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

AIRPLANES

AIR TRACTOR, INC.

Air Tractor, Inc.; Model AT-602; Horizontal Stabilizer-to-Stabilizer Strut Eyebolt Failure; ATA 5551

An Air Tractor AT-602 was being ferried to Canada from the southern part of the United States. During the flight, the horizontal stabilizer failed and resulted in a forced landing.

A technician discovered the eyebolt that attaches the horizontal stabilizer spar to the stabilizer struts had failed. (Refer to the illustration.)

The FAA strongly recommends the registered owner and operator comply with Special Airworthiness Information Bulletin (SAIB) CE-04-23, dated December 2, 2003. The SAIB can be retrieved at www.faa.gov then search for "SAIBs."

Part total time: unknown.



BEECH

Beech; Model F33A; Bonanza; Landing Gear Failure; ATA 3230

The pilot reported the landing gear failed to extend in flight. The crew was able to hand crank the gear down, and the pilot made a safe landing.

The technician placed the aircraft on jacks, and cycled the landing gear IAW MM. Three out of four times he cycled the gear, the dynamic relay control (P/N SM50D7) stuck. He removed the relay and replaced it with a new relay.

A search of the FAA Service Difficulty Reporting Program data base contains 41 additional reports on dynamic relay (P/N SM50D7), which are also used on the flap system of other Beech aircraft.

Part total time: 118 hours.

Beech; Model 100; King Air; Landing Gear Failure; ATA 3230

The left landing gear failed to extend for landing. The pilot attempted several times to lower the landing gear while in contact with maintenance personnel. He landed the aircraft with the gear retracted. The aircraft sustained damage to the lower fuselage, lower nacelle, and propellers.

The initial inspection revealed the left torque shaft sheared inboard of the landing gear actuator attach point due to failure of the left landing gear actuator (P/N 99-810057-652).

Part total time: 2,744 hours.

CESSNA

Cessna; Model 208B; Grand Caravan; Cracked Fuselage Structure; ATA 5313

During an inspection, the technician discovered the left longeron (P/N 2613105-31) and right longeron (P/N 2613105-28) were cracked at the lower aft corner of the cutouts for the control column torque tube. The right longeron was cracked 3/8 inches and a second crack was 3/4 inch long. The crack extended down and aft to the nearest rivet. The left longeron had a 3/4 inch crack extending down and aft to the nearest rivet.

The submitter believes the cracks are due to loads imposed by the nose gear spring supports at a point where the longeron web has been mostly removed to clear the control column torque tube.

Part total time: 13,890 hours.

Cessna; Model 650; Citation III; Chafing Ground Spoiler Hydraulic Line; ATA 2910

During a routine postflight inspection, the technician noticed a significant amount of hydraulic fluid on the right wing lower surface forward and inboard of the main landing gear wheel well area. He discovered the right wing ground spoiler hydraulic line assembly (P/N 6207010-98) was chafing against the right wing aileron control cable.

A search of the FAA Service Difficulty Reporting Program data base contains one additional report regarding spoiler hydraulic line chafing.

Part total time: 5,013 hours.

PIPER

Piper; Model PA-28-201; Arrow; Defective Engine-Induction System; ATA 7160

The alternate air-door hinge (P/N 99047-000) is attached by three (AN470AD3) solid rivets. The three rivets sheared and the air door became lodged in the fuel control servo throttle body.

According to the submitter, this failure occurred on takeoff; however, the pilot was able set the aircraft back down safely.

The submitter reported finding similar defects on other like aircraft. A search of the FAA Service Difficulty Reporting Program data base contains two additional reports of air box failure.

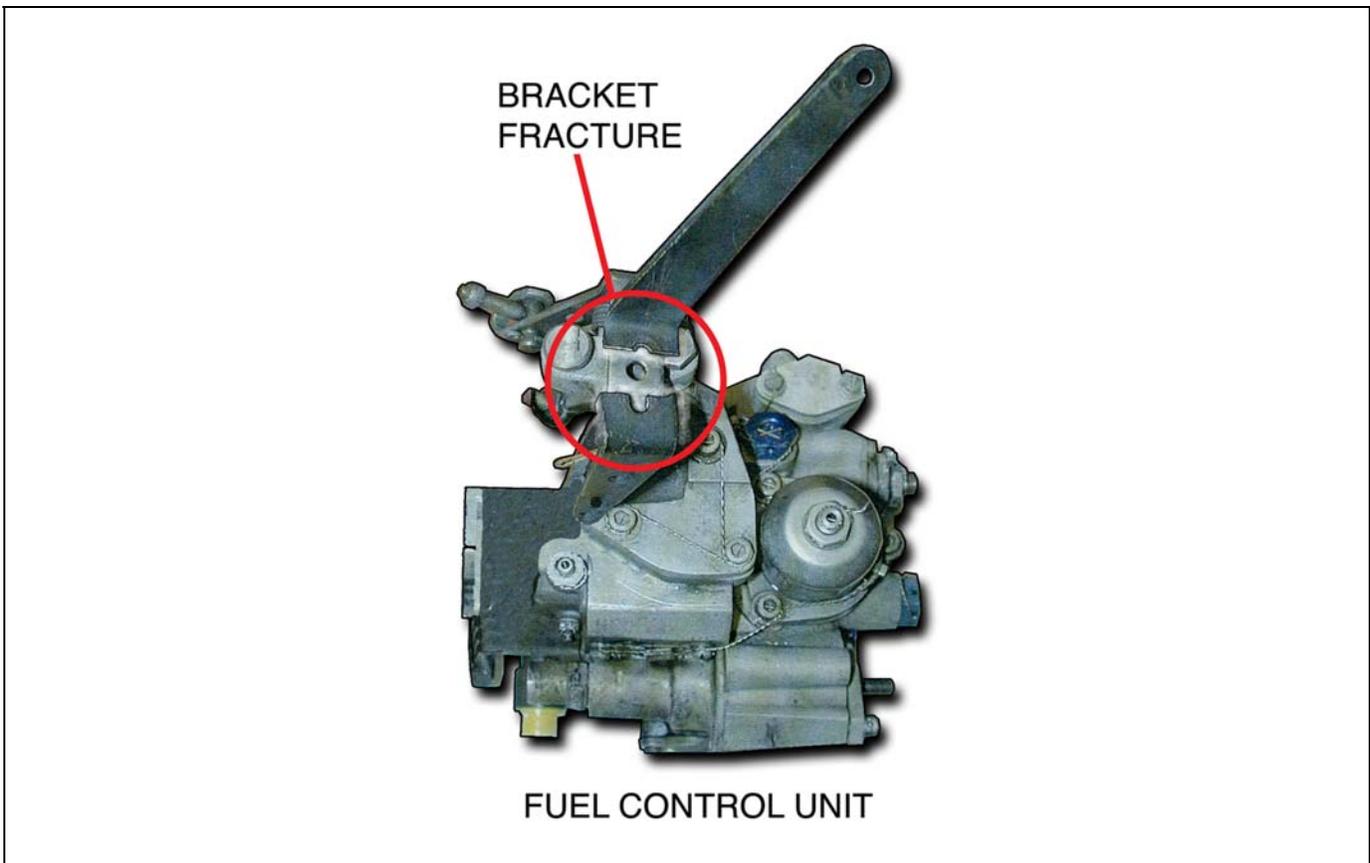
Part total time: 272 hours.

Piper; Model PA-31T1; Cheyenne I/IA; Fractured Start/Stop Control Lever Bracket; ATA 7600

During a ground performance run, the technician could not shutdown the left engine. He discovered the left engine start/stop control lever bracket (P/N 49664-02) had fractured at the fuel control unit (FCU) mounting hole. (Refer to the illustration.)

The submitter reported one additional failure, which was also discovered at his repair station.

Part total time: 4,270 hours.



AIR NOTES

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.

SERVICE DIFFICULTY REPORTING PROGRAM

The objective of the Service Difficulty Reporting (SDR) Program is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products fleet wide. The SDR program is an exchange of information and a method of communication between the FAA and the aviation community concerning inservice problems.

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 which may impair its future function, it is considered defective and should be reported under the program.

These reports are known by a variety of names: Service Difficulty Reports (SDR), Malfunction or Defect Reports (M or D) and Maintenance Difficulty Reports (MDR).

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 of this review, 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 (AD's) to address a specific problem.

The primary source of SDR's are certificate holders operating under Parts 121, 125, 135, 145 of the Federal Aviation Regulations, and the general aviation community which voluntarily submit records. FAA Aviation Safety Inspectors may also report service difficulty information when they conduct routine aircraft and maintenance surveillance as well as accident and incident investigations.

The SDR data base contains records dating back to 1974. Reports may be submitted on the Internet through an active data entry form or on hard copy. The electronic data entry form is in the Flight Standards Aviation web site. The URL is: <http://av-info.faa.gov/>.

A public search/query tool is also available on this same web site. This tool has provisions for printing reports or downloading data.

At the current time we are receiving approximately 45,000 records per year.

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

E-mail: <mailto: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: Isaac Williams (405) 954-6488
FAX: (405) 954-4570 or (405) 954-4655

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 April 25, 2004, and May 21, 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
2004FA0000289		LYC		DIAPHRAGM	IMPROPER
3/1/2004		IO540*		2526388	FUEL DIVIDER
MATERIAL TOO THIN OR TOO SOFT. WHEN TORQUING RETAINING SCREW MATERIAL SQUEEZES OUT WITH NR 5 TORQUE. FUEL FLOW DIVIDER, BENDIX.					
109041504	AGUSTA			SPIDER	WORN
4/14/2004	A109			1090130117	T/R PITCH
MECHANIC PERFORMING ROUTINE DAILY INSPECTION NOTICED EXCESSIVE ROTATIONAL PLAY IN THE TAILROTOR PITCH CHANGE SPIDER ASSEMBLY. THIS COMPONENT IS INTERNALLY SPLINED TO THE TAIL ROTOR OUTPUT SHAFT. EXCESSIVE WEAR ON THE SPLINES WILL ULTIMATELY RESULT IN THE PITCH CHANGE ASSEMBLY TO SKIP OUT OF ITS PROPER POSITION.					
2004FA0000286	AGUSTA			ROD END	BROKEN
1/28/2004	A109E			3637GR85	ROTOR BRAKE
ON SHUTDOWN A BUMP WAS FELT WHEN ENGINES WERE SET TO IDLE, SHUTDOWN AND WHEN ROTOR BRAKE WAS APPLIED. ON POST FLIGHT BROKEN DAMPER ROD END WAS FOUND. PROBABLE CAUSE WAS POSSIBLE MATERIAL DEFECT. AD2003-26-04 DAMPER ROD END INSPECTION ADDRESSES THIS PROBLEM.					
2004FA0000337	AIMM			CABLE	BROKEN
3/29/2004	AMT200S			52621	STARTER
STARTER CABLE PN 52621 BROKE AT THE LUG CONNECTED TO THE STARTER.					
2004FA0000384	AIMM			NUT	MISSING
4/21/2004	AMT200S			5PA108	LANDING GEAR
UPON LANDING AIRCRAFT VEERED OFF THE RUNWAY. UPON INSPECTION IT WAS FOUND THAT THE NUT, (PN 5PA-108) HAD FALLEN OFF ALLOWING THE LINK (PN 32358) TO SEPARATE.					
2004FA0000368	AIMM			CABLE	BROKEN
3/29/2004	AMT200S			52621	STARTER
STARTER CABLE PN 52621 BROKE AT THE LUG CONNECTED TO THE STARTER.					
2004FA0000382	AIMM			CABLE	BROKEN
3/29/2004	AMT200S			52621	STARTER
STARTER CABLE PN 52621 BROKE AT THE LUG CONNECTED TO THE STARTER.					
AUS20040026	AIRBUS	GE		WARNING LIGHT	ILLUMINATED
1/16/2004	A300*	CF680			CARGO DOOR
(AUS) FORWARD CARGO DOOR MESSAGE. LIMITED INFORMATION PROVIDED.					
CA040225004	AIRBUS	CFMINT		ENGINE	STALLED
2/25/2004	A320211	CFM565A1			NR 1
(CAN) FAULT: REPEAT NR 1 ENG. STALL.(MORE INFO WILL FOLLOW)					
AUS20040027	AIRBUS	GE		FUMES	DETECTED
1/18/2004	A330300	CF680			GALLEY
(AUS) PLASTIC SMELLING FUMES IN REAR GALLEY. INVESTIGATION COULD FIND NO CAUSE FOR THE FUMES.					
NP0002	AMD			LINE	CRACKED
9/9/2003	FALCON20			MY20751635	HYD SYSTEM
FOUND HYDRAULIC FLUID AROUND AFT END OF LT HYDRAULIC RESERVOIR. CLEANED AREA AND FOUND NOTHING. PRESSURIZED THE NR 1					

HYDRAULIC SYST AND FOUND NO LEAK. AFTER SEVERAL FLIGHTS, FOUND SIMILAR HYDR FLUID TRACES AROUND HYD RESERVOIR BUT FOUND NO CRACK. CLEANED AREA AND RAN BOTH ENGINES FOR 30 MINUTES BEFORE LEAK APPEARED. COULD NOT SEE A CRACK VISUALLY. REMOVED AND REPLACED LINE. AFTER REMOVING LINE, IT HAD TO BE BENT BACKWARDS BEFORE CRACK WAS VISIBLE. THE ALUMINUM HYDRAULIC LINES IN THE AFT COMPARTMENT ARE ON THE TOP TEN HIT LIST FOR FAILURES. SUGGEST BEING DILIGENT IN LOOKING FOR LEAKS IN THE AFT COMPARTMENT.

NP0003	AMD		LINE	CRACKED
1/11/2004	FALCON20		MY20751106	HYD SYSTEM

FOUND HYD FLUID DRIPPING OUT OF TAIL OF AC. INSPECTED AFT COMPARTMENT, FOUND HYD FLUID UNDER LT HYD RESERVOIR. FOUND RESERVOIR MAIN RETURN LINE CRACKED. REMOVED AND REPLACE LINE. FOURTH ALUMINUM LINE REPLACED IN LT HYD SYST IN AFT COMPARTMENT. NOTICED THAT THIS LINE IS NOT CLAMPED ANY WHERE BETWEEN END BUT LOOKED LIKE IT SHOULD. CHECKED FOR EXCESS VIBRATIONS WHEN THE HYD SYST IS RUNNING AND HAVE ONLY FOUND WHAT WOULD BE CONSIDERED NORMAL. HOWEVER, LINES DO VIBRATE EXCESSIVELY AFTER DISCONNECTING THE HYD CART ON FIRST ENGINE RUN. THERE IS AIR IN SYST THAT HAS TO WORK ITS WAY OUT AND DOES WITHIN A FEW SECONDS. SUGGESTED THAT A HARDER LOOK AND COME UP WITH A FIX FOR THE OLD, FAILING HYDRAULIC LINES.

NP0001	AMD	GARRTT	LINE	CRACKED
7/7/2003	FALCON20	TFE7312B	MY20751634	HYD SYSTEM

ON POST FLT INSPECTION FOUND HYDRAULIC FLUID UNDER AND AROUND AFT END OF LT HYDRAULIC RESERVOIR. CLEANED AREA AND FOUND SMALL CRACK IN HYD SYSTEM RETURN LINE. REMOVED AND REPLACED LINE.

GILALEX404	AMRGEN		SUPPORT ANGLE	BUCKLED
4/9/2004	AA5B			FUSELAGE

AIRCRAFT WAS INSPECTED IAW CE-04-34. BUCKLING WAS FOUND ON BOTH OF THE SUPPORT ANGLES (1 AND 2) JUST BELOW THE HORIZONTAL STAB. MOUNTING BOLTS. SMALL CRACKS FOUND AT THE TOP OF THESE SUPPORT ANGLES. MINOR BUCKLE FOUND AT LT SIDE OF LOWER STIFFENER AT ARROW NUMBER 7.

GILALEX404A	AMRGEN		SUPPORT ANGLE	BUCKLED
4/9/2004	AA5B			FUSELAGE

AIRCRAFT WAS INSPECTED IAW SAIB CE-04-34. BUCKLING WAS FOUND ON BOTH OF THE SUPPORT ANGLES JUST BELOW THE HORIZONTAL STAB. MOUNTING BOLTS. SMALL CRACKS FOUND AT THE TOP OF THESE SUPPORT ANGLES. MINOR BUCKLE FOUND AT LT SIDE OF LOWER STIFFENER AT ARROW NUMBER 7 IN SAIB PICTURE.

2004FA0000140	AMTR	LYC	SPINNER	MISINSTALLED
1/28/2004	RV4	O320E2C		PROPELLER

PROPELLER DAMAGED BEYOND REPAIR DUE TO IMPROPER SPINNER INSTALLATION.

2004FA0000377	AMTR	AMTR	BEARING	SEIZED
5/10/2004	RV8A	CHEVYV6		ENGINE

THIS WAS SECOND FLIGHT ON THE AIRCRAFT, AIRCRAFT DEPARTED, AND UPON CLIMB OUT ENGINE EXPERIENCED HIGH OIL TEMPERATURE AND REDUCED RPM, PILOT RETURNED TO RUNWAY AND LANDED SHORT OF RUNWAY THRESHOLD. EXAMINATION OF ENGINE BY THE PILOT REVEALED THAT MAIN BEARINGS AND ROD BEARING CLEARANCES WERE TOO TIGHT AND ENGINE PARTIALLY SEIZED. ENGINE INSTALLED IN THIS EXPERIMENTAL AIRCRAFT IS CONVERTED FOR AIRCRAFT USE. TOTAL RUN TIME ON ENGINE IS APPROXIMATELY FIVE HOURS.

2004FA0000334	AMTR	ROTAX	HOSE	IMPROPER PART
3/3/2004	VORTEX	ROTAX582		VACUUM SYSTEM

THE VACUUM LINE GOING TO THE FUEL PNEUMATIC PUMP HAD AN IRREGULAR PART INSTALLED. THE MM REQUIRES A HARD, NON-COLLAPSIBLE, FUEL RESISTANT LINE. THE LINE INSTALLED WAS FLEXIBLE/COLLAPSABLE AND HAD A 45 DEGREE KINK ON THE VACUUM SIDE. THIS MAY LEAD TO LESS VACUUM TO THE FUEL PUMP LOWERING THE CAPABILITY OF THE PUMP. RECOMMEND FOLLOW THE MFG PROCEDURES WHEN INSTALLING THE ENGINE.

CA040129004	BAC	LYC	KIDDE	HEAD	CONTAMINATED
1/27/2004	146200A	ALF502R5		3473641	FIRE EXTINGUISH

(CAN) THIS DUAL OUTLET CARGO BAY EXTINGUISHER WAS RECEIVED FOR OVERHAUL AFTER HAVING BEEN DISCHARGED THROUGH ONE OUTLET. UPON REMOVAL OF THE DISCHARGE HEAD FROM THE FIRED OUTLET, A SIGNIFICANT AMOUNT OF AN UNIDENTIFIED COARSLY CRYSTALLINE CONTAMINANT WAS FOUND INSIDE THE DISCHARGE HEAD. THE MAJORITY OF THE CONTAMINANT WAS PACKED INTO THE UPPER PART OF THE DISCHARGE HEAD, BETWEEN THE INSIDE SURFACES OF THE HEAD AND THE DEBRIS SCREEN. SOME OF THE CONTAMINANT HAD ALSO FALLEN INTO THE INTERIOR OF THE EXTINGUISHER THROUGH THE FIRED OUTLET. THE CONTAMINANT APPEARS TO BE CORROSIVE, BECAUSE SIGNIFICANT CORROSION WAS FOUND ON THE DISCHARGE HEAD RETAINING NUT, AND TO A LESSER DEGREE ON THE INSIDE SURFACES OF THE DISCHARGE HEAD AND ON THE DEBRIS SCREEN.

CA040304011	BAG	GARRTT	MAXARET	BROKEN
3/3/2004	JETSTM3212	TPE33110UG	69596	HYD SYSTEM

(CAN) AFTER A FLIGHT THE AIRCRAFT WAS BEING PULLED INTO THE HANGAR. AN AME WAS WALKING PAST THE AIRCRAFT AND NOTICED THE LT ANTI-SKID COVER WAS MISSING THE THREE RIVETS ON THE CASE. ON REMOVAL OF THE COVER THE COMPOSITE BLOCKS DESIGNED TO

HOLD THE DRIVE PORTION OF THE MAXARET AND THE DRIVING HEAD WERE FOUND BROKEN. THE MAXARET APPEARS TO HAVE SEIZED CAUSING THE DAMAGE. THIS UNIT HAS NO LIFE OR OVERHAUL LIMITS. THE ONLY SCHEDULED INSPECTION OF THE UNIT IS WHEN IT IS INSTALLED.

2004FA0000393	BBAVIA	LYC	COTTER PIN	SHEARED
12/27/2003	7ECA	O235C1	AN32022	RUDDER PEDAL

COTTER KEY USED TO SECURE THE CLEVIS PIN BETWEEN THE RT RUDDER PEDAL AND RT BRAKE MASTER CYLINDER FAILED. THE HEAD OR TANGS OF THE COTTER KEY STRIKE AN ANGLE BRACKET ON THE FIREWALL WHEN THE RUDDER PEDAL IS FULLY DEPRESSED, DEPENDING UPON WHICH WAY THE CLEVIS PIN HAS ROTATED. AFTER THE COTTER KEY FALLS OUT OF THE CLEVIS PIN, THE CLEVIS PIN SEPARATES FROM THE RUDDER PEDAL AND BRAKE MASTER CYLINDER ASSY. THE RUDDER PEDAL FALLS FORWARD, ALLOWING THE TOP OF THE RUDDER PEDAL TO COME IN CONTACT WITH THE FIREWALL WHEN DEPRESSED. THIS RESULTS IN A LOSS OF RUDDER PEDAL TRAVEL. THE COTTER KEY TANGS SHEARED AT THE CLEVIS PIN.

CA040224004	BEECH	PWA	BEARING	LOOSE
2/17/2004	100BEECH	PT6A28	3011587	FCU ROD END

(CAN) ON INSPECTION, THE ROD ENDS WERE FOUND TO BE BADLY WORN ON THE ROD FROM THE START CONTROL TO FUEL CONTROL UNIT.

2004FA0000274	BEECH	PWA	DRAG BRACE	CORRODED
2/17/2004	1900D	PT6*	5082020517	NLG

THE LOWER BOLT WAS SEVERELY CORRODED IN PLACE REQUIRING IT TO BE DRIVEN OUT FOR REPLACEMENT. THIS BOLT, CENTER DRAG BRACE ASSY PIVOT, IS LUBRICATED ON BOTH ENDS VIA THRU BOLT GREASE PROVISIONS. THE CENTER PORTION HAS NO PROVISION FOR GREASE SINCE THIS AREA IS NON ROTATING. THERE IS NO REQUIREMENT TO REMOVE THIS BOLT UNTIL THE 5 YEAR OVERHAUL BY WHICH TIME THE BOLT AND DRAG BRACE HAVE CORRODED TO THE POINT OF REQUIRING REPLACEMENT.

CA040210008	BEECH	PWA	DOWNLOCK SWITCH	DEFECTIVE
2/6/2004	1900D	PT6A67D	1003810061	MLG

(CAN) ON APPROACH TO HIGH LEVEL WHEN GEAR WAS EXTENDED THE GREEN NOSE GEAR DOWN LIGHT DID NOT ILLUMINATE. THE RED IN TRANSIT LIGHT HAD EXTINGUISHED. AIRCRAFT LANDED UNEVENTFULLY AND WAS INSPECTED AND DEEMED SAFE FOR SPECIAL FLIGHT PERMIT WITH NO PAX. MAINTENACE FOUND THE NOSE GEAR DOWNLOCK SWITCH TO BE DEFECTIVE. IT WAS REPLACED AND GEAR SWINGS SHOWED NO FURTHER PROBLEMS.

CA040308007	BEECH	PWA	GEARBOX	INOPERATIVE
3/2/2004	200BEECH	PT6A41		MLG

(CAN) DURING FLIGHT THE LANDING GEAR TOOK LONGER THAN NORMAL TO RETRACT. COULD NOT DUPLICATE THE PROBLEM IN THE HANGAR EVEN WHEN SWINGING THE GEAR WITH EXTRA LOADS. SUSPECTED THAT THE CLUTCH WAS SLIPPING DURING RETRACTION WITH THE INCREASED LOADS DURING FLIGHT. THE LANDING GEAR GEARBOX WAS REPLACED AND THE AIRCRAFT WAS RETURNED TO SERVICE WITH OUT FURTHER INCIDENT.

2004F00085	BEECH	LYC	TUBE	BROKEN
2/27/2004	36BEECH	TIO540J2BD	LW120980100	FUEL SYSTEM

THIS IS THE TUBE THAT ATTACHES FROM THE FLOW DIVIDER TO THE INJECTOR. THE TUBE BROKE AT THE WELD ON THE END ATTACHED TOT THE FLOW DIVIDER. THE LACK OF SUPPORT CLAMPS ON THE LINE MAY HAVE CAUSED THE LINE TO VIBRATE AND BREAK.

AUS20040033	BEECH	LYC	MOTOR	FAULTY
1/20/2004	76	O360A1G6D	EVE4001	HYD PUMP

(AUS) LANDING GEAR HYDRAULIC PUMP ELECTRIC MOTOR FAULTY. INVESTIGATIONFOUND BROKEN WIRE IN THE MOTOR WINDINGS.

CA040304007	BEECH	CONT	CONTROL CABLE	BROKEN
3/3/2004	95B55	IO470L	5038901027	MIXTURE CONTROL

(CAN) DURING CRUISE FLIGHT THE PILOT NOTICED THAT THE RT MIXTURE WAS NOT RESPONDING TO CONTROL MOVEMENT. THE AIRCRAFT RETURNED TO BASE UNEVENTFULLY AND UPON MAINTENANCE INSPECTION FOUND THE ENGINE SIDE OF THE CABLE HAD BROKEN AT THE ROD END WHERE THE CABLE SHEATH WAS SWAGED ONTO THE CABLE. THE CABLE IS BEING REPLACED. THE TOTAL TIME ON THIS CABLE ASSY WAS 4.6 TSN.

2004FA0000402	BEECH	PWA	ACTUATOR	SEPARATED
3/10/2004	A200	PT6A41	1015210161R	TE FLAPS

CREW RETRACTED FLAPS, FLAPS STOPPED .5000 WAY UP. SPLIT FLAP SAFETY CIRCUIT STOPPED FLAP RETRACTION. REVEALED THAT LT IB FLAP ACTUATOR HAD FAILED. 90 DEGREE DRIVE (P/N 50-380153-3) HAD COMPLETELY SEPARATED FROM MAIN BODY (SCREW DRIVE) OF ACTUATOR. FAILURE WAS CAUSED BY LOCKING PIN IN 90 DEG. DRIVE WHICH HAD NOT BEEN PROPERLY ENGAGED INTO GROOVE IN MAIN BODY AT LAST O/H. WEAR EVIDENCE SHOWS, PIN WAS IMPROPERLY ENGAGED IN MAIN BODY, DID NOT ENGAGE GROOVE APPROPRIATELY. GROOVE AND PIN WORE UNTIL IT ALLOWED THE 90 DEGREE DRIVE TO DISENGAGE FROM MAIN BODY, 3352 LANDINGS AND 3753 HOURS SINCE ACTUATOR ASSY WAS LAST OVERHAULED. THERE IS NO PRESCRIBED OVERHAUL TIME OR CYCLE LIMIT REQUIREMENT FOR THIS ACTUATOR.

CA040303004	BEECH	GARRTT	GUSSET	UNBONDED
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3/2/2004	B100	TPE3316252B		WINDOW POST
(CAN) WHILE REMOVING A BROKEN CO-PILOT WINDSHIELD IT WAS NOTED CHAFFING ON THE WINDSHIELD FRAME. INTERIOR TRIM THAT IS ATTACHED TO THE CENTER PILLAR HAD BECOME UNATTACHED AND FALLEN DOWN INTO CONTACT WITH THE WINDSHIELD PILLAR GUSSET. MFG WAS IMMEDIATELY CONTACTED AND A REPAIR SCHEME FORWARDED TO ALLOW THE AIRCRAFT TO RETURN TO SERVICE.				
2004F00104	BEECH	PWA	CONTROL COLUMN	INOPERATIVE
3/22/2004	B300	PT6A60A	100524119	COCKPIT
DURING A PHASE INSPECTION A SQUEAK WAS NOTED DURING MOVEMENT OF FLIGHT CONTROL COLUMN. INVESTIGATION REVEALED. LOOSE RIVETS BETWEEN THE CONTROL T COLUMN AND BEARING PLATES AT THE POINT WHERE THE CONTROL COLUMN ATTACHES TO THE AIR FRAME AND PIVOTS. MFG ISSUED SB. AC WAS INSPECTED AT THAT TIME AND FOUND AIRWORTHY. THIS PROBLEM OCCURRED 12 HOURS AFTER COMPLETION OF SB. WOULD SUGGEST MFG THIS ITEM TO ALL PHASE INSP.				
2004FA0000302	BEECH		STOP	MISINSTALLED
3/25/2004	B300B350C		101810505	DRAG LEG STOP
FOUND DRAG LEG STOPS INSTALLED UPSIDE DOWN. STOPS CAUSED DAMAGE TO THE UPPER DRAG LEG. UPPER DRAG LEG CANNOT HAVE ANY DAMAGE IAW THE COMPONENT MM. NO PREVIOUS MAINTENANCE PERFORMED ON THE LANDING GEAR. SUSPECT AIRCRAFT WERE DELIVERED WITH THIS PROBLEM.				
CA040318006	BEECH	PWA	SKIN	CRACKED
3/4/2004	B300B350C	PT6A60A	1304300515	FUSELAGE
(CAN) DURING INSP, SEVERAL LOOSE RIVETS IN FWD AREA OF PRESSURE VESSEL, 2 RIVET HEADS SHEARED OFF AT FS 201.775. AFTER REMOVING ELEC PANEL AND DUCTS UNDER CABIN FLOOR, CRACKS WERE DETECTED IN RADIUS OF RIB WHERE IT ATTACHES TO STRINGER 16, 15L. STRIPPED PAINT OFF BELLY FROM FS 158 TO 201 TO FACILITATE CLOSER INSP 2 CRACKS WERE VISUALLY DETECTED IN SKIN AROUND RIVET HOLES FOR STRINGERS 16. HAD EDDY CURRENT TESTING ON ENTIRE AREA WITH CRACKS FOUND AND NOTED IN BELLY SKIN AT FS179.525 AT 1ST RIVET LT OF C/L, 1ST RIVET RT OF CENTER LINE AND 8TH RIVET RT OF CENTER LINE. EDDY CURRENT TESTING WAS CARRIED OUT ON RIB WITH CRACKS NOTED IN RADIUS ON OB SIDE OF STRINGER 15 LT AND BOTH SIDES OF STRINGER 16 (C/L).				
040604	BEECH	PWA	BOLT	DAMAGED
4/6/2004	C90	PT6A20	MS9714-XX	ENGINE
THE ENGINE WAS SPLIT AT THE (C) FLANGE. AFTER REMOVAL OF THE C.T. DISC, IT WAS NOTED THAT 2 BOLTS HOLDING THE INNER EXIT DUCT TO THE ENGINE HAD SHEARED OFF AND WERE LODGED IN THE AREA, WITH THE REMAINDER OF THE BOLT SHANKS LEFT IN THE BOLT HOLES. DAMAGE WAS NOTED ON THE C.T. DISC. SAFETY WIRE WAS PRESENT IN ALL THE BOLTS INCLUDING THE SHEARED BOLT HEADS.				
033104	BEECH	PWA	BOLT	BACKED OUT
3/24/2004	C90	PT6A20	MS9714-XX	COMPRESSOR
PILOT REPORTS (GRINDING) SOUND WHEN PROPELLER IS SPUN BY HAND. THE ENGINE WAS SPLIT AT THE (C) FLANGE WHERE DEBRIS WAS NOTED AT THE 6 O'CLOCK AREA BETWEEN THE COMPRESSOR TURBINE BLADES AND SHROUD SEGMENTS. AFTER REMOVAL OF THE CT DISK, IT WAS NOTED THAT FOUR BOLTS HOLDING THE INNER EXIT DUCT TO THE ENGINE WERE MISSING. THE DEBRIS WERE THE REMAINS OF THE FOUR BOLTS. SAFETY WIRE WAS NOT PRESENT IN THE REMAINING FOUR BOLTS. 370 HOURS SINCE ENGINE O/H.				
CA040211005	BEECH	PWA	WINDSHIELD	FAILED
1/23/2004	C90A	PT6A21	101384025	COCKPIT
(CAN) DEFECT REPORTED AS, RT OUTER WINDSHIELD SHATTERED IN FLIGHT. AIRCRAFT WAS ENROUTE AT FL250 WHEN THE WINDSHIELD SHATTERED WITH NO PRIOR INDICATIONS AND NO WINDSHIELD HEAT SELECTED, OAT WAS 41C. THE AIRCRAFT DIVERTED TO HOME BASE. UPON INSPECTION IT WAS DISCOVERED THAT THE INNER PANE HAD SHATTERED AND WINDSHIELD REPLACED WITH SUPERCEDED P/N 101-384025-24 IAW THE STRESS FREE INSTALLATION KIT INSTRUCTIONS. SCREWS TORQUED FOLLOWING SEALANT CURE TIME.				
2004FA0000295	BEECH	CONT	SENSOR	FAULTY
1/27/2004	E55	IO520*	58380019	FUEL TANK
FLOAT DOES NOT BRING ARM TO FULL UP STOP WHEN SUBMERGED. IT WILL COME UP TO APPROX .7500 TO .8750 OF ITS TRAVEL. TAPPING ON THE HOUSING WILL EVENTUALLY BRING IT TO THE UP STOP. THIS, IAW MFG, DOES NOT MEET THEIR SPECIFICATIONS. THE FLOAT APPEARS TO NOT HAVE ENOUGH BUOYANCY. FOUR (4) OF THESE TRANSMITTERS WERE TRIED, WITH NO FAVORABLE RESULTS.				
2004FA0000347	BEECH	CONT	ALTERNATOR	FAILED
3/31/2004	F33A	IO520*	646843	ENGINE
OVERHAULED GEAR DRIVEN ALTERNATOR REPEATED FAILURE. ALTERNATOR P/N 646843 S/N D022878 WENT TO TWO TIMES FOR REPAIR OR OVERHAUL AND FAILED VERY SOON AFTERWARDS EACH TIME. 25 HOURS FIRST TIME AND .5 HOURS SECOND TIME. FIRST TIME WO NR MW25590 SECOND TIME WO NR MW29610.				
2004FA0000365	BEECH		CABLE	BROKEN
3/29/2004	M35		52621	STARTER
STARTER CABLE PN 52621 BROKEN AT THE LUG CONNECTED TO THE STARTER.				
CA040301002	BELL	LYC	COMPRESSOR	FAILED

8/17/2003	204B	T5311B		ENGINE
(CAN) THE AIRCRAFT DEPARTED A STAGING AREA, SHORTLY AFTER TAKEOFF, THE AIRCRAFT HAD AN ENGINE FAILURE AND CRASHED IN TALL TREES. THE PILOT WAS THE ONLY OCCUPANT AND WAS KILLED ON IMPACT. THE ENGINE WAS RECEIVED FROM OVERHAUL AND INSTALLED 18 HOURS PRIOR TO THE ACCIDENT. THE N.T.S.B. HAS CONFIRMED THAT THE COMPRESSOR ASSEMBLY SUFFERED A SUDDEN AND CATASTROPHIC FAILURE. THEY HAVE NOT YET DETERMINED THE EXACT CAUSE OF THIS FAILURE.				
CA040204006	BELL	LYC		FUEL CONTROL FAILED
9/11/2003	205A1	T5317A		117024093 ENGINE
(CAN) ENGINE STOPPED IN-FLIGHT.				
CA040302006	BELL	ALLSN		PUMP DESTROYED
2/24/2004	206B	250C20		2C271 FUEL BOOST
(CAN) DURING GROUND RUN FOR MAINTENANCE ACTIVITY STROBING OF TAIL ROTOR ASSEMBLY AN EXPLOSION AND SUBSEQUENT FIRE OCCURRED IN THE FUEL CELL ASSEMBLY AND AFT PASSENGER COMPARTMENT. AIRCRAFT WAS ON ITS FOURTH START OF THE DAY FOR TAIL ROTOR BALANCING CHECK, FIRE EXTINGUISHED. AIRCRAFT SUFFERED SERIOUS STRUCTURAL DAMAGE. MINOR GROUND MAINTENANCE PERSONNEL INJURY. AIRBOURNE FORWARD PUMP P/N 2C27-1 AFT PUMP P/N 1C27-10EA.				
CA040225013	BELL	ALLSN		BEARING FAILED
2/18/2004	206B	250C20B		HEATER
(CAN) DURING FLIGHT PILOT COULD SMELL SOMETHING ABNORMAL, HE LOOKED AT CB PANEL AND NOTICED HELICOPTER HEATER CB SWITCH HAD TRIPPED. HE THEN TURNED OFF BLEED AIR TO PREVENT HEAT DAMAGE, ONCE BLOWER WAS REMOVED IT WAS DETERMINED THAT THE BEARINGS HAD FAILED.				
2004FA0000308	BELL	ALLSN		SWASHPLATE INCORRECT
4/13/2004	206L3	250C30		206010450113 MAIN ROTOR
RECEIVED SWASHPLATE ASSY FROM VENDOR OVERHAUL SHOP. DURING INSTALLATION FOUND LEVER (PN 206-010-467-001) WAS INSTALLED UP-SIDE-DOWN. ALSO FOUND SHIMS (PN 206-010-463-005) WERE NOT STACKED EVENLY. PROBABLE CAUSE: WORKMANSHIP AND QA PROBLEM.				
CA040203005	BELL	PWA		TUBE CRACKED
1/22/2004	212	PT6T3		3023724 GEARBOX
(CAN) DURING THE SCHEDULED INSPECTION CARRIED OUT THE BASE, THE AME NOTICED THAT THE TUBE P/N 3023724 WAS CRACKED BEHIND THE B-NUT AREA. THE CRACKED TUBE WAS REMOVED AND REPLACED.				
CA040301007	BELL	PWA	PWA	BEARING DISINTEGRATED
2/29/2004	212	PT6T3		3021467 REUX GEARBOX
(CAN) VISUAL INSPECTION REVEALED BEARING RETAINING FAILURE. APPROXIMATELY ONE QUARTER OF RETAINER MISSING. WILL SEND TO PWC FOR EXAMINATION.				
2004FA0000333	BELL	LYC	BELL	STRAP CRACKED
3/25/2004	UH1H	T53L13B		2040121127 M/R HEAD
AIRCRAFT WAS EXPERIENCING VIBRATIONS DURING FLIGHT, MAINTENANCE WAS UNABLE TO REMOVE THE VIBRATION THROUGH TRACK AND BALANCE PROCEDURES. THE MAIN ROTOR ASSEMBLY WAS REMOVED FOR INSPECTION. DURING THE INSPECTION A TENSION-TORSION STRAP WAS FOUND CRACKED AT BOTH ENDS WHERE THE PINS HOLD THE STRAPS IN PLACE. UPON FURTHER INVESTIGATION IT WAS DISCOVERED THAT THE STRAPS INSTALLED WERE NOT THE PROPER STRAPS FOR THIS M/R HEAD CONFIGURATION.				
CA040305003	BOMBDR	PWC		MANIFOLD INOPERATIVE
12/18/2003	DHC8400	PW150A		481505 NLG STEERING
(CAN) NOSE STEERING CAUTION CAME ON DURING TAXI. VACATED RWY WITH HELP OF BRAKES AND FOOT STEERING. TOWED TO RAMP AND OFF-LOADED PAX THERE. SEVERAL UNSUCCESSFUL RESETS PERFORMED. INVESTIGATION/ACTION, STEERING CONTROL UNIT CHECKED FOR FAULT CODES. FAULT CODES EHVS AND SOVC PRESENT. STEERING MANIFOLD REPLACED IAW AMM 32-51-16.				
2004FA0000369	CESSNA	CONT		MAIN BEARING SEPARATED
4/29/2004	150E	O200*		SA627246 ENGINE
AFT THRUST FACES OF BOTH FRONT MAIN BEARING HALVES WERE SEPARATED FROM BEARING. THIS IS A ONE PIECE STYLE THRUST/MAIN BEARING. PROBLEM FOUND DURING OVERHAUL, NO INDICATIONS OF FAILURE NOTED BEFORE DISASSEMBLY. NO DAMAGE TO CASE OR CRANKSHAFT.				
2004FA0000362	CESSNA			BOLT CORRODED
3/25/2004	150M			AN824A WING ATTACHING
WHEN PERFORMING MAINT. ON A/C, NOTED RUST ON HEADS OF MAIN SPAR WING ATTACHING BOLTS. REMOVED BOLTS FINDING THEM BADLY CORRODED AND RUSTED. INSPECTED FUSELAGE BEARING BORE AND SPAR BOAR AND INSTALLED NEW AN8-24A BOLTS. AGE AND ENVIRONMENT MAY BE PROBLEM, RECOMMEND COATING BOLTS AND BORE WITH EPOXY PRIMER AND INSTALLING WET.				

CA040308001	CESSNA	CONT	BOLT	BROKEN
2/18/2004	150M	O200A	A251352	PROPELLER
(CAN) DURING INSTALLATION OF THE PROPELLER, WHEN TIGHTENING THE BOLTS TO THE SPECIFIC TORQUE OF 25-30 POUNDS FOOT. ONE OF THE BOLTS BROKE AT APPROXIMATELY 27 POUNDS FOOT. THE BOLT BROKE AT THE BASE OF THE THREADS NEAR THE START OF THE GRIP. A SECOND BOLT WAS TIGHTENED USING A DIFFERENT TORQUE WRENCH AND IT ALSO BROKE AT THE BASE OF THE THREADS AND AT APPROXIMATELY THE SAME TORQUE VALUE. THE TORQUE WRENCHES HAD BEEN CERTIFIED APPROXIMATELY ONE WEEK PRIOR. THE PROPELLER AND BOLTS HAD BEEN OVERHAULED AT A PROPELLER OVERHAUL SHOP AND WERE BEING REINSTALLED ON THE AIRCRAFT.				
2004FA0000344	CESSNA	LYC	SPAR	CRACKED
3/12/2004	152	O235*		RUDDER
FOUND RUDDER SPAR CRACKED AT LIGHTENING HOLE JUST UNDER TOP RUDDER MOUNTING HINGE. 4 CRACKS WERE PRESENT, THE LONGEST WAS .5 INCH. RECOMMEND INSPECTION EVERY 100 HOURS, REPLACE WITH NEW SPAR MISSING LIGHTENING HOLE IF DEFECTIVE.				
2004FA0000292	CESSNA	CONT	RETAINER	FAILED
3/5/2004	172D	O300D	24077	CYLINDER
FOUND UPPER VALVE RETAINER ABOUT 09 PERCENT WORN THROUGH BY OUTER SPRING (PN 625958) BUT HAD NOT FAILED YET. PN 24077 UPPER VALVE SPRING RETAINER.				
2004FA0000293	CESSNA	CONT	RETAINER	WORN
3/5/2004	172D	O300D		ENGINE
FOUND PN 24077, UPPER VALVE SPRING RETAINER WORN OUT ALLOWING VALVE SPRING TO BYPASS IT. CAUSED LOSS OF STATIC RPM AND SOME ROUGHNESS OCCASIONALLY.				
2004FA0000284	CESSNA	CONT	U BOLT	SHEARED
3/3/2004	172F	O300*	0541153	LT GEAR LEG
FOUND U BOLT ON LT MAIN GEAR SHEARED IN THREAD AREA UNDER NUT. PROBABLY NUT WAS OVERTORQUED.				
2004FA0000366	CESSNA		BOLT	CORRODED
3/24/2004	172K		AN823A	SPAR
WHILE REMOVING WING BOLTS, FOUND BOLTS RUSTED AND CORRODED. RECOMMENDED BOLTS BE INSPECTED AND COATED WITH EPOXY PRIMER, INSTALLING NEW BOLTS.				
CA040301006	CESSNA	LYC	TUBE	CRACKED
2/25/2004	172M	O320E2D	17540071	EXHAUST
(CAN) HAIRLINE CRACK IN TUBING, AROUND APPROXIMATELY .25 OF THE CIRCUMFERENCE, IMMEDIATELY BELOW WELDED FLANGE. CRACK WAS ON IB SIDE OF FLANGE AND NOT READILY VISIBLE.				
2004FA0000307	CESSNA	LYC	WIRE	SHORTED
4/9/2004	172P	O320*	103003	ALTERNATOR
THE 3 WIRES COMING FROM THE STATOR WERE SHORTED OUT ON THE CASE, THIS IS THE 4TH ALTERNATOR OVERHAULED WITH THE SAME FAILURE. WITH LESS THAN 390.0 HOURS SINCE OVERHAUL. WIRES NOT INSULATED PROPERLY.				
2004FA0000317	CESSNA	LYC	WIRE	SHORTED
4/8/2004	172P	O320*		ALTERNATOR
THE 3 WIRES COMING FROM THE STATOR ARE SHORTED OUT ON THE CASE. THIS IS THE 4TH ALTERNATOR OVERHAULED BY FACILITY WITH THE SAME FAILURE. ALL 4 ALTERNATORS HAD LESS THAN 390 HOURS SINCE OVERHAUL. THERE NEEDS TO BE MORE INSULATION ON THE 3 WIRES.				
2004FA0000291	CESSNA	LYC	FIREWALL	CRACKED
3/18/2004	172R	IO360L2A	05530315	FUSELAGE
LOWER FIREWALL NUMEROUS CRACKS IN LOWER LEFT SIDE ZONE, 124, RADIATING FROM LOWER BATTERY MOUNT AND COWL MOUNT BRACKETS. THIS IS THE THIRD FIREWALL THAT DEVELOPED CRACKS IN THE SAME AREA.				
2004FA0000311	CESSNA	LYC	BUMPER BLOCK	WORN
1/8/2004	172RG	O360*	245000615	LT NLG DOOR
NG DOOR OB EDGE CAUGHT ON GEAR WELL BUMPERS AND PREVENTED NG DOORS FROM OPENING WHEN GEAR SELECTED DOWN. IT IS CAUSED BY DOORS BEING RIGGED WITH TOO LITTLE CLEARANCE, BUMPERS WEAR THIN AND ALLOW GEAR DOORS TO RAISE ON TOP OF BUMPER AND WEDGE DOORS. NOSE GEAR WOULD NOT EXTEND BECAUSE DOORS WERE WEDGED AND COULD NOT OPEN CAUSING A LANDING WITHOUT NOSE GEAR DEPLOYED, CAUSING DAMAGE TO THE PROPELLER AND NOSE GEAR DOORS. CLEARANCE IS .160 MAX AND .100 MIN. BUMPER IS .375 IN WIDTH AND IF BUMPER WEARS THIN OR EVEN AWAY THEN THERE IS AN EDGE THAT DOOR CAN WEDGE ON. CHECK GEAR DOOR OB EDGES TO INSURE SPOT WELDS ARE INTACT AND DOOR SKINS HAVE NOT SEPARATED ALLOWING ONE SKIN TO CATCH ON BUMPERS.				

2004FA0000314	CESSNA	LYC	DOOR	OUT OF RIG
1/8/2004	172RG	O360*	24130831	NLG
<p>NG DOOR OB EDGE CAUGHT ON GEAR WELL BUMPERS AND PREVENTED NG DOORS FROM OPENING WHEN GEAR SELECTED DOWN. IT IS CAUSED BY DOORS BEING RIGGED WITH TOO LITTLE CLEARANCE, BUMPERS WEAR THIN AND ALLOW GEAR DOORS TO RAISE ON TOP OF BUMPER AND WEDGE DOORS. NOSE GEAR WOULD NOT EXTEND BECAUSE DOORS WERE WEDGED AND COULD NOT OPEN CAUSING A LANDING WITHOUT NOSE GEAR DEPLOYED, CAUSING DAMAGE TO THE PROPELLER AND NOSE GEAR DOORS. CLEARANCE IS .160 MAX AND .100 MIN. BUMPER IS .375 IN WIDTH AND IF BUMPER WEARS THIN OR EVEN AWAY THEN THERE IS AN EDGE THAT DOOR CAN WEDGE ON. CHECK GEAR DOOR OB EDGES TO INSURE SPOT WELDS ARE INTACT AND DOOR SKINS HAVE NOT SEPARATED ALLOWING ONE SKIN TO CATCH ON BUMPERS.</p>				
2004FA0000313	CESSNA	LYC	DOOR	OUT OF RIG
1/8/2004	172RG	O360*	24130832	NOSE GEAR
<p>NOSE GEAR OB EDGE CAUGHT ON GEAR WELL BUMPERS AND PREVENTED NG DOORS FROM OPENING WHEN GEAR SELECTED DOWN. IT IS CAUSED BY DOORS BEING RIGGED WITH TOO LITTLE CLEARANCE, BUMPER WEAR THIN AND ALLOW GEAR DOORS TO RAISE ON TOP OF BUMPER AND WEDGE DOORS. NOSE GEAR WOULD NOT EXTEND BECAUSE DOORS WERE WEDGED AND COULD NOT OPEN CAUSING A LANDING WITHOUT NOSE GEAR DEPLOYED, CAUSING DAMAGE TO THE PROPELLER AND NOSE GEAR DOORS. CLEARANCE IS .160 MAX AND .100 MIN. BUMPER IS .375 IN WIDTH AND IF BUMPER WEARS THIN OR EVEN AWAY THEN THERE IS AN EDGE THAT DOOR CAN WEDGE ON. CHECK GEAR DOOR OB EDGES TO INSURE SPOT WELDS ARE INTACT AND DOOR SKINS HAVE NOT SEPARATED ALLOWING ONE SKIN TO CATCH ON BUMPERS.</p>				
2004FA0000312	CESSNA	LYC	BUMPER BLOCK	WORN
1/8/2004	172RG	O360*	245000616	RT NLG WW
<p>NG DOOR OB EDGE CAUGHT ON GEAR WELL BUMPERS AND PREVENTED NG DOORS FROM OPENING WHEN GEAR SELECTED DOWN. IT IS CAUSED BY DOORS BEING RIGGED WITH TOO LITTLE CLEARANCE, BUMPERS WEAR THIN AND ALLOW GEAR DOORS TO RAISE ON TOP OF BUMPER AND WEDGE DOORS. NOSE GEAR WOULD NOT EXTEND BECAUSE DOORS WERE WEDGED AND COULD NOT OPEN CAUSING A LANDING WITHOUT NOSE GEAR DEPLOYED, CAUSING DAMAGE TO THE PROPELLER AND NOSE GEAR DOORS. CLEARANCE IS .160 MAX AND .100 MIN BUMPER IS .375 IN WIDTH AND IF BUMPER WEARS THIN OR EVEN AWAY THEN THERE IS AN EDGE THAT DOOR CAN WEDGE ON. CHECK GEAR DOOR OB EDGES TO INSURE SPOT WELDS ARE INTACT AND DOOR SKINS HAVE NOT SEPARATED ALLOWING ONE SKIN TO CATCH ON BUMPERS.</p>				
2004FA0000299	CESSNA	LYC	GOVERNOR	MALFUNCTIONED
11/20/2003	172RG	O360F1A6	C290D35	ENGINE
<p>WHILE ON CLIMB OUT AT 2500 RPM AND 25 INCHES, ENGINE RPM SUDDENLY WENT TO 3000 AND PILOT WAS UNABLE HAVE ANY EFFECT WITH PROPELLER CONTROL. AIRCRAFT RETURNED TO AIRPORT USING THROTTLE TO CONTROL RPM. ENGINE CONTROLS WERE ALL FOUND TO BE INTACT AND OPERATING NORMAL. UNIT REMOVED AND SENT TO PROP SHOP FOR REPAIR.</p>				
2004FA0000395	CESSNA	LYC	SERVO	INOPERATIVE
3/18/2004	172S	IO320*	RSA5AD1	FUEL SYSTEM
<p>FUEL MIXTURE CONTROL ARM WILL NOT ROTATE TO (IDLE CUT-OFF) POSITION.</p>				
2004FA0000394	CESSNA	LYC	SERVO	INOPERATIVE
4/14/2004	172S	IO360L2A	70210301	FUEL SYSTEM
<p>ENGINE HAD VERY ROUGH AND RICH IDLE, COULD NOT ADJUST IDLE MIXTURE IAW AD. FUEL SERVO WAS INSTALLED ON A FRESH O/H ENGINE AND FUEL SERVO WAS ALSO FRESH FROM O/H. ENGINE WAS OPERATED AND LEAK CHECKED. AFTER .2 HOURS OF ENGINE OPERATION. FUEL SERVO BECAME ROUGH AND RICH. IDLER MIXTURE COULD NOT BE ADJUSTED.</p>				
SO1450	CESSNA	LYC	ROD	BENT
3/22/2004	172S	IO360L2A	05232182	AILERONS
<p>DURING PREFLIGHT, PILOT FOUND LT AILERON CONTROL ROD BENT AT AILERON SURFACE. AIRCRAFT GROUNDED AND TAKEN TO MAINTENANCE. REMOVED LT AILERON CONTROL ROD AND FOUND IT TO BE BENT APPROXIMATELY 25 DEGREES JUST AFT OF AFT ROD END BEARING. REPLACED WITH NEW ROD.</p>				
2004FA0000383	CESSNA	LYC	ENGINE	MAKING METAL
3/29/2004	172S	IO360L2A	IO360L2A	
<p>DURING A PHASE INSPECTION, SOME METAL WAS FOUND IN THE FILTER, TOOK OIL SAMPLE FROM OIL COOLER, REMOVED SUCTION SCREEN, MORE METAL WAS FOUND, SENT FILTER AND OIL TO LAB FOR ANALYSIS, SENT METAL FROM SCREEN, WAS ADVISED THAT THE SCREEN MATERIAL WAS FROM BEARINGS, REMOVED ENGINE FROM SERVICE. THIS IS THE 2ND ENGINE FROM THIS AREA WITH THIS PROBLEM. THIS AIRCRAFT HAS BEEN ON A PHASE INSPECTION PROGRAM SINCE NEW, WITH OIL CHANGES EVERY 50 HRS.</p>				
2004FA0000346	CESSNA	LYC	CESSNA	RUB STRIP
4/3/2004	177RG	IO360A1B6	20430129	NLG DOOR ACT
<p>DURING ANNUAL INSPECTION LANDING GEAR RETRACTION TEST WAS PERFORMED AND THE NOSE GEAR DOORS WOULD NOT FULLY CLOSE. INVESTIGATION FOUND THE TEFLON RUB STRIP ON THE NOSE LANDING GEAR DOOR ACTUATOR MISSING.</p>				

2004FA0000321	CESSNA	CONT	CYLINDER	DAMAGED
3/23/2004	182D	O470*	654959A1	ENGINE
COULD NOT GET ENGINE TO RUN PROPERLY. COMPRESSION GOOD ON NR 6, FINALLY DETERMINED NR 6 WAS NOT OPERATING PROPERLY. REMOVED CYLINDER, SENT FOR OVERHAUL. FOUND HOLE IN EXHAUST VALVE PORT. (VOID IN THE CYLINDER CASTING) CYLINDER REJECTED AND RETURNED WITH LETTER.				
2004FA0000370	CESSNA	CONT	CYLINDER	SEPARATED
4/26/2004	182Q	O470U	AEC626820ST2J	NR 1
NR 1 CYLINDER HEAD SEPARATED FROM CYLINDER BASE IN FLIGHT. (SO09200406841)				
2004FA0000385	CESSNA	CONT	CYLINDER HEAD	SEPARATED
4/26/2004	182Q	O470U	AEC626820ST2J	ENGINE
NR 1 CYLINDER HEAD SEPARATED FROM CYLINDER BASE IN FLT. MAY NEED TO BE ADDED TO AD 2004-08-10.				
N736ZX	CESSNA	CESSNA	TORQUE TUBE	DETACHED
3/11/2004	182R		22601145	RUDDER BAR
LT RUDDER BAR TORQUE TUBE ASSEMBLY, PN 2260114-5 FAILURE. FAILURE OCCURRED IN FLIGHT RESULTING IN LT SIDE PILOT'S TOTAL LOSS OF LT RUDDER AND STEERING CONTROL. NATURE OF FAILURE; LT OB RUDDER PEDAL SOCKET ON TORQUE TUBE BROKE AWAY FROM THE TORQUE TUBE. THERE IS NO OBVIOUS REASON WHY THIS MIGHT HAVE HAPPENED. THERE ARE NO BENT OR DAMAGED COMPONENTS WITHIN THE SAME SYSTEM, AND THE STEEL TORQUE TUBE HAS ONLY VERY LIGHT INTERNAL CORROSION.				
2004FA0000379	CESSNA	CONT	CONTROL CABLE	FRAYED
4/15/2004	182R	O470*		RUDDER
WHILE INSTALLING THE BATTERY AFTER SERVING, IT WAS NOTICED THAT THE FORWARD RT RUDDER CABLE WAS FRAYED IN TWO SPOTS. IT WAS DETERMINED THAT, AT SOMETIME, DURING BATTERY REMOVAL OR REINSTALLATION THE RUDDER CABLE ARCED ON BOTH POSITIVE AND NEGATIVE POSTS. THE FORWARD SPOT WAS ARCED THROUGH MORE THAN HALF THE DIAMETER OF THE CABLE. AFTER REMOVING THE CABLE IT WAS NOTICED THAT ONLY TWO STRANDS OF THE CABLE HELD IT TOGETHER. THE CABLE WAS REPLACED WITH FACTORY NEW. THE BATTERY REMOVAL AND REINSTALLATION ON THIS MODEL AC REQUIRES GOING THROUGH A PANEL IN THE AFT SIDE FUSELAGE.				
2004FA0000306	CESSNA	LYC	BEARING	MISSING
4/9/2004	182S	IO540*	S100343A	RUDDER BAR
DURING THE ANNUAL INSPECTION, IT WAS DETERMINED THAT THE BEARING FOR THE CO-PILOT RT RUDDER BAR TO BRAKE BELLCRANK WAS MISSING. THE FACTORY TORQUE SEAL ON THE ATTACHING HARDWARE WAS UNDISTURBED.				
206040204	CESSNA	CONT	MUFFLER	BULGED
4/2/2004	206CESSNA	IO520*	12502505	ENGINE
WHILE PERFORMING A ROUTINE PREFLIGHT INSPECTION, MECHANIC LOOKED UP TAILPIPES OF EXHAUST SYSTEM AND NOTICED SILENCER CONE HAD EXTENDED TO POSITION THAT WAS JUST SHORT OF CLOSING OFF EXHAUST PATH. THIS CONDITION OCCURRED OVER A PERIOD OF LESS THAN 50 HOURS WHEN SAME MECHANIC HAD PERFORMED SAME VISUAL INSPECTION AND NOTED NO UNUSUAL CONDITIONS.				
CA040228001	CESSNA	CONT	CLEVIS BOLT	WORN
2/27/2004	206CESSNA	IO520F	AN2311	RUDDER BELCRANK
(CAN) RUDDER CABLE CLEVIS BOLTS INSPECTED DURING ROUTINE INSPECTION FOUND TO BE WORN APPROX. 30 PERCENT THROUGH THE BOLT. NEW CLEVIS BOLTS PART NUMBER AN23-11 INSTALLED.				
2004FA0000316	CESSNA	CONT	WIRE	SHORTED
4/8/2004	210M	IO520*	DOFF10300BR	ALTERNATOR
THE 3 WIRES COMING FROM THE STATOR ARE SHORTED OUT ON THE CASE. THIS IS 4TH ALTERNATOR OVERHAUL BY FACILITY WITH THE SAME FAILURE, ALL 4 ALTERNATORS HAD LESS THAN 390 HOURS SINCE OVERHAUL. THERE NEED TO BE MORE INSULATION ON THE 3 WIRES.				
2004FA0000319	CESSNA	CONT	FUEL LINE	CORRODED
12/4/2003	210M	IO520*	1200406131	LT WING
FRONT FUEL LINE FROM LT WING TANK WAS IN CONTACT WITH FRESH AIR DUCT IN THE WING, AERO DUCT PN CEET 1.5 INCH. THIS CAUSED CORROSION ON THE ALUMINUM FUEL LINE. PROBLEM WAS FOUND WHEN FUEL STARTED LEAKING OUT OF THE WING. REPLACED FUEL LINE AND FRESH AIR DUCT. FABRICATED A STANDOFF TO PREVENT REOCCURRENCE.				
2004FA0000380	CESSNA		WING ROOT	BUCKLED
5/11/2004	310H			LT & RT
AIRCRAFT WAS LOOPED, SPUN, AND BARREL ROLLED. INFORMED, BUT NOTHING WAS DONE. PILOT WAS/IS STILL FLYING CLUB PLANES AND ANOTHER VISUAL. A RECENT LOOK AT THE AIRCRAFT INDICATES POSSIBLE STRUCTURAL DAMAGE AT THE WING ROOTS. GETTING INDICATIONS FROM OTHER PILOTS THAT THIS WAS NOT AN ISOLATED INCIDENT. OTHER PILOTS ARE USING THE AIRCRAFT NOT KNOWING OF IT'S PAST HISTORY. THERE ARE OTHER AIRCRAFT AT THIS CLUB THAT WERE ALSO SPUN/LOOPED BUT HAVE NO FIRST HAND KNOWLEDGE OF				

THIS (OTHER THAN WHAT OTHER MEMBERS HAVE SAID)

2004FA0000381	CESSNA		WING	BUCKLED
5/11/2004	310H			ZONE 600

AIRCRAFT WAS LOOPED, SPUN, AND BARREL ROLLED. PILOT WAS/IS STILL FLYING CLUB PLANES AND ANOTHER VISUAL. A RECENT LOOK AT THE AIRCRAFT INDICATES POSSIBLE STRUCTURAL DAMAGE AT THE WING ROOTS. GETTING INDICATIONS FROM OTHER PILOTS THAT THIS WAS NOT AN ISOLATED INCIDENT. OTHER PILOTS ARE USING THE AIRCRAFT NOT KNOWING OF IT'S PAST HISTORY. THERE ARE OTHER AIRCRAFT AT THIS CLUB THAT WERE ALSO SPUN/LOOPED BUT HAVE NO FIRST HAND KNOWLEDGE OF THIS (OTHER THAN WHAT OTHER MEMBERS HAVE SAID).

2004FA0000387	CESSNA	CONT	ADAPTER	BACKED OUT
5/7/2004	310Q	IO470VO	TITAN	FUEL NOZZLE

2 FUEL INJECTION NOZZLE ADAPTERS BACKED OUT WITH FUEL NOZZLES.

2004FA0000391	CESSNA		RIB	CRACKED
4/5/2004	402B		08522350()	LT WING

RAMP INSP FOUND OIL CANNING IN LT WING OF HIGH TIME. WING WAS INSPECTED AND ONLY DEFECT FOUND WAS LWR FLANGE ON 4 OF INTERSPAR RIBS WERE CRACKED AT STRINGER PASS-THROUGH. CRACK WAS .5-.75 INCHES LONG AND USUALLY EXTENDED PAST FIRST RIVET. AFTER REPAIRING IAW SRM THE OIL CANNING WAS STILL EVIDENT. CONCLUSION THAT OIL CANNING SKIN IS NOT RESULT OF RIB CRACKS BUT CRACKS ARE DIRECT RESULT OF OIL CANNING SKIN. OIL CANNING WHEN A GENTLE LIFTING FORCE IS PLACED ON AFT END OF TIP TANK (CAUSE OF DAMAGE) AND POSSIBLY SOME LOOSE OR SMOKING RIVETS ON RIB LINE (RESULT OF THE DAMAGE) IF RIVETS ARE LOOSE OR SMOKING BE SURE TO INSPECT INNER STRUCTURE BEFORE PUTTING A BLIND FASTENER IN.

2004FA0000336	CESSNA		RIB	CRACKED
3/5/2004	402B		08522350	LT WING

FOUND OIL CANNING IN LT WING OF HIGH TIME WHEN LIFTING AFT END OF TIP TANK. WING WAS INSPECTED AND ONLY DEFECT WAS LWR FLANGE ON 4 OF INTERSPAR RIBS WERE CRACKED, STRINGER PASS-THROUGH. CRACK WAS .5-.75 INCHES LONG, EXTENDED PAST FIRST RIVET. AFTER REPAIRING, OIL CANNING WAS STILL EVIDENT. OIL CANNING SKIN IS NOT RESULT OF RIB CRACKS BUT CRACKS ARE DIRECT RESULT OF OIL CANNING SKIN. IF LEFT UNDETECTED COULD LEAD TO STRUCTURAL FAILURE OF RIB. OIL CANNING WHEN GENTLE LIFTING FORCE IS PLACED ON AFT END OF TIP TANK (CAUSE OF DAMAGE) AND POSSIBLY SOME LOOSE OR SMOKING RIVETS ON RIB LINE (RESULT OF THE DAMAGE) IF RIVETS ARE LOOSE OR SMOKING BE SURE TO INSPECT INNER STRUCTURE BEFORE PUTTING BLIND FASTENER IN.

AUS20031322	CESSNA	CESSNA	ROD	STICKING
12/16/2003	414		5721319	ACTUATOR

(AUS) MAIN LANDING GEAR ACTUATOR FAULTY. INVESTIGATION FOUND CHROME CHIPPING AWAY FROM THE EDGE OF THE LOCK GROOVE CAUSING THE LOCK RETAINING RING TO STICK.

40590	CESSNA		BEARING	CORRODED
4/20/2004	414A			ELE TRIM TAB

DURING ANNUAL INSPECTION FOUND THE ELEVATOR TRIM TAB HORN BEARING FROZEN. WHEN HORN WAS REMOVED TO REPLACE THE BEARING THE 2 ATTACHMENT SCREWS IN THE FORWARD HOLES OF THE BEARING WERE FOUND SEVERELY CORRODED. MORE THAN 50 PERCENT OF THE ORRIGINAL DIAMETER WAS ERODED AWAY.

BHA04RS	CESSNA	CONT	ATTACH FITTING	CORRODED
4/8/2004	414A	TSIO520*	5011024-1	RT WING

IN COMPLYING WITH SUPPLEMENTAL INSPECTION 57-10-20, FOUND THE RT WING LOWER SPAR ATTACH FITTING HAD SIGNIFICANT CORROSION IN SOME OF THE FITTING MOUNTING HOLES. THE FITTING WAS REPLACED. NO FURTHER DEFECTS WERE NOTED.

BHA05RS	CESSNA	CONT	CYLINDER HEAD	SEPARATED
4/23/2004	414A	TSIO520NB	TISN712BCA221	ENGINE

DURING POWER REDUCTION FROM TAKE-OFF POWER TO CLIMB POWER, A (POP) WAS HEARD AND ONE OF THE ENGINES BEGAN RUNNING ROUGH. THERE WAS NO INSTRUMENT/GAGE INDICATION AS TO WHICH ENGINE. AIRCRAFT LANDED WITH OUT INCIDENT. POST FLIGHT EXAMINATION FOUND NR 1 ENGINE, NR 6 CYLINDER HEAD HAD SEPARATED.

2004FA0000355	CESSNA	CONT	CYLINDER HEAD	CRACKED
4/27/2004	421B	GTSIO520C		ENGINE

AIRCRAFT NDT SERVICE WAS CONTRACTED TO VERIFY CRACKS IN THE ENGINE CYLINDER HEADS BETWEEN THE SPARK PLUG AND FUEL INJECTOR MOUNTING BOSS. AN EDDY CURRENT EXAMINATION DETERMINED THAT ALL TWELVE CYLINDER HEADS WERE CRACKED. THE OPERATOR REPLACED ALL TWELVE CYLINDER HEADS WITH FRESH OVERHAULED HEADS. AN EDDY CURRENT EXAMINATION DETERMINED THAT FIVE OF THE TWELVE OVERHAULED HEADS WERE CRACKED IN THE SAME LOCATION.

2004FA0000206	CESSNA		SPAR CAP	CORRODED
2/19/2004	421C			RT NACELLE

DURING AN INSPECTION FOUND A LOT OF CORROSION IN THE REGION OF RT FIREWALL NACELLE AND THE THE UPPER FWD SPARCAP.

BECAUSE OF THIS FACT HE TOOK OUT THE WING LOCKER TANK. IN THIS REGION HE FOUND A LOT OF HEAVY CORROSION.

2004FA0000203	CESSNA		BEAM	DAMAGED
2/19/2004	421C			LT ENGINE

DURING AN INSPECTION, FOUND A LOT OF LOOSE RIVETS ON THE LT ENGINE BEAM ON THE RT WING. THE DISTANCE BETWEEN SHEET METAL AND THE BEAM-WEBCAPS IS APPROXIMATELY 1.5 TO 2 MM.

2004FA0000297	CESSNA	CONT	DETECTOR	INOPERATIVE
2/6/2004	421C	GTSIO520*		STALL WARNING

THIS NEWLY OVERHAULED DETECTOR WAS INSTALLED AND OPS CHECKED AFTER A COUPLE OF CHECKS THE STALL HORN WILL STAY ON. RETURNED UNIT FOR ANOTHER O/HED DETECTOR. THIS ABOUT SECOND AIRCRAFT I WENT THROUGH THIS WITH (ORDERING DETECTORS UNTIL I GET ONE THAT WORKED. NEED BETTER QC).

2004FA0000359	CESSNA		REGULATOR VALVE	DEFECTIVE
3/12/2004	441		1295428	BLEED AIR

WINDSHIELD BLEED AIR TEMP SENSOR/REGULATOR WHICH ARE REQUIRED TO BE FUNCTIONALLY TESTED AND REPLACED IF NECESSARY EVERY PHASE 13 (3 YRS) ARE NO LONGER AVAILABLE FROM MANUFACTURE.

CA040303003	CESSNA	GARRTT	TUBE	CRACKED
2/21/2004	441	TPE33110	571531025	BLEED AIR

(CAN) DURING FLIGHT THE CREW NOTICE AN INTERMITTENT WING O/H WARNING. MAINTENANCE WAS CONTACTED AND THE AIRCRAFT INSPECTED. INSPECTION REVEALED A CRACK IN BLEED AIR TUBE PN 5715310-25. THE TUBE WAS REPLACE. THERE WAS NO RESULTING DAMAGE FROM THE BLEED AIR LEAK.

AUS20040037	CESSNA	GARRTT	BRACKET	CRACKED
1/21/2004	441	TPE3318	58244659	AILERON

(AUS) LT WING OB AILERON ATTACHMENT BRACKET CRACKED. INVESTIGATION FOUND INDICATIONS OF SURFACE INTERGRANULAR CORROSION AND CONFIRMATION OF A CRACK LOCATED APPROXIMATELY 3.175MM (0.125IN) BEHIND THE BEARING HOUSING. CRACK LENGTH APPROXIMATELY 12.7MM (0.5IN).

2004FA0000345	CESSNA		PICCOLO TUBE	BROKEN
4/26/2004	525A		632242014	ANTI-ICE

DURING THE PHASE 5 INSPECTION THE RT WING ANTI-ICE PICCOLO TUBE WAS FOUND BROKEN AT THE ANIT-ROTATION TAB. THE TUBE WORKED ITS WAY INBOARD APPROXIMATELY 4 INCHES. THE FLEX COUPLING KEPT IT FROM TRAVELING INBOARD ANY FURTHER. NEW PART WAS ORDERED AND INSTALLED. THIS SAME CONDITION WAS FOUND ON ANOTHER 525 AND 525A.

2004FA0000338	CESSNA		CONTROL CABLE	BROKEN
4/22/2004	525A		63610027	WING AILERON

DURING ACCOMPLISHMENT OF THE AIRCRAFT'S FIRST PHASE 5 INSPECTION, FOUND ALL FOUR AILERON WING CABLES TO BE HEAVILY FLAT SPOTTED AT THE FAIRLEADS LOCATED AT WS 58.00, 103.43 AND 149.18. THE RT UPPER CABLE (P/N 6361002-7) HAD ONE BROKEN STRAND. THESE CABLES NORMALLY LAST MUCH LONGER THAN 1061 HRS. SUSPECT A HEAVIER THAN NORMAL CONTACT BETWEEN THESE WING AILERON CABLES AND THE NOTED FAIRLEADS WHILE IN FLIGHT. RECOMMEND CLOSE INSPECTION OF THE AILERON WING CABLES IN THE FAIRLEAD AREAS AT THE NEXT AVAILABLE INSPECTION.

AMCR200400001	CESSNA	WILINT	CONNECTOR	BURNED
4/7/2004	525A	FJ44	MS3106E10SL3S	STROBE

LT WINGTIP STROBE ASSEMBLY WAS INSTALLED 13 HOURS PRIOR IAW SB525A-33-02. WHEN STROBE FAILURE WAS NOTED, FOUND CONNECTOR SEVERELY BURNED, WITH ONE PIN COMPLETELY BURNED AWAY (ON POWER SUPPLY SIDE). POWER SUPPLY FAILED ALSO (MFG:FLIGHT COMPONENTS AG). CHANGED POWER SUPPLY AND STROBE UNIT.

FBVXA1	CESSNA		LINE	CHAFED
5/6/2004	550			OUTFLOW VALVE

THE ELEVATOR CONTROL CABLE CHAFED THROUGH OUTFLOW VALVE VACUUM EJECTOR LINE CAUSING A (BUMP) IN THE PRESSURIZATION. ALSO CAUSED ERRATIC PRESSURIZATION IN FLIGHT. REPLACED THE LINE AND OPS CHECKED GOOD.

2004FA0000363	CESSNA	PWA	CESSNA	HINGE	BROKEN
4/13/2004	550	JT15D4		551123514	CABIN DOOR

WHEN PILOT OPENED CABIN DOOR, A GUST OF WIND CAUGHT DOOR AND SLAMMED IT INTO STOP. PILOT REPORTED A LOUD (POP) AND PAINT FELL FROM DOOR HINGE. INSPECTION REVEALED LOWER LEG OF DOOR HINGE HAD BROKEN. DISASSEMBLY REVEALED EVIDENCE OF A PRE EXISTING SUBSURFACE CRACK IN CASTING, 3 INCH AFT OF HINGE BEARING. A SURFACE CRACK 1INCH LONG 1.5 INCH AFT OF HINGE BEARING WAS HIDDEN BY HEAVY PAINT COATING. THESE CRACKS WOULD NOT BE VISIBLE WITHOUT PAINT REMOVAL. RECOMMEND PAINT BE REMOVED AND CAST PORTION OF HINGE INSPECTED UNDER MAGNIFICATION AT 500 HR INTERVALS.

2004FA0000354	CESSNA	GARRTT	CONTROLLER	DEFECTIVE
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4/27/2004	650	TFE731*	99141873	TE FLAP
FLAP CONTROLLER FAILED TO INDICATE PROPERLY ON SYSTEM TEST.				
FBFQA1	CESSNA	GARRTT	BELLOWS	CRACKED
5/7/2004	650	TFE7313	621456120	PRECOOLER
UPON INSPECTION AND PRESSURIZATION CHECKS THE WYE PIPE BELLOWS WAS FOUND TO BE CRACKED.				
2004FA0000348	CESSNA	CONT	CYLINDER	LEAKING
3/18/2004	A185F	IO520*	3A0500002	MLG
LEAKING CYLINDER CAUSED GEAR NOT TO LOCK, GEAR COLLAPSED DURING TAXI.				
CA040210007	CESSNA	CONT	BLADE	SCORED
3/10/2003	A185F	IO520D	D3A34C403B	PROPELLER
(CAN) AFTER SHUT-DOWN, PILOT NOTICED ONE PROPELLER BLADE ROOT SNAP RING HAD POPPED OUT OF ITS LOCATION DURING PREVIOUS FLIGHT. IN DOING SO, IT DAMAGED THE BLADE ROOT BY SCORING SURFACE. PROPELLER REMOVED AND SENT FOR REPAIR AT PROPELLER SHOP.				
2004FA0000340	CESSNA	CONT	ROCKER	BROKEN
3/31/2004	R172K	IO360KB	631996	ENGINE
FOUND HOLE IN ROCKER COVER CAUSED BY ROCKER ARM ON EXHAUST SIDE. FOUND FWD STUD ASSY BROKEN OFF FLUSH WITH CYLINDER HEAD. STUD (PN 401852). ROCKER RETAINER (PN 631996) WAS BROKEN AND HALF MISSING (GONE OUT OF HOLE IN COVER) IB STUD HOLD DOWN NUT WAS 4 TO 5 THREADS FROM COMING OFF. SUSPECT NUTS WERE NOT PROPERLY TORQUED.				
RAFAR182	CESSNA	CESSNA	TORQUE TUBE	DETACHED
3/11/2004	R182		22601145	ZONE 100
LT RUDDER BAR TORQUE TUBE ASSEMBLY, PN 2260114-5 FAILURE. FAILURE OCCURRED IN FLIGHT RESULTING IN LT SIDE PILOT'S TOTAL LOSS OF LT RUDDER AND STEERING CONTROL. NATURE OF FAILURE; LT OB RUDDER PEDAL SOCKET ON TORQUE TUBE BROKE AWAY FROM THE TORQUE TUBE. THERE IS NO OBVIOUS REASON WHY THIS MIGHT HAVE HAPPENED. THERE ARE NO BENT OR DAMAGED COMPONENTS WITHIN THE SAME SYSTEM, AND THE STEEL TORQUE TUBE HAS ONLY VERY LIGHT INTERNAL CORROSION.				
2004FA0000353	CESSNA	LYC	TORQUE TUBE	DETACHED
3/11/2004	R182	O540*	22601145	ZONE 100
LT RUDDER BAR TORQUE TUBE ASSEMBLY, PN 2260114-5 FAILURE. FAILURE OCCURRED IN FLIGHT RESULTING IN LT SIDE PILOT'S TOTAL LOSS OF LT RUDDER AND STEERING CONTROL. NATURE OF FAILURE; LT OB RUDDER PEDAL SOCKET ON TORQUE TUBE BROKE AWAY FROM THE TORQUE TUBE. THERE IS NO OBVIOUS REASON WHY THIS MIGHT HAVE HAPPENED. THERE ARE NO BENT OR DAMAGED COMPONENTS WITHIN THE SAME SYSTEM, AND THE STEEL TORQUE TUBE HAS ONLY VERY LIGHT INTERNAL CORROSION.				
2004FA0000397	CESSNA	CONT	IMPULSE COUPLING	BROKEN
5/1/2004	T337G	TSIO360CB	10400316	MAGNETO
PILOT REPORTED REAR ENGINE WAS HARD TO START. AFTER TROUBLESHOOTING, THE LT MAGNETO WAS REMOVED. UPON INSPECTION THE IMPULSE COUPLING WOULD NOT ROTATE IN THE CORRECT DIRECTION. THE MECH WAS NOT SURE IF WRONG IMPULSE COUPLING OR SPRING TURN BACKWARD. DUE TO ONLY 36 HRS AND 1 YR 10 MO. SINCE ENGINE WAS REBUILT BY MFG. MFG INSPECTED IMPULSE COUPLING AND DISCOVERED IMPULSE SPRING BROKEN.				
2004FA0000386	CESSNA	LYC	EXHAUST STACK	FRACTURED
4/5/2004	TR182	O540L3C5	2254012-2	ENGINE
DURING CRUISE FLT AT 7,500 FT. VFR, AIRCRAFT WOULD NOT MAINTAIN 25 INCHES MP. MP DROPPED TO 23 INCHES AFTER APPROX. 15 MIN. MP DROPPED ABRUPTLY TO 18.5 INCHES MP MADE EMERGENCY DESCENT & UNSCHEDULING LANDING AT VNX WITHIN 3 MINUTES OF POWER LOSS. UPON EXAMINATION, FOUND EXHAUST STACK ASSY COMPLETELY FRACTURED, FULL CIRCUMFERANCE OF PIPE AROUND BASE OF FLANGE. ADDITIONALLY, FOUND COMPLETE CIRCUMFERAL FRACTURE OF CROSSOVER AT THE WYE INTERSECTION DOWNSTREAM OF WASTEGATE. ADDITIONAL HEAT DAMAGE TO EGT PROBE AND WIRING, & LANDING LIGHT & WIRING. DUE TO THE DESIGN OF THIS SYSTEM, & AFTER READING NTSB REPORT CHI02LA218. RECOMMEND AN AD BE ISSUED.				
2004FA0000352	CESSNA	LYC	AUTOPILOT SYS	INOPERATIVE
3/12/2004	TR182	O540L3C5	55X	COCKPIT
IN APR AND NAV MODE, AUTOPILOT WILL NOT PROPERLY INTERCEPT AND TRACK LOCALIZER AND/OR VOR SIGNAL. AUTOPILOT WILL SCALLOP ACROSS COURSE. AUTOPILOT HAS BEEN SENT IN FOR EVALUATION. WE HAVE EVALUATED OUR PN-101 HSI TO DETERMINE IF THEY ARE THE SOURCE. AFTER EVALUATIONS THE AUTOPILOT IS SOURCE OF THE PROBLEM. ALSO, WHEN FLAPS AND GEAR ARE EXTENDED ON APPROACH, AUTOPILOT WILL PITCH UP AND DOWN WILDLY. THIS PROBLEM HAS PERSISTED SINCE INSTALLATION AND ON-SITE EVALUATION. AWARE OF SEVERAL OTHER AIRCRAFT THAT HAVE THIS PROBLEM. AUTOPILOT NEEDS TO BE FULLY RE-EVALUATED BY THE FAA AND MANUFACTURER.				
MAFPAPUA	CESSNA	CONT	DRAIN	FAILED

3/22/2004	TU206G	TSIO520M	S2020	FUEL SUMP
WHILE INSTALLING THE WING FUEL TANK SUMP DRAIN AT THE MFG RECOMMENDED TORQUE VALUE OF 90 IN-LBS, THE DRAIN ITSELF FAILED, SEPARATING AT THE DRILLED HOLES JUST ABOVE THE FITTING HEAD.				
2004FA0000343	CESSNA	CONT	BRUSHES	MISINSTALLED
3/31/2004	TU206G	TSIO520M	S6RH1225	10160844
UPON COMPLETING THE FIRST 500 HOUR INSPECTION ON THE MAGNETO, IT WAS DISCOVERED THAT THE CARBON BRUSH AND SPRING ASSY (PN 10160844) WERE NOT INSTALLED. THE BUSHING IN THE DISTRIBUTOR GEAR HAD BEEN MAKING CONTACT WITH THE TAB ON THE COIL SO THE MAGNETO APPEARED TO BE FUNCTIONING NORMALLY. ADDITIONALLY, THE WEDGES (PN 10349219) THAT SECURE THE COIL ASSEMBLY INTO THE CASE WERE OVER-DRIVEN, BENT AND MALFORMED SEVERELY BY THE INSTALLATION PROCESS WHEN MANUFACTURED.				
32404	CIRRUS		AUDIO PANEL	FAILED
3/8/2004	SR22		0110040110	
DURING CRUISE, PILOT NOTED FAILURE OF AUDIO SYSTEM. ELECTRICAL BURNING ODOR ACCOMPANIED SYSTEM FAILURE. PILOT ELECTED TO SHUT DOWN ELECTRICAL POWER AND MAKE A PRECAUTIONARY LANDING. EVALUATION OF AIRCRAFT FOUND FAILURE OF AUDIO PANEL.				
2003FA0001280	CIRRUS	CONT	STARTER GEN	FAILED
1/16/2003	SR22	IO550N	642083A10	ENGINE
STARTER ADAPTER FAILED. WOULD NOT TURN PROP. NO METAL WAS FOUND IN THE ENGINE OIL THIS TIME BUT POTENTIAL EXISTS WITH THIS TYPE FAILURE.				
5040050504A	CNDAIR		SENSOR	FAILED
5/5/2004	CL6002B16		6002504	WHEEL SPEED
OB FAIL LIGHT STAYED ON DURING ANTI-SKID TEST. TEST BOX SHOWED OUT LO FAIL.				
5040050504B	CNDAIR		WINDSHIELD	DELAMINATED
5/5/2004	CL6002B16		6003303025	COCKPIT
LT FWD WINDSHIELD DELAMINATED.				
AUS20040032	GOVT		SWITCH	FAILED
1/20/2004	N24A			MLG
(AUS) LT MAIN LANDING GEAR SWITCH FAILED AND WIRES BROKEN. LANDING GEAR OVERRAN EXTENSION AND JAMMED PREVENTING LANDING GEAR FROM BEING RETRACTED.				
2004F00092	GULSTM	LYC	TURBOCHARGER	MALFUNCTIONED
9/1/2003	500B	IO540E1B5	46C19836G	ENGINE
TURBOCHARGER REPORTED BY TOWER TO BE SMOKING DURING APPROACH. TURBOCHARGER SHIPPED TO MFG FOR INSPECTION. PRELIMINARY EVALUATION: COMPRESSOR RUB.				
2004F00093	GULSTM	LYC	TURBOCHARGER	FAULTY
9/1/2003	500B	TIO540AE2A	46C19836G	ENGINE
TURBOCHARGER LOW IN PERFORMANCE DURING FLIGHT. TURBOCHARGER SHIPPED TO MFG, FOR INSPECTION. PRELIMINARY EVALUATION: COMPRESSOR RUB.				
2004FA0000361	GULSTM	CONT	CYLINDER	DAMAGED
4/29/2004	685	GTSIO520K		NR 3
NR 3 CYLINDER ON LT ENGINE HOLD DOWN STUDS BROKE OFF ON UPPER FWD AND LOWER FWD. ONLY ONE NUT WAS TIGHT ENOUGH TO USE A WRENCH. THE OTHER NUTS WERE LOOSE. AFTER CYLINDER REMOVAL A PIECE OF THE CASE HALF CAME OFF WITH THE CYLINDER APPROX. 6 INCHES ACROSS ALONG THE TOP OF THE CYLINDER. EXHAUST PIPE FOR THE NR3 CYLINDER BROKE OFF AT THE FLANGE.				
2004FA0000389	GULSTM	CONT	EXHAUST DUCT	BROKEN
4/17/2004	685	GTSIO520K	6414185	NR 3 CYLINDER
IB EXHAUST ON LT ENGINE BROKE AT THE WELD BELOW NR 3 CYLINDER. BURNED HOLE IN LOWER ENGINE COWLING. BURNED WIRE BUNDLE ON THE FIREWALL AFT OF NR 1 CYLINDER. SCORCHED FIRE SLEEVE ON THREE FUEL HOSES.				
CA040123001	GULSTM	GARRTT	WEB	CRACKED
1/23/2004	690	TPE3315251K	250000281	LT IB HINGE
(CAN) ONAILERON INSPECTION, CRACK WAS FOUND UNDER LT IB HINGE. CRACK IS AROUND LOWER OB HINGE MOUNTING HOLE. ONE CRACK OUT OF FIVE AC CHECKED.				
3M57931704	GULSTM	RROYCE	RESOLVER	INACCURATE

3/17/2004	GULFSTREAMGV	BR700710A110		5913114	STAB ACTUATOR
FLAP STAB MISCOMPARE CAS MESSAGE. STAB ACTUATOR HAS BAD RESOLVER.					
040505	HELIO	LYC	LYC	ROCKER COVER	WORN
5/4/2004	H295	GO480G1D6		68795	ENGINE
ROCKER BOX, PN 68795 WAS WORN BY THE VALVE ROCKER SHAFT UNTIL THE SHAFT CUT THROUGH THE SHAFT RETAINER WHICH IS SPOT WELDED TO THE VALVE COVER. THREE OF SIX COVERS WERE SEVERELY WORN. A FOURTH COVER'S BRACKET WAS WORN THROUGH AND THE RESULTING SLUG OF METAL (ROCKER SHAFT WAS WORKING LIKE A WAD CUTTER) WAS FOUND LYING IN THE VALVE ROCKER BOX. REPLACED FOUR VALVE COVERS WITH SERVICEABLE PARTS.					
CA040211004	HUGHES	ALLSN		DRIVE SHAFT	CORRODED
2/10/2004	369D	250C20B		369F55101	MAIN ROTOR
(CAN) DURING A SCHEDULED INSPECTION THE MAIN ROTOR DRIVESHAFT WAS REMOVED AND INSPECTED. THE DRIVE SPLINES SHOWED EVIDENCE OF CORROSION UNDER THE COATING ON THE SPLINES. ALL SPLINES SHOWED BLACK FLAKES OF THE COATING COMING OFF AND YOU COULD SEE CORROSION UNDER THE COATING.					
CA040302003	HUGHES	ALLSN		STARTER GEN	BURNED
1/31/2004	369D	250C20B		150SG117Q	ENGINE
(CAN) WHILE IN FLIGHT PILOT NOTICED NR BEGIN TO DROP. HE INITIATED AN AUTOROTATION, HEARD A LOUD BANG, AND THE RPM CAME BACK UP. UPON LANDING FLAMES AND SMOKE WERE NOTICED IN THE ENGINE BAY. PILOT EXTINGUISHED FIRE AND DETERMINED IT WAS THE STARTER GENERATOR. IT APPEARS THE BEARINGS SEIZED WHICH WAS BRINGING DOWN THE ENGINE RPM UNTIL THE SG SHAFT SHEARED.					
CA040302004	HUGHES	ALLSN		CABLE	FRAYED
2/14/2004	369D	250C20B	143232	143232	HOOK END
(CAN) PILOT HAD UNCOMMANDED LOAD RELEASE. INVESTIGATION DETERMINED THAT A FRAYED MANUAL RELEASE CABLE HAD CAUSED THIS PROBLEM. IT WAS BADLY FRAYED WHERE THE CABLE WENT INTO THE CARGO HOOK.					
CA040302005	HUGHES	ALLSN		CABLE	FRAYED
2/25/2004	369D	250C20B	143232	143232	HOOK END
(CAN) PILOT HAD UNCOMMANDED LOAD RELEASE. INVESTIGATION REVEALED THAT THE MANUAL RELEASE CABLE HAD FRAYED WHERE THE CABLE GOES INTO THE CARGO HOOK. THIS CAUSED THE HOOK TO RELEASE...THIS IS A ONBOARD SYSTEMS KEEPERLESS HOOK.					
2004FA0000269	HUGHES	ALLSN		GAUGE	INACCURATE
2/14/2004	369E	250C20R2		6510043	TORQUE
PILOT REPORTED OPERATIONAL EXCEEDANCE DURING FLIGHT RETURNED AC TO HELIPORT. UPON FURTHER INSPECTION AND EVALUATION IT WAS DETERMINED THAT THE DIAMOND J. TORQUE GAUGE WAS READING APPROX 15 LBS. LOW. AT 60 KNOTS AIRSPEED TORQUE READING 26-27 LBS. NORMAL READING 42 LBS. HOVERING BEFORE TAKEOFF, FIFTY POUND RANGE NORMAL IS 65 LBS. GROUNDED AIRCRAFT, REMOVAL INSTRUMENT AND TRANSDUCER SENT TO MANUFACTURE FOR TESTING AND EVALUATION.					
705050704	ISRAEL	GARRTT		INDICATOR	ERRATIC
5/4/2004	1124	TFE7313		26465933	AIRSPEED
AIRCRAFT ABORTED TAKEOFF DUE TO A AIRSPEED INDICATION ANOMALY. BRAKES EXPERIENCED AN OVERHEAT.					
AUS20040029	ISRAEL	GARRTT		PLANETARY GEAR	VIBRATES
1/19/2004	ASTRASPX	TFE7314R			ENGINE
(AUS) RT ENGINE VIBRATION. INVESTIGATION FOUND THE VIBRATION CAME FROM THE PLANETARY GEARSET.					
CA040303001	LEAR	GARRTT	GARRTT	BLADE	DAMAGED
3/2/2004	35A	TFE73122B		3072163	FAN ROTOR
(CAN) A MECHANIC WAS CARRYING OUT A SERVICE CHECK AND HE NOTICED FOD IN THE RT ENGINE INTAKE. UPON INSPECTION OF THE INTAKE, FOUND A PIECE OF BLADE RUB STRIP MISSING, REAR ACOUSTIC LINER DAMAGE AND TWO DAMAGED FAN BY PASS STATOR BLADES. ONE FAN BLADE DAMPENER WAS ALSO MISSING. ENGINE REPLACED.					
CA040227001	LEAR	GARRTT	BENDIX	CLAMP	FAILED
2/26/2004	35A	TFE73122B		66082017	GENERATOR
(CAN) FLIGHT CREW REPORTED GENERATOR VOLTAGE OK, BUT AMPS WERE FLUCTUATING WITH AN INCREASED LOAD. THEY SELECTED THE GENERATOR TO OFF AND COMPLETED THE FLIGHT ON GENERATOR NR 2. METAL FILINGS WERE FOUND AROUND THE GENERATOR MOUNT ON THE LT ENGINE. THIS IS WHEN THE QAD CLAMP WAS FOUND TO BE LOOSE. GENERATOR WILL BE SENT OUT FOR A TEARDOWN REPORT TO DETERMINE IF IT CAUSED THE QAD CLAMP TO FAIL.					
0423JKW	LEAR	GARRTT		ACTUATOR	INOPERATIVE
4/24/2004	45LEAR	TFE731*		2A9200H	HORIZONTAL STAB

CREW REPORTED (PRIMARY TRIM FAULT) WHITE EICAS MESSAGE, WHICH CHANGED TO (PRIMARY AND SECONDARY TRIM FAIL EICAS) AMBER MESSAGE ON APPROACH TO LANDING. HORIZONTAL STAB SYSTEM LOCKED OUT ALL MOVEMENT FOR REMAINDER OF THE FLIGHT. CREW RESET SYSTEM POST LANDING, ALL FAULTS CLEARED, AND THE SYSTEM RETURNED TO NORMAL OPERATION. NO FAULTS REOCCURED ON NEXT FLIGHT TO HOME STATION. REMOVED ACTURATOR PN662740100-007 SN H0053, INSTALLED ACTUATOR PN 662740100-007 SN H0113. (MFG PN 2A9200H). COMPLIED WITH AD. (CE09200403217)

2004FA0000404	LEAR		WINDSHIELD	CRACKED
5/17/2004	55LEAR		66004047	COCKPIT

SEVERE DELAMINATION OF OUTER PLY ON LT WINDSHIELD UNDER BLEED AIR DUCT AND ANTI-ICE SPRAY NOZZLE. SUSPECT SEALER FAILED AND ALLOWED METHYL ALCOHOL TO MIGRATE THROUGH SEALER AND SETTLE BETWEEN LAYERS AND DETERIORATED THE WINDSHIELD.

5266S	LEAR		SUPPORT BEAM	CRACKED
3/17/2004	60LEAR		2660016507	THRUST REVERSER

LT AND RT THRUST REVERSER, THE SUPPORT BEAMS, ALSO KNOWN AS BIRD CAGES PN 266-0016-507 ARE CRACKING AT THE GUIDE ROD FEED THROUGH. THIS DISCREPANCY HAS BEEN OBSERVED ON THE FOLLOWING N620JF, 60-074, N114PJ, 60-114, N600GG 60-115, N91772 60-053, N60UU 60-007, N603SC 60-096, N415NP 60-024, N43NR 60-043, N601GG 60-192. AFTER INSTALLING THE NEW REPLACEMENT SUPPORT BEAM PN 288-0019-1 WE HAVE DISCOVERED NO CRACKS AT THE GUIDE ROD FEED THROUGH

CA040303002	LEAR	PWA	PWA	PLUG	DISLODGED
2/26/2004	60LEAR	PW305A			GEAR SHAFT

(CAN) EN-ROUTE, THE CREW OBSERVED A LOSS OF OIL PRESSURE. THE ENGINE WAS SECURED AND AN UNEVENTFUL LANDING WAS MADE. EXAMINATION OF THE ENGINE REVEALED THAT A PLUG IN THE STARTER GEAR SHAFT ASSEMBLY WAS DISLODGED, SUCH THAT PRESSURE OIL COULD ESCAPE THE ENGINE. FURTHER EXAMINATION SHOWED THAT THE PLUG HAD NOT BEEN ADEQUATELY SWAGED INTO THE BORE OF THE GEAR SHAFT. OTHER OPERATORS WHO HAVE GEAR SHAFTS FROM THE SAME PROCESS BATCH OF GEAR SHAFTS HAVE BEEN ADVISED AND THEIR GEAR SHAFTS ARE BEING RE-INSPECTED TO CONFIRM ADEQUATE SWAGING OF THE PLUG

CA040304009	LKHEED	ALLSN	HAMSTD	SEAL	DISLODGED
3/4/2004	382G	501D22A		69494R124	PUMP HOUSING

(CAN) DEPARTING ,THE CREW OBSERVED A LOW PROPELLER FLUID INDICATION ON NR 2. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO POINT OF DEPARTURE. MAINTENANCE FOUND THE PACKING FOR THE PRESSURE SUMP FILLER PORT DISLODGED. PACKING REPOSITIONED, FLUID LEVEL SERVICED, AIRCRAFT GROUND CHECKED SERVICEABLE.

2004FA0000399	MICCO	LYC		STRAP	CRACKED
3/17/2004	MAC145A	IO540*			WING

DURING AN ANNUAL INSPECTION THE BUTT WELDS IN THE LOWER MAIN SPAR REINFORCEMENT STRAP. APPROX 6.50 INCHES IB FROM EACH END OF THE REINFORCEMENT STRAP. DO NOT HAVE PROPER PENETRATION AND ARE CRACKED THRU THE WELD. MFG WAS CONTACTED AND REPAIR INSTRUCTIONS WERE PROVIDED. THE WELDS WERE PROPERLY PREPARED AND REWELDED IAW MFG.

2004FA0000398	MICCO	LYC		STRAP	CRACKED
3/17/2004	MAC145A	IO540T4B5			WING

DURING AN ANNUAL INSPECTION THE BUTT WELDS IN THE LOWER MAIN SPAR REINFORCEMENT STRAP, APPROX 3.25 INCHES IB FROM EACH END OF THE REINFORCEMENT STRAP, DO NOT HAVE PROPER PENETRATION AND ARE CRACKED THRU THE WELD. MFG WAS CONTACTED AND REPAIR INSTRUCTIONS WERE PROVIDED. THE WELDS WERE PROPERLY PREPARED AND REWELDED IAW THE MFG INSTRUCTIONS BY A CERTIFIED WELDING REPAIRMAN.

2004FA0000400	MICCO	LYC		ATTACH BRACKET	CRACKED
3/17/2004	MAC145A	IO540T4B5			LT WING

DURING AN ANNUAL INSPECTION THE WELD JOINT THAT ATTACHES THE UPPER WING SKIN ATTACH BRACKET TO THE UPPER MAIN WING SPAR CENTER SECTION JUST ABOVE THE UPPER LT WING ATTACHMENT FITTING WAS CRACKED. MANUFACTURER WAS CONTACTED AND REPAIR INSTRUCTIONS WERE PROVIDED. THE LT WING WAS REMOVED FOR ACCESS. THE LT WING WELD AREA WAS PROPERLY PREPARED AND REWELDED IAW MM.

2004FA0000320	MOONEY	LYC		GEAR	WORN
4/15/2004	M20C	O360A1D			ACCESSORY G/B

REMOVED OIL PUMP TO CHECK ON TYPE OF GEARS, FOUND SINTERED IRON IMPELLERS. REPLACED WITH HARDEN GEAR KIT.

2004FA0000351	MRCHTI	LYC		ROD	BROKEN
3/15/2004	SF260	O540*		SF2601314611	FUEL VALVE

PILOT WAS MOVING FUEL SELECTOR KNOB FROM WING TIP TANKS TO WING TANKS AND THE FUEL SELECTOR ROD BROKE AT THE FUEL SELECTOR VALVE WITH THE FUEL SELECTOR VALVE IN BETWEEN TANK POSITIONS. THE ENGINE STOPPED AND AN EMERGENCY LANDING WAS ACCOMPLISHED. INVESTIGATION REVEALED THE FUEL SELECTOR ROD BROKE WERE IT WAS DRILLED FOR THE TAPERED PIN, P/N AN385H40-7. INFO ON MFG'S PART BOOK AT PAGE 8-22-01, FIGURE 1.

2004FA0000350	PILATS	PWA		LINE	SEPARATED
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4/5/2004	PC1245	PT6*		PITOT SYSTEM
PILOT EXPERIENCED AN ALTITUDE PORPOISE WITH AUTOPILOT ENGAGED. AIRSPEED IND INDICATED THAT AIRSPEED WAS DECREASING, ALTHOUGH AIRSPEED REMAINED SAME. BOTH PITOT SYS WERE CHECKED, OK. RT STATIC SYS WAS CHECKED, FOUND TO BE OK. THE LT STATIC SYS WOULD NOT PRESSURIZE AT ALL. ISOLATED THE STATIC SYS LEAK TO FITTING AT AFT PRESSURE BULKHEAD (FRAME 36, STATION 380.7). STATIC LINE TUBING ON INSIDE OF PRESSURE BULKHEAD HAD PULLED OUT OF THE FITTING, IT HAD BEEN CUT TOO SHORT AT THE FACTORY. WHEN THIS LINE PULLED OUT, IT EXPOSED THE PILOT SIDE STATIC SYS TO CABIN PRESSURE. MAKE THE STATIC LINES SLIGHTLY LONGER DURING THE MFG PROCESS, THUS PREVENTING THEM PULLING OUT OF THE FITTINGS AS THE AC STRETCHES.				
CA040224006	PILATS	PWA	WARNING LIGHT	ILLUMINATED
2/20/2004	PC1245	PT6A67B		LT MLG
(CAN) 3 GREEN ANNUNCIATOR LIGHTS CAME AS WELL AS RED WARNING LIGHT ON LT MLG. AC DID FLY OVER TO CONFIRM LT GEAR WAS DOWN. PILOT SELECTED 30 DEGREES OF FLAP TO SLOW AC DOWN. WHEN 30 DEGREES OF FLAP WAS REACHED, 3 RED WARNING LIGHTS FOR LT GEAR CAME ON. AC LANDED WITHOUT INCIDENT. WHEN TAXING TO HANGAR, FLAPS WERE RETRACTED TO 15 DEGREES, 3 RED WARNING LIGHTS WENT OUT INDICATING L GEAR SYS WAS NORMAL. AC WAS PUT ON JACKS AND LANDING GEAR WAS CYCLED TO DUPLICATE PROBLEM. SYS OPERATED NORMAL. PINS OF CONNECTOR WERE SPRAYED WITH ELECTRICAL CONTACT CLEANER AND REINSTALLED ON TO ACTUATOR. OTHER WIRES IN SYS WERE INSPECTED, L GEAR WAS CYCLED SEVERAL TIMES AND NO DEFECTS WERE FOUND. AC WAS RELEASED BACK TO SERVICE.				
CA040123003	PILATS	PWA	WIRE HARNESS	CHAFED
1/14/2004	PC1245	PT6A67B		COCKPIT
(CAN) DURING APPROACH FLIGHT ON MULTIPLE OCCASIONS THE PILOTS EHSI SCREEN WOULD POWER DOWN AND RESTART UNCOMMANDED. IN THE TROUBLESHOOTING PROCESS ALL REMOVABLE COMPONENTS WERE REPLACE WITH SERVICEABLE UNITS. A VISUAL INSPECTION OF THE A/C WIRING BY THE AVIONICS SHOP REVEALED CHAFED WIRING UNDER THE PILOTS SEAT IN THE OUTFLOW VALVE COMPARTMENT. WIRING P/N REPAIRED 9C95A22, 9C94 A22, 9C3G20, 9C32A22, 3F14A22N,ITN5A24. CHAFE PROTECTION INSTALLED ON THIS BUNDLE TO PREVENT FUTURE SIMILAR HAPPENINGS. SYSTEM TESTED SERVICEABLE AND LOG ENTRIES MADE				
CA040122007	PILATS	PWA	SPRING	CRACKED
11/18/2003	PC1245	PT6A67B	C6760	PROP FEATHERING
(CAN) PROPELLER SPRING FAILED INSPECTION. MPI PROCEDURE WAS ACCOMPLISHED AND CRACK INDICATIONS WERE FOUND IN SEVERAL AREAS. PROPELLER WAS REMOVED PRE-MATURELY DUE TO LIGHTNING STRIKE. SPRING WAS NEW FROM MFG AND INSTALLED FOR ONLY 636.4 HRS FROM THE PREVIOUS OVERHAUL. SPRING WAS SENT TO MFG FOR EVALUATION, IT WAS FOUND WITH SEVERAL CRACK INDICATIONS. SPRING REMOVED FROM SERVICE. WARRANTEE SPRING WAS PROVIDED FROM MFG. CRACKS HAVE BEEN FOUND IN OTHER SPRINGS DURING ROUTINE OVERHAUL INSPECTIONS. NO CRACK INDICATION ALLOWED IN THE SPRING.				
CA040301003	PILATS	PWA	DRIVE SHAFT	SHEARED
2/24/2004	PC1245	PT6A67B	5243212137	GENERATOR
(CAN) ON RETURN FLIGHT, THE FLIGHT CREW HAD A GEN 2 FAILURE SO DECREASED ELECTRICAL LOAD AND CONTINUED TO MAINTENANCE BASE. MAINTENANCE REMOVED THE GEN 2 AND INSPECTED IT FOR ANY FAULTS. A REPLACEMENT GENERATOR WAS BEING INSTALLED WHEN IT WAS NOTICED THAT THE DRIVE PULLEY WAS LOOSE AND DID NOT SEEM TO BE CONNECTED TO THE ENGINE. THE HOUSING WAS REMOVED AND THE DRIVE SHAFT WAS FOUND TO BE SHEARED, NO OTHER DAMAGE WAS NOTICED. A NEW SHAFT, BEARINGS AND GASKET WERE INSTALLED. SYSTEM WAS GROUND TESTED SERVICEABLE.				
2004FA0000275	PIPER	CONT	BRAKE ASSY	BROKEN
2/27/2004	J3C65	A65*	D2113	RT MLG
AFTER DISASSEMBLY OF THE RT WHEEL AND BRAKE COMPONENTS FOR INSPECTION, ONE OF SIX BRAKE BLOCK (NR B27-59-D) WAS FOUND TO BE BROKEN, AND ONE OF SIX SPRING RETAINERS (NR R21-35) WAS FOUND TO BE BROKEN, AND LOOSE. THIS CLIP (RETAINER) MAY HAVE JAMMED UNDER A BRAKE BLOCK AND CAUSED THE RT WHEEL TO DRAG EXCESSIVELY ENOUGH TO CAUSE LOSS OF CONTROL DURING THE LANDING ROLLOUT. ACTUAL TIME OF SERVICE FOR COMPONENTS ARE UNKNOWN.				
CA040113010	PIPER	LYC	SEAL	WORN
1/8/2004	PA12	O320C1A	10400554	MAGNETO
(CAN) ENGINE OIL IN RT MAGNETO SEAL P/N 10-400554 LIP WORN FLAT. SLEEVE P/N 10-357078 APPEARS TO BE OF SINTERED IRON NOT STEEL AS SINTERED IRON AND SINTERED BRASS SLEEVES WERE OBSOLETE MANY YEARS AGO. FIVE NEW SLEEVES IN STOCK ALSO APPEAR TO BE SINTERED IRON. NOTE: SEAL IN LT HAND MAGNETO WAS NOT LEAKING BUT WAS WORN FLAT: DOES THE ENGINE OIL WEEP THRU THE NEW SINTERED BUSHING SLEEVES? IS THERE TOO MUCH TENSION ON THE OIL SEAL GARTER SPRING CAUSING PREMATURE WEAR. OR IS THE SINTERED IRON THE CULPRIT CAUSING EARLY SEAL WEAR?				
2004FA0000364	PIPER	LYC	FUEL CONTROL	MISMARKED
3/15/2004	PA18	O320*		ENGINE
AS MANUFACTURED, THE FUEL VALVE SELECTOR HANDLE CONSISTS OF A SMALL POINTER AND A SILVER HANDLE OPPOSITE OF EACH OTHER ON THE LT INTERIOR WALL BY THE FRONT SEAT. OPPOSITE BOTH FUEL VALVE SELECTIONS OF (LT) AND (RT) IS AN (OFF) POSITION. THE POINTER IS OFTEN PAINTED THE SAME COLOR AS THE BACKGROUND COLOR OF THE INTERIOR, USUALLY DARK RED. THIS LEADS TO THE POSSIBILITY OF SOMEONE INADVERTENTLY USING THE SILVER HANDLE TO MAKE THE VALVE SELECTION INSTEAD OF THE POINTER, PERHAPS TURNING THE VALVE (OFF) INSTEAD OF SELECTING A FUEL TANK. THE POINTER SHOULD BE PAINTED A DISTINCTIVE COLOR AND PERHAPS THE VALVE SELECTOR SHOULD BE PLACARDED: (USE POINTER NOT SILVER HANDLE TO MAKE VALVE SELECTION).				

LU4R349M	PIPER	LYC		CYLINDER	DAMAGED
3/16/2004	PA23250	IO540*		B24521	PROPELLER
CYLINDER (PN B-2452-1) SEPARATED FROM PROPELLER ON GROUND RUN. INSPECTION SHOWED THREAD DAMAGE OF CYLINDER. AFTER DISCUSSION WITH MFG, THE LIKELY CAUSE IS DUE TO HIGH PRESSURE FROM GOVERNOR, USUALLY CAUSED BY STICKING PRESSURE RELIEF VALVE.					
AUS20040020	PIPER	LYC		HINGE	CORRODED
1/15/2004	PA28151	O320E3D		63502000	RUDDER
(AUS) UPPER RUDDER HINGE BRACKET CONTAINED SEVERE CORROSION EXTENDING TO APPROXIMATELY 50 PERCENT OF THE DEPTH OF THE BRACKET.					
AUS20040021	PIPER	LYC		MOUNT	LOOSE
1/15/2004	PA28151	O320E3D		J961340	ENGINE
(AUS) RT LOWER ENGINE MOUNT LOOSE.					
2004FA0000276	PIPER	LYC		VOLT REGULATOR	FAILED
2/24/2004	PA28181	O360C1F		68804007	LT KICK PANEL
ALTERNATOR INOPERATIVE LIGHT CAME ON DURING GROUND RUN UP. TROUBLESHOOT SYSTEM AND FOUND NO OUTPUT VOLTAGE TO THE FIELD WIRE. PROBABLE CAUSE REGULATOR FAILED INTERNALLY, NO RECOMMENDATIONS AT THIS TIME.					
O05R200400104	PIPER			BLADE	SCRATCHED
4/5/2004	PA28R200			90DHA16	PROPELLER
1 BLADE REJECTED FOR SCRATCH IN SHOT PEEN.					
2004FA0000360	PIPER	LYC		COOLING JET	MISSING
4/20/2004	PA28R201	IO360C1C6		73772	CRANKCASE
UPON DISASSEMBLY FOR ITS FIRST OVERHAUL, THE TECH FOUND TAPERED PIPE PLUGS WERE INSTALLED IN CRANKCASE INSTEAD OF THE REQUIRED PISTON COOLING JETS. PISTONS AND CYLINDERS SHOWED SIGNS OF OVERHEATING ALTHOUGH NO MALFUNCTION OCCURRED. ENGINE RECORDS INDICATE THE ENGINE WAS BUILT FACTORY NEW, INSTALLED ON AC AND HAS HAD NO HISTORY OF CYLINDER REMOVAL OR REPLACEMENT.					
2004FA0000374	PIPER	LYC		ATTACH FITTING	LOOSE
5/11/2004	PA28R201	IO360C1C6		6676200	FUSELAGE
DURING A ROUTINE INSPECTION, THE LT AFT WING ATTACHMENT FITTING WAS FOUND TO HAVE A LOOSE ATTACHING BOLT. THIS PROBLEM HAS BEEN TYPICAL ON A FLEET OF 6 AIRCRAFT OF THIS MODEL. THE PARTS IN QUESTION ARE: P/N-401-187 BOLT (AN5-7A), P/N-66762-00 (PLATE-AFT SPAR) AND P/N-62448-02 (FITTING-LWR LT FUSELAGE). ONLY THE LT SIDE FITTING HAS BEEN FOUND LOOSE ON ANY OF THESE AIRCRAFT. THE MANUFACTURER HAS BEEN ADVISED OF THIS PROBLEM AND HAS INSPECTED THE SUBJECT AIRCRAFT. THE ONLY PREVENTIVE MAINTENANCE AT THIS TIME IS REPETITIVE TORQUING OF THE BOLT, VERY OFTEN.					
2004FA0000375	PIPER	LYC	PIPER	BOLT	SHEARED
5/4/2004	PA28R201	IO360C1C6		400873	NLG
DURING FLIGHT, THE PILOT REPORTED THAT THE GEAR UNSAFE LIGHT WAS ILLUMINATED DURING GEAR RETRACTION. THE GEAR WAS EXTENDED AND 3 GREEN LIGHTS WERE OBSERVED. DURING THE SUBSEQUENT INSPECTION, THE BOLT IDENTIFIED BELOW WAS FOUND SHEARED AND THE PORTION OF THE BOLT WITH THE HEX ON IT WAS NOT FOUND. THE THREADED PORTION, WITH THE NUT AND WASHER STILL ATTACHED, WAS FOUND TO BE THE ONLY ATTACHING ITEM CONNECTING THE ACTUATOR ROD END TO THE OVER CENTER DEVICE. NO OTHER DAMAGE WAS FOUND AND THE HARDWARE WAS REPLACED WITH NEW.					
2004FA0000376	PIPER	LYC	PIPER	BOLT	SHEARED
5/4/2004	PA28R201	IO360C1C6		400873	ZONE 700
DURING FLIGHT, THE PILOT REPORTED THAT THE GEAR UNSAFE LIGHT WAS ILLUMINATED DURING GEAR RETRACTION. THE GEAR WAS EXTENDED AND 3 GREEN LIGHTS WERE OBSERVED. DURING THE SUBSEQUENT INSPECTION, THE BOLT IDENTIFIED BELOW WAS FOUND SHEARED AND THE PORTION OF THE BOLT WITH THE HEX ON IT WAS NOT FOUND. THE THREADED PORTION, WITH THE NUT AND WASHER STILL ATTACHED, WAS FOUND TO BE THE ONLY ATTACHING ITEM CONNECTING THE ACTUATOR ROD END TO THE OVER CENTER DEVICE. NO OTHER DAMAGE WAS FOUND AND THE HARDWARE WAS REPLACED WITH NEW.					
2004FA0000315	PIPER	LYC		PISTON	MELTED
3/13/2004	PA28RT201	IO360C1C6			NR 3 CYLINDER
NR 3 PISTON/ CYLINDER MELTED.					
2004FA0000339	PIPER	CONT		HOUSING	CRACKED
3/23/2004	PA28RT201T	TSIO360FB		60051004	TURBOCHARGER
REMOVED TURBO FOR OTHER WORK, INSPECTED HOUSING PN 600510-04 AND FOUND IT TO BE CRACKED AS SHOWN IN AD 82-27-03 FIGURE					

2, AD 82-27-03 DOES NOT APPLY TO THIS HOUSING NUMBER, RECOMMEND INSPECTING ALL TURBOS REGARDLESS OF AD.

2004FA0000287	PIPER	LYC	CONTROL WHEEL	CRACKED
2/19/2004	PA30	IO320*	20965	PILOT

A CRACK WAS FOUND IN THE CO-PILOT CONTROL WHEEL WHEN IT WAS REMOVED. THE BOTTOM OF THE WHEEL FROM FRONT TO REAR THROUGH THE PIN HOLE. THIS CRACK IS NOT VISABLE FROM THE OUTSIDE.

2004FA0000303	PIPER	LYC	PUMP	LEAKING
4/2/2004	PA31350	TIO540*	200F5003	FUEL SYSTEM

DURING ENGINE 100 HOUR INSPECTION AND SERVICE FOUND THAT THE ENGINE DRIVEN FUEL PUMP LEAKING FUEL FROM THE REGULATOR HOUSING. (SO05200407947)

2004FA0000371	PIPER	LYC	TUBE	BLEW OUT
4/23/2004	PA31350	TIO540*		TIRE

NOSE TIRE BLEW ON LANDING. NO CAUSE COULD BE DETERMINED BY MAINT. THEY SUSPECTED LOW TIRE PRESSURE. TUBE VALVE SHEARED OFF.

CA040211003	PIPER	LYC	TUBE	FAILED
2/10/2004	PA31350	TIO540J2BD	0923440	RT MLG

(CAN) ON LANDING , THE PILOT NOTICED A SLIGHT PULL TO THE RT. WHEN THE PILOT SLOWED THE AIRCRAFT, THE PULL GOT STRONGER FOLLOWED BY FLOPPING SOUND. THE PILOT STOPPED AND SHUT DOWN ON THE RUNWAY. ON INVESTIGATION OF THE TIRE AND TUBE, A SMALL .1250 INCH SLIT WAS FOUND IN THE TUBE. NOTHING SHARP WAS FOUND IN THE TIRE. SUSPECT THAT THE TUBE HAD A SLIGHT FOLD ON INSTALLATION AND COLD WEATHER OR RUBBING CREATED A HOLE.

CA040308008	PIPER	LYC	PIPER	TORQUE TUBE	CORRODED
3/3/2004	PA31350	TIO540J2BD		4004009	RUDDER ASSY

(CAN) DURING INSPECTION IAW AD 2003-24-07 RUDDER FOUND TORQUE TUBE CORRODED.

CA040301001	PIPER	LYC	CIRCUIT BREAKER	BURNED
2/19/2004	PA31350	TIO540J2BD	W23X1A1G20	

(CAN) CIRCUIT BREAKER SENT FOR EVALUATION.

2004FA0000305	PIPER	LYC	ROD BEARING	DELAMINATED
4/7/2004	PA32260	O540E4B5	SL13521	NR 6 POSITION

ENGINE EXPERIENCED FAILURE OF CONNECTING ROD BOLT, PN 74644 OR DELAMINATION OF CONNECTING ROD BEARING, PN SL 13521 IN NR 6 CONNECTING ROD POSITION. NOT SURE WHICH CAUSED THE FAILURE OF THE ENGINE. A ROD BEARING HALF WAS FOUND IN THE SUMP, MANGLED BUT INTACT; ITS MATE HAD DISINTEGRATED AND WAS SCATTERED THROUGHOUT THE ENGINE. THE ROD BOLT IN QUESTION WAS MISSING THREADS, AND WAS BLUE IN COLOR FROM EXCESSIVE HEAT. THE ROD NUT AND BOLT HEAD WERE NOT FOUND IN THE ENGINE AND SUSPECTED THAT THEY EXITED THE CRANKCASE THROUGH THE HOLE CREATED BY THE CONNECTING ROD BEING THROWN OFF THE CRANKSHAFT. THE ENGINE DID NOT SHOW SIGNS OF OIL STARVATION OR PROBLEMS WITH ANY OF THE OTHER CONNECTING ROD BEARINGS OR BOLTS.

2004FA0000278	PIPER	LYC	CONNECTING ROD	BROKEN
2/23/2004	PA32260	O540E4B5	LW11750	ENGINE

WHILE IN CRUISE FLIGHT, ENGINE STARTED TO RUN ROUGH, CATASTROPHIC ENGINE FAILURE OCCURED. PILOT MADE AN EMERGENCY LANDING, MINOR DAMAGE TO AIRCRAFT. INSPECTION OF FAILED ENGINE REVIELD A BROKEN NR 1, (ONE) CONNECTING ROD.

T0438	PIPER	LYC	DATA PLATE	DEPARTED
5/4/2004	PA32R301T	TIO540*		ENGINE

ENGINE DATA PLATE RIVETS ARE BECOMING LOOSE CAUSING THE DATA PLATE TO SEPARATE FROM ENGINE. WE ARE SEEING THIS ON SEVERAL ENGINES.

O05R200400100	PIPER		BLADE	OUT OF TOLERANCE
4/5/2004	PA34200		FJC7666A	PROPELLER

2 BLADES REJECTED FOR DIMENSIONS.

O05R200400101	PIPER		BLADE	OUT OF TOLERANCE
4/5/2004	PA34200		FJC7666A	PROPELLER

2 BLADES REJECTED FOR DIMENSIONS.

2004FA0000396	PIPER	CONT	RELAY	INOPERATIVE
4/13/2004	PA34220T	TSIO360*	6041H202	STROBE LIGHT

DURING A RAIN STORM FLIGHT PERSONNEL REPORTED TO RAMP 66 MAINTENANCE DEPT THAT AC. WINGS AND TAIL STROBE LIGHTS CAME ON. MAINT MECH CHECKED BATTERY SWITCH. SWITCH WAS TURNED OFF. DURING TROUBLESHOOT AFT COMPARTMENT FLOORING WAS REMOVED BEHIND PASSENGER SEATS. WATER WAS STANDING 2 INCHES IN BELLY OF AC. BATTERY RELAY WAS STANDING IN WATER. AFTER REMOVING, WATER WAS FOUND INSIDE OF THE RELAY. RELAY HAD LARGE PITTING HOLE AND SHOWED SIGNS OF ARCING.

2004FA0000388	PIPER		BOLT	SHEARED
3/16/2004	PA44180		NAS464P427	DRAG BRACE

ON LANDING ROLLOUT THE NOSEGEAR COLLAPSED. INSPECTION REVEALED THE DRAG BRACE CENTER PIVOT BOLT (PN NAS464P4-27) HAD SHEARED. THESE SAME BOLTS WERE REMOVED AND REPLACED WITH NEW BOLTS ON THE REST OF THE FLEET. ALL BOLTS WERE FOUND TO BE WORN IN A SHEAR TO SOME DEGREE. ALL BOLTS SHOWED SOME EVIDENCE OF CORROSION SUGGESTING INADEQUATE LUBRICATION. THIS OPERATOR WILL BE FOLLOWING MORE AGGRESSIVE LUBRICATION AND REMOVAL OF THE BOLTS AT 1000 HOURS FOR DETAILED INSPECTION.

2004FA0000349	PIPER	PWA	SWITCH	SHORTED
4/1/2004	PA46500TP	PT6A42	A02855688499	AUTO START SYS

AUTO START SYSTEM WOULD NOT DISENGAGE AUTOMATICALLY AT 56 PERCENT NG. FOUND ELECTRONIC CONTROL MODULE 1012 (P/N 688-499) INTERNALLY SHORTED CAUSING POWER TO CONSTANTLY FLOW REGARDLESS OF COMMANDS.

JV2R20040001	RKWELL		TIRE	SEPARATED
3/8/2004	NA26565			MLG

TIRE TREAD SEPARATION FROM TIRE CASING. EACH TIRE REPORTED HAS LESS THAN TWENTY LANDINGS ON IT. THIS PROBLEM REPORTED TO TIRE MFG. SAMPLES OF DISCREPANT UNITS FORWARDED TO MFG FOR EVALUATION. THIS IS THE FIRST OF NINE KNOWN FAILURES OF THESE TIRES. ONE OTHER IS MODEL -65, FOUR ARE ON MILITARY T-39N AIRCRAFT. THREE OTHER AIRCRAFT REPORTED TREAD SEPARATIONS TO ANOTHER REPAIR STATION WHO FORWARDED THEIR INFORMATION TO MFG. A COPY OF THE MFG CORRECTIVE ACTION REQUEST, NO 66 AND THE LETTER REQUESTING AN EVALUATION WILL BE SENT TO MFG AND FSDO WITH THIS REPORT.

2004FA0000325	ROBSIN	LYC	PUSHROD	BENT
3/29/2004	R22MARINER	O360J2A		NR 2 CYLINDER

NUMBER 2 CYLINDER EXHAUST VALVE STUCK AND BENT PUSHROD CAUSING ENGINE POWER LOSS. PILOT THEN EXECUTED A PRECAUTIONARY LANDING.

2004FA0000329	ROBSIN	LYC	PUSHROD	BENT
3/29/2004	R22MARINER	O360J2A		ENGINE

NR 2 CYLINDER EXHAUST VALVE STUCK AND BENT PUSHROD CAUSING ENGINE POWER LOSS. PILOT THEN EXECUTED A PRECAUTIONARY LANDING.

2004FA0000403	UNIVAR	UNIVAR	SPAR CAP	CORRODED
5/13/2004	A2AALON		41513128	FUSELAGE

DURING INSPECTION REQUIRED BY AD-2003-21-01, INTERGRANULAR AND EXFOLIATION CORROSION WAS DISCOVERED ON THE MAIN SPAR LOWER CAP. THE CENTER SECTION FRONT SPAR WILL REQUIRE REPLACEMENT.

END OF REPORTS
