ONE PIECE LODGING BETWEEN THE BRAKE ASSEMBLY AND WHEEL. ON DISASSEMBLY IT WAS NOTED THAT THE ROTOR HAD BEEN BROKEN FOR SOME TIME.

AUS20040106	PILATS	PWA		DRIVE SHAFT	WORN
2/17/2004	PC12	PT6A67B		5243212137	DC GENERATOR

(AUS) NR 2 GENERATOR DRIVESHAFT WORN AT INNER (FORWARD) BEARING AREA.

AUS20040270	PILATS	PWA		DRIVE SHAFT	SHEARED
4/8/2004	PC12	PT6A67B		5243212137	DC GENERATOR

(AUS) NR 2 GENERATOR DRIVESHAFT SHEARED.

AUS20040271	PILATS	PWA		SERVO	FAULTY
4/14/2004	PC12	PT6A67B		065005656	AUTOPILOT SYS

(AUS) AUTOPILOT ROLL SERVO FAULTY. INVESTIGATION FOUND THAT THE SCREWS HOLDING THE CLUTCH HAD LOOSENED ALLOWING THE CLUTCH TO REMAIN ENGAGED WHEN THE AUTOPILOT WAS DISENGAGED.

AUS20040302	PILATS	PWA	CLEVELAND	PAD	SEPARATED
4/24/2004	PC12	PT6A67B		1090300	BRAKE

(AUS) BRAKE ASSEMBLY WEAR PAD SEPARATED FROM BRAKE DISC ROTOR AND DAMAGED FOUR MORE PADS CAUSING THE BRAKE UNIT TO LOCK UP.

AUS20040256	PILATS	PWA		SEAT	CRACKED
3/25/2004	PC12	PT6A67B		959300111	COCKPIT

(AUS) PILOTS SEAT BACKREST ASSEMBLY CRACKED IN TWO PLACES.

AUS20040251	PILATS	PWA	GOODYEAR	BALANCE WEIGHT	SEPARATED
3/29/2004	PC12	PT6A67B		12480131	TIRE

(AUS) RT MAIN LANDING GEAR TIRE BALANCE WEIGHT SEPARATED.

AUS20040203	PILATS	PWA		RING	WORN
3/5/2004	PC12	PT6A67B			NLG

(AUS) NOSE LANDING GEAR OVEREXTENDED. INVESTIGATION FOUND THE OLEO GUIDE RING WORN AND DAMAGED ALLOWING THE RETAINING PINS TO MIGRATE OUT DISCONNECTING THE GUIDE TUBE FROM THE NOSE FORK.

CA040401006	PILATS	PWA	PILATS	ACTUATOR	FAILED
3/26/2004	PC1245	PT6A67B		1291110002	PITCH TRIM

(CAN) AUTO-PILOT TEST FAILED. ALTERNATE TRIM WAS SELECTED AND TESTED AND FOUND TO BE INTERMITTENT. PITCH TRIM ACTUATOR WAS REPLACED. NO FURTHER ACTION REQUIRED. PITCHTRIM FAILED TO MAKE OVERHAUL LIFE.

AUS20040138	PIPER	LYC		LONGERON	CRACKED
2/22/2004	PA18150	O320A2B			FUSELAGE

(AUS) UPPER LT LONGERON TUBE CRACKED IN AREA BETWEEN FORWARD WELD OF LT REAR STABILIZER SUPPORT AND FORWARD WELD OF CROSS BRACE TUBE.

2004FA0000414	PIPER	LYC		WIRE	BURNED
5/14/2004	PA23250	IO540*			FAN

COCKPIT BEGAN TO FILL WITH SMOKE WHILE TAXIING FOR TAKE-OFF. AIRCRAFT WAS SHUTDOWN AND UPON INSPECTION FOUND AVIONIOCS FAN TO BE BURNT ON CORNER WHERE WIRES ENTER FAN ASSEMBLY. THE DATE STAMPED ON FAN IS NOV. 1979. SUSPECT THE AGE AND TIME IN SERVICE WOULD BE THE CAUSE OF DEFECT. THESE ELECTRICAL PARTS SHOULD BE INSPECTED CLOSELY FOR ANY SIGNS OF MELTING OR DISCOLORED PLASTIC.

2004FA0000412	PIPER	LYC		SEAT FRAME	CRACKED
12/6/2003	PA28140	O320E3D		6956800	CABIN

PILOTS TUBULAR SEAT FRAME (UPPER TUBULAR AT FWD CONNECTING BRACKETS) FOUND CRACKED AT LEAST 270 DEGREES CIRCUMFERENCE BOTH SIDES. THIS DISCREPANCY COULD RESULT IN SEPARATION OF THE SEAT FRAME RESULTING IN PILOTS LOSS OF CONTROL OF THE AC ESPECIALLY DURING FINAL LANDING APPROACH OR DURING TAKEOFF. REPLACEMENT OF SEAT FRAME OR WELDING OF FRAME TUBULAR WITH 30 DEGREE TUBULAR SPLICE PATCHES WOULD RESOLVE THIS DISCREPANCY. THIS DISCREPANCY WAS ALSO FOUND BOTH SIDES ON UPPER TUBULAR OF NON-ARTICULATING FWD RT SEAT. NOTE: THESE DISCREPANCIES WERE FOUND DUE TO AN INTERIOR REPLACEMENT AND SEAT RE-UPHOLSTERY. NORMAL MAINTENANCE INSPECTIONS WOULD PROBABLY NOT DETECT THESE CRACKS AS THEY ARE HIDDEN BY THE SEAT MATERIAL.

AUS20040081	PIPER	LYC	LYC	CARBURETOR	ICED
2/10/2004	PA28151	O320D3G		MA4SPA	FUEL CONTROL

(AUS) ENGINE FAILED DURING LANDING. SUSPECT CAUSED BY CARBURETOR ICING.

AUS20040103	PIPER	LYC		BULKHEAD	CORRODED
2/5/2004	PA28161	O320D3G		62444005	FUSELAGE

(AUS) FUSELAGE BULKHEAD CORRODED IN AREA BENEATH VERTICAL FIN FRONT ATTACHMENT PLATE AND STRINGER HAT ASSEMBLY ATTACHMENT AREA.

AUS20040104	PIPER	LYC		FORK	CORRODED
2/5/2004	PA28161	O320D3G		35123002	NLG

(AUS) NOSE LANDING GEAR FORK CONTAINED INTERGRANNULAR CORROSION IN ATTACHMENT AREA.

AUS20040180	PIPER	LYC	SLICK	IMPULSE COUPLING	LOOSE
3/15/2004	PA28161	O320D3G		6089188	MAGNETO

(AUS) LT MAGNETO IMPULSE COUPLING LOOSE ON SHAFT. FURTHER INVESTIGATION FOUND THE IMPULSE COUPLING LOCATION KEY SHEARED.

AUS20040202	PIPER	LYC		SPAR	CORRODED
3/16/2004	PA28R200	IO360C1C		67069003	WING

(AUS) WING SPAR CORRODED. FOUND FOLLOWING REMOVAL OF FUEL TANK FOR STRUCTURAL DEFECT REPAIR. CORROSION WAS SEVERE ENOUGH TO HAVE COMPROMISED STRUCTURAL INTEGRITY.

CA040426004	PIPER	LYC		PUMP	INOPERATIVE
4/21/2004	PA31	TIO540A2C		RG9080J4AM	FUEL SYSTEM

(CAN) PUMP WAS RECENTLY MODIFIED/OVERHAULED. IT WAS DISCOVERED THAT ENGINE DRIVEN FUEL PUMP OUTPUT PRESSURE DROPPED RIGHT OFF AT IDLE POWER BUT WAS FINE AT HIGH POWER SETTINGS. ENGINE DID NOT GIVE ANY INDICATION OF PUMP PRESSURE DIFFICULTIES, ROUGH RUNNING, QUITTING,ETC. PUMP WAS REMOVED AND REPLACED WITH A SERVICEABLE UNIT. SUSPECTED INTERNAL RELIEF VALVE AT FAULT. PUMP IS PRESENTLY AT COMPONENT SHOP. TEARDOWN REPORT RECEIVED FROM AND FINDINGS WERE AS FOLLOWS: RELIEF VALVE POPPET SEATING AREA UNEVENLY WORN AND NICKED CAUSING POOR SEATING ON RELIEF VALVE HSG. LOCK RING. ADJUSTMENT SCREW CAME OFF AND WAS LODGED BETWEEN SPRING AND SPRING SEAT. DRIVE SEAL NUT LOCK SCREW WRONG.

AUS20040217	PIPER	LYC	GEAR	FAILED
3/19/2004	PA31350	LTIO540J2BD	LW10292	ENGINE

(AUS) CRANKSHAFT IDLER GEAR FRACTURED. DAMAGE CAUSED TO SHAFT SUPPORT HOLE IN CRANKCASE. METAL CONTAMINATION OF OIL SYSTEM.

AUS20040216	PIPER	LYC	SPARK PLUG	CRACKED
3/23/2004	PA31350	TIO540J2BD	URHB32E	ENGINE

(AUS) SPARK PLUG CRACKED IN AREA BETWEEN HEXAGONAL BODY AND FLANGE AT UPPER THREADED AREA.

AUS20040164	PIPER	LYC	CAMSHAFT	SPALLED
2/24/2004	PA31350	TIO540J2BD	LW13908	LT ENGINE

(AUS) LT ENGINE CAMSHAFT LOBE NR 2 BADLY SPALLED. METAL CONTAMINATION OF OIL SYSTEM.

AUS20040156	PIPER	LYC	FUEL TANK	CONTAMINATED
2/20/2004	PA31350	TIO540J2BD		RT ENGINE

(AUS) RT ENGINE MISFIRING IN FLIGHT. INVESTIGATION FOUND CONTAMINATION IN THE LT FUEL TANK. A HAIR LIKE FIBER WAS FOUND IN THE FUEL FILTERS AND INJECTOR NOZZLES.

CA040401009	PIPER	LYC	CYLINDER	CONTAMINATED
3/29/2004	PA31350	TIO540J2BD		NR 2

(CAN) SMALL PIECE OF RUBBER FOUND FLOATING IN AIR SIDE OF NR 2 CYLINDER INJECTOR. THE PIECE APPEARED TO BE VERY DRY AND HARD O-RING MATERIAL, MOST LIKELY FROM THE BANJO FITTING SEALS. NO OTHER FAULTS FOUND ON OTHER BANJO FITTINGS. REMOVAL OF CONTAMINATION AND NEW SPARK PLUGS FOR THIS CYLINDER RETURNED THE AIRCRAFT TO NORMAL OPERATION.

CA040511007	PIPER	LYC	MAGNETO	MALFUNCTIONED
5/10/2004	PA31350	TIO540J2BD	1068291013	LT ENGINE

(CAN) ON LT ENGINE RUN UP, MAGNETO TEST FOUND RPM DROP BY 400 RPM. DURING TROUBLESHOOTING FOUND FAULTY MAGNETO, REPAIRED ON MAY 3/ 2002, 460.1 HRS IN SERVICE SINCE REPAIR.

AUS20040135	PIPER	LYC	ARM	CRACKED
2/28/2004	PA32300	IO540K1A5	6345703	RUDDER TAB

(AUS) RUDDER TRIM ARM ASSEMBLY SEPARATED FROM RUDDER PEDAL BAR.

AUS20040204	PIPER	CONT	TUBE	WORN
2/25/2004	PA34200T	TSIO360E	8623853	MLG

(AUS) NOSE LANDING GEAR EXTENSION HYDRAULIC PIPE WORN THROUGH BY CONTACT WITH THE NLG BRAKE FLUID COVER ASSEMBLY. LOSS OF HYDRAULIC FLUID.

AUS20040254	PIPER	CONT	CONT	SERVO	CONTAMINATED
4/1/2004	PA34220T	LTSIO360RB		25765407	FUEL CONTROL

(AUS) RT ENGINE FCU REGULATOR AIR SECTION CONTAMINATED WITH OIL.

AUS20040255	PIPER	CONT	CONT	SERVO	LEAKING

3/22/2004	PA34220T	TSIO360RB		25765407	FUEL CONTROL

(AUS) ENGINE FCU SERVO STEM SEAL LEAKING FUEL. FURTHER INVESTIGATION FOUND THAT THERE WERE MANY SMALL PARTS OF BLUE RUBBER THROUGH OUT THE UNIT. THESE RUBBER PARTS HAD COME FROM A POSSIBLE DAMAGED O RING SEAL DURING ASSEMBLY. ON TOTAL STRIP OF THE UNIT NONE OF THE O RINGS SHOWED SIGNS OF DAMAGE INDICATING THAT THE DAMAGED ORING MAY HAVE BEEN CHANGED BUT THE RUBBER NOT REMOVED.

AUS20040227	PIPER	CONT	CONT	BEARING	FAILED
3/22/2004	PA34220T	TSIO360RB			ENGINE FUEL PUMP

(AUS) ENGINE DRIVEN FUEL PUMP FAULTY. PUMP CONTAMINATED WITH A BLACK CARBON POWDER TYPE SUBSTANCE. POOR PUMP LUBRICATION CAUSED EXCESSIVE BEARING WEAR.

AUS20040238	PIPER	CONT		PUMP	CONTAMINATED
3/22/2004	PA34220T	TSIO360RB		6543511	ENGINE FUEL

(AUS) INSPECTION OF ENGINE DRIVEN FUEL PUMP FOLLOWING STRIP FOR OVERHAUL. THE PUMP WAS FOUND TO CONTAMINATED WITH WHAT APPEARS TO BE CARBON POWDER. PUMP SHAFT BUSHING CONTAMINATED, CAUSING PUMP ROTATION TO BE RESTRICTED.

AUS20040223	PIPER	LYC		BLADE	CORRODED
3/19/2004	PA38112	O235L2C		72CK056	PROPELLER

(AUS) PROPELLER BLADES CONTAINED SEVERE INTERGRANNULAR CORROSION.

AUS20040189	PIPER	LYC		BLADE	CORRODED
3/12/2004	PA38112	O235L2C		72CK056	PROPELLER

(AUS) PROPELLER BLADES CONTAINED SEVERE INTERGRANNULAR CORROSION.

AUS20040190	PIPER	LYC		BLADE	CORRODED
3/15/2004	PA38112	O235L2C		72CK056	PROPELLER

(AUS) PROPELLER BLADES CONTAINED SEVERE INTERGRANNULAR CORROSION.

AUS20040083	PIPER	LYC	PIPER	FITTING	LOOSE
2/4/2004	PA44180	O360E1A6		3866003	AILERON CONTROL

(AUS) LT AND RT AILERON CONTROL ROD ATTACHMENT FITTINGS, LOOSE.

AUS20040174	PIPER	LYC		BELLCRANK	BROKEN
3/9/2004	PA60601P	IO540S1A5		4000894E	RT MLG DOOR

(AUS) RT MAIN LANDING GEAR DOOR BELLCRANK LUG BROKEN.

AUS20040277	ROBSIN	LYC		DRIVE BELT	DAMAGED
4/20/2004	R22ALPHA	O320B2C		A1902	ENGINE/XMSN

(AUS) ENGINE TO TRANSMISSION DRIVE BELTS STRETCHED AND WORN.

AUS20040278	ROBSIN	LYC	CONT	DISTRIBUTOR BLK	LOOSE
4/20/2004	R22BETA	HO360*		E02HA23B	MAGNETO

(AUS) LT MAGNETO DISTRIBUTOR BLOCK LOOSE IN HOUSING.

AUS20040286	ROBSIN	LYC		GASCOLATOR	CONTAMINATED
4/8/2004	R22BETA	O320B2C			FUEL SYS

(AUS) ENGINE FAILED. INVESTIGATION FOUND WATER AND RUST IN THE AIRCRAFT FUEL FILTER GASCOLATOR AND CARBURETOR.

AUS20040119	ROBSIN	LYC		DRIVE BELT	DISTORTED

2/24/2004	R22BETA	O320B2C	A1902	ENGINE/XMSN

(AUS) ENGINE TO TRANSMISSION DRIVE BELTS STRETCHED.

AUS20040307	ROBSIN	LYC	BOLT	MISSING
4/22/2004	R44	O540F1B5	STD1419	ENGINE

(AUS) CRANKCASE BOLT MISSING. OIL LEAKING FROM CRANKCASE. ENGINE HAD JUST BEEN FITTED AND AIRCRAFT WAS ON TEST FLIGHT. PERSONNEL/MAINTENANCE ERROR.

AUS20040110	ROBSIN	LYC	DRIVE BELT	FAULTY
2/10/2004	R44RAVENII	IO540AE2A	A1903	ENGINE/XMSN

(AUS) ENGINE TO TRANSMISSION DRIVE V BELTS HAD AN ABNORMAL BUMP ON THE INSIDE OF THE BELTS WHICH CAUSED A VIBRATION.

AUS20040263	SKRSKY	TMECA	FIRE DETECTOR	FAULTY
4/14/2004	S76C	ARRIEL1S	7630607902103	NR 2 ENGINE

(AUS) NR 2 ENGINE FLAME DETECTOR FAULTY.

AUS20040130	SKRSKY	TMECA	DRAIN VALVE	LEAKING
2/25/2004	S76C	ARRIEL1S	0174078010	ENGINE

(AUS) ENGINE START DRAIN VALVE LEAKING DUE TO ORING SEAL FAILURE.

AUS20040315	SNIAS	TMECA	NUT	MISMANUFACTURED
4/29/2004	AS332L	MAKILA1A	332BF6	NR 1 ENG FLANGE

(AUS) NR 1 ENGINE OUTPUT DRIVESHAFT TO OUTPUT FLANGE ATTACHMENT NUTS FAULTY. MATING SURFACE OF NUTS MISALIGNED. NUTS ARE PART OF BOLT SET PN 332BF6. SUSPECT MANUFACTURING ERROR.

AUS20040113	SNIAS	TMECA	SERVO	FAULTY
2/19/2004	AS350B	ARRIEL1D	SC5072	TAIL ROTOR

(AUS) TAIL ROTOR SERVO FAULTY. INVESTIGATION FOUND ALTHOUGH FULL TAIL ROTOR PEDAL CONTROL WAS AVAILABLE, THE ACTUATOR GAVE LIMITED OUTPUT.

CA040401007	SNIAS	TMECA	BLADE	CRACKED
3/29/2004	AS350B3	ARRIEL2B	355A12005004	TAIL ROTOR

(CAN) DURING DAILY INSPECTION AND DAILY COMPLIANCE WITH AD 2001-640-089(A), A CHORDWISE CRACK WAS DETECTED APPROXIMATELY 3 INCHES IB OF THE BLADE-TIP.

AUS20040142	SOCATA	LYC	CONT	BEARING	FAILED
3/2/2004	TB10TOBAGO	O360A1A		10400553	MAGNETO

(AUS) MAGNETO DRIVE SHAFT OUTER BEARING COMPLETELY DESTROYED. BEARING HAD BEEN RUNNING DRY FOR SOME TIME. SUSPECT MAGNETO ASSEMBLED WITHOUT GREASE IN THE BEARING. PERSONNEL/MAINTENANCE ERROR.

2004FA0000418	YAKLEV		CONTROL CABLE	MISINSTALLED
5/3/2004	YAK50			RUDDER

UPON CONDITIONAL INSPECTION, WHILE AIRCRAFT PARKED ON RAMP. FOUND AFT RT RUDDER CABLE PULLEY OUT OF TERMINAL END. SENT TO REPAIR SHOP AND WAS TOLD TERMINAL END WAS NOT SWAGED PROPERLY DURING ASSY. INSPECTED AND REPLACED ALL CABLE CONTROLS AS PRECAUTIONARY MEASURES.

END OF REPORTS